

QUARTERLY NOISE REPORT

October 1, 2013 through December 31, 2013



Airport Noise Mitigation Department
San Diego International Airport

March 17, 2014

QUARTERLY NOISE REPORT
For the Period
October 1 through December 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 August 8th, 2012.

This Quarterly Report for the Fourth 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



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President / CEO



SAN DIEGO
INTERNATIONAL
AIRPORT

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AIRCRAFT NOISE MEASUREMENTS

Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), Airport Noise Mitigation determined that the Noise Impact Area (N.I.A.) and the Federal Military Impact Area (M.I.A.) within the 65 decibel Community Noise Equivalent Level (CNEL) contour for the period between October 1, 2013 to December 30, 2013, to be 0.639 square miles (408.8 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the Fourth Quarter of 2012, the Noise Impact Area decreased by 0.026 square miles and the Federal Military Noise Impact Area remained the same.

| 4th Quarter 2013 | 4th Quarter 2012 | Change |
|------------------|------------------|-----------|
| 0.639 | 0.665 | -0.026 |
| 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) ¹ | QUARTER CNEL (dB) ² |
|-------|-------------------------------|--------------------------------|
| 1 | 71.2 | 70.9 |
| 2 | 66.7 | 66.3 |
| 3 | 63.9 | 62.6 |
| 4 | 65.3 | 65.2 |
| 6 | 68.5 | 68.4 |
| 7 | 74.4 | 74.4 |
| 9 | 66.4 | 66.8 |
| 10 | 62.7 | 62.3 |
| 11 | 70.9 | 70.5 |
| 12 | 61.0 | 60.9 |
| 13 | 64.3 | 63.4 |
| 14 | 65.6 | 65.7 |
| 16 | 64.8 | 64.8 |
| 17 | 64.6 | 64.3 |
| 18 | 59.8 | 61.4 |
| 19 | 61.6 | 62.7 |
| 20 | 61.0 | 60.8 |
| 21 | 59.0 | 58.5 |
| 22 | 63.6 | 63.4 |
| 23 | 62.2 | 61.8 |
| 24 | 63.3 | 63.2 |
| 25 | 62.5 | 62.6 |
| 26 | 63.5 | 62.9 |

¹ = For the period January 1, 2013 through December 31, 2013

² = For the period October 1, 2013 through December 31, 2013

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

AIRCRAFT OPERATIONS

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

| OPERATIONS | FOURTH QUARTER 2013 | FOURTH QUARTER 2012 | INCREASE / (DECREASE) | PERCENT CHANGE |
|------------------|---------------------------|---------------------------|--------------------------|-------------------|
| Air Carrier | 36,892 | 36,153 | 739 | 2.0% |
| Commuter | 5,020 | 5,620 | (600) | -10.7% |
| General Aviation | 3,728 | 3,841 | (113) | -2.9% |
| Military | 86 | 150 | (64) | -42.7% |
| TOTAL | 45,726 | 45,764 | 38 | -0.1% |

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

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

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

QUARTERLY OPERATIONS SURVEY REPORT

The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the Fourth Quarter of 2013. The data used to compile this report was gathered during 24-hour periods on November 12 - 14, 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 Fourth Quarter 2013 Operations Survey, an average of 409 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 51. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the Fourth Quarter 2013 Operations Survey, an average of 409 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 51. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

Fourth Quarter Comparison Single Event Noise Exposure Level (SENEL)

| | November 13 - 15, 2012 | November 12 - 14, 2013 | Change (dB) |
|------------|------------------------|------------------------|-------------|
| Departures | 99.3 | 99.5 | 0.2 |
| Arrivals | 95.4 | 95.5 | 0.1 |

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 409 daily operations, which reflected a decrease of 19 operations from the 428 operations recorded during the Fourth Quarter of 2012.

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
November 12 through November 14, 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 | 1650 |
| MD-10F | 99.4 | Indianapolis, ID | FDX1754 | 500 |
| MD-10F | 99.0 | Ontario, CA | FDX1882 | 430 |
| B767-300 | 97.8 | Atlanta, GA | DAL1467 | 2030 |
| B777-200 | 97.7 | London, England | BAW273 | 1700 |
| B767-300F | 96.8 | Louisville, KY | UPS922 | 450 |
| B757-200 | 96.7 | Chicago, IL | UAL651 | 2230 |
| B767-200F | 96.7 | Phoenix, AZ | ABX505 | 715 |
| B767-300F | 96.7 | Memphis, TN | FDX1422 | 545 |
| A300-600F | 96.2 | Memphis, TN | FDX906 | 1705 |
| B737-400 | 96.1 | Seattle, WA | ASA486 | 1640 |
| B737-400 | 95.7 | Portland, OR | ASA232 | 850 |
| B737-400 | 95.7 | Puerto Vallarta, Mexico | ASA249 | 1620 |
| B757-200 | 95.6 | Denver, CO | UAL438 | 2030 |
| B757-200 | 95.2 | Dulles, VA | UAL231 | 1440 |
| B757-300 | 95.2 | Dulles, VA | UAL240 | 1940 |
| B737-400 | 95.0 | Cabo San Lucas, Mexico | ASA233 | 1550 |
| B737-400 | 95.0 | Seattle, WA | ASA238 | 1210 |
| B757-200 | 95.0 | Atlanta, GA | DAL1967 | 1650 |
| MD-80 | 94.8 | Dallas/Fort Worth, TX | AAL1005 | 2315 |
| B737-400 | 94.6 | Seattle, WA | ASA240 | 1000 |
| B757-200 | 94.6 | Atlanta, GA | DAL1692 | 945 |
| MD-80 | 94.6 | Dallas/Fort Worth, TX | AAL1344 | 1155 |
| B737-800 | 94.5 | Kahului, HI | ASA886 | 2300 |
| B737-300 | 94.4 | Oakland, CA | SWA338 | 840 |
| B737-300 | 94.3 | Las Vegas, NV | SWA584 | 935 |
| B737-300 | 94.3 | Tucson, AZ | SWA1912 | 1925 |
| A330-200 | 94.2 | Honolulu, HI | HAL16 | 2000 |
| B737-300 | 94.2 | Phoenix, AZ | SWA264 | 1400 |
| B737-300 | 94.2 | Sacramento, CA | SWA2792 | 2140 |

TABLE 1**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
November 12 through November 14, 2013**

| <u>AIRCRAFT TYPE</u> | <u>DECIBELS (SENEL)</u> | <u>ARRIVING FROM</u> | <u>FLIGHT NUMBER</u> | <u>TIME OF DAY</u> |
|---------------------------------|------------------------------------|-----------------------------|---------------------------------|-------------------------------|
| B737-700 | 94.2 | Houston, TX | SWA1983 | 1410 |
| B737-800 | 94.2 | Honolulu, HI | ASA892 | 2320 |
| B737-700 | 94.1 | Las Vegas, NV | SWA464 | 835 |
| B737-800 | 94.1 | Dallas/Fort Worth, TX | AAL2214 | 1410 |
| B737-900 | 94.1 | Dulles, VA | UAL1563 | 1025 |
| A321 | 94.0 | Phoenix, AZ | AWE623 | 1125 |
| B737-300 | 94.0 | Las Vegas, NV | SWA3507 | 1705 |
| B737-700 | 94.0 | San Jose, CA | SWA1197 | 850 |
| B737-800 | 94.0 | Cabo San Lucas, Mexico | ASA239 | 1900 |
| B737-900 | 94.0 | Orlando, FL | ASA763 | 1920 |
| B737-900 | 94.0 | Houston, TX | UA1598 | 1920 |
| B757-200 | 94.0 | Detroit, MI | DAL833 | 1020 |
| MD-80 | 94.0 | Dallas/Fort Worth, TX | AAL1093 | 1900 |
| B737-300 | 93.9 | Phoenix, AZ | SWA125 | 1630 |
| B737-700 | 93.9 | Denver, CO | SWA192 | 1715 |
| B737-700 | 93.9 | Oakland, CA | SWA231 | 1335 |
| B737-700 | 93.9 | San Francisco, CA | SWA117 | 1555 |
| B737-800 | 93.9 | Chicago, IL | AAL159 | 1430 |
| B737-800 | 93.9 | Seattle, WA | ASA484 | 1435 |
| B737-800 | 93.9 | Chicago, IL | SWA3546 | 2145 |
| B737-800 | 93.9 | Denver, CO | UAL1447 | 1230 |

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
November 12 through November 14, 2013**

| <u>AIRCRAFT TYPE</u> | <u>DECIBELS (SENEL)</u> | <u>DEPARTING TO</u> | <u>FLIGHT NUMBER</u> | <u>TIME OF DAY</u> |
|--------------------------|-----------------------------|-------------------------|--------------------------|------------------------|
| MD-80 | 104.6 | Dallas/Fort Worth, TX | AAL1214 | 1415 |
| MD-80 | 104.5 | Dallas/Fort Worth, TX | AAL1124 | 640 |
| MD-80 | 104.5 | Dallas/Fort Worth, TX | AAL1344 | 1305 |
| MD-80 | 104.5 | Dallas/Fort Worth, TX | AAL2252 | 830 |
| B777-200 | 103.0 | London, England | BAW272 | 1935 |
| A330-200 | 101.2 | Honolulu, HI | HAL15 | 940 |
| A321 | 100.6 | Philadelphia, PA | AWE670 | 835 |
| B767-300 | 100.5 | Atlanta, GA | DAL1662 | 815 |
| B737-900 | 100.4 | Newark, NJ | UAL1552 | 650 |
| MD-10F | 100.4 | Indianapolis, IN | FDX1654 | 1940 |
| MD-10F | 100.4 | Indianapolis, IN | FDX3613 | 645 |
| A321 | 100.0 | Charlotte, NC | AWE487 | 1130 |
| A321 | 99.8 | Charlotte, NC | AWE579 | 2250 |
| B737-900 | 99.7 | Newark, NJ | UAL1740 | 2115 |
| B737-800 | 99.5 | Kahului, HI | ASA847 | 715 |
| B737-800 | 99.5 | Honolulu, HI | ASA895 | 925 |
| B737-800 | 99.3 | Lihue, HI | ASA857 | 1045 |
| B737-800 | 99.0 | New York, NY | DAL246 | 645 |
| B737-900 | 99.0 | Houston, TX | UAL1073 | 930 |
| B737-400 | 98.6 | Puerto Vallarta, Mexico | ASA232 | 1030 |
| B737-800 | 98.6 | Boston, MA | ASA768 | 710 |
| B737-800 | 98.5 | Detroit, MI | DAL1248 | 715 |
| B737-900 | 98.5 | Houston, TX | UAL1569 | 640 |
| B737-800 | 98.4 | New York, NY | DAL838 | 1220 |
| B737-400 | 98.3 | Portland, OR | ASA571 | 1810 |
| B737-900 | 98.2 | Houston, TX | UAL1588 | 1250 |
| B737-900 | 98.1 | Houston, TX | UAL1586 | 1150 |
| B737-800 | 98.0 | New York, NY | AAL66 | 740 |
| B737-800 | 97.8 | Orlando, FL | ASA760 | 1025 |
| B737-800 | 97.8 | Dulles, VA | UAL1175 | 1345 |

TABLE 2**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
November 12 through November 14, 2013**

| <u>AIRCRAFT TYPE</u> | <u>DECIBELS (SENEL)</u> | <u>DEPARTING TO</u> | <u>FLIGHT NUMBER</u> | <u>TIME OF DAY</u> |
|---------------------------------|------------------------------------|----------------------------|---------------------------------|-------------------------------|
| B737-400 | 97.7 | Cabo San Lucas, Mexico | ASA240 | 1110 |
| B737-800 | 97.6 | Chicago, IL | AAL1096 | 650 |
| B737-800 | 97.6 | Newark, NJ | UAL1114 | 1335 |
| B757-200 | 97.6 | Dulles, VA | UAL238 | 2220 |
| A321 | 97.4 | Phoenix, AZ | AWE567 | 650 |
| B787-800 | 97.4 | Toyko, Japan | JAL65 | 1230 |
| B737-400 | 97.2 | Seattle, WA | ASA233 | 1815 |
| B737-800 | 97.2 | Chicago, IL | SWA465 | 655 |
| B737-900 | 97.1 | San Francisco, CA | UAL1080 | 815 |
| B767-300F | 97.1 | Memphis, TN | FDX821 | 720 |
| MD-90 | 97.0 | Minneapolis, MN | DAL1687 | 1245 |
| B737-800 | 96.9 | Chicago, IL | AAL1430 | 945 |
| B757-200 | 96.9 | Atlanta, GA | DAL1792 | 2300 |
| B757-200 | 96.9 | Dulles, VA | UAL546 | 800 |
| A320 | 96.8 | New York, NY | JBU90 | 2110 |
| B737-800 | 96.8 | Miami, FL | AAL1042 | 2245 |
| B737-800 | 96.8 | Dallas/Fort Worth, TX | AAL1364 | 940 |
| B737-800 | 96.8 | Chicago, IL | AAL159 | 1540 |
| B737-800 | 96.8 | Salt Lake City, UT | DAL978 | 630 |
| MD-90 | 96.7 | Minneapolis, MN | DAL671 | 650 |
| A320 | 96.6 | Philadelphia, PA | AWE576 | 1140 |

TABLE 3

AIR CARRIER OPERATIONS MIX BY TIME OF DAY & RUNWAY USE

Survey of three days during the Fourth Quarter of 2013
 These numbers are the averages for operations for November 12 to November 14, 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 |
| A310 | | | | | | | | | | | | | |
| A320+ | 26 | 6 | | 27 | 3 | 5 | | | 1 | | | | 68 |
| A330+ | | 1 | | 1 | | | | | | | | | 2 |
| B712 | | | | | | | | | | | | | |
| B72Q | | | | | | | | | | | | | |
| B733+ | 88 | 21 | 9 | 103 | 12 | 13 | | | 6 | | | | 252 |
| B747+ | | | | | | | | | | | | | |
| B757+ | 5 | 2 | 1 | 6 | | 3 | | | | | | | 17 |
| B767+ | 3 | | 2 | 3 | 1 | 1 | | | | | | | 10 |
| B777+ | 1 | | | | 1 | | | | | | | | 2 |
| B787+ | 1 | | | 1 | | | | | | | | | 2 |
| DC10 | 1 | | | | 2 | 1 | | | 1 | | | | 7 |
| DC87 | | | | | | | | | | | | | |
| DC8Q | | | | | | | | | | | | | |
| E170/190 | | | | | | | | | | | | | |
| MD80+ | 3 | 1 | 1 | 3 | 1 | 1 | | | | | | | 10 |
| MD90 | 2 | 1 | | 2 | | 1 | | | | | | | 6 |
| RJ+ | 12 | 1 | 2 | 12 | 1 | 3 | | | | | | | 31 |
| TOTAL | 143 | 33 | 17 | 158 | 22 | 28 | | | 8 | | | | 409 |

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 Fourth Quarter of 2013 Airport Noise Mitigation received a total of 31 complaint calls from 17 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the Fourth Quarter of 2013

| DIRECTION FROM AIRPORT | | October | August | December | TOTAL |
|-------------------------|-----------------|---------|--------|----------|-------|
| NORTH | Mission Hills | | | 1 | 1 |
| | Downtown S.D. | | 2 | | 2 |
| EAST | Lemon Grove | | | 1 | 1 |
| | Uptown | | 1 | | 1 |
| | Liberty Station | 1 | 1 | | 2 |
| WEST | Loma Portal | 5 | 6 | 4 | 15 |
| | Ocean Beach | | 2 | 3 | 5 |
| | Point Loma | | 4 | | 4 |
| TOTAL COMPLAINTS | | 6 | 16 | 9 | 31 |

The 31 complaint calls recorded during the Fourth Quarter 2013 reflect a decrease of 44 calls from the 75 received during the Fourth 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 Fourth Quarter 2013 Final Enforcement Actions.

| FOURTH QUARTER 2013 --- FINAL ACTIONS | | | | |
|--|-------------------|---|--------------------------------------|--------------------|
| Date | Local Time | Flight Information Carrier or Tail # | Aircraft Type & Stage | Disposition |
| 10/15/2013 | 0043L | jetBlue Airways 20 | A320 ; Stage 3 | No Penalty |
| 10/27/2013 | 0222L | N702SJ (SetJet/Maine Aviation) | CRJ1 ; Stage 3 | \$2,000 |
| 11/14/2013 | 2353L | American Airlines 1042 | B738 ; Stage 3 | No Penalty |
| 11/16/2013 | 0043L | British Airways 272 | B772 ; Stage 3 | \$18,000 |
| 11/21/2013 | 2339L | jetBlue Airways 20 | A320 ; Stage 3 | No Penalty |
| 11/25/2013 | 2351L | jetBlue Airways 20 | A320 ; Stage 3 | No Penalty |
| 11/30/2013 | 0032L | jetBlue Airways 20 | A320 ; Stage 3 | \$10,000 |
| 12/02/2013 | 0016L | Alaska Airlines 239 | B737 ; Stage 3 | \$4,000 |
| 12/07/2013 | 2356L | American Airlines 1042 | B738 ; Stage 3 | No Penalty |
| 12/08/2013 | 0050L | FedEx 307 | MD10 ; Stage 3 | \$2,000 |
| 12/26/2013 | 2355L | Ameristar Jet Charter 9968 | MD83 ; Stage 3 | \$2,000 |
| 12/28/2013 | 0036L | jetBlue Airways 90 | A320 ; Stage 3 | No Penalty |
| 12/28/2013 | 2339L | American Airlines 1042 | B738 ; 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 | 100% complete |
| Phase 6, Group 11 | 30 | 100% complete |
| Phase 6, Group 12A | 27 | 80% complete |
| Phase 6, Group 12B | 26 | 90% complete |
| Phase 7, Group 1 | 23 | 100% complete |
| Phase 7, Group 2 | 68 | 80% complete |
| Phase 7, Group 3 | 30 | 80% complete |
| Phase 7, Group 4 | 20 | 80% complete |
| Phase 7, Group 5 | 22 | 70% complete |
| Phase 7, Group 6 | 41 | 80% complete |
| Phase 7, Group 7 | 48 | 60% complete |
| Phase 7, Group 8 | 55 | 50% complete |
| Phase 7, Group 9 | 43 | 50% complete |
| Phase 7, Group 10 | 57 | 50% complete |
| Phase 7, Group 11 | 36 | 30% complete |
| Phase 7, Group 12 | 44 | 20% complete |

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the October 16th, 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

**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

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

6,633 ** (QHP Insulated units = 2,902)

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

16,451 ** (QHP Insulated = 6,792)

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): 956

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

45,726

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

36,892

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

100%

8. Number of Commuter operations during the calendar quarter:

5,020

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

3,728

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

86

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 October 2013 _____ B3

CNEL Log for August 2013 _____ B4

CNEL Log for December 2013 _____ B5

APPENDIX B1

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

| RMT # | Location | ^C L Distance (Ft.)* | Offset (Ft.) |
|-------|--|--------------------------------|--------------|
| 1 | Park & Recreation Bldg. – Balboa Park | -5,751 | -155 |
| 2 | 1328 ½ Dale Street | -13,972 | 42 |
| 3 | 1698 ½ Eighth Avenue | -5,840 | -1,025 |
| 4 | 200 ½ E. Juniper Street | -3,660 | 810 |
| 6 | Marine Corps Recruit Depot | 8,820 | 1,470 |
| 7 | Liberty Station, Historic Decatur Road | 11,820 | 0 |
| 9 | 1134 ½ Redwood Street | -82 | 2,548 |
| 10 | 3225 ½ Michaelmas Terrace | 12,004 | 3,488 |
| 11 | 3413 ½ Browning Street | 14,957 | -219 |
| 12 | 3232 ½ Duke Street | 15,408 | 4,435 |
| 13 | 4669 ½ Larkspur Street | 21,107 | 1,546 |
| 14 | 4799 ½ Cape 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 October 1, 2013 to December 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
October 2013**

| Date | RMT 1 | RMT 2 | RMT 3 | RMT 4 | RMT 6 | RMT 7 | RMT 9 | RMT 10 | RMT 11 | RMT 12 | RMT 13 |
|--------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|
| 1 | 71.6 | 67.6 | 62.0 | 65.4 | 68.6 | 75.0 | 66.3 | 62.8 | 71.1 | 60.8 | 63.7 |
| 2 | 71.9 | 68.1 | 63.1 | 65.9 | 69.0 | 75.4 | 66.8 | 62.9 | 71.7 | 61.3 | 64.4 |
| 3 | 71.8 | 67.8 | 63.1 | 65.9 | 68.8 | 75.1 | 66.4 | 63.0 | 71.5 | 61.6 | 64.6 |
| 4 | 72.1 | 67.1 | 65.2 | 66.3 | 68.7 | 75.5 | 67.6 | 62.8 | 72.0 | 61.0 | 64.7 |
| 5 | 67.0 | 62.5 | 58.6 | 61.1 | 66.7 | 72.1 | 64.7 | 59.0 | 68.1 | 57.9 | 60.1 |
| 6 | 69.6 | 64.7 | 59.7 | 64.0 | 66.9 | 73.5 | 62.9 | 59.9 | 69.5 | 57.6 | 61.5 |
| 7 | 70.7 | 65.6 | 63.2 | 64.5 | 68.2 | 74.5 | 66.0 | 62.1 | 70.9 | 60.1 | 63.2 |
| 8 | 71.3 | 67.5 | 62.3 | 65.2 | 68.8 | 74.3 | 66.5 | 64.2 | 70.3 | 61.6 | 63.6 |
| 9 | 73.3 | 68.8 | 64.3 | 66.7 | 69.8 | 74.1 | 67.4 | 63.8 | 70.4 | 62.2 | 64.3 |
| 10 | 72.7 | 68.6 | 65.0 | 66.1 | 68.5 | 75.7 | 69.0 | 63.4 | 71.9 | 61.6 | 64.8 |
| 11 | 73.1 | 68.6 | 66.9 | 66.8 | 68.9 | 75.1 | 68.8 | 62.5 | 71.2 | 61.3 | 64.3 |
| 12 | 70.6 | 66.4 | 61.8 | 64.1 | 67.5 | 73.9 | 62.7 | 61.6 | 70.2 | 60.1 | 63.2 |
| 13 | 71.1 | 66.5 | 63.0 | 65.4 | 68.0 | 75.0 | 66.3 | 62.4 | 71.3 | 60.7 | 64.2 |
| 14 | 71.0 | 66.3 | 64.5 | 65.1 | 68.9 | 75.6 | 66.6 | 64.1 | 71.9 | 61.7 | 65.1 |
| 15 | 69.4 | 65.0 | 60.7 | 64.3 | 64.8 | 71.3 | 63.0 | 59.0 | 67.1 | 57.0 | 60.2 |
| 16 | 69.3 | 65.0 | 63.3 | 63.3 | 68.1 | 74.4 | 64.3 | 61.6 | 70.3 | 60.7 | 62.2 |
| 17 | 71.8 | 66.9 | 64.3 | 65.4 | 68.1 | 74.2 | 65.7 | 62.4 | 70.1 | 60.7 | 62.8 |
| 18 | 71.7 | 66.2 | 62.7 | 65.9 | 69.6 | 75.1 | 67.6 | 62.3 | 71.1 | 60.6 | 64.1 |
| 19 | 69.3 | 64.6 | 62.0 | 63.4 | 67.3 | 73.9 | 67.7 | 60.5 | 69.8 | 58.4 | 62.2 |
| 20 | 70.8 | 66.3 | 62.3 | 64.5 | 68.1 | 74.4 | 66.7 | 61.6 | 70.6 | 59.6 | 63.2 |
| 21 | 71.3 | 65.9 | 63.7 | 64.9 | 68.6 | 75.1 | 66.2 | 62.5 | 71.4 | 60.9 | 64.4 |
| 22 | 72.4 | 68.9 | 65.5 | 67.2 | 68.6 | 74.8 | 65.5 | 63.0 | 70.9 | 60.5 | 63.3 |
| 23 | 72.2 | 68.1 | 66.7 | 66.0 | 69.4 | 74.9 | 66.8 | 63.0 | 71.3 | 61.5 | 64.3 |
| 24 | 72.5 | 68.3 | 68.5 | 66.3 | 68.7 | 74.4 | 65.8 | 62.8 | 70.4 | 61.0 | 64.3 |
| 25 | 72.9 | 68.3 | 66.1 | 66.9 | 68.6 | 74.9 | 65.7 | 63.0 | 71.0 | 61.0 | 64.6 |
| 26 | 70.9 | 65.5 | 64.3 | 67.3 | 67.4 | 75.0 | 63.3 | 59.6 | 70.5 | 57.1 | 61.8 |
| 27 | 70.7 | 66.8 | 62.7 | 65.6 | 67.7 | 74.7 | 67.0 | 60.9 | 70.8 | 59.2 | 63.1 |
| 28 | 71.3 | 67.6 | 60.9 | 65.4 | 69.5 | 74.0 | 66.8 | 63.9 | 70.6 | 62.2 | 64.7 |
| 29 | 71.8 | 67.5 | 64.4 | 65.2 | 68.7 | 73.7 | 64.8 | 62.8 | 69.9 | 61.4 | 63.8 |
| 30 | 72.5 | 67.6 | 64.8 | 66.1 | 69.0 | 75.2 | 67.6 | 63.2 | 71.5 | 61.5 | 64.6 |
| 31 | 70.9 | 65.5 | 63.1 | 64.7 | 68.7 | 74.9 | 67.7 | 62.4 | 70.8 | 60.9 | 63.4 |
| Month | 71.4 | 67.0 | 64.0 | 65.5 | 68.4 | 74.6 | 66.4 | 62.4 | 70.8 | 60.6 | 63.7 |

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
October 2013**

| Date | RMT 14 | RMT 16 | RMT 17 | RMT 18 | RMT 19 | RMT 20 | RMT 21 | RMT 22 | RMT 23 | RMT 24 | RMT 25 | RMT 26 |
|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| 1 | 65.8 | 65.5 | 64.4 | 56.8 | 63.5 | 61.0 | 58.4 | 63.5 | 62.4 | 63.1 | 62.5 | 63.6 |
| 2 | 66.9 | 65.9 | 65.0 | 57.4 | 62.5 | 61.9 | 59.3 | 64.2 | 62.6 | 63.7 | 63.4 | 64.5 |
| 3 | 66.5 | 66.1 | 65.0 | 56.9 | 61.9 | 61.6 | 60.2 | 64.4 | 63.1 | 64.2 | 63.4 | 64.3 |
| 4 | 67.3 | 65.0 | 65.1 | 63.2 | 61.9 | 62.0 | 59.9 | 64.6 | 63.0 | 64.0 | 64.2 | 63.0 |
| 5 | 63.5 | 61.4 | 60.4 | 60.3 | 59.4 | 57.4 | 56.7 | 60.7 | 59.6 | 59.5 | 59.7 | 59.0 |
| 6 | 63.7 | 62.2 | 63.8 | 56.6 | 56.0 | 58.4 | 55.7 | 61.2 | 58.6 | 60.4 | 60.0 | 60.2 |
| 7 | 65.1 | 63.6 | 63.5 | 58.1 | 60.1 | 60.9 | 58.7 | 63.2 | 60.2 | 62.4 | 61.8 | 61.9 |
| 8 | 65.2 | 65.4 | 64.5 | 60.0 | 62.1 | 61.0 | 58.3 | 63.3 | 62.4 | 63.7 | 62.5 | 63.9 |
| 9 | 66.6 | 66.7 | 66.0 | 63.4 | 63.4 | 61.8 | 59.9 | 64.4 | 63.5 | 64.2 | 63.3 | 65.2 |
| 10 | 66.8 | 66.5 | 66.1 | 57.2 | 67.5 | 62.1 | 60.3 | 64.8 | 63.2 | 64.4 | 64.2 | 65.2 |
| 11 | 66.6 | 66.5 | 66.1 | 62.3 | 66.1 | 62.5 | 60.1 | 64.5 | 62.9 | 64.0 | 64.0 | 65.1 |
| 12 | 65.5 | 64.1 | 63.6 | 54.7 | 57.5 | 61.1 | 58.8 | 63.2 | 61.0 | 62.5 | 62.5 | 63.0 |
| 13 | 66.1 | 64.7 | 64.6 | 57.7 | 61.0 | 61.9 | 60.2 | 64.3 | 62.7 | 63.6 | 63.8 | 63.0 |
| 14 | 66.9 | 64.3 | 64.3 | 60.3 | 59.2 | 62.5 | 59.5 | 65.1 | 63.1 | 64.5 | 63.9 | 63.4 |
| 15 | 63.1 | 63.4 | 63.4 | 55.6 | 58.1 | 57.0 | 55.1 | 60.1 | 58.5 | 60.0 | 57.9 | 61.0 |
| 16 | 65.3 | 63.4 | 63.2 | 61.8 | 58.0 | 59.8 | 58.6 | 62.4 | 60.6 | 62.3 | 61.8 | 61.5 |
| 17 | 65.4 | 65.5 | 65.3 | 62.1 | 60.1 | 60.5 | 58.2 | 62.9 | 61.3 | 62.8 | 62.5 | 63.3 |
| 18 | 66.9 | 64.9 | 64.6 | 65.1 | 62.7 | 61.5 | 59.3 | 64.3 | 62.2 | 63.4 | 63.5 | 62.8 |
| 19 | 64.8 | 62.8 | 62.5 | 63.8 | 62.6 | 59.4 | 56.8 | 62.1 | 59.4 | 61.5 | 61.3 | 61.3 |
| 20 | 64.9 | 64.4 | 64.1 | 58.7 | 60.5 | 60.0 | 56.8 | 63.1 | 60.4 | 62.6 | 61.4 | 62.7 |
| 21 | 65.7 | 64.1 | 64.1 | 59.6 | 59.3 | 60.9 | 58.4 | 64.3 | 62.7 | 63.9 | 62.4 | 62.9 |
| 22 | 65.8 | 65.8 | 65.7 | 60.4 | 58.6 | 61.0 | 58.5 | 63.2 | 62.6 | 62.8 | 62.1 | 62.6 |
| 23 | 66.7 | 65.3 | 65.5 | 61.6 | 60.4 | 62.0 | 59.6 | 64.4 | 63.0 | 63.9 | 64.1 | 63.5 |
| 24 | 66.5 | 65.8 | 65.9 | 59.6 | 59.4 | 62.2 | 60.0 | 64.3 | 62.3 | 64.8 | 64.2 | 62.4 |
| 25 | 66.7 | 65.9 | 65.9 | 57.8 | 56.9 | 61.8 | 59.5 | 64.1 | 62.8 | 64.0 | 63.4 | 64.2 |
| 26 | 65.7 | 62.8 | 62.5 | 58.8 | 55.4 | 57.6 | 54.2 | 60.3 | 57.8 | 59.6 | 59.6 | 61.8 |
| 27 | 64.9 | 64.6 | 64.3 | 59.0 | 61.5 | 59.3 | 56.0 | 62.6 | 60.5 | 62.3 | 60.8 | 63.3 |
| 28 | 66.0 | 66.0 | 64.9 | 61.0 | 62.4 | 62.1 | 59.4 | 64.2 | 63.0 | 64.4 | 63.1 | 64.0 |
| 29 | 65.3 | 65.4 | 65.2 | 55.9 | 59.7 | 61.8 | 59.6 | 63.7 | 61.9 | 63.5 | 63.6 | 64.0 |
| 30 | 67.1 | 65.7 | 65.5 | 61.6 | 62.7 | 62.5 | 60.3 | 64.8 | 62.5 | 64.1 | 64.3 | 64.6 |
| 31 | 66.0 | 64.3 | 63.9 | 62.4 | 62.5 | 60.8 | 60.0 | 63.5 | 61.0 | 62.9 | 63.1 | 62.1 |
| Month | 65.9 | 65.0 | 64.6 | 60.4 | 61.6 | 61.1 | 58.9 | 63.6 | 61.9 | 63.2 | 62.8 | 63.2 |

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log November 2013

| Date | RMT 1 | RMT 2 | RMT 3 | RMT 4 | RMT 6 | RMT 7 | RMT 9 | RMT 10 | RMT 11 | RMT 12 | RMT 13 |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1 | 71.2 | 66.0 | 63.8 | 65.7 | 68.6 | 74.9 | 66.9 | 62.4 | 70.9 | 61.2 | 63.4 |
| 2 | 69.8 | 65.3 | 61.8 | 64.0 | 66.9 | 72.6 | 64.1 | 60.2 | 68.7 | 59.1 | 61.8 |
| 3 | 71.6 | 67.1 | 58.3 | 65.3 | 68.3 | 74.8 | 66.7 | 62.6 | 71.2 | 61.0 | 64.4 |
| 4 | 70.2 | 65.9 | 61.0 | 63.6 | 68.7 | 70.6 | 61.1 | 61.3 | 67.3 | 58.4 | 61.3 |
| 5 | 71.4 | 64.7 | 64.1 | 65.6 | 68.4 | 73.7 | 66.1 | 62.4 | 69.9 | 60.9 | 63.0 |
| 6 | 69.6 | 64.4 | 62.7 | 63.5 | 68.3 | 72.8 | 65.4 | 61.0 | 68.4 | 59.8 | 60.8 |
| 7 | 70.6 | 65.4 | 63.8 | 64.7 | 67.6 | 72.5 | 66.5 | 59.3 | 67.2 | 57.7 | 59.0 |
| 8 | 68.1 | 62.3 | 58.5 | 62.0 | 68.2 | 76.7 | 66.7 | 61.9 | 72.9 | 60.9 | 62.7 |
| 9 | 69.0 | 63.7 | 62.3 | 63.0 | 66.6 | 74.2 | 67.8 | 60.4 | 70.1 | 58.1 | 61.6 |
| 10 | 69.7 | 65.2 | 62.7 | 63.6 | 67.3 | 74.1 | 66.0 | 60.7 | 69.6 | 59.3 | 62.3 |
| 11 | 70.4 | 65.9 | 64.7 | 65.9 | 68.8 | 74.8 | 66.8 | 62.6 | 70.9 | 60.9 | 62.5 |
| 12 | 70.7 | 65.9 | 62.8 | 64.3 | 68.5 | 74.6 | 68.6 | 62.8 | 70.9 | 60.4 | 63.4 |
| 13 | 69.8 | 65.0 | 62.8 | 64.0 | 68.8 | 75.0 | 68.1 | 62.2 | 70.6 | 60.9 | 62.2 |
| 14 | 67.4 | 62.2 | 56.5 | 62.5 | 68.0 | 75.7 | 67.1 | 61.5 | 72.2 | 59.7 | 62.5 |
| 15 | 73.5 | 68.7 | 60.6 | 67.1 | 69.3 | 76.8 | 67.5 | 63.1 | 73.6 | 61.6 | 66.0 |
| 16 | 69.8 | 65.5 | 61.4 | 63.9 | 67.5 | 74.1 | 65.9 | 61.8 | 70.8 | 60.4 | 64.1 |
| 17 | 71.6 | 67.2 | 64.3 | 66.0 | 68.4 | 75.1 | 69.2 | 63.1 | 70.4 | 61.4 | 64.9 |
| 18 | 71.7 | 67.2 | 65.2 | 66.0 | 68.6 | 74.3 | 63.7 | 62.9 | 70.7 | 61.8 | 64.2 |
| 19 | 71.2 | 66.5 | 63.5 | 64.7 | 66.7 | 72.4 | 62.6 | 63.0 | 68.9 | 61.6 | 61.6 |
| 20 | 71.6 | 67.7 | 61.5 | 65.9 | 68.9 | 75.0 | 67.8 | 63.5 | 71.4 | 62.1 | 64.3 |
| 21 | 73.0 | 68.8 | * | 67.2 | 69.4 | 75.3 | 66.8 | 63.9 | 71.6 | 62.8 | 64.8 |
| 22 | 72.3 | 67.5 | 65.3 | 68.1 | 69.7 | 76.5 | 68.4 | 64.1 | 73.0 | 62.2 | 65.3 |
| 23 | 70.3 | 65.5 | 61.9 | 63.6 | 68.0 | 75.4 | 63.0 | 60.1 | 71.7 | 61.3 | 64.5 |
| 24 | 70.3 | 65.6 | 63.1 | 64.0 | 67.6 | 73.6 | 66.3 | 62.2 | 69.7 | 60.3 | 63.1 |
| 25 | 71.2 | 66.3 | 64.3 | 64.8 | 68.9 | 74.5 | 66.2 | 62.7 | 70.5 | 61.8 | 64.1 |
| 26 | 71.8 | 66.5 | 64.5 | 65.8 | 69.3 | 75.1 | 69.5 | 63.4 | 71.3 | 62.3 | 64.5 |
| 27 | 72.1 | 66.6 | 62.1 | 65.8 | 69.1 | 75.1 | 68.6 | 63.1 | 71.4 | 62.0 | 64.5 |
| 28 | 67.8 | 63.3 | 58.6 | 62.2 | 67.0 | 73.0 | 66.6 | 56.5 | 69.7 | 60.7 | 62.9 |
| 29 | 70.8 | 66.7 | * | 64.7 | 66.7 | 73.6 | 68.2 | * | 69.8 | 60.2 | 63.1 |
| 30 | 71.9 | 67.0 | 65.8 | 65.6 | 68.7 | 74.9 | 65.3 | 62.1 | 70.9 | 61.1 | 64.5 |
| Month | 70.9 | 66.1 | 62.8 | 65.0 | 68.3 | 74.6 | 66.8 | 62.0 | 70.8 | 60.9 | 63.5 |

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
November 2013**

| Date | RMT 14 | RMT 16 | RMT 17 | RMT 18 | RMT 19 | RMT 20 | RMT 21 | RMT 22 | RMT 23 | RMT 24 | RMT 25 | RMT 26 |
|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| 1 | 65.6 | 64.9 | 63.9 | 61.8 | 61.8 | 60.7 | 58.2 | 63.3 | 62.3 | 63.5 | 62.1 | 62.5 |
| 2 | 64.4 | 64.0 | 62.7 | 59.3 | 60.0 | 58.8 | 56.7 | 61.8 | 60.3 | 61.6 | 61.0 | 61.9 |
| 3 | 66.2 | 65.2 | 64.8 | 56.8 | 61.6 | 61.6 | 59.4 | 64.3 | 62.7 | 63.6 | 63.5 | 63.9 |
| 4 | 61.7 | 64.4 | 63.5 | 53.4 | 56.7 | 57.3 | 55.3 | 64.6 | 60.2 | 60.9 | 59.0 | 62.5 |
| 5 | 65.2 | 65.3 | 64.8 | 61.9 | 66.2 | 61.3 | 59.4 | 63.1 | 61.4 | 62.7 | 63.0 | 63.5 |
| 6 | 63.6 | 63.0 | 62.4 | 59.1 | 62.8 | 59.2 | 56.1 | 57.2 | 59.4 | 61.4 | 60.7 | 61.7 |
| 7 | 61.9 | 63.9 | 63.9 | 62.6 | 61.6 | 56.9 | 53.6 | 59.0 | 57.1 | 59.6 | 58.8 | 60.8 |
| 8 | 68.1 | 60.6 | 59.8 | 59.6 | 63.8 | 59.9 | 56.9 | 62.6 | 62.1 | 62.2 | 62.4 | 58.7 |
| 9 | 65.4 | 62.2 | 61.8 | 56.7 | 64.0 | 58.2 | 54.7 | 61.3 | 59.8 | 60.8 | 60.1 | 60.3 |
| 10 | 64.7 | 63.2 | 63.7 | 58.2 | 61.3 | 59.6 | 56.9 | 62.3 | 60.1 | 61.7 | 61.4 | 60.8 |
| 11 | 66.0 | 63.8 | 64.6 | 63.6 | 61.9 | 60.6 | 57.8 | 64.0 | 60.8 | 62.8 | 62.0 | 62.7 |
| 12 | 66.2 | 64.1 | 63.9 | 62.0 | 64.2 | 61.0 | 58.2 | 63.2 | 60.9 | 62.9 | 62.4 | 61.4 |
| 13 | 65.5 | 64.0 | 63.4 | 64.5 | 64.6 | 60.2 | 57.9 | 62.3 | 60.3 | 62.4 | 61.8 | 63.1 |
| 14 | 67.2 | 61.3 | 59.8 | 62.6 | 62.8 | 59.3 | 57.0 | 62.7 | 60.2 | 62.0 | 61.5 | 59.0 |
| 15 | 68.1 | 67.3 | 65.8 | 61.2 | 63.0 | 61.7 | 59.0 | 65.4 | 64.3 | 65.3 | 63.2 | 65.2 |
| 16 | 66.2 | 63.7 | 62.8 | 58.5 | 61.8 | 60.7 | 58.8 | 63.9 | 62.7 | 63.4 | 63.0 | 62.1 |
| 17 | 66.6 | 65.3 | 65.2 | 57.8 | 64.5 | 61.4 | 59.2 | 64.9 | 63.1 | 64.4 | 63.4 | 64.2 |
| 18 | 66.5 | 65.4 | 65.4 | 56.5 | 58.1 | 62.1 | 60.2 | 64.5 | 62.0 | 63.8 | 63.9 | 64.1 |
| 19 | 64.5 | 64.8 | 64.6 | 57.7 | 59.0 | 61.6 | 59.7 | 63.8 | 61.5 | 64.5 | 63.4 | 63.6 |
| 20 | 66.8 | 66.8 | 65.1 | 57.7 | 65.8 | 61.6 | 59.9 | 64.2 | 62.2 | 63.9 | 63.7 | 64.7 |
| 21 | 66.6 | 66.7 | 66.2 | 61.2 | 63.4 | 61.8 | 59.2 | 64.7 | 63.2 | 64.9 | 63.3 | 65.1 |
| 22 | 68.7 | 65.8 | 65.6 | 64.1 | 65.1 | 61.6 | 59.4 | 65.2 | 62.8 | 64.7 | 63.6 | 64.5 |
| 23 | 67.2 | 64.1 | 63.9 | 54.6 | 57.7 | 61.5 | 59.7 | 64.4 | 62.0 | 63.5 | 63.7 | 62.2 |
| 24 | 64.9 | 64.1 | 64.1 | 55.0 | 61.9 | 60.7 | 58.3 | 63.4 | 60.9 | 62.5 | 62.2 | 62.5 |
| 25 | 65.7 | 65.2 | 64.9 | 59.4 | 61.0 | 61.6 | 59.1 | 64.6 | 61.4 | 63.9 | 63.4 | 63.4 |
| 26 | 66.8 | 64.5 | 64.5 | 63.8 | 66.9 | 61.6 | 59.8 | 64.5 | 62.3 | 64.4 | 63.7 | 63.2 |
| 27 | 66.2 | 66.7 | 64.6 | 64.1 | 64.9 | 61.3 | 60.3 | 64.3 | 62.1 | 64.0 | 63.4 | 63.6 |
| 28 | 65.1 | 62.0 | 61.4 | 55.4 | 63.1 | 59.4 | 57.6 | 62.7 | 61.7 | 62.4 | 61.7 | 59.6 |
| 29 | 65.2 | 64.3 | 64.3 | 55.5 | 64.0 | 59.7 | 58.0 | 63.1 | 62.8 | 62.8 | 61.9 | 62.9 |
| 30 | 66.3 | 65.9 | 65.3 | 61.1 | 60.7 | 62.0 | 60.3 | 64.5 | 63.0 | 63.9 | 64.3 | 64.0 |
| Month | 66.0 | 64.7 | 64.1 | 60.6 | 63.1 | 60.7 | 58.5 | 63.6 | 61.7 | 63.2 | 62.6 | 62.9 |

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
December 2013**

| Date | RMT 1 | RMT 2 | RMT 3 | RMT 4 | RMT 6 | RMT 7 | RMT 9 | RMT 10 | RMT 11 | RMT 12 | RMT 13 |
|--------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|
| 1 | 70.5 | 66.0 | 61.1 | 65.2 | 68.9 | 75.4 | 68.9 | 62.7 | 71.2 | 61.1 | 64.4 |
| 2 | 70.5 | 66.0 | 60.4 | 64.6 | 68.8 | 74.7 | 67.4 | 61.1 | 71.0 | 61.5 | 63.5 |
| 3 | 72.2 | 68.4 | 60.1 | 66.5 | 69.5 | 75.2 | 69.4 | 65.1 | 71.2 | 62.4 | 64.3 |
| 4 | 71.3 | 66.9 | 61.2 | 65.7 | 69.1 | 73.4 | 66.4 | 64.2 | 69.6 | 62.6 | 63.7 |
| 5 | 71.7 | 67.7 | 62.5 | 65.9 | 69.0 | 74.0 | 65.6 | 63.3 | 70.3 | 61.8 | 63.9 |
| 6 | 71.6 | 67.0 | 61.4 | 65.5 | 68.4 | 73.1 | 67.1 | 63.3 | 69.2 | 62.0 | 63.2 |
| 7 | 71.0 | 66.8 | 60.8 | 64.7 | 67.2 | 71.8 | 69.3 | 62.2 | 67.9 | 60.6 | 62.0 |
| 8 | 70.2 | 66.3 | 59.3 | 64.5 | 68.0 | 73.1 | 64.2 | 62.6 | 69.4 | 61.2 | 63.4 |
| 9 | 66.8 | 63.5 | 58.2 | 62.3 | 67.6 | 73.0 | 62.8 | 62.8 | 69.5 | 61.4 | 63.9 |
| 10 | 69.1 | 63.7 | 59.1 | 63.3 | 66.5 | 71.6 | 63.1 | 60.1 | 67.0 | 58.8 | 59.2 |
| 11 | 70.8 | 65.3 | 60.5 | 64.5 | 68.4 | 72.8 | 67.3 | 62.1 | 68.5 | 60.4 | 60.9 |
| 12 | 71.1 | 66.0 | 60.5 | 65.4 | 68.8 | 74.1 | 67.4 | 62.9 | 70.5 | 62.0 | 62.9 |
| 13 | 71.8 | 65.8 | 63.7 | 65.5 | 68.3 | 74.5 | 68.3 | 62.9 | 70.6 | 61.8 | 63.7 |
| 14 | 67.4 | 62.3 | 60.4 | 62.4 | 67.3 | 73.6 | 66.5 | 61.0 | 69.1 | 59.3 | 61.5 |
| 15 | 67.5 | 63.1 | 59.1 | 64.0 | 66.8 | 73.0 | 64.0 | 60.4 | 68.4 | 58.3 | 61.2 |
| 16 | 68.6 | 62.6 | 59.7 | 63.8 | 64.9 | 69.8 | 62.0 | 58.3 | 65.2 | 56.3 | 58.4 |
| 17 | 70.0 | 64.2 | 60.3 | 64.7 | 68.2 | 73.6 | 66.5 | 62.2 | 69.2 | 61.6 | 61.9 |
| 18 | 71.4 | 66.7 | 59.5 | 65.9 | 69.4 | 75.1 | 65.4 | 63.6 | 71.1 | 63.2 | 63.7 |
| 19 | 72.7 | 67.9 | 60.8 | 66.9 | 70.4 | 75.6 | 68.7 | 64.8 | 71.6 | 62.7 | 65.6 |
| 20 | 72.4 | 67.8 | 61.8 | 67.0 | 70.2 | 76.4 | 68.9 | 64.8 | 72.4 | 63.0 | 66.0 |
| 21 | 71.6 | 66.9 | 60.7 | 66.3 | 69.2 | 76.1 | 69.2 | 62.3 | 72.6 | 62.4 | 65.7 |
| 22 | 70.8 | 66.1 | 61.8 | 65.8 | 69.3 | 75.7 | 64.2 | 61.9 | 71.9 | 61.4 | 65.0 |
| 23 | 71.3 | 65.5 | 62.2 | 65.7 | 69.7 | 75.0 | 69.5 | 61.2 | 70.8 | 61.8 | 64.4 |
| 24 | 68.0 | 63.2 | 60.0 | 64.4 | 67.4 | 73.5 | 65.2 | 61.2 | 69.2 | 59.8 | 61.9 |
| 25 | 65.7 | 61.8 | 55.0 | 62.0 | 67.0 | 72.5 | 65.1 | 59.4 | 68.6 | 57.5 | 61.4 |
| 26 | 69.0 | 63.7 | 55.4 | 65.3 | 68.3 | 73.6 | 67.8 | 61.5 | 68.8 | 60.2 | 62.3 |
| 27 | 69.8 | 64.5 | 58.0 | 64.7 | 68.7 | 74.3 | 67.6 | 61.1 | 69.0 | 59.4 | 61.2 |
| 28 | 71.0 | 65.9 | 59.5 | 66.1 | 69.0 | 75.2 | 67.7 | 62.7 | 70.7 | 60.7 | 62.8 |
| 29 | 68.9 | 61.8 | 59.2 | 64.5 | 69.1 | 74.6 | 67.8 | 61.2 | 70.3 | 59.9 | 62.7 |
| 30 | 68.1 | 67.6 | 56.6 | 63.3 | 67.2 | 72.8 | 64.2 | 58.7 | 68.5 | 59.4 | 60.9 |
| 31 | 69.7 | 63.6 | 59.4 | 66.7 | 67.2 | 72.6 | 66.6 | 60.8 | 68.2 | 59.0 | 60.6 |
| Month | 70.4 | 65.7 | 60.3 | 65.1 | 68.5 | 74.1 | 67.0 | 62.3 | 70.0 | 61.0 | 63.1 |

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
December 2013**

| Date | RMT 14 | RMT 16 | RMT 17 | RMT 18 | RMT 19 | RMT 20 | RMT 21 | RMT 22 | RMT 23 | RMT 24 | RMT 25 | RMT 26 |
|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| 1 | 66.1 | 64.7 | 64.5 | 60.2 | 66.3 | 61.4 | 58.7 | 64.3 | 62.4 | 63.9 | 63.2 | 63.0 |
| 2 | 65.2 | 64.7 | 64.0 | 63.8 | 63.4 | 60.6 | 58.3 | 63.3 | 61.5 | 63.8 | 62.4 | 62.5 |
| 3 | 66.2 | 67.0 | 65.9 | 60.6 | 65.1 | 61.4 | 59.9 | 64.2 | 63.0 | 64.6 | 62.9 | 65.2 |
| 4 | 65.6 | 66.1 | 65.0 | 62.3 | 62.6 | 61.3 | 59.6 | 63.9 | 63.4 | 64.0 | 63.3 | 64.1 |
| 5 | 65.9 | 66.6 | 65.3 | 58.0 | 63.0 | 62.1 | 60.0 | 64.0 | 62.1 | 64.1 | 63.6 | 64.5 |
| 6 | 64.5 | 66.3 | 64.8 | 57.7 | 65.8 | 60.6 | 58.2 | 63.1 | 62.1 | 63.8 | 62.0 | 64.4 |
| 7 | 63.5 | 65.2 | 64.4 | 60.1 | 65.3 | 60.2 | 58.1 | 61.9 | 60.5 | 62.0 | 61.5 | 63.8 |
| 8 | 64.7 | 64.7 | 64.3 | 58.9 | 61.8 | 60.6 | 58.4 | 63.4 | 62.6 | 63.5 | 62.5 | 63.5 |
| 9 | 64.7 | 62.6 | 61.6 | 55.1 | 61.0 | 60.4 | 57.9 | 62.8 | 60.7 | 62.4 | 62.3 | 60.8 |
| 10 | 61.4 | 62.1 | 62.3 | 67.7 | 56.8 | 57.1 | 53.7 | 58.9 | 57.0 | 59.7 | 58.3 | 59.8 |
| 11 | 63.4 | 64.8 | 63.6 | 69.5 | 63.3 | 59.1 | 56.8 | 60.8 | 59.0 | 61.7 | 60.8 | 62.5 |
| 12 | 65.3 | 65.7 | 64.7 | 62.4 | 62.4 | 61.0 | 58.1 | 62.7 | 60.9 | 63.4 | 62.5 | 64.3 |
| 13 | 66.2 | 64.8 | 64.7 | 61.2 | 64.4 | 61.5 | 59.6 | 63.7 | 61.6 | 64.0 | 66.5 | 62.8 |
| 14 | 64.5 | 62.8 | 60.9 | 61.4 | 62.1 | 60.1 | 56.9 | 61.7 | 59.5 | 60.8 | 61.6 | 59.2 |
| 15 | 63.5 | 62.1 | 62.1 | 59.6 | 61.1 | 57.8 | 55.3 | 61.1 | 59.4 | 60.7 | 60.1 | 59.3 |
| 16 | 59.4 | 62.1 | 62.2 | 57.5 | 57.5 | 56.2 | 52.4 | 58.3 | 57.7 | 58.3 | 57.0 | 58.7 |
| 17 | 64.0 | 63.8 | 63.4 | 62.4 | 62.8 | 59.5 | 56.5 | 61.9 | 61.9 | 62.3 | 61.0 | 60.8 |
| 18 | 65.6 | 65.1 | 64.8 | 64.5 | 61.8 | 60.9 | 57.8 | 63.7 | 62.5 | 63.9 | 62.3 | 62.9 |
| 19 | 67.0 | 66.6 | 66.2 | 62.9 | 64.8 | 62.8 | 60.7 | 65.6 | 64.3 | 65.3 | 64.3 | 64.7 |
| 20 | 67.4 | 67.4 | 66.2 | 62.0 | 65.8 | 62.8 | 60.3 | 65.8 | 65.1 | 66.1 | 64.3 | 65.1 |
| 21 | 67.1 | 66.0 | 65.5 | 59.6 | 65.8 | 62.0 | 59.6 | 65.5 | 64.0 | 65.2 | 63.8 | 64.1 |
| 22 | 67.3 | 64.4 | 65.3 | 56.8 | 56.9 | 62.3 | 60.0 | 65.3 | 62.7 | 64.2 | 64.4 | 63.0 |
| 23 | 66.6 | 65.2 | 64.7 | 65.9 | 65.6 | 61.6 | 59.0 | 64.4 | 62.6 | 64.2 | 63.5 | 62.2 |
| 24 | 64.6 | 62.2 | 62.3 | 61.0 | 62.1 | 59.8 | 57.8 | 62.4 | 60.3 | 61.5 | 63.5 | 60.2 |
| 25 | 63.4 | 60.6 | 61.0 | 61.5 | 61.9 | 58.2 | 55.5 | 61.6 | 59.8 | 60.9 | 60.5 | 58.1 |
| 26 | 63.9 | 62.8 | 62.2 | 64.6 | 63.5 | 58.7 | 55.6 | 62.3 | 61.4 | 63.4 | 61.3 | 59.5 |
| 27 | 63.1 | 64.4 | 63.7 | 61.7 | 63.8 | 58.3 | 54.7 | 61.4 | 59.9 | 61.4 | 59.7 | 60.4 |
| 28 | 64.2 | 64.7 | 64.3 | 62.9 | 63.6 | 60.1 | 56.0 | 62.4 | 62.4 | 63.1 | 60.6 | 62.2 |
| 29 | 65.0 | 63.9 | 62.8 | 62.8 | 63.8 | 60.5 | 57.5 | 62.7 | 61.8 | 62.5 | 62.2 | 59.7 |
| 30 | 63.1 | 63.4 | 63.0 | 60.2 | 58.6 | 58.8 | 56.2 | 61.2 | 60.7 | 61.1 | 60.4 | 60.5 |
| 31 | 63.9 | 62.6 | 62.6 | 63.0 | 62.2 | 58.9 | 56.3 | 60.6 | 59.2 | 60.0 | 61.2 | 59.8 |
| Month | 65.0 | 64.7 | 64.1 | 62.7 | 63.4 | 60.5 | 58.0 | 63.1 | 61.7 | 63.1 | 62.4 | 62.5 |

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, July to December 2013 _____ C1

Commercial Flight Operations Mix, Fourth Quarter 2013 _____ C2

Commercial Flight Operations Mix, October 2013 _____ C3

Commercial Flight Operations Mix, August 2013 _____ C4

Commercial Flight Operations Mix, December 2013 _____ C5

Curfew Violation Summary, 1989 --- Present _____ C6

APPENDIX C1
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JULY to DECEMBER 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 | Volans | WestJet | Airborne | FedEx | UPS | Charter / Other | Total Arrivals | Total Ops. |
|---------------|------------|--------|-----------|----------|----------------|-----------------|-----------------|----------|----------|-------|---------|---------|---------|-----------|--------|-------------|--------|------------|----------------|--------|---------|----------|-------|-----|-----------------|----------------|------------|
| A300 | | | | | | | | | | | | | | | | | | | | | | | | | | | 370 |
| A310 | | | | | | | | | | | | | | | | | | | | | | | | | | | 6 |
| A318 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| A319 | 185 | | | | | | 244 | 648 | | | | | | | 591 | | | | | | | | | | | | 3 |
| A320 | | | | | | | 437 | 51 | | | 701 | | | | 274 | | | | | | | | | | | | 0 |
| A321 | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | 2711 |
| A330+ | | | | | | | | | 182 | | | | | | | | | | | | | | | | | | 5422 |
| B712 | | | | | | | | | | | | | | | | | | | | | | | | | | | 3746 |
| B71Q | | | | | | | | | | | | | | | | | | | | | | | | | | | 7492 |
| B72Q | | | | | | | | | | | | | | | | | | | | | | | | | | | 1122 |
| B733 | | | | | | | | | | | | | | | | | | | | | | | | | | | 2244 |
| B734 | | 744 | | | | | | | | | | | | | | | | | | | | | | | | | 182 |
| B735 | | | | | | | | | | | | | | | | | | | | | | | | | | | 364 |
| B736 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| B737 | | 186 | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| B738 | | 2077 | | | | | 710 | | | | | | | 10115 | | 146 | 299 | | | | 1 | | | | | | 0 |
| B739 | | 257 | | | | | 9 | | | | | | 1584 | 1584 | | 21 | 981 | | | | 106 | | | | | | 3 |
| B747+ | | | | | | | | | | | | | | | | | 859 | | | | 18 | | | | | | 6 |
| B752 | | | 2 | 63 | | | 931 | | | | | | | | | | 845 | 156 | | | | | | | | | 10858 |
| B753 | | | | | | | | | | | | | | | | | 26 | | | | | | | | | | 21716 |
| B762 | | | | | | | | | | | | | | | | | | | | | | | | | | | 7024 |
| B763 | | | | 1 | | | 191 | | | | | | | | | | | | | | | | | | | | 14048 |
| B764 | | | | | | | 1 | | 6 | | | | | | | | | | | | | | | | | | 1125 |
| B772 | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | 2250 |
| B787 | | | | | | | | | | 185 | | | | | | | | | | | | | | | | | 0 |
| CRJ2 | | | | | | | | | | | | | | | | | | | | | | | | | | | 2005 |
| CRJ7 | | | | | | | | | | | | | 1367 | | | | | | | | | | | | | | 4010 |
| CRJ9 | | | | | | | | | | | | | 789 | | | | | | | | | | | | | | 26 |
| DC87 | | | | | | | | | | | | | 377 | | | | | | | | | | | | | | 52 |
| ERJ+ | | | | | | | | | | | | | | | | | | | | | | | | | | | 260 |
| E170/80 | | | | | | | | | | | | | | | | | | | | | | | | | | | 474 |
| MD10 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 |
| MD11 | | | | | | | | | | | | | | | | | | | | | | | | | | | 370 |
| MD80+ | | | | | | | | | | | | | | | | | | | | | | | | | | | 370 |
| MD90 | | | 13 | 971 | | | | | | | | | | | | | | | | | | | | | | | 1367 |
| TOTALS | 185 | 3264 | 15 | 2667 | 508 | 182 | 3065 | 720 | 188 | 185 | 701 | 0 | 2533 | 15617 | 866 | 167 | 4612 | 2028 | 841 | 135 | 125 | 130 | 647 | 189 | 98 | | 1296 |
| B190 | | | | | | | | | | | | | | | | | | | | | | | | | | | 377 |
| BE99 | | | | | | | | | | | | | | | | | | | | | | | | | | | 754 |
| C208 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| DH8D | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| E120 | | 717 | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| PA31 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| SW3/4 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| TOTALS | 185 | 3981 | 15 | 2667 | 508 | 182 | 3065 | 720 | 188 | 185 | 701 | 306 | 4475 | 15617 | 866 | 167 | 4612 | 2028 | 841 | 135 | 125 | 270 | 1062 | 319 | 99 | | 254 |

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 --- FOURTH QUARTER 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | 154 |
| A310 | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| A318 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| A319 | 92 | | | 69 | 347 | | | | | | | | | | 309 | | | | | | | | | | | | 1366 |
| A320 | | | | 205 | 8 | | | | | | 339 | | | | 117 | | | | | | | | | | | | 1543 |
| A321 | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | 638 |
| A330+ | | | | | | | | | 92 | | | | | | | | | | | | | | | | | | 1276 |
| B712 | | | | | | | | | | | | | | | | | | | | | | | | | | | 184 |
| B71Q | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| B72Q | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 2 | |
| B733 | | | | | | | | | | | | | | 1632 | | | | | | | | | | | 1 | 2 | 3264 |
| B734 | | 423 | | | | | | | | | | | | 9 | | | | | | | | | | | | | 846 |
| B735 | | | | | | | | | | | | | | | | | | | | | | | | | | | 18 |
| B736 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| B737 | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| B738 | | 99 | | | | | | | | | | | | 5356 | | | 96 | | | | | | | | | | 5658 |
| B738 | | 872 | | 856 | | | | | | | | | | 649 | | | 526 | | | | | | | | | | 3333 |
| B739 | | 111 | | | | | | | | | | | | | | | 483 | | | | | | | | | | 603 |
| B747+ | | | | | | | | | | | | | | | | | | | | | | | | | | | 1206 |
| B752 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| B752 | | | 2 | 4 | | | | | | | | | | | | | 396 | 57 | | | | | | | | | 857 |
| B753 | | | | | | | | | | | | | | | | | 24 | | | | | | | | | | 1714 |
| B762 | | | | | | | | | | | | | | | | | | | | | | | | | | | 52 |
| B763 | | | | | | | | | | | | | | | | | | | | | | 64 | | | | | 64 |
| B764 | | | | | | | | | | | | | | | | | | | | | | | | | | | 128 |
| B772 | | | | | | | | | | | | | | | | | | | | | | | | | | | 304 |
| B772 | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| B787 | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 |
| CRJ2 | | | | | | | | | | 93 | | | | | | | | | | | | | | | | | 92 |
| CRJ2 | | | | | | | | | | | | | | | | | | | | | | | | | | | 186 |
| CRJ7 | | | | | | | | | | | | | | | | | | | | | | | | | | | 671 |
| CRJ7 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1342 |
| CRJ9 | | | | | | | | | | | | | | | | | | | | | | | | | | | 517 |
| CRJ9 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1034 |
| DC87 | | | | | | | | | | | | | | | | | | | | | | | | | | | 288 |
| DC87 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| ERJ+ | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| ERJ+ | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| E170/90 | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 |
| E170/90 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 |
| MD10 | | | | | | | | | | | | | | | | | | | | | | | | | | | 142 |
| MD11 | | | | | | | | | | | | | | | | | | | | | | | | | | | 38 |
| MD11 | | | | | | | | | | | | | | | | | | | | | | | | | | | 76 |
| MD80+ | | | | | | | | | | | | | | | | | | | | | | | | | | | 478 |
| MD80+ | | | | | | | | | | | | | | | | | | | | | | | | | | | 956 |
| MD90 | | | | | | | | | | | | | | | | | | | | | | | | | | | 240 |
| TOTALS | 92 | 1505 | 3 | 1304 | 262 | 90 | 1417 | 355 | 96 | 93 | 339 | 0 | 1215 | 7646 | 427 | 82 | 2217 | 946 | 426 | 57 | 59 | 64 | 341 | 108 | 50 | 19194 | 38388 |
| B190 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| BE99 | | | | | | | | | | | | | | | | | | | | | | | | | | | 69 |
| C208 | | | | | | | | | | | | | | | | | | | | | | | | | | | 366 |
| DH8D | | | | | | | | | | | | | | | | | | | | | | | | | | | 732 |
| E120 | | | | | | | | | | | | | | | | | | | | | | | | | | | 383 |
| E120 | | | | | | | | | | | | | | | | | | | | | | | | | | | 766 |
| PA31 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1826 |
| SW3/4 | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| TOTALS | 92 | 1888 | 3 | 1304 | 262 | 90 | 1417 | 355 | 96 | 93 | 339 | 152 | 2127 | 7646 | 427 | 82 | 2217 | 946 | 426 | 57 | 59 | 133 | 555 | 172 | 51 | 1795 | 3590 |

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

APPENDIX C3
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- OCTOBER 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 | | | | | | | | | | | | | | | | | | | | | | | | | | 86 | 43 | |
| A310 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| A318 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| A319 | 31 | | | | | | 29 | 117 | | | | | | | 38 | 100 | 28 | 1 | 82 | 14 | | | | | | 412 | 824 | |
| A320 | | 140 | | | | | 64 | 5 | | | 121 | | | | 98 | 131 | 242 | 85 | 61 | | | | | | | 565 | 1130 | |
| A321 | | | | | | | | | | | | | | | | | 1 | 215 | | | | | | | | 215 | 430 | |
| A330+ | | | | | | | | | 31 | | | | | | | | | | | | | | | | | 31 | 62 | |
| B712 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| B71Q | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| B72Q | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| B733 | | | | | | | | | | | | | | 663 | | | | | | | | | | | | 663 | 1326 | |
| B734 | | | | | | | | | | | | | | | | | | | | | | | | | | 140 | 280 | |
| B735 | | | | | | | | | | | | | | 3 | | | | | | | | | | | | 3 | 6 | |
| B736 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| B737 | | 25 | | | | | | | | | | | | 1665 | | 24 | 28 | | | | | | | | 1 | 1764 | 3528 | |
| B738 | | 330 | | | | | 167 | | | | | | | 271 | | 1 | 242 | | | | | | | | | 1348 | 2696 | |
| B739 | | 27 | | | | | | | | | | | | | | | 120 | | | | | | | | | 147 | 294 | |
| B747+ | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| B752 | | | | | | | 125 | | | | | | | | | | 147 | 33 | | | | | | | | 306 | 612 | |
| B753 | | | | | | | 2 | | | | | | | | | | 13 | | | | | | | | | 15 | 30 | |
| B762 | | | | | | | | | | | | | | | | | | | | | | | | | | 23 | 46 | |
| B763 | | | | | | | 30 | | | | | | | | | | | | | | | 23 | | | | 70 | 140 | |
| B764 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| B772 | | | | | | | | | | | | | | | | | | | | | | | | | | 31 | 62 | |
| B788 | | | | | | | | | | 32 | | | | | | | | | | | | | | | | 32 | 64 | |
| CRJ2 | | | | | | | | | | | | | | | | | | | | | | | | | | 227 | 454 | |
| CRJ7 | | | | | | | | | | | | | | | | | | | | | | | | | | 135 | 270 | |
| CRJ9 | | | | | | | | | | | | | | | | | | | | | | | | | | 126 | 252 | |
| DC87 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| ERJ+ | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| E170/90 | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 4 | 4 | |
| MD10 | | | | | | | | | | | | | | | | | | | | | | | | | | 65 | 130 | |
| MD11 | | | | | | | | | | | | | | | | | | | | | | | | | | 4 | 8 | |
| MD80+ | | | | | | | | | | | | | | | | | | | | | | | | | | 11 | 131 | |
| MD90 | | | | | | | | | | | | | | | | | | | | | | | | | | 84 | 168 | |
| TOTALS | 31 | 522 | 0 | 457 | 77 | 31 | 501 | 122 | 33 | 32 | 121 | 0 | 411 | 2602 | 136 | 25 | 781 | 334 | 143 | 14 | 21 | 23 | 114 | 37 | 14 | 6582 | 13164 | |
| B190 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 |
| BE99 | | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 48 |
| C208 | | | | | | | | | | | | | | | | | | | | | | | | | | | 126 | 252 |
| DH8D | | | | | | | | | | | | | | | | | | | | | | | | | | | 116 | 232 |
| E120 | | 116 | | | | | | | | | | | | | | | | | | | | | | | | | 306 | 612 |
| PA31 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 |
| SW3/4 | | | | | | | | | | | | | | | | | | | | | | | | | | | 24 | 48 |
| TOTALS | 31 | 638 | 0 | 457 | 77 | 31 | 501 | 122 | 33 | 32 | 121 | 53 | 717 | 2602 | 136 | 25 | 781 | 334 | 143 | 14 | 21 | 47 | 187 | 61 | 14 | 7178 | 14356 | |

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

APPENDIX C4

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- NOVEMBER 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | 32 |
| A310 | | | | | | | | | | | | | | | | | | | | | | | 16 | | | | 16 |
| A318 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| A319 | 30 | | | | | | 23 | 113 | | | | | | | 125 | | 81 | 3 | 75 | 6 | | | | | | | 456 |
| A320 | | | | | | | 67 | 3 | | | 108 | | | | 19 | | 128 | 87 | 63 | 6 | | | | | | | 481 |
| A321 | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | 195 |
| A330+ | | | | | | | | | 30 | | | | | | | | | | | | | | | | | | 30 |
| B712 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| B71Q | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| B72Q | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 2 | |
| B733 | | | | | | | | | | | | | | 469 | | | | | | | | | | | | | 469 |
| B734 | | 145 | | | | | | | | | | | | 1 | | | | | | | | | | | | | 145 |
| B735 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| B736 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| B737 | | 35 | | | | | | | | | | | | 1790 | | 22 | 17 | | | | | 1 | | | | | 1879 |
| B738 | | 256 | | | | | 127 | | | | | | | 175 | | 4 | 144 | | | | | 3 | | | | | 994 |
| B739 | | 53 | | | | | 1 | | | | | | | | | | 221 | | | | | | | | | | 275 |
| B747+ | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| B752 | | | 2 | 2 | | | 131 | | | | | | | | | | | | | | | | | | | | 276 |
| B753 | | | | | | | | | | | | | | | | | | | | | | | | | | | 10 |
| B753 | | | | | | | | | | | | | | | | | | | | | | | | | | | 20 |
| B762 | | | | | | | | | | | | | | | | | | | | | | | | | | | 20 |
| B763 | | | | | | | 39 | | | | | | | | | | | | | | | | | | | | 86 |
| B764 | | | | | | | | | | | | | | | | | | | | | | | | | | | 172 |
| B772 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| B788 | | | | | | | | | | 30 | | | | | | | | | | | | | | | | | 29 |
| CRJ2 | | | | | | | | | | | | | | | | | | | | | | | | | | | 30 |
| CRJ7 | | | | | | | | | | | | | 231 | | | | | | | | | | | | | | 60 |
| CRJ9 | | | | | | | | | | | | | 106 | | | | | | | | | | | | | | 189 |
| DC87 | | | | | | | | | | | | | 60 | | | | | | | | | | | | | | 60 |
| ERJ+ | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| E170/90 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| MD10 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| MD11 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| MD80+ | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| MD90 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| TOTALS | 30 | 489 | 3 | 426 | 84 | 29 | 466 | 116 | 30 | 30 | 108 | 0 | 397 | 2435 | 145 | 26 | 724 | 297 | 138 | 12 | 18 | 20 | 103 | 31 | 16 | 6173 | |
| B190 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| BE99 | | | | | | | | | | | | | | | | | | | | | | | | | | | 23 |
| C208 | | | | | | | | | | | | | | | | | | | | | | | | | | | 46 |
| DH8D | | | | | | | | | | | | 48 | | | | | | | | | | | | | | | 120 |
| E120 | | 110 | | | | | | | | | | | | | | | | | | | | | | | | | 110 |
| PA31 | | | | | | | | | | | | | | | | | | | | | | | | | | | 292 |
| SW3/4 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 |
| TOTALS | 30 | 599 | 3 | 426 | 84 | 29 | 466 | 116 | 30 | 30 | 108 | 48 | 689 | 2435 | 145 | 26 | 724 | 297 | 138 | 12 | 18 | 43 | 175 | 50 | 16 | 6737 | |

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 --- DECEMBER 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 | Volans | WestJet | Airborne | FedEx | UPS | Charter / Other | Total Arrivals | Total Ops. | |
|---------------|------------|--------|-----------|----------|----------------|-----------------|-----------------|----------|----------|----------------|---------|---------|---------|-----------|--------|-------------|--------|------------|----------------|--------|---------|----------|-------|-----|-----------------|----------------|------------|-----|
| A300 | | | | | | | | | | | | | | | | | | | | | | | | | | 36 | 18 | |
| A310 | | | | | | | | | | | | | | | | | | | | | | | 18 | | | 1 | 2 | |
| A318 | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 0 | 0 | |
| A319 | 31 | | | 17 | 117 | | | | | | | | | | 146 | | | | | | | | | | | 498 | 996 | |
| A320 | | | | 74 | | | | | | | 110 | | | | | | | | | | | | | | | 497 | 994 | |
| A321 | | | | | | | | | | | | | | | | | | | | | | | | | | 228 | 456 | |
| A330+ | | | | | | | | | 31 | | | | | | | | | | | | | | | | | 31 | 62 | |
| B712 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| B71Q | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| B72Q | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| B733 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| B734 | | 138 | | | | | | | | | | | | | | | | | | | | | | | | 500 | 1000 | |
| B735 | | | | | | | | | | | | | | | | | | | | | | | | | | 138 | 276 | |
| B736 | | | | | | | | | | | | | | | | | | | | | | | | | | 5 | 10 | |
| B737 | | 39 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| B738 | | 286 | | | | | 101 | | | | | | | 1901 | | 19 | 51 | | | | | | | | | 2015 | 4030 | |
| B739 | | 31 | | | | | 8 | | | | | | | 203 | | 12 | 140 | | | | | | | | | 991 | 1982 | |
| B747+ | | | | | | | | | | | | | | | | | 142 | | | | | | | | | 181 | 362 | |
| B752 | | | | | | | 126 | | | | | | | | | | 126 | 11 | | | | | | | | 0 | 0 | |
| B753 | | | | | | | | | | | | | | | | | 1 | | | | | | | | | 275 | 550 | |
| B762 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 2 | |
| B763 | | | | | | | 46 | | | | | | | | | | | | | | | | | | | 21 | 42 | |
| B764 | | | | | | | | | | | | | | | | | | | | | | | | | | 148 | 296 | |
| B772 | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 4 | |
| B788 | | | | | | | | | | | | | | | | | | | | | | | | | | 32 | 64 | |
| CRJ2 | | | | | | | | | | | | | | | | | | | | | | | | | | 31 | 62 | |
| CRJ7 | | | | | | | | | | | | | | | | | | | | | | | | | | 213 | 426 | |
| CRJ9 | | | | | | | | | | | | | | | | | | | | | | | | | | 92 | 386 | |
| DC87 | | | | | | | | | | | | | | | | | | | | | | | | | | 102 | 204 | |
| ERJ+ | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| E170/90 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | |
| MD10 | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 4 | |
| MD11 | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 7 | |
| MD80+ | | | | | | | | | | | | | | | | | | | | | | | | | | 34 | 68 | |
| MD90 | | | | | | | | | | | | | | | | | | | | | | | | | | 12 | 394 | |
| TOTALS | 31 | 494 | 0 | 421 | 101 | 30 | 450 | 117 | 33 | 31 | 110 | 0 | 407 | 2609 | 146 | 31 | 712 | 315 | 145 | 31 | 20 | 21 | 124 | 40 | 20 | 6439 | 12878 | |
| B190 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 |
| BE99 | | | | | | | | | | | | | | | | | | | | | | | | | | | 22 | 44 |
| C208 | | | | | | | | | | | | | | | | | | | | | | | | | | | 120 | 240 |
| DH8D | | 157 | | | | | | | | | | | | | | | | | | | | | | | | | 157 | 314 |
| E120 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 315 |
| PA31 | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 4 |
| SW3/4 | | | | | | | | | | | | | | | | | | | | | | | | | | | 19 | 38 |
| TOTALS | 31 | 651 | 0 | 421 | 101 | 30 | 450 | 117 | 33 | 31 | 110 | 51 | 721 | 2609 | 146 | 31 | 712 | 315 | 145 | 31 | 20 | 43 | 193 | 61 | 21 | 7074 | 14148 | |

B71Q = B727-100 w/ Hush-kit. ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)
Other / Non-Transport Category = 1



Appendix C6

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

1989 - Present

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

Legend

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

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

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

| QTR | 1995 | PENALTY | 1996 | PENALTY | 1997 | PENALTY |
|--------------|---|--|---|---|---|---|
| 1ST | FedEx 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 \$1,000 \$3,000 \$5,000 EE EE EE EE EE EE | United Sun Country (C) American Eagle Frontier Delta America West United Continental TAESA (C) United TWA | \$1,000 \$1,000 NP NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$3,000 \$1,000 |
| FINES | | \$39,655 | | \$113,000 | | \$31,000 |

| QTR | 1998 | PENALTY | 1999 | PENALTY | 2000 | PENALTY |
|--------------|----------------------|-----------------|----------------------|-----------------|---------------------|-----------------|
| 1ST | Southwest | \$1,000 | American Eagle | \$1,000 | N. American (C) | \$1,000 |
| | Delta | \$1,000 | United | \$1,000 | United | \$1,000 |
| | "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 | | | | |
| FINES | | \$55,000 | | \$40,000 | | \$25,000 |

| 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 |
| FINES | | \$18,000 | | \$13,000 | | \$35,000 |

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

| QTR | 2007 | PENALTY | 2008 | PENALTY | 2009 | PENALTY |
|--------------|--|---|---|--|---|--------------------------------------|
| 1ST | N800AR (GA) FlexJet (GA) jetBlue United American Alaska jetBlue Hawaiian | \$2,000 \$2,000 \$2,000 NP \$2,000 \$2,000 \$6,000 \$2,000 | SkyWest Air Canada US Airways US Airways US Airways jetBlue N4YS (GA) US Airways US Airways United | \$2,000 \$2,000 NP NP \$4,000 NP \$2,000 \$12,000 \$20,000 NP | US Airways N520SC (GA) | NP \$2,000 |
| 2ND | Delta jetBlue N204AH (GA) Delta Continental Continental American jetBlue AirTran Delta US Airways Delta jetBlue Delta Delta AirTran US Airways | \$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 |
| FINES | | \$64,000 | | \$80,000 | | \$30,000 |

| QTR | 2010 | PENALTY | 2011 | PENALTY | 2012 | PENALTY |
|--------------|--|--|--|--|---|--|
| 1ST | Chrysler Avtn. (GA) Delta Virgin America Virgin America Delta | \$2,000 \$6,000 \$2,000 \$6,000 \$18,000 | jetBlue Avantair (GA) jetBlue jetBlue Delta jetBlue US Airways Delta US Airways Delta | NP \$2,000 \$4,000 NP \$2,000 NP NP NP NP NP | Alaska Canadian 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 |
| FINES | | \$94,000 | | \$118,000 | | \$48,000 |

| Period | 2013 | PENALTY | 2014 | PENALTY | 2015 | PENALTY |
|--------------|-----------------------|------------------|------|---------|------|---------|
| 1st | Spirit | \$2,000 | | | | |
| | British Airways | NP | | | | |
| | United | NP | | | | |
| | jetBlue | NP | | | | |
| | N777AM (GA) | \$2,000 | | | | |
| | Pegasus Aviation (GA) | \$2,000 | | | | |
| | US Airways | \$2,000 | | | | |
| | jetBlue | NP | | | | |
| | United | NP | | | | |
| | Delta | NP | | | | |
| | British Airways | \$6,000 | | | | |
| | British Airways | \$10,000 | | | | |
| | Delta | NP | | | | |
| | United | \$2,000 | | | | |
| | Delta | NP | | | | |
| | Spirit | \$6,000 | | | | |
| | British Airways | NP | | | | |
| | Spirit | NP | | | | |
| | jetBlue | NP | | | | |
| | SkyWest | NP | | | | |
| | Spirit | \$10,000 | | | | |
| | Air Canada | \$2,000 | | | | |
| | US Airways | \$6,000 | | | | |
| | US Airways | \$10,000 | | | | |
| | Delta | NP | | | | |
| | Alaska | \$2,000 | | | | |
| | Delta | \$2,000 | | | | |
| Delta | NP | | | | | |
| Alaska | \$6,000 | | | | | |
| jetBlue | \$2,000 | | | | | |
| 2nd | US Airways | NP | | | | |
| | jetBlue | \$2,000 | | | | |
| | US Airways | NP | | | | |
| | Spirit | \$6,000 | | | | |
| | American | NP | | | | |
| | Alaska | NP | | | | |
| | Delta | NP | | | | |
| | Sun Country | \$2,000 | | | | |
| | Spirit | \$18,000 | | | | |
| | jetBlue | NP | | | | |
| | British Airways | \$6,000 | | | | |
| | jetBlue | NP | | | | |
| | United | \$2,000 | | | | |
| | jetBlue | \$6,000 | | | | |
| | jetBlue | \$10,000 | | | | |
| | jetBlue | NP | | | | |
| | jetBlue | NP | | | | |
| | N702SJ (GA) | \$2,000 | | | | |
| | American | NP | | | | |
| | British | \$18,000 | | | | |
| | jetBlue | NP | | | | |
| | jetBlue | NP | | | | |
| | jetBlue | \$10,000 | | | | |
| | Alaska | \$4,000 | | | | |
| | American | NP | | | | |
| | FedEx | \$2,000 | | | | |
| | Ameristar (C) | \$2,000 | | | | |
| jetBlue | NP | | | | | |
| American | \$2,000 | | | | | |
| FINES | | \$166,000 | | | | |

AIRCRAFT NOISE COMPLAINTS

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

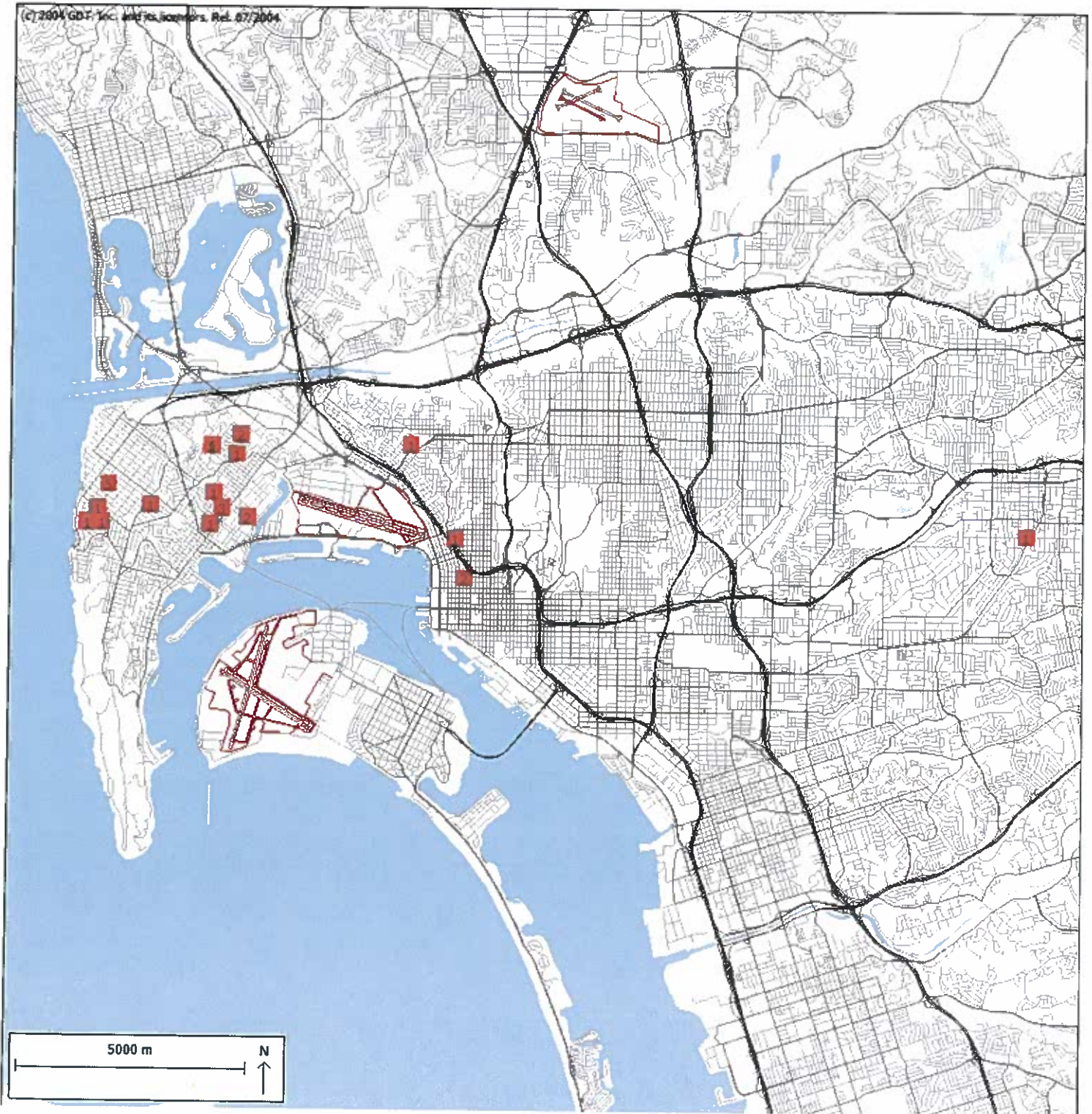


Fourth Quarter 2013

Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
17 Households; 31 Complaints



SAN DIEGO
INTERNATIONAL
AIRPORT



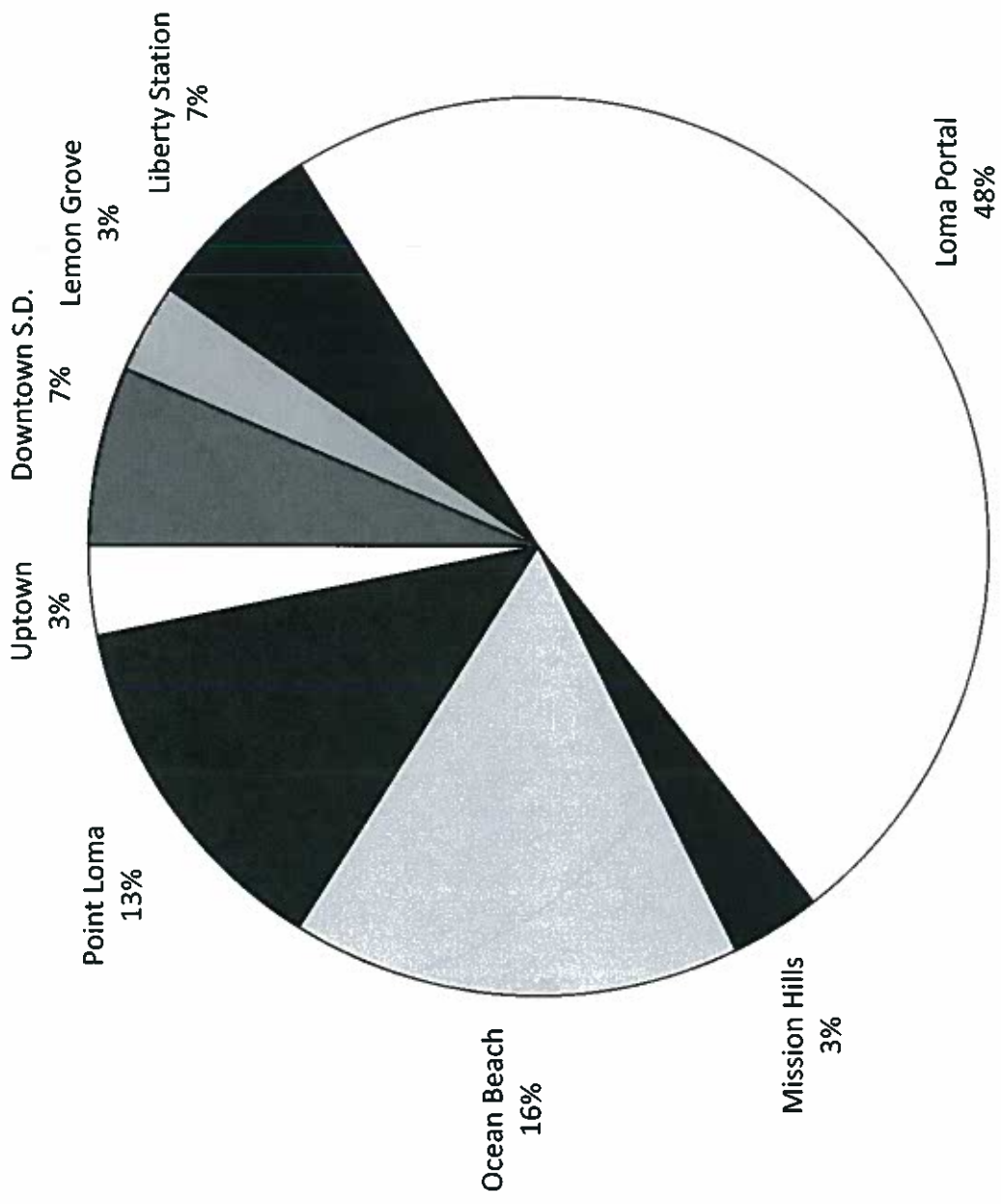
Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO
INTERNATIONAL
AIRPORT

Fourth Quarter 2013

TOTAL CALLS: 31



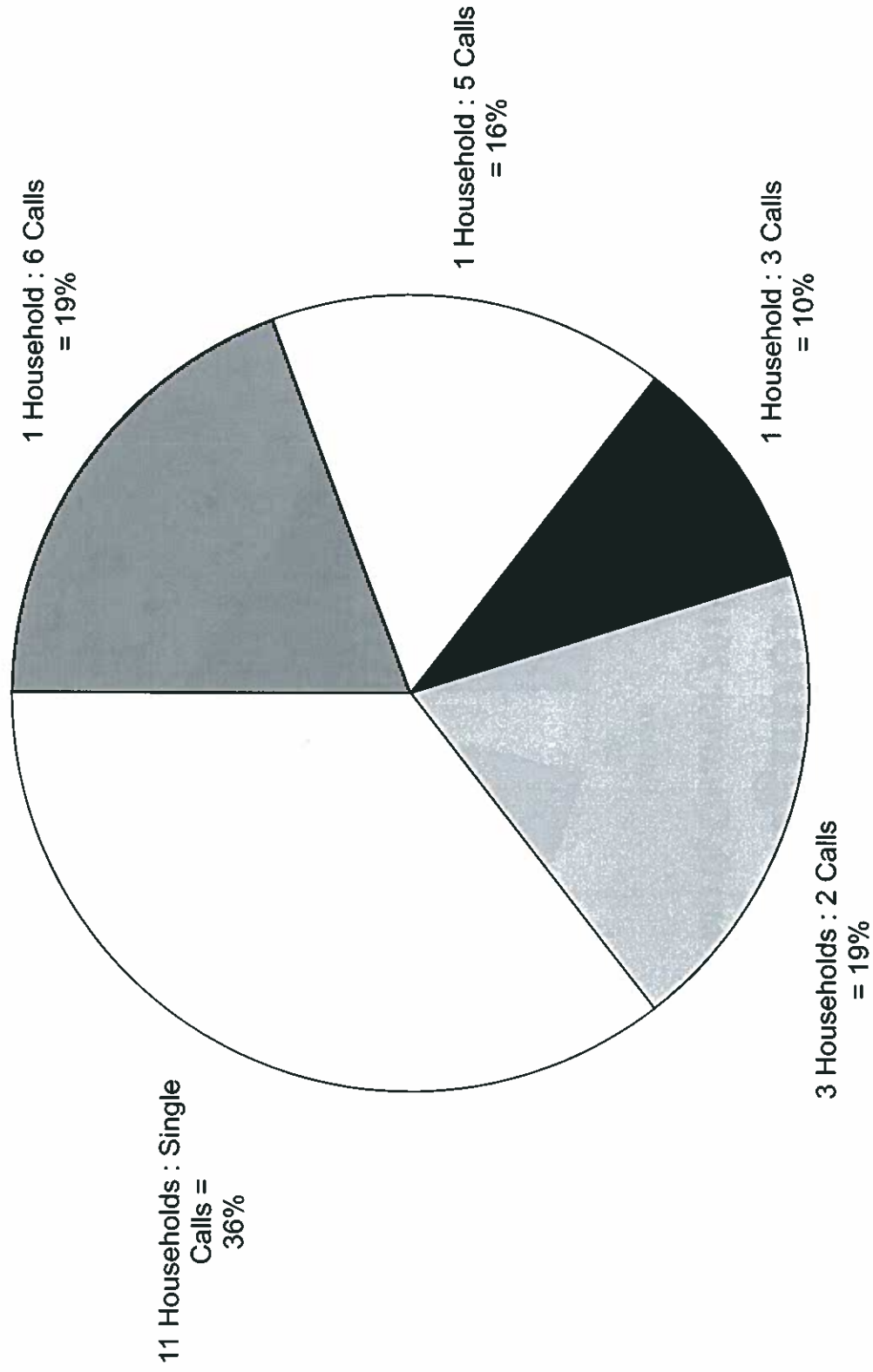
Aircraft Noise Complaint Distribution by Household



SAN DIEGO
INTERNATIONAL
AIRPORT

Fourth Quarter 2013

TOTAL CALLS: 31



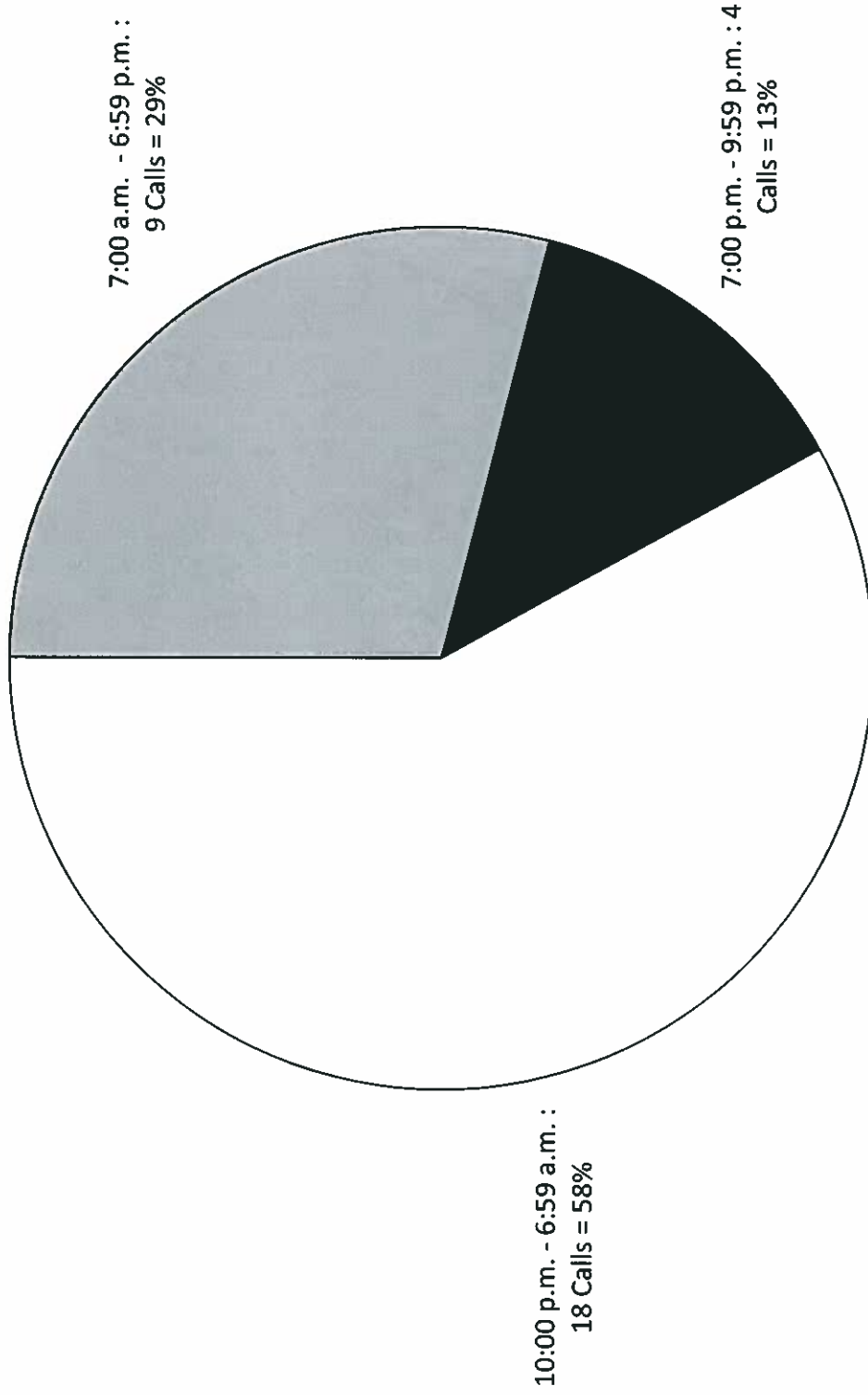
Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO
INTERNATIONAL
AIRPORT

Fourth Quarter 2013

TOTAL CALLS: 31



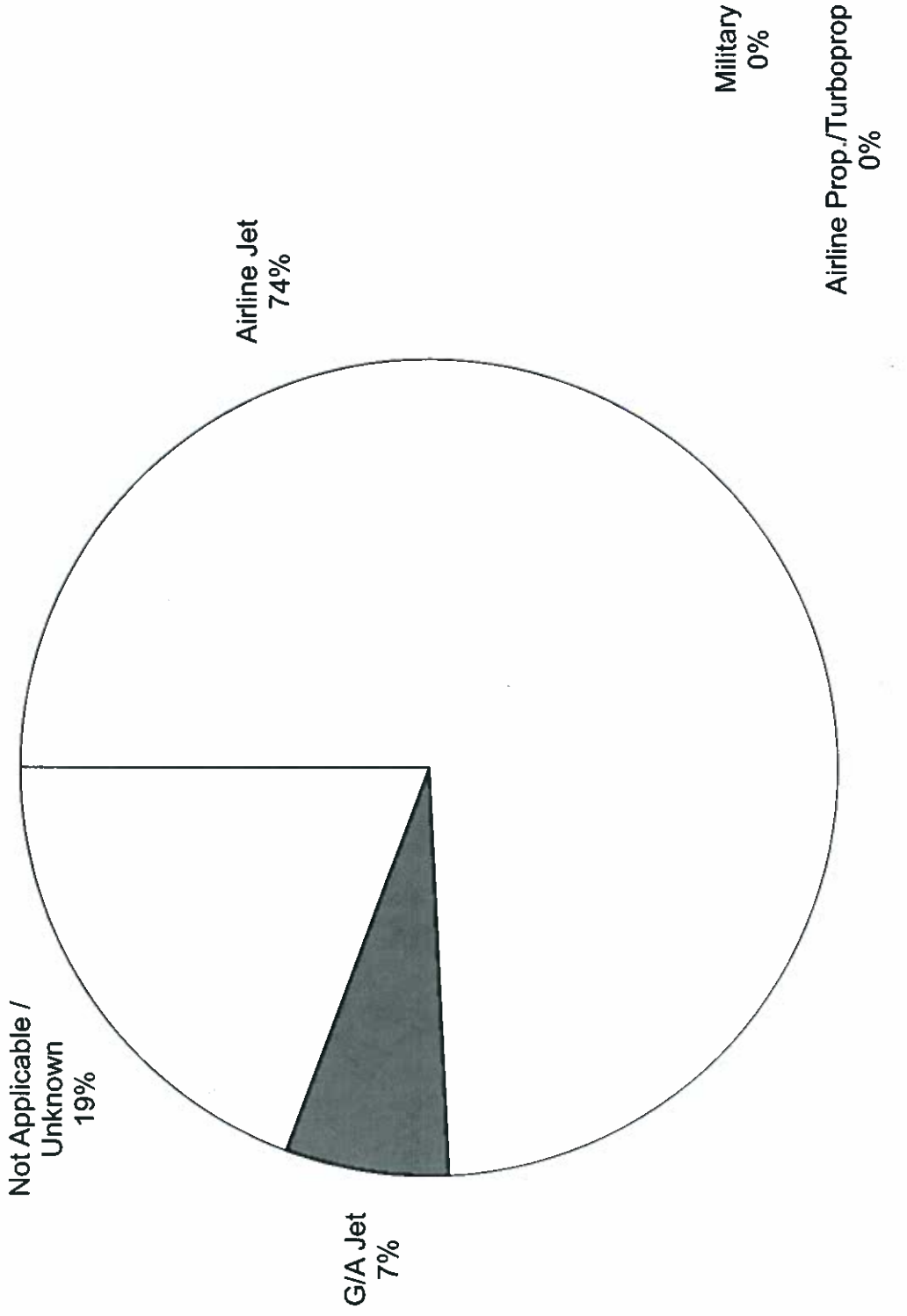
Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO
INTERNATIONAL
AIRPORT

Fourth Quarter 2013

TOTAL CALLS: 31



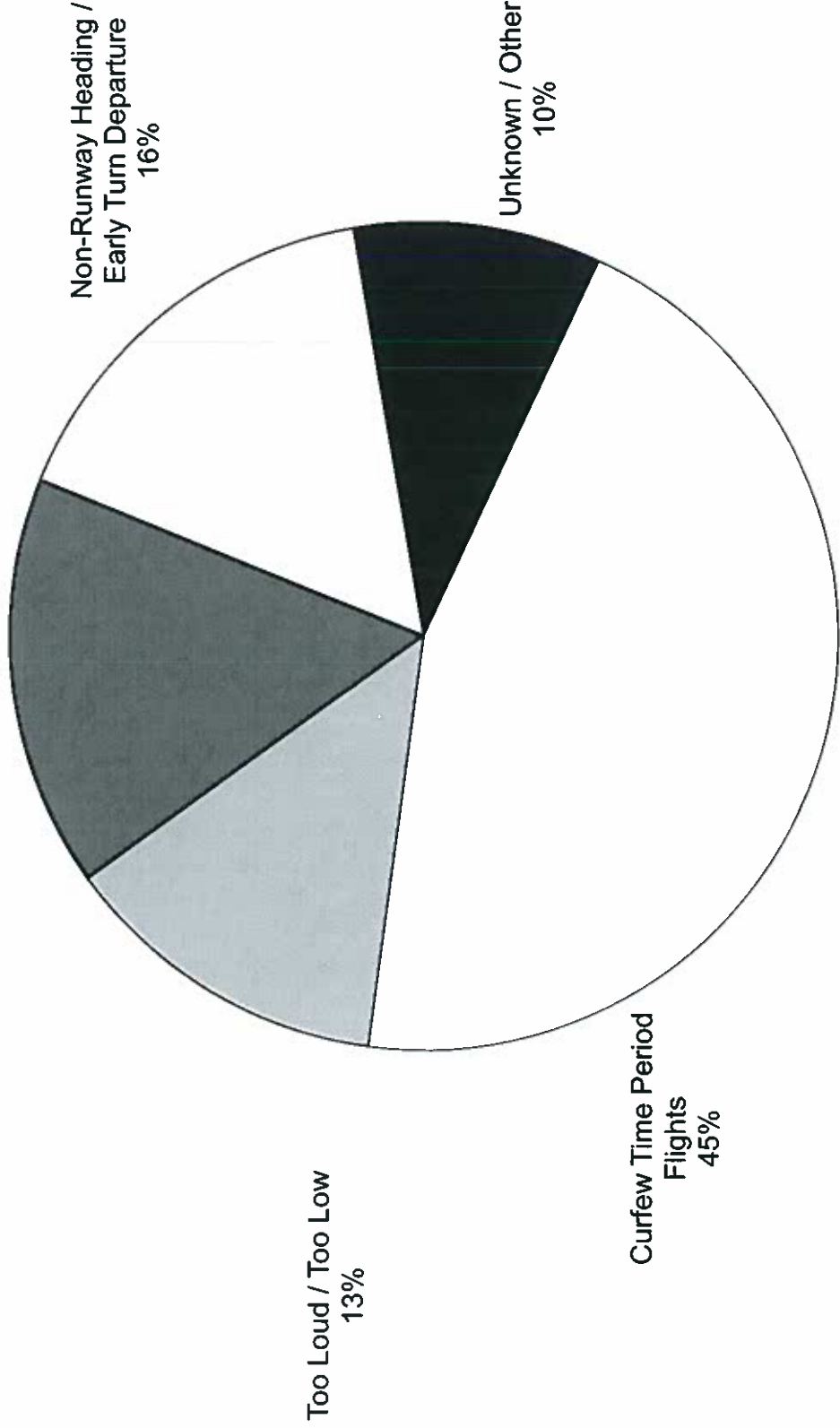
Aircraft Noise Complaint Distribution by Cause



SAN DIEGO
INTERNATIONAL
AIRPORT

Fourth Quarter 2013

Off Course / Suspected
Early Turn
16%



TOTAL CALLS: 31

AIRPORT NOISE ADVISORY COMMITTEE

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held October 16th, 2013.



**SAN DIEGO
INTERNATIONAL
AIRPORT**

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

On October 16th 2013, the Airport Noise Advisory Committee (Committee) met at the Commuter Building, 3225 N. Harbor Blvd, San Diego, CA 92101. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:05 p.m.

Present: John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Retired Airline Pilot; Rob Cook, FAA Representative; Tait Galloway, City of San Diego; Congresswoman Susan Davis (ex-officio) Daniel Hazard; Carl Huenefeld, MCRD; Victor Ravago, North Bay; Community Planning Board; David Swarens, Greater Golden Hill Planning Committee; Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Mark Butler, Facilitator; and Airport Authority Staff

Absent: Tom Gawronski, Ocean Beach Planning Board (Excused); Hirsch Gottschalk, Uptown Planners (Excused); Kirk Hanson (Community member); Steven Holt, Airline Representative (ex-officio); John Ly, City Council District 2 (ex-officio) (Excused); Paul Webb, Peninsula Community Planning Board; 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 July 17, 2013 meeting minutes.

Before going to the information items, Dr. Butler gave the floor to Ms. Sjohnna Knack to address the absence of Mr. Dan Frazee. Ms. Knack read Mr. Frazee's open letter explaining that he is on vacation prior to his retirement; in his letter he thanked each member's participation of ANAC and mentioned the accomplishments of ANAC in the 11 plus years of being part of the committee and in conclusion, he thanked them again for their service. At this point Ms. Knack announced that she is now in charge of both Airport Noise and Quieter Home Program and now reports to Mr. Keith Wilschetz, Director of Airport Planning. Mr. Wilschetz assured the committee it has his full support in regards to noise issues; he had also presented a Certificate of Appreciation to Dr. Mark Butler who is stepping down as Facilitator for ANAC. Dr. Butler gave a short speech and encouraged members that with the new change in management, this may be the time to implement changes that they may feel will be more beneficial to the committee, such as going through the Rules and Procedures, looking at the schedule of the meetings, and if they do have any suggestions, to inform the staff so they may be included on the next meeting for discussion; in addition, Ms. Knack is thinking of putting out

a survey of questions asking members on what they think about the presentations, changes, what they like about the meetings, etc. and if they see an email on the survey, the response back will be appreciated.

Mr. Wilschetz gave the update on the Airport Authority. The Green Built project which is the expansion of Terminal 2, is now open since August and is also the dual-level roadway. Comments from the public prior to officially opening was very positive; a public tour was conducted which allowed the public to go through the newly built expansion, this gave the non-flying public a chance to go through it before closing it and only allowing flying customers. The dual-level roadway also generated positive remarks by lessening the flow of traffic at the terminals and taking it curb front.

In regards to the Airport Land Use Compatibility Plan, Planning staff is preparing it and had received all the comments on the Environment Impact Report (EIR); 11 comment letters came in and Planning is working with General Counsel so that the responses are done appropriately; and working with some of the commenters, the City and Peninsula Planning Board has quite a few comments. As of now, Planning is on track to present it at the December Authority Board meeting for their review and adoption. Information can be found on the website at www.san.org

For the air traffic report, activity has increased by 2%; year over year in terms of September; for passengers in September 2013 about 1.4 million passengers; calendar year to date is about 2.2% higher than the year before. In terms of operations, about 3.9% above September 2012; calendar year to date we are about 1.2% higher than a year ago.

Next, Mr. Hollarn provided an update of the latest Curfew Violation Review Panel meetings. Two CVRP meeting were held since last meeting. The first was on August 7th where there were 13 violations to review; eight were penalized; and five were not penalized and most were due to maintenance. Before going to the next presentation, Mr. Hollarn explained that the Panel can allow certain exceptions that can be considered based upon FAA Legal Counsel opinion that originally allowed the curfew to be adopted; and to take it into consideration. The second CVRP was on October 2nd; 12 violations were reviewed, five were penalized and seven were not penalized; and most were because of maintenance and two were their security system crashed. Mr. Huenefeld had asked how the amount of violation is determined if a penalty is assessed; in response, Mr. Hollarn explained the existing fine structure was recommended and accepted by the Airport Authority Board in 2006, the amount is \$2,000, \$6,000, and \$10,000 and is based in a calendar year on a six month period with a multiplier. Dr. Butler added that if an aggressive approach of overcharging and/or over-penalizing an airline, this could lead to an appeal to the FAA and in turn may lose the ability to have a curfew; Mr. Bewley also added that airlines do want to be good neighbors but they also have to factor the positioning of aircrafts and a decision has to be made on whether paying the curfew fine or getting fined for not having an aircraft in position for the next flight. In conclusion, Mr. Hollarn informed the committee that the next CVRP will be on December 4th and will be giving the

update on the next ANAC meeting. He also mentioned as a reminder that CVRP is held every other month starting on February. Mr. Galloway had asked the possibility of showing summary of operational statistics of airlines that have violated from the preceding year, in which Dr. Butler agreed and staff has agreed to do for the next meeting. Mr. Swarens had asked how a curfew violation can occur; Mr. Hollarn addressed the question and explained that when an aircraft is cleared for departure, the Authority does not have, and never had, the ability to restrict an aircraft from operating, it is a public use airport, and the operator will be advised that a penalty is in effect and it is their decision on whether to depart or not.

On another note, at the September 12th Airport Authority Board meeting, the Board approved ANAC's recommended modifications Airport Noise Advisory Committee members where it simplified the changes in jurisdiction of some ex-officio members.

Dr. Butler then announced that a quorum of members was present, so he requested a motion to approve the July 17th meeting minutes. For discussion, Mr. Swarens questioned the legitimacy of an alternate voting at the last meeting; Dr. Butler explained that if a legitimate alternate is seated, the person has all the rights as the member that is being represented. Mr. Galloway commented to refer staff by name instead of saying "a member." Mr. Swarens, had asked if him being absent at the last meeting and is excused, if the attendance requirements were met by the alternate; Dr. Butler pointed out that this is a good example that could be discussed and reviewed at the next ANAC meeting and voted on the April meeting, and the answer to the question is that the agency represented is included by the alternate in one's absence is excused. Mr. Huenefeld mentioned that if the committee will be going by name as appointed members, and the only one that can vote on behalf of the organization or community, the challenge would be getting a quorum will be difficult and will have to look at the quorum for a vote, because as a sole representative or member of a committee, one may ask not to vote and abstain from voting on one's behalf. Dr. Butler suggested that this could be discussed whether it be by name versus anonymity the next meeting, Ms. Knack pointed out that at times it is hard to hear and if one recognized the speaker to inform us and will put a name to the speaker. Seeing there is no more discussion, Dr. Butler asked for the minutes to be approved; minutes were approved with one member abstaining.

Ms. Knack gave the program update and introduced Mr. Craig Mayer, Construction Manager for QHP, and that Mr. Mayer will be doing the updates in the future. Ms. Knack explained that it has been a slow summer due to one of the contractors won about four jobs in a row and had expedited the work, majority of the Sea Colony condo complexes where it was anticipated to be a four to six-month construction took them about two to three months. 27 units have been completed and most are single family homes and a lot are historical homes. Construction is much slower, but the design is going much faster. Even with the challenges faced in Washington, Ms. Knack is pleased to say for FY 2013, they have received on September 19th about an \$11 million grant, which allowed them continue working at the pace with a \$15 million grant with the upcoming year. Ms. Knack informed the committee that an acoustical test plan has been developed in regards to the Program Guidance letter (PGL), and has developed a

unified plan in collaboration with other consultants and airports that will be brought before the FAA. Mr. Frazee, prior to leaving, solicited input and support from other airports, and to this date about 17 or 18 airports/groups across the nation responded, and hoping when it is submitted to Airport Council International in Washington, will be submitted on behalf of these airports and emphasize that it is a reasonable, logical, and scientifically defensible plan that all airports can use instead doing it individually. Ms. Knack has suggested giving more details in the future meeting regarding the plan without being too technical.

No public comment.

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

http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-10-16/Presentation%20Items.pdf

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

http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-10-16/Presentation%20Items.pdf

Mr. Galloway asked the one household with a high amount of calls; Mr. Hollarn explained it came from Loma Portal and most of the calls are noise complaints are referencing nighttime operations, either missed approaches at night or curfew violations. Mr. Hazard asked what the general complaints are that are coming from Bonita; the person's concern is that they think there's a new flight procedure, but there isn't, and Mr. Hollarn mentioned that aircraft flights from Lindbergh are not the concern, but it is more likely military flights or flights that are transitioning from Brown Field.

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

http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-10-16/Presentation%20Items.pdf

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

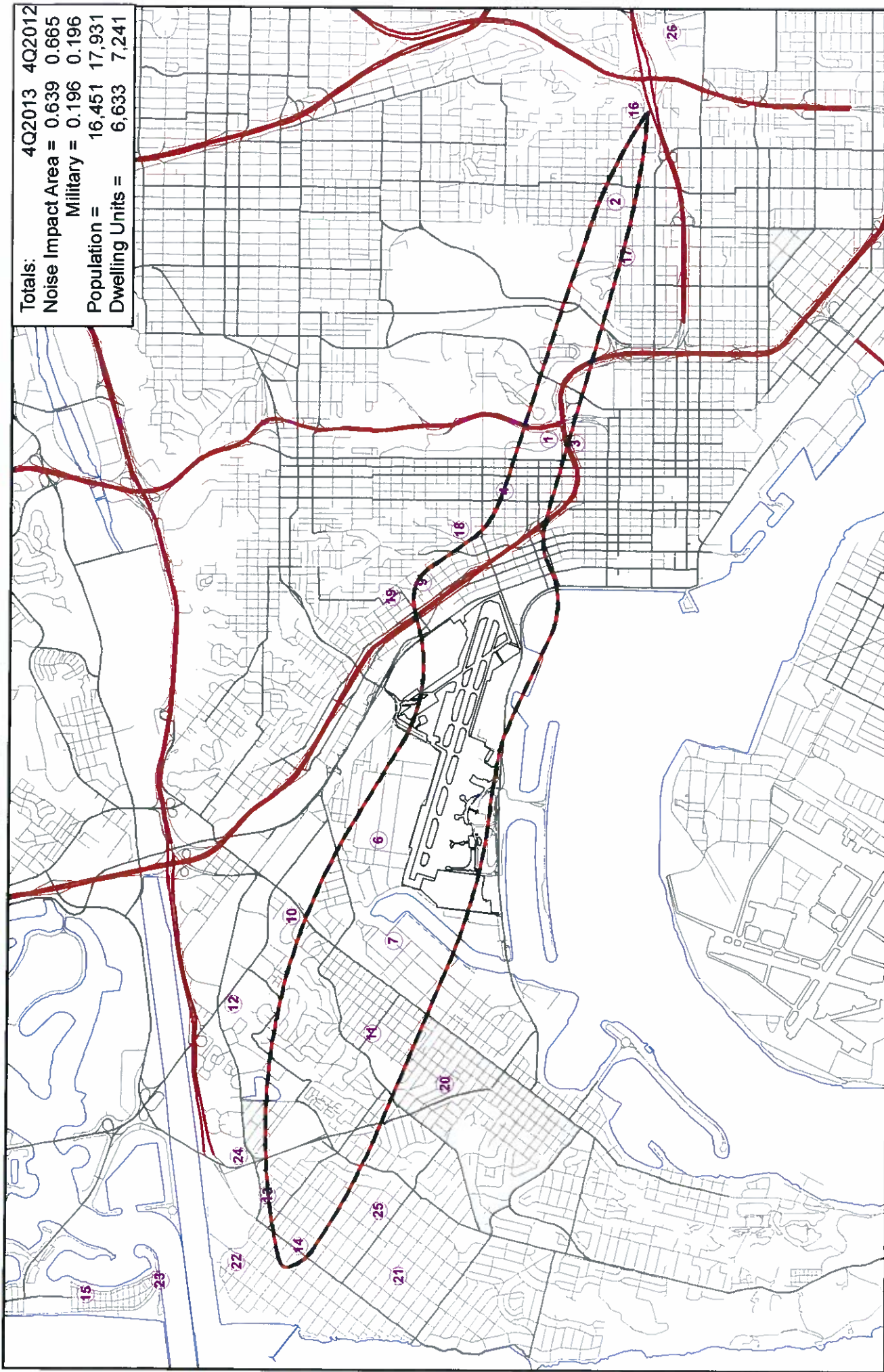
http://www.san.org/documents/airport_noise/publications/Airport%20Noise%20Advisory%20Committee%20Agendas%20and%20Minutes/13-10-16/Presentation%20Items.pdf

Questions arose on the reason Early Turns occur and was explained that it is not a pilot's decision but more on the air traffic controllers' decision (such as Air traffic Control directing general aviation flights to Palomar Airport or Gillespie Field).

Hearing no more questions, Dr. Butler adjourned the meeting at 4:56 p.m. The next meeting is scheduled for Wednesday, January 15, 2014 at 4:00 p.m. at the Commuter Terminal in the Airport Noise Mitigation Noise Room.

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 for the answers to commonly asked aircraft noise-oriented questions at SDIA.



Totals:

| | 4Q2013 | 4Q2012 |
|---------------------|--------|--------|
| Noise Impact Area = | 0.639 | 0.665 |
| Military = | 0.196 | 0.196 |
| Population = | 16,451 | 17,931 |
| Dwelling Units = | 6,633 | 7,241 |

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



4th Quarter 2013
4th Quarter 2012

