

QUARTERLY NOISE REPORT

October 1, 2012 through December 31, 2012



Airport Noise Mitigation Department
San Diego International Airport

March 15, 2013

QUARTERLY NOISE REPORT
For the Period
October 1 through December 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 Fourth 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 Erazee
Director, Airport Noise Mitigation



Thella F. Bowens
President / CEO



**SAN DIEGO
INTERNATIONAL
AIRPORT**

TABLE OF CONTENTS

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

Attachment

CNEL Contour Map, Authority Drawing 795, Revision 154

TABLE OF CONTENTS

Appendices A Through E

Appendix A - Division of Aeronautics, State of California

Summary of Statistical Information for the California Department of Transportation

Appendix B - Aircraft Noise Monitoring System

Appendix B1	---	Noise Monitoring Locations
Appendix B2	---	Noise System Thresholds
Appendix B3	---	CNEL Log for October 2012
Appendix B4	---	CNEL Log for November 2012
Appendix B5	---	CNEL Log for December 2012

Appendix C - Aircraft Operations

Appendix C1	---	Commercial Flight Operations Mix, July-December 2012
Appendix C2	---	Commercial Flight Operations Mix, Fourth Quarter 2012
Appendix C3	---	Commercial Flight Operations Mix, October 2012
Appendix C4	---	Commercial Flight Operations Mix, November 2012
Appendix C5	---	Commercial Flight Operations Mix, December 2012
Appendix C6	---	Violations of Airport Use Regulations, Time of Day Restrictions (1989 to present)

Appendix D - Aircraft Noise Complaints (2012 Year to Date Statistics)

Appendix E - Airport Noise Advisory Committee

Meeting Minutes and roster of the October 17th, 2012 meeting

AIRCRAFT NOISE MEASUREMENTS

Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), Airport Noise Mitigation determined that the Noise Impact Area (N.I.A.) and the Federal Military Impact Area (M.I.A.) within the 65 decibel Community Noise Equivalent Level (CNEL) contour for the period between October 1, 2012 to December 31, 2012, to be 0.665 square miles (425.3 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the Fourth Quarter of 2011, the Noise Impact Area decreased by 0.111 square miles, and the Federal Military Noise Impact Area decreased by 0.004 square miles.

4th Quarter 2012	4th Quarter 2011	Change
0.665	0.776	-0.111
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	71.0
2	66.8	66.9
3	64.0	65.1
4	65.4	65.4
6	68.5	68.3
7	74.1	74.0
9	66.3	66.1
10	62.8	62.3
11	71.1	70.9
12	61.2	60.9
13	64.8	63.6
14	65.8	66.1
16	64.9	65.1
17	64.5	64.9
18	59.3	59.8
19	61.3	61.5
20	61.5	61.6
21	58.5	58.6
22	63.6	63.6
23	62.4	62.2
24	63.2	62.9
25	62.8	63.4
26	63.2	63.9

¹ = For the period January 1, 2012 through December 31, 2012

² = For the period October 1, 2012 through December 31, 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	FOURTH QUARTER 2012	FOURTH QUARTER 2011	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	36,153	36,599	(446)	-1.2%
Commuter	5,620	5,470	150	2.7%
General Aviation	3,841	3,953	(112)	-2.8%
Military	150	129	21	16.3%
TOTAL	45,764	46,151	(387)	-0.84%

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

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

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

QUARTERLY OPERATIONS SURVEY REPORT

The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the Fourth Quarter of 2012. The data used to compile this report was gathered during 24-hour periods on November 13 - 15, 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 Fourth Quarter 2012 Operations Survey, an average of 428 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 54. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the Fourth Quarter 2012 Operations Survey, an average of 428 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 54. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

Fourth Quarter Comparison Single Event Noise Exposure Level (SENEL)

	November 15 - 17, 2011	November 13 - 15, 2012	Change (dB)
Departures	99.7	99.3	-0.4
Arrivals	96.2	95.4	-0.8

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 428 daily operations, which reflected an increase of 1 operation from the 427 operations recorded during the Fourth Quarter of 2011.

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
November 13 through November 15, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-10F	99.0	Indianapolis, ID	FDX3713	1720
A300-600F	98.5	Memphis, TN	FDX906	1700
MD-10F	98.5	Memphis, TN	FDX1422	550
MD-10F	98.5	Indianapolis, ID	FDX1754	510
B767-300	97.8	Atlanta, GA	DAL1567	1930
B777-200	97.6	London, England	BAW273	1930
B767-300	96.9	Louisville, KY	UPS922	450
MD-80	96.5	Dallas/Fort Worth, TX	AAL1109	1830
MD-80	96.3	Dallas/Fort Worth, TX	AAL1121	2025
B767-300	96.1	New York, NY	AAL145	1945
A300-600F	95.9	Ontario, CA	FDX1860	450
B767-200F	95.9	Phoenix, AZ	ABX815	725
A330-200	95.8	Honolulu, HI	HAL16	2225
B757-200	95.8	Phoenix, AZ	AWE1197	1815
B757-200	95.4	San Francisco, CA	UAL378	1820
B737-400	95.3	Seattle, WA	ASA484	1530
B757-200	95.3	Dulles, VA	UAL240	2005
B757-200	95.2	Atlanta, GA	DAL2367	2210
B757-200	95.2	Houston, TX	UAL1589	1705
B737-300	95.1	Oakland, CA	SWA1552	1210
B737-400	95.1	Puerto Vallarta, MX	ASA243	1645
B757-200	95.1	Chicago, IL	UAL800	2015
B737-900	95.0	Chicago, IL	UAL1156	2030
B737-700	94.9	Las Vegas, NV	SWA4117	2115
B757-200	94.9	San Francisco, CA	UAL628	1220
MD-80	94.9	Dallas/Fort Worth, TX	AAL1475	1450
B737-300	94.8	San Francisco, CA	SWA770	1300
B757-200	94.8	San Francisco, CA	UAL715	2050
B737-300	94.7	Tucson, AZ	SWA185	1850
B737-300	94.6	Phoenix, AZ	SWA1114	1525

TABLE 1**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
November 13 through November 15, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B767-300	94.6	Honolulu, HI	UPS2968	1510
MD-80	94.6	Dallas/Fort Worth, TX	AAL403	2310
B757-200	94.5	Houston, TX	UAL698	2225
B737-300	94.4	Albuquerque, NM	SWA1983	1920
B737-300	94.4	Phoenix, AZ	SWA1704	1030
B737-300	94.4	San Jose, CA	SWA880	925
B737-400	94.4	Cabo San Lucas, MX	ASA227	1615
B737-800	94.4	Dallas/Fort Worth, TX	AAL671	1625
MD-80	94.4	Dallas/Fort Worth, TX	AAL455	2145
MD-80	94.4	Bakersfield, CA	RPN836	2000
B737-300	94.3	Sacramento, CA	SWA121	915
B737-800	94.3	San Francisco, CA	UAL1433	2355
B757-200	94.3	Detroit, MI	DAL1635	2150
B737-400	94.2	Portland, OR	ASA232	855
B737-300	94.1	San Jose, CA	SWA932	2315
B737-300	94.1	Tucson, AZ	SWA387	735
B737-400	94.0	Seattle, WA	ASA210	1015
B737-800	94.0	Houston, TX	UAL1657	1255
B757-200	94.0	Atlanta, GA	DAL1692	950
B757-200	94.0	Atlanta, GA	DAL2267	1240
B757-200	94.0	Denver, CO	UAL471	930
B737-300	93.9	Denver, CO	SWA945	2105
B737-300	93.9	Sacramento, CA	SWA990	2200
B737-800	93.9	Chicago, IL	AAL1605	1815

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
November 13 through November 15, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	104.5	Dallas/Fort Worth, TX	AAL1710	1230
MD-80	104.4	Dallas/Fort Worth, TX	AAL2092	945
MD-80	104.2	Dallas/Fort Worth, TX	AAL1448	635
MD-80	104.0	Dallas/Fort Worth, TX	AAL484	1550
MD-80	103.7	Dallas/Fort Worth, TX	AAL1232	745
MD-80	103.7	Dallas/Fort Worth, TX	AAL852	1135
MD-80	103.2	Dallas/Fort Worth, TX	AAL872	1415
B777-200	101.9	London, England	BAW272	2135
MD-10	101.3	Memphis, TN	FDX821	735
MD-80	101.0	El Paso, TX	RPN836	2115
B767-300	100.4	Atlanta, GA	DAL1662	815
A321	100.0	Charlotte, NC	AWE199	2250
MD-10	99.6	Indianapolis, IN	FDX3613	650
A321	99.3	Philadelphia, PA	AWE150	845
MD-10	99.3	Indianapolis, IN	FDX1654	1940
B737-800	99.1	New York, NY	DAL432	650
B737-800	98.9	Kahului, HI	ASA823	715
A330-200	98.8	Honolulu, HI	HAL15	1115
A321	98.6	Charlotte, NC	AWE163	1135
B737-800	97.8	Minneapolis, MN	DAL2310	700
B737-800	97.7	Chicago, IL	AAL1096	640
B737-800	97.7	Honolulu, HI	ASA895	1125
B737-800	97.6	Houston, TX	UAL1508	930
B737-400	97.4	Portland, OR	ASA243	1855
B737-800	97.3	New York, NY	DAL856	1215
B737-900	97.2	San Francisco, CA	UAL1608	830
B737-300	97.0	Oakland, CA	SWA137	1005
B737-400	97.0	Seattle, WA	ASA483	1010
B737-800	97.0	Orlando, FL	ASA760	2215
B737-400	96.9	Portland, OR	ASA579	1850

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
November 13 through November 15, 2012**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-800	96.9	Chicago, IL	AAL528	1635
A320	96.8	New York, NY	JBU186	2115
B737-400	96.8	Puerto Vallarta, MX	ASA232	1010
B737-800	96.8	Dallas/Fort Worth, TX	AAL1800	845
A320	96.7	Dulles, VA	UAL238	2215
B737-400	96.7	Seattle, WA	ASA491	1630
B737-800	96.7	Newark, NJ	UAL1552	640
A320	96.6	San Francisco, CA	UAL217	1600
B737-800	96.6	Chicago, IL	AAL1852	640
B737-800	96.5	Denver, CO	UAL1073	640
B737-400	96.4	Seattle, WA	ASA227	1810
B737-800	96.4	Seattle, WA	ASA497	810
B737-900	96.4	Houston, TX	UAL1274	640
A320	96.3	Philadelphia, PA	AWE157	1150
A320	96.3	Boston, MA	JBU412	2210
B737-800	96.2	Newark, NJ	UAL1114	1300
B757-200	96.2	Dulles, VA	UAL554	1345
B737-300	96.1	Oakland, CA	SWA605	710
A320	96.0	New York, NY	JBU184	1240
A321	96.0	Phoenix, AZ	AWE12	640
A321	96.0	Phoenix, AZ	AWE256	1245
B737-800	96.0	Chicago, IL	AAL1438	935
B767-300	96.0	New York, NY	AAL160	810
B737-900	95.9	Houston, TX	UAL1588	1215

TABLE 3**COMMERCIAL FLIGHT OPERATIONS MIX BY TIME OF DAY & RUNWAY USE**

Survey of three days during the Fourth Quarter of 2012
 These numbers are the averages for operations for November 13 to November 15, 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+	25	8	2	27	3	6		1	1				73
A330+													0
B712													0
B72Q													0
B733+	83	19	9	90	11	15		5	4		3	1	240
B747+													0
B757+	9	3	2	13	1	2		1	1				32
B767+	2	2	1	3	1	1							10
B777+	1				1								2
B787+													0
DC10	1		2	1	1	1							6
DC8+													0
DC9Q													0
E170/90	1			1									0
MD80+	5	2		6	1	1			1				16
MD90	2			2									4
RJ+	14	3	3	16	3	2							41
TOTAL	142	38	20	158	24	28		7	7		3	1	428

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 Fourth Quarter of 2012 Airport Noise Mitigation received a total of 75 complaint calls from 46 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the Fourth Quarter of 2012

DIRECTION FROM AIRPORT		October	November	December	TOTAL
NORTH	La Jolla	1			1
	Pacific Beach	1			1
	University City		1		1
EAST	Golden Hill	2	1	2	5
	Spring Valley	1	5	2	8
	Uptown	3	1		4
WEST	Famosa	1	3	4	8
	Liberty Station	2			2
	Loma Portal	12	4	4	20
	Ocean Beach	6	3	2	11
	Point Loma	7	5	2	14
TOTAL COMPLAINTS		36	23	16	75

The 75 complaint calls recorded during the Fourth Quarter 2012 reflect an increase of 46 calls from the 29 received during the Fourth 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 Fourth Quarter 2012 Final Enforcement Actions.

FOURTH QUARTER 2012 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
10/10/2012	2352L	jetBlue Airways 186	A320 ; Stage 3	No Penalty
10/12/2012	2336L	Alaska Airlines 762	B738 ; Stage 3	No Penalty
10/18/2012	2352L	US Airways 66	A320 ; Stage 3	No Penalty
10/20/2012	0026L	Hawaiian Airlines 16	A332 ; Stage 3	\$2,000
11/12/2012	0133L	Pascar Arrendadora (XB-JYZ)	SBR1 ; Stage 2	\$2,000
11/13/2012	0016L	Sun Country Airlines 404	B737 ; Stage 3	No Penalty
11/17/2012	2342L	British Airways 272	B772 ; Stage 3	\$2,000
11/22/2012	0001L	Spirit Airlines 8517	A319 ; Stage 3	No Penalty
11/25/2012	0044L	Spirit Airlines 245	A319 ; Stage 3	\$6,000
12/06/2012	0538L	FedEx Express 1860	MD10 ; Stage 3	\$2,000
12/11/2012	2342L	Spirit Airlines 245	A319 ; Stage 3	No Penalty
12/20/2012	2339L	Spirit Airlines 245	A319 ; Stage 3	No Penalty
12/26/2012	0028L	US Airways 199	A321 ; Stage 3	\$2,000
12/27/2012	2349L	United Airlines 248	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 1-12	853	100%
Phase 6, Group 1	36	90% complete
Phase 6, Group 2	26	100%
Phase 6, Group 3	85	90% complete
Phase 6, Group 4	23	100%
Phase 6, Group 5	29	90% complete
Phase 6, Group 6	48	100%
Phase 6, Group 7	29	80% complete
Phase 6, Group 8	43	80% complete
Phase 6, Group 9	28	60% complete
Phase 6, Group 10	32	50% complete
Phase 6, Group 11	28	50% complete
Phase 6, Group 12	53	40% complete
Phase 7, Group 1	26	40% complete
Phase 7, Group 2	68	40% complete
Phase 7, Group 3	28	40% complete
Phase 7, Group 4	34	30% complete
Phase 7, Groups 5-7	74	30% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the October 17th, 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 = 0.665 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:

7,241 ** (QHP Insulated units = 2,468)

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

17,931 ** (QHP Insulated = 5,312)

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): 1318

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

45,764

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

36,153

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:

5,620

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

3,841

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

150

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 October 2012_____B3

CNEL Log for November 2012_____B4

CNEL Log for December 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 October 1, 2012 to December 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 October 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	69.8	65.4	63.9	64.0	67.8	73.3	66.1	61.5	69.8	59.6	62.4
2	69.8	65.0	63.3	63.9	67.7	73.0	66.5	61.7	70.2	61.0	61.3
3	72.0	66.8	65.2	65.9	66.1	72.1	64.5	60.1	68.9	58.2	60.3
4	72.3	67.8	65.8	66.0	68.2	74.1	66.9	63.2	71.0	61.1	64.2
5	72.2	67.8	66.0	66.5	68.2	74.3	66.7	62.8	71.4	61.4	64.4
6	69.7	65.5	62.0	63.9	66.8	73.0	66.9	61.3	70.2	61.8	62.8
7	70.8	66.5	62.9	64.8	67.1	73.5	65.5	61.8	70.9	59.6	63.3
8	71.7	67.5	64.8	65.7	68.1	74.0	65.8	62.8	71.0	61.2	63.7
9	70.9	67.6	64.9	65.5	68.2	73.3	64.4	62.5	70.5	62.6	63.2
10	71.7	67.9	65.6	66.1	68.9	73.9	65.3	63.3	70.8	61.3	63.4
11	72.0	68.3	65.1	65.7	69.1	75.1	68.3	63.9	71.9	62.1	65.0
12	72.6	68.3	66.2	66.3	68.3	73.8	62.8	62.8	70.8	61.8	63.7
13	70.2	65.4	63.4	63.4	67.5	73.1	60.6	62.0	69.9	63.1	63.3
14	69.5	65.6	62.8	64.3	67.2	73.8	63.7	61.1	70.8	58.7	63.0
15	67.1	62.4	63.5	65.7	66.2	73.3	65.0	59.2	70.3	60.8	61.3
16	70.3	65.9	64.0	64.7	66.6	73.3	65.2	60.8	70.3	59.5	61.7
17	68.6	64.6	65.5	64.0	67.4	73.7	66.1	61.2	70.6	61.9	62.2
18	70.4	66.4	62.9	65.5	67.4	74.5	64.8	62.7	72.3	62.4	64.9
19	72.6	68.6	66.8	66.4	67.9	74.5	67.1	62.7	71.3	60.8	63.5
20	69.7	65.8	61.5	63.5	66.9	73.8	65.4	61.0	70.9	59.0	62.9
21	70.9	66.8	62.7	64.6	67.6	73.9	66.2	62.2	70.8	60.3	64.1
22	70.5	66.5	63.7	63.4	67.3	73.8	65.2	62.8	71.0	60.9	66.4
23	71.3	67.1	65.0	64.9	67.0	72.4	62.3	62.4	70.2	60.2	63.4
24	70.3	66.5	63.2	62.6	66.4	71.8	66.2	61.5	68.9	60.1	61.8
25	72.1	67.4	67.2	65.6	68.8	74.9	66.3	63.7	71.9	62.2	64.3
26	70.4	65.5	68.1	65.1	67.9	73.6	67.7	61.8	70.7	60.5	62.6
27	67.1	63.0	60.4	62.2	65.8	71.8	62.4	59.2	68.1	56.9	59.8
28	69.3	64.3	62.7	65.0	67.0	73.0	66.2	60.4	69.3	58.0	61.1
29	67.2	62.1	64.4	62.1	67.7	73.1	66.1	60.5	68.8	59.4	65.1
30	69.9	65.9	64.7	64.2	67.4	71.7	64.6	61.0	68.6	58.4	61.4
31	70.8	66.7	65.6	65.2	69.0	73.8	68.7	63.2	70.7	61.0	63.1
Month	70.7	66.4	64.6	64.9	67.6	73.5	65.8	62.0	70.5	60.7	63.3

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log October 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	65.1	64.0	63.7	61.5	60.4	60.0	58.5	62.8	62.8	60.5	62.2	61.9
2	65.2	63.2	63.1	61.9	61.7	60.9	57.0	61.5	62.1	61.4	62.2	61.5
3	62.8	64.1	64.5	59.5	58.4	60.8	55.0	61.0	58.9	60.2	59.5	63.1
4	66.9	65.3	65.7	59.8	59.9	62.4	58.8	64.5	62.1	63.6	63.7	64.9
5	67.0	65.7	65.7	59.4	61.4	62.8	58.9	64.4	63.2	64.0	64.2	65.0
6	65.7	63.5	63.3	59.8	63.0	61.2	57.8	62.9	61.0	62.1	62.7	62.6
7	65.9	64.4	64.7	56.0	59.1	61.5	57.9	63.3	61.7	62.6	63.0	63.6
8	66.2	65.4	65.7	57.2	59.3	61.2	59.6	63.9	62.4	63.3	63.8	64.7
9	66.5	65.0	65.2	55.9	57.2	62.2	58.9	63.3	61.5	62.5	63.8	64.3
10	66.3	65.9	65.6	58.8	59.3	62.1	59.5	63.7	62.1	63.3	64.1	65.0
11	67.0	66.5	65.9	61.6	66.0	62.3	59.5	65.0	63.7	64.9	64.3	65.4
12	65.9	66.3	66.3	56.4	57.7	62.8	58.9	63.6	62.3	63.4	63.6	65.5
13	66.1	63.2	64.5	53.2	51.7	60.6	58.6	63.3	61.5	62.5	63.2	62.5
14	66.3	63.5	64.4	59.1	58.0	60.7	57.6	63.2	61.0	61.8	63.0	62.6
15	65.9	61.2	61.5	60.5	60.7	58.0	55.6	61.9	59.4	60.1	61.1	59.2
16	65.4	64.1	64.4	61.2	60.6	61.0	56.4	61.7	59.6	60.6	61.6	62.6
17	66.0	63.7	63.3	62.9	63.2	60.5	57.1	62.4	61.4	62.2	62.3	62.0
18	68.6	64.6	64.5	56.8	59.6	67.2	58.4	64.6	63.1	64.4	63.1	61.8
19	66.3	66.2	66.3	58.6	61.4	62.8	58.8	63.3	61.5	63.0	63.8	66.0
20	65.3	63.8	63.2	54.0	60.3	59.8	55.6	62.3	60.5	62.2	61.2	62.5
21	66.0	65.0	64.7	59.1	62.1	61.3	57.4	64.0	62.3	63.4	62.2	64.3
22	66.4	64.6	64.8	58.0	60.5	62.0	60.0	64.5	62.4	63.4	64.3	64.4
23	66.3	65.3	65.2	54.0	56.1	61.6	59.4	63.6	61.6	62.7	63.4	65.0
24	65.1	64.9	63.8	59.5	61.9	61.4	58.4	62.3	60.7	61.6	63.0	64.9
25	67.0	65.6	65.5	59.4	62.7	62.9	60.3	64.5	62.9	63.6	64.7	65.8
26	65.6	65.1	63.9	60.9	61.6	61.6	58.0	62.7	61.9	62.3	62.9	62.6
27	62.5	61.8	62.0	57.1	58.1	58.5	53.8	59.6	58.7	59.2	59.3	58.9
28	63.9	63.2	62.7	61.9	61.6	58.3	54.9	61.1	59.5	60.7	60.0	61.0
29	64.3	61.1	60.6	59.9	61.6	60.0	56.1	61.8	59.6	60.9	60.5	59.7
30	64.0	64.2	63.9	57.0	59.0	60.2	56.3	61.6	59.9	60.6	61.2	62.9
31	65.8	64.4	64.4	59.6	63.9	61.8	57.9	63.2	61.6	62.7	62.5	64.5
Month	65.9	64.5	64.5	59.3	60.9	61.7	58.0	63.1	61.6	62.5	62.8	63.6

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
November 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	72.7	67.8	65.8	65.9	68.8	74.7	65.8	63.6	71.7	61.8	64.4
2	71.7	68.0	66.9	65.8	68.1	74.1	65.8	62.9	71.3	61.0	64.0
3	69.8	66.7	62.9	63.9	67.5	73.7	66.4	61.9	70.7	59.5	63.4
4	67.8	64.4	61.9	63.7	67.7	73.9	64.7	60.9	70.8	58.7	62.7
5	69.6	65.1	62.8	63.8	67.2	73.4	65.8	60.8	70.2	60.0	61.4
6	65.7	60.7	59.1	60.5	66.7	72.8	64.5	59.9	69.8	58.5	61.2
7	71.4	67.3	64.9	66.6	68.2	73.8	66.4	61.5	71.3	59.0	62.4
8	73.4	69.7	64.0	67.9	69.2	75.1	65.1	63.7	72.2	62.2	64.2
9	73.2	69.0	66.4	66.5	70.1	73.1	67.3	64.3	70.3	62.4	64.2
10	70.2	66.5	65.0	63.7	68.5	71.7	64.1	62.9	68.7	60.9	62.7
11	70.5	66.2	66.0	65.3	68.6	74.2	66.4	63.3	70.7	61.0	63.7
12	69.5	65.3	65.2	64.3	68.1	73.3	65.5	62.1	69.9	60.4	62.1
13	70.5	65.2	64.8	65.2	68.5	72.8	68.1	60.9	68.2	59.3	60.3
14	69.4	64.6	65.3	67.3	68.1	75.6	67.7	62.0	72.5	59.2	62.6
15	72.2	66.7	66.6	65.4	68.7	75.0	66.3	63.4	71.6	60.9	63.1
16	71.7	67.6	67.1	65.6	68.6	74.9	67.0	63.2	72.1	61.7	64.6
17	70.0	66.1	62.4	64.0	67.6	74.1	65.3	61.8	71.4	59.9	63.8
18	71.1	66.5	64.0	64.9	68.1	73.6	65.9	62.6	70.4	60.5	63.5
19	71.4	67.2	66.8	64.9	68.9	74.3	67.9	63.5	71.1	61.4	64.5
20	72.7	68.3	67.2	66.4	69.4	74.8	67.7	64.1	71.7	62.3	65.0
21	72.7	68.6	67.4	66.4	69.2	74.8	66.8	63.8	71.9	61.9	64.8
22	66.2	62.2	59.1	61.1	66.6	72.5	63.0	61.1	69.3	58.8	62.4
23	65.0	60.5	61.0	62.5	66.5	73.4	64.1	59.0	70.4	56.8	61.8
24	70.5	65.9	65.1	65.6	67.3	74.3	65.5	61.1	71.1	58.6	62.3
25	70.8	67.5	64.2	66.6	68.5	75.2	67.0	62.6	72.0	60.3	64.3
26	71.2	67.0	67.5	65.1	69.6	74.5	67.2	64.5	71.7	62.0	64.8
27	72.2	69.2	*	65.1	68.8	73.7	66.9	62.9	70.3	60.5	63.1
28	71.7	68.1	65.2	65.4	69.1	73.3	65.1	63.0	70.5	60.9	63.7
29	70.4	66.5	64.5	64.7	68.7	75.3	65.7	62.8	72.5	61.2	64.3
30	69.6	66.4	*	69.8	67.6	76.5	66.3	61.6	73.9	59.5	63.8
Month	70.9	66.8	65.1	65.5	68.4	74.2	66.2	62.6	71.2	60.6	63.5

* = Not in service

APPENDIX B4**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
November 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	67.0	65.6	66.1	57.8	59.2	62.7	59.5	64.4	62.9	64.1	64.1	65.2
2	66.5	66.3	65.8	58.0	58.7	62.6	59.4	64.0	62.4	63.4	64.2	65.2
3	66.1	63.9	64.0	57.9	60.4	61.1	58.0	63.6	61.6	62.4	62.8	63.1
4	65.9	63.0	63.5	60.5	60.6	60.7	57.0	62.8	61.5	61.5	62.0	61.2
5	65.0	64.2	63.3	59.1	62.1	59.6	57.3	62.2	60.5	60.8	61.8	62.0
6	65.0	58.9	59.0	54.8	58.2	58.6	57.4	61.2	59.1	60.2	61.0	55.0
7	66.5	65.3	65.3	60.2	61.1	61.4	57.4	62.3	60.4	61.4	62.3	64.5
8	67.1	67.3	67.3	60.5	60.4	64.2	59.2	64.3	62.8	64.1	64.4	66.2
9	66.8	67.2	66.9	64.1	62.6	63.6	60.2	64.4	62.9	64.0	64.8	66.3
10	65.5	64.7	64.5	61.5	59.1	56.6	59.0	63.0	62.4	62.1	63.3	64.5
11	66.2	64.3	64.6	57.0	62.8	61.9	58.9	63.7	62.0	62.9	63.5	63.6
12	64.7	63.7	63.8	60.1	60.5	61.9	57.1	62.7	60.5	61.6	62.1	62.2
13	63.0	63.9	63.7	64.3	64.4	60.0	54.8	60.0	58.8	60.2	60.0	61.9
14	67.8	63.1	62.3	63.6	63.8	59.9	56.4	62.6	59.8	61.5	61.9	61.1
15	65.5	65.0	65.3	61.3	62.5	61.0	57.6	62.9	61.2	62.8	62.4	63.7
16	67.3	65.8	65.7	61.0	62.4	61.9	58.9	64.5	62.9	64.1	63.8	64.5
17	66.2	64.3	64.4	58.7	60.3	61.1	58.1	63.7	62.7	62.9	63.2	63.0
18	66.2	64.5	65.2	55.7	59.2	61.6	58.6	63.5	61.5	62.4	63.3	63.6
19	67.3	65.2	65.6	58.2	64.7	62.8	60.4	64.8	62.9	63.7	64.9	64.3
20	67.5	66.2	66.4	62.5	62.7	63.0	60.4	65.1	63.2	64.3	65.1	65.3
21	67.3	66.9	66.3	59.6	62.8	62.8	59.6	64.5	62.9	64.2	64.5	65.8
22	65.3	60.7	60.7	54.5	59.9	60.4	57.6	62.3	61.2	61.4	62.1	59.5
23	66.5	58.6	58.8	56.8	57.2	59.2	56.1	61.6	64.1	60.2	61.3	57.4
24	66.5	63.4	63.1	59.4	60.4	61.0	57.3	62.3	60.5	61.2	62.5	62.8
25	66.7	65.6	65.3	59.4	62.7	60.5	57.4	63.9	62.0	63.5	62.3	64.2
26	67.2	65.2	65.5	58.0	61.6	62.9	59.6	65.0	63.0	64.2	64.5	64.5
27	65.9	66.3	65.8	60.2	61.5	63.0	57.8	63.0	60.8	62.3	63.0	65.4
28	66.6	66.4	65.4	56.2	60.7	61.7	59.4	63.8	61.9	63.1	63.9	65.3
29	68.5	64.9	63.8	57.5	60.6	61.4	59.1	64.3	63.7	63.4	64.1	63.7
30	69.6	*	64.5	64.4	61.9	60.6	58.7	63.8	64.8	62.3	63.5	62.9
Month	66.6	64.9	64.8	60.2	61.5	61.6	58.5	63.5	62.1	62.7	63.3	63.8

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
December 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	70.5	66.3	66.2	64.2	67.7	73.7	66.0	61.5	70.7	59.5	63.2
2	70.6	66.5	*	65.3	68.2	74.0	62.0	62.5	71.2	60.3	63.9
3	70.0	65.8	66.4	67.6	67.8	74.3	67.1	60.5	71.5	60.2	65.7
4	71.2	66.9	*	68.8	67.6	74.1	62.9	60.2	71.6	60.0	62.8
5	70.7	66.9	66.2	64.2	69.2	74.3	66.7	62.8	71.0	60.2	62.5
6	72.0	68.3	66.1	66.0	68.6	74.1	64.4	63.1	71.1	61.7	63.9
7	71.5	66.6	*	68.2	68.5	75.6	66.5	*	72.3	59.5	62.6
8	69.3	65.8	65.0	63.3	67.5	73.4	65.3	60.1	70.2	58.3	61.4
9	70.6	66.3	63.8	64.7	68.7	73.7	63.8	63.1	70.3	60.7	63.4
10	70.7	65.8	64.9	64.8	68.5	72.9	67.6	63.0	69.3	60.8	63.0
11	71.8	66.8	66.4	68.2	68.7	73.0	67.4	62.1	70.1	60.6	62.6
12	72.0	67.5	62.9	66.0	69.1	73.8	69.0	63.9	70.7	62.1	64.2
13	73.2	69.3	*	67.6	70.5	74.4	67.3	55.9	71.5	63.3	64.7
14	72.6	68.3	66.8	65.9	69.6	74.0	67.7	64.4	71.0	62.9	64.5
15	70.8	66.9	66.8	64.8	68.2	73.1	64.0	60.7	70.2	61.3	63.6
16	70.7	66.9	65.9	64.6	69.2	74.8	67.6	62.1	72.0	61.8	64.9
17	71.3	66.9	63.7	65.1	69.2	74.8	66.7	63.9	71.7	61.8	66.1
18	73.0	69.5	*	66.4	69.5	74.4	67.2	*	71.0	61.8	64.1
19	71.3	66.8	66.5	65.6	68.6	73.6	63.5	62.8	70.3	61.4	62.7
20	70.9	66.9	65.7	65.1	69.1	74.5	64.5	63.2	70.8	61.8	63.0
21	72.7	67.6	66.3	66.2	69.7	75.1	67.5	64.1	71.8	62.5	64.9
22	72.7	68.7	65.7	66.4	69.4	75.3	66.9	64.2	71.8	62.8	65.2
23	71.7	67.8	*	65.3	69.2	74.8	66.6	63.7	71.5	61.9	64.6
24	69.8	65.9	*	67.3	68.0	74.0	66.5	62.6	71.0	62.1	65.0
25	69.1	65.2	*	63.2	67.3	73.5	64.4	61.9	70.5	59.9	63.5
26	72.6	69.9	68.4	66.2	70.0	74.5	69.2	64.8	71.7	63.1	65.2
27	73.5	69.6	69.3	67.3	70.0	74.6	67.9	65.1	71.9	63.4	65.6
28	71.6	67.7	66.5	65.6	69.6	75.4	65.0	64.2	72.7	62.7	65.4
29	71.4	68.0	64.6	65.6	68.9	74.9	67.9	63.7	72.0	62.1	65.0
30	71.2	67.4	63.7	65.4	69.5	74.9	67.9	64.4	71.7	61.9	64.5
31	69.9	66.0	64.1	63.4	67.2	72.8	63.3	62.4	70.1	60.6	65.2
Month	71.5	67.4	65.8	66.0	68.9	74.3	66.5	62.7	71.2	61.6	64.2

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
December 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	67.0	*	64.3	59.5	60.0	60.9	58.8	63.4	63.5	62.0	63.8	63.8
2	66.9	*	65.0	56.5	54.8	61.8	59.5	64.0	63.1	62.9	64.6	64.0
3	67.4	66.4	64.1	63.1	62.0	61.0	59.1	63.6	62.1	62.0	63.7	63.6
4	67.4	63.7	64.4	61.5	55.8	60.6	58.2	63.0	60.9	61.7	63.0	63.6
5	66.9	65.2	64.9	56.5	62.1	60.4	58.0	62.5	60.6	61.7	62.8	64.2
6	66.6	66.9	65.9	56.3	57.3	61.9	59.3	64.0	61.9	63.3	64.3	65.5
7	67.6	65.1	65.1	61.3	59.8	59.4	56.3	62.4	61.7	61.5	61.6	63.6
8	65.4	63.1	62.6	54.9	59.1	58.8	55.3	61.4	59.0	60.5	60.7	62.4
9	66.4	64.9	64.8	55.6	59.6	61.7	58.8	63.5	61.4	62.8	63.6	63.7
10	65.3	64.6	65.9	63.5	62.9	61.2	58.6	63.1	61.1	62.2	63.2	63.4
11	66.7	65.3	65.0	64.9	64.0	59.9	57.7	62.9	61.7	62.3	62.5	63.5
12	66.9	66.4	65.2	57.2	66.1	61.7	59.5	64.4	63.0	63.9	63.9	64.9
13	67.5	67.2	66.9	62.7	63.2	63.2	60.8	64.9	63.2	64.5	65.0	66.1
14	66.9	67.7	66.2	64.6	64.1	62.2	60.2	64.7	64.3	64.9	64.5	65.8
15	63.0	65.1	64.7	56.0	59.7	62.1	60.1	63.8	61.7	63.2	64.4	64.1
16	67.2	65.1	64.6	54.5	64.9	62.2	60.2	64.9	63.2	64.6	64.6	65.0
17	64.3	65.5	65.0	57.6	61.9	60.9	59.5	64.8	63.0	64.5	64.0	65.5
18	63.9	67.5	67.1	61.1	63.2	63.7	60.8	64.7	63.9	64.0	65.0	66.1
19	65.1	65.4	64.8	57.9	58.5	60.7	59.5	63.1	62.5	62.9	63.5	63.7
20	64.9	65.8	65.1	60.2	59.9	60.1	57.2	63.1	61.8	63.2	62.6	64.6
21	67.1	66.5	66.0	61.4	64.2	61.9	59.3	64.9	64.0	65.1	64.4	65.2
22	64.7	67.1	66.8	59.8	63.0	62.5	60.6	65.3	64.3	65.1	65.1	66.1
23	66.7	66.2	65.9	59.5	62.1	61.8	59.4	64.7	63.8	64.4	64.1	65.0
24	62.1	64.7	64.3	62.9	64.4	60.6	58.8	63.5	62.1	62.7	63.8	63.1
25	62.5	63.9	63.2	54.5	59.7	60.8	59.5	63.9	62.6	63.2	63.8	62.5
26	65.6	67.6	66.8	61.3	65.9	62.4	59.8	65.4	64.3	65.2	65.0	66.0
27	67.3	68.2	67.7	62.7	63.9	63.5	61.2	65.8	66.0	65.6	65.7	65.6
28	67.7	66.4	65.5	58.2	58.7	62.7	60.1	65.5	64.5	65.0	64.9	65.1
29	67.5	66.7	65.6	56.8	65.3	61.8	59.6	65.2	63.7	64.5	64.3	64.3
30	64.7	66.1	65.7	57.0	64.5	62.5	60.2	65.0	63.9	64.1	64.9	66.2
31	62.6	64.5	64.0	56.3	58.4	60.9	59.5	63.6	62.0	62.4	63.9	64.1
Month	66.1	66.0	65.4	60.3	62.5	61.6	59.4	64.2	63.0	63.6	64.0	64.7

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, July-December 2012_____	C1
Commercial Flight Operations Mix, Fourth Quarter 2012_____	C2
Commercial Flight Operations Mix, October 2012_____	C3
Commercial Flight Operations Mix, November 2012_____	C4
Commercial Flight Operations Mix, December 2012 _____	C5
Curfew Violation Summary, 1989 --- Present_____	C6

APPENDIX C1

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

3/13/2013 Aircraft Type	Air Canada	Alaska	Alliant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan	JetBlue	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.		
A300																						198	2	1	200	400		
A310																									1	1	2	
A318								3																	1	3	6	
A319	184						281	655						645		420	33	104	173					1	2496	4992		
A320							413	90			630			1		1116	856	763	2						1	3871	7742	
A321																	1097									1	1097	2194
A330+									149																		149	298
B712																										1	0	0
B71Q																									1	1	2	
B72Q																									2	2	4	
B733													4249														4249	8498
B734		653																							11	664	1328	
B735													254			7											261	522
B736																											0	0
B737		285											10721	98	115						120			3	11342	22684		
B738		1552		1063			923					465		20	1192						3			1	5219	10438		
B739		108													649												757	1514
B747+																											0	0
B752				13			1008								1185	111							4	4	2325	4650		
B753							2								4												6	12
B762				1																	127						128	256
B763				170			173		36						1						3		179			562	1124	
B764																											0	0
B772						181																					181	362
B787										18																	18	36
CRJ2					345							439															784	1568
CRJ7					520							1436															1956	3912
CRJ9												35					4										39	78
DC87																											0	0
ERJ+					895																						895	1790
E170/90	117							26																			143	286
MD10																							426				426	852
MD11																							3				3	6
MD80+			63	1192																							1385	2770
MD90							366																		130	366	732	
TOTALS	301	2598	63	2439	1760	181	3166	774	185	18	630	1910	15689	646	118	4689	2101	867	175	123	130	627	185	154	39529	79058		
B190																											0	0
BE99																						138					138	276
C208																							388				388	776
DH8D		724																									724	1448
E120												2053															2053	4106
PA31																						1					1	2
SW3/4																											117	234
TOTALS	301	3322	63	2439	1760	181	3166	774	185	18	630	3963	15689	646	118	4689	2101	867	175	123	269	1015	302	154	3421	6842		

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

Other / Non-Transport Category = 3 USAF C17, 1 USAF K35R, 1 USAF C130, 1 USN C130, 20 MIL C130, 2 G/A L100, 1 G/A J328

APPENDIX C2

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

3/13/2013 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan	JetBlue	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.		
A300																						84			84	168		
A310																								1	1	2		
A318								2																	2	4		
A319	92						128	344						375		181	11	88	67						1286	2572		
A320							197	45			286					612	390	339	1						1870	3740		
A321																	563								563	1126		
A330+									57																57	114		
B712																									0	0		
B71Q																								1	1	2		
B72Q																									0	0		
B733													2258												2258	4516		
B734		332																						7	339	678		
B735													19			3									22	44		
B736																									0	0		
B737		144											5023	46	45						57			2	5317	10634		
B738		691		537			370						287	14	482								1	2382	4764			
B739		71													297										368	736		
B747+																									0	0		
B752				4			546								572	50							4	1	1177	2354		
B753															2										2	4		
B762				1																	63				64	128		
B763				85			72		36						1						1		92	287	574			
B764																									0	0		
B772						89																			89	178		
B787										18															18	36		
CRJ2					345							254													599	1198		
CRJ7					222							680													902	1804		
CRJ9												14				3									17	34		
DC87																									0	0		
ERJ+					301																				301	602		
E170/90	24							9																	33	66		
MD10																									233	466		
MD11																									3	6		
MD80+			29	562																				68	659	1318		
MD90							142																		142	284		
TOTALS	116	1238	29	1189	868	89	1455	400	93	18	286	948	7587	375	60	2195	1017	427	68	57	64	320	96	81	19076	38152		
B190																										0	0	
BE99																						68				68	136	
C208																							194			194	388	
DH8D		359																								359	718	
E120												1000														1000	2000	
PA31																										0	0	
SW3/4																										59	59	118
TOTALS	116	1597	29	1189	868	89	1455	400	93	18	286	1948	7587	375	60	2195	1017	427	68	57	132	514	155	81	1680	3360		

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, 19 MIL C130

APPENDIX C3

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

3/13/2013	Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	JetBlue	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volans	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																							41			41	82	
A310																											0	0
A318																											0	0
A319		31						35	100						93		86	3	24	13							385	770
A320								81	28			98					211	137	117								672	1344
A321																		173									173	346
A330+										31																	31	62
B712																											0	0
B71Q																											0	0
B72Q																											0	0
B733														828													828	1656
B734		145																							3	148	296	
B735													14				1										15	30
B736																											0	0
B737		44												1679	17	22						22			1	1785	3570	
B738		210			180			118						89		159											756	1512
B739		26														95											121	242
B747+																											0	0
B752					1			203								189	15										408	816
B753																1											1	2
B762																							23				23	46
B763					29			4								1						1		32		67	134	
B764																											0	0
B772							31																				31	62
B788																											0	0
CRJ2													80														80	160
CRJ7						89							208														297	594
CRJ9													10														10	20
DC87																											0	0
ERJ+						208																					208	416
E170/90		24																									24	48
MD10																							65				65	130
MD11																							1				1	2
MD80+				9	182																				27	218	436	
MD90								57																			57	114
TOTALS		55	425	9	392	297	31	498	128	31	0	98	298	2610	93	17	765	328	141	13	22	24	107	32	31	6445	12890	
B190																											0	0
BE99																							24				24	48
C208																								69			69	138
DH8D			122																								122	244
E120													334														334	668
PA31																											0	0
SW3/4																											0	0
TOTALS		55	547	9	392	297	31	498	128	31	0	98	632	2610	93	17	765	328	141	13	22	48	176	53	31	7015	14030	

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

Other / Non-Transport Category = 5 MIL C130

APPENDIX C4

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

3/13/2013 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	jetBlue	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																						27			27	54	
A310																									1	1	2
A318								1																		1	2
A319	30						51	119						134		32	5	34	18							423	846
A320							57	13			92					167	120	106								555	1110
A321																	174									174	348
A330+									13																	13	26
B712																										0	0
B71Q																										0	0
B72Q																										0	0
B733													720													720	1440
B734		112																							1	113	226
B735												1				1										2	4
B736																										0	0
B737		62											1639		18	11					17				1	1748	3496
B738		213		173			111					91		4	165										1	758	1516
B739		13													103											116	232
B747+																										0	0
B752				2			171								216	24										413	826
B753															1											1	2
B762																					21					21	42
B763				27			31		17														30			105	210
B764																										0	0
B772						30																				30	60
B788																										0	0
CRJ2					118							87														205	410
CRJ7					71							209														280	560
CRJ9												3				1										4	8
DC87																										0	0
ERJ+					93																					93	186
E170/90								5																		5	10
MD10																							72			72	144
MD11																							2			2	4
MD80+			11	184																					23	218	436
MD90							50																			50	100
TOTALS	30	400	11	386	282	30	471	138	30	0	92	299	2451	134	22	696	324	140	18	17	21	101	30	27	6150	12300	
B190																						22				0	0
BE99																										22	44
C208																							64			64	128
DH8D		113																								113	226
E120												326														326	652
PA31																										0	0
SW3/4																								20		20	40
TOTALS	30	513	11	386	282	30	471	138	30	0	92	625	2451	134	22	696	324	140	18	17	43	165	50	27	6695	13390	

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

Other / Non-Transport Category = 10 MIL C130

APPENDIX C5

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

3/13/2013 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	JetBlue	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																						16			16	32	
A310																										0	0
A318								1																		1	2
A319	31						42	125						148		63	3	30	36							478	956
A320							59	4			96					234	133	116	1							643	1286
A321																	216									216	432
A330+									13																	13	26
B712																										0	0
B71Q																									1	1	2
B72Q																										0	0
B733													710													710	1420
B734		75																							3	78	156
B735													4			1										5	10
B736																										0	0
B737		38											1705		11	12					18					1784	3568
B738		268		184			141						107		10	158										868	1736
B739		32														99										131	262
B747+																										0	0
B752				1			172									167	11							4	1	356	712
B753																										0	0
B762				1																	19					20	40
B763				29			37		19															30		115	230
B764																										0	0
B772						28																				28	56
B788										18																18	36
CRJ2					227							87														314	628
CRJ7					62							263														325	650
CRJ9												1					2									3	6
DC87																										0	0
ERJ+																										0	0
E170/90								4																		4	8
MD10																							96			96	192
MD11																										0	0
MD80+			9	196																					18	223	446
MD90							35																			35	70
TOTALS	31	413	9	411	289	28	486	134	32	18	96	351	2526	148	21	734	365	146	37	18	19	112	34	23	6481	12962	
B190																										0	0
BE99																						22				22	44
C208																							61			61	122
DH8D		124																								124	248
E120												340														340	680
PA31																										0	0
SW3/4																										18	36
TOTALS	31	537	9	411	289	28	486	134	32	18	96	691	2526	148	21	734	365	146	37	18	41	173	52	23	7046	14092	

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, 4 MIL C130



Appendix C6

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

1989 - Present

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

Legend

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

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

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

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

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

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

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

QTR	2007	PENALTY	2008	PENALTY	2009	PENALTY
1ST	N800AR (GA) 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 \$2,000 \$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	jetBlue Alaska US Airways Hawaiian XB-JYZ (GA) Sun Country British Spirit Spirit FedEx Spirit Spirit US Airways United	NP NP NP \$2,000 \$2,000 NP \$2,000 NP \$6,000 \$2,000 NP NP \$2,000 NP
FINES		\$94,000		\$118,000		\$48,000

AIRCRAFT NOISE COMPLAINTS

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

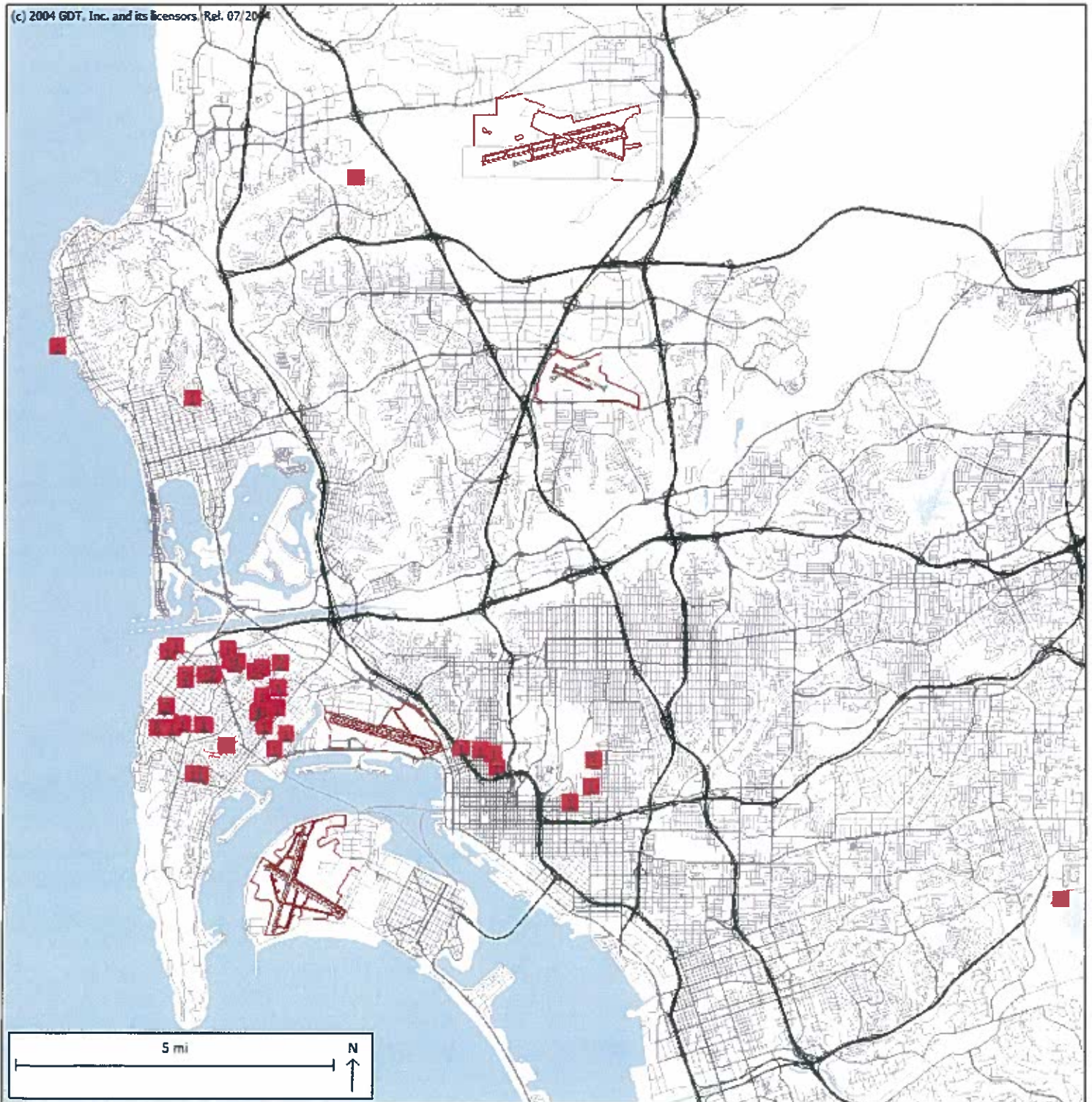


Fourth Quarter 2012

Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
46 Households; 75 Complaints



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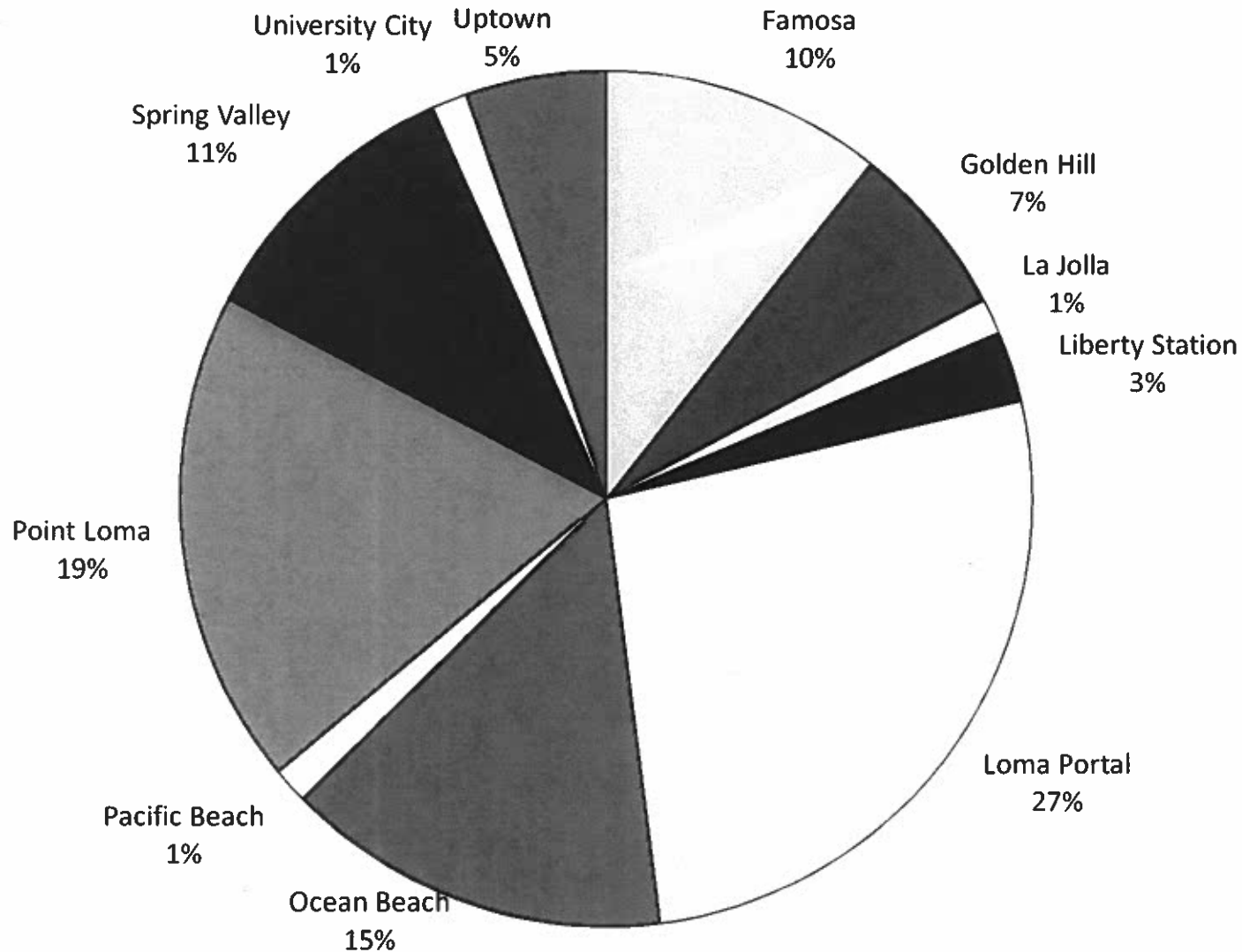
Aircraft Noise Complaint Distribution by Neighborhood



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Fourth Quarter 2012

TOTAL CALLS: 75



San Diego County Regional Airport Authority

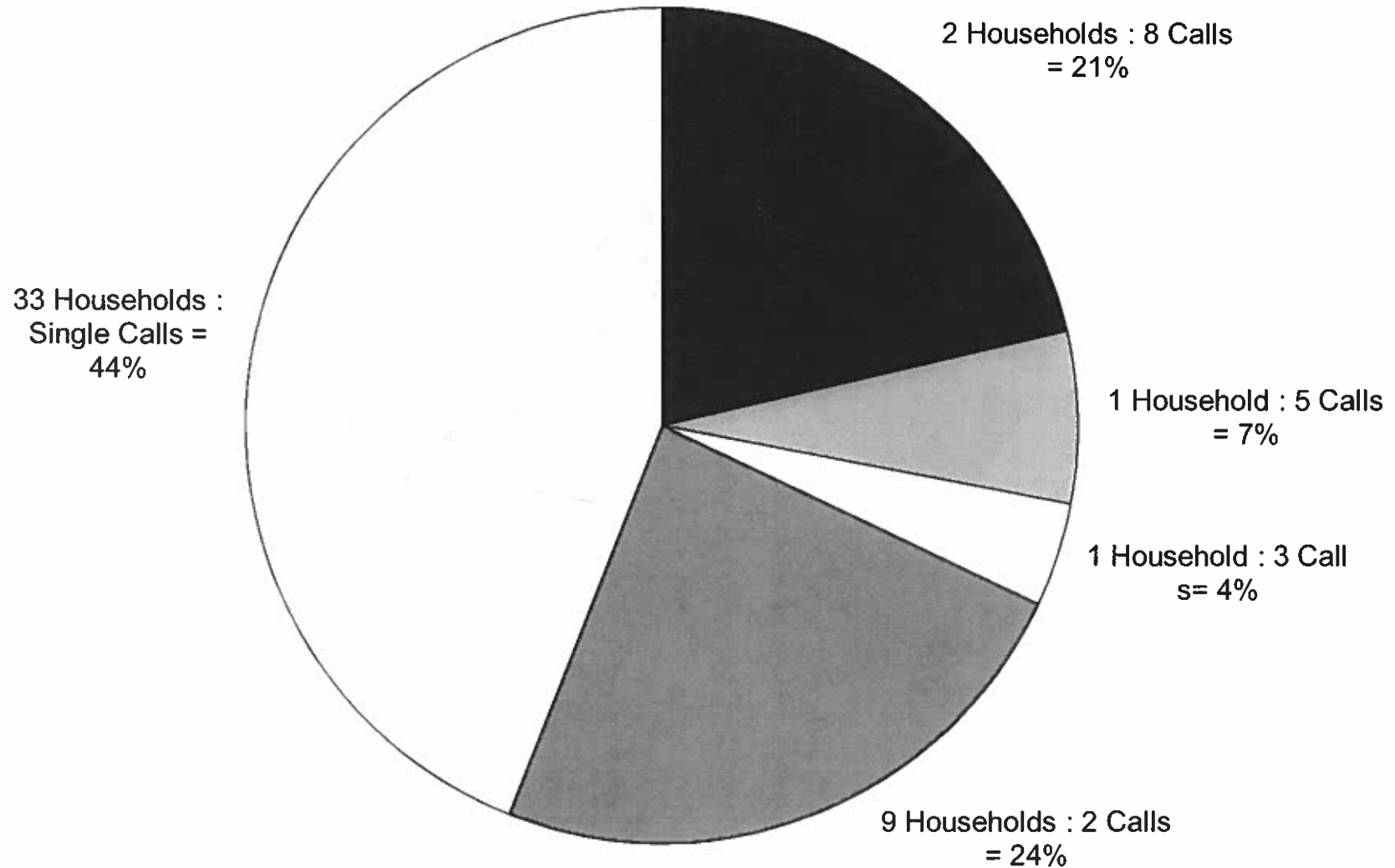
Aircraft Noise Complaint Distribution by Household



SAN DIEGO
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Fourth Quarter 2012

TOTAL CALLS: 75



San Diego County Regional Airport Authority

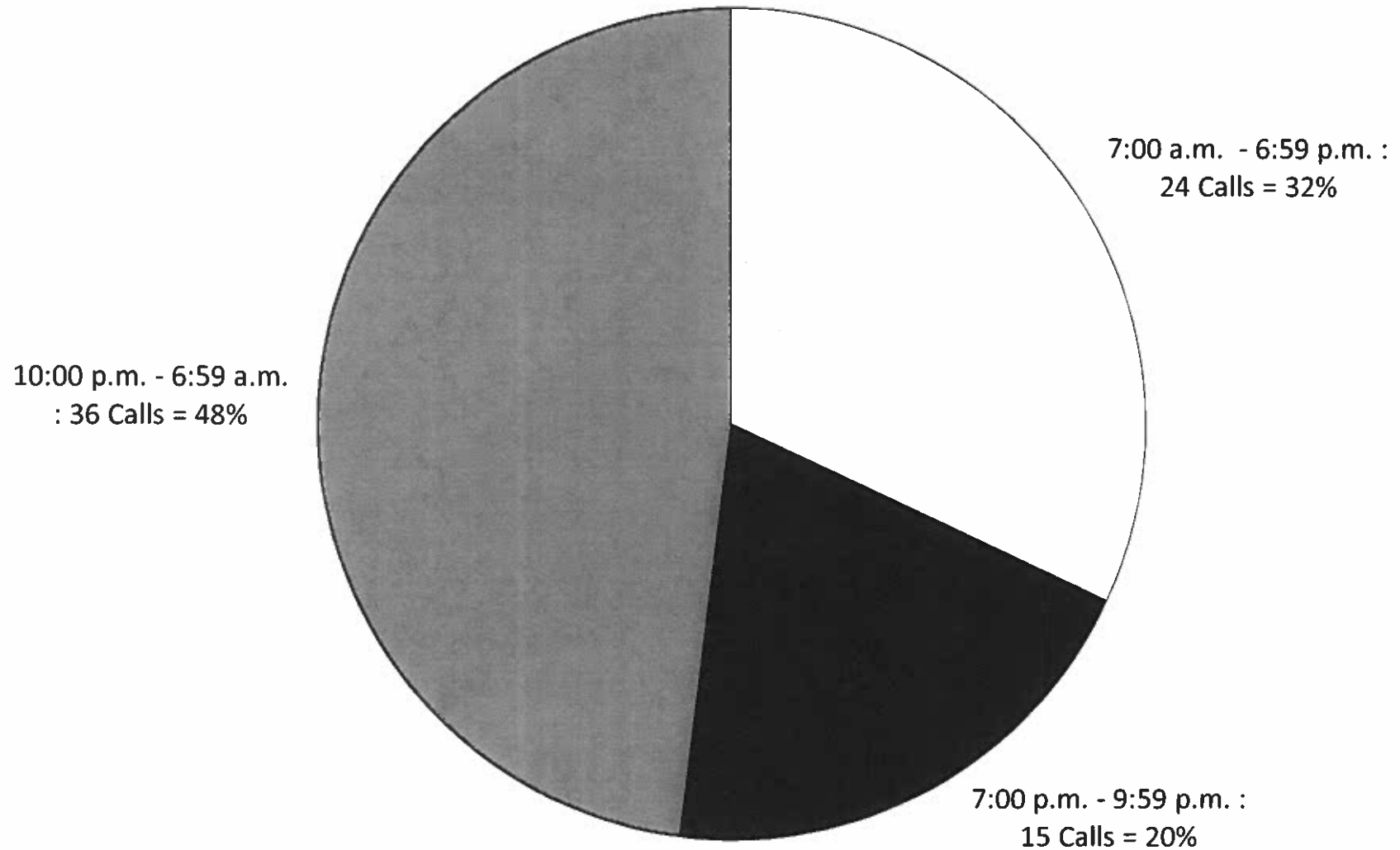
Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO
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AIRPORT

Fourth Quarter 2012

TOTAL CALLS: 75



San Diego County Regional Airport Authority

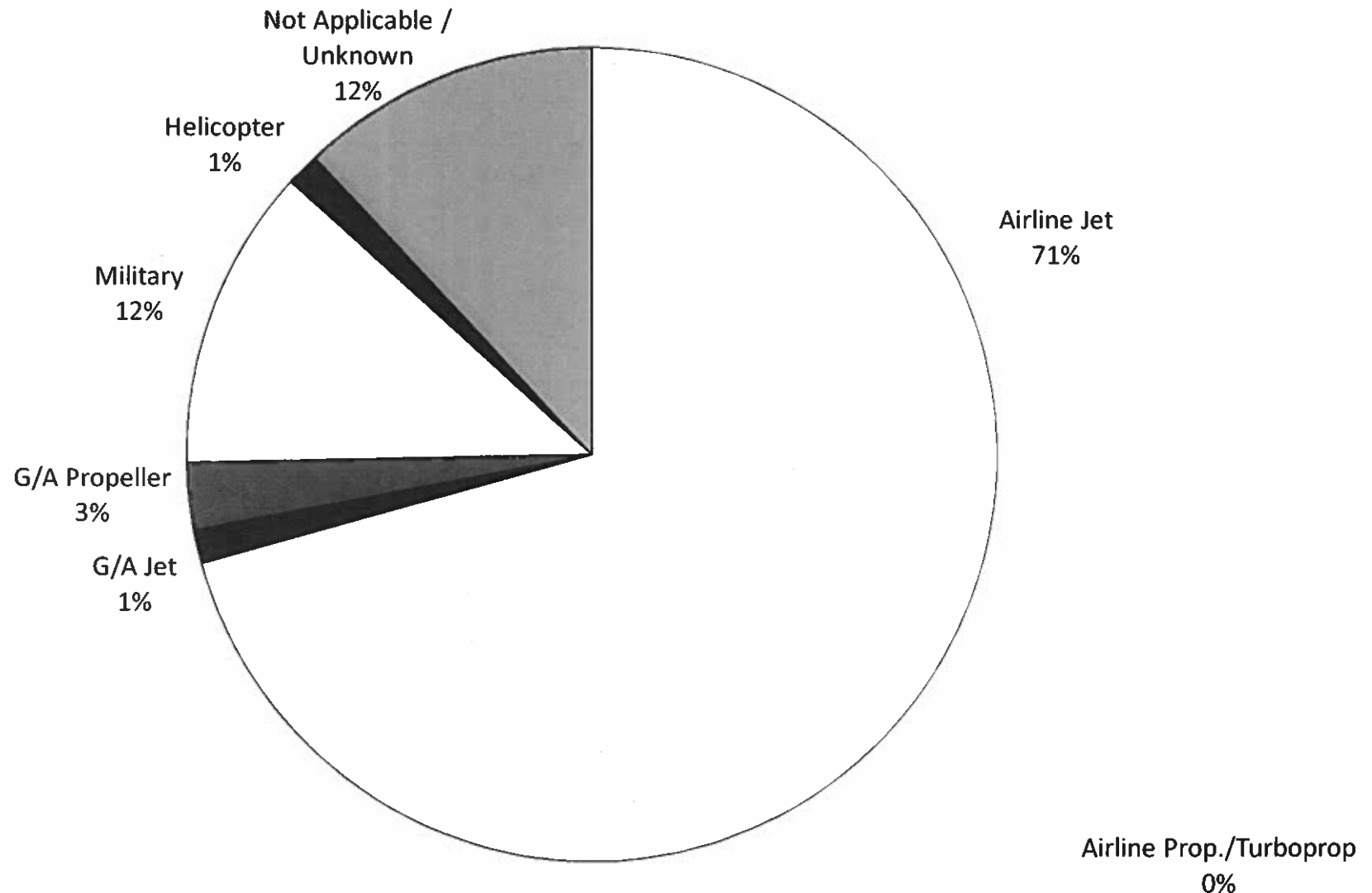
Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO
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TOTAL CALLS: 75

Fourth Quarter 2012



San Diego County Regional Airport Authority

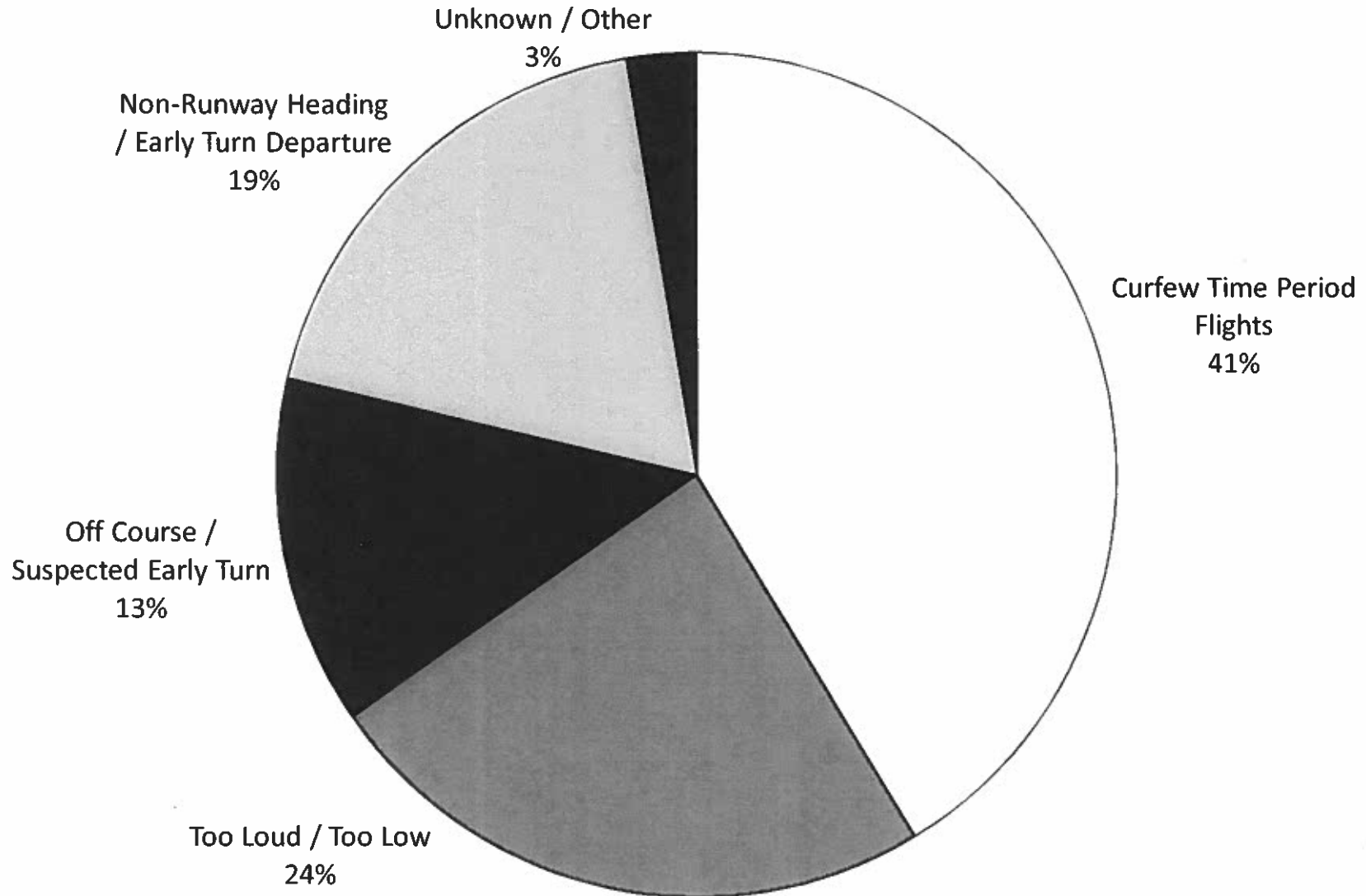
Aircraft Noise Complaint Distribution by Cause



SAN DIEGO
INTERNATIONAL
AIRPORT

TOTAL CALLS: 75

Fourth Quarter 2012



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 October 17th, 2012.



**SAN DIEGO
INTERNATIONAL
AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
October 17, 2012**

On October 17th, 2012, the Airport Noise Advisory Committee (Committee) met at the Quieter Home Program Offices, located at 2722 Truxtun Road, San Diego, CA 92106. 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; Jane Gawronski, PhD., Ocean Beach Planning Board; Kirk Hanson, Community member; Congresswoman Susan Davis representative Daniel Hazard (ex-officio); David Swarens, Greater Golden Hill Planning Committee; Carl Huenefeld, MCRD; Paul Webb, Peninsula Community Planning Board; Jack Zimmerman, Acoustician; Mark Butler, Facilitator; and Airport Authority Staff: Dan Frazee, Garret Hollarn, & Steve Cummings.

Absent: Rob Cook, FAA Representative (Excused); Hirsch Gottschalk, Uptown Planners (Excused); Steven Holt, Airline Representative (ex-officio); Tait Galloway, City of San Diego; City Council District 2 representative Michael Patton (ex-officio); Joe Scaglione, North Bay Community Advisory Planning Board (Excused); Deborah Watkins, Mission Beach Precise Planning Board (ex-officio) (Excused); County Supervisor Greg Cox (ex-officio) (Vacant); Little Italy Association (Vacant)

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

Before proceeding, Mr. Frazee informed the committee of Jack Zimmerman's coming retirement as the volunteer professional Acoustician for ANAC, and acknowledged him with a Certificate of Appreciation for his contribution and participation on ANAC from July 2007 to October 2012.

Mr. Frazee introduced the latest version of the Authority's *Noise Matters* newsletter that was sent in October to 38,000 residences within the SDIA Noise Impact Area, and pointed out an article regarding FAA's amended eligibility guidelines for the airport's residential sound insulation program. Current and previous newsletters are accessible in electronic format at www.san.org.

As for the Airport Authority, Mr. Frazee provided three quick updates, 1) The "Green Build" project (the 10 gate expansion) is on schedule and under budget. In the near future, the

wholesale replacement of food and beverage tenants at all three terminals will undoubtedly make for traveler inconvenience, especially in T2 east and west. Final touches to the new upper-level roadway and ticket counter serving the Terminal 2 complex are underway; sail masts are up in both locations, and the sail structure will be completed by spring of 2013. 2) Airport Development Plan (ADP) (Master Plan) – north side, will have several concept meetings the week of October 21, with public meetings scheduled on Monday, October 22 at 4:00, 5:00, and 6:00 p.m. on the Commuter Terminal's second floor. 3) The persistent fog that rolled in on October 16 in the late afternoon caused significant cancellations for inbound flights.

Mr. Frazee then reviewed the Records of Decision from two Curfew Violation Review Panel (CVRP) meetings held since the July ANAC meeting. At August 1st CVRP three of the six operations evaluated by the Panel were assessed penalties, for a total of \$16,000, and three were assessed no penalty due to aircraft maintenance issues beyond the operator's control discovered prior to push-back or during taxi. At the October 3rd CVRP, 3 operations were reviewed: one general aviation and two air carrier departures, where one was penalized \$2,000, one was not penalized due to maintenance, and one was deferred until the December CVRP due to the incomplete documentation by the air carrier. ANAC was informed that CVRP meets on a bi-monthly schedule on the first Monday of the month starting in February; a public meeting which takes place in the Noise Monitoring Room on the Commuter Terminal 3rd floor beginning at 2:00 p.m.. A question was asked regarding what criteria the Panel uses that could lead to operator exoneration. Mr. Frazee gave the criteria for a curfew operation to not be assessed a fine. First, CVRP does not review "Life-Flights", which transport medical patients or human organs to San Diego hospitals. These operators, however, are required to complete a form with the Authority within 72-hours documenting their "Life-Flight" status. Additionally, the Federal Aviation Administration (FAA) asks the Panel to review three conditions in their evaluation of extenuating circumstances: 1) Air Traffic Control delays (ground hold) at San Diego; 2) adverse or extreme weather conditions at San Diego which delay the departure; and 3) aircraft maintenance issues discovered close to scheduled departure time and outside of the operator's control. A member asked if the Airport Authority could exclude a particular type of aircraft from operating at the airport. Mr. Frazee responded that we lack that ability due to FAA rules – as long as an aircraft meets the minimum noise standards required by FAA, we cannot prohibit the aircraft from operating at San Diego. However, Noise Mitigation staff works continuously with the air carriers and business jet operators to ensure aircraft that fly into SAN meet established criteria. It was also reiterated that the SDIA Curfew is for departures only (from 11:30 p.m. until 6:30 a.m.) and that arrivals are permitted 24-hours daily. This concluded Mr. Frazee's presentation.

A quorum now present, Dr. Butler requested a motion to approve the July 18th draft meeting minutes. The minutes were approved by a majority of the Committee, with one abstention, without discussion.

For the initial presentation item, Dr. Butler introduced Ms. Sjohnna Knack, Program Manager of the Quieter Home Program (QHP), who together with Mr. Frazee discussed the impact/guidelines of a recent FAA Program Guidance Letter (PGL). Mr. Frazee started the presentation by explaining what and how the PGL might impact eligibility criteria for residents not currently under contract for residential sound insulation. The most significant change is

that airports will be required to submit airport-specific testing criteria that will exclude homes whose average interior noise level is less than 45 decibels Community Noise Equivalent Level (CNEL).

Ms. Knack emphasized that QHP staff is working closely with the FAA to find out more about what type of methodology FAA will accept. Discussion ensued among members and staff, as well as by community members present. Dr. Butler recommended that further discussion be taken on the side and assured the audience that staff will be available following the meeting to answer concerns and questions regarding this issue. Background documentation is available at the following site: http://www.san.org/sdcraa/airport_initiatives/ghp/faa_letter.aspx

A resident asked if there will be more flights at the airport because of the terminal expansion (Green Build) project. Mr. Frazee responded that arrivals and departures at the airport are down about 20% from the height of operations in 2007. From 650 flights per day in 2007, the airport is experiencing about 500 operations daily now. The reference was to make the point that the airport has seen a decrease in transportation opportunities due to the merger of air carriers and the turndown in the economy. The past few years has brought a consolidation of flights, with operators opting for larger (but fewer) aircraft. We look forward to the addition of a flight to Tokyo's Narita airport beginning in December to add to San Diego's economy. The reason for the 10 gate expansion is to avoid overcrowding the terminals as we continue to get back to our 2007 operations numbers.

Ms. Knack then updated the group regarding the QHP. As of this date, QHP has completed 2,350 homes. Since July, 80 homes were completed, including 26 condominiums units. 597 units are in process, which could mean being in design, bidding, or pre-construction phases. In construction, there are over 100 homes. Additionally, on the airport's east side, QHP is moving forward with insulating three historical homes in the Golden Hill neighborhood. Ms. Knack mentioned that staff has received about 50 phone calls and emails related to the *Noise Matters* (eligibility change) article, and has sent out explanatory letters to homeowners under contract and on the waiting list for insulation. This concluded Ms. Knack's presentation.

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

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

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

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

A member asked whether complaints about military flights are included in the report. Mr. Hollarn responded that complaints about flights determined not to be destined for or originating out of San Diego International are referred to the correct agency, i.e., military aircraft to North Island NAS, and helicopter overflights to either the police department or military agency. Since our 23 community-based noise monitors do not discriminate, any aircraft noise event collected is included, for reporting purposes.

Mr. Hollarn also responded to one member's question on the availability of the presentation items, explaining that all meeting documentation is posted to and is now available on the SAN website.

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

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

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

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

Mr. Hollarn presented and discussed two additional slides just added to the presentation that show the direction of Early Turns and the time of day of such operations. Discussion ensued regarding how the information was presented on the Early Turn slides. Additionally, ANAC members acknowledged Tower and TRACON personnel on their adherence to the offshore turn protocol and the decrease in early turns during the last year, but noted that the numbers were starting to increase and inquired if new controllers not advised about the procedure might be the reason. Mr. Frazee said he would inquire regarding this issue with the FAA representative, who was unable to participate at this meeting.

Public comment: A Loma Portal resident asked if noise testing is being conducted at residences and, if so, how can a community member request a noise test of her residence. Mr. Hollarn responded that noise testing can be requested but is performed outside of the residence, not indoors. Questions and discussion ensued regarding the airport's noise contour boundary lines and how they are determined.

New business: Dr. Butler informed the members that the next meeting is scheduled for January 16, 2013 at the Commuter Terminal, and since it is the first meeting of the year, discussion will include the dates and times of 2013 meetings, possible changes to established Authority policy, rules and procedures, and member's input regarding staff presentation of statistical data.

Dr. Butler adjourned the meeting at 5:12 p.m. The next meeting is scheduled for Wednesday, January 16, 2013 at 4:00 p.m. at the Airport Noise Monitoring, located in the Commuter Terminal.

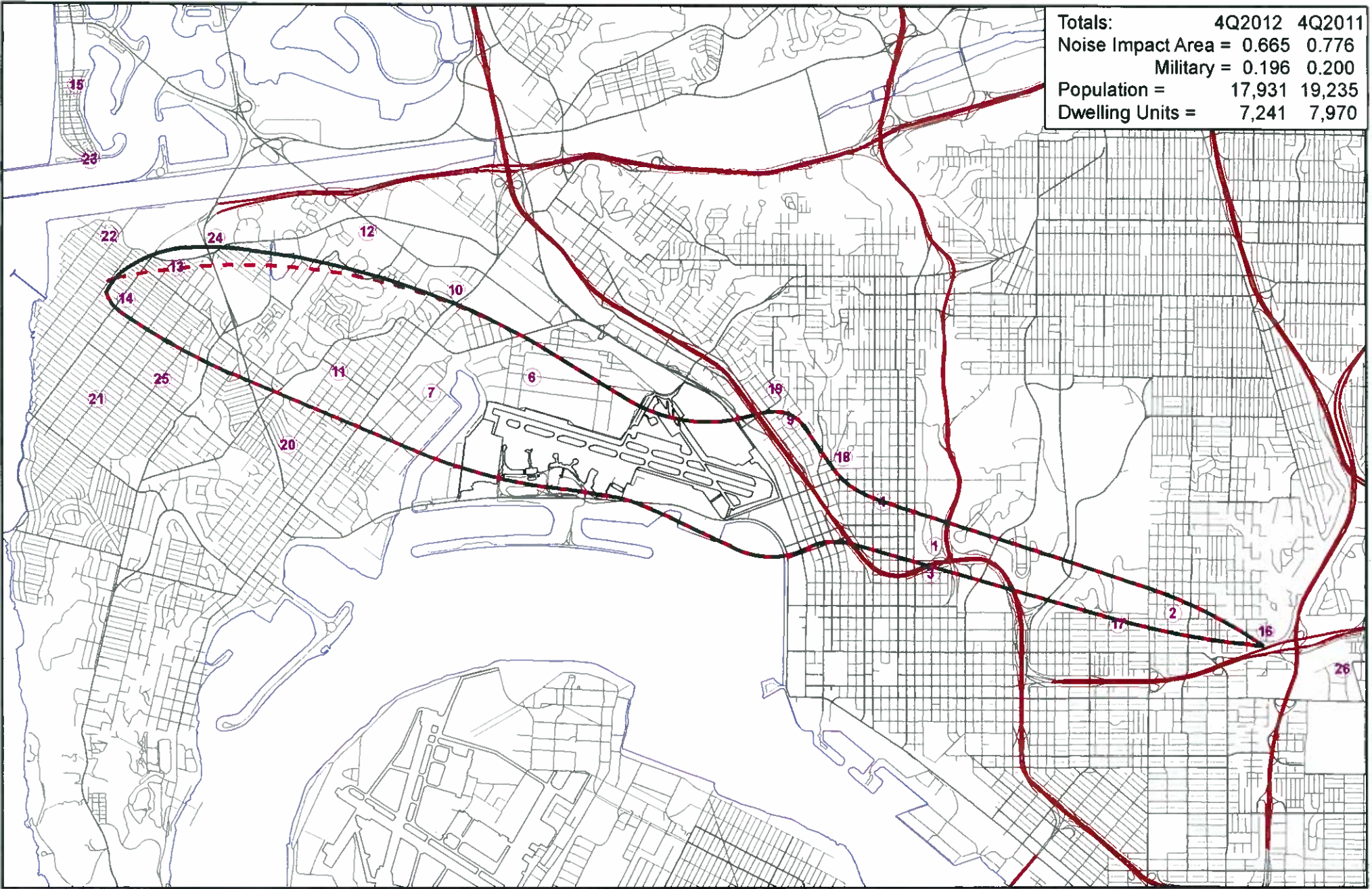


Dan Frazee

Director, Airport Noise Mitigation

NOTE: 1) Please refer to the Frequently Asked Questions (FAQ's) on the Airport Noise Office website at www.san.org/airportnoise/info_noise_main.asp for clarification of commonly asked aircraft noise-oriented questions at SDIA.

Totals:	4Q2012	4Q2011
Noise Impact Area =	0.665	0.776
Military =	0.196	0.200
Population =	17,931	19,235
Dwelling Units =	7,241	7,970



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



- - - 4th Quarter 2012
- 4th Quarter 2011



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