

# QUARTERLY NOISE REPORT

October 1, 2010 through December 31, 2010



Airport Noise Mitigation Department  
San Diego International Airport

March 14, 2011

**QUARTERLY NOISE REPORT**  
**For the Period**  
**October 1 through December 31, 2010**

**SAN DIEGO INTERNATIONAL AIRPORT (SDIA)**

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

This Quarterly Report for the Fourth 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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CNEL Contour Map, Authority Drawing 795, Revision 146

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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 October 1, 2010 to December 31, 2010, to be 0.79 square miles and 0.15 square miles, respectively. As compared to the Fourth Quarter of 2009, the Noise Impact Area decreased by 0.04 square miles and the Federal Military Noise Impact Area remained the same.

4 <sup>th</sup> Quarter 2010	4 <sup>th</sup> Quarter 2009	Change
0.79	0.83	-0.4
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	70.7
2	66.5	66.1
3	65.4	65.5
4	65.3	65.2
6	69.2	68.8
7	74.2	73.9
9	66.4	66.4
10	63.2	62.6
11	71.4	71.3
12	61.6	61.4
13	65.3	65.1
14	65.5	65.4
15	59.8	59.6
16	64.5	64.3
17	64.1	63.7
18	59.9	59.9
19	61.9	61.9
20	61.2	60.9
21	58.8	58.8
22	64.0	63.8
23	62.5	62.4
24	64.1	63.7
25	62.0	60.5
26	63.1	62.9

<sup>1</sup> = For the period January 1, 2010 through December 31, 2010

<sup>2</sup> = For the period October 1, 2010 through December 31, 2010

Note: RMTs #5 & #8 are spares.

## AIRCRAFT OPERATIONS

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

OPERATIONS	FOURTH QUARTER 2010	FOURTH QUARTER 2009	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	35,238	37,209	(1,971)	-5.3%
Commuter	6,218	6,292	(74)	-1.2%
General Aviation	4,031	3,391	640	18.9%
Military	133	133	0	0%
TOTAL	45,620	47,025	(1,405)	-3.0%

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 Fourth Quarter of 2010. The data used to compile this report was gathered during 24-hour periods on November 9 - 11, 2010.

Table 1, Quarterly Operations Survey, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the Fourth Quarter 2010 Operations Survey, an average of 443 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 55. 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 Fourth Quarter 2010 Operations Survey, an average of 443 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 55. 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:

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

	November 10 - 12, 2009	November 9 - 11, 2010	Change (dB)
Departures	99.4	99.2	-0.2
Arrivals	95.2	95.8	0.8

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 443 daily operations, which reflected a decrease of 34 operations from the 477 operations recorded during the Fourth Quarter of 2009.



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

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
1	99.9	Kona, HI	UPS2968	1400
2	98.8	Phoenix, AZ	CCI712	800
3	97.8	Louisville, KY	UPS922	430
4	97.6	Louisville, KY	UPS922	440
5	97.3	Phoenix, AZ	ABX815	740
6	97.1	Memphis, TN	FDX1422	525
7	97.1	Atlanta, GA	DAL1467	1745
8	97.0	Hilo, HI	HAL38	645
9	96.8	Indianapolis, ID	FDX1754	510
0	96.8	Honolulu, HI	HAL16	2130
1	96.7	Indianapolis, ID	FDX1754	445
2	96.7	Indianapolis, ID	FDX3713	1715
3	96.6	Phoenix, AZ	CCI712	815
4	96.5	Memphis, TN	FDX906	1650
5	96.3	Memphis, TN	FDX906	1700
6	96.2	Bakersfield, CA	DOJ500	2110
7	96.0	Seattle, WA	ASA480	1140
8	95.9	Ontario, CA	FDX1860	435
9	95.9	Indianapolis, ID	FDX3713	1715
0	95.8	Phoenix, AZ	AWE186	1755
1	95.8	Newark, NJ	COA1426	2105
2	95.7	Dallas/Fort Worth, TX	AAL1789	1015
3	95.6	Ontario, CA	FDX1860	430
4	95.6	Dulles, VA	UAL240	2000
5	95.6	Phoenix, AZ	ABX815	740
6	95.6	Honolulu, HI	HAL16	2135
7	95.5	St. Louis, MO	SWA974	1450
8	95.5	Dallas/Fort Worth, TX	AAL1629	1140

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

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
1	99.9	Kona, HI	UPS2968	1400
2	98.8	Phoenix, AZ	CCI712	800
3	97.8	Louisville, KY	UPS922	430
4	97.6	Louisville, KY	UPS922	440
5	97.3	Phoenix, AZ	ABX815	740
6	97.1	Memphis, TN	FDX1422	525
7	97.1	Atlanta, GA	DAL1467	1745
8	97.0	Hilo, HI	HAL38	645
9	96.8	Indianapolis, ID	FDX1754	510
0	96.8	Honolulu, HI	HAL16	2130
1	96.7	Indianapolis, ID	FDX1754	445
2	96.7	Indianapolis, ID	FDX3713	1715
3	96.6	Phoenix, AZ	CCI712	815
4	96.5	Memphis, TN	FDX906	1650
5	96.3	Memphis, TN	FDX906	1700
6	96.2	Bakersfield, CA	DOJ500	2110
7	96.0	Seattle, WA	ASA480	1140
8	95.9	Ontario, CA	FDX1860	435
9	95.9	Indianapolis, ID	FDX3713	1715
0	95.8	Phoenix, AZ	AWE186	1755
1	95.8	Newark, NJ	COA1426	2105
2	95.7	Dallas/Fort Worth, TX	AAL1789	1015
3	95.6	Ontario, CA	FDX1860	430
4	95.6	Dulles, VA	UAL240	2000
5	95.6	Phoenix, AZ	ABX815	740
6	95.6	Honolulu, HI	HAL16	2135
7	95.5	St. Louis, MO	SWA974	1450

**TABLE 2**

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

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200Q	106.3	Phoenix, AZ	CCI711	1830
MD-80	104.3	Dallas/Fort Worth, TX	AAL1726	735
MD-80	104.2	Dallas/Fort Worth, TX	AAL620	655
MD-80	104.1	Dallas/Fort Worth, TX	AAL842	845
MD-80	103.9	Dallas/Fort Worth, TX	AAL2684	1255
MD-80	103.8	Dallas/Fort Worth, TX	AAL1337	1100
MD-80	103.4	Dallas/Fort Worth, TX	AAL1952	950
MD-80	103.3	Dallas/Fort Worth, TX	AAL414	1435
MD-80	102.4	Dallas/Fort Worth, TX	AAL1182	1540
MD-80	101.4	El Paso, TX	RPN836	2240
MD-80	100.2	Dallas/Fort Worth, TX	AAL480	1800
A321	99.8	Charlotte, NC	AWE199	2245
MD-10F	99.7	Indianapolis, IN	FDX3613	655
B737-900	99.5	Newark, NJ	COA327	2140
B737-900	98.9	Newark, NJ	COA1827	815
A321	98.8	Philadelphia, PA	AWE154	2220
B737-800	98.1	New York, NY	DAL2956	645
A321	98.0	Charlotte, NC	AWE163	1125
B767-300	97.6	Honolulu, HI	HAL15	920
MD-10F	97.6	Indianapolis, IN	FDX1654	1940
B737-800	97.4	Kahalui, HI	ASA889	940
B737-800	97.3	Chicago, IL	AAL1096	635
B737-900	97.2	Houston, TX	COA1588	1305
B757-200	97.1	New York, NY	AAL160	840
A320	97.0	Detroit, MI	DAL2948	910
A300-600F	96.8	Memphis, TN	FDX821	720
B737-800	96.8	Houston, TX	COA132	700
MD-90	96.8	Minneapolis, MN	DAL2244	700

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

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
A300-600F	96.7	Memphis, TN	FDX1222	1940
B737-800	96.7	New York, NY	DAL2856	2300
B737-800	96.5	Chicago, IL	AAL1438	1000
B737-800	96.4	Houston, TX	COA427	1330
B737-400	96.1	Seattle, WA	ASA487	1610
A321	95.9	Phoenix, AZ	AWE250	655
A321	95.9	Phoenix, AZ	AWE940	1640
B737-800	95.9	Detroit, MI	DAL248	1320
B757-200	95.8	Atlanta, GA	DAL1592	645
A320	95.7	New York, NY	JBU186	2105
B737-900	95.7	Seattle, WA	ASA485	1915
A320	95.6	Philadelphia, PA	AWE150	655
B737-800	95.6	Chicago, IL	AAL782	1155
A320	95.5	Minneapolis, MN	DAL2744	1210
B737-800	95.5	Houston, TX	COA1606	1000
B757-200	95.5	Atlanta, GA	DAL1792	2310
A320	95.4	Cincinnati, OH	DAL1468	1120
B757-200	95.4	Dulles, VA	UAL970	755
A320	95.3	New York, NY	JBU184	1240
A321	95.2	Phoenix, AZ	AWE569	1245
B737-800	95.2	Cabo San Lucas, MX	ASA232	1005
B757-200	95.2	Atlanta, GA	DAL2892	750
B737-800	95.1	Chicago, IL	AAL590	1530
B767-300F	95.1	Louisville, KY	UPS921	1930
B737-800	95.0	Houston, TX	COA1041	840
A310-200F	94.9	Oakland, CA	FDX1820	2025
A320	94.9	Chicago, IL	UAL16	635

**TABLE 3**

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

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

AIRCRAFT TYPE	RUNWAY 27						RUNWAY 09						TOTAL
	ARRIVALS			DEPARTURES			ARRIVALS			DEPARTURES			
	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	
A300	1		1	1	1								4
A310					1		1						2
A320+	26	8	4	26	3	9							76
B712													0
B72Q	1			1									2
B73Q													0
B733+	85	23	9	91	19	8							235
B747+													0
B757+	8	5	2	10	1	4							30
B767+	2	1	1	2	1	1							8
B777+													0
DC10	1		1		1	1							4
DC87													0
DC8Q													0
DC9Q													0
L1011													0
MD80+	6	3	1	9		1							20
MD90	1		1	2									4
RJ+	21	5	3	22	4	3							58
<b>TOTAL</b>	<b>152</b>	<b>45</b>	<b>23</b>	<b>164</b>	<b>31</b>	<b>27</b>	<b>1</b>						<b>443</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 Fourth Quarter of 2010 Airport Noise Mitigation received a total of 56 complaint calls from 28 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 Fourth Quarter of 2010

<b>DIRECTION FROM AIRPORT</b>		<b>October</b>	<b>November</b>	<b>December</b>	<b>TOTAL</b>
	La Jolla	1			1
NORTH	Mission Hills		1		1
	Pacific Beach	1	1	1	3
	Golden Hill	1	2	3	6
EAST	South Park			2	2
	Uptown			1	1
	Loma Portal	2	4	4	10
WEST	Ocean Beach	6	3		9
	Point Loma	16	3	4	23
<b>TOTAL COMPLAINTS</b>		<b>27</b>	<b>14</b>	<b>15</b>	<b>56</b>

The 56 complaint calls recorded during the Fourth Quarter 2010 reflect a decrease of 27 calls from the 83 received during the Fourth 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 Fourth Quarter 2010 Final Enforcement Actions.

<b>FOURTH 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>
11/23/2010	2352L	jetBlue Airways 412	A320 ; Stage 3	\$2,000
12/20/2010	0013L	Continental Airlines 1510	B738 ; Stage 3	No Penalty
12/21/2010	0047L	jetBlue Airways 412	A320 ; Stage 3	\$6,000
12/22/2010	0001L	Delta Air Lines 1792	B763 ; Stage 3	No Penalty
12/30/2010	2331L	jetBlue Airways 412	A320 ; Stage 3	No Penalty

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	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

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

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

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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 = 0.79 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:

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

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)

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): 102

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

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45,620

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

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35,238

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

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100%

8. Number of Commuter operations during the calendar quarter:

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6,218

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

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4,031

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

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133

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 October 2010\_\_\_\_\_B3

CNEL Log for November 2010\_\_\_\_\_B4

CNEL Log for December 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 October 1, 2010 to December 31, 2010

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

**KEY:**

- dB** = decibels
- SENEL** = Single Event Noise Exposure Level – measures cumulative noise over the course of an aircraft noise event.
- Day** = From 7:00 a.m. to 6:59 p.m. (\* = change occurs at 0500L)
- Evening** = From 7:00 p.m. to 9:59 p.m.
- Night** = From 10:00 p.m. to 6:59 a.m. (\* = change occurs at 0500L)

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

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

## APPENDIX B3

### SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

#### Daily CNEL Log October 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	70.6	65.5	64.8	66.8	68.6	74.8	65.8	61.0	71.8	59.4	64.8
2	69.4	64.5	62.5	65.9	66.8	72.8	64.3	60.3	70.2	58.8	63.6
3	70.1	66.8	62.6	64.3	68.1	74.1	65.6	61.8	70.7	59.1	63.0
4	71.7	67.1	66.0	66.4	70.3	74.6	66.6	64.8	71.9	63.7	66.0
5	70.7	66.5	64.0	64.8	69.6	74.0	66.7	63.6	71.1	62.3	65.6
6	71.6	67.0	65.1	70.7	68.4	73.4	67.7	62.0	70.9	60.1	64.4
7	71.8	66.8	67.7	65.1	68.9	74.9	66.0	63.0	72.0	62.1	66.0
8	71.4	66.5	68.2	65.2	69.1	74.2	66.3	63.5	71.5	62.8	65.6
9	69.3	64.7	64.1	63.4	67.8	73.1	66.6	61.5	70.3	59.4	64.1
10	67.5	63.2	61.4	63.5	68.3	75.3	66.0	60.5	71.9	58.2	63.6
11	71.1	66.8	64.2	66.9	69.2	76.0	66.9	61.7	72.1	62.1	64.9
12	70.9	66.4	65.7	65.3	69.1	73.9	66.0	63.1	70.7	59.9	63.8
13	72.1	66.6	67.7	66.8	69.1	73.8	65.3	61.9	69.9	57.3	62.1
14	70.9	66.7	64.7	64.7	69.2	75.1	67.3	63.3	71.6	59.8	63.2
15	72.2	67.5	*	65.9	68.9	74.2	66.8	62.8	71.5	61.2	64.4
16	70.4	66.1	62.8	64.3	68.0	73.4	65.5	*	70.9	59.1	63.7
17	70.4	66.0	63.0	66.2	68.8	74.6	66.5	64.8	72.0	61.3	65.5
18	70.7	66.8	63.3	0.0	69.5	74.6	67.7	48.2	71.9	63.3	66.3
19	72.4	68.0	65.6	65.3	70.3	74.0	67.3	63.0	71.6	61.3	65.8
20	71.5	66.7	64.8	66.0	70.2	74.8	67.8	62.9	73.0	62.6	66.0
21	71.9	67.0	68.0	65.3	69.7	74.7	66.5	62.6	71.9	62.0	66.0
22	71.8	67.2	67.1	65.2	69.8	74.1	67.0	64.3	71.5	63.8	66.0
23	70.3	65.6	64.5	65.3	67.7	74.4	65.8	61.7	71.8	59.8	64.8
24	71.7	67.5	66.5	65.9	68.9	74.6	66.9	62.4	71.6	61.2	65.6
25	70.4	66.1	61.4	66.1	69.2	75.0	66.8	63.3	72.0	62.0	65.6
26	71.4	66.3	66.1	64.8	69.2	74.7	64.8	62.1	72.0	61.7	65.7
27	66.4	63.4	59.8	62.4	68.7	73.5	61.1	62.2	70.9	61.1	64.6
28	69.1	64.3	65.9	63.8	68.4	73.3	64.9	62.0	70.3	60.8	62.0
29	71.1	65.8	66.9	64.8	68.4	73.9	66.7	62.4	71.3	61.8	64.3
30	71.3	65.5	66.2	64.6	68.3	72.6	65.0	62.1	69.9	60.4	64.5
31	70.7	65.5	66.0	64.0	68.5	72.3	65.0	62.1	69.8	60.4	64.8
<b>Month</b>	<b>70.9</b>	<b>66.2</b>	<b>65.3</b>	<b>65.6</b>	<b>68.9</b>	<b>74.2</b>	<b>66.2</b>	<b>62.3</b>	<b>71.3</b>	<b>61.2</b>	<b>64.8</b>

\* = Not in service

**APPENDIX B3****SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log  
October 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>	66.2	60.4	63.7	63.3	59.0	61.5	58.5	56.6	63.4	61.5	63.5	58.4	62.4
<b>2</b>	65.2	57.9	62.8	61.9	57.8	59.1	59.1	56.6	62.4	66.0	62.1	58.0	61.1
<b>3</b>	63.8	57.5	64.2	63.6	56.5	59.7	58.5	53.7	61.3	59.9	62.0	55.4	62.9
<b>4</b>	66.4	60.2	64.9	64.4	62.2	61.9	61.7	59.4	64.7	62.6	64.5	60.8	64.2
<b>5</b>	65.6	61.8	64.7	64.3	58.3	62.1	60.5	59.2	64.1	63.9	65.0	60.9	61.3
<b>6</b>	65.4	60.1	66.1	65.2	56.0	63.8	59.2	56.8	63.0	61.8	63.4	56.7	62.6
<b>7</b>	65.3	61.2	64.7	64.3	58.0	60.6	61.9	60.0	64.9	62.8	65.0	60.9	65.5
<b>8</b>	66.2	60.7	64.4	64.3	58.7	59.4	61.7	59.9	64.4	62.1	64.2	63.6	63.3
<b>9</b>	65.4	57.3	62.2	62.3	61.3	61.1	60.2	58.0	62.9	60.9	62.5	62.1	60.6
<b>10</b>	66.6	57.3	60.6	60.9	61.9	61.6	59.2	57.7	62.3	61.3	61.5	61.9	59.2
<b>11</b>	66.7	58.6	64.5	64.1	61.4	62.6	58.8	58.1	64.0	61.3	63.2	61.0	62.8
<b>12</b>	64.3	58.7	64.3	63.9	55.9	59.7	59.3	55.8	62.3	61.2	63.0	60.4	62.9
<b>13</b>	64.4	54.5	63.8	63.7	59.7	58.9	57.3	54.5	60.9	62.6	60.6	*	62.4
<b>14</b>	63.8	57.2	64.6	63.9	56.6	62.0	58.9	54.6	61.3	68.7	62.3	*	62.8
<b>15</b>	64.9	57.8	65.5	64.4	56.4	61.8	60.3	55.8	62.3	64.1	63.4	*	64.0
<b>16</b>	63.4	55.8	63.7	62.9	56.0	59.8	60.0	56.4	61.7	59.1	61.9	*	61.6
<b>17</b>	66.2	60.6	64.0	63.5	54.1	61.9	61.1	58.4	64.0	64.2	64.3	*	63.5
<b>18</b>	65.2	61.2	65.0	64.3	56.2	63.2	61.4	59.5	65.2	63.3	65.1	*	63.7
<b>19</b>	64.7	60.9	65.6	64.9	57.8	62.4	62.0	60.1	64.5	58.2	63.8	*	62.2
<b>20</b>	66.0	60.2	65.1	64.3	60.9	63.7	61.6	59.3	64.9	62.7	65.1	*	62.1
<b>21</b>	64.3	60.3	64.8	64.6	60.1	61.6	62.1	60.4	64.8	62.8	64.7	*	66.3
<b>22</b>	64.3	61.4	65.2	64.9	61.1	62.3	61.7	59.6	64.4	62.8	65.2	*	61.3
<b>23</b>	66.2	59.0	63.3	62.6	56.9	60.9	60.2	58.4	63.5	61.3	63.2	*	62.4
<b>24</b>	64.5	59.6	65.0	64.5	61.1	60.9	61.5	59.4	64.3	61.8	64.1	*	65.5
<b>25</b>	66.0	59.8	64.5	63.8	60.7	63.3	60.1	59.0	64.1	62.7	64.2	*	59.4
<b>26</b>	64.0	60.2	64.5	64.2	57.2	58.5	61.1	59.5	64.5	63.1	64.5	*	64.3
<b>27</b>	65.6	59.1	61.7	61.1	55.8	54.2	60.6	58.7	63.4	61.9	63.6	*	60.7
<b>28</b>	65.1	59.6	63.1	62.5	59.8	61.6	59.3	57.2	62.8	61.4	63.7	*	61.0
<b>29</b>	66.4	60.4	64.5	63.3	58.7	63.9	61.3	58.6	63.5	61.7	64.2	*	62.2
<b>30</b>	65.2	58.5	63.4	63.0	57.9	59.6	60.3	58.2	63.2	61.0	62.7	*	62.0
<b>31</b>	65.8	59.5	63.3	63.4	59.9	60.3	61.2	59.6	63.7	61.4	63.3	*	62.4
<b>Month</b>	<b>65.3</b>	<b>59.5</b>	<b>64.2</b>	<b>63.7</b>	<b>59.0</b>	<b>61.4</b>	<b>60.5</b>	<b>58.3</b>	<b>63.5</b>	<b>62.7</b>	<b>63.6</b>	<b>60.5</b>	<b>62.8</b>

\* = Not in service

**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
November 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>	70.3	64.9	65.2	64.3	69.4	74.0	65.2	63.0	71.0	61.9	65.3
<b>2</b>	69.1	63.8	64.4	63.2	68.8	73.1	65.4	61.4	70.6	59.3	64.0
<b>3</b>	67.1	63.0	64.1	63.0	68.1	72.3	66.2	60.8	69.9	60.0	63.5
<b>4</b>	68.0	63.7	62.5	63.5	68.5	74.6	67.8	61.9	71.8	59.7	65.4
<b>5</b>	69.1	64.3	65.6	63.4	67.5	73.6	67.6	61.1	70.6	61.3	64.2
<b>6</b>	69.4	64.7	62.8	63.1	67.3	73.0	65.6	61.1	70.3	59.8	64.1
<b>7</b>	70.2	66.1	64.4	64.3	68.3	73.7	64.3	63.1	70.9	61.2	65.2
<b>8</b>	70.7	66.2	65.2	65.4	69.6	74.0	68.8	65.1	71.0	62.8	66.4
<b>9</b>	71.1	65.4	66.0	64.2	68.9	73.7	64.1	62.9	71.2	61.0	65.4
<b>10</b>	71.9	67.1	64.3	65.3	69.0	73.9	68.4	63.1	71.2	61.4	65.5
<b>11</b>	69.5	0.0	65.5	64.7	68.3	73.8	61.7	62.8	71.1	60.6	64.9
<b>12</b>	70.3	67.7	66.8	63.5	67.5	72.6	62.5	61.1	69.7	62.1	62.8
<b>13</b>	67.5	63.2	65.4	62.2	66.4	70.9	66.4	59.1	67.9	57.2	61.6
<b>14</b>	68.0	63.9	62.5	65.5	67.5	72.7	65.6	60.7	69.8	59.2	63.2
<b>15</b>	67.3	60.8	61.9	63.8	67.8	74.1	66.1	61.8	71.5	62.2	64.4
<b>16</b>	70.4	65.3	64.1	64.5	68.2	74.9	68.1	62.7	72.4	60.2	64.5
<b>17</b>	71.1	59.1	67.0	65.4	68.9	74.6	67.6	63.6	72.0	61.5	65.9
<b>18</b>	70.8	48.4	67.5	65.6	68.8	74.4	66.6	62.3	70.9	60.5	64.5
<b>19</b>	71.1	64.9	63.9	65.1	69.6	74.7	67.3	64.7	71.8	63.7	66.3
<b>20</b>	73.5	70.0	66.7	69.6	69.5	74.4	67.2	62.3	71.6	61.3	65.1
<b>21</b>	71.1	66.6	63.3	64.9	69.0	74.1	69.7	63.6	71.1	61.2	65.6
<b>22</b>	71.4	66.7	67.4	65.1	69.6	73.7	66.4	64.6	70.9	63.0	66.6
<b>23</b>	72.7	68.0	67.5	66.5	70.1	74.8	66.4	64.7	72.0	63.8	66.6
<b>24</b>	72.1	67.6	64.5	65.6	70.5	74.2	66.2	65.3	71.5	63.2	66.6
<b>25</b>	64.6	61.0	60.4	59.8	66.4	71.4	61.4	57.4	68.9	58.6	63.1
<b>26</b>	68.8	63.5	66.7	63.7	66.4	70.5	64.1	58.7	66.9	58.1	60.2
<b>27</b>	71.4	68.8	65.8	65.0	68.7	72.8	64.4	63.0	70.3	61.5	64.9
<b>28</b>	71.3	67.0	67.2	65.3	69.9	73.1	67.3	64.1	70.6	62.1	65.8
<b>29</b>	69.7	64.7	67.1	63.2	69.1	73.8	63.9	63.9	71.2	63.2	66.9
<b>30</b>	70.5	61.3	66.4	63.4	68.6	72.4	65.7	61.7	69.1	59.1	62.8
<b>Month</b>	<b>70.3</b>	<b>65.5</b>	<b>65.4</b>	<b>64.7</b>	<b>68.6</b>	<b>73.5</b>	<b>66.3</b>	<b>62.7</b>	<b>70.8</b>	<b>61.3</b>	<b>64.9</b>

\* = Not in service



**APPENDIX B4****SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log  
November 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>	66.0	59.1	63.1	63.4	59.9	58.8	62.6	59.5	64.5	61.4	64.1	*	63.5
<b>2</b>	65.0	57.6	62.7	62.0	57.3	60.0	61.0	57.7	62.9	60.3	62.5	*	60.4
<b>3</b>	64.7	57.1	62.3	61.3	58.7	62.7	61.5	56.9	62.6	61.8	62.2	*	60.1
<b>4</b>	65.6	60.0	63.3	61.9	63.5	63.6	63.9	57.4	64.1	64.0	65.6	*	60.6
<b>5</b>	65.1	60.5	63.2	62.0	56.9	65.3	60.2	56.7	62.7	61.9	63.2	*	60.8
<b>6</b>	64.9	59.1	63.2	62.3	56.2	61.0	59.3	57.0	62.7	60.9	62.7	*	61.6
<b>7</b>	66.1	60.1	63.7	63.6	57.4	58.2	61.3	59.4	63.8	62.5	63.9	*	62.7
<b>8</b>	66.2	60.6	64.4	64.2	62.3	63.6	62.1	60.5	67.2	63.2	65.3	*	63.7
<b>9</b>	66.1	61.7	63.8	63.3	57.5	57.4	61.4	59.7	64.4	62.1	63.9	*	62.8
<b>10</b>	66.6	60.3	65.5	64.4	56.8	64.7	61.6	59.5	64.3	62.7	64.4	*	63.9
<b>11</b>	66.6	57.8	63.3	63.4	54.1	54.1	61.5	59.9	63.9	60.7	62.8	*	61.7
<b>12</b>	64.1	57.0	63.6	62.7	56.4	56.3	59.4	56.9	61.4	59.2	61.8	*	62.2
<b>13</b>	62.3	54.3	61.4	60.7	60.9	62.0	58.8	55.2	59.8	56.8	59.8	*	61.5
<b>14</b>	64.0	58.0	62.0	61.9	58.9	61.6	59.2	56.8	61.9	59.7	62.0	*	60.5
<b>15</b>	65.8	57.4	60.3	59.2	59.0	61.6	60.2	58.7	63.3	60.4	62.4	*	57.0
<b>16</b>	66.9	58.4	65.3	63.4	58.8	62.5	60.4	57.7	63.2	60.6	62.9	*	63.0
<b>17</b>	66.9	60.5	64.3	63.9	61.1	59.5	61.6	59.5	64.7	62.7	64.6	*	63.5
<b>18</b>	66.1	58.8	64.1	63.6	58.9	60.1	60.3	60.6	63.0	61.1	63.2	*	63.0
<b>19</b>	66.8	62.7	65.0	63.9	57.9	62.8	61.6	59.7	64.9	63.6	65.5	*	64.3
<b>20</b>	65.4	60.4	67.0	68.7	67.6	63.4	60.2	58.2	63.9	63.7	63.9	*	64.5
<b>21</b>	64.8	60.4	65.0	64.2	60.5	64.6	60.9	59.4	64.3	62.1	64.1	*	62.2
<b>22</b>	65.7	62.0	64.7	64.5	58.2	61.3	62.2	61.1	65.2	64.1	65.5	*	65.1
<b>23</b>	67.1	62.6	66.3	65.7	62.7	61.7	62.5	60.9	65.1	63.9	65.8	*	65.8
<b>24</b>	64.4	61.8	65.8	64.9	58.0	64.5	62.3	60.3	65.5	63.7	65.9	*	62.6
<b>25</b>	60.1	55.6	58.8	59.4	49.8	55.9	59.2	57.6	61.9	58.8	61.2	*	57.9
<b>26</b>	61.5	53.8	61.5	61.7	55.1	59.7	55.6	52.7	58.5	55.4	58.7	*	60.0
<b>27</b>	65.3	61.3	65.6	64.4	58.6	61.7	61.0	59.2	63.5	62.1	63.8	*	65.0
<b>28</b>	66.0	61.8	65.1	64.8	60.7	62.2	62.3	60.3	64.7	63.4	64.8	*	64.5
<b>29</b>	66.6	58.6	63.4	62.7	60.1	59.8	61.3	60.7	64.5	65.4	64.0	*	61.5
<b>30</b>	64.5	56.5	64.2	62.7	63.5	61.4	58.8	56.5	61.4	59.0	61.8	*	61.6
<b>Month</b>	<b>65.4</b>	<b>59.7</b>	<b>64.0</b>	<b>63.5</b>	<b>60.1</b>	<b>61.7</b>	<b>61.0</b>	<b>58.9</b>	<b>63.7</b>	<b>62.0</b>	<b>63.7</b>	<b>*</b>	<b>62.6</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
December 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>	70.3	0.0	67.2	64.2	68.7	71.2	66.3	61.1	67.5	58.6	61.0
<b>2</b>	71.5	0.0	66.5	64.5	69.3	72.1	65.4	62.3	68.8	60.2	63.0
<b>3</b>	70.2	0.0	65.7	65.6	68.6	73.9	66.1	61.7	71.3	61.3	63.3
<b>4</b>	70.2	0.0	63.4	63.9	66.8	73.2	62.8	61.4	70.7	60.1	63.8
<b>5</b>	70.2	0.0	62.9	64.5	67.9	73.5	63.1	61.6	70.6	59.6	64.3
<b>6</b>	69.9	66.5	68.4	64.5	68.8	73.6	65.2	63.4	71.2	64.1	68.9
<b>7</b>	70.4	65.3	67.0	66.2	67.8	72.3	65.0	61.0	70.2	59.9	63.9
<b>8</b>	70.5	65.2	66.2	63.6	68.4	72.6	67.2	62.2	69.9	60.9	64.1
<b>9</b>	70.0	65.2	66.9	64.2	68.6	73.3	66.8	63.5	70.4	60.6	64.5
<b>10</b>	71.3	66.4	68.8	67.5	67.5	74.4	66.6	61.6	71.9	59.7	64.2
<b>11</b>	68.1	62.5	66.5	62.6	66.5	73.7	65.3	60.5	70.1	58.9	63.8
<b>12</b>	67.6	63.8	64.4	62.5	67.4	73.1	62.9	60.3	70.3	58.5	64.2
<b>13</b>	68.2	62.7	65.0	63.3	68.4	74.6	66.7	62.7	72.1	61.0	65.2
<b>14</b>	70.2	66.3	65.0	64.2	69.0	74.9	66.6	63.0	71.7	60.0	64.5
<b>15</b>	71.5	67.3	63.9	65.5	69.2	74.5	65.9	63.1	71.8	62.0	65.6
<b>16</b>	71.6	66.9	66.9	65.4	69.6	74.7	68.0	64.0	72.4	62.4	66.6
<b>17</b>	73.0	67.9	64.7	66.9	70.1	75.9	68.7	63.3	73.0	63.3	67.1
<b>18</b>	70.5	66.1	62.9	64.0	68.1	74.5	67.0	*	71.3	59.6	65.4
<b>19</b>	68.7	63.7	61.8	68.2	69.1	76.4	67.7	*	74.6	60.2	65.9
<b>20</b>	66.6	61.2	*	61.3	69.3	76.5	68.8	*	74.4	61.1	66.9
<b>21</b>	66.7	62.2	*	*	70.2	75.8	67.4	*	75.9	61.2	67.3
<b>22</b>	73.0	68.1	63.7	65.1	70.2	72.9	68.4	66.5	73.2	62.7	66.5
<b>23</b>	73.2	68.6	67.8	67.4	70.3	73.1	67.3	61.4	72.7	67.7	67.6
<b>24</b>	70.6	65.9	65.2	64.3	68.3	70.6	66.3	61.2	70.5	59.7	65.0
<b>25</b>	69.9	71.4	60.3	66.8	68.4	73.3	67.1	62.5	70.5	61.9	64.9
<b>26</b>	71.6	67.2	65.3	65.4	69.4	73.2	66.9	62.5	70.9	62.0	66.0
<b>27</b>	71.1	66.1	68.0	65.0	70.3	74.4	66.8	63.5	72.1	63.0	66.5
<b>28</b>	71.7	67.0	64.2	65.9	70.0	74.7	67.2	64.0	72.1	62.6	66.2
<b>29</b>	74.1	69.7	67.4	67.5	72.2	74.6	69.0	67.1	71.6	65.6	67.1
<b>30</b>	72.3	67.9	68.4	66.3	68.8	73.3	66.1	64.1	70.8	62.1	65.5
<b>31</b>	69.9	65.4	65.6	63.7	67.6	73.1	64.5	62.0	70.7	60.4	64.4
<b>Month</b>	<b>70.8</b>	<b>66.6</b>	<b>65.9</b>	<b>65.3</b>	<b>69.0</b>	<b>74.0</b>	<b>66.6</b>	<b>62.9</b>	<b>71.7</b>	<b>61.8</b>	<b>65.5</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
December 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>	61.6	55.8	63.4	62.6	64.9	63.4	57.2	54.3	59.3	56.9	60.6	*	61.5
<b>2</b>	63.6	57.3	64.2	63.0	61.5	62.5	59.5	56.8	61.1	59.4	62.4	*	61.3
<b>3</b>	66.3	58.5	66.2	62.0	62.1	62.2	59.0	55.8	61.7	59.3	62.4	*	60.1
<b>4</b>	65.0	56.9	63.7	62.9	54.8	57.4	59.9	56.7	62.2	59.1	62.3	*	62.9
<b>5</b>	63.4	57.8	64.0	64.2	54.1	59.8	59.7	57.1	62.9	60.3	62.7	*	62.7
<b>6</b>	65.9	59.4	62.9	62.7	60.3	58.4	61.7	60.3	64.4	62.6	64.2	*	62.3
<b>7</b>	63.6	57.8	63.9	64.1	61.8	59.1	59.7	58.5	62.4	61.2	62.6	*	64.9
<b>8</b>	66.2	57.0	63.6	62.8	64.2	64.8	60.1	58.5	63.7	60.2	62.7	*	62.3
<b>9</b>	65.6	57.9	63.6	63.4	62.0	63.3	61.2	59.0	63.3	61.6	62.9	*	62.8
<b>10</b>	66.0	57.2	64.7	64.4	61.8	60.7	59.7	57.9	62.8	60.8	62.2	*	63.2
<b>11</b>	63.2	57.4	61.1	61.1	58.3	61.0	59.5	57.2	62.6	60.3	62.0	*	59.2
<b>12</b>	66.0	57.0	61.9	61.8	55.6	59.2	59.6	57.8	63.0	60.0	62.3	*	60.7
<b>13</b>	66.9	59.0	61.1	62.3	60.3	63.4	60.8	59.0	63.6	60.9	63.4	*	60.3
<b>14</b>	66.5	58.2	64.7	63.4	56.8	61.8	60.2	56.7	62.9	60.7	63.1	*	63.7
<b>15</b>	64.6	59.2	65.3	64.1	57.0	61.2	61.6	59.0	63.8	61.0	64.0	*	64.3
<b>16</b>	66.7	61.5	65.3	64.7	58.1	62.5	62.6	61.3	65.5	63.3	65.3	*	61.9
<b>17</b>	65.4	63.5	66.6	65.1	58.6	65.4	62.7	60.7	65.8	64.8	66.3	*	66.6
<b>18</b>	65.0	60.3	64.4	63.4	57.7	62.4	59.9	57.1	64.2	62.0	63.6	*	59.9
<b>19</b>	65.4	58.5	62.5	60.8	59.4	63.2	60.8	59.7	64.9	62.2	63.5	*	63.4
<b>20</b>	67.0	59.8	62.0	60.2	*	64.2	57.0	58.8	64.1	*	63.4	*	*
<b>21</b>	0.0	60.8	61.5	60.6	*	61.9	62.8	61.6	66.9	*	64.7	*	*
<b>22</b>	65.7	62.5	67.4	66.0	60.4	64.5	62.3	60.5	65.8	65.7	63.7	*	64.1
<b>23</b>	65.6	62.2	66.9	66.5	59.2	62.9	63.2	60.8	66.2	63.7	64.4	*	62.0
<b>24</b>	62.2	59.1	63.9	63.7	58.2	61.4	60.8	58.5	63.6	59.9	62.7	*	62.9
<b>25</b>	65.1	61.2	63.6	66.5	61.9	62.5	60.2	57.6	63.4	62.9	64.4	*	62.1
<b>26</b>	64.6	59.9	65.2	65.0	57.5	63.0	62.1	60.2	64.6	62.5	64.9	*	64.7
<b>27</b>	64.3	*	64.2	64.3	63.0	63.8	63.1	60.8	65.2	63.6	65.4	*	64.6
<b>28</b>	66.7	*	65.7	64.3	58.9	64.4	61.8	59.3	64.6	63.1	65.4	*	64.5
<b>29</b>	68.0	*	67.6	66.7	63.7	64.5	65.2	61.1	66.3	67.4	67.4	*	66.9
<b>30</b>	65.6	*	66.0	65.5	60.9	61.7	62.3	60.2	64.3	64.1	64.5	*	64.9
<b>31</b>	65.6	*	63.4	63.1	55.1	61.6	60.8	59.7	63.1	61.2	63.0	*	62.0
<b>Month</b>	<b>65.4</b>	<b>59.5</b>	<b>64.5</b>	<b>63.9</b>	<b>60.4</b>	<b>62.5</b>	<b>61.2</b>	<b>59.1</b>	<b>64.1</b>	<b>62.3</b>	<b>63.8</b>	<b>*</b>	<b>63.2</b>

\* = Not in service

**AIRCRAFT OPERATIONS**

Commercial Flight Operations Mix, July-December 2010_____	C1
Commercial Flight Operations Mix, Fourth Quarter 2010_____	C2
Commercial Flight Operations Mix, October 2010_____	C3
Commercial Flight Operations Mix, November 2010_____	C4
Commercial Flight Operations Mix, December 2010 _____	C5
Curfew Violation Summary, 1989 --- Present_____	C6

APPENDIX C1

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JULY TO DECEMBER 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																						402	2		404	808	
A310																						87			87	174	
A318												195													195	390	
A319		179							247			548													1707	3414	
A320									693			167													4228	8456	
A321											666														1068	2136	
A333																									0	0	
B712																									0	0	
B71Q																								2	2	4	
B72Q																					101			3	105	210	
B733																									4892	9784	
B734				609				12																	625	1250	
B735														951											963	1926	
B736																											
B737			138	310				34						10602	96										9	11218	22436
B738				1006				1254	808						32										3827	7654	
B739				129				472																	601	1202	
B747+									2																2	4	
B752						183			1050																2781	5562	
B753								1																	1	2	
B762																									129	258	
B763									106	240															535	1070	
B764																									0	0	
B772																									0	0	
CRJ2													1827												1885	3770	
CRJ7													676												676	1352	
CRJ9									2				210												221	442	
DC10																									154	308	
DC87																									0	0	
ERJ+		184										125													2480	4960	
MD11																									1	0	
MD80+									5																103	3662	
MD90									495																495	990	
TOTALS	0	363	138	2054	93	2540	2170	1773	3408	240	666	1035	2713	16444	128	3560	1936	614	97	129	101	644	188	146	41112	82224	
B190																									0	0	
BE99																									146	292	
C208																									468	936	
E120																									866	1732	
PA31																									2	4	
SF34																									2	4	
SW3/4																									128	256	
TOTALS	0	363	138	2054	93	2540	2170	1773	3408	240	666	1035	2713	16444	128	3560	1936	614	97	129	101	1112	336	146	4182	2964	

B71Q = B727-100 w/ Hush-kit; ERJ = includes all variants of the Embraer Regional Jet  
 Other / Non-Transport Category = 2 USAF K35R, 2 USN C9, 1 RRR C130, 1 KIWI C130

APPENDIX C2

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- OCTOBER TO DECEMBER 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.	
3/13/2011																											
A300																						153	1		154	308	
A310																						64			64	128	
A318												56													56	112	
A319		91							89		271							43							766	1532	
A320									346		301	79						244							2025	4050	
A321																									565	1130	
A333																									0	0	
B712																								1	1	2	
B71Q																								1	51	102	
B72Q																								1	2335	4670	
B733				313										2334										2	315	630	
B734														443										2	443	886	
B735																									18	36	
B736																									18	36	
B737				150				5						5250	47				18					3	5482	10964	
B738				576		361		516	313						28				27						1794	3588	
B739				43				316																	359	718	
B747+									2																2	4	
B752						90			471							727							1	2	1353	2706	
B753																									0	0	
B762																									64	128	
B763									36	93															229	458	
B764																									0	0	
B772																									0	0	
CRJ2													959												964	1928	
CRJ7													287												287	574	
CRJ9													110												117	234	
DC10									2																108	216	
DC87																									0	0	
ERJ+							1044					36													1172	2344	
MD11																									0	0	
MD80+						813			4																905	1810	
MD90									263																263	526	
TOTALS	0	183	0	1082	38	1264	1044	837	1526	93	301	442	1356	8027	75	1768	924	287	45	64	50	325	99	62	19892	39784	
B190																									0	0	
BE99																										76	152
C208																										236	472
E120																										379	758
PA31																										2	4
SF34																										0	0
SW3/4																										65	130
TOTALS	0	183	0	1082	38	1264	1044	837	1526	93	301	442	1735	8027	75	1768	924	287	45	64	50	561	242	62	758	1516	

B71Q = B727-100 w/ Hush-Kit; ERJ+ = includes all variants of the Embraer Regional Jet  
 Other / Non-Transport Category = 1 USAF K35R, 1 KIWI C130, 2 USN DC9

APPENDIX C3

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- OCTOBER 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.
3/13/2011																										
A300																						70			70	140
A310																						21			21	42
A318												6													6	12
A319		30							26			116													268	536
A320									90			21													861	1322
A321											122														180	360
A330+																									0	0
B712																									0	0
B71Q																									0	0
B72Q																					17			1	18	36
B733																									729	1458
B734				86																					86	172
B735														179											179	358
B736																									18	36
B737				33										1849	19									1	1902	3804
B738				197				149	135						3										607	1214
B739				25				118																	143	286
B747+																									0	0
B752						32			199							297	28								558	1112
B753																									0	0
B762																									0	0
B763									7	31															21	42
B764																									66	132
B772																									0	0
CRJ2													316												320	640
CRJ7													107												107	214
CRJ9													36												41	82
DC10																						15			15	30
DC87																									0	0
ERJ+		31																							410	820
MD11												23													0	0
MD80+									2																307	614
MD90																									102	204
TOTALS	0	61	0	341	11	428	356	267	561	31	122	166	459	2756	22	629	317	93	18	21	17	106	28	23	6833	13666
B190																									0	0
BE99																									25	50
C208																									78	156
E120																									119	238
PA31													119												0	0
SF34																									0	0
SW3/4																									21	42
TOTALS	0	61	0	341	11	428	356	267	561	31	122	166	578	2756	22	629	317	93	18	21	17	184	74	23	243	486

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet  
 Other / Non-Transport Category = 1 KIWI C130; 1 USN DC9

APPENDIX C4

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- NOVEMBER 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																						45	1		48	92	
A310																						14			14	28	
A318												16													18	32	
A319		30							32			87													268	536	
A320									149		97	27													891	1382	
A321																									174	348	
A330+																									0	0	
B712																									0	0	
B71Q																									0	0	
B72Q																					16				16	32	
B733														781											781	1562	
B734				89										147											89	178	
B735																									147	294	
B736																									0	0	
B737				64				1						1687	19										1784	3568	
B738				197				150	78						4									1	548	1096	
B739				12				100																	112	224	
B747+																									0	0	
B752																									2	435	870
B753																									0	0	
B762																									21	42	
B763									9	30						2								1	73	146	
B764																									0	0	
B772																									0	0	
CRJ2													319												319	638	
CRJ7													88												88	176	
CRJ9													34												34	68	
DC10																									39	78	
DC87																									0	0	
ERJ+																									388	776	
MD11																									0	0	
MD80+									2																17	295	590
MD90									75																75	150	
TOTALS	0	60	0	362	13	411	345	251	489	30	97	143	441	2615	23	568	298	106	13	21	16	98	32	21	6453	12906	
B190																									0	0	
BE99																									23	46	
C208																									72	144	
E120																									119	238	
PA31													119												1	2	
SF34																									0	0	
SW3/4																									22	44	
TOTALS	0	60	0	362	13	411	345	251	489	30	97	143	560	2615	23	568	298	106	13	21	16	170	78	21	237	474	

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



APPENDIX C5  
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- DECEMBER 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																						38			38	76
A310																						29				58
A318												34														68
A319		31							31			68				89	1	10								230
A320									107		82	31				283	92	78								460
A321																	211									1346
A330+																										422
B712																								1		0
B71Q																								1		0
B72Q																								17		2
B733														825												1650
B734				138										117					2							280
B735																										234
B736																										0
B737				53				4						1714	9				14							0
B738				182		120		217	100						21									2		3592
B739				6				98	2																	1280
B747+									128																	208
B752						28										201										4
B753																						1				724
B762																										0
B763									20	32											22					44
B764																						38		2		184
B772																										0
CRJ2													324													650
CRJ7													92													184
CRJ9													40													84
DC10																										54
DC87																										108
ERJ+																										0
MD11																								12		770
MD80+						14	277																			0
MD90									86																	606
TOTALS	0	62	0	379	14	425	354	319	476	32	82	133	456	2656	30	573	309	88	14	22	17	121	39	19	8620	13240
B190																										0
BE99																										28
C208																										56
E120																										172
PA31													141													141
SF34																										282
SW3/4																										0
TOTALS	0	62	0	379	14	425	354	319	476	32	82	133	597	2656	30	573	309	88	14	22	17	207	90	19	278	556

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet  
Other / Non-Transport Category = 1 USAF K35R, 1 USN DC9



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	\$1,000	TWA	\$1,000	Alaska	\$1,000
	Southwest	\$1,000	TWA	\$3,000	Delta	\$1,000
	Continental	NP	United	\$1,000	Delta	\$3,000
	Canada 3000	\$1,000	United	\$3,000	Executive Jet (GA)	\$1,000
	US Airways	\$1,000	Southwest	\$1,000	Continental	\$1,000
	G. Wood (GA)	NP	TWA	\$5,000		
2ND	United	\$1,000	United	NP	America West	NP
	Southwest	\$1,000	SkyWest	NP	FedEx	NP
	Delta	NP	United	\$1,000	FedEx	\$1,000
	TWA	\$1,000	US Airways	\$1,000	Martinair (C)	NP
	Continental	\$1,000	Air Group (GA)	\$1,000	Miami Air (C)	\$1,000
			Peninsula (GA)	\$1,000	Western Pacific	\$1,000
			Southwest	\$1,000	United	\$1,000
			TWA	\$1,000	SkyWest	NP
			Delta	\$1,000	Southwest	\$1,000
			TWA	\$3,000		
			TWA	\$5,000		
			TWA	\$50,000		
3RD	Avanti (GA)	NP	Arizona Exec. (GA)	\$1,000	American	NP
	Heavy Lift (C)	NP	Western Pacific	\$1,000	United	\$1,000
	Cutter Aviation (GA)	NP	United	\$1,000	Southwest	NP
	American	NP	Lamar (GA)	NP	Reno Air	\$1,000
	United	\$1,000	Delta	\$1,000	Delta	\$1,000
			Continental	\$1,000	United	\$3,000
			United	\$3,000	Miami Air (C)	\$1,000
			United	\$5,000	Western Pacific	\$1,000
			Le Mouelic (GA)	NP		
4TH	US Airways	NP	America West	\$1,000	United	\$1,000
	Airborne (Stage 3%)	\$16,655	United	\$1,000	American Eagle	NP
	Champion Air (C)	NP	United	\$3,000	Sun Country (C)	\$1,000
	TWA	\$1,000	Southwest	\$1,000	Frontier	NP
	Southwest	\$1,000	America West	\$3,000	Delta	\$1,000
	Southwest	\$3,000	Great American (C)	\$1,000	America West	\$1,000
	Unigas (GA)	NP	Delta	\$1,000	United	\$1,000
	US Airways	NP	American	NP	Continental	\$1,000
	TWA	\$3,000	Delta	\$1,000	TAESA (C)	\$1,000
	TWA	\$5,000	Delta	\$3,000	United	\$3,000
	Sun Country (C)	NP	Delta	\$5,000	TWA	\$1,000
	Amer. Trans Air (C)	\$1,000	Alaska	EE		
			Alaska	EE		
			United	EE		
			Alaska	EE		
			Alaska	EE		
			Alaska	EE		
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 \$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
<b>FINES</b>		<b>\$54,000</b>		<b>\$40,000</b>		<b>\$25,000</b>

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

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

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



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	jetBlue Continental jetBlue Delta jetBlue	\$2,000 NP \$6,000 NP NP				
<b>FINES</b>		<b>\$94,000</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.

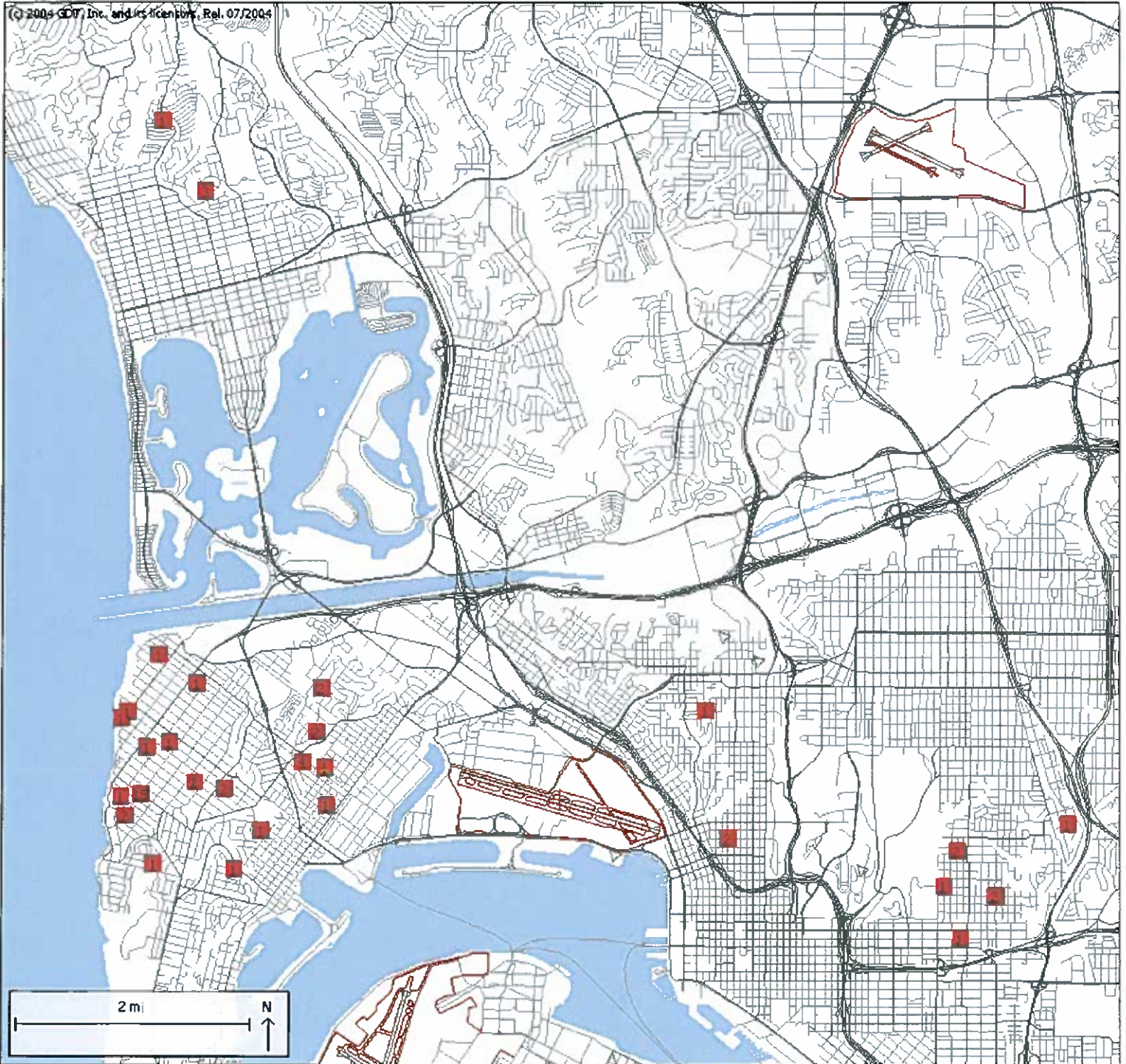


## Fourth Quarter 2010

Aircraft Noise Complaint Caller's Location in relation to  
San Diego International Airport (SDIA)  
28 Households; 56 Complaints



SAN DIEGO  
INTERNATIONAL  
AIRPORT



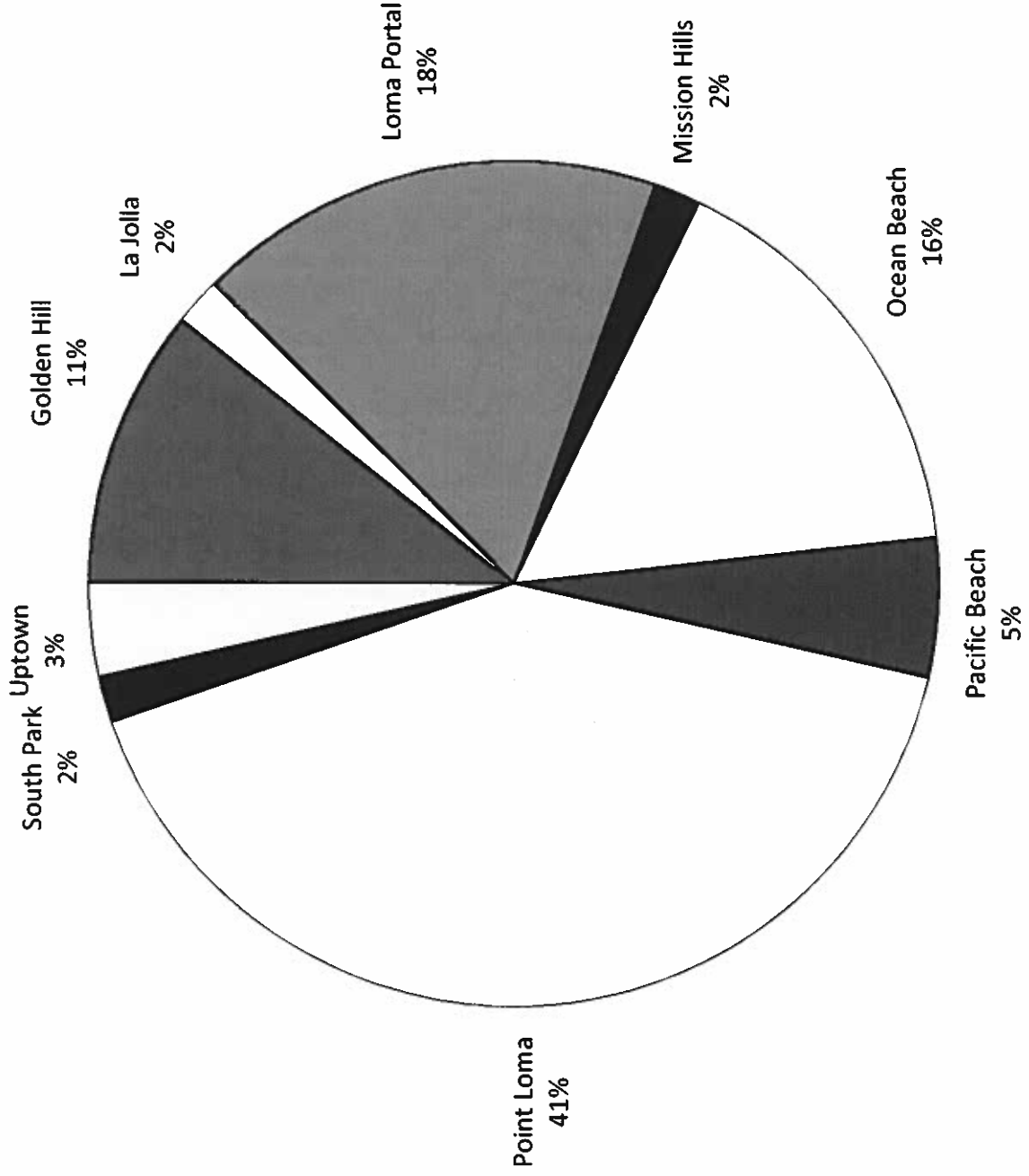
# Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Fourth Quarter 2010

TOTAL CALLS: 56



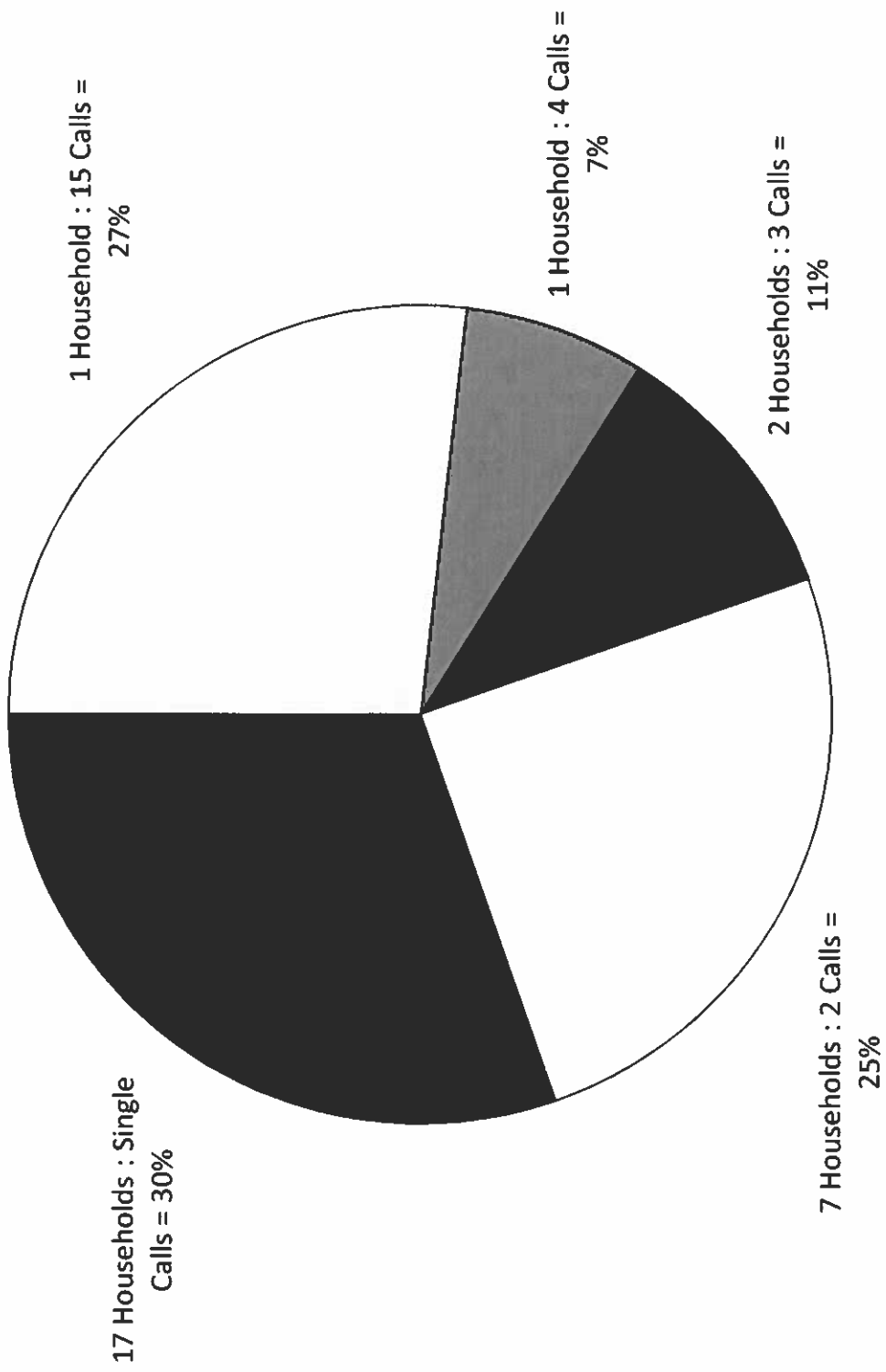
# Aircraft Noise Complaint Distribution by Household



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Fourth Quarter 2010

TOTAL CALLS: 56



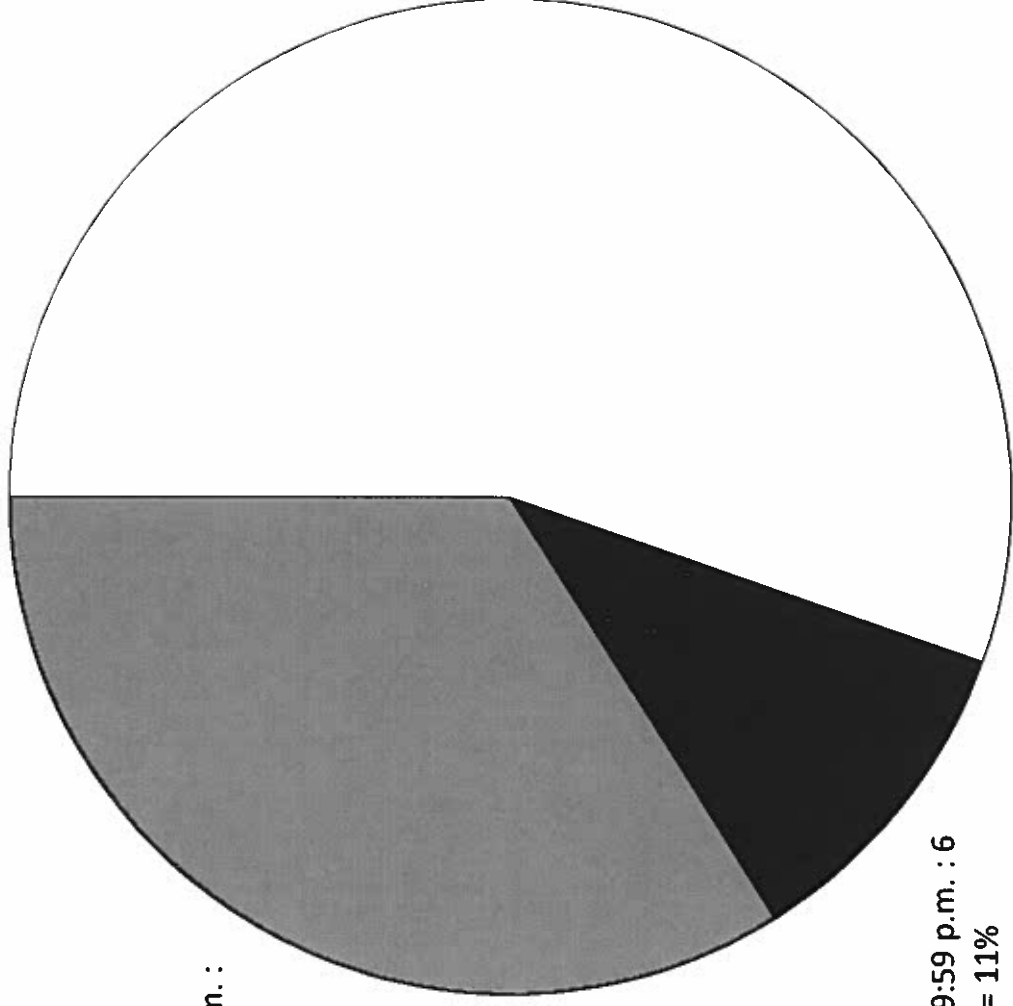
# Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Fourth Quarter 2010

TOTAL CALLS: 56



10:00 p.m. - 6:59 a.m. :  
19 Calls = 34%

7:00 p.m. - 9:59 p.m. : 6  
Calls = 11%

7:00 a.m. - 6:59 p.m. :  
31 Calls = 55%

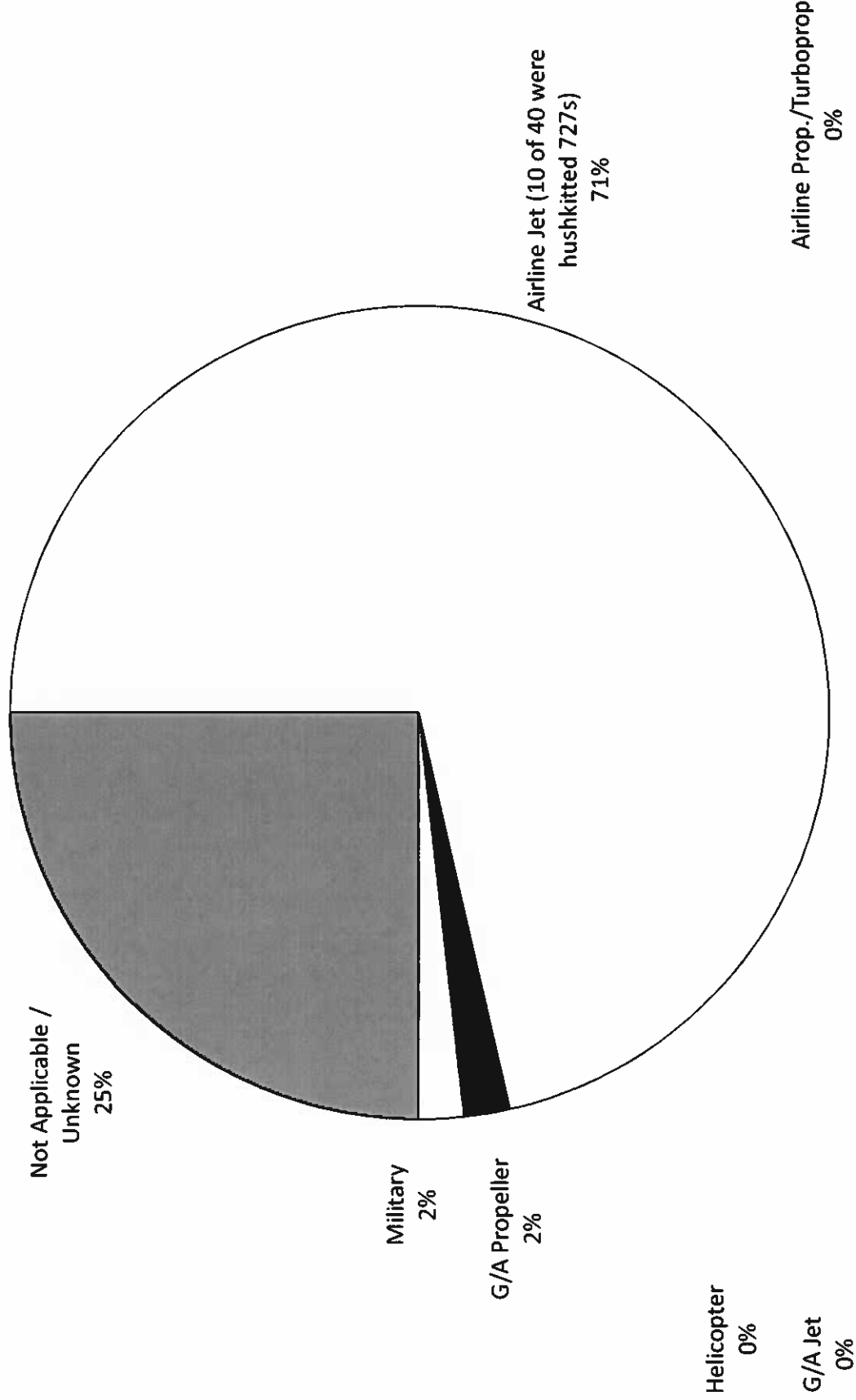
# Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Fourth Quarter 2010

TOTAL CALLS: 56



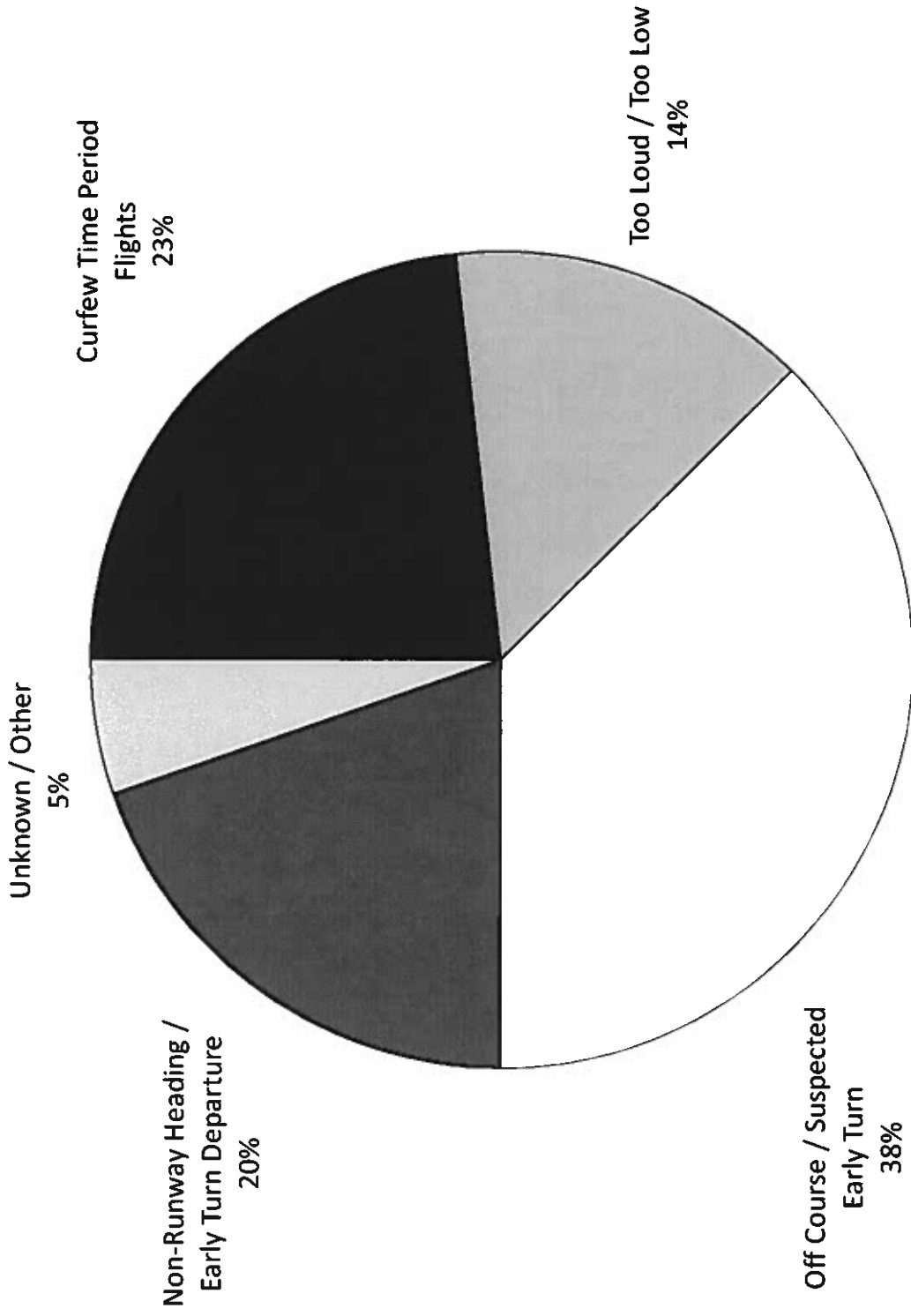
# Aircraft Noise Complaint Distribution by Cause



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Fourth Quarter 2010

TOTAL CALLS: 56





**AIRPORT NOISE ADVISORY COMMITTEE**

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



**SAN DIEGO  
INTERNATIONAL  
AIRPORT**

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

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

**Present:** Mr. John Bennett, County of San Diego; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Tait Galloway, City of San Diego; Jane Gawronski, PhD., Ocean Beach Planning Board; Mr. Hirsch Gottschalk, Uptown Planners; Mr. William Kenton, North Bay (Midway) Community Planning Board; Mr. Suhail Khalil and Mr. Robert MacCulloch, Peninsula Community Planning Board; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollarn

**Absent:** Mr. Matt Awbrey, City of San Diego, Captain (Ret.) Jack Bewley, Airline Pilot; Mr. Kirk Hanson, Community member; Mr. Steven Holt, Airline Representative (ex-officio) (Excused); Mr. Cliff Myers, MCRD; Mr. Bill Stone, Little Italy Association; 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. Nathaniel (Nate) Cobb as a new staff member of Airport Noise Mitigation and explained his duties. Since there was no quorum, Dr. Butler proceeded to the next agenda item.

Mr. Frazee discussed the status of the Green Build (10-gate expansion) project. He mentioned that the contractor is more than halfway finished installing terminal pylons and beginning to install large pylons to support the planned second level roadway adjacent to the West terminals. He added that preparation of the apron (aircraft parking) area for concrete pouring continues. (By the way, the concrete on the apron will be 17" thick!)

Mr. Frazee informed the committee that he has received a letter from Mr. David Borcalli, ANAC Air Traffic Control/FAA member, representing FAA's SDIA Air Traffic Control Tower, in which he advises that he has recently been instructed by the district and regional supervisors to discontinue his participation on ANAC. Mr. Frazee paraphrased the letter to the members, stating that future ATC requests for information would be required to utilize the Freedom of

Information Act (FOIA) process. Mr. Borcalli pledged continued cooperation with the Authority's Noise Mitigation Department relating to assignment of reasons for "early turn" operations. When asked by a member, Mr. Frazee explained that no information was provided regarding the reason for this decision. A member inquired if there is anything that can be done to change the decision, since ATC participation is vital in providing information that the Noise Mitigation Department staff may not have available. Mr. Frazee suggested that if the members might consider writing and forwarding to Authority staff a letter signed by all members requesting the FAA to reconsider their decision, it would be forwarded to the appropriate FAA person. Dr. Butler suggested that, since there is no quorum, to table the request and, as soon as a quorum is formed, he will call for the motion to draft a letter. He further explained that in the past this route was used when there are concerns and members would draft letters and forward it to Mr. Frazee for review and action.

Before moving on to the next item on the Agenda, a quorum became available. A motion to approve the July minutes was made and seconded. Corrections were offered and incorporated. Seeing no further discussion, Dr. Butler called for a motion to approve the corrected July meeting minutes. That motion passed unanimously.

In continuing the previously tabled item, Dr. Butler called for a motion to draft a letter requesting that FAA reconsider its position to withdraw active membership on ANAC. Motion was seconded and discussion occurred. Following discussion, Dr. Butler called for the motion to be approved; one member opposed acceptance. A member volunteered to draft the letter and transmit it to staff for review and dissemination back to the Committee for signature. Mr. Frazee will then forward the Committee's request to FAA for possible action.

Mr. Frazee gave an update on the Curfew Violation Review Panel (CVRP). He pointed out that since the last ANAC meeting, two CVRPs have occurred; on August 4<sup>th</sup> and October 6<sup>th</sup>. He informed the members that CVRP is held as needed on the first Wednesday of every other month starting in February. The Record of Decision (ROD) for August 4<sup>th</sup> showed that there were six operations that violated curfew and all six were penalized; as for the October 6<sup>th</sup> ROD, six operations violated the curfew, with three operations penalized and three not penalized. Mr. Frazee also showed a compilation of statistics for 2010 of airlines that have violated. Finally, Mr. Frazee reminded the members that aircraft arrivals are permitted 24-hours a day.

Mr. Frazee gave an update on the Part 150 Noise Compatibility study. The final study documentation, submitted to FAA in June 2010, has yet to be accepted for evaluation by FAA. Mr. Frazee said that as soon as he hears anything from FAA, members will be informed and information will be posted on the SAN website.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP), then provided a brief Program update. Since Program inception in 2001, 1,572 residences have been completed, leaving approximately 9,000 residences to be sound insulated. At a pace of about 400 homes a year, the program run is about 22 years. As recalled from last meeting, Authority Finance required a Program budget reduction of approximately \$5 Million from last year's funding. This will have an effect on the present program acceleration. On another note, QHP offices have moved into new offices off airport property in the Liberty Station community west of the airport.

The new address is Building #7. She mentioned that a materials showroom was recently completed and will be shown off at an upcoming open house. She invited members to call to schedule a tour. A member asked what type of feedback staff had received from owners whose homes were recently completed. Ms. Knack noted that the evaluations obtained at each completion show about 95% are "very satisfied." Ms. Knack said that a survey is in progress and agreed to provide a presentation at the January 2011 meeting highlighting the top four or five positive things and the most compelling challenge at the next meeting. A member inquired when the next Program boundary expansion is planned. Ms. Knack replied that it will most likely happen in late 2011, since there are still about 400 homes on the present waiting list. A member asked what role the Part 150 study plays in shrinking the noise contour. Mr. Frazee stated that the QHP is based on the now accepted 2014 Noise Exposure Maps FAA accepted in November 2010.

Mr. Garret Hollarn presented updated Missed Approach statistics. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/10October\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/10October_Presentation_Items.pdf)

Before continuing to the next presentation, a member asked if the definitions used in the presentation of missed approaches were Airport Noise's own or if they were taken from some other source? Mr. Hollarn replied that the definitions were created by Airport Noise Mitigation and that we consider a missed approach and a go-around to be similar procedures, unlike the FAA, who keeps separate statistics on each.

Mr. Hollarn then continued with the presentation of Noise Complaints for the 3<sup>rd</sup> Quarter 2010 (July, August, September). See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/10October\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/10October_Presentation_Items.pdf)

Mr. Hollarn next presented "Early Turn" operations. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/10October\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/10October_Presentation_Items.pdf)

Mr. Hollarn then gave the presentation on "Contra-flow" operations. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/10October\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/10October_Presentation_Items.pdf)

**Public Comment** – A west side resident questioned the described distance between a noise monitor on Browning Street and the runway end. She pointed out that the measurements were incorrect, and this will be a safety issue in the future. Noise Mitigation staff corrected a faulty assumption on her part regarding how the distance was measured.

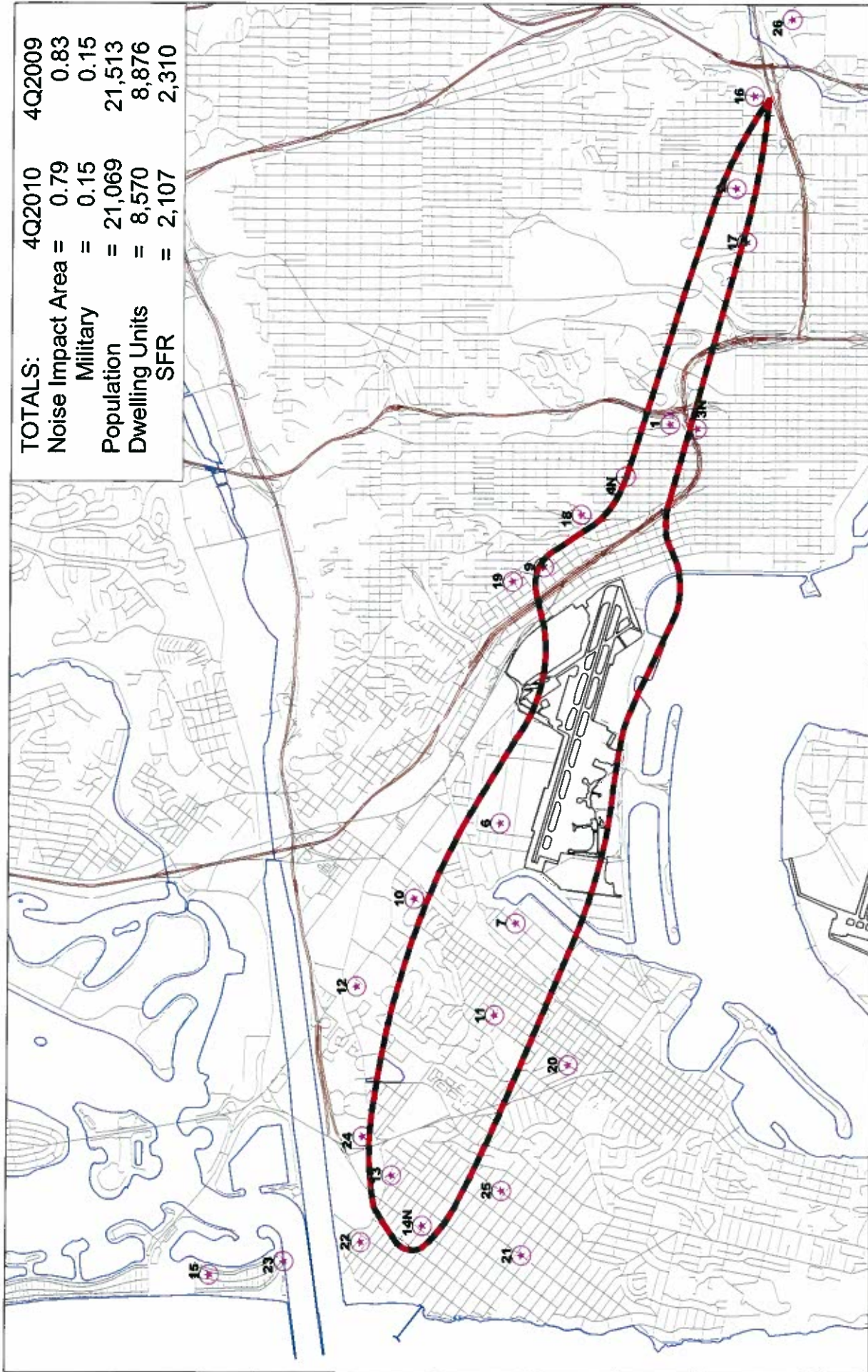
Hearing no more questions, and noting no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:05 p.m. The next meeting is scheduled for Wednesday, January 19<sup>th</sup>, 2011 at 4:00 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.

A handwritten signature in black ink, appearing to read "Dan Frazee", is written over a horizontal line.

Dan Frazee

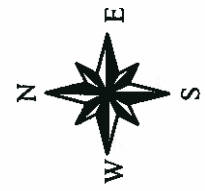
Director, Airport Noise Mitigation

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 Fourth Quarter Community Noise Equivalent Level (CNEL) contours.**

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**4th Quarter 2010**  
**4th Quarter 2009**