

QUARTERLY NOISE REPORT

October 1, 2011 through December 31, 2011



Airport Noise Mitigation Department
San Diego International Airport

March 15, 2012

QUARTERLY NOISE REPORT
For the Period
October 1 through December 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 Fourth 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



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 150

TABLE OF CONTENTS

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 October 2011

Appendix B4 --- CNEL Log for November 2011

Appendix B5 --- CNEL Log for December 2011

Appendix C - Aircraft Operations

Appendix C1 --- Commercial Flight Operations Mix, July - December 2011

Appendix C2 --- Commercial Flight Operations Mix, Fourth Quarter 2011

Appendix C3 --- Commercial Flight Operations Mix, October 2011

Appendix C4 --- Commercial Flight Operations Mix, November 2011

Appendix C5 --- Commercial Flight Operations Mix, December 2011

Appendix C6 --- Violations of the 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 October 19th, 2011 meeting

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 October 1, 2011 to December 31, 2011, to be 0.776 square miles and 0.20 square miles, respectively. As compared to the Fourth Quarter of 2010, the Noise Impact Area decreased by 0.016 square miles and the Federal Military Noise Impact Area increased by 0.05 square miles.

4 th Quarter 2011	4 th Quarter 2010	Change
0.776	0.792	-0.016
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) ¹	QUARTER CNEL (dB) ²
1	71.0	70.7
2	66.4	66.0
3	64.7	62.4
4	65.3	65.2
6	68.5	67.8
7	74.1	74.1
9	66.5	66.4
10	63.1	62.0
11	71.2	71.2
12	61.7	61.3
13	65.5	65.4
14	65.2	65.2
15	59.6	59.8
16	64.4	64.3
17	64.2	63.9
18	59.4	60.0
19	61.0	61.0
20	61.6	61.4
21	58.8	58.6
22	63.9	63.8
23	62.2	61.8
24	63.9	63.3
25	61.8	62.4
26	62.3	60.3

¹ = For the period January 1, 2011 through December 31, 2011

² = For the period October 1, 2011 through December 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	FOURTH QUARTER 2011	FOURTH QUARTER 2010	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	36,599	35,238	1,361	3.9%
Commuter	5,470	6,218	(748)	-12.0%
General Aviation	3,953	4,031	(78)	-1.9%
Military	129	133	(4)	-3.0%
TOTAL	46,151	45,620	531	1.2%

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 Fourth Quarter of 2011. The data used to compile this report was gathered during 24-hour periods on November 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 Fourth Quarter 2011 Operations Survey, an average of 427 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 53. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the Fourth Quarter 2011 Operations Survey, an average of 427 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 53. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

Fourth Quarter Comparison Single Event Noise Exposure Level (SENEL)

	November 9 - 11, 2010	November 15 - 17, 2011	Change (dB)
Departures	99.2	99.7	0.5
Arrivals	95.1	96.2	1.1

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 427 daily operations, which reflected a decrease of 16 operations from the 443 operations recorded during the Fourth Quarter of 2010.

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
November 15 through November 17, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-10F	101.4	Memphis, TN	FDX1422	600
MD-10F	100.9	Indianapolis, IN	FDX3713	1730
MD-10F	100.0	Indianapolis, IN	FDX1754	500
B767-300F	99.0	Louisville, KY	UPS922	515
B767-200F	98.2	Phoenix, AZ	ABX815	730
A300-600F	97.4	Memphis, TN	FDX906	1725
B757-200	97.2	Chicago, IL	UAL521	1410
B767-300	97.0	Honolulu, HI	HAL16	2000
B777-200	96.9	London, England	BAW273	1830
B737-400	96.7	Seattle, WA	ASA488	1625
MD-80	96.4	Dallas/Fort Worth, TX	AAL1209	1845
MD-80	96.3	Dallas/Fort Worth, TX	AAL1311	1340
B757-200	96.2	Atlanta, GA	DAL1467	1815
A300-600F	96.1	Ontario, CA	FDX1860	440
B737-400	96.1	Seattle, WA	ASA498	2000
B757-200	96.1	Dallas/Fort Worth, TX	AAL1789	955
B757-200	95.9	San Francisco, CA	UAL852	1415
B737-400	95.8	Puerto Vallarta, MX	ASA237	1620
B757-200	95.7	San Francisco, CA	UAL468	1000
B757-200	95.7	San Francisco, CA	UAL955	1740
B757-200	95.6	Dulles, VA	UAL240	2000
B757-200	95.6	Denver, CO	UAL630	2030
MD-80	95.6	Bakersfield, CA	RPN123	2130
B737-300	95.5	Las Vegas, NV	SWA787	1645
B767-300F	95.5	Honolulu, HI	UPS2968	1600
B737-300	95.4	Kansas City, MO	SWA1744	1910
B757-200	95.4	San Francisco, CA	UAL628	1215

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
November 15 through November 17, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	95.4	Dallas/Fort Worth, TX	AAL533	2300
B757-200	95.3	Atlanta, GA	DAL2267	1255
B737-300	95.1	Phoenix, AZ	SWA1381	1745
B737-300	95.1	Las Vegas, NV	SWA1684	1925
B737-800	95.1	Houston, TX	COA1126	1200
B737-800	95.1	Salt Lake City, UT	DAL2378	1210
B757-200	95.1	Atlanta, GA	DAL1692	1015
B737-500	95.0	San Antonio, TX	SWA948	1725
B757-200	95.0	Phoenix, AZ	AWE1197	1810
B757-200	95.0	Detroit, MI	DAL1635	2210
B757-200	95.0	Atlanta, GA	DAL2367	2350
MD-80	95.0	Dallas/Fort Worth, TX	AAL1243	2110
B737-400	94.9	Portland, OR	ASA236	850
B737-500	94.9	Sacramento, CA	SWA724	2130
B737-800	94.9	Chicago, IL	AAL2079	1045
B757-200	94.9	Atlanta, GA	DAL1567	2120
MD-80	94.9	Dallas/Fort Worth, TX	AAL1121	2010
B737-300	94.8	Oakland, CA	SWA2499	1830
B737-300	94.8	Oakland, CA	SWA597	1825
B737-300	94.8	Sacramento, CA	SWA798	1805
B737-300	94.8	San Jose, CA	SWA863	2055
MD-80	94.8	Dallas/Fort Worth, TX	AAL1629	1200
B737-300	94.7	Phoenix, AZ	SWA1105	1920
MD-80	94.7	Dallas/Fort Worth, TX	AAL1701	1450
MD-80	94.7	Bellingham, WA	AAY226	1030
B737-300	94.6	Austin, TX	SWA32	1740

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
November 15 through November 17, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	104.8	Dallas/Fort Worth, TX	AAL2006	1010
MD-80	104.6	Dallas/Fort Worth, TX	AAL1560	640
MD-80	104.4	Dallas/Fort Worth, TX	AAL1422	900
MD-80	104.3	Dallas/Fort Worth, TX	AAL1338	1555
MD-80	104.1	Dallas/Fort Worth, TX	AAL1604	7330
MD-80	103.7	Dallas/Fort Worth, TX	AAL414	1500
MD-80	103.7	Dallas/Fort Worth, TX	AAL504	1315
MD-80	102.4	Bellingham, WA	AAY227	1200
MD-80	102.4	El Paso, TX	RPN123	2240
B777-200	102.0	London, England	BAW272	2115
MD-10F	101.7	Memphis, TN	FDX821	700
B737-900	100.0	Newark, NJ	COA1238	815
MD-10F	100.0	Indianapolis, IN	FDX3613	650
A321	99.7	Philadelphia, PA	AWE154	2220
A321	99.6	Charlotte, NC	AWE199	2245
B767-300	99.5	Honolulu, HI	HAL15	930
A321	99.4	Charlotte, NC	AWE163	1120
MD-10F	99.4	Indianapolis, IN	FDX1654	1930
B737-800	98.6	Honolulu, HI	ASA891	930
B737-800	98.5	Maui, HI	ASA889	720
B737-800	98.4	New York, NY	DAL210	725
B737-400	98.3	Portland, OR	ASA237	1810
B737-400	98.3	Portland, OR	ASA579	1810
B737-800	98.0	New York, NY	DAL856	2240
B737-800	97.9	Newark, NJ	COA1743	2150
B737-800	97.6	New York, NY	AAL160	750
B737-800	97.6	Houston, TX	COA1642	835

TABLE 2**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
November 15 through November 17, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-900	97.5	Houston, TX	COA1586	1210
B737-800	97.4	Detroit, MI	DAL1432	1320
B737-400	97.2	Seattle, WA	ASA481	1010
B737-900	97.1	Houston, TX	COA1588	1315
B737-800	97.1	Newark, NJ	COA1655	1320
B737-800	97.0	Chicago, IL	AAL1408	945
B737-800	97.0	Chicago, IL	AAL2340	640
B737-400	97.0	Puerto Vallarta, MX	ASA236	1025
B737-800	97.0	Houston, TX	COA1606	930
B737-800	96.9	Houston, TX	COA1276	700
A300-600F	96.9	Memphis, TN	FDX1222	1935
A320	96.6	Minneapolis, MN	DAL1864	650
B737-800	96.5	Chicago, IL	AAL590	1530
A320	96.5	New York, NY	JBU184	1250
B737-800	96.4	Chicago, IL	AAL642	1210
B737-400	96.4	Seattle, WA	ASA493	645
B737-800	96.3	Cincinnati, OH	DAL1468	1210
B757-200	96.3	Atlanta, GA	DAL1592	700
A320	96.2	Philadelphia, PA	AWE150	640
B757-200	96.2	Atlanta, GA	DAL1662	810
B757-200	96.2	Atlanta, GA	DAL1792	2255
B757-200	96.2	Dulles, VA	UAL970	755
A320	96.1	New York, NY	JBU186	2120
B737-400	96.0	Portland, OR	ASA573	650
B737-800	96.0	Houston, TX	COA1269	1455
A320	96.0	Boston, MA	JBU412	2205

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

Survey of three days during the Fourth Quarter of 2011

These numbers are the averages for operations for November 15 to November 17, 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+	25	8	4	26	3	10	3						79
B712													0
B72Q													0
B733+	80	26	12	88	20	12	3			1			242
B747+													0
B757+	9	3	2	11	1	2							28
B767+	2	1	1	3	1								8
B777+	1				1								2
DC10	2		1	2	1								6
DC87													0
DC8Q													0
DC9Q													0
E170/190	1			1									2
MD80+	4	3	1	6		2							16
MD90	1			1									2
RJ+	13	4	2	11	5	3							38
TOTAL	152	45	23	164	31	27	6			1			427

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; Includes CRJ2/7/9, E135/40/45

AIRCRAFT NOISE COMPLAINTS

During the Fourth Quarter of 2011 Airport Noise Mitigation received a total of 29 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 Fourth Quarter of 2011

DIRECTION FROM AIRPORT		October	November	December	TOTAL
NORTH	Mission Hills	1		1	2
	Pacific Beach	2			2
EAST	Golden Hill	2			2
	Uptown		1		1
	Famosa	2	1		3
	Liberty Station	1			1
WEST	Loma Portal	1	1	3	5
	Ocean Beach	3	1		4
	Point Loma	3	5	1	9
TOTAL COMPLAINTS		15	9	5	29

The 29 complaint calls recorded during the Fourth Quarter 2011 reflect a decrease of 27 calls from the 56 received during the Fourth 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 Fourth Quarter 2011 Final Enforcement Actions.

FOURTH QUARTER 2011 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
10/25/2011	2335L	U.S. Immigration & Custom Enforcement 3520 (Ryan International Airlines)	MD82 ; Stage 3	\$6,000
11/15/2011	2340L	U.S. Immigration & Custom Enforcement 3521 (Ryan International Airlines)	MD82 ; Stage 3	\$10,000
12/28/2011	2351L	British Airways 272	B772 ; Stage 3	No Penalty

Appendix C6 contains the Curfew Violation Summary from 1989 to present.

RESIDENTIAL SOUND ATTENUATION PROGRAM

Per the requirements of San Diego International Airport's Variance agreement, the following information is provided to serve as an update on the Residential Sound Attenuation Program (RSAP), also known as the Quieter Home Program (QHP), the Airport sponsored sound insulation program.

To date, the Quieter Home Program has established seven (7) eligibility boundaries. The seven boundaries are the Pilot/Phase 1A Boundary, the Phase 1B Boundary, the Phase 1C Boundary, the Supplemental Expansion Boundaries 1, 2, & 3, and the 2014 68 dB CNEL boundary.

Within each boundary there have been subsets, called phases. The table below details the program status, by phase, as of the end of this calendar quarter.

Program Phase	Dwellings	Percent Complete
Pilot/Phase 1A	90	100%
Phase 1B	149	100%
Phase 1C/1D	329	100%
Phase 2	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	76	90% complete
Phase 5, Group 7	190	100%
Phase 5, Group 8	50	90% complete
Phase 5, Group 9	25	100%
Phase 5, Group 10	51	100%
Phase 5, Group 11	141	70% complete
Phase 5, Group 12	32	80% complete
Phase 6, Group 1	37	50% complete
Phase 6, Group 2	27	80% complete
Phase 6, Group 3	82	50% complete
Phase 6, Group 4	25	70% complete
Phase 6, Group 5	59	50% complete
Phase 6, Group 6	47	50% complete
Phase 6, Group 7	57	50% complete
Phase 6, Group 8	43	50% complete
Phase 6, Group 9	57	40% complete
Phase 6, Group 11	53	30% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the October 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 = 0.776 miles²; Federal Military Noise Impact Area = 0.20 miles²

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

7,970 ** (QHP Insulated units = 2,210)

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

19,235 ** (QHP Insulated = 4,729)

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): 24

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

46,151

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

36,599

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:

5,470

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

3,953

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

129

Form DOA 618, 11/21/89

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

AIRCRAFT NOISE MONITORING SYSTEM

Noise Monitoring Locations _____ B1

Noise System Thresholds _____ B2

CNEL Log for October 2011 _____ B3

CNEL Log for November 2011 _____ B4

CNEL Log for December 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 October 1, 2011 to December 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	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
October 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	66.1	61.2	64.3	67.4	73.2	66.2	61.2	70.5	59.6	64.2
2	70.0	65.6	61.6	64.4	67.9	74.2	67.1	62.2	71.2	61.1	64.9
3	70.8	66.1	62.4	64.9	68.1	74.3	65.0	62.7	71.4	63.3	66.5
4	72.0	67.6	62.9	66.5	68.3	74.5	67.5	62.9	71.8	61.8	66.3
5	72.5	68.1	62.4	66.0	69.3	74.9	70.1	63.9	72.1	62.9	66.8
6	72.9	68.0	64.9	66.0	69.3	74.0	67.6	64.4	71.2	63.1	66.7
7	72.3	67.9	64.9	65.9	68.3	74.4	63.4	62.8	72.1	62.2	66.5
8	68.7	64.3	60.2	62.5	67.1	72.8	65.5	60.8	70.2	59.7	64.4
9	69.5	65.2	61.1	63.7	67.6	73.5	66.1	61.8	70.5	59.9	64.7
10	70.4	65.7	62.5	64.4	67.9	74.3	67.8	62.7	72.4	61.6	65.4
11	70.1	65.1	61.6	65.0	67.9	74.9	66.2	61.4	71.2	59.9	65.1
12	70.4	65.3	60.5	70.7	67.8	74.1	67.4	61.9	71.3	60.4	64.9
13	70.1	66.2	61.2	68.9	68.3	74.6	66.1	61.6	71.6	60.9	65.1
14	72.9	67.8	65.7	69.4	67.8	74.5	66.7	62.2	71.5	61.3	65.1
15	69.9	65.4	61.8	63.4	67.1	73.3	64.8	60.7	70.0	59.0	64.1
16	70.2	66.0	63.1	64.4	67.5	74.0	64.2	61.5	70.2	59.0	64.1
17	68.7	63.7	67.4	68.7	66.6	75.2	66.5	59.8	72.2	61.4	64.3
18	70.0	63.7	66.9	67.9	67.3	75.7	65.0	58.3	72.6	56.3	62.5
19	70.9	66.5	61.0	66.1	68.1	76.0	66.7	59.5	72.6	59.2	64.4
20	71.9	67.6	60.8	65.4	68.9	75.2	67.4	0.0	72.7	62.4	66.2
21	72.0	67.1	65.4	66.3	67.6	74.4	65.9	63.0	71.8	63.1	66.2
22	69.1	64.3	63.6	63.9	65.5	73.0	65.3	58.3	70.8	57.3	63.6
23	71.0	66.7	65.4	67.4	66.8	74.1	65.8	59.9	70.6	58.0	63.4
24	71.1	66.5	63.7	64.4	68.4	74.5	66.2	62.3	71.8	63.2	65.7
25	72.0	67.5	62.5	65.4	68.7	74.3	67.6	62.4	71.7	62.4	66.3
26	72.5	67.8	64.7	65.7	68.7	74.5	68.2	61.8	71.4	61.9	66.8
27	71.8	66.1	63.3	65.2	68.2	74.5	68.1	62.7	71.5	61.3	65.6
28	71.4	65.6	64.5	65.0	67.8	73.3	67.3	62.0	70.2	61.1	64.6
29	68.8	63.6	60.4	62.4	66.6	72.8	65.5	60.2	69.5	59.2	63.3
30	68.9	64.1	62.2	63.4	67.1	74.2	64.4	61.3	71.4	59.8	64.4
31	69.4	62.8	62.3	65.6	67.7	74.7	67.1	61.8	71.3	63.1	64.9
Month	70.9	66.1	63.4	66.0	67.8	74.3	66.6	61.8	71.4	61.1	65.2

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log October 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	66.0	57.3	63.6	63.7	56.3	57.4	61.7	58.6	62.6	59.8	61.5	62.2	60.7
2	65.9	57.5	63.2	64.1	57.3	61.0	61.2	58.7	63.3	60.8	62.6	62.7	60.5
3	66.1	60.1	63.9	64.0	59.2	56.2	62.4	60.0	65.1	62.3	64.2	63.6	64.8
4	66.5	60.5	65.4	64.7	63.5	60.4	62.3	60.5	64.7	62.6	64.3	63.9	64.3
5	66.5	61.7	66.3	65.7	68.6	65.0	62.4	59.5	65.2	63.8	65.1	63.3	64.7
6	65.8	62.8	65.6	65.7	64.1	61.5	63.1	61.0	65.7	63.9	65.2	64.2	62.0
7	67.0	59.8	65.5	65.5	59.2	61.1	62.7	60.5	64.9	62.5	64.2	64.4	57.8
8	65.4	57.5	62.2	62.2	54.1	61.3	61.1	61.2	62.9	60.8	62.1	62.9	*
9	65.8	57.3	62.5	63.7	58.8	59.9	61.6	59.4	63.4	60.9	62.1	62.7	*
10	65.9	*	63.9	63.9	59.2	61.0	62.6	59.6	64.1	61.5	63.7	62.8	*
11	66.0	*	62.7	63.8	57.6	59.4	60.7	56.9	63.8	61.4	62.8	61.8	*
12	65.6	*	63.2	63.5	60.0	63.1	62.5	57.9	63.1	61.4	62.7	62.4	*
13	65.2	*	64.9	64.2	58.8	60.6	61.0	57.1	63.5	62.4	63.3	61.3	*
14	65.5	*	65.1	64.7	61.2	61.6	60.5	57.1	63.2	62.2	63.6	61.6	*
15	61.9	*	63.3	63.1	57.0	56.2	60.0	57.8	62.6	61.1	62.0	61.2	*
16	63.9	*	63.4	64.2	55.4	54.5	60.2	56.1	62.3	59.9	61.9	60.6	*
17	64.6	*	61.9	62.7	65.2	58.8	60.9	57.7	62.1	59.1	60.6	61.5	*
18	63.9	*	61.1	61.5	62.5	56.2	58.0	53.5	60.5	58.7	58.5	58.5	*
19	64.3	*	64.1	64.1	59.5	60.1	59.4	55.2	62.5	59.4	62.0	60.0	*
20	65.4	*	65.5	64.6	56.5	61.7	62.3	57.8	64.0	0.0	64.4	62.6	*
21	65.4	*	64.9	65.2	57.9	58.7	62.3	59.5	64.4	62.7	64.0	63.5	*
22	66.5	*	62.0	61.9	57.9	59.3	57.5	54.1	62.0	58.5	60.7	59.0	*
23	64.4	*	63.9	64.2	62.1	59.1	57.2	52.7	61.4	57.2	60.9	58.0	*
24	65.5	*	63.8	64.2	57.1	58.9	61.4	59.2	64.0	62.7	63.9	61.7	*
25	65.3	*	64.8	65.0	55.0	60.7	65.2	59.8	65.2	62.0	64.1	63.5	*
26	64.9	*	64.9	65.7	57.2	62.4	62.6	60.2	65.2	62.8	64.4	64.0	*
27	66.3	*	64.0	64.1	60.2	62.7	61.8	58.9	63.9	61.6	63.2	63.0	*
28	65.2	*	64.5	63.9	60.7	59.7	60.8	57.6	63.0	61.0	62.7	61.7	*
29	64.5	*	62.7	61.5	59.4	60.2	59.1	56.7	61.7	58.9	60.9	60.8	*
30	66.0	*	61.7	62.7	58.3	59.7	60.2	58.0	63.1	59.9	61.9	61.5	*
31	66.7	*	62.6	61.1	57.0	61.8	61.3	58.6	63.4	60.3	62.4	63.0	*
Month	65.5	59.8	63.9	64.0	60.6	60.5	61.4	58.5	63.6	62.3	63.0	62.3	62.7

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
November 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	70.8	66.7	63.7	66.0	68.4	75.8	66.6	62.8	72.9	61.0	66.2
2	70.4	64.8	62.5	65.9	68.6	75.9	66.5	62.9	72.4	61.6	65.4
3	70.8	66.6	63.3	65.1	68.3	75.0	67.5	62.9	71.8	61.4	65.7
4	73.1	68.6	62.3	66.2	69.8	75.1	67.6	64.5	71.8	63.6	66.7
5	69.6	65.3	61.1	62.9	67.3	73.8	65.3	60.0	70.8	60.4	65.4
6	71.6	67.2	59.3	65.3	67.6	74.7	68.6	63.0	72.0	61.7	66.1
7	70.9	65.9	63.0	64.9	68.7	75.2	66.0	62.4	72.6	62.8	67.2
8	71.3	66.3	63.2	64.4	68.5	73.9	66.9	62.8	71.2	61.4	65.9
9	69.9	64.1	60.1	63.6	68.3	73.5	67.6	61.9	70.3	60.6	64.6
10	69.7	64.8	60.8	63.8	68.4	74.0	66.9	61.9	71.0	60.6	65.2
11	69.2	65.1	60.9	63.9	67.7	74.4	63.1	62.1	71.8	61.3	65.4
12	69.2	64.8	64.5	69.2	66.3	74.7	64.9	57.4	72.8	60.4	64.5
13	71.2	66.7	61.2	64.5	67.5	74.3	66.7	63.2	71.5	61.5	65.8
14	71.1	66.1	61.4	64.3	68.4	74.4	69.0	63.6	71.6	64.8	67.0
15	71.9	66.9	62.9	65.6	68.4	74.0	64.3	63.3	71.3	62.0	66.8
16	72.3	68.1	63.3	65.8	68.3	74.6	63.9	63.1	71.9	62.1	66.5
17	72.3	67.2	64.5	66.1	68.4	74.3	66.5	62.1	71.5	60.4	65.5
18	72.3	68.0	61.0	65.8	68.6	74.9	67.8	62.6	72.0	62.8	66.1
19	70.2	66.0	60.1	63.5	67.8	72.9	65.7	61.8	70.0	61.8	65.3
20	71.2	67.1	59.4	65.0	69.1	75.3	67.0	63.2	72.3	62.4	66.9
21	71.3	65.9	63.5	64.2	68.9	74.9	67.2	63.7	72.1	63.8	67.5
22	73.9	67.8	63.1	66.4	69.2	74.3	66.4	63.9	71.6	61.9	66.6
23	73.8	68.5	62.6	66.7	69.3	74.7	67.4	64.0	72.2	62.8	67.4
24	66.8	62.7	56.1	60.8	65.6	72.8	59.6	61.0	70.2	59.9	64.2
25	71.5	66.6	62.1	64.6	66.8	73.5	62.9	62.0	70.8	61.3	65.6
26	69.2	64.2	60.1	63.0	67.8	73.4	67.0	61.3	70.4	59.8	64.5
27	65.1	63.2	57.1	62.2	68.4	73.4	64.9	60.5	70.3	59.2	64.4
28	68.4	64.4	59.5	63.2	67.6	73.8	65.4	61.6	70.5	62.7	64.2
29	70.3	65.1	60.6	65.1	67.6	73.0	67.7	61.5	69.8	60.7	64.3
30	72.0	67.4	65.9	66.8	68.0	73.7	66.4	62.9	70.8	61.7	65.0
Month	71.0	66.3	62.1	65.1	68.2	74.3	66.4	62.5	71.4	61.7	65.8

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
November 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	67.3	*	64.0	64.1	59.4	59.8	61.5	58.0	64.5	62.5	64.0	62.7	*
2	67.7	*	63.7	63.1	60.7	61.3	60.6	57.4	63.6	61.3	63.5	61.8	*
3	66.1	*	66.0	63.9	57.5	62.5	62.9	58.5	63.9	62.7	64.3	62.1	*
4	66.4	*	66.7	66.2	60.1	62.6	63.2	60.2	65.1	63.2	64.8	63.8	*
5	63.6	*	64.0	63.1	58.1	64.1	62.8	59.4	63.9	63.0	63.1	63.5	*
6	67.0	*	65.6	65.1	57.1	64.5	63.1	59.7	64.5	62.1	63.7	63.5	*
7	65.5	*	64.1	64.1	58.8	59.5	63.2	60.9	65.8	63.7	65.0	64.8	*
8	66.6	*	64.5	64.1	59.9	61.6	63.3	59.8	64.6	62.7	63.8	63.6	*
9	65.0	*	63.8	62.6	64.3	63.8	61.8	57.8	63.0	61.8	63.2	58.7	*
10	65.4	*	64.2	62.9	57.9	61.4	61.0	57.4	63.6	62.0	63.7	61.5	*
11	64.3	*	63.6	63.0	55.2	59.0	61.1	57.5	63.4	62.0	63.5	62.0	*
12	66.3	*	65.2	64.4	56.8	60.6	64.0	58.2	63.1	61.9	62.0	61.5	*
13	65.1	*	64.8	65.0	58.6	62.5	61.8	59.1	64.4	62.4	63.6	63.3	*
14	64.5	*	64.3	63.7	57.6	65.2	62.6	59.8	65.5	62.5	64.6	64.1	*
15	64.2	*	64.5	64.8	59.3	56.4	62.1	60.0	65.4	62.7	64.4	63.9	*
16	66.9	*	65.0	65.5	59.7	55.6	62.0	59.4	65.0	62.8	64.7	63.3	*
17	66.0	*	64.8	64.5	57.9	59.0	60.5	58.2	64.1	61.3	63.3	61.7	*
18	64.1	*	66.0	65.1	57.9	61.7	62.1	58.5	64.2	60.0	64.4	62.9	*
19	63.7	*	64.2	63.6	58.5	60.9	61.5	59.3	64.1	64.0	63.9	62.9	*
20	64.9	*	65.3	64.6	59.7	62.0	62.1	59.0	65.2	63.5	65.1	62.6	*
21	66.5	*	64.1	64.5	56.4	61.2	62.9	61.0	65.9	62.5	65.1	65.2	*
22	66.1	*	65.6	65.8	56.0	59.6	63.3	61.0	65.3	62.3	64.6	65.0	*
23	67.2	*	67.3	65.9	61.5	63.4	62.7	60.1	65.9	62.0	65.4	63.9	*
24	66.3	*	60.2	61.0	52.2	52.4	59.7	58.2	62.9	61.0	62.1	62.0	*
25	64.5	*	64.3	64.5	55.5	54.6	61.3	59.2	63.9	60.6	63.4	63.0	*
26	65.4	*	63.7	62.1	61.9	62.6	60.0	57.3	62.9	60.2	62.1	61.3	55.3
27	64.7	*	61.3	61.8	56.1	57.1	59.7	57.2	62.8	59.9	62.6	60.9	58.2
28	64.0	*	63.3	62.4	60.7	59.9	59.4	56.2	62.6	59.0	62.6	60.0	54.1
29	65.1	*	63.8	63.3	60.3	62.4	59.9	56.7	63.0	59.5	62.8	61.0	58.3
30	64.3	*	65.8	64.7	62.8	61.5	60.5	58.0	63.5	61.2	63.6	61.8	62.1
Month	65.6	N/A	64.6	64.1	59.2	61.4	61.9	58.9	64.3	62.0	63.8	62.8	58.5

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
December 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	70.0	66.1	61.7	64.8	67.0	72.2	64.4	62.4	69.6	60.9	64.9
2	71.3	67.0	61.8	64.9	68.2	73.6	66.9	63.0	71.1	63.1	65.5
3	67.5	63.7	60.2	62.1	66.4	73.8	62.0	61.2	71.4	60.6	64.9
4	68.9	65.1	60.7	63.1	64.4	70.3	62.1	59.4	67.7	58.7	62.5
5	66.0	63.3	59.9	61.5	67.0	73.0	63.0	62.0	70.5	61.3	65.3
6	69.4	62.5	60.0	63.5	67.7	72.2	66.2	62.1	69.3	60.6	64.0
7	70.2	*	58.8	63.4	68.5	72.7	66.8	62.5	69.3	61.4	63.3
8	71.5	67.8	60.5	64.5	68.4	73.2	68.0	63.1	69.8	61.6	64.8
9	71.4	66.2	62.8	64.8	67.7	72.5	68.2	62.1	69.6	62.3	64.6
10	*	*	*	*	*	*	*	*	*	*	*
11	*	*	*	*	*	*	*	*	*	*	*
12	69.1	65.3	66.7	66.1	62.0	72.5	62.9	59.6	70.1	60.4	64.7
13	72.0	67.2	61.4	65.0	*	75.6	69.1	63.0	73.1	62.7	67.1
14	71.9	67.1	63.1	65.0	*	74.8	63.6	63.5	72.2	63.0	66.9
15	72.3	67.7	63.3	65.2	*	75.7	69.5	64.7	72.9	63.2	67.0
16	71.1	65.9	67.7	68.5	*	74.7	67.2	60.8	72.0	61.2	65.7
17	71.1	66.2	61.0	64.0	*	74.0	65.1	61.4	71.1	61.2	65.6
18	71.4	67.1	59.7	65.1	*	74.1	66.9	63.3	71.3	62.0	66.4
19	71.4	66.6	61.8	64.9	*	75.6	65.3	60.2	73.2	63.4	67.9
20	72.5	68.0	63.2	65.9	68.9	74.7	66.6	64.1	71.8	62.5	66.7
21	72.4	67.8	60.4	66.6	70.1	77.1	69.3	64.7	74.5	64.1	68.8
22	68.7	65.5	59.5	64.0	67.7	74.9	63.0	61.9	71.7	60.7	65.9
23	70.8	65.8	63.1	64.6	68.0	73.2	65.4	61.6	70.0	59.6	63.2
24	66.6	62.0	55.7	61.8	65.8	70.4	64.3	57.8	66.9	55.8	60.5
25	64.7	62.4	53.5	60.7	65.0	70.3	64.8	58.5	67.0	56.9	61.7
26	68.5	65.2	57.1	63.4	67.8	72.3	64.4	61.0	69.0	59.5	63.4
27	71.0	65.9	62.0	64.8	69.0	73.8	67.5	63.0	70.9	61.4	66.5
28	71.8	66.2	60.7	66.3	69.1	74.2	68.9	62.2	70.8	61.0	64.9
29	70.5	65.8	58.1	65.2	68.7	75.1	67.3	63.2	72.1	61.7	65.9
30	68.7	64.3	*	66.8	68.5	76.4	68.0	62.5	73.8	61.3	65.5
31	65.8	61.7	*	61.8	66.0	73.0	63.7	59.8	70.2	58.0	63.8
Month	70.0	65.5	61.5	64.5	67.3	73.6	66.1	61.9	70.8	61.1	65.1

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
December 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	63.0	*	64.3	64.3	56.3	58.3	61.2	58.9	63.5	54.4	63.1	62.5	59.4
2	66.7	*	66.1	64.4	59.4	62.6	61.6	59.3	63.9	57.7	63.6	63.0	60.1
3	66.6	*	63.0	61.2	55.1	61.4	60.6	58.8	63.6	56.9	62.2	62.8	59.4
4	61.5	*	63.3	63.1	58.8	56.6	58.1	55.0	60.8	55.4	61.1	58.9	59.2
5	66.1	*	62.3	61.9	54.6	56.7	62.2	59.9	64.8	56.6	63.1	63.5	60.2
6	64.4	*	63.3	63.1	58.0	60.7	60.0	58.7	62.3	50.8	62.8	62.7	56.7
7	63.8	*	63.7	62.9	61.5	62.4	60.3	57.1	61.4	46.6	62.2	60.6	57.6
8	65.7	*	65.3	64.6	63.9	61.7	60.7	58.4	63.0	43.6	63.4	62.4	59.9
9	65.8	*	65.8	64.3	58.7	62.5	60.5	57.8	63.3	46.3	62.9	61.8	59.1
10	*	*	*	*	*	*	*	*	*	*	*	*	*
11	*	*	*	*	*	*	*	*	*	*	*	*	*
12	63.6	*	64.5	63.4	63.1	60.2	61.2	56.5	62.6	44.7	62.0	60.5	56.8
13	65.9	*	65.9	64.8	51.8	63.3	62.9	60.2	65.4	44.6	64.7	64.6	61.5
14	65.5	*	65.2	64.8	59.7	58.1	62.6	60.3	65.4	48.8	64.6	64.2	67.3
15	66.2	*	65.8	65.4	56.4	63.6	63.0	61.2	65.6	48.7	64.8	65.0	*
16	63.6	*	65.8	65.1	64.7	61.1	61.3	59.2	64.2	47.9	63.2	63.0	59.4
17	64.0	*	64.6	63.6	56.4	60.6	61.6	59.3	64.2	50.9	63.5	63.2	60.0
18	64.5	*	65.4	65.0	58.9	62.0	61.7	59.8	64.8	50.1	64.2	63.5	60.9
19	66.2	*	65.3	64.7	55.6	63.8	62.4	60.2	66.0	46.6	65.5	64.0	60.5
20	65.7	*	66.4	66.0	58.7	61.5	62.7	59.9	65.2	46.6	64.7	63.9	58.9
21	66.4	*	66.1	65.5	60.3	64.2	63.4	60.6	67.6	49.6	66.8	64.4	54.1
22	63.9	*	63.5	63.3	54.3	57.1	61.8	59.4	64.5	48.1	63.3	63.7	51.2
23	63.0	*	65.3	64.1	61.5	60.3	60.2	56.4	61.1	49.6	61.5	60.7	54.1
24	58.3	*	62.9	60.0	58.6	59.3	56.0	52.1	58.8	44.9	58.1	57.0	*
25	58.9	*	61.0	60.3	57.9	61.0	57.1	54.3	60.6	47.7	59.6	58.4	*
26	63.3	*	64.4	63.3	62.4	59.2	58.7	55.3	61.7	59.1	61.7	59.7	*
27	63.2	*	65.1	64.5	62.5	62.7	61.6	58.3	64.8	52.8	64.2	62.3	*
28	65.3	*	66.5	64.5	63.1	65.7	60.7	57.2	63.4	50.5	63.0	61.5	58.3
29	66.2	*	64.1	63.8	62.8	62.6	61.5	58.3	64.1	52.8	63.9	62.2	*
30	68.4	*	63.1	62.9	62.8	61.9	61.0	58.0	63.8	53.5	62.9	62.2	*
31	64.1	*	58.9	59.9	56.9	57.2	59.3	56.8	62.0	46.3	59.9	61.0	*
Month	64.6	*	64.3	63.5	59.9	61.2	60.8	58.3	63.6	51.9	63.0	62.2	59.6

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, July-December 2011 _____ C1

Commercial Flight Operations Mix, Fourth Quarter 2011 _____ C2

Commercial Flight Operations Mix, October 2011 _____ C3

Commercial Flight Operations Mix, November 2011 _____ C4

Commercial Flight Operations Mix, December 2011 _____ C5

Curfew Violation Summary, 1989 --- Present _____ C6

APPENDIX C1

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JULY TO DECEMBER 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																						199		2	199	398
A310																						40			42	84
A318									95																95	190
A319	178			364	586				586				324		464	24	10	298							2248	4496
A320				552	150				659				1506		1506	478	713	5						2	4065	8130
A321																									1176	2352
A330+				1																					1	2
B712																									0	0
B71Q																									0	0
B72Q																								2	50	100
B733												5135				4					36	12		2	5139	10278
B734		630										630												5	635	1270
B735																								5	630	1260
B736																			4						4	8
B737		326		2								10396		76	49				117					2	10968	21936
B738		1218		1106										14	1082				2					5	4421	8842
B739		101													551									1	652	1304
B747+																								1	1	2
B752				255											1131	234							1	6	2614	5228
B753															18									1	20	40
B762				15																	127			3	145	290
B763				9											19									2	530	1060
B764															3										3	6
B772																									182	364
CRJ2																									973	1946
CRJ7																51									862	1724
CRJ9																117									338	676
DC87																									0	0
ERJ+	184									64														1	1866	3732
MD10																									400	800
MD11																									1	2
MD80+																								119	1488	2976
MD90																									172	344
TOTALS	362	2275	79	2563	1787	182	3319	185	659	895	1635	16161	324	90	4823	2084	723	303	123	127	36	652	183	150	39920	79840
B190																									0	0
BE99																									143	286
C208																									437	874
E120																									1782	3564
PA31																									0	0
SF34																									0	0
SW3/4																									126	252
TOTALS	362	2275	79	2563	1787	182	3319	185	659	895	1635	16161	324	90	4823	2084	723	303	123	127	36	652	183	150	39920	79840

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E170, E190)
 Other / Non-Transport Category = 5 USAF C17, 1 USAF K35R, 1 AAH B73Q, 1 USCG C130, 1 KIWI C130, 2 G/A L100

APPENDIX C2
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- FOURTH 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																						84			84	168	
A310																						40		2	42	84	
A318					9																				9	18	
A319	86				287		128						269		207	20	3	149								2298	
A320					71		222		307						755	216	369	5						2	1947	3894	
A321																604										1208	
A330+							1																		1	2	
B712																									0	0	
B71Q																									0	0	
B72Q															12										12	24	
B733						2311									2313										2313	4626	
B734		354													354										354	708	
B735						288									288					2					288	576	
B736						5288									5288				2						2	4	
B737		144													24	28			2						5538	11076	
B738		608			526		535								14	476			1					3	2163	4326	
B739		29													306										335	670	
B747+																								1	1	2	
B752							504								583	96							1	1	1277	2554	
B753															6										6	12	
B762																								3	68	136	
B763							28	93							11									1	232	464	
B764															3										3	6	
B772																									90	180	
CRJ2																										90	
CRJ7											457															478	956
CRJ9											348															431	862
DC87											89															157	314
ERJ+	92									12																0	0
MD10																										872	1744
MD11																						203				203	406
MD80+																						1				1	2
MD90							124																	58		699	1398
TOTALS	178	1135	40	1225	851	90	1542	93	307	379	894	7887	269	38	2375	1027	372	154	57	63	0	340	96	71	19483	38966	
B190																										0	0
BE99																										73	146
C208																										224	448
E120																										869	1738
PA31																										0	0
SF34																										0	0
SW3/4																										62	124
TOTALS	178	1135	40	1225	851	90	1542	93	307	379	1763	7887	269	38	2375	1027	372	154	57	136	0	564	158	71	1228	2456	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E170, E190)
 Other / Non-Transport Category = 3 USAF C17, 1 USCG C130, 1 G/A L100

APPENDIX C3

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

3/12/2012	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																									37	74
	A310																									0	0
	A318																									2	4
	A319	31						54			2			91		95	3		53							447	894
	A320							59			120					208	79		1							596	1192
	A321										23						181									181	362
	A330+																									0	0
	B712																									0	0
	B71Q																									0	0
	B72Q																									0	0
	B733												763				2									765	1530
	B734																									108	216
	B735												139													139	278
	B736																									0	0
	B737												1794			5					22					1850	3700
	B738		21					224								155				1						794	1588
	B739		234												3	90										95	190
	B747+		5												8	229	40									1	2
	B752																									493	986
	B753																									0	0
	B762																									23	46
	B763															4										65	130
	B764																									0	0
	B772																									31	62
	CRJ2																									169	338
	CRJ7																									139	278
	CRJ9																									55	110
	DC87																									0	0
	ERJ+																									272	544
	MD10																									64	128
	MD11																									0	0
	MD80+																									244	488
	MD90																									26	52
	TOTALS	62	368	10	432	267	31	549	31	113	146	305	2696	91	11	786	336	113	54	23	21	0	101		6596	13192	
	B190																									0	0
	BE99																									25	50
	C208																									74	148
	E120																									274	548
	PA31																									0	0
	SF34																									0	0
	SW3/4																									20	40
	TOTALS	62	368	10	432	267	31	549	31	113	146	579	2696	91	11	786	336	113	54	23	46	0	175	49	21	393	786

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 L100

APPENDIX C4

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- NOVEMBER 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																						33			33	66
A310																						7			2	18
A318									4																	8
A319	25			53					88				88		44	3		38								684
A320				64					98	24					291	70	130	1						2		1360
A321							1									193										386
A330+																										2
B712																										0
B71Q																										0
B72Q																										0
B733												756														1512
B734		126																								126
B735												82														252
B736																										164
B737		60										1729		7	5				2							4
B738		181					173							3	146				15							3632
B739		4													87											1348
B747+																										182
B752							166								170	31							1			0
B753															6											792
B762																										12
B763																					21					42
B764															2								32	1		138
B772																										0
CRJ2																										58
CRJ7																										298
CRJ9																										149
DC87																										256
ERJ+	30																									100
MD10																										0
MD11										3																570
MD80+																										128
MD90																								20		0
TOTALS	55	371	13	403	278	29	499	31	98	119	271	2567	88	10	751	327	133	39	17	21	0	104	33		6282	12564
B190																										0
BE99																										46
C208																										23
E120																										70
PA31																										140
SF34																										280
SW3/4																										560
TOTALS	55	371	13	403	278	29	499	31	98	119	551	2567	88	10	751	327	133	39	17	44	0	174	54	25		394

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 USAF C17

**APPENDIX C5
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- DECEMBER 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																						14			14	28
A310																						33				66
A318									3																	3
A319				21					79																	360
A320	30			99					96	24			90		68	14		58								671
A321															256	67		3								230
A330+																230										460
B712																										0
B71Q																										0
B72Q																						12				24
B733												792														792
B734		120										67														120
B735																										240
B736																										134
B737		63										1765		9	18				17							0
B738		193					138							8	175										3	1872
B739		20													129											695
B747+																										149
B752							152								184	25										0
B753																										388
B762																										0
B763							25	31							5						21					24
B764															3											48
B772																										98
CRJ2																										3
CRJ7																										98
CRJ9																										3
DC87																										6
ERJ+	31																									60
MD10																										30
MD11																										160
MD80+																										320
MD90							59																			164
TOTALS	61	396	17	390	306	30	494	31	96	114	318	2624	90	17	838	364	126	61	17	21	0	135	34		6605	
B190																										0
BE99																										25
C208																										50
E120																										80
PA31																										160
SF34																										315
SW3/4																										0
TOTALS	61	396	17	390	306	30	494	31	96	114	633	2624	90	17	838	364	126	61	17	46	0	215	55	25	441	

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 USCG C130



SAN DIEGO
INTERNATIONAL
AIRPORT

Appendix C6

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

1989 - Present

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

Legend

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

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

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

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

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

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

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

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

QTR	2010	PENALTY	2011	PENALTY	2012	PENALTY
1ST	Chrysler Avtn. (GA) Delta Virgin America Virgin America Delta	\$2,000 \$6,000 \$2,000 \$6,000 \$18,000	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 Ryan (C)	NP \$10,000 NP CVRP \$2,000		
4TH	jetBlue Continental jetBlue Delta jetBlue	\$2,000 NP \$6,000 NP NP	Ryan (C) Ryan (C) British Airways	\$6,000 \$10,000 NP		
FINES		\$94,000		\$116,000		\$0,000

AIRCRAFT NOISE COMPLAINTS

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

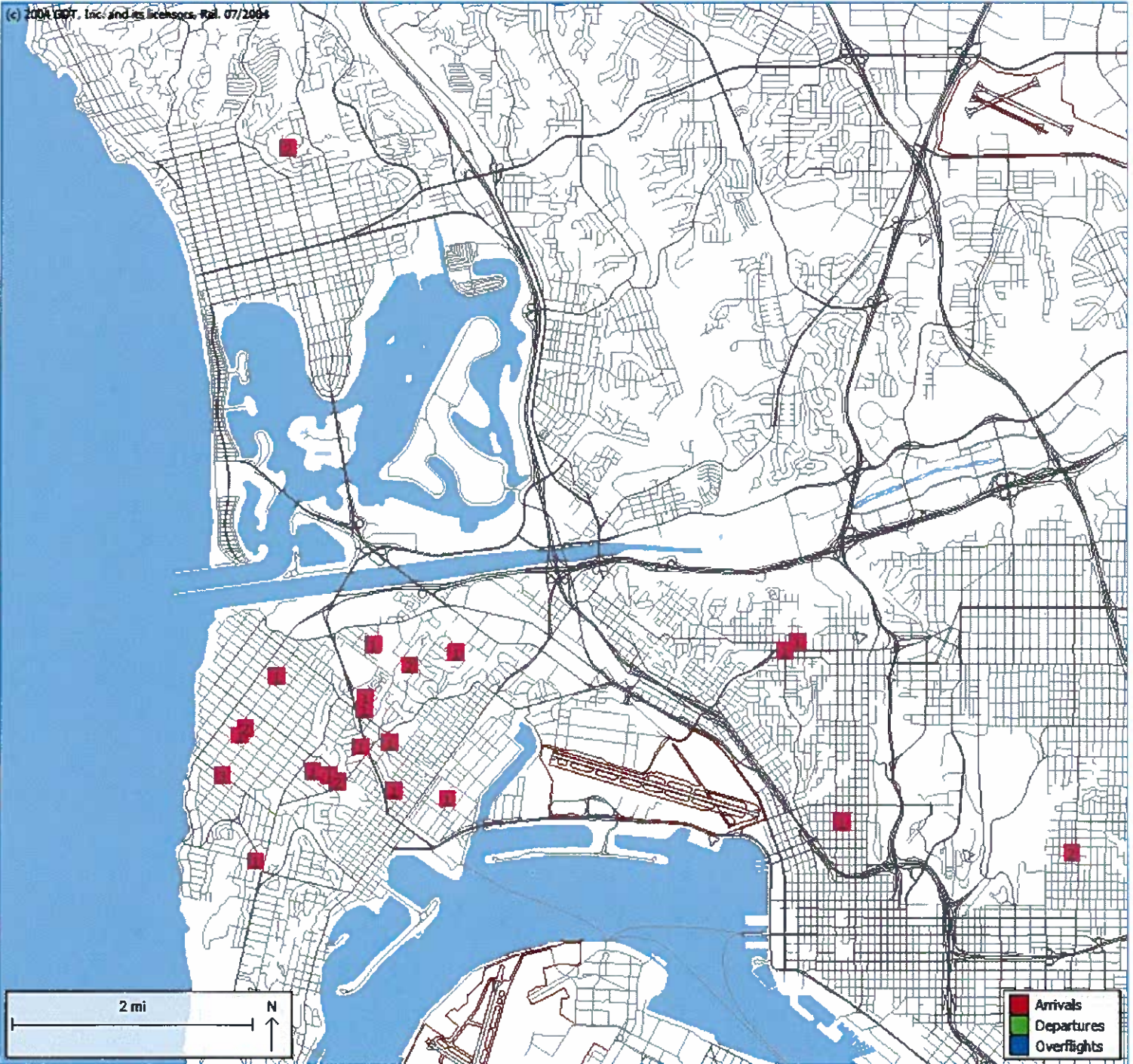


Fourth Quarter 2011

Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
22 Households; 29 Complaints



SAN DIEGO
INTERNATIONAL
AIRPORT



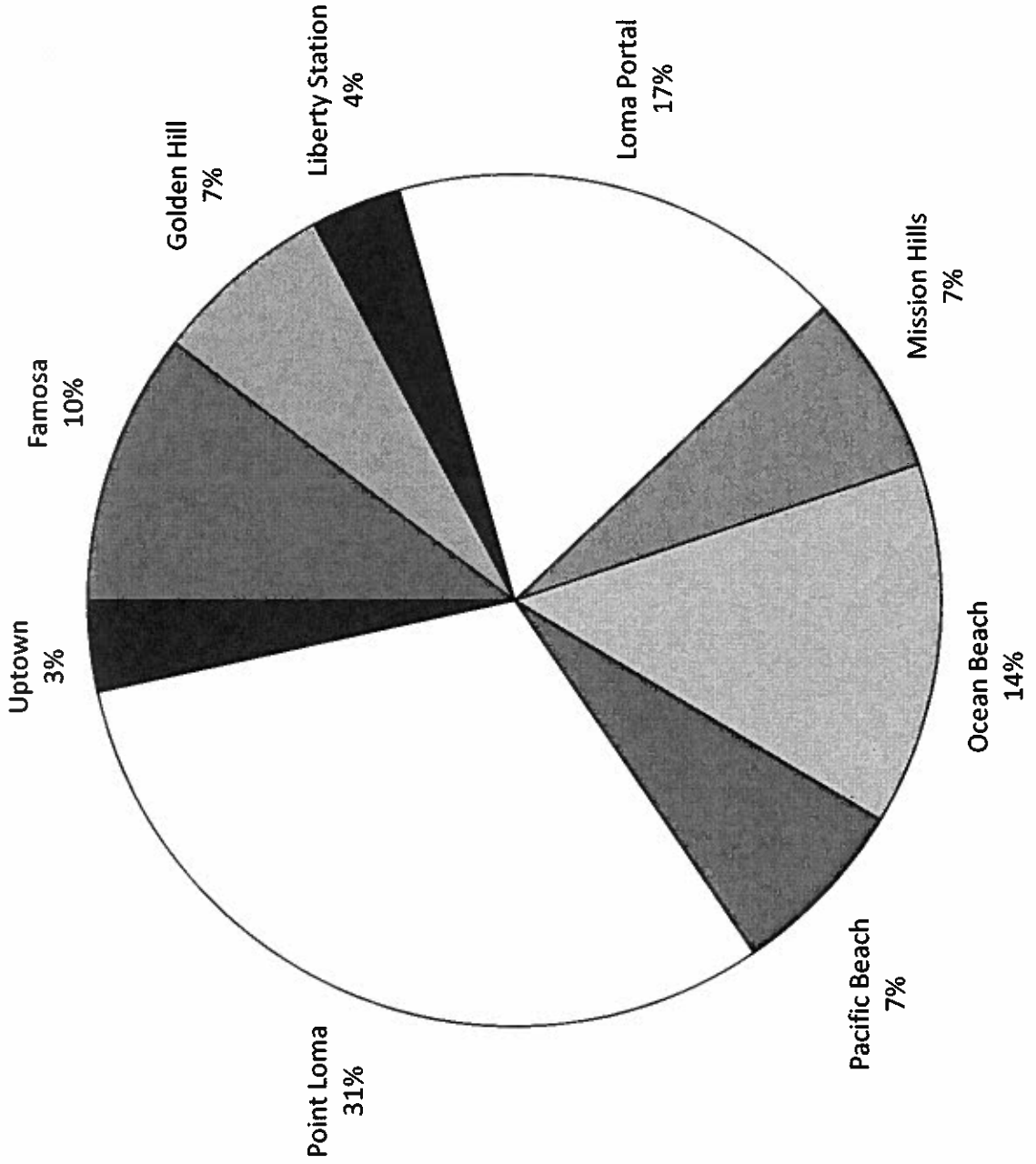
Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO
INTERNATIONAL
AIRPORT

Fourth Quarter 2011

TOTAL CALLS: 29



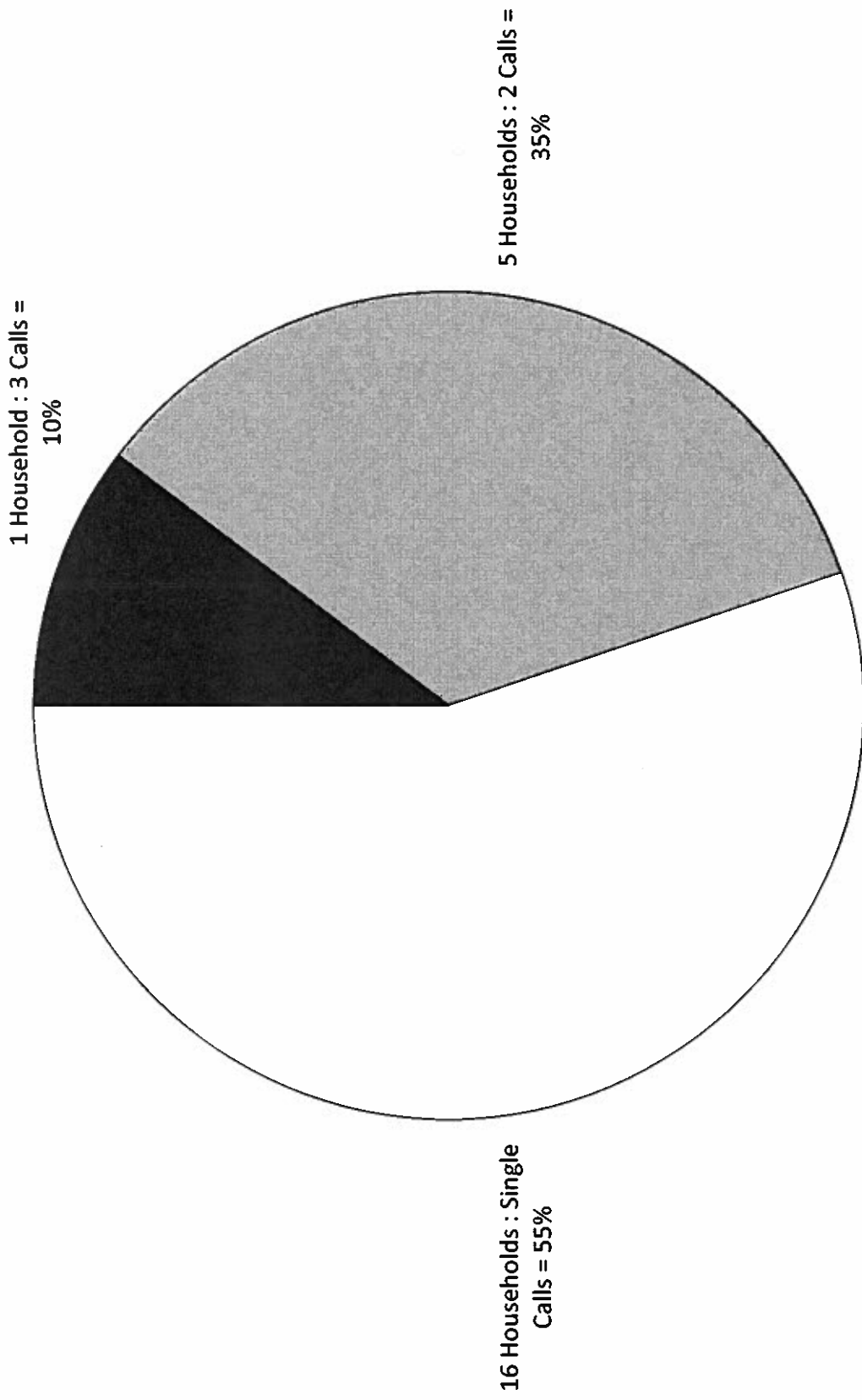
Aircraft Noise Complaint Distribution by Household



SAN DIEGO
INTERNATIONAL
AIRPORT

Fourth Quarter 2011

TOTAL CALLS: 29



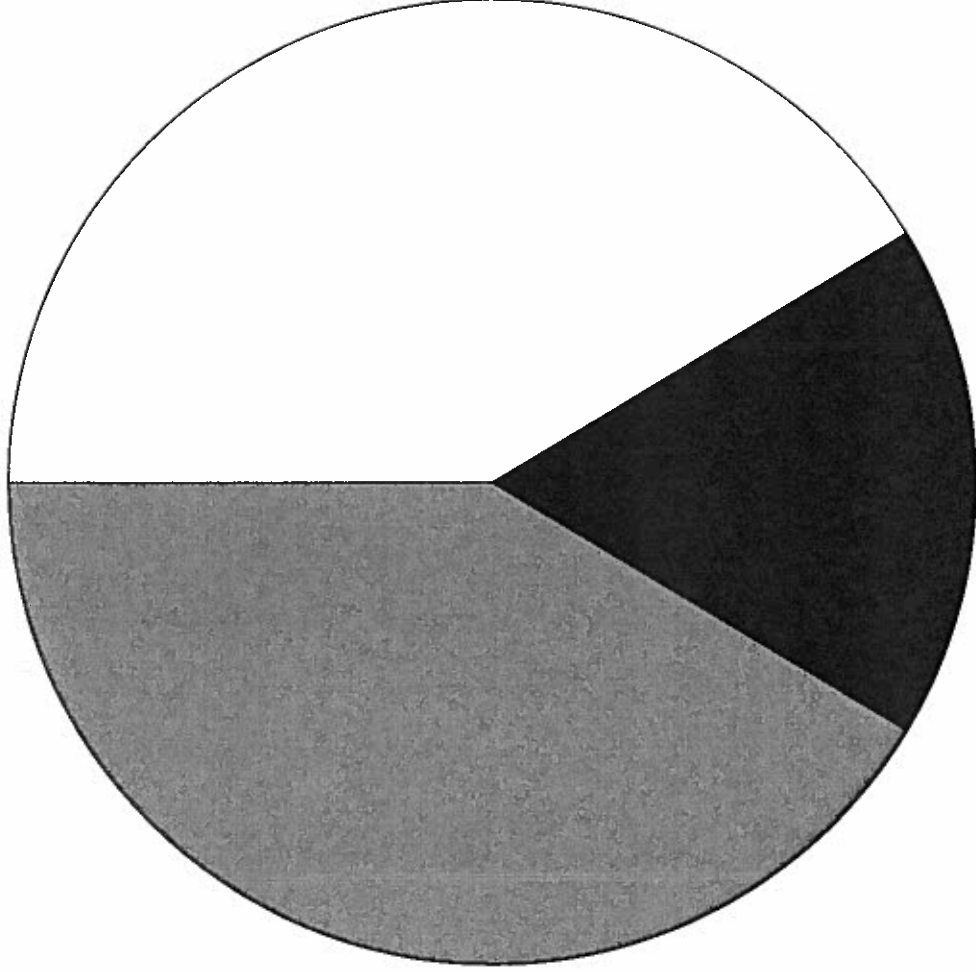
Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO
INTERNATIONAL
AIRPORT

Fourth Quarter 2011

TOTAL CALLS: 29



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

7:00 a.m. - 6:59 p.m. : 12
Calls = 42%

7:00 p.m. - 9:59 p.m. : 5
Calls = 17%

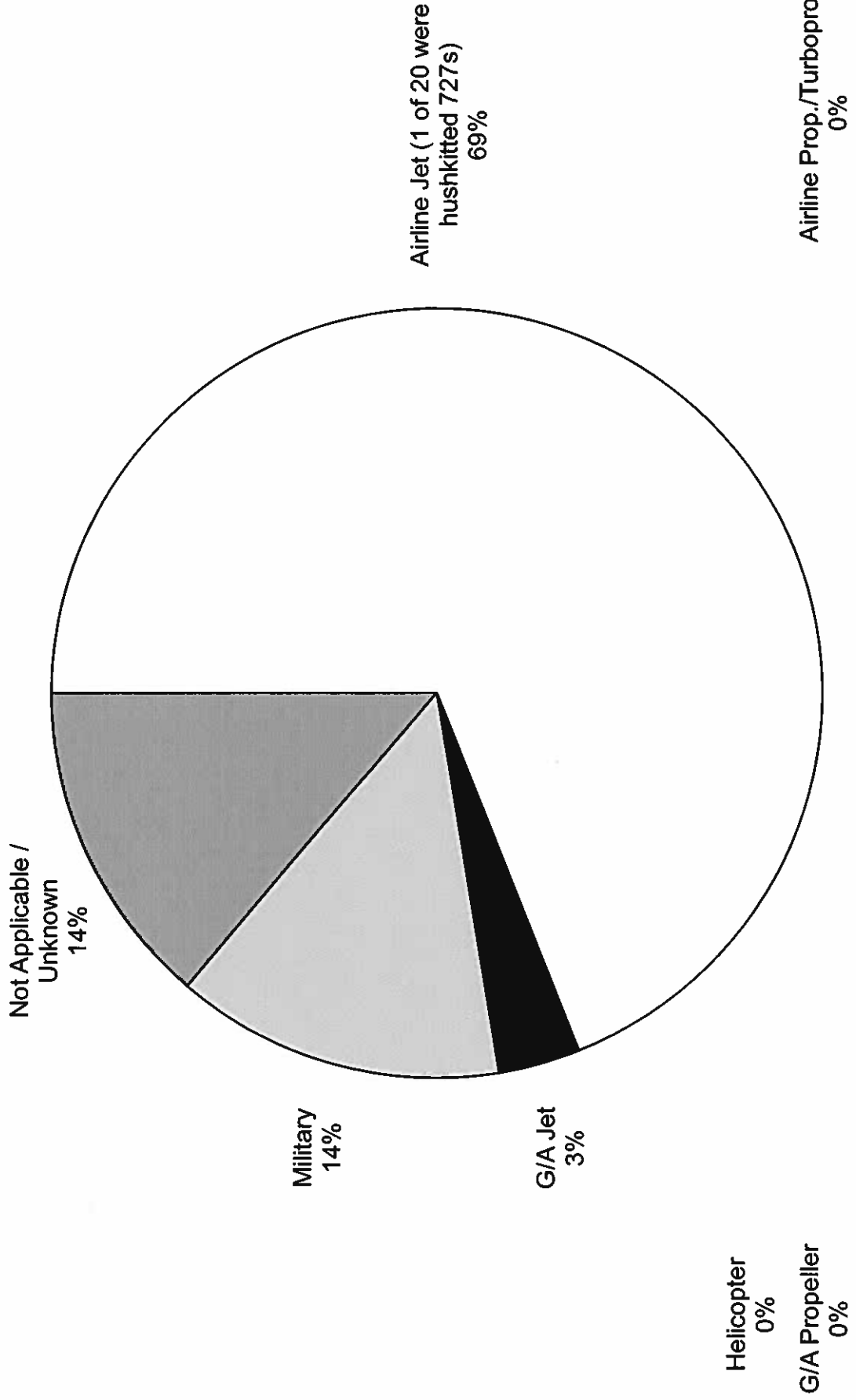
Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO
INTERNATIONAL
AIRPORT

Fourth Quarter 2011

TOTAL CALLS: 29



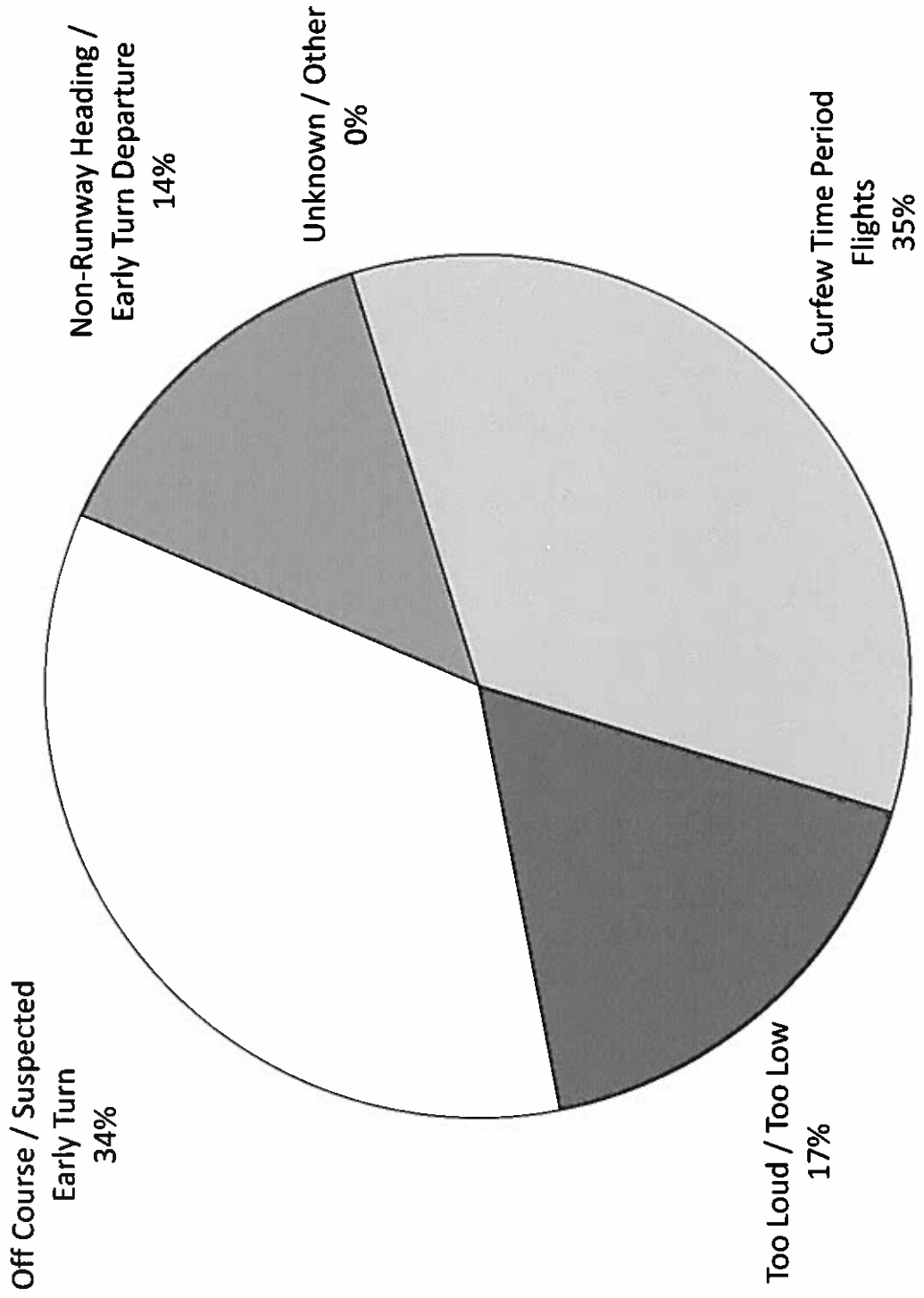
Aircraft Noise Complaint Distribution by Cause



SAN DIEGO
INTERNATIONAL
AIRPORT

Fourth Quarter 2011

TOTAL CALLS: 29



AIRPORT NOISE ADVISORY COMMITTEE

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



**SAN DIEGO
INTERNATIONAL
AIRPORT**

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

On October 19th, 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. Kirk Hanson, Community Member; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Rob Cook, FAA Representative; Mr. Hirsch Gottschalk, Uptown Planners; Jane Gawronski, PhD., Ocean Beach Planning Board; Mr. Carl Huenefeld, MCRD; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Mr. Paul Webb, Peninsula Community Planning Board; Mr. Jack Zimmerman (Acoustician); Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollarn, and Mr. Steve Cummings.

Absent: Captain (Ret.) Jack Bewley, Retired Airline Pilot; Mr. Tait Galloway, City of San Diego (Excused); Congresswoman Susan Davis (ex-officio) Daniel Hazard (Excused); Mr. Steven Holt, Airline Representative (ex-officio); Michael Patton, City Council District 2 (ex-officio); Mr. Joe Scaglione, North Bay (Midway) Community Planning Board; Mr. Bill Stone, Little Italy Association; County Supervisor Greg Cox (ex-officio) (Vacant).

Dr. Butler invited each ANAC participant to introduce him/herself. Dr. Butler introduced Mr. Rob Cook as the new FAA representative and had him provide some business background for the Committee members. As there was no quorum present to approve the July meeting minutes, Dr. Butler altered the Agenda to allow Ms. Sjohnna Knack, Project Manager, Quieter Home Program (QHP), to begin the meeting with her program update.

Ms. Knack noted that since the July ANAC meeting, 82 additional parcels have been completed, bringing the total to 1,982. She added that she anticipates completion of the 2,000th home in late November 2011; a formidable achievement for QHP. In the Golden Hill area, east of Balboa Park, QHP recently completed two units and is receiving very positive feedbacks from those homeowners. QHP continues work on three condominium complexes in the Peninsula area; Park Point Loma, the Point Loma Tennis Club, and Sea Colony. The QHP is nearing completion of properties in the Park Point Loma complex and is working on the third and fourth construction packages (of approximately 50 parcels per package) for the Point Loma Tennis Club, anticipating completion in early summer 2012. Ms. Knack pointed out that sound insulation of eligible homes is voluntarily, with some homeowners opting out. It is

important to note that future owners of the opted-out eligible residences will be eligible for the program. The Sea Colony complex is scheduled to begin construction in 2012, but because of the program budget reductions this year, trying to maintain a level phasing of construction bid packages and keeping construction timely, is a challenge. Of note, a second historical home treatment programmatic agreement, a four year effort, has recently been achieved. The agreement required close coordination between the San Diego Historical Resources Board, the State, the FAA, and preservation advisory council in Washington, D.C. A Committee member noticed that the new agreement is not available on the airport's website, and recommended that it be posted so that newly eligible customers could view it. Another ANAC member asked what would be the reason for a homeowner to decline the program. Ms. Knack replied that about 5% of homeowners decline the program, for a variety of reasons. The most common reason, historically, is that the timing is not right for the homeowner – timing of the construction and inconvenience to the homeowner. Hearing no more questions, Ms. Knack concluded her presentation.

Noting that a quorum was now present, Dr. Butler requested a motion to approve the July 2012 ANAC meeting minutes. The motion to approve was unanimous, with no discussion.

Mr. Frazee made two announcements; First, Ms. Thella Bowens, President/CEO of the Airport Authority, was recently installed as Chair of the Airport's Council International, North America (ACI-NA) for 2012. Mr. Frazee explained that ACI/NA advocates on behalf of 300 major air carrier airports in the U.S. and Canada. Those airports enplane 95% of all domestic, all international passengers, as well as the majority of air cargo shipments in North America. Ms. Bowens will be involved in determining policy while working with FAA and legislators regarding issues important to airports, like airport improvement program funding and a more standardized long term budget for FAA. Secondly, San Diego International Airport was awarded a two million dollar (\$2,000,000) FAA grant to fund aircraft electrical power and air conditioning units for the ten new air carrier gates being added to Terminal 2. As explained, this will mitigate the need to keep the aircraft onboard auxiliary power unit operating while aircraft are at the gates, obviating the noise and air pollution during passenger loading and unloading.

As for the airport operations update, Mr. Frazee informed members that air operations declined less than one percent (<1%) in September 2011 as compared to September 2010. The year-to-date aircraft operations have declined 3.7% from the same period in 2010; aircraft operations have declined about 20% from the airport's peak in 2007. According to Mr. Frazee, there are about 502 operations per day now compared to 602 operations per day in 2007, the decline attributable primarily to air carrier consolidation and the air carriers trying to "right size" the airplanes for particular airport markets. Two positive notes include the removal of Capitol Cargo International's Boeing 727 aircraft from daily operations at SAN and that American Airlines is slowly replacing their MD-80 operations at SAN with a quieter B737.

And lastly, as update to the Green Build; the ten gate expansion is on track. Mr. Hollarn showed a short video clip that describes the Green Build project. After the clip was shown, Mr. Frazee referred to the airport as "the little airport that could," for this is how the airport is seen with only 661 acres and the smallest and only single runway major commercial air service

airport in the U.S. A member asked if the 41 existing air carrier gates provide alternate power to the aircraft. Mr. Frazee replied that approximately 25% currently have this capability.

Briefly, Mr. Frazee announced that the latest Noise Matters Newsletter is out on the street and has information regarding the enforcement of curfew; SAN being ranked as one of the nation's safest airports; the Variance; QHP information; and an update on the federal noise compatibility program process (Part 150).

Mr. Frazee called the Committee members' attention to a change to Authority Policy 9.20, which covers ANAC. Briefly, Mr. Frazee described a change requested by the Federal Aviation Administration (FAA) that changed the FAA's ANAC representative from a voting member to an ex-officio member. Additionally, the amended Policy reflects a name change of two participating community planning groups. The amended policy will be available on the website as soon as it is processed by the Authority legal staff. Dr. Butler added that the changes will be effective for the January 2012 ANAC meeting.

Mr. Frazee advised the Committee regarding an issue that might affect the airport's noise impacted community in the future. The FAA is proposing an amendment to "clarify" eligibility criteria for all residential sound insulation programs subsidized with federal funds. Historically, any parcel within an airport's 65 decibel noise contour, that meets certain criteria, has been eligible. A proposed Program Guidance Letter (PGL) would further limit eligibility based on additional criteria not presently clarified. The airport industry association (ACI/NA) has asked FAA to prepare a draft document of proposed changes for airport comment prior to release of the PGL. Mr. Frazee will keep the Committee updated.

As for the Curfew Violation Review Panel (CVRP), CVRP met and evaluated three operations. Two operators were not assessed a penalty; one due to maintenance and one due to an issue out of the air carrier's control; jetBlue was assessed a penalty for their violation.

The Noise Mitigation Department continues to work with FAA's Western Pacific Region to evaluate additional work necessary to approve an element of the airport's FAR Part 150 Noise Compatibility Program.

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/11Oct_Presentation_Items.pdf

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/11Oct_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/11Oct_Presentation_Items.pdf

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

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

Public comment: Mr. Michael Jones, a Loma Portal resident, inquired about a loud aircraft departing most mornings about 6:35 a.m., curious if it is a cargo plane. Mr. Hollarn volunteered to speak with Mr. Jones following the meeting to answer his question. The aircraft is an American Airlines MD-80.

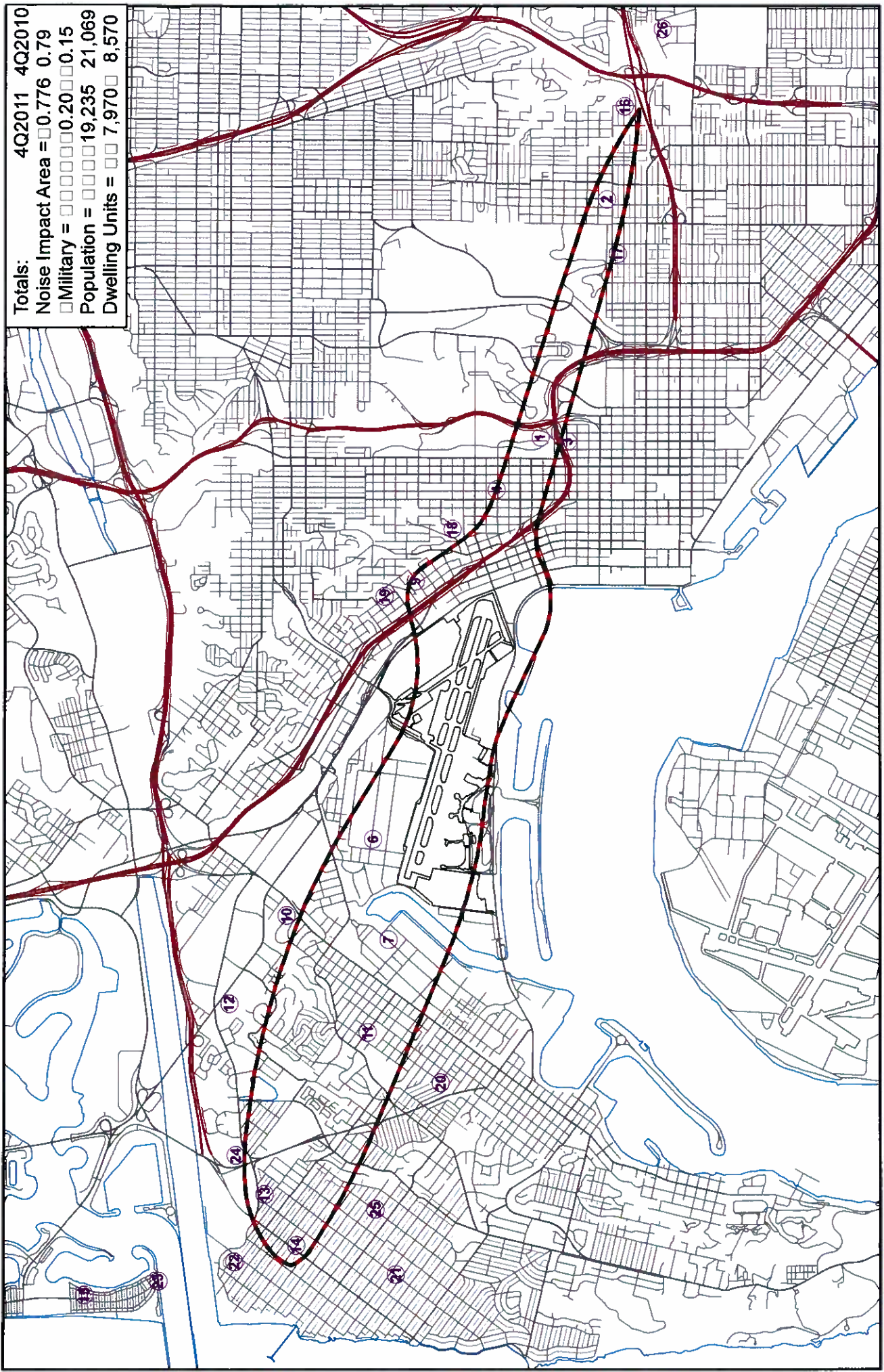
There are two items under New Business. Dr. Butler asked the members to consider whether to eliminate "hard copy" documentation normally provided in member packets for discussion of statistics, trends, and presentation items, as the Noise Mitigation Department is considering ways to be more sustainable and to minimize wasted resources, and noticed that a majority of members do not take the hard copies with them following meetings. A motion was made to discontinue photocopying of materials and discussion ensued. Since the response was mixed, Dr. Butler asked if members present will agree to table the motion to the January 2012 meeting where more members will be available to discuss the issue in detail. All members agreed to table the discussion until January 2012.

As a second item, Mr. Hollarn informed members that the web-based aircraft flight tracking system presently being used is off-line as a different vendor works to implement the new replacement system. Mr. Hollarn explained that the new system will be very similar to one that has been in place since 2006, but that it will be more "user friendly" and offers newer technology to provide noise levels and flight track data. The new system will go live with an approximate twenty minute delay as soon as the airport is able to sign a Memorandum of Understanding for the use of FAA data.

Hearing no more questions, Dr. Butler adjourned the meeting at 5:05 p.m. The next meeting is scheduled for Wednesday, January 18, 2012 at 4:00 p.m. in the Noise Monitoring Room at the Commuter Terminal.

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 aircraft noise-oriented questions at SDIA.



Totals: 4Q2011 4Q2010
 Noise Impact Area = 0.776 0.79
 Military = 0.20 0.15
 Population = 19,235 21,069
 Dwelling Units = 7,970 8,570

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





