

# QUARTERLY NOISE REPORT

July 1, 2011 through September 30, 2011



Airport Noise Mitigation Department  
San Diego International Airport

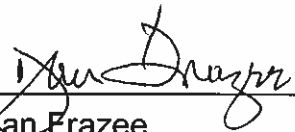
December 15, 2011

**QUARTERLY NOISE REPORT**  
**For the Period**  
**July 1 through September 30, 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 Third 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.



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Dan Frazee  
Director, Airport Noise Mitigation



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Thella F. Bowens  
President / CEO



SAN DIEGO  
INTERNATIONAL  
AIRPORT

## TABLE OF CONTENTS

Aircraft Noise Measurements	1
Quarterly & Annual CNEL Data	2
Aircraft Operations	3
Quarterly Operations Survey Report	4
Table 1: Quarterly Operations Survey (Arrivals)	5 - 6
Table 2: Quarterly Operations Survey (Departures)	7 - 8
Table 3: Air Carrier Operations Mix by Time of Day & Runway Use	9
Aircraft Noise Complaints	10
Enforcement Actions	11
Residential Sound Attenuation Program	12
Airport Noise Advisory Committee	13

### Attachment

CNEL Contour Map, Authority Drawing 795, Revision 149

## TABLE OF CONTENTS

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### Appendices A Through E

#### Appendix A - Division of Aeronautics, State of California

Summary of Statistical Information for the California Department of Transportation

#### Appendix B - Aircraft Noise Monitoring System

Appendix B1	---	Noise Monitoring Locations
Appendix B2	---	Noise System Thresholds
Appendix B3	---	CNEL Log for July 2011
Appendix B4	---	CNEL Log for August 2011
Appendix B5	---	CNEL Log for September 2011

#### Appendix C - Aircraft Operations

Appendix C1	---	Commercial Flight Operations Mix, Third Quarter 2011
Appendix C2	---	Commercial Flight Operations Mix, July 2011
Appendix C3	---	Commercial Flight Operations Mix, August 2011
Appendix C4	---	Commercial Flight Operations Mix, September 2011
Appendix C5	---	Violations of Airport Use Regulations, Time of Day Restrictions (1989 to present)

#### Appendix D - Aircraft Noise Complaints (2011 Year to Date Statistics)

#### Appendix E - Airport Noise Advisory Committee

Meeting Minutes and roster of the July 20<sup>TH</sup>, 2011 meeting

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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 July 1, 2011 to September 30, 2011, to be 0.79 square miles and 0.20 square miles, respectively. As compared to the Third Quarter of 2010, the Noise Impact Area remained the same, and the Federal Military Noise Impact Area increased by 0.05 square miles.

3 <sup>rd</sup> Quarter 2011	3 <sup>rd</sup> Quarter 2010	Change
0.79	0.79	0.00
0.20	0.15	0.05

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	71.2	71.3
2	66.5	66.6
3	65.4	62.9
4	65.1	65.5
6	69.2	68.6
7	74.3	74.4
9	66.5	66.1
10	63.3	62.6
11	71.4	71.4
12	61.7	61.3
13	65.4	65.3
14	65.7	64.8
15	59.9	59.0
16	64.4	64.2
17	64.1	64.3
18	60.3	57.8
19	62.1	59.2
20	61.3	61.4
21	58.7	58.0
22	64.0	63.7
23	62.4	61.8
24	64.2	63.5
25	62.7	61.1
26	63.0	62.3

<sup>1</sup> = For the period October 1, 2010 through September 30, 2011

<sup>2</sup> = For the period July 1, 2011 through September 30, 2011

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	THIRD QUARTER 2011	THIRD QUARTER 2010	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	37,830	38,004	(174)	-0.5%
Commuter	5,780	6,514	(734)	-11.3%
General Aviation	4,393	4,806	(413)	-8.6%
Military	131	104	27	26.0%
TOTAL	48,134	49,428	(1,294)	-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](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 Third Quarter of 2011. The data used to compile this report was gathered during 24-hour periods on August 9 - 11, 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 Third Quarter 2011 Operations Survey, an average of 484 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 60. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the Third Quarter 2011 Operations Survey, an average of 484 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 60. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

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

	August 17 - 19, 2010	August 9 - 11, 2011	Change (dB)
Departures	99.6	100.0	0.4
Arrivals	95.9	96.0	0.1

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 484 daily operations, which reflected an increase of 5 operations from the 479 operations recorded during the Third Quarter of 2010.



**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
August 9 through August 11, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-10	100.8	Memphis, TN	FDX1422	525
MD-10	99.2	Indianapolis, ID	FDX1754	440
MD-10	99.2	Indianapolis, ID	FDX3713	1710
A300-600	98.5	Memphis, TN	FDX906	1720
B727-200Q	98.4	Phoenix, AZ	CCI712	800
B767-200F	97.3	Phoenix, AZ	ABX815	710
B767-300F	97.3	Louisville, KY	UPS922	430
B767-300	97.2	Atlanta, GA	DAL1692	945
B767-300	97.0	Atlanta, GA	DAL1667	1650
A300-600	96.6	Ontario, CA	FDX1860	435
B767-300	96.4	Atlanta, GA	DAL109	1815
B767-300	96.3	Honolulu, HI	HAL16	2105
B777-200	96.3	London, England	BAW273	1820
B737-300	96.2	Phoenix, AZ	SWA2554	750
B737-400	96.1	Seattle, WA	ASA472	1415
B757-200	96.0	New York, NY	AAL207	1120
B757-200	96.0	Chicago, IL	UAL440	1000
B757-200	95.9	Phoenix, AZ	AWE1197	1805
B757-200	95.9	San Francisco, CA	UAL628	1325
MD-80	95.9	Bellingham, WA	AAY226	1040
B757-200	95.8	San Francisco, CA	UAL468	1045
B757-200	95.7	Dulles, VA	UAL229	1020
MD-80	95.6	Dallas/Fort Worth, TX	AAL1505	1615
B737-500	95.5	Houston, TX	SWA462	1120
B757-200	95.5	Dallas/Fort Worth, TX	AAL1789	1000
MD-80	95.5	Dallas/Fort Worth, TX	AAL1629	1215
B737-300	95.4	Austin, TX	SWA533	935
B737-300	95.4	Las Vegas, NV	SWA982	1120
B757-200	95.4	Dulles, VA	UAL240	1955
B737-300	95.3	Albuquerque, NM	SWA1055	1110

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
August 9 through August 11, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-300	95.3	Phoenix, AZ	SWA2474	1310
B737-400	95.3	Seattle, WA	ASA490	1300
B737-400	95.3	Seattle, WA	ASA492	2315
B767-300	95.3	Honolulu, HI	UPS2968	1500
MD-80	95.3	Dallas/Fort Worth, TX	AAL1665	2145
B737-500	95.2	Oakland, CA	SWA973	745
B737-300	95.1	Phoenix, AZ	SWA761	1345
B737-500	95.1	Oakland, CA	SWA2106	900
B737-500	95.0	San Francisco, CA	SWA1559	715
MD-80	95.0	Dallas/Fort Worth, TX	AAL1091	1855
B737-300	94.9	Sacramento, CA	SWA265	820
B737-400	94.9	Seattle, WA	ASA480	1125
B737-400	94.9	Portland, OR	ASA572	930
B737-900	94.9	Houston, TX	COA1784	1010
MD-80	94.9	Dallas/Fort Worth, TX	AAL465	1335
B737-300	94.8	Tuscon, AZ	SWA2785	1035
B737-500	94.8	Reno, NV	SWA3340	1000
B757-200	94.8	Atlanta, GA	DAL1567	2130
B737-300	94.7	Phoenix, AZ	SWA42	2055
B737-800	94.7	Chicago, IL	AAL2079	1035
MD-80	94.7	Dallas/Fort Worth, TX	AAL1121	1950
MD-80	94.7	Bakersfield, CA	RPN125	2115
B737-300	94.6	Kansas City, MO	SWA32	1835
B737-300	94.6	Las Vegas, NV	SWA704	1305
B737-300	94.6	Sacramento, CA	SWA706	2220
B737-900	94.6	Houston, TX	COA852	1400
B737-300	94.5	Phoenix, AZ	SWA917	1855
B757-200	94.5	Atlanta, GA	DAL2267	1215
B737-300	94.4	San Francisco, CA	SWA1181	1515
B737-300	94.4	Las Vegas, NV	SWA1799	1855

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
August 9 through August 11, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200Q	105.0	Phoenix, AZ	CCI711	1815
MD-80	105.0	Dallas/Fort Worth, TX	AAL1264	640
MD-80	104.8	Dallas/Fort Worth, TX	AAL2084	945
MD-80	104.7	Dallas/Fort Worth, TX	AAL1116	850
MD-80	104.5	Dallas/Fort Worth, TX	AAL730	730
MD-80	104.1	Dallas/Fort Worth, TX	AAL1172	1320
MD-80	104.1	Dallas/Fort Worth, TX	AAL324	1600
MD-80	103.8	Dallas/Fort Worth, TX	AAL1300	1445
MD-80	103.7	Dallas/Fort Worth, TX	AAL480	1710
MD-10	102.5	Memphis, TN	FDX821	700
MD-80	102.5	Bellingham, WA	AAY227	1150
B777-200	102.2	London, England	BAW272	2030
MD-80	102.1	El Paso, TX	RPN125	2215
B767-300	101.0	Atlanta, GA	DAL108	915
A321	100.6	Philadelphia, PA	AWE1148	655
B767-300	100.6	Atlanta, GA	DAL1692	1120
MD-10	100.4	Indianapolis, IN	FDX3613	650
A321	100.2	Charlotte, NC	AWE199	2245
A321	99.9	Philadelphia, PA	AWE154	2230
A321	99.4	Philadelphia, PA	AWE150	1145
MD-10	99.3	Indianapolis, IN	FDX1654	1930
B767-300	99.2	Honolulu, HI	HAL15	1025
B737-800	99.0	Newark, NJ	COA1518	2145
B737-800	99.0	New York, NY	DAL246	740
B737-800	98.6	Newark, NJ	COA1827	800
B737-800	98.6	Detroit, MI	DAL1248	715
B737-800	98.5	New York, NY	AAL160	745
B737-800	97.9	Kahului, HI	ASA889	800
B737-800	97.9	Detroit, MI	DAL2123	2255
B737-800	97.8	Chicago, IL	AAL1096	645

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
August 9 through August 11, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
A300-600	97.6	Memphis, TN	FDX1222	1930
B737-900	97.4	Houston, TX	COA852	1510
B737-800	97.3	Chicago, IL	AAL1438	1000
B737-900	97.3	Houston, TX	COA1784	1145
B737-800	97.1	Newark, NJ	COA1626	1150
B737-800	97.0	Chicago, IL	AAL580	1200
B737-800	97.0	Houston, TX	COA1482	705
B737-800	96.9	Detroit, MI	DAL248	1330
A320	96.8	Cincinnati, OH	DAL1468	1125
B737-900	96.8	Houston, TX	COA1588	1315
A320	96.7	Minneapolis, MN	DAL2318	805
A320	96.6	Minneapolis, MN	DAL1864	655
B737-800	96.6	Chicago, IL	AAL1358	1545
B737-400	96.5	Seattle, WA	ASA481	1040
B737-800	96.5	Houston, TX	COA1836	635
B757-200	96.5	Atlanta, GA	DAL1662	800
B757-200	96.4	Dulles, VA	UAL970	750
A320	96.3	Minneapolis, MN	DAL1687	1210
B757-200	96.3	New York, NY	DAL856	2220
B737-400	96.2	Seattle, WA	ASA493	645
B737-800	96.2	Cabo San Lucas, MX	ASA232	1025
B737-800	96.2	Houston, TX	COA1838	830
A320	96.1	Boston, MA	JBU412	2230
A321	96.1	Phoenix, AZ	AWE53	1245
B737-400	96.1	Seattle, WA	ASA487	1520
B737-800	96.0	Newark, NJ	COA1715	1640
A319	95.9	Toronto, ONT	ACA778	1350
A320	95.9	New York, NY	JBU184	1240
A320	95.9	New York, NY	JBU186	2115
B737-800	95.9	Seattle, WA	ASA495	820

**TABLE 3**

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

Survey of three days during the Third Quarter of 2011  
 These numbers are the averages for operations for August 9 to August 11, 2011

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		2								4
A310													0
A320+	29	11	6	30	3	13							92
B712													0
B72Q	1			1									2
B733+	93	21	18	98	19	15							264
B747+													0
B757+	9	3	3	11	1	3							30
B767+	4	1	1	4	1	1							12
B777+	1				1								2
DC10	1		2	1	1	1							6
DC87													0
DC8Q													0
DC9Q													0
E190	2			2									4
MD80+	6	3	1	8		2							20
MD90	1			1									2
RJ+	16	4	3	15	5	3							46
<b>TOTAL</b>	<b>164</b>	<b>43</b>	<b>35</b>	<b>171</b>	<b>33</b>	<b>38</b>							<b>484</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 Third Quarter of 2011 Airport Noise Mitigation received a total of 83 complaint calls from 50 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the Third Quarter of 2011

<b>DIRECTION FROM AIRPORT</b>		<b>July</b>	<b>August</b>	<b>September</b>	<b>TOTAL</b>
NORTH	Pacific Beach	3		1	4
	La Mesa	1			1
EAST	Golden Hill		2	3	5
	Middletown	1			1
	Uptown			1	1
	Famosa		1	1	2
	Liberty Station			1	1
WEST	Loma Portal	8	5	8	21
	Mission Beach	1			1
	Ocean Beach	7	8	11	26
	Point Loma	6	10	4	20
<b>TOTAL COMPLAINTS</b>		<b>27</b>	<b>26</b>	<b>30</b>	<b>83</b>

The 83 complaint calls recorded during the Third Quarter 2011 reflect a decrease of 23 calls from the 106 received during the Third 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 Third Quarter 2011 Final Enforcement Actions.

<b>THIRD QUARTER 2011 --- 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>
7/22/2011	0000L	United Air Lines 300	A320 ; Stage 3	No Penalty
7/30/2011	0059L	jetBlue Airways 412	A320 ; Stage 3	\$10,000
8/17/2011	0010L	jetBlue Airways 412	A320 ; Stage 3	No Penalty
9/11/2011	0027L	U.S. Immigration & Custom Enforcement (Ryan International Airlines) 3520	MD80 ; Stage 3	\$2,000
9/21/2011	0010L	British Airways 272	B772 ; Stage 3	Pending CVRP

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	138	100%
Phase 3, Groups 1-7	209	100%
Phase 4, Groups 1-12	500	100%
Phase 5, Groups 1-5	288	100%
Phase 5, Group 6	77	90% complete
Phase 5, Group 7	190	100% complete
Phase 5, Group 8	50	90% complete
Phase 5, Group 9	25	100% complete
Phase 5, Group 10	51	80% complete
Phase 5, Group 11	142	50% complete
Phase 5, Group 12	32	80% complete
Phase 6, Group 1	37	50% complete
Phase 6, Group 2	26	70% complete
Phase 6, Group 3	82	50% complete
Phase 6, Group 4	25	40% complete
Phase 6, Group 5	59	40% complete
Phase 6, Group 6	29	40% complete
Phase 6, Group 7	56	40% complete
Phase 6, Group 8	43	40% complete
Phase 6, Group 9	58	40% complete
Phase 6, Group 11	54	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 July 20<sup>TH</sup>, 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](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 = 0.20 sq. miles

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

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8,022 \*\*                   (QHP Insulated units = 2,158)

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

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19,346 \*\*                   (QHP Insulated = 4,618)

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

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B727-200Q (Stage 3): 76

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

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48,134

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

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37,830

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

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100%

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8. Number of Commuter operations during the calendar quarter:

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5,780

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

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4,393

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

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131

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Form DOA 618, 11/21/89

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

**AIRCRAFT NOISE MONITORING SYSTEM**

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

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

CNEL Log for July 2011 \_\_\_\_\_ B3

CNEL Log for August 2011 \_\_\_\_\_ B4

CNEL Log for September 2011 \_\_\_\_\_ 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 July 1, 2011 to September 30, 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	64*	11	62	13	60*	13
11	65*	12	63	13	60*	15
12	63*	10	61	12	58*	14
13	65*	8	62	12	60*	13
14	65*	10	62	12	60*	13
15	61	10	60	11	55	14
16	67*	8	66	9	65*	10
17	64	9	62	12	58	15
18	62	10	62	10	58	14
19	64*	8	62	9	61*	10
20	62	11	61	11	58	13
21	60	10	58	12	55	18
22	65	8	63	10	60	12
23	62*	12	60	12	60*	12
24	65*	8	64	10	63*	10
25	65*	8	62	10	60*	14
26	65*	12	64	12	62*	15

**KEY:**

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

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

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

**APPENDIX B3**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
July 2011**

<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>
1	72.4	68.4	*	66.7	68.7	74.5	67.5	63.3	71.9	62.0	66.1
2	70.0	65.4	*	64.6	67.6	74.7	65.7	61.0	71.5	59.5	64.6
3	68.3	63.6	*	64.9	67.0	73.4	65.3	60.8	69.7	59.3	63.2
4	68.4	64.6	*	64.8	67.6	74.1	65.6	63.0	71.3	61.2	65.8
5	70.2	65.7	*	66.1	68.7	74.7	68.1	63.2	71.9	61.8	66.8
6	72.1	67.6	*	66.5	68.8	74.2	65.3	62.9	71.2	62.2	65.7
7	71.4	67.1	*	65.7	68.8	74.1	66.5	63.1	71.1	61.3	65.7
8	72.0	67.4	*	66.0	68.7	74.4	66.4	63.2	71.5	61.9	65.8
9	71.0	66.3	*	65.1	68.0	74.0	65.6	62.6	71.1	60.9	65.2
10	70.4	66.5	*	65.2	68.8	75.2	66.4	63.2	72.4	61.7	66.0
11	70.6	66.8	*	65.6	69.1	75.1	66.4	64.4	72.4	62.9	66.2
12	72.1	67.7	*	65.9	69.5	74.3	66.5	63.9	71.7	62.9	66.4
13	72.2	68.5	*	66.0	69.3	74.3	66.9	63.5	71.9	62.6	66.6
14	72.1	67.3	*	66.5	69.7	74.7	67.6	64.2	72.1	63.3	66.9
15	72.2	68.1	*	66.6	69.1	75.1	66.9	63.7	72.4	63.1	66.9
16	75.1	66.7	*	65.7	68.3	74.3	66.2	62.7	71.5	60.9	65.9
17	76.2	66.5	*	66.2	68.8	74.3	66.1	63.2	71.8	61.5	66.2
18	70.9	66.0	*	65.0	69.1	74.6	66.0	63.2	71.6	61.8	66.2
19	72.4	67.5	*	66.7	69.1	74.5	66.4	62.4	71.3	60.6	65.0
20	72.7	67.7	*	66.6	69.5	74.7	67.2	63.2	71.4	61.1	65.4
21	72.5	68.2	*	66.6	69.8	74.9	67.1	63.7	71.8	61.5	64.6
22	71.8	67.5	*	65.7	69.5	74.7	67.2	64.1	71.9	62.4	65.7
23	70.4	66.1	*	64.7	68.7	74.0	65.6	62.7	71.4	62.1	65.4
24	70.6	65.9	*	65.8	68.5	74.8	65.6	62.9	72.0	62.0	66.4
25	71.3	66.5	*	65.5	68.7	74.9	67.3	62.9	72.1	61.9	66.6
26	71.8	67.5	*	65.8	69.4	75.5	67.2	63.7	72.5	62.4	66.2
27	72.3	67.8	*	*	69.8	75.5	67.2	63.8	72.8	62.1	66.2
28	71.8	67.6	*	*	69.2	74.9	66.6	63.4	72.1	62.1	66.1
29	72.6	68.2	*	*	69.2	74.2	66.1	63.6	71.3	61.4	65.3
30	71.3	66.7	*	*	68.5	74.1	65.5	62.5	70.7	60.3	64.3
31	70.0	65.1	*	*	68.5	74.4	65.9	62.5	71.6	61.1	66.0
<b>Month</b>	<b>71.9</b>	<b>67.0</b>	<b>*</b>	<b>65.8</b>	<b>68.9</b>	<b>74.6</b>	<b>66.5</b>	<b>63.2</b>	<b>71.7</b>	<b>61.8</b>	<b>65.9</b>

\* = Not in service

**APPENDIX B3**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
July 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	65.3	59.7	66.3	65.7	59.3	61.4	62.0	58.8	64.4	62.9	64.7	*	64.2
2	63.2	56.6	63.2	62.9	56.6	58.6	59.9	56.0	62.8	61.4	62.3	*	62.4
3	62.9	58.5	61.6	62.1	60.2	59.4	58.1	54.5	61.7	61.6	61.8	*	56.1
4	63.9	61.0	62.7	63.0	54.7	59.7	62.4	58.6	64.7	63.4	64.5	*	62.8
5	64.9	60.1	63.6	63.9	56.8	60.7	61.9	59.3	65.3	63.0	65.3	*	64.4
6	64.6	58.3	64.9	65.4	56.0	56.7	61.7	59.5	64.5	61.5	63.9	*	64.4
7	65.4	59.2	64.3	64.8	57.3	58.9	61.7	59.0	64.4	62.0	64.3	*	61.6
8	64.1	59.3	64.9	65.0	55.4	58.5	61.6	58.8	64.1	62.7	64.4	*	61.6
9	63.5	58.5	63.7	63.9	56.8	57.8	61.5	58.1	63.4	62.0	63.7	*	62.8
10	64.5	59.0	64.6	64.0	56.7	61.2	61.7	58.3	65.4	63.1	64.6	*	58.8
11	64.4	59.7	64.9	64.4	56.8	61.2	62.1	58.5	64.1	62.6	65.1	*	62.5
12	64.4	60.5	65.5	64.9	56.6	60.2	62.2	59.6	64.5	63.0	65.0	*	64.6
13	65.0	60.4	65.7	65.0	58.7	61.0	62.4	59.8	65.1	63.2	65.1	*	65.1
14	65.3	61.1	64.8	65.2	58.8	61.7	62.6	60.0	65.0	63.6	65.7	*	61.2
15	65.3	60.5	65.4	65.5	58.2	60.7	62.6	59.5	65.2	63.6	65.5	*	65.0
16	64.2	58.6	64.2	64.6	57.6	58.7	62.3	58.7	64.1	62.1	64.1	*	64.0
17	65.0	59.1	64.7	64.5	59.2	58.9	62.4	59.5	64.1	62.3	64.7	*	60.2
18	64.9	58.9	63.5	64.1	56.2	57.6	62.3	57.8	64.6	62.1	64.6	*	58.6
19	64.5	57.9	64.9	65.0	57.0	58.3	61.4	57.3	63.2	61.0	63.7	*	61.6
20	63.3	58.7	64.9	65.4	57.6	60.5	60.7	55.1	63.4	61.7	64.4	*	66.3
21	64.2	58.8	65.6	65.6	57.8	59.9	61.2	58.6	62.9	61.1	63.9	*	64.7
22	64.6	60.1	65.2	64.9	57.6	60.6	62.3	58.4	63.8	62.4	64.9	*	66.0
23	64.4	58.8	63.9	63.6	57.4	58.7	61.6	59.2	63.7	62.2	63.9	*	62.9
24	65.2	60.1	63.5	64.0	58.5	56.6	61.9	58.0	64.7	62.9	64.8	*	57.6
25	64.3	59.9	63.7	64.1	59.5	59.7	62.3	59.2	64.9	62.7	65.0	*	62.4
26	65.0	60.4	65.4	64.8	56.8	61.5	61.8	58.0	64.7	63.2	64.9	*	67.1
27	65.3	59.3	65.7	65.0	59.3	61.6	62.7	58.2	64.7	62.4	65.0	*	62.1
28	64.9	59.5	65.3	65.1	58.3	60.4	62.4	59.2	64.1	62.5	64.9	*	63.1
29	64.3	58.5	65.2	65.5	59.1	58.4	62.0	58.4	63.5	62.0	64.3	*	61.9
30	62.6	57.3	63.8	64.4	59.0	57.2	61.5	56.7	62.4	60.5	62.3	*	62.9
31	65.0	59.2	62.6	63.7	58.2	57.4	62.1	59.2	64.3	62.3	64.1	*	59.6
Month	64.5	59.4	64.6	64.6	57.9	59.7	61.9	58.6	64.2	62.4	64.5	*	63.2

\* = Not in service

**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
August 2011**

<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>	70.9	66.0	*	*	68.7	74.5	64.1	63.0	71.4	62.4	66.0
<b>2</b>	70.9	66.5	*	*	69.1	74.2	66.2	62.9	70.8	60.6	64.8
<b>3</b>	72.3	66.8	*	*	70.0	74.4	66.2	62.5	70.9	60.0	63.4
<b>4</b>	72.9	67.7	*	*	69.7	75.2	66.8	63.1	72.0	60.9	64.8
<b>5</b>	72.8	68.1	*	*	68.1	73.7	66.2	62.8	70.9	62.2	65.4
<b>6</b>	71.1	65.9	*	*	68.0	74.4	65.7	62.5	71.8	60.9	65.5
<b>7</b>	70.9	67.1	*	*	68.6	75.0	66.3	63.1	72.0	60.8	65.4
<b>8</b>	70.7	66.8	65.6	*	69.1	74.8	66.8	62.9	71.8	61.1	65.5
<b>9</b>	72.5	68.7	63.5	*	69.7	75.1	67.3	63.4	71.7	61.1	65.0
<b>10</b>	71.6	68.0	62.4	*	69.7	75.2	67.0	64.0	72.7	62.5	65.9
<b>11</b>	72.1	67.6	64.1	*	70.1	75.2	67.6	64.2	72.3	62.4	66.7
<b>12</b>	72.2	68.2	63.5	*	69.1	74.8	66.8	63.8	72.1	62.6	65.9
<b>13</b>	70.4	66.5	62.1	68.2	68.6	74.3	66.0	62.3	71.0	60.1	64.6
<b>14</b>	71.2	66.9	63.7	65.8	68.3	74.2	66.6	61.4	70.4	58.0	63.2
<b>15</b>	71.1	66.6	64.0	66.0	69.2	74.9	65.8	61.9	71.4	59.3	66.7
<b>16</b>	70.6	65.5	63.5	65.9	68.5	75.2	67.6	63.5	72.8	59.7	64.7
<b>17</b>	70.7	66.2	63.0	65.2	68.9	75.1	66.2	63.5	72.0	61.0	64.7
<b>18</b>	70.8	66.7	63.6	66.7	68.8	77.8	66.4	62.1	73.1	60.5	65.7
<b>19</b>	71.3	67.6	63.9	65.3	69.1	75.0	66.6	63.2	72.1	62.3	65.4
<b>20</b>	70.5	66.6	62.9	64.2	68.0	73.9	65.8	62.2	71.0	60.4	65.1
<b>21</b>	70.4	66.2	62.5	64.5	67.9	74.6	66.1	62.7	71.8	61.6	65.5
<b>22</b>	70.6	66.3	62.3	64.8	69.1	74.4	65.1	63.0	71.3	61.8	66.4
<b>23</b>	70.7	66.1	63.5	66.8	68.8	74.8	65.7	61.6	71.6	60.1	64.5
<b>24</b>	71.1	66.5	62.8	65.2	68.9	74.0	66.2	61.9	70.5	59.8	64.1
<b>25</b>	69.8	65.5	61.4	64.6	68.7	75.0	66.6	62.6	72.1	60.8	65.0
<b>26</b>	70.7	66.3	68.7	65.3	68.1	74.6	66.3	62.0	71.4	61.3	65.2
<b>27</b>	68.9	64.4	59.3	62.9	66.6	72.4	64.2	60.1	69.7	58.4	63.1
<b>28</b>	68.8	64.8	58.9	63.4	67.3	73.1	65.3	61.4	70.1	60.0	63.9
<b>29</b>	70.6	65.6	62.3	64.7	68.3	74.2	66.7	61.9	71.3	60.7	65.5
<b>30</b>	69.3	65.2	61.4	64.3	68.7	75.9	66.6	62.0	72.9	60.0	65.3
<b>31</b>	72.9	67.5	64.7	66.0	68.8	74.5	65.9	63.1	71.7	62.4	65.3
<b>Month</b>	<b>71.1</b>	<b>66.7</b>	<b>63.5</b>	<b>65.4</b>	<b>68.8</b>	<b>74.7</b>	<b>66.3</b>	<b>62.7</b>	<b>71.6</b>	<b>61.0</b>	<b>65.2</b>

\* = Not in service



**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
August 2011**

<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>	63.9	59.1	63.6	64.8	56.7	53.4	62.4	60.3	64.4	62.4	64.1	*	62.4
<b>2</b>	63.6	57.6	63.9	64.8	57.5	57.3	62.6	59.1	63.3	61.3	63.0	*	62.4
<b>3</b>	62.9	54.9	64.3	65.0	58.6	58.3	63.2	57.0	61.2	59.7	61.6	*	64.0
<b>4</b>	63.6	57.6	65.4	65.3	57.2	58.9	61.6	56.4	62.4	61.2	63.4	*	64.6
<b>5</b>	64.4	59.2	65.5	65.5	57.2	58.2	61.4	57.0	63.4	62.3	63.8	*	64.0
<b>6</b>	64.0	58.9	63.5	63.8	56.6	58.2	61.6	58.1	63.6	61.9	63.6	*	66.8
<b>7</b>	64.1	58.2	64.3	64.5	56.0	59.7	61.3	57.4	63.8	63.0	63.3	*	62.9
<b>8</b>	65.3	59.3	64.3	64.2	56.5	60.6	60.7	56.8	64.0	62.7	63.9	*	60.4
<b>9</b>	64.2	59.2	65.7	65.3	56.5	61.6	60.5	56.3	62.9	62.2	63.5	*	61.9
<b>10</b>	64.5	60.3	65.7	65.2	64.3	61.5	62.2	57.4	63.9	62.0	64.2	*	61.8
<b>11</b>	65.0	60.5	65.2	65.3	58.8	61.4	63.1	59.3	64.8	63.2	65.0	*	62.4
<b>12</b>	64.6	59.3	65.9	65.6	59.6	60.1	62.3	58.3	63.8	62.3	64.2	*	60.7
<b>13</b>	63.0	58.3	64.1	63.8	55.8	59.1	60.7	55.9	62.5	61.7	62.6	*	61.3
<b>14</b>	62.8	55.8	64.2	64.4	58.6	58.5	59.0	54.4	61.4	59.2	60.7	*	65.1
<b>15</b>	63.4	57.4	63.6	64.0	58.6	59.1	59.3	55.4	63.0	60.5	62.7	*	57.9
<b>16</b>	64.2	55.3	63.5	63.4	57.4	60.0	60.1	55.3	62.8	60.7	62.1	*	59.9
<b>17</b>	65.0	58.2	63.7	64.2	59.2	58.4	60.6	56.1	62.7	60.9	63.1	*	60.8
<b>18</b>	67.2	55.4	64.3	64.3	58.7	59.2	60.5	56.5	63.9	61.5	63.8	*	61.0
<b>19</b>	65.3	63.9	65.0	65.0	56.0	61.1	61.1	56.5	63.3	62.2	63.7	*	60.6
<b>20</b>	65.9	57.4	64.5	63.8	56.3	59.8	61.0	58.5	63.3	61.3	62.8	*	61.0
<b>21</b>	65.6	58.5	63.6	64.2	57.8	57.9	61.8	57.7	63.6	61.3	63.4	*	64.6
<b>22</b>	65.4	56.8	63.7	64.3	58.2	56.2	61.7	58.4	63.5	60.4	63.2	*	63.8
<b>23</b>	65.6	56.3	63.5	64.1	57.1	57.7	60.6	56.8	62.4	59.9	62.6	*	61.3
<b>24</b>	64.8	56.9	63.8	64.6	57.8	58.1	60.3	56.7	62.3	60.0	62.3	*	59.5
<b>25</b>	66.0	58.0	62.9	64.0	57.3	58.3	61.3	58.4	63.5	61.1	63.0	*	63.5
<b>26</b>	66.0	59.0	63.7	64.0	57.2	57.8	61.7	58.5	63.5	61.6	63.0	*	58.8
<b>27</b>	64.9	55.2	62.1	62.2	53.4	56.1	60.1	57.1	61.4	60.8	60.7	*	61.7
<b>28</b>	64.9	58.3	62.5	62.9	56.0	57.8	59.8	57.2	62.2	61.1	62.0	*	59.4
<b>29</b>	65.5	56.8	63.2	63.2	56.0	59.3	61.2	56.8	63.3	60.9	63.1	*	60.6
<b>30</b>	66.5	57.3	63.1	62.9	55.6	60.4	60.0	55.4	64.1	62.0	62.8	*	61.2
<b>31</b>	65.8	57.7	64.7	65.1	56.8	58.4	62.4	57.8	63.4	61.3	63.4	*	61.5
<b>Month</b>	<b>64.9</b>	<b>58.4</b>	<b>64.2</b>	<b>64.4</b>	<b>57.9</b>	<b>59.1</b>	<b>61.3</b>	<b>57.4</b>	<b>63.2</b>	<b>61.5</b>	<b>63.1</b>	<b>*</b>	<b>62.3</b>

\* = Not in service

**APPENDIX B5****SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log  
September 2011**

<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>	72.4	67.9	63.9	65.9	68.1	75.0	65.6	63.0	72.0	61.1	65.1
<b>2</b>	72.3	67.6	64.3	65.8	70.1	74.0	65.6	62.7	71.1	61.2	64.7
<b>3</b>	69.3	65.2	60.7	62.6	66.5	72.8	62.7	59.8	68.7	57.2	61.6
<b>4</b>	69.5	64.0	60.6	62.6	66.1	72.6	63.8	60.4	69.9	60.1	63.5
<b>5</b>	70.2	65.4	58.2	64.4	67.4	73.8	65.9	61.3	71.0	60.0	65.0
<b>6</b>	70.1	65.4	62.4	64.4	67.7	74.1	65.3	61.6	70.8	60.3	65.3
<b>7</b>	70.3	65.7	61.4	66.4	68.1	73.6	65.8	62.1	70.6	61.1	64.4
<b>8</b>	68.2	61.8	59.1	63.6	66.7	71.3	63.0	59.1	68.4	59.2	63.1
<b>9</b>	70.8	66.7	61.7	64.7	67.0	71.8	64.3	60.3	69.2	59.3	63.8
<b>10</b>	70.0	65.5	60.7	63.4	66.7	73.2	65.1	61.1	70.2	61.0	64.7
<b>11</b>	70.2	65.7	62.4	64.6	68.3	74.3	66.2	62.5	71.4	60.8	66.4
<b>12</b>	70.1	65.3	62.9	64.5	70.2	74.4	67.1	62.9	71.8	62.0	66.5
<b>13</b>	71.3	66.5	62.7	65.5	69.4	72.7	64.8	62.0	70.2	60.4	64.9
<b>14</b>	71.5	67.4	63.4	65.7	69.2	74.7	66.8	63.4	71.9	61.5	65.5
<b>15</b>	71.5	68.6	63.4	65.8	69.2	74.4	66.2	62.9	71.3	61.0	64.6
<b>16</b>	72.1	67.7	62.0	65.6	68.6	74.5	66.5	63.1	71.9	61.7	65.4
<b>17</b>	69.2	65.0	61.4	63.6	67.1	72.5	64.3	62.2	69.9	60.3	64.4
<b>18</b>	70.7	66.0	63.0	66.2	68.1	73.9	65.0	62.4	71.1	60.5	65.3
<b>19</b>	70.3	65.7	63.3	66.4	67.9	73.8	65.5	60.9	70.7	63.6	64.1
<b>20</b>	70.3	66.3	62.6	65.6	68.8	74.9	64.9	60.7	71.4	58.4	62.9
<b>21</b>	71.4	66.7	63.7	65.3	68.6	75.0	66.4	62.4	71.4	60.3	65.0
<b>22</b>	70.3	65.6	62.2	65.6	68.6	75.2	65.7	61.5	72.2	60.0	65.6
<b>23</b>	72.1	67.7	64.3	68.9	68.1	74.6	66.3	61.1	71.1	59.5	64.4
<b>24</b>	68.5	64.5	60.6	62.3	0.0	73.8	64.3	60.1	70.7	58.5	63.8
<b>25</b>	69.9	65.9	59.3	63.9	67.7	74.1	66.3	62.5	71.5	60.9	65.7
<b>26</b>	70.0	65.7	62.4	64.3	68.4	74.3	66.5	63.1	71.6	62.1	66.2
<b>27</b>	71.6	67.5	61.8	65.8	68.5	74.3	66.9	62.2	70.9	60.4	64.8
<b>28</b>	70.1	64.8	61.7	65.1	68.4	75.1	66.2	62.1	72.3	60.5	65.0
<b>29</b>	72.2	67.4	63.3	65.7	68.6	74.7	66.4	62.8	71.3	60.9	65.5
<b>30</b>	72.8	67.2	64.5	67.4	68.4	74.4	64.7	61.9	71.3	60.5	64.9
<b>Month</b>	<b>70.8</b>	<b>66.3</b>	<b>62.4</b>	<b>65.3</b>	<b>68.1</b>	<b>74.0</b>	<b>65.6</b>	<b>61.9</b>	<b>71.0</b>	<b>60.6</b>	<b>64.9</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
September 2011**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 15</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
<b>1</b>	65.6	57.4	65.2	65.7	58.8	56.8	62.2	58.1	62.9	61.2	63.2	*	58.3
<b>2</b>	64.8	58.0	64.6	65.0	58.4	55.4	61.2	56.3	62.5	61.0	63.0	*	64.2
<b>3</b>	63.1	52.8	62.0	62.4	57.3	53.1	58.2	54.5	59.7	57.1	59.0	*	58.6
<b>4</b>	64.5	56.3	61.5	62.6	55.9	55.4	60.0	56.6	61.6	59.9	61.2	*	62.2
<b>5</b>	65.7	57.7	62.9	63.7	57.3	58.4	61.2	58.4	63.4	61.1	62.3	*	61.1
<b>6</b>	64.9	58.4	63.0	63.7	52.7	61.1	60.2	57.1	63.3	60.7	62.5	*	60.2
<b>7</b>	65.3	57.3	62.9	64.2	58.2	58.7	61.5	57.5	63.0	60.4	62.3	*	58.6
<b>8</b>	62.0	54.8	59.6	60.8	58.1	56.9	59.1	57.2	60.5	58.0	59.8	*	51.5
<b>9</b>	63.1	58.0	64.5	63.6	59.2	58.1	59.0	56.0	63.8	60.8	61.9	*	58.1
<b>10</b>	65.9	58.3	63.5	62.8	56.3	58.6	60.3	58.3	62.9	61.4	62.3	*	60.7
<b>11</b>	66.6	59.9	62.8	63.9	59.5	58.2	61.8	59.4	64.4	62.3	64.2	*	59.5
<b>12</b>	66.6	59.6	63.0	63.7	58.4	*	63.3	60.0	65.1	62.3	64.2	*	61.0
<b>13</b>	64.7	58.4	64.0	64.4	58.8	57.7	60.3	57.1	63.2	61.1	62.9	*	60.9
<b>14</b>	65.9	59.0	64.7	64.8	58.3	59.9	61.8	57.5	63.4	61.6	63.7	*	61.0
<b>15</b>	65.1	58.1	65.8	65.5	56.9	59.4	61.2	57.0	62.3	60.8	63.2	*	60.4
<b>16</b>	66.1	61.1	65.5	64.8	56.8	60.8	61.7	57.6	63.7	61.3	63.6	*	61.6
<b>17</b>	63.1	57.7	62.8	62.7	55.5	58.4	60.4	58.4	62.8	60.4	62.0	*	60.5
<b>18</b>	65.9	58.9	63.4	64.1	56.7	56.3	61.3	58.0	63.7	61.9	63.1	*	60.4
<b>19</b>	64.9	56.5	63.2	63.8	58.6	56.2	58.8	54.9	62.8	59.3	61.8	*	61.1
<b>20</b>	64.3	57.0	63.7	64.0	57.7	56.1	58.9	56.5	61.1	58.8	60.9	*	61.8
<b>21</b>	64.5	57.9	64.0	64.5	58.2	57.7	61.0	57.1	63.6	60.9	62.9	61.2	60.8
<b>22</b>	66.1	60.7	63.5	63.8	60.2	57.1	60.3	56.5	63.8	60.8	63.1	60.6	65.9
<b>23</b>	65.2	61.3	64.7	64.6	56.7	58.9	58.7	55.2	62.5	61.5	62.5	60.3	57.5
<b>24</b>	63.3	56.5	62.0	61.8	54.8	57.7	59.1	55.3	61.7	59.9	61.1	60.0	61.5
<b>25</b>	66.7	58.9	63.4	63.7	57.9	59.4	61.7	59.5	64.0	61.6	63.3	63.5	60.9
<b>26</b>	66.4	59.9	62.9	63.9	59.7	59.7	61.9	60.1	64.9	62.5	64.2	63.1	61.9
<b>27</b>	65.3	58.0	64.9	64.3	56.2	60.8	60.5	58.0	63.2	61.2	62.9	61.8	61.4
<b>28</b>	65.8	59.2	62.8	62.7	56.2	60.0	59.9	56.2	63.2	61.4	63.1	60.3	62.4
<b>29</b>	65.5	59.1	64.5	65.2	56.5	58.0	61.2	58.5	63.8	62.4	63.9	62.1	60.1
<b>30</b>	63.4	64.1	64.3	65.2	58.7	55.6	61.5	57.0	63.6	60.9	63.0	61.3	60.6
<b>Month</b>	<b>65.2</b>	<b>58.9</b>	<b>63.7</b>	<b>64.0</b>	<b>57.7</b>	<b>58.3</b>	<b>60.8</b>	<b>57.6</b>	<b>63.2</b>	<b>61.0</b>	<b>62.7</b>	<b>61.2</b>	<b>61.0</b>

\* = Not in service

**AIRCRAFT OPERATIONS**

Commercial Flight Operations Mix, Third Quarter 2011_____	C1
Commercial Flight Operations Mix, July 2011_____	C2
Commercial Flight Operations Mix, August 2011_____	C3
Commercial Flight Operations Mix, September 2011 _____	C4
Curfew Violation Summary, 1989 --- Present_____	C5

APPENDIX C1

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

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																						115	1		116	232
A310																										0
A318									86																	0
A319	92						236		299				55					149								172
A320							330		352						257	4	7									1099
A321									79						751	262	344									2118
A330+																572										4236
B712																										1144
B71Q																										0
B72Q																										0
B733												2824				2				2	36					0
B734		276																								76
B735												342														5652
B736																										562
B737												5108								2						684
B738		182					2							52	21					2						4
B739		610					571								606					63						10860
B747+		72													245				1							4516
B752															548	138										634
B753							483								12											0
B762							2																			2674
B763															8						64					28
B764							105	92																		154
B772																										596
CRJ2																										0
CRJ7																										184
CRJ9																										990
DC87																										862
ERJ+	92									52																362
MD10																										0
MD11																						197				1988
MD80+																										394
MD90							48																			0
TOTALS	184	1140	39	1338	936	92	1777	92	352	516	941	8274	55	52	2448	1057	351	149	66	64	36	312	88	79	20438	40876
B190																										0
BE99																										0
C208																										70
E120																										140
PA31																										426
SF34																										1826
SW3/4																										0
TOTALS	184	1140	39	1338	936	92	1777	92	352	516	1854	8274	55	52	2448	1057	351	149	66	134	36	525	152	79	1260	2520

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 USAF C-17, 1 USAF K35R, 1 AAH B73Q, 1 KIWI C130, 1 G/A C130

**APPENDIX C2**  
**SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JULY 2011**

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																						39				39	78
A310										53																0	0
A318										87																53	106
A319	31						85											34								323	646
A320							147		122	24							103	119								775	1550
A321																215										215	430
A330+																										0	0
B712																										0	0
B71Q																										0	0
B72Q																										0	0
B733												1024								1						17	34
B734		97																		2						1024	2048
B735												191														99	198
B736												1619								2						212	424
B737		90																		2						2	4
B738		182					152							22	9					20						1760	3520
B739		22													224				1							707	1414
B747+															97											119	238
B752							158								160	36										0	0
B753																				1						408	816
B762				5																	20					0	0
B763				2			63	31																		25	50
B764																										124	248
B772																										0	0
CRJ2																										31	62
CRJ7																										195	390
CRJ9																										147	294
DC87																										41	82
ERJ+																										0	0
ERJ+	31																									357	714
MD10																										65	130
MD11																										0	0
MD80+																										284	568
MD90							31																			31	62
TOTALS	62	391	16	455	327	31	636	31	122	192	329	2834	0	22	857	379	119	34	23	20	16	104	27	26	7053	14106	
B190																										1	2
BE99																										24	48
C208																										66	132
E120																										323	646
PA31																										0	0
SF34																										0	0
SW3/4																										20	40
TOTALS	62	391	16	455	327	31	636	31	122	192	652	2834	0	22	857	379	119	34	23	44	16	170	48	26	434	868	

B71Q = B727-100 w/ Hush-Kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E170, E190)  
 Other / Non-Transport Category = 1 G/A C130

APPENDIX C3

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

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																						40	1		41	82
A310																										0
A318									30																	0
A319	31						98		108						91	2	1	62								30
A320							136		29						250	80	119									393
A321									119							208										733
A330+																										1466
B712																										208
B71Q																										0
B72Q																										0
B733																										0
B734		94										945														0
B735												101			8											0
B736																										0
B737		66					1					1774		19	4					18				1		19
B738		203					173							3	228											38
B739		29													65											1890
B747+																										94
B752																										188
B753							151								182	46										109
B753															10											218
B762																					23					0
B763							35	31							3											0
B764																							32			0
B772																										0
CRJ2																										0
CRJ7																										0
CRJ9																										0
DC87																										0
ERJ+	31									20																0
MD10																										0
MD11																										0
MD80+																										0
MD90							15																			0
TOTALS	62	392	11	449	317	31	609	31	119	187	336	2820	0	22	841	362	120	62	22	23	18	107	33	31	7005	14010
B190																										0
BE99																										0
C208																					24					24
E120																						74				148
PA31																										318
SF34																										0
SW3/4																										0
TOTALS	62	392	11	449	317	31	609	31	119	187	654	2820	0	22	841	362	120	62	22	47	18	181	56	31	439	878

B71Q = B727-100 w/ Hush-Kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E170, E190)  
Other / Non-Transport Category =

APPENDIX C4

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

12/2/2011	Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
	A300																						36			36	72
	A310																										0
	A318									3																	0
	A319	30						53		104				55	80	2											6
	A320							47		26					241	79											383
	A321									111																	610
	A330+																										1220
	B712																										149
	B71Q																										0
	B72Q																					2					0
	B733												855				2										0
	B734		85																						3	857	
	B735												50														1714
	B736																										176
	B737		26					1					1715		11	8									1	0	100
	B738		225					246								154					21						3566
	B739		21													83											1590
	B747+																										208
	B752															206	56								2	0	0
	B753															2											986
	B762																										8
	B763																				21						50
	B764															5											142
	B772																										0
	CRJ2																										60
	CRJ7																										282
	CRJ9																										270
	DC87																										116
	ERJ+																										0
	MD10																										592
	MD11																										130
	MD80+																										0
	MD90																										0
	TOTALS	60	357	12	434	292	30	532	30	111	137	276	2620	55	11	779	316	112	53	21	21	2	101	28	22	6412	12824
	B190																										0
	BE99																										44
	C208																										22
	E120																										146
	PA31																										73
	SF34																										272
	SW3/4																										544
	TOTALS	60	357	12	434	292	30	532	30	111	137	548	2620	55	11	779	316	112	53	21	43	2	174	49	22	388	776

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 USAF C17, 1 USAF K35R, 1 AAH B73Q, 1 KIWI C130





Appendix C5

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

**1989 - Present**

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

Legend

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

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

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

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

QTR	1998	PENALTY	1999	PENALTY	2000	PENALTY
1ST	Southwest 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) FlexJet (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 (GA) 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	jetBlue Avantair (GA) jetBlue jetBlue Delta jetBlue US Airways Delta US Airways Delta	NP \$2,000 \$4,000 NP \$2,000 NP NP NP NP NP		
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	jetBlue Delta jetBlue jetBlue jetBlue jetBlue Frontier	\$12,000 \$6,000 NP \$20,000 \$20,000 \$20,000 \$2,000		
3RD	N601TX (GA) Delta XC-LKS (GA) SkyWest jetBlue jetBlue	\$2,000 NP \$2,000 \$2,000 NP NP	United jetBlue jetBlue British Airways U.S. Customs	NP \$10,000 NP CVRP \$2,000		
4TH	jetBlue Continental jetBlue Delta jetBlue	\$2,000 NP \$6,000 NP NP				
<b>FINES</b>		<b>\$94,000</b>		<b>\$100,000</b>		<b>\$0,000</b>



**AIRCRAFT NOISE COMPLAINTS**

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



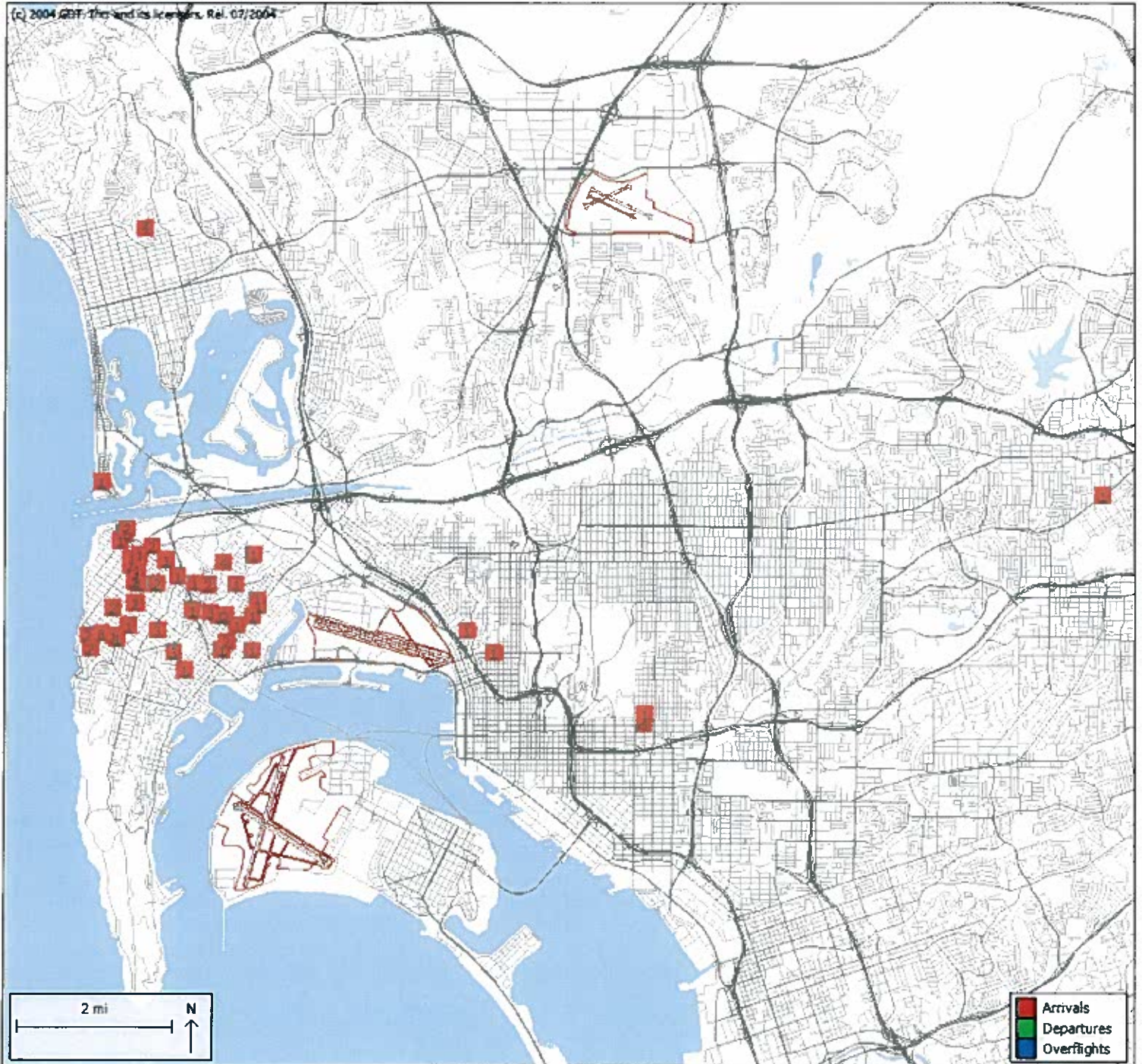
## Third Quarter 2011

Aircraft Noise Complaint Caller's Location in relation to  
San Diego International Airport (SDIA)  
50 Households; 83 Complaints



SAN DIEGO  
INTERNATIONAL  
AIRPORT

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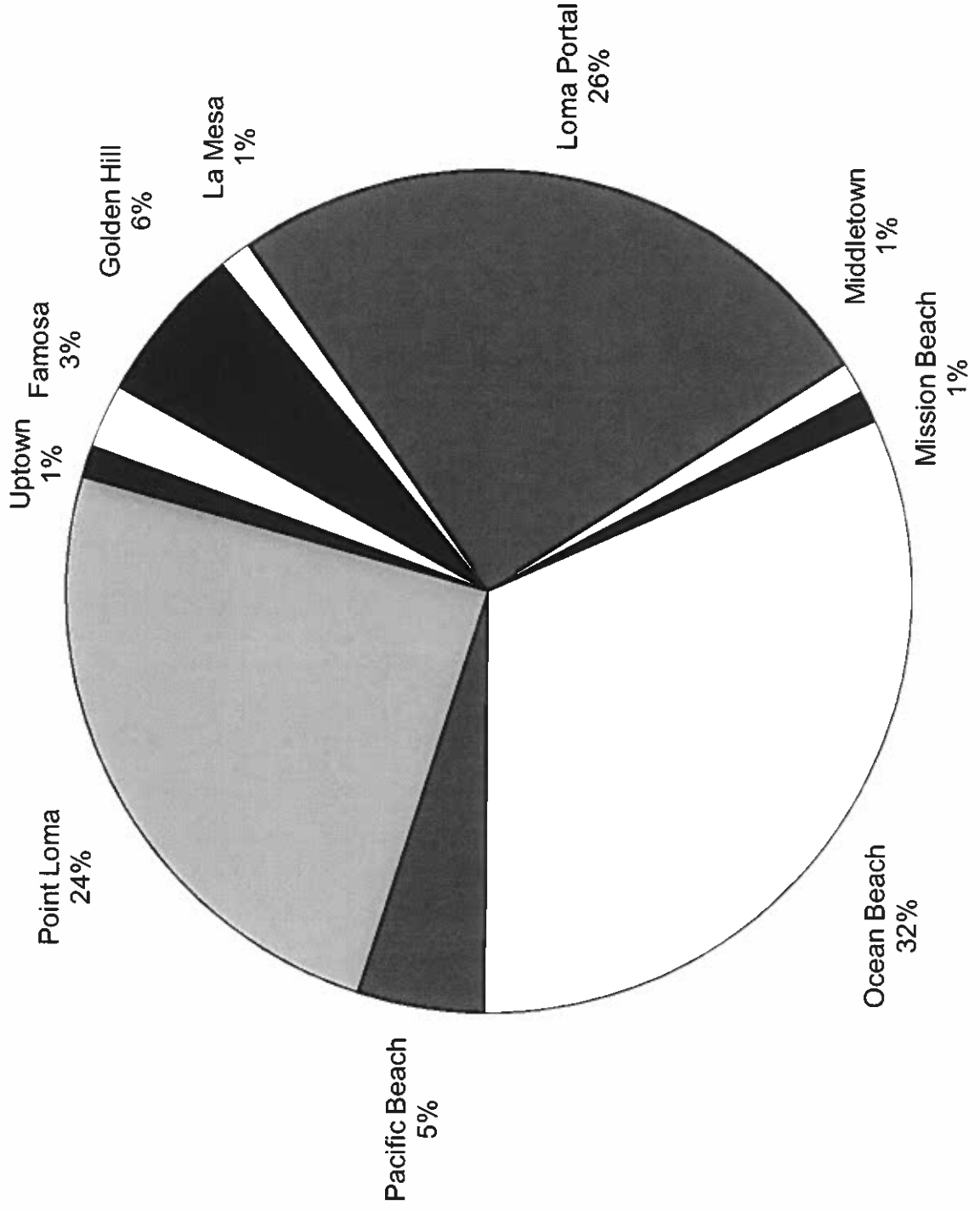
# Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Third Quarter 2011

TOTAL CALLS: 83



# Aircraft Noise Complaint Distribution by Household



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Third Quarter 2011

TOTAL CALLS: 83

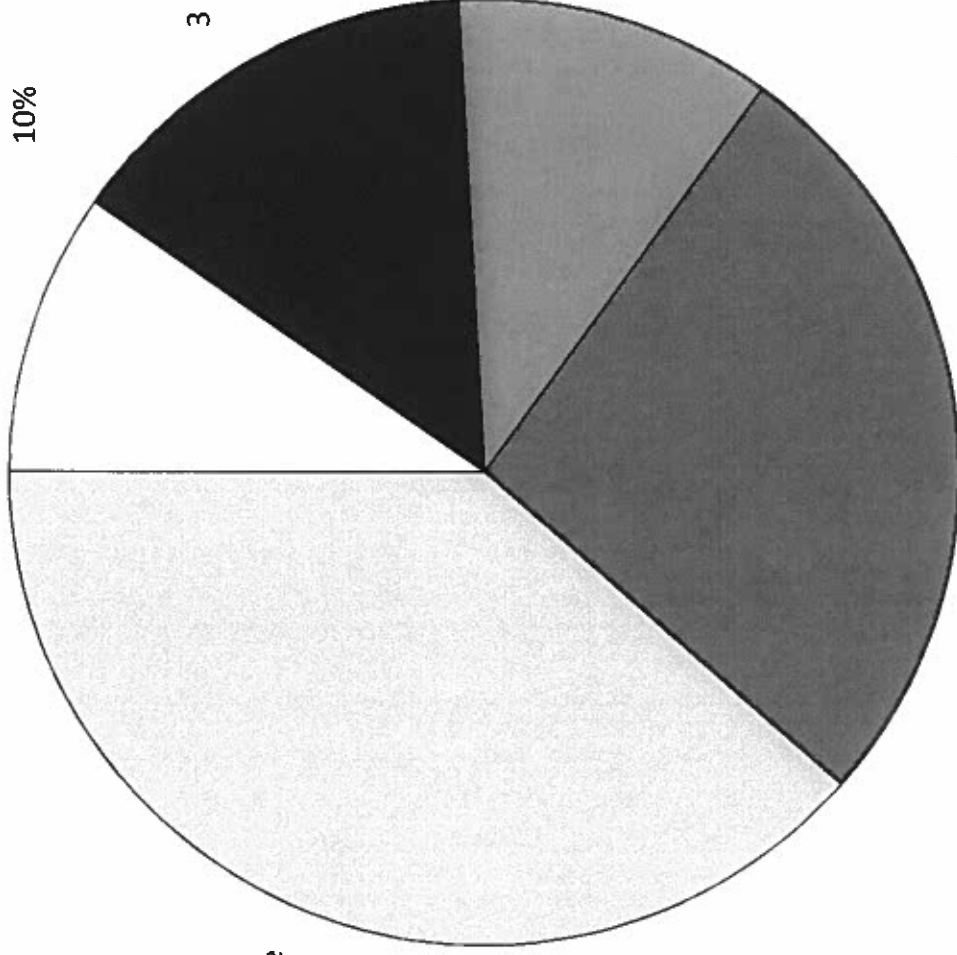
1 Household : 8 Calls =  
10%

3 Households : 4 Calls =  
14%

3 Households : 3 Calls =  
11%

11 Households : 2 Calls  
= 26%

32 Households : Single  
Calls = 39%



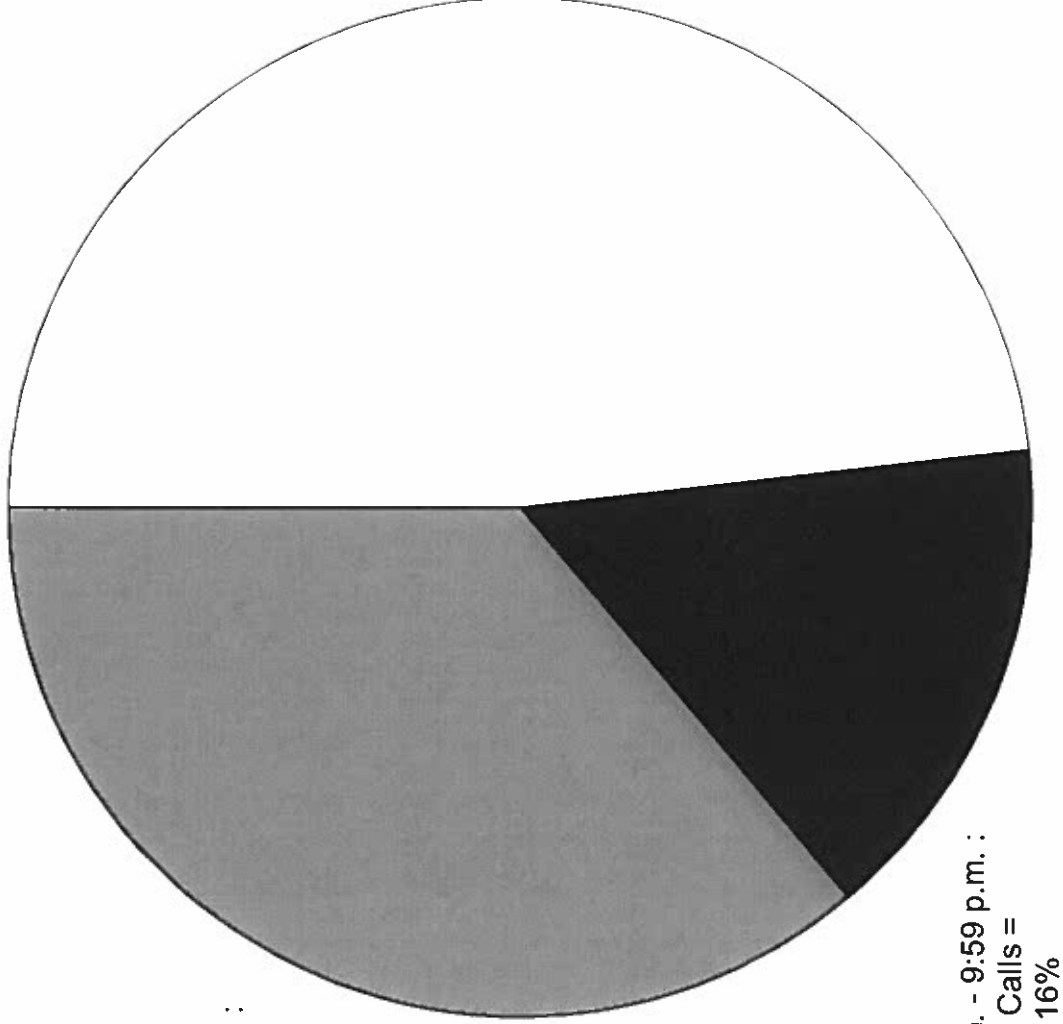
# Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Third Quarter 2011

TOTAL CALLS: 83



10:00 p.m. - 6:59 a.m. :  
30 Calls =  
36%

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

7:00 p.m. - 9:59 p.m. :  
13 Calls =  
16%

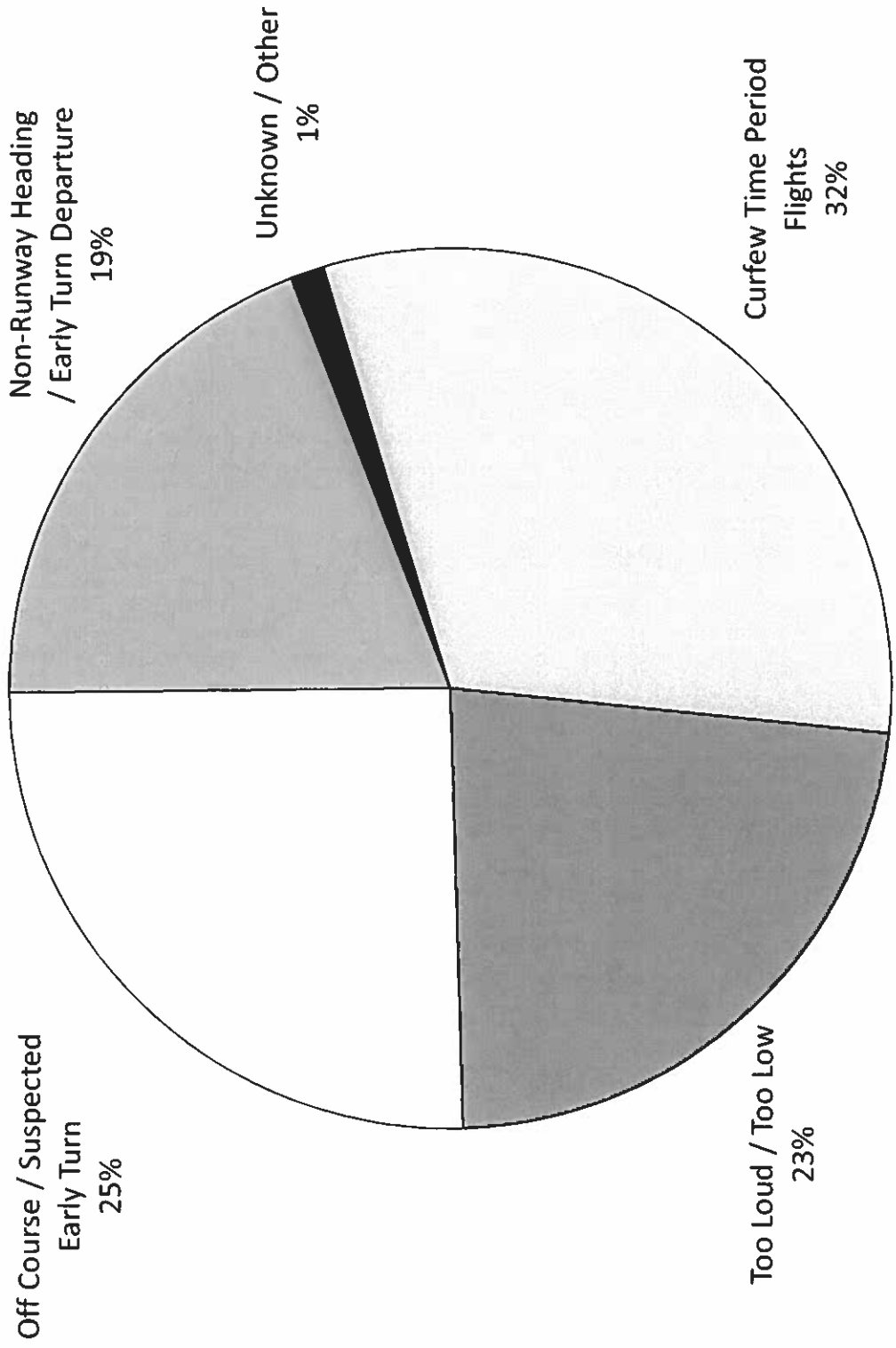
# Aircraft Noise Complaint Distribution by Cause



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Third Quarter 2011

TOTAL CALLS: 83



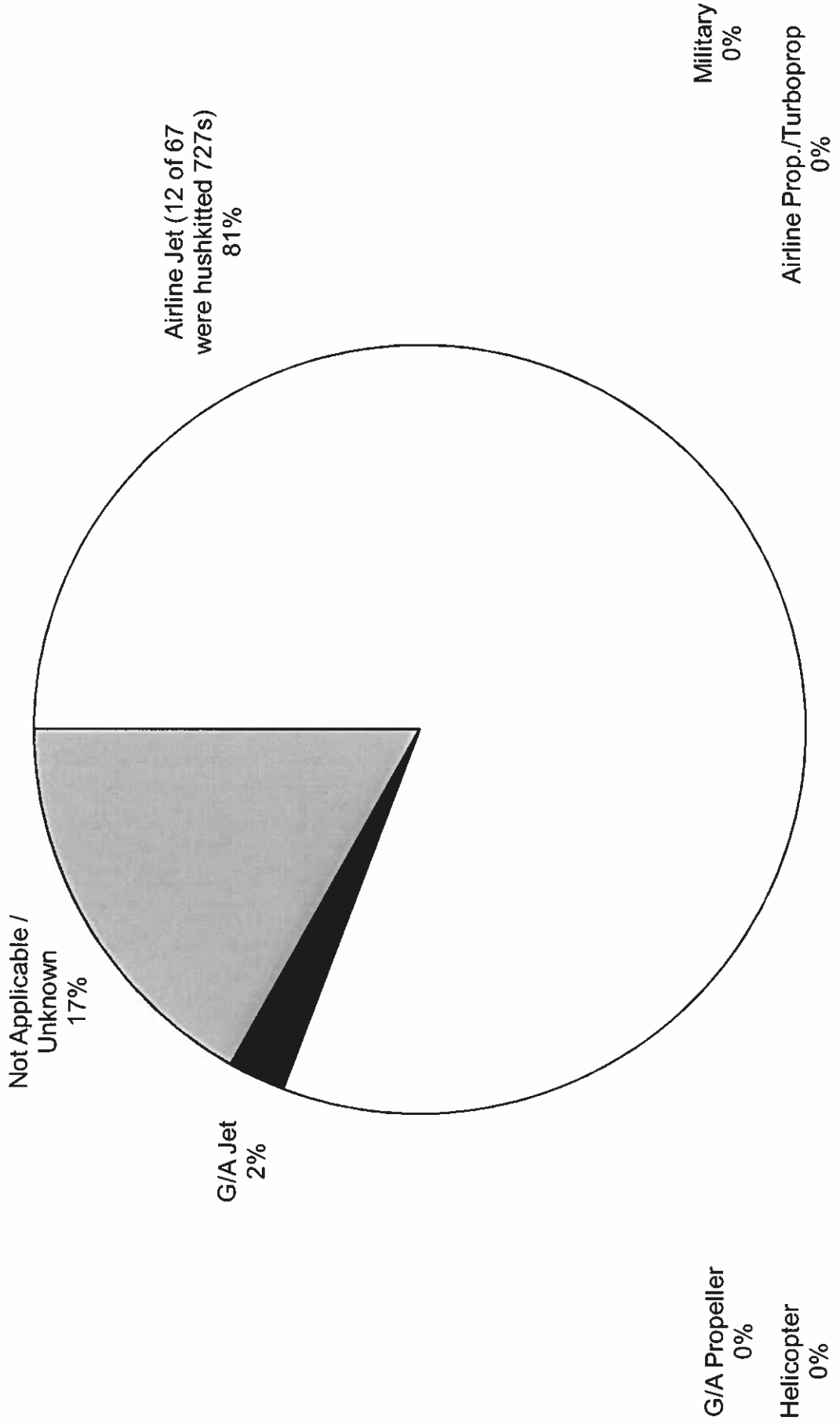
# Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Third Quarter 2011

TOTAL CALLS: 83



**AIRPORT NOISE ADVISORY COMMITTEE**

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held July 20<sup>TH</sup>, 2011.





SAN DIEGO  
INTERNATIONAL  
AIRPORT

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
Meeting Minutes  
July 20, 2011**

On July 20, 2011, the Airport Noise Advisory Committee (Committee) met at the Commuter Building, 3225 N. Harbor Blvd, San Diego, CA 92101. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:05 p.m.

**Present:** Mr. John Bennett, County of San Diego; Mr. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Jane Gawronski, PhD., Ocean Beach Planning Board; Congresswoman Susan Davis (ex-officio) Daniel Hazard, Mr. Carl Huenefeld, MCRD; District Two (ex-officio) Michael Patton; Mr. Joe Scaglione, North Bay (Midway) Community Planning Board; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Mr. Paul Webb, Peninsula Community Planning Board; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollan

**Absent:** Captain (Ret.) Jack Bewley, Retired Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee (Excused); Mr. Steven Holt, Airline Representative (ex-officio); Mr. Bill Stone, Little Italy Association (Excused); County Supervisor Greg Cox (ex-officio) (Vacant)

Dr. Butler informed the Committee that Ms. Betsy Eskridge from CalTrans Aeronautics will be presenting a briefing on the ongoing aircraft noise variance process (to the California Noise Standards) via conference call. Before the presentation, Dr. Butler invited each ANAC participant to introduce him/herself. As there was no quorum present to approve meeting minutes, Dr. Butler invited Ms. Eskridge to proceed with her presentation.

Mr. Frazee introduced Ms. Eskridge in her position as an Airport Environmental Specialist for CalTrans Aeronautics. He explained that with the Airport's request for further variance from the California Noise Standards, Ms. Eskridge presentation will educate the Committee members about the process and respond to any questions that may arise. Prior to her presentation, she introduced staff from her office that will be participating in the presentation. Per Ms. Eskridge, San Diego International Airport (SDIA) is a designated "noise problem airport" and was designated such by the County of San Diego, in 1972. Because of that designation it is subject to increased aircraft noise abatement measures (such as continuous noise monitoring and in-depth quarterly reports) as described in the California Noise Standards. For more information, please see Ms. Eskridge's full presentation at the following link.

[http://www.san.org/documents/airport\\_noise/anac/11July\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/11July_Presentation_Items.pdf).

Following the presentation, Mr. Frazee asked what the implication is if CalTrans disapproves the Authority's application for further variance. Ms. Eskridge summarized a paragraph of the Noise Standards which indicated that failure to get approval results in possible revocation of the airport's State operating permit. Dr. Butler asked if Ms. Eskridge will allow members of ANAC that relay information to their constituents to contact her should questions arise from future community meetings. Ms. Eskridge replied that she prefers to be contacted via telephone at (916) - 654-5203 with any question relevant to aircraft noise from operations at SDIA.

Following the presentation and seeing a quorum is available, Dr. Butler requested a motion to approve the January 2011 and April 2011 meeting minutes. Both minutes were approved with no discussion from the members.

Before continuing Mr. Frazee informed and congratulated the Committee members as the Authority celebrates the 30<sup>th</sup> anniversary of the formation of SDIA's ANAC. He reminded the group that the first meeting was in July 1981, making this deliberative body probably the oldest continuously meeting Airport Noise Advisory Committee in the United States. He reiterated several of the Committee's significant achievements toward mitigating and attenuating unnecessary aircraft noise for the residential communities surrounding San Diego International Airport and thanked each member for his/her continued support, participation and contribution.

As an Airport Authority programs and projects update, Mr. Frazee informed the Committee that the Terminal 2 West expansion, second level roadway and aircraft parking apron on the west side of the airport is on schedule for a 2013 opening. He added that a revision to the original concept added a 14 foot high "noise wall" intended to block the majority of noise from up to 22 idling and taxiing aircraft that did not exist west of Terminal 2 prior to this project. This addition will specifically address aircraft noise issues that may come up from transient aircraft noise that has not previously existed for the residents living in the Liberty Station area. As for the terminal expansion, the last cross beam for the Green Build was put in place several weeks ago. AS the work continues, we apologize for the disruption to our passengers at the temporary relocation of 1100 parking places from in front of the west terminals to a temporary lot west of the construction site to allow for progress on the second level roadway. Mr. Frazee also mentioned that the airport's website, [www.san.org](http://www.san.org), has several links the community is invited to use to monitor the project's progress.

Additionally, British Airways initiated its non-stop service from San Diego to London, England in June. Passenger interest in direct European service is very strong, with passenger loads through October running a little ahead of that predicted. Also, Volaris, a low cost Mexican carrier, begins daily air service to Guadalajara and Mexico City in early September.

For the Curfew Violation Review Panel (CRVP) update, the Record of Decision from the August curfew panel identified five air carrier operations that were delayed by an airport power outage; they all departed during the curfew period yet were not penalized because the delay was beyond the carriers' control. Additionally, Delta Airlines and Jet Blue Airways each violated curfew twice and each carrier was penalized for these curfew violations. Mr. Frazee

explained that the collected curfew fines are used to augment the residential sound installation program and to subscribe to a web-based flight tracking system requested by the community.

Continuing, Mr. Frazee gave an update on the Federal Noise Compatibility Program (FAR Part 150) update study. Mr. Frazee recapped that an FAR Part 150 study is an examination of an airport's aircraft noise and land use compatibility. The study recently completed presents aircraft operations noise at San Diego International Airport based on 1) current conditions and 2) predicted aircraft activity five years in the future. The study dates examined were 2009 – 2014. There are two technical elements to the Part 150 study; the first being the noise exposure maps, which provide eligibility criterion for the airport's Residential Sound Insulation Program (RSIP). The second part of the study update contains actions proposed by an airport to minimize existing and future aircraft noise in the airport's noise impact area. Draft program documentation was forwarded to FAA for review on June 2010 and was accepted for review in January 2011; it was returned with recommendations on June 30, 2011. The results for update included 19 proposed elements – three noise abatement elements, three noise mitigation elements, three land use planning elements and 10 program management elements.

Two of the three sound attenuation elements and all 10 program management elements were approved and all three noise abatement elements were disapproved. Mr. Frazee read the reason for disapproval on the three noise abatement elements as well the three elements that were submitted to FAA for noise abatement. Another element that was disapproved applied to homes located at the north side of the airport. Acoustical consultant investigation into rising terrain northeast of the airport identified approximately 200 additional homes that the airport requested is added to the residential sound insulation eligibility boundary for SDIA. FAA decided that there was insufficient information provided and has asked that acoustical consultant provide additional information. All the information provided can be found on the Airport Noise webpage of the SAN website ([www.san.org](http://www.san.org)) under the Part 150 study of the Committee discussion ensued following the update regarding disapproval of the noise abatement elements. Mr. Frazee, with the help of ANAC member Mr. Paul Webb, (the Authority Project Manager of the Part 150 study before retiring) described the study process. Mr. Webb pointed out that some of the measures disapproved by FAA would benefit communities that were outside the Noise Impact Area (SDIA 65dB contour).

For the Quieter Home Program (QHP) update, Mr. Mark Gagne gave the report. Mr. Gagne thanked the members for giving the QHP staff a chance to show them around during the April meeting held at their facility. QHP program budget decreased to \$15 Million from the \$18 Million dollars received last FY, which meant fewer homes will be under construction compared to last year. 300 parcels were sound insulated this Fiscal year, including eligible condominiums, single family homes and apartment buildings. 75 dwellings are anticipated to be completed between July and October 2011. Additionally, the Program has expanded into the Golden Hill area for the first time. As of this meeting 1900 units are completed of an estimated 12,000 parcels. As of July, a 250 condominium complex on the west side of Point Loma is now 100% complete; the Point Loma Tennis Club is about 50% complete. QHP staff is beginning the design process for the Sea Colony condominiums on the west side of the airport and is still actively accepting applications from smaller condominiums on the airport's east side. A member of the Committee asked if QHP was ready to expand the eligibility boundary further. Mr. Gagne answered that about 9000 units are still remaining, yet the list of eligible residents

for the current phase is sufficient to hold off in expanding the boundary further at this time. This concluded Mr. Gagne's update.

Mr. Hollarn presented an update of year-to-date Noise Complaints. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/11July\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/11July_Presentation_Items.pdf)

A member asked if there have been any recent aircraft flight path changes by air traffic control, since participants at her last town council meeting complained about noise from aircraft they felt were turning too early and flying over Mission Beach. Mr. Hollarn had said that there have been no changes, and that more information will be provided by Mr. Cummings during his presentation on Early Turns.

Mr. Hollarn presented updated Missed Approach statistics for 2011 to-date. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/11July\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/11July_Presentation_Items.pdf)

Mr. Cummings presented updated Early Turns operations. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/11July\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/11July_Presentation_Items.pdf)

One member asked the status of the letter previously forwarded to FAA requesting reconsideration of an FAA representative to ANAC. Mr. Frazee responded that up to this date no response has been received. Dr. Butler added that at some point, with no representation from the FAA, there may have to be a policy change in the Committee whether to eliminate the position, affecting the quorum necessary for conducting the meetings; or to move the position from a voting to an ex-officio status and to forward another letter requesting representation. Dr. Butler pointed out that further discussion can be done during the New Business agenda item of the meeting.

Mr. Cummings next presented Contra-flow operations. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/11July\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/11July_Presentation_Items.pdf)

There was no public comment.

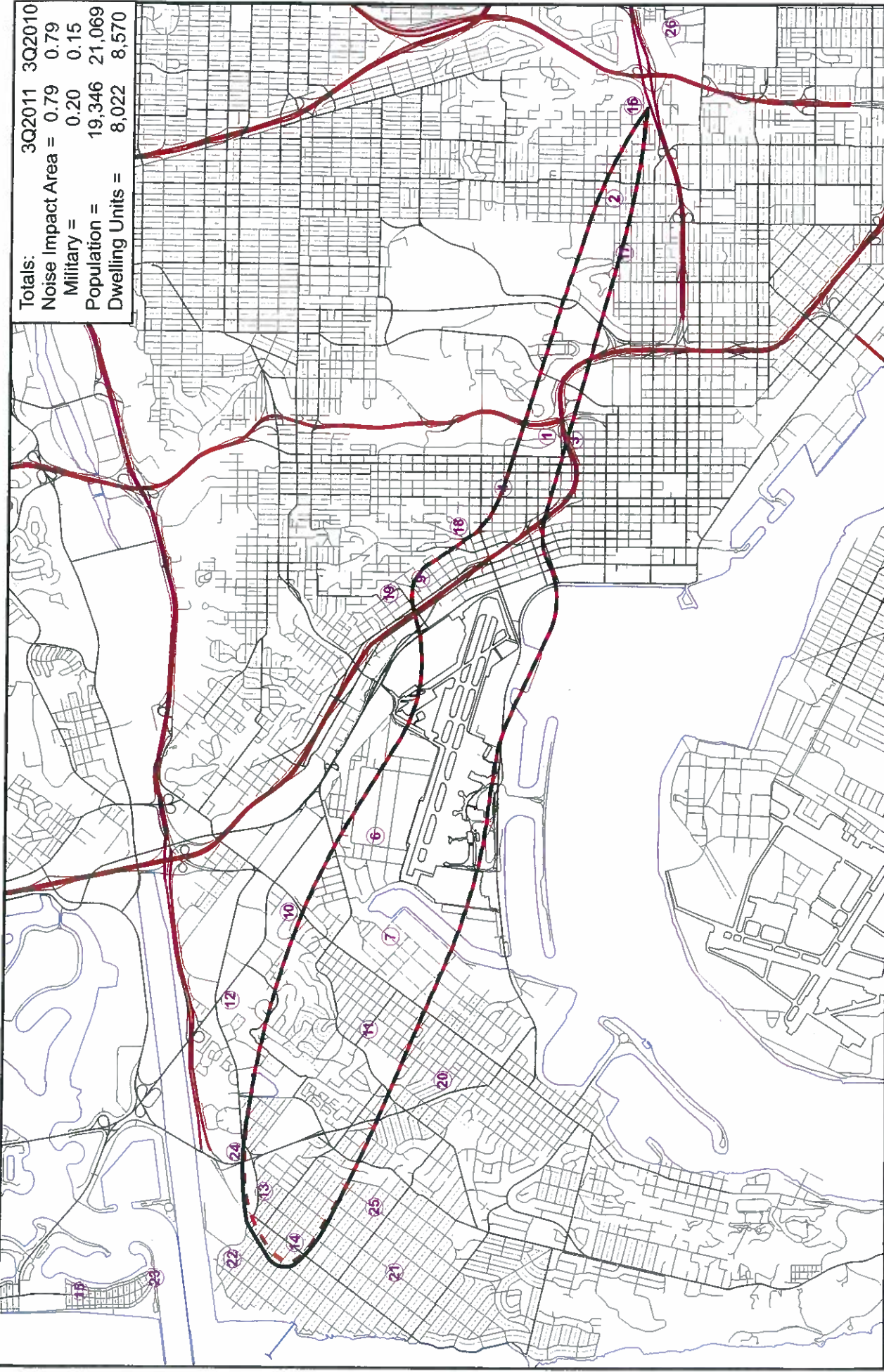
As New Business, Dr. Butler requested a motion from the Committee to draft another letter to FAA requesting action on the first letter. A motion was made, seconded, and passed unanimously. A letter will be prepared and circulated to members for comment. Additionally, a motion was initiated to move FAA membership from regular voting member to ex-officio status. The motion was withdrawn when a member suggested to "trail" such a motion to the October meeting pending possible FAA action on the two letters. Hearing no more questions, Dr. Butler adjourned the meeting at 5:30 p.m. The next meeting is scheduled for Wednesday, October 19, 2011 at 4:00 p.m. in the Noise Monitoring Room at the Commuter Terminal.

  
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Dan Erazee  
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](http://www.san.org/airportnoise/info_noise_main.asp) for the answers to commonly asked aircraft noise-oriented questions at SDIA.



Totals: 3Q2011 3Q2010  
 Noise Impact Area = 0.79 0.79  
 Military = 0.20 0.15  
 Population = 19,346 21,069  
 Dwelling Units = 8,022 8,570



**Comparison of the 2010 and 2011 Third Quarter 65 dB  
 Community Noise Equivalent Level (CNEL) Contours**

--- 3rd Quarter 2011  
 — 3rd Quarter 2010

