

QUARTERLY NOISE REPORT

January 1, 2014 through March 31, 2014



Airport Noise Mitigation
San Diego International Airport

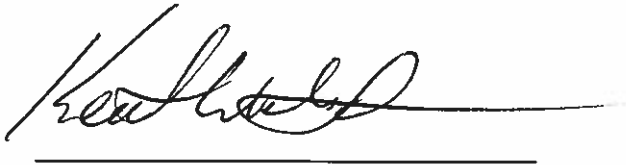
June 11, 2014

QUARTERLY NOISE REPORT
For the Period
January 1 through March 31, 2014

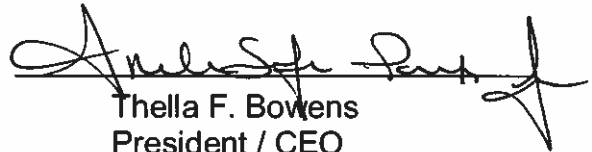
SAN DIEGO INTERNATIONAL AIRPORT (SDIA)

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 First Quarter of 2014 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 & Noise Mitigation



Thella F. Bowens
President / CEO



**SAN DIEGO
INTERNATIONAL
AIRPORT**

TABLE OF CONTENTS

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

Attachment

CNEL Contour Map, Authority Drawing 795, Revision 159

TABLE OF CONTENTS

Appendices A Through E

Appendix A - Division of Aeronautics, State of California

Summary of Statistical Information for the California Department of Transportation

Appendix B - Aircraft Noise Monitoring System

Appendix B1 --- Noise Monitoring Locations

Appendix B2 --- Noise System Thresholds

Appendix B3 --- CNEL Log for January 2014

Appendix B4 --- CNEL Log for February 2014

Appendix B5 --- CNEL Log for March 2014

Appendix C - Aircraft Operations

Appendix C1 --- Commercial Flight Operations Mix, First Quarter 2014

Appendix C2 --- Commercial Flight Operations Mix, January 2014

Appendix C3 --- Commercial Flight Operations Mix, February 2014

Appendix C4 --- Commercial Flight Operations Mix, March 2014

Appendix C5 --- Violations of the Airport Use Regulations, Time of Day Restrictions (1989 to present)

Appendix D - Aircraft Noise Complaints (2014 Year to Date Statistics)

Appendix E - Airport Noise Advisory Committee

Meeting Minutes and roster of the January 15th, 2014 meeting

AIRCRAFT NOISE MEASUREMENTS

Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), Airport Noise Mitigation determined that the Noise Impact Area (N.I.A.) and the Federal Military Impact Area (M.I.A.) within the 65 decibel Community Noise Equivalent Level (CNEL) contour for the period between January 1, 2014 to March 31, 2014, to be 0.639 square miles (408.8 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the First Quarter of 2013, the Noise Impact Area decreased by 0.026 square miles and the Federal Military Noise Impact Area remained the same.

1 st Quarter 2014	1 st Quarter 2013	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	71.0	69.8
2	66.4	64.8
3	63.2	61.9
4	65.3	65.0
6	68.4	67.9
7	74.4	74.0
9	66.6	66.8
10	62.5	62.2
11	70.9	70.6
12	61.0	61.0
13	64.2	63.4
14	65.5	65.5
16	64.6	63.7
17	64.5	63.7
18	60.0	60.7
19	61.8	62.4
20	60.9	60.7
21	59.0	58.8
22	63.6	63.5
23	62.1	62.1
24	63.3	63.2
25	62.4	62.5
26	63.2	62.0

¹ = For the period April 1, 2013 through March 31, 2014

² = For the period January 1, 2014 through March 31, 2014

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 Airport Noise Mitigation in an attempt to calculate "true" category counts:

OPERATIONS	FIRST QUARTER 2014	FIRST QUARTER 2013	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	35,521	35,279	241	0.7%
Commuter	4,986	5,535	(549)	-9.9%
General Aviation	4,236	3,565	671	18.8%
Military	91	92	(1)	-1.1%
TOTAL	44,834	44,471	363	0.8%

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 Airport Noise Mitigation at 619-400-2781.

QUARTERLY OPERATIONS SURVEY REPORT

The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the First Quarter of 2014. The data used to compile this report was gathered during 24-hour periods on February 11 - 13, 2014.

Table 1, Quarterly Operations Survey, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the First Quarter 2013 Operations Survey, an average of 394 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 49. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the First Quarter 2013 Operations Survey, an average of 394 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 49. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

First Quarter Comparison Single Event Noise Exposure Level (SENEL)

	February 19 - 21, 2013	February 11 - 13, 2014	Change (dB)
Departures	99.5	99.3	-0.2
Arrivals	95.6	94.0	-1.6

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 394 daily operations, which reflected a decrease of 33 operations from the 427 operations recorded during the First Quarter of 2013.

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
February 11 through February 13, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B767-300F	97.3	Indianapolis, ID	FDX3713	1705
B777-200	96.2	London, England	BAW273	1700
B767-300	95.7	Atlanta, GA	DAL1967	1735
B767-200F	95.4	Phoenix, AZ	ABX505	700
B767-300F	95.2	Memphis, TN	FDX1422	600
A300-600F	95.1	Memphis, TN	FDX906	1730
B757-200F	94.9	Oakland, CA	FDX1889	415
B737-300	94.8	Chicago, IL	SWA207	1200
B767-300F	94.6	Louisville, KY	UPS922	520
B757-200	94.5	Dulles, VA	UAL240	2100
MD-80	94.3	Dallas/Fort Worth, TX	AAL1344	1155
MD-80	94.1	Dallas/Fort Worth, TX	AAL1507	2130
MD-80	94.1	Dallas/Fort Worth, TX	AAL949	2000
B737-300	94.1	San Francisco, CA	SWA1899	1410
B767-300F	94.1	Indianapolis, ID	FDX1754	545
MD-80	94.0	Dallas/Fort Worth, TX	AAL1005	2300
B757-200	94.0	Dulles, VA	UAL229	1100
B757-200	93.9	Denver, CO	UAL593	2100
MD-80	93.9	Dallas/Fort Worth, TX	AAL1453	1820
MD-80	93.9	Dallas/Fort Worth, TX	AAL2214	1420
B737-300	93.8	Denver, CO	SWA474	1955
MD-80	93.8	Dallas/Fort Worth, TX	AAL58	1305
B757-200	93.7	Atlanta, GA	DAL2267	1230
B737-800	93.7	Phoenix, AZ	SWA4546	1200
A330-200	93.6	Honolulu, HI	HAL16	2010
B737-300	93.6	Phoenix, AZ	SWA4739	910
B757-200	93.5	Atlanta, GA	DAL2367	2150
B757-200	93.5	San Francisco, CA	UAL417	1820
B737-300	93.4	San Jose, CA	SWA2071	2225
B737-800	93.4	Las Vegas, NV	SWA4569	1630

TABLE 1**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
February 11 through February 13, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-300	93.4	Phoenix, AZ	SWA625	1615
B767-300F	93.4	Honolulu, HI	UPS2969	1515
B737-300	93.4	Sacramento, CA	SWA735	715
B737-800	93.3	Calgary, Canada	WJA1564	1105
B737-800	93.2	Salt Lake City, UT	DAL1909	2145
B737-900	93.2	Seattle, WA	ASA486	1635
B737-900	93.2	Houston, TX	UAL1202	1410
B737-300	93.2	Phoenix, AZ	SWA122	1320
B737-800	93.2	Newark, NJ	UAL1626	1215
B737-900	93.1	Seattle, WA	ASA488	2325
B737-800	93.1	Chicago, IL	SWA709	2130
B737-800	93.1	Cabo San Lucas, MX	ASA233	1555
B737-800	93.1	Portland, OR	ASA578	1340
B737-700	93.1	Austin, TX	SWA3251	1200
B737-800	93.1	Dallas/Fort Worth, TX	AAL1086	1030
B737-300	93.1	San Jose, CA	SWA770	900
B757-200	93.0	Atlanta, GA	DAL1467	1925
B737-700	93.0	San Antonio, TX	SWA2067	1700
B737-800	93.0	Cabo San Lucas, MX	ASA249	1615

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
February 11 through February 13, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	104.1	Dallas/Fort Worth, TX	AAL2252	835
MD-80	104.0	Dallas/Fort Worth, TX	AAL2254	735
MD-80	104.0	Dallas/Fort Worth, TX	AAL1344	1305
MD-80	103.9	Dallas/Fort Worth, TX	AAL1364	950
MD-80	103.8	Dallas/Fort Worth, TX	AAL1124	645
MD-80	103.4	Dallas/Fort Worth, TX	AAL58	1400
MD-80	103.0	Dallas/Fort Worth, TX	AAL2214	1530
B777-200	102.5	London, England	BAW272	1915
A330-200	100.8	Honolulu, HI	HAL15	930
B767-300	99.9	Atlanta, GA	DAL1662	810
B737-900	99.3	Atlanta, GA	DAL1692	1130
A321	99.2	Charlotte, NC	AWE579	2250
B737-800	99.2	Kahului, HI	ASA847	705
A321	98.7	Charlotte, NC	AWE487	1125
B737-800	98.7	New York, NY	DAL246	705
B737-900	98.6	Detroit, MI	DAL833	1155
B737-900	98.5	Houston, TX	UAL1569	645
B737-800	98.4	Honolulu, HI	ASA895	940
B737-800	98.4	Lihue, HI	ASA857	1050
B737-800	98.0	Minneapolis, MN	DAL2013	650
B737-800	98.0	New York, NY	AAL66	755
B737-900	97.9	Chicago, IL	UAL1051	1140
B737-800	97.8	Detroit, MI	DAL1248	720
B737-800	97.6	Newark, NJ	UAL1225	645
B737-800	97.4	Boston, MA	ASA768	705
B737-800	97.3	Dulles, VA	UAL1190	1340
B737-800	97.2	Miami, FL	AAL1042	2250
B737-800	97.1	San Francisco, CA	UAL1454	645
B737-900	97.1	Newark, NJ	UAL1453	2140
B737-800	97.0	Chicago, IL	AAL168	645

TABLE 2**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
February 11 through February 13, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-900	96.9	Houston, TX	UAL1510	900
A300-600F	96.8	Memphis, TN	FDX1222	1935
B767-300F	96.8	Memphis, TN	FDX821	700
B737-800	96.7	Newark, NJ	UAL1114	1355
B737-900	96.7	Denver, CO	UAL1452	1520
B757-200	96.7	Atlanta, GA	DAL1592	700
B767-300F	96.7	Indianapolis, IN	FDX1654	1940
B737-800	96.6	Salt Lake City, UT	DAL978	635
B737-800	96.6	Orlando, FL	ASA760	1015
A321	96.5	Phoenix, AZ	AWE567	650
B737-900	96.5	Seattle, WA	ASA239	2105
B737-900	96.4	Portland, OR	ASA573	650
B737-800	96.3	Baltimore, MD	SWA4546	1255
B737-800	96.3	Chicago, IL	UAL1455	1345
A319	96.2	Toronto, Canada	ACA778	840
A320	96.2	Philadelphia, PA	AWE670	840
B757-200	96.2	Atlanta, GA	DAL1792	2305
B737-800	96.1	Portland, OR	ASA249	1810
A320	96.0	New York, NY	JBU90	2130

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

Survey of three days during the First Quarter of 2014
 These numbers are the averages for operations for February 11 to February 13, 2014

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+	22	9	1	24	3	4							63
A330+		1		1									2
B712													
B72Q													
B733+	79	28	15	90	17	18	1			1			249
B747+													
B757+	2	2	1	3	1	1							10
B767+	4		2	4	1				1	1			14
B777+	1				1								2
B787+	1			1									2
DC10													
DC87													
DC8Q													
E170/190													
MD80+	4	2	1	5		1							13
MD90	2			2									4
RJ+	11	3	3	11	3	2							33
TOTAL	127	45	23	141	28	26	1		1	2			394

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 First Quarter of 2014 Airport Noise Mitigation received a total of 46 complaint calls from 25 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the First Quarter of 2013

DIRECTION FROM AIRPORT		January	February	March	TOTAL
NORTH	Hillcrest	1			1
	Pacific Beach			1	1
SOUTH	Chula Vista		1	1	2
	County of S.D.			1	1
	Downtown S.D.	3			3
EAST	Golden Hill	1	1	1	3
	Middletown	1		1	2
	Famosa	1			1
	Loma Portal	2	8	8	18
WEST	Mission Beach			1	1
	Ocean Beach	2			2
	Point Loma	5	2	3	10
TOTAL COMPLAINTS		16	12	18	46

The 46 complaint calls recorded during the First Quarter 2014 reflect an increase of 14 calls from the 32 received during the First Quarter of 2013.

Appendix D: Aircraft Noise Complaints contains 2014 year to date complaint statistics.

ENFORCEMENT ACTIONS

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

The following is a summary of First Quarter 2014 Final Enforcement Actions.

FIRST QUARTER 2014 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
1/03/2014	0135L	Delta Air Lines 1792	B752 ; Stage 3	No Penalty
1/03/2014	2338L	Alaska Airlines 239	B739 ; Stage 3	\$2,000
1/03/2014	2347L	United Airlines 523	A319 ; Stage 3	No Penalty
1/04/2014	0002L	jetBlue Airways 20	A320 ; Stage 3	No Penalty
1/04/2014	0020L	United Airlines 1114	B739 ; Stage 3	No Penalty
1/05/2014	0010L	jetBlue Airways 20	A320 ; Stage 3	No Penalty
1/05/2014	0026L	Delta Air Lines 1792	B752 ; Stage 3	No Penalty
1/06/2014	0349L	N370QS (NetJets)	C680 ; Stage 3	\$2,000
1/15/2014	2337L	American Airlines 1042	B738 ; Stage 3	No Penalty
2/06/2014	2337L	Delta Air Lines 1792	B752 ; Stage 3	No Penalty
2/09/2014	2344L	Virgin America 969	A319 ; Stage 3	\$2,000
2/12/2014	2202L	N2476F (Revolution Aviation)	R22 ; Stage 2	\$2,000
2/14/2014	2340L	British Airways 272A	B772 ; Stage 3	\$4,000
2/22/2014	0012L	jetBlue Airways 20	A320 ; Stage 3	\$8,000
3/01/2014	0034L	jetBlue Airways 20	A320 ; Stage 3	\$24,000
3/12/2014	2343L	Spirit Airlines 245	A319 ; Stage 3	No Penalty
3/18/2014	2356L	jetBlue Airways 90	A320 ; Stage 3	No Penalty
3/19/2014	2336L	Xtra Airways 8113	B734 ; Stage 3	\$2,000
3/19/2014	2350L	Sun Country 8672	B738 ; Stage 3	\$2,000
3/21/2014	2356L	Falcon Air Express 210	MD83 ; Stage 3	\$2,000
3/24/2014	2359L	United Airlines 1493	B738 ; Stage 3	No Penalty
3/30/2014	0102L	jetBlue Airways 20	A320 ; Stage 3	\$40,000
3/31/2014	0457L	N177BB (Delaware North Co.)	GLF4 ; 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 1-10	372	100%
Phase 6, Group 11	27	100% complete
Phase 6, Group 12A	27	90% complete
Phase 6, Group 12B	26	100% complete
Phase 7, Group 1	23	100% complete
Phase 7, Group 2	67	90% complete
Phase 7, Group 3	30	90% complete
Phase 7, Group 4	20	90% complete
Phase 7, Group 5	22	80% complete
Phase 7, Group 6	41	80% complete
Phase 7, Group 7	47	60% complete
Phase 7, Group 8A	34	70% complete
Phase 7, Group 8B	21	40% complete
Phase 7, Group 9	42	50% complete
Phase 7, Group 10	57	50% complete
Phase 7, Group 11	23	40% complete
Phase 7, Group 12	52	40% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the January 15th, 2014 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): 626

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

44,834

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

35,521

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:

4,986

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

4,236

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

91

Form DOA 618, 11/21/89

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

AIRCRAFT NOISE MONITORING SYSTEM

Noise Monitoring Locations _____ B1

Noise System Thresholds _____ B2

CNEL Log for January 2013 _____ B3

CNEL Log for February 2013 _____ B4

CNEL Log for March 2013 _____ B5

APPENDIX B1

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

RMT #	Location	^C L Distance (Ft.)*	Offset (Ft.)
1	Park & Recreation Bldg. – Balboa Park	-5,751	-155
2	1328 ½ Dale Street	-13,972	42
3	1698 ½ Eighth Avenue	-5,840	-1,025
4	200 ½ E. Juniper Street	-3,660	810
6	Marine Corps Recruit Depot	8,820	1,470
7	Liberty Station, Historic Decatur Road	11,820	0
9	1134 ½ Redwood Street	-82	2,548
10	3225 ½ Michaelmas Terrace	12,004	3,488
11	3413 ½ Browning Street	14,957	-219
12	3232 ½ Duke Street	15,408	4,435
13	4669 ½ Larkspur Street	21,107	1,546
14	4799 ½ Cape May Avenue	22,400	46
16	3385 ½ "B" Street	-17,134	369
17	2651 ½ "A" Street	-12,356	-807
18	418 W. Nutmeg Street	-1,911	-1,880
19	1290 ½ West Thorn Street	861	3,406
20	1944 ½ Plum Street	15,822	-3,043
21	1615 ½ Froude Street	22,411	-3,414
22	5029 ½ Lotus Street	23,555	1,869
23	2600 Mission Boulevard	25,287	3,961
24	Barnes Tennis Center Parking Lot	20,071	2,660
25	1873 Santa Barbara Avenue	20,534	-2,122
26	750 Gateway Center Way	-19,948	-89

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

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

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

APPENDIX B2

REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS

In effect from January 1, 2014 to March 31, 2014

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

KEY:

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

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

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

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
January 2014**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	69.8	64.7	58.7	65.9	68.4	75.4	69.8	62.0	71.2	59.9	63.8
2	69.3	63.2	60.2	63.4	68.7	74.8	68.0	60.4	71.7	61.4	63.0
3	71.4	65.6	62.3	65.8	68.4	74.6	66.9	63.2	70.8	61.1	63.5
4	70.1	65.4	59.5	64.8	67.9	75.0	67.6	62.5	70.7	61.1	64.0
5	67.8	63.6	59.1	64.0	68.7	74.4	67.6	59.9	70.4	59.9	63.2
6	66.3	62.5	56.8	62.4	68.3	73.1	66.8	60.9	68.1	60.3	61.2
7	70.5	65.3	58.6	65.0	67.3	73.5	65.8	60.8	69.1	59.8	61.1
8	70.6	65.6	60.9	66.2	69.7	74.8	68.3	61.3	71.3	62.0	63.9
9	71.1	66.3	61.4	65.6	68.7	75.4	65.8	61.5	71.9	61.8	64.6
10	71.2	65.9	62.4	65.3	69.2	75.1	67.7	62.1	71.2	62.5	64.3
11	66.0	61.2	60.0	64.3	68.3	76.2	65.8	60.3	71.2	58.3	62.6
12	69.3	64.4	62.5	64.5	67.4	74.2	65.6	61.7	70.6	59.7	63.2
13	67.9	61.8	58.8	61.8	68.0	72.6	65.8	57.9	68.1	60.5	61.3
14	67.0	61.8	57.6	63.1	67.8	72.2	67.0	60.0	68.2	58.0	60.2
15	67.1	62.4	57.3	62.9	67.4	72.4	64.8	59.9	68.6	59.5	61.1
16	67.2	62.6	57.3	62.7	66.7	72.5	64.5	60.2	68.0	59.5	60.5
17	68.2	62.6	58.7	63.2	66.8	72.8	65.6	59.8	67.7	58.7	60.2
18	66.0	60.9	59.4	62.0	65.7	72.2	66.9	58.0	67.6	57.2	59.7
19	67.2	62.3	58.2	62.7	66.6	72.7	65.7	59.5	68.3	57.7	60.4
20	69.1	63.8	61.0	64.4	67.8	73.2	66.5	62.2	68.9	59.7	63.2
21	68.6	63.3	58.7	63.9	67.4	72.5	66.4	60.1	68.0	60.9	60.6
22	70.8	64.9	61.8	65.0	67.6	72.7	65.5	61.6	68.3	59.9	61.0
23	70.7	65.5	64.4	67.1	68.4	74.0	68.7	62.1	70.5	61.7	63.7
24	70.9	65.6	61.5	65.2	68.4	74.3	65.9	63.0	70.7	64.8	63.7
25	68.6	63.9	60.5	63.3	67.3	73.8	65.9	59.4	70.5	60.1	63.2
26	70.2	61.7	61.4	64.9	67.9	74.3	64.2	62.0	70.5	60.1	63.4
27	70.5	65.4	63.1	65.1	68.7	74.3	68.2	61.6	70.7	62.0	64.3
28	71.5	63.6	62.1	69.3	67.0	73.7	64.9	60.3	70.5	61.6	61.6
29	70.3	64.9	61.5	65.0	68.1	73.9	67.0	61.5	69.9	59.5	62.5
30	72.1	67.6	62.0	67.5	69.5	75.5	65.4	62.8	71.6	61.8	64.4
31	71.7	66.9	64.9	66.6	69.3	74.0	67.8	63.1	70.5	62.5	64.3
Month	69.7	64.4	60.9	65.0	68.1	74.0	66.7	61.2	70.1	60.7	62.8

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log January 2014

Date	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	67.0	63.5	63.9	61.9	64.9	60.4	57.5	63.6	62.3	62.9	62.0	61.2
2	65.5	62.9	62.3	62.6	62.1	60.1	57.3	63.1	61.7	62.7	61.7	59.9
3	65.5	64.4	64.8	62.0	63.9	60.1	57.5	63.3	61.6	63.2	61.4	62.6
4	65.0	64.6	64.3	58.9	63.3	60.2	56.9	63.5	63.1	64.0	61.5	62.3
5	65.4	62.2	62.6	61.5	61.9	60.2	57.4	63.1	61.2	62.8	61.9	59.9
6	62.4	62.0	61.5	63.0	62.9	57.5	54.1	61.7	59.5	62.7	59.3	60.1
7	63.4	64.3	63.9	59.8	62.7	58.3	55.5	61.1	61.4	62.7	60.7	61.7
8	65.9	64.5	64.3	60.8	64.6	61.2	58.6	63.8	61.8	64.0	62.7	62.8
9	67.5	65.0	65.2	58.0	59.2	61.8	63.1	64.6	62.2	64.2	64.0	63.4
10	66.6	66.4	64.5	64.6	63.4	61.4	59.6	64.2	62.4	64.6	63.3	63.2
11	67.2	59.8	61.2	62.9	62.0	60.0	57.4	62.7	60.9	61.2	62.1	57.7
12	65.9	63.0	63.3	58.8	59.2	59.9	57.4	63.1	61.5	62.2	61.9	61.3
13	63.9	61.4	61.1	63.4	62.5	58.6	57.6	61.5	61.6	61.5	61.1	58.8
14	63.3	63.0	60.9	64.4	62.6	58.1	56.5	60.7	59.9	61.0	60.1	58.0
15	64.0	61.9	61.3	60.6	60.4	58.4	56.9	61.3	60.8	62.0	62.0	59.2
16	62.5	62.9	61.4	64.2	59.8	57.5	55.9	60.6	59.2	61.7	59.0	59.0
17	62.9	62.1	61.8	63.8	61.1	57.3	54.5	60.7	59.2	61.4	59.4	59.3
18	62.5	59.8	59.9	60.9	62.5	57.6	54.4	59.8	58.3	59.3	58.6	59.1
19	63.3	61.6	61.5	59.7	61.2	59.4	54.4	60.4	60.0	60.3	59.5	58.5
20	64.5	63.1	62.9	62.5	61.8	59.1	56.8	64.0	61.1	61.4	60.9	60.7
21	63.8	61.4	62.4	64.6	63.4	58.4	57.0	61.0	61.6	62.2	60.9	59.7
22	62.8	64.1	63.4	63.6	61.3	59.0	55.7	61.3	62.0	62.0	60.2	61.1
23	67.0	66.6	64.5	61.1	63.5	60.0	57.2	63.6	62.2	63.6	61.5	62.5
24	66.0	63.9	64.2	59.0	60.4	60.5	59.0	64.1	63.1	63.6	62.5	62.4
25	65.7	62.8	62.4	57.1	60.6	60.1	58.1	63.4	62.5	62.4	62.2	60.4
26	65.8	63.5	64.2	56.6	57.8	61.0	58.6	63.4	62.4	62.7	63.0	62.2
27	66.5	64.7	64.3	63.8	63.1	61.9	66.0	64.5	63.2	64.5	63.7	62.9
28	65.6	62.1	62.4	60.8	58.5	59.2	63.9	61.4	60.3	60.8	60.9	60.5
29	64.8	63.0	63.5	57.6	63.2	60.3	58.9	62.3	61.5	63.1	62.1	61.2
30	66.5	66.3	66.0	59.4	62.3	61.8	59.8	64.2	63.5	63.9	63.3	64.2
31	66.1	65.9	65.8	62.4	64.3	62.2	60.3	64.4	63.1	64.2	63.6	63.3
Month	65.3	63.7	63.4	61.9	62.3	59.9	58.9	62.8	61.6	62.7	61.7	61.3

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
February 2014**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	68.8	64.1	61.0	65.4	67.7	73.0	70.6	59.7	69.2	63.2	62.8
2	69.3	64.8	58.9	64.7	67.6	73.6	64.5	62.2	70.0	60.9	63.3
3	71.0	65.9	61.4	*	69.9	*	68.1	64.8	*	63.5	65.4
4	70.4	65.6	60.6	65.5	69.0	74.0	65.8	63.6	70.7	62.4	63.8
5	70.1	65.0	60.9	64.4	68.8	74.7	66.4	63.3	71.3	61.9	64.5
6	69.8	64.8	61.3	67.4	68.8	75.4	66.6	62.7	72.8	61.7	65.0
7	71.1	66.2	62.3	65.2	68.5	74.1	69.2	63.3	71.0	61.5	64.2
8	68.6	63.8	62.9	62.9	67.0	73.0	62.0	61.7	69.9	60.1	63.1
9	69.9	65.1	61.8	64.3	67.6	73.7	64.5	62.1	70.4	59.8	63.4
10	69.9	65.2	63.0	64.7	68.4	74.2	65.4	63.3	71.0	62.2	64.7
11	69.6	64.1	66.8	65.7	67.6	73.8	66.1	61.9	70.0	60.0	62.9
12	69.4	64.0	67.0	64.2	67.5	72.7	64.9	61.1	69.5	59.8	61.5
13	69.6	64.2	66.0	64.3	67.9	74.0	68.4	62.2	70.1	61.2	62.5
14	70.2	64.7	60.8	65.1	68.8	75.0	67.7	63.0	70.8	60.7	62.2
15	67.7	62.8	59.2	62.7	66.9	73.2	66.1	60.5	69.6	58.4	61.2
16	69.3	64.0	60.8	64.4	66.9	73.0	63.4	60.5	69.3	58.2	61.7
17	70.6	65.3	62.8	65.6	68.0	74.1	67.9	62.7	71.1	61.2	63.2
18	69.7	65.1	67.8	65.5	68.5	74.1	66.2	62.9	71.0	61.0	64.3
19	70.6	65.8	66.5	65.0	68.7	74.2	65.8	63.5	71.3	62.0	63.8
20	69.9	64.9	66.0	65.2	68.0	73.9	68.0	62.5	70.9	60.9	63.9
21	69.9	65.0	63.5	64.6	64.8	74.1	68.9	62.3	71.4	61.0	63.6
22	68.3	63.5	58.8	63.2	*	73.4	67.9	60.9	70.2	60.4	62.2
23	69.4	64.8	59.1	64.4	*	74.1	69.0	62.4	70.6	60.1	63.6
24	69.5	64.7	61.5	64.5	*	73.8	69.7	62.7	70.9	61.4	63.7
25	68.2	64.2	59.3	62.7	*	73.7	66.1	62.1	70.4	60.9	63.6
26	69.5	64.8	57.8	62.8	63.9	73.7	60.1	61.8	70.5	61.2	63.0
27	68.2	63.7	62.9	66.5	66.1	72.9	65.6	61.6	71.3	60.0	63.0
28	69.7	65.6	65.4	68.0	66.6	72.9	66.4	61.8	70.4	60.5	62.5
Month	69.7	64.8	63.3	65.0	67.2	73.8	67.0	62.4	70.6	61.1	63.4

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log February 2014

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	65.3	63.3	63.0	59.5	65.4	61.0	59.4	63.1	61.1	62.1	63.0	62.2
2	65.4	63.7	63.5	57.9	61.3	60.7	58.7	63.2	62.3	63.2	62.6	61.9
3	66.8	65.6	65.1	61.3	65.4	62.6	*	65.7	*	*	*	63.1
4	65.5	65.3	64.3	57.4	64.6	61.7	59.7	63.7	62.4	64.2	63.4	63.0
5	66.7	64.0	63.8	58.9	64.8	61.9	60.4	64.5	62.0	64.3	62.8	62.5
6	68.1	63.8	63.2	62.7	62.3	61.0	59.7	64.7	62.2	64.2	63.4	62.5
7	66.0	64.9	64.8	57.5	66.1	61.7	60.5	64.1	62.4	64.1	63.5	63.1
8	65.5	61.9	62.7	55.1	54.4	60.9	59.1	63.4	60.9	62.3	63.3	60.9
9	65.5	63.2	64.1	57.7	56.5	61.1	59.0	63.7	61.6	62.6	63.4	62.1
10	65.9	63.7	64.1	58.1	59.7	61.8	60.4	64.9	62.5	65.2	64.0	62.5
11	65.2	62.7	63.0	60.7	62.2	60.4	57.8	62.9	60.7	63.3	62.2	60.1
12	63.5	62.8	63.0	61.1	59.2	58.8	58.4	61.6	59.6	62.2	60.8	60.5
13	64.6	63.3	63.2	64.4	63.8	60.0	57.1	62.4	60.4	62.8	61.1	60.4
14	64.4	63.9	64.9	62.1	63.2	60.1	58.8	62.3	60.8	63.0	61.2	61.0
15	63.9	61.6	61.8	60.7	62.2	58.5	55.7	61.4	59.4	60.5	60.7	67.8
16	64.0	62.2	63.1	55.8	56.4	58.8	56.7	61.5	59.9	60.6	60.9	60.6
17	65.2	63.6	64.2	60.3	63.1	60.4	57.7	63.7	61.0	62.6	62.3	62.2
18	66.2	63.5	63.9	55.7	59.5	62.0	59.0	64.2	63.2	64.5	63.6	62.1
19	65.5	64.3	64.8	57.8	58.9	65.1	58.7	63.7	62.3	63.6	63.5	62.8
20	65.4	63.7	64.0	62.2	63.9	60.9	58.5	64.1	62.7	64.5	62.4	62.0
21	67.0	63.8	63.3	60.0	64.9	60.8	57.7	63.8	61.8	63.6	63.4	61.3
22	64.4	62.6	62.2	58.9	64.3	58.9	56.4	62.2	60.8	61.7	61.2	60.1
23	65.2	63.1	63.4	61.7	65.4	59.8	56.9	63.7	62.1	63.3	61.7	62.0
24	65.8	63.7	63.3	61.4	65.8	61.0	58.8	64.2	61.8	64.0	63.0	61.7
25	65.7	62.9	62.6	53.3	61.8	60.9	58.4	63.8	61.7	63.9	63.5	61.7
26	64.6	63.7	63.5	52.7	54.2	60.8	58.0	63.7	62.0	63.5	62.7	62.1
27	65.4	62.7	62.5	61.9	61.4	58.8	56.9	63.0	63.0	62.7	60.7	58.2
28	64.6	64.9	63.5	65.2	62.0	62.9	60.0	63.2	65.3	63.4	63.1	64.8
Month	65.5	63.6	63.6	60.3	62.9	61.1	58.6	63.6	61.9	63.3	62.6	62.4

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
March 2014**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	68.2	63.9	58.6	62.2	66.7	73.6	67.3	61.6	70.6	61.7	63.8
2	69.5	65.0	61.2	64.7	65.7	72.9	63.8	61.6	69.6	59.3	62.9
3	69.7	64.8	61.6	63.6	67.3	73.3	65.8	61.8	70.6	61.3	64.4
4	70.0	64.9	61.3	64.4	68.1	73.8	65.6	62.8	70.9	60.8	63.8
5	70.8	65.4	63.5	65.0	68.8	74.2	66.7	62.5	70.7	60.6	62.9
6	69.1	63.8	60.2	65.2	68.6	75.5	66.7	61.8	72.6	59.8	62.4
7	70.6	65.5	62.3	64.8	67.8	74.7	65.9	62.7	71.8	60.7	64.1
8	67.8	62.8	59.8	63.1	67.5	72.9	64.7	60.7	69.5	59.6	61.8
9	65.5	62.7	57.5	62.6	67.3	73.3	63.0	60.2	70.0	57.9	61.9
10	69.0	63.9	58.7	64.0	68.0	73.8	66.8	61.7	70.5	60.6	62.3
11	69.7	64.8	59.9	65.6	68.6	75.1	70.2	63.0	71.7	61.5	63.6
12	70.9	65.8	61.4	65.5	68.4	74.0	65.3	63.0	71.2	61.2	63.8
13	71.0	64.0	61.5	66.4	68.8	74.3	67.0	63.4	71.3	62.0	64.5
14	71.0	63.1	62.0	65.2	68.7	74.8	67.5	63.8	71.4	61.7	64.1
15	70.4	65.8	60.9	65.1	67.7	74.6	65.0	61.7	70.9	60.6	63.0
16	67.4	63.5	60.7	63.3	67.2	73.5	66.7	60.7	69.5	58.2	61.3
17	69.7	65.6	59.0	65.1	69.1	75.0	69.4	63.5	71.6	62.2	66.3
18	69.9	65.1	59.7	65.0	69.1	74.5	67.2	63.8	71.4	62.0	64.2
19	70.3	65.7	60.3	65.1	68.9	74.2	65.0	63.5	71.2	61.3	64.0
20	71.5	65.9	62.6	67.2	68.6	74.6	67.9	63.8	71.4	62.0	64.5
21	70.6	66.2	61.2	67.8	68.5	75.6	67.1	63.6	72.3	61.9	65.1
22	69.7	65.2	60.8	64.5	68.2	73.6	66.2	62.7	70.2	62.7	63.6
23	70.3	65.8	61.4	65.2	68.2	74.5	66.3	63.3	71.4	61.3	64.4
24	70.5	66.0	62.0	65.5	68.4	74.2	65.8	63.6	71.1	62.0	64.5
25	68.6	64.6	60.1	62.8	67.0	73.3	65.6	61.9	70.1	60.2	62.8
26	71.1	66.4	62.0	65.3	68.6	72.5	65.8	63.1	69.4	61.4	63.0
27	71.0	66.9	61.4	67.1	69.3	74.5	68.0	63.8	71.2	62.0	64.6
28	71.1	66.3	63.4	66.4	68.7	75.0	63.9	63.4	72.0	61.5	64.5
29	69.3	64.9	61.5	64.2	68.1	74.4	68.2	62.7	71.0	62.6	64.3
30	70.0	65.6	60.8	65.0	68.3	74.7	65.8	62.9	71.5	61.0	64.1
31	70.3	66.0	62.5	64.9	68.9	74.9	70.2	63.5	71.7	62.1	64.7
Month	70.0	65.2	61.2	65.1	68.2	74.3	66.8	62.8	71.1	61.2	63.8

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
March 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	65.2	63.0	61.9	57.0	63.8	60.2	58.1	63.8	64.2	63.1	62.2	60.4
2	64.9	63.2	63.9	56.3	61.8	59.9	58.0	63.2	63.8	62.2	61.9	61.7
3	65.2	62.9	63.6	56.9	60.0	61.4	58.7	64.3	62.7	63.9	63.0	63.1
4	65.6	63.5	63.3	57.1	58.3	61.1	59.7	63.8	62.2	63.8	63.3	62.1
5	65.6	63.6	64.1	62.1	62.2	61.2	58.5	63.9	62.0	62.7	62.9	62.0
6	67.0	61.9	62.4	59.6	61.9	59.9	56.9	62.4	60.9	62.4	62.0	60.1
7	66.8	63.9	64.4	58.3	60.7	61.2	59.1	64.1	63.0	63.5	63.7	62.6
8	64.3	61.4	62.2	60.8	61.0	59.4	56.5	61.9	61.3	61.2	61.2	60.2
9	64.5	60.5	62.0	55.7	58.1	58.7	56.4	62.2	61.1	60.8	61.4	58.9
10	64.4	62.6	63.2	60.5	63.1	60.0	57.8	62.7	61.4	62.4	62.1	61.0
11	65.9	63.5	63.1	60.7	65.3	60.9	58.0	63.5	62.1	64.2	62.4	61.6
12	65.7	64.5	64.1	60.4	62.1	61.3	58.2	63.8	64.2	63.8	62.7	64.3
13	66.5	65.2	65.2	59.0	62.5	61.7	59.7	64.9	63.5	64.1	63.9	63.5
14	66.1	64.7	64.4	62.6	61.8	61.9	59.7	64.5	63.0	64.4	64.1	62.8
15	65.1	63.4	64.2	57.4	58.3	61.4	58.8	63.2	62.2	62.5	63.0	62.3
16	63.8	61.9	63.6	61.9	62.7	59.0	56.2	61.8	61.4	60.7	60.5	59.7
17	65.7	64.2	64.0	60.6	64.9	61.2	59.1	64.7	64.1	64.5	63.2	64.5
18	66.2	64.1	63.6	59.2	62.3	61.5	59.5	64.4	63.7	64.1	63.3	62.9
19	66.1	64.3	64.4	60.6	60.5	61.4	58.9	64.0	62.3	63.9	62.8	62.3
20	66.3	64.3	64.8	61.3	62.9	61.4	59.0	64.6	62.9	64.3	63.0	62.8
21	66.8	64.5	64.8	58.6	62.4	62.2	59.6	65.6	63.3	64.5	63.9	63.2
22	65.9	63.2	64.5	59.2	60.6	61.2	58.9	63.8	62.0	63.0	63.2	62.2
23	66.0	63.6	64.7	58.5	60.1	61.7	59.2	64.4	62.5	64.1	63.6	62.5
24	65.9	64.0	64.7	57.9	59.0	61.7	60.1	64.3	62.9	64.4	63.4	62.8
25	64.8	62.9	62.9	56.3	59.8	60.6	57.7	62.8	60.9	62.6	62.5	61.8
26	65.3	65.3	65.0	61.2	61.7	61.0	59.4	63.5	62.6	63.2	63.1	64.0
27	66.3	65.4	65.7	62.8	62.4	62.1	60.2	64.9	63.9	64.8	64.0	63.8
28	66.7	64.2	65.5	56.6	58.2	61.8	59.5	64.8	63.2	64.0	63.8	63.0
29	66.1	63.0	63.6	61.1	63.8	61.8	58.8	64.5	62.6	63.7	63.4	61.7
30	65.9	63.7	64.4	58.9	59.1	61.7	59.4	64.4	63.4	63.5	63.6	62.5
31	66.5	64.1	64.6	58.5	66.9	61.7	59.9	64.8	63.1	64.5	63.8	62.8
Month	65.8	63.7	64.1	59.7	62.1	61.1	58.8	64.0	62.8	63.5	63.0	62.4

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, First Quarter 2014 _____ C1

Commercial Flight Operations Mix, January 2014 _____ C2

Commercial Flight Operations Mix, February 2014 _____ C3

Commercial Flight Operations Mix, March 2014 _____ C4

Curfew Violation Summary, 1989 --- Present _____ C5

APPENDIX C1
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- FIRST QUARTER 2014

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																										53	106	
A310																							1			1	2	
A318																							0			0	0	
A319	85			125	288										443		192	54	111	52						1350	2700	
A320				180	57						203					317	414	285	2							1458	2916	
A321									90																	438	876	
A330+																										90	180	
B712																										0	0	
B71Q																										0	0	
B72Q																									1	2		
B733									1533																1	1533	3066	
B734		250												7											1	251	502	
B735																										7	14	
B736																										0	0	
B737		98		1					5023					5023		43	107								1	0	0	
B738		891		344					693					693		17	632									5276	10552	
B739		208		233													481									3305	6610	
B747+																										922	1844	
B752																										0	0	
B753							205										165	29								492	984	
B762																	113									113	226	
B763																										62	124	
B764							120																			383	766	
B772																										0	0	
B787										90																90	180	
CRJ2																										90	180	
CRJ7																										90	180	
CRJ9																										582	1164	
DC87																										666	1332	
ERJ+																										316	632	
E170/90																										0	0	
MD10																										0	0	
MD11																										5	10	
MD80+																										26	52	
MD90							166																			1	10	
TOTALS	85	1447	14	1287	338	90	1374	345	90	90	203	0	1226	7256	443	60	2007	935	396	54	65	62	315	89	36	18307	36614	
B190																										1	2	
BE99																											70	140
C208																											360	720
DH8D																											470	940
E120		470																									892	1784
PA31																											0	0
SW3/4																											60	120
TOTALS	85	1917	14	1287	338	90	1374	345	90	90	203	154	2118	7256	443	60	2007	935	396	54	65	132	521	150	36	1853	3706	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)
Other / Non-Transport Category = 1 MIL K25R, 1 MIL C130

APPENDIX C2
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JANUARY 2014

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																											36
A310																											0
A318																											0
A319	28				27		116				89				152				6	39	28					464	
A320					70														144	103						489	
A321																			178							178	
A330+									31																	31	
B712																										0	
B71Q																										0	
B72Q																										0	
B733														503											1	2	
B734		122												4												503	
B735																										122	
B736																										244	
B737		46					1							1617			8	53			2				1	0	
B738		279					115							261		12	209				20				1	3456	
B739		47					23										193									1131	
B747+																										263	
B752							116																			0	
B753																										0	
B762																										146	
B763																										292	
B764																										113	
B772																										226	
B788																										22	
CRJ2																										44	
CRJ7																										256	
CRJ9																										0	
DC87																										0	
ERJ+																										31	
E170/90																										62	
MD10																										31	
MD11																										62	
MD80+																										352	
MD90																										438	
TOTALS	28	494	0	443	124	31	442	116	31	31	89	0	369	2385	152	20	719	333	142	28	22	22	111	31	20	6183	
B190																											1
BE99																											25
C208																											50
DH8D																											125
E120																											250
PA31																											172
SW3/4																											344
TOTALS	28	666	0	443	124	31	442	116	31	31	89	54	679	2385	152	20	719	333	142	28	22	47	182	54	20	6838	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)
Other / Non-Transport Category = 1 MIL K35R

APPENDIX C3

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- FEBRUARY 2014

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																											34
A310																							17				0
A318																											0
A319	26		26	104											137												399
A320			70	1																							368
A321																											131
A330+									28																		123
B712																											0
B71Q																											0
B72Q																											0
B733														442													442
B734		30												2													30
B735																											60
B736																											4
B737		11												1604													0
B737														174													1653
B738		304		216			128										22				20						1094
B739		94					74										132										300
B747+																											0
B752							36										88										147
B753																											0
B762																											0
B763							27															19					38
B764																						19					110
B772																											0
B788										27																	28
CRJ2																											27
CRJ7													168														168
CRJ9													84														208
DC87													86														86
ERJ+																											0
E-170/90																									1		0
MD10																											2
MD11																											9
MD80+			5	182																							0
MD90							35																				192
TOTALS	26	439	5	398	124	28	396	105	28	27	95	0	338	2222	137	16	625	277	119	10	20	19	100	29	6	5589	
B190																											0
BE99																											21
C208																											42
DH8D												48															224
E120																											155
PA31																											279
SW3/4																											0
TOTALS	26	594	5	398	124	28	396	105	28	27	95	48	617	2222	137	16	625	277	119	10	20	40	164	48	6	6175	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)
 Other / Non-Transport Category = 1 MIL C130

APPENDIX C4
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- MARCH 2014

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																										18	36	
A310																							1			1	2	
A318																							0			0	0	
A319							72	68							154	74	153	31	43	14						487	974	
A320							40	56			114					153	144	144	92	2						601	1202	
A321																										129	258	
A330+									31																	31	62	
B712																										0	0	
B71Q																										0	0	
B72Q																										0	0	
B733														588											1	588	1176	
B734														1												99	198	
B735																										1	2	
B736																										0	0	
B737														1802		19	32				1					1895	3790	
B738							101							258		5	171				22					1080	2160	
B739							136										156									359	718	
B747+																										0	0	
B752							53										77									199	398	
B753																										0	0	
B762																						21				21	42	
B763							59															29				145	290	
B764																										0	0	
B772																										31	62	
B788										32																31	64	
CRJ2																										32	64	
CRJ7																										238	476	
CRJ9																										239	478	
DC87																										132	264	
ERJ+																										0	0	
E170/90																									2	0	0	
MD10																										2	4	
MD11																										6	12	
MD80+																									7	2		
MD90																										220	440	
TOTALS	31	514	9	446	90	31	536	124	31	32	114	0	519	2649	154	24	663	325	135	16	23	21	104	29	10	6630	13260	
B190																											0	0
BE99																											24	48
C208																											123	246
DH8D												52										24					143	286
E120																											303	606
PA31																											0	0
SW3/4																											19	38
TOTALS	31	657	9	446	90	31	536	124	31	32	114	52	822	2649	154	24	663	325	135	16	23	45	175	48	10	7242	14484	

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



SAN DIEGO
INTERNATIONAL
AIRPORT

Appendix C5

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

1989 - Present

QTR	1989	PENALTY	1990	PENALTY	1991	PENALTY
1ST			America West Southwest Northwest	\$1,000 NP \$1,000	Southwest US Airways United	\$1,000 \$1,000 \$1,000
2ND	Delta TWA US Airways FedEx US Airways	NP NP NP NP NP	Southwest	\$1,000	Alaska America West United	\$1,000 NP NP
3RD	United Continental US Airways US Airways Southwest	NP NP \$1,000 \$3,000 \$1,000	Southwest TWA Delta TWA Southwest	\$1,000 \$1,000 NP NP \$3,000	America West TAESA (C) Southwest	NP NP \$1,000
4TH	US Airways America West Delta Southwest America West Connie Kalitta (C) United	\$1,000 NP \$1,000 \$1,000 \$1,000 NP \$1,000	Alaska Southwest America West Alaska	\$1,000 \$1,000 \$1,000 \$3,000	TWA Sierra Pacific (C)	NP NP
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 NP \$1,000
3RD	Avanti (GA) Heavy Lift (C) Cutter Aviation (GA) American United	NP NP NP NP \$1,000	Arizona Exec. (GA) Western Pacific United Lamar (GA) Delta Continental United United Le Mouelic (GA)	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$3,000 \$5,000 NP	American United Southwest Delta Reno Air United Miami Air (C) Western Pacific	NP \$1,000 NP \$1,000 \$1,000 \$3,000 \$1,000 \$1,000
4TH	US Airways Airborne (Stage 3%) Champion Air (C) TWA Southwest Southwest Unigas (GA) US Airways TWA TWA Sun Country (C) Amer. Trans Air (C)	NP \$16,655 NP \$1,000 \$1,000 \$3,000 NP NP \$3,000 \$5,000 NP \$1,000	America West United United Southwest America West Great American (C) Delta American Delta Delta Delta Alaska Alaska United Alaska Alaska Alaska	\$1,000 \$1,000 \$3,000 \$1,000 \$3,000 \$1,000 \$1,000 NP \$1,000 \$3,000 \$5,000 EE EE EE EE EE EE	United Sun Country (C) American Eagle Frontier Delta America West United Continental TAESA (C) United TWA	\$1,000 \$1,000 NP NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$3,000 \$1,000
FINES		\$39,655		\$113,000		\$31,000

QTR	1998	PENALTY	1999	PENALTY	2000	PENALTY
1ST	Southwest Delta "Super Bowl Flights" Western Pacific Air Eagle (GA) Exec Flt. Mgmt (GA) United Ameriflight Southwest Emery	\$1,000 \$1,000 (22) x NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 NP	American Eagle United American American Southwest (Stage 2) Southwest (Stage 2)	\$1,000 \$1,000 \$1,000 \$3,000 \$1,000 \$6,000	N. American (G/A) United America West Southwest America West	\$1,000 \$1,000 \$1,000 NP \$3,000
2ND	Delta Delta American Alaska Delta United N226GA (GA)	\$1,000 NP NP \$1,000 \$3,000 NP NP	United TWA America West United America West America West	\$1,000 \$1,000 NP \$3,000 \$1,000 \$3,000	Delta Emery United America West	\$1,000 NP \$1,000 \$1,000
3RD	Saudi Arabian (GA) United American Southwest Tradewinds (C) United Amer. Int'l (C) US Airways Emery (Stage 3%) Delta America West Ameristar (C) America West	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 NP \$1,000 NP \$2,000 \$1,000 \$1,000 NP \$3,000	America West Delta America West America West Continental (Stg. 2) Southwest American Delta TWA BAX Global US Airways Atlas Air (C)	NP \$1,000 \$1,000 \$3,000 \$1,000 NP \$1,000 \$3,000 \$1,000 \$1,000 \$1,000 \$1,000	Ameristar (C) United United TWA United Bonzi Aviation (GA) Midwest Express (C)	\$1,000 NP \$1,000 \$1,000 \$3,000 \$1,000 \$1,000
4TH	Southwest Southwest Southwest Miami Air (C) United Bombardier (GA) United United America West America West Delta US Airways Delta US Airways Alaska	\$1,000 \$3,000 \$5,000 \$1,000 \$1,000 \$1,000 \$3,000 \$5,000 \$1,000 NP \$1,000 \$1,000 \$3,000 \$3,000 NP	ACM Aviation (GA) Delta (Stage 2) Amer. West (Stg. 2) Miami Air (C)	\$1,000 \$1,000 \$1,000 \$1,000	Aventis (GA) Delta United Delta Frontier SkyWest SkyWest United America West Champion Air (C)	\$1,000 NP \$1,000 NP NP NP \$1,000 \$3,000 \$1,000 \$1,000
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 (C) Southwest (C)	\$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 NP NP NP NP NP NP NP NP NP \$10,000 NP 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	Delta	NP		
	British Airways	NP	Alaska	\$2,000		
	United	NP	United	NP		
	jetBlue	NP	jetBlue	NP		
	N777AM (GA)	\$2,000	United	NP		
	Pegasus Aviation (GA)	\$2,000	jetBlue	NP		
	US Airways	\$2,000	Delta	NP		
	jetBlue	NP	NetJets (GA)	\$2,000		
	United	NP	American	NP		
	Delta	NP	Delta	NP		
	British Airways	\$6,000	Virgin America	\$2,000		
	British Airways	\$10,000	N2476F (GA)	\$2,000		
	Delta	NP	British Airways	\$4,000		
	United (C)	\$2,000	jetBlue	\$8,000		
	Delta	NP	jetBlue	\$24,000		
	Spirit	\$6,000	Spirit	NP		
	British Airways	NP	jetBlue	NP		
	Spirit	NP	Xtra Airways (C)	\$2,000		
	jetBlue	NP	Sun Country (C)	\$2,000		
	SkyWest	NP	Falcon Air (C)	\$2,000		
	Spirit	\$10,000	United	NP		
	Air Canada (C)	\$2,000	jetBlue	\$40,000		
	US Airways	\$6,000	N177BB (GA)	\$2,000		
	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 (C)	\$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		\$92,000		

AIRCRAFT NOISE COMPLAINTS

This section contains Year 2014 (to date) statistics on aircraft noise complaints received by the Airport Noise Mitigation Department.

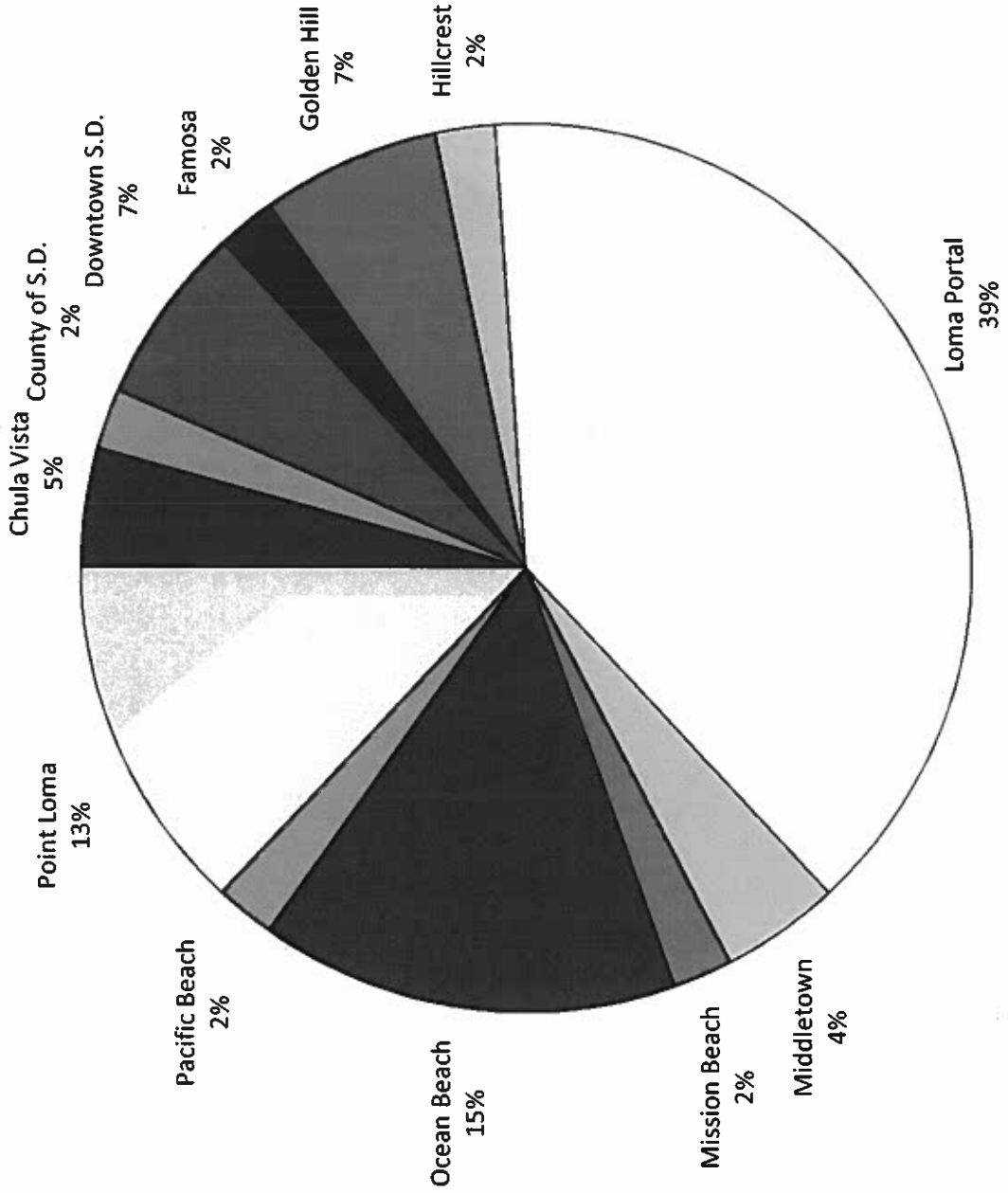
Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO
INTERNATIONAL
AIRPORT

First Quarter 2014

TOTAL CALLS: 46



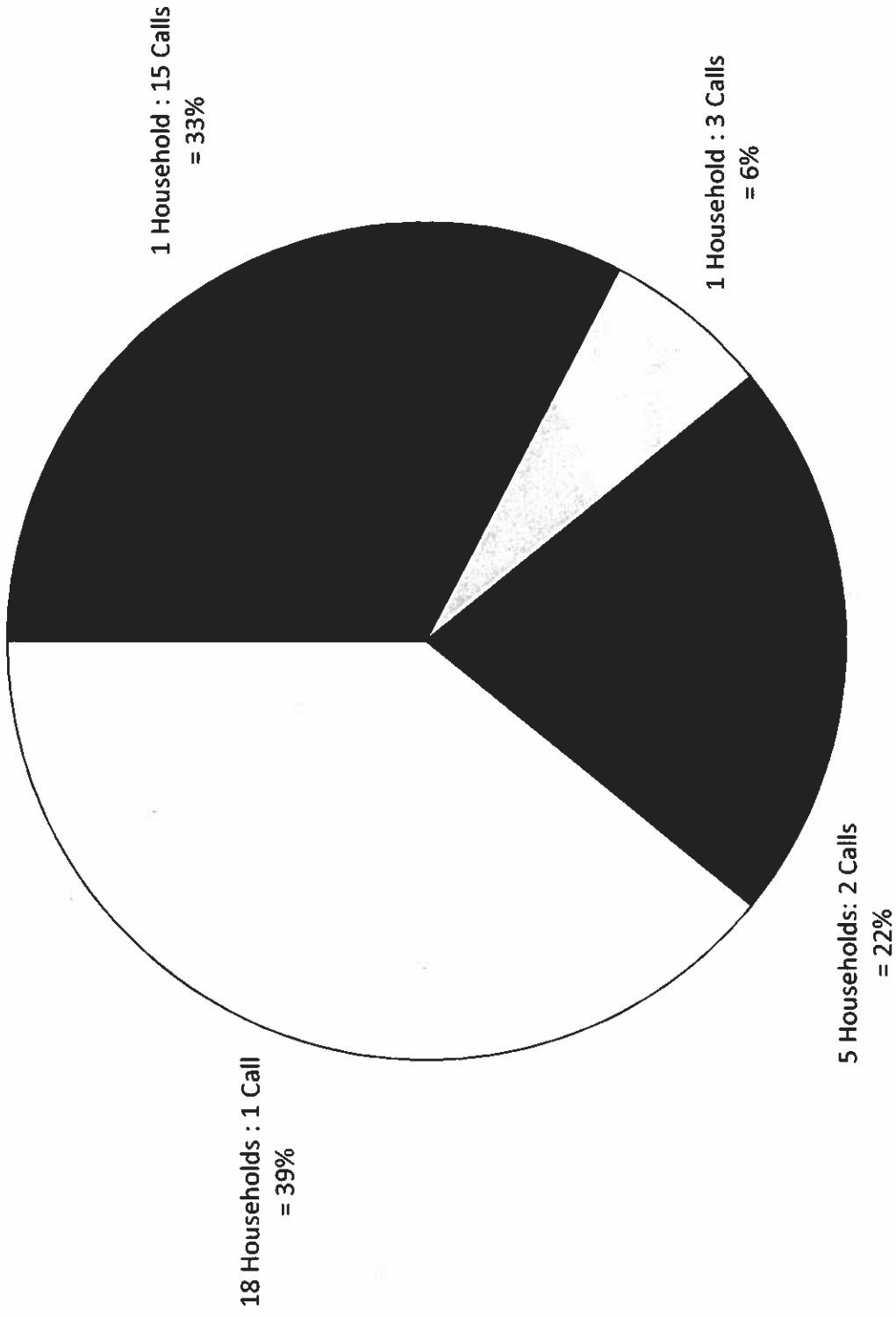
Aircraft Noise Complaint Distribution by Household



SAN DIEGO
INTERNATIONAL
AIRPORT

First Quarter 2014

TOTAL CALLS: 46



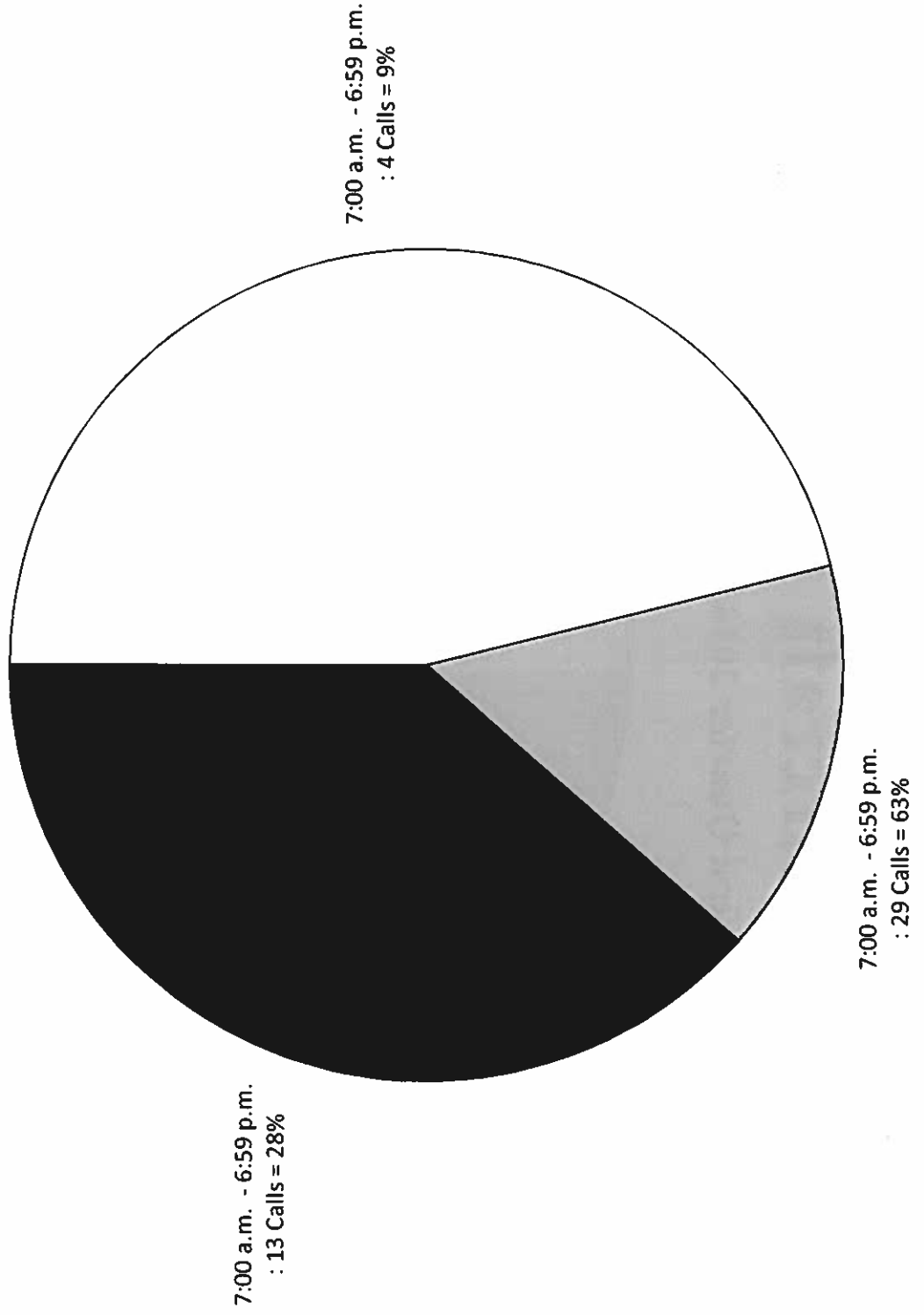
Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO
INTERNATIONAL
AIRPORT

First Quarter 2014

TOTAL CALLS: 46



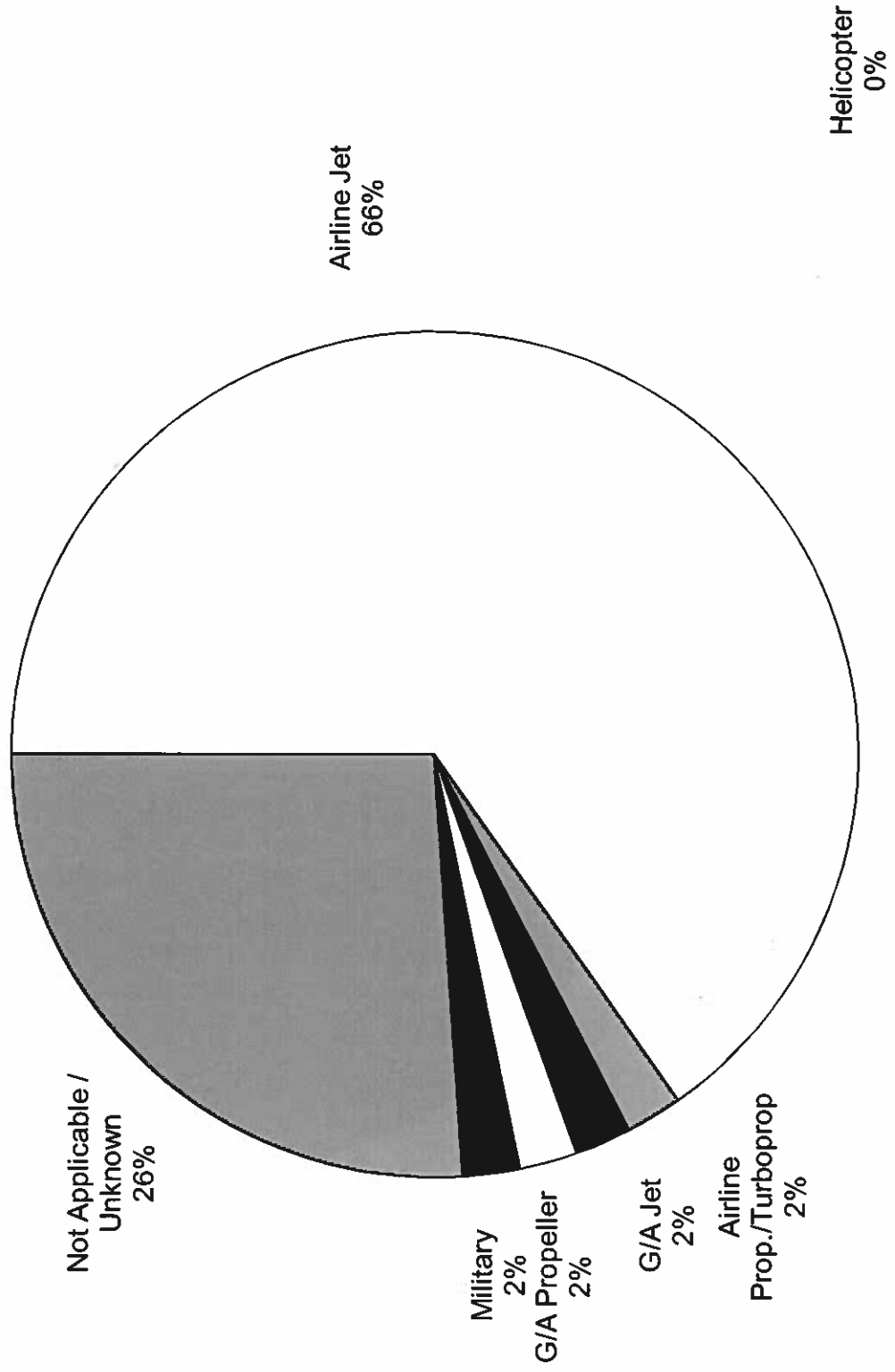
Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO
INTERNATIONAL
AIRPORT

First Quarter 2014

TOTAL CALLS: 46



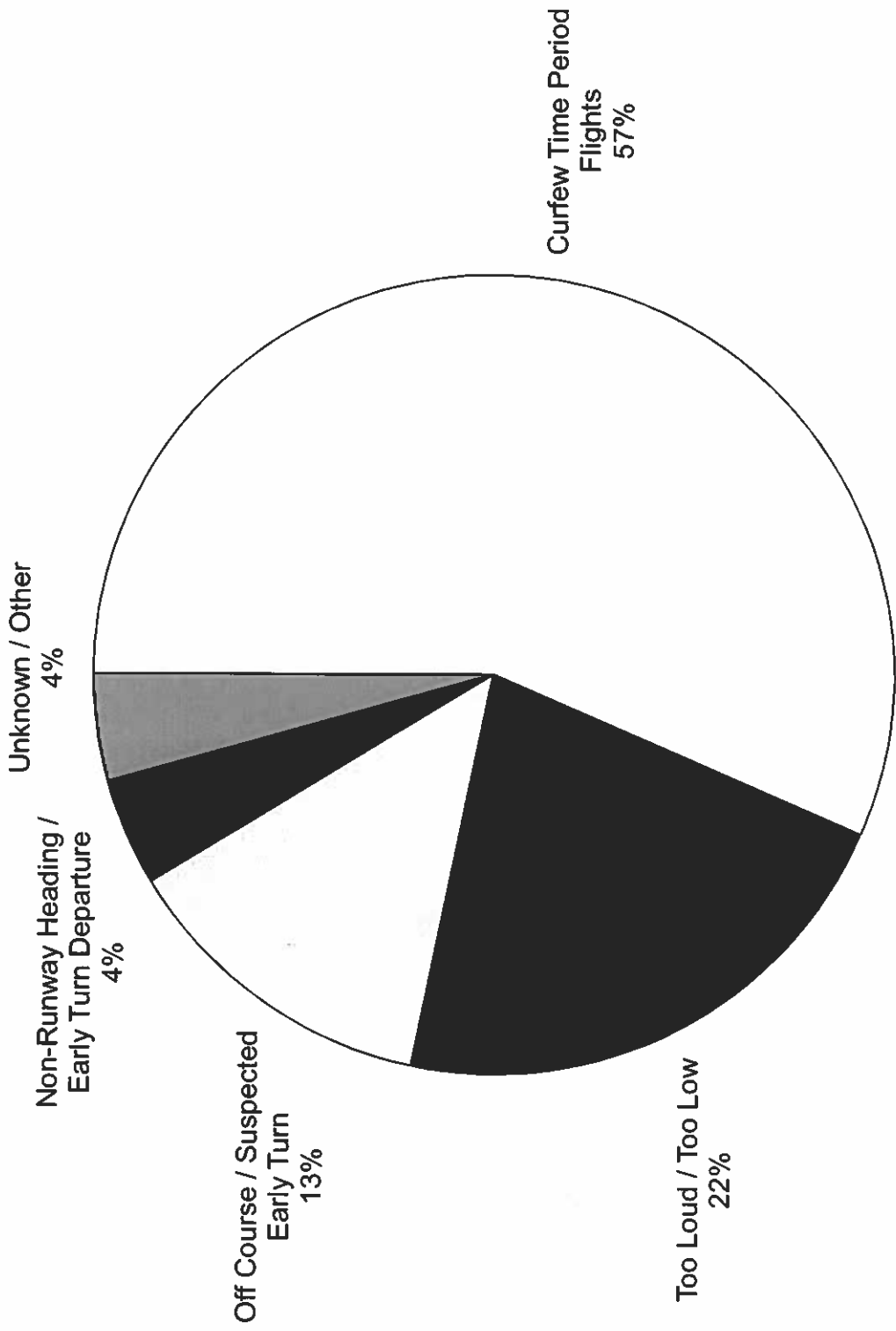
Aircraft Noise Complaint Distribution by Cause



SAN DIEGO
INTERNATIONAL
AIRPORT

First Quarter 2014

TOTAL CALLS: 46



AIRPORT NOISE ADVISORY COMMITTEE

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held January 15th, 2014.



Date | time 1/15/2014 4:05 PM | Meeting called to order by Tony Russell

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>Attendance (Yes or No)</u>
John Bennett	County of San Diego	Yes
Captain (Ret.) Jack Bewley	Airline Pilot (Retired)	Yes
Rob Cook	FAA Representative	Yes
Carl Huenefeld	MCRD	Yes
John Ly	City Council District 2	Yes
Kyle Peterson	Downtown Community Planning Council	Yes
Victor Ravago	North Bay Community Planning Board	Yes
David Swarens	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Paul Webb	Peninsula Community Planning Board	Yes
Tom Gawaronski	Ocean Beach Planning Board	No*
Tait Galloway	City of San Diego	No*
Lee Steuer	Congresswoman Susan Davis	No*
Kirk Hanson	Community at Large	No
Vacant	Acoustician	No
Vacant	County Supervisor Greg Cox	No
Vacant	Little Italy Association	No
Vacant	Uptown Planners	No
Vacant	Airline Representative	No
Authority Staff	Keith Wilschetz, Sjohnna Knack, Garret Hollarn, Steve Cummings, Rosemary Abisia, Craig Mayer	

*Members contacted staff ahead of the meeting and are considered "excused"

1. Welcome and Introductions

Ms. Knack introduced Tony Russell, Director of Corporate Services as the temporary facilitator for ANAC until a new permanent facilitator is hired. Mr. Russell called the roll and ANAC participants introduce themselves.

2. Approval of Minutes

Once quorum was established (at 4:05), the minutes from the October 15, 2013 meeting were approved with two members abstaining.

Motion = Carl Huenefeld, Second= David Swarens, Abstain= Paul Webb and Kyle Peterson

3. Information Items

Airport Authority Update – Keith Wilschetz, Director of Airport Planning, updated the panel on the San Diego Airport Land Use Compatibility Plan (ALUCP). The Authority has been working on updating this plan for the last several years and has completed the update and will be taking it to the Authority Board for consideration and possible adoption. Information on the ALUCP process can be found on our website at: http://www.san.org/sdcraa/airport_initiatives/land_use/default.aspx

On the north side of the airport, construction has begun for the new Rental Car Center, Fixed Based Operator and other associated projects. This work is located near the intersection of Pacific Highway at Sassafras Street. A new parking lot is anticipated to open in March. Mr. Wilschetz informed the members if any of their planning groups would want to be briefed by Authority staff, to contact him and schedule an appointment. Updates on this project can be found at: http://www.san.org/sdcraa/airport_initiatives/north_side/default.aspx

Mr. Wilschetz updated the panel on air traffic statistics. Through the end of November, passenger numbers were up 2.1% from the previous year, operations are up 1% simply because the planes are getting a little bit larger and can accommodate more passengers. For a complete report on airport statistics, view “2014 Air Traffic Reports” on our website at: http://www.san.org/sdia/at_the_airport/education/airport_statistics.aspx

Questions by ANAC: Mr. Ly had asked what number is projected for this year and if it is expected to be as close as 2008. Mr. Wilschetz responded that most likely it will and that the forecast would be about 1.8% per year out into the future, the growth will not be as fast before the recession.

Mr. Swarens commented that he didn’t believe the north side projects would impact the immediate adjacent communities. Mr. Wilschetz agreed and added that, upon completion, projects will reduce traffic at Harbor Dr., benefiting the community.

ANAC Meeting Schedule for 2014 – Sjohnna Knack, Program Manager, Airport Noise Mitigation, presented that new schedule for ANAC.

- January 15, 2014
- April 16, 2014
- July 16, 2014
- October 15, 2014

All meetings start at 4:00 p.m. and will be located at the new Airport Noise Mitigation offices at 2722 Truxtun Road in Liberty Station.

Ms. Knack indicated that a Membership Rooster was included in the packet, and if there are any corrections to please inform Ms. Knack via email in order to keep the information up-to-date.

Additionally, it was pointed out that the packets will be sent via email at least a week before the meeting instead of providing hard copies. If any member wishes to receive a hard copy, please notify staff prior to the meeting.

Comments from ANAC: Mr. Swarens indicated the information packet was much easier to use as opposed to the past items. Ms. Knack commented that a survey was sent out and six members responded to provide a more clear and concise information that can be taken back to their constituents. The new packet is a consolidation of the graphic informations from the past presentation items.

4. Public Comment

None

5. Presentation items

Note: A copy of the presentations can be found under "Airport Noise Advisory Committee Agendas and Minutes" click under "14-01-15": http://www.san.org/sdcraa/airport_initiatives/noise/publications.aspx

Quieter Home Program Update – Mr. Craig Mayer, Construction Manager, gave 2013 recap of what the Quieter Home Program (QHP) completed. A breakdown was presented by location and unit type. Total units completed to date is 2,695. Currently, there are 478 applicants totally 779 units on the wait list. QHP is anticipating completing about 354 units in calendar year 2014. Mr. Mayer explained that the boundaries may expand due to the anticipated units to be completed and what is left in the waiting list and on this note, notification and applications will be sent out to eligible homeowners in the future. Mr. Mayer presented a map showing the location of completed homes.

Missed Approach Statistics - Mr. Hollarn presented updated Missed Approach statistics (see presentation link below).

Questions by ANAC: Ms. Watkins asked how the noise monitoring site locations around the community are determined and with the monitors in place, how will it be known if it is a 65 decibel or not?

Mr. Hollarn explained the minimum guideline is to maintain compliance with the California Noise Standards; and only required to monitor where the 65 decibel contour is, any site that does not meet it is not necessary, and per the guidelines where the contour was, it was determined that only 10-12 noise monitors were needed instead of the 23 monitors that were put in place in the past when the 65 contour was bigger or when it was recommended by community groups back in 1976. In response to the second question, Mr. Hollarn explained that it is based upon where it is located and the noise calculations method, a comparison was made where it was found that it is within the Noise standards which is 1.5 decibel accuracy, and that when an area is found that it does not maintain the accuracy, a recommendation to put a permanent noise monitor or a supplemental noise measurements to ensure that it is within the accuracy. Mr. Swarens had asked an update regarding replacement of two noise monitors at the Golden Hill community; Mr. Hollarn explained that some of the sites are being replaced when it was installed in 1976, 1981 or 1992; that it is a replacement, not changing locations and is being upgraded from wooden to metal and that solar is added.

Complaint Statistics - Mr. Cummings presented an update of year-to-date Noise Complaints (see presentation link below).

Questions by ANAC: Mr. Peterson had asked if there is any data based further around downtown since aircraft noise is hardly heard. Mr. Cummings stated that the data shown is from all areas including downtown which shows 2%, Mr. Peterson asked if the 2% operations was associated more to the west or more to the east; Mr. Hollarn explained further that the east flow was less frequent this year than the past years, and is only 1% of overall operations.

Curfew Violation Review Panel (CVRP) Statistics - Mr. Cummings informed the committee that in 2013 a total of 59 curfew violations; nine different air carriers and four general aviation aircrafts, and a few

repeated violators – Alaska – 4; United – 4; US Airways – 5; Spirit – 6; Delta and British Airways – 7; and Jet Blue – 15. 40% of the violators have not been penalized due to mechanical issue or circumstances beyond their control. Mr. Wilschetz commented that the CEO and staff are taking these violations seriously simply because of wanting to be good neighbors with the community, and Jet Blue being the biggest violator, a meeting with the corporate office in New York has been set for Tuesday to discuss the issue and to come up with a solution. A similar meeting occurred about year ago with Spirit Airlines and the issue was somewhat resolved. A briefing will be staged next meeting on the outcome of the meeting, and hopefully a more positive outcome will be reported from the visit as well as the knowledge of a hefty fine in the amount of \$50,000 per violation for the next six months.

Questions by ANAC: Mr. Huenefeld had asked about the British Airways; Mr. Hollarn responded that it is basically the schedule and explained about slot control in Heathrow where if you miss your slot it will be given to another aircraft and because of maintenance issues their slot is pushed back which resulted in arriving late at SAN.

Ms. Watkins asked what options are given to Jet Blue in regards to the fines, Mr. Wilschetz responded from an airline stand point and in past discussion, faced with a \$30,000/\$35,000 fine would make sense to cancel a flight, with a \$50,000 will get their attention; and that it is understandable that there are other circumstances that may result in a late inbound but it does not mean that the community needs to suffer when a decision is made for an outbound flight during curfew hours.

Mr. Webb commented that Jet Blue is more of a business model problem and had asked if trying to change their business model will be successful when staff meets with them. Mr. Wilschetz explained that changing their business model is not their intentions and Jet Blue is more oriented for the east coast as oppose to Southwest Airlines; and they are more looking at maybe a change in schedule so they won't be too close to the departure curfew hour. Mr. Webb wanted to go on record that for the last six months there has been more curfew violations pointed to him by community members like never before from British Airways and Jet Blue. Mr. Hollarn had pointed out that on Mr. Cummings presentation on complaints that it has gone up during curfew period and is reflected on the statistics as well.

6. Public Comment

Kathy Pratt of Loma Portal addressed the committee and requested to consider her home to be part of the Quieter Home Program. Ms. Knack pointed out to the committee the location of her home. Mr. Swarens had asked the qualification is based on the boundaries and with the new regulations from FAA, will this affect the boundaries. Ms. Knack clarified that the FAA Program Guidance Letter affects the eligibility and not how the program is managed; and Ms. Pratt' concern is the ranking of the priority list, Ms. Knack explained that the ranking by 1) noise level, and work their way out by one decibel increments; 2) and ranked by length of ownership and do not discriminate between owner and renter. Mr. Swarens pointed out that Mr. Pratt's property is out of the boundaries and not a matter or prioritization but eligibility; Ms. Knack mentioned that the last expansion of the boundary was done in 2010 but as Mr. Mayer pointed out that the expansion of the boundaries may occur in the next six months that will expand out to 66 which may include Ms. Pratt's home and will be depending upon the technical data that will be pulled from the noise monitoring system. In regards to the location of the monitor system, Mr. Hollarn pointed out that one system is in front of Pt Loma Elementary School and one down at Pt. Loma and continued on to explain the flight path direction. Mr. Ly had asked what could be done in order help her out as well as other residence in case nothing changes and the boundary does not get expanded; based on the information and how the program has been working, Ms. Knack proposed it would be best to look at the expansion first and then revisit her request. Mr. Ly suggested that Ms. Pratt should consider contacting the State legislature officials or state agencies in case the expansion does not include her home.

7. New Business

Ms. Knack informed the members that an RFP is open for a new Facilitator and if they know of any person that has public experience and public facilitation who might be interested in the position the deadline is next week.

8. Next Meeting/Adjourn

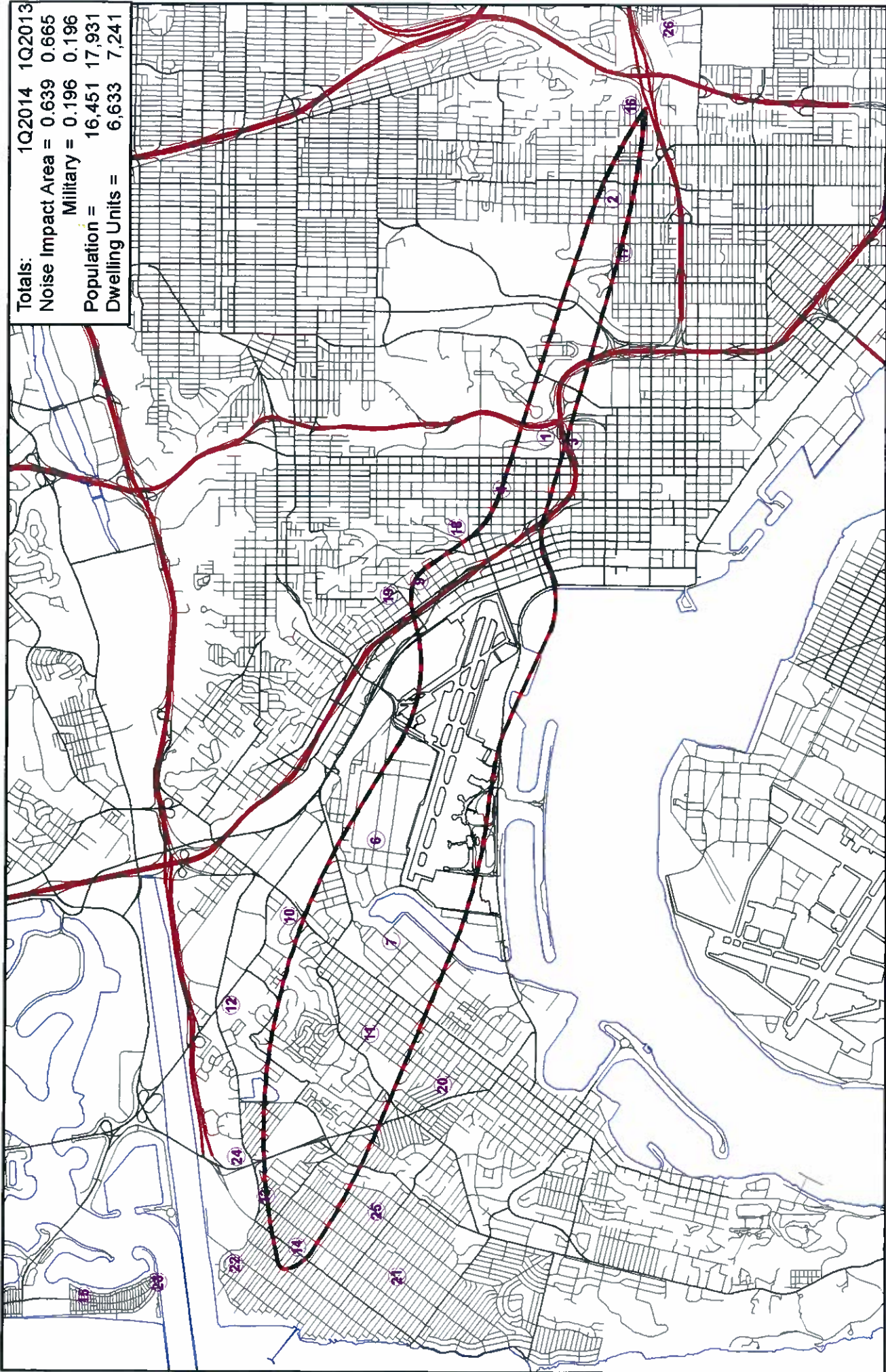
The next meeting is scheduled for Wednesday, April 16, 2014 at 4:00 p.m. at the Quieter Home Program building located at 2722 Truxtun St.

Mr. Russell adjourned the meeting at 4:55 p.m.

Sjohnna Knack

Program Manager, Airport Noise Mitigation

Totals: 1Q2014 1Q2013
 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 2013 and 2014 First Quarter 65 dB
 Community Noise Equivalent Level (CNEL) Contours**

