

QUARTERLY NOISE REPORT

April 1, 2012 through June 30, 2012



Airport Noise Mitigation Department
San Diego International Airport

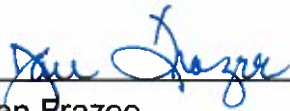
September 20, 2012

QUARTERLY NOISE REPORT
For the Period
April 1 through June 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 May 8th, 2012.

This Quarterly Report for the Second 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 Prazee
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 April 1, 2012 to June 30, 2012, to be 0.737 square miles (471.7 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the Second Quarter of 2011, the Noise Impact Area decreased by 0.053 square miles and the Federal Military Noise Impact Area decreased by 0.004 square miles.

2nd Quarter 2012	2nd Quarter 2011	Change
0.737	0.790	-0.053
0.196	0.200	-0.004

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	71.1	71.7
2	66.5	67.3
3	62.8	63.9
4	65.4	65.6
6	68.4	68.9
7	74.2	74.4
9	66.4	66.7
10	62.8	63.4
11	71.2	71.4
12	61.5	61.7
13	65.3	65.5
14	65.1	n/a
16	64.6	65.2
17	64.2	65.0
18	59.5	59.9
19	61.0	61.4
20	61.5	61.8
21	58.5	58.8
22	63.8	63.9
23	62.3	62.8
24	63.4	63.6
25	62.2	62.7
26	61.5	61.6

¹ = For the period July 1, 2011 through June 30, 2012

² = For the period April 1, 2012 through June 30, 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	SECOND QUARTER 2012	SECOND QUARTER 2011	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	37,345	36,403	942	2.6%
Commuter	5,604	5,856	(252)	-4.3%
General Aviation	3,892	4,005	(113)	-2.8%
Military	106	151	(45)	-29.8%
TOTAL	46,947	46,415	532	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 Second Quarter of 2012. The data used to compile this report was gathered during 24-hour periods on May 15 - 17, 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 Second Quarter 2012 Operations Survey, an average of 450 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 56. 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 Second Quarter 2012 Operations Survey, an average of 450 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 56. 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:

Second Quarter Comparison Single Event Noise Exposure Level (SENEL)

	May 17 - 19, 2011	May 15 - 17, 2012	Change (dB)
Departures	100.0	99.6	-0.4
Arrivals	96.2	96.2	0.0

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 450 daily operations, which reflected a decrease of 5 operations from the 455 operations recorded during the Second Quarter of 2011.

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
May 15 through May 17, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-10F	101.2	Memphis, TN	FDX1422	535
MD-10F	100.9	Indianapolis, ID	FDX3713	1700
B767-200F	99.4	Phoenix, AZ	GTI815	715
MD-10F	98.6	Indianapolis, ID	FDX1754	440
B767-300F	97.9	Louisville, KY	UPS922	430
B777-200	97.7	London, England	BAW273	1810
MD-80	97.7	Dallas/Fort Worth, TX	AAL604	1250
A300-600F	97.1	Ontario, CA	FDX1860	435
B767-300	97.0	Honolulu, HI	HAL16	2220
B757-200	96.8	Dulles, VA	UAL240	1950
B767-300	96.8	New York, NY	AAL127	2000
A300-600F	96.6	Memphis, TN	FDX906	1655
B757-200	96.6	Newark, NJ	UAL309	1805
B757-200	96.5	San Francisco, CA	UAL498	2350
B757-200	96.4	Houston, TX	UAL456	1150
B767-300F	96.3	Honolulu, HI	UPS2968	1600
MD-80	96.2	Dallas/Fort Worth, TX	AAL2272	1430
B757-200	96.1	Chicago, IL	UAL346	2020
B737-300	96.0	Las Vegas, NV	SWA192	1520
MD-80	96.0	Dallas/Fort Worth, TX	AAL1091	1755
B757-200	95.9	Phoenix, AZ	AWE1197	1805
B737-400	95.7	Puerto Vallarta, MX	ASA237	1605
B757-200	95.7	Atlanta, GA	DAL109	1835
MD-80	95.6	Dallas/Fort Worth, TX	AAL1121	1950
B757-200	95.5	Atlanta, GA	DAL1667	1650
B737-400	95.4	Portland, OR	ASA576	855
B737-300	95.3	Denver, CO	SWA220	1940
B737-300	95.3	San Jose, CA	SWA416	1830

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
May 15 through May 17, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B757-200	95.3	Atlanta, GA	DAL2267	1225
MD-80	95.3	Dallas/Fort Worth, TX	AAL533	2315
B737-300	95.2	Sacramento, CA	SWA2336	800
B757-200	95.2	Atlanta, GA	DAL1567	2035
B737-300	95.1	Kansas City, MO	SWA3730	1255
B737-400	95.1	Seattle, WA	ASA498	2030
B757-200	95.1	Atlanta, GA	DAL1692	945
B757-200	95.0	Atlanta, GA	DAL2367	2325
B737-300	94.9	San Francisco, CA	SWA1519	1340
B737-300	94.9	San Jose, CA	SWA2019	930
B737-300	94.9	Albuquerque, NM	SWA3046	1750
B737-300	94.8	Denver, CO	SWA452	1100
B737-800	94.8	Cabo San Lucas, MX	ASA233	1515
B737-900	94.8	Houston, TX	UAL1437	1035
MD-80	94.8	Dallas/Fort Worth, TX	AAL1629	1120
B737-300	94.7	El Paso, TX	SWA24	1530
B737-300	94.7	San Francisco, CA	SWA306	1125
B737-300	94.7	Las Vegas, NV	SWA3077	1845
B737-500	94.7	Las Vegas, NV	SWA554	820
B737-800	94.7	Dallas/Fort Worth, TX	AAL1505	1610
MD-80	94.7	Dallas/Fort Worth, TX	AAL1665	2130
B737-300	94.6	Denver, CO	SWA103	750
B737-300	94.6	Oakland, CA	SWA929	1515
B737-400	94.6	Seattle, WA	ASA494	1625
B737-800	94.6	Detroit, MI	DAL1635	2110
B737-800	94.6	Houston, TX	UAL1208	1350
B737-900	94.6	Seattle, WA	ASA482	1820
B737-300	94.5	Oakland, CA	SWA3966	2215

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
May 15 through May 17, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	104.5	Dallas/Fort Worth, TX	AAL414	1405
MD-80	104.5	Dallas/Fort Worth, TX	AAL650	850
MD-80	104.4	Dallas/Fort Worth, TX	AAL860	1230
MD-80	104.4	Dallas/Fort Worth, TX	AAL540	740
MD-80	104.3	Dallas/Fort Worth, TX	AAL620	635
MD-80	104.0	Dallas/Fort Worth, TX	AAL1218	1000
MD-80	103.5	Dallas/Fort Worth, TX	AAL1604	1540
MD-80	103.1	Bellingham, WA	AAY227	1740
MD-83	102.7	El Paso, TX	RPN305	2205
B777-200	102.5	London, England	BAW272	2030
MD-10F	101.3	Memphis, TN	FDX821	715
MD-10F	101.0	Indianapolis, IN	FDX3613	650
MD-10F	100.0	Indianapolis, IN	FDX1654	1935
A321	99.5	Philadelphia, PA	AWE154	2220
A321	99.4	Charlotte, NC	AWE199	2240
A321	99.4	Philadelphia, PA	AWE150	845
B767-300	99.4	Honolulu, HI	HAL15	1045
B737-800	98.8	Newark, NJ	UAL1728	2130
B737-800	98.8	Kahului, HI	ASA825	715
B737-800	98.8	New York, NY	DAL246	700
B737-800	98.6	Newark, NJ	UAL151	705
B737-800	98.2	New York, NY	DAL856	1315
B737-800	98.1	Honolulu, HI	ASA891	1010
A300-600F	98.0	Memphis, TN	FDX1222	1930
B737-400	97.9	Puerto Vallarta, MX	ASA236	1010
B767-200F	97.9	Phoenix, AZ	GTI415	1840
B737-800	97.5	Detroit, MI	DAL1582	2300
A320	97.4	Boston, MA	JBU412	2230

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
May 15 through May 17, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
A320	97.3	Detroit, MI	DAL1248	730
B737-800	97.0	Houston, TX	UAL1101	650
A320	96.8	Detroit, MI	DAL833	1130
B737-800	96.8	Chicago, IL	AAL810	635
B737-400	96.7	Seattle, WA	ASA493	645
B757-200	96.7	Atlanta, GA	DAL1792	2245
B767-300	96.7	New York, NY	AAL160	800
B737-800	96.6	Chicago, IL	AAL580	1220
MD-90	96.5	Minneapolis, MN	DAL258	645
B737-400	96.4	Seattle, WA	ASA481	1010
B737-800	96.4	Cabo San Lucas, MX	ASA232	1030
B737-900	96.4	San Francisco, CA	UAL1229	635
A320	96.3	New York, NY	JBU186	2115
B737-800	96.3	Houston, TX	UAL1632	950
B737-400	96.2	Portland, OR	ASA237	1810
B737-900	96.2	Denver, CO	UAL1075	1200
B757-200	96.2	Dulles, VA	UAL546	820
A320	96.1	Minneapolis, MN	DAL1687	1225
A320	96.1	Salt Lake City, UT	DAL978	635
B737-800	96.1	Dallas/Fort Worth, TX	AAL1476	1120
B737-800	96.1	Chicago, IL	AAL1438	935
B737-900	96.1	Seattle, WA	ASA485	1920
B737-800	96.0	Houston, TX	UAL1239	830
B737-400	95.8	Portland, OR	ASA579	1815
B757-200	95.8	Atlanta, GA	DAL1692	1115
B767-300F	95.8	Louisville, KY	UPS921	1930
B757-200	95.7	Atlanta, GA	DAL1592	655
B737-800	95.6	Chicago, IL	UAL476	640

TABLE 3

AIR CARRIER OPERATIONS MIX BY TIME OF DAY & RUNWAY USE

Survey of three days during the Second Quarter of 2012
 These numbers are the averages for operations for May 15 to May 17, 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+	26	9	4	28	5	8	3			1			84
B712													0
B72Q													0
B733+	81	24	14	91	23	9	10			7			259
B747+													0
B757+	6	3	1	7		3				1			21
B767+	2		2	3	1	1							9
B777+	1				1								2
DC10	1		2	1	1	1							6
DC87													0
DC8Q													0
DC9Q													0
E170/190	1			1									2
MD80+	5	3	1	5	1	2				1			18
MD90			1			1							2
RJ+	14	3	2	12	5	3	2			2			43
TOTAL	138	42	28	148	39	28	15			12			450

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 Second Quarter of 2012 Airport Noise Mitigation received a total of 46 complaint calls from 36 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 Second Quarter of 2012

DIRECTION FROM AIRPORT		April	May	June	TOTAL
	Golden Hill		1	2	3
EAST	Middletown	1			1
	South Park	1			1
	Famosa	1		1	2
WEST	Loma Portal	1	1	10	12
	Ocean Beach	1	4	6	11
	Point Loma	3	9	4	16
TOTAL COMPLAINTS		8	15	23	46

The 46 complaint calls recorded during the Second Quarter 2012 reflect a decrease of 3 calls from the 49 received during the Second 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 Second Quarter 2012 Final Enforcement Actions.

SECOND QUARTER 2012 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
4/12/2012	2333L	US Airways 9140	B738 ; Stage 3	\$2,000
4/22/2012	2334L	Delta Air Lines 1792	B752 ; Stage 3	\$2,000
4/26/2012	0111L	jetBlue Airways 412	A320 ; Stage 3	No Penalty
5/05/2012	0049L	Spirit Airlines 858	A319 ; Stage 3	\$2,000
5/21/2012	2331L	jetBlue Airways 186	A320 ; Stage 3	No Penalty
6/11/2012	2337L	Spirit Airlines 918	A319 ; Stage 3	\$6,000
6/22/2012	2337L	United Airlines 485	B752 ; Stage 3	No Penalty
6/23/2012	0006L	jetBlue Airways 186	A320 ; Stage 3	\$2,000
6/30/2012	0039L	Spirit Airlines 918	A319 ; Stage 3	\$10,000

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 1-9	629	100%
Phase 5, Group 10	52	100%
Phase 5, Group 11	141	90% complete
Phase 5, Group 12	32	90% complete
Phase 6, Group 1	37	80% complete
Phase 6, Group 2	26	100% complete
Phase 6, Group 3	84	70% complete
Phase 6, Group 4	22	90% complete
Phase 6, Group 5	59	60% complete
Phase 6, Group 6	48	70% complete
Phase 6, Group 7	57	50% complete
Phase 6, Group 8	45	60% complete
Phase 6, Group 9	57	40% complete
Phase 6, Group 10	32	40% complete
Phase 6, Group 11	53	40% complete
Phase 6, Group 12	53	30% complete
Phase 7, Groups 1, 3, 5, 7	108	40% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the April 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 = 0.737 sq. miles; Military Noise Impact Area = 0.196 sq. miles

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

7,614 ** (QHP Insulated units = 2,386)

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

18,855 ** (QHP Insulated = 5,109)

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): 1464

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

46,947

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

37,345

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:

5,604

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

3,892

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

106

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 April 2012_____B3

CNEL Log for May 2012_____B4

CNEL Log for June 2012_____B5

APPENDIX B1

NOISE MONITORING LOCATIONS SDIA Airport Noise and Operations Monitoring System (ANOMS)

RMT #	Location	°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 April 1, 2012 to June 30, 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 April 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	71.2	66.9	*	64.7	69.2	73.8	66.8	63.8	70.9	61.5	65.7
2	71.1	65.6	*	64.3	68.6	73.8	68.2	63.4	70.7	61.5	66.1
3	70.8	65.8	*	64.9	68.5	73.5	67.7	62.6	70.4	61.0	64.4
4	71.9	67.7	*	65.9	68.6	74.1	68.0	63.3	71.0	62.0	65.7
5	72.8	68.1	*	66.7	69.6	74.5	67.5	64.6	71.8	62.8	66.6
6	71.7	66.9	*	65.3	68.6	73.7	67.1	63.8	71.0	63.4	65.9
7	68.7	63.9	*	63.3	66.6	71.9	65.3	60.7	68.2	59.0	62.5
8	69.3	64.6	*	64.2	67.9	72.8	66.0	62.2	69.3	60.0	63.3
9	71.5	67.3	*	65.6	69.0	74.1	67.6	63.5	70.7	62.3	65.7
10	72.2	67.7	*	66.2	69.2	74.2	68.3	64.1	71.3	63.9	65.7
11	72.3	67.8	*	66.2	70.6	74.1	68.3	65.1	70.8	62.8	66.4
12	73.5	68.1	*	66.5	69.3	74.1	57.3	64.2	71.4	64.0	66.5
13	74.0	69.8	*	67.0	70.5	74.6	*	65.6	71.5	64.7	66.5
14	70.8	66.5	*	64.0	69.2	72.0	66.1	63.8	69.2	61.9	64.5
15	71.1	66.2	*	65.0	68.5	74.3	64.9	63.5	71.5	62.0	66.0
16	71.3	66.7	*	65.4	68.8	73.9	68.4	63.7	70.9	62.3	66.0
17	70.4	65.6	*	65.9	69.0	75.9	66.5	63.1	71.9	61.9	65.0
18	71.4	67.1	*	66.5	68.6	75.0	66.4	62.0	71.2	62.3	64.9
19	71.7	67.3	*	66.8	68.8	75.5	67.2	62.6	72.0	61.8	65.3
20	73.0	68.3	*	67.3	69.2	74.9	67.1	62.5	71.4	60.7	64.6
21	64.2	59.3	*	64.2	66.1	75.2	65.3	58.3	72.1	58.7	62.6
22	71.3	67.1	*	65.8	67.9	74.4	73.8	61.7	71.1	60.1	63.9
23	71.4	66.9	*	64.8	68.7	74.3	66.4	63.7	71.5	61.9	66.3
24	72.0	67.0	*	66.2	68.5	73.9	64.7	63.0	71.2	61.2	65.7
25	72.1	68.0	*	65.9	68.3	74.7	64.5	63.1	71.7	61.1	65.6
26	73.0	68.4	*	66.2	69.2	74.2	65.2	64.3	71.3	62.4	65.9
27	72.7	68.4	*	66.6	69.2	73.9	66.9	63.5	72.3	62.4	65.8
28	70.4	66.5	*	64.0	67.4	73.4	65.2	62.1	70.5	60.0	64.7
29	71.6	67.3	*	65.4	68.5	74.6	66.5	62.6	71.5	60.2	65.1
30	71.6	67.1	*	65.7	68.5	74.5	66.8	63.3	71.8	61.4	65.6
Month	71.6	67.1	*	65.7	68.8	74.2	67.2	63.3	71.1	61.9	65.4

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
April 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	*	65.2	65.0	61.3	62.0	62.9	60.5	64.5	70.6	63.5	63.9	*
2	*	64.4	64.5	58.1	64.0	62.3	60.0	64.2	62.9	63.2	63.8	*
3	*	64.9	63.8	59.3	63.7	60.8	59.0	63.3	61.6	65.3	62.1	*
4	*	65.5	65.4	59.9	62.9	61.3	58.2	64.3	62.8	64.5	61.6	*
5	*	66.3	66.0	61.9	62.8	62.9	60.0	65.4	64.3	64.6	63.8	*
6	*	64.8	65.3	59.3	62.7	62.9	59.3	64.7	62.5	64.0	63.3	*
7	*	62.1	62.2	55.2	60.6	58.2	55.8	60.8	58.6	60.2	59.7	*
8	*	62.4	63.3	63.4	62.7	59.4	57.4	62.4	59.2	60.8	61.1	*
9	*	65.2	65.1	65.9	63.3	61.1	58.4	64.1	61.6	64.1	62.2	*
10	*	66.1	65.2	64.3	64.5	62.4	59.0	64.6	62.9	64.3	63.1	*
11	*	66.0	65.5	61.0	64.2	62.7	60.1	64.8	62.0	64.7	63.5	*
12	*	66.0	65.8	58.4	58.0	63.1	60.7	65.2	63.2	64.7	63.7	*
13	*	68.1	67.1	58.3	66.8	66.8	61.2	65.2	64.4	65.3	62.3	*
14	*	65.0	64.5	60.5	61.4	66.5	60.8	63.5	63.8	62.8	62.2	*
15	*	64.1	64.7	58.2	59.0	62.4	60.0	64.9	62.8	63.8	64.0	*
16	*	64.6	64.9	59.0	63.4	62.9	59.9	65.1	62.5	63.8	63.3	*
17	*	63.7	64.4	62.5	60.8	61.2	58.6	63.8	61.9	63.0	62.5	*
18	*	64.6	63.8	59.0	61.0	60.0	57.4	63.4	62.2	63.1	61.3	*
19	*	65.3	64.8	59.3	62.5	60.3	57.8	63.9	62.2	63.5	61.3	*
20	*	66.1	65.4	58.4	61.4	60.8	57.3	62.6	61.5	63.1	62.4	*
21	*	57.4	58.1	61.1	58.7	56.6	53.7	61.4	60.2	58.6	58.9	*
22	*	64.8	64.5	59.3	61.1	58.9	54.4	62.6	68.6	61.8	59.9	*
23	*	64.6	64.7	58.8	61.4	62.5	60.1	64.9	62.1	63.9	63.8	*
24	*	64.8	65.1	57.3	58.1	62.6	59.8	64.5	60.4	63.5	64.4	*
25	*	66.0	65.5	56.5	59.2	62.1	59.8	64.1	60.3	63.6	*	*
26	*	66.6	65.9	60.2	62.7	62.0	59.4	64.6	67.3	64.5	63.3	*
27	*	65.9	65.9	58.5	61.5	62.0	59.8	64.3	60.8	63.8	63.8	*
28	*	64.3	63.6	55.4	60.5	61.2	59.2	63.4	61.3	62.4	62.9	*
29	*	65.2	64.9	58.1	62.3	60.8	57.1	63.4	61.0	62.8	61.9	*
30	*	65.0	65.0	59.1	58.8	62.0	57.8	63.5	60.6	63.6	62.3	*
31	*	65.2	65.0	61.3	62.0	62.9	60.5	64.5	70.6	63.5	63.9	*
Month	*	65.1	64.9	60.3	62.2	62.2	59.1	64.0	63.5	63.6	62.7	*

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log May 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	72.2	67.6	*	65.9	69.3	74.1	66.4	63.8	71.5	124.8	66.2
2	71.4	67.1	*	65.9	69.6	74.2	66.7	64.2	71.3	62.7	66.1
3	72.2	67.6	*	66.4	69.3	74.7	66.3	64.4	72.1	62.5	65.8
4	72.1	67.6	*	66.8	69.1	75.2	66.9	63.9	72.0	62.6	66.0
5	70.8	66.6	*	64.7	67.7	74.1	64.4	62.4	70.7	62.9	65.2
6	70.9	66.9	*	64.6	68.2	74.7	66.7	63.0	71.7	61.1	65.9
7	71.4	66.5	*	65.2	69.0	74.4	66.9	63.7	71.7	61.9	65.8
8	71.0	67.1	*	65.2	68.8	74.5	66.7	62.8	71.8	60.5	64.9
9	71.1	66.5	63.0	65.5	68.6	75.3	66.2	62.2	71.7	60.0	64.2
10	71.8	67.7	66.2	65.5	68.9	74.9	66.9	63.6	72.0	61.8	65.1
11	72.0	67.7	64.8	65.9	69.5	75.1	67.4	63.9	71.9	62.6	66.1
12	70.4	65.9	*	63.6	67.6	73.0	64.4	62.4	70.0	60.6	64.3
13	71.0	66.3	*	64.7	68.3	73.5	64.6	62.2	70.4	59.7	64.3
14	71.7	66.8	*	65.1	68.7	74.2	65.4	63.6	71.0	60.8	65.8
15	71.9	68.6	*	65.9	69.2	74.2	67.2	63.5	71.1	61.0	65.0
16	72.4	67.4	*	65.7	69.5	74.0	66.8	65.7	71.6	61.8	65.4
17	72.6	68.8	63.4	67.5	69.4	74.6	66.9	63.8	71.1	60.5	63.8
18	72.4	68.2	*	65.9	68.6	74.7	66.9	63.5	71.6	62.2	66.3
19	71.3	65.9	*	63.8	67.2	73.7	65.3	62.0	71.3	61.9	65.0
20	71.4	66.6	*	64.9	68.4	74.4	66.1	62.8	71.4	60.4	65.3
21	71.2	66.3	*	66.6	68.9	74.8	66.1	62.1	71.4	60.5	64.4
22	70.9	66.2	*	64.4	68.9	75.3	66.4	62.3	71.4	62.0	64.5
23	73.2	68.5	*	66.3	68.5	74.9	66.7	63.2	71.9	62.4	65.0
24	72.4	68.2	*	66.3	69.3	75.6	68.3	64.5	72.7	62.9	66.8
25	73.0	68.6	*	66.5	69.3	74.0	66.5	64.2	71.0	64.4	65.8
26	70.7	66.7	*	64.3	67.8	71.9	64.5	62.6	69.0	60.5	64.2
27	69.6	64.6	*	63.4	67.5	73.2	64.5	62.1	70.2	60.3	64.7
28	70.8	66.8	*	64.9	67.6	74.2	65.9	62.6	71.4	60.9	65.0
29	70.3	66.5	63.9	64.4	68.1	73.7	65.7	62.4	70.8	62.7	65.0
30	72.0	67.5	*	66.1	69.2	74.2	66.4	64.2	71.7	61.9	65.7
31	72.0	67.8	*	66.1	69.0	74.3	65.4	64.1	71.1	61.3	65.9
Month	71.6	67.2	63.9	65.5	68.7	74.4	66.3	63.4	71.4	61.8	65.3

* = Not in service

APPENDIX B4**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
May 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	*	65.5	64.9	58.9	61.8	61.6	59.2	64.8	61.2	64.3	62.9	*
2	*	65.0	64.3	59.6	62.2	61.8	59.8	64.6	63.4	64.2	63.4	*
3	*	65.3	65.3	59.2	59.9	62.8	60.2	64.6	63.0	64.0	63.5	*
4	*	65.4	65.4	58.2	59.0	63.3	59.4	64.5	63.2	63.9	63.6	*
5	*	64.5	63.7	55.7	58.8	60.8	58.3	64.0	62.1	62.9	62.4	*
6	*	64.9	64.5	56.5	61.7	61.4	58.1	64.0	63.9	64.1	62.5	*
7	*	64.7	64.5	59.3	61.1	62.2	59.3	64.1	63.6	63.9	62.9	*
8	*	64.9	64.5	58.2	62.7	62.5	58.1	63.4	62.3	62.9	62.7	*
9	*	64.1	63.6	57.9	61.6	60.5	57.1	62.8	61.6	62.3	61.3	*
10	*	65.8	65.2	58.2	62.4	61.1	56.1	62.7	62.0	63.4	61.0	*
11	*	65.9	65.2	59.0	62.3	62.4	59.6	65.9	69.1	64.6	63.8	*
12	*	63.9	63.6	55.3	57.8	61.1	58.0	63.0	61.3	62.3	62.5	*
13	*	64.0	64.6	56.8	57.2	61.8	57.5	62.8	61.5	62.0	61.7	*
14	*	64.3	64.7	59.6	57.2	62.6	58.8	63.8	62.9	63.5	63.1	52.2
15	*	65.5	65.5	56.9	60.3	61.7	58.5	63.5	62.4	63.3	62.7	58.0
16	*	64.7	64.9	60.5	60.3	61.8	59.2	63.9	63.1	63.9	63.0	56.0
17	*	66.5	65.8	68.7	62.4	60.8	55.8	62.3	59.9	63.6	59.6	58.0
18	*	66.2	65.6	62.7	62.0	62.3	59.4	64.8	61.9	64.0	63.4	58.2
19	*	63.9	63.1	56.2	60.7	60.8	58.1	63.2	61.2	62.5	62.5	56.0
20	*	64.7	64.4	57.9	59.3	61.3	57.4	63.4	62.9	63.5	62.0	58.8
21	*	65.2	64.3	60.8	59.6	59.9	59.6	62.4	62.0	62.9	61.1	58.0
22	*	64.1	63.8	59.1	61.1	59.9	57.0	62.8	63.6	63.5	60.6	55.3
23	*	66.4	65.3	58.5	62.3	60.8	57.1	62.7	61.4	63.0	61.6	57.6
24	*	66.8	65.4	60.4	63.7	62.0	59.4	65.2	65.5	65.5	63.7	62.9
25	*	67.4	66.1	62.6	62.1	61.6	58.5	64.3	64.0	64.3	62.5	65.3
26	*	64.3	63.7	57.9	60.1	60.8	58.7	63.2	61.6	62.3	62.6	63.1
27	*	62.6	62.8	58.5	57.2	61.3	59.1	63.6	62.0	62.3	62.8	61.5
28	*	65.0	64.4	57.7	60.5	61.0	58.0	63.3	63.3	62.6	62.0	63.6
29	*	64.5	64.2	58.1	60.9	60.8	58.2	63.0	61.3	62.7	62.4	62.6
30	*	65.1	65.4	59.2	60.7	62.3	59.7	64.4	62.6	63.9	63.4	64.8
31	*	66.0	65.3	61.3	59.9	61.9	59.2	64.0	61.0	63.9	63.4	64.4
Month	*	65.2	64.7	60.1	60.9	61.6	58.6	63.8	63.0	63.5	62.6	58.9

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log June 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	73.0	68.2	*	66.4	68.7	74.7	66.6	62.3	71.3	60.4	64.4
2	69.9	66.1	*	63.6	68.2	73.7	65.9	61.7	70.1	59.2	62.2
3	71.3	67.3	*	65.5	68.5	74.5	66.2	62.9	71.4	0.0	64.8
4	71.5	67.5	*	64.4	69.9	74.3	66.7	64.6	71.3	62.1	65.7
5	72.1	67.8	*	65.8	69.3	73.9	66.3	64.0	71.1	62.1	66.0
6	71.9	68.1	66.8	66.5	69.2	74.6	67.4	63.8	71.7	61.7	66.0
7	71.4	67.4	*	65.3	69.5	75.4	67.5	64.0	72.2	61.9	66.3
8	72.6	68.6	*	65.2	69.0	75.0	66.9	63.7	71.8	62.0	65.9
9	70.8	67.2	*	64.9	68.5	74.5	66.6	63.1	71.3	61.2	65.5
10	71.7	67.5	*	65.9	68.8	74.5	66.4	63.5	72.1	62.3	66.5
11	72.1	67.5	*	66.4	69.6	74.0	66.4	64.4	71.0	61.5	65.9
12	73.2	68.6	66.2	66.5	69.4	74.6	66.4	63.3	70.7	59.6	63.9
13	71.0	67.6	*	65.5	68.5	74.9	66.4	62.5	71.7	61.0	63.9
14	71.6	67.5	*	64.8	69.8	75.6	68.0	64.6	72.8	63.3	66.8
15	72.3	67.9	*	66.4	69.7	75.2	67.5	64.1	72.5	63.2	66.7
16	69.0	64.0	*	63.2	66.9	72.9	64.2	61.8	70.1	60.0	65.3
17	70.3	65.8	*	62.9	67.4	73.5	64.7	61.4	69.9	58.3	*
18	71.8	67.0	*	65.4	67.7	73.0	63.4	61.1	69.1	57.8	62.9
19	72.9	69.2	*	66.6	69.9	74.8	66.6	64.0	71.8	62.1	66.1
20	72.9	68.6	*	66.8	69.5	74.6	66.7	64.3	71.5	62.3	66.1
21	73.1	68.4	72.0	67.0	70.0	75.3	67.4	64.9	72.4	63.3	66.9
22	73.1	68.2	66.2	66.8	69.0	74.7	66.7	63.6	72.0	61.9	65.7
23	71.4	67.8	65.0	65.2	68.7	74.4	66.2	63.0	71.1	61.4	65.2
24	71.9	67.1	64.6	65.8	69.0	74.5	67.3	63.7	71.6	61.8	65.9
25	71.5	67.3	65.1	66.4	69.4	75.1	66.9	64.1	72.2	62.9	66.7
26	72.1	67.8	66.2	66.0	69.6	75.4	66.2	64.2	72.5	62.6	66.1
27	72.3	67.6	64.9	66.0	69.3	75.5	67.1	64.1	72.5	62.5	66.5
28	72.6	67.8	65.0	65.9	69.2	75.2	67.1	63.1	71.9	61.5	66.0
29	72.3	67.6	66.8	66.2	69.7	75.4	67.2	63.6	72.4	61.5	66.1
30	71.5	67.0	63.8	65.4	68.1	74.6	65.9	62.6	71.5	60.4	65.1
31	73.0	68.2	*	66.4	68.7	74.7	66.6	62.3	71.3	60.4	64.4
Month	71.9	67.6	66.3	65.7	69.1	74.7	66.6	63.5	71.6	61.5	65.7

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log June 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	*	65.9	65.5	59.2	61.2	59.5	55.8	62.5	61.3	62.2	60.6	64.6
2	*	64.1	63.0	54.7	0.0	59.2	53.5	60.5	58.9	0.0	59.0	62.0
3	*	65.5	64.9	59.1	61.8	61.0	57.2	62.8	61.6	0.0	62.1	63.8
4	*	65.6	65.1	55.2	60.9	62.0	58.9	64.6	60.1	64.9	62.2	61.1
5	*	65.7	65.4	59.4	61.5	62.0	59.1	64.4	62.6	64.3	63.7	64.7
6	*	65.6	67.3	60.0	62.6	62.1	60.1	64.7	62.5	63.9	63.5	64.5
7	*	65.6	64.8	59.3	63.1	61.6	58.8	64.9	62.2	65.4	62.7	63.9
8	*	66.3	65.2	58.5	62.3	61.8	59.1	64.4	62.0	64.4	63.1	64.7
9	*	65.4	64.4	58.3	62.2	61.0	56.9	63.3	63.1	64.0	61.9	64.2
10	*	66.1	65.5	58.6	61.8	61.6	58.5	64.7	63.0	64.3	62.7	64.7
11	*	65.5	65.6	59.4	59.9	61.8	58.4	64.1	60.0	63.9	62.4	64.8
12	*	66.1	65.8	56.9	59.5	59.8	55.5	62.4	57.0	62.2	59.7	64.6
13	*	65.3	64.7	60.3	61.6	59.6	55.2	61.9	60.9	63.1	59.8	64.3
14	*	65.9	64.7	60.2	63.4	62.7	59.0	64.9	68.0	65.2	63.7	63.9
15	*	66.4	65.5	59.9	62.8	62.4	59.5	64.9	61.6	65.2	63.4	65.3
16	*	62.1	62.3	55.3	59.4	60.9	57.8	63.6	61.1	63.3	*	62.7
17	*	63.5	63.6	56.0	57.8	60.1	55.5	62.2	60.1	61.7	*	*
18	*	64.4	64.5	58.5	56.5	58.7	55.3	61.6	59.3	61.6	*	63.0
19	*	66.1	66.8	60.3	60.0	62.5	59.1	64.5	60.6	64.2	*	64.8
20	*	66.3	66.0	60.7	61.2	62.4	59.7	64.3	61.9	64.3	*	65.5
21	*	66.0	66.0	59.1	61.0	62.8	61.6	65.2	62.0	65.4	62.8	66.0
22	*	66.3	66.0	59.8	60.6	62.2	59.4	64.2	61.8	63.7	63.4	65.3
23	*	65.0	65.5	57.8	59.9	61.8	62.2	63.7	62.0	63.2	63.6	63.8
24	*	64.9	65.3	58.5	61.0	61.8	57.7	64.1	62.6	63.8	63.0	64.3
25	*	65.0	65.1	60.6	59.4	63.2	61.3	64.9	60.5	64.5	64.0	64.8
26	*	65.3	65.8	62.4	59.6	62.4	59.2	64.4	60.8	64.2	63.9	64.1
27	*	65.3	65.2	58.7	61.5	62.4	59.2	65.0	61.0	64.8	64.4	64.7
28	*	65.6	65.2	59.0	60.4	61.3	58.5	64.6	61.2	64.1	63.3	64.4
29	*	65.1	65.6	60.7	60.4	61.8	58.1	64.6	61.9	64.1	63.4	64.5
30	*	64.6	64.3	58.7	59.6	61.4	57.4	63.5	60.8	63.1	62.7	63.2
Month	*	65.4	65.3	59.1	60.9	61.6	58.7	64.0	61.9	63.9	62.8	64.3

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, January to June 2012_____C1

Commercial Flight Operations Mix, Second Quarter 2012_____C2

Commercial Flight Operations Mix, April 2012_____C3

Commercial Flight Operations Mix, May 2012_____C4

Commercial Flight Operations Mix, June 2012 _____C5

Curfew Violation Summary, 1989 --- Present_____C6

APPENDIX C1

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JANUARY TO JUNE 2012

9/13/2012	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																						228	4		232	464	
A310																										0	0
A318											88															88	176
A319		181						233			556			391		377	38	6	192							1974	3948
A320								767		510	14			3		1396	657	736	4							4087	8174
A321																	1085									1085	2170
A330+									8																	8	18
B712																										0	0
B71Q																										0	0
B72Q																										0	0
B733													4365													4365	8730
B734			603																						4	607	1214
B735													607			2										609	1218
B736																					1					1	2
B737			407										10967		65	200					112				17	11768	23536
B738			1359		925			915					1		2	938									3	4143	8286
B739			128													581										709	1418
B747+																						1				1	2
B752					141			814								1160	125								3	2243	4486
B753								3								5										8	16
B762					3																	128			1	132	264
B763					129			152	174															183		638	1276
B764																										0	0
B772							182																			182	364
CRJ2												1018					61									1079	2158
CRJ7						282						754														1036	2072
CRJ9												149					2									151	302
DC87																										0	0
ERJ+						1518																				1518	3038
E170/90		182									32															214	428
MD10																							397			397	794
MD11																							1		1	2	4
MD80+				63	1430																				115	1608	3216
MD90								113																		113	226
TOTALS		363	2497	63	2628	1800	182	2997	182	510	690	1921	15940	394	67	4659	1968	742	196	113	129	626	187	144	38998	77966	
B190																										0	0
BE99																						138				138	276
C208																							411			411	822
DH8D			108																							108	216
E120												1863														1863	3726
PA31																										0	0
SW3/4																								122		122	244
TOTALS		363	2605	63	2628	1800	182	2997	182	510	690	3784	15940	394	67	4659	1968	742	196	113	267	1037	309	144	2642	5284	

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, 3 USAF C17, 1 USAF K35R, 1 USN DC9, 1 AAH B73Q, 1 SPA B73Q, 1 G/A B73Q, 2 USN C130, 4 CFC C130, 3 G/A L100, 1 G/A BA46

APPENDIX C2

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- SECOND QUARTER 2012

9/13/2012 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																					115	4		119	238	
A310																									0	0
A318										31															31	62
A319	91						110			292			188		239	31	6	91							1048	2096
A320							413		261	4					684	389	402	3							2156	4312
A321																541									541	1082
A330+								8																	8	16
B712																									0	0
B71Q																									0	0
B72Q																									0	0
B733												2473													2473	4946
B734		294																						2	296	592
B735												393			2										395	790
B736																									0	0
B737		172										5329		37	130				61				9	5738	11476	
B738		783		493			503					1		2	636										2418	4836
B739		58													193										251	502
B747+																					1				1	2
B752				12			431								503	58							3	1007	2014	
B753							3																		3	6
B762																				64			1	65	130	
B763				82			73	83																	323	646
B764																							85		0	0
B772						91																			91	182
CRJ2											584														584	1168
CRJ7					196						393														589	1178
CRJ9											50														50	100
DC87																									0	0
ERJ+					689																				689	1378
E170/90	91									24															115	230
MD10																						195			195	390
MD11																									0	0
MD80+			29	639																			64		732	1464
MD90							72																		72	144
TOTALS	182	1307	29	1226	885	91	1605	91	261	351	1027	8196	188	39	2387	1019	408	94	61	65	310	89	79	19990	39980	
B190																					68				0	0
BE99																									88	136
C208																						198			198	396
DH8D		108																							108	216
E120											959														959	1918
PA31																									0	0
SW3/4																							61		61	122
TOTALS	182	1415	29	1226	885	91	1605	91	261	351	1986	8196	188	39	2387	1019	408	94	61	133	508	150	79	1394	2788	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)

Other / Non-Transport Category = 1 USAF C17, 1 USN DC9, 1 USN C130, 3 CFC C130, 1 G/A L100, 1 SPA B73Q, 1 G/A B73Q, 1 G/A BA46

APPENDIX C3

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- APRIL 2012

9/13/2012	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																						35			35	70	
A310																										0	0
A318											21															21	42
A319		30						42			75			60		56	3		46							312	824
A320								141		86	3					209	120	116	1							676	1352
A321																	161									161	322
A330+																										0	0
B712																										0	0
B71Q																										0	0
B72Q																										0	0
B733													831													831	1862
B734			98																							98	196
B735													147			1										148	298
B736																										0	0
B737			64										1710	10	51						18			1	1854	3708	
B738			231		171			147								185									734	1488	
B739			24													30									54	108	
B747+																									0	0	
B752					6			128								231	24							1	390	780	
B753								3																	3	6	
B762																						21			21	42	
B763					27			22	30															29	108	216	
B764																									0	0	
B772							30																		30	60	
CRJ2												167													167	334	
CRJ7						56						169													225	450	
CRJ9												11													11	22	
DC87																									0	0	
ERJ+						239																			239	478	
E170/90		30									13																
MD10																							62			62	124
MD11																										0	0
MD80+				9	199																			21	229	458	
MD90								2																	2	4	
TOTALS																										6411	12822
B190																						21				0	0
BE99																										21	42
C208																							62			62	124
DH8D																										0	0
E120												302														302	604
PA31																										0	0
SW3/4																								20	20	40	
TOTALS		60	417	9	403	295	30	485	30	88	112	649	2688	60	10	763	308	116	47	18	42	159	49	23	405	810	

B71Q = B727-100 w/ Hush-kit, ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)

Other / Non-Transport Category = 1 G/A L100, 1 G/A BA46

APPENDIX C4

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- MAY 2012

9/13/2012 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	2		42	84		
A310																									0	0	
A318										9															9	18	
A319	31						30			100			81		90	3	6	23							344	688	
A320							146		88	1					259	138	141	1							774	1548	
A321																185									185	370	
A330+																									0	0	
B712																									0	0	
B71Q																									0	0	
B72Q																									0	0	
B733												876													876	1752	
B734		89																						2	91	182	
B735												141													141	282	
B736																									0	0	
B737		40										1735		11	11					21			7	1825	3850		
B738		270		178			132						1	222											803	1608	
B739		26													75										101	202	
B747+																									0	0	
B752				4			177								128	14							1	324	648		
B753																									0	0	
B762																					22				22	44	
B763				27			1	31															29		88	178	
B764																									0	0	
B772						31																			31	62	
CRJ2											209														209	418	
CRJ7					60						131														191	382	
CRJ9											11														11	22	
DC87																									0	0	
ERJ+					238																				238	478	
E170/90	31									6																	
MD10																						87			67	134	
MD11																									0	0	
MD80+			12	217																				23	252	504	
MD90							36																		36	72	
TOTALS																									6660	13320	
B190																										0	0
BE99																					24				24	48	
C208																						71			71	142	
DH8D		2																							2	4	
E120											308															308	616
PA31																									0	0	
SW3/4																							21		21	42	
TOTALS	62	427	12	426	298	31	522	31	88	116	659	2752	81	12	785	340	147	24	21	46	178	52	33	426	852		

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)

Other / Non-Transport Category = 1 USAF C17, 1 USN C130, 1 USN DC9, 3 CFC C130, 1 G/A B73Q

APPENDIX C5

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JUNE 2012

9/13/2012	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	Volans	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.		
A300																						40	2		42	84		
A310																										0	0	
A318											1															1	2	
A319		30						38			117			67		93	25		22							392	784	
A320								126		87						216	131	145	1							706	1412	
A321																	195									195	390	
A330+									8																	8	18	
B712																										0	0	
B71Q																										0	0	
B72Q																										0	0	
B733													766													766	1532	
B734			107																							107	214	
B735													105			1										106	212	
B736																										0	0	
B737			68										1884		16	68					22			1	2059	4118		
B738			282		144			224					1		1	229										881	1762	
B739			8													88										96	192	
B747+																						1				1	2	
B752					2			126								144	20							1	293	586		
B753																										0	0	
B762																						21		1	22	44		
B763					28			50	22														27		127	254		
B764																										0	0	
B772							30																			30	60	
CRJ2												208														208	416	
CRJ7						80						93														173	346	
CRJ9												28														28	56	
DC87																										0	0	
ERJ+						212																				212	424	
E170/90		30									5																	
MD10																							66			66	132	
MD11																										0	0	
MD80+				8	223																			20		251	502	
MD90								34																		34	68	
TOTALS																										6804	13808	
B190																											0	0
BE99																						23				23	46	
C208																							65			65	130	
DH8D			106																								106	212
E120												349															349	698
PA31																											0	0
SW3/4																								20		20	40	
TOTALS		80	571	8	397	292	30	598	30	87	123	678	2756	67	17	839	371	145	23	22	45	171	49	23	563	1126		

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)

Other / Non-Transport Category = 1 SPA B73Q



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	\$1,000	American Eagle	\$1,000	N. American (C)	\$1,000
	Delta	\$1,000	United	\$1,000	United	\$1,000
	Western Pacific	\$1,000	American	\$1,000	America West	\$1,000
	Air Eagle (GA)	\$1,000	American	\$3,000	Southwest	NP
	Exec Flt. Mgmt (GA)	\$1,000	Southwest (Stage 2)	\$1,000	America West	\$3,000
	United	\$1,000	Southwest (Stage 2)	\$6,000		
	Ameriflight	\$1,000				
	Southwest	NP				
	Emery	\$1,000				
	Super Bowl Flights	(25) x NP				
2ND	Delta	\$1,000	United	\$1,000	Delta	\$1,000
	Delta	NP	TWA	\$1,000	Emery	NP
	American	NP	America West	NP	United	\$1,000
	Alaska	\$1,000	United	\$3,000	America West	\$1,000
	Delta	\$3,000	America West	\$1,000		
	United	NP	America West	\$3,000		
	N226GA (GA)	NP				
3RD	Saudi Arabian (GA)	\$1,000	America West	NP	Ameristar (C)	\$1,000
	American	\$1,000	Delta	\$1,000	United	NP
	Southwest	\$1,000	America West	\$1,000	United	\$1,000
	United	\$1,000	America West	\$3,000	TWA	\$1,000
	Tradewinds (C)	\$1,000	Continental (Stg. 2)	\$1,000	United	\$3,000
	United	NP	Southwest	NP	Bonzi Aviation (GA)	\$1,000
	Amer. Int'l (C)	\$1,000	American	\$1,000	Midwest Express (C)	\$1,000
	US Airways	NP	Delta	\$3,000		
	Emery (Stage 3%)	\$2,000	TWA	\$1,000		
	Delta	\$1,000	BAX Global	\$1,000		
	America West	\$1,000	US Airways	\$1,000		
	Ameristar (C)	NP	Atlas Air (C)	\$1,000		
	America West	\$3,000				
4TH	Southwest	\$1,000	ACM Aviation (GA)	\$1,000	Aventis (GA)	\$1,000
	Southwest	\$3,000	Delta (Stage 2)	\$1,000	Delta	NP
	Southwest	\$5,000	Amer. West (Stg. 2)	\$1,000	United	\$1,000
	United	\$1,000	Miami Air (C)	\$1,000	Delta	NP
	Bombardier (GA)	\$1,000			Frontier	NP
	United	\$3,000			SkyWest	NP
	United	\$5,000			SkyWest	\$1,000
	America West	\$1,000			United	\$3,000
	America West	NP			America West	\$1,000
	Delta	\$1,000			Champion Air (C)	\$1,000
	US Airways	\$1,000				
	Delta	\$3,000				
	US Airways	\$3,000				
Alaska	NP					
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 United 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	US Airways Delta jetBlue Spirit jetBlue Spirit United jetBlue Spirit	\$2,000 \$2,000 NP \$2,000 NP \$6,000 NP \$2,000 \$10,000
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		\$30,000

AIRCRAFT NOISE COMPLAINTS

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



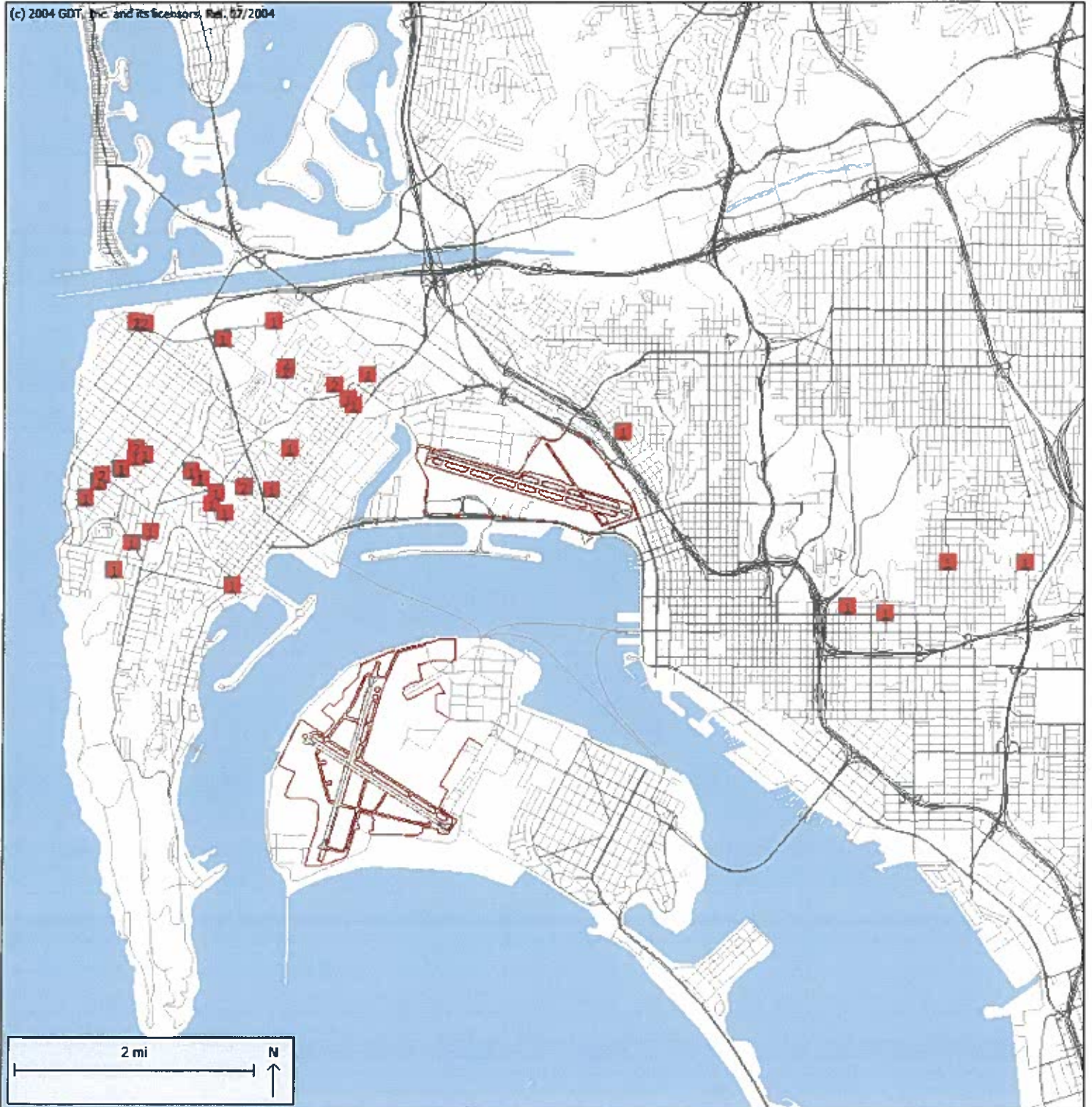
Second Quarter 2012

Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
36 Households; 46 Complaints



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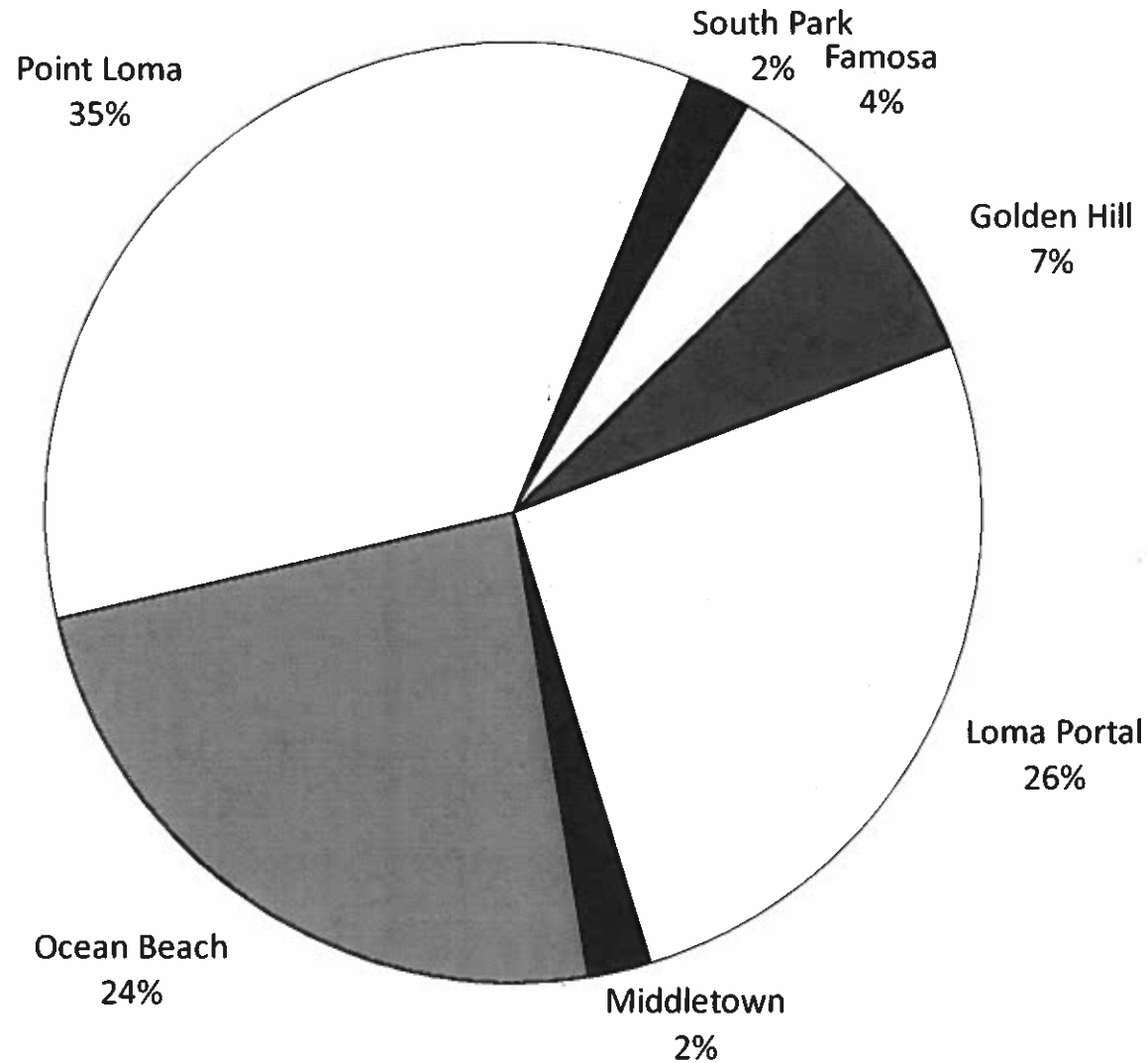
Aircraft Noise Complaint Distribution by Neighborhood



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Second Quarter 2012

TOTAL CALLS: 46



San Diego County Regional Airport Authority

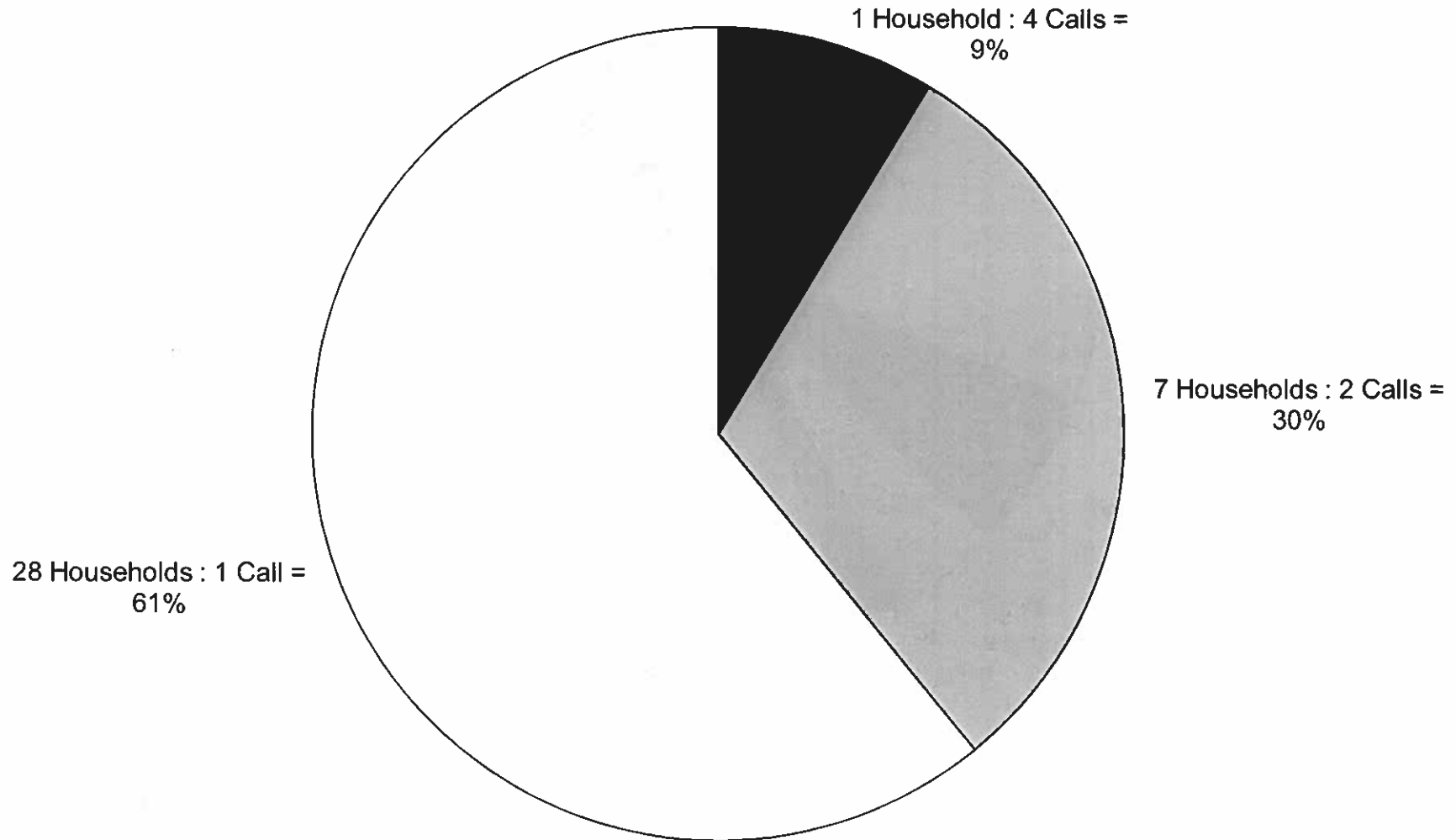
Aircraft Noise Complaint Distribution by Household

Second Quarter 2012



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TOTAL CALLS: 46



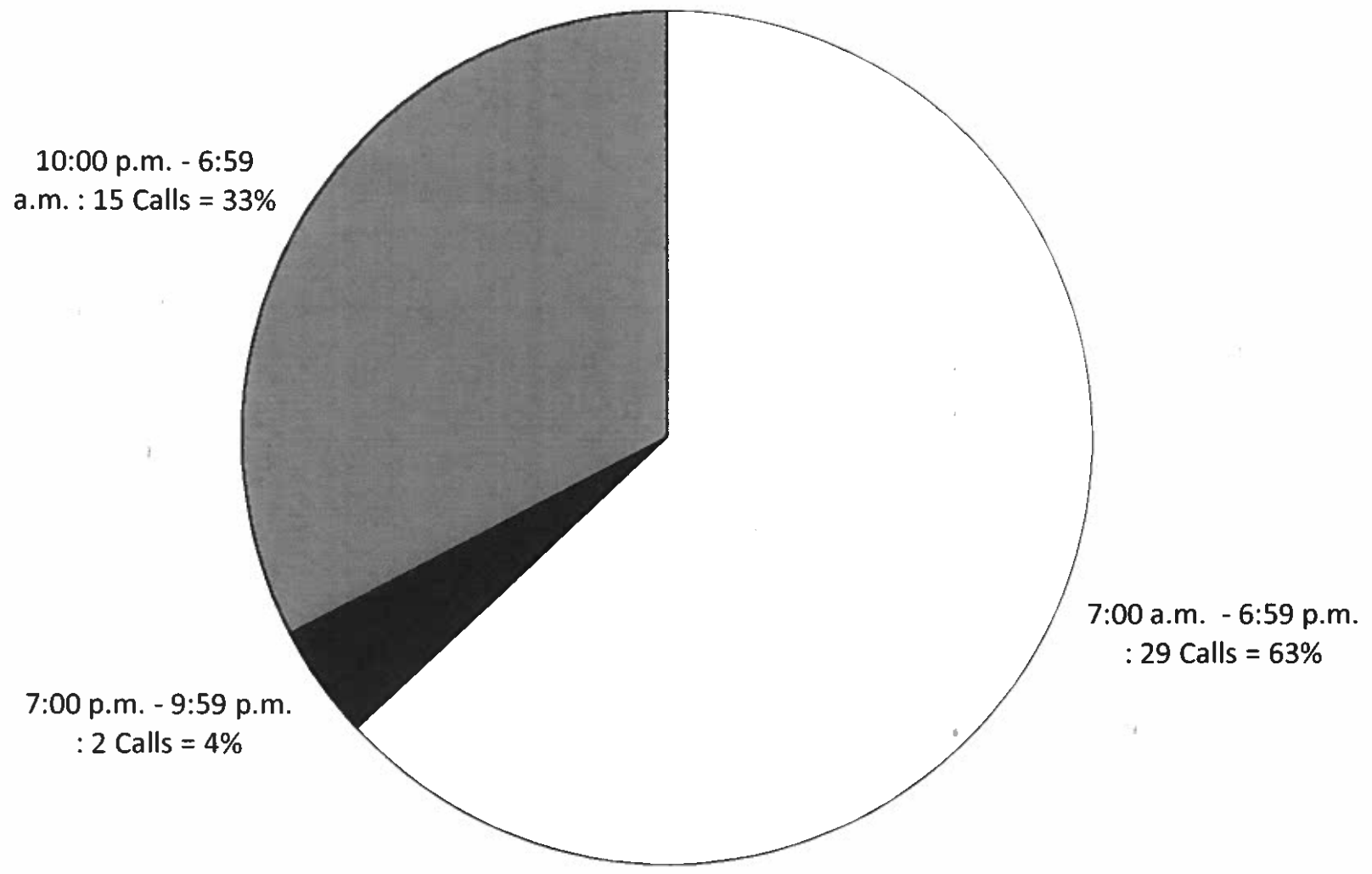
Aircraft Noise Complaint Distribution by Time of Day



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Second Quarter 2012

TOTAL CALLS: 46



Aircraft Noise Complaint Distribution by Aircraft Type

Second Quarter 2012



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TOTAL CALLS: 46

Airline Jet (0 of 33 were
hushkitted 727s)
72%

Not Applicable /
Unknown
24%

G/A Propeller
2%

G/A Jet
2%

Military
0%

Helicopter
0%

Airline Prop./Turboprop
0%

San Diego County Regional Airport Authority

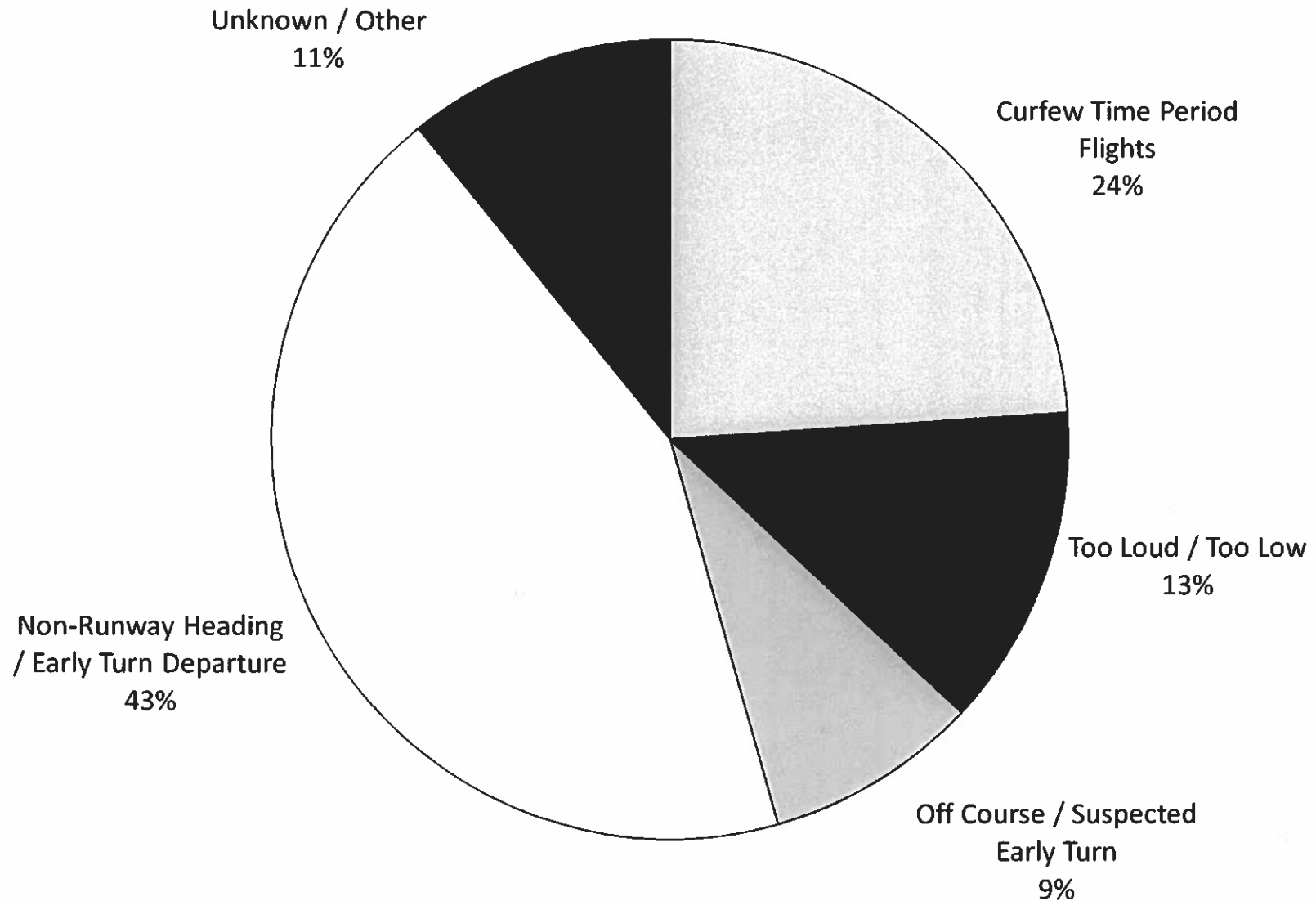
Aircraft Noise Complaint Distribution by Cause



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Second Quarter 2012

TOTAL CALLS: 46



San Diego County Regional Airport Authority

AIRPORT NOISE ADVISORY COMMITTEE

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



**SAN DIEGO
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**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
April 18, 2012**

On April 18th, 2012, the Airport Noise Advisory Committee (Committee) met at the Commuter Terminal Building, 3225 N. Harbor Blvd, San Diego, CA 92101. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:05 p.m.

Present: John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Retired Airline Pilot; Rob Cook, FAA Representative; Tait Galloway, City of San Diego; Hirsch Gottschalk, Uptown Planners; Jane Gawronski, PhD., Ocean Beach Planning Board; Congresswoman Susan Davis (ex-officio) Daniel Hazard; Kirk Hanson (Community member); Carl Huenefeld, MCRD; Joe Scaglione, North Bay Community Planning Board; Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Paul Webb, Peninsula Community Planning Board; Mark Butler, Facilitator; and Airport Authority Staff:: Steve Cummings.

Absent: Steven Holt, Airline Representative (ex-officio); Michael Patton, City Council District 2 (ex-officio); Jack Zimmerman (Acoustician); County Supervisor Greg Cox (ex-officio) (Vacant); Little Italy Association (Vacant); Greater Golden Hill Planning Committee (Vacant)

Prior to the meeting, Dr. Butler informed members that Dan Frazee is attending a seminar out of state. He then invited each ANAC participant to introduce him/herself. Due to not having a quorum present, Dr. Butler tabled approval of the January 18, 2012 meeting minutes.

Prior to proceeding, Dr. Butler pointed out to members that some may have a complete paper meeting presentation package to view, while others will only have an agenda, per request of each member from a discussion at the last meeting regarding the Authority's paper reduction goals. He added that all discussion items and presentations will be displayed on the TV monitor and are available for download from the Authority's website at www.san.org. He also mentioned that Mr. Bob Bolton will make a presentation regarding the status of the airport's expansion project, "Green Build," in lieu of the normal Airport Authority update.

Moving on with the Agenda, Dr. Butler provided an update regarding the last two Curfew Violation Review Panel (CVRP) meetings. At the February 1st meeting, a British Airways and a Ryan International flight were fined a total of \$12,000; \$2,000 for British Airways and \$10,000 for the Ryan flight. At the April 4th CVRP, three operations were adjudicated; Alaska Airlines, a Canadian military helicopter, and a general aviation operation were fined \$2,000 each for their violations of the airport's time-of-day restriction.

Dr. Butler then introduced Bob Bolton, Senior Program Manager for the Terminal Development Program (TDP) (Green Build), who provided an update presentation of the TDP. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/ANAC%20Presentation_2.pdf

After the presentation Mr. Bolton took questions from ANAC. A member requested that Mr. Bolton provide the presentation for his community planning organization. Dr. Butler suggested exchanging contact information to set up a date to present the materials. Mr. Bolton informed the committee that there are also other presentations available that can go into more program specifics. One member asked if the sound wall is high enough to block the noise. Mr. Bolton replied that it will be able to keep the majority of aircraft noise on airport. He added that part of the effort to reduce emissions at the airport is to make less use of the aircraft's noisy Auxiliary Power Units (APUs) while at the gate and to move toward airport-provided commercial power. This win-win situation for the airport also makes the airlines happy because it saves them fuel, lowers pollutants, is more efficient, and less costly. Another member asked if a golf cart type of transportation will be available for the long distance from security to the gates. Mr. Bolton replied that the distance from the ticket counters to the outlying gates is less than a 1,000 ft, which is the distance used in determining if a moving walkway needs to be built. Therefore golf cart type of transportation is currently available in Terminal 2 West for those who need this method of transport. In the future, where a moving walkway needs to be in place, necessary infrastructure is being built into the project. Several other questions regarding the new USO and possible air carrier movement from one terminal to another were asked and answered. Dr. Butler added that if other members wanted a similar presentation for their constituents, please contact the Noise Mitigation Department to coordinate.

A quorum is now present, Dr. Butler requested a motion to approve the January 18 meeting minutes. A correction to the minutes was requested by Mr. Hanson; then the amended minutes were approved unanimously.

Ms. Sjohnna Knack, Manager of the Quieter Home Program (QHP), next gave an update on the Program. Ms. Knack informed the committee that there are 27 active projects with 133 homes in construction at the moment; 144 homes are in pre-construction where contractors are measuring windows and doors to purchase the insulation product, and about 106 homes in the bidding phase. The next bid will be out on May 8th; new bid packages are released on average once per month, and presently there are 242 residences in-design, which means the property has been measured or the team is preparing to present treatment options for the homeowner owner. To date, 2,157 homes have been completed. One member asked how to get a hard copy of the QHP briefing to report out to their community; Ms. Knack informed the member that the information is available in previous ANAC meeting minutes, but she is willing to provide the statistics to the member. Dr. Butler brought up the fact that last year an ANAC meeting was held at QHP, and suggested that the Authority plan this October's meeting there, as well. This item will be trailed to the scheduled July meeting for board action. Ms. Knack also pointed out that if a tour, or more information is needed, to call their office and set an appointment. This was the main reason why QHP was relocated from on airport to Liberty Station; to be immediately available to the community. She also pointed out that the QHP

website is under construction; updated information will include program statistics. Aside from integrating with the community and being a good neighbor, one of their goals is to educate local realtors. Sjohnna recently spoke at a Point Loma/Ocean Beach realtor's association meeting; she was well received. Because of their interest, QHP is planning an open house on May 23rd to educate realtors about the program. On another note, a question was asked if the program boundary maps shows program qualified homes. Ms. Knack explained that the website has three maps; one shows homes within the program boundary (65dB CNEL contour) on the west side of the airport and two maps depicting program boundaries on the east side. Another question dealt with clarification of eligibility rules and was addressed that the program is currently working within the 67 dB contour area. This completed Ms. Knack's report.

Mr. Cummings presented updated Missed Approach statistics for 1st quarter CY2012. See the presentation at: http://www.san.org/sdcraa/airport_initiatives/noise/publications.aspx

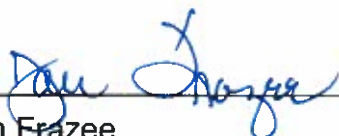
Mr. Cummings presented an update of year-to-date Noise Complaints. See the presentation at: http://www.san.org/sdcraa/airport_initiatives/noise/publications.aspx. An ANAC member had asked about the follow-up of the complaint callers. Per Mr. Cummings, the majority of the calls are found to be arrivals during the time-of-day curfew period that are mistakenly thought to be aircraft departures.

Mr. Cummings presented updated Early Turns operations statistics. See the presentation at: http://www.san.org/sdcraa/airport_initiatives/noise/publications.aspx. Mr. Cummings commended ATC for working diligently with its controller personnel in continue to lower the occurrence of Early Turn operation; Dr. Butler had also pointed out that this period's chart is scaled differently and displayed as requested at the last meeting to make it easier to understand. A participant inquired whether resident complaints have been affected by implementation of the upgraded web-site. Mr. Cummings commented that the new flight tracking system has given residents the ability to address specific issues, clarifying departure and arrival overflights, and flight paths, so that the resident does not feel the need to call for additional information.

Mr. Cummings next presented Contra-Flow operations. See the presentation at: http://www.san.org/sdcraa/airport_initiatives/noise/publications.aspx.

There was no public comment and no new business.

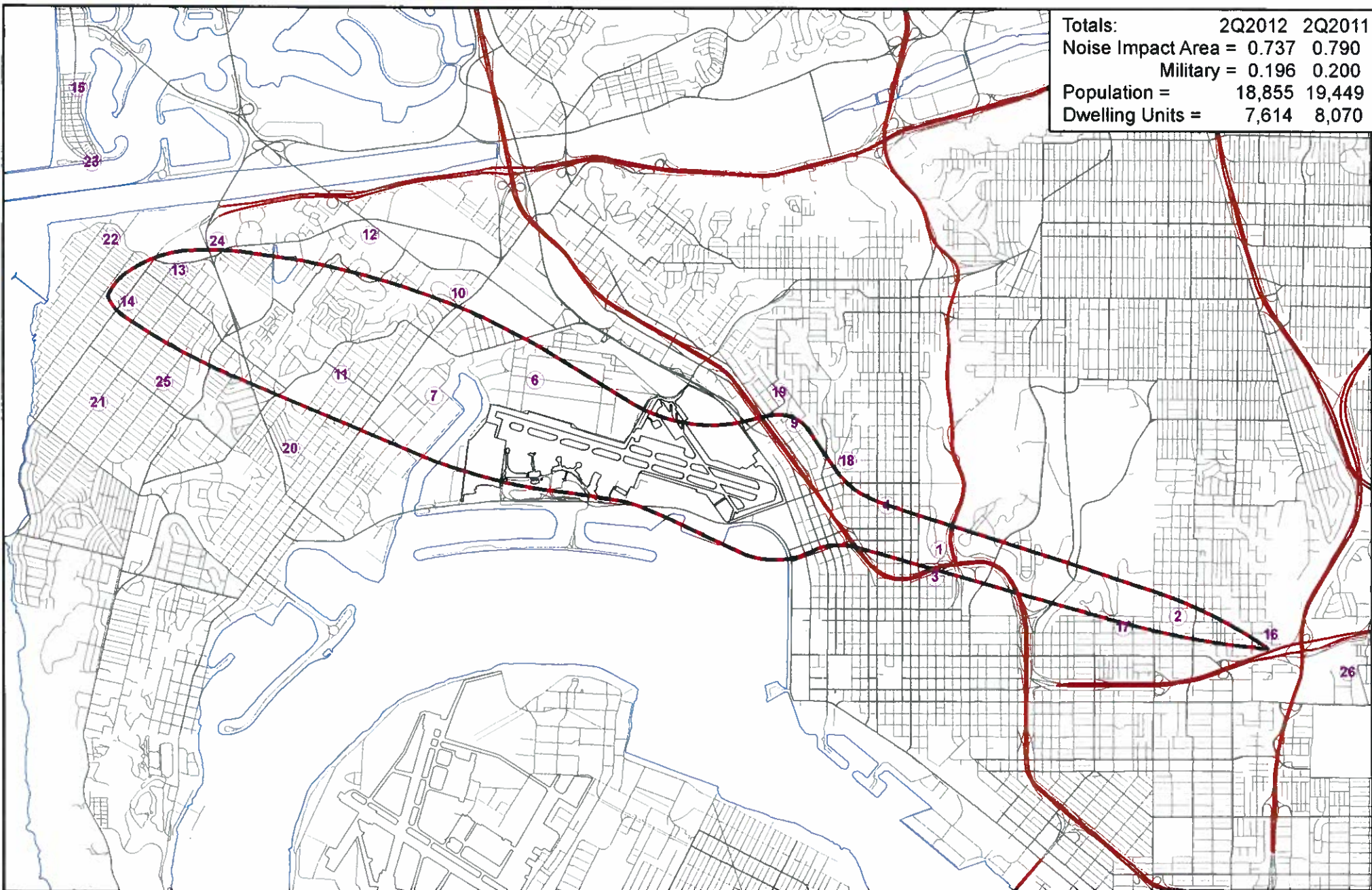
Hearing no more questions, Dr. Butler adjourned the meeting at 5:05 p.m. The next meeting is scheduled for Wednesday, July18, 2012 at 4:00 p.m. in the Noise Monitoring Room at the Commuter Terminal.



Dan Frazee
Director, Airport Noise Mitigation

NOTE: 1) Please refer to the Frequently Asked Questions (FAQ's) on the Airport Noise Office website at http://www.san.org/sdcraa/airport_initiatives/noise/fags.aspx for the answers to commonly asked aircraft noise-oriented questions at SDIA.

Totals:	2Q2012	2Q2011
Noise Impact Area =	0.737	0.790
Military =	0.196	0.200
Population =	18,855	19,449
Dwelling Units =	7,614	8,070



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



--- 2nd Quarter 2012
 — 2nd Quarter 2011



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