

QUARTERLY NOISE REPORT

July 1, 2012 through September 30, 2012



Airport Noise Mitigation Department
San Diego International Airport

December 14, 2012

QUARTERLY NOISE REPORT
For the Period
July 1 through September 30, 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 Third 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 July 1, 2012 to September 30, 2012, to be 0.737 square miles (471.7 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the Third 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.

3 rd Quarter 2012	3 rd 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	71.2	71.5
2	66.6	66.8
3	63.3	64.8
4	65.4	65.4
6	68.3	68.4
7	74.2	74.3
9	66.4	65.9
10	62.8	62.5
11	71.2	71.3
12	61.3	60.4
13	65.2	64.8
14	65.5	66.0
16	64.7	64.4
17	64.3	64.5
18	59.6	58.3
19	61.1	60.2
20	61.5	61.3
21	58.5	57.6
22	63.7	63.3
23	62.3	62.0
24	63.3	63.0
25	62.5	62.7
26	62.0	63.4

¹ = For the period October 1, 2011 through September 30, 2012

² = For the period July 1, 2012 through September 30, 2012

Note: RMTs #5, #8, & #15 are spares.

AIRCRAFT OPERATIONS

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

OPERATIONS	THIRD QUARTER 2012	THIRD QUARTER 2011	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	38,672	37,830	842	2.2%
Commuter	5,826	5,780	46	0.8%
General Aviation	3,959	4,393	(434)	-9.9%
Military	110	131	(21)	-16.0%
TOTAL	48,567	48,134	433	0.9%

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 Third Quarter of 2012. The data used to compile this report was gathered during 24-hour periods on August 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 Third Quarter 2012 Operations Survey, an average of 456 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 57. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the Third Quarter 2012 Operations Survey, an average of 456 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 57. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

Third Quarter Comparison Single Event Noise Exposure Level (SENEL)

	August 9 - 11, 2011	August 14 - 16, 2012	Change (dB)
Departures	100.0	99.9	-0.1
Arrivals	96.0	95.5	-0.5

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 456 daily operations, which reflected an decrease of 28 operations from the 484 operations recorded during the Third Quarter of 2011.

TABLE 1

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

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-10F	101.3	Indianapolis, ID	FDX1754	445
MD-10F	99.3	Memphis, TN	FDX1422	520
MD-10F	98.9	Indianapolis, ID	FDX3713	1710
B767-300	97.3	Atlanta, GA	DAL1667	1520
B767-300F	96.8	Louisville, KY	UPS922	440
B767-300	96.7	New York, NY	AAL145	2030
B737-400	96.3	Portland, OR	ASA576	900
B777-200	96.3	London, England	BAW273	1755
A300-600F	96.0	Memphis, TN	FDX906	1650
B737-400	95.9	Portland, OR	ASA572	1725
B757-200	95.9	Dulles, VA	UAL229	1025
B767-200F	95.9	Phoenix, AZ	GTI815	715
MD-80	95.7	Dallas/Fort Worth, TX	AAL1121	1950
B737-500	95.5	Houston, TX	SWA681	1235
B757-200	95.5	Chicago, IL	UAL709	1050
MD-80	95.5	Dallas/Fort Worth, TX	AAL1629	1140
B757-200	95.4	San Francisco, CA	UAL955	2000
B737-300	95.3	Phoenix, AZ	SWA770	735
B737-400	95.1	Seattle, WA	ASA494	1525
B757-200	95.1	Denver, CO	UAL573	1235
MD-80	95.1	Dallas/Fort Worth, TX	AAL1701	1415
MD-80	95.1	Dallas/Fort Worth, TX	AAL533	2325
B757-200	95.0	Atlanta, GA	DAL1692	940
B757-200	95.0	Atlanta, GA	DAL2267	1240
B757-200	95.0	Dulles, VA	UAL240	1955
B757-200	95.0	Dulles, VA	UAL522	1645
B737-400	94.9	Portland, OR	ASA236	900
A300-600F	94.8	Ontario, CA	FDX1860	435
B737-300	94.8	Albuquerque, NM	SWA684	1530

TABLE 1

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

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-300	94.8	Sacramento, CA	SWA1386	825
B737-400	94.8	Seattle, WA	ASA482	1830
B737-800	94.8	Portland, OR	ASA578	1330
B737-300	94.7	Sacramento, CA	SWA2426	1850
B757-200	94.7	Salt Lake City, UT	DAL1995	2220
B757-200	94.7	Denver, CO	UAL630	2010
B737-300	94.6	Phoenix, AZ	SWA3519	2315
B737-800	94.6	Kahului, HI	ASA816	650
B737-800	94.6	Houston, TX	UAL1475	1540
B757-200	94.6	Atlanta, GA	DAL1567	2120
MD-80	94.6	Dallas/Fort Worth, TX	AAL1789	1010
B737-300	94.5	Albuquerque, NM	SWA1567	900
B737-300	94.4	Las Vegas, NV	SWA2431	1540
B737-300	94.4	Tucson, AZ	SWA3	1215
B737-900	94.4	Houston, TX	UAL1172	1240
B757-200	94.4	San Francisco, CA	UAL901	2120
MD-80	94.4	Dallas/Fort Worth, TX	AAL465	1250
B737-400	94.3	Seattle, WA	ASA484	2315
B737-800	94.3	Salt Lake City, UT	DAL2378	1155
B757-200	94.3	Chicago, IL	UAL651	2230
B737-300	94.1	San Jose, CA	SWA137	1210
B757-200	94.1	Atlanta, GA	DAL109	1800
B767-300F	94.1	Honolulu, HI	UPS2968	1510
B737-300	94.0	Austin, TX	SWA339	1015
B737-300	94.0	Oakland, CA	SWA1745	1315
B737-300	94.0	Oakland, CA	SWA326	1700
B737-300	94.0	Phoenix, AZ	SWA3512	810
B737-300	94.0	Phoenix, AZ	SWA702	1025

TABLE 2

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

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	105.8	Dallas/Fort Worth, TX	AAL1744	745
MD-80	104.9	Dallas/Fort Worth, TX	AAL650	900
MD-80	104.7	Dallas/Fort Worth, TX	AAL620	635
MD-80	104.6	Dallas/Fort Worth, TX	AAL1332	1410
MD-80	104.4	Dallas/Fort Worth, TX	AAL1084	1120
MD-80	104.2	Dallas/Fort Worth, TX	AAL890	1000
MD-80	104.0	Dallas/Fort Worth, TX	AAL856	1250
MD-80	103.8	Dallas/Fort Worth, TX	AAL1224	1530
B777-200	102.8	London, England	BAW272	2030
MD-10F	102.5	Memphis, TN	FDX821	710
MD-80	101.9	El Paso, TX	RPN1836	2050
MD-10F	100.8	Indianapolis, IN	FDX3613	650
A321	100.5	Charlotte, NC	AWE199	2230
A321	100.2	Philadelphia, PA	AWE150	845
A332	100.2	Honolulu, HI	HAL15	1010
A321	99.7	Philadelphia, PA	AWE154	2230
B737-800	99.7	New York, NY	DAL246	705
MD-10F	99.1	Indianapolis, IN	FDX1654	1945
B737-800	98.8	New York, NY	DAL856	1245
B767-300	98.7	Atlanta, GA	DAL1662	815
B737-900	98.4	Houston, TX	UAL1676	940
B737-800	98.2	Detroit, MI	DAL1248	735
B737-800	98.2	Newark, NJ	UAL1228	2135
B737-800	98.2	Newark, NJ	UAL1430	1320
B737-800	98.1	Atlanta, GA	DAL1592	700
B737-900	98.1	Chicago, IL	UAL1465	1135
B737-800	97.8	Dulles, VA	UAL1422	1335
B737-800	97.7	Honolulu, HI	ASA891	1130
B737-800	97.7	Detroit, MI	DAL867	1140

TABLE 2

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

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-800	97.6	Newark, NJ	UAL149	1030
B737-800	97.5	Kahului, HI	ASA825	710
B737-900	97.5	Houston, TX	UAL1073	655
B737-700	97.4	Newark, NJ	UAL1284	655
B737-800	97.4	Chicago, IL	AAL2426	645
A300-600F	97.3	Memphis, TN	FDX1222	1940
B737-800	97.3	Chicago, IL	AAL1438	935
B737-800	97.3	Kahului, HI	ASA819	840
B737-800	97.3	Baltimore, MD	SWA3116	1330
B737-400	97.2	Seattle, WA	ASA493	640
B737-800	97.2	Chicago, IL	UAL1623	820
B737-800	97.0	Chicago, IL	SWA4251	715
B737-800	96.8	Houston, TX	UAL1296	700
B737-400	96.7	Puerto Vallarta, MX	ASA236	1030
A321	96.6	Phoenix, AZ	AWE936	1640
B737-400	96.6	Seattle, WA	ASA485	1940
B737-800	96.6	Chicago, IL	AAL1358	1540
B737-800	96.6	Houston, TX	UAL1408	1155
B767-200F	96.6	Portland, OR	GTI415	1845
MD-90	96.6	Minneapolis, MN	DAL2456	650
A320	96.5	Boston, MA	JBU412	2215
A320	96.4	New York, NY	JBU186	2115
B737-400	96.4	Portland, OR	ASA571	1010
B757-200	96.4	Atlanta, GA	DAL108	915
B757-200	96.4	Atlanta, GA	DAL1792	2300
B767-300	96.4	New York, NY	AAL160	755
B737-800	96.3	Dallas/Fort Worth, TX	AAL480	1720
A320	96.2	New York, NY	JBU184	1250

TABLE 3

COMMERCIAL FLIGHT OPERATIONS MIX BY TIME OF DAY & RUNWAY USE

Survey of three days during the Third Quarter of 2012
 These numbers are the averages for operations for August 14 to August 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+	26	10	4	28	3	10								81
B712														0
B72Q														0
B733+	89	24	17	101	16	12								259
B747+														0
B757+	8	3	2	10		3								26
B767+	2	1	1	2	1	1								8
B777+	1				1									2
DC10	1		2	1	1	1								6
DC87														0
DC8Q														0
DC9Q														0
E170/90	1			1										2
MD80+	5	3	1	7	1	1								18
MD90	2	1		2		1								6
RJ+	15	3	4	15	4	3								44
TOTAL	151	45	32	167	29	32								456

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

AIRCRAFT NOISE COMPLAINTS

During the Third Quarter of 2012 Airport Noise Mitigation received a total of 86 complaint calls from 58 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the Third Quarter of 2012

DIRECTION FROM AIRPORT		July	August	September	TOTAL
NORTH	La Jolla	1			1
	Pacific Beach	1			1
	University Heights		4		4
SOUTH	Chula Vista	1			1
EAST	Chollas Creek		2		2
	College Area			1	1
	Golden Hill	2	1	1	4
	Hillcrest		1		1
	Middletown	1		1	2
	Mount Hope			1	1
WEST	Famosa		3	2	5
	Loma Portal	1	4	7	12
	Midway		1		1
	Mission Beach		3	1	4
	Ocean Beach	1	5	8	14
	Point Loma	4	13	15	32
TOTAL COMPLAINTS		12	37	37	86

The 86 complaint calls recorded during the Third Quarter 2012 reflect an increase of 3 calls from the 83 received during the Third 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 Third Quarter 2012 Final Enforcement Actions.

THIRD QUARTER 2012 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
7/01/2012	2335L	US Airways 199	A321 ; Stage 3	No Penalty
7/02/2012	0019L	Delta Air Lines 1072	B738 ; Stage 3	No Penalty
7/28/2012	2249L	Blanning, LLC (N480RW)	GLF3 ; Stage 2	\$2,000
7/28/2012	2348L	United Airlines 252	B752 ; Stage 3	No Penalty
8/17/2012	0010L	US Airways 199	A321 ; Stage 3	No Penalty
9/28/2012	2357L	jetBlue Airways 412	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	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 July 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; Federal 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): 1452

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

48,567

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

38,672

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:

5,826

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

3,959

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

110

Form DOA 618, 11/21/89

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

AIRCRAFT NOISE MONITORING SYSTEM

Noise Monitoring Locations_____ B1

Noise System Thresholds_____ B2

CNEL Log for July 2012_____ B3

CNEL Log for August 2012_____ B4

CNEL Log for September 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
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, #8, & #15, not noted on this sheet, are currently designated as "spares" and are located in the Airport Noise Mitigation Department offices.

APPENDIX B2

REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS

In effect from July 1, 2012 to September 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	64*	11	62	13	60*	13
11	65*	12	63	13	60*	15
12	63*	10	61	12	58*	14
13	65*	8	62	12	60*	13
14	65*	10	62	12	60*	13
16	67*	8	66	9	65*	10
17	64	9	62	12	58	15
18	62	10	62	10	58	14
19	64*	8	62	9	61*	10
20	62	11	61	11	58	13
21	60	10	58	12	55	18
22	65	8	63	10	60	12
23	62*	12	60	12	60*	12
24	65*	8	64	10	63*	10
25	65*	8	62	10	60*	14
26	65*	12	64	12	62*	15

KEY:

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

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

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

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
July 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	71.7	67.3	64.6	66.1	69.4	75.1	67.0	63.6	71.7	60.9	64.5
2	71.9	67.7	65.1	65.8	69.4	75.1	67.0	64.0	71.9	61.1	65.6
3	71.9	67.6	64.7	66.0	69.4	74.2	66.3	64.0	71.5	61.7	65.4
4	69.7	65.7	61.1	63.6	68.3	72.5	65.0	62.4	69.5	58.7	63.5
5	73.4	68.2	67.0	67.1	69.2	74.4	66.5	63.9	71.8	62.4	65.9
6	72.8	67.9	67.0	66.0	68.7	72.9	65.8	63.2	71.6	61.5	65.9
7	70.7	66.2	64.8	64.7	68.6	74.4	65.5	62.3	70.9	59.6	64.0
8	71.9	67.1	65.6	65.7	68.9	73.7	65.1	63.0	71.7	60.0	65.1
9	71.6	66.8	69.6	66.2	68.8	74.7	66.2	62.9	71.3	60.5	66.7
10	72.4	68.2	66.8	65.7	69.0	74.4	66.4	62.9	71.3	60.7	65.0
11	73.1	68.5	66.0	66.1	68.9	74.5	66.6	63.3	71.7	60.8	65.4
12	72.3	67.7	62.1	64.0	69.1	74.8	66.2	63.1	72.2	58.9	66.1
13	72.4	67.8	64.4	66.4	69.4	74.6	66.5	63.4	71.6	61.9	66.0
14	71.9	67.5	65.5	66.9	68.0	74.3	65.7	61.5	70.3	58.8	63.9
15	71.6	67.2	65.1	65.9	69.5	75.9	67.0	64.1	72.8	62.0	66.6
16	71.7	67.6	64.5	65.7	69.6	75.4	67.1	64.3	72.5	62.7	67.2
17	72.5	68.2	65.9	67.0	69.6	74.4	66.6	63.6	71.6	61.6	66.5
18	71.7	66.6	65.4	66.4	69.2	74.9	65.6	63.3	71.7	61.4	66.1
19	71.1	66.1	64.1	64.7	67.4	74.4	66.1	62.3	71.6	60.8	65.2
20	72.4	68.3	67.0	67.0	68.5	72.8	65.9	62.9	71.3	61.4	65.7
21	74.9	67.2	65.3	65.5	68.2	74.3	66.1	62.6	71.0	60.0	64.7
22	74.2	67.2	64.2	65.2	68.9	75.2	66.7	63.1	71.9	60.2	65.0
23	71.8	67.3	66.0	65.8	69.1	74.8	66.7	63.4	71.4	61.1	66.9
24	72.6	67.5	66.5	66.1	69.7	74.9	67.0	64.4	71.6	61.4	66.0
25	72.5	67.9	66.1	66.1	69.9	74.5	66.6	63.7	71.5	61.9	66.1
26	72.9	68.4	67.1	66.4	69.6	75.5	66.1	64.1	72.3	62.2	66.6
27	73.8	68.8	67.6	67.2	69.8	75.0	66.8	64.2	72.1	62.7	66.4
28	71.9	67.3	64.9	65.7	68.4	74.1	65.8	62.8	70.9	60.5	64.4
29	71.3	67.1	64.2	65.3	68.9	75.0	66.7	63.6	72.0	61.5	66.0
30	71.6	67.0	65.1	65.4	68.7	74.6	66.6	63.1	71.4	61.4	66.0
31	72.0	67.7	66.3	66.3	69.2	74.8	66.4	63.0	71.7	61.3	66.3
Month	72.3	67.5	65.7	65.9	69.0	74.6	66.3	63.3	71.6	61.1	65.7

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
July 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	*	64.9	64.9	58.9	62.0	60.7	55.8	62.6	66.7	62.8	61.5	63.4
2	*	65.7	65.1	59.3	62.6	61.8	57.9	63.0	60.4	63.8	62.0	64.6
3	*	65.7	65.1	59.9	61.9	61.7	57.4	63.5	61.9	63.9	62.9	64.4
4	*	63.7	62.9	57.3	60.7	59.3	54.2	63.3	58.6	61.2	60.0	62.1
5	*	65.7	66.3	61.0	61.5	62.0	58.6	64.2	61.5	64.0	63.8	63.3
6	*	65.5	65.5	57.7	58.9	62.1	58.9	64.3	67.3	63.9	63.6	64.6
7	*	64.0	64.1	56.7	58.2	60.4	54.6	62.1	60.4	62.1	60.9	62.6
8	*	64.3	65.6	58.8	57.4	63.1	56.3	62.9	59.9	62.9	61.8	63.1
9	*	64.6	65.0	58.6	59.3	61.7	57.1	62.8	59.1	62.4	62.7	63.1
10	*	65.5	65.5	57.0	60.3	61.0	58.1	63.4	60.3	63.4	62.4	64.2
11	*	65.5	65.7	58.5	61.0	61.4	57.2	63.5	61.2	63.4	62.8	64.1
12	*	65.0	65.3	62.6	60.7	61.1	58.3	64.5	60.6	64.2	63.3	64.1
13	*	65.6	65.3	58.6	61.1	61.6	58.6	64.5	61.9	64.3	63.7	60.7
14	*	65.2	65.0	59.8	61.3	58.9	55.8	62.2	60.7	61.6	61.5	64.2
15	*	65.2	64.8	59.4	62.8	62.0	58.2	64.8	63.3	64.8	63.6	63.6
16	*	65.4	64.9	60.0	62.6	62.7	59.9	66.0	62.1	65.6	64.6	64.6
17	*	65.9	66.0	58.2	61.3	61.9	59.6	65.2	62.0	64.5	64.3	64.8
18	*	64.4	65.1	59.7	58.5	62.7	59.1	64.8	60.3	64.1	63.9	63.8
19	*	63.9	64.1	58.5	61.5	60.8	57.1	64.0	64.3	64.0	62.0	62.7
20	*	66.1	66.0	59.1	59.8	61.2	57.8	63.8	63.2	63.7	62.8	64.9
21	*	64.9	64.6	56.3	59.3	61.3	57.0	62.9	62.8	62.7	62.5	63.8
22	*	64.8	65.2	57.3	60.9	60.9	56.8	63.3	62.1	63.0	62.1	64.8
23	*	64.8	65.2	59.8	60.0	61.7	58.7	64.0	62.6	64.1	62.4	64.7
24	*	65.1	65.3	58.9	60.0	61.9	58.1	64.4	62.9	65.6	63.3	64.4
25	*	65.2	65.5	59.9	59.5	62.3	59.4	64.4	62.7	64.2	63.7	65.0
26	*	66.0	66.1	58.6	59.8	62.6	59.1	65.0	63.5	64.7	64.2	65.2
27	*	66.3	66.9	59.6	59.2	62.8	59.0	64.4	63.1	65.2	64.6	65.4
28	*	65.2	65.1	60.2	58.9	61.5	58.1	62.7	63.2	62.6	63.5	64.6
29	*	64.8	64.7	58.7	62.1	61.2	57.4	64.2	63.6	64.1	62.9	63.3
30	*	65.1	64.7	58.1	61.8	62.0	58.9	64.0	62.9	64.1	62.9	63.6
31	*	65.8	65.6	58.3	61.3	61.7	59.1	64.6	63.1	64.3	63.8	64.6
Month	*	65.2	65.3	59.1	60.7	61.6	58.0	63.9	62.6	63.8	63.0	64.0

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
August 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	72.3	67.8	66.4	66.6	69.7	75.1	67.1	64.6	72.0	62.6	66.1
2	72.2	67.8	65.1	66.2	69.4	75.0	67.1	63.9	72.0	62.4	66.0
3	72.6	68.8	65.3	66.2	69.2	75.0	66.9	63.9	71.9	61.9	65.9
4	71.6	67.0	64.3	65.3	68.2	74.3	65.8	62.9	71.3	60.8	65.2
5	71.8	67.5	64.6	65.5	68.7	74.8	65.8	62.6	71.3	59.9	64.4
6	71.1	67.4	65.7	65.4	68.7	75.0	66.7	62.8	71.7	60.3	66.5
7	72.0	67.6	65.4	65.8	69.1	75.2	66.4	62.7	71.7	60.4	65.4
8	72.0	67.9	65.1	66.1	69.2	75.1	67.2	63.1	72.4	61.2	65.9
9	70.6	66.4	64.4	65.6	68.8	76.0	67.3	63.0	72.6	61.8	65.5
10	72.0	67.0	66.1	65.6	69.1	75.8	67.2	63.0	72.8	61.4	66.0
11	70.7	66.2	63.4	65.7	68.0	74.0	65.9	61.7	71.3	59.9	64.9
12	70.7	65.9	62.8	64.3	68.0	74.5	66.0	62.1	71.0	59.4	64.8
13	70.6	66.6	61.9	66.2	68.5	74.6	65.9	62.4	71.8	60.6	65.6
14	71.3	67.0	64.7	65.4	68.6	73.7	65.4	61.9	70.4	59.3	64.0
15	71.9	67.0	65.1	65.7	68.5	74.4	65.7	62.4	71.3	60.3	64.6
16	71.8	67.3	65.1	65.9	68.2	74.6	66.1	62.2	71.8	60.3	65.0
17	71.5	66.5	64.5	65.4	68.0	74.6	66.9	61.8	71.4	60.9	65.4
18	69.2	65.2	61.3	64.0	67.1	73.8	65.2	61.3	70.6	59.8	64.1
19	70.1	65.8	62.8	64.1	67.3	74.0	65.6	61.3	71.1	59.8	64.5
20	70.3	65.5	62.0	63.7	67.8	73.8	64.8	61.8	71.1	60.1	65.2
21	70.9	66.9	63.5	63.2	67.4	74.2	65.1	62.1	71.0	59.8	64.5
22	71.0	67.4	63.2	64.0	68.4	74.5	65.4	62.7	71.6	60.3	64.2
23	71.9	68.5	64.8	65.1	66.6	71.8	63.7	59.9	68.1	56.5	60.9
24	72.3	67.4	*	68.9	68.4	73.1	65.9	62.4	72.5	59.9	64.4
25	70.9	66.6	66.2	66.5	67.1	70.5	65.2	61.2	70.3	59.2	63.5
26	70.7	65.8	63.7	64.3	68.1	74.4	64.1	62.6	71.5	60.3	65.3
27	70.6	65.9	65.4	64.4	68.5	74.2	65.2	62.0	71.0	59.6	64.1
28	71.3	66.7	64.9	64.8	67.8	74.5	64.4	61.7	71.2	59.2	63.2
29	70.0	65.4	63.8	65.3	67.4	75.9	65.9	60.9	71.9	59.3	64.3
30	71.4	66.6	64.1	64.9	68.2	75.7	66.1	62.5	72.7	61.1	65.4
31	71.7	67.2	65.8	65.3	68.3	73.9	65.6	64.0	70.6	60.4	64.8
Month	71.3	66.9	64.6	65.5	68.3	74.5	66.0	62.5	71.5	60.4	64.9

* = Not in service

APPENDIX B4**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
August 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	65.9	59.8	61.1	62.6	59.1	64.4	63.0	64.2	64.1	64.4
2	*	65.7	65.1	60.6	61.9	62.0	58.2	64.2	63.4	64.5	63.7	64.5
3	67.2	66.3	65.8	59.7	62.3	62.1	58.9	64.3	63.4	64.4	64.0	64.8
4	65.9	64.7	64.7	57.9	60.9	61.3	57.2	63.4	62.5	63.2	62.7	63.6
5	65.3	65.5	64.8	58.2	59.4	60.4	55.3	63.5	61.6	62.4	61.5	63.6
6	66.2	65.0	65.2	56.7	59.3	61.2	57.6	64.1	62.2	63.8	62.9	64.5
7	66.1	65.4	65.1	57.9	61.7	60.2	56.9	63.7	62.5	63.5	62.0	64.1
8	66.8	65.3	65.2	59.5	61.2	61.8	58.6	63.9	62.9	64.0	63.7	64.1
9	67.0	63.8	64.4	58.8	61.3	61.0	56.9	63.9	61.9	63.3	62.4	62.5
10	68.1	64.9	65.1	57.6	61.4	61.3	57.1	64.1	62.9	63.9	62.7	65.1
11	66.3	64.0	64.1	57.8	61.7	60.1	57.5	63.5	62.6	62.4	61.8	62.5
12	65.7	63.5	64.0	56.7	58.8	61.0	58.2	63.1	62.5	62.5	63.7	61.9
13	66.5	64.0	64.4	57.4	58.8	61.5	58.7	63.9	62.4	63.2	63.3	64.2
14	65.5	64.1	64.6	56.7	58.2	60.3	58.3	62.8	60.9	61.6	62.3	63.8
15	65.9	65.0	65.0	56.4	59.4	61.6	57.0	63.1	61.3	62.6	62.2	62.8
16	66.4	64.7	65.3	57.3	59.8	61.8	58.6	63.6	61.8	62.7	63.3	63.5
17	66.2	64.1	64.4	58.2	62.3	60.3	59.1	63.7	63.5	63.6	62.4	62.6
18	65.0	63.0	63.1	55.4	59.7	59.7	57.3	62.2	61.8	62.0	62.1	61.4
19	65.4	63.5	63.5	55.8	60.2	60.0	56.7	62.7	62.4	62.7	61.9	61.9
20	66.2	63.5	63.5	55.4	59.9	60.5	58.2	63.6	61.6	62.9	62.4	62.4
21	66.1	64.3	64.0	52.9	64.2	59.9	56.8	63.0	62.0	62.5	62.1	63.2
22	65.5	65.5	64.8	56.7	61.2	60.5	56.1	62.4	61.1	62.3	62.2	64.4
23	61.2	65.3	65.2	55.9	58.6	56.8	51.8	59.1	57.4	59.2	57.7	64.4
24	67.1	65.3	65.1	57.7	59.7	60.4	56.2	62.5	61.1	62.4	61.5	64.2
25	64.9	63.5	63.8	57.3	58.8	60.3	56.3	61.5	59.9	61.2	62.1	62.6
26	66.9	63.3	64.0	57.9	*	61.6	58.4	63.7	61.9	63.0	63.5	61.1
27	65.3	63.3	64.2	56.6	57.2	61.2	58.7	62.4	60.2	61.7	62.9	63.3
28	64.8	64.3	64.4	58.2	56.4	60.3	57.3	61.6	59.4	60.8	62.5	62.8
29	66.5	63.2	63.1	59.5	61.3	59.0	56.6	62.6	61.6	62.2	61.6	63.3
30	66.8	64.3	64.5	56.8	61.4	61.2	58.0	64.0	62.7	63.5	62.7	63.3
31	66.2	64.2	65.3	58.1	57.8	61.2	57.8	63.2	61.8	63.3	62.8	63.1
Month	66.1	64.5	64.6	57.7	60.4	60.9	57.6	63.3	62.0	62.9	62.6	63.5

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log September 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	69.7	64.4	62.3	62.9	66.0	72.6	63.6	59.8	69.1	57.4	62.2
2	69.1	64.4	62.3	63.2	67.3	72.9	64.1	60.9	69.3	58.5	63.1
3	69.4	65.2	62.2	63.7	67.3	73.4	64.5	61.4	70.6	59.5	63.5
4	69.3	65.0	62.9	63.6	67.9	73.6	66.2	61.8	70.6	59.8	64.0
5	71.6	66.9	64.0	64.9	68.1	73.3	65.5	62.0	69.7	59.2	62.3
6	71.1	66.8	64.6	64.8	68.3	74.1	67.0	62.4	71.2	60.4	64.9
7	71.7	67.2	66.0	65.6	67.9	73.6	67.0	62.3	70.7	60.3	64.9
8	69.2	63.8	61.8	62.7	66.4	72.5	63.6	60.5	69.7	58.6	63.6
9	69.0	64.8	61.1	63.7	66.8	74.1	64.7	61.0	71.4	58.9	64.0
10	69.7	65.2	62.9	64.7	67.5	73.5	65.2	62.0	70.5	59.9	64.4
11	71.7	66.6	64.4	66.2	68.5	73.3	65.6	62.4	70.3	61.6	63.7
12	71.6	67.3	65.3	65.4	68.3	74.2	64.6	62.0	70.8	59.6	63.7
13	70.9	65.5	65.2	65.7	68.4	75.1	64.8	60.8	71.2	57.5	62.0
14	70.7	65.6	65.1	65.3	67.5	73.9	66.7	61.5	71.3	59.4	63.1
15	67.6	62.4	59.8	61.6	66.2	73.0	64.1	59.2	69.8	57.4	60.8
16	70.1	65.3	61.9	63.8	67.3	74.2	65.7	60.8	70.6	59.4	64.2
17	70.5	65.7	63.6	64.2	68.8	74.0	65.4	62.9	71.3	60.5	63.7
18	71.5	67.1	65.1	65.7	68.0	73.2	63.3	61.5	69.8	58.6	61.8
19	71.7	66.9	65.7	65.1	68.6	73.6	64.8	62.7	70.1	60.5	63.6
20	72.2	66.4	66.1	66.9	68.1	74.6	65.5	62.2	71.7	60.0	64.4
21	69.9	64.9	64.7	66.3	67.6	75.4	64.9	61.2	72.4	59.1	63.8
22	67.8	63.0	60.5	61.6	66.7	74.5	64.8	59.8	71.1	57.6	62.9
23	69.7	64.6	64.5	65.5	67.6	75.2	65.2	61.0	71.8	58.5	62.4
24	69.4	64.7	62.1	63.4	68.0	74.2	65.5	61.5	71.2	59.3	61.9
25	71.4	66.2	65.0	64.7	68.4	72.8	67.1	62.8	69.8	60.9	62.9
26	72.1	67.2	64.8	65.4	68.2	73.0	65.3	62.8	70.4	60.6	63.8
27	72.0	67.1	65.7	66.0	68.6	74.2	64.9	63.0	71.2	60.9	63.9
28	70.5	65.7	65.1	64.5	68.1	75.0	64.0	61.6	71.8	59.1	63.5
29	68.9	66.0	62.0	62.4	66.4	72.9	62.7	59.8	69.3	57.1	60.6
30	69.7	65.2	62.3	64.4	67.5	74.1	66.0	61.3	71.0	58.6	62.6
Month	70.5	65.7	64.0	64.7	67.7	73.9	65.2	61.6	70.7	59.4	63.3

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
September 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	65.0	61.5	62.6	55.9	58.1	60.2	55.7	60.5	59.8	59.9	61.2	60.4
2	64.7	61.8	62.9	56.6	56.5	59.9	56.5	61.6	60.0	60.7	61.8	60.6
3	65.4	62.7	63.2	56.6	56.9	60.4	56.6	61.9	60.4	61.0	62.3	61.6
4	64.4	62.8	62.9	59.4	60.0	59.9	55.9	62.0	60.3	61.8	61.2	61.2
5	63.5	64.5	64.0	57.4	59.2	59.6	55.7	60.5	59.5	60.6	60.7	63.2
6	65.9	64.1	64.3	58.5	63.2	61.9	58.2	63.7	61.6	62.8	63.1	63.3
7	66.2	64.7	64.7	58.7	61.7	62.3	58.4	63.3	61.4	62.6	63.5	64.1
8	65.2	61.4	61.7	54.4	57.2	61.3	57.0	62.2	61.1	61.2	62.0	60.2
9	66.2	62.6	62.8	54.1	58.5	61.7	57.7	62.9	61.6	62.1	62.9	61.2
10	65.9	62.7	63.2	56.8	59.5	61.0	58.6	63.5	61.7	62.6	62.1	61.7
11	66.3	64.1	64.3	59.5	60.2	61.1	57.4	62.8	60.9	62.0	62.5	62.7
12	66.2	64.5	64.9	56.6	58.3	62.8	58.0	62.5	60.6	62.2	62.9	64.4
13	65.8	62.9	63.9	59.2	56.1	60.5	55.3	61.4	59.2	60.4	60.6	62.0
14	66.2	63.6	63.9	59.0	61.5	62.3	56.9	62.6	62.1	62.4	62.1	61.9
15	65.0	60.0	60.6	59.4	60.4	58.9	54.8	60.7	60.3	59.5	60.7	58.5
16	64.9	63.1	63.1	57.2	61.0	61.4	55.5	63.8	62.6	63.4	60.4	62.8
17	66.0	63.4	63.8	55.6	59.5	62.4	57.6	63.8	61.8	62.9	62.5	62.5
18	65.1	64.5	64.8	54.8	55.6	61.0	56.1	61.0	58.8	60.4	61.3	63.5
19	66.2	64.2	64.3	57.7	57.7	61.9	58.3	62.8	61.1	62.2	63.3	63.1
20	66.9	64.0	63.9	57.7	58.9	61.2	58.2	63.6	60.9	62.7	63.1	63.0
21	67.7	62.6	62.9	60.0	58.5	61.2	57.5	62.6	60.9	62.4	62.8	61.3
22	65.3	60.5	61.6	57.0	57.4	61.5	55.4	62.0	61.4	61.0	61.1	60.1
23	66.7	62.8	62.3	59.9	58.8	60.7	56.6	62.4	61.6	61.2	62.0	61.0
24	66.0	62.4	62.8	55.8	59.1	62.0	57.9	62.6	60.1	61.6	62.7	61.0
25	65.7	64.3	64.0	58.8	61.6	61.8	58.2	63.0	62.7	63.2	63.0	63.5
26	66.9	64.7	64.8	56.4	59.6	62.2	59.0	63.8	61.9	63.0	63.9	64.0
27	66.8	64.2	64.8	57.6	57.3	61.3	57.8	64.0	62.1	63.5	63.5	63.3
28	68.5	63.6	63.8	56.8	56.1	61.6	58.3	64.4	62.0	62.5	63.3	62.6
29	65.2	63.2	62.7	53.9	53.9	59.8	56.7	60.8	58.7	59.5	61.9	64.1
30	65.8	62.9	63.8	61.6	60.3	62.2	58.3	62.8	62.4	61.5	62.7	61.4
Month	66.0	63.3	63.6	57.8	59.2	61.3	57.3	62.6	61.1	61.9	62.3	62.4

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, Third Quarter 2012_____C1

Commercial Flight Operations Mix, July 2012_____C2

Commercial Flight Operations Mix, August 2012_____C3

Commercial Flight Operations Mix, September 2012 _____C4

Curfew Violation Summary, 1989 --- Present_____C5

APPENDIX C1

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

12/12/2012 Aircraft Type	Air Canada	Alaska	Alegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	JetBlue	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																					114	2		116	232	
A310																								0	0	
A318								1																1	2	
A319	92						153	311					270		239	22	16	106					1	1210	2420	
A320							216	45		344			1		504	466	424	1							2001	4002
A321																534									534	1068
A330+									92																92	184
B712																									0	0
B71Q																									0	0
B72Q																							2	2	4	
B733												1991													1991	3982
B734		321																					4	325	650	
B735												235			4										239	478
B736																									0	0
B737		141										5698		52	70				63				1	6025	12050	
B738		861		526			553					178		6	710				3						2837	5674
B739		37													352										389	778
B747+																									0	0
B752				9			462								613	61							3	1148	2296	
B753							2								2										4	8
B762																				64					64	128
B763				85			101													2		87			275	550
B764																									0	0
B772						92																			92	184
B787																									0	0
CRJ2											185														185	370
CRJ7					298						756														1054	2108
CRJ9											21					1									22	44
DC87																									0	0
ERJ+					594																				594	1188
E170/90	93							17																	110	220
MD10																					193				193	386
MD11																									0	0
MD80+			34	630																			62	726	1452	
MD90							224																		224	448
TOTALS	185	1360	34	1250	892	92	1711	374	92	344	962	8102	271	58	2494	1084	440	107	66	66	307	89	73	20453	40906	
B190																									0	0
BE99																				70					70	140
C208																					194				194	388
DH8D		365																							365	730
E120											1053														1053	2108
PA31																				1					1	2
SW3/4																						58			58	116
TOTALS	185	1725	34	1250	892	92	1711	374	92	344	2015	8102	271	58	2494	1084	440	107	66	137	501	147	73	1741	3482	

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 USAF K35R, 1 USAF C130, 1 USN C130, 1 RRR C130, 2 G/A L100, 1 G/A J328

APPENDIX C2

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

12/12/2012	Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	JetBlue	SkyWest	Southwest	Split	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																						38	2		40	80	
A310																										0	0
A318									1																	1	2
A319	31							57	123					90		93	14	2	47							457	914
A320								89			109					161	141	149	1							650	1300
A321																	207									207	414
A330+										31																31	62
B712																										0	0
B71Q																									1	1	2
B72Q																										0	0
B733													743													743	1486
B734		101																							2	103	206
B735													119			1										120	240
B736																										0	0
B737		32											1934	18	14						22			1	2021	4042	
B738		337			150			210					29	4	212											942	1884
B739		11													121											132	264
B747+																										0	0
B752					2			131								268	29									430	860
B753																										0	0
B762																						20				20	40
B763					28			66														1		28		123	246
B764																										0	0
B772																										31	62
B787							31																			0	0
CRJ2												105														105	210
CRJ7						114						220														334	668
CRJ9												14														14	28
DC87																										0	0
ERJ+						184																				184	368
E170/90	31								5																	36	72
MD10																							60			60	120
MD11																										0	0
MD80+				12	240																				21	273	546
MD90								76																		76	152
TOTALS	62	481	12	420	298	31	629	129	31	109	339	2825	90	22	870	391	151	48	22	21	98	25	25	7134	14268		
B190																										0	0
BE99																						23				23	46
C208																							63			63	126
DH8D		124																								124	248
E120												374														374	748
PA31																										0	0
SW3/4																										0	0
TOTALS	62	605	12	420	298	31	629	129	31	109	713	2825	90	22	870	391	151	48	22	44	161	49	25	7737	15474		

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 RRR C130

APPENDIX C3

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

12/12/2012	Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	JetBlue	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.		
A300																						41			41	82		
A310																										0	0	
A318																										0	0	
A319		31						41	99					93		66		1	43					1	375	750		
A320								78	18		124					172	176	148								716	1432	
A321																	188									188	376	
A330+										31																31	62	
B712																										0	0	
B71Q																										0	0	
B72Q																										0	0	
B733													670													670	1340	
B734			120																						2	122	244	
B735													66													66	132	
B736																										0	0	
B737			69										1956		18	33					22					2098	4196	
B738			276		178			190					57			236										937	1874	
B739			10													108										118	236	
B747+																										0	0	
B752					4			162								234	9							2	411	822		
B753								2																		2	4	
B762																						25				25	50	
B763					30			29													1		32			92	184	
B764																										0	0	
B772							31																			31	62	
B787																										0	0	
CRJ2												57														57	114	
CRJ7						104						284														388	776	
CRJ9												3					1									4	8	
DC87																										0	0	
ERJ+						200																				200	400	
E170/90		32							8																	40	80	
MD10																										70	140	
MD11																										0	0	
MD80+				9	219																				23	251	502	
MD90								92																		92	184	
TOTALS		83	475	9	431	304	31	594	125	31	124	344	2749	93	18	849	374	149	43	22	26	111	28	28	7025	14050		
B190																						25				0	0	
BE99																										25	50	
C208																							89			69	138	
DH8D			123																								123	246
E120												363															363	726
PA31																						1				1	2	
SW3/4																											22	44
TOTALS		63	598	9	431	304	31	594	125	31	124	707	2749	93	18	849	374	149	43	22	52	180	54	28	7628	15256		

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 USAF K35R, 1 USAF C130, 1 LYC L100, 1 LYM J328

APPENDIX C4

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

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	JetBlue	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																								0	0	
A319	30						55	89					87		80	8	13	16						378	756	
A320							49	27		111			1		171	149	127							635	1270	
A321																139								139	278	
A330+									30															30	60	
B712																								0	0	
B71Q																								0	0	
B72Q																							1	1	2	
B733												578												578	1156	
B734		100																						100	200	
B735												50			3									53	106	
B736																								0	0	
B737		40										1808		16	23				19					1906	3812	
B738		248		198			153					92		2	262				3					958	1916	
B739		16													123									139	278	
B747+																								0	0	
B752				3			169								111	23							1	307	614	
B753															2									2	4	
B762																				19				19	38	
B763				27			6																27	60	120	
B764																								0	0	
B772						30																		30	60	
B787																										
CRJ2												64												64	128	
CRJ7					80							236												316	632	
CRJ9												9												9	18	
DC87																								0	0	
ERJ+					210																			210	420	
E170/90	30							4																34	68	
MD10																						63		63	126	
MD11																								0	0	
MD80+			13	171																				18	202	404
MD90							56																	56	112	
TOTALS	60	404	13	399	290	30	488	120	30	111	309	2528	88	18	775	319	140	16	22	19	98	20	20	6324	12648	
B190																					22			0	0	
BE99																								22	44	
C208																						62		62	124	
DH8D		118																						118	236	
E120											316													316	632	
PA31																								0	0	
SW3/4																								0	0	
TOTALS	60	522	13	399	290	30	488	120	30	111	625	2528	88	18	775	319	140	16	22	41	160	44	20	6859	13718	

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

Other / Non-Transport Category = 1 USN C130, 1 G/A L100



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 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 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 \$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	\$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	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	US Airways Delta N480RW (GA) United US Airways jetBlue	NP NP \$2,000 NP NP NP
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		\$32,000

AIRCRAFT NOISE COMPLAINTS

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

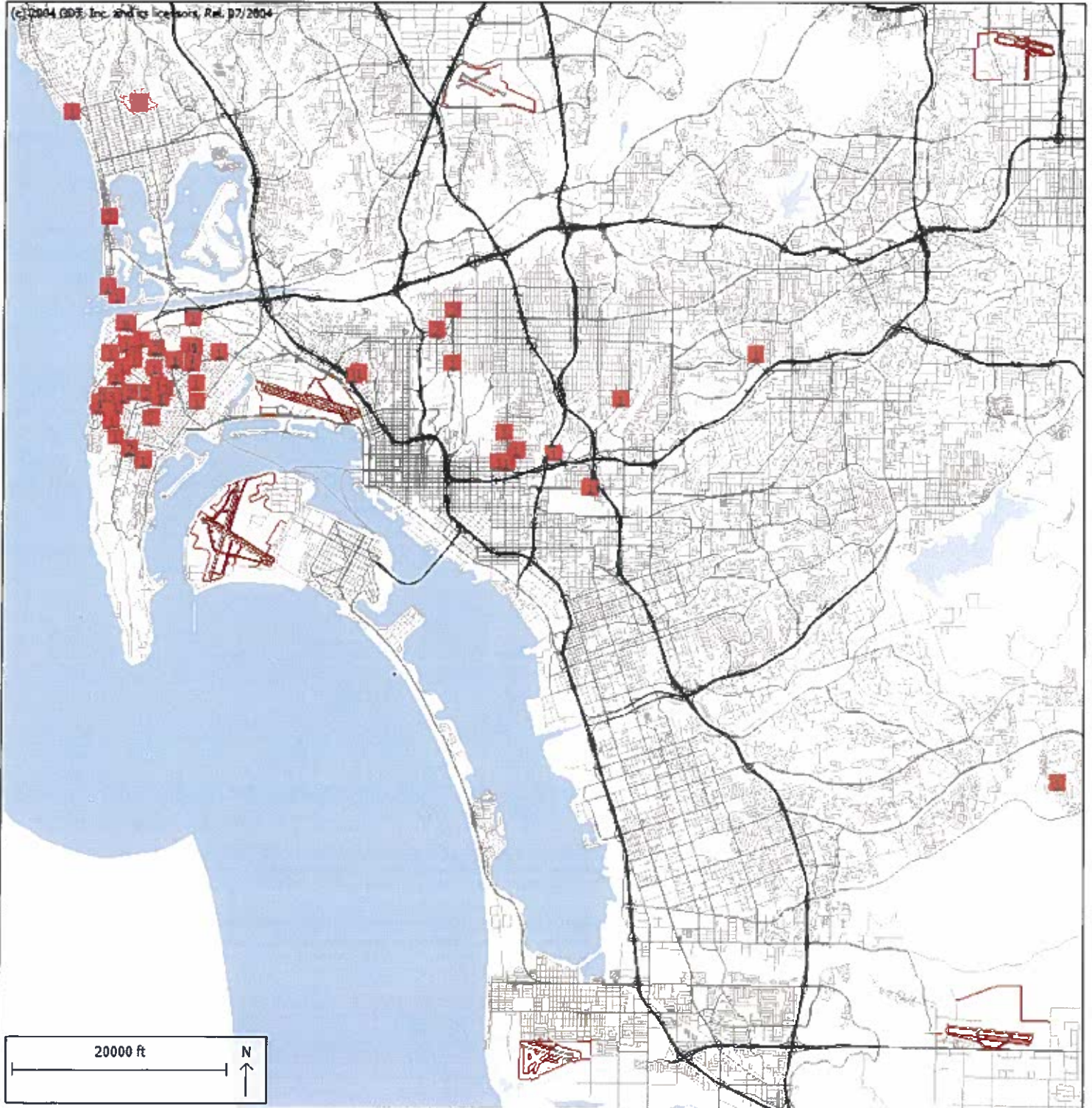


Third Quarter 2012

Aircraft Noise Complaint Caller's Location in relation to San Diego International Airport (SDIA)
58 Households; 86 Complaints



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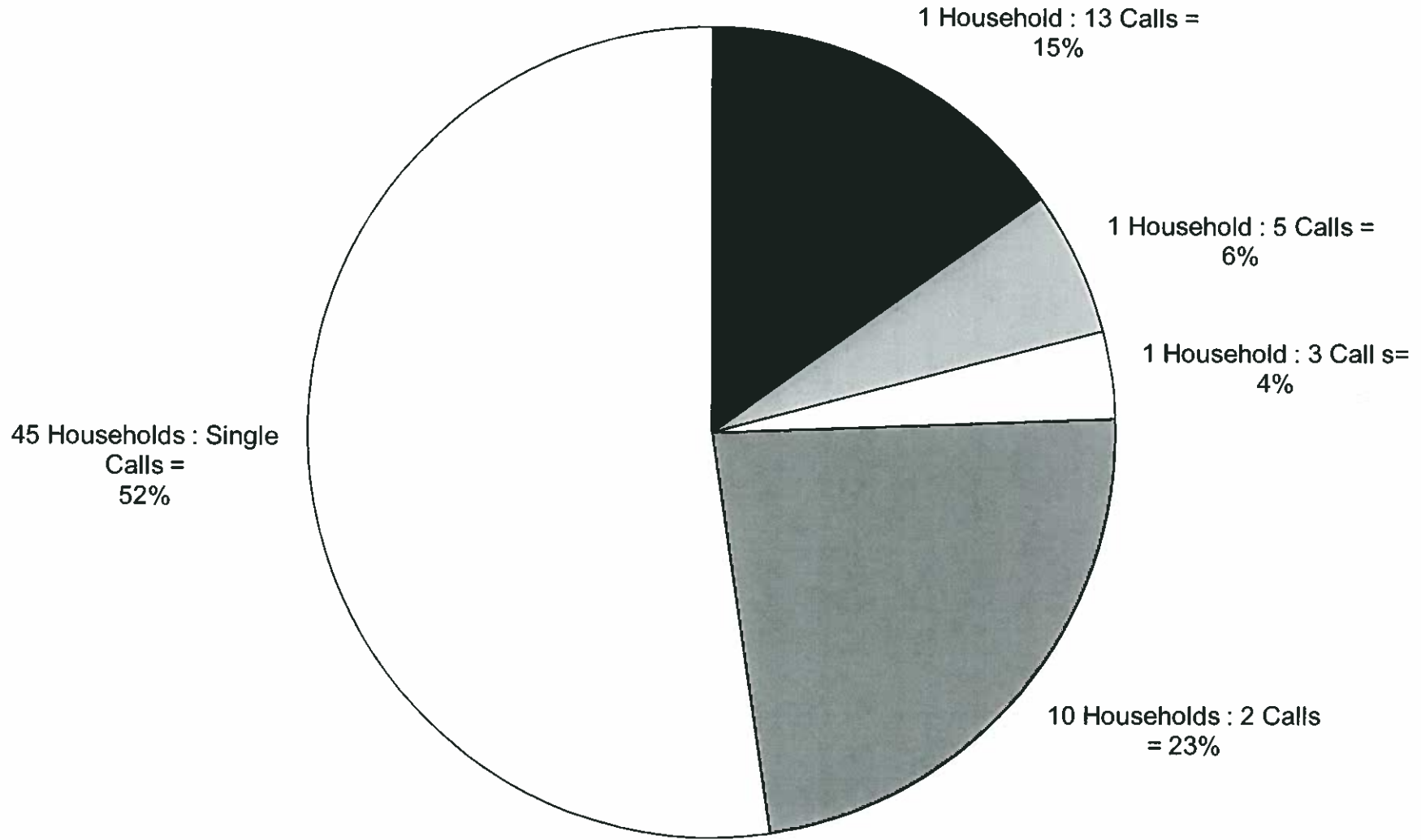
Aircraft Noise Complaint Distribution by Household



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Third Quarter 2012

TOTAL CALLS: 86



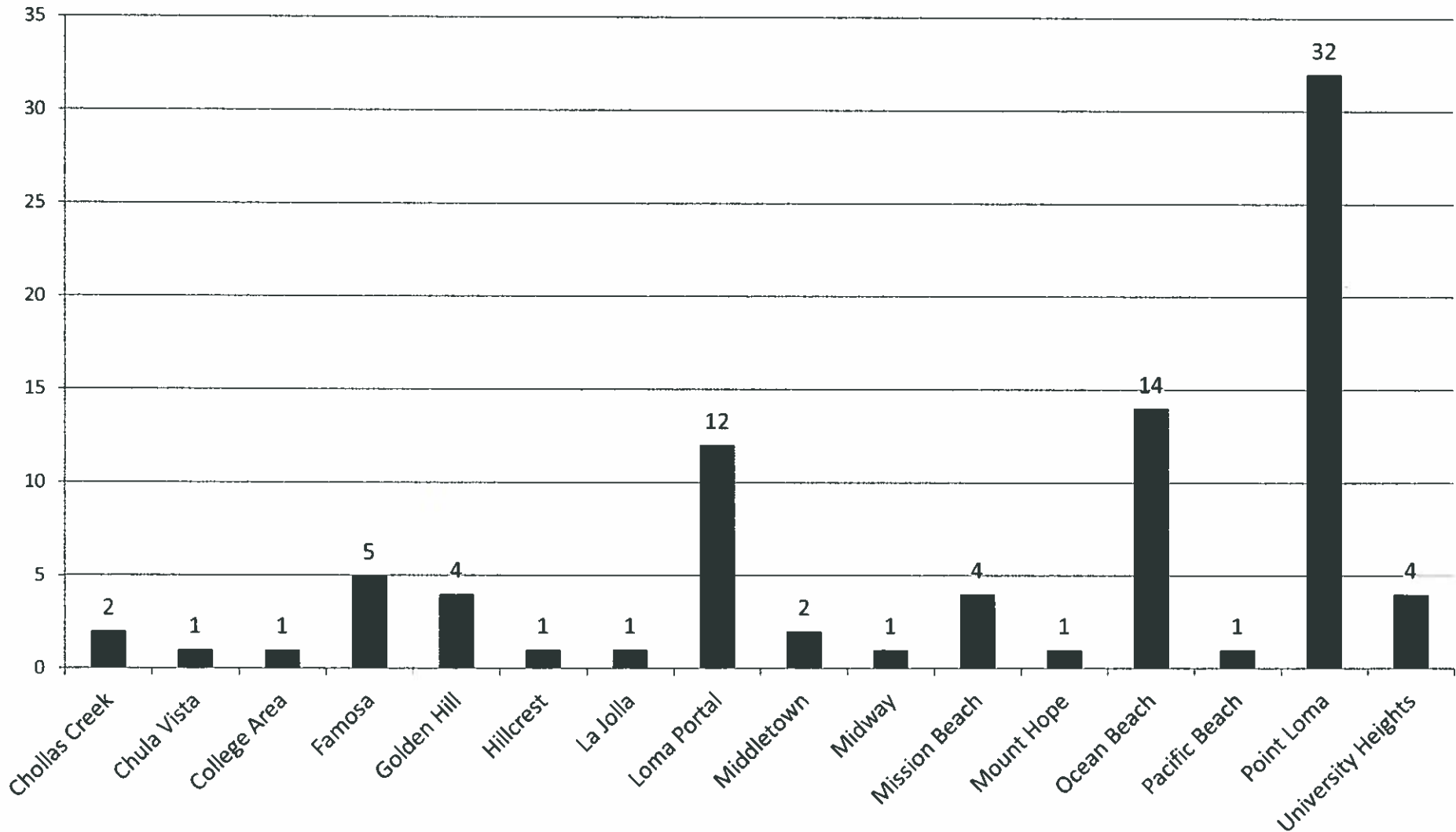
Aircraft Noise Complaint Distribution by Neighborhood



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Third Quarter 2012

TOTAL CALLS: 86



San Diego County Regional Airport Authority

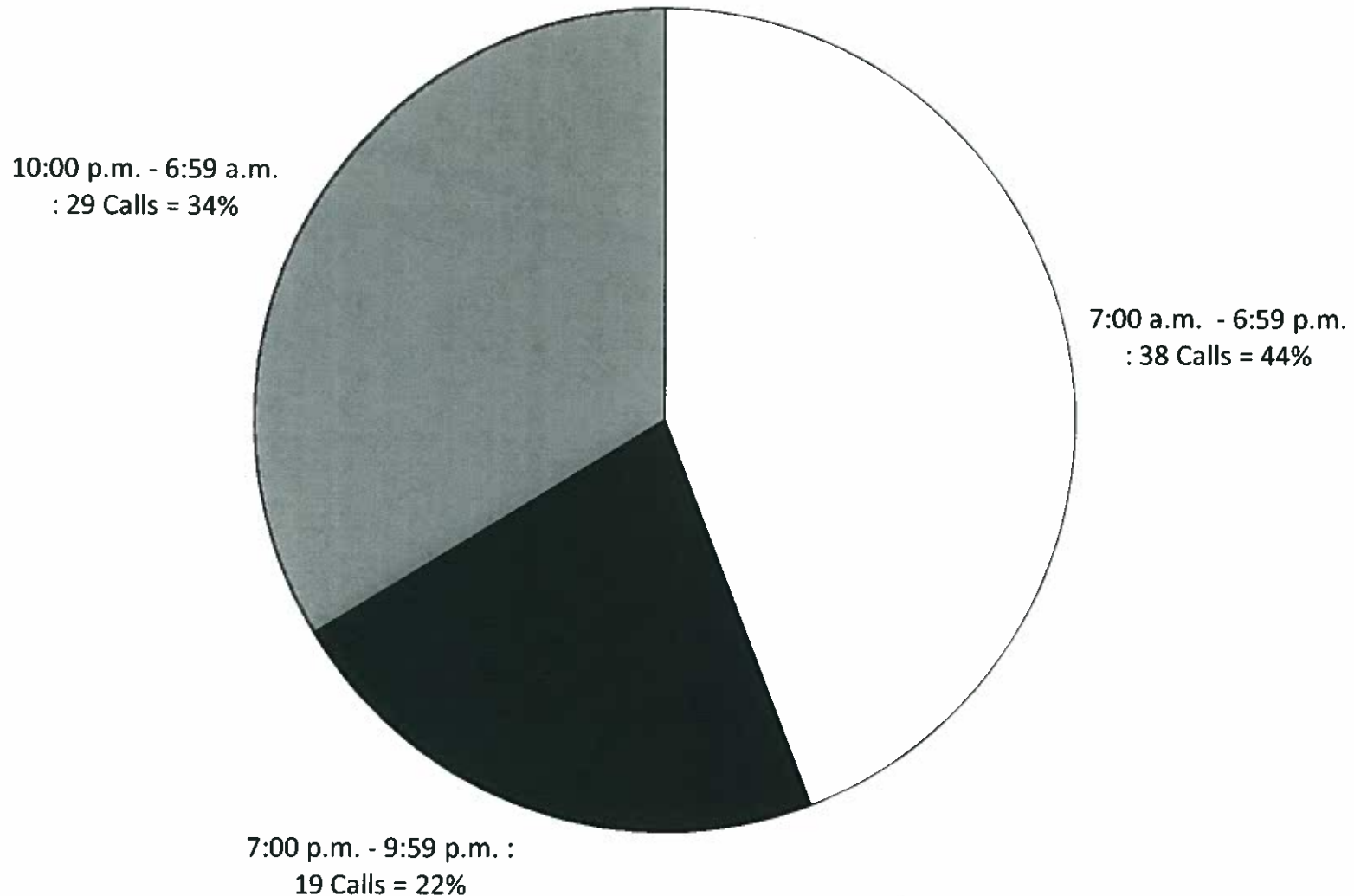
Aircraft Noise Complaint Distribution by Time of Day



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Third Quarter 2012

TOTAL CALLS: 86



San Diego County Regional Airport Authority

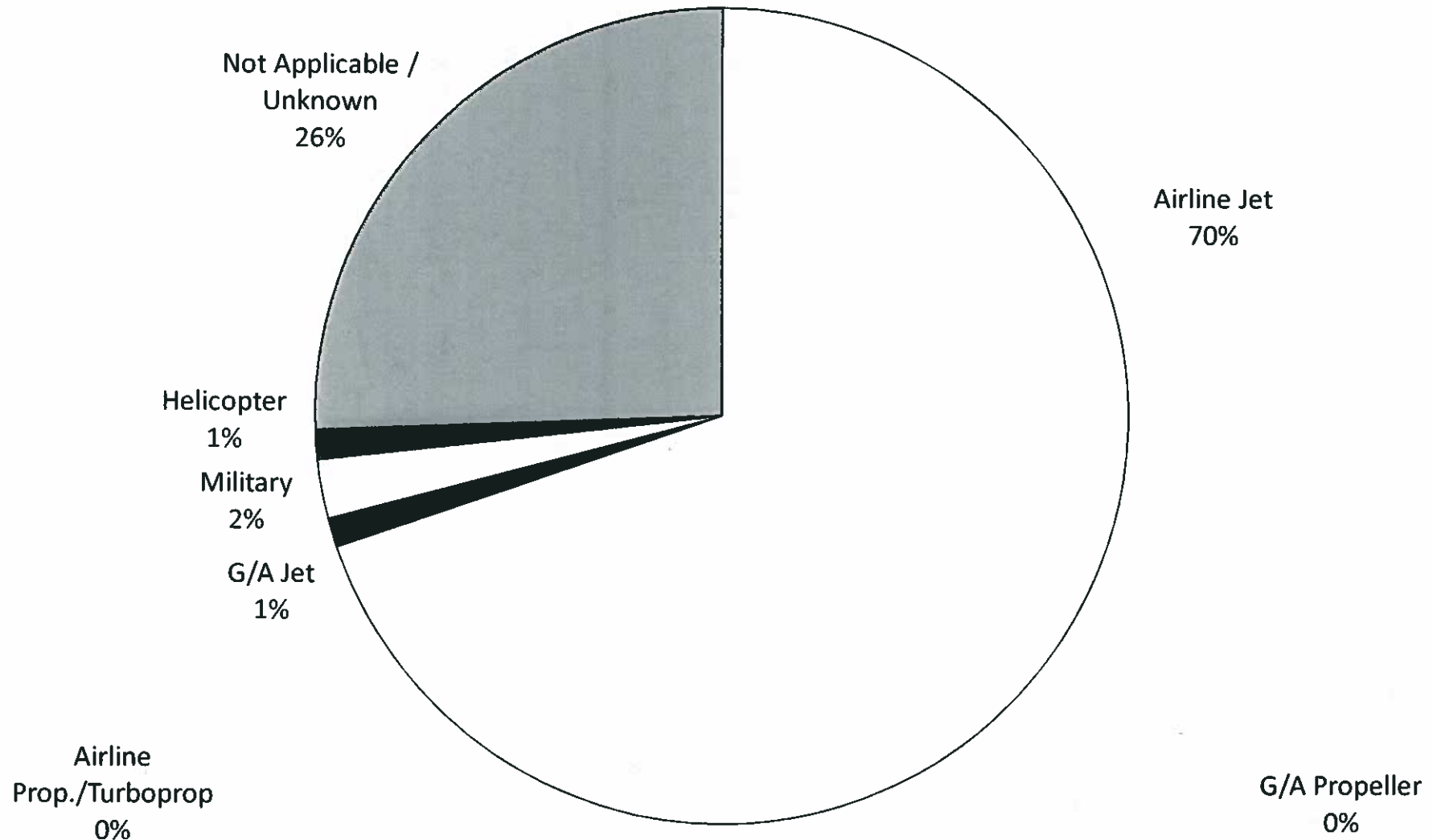
Aircraft Noise Complaint Distribution by Aircraft Type



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Third Quarter 2012

TOTAL CALLS: 86



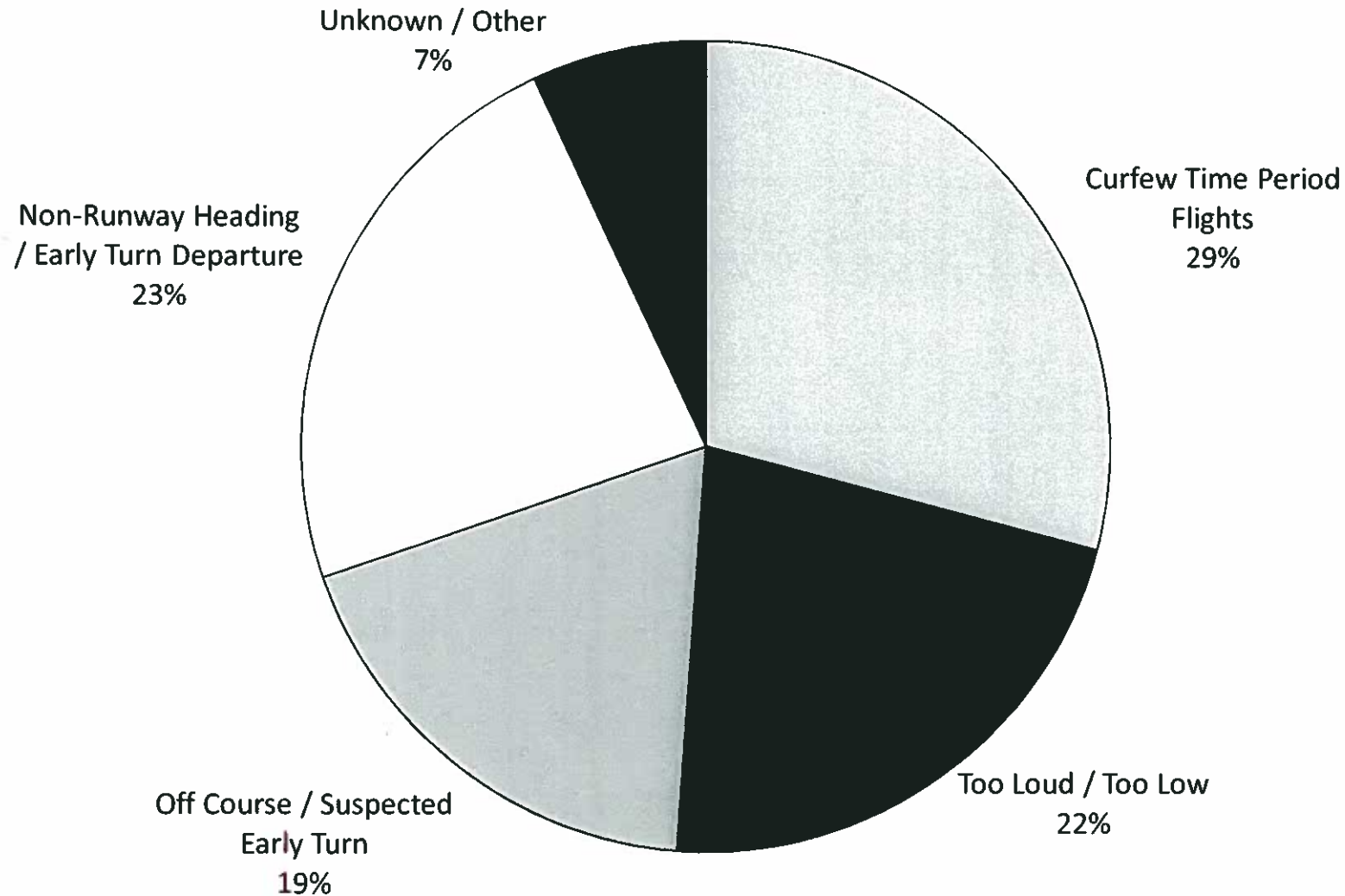
Aircraft Noise Complaint Distribution by Cause



SAN DIEGO
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AIRPORT

Third Quarter 2012

TOTAL CALLS: 86



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 July 18th, 2012.



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

On July 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: John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Retired Airline Pilot; Rob Cook, FAA Representative; Hirsch Gottschalk, Uptown Planners; Jane Gawronski, PhD., Ocean Beach Planning Board; Daniel Hazard for Congresswoman Susan Davis (ex-officio); Carl Huenefeld, MCRD; Michael Patton, City Council District 2 (ex-officio); 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: Dan Frazee, Steve Cummings, and Garret Hollarn.

Absent: Steven Holt, Airline Representative (ex-officio); Tait Galloway, City of San Diego (Excused); Kirk Hanson, Community member; Jack Zimmerman, Acoustician; County Supervisor Greg Cox (ex-officio) (Vacant); Little Italy Association (Vacant); David Swarens, Greater Golden Hill Planning Committee (Excused)

Dr. Butler invited each ANAC participant to introduce him/herself. Because there was no quorum present, Dr. Butler tabled approval of the April 18, 2012 meeting minutes.

Mr. Frazee provided an update on Airport Authority issues. First, he informed the committee of a recent change in the Airport Authority organization which occurred due to the Vice President of Marketing's retirement. The Airport Noise Mitigation Department is now absorbed by the Development Division and, with this change, the residential sound insulation program - Quieter Home Program (QHP) is transferred to Mr. Frazee's direction.

Second update is regarding airport operations - the monthly air traffic report shows the following activity - Passengers are up 2.9% from 2011, but still well below the 2007 heights; Operations are up 1.2% from 2011; for May 2011, arrivals and departures indicate about 450 operations per day. In 2007, we had about 660 operations per day. The decrease is caused primarily by recent air carrier mergers (Delta/Northwest and United/Continental). This action decreases the number of airplanes flying in and out of SDIA due to efficiencies of scale, lack of competition, and use of larger aircraft flying less often. Mr. Frazee also informed the committee that some of the air carriers, like Delta Air Lines, is upgraded commuter aircraft,

increasing overall seat capacity to be able to move more travelers with less frequency of operations. Available air carrier seats for July are down 4.8%; August down 2.8%; and September down a fraction. Fewer aircraft operations are a double-edged sword, Mr. Frazee continued. Although fewer operations equate directly to less aircraft noise in the community, it also means less choice and flexibility for the traveler and less revenue for the airport. He mentioned that aircraft continue to be quieter and have better climb performance as new equipment is introduced. As a final note, he also mentioned that Japan Airlines (JAL) will be starting their nonstop flight to Narita (Tokyo) on December 2nd, 2012 and flights will initially be four times a week.

Additionally, Mr. Frazee talked about new infrastructure in-fill plans, a project called the Airport Master Plan North Side Development Plan. The first technical advisory committee met on July 10th, and the plan has an in-place framework for the airport that speaks to the future and options for the airport's 1960's-era Terminal 1 and how the Teledyne Ryan property on the airport's south side may be built-out. The North Side Development is a four year process; two years in planning and another two years in federally-mandated environmental analysis. The goal is looking to develop a funding source for terminal replacement and how best to use the south side land as a revenue generating opportunity for the airport. In regards to airport operations and passengers, a forecast of the passenger and operations trends was last conducted in 2008; a new demand forecast will be conducted shortly by Leigh-Fisher and Associates as a part of the planning phase. Mr. Frazee mentioned that completion of a new materials distribution facility on the north side of the airport will move a significant amount of airport-bound heavy truck traffic off Harbor Drive. Other upcoming projects include a consolidated rental car center on the north side, further decreasing airport-related traffic on Harbor Drive.

The next presentation dealt with actions of the Curfew Violation Review Panel (CVRP) regarding operations in violation of the Authority's time-of-day noise curfew. Two CVRP meetings were held since the last ANAC meeting. During the first, held June 6, 2012, the Panel assessed penalties against three of nine operations. Those not penalized included five due to maintenance issues outside the operator's control discovered shortly before or during the taxi phase, and one due to weather and ATC delay. The remaining three were assessed a penalty. On August 3, 2012, six operations were evaluated by the Panel; three were assessed a penalty and three were assessed no penalty due to maintenance. Mr. Frazee mentioned that CVRP is conducted on the first Wednesday on a bi-monthly basis starting in February. He also explained that at CVRP the Panel looks to discover the initial cause of curfew violation, and, if that cause is outside the control of the operator, a determination is often made to assess no penalty.

A quorum is now present; Dr. Butler requested a motion to approve the April 18th meeting minutes. The minutes were unanimously approved without discussion.

Ms. Sjohnna Knack, Manager of the Quieter Home Program (QHP) next gave an update on the Program. Ms. Knack informed the committee that QHP is celebrating the completion of their 2,000th home the following week and invited all members to the event. The location of the event will be held at the home where 2,000th home was completed, a condominium complex

(Pt. Loma Tennis Club) in Pt. Loma. The celebration will begin at 5:00 p.m. with a short program featuring remarks from Ms. Thella Bowens, the Authority President /CEO, Mr. Robert Gleason, Authority Board Chairman, Congresswoman Susan Davis, and Mr. Mark McClardy from the Federal Aviation Administration. A barbecue dinner will be served beginning at 5:30 p.m. Ms. Knack reminded members that a home is either a single-family home, or a unit within a multi-family parcel. To date, 2,004 homes have been completed, broken down as follows: 579 historic homes and 1,725 non-historic homes; 999 on the east side and 1,005 on the west; 1,482 single-family homes and 522 multi-family homes. There are 908 homes on the waiting list, and the average ownership dates from 1996. A recent survey of completed homeowners resulted in 95.6% expressing overall satisfaction with the program; 93.1% agree that the terms, features, and limitations of the program are explained sufficiently. Another question related to how effective remediation efforts were in reducing perceived noise levels inside the home - as for the question regarding the sound insulation and efforts are effective in reducing the noise inside the home: 59.3% responded very effective; 38.6% effective; and only 2% responded not effective; and, lastly, a question on whether participating in the Quieter Home Program was a good idea, response was 92.2% a good idea; less than 5% responded too soon to tell, not a good idea or no opinion. This concluded Ms. Knack's update.

Mr. Garret Hollarn gave an update on the community's internet-based flight tracker. The system is now live and in near-real time (delayed 22 minutes for security) and has several added features from the last system, including local weather information. Community response to the system has been positive and it was noted that the installation of the web-based flight tracker is a primary reason overall noise complaints have decreased.

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

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

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

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

Prior to the presentation, Mr. Hollarn commented that noise complaints are trending below 2011 which, incidentally, produced the fewest community complaints since we began keeping records; approximately 200 for a year is an all time record low, and he emphasized that since web flight tracker was in place in 2006, every year since its installation noise complaints have decreased, most likely due to residents using the software to discover for themselves the identification, position, and altitude of an aircraft overflights instead of calling the Noise Office. One member asked about an air carrier departure each night time around 10:30 – 11:00 p.m., Mr. Hollarn informed the member that it is most likely a US Department of Justice (DOJ) flight that departs around that time, Monday – Friday.

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

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

There was no public comment.

Under new business – It was announced that the next ANAC meeting, October 17, be held at the Quieter Home Program offices. Directions and information will be sent out prior to the meeting and staff suggested that members invite people from their respective community to attend this meeting and become acquainted with QHP.

Dr. Butler then inquired whether the participants have any input or ideas that would make the meetings more responsive to their needs. For instance, committee members are invited to comment on the flow of agenda items, formatting and presentation of statistics and whether the reports are still effectively telling the story and meeting the community's needs. It was explained that prior ANAC members directed which statistics they felt were important and meaningful. Members are invited to suggest different presentations to meet their needs. Dr. Butler asked the committee members to give it some thought and, since changes are usually directed at the year's first meeting, further discussion is invited at the October meeting.

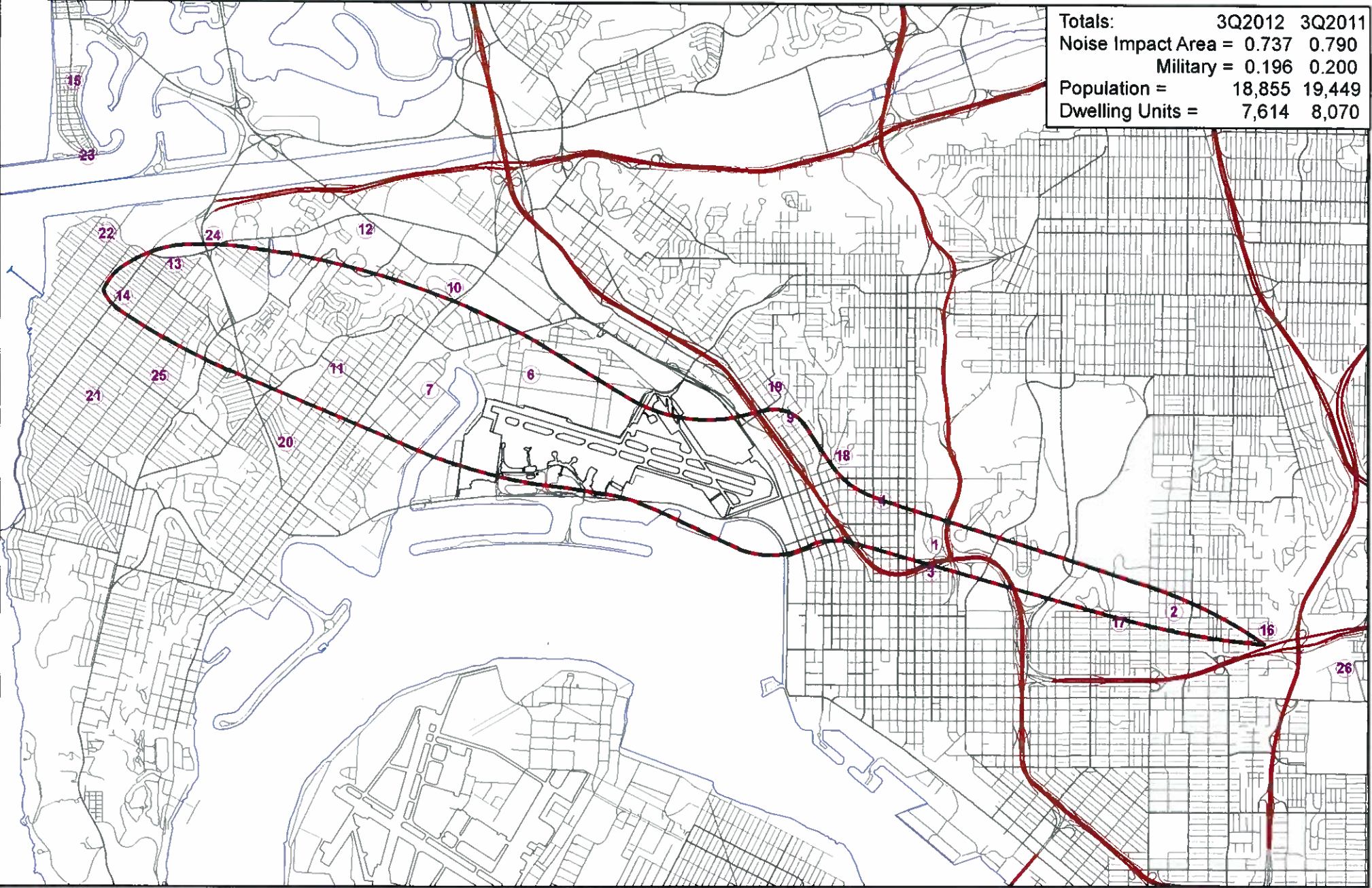
Hearing no more questions, Dr. Butler adjourned the meeting at 5:50 p.m. The next meeting is scheduled for Wednesday, October 17, 2012 at 4:00 p.m. at the QHP offices.



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:	3Q2012	3Q2011
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 Third Quarter 65 dB Community Noise Equivalent Level (CNEL) Contours



--- 3rd Quarter 2012
 — 3rd Quarter 2011



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