

QUARTERLY NOISE REPORT

April 1, 2014 through June 30, 2014



Airport Noise Mitigation Department
San Diego International Airport


September 19, 2014

QUARTERLY NOISE REPORT
For the Period
April 1 through June 30, 2014

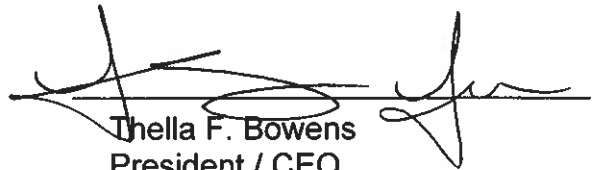
SAN DIEGO INTERNATIONAL AIRPORT (SDIA)

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 May 8th, 2012.

This Quarterly Report for the Second 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



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**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 April 1, 2014 to June 30, 2014, to be 0.619 square miles (396.0 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the Second Quarter of 2013, the Noise Impact Area decreased by 0.020 square miles and the Federal Military Noise Impact Area remained the same.

2nd Quarter 2014	2nd Quarter 2013	Change
0.619	0.639	-0.020
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	70.6	69.9
2	66.0	65.3
3	62.4	60.3
4	65.0	64.5
6	68.3	68.2
7	74.5	74.5
9	66.6	66.5
10	62.5	62.8
11	70.9	71.2
12	61.0	60.9
13	64.0	63.8
14	65.4	64.7
16	64.3	63.7
17	64.3	64.0
18	60.0	58.7
19	61.8	61.4
20	60.9	60.9
21	59.0	58.2
22	63.6	63.7
23	62.1	62.2
24	63.4	63.5
25	62.5	62.6
26	62.7	62.1

¹ = For the period July 1, 2013 through June 30, 2014

² = For the period April 1, 2014 through June 30, 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 the Airport Noise Mitigation Department in an attempt to calculate "true" category counts:

OPERATIONS	SECOND QUARTER 2014	SECOND QUARTER 2013	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	38,742	38,812	(70)	-0.2%
Commuter	5,086	5,410	(324)	-6.0%
General Aviation	3,759	4,076	(317)	-7.8%
Military	95	87	8	9.2%
TOTAL	47,682	48,385	(703)	-1.4%

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

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

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 Second Quarter of 2014. The data used to compile this report was gathered during 24-hour periods on May 13 - 15, 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 Second Quarter 2014 Operations Survey, an average of 448 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 56. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the Second Quarter 2014 Operations Survey, an average of 448 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 56. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

Second Quarter Comparison Single Event Noise Exposure Level (SENEL)

	May 14 - 16, 2013	May 13 - 15, 2014	Change (dB)
Departures	99.0	98.0	-1.0
Arrivals	95.5	93.3	-2.2

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 448 daily operations, which reflected a decrease of 11 operations from the 459 operations recorded during the Second Quarter of 2013.

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
May 13 through May 15, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B757-200	97.1	New York, NY	DAL443	1110
A300-600F	96.7	Memphis, TN	FDX906	1710
B777-200	95.1	London, England	BAW273	1840
B737-300	94.8	Oakland, CA	SWA114	1845
B737-800	94.8	Cabo San Lucas, MX	ASA233	1600
MD-80	94.6	Dallas/Fort Worth, TX	AAL2452	2145
MD-80	94.4	Dallas/Fort Worth, TX	AAL58	1315
MD-80	94.4	Dallas/Fort Worth, TX	AAL1344	1130
B737-300	94.3	Las Vegas, NV	SWA4016	1445
B767-300	94.3	Atlanta, GA	DAL1967	1640
B737-900	94.2	Newark, NJ	UAL1626	1200
B767-300F	94.2	Indianapolis, ID	FDX3713	1700
B757-200	94.0	Dulles, VA	UAL240	2055
B737-300	93.6	Phoenix, AZ	SWA291	1615
B767-300	93.6	Atlanta, GA	DAL2367	2155
B737-900	93.3	Houston, TX	UAL1689	2000
B737-300	93.2	San Francisco, CA	SWA4572	800
B767-300F	93.2	Memphis, TN	FDX1422	545
B737-300	93.0	Tucson, AZ	SWA16	2050
B737-300	93.0	San Jose, CA	SWA652	830
B737-900	93.0	Minneapolis, MN	DAL1787	1250
A320	92.9	Denver, CO	FFT569	2210
B737-300	92.9	Kansas City, MO	SWA3847	1115
B767-300F	92.9	Indianapolis, ID	FDX1754	520
B737-300	92.7	San Jose, CA	SWA2943	2315
B737-300	92.7	Phoenix, AZ	SWA3504	1740
B737-700	92.7	Atlanta, GA	SWA100	1030
B737-800	92.7	Denver, CO	UAL1708	1250
B737-800	92.7	Chicago, IL	SWA1074	1100
B757-300	92.7	Detroit, MI	DAL833	1015

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
May 13 through May 15, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-300	92.6	Las Vegas, NV	SWA1345	2115
B737-300	92.6	Denver, CO	SWA259	2105
B737-300	92.6	Phoenix, AZ	SWA4033	1030
B737-900	92.6	Houston, TX	UAL1608	1700
B737-300	92.5	Oakland, CA	SWA1271	730
B737-800	92.5	Kahului, HI	ASA886	2130
B737-800	92.5	Portland, OR	ASA572	1340
B737-900	92.5	Puerto Vallarta, MX	ASA249	1620
B737-800	92.4	Chicago, IL	AAL159	1415
B737-800	92.4	Denver, CO	SWA124	1305
B737-800	92.4	Baltimore, MD	SWA545	1200
A330-200	92.3	Honolulu, HI	HAL16	2230
B737-800	92.3	New York, NY	DAL2107	2200
B737-800	92.3	Orlando, FL	ASA763	1930
B737-800	92.3	Sacramento, CA	SWA524	1535
B737-800	92.3	Seattle, WA	ASA476	830
B737-900	92.3	Atlanta, GA	DAL2267	1220
B737-900	92.3	Atlanta, GA	DAL1692	1000
B757-200	92.3	Atlanta, GA	DAL2569	1815
B767-300F	92.3	Honolulu, HI	UPS2969	1510
MD-80	92.3	Dallas/Fort Worth, TX	AAL1507	2000
B737-400	92.2	Seattle, WA	ASA494	1700
B737-700	92.2	Atlanta, GA	SWA4751	1620
B737-700	92.2	Las Vegas, NV	SWA3043	650
B737-800	92.2	Chicago, IL	AAL1531	1925
B737-900	92.2	Seattle, WA	ASA488	1330

QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
May 13 through May 15, 2014

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	104.1	Dallas/Fort Worth, TX	AAL1124	640
MD-80	103.5	Dallas/Fort Worth, TX	AAL2252	840
MD-80	102.7	Dallas/Fort Worth, TX	AAL1344	1235
MD-80	102.3	Dallas/Fort Worth, TX	AAL58	1420
B777-200	101.9	London, England	BAW272	2100
A321	99.8	Charlotte, NC	AWE579	2250
B767-300	99.7	Atlanta, GA	DAL1592	700
B767-300	99.5	Atlanta, GA	DAL1662	830
B737-900	99.4	Newark, NJ	UAL1425	630
A330-200	99.0	Honolulu, HI	HAL15	1035
B737-900	99.0	Dulles, VA	UAL1738	810
B737-900	98.7	Atlanta, GA	DAL1792	2250
B737-900	98.7	Newark, NJ	UAL1560	2205
B737-800	98.5	Lihue, HI	ASA857	1045
B737-800	98.4	New York, NY	DAL2404	700
B737-800	98.3	Kahului, HI	ASA847	705
B737-900	98.1	Atlanta, GA	DAL1692	1120
B737-800	97.8	Boston, MA	ASA768	715
B737-800	97.7	Honolulu, HI	ASA895	945
B737-900	97.5	Atlanta, GA	DAL2267	1355
B737-800	97.4	New York, NY	AAL66	755
B737-900	97.2	Chicago, IL	UAL1445	1435
B737-900	97.1	Portland, OR	ASA249	1810
B737-800	96.8	Miami, FL	AAL1042	2245
B737-900	96.8	Dulles, VA	UAL1215	1335
B737-800	96.6	Chicago, IL	SWA2434	645
B737-800	96.4	Chicago, IL	AAL1430	900
B767-300F	96.4	Memphis, TN	FDX821	715
B737-800	96.3	Houston, TX	UAL1569	650
A320	96.2	Minneapolis, MN	DAL671	645

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
May 13 through May 15, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-800	96.2	Houston, TX	UAL1073	815
A321	96.1	Phoenix, AZ	AWE567	655
A320	96.0	Boston, MA	JBU20	2240
A320	95.9	Philadelphia, PA	AWE670	2225
A320	95.8	Philadelphia, PA	AWE740	650
B737-900	95.8	Seattle, WA	ASA499	645
A319	95.7	Toronto, Canada	ROU1886	815
B737-900	95.7	Minneapolis, MN	DAL1787	1510
A321	95.5	Philadelphia, PA	AWE581	1145
B737-800	95.5	Chicago, IL	SWA4387	1035
B737-800	95.5	Dallas/Fort Worth, TX	AAL2254	740
B737-900	95.5	Puerto Vallarta, Mexico	ASA232	1010
B737-800	95.4	Orlando, FL	ASA760	1040
B737-900	95.4	Seattle, WA	ASA489	1455
B737-900	95.4	Houston, TX	UAL1586	1150
B737-800	95.3	Chicago, IL	AAL168	655
B757-200	95.3	Detroit, MI	DAL1248	2305
A320	95.2	New York, NY	JBU90	2130
B737-800	95.2	Baltimore, MD	SWA2947	1325
A320	95.1	Denver, CO	FFT556	1525
B737-700	95.1	Baltimore, MD	SWA2968	655
B737-800	95.1	Minneapolis, MN	DAL1687	1300
B767-300F	95.1	Indianapolis, IN	FDX3613	650
B737-300	95.0	Las Vegas, NV	SWA179	1240
B737-800	95.0	Newark, NJ	UAL1114	1410
B737-800	95.0	Denver, CO	UAL1732	825

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

Survey of three days during the Second Quarter of 2014
 These numbers are the averages for operations for May 13 to May 15, 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+	26	10	4	28	5	7							85
A330+		1		1									2
B712													
B72Q													
B733+	91	25	21	100	14	23	5			5			284
B747+													
B757+	3		1	3	1	2	1						11
B767+	4	1	3	4	2	2							16
B777+	1				1								2
B787+	1			1									2
DC10													
DC87													
DC8Q													
E170/190													
MD80+	3	1	1	4		1							10
MD90													
RJ+	13	2	1	13	1	2	1			1			34
TOTAL	143	39	32	154	25	37	10			8			448

Note: The use of a "+" sign after an aircraft model designation means "and all succeeding series aircraft."

The designation of "Q" signifies a hushkitted aircraft.

RJ+ = All forms/types of Regional Jets operated as "commercial service" flights; Includes CRJ2/7/9, E135/40/45

AIRCRAFT NOISE COMPLAINTS

During the Second Quarter of 2014 Airport Noise Mitigation received a total of 39 complaint calls from 20 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the Second Quarter of 2014

DIRECTION FROM AIRPORT		April	May	June	TOTAL
NORTH	Clairemont			3	3
	Pacific Beach			1	1
EAST	Downtown S.D.	1			1
	Golden Hill	1			1
	Famosa	1		1	2
WEST	Loma Portal	2	1	1	4
	Ocean Beach	2		1	3
	Point Loma	1	18	5	24
TOTAL COMPLAINTS		8	19	12	39

The 39 complaint calls recorded during the Second Quarter 2014 reflect a decrease of 1 call from the 40 received during the Second 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 Second Quarter 2014 Final Enforcement Actions.

SECOND QUARTER 2014 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
4/12/2014	2338L	United Airlines 1493	B738 ; Stage 3	No Penalty
4/21/2014	0125L	British Airways 272	B772 ; Stage 3	\$12,000
5/01/2014	2352L	Jet Aviation Business Jets (N888HZ)	GLF5 ; Stage 3	\$2,000
6/23/2014	2342L	Delta Air Lines 1792	B739 ; Stage 3	\$2,000
6/24/2014	2334L	Delta Air Lines 1510	B752 ; Stage 3	\$6,000

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 eight (8) 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, the 2014 68 dB CNEL boundary, and the 2014 67 dB CNEL boundary.

Within each boundary there have been subsets, called phases and groups. 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 1-12	452	100%
Phase 7, Group 1	23	100%
Phase 7, Group 2	67	100%
Phase 7, Group 3	32	90% complete
Phase 7, Group 4	20	100% complete
Phase 7, Group 5	24	90% complete
Phase 7, Group 6	44	90% complete
Phase 7, Group 7	50	80% complete
Phase 7, Group 8	35	80% complete
Phase 7, Group 9	44	80% complete
Phase 7, Group 10	57	60% complete
Phase 7, Group 11	23	50% complete
Phase 7, Group 12	52	50% complete
Phase 8, Group 1	37	40% complete
Phase 8, Group 2	34	40% complete
Phase 8, Groups 3 & 4	81	15% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the April 16th, 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 = 0.619 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:

6,599 ** (QHP Insulated units = 2,966)

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

16,342 ** (QHP Insulated = 6,944)

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): 1066

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

47,682

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

38,742

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:

5,086

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

3,759

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

95

Form DOA 618, 11/21/89

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

AIRCRAFT NOISE MONITORING SYSTEM

Noise Monitoring Locations_____B1

Noise System Thresholds_____B2

CNEL Log for April 2014_____B3

CNEL Log for May 2014_____B4

CNEL Log for June 2014_____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 Department offices.

APPENDIX B2

REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS

In effect from April 1, 2014 to June 30, 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
April 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	71.2	66.6	62.7	65.6	69.5	73.5	66.7	64.3	70.1	62.5	63.9
2	70.8	66.3	64.2	65.4	69.3	74.2	67.2	64.2	71.0	63.0	64.3
3	70.9	66.0	63.0	66.0	68.7	74.5	64.2	63.5	71.1	61.8	64.6
4	71.4	66.7	64.5	65.7	68.6	74.6	64.8	63.6	71.2	62.3	64.4
5	69.5	65.1	60.4	64.2	67.9	74.3	68.9	62.7	70.6	63.4	63.9
6	69.4	64.7	61.2	64.4	68.3	74.6	65.8	62.5	70.9	60.6	63.3
7	69.2	64.1	63.4	64.0	68.0	74.6	65.9	62.0	71.0	61.5	63.0
8	69.0	63.6	60.6	64.0	68.1	73.9	67.0	61.6	70.1	60.1	62.1
9	69.2	64.1	61.6	64.7	68.4	74.1	67.9	62.3	70.9	61.6	62.2
10	70.0	64.3	61.1	65.0	68.3	74.1	67.2	62.6	70.2	59.7	60.9
11	70.8	66.3	63.4	65.7	68.5	74.5	67.6	63.2	70.8	60.9	62.5
12	69.1	64.6	60.8	63.8	67.2	73.8	66.6	62.5	70.3	61.5	63.7
13	70.0	65.4	62.2	64.7	66.7	74.6	66.6	63.1	71.1	60.9	64.2
14	69.8	65.0	62.8	64.9	67.6	74.5	64.7	63.3	71.3	61.3	64.1
15	69.5	64.8	63.0	64.9	67.6	73.8	64.8	61.2	70.4	59.7	62.4
16	70.2	65.9	59.5	65.1	68.5	74.3	66.6	63.0	71.1	61.4	63.6
17	70.9	66.2	61.1	65.7	69.2	75.8	67.5	63.6	72.8	62.0	64.7
18	70.5	65.6	62.3	65.3	68.6	74.7	67.1	63.3	71.5	61.5	64.5
19	68.9	63.9	61.8	63.8	67.4	73.3	66.4	61.9	70.0	63.0	63.0
20	69.4	64.8	61.7	64.3	67.7	74.5	65.1	62.0	71.2	59.9	63.0
21	70.1	65.1	61.5	65.7	68.8	74.7	66.4	62.1	70.9	59.7	63.2
22	70.2	65.5	60.0	64.9	68.6	74.5	66.9	63.1	71.4	61.3	63.7
23	70.5	65.7	60.7	65.1	68.6	73.8	65.4	63.0	70.3	61.3	63.5
24	70.5	65.7	59.8	65.3	68.4	75.0	70.2	63.3	72.0	61.9	64.6
25	71.4	67.0	59.8	66.3	69.2	75.3	66.8	63.7	72.0	62.2	64.6
26	69.8	65.2	61.8	64.4	68.8	72.5	65.8	62.7	69.3	62.3	63.2
27	69.6	65.5	58.9	64.7	68.3	75.2	67.5	62.9	72.0	61.2	64.6
28	69.7	65.1	60.3	64.4	68.2	74.7	66.5	63.0	71.5	60.9	64.4
29	65.6	62.0	54.7	62.9	67.3	73.4	66.4	60.6	69.6	59.3	61.4
30	61.3	61.2	62.4	64.2	65.5	73.2	56.3	59.0	69.8	59.5	59.9
Month	69.9	65.2	61.7	64.9	68.3	74.3	66.6	62.8	70.9	61.4	63.5

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
April 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	65.6	64.8	64.9	62.1	62.8	61.4	59.2	64.1	63.2	64.3	63.2	63.4
2	66.2	64.6	65.3	61.8	62.4	62.6	60.6	64.6	62.8	64.3	64.6	63.4
3	65.6	64.3	64.7	58.4	56.4	61.8	59.3	64.7	62.9	64.6	63.5	62.9
4	66.3	65.5	65.6	57.8	58.6	62.1	59.9	64.6	63.2	64.3	64.6	63.9
5	65.8	63.7	64.0	56.4	65.6	61.3	59.2	64.1	62.3	63.2	63.3	62.3
6	65.4	62.8	64.0	59.2	59.0	61.5	58.9	64.1	62.1	62.5	63.3	61.6
7	65.1	63.3	63.6	57.5	60.9	61.0	58.4	63.2	61.3	62.5	62.5	60.6
8	64.8	62.4	63.1	59.4	62.1	60.7	57.3	62.6	60.8	62.3	62.2	60.3
9	64.5	63.0	63.4	59.8	63.9	60.5	56.9	62.5	59.4	61.9	61.6	60.7
10	63.3	62.5	63.3	60.2	61.6	59.5	55.2	60.3	58.5	61.1	60.0	60.7
11	63.9	64.9	64.8	60.3	63.6	60.1	55.3	62.0	61.3	62.9	60.7	62.7
12	65.9	62.8	63.4	58.4	61.5	61.2	59.0	63.8	62.0	63.1	63.5	62.9
13	66.7	63.3	64.4	58.2	60.9	61.6	59.2	64.5	62.4	63.5	63.8	62.1
14	66.0	63.9	63.8	56.6	58.5	62.6	58.9	64.2	62.4	64.0	63.5	61.8
15	64.5	63.8	63.4	57.3	58.7	58.7	58.7	62.5	61.7	62.3	59.8	61.5
16	65.3	64.6	64.0	57.5	61.4	60.9	55.8	63.3	62.2	64.2	62.6	63.0
17	66.7	65.3	64.5	58.6	62.7	62.1	58.3	64.4	63.2	64.7	63.9	63.5
18	66.2	64.1	64.2	58.9	61.6	61.0	58.2	64.3	62.9	64.5	63.2	61.4
19	65.5	62.1	62.8	59.6	59.6	60.6	57.9	63.2	61.6	62.4	62.8	57.2
20	64.8	63.0	63.4	55.6	55.0	60.0	55.7	63.1	61.0	62.4	61.5	50.7
21	64.5	62.9	63.6	58.0	59.8	59.5	57.0	62.9	62.1	63.3	60.8	59.8
22	65.0	63.9	64.0	58.4	63.0	60.7	57.9	63.5	63.0	64.0	62.4	62.3
23	64.8	64.0	64.3	56.9	60.4	61.0	58.3	63.5	62.6	63.3	62.8	62.7
24	66.0	65.9	64.4	59.0	65.9	61.6	58.7	64.5	65.1	64.7	63.4	63.2
25	67.0	65.9	65.5	59.4	63.5	61.6	59.0	64.5	64.0	64.8	63.5	64.1
26	65.0	63.5	63.8	62.4	61.7	61.8	59.6	63.4	63.6	63.1	63.2	62.3
27	66.4	63.9	64.2	56.9	62.7	61.8	59.1	64.9	63.6	64.1	63.3	62.7
28	65.9	63.5	64.0	57.3	62.6	61.9	60.1	66.3	62.6	63.9	63.9	62.1
29	63.9	60.3	60.9	62.4	61.7	59.5	56.5	61.9	61.4	62.0	60.6	58.6
30	63.4	59.4	60.7	57.0	51.7	59.1	58.0	60.7	58.0	60.4	59.7	57.7
Month	65.4	63.8	64.0	59.1	61.8	61.1	58.4	63.7	62.3	63.4	62.8	61.9

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log May 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	66.9	64.0	63.8	65.6	65.1	72.2	58.4	58.4	68.8	58.6	59.5
2	69.0	64.3	54.7	64.2	63.0	74.0	67.6	60.8	70.6	58.9	61.6
3	65.3	61.3	53.7	61.3	66.7	74.0	66.1	59.7	70.9	57.4	61.3
4	69.9	64.9	59.6	64.7	68.0	74.9	66.9	62.3	71.5	60.2	63.7
5	69.9	65.1	59.7	64.6	68.4	74.4	66.8	63.3	71.7	61.0	64.4
6	71.0	66.0	62.4	65.4	69.2	72.3	65.7	63.8	69.4	62.5	63.2
7	70.6	65.6	59.7	65.3	68.8	74.0	66.8	63.3	71.3	61.6	64.2
8	71.0	66.2	60.5	65.5	68.6	74.0	66.7	63.4	71.0	61.7	64.2
9	70.9	66.3	60.3	65.9	68.4	74.9	66.7	63.0	71.5	60.1	64.4
10	69.4	64.6	59.4	63.9	66.9	73.0	65.2	61.4	70.1	59.4	62.7
11	69.0	64.6	61.9	64.5	67.8	74.4	66.5	62.2	71.2	60.3	63.5
12	67.3	63.5	58.4	63.3	68.2	73.6	66.7	61.7	70.2	59.4	63.2
13	63.7	61.9	57.4	63.1	66.5	72.8	63.4	59.7	70.0	59.2	61.1
14	65.2	62.2	57.2	62.8	66.3	72.4	64.3	59.2	68.2	58.4	59.9
15	66.2	62.7	55.0	63.3	66.5	73.0	65.2	59.9	68.9	57.6	59.7
16	69.0	64.3	54.0	64.2	67.9	74.5	67.9	61.7	70.9	60.1	61.9
17	69.2	64.2	58.7	64.2	66.8	74.4	65.7	60.2	70.5	59.1	62.8
18	69.3	65.2	58.8	64.6	67.8	74.8	66.5	62.4	71.6	60.6	64.1
19	70.5	66.0	60.1	65.3	69.2	74.9	67.7	63.9	71.9	61.6	64.7
20	70.4	65.9	61.0	65.2	69.3	73.7	66.7	63.8	70.7	61.8	64.0
21	71.0	66.4	60.4	65.7	68.8	74.4	66.6	63.7	71.3	62.1	64.4
22	70.7	65.9	60.8	65.7	69.3	75.1	67.3	64.4	72.0	62.0	65.1
23	71.5	66.7	60.7	66.0	68.8	75.1	67.0	63.7	72.1	61.5	64.8
24	68.7	63.8	58.6	64.0	66.8	73.6	65.6	61.4	70.6	58.6	63.1
25	68.0	63.3	57.7	62.6	66.9	73.4	65.2	61.4	70.1	59.1	62.9
26	69.4	64.9	58.5	64.6	68.2	74.8	67.2	62.8	71.7	61.0	63.5
27	69.8	65.4	*	65.2	68.3	74.6	65.7	62.7	71.2	61.0	63.8
28	70.4	66.1	59.0	65.5	68.8	75.3	67.1	63.6	72.1	61.0	64.4
29	70.7	65.8	59.0	65.5	68.6	74.9	67.0	63.1	71.9	61.7	64.8
30	70.7	65.6	60.0	65.8	68.2	74.2	65.2	62.6	70.6	60.6	63.4
31	68.9	64.2	58.6	63.8	66.9	74.2	65.6	61.0	70.3	59.5	62.0
Month	69.5	64.9	59.5	64.7	67.9	74.1	66.3	62.3	70.9	60.4	63.3

* = Not in service

APPENDIX B4**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
May 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	63.3	62.0	63.5	58.4	50.2	57.3	54.6	60.0	58.0	59.5	60.0	59.8
2	63.9	62.6	63.9	60.7	63.2	59.1	55.3	61.4	59.7	62.1	59.8	60.8
3	64.8	59.3	60.2	56.8	61.5	59.4	55.7	61.6	60.1	60.5	61.2	57.9
4	65.4	62.9	63.8	56.2	61.8	60.5	57.1	63.7	62.7	63.1	62.0	61.6
5	66.3	63.9	63.6	57.7	62.4	61.5	58.9	64.3	62.8	64.3	63.2	62.2
6	65.6	64.3	64.9	61.4	61.7	62.0	60.0	63.4	63.7	64.2	63.9	63.2
7	66.1	64.6	64.0	59.8	63.5	61.4	59.5	64.4	63.2	64.3	63.7	62.6
8	65.5	64.4	65.0	59.0	61.9	61.0	58.5	64.3	63.2	64.4	63.0	63.2
9	65.7	64.7	64.6	56.9	61.3	61.4	59.1	64.2	62.8	64.5	63.2	63.2
10	65.0	63.3	62.7	55.6	60.7	60.3	57.6	62.8	62.1	62.3	62.0	61.4
11	65.6	62.8	63.7	58.0	62.8	61.7	58.6	63.9	61.9	62.8	63.0	61.3
12	64.2	61.4	63.0	61.6	61.1	59.4	56.9	62.4	60.1	62.2	62.0	59.9
13	64.0	60.2	61.0	59.1	57.6	58.0	55.7	61.5	59.0	62.0	60.2	58.3
14	62.5	60.3	61.4	60.5	58.2	58.0	55.7	60.2	58.8	60.6	59.8	58.4
15	62.1	61.2	62.3	59.9	60.0	57.2	58.1	60.3	59.6	59.8	59.1	58.4
16	63.8	62.7	63.0	61.3	63.7	58.9	57.0	61.5	62.1	62.1	60.3	60.5
17	63.8	62.5	63.0	55.6	61.4	58.6	55.2	63.3	61.3	62.1	59.9	60.6
18	65.5	63.7	63.7	57.2	61.8	60.4	57.8	63.9	62.8	63.6	62.4	63.3
19	65.8	64.7	64.4	59.4	63.0	61.4	58.8	64.8	63.4	64.9	66.0	63.1
20	65.7	64.2	64.5	59.7	62.2	61.2	59.2	64.0	62.7	64.0	63.4	63.0
21	65.7	66.2	65.0	58.3	61.9	61.4	58.7	64.3	62.9	64.2	63.2	63.1
22	66.6	64.6	64.8	60.4	63.0	61.7	59.4	63.7	64.8	64.9	63.6	63.0
23	66.8	65.0	65.5	59.0	61.6	61.6	59.3	62.4	63.4	64.5	63.5	63.6
24	65.7	62.7	62.2	58.0	60.7	60.1	58.5	63.1	61.5	62.2	62.4	60.7
25	65.6	61.4	61.9	56.8	60.3	60.2	57.7	63.2	61.8	61.6	62.7	60.0
26	65.3	62.2	63.5	58.1	61.5	60.9	56.8	63.4	62.4	63.1	62.0	61.5
27	62.4	63.3	64.0	57.0	59.7	61.2	58.3	65.3	62.1	63.8	63.0	62.2
28	65.0	62.7	64.4	57.9	62.1	60.7	59.6	63.2	62.2	63.5	61.7	62.8
29	63.3	64.0	64.4	58.5	61.5	61.6	58.8	64.5	63.9	64.6	63.0	62.8
30	63.1	63.8	64.3	57.6	58.6	59.8	57.0	63.1	61.8	63.2	62.0	62.5
31	60.3	62.4	62.8	55.1	59.4	59.1	57.7	61.9	60.1	61.1	60.2	61.2
Month	64.9	63.3	63.7	58.7	61.4	60.4	58.0	63.2	62.1	63.1	62.4	61.8

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
June 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	69.6	64.9	58.2	64.6	68.1	74.5	67.4	62.4	71.0	59.9	62.6
2	69.8	65.1	61.3	64.7	68.8	74.2	66.4	63.1	71.2	61.4	65.1
3	70.9	66.0	59.7	65.4	67.9	72.7	62.8	62.0	70.3	60.3	62.2
4	69.9	65.6	61.5	65.0	69.2	74.7	65.9	63.6	71.5	61.7	63.5
5	71.2	66.2	60.8	65.9	69.4	75.1	66.7	63.8	71.9	61.7	64.7
6	71.5	66.7	60.7	66.0	69.0	75.3	67.7	63.6	72.2	61.5	64.7
7	69.4	64.8	58.6	64.3	67.8	74.0	66.2	62.4	70.9	60.6	63.7
8	69.9	65.2	58.6	65.1	68.5	75.2	67.1	63.1	72.1	60.9	64.3
9	70.0	65.8	58.4	65.5	68.8	75.4	67.6	62.9	71.6	60.2	65.0
10	70.4	66.0	58.3	65.3	69.1	74.8	66.9	63.7	71.6	61.4	63.6
11	71.0	66.3	60.4	65.8	69.3	74.7	67.1	63.8	71.7	61.5	64.5
12	71.4	66.5	61.1	63.4	69.4	75.2	66.4	63.8	71.9	62.0	65.1
13	71.6	66.6	61.2	*	69.1	75.2	67.3	63.5	71.9	61.6	64.9
14	69.8	65.1	58.5	*	67.6	74.5	66.3	62.1	71.5	60.4	63.9
15	70.0	65.8	58.3	*	68.7	75.2	65.8	63.4	72.0	61.5	64.6
16	70.1	65.4	59.3	*	69.0	75.0	67.3	64.1	71.7	61.5	66.2
17	71.0	66.3	58.8	*	69.0	74.7	66.9	63.8	71.8	61.5	64.2
18	70.8	65.9	59.1	*	69.0	75.4	67.4	63.7	72.2	62.9	64.9
19	71.4	66.5	59.9	63.9	68.8	75.5	66.1	63.4	72.2	61.4	64.3
20	71.2	66.0	61.4	66.7	68.9	75.3	67.4	63.3	72.2	61.2	64.7
21	69.9	65.3	58.2	64.4	68.1	75.2	67.3	61.9	71.5	59.5	62.8
22	69.6	65.6	58.6	64.8	68.7	75.7	67.4	63.3	72.4	61.3	65.0
23	70.1	66.2	58.5	65.5	68.9	75.8	67.4	63.6	72.8	62.0	66.5
24	70.4	66.0	57.6	66.1	68.8	75.4	67.0	63.4	72.2	61.5	64.8
25	70.6	66.1	58.4	65.5	68.9	75.5	67.4	63.6	72.4	61.6	64.7
26	70.3	66.2	58.8	65.2	68.9	76.1	67.0	63.9	72.7	61.9	65.0
27	71.0	66.3	60.0	65.3	68.8	76.1	67.7	63.5	73.1	61.7	65.2
28	69.2	65.1	58.0	64.1	67.5	75.6	66.6	62.2	72.3	59.8	63.3
29	70.0	65.6	58.8	64.9	67.4	75.5	66.2	62.5	72.4	60.3	63.6
30	69.5	64.9	58.1	63.0	67.8	74.2	65.8	62.4	71.3	60.2	63.5
Month	70.4	65.8	59.5	64.1	68.7	75.1	66.8	63.2	71.9	61.2	64.5

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
June 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	61.7	63.0	63.6	57.4	59.9	60.6	56.6	62.3	60.3	61.9	62.2	61.3
2	62.4	63.2	63.9	57.5	58.6	61.3	57.8	63.1	61.3	63.2	61.9	61.9
3	60.3	63.6	64.7	56.1	54.9	60.9	57.7	62.1	60.0	61.7	63.0	62.4
4	62.2	63.2	64.2	59.0	58.4	61.8	58.3	63.3	61.3	63.5	63.3	61.8
5	63.9	64.1	65.0	59.8	59.1	61.9	58.5	64.8	64.2	64.6	62.9	62.8
6	63.9	64.5	65.1	59.5	61.4	61.7	58.5	64.4	62.8	64.3	62.0	63.2
7	61.9	63.2	63.3	57.5	60.6	61.0	58.8	63.9	62.5	63.1	63.7	61.7
8	63.5	63.3	64.1	58.5	60.4	61.1	57.7	64.1	62.9	63.9	61.2	62.3
9	62.1	63.9	64.2	58.2	62.4	59.8	55.9	62.9	62.0	62.9	61.4	62.3
10	64.3	64.3	64.6	59.1	62.3	60.8	57.8	63.4	62.5	63.6	62.1	63.0
11	63.9	64.0	64.9	58.6	59.7	61.9	59.3	64.7	63.4	64.2	62.4	63.1
12	64.0	64.7	65.4	60.9	59.3	62.3	59.5	65.0	63.7	64.8	62.7	63.6
13	64.7	64.6	65.4	59.1	60.7	62.1	59.3	64.8	63.6	64.6	63.9	63.4
14	63.0	63.4	63.8	57.4	61.2	61.1	58.2	64.0	62.5	63.5	64.1	62.0
15	63.4	64.2	64.2	58.0	60.5	61.5	58.7	64.6	63.2	64.2	63.0	62.6
16	64.3	63.4	64.3	58.9	60.5	61.8	59.0	64.8	63.2	64.6	60.5	62.5
17	63.5	64.3	65.0	59.3	61.5	61.3	58.8	64.0	61.5	63.9	63.2	63.2
18	64.0	64.4	64.6	59.7	61.7	61.9	58.8	65.0	63.8	64.6	63.3	63.1
19	64.0	64.6	65.2	59.3	59.8	62.1	58.9	64.4	62.8	64.1	62.8	63.2
20	64.0	64.8	64.8	59.1	62.1	61.2	58.4	64.8	61.1	64.4	63.0	63.3
21	62.8	63.8	63.5	57.5	62.0	59.3	55.6	62.7	60.9	62.5	63.9	61.9
22	64.3	64.0	64.2	59.0	62.7	61.5	57.6	64.8	61.4	64.5	63.2	62.4
23	63.7	64.7	64.7	59.5	62.6	61.9	59.2	65.3	60.5	64.9	63.6	63.0
24	63.4	64.2	64.5	57.2	60.3	61.8	59.1	64.8	61.0	64.4	63.4	63.2
25	63.7	64.5	64.5	58.8	62.9	61.5	58.5	64.4	60.7	64.3	62.5	63.1
26	64.1	64.7	64.6	58.0	62.5	61.8	59.1	65.1	60.7	64.9	63.1	63.3
27	63.6	65.0	64.7	56.8	62.8	61.5	58.9	65.3	59.9	64.6	64.0	63.1
28	62.4	63.6	63.5	56.1	62.2	60.3	56.7	62.7	63.1	62.9	63.8	61.8
29	62.6	64.1	64.3	56.1	61.9	60.9	56.5	63.1	63.4	63.3	63.4	62.1
30	62.7	63.6	64.0	57.2	60.6	60.5	57.4	63.4	63.5	63.3	63.6	62.1
Month	63.4	64.1	64.5	58.4	61.1	61.4	58.3	64.2	62.3	63.9	62.4	62.7

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, January to June 2014_____ C1

Commercial Flight Operations Mix, Second Quarter 2014_____ C2

Commercial Flight Operations Mix, April 2014_____ C3

Commercial Flight Operations Mix, May 2014_____ C4

Commercial Flight Operations Mix, June 2014 _____ C5

Curfew Violation Summary, 1989 --- Present_____ C6

APPENDIX C1

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JANUARY to JUNE 2014

9/11/2014 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan	JetBlue	Seaport	SkyWest	Southwest	Spit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																							110			110	220	
A310																							1				1	2
A318																											0	0
A319	176						278	500							835		342	113	378	96						2718	5436	
A320							413	206			544				61		841	795	437	6						3303	6606	
A321																		945									945	1890
A330+									181																		181	362
B712																											0	0
B71Q																											0	0
B72Q																									2	2	2	4
B733														3589													3589	7178
B734		389																							1	390	780	
B735														13													13	26
B736																											0	0
B737		168					1							10282		108	151					33			7	10750	21500	
B738		1945		1449			667							1605		20	1276					97				7059	14118	
B739		550					656										1085									2291	4582	
B747+																											0	0
B752				114			324										326	47							2	943	1886	
B753							54																				54	108
B762																							126				127	254
B763							246		1															344	178	5	774	1548
B764																											0	0
B772+						181	1																				182	364
B787+										181																	181	362
CRJ2													1372														1372	2744
CRJ7					458								787														1245	2490
CRJ9													493														493	986
DC87																											0	0
ERJ+																											0	0
E170/90							146																			9	155	310
MD10																								44			44	88
MD11																								1		4	5	10
MD80+			49	1085																					34	1168	2336	
MD90							268																				268	536
TOTALS	176	3052	49	2648	458	181	3054	706	182	181	544	0	2652	15489	896	128	4021	1900	815	102	130	126	630	178	65	38363	76726	
B190																									1		1	2
BE99																							141				141	282
C208												310												432			742	1484
DH8D		856																									856	1712
E120													1804														1804	3608
PA31																											0	0
SW3/4																									118		118	236
TOTALS	176	3908	49	2648	458	181	3054	706	182	181	544	310	4456	15489	896	128	4021	1900	815	102	130	267	1062	297	65	3662	7324	

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

Other / Non-Transport Category = 2 MIL K35R, 2 MIL C130, 1 MIL P3, 2 SPA B73Q

APPENDIX C2

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- SECOND 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																							57			57	114		
A310																											0	0	
A318																											0	0	
A319	91						153	212							392		150	59	267	44						1368	2736		
A320							233	149			341				61		524	381	152	4						1845	3690		
A321																		507								507	1014		
A330+									91																	91	182		
B712																											0	0	
B71Q																											0	0	
B72Q																										1	1	2	
B733														2056													2056	4112	
B734		139																									139	278	
B735														6													6	12	
B736																											0	0	
B737		70												5259	65	44						30			6	5474	10948		
B738		1054		783			323							912	3	644						35				3754	7508		
B739		342					423										604									1369	2738		
B747+																											0	0	
B752				86			119										161	18							2	451	902		
B753							54																				54	108	
B762																							64			1	65	130	
B763							126		1																		391	782	
B764																											0	0	
B772+						91	1																				92	184	
B787										91																	91	182	
CRJ2													790														790	1580	
CRJ7						120							459														579	1158	
CRJ9													177														177	354	
DC87																											0	0	
ERJ+																											0	0	
E170/90							146																			4	150	300	
MD10																											18	36	
MD11																											0	0	
MD80+			26	492																						15	533	1066	
MD90							102																				102	204	
TOTALS	91	1605	26	1361	120	91	1680	361	92	91	341	0	1426	8233	453	68	2127	965	419	48	65	64	315	89	29	20160	40320		
B190																												0	0
BE99																							71				71	142	
C208												156												226			382	764	
DH8D		386																									386	772	
E120													912														912	1824	
PA31																											0	0	
SW3/4																									58		58	116	
TOTALS	91	1991	26	1361	120	91	1680	361	92	91	341	156	2338	8233	453	68	2127	965	419	48	65	135	541	147	29	1809	3618		

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, 1 MIL C130, 1 MIL P3, 2 SPA B73Q

APPENDIX C3

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

9/11/2014 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			18	36	
A310																											0	0
A318																											0	0
A319	30						81	87							149		42	33	58	23						503	1006	
A320							60	32			111				1		175	140	76	4						599	1198	
A321																		116								116	232	
A330+									30																	30	60	
B712																											0	0
B71Q																											0	0
B72Q																										1	1	2
B733														674													674	1348
B734		66																									66	132
B735														1													1	2
B736																											0	0
B737		17												1715		16	18					1			3	1770	3540	
B738		298		235			102							282			216					20					1153	2306
B739		123					176										189										488	976
B747+																											0	0
B752							17										38	15						22			92	184
B753																											0	0
B762																						22		1		23	46	
B763							32																61	32		125	250	
B764																											0	0
B772+						30																					30	60
B788									30																		30	60
CRJ2													192														192	384
CRJ7					72								199														271	542
CRJ9													33														33	66
DC87																											0	0
ERJ+																											0	0
E170/90																											0	0
MD10																								6			6	12
MD11																											0	0
MD80+			8	200																					4		212	424
MD90							34																				34	68
TOTALS	30	504	8	435	72	30	502	119	30	30	111	0	424	2672	150	16	678	304	134	27	21	22	107	32	9	6467	12934	
B190																							24				0	0
BE99																											24	48
C208												52												74			126	252
DH8D		126																									126	252
E120													292														292	584
PA31																											0	0
SW3/4																								21			21	42
TOTALS	30	630	8	435	72	30	502	119	30	30	111	52	716	2672	150	16	678	304	134	27	21	46	181	53	9	7056	14112	

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

Other / Non-Transport Category = 2 SPA B73Q

APPENDIX C4

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

9/11/2014 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																							19			19	38		
A310																											0	0	
A318																											0	0	
A319	31						44	66							124		77	24	105	11						482	964		
A320							73	59			114				30		176	139	39							630	1260		
A321																		173								173	346		
A330+									31																	31	62		
B712																											0	0	
B71Q																											0	0	
B72Q																											0	0	
B733														680													680	1360	
B734		37																									37	74	
B735														2													2	4	
B736																											0	0	
B737		9												1743	22	7						15					1796	3592	
B738		375		284			113							295	1	219						7					1294	2588	
B739		108					108									211											427	854	
B747+																											0	0	
B752				22			58									29							22		1	132	264		
B753							25																				25	50	
B762																							21				21	42	
B763							57																	61	28		146	292	
B764																											0	0	
B772+						31	1																				32	64	
B788										31																	31	62	
CRJ2													252														252	504	
CRJ7					39								165														204	408	
CRJ9													57														57	114	
DC87																											0	0	
ERJ+																											0	0	
E170/90																									2		2	4	
MD10																								6			6	12	
MD11																											0	0	
MD80+			9	140																					6		155	310	
MD90							1																				1	2	
TOTALS	31	529	9	446	39	31	480	125	31	31	114	0	474	2720	154	23	719	336	144	11	22	21	108	28	9	6635	13270		
B190																							23					0	0
BE99																												23	46
C208												53												73				126	252
DH8D		117																										117	234
E120													301															301	602
PA31																												0	0
SW3/4																									17			17	34
TOTALS	31	646	9	446	39	31	480	125	31	31	114	53	775	2720	154	23	719	336	144	11	22	44	181	45	9	7219	14438		

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, 1 MIL C130

APPENDIX C5

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

9/11/2014 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																							20			20	40	
A310																											0	0
A318																											0	0
A319	30						28	59							119		31	2	104	10						383	766	
A320							100	58			116				30		173	102	37							616	1232	
A321																		218								218	436	
A330+									30																	30	60	
B712																										0	0	
B71Q																										0	0	
B72Q																										0	0	
B733														702												702	1404	
B734		36																								36	72	
B735														3												3	6	
B736																										0	0	
B737		44												1801	27	19					14				3	1908	3816	
B738		381		264			108						335		2	209					8					1307	2614	
B739		111					139									204										454	908	
B747+																										0	0	
B752				64			44									94	3						21		1	227	454	
B753							29																			29	58	
B762																						21				21	42	
B763							37		1														53	29		120	240	
B764																										0	0	
B772+						30																				30	60	
B788										30																30	60	
CRJ2													346													346	692	
CRJ7					9								95													104	208	
CRJ9													87													87	174	
DC87																										0	0	
ERJ+																										0	0	
E170/90							146																		2	148	296	
MD10																							6			6	12	
MD11																										0	0	
MD80+			9	152																					5	166	332	
MD90							67																			67	134	
TOTALS	30	572	9	480	9	30	698	117	31	30	116	0	528	2841	149	29	730	325	141	10	22	21	100	29	11	7058	14116	
B190																							24				0	0
BE99																											24	48
C208												51												79			130	260
DH8D		143																									143	286
E120													319														319	638
PA31																											0	0
SW3/4																									20		20	40
TOTALS	30	715	9	480	9	30	698	117	31	30	116	51	847	2841	149	29	730	325	141	10	22	45	179	49	11	7694	15388	

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 P3.



SAN DIEGO
INTERNATIONAL
AIRPORT

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	\$1,000	TWA	\$1,000	Alaska	\$1,000
	Southwest	\$1,000	TWA	\$3,000	Delta	\$1,000
	Continental	NP	United	\$1,000	Delta	\$3,000
	Canada 3000	\$1,000	United	\$3,000	ExecuJet (GA)	\$1,000
	US Airways	\$1,000	Southwest	\$1,000	Continental	\$1,000
	G. Wood (GA)	NP	TWA	\$5,000		
2ND	United	\$1,000	United	NP	America West	NP
	Southwest	\$1,000	SkyWest	NP	FedEx	NP
	Delta	NP	United	\$1,000	FedEx	\$1,000
	TWA	\$1,000	US Airways	\$1,000	Martinair (C)	NP
	Continental	\$1,000	Air Group (GA)	\$1,000	Miami Air (C)	\$1,000
			Peninsula (GA)	\$1,000	Western Pacific	\$1,000
			Southwest	\$1,000	United	\$1,000
			TWA	\$1,000	SkyWest	NP
			Delta	\$1,000	Southwest	\$1,000
			TWA	\$3,000		
			TWA	\$5,000		
			TWA	\$50,000		
3RD	Avanti (GA)	NP	Arizona Exec. (GA)	\$1,000	American	NP
	Heavy Lift (C)	NP	Western Pacific	\$1,000	United	\$1,000
	Cutter Aviation (GA)	NP	United	\$1,000	Southwest	NP
	American	NP	Lamar (GA)	\$1,000	Delta	\$1,000
	United	\$1,000	Delta	\$1,000	Reno Air	\$1,000
			Continental	\$1,000	United	\$3,000
			United	\$3,000	Miami Air (C)	\$1,000
			United	\$5,000	Western Pacific	\$1,000
			Le Mouelic (GA)	NP		
4TH	US Airways	NP	America West	\$1,000	United	\$1,000
	Airborne (Stage 3%)	\$16,655	United	\$1,000	Sun Country (C)	\$1,000
	Champion Air (C)	NP	United	\$3,000	American Eagle	NP
	TWA	\$1,000	Southwest	\$1,000	Frontier	NP
	Southwest	\$1,000	America West	\$3,000	Delta	\$1,000
	Southwest	\$3,000	Great American (C)	\$1,000	America West	\$1,000
	Unigas (GA)	NP	Delta	\$1,000	United	\$1,000
	US Airways	NP	American	NP	Continental	\$1,000
	TWA	\$3,000	Delta	\$1,000	TAESA (C)	\$1,000
	TWA	\$5,000	Delta	\$3,000	United	\$3,000
	Sun Country (C)	NP	Delta	\$5,000	TWA	\$1,000
	Amer. Trans Air (C)	\$1,000	Alaska	EE		
			Alaska	EE		
			United	EE		
		Alaska	EE			
		Alaska	EE			
		Alaska	EE			
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 \$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	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	United	NP			
	Delta	NP	British	\$12,000			
	Alaska	\$2,000	N888HZ (GA)	\$2,000			
	Delta	\$2,000	Delta	\$2,000			
	Delta	NP	Delta	\$6,000			
	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		\$114,000			

AIRCRAFT NOISE COMPLAINTS

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

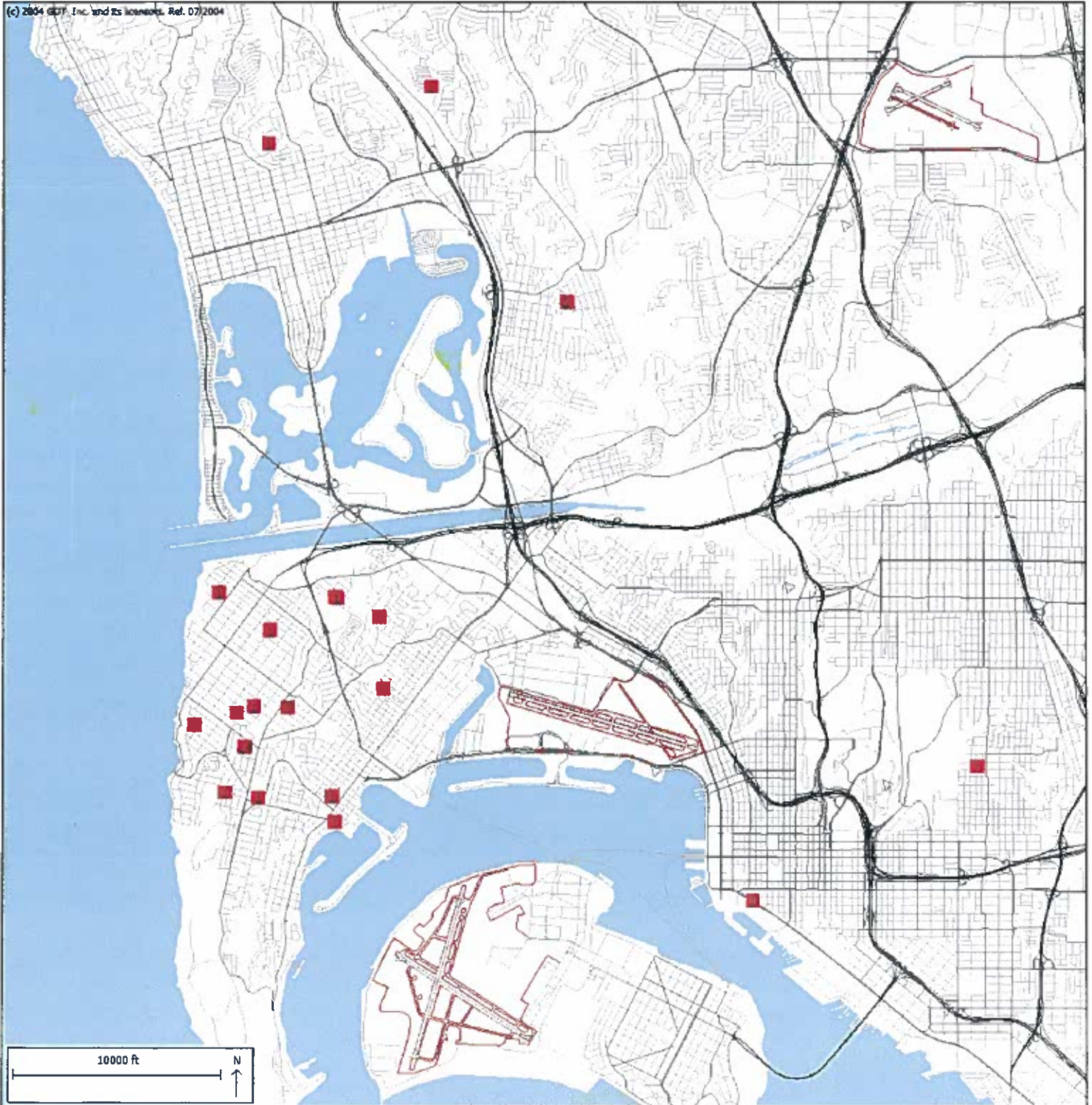


Second Quarter 2014

Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
20 Households; 39 Complaints



SAN DIEGO
INTERNATIONAL
AIRPORT



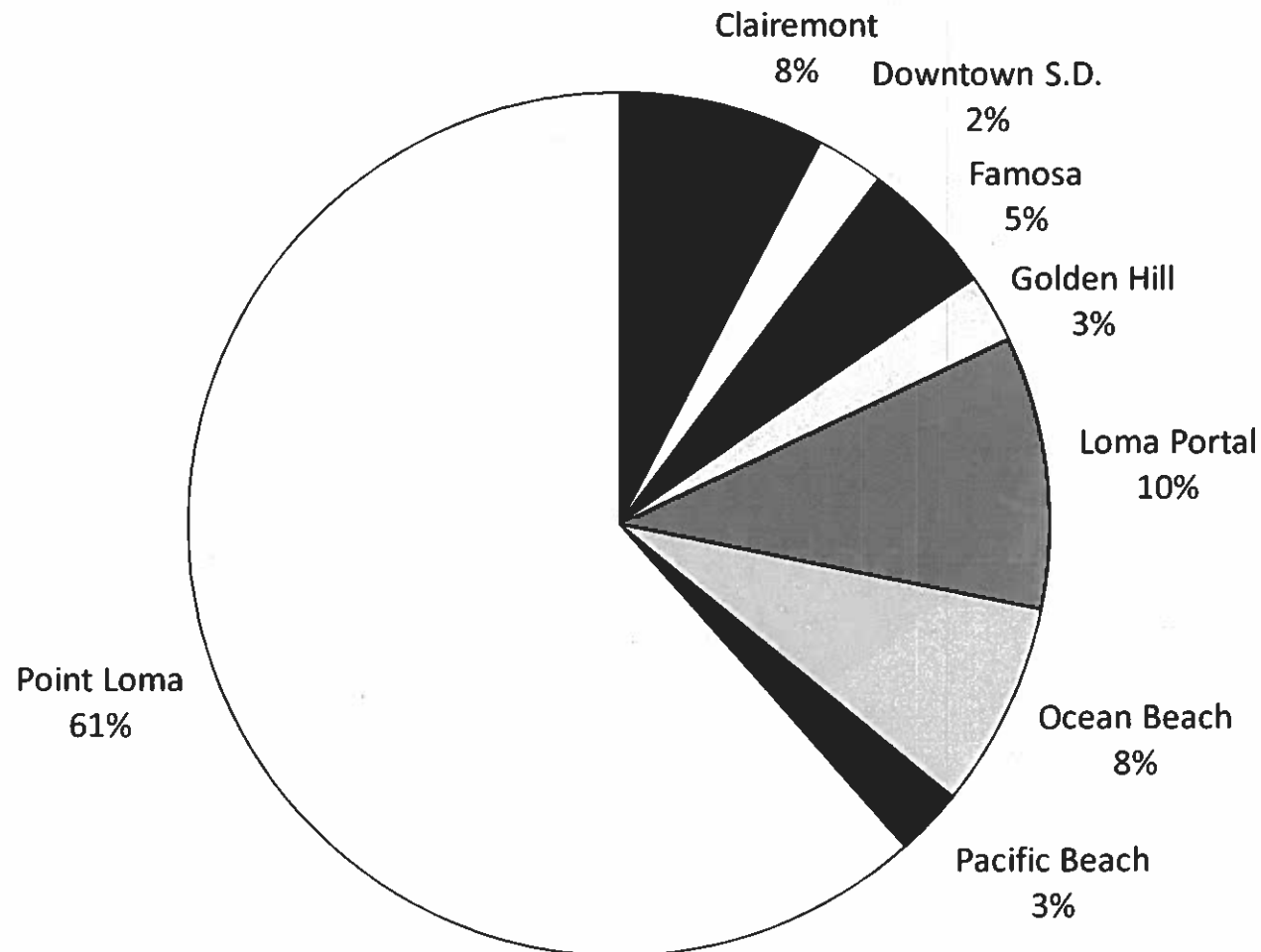
Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO
INTERNATIONAL
AIRPORT

Second Quarter 2014

TOTAL CALLS: 39



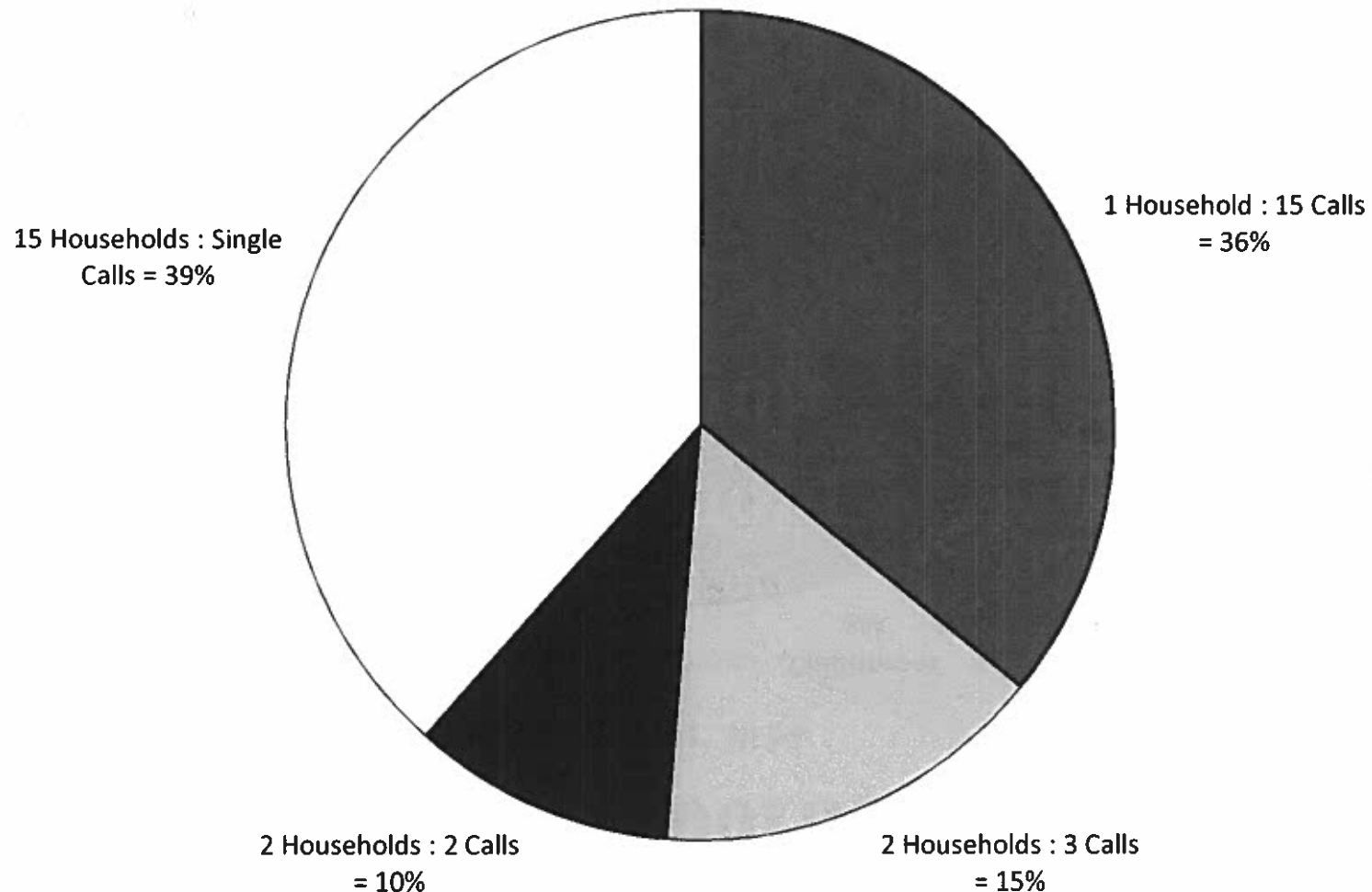
Aircraft Noise Complaint Distribution by Household

Second Quarter 2014



SAN DIEGO
INTERNATIONAL
AIRPORT

TOTAL CALLS: 39



San Diego County Regional Airport Authority

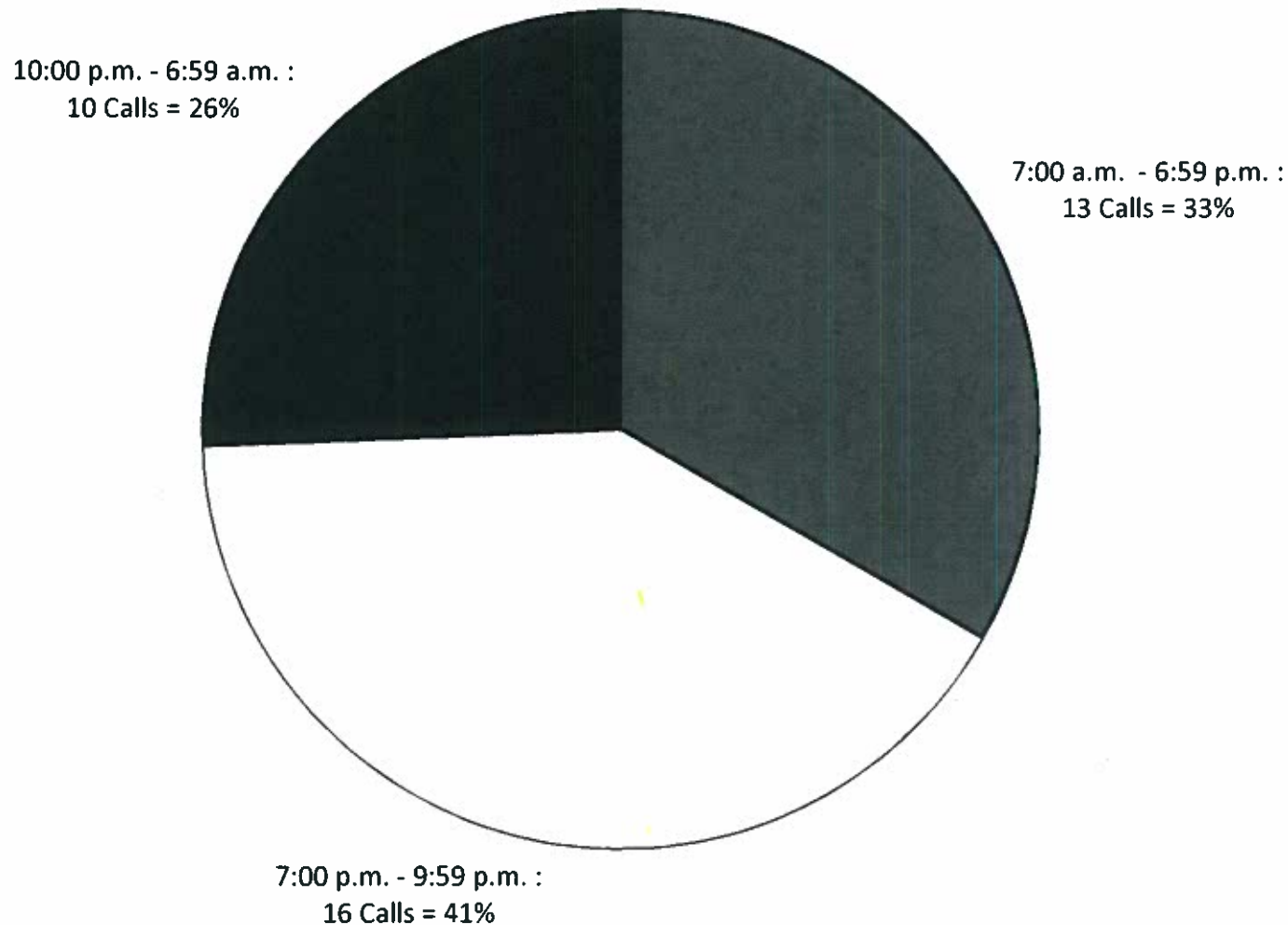
Aircraft Noise Complaint Distribution by Time of Day

Second Quarter 2014



SAN DIEGO
INTERNATIONAL
AIRPORT

TOTAL CALLS: 39



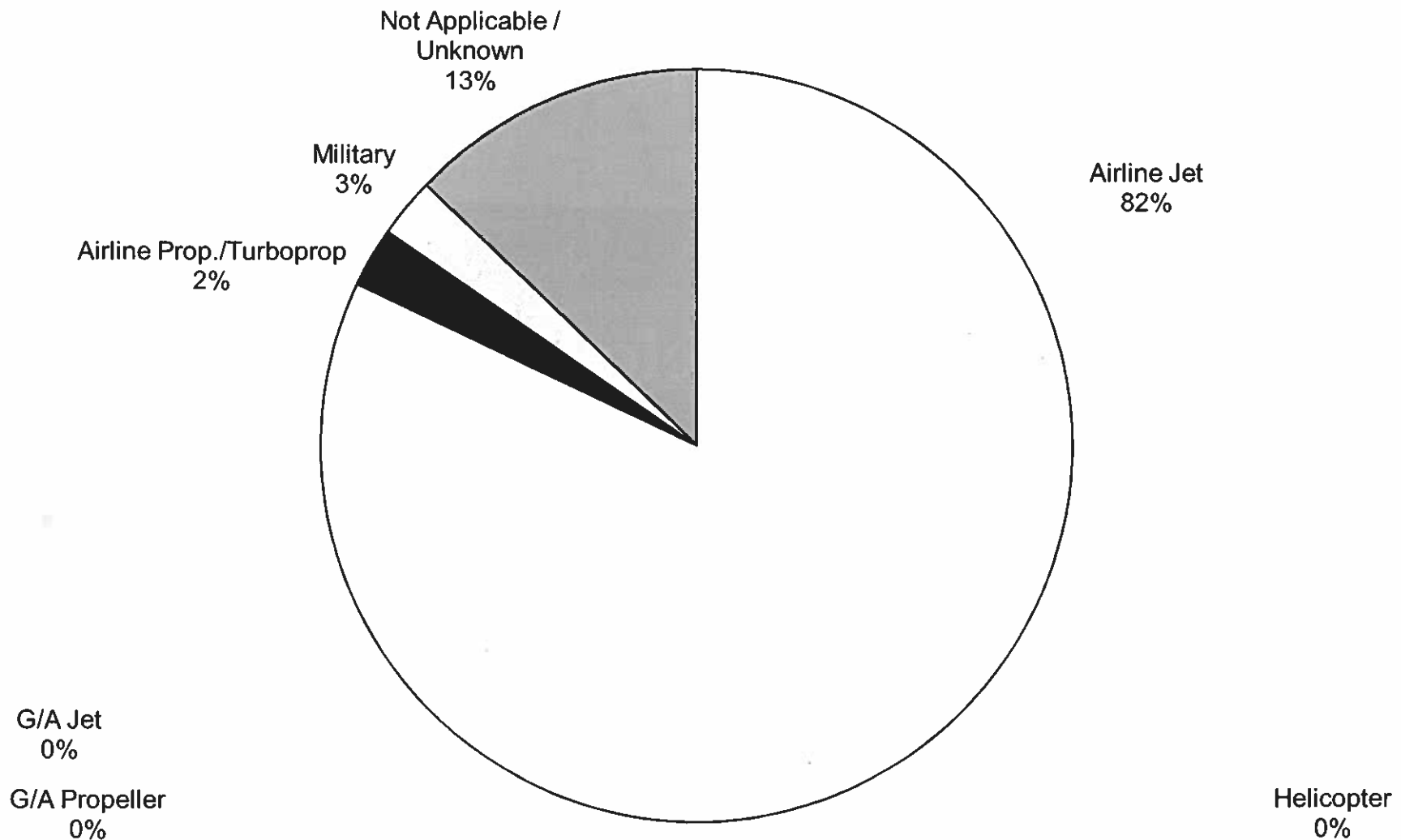
Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO
INTERNATIONAL
AIRPORT

Second Quarter 2014

TOTAL CALLS: 39



San Diego County Regional Airport Authority

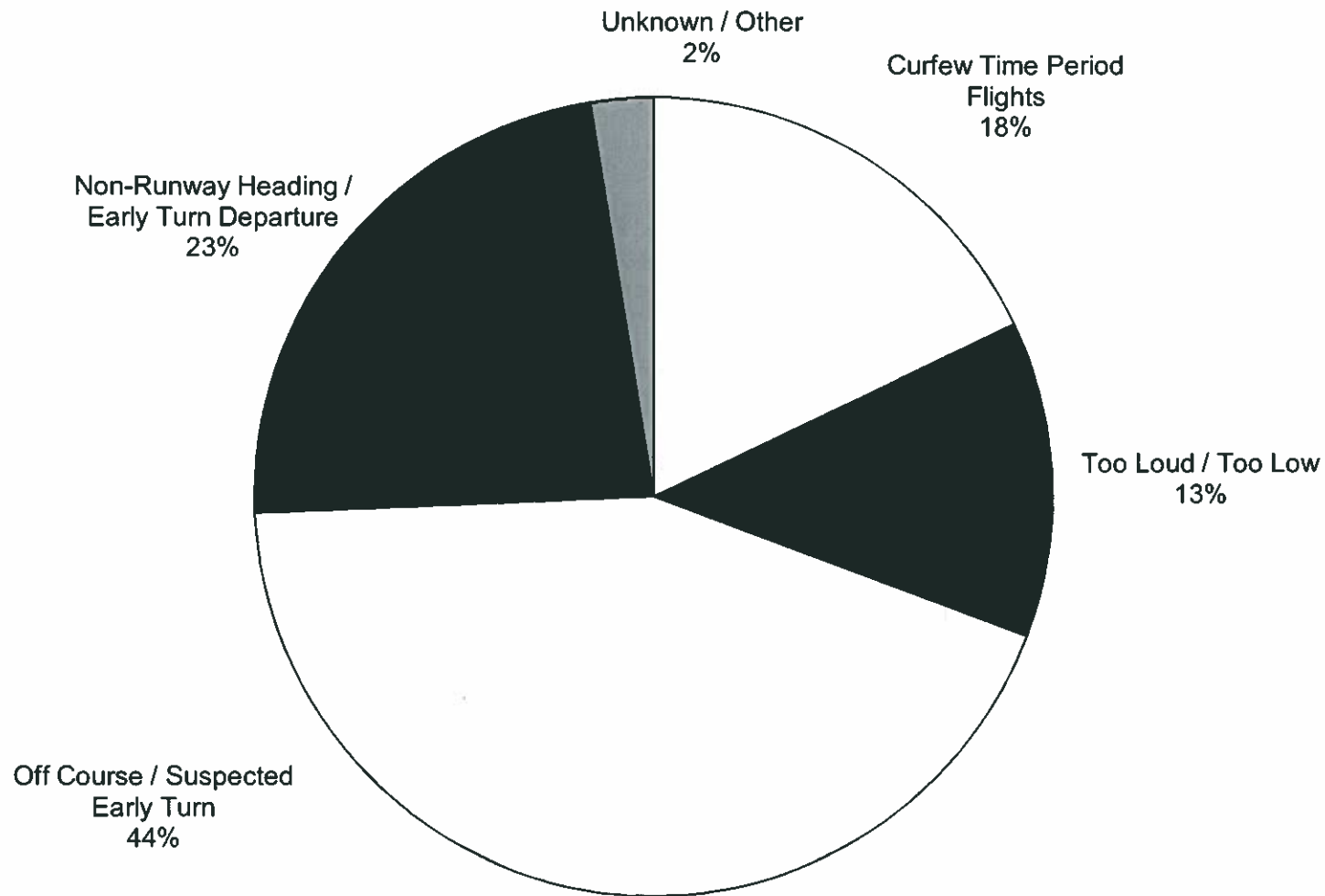
Aircraft Noise Complaint Distribution by Cause

Second Quarter 2014



SAN DIEGO
INTERNATIONAL
AIRPORT

TOTAL CALLS: 39



San Diego County Regional Airport Authority

AIRPORT NOISE ADVISORY COMMITTEE

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held April 16th, 2014.



In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance?</u>
John Bennett	County of San Diego	Yes
Captain (Ret.) Jack Bewley	Airline Pilot (Retired)	Yes
Rob Cook	FAA Representative	No
Rick Huenefeld	MCRD	Yes
Tracy Cambre	San Diego City Council, District 2	Yes
Kyle Peterson	Downtown Community Planning Council	No*
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	No*
Tom Gawaronski	Ocean Beach Planning Board	Yes
Tait Galloway	City of San Diego	Yes
Lee Steuer	Congresswoman Susan Davis	No*
Greg Murphy	County Supervisor Greg Cox	Yes
Kirk Hanson	Community at Large	No
Joseph Naskar	Uptown Planners	No*
Vacant	Acoustician	No
Vacant	Little Italy Association	No
Vacant	Airline Representative	No
Authority Staff	Keith Wilschetz, Sjohnna Knack, Garret Hollarn, Steve Cummings, Rosemary Abisia, Craig Mayer	
Jennifer Lilley	Facilitator/Lilley Planning Group	

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

1. Welcome and Introductions

Ms. Knack introduced Jennifer Lilley as the new facilitator for ANAC and gave a brief background on her company and experience. Ms. Lilley began the meeting, she asked that the ANAC members introduce themselves and asked that each ANAC member review the revised ANAC Member Roster and make any necessary changes to it.

2. Approval of Minutes

Once quorum was established (at 4:30), the minutes from the January 15, 2014 meeting were approved with one member abstaining.

Motion = Victor Ravago, Second = Rick Huenefeld, Abstain = Tom Gawronski

3. Information Items

Airport Authority Update – Keith Wilschetz, Director of Airport Planning and Noise Mitigation, updated the committee on the state of the airport. Mr. Wilschetz provided information regarding the number of operations and passenger enplanements, which are up about 2% from last year, but still less than the high numbers in 2007. 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](http://www.san.org/sdia/at%20the%20airport/education/airport%20statistics.aspx)

Next Mr. Wilschetz gave an update on the airport’s north side improvements. The fourth and final crane for the Rental Car Center (RCC) has been erected and construction of the upper floors will soon be underway. The RCC will be completed in October 2015 and operational in January 2016. Other projects on the north side include the new Fixed Based Operator (FBO) being built by Landmark, and various road and utility projects. A new parking lot off Washington St. has opened and is doing really well. Updates on this project can be found at: [http://www.san.org/sdcraa/airport initiatives/north side/default.aspx](http://www.san.org/sdcraa/airport%20initiatives/north%20side/default.aspx)

Lastly, Mr. Wilschetz informed the committee about another planning project, the Airport Development Plan, which will be presented to the Board on May 1, 2014. This plan is designed to identify improvements that would be made to the airport to enable it to meet demand through 2035, and includes concepts for expanding the airport within the 665 acres. In the summer, the concepts presented to the Board will be taken out to the community to gather input from residents and airport stakeholders. Updates on this project can be found at: [http://www.san.org/sdcraa/airport initiatives/adp/default.aspx](http://www.san.org/sdcraa/airport%20initiatives/adp/default.aspx)

Questions by ANAC: Mr. Swarens asked if the high speed rail terminal is in the same area of the north side construction and if the trolley extension will also be linked in that area and had asked if there are other programs related to the RCC construction?

Mr. Wilschetz explained that the rail and trolley are separate projects and will be done by SANDAG, not the Authority. SANDAG has plans for all of the rail transit options to go to an intermodal transportation center that would be located adjacent to the airport by the trolley/train tracks between Pacific Highway and I-5; there are no specifics as of yet on exactly what or when it will be built. In the interim, SANDAG is looking to make the Palm Street trolley station the airport station. Improvements would be made to allow for easier and safer access from the trolley station down Palm Street to the airport. From there, the public would be picked up and dropped off by a shuttle bus that would run to and from the terminals. This will be a temporary solution until SANDAG has the means to build the intermodal transportation center.

jetBlue Airways Update - Brian Zeugschmidt, jetBlue Station Manager, gave a brief presentation regarding jetBlue’s curfew violations, from their airline’s point of view. He explained that the challenge they face is mainly their red-eye Boston flight. Schedule changes have been made for the flight to arrive in San Diego earlier, which should hopefully help prevent future curfew violations. Mr. Zeugschmidt acknowledged that they are aware of the impact to the community when they depart after curfew. He concluded that the decision for their airline to leave after the Curfew is higher, corporate-level decision. jetBlue does try to be a good neighbor, but circumstances sometime happen that are beyond their control.

Comments from ANAC: Ms. Watkins appreciated the fact that jetBlue changed their schedule to get into San Diego earlier and understands that weather can play a significant factor in the delay on their inbound flights.

Mr. Zeugschmidt agreed, and noted that there have been situations in the past, in order to not depart after Curfew, they have flown the plane to Long Beach and bussed passengers from San Diego, or just cancelled flights.

Mr. Ravago asked if the late night flights were in high demand and are the planes full?

Mr. Zeugschmidt informed them that the type of aircraft are Airbus 320s, with 150 seats, and that they are typically full, as Boston is a high demand market for jetBlue.

Mr. Ravago also commented that red-eye flights, though they can be challenging, are crucial for tourism.

Mr. Bewley commented that cancelling a flight is an economic disadvantage to the company and tremendous economic disadvantage to the customers in rearranging flight schedules, and that airlines can only do so much in changing their schedules without causing major delays on all their routes.

Mr. Galloway gave a brief background on how the increase in fines came to be and one of the factors was due to a number of airlines that were continuing to violate the Curfew, but because of the dialogue between staff and the committee, the change was implemented and that it has been eight years since the fine increase has been in place.

4. Presentation items

Note: A copy of the presentations can be found under "Airport Noise Advisory Committee Agendas and Minutes" click under "14-04-16":

http://www.san.org/sdcraa/airport_initiatives/noise/publications.aspx

Quieter Home Program (QHP) Update – Mr. Craig Mayer, QHP Construction Manager, provided the committee an update on the QHP. There are 463 applicants on the waiting list, totaling 771 homes. QHP anticipates completing approximately 350 homes this calendar year, and 62 homes have been completed since the last meeting.

Mr. Mayer informed the committee that with the impending FAA policy changes (the "two-step process"), a new acoustical testing plan is in the final design stages and will be presented to the FAA for their review next month or so.

Mr. Mayer next briefed the committee about the possibility of a boundary expansion, since there will be fewer and fewer homes on the waiting list. ANAC members will be presented with this new boundary at the next meeting.

Finally, QHP teamed up with the Airport Authority's Small Business Development on April 2, 2014, in an effort to outreach with local small and disadvantaged businesses to generate interest in the QHP, so that hopefully there will be increased participation on future projects.

Questions by ANAC: Mr. Swarens asked for more clarification on the two-step process.

Ms. Knack responded that as of yet, there is no clear guidance from the FAA on how testing is going to be conducted.

Mr. Swarens wanted to know if outreach was also considered for other business organizations.

Ms. Knack responded that Small Business has a list of organizations, and when a contract is bid, the two organizations Mr. Swarens mentioned are notified.

Mr. Galloway had a question regarding the two-step process in which Ms. Knack explained in detail how she interprets what FAA is saying regarding the program.

Flight Operation Statistics - Mr. Hollarn presented updated flight operation statistics, covering missed approaches, early turns, and operation facts and figures.

Questions by ANAC: None

Complaint Statistics - Mr. Cummings presented an update of year-to-date Noise Complaints.

Questions by ANAC: Mr. Swarens commented about the fact there was no complainers in the area he represents.

Mr. Cummings responded that there are complainers from Golden Hill, just not during the timeframe presented.

Mr. Galloway had asked if noise newsletters will be sent out, in which Ms. Knack replied that as of now there are no plans of sending out a newsletter.

Curfew Violation Review Panel (CVRP) Statistics - Mr. Cummings informed the committee that in 2014 year-to-date, there are a total of 24 curfew violations, broken down as follows:

General Aviation – 3	Commercial Charters – 3
Alaska Airlines – 1	United Airlines – 3
American Airlines – 1	Spirit Airlines – 1
Sun Country – 1	Virgin America – 1
Delta Air lines – 3	British Airways – 1
jetBlue Airways - 6	

52% of the violators have not been penalized due to weather and mechanical issues.

5. Public Comment

Catherine Banta of Curtis Street in Loma Portal addressed the committee on two items; the amount of noise heard is resulting in difficulty in sleeping, and she is curious if there are any hearing studies conducted on the effects of noise for younger children.

Bil Brierly addressed the committee regarding curfew violations. Mr. Brierly stated that the CVRP meeting in April was in violation of the Brown Act due to the erroneous date posted on the website regarding CVRP which resulted in him not attending the meeting, and he requested that the results of the meeting be set aside. He also stated that airlines are being fined by an organization that is benefiting from the fines and that there are no impartial agencies/hearings that are determining the fines, and wanted to know what is the appeal process for fines levied on the airlines. Lastly, he stated that curfew fines should only be for deliberate curfew violations.

Mr. Bewley commented that if waivers were granted, airlines will find ways to make the waiver fit the situation, resulting in all of the violations being waived.

6. New Business

Ms. Knack informed the members that at the next meeting, new minor administrative changes will be presented relating to the Airport Authority's policy for the Airport Noise Advisory Committee and that revisions will be sent out in advance of the next meeting.

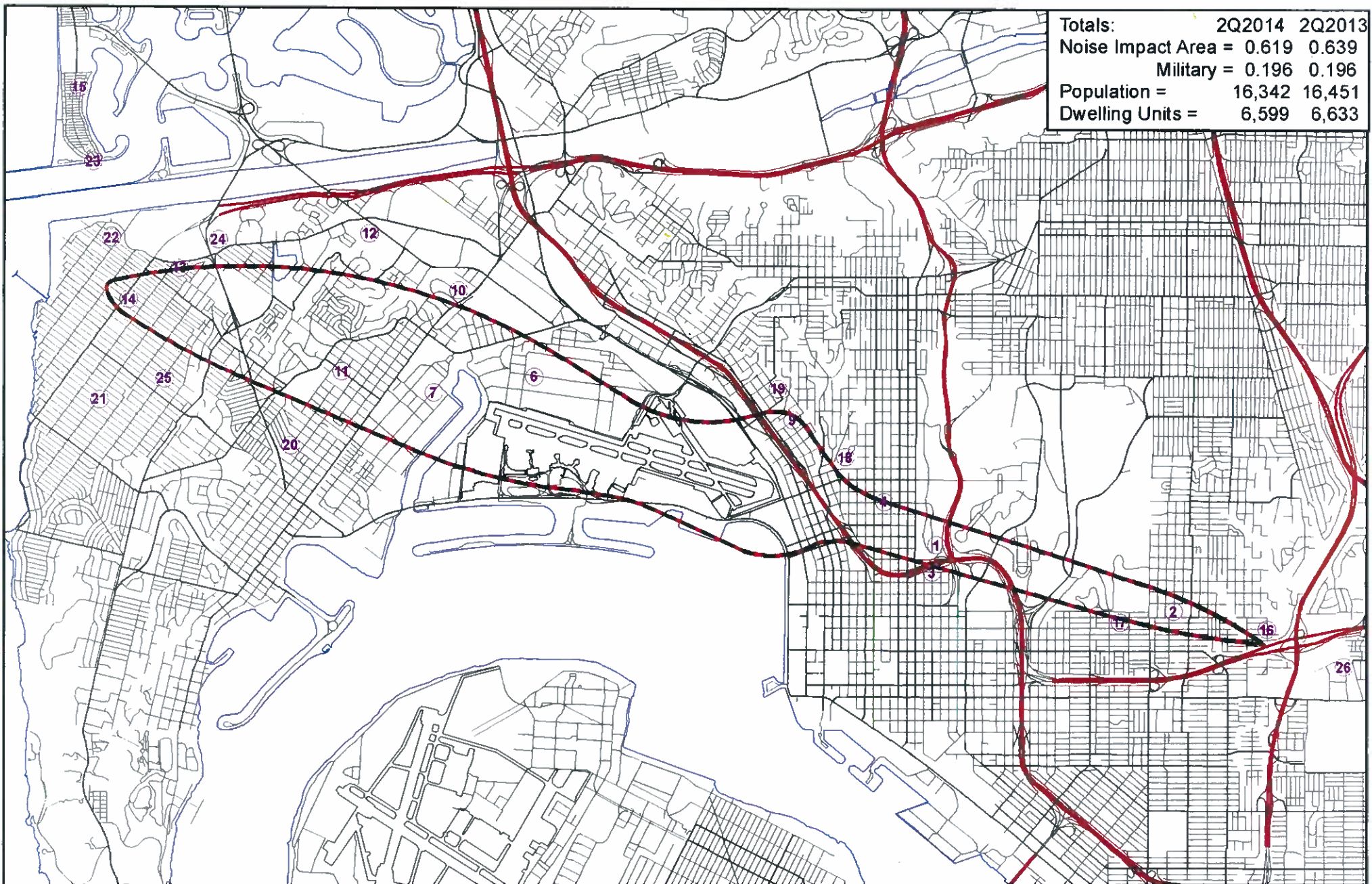
7. Next Meeting/Adjourn

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

Ms. Lilley adjourned the meeting at 5:04 p.m.

Sjohnna Knack

Program Manager, Airport Noise Mitigation



Totals:	2Q2014	2Q2013
Noise Impact Area =	0.619	0.639
Military =	0.196	0.196
Population =	16,342	16,451
Dwelling Units =	6,599	6,633

Comparison of the 2013 and 2014 First Quarter 65 dB Community Noise Equivalent Level (CNEL) Contours



2nd Quarter 2014
 2nd Quarter 2013



SAN DIEGO INTERNATIONAL AIRPORT