

QUARTERLY NOISE REPORT

July 1, 2014 through September 30, 2014



Airport Noise Mitigation Department
San Diego International Airport


December 11, 2014

QUARTERLY NOISE REPORT
For the Period
July 1 through September 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 Third Quarter of 2014 was prepared by Airport Noise Mitigation 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 161

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 July 2014

Appendix B4 --- CNEL Log for August 2014

Appendix B5 --- CNEL Log for September 2014

Appendix C - Aircraft Operations

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

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

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

Appendix C4 --- Commercial Flight Operations Mix, September 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 July 16th, 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 July 1, 2014 to September 30, 2014, to be 0.609 square miles (390.0 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the Third Quarter of 2013, the Noise Impact Area decreased by 0.030 square miles and the Federal Military Noise Impact Area remained the same.

3 rd Quarter 2014	3 rd Quarter 2013	Change
0.609	0.639	-0.030
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	70.1	69.9
2	65.4	64.9
3	61.3	59.8
4	64.8	64.5
6	68.1	68.0
7	74.3	74.4
9	66.6	66.2
10	62.4	62.1
11	70.8	71.0
12	60.9	60.7
13	63.5	63.5
14	65.0	64.1
16	63.8	63.0
17	64.0	63.8
18	59.9	57.6
19	61.7	59.6
20	60.8	60.6
21	58.4	58.1
22	63.5	63.3
23	61.8	60.9
24	63.2	63.0
25	62.3	61.4
26	62.3	62.0

¹ = For the period October 1, 2013 through September 30, 2014

² = For the period July 1, 2014 through September 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 Airport Noise Mitigation in an attempt to calculate "true" category counts:

OPERATIONS	THIRD QUARTER 2014	THIRD QUARTER 2013	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	40,954	39,372	1,582	4.0%
Commuter	5,419	5,404	15	0.3%
General Aviation	4,134	4,324	(190)	-4.4%
Military	103	128	(25)	-19.5%
TOTAL	50,610	49,228	1,382	2.8%

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 Third Quarter of 2014. The data used to compile this report was gathered during 24-hour periods on August 12 - 14, 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 Third Quarter 2014 Operations Survey, an average of 491 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 61. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the Third Quarter 2014 Operations Survey, an average of 491 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 61. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

Third Quarter Comparison Single Event Noise Exposure Level (SENEL)

	August 13 - 15, 2013	August 12 - 14, 2014	Change (dB)
Departures	100.4	99.0	-1.4
Arrivals	96.1	93.9	-2.2

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 491 daily operations, which reflected an increase of 23 operations from the 468 operations recorded during the Third Quarter of 2013.

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
August 12 through August 14, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B757-200	99.1	Atlanta, GA	DAL1967	1850
B767-300F	96.3	Indianapolis, ID	FDX3713	1645
B767-200F	96.1	Phoenix, AZ	ABX505	730
A300-600F	95.8	Memphis, TN	FDX906	1650
B777-200	95.5	London, England	BAW273	1855
B757-200	95.4	Dulles, VA	UAL231	1425
B767-300	95.2	Atlanta, GA	DAL1467	1755
B757-200	94.8	Dallas/Fort Worth, TX	AAL1445	1430
B767-300F	94.7	Indianapolis, ID	FDX1754	445
B757-200	94.6	Chicago, IL	UAL651	2100
B767-300F	94.6	Louisville, KY	UPS922	440
B737-900	94.5	Seattle, WA	ASA490	1500
B757-200	94.5	Dallas/Fort Worth, TX	AAL1228	1100
B757-300	94.4	Atlanta, GA	DAL1692	920
B767-300F	94.2	Memphis, TN	FDX1422	520
MD-80	94.0	Dallas/Fort Worth, TX	AAL1015	1340
B737-900	93.9	Seattle, WA	ASA238	1210
B757-200	93.9	Denver, CO	UAL255	2200
B737-300	93.8	Oakland, CA	SWA257	1155
B737-800	93.8	New York, NY	DAL2506	1110
B757-200	93.8	Dulles, VA	UAL229	1005
MD-80	93.8	Dallas/Fort Worth, TX	AAL37	2145
B757-200	93.7	Dulles, VA	UAL240	2100
MD-80	93.7	Dallas/Fort Worth, TX	AAL362	1210
B737-300	93.6	San Jose, CA	SWA4748	1230
B757-200F	93.6	Oakland, CA	FDX1889	410
B737-300	93.5	Albuquerque, NM	SWA802	1825
B737-300	93.5	San Francisco, CA	SWA1188	2055
B737-800	93.5	Portland, OR	ASA556	1655
B757-200	93.5	Dallas/Fort Worth, TX	AAL2387	940
A330-200	93.4	Honolulu, HI	HAL16	2220

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
August 12 through August 14, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-300	93.4	Las Vegas, NV	SWA4926	1935
B737-400	93.4	Seattle, WA	ASA484	2225
B737-800	93.4	Dallas/Fort Worth, TX	AAL1288	1330
B737-300	93.2	Las Vegas, NV	SWA1435	1430
B737-300	93.2	Phoenix, AZ	SWA4988	1030
B737-300	93.2	San Francisco, CA	SWA880	1525
B737-800	93.2	Seattle, WA	ASA494	1800
B737-700	93.1	Tucson, AZ	SWA4832	2010
B737-800	93.1	Newark, NJ	UAL1626	1130
B737-900	93.1	Cabo San Lucas, MX	ASA233	1605
B737-300	93.0	San Jose, CA	SWA1458	1600
B737-300	93.0	Sacramento, CA	SWA764	1925
B737-800	93.0	Detroit, MI	DAL143	1700
B737-800	93.0	Seattle, WA	DAL893	1705
B737-900	93.0	Seattle, WA	ASA240	1005
B737-900	93.0	Puerto Vallarta, MX	ASA267	1605
MD-80	93.0	Dallas/Fort Worth, TX	AAL2484	2305
MD-80	93.0	Dallas/Fort Worth, TX	AAL49	2010
B737-700	92.9	Phoenix, AZ	SWA234	1445
B737-800	92.9	Chicago, IL	AAL2382	1225
B737-800	92.9	Portland, OR	ASA572	1345
B737-800	92.9	Houston, TX	UAL1563	1005
B737-900	92.9	Detroit, MI	DAL833	1000
B737-900	92.8	Seattle, WA	ASA498	2135
B737-300	92.7	Denver, CO	SWA1166	1220
B737-300	92.7	Phoenix, AZ	SWA307	945
B737-700	92.7	Sacramento, CA	SWA3503	715
B737-800	92.7	Boston, MA	ASA769	2215
B737-800	92.7	Chicago, IL	SWA449	2130
B737-900	92.7	Cabo San Lucas, MX	ASA239	1755

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
August 12 through August 14, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	104.8	Dallas/Fort Worth, TX	AAL971	640
MD-80	104.4	Dallas/Fort Worth, TX	AAL48	850
MD-80	104.4	Dallas/Fort Worth, TX	AAL70	735
MD-80	103.5	Dallas/Fort Worth, TX	AAL362	1310
MD-80	103.3	Dallas/Fort Worth, TX	AAL1015	1730
B777-200	102.8	London, England	BAW72A	2125
A321	100.9	Philadelphia, PA	AWE670	2230
A330-200	100.4	Honolulu, HI	HAL15	1040
B737-900	100.2	Atlanta, GA	DAL1662	815
A321	100.1	Charlotte, NC	AWE579	2245
B737-900	100.1	Atlanta, GA	DAL1592	655
B737-900	99.5	Newark, NJ	UAL1195	650
B737-800	99.4	New York, NY	DAL1552	645
B737-900	99.4	Detroit, MI	DAL1509	2300
B737-900	99.4	Dulles, VA	UAL1628	705
B737-800	99.0	Newark, NJ	UAL1537	2200
B737-800	98.7	Baltimore, MD	SWA4300	705
B737-900	98.5	Atlanta, GA	DAL2267	1350
B737-800	98.3	Boston, MA	ASA768	705
B767-300	98.3	Atlanta, GA	DAL2208	2145
B737-800	98.2	Kahului, HI	ASA847	705
B737-800	98.2	New York, NY	DAL1181	2130
B737-800	98.1	Detroit, MI	DAL142	730
B737-800	98.0	New York, NY	AAL94	805
B737-800	98.0	Lihue, HI	ASA857	1040
B737-800	98.0	Newark, NJ	UAL1242	830
B737-900	98.0	Detroit, MI	DAL833	1150
B757-300	98.0	Atlanta, GA	DAL1692	1100
B737-900	97.9	Chicago, IL	UAL1431	1130
B737-800	97.8	New York, NY	DAL838	1250
B737-900	97.8	Houston, TX	UAL1731	815

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
August 12 through August 14, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-800	97.7	Minneapolis, MN	DAL2638	645
B737-800	97.5	Orlando, FL	ASA760	1035
B737-800	97.5	Honolulu, HI	ASA895	1140
B737-900	97.5	Houston, TX	UAL1560	640
A321	97.4	Charlotte, NC	AWE2092	1130
B767-300F	97.4	Memphis, TN	FDX821	645
B737-900	97.3	Seattle, WA	ASA499	640
A320	97.2	Philadelphia, PA	AWE740	645
B737-800	97.2	Chicago, IL	AAL130	650
B737-900	97.2	Newark, NJ	UAL1626	1450
A321	97.1	Phoenix, AZ	AWE567	700
B737-800	97.0	Kahului, HI	ASA819	1940
B737-800	97.0	Chicago, IL	SWA4567	650
MD-90	96.9	Minneapolis, MN	DAL1611	820
A320	96.8	Philadelphia, PA	AWE581	1120
B737-800	96.8	Miami, FL	AAL1042	2235
A320	96.7	Boston, MA	JBU20	2220
B737-800	96.7	Chicago, IL	SWA3226	1055
B737-900	96.5	Seattle, WA	ASA233	1755
B737-900	96.5	Houston, TX	UAL1249	1405
B737-900	96.5	San Francisco, CA	UAL1161	640
A319	96.4	Toronto, Canada	ROU1886	825
B737-800	96.4	Chicago, IL	AAL92	900
B737-900	96.4	Seattle, WA	ASA239	1945
A320	96.3	Cincinnati, OH	DAL2320	2230
B737-800	96.3	Austin, TX	SWA452	720
A321	96.2	Phoenix, AZ	AWE470	2140
B737-800	96.2	Baltimore, MD	SWA4919	1310
B737-900	96.2	Seattle, WA	ASA495	1555
B757-200	96.2	Dulles, VA	UAL238	2250

TABLE 3

AIR CARRIER OPERATIONS MIX BY TIME OF DAY & RUNWAY USE

Survey of three days during the Third Quarter of 2014
 These numbers are the averages for operations for August 12 to August 14, 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+	32	10	5	32	6	9							94
A330+			1	1									2
B712													
B72Q													
B733+	105	28	15	111	21	15							295
B747+													
B757+	7	2	2	7	1	3							22
B767+	4		3	2	3	2							14
B777+	1				1								2
B787+	1			1									2
DC10													
DC87													
DC8Q													
E170/190		1	1	1		1							4
MD80+	2	2	1	4		1							10
MD90	2	1		3									6
RJ+	15	3	1	16	3								38
TOTAL	170	47	29	178	35	31							491

Note The use of a "+" sign after an aircraft model designation means "and all succeeding series aircraft "
 The designation of "Q" signifies a hushkitted aircraft.
 RJ+ = All forms/types of Regional Jets operated as "commercial service" flights, Includes CRJ2/7/9, E135/40/45

AIRCRAFT NOISE COMPLAINTS

During the Third Quarter of 2014 Airport Noise Mitigation received a total of 41 complaint calls from 30 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the Third Quarter of 2014

DIRECTION FROM AIRPORT		July	August	September	TOTAL
NORTH	Del Cerro		1		1
	Pacific Beach	1	1		2
EAST	Encanto/Lomita	1			1
	Golden Hill	1			1
	La Mesa		1		1
	Talmadge		1		1
	Uptown		1		1
	Liberty Station	1			1
WEST	Loma Portal	5	1	4	10
	Ocean Beach	4	4	1	9
	Point Loma	4	5	4	13
TOTAL COMPLAINTS		16	16	9	41

The 42 complaint calls recorded during the Third Quarter 2014 reflect a decrease of 27 calls from the 69 received during the Third 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 Third Quarter 2014 Final Enforcement Actions.

THIRD QUARTER 2014 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
7/04/2014	0003L	jetBlue Airways 20	A320 ; Stage 3	\$6,000
7/04/2014	2354L	Idea Village Products (N888NA)	F2TH ; Stage 3	\$2,000
7/17/2014	0009L	United Parcel Service 9305	B763 ; Stage 3	No Penalty
7/24/2014	2337L	United Airlines 521	A320 ; Stage 3	No Penalty
7/28/2014	0007L	jetBlue Airways 20	A320 ; Stage 3	\$18,000
8/18/2014	0001L	Delta Air Lines 1181	B738 ; Stage 3	No Penalty
8/23/2014	2330L	United States Navy 375	GLF5 ; Stage 3	No Penalty
9/01/2014	2331L	US Airways 670	A321 ; Stage 3	\$2,000
9/03/2014	0006L	Spirit Airlines 245	A319 ; 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 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	100% complete
Phase 7, Group 7	50	90% complete
Phase 7, Group 8	35	90% complete
Phase 7, Group 9	44	80% complete
Phase 7, Group 10	50	80% complete
Phase 7, Group 11	32	80% complete
Phase 7, Group 12	38	60% complete
Phase 8, Group 1	36	40% complete
Phase 8, Group 2	33	40% complete
Phase 8, Groups 3 & 4	58	30% complete
Phase 8, Groups 5 & 6	74	20% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the July 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 = 0.609 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:

6,458 ** (QHP Insulated units = 3,072)

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

15,994 ** (QHP Insulated = 7,177)

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): 800

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

50,610

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

40,954

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:

5,419

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

4,134

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

103

Form DOA 618, 11/21/89

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

AIRCRAFT NOISE MONITORING SYSTEM

Noise Monitoring Locations_____B1

Noise System Thresholds_____B2

CNEL Log for July 2014_____B3

CNEL Log for August 2014_____B4

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

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

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

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

APPENDIX B2

REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS

In effect from July 1, 2014 to September 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
July 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	70.7	65.4	58.8	*	68.2	74.1	65.5	62.7	71.2	59.8	62.7
2	70.5	65.3	59.4	*	68.6	74.6	66.4	62.7	71.4	60.5	63.5
3	71.6	66.4	60.2	*	70.0	75.5	66.8	63.1	72.1	61.0	64.3
4	66.8	62.4	57.8	*	66.6	73.6	64.8	60.8	70.4	59.4	63.8
5	68.8	64.1	55.4	62.7	67.2	73.8	65.5	61.4	70.6	59.0	62.6
6	69.3	65.1	57.8	64.5	68.1	74.7	66.4	62.5	71.3	60.2	63.4
7	69.6	65.1	57.3	64.8	68.2	75.1	66.5	63.1	71.6	60.7	65.5
8	70.5	66.2	59.6	65.7	68.7	75.0	67.0	62.9	71.9	61.2	64.4
9	71.2	66.6	58.6	65.7	69.2	75.2	66.7	63.4	71.8	61.2	63.7
10	71.0	65.7	60.2	65.6	68.7	74.6	65.8	63.4	71.8	61.4	64.7
11	71.2	66.4	62.9	66.1	69.0	74.7	65.8	63.3	71.0	61.4	64.1
12	69.8	64.6	60.4	63.4	67.4	74.2	64.7	61.9	70.9	59.8	63.6
13	70.2	65.4	59.7	*	68.5	75.1	67.1	62.7	71.4	60.2	63.6
14	70.1	65.5	57.9	*	68.8	74.9	66.9	62.9	71.9	61.5	64.7
15	70.9	66.3	59.6	*	68.7	75.1	66.5	63.2	71.7	60.9	63.6
16	71.3	66.5	60.7	*	69.4	75.1	67.1	63.5	71.8	62.2	64.8
17	71.4	66.4	62.1	60.4	66.3	74.2	66.6	63.0	71.1	61.4	64.3
18	71.4	66.4	61.2	65.7	65.7	75.1	64.6	63.3	71.8	61.7	64.6
19	74.2	65.2	61.9	64.8	66.4	74.6	66.2	62.3	71.1	59.6	63.7
20	73.4	65.8	63.1	65.5	67.8	75.0	66.9	63.1	71.8	60.8	64.3
21	71.2	66.0	61.8	65.7	68.7	75.2	65.3	63.2	71.7	61.2	65.4
22	70.7	66.0	61.7	65.3	69.2	75.0	65.9	63.0	71.7	59.8	64.0
23	70.5	65.9	59.8	65.7	69.4	75.0	65.4	63.4	71.4	60.4	63.7
24	70.7	65.6	58.1	66.4	68.9	75.4	67.4	62.8	71.8	59.7	63.3
25	71.0	65.8	59.6	63.1	68.8	75.5	67.0	62.8	72.4	61.1	64.8
26	69.3	64.5	59.6	*	68.2	75.5	66.8	62.1	71.6	60.5	63.9
27	69.3	65.2	58.7	*	68.6	75.3	66.6	62.7	72.0	60.5	63.7
28	69.7	65.4	59.6	*	68.6	75.4	67.3	62.6	72.1	58.8	63.4
29	69.5	65.5	59.0	63.8	68.8	74.6	66.4	62.2	71.3	60.4	63.5
30	70.8	66.3	58.6	65.9	68.9	75.4	67.1	62.8	72.1	61.2	64.1
31	70.4	65.6	63.1	65.1	68.3	75.0	66.2	62.6	71.5	60.9	63.7
Month	70.7	65.6	60.2	63.1	68.4	74.9	66.4	62.8	71.6	60.7	64.0

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
July 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	62.2	63.6	64.2	59.2	60.6	60.1	57.7	62.4	62.6	62.3	61.5	62.8
2	63.3	63.5	64.0	59.8	60.7	60.9	58.5	63.3	63.2	63.3	61.5	62.4
3	65.3	64.4	65.2	58.7	60.8	60.9	57.9	64.0	63.0	64.2	61.8	63.4
4	60.6	60.6	61.0	53.9	60.2	59.0	55.7	60.9	62.7	61.6	60.7	58.9
5	61.6	62.0	62.8	56.0	59.0	59.8	58.6	60.6	59.8	62.0	*	60.3
6	62.5	62.9	64.0	55.8	58.7	60.9	57.8	60.5	60.6	62.9	*	61.1
7	63.3	63.0	63.7	56.8	60.4	60.9	58.8	62.5	60.2	63.6	*	61.9
8	63.8	64.5	64.6	58.3	61.9	61.2	58.6	61.7	61.3	64.4	*	62.9
9	65.1	64.7	65.0	58.0	61.4	61.4	58.1	59.5	60.7	63.5	*	63.2
10	64.4	63.7	64.7	58.5	58.9	61.8	59.1	64.0	60.3	64.3	*	63.1
11	63.4	64.2	65.1	57.9	58.8	61.4	59.3	64.2	60.5	63.9	*	63.6
12	62.8	62.6	63.5	56.2	56.9	60.9	58.1	63.3	60.4	63.0	*	61.8
13	63.7	63.6	64.2	57.8	61.4	60.9	57.5	63.6	61.5	63.2	*	61.6
14	65.2	63.8	64.0	58.9	61.9	60.9	56.3	63.4	59.8	63.6	*	62.1
15	63.6	64.4	65.1	*	61.1	60.6	56.5	63.1	*	63.5	*	62.3
16	65.0	64.5	65.2	60.3	60.8	62.2	59.6	64.6	60.4	64.3	*	64.2
17	64.3	63.9	65.1	59.3	60.3	61.5	58.8	64.5	60.4	64.0	*	63.0
18	64.2	64.3	65.2	57.6	56.6	62.0	59.0	64.7	63.0	64.2	*	63.3
19	63.3	63.0	63.8	57.8	59.4	61.2	58.2	63.7	58.7	63.2	*	61.8
20	64.5	63.6	64.6	60.4	61.1	61.4	58.9	64.4	61.9	63.8	*	62.5
21	64.1	63.7	65.0	57.9	56.9	62.1	59.3	64.5	60.1	63.9	*	63.8
22	63.9	64.5	64.9	57.8	57.0	62.1	58.9	64.2	59.7	63.7	*	63.3
23	62.9	63.7	64.8	57.9	57.7	61.8	59.0	63.9	60.3	63.2	*	63.2
24	63.5	63.9	64.3	58.2	61.1	60.5	56.9	63.0	63.4	63.5	*	62.6
25	63.7	64.0	64.1	57.7	61.5	61.3	58.9	64.2	63.8	64.3	*	63.0
26	62.6	63.0	63.1	56.9	61.8	60.1	56.8	63.9	63.8	63.4	*	61.7
27	63.4	63.4	63.8	56.6	60.0	61.0	57.9	63.7	61.0	63.2	*	62.3
28	62.5	63.6	64.1	57.5	61.2	61.0	58.2	62.3	57.3	63.0	*	62.9
29	61.8	63.5	64.3	56.5	58.5	60.5	57.5	63.6	59.1	63.1	*	62.2
30	62.8	63.9	64.7	57.5	59.5	61.3	58.5	64.0	60.5	63.9	*	63.0
31	62.7	63.8	64.3	57.9	60.1	60.9	58.2	63.6	60.4	64.1	*	62.5
Month	63.5	63.7	64.3	58.0	60.1	61.1	58.3	63.4	61.3	63.5	61.4	62.6

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
August 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	70.9	65.9	59.7	65.4	67.8	74.8	66.4	62.2	71.5	60.2	64.1
2	70.0	65.3	59.8	65.5	67.6	74.9	65.7	61.3	71.6	59.2	63.5
3	68.7	65.2	58.4	63.8	67.4	75.2	65.0	61.6	71.8	60.5	63.6
4	69.5	65.0	59.8	*	69.0	75.4	67.3	62.3	72.1	60.5	64.4
5	70.7	62.1	60.1	*	69.1	74.7	65.3	63.3	71.1	61.5	64.2
6	71.0	62.5	61.9	*	69.2	74.7	66.8	63.1	71.5	61.7	64.1
7	70.4	56.2	60.0	64.0	69.1	75.0	66.3	62.9	71.7	61.1	64.4
8	71.1	66.0	62.0	65.8	68.5	75.3	67.1	63.0	72.0	61.1	64.2
9	69.8	65.3	59.7	64.9	68.2	74.9	67.2	62.3	71.5	60.1	63.7
10	70.0	65.3	58.4	65.6	68.1	73.9	64.9	62.0	71.5	59.9	64.3
11	70.0	65.2	60.1	65.0	68.7	75.1	66.3	62.6	71.8	61.1	64.5
12	70.1	65.5	60.7	65.0	68.8	74.8	66.9	62.7	71.5	60.6	63.3
13	70.3	65.6	61.1	65.2	69.2	75.1	67.2	63.0	72.5	60.9	63.6
14	70.3	65.2	59.7	65.0	67.4	74.5	66.3	62.2	71.9	60.6	63.5
15	69.5	64.5	60.9	64.9	67.0	75.3	65.4	62.2	71.5	60.4	63.6
16	69.3	64.7	59.5	64.0	67.4	74.3	64.7	61.4	70.4	58.8	61.6
17	68.4	64.5	59.5	64.0	68.0	74.7	65.7	61.8	70.9	59.5	62.6
18	69.8	65.4	58.5	64.8	68.8	74.8	66.4	62.9	71.7	60.4	64.0
19	69.1	64.8	59.4	64.3	68.2	74.2	67.0	62.3	70.9	60.9	63.6
20	70.1	65.3	60.4	65.2	68.4	74.1	66.7	62.1	70.8	60.5	63.9
21	70.3	65.4	61.3	65.3	68.6	74.0	66.1	62.4	70.6	61.1	64.1
22	70.3	65.3	60.1	65.1	68.4	75.1	66.7	62.2	71.6	60.3	63.8
23	68.7	63.6	59.6	63.4	66.5	73.3	63.5	60.8	69.7	59.2	62.5
24	69.2	64.5	61.8	64.0	68.5	74.3	64.1	62.1	71.0	60.2	63.5
25	69.6	64.8	61.5	64.6	68.3	74.5	65.4	62.4	71.1	61.1	64.3
26	69.3	64.2	60.8	64.1	68.0	73.8	64.8	61.6	70.6	60.4	63.3
27	69.0	64.0	60.6	64.0	68.2	74.4	63.4	61.4	70.9	59.9	62.9
28	69.2	65.2	60.3	65.3	68.5	74.4	66.2	61.8	70.6	59.5	62.5
29	70.4	65.2	60.9	65.0	68.2	74.7	67.8	62.3	71.1	60.3	63.4
30	67.4	62.9	57.9	62.5	66.3	72.6	65.0	59.9	69.4	57.8	61.1
31	67.7	62.8	56.1	62.9	66.1	73.0	64.8	59.6	69.5	57.3	61.0
Month	69.8	64.7	60.2	64.2	68.2	74.6	66.0	62.1	71.2	60.3	63.5

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
August 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	63.8	63.9	64.4	56.8	59.6	61.0	57.7	63.9	61.7	63.5	60.8	62.8
2	60.8	62.8	64.1	50.2	58.3	60.4	56.7	63.6	60.8	62.8	53.2	59.5
3	64.2	63.2	63.9	56.1	60.1	60.1	57.2	63.7	61.1	63.0	57.7	61.6
4	63.9	63.0	63.8	59.0	59.9	61.5	59.0	64.5	59.1	63.6	61.6	63.0
5	62.9	63.7	64.8	59.1	58.1	61.3	58.7	64.1	61.2	64.1	60.3	62.9
6	63.2	64.1	64.8	58.5	57.7	62.1	60.0	64.3	61.8	63.7	60.6	63.1
7	63.7	63.8	64.6	58.5	59.3	61.5	59.7	64.6	61.1	64.1	61.4	63.1
8	63.4	64.3	65.2	58.5	59.6	61.3	58.9	64.2	60.6	63.9	61.3	63.0
9	65.6	63.4	63.6	56.9	59.9	60.9	57.8	63.7	60.8	63.2	60.8	62.3
10	66.5	63.0	63.9	57.8	58.3	61.0	58.3	64.4	61.7	63.4	60.7	62.0
11	65.8	63.1	63.8	57.4	58.4	61.4	58.6	64.2	62.7	63.5	60.9	61.9
12	65.1	63.3	64.2	58.2	59.8	61.1	58.3	63.1	61.0	63.1	60.3	62.2
13	66.3	63.5	64.3	59.4	59.8	62.1	59.4	63.4	61.7	63.4	62.7	62.5
14	64.9	63.2	64.0	57.2	58.2	61.0	57.7	63.5	59.9	63.2	59.7	62.1
15	66.1	62.2	63.3	56.8	56.5	61.0	58.9	63.7	60.7	63.0	62.7	61.2
16	64.4	62.5	63.4	56.3	55.8	60.0	56.8	61.8	60.0	61.0	59.1	60.8
17	64.4	62.5	63.0	56.5	57.6	60.4	56.8	62.6	59.8	62.2	59.5	60.9
18	65.3	64.0	63.7	58.4	61.6	60.8	58.2	64.1	60.0	63.7	59.4	64.4
19	64.8	63.1	63.3	57.8	62.1	60.2	58.0	63.7	60.4	63.6	58.5	61.7
20	64.9	63.3	64.0	58.0	59.9	60.7	58.0	64.3	59.2	63.4	60.1	62.2
21	64.7	63.4	64.1	58.7	59.0	60.7	57.8	63.8	60.5	63.8	59.8	62.3
22	65.3	63.2	64.1	57.1	58.0	60.5	57.5	63.9	60.5	63.6	61.0	61.8
23	63.7	61.4	62.3	55.0	57.0	59.5	56.0	62.7	60.7	62.4	58.4	60.4
24	64.6	62.4	63.4	55.2	55.9	60.6	57.3	63.5	61.1	63.0	59.0	61.3
25	65.3	62.4	64.1	56.3	56.5	60.9	58.6	64.2	60.8	63.8	60.9	61.4
26	64.3	62.2	63.2	57.7	56.5	60.2	57.4	63.3	59.4	63.0	59.4	61.3
27	64.6	62.0	63.2	56.1	57.6	60.3	58.0	63.2	58.9	62.5	60.3	60.7
28	64.3	62.9	64.0	58.3	59.1	60.6	57.5	63.0	58.9	62.3	59.9	61.7
29	64.3	63.3	63.8	59.9	61.3	60.5	56.9	63.0	59.6	63.3	59.9	62.0
30	62.3	61.4	61.3	54.3	59.3	58.0	53.6	60.9	58.1	60.8	57.4	60.7
31	63.2	60.8	61.6	52.6	58.2	57.5	54.8	60.8	59.4	60.2	57.4	59.1
Month	64.6	63.0	63.8	57.4	59.0	60.7	57.9	63.6	60.5	63.1	60.1	61.9

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
September 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	64.0	57.0	65.7	67.3	74.5	66.9	61.5	70.8	59.9	63.1
2	69.0	64.2	57.9	63.7	67.0	74.1	66.4	61.4	71.2	60.3	63.8
3	69.6	64.7	58.7	64.2	67.9	72.9	65.6	61.7	69.8	59.7	62.6
4	70.0	64.8	60.8	64.4	67.1	73.3	65.4	62.0	70.0	59.8	62.8
5	69.5	64.5	61.1	64.1	67.2	73.2	64.6	61.7	70.2	60.0	62.8
6	67.8	62.9	59.0	62.8	66.1	72.3	62.6	59.5	68.9	57.4	61.2
7	67.9	63.9	54.5	63.9	66.8	73.6	66.6	60.7	70.1	58.4	61.9
8	67.8	63.5	57.4	63.6	66.9	73.7	66.0	61.2	70.2	59.5	62.3
9	68.5	63.9	57.7	63.7	66.9	72.6	65.2	60.7	69.7	59.2	62.1
10	69.2	64.2	59.3	65.7	67.3	73.0	65.4	61.0	69.7	59.5	61.9
11	68.8	64.1	59.4	64.1	66.8	73.3	65.4	60.6	70.0	59.1	62.0
12	69.4	64.7	61.0	64.0	66.3	74.1	64.0	*	70.4	58.8	62.0
13	67.5	62.8	59.7	62.4	65.2	72.4	63.0	*	68.8	57.3	60.4
14	67.5	64.0	57.0	63.3	67.2	73.6	65.0	*	70.0	57.9	61.9
15	67.4	63.5	57.9	63.3	67.2	73.8	66.5	*	70.6	58.8	62.4
16	68.1	63.4	57.8	64.5	66.9	73.1	64.9	*	69.8	58.5	61.7
17	69.0	64.4	59.3	63.9	67.7	73.9	66.2	*	70.5	59.2	62.2
18	69.9	65.2	60.0	64.6	68.3	74.2	66.4	*	70.8	60.2	63.4
19	70.1	65.4	61.8	65.1	68.7	74.3	66.9	*	71.1	60.6	63.7
20	68.2	63.5	58.7	62.6	66.7	72.6	65.6	*	69.1	59.4	61.8
21	69.3	64.7	60.2	64.1	68.5	74.4	66.4	*	71.0	60.5	64.1
22	69.1	64.1	60.5	64.0	68.3	74.2	67.4	*	70.9	61.1	63.7
23	69.3	64.1	59.5	64.0	67.9	73.1	65.1	58.1	69.6	59.9	62.2
24	68.9	64.3	58.7	64.1	67.4	74.0	65.2	*	70.2	59.4	62.2
25	69.1	64.4	61.0	64.2	67.9	73.8	66.3	61.3	70.0	59.4	62.4
26	70.1	65.4	60.3	64.8	67.7	73.3	65.8	*	70.0	60.1	63.0
27	68.4	64.1	58.2	63.4	66.4	72.2	64.9	*	68.7	58.7	61.7
28	69.3	64.8	58.1	64.8	67.8	73.8	66.9	*	70.3	60.1	63.0
29	69.9	65.5	62.3	64.6	68.6	73.9	69.8	*	70.6	61.0	63.3
30	69.1	64.9	59.2	64.4	67.6	73.4	68.4	*	70.2	59.6	62.6
Month	68.9	64.3	59.4	64.1	67.4	73.5	66.1	61.0	70.2	59.5	62.5

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
September 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	64.0	62.5	62.6	56.6	62.4	59.4	55.9	63.0	61.8	62.9	57.4	60.8
2	65.0	62.5	62.9	54.7	61.1	60.2	57.5	63.6	61.0	62.9	59.5	61.3
3	64.4	62.6	63.5	57.1	59.3	60.0	57.7	62.7	59.7	62.3	61.3	61.5
4	64.4	62.9	63.5	56.3	57.7	60.1	57.5	62.9	58.9	62.3	59.5	62.4
5	64.4	62.4	63.9	56.1	56.6	60.1	57.6	62.7	60.0	62.5	60.2	61.4
6	63.4	60.7	61.9	54.4	52.1	58.7	56.3	61.3	60.8	60.3	58.4	59.4
7	63.9	62.1	62.6	58.4	59.8	59.0	55.7	61.9	59.6	61.4	58.5	60.5
8	63.8	61.6	62.1	53.8	58.7	58.9	56.0	62.6	60.9	62.2	58.6	59.6
9	64.0	62.1	62.4	56.3	59.5	59.4	57.0	62.1	58.6	61.7	59.4	60.7
10	63.6	62.4	63.0	57.5	58.1	59.2	57.2	61.9	58.2	61.6	59.1	61.2
11	64.2	62.4	63.0	56.7	58.6	59.5	56.6	62.2	58.8	61.3	60.3	61.1
12	63.9	62.8	63.4	56.9	60.1	59.8	56.7	62.9	60.0	61.3	59.3	61.5
13	62.8	60.6	62.0	52.8	53.2	58.5	56.3	60.5	55.3	59.9	57.0	59.3
14	63.7	61.5	62.8	54.1	57.5	59.0	55.4	62.0	59.3	61.2	58.8	59.8
15	64.1	61.5	62.3	58.0	60.9	59.3	55.9	62.6	60.0	61.7	59.1	60.2
16	63.3	61.2	62.0	57.3	57.7	59.0	55.6	61.8	59.9	61.4	59.9	59.9
17	64.1	62.3	63.2	58.9	59.9	60.0	56.5	62.5	59.4	61.9	59.3	61.2
18	64.6	63.1	63.7	59.0	59.7	60.8	57.7	63.2	61.9	63.1	60.0	62.0
19	65.2	63.2	64.0	59.7	60.3	60.9	58.1	63.9	60.1	63.4	60.5	62.2
20	63.7	61.3	62.1	56.5	59.8	58.6	56.1	62.3	59.0	61.8	58.3	59.9
21	65.0	62.4	63.5	56.7	57.4	60.7	60.5	64.6	58.8	63.9	59.4	61.3
22	64.9	62.1	63.1	56.8	58.4	60.9	59.1	63.7	59.6	63.9	60.8	61.0
23	64.0	62.0	63.1	54.1	56.8	59.3	56.8	62.1	58.0	62.1	59.1	61.0
24	64.1	61.8	63.1	54.6	56.0	60.2	57.3	62.2	59.7	61.8	59.3	60.6
25	63.5	62.2	63.3	58.6	59.3	60.4	57.0	62.4	60.1	62.1	59.7	61.1
26	64.5	63.4	63.9	58.2	59.2	59.8	57.4	62.8	59.6	62.9	57.6	62.3
27	63.0	62.5	62.5	55.5	60.1	58.6	56.1	61.8	60.4	61.9	57.5	60.7
28	64.3	63.2	63.4	58.1	62.2	60.0	57.4	59.5	60.8	63.0	59.2	61.4
29	64.9	63.2	64.1	56.2	63.9	60.7	58.3	63.3	59.4	63.1	60.5	62.6
30	64.5	63.1	63.3	58.1	61.9	60.0	58.1	62.7	59.9	62.3	61.6	61.8
Month	64.1	62.3	63.1	56.9	59.6	59.8	57.2	62.6	59.7	62.2	59.4	61.1

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, Third Quarter 2014 _____ C1

Commercial Flight Operations Mix, July 2014 _____ C2

Commercial Flight Operations Mix, August 2014 _____ C3

Commercial Flight Operations Mix, September 2014 _____ C4

Curfew Violation Summary, 1989 --- Present _____ C5

APPENDIX C1

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- THIRD QUARTER 2014

12/5/2014 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			53	106	
A310																											0	0
A318																											0	0
A319	92						179	181							311		234	13	321	68						1399	2798	
A320							274	171			361				156		636	227	107	8						1940	3880	
A321																		667								667	1334	
A330+									92																	92	184	
B712																											0	0
B71Q																									2	2	4	
B72Q																									1	1	2	
B733														1772												1772	3544	
B734		207																							2	209	418	
B735														4												4	8	
B736																											0	0
B737		66												5431		76	44				40				2	5659	11318	
B738		1095		820			407							1270		8	449				25				1	4075	8150	
B739		302					361										580									1243	2486	
B747+																									1	1	2	
B752			1	263			262										294	7					64	1	2	894	1788	
B753							84										2									86	172	
B762																						63				63	126	
B763							99															1	177	92		369	738	
B764																											0	0
B777+						92																				92	184	
B787+										93																	93	186
CRJ2													1010													1010	2020	
CRJ7													471													471	942	
CRJ9													183													183	366	
DC87																											0	0
ERJ+																											0	0
E170/90							321																		2	323	646	
MD10																							15			15	30	
MD11																							2		1	3	6	
MD80+			12	361																					27	400	800	
MD90							180																				180	360
TOTALS	92	1670	13	1444	0	92	2167	352	92	93	361	0	1664	8477	467	84	2239	914	428	76	65	64	311	93	41	21299	42598	
B190																											0	0
BE99																							69				69	138
C208												158											219				377	754
DH8D		348																									348	696
E120													935														935	1870
PA31																											0	0
SW3/4																											0	0
TOTALS	92	2018	13	1444	0	92	2167	352	92	93	361	158	2599	8477	467	84	2239	914	428	76	65	133	530	155	41	1791	3582	

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, 2 MIL C130, 1 GOV T154

APPENDIX C2

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

12/5/2014 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						59	64							122		106	1	114	35						532	1064		
A320							85	56			122				35		215	100	32	2						647	1294		
A321																		232								232	464		
A330+									31																	31	62		
B712																											0	0	
B71Q																											0	0	
B72Q																											0	0	
B733														720													720	1440	
B734		59																							1	60	120		
B735														3												3	6		
B736																											0	0	
B737		29												1867		31	12					12			2	1953	3906		
B738		439		277			134						388		1	135						9		1	1384	2768			
B739		82					149										218									449	898		
B747+																											0	0	
B752				85			61										133	3					22	1		305	610		
B753							28																				28	56	
B762																						22				22	44		
B763							34																62	32		128	256		
B764																											0	0	
B777+						31																					31	62	
B787+										31																	31	62	
CRJ2													332														332	664	
CRJ7													192														192	384	
CRJ9													41														41	82	
DC87																											0	0	
ERJ+																											0	0	
E170/90							157																				157	314	
MD10																							4				4	8	
MD11																							2				2	4	
MD80+			9	153																					11	173	346		
MD90							89																				89	178	
TOTALS	31	609	9	515	0	31	796	120	31	31	122	0	565	2978	157	32	819	336	146	37	21	22	109	33	15	7565	15130		
B190																												0	0
BE99																						23					23	46	
C208												55											72				127	254	
DH8D		113																									113	226	
E120													329														329	658	
PA31																											0	0	
SW3/4																									22		22	44	
TOTALS	31	722	9	515	0	31	796	120	31	31	122	55	894	2978	157	32	819	336	146	37	21	45	181	55	15	8179	16358		

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

Other / Non-Transport Category =

APPENDIX C3

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

12/5/2014 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																							17			17	34	
A310																											0	0
A318																											0	0
A319	31						75	60							124		76	4	107	23						500	1000	
A320							99	57			124				31		228	100	35	5						679	1358	
A321																		219								219	438	
A330+									31																1	32	64	
B712																										0	0	
B71Q																									1	1	2	
B72Q																										0	0	
B733														569												569	1138	
B734		59																								59	118	
B735																										0	0	
B736																										0	0	
B737		20												1827	28	16						16				1907	3814	
B738		363		280			203							427	6	159						7				1445	2890	
B739		143					150									175										468	936	
B747+																										0	0	
B752				89			28									101	2						22	2	244	488		
B753							29									2										31	62	
B762																						20				20	40	
B763							32															1	60	29		122	244	
B764																										0	0	
B777+						31																				31	62	
B787+										32																	32	64
CRJ2													343													343	686	
CRJ7													165													165	330	
CRJ9													57													57	114	
DC87																										0	0	
ERJ+																										0	0	
E170/90							51																			51	102	
MD10																							6			6	12	
MD11																									1	1	2	
MD80+			3	122																					8	133	266	
MD90							88																			88	176	
TOTALS	31	585	3	491	0	31	755	117	31	32	124	0	565	2823	155	34	757	325	142	28	23	21	105	29	13	7220	14440	
B190																											0	0
BE99																							24				24	48
C208												50												76			126	252
DH8D		116																									116	232
E120													318														318	636
PA31																											0	0
SW3/4																									21		21	42
TOTALS	31	701	3	491	0	31	755	117	31	32	124	50	883	2823	155	34	757	325	142	28	23	45	181	50	13	7825	15650	

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 C4

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

12/5/2014 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																							17			17	34	
A310																											0	0
A318																											0	0
A319	30						45	57							65		52	8	100	10						367	734	
A320							90	58			115				90		193	27	40	1						614	1228	
A321																		216								216	432	
A330+									30																	30	60	
B712																											0	0
B71Q																									1	1	2	
B72Q																									1	1	2	
B733														483												483	966	
B734		89																							1	90	180	
B735														1												1	2	
B736																										0	0	
B737		17												1737		17	16					12				1799	3598	
B738		293		263			70							455		1	155					9				1246	2492	
B739		77					62										187									326	652	
B747+																									1	1	2	
B752			1	89			173										60	2					20			345	690	
B753							27																			27	54	
B762																							21			21	42	
B763							33																55	31		119	238	
B764																										0	0	
B777+						30																				30	60	
B787+										30																	30	60
CRJ2													335													335	670	
CRJ7													114													114	228	
CRJ9													85													85	170	
DC87																										0	0	
ERJ+																										0	0	
E170/90							113																		2	115	230	
MD10																							5			5	10	
MD11																										0	0	
MD80+				86																					8	94	188	
MD90							3																			3	6	
TOTALS	30	476	1	438	0	30	616	115	30	30	115	0	534	2676	155	18	663	253	140	11	21	21	97	31	14	6515	13030	
B190																											0	0
BE99																							22				22	44
C208												53											71				124	248
DH8D		119																									119	238
E120													288														288	576
PA31																											0	0
SW3/4																									19	19	38	
TOTALS	30	595	1	438	0	30	616	115	30	30	115	53	822	2676	155	18	663	253	140	11	21	43	168	50	14	7087	14174	

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

Other / Non-Transport Category = 1 GOV T154, 1 MIL C130



Appendix C5

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

1989 - Present

QTR	1989	PENALTY	1990	PENALTY	1991	PENALTY
1ST			America West Southwest Northwest	\$1,000 NP \$1,000	Southwest US Airways United	\$1,000 \$1,000 \$1,000
2ND	Delta TWA US Airways FedEx US Airways	NP NP NP NP NP	Southwest	\$1,000	Alaska America West United	\$1,000 NP NP
3RD	United Continental US Airways US Airways Southwest	NP NP \$1,000 \$3,000 \$1,000	Southwest TWA Delta TWA Southwest	\$1,000 \$1,000 NP NP \$3,000	America West TAESA (C) Southwest	NP NP \$1,000
4TH	US Airways America West Delta Southwest America West Connie Kalitta (C) United	\$1,000 NP \$1,000 \$1,000 \$1,000 NP \$1,000	Alaska Southwest America West Alaska	\$1,000 \$1,000 \$1,000 \$3,000	TWA Sierra Pacific (C)	NP NP
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) Martnair (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	\$1,000	American Eagle	\$1,000	N American (G/A)	\$1,000
	Delta	\$1,000	United	\$1,000	United	\$1,000
	"Super Bowl Flights"	(22) x NP	American	\$1,000	America West	\$1,000
	Western Pacific	\$1,000	American	\$3,000	Southwest	NP
	Air Eagle (GA)	\$1,000	Southwest (Stage 2)	\$1,000	America West	\$3,000
	Exec Flt Mgmt (GA)	\$1,000	Southwest (Stage 2)	\$6,000		
	United	\$1,000				
	Amerflight	\$1,000				
	Southwest	\$1,000				
	Emery	NP				
2ND	Delta	\$1,000	United	\$1,000	Delta	\$1,000
	Delta	NP	TWA	\$1,000	Emery	NP
	American	NP	America West	NP	United	\$1,000
	Alaska	\$1,000	United	\$3,000	America West	\$1,000
	Delta	\$3,000	America West	\$1,000		
	United	NP	America West	\$3,000		
	N226GA (GA)	NP				
3RD	Saudi Arabian (GA)	\$1,000	America West	NP	Ameristar (C)	\$1,000
	United	\$1,000	Delta	\$1,000	United	NP
	American	\$1,000	America West	\$1,000	United	\$1,000
	Southwest	\$1,000	America West	\$3,000	TWA	\$1,000
	Tradewinds (C)	\$1,000	Continental (Stg 2)	\$1,000	United	\$3,000
	United	NP	Southwest	NP	Bonzi Aviation (GA)	\$1,000
	Amer Int'l (C)	\$1,000	American	\$1,000	Midwest Express (C)	\$1,000
	US Airways	NP	Delta	\$3,000		
	Emery (Stage 3%)	\$2,000	TWA	\$1,000		
	Delta	\$1,000	BAX Global	\$1,000		
	America West	\$1,000	US Airways	\$1,000		
	Ameristar (C)	NP	Atlas Air (C)	\$1,000		
	America West	\$3,000				
4TH	Southwest	\$1,000	ACM Aviation (GA)	\$1,000	Aventis (GA)	\$1,000
	Southwest	\$3,000	Delta (Stage 2)	\$1,000	Delta	NP
	Southwest	\$5,000	Amer West (Stg 2)	\$1,000	United	\$1,000
	Miami Air (C)	\$1,000	Miami Air (C)	\$1,000	Delta	NP
	United	\$1,000			Frontier	NP
	Bombardier (GA)	\$1,000			SkyWest	NP
	United	\$3,000			SkyWest	\$1,000
	United	\$5,000			United	\$3,000
	America West	\$1,000			America West	\$1,000
	America West	NP			Champion Air (C)	\$1,000
	Delta	\$1,000				
	US Airways	\$1,000				
	Delta	\$3,000				
	US Airways	\$3,000				
	Alaska	NP				
FINES		\$55,000		\$40,000		\$25,000

QTR	2001	PENALTY	2002	PENALTY	2003	PENALTY
1ST	Delta Aircraft Mngmt (GA) United US Airways FedEx FedEx	\$1,000 NP NP \$1,000 NP NP			N60S (GA) N1823D (GA) N723MM (GA) N42PP (GA) N789SG (GA) N179T (GA) N60TX (GA) N330MC (GA)	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000
2ND	United United Capt G Zinger (GA) World Wide Jet (GA) Reliant Airlines US Airways United	\$1,000 \$3,000 NP \$1,000 NP \$1,000 NP	N642RP (GA) N874RA (GA) Alaska US Airways US Airways XA-TIE (GA)	NP NP \$1,000 \$1,000 \$3,000 \$1,000	Delta US Airways US Airways N57HJ (GA) US Airways	\$1,000 NP \$1,000 \$1,000 \$3,000
3RD	US Airways US Airways United Delta American US Airways US Airways Southwest Delta United	NP NP \$1,000 NP NP \$1,000 \$3,000 NP NP NP	N234SV (GA) Air Castle (GA) N61WH (GA) US Airways Flight Options (GA)	NP NP \$1,000 \$1,000 \$1,000	US Airways Delta US Airways America West Northwest Northwest jetBlue jetBlue Tag Aviation (GA) N800PM (GA) N345MC (GA) NetJets (GA) US Airways	\$1,000 \$1,000 NP \$1,000 \$1,000 \$3,000 NP \$1,000 \$1,000 \$1,000 \$1,000 NP
4TH	N930DC (GA) N3472G (GA) Delta United Reliant Airlines United	\$1,000 \$1,000 \$1,000 NP \$1,000 \$1,000	America West Southwest US Airways Delta	\$1,000 \$1,000 \$1,000 \$1,000	jetBlue N790FH (GA) Delta N802CC (GA) FedEx Cherry Air (C) Delta Southwest (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	\$6,000		
		jetBlue	\$2,000	N888NA (GA)	\$2,000		
US Airways		NP	UPS	NP			
Spirit		\$6,000	United	NP			
American		NP	jetBlue	\$18,000			
Alaska		NP	Delta	NP			
Delta		NP	U S Navy (GA)	NP			
Sun Country		\$2,000	US Airways	\$2,000			
Spirit		\$18,000	Spirit	\$2,000			
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		\$104,000			

AIRCRAFT NOISE COMPLAINTS

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

**Aircraft Noise Complaint Distribution By Neighborhood
San Diego International Airport
Summary of Aircraft Noise Complaints - 2014**

NEIGHBORHOOD	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Bay Park													0
Bonita													0
Chollas Creek													0
Chula Vista		1	1										2
Clairemont						3							3
College Area													0
County of S.D.			1										1
Del Cerro													0
Downtown S.D.	3			1									4
El Cajon													0
Encanto/Lomita								1					1
Famosa	1			1		1							3
Golden Hill	1	1	1	1			1						5
Hillcrest	1												1
La Jolla													0
Lakeside													0
La Mesa								1					1
Lemon Grove													0
Liberty Station							1						1
Loma Portal	2	8	8	2	1	1	5	1	4				32
Middletown	1		1										2
Midway													0
Mission Beach			1										1
Mission Hills													0
Mission Valley								1					1
Mount Hope													0
Mountain View													0
Normal Heights													0
North Park													0
Ocean Beach	5		2	2		1	4	4	1				19
Pacific Beach			1			1	1	1					4
Paradise Hills													0
Point Loma	2	2	2	1	18	5	4	5	4				43
Rolando													0
South Park													0
Spring Valley													0
Talmadge								1					1
University City													0
University Heights													0
Uptown								1					1
TOTAL	16	12	18	8	19	12	16	16	9	0	0	0	126



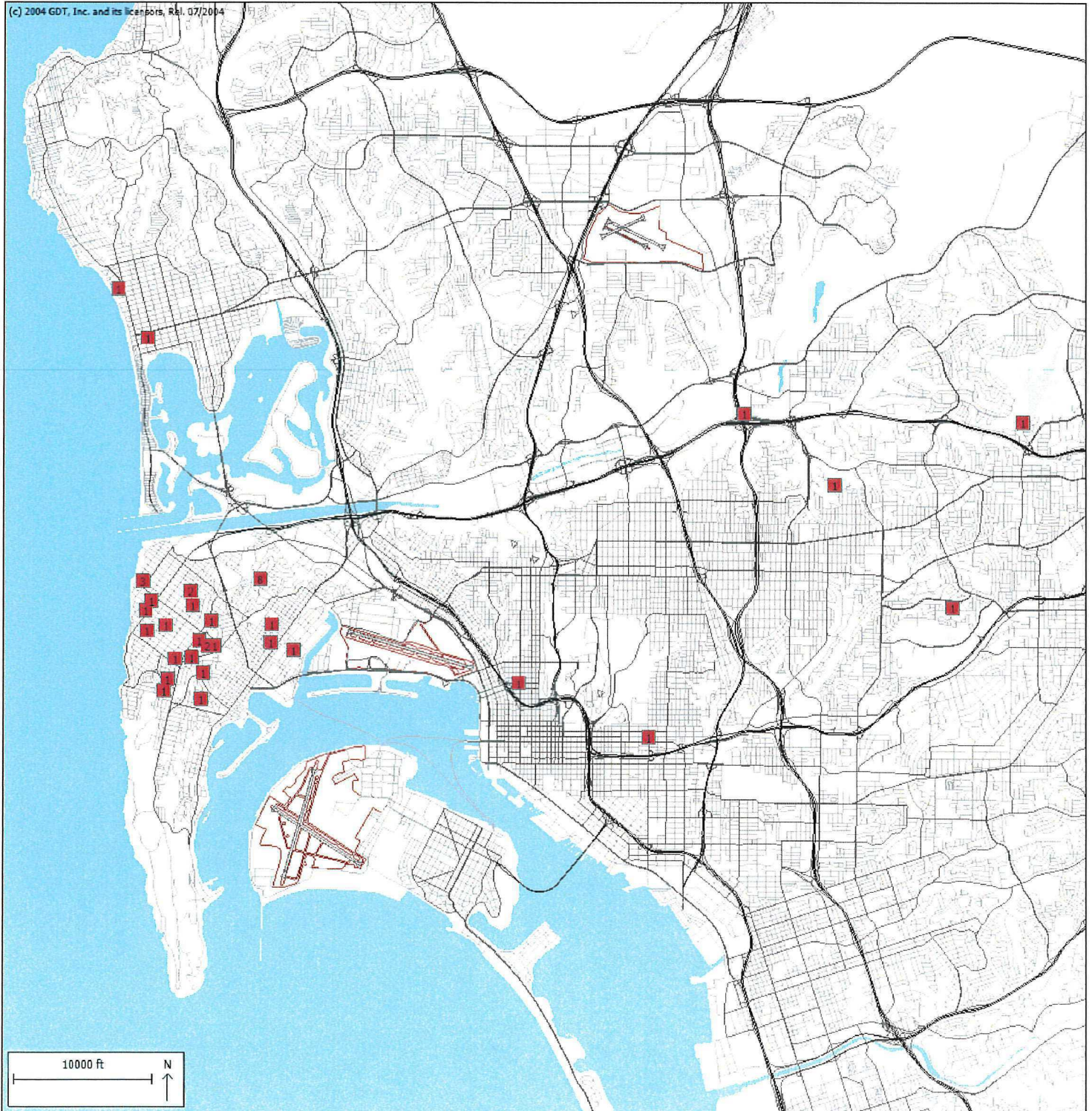
Third Quarter 2014

Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
30 Households; 41 Complaints



SAN DIEGO
INTERNATIONAL
AIRPORT

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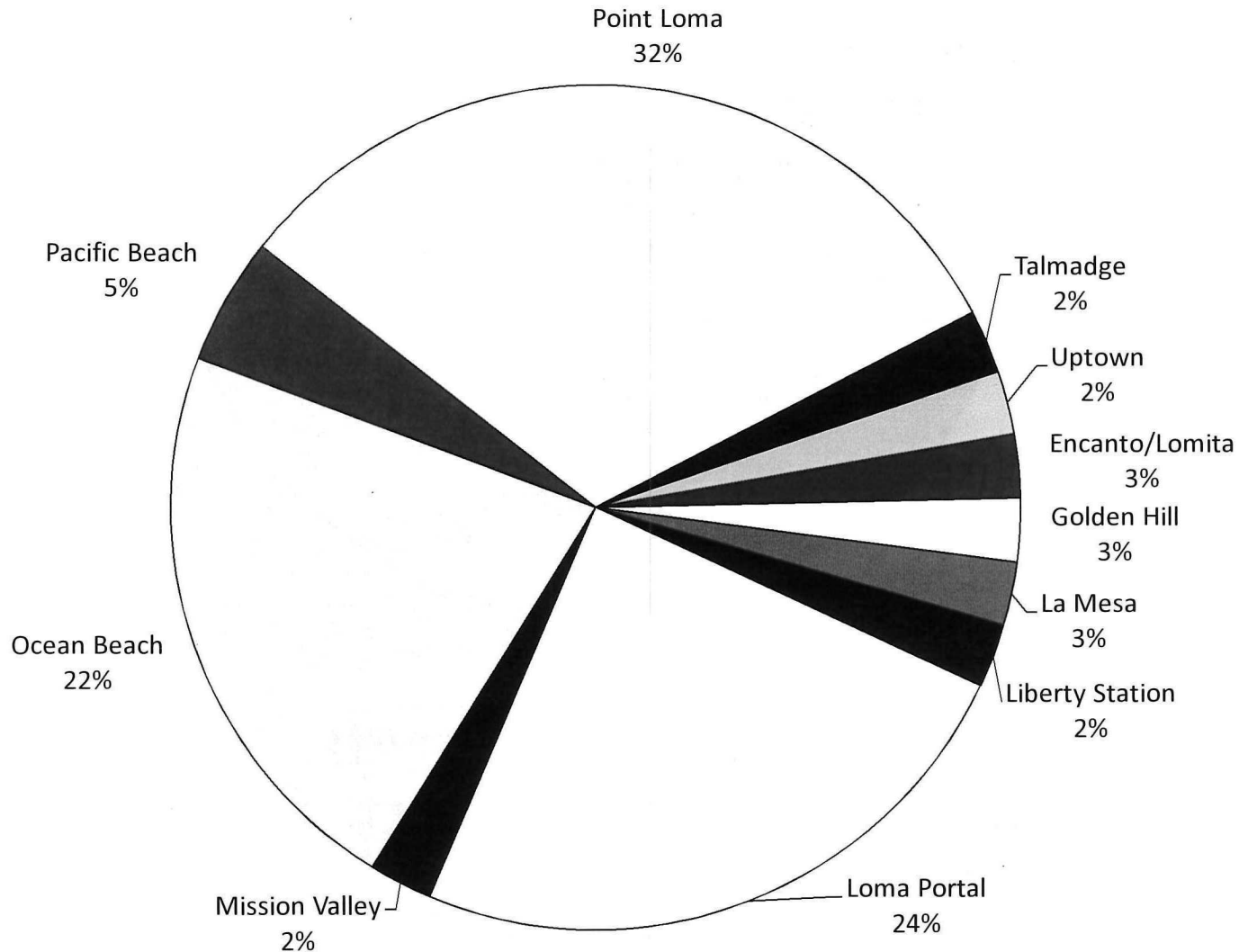
Aircraft Noise Complaint Distribution by Neighborhood



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Third Quarter 2014

TOTAL CALLS: 41



San Diego County Regional Airport Authority

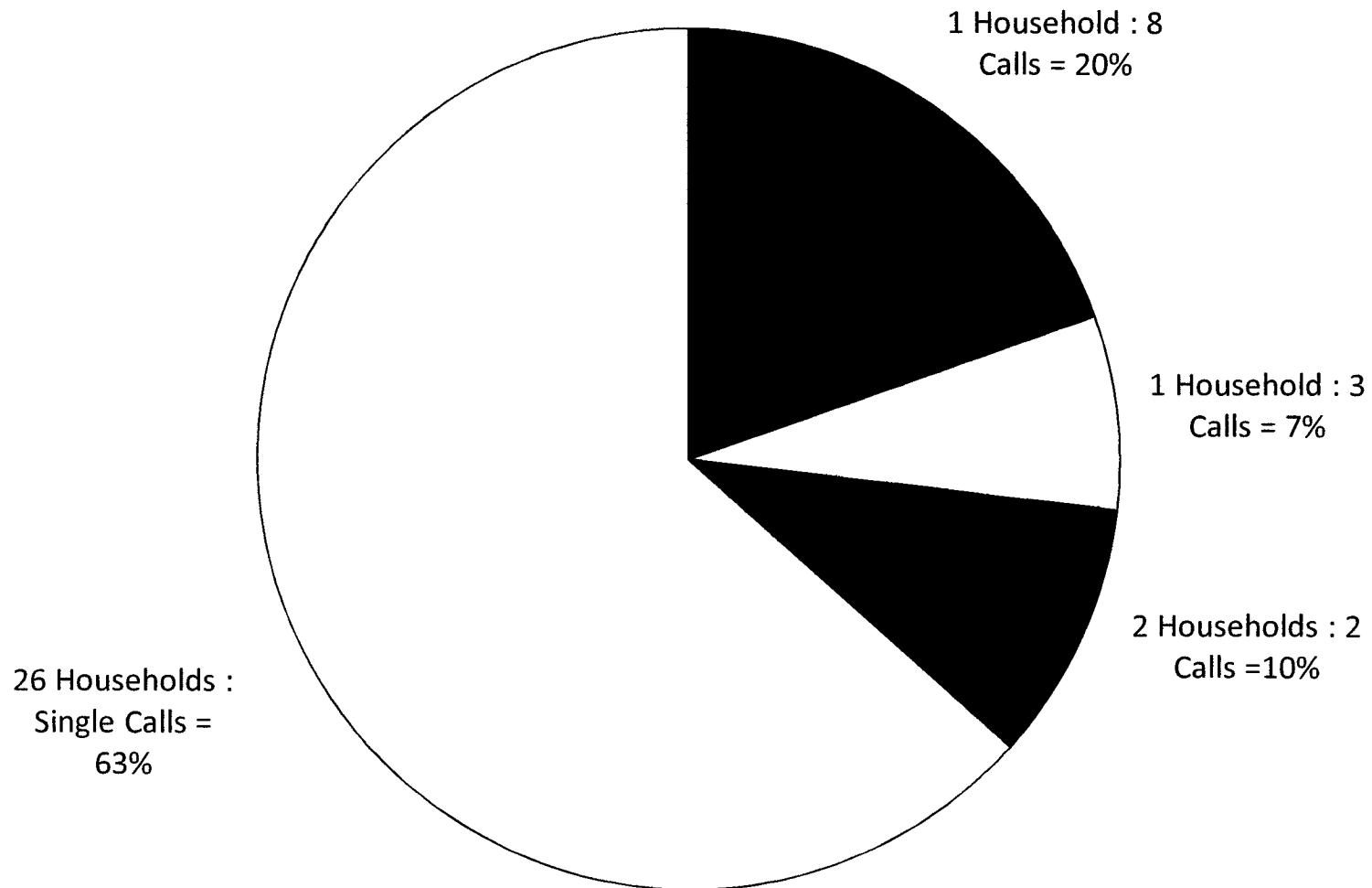
Aircraft Noise Complaint Distribution by Household

Third Quarter 2014



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TOTAL CALLS: 41



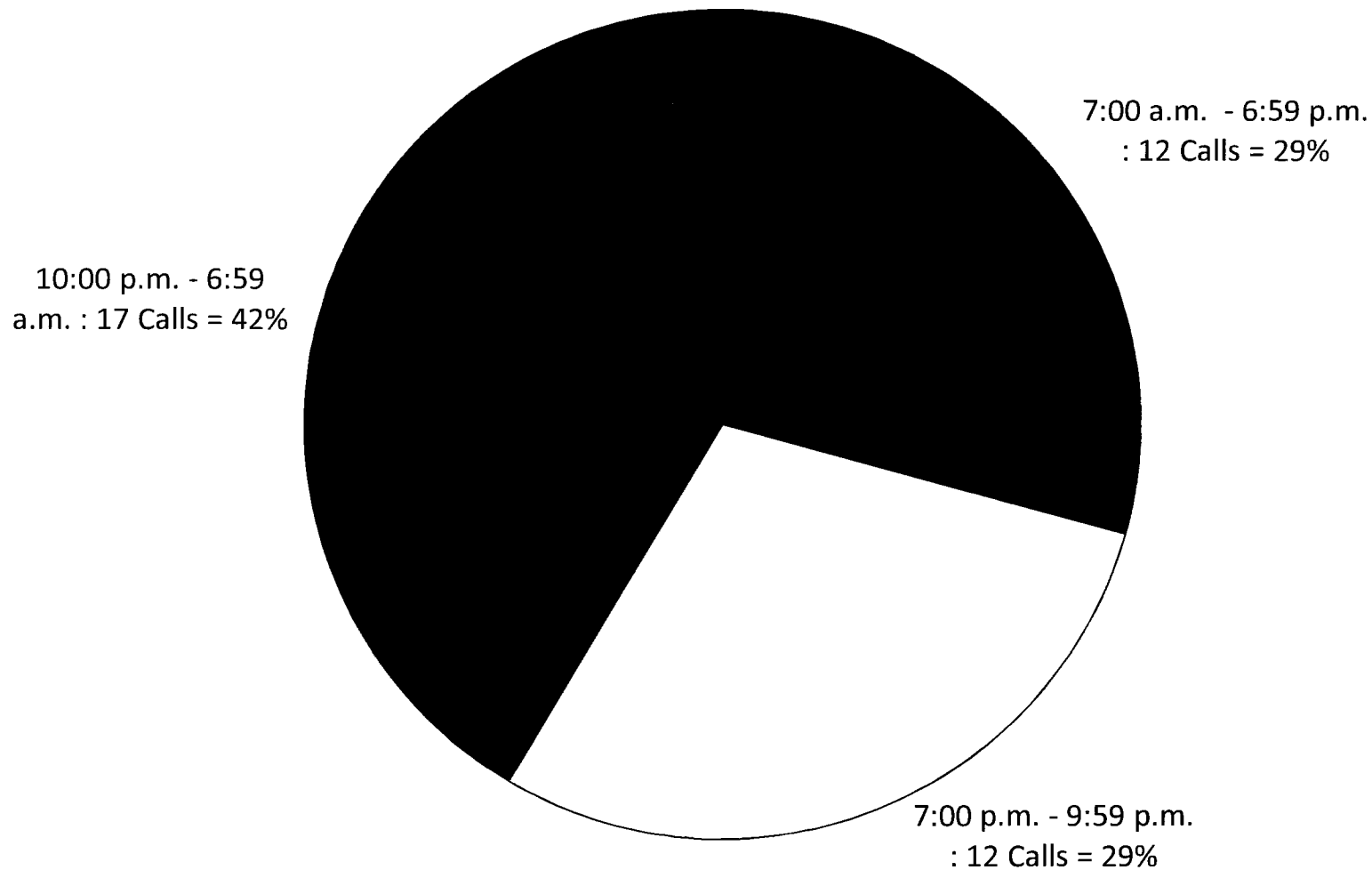
Aircraft Noise Complaint Distribution by Time of Day

Third Quarter 2014



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TOTAL CALLS: 41



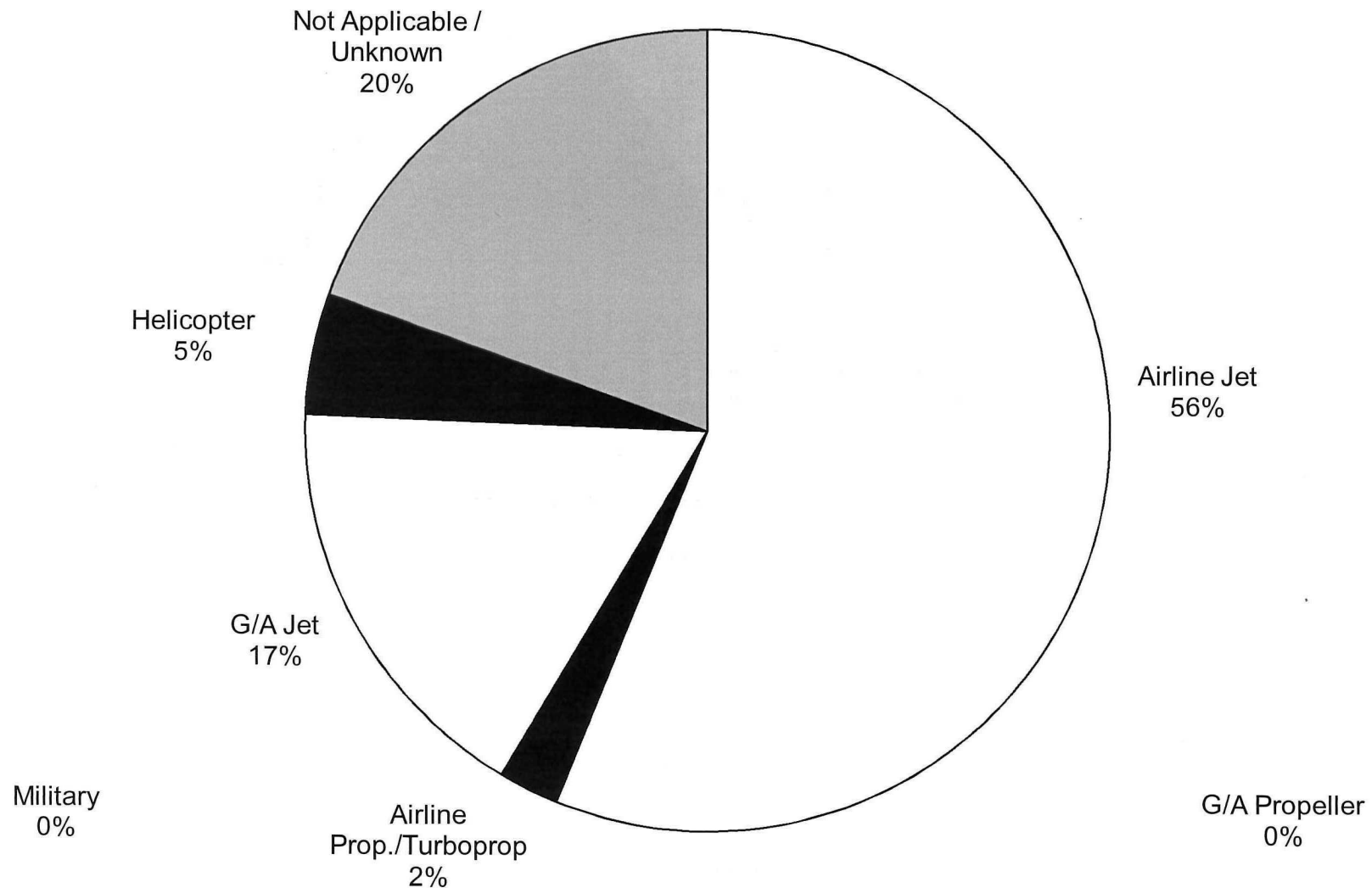
Aircraft Noise Complaint Distribution by Aircraft Type



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Third Quarter 2014

TOTAL CALLS: 41



San Diego County Regional Airport Authority

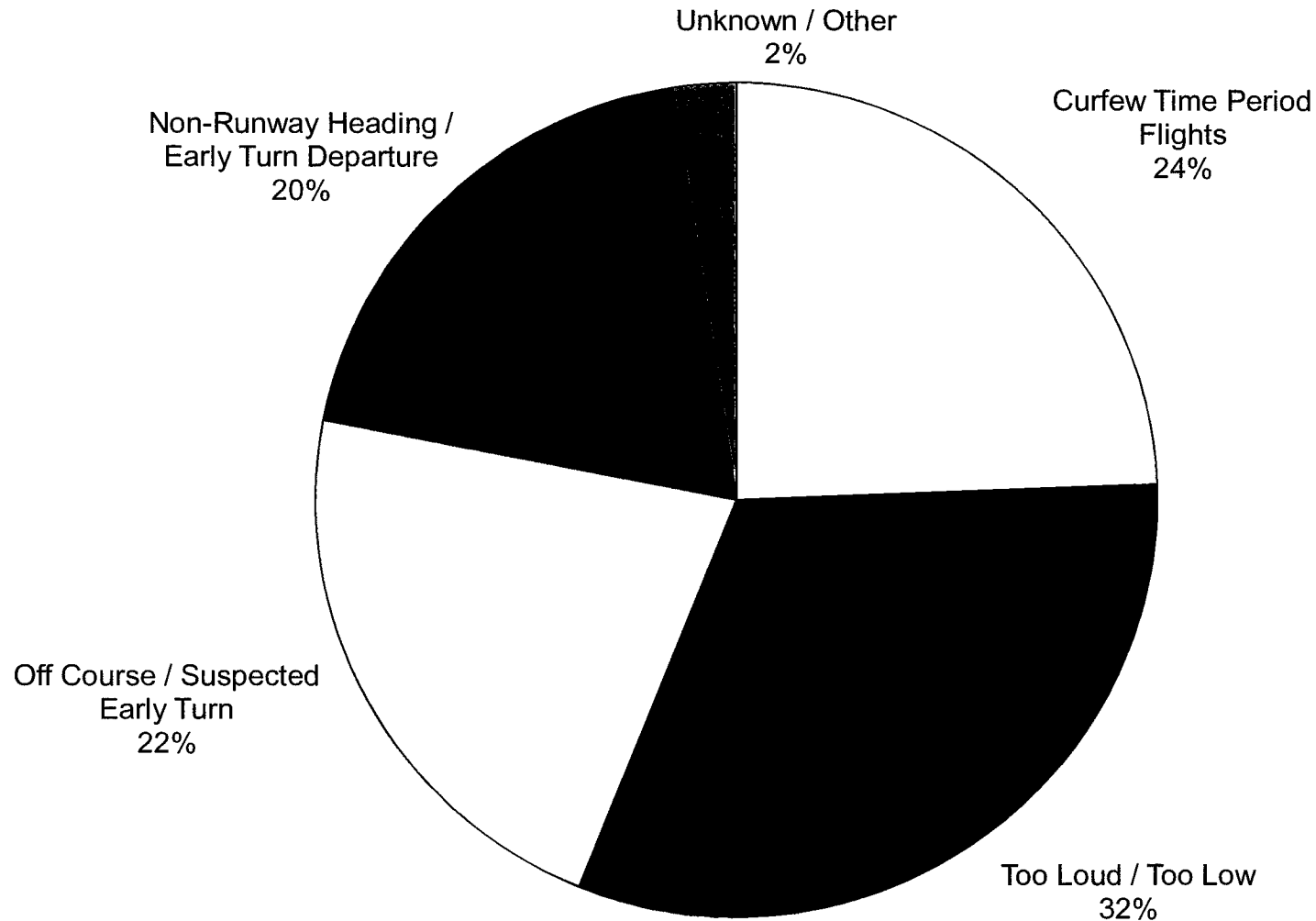
Aircraft Noise Complaint Distribution by Cause



SAN DIEGO
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Third Quarter 2014

TOTAL CALLS: 41



San Diego County Regional Airport Authority

AIRPORT NOISE ADVISORY COMMITTEE

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held July 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	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Tracy Cambre	San Diego City Council, District 2	No*
Kyle Peterson	Downtown Community Planning Council	Yes
Victor Ravago	Midway/Pacific Highway Community Planning Board	No
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	Yes
Tait Galloway	City of San Diego	No*
Lee Steuer	Congresswoman Susan Davis	Yes
Greg Murphy	County Supervisor Greg Cox	Yes
Kirk Hanson	Community at Large	Yes
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

Jennifer Lilley, Facilitator, began the meeting, and she asked that the ANAC members introduce themselves.

2. Approval of Minutes

Once quorum was established (at 4:06), the minutes from the April 16, 2014 meeting were approved with two members abstaining.

Motion = Carl "Rick" Huenefeld, Second = Tom Gawaronski, Abstain = Kyle Peterson and Paul Webb

3. Information Items

Airport Authority Update – Keith Wilschetz, Director of Airport Planning and Noise Mitigation, provided his “Airport Authority Update”. Mr. Wilschetz provided information regarding the number of operations and passenger enplanements, operations are 1.3% above from June 2013, total passengers are 5% higher this month than a year ago. 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

Next Mr. Wilschetz gave an update on the airport’s north side improvements. The Rental Car Center (RCC) construction is going really well and is set to open in January 2016 and is on schedule; construction of the terminal link road, which is a component of the RCC project, will start in August, and a traffic signal will be built at the Coast Guard intersection at North Harbor Drive and will be installed later this year or early next year, as well as a fourth traffic lane for westbound traffic. Updates on this project can be found at http://www.san.org/sdcraa/airport_initiatives/north_side/default.aspx

Mr. Wilschetz informed the members that the Airport Board has given direction to staff to design and build a parking structure in front of Terminal 2 and this will be about a three year long project.

Questions by ANAC: Asked about the timeline on the parking structure.

Mr. Wilschetz explained that if the Board gives the “green light” on the construction, it will be built and be operational in about three years. He further explained that the parking structure was in the 2008 Master Plan.

Policy and Procedure Update – Sjohnna Knack, Program Manager, Airport Noise Mitigation, explained that the ANAC Policy and Procedures is being modified to reflect planning changes in the Downtown area due to the dissolution of the Center City Development Corp. (CCDC). The Little Italy Association voting membership is being replaced by the Downtown Community Planning Council, which is being represented by Mr. Peterson. The Little Italy Association membership has been made aware of these actions.

Miscellaneous Information – Carl “Rick” Huenefeld had asked about the airport noise pole replacement project. Craig Mayer responded and explained the steps that needed to be done in order for construction to begin, which could be by the end of the calendar year. Debbie Watkins had asked if an additional noise monitor is being added, in which Mr. Mayer clarified that the project is only to replace the 12 existing wooden poles with metal poles.

4. Presentation items

Note: A copy of the presentations can be found under “Airport Noise Advisory Committee Agendas and Minutes” click under “14-07-16”; the following link will take you there:

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

Quieter Home Program (Program) Update – Mr. Craig Mayer, Sr. Project Manager, provided the committee an update on the Program stats. There are approximately 600 homes on the wait list; Program is anticipating completing approximately 350 homes this calendar year; and 112 homes have been completed in Second Quarter 2014.

Mr. Mayer informed the committee the acoustical testing plan submitted to the FAA approximately two months ago has yet to receive any feedback from the FAA. In light of this, homes that test at or above 45 decibels will be treated as previously done, and homes testing below 45 decibels interior noise shall be put on hold until Program hears from FAA on how to proceed.

Mr. Mayer next briefed the committee about the new boundary expansion that will be out to the 66 decibel contour and will add about approximately 2,800 homes to the program eligibility.

Questions by ANAC: Mr. Huenefeld asked with the new eligibility boundaries, what percentage of the 2,800 homeowner will apply for the program; Ms. Knack responded that if it follows the percentages from the past, it will likely be about 70 – 80%.

Ms. Watkins made a positive comment about how the slides and the hand-outs are much easier to share as opposed to before where it is more verbal presentations and more note taking. Ms. Lilley reiterated that feedback from the committee is appreciated, especially if it will make it easier to communicate with the committee.

Flight Operation Statistics - Mr. Hollarn presented updated flight operation statistics, covering missed approaches, "Early Turns", and operational facts and figures. Mr. Hollarn stated that as for the missed approaches and "Early Turn" stats, the numbers have followed the same trends as the previous quarter and previous year. Mr. Hollarn also stated that the operational numbers are trending higher when you compare 2014 with 2013, but compared to 2007, they are still about 18.3% less.

Complaint Statistics - Mr. Cummings presented an update of year-to-date Noise Complaints. The total complaints for the year are 81, which is slightly below last year.

Curfew Violation Review Panel (CVRP) Statistics - Mr. Cummings informed the committee that the upcoming CVRP will be held next month (August 6th, 2014) and four curfew violations will be reviewed; two for Delta Air Lines, one jetBlue, and one General Aviation operator. Mr. Cummings informed the committee that we have less flights departing after Curfew than from last year.

5. Public Comment

None

6. New Business

Mr. Peterson asked a couple of questions regarding the SDIA ALUCP. Mr. Wilschetz responded by explaining what the ALUCP is and the ALUCPs impact on the airport. Ms. Tilley thanked Mr. Wilschetz for responding to Mr. Peterson's inquiry about the ALUCP and suggested that if the ANAC would like a more comprehensive presentation, it could be included on the Agenda for the October meeting.

7. Next Meeting/Adjourn

The next meeting is scheduled for Wednesday, October 15, 2014 at 4:00 p.m. at the Quieter Home Program building located at 2722 Truxtun St.

Ms. Lilley adjourned the meeting at 4:40 p.m.

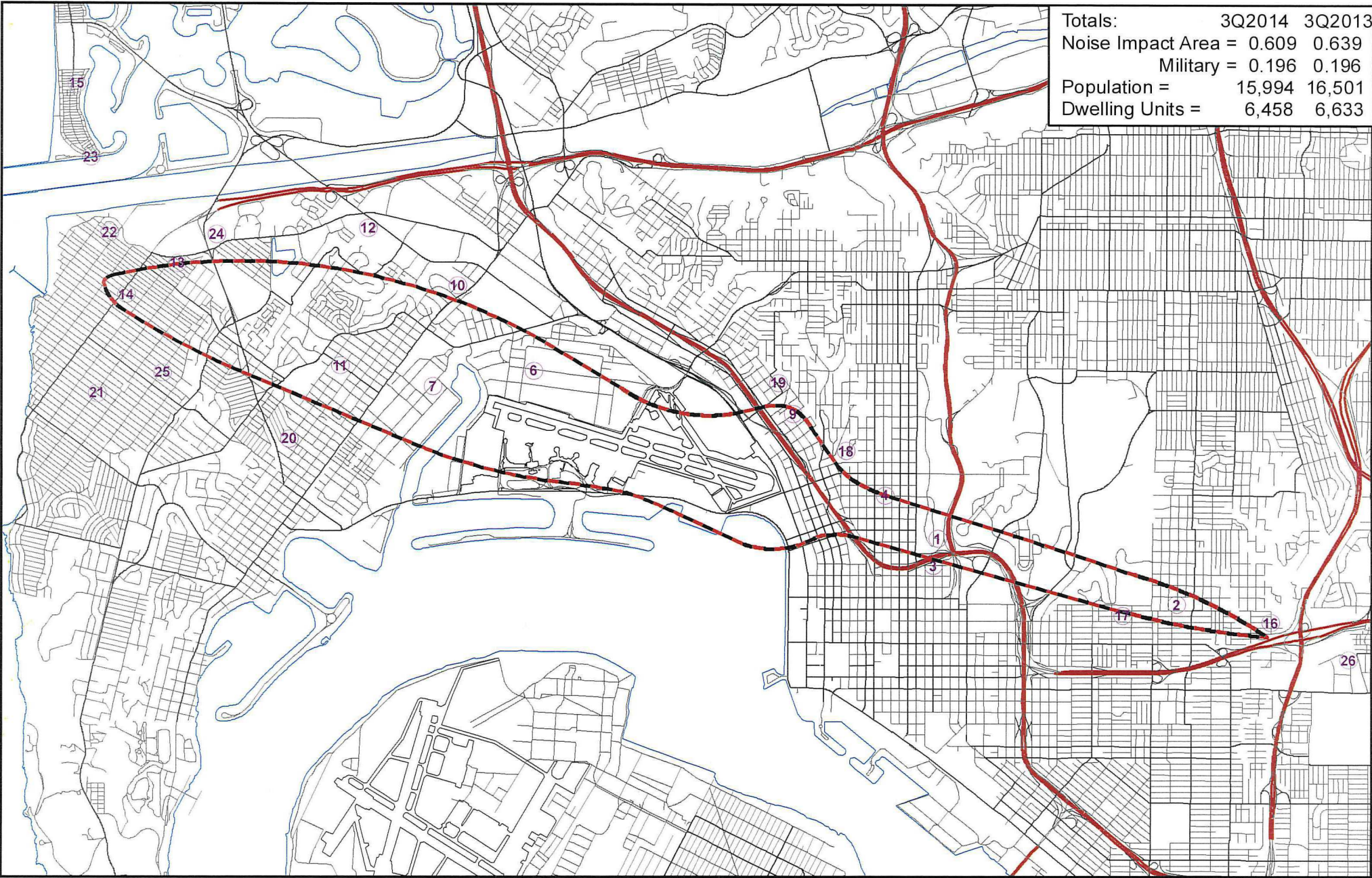


Sjohnna Knack
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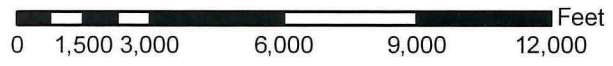
Sjohnna Knack

Program Manager, Airport Noise Mitigation

Totals:	3Q2014	3Q2013
Noise Impact Area =	0.609	0.639
Military =	0.196	0.196
Population =	15,994	16,501
Dwelling Units =	6,458	6,633



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



3rd Quarter 2014
 3rd Quarter 2013



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