

QUARTERLY NOISE REPORT

January 1, 2012 through March 31, 2012



Airport Noise Mitigation Department
San Diego International Airport

June 22, 2012

QUARTERLY NOISE REPORT
For the Period
January 1 through March 31, 2012

SAN DIEGO INTERNATIONAL AIRPORT (SDIA)

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

This Quarterly Report for the First Quarter of 2012 was prepared by the Airport Noise Mitigation Department at San Diego International Airport, in accordance with the Airport Noise Standards, State of California.



Dan Frazee
Director, Airport Noise Mitigation



Thella F. Bowens
President / CEO



**SAN DIEGO
INTERNATIONAL
AIRPORT**

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AIRCRAFT NOISE MEASUREMENTS

Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), Airport Noise Mitigation determined that the Noise Impact Area (N.I.A.) and the Federal Military Impact Area (M.I.A.) within the 65 decibel Community Noise Equivalent Level (CNEL) contour for the period between January 1, 2012 to March 31, 2012, to be 0.759 square miles and 0.24 square miles, respectively. As compared to the First Quarter of 2011, the Noise Impact Area increased by 0.009 square miles and the Federal Military Noise Impact Area increased by 0.09 square miles.

1 st Quarter 2012	1 st Quarter 2011	Change
0.759	0.75	0.009
0.24	0.15	0.09

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	66.1
3	63.5	61.5
4	65.3	65.2
6	68.4	68.2
7	74.2	73.8
9	66.5	66.4
10	62.9	63.0
11	71.2	70.9
12	61.6	61.5
13	65.4	65.1
14	65.1	65.2
15	59.6	n/a
16	64.5	64.7
17	64.1	63.6
18	59.4	59.8
19	60.9	61.8
20	61.5	61.3
21	58.6	58.7
22	63.8	63.6
23	62.2	62.6
24	63.7	63.2
25	62.0	62.3
26	62.1	n/a

¹ = For the period April 1, 2011 through March 31, 2012

² = For the period January 1, 2012 through March 31, 2012

Note: RMTs #5 & #8 are spares. RMT #15 was shutdown and removed October 10th, 2011.

AIRCRAFT OPERATIONS

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

OPERATIONS	FIRST QUARTER 2012	FIRST QUARTER 2011	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	35,145	34,155	990	2.9%
Commuter	5,554	6,062	(508)	-8.4%
General Aviation	3,974	3,929	45	1.1%
Military	123	142	(19)	-13.4%
TOTAL	44,796	44,288	508	1.1%

For any questions on how the FAA ATCT conducts their air traffic counts, please visit the following website:

http://www.faa.gov/airports/airtraffic/air_traffic/publications/atpubs/FAC/Ch12/chp12toc.htm.

For questions relating to how the airport categorizes the operations into the four categories above, please contact the Airport Noise Mitigation Department at (619)-400-2781.

QUARTERLY OPERATIONS SURVEY REPORT

The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the First Quarter of 2012. The data used to compile this report was gathered during 24-hour periods on February 14 - 16, 2012.

Table 1, Quarterly Operations Survey, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the First Quarter 2012 Operations Survey, an average of 433 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 54. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the First Quarter 2012 Operations Survey, an average of 433 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 54. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

First Quarter Comparison Single Event Noise Exposure Level (SENEL)

	February 8 - 10, 2011	February 14 - 16, 2012	Change (dB)
Departures	98.1	98.7	0.6
Arrivals	94.8	95.9	1.1

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 433 daily operations, which reflected a decrease of 7 operations from the 440 operations recorded during the First Quarter of 2011.

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
February 14 through February 16, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-10	99.6	Indianapolis, ID	FDX1754	510
MD-10	99.4	Memphis, TN	FDX1422	550
MD-10	99.2	Memphis, TN	FDX906	1735
MD-10	98.7	Indianapolis, ID	FDX3713	1725
B767-300F	97.3	Louisville, KY	UPS922	515
B767-200	97.2	New York, NY	AAL127	2010
B767-300	97.1	Honolulu, HI	HAL16	2035
B757-200	97.0	Chicago, IL	UAL521	1405
B767-200F	97.0	Phoenix, AZ	ABX815	725
B737-500	96.8	St. Louis, MO	SWA1114	1945
MD-80	96.6	Bakersfield, CA	RPN3520	2115
B777-200	96.5	London, England	BAW273	1850
B757-200	96.3	Denver, CO	UAL763	1240
B767-300	96.3	Atlanta, GA	DAL1467	1815
MD-80	96.3	Dallas/Fort Worth, TX	AAL1209	1850
B757-200	96.0	Dulles, VA	UAL231	1500
B757-200	95.9	Denver, CO	UAL630	1945
MD-80	95.9	Dallas/Fort Worth, TX	AAL1415	1630
MD-80	95.8	Dallas/Fort Worth, TX	AAL1053	1340
B757-200	95.7	San Francisco, CA	UAL628	1225
B757-200	95.6	San Francisco, CA	UAL412	1900
B767-300F	95.6	Honolulu, HI	UPS2968	1530
A300-600	95.5	Ontario, CA	FDX1860	450
B757-200	95.4	Atlanta, GA	DAL2267	1250
B757-200	95.4	Chicago, IL	UAL395	1955
B757-200	95.3	Dallas/Fort Worth, TX	AAL1121	1950
B737-400	95.1	Portland, OR	ASA236	845

TABLE 1**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
February 14 through February 16, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-400	95.1	Puerto Vallarta, MX	ASA237	1620
B737-400	95.1	Seattle, WA	ASA498	2000
B737-400	95.1	Portland, OR	ASA578	1240
B757-200	94.9	Dallas/Fort Worth, TX	AAL1789	1000
MD-80	94.9	Dallas/Fort Worth, TX	AAL1997	1210
B737-800	94.8	Seattle, WA	ASA480	1115
B737-900	94.8	Houston, TX	UAL1053	1025
B757-200	94.8	Atlanta, GA	DAL1567	2100
B757-200	94.8	Atlanta, GA	DAL2367	2345
B737-300	94.7	Phoenix, AZ	SWA3744	1145
B737-300	94.7	Sacramento, CA	SWA1208	1315
B737-800	94.7	Cabo San Lucas, MX	ASA233	1510
B737-800	94.7	Salt Lake City, UT	DAL1995	2230
B737-800	94.7	Houston, TX	UAL1689	1940
B757-200	94.7	Atlanta, GA	DAL1692	1005
B737-300	94.6	Oakland, CA	SWA1143	1625
B737-400	94.6	Portland, OR	ASA576	850
B737-800	94.6	Dallas/Fort Worth, TX	AAL721	1455
B737-900	94.6	Houston, TX	UAL1561	1415
B737-300	94.5	San Francisco, CA	SWA975	910
B737-300	94.5	Sacramento, CA	SWA237	2210
B737-800	94.5	Chicago, IL	AAL779	1425
B737-800	94.5	Seattle, WA	ASA482	1730
B737-900	94.5	Houston, TX	UAL1589	1630
B757-200	94.5	Phoenix, AZ	AWE1197	1805
B737-700	94.4	Phoenix, AZ	SWA261	1445
B737-300	94.4	Las Vegas, NV	SWA425	1540

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
February 14 through February 16, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	105.3	Dallas/Fort Worth, TX	AAL620	635
MD-80	104.8	Dallas/Fort Worth, TX	AAL1848	930
MD-80	104.1	Dallas/Fort Worth, TX	AAL1138	1330
MD-80	103.5	Dallas/Fort Worth, TX	AAL1536	855
MD-80	103.5	Dallas/Fort Worth, TX	AAL2048	1500
B777-200	101.7	London, England	BAW272	2115
MD-80	101.5	El Paso, TX	RPN3520	2215
MD-80	100.8	Dallas/Fort Worth, TX	AAL480	1730
A321	100.2	Charlotte, NC	AWE199	2245
MD-10	100.2	Indianapolis, IN	FDX3613	650
MD-10	99.8	Memphis, TN	FDX821	730
B767-300	98.7	Honolulu, HI	HAL15	920
B737-800	98.1	Detroit, MI	DAL1248	745
A321	98.0	Philadelphia, PA	AWE154	835
B737-800	98.0	Kahului, HI	ASA889	720
B737-800	98.0	Honolulu, HI	ASA891	925
B737-900	97.9	Newark, NJ	UAL1109	755
B767-300	97.9	Atlanta, GA	DAL1654	810
B737-900	97.4	Newark, NJ	UAL1111	2145
B737-900	97.4	Houston, TX	UAL1293	635
B737-900	97.3	Houston, TX	UAL1588	1310
MD-10	97.3	Indianapolis, IN	FDX1654	1930
B737-900	97.2	Houston, TX	UAL1248	800
B737-900	97.2	Houston, TX	UAL1541	810
B737-800	96.8	Chicago, IL	AAL1460	1010
B737-800	96.6	Detroit, MI	DAL1044	1150
B737-800	96.6	Houston, TX	UAL1606	930

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
February 14 through February 16, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B757-200	96.5	Atlanta, GA	DAL1592	710
B737-400	96.4	Seattle, WA	ASA481	1000
B737-400	96.4	Portland, OR	ASA575	1350
B737-800	96.4	New York, NY	DAL210	715
A320	96.3	Minneapolis, MN	DAL1864	650
B737-800	96.3	Chicago, IL	AAL1322	640
B737-800	96.3	Newark, NJ	UAL1110	1330
B737-400	96.1	Seattle, WA	ASA493	645
B737-400	96.1	Portland, OR	ASA573	700
A321	96.0	Phoenix, AZ	AWE488	1000
B737-800	96.0	Cabo San Lucas, MX	ASA232	1030
B757-200	96.0	Dallas/Fort Worth, TX	AAL1174	1115
B737-900	95.9	Houston, TX	UAL1699	1140
B737-900	95.8	Houston, TX	UAL1208	1520
B757-200	95.8	Atlanta, GA	DAL1792	2250
A320	95.7	Minneapolis, MN	DAL264	1220
A320	95.7	Boston, MA	JBU412	2205
A321	95.7	Phoenix, AZ	AWE12	655
B737-900	95.6	Seattle, WA	ASA485	1855
B737-800	95.4	Chicago, IL	AAL1544	1200
B757-200	95.4	Dallas/Fort Worth, TX	AAL1784	800
A320	95.3	New York, NY	JBU186	2110
B737-800	95.3	Salt Lake City, UT	DAL978	635
A300-600	95.2	Memphis, TN	FDX1222	1930
B737-800	95.2	Seattle, WA	ASA483	1230
A319	95.0	Toronto, ONT Canada	ACA778	1345
A320	95.0	Minneapolis, MN	DAL1987	1455

TABLE 3

AIR CARRIER OPERATIONS MIX BY TIME OF DAY & RUNWAY USE

Survey of three days during the First Quarter of 2012
 These numbers are the averages for operations for February 14 to February 16, 2012

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+	24	12	2	25	4	10							77
B712													0
B72Q													0
B733+	86	25	14	95	20	10							250
B747+													0
B757+	7	6	1	9	2	3							28
B767+	3	1	1	4	1								10
B777+	1				1								2
DC10	1		2	1	1	1							6
DC87													0
DC8Q													0
DC9Q													0
E170/190	1			1									2
MD80+	4	2	1	5		2							14
MD90													0
RJ+	14	3	3	13	4	3							40
TOTAL	142	49	25	153	35	29							433

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 First Quarter of 2012 Airport Noise Mitigation received a total of 25 complaint calls from 17 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the First Quarter of 2012

DIRECTION FROM AIRPORT		January	February	March	TOTAL
NORTH	Pacific Beach			1	1
EAST	Golden Hill		2	1	3
	South Park			1	1
	Loma Portal	3	3	1	7
WEST	Ocean Beach		1	3	4
	Point Loma		4	5	9
TOTAL COMPLAINTS		3	10	12	25

The 25 complaint calls recorded during the First Quarter 2012 reflect a decrease of 17 calls from the 42 received during the First Quarter of 2011.

Appendix D: Aircraft Noise Complaints contains 2012 year to date complaint statistics.

ENFORCEMENT ACTIONS

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

The following is a summary of First Quarter 2012 Final Enforcement Actions.

FIRST QUARTER 2012 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
1/20/2012	0018L	Alaska Airlines 485	B738 ; Stage 3	\$2,000
2/17/2012	2311L	Canadian Navy 13	S61 ; Stage 2	\$2,000
2/21/2012	2340L	Nissan Corp. (N155AN)	GLF5 ; Stage 3	\$2,000
3/05/2012	2331L	British Airways 272	B772 ; Stage 3	No Penalty
3/15/2012	0040L	United Air Lines 238	B752 ; Stage 3	No Penalty
3/23/2012	2349L	United Air Lines 372	A320 ; Stage 3	No Penalty
3/26/2012	0007L	Delta Air Lines 2200	A320 ; Stage 3	No Penalty

Appendix C5 contains the Curfew Violation Summary from 1989 to present.

RESIDENTIAL SOUND ATTENUATION PROGRAM

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

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

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

Program Phase	Dwellings	Percent Complete
Pilot/Phase 1A	90	100%
Phase 1B	149	100%
Phase 1C/1D	329	100%
Phase 2	138	100%
Phase 3, Groups 1-7	209	100%
Phase 4, Groups 1-12	500	100%
Phase 5, Groups 1-9	629	100%
Phase 5, Group 10	52	100%
Phase 5, Group 11	141	80% complete
Phase 5, Group 12	32	90% complete
Phase 6, Group 1	37	70% complete
Phase 6, Group 2	26	90% complete
Phase 6, Group 3	84	60% complete
Phase 6, Group 4	22	80% complete
Phase 6, Group 5	59	50% complete
Phase 6, Group 6	48	50% complete
Phase 6, Group 7	57	50% complete
Phase 6, Group 8	45	50% complete
Phase 6, Group 9	57	40% complete
Phase 6, Group 10	32	20% complete
Phase 6, Group 11	53	40% complete
Phase 6, Group 12	53	10% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the January 18th, 2012 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 = 0.759 sq. miles; Military Noise Impact Area = 0.24 sq. miles
2.	Estimated number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:
	7,696 ** (QHP Insulated units = 2,304)
3.	Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:
	19,030 ** (QHP Insulated = 4,934)
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:
	McDonnell-Douglas MD-80 Series (Stage 3): 1302
5.	Total number of aircraft operations during the calendar quarter:
	44,796
6.	Number of Air Carrier operations by aircraft certified under Federal Aviation Regulations (FAR) Part 36:
	35,145
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:
	5,554
9.	Estimated number of operations by General Aviation aircraft during the calendar quarter:
	3,974
10.	Estimated number of operations by Military aircraft during the calendar quarter:
	123

Form DOA 618, 11/21/89

** = Note: Population and dwelling unit calculations are based upon appended 2000 Census Tracts.

AIRCRAFT NOISE MONITORING SYSTEM

Noise Monitoring Locations_____B1

Noise System Thresholds_____B2

CNEL Log for January 2012_____B3

CNEL Log for February 2012_____B4

CNEL Log for March 2012_____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 Thom Street	861	3,406
20	1944 ½ Plum Street	15,822	-3,043
21	1615 ½ Froude Street	22,411	-3,414
22	5029 ½ Lotus Street	23,555	1,869
23	2600 Mission Boulevard	25,287	3,961
24	Barnes Tennis Center Parking Lot	20,071	2,660
25	1873 Santa Barbara Avenue	20,534	-2,122
26	750 Gateway Center Way	-19,948	-89

(+) north & west direction
(-) south & east direction

* Plotted with respect to beginning of Runway 27 (edge of concrete)

Note 1: RMTs #5 and #8, not noted on this sheet, are currently designated as "spares" and are located in the Airport Noise Mitigation Department offices.

APPENDIX B2

REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS

In effect from January 1, 2012 to March 31, 2012

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

KEY:

dB = decibels

SENEL = Single Event Noise Exposure Level – measures cumulative noise over the course of an aircraft noise event.

Day = From 7:00 a.m. to 6:59 p.m. (* = change occurs at 0500L)

Evening = From 7:00 p.m. to 9:59 p.m.

Night = From 10:00 p.m. to 6:59 a.m. (* = change occurs at 0500L)

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

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

APPENDIX B3**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
January 2012**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	67.3	61.4	59.9	63.4	64.5	71.2	64.4	59.5	68.3	57.2	61.9
2	66.7	61.7	61.6	61.0	65.9	72.3	63.6	60.2	69.6	58.0	62.9
3	70.1	65.3	61.9	63.9	68.2	73.9	66.2	62.0	70.5	60.8	64.6
4	69.8	64.6	59.4	63.2	69.2	73.7	65.2	62.5	70.7	61.9	64.8
5	68.2	64.3	58.8	62.7	67.2	72.4	63.9	60.8	69.2	59.8	63.1
6	70.1	64.9	61.5	66.9	66.7	74.2	64.8	61.5	71.9	60.3	64.2
7	70.2	65.9	60.8	63.7	66.7	73.0	65.4	61.7	70.5	60.3	64.6
8	68.5	64.4	60.5	63.4	67.2	73.1	66.1	61.3	69.9	59.2	63.5
9	68.6	64.2	59.6	62.7	67.7	72.8	67.1	61.9	69.3	60.1	66.3
10	70.1	64.7	61.2	63.4	67.6	72.6	66.8	61.9	69.3	60.1	63.9
11	70.0	65.2	61.7	64.1	67.7	72.9	66.2	62.8	70.2	61.2	64.4
12	70.4	65.6	60.2	64.5	67.8	74.3	66.9	62.6	71.1	61.0	65.2
13	65.8	61.9	55.9	61.1	65.9	71.5	65.7	56.9	68.2	60.9	62.0
14	65.5	62.0	55.7	60.2	64.7	71.0	64.8	57.9	67.3	56.3	60.6
15	69.0	65.0	57.1	62.9	66.7	73.2	66.4	60.2	70.5	60.6	64.2
16	70.2	66.2	61.3	64.0	67.9	73.0	65.8	61.3	70.5	62.1	65.8
17	71.3	66.1	62.4	64.5	68.3	73.3	62.8	63.3	70.7	62.2	66.1
18	71.3	66.2	63.4	64.5	67.7	72.9	65.9	62.7	70.0	60.9	64.3
19	72.7	68.1	64.7	66.3	68.3	73.1	66.8	62.8	70.3	61.5	65.0
20	72.2	67.5	62.9	65.5	67.8	73.8	65.4	63.3	71.2	62.7	65.9
21	70.1	65.7	63.4	66.0	66.7	73.3	67.1	61.5	70.7	60.0	64.5
22	71.3	65.4	61.8	63.3	67.9	74.1	67.0	61.8	71.9	61.6	66.5
23	72.1	67.8	63.3	67.1	69.3	74.0	68.0	63.2	70.9	62.5	65.5
24	71.6	66.1	63.5	64.4	68.0	73.1	66.8	63.2	70.7	61.5	65.7
25	71.0	65.6	62.1	64.7	68.1	72.8	67.8	62.7	69.7	60.8	64.2
26	71.1	65.5	61.7	66.9	68.6	74.1	66.2	63.3	71.4	61.8	65.2
27	69.7	65.3	65.1	63.9	67.0	73.8	65.1	62.0	71.2	61.2	65.6
28	66.6	61.9	58.1	61.0	65.6	71.3	64.2	58.2	67.9	56.3	61.1
29	65.8	62.4	55.1	61.3	65.3	70.6	63.1	58.2	66.8	56.8	60.9
30	70.1	65.8	60.4	63.7	67.7	73.6	65.5	62.0	70.2	60.6	63.9
31	72.6	66.9	62.4	67.4	68.3	74.0	67.7	63.6	71.1	62.0	66.0
Month	70.0	65.2	61.5	64.3	67.4	73.1	65.9	61.8	70.2	60.6	64.5

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
January 2012**

Date	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	62.0	59.7	60.0	58.2	58.5	56.5	52.7	60.0	*	59.7	57.5	*
2	64.8	59.3	60.2	55.9	56.7	59.1	56.1	61.2	*	60.5	60.6	*
3	64.2	65.0	63.4	61.9	61.7	59.8	57.6	62.7	*	62.9	61.4	*
4	65.5	64.2	62.8	59.2	60.9	59.7	57.5	63.0	*	63.6	61.3	*
5	63.7	65.9	62.7	59.7	60.2	58.6	56.1	62.0	*	61.5	60.1	*
6	67.0	64.1	62.7	61.9	60.4	59.7	57.9	62.7	*	62.0	61.3	*
7	65.2	63.8	62.9	57.3	60.2	60.4	57.3	62.8	*	62.2	61.4	*
8	62.6	62.7	62.7	60.2	60.5	59.4	56.2	61.9	*	61.3	60.6	*
9	64.2	64.4	62.1	63.3	62.5	60.9	56.6	63.1	*	63.0	60.6	*
10	64.9	63.6	62.8	62.2	61.1	60.7	57.8	62.9	*	61.9	61.7	*
11	65.1	63.6	63.3	56.4	61.1	60.8	58.4	63.0	*	63.0	62.1	*
12	64.1	65.0	63.3	59.5	63.0	61.0	58.3	64.2	*	63.1	62.2	*
13	61.5	60.0	59.0	59.2	61.2	57.2	54.0	60.1	*	60.5	59.2	*
14	61.7	61.3	59.7	55.8	59.6	55.9	52.0	58.9	*	58.7	57.3	*
15	62.8	62.9	62.5	55.0	62.0	60.8	57.1	62.4	*	62.2	61.3	*
16	64.1	64.6	63.8	57.6	60.1	62.0	59.9	63.8	*	63.6	63.4	*
17	64.8	64.6	64.2	55.6	61.5	62.0	59.7	64.6	*	63.9	63.4	*
18	65.1	64.2	64.0	57.2	59.9	61.4	58.4	62.3	*	62.3	62.5	*
19	65.4	65.8	65.3	60.6	60.7	60.8	58.1	63.3	*	63.2	62.1	*
20	66.2	66.0	64.8	58.1	59.9	61.6	59.1	64.3	*	64.0	*	*
21	66.2	64.5	63.3	63.8	63.5	60.2	57.7	62.9	*	62.1	*	*
22	65.3	63.5	63.4	56.7	62.3	61.7	60.0	64.6	*	63.9	*	*
23	62.5	66.0	65.2	62.7	65.1	61.8	59.1	64.4	*	63.8	*	*
24	65.0	64.3	62.4	55.8	61.2	61.8	59.8	64.3	*	63.5	62.3	*
25	64.8	67.5	60.8	60.0	63.0	60.7	57.3	62.7	*	62.4	61.2	*
26	65.6	64.3	63.2	62.6	60.5	61.3	58.7	63.5	*	63.6	62.2	*
27	66.2	64.2	63.0	52.8	59.0	61.2	58.1	64.0	*	63.2	62.2	*
28	62.9	61.4	59.7	57.3	57.4	56.7	54.2	59.6	*	59.5	58.5	*
29	62.5	60.6	60.1	56.0	56.9	56.6	53.7	59.6	*	58.8	58.1	*
30	63.5	64.5	58.2	58.1	61.0	60.1	56.0	61.9	*	62.3	59.9	*
31	66.7	65.1	58.2	54.0	64.0	61.5	58.7	64.4	*	64.5	63.1	*
Month	64.6	64.1	62.6	59.4	61.2	60.3	57.6	62.8	*	62.5	61.3	*

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
February 2012**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	71.1	66.6	62.3	64.4	68.2	73.8	63.5	63.3	70.9	61.7	65.6
2	71.3	67.0	*	64.5	68.6	74.2	65.5	63.5	71.5	62.2	66.2
3	67.8	63.1	*	64.8	67.5	74.2	68.8	62.4	70.7	60.7	64.4
4	67.6	62.2	*	61.9	64.5	71.1	63.9	59.0	68.1	57.5	62.2
5	67.9	63.7	*	62.5	66.3	72.5	64.4	60.6	69.8	59.0	63.8
6	67.4	63.6	*	63.5	67.4	73.4	67.4	62.2	70.5	60.9	65.0
7	70.3	65.4	*	66.4	68.4	73.8	67.4	63.1	71.5	61.3	65.5
8	71.4	65.8	*	66.6	68.2	73.2	65.2	63.1	70.6	61.5	65.4
9	70.9	65.8	*	64.3	67.4	73.6	64.4	61.7	70.3	60.6	64.7
10	72.3	67.6	*	66.1	68.2	73.8	67.1	62.9	71.1	61.8	65.5
11	70.1	65.9	*	63.5	67.1	71.9	65.2	62.2	69.2	60.2	64.0
12	70.2	65.9	*	64.1	68.2	73.0	65.5	63.4	70.7	61.8	65.7
13	71.6	67.3	*	65.7	68.7	72.1	65.3	63.9	69.8	62.7	65.8
14	71.1	66.2	*	64.3	69.1	73.0	66.7	64.2	70.4	63.1	66.0
15	72.3	67.8	*	65.5	69.2	73.3	0.0	64.4	71.2	63.2	66.8
16	72.2	67.3	*	61.1	68.6	74.2	66.3	63.8	71.3	61.9	66.1
17	72.2	67.0	*	65.8	68.3	74.3	67.0	63.7	71.1	62.0	65.6
18	70.4	65.9	*	64.2	66.8	74.0	66.5	62.6	71.0	60.8	65.3
19	70.7	66.4	*	64.6	68.1	73.4	66.1	63.8	70.6	61.3	65.6
20	71.6	66.4	*	65.3	67.9	74.6	62.3	63.8	72.0	62.1	67.0
21	70.6	66.1	*	64.5	68.0	73.9	67.3	63.2	70.8	61.0	65.6
22	70.3	65.5	*	64.2	67.9	73.4	65.6	62.8	70.1	61.6	65.0
23	72.2	67.3	*	66.0	69.3	74.9	68.7	64.1	71.5	61.8	65.6
24	71.7	67.2	*	66.9	68.1	75.2	66.2	62.0	71.4	59.2	63.8
25	71.3	66.8	*	64.5	68.0	73.9	64.6	62.6	70.5	60.2	64.8
26	70.0	66.1	*	65.0	67.9	74.5	67.0	62.9	71.4	61.3	65.6
27	71.3	67.7	*	64.8	70.1	73.7	66.3	65.5	70.9	63.8	66.3
28	72.4	67.4	*	65.6	69.6	73.1	66.5	64.6	70.5	62.6	66.1
29	72.4	67.6	*	65.8	69.6	74.0	68.7	64.3	70.8	62.4	65.8
Month	70.9	66.3	62.3	64.8	68.2	73.6	66.3	63.2	70.7	61.5	65.4

* = Not in service

APPENDIX B4**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
February 2012**

Date	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	66.4	64.6	58.8	61.0	58.9	61.9	59.7	64.1	*	63.6	63.7	*
2	66.6	64.8	56.3	59.5	56.5	62.0	59.7	64.5	*	64.4	63.4	*
3	65.8	62.8	56.2	56.4	64.4	59.6	57.6	62.8	*	62.5	61.2	*
4	63.4	62.4	53.2	59.0	58.4	58.0	56.1	60.6	*	60.2	60.0	*
5	64.9	62.0	61.5	57.6	57.2	59.5	57.0	62.1	*	61.8	61.1	*
6	65.5	62.4	61.2	56.7	63.0	60.0	57.5	64.1	*	63.2	61.7	*
7	66.5	64.3	63.1	62.4	62.1	61.3	58.5	63.8	*	63.8	61.9	*
8	64.2	63.7	63.7	56.7	63.0	61.8	59.5	63.9	*	63.8	61.5	*
9	65.4	64.8	64.0	58.2	61.1	60.7	58.5	63.4	*	62.8	62.3	*
10	65.7	65.5	64.8	58.2	61.1	61.4	58.8	63.9	*	63.9	62.7	*
11	64.9	63.9	62.9	58.0	60.7	60.2	57.9	62.7	*	62.0	61.6	*
12	66.7	63.9	63.4	58.2	60.5	61.4	59.6	64.4	*	63.8	60.7	*
13	63.4	66.0	65.0	58.9	60.5	62.3	59.1	64.1	*	64.1	61.7	*
14	64.8	65.4	64.0	56.9	62.9	62.8	60.2	64.9	*	64.7	62.0	*
15	60.7	66.4	65.1	58.8	64.1	62.5	60.4	65.1	*	65.0	61.5	*
16	65.3	66.2	65.4	51.0	63.6	62.9	60.9	64.8	*	63.9	63.1	*
17	65.7	66.4	65.0	58.9	64.8	61.3	58.7	63.9	*	64.5	61.2	*
18	66.4	64.9	62.8	57.2	65.6	61.1	58.4	63.7	*	62.8	62.4	*
19	66.4	64.6	64.3	57.6	61.9	61.6	59.3	64.2	*	63.3	62.8	*
20	67.6	64.9	65.1	57.9	56.4	62.4	59.9	65.4	*	64.3	62.2	*
21	64.3	65.1	64.4	60.2	62.7	62.3	59.6	63.2	60.8	63.4	61.4	*
22	65.2	64.0	63.6	59.4	60.9	61.0	58.5	62.7	61.8	62.5	62.5	*
23	66.1	65.7	64.8	59.4	64.5	62.0	59.2	64.2	63.0	63.6	63.2	*
24	66.2	65.3	65.3	60.1	61.2	58.8	55.0	61.9	61.1	61.7	60.3	*
25	65.7	64.5	63.7	56.6	58.1	61.6	58.4	63.3	62.1	63.0	62.3	*
26	66.7	64.6	63.9	56.7	62.4	61.4	58.6	63.9	63.1	63.9	62.7	*
27	67.4	66.0	65.1	58.2	63.3	63.5	60.3	64.5	65.0	64.9	63.9	*
28	65.2	66.1	65.7	58.8	62.6	62.5	60.6	64.9	63.1	64.4	64.1	*
29	67.0	66.7	65.4	60.8	62.7	62.8	60.8	64.4	62.7	63.7	64.4	*
Month	65.7	64.9	63.7	58.6	62.1	61.5	59.1	63.8	62.7	63.5	62.3	*

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
March 2012**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	72.1	67.7	*	65.8	69.5	73.4	68.1	64.7	70.7	62.7	66.1
2	71.5	66.3	*	65.3	68.8	74.3	67.4	63.6	71.2	62.6	65.4
3	66.1	62.0	*	60.7	66.5	72.0	64.5	59.4	68.4	57.3	61.2
4	65.7	63.7	*	62.3	67.2	72.4	65.5	60.6	68.9	59.2	62.8
5	69.5	63.6	*	67.7	68.3	74.5	66.1	63.1	71.8	61.4	64.9
6	71.9	68.2	*	66.6	70.3	74.1	66.8	64.3	70.7	62.0	65.2
7	71.1	66.8	*	65.6	68.8	73.2	64.4	63.8	70.5	62.2	64.7
8	70.2	65.3	*	65.9	68.7	73.6	66.5	63.1	69.9	61.5	63.9
9	70.0	65.6	*	66.2	68.3	73.2	67.7	62.0	69.8	62.9	63.8
10	70.0	66.0	*	64.0	67.4	73.4	66.8	61.9	70.2	61.3	64.1
11	71.0	67.2	*	65.0	69.0	74.8	67.0	64.2	71.7	62.4	65.9
12	71.2	66.9	*	65.5	69.3	74.5	66.7	64.5	71.8	63.6	66.6
13	71.8	67.5	*	65.7	69.3	74.1	66.7	64.7	71.2	63.4	66.4
14	72.4	68.4	*	66.6	69.1	74.4	66.3	64.2	71.4	62.4	65.9
15	73.6	69.0	*	67.7	69.5	75.2	66.8	64.3	72.1	62.8	65.8
16	72.9	68.5	*	66.7	69.0	75.0	66.9	64.3	71.9	63.1	66.1
17	71.5	67.6	*	66.4	69.3	75.4	67.9	63.6	71.9	61.1	65.6
18	72.8	68.5	*	65.4	71.1	72.5	67.2	65.4	69.7	62.8	65.7
19	68.4	67.7	*	67.9	69.9	74.7	68.4	65.0	71.9	63.0	66.8
20	72.4	66.9	*	66.3	69.2	74.7	65.4	64.2	71.5	62.9	66.0
21	71.7	66.9	*	65.6	69.4	74.3	67.7	63.9	71.2	62.6	65.5
22	72.8	68.1	*	66.6	69.9	75.3	68.8	64.5	71.9	63.4	65.9
23	71.9	68.0	*	66.9	69.2	75.1	68.0	64.3	72.4	62.5	66.8
24	68.6	64.2	*	65.5	67.8	75.5	65.9	62.7	72.5	60.7	65.6
25	67.5	63.4	*	67.4	68.7	76.3	68.2	63.1	74.2	61.2	66.5
26	71.1	66.2	*	65.0	69.8	74.9	66.8	64.7	73.1	63.3	66.7
27	72.6	68.0	*	66.1	69.3	74.2	67.7	64.9	71.3	62.9	66.3
28	71.3	67.5	*	67.7	69.2	75.3	65.7	64.1	72.3	61.8	65.7
29	67.2	62.3	*	69.0	68.0	77.3	68.8	62.2	74.6	60.2	64.7
30	67.9	63.6	*	68.1	67.8	76.7	68.2	62.3	74.5	59.9	65.0
31	70.1	66.0	*	63.9	68.3	75.2	66.9	63.0	72.1	61.3	65.3
Month	71.0	66.7	*	66.2	69.0	74.6	67.1	63.7	71.7	62.1	65.5

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
March 2012**

Date	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	66.6	66.1	65.1	59.4	63.0	62.5	60.2	64.9	64.0	64.5	63.8	*
2	66.5	65.4	64.0	61.5	63.0	61.6	59.1	63.7	63.2	63.4	63.5	*
3	62.9	60.8	60.2	52.3	61.1	57.4	56.0	60.1	59.2	59.3	58.7	*
4	64.3	62.0	62.0	54.4	59.9	58.8	56.5	61.5	60.2	61.2	60.7	*
5	66.6	62.9	61.6	61.5	62.8	60.0	57.3	62.8	60.8	63.0	61.9	*
6	66.0	66.5	65.1	56.3	62.7	61.3	58.4	63.2	62.3	63.1	62.5	*
7	62.6	64.7	64.6	60.3	57.8	62.7	60.4	63.4	60.7	62.7	63.8	*
8	65.8	63.8	63.7	59.6	61.8	60.4	57.7	62.7	60.9	62.1	61.8	*
9	64.9	65.2	64.0	59.1	60.8	60.3	58.4	62.6	60.8	61.9	61.6	*
10	64.3	64.5	63.4	56.5	63.4	59.7	56.3	62.3	61.4	62.2	60.5	*
11	66.2	65.3	64.6	57.2	62.7	61.6	58.5	64.1	62.7	63.8	62.5	*
12	66.7	65.3	64.9	57.7	61.3	62.5	59.7	64.7	63.2	64.6	63.7	*
13	*	65.2	65.3	58.4	59.2	62.7	60.2	65.0	63.8	64.5	64.2	*
14	*	65.9	65.8	57.5	58.3	62.9	59.7	64.4	62.6	64.7	63.7	*
15	*	66.7	66.4	58.1	60.2	62.4	58.5	64.1	62.8	64.0	63.1	*
16	*	66.6	65.5	57.7	64.1	62.2	59.0	64.4	62.8	64.2	63.0	*
17	*	65.6	64.5	64.7	63.7	61.6	59.2	64.2	59.5	63.3	62.4	*
18	*	66.5	66.2	64.4	63.5	64.2	61.4	64.4	65.7	63.9	64.4	*
19	*	65.6	65.4	63.1	63.3	63.2	60.7	65.4	63.3	64.8	64.6	*
20	*	65.2	65.0	59.7	57.8	62.5	59.6	64.6	61.9	64.1	62.1	*
21	*	65.1	65.1	57.6	61.9	62.4	59.8	64.3	62.0	63.5	63.4	*
22	*	66.4	65.5	61.9	64.5	62.4	59.3	64.4	63.2	65.0	62.9	*
23	*	66.0	65.4	61.4	62.6	62.4	59.0	64.8	63.9	65.5	63.3	*
24	*	62.9	62.2	60.8	62.1	60.8	57.0	64.2	61.5	63.0	62.1	*
25	*	62.7	61.7	65.3	65.5	62.0	60.3	65.3	63.7	63.5	63.4	*
26	*	64.6	64.7	61.8	62.4	62.9	60.6	65.4	63.6	65.1	64.2	*
27	*	66.0	66.2	58.3	60.7	63.1	60.1	64.9	62.0	64.4	63.8	*
28	*	65.4	65.0	61.6	58.0	62.7	60.5	64.4	61.2	63.7	64.6	*
29	*	61.2	62.5	65.7	61.1	61.9	59.4	63.2	62.5	63.8	63.3	*
30	*	62.7	62.6	64.3	61.6	60.9	58.2	63.5	62.8	61.8	62.5	*
31	*	64.3	63.7	55.9	62.6	61.6	58.0	63.6	61.5	63.0	62.5	*
Month	65.4	65.0	64.5	60.9	62.1	61.9	59.2	64.0	62.4	63.6	63.0	*

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, First Quarter 2012_____	C1
Commercial Flight Operations Mix, January 2012_____	C2
Commercial Flight Operations Mix, February 2012_____	C3
Commercial Flight Operations Mix, March 2012_____	C4
Curfew Violation Summary, 1989 --- Present_____	C5

APPENDIX C1

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- FIRST QUARTER 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	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																								113	226
A310																								0	0
A318									57	264														57	114
A319	90						123			264			203		138	7		101						926	1852
A320							354			10		3	3		712	268	334	1						1931	3862
A321																								544	1088
A330+																								0	0
B712																								0	0
B71Q																								0	0
B72Q																								0	0
B733												1892											2	1892	3784
B734		309										214											2	311	622
B735																							8	214	428
B736												5638								1			3	1	2
B737		235												28	70					51			8	6030	12060
B738		576					412								302								3	1725	3450
B739		70													388								3	458	916
B747+																								0	0
B752															657	67								1236	2472
B753							383								5									5	10
B762				3																	64			67	134
B763				47			79	91														98		315	630
B764																								0	0
B772																								91	182
CRJ2																								495	990
CRJ7																								447	894
CRJ9																								101	202
DC87																								0	0
ERJ+																								829	1658
E170/90	91									8														829	1658
MD10																								99	188
MD11																								202	404
MD80+																								2	4
MD90																								653	1306
TOTALS	181	1190	34	1179	915	91	1382	91	249	339	894	7744	206	28	2272	949	334	102	52	64	316	98	65	18785	37570
B190																								0	0
BE99																								70	140
C208																								213	426
DH8D																								0	0
E120																								904	1808
PA31																								0	0
SW3/4																								61	122
TOTALS	181	1190	34	1179	915	91	1382	91	249	339	1798	7744	206	28	2272	949	334	102	52	134	529	159	65	1248	2496

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)
 Other / Non-Transport Category = 1 BOE B788, 2 USAF C17, 1 USAF K35R, 1 AAH B73Q, 1 USN C130, 1 CFC C130, 2 G/A C130

APPENDIX C2

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JANUARY 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	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																								40	80
A310																								0	0
A318																								15	30
A319	31			28			113		84	15			80		56	2		44						329	658
A320				113						88			3		265	82	109							660	1320
A321										4						179								179	358
A330+																								0	0
B712																								0	0
B71Q																								0	0
B72Q																								0	0
B733												687												687	1374
B734		84										40			1									84	168
B735																								41	82
B736																								0	0
B737		94										1794			4				18				3	1922	3844
B738		190					146							9	104								2	582	1184
B739		25													153									178	356
B747+																								0	0
B752							158								182	22								387	774
B753															1									1	2
B762																				21				21	42
B763							3	31													33			67	134
B764																								0	0
B772																								31	62
CRJ2																								166	332
CRJ7												138												152	304
CRJ9												124												37	74
DC87												35				2								0	0
ERJ+																								280	580
E170/90	31									2														280	580
MD10																								62	124
MD11																								0	0
MD80+																								234	488
MD90							15																	15	30
TOTALS	62	393	12	371	308	31	463	31	84	109	297	2521	83	9	768	315	109	44	18	21	102	21	21	6170	12340
B190																								0	0
BE99																								22	44
C208																				22				71	142
DH8D																								0	0
E120																								305	610
PA31																								0	0
SW3/4																								21	42
TOTALS	62	393	12	371	308	31	463	31	84	109	602	2521	83	9	768	315	109	44	18	43	173	54	21	419	838

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)
 Other / Non-Transport Category = 2 USAF C17, 1 USN C130

APPENDIX C3

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- FEBRUARY 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	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																								36	72
A310																						36		0	0
A318																								17	34
A319	29						43			17			62											293	586
A320							93			86								26						566	1132
A321										1														185	370
A330+																								0	0
B712																								0	0
B71Q																								0	0
B72Q																								0	0
B733												581											1	582	1164
B734		96										33											1	97	194
B735															4									37	74
B736																								0	0
B737		70										1867											3	1971	3942
B738		192					127								8							1		539	1078
B739		19													159									178	356
B747+																								0	0
B752																								410	820
B753																								2	4
B762																					21			24	48
B763																								96	192
B764																								0	0
B772																								29	58
CRJ2																								162	324
CRJ7																								140	280
CRJ9																								32	64
DC87																								0	0
ERJ+																								266	532
E170/90	29																							31	62
MD10																								66	132
MD11																							1	2	
MD80+																							20	207	414
MD90																								21	42
TOTALS	58	377	9	382	282	29	431	29	77	106	279	2481	62	8	729	305	107	26	17	21	102	27	5968	11976	
B190																								0	0
BE99																								24	48
C208																								69	138
DH8D																								0	0
E120																								288	576
PA31																								0	0
SW3/4																								19	38
TOTALS	58	377	9	382	282	29	431	29	77	106	587	2481	62	8	729	305	107	26	17	45	171	53	27	400	800

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)
 Other / Non-Transport Category = 1 AAH B75Q, 1 CFC C130, 2 G/A C130

APPENDIX C4

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- MARCH 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	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																					37			37	74
A310																									0
A318									25																50
A319	30			52					90				61												608
A320				148					88																1410
A321																									180
A330+																									0
B712																									0
B71Q																									0
B72Q																									0
B733												624													1248
B734		129																					1		260
B735												141			23										328
B736																				1					2
B737		71										1977		11						16			2		4274
B738		194					139								60										1208
B739		26													76										204
B747+																									0
B752															261	25									878
B753							96								4										8
B762																				22					44
B763							80	31													22				304
B764																						31			0
B772																									62
CRJ2																									334
CRJ7																									310
CRJ9																									64
DC87																									0
ERJ+																									566
E170/90	31									4															283
MD10																									148
MD11																									2
MD80+																									424
MD90							5																15		2
TOTALS	61	420	13	426	315	31	500	31	88	124	629	2742	61	11	805	329	118	32	17	46	185	52	18		6590
B190																									0
BE99																									0
C208																									48
DH8D																									146
E120																									0
PA31																									311
SW3/4																									0
TOTALS	61	420	13	426	315	31	500	31	88	124	629	2742	61	11	805	329	118	32	17	46	185	52	18		658

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)
 Other / Non-Transport Category = 1 BOE B788, 1 USAF K35R



Appendix C5

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

1989 - Present

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

Legend

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

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

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

QTR	1995	PENALTY	1996	PENALTY	1997	PENALTY
1ST	FedEx Southwest Continental Canada 3000 US Airways G. Wood (GA)	\$1,000 \$1,000 NP \$1,000 \$1,000 NP	TWA TWA United United Southwest TWA	\$1,000 \$3,000 \$1,000 \$3,000 \$1,000 \$5,000	Alaska Delta Delta 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 \$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
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) 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
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	Alaska Canadian Navy (GA) N155AN (GA) British Airways United Delta Delta	\$2,000 \$2,000 \$2,000 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		\$6,000

AIRCRAFT NOISE COMPLAINTS

This section contains Year 2012 (to date) statistics on aircraft noise complaints received by the Airport Noise Mitigation Department.



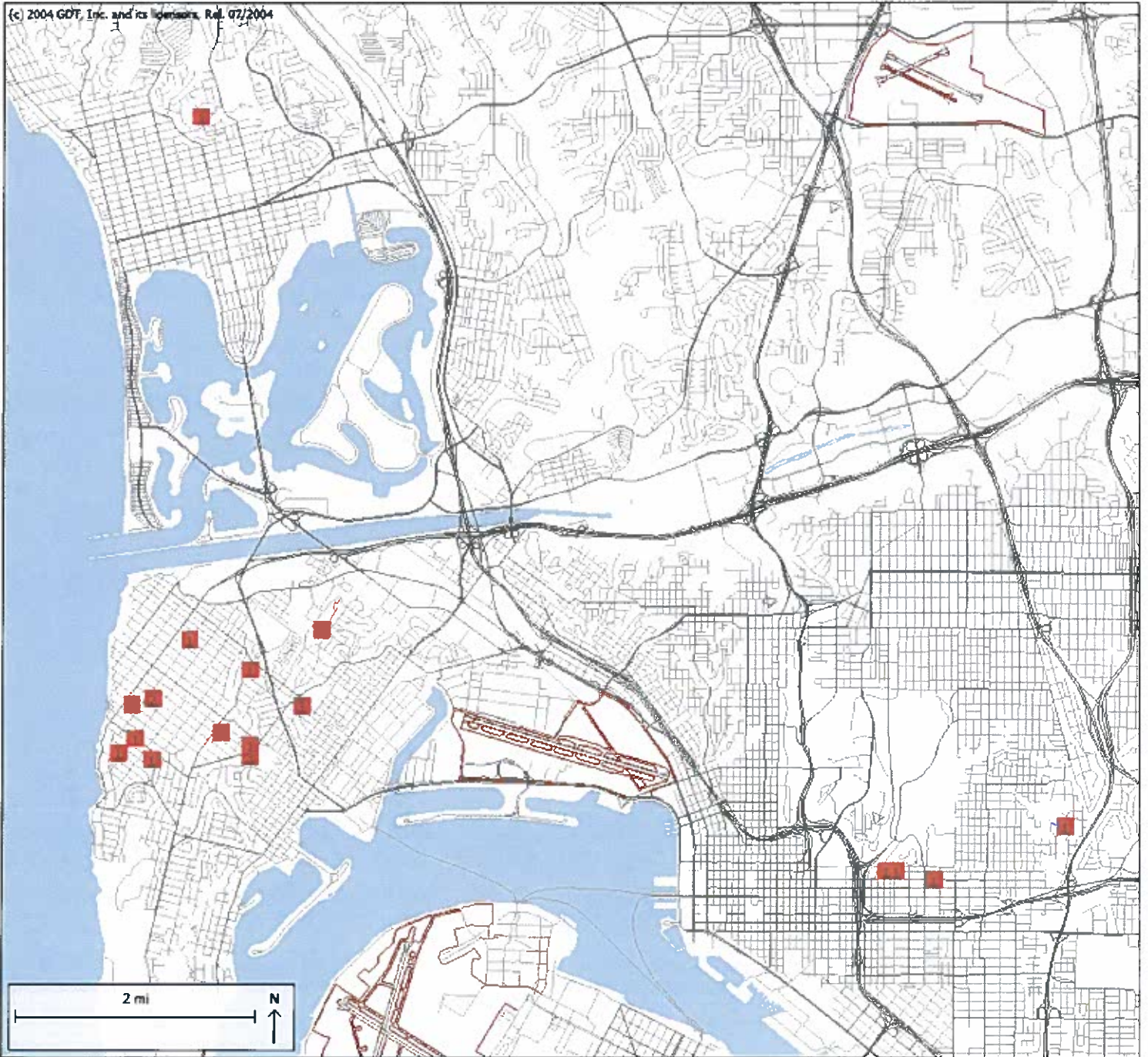
First Quarter 2012

Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
17 Households; 25 Complaints



SAN DIEGO
INTERNATIONAL
AIRPORT

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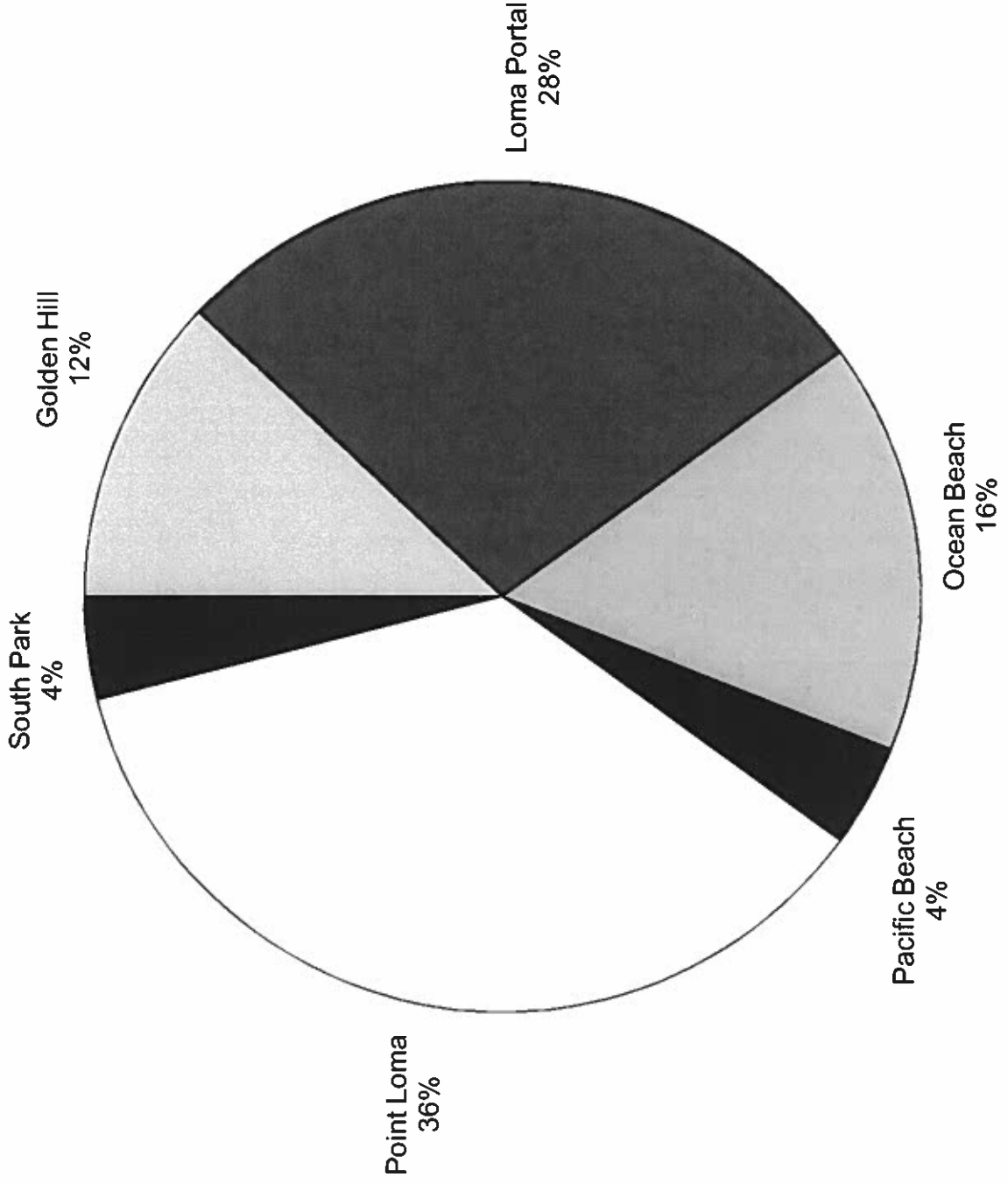
Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO
INTERNATIONAL
AIRPORT

First Quarter 2012

TOTAL CALLS: 25



Aircraft Noise Complaint Distribution by Household

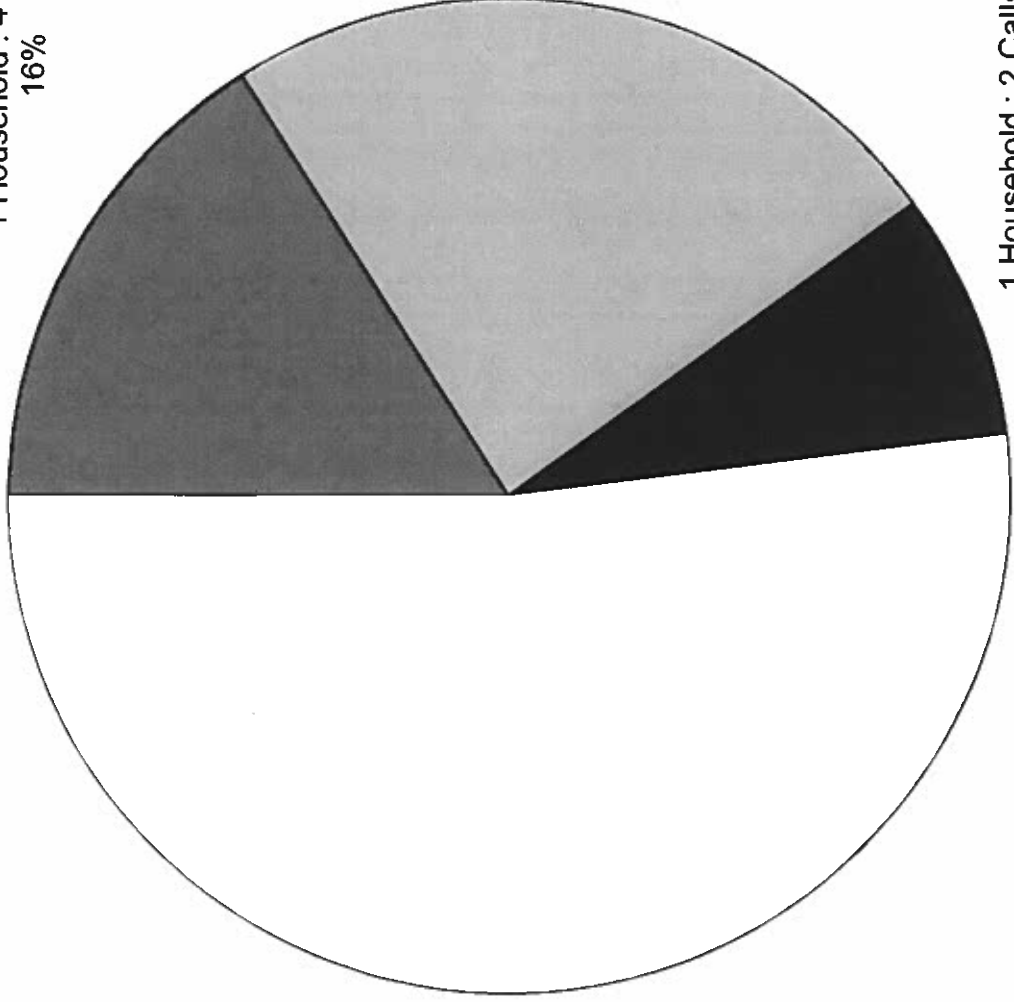


SAN DIEGO
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AIRPORT

First Quarter 2012

TOTAL CALLS: 25

1 Household : 4 Calls =
16%



13 Households : Single
Calls = 52%

2 Households : 3 Calls =
24%

1 Household : 2 Calls =
8%

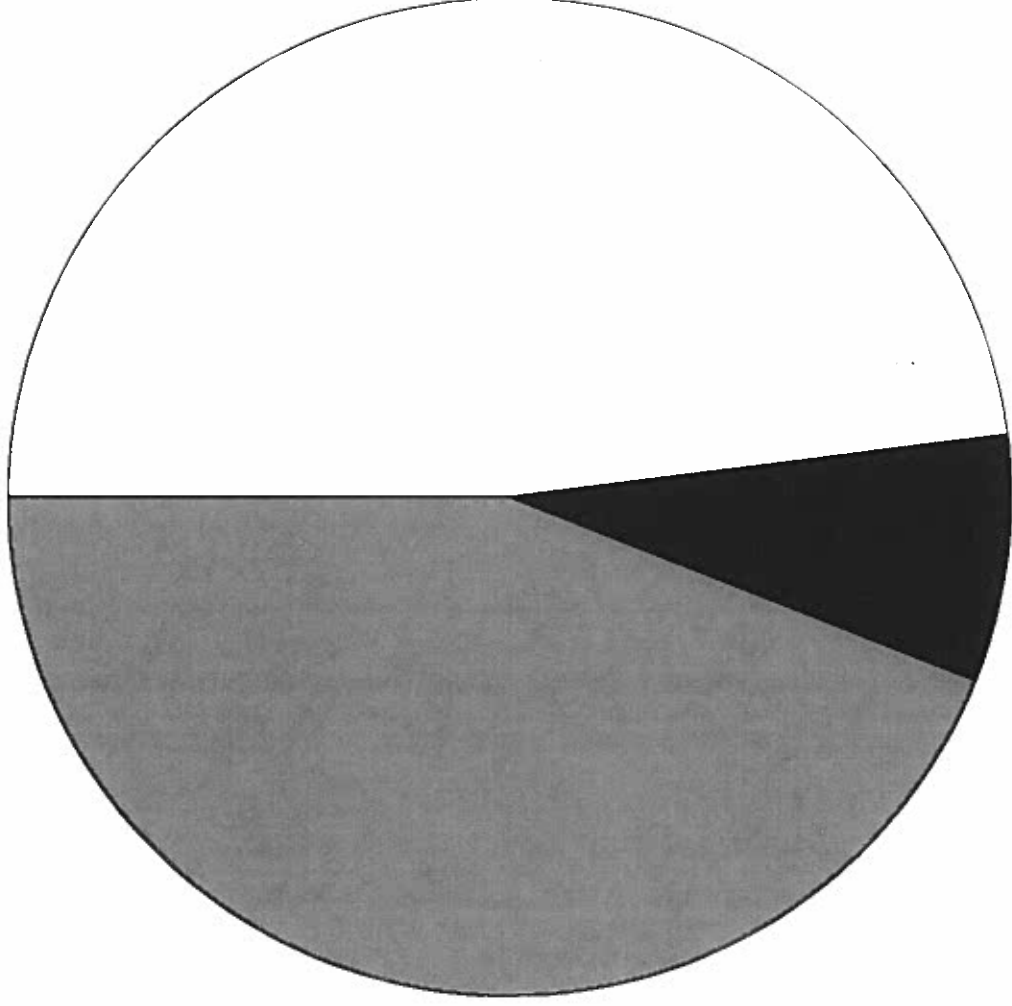
Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO
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AIRPORT

First Quarter 2012

TOTAL CALLS: 25



10:00 p.m. - 6:59 a.m. :
11 Calls = 44%

7:00 a.m. - 6:59 p.m. : 12
Calls = 48%

7:00 p.m. - 9:59 p.m. : 2
Calls = 8%

Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO
INTERNATIONAL
AIRPORT

First Quarter 2012

TOTAL CALLS: 25

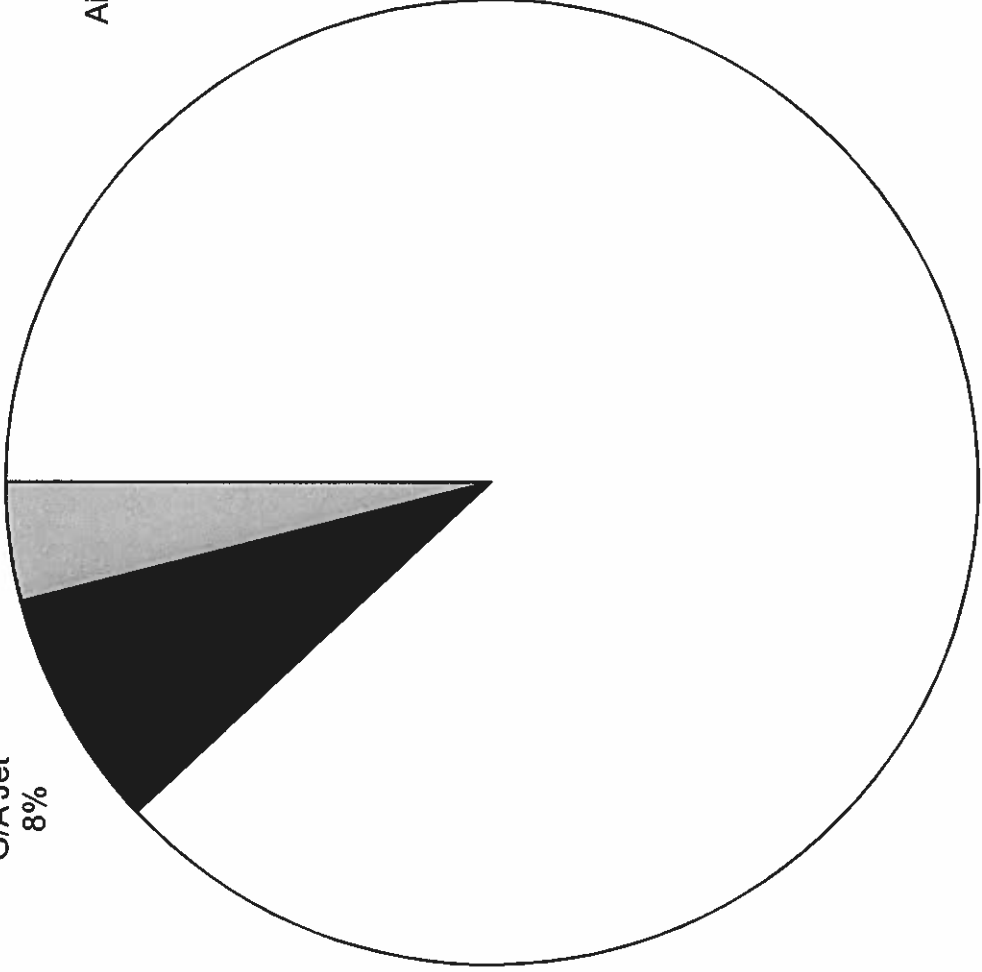
Not Applicable /
Unknown

4%

G/A Jet

8%

Airline Jet (0 of 22 were
hushkitted 727s)
88%



Military
0%

G/A Propeller
0%

Helicopter
0%

Airline Prop./Turboprop
0%

Aircraft Noise Complaint Distribution by Cause



SAN DIEGO
INTERNATIONAL
AIRPORT

First Quarter 2012

TOTAL CALLS: 25

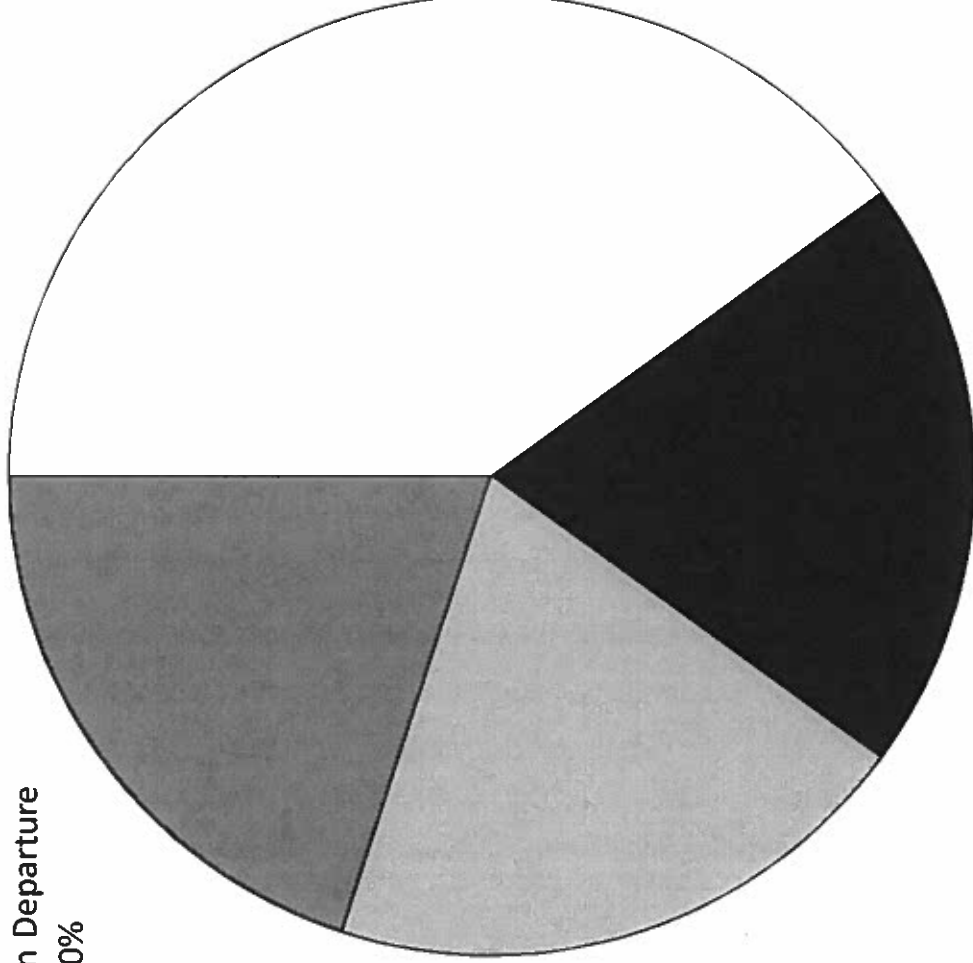
Non-Runway Heading
/ Early Turn Departure
20%

Curfew Time Period
Flights
40%

Off Course /
Suspected Early Turn
20%

Too Loud / Too Low
20%

Unknown / Other
0%



AIRPORT NOISE ADVISORY COMMITTEE

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held January 18th, 2012.



**SAN DIEGO
INTERNATIONAL
AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
January 18, 2012**

On January 18th, 2012, 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; Captain (Ret.) Jack Bewley, Retired Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Rob Cook, FAA Representative; Mr. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Kirk Hanson, Community member; Jane Gawronski, PhD., Ocean Beach Planning Board; Mr. Carl Huenefeld, MCRD; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Michael Patton, City Council District 2 (ex-officio); Mr. Joe Scaglione, North Bay (Midway) Community Planning Board; Jack Zimmerman (Acoustician); Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollarn, and Mr. Steve Cummings.

Absent: Congresswoman Susan Davis (ex-officio) Daniel Hazard (Excused); Mr. Steven Holt, Airline Representative (ex-officio); Mr. Bill Stone, Little Italy Association; Mr. Paul Webb, Peninsula Community Planning Board; County Supervisor Greg Cox (ex-officio) (Vacant)

Dr. Butler invited each ANAC participant to introduce him/herself. Following introductions, as a quorum was present, Dr. Butler requested a motion to approve the October 2011 meeting minutes. A correction to the minutes was requested by Mr. Zimmerman; the amended minutes were approved unanimously.

Mr. Frazee updated the Committee with airport activity (passenger and aircraft operations) statistics for CY 2011. Passenger enplanements for 2011 increased by 3.5% over 2010 numbers. Aircraft operations in 2011 were down by 2.6% compared to 2010, with about 190,000 arrivals and departures. Compared with 2007 though, when there were 230,000 operations, we have decreased about 20%, and per day activity is about 540 operations as opposed to 620 operations per day. San Diego International continues to attract new entrants and new routings.

As for the Green Build update, Mr. Frazee continued by saying that the work on new gates, additional ramp space, a second-level roadway for Terminal 2, and increased screening and security lanes is moving along smoothly, on track for an August 2013 opening. He mentioned

that residents west of the airport are experiencing noise associated with pile-driving between the hours of 12:30 p.m. to 8:30 at night, through the end of February, as the work on the second level roadway expands. The building frame for the USO is in place across from Terminal 2 East; and when completed, it will be the largest USO in the nation, with about 10,000 sq. ft., to serve the significant flow of military personnel who travel through San Diego's airport. Mr. Frazee also informed the committee that the road access to Terminal 2 West, across from Spanish Landing, was closed in October 2011 and that travelers arriving from the west side of the airport will not be able to make a left-turn to access Terminal 2 until the second level roadway is completed and parking lots are reopened. On a different note, Mr. Hollarn added that construction of the 14 to 21 foot sound wall to contain aircraft noise along the western airport boundary is proceeding well. This concluded Mr. Frazee's presentation.

Next Agenda item was the annual review of the Rules and Procedures for ANAC meetings. Dr. Butler asked the Committee members if there are any modifications to be made to the Rules and Procedures, reminding them of a change made in late 2011 when the status of the FAA representative was changed from voting to non-voting. No discussion was forthcoming from the participants, thus, the Rules and Procedures for ANAC will remain as is. For the next discussion item, Dr. Butler reviewed the proposed meeting dates and time schedule for 2012. The Committee members unanimously agreed that quarterly meetings during calendar year 2012 will be held on the third Wednesday of the months of January, April, July, and October at 4:00 p.m. in the Noise Monitoring Room.

Mr. Frazee updated the Committee on the latest Curfew Violation Review Panel (CVRP) meeting. The last CVRP for 2011 was held on December 7. He noted that a local news television station attended and filmed the meeting, then ran a 5-minute segment on the process. Three operations were evaluated; a British Airways and two Ryan International Airlines violations. The Panel deferred a decision on British Airways to the next scheduled CVRP due to insufficient information. Ryan International Airlines was assessed penalties totaling \$8,000 for their two violations. Mr. Frazee informed members that Ryan International Airlines is a charter airline for the US Department of Justice, that transports federal and international detainees from San Diego. The next CVRP will be held February 1st, 2012. Mr. Frazee added that at the next ANAC meeting, he will report out on the total curfews for CY2011. One member asked if staff knew reason behind Ryan International's breaking curfew, to which Mr. Frazee responded that the aircrew mistakenly thought that this operation was exempt from curfew regulations, since they are performing at the bequest of the federal government.

In regards to the FAR Part 150 Noise Compatibility Program update, Mr. Frazee reiterated that the Federal Aviation Administration accepted the Authority's submission in 2011, but there were several elements not approved, especially one regarding the airport's request to add to the noise contour 173 homes, located on the northeast side of the airport, that needed more extensive technical justification to be included in the area eligible for residential sound insulation; the FAA was not convinced with the technical information that the vendor provided. As we move forward, there is a completed noise compatibility program in place at SDIA that includes approval of 15 of the 18 submitted elements.

Ms. Sjohnna Knack, Manager of the Quieter Home Program (QHP), next gave an update on the Program. She reported that as of today, QHP has completed about 2,078 homes, having reached the milestone of 2,000 homes in November 2011. In calendar year 2011, bids were received for nine (9) separate home projects took place, valued from one half million dollars to 2.7 million dollars, and that about 400 homes were completed; 61 on the east side and 339 on the west side. Specifically, a large tract of condominiums in Pt. Loma, the Pt. Loma Tennis Club and Park Pt. Loma, are pretty much done; the Tennis Club complex is in progress and they are just initiating the first bid on the Sea Colony complex. On a different note, Ms. Knack informed the committee that a new Programmatic Agreement, coordinated with the City of San Diego, the California State Historic Preservation Organization, the advisory committee, and FAA was signed in October. In regards to the architectural engineering firm contracted by the Authority, the Authority made the decision to retain only one of two firms due to reduced federal program funding.

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

http://www.san.org/documents/airport_noise/anac/12Jan_Presentation_Items.pdf

Mr. Hollarn presented an update of 2011 year-to-date Noise Complaints. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/12Jan_Presentation_Items.pdf

A member inquired about the staff process when a community member makes a noise complaint. Mr. Hollarn explained that staff enters the provided information into the noise complaint database, investigates each complaint, then calls the community member back with information relevant to the complaint within two working days, if the caller asks for a call back and provides contact information. Staff also forwards to the caller a link to a web-based flight tracking system to provide the complainer the ability to independently confirm staff's information.

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

http://www.san.org/documents/airport_noise/anac/12Jan_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/12Jan_Presentation_Items.pdf

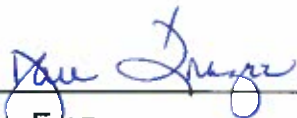
A committee member inquired what the standard is for switching operations to a Contra-flow, asking if it is a subjective decision or based on visibility. Staff explained that more than one condition could require the arrival and departure pattern to change. Inclement weather is the most common, with a significant wind shift favoring the opposite runway as another.

Under New Business: Dr. Butler reminded the committee regarding a continuation of the deferred discussion from the last meeting regarding staff's desire to reduce the amount of paper associated with the meetings and presentations; the questions was posed if the

committee would prefer to have presentations and statistics made available to each electronically, or continue to print all documentation for each committee member at each scheduled meeting. The reasoning behind the request is because one of the Noise Mitigation Department's goals is to reduce cost associated with paper production and to be more sustainable. A motion was made, and the floor opened for further discussion. One suggestion was to have the Agenda and presentations on-line 72 hours prior to the meeting, where the public and members could download it on their own. Discussion ensued where there are some members would like to keep it the way it is, so that they have specific documentation to take back to their respective constituents. Other participants prefer to only have an Agenda forwarded to them, while some would prefer the 72-hour advance upload prior to the meeting. Seeing the mixed ideas regarding this matter, Dr. Butler suggested a motion such that staff will forward an email to all ANAC participants requesting them to confirm his/her specific technology/paper requirement needs before the next meeting by replying to the email. Staff clarified that the meeting agenda is currently posted in accordance with the Brown Act, as well as on the Authority website. Motion passed unanimously.

Under Public comment: Debbie Keegan, an Ocean Beach resident, requested clarification of the SAN curfew. Specifically, she advised that she hears arriving aircraft at all times of the night, and asked if they are an exception to the curfew. Mr. Frazee explained that the SAN noise curfew is a departure curfew only, and that arrivals are permitted 24-hours a day. He reminded the group of the daily departure curfew times of 10:00 p.m. until 7 a.m. for the noisiest aircraft and from 11:30 p.m. until 6:30 a.m. for the vast majority of aircraft.

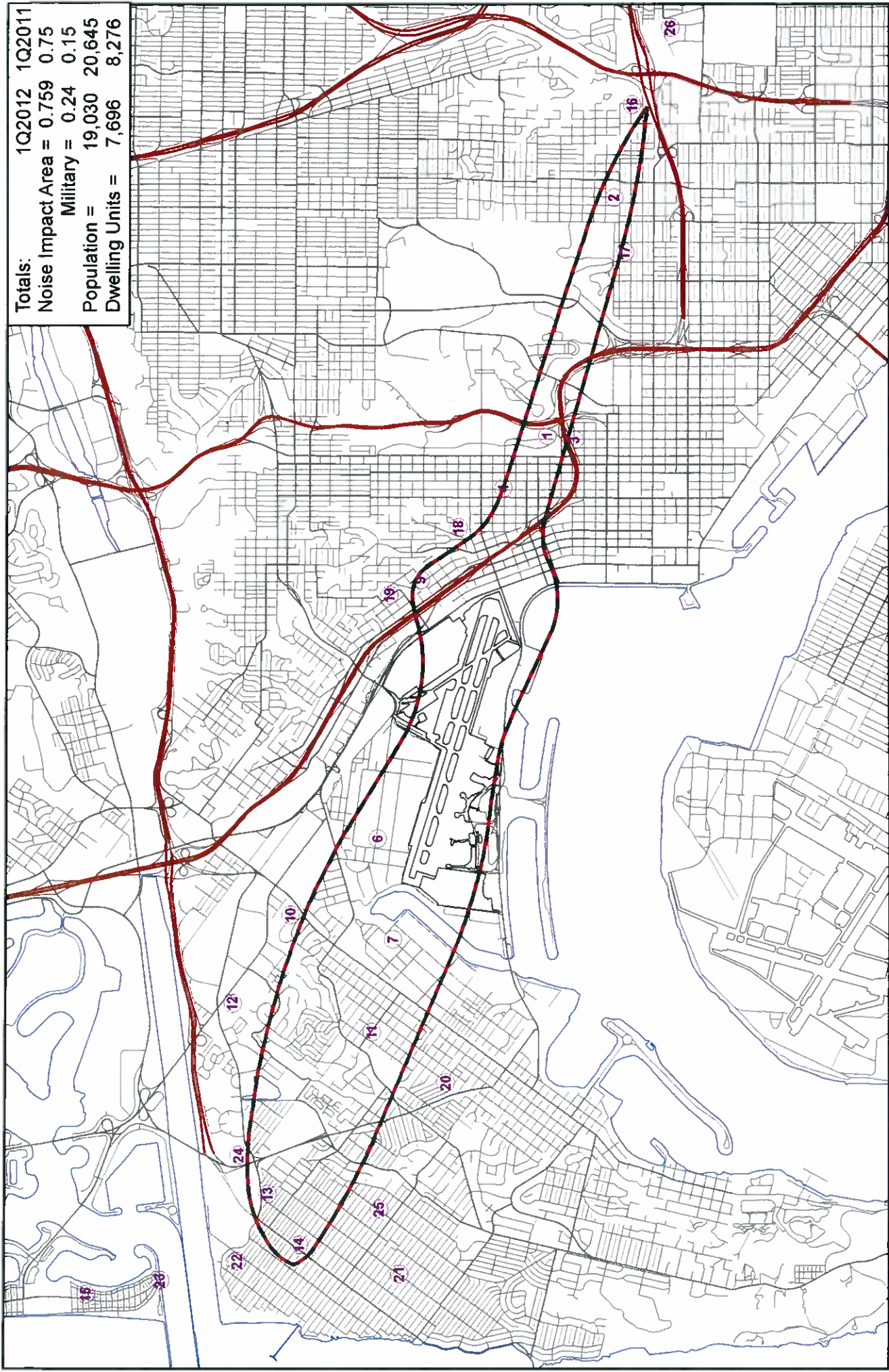
Hearing no more questions, Dr. Butler adjourned the meeting at 5:05 p.m. The next meeting is scheduled for Wednesday, April 18, 2012 at 4:00 p.m. in the Noise Monitoring Room at the Commuter Terminal.



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: 1Q2012 1Q2011
 Noise Impact Area = 0.759 0.75
 Military = 0.24 0.15
 Population = 19,030 20,645
 Dwelling Units = 7,696 8,276



Comparison of the 2011 and 2012 First Quarter 65 dB Community Noise Equivalent Level (CNEL) Contours

--- 1st Quarter 2012
 — 1st Quarter 2011

