

QUARTERLY NOISE REPORT

January 1, 2011 through March 31, 2011



Airport Noise Mitigation Department
San Diego International Airport

June 14, 2011

QUARTERLY NOISE REPORT
For the Period
January 1 through March 31, 2011

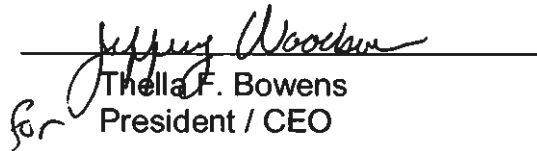
SAN DIEGO INTERNATIONAL AIRPORT (SDIA)

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

This Quarterly Report for the First Quarter of 2011 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


for 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 January 1, 2011 to March 31, 2011, to be 0.75 square miles and 0.15 square miles, respectively. As compared to the First Quarter of 2010, the Noise Impact Area decreased by 0.08 square miles and the Federal Military Noise Impact Area remained the same.

1 st Quarter 2011	1 st Quarter 2010	Change
0.75	0.83	-0.08
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	71.0	70.8
2	66.4	66.0
3	65.7	66.4
4	65.2	65.2
6	69.0	68.7
7	74.0	73.6
9	66.3	66.5
10	63.1	63.1
11	71.2	70.9
12	61.5	61.6
13	65.2	65.2
14	65.3	65.7
15	59.6	59.6
16	64.4	64.2
17	64.0	63.9
18	59.2	59.9
19	61.6	62.2
20	61.1	61.4
21	58.8	59.3
22	63.8	63.9
23	62.2	62.4
24	63.9	64.2
25	61.3	N/A
26	63.4	62.9

¹ = For the period April 1, 2010 through March 31, 2011

² = For the period January 1, 2011 through March 31, 2011

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	FIRST QUARTER 2011	FIRST QUARTER 2010	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	34,155	34,990	(835)	-2.4%
Commuter	6,062	6,540	(478)	-7.3%
General Aviation	3,929	3,817	112	2.9%
Military	142	141	1	0.7%
TOTAL	44,288	45,488	(1,200)	-2.6%

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 First Quarter of 2011. The data used to compile this report was gathered during 24-hour periods on February 8 - 10, 2011.

Table 1, Quarterly Operations Survey, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the First Quarter 2011 Operations Survey, an average of 440 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 First Quarter 2011 Operations Survey, an average of 440 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:

First Quarter Comparison Single Event Noise Exposure Level (SENEL)

	February 9 - 11, 2010	February 8 - 10, 2011	Change (dB)
Departures	100.7	98.1	-2.6
Arrivals	96.2	94.8	-1.4

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 440 daily operations, which reflected a increase of 12 operations from the 428 operations recorded during the First Quarter of 2010.

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
February 8 through February 10, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-10F	98.3	Indianapolis, ID	FDX3713	1720
B767-300	98.2	Louisville, KY	UPS2968	1330
B767-300	97.8	Hilo, HI	UPS922	500
MD-10F	97.8	Indianapolis, ID	FDX1754	540
MD-10F	97.3	Memphis, TN	FDX906	1710
B727-200Q	96.9	Phoenix, AZ	CCI712	840
B767-200F	96.3	Phoenix, AZ	ABX815	800
A300-600F	96.2	Memphis, TN	FDX1422	550
MD-80	95.5	Dallas/Fort Worth, TX	AAL1629	1130
MD-80	95.2	Bakersfield, CA	RPN1836	2100
B767-300	94.9	Honolulu, HI	HAL16	2045
MD-80	94.9	Dallas/Fort Worth, TX	AAL1701	1520
A300-600F	94.8	Ontario, CA	FDX1860	440
B737-300	94.7	San Francisco, CA	SWA2729	730
B737-400	94.7	Portland, OR	ASA236	855
B737-300	94.5	Las Vegas, NV	SWA175	1435
B737-300	94.5	San Francisco, CA	SWA1031	1520
MD-80	94.5	Dallas/Fort Worth, TX	AAL1789	1010
B737-300	94.4	Las Vegas, NV	SWA1175	1135
B737-300	94.4	Phoenix, AZ	SWA462	800
MD-80	94.4	Dallas/Fort Worth, TX	AAL1665	2110
B757-200	94.3	Denver, CO	UAL9	2230
B757-200	94.3	San Francisco, CA	UAL955	1735
MD-80	94.3	Dallas/Fort Worth, TX	AAL1505	1835
MD-80	94.3	Dallas/Fort Worth, TX	AAL533	2250
B757-200	94.2	Chicago, IL	UAL679	1740
MD-80	94.2	Dallas/Fort Worth, TX	AAL1121	1730
MD-80	94.2	Dallas/Fort Worth, TX	AAL617	1340

TABLE 1**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
February 8 through February 10, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-300	94.1	Las Vegas, NV	SWA517	930
B757-200	94.1	Denver, CO	UAL939	2030
B737-300	93.9	Albuquerque, NM	SWA726	1910
B737-300	93.9	Phoenix, AZ	SWA1607	1255
B737-300	93.9	San Jose, CA	SWA1106	1700
B737-400	93.8	Seattle, WA	ASA482	1755
B737-400	93.8	Seattle, WA	ASA492	2235
B737-500	93.8	San Francisco, CA	SWA2025	1710
B737-700	93.8	Phoenix, AZ	SWA2989	1045
B737-900	93.8	Seattle, WA	ASA488	1450
B737-900	93.8	Houston, TX	COA739	1030
B757-200	93.8	Atlanta, GA	DAL1467	1800
B757-200	93.8	Atlanta, GA	DAL2367	1220
B737-300	93.7	Sacramento, CA	SWA1681	1120
B757-200	93.7	Atlanta, GA	DAL2267	1255
B757-200	93.7	Chicago, IL	UAL651	2210
B737-300	93.6	Las Vegas, NV	SWA296	1625
B737-300	93.6	Phoenix, AZ	SWA3230	1535
B737-300	93.6	Tucson, AZ	SWA995	1920
B737-500	93.6	Sacramento, CA	SWA292	2110
B737-800	93.6	Houston, TX	COA403	1215
B757-200	93.6	New York, NY	AAL127	2000
B737-300	93.5	Las Vegas, NV	SWA1060	1845
B737-500	93.5	Tucson, AZ	SWA1086	1220
B737-800	93.5	Portland, OR	ASA578	1225
B737-400	93.4	Cabo San Lucas, MX	ASA237	1640
B737-700	93.4	Oakland, CA	SWA1131	715

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
February 8 through February 10, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200Q	104.8	Phoenix, AZ	CCI711	1800
MD-80	102.8	Dallas/Fort Worth, TX	AAL1130	1250
MD-80	102.7	Dallas/Fort Worth, TX	AAL608	645
MD-80	102.6	Dallas/Fort Worth, TX	AAL1426	945
MD-80	102.4	Dallas/Fort Worth, TX	AAL1008	850
MD-80	102.4	Dallas/Fort Worth, TX	AAL1418	745
MD-80	102.3	Dallas/Fort Worth, TX	AAL1158	1115
MD-80	101.6	Dallas/Fort Worth, TX	AAL500	1445
MD-80	100.5	El Paso, TX	RPN836	2230
MD-10F	100.3	Indianapolis, IN	FDX3613	700
MD-80	100.2	Dallas/Fort Worth, TX	AAL1306	1610
MD-80	98.8	Dallas/Fort Worth, TX	AAL480	1750
A321	98.4	Charlotte, NC	AWE199	2245
B737-900	97.9	Newark, NJ	COA327	2135
MD-10F	97.8	Indianapolis, IN	FDX1654	1935
A300-600F	97.7	Memphis, TN	FDX821	655
B767-300	97.5	Honolulu, HI	HAL15	925
B737-800	97.2	Newark, NJ	COA1827	755
A300-600F	97.1	Memphis, TN	FDX1222	1930
B737-800	96.7	Maui, HI	ASA889	820
B737-800	96.3	Chicago, IL	AAL1442	955
B737-800	96.2	Chicago, IL	AAL1096	635
B737-800	96.2	Houston, TX	COA132	700
B737-800	96.2	New York, NY	DAL2218	645
B737-800	96.2	Salt Lake City, UT	DAL2578	635
B737-400	96.1	Portland, OR	ASA237	1840
B737-800	96.1	Houston, TX	COA1041	835
B737-800	95.9	Houston, TX	COA1588	1310

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
February 8 through February 10, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-900	95.9	Houston, TX	COA374	1145
B737-400	95.8	Seattle, WA	ASA493	650
B737-800	95.8	Detroit, MI	DAL2848	1330
B757-200	95.8	Atlanta, GA	DAL1592	645
B737-400	95.6	Puerto Vallarta, MX	ASA236	1030
B737-800	95.6	Newark, NJ	COA427	1310
MD-90	95.5	Minneapolis, MN	DAL2244	650
B737-800	95.3	Chicago, IL	AAL556	1210
B737-900	95.3	Houston, TX	COA1606	945
B737-400	95.1	Seattle, WA	ASA485	1915
B757-200	95.1	Atlanta, GA	DAL1792	2255
A320	94.9	Minneapolis, MN	DAL2644	1440
B737-800	94.9	Seattle, WA	ASA495	830
B757-200	94.9	New York, NY	AAL160	745
B767-300	94.9	Louisville, KY	UPS921	1930
B737-800	94.8	New York, NY	DAL2856	2245
MD-90	94.8	Minneapolis, MN	DAL2744	1245
B757-200	94.7	Atlanta, GA	DAL2892	800
B757-200	94.7	Dulles, VA	UAL970	800
A320	94.6	Philadelphia, PA	AWE150	1145
A320	94.6	Philadelphia, PA	AWE154	2215
B737-800	94.6	Cabo San Lucas, MX	ASA232	1005
B737-700	94.5	Baltimore, MD	SWA1126	705
A320	94.3	Boston, MA	JBU412	2230
B737-900	94.3	Houston, TX	COA335	1510
A320	94.2	New York, NY	JBU186	2110
B737-700	94.2	Chicago, IL	SWA2466	730

TABLE 3

AIR CARRIER OPERATIONS MIX BY TIME OF DAY & RUNWAY USE

Survey of three days during the First Quarter of 2011
 These numbers are the averages for operations for February 8 to February 10, 2011

AIRCRAFT TYPE	RUNWAY 27						RUNWAY 09						TOTAL
	ARRIVALS			DEPARTURES			ARRIVALS			DEPARTURES			
	700	1900	2200	700	1900	2200	700	1900	2200	700	1900	2200	
	--	--	--	--	--	--	--	--	--	--	--	--	
	1859	2159	659	1859	2159	659	1859	2159	659	1859	2159	659	
A300	1		2	1	2								6
A310													0
A320+	24	10	3	26	3	8							74
B712													0
B72Q	1			1									2
B73Q													0
B733+	85	28	10	90	21	12							246
B747+													0
B757+	6	2	3	8		3							22
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	8		2							20
MD90	1		1	1		1							4
RJ+	20	4	3	20	4	3							54
TOTAL	147	48	25	158	32	30	0	0	0	0	0	0	440

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

AIRCRAFT NOISE COMPLAINTS

During the First Quarter of 2011 Airport Noise Mitigation received a total of 42 complaint calls from 22 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the First Quarter of 2011

DIRECTION FROM AIRPORT		January	February	March	TOTAL
NORTH	Pacific Beach		1	4	5
EAST	South Park			1	1
	Famosa		2	1	3
	Loma Portal	1	7	5	13
WEST	Ocean Beach		1	2	3
	Point Loma	5	3	9	17
TOTAL COMPLAINTS		6	14	22	42

The 42 complaint calls recorded during the First Quarter 2011 reflect a decrease of 24 calls from the 66 received during the First Quarter of 2010.

Appendix D: Aircraft Noise Complaints contains 2011 year to date complaint statistics.

ENFORCEMENT ACTIONS

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

The following is a summary of First Quarter 2011 Final Enforcement Actions.

FIRST QUARTER 2011 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
1/08/2011	0010L	jetBlue Airways 412	A320 ; Stage 3	No Penalty
2/07/2011	0020L	Avantair 158	P180 ; Stage 3	\$2,000
2/18/2011	0019L	jetBlue Airways 412	A320 ; Stage 3	\$4,000
2/24/2011	2344L	jetBlue Airways 412	A320 ; Stage 3	No Penalty
3/18/2011	2333L	Delta Air Lines 1792	B763 ; Stage 3	\$2,000
3/20/2011	2333L	jetBlue Airways 412	A320 ; Stage 3	No Penalty
3/20/2011	2335L	U S Airways 199	A321 ; Stage 3	No Penalty
3/20/2011	2337L	Delta Air Lines 1792	B763 ; Stage 3	No Penalty
3/20/2011	2346L	U S Airways 154	A320 ; Stage 3	No Penalty
3/20/2011	2347L	Delta Air Lines 2748	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, Groups 1-4	245	100%
Phase 5, Group 5	43	100%
Phase 5, Group 6	77	90% complete
Phase 5, Group 7	190	90% complete
Phase 5, Group 8	51	70% complete
Phase 5, Group 9	62	70% complete
Phase 5, Group 10	44	70% complete
Phase 5, Group 11	142	40% complete
Phase 5, Group 12	32	50% complete
Phase 6, Group 1	37	40% complete
Phase 6, Group 2	29	40% complete
Phase 6, Group 3	45	40% complete
Phase 6, Group 4	27	40% complete
Phase 6, Group 5	64	30% complete
Phase 6, Group 5	40	10% complete
Phase 6, Group 7	60	10% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the January 19th, 2011 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 = 0.75 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:

8,276 ** (QHP Insulated units = 1,905)

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

20,645 ** (QHP Insulated = 2,748)

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): 100

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

44,288

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

34,155

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:

6,062

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

3,929

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

142

Form DOA 618, 11/21/89

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

AIRCRAFT NOISE MONITORING SYSTEM

Noise Monitoring Locations_____B1

Noise System Thresholds_____B2

CNEL Log for January 2011_____B3

CNEL Log for February 2011_____B4

CNEL Log for March 2011_____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 January 1, 2011 to March 31, 2011

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 January 2011

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	69.1	64.7	62.4	63.3	66.8	72.8	62.9	61.1	70.2	59.7	64.8
2	71.8	67.7	65.0	66.0	70.0	74.9	70.4	64.3	71.8	62.9	66.3
3	72.2	68.0	64.7	66.3	70.0	74.5	69.0	64.4	71.9	62.9	66.8
4	71.1	66.1	67.6	64.9	69.5	73.9	65.0	63.6	71.2	62.7	66.1
5	69.7	64.7	67.5	64.3	68.6	73.0	63.3	62.4	70.3	61.1	64.6
6	70.6	65.5	65.7	64.3	68.7	73.0	66.6	62.6	70.1	61.1	64.1
7	72.2	67.2	67.7	65.2	69.1	73.5	68.3	63.4	71.0	62.2	65.6
8	69.8	66.1	61.7	63.8	68.0	72.9	63.0	61.9	70.5	60.7	64.7
9	70.2	66.5	64.5	64.5	68.2	73.5	68.0	62.7	70.8	61.1	65.4
10	70.1	65.1	67.7	64.2	69.3	74.2	63.5	62.4	71.5	62.7	65.8
11	70.3	65.2	66.2	63.8	68.8	72.3	63.6	62.3	69.6	60.1	64.0
12	70.9	65.2	66.3	64.0	69.0	72.5	65.7	63.5	69.7	61.3	64.3
13	72.0	65.9	68.3	65.1	66.5	73.2	65.5	63.8	70.2	62.2	65.2
14	71.7	65.7	68.4	65.0	69.4	73.3	66.1	62.9	70.6	61.6	65.0
15	67.7	63.4	66.1	62.1	66.7	71.6	63.2	60.3	68.7	58.6	63.0
16	68.2	63.9	64.3	62.6	67.9	73.2	65.1	61.1	70.5	59.3	64.1
17	69.1	64.8	65.3	63.9	68.2	72.8	64.8	62.5	69.8	61.4	64.1
18	70.3	65.6	63.7	64.5	69.2	73.9	68.7	62.9	71.5	61.5	65.6
19	70.1	65.9	65.4	66.2	68.7	74.9	65.3	61.9	71.1	59.8	64.0
20	70.4	65.4	67.3	64.2	68.4	73.8	66.0	60.9	71.1	61.5	65.0
21	69.0	63.9	66.2	62.9	67.3	72.0	63.6	61.0	68.7	60.0	62.7
22	69.0	64.6	64.0	62.8	67.0	72.5	65.4	61.0	69.6	59.6	62.7
23	67.1	62.7	64.1	62.2	68.1	73.4	62.1	60.1	70.7	57.3	63.7
24	68.2	63.3	64.7	64.3	68.0	72.1	65.8	61.6	68.6	60.1	62.0
25	71.5	64.4	65.8	63.6	68.8	72.2	68.5	62.0	69.1	60.7	63.4
26	69.8	64.4	64.4	63.2	68.0	72.7	64.7	61.7	70.0	60.4	64.5
27	70.5	64.8	66.4	64.1	68.5	72.9	65.7	62.1	69.8	60.4	64.1
28	69.8	64.9	67.2	63.8	68.3	73.5	65.2	62.1	70.5	62.9	64.0
29	69.4	65.3	63.1	63.3	67.3	72.6	66.3	61.4	70.1	59.6	63.8
30	71.2	66.9	64.9	64.8	68.7	73.3	65.7	63.5	70.7	61.4	65.2
31	70.7	66.3	66.6	64.9	68.7	74.2	67.5	64.2	71.5	62.3	65.9
Month	70.3	65.4	65.9	64.2	68.4	73.2	66.1	62.4	70.4	61.1	64.6

* = Not in service

APPENDIX B3**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
January 2011**

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	64.6	*	62.9	62.4	53.5	59.0	60.0	58.0	63.4	60.8	63.2	*	61.6
2	66.6	*	65.6	65.0	58.5	66.1	61.6	59.1	64.7	63.5	65.5	*	64.4
3	65.9	*	66.3	65.7	57.6	67.0	62.2	59.9	65.6	64.1	66.1	*	65.2
4	63.5	*	64.3	64.4	57.3	59.7	61.8	60.0	64.7	63.5	65.3	*	64.4
5	65.8	*	63.9	63.0	59.6	59.1	61.3	59.0	63.5	60.9	64.2	*	62.0
6	64.6	*	63.7	63.5	58.4	62.7	60.1	57.8	62.6	60.8	63.5	*	62.0
7	64.0	*	66.2	64.7	58.9	66.4	61.8	59.7	64.3	62.9	64.6	*	62.3
8	62.0	*	64.3	63.5	55.6	60.4	60.8	59.4	63.3	61.8	63.6	*	62.7
9	63.4	*	64.5	64.0	58.2	65.6	60.8	58.9	64.1	62.4	64.4	*	63.0
10	64.0	*	63.3	63.3	54.6	54.4	62.1	59.8	65.0	62.7	65.1	*	63.5
11	64.8	*	63.8	63.5	57.7	56.4	60.4	57.6	62.7	60.9	63.1	*	62.4
12	64.9	*	64.6	63.2	61.5	62.1	60.9	58.6	63.2	60.7	63.7	*	62.4
13	65.7	*	64.0	63.8	60.8	61.1	61.3	59.2	64.0	61.8	64.6	*	61.1
14	65.4	*	65.5	63.7	61.6	62.8	60.7	57.9	63.4	62.2	64.1	*	62.7
15	64.5	*	62.3	61.5	58.7	59.7	58.7	57.1	61.7	59.3	61.4	*	60.0
16	65.3	*	62.0	62.3	56.6	61.7	59.6	57.7	62.8	60.4	62.5	*	60.2
17	64.7	*	63.1	63.0	58.8	60.4	59.9	58.1	62.7	61.2	63.2	*	61.6
18	66.2	63.8	64.1	63.5	59.6	64.8	61.1	58.6	64.0	63.1	64.9	*	62.2
19	65.4	57.7	64.9	63.5	*	60.9	59.1	55.7	62.2	62.2	62.8	*	60.4
20	63.8	59.1	63.3	63.0	61.5	61.3	61.2	58.5	63.5	62.1	64.0	*	61.3
21	63.5	58.4	63.0	62.0	60.1	60.4	58.7	56.2	61.3	60.3	62.1	*	62.1
22	64.7	56.0	63.0	62.1	56.1	61.2	59.4	57.3	61.4	59.6	61.3	*	60.7
23	65.4	54.2	61.3	61.0	58.4	58.2	58.7	57.0	62.0	59.5	62.0	*	58.6
24	63.0	56.9	61.7	61.2	60.9	60.7	57.5	55.0	61.4	59.1	62.0	*	60.1
25	64.0	58.2	63.8	62.4	55.7	64.3	59.4	57.5	62.0	60.1	62.8	*	62.4
26	65.2	57.3	63.9	62.5	57.6	61.3	61.0	58.2	62.3	61.3	62.8	*	60.2
27	64.3	58.4	63.8	62.9	58.9	62.0	59.8	57.4	62.9	60.8	63.4	*	61.9
28	64.5	58.6	63.6	62.8	58.5	63.4	60.9	56.9	62.6	60.6	63.4	*	61.7
29	66.3	58.7	63.8	62.3	55.3	62.1	59.9	57.6	62.4	60.7	62.7	*	62.2
30	66.5	60.8	64.6	64.6	56.5	61.2	61.1	59.8	64.0	62.6	64.1	*	63.6
31	64.3	61.2	64.5	63.9	58.6	63.0	62.1	60.5	64.7	64.1	64.9	*	63.1
Month	64.2	59.1	64.0	63.3	58.6	62.4	60.5	58.3	63.3	61.7	63.7	*	62.2

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log February 2011

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	65.2	66.5	64.1	68.5	72.8	60.4	63.6	70.5	62.0	65.3
2	62.8	58.9	62.0	63.2	64.1	71.3	61.6	57.4	68.8	55.4	59.5
3	69.6	65.0	67.6	66.0	66.2	72.0	61.0	61.1	69.0	59.6	63.0
4	71.7	66.5	68.7	65.0	68.3	73.4	65.1	63.6	70.7	63.0	65.6
5	69.4	64.7	63.8	63.3	67.3	72.3	65.5	61.4	69.5	59.6	63.9
6	68.2	64.3	64.9	63.4	67.2	72.9	64.7	61.4	70.0	59.7	64.1
7	70.5	65.6	64.8	64.1	69.2	73.2	65.9	63.5	70.4	62.0	65.3
8	71.6	66.7	64.5	65.2	69.2	73.8	66.6	64.3	71.5	62.8	66.4
9	67.8	63.2	63.4	63.3	68.5	72.6	66.2	62.3	69.5	60.6	64.2
10	69.4	64.9	66.8	63.6	68.5	72.7	67.0	61.7	69.4	60.4	63.8
11	69.4	64.1	67.6	64.0	67.7	72.5	64.4	61.2	69.0	60.7	62.9
12	64.7	60.3	62.4	61.3	66.2	71.5	63.8	57.7	67.9	55.8	60.9
13	69.6	64.8	64.6	63.9	67.1	72.4	63.9	60.7	69.3	58.3	62.7
14	71.3	66.4	67.5	64.5	69.3	73.2	64.6	63.9	70.6	62.3	65.7
15	71.1	66.8	64.9	65.2	68.9	73.1	65.7	63.5	70.5	62.0	65.5
16	72.1	67.3	65.2	67.9	70.1	75.2	68.2	63.7	72.8	62.1	66.8
17	72.6	67.2	67.7	65.4	69.6	73.6	65.5	64.2	71.0	62.5	66.1
18	70.2	65.1	66.5	69.5	70.9	76.8	68.0	64.3	75.0	62.3	66.9
19	72.1	67.8	63.7	65.3	68.4	73.2	67.1	63.1	70.2	61.4	64.7
20	70.3	65.6	65.7	64.2	68.8	73.3	65.4	63.6	70.6	61.8	65.6
21	70.6	66.4	66.2	65.0	68.7	74.0	67.9	64.0	71.6	62.3	66.1
22	71.4	66.8	66.9	65.1	69.5	73.6	67.2	64.0	71.3	63.1	66.4
23	72.0	67.4	65.5	65.3	70.0	73.4	68.5	64.6	71.1	62.9	66.0
24	71.6	67.2	65.3	65.1	69.8	73.8	67.2	64.5	71.4	62.6	66.5
25	72.6	67.7	67.7	65.8	69.9	73.4	67.6	64.7	70.5	63.3	66.1
26	71.9	67.3	64.8	64.6	69.3	73.2	66.4	63.9	70.5	62.5	65.5
27	70.4	65.6	66.6	63.9	68.5	74.1	64.0	63.4	71.3	61.9	66.0
28	71.2	66.0	68.5	64.2	69.1	73.5	64.2	63.9	70.6	61.8	65.2
Month	70.6	65.9	66.0	64.9	68.7	73.3	65.9	63.1	70.7	61.5	65.1

* = Not in service

APPENDIX B4**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
February 2011**

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	65.1	59.9	63.5	63.1	53.7	59.4	61.2	59.5	63.6	63.6	64.5	*	63.0
2	62.7	50.4	57.8	57.8	59.0	57.7	55.8	56.0	58.2	58.4	58.4	*	54.3
3	63.8	58.0	63.4	63.5	57.3	55.7	59.5	58.3	61.8	59.8	61.9	*	62.5
4	66.5	60.6	65.0	64.6	55.9	60.4	61.5	60.5	64.3	63.1	64.6	*	63.7
5	65.1	57.8	62.6	61.7	53.6	61.2	60.0	58.2	62.5	60.3	62.4	*	61.2
6	65.1	57.9	62.6	62.6	55.0	59.9	60.0	57.3	62.6	60.1	62.5	*	60.8
7	65.8	60.5	64.1	63.1	57.5	62.0	60.8	59.1	64.1	61.9	64.4	*	62.5
8	67.0	61.5	65.1	64.1	53.9	62.7	61.5	59.7	64.9	63.4	65.7	*	63.6
9	62.1	58.0	61.4	61.1	57.6	62.0	59.9	58.0	62.9	60.2	63.1	*	60.2
10	64.0	58.6	63.5	62.9	58.4	63.1	59.1	56.7	62.4	60.4	64.8	*	61.8
11	63.9	59.3	63.5	62.3	58.8	61.6	59.2	57.5	61.6	60.0	61.9	*	60.8
12	63.2	54.1	59.1	58.5	57.2	60.7	56.0	54.5	59.6	57.8	59.6	*	57.9
13	63.6	56.8	63.1	62.9	57.0	60.0	58.3	55.5	61.1	58.7	61.6	*	61.1
14	65.9	60.1	64.5	64.1	57.8	60.3	62.3	60.5	64.2	61.9	64.5	*	63.5
15	65.2	60.9	64.9	64.3	54.9	60.3	61.6	59.4	64.2	62.6	64.6	*	63.9
16	67.4	61.4	65.6	65.0	58.2	64.5	60.8	59.6	65.5	63.5	65.1	*	64.2
17	66.8	61.1	65.5	65.0	57.5	59.8	62.8	60.8	64.7	63.4	65.0	*	64.1
18	70.4	62.1	64.5	62.9	68.8	65.3	63.7	63.6	67.9	70.4	64.6	*	62.2
19	66.4	61.0	65.8	65.2	60.5	62.0	61.8	60.2	63.6	63.1	63.7	*	64.8
20	66.5	60.8	63.8	63.8	59.6	60.6	62.0	60.5	65.1	62.8	64.4	*	63.4
21	67.0	61.3	64.7	64.2	58.4	62.2	62.1	60.8	65.2	62.8	65.2	*	63.6
22	66.9	61.8	64.9	64.5	60.9	62.6	62.4	60.4	65.1	63.0	65.7	*	63.8
23	66.6	61.4	65.2	65.2	59.7	64.0	62.4	60.6	64.7	62.9	65.3	*	64.0
24	66.6	61.6	65.3	64.6	58.0	63.1	62.5	60.4	65.3	63.0	65.4	*	63.9
25	66.2	61.6	65.9	65.1	59.4	62.6	62.0	60.1	64.6	63.5	65.5	*	64.4
26	66.2	59.6	65.0	64.3	59.6	62.6	62.2	60.4	64.2	62.1	64.5	*	63.3
27	66.4	59.8	63.3	63.9	55.7	64.1	62.2	59.9	64.6	63.1	64.7	*	63.6
28	65.5	58.7	64.1	64.1	57.8	59.2	62.2	61.0	64.6	61.6	64.3	*	62.8
29	65.1	59.9	63.5	63.1	53.7	59.4	61.2	59.5	63.6	63.6	64.5	*	63.0
30	62.7	50.4	57.8	57.8	59.0	57.7	55.8	56.0	58.2	58.4	58.4	*	54.3
Month	65.9	60.0	64.1	63.6	59.3	61.8	61.2	59.6	64.0	62.8	64.1	*	62.8

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
March 2011**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	72.4	66.9	67.7	65.6	69.2	73.3	67.0	63.8	70.4	61.9	65.2
2	72.0	66.4	67.8	65.1	69.6	73.8	68.2	64.0	71.1	62.2	65.9
3	71.1	66.5	67.1	66.3	69.4	74.7	67.5	63.7	72.2	61.7	66.4
4	71.8	66.6	68.9	65.4	67.9	73.9	64.6	63.0	71.3	61.4	65.5
5	69.4	64.6	65.0	63.1	66.8	72.2	65.1	60.8	69.2	59.0	63.3
6	70.1	65.8	66.4	69.7	68.2	74.9	66.8	62.4	72.4	60.8	63.8
7	71.2	66.5	65.2	66.7	70.0	74.2	67.8	64.7	71.6	62.9	66.8
8	71.1	66.3	68.0	64.4	69.0	74.4	64.4	63.7	71.8	62.4	66.4
9	71.2	66.0	65.1	64.7	69.1	73.9	66.3	63.3	70.8	61.5	65.0
10	72.2	66.8	65.8	65.5	69.6	74.5	67.8	63.4	71.7	61.8	66.0
11	71.7	67.4	68.3	65.9	69.1	74.2	66.9	64.0	71.4	62.2	66.2
12	70.7	66.6	64.6	64.6	68.0	72.7	65.3	62.7	70.4	61.0	65.6
13	70.9	66.9	65.2	64.8	68.2	74.0	65.3	63.5	71.2	61.4	65.4
14	70.4	66.0	67.1	64.4	68.7	74.2	65.7	63.5	71.4	61.6	66.1
15	71.6	67.1	68.0	65.2	69.7	74.4	68.3	64.3	71.5	63.0	66.3
16	70.5	65.8	66.3	66.0	69.0	75.3	67.9	63.0	72.2	61.6	66.3
17	71.3	66.3	67.8	65.8	68.7	75.0	66.9	62.8	72.1	62.6	65.7
18	71.9	67.2	69.3	65.4	70.1	74.8	70.0	64.6	72.1	63.3	67.1
19	71.2	67.5	64.4	65.2	67.6	73.6	65.9	62.7	71.0	61.2	65.6
20	68.7	64.2	63.8	72.9	66.8	74.7	66.6	58.8	72.8	55.3	62.3
21	71.5	67.1	67.0	64.9	70.2	74.5	70.2	65.2	71.9	63.5	67.1
22	71.9	67.4	68.0	65.1	69.8	74.7	68.5	64.7	71.9	63.0	67.1
23	73.4	68.9	68.6	66.9	69.8	74.2	66.5	65.8	71.5	63.2	66.6
24	73.0	67.6	68.8	66.1	69.9	74.7	69.7	65.2	71.8	63.6	67.1
25	72.7	68.2	68.8	66.5	69.8	74.5	69.3	64.6	71.7	62.8	65.0
26	71.1	66.8	65.0	64.3	68.3	73.4	64.2	62.7	70.4	61.1	65.4
27	71.0	66.6	64.3	64.7	68.7	74.2	67.0	63.4	71.6	61.7	66.2
28	70.9	66.6	68.0	64.6	69.0	74.4	67.1	64.5	71.8	62.7	66.3
29	71.8	67.0	67.6	66.0	69.5	74.7	67.2	63.7	72.0	62.6	66.5
30	70.2	65.3	68.0	65.5	69.0	75.3	67.3	63.1	72.3	61.1	65.9
31	71.0	66.5	67.7	65.0	68.5	75.0	68.2	63.6	71.8	62.2	65.8
Month	71.3	66.7	67.1	66.1	69.0	74.3	67.3	63.6	71.5	62.0	65.9

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
March 2011**

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	65.5	59.3	64.5	65.4	59.1	63.8	62.5	61.1	63.7	61.6	64.1	*	65.7
2	66.2	58.4	64.2	64.6	61.9	61.5	62.6	60.4	64.2	61.3	64.6	*	63.1
3	67.6	59.4	64.4	64.5	61.2	61.1	62.7	60.9	64.7	62.3	65.1	*	63.6
4	64.8	58.2	64.8	64.8	56.1	58.2	62.3	59.1	63.9	61.8	64.1	*	63.1
5	64.3	55.7	62.9	62.8	61.5	61.2	59.7	56.8	61.9	58.7	61.7	*	60.8
6	67.3	59.2	63.9	63.8	63.6	61.9	60.7	57.8	64.3	61.7	64.1	*	62.6
7	66.9	60.8	64.3	64.3	58.8	64.1	63.2	60.9	65.1	64.0	65.6	*	63.1
8	64.9	58.7	64.4	64.3	55.5	61.9	62.9	60.6	64.9	62.7	64.6	*	62.9
9	65.3	58.2	63.6	64.1	61.9	59.8	61.0	58.3	63.6	61.1	64.2	*	62.1
10	66.3	59.2	65.1	64.9	61.7	63.4	62.3	60.3	64.5	62.0	64.9	*	63.5
11	65.9	60.1	65.3	65.0	59.4	61.3	61.9	59.2	64.3	63.1	65.4	*	64.2
12	66.5	58.4	64.3	64.1	58.1	60.9	61.4	59.3	64.1	62.8	63.9	*	62.4
13	65.4	58.9	64.8	64.8	55.6	58.4	61.8	58.6	63.8	61.7	64.2	*	65.2
14	66.2	59.3	63.9	64.2	57.8	59.4	62.4	60.2	65.0	62.4	64.8	*	62.8
15	66.1	60.1	64.7	64.9	61.7	63.0	62.7	60.2	64.7	62.9	65.7	*	63.6
16	67.0	59.8	64.0	64.0	60.8	63.9	61.7	58.6	64.8	62.9	64.6	*	62.5
17	66.6	58.2	63.7	65.1	58.4	59.5	61.8	59.0	64.0	62.5	64.3	*	62.4
18	66.4	61.0	65.3	65.1	64.5	65.6	62.9	59.7	65.3	64.3	66.2	*	64.1
19	65.5	59.0	65.3	64.8	55.9	61.1	61.4	59.3	64.2	61.9	64.0	*	64.2
20	68.2	55.3	64.1	63.5	68.3	62.7	60.7	58.8	61.9	65.1	58.6	*	60.3
21	65.7	61.4	65.2	64.9	61.6	65.2	63.2	61.2	65.4	64.7	65.9	*	63.5
22	67.1	60.9	65.1	65.0	61.5	63.0	63.7	61.4	65.7	63.6	66.0	*	63.5
23	66.8	60.7	66.8	66.5	61.1	61.4	63.0	60.1	64.9	63.0	65.4	*	65.7
24	67.1	61.5	65.9	65.5	63.6	64.4	63.2	61.0	65.7	63.8	66.2	*	64.3
25	66.9	60.4	66.1	65.9	60.9	65.7	62.7	61.0	65.2	63.5	65.4	*	64.8
26	66.3	58.9	64.0	63.9	57.2	58.4	61.9	60.1	64.1	62.1	63.8	*	63.4
27	66.4	60.0	64.3	64.3	56.2	61.2	62.2	59.7	64.8	62.7	64.8	*	63.3
28	66.4	60.3	64.6	64.5	59.6	60.6	63.0	60.1	64.7	62.8	65.3	*	63.8
29	66.5	59.8	64.6	64.9	56.6	61.3	62.7	59.9	64.9	63.0	65.5	*	63.4
30	66.9	58.3	62.9	63.8	59.9	60.6	61.9	58.8	64.4	61.8	64.3	*	62.7
31	66.5	58.4	64.4	64.4	63.5	62.5	62.4	59.3	64.5	61.7	65.0	*	63.1
Month	66.3	59.4	64.6	64.6	61.2	62.3	62.2	59.8	64.5	62.7	64.7	*	63.5

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, First Quarter 2011 _____ C1

Commercial Flight Operations Mix, January 2011 _____ C2

Commercial Flight Operations Mix, February 2011 _____ C3

Commercial Flight Operations Mix, March 2011 _____ C4

Curfew Violation Summary, 1989 --- Present _____ C5

APPENDIX C1

SAN DIEGO INTERNATIONAL AIRPORT -- COMMERCIAL FLIGHT OPERATIONS -- FIRST QUARTER 2011

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	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																			166				166	332
A310																			0				0	0
A318								81	222														81	162
A319	88					140		237	80						9								738	1476
A320						321									252								2092	4184
A321																							364	728
A330+																							0	0
B712																						1	0	0
B71Q																						1	2	2
B72Q																						50	100	100
B733											2624			3									2627	5254
B734											427											3	309	618
B735																							427	854
B736																							0	0
B737																						2	5203	10406
B738																						1	1779	3558
B739																							279	558
B747+																						2	0	0
B752																						2	1061	2122
B753																							0	0
B762																							63	126
B763																						3	251	502
B764																							0	0
B772																							0	0
CRJ2																							786	1572
CRJ7																							299	598
CRJ9																							195	390
DC87																							0	0
ERJ+																							1174	2348
MD110																							141	282
MD11																							2	4
MD80+																						70	898	1796
MD90																							94	188
TOTALS	178	1147	37	1229	1043	1326	90	237	424	1275	7918	53	2392	835	261	38	63	50	309	93	82	##	##	38160
B190																							0	0
BE99																							69	138
C208																							224	448
E120																							604	1208
FA31																							0	0
SF34																							0	0
SW3/4																							56	112
TOTALS	178	1147	37	1229	1043	1326	90	237	424	1679	7918	53	2392	835	261	38	132	50	533	149	82	953	1906	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E170, E190)
 Other / Non-Transport Category = 2 VDA IL76, 1 RCH K35R, 2 USAF C130, 1 USCG C130, 1 RRR C130, 1 USN DC9Q

APPENDIX C2

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JANUARY 2011

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	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																			52				52	104
A310									17														0	0
A318									70														17	34
A319	29					30			31				92	5									226	452
A320						83		82					302	147	87								732	1484
A321													129										129	258
A330+																							0	0
B712																							0	0
B71Q																							0	0
B72Q																		16					16	32
B733		126									914	1											915	1830
B734											158											2	128	256
B735																							158	316
B736																							0	0
B737		82									1626	17	10			13						1	1749	3498
B738		182				110						2	142										558	1116
B739		3											107										110	220
B747+																							0	0
B752				30		145							198	1								2	376	752
B753																							0	0
B762																	20						0	0
B763						3	31																0	0
B764																							0	0
B772																							0	0
CRJ2										272													272	544
CRJ7										95													95	190
CRJ9										68													68	136
DC87																							0	0
ERJ+									13														0	0
MD10																							404	808
MD11																							46	92
MD80+																							1	2
MD90																						23	313	626
TOTALS	60	393	13	429	360	424	31	82	131	435	2698	19	851	283	87	13	20	16	99	30	28	6502	13004	
B190																							0	0
BE99																							23	46
C208																							74	148
E120																							178	356
PA31																							0	0
SF34																							0	0
SW3/4																							21	42
TOTALS	60	393	13	429	360	424	31	82	131	613	2698	19	851	283	87	13	43	16	173	51	28	296	592	

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

APPENDIX C3

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- FEBRUARY 2011

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	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																			54				54	108
A310																			0				0	0
A318								20	76														20	40
A319	28					26		74	25														206	412
A320						78																	645	1290
A321																							112	224
A330+																							0	0
B712																							0	0
B71Q																							0	0
B72Q																							15	30
B733											801			1							1		803	1606
B734		91									131												91	182
B735																						131	262	
B736																							0	0
B737		64									1537	16	3			12						1	1633	3268
B738		178		103		105							152										538	1076
B739		24											75										99	198
B747+																							0	0
B752				27		134							174	6									341	662
B753																							0	0
B762																	20						20	40
B763						2	28															2	61	122
B764																							0	0
B772																							0	0
CRJ2																							235	470
CRJ7													108										108	216
CRJ9													62										62	124
DC87																							0	0
ERJ+	28				325				14														367	734
MD10																							44	88
MD11																							1	2
MD80+			9	235																		22	266	532
MD90						39																	39	78
TOTALS	56	357	9	365	325	384	28	74	135	405	2,469	16	729	256	82	12	20	15	99	29	26	5891	11782	
B190																							0	0
BE99																							21	42
C208																							71	142
E120																							176	352
PA31																							0	0
SF34																							0	0
SW3/4																							15	30
TOTALS	56	357	9	365	325	384	28	74	135	581	2,469	16	729	256	82	12	41	15	170	44	26	283	566	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet
 Other / Non-Transport Category = 2 VDA IL76, 1 RCH K35R, 1 USAF C130, 1 USN DC9Q

APPENDIX C4
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- MARCH 2011

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	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																			60				60	120
A310																							0	0
A318									44														44	88
A319						84			76														306	612
A320						160		81	24						5								715	1430
A321															87								123	246
A330+																							0	0
B712																					1		0	0
B71Q																						1	2	
B72Q																						19	38	
B733											909			1									910	1820
B734																					1		90	180
B735											138												138	276
B736																							0	0
B737											1704	16											1821	3642
B738												2	240								1		883	1366
B739													48										70	140
B747+																							0	0
B752																							344	688
B753																							0	0
B762																							23	46
B763																							126	252
B764																							0	0
B772																							0	0
CRJ2																							279	558
CRJ7																							96	192
CRJ9																							65	130
DC87																							0	0
ERJ+																							403	806
MD10																							51	102
MD11																							0	0
MD80+																							319	638
MD90																							2	4
TOTALS	62	397	15	435	358	518	31	81	158	435	2751	18	812	296	92	13	23	19	111	34	29	6688	13376	
B190																							0	0
BE99																							25	50
C208																							79	158
E120																							250	500
FA31																							0	0
SF34																							0	0
SW3/4																							20	40
TOTALS	62	397	15	435	358	518	31	81	158	685	2751	18	812	296	92	13	48	19	190	54	29	374	748	

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

AIRCRAFT NOISE COMPLAINTS

This section contains Year 2011 (to date) statistics on aircraft noise complaints received by the Airport Noise Mitigation Department.

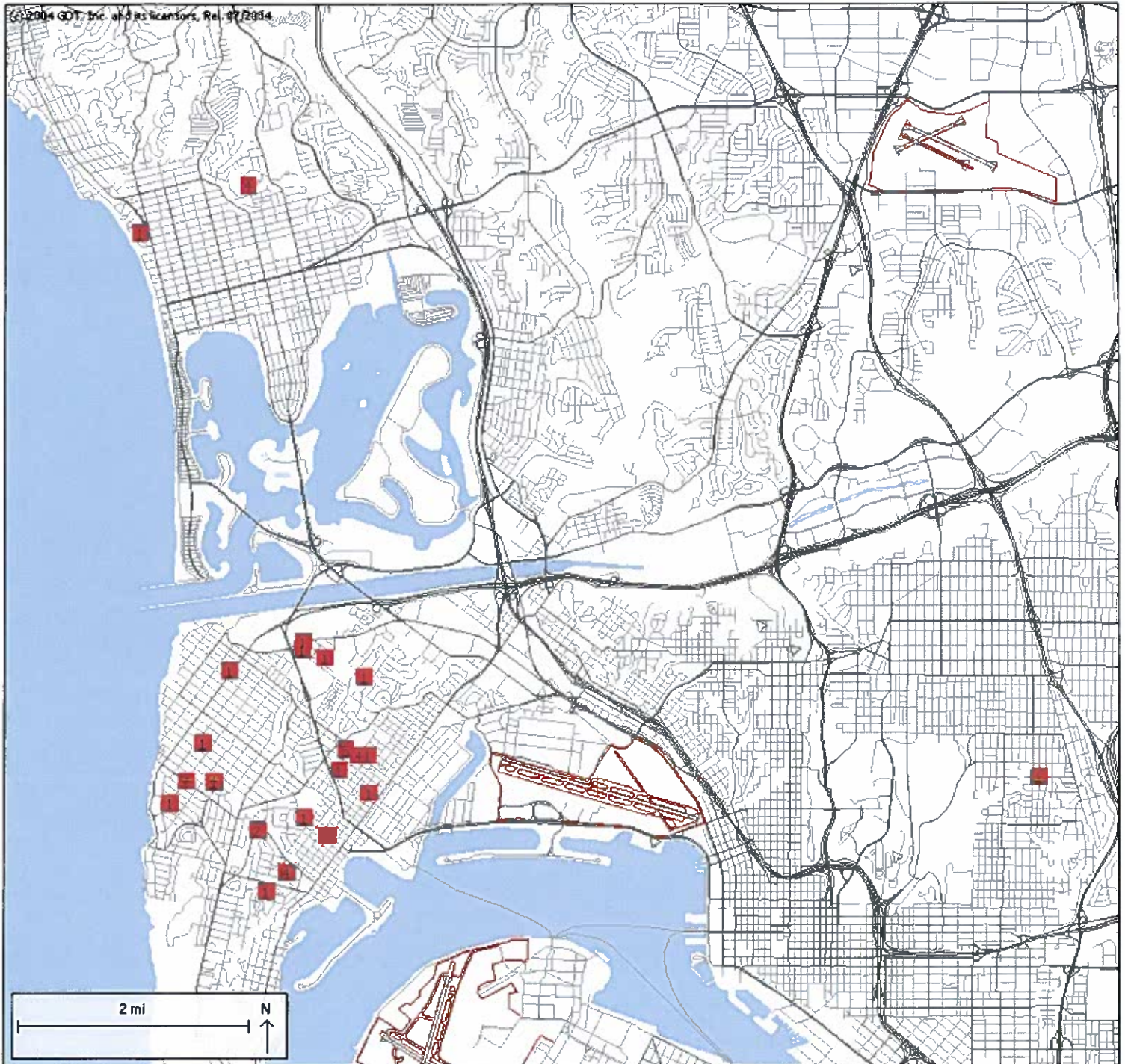


First Quarter 2011

Aircraft Noise Complaint Caller's Location in relation to San Diego International Airport (SDIA)
22 Households; 42 Complaints



SAN DIEGO
INTERNATIONAL
AIRPORT



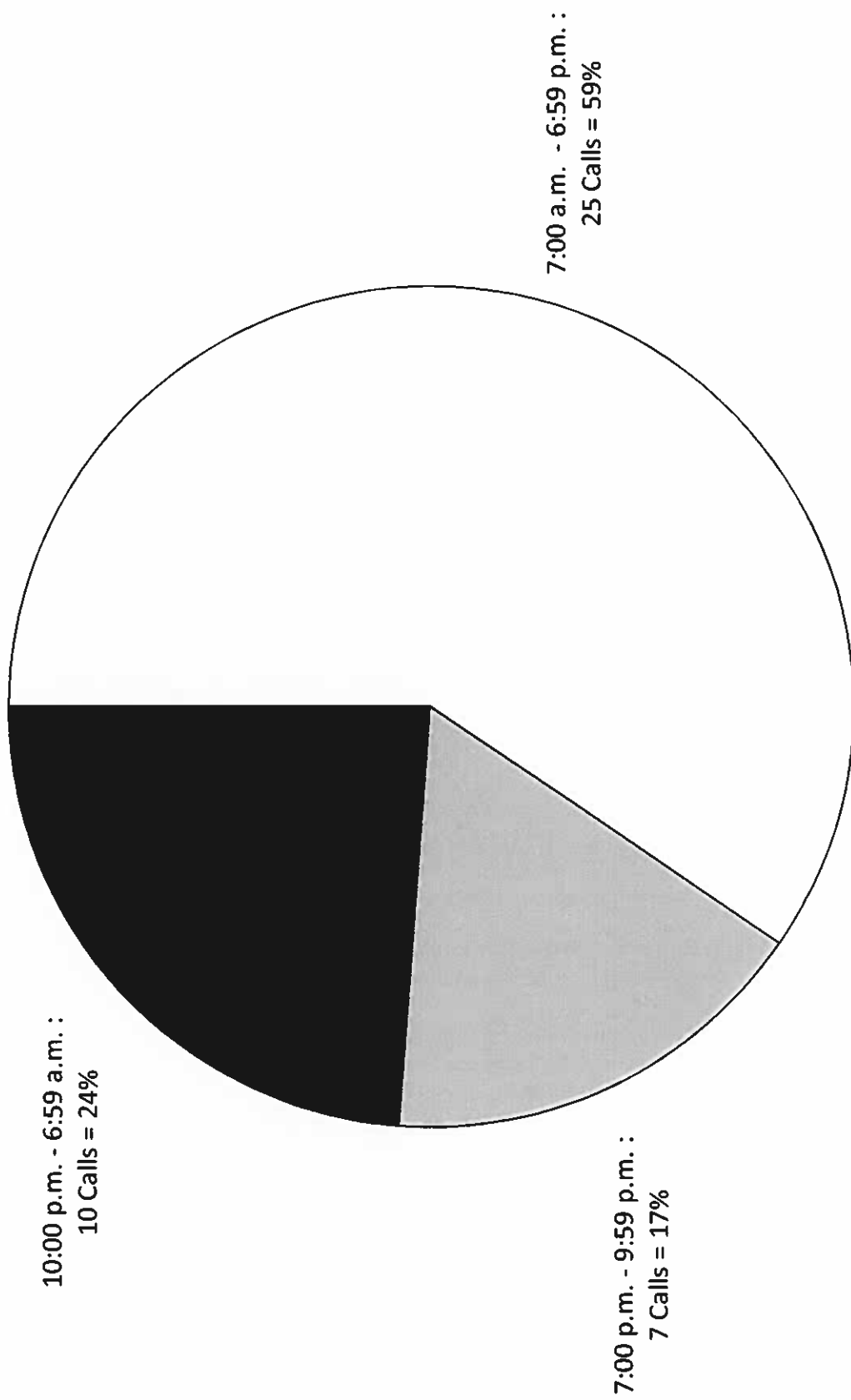
Aircraft Noise Complaint Distribution by Time of Day



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First Quarter 2011

TOTAL CALLS: 42



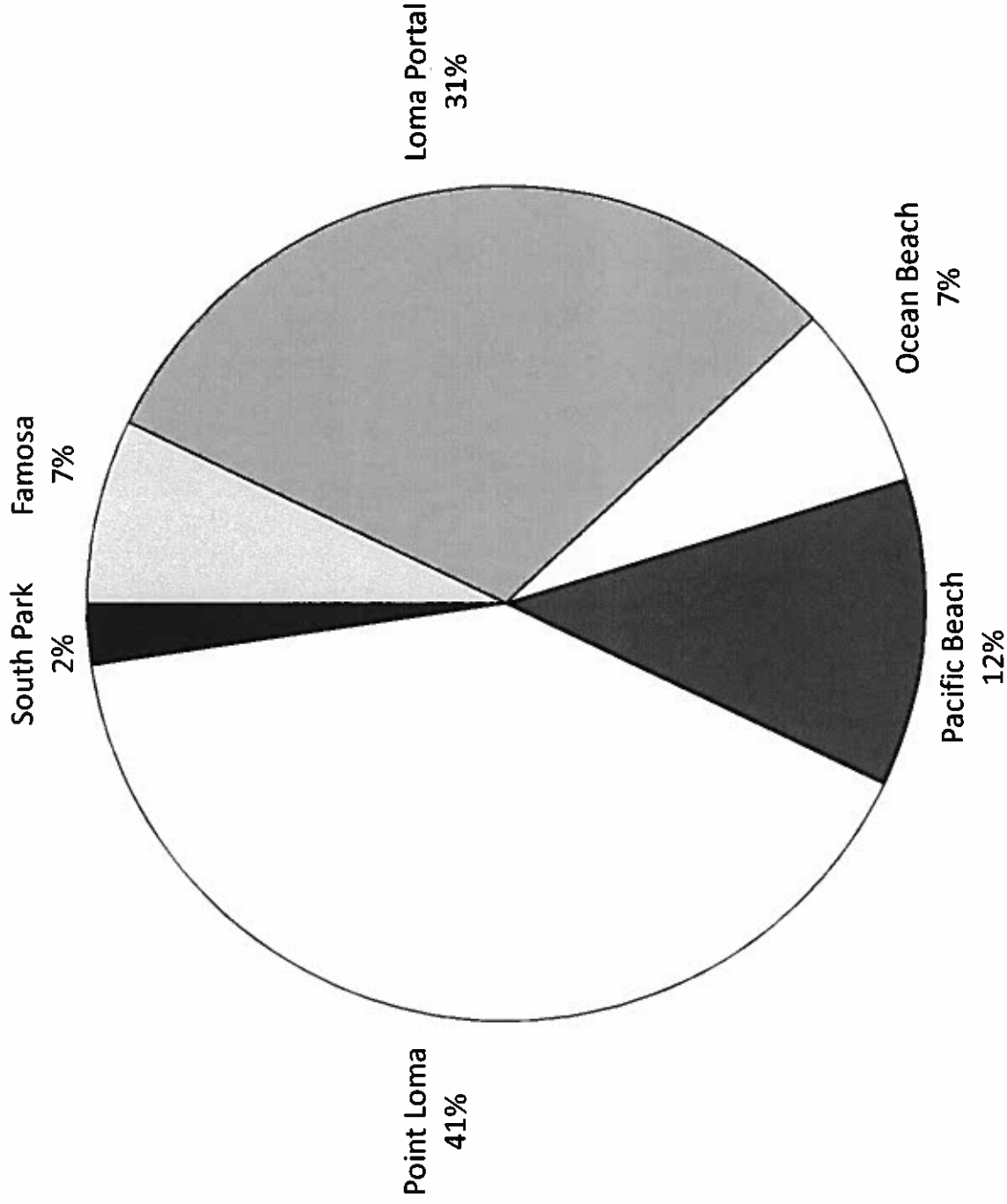
Aircraft Noise Complaint Distribution by Neighborhood



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AIRPORT

First Quarter 2011

TOTAL CALLS: 42



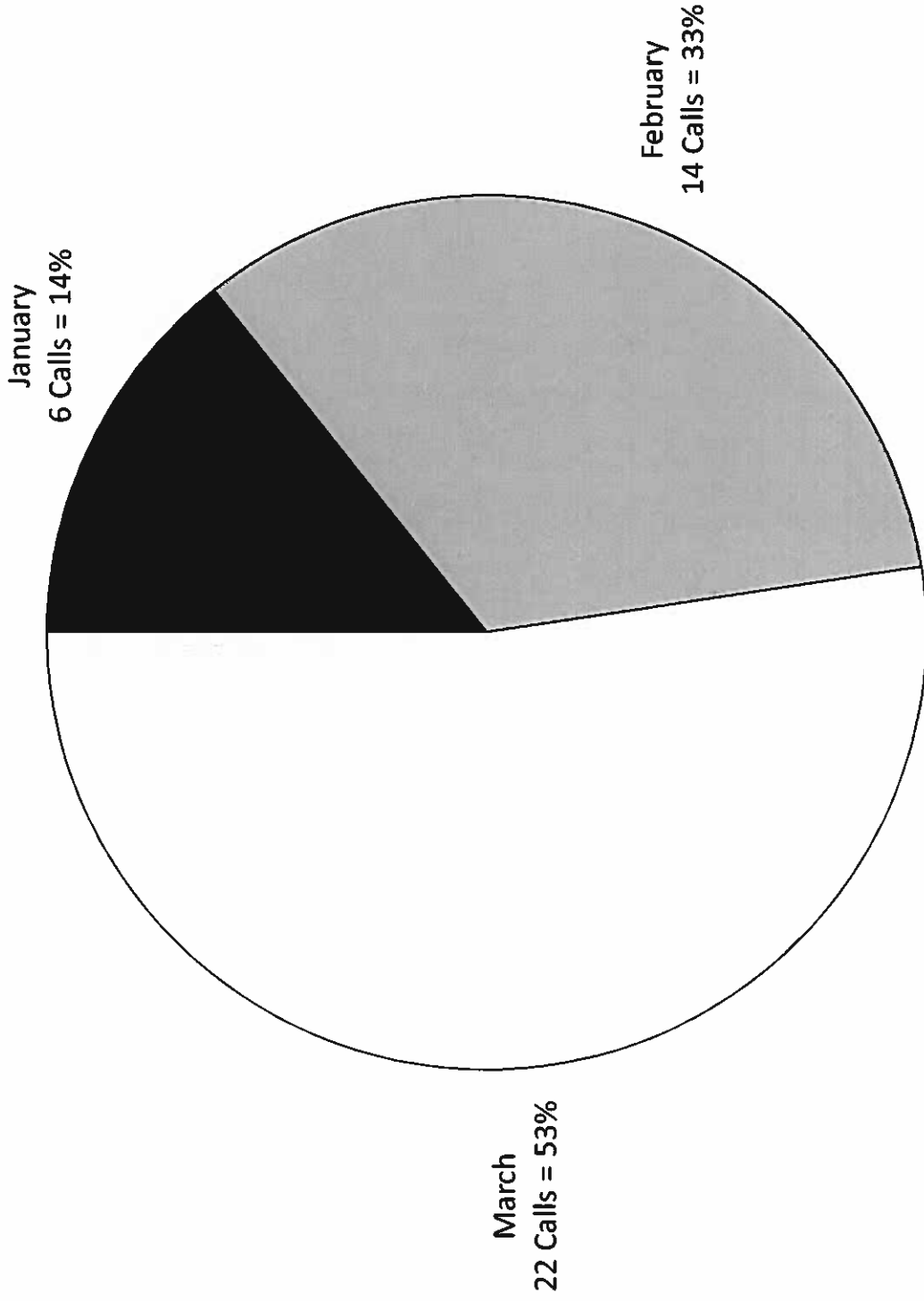
Aircraft Noise Complaint Distribution by Month



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First Quarter 2011

TOTAL CALLS: 42



Aircraft Noise Complaint Distribution by Household



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First Quarter 2011

TOTAL CALLS: 42

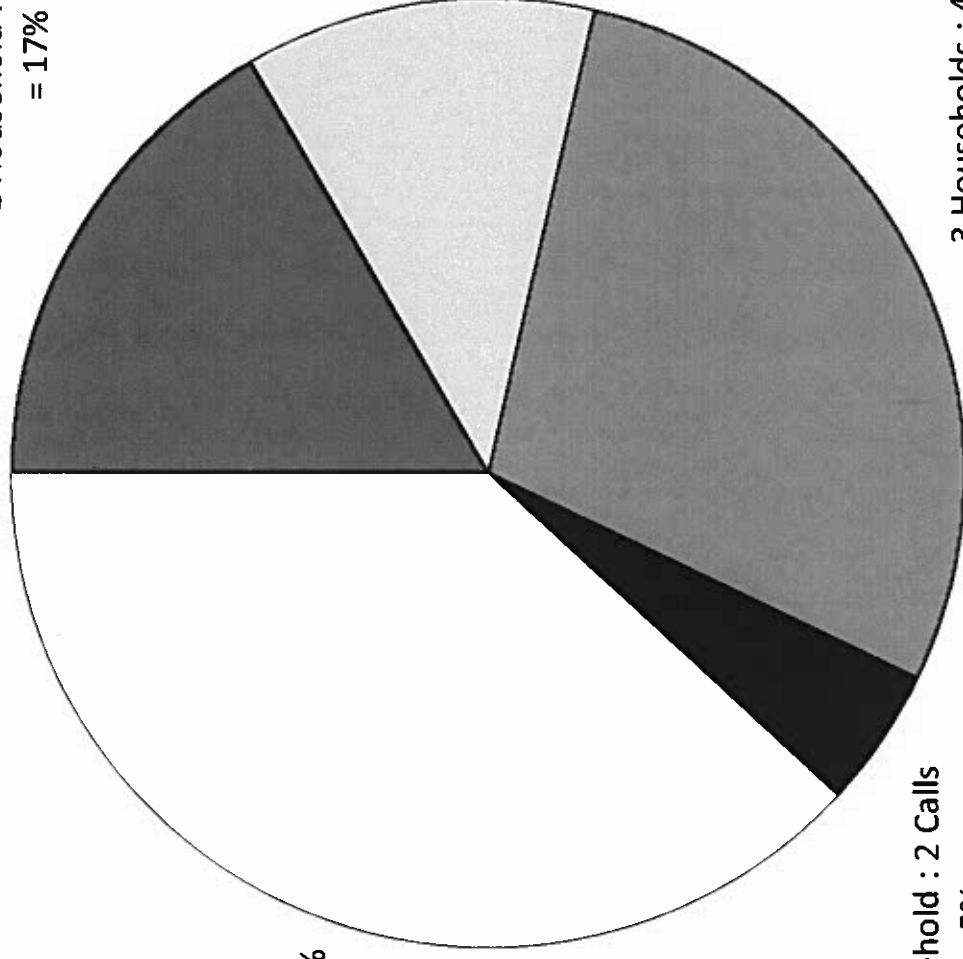
1 Household : 7 Calls
= 17%

16 Households :
Single Calls = 38%

1 Household : 5 Calls
= 12%

1 Household : 2 Calls
= 5%

3 Households : 4 Calls
= 28%



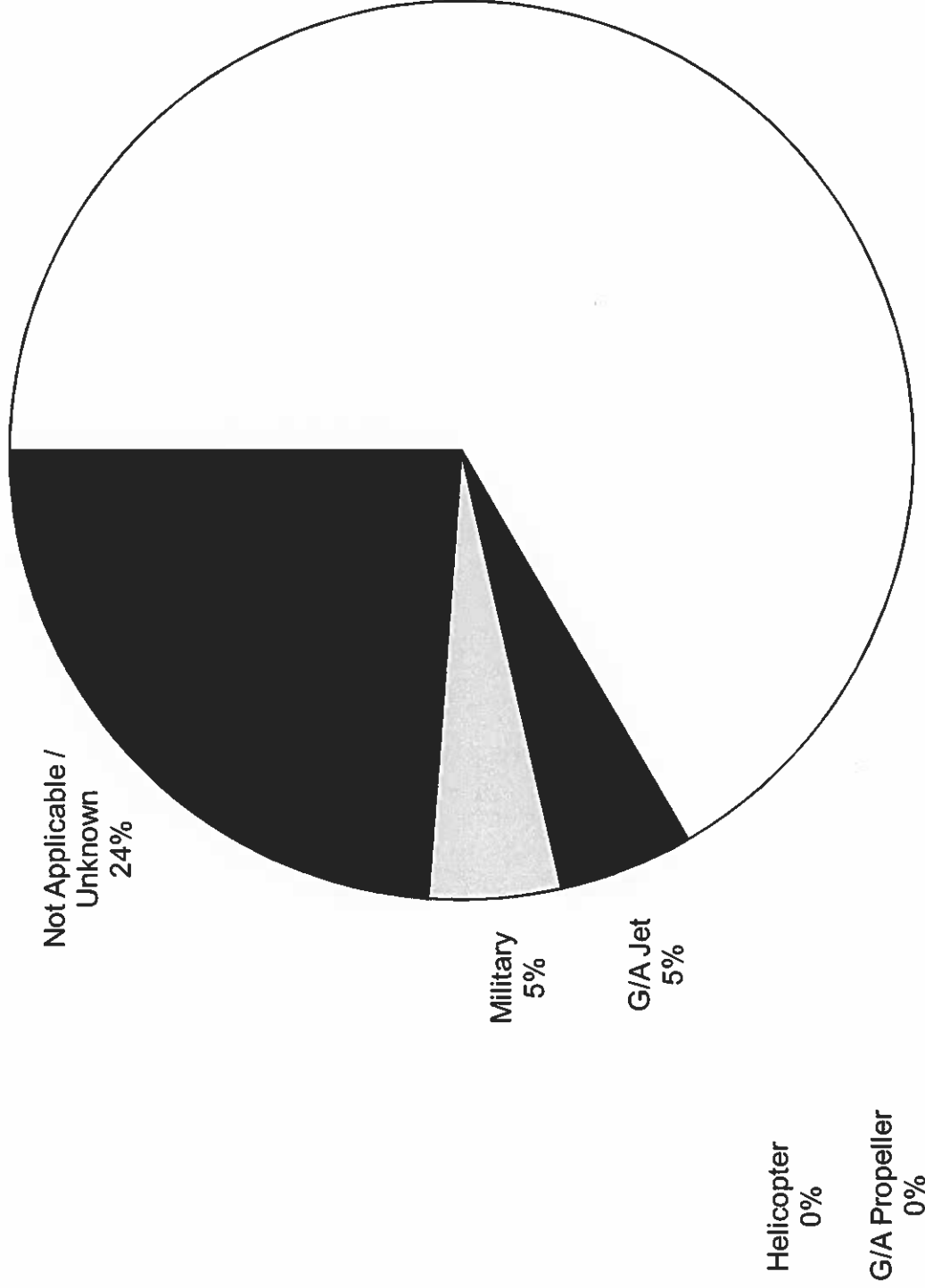
Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO
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AIRPORT

First Quarter 2011

TOTAL CALLS: 42



AIRPORT NOISE ADVISORY COMMITTEE

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held January 19th, 2011.



**SAN DIEGO
INTERNATIONAL
AIRPORT**

DRAFT

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
January 19, 2011**

On January 19TH, 2011, the Airport Noise Advisory Committee (Committee) met at the Commuter Terminal, San Diego International Airport, 3225 N. Harbor Drive, San Diego, CA. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:05 p.m.

Present: Mr. Matt Awbrey, City of San Diego; Captain (Ret.) Jack Bewley, Airline Pilot; 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. Kirk Hanson, Community member; Daniel Hazard, Congresswoman Susan Davis' office (ex-officio); 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; & Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollam

Absent: Mr. Hirsch Gottschalk, Uptown Planners; Mr. Steven Holt, Airline Representative (ex-officio) (Excused); Mr. Bill Stone, Little Italy Association; County Supervisor Greg Cox (ex-officio) (Vacant); City Council District 2 (ex-officio) (Vacant);

As the first item, Mr. Frazee presented a Certificate of Appreciation to Mr. Matt Awbrey for his service as an ANAC member representing City of San Diego Council District 2 (Council President Pro-Tem Kevin Faulconer). Mr. Awbrey's new responsibilities with District 2 preclude his representation on ANAC. Dr. Butler opened the meeting by inviting each member and staff to introduce themselves. As there was no quorum, Dr. Butler proceeded to the next agenda item.

Dr. Butler announced that, due to presenter time constraints, the Quieter Home Program (QHP) update will lead off the agenda items. Ms. Sjohnna Knack, QHP Project Manager, informed the Committee that the Program is as busy as ever, even taking into account the recent rains and past holiday. There are 5 active construction projects and 6 in planning; the team recently completed 30 homes, with about 200 homes in process. As was mentioned at the last meeting, the Authority budget for QHP was scaled back from \$20 million to \$15 million; Ms. Knack is working with the Finance Department to stabilize the budget for at least the next 3 years to allow for continuing acceleration of the program. Because of the budget cut, Ms.

Knack explained that bids for projects are now done every two month as opposed to once a month. At the last meeting, members asked how the community feels about the program. Ms. Knack provided the results of a November 2010 survey of owners and tenants of recently completed homes. The survey received 155 homeowner responses. From these results, 76% of residences were owner occupied vs. 24% rental; 94% of homeowners are satisfied with the work done. Ms. Knack mentioned the Top 5 resident concerns and the Top 5 resident compliments, documentation of which can be found on the SDCRAA website at http://www.san.org/documents/airport_noise/anac/11Jan_Presentation_Items.pdf. Ms. Knack added that the single largest challenge her staff faces is the interaction (or lack thereof) with the City's Inspection Department. Because of reduced staff, inspectors are not timely or consistent when contractors contact the department for a required inspection. A Committee member asked if there is a difference in dealing with homeowners versus tenants. Ms. Knack responded that there is when owners fail to inform tenants about what to expect when construction begins. She added that about 100 condominiums are nearing completion. The Park Point Loma complex (with about 200+ units) is expected to be finished by the end of March. Additionally, 70 units in the Point Loma Tennis Club are about finished. She added that photos of the newly completed QHP showroom are attached to the Construction survey she handed out, and she also invited members to come by and visit QHP at their new location at the former Naval Training Center. Dr. Butler recalled from the last meeting that members suggested that an ANAC meeting be scheduled at the QHP offices during this calendar year. Dr. Butler asked members to discuss when this year a meeting will take place at QHP.

At this time a quorum became available. A motion to approve the October 2010 meeting minutes was made and seconded; there were no corrections. The motion passed unanimously.

Mr. Frazee announced a couple of SDCRAA workshops that might be of interest to the Committee. The first is the SDIA Airport Land Use Capability Program (ALUCP) conducted in an open house format with several stations containing ALUCP information. Authority Noise Mitigation staff will be available to respond to aircraft noise-specific issues. The workshop is scheduled for Tuesday, January 25th from 5:00-8:00 p.m. at the Marriott Courtyard located at Liberty Station. Also, steering Committee meetings for differing areas of the ALUCP, open to anyone wishing to participate, will be held in the near future. The first meeting will focus on the airport surrounding environment, which will set the stage for future steering meetings focusing on airport noise, safety, air space protection, and overflight. The first area-specific meeting is scheduled on Wednesday, February 23rd from 1:00-5:00 p.m. at the Marriott Courtyard, San Diego. After the ALUCP on the 25th of January, the next day, January 26th from 5:30-7:30 p.m., there will be an open house Regional Airport System Plan (RASP) meeting in Board Room. Mr. Frazee will ensure that all members will have a copy of the scheduled workshops via email.

As for the Green Build, a presentation by Mr. Bob Bolton will be provided later in this meeting.

As additional information, Mr. Frazee informed the Committee that on Saturday, February 12th, 2011 an open house and fly-by will be conducted at North Island Naval Air Station in commemoration of 100 years of naval aviation. The fly-by will start at about 1:00 p.m. It will feature approximately 41 vintage Navy/Marine Corps aircraft in addition to the most current fleet aircraft. The impact on air operations will be a 7-10 minute window of no arrival and

departures to facilitate the transition of the 40 ship fly-over scheduled at the end of the event. Mr. Frazee also informed Committee members that this might affect many residents in the south peninsula area, as the aircraft will form out over the ocean and commence a counter-clockwise fly-by around North Island exiting to the southwest. Mr. Frazee asked relevant members to inform his/her constituents, even though the event is to be publicized in area newspapers. Mr. Frazee will email members the event website.

Dr. Butler then addressed two Agenda issues, the first being an annual review of Committee Rules and Procedures. The relevant issue for consideration regards the stated quorum. As recalled, the FAA representative recently forwarded a letter to Mr. Frazee stating that he was advised by his superiors to no longer participate as a member of ANAC. The question to the Committee is whether to eliminate the position. Since members feel strongly that FAA representation is necessary and desirable, a letter was drafted by Ms. Watkins and Mr. Zimmerman asking FAA to re-consider the representation on ANAC. Dr. Butler suggested that this issue be returned at the April meeting hoping for a response from FAA. If the request is denied, Paragraph 2 of the Rules and Procedures can be changed to delete this membership, which has implication for a quorum. The matter will be taken up as old business and be included on the April 2011 agenda. Mr. Frazee requested that members submit any input to him as soon as possible so that the FAA letter can be transmitted.

The other issue Dr. Butler brought to the members' attention is the proposed 2011 meeting dates, including today, and the third Wednesday of the months of April (20), July (20) and October (19). There was no further input by the members. By acclamation, the next meeting, April 20th, will be held at the Quieter Home Program offices. Directions to the location will follow by email.

Mr. Frazee then provided a Curfew Violation Review Panel (CVRP) update for calendar year 2010. A total of 23 violations occurred in 2010; the lowest count since tracking began in 1989. For comparison, in 2009 there were 29 violations recorded among the ~194,500 takeoff and landing operations. Mr. Frazee informed the Committee that there are 5 pending violations from 2010 which will be reviewed at the next CVRP in February 2011. Just to remind the Committee, CVRP meets at 2:00 p.m. on the first Wednesday of every other month starting in February. By next meeting, a complete compilation of how many penalized violations occurred in 2010 will be presented to the Committee. From the prepared documentation, one member asked how to tell which operators had multiple violations. Mr. Frazee pointed out some "bolded" operations and explained that those in bold characters were multiple penalized violators. He explained further that penalized violations are counted in each six-month period; where for the 1st offense was fined at \$2,000, 2nd offense at \$6,000, and 3rd offense at \$10,000. A member asked where the penalty monies go. Mr. Frazee explained that all penalty assessments are deposited to the Authority general fund where Mr. Frazee budgets for the web-based flight tracking system and other noise programs specifically for the community.

Mr. Frazee then updated the Committee on the Part 150 Noise Compatibility Study. The noise compatibility study was submitted to FAA in June 2010 for consideration. On January 5th 2011, the Authority received a letter from FAA stating that the initial review is completed and determined that the documentation is now sufficient to initiate the 180-day review period.

Action regarding the Noise Compatibility Study is expected by July 2011. Documentation location on the Authority's web site, www.san.org, shows elements of the study.

Mr. Hollarn presented updated Missed Approach statistics for 2010. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11Jan_Presentation_Items.pdf.

Mr. Hollarn then continued with the presentation of Noise Complaints for the 4th Quarter 2010. Monthly statistics for October, November, and December are as follows: October, 27 noise complaints; November, 14 noise complaints; and December, 15 noise complaints. The year to date total is 274 versus 2009's 268 total complaints; and there were no changes on the flight operations.

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

http://www.san.org/documents/airport_noise/anac/11Jan_Presentation_Items.pdf.

Before continuing to the next presentation there were questions from the Committee members regarding what happen when an Early Turn occurs. Mr. Hollarn explained that a "snap-shot" is taken and is sent to FAA via email for review. The Early Turns that have occurred during this most recent period have not been reviewed yet, and the FAA are still reviewing the ones sent from the last quarter. FAA reviews the data to determine whether it is Air Traffic Controller (ATC) "initiated" or "pilot initiated" for the Early Turns. It was pointed out that Early Turns decreased by 50% during 2010 directly due to our inquiries to FAA. Air Traffic Controller training and emphasis of the departure procedures were responsible for the decrease.

Regarding Contra-Flow operations, Mr. Hollarn pointed out that this occurs when Runway 09 is used because of inclement weather conditions. Contra-flow occurred in October on the 9, 10 and 11; on November 15; and on December 7, 10, 19, 20 and 21 because of poor weather. December 19 and 21 were the days when the huge storm came through and Runway 09 was used all day. There were about 80 or 90 Contra-flow during this period. This concluded Mr. Hollarn's presentations.

Mr. Bolton was the next presenter because he was not available earlier. Because earlier presentations did not run full time, the meeting was ahead of the timeline. Dr. Butler asked if members would wait until Mr. Bolton to show or adjourn and Mr. Bolton could present his presentation at the next meeting. The consensus was to hold the presentation over to the April meeting.

Before the meeting adjourned, a member asked the following questions: 1) if the updated Part 150 Noise Disclosure maps (NEMs) are available; 2) if the 24 noise monitors been certified/recertified; 3) if the airport would consider the use of a new type of approach (OPD/WASP) procedure. Mr. Frazee and Mr. Hollarn responded to the questions; (1) Noise Exposure Maps are available for download on the Authority's website; acceptance of the Noise Monitoring Program is currently at the state level for acceptance. Mr. Khalil said that he was told by State DOT officials that the relevant County (San Diego County) is responsible for

reviewing noise information on a quarterly basis, and, due to the conflicting information, Dr. Butler suggested that the member verify the information with the County representative after the meeting. Regarding the last question, Mr. Frazee informed Mr. Khalil that (3) the procedure he recommended is a segment of an element currently undergoing review at FAA for the airport's Part 150 NCP. Due to misunderstandings on the whole meaning of WASP, it was asked to be put on the side until full understanding of it has been reached and will be included on a future agenda if the rest of the Committee is interested in understanding its function and also bring in an expert on the matter to get a full understanding of it.

During this time, Mr. Bolton arrived and made his presentation on the Green Build. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11Jan_Presentation_Items.pdf.

A number of questions arose after the presentation which Mr. Bolton explained to the questioners' satisfaction.

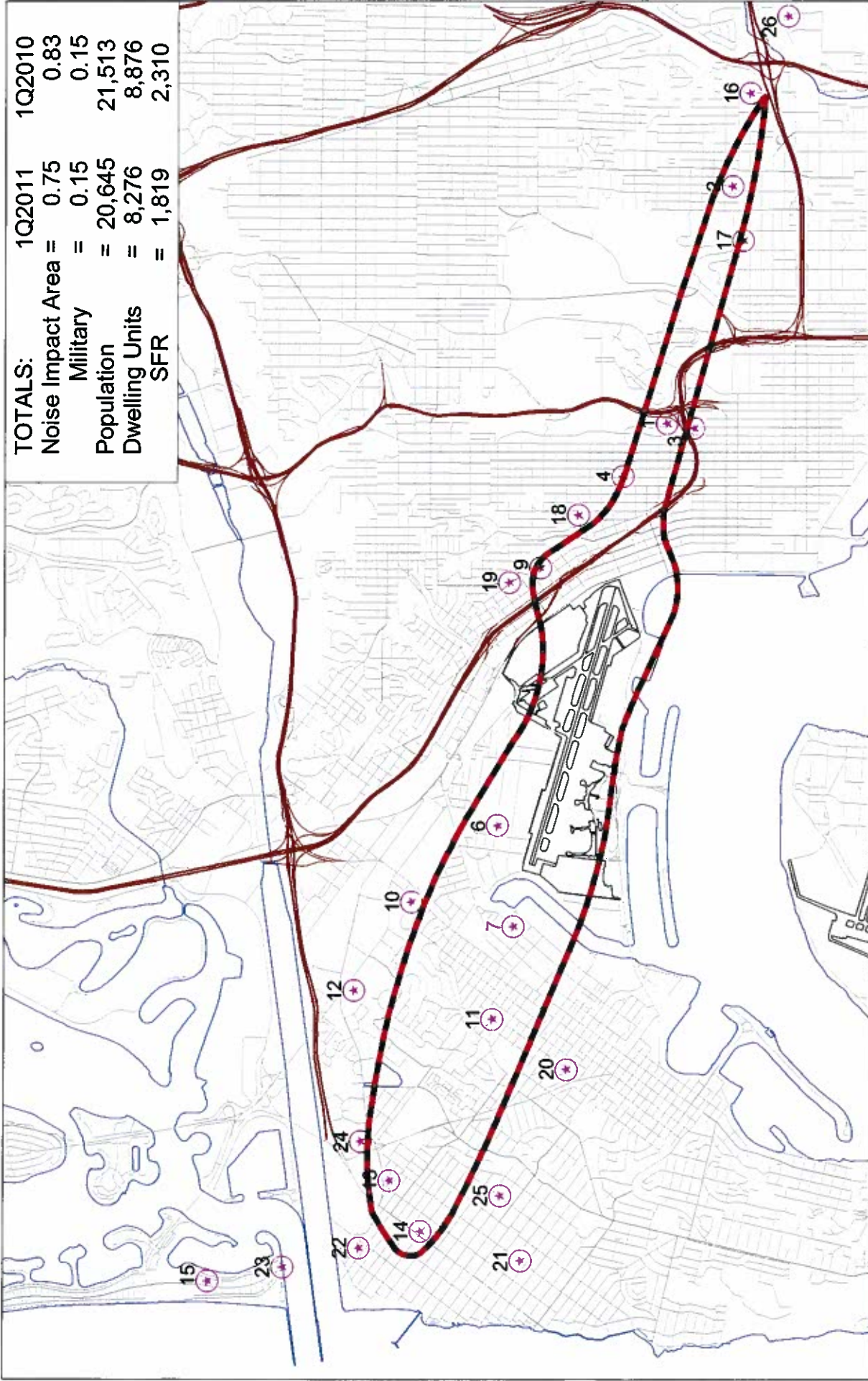
There was no public comment.

Hearing no more questions, and noting no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:30 p.m. The next meeting is scheduled for Wednesday, April 20th, 2011 at 4:00 p.m. in the Quieter Home Program's offices at Liberty Station.

Dan Frazee
Director, Airport Noise Mitigation

NOTE: 1) 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.

2) The link to the presentation items includes the missing PowerPoint presentation by Mr. Hollarn since the computer issues have been fixed since last meeting.



**Comparison of the 2010 and 2011 First Quarter
Community Noise Equivalent Level (CNEL) contours.**

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