

# QUARTERLY NOISE REPORT

July 1, 2013 through September 30, 2013



Airport Noise Mitigation Department  
San Diego International Airport

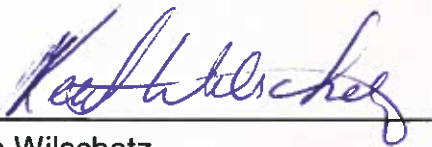
December 6, 2013

**QUARTERLY NOISE REPORT**  
**For the Period**  
**July 1 through September 30, 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 August 8<sup>th</sup>, 2012.

This Quarterly Report for the Third 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.



Keith Wilschetz  
Director, Airport Planning



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 July 1, 2013 to September 30, 2013, to be 0.639 square miles (408.8 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the Third Quarter of 2012, the Noise Impact Area decreased by 0.098 square miles and the Federal Military Noise Impact Area remained the same.

3rd Quarter 2013	3rd 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	71.7
2	66.9	67.1
3	64.5	64.0
4	65.3	65.4
6	68.5	68.6
7	74.3	75.0
9	66.2	66.5
10	62.7	62.6
11	71.0	71.4
12	61.0	61.1
13	64.3	65.1
14	65.7	65.7
16	64.9	64.7
17	64.7	65.0
18	59.3	58.6
19	61.3	60.5
20	61.2	61.2
21	59.0	60.1
22	63.6	63.8
23	62.3	62.2
24	63.2	63.5
25	62.7	62.3
26	63.7	63.7

<sup>1</sup> = For the period October 1, 2012 through September 30, 2013

<sup>2</sup> = For the period July 1, 2013 through September 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	THIRD QUARTER 2013	THIRD QUARTER 2012	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	39,372	38,672	700	1.8%
Commuter	5,404	5,826	(422)	-7.2%
General Aviation	4,324	3,959	365	9.2%
Military	128	110	18	16.4%
TOTAL	49,228	48,567	661	1.4%

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 Third Quarter of 2013. The data used to compile this report was gathered during 24-hour periods on August 13 - 15, 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 Third Quarter 2013 Operations Survey, an average of 468 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 59. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the Third Quarter 2013 Operations Survey, an average of 468 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 59. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

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

	August 14 - 16, 2012	August 13 - 15, 2013	Change (dB)
Departures	99.9	100.4	0.5
Arrivals	95.5	96.1	0.6

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 468 daily operations, which reflected an increase of 12 operations from the 456 operations recorded during the Third Quarter of 2012.



**TABLE 1**

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
August 13 through August 15, 2013**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-10F	101.5	Indianapolis, ID	FDX3713	1710
MD-10F	100.7	Indianapolis, ID	FDX1754	445
MD-10F	100.3	Memphis, TN	FDX1422	510
B767-300F	100.1	Louisville, KY	UPS922	440
B767-200F	98.3	Phoenix, AZ	ABX505	715
B777-200	98.1	London, England	BAW273	1830
B767-300	97.6	Atlanta, GA	DAL1967	1730
A300-600F	97.4	Memphis, TN	FDX906	1655
B757-300	97.2	Atlanta, GA	DAL1467	1925
B757-200	96.6	Houston, TX	UAL772	2245
B737-300	96.4	Phoenix, AZ	SWA608	1725
B757-200	96.4	Dallas/Fort Worth, TX	AAL671	1615
B767-300F	96.3	Honolulu, HI	UPS2968	1500
B737-400	96.2	Portland, OR	ASA232	925
B757-200	96.2	Phoenix, AZ	AWE452	850
B737-400	96.0	Puerto Vallarta, Mexico	ASA237	1840
B757-200	96.0	Atlanta, GA	DAL2267	1245
B757-200	95.9	Dulles, VA	UAL229	1020
B757-200	95.8	Houston, TX	UAL380	1400
MD-80	95.8	Dallas/Fort Worth, TX	AAL1475	1430
B757-200	95.7	Atlanta, GA	DAL2367	2300
A300-600F	95.5	Ontario, CA	FDX1860	440
B737-400	95.5	Seattle, WA	ASA234	955
B737-800	95.5	Portland, OR	ASA576	915
B757-200	95.5	Denver, CO	UAL632	2100
B757-200	95.5	Dulles, VA	UAL240	1950
B737-400	95.4	Cabo San Lucas, Mexico	ASA233	1545
B757-200	95.4	San Francisco, CA	UAL498	10
B737-300	95.2	Phoenix, AZ	SWA1539	750
B737-800	95.2	Kahului, HI	ASA814	735

**TABLE 1**

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
August 13 through August 15, 2013**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	95.2	Dallas/Fort Worth, TX	AAL1413	1135
B737-300	95.1	Phoenix, AZ	SWA4558	1355
B737-800	95.1	Cincinnati, OH	DAL1379	1715
B737-300	95.0	Las Vegas, NV	SWA1003	900
MD-80	94.9	Dallas/Fort Worth, TX	AAL1121	1940
B737-300	94.8	Oakland, CA	SWA139	1150
MD-80	94.8	Dallas/Fort Worth, TX	AAL403	2310
B737-300	94.7	Oakland, CA	SWA3770	1550
B737-800	94.7	Newark, NJ	UAL1626	1115
MD-80	94.7	Dallas/Fort Worth, TX	AAL1109	1805
A330-200	94.6	Honolulu, HI	HAL16	2130
B737-300	94.6	Tucson, AZ	SWA454	1145
B737-800	94.6	Chicago, IL	AAL1975	1415
B737-800	94.6	Boston, MA	ASA769	2200
B737-900	94.6	Seattle, WA	ASA486	2025
B737-300	94.5	Denver, CO	SWA368	1410
B737-300	94.5	Las Vegas, NV	SWA534	2240
B737-300	94.5	Oakland, CA	SWA413	1745
B737-300	94.5	San Jose, CA	SWA3947	830
B737-400	94.5	Portland, OR	ASA556	1710
B737-800	94.5	New York, NY	DAL857	1100
B757-200	94.5	Detroit, MI	DAL1510	2110
B757-200	94.5	Atlanta, GA	DAL1692	955
B737-300	94.4	Albuquerque, NM	SWA610	1940
B737-300	94.4	Las Vegas, NV	SWA1964	1730
B737-800	94.4	Lihue, HI	ASA850	1920
B787-800	94.4	Tokyo, Japan	JAL66	1120
MD-80	94.4	Dallas/Fort Worth, TX	AAL1513	1310
MD-80	94.4	Dallas/Fort Worth, TX	AAL2033	2135

**TABLE 2**

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
August 13 through August 15, 2013**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	105.7	Dallas/Fort Worth, TX	AAL2214	1530
MD-80	105.6	Dallas/Fort Worth, TX	AAL2254	740
MD-80	105.5	Dallas/Fort Worth, TX	AAL648	850
MD-80	105.5	Dallas/Fort Worth, TX	AAL872	1415
MD-80	105.2	Dallas/Fort Worth, TX	AAL1344	1245
MD-80	105.2	Dallas/Fort Worth, TX	AAL880	1000
MD-80	104.6	Dallas/Fort Worth, TX	AAL1592	640
MD-80	103.8	El Paso, TX	RPN306	2220
MD-10F	103.4	Memphis, TN	FDX821	655
MD-10F	103.0	Memphis, TN	FDX3613	645
B777-200	102.7	London, England	BAW272	2100
MD-10F	101.6	Indianapolis, IN	FDX1654	1930
B767-300	101.5	Honolulu, HI	HAL15	1030
A321	100.9	Charlotte, NC	AWE579	2250
B767-300	99.7	Atlanta, GA	DAL1792	2300
B737-800	99.5	New York, NY	DAL838	2230
B737-900	99.5	Newark, NJ	UAL1552	635
B737-800	99.4	New York, NY	DAL2452	640
B737-900	99.1	Newark, NJ	UAL1159	2135
B757-300	99.1	Atlanta, GA	DAL1662	800
B737-800	98.9	Newark, NJ	UAL1469	820
A300-600F	98.8	Memphis, TN	FDX1222	1925
B737-400	98.7	Puerto Vallarta, Mexico	ASA232	1030
B737-800	98.7	Kahului, HI	ASA847	710
B737-800	98.7	Honolulu, HI	ASA895	1130
B737-800	98.6	Orlando, FL	ASA760	2230
B737-800	98.6	Boston, MA	ASA768	930
B737-800	98.6	Lihue, HI	ASA855	1010
B737-800	98.3	Miami, FL	AAL1042	2150
B737-800	98.3	Baltimore, MD	SWA3678	725

**TABLE 2**

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
August 13 through August 15, 2013**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-900	98.3	Houston, TX	UAL1410	650
A320	98.2	Philadelphia, PA	AWE607	655
B737-800	98.2	Chicago, IL	UAL1711	650
B737-800	98.1	New York, NY	AAL160	755
B737-800	98.1	Houston, TX	UAL1073	920
A320	98.0	Detroit, MI	DAL1248	725
B737-800	98.0	Cincinnati, OH	DAL708	1210
B737-800	97.7	Chicago, IL	AAL2098	915
B737-800	97.6	Chicago, IL	AAL1096	640
B737-800	97.6	Newark, NJ	UAL1114	1330
A321	97.5	Phoenix, AZ	AWE470	2150
A321	97.5	Phoenix, AZ	AWE567	650
B737-400	97.5	Portland, OR	ASA577	1805
B737-800	97.4	Chicago, IL	SWA426	655
A320	97.3	Boston, MA	JBU20	2200
B737-400	97.3	Portland, OR	ASA581	1040
A320	97.2	Philadelphia, PA	AWE585	2225
B737-400	97.2	Seattle, WA	ASA233	1750
B737-800	97.2	Kahului, HI	ASA819	2000
A320	97.1	Washington, D.C.	AWE655	2315
B737-900	97.1	San Francisco, CA	UAL242	1200
B757-200	97.1	Atlanta, GA	DAL1592	700
MD-90	97.1	Minneapolis, MN	DAL671	655
A320	97.0	New York, NY	JBU90	2130
B737-400	97.0	Cabo San Lucas, Mexico	ASA234	1110
B737-400	97.0	Cabo San Lucas, Mexico	ASA238	1315
B737-800	97.0	Baltimore, MD	SWA234	1320
MD-90	96.9	Minneapolis, MN	DAL1787	1415
B757-200	96.9	Dulles, VA	UAL546	740

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

Survey of three days during the Third Quarter of 2013  
 These numbers are the averages for operations for August 13 to August 15, 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							94
A330+		1		1									2
B712													
B72Q													
B733+	97	30	17	109	18	17							264
B747+													
B757+	6	2	3	7	1	2							30
B767+	2		1	1	1	1							8
B777+	1				1								2
B787+	1		2	1	1	1							2
DC10	1		2	1	1	1							6
DC87													
DC8Q													
E170/190													
MD80+	2	1	1	3	1								16
MD90	1		1	2									6
RJ+	13	3	3	13	3	3							34
<b>TOTAL</b>	<b>152</b>	<b>49</b>	<b>33</b>	<b>162</b>	<b>38</b>	<b>34</b>							<b>468</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 Third Quarter of 2013 Airport Noise Mitigation received a total of 69 complaint calls from 52 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the Third Quarter of 2013

<b>DIRECTION FROM AIRPORT</b>		<b>July</b>	<b>August</b>	<b>September</b>	<b>TOTAL</b>
NORTH	North Park			1	1
SOUTH	Bonita	1	3		4
	Chula Vista	1			1
	Encanto/Lomita		1		1
EAST	Golden Hill	1	3	1	5
	La Mesa		1	1	2
	Famosa		2	2	4
	Liberty Station	2			2
WEST	Loma Portal	6	5	12	23
	Mission Beach	1	1	1	3
	Ocean Beach		3	5	8
	Point Loma	7	6	2	15
<b>TOTAL COMPLAINTS</b>		<b>19</b>	<b>25</b>	<b>25</b>	<b>69</b>

The 69 complaint calls recorded during the Third Quarter 2013 reflect a decrease of 17 calls from the 86 received during the Third 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 Third Quarter 2013 Final Enforcement Actions.

<b>THIRD 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>
7/06/2013	2332L	US Airways 154	A320 ; Stage 3	No Penalty
7/10/2013	2335L	jetBlue Airways 20	A320 ; Stage 3	\$2,000
7/19/2013	0053L	US Airways 66	A320 ; Stage 3	No Penalty
7/24/2013	0152L	Spirit Airlines 245	A319 ; Stage 3	\$6,000
8/05/2013	2333L	American Airlines 1042	B738 ; Stage 3	No Penalty
8/05/2013	2347L	Alaska Airlines 760	B738 ; Stage 3	No Penalty
8/08/2013	2330L	Delta Air Lines 1792	B763 ; Stage 3	No Penalty
8/10/2013	0209L	Sun Country Airlines 404	B738 ; Stage 3	\$2,000
8/14/2013	0231L	Spirit Airlines 245	A319 ; Stage 3	\$18,000
8/23/2013	0125L	jetBlue Airways 20	A320 ; Stage 3	No Penalty
8/23/2013	2350L	British Airways 272	B772 ; Stage 3	\$6,000
9/02/2013	0037L	jetBlue Airways 90	A320 ; Stage 3	No Penalty
9/10/2013	0102L	United Airlines 1831	B764 ; Stage 3	\$2,000
9/13/2013	0019L	jetBlue Airways 90	A320 ; Stage 3	\$6,000
9/13/2013	0025L	jetBlue Airways 20	A320 ; Stage 3	\$10,000
9/23/2013	2353L	jetBlue Airways 20	A320 ; Stage 3	No Penalty

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	32	90% complete
Phase 6, Group 11	30	100% complete
Phase 6, Group 12A	27	60% complete
Phase 6, Group 12B	26	80% complete
Phase 7, Group 1	23	80% complete
Phase 7, Group 2	68	80% complete
Phase 7, Group 3	30	60% complete
Phase 7, Group 4	21	60% complete
Phase 7, Group 5	26	50% complete
Phase 7, Group 6	41	50% complete
Phase 7, Group 7	48	40% complete
Phase 7, Group 8	55	40% complete
Phase 7, Group 9	44	40% complete
Phase 7, Group 10	67	30% complete
Phase 7, Group 11	47	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 July 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)

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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 = 0.639 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:

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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:

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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:

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McDonnell-Douglas MD-80 Series (Stage 3): 567

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

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49,228

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

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39,372

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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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5,404

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

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4,324

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

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128

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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 July 2013 \_\_\_\_\_ B3

CNEL Log for August 2013 \_\_\_\_\_ B4

CNEL Log for September 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 August Avenue	22,400	46
16	3385 ½ "B" Street	-17,134	369
17	2651 ½ "A" Street	-12,356	-807
18	418 W. Nutmeg Street	-1,911	-1,880
19	1290 ½ West Thorn Street	861	3,406
20	1944 ½ Plum Street	15,822	-3,043
21	1615 ½ Froude Street	22,411	-3,414
22	5029 ½ Lotus Street	23,555	1,869
23	2600 Mission Boulevard	25,287	3,961
24	Barnes Tennis Center Parking Lot	20,071	2,660
25	1873 Santa Barbara Avenue	20,534	-2,122
26	750 Gateway Center Way	-19,948	-89

(+) north & west direction  
(-) south & east direction

\* Plotted with respect to beginning of Runway 27 (edge of concrete)

Note 1: RMTs #5, #8, & #15, not noted on this sheet, are currently designated as "spares" and are located in the Airport Noise Mitigation Department offices.

## APPENDIX B2

### REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS

In effect from July 1, 2013 to September 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  
July 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>	70.4	65.3	*	64.7	68.8	75.4	67.0	63.4	72.3	*	65.3
<b>2</b>	71.6	67.3	*	54.5	69.0	75.0	66.3	64.0	71.8	*	64.5
<b>3</b>	71.6	66.5	66.2	67.8	69.0	76.3	67.3	62.5	72.6	*	64.4
<b>4</b>	68.1	64.0	59.4	62.3	66.6	73.5	65.0	62.1	69.9	*	64.8
<b>5</b>	73.6	67.6	64.8	65.4	67.9	74.1	66.0	62.2	70.8	*	64.1
<b>6</b>	70.3	66.2	62.0	64.5	68.1	75.2	66.2	62.5	72.1	*	64.0
<b>7</b>	72.0	66.8	52.6	57.3	69.4	75.2	66.7	62.9	71.2	61.3	63.8
<b>8</b>	71.3	66.5	64.7	67.1	69.3	75.1	67.2	62.9	71.3	60.1	67.0
<b>9</b>	72.9	67.5	66.1	67.4	68.6	75.3	66.6	62.8	72.2	60.9	65.2
<b>10</b>	72.4	67.9	63.1	66.4	69.0	76.1	67.5	63.2	73.2	59.1	66.2
<b>11</b>	72.1	67.9	0.0	66.3	68.8	75.2	67.1	63.1	72.0	60.0	65.2
<b>12</b>	72.2	68.1	65.8	67.0	68.8	76.3	67.4	63.2	73.1	59.2	65.5
<b>13</b>	73.0	66.5	64.0	65.2	68.3	74.7	66.0	62.4	71.8	58.1	64.3
<b>14</b>	72.0	66.1	62.4	65.2	68.6	75.9	66.8	62.9	72.8	59.7	66.0
<b>15</b>	71.2	66.4	63.0	65.5	68.8	75.1	67.4	63.0	71.9	59.7	66.2
<b>16</b>	72.7	67.3	65.2	66.3	69.5	75.3	66.4	63.4	72.0	60.0	64.8
<b>17</b>	71.9	67.3	62.7	66.2	69.6	75.0	66.3	63.5	71.8	61.5	64.9
<b>18</b>	72.7	67.9	65.9	66.5	69.2	75.6	67.0	63.7	72.2	62.5	65.1
<b>19</b>	72.9	68.4	65.7	66.8	69.6	75.8	67.6	63.3	72.5	62.1	65.2
<b>20</b>	71.7	67.5	63.4	54.6	67.9	74.7	66.3	63.2	71.1	61.4	64.0
<b>21</b>	70.8	66.2	*	*	68.4	75.5	67.0	62.9	72.7	61.7	66.5
<b>22</b>	71.7	66.5	64.9	65.7	69.8	75.8	67.8	64.5	72.9	62.7	70.2
<b>23</b>	72.4	67.6	65.0	66.4	69.4	75.2	66.8	63.1	72.0	62.0	65.7
<b>24</b>	72.5	68.1	66.4	66.8	69.7	75.7	66.3	62.8	72.4	61.9	64.8
<b>25</b>	75.2	68.5	66.9	66.7	69.2	74.9	66.6	62.7	71.3	62.8	64.8
<b>26</b>	73.4	68.2	66.8	67.8	69.3	74.9	66.8	63.2	71.9	61.9	65.8
<b>27</b>	72.1	67.0	66.0	66.5	67.9	74.5	65.6	61.7	70.7	60.9	63.0
<b>28</b>	71.3	66.7	65.4	46.4	69.5	75.4	67.1	63.5	72.4	61.7	65.9
<b>29</b>	71.7	66.8	65.2	64.4	69.5	75.2	67.1	64.1	72.2	64.0	66.6
<b>30</b>	72.8	68.4	65.8	66.9	69.1	74.8	66.2	63.7	71.8	62.9	65.7
<b>31</b>	72.8	68.0	65.8	66.6	69.7	75.5	66.9	64.2	72.2	62.5	66.0
<b>Month</b>	<b>72.2</b>	<b>67.2</b>	<b>64.5</b>	<b>65.5</b>	<b>69.0</b>	<b>75.3</b>	<b>66.8</b>	<b>63.2</b>	<b>72.0</b>	<b>61.4</b>	<b>65.6</b>

\* = Not in service

**APPENDIX B3**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
July 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	63.3	63.6	57.0	61.4	61.5	58.8	64.5	63.0	64.4	62.5	62.4
<b>2</b>	63.3	64.5	64.9	58.0	60.0	60.7	56.9	63.7	61.9	63.0	61.9	60.7
<b>3</b>	64.3	65.5	64.8	60.8	59.8	60.4	56.7	63.4	61.5	63.3	61.5	64.9
<b>4</b>	63.3	62.0	61.5	56.2	58.9	59.5	68.7	63.7	61.0	62.3	60.9	61.6
<b>5</b>	62.3	65.1	66.4	57.7	61.0	60.3	58.1	62.9	61.7	62.5	60.9	64.4
<b>6</b>	62.2	64.1	63.5	57.9	61.5	61.2	56.3	62.7	61.4	62.5	61.2	63.8
<b>7</b>	62.2	64.6	66.3	59.7	59.8	60.0	54.6	62.5	61.7	62.8	59.8	64.1
<b>8</b>	63.5	64.4	65.0	58.5	60.0	61.2	57.7	63.6	61.5	62.7	60.8	63.7
<b>9</b>	63.5	65.1	65.3	57.4	60.6	61.0	58.2	64.3	62.2	64.2	62.2	63.8
<b>10</b>	64.7	65.5	65.5	56.1	62.8	61.7	58.9	65.1	63.6	64.9	63.0	60.6
<b>11</b>	65.8	65.4	65.5	59.6	62.7	61.0	59.0	65.7	62.9	64.1	61.5	64.8
<b>12</b>	64.5	65.6	65.7	58.7	60.9	61.6	64.0	64.7	65.0	64.7	62.3	64.6
<b>13</b>	65.7	64.0	64.3	57.8	59.5	60.9	57.0	63.0	61.3	62.8	61.9	63.3
<b>14</b>	66.4	64.1	64.2	58.6	61.7	61.9	58.7	64.8	63.5	64.9	62.8	63.7
<b>15</b>	63.9	64.3	64.8	59.5	61.2	61.5	67.2	64.0	62.0	63.9	61.9	63.3
<b>16</b>	63.6	65.0	65.4	58.7	58.9	61.8	62.9	63.8	62.5	63.4	62.6	63.8
<b>17</b>	63.2	64.9	65.8	61.1	58.7	62.1	59.6	63.7	61.5	63.5	62.7	64.0
<b>18</b>	63.6	65.6	65.8	59.3	60.6	61.8	60.5	63.4	62.0	64.5	61.7	64.6
<b>19</b>	63.8	66.3	65.9	59.6	61.9	61.4	60.6	64.1	63.4	63.8	61.7	65.1
<b>20</b>	76.6	64.9	64.6	58.3	61.8	60.4	55.8	63.1	62.9	63.2	60.3	64.0
<b>21</b>	64.8	63.9	64.6	56.6	61.5	61.6	58.8	65.5	64.9	65.0	63.3	64.1
<b>22</b>	66.1	64.5	64.7	61.5	62.0	62.6	61.1	66.2	64.2	65.5	63.7	62.3
<b>23</b>	63.8	65.1	65.8	58.9	60.1	61.8	58.9	64.7	62.8	64.2	63.0	64.9
<b>24</b>	65.6	65.4	65.7	59.5	58.6	61.2	59.9	63.6	61.8	63.7	62.0	64.9
<b>25</b>	64.3	65.9	66.5	60.0	59.6	60.6	57.3	63.7	62.6	63.7	61.4	65.1
<b>26</b>	63.9	65.8	66.0	60.7	61.3	61.4	58.2	64.4	63.0	64.7	62.5	64.9
<b>27</b>	62.5	64.8	64.9	57.0	59.1	58.5	54.4	61.9	60.7	61.7	59.3	63.9
<b>28</b>	64.4	64.5	65.1	59.7	61.0	61.7	57.1	64.3	62.9	64.5	62.2	64.8
<b>29</b>	67.7	64.9	65.2	60.1	61.1	62.7	61.6	65.5	64.2	65.3	64.1	63.9
<b>30</b>	64.8	65.6	66.2	60.3	59.5	62.2	61.4	64.4	62.6	64.4	63.6	65.1
<b>31</b>	64.7	66.5	66.1	60.1	59.7	63.1	60.2	64.8	63.2	64.7	64.1	64.9
<b>Month</b>	<b>66.2</b>	<b>65.0</b>	<b>65.3</b>	<b>59.1</b>	<b>60.7</b>	<b>61.4</b>	<b>60.8</b>	<b>64.2</b>	<b>62.7</b>	<b>63.9</b>	<b>62.2</b>	<b>64.0</b>

\* = Not in service

**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
August 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	72.9	68.5	64.9	67.2	69.8	75.3	67.6	64.1	72.2	62.9	66.3
2	72.2	67.9	64.5	66.0	69.3	75.5	67.6	63.8	72.6	63.0	66.6
3	71.5	67.1	64.5	66.2	68.6	74.5	66.1	63.3	71.4	62.3	65.9
4	71.9	66.9	64.7	66.1	69.8	75.1	67.0	63.8	71.8	62.0	65.6
5	71.5	67.2	63.7	65.6	69.8	75.8	69.3	63.9	72.1	62.9	68.1
6	72.6	67.2	66.2	66.4	69.5	75.4	66.4	63.5	71.8	62.1	65.6
7	72.9	68.1	66.1	67.1	69.8	76.2	67.1	64.1	72.4	63.1	66.6
8	72.5	67.7	65.8	66.6	69.9	75.9	67.2	64.0	71.9	61.8	65.6
9	72.9	68.3	65.6	66.6	69.0	74.5	66.6	63.5	70.6	63.3	66.0
10	70.0	65.3	63.5	63.4	66.1	72.9	63.8	61.2	69.5	59.8	64.3
11	71.5	67.1	63.7	65.4	69.3	75.6	67.0	63.5	71.8	61.8	66.3
12	71.6	67.7	63.6	65.7	69.6	76.0	67.7	63.7	72.5	61.7	66.2
13	72.4	68.4	65.0	66.4	69.5	75.3	66.4	62.8	71.3	60.4	64.1
14	74.2	69.7	67.4	68.1	69.2	75.9	67.1	62.8	71.3	60.6	64.6
15	72.5	67.9	64.3	66.5	68.2	75.0	66.0	62.3	71.1	61.3	64.9
16	72.2	67.6	66.0	66.4	68.8	76.0	67.3	63.1	72.2	61.7	65.9
17	71.0	66.4	63.3	64.8	68.3	75.1	66.3	62.4	71.3	61.2	64.5
18	71.0	66.6	62.5	64.1	68.4	76.1	67.0	62.1	71.8	60.7	65.0
19	71.2	66.1	63.7	64.4	67.6	74.6	66.0	61.8	70.4	59.0	64.0
20	71.9	66.4	64.7	65.3	68.2	73.7	64.8	61.6	69.3	59.0	63.5
21	72.6	67.7	65.9	66.4	68.7	75.0	66.3	62.2	70.7	60.0	64.3
22	71.9	67.3	65.5	66.2	69.0	75.4	65.9	62.7	71.5	61.0	65.2
23	72.6	71.8	65.9	66.6	69.2	75.8	67.3	63.0	72.1	61.2	65.7
24	70.7	66.3	62.6	64.7	68.0	74.7	65.7	62.2	70.4	60.6	64.5
25	69.8	65.6	62.4	64.6	68.4	74.9	66.9	61.7	71.3	60.2	64.9
26	70.8	65.9	63.2	65.6	68.4	74.5	65.0	62.3	70.8	60.7	66.4
27	71.4	66.9	62.9	65.8	68.2	74.1	65.0	61.7	70.4	60.1	64.1
28	71.2	66.9	63.5	65.4	68.6	75.3	65.9	62.0	71.6	60.0	64.7
29	70.5	66.6	61.7	65.2	68.1	75.2	64.9	62.4	71.4	61.0	65.0
30	71.5	66.8	62.2	65.9	67.6	75.5	65.7	61.8	72.1	60.2	65.1
31	69.4	65.0	59.6	63.3	66.4	74.2	65.0	61.0	70.1	59.8	64.0
<b>Month</b>	<b>71.8</b>	<b>67.5</b>	<b>64.4</b>	<b>65.9</b>	<b>68.8</b>	<b>75.2</b>	<b>66.5</b>	<b>62.8</b>	<b>71.4</b>	<b>61.3</b>	<b>65.4</b>

\* = Not in service



**APPENDIX B4****SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log  
August 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>	63.8	66.3	66.3	61.0	61.9	62.8	64.2	65.4	63.9	65.2	64.2	65.5
<b>2</b>	64.4	65.8	65.7	59.4	62.5	62.2	61.9	65.0	63.8	65.0	63.8	64.8
<b>3</b>	64.0	64.8	65.0	58.5	60.2	61.4	59.2	64.4	62.9	64.2	63.6	64.3
<b>4</b>	65.1	64.7	65.2	58.7	59.8	61.4	58.0	63.7	63.1	64.5	61.9	64.5
<b>5</b>	64.5	64.9	67.1	57.4	60.7	62.2	60.8	64.7	63.1	64.5	63.2	64.2
<b>6</b>	65.9	64.8	65.5	58.4	58.9	62.0	61.2	63.9	62.7	64.3	62.6	64.4
<b>7</b>	64.6	66.0	66.5	58.2	59.5	62.8	63.4	65.1	63.2	65.2	64.1	65.4
<b>8</b>	63.3	65.3	65.8	60.5	60.6	62.1	61.0	64.0	63.0	64.3	63.1	64.7
<b>9</b>	64.1	66.1	66.1	59.9	61.1	61.6	59.1	64.6	64.3	65.1	62.7	65.1
<b>10</b>	62.5	63.4	63.5	56.6	59.1	59.9	57.6	63.1	62.1	63.0	61.1	62.5
<b>11</b>	63.8	64.7	65.4	57.7	61.8	62.1	59.2	64.8	63.5	64.6	63.5	63.4
<b>12</b>	66.1	65.5	65.4	57.6	62.1	62.4	65.7	64.4	62.5	64.2	63.1	64.2
<b>13</b>	65.5	65.8	65.5	56.9	61.0	60.9	60.1	62.6	61.5	62.6	62.0	64.1
<b>14</b>	65.3	66.9	67.0	59.3	62.5	60.4	61.6	63.1	61.8	63.8	60.9	65.6
<b>15</b>	65.7	65.7	65.7	57.9	60.9	60.5	58.8	63.5	62.4	63.9	61.4	64.3
<b>16</b>	66.5	65.5	65.4	59.5	61.3	61.6	58.8	64.4	63.2	64.5	62.7	64.7
<b>17</b>	66.2	64.6	63.9	57.8	59.2	61.7	58.7	63.1	61.6	63.1	63.1	63.2
<b>18</b>	65.1	64.4	63.6	55.4	62.8	59.6	56.3	63.4	62.5	63.6	61.2	62.6
<b>19</b>	64.3	63.7	64.0	56.4	61.1	59.4	56.1	62.7	60.5	62.4	60.5	62.6
<b>20</b>	64.4	64.6	64.9	57.1	57.9	59.6	56.6	62.2	61.2	61.9	60.8	63.3
<b>21</b>	65.1	65.2	65.5	59.7	59.7	61.4	58.5	63.1	60.6	62.7	62.1	64.4
<b>22</b>	66.4	65.1	65.3	58.3	58.5	62.1	60.2	63.9	61.9	63.7	63.2	64.9
<b>23</b>	66.7	66.0	67.1	59.8	61.7	62.4	60.9	64.4	63.4	64.3	63.7	64.5
<b>24</b>	66.1	63.7	63.7	57.7	59.1	60.3	58.2	63.1	61.9	63.2	62.2	62.8
<b>25</b>	65.5	63.2	63.9	59.5	61.0	61.2	57.4	63.5	61.9	63.5	62.0	61.9
<b>26</b>	65.7	63.5	64.3	55.7	57.7	61.4	59.8	63.6	61.8	63.2	62.7	62.5
<b>27</b>	65.2	64.4	65.2	57.1	58.0	60.7	60.7	63.1	61.5	62.5	61.9	62.5
<b>28</b>	66.5	64.2	65.0	60.0	58.8	61.4	59.6	63.9	61.7	63.2	63.2	62.7
<b>29</b>	66.1	64.7	64.1	55.5	58.1	61.6	59.0	63.7	61.8	63.3	62.9	62.5
<b>30</b>	65.8	64.4	64.5	56.6	60.0	60.3	57.9	63.6	62.3	63.2	62.3	62.9
<b>31</b>	65.0	62.8	62.4	55.6	58.9	59.7	59.8	62.8	61.1	61.8	62.2	61.7
<b>Month</b>	<b>65.3</b>	<b>65.0</b>	<b>65.3</b>	<b>58.3</b>	<b>60.5</b>	<b>61.4</b>	<b>60.3</b>	<b>63.8</b>	<b>62.4</b>	<b>63.8</b>	<b>62.6</b>	<b>63.9</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
September 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>	67.2	63.2	57.9	61.4	65.5	72.4	63.5	59.7	68.6	57.5	62.5
<b>2</b>	68.6	64.3	59.1	62.3	66.1	73.9	63.5	59.8	69.8	59.1	63.8
<b>3</b>	70.0	64.8	61.1	64.1	66.7	74.1	64.5	60.9	70.1	59.7	63.9
<b>4</b>	70.8	66.7	61.6	65.1	68.1	74.8	65.8	61.5	71.2	59.5	64.7
<b>5</b>	71.6	67.2	62.7	65.6	68.1	73.7	65.2	61.1	70.0	59.8	64.1
<b>6</b>	70.7	67.0	62.3	65.1	68.1	74.7	64.9	61.2	70.5	60.1	64.1
<b>7</b>	69.1	64.8	60.0	63.5	66.5	73.8	63.8	59.9	69.8	58.1	62.8
<b>8</b>	70.2	66.2	60.7	64.4	67.7	74.8	65.0	61.4	70.7	59.2	63.9
<b>9</b>	70.7	65.8	61.9	64.3	68.6	74.6	65.1	62.7	71.2	60.6	66.7
<b>10</b>	71.5	67.0	62.9	65.2	69.0	74.4	66.2	62.4	70.8	62.5	65.4
<b>11</b>	72.2	67.4	64.1	65.8	68.6	74.9	65.9	62.6	71.0	60.8	64.9
<b>12</b>	72.4	68.1	64.4	66.4	68.5	75.4	65.8	62.3	71.7	60.7	65.0
<b>13</b>	72.0	68.9	64.9	66.0	68.5	75.5	65.3	62.1	71.6	60.1	64.8
<b>14</b>	68.2	63.9	60.1	63.9	66.4	73.5	65.1	58.8	69.7	56.9	61.9
<b>15</b>	70.3	65.7	61.3	64.5	67.8	75.1	66.2	61.5	71.0	59.9	63.7
<b>16</b>	70.4	66.0	63.4	65.1	68.5	75.1	64.9	61.8	71.1	60.6	63.2
<b>17</b>	71.2	67.1	61.9	65.4	68.2	74.5	65.8	61.4	70.4	59.8	62.6
<b>18</b>	71.4	67.6	62.8	65.5	69.1	75.4	67.2	63.0	71.8	61.1	64.5
<b>19</b>	72.3	68.4	63.8	66.2	68.8	75.5	66.8	62.9	71.9	61.8	64.0
<b>20</b>	72.9	68.4	64.6	66.1	68.5	75.2	66.7	62.8	71.5	61.3	64.7
<b>21</b>	70.7	66.4	62.0	64.1	67.0	74.2	65.4	61.3	70.4	60.6	63.2
<b>22</b>	71.0	66.6	62.4	65.0	68.3	74.7	67.1	62.5	70.9	61.0	64.6
<b>23</b>	70.6	65.4	64.0	64.3	68.2	75.1	68.1	62.2	71.2	60.6	65.0
<b>24</b>	70.8	66.5	63.3	64.6	68.5	74.7	68.6	61.9	70.7	60.5	63.0
<b>25</b>	71.9	67.9	63.0	65.8	69.2	75.6	67.6	62.9	71.7	61.1	64.5
<b>26</b>	72.1	68.0	63.8	66.1	68.6	75.4	67.0	63.0	71.8	61.6	64.8
<b>27</b>	72.2	67.1	66.0	65.4	68.4	75.0	67.0	62.5	71.2	62.5	63.6
<b>28</b>	68.1	63.9	60.6	62.3	66.3	72.5	63.7	59.8	68.2	60.0	60.8
<b>29</b>	70.8	65.6	62.3	64.7	68.3	74.5	67.1	61.7	70.3	60.0	62.7
<b>30</b>	66.1	59.8	62.3	59.2	66.0	73.1	67.9	60.5	69.6	60.4	62.4
<b>Month</b>	<b>70.9</b>	<b>66.5</b>	<b>62.7</b>	<b>64.8</b>	<b>68.0</b>	<b>74.6</b>	<b>66.1</b>	<b>61.7</b>	<b>70.8</b>	<b>60.4</b>	<b>64.0</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
September 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>	64.7	60.9	61.4	53.3	57.4	59.1	56.9	62.0	60.2	60.1	61.8	60.0
<b>2</b>	64.0	62.0	62.7	52.5	56.4	58.9	55.8	63.1	61.0	61.9	60.8	61.1
<b>3</b>	64.5	62.5	63.4	55.0	56.8	60.2	59.0	63.0	60.8	62.2	61.9	61.3
<b>4</b>	65.8	64.1	64.4	57.6	58.4	61.0	58.6	63.7	61.2	63.0	62.7	62.7
<b>5</b>	65.0	64.3	64.9	61.0	58.7	60.2	59.0	63.1	60.8	62.4	61.7	63.2
<b>6</b>	65.0	64.1	64.4	55.8	58.2	60.4	59.0	62.9	60.8	62.1	61.7	62.8
<b>7</b>	64.8	62.5	62.0	54.0	56.6	59.0	60.0	62.0	60.0	60.8	60.8	60.3
<b>8</b>	65.2	63.6	64.6	56.7	57.8	60.4	56.8	62.7	60.4	61.7	61.7	62.1
<b>9</b>	65.1	63.7	63.7	57.5	57.5	61.2	60.7	63.7	61.4	63.0	62.4	62.7
<b>10</b>	66.2	64.7	64.5	56.7	60.0	61.3	61.1	64.5	62.2	63.6	61.9	63.3
<b>11</b>	66.4	65.0	65.5	59.5	58.5	62.1	60.1	63.9	61.7	63.4	64.0	64.3
<b>12</b>	65.6	65.7	66.1	58.0	58.3	61.1	58.4	63.5	61.2	63.3	61.9	64.3
<b>13</b>	65.9	64.9	65.5	58.3	57.7	62.2	58.4	63.5	62.2	63.2	62.0	63.4
<b>14</b>	63.9	61.9	61.9	56.6	58.3	56.8	53.4	60.5	59.9	60.1	59.3	60.5
<b>15</b>	64.9	63.5	64.1	56.4	59.0	64.0	57.8	62.8	61.4	62.6	61.5	61.9
<b>16</b>	65.7	64.0	64.1	57.6	61.0	60.7	60.1	65.3	60.5	62.3	62.8	63.0
<b>17</b>	64.3	65.3	64.7	57.0	59.8	59.9	56.6	62.0	61.3	62.9	60.9	63.6
<b>18</b>	66.9	65.5	64.9	61.1	62.7	62.0	59.3	64.3	62.6	64.0	63.8	64.3
<b>19</b>	65.8	66.0	65.4	57.8	61.9	61.0	58.7	63.4	62.2	63.8	62.2	65.1
<b>20</b>	66.2	66.3	66.7	58.9	62.3	61.2	58.7	64.2	62.7	64.3	62.7	65.2
<b>21</b>	65.7	63.7	63.8	56.3	58.2	60.7	58.6	63.2	61.5	62.5	62.7	63.2
<b>22</b>	66.0	64.4	64.9	60.6	61.4	61.1	59.0	64.5	62.7	63.9	62.9	63.9
<b>23</b>	66.3	63.5	63.9	61.1	61.0	61.6	59.6	64.2	62.1	63.6	63.8	62.1
<b>24</b>	65.9	65.1	64.3	59.8	64.2	60.4	58.4	63.1	61.1	62.5	62.2	63.3
<b>25</b>	66.3	66.4	65.1	61.9	63.1	61.4	59.4	64.2	63.3	64.2	62.5	64.7
<b>26</b>	66.2	66.0	65.5	59.9	62.2	61.5	60.5	64.7	63.4	64.3	63.3	64.7
<b>27</b>	66.5	65.2	65.2	55.8	61.0	61.6	59.6	63.7	62.3	63.2	63.6	64.0
<b>28</b>	63.5	61.9	62.0	57.1	59.5	58.7	59.5	60.9	59.6	60.1	60.1	60.1
<b>29</b>	65.1	63.4	63.9	61.2	61.6	60.3	57.7	62.4	60.2	62.1	62.2	61.6
<b>30</b>	64.1	57.9	58.0	57.8	63.7	59.3	57.8	62.8	58.3	60.6	60.7	55.7
<b>Month</b>	<b>65.5</b>	<b>64.3</b>	<b>64.3</b>	<b>58.4</b>	<b>60.4</b>	<b>60.8</b>	<b>58.9</b>	<b>63.4</b>	<b>61.4</b>	<b>62.8</b>	<b>62.2</b>	<b>63.0</b>

\* = Not in service

**AIRCRAFT OPERATIONS**

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

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

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

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

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

APPENDIX C1

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

12/12/2013 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																							108		108	216		
A310																									2	2	4	
A318																										0	0	
A319	93						175	301							282		286	7	121	78					2	1345	2690	
A320							232	43			362				157		623	492	294							2203	4406	
A321																										484	968	
A330+									90																	90	180	
B712																										0	0	
B71Q																										0	0	
B72Q																									2	2	4	
B733														2276												2276	4552	
B734		321																								321	642	
B735														1												1	2	
B736																										0	0	
B737		87												4759	81	203					66					4	5200	10400
B738		1205		775			315							935	4	455										2	3691	7382
B739		146															376										522	1044
B747+																										0	0	
B752				59			549										449	99							2	1158	2316	
B753							61										2										63	126
B762																						66				66	132	
B763				1			76		2															91		170	340	
B764							1									1										2	4	
B772				1		92																					93	186
B787										92																	92	184
CRJ2													696														696	1392
CRJ7					246								533														779	1558
CRJ9													89														89	178
DC87																											0	0
ERJ+																											0	0
E170/90								21																		6	27	54
MD10																							194				194	388
MD11																							4				4	8
MD80+			12	527																						28	567	1134
MD90							302																				302	604
<b>TOTALS</b>	<b>93</b>	<b>1759</b>	<b>12</b>	<b>1363</b>	<b>246</b>	<b>92</b>	<b>1711</b>	<b>365</b>	<b>92</b>	<b>92</b>	<b>362</b>	<b>0</b>	<b>1318</b>	<b>7971</b>	<b>439</b>	<b>85</b>	<b>2395</b>	<b>1082</b>	<b>415</b>	<b>78</b>	<b>66</b>	<b>66</b>	<b>306</b>	<b>91</b>	<b>48</b>	<b>20547</b>	<b>41094</b>	
B190																						1					1	2
BE99																						70					70	140
C208												154											201				355	710
DH8D		334																									334	668
E120													1030														1030	2060
PA31																								1			1	2
SW3/4																								65			65	130
<b>TOTALS</b>	<b>93</b>	<b>2093</b>	<b>12</b>	<b>1363</b>	<b>246</b>	<b>92</b>	<b>1711</b>	<b>365</b>	<b>92</b>	<b>92</b>	<b>362</b>	<b>154</b>	<b>2348</b>	<b>7971</b>	<b>439</b>	<b>85</b>	<b>2395</b>	<b>1082</b>	<b>415</b>	<b>78</b>	<b>66</b>	<b>137</b>	<b>507</b>	<b>157</b>	<b>48</b>	<b>1856</b>	<b>3712</b>	

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

Other / Non-Transport Category = 5 MIL C130

**APPENDIX C2**

**SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JULY 2013**

12/12/2013 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	Aironeo	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																							34			34	68	
A310																									2		2	4
A318																											0	0
A319	32						83	102							122		84	2	1	32						458	916	
A320							92				123				31		168	205	138							757	1514	
A321																		146									146	292
A330+									31																		31	62
B712																											0	0
B71Q																											0	0
B72Q																										1	1	2
B733														802													802	1604
B734		98																									98	196
B735																											0	0
B736																											0	0
B737		35												1688	31	97					22						1873	3746
B738		447		220			86							276		149											1178	2356
B739		59														131											190	380
B747+																											0	0
B752				31			186									177	34								1	429	858	
B753							31																				31	62
B762																						24					24	48
B763							30																	33			63	126
B764																											0	0
B772						31																					31	62
B788										31																	31	62
CRJ2													230														230	460
CRJ7					88								208														296	592
CRJ9													31														31	62
DC87																											0	0
ERJ+																											0	0
E170/90								20																		3	23	46
MD10																								69			69	138
MD11																											0	0
MD80+			8	209																						10	227	454
MD90							119																				119	238
<b>TOTALS</b>	<b>32</b>	<b>639</b>	<b>8</b>	<b>460</b>	<b>88</b>	<b>31</b>	<b>627</b>	<b>122</b>	<b>31</b>	<b>31</b>	<b>123</b>	<b>0</b>	<b>469</b>	<b>2766</b>	<b>153</b>	<b>31</b>	<b>806</b>	<b>387</b>	<b>139</b>	<b>32</b>	<b>22</b>	<b>24</b>	<b>103</b>	<b>33</b>	<b>17</b>	<b>7174</b>	<b>14348</b>	
B190																							1				1	2
BE99																							24				24	48
C208												53												67			120	240
DH8D		113																									113	226
E120													372														372	744
PA31																											0	0
SW3/4																									20		20	40
<b>TOTALS</b>	<b>32</b>	<b>752</b>	<b>8</b>	<b>460</b>	<b>88</b>	<b>31</b>	<b>627</b>	<b>122</b>	<b>31</b>	<b>31</b>	<b>123</b>	<b>53</b>	<b>841</b>	<b>2766</b>	<b>153</b>	<b>31</b>	<b>806</b>	<b>387</b>	<b>139</b>	<b>32</b>	<b>22</b>	<b>49</b>	<b>170</b>	<b>53</b>	<b>17</b>	<b>7824</b>	<b>15648</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 MIL C130

APPENDIX C3

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

12/12/2013 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																							39			39	78		
A310																											0	0	
A318																											0	0	
A319	31						62	104							122	110			45	26					1	501	1002		
A320							105	17			124				31		185	177	99							738	1476		
A321																		166									166	332	
A330+										31																	31	62	
B712																											0	0	
B71Q																											0	0	
B72Q																											0	0	
B733														772													772	1544	
B734		104																									104	208	
B735														1													1	2	
B736																											0	0	
B737		33												1586	29	62					22				3	1735	3470		
B738		421		237			96						329		2	187											1272	2544	
B739		56														115											171	342	
B747+																											0	0	
B752				26			173									167	34								1	401	802		
B753							29																				29	58	
B762																						22					22	44	
B763							34																	30			64	128	
B764							1																				1	2	
B772				1		31																					32	64	
B788										31																	31	62	
CRJ2													247														247	494	
CRJ7					83								177														260	520	
CRJ9													30														30	60	
DC87																											0	0	
ERJ+																											0	0	
E170/90								1																			1	2	
MD10																								70			70	140	
MD11																								1			1	2	
MD80+			4	198																					11		213	426	
MD90							102																				102	204	
<b>TOTALS</b>	<b>31</b>	<b>614</b>	<b>4</b>	<b>462</b>	<b>83</b>	<b>31</b>	<b>602</b>	<b>122</b>	<b>31</b>	<b>31</b>	<b>124</b>	<b>0</b>	<b>454</b>	<b>2688</b>	<b>153</b>	<b>31</b>	<b>826</b>	<b>377</b>	<b>144</b>	<b>26</b>	<b>22</b>	<b>22</b>	<b>110</b>	<b>30</b>	<b>16</b>	<b>7034</b>	<b>14068</b>		
B190																												0	0
BE99																						24						24	48
C208												52												71				123	246
DH8D		112																										112	224
E120													361															361	722
PA31																									1			1	2
SW3/4																									23			23	46
<b>TOTALS</b>	<b>31</b>	<b>726</b>	<b>4</b>	<b>462</b>	<b>83</b>	<b>31</b>	<b>602</b>	<b>122</b>	<b>31</b>	<b>31</b>	<b>124</b>	<b>52</b>	<b>815</b>	<b>2688</b>	<b>153</b>	<b>31</b>	<b>826</b>	<b>377</b>	<b>144</b>	<b>26</b>	<b>22</b>	<b>46</b>	<b>181</b>	<b>54</b>	<b>16</b>	<b>7678</b>	<b>15356</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 MIL C130

**APPENDIX C4**

**SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- SEPTEMBER 2013**

12/12/2013 Aircraft Type	Air Canada	Alaska	Alliant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	JetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volans	WestJet	Airborne	Fedex	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																							35			35	70	
A310																											0	0
A318																											0	0
A319	30						30	95							38		92	5	75	20					1	386	772	
A320							35	26			115				95		270	110	57							708	1416	
A321																		172								172	344	
A330+									28																	28	56	
B712																											0	0
B71Q																										0	0	
B72Q																									1	1	2	
B733														702												702	1404	
B734		119																								119	238	
B735																											0	0
B736																											0	0
B737		19												1485	21	44						22			1	1592	3184	
B738		337		318			133						330		2	119								2	1241	2482		
B739		31														130										161	322	
B747+																											0	0
B752				2			190									105	31									328	656	
B753							1									2										3	6	
B762																							20			20	40	
B763				1			12		2															28		43	86	
B764																1										1	2	
B772						30																				30	60	
B788										30																	30	60
CRJ2													219													219	438	
CRJ7					75								148													223	446	
CRJ9													28													28	56	
DC87																											0	0
ERJ+																											0	0
E170/90																									3	3	6	
MD10																							55			55	110	
MD11																							3			3	6	
MD80+			0	120																					7	127	254	
MD90							81																			81	162	
<b>TOTALS</b>	<b>30</b>	<b>506</b>	<b>0</b>	<b>441</b>	<b>75</b>	<b>30</b>	<b>482</b>	<b>121</b>	<b>30</b>	<b>30</b>	<b>115</b>	<b>0</b>	<b>395</b>	<b>2517</b>	<b>133</b>	<b>23</b>	<b>763</b>	<b>318</b>	<b>132</b>	<b>20</b>	<b>22</b>	<b>20</b>	<b>93</b>	<b>28</b>	<b>15</b>	<b>6339</b>	<b>12678</b>	
B190																											0	0
BE99																						22					22	44
C208												49											63				112	224
DH8D		109																									109	218
E120													297														297	594
PA31																											0	0
SW3/4																									22		22	44
<b>TOTALS</b>	<b>30</b>	<b>615</b>	<b>0</b>	<b>441</b>	<b>75</b>	<b>30</b>	<b>482</b>	<b>121</b>	<b>30</b>	<b>30</b>	<b>115</b>	<b>49</b>	<b>692</b>	<b>2517</b>	<b>133</b>	<b>23</b>	<b>763</b>	<b>318</b>	<b>132</b>	<b>20</b>	<b>22</b>	<b>42</b>	<b>156</b>	<b>50</b>	<b>15</b>	<b>6901</b>	<b>13802</b>	

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 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 Southwest Continental Canada 3000 US Airways G. Wood (GA)	\$1,000 \$1,000 NP \$1,000 \$1,000 NP	TWA TWA United United Southwest TWA	\$1,000 \$3,000 \$1,000 \$3,000 \$1,000 \$5,000	Alaska Delta Delta ExecuJet (GA) Continental	\$1,000 \$1,000 \$3,000 \$1,000 \$1,000
2ND	United Southwest Delta TWA Continental	\$1,000 \$1,000 NP \$1,000 \$1,000	United SkyWest United US Airways Air Group (GA) Peninsula (GA) Southwest TWA Delta TWA TWA TWA	NP NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$3,000 \$5,000 \$50,000	America West FedEx FedEx Martinair (C) Miami Air (C) Western Pacific United SkyWest Southwest	NP NP \$1,000 NP \$1,000 \$1,000 \$1,000 NP \$1,000
3RD	Avanti (GA) Heavy Lift (C) Cutter Aviation (GA) American United	NP NP NP NP \$1,000	Arizona Exec. (GA) Western Pacific United Lamar (GA) Delta Continental United United Le Mouelic (GA)	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$3,000 \$5,000 NP	American United Southwest Delta Reno Air United Miami Air (C) Western Pacific	NP \$1,000 NP \$1,000 \$1,000 \$3,000 \$1,000 \$1,000
4TH	US Airways Airborne (Stage 3%) Champion Air (C) TWA Southwest Southwest Unigas (GA) US Airways TWA TWA Sun Country (C) Amer. Trans Air (C)	NP \$16,655 NP \$1,000 \$1,000 \$3,000 NP NP \$3,000 \$5,000 NP \$1,000	America West United United Southwest America West Great American (C) Delta American Delta Delta Delta Alaska Alaska United Alaska Alaska Alaska	\$1,000 \$1,000 \$3,000 \$1,000 \$3,000 \$1,000 \$1,000 NP \$1,000 \$3,000 \$5,000 EE EE EE EE EE EE	United Sun Country (C) American Eagle Frontier Delta America West United Continental TAESA (C) United TWA	\$1,000 \$1,000 NP NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$3,000 \$1,000
<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	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	Spirit British Airways United jetBlue N777AM (GA) Pegasus Aviation (GA) US Airways jetBlue United Delta British Airways British Airways	\$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	US Airways jetBlue US Airways Spirit American Alaska Delta Sun Country Spirit jetBlue British Airways jetBlue United jetBlue jetBlue jetBlue	NP \$2,000 NP \$6,000 NP NP NP \$2,000 \$18,000 NP \$6,000 NP \$2,000 \$6,000 \$10,000 NP				
4TH						
<b>FINES</b>		<b>\$126,000</b>				

**AIRCRAFT NOISE COMPLAINTS**

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

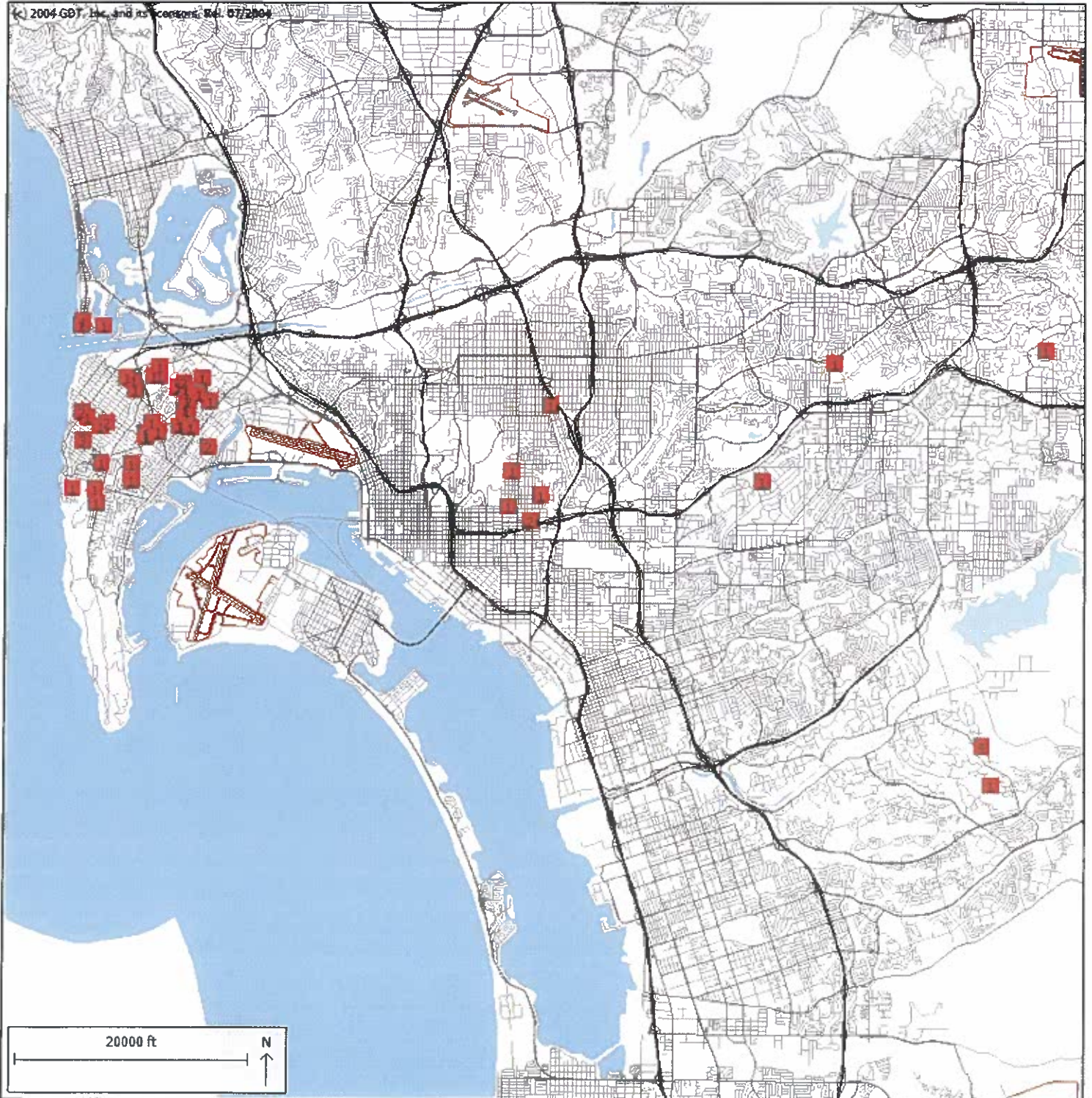


## Third Quarter 2013

Aircraft Noise Complaint Caller's Location in relation to  
San Diego International Airport (SDIA)  
52 Households; 69 Complaints



SAN DIEGO  
INTERNATIONAL  
AIRPORT



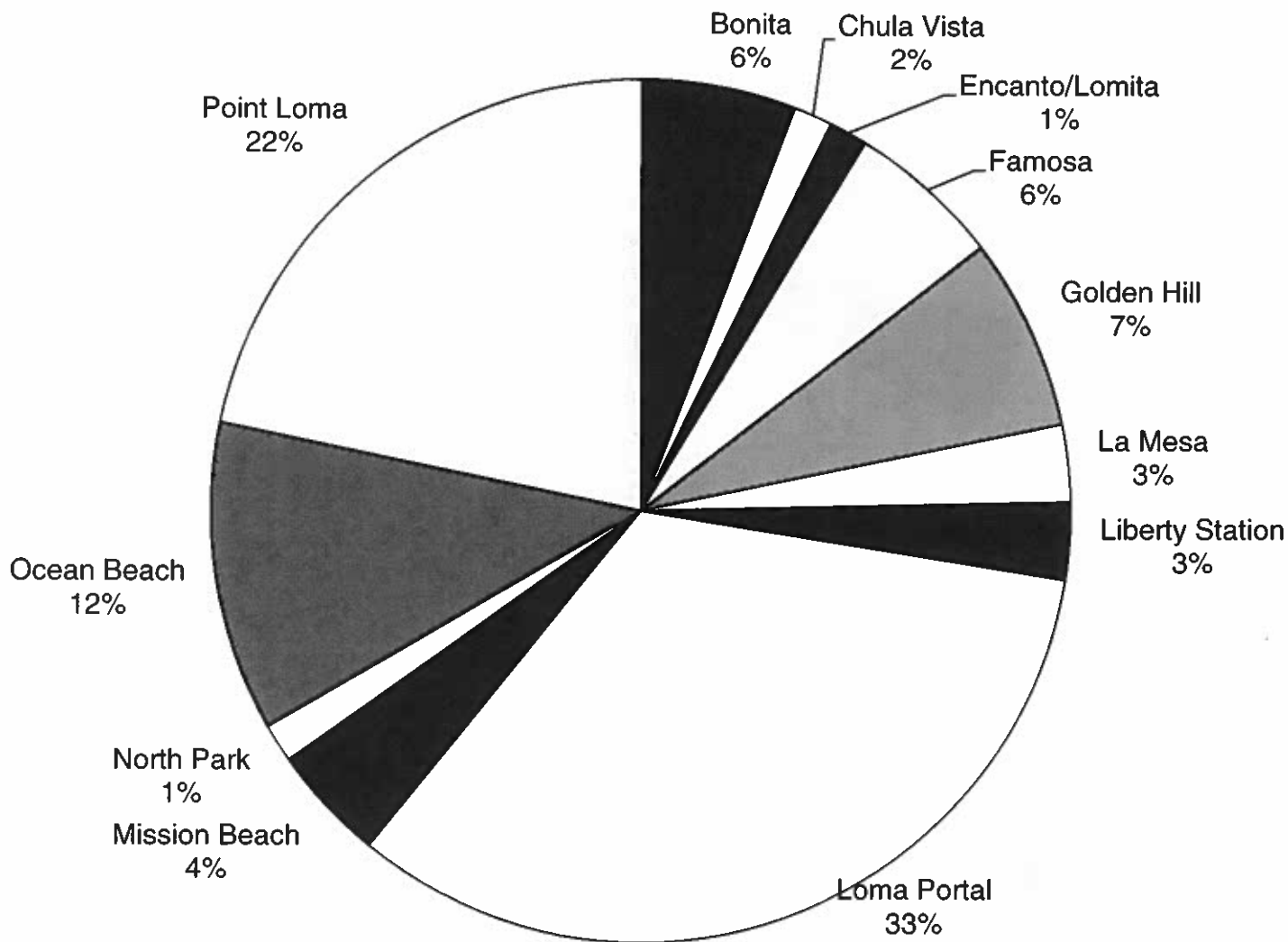
# Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Third Quarter 2013

TOTAL CALLS: 69



San Diego County Regional Airport Authority

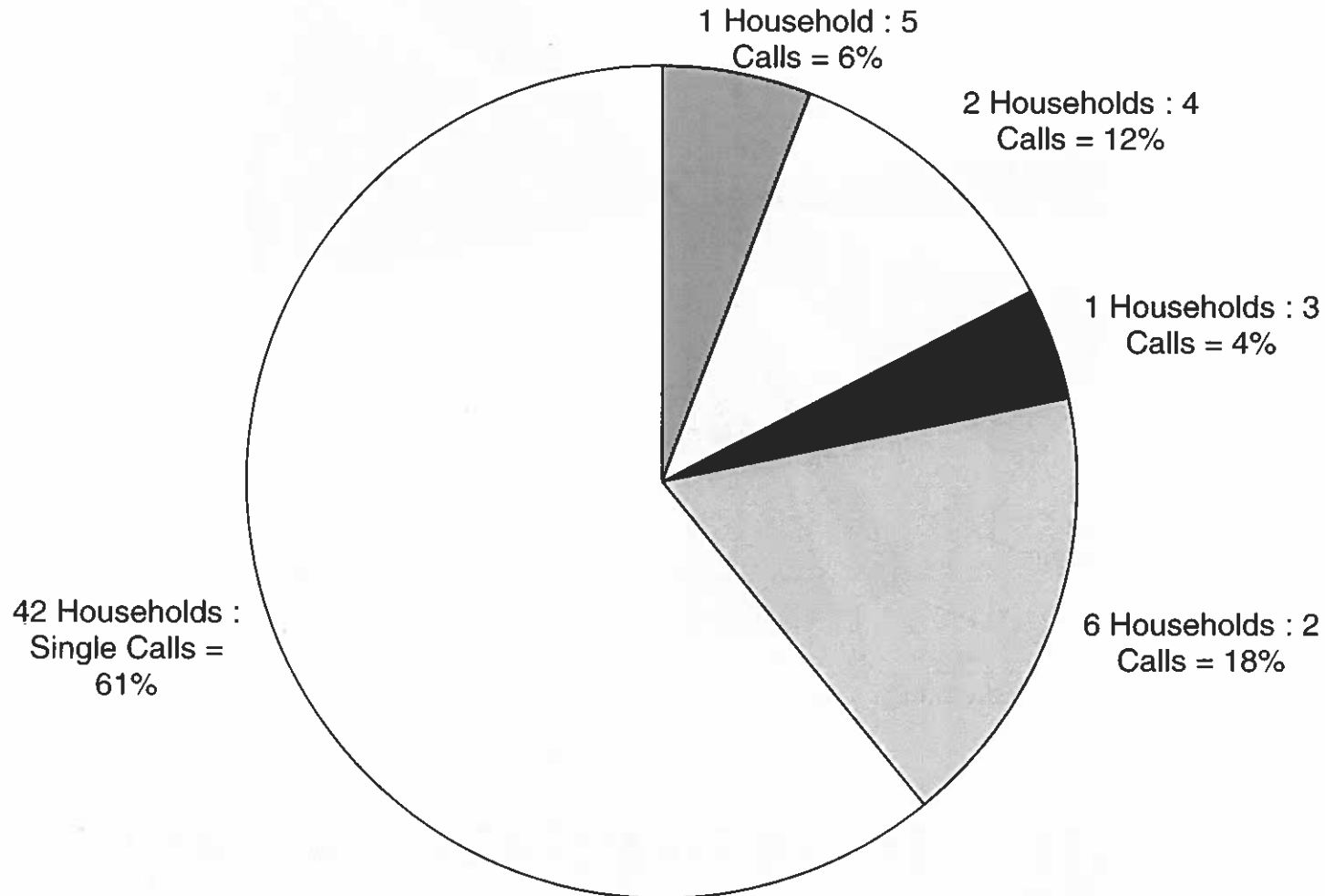
# Aircraft Noise Complaint Distribution by Household



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Third Quarter 2013

TOTAL CALLS: 69



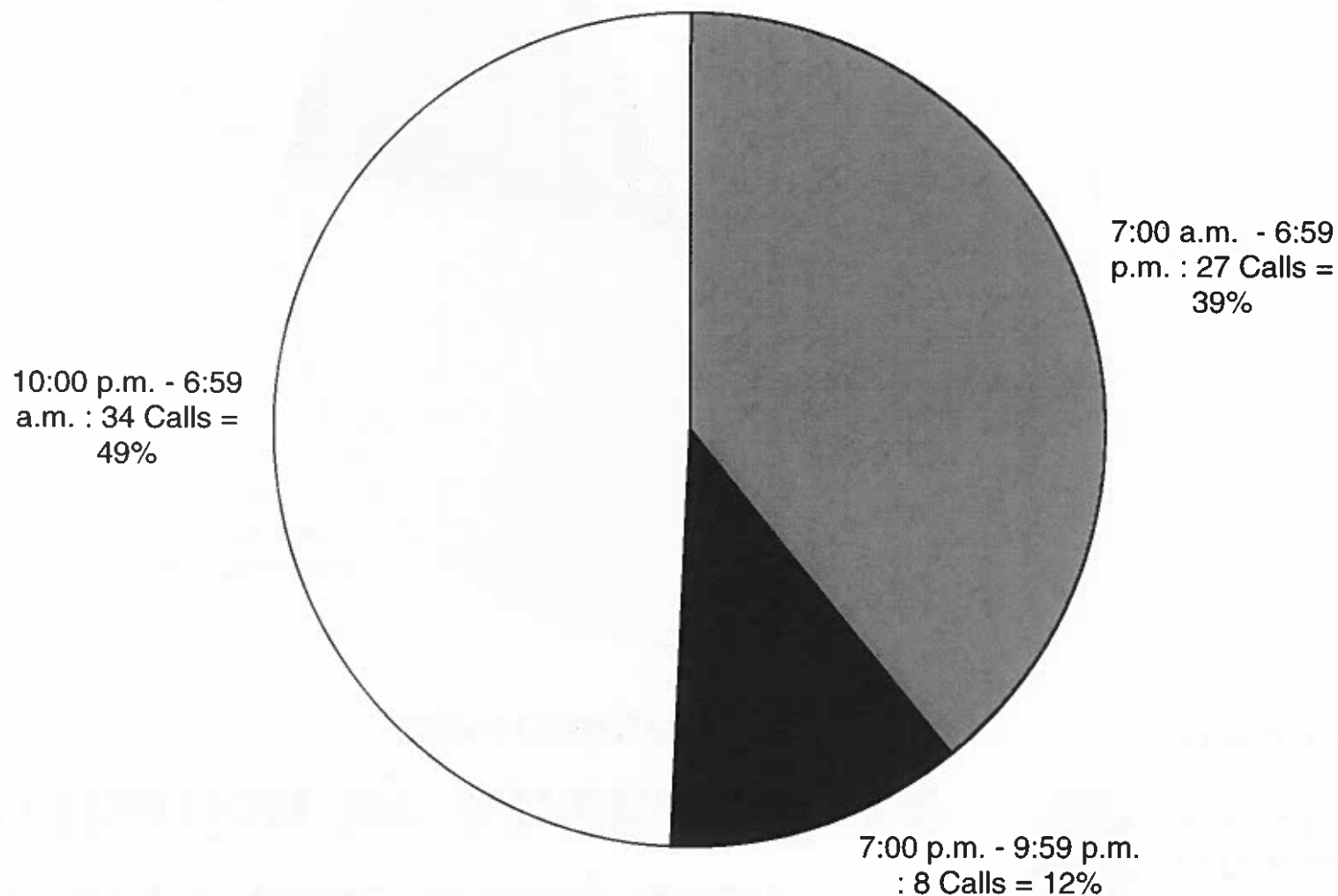
# Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Third Quarter 2013

TOTAL CALLS: 69



San Diego County Regional Airport Authority

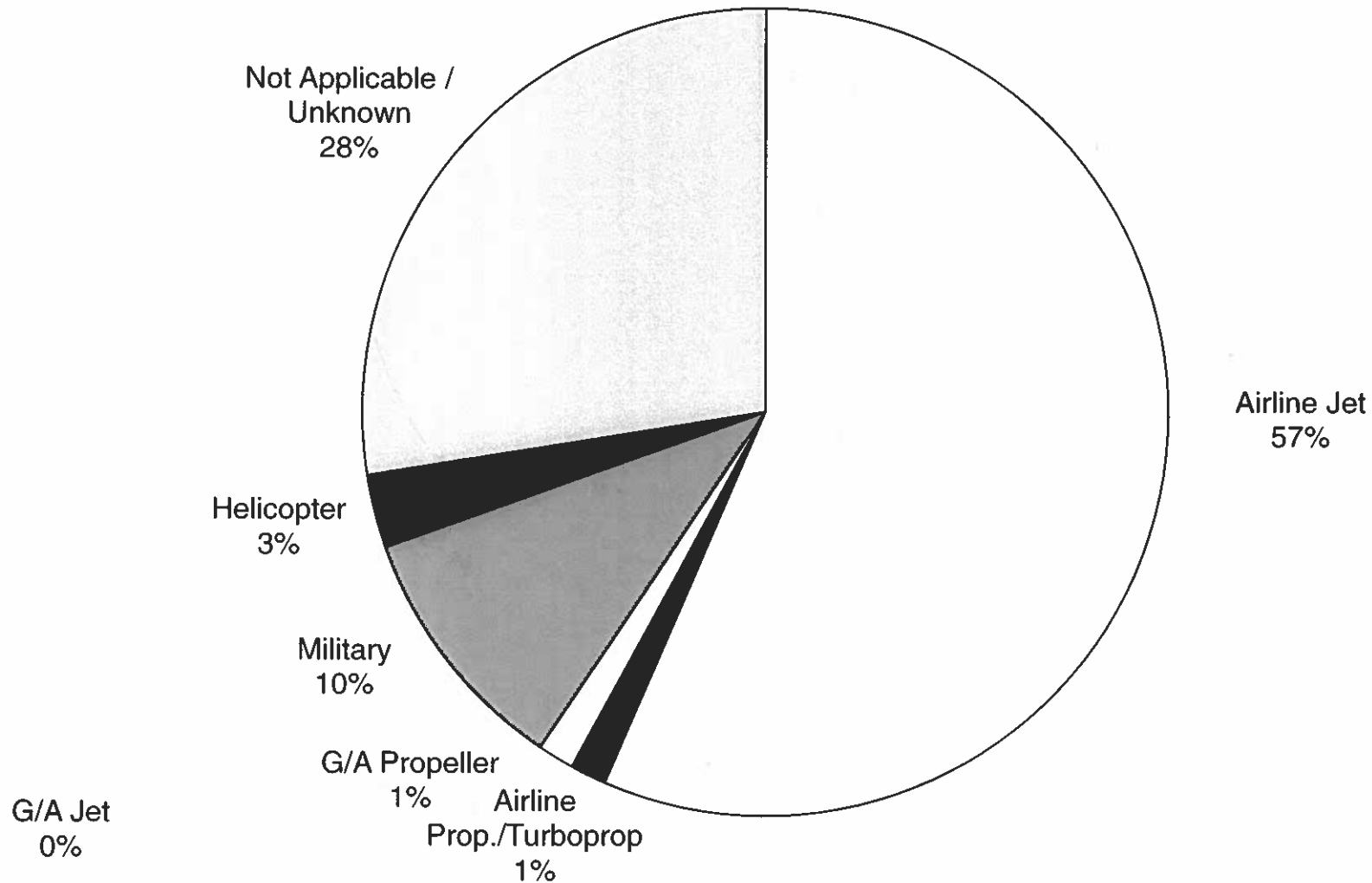
# Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Third Quarter 2013

TOTAL CALLS: 69



San Diego County Regional Airport Authority



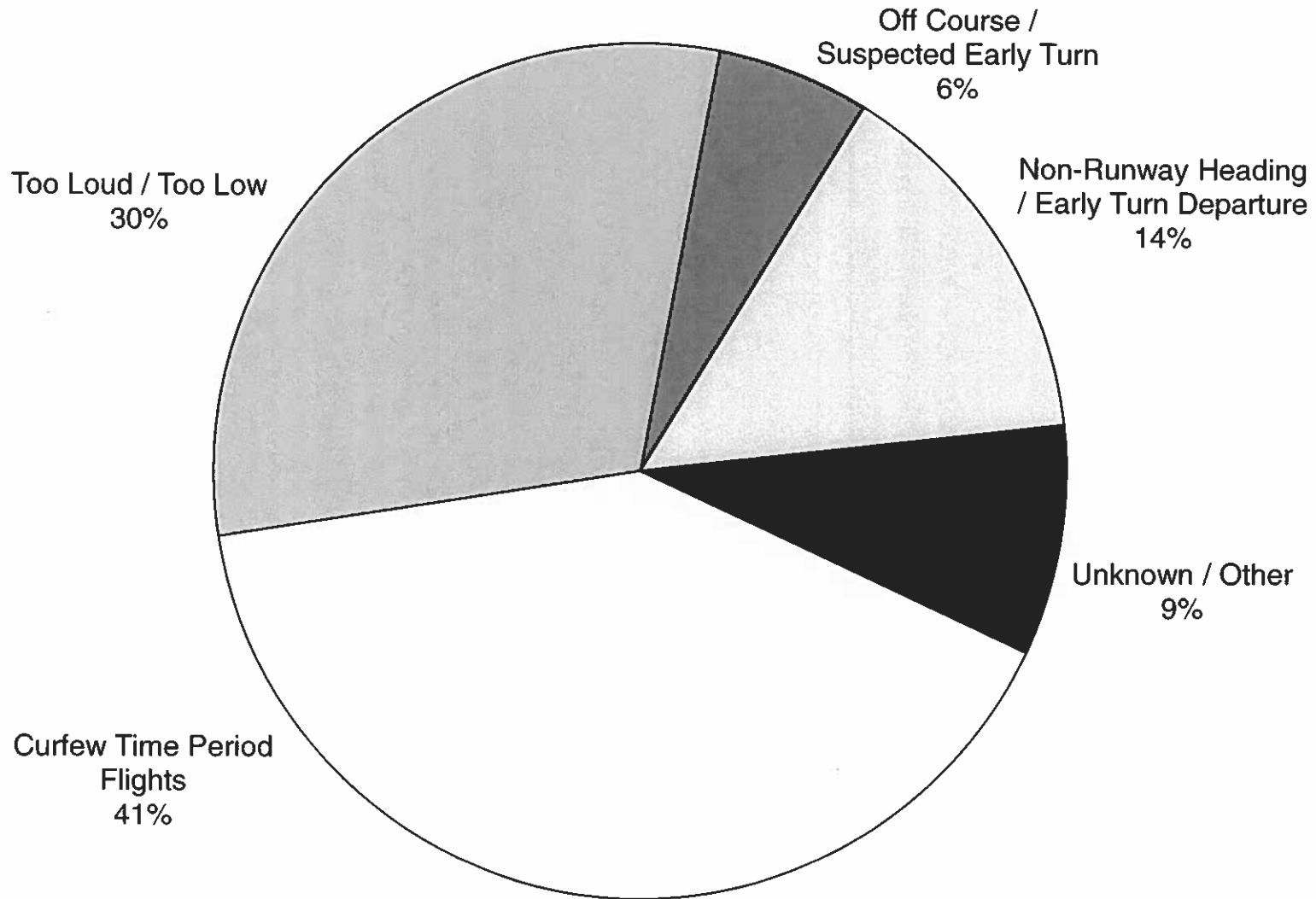
# Aircraft Noise Complaint Distribution by Cause



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Third Quarter 2013

TOTAL CALLS: 69



San Diego County Regional Airport Authority



**AIRPORT NOISE ADVISORY COMMITTEE**

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



**SAN DIEGO  
INTERNATIONAL  
AIRPORT**

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

On July 17<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 4:00 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; Tom Gawronski, Ocean Beach Planning Board; Kirk Hanson (Community member); Congresswoman Susan Davis (ex-officio) Daniel Hazard; Carl Huenefeld, MCRD; John Ly, City Council District 2 (ex-officio); Matt Thomas (Alternate), Greater Golden Hill Planning Committee; Paul Webb, Peninsula Community Planning Board; Mark Butler, Facilitator; and Airport Authority Staff

**Absent:** Steven Holt, Airline Representative (ex-officio); Deborah Watkins, Mission Beach Precise Planning Board (ex-officio) (Excused); Acoustician (Vacant); County Supervisor Greg Cox (ex-officio) (Vacant); Little Italy Association (Vacant); North Bay Precise Planning Board (Vacant)

Dr. Butler invited each ANAC participant to introduce him/herself. Because there was no quorum present, Dr. Butler deferred approval of the April 17, 2013 meeting minutes. Dr. Butler welcomed Tom Gawronski as the new representative for Ocean Beach Planning Board.

Mr. Frazee provided an update on Airport Authority issues. The comment period for the draft Environmental Impact Report (EIR) for the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport closes on August 26 and is available through the Airport Planning Department and in eight libraries in the local area. A hard copy can be purchased through the Airport Authority website. The only noise specific information is found on pages 217 through Table 2-1; these pages show a projected year 2030 aircraft noise contour. Mr. Frazee further clarified that there are several noise contours in use at San Diego International Airport: a parcel disclosure map of the noise contour used for aviation easements; a FAA directed (FAR Part 150) contour illustrating the present year and a projected five year contour map; an FAA-accepted projected 2014 contour used to define eligibility for participation in the airport's residential sound insulation program; and the ALUCP contour, a projected 30 year contour from the date of the study. These different contours are used for various different programs, but with a single runway, the contours are not significantly different. The noise contour for the west side of the airport identifies the largest part of the contour because of the

two flight departure corridors; it is shrinking appreciably due to the loss of noisier aircraft (i.e. MD 80s, B727, etc.). Personnel from the Planning Division were asked to give more details on the EIR but due to prior engagement were not able to accommodate the invitation. Mr. Frazee did mention that if the committee is interested, for the October meeting he will extend the invitation for the Planning Division to give a presentation on the SAN ALUCP.

For the next update, Mr. Frazee informed the committee that the Green Build is on schedule for a grand opening on August 13; includes 10 new aircraft gates, new food and beverage and retail space and increased ramp and aircraft parking area. With the opening of the Green Build, there are events scheduled from the 7<sup>th</sup> – 11<sup>th</sup> of August including a gala event and the ribbon cutting on the elevated departure roadway.

The last update Mr. Frazee gave is the air traffic report for June 2013 where the total passengers have increased 5.8% from June 2012; to date in 2013 the total passenger count increased by 2.3%. Total aircraft operations are trending up by 1.2%; on track for about 200,000 operations in 2013, about 521 operations per day.

Next, Mr. Frazee provided an update of the last Curfew Violation Review Panel meetings. At the meeting, held June 5<sup>th</sup>, there were nine violations, of which four were penalized. The remaining five were not penalized due to maintenance, weather and medical emergency reasons. The operators were assessed a total of \$18,000, which goes into the Authority General Fund to help defray the cost of the WebTrak web-based community arrival and departure flight track monitoring system.

Dr. Butler then announced that a quorum of members was present, so he requested a motion to approve the April 17 meeting minutes. The minutes were unanimously approved by the Committee, without discussion.

Ms. Sjohnna Knack, Quieter Home Program Manager, informed the committee that Mr. Mark Gagne accepted a new position at a different company and his last day will be the 16<sup>th</sup> of August. She asked that the Committee accept the QHP report from Mr. Gagne. Prior to the presentation, Mr. Gagne thanked everyone for his/her interest and input in the Program. Since the last meeting, 80 dwellings were completed; majority being condominiums on the west side of the airport in the Sea Colony complex; and 19 properties on the east side; majority being multi-family apartment buildings. Between today and the next presentation, about 30 homes will be completed, mainly historic single-family properties on the west side of the airport. The response to a recent homeowner's survey has been very positive. There have been 63 respondents from the last survey, and from that 63, 60 respondents are satisfied with the program. Additionally, 12 of the 63 homeowner response indicated each considered moving if the program had not been available, but after the program came through all have said that they will stay in their homes, which indicates the positive impact that the program has on homeowners. Mass mailing of about 759 applications were recently sent to residences in the community who either elected not to participate in the program when initially contacted or who have never before applied; included in the letter is a statement that they may still be eligible for the Program, and a mention of possible FAA Program Guidance Letter (PGL) implications. Lastly, a second annual realtor open house was held at QHP offices recently. The purpose is

to provide relevant information for realtors so that they, in turn, will provide prospective homeowners with accurate and up-to-date program information.

A member asked regarding the change in the Program regarding eligibility and the interior noise level; Mr. Frazee explained that the committee was briefed on this matter before; but again provided a brief explanation about the FAA Program Guidance Letter (PGL) dealing with homeowner eligibility. Mr. Frazee has briefed impacted community planning boards on the possible impact of the changes and what may or may not expect. Per Mr. Frazee, of the 35 airports that have residential sound installation program in the United States, the vast majority of homes remaining to be sound insulated are in the southern California area; Los Angeles has four programs with over 12,000 homes remaining and the San Diego program has about 8,000 remaining. The caution is that some of the remaining home might not meet the new eligibility requirements. Mr. Frazee explained that those who have signed an agreement with the Authority will remain eligible; and the Program will attempt to complete as many additional homes as possible before October 2015, when the new requirements go into effect. Mr. Gagne reiterated that there are two criteria for initial eligibility to the program; the decibel contour where the home is located, from the loudest to the quietest areas, and the longest length in ownership within those areas; that criteria can be found on QHP's website. This concluded the informational presentation.

No public comment.

Mr. Hollarn presented updated aircraft 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/13-07-17/Presentation%20Items.pdf](http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-07-17/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/13-07-17/Presentation%20Items.pdf](http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-07-17/Presentation%20Items.pdf)

One member asked about how a complaint call from the public regarding police helicopters is handled; per Mr. Hollarn, this type of call is handled by Noise Mitigation staff as information only and, if further questions need clarification, the callers are referred to the support division of the San Diego police department.

Mr. Cummings next presented contra-flow operations. See the PowerPoint presentation at the following link:

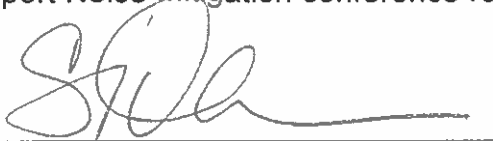
[http://www.san.org/documents/airport\\_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-07-17/Presentation%20Items.pdf](http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-07-17/Presentation%20Items.pdf)

Mr. Cummings presented updated early turn operations. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-07-17/Presentation%20Items.pdf](http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-07-17/Presentation%20Items.pdf)

Mr. Frazee updated the ANAC regarding the Committee request for Board clarification of the Authority Policy 9.20, Airport Noise Advisory Committee. The recommended changes have been incorporated into a draft document that will be referred to the Board for action in September. Staff will present the Board decision at the October 16th ANAC meeting.

Hearing no more questions, Dr. Butler adjourned the meeting at 5:15 p.m. The next meeting is scheduled for Wednesday, October 16, 2013 at 4:00 p.m. at the Commuter Terminal in the Airport Noise Mitigation conference room.



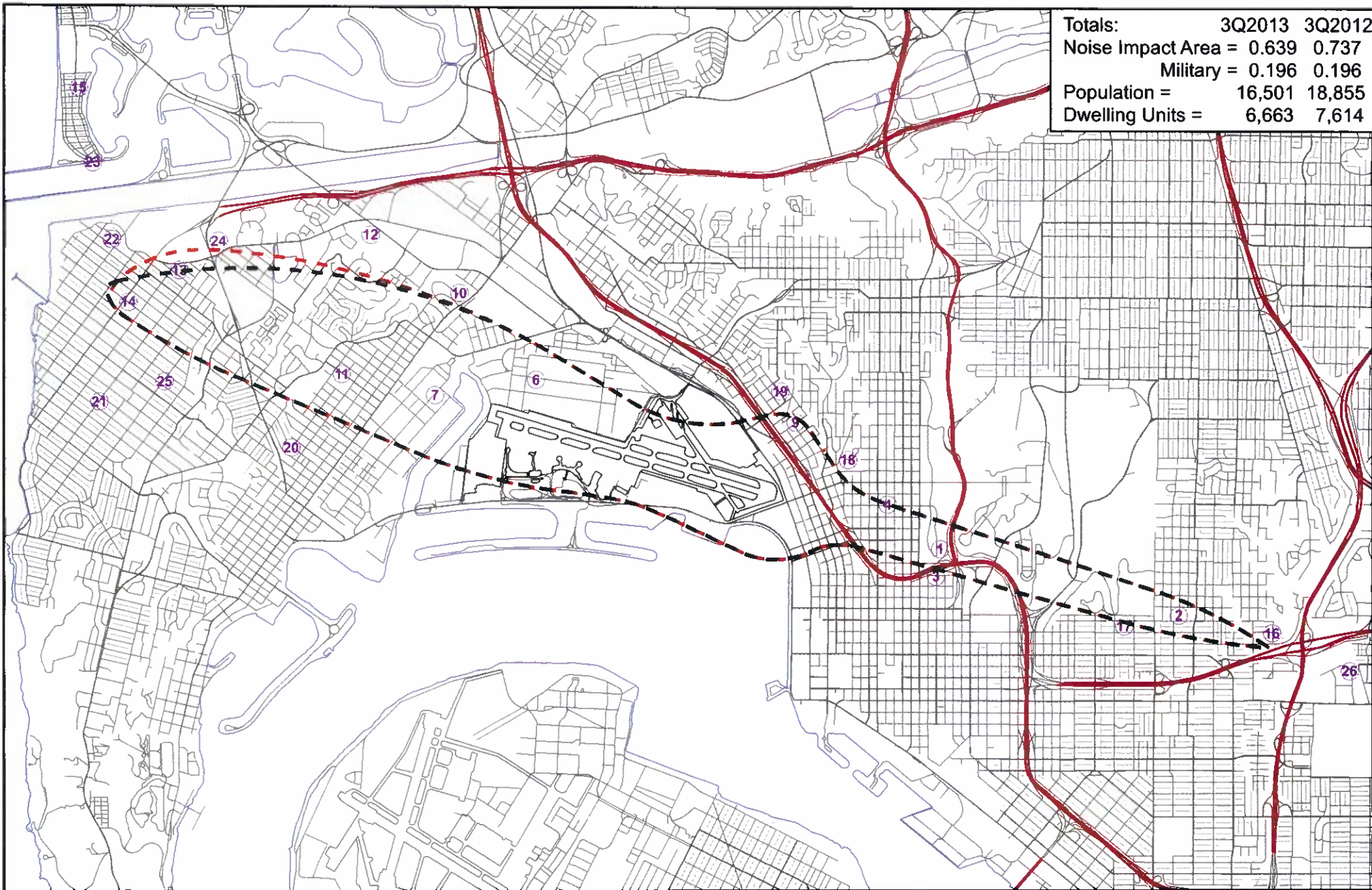
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Sjohnna Knack  
Program Manager, Airport Noise Mitigation

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:	3Q2013	3Q2012
Noise Impact Area =	0.639	0.737
Military =	0.196	0.196
Population =	16,501	18,855
Dwelling Units =	6,663	7,614



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



0 1,500 3,000 6,000 9,000 12,000 Feet



--- 3rd Quarter 2013  
 - - - 3rd Quarter 2012



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