

QUARTERLY NOISE REPORT

July 1, 2010 through September 30, 2010



Airport Noise Mitigation Department
San Diego International Airport

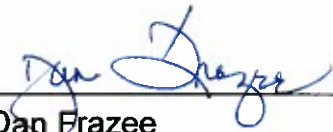
December 15, 2010

QUARTERLY NOISE REPORT
For the Period
July 1 through September 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 Third 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.



Dan Frazee
Director, Airport Noise Mitigation



Thella F. Bowens
President / CEO



SAN DIEGO
INTERNATIONAL
AIRPORT

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AIRCRAFT NOISE MEASUREMENTS

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 July 1, 2010 to September 30, 2010, to be 0.79 square miles and 0.15 square miles, respectively. As compared to the Third Quarter of 2009, the Noise Impact Area decreased by 0.05 square miles and the Federal Military Noise Impact Area remained the same.

3 rd Quarter 2010	3 rd Quarter 2009	Change
0.79	0.84	-0.05
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) ¹	QUARTER CNEL (dB) ²
1	71.2	71.2
2	66.5	66.5
3	65.4	65.6
4	65.1	65.3
6	69.2	69.2
7	74.3	74.1
9	66.5	66.2
10	63.3	63.1
11	71.4	71.3
12	61.7	61.1
13	65.4	64.8
14	65.7	64.7
15	59.9	58.9
16	64.4	64.3
17	64.1	64.0
18	60.3	58.1
19	62.1	60.7
20	61.3	60.7
21	58.7	57.9
22	64.0	63.4
23	62.4	61.4
24	64.2	63.5
25	62.7	60.1
26	63.0	63.2

¹ = For the period October 1, 2009 through September 30, 2010

² = For the period July 1, 2010 through September 30, 2010

Note: RMTs #5 & #8 are spares.

AIRCRAFT OPERATIONS

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	THIRD QUARTER 2010	THIRD QUARTER 2009	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	38,004	40,192	(2,188)	-5.4%
Commuter	6,514	6,394	120	1.9%
General Aviation	4,806	4,067	739	18.2%
Military	104	124	(20)	-16.1%
TOTAL	49,428	49,928	(500)	-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.

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

The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the Third Quarter of 2010. The data used to compile this report was gathered during 24-hour periods on August 17 - 19, 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 Third Quarter 2010 Operations Survey, an average of 479 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 60. 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 Third Quarter 2010 Operations Survey, an average of 479 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 60. 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:

Third Quarter Comparison Single Event Noise Exposure Level (SENEL)

	August 11 - 13, 2009	August 17 - 19, 2010	Change (dB)
Departures	100.3	99.6	-0.7
Arrivals	95.8	95.9	0.1

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 479 daily operations, which reflected a decrease of 35 operations from the 514 operations recorded during the Third Quarter of 2009.

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
August 17 through August 19, 2010**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B767-300	99.9	Kona, HI	UPS2968	1400
B727-200Q	98.8	Phoenix, AZ	CCI712	800
B767-300F	97.8	Louisville, KY	UPS922	430
B767-300	97.6	Louisville, KY	UPS922	440
B767-200F	97.3	Phoenix, AZ	ABX815	740
A300-600	97.1	Memphis, TN	FDX1422	525
B767-300	97.1	Atlanta, GA	DAL1467	1745
B767-300	97.0	Hilo, HI	HAL38	645
A300-600	96.8	Indianapolis, ID	FDX1754	510
B767-300	96.8	Honolulu, HI	HAL16	2130
A300-600	96.7	Indianapolis, ID	FDX1754	445
A300-600	96.7	Indianapolis, ID	FDX3713	1715
B727-200Q	96.6	Phoenix, AZ	CCI712	815
A300-600	96.5	Memphis, TN	FDX906	1650
A300-600	96.3	Memphis, TN	FDX906	1700
MD-80	96.2	Bakersfield, CA	DOJ500	2110
B737-400	96.0	Seattle, WA	ASA480	1140
A300-600	95.9	Ontario, CA	FDX1860	435
A300-600	95.9	Indianapolis, ID	FDX3713	1715
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
B767-300	95.6	Honolulu, HI	HAL16	2135
B737-500	95.5	St. Louis, MO	SWA974	1450
MD-80	95.5	Dallas/Fort Worth, TX	AAL1629	1140
B757-200	95.4	San Francisco, CA	UAL468	1000

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
August 17 through August 19, 2010**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
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
B737-500	95.2	Albuquerque, NM	SWA1436	1440
B757-200	95.2	Atlanta, GA	DAL2967	1240
B767-300F	95.2	Kona, HI	UPS2968	1425
B737-400	95.1	Seattle, WA	ASA498	2040
B757-200	95.1	Chicago, IL	UAL651	2225
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	Dulles, VA	UAL229	1010
B757-200	95.0	Denver, CO	UAL763	1245
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
A300-600	94.7	Memphis, TN	FDX1422	505
B737-400	94.7	Seattle, WA	ASA492	2215
B737-800	94.7	Cabo San Lucas, MX	ASA233	1455
MD-80	95.4	Dallas/Fort Worth, TX	AAL1091	1745

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
August 17 through August 19, 2010**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200Q	105.6	Phoenix, AZ	CCI711	1800
MD-80	104.6	Dallas/Fort Worth, TX	AAL2234	850
MD-80	104.5	Dallas/Fort Worth, TX	AAL1631	1000
MD-80	104.5	Dallas/Fort Worth, TX	AAL2250	800
MD-80	104.3	Dallas/Fort Worth, TX	AAL1681	640
MD-80	104.3	Dallas/Fort Worth, TX	AAL1922	1130
MD-80	104.2	Dallas/Fort Worth, TX	AAL440	1245
MD-80	104.0	Bellingham, WA	AAY209	1915
MD-80	103.2	Dallas/Fort Worth, TX	AAL1300	1425
MD-80	102.6	Dallas/Fort Worth, TX	AAL480	1730
MD-80	102.1	Dallas/Fort Worth, TX	AAL1154	1550
B767-300	101.2	Atlanta, GA	DAL1792	2305
A321	100.4	Philadelphia, PA	AWE700	650
A321	100.1	Philadelphia, PA	AWE154	2220
A321	100.1	Charlotte, NC	AWE199	2245
MD-80	100.0	El Paso, TX	DOJ855	2220
A321	99.1	Philadelphia, PA	AWE144	1120
B737-800	98.6	New York, NY	DAL2956	645
B737-800	98.2	New York, NY	DAL2856	2250
A300-600	98.1	Indianapolis, IN	FDX3613	645
B737-800	97.9	Detroit, MI	DAL2948	925
B737-800	97.7	Newark, NJ	COA1827	815
B737-800	97.7	Newark, NJ	COA327	2145
B737-800	97.6	Houston, TX	COA335	1455
B767-300	97.6	Honolulu, HI	HAL15	915
B737-800	97.5	Newark, NJ	COA533	1100
B737-800	97.1	Chicago, IL	AAL810	705
B757-200	97.0	Atlanta, GA	DAL2892	800
B737-400	96.8	Seattle, WA	ASA495	830

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
August 17 through August 19, 2010**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-800	96.8	Newark, NJ	COA427	1600
B737-800	96.7	Houston, TX	COA374	1145
B737-400	96.6	Seattle, WA	ASA493	650
B737-800	96.6	Chicago, IL	AAL1438	955
B737-800	96.6	Detroit, MI	DAL2748	1320
B767-300	96.6	Hilo, HI	HAL37	1040
MD-90	96.5	Minneapolis, MN	DAL2244	700
A320	96.4	Cincinnati, OH	DAL1468	1120
B737-800	96.4	Chicago, IL	AAL624	1215
B737-800	96.4	Houston, TX	COA1606	1000
B737-800	96.3	Houston, TX	COA131	700
B757-200	96.3	Atlanta, GA	DAL1692	1055
A300-600	96.2	Indianapolis, IN	FDX1654	1935
B737-400	96.2	Seattle, WA	ASA487	1715
B737-800	96.2	Chicago, IL	AAL590	1530
B757-200	96.2	New York, NY	AAL94	745
A300-600	96.1	Memphis, TN	FDX821	700
B737-400	96.1	Seattle, WA	ASA481	1030
B757-200	96.1	Atlanta, GA	DAL2992	915
A319	96.0	Toronto, ONT	ACA780	745
B757-200	96.0	Atlanta, GA	DAL1592	640
A321	95.9	Phoenix, AZ	AWE250	650
B737-800	95.9	Seattle, WA	ASA489	1940
B757-200	95.9	Dulles, VA	UAL970	810
A320	95.8	New York, NY	JBU186	2115
B757-200	95.8	Atlanta, GA	DAL2792	1335
A300-600	95.7	Memphis, TN	FDX1222	1930
A320	95.7	Charlotte, NC	AWE163	1115
B737-800	95.5	Houston, TX	COA1588	1250
A320	95.4	Boston, MA	JBU412	2230
B737-800	96.8	Newark, NJ	COA427	1600

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

Survey of three days during the Third Quarter of 2010
 These numbers are the averages for operations for August 17 to August 19, 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	2							10
A310													0
A320+	27	10	6	28	4	11							86
B712													0
B72Q	1			1									2
B73Q													0
B733+	91	28	9	101	20	6							255
B747+													0
B757+	8	4	2	11		3							28
B767+	3	1	2	3	1	2							12
B777+													0
DC10													0
DC87													0
DC8Q													0
DC9Q													0
L1011													0
MD80+	7	2	2	8	1	1							21
MD90	2	1		2		1							6
RJ+	22	5	3	24	3	2							59
TOTAL	163	51	27	179	32	27							479

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 Third Quarter of 2010 Airport Noise Mitigation received a total of 106 complaint calls from 60 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 Third Quarter of 2010

DIRECTION FROM AIRPORT		July	August	September	TOTAL
NORTH	La Jolla		1		1
	Pacific Beach	5	2	2	9
	Golden Hill	2	2	2	6
EAST	Mission Hills		2		2
	Famosa	2	1	5	8
	Loma Portal	6	8	5	19
WEST	Mission Beach	1	1		2
	Ocean Beach	4	12	13	29
	Point Loma	7	12	11	30
TOTAL COMPLAINTS		27	41	38	106

The 106 complaint calls recorded during the Third Quarter 2010 reflect a increase of 40 calls from the 66 received during the Third 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 Third Quarter 2010 Final Enforcement Actions.

THIRD QUARTER 2010 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
7/04/2010	2351L	Jet Aviation (N601TX)	CL60 ; Stage 3	\$2,000
7/12/2010	0041L	Delta Air Lines 1792	B763 ; Stage 3	No Penalty
7/16/2010	2246L	Procurador Generale Republica de Mexico (XC-LKS)	GLF2 ; Stage 2	\$2,000
7/22/2010	0003L	SkyWest Airlines 6341	CRJ2 ; Stage 3	\$2,000
8/02/2010	2252L	jetBlue Airways 412	A320 ; Stage 3	No Penalty
8/11/2010	2252L	jetBlue Airways 186	A320 ; Stage 3	No Penalty

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 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	100%
Phase 5, Group 3	54	100%
Phase 5, Group 4	63	90% complete
Phase 5, Group 5	43	80% complete
Phase 5, Group 6	78	60% complete
Phase 5, Group 7	200	70% complete
Phase 5, Group 8	51	50% complete
Phase 5, Group 9	62	50% complete
Phase 5, Group 10	44	60% complete
Phase 5, Group 11	113	30% complete
Phase 5, Group 12	32	30% complete
Phase 6, Group 1	37	40% complete
Phase 6, Group 2	29	20% complete
Phase 6, Group 3	58	30% complete
Phase 6, Group 4	27	20% complete
Phase 6, Group 5	64	20% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the July 21st, 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

**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 = 0.79 sq. miles; Federal Military Noise Impact Area = 0.15 sq. miles

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

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

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

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

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): 108

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

49,428

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

38,004

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

100%

8. Number of Commuter operations during the calendar quarter:

6,514

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

4,806

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

104

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 July 2010 _____ B3

CNEL Log for August 2010 _____ B4

CNEL Log for September 2010 _____ B5

APPENDIX B1

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

RMT #	Location	^c 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 July 1, 2010 to September 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	65*	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 July 2010

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	71.5	66.8	66.0	66.0	69.4	74.9	66.4	62.3	71.8	60.5	64.6
2	71.5	67.5	65.0	65.6	69.8	76.0	67.6	63.6	73.1	62.7	66.0
3	70.9	66.8	63.6	64.9	68.5	74.1	66.4	62.2	71.3	61.4	64.4
4	69.1	64.5	64.6	64.0	68.4	73.0	65.1	61.7	70.3	59.5	63.8
5	70.8	67.3	64.6	66.2	68.8	74.3	66.4	63.1	71.9	62.3	64.9
6	71.1	66.8	67.5	66.2	70.0	74.7	67.2	64.3	72.2	62.8	66.4
7	72.1	68.4	68.1	66.6	70.3	74.0	66.9	64.2	71.3	61.5	65.3
8	72.8	68.0	68.4	*	70.4	74.4	66.5	64.2	71.2	61.6	64.6
9	72.3	67.8	67.7	67.7	69.8	74.0	66.2	63.3	71.0	62.7	63.7
10	71.6	67.4	64.8	65.3	68.8	73.8	66.0	*	70.3	59.2	63.1
11	70.9	66.8	65.5	65.8	68.7	74.4	66.2	*	71.7	60.6	64.6
12	71.9	67.1	66.8	65.4	69.1	73.8	64.7	*	70.9	63.5	66.9
13	71.0	66.8	64.5	65.8	69.7	74.1	67.2	*	71.6	61.4	65.2
14	70.8	66.6	63.7	65.2	71.0	74.8	66.6	*	71.6	62.2	64.9
15	70.8	66.2	64.2	65.4	69.7	75.2	66.4	*	72.4	61.9	66.0
16	71.3	66.3	66.1	65.6	69.5	74.7	66.6	*	72.0	61.8	65.8
17	74.0	66.4	63.7	64.5	68.1	73.9	65.8	*	71.2	59.8	64.4
18	72.6	66.0	63.4	66.0	68.1	74.7	65.5	*	71.8	61.4	65.5
19	71.3	67.1	63.2	65.3	69.6	75.0	67.0	*	71.8	61.3	65.0
20	72.5	68.5	64.3	66.0	69.7	74.8	66.8	*	71.1	60.2	63.4
21	71.7	67.6	65.2	68.0	70.0	75.0	66.6	*	72.3	60.6	64.1
22	72.7	67.5	66.6	67.5	69.7	75.0	67.0	67.0	72.5	61.7	65.9
23	72.4	67.4	68.0	66.5	69.4	73.3	66.5	63.1	71.7	61.4	65.0
24	71.5	67.3	66.6	65.6	68.3	74.1	66.0	62.0	70.8	59.1	62.9
25	71.9	67.5	66.2	65.7	69.4	74.4	66.6	63.3	71.2	61.4	64.5
26	71.3	67.0	65.4	66.4	70.2	74.7	66.9	64.7	71.9	64.3	68.3
27	72.3	67.6	67.2	66.5	70.4	74.9	67.5	64.7	72.2	63.2	66.0
28	72.3	67.5	68.0	65.8	70.0	72.7	66.0	63.9	71.6	61.7	65.0
29	72.3	67.9	67.3	66.8	70.3	71.0	67.1	64.5	71.9	62.4	65.6
30	72.7	68.2	66.0	66.2	69.7	74.9	66.6	63.8	71.5	63.8	64.1
31	70.3	65.8	64.7	65.3	69.0	73.1	66.4	62.8	71.3	60.4	64.5
Month	71.7	67.1	65.9	65.8	69.5	74.3	66.5	63.8	71.6	61.7	65.1

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
July 2010**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	65.3	58.9	65.3	64.5	59.7	60.4	60.8	57.7	63.0	61.2	63.4	*	63.2
2	65.7	61.1	66.1	64.8	58.3	63.2	61.0	58.0	64.6	63.2	64.9	*	64.0
3	63.2	59.4	65.3	63.8	56.5	61.5	60.3	56.6	62.5	61.1	63.2	*	63.9
4	62.7	58.9	62.6	61.6	54.8	61.0	59.6	56.6	64.5	60.8	62.0	*	61.9
5	64.4	57.5	65.1	64.0	57.0	61.8	61.1	56.7	63.4	60.8	63.4	*	63.6
6	64.9	59.9	64.9	64.2	56.8	62.1	62.0	59.6	64.8	62.6	65.1	*	64.1
7	64.5	59.6	66.0	65.4	56.7	61.5	61.5	58.7	63.8	61.2	64.0	*	65.3
8	64.4	58.2	65.8	65.4	*	60.0	61.2	56.8	63.0	60.9	63.5	*	64.1
9	63.5	58.8	65.5	64.8	57.1	59.6	59.7	54.5	62.0	62.1	63.1	*	65.3
10	62.9	58.7	65.2	63.9	55.8	61.9	58.7	55.2	62.2	61.6	62.3	*	63.4
11	64.2	59.4	64.5	64.0	56.8	60.5	60.8	57.4	63.4	61.7	63.5	*	63.8
12	63.0	56.5	64.7	64.5	57.2	56.1	60.9	56.8	62.8	61.0	62.9	*	63.8
13	63.3	58.4	64.7	64.6	57.2	60.2	62.0	59.4	64.1	61.5	63.9	*	63.9
14	65.4	59.8	64.7	64.1	57.5	61.0	61.6	59.5	64.0	61.9	63.8	*	63.8
15	64.9	60.4	64.0	64.1	55.8	60.2	61.2	58.9	64.9	62.8	65.2	*	62.9
16	64.7	60.6	64.3	64.3	57.1	59.9	61.5	58.2	64.7	63.3	64.9	*	63.4
17	63.7	59.4	64.3	63.2	56.0	59.8	61.2	57.8	63.1	61.8	63.2	*	62.9
18	64.2	60.0	63.6	63.1	56.4	61.6	58.6	56.8	64.2	62.7	64.1	*	61.8
19	63.7	59.8	65.1	64.2	58.7	62.8	60.1	58.0	63.5	61.8	64.0	*	63.3
20	62.7	58.4	65.8	64.9	56.8	62.3	58.6	54.1	61.8	59.7	62.3	*	64.6
21	64.5	57.3	65.5	64.7	58.8	62.6	60.5	56.5	62.2	60.1	62.7	*	63.0
22	65.0	59.7	65.4	64.5	58.8	61.9	60.7	57.5	64.2	62.6	64.5	*	65.3
23	64.3	59.4	65.1	65.0	57.7	59.7	60.8	56.6	63.3	61.8	63.7	*	64.1
24	62.7	57.6	64.5	64.4	58.2	59.7	59.6	54.9	61.5	59.6	61.8	*	64.3
25	62.8	59.0	65.0	65.1	59.8	60.7	60.5	56.1	62.6	61.4	63.4	*	64.0
26	64.4	59.6	64.6	64.3	58.3	61.8	62.2	59.7	66.6	62.1	64.6	*	63.8
27	64.5	61.3	65.1	65.3	60.3	61.9	62.0	58.6	64.3	62.6	64.9	*	64.6
28	63.9	59.4	65.2	65.1	57.5	58.6	62.0	58.5	63.4	60.6	63.6	*	64.6
29	64.5	60.1	65.8	65.7	58.6	60.6	62.0	58.5	64.1	62.2	64.6	*	65.0
30	62.7	60.0	65.9	65.0	57.9	61.3	60.3	56.9	62.9	61.3	63.4	*	64.6
31	64.3	59.4	64.1	63.1	58.4	61.0	60.5	56.4	62.8	62.6	63.5	*	62.8
Month	64.1	59.3	65.0	64.4	57.5	61.0	60.8	57.5	63.6	61.7	63.7	n/a	63.9

* = Not in service

APPENDIX B4**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
August 2010**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	71.5	66.6	64.8	65.5	68.4	74.7	67.3	62.7	71.9	61.3	65.6
2	70.8	66.3	65.9	65.1	69.4	74.6	65.6	63.0	71.5	61.8	65.1
3	72.5	67.0	65.2	66.0	70.0	74.5	66.5	63.0	71.5	61.6	64.9
4	72.3	68.0	65.2	66.2	70.1	74.6	66.9	63.6	71.5	61.2	65.2
5	72.0	68.0	65.5	65.9	69.8	74.9	66.8	63.8	71.9	61.1	65.2
6	72.6	67.9	65.8	66.3	70.1	74.7	66.6	64.0	71.9	62.4	64.8
7	71.4	66.7	63.9	65.5	68.8	74.1	66.9	62.9	70.9	60.7	64.6
8	71.1	66.6	65.4	65.2	69.3	75.2	67.0	64.0	72.5	62.1	66.5
9	71.2	66.5	67.4	65.8	69.7	75.0	66.1	64.5	72.1	63.5	66.2
10	71.8	67.1	65.8	65.6	70.0	74.3	66.5	63.9	71.5	61.8	65.5
11	72.3	67.4	68.6	66.2	70.3	74.7	67.0	64.5	71.7	62.5	65.9
12	72.4	67.7	67.5	66.1	69.7	74.4	66.0	63.8	71.4	61.7	65.4
13	72.0	67.3	68.6	66.0	70.8	74.4	66.1	63.8	71.1	62.7	64.7
14	71.6	66.6	65.9	65.0	68.6	73.6	64.9	61.0	69.3	57.8	62.6
15	72.8	66.6	66.7	65.9	68.9	74.2	65.7	61.6	70.5	58.6	63.5
16	70.6	66.5	63.2	65.2	69.6	75.0	66.9	63.5	71.9	63.7	66.2
17	70.5	65.8	64.8	65.2	69.9	74.8	66.7	64.1	72.4	61.6	65.2
18	70.4	65.8	64.9	65.0	69.0	74.3	67.1	62.5	71.4	60.4	64.8
19	70.2	65.6	65.8	64.9	69.0	74.2	65.9	62.7	71.4	60.8	65.0
20	70.6	65.9	65.2	64.8	69.0	74.1	66.4	63.3	71.1	60.4	64.4
21	70.7	63.6	64.1	64.7	68.1	73.8	65.2	61.8	70.7	59.5	63.8
22	69.7	*	63.1	64.2	68.4	74.0	65.1	61.7	70.9	59.2	63.3
23	69.7	67.2	64.0	64.5	68.6	74.1	66.7	62.5	71.2	61.6	65.2
24	70.1	65.3	64.4	64.5	69.1	74.3	66.7	62.4	71.2	60.1	64.3
25	70.5	65.1	65.8	64.5	69.6	74.0	64.8	62.8	70.6	60.1	64.2
26	70.5	66.0	66.6	65.0	69.5	74.1	65.2	63.0	70.9	60.6	64.4
27	71.4	66.9	65.3	65.0	69.0	74.8	66.3	62.0	71.9	60.3	64.3
28	71.3	66.2	63.5	63.9	68.6	74.2	66.5	62.5	71.0	60.2	64.1
29	70.1	65.6	64.0	64.2	68.3	74.4	66.5	62.5	72.0	60.7	65.5
30	70.0	65.4	64.3	63.9	69.5	74.0	67.1	63.6	70.9	62.5	65.3
31	70.7	65.5	64.4	64.6	69.8	73.7	67.4	63.2	71.0	61.4	65.5
Month	71.2	66.5	65.5	65.2	69.3	74.4	66.3	63.1	71.3	61.2	64.9

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log August 2010

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	64.5	60.1	64.1	64.1	58.8	61.7	61.4	58.2	64.3	62.7	64.2	*	63.9
2	64.5	58.2	64.0	64.2	58.7	58.3	61.2	58.8	63.9	60.9	63.8	*	63.6
3	64.4	58.2	65.0	64.3	59.1	60.4	60.9	57.7	63.4	60.6	63.7	*	64.6
4	63.9	58.7	65.6	65.1	59.0	61.4	61.6	58.2	63.7	61.6	63.9	*	64.7
5	65.3	59.2	65.6	65.1	57.9	61.1	61.1	57.7	63.9	61.6	64.1	*	64.5
6	63.9	59.6	66.3	65.0	57.7	60.8	61.3	57.6	63.4	61.7	63.9	*	65.1
7	63.0	59.5	65.0	63.9	57.5	61.9	60.9	57.4	63.2	61.6	63.4	*	63.8
8	65.1	60.9	64.5	64.1	55.6	61.4	62.2	60.3	65.1	63.4	65.3	*	64.5
9	64.7	59.8	64.3	64.2	56.9	59.7	62.3	59.4	65.0	62.4	65.0	*	63.8
10	64.3	60.7	65.1	64.6	57.7	60.7	61.8	59.2	64.2	65.1	64.4	*	64.1
11	64.8	60.0	65.1	65.2	59.4	60.9	62.8	60.6	64.8	62.4	64.6	*	64.5
12	63.8	59.3	65.4	65.1	58.2	58.5	62.1	59.2	63.8	61.7	64.4	*	64.6
13	64.7	59.9	65.1	64.8	57.9	58.6	60.9	57.4	63.7	62.3	63.9	*	64.4
14	61.8	57.3	64.2	63.7	57.6	58.4	57.7	54.0	61.5	59.6	61.4	*	63.3
15	63.5	56.8	63.9	66.2	58.9	58.9	59.1	55.9	61.8	59.5	62.2	*	63.3
16	64.6	60.5	64.5	63.8	59.0	61.2	61.0	58.4	64.5	62.9	65.1	*	63.2
17	66.4	60.8	63.9	63.7	61.0	62.0	60.8	59.7	64.0	63.0	64.2	*	62.6
18	65.9	58.8	63.7	63.8	58.1	62.0	60.8	58.4	63.8	61.2	63.3	*	62.7
19	65.5	59.7	63.2	63.7	58.2	58.6	61.2	60.3	64.0	61.6	63.8	*	62.2
20	65.4	58.7	63.1	64.1	57.1	58.9	61.0	58.9	63.7	61.0	62.8	*	61.7
21	64.9	56.8	63.8	64.2	56.1	57.3	60.7	57.8	62.9	60.2	62.2	*	62.3
22	64.6	57.1	63.1	63.0	55.2	57.8	60.3	57.2	62.3	60.1	61.9	*	62.0
23	65.3	58.1	62.6	63.3	61.1	60.2	60.2	58.3	63.6	61.4	63.4	*	61.2
24	65.0	58.7	62.8	63.3	56.7	59.6	60.9	57.8	63.2	60.8	63.2	*	61.5
25	65.3	57.4	62.6	63.2	57.1	56.7	61.2	58.1	63.0	60.5	62.9	*	62.2
26	65.1	56.9	64.0	64.3	56.8	58.1	60.5	57.7	62.4	60.0	63.1	*	62.7
27	65.6	58.4	65.0	63.6	60.5	61.6	59.3	56.6	62.4	60.8	63.2	57.5	62.4
28	64.9	58.1	64.2	63.5	57.3	62.0	60.5	56.4	62.5	60.8	62.9	58.6	63.0
29	66.4	59.6	63.5	63.3	57.9	61.4	61.1	58.9	64.1	61.9	63.8	59.8	62.4
30	65.7	58.9	63.3	63.1	61.2	60.9	61.4	59.3	63.9	61.1	63.6	61.8	62.6
31	65.8	60.3	63.5	63.7	58.7	62.6	61.7	59.2	64.2	62.4	64.3	61.9	62.6
Month	64.8	59.1	64.3	64.1	58.4	60.4	61.0	58.4	63.6	61.6	63.7	60.3	63.3

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log September 2010

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	71.2	66.2	67.0	65.5	69.5	74.5	65.5	63.4	71.6	61.4	65.6
2	70.6	66.3	64.9	66.1	69.3	74.9	66.0	62.4	71.7	59.7	64.7
3	70.4	66.1	66.1	65.2	69.4	74.5	65.7	61.6	71.5	59.6	63.9
4	68.7	64.5	62.0	63.3	67.8	74.0	65.5	60.8	70.8	58.3	63.8
5	68.5	64.6	60.5	63.1	67.4	73.1	65.0	60.3	69.5	57.8	63.6
6	70.1	66.1	61.8	64.3	69.2	74.2	66.6	62.8	71.6	61.2	65.1
7	70.7	65.9	62.9	64.6	69.0	74.8	66.7	63.3	72.3	61.6	66.7
8	70.9	66.4	64.7	64.7	69.8	73.1	65.6	63.9	70.5	62.3	65.3
9	71.3	66.1	66.6	65.2	69.0	73.2	65.8	63.1	70.6	61.5	64.9
10	71.8	66.4	67.6	65.0	68.8	73.4	68.3	62.9	70.6	61.4	65.4
11	70.1	65.2	64.6	64.1	67.8	72.6	64.2	60.7	69.0	58.1	63.0
12	70.7	66.4	63.8	64.7	68.0	73.5	64.8	61.2	70.0	58.7	63.3
13	69.6	65.4	65.4	64.5	68.8	72.5	63.5	61.9	69.4	60.4	63.6
14	71.2	66.1	67.9	65.8	69.1	73.0	66.2	63.0	70.2	60.8	64.4
15	71.4	66.4	67.1	65.4	68.9	73.7	65.7	63.3	70.8	61.4	65.1
16	72.2	67.0	67.8	68.5	68.2	74.1	65.2	61.4	70.9	58.8	63.3
17	70.5	65.4	67.8	66.0	68.4	74.2	64.9	62.1	71.1	61.6	64.2
18	69.8	65.0	64.7	63.8	67.6	73.0	63.9	60.6	69.4	57.5	63.1
19	70.6	65.8	63.5	64.4	68.8	73.6	65.1	61.0	70.4	58.8	63.8
20	70.6	66.7	63.9	64.8	69.3	73.7	66.0	62.5	69.9	59.1	65.4
21	71.5	67.3	64.3	65.3	69.7	73.9	66.1	61.7	71.0	58.9	63.4
22	70.8	66.4	64.4	64.8	70.1	74.4	66.0	64.0	71.9	62.0	65.6
23	71.4	66.2	67.2	65.2	69.7	75.1	68.4	63.1	72.5	61.4	66.5
24	71.0	65.2	67.3	65.4	68.5	74.4	67.7	62.4	71.9	60.6	64.8
25	67.9	63.3	62.0	62.6	67.3	72.6	65.9	60.6	70.2	58.3	62.7
26	67.8	64.1	60.9	63.4	68.3	73.8	65.6	60.4	71.0	57.9	63.4
27	69.4	63.7	64.8	63.6	68.2	73.6	66.4	60.7	70.5	59.7	63.8
28	69.2	64.8	62.0	63.7	69.2	74.0	66.5	62.4	70.8	60.7	64.7
29	70.7	65.9	64.4	64.9	68.6	73.5	66.1	62.5	70.7	60.4	64.3
30	71.1	65.4	66.9	66.1	68.9	74.9	64.9	62.4	72.3	60.5	65.4
Month	70.5	65.7	65.3	64.9	68.8	73.8	65.9	62.2	70.9	60.2	64.5

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
September 2010**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	66.2	58.9	63.7	63.7	58.8	59.2	61.5	58.8	64.3	61.3	64.2	61.2	62.9
2	65.9	57.7	64.0	64.0	58.7	59.2	59.8	57.0	63.1	60.0	63.4	58.6	62.9
3	65.5	57.6	63.5	63.9	57.0	57.8	60.6	57.3	62.3	59.9	62.5	60.3	62.4
4	64.8	55.2	62.3	62.1	58.3	59.4	59.7	56.2	62.5	60.1	61.5	59.4	61.1
5	63.6	56.5	62.3	61.5	55.8	60.1	57.2	53.9	62.4	60.1	61.8	56.5	60.6
6	65.6	59.3	64.3	63.4	57.6	61.6	60.3	56.9	63.6	61.9	63.8	57.5	62.9
7	66.8	60.4	64.9	63.4	58.6	62.3	60.9	59.0	64.9	62.6	64.9	62.0	63.3
8	65.5	61.2	64.3	64.0	57.5	61.0	60.6	58.8	63.9	62.0	64.3	61.4	64.1
9	65.7	59.3	64.0	63.7	60.0	60.8	61.7	60.1	63.8	61.5	63.6	61.7	63.1
10	65.8	59.8	64.2	64.0	57.3	64.4	61.6	59.5	64.1	62.2	64.1	62.3	63.6
11	64.2	57.8	62.6	62.3	56.1	57.1	60.0	56.6	61.8	59.5	61.4	59.0	61.5
12	64.2	56.2	63.7	63.7	56.7	56.9	58.8	56.0	61.6	59.3	61.7	57.9	62.8
13	63.6	56.4	62.8	63.5	58.0	56.6	59.7	57.3	62.8	59.5	62.2	57.4	62.4
14	64.5	58.9	63.9	63.7	57.8	59.5	60.6	57.7	63.1	60.9	63.4	59.1	62.8
15	65.6	59.1	63.9	64.0	56.7	59.2	61.3	58.5	64.0	61.2	63.9	60.6	63.5
16	64.9	57.0	64.4	63.9	60.8	59.7	58.5	55.7	61.8	59.2	62.2	57.1	63.0
17	65.1	57.6	63.4	63.4	56.8	57.4	59.1	56.8	62.2	60.7	62.8	59.4	62.3
18	64.4	55.4	62.8	62.1	54.0	56.0	58.6	56.7	61.9	59.9	61.6	57.8	61.5
19	64.4	56.8	63.6	63.6	56.6	57.9	59.0	55.9	62.3	60.1	62.2	58.3	62.8
20	63.4	57.5	63.9	63.4	56.8	60.9	58.3	54.6	62.3	59.8	61.7	58.0	62.3
21	64.9	55.3	64.9	63.6	58.8	61.9	59.0	55.1	61.2	58.1	62.0	57.9	63.2
22	66.7	59.8	64.6	63.7	59.2	61.2	61.5	59.7	64.6	62.0	64.4	62.4	63.1
23	67.3	60.0	64.5	64.0	57.3	62.7	62.1	60.0	65.3	62.4	64.7	62.3	63.3
24	66.4	58.6	63.3	63.4	57.2	62.7	61.0	58.5	63.3	61.1	63.2	61.9	61.6
25	64.0	55.9	61.2	61.0	59.9	62.3	59.4	56.1	61.1	58.8	61.0	58.4	59.7
26	64.5	55.9	61.8	62.6	60.8	60.9	59.2	56.6	61.9	59.4	61.7	59.9	60.1
27	64.7	57.2	62.0	61.9	62.8	63.1	58.2	58.5	62.8	60.8	62.2	59.2	60.1
28	65.4	58.7	62.9	62.4	56.4	62.7	59.4	56.9	63.4	61.0	63.3	59.6	61.4
29	65.5	58.2	63.9	63.6	57.6	61.2	60.4	58.0	63.1	61.5	62.9	60.0	62.5
30	66.5	59.5	63.4	63.2	57.2	58.9	60.7	59.1	64.2	62.2	63.9	60.8	62.4
Month	65.3	58.2	63.5	63.2	58.2	60.6	60.1	57.6	63.1	60.7	63.0	59.9	62.4

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, Third Quarter 2010_____C1

Commercial Flight Operations Mix, July 2010_____C2

Commercial Flight Operations Mix, August 2010_____C3

Commercial Flight Operations Mix, September 2010 _____C4

Curfew Violation Summary, 1989 --- Present_____C5

APPENDIX C1

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JULY TO SEPTEMBER 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.	
12/13/2010																											
A300																						249	1		250	500	
A310																						23			23	46	
A318												139													139	278	
A319		88							158			277													941	1882	
A320									347			88													2203	4406	
A321											365														503	1006	
A333																									0	0	
B712																									0	0	
B71Q																								1	1	2	
B72Q																								2	54	108	
B733														2557										14	2595	5190	
B734								12						508											310	620	
B735																									520	1040	
B736																									50	100	
B737								29						5352											6	5736	11472
B738								738	495																2033	4066	
B739								156																	242	484	
B747+																									0	0	
B752									579																6	1428	2856
B753								1																	1	2	
B762																									65	130	
B763									70	147															306	612	
B764																									0	0	
B772																									0	0	
CRJ2																									921	1842	
CRJ7													868												389	778	
CRJ9													389												104	208	
DC10													100												46	92	
DC87																									0	0	
ERJ+																								1	1308	2616	
MD11												89													0	0	
MD80+									1																926	1852	
MD90									232																232	464	
TOTALS	0	180	138	972	55	1276	1126	936	1882	147	365	593	1357	8417	53	1792	1050	327	52	65	51	319	89	84	21326	42652	
B190																									0	0	
BE99																									70	140	
C208																									232	464	
E120																									487	974	
FA31													487												0	0	
SF34																									0	0	
SW3/4																									63	126	
TOTALS	0	180	138	972	55	1276	1126	936	1882	147	365	593	1844	8417	53	1792	1050	327	52	65	51	551	222	84	852	1704	

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

Other / Non-Transport Category = 1 USAF K35R, 1 RRR C130

APPENDIX C2
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JULY 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	1		90	180
A310																										0
A318												53														53
A319		30							57			95				141	2	30								355
A320									146		124	31			248	114	88									751
A321																	188									188
A330+																										0
B712																										0
B71Q																					17					0
B72Q																										0
B733														951			25									17
B734				117																						1952
B735								6						173												123
B736																			18							179
B737				65				18						1769	16											18
B738				133				288	179						2											36
B739				27				48																		1933
B747+																										725
B752						31			221							192	17									75
B753																										150
B762																										0
B763																										0
B764									30	62																0
B772																										463
CRJ2																										0
CRJ7													272													0
CRJ9													143													301
DC10													37													143
DC87																										286
ERJ+																										38
MD11																										76
MD80+																										16
MD90									56																	0
TOTALS	0	61	62	342	28	430	388	360	689	62	124	202	452	2893	18	581	376	118	18	21	17	105	28	27	7402	
B190																										0
BE99																										0
C208																										23
E120																										46
PA31													200													81
SF34																										162
SW3/4																										200
TOTALS	0	61	62	342	28	430	388	360	689	62	124	202	652	2893	18	581	376	118	18	21	17	186	73	27	326	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet
 Other / Non-Transport Category = 1 USAF K35R, 1 RRR C130

**APPENDIX C3
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- AUGUST 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																						90			90	180
A310																						5			5	10
A318												60													60	120
A319		31							69			96				113	13	29							351	702
A320									111		126	31				271	133	88							760	1520
A321																	170								170	340
A330+																									0	0
B712																									0	0
B71Q																									0	0
B72Q																								1	18	36
B733														880			13				17				893	1786
B734				112																				4	116	232
B735								5						171											176	352
B736																									18	36
B737				58				11						1806	18									1	1956	3912
B738				132				266	175																696	1392
B739				29				43																	72	144
B747+																									0	0
B752						32			180							239	12							1	464	928
B753								1																	1	2
B762																2					22				22	44
B763									31	55												32			120	240
B764																									0	0
B772																									0	0
CRJ2													292												310	620
CRJ7													138												138	276
CRJ9													32												32	64
DC10																									13	26
DC87																									0	0
ERJ+		31					387					22												1	441	882
MD11																									0	0
MD80+					23	278																		19	320	640
MD90									75																75	150
TOTALS	0	62	62	331	23	433	387	326	641	55	126	209	462	2857	18	625	359	117	18	22	17	108	32	27	7317	14634
B190																									0	0
BE99																									25	50
C208																									74	148
E120													172												172	344
PA31																									0	0
SF34																									0	0
SW3/4																									20	40
TOTALS	0	62	62	331	23	433	387	326	641	55	126	209	634	2857	18	625	359	117	18	22	17	182	77	27	291	582

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

**APPENDIX C4
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- SEPTEMBER 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																						70			70	140	
A310																						18			18	36	
A318												26														26	52
A319		27							32			86				70	12	8								235	470
A320								90			115	26				231	146	84								692	1384
A321																	145									145	290
A330+																										0	0
B712																								1		0	0
B71Q																								1		0	0
B72Q																17						1				19	38
B733														726										4		726	1452
B734				67										164												71	142
B735								1																		165	330
B736																										14	28
B737				37										1777	15									2		1847	3694
B738				165		120		184	141						2											612	1224
B739				30				65																		95	190
B747+																										0	0
B752						30			178																	0	0
B753																	3									501	1002
B762																					22					0	0
B763									9	30											22					22	44
B764																										69	138
B772																										0	0
CRJ2																										0	0
CRJ7													304													310	620
CRJ9													108													108	216
DC10													31													34	68
DC87																										17	34
ERJ+		30																								0	0
MD11							352																			426	852
MD80+																										0	0
MD90						4	263		1																	0	0
TOTALS	0	57	14	299	4	413	352	250	552	30	115	182	443	2667	17	588	315	92	16	22	17	106		30	6610	13220	
B190																										0	0
BE99																										22	44
C208																										77	154
E120													115													115	230
PA31																										0	0
SF34																										0	0
SW3/4																										21	42
TOTALS	0	57	14	299	4	413	352	250	552	30	115	182	558	2667	17	588	315	92	16	22	17	183		30	6610	13220	

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



SAN DIEGO
INTERNATIONAL
AIRPORT

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
FINES		\$10,000		\$14,000		\$5,000

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

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
FINES		\$13,000		\$2,000		\$9,000

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 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 \$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
FINES		\$39,655		\$112,000		\$31,000

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

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
FINES		\$18,000		\$13,000		\$35,000

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
FINES		\$19,000		\$39,000		\$24,000

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
FINES		\$64,000		\$80,000		\$30,000

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	N601TX (GA) Delta XC-LKS (GA) SkyWest jetBlue jetBlue	\$2,000 NP \$2,000 \$2,000 NP NP				
4TH						
FINES		\$86,000		\$0,000		\$0,000

AIRCRAFT NOISE COMPLAINTS

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



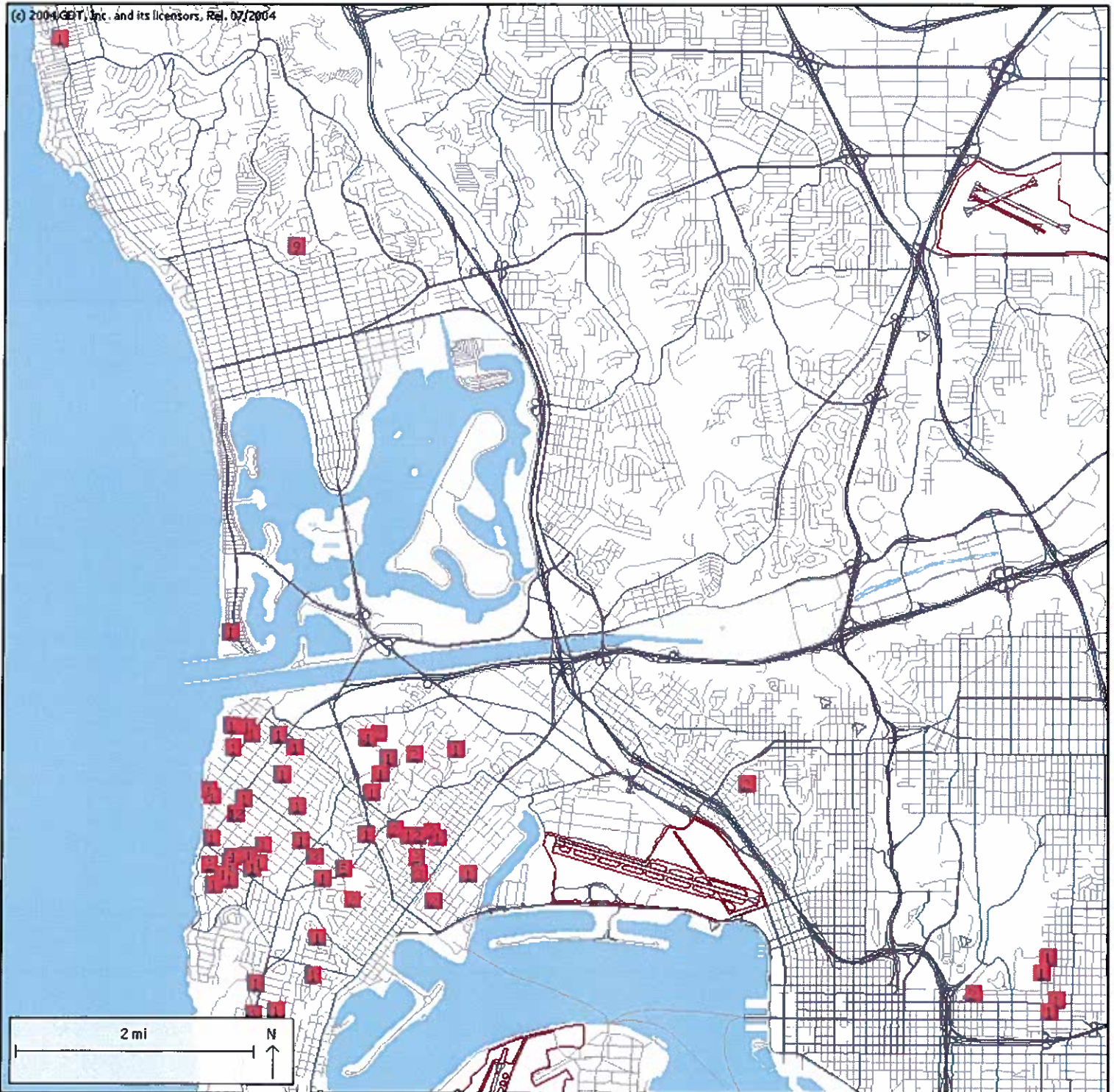
Third Quarter 2010

Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
60 Households; 106 Complaints



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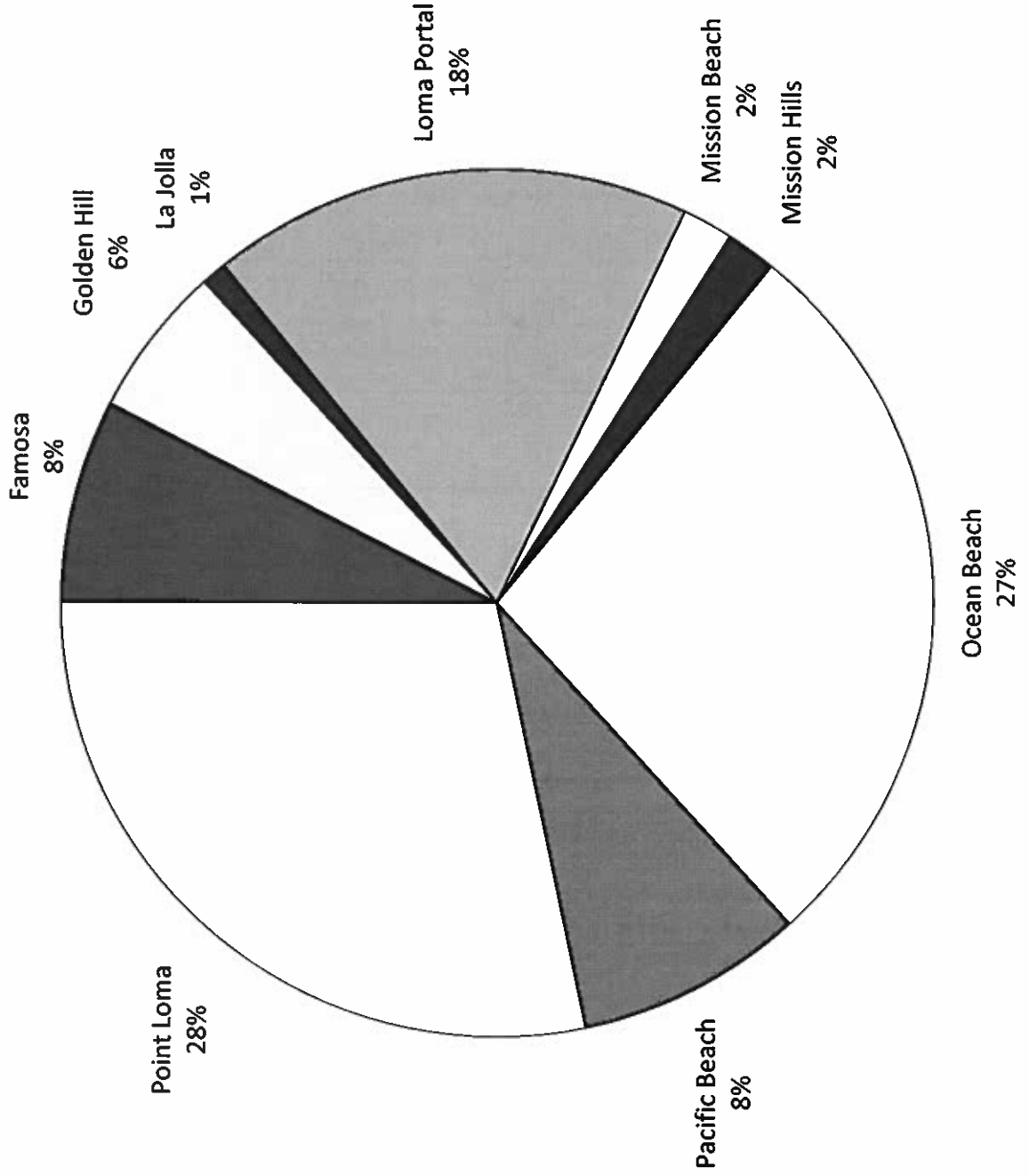
Aircraft Noise Complaint Distribution by Neighborhood



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Third Quarter 2010

TOTAL CALLS: 106



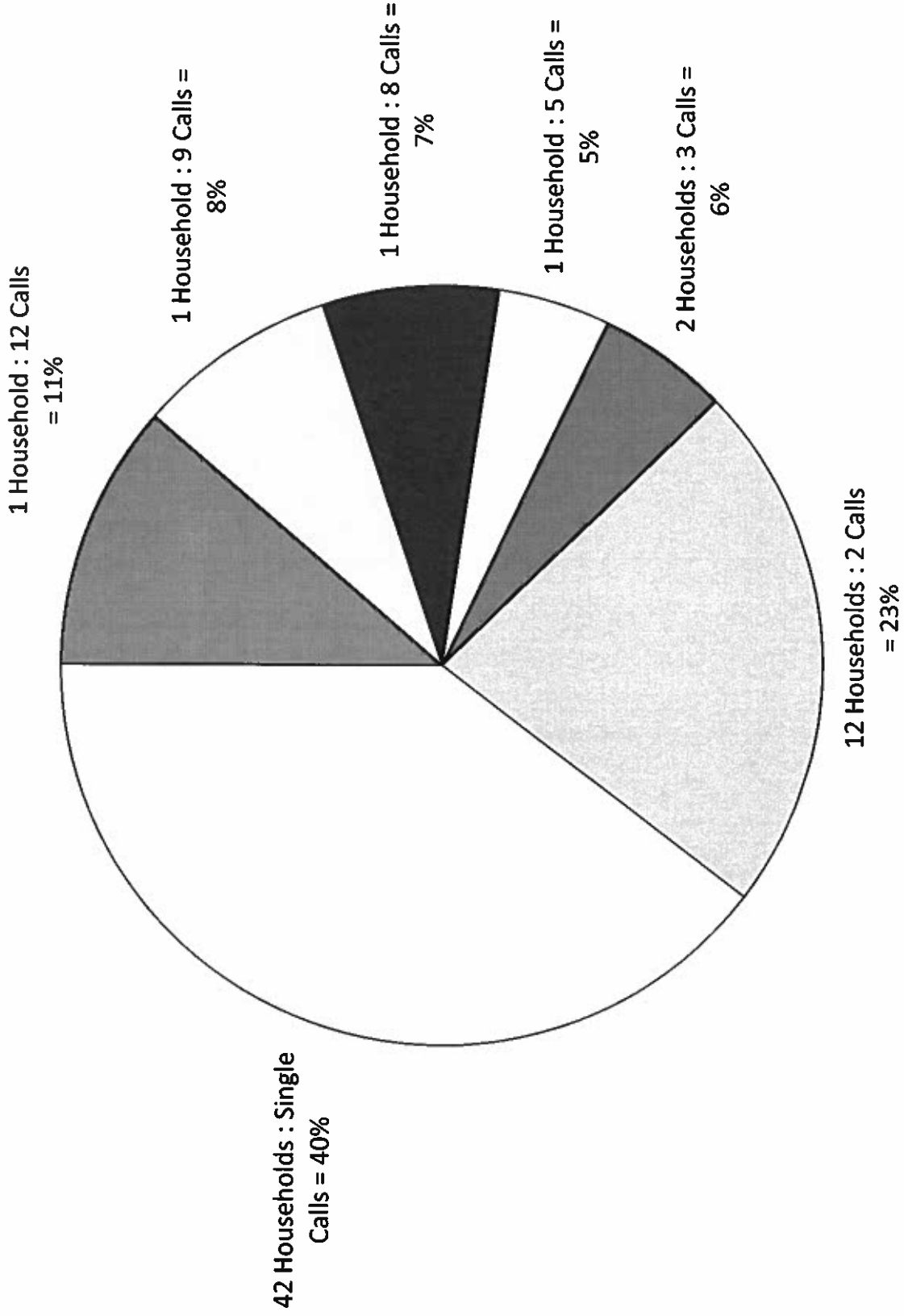
Aircraft Noise Complaint Distribution by Household



SAN DIEGO
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AIRPORT

Third Quarter 2010

TOTAL CALLS: 106



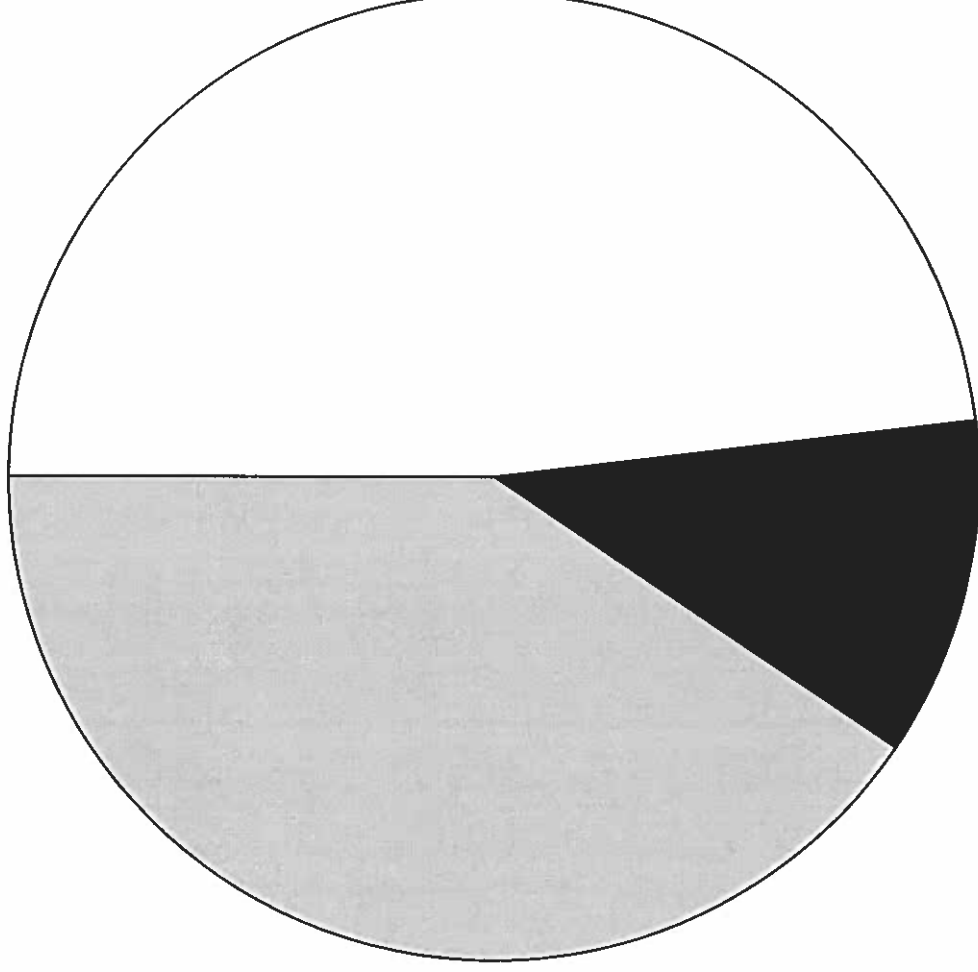
Aircraft Noise Complaint Distribution by Time of Day



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Third Quarter 2010

TOTAL CALLS: 106



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

7:00 a.m. - 6:59 p.m. :
51 Calls = 48%

7:00 p.m. - 9:59 p.m. :
12 Calls = 11%

San Diego County Regional Airport Authority

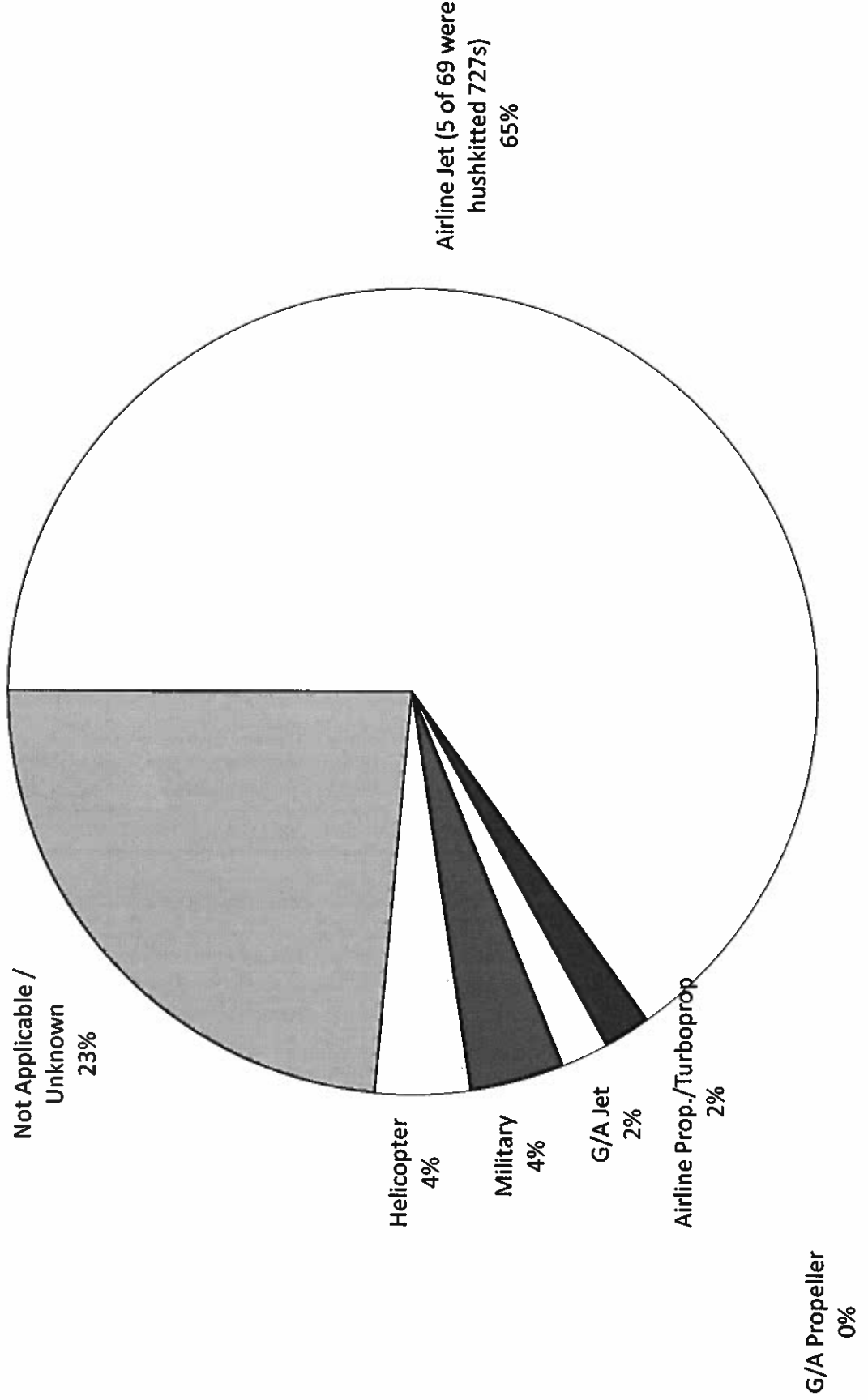
Aircraft Noise Complaint Distribution by Aircraft Type



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Third Quarter 2010

TOTAL CALLS: 106



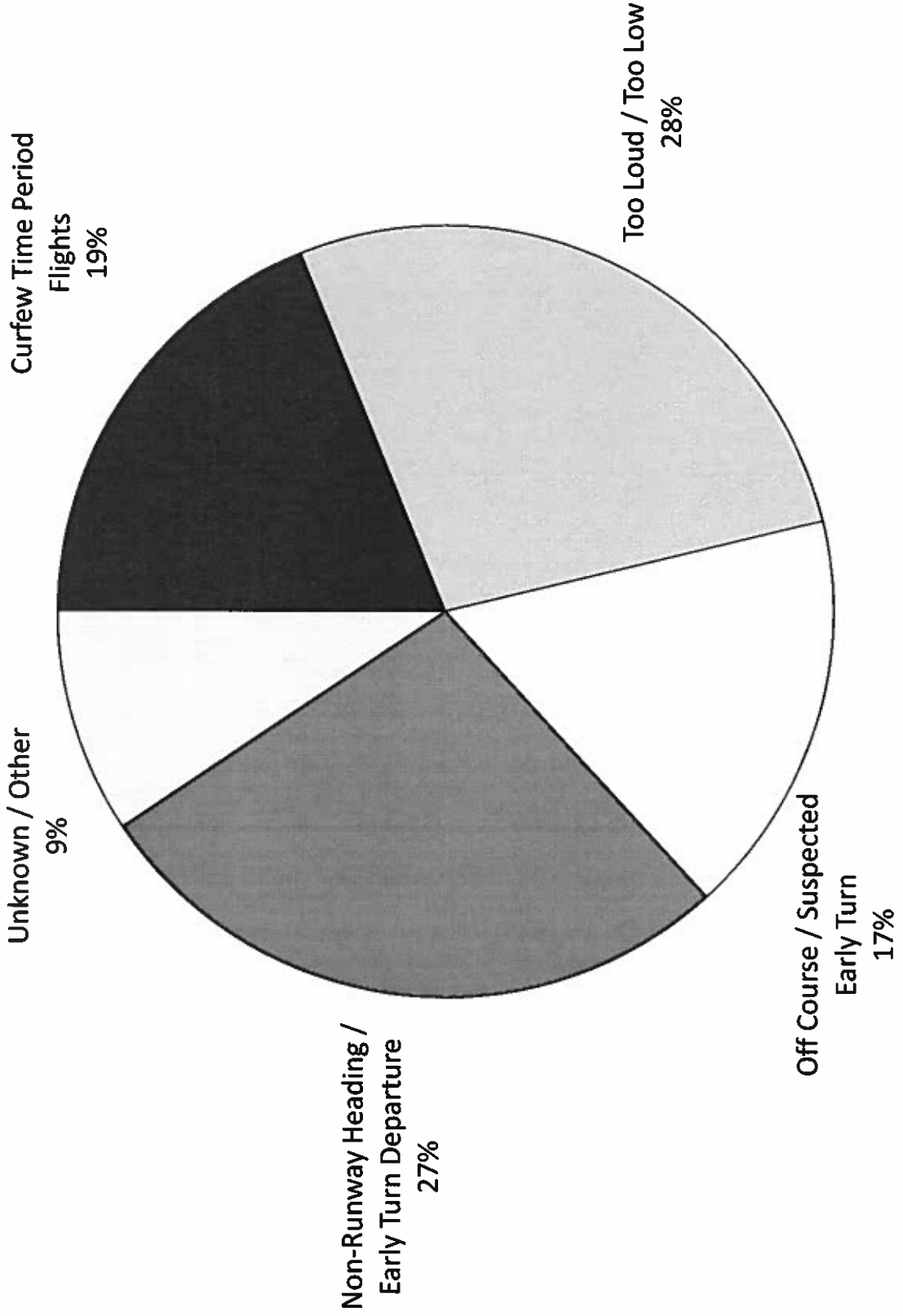
Aircraft Noise Complaint Distribution by Cause



SAN DIEGO
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Third Quarter 2010

TOTAL CALLS: 106



AIRPORT NOISE ADVISORY COMMITTEE

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



**SAN DIEGO
INTERNATIONAL
AIRPORT**

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

On July 21st, 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. John Bennett, County of San Diego; Mr. David Borcalli, FAA-SDIA Tower; Captain (Ret.) Jack Bewley, Airline Pilot; Mr. Tait Galloway, City of San Diego; Jane Gawronski, PhD., Ocean Beach Planning Board; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Kirk Hanson, Community member; Mr. William Kenton, North Bay (Midway) Community Planning Board; 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

Absent: Mr. Matt Awbrey, City of San Diego, Ms. Carole Caffey, Greater Golden Hill Planning Committee (Excused); Mr. Steven Holt, Airline Representative (ex-officio) (Excused); Mr. Bill Stone, Little Italy Association (Excused); County Supervisor Greg Cox (ex-officio) (Vacant); District Two (ex-officio); Congresswoman Susan Davis (ex-officio) (Vacant)

Dr. Butler opened the meeting by inviting each member and staff to introduce themselves. Mr. Frazee introduced Mr. Robert MacCulloch as the new representative of Peninsula Community Planning Board. Mr. MacCulloch could not be seated as the Authority had not received authorization from the planning board Chair to change representation. Mr. Khalil will occupy the seat until such letter is received. A motion and second to approve the April 21, 2010 meeting minutes was approved without discussion and with one abstention.

For Airport Authority projects, Mr. Frazee provided an update on the North Field taxiway and lighting project. He informed the committee that the North taxiway (Taxiway "Charlie") has now been re-opened with the exception of minor additional work scheduled to be completed by Thursday, July 29th so that air cargo carriers will be able to use the full length of the taxiway. He also mentioned that there are still a few "punch list" issues remaining that should be completed no later than the first week of August. As for the runway lighting remediation, work is about 90% complete. Currently they are installing in-pavement hold lights across Taxiway B10 and some elevated hold-bar lights are being installed at all runway-taxiway intersections. Mr. Frazee further informed the committee that a Memorandum will be sent out to all tenants

today informing them of a proposed runway coring project that will impact runway availability due to "hard" closure five days a week. The proposed runway closing is on Sunday and Monday mornings between the hours of 3:00 – 6:00 a.m. local time and Tuesdays, Wednesdays, and Thursdays between the hours of 3:00 – 4:00 a.m. local time. The project will last about nine weeks, beginning after Labor Day and scheduled completion around Veteran's Day. Tenant air carriers have been asked to provide input to the project time schedule by the end of the August.

Regarding the "Green Built" ten gate expansion project, Mr. Frazee gave the following update. He mentioned that demolition was the focus of the recent construction activity where some Authority structures near the terminals were removed to provide room for construction vehicles. He specifically mentioned destruction of the pedestrian tunnel between Terminal 2 East and the parking lot in May. A temporary detour was made in front of the terminal to direct the flow of traffic around the demolition site. A short video of the demolition was shown to participants from its place on the Authority website, at www.san.org. The former USO Center and Airport Authority Planning Department that were located in Building A, Terminal 2 demolition was completed shortly after the demolition of the pedestrian bridge. The USO center was relocated to Terminal 1 until the build out of Terminal 2 West is complete. The Planning Department was moved to offices on the second floor of the Commuter Building.

On another note, Mr. Frazee mentioned that the small business outreach program continues to maximize participation of local and small businesses in terminal expansion bidding and awards. Mr. Frazee gave a break-down as follows: Contract 1 consisting of terminal construction, \$14.1 million was awarded in contracts; 92% for local business and 32% for small business; Contract 2, covering construction of a planned dual-level roadway for Terminal 2, \$2.5 million in packages was awarded, 74% to local business and 68% to small businesses. The design-build team has completed 30% of the design on both the terminal and landside elements of the program. Temporary "way-finding" signage has been placed in the parking lot and at Terminal 2 to better help travelers find their way at Terminal 2 East and West after crossing the T-2 parking lot and transportation center. The airport's construction e-alert system continues to provide updates for residents and travelers on potential impacts to and from the airport as a result of the ongoing construction. He also informed the committee that you could also sign up for email alerts at the airport's website, www.san.org, Facebook and Twitter sites.

As a final note, Mr. Frazee further informed the committee that the total cost of the Green Build project is approximately \$1 billion in a combination of direct costs and program financing. The project includes 10 new air carrier gates at Terminal 2, a dual-level roadway in front of Terminal 2 separating arrival and departure passengers and reducing traffic congestion at curbside; additional check-in lanes; more comfortable waiting areas at the gates; additional shopping and dining options as well as additional overnight aircraft parking locations. The Green Build will produce an additional 1,000 jobs during construction and is scheduled for completion in 2013. This concluded Mr. Frazee's Authority update.

Mr. Frazee continued with the next presentation. He informed the committee about a new California Assembly Bill 1660 (Salas Bill). The legislation, initiated at the request of the California Association of Airports, clarifies regulations allowing medical aircraft performing

emergency operations to depart an airport that has noise curfew restrictions in place. With the new bill signed into law, the "life flight" aircraft may now depart airports with curfew restrictions (like SDIA) to return to home base to re-position for additional short-notice assignment.

Moving along, Mr. Frazee gave an update on recent actions of the Curfew Violation Review Panel (CVRP). The June 2nd CVRP had two operations evaluated by the Panel. One was assessed a penalty of \$2000 and one was not assessed due to maintenance issues. Mr. Frazee also showed a snap shot of the curfew violations statistics from last year as well as this year. The statistic showed the operator, date and time of the violation and the results of the CVRP. He pointed out that in 2009 there were only 13 violations and for this year, there are already 15 violations with six operators pending Panel evaluation and action in August. One member asked for clarification regarding the time of SDIA departure curfew. Mr. Frazee clarified that there are actually two separate restrictions, depending on how noisy the aircraft is... Stage 2 (noisier) aircraft departure curfew is from 10:00 p.m. – 7:00 a.m. and for Stage 3 the curfew is from 11:30 p.m. – 6:30 a.m. daily. He pointed out a Stage 2 violation on the May CVRP documentation. Mr. Frazee added that the pilot information for the curfew time restriction is continuously posted in pilot flight planning documentation, is available at SDIA's Fixed Base Operator, Landmark, and is posted on large yellow signs at each end of the runway.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP) then gave a brief Program update. She informed the committee that the QHP offices have now moved to a new location in the Liberty Station complex. She had received positive community feedback with their move since it is more easily accessible to residents. In the near future, the offices will have a showroom of different insulation and replacement products available to make the process of selecting manufactured goods easier for Program participants. She added that an open house will be forthcoming as soon as all products are in place. Ms. Knack also mentioned that they are continuing with a bi-monthly bidding process and, as reported at the May meeting, even though the programs scaled back a little bit due to budget crunch, they anticipate completing as many homes as were completed during 2009, as they begin mitigation of 400 multi-family condominiums. On a positive budget note, she has just received word that FAA has offered additional program funding and, although the amount is unknown as of yet, she is hoping that it would be enough to keep the project moving forward at an accelerated pace.

Mr. Frazee gave an update on the Federal Noise Compatibility (FAR Part 150) Program. He informed the members that he recently assumed Program Manager responsibility for the Noise Compatibility Program, as Mr. Paul Webb retired from the Airport Authority on June 30th. Mr. Frazee reiterated for the group that the FAR Part 150 study has been submitted to the Federal Aviation Administration (FAA) who acknowledged receipt of the study. It is now in the FAA's hand to initiate a checklist and get it posted in the Federal Registry. As soon as it is posted, FAA has 180 days to approve it as is, approve it with changes or provide feedback to the Authority. As for informing the public on the status, Mr. Frazee explained that results will be posted on the Authority's website. He also mentioned that if anyone wants to read a copy of the study provided to FAA, it can be found on the airport's website and is downloadable.

Mr. Frazee gave a brief presentation on measures taken to mitigate aircraft noise that will occur as a result of the Green Build project. With the addition of ten air carrier gates on the west side of the west terminal and the expected tear down of barracks buildings by the City of San Diego, a natural sound barrier will be nonexistent. A suggestion was made by the Noise Mitigation Department to increase the height of a proposed 10' fence perimeter fence and add blast and noise deflection to block noise from aircraft taxiing out for takeoff. The Airport Authority directed that a new fence with sound deflection properties and of sufficient height to suppress the noise of aircraft taxiing will be included in the project, at a cost of an additional half a million dollars. Mr. Khalil pointed out that he recalled that a fence was included in the EIR. Mr. Frazee explained that a 10 - 14' perimeter fence with no sound properties was initially in the plans. Mr. Khalil asked which committee had approved the change. Mr. Frazee said that he would inquire and let him know.

Mr. Garret Hollarn presented Missed Approach (MA) information. Mr. Hollarn showed a diagram depicting missed approach operations from the last couple of years. He explained that Missed Approaches are usually a result of inclement weather which, in San Diego, typically occurs during the winter months of October through March. He explained that 2010 has seen fewer than in past years except for the "June gloom" that caused a spike. For the year 2010, there have been 194 Missed Approaches to date. For the curfew periods, the non curfew period of 11:30 p.m. – 6:30 a.m. there was none during the time period; for the month of May there was none at all and for April and June just one. A committee member asked about runway incursions and whether the airport will be adopting an airport surface detection system that FAA had allocated funds to recently to mitigate Missed Approaches. Mr. David Borcalli informed the committee that there has not been a runway incursion for the past 10 years and explained what an incursion is. He also mentioned that the Airport Surface Detection System (ASDE-X) will be unveiled Labor Day weekend. He gave some details of the equipment and its function. Dr. Butler had asked if he could provide a presentation on it for the October ANAC meeting. Mr. Borcalli said he would brief the group as soon as he receives all documents of the system.

Mr. Hollarn then presented the noise complaint update. He showed a diagram of Noise Complaints for the 2nd Quarter 2010 (April, May and June). He mentioned that the complaints are less than for this time period last year, with only 200 complaints overall, with a total of 44 for the 2nd quarter. For neighborhoods, most of the complaints came from residents west of the airport, with one call from the east county (Chula Vista), which is 11 miles from the airport. For household, most complaints are by one caller per household but we have frequent callers, for instance during this period on household was responsible for 6 out of the 44 total calls. For complaints by type of aircraft, we show two major categories, one is air carrier jets, including a "hushkitted," chartered 727 which had three complaints, and the other type is an "all others" category which is not individually identifiable. A committee member requested that the total number of operations in the period be included in the next presentation to see if there is a correlation between number of operations and number of complaints. A committee member asked for a definition of an operation. Mr. Hollarn as well as Mr. Frazee explained that it is either a landing or take off. Mr. Frazee stated that there were approximately 195,000 operations in 2010, or about 270 arrivals and 270 departures per day. Mr. Frazee agreed to provide the number of total operations on future slides for comparison.

Mr. Hollarn next presented "Early Turn" operations. Before he showed his update, he defined "Early Turn" operations. On his presentation, Mr. Hollarn showed a diagram indicating that the numbers of Early Turns are decreasing in 2010. He explained that the July figures are only to date, but that the operations continue to trend down. By statistical week, there were only a couple of days in June, one in January and April which had significantly higher southerly winds at altitude which tend to push departing flight tracks to the north. In April, for instance, there were 25 northerly deviations on one day probably caused by those winds. In his presentation, he pointed out various examples of boundary deviations and those not considered outside the boundaries. A committee member wanted to know how winds have any effect on the aircrafts being pushed out of boundaries to cause the aircraft to make an Early Turn. Mr. Hollarn explained how winds may affect the aircraft to make them drift off the directed heading.

Public comment – Mr. Robert MacCulloch, asked if Air Traffic Control maintains records on how many Missed Approaches are weather related, pilot initiated due to unstable approaches, or tower initiated. Dr. Butler suggested that Mr. Borcalli could do a presentation in responding to all his questions at the next meeting.

Ms. Amy Ryan, a south Peninsula resident, expressed dissatisfaction after meeting with Noise staff regarding aircraft flying in her area. Dr. Butler asked Mr. Borcalli if he could provide a presentation at a future meeting of his previous observations in the community.

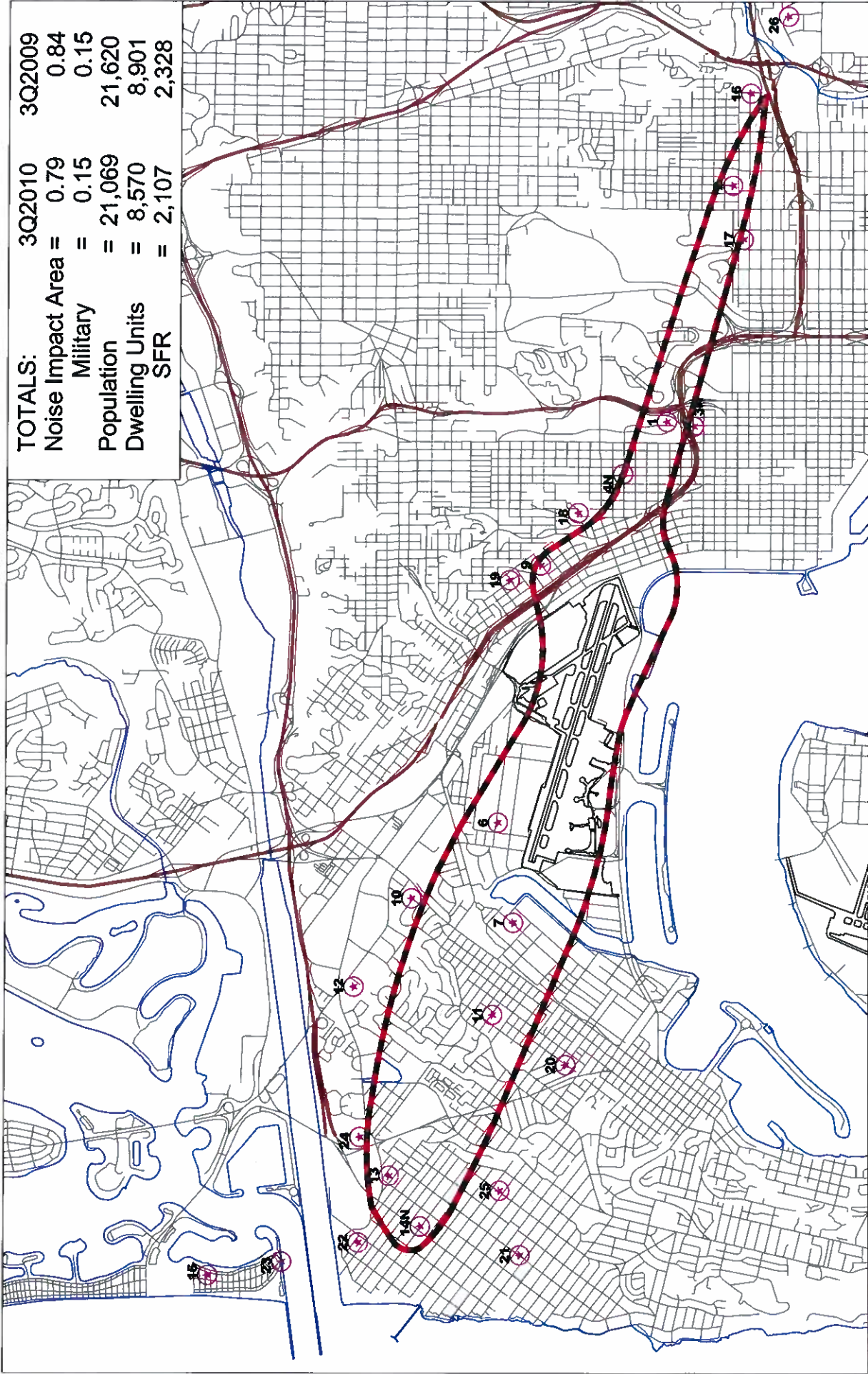
Mr. Hollarn then reported on "Contra-flow" operations. He first presented the definition of "Contra-flow operations," explaining that turning left is 250 heading, straight out is a runway heading and turning right is a 290 heading. With this information, he reported that for the month of April – 0 left and right and 3 straight; May – 0 on all three headings; June 10th - 2 left, 1 – straight and 2 – right and June 15 – 1 left, 8 straight and 3 right. Reporting by month – March and May – 0; April – 1, and June – 2. Statistics for July will be reported on the next meeting.

Hearing no more questions, and noting no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:25 p.m. The next meeting is scheduled for Wednesday, October 20th, 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 for the answers to commonly asked airport noise-oriented questions.



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

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