

# QUARTERLY NOISE REPORT

January 1, 2013 through March 31, 2013



Airport Noise Mitigation Department  
San Diego International Airport

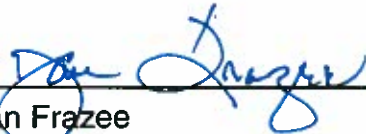
June 14, 2013

**QUARTERLY NOISE REPORT**  
**For the Period**  
**January 1 through March 31, 2013**

**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 8<sup>th</sup>, 2012.

This Quarterly Report for the First Quarter of 2013 was prepared by the Airport Noise Mitigation Department at San Diego International Airport, in accordance with the Airport Noise Standards, State of California.



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Dan Frazee  
Director, Airport Noise Mitigation



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Thella F. Bowens  
President / CEO



SAN DIEGO  
INTERNATIONAL  
AIRPORT

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CNEL Contour Map, Authority Drawing 795, Revision 155

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## AIRCRAFT NOISE MEASUREMENTS

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Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), Airport Noise Mitigation determined that the Noise Impact Area (N.I.A.) and the Federal Military Impact Area (M.I.A.) within the 65 decibel Community Noise Equivalent Level (CNEL) contour for the period between January 1, 2013 to March 31, 2013, to be 0.665 square miles and 0.196 square miles, respectively. As compared to the First Quarter of 2012, the Noise Impact Area decreased by 0.094 square miles and the Federal Military Noise Impact Area remained the same.

1 <sup>st</sup> Quarter 2013	1 <sup>st</sup> Quarter 2012	Change
0.665	0.759	0.094
0.196	0.196	---

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) <sup>1</sup>	QUARTER CNEL (dB) <sup>2</sup>
1	71.3	70.8
2	66.9	66.4
3	64.7	64.8
4	65.4	65.0
6	68.5	68.5
7	74.2	74.0
9	66.2	66.2
10	62.8	62.8
11	71.1	70.8
12	61.0	61.0
13	64.5	63.9
14	66.1	66.1
16	64.8	64.6
17	64.7	64.3
18	59.6	60.2
19	61.3	61.8
20	61.4	61.0
21	58.5	58.8
22	63.6	63.5
23	62.3	62.2
24	63.2	63.1
25	63.0	63.0
26	63.1	63.3

<sup>1</sup> = For the period April 1, 2012 through March 31, 2013

<sup>2</sup> = For the period January 1, 2013 through March 31, 2013

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

## AIRCRAFT OPERATIONS

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

OPERATIONS	FIRST QUARTER 2013	FIRST QUARTER 2012	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	35,279	35,145	134	0.4%
Commuter	5,535	5,554	(19)	-0.3%
General Aviation	3,565	3,974	(409)	-10.3%
Military	92	123	(31)	-25.2%
<b>TOTAL</b>	<b>44,471</b>	<b>44,796</b>	<b>(325)</b>	<b>-0.7%</b>

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](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

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The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the First Quarter of 2013. The data used to compile this report was gathered during 24-hour periods on February 19 - 21, 2013.

Table 1, Quarterly Operations Survey, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the First Quarter 2013 Operations Survey, an average of 427 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 54. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the First Quarter 2013 Operations Survey, an average of 427 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 54. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

### First Quarter Comparison Single Event Noise Exposure Level (SENEL)

	February 14 - 16, 2012	February 19 - 21, 2013	Change (dB)
Departures	98.7	99.5	0.8
Arrivals	95.9	95.6	-0.3

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 427 daily operations, which reflected a decrease of 6 operations from the 433 operations recorded during the First Quarter of 2012.



**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
February 19 through February 21, 2013**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-10F	99.6	Indianapolis, ID	FDX1754	530
B767-300F	98.6	Louisville, KY	UPS922	520
MD-10F	98.4	Indianapolis, ID	FDX3713	1730
MD-10F	98.3	Memphis, TN	FDX1422	545
B777-200	97.4	London, England	BAW273	1905
B757-200	96.7	Houston, TX	UAL641	1050
B757-200	96.6	Newark, NJ	UAL833	1145
B777-200	96.6	Tokyo, Japan	JAL66	930
B767-300	96.3	Honolulu, HI	HAL16	2200
A300-600F	96.3	Memphis, TN	FDX906	1720
B767-300F	96.3	Honolulu, HI	UPS2968	1520
B757-200	96.2	Phoenix, AZ	AWE1197	1805
B737-400	96.0	Seattle, WA	ASA486	1735
B737-400	95.8	Puerto Vallarta, MX	ASA243	1625
B767-200	95.7	Phoenix, AZ	ABX505	735
B767-300	95.6	New York, NY	AAL145	2030
B757-200	95.6	Denver, CO	UAL630	1900
B737-400	95.6	Seattle, WA	ASA484	1515
MD-80	95.5	Dallas/Fort Worth, TX	AAL1413	1150
MD-80	95.2	Dallas/Fort Worth, TX	AAL1109	1830
B737-300	95.2	Las Vegas, NV	SWA578	1745
B757-200	95.2	Atlanta, GA	DAL2291	1715
B737-300	95.2	Phoenix, AZ	SWA212	715
B757-200	95.1	Atlanta, GA	DAL2267	1240
B757-200	95.0	Dulles, VA	UAL240	2033
B737-300	95.0	Denver, CO	SWA3236	1730
B737-900	95.0	Houston, TX	UAL648	1420
B737-800	95.0	Portland, OR	ASA578	1340
B737-300	95.0	Las Vegas, NV	SWA183	1130
B737-500	95.0	San Jose, CA	SWA218	1105

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
February 19 through February 21, 2013**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-300	95.0	Phoenix, AZ	SWA511	1045
A300-600F	95.0	Ontario, CA	FDX1860	430
B737-700	94.9	Reno, CA	SWA2448	2230
B757-200	94.9	Chicago, IL	UAL395	1945
MD-80	94.9	Dallas/Fort Worth, TX	AAL1475	1505
B757-200	94.9	Denver, CO	UAL573	1225
MD-80	94.8	Dallas/Fort Worth, TX	AAL455	2150
B737-800	94.8	Dallas/Fort Worth, TX	AAL671	1640
MD-80	94.7	Dallas/Fort Worth, TX	AAL403	2300
B737-900	94.7	Denver, CO	UAL1733	2120
B757-200	94.7	San Francisco, CA	UAL519	2100
B737-800	94.7	Baltimore, MD	SWA2945	1140
B757-200	94.6	Atlanta, GA	DAL1567	1930
B737-800	94.6	Dulles, VA	UAL1454	1120
B737-400	94.6	Portland, OR	ASA232	850
MD-80	94.5	Dallas/Fort Worth, TX	AAL1121	2015
B737-800	94.5	Chicago, IL	AAL779	1515
MD-80	94.5	Dallas/Fort Worth, TX	AAL1219	1320
B737-300	94.5	El Paso, TX	SWA3046	1150
B737-300	94.5	Sacramento, CA	SWA2178	725
B737-900	94.4	Chicago, IL	UAL1588	1425
B737-900	94.4	San Francisco, CA	UAL1686	1400
B737-300	94.4	Sacramento, CA	SWA2680	1300
B737-800	94.4	Chicago, IL	AAL2079	1130

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
February 19 through February 21, 2013**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	105.0	Dallas/Fort Worth, TX	AAL1380	740
MD-80	104.8	Dallas/Fort Worth, TX	AAL1800	835
MD-80	104.8	Dallas/Fort Worth, TX	AAL1710	1250
MD-80	104.6	Dallas/Fort Worth, TX	AAL872	1420
MD-80	104.1	Dallas/Fort Worth, TX	AAL1448	635
MD-80	104.0	Dallas/Fort Worth, TX	AAL2092	935
MD-80	103.7	Dallas/Fort Worth, TX	AAL1740	1555
B777-200	102.4	London, England	BAW272	2140
MD-80	101.7	Phoenix, AZ	RPN111	2115
MD-10F	100.6	Indianapolis, IN	FDX3613	710
MD-10F	100.4	Memphis, TN	FDX821	715
MD-10F	100.1	Indianapolis, IN	FDX1654	1940
A321	100.0	Charlotte, NC	AWE199	2240
B767-300	99.7	Honolulu, HI	HAL15	1105
B777-200	99.2	Tokyo, Japan	JAL65	1205
B737-800	99.1	Detroit, MI	DAL1248	730
B737-800	98.8	Chicago, IL	UAL1043	640
B737-800	98.7	Kahului, HI	ASA823	710
B737-400	98.7	Portland, OR	ASA243	1850
B737-800	98.7	Newark, NJ	UAL1228	2150
B737-800	98.2	New York, NY	DAL2084	705
B737-800	98.0	Newark, NJ	UAL1552	635
B737-800	98.0	Newark, NJ	UAL1114	1240
B737-400	97.8	Seattle, WA	ASA227	1810
B737-800	97.6	Honolulu, HI	ASA895	1110
MD-90	97.5	Minneapolis, MN	DAL1864	655
B737-400	97.4	Seattle, WA	ASA491	1630
A319	97.3	Toronto, Canada	ACA778	1350
B737-400	97.3	Portland, OR	ASA579	1900
B737-800	97.2	Chicago, IL	AAL1096	640

**TABLE 2****QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
February 19 through February 21, 2013**

<b><u>AIRCRAFT TYPE</u></b>	<b><u>DECIBELS (SENEL)</u></b>	<b><u>ARRIVING FROM</u></b>	<b><u>FLIGHT NUMBER</u></b>	<b><u>TIME OF DAY</u></b>
B737-400	97.1	Puerto Vallarta, Mexico	ASA232	1005
B737-800	97.1	Calgary, Canada	WJA1565	1215
B737-800	97.0	Chicago, IL	AAL674	1230
B737-800	96.9	Chicago, IL	AAL1438	920
B737-900	96.9	Denver, CO	UAL1179	1540
B737-800	96.9	Orlando, FL	ASA760	2220
MD-90	96.7	Minneapolis, MN	DAL1687	1235
B737-900	96.7	Houston, TX	UAL1074	1535
B737-800	96.6	Detroit, MI	DAL867	1140
A320	96.5	New York, NY	JBU186	2115
B757-200	96.1	Dulles, VA	UAL546	805
B737-800	96.0	Seattle, WA	ASA497	810
B737-800	96.0	Baltimore, MD	SWA3034	1320
B737-900	95.9	San Francisco, CA	UAL1210	640
B767-300	95.9	New York, NY	AAL160	745
B737-800	95.9	Chicago, IL	AAL528	1625
A320	95.9	Philadelphia, PA	AWE159	2225
B737-800	95.9	Dulles, VA	UAL238	2230
B737-800	95.8	Salt Lake City, UT	DAL1408	635
B737-800	95.8	Seattle, WA	ASA489	640
A300-600F	95.8	Memphis, TN	FDX1222	1930
A320	95.7	New York, NY	JBU190	1305
B757-200	95.7	Atlanta, GA	DAL1792	2305
B737-700	95.6	Baltimore, MD	SWA1818	655

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

Survey of three days during the First Quarter of 2013  
 These numbers are the averages for operations for February 19 to February 21, 2013

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+	30	8	2	29	4	7							80
A330+													0
B712													0
B72Q													0
B733+	81	26	15	88	17	16							243
B747+													0
B757+	6	4	1	10		2							23
B767+	2	1	1	3	1	1							9
B777+		1			1								2
B787+													0
DC10	1		2	2	1								6
DC8+													0
DC9Q													0
E170/90													0
MD80+	5	2	1	6	1	1							16
MD90	1	1		1		1							4
RJ+	14	3	3	14	4	2							40
<b>TOTAL</b>	<b>141</b>	<b>46</b>	<b>26</b>	<b>153</b>	<b>31</b>	<b>30</b>							<b>427</b>

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 First Quarter of 2013 Airport Noise Mitigation received a total of 32 complaint calls from 17 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the First Quarter of 2013

<b>DIRECTION FROM AIRPORT</b>		<b>January</b>	<b>February</b>	<b>March</b>	<b>TOTAL</b>
	Del Cerro			1	1
<b>NORTH</b>	Hillcrest			1	1
	Mission Hills	2			2
	North Park	1			1
	College Area		3		3
<b>EAST</b>	Downtown S.D.			1	1
	Spring Valley	1			1
	Famosa			2	2
	Loma Portal	9	3	2	14
<b>WEST</b>	Ocean Beach	1			1
	Point Loma		3	2	5
<b>TOTAL COMPLAINTS</b>		14	9	9	32

The 32 complaint calls recorded during the First Quarter 2013 reflect an increase of 7 calls from the 25 received during the First Quarter of 2012.

Appendix D: Aircraft Noise Complaints contains 2013 year to date complaint statistics.

## ENFORCEMENT ACTIONS

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

The following is a summary of First Quarter 2013 Final Enforcement Actions.

<b>FIRST QUARTER 2013 --- FINAL ACTIONS</b>				
<b>Date</b>	<b>Local Time</b>	<b>Flight Information Carrier or Tail #</b>	<b>Aircraft Type &amp; Stage</b>	<b>Disposition</b>
1/05/2013	0029L	British Airways 272	B772 ; Stage 3	\$2,000
1/14/2013	0304L	Spirit Airlines 245	A319 ; Stage 3	\$2,000
1/21/2013	0034L	British Airways 272	B772 ; Stage 3	No Penalty
1/25/2013	2331L	United Airlines 238	A320 ; Stage 3	No Penalty
1/31/2013	2352L	jetBlue Airways 186	A320 ; Stage 3	No Penalty
2/02/2013	2351L	American Medical Concepts (N777AM)	ASTR ; Stage 3	\$2,000
2/05/2013	2345L	Pegasus Elite Aviation 26	GLF4 ; Stage 3	\$2,000
2/08/2013	2335L	US Airways 199	A321 ; Stage 3	\$2,000
2/12/2013	0123L	jetBlue Airways 186	A320 ; Stage 3	No Penalty
3/10/2013	2339L	United Airlines 849	B752 ; Stage 3	No Penalty
3/13/2013	2345L	Delta Air Lines 1792	B752 ; Stage 3	No Penalty
3/25/2013	2349L	British Airways 272	B772 ; Stage 3	\$6,000
3/27/2013	0108L	British Airways 272	B772 ; Stage 3	\$10,000

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, Groups 2-6	210	100%
Phase 6, Group 7	27	90% complete
Phase 6, Group 8	41	90% complete
Phase 6, Group 9	28	60% complete
Phase 6, Group 10	30	80% complete
Phase 6, Group 11	27	80% complete
Phase 6, Group 12A	27	50% complete
Phase 6, Group 12B	26	40% complete
Phase 7, Group 1	24	50% complete
Phase 7, Group 2	68	40% complete
Phase 7, Group 3	30	40% complete
Phase 7, Group 4	20	40% complete
Phase 7, Group 5	25	40% complete
Phase 7, Group 6	42	20% complete
Phase 7, Group 7	47	40% complete
Phase 7, Group 8	20	10% complete



## **AIRPORT NOISE ADVISORY COMMITTEE**

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For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the January 16<sup>th</sup>, 2013 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](http://www.san.org/airport_authority/airport_noise/anac.asp)

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**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):

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Noise Impact Area = 0.665 sq. miles; Military Noise Impact Area = 0.196 sq. miles

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

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

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

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

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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:

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McDonnell-Douglas MD-80 Series (Stage 3): 1334

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

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44,471

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

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35,279

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7. Percentage of Air Carrier operations by aircraft certificated under FAR Part 36, Stage III:

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100%

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8. Number of Commuter operations during the calendar quarter:

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5,535

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

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3,565

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

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92

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Form DOA 618, 11/21/89

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

**AIRCRAFT NOISE MONITORING SYSTEM**

Noise Monitoring Locations\_\_\_\_\_B1

Noise System Thresholds\_\_\_\_\_B2

CNEL Log for January 2013\_\_\_\_\_B3

CNEL Log for February 2013\_\_\_\_\_B4

CNEL Log for March 2013\_\_\_\_\_B5

## APPENDIX B1

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

RMT #	Location	<sup>C</sup> 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 January 1, 2013 to March 31, 2013

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

**KEY:**

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

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

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

**APPENDIX B3****SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log  
January 2013**

<b>Date</b>	<b>RMT 1</b>	<b>RMT 2</b>	<b>RMT 3</b>	<b>RMT 4</b>	<b>RMT 6</b>	<b>RMT 7</b>	<b>RMT 9</b>	<b>RMT 10</b>	<b>RMT 11</b>	<b>RMT 12</b>	<b>RMT 13</b>
1	68.8	64.8	64.1	64.2	67.6	73.1	65.3	62.6	70.0	60.2	62.9
2	71.6	67.0	65.6	65.2	68.0	73.2	67.4	62.4	69.6	61.4	62.3
3	69.8	66.3	65.4	64.2	68.7	73.6	66.3	62.5	70.4	60.8	62.1
4	69.9	65.4	65.0	63.9	68.1	72.4	65.9	61.1	68.9	59.1	60.5
5	70.0	65.8	64.9	63.8	67.8	73.3	66.2	62.1	69.7	59.7	61.8
6	72.0	68.5	63.3	65.3	69.1	74.4	67.9	64.2	71.2	62.0	64.0
7	70.7	66.0	67.5	64.4	69.0	73.8	64.6	63.6	70.7	61.6	63.6
8	70.9	66.2	66.0	64.6	67.8	73.4	67.3	62.2	70.5	60.7	62.5
9	71.8	67.3	65.7	65.3	69.7	74.2	67.3	63.6	71.2	61.9	63.4
10	72.6	68.9	66.3	66.0	70.4	72.6	66.2	65.0	69.7	62.8	63.4
11	71.4	67.8	65.9	64.9	68.7	73.1	64.6	63.8	70.2	61.9	63.4
12	69.0	65.5	62.9	62.7	67.2	73.2	60.0	62.6	69.8	60.2	62.5
13	69.1	65.9	63.5	63.4	67.5	73.3	61.4	62.5	70.2	60.6	62.9
14	67.8	64.3	64.0	63.5	67.7	72.3	62.7	62.4	69.3	60.7	62.3
15	69.6	65.3	65.4	63.3	66.5	70.3	64.0	60.8	67.3	58.8	59.8
16	70.5	64.9	65.9	63.9	68.3	72.8	65.1	62.2	69.6	60.6	61.9
17	71.1	65.3	65.8	64.3	68.8	73.2	67.1	62.2	69.7	61.0	62.1
18	69.4	64.8	67.1	63.6	67.6	72.8	66.3	61.4	69.4	60.0	61.5
19	66.2	62.1	62.8	60.6	67.1	72.2	62.0	60.2	68.7	58.5	60.3
20	67.1	63.6	64.0	62.5	66.2	72.2	61.2	59.6	68.4	57.0	60.2
21	65.1	62.9	63.0	61.6	67.6	72.7	64.4	60.3	69.1	58.5	60.9
22	66.6	63.0	62.0	61.8	66.4	71.0	64.3	59.1	67.2	58.7	59.3
23	69.4	65.5	*	64.2	68.5	73.0	66.5	61.8	69.9	60.3	62.4
24	71.5	66.6	*	64.8	68.2	74.0	64.5	62.9	71.3	61.5	64.0
25	69.6	64.8	*	64.3	68.8	76.4	69.7	63.5	74.2	61.9	65.4
26	66.8	62.6	65.8	68.8	66.4	74.5	65.7	59.0	72.0	57.0	60.7
27	70.8	67.1	*	64.6	69.0	73.7	66.3	63.5	70.9	61.3	63.7
28	71.1	67.3	67.0	64.9	69.3	73.0	67.8	61.3	70.2	62.0	63.6
29	71.3	67.1	64.3	64.9	69.1	74.0	67.8	63.8	71.0	61.9	63.9
30	70.9	66.3	66.1	64.1	68.7	73.4	68.8	62.7	70.5	60.8	63.1
31	71.8	68.3	65.7	65.1	69.1	74.2	68.0	62.9	70.7	62.1	63.8
<b>Month</b>	<b>70.2</b>	<b>66.0</b>	<b>64.9</b>	<b>64.4</b>	<b>68.3</b>	<b>73.3</b>	<b>66.1</b>	<b>62.4</b>	<b>70.3</b>	<b>60.7</b>	<b>62.6</b>

\* = Not in service

### **APPENDIX B3**

#### **SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

##### **Daily CNEL Log January 2013**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
<b>1</b>	66.1	63.2	63.2	61.7	60.9	60.4	58.5	63.2	62.6	62.4	63.1	61.9
<b>2</b>	64.6	66.2	65.2	62.5	63.2	60.5	57.8	62.7	62.2	62.5	61.9	64.1
<b>3</b>	65.0	65.4	63.8	60.8	63.7	60.4	57.6	62.7	61.6	62.1	62.4	63.2
<b>4</b>	63.5	64.7	63.7	60.7	62.0	58.1	55.7	60.6	60.7	60.5	60.3	62.3
<b>5</b>	64.9	64.3	63.6	60.1	62.2	59.6	56.6	62.4	61.7	61.8	61.8	62.7
<b>6</b>	66.7	66.9	66.1	61.0	63.0	62.1	59.6	64.4	63.4	64.1	64.0	65.6
<b>7</b>	66.7	65.3	64.6	58.8	57.3	62.7	60.5	64.2	63.1	63.5	65.2	64.8
<b>8</b>	66.1	65.1	64.2	61.4	63.3	60.1	57.8	62.7	62.2	62.3	62.9	62.7
<b>9</b>	67.0	66.0	64.8	62.1	63.2	61.0	58.8	63.7	62.9	63.2	63.8	64.5
<b>10</b>	66.6	67.2	67.0	63.3	62.2	64.5	60.5	64.0	63.9	63.8	64.4	66.4
<b>11</b>	66.3	66.6	65.7	56.3	60.6	62.1	60.5	63.7	64.0	63.4	64.5	64.8
<b>12</b>	65.9	63.5	63.5	52.7	55.3	59.8	57.7	62.9	62.1	62.2	62.8	62.4
<b>13</b>	66.1	64.0	64.2	54.3	58.2	60.6	59.1	63.3	61.5	62.6	63.7	63.3
<b>14</b>	64.9	62.9	62.7	55.6	58.4	59.6	57.8	61.9	60.8	61.7	62.4	61.0
<b>15</b>	63.1	63.9	63.7	57.3	58.7	57.9	55.5	60.1	58.7	60.2	60.4	62.7
<b>16</b>	65.9	64.4	63.3	59.6	60.5	60.1	58.2	62.2	60.7	62.0	63.1	62.7
<b>17</b>	65.5	65.0	63.5	63.9	64.0	59.6	57.3	62.4	60.7	62.7	62.5	62.7
<b>18</b>	65.3	65.9	63.5	60.1	63.6	58.7	56.9	61.7	60.0	61.7	61.9	62.0
<b>19</b>	63.8	61.8	60.4	57.9	60.5	58.1	56.0	60.8	59.6	60.2	60.8	59.5
<b>20</b>	63.6	62.5	62.3	56.8	57.0	57.7	55.8	60.6	59.5	59.9	60.7	60.8
<b>21</b>	63.5	61.3	61.5	56.1	59.7	58.0	55.0	61.0	60.4	60.7	60.4	60.0
<b>22</b>	63.0	61.4	61.6	54.7	60.6	56.3	54.0	59.4	59.6	59.5	59.7	59.9
<b>23</b>	65.9	63.7	63.3	62.1	62.6	59.2	56.9	62.4	62.6	62.9	61.9	58.4
<b>24</b>	67.1	64.5	64.9	56.9	59.6	61.1	58.8	64.5	63.2	63.8	63.7	63.2
<b>25</b>	69.8	63.1	62.6	57.1	64.7	62.0	59.1	65.3	64.3	65.0	64.7	62.9
<b>26</b>	67.3	61.3	60.8	64.3	61.6	56.4	54.1	60.8	59.5	59.2	60.3	55.0
<b>27</b>	64.5	65.2	64.9	59.3	62.4	61.6	59.3	63.8	64.1	63.8	64.0	66.3
<b>28</b>	63.2	66.1	65.3	59.2	62.9	62.2	60.7	64.3	63.4	63.6	64.7	65.1
<b>29</b>	67.1	65.9	64.9	56.9	65.2	61.6	59.6	64.2	63.1	63.6	64.4	64.5
<b>30</b>	66.6	64.7	64.5	59.3	64.2	61.5	60.4	63.4	61.4	62.9	64.3	63.4
<b>31</b>	66.6	67.5	65.4	66.0	63.2	61.6	59.3	64.2	62.7	63.6	64.2	64.2
<b>Month</b>	<b>65.8</b>	<b>64.8</b>	<b>64.1</b>	<b>60.4</b>	<b>62.0</b>	<b>60.6</b>	<b>58.3</b>	<b>62.9</b>	<b>62.1</b>	<b>62.5</b>	<b>63.0</b>	<b>63.2</b>

\* = Not in service

## APPENDIX B4

### SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

#### Daily CNEL Log February 2013

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	70.9	66.3	65.4	64.7	68.5	74.0	66.0	63.4	70.9	61.7	63.0
2	69.2	65.4	63.3	63.1	69.0	73.1	65.4	61.7	70.0	59.5	62.2
3	72.4	66.2	70.1	68.9	67.7	73.7	65.0	61.8	70.9	59.7	*
4	70.3	66.4	64.8	64.9	67.7	73.4	65.9	61.8	70.5	59.4	63.8
5	71.0	67.5	*	66.9	68.6	74.8	66.1	62.9	71.6	60.3	62.7
6	71.0	66.7	63.2	64.6	68.5	74.1	64.4	63.2	71.1	61.1	63.8
7	72.1	67.8	66.1	65.1	68.9	75.2	66.1	64.2	71.2	62.3	64.9
8	72.9	68.8	64.8	66.0	69.3	72.8	67.2	64.3	70.2	62.0	64.6
9	69.9	65.4	63.6	62.8	68.2	73.7	68.3	60.9	70.7	61.6	64.7
10	70.5	65.8	63.2	64.0	68.3	74.2	66.4	63.2	71.2	61.5	65.3
11	71.3	65.8	63.8	64.0	68.7	74.4	65.0	63.6	71.5	62.2	65.3
12	71.1	66.2	63.5	63.9	68.2	73.2	63.8	62.8	70.2	61.2	64.0
13	71.9	66.6	66.6	64.8	69.2	73.7	64.8	63.4	70.8	62.1	64.8
14	71.7	66.1	67.3	65.7	68.7	73.8	67.6	63.3	70.6	61.3	64.5
15	68.9	64.3	65.2	63.1	68.2	73.2	65.7	61.9	69.9	60.7	63.2
16	66.6	62.4	60.0	61.2	65.6	71.2	63.2	58.8	67.7	57.1	60.6
17	70.5	66.2	61.8	64.1	68.0	73.5	67.2	62.9	70.8	61.0	64.6
18	70.4	66.4	62.4	64.7	68.4	74.0	66.7	63.5	71.2	61.9	65.4
19	72.0	68.5	64.2	65.9	69.3	73.5	65.8	63.9	70.4	62.3	64.9
20	72.6	67.5	65.7	65.2	69.6	72.6	66.8	64.5	70.0	63.0	64.6
21	71.5	66.2	65.4	64.7	69.0	75.6	65.2	64.1	72.6	62.3	65.8
22	71.9	66.9	65.6	65.1	69.0	74.3	68.4	63.5	71.4	61.7	64.9
23	70.3	65.7	62.4	63.9	67.8	73.5	66.4	62.2	70.7	60.5	63.9
24	69.8	64.7	62.2	63.5	67.6	73.2	67.6	62.3	70.2	60.1	64.0
25	70.0	66.5	63.8	63.8	67.6	73.1	66.8	61.9	69.5	60.3	63.7
26	70.4	65.3	66.1	63.6	68.2	73.3	68.3	62.2	70.3	61.0	63.8
27	69.7	64.2	65.3	63.2	67.5	72.3	63.7	61.0	69.1	59.8	62.3
28	68.8	63.7	64.9	63.0	67.1	72.1	65.7	60.6	68.9	59.4	61.7
<b>Month</b>	<b>70.9</b>	<b>66.3</b>	<b>64.8</b>	<b>64.7</b>	<b>68.4</b>	<b>73.6</b>	<b>66.3</b>	<b>62.8</b>	<b>70.6</b>	<b>61.1</b>	<b>64.1</b>

\* = Not in service



**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
February 2013**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
<b>1</b>	65.9	65.4	64.5	63.1	59.7	60.3	58.3	63.4	61.8	63.2	63.3	63.7
<b>2</b>	66.0	63.2	63.3	58.0	60.1	59.6	57.9	62.8	60.9	62.1	62.5	62.6
<b>3</b>	66.5	64.3	64.5	61.2	59.7	60.6	58.4	62.9	62.8	62.0	63.3	62.9
<b>4</b>	66.1	64.2	64.4	56.9	59.8	59.6	56.9	63.7	61.9	62.2	62.1	63.0
<b>5</b>	66.7	64.0	64.2	58.8	61.1	60.5	56.5	62.5	60.6	62.2	62.1	63.5
<b>6</b>	67.6	64.4	64.4	56.2	58.3	61.7	60.1	64.0	62.4	63.5	64.4	63.6
<b>7</b>	67.5	65.2	65.2	59.4	61.8	62.5	60.6	64.5	63.9	64.3	64.2	62.5
<b>8</b>	66.0	66.8	66.6	63.1	63.5	61.9	59.9	63.7	63.8	63.8	63.5	65.8
<b>9</b>	61.2	63.4	62.8	60.8	65.4	61.3	59.2	63.6	64.0	63.2	63.1	61.8
<b>10</b>	66.4	63.8	64.3	60.8	62.7	61.4	59.4	64.3	63.1	64.4	63.2	63.0
<b>11</b>	67.2	63.8	64.3	57.5	58.4	62.3	60.8	64.9	62.4	64.1	64.8	63.2
<b>12</b>	65.6	64.0	64.3	58.2	57.8	61.6	58.9	62.9	62.1	62.7	62.8	63.2
<b>13</b>	65.5	64.3	64.0	59.9	59.6	61.5	58.7	63.1	61.1	63.2	64.0	63.4
<b>14</b>	66.4	64.8	64.4	63.3	61.9	61.3	59.5	63.9	61.7	63.5	*	62.9
<b>15</b>	65.2	62.7	63.0	61.9	60.5	59.4	57.4	62.6	60.5	62.0	59.9	60.8
<b>16</b>	63.3	61.3	60.8	58.2	58.4	56.8	54.9	60.0	59.6	59.6	59.4	59.5
<b>17</b>	65.5	64.1	64.0	56.8	63.5	60.7	58.5	63.6	62.2	63.3	63.1	63.2
<b>18</b>	66.8	64.4	64.3	57.3	62.3	62.1	59.9	64.9	63.0	64.3	63.8	63.6
<b>19</b>	66.4	66.4	65.7	61.2	62.4	61.9	59.7	64.1	63.0	64.2	63.2	65.3
<b>20</b>	66.2	66.1	65.3	63.5	63.7	63.8	61.3	64.4	*	64.3	64.5	64.7
<b>21</b>	67.5	64.7	64.7	56.7	63.5	62.0	60.1	65.3	64.9	64.8	64.1	64.4
<b>22</b>	66.5	64.9	64.8	63.4	62.7	62.0	59.8	64.2	61.8	63.6	63.8	63.6
<b>23</b>	66.1	63.6	63.3	58.8	61.0	61.0	58.8	63.2	61.5	62.6	62.8	62.5
<b>24</b>	65.2	62.8	63.4	57.0	63.4	60.6	58.3	63.2	62.3	62.7	62.4	61.1
<b>25</b>	63.8	63.3	63.4	64.0	61.0	59.4	56.6	62.0	60.1	61.8	60.8	62.0
<b>26</b>	65.8	62.7	63.1	61.3	64.5	61.4	59.0	63.0	60.8	62.5	62.8	61.4
<b>27</b>	64.0	62.4	62.7	56.8	57.6	59.3	56.9	61.5	59.6	61.1	61.1	61.2
<b>28</b>	63.8	62.1	62.3	62.3	61.2	58.6	55.9	61.1	59.3	60.8	60.0	59.9
<b>Month</b>	<b>65.9</b>	<b>64.2</b>	<b>64.1</b>	<b>60.6</b>	<b>61.8</b>	<b>61.1</b>	<b>58.9</b>	<b>63.5</b>	<b>62.1</b>	<b>63.1</b>	<b>62.8</b>	<b>63.0</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
March 2013**

<b>Date</b>	<b>RMT 1</b>	<b>RMT 2</b>	<b>RMT 3</b>	<b>RMT 4</b>	<b>RMT 6</b>	<b>RMT 7</b>	<b>RMT 9</b>	<b>RMT 10</b>	<b>RMT 11</b>	<b>RMT 12</b>	<b>RMT 13</b>
<b>1</b>	69.7	64.0	64.8	63.1	67.4	72.7	65.6	60.8	69.2	59.6	62.5
<b>2</b>	67.8	63.3	61.3	62.3	66.5	72.6	62.3	60.2	69.0	58.4	61.5
<b>3</b>	71.6	67.1	63.0	64.6	67.8	73.3	64.2	62.0	70.0	59.9	63.7
<b>4</b>	70.9	66.1	63.4	64.8	68.7	74.2	66.1	63.5	71.6	61.5	67.2
<b>5</b>	71.6	67.6	66.0	66.0	68.7	73.6	65.1	63.4	70.8	61.3	64.5
<b>6</b>	71.3	67.0	67.0	65.9	69.0	73.2	65.5	63.1	70.9	61.9	65.2
<b>7</b>	71.8	67.7	65.3	66.3	68.8	75.3	66.8	63.6	72.3	62.4	65.7
<b>8</b>	73.5	68.9	67.1	66.9	70.2	74.1	68.4	64.9	71.2	63.3	65.4
<b>9</b>	71.7	67.8	64.5	65.3	68.7	72.2	64.6	63.0	69.5	61.0	64.2
<b>10</b>	71.1	66.1	63.7	65.0	68.7	74.8	63.0	63.5	71.6	61.3	64.9
<b>11</b>	70.7	66.3	65.0	65.1	70.0	74.5	67.3	63.5	71.3	61.8	64.5
<b>12</b>	71.0	65.6	66.3	66.9	69.6	75.1	67.0	63.3	71.0	61.1	63.4
<b>13</b>	68.2	63.8	64.2	65.6	68.4	76.3	65.5	60.8	71.3	57.9	62.1
<b>14</b>	70.6	65.8	65.7	67.1	68.4	76.4	66.8	61.8	72.3	59.8	63.8
<b>15</b>	69.4	63.9	65.7	68.2	69.1	77.5	67.0	60.7	74.1	57.8	63.7
<b>16</b>	70.8	67.2	63.1	65.2	68.6	75.2	66.8	62.6	71.8	59.8	63.9
<b>17</b>	70.9	66.8	62.8	65.0	68.7	74.8	66.6	63.8	71.8	61.3	65.1
<b>18</b>	70.8	66.5	62.9	64.7	69.8	74.4	66.4	64.4	71.5	62.7	65.8
<b>19</b>	72.0	67.9	65.1	65.6	69.6	74.8	67.0	63.7	72.0	62.2	65.7
<b>20</b>	71.4	67.4	65.8	65.7	69.3	75.0	65.2	63.7	72.1	61.9	65.2
<b>21</b>	72.0	67.8	66.6	66.5	69.4	75.8	69.2	64.4	73.3	62.6	66.1
<b>22</b>	72.6	67.8	65.3	66.0	69.1	75.2	67.2	63.9	71.9	62.5	66.1
<b>23</b>	71.3	67.1	64.1	65.6	68.1	74.4	65.7	62.9	71.4	61.2	65.3
<b>24</b>	70.6	66.3	63.1	66.2	68.4	75.1	66.4	63.4	71.8	60.7	65.3
<b>25</b>	71.1	66.4	63.8	65.0	69.5	74.8	66.5	63.8	71.7	61.9	65.1
<b>26</b>	71.3	66.7	64.3	65.9	68.6	74.9	66.1	63.0	71.9	60.6	64.0
<b>27</b>	71.5	67.5	64.3	65.9	69.8	74.9	66.9	64.0	71.9	62.0	65.6
<b>28</b>	72.2	67.9	66.6	65.8	69.3	74.9	66.2	63.9	71.7	62.3	65.2
<b>29</b>	72.0	67.7	65.7	65.7	68.9	74.8	65.6	63.5	71.9	61.0	64.9
<b>30</b>	71.0	66.8	63.1	64.0	68.0	73.8	65.4	62.7	70.7	60.5	64.1
<b>31</b>	70.5	66.6	62.7	64.5	68.0	74.0	65.2	63.3	71.0	61.2	64.9
<b>Month</b>	<b>71.2</b>	<b>66.8</b>	<b>64.8</b>	<b>65.6</b>	<b>68.9</b>	<b>74.7</b>	<b>66.3</b>	<b>63.2</b>	<b>71.6</b>	<b>61.3</b>	<b>64.8</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
March 2013**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
<b>1</b>	64.3	62.9	62.4	63.6	60.3	58.8	56.3	61.8	60.6	61.8	60.6	60.5
<b>2</b>	63.4	62.1	61.4	57.7	57.3	58.0	55.6	61.0	60.0	60.4	60.1	59.8
<b>3</b>	64.9	64.7	65.1	55.7	62.0	60.0	57.3	63.0	62.2	62.7	61.6	63.7
<b>4</b>	66.5	64.1	64.2	56.4	61.3	62.2	59.5	64.7	62.6	64.2	63.8	63.2
<b>5</b>	66.5	65.2	65.1	58.3	60.1	61.9	59.2	63.6	61.5	63.3	63.5	64.0
<b>6</b>	66.6	64.7	64.9	57.4	58.9	62.3	60.0	64.7	63.0	64.1	64.0	63.7
<b>7</b>	67.4	65.6	65.5	57.2	61.9	62.3	60.2	65.0	63.7	64.7	64.0	64.8
<b>8</b>	66.6	66.9	66.4	64.5	64.8	62.8	60.7	64.8	64.7	64.9	64.1	65.6
<b>9</b>	65.2	65.2	65.2	61.0	59.6	61.6	59.6	63.7	63.7	63.2	63.1	64.0
<b>10</b>	66.5	64.0	65.0	56.0	55.3	61.9	59.6	64.4	62.4	63.4	63.8	62.6
<b>11</b>	65.9	63.7	64.2	58.6	62.7	61.5	60.1	64.1	61.5	63.5	63.0	62.1
<b>12</b>	66.0	63.1	63.8	64.4	63.8	61.8	60.0	62.8	60.7	61.8	63.1	62.9
<b>13</b>	66.4	61.4	62.1	60.3	60.0	59.4	58.1	61.3	57.7	60.2	61.3	60.2
<b>14</b>	66.5	63.5	63.7	60.8	60.8	60.6	58.0	62.7	60.6	62.6	61.7	61.8
<b>15</b>	68.8	62.2	62.5	63.5	61.8	59.0	56.7	62.6	61.8	61.3	60.8	60.3
<b>16</b>	65.8	67.2	64.5	58.5	62.4	59.8	56.3	62.9	61.2	62.5	60.7	65.0
<b>17</b>	66.1	64.8	64.4	58.2	62.9	59.8	57.5	64.3	62.4	64.1	62.3	63.7
<b>18</b>	67.0	64.4	64.3	57.5	62.3	61.9	59.6	65.0	62.6	64.4	63.5	63.6
<b>19</b>	67.1	64.7	64.9	58.1	60.9	62.4	60.1	65.0	62.8	64.6	64.4	64.0
<b>20</b>	66.5	65.1	64.9	58.0	59.9	62.5	60.0	64.5	62.4	64.1	64.0	64.4
<b>21</b>	67.2	66.4	65.1	59.7	65.8	62.4	59.8	65.2	63.6	65.1	63.7	65.5
<b>22</b>	66.9	65.9	65.0	59.3	62.9	62.1	59.6	65.3	64.7	65.0	63.6	64.5
<b>23</b>	65.7	64.8	64.7	57.0	60.7	61.2	58.1	64.3	63.6	64.2	62.4	63.7
<b>24</b>	66.9	64.1	64.8	59.7	60.4	61.8	59.4	65.9	62.5	63.7	63.8	63.0
<b>25</b>	65.6	64.3	64.3	56.2	62.4	61.4	59.2	64.0	62.7	64.0	63.0	62.9
<b>26</b>	66.8	64.5	64.2	59.1	61.3	60.9	58.2	63.1	61.1	62.8	62.7	63.6
<b>27</b>	66.5	65.4	65.3	58.7	62.4	62.2	60.9	64.9	63.0	64.6	64.2	64.5
<b>28</b>	66.9	65.7	65.4	57.5	59.9	62.5	60.3	64.8	62.8	64.4	64.0	64.5
<b>29</b>	66.4	65.4	64.9	57.8	59.0	61.6	58.8	64.0	61.8	63.9	63.0	64.6
<b>30</b>	65.3	64.2	64.4	58.5	60.1	60.9	57.7	63.2	61.4	63.3	62.8	63.0
<b>31</b>	66.5	64.2	64.6	57.1	59.8	61.7	59.3	64.5	62.5	63.6	63.4	63.6
<b>Month</b>	<b>66.4</b>	<b>64.7</b>	<b>64.5</b>	<b>59.7</b>	<b>61.6</b>	<b>61.4</b>	<b>59.1</b>	<b>64.1</b>	<b>62.4</b>	<b>63.6</b>	<b>63.1</b>	<b>63.6</b>

\* = Not in service

**AIRCRAFT OPERATIONS**

Commercial Flight Operations Mix, First Quarter 2013\_\_\_\_\_C1

Commercial Flight Operations Mix, January 2013\_\_\_\_\_C2

Commercial Flight Operations Mix, February 2013\_\_\_\_\_C3

Commercial Flight Operations Mix, March 2013\_\_\_\_\_C4

Curfew Violation Summary, 1989 --- Present\_\_\_\_\_C5

APPENDIX C1

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- FIRST QUARTER 2013

6/17/2013 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																						116			116	232		
A310																										0	0	
A318								73																	1	74	148	
A319	84						188	264						429		217	46	114	57					1	1400	2800		
A320							236	6			237					713	449	261	4							1906	3812	
A321																	450									450	900	
A330+									36																	36	72	
B712																										0	0	
B71Q																										0	0	
B72Q																									5	5	10	
B733													1818													1818	3636	
B734		362																							5	367	734	
B735													20													20	40	
B736																					3					3	6	
B737		206											5149		37	41					25			4	5462	10924		
B738		671		537			251						439		8	376					23				2305	4610		
B739		32														366										398	796	
B747+																										0	0	
B752				9			470									366	47							3	895	1790		
B753																										0	0	
B762				2																		64				66	132	
B763				41			33		54															90	218	436		
B764																										0	0	
B772						84				30																114	228	
B787										8																8	16	
CRJ2												908														908	1816	
CRJ7					175							805														980	1960	
CRJ9												11					1									12	24	
DC87																										0	0	
ERJ+																										0	0	
E170/90								20																		20	40	
MD10																							193			193	386	
MD11																										0	0	
MD80+			19	590																					58	667	1334	
MD90							190																			190	380	
TOTALS	84	1271	19	1179	175	84	1368	363	90	38	237	1724	7426	429	45	2079	993	375	61	51	64	309	90	77	18631	37262		
B190																											0	0
BE99																						68				68	136	
C208																							207			207	414	
DH8D		341																								341	682	
E120												950													1	951	1902	
PA31																										0	0	
SW3/4																										61	61	122
TOTALS	84	1612	19	1179	175	84	1368	363	90	38	237	2674	7426	429	45	2079	993	375	61	51	132	516	151	78	1628	3256		

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

Other / Non-Transport Category = 1 G/A DC9Q, 1 MIL C130

APPENDIX C2

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JANUARY 2013

6/17/2013 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																						40			40	80		
A310																										0	0	
A318								23																		23	46	
A319	28						50	97						143		30	30	39	24							441	882	
A320							57	5			87					211	150	89	1							600	1200	
A321																	142									142	284	
A330+									13																	13	26	
B712																										0	0	
B71Q																										0	0	
B72Q																								2	2	4		
B733													599													599	1198	
B734		104																								104	208	
B735													1													1	2	
B736																				3						3	6	
B737		82											1754		15	25					14			1	1891	3782		
B738		222		186			120						129		5	151										813	1626	
B739		11														174										185	370	
B747+																										0	0	
B752							166									110	13									289	578	
B753																										0	0	
B762																						21				21	42	
B763				6			2		18														34			60	120	
B764																										0	0	
B772						27				1																28	56	
B788										8																8	16	
CRJ2												336														336	672	
CRJ7					62							269														331	662	
CRJ9												5					1									6	12	
DC87																										0	0	
ERJ+																										0	0	
E170/90								3																		3	6	
MD10																										67	134	
MD11																										0	0	
MD80+			3	203																				23		229	458	
MD90							50																			50	100	
<b>TOTALS</b>	<b>28</b>	<b>419</b>	<b>3</b>	<b>395</b>	<b>62</b>	<b>27</b>	<b>445</b>	<b>128</b>	<b>31</b>	<b>9</b>	<b>87</b>	<b>610</b>	<b>2483</b>	<b>143</b>	<b>20</b>	<b>701</b>	<b>336</b>	<b>128</b>	<b>25</b>	<b>17</b>	<b>21</b>	<b>107</b>	<b>34</b>	<b>26</b>	<b>6285</b>	<b>12570</b>		
B190																											0	0
BE99																						23				23	46	
C208																							71			71	142	
DH8D		123																								123	246	
E120												310												1		311	622	
PA31																										0	0	
SW3/4																								23		23	46	
<b>TOTALS</b>	<b>28</b>	<b>542</b>	<b>3</b>	<b>395</b>	<b>62</b>	<b>27</b>	<b>445</b>	<b>128</b>	<b>31</b>	<b>9</b>	<b>87</b>	<b>920</b>	<b>2483</b>	<b>143</b>	<b>20</b>	<b>701</b>	<b>336</b>	<b>128</b>	<b>25</b>	<b>17</b>	<b>44</b>	<b>178</b>	<b>57</b>	<b>27</b>	<b>6836</b>	<b>13672</b>		

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

Other / Non-Transport Category =

APPENDIX C3

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- FEBRUARY 2013

6/17/2013 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																						37			37	74		
A310																										0	0	
A318								23																		23	46	
A319	25						46	91						132		50	15	39	11					1	410	820		
A320							61				69					206	157	74							567	1134		
A321																	123								123	246		
A330+									10																10	20		
B712																										0	0	
B71Q																										0	0	
B72Q																									3	3	6	
B733													551													551	1102	
B734		98																						2	100	200		
B735													4													4	8	
B736																										0	0	
B737		80											1603	11	11					8				1	1714	3428		
B738		194		167			99						131	1	117					8					717	1434		
B739		9													140											149	298	
B747+																										0	0	
B752				3			144									126	10									283	566	
B753																										0	0	
B762																					21					21	42	
B763				12					18															28	58	116		
B764																										0	0	
B772						26				12																38	76	
B788																										0	0	
CRJ2												279														279	558	
CRJ7					53							255														308	616	
CRJ9												2														2	4	
DC87																										0	0	
ERJ+																										0	0	
E170/90								2																		2	4	
MD10																							60			60	120	
MD11																										0	0	
MD80+			7	182																				18		207	414	
MD90							54																			54	108	
TOTALS	25	381	7	364	53	26	404	116	28	12	69	536	2289	132	12	650	305	113	11	16	21	97	28	25	5720	11440		
B190																											0	0
BE99																					21					21	42	
C208																						64				64	128	
DH8D		106																								106	212	
E120												294														294	588	
PA31																										0	0	
SW3/4																								18		18	36	
TOTALS	25	487	7	364	53	26	404	116	28	12	69	830	2289	132	12	650	305	113	11	16	42	161	46	25	6223	12446		

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

Other / Non-Transport Category = 1 G/A DC9Q, 1 MIL C130

APPENDIX C4

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- MARCH 2013

Aircraft Type	Air Canada	Alaska	Alliant	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																						39			39	78		
A310																										0	0	
A318								27																1		28	56	
A319	31						92	76						154			1	36	22							549	1098	
A320							118	1			81					296	142	98	3							739	1478	
A321																	185									185	370	
A330+									13																	13	26	
B712																										0	0	
B71Q																										0	0	
B72Q																										0	0	
B733													668													668	1336	
B734		160																						3		163	326	
B735													15													15	30	
B736																										0	0	
B737		44											1792		11	5					3			2		1857	3714	
B738		255		184			32						179		2	108					15					775	1550	
B739		12														52										64	128	
B747+																										0	0	
B752				6			160									130	24							3		323	646	
B753																										0	0	
B762				2																		22				24	48	
B763				23			31		18														28			100	200	
B764																										0	0	
B772						31				17																48	96	
B788																										0	0	
CRJ2												293														293	586	
CRJ7					60							281														341	682	
CRJ9												4														4	8	
DC87																										0	0	
ERJ+																										0	0	
E170/90								15																		15	30	
MD10																							66			66	132	
MD11																										0	0	
MD80+			9	205																				17		231	462	
MD90							86																			86	172	
TOTALS	31	471	9	420	60	31	519	119	31	17	81	578	2654	154	13	728	352	134	25	18	22	105	28	26	6626	13252		
B190																											0	0
BE99																						24					24	48
C208																							72				72	144
DH8D		112																									112	224
E120											346																346	692
PA31																											0	0
SW3/4																								20			20	40
TOTALS	31	583	9	420	60	31	519	119	31	17	81	924	2654	154	13	728	352	134	25	18	46	177	48	26	7200	14400		

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

Other / Non-Transport Category =





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
<b>FINES</b>		<b>\$10,000</b>		<b>\$14,000</b>		<b>\$5,000</b>

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](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
<b>FINES</b>		<b>\$13,000</b>		<b>\$2,000</b>		<b>\$9,000</b>

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)	\$1,000	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		
<b>FINES</b>		<b>\$39,655</b>		<b>\$113,000</b>		<b>\$31,000</b>

QTR	1998	PENALTY	1999	PENALTY	2000	PENALTY
1ST	Southwest Delta Super Bowl Flights Western Pacific Air Eagle (GA) Exec Flt. Mgmt (GA) United Ameriflight Southwest Emery	\$1,000 \$1,000 (22) x NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 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) United American Southwest 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 \$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 Miami Air (C) 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 \$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
<b>FINES</b>		<b>\$55,000</b>		<b>\$40,000</b>		<b>\$25,000</b>

QTR	2001	PENALTY	2002	PENALTY	2003	PENALTY
1ST	Delta Aircraft Mngmt (GA) United 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) N800PM (GA) N345MC (GA) NetJets (GA) US Airways	\$1,000 \$1,000 NP \$1,000 \$1,000 \$3,000 NP \$1,000 \$1,000 \$1,000 \$1,000 NP
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	jetBlue N790FH (GA) Delta N802CC (GA) FedEx Cherry Air (C) Delta Southwest Southwest	\$1,000 \$1,000 NP NP \$1,000 \$1,000 \$1,000 \$1,000 \$3,000
<b>FINES</b>		<b>\$18,000</b>		<b>\$13,000</b>		<b>\$35,000</b>

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
<b>FINES</b>		<b>\$19,000</b>		<b>\$39,000</b>		<b>\$24,000</b>

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	\$2,000 \$10,000 \$2,000 NP NP NP NP NP NP NP NP NP NP \$10,000 NP NP \$2,000 NP	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
<b>FINES</b>		<b>\$64,000</b>		<b>\$80,000</b>		<b>\$30,000</b>

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 Mil. (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 Sun Country XB-JYZ (GA) British Airways Spirit Spirit FedEx Spirit Spirit US Airways United	NP NP NP \$2,000 NP \$2,000 \$2,000 NP \$6,000 \$2,000 NP NP \$2,000 NP
<b>FINES</b>		<b>\$94,000</b>		<b>\$118,000</b>		<b>\$48,000</b>



QTR	2013	PENALTY	2014	PENALTY	2015	PENALTY
1ST	British Airways	\$2,000				
	Spirit	\$2,000				
	British Airways	NP				
	United	NP				
	jetBlue	NP				
	N777AM (GA)	\$2,000				
	Pegasus Aviation (GA)	\$2,000				
	US Airways	\$2,000				
	jetBlue	NP				
	United	NP				
	Delta	NP				
	British Airways	\$6,000				
	British Airways	\$10,000				
2ND						
3RD						
4TH						
<b>FINES</b>		<b>\$26,000</b>				

**AIRCRAFT NOISE COMPLAINTS**

This section contains Year 2013 (to date) statistics on aircraft noise complaints received by the Airport Noise Mitigation Department.

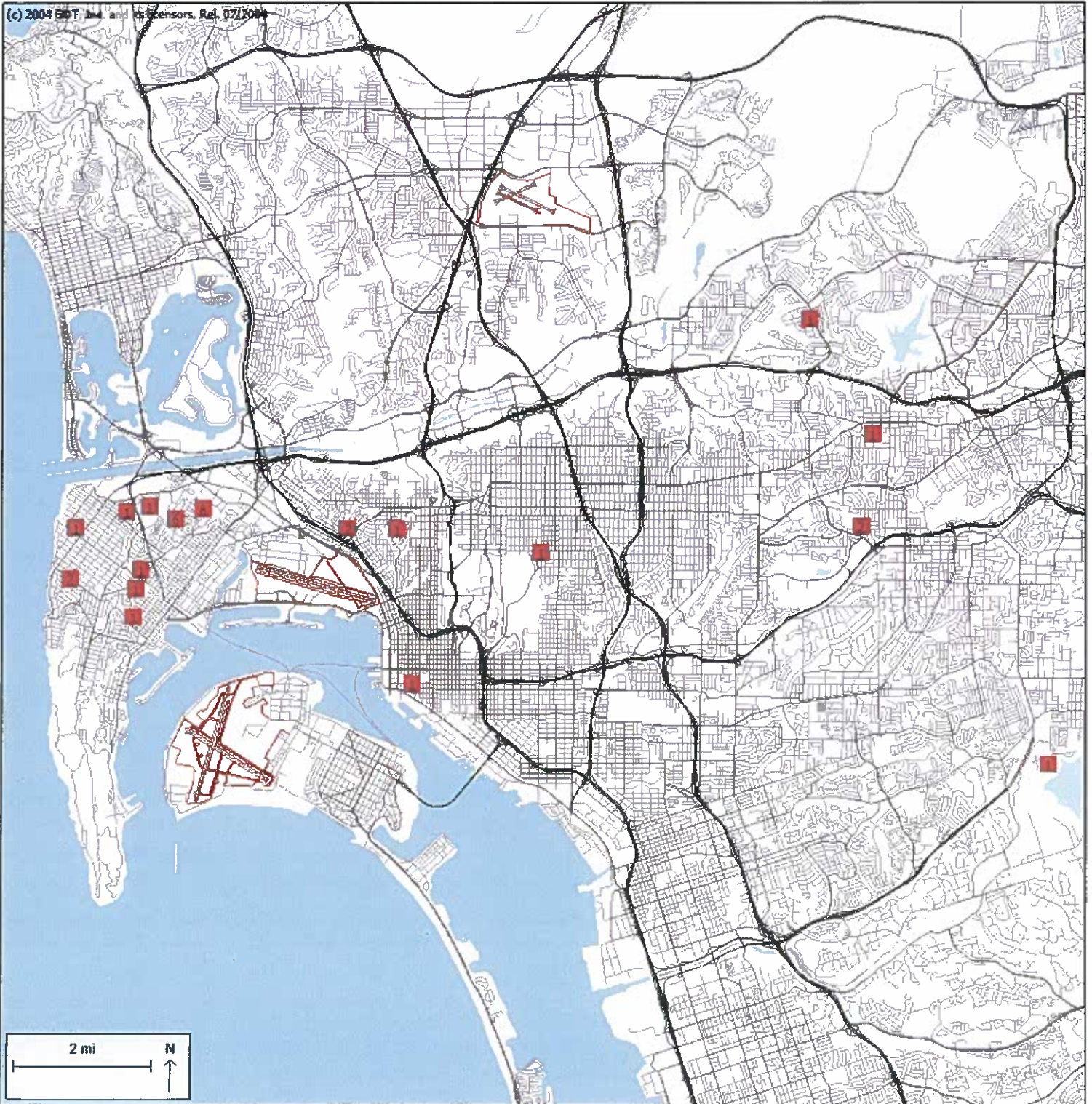


## First Quarter 2013

Aircraft Noise Complaint Caller's Location in relation to  
San Diego International Airport (SDIA)  
17 Households; 32 Complaints



SAN DIEGO  
INTERNATIONAL  
AIRPORT



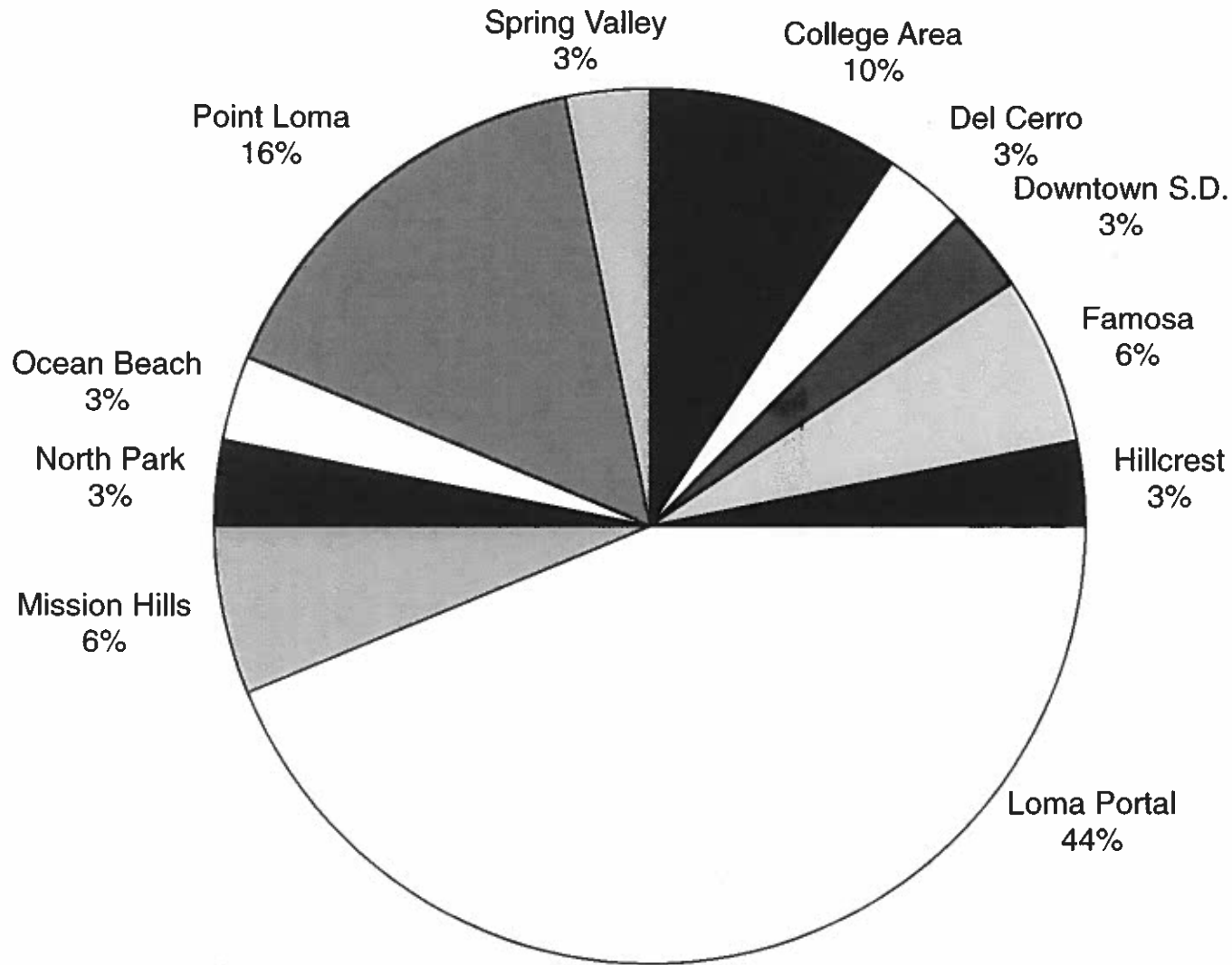
# Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO  
INTERNATIONAL  
AIRPORT

First Quarter 2013

TOTAL CALLS: 32



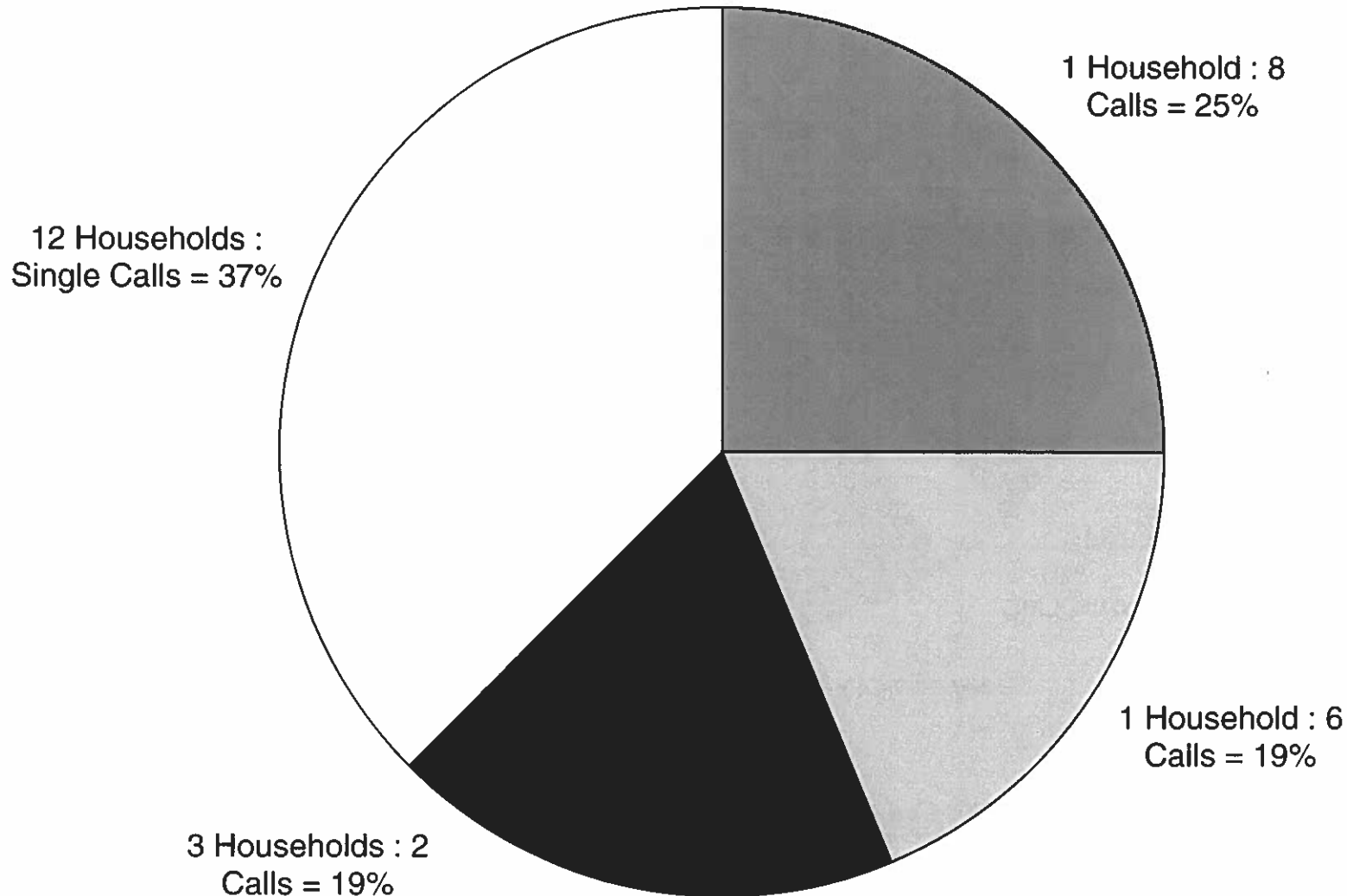
# Aircraft Noise Complaint Distribution by Household

First Quarter 2013



SAN DIEGO  
INTERNATIONAL  
AIRPORT

TOTAL CALLS: 32



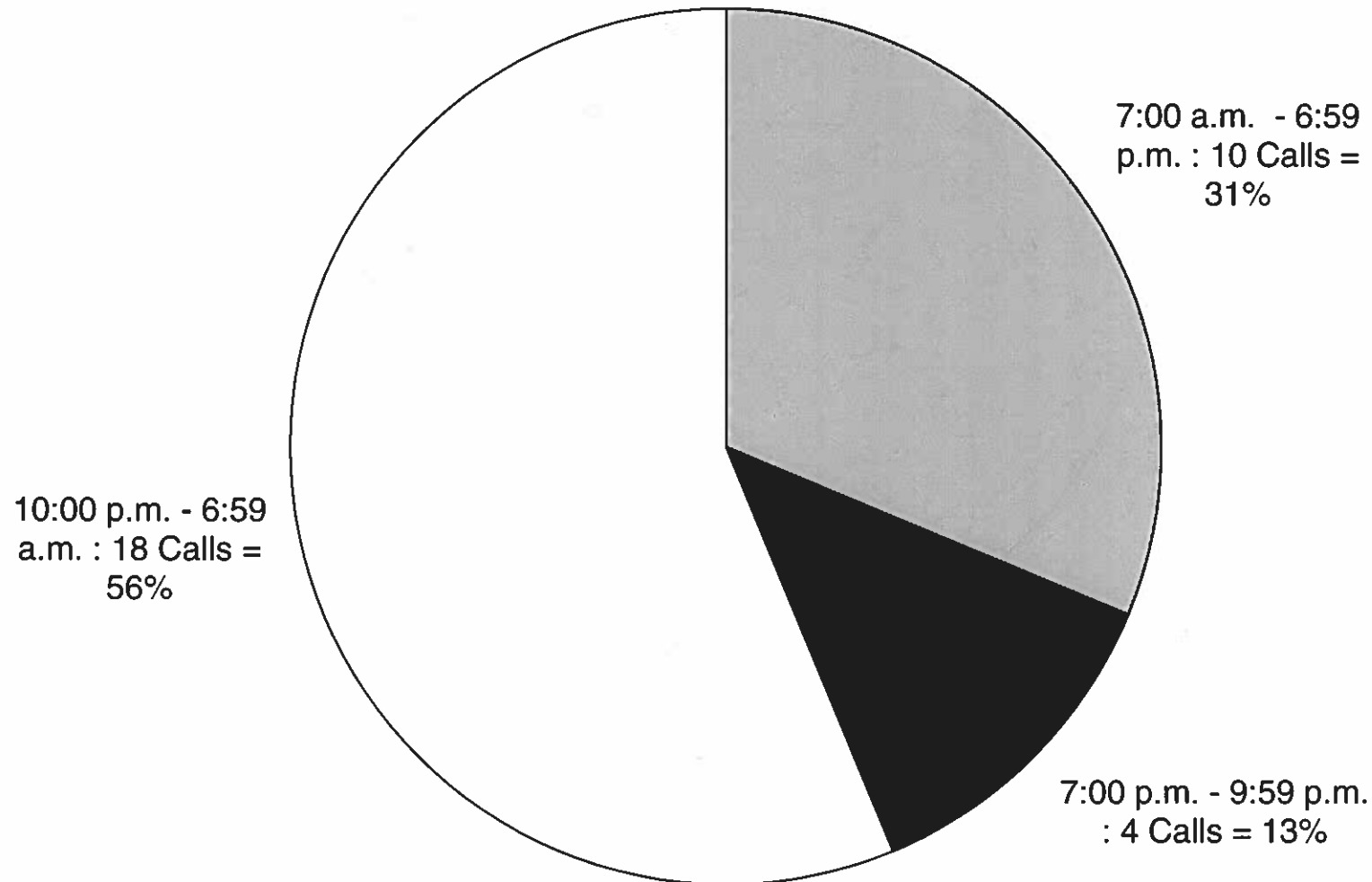
# Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO  
INTERNATIONAL  
AIRPORT

First Quarter 2013

TOTAL CALLS: 32



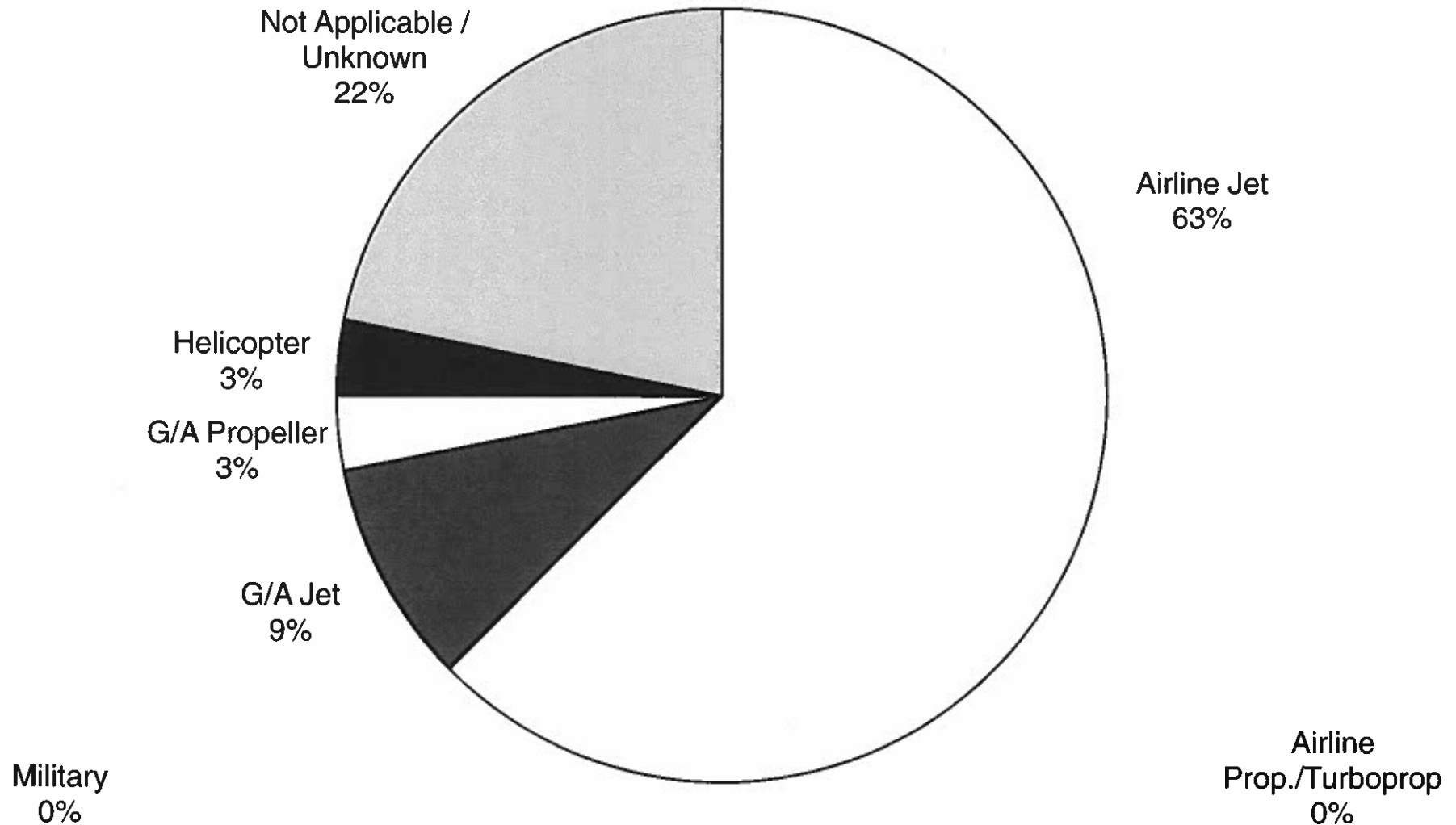
# Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO  
INTERNATIONAL  
AIRPORT

First Quarter 2013

TOTAL CALLS: 32



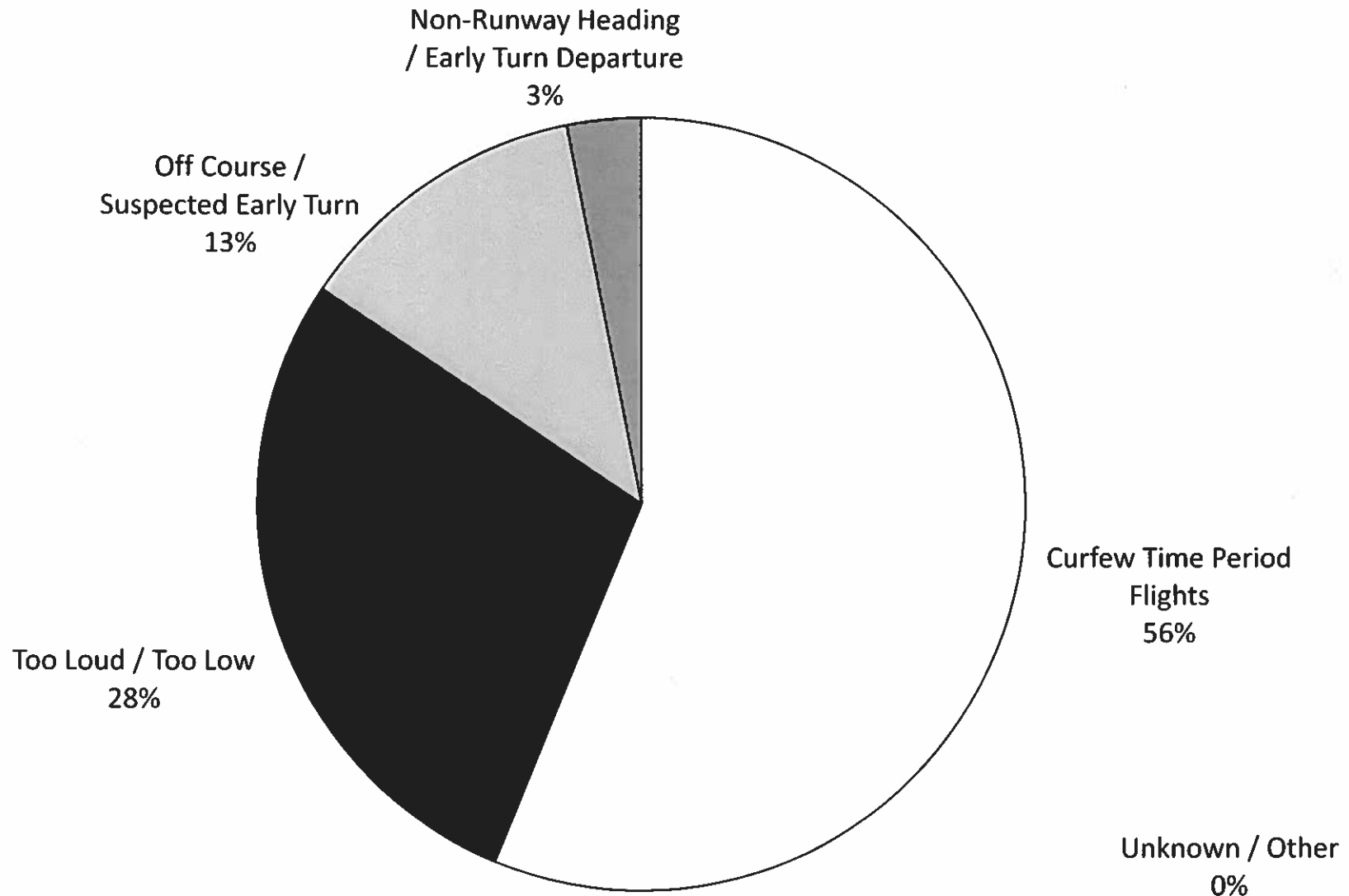
# Aircraft Noise Complaint Distribution by Cause



SAN DIEGO  
INTERNATIONAL  
AIRPORT

**TOTAL CALLS: 32**

**First Quarter 2013**



**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 January 16<sup>th</sup>, 2013.



**SAN DIEGO  
INTERNATIONAL  
AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
Meeting Minutes  
January 16, 2013**

On January 16<sup>th</sup> 2013, 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; Rob Cook, FAA Representative; Hirsch Gottschalk, Uptown Planners; Tait Galloway, City of San Diego; Jane Gawronski, PhD., Ocean Beach Planning Board; Congresswoman Susan Davis (ex-officio) Daniel Hazard; Carl Huenefeld, MCRD; David Swarens, Greater Golden Hill Planning Committee; Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Paul Webb, Peninsula Community Planning Board; Mark Butler, Facilitator; and Airport Authority Staff

**Absent:** Captain (Ret.) Jack Bewley, Retired Airline Pilot (Excused); Steven Holt, Airline Representative (ex-officio); Kirk Hanson (Community member); Michael Patton, City Council District 2 (ex-officio); Joe Scaglione, North Bay; Community Planning Board (Excused); Acoustician (Vacant); 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 October 17, 2012 meeting minutes.

Mr. Frazee provided an update on Airport Authority issues. Regarding the Green Build project, Mr. Frazee pointed out that the food and beverage master vendor contract expired at the end of 2012. Temporary vendors will have limited services until new vendors begin service in April 2013. All 87 retailers are scheduled to be operating for the August 2013 opening. As for the Green Build, it is making great progress. The installation of the passenger boarding bridges for Gates 23 and 24 has already started; the other eight bridges are in process. The terminal building interior and the terrazzo flooring is almost 85% complete. The baggage and new carousel in the bagclaim has been installed and work is about 90% complete. There are eight of ten new elevators and all escalators installed. The roadwork that is ongoing at Spruance Rd. on the landside is on schedule and under budget. Mr. Frazee informed the committee that the Airport Authority President/CEO and CFO are in New York in the process of marketing \$530 million worth of airport revenue bonds, with the money used to complete airport expansion projects.

Next, Mr. Frazee provided an update of the latest Curfew Violation Review Panel meeting. At the meeting on December 5<sup>th</sup>; 2012, the Panel evaluated six violations; five of the violations were assessed no penalty due to maintenance, and one, Hawaiian Airlines, was deferred until the next CVRP, scheduled in February, due to the air carrier station manager having just been appointed and not being able to provide relevant data regarding Hawaiian's violation.

A quorum now present, Dr. Butler requested a motion to approve the October 17<sup>th</sup> meeting minutes. The minutes were approved by a majority of the Committee, without discussion, with two members abstaining.

Next on the agenda was the annual review of the Committee's Rules and Procedures; discussion of proposed changes, additions, or deletions to that document. The first issue covered was a discussion of the proposed 2013 meeting frequency, day of week, and time. Although a few members voiced their concern about other commitments during the current ANAC meeting time, the group overwhelmingly decided that the currently scheduled meeting time and dates are best for all. Meetings for CY 2013 will be scheduled on the third Wednesday of the months of January (16), April (17), July (17), and October (16) from 4:00 – 5:30 p.m.

Mr. Frazee then explained a proposed change to the ANAC Rules and Procedures. He reiterated that the Rules and Procedures belong to the Committee, yet as a community advisory committee to the Airport Authority Board, Board members need to be aware of and authorize proposed changes impacting underlying Authority Code that legitimizes ANAC. The issue at hand was voiced by an ANAC member in 2012 when the San Diego City Council districts were re-engineered. Currently, only District 2 (west of the airport) is represented on ANAC, so an amendment to ANAC Rules and Procedures was suggested to allow representation by District 3 (east of the airport) to act for residents in that segment of SDIA's noise impact area. Mr. Frazee forwarded a suggested revision to keep the quorum the same, and add broad categories of ex-officio members (i.e. members representing the US Congress, with an alternate designee, FAA, State of California legislator or designated representative, County of San Diego Board of Supervisors, San Diego City Council, Air Transport Association, airline representative, an appointee for the Mission Beach Precise Planning Board) as opposed to specific identification to allow for redistricting efforts as they occur in the future. Mr. Butler explained further that the suggestion is to broaden without identifying specific individuals or agencies of groups that want to be represented at the committee in an ex-officio capacity, and was stimulated by the changes in the district community and could affect upcoming Variance processing. Mr. Frazee added that this will allow opportunities, and provided the motion is approved, a letter will be sent out to each relevant constituency with an invitation to join the ANAC committee. Discussion ensued; members seeking more clarification in order to put forward a motion. Dr. Butler suggested tabling the subject until the next meeting when more representation from other members and their views on the matter can be heard, as well. Further discussion ensued, which prompted Dr. Butler to call a motion to accept the changes to the committee composition as proposed, followed by a second motion to consider at the next meeting modification of the committee rules that is consistent with ANAC member's desires. A motion was made to consider ex-officio changes and a second motion at a future meeting to consider the voting member composition; motion was passed and discussion

ensued; the first motion was accepted; the second motion was agreed upon to discuss further at the next meeting where more representation will be present, which was accepted by the members present.

No public comment.

Ms. Sjohnna Knack, Manager of the Quieter Home Program (QHP), gave a residential sound insulation update. She provided the Committee with a snapshot of what QHP accomplished last year; in 2012, noting that 333 homes were completed, with 125 completed on the east and 208 on the west; 33 historical homes and 300 non-historical homes. There were 228 multi-family units and 105 single family homes completed, for a total to-date of 2,416 finished in the SDIA 67 decibel and higher noise contours, leaving just under 2,500 homes left in this segment of the Program. Approximately 900 homes in the SDIA 67 decibel noise contour are currently on the waiting list for insulation. Ms. Knack explained that the reason for the majority being non-historical and multi-family units is due to concentration of efforts to complete several large condominium units. 2012 saw the completion of the 2,000<sup>th</sup> home, completion of Point Loma Tennis Club complex, and the start of construction of Sea Colony, one of the three condominium complexes near Nimitz on the west side of the airport. \$135 million dollars has been spent in the community since program inception in 1995. A major challenge, as the Program continues, involves regulations FAA recently implemented that will significantly alter eligibility requirements for future program participants. Airports are required to submit new acoustical test plans, by 2014, which will describe how each plans to achieve results required by the new regulations. Additionally, Ms. Knack mentioned a recently conducted participant survey that showed the vast majority of homeowners were very satisfied with the work accomplished. An ANAC member asked her to explain in more detail the challenge faced regarding the sound attenuation of homes. Ms. Knack further clarified the issue. Another member asked about the participant survey and why there is less than 100% satisfaction from homeowners. Ms. Knack replied that each individual homeowner has his/her specific expectations about work accomplished on his/her home. Some requests do not meet Program capabilities due to restrictions. Staff makes an attempt to accommodate requests to the maximum extent possible within the Program boundaries.

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

[http://www.san.org/documents/airport\\_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-01-16/Presentation%20Items.pdf](http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-01-16/Presentation%20Items.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/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-01-16/Presentation%20Items.pdf](http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-01-16/Presentation%20Items.pdf)

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

[http://www.san.org/documents/airport\\_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-01-16/Presentation%20Items.pdf](http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-01-16/Presentation%20Items.pdf)

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

[http://www.san.org/documents/airport\\_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-01-16/Presentation%20Items.pdf](http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-01-16/Presentation%20Items.pdf)

No public comment.

Dr. Butler opened the floor for members with questions. Mr. Swarens question was to Ms. Knack regarding installation of steel-framed windows in Mills Act (historically designated) qualified homes and why different menus are used for Mills Act properties versus other historic properties. Ms. Knack responded to the question, and further referred Mr. Swarens to the QHP website for additional information, and offered to provide a tour of several homes that exhibited the different characteristics.

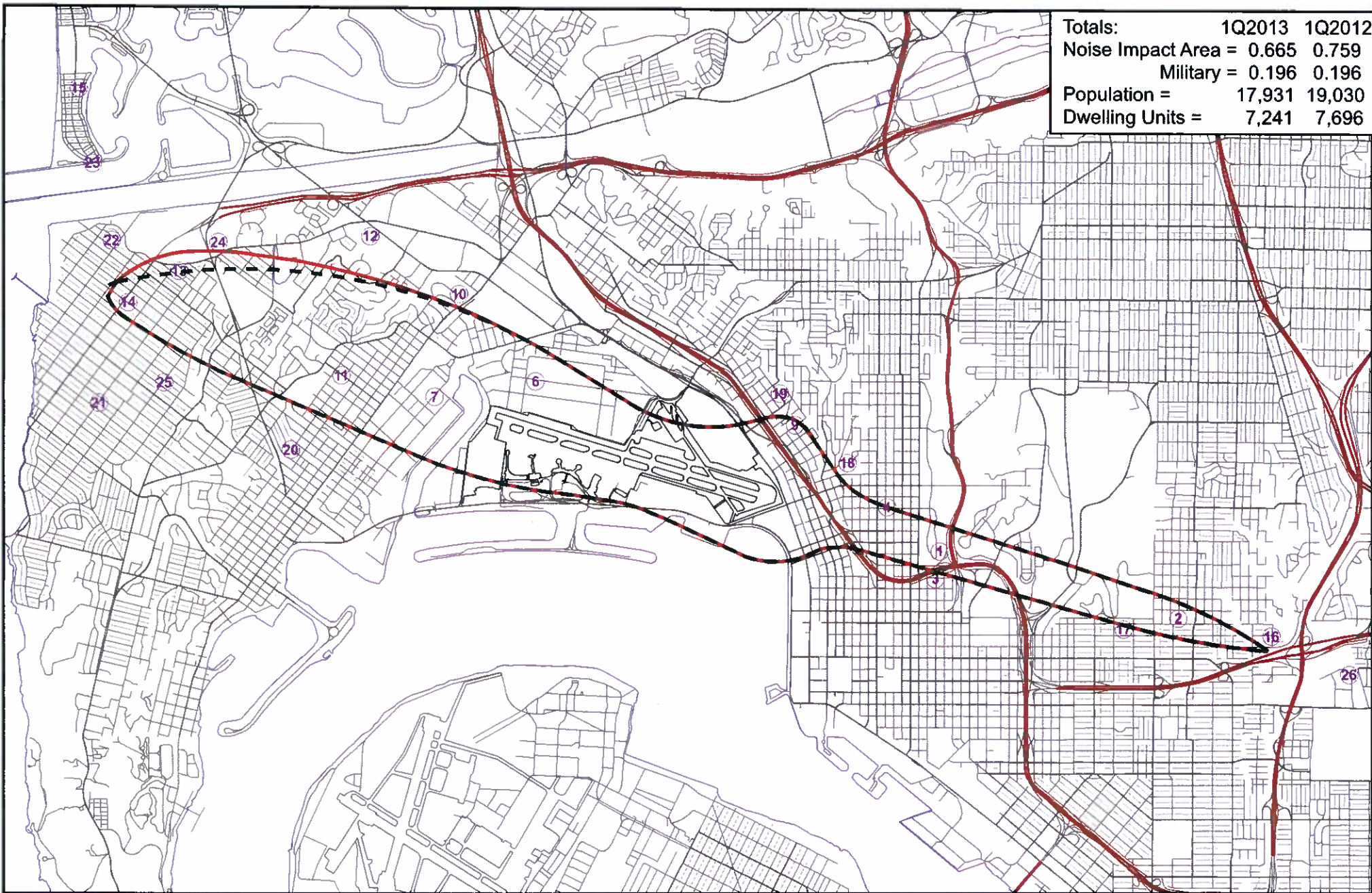
Hearing no more questions, Dr. Butler adjourned the meeting at 5:25 p.m. The next meeting is scheduled for Wednesday, April 17, 2013 at 4:00 p.m. at the Commuter Terminal in the Airport Noise Mitigation Noise Room.



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Dan Frazee  
Director, Airport Noise Mitigation

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



### Comparison of the 2012 and 2013 First Quarter 65 dB Community Noise Equivalent Level (CNEL) Contours



- - - - - 1st Quarter 2013  
 \_\_\_\_\_ 1st Quarter 2012



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