

# QUARTERLY NOISE REPORT

April 1, 2013 through June 30, 2013



Airport Noise Mitigation Department  
San Diego International Airport

September 13, 2013

**QUARTERLY NOISE REPORT**  
**For the Period**  
**April 1 through June 31, 2013**

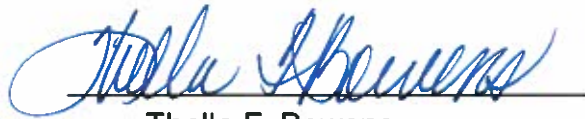
**SAN DIEGO INTERNATIONAL AIRPORT (SDIA)**

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 Second 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.



Dan Frazee  
Director, Airport Noise Mitigation



Thella F. Bowens  
President / CEO



SAN DIEGO  
INTERNATIONAL  
AIRPORT

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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 April 1, 2013 to June 30, 2013, to be 0.639 square miles (408.8 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the Second Quarter of 2012, the Noise Impact Area decreased by 0.072 square miles and the Federal Military Noise Impact Area remained the same.

2nd Quarter 2013	2nd Quarter 2012	Change
0.639	0.737	-0.098
0.196	0.196	No Change

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	71.2	71.4
2	66.8	67.1
3	64.7	64.0
4	65.3	65.4
6	68.4	68.5
7	74.1	74.1
9	66.1	66.1
10	62.6	62.9
11	71.0	71.0
12	60.8	61.0
13	64.2	64.5
14	65.8	64.9
16	64.8	65.0
17	64.6	64.7
18	59.3	58.4
19	61.2	61.2
20	61.2	61.0
21	58.3	58.2
22	63.5	63.6
23	62.2	62.1
24	63.1	63.4
25	62.8	62.1
26	63.6	63.9

<sup>1</sup> = For the period July 1, 2012 through June 30, 2013

<sup>2</sup> = For the period April 1, 2013 through June 30, 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	SECOND QUARTER 2013	SECOND QUARTER 2012	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	38,812	37,345	1467	3.9%
Commuter	5,410	5,604	(194)	-3.5%
General Aviation	4,076	3,892	184	4.7%
Military	87	106	(19)	-17.9%
<b>TOTAL</b>	<b>48,385</b>	<b>46,947</b>	<b>1438</b>	<b>3.1%</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 Second Quarter of 2013. The data used to compile this report was gathered during 24-hour periods on May 14 - 16, 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 Second Quarter 2013 Operations Survey, an average of 459 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 57. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the Second Quarter 2013 Operations Survey, an average of 459 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 57. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

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

	May 15 - 17, 2012	May 14 - 16, 2013	Change (dB)
Departures	99.6	99.0	-0.6
Arrivals	96.2	95.5	-0.7

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 459 daily operations, which reflected a increase of 9 operations from the 450 operations recorded during the Second Quarter of 2012.



**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
May 14 through May 16, 2013**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-10F	101.6	Indianapolis, ID	FDX3713	1700
MD-10F	100.8	Indianapolis, ID	FDX1754	0450
MD-10F	99.2	Memphis, TN	FDX1422	0510
B767-200F	98.2	Phoenix, AZ	ABX505	0725
B777-200	97.5	London, England	BAW273	1840
B767-300F	96.6	Honolulu, HI	UPS2968	1520
B767-300F	96.3	Louisville, KY	UPS922	0430
B777-200	96.2	Tokyo, Japan	JAL66	1115
B757-200	96.0	Phoenix, AZ	AWE1197	1810
A300-600F	95.8	Memphis, TN	FDX906	1635
B737-400	95.6	Puerto Vallarta, Mexico	ASA213	1625
B757-200	95.6	Houston, TX	UAL525	1905
B757-200	95.5	Dulles, VA	UAL240	2000
B737-300	95.3	Oakland, CA	SWA863	1430
B757-200	95.2	Atlanta, GA	DAL1467	1800
B757-200	95.2	Atlanta, GA	DAL1692	1005
B757-200	95.1	Dallas/Fort Worth, TX	AAL1475	1430
MD-80	95.1	Bellingham, WA	AAY226	1630
B737-800	95.1	Denver, CO	SWA466	1300
A330-200	95.0	Honolulu, HI	HAL16	2120
B737-800	94.9	Seattle, WA	ASA484	1430
B737-800	94.8	Baltimore, MD	SWA1196	1130
B737-800	94.7	Dallas/Fort Worth, TX	AAL671	1620
B737-400	94.7	Seattle, WA	ASA492	1645
B737-300	94.7	Phoenix, AZ	SWA277	1035
B737-800	94.7	San Francisco, CA	UAL1238	1410
B757-200	94.6	Atlanta, GA	DAL2267	1215
A300-600F	94.6	Ontario, CA	FDX1860	0445
MD-80	94.6	Bakersfield, CA	RPN1111	1945
B737-800	94.6	Houston, TX	UAL1657	1300

**TABLE 1**

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
May 14 through May 16, 2013**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-400	94.5	Portland, OR	ASA234	0900
B737-800	94.5	Orlando, FL	ASA763	1005
B737-800	94.5	Atlanta, GA	DAL1967	1615
B737-300	94.5	Las Vegas, NV	SWA3340	1745
B737-800	94.5	Newark, NJ	UAL1200	1810
B737-800	94.4	Chicago, IL	AAL779	1345
A321	94.3	Phoenix, AZ	AWE195	1115
B757-200	94.3	Atlanta, GA	DAL1792	2050
B757-200	94.3	Atlanta, GA	DAL2367	2240
B737-800	94.3	San Francisco, CA	UAL1588	1215
MD-80	94.2	Dallas/Fort Worth, TX	AAL658	2300
B737-300	94.2	Austin, TX	SWA437	1245
B737-300	94.2	Phoenix, AZ	SWA2689	1545
B737-300	94.2	Phoenix, AZ	SWA3504	1445
B737-800	94.2	Denver, CO	UAL1659	1230
B757-200	94.2	Dulles, VA	UAL229	1010
MD-80	94.1	Dallas/Fort Worth, TX	AAL1413	1130
MD-80	94.1	Dallas/Fort Worth, TX	AAL1513	1300
B737-400	94.1	Seattle, WA	ASA486	2000
B737-800	94.1	Portland, OR	ASA578	1345
B737-300	94.1	Albuquerque, NM	SWA550	1010
B737-300	94.1	Phoenix, AZ	SWA3155	1410
B737-300	94.1	San Jose, CA	SWA2001	1645
B737-800	94.1	San Francisco, CA	UAL1559	0010
B737-800	94.0	Dallas/Fort Worth, TX	AAL1109	1810
B737-300	94.0	Las Vegas, NV	SWA1215	1500
B737-700	94.0	Tucson, AZ	SWA185	1320

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
May 14 through May 16, 2013**

<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	AAL1436	1245
MD-80	104.5	Dallas/Fort Worth, TX	AAL1844	1405
MD-80	104.4	Dallas/Fort Worth, TX	AAL2052	845
MD-80	104.3	Bellingham, WA	AAY227	1730
B777-200	103.0	London, England	BAW272	2100
MD-10F	102.2	Memphis, TN	FDX821	710
MD-10F	101.1	Indianapolis, IN	FDX1654	1935
MD-10F	101.1	Indianapolis, IN	FDX3613	650
MD-80	100.9	El Paso, TX	RPN1111	2040
A321	100.8	Charlotte, NC	AWE199	2245
A330-200	100.8	Honolulu, HI	HAL15	1030
B777-200	100.3	Tokyo, Japan	JAL65	1405
B737-800	99.3	Newark, NJ	UAL1552	650
B737-800	99.0	New York, NY	DAL246	650
B737-800	98.7	Kahului, HI	ASA823	720
B737-800	98.5	New York, NY	AAL160	750
B737-800	98.4	Honolulu, HI	ASA895	1120
B737-800	98.3	Detroit, MI	DAL1248	2245
B737-900	98.3	Newark, NJ	UAL1184	2130
B737-800	98.2	Atlanta, GA	DAL1592	705
B737-800	98.1	New York, NY	DAL856	1310
B737-900	97.9	Houston, TX	UAL1427	755
B737-800	97.8	Detroit, MI	DAL833	1135
B737-800	97.6	Boston, MA	ASA768	935
B737-800	97.6	Dulles, VA	UAL1287	1325
B737-400	97.5	Puerto Vallarta, Mexico	ASA234	1020
B737-800	97.4	Orlando, FL	ASA760	2230
MD-90	97.4	Minneapolis, MN	DAL1687	1240
B737-400	97.3	Seattle, WA	ASA483	1015
B737-800	97.3	Baltimore, MD	SWA3938	1310

**TABLE 2**

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
May 14 through May 16, 2013**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-400	97.1	Portland, OR	ASA213	1825
B737-800	97.1	Chicago, IL	AAL1594	925
B737-800	97.1	Chicago, IL	SWA925	700
B737-800	96.9	Denver, CO	UAL1448	640
B757-200	96.8	Chicago, IL	UAL476	635
MD-90	96.8	Minneapolis, MN	DAL574	705
B737-800	96.7	Chicago, IL	AAL1096	655
B737-800	96.6	Houston, TX	UAL1588	1325
B737-800	96.6	Newark, NJ	UAL1114	1320
A320	96.5	New York, NY	JBU186	2120
B737-800	96.5	Chicago, IL	AAL528	1515
A320	96.4	Philadelphia, PA	AWE157	1140
B737-800	96.4	Dallas/Fort Worth, TX	AAL1486	955
B737-800	96.4	Salt Lake City, UT	DAL978	635
B757-200	96.3	Dulles, VA	UAL546	740
A320	96.2	Boston, MA	JBU416	1130
B737-400	96.2	Seattle, WA	ASA479	2100
B737-400	96.2	Portland, OR	ASA579	1810
B737-800	96.2	Cabo San Lucas, Mexico	ASA210	1120
B737-800	96.2	Chicago, IL	SWA555	1420
A320	96.1	Philadelphia, PA	AWE150	640
A320	96.1	Charlotte, NC	AWE163	1130
A320	96.1	New York, NY	JBU184	1245
A320	96.1	Boston, MA	JBU412	2155
B737-800	96.1	Dallas/Fort Worth, TX	AAL2230	745
B737-800	96.1	Chicago, IL	AAL674	1215
B767-300F	96.1	Louisville, KY	UPS921	1930

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

Survey of three days during the Second Quarter of 2013  
 These numbers are the averages for operations for May 14 to May 16, 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													
A320+	27	10	3	28	5	7							80
A330+		1		1									2
B712													
B72Q													
B733+	97	30	17	109	18	17							288
B747+													
B757+	6	2	3	7	1	2							21
B767+	2		1	1	1	1							6
B777+	1				1								2
DC10	1		2	1	1	1							6
DC87													
DC8Q													
E170/190													
MD80+	2	1	1	3	1								8
MD90	1		1	2									4
RJ+	13	3	3	13	3	3							38
<b>TOTAL</b>	<b>151</b>	<b>47</b>	<b>32</b>	<b>165</b>	<b>33</b>	<b>31</b>							<b>459</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; Includes CRJ2/7/9, E135/40/45

## AIRCRAFT NOISE COMPLAINTS

During the Second Quarter of 2013 Airport Noise Mitigation received a total of 40 complaint calls from 28 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the Second Quarter of 2013

DIRECTION FROM AIRPORT		April	May	June	TOTAL
NORTH	Hillcrest		1		1
	Normal Heights		2	1	3
	Pacific Beach		1		1
SOUTH	Bonita		1		1
	Chula Vista	2			2
EAST	Downtown S.D.			1	1
	Uptown			2	2
	Famosa	1		3	4
WEST	Loma Portal	1	3	8	12
	Ocean Beach			5	5
	Point Loma	2	5	1	8
<b>TOTAL COMPLAINTS</b>		<b>6</b>	<b>13</b>	<b>21</b>	<b>40</b>

The 40 complaint calls recorded during the Second Quarter 2013 reflect a decrease of 6 calls from the 46 received during the Second 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 Second Quarter 2013 Final Enforcement Actions.

<b>SECOND 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>
4/01/2013	2356L	Delta Air Lines 1248	B752 ; Stage 3	No Penalty
4/12/2013	0046L	United Airlines 1802	B738 ; Stage 3	\$2,000
4/18/2013	2340L	Delta Air Lines 1792	B752 ; Stage 3	No Penalty
4/20/2013	0012L	Spirit Airlines 245	A319 ; Stage 3	\$6,000
4/27/2013	0111L	British Airways 272	B772 ; Stage 3	No Penalty
5/08/2013	0232L	Spirit Airlines 8519	A319 ; Stage 3	No Penalty
5/22/2013	0056L	jetBlue Airways 412	A320 ; Stage 3	No Penalty
6/01/2013	0005L	SkyWest Airlines 6436	E120 ; Stage 3	No Penalty
6/02/2013	2349L	Spirit Airlines 245	A319 ; Stage 3	\$10,000
6/03/2013	0031L	Air Canada 7031	B752 ; Stage 3	\$2,000
6/05/2013	0026L	US Airways 154	A320 ; Stage 3	\$6,000
6/05/2013	0029L	US Airways 199	A321 ; Stage 3	\$10,000
6/06/2013	0017L	Delta Air Lines 9792	B752 ; Stage 3	No Penalty
6/08/2013	0030L	Alaska Airlines 760	B738; Stage 3	\$2,000
6/13/2013	2337L	Delta Air Lines 1792	B752 ; Stage 3	\$2,000
6/22/2013	2339L	Delta Air Lines 1510	B752 ; Stage 3	No Penalty
6/23/2013	2332L	Alaska Airlines 7239	B738 ; Stage 3	\$6,000
6/24/2013	2335L	jetBlue Airways 20	A320 ; Stage 3	\$2,000

Appendix C6 contains the Curfew Violation Summary from 1989 to present.

## RESIDENTIAL SOUND ATTENUATION PROGRAM

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

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

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

Program Phase	Dwellings	Percent Complete
Pilot/Phase 1A	90	100%
Phase 1B	149	100%
Phase 1C/1D	329	100%
Phase 2	138	100%
Phase 3, Groups 1-7	209	100%
Phase 4, Groups 1-12	500	100%
Phase 5, Groups 1-12	853	100%
Phase 6, Groups 1-9	342	100%
Phase 6, Group 10	30	90% complete
Phase 6, Group 11	27	90% complete
Phase 6, Group 12A	27	60% complete
Phase 6, Group 12B	26	60% complete
Phase 7, Group 1	23	70% complete
Phase 7, Group 2	68	60% complete
Phase 7, Group 3	30	50% complete
Phase 7, Group 4	20	40% complete
Phase 7, Group 5	26	40% complete
Phase 7, Group 6	41	40% complete
Phase 7, Group 7	48	40% complete
Phase 7, Group 8	56	30% complete
Phase 7, Group 9	44	20% 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 April 17<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)

**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 = 0.639 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:

6,663 \*\* (QHP Insulated units = 2,872)

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

16,501 \*\* (QHP Insulated = 6,742)

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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:

McDonnell-Douglas MD-80 Series (Stage 3): 836

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

48,385

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

38,812

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

100%

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8. Number of Commuter operations during the calendar quarter:

5,410

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

4,076

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

87

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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 April 2013\_\_\_\_\_B3

CNEL Log for May 2013\_\_\_\_\_B4

CNEL Log for June 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 April 1, 2013 to June 30, 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  
April 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>	68.8	65.2	64.0	62.2	66.9	72.4	61.1	62.7	69.7	60.6	64.7
<b>2</b>	70.8	66.7	64.4	64.1	67.5	72.1	63.5	62.3	69.6	60.6	63.9
<b>3</b>	71.5	67.2	66.0	65.3	69.2	74.0	64.8	63.1	70.8	60.9	63.5
<b>4</b>	72.7	67.7	67.0	66.6	69.4	74.0	65.2	63.4	70.5	60.7	63.7
<b>5</b>	72.8	68.7	66.7	66.8	69.9	74.8	66.7	64.0	71.6	61.7	65.0
<b>6</b>	71.5	67.4	63.5	65.3	68.1	74.0	66.4	62.6	71.1	61.0	64.9
<b>7</b>	70.8	66.8	62.2	64.6	68.2	74.3	66.3	62.7	71.0	60.8	64.8
<b>8</b>	70.3	66.5	62.7	64.2	69.8	73.5	66.4	64.4	70.3	62.5	65.0
<b>9</b>	71.5	67.2	65.5	65.2	69.0	74.2	67.1	63.1	70.9	61.1	64.3
<b>10</b>	70.7	65.7	64.9	64.6	69.6	73.8	67.4	63.0	70.4	60.9	63.8
<b>11</b>	71.6	67.1	64.5	65.5	68.9	74.1	67.5	63.4	71.1	61.7	64.7
<b>12</b>	71.9	67.9	65.4	66.1	68.8	74.0	66.1	63.3	71.3	61.9	65.5
<b>13</b>	70.9	66.6	63.2	64.6	67.4	72.7	64.9	62.0	69.8	60.1	62.7
<b>14</b>	71.1	67.3	63.0	65.3	68.7	74.4	66.6	63.5	71.3	61.3	65.1
<b>15</b>	71.5	66.9	64.5	67.0	69.6	74.2	66.5	64.2	71.0	62.1	64.8
<b>16</b>	71.8	67.7	64.6	65.7	69.1	73.0	66.6	63.5	70.2	61.6	64.3
<b>17</b>	71.2	66.6	66.2	65.4	68.3	73.3	63.4	62.7	69.9	60.5	63.4
<b>18</b>	70.8	66.3	64.5	64.9	68.0	72.8	64.6	61.9	69.2	60.3	62.0
<b>19</b>	71.4	67.3	65.2	65.3	68.1	73.9	65.4	62.0	70.4	60.7	62.7
<b>20</b>	68.9	64.1	61.1	62.9	67.0	73.4	66.5	61.2	69.4	59.1	62.7
<b>21</b>	70.9	66.7	62.9	64.9	67.8	73.7	65.6	62.0	70.6	60.1	64.1
<b>22</b>	70.7	66.7	63.8	64.8	68.8	73.9	65.9	63.0	70.8	61.1	64.3
<b>23</b>	71.2	67.3	64.2	65.2	68.7	73.6	65.4	63.4	70.7	61.6	65.0
<b>24</b>	71.3	67.7	63.7	65.7	69.0	73.4	66.1	63.3	70.3	61.5	64.6
<b>25</b>	72.0	67.8	64.6	66.0	68.3	73.9	66.1	63.0	70.8	61.4	64.7
<b>26</b>	72.7	67.9	67.2	66.2	68.0	73.1	63.6	62.3	70.3	60.8	64.2
<b>27</b>	70.2	66.2	62.7	64.5	67.6	73.7	65.3	61.8	70.1	59.2	62.8
<b>28</b>	71.1	66.8	63.0	64.7	68.4	74.6	66.5	62.2	71.0	59.5	63.2
<b>29</b>	70.9	67.6	62.9	65.0	68.8	73.9	66.2	63.1	70.9	60.9	63.8
<b>30</b>	71.5	67.3	63.9	65.7	68.5	74.1	66.3	62.6	71.2	60.9	64.6
<b>Month</b>	<b>71.3</b>	<b>67.0</b>	<b>64.5</b>	<b>65.3</b>	<b>68.6</b>	<b>73.7</b>	<b>65.8</b>	<b>62.9</b>	<b>70.6</b>	<b>61.0</b>	<b>64.2</b>

\* = Not in service

**APPENDIX B3**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
April 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>	66.0	63.0	62.8	53.3	53.6	61.6	59.7	63.8	61.2	62.9	63.1	63.0
<b>2</b>	65.2	64.1	64.5	54.8	56.2	60.9	58.7	63.4	61.6	62.9	62.4	63.8
<b>3</b>	64.8	65.5	64.7	57.7	58.8	61.0	59.5	62.7	61.0	62.5	61.9	63.6
<b>4</b>	64.4	65.3	65.5	57.0	57.9	60.6	59.4	62.9	62.2	62.7	61.3	64.8
<b>5</b>	65.8	66.1	65.8	59.4	61.4	61.8	58.7	64.0	62.7	64.3	62.6	65.2
<b>6</b>	65.7	64.7	64.3	57.2	61.8	61.3	58.3	64.2	63.4	63.8	62.3	64.3
<b>7</b>	65.4	64.5	64.3	58.0	62.0	60.7	57.7	63.8	63.4	63.6	62.1	63.5
<b>8</b>	65.2	64.4	64.0	61.6	62.8	62.4	59.4	64.3	65.7	64.8	63.0	63.6
<b>9</b>	65.4	64.9	64.8	59.7	64.3	61.5	58.9	63.8	63.8	63.3	62.9	64.0
<b>10</b>	65.1	63.5	63.9	62.1	62.7	61.1	58.4	63.2	61.9	62.7	62.5	62.4
<b>11</b>	65.5	65.6	64.7	61.1	63.2	60.7	57.8	63.9	63.5	64.2	62.0	64.3
<b>12</b>	66.6	65.7	65.5	58.4	60.7	61.7	59.5	64.5	63.2	64.4	63.1	64.5
<b>13</b>	63.4	64.7	63.9	57.0	60.7	59.7	54.7	61.1	59.9	62.1	59.6	63.5
<b>14</b>	65.9	65.0	64.5	57.4	62.4	61.1	58.6	64.2	63.1	64.3	62.6	64.0
<b>15</b>	66.1	65.4	64.7	61.7	62.6	60.7	58.5	64.2	63.3	64.4	62.3	63.9
<b>16</b>	65.7	65.7	65.2	62.4	62.3	61.2	59.1	63.4	63.1	63.5	63.1	64.7
<b>17</b>	64.7	64.8	65.0	58.0	60.8	61.5	58.8	63.0	61.3	62.5	62.4	63.4
<b>18</b>	63.3	63.9	64.7	61.5	58.8	60.0	57.2	61.6	60.0	61.5	60.7	63.0
<b>19</b>	64.0	65.4	65.0	57.2	59.1	60.3	56.9	62.2	61.4	62.4	61.3	64.1
<b>20</b>	64.4	63.2	62.2	60.3	62.9	59.4	56.4	62.0	60.3	61.6	60.7	60.6
<b>21</b>	64.9	64.6	64.3	57.5	61.1	59.7	56.5	63.4	61.6	62.9	60.9	63.1
<b>22</b>	64.5	64.9	64.4	57.1	62.1	60.7	56.8	63.2	61.4	63.5	61.2	63.6
<b>23</b>	65.8	65.1	64.9	56.6	61.3	61.2	58.8	64.4	63.3	64.0	62.9	64.3
<b>24</b>	65.4	65.6	65.3	59.3	62.1	61.0	58.7	63.8	61.8	63.6	62.3	64.8
<b>25</b>	65.6	65.4	65.4	58.0	61.3	61.5	61.2	64.1	62.4	63.8	63.2	64.8
<b>26</b>	65.1	65.4	65.4	58.3	56.0	61.5	58.7	63.7	61.7	63.2	62.7	64.8
<b>27</b>	64.3	64.0	63.5	55.9	57.8	60.0	56.0	62.1	60.2	61.8	60.7	62.8
<b>28</b>	64.4	64.2	64.2	57.2	60.6	60.3	55.8	62.2	60.5	62.2	60.8	63.2
<b>29</b>	64.3	65.0	64.4	58.3	61.9	60.5	56.2	63.1	60.8	63.2	60.8	63.8
<b>30</b>	65.6	65.5	64.3	58.1	61.6	60.9	57.7	63.4	61.5	63.6	62.8	64.4
<b>Month</b>	<b>65.2</b>	<b>64.9</b>	<b>64.6</b>	<b>58.9</b>	<b>61.2</b>	<b>60.9</b>	<b>58.3</b>	<b>63.4</b>	<b>62.3</b>	<b>63.3</b>	<b>62.1</b>	<b>63.9</b>

\* = Not in service

**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
May 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	71.8	67.3	64.2	66.3	68.6	73.6	66.0	62.7	70.7	60.9	64.6
2	70.6	65.6	65.3	65.0	68.3	73.2	62.1	62.2	70.6	60.3	63.6
3	71.7	66.6	65.3	65.2	67.8	73.5	66.3	61.6	69.5	59.9	61.5
4	70.2	66.2	61.9	64.4	67.3	73.1	65.7	62.0	70.1	60.2	63.2
5	70.9	66.3	62.4	64.8	68.7	73.9	66.8	62.7	71.2	61.4	64.9
6	71.4	66.7	63.8	66.1	69.1	74.5	67.5	63.4	71.3	61.9	64.8
7	71.7	67.5	64.2	65.2	68.4	73.0	65.4	63.4	69.9	61.4	64.1
8	72.2	67.5	65.4	65.5	69.1	74.3	65.8	63.9	71.3	62.0	65.1
9	72.1	67.9	65.2	65.7	68.7	73.9	66.5	63.5	70.8	61.9	65.1
10	72.1	67.5	65.4	66.0	68.6	74.9	65.5	63.0	71.9	61.5	65.7
11	70.2	65.8	62.6	63.7	66.9	73.1	64.4	60.8	69.8	59.2	62.3
12	70.2	64.9	62.5	64.9	66.8	72.6	65.0	60.1	69.2	58.1	62.3
13	70.2	65.6	62.3	64.2	67.9	73.2	66.4	61.9	69.8	59.5	64.4
14	71.4	67.7	64.1	65.8	69.0	73.4	65.5	62.5	70.2	60.8	63.5
15	71.4	67.6	63.5	65.7	69.2	73.7	66.2	63.4	70.9	61.8	64.8
16	72.4	68.1	65.3	66.4	68.7	74.5	66.5	63.6	71.7	61.3	65.5
17	71.9	67.9	64.5	65.9	68.7	74.8	67.1	63.1	71.9	61.6	65.6
18	70.1	65.3	60.8	64.3	67.0	73.4	65.4	61.6	70.5	60.2	64.4
19	70.9	66.7	64.1	65.3	68.4	74.6	66.7	62.7	71.7	60.8	65.8
20	70.9	66.7	63.0	65.0	68.3	74.4	66.7	62.8	71.3	60.9	64.5
21	72.2	68.3	65.4	66.5	68.5	73.9	65.5	62.4	70.8	60.1	63.4
22	72.5	68.0	63.9	66.4	68.9	74.2	66.9	63.6	71.4	61.8	65.3
23	72.1	67.6	63.9	66.4	69.3	74.5	67.1	63.8	71.6	62.2	65.8
24	72.2	67.5	64.5	66.1	69.4	74.0	66.7	63.9	71.0	62.4	65.6
25	70.0	65.5	61.8	63.7	67.0	73.2	65.7	62.6	70.0	60.4	64.5
26	68.8	64.7	61.0	63.0	66.4	72.4	63.7	61.2	69.4	59.7	63.6
27	69.9	66.0	61.4	64.0	67.1	73.1	65.1	62.2	70.4	60.6	64.5
28	71.0	67.0	62.3	64.7	68.3	74.0	65.3	63.0	70.7	61.3	64.9
29	71.5	67.6	63.3	65.0	67.3	73.6	65.3	62.2	70.6	60.1	64.0
30	70.6	66.9	59.9	63.5	67.6	74.6	65.9	62.5	71.1	60.8	63.8
31	71.5	67.6	63.7	64.7	66.6	73.4	63.7	62.3	70.7	60.1	64.4
<b>Month</b>	<b>71.3</b>	<b>67.0</b>	<b>63.7</b>	<b>65.2</b>	<b>68.2</b>	<b>73.8</b>	<b>65.9</b>	<b>62.7</b>	<b>70.8</b>	<b>60.9</b>	<b>64.5</b>

\* = Not in service



**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
May 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>	65.8	65.1	65.1	58.5	61.1	61.0	58.6	64.3	61.9	63.3	62.5	64.3
<b>2</b>	64.9	63.1	63.9	55.7	54.2	61.2	57.4	63.1	61.1	62.8	61.9	62.0
<b>3</b>	62.3	64.9	63.9	58.2	62.9	58.4	54.3	60.4	60.5	60.7	59.4	62.7
<b>4</b>	64.3	64.2	63.1	58.4	60.9	60.3	57.1	62.3	62.2	62.3	61.0	63.0
<b>5</b>	65.5	64.6	64.1	58.9	62.0	63.0	58.2	64.5	62.3	63.9	62.4	62.3
<b>6</b>	65.0	65.3	64.4	59.1	63.3	60.6	57.7	63.9	63.0	64.0	61.6	62.8
<b>7</b>	64.9	65.5	64.9	59.9	61.3	61.1	59.1	63.4	62.1	63.4	62.6	64.5
<b>8</b>	66.2	65.0	65.1	57.0	62.0	62.0	59.3	64.6	62.6	64.0	63.7	64.4
<b>9</b>	65.9	65.6	65.5	58.2	60.9	61.7	59.5	64.6	63.6	64.1	63.2	64.9
<b>10</b>	66.2	65.3	65.5	57.3	59.3	61.7	59.1	65.0	62.8	64.4	63.1	63.4
<b>11</b>	63.4	63.1	63.6	53.8	57.1	58.6	54.1	61.1	60.0	60.8	59.4	62.5
<b>12</b>	63.1	62.9	63.6	56.6	59.0	58.5	54.4	61.3	59.4	60.9	59.1	61.6
<b>13</b>	63.6	63.5	64.2	60.3	62.3	60.2	56.9	62.2	60.5	61.2	60.4	61.3
<b>14</b>	64.7	65.1	65.2	57.3	60.1	60.5	57.2	62.6	61.9	62.8	61.4	64.1
<b>15</b>	65.9	65.7	65.0	58.9	62.0	61.1	59.2	63.9	62.7	63.9	62.4	64.6
<b>16</b>	66.5	66.2	65.7	57.9	62.0	61.7	59.4	64.6	62.9	64.3	63.1	64.8
<b>17</b>	66.2	65.8	65.2	59.9	62.3	61.4	58.9	64.4	63.3	64.4	62.8	64.6
<b>18</b>	65.5	63.5	63.2	56.4	60.4	60.3	57.8	63.5	62.3	63.1	61.8	62.6
<b>19</b>	66.0	64.6	64.6	57.4	62.1	61.2	58.6	64.6	63.0	64.2	62.8	63.8
<b>20</b>	64.9	65.1	64.5	57.0	61.8	60.6	58.4	64.5	67.5	63.6	62.1	63.9
<b>21</b>	64.3	66.1	65.4	57.5	60.1	60.2	58.4	62.2	62.9	62.2	60.9	65.1
<b>22</b>	66.2	66.1	65.5	59.4	62.6	61.2	60.0	63.8	63.2	64.1	62.4	64.9
<b>23</b>	66.4	65.7	65.3	60.4	62.4	61.7	59.5	65.7	63.2	65.0	63.0	65.1
<b>24</b>	66.0	65.8	65.5	59.8	62.4	61.4	59.8	64.6	63.7	64.8	62.8	65.0
<b>25</b>	65.0	63.2	62.9	56.1	61.0	60.2	58.0	63.4	61.7	62.9	62.0	62.1
<b>26</b>	64.5	63.0	62.6	54.4	58.7	59.6	57.1	63.0	61.8	62.5	61.3	61.8
<b>27</b>	65.0	64.2	63.9	55.5	60.2	60.4	57.9	63.6	62.9	63.4	62.1	63.0
<b>28</b>	63.6	64.9	64.5	54.9	61.1	61.2	59.3	64.1	62.8	64.0	63.0	64.3
<b>29</b>	62.2	65.7	64.2	57.6	62.8	60.7	58.2	63.1	61.7	62.9	62.0	64.4
<b>30</b>	62.3	65.0	64.0	55.8	61.2	60.5	57.4	62.8	61.6	63.1	61.1	63.9
<b>31</b>	62.5	65.5	64.8	54.3	58.1	60.6	58.5	63.0	61.3	62.8	61.1	64.3
<b>Month</b>	<b>65.0</b>	<b>64.9</b>	<b>64.6</b>	<b>57.9</b>	<b>61.2</b>	<b>60.8</b>	<b>58.3</b>	<b>63.6</b>	<b>62.6</b>	<b>63.4</b>	<b>62.0</b>	<b>63.8</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
June 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>	69.2	65.0	60.8	62.7	65.9	71.6	63.0	60.6	69.4	58.5	63.1
<b>2</b>	70.4	66.6	61.9	64.4	67.3	74.2	65.1	61.8	70.8	59.3	63.0
<b>3</b>	71.1	66.7	62.5	65.4	68.8	74.2	66.9	63.5	71.2	61.9	66.5
<b>4</b>	72.0	67.7	60.3	65.9	68.8	73.1	65.1	63.2	70.3	61.5	64.5
<b>5</b>	72.4	68.0	66.6	66.4	69.7	74.3	66.0	63.7	71.4	61.7	65.2
<b>6</b>	72.6	68.8	*	66.1	69.0	74.7	65.4	63.3	71.2	60.7	63.9
<b>7</b>	72.5	68.0	66.3	66.3	68.5	74.1	65.4	62.7	70.9	60.2	63.0
<b>8</b>	71.0	66.9	64.5	64.7	67.4	73.7	65.2	62.4	70.5	59.9	63.3
<b>9</b>	71.0	66.3	65.9	64.8	68.1	74.3	66.1	63.1	71.3	61.2	64.6
<b>10</b>	71.5	66.5	64.4	64.9	68.8	73.9	66.2	64.0	71.0	62.0	65.3
<b>11</b>	72.7	68.5	66.2	66.7	68.9	73.6	65.4	63.0	70.6	61.2	64.2
<b>12</b>	72.6	68.2	64.7	67.5	70.0	75.4	67.8	64.0	72.1	61.4	65.4
<b>13</b>	72.7	68.2	65.2	66.8	69.3	75.2	67.0	63.8	72.2	62.2	65.5
<b>14</b>	72.9	68.7	64.9	67.0	69.2	75.9	67.7	63.9	72.5	61.9	65.2
<b>15</b>	71.6	66.7	64.4	65.1	68.4	74.8	66.2	63.2	72.0	61.1	65.6
<b>16</b>	71.4	66.5	51.3	65.4	68.8	75.0	66.6	63.3	71.9	61.7	65.7
<b>17</b>	70.8	66.1	63.8	64.9	68.9	75.2	66.7	63.7	72.2	62.1	65.6
<b>18</b>	72.4	68.4	64.8	66.5	69.6	75.6	67.4	63.8	72.3	61.4	65.1
<b>19</b>	71.9	68.0	64.5	66.4	69.4	75.2	67.1	63.8	72.2	61.6	65.7
<b>20</b>	72.0	68.1	64.2	66.1	69.2	75.8	67.8	63.6	72.8	61.8	65.2
<b>21</b>	71.4	67.4	63.5	65.4	69.2	75.9	67.6	64.1	73.0	62.3	65.8
<b>22</b>	71.3	67.8	63.2	65.8	68.5	75.1	66.8	63.1	71.8	60.7	65.1
<b>23</b>	71.3	67.1	63.3	65.5	69.4	75.8	67.8	64.4	72.7	62.6	66.2
<b>24</b>	70.9	66.4	*	65.4	70.4	75.3	68.0	64.6	72.1	62.7	66.0
<b>25</b>	72.9	67.9	65.9	66.9	69.1	74.9	65.9	63.4	71.8	61.6	65.4
<b>26</b>	72.4	68.1	65.2	66.4	69.6	75.2	66.9	63.5	72.1	*	65.3
<b>27</b>	72.1	68.6	65.1	67.4	68.5	75.8	67.2	62.4	72.4	*	64.1
<b>28</b>	70.5	66.4	63.7	66.1	68.7	76.5	67.1	62.4	73.4	*	65.1
<b>29</b>	71.3	67.1	63.2	65.9	68.0	74.8	66.5	61.6	71.2	*	63.5
<b>30</b>	71.0	66.1	63.0	66.1	68.5	76.0	68.3	62.9	72.7	*	65.4
<b>31</b>	71.7	67.5	64.0	65.9	68.9	74.9	66.7	63.3	71.8	61.4	65.0
<b>Month</b>	<b>69.2</b>	<b>65.0</b>	<b>60.8</b>	<b>62.7</b>	<b>65.9</b>	<b>71.6</b>	<b>63.0</b>	<b>60.6</b>	<b>69.4</b>	<b>58.5</b>	<b>63.1</b>

\* = Not in service

**APPENDIX B5****SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log  
June 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>	63.7	63.0	62.3	51.8	58.2	58.7	55.1	61.6	59.7	61.0	59.8	64.1
<b>2</b>	62.3	65.1	64.3	51.6	61.4	59.0	53.5	61.7	59.9	62.3	59.0	61.2
<b>3</b>	64.7	65.2	64.6	60.2	62.3	61.5	58.7	64.2	63.2	64.3	62.5	65.1
<b>4</b>	65.2	65.3	65.5	58.2	59.3	60.7	58.0	63.5	61.8	63.6	62.2	64.7
<b>5</b>	64.1	65.5	65.9	59.5	60.1	62.5	59.1	64.2	62.3	64.1	63.3	64.4
<b>6</b>	62.7	66.0	66.3	58.6	58.5	60.9	55.9	62.8	60.8	62.9	60.8	64.7
<b>7</b>	62.7	65.9	65.8	58.3	58.7	60.7	54.8	61.6	61.6	62.3	60.3	65.4
<b>8</b>	62.5	64.8	64.1	56.3	60.9	59.7	54.6	61.8	60.7	62.2	59.8	62.1
<b>9</b>	63.8	64.2	64.5	58.7	61.3	61.1	56.5	64.0	62.7	63.7	61.4	64.3
<b>10</b>	63.5	64.2	64.6	56.4	59.1	61.8	59.4	64.7	63.1	64.5	63.2	63.8
<b>11</b>	63.0	65.6	65.6	59.5	59.7	61.2	57.4	63.4	61.6	63.2	61.9	64.1
<b>12</b>	63.8	65.9	65.8	60.1	63.0	61.6	58.0	64.2	62.4	64.4	62.8	64.1
<b>13</b>	63.6	65.9	65.9	58.9	61.5	62.4	58.9	64.4	62.4	64.7	63.4	65.2
<b>14</b>	64.4	67.1	66.3	59.7	63.0	61.5	57.8	64.4	62.8	64.2	62.7	66.0
<b>15</b>	65.8	64.6	65.6	57.6	61.4	61.5	59.2	64.8	62.8	64.1	63.5	63.8
<b>16</b>	64.4	64.3	64.9	59.0	59.5	61.9	58.7	64.8	62.9	64.6	63.0	63.6
<b>17</b>	64.6	64.3	64.3	57.2	60.5	61.9	58.3	64.5	62.8	50.0	62.5	63.4
<b>18</b>	64.5	66.0	65.8	58.5	62.2	61.5	57.9	64.2	62.7	64.2	62.2	64.6
<b>19</b>	66.8	65.5	65.4	58.5	62.5	61.8	59.4	64.7	63.5	64.5	63.3	65.1
<b>20</b>	64.6	65.8	65.1	58.9	63.1	61.6	57.9	64.4	58.7	64.2	62.2	64.6
<b>21</b>	64.8	65.2	64.3	59.1	63.2	61.8	58.3	64.6	63.9	65.0	62.8	63.7
<b>22</b>	63.6	65.6	65.0	58.3	62.0	61.0	59.8	63.8	62.5	63.9	62.5	64.2
<b>23</b>	64.7	65.3	64.9	59.9	63.4	61.9	58.3	65.0	63.7	65.4	62.8	63.9
<b>24</b>	64.0	64.5	64.7	58.7	62.8	62.4	61.0	65.4	63.8	65.5	64.0	63.7
<b>25</b>	64.3	65.3	66.1	58.5	57.8	62.5	60.4	64.5	62.5	64.4	63.7	64.7
<b>26</b>	66.2	65.4	65.3	58.1	60.7	61.7	58.5	64.3	62.8	64.4	63.0	64.8
<b>27</b>	66.3	64.9	64.9	59.6	62.3	60.1	58.2	63.4	61.0	62.9	61.8	63.8
<b>28</b>	64.6	64.2	64.8	57.6	60.0	60.8	58.3	64.2	62.3	63.7	62.0	63.9
<b>29</b>	65.5	64.5	64.8	57.0	59.8	60.1	56.4	62.7	60.9	62.5	61.3	63.4
<b>30</b>	66.7	63.7	63.3	61.3	64.1	60.7	57.9	64.4	63.7	64.7	62.2	62.4
<b>Month</b>	<b>64.5</b>	<b>65.2</b>	<b>65.1</b>	<b>58.6</b>	<b>61.4</b>	<b>61.3</b>	<b>58.2</b>	<b>64.0</b>	<b>62.4</b>	<b>63.8</b>	<b>62.4</b>	<b>64.2</b>

\* = Not in service

**AIRCRAFT OPERATIONS**

Commercial Flight Operations Mix, January to June 2013	C1
Commercial Flight Operations Mix, Second Quarter 2013	C2
Commercial Flight Operations Mix, April 2013	C3
Commercial Flight Operations Mix, May 2013	C4
Commercial Flight Operations Mix, June 2013	C5
Curfew Violation Summary, 1989 --- Present	C6

APPENDIX C1

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

9/11/2013 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan	jetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	Fedex	UPS	Charter / Other	Total Arrivals	Total Ops.		
A300																							226			226	452		
A310																							1		1	2	4		
A318								80																		80	160		
A319	176						444	582							692		587	69	150	121					1	2822	5644		
A320							352	7			553				51		1263	1031	653	5						3915	7830		
A321																		875									875	1750	
A330+									106																		106	212	
B712																											0	0	
B71Q																											0	0	
B72Q																										5	5	10	
B733														3985													3985	7970	
B734		643																								7	650	1300	
B735														35													35	70	
B736																						9					9	18	
B737		362												10398	98	133						80				10	11081	22162	
B738		1743		1355			667							1159	21	931										1	5877	11754	
B739		132														636											768	1536	
B747+																											0	0	
B752				100			962									673	79								8	1822	3644		
B753																											0	0	
B762																						128					128	256	
B763							68		75															179		322	644		
B764																											0	0	
B772						175				56																	231	462	
B787										38																	38	76	
CRJ2													1630														1630	3260	
CRJ7					417								1627														2044	4088	
CRJ9													42														42	84	
DC87																											0	0	
ERJ+																											0	0	
E170/90								23																			23	46	
MD10																								393			393	786	
MD11																							1				1	2	
MD80+			54	945																						95	1094	2188	
MD90							460																				460	920	
TOTALS	176	2880	54	2400	417	175	2953	692	181	94	553	0	3299	15577	743	119	4223	2054	803	126	89	128	621	179	128	38664	77328		
B190																												0	0
BE99																							137				137	274	
C208												106												407			513	1026	
DH8D		678																									678	1356	
E120													1978													1	1979	3958	
PA31																											0	0	
SW3/4																											0	0	
TOTALS	176	3558	54	2400	417	175	2953	692	181	94	553	106	5277	15577	743	119	4223	2054	803	126	89	265	1028	255	129	3383	6766		

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

Other / Non-Transport Category = 2 MIL C130, 2 SPA B73Q, 1 G/A DC9Q

APPENDIX C2

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

9/11/2013 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan	JetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																							110			110	220	
A310																								1	1	2	4	
A318								7																		7	14	
A319	92						256	318							263		370	23	36	64						1422	2844	
A320							116	1			316				51		550	582	392	1						2009	4018	
A321																		425								425	850	
A330+									70																	70	140	
B712																										0	0	
B71Q																										0	0	
B72Q																										0	0	
B733														2167												2167	4334	
B734		281																							2	283	566	
B735														15												15	30	
B736																						6				6	12	
B737		156												5249	61	92						55			6	5619	11238	
B738		1072		818			416							720	13	555									1	3595	7190	
B739		100														270										370	740	
B747+																										0	0	
B752				91			492									307	32								5	927	1854	
B753																										0	0	
B762																							64			64	128	
B763							35		21															89		145	290	
B764																										0	0	
B772						91				26																117	234	
B787										30																30	60	
CRJ2													722													722	1444	
CRJ7					242								822													1064	2128	
CRJ9													31													31	62	
DC87																										0	0	
ERJ+																										0	0	
E170/90								3																		3	6	
MD10																								200		200	400	
MD11																								1		1	2	
MD80+			26	355																						37	418	836
MD90							270																				270	540
TOTALS	92	1609	26	1264	242	91	1585	329	91	56	316	0	1575	8151	314	74	2144	1062	428	65	61	64	312	89	52	20092	40184	
B190																											0	0
BE99																							69				69	138
C208												106												200			306	612
DH8D		337																									337	674
E120													1028														1028	2056
PA31																											0	0
SW3/4																											0	0
TOTALS	92	1946	26	1264	242	91	1585	329	91	56	316	106	2603	8151	314	74	2144	1062	428	65	61	133	512	147	52	1798	3596	

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

Other / Non-Transport Category = 1 MIL C130, 2 SPA B73Q

APPENDIX C3

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

9/11/2013 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	JetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.		
A300																							35			35	70		
A310																											0	0	
A318								7																			7	14	
A319	30						88	89							121		105	11	36	27							507	1014	
A320							67				86				21		171	159	108	1							613	1226	
A321																		152									152	304	
A330+									13																		13	26	
B712																											0	0	
B71Q																											0	0	
B72Q																											0	0	
B733														668													668	1336	
B734		123																								2	125	250	
B735														12													12	24	
B736																						6					6	12	
B737		52												1792		14	21					11				2	1892	3784	
B738		302		279			105							215		3	119										1023	2046	
B739		25															143										168	336	
B747+																											0	0	
B752				29			151										118	12								2	312	624	
B753																											0	0	
B762																						22					22	44	
B763							8		17															31			56	112	
B764																											0	0	
B772						30				12																	42	84	
B788																											0	0	
CRJ2													267														267	534	
CRJ7					75								280														355	710	
CRJ9													2														2	4	
DC87																											0	0	
ERJ+																											0	0	
E170/90								1																			1	2	
MD10																								66			66	132	
MD11																								1			1	2	
MD80+			8	100																						10	118	236	
MD90							80																				80	160	
TOTALS	30	502	8	408	75	30	499	97	30	12	86	0	549	2687	142	17	677	334	144	28	17	22	102	31	16	6543	13086		
B190																												0	0
BE99																						23						23	46
C208												2											65					67	134
DH8D		112																										112	224
E120													329															329	658
PA31																												0	0
SW3/4																									19			19	38
TOTALS	30	614	8	408	75	30	499	97	30	12	86	2	878	2687	142	17	677	334	144	28	17	45	167	50	16	7093	14186		

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

Other / Non-Transport Category = 1 MIL C130

APPENDIX C4

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

9/11/2013 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	JetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																							38			38	76	
A310																							1				1	2
A318															118												118	236
A319	32						77	109							31		67	8		18							342	684
A320							18	1			115						143	211	146								634	1268
A321																		132									132	264
A330+									27																		27	54
B712																											0	0
B71Q																											0	0
B72Q																											0	0
B733													712														712	1424
B734		110																									110	220
B735													3														3	6
B736																											0	0
B737		52					4							1814	24	43					22				1	1960	3920	
B738		348		300			193						239		4	287											1371	2742
B739		6														79											85	170
B747+																											0	0
B752				31			149										114	10							1	305	610	
B753																											0	0
B762																						22					22	44
B763							1		4															30		35	70	
B764																											0	0
B772						31				14																	45	90
B788																											0	0
CRJ2													220														220	440
CRJ7					84								288														372	744
CRJ9													2														2	4
DC87																											0	0
ERJ+								10																			10	20
E170/90																											0	0
MD10																							67				67	134
MD11																											0	0
MD80+			9	91																					13		113	226
MD90							84																				84	168
<b>TOTALS</b>	<b>32</b>	<b>516</b>	<b>9</b>	<b>422</b>	<b>84</b>	<b>31</b>	<b>526</b>	<b>120</b>	<b>31</b>	<b>14</b>	<b>115</b>	<b>0</b>	<b>510</b>	<b>2768</b>	<b>149</b>	<b>28</b>	<b>733</b>	<b>361</b>	<b>146</b>	<b>18</b>	<b>22</b>	<b>22</b>	<b>106</b>	<b>30</b>	<b>15</b>	<b>6808</b>	<b>13616</b>	
B190																											0	0
BE99																						23					23	46
C208												54											70				124	248
DH8D		114																									114	228
E120													335														335	670
PA31																											0	0
SW3/4																									21		21	42
<b>TOTALS</b>	<b>32</b>	<b>630</b>	<b>9</b>	<b>422</b>	<b>84</b>	<b>31</b>	<b>526</b>	<b>120</b>	<b>31</b>	<b>14</b>	<b>115</b>	<b>54</b>	<b>845</b>	<b>2768</b>	<b>149</b>	<b>28</b>	<b>733</b>	<b>361</b>	<b>146</b>	<b>18</b>	<b>22</b>	<b>45</b>	<b>176</b>	<b>51</b>	<b>15</b>	<b>7425</b>	<b>14850</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 C5

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

9/11/2013 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	JetBlue	Seaport	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																									1		1	2	
A318																											0	0	
A319	30						91	120							111		198	4		19							573	1146	
A320							31				115				30		236	212	138								762	1524	
A321																		141									141	282	
A330+									30																		30	60	
B712																											0	0	
B71Q																											0	0	
B72Q																											0	0	
B733														787													787	1574	
B734		48																									48	96	
B735																											0	0	
B736																											0	0	
B737		52					1						1643		23	28					22				3	1772	3544		
B738		422		239			118						266		6	149									1	1201	2402		
B739		69														48											117	234	
B747+																											0	0	
B752				31			192									75	10								2	310	620		
B753							23																				23	46	
B762																						20					20	40	
B763							26									1								28			55	110	
B764																											0	0	
B772						30																					30	60	
B788										30																	30	60	
CRJ2													235														235	470	
CRJ7					83								254														337	674	
CRJ9													27														27	54	
DC87																											0	0	
ERJ+																											0	0	
E170/90								2																			2	4	
MD10																								67			67	134	
MD11																											0	0	
MD80+			9	164																					14		187	374	
MD90							106																				106	212	
<b>TOTALS</b>	<b>30</b>	<b>591</b>	<b>9</b>	<b>434</b>	<b>83</b>	<b>30</b>	<b>588</b>	<b>122</b>	<b>30</b>	<b>30</b>	<b>115</b>	<b>0</b>	<b>516</b>	<b>2696</b>	<b>141</b>	<b>29</b>	<b>735</b>	<b>367</b>	<b>138</b>	<b>19</b>	<b>22</b>	<b>20</b>	<b>104</b>	<b>28</b>	<b>21</b>	<b>6898</b>	<b>13796</b>		
B190																											0	0	
BE99																						23					23	46	
C208												50											65				115	230	
DH8D		111																									111	222	
E120													364															364	728
PA31																											0	0	
SW3/4																									18		18	36	
<b>TOTALS</b>	<b>30</b>	<b>702</b>	<b>9</b>	<b>434</b>	<b>83</b>	<b>30</b>	<b>588</b>	<b>122</b>	<b>30</b>	<b>30</b>	<b>115</b>	<b>50</b>	<b>880</b>	<b>2696</b>	<b>141</b>	<b>29</b>	<b>735</b>	<b>367</b>	<b>138</b>	<b>19</b>	<b>22</b>	<b>43</b>	<b>169</b>	<b>46</b>	<b>21</b>	<b>7529</b>	<b>15058</b>		

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

Other / Non-Transport Category = 2 SPA B73Q



Appendix C6

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

**1989 - Present**

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

<b>QTR</b>	<b>1998</b>	<b>PENALTY</b>	<b>1999</b>	<b>PENALTY</b>	<b>2000</b>	<b>PENALTY</b>
1ST	Southwest	\$1,000	American Eagle	\$1,000	N. American (C)	\$1,000
	Delta	\$1,000	United	\$1,000	United	\$1,000
	"Super Bowl Flights"	(22) x NP	American	\$1,000	America West	\$1,000
	Western Pacific	\$1,000	American	\$3,000	Southwest	NP
	Air Eagle (GA)	\$1,000	Southwest (Stage 2)	\$1,000	America West	\$3,000
	Exec Flt. Mgmt (GA)	\$1,000	Southwest (Stage 2)	\$6,000		
	United	\$1,000				
	Ameriflight	\$1,000				
	Southwest	\$1,000				
	Emery	NP				
2ND	Delta	\$1,000	United	\$1,000	Delta	\$1,000
	Delta	NP	TWA	\$1,000	Emery	NP
	American	NP	America West	NP	United	\$1,000
	Alaska	\$1,000	United	\$3,000	America West	\$1,000
	Delta	\$3,000	America West	\$1,000		
	United	NP	America West	\$3,000		
	N226GA (GA)	NP				
3RD	Saudi Arabian (GA)	\$1,000	America West	NP	Ameristar (C)	\$1,000
	United	\$1,000	Delta	\$1,000	United	NP
	American	\$1,000	America West	\$1,000	United	\$1,000
	Southwest	\$1,000	America West	\$3,000	TWA	\$1,000
	Tradewinds (C)	\$1,000	Continental (Stg. 2)	\$1,000	United	\$3,000
	United	NP	Southwest	NP	Bonzi Aviation (GA)	\$1,000
	Amer. Int'l (C)	\$1,000	American	\$1,000	Midwest Express (C)	\$1,000
	US Airways	NP	Delta	\$3,000		
	Emery (Stage 3%)	\$2,000	TWA	\$1,000		
	Delta	\$1,000	BAX Global	\$1,000		
	America West	\$1,000	US Airways	\$1,000		
	Ameristar (C)	NP	Atlas Air (C)	\$1,000		
	America West	\$3,000				
4TH	Southwest	\$1,000	ACM Aviation (GA)	\$1,000	Aventis (GA)	\$1,000
	Southwest	\$3,000	Delta (Stage 2)	\$1,000	Delta	NP
	Southwest	\$5,000	Amer. West (Stg. 2)	\$1,000	United	\$1,000
	Miami Air (C)	\$1,000	Miami Air (C)	\$1,000	Delta	NP
	United	\$1,000			Frontier	NP
	Bombardier (GA)	\$1,000			SkyWest	NP
	United	\$3,000			SkyWest	\$1,000
	United	\$5,000			United	\$3,000
	America West	\$1,000			America West	\$1,000
	America West	NP			Champion Air (C)	\$1,000
	Delta	\$1,000				
	US Airways	\$1,000				
	Delta	\$3,000				
	US Airways	\$3,000				
	Alaska	NP				
<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 Spirit British Airways United jetBlue N777AM (GA) Pegasus Aviation (GA) US Airways jetBlue United Delta British Airways British Airways	\$2,000 \$2,000 NP NP NP \$2,000 \$2,000 \$2,000 NP NP NP \$6,000 \$10,000				
2ND	Delta United Delta Spirit British Airways Spirit jetBlue SkyWest Spirit Air Canada US Airways US Airways Delta Alaska Delta Delta Alaska jetBlue	NP \$2,000 NP \$6,000 NP NP NP NP \$10,000 \$2,000 \$6,000 \$10,000 NP \$2,000 \$2,000 NP \$6,000 \$2,000				
3RD						
4TH						
<b>FINES</b>		<b>\$74,000</b>				

**AIRCRAFT NOISE COMPLAINTS**

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



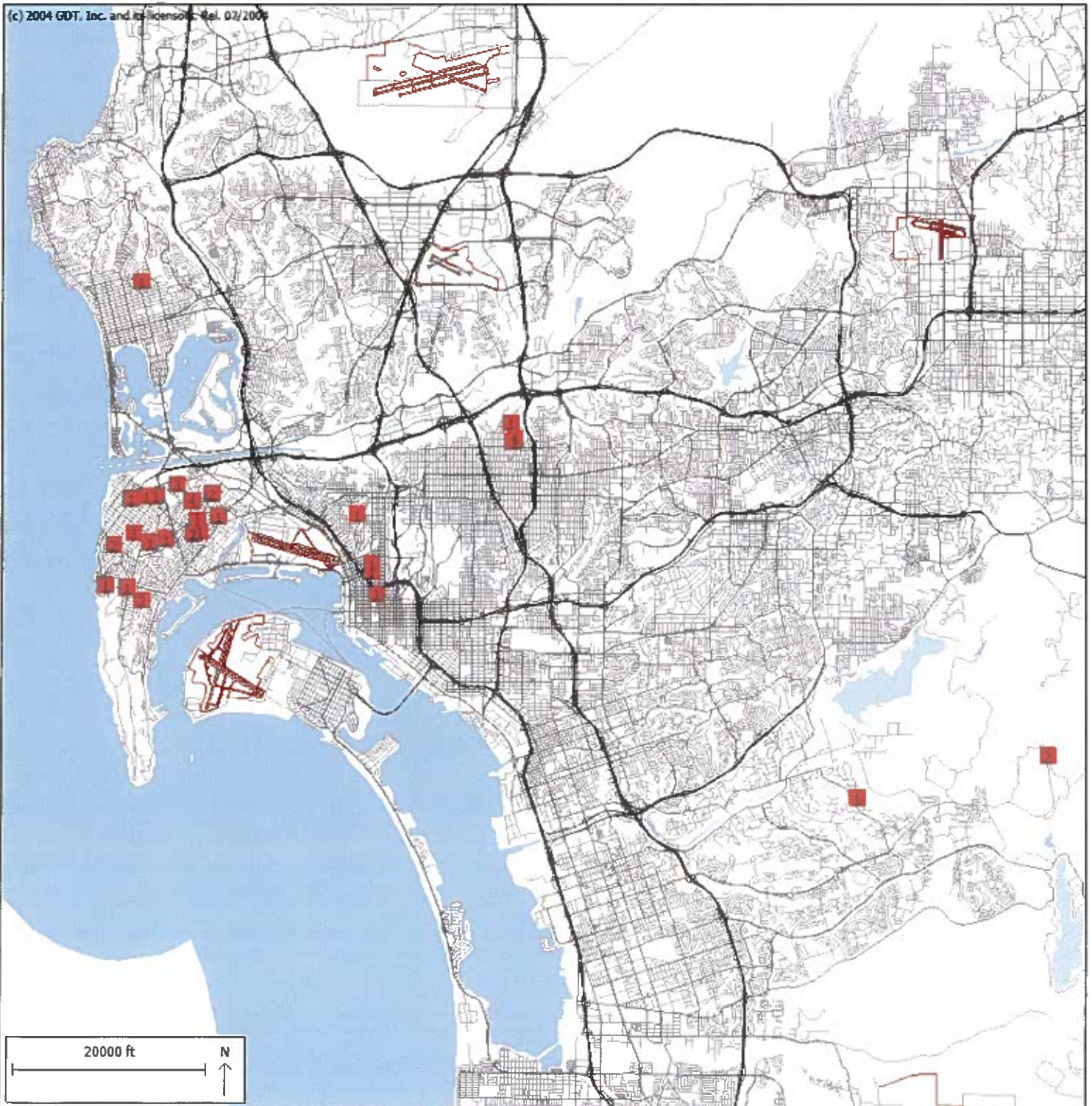
## Second Quarter 2013

Aircraft Noise Complaint Caller's Location in relation to  
San Diego International Airport (SDIA)  
28 Households; 40 Complaints



SAN DIEGO  
INTERNATIONAL  
AIRPORT

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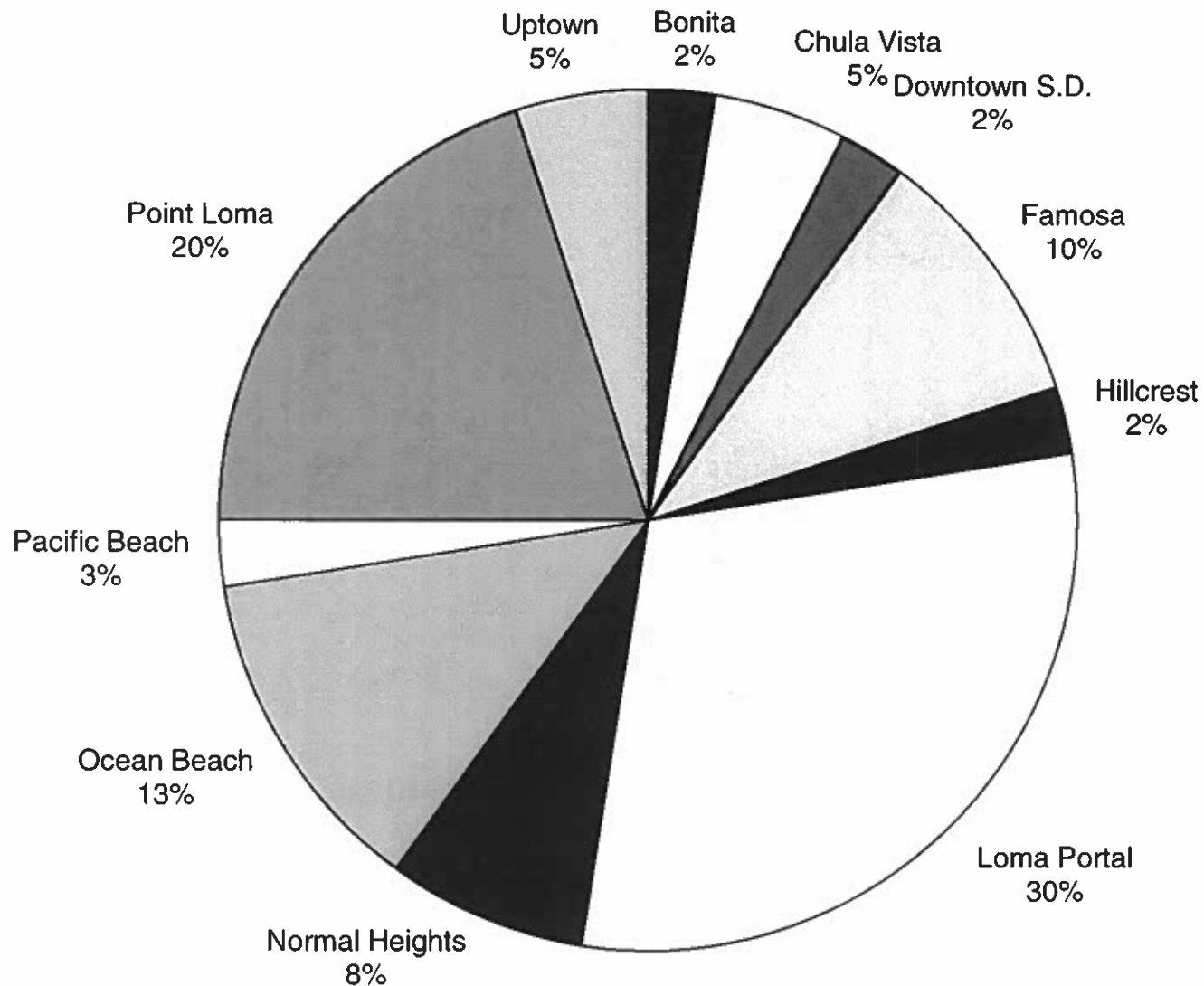
# Aircraft Noise Complaint Distribution by Neighborhood



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Second Quarter 2013

TOTAL CALLS: 40



San Diego County Regional Airport Authority

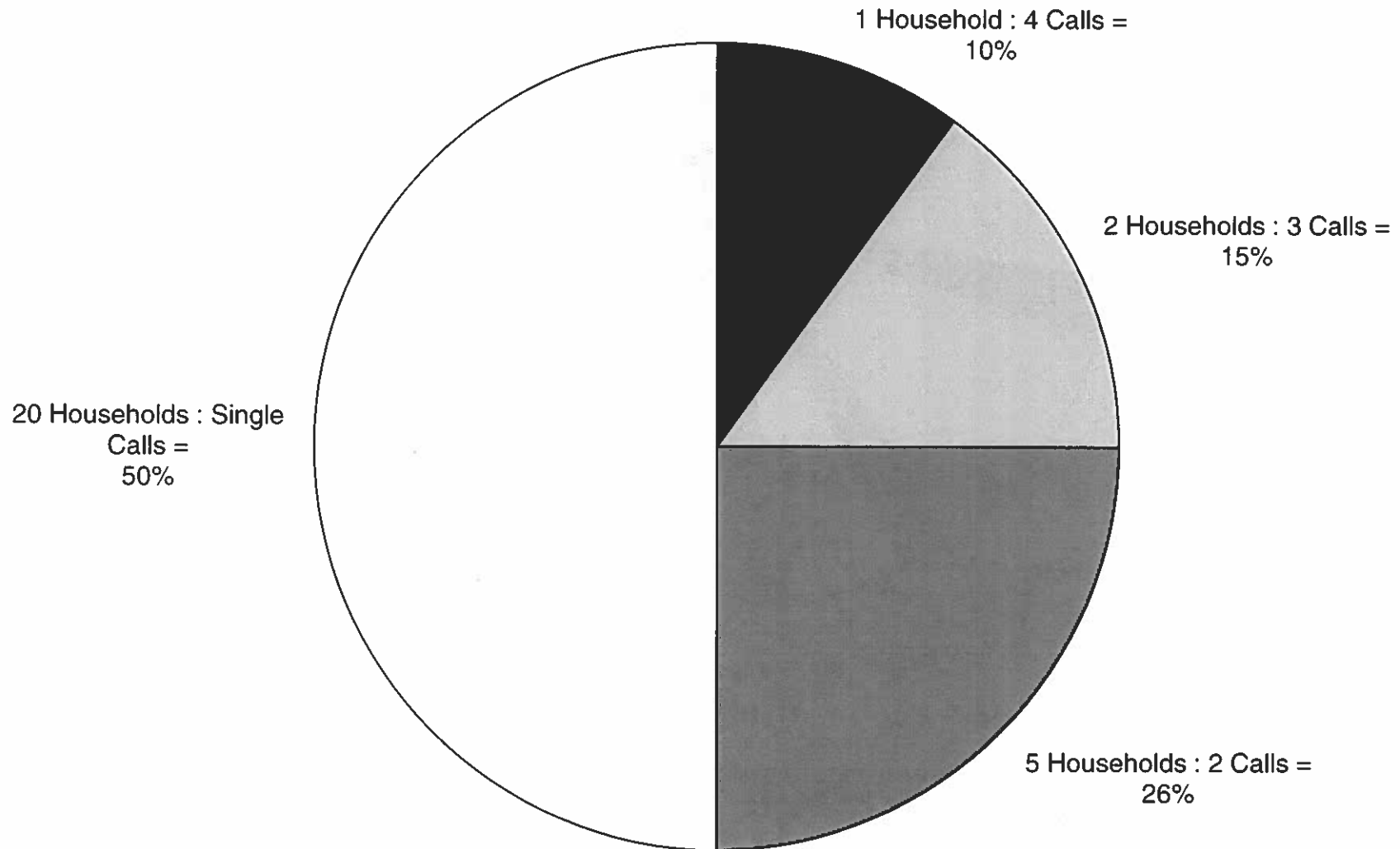
# Aircraft Noise Complaint Distribution by Household

Second Quarter 2013



SAN DIEGO  
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AIRPORT

TOTAL CALLS: 40



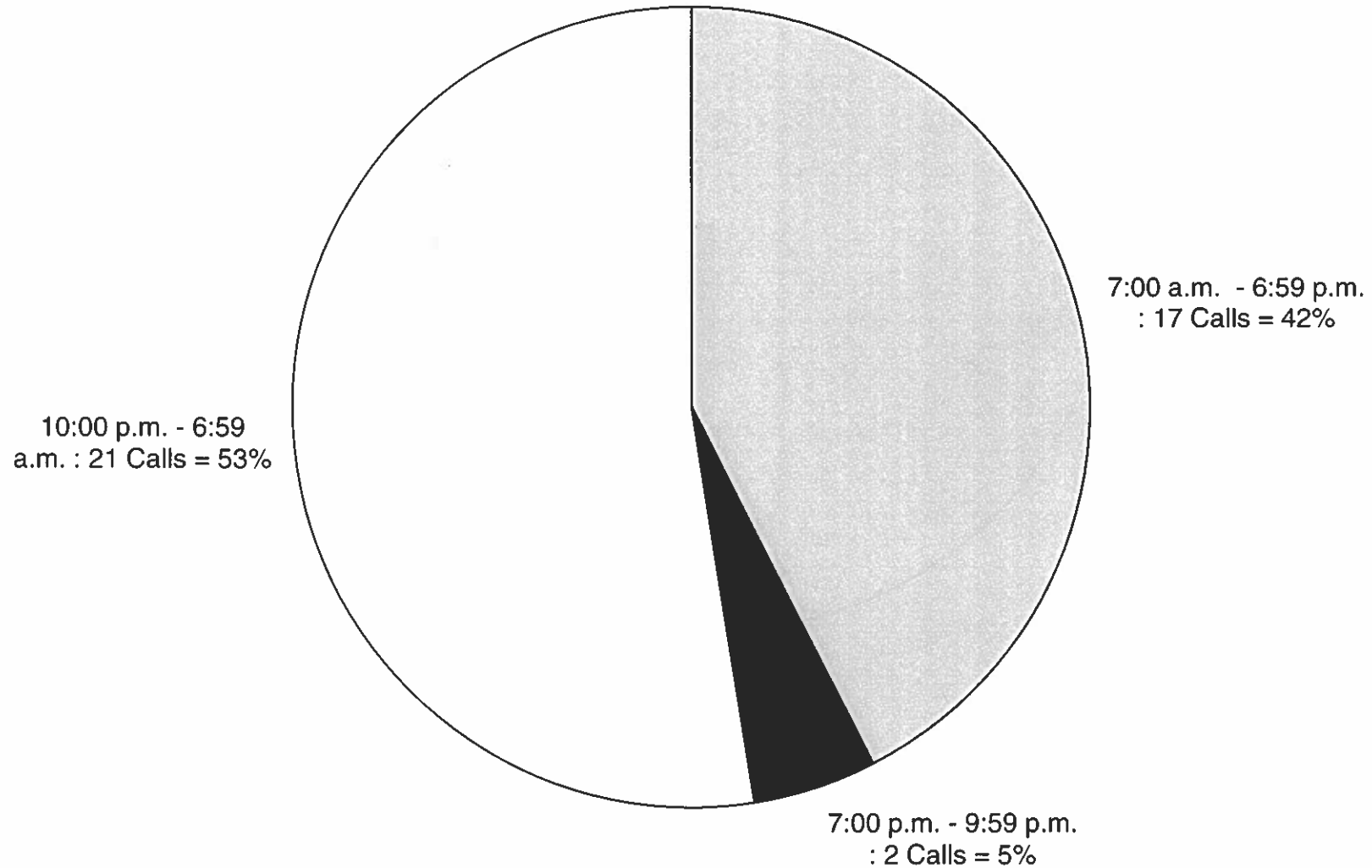
# Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Second Quarter 2013

TOTAL CALLS: 40



San Diego County Regional Airport Authority

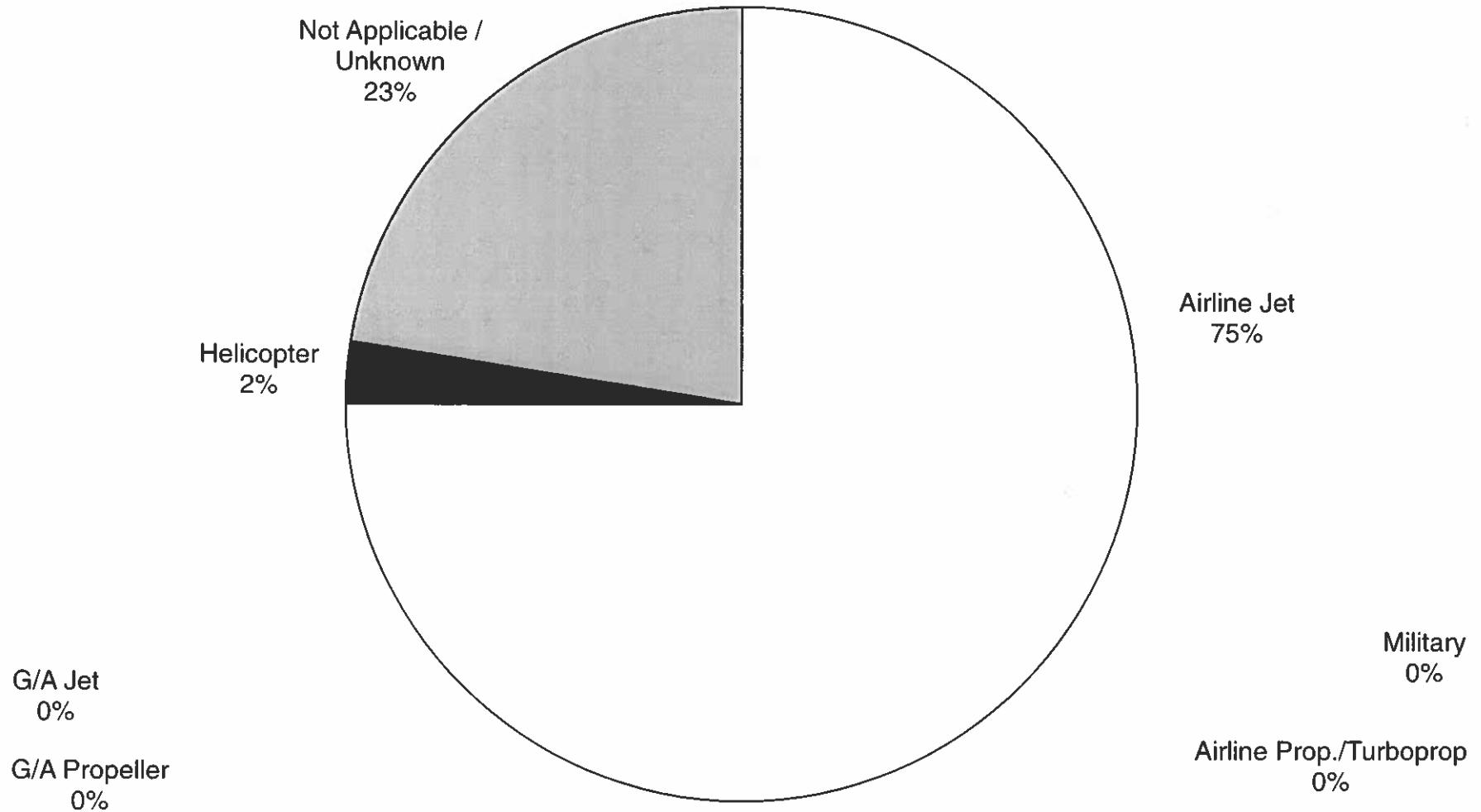
# Aircraft Noise Complaint Distribution by Aircraft Type

Second Quarter 2013



SAN DIEGO  
INTERNATIONAL  
AIRPORT

TOTAL CALLS: 40



San Diego County Regional Airport Authority



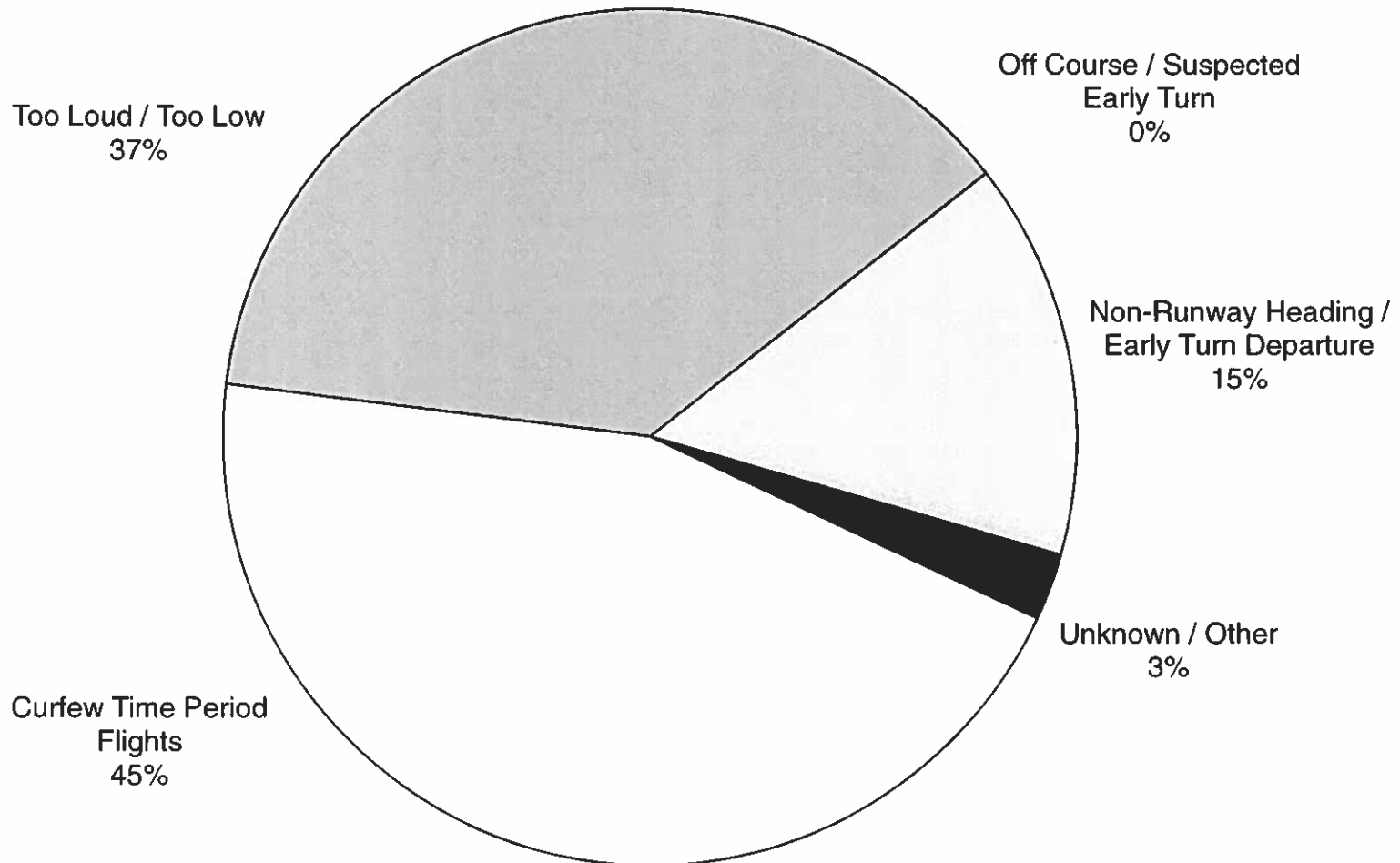
# Aircraft Noise Complaint Distribution by Cause

Second Quarter 2013



SAN DIEGO  
INTERNATIONAL  
AIRPORT

TOTAL CALLS: 40



**AIRPORT NOISE ADVISORY COMMITTEE**

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held April 17<sup>th</sup>, 2013.



**SAN DIEGO  
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AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
Meeting Minutes  
April 17, 2013**

On April 17<sup>th</sup> 2013, the Airport Noise Advisory Committee (ANAC/Committee) met at the Commuter Building, 3225 N. Harbor Blvd, San Diego, CA 92101. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:00 p.m.

**Present:** John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Retired Airline Pilot; Rob Cook, FAA Representative; Hirsch Gottschalk, Uptown Planners; Tait Galloway, City of San Diego; Jane Gawronski, PhD., Ocean Beach Planning Board; John Ly, City Council District 2 (ex-officio); Joe Scaglione, North Bay Community Planning Board; 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:** Steven Holt, Airline Representative (ex-officio); Kirk Hanson (Community member); Daniel Hazard, for Congresswoman Susan Davis (ex-officio) (Excused); Carl Huenefeld, MCRD; 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 deferred approval of the January 16, 2013 meeting minutes. Dr. Butler informed the members that Dr. Jane Gawronski will no longer be representing Ocean Beach Planning Board; Mr. Frazee presented her with a Certificate of Appreciation for being an active committee member and for her contributions as an Ocean Beach community representative.

Mr. Frazee provided an update on Airport Authority issues. For the Green Build expansion update, Mr. Frazee informed the committee that new gates 42-47 opened on Tuesday, and that Delta Air Lines was the first aircraft to use the new gate 42. Mr. Frazee went on to describe the new changes and upgrades in the terminals, and that the airport is building the terminal to LEED Gold specifications. August 13 will be the terminal's grand opening, when all ten new gates will be in operation, as well new artwork and upgraded seating. Although dining is not at its best with the temporary food concessions, this will definitely change in the near term as new full service accommodations open; Mr. Frazee added that the whole project is on schedule and 45 million dollars under budget. On another note, all on-airport rental car operators will be relocated from present locations on Harbor Island to a new consolidated rental facility located at the on the north side of the airport. Landmark Aviation, the airport's fixed base (general aviation) operator and three air cargo carriers will be moving to a different location on the airport's north side. Construction Requests for Proposals (RFPs) are being solicited for the consolidated rental car facility. Improvements already in use at Terminal 2 West include a 12 lane security check-point, customer seating with beverage holders and electrical outlets, and striking new artwork; there's even an indoor pet restroom. Mr. Frazee gave an update on the noise monitoring pole replacement project. He explained that the remaining 12 wooden poles housing monitoring

equipment will be replaced in a project that is just beginning. These noise monitoring poles are the only ones not replaced in 2006, and will operate using solar versus commercial power.

Next, Mr. Frazee provided an update of the latest Curfew Violation Review Panel meetings. A scheduled public meeting was held February 6 to assess 11 violations, an increase compared to other recent CVRP meetings; 6 of the operators were penalized, and the 5 that were not penalized were either due to aircraft maintenance issues discovered proximate to departure or adverse weather conditions delaying the aircraft departures. Additionally, at the April 3rd meeting, there were 9 violations, 5 of which were penalized. Spirit Airlines has the most violations since they started their operations here about a year ago, and Mr. Frazee informed the committee that he visited Spirit's corporate office in Ft. Lauderdale, Fl. in April to discuss ways to alleviate violating the departure curfew. Spirit, as a growing air carrier, doesn't have the luxury of making significant changes in their flight schedule or proactive positioning of their aircraft, unlike the bigger airlines, but discussed other reasons they could consider in order to be a friendlier neighbor to the community. One member pointed out that community members have noticed the increase in curfew violations; this input was acknowledged by airport staff and will be passed to Authority Board members as well as to the airline station managers.

Seeing no more comments on CVRP, Dr. Butler introduced a new ANAC member, representing San Diego City District Two Councilman Faulconer, Mr. John Ly. Dr. Butler then announced that a quorum of members was now present, so he requested a motion to approve the January 16 meeting minutes. The minutes were unanimously approved by the Committee, without discussion.

Mr. Mark Gagne, representing the Quieter Home Program (QHP) gave a program update. Since the January 2013 meeting, QHP has completed residential sound insulation of 97 residents; the majority being condominiums, with more work on west side at the Sea Colony condominium complex. Two construction phases of historic homes have also been completed since the last meeting, consisting of multi-family and single-family historic home in all three program areas; the west side, near east side of Banker's Hill/Middletown, as well as the far east side in Golden Hill. A new historic home phase will begin in June, consisting of single-family homes mainly on the west side but with a few on the east side. For planning purposes, the second annual realtor open house is forthcoming; last year's open house was successful, as it gave an opportunity for prospective homeowners and real estate professionals to become familiar with the program and to learn the eligibility boundaries in their areas. Mr. Gagne then explained a new approach QHP is using in approaching smaller local business contractors interested in the program. At present, there are two projects planned where smaller local business contractors can be involved; this in response to the Authority's desire to provide DBE and local contractors opportunities to bid on smaller contract packages, helping the community and getting more local businesses involved instead of using one major company that is not local. Participants asked where they could find out more information regarding this project and were informed that the Authority's Small Business Development (SBD) Department is available to provide such information. As for the change in how FAA's guidelines regarding participant eligibility for the sound attenuation program, it was suggested that Ms. Knack provide a substantive update at a future ANAC meeting.

No public comment.

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

[http://www.san.org/documents/airport\\_noise/anac/13April\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/13April_Presentation_Items.pdf)

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

[http://www.san.org/documents/airport\\_noise/anac/13April\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/13April_Presentation_Items.pdf)

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

[http://www.san.org/documents/airport\\_noise/anac/13April\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/13April_Presentation_Items.pdf)

Comments were made that Early Turns are happening too often; that more are being noticed by the public; it was reiterated though that if an Early Turn occurs, it is definitely due to weather or air traffic.

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

[http://www.san.org/documents/airport\\_noise/anac/13April\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/13April_Presentation_Items.pdf)

This concluded Mr. Cummings' presentation with no further questions.

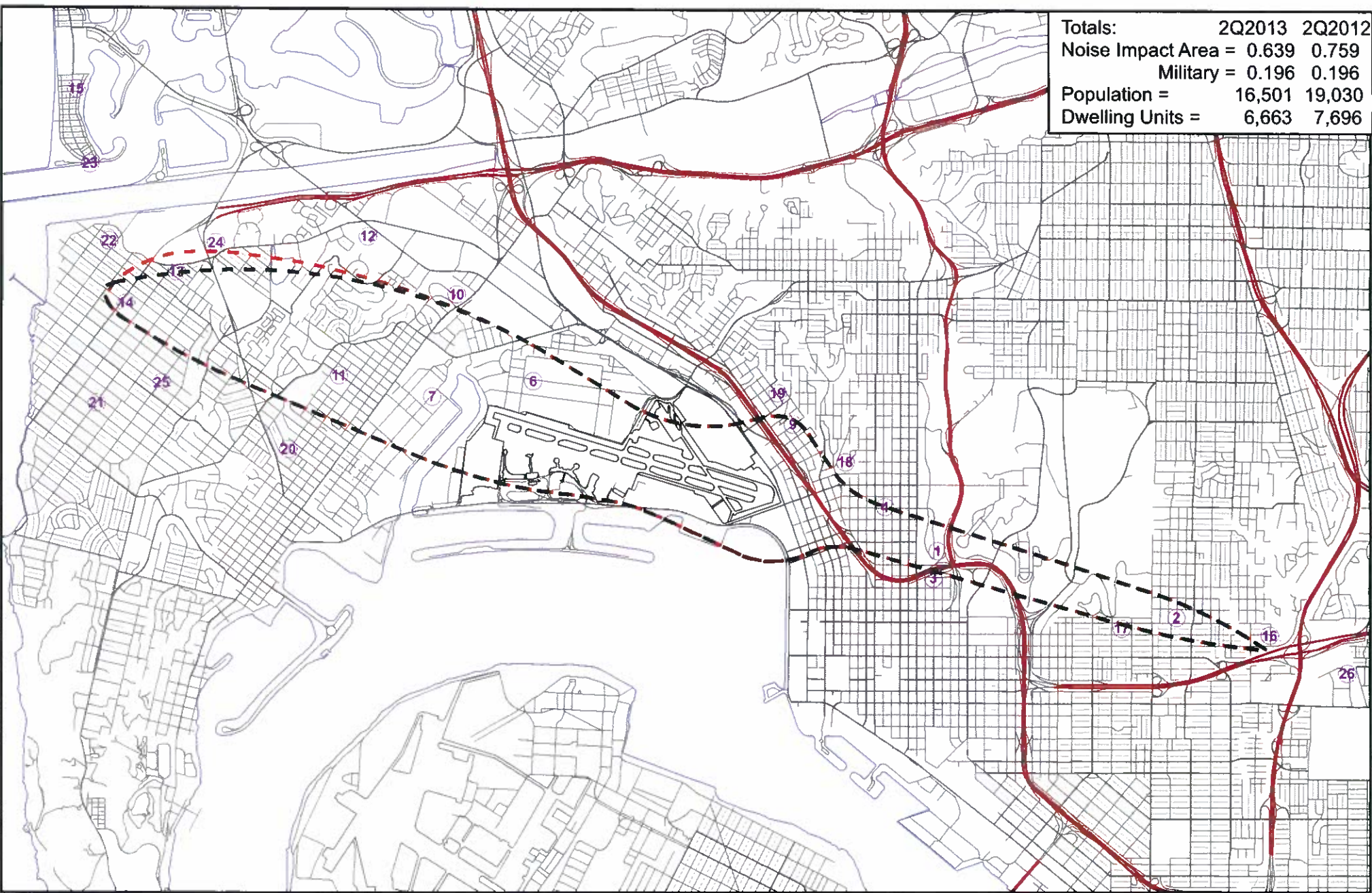
The last item on the Agenda dealt with changes discussed at the last meeting regarding the Committee's Rules and Procedures; to align the operating rules with a motion requesting that the Authority Board consider amending SDCRAA Policy 9.20. A motion was made to accept the revision to the draft Rules and Procedures and, further, to ask that the Airport Authority Board consider amending the wording of SDCRAA Policy 9.20 to allow more flexibility in the appointment of ex-officio (non-voting) members. The motion was accepted, and in discussion, it was requested that a link be added to the electronic draft document to reference the Policy and Rules and Procedures. The motion to accept the proposed changes and request to the Authority Board was passed with no further discussion.

Hearing no more questions, Dr. Butler adjourned the meeting at 5:15 p.m. The next meeting is scheduled for Wednesday, July 17, 2013 at 4:00 p.m. at the Commuter Terminal in the Airport Noise Mitigation Noise Room.

  
\_\_\_\_\_  
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.

Totals:	2Q2013	2Q2012
Noise Impact Area =	0.639	0.759
Military =	0.196	0.196
Population =	16,501	19,030
Dwelling Units =	6,663	7,696



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



- - - - - 2nd Quarter 2013  
 - - - - - 2nd Quarter 2012



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