QUARTERLY NOISE REPORT

For:
California Department of Transportation

1st Quarter 2015
January 1 – March 31, 2015

SAN DIEGO
INTERNATIONAL AIRPORT
LET'S GO.

Airport Noise Mitigation

June 12, 2015

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

QUARTERLY NOISE REPORT
For the Period
January 1 through March 31, 2015

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 First Quarter of 2015 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

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Summary of Statistical Information for the 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 = 0.486 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:
   4,607** (QHP Insulated = 3,159)

3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:
   11,388** (QHP Insulated = 7,381)

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): 408

5. Total number of aircraft operations during the calendar quarter:
   46,357

6. Number of Air Carrier operations by aircraft certified under Federal Aviation Regulations (FAR) Part 36:
   37,775

7. Percentage of Air Carrier operations by aircraft certificated under FAR Part 36, Stage III:
   100%

8. Estimated number of operations by Commuter aircraft during the calendar quarter:
   6,101

9. Estimated number of operations by General Aviation aircraft during the calendar quarter:
   2,352

10. Estimated number of operations by Military aircraft during the calendar quarter:
    129

Form DOA 617, 10/89

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

Aircraft Noise Measurements

Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), Airport Noise Mitigation determined that the Noise Impact Area (N.I.A.) and the Federal Military Impact Area (M.I.A.) within the 65 decibel Community Noise Equivalent Level (CNEL) contour for the period between January 1, 2015 to March 31, 2015, to be 0.486 square miles (310.8 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the First Quarter of 2014, the Noise Impact Area decreased by 0.153 square miles and the Federal Military Noise Impact Area remained the same.

Table 1

Change in N.I.A. and M.I.A.

1st Quarter 2015	1st Quarter 2014	Change
0.486	0.639	-0.153
0.196	0.196	No Change

The contours were prepared using Harris Miller Miller & Hanson Inc.'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 within Table 2. Appendix A: Aircraft Noise Monitoring System contains Remote Monitoring Terminals (RMTs) thresholds and Daily/Monthly CNEL Logs.

Additionally, a Contour of Aircraft Community Noise Equivalent Level (CNEL) in Decibels for the 65 dB Noise Impact Area accompanies this report as an attachment.

Table 2

Quarterly and Annual CNEL Data

RMT #	ANNUAL CNEL (dB)[1]	QUARTER CNEL (dB)[2]
1	69.4	69.2
2	64.8	64.8
3	60.8	62.0
4	63.8	63.6
6	68.0	66.0
7	74.3	74.3
9	66.1	66.2
10	61.9	61.8
11	70.7	70.6
12	60.4	60.3
13	64.0	64.4
14	64.7	65.1
16	63.2	63.3
17	63.5	63.5
18	59.1	59.9
19	61.0	61.1
20	61.0	61.0
21	58.0	57.9
22	63.5	63.4
23	61.4	*
24	62.9	62.7
25	60.9	59.3
26	61.9	61.8

[1] = For the period April 1, 2014 through March 31, 2015

[2] = For the period January 1, 2015 through March 31, 2015

Note 1: RMTs #5, #8, & #15 are "spares".

Aircraft Operations

The following table contains statistics of aircraft operations based upon the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) counts at San Diego International Airport (SAN).

Table 3

SAN ATCT Counts

Operations	1ST Quarter 2015	1st Quarter 2014	Increase / (Decrease)	Percent Change
Air Carrier	37,775	36,875	900	2.4%
Air Taxi	6,101	5,542	559	10.1%
General Aviation	2,352	2,326	26	1.1%
Military	129	138	(9)	-6.5%
TOTAL	46,357	44,881	1,476	3.3%

For questions on how the FAA ATCT conducts their air traffic counts, please visit the following website: http://www.faa.gov/documentLibrary/media/Order/FAC.pdf and see "Chapter 9".

SAN Noise Mitigation Counts

Operations	1ST Quarter 2015	1st Quarter 2014	Increase / (Decrease)	Percent Change
Air Carrier	37,047	35,521	1,526	4.3%
Commuter	5,304	4,986	318	10.1%
General Aviation	3,877	4,236	(359)	-8.5%
Military	129	138	(9)	-6.5%
TOTAL	46,357	44,881	1,476	3.3%

The FAA does not categorize aircraft (Air Carrier/Commuter/General Aviation) in the same way that the Airport Noise Mitigation categorizes. Airport Noise Mitigation determines Commuter aircraft based on flight destination, not aircraft type. For example, all flights departing SAN to Southern California destinations (such as LAX, BUR, IPL and ONT) are considered Commuter aircraft. For questions relating to how Airport Noise Mitigation categorizes the operations into the four categories above, please call (619)-400-2781.

Quarterly Operations Survey Report

The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the First Quarter of 2015. The data used to compile this report was gathered during 24-hour periods on February 10-12, 2015.

Table 5, Quarterly Operations Survey, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the First Quarter 2015 Operations Survey, an average of 215 daily air carrier arrival operations were conducted. Therefore, the loudest 25% of these arrivals totaled approximately 54. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number and Date/Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the First Quarter 2015 Operations Survey, an average of 215 daily air carrier departure operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 54. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Destination, Flight Number and Date/Time.

The average Single Event Noise Exposure Level (SENEL) of the loudest 25% of the First Quarter 2015 Operations Survey is as follows:

Table 4

First Quarter Single Event Noise Exposure Level (SENEL) Comparison

	February 11 - 13, 2014	February 10 - 12, 2015	Change (dB)
Departures	99.3	98.3	-1.0
Arrivals	94.0	93.4	-0.6

Table 7, Air Carrier Operations Mix by Time of Day, represents the 430 daily operations, which reflected an increase of 36 operations from the 394 operations recorded during the First Quarter of 2014.

Table 5

Quarterly Operations Survey – Arrivals (RMT #1 from February 10-12, 2015)

Aircraft Type	dB (SENEL)	Arriving From	Flight ID	Time of Day
B757-300	96.0	Atlanta, GA	DAL1692	935
B777-200	95.6	London, England	BAW73N	1710
B767-300F	95.1	Indianapolis, ID	FDX1754	515
MD-80	95.1	Bakersfield, CA	RPN305	1945
B767-300F	94.9	Memphis, TN	FDX906	1715
B757-200	94.6	Dallas/Fort Worth, TX	AAL369	1230
B767-300	94.4	Atlanta, GA	DAL2152	1755
MD-80	94.3	Dallas/Fort Worth, TX	AAL1015	1630
B737-400	94.2	Portland, OR	ASA576	840
B767-300F	94.1	Memphis, TN	FDX1422	540
MD-80	94.0	Dallas/Fort Worth, TX	AAL2484	2300
B767-300F	93.9	Louisville, KY	UPS922	450
B767-300F	93.8	Indianapolis, ID	FDX3713	1710
B737-400	93.7	Cabo San Lucas, MX	ASA233	1505
B737-400	93.6	Puerto Vallarta, MX	ASA249	1615
B737-800	93.5	Seattle, WA	ASA246	1120
B737-300	93.5	San Francisco, CA	SWA3679	1245
B737-300	93.5	San Francisco, CA	SWA3857	1645
B767-300F	93.5	Louisville, KY	UPS2920	1720
B757-200	93.4	Dallas/Fort Worth, TX	AAL49	2015
A330-200	93.4	Honolulu, HI	HAL16	2200
B737-400	93.3	Seattle, WA	ASA494	1545
B737-300	93.3	Las Vegas, NV	SWA3321	1405
B737-300	93.3	Portland, OR	SWA4831	2100
B737-900	93.0	Seattle, WA	ASA490	1325
B737-300	93.0	Albuquerque, NM	SWA1145	910
B767-200F	92.9	Phoenix, AZ	GTI505	745
B737-700	92.9	Oakland, CA	SWA4175	1500
B737-300	92.9	Oakland, CA	SWA4473	720
B737-300	92.9	Phoenix, AZ	SWA142	825
B737-900	92.9	Newark, NJ	UAL1626	1145
B737-800	92.8	Dallas/Fort Worth, TX	AAL1694	1430
B737-900	92.8	Seattle, WA	ASA484	2250
B757-200F	92.8	Oakland, CA	FDX1889	400
B737-300	92.8	San Francisco, CA	SWA3501	845
B737-800	92.7	Honolulu, HI	ASA892	2355
B737-700	92.7	Tucson, AZ	SWA498	635
B737-800	92.6	Chicago, IL	SWA2187	1620
B737-900	92.5	Seattle, WA	ASA480	2010
B737-300	92.5	Las Vegas, NV	SWA338	1800

Table 5 Continued

Quarterly Operations Survey – Arrivals (RMT #1 from February 10-12, 2015)

Aircraft Type	dB (SENEL)	Arriving From	Flight ID	Time of Day
B737-800	92.5	Kansas City, MO	SWA9005	1330
B737-800	92.5	Calgary, Canada	WJA1564	1100
B737-800	92.4	Dallas/Fort Worth, TX	AAL1288	1310
B737-800	92.4	Chicago, IL	AAL936	1115
B757-200	92.4	Atlanta, GA	DAL1567	2200
B737-900	92.4	Atlanta, GA	DAL2267	1220
B737-900	92.4	Houston, TX	UAL1185	1540
B737-900	92.4	Chicago, IL	UAL1087	1050
B737-800	92.3	Kahului, HI	ASA858	2320
B737-800	92.3	Phoenix, AZ	SWA267	1935
B737-300	92.3	Sacramento, CA	SWA154	1615
B737-900	92.3	Houston, TX	UAL1687	2215
B737-800	92.2	Dallas/Fort Worth, TX	AAL2357	950
B737-400	92.2	Portland, OR	ASA572	1425

Table 6

Quarterly Operations Survey – Departures (RMT #7 from February 10-12, 2015)

Aircraft Type	dB (SENEL)	Departing To	Flight ID	Time of Day
MD-80	103.7	Dallas/Fort Worth, TX	AAL1390	635
B777-200	102.1	London, England	BAW72A	2000
B737-900	100.9	Atlanta, GA	DAL1662	820
A330-200	100.7	Honolulu, HI	HAL15	1020
MD-80	100.7	Dallas/Fort Worth, TX	AAL1015	1740
MD-80	100.7	El Paso, TX	RPN305	2100
A321	100.5	Charlotte, NC	AWE579	2255
B737-900	100.2	Atlanta, GA	DAL1592	655
B737-900	100.2	Dulles, VA	UAL1135	845
B737-800	99.5	Detroit, MI	DAL833	730
B737-800	99.2	Kahului, HI	ASA847	705
B737-800	99.1	New York, NY	DAL246	700
B737-800	99.0	Lihue, HI	ASA857	1030
B737-400	98.9	Seattle, WA	ASA485	2010
A321	98.7	Charlotte, NC	AWE487	1130
B737-900	98.6	Houston, TX	UAL1410	700
B737-800	98.4	New York, NY	AAL94	755
B737-900	98.4	Newark, NJ	UAL1228	2150
B737-800	97.9	Honolulu, HI	ASA895	1140
B737-800	97.7	Miami, FL	AAL1042	2225
B737-900	97.7	Houston, TX	UAL1073	850
B737-900	97.6	Newark, NJ	UAL1114	1230
B737-900	97.5	Chicago, IL	UAL1608	1125
B767-300	97.5	Atlanta, GA	DAL2208	2250
B767-300F	97.5	Memphis, TN	FDX821	720
B737-800	97.4	Newark, NJ	UAL1225	630
B737-900	97.3	Portland, OR	ASA579	1815
B737-900	97.3	Chicago, IL	UAL1601	900
A320	97.2	Minneapolis, MN	DAL1864	645
B737-800	97.2	Orlando, FL	ASA760	1025
B737-900	97.2	Denver, CO	UAL1700	640
B737-800	97.1	Boston, MA	ASA768	900
B737-900	97.1	Atlanta, GA	DAL2267	1405
B737-400	97.0	Puerto Vallarta, Mexico	ASA232	1010
B737-800	97.0	Chicago, IL	AAL1334	700
B737-800	97.0	Chicago, IL	SWA124	645
B737-900	97.0	Atlanta, GA	DAL1692	1120
B767-300F	97.0	Indianapolis, IN	FDX3613	640
B737-400	96.8	Seattle, WA	ASA233	1705
B737-800	96.8	Dallas/Fort Worth, TX	AAL48	830

Table 6 Continued

Quarterly Operations Survey – Departures (RMT #7 from February 10-12, 2015)

Aircraft Type	dB (SENEL)	Departing To	Flight ID	Time of Day
B737-800	96.7	Dallas/Fort Worth, TX	AAL1288	1430
B737-800	96.7	Chicago, IL	AAL92	905
B737-900	96.7	Seattle, WA	ASA499	645
B767-300F	96.7	Indianapolis, IN	FDX1654	1940
A320	96.5	Boston, MA	JBU20	2225
B737-400	96.5	Portland, OR	ASA249	1820
A321	96.4	Phoenix, AZ	AWE567	650
A320	96.3	Philadelphia, PA	AWE740	905
B737-800	96.3	Dallas/Fort Worth, TX	AAL36	950
B737-900	96.3	Houston, TX	UAL1588	1315
B767-300F	96.3	Memphis, TN	FDX1222	1935
B737-700	96.2	Baltimore, MD	SWA4473	820
B737-900	96.2	Portland, OR	ASA573	645
A320	96.0	Philadelphia, PA	AWE648	2245

Table 6Table 7

Air Carrier Operations Mix by Time of Day

These numbers are the averages for operations for February 10-12, 2015

AIRCRAFT TYPE	RUNWAY 27						RUNWAY 09						TOTAL
	ARRIVALS			DEPARTURES			ARRIVALS			DEPARTURES			
	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	
A300	1				1								**2**
A310													
A320+	26	6	1	25	5	4							**67**
A330+			1	1									**2**
B712													
B72Q													
B733+	89	33	17	107	17	15							**280**
B747+													
B757+	2	2		3	1				1				**9**
B767+	4		3	3	2	2							**14**
B777+	1				1								**2**
B787+	1			1									**2**
DC10+													
DC87													
E170/190	5	3		6	1	1							**16**
MD80+	1		1	1		1							**4**
MD90	1			1									**2**
RJ+	10	4	1	11	2	2							**30**
TOTAL	**141**	**48**	**24**	**159**	**30**	**25**	**1**		**1**	**1**			**430**

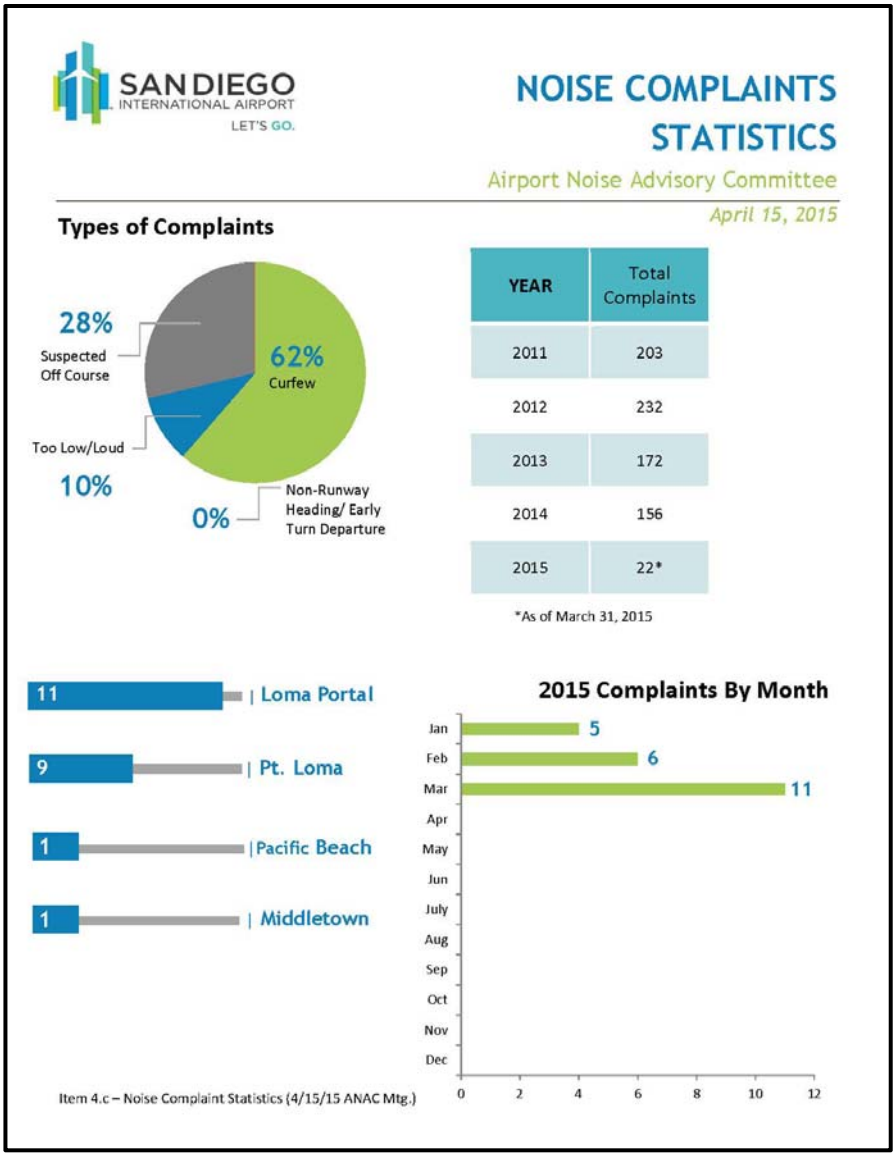
Note 1: The use of a "+" sign after an aircraft model designation means "and all succeeding series aircraft." The designation of "Q" signifies a hushkitted aircraft. RJ+ = All forms/types of Regional Jets

operated as “commercial service” flights; Includes CRJ2/7/9, E120/35/40/45

Aircraft Noise Complaints

During the First Quarter of 2015, Airport Noise Mitigation received a total of 22 complaint calls from 9 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 figure depicts the residential vicinity in relation to the airport and the number of complaints received during the First Quarter of 2015. The 22 complaint calls recorded during the First Quarter of 2015 reflects a decrease of 24 from the 46 calls recorded during the First Quarter of 2014.



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 figure is a summary of First Quarter of 2015 Final Enforcement Actions. The 12 curfew violations recorded during the First Quarter of 2015 reflects a decrease of 11 from the 23 curfew violations recorded during the First Quarter of 2014.

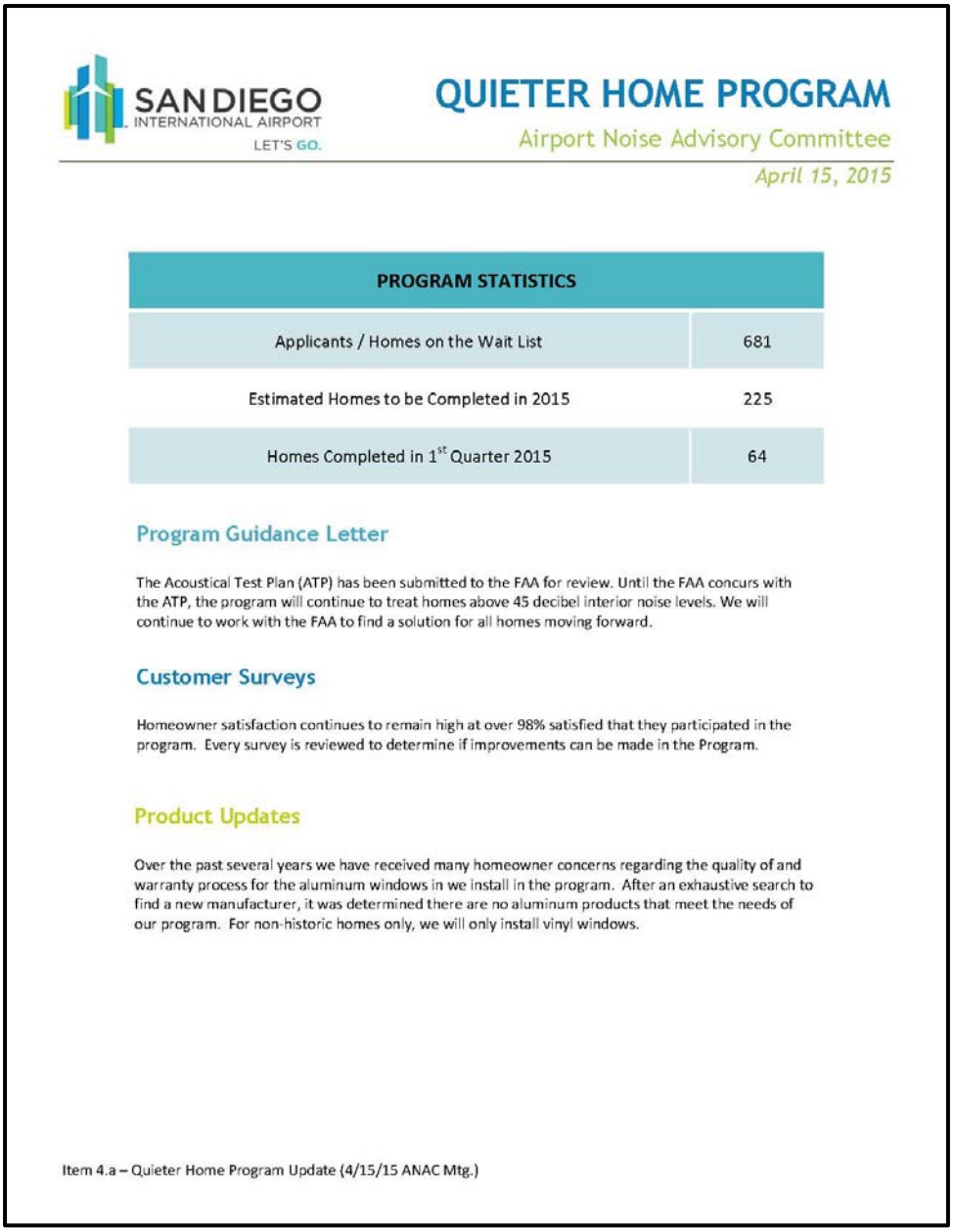
Curfew Violations for 1ST Quarter 2015 (January 1 – March 31)

Date	Time	RWY	Airline / Flight ID	Aircraft	Amount Fined
1/10/2015	0023L	27	jetBlue Airways 20	Airbus A320-232 (A320)	$6,000
1/14/2015	0226L	27	AeroDan (XA-UPE)	BAe HS-125-700A *Hawker* (H25B)	$6,000
1/17/2015	2352L	27	Delta Air Lines 2208	Boeing 767-332 (B763)	No Penalty
1/30/2015	2330L	27	American Airlines 1042	Boeing 737-823 (B738)	No Penalty
2/07/2015	0309L	27	Virgin America 969	Airbus A320-214 (A320)	$2,000
2/15/2015	0049L	27	Delta Air Lines 1792	Boeing 767-332 (B763)	No Penalty
2/19/2015	0043L	27	jetBlue Airways 20	Airbus A320-232 (A320)	$18,000
3/02/2015	0056L	27	jetBlue Airways 90	Airbus A320-232 (A320)	$30,000
3/09/2015	2339L	27	Delta Air Lines 2374	Boeing 737-832 (B738)	No Penalty
3/13/2015	2343L	27	American Airlines 1042	Boeing 737-823 (B738)	$2,000
3/16/2015	2351L	27	United Airlines 367	Airbus A320-232 (A320)	No Penalty
3/29/2015	0312L	27	Volaris 957	Airbus A320-233 (A320)	$2,000

Year	Total Curfew Violations
2011	25
2012	36
2013	60
2014	47
2015	12 YTD

Residential Sound Insulation Program

Per the requirements of San Diego International Airport's Variance agreement, the following figure is provided to serve as an update on the Residential Sound Insulation Program (RSIP), 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 eight boundaries are the Pilot/Phase 1A Boundary, the Phase 1B Boundary, the Phase 1C Boundary, the Supplemental Expansion Boundaries 1, 2, & 3, the 2015 NEM 68 dB CNEL boundary, and the 2015 NEM 67 dB CNEL boundary. Within each boundary there have been subsets, called phases and groups.



SAN DIEGO INTERNATIONAL AIRPORT
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QUIETER HOME PROGRAM

Airport Noise Advisory Committee

April 15, 2015

PROGRAM STATISTICS	
Applicants / Homes on the Wait List	681
Estimated Homes to be Completed in 2015	225
Homes Completed in 1st Quarter 2015	64

Program Guidance Letter

The Acoustical Test Plan (ATP) has been submitted to the FAA for review. Until the FAA concurs with the ATP, the program will continue to treat homes above 45 decibel interior noise levels. We will continue to work with the FAA to find a solution for all homes moving forward.

Customer Surveys

Homeowner satisfaction continues to remain high at over 98% satisfied that they participated in the program. Every survey is reviewed to determine if improvements can be made in the Program.

Product Updates

Over the past several years we have received many homeowner concerns regarding the quality of and warranty process for the aluminum windows in we install in the program. After an exhaustive search to find a new manufacturer, it was determined there are no aluminum products that meet the needs of our program. For non-historic homes only, we will only install vinyl windows.

Item 4.a – Quieter Home Program Update (4/15/15 ANAC Mtg.)

Airport Noise Advisory Committee

The following four pages contain a copy of the January 21, 2015 meeting minutes and roster of current 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-Projects/Airport-Noise-Mitigation#333293-airport-noise-advisory-committee.

SAN DIEGO INTERNATIONAL AIRPORT

DRAFT MINUTES

Airport Noise Advisory Committee

Date | *time* 1/21/2015 4:03 PM | *Meeting called to order by* Jennifer Lilley

In Attendance

Name	Affiliation	In Attendance?
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
Conrad Wear	San Diego City Council, District 2	No*
Kyle Peterson	Downtown Community Planning Council	No*
Victor Ravago	Midway/Pacific Highway Community Planning Board	Yes
David Swarens	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Paul Webb	Peninsula Community Planning Board	Yes
Tom Gawaronski	Ocean Beach Planning Board	Yes
Tait Galloway	City of San Diego	No*
Lee Steuer	Congresswoman Susan Davis	No
Greg Murphy	County Supervisor Greg Cox	No*
Kirk Hanson	Community at Large	No
Vacant	Uptown Planners	No
Vacant	Acoustician	No
Vacant	Little Italy Association	No
Vacant	Airline Representative	No
Authority Staff	Sjohnna Knack, Garret Hollarn, Steve Cummings, Craig Mayer	
Jennifer Lilley	Facilitator/Lilley Planning Group	

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

1. Welcome and Introductions

Meeting began at 4:03 p.m. Jennifer Lilley, Facilitator, began the meeting, and she asked that the ANAC members introduce themselves.

2. Approval of Minutes

Quorum was established at 4:37 p.m.

As there was no quorum at the previous meeting, minutes for the last two meetings were heard.

July 16, 2014 minutes were approved unanimously: Motion = David Swarens Second = Carl Huenefeld

The October 15, 2014 minutes were approved unanimously with one correction - Peninsula Planning Board was represented by their alternate member, Pete Nystrom. Motion = Carl Huenefeld Second = David Swarens

3. Information Items

Airport Authority Update – Keith Wilschetz, Director of Airport Planning and Noise Mitigation, was not able to make it to the meeting and sent his apologies. Ms. Knack gave a brief airport update. Mr. Wilschetz presented to the Board in January the Airport Development Plan, the long-term plan to replace Terminal 1 and the Commuter Terminal, and continued tie-in with the north side developments. Four concepts were presented and it was received well by the Board. The north side developments are on schedule, and the Authority is looking forward to the opening of the Rental Car Center, roadway improvements, and FBO.

More details on airport projects can be found at: http://www.san.org/Airport-Projects

4. Presentation items

Note: A copy of the presentations can be found under "Noise Advisory Committee" click under "Latest Meeting January 21, 2015"; the following link will take you there:

http://www.san.org/Airport-Projects/Airport-Noise-Mitigation#131493-noise-advisory-committee

Quieter Home Program (Program) Update – Mr. Craig Mayer, Sr. Project Manager, provided the committee with an update on the Program status. Mr. Mayer indicated that currently there are 287 applicants on the waiting list, or 587 "homes." The current waitlist does not include new applicants from the recent 66 dB boundary expansion. For calendar year 2014, 330 homes were completed, 47 during the 4th quarter. Of the 330 homes completed, 215 were single family homes and 115 were multi-family homes. As for the Program Guidance Letter, there is still no update on the acoustical testing plan; it is still in the review process to be approved by the FAA. While waiting for the approval, the new testing requirements have been implemented and five projects have been completed using the new testing criteria. Out of 100 homes tested, only two homes were below the 45 dB criteria. The owners of these homes were notified of the results and were placed in a holding category until the final approval from the FAA is received as to how to proceed.

For the boundary expansion, 1,500 applications for approximately 2,800 homes were mailed out to owners within the 66 dB contour (the recent boundary expansion.) Since the mail out in December, Staff has received more than 300 new applications to the Program.

Questions by ANAC: Mr. Huenefeld asked of the 2,800 applications sent out, how many homeowners would ultimately file an application?

Ms. Knack indicated that compared to other boundary expansions, many homeowners have decided not to wait for QHP and have replaced their windows themselves, so she anticipates the return rate could be lower than previous boundary expansions.

Questions by ANAC: Mr. Swarens asked how the mail-out was 1,500 but there were 2,800 homes? He also asked if the new boundary expansion shows the north side area with the previous boundary expansion.

Mr. Mayer responded that some properties have one owner but multiple units (like a large apartment complex), that's why there are only 1,500 applications and not 2,800. For the second question, the new boundary expansion will be on the website, and currently the older boundaries are displayed in the QHP showroom.

Questions by ANAC: Ms. Watkins asked how about the breakdown of east vs. south for completed homes. She also asked what condo associations the Program has worked with recently.

Mr. Mayer informed the committee that 132 homes were completed on the east side of the airport, and 201 on the west side. He also indicated that the only condo association we have worked with recently is Sea Colony, on the west side of the airport. Construction in the majority of the complex has been completed in the past year.

Mr. Mayer informed the committee that the 3,000th Home Celebration that was scheduled on January 28th, 2015 has been postponed and a new date will be re-scheduled. As soon as a new date is established, the invitation will be sent out to ANAC members.

Ms. Lilley had asked the committee if there is any information or data that would be helpful for the next meeting. Mr. Huenefeld mentioned the maps and data previously suggested. Ms. Knack wanted to clarify if they wanted all of the boundary expansions, as there have been many. Mr. Swarens stated that what is requested is just the last two boundaries.

Fly Quiet Program – Sjohnna Knack, Program Manager, Airport Noise Mitigation, presented a draft report of the Fly Quiet Program (Program). She reminded the committee that the Program scores/ranks operators (commercial air carriers, G/A, cargo, & regional/commuter) on how quietly they operate in and out of the Airport. The three ranking elements are based on the community's concerns, which are: Curfew Violations, Fleet Mix (how loud/quiet the aircraft is) and the Early Turns for departures flying to the west. The Program is neither a penalty nor a reward, but strictly a reporting system that will acknowledge operators. Staff has been reaching out to operators in the Program report to explain the purpose of the Program. Ms. Knack mentioned that the Program provides a collaborative approach for the community and operators to discuss opportunities to fly quieter. She also mentioned that this "quieter flying" could result in shrinking noise contours, which would mean less homes would be eligible for the Quieter Home Program, and homeowners that are now eligible, may not be eligible in the future. She went on to explain that the noise exposure map is updated every five years per FAA regulations and when the noise exposure map is updated, most likely it will be much smaller, which could result in some of the committee's constituents not being eligible for the program.

Questions by ANAC: Mr. Webb asked about Southwest's making the Early Turns. Ms. Knack responded that about 70% of the time the Air Traffic Controller's direct the operator to make the early turn. Mr. Cook, FAA Representative, indicated he is committed to inform the controllers of this information to reduce Early Turns.

Ms. Watkins suggested adding a scale or legend to make the report clearer. Staff agreed to make changes on the reports so that it is more clear.

Mr. Huenefeld pointed out that overall there was a very low number of early turns, especially compared to the high amount of departures by the operators. He felt the numbers could be misleading. Ms. Knack suggested they could include the percentage of early turns in comparison to the operator's total departures. Ms. Lilley, based on the discussion, clarified that the ranking for the operator will not change with this percentage, it will just provide context.

Flight Operation Statistics - Mr. Hollarn presented updated flight operation statistics, covering missed approaches, "Early Turns", and operational facts and figures. Mr. Hollarn stated that the missed approaches for the 4th quarter have increased, mainly due to weather. Overall numbers are in line with previous years; "Early Turn" stats for 2014 were 261, a slight increase from last year, but still less than 2011 or 2010. Contra-flow numbers are still steadily decreasing, due predominantly to aircraft type/fleet changes occurring. For example, American Airlines no longer uses MD-80 aircraft to Chicago, which always necessitated a Contra-Flow departure.

Complaint Statistics - Mr. Cummings presented an update of Noise Complaints. The total complaints for 2014 were 156, down 14% from last year. Mr. Cummings also reviewed the complaint statistics as they relate to type of

call and calls by neighborhood. A large portion of calls were related to flights during the Curfew time period (11:30 p.m. to 6:30 a.m.), and most calls still come from neighborhoods west of the airport.

Curfew Violation Review Panel (CVRP) Statistics - Mr. Cummings informed the committee that the numbers of Curfew Violations were down about 20% from last year, down by 13. Total violations for 2014 were 47. Mr. Cummings informed the committee that the Noise office has been reaching out to airlines. These communications have resulted in operators turning over their airplanes quicker, changing their flight schedules, and other time saving measures. Mr. Cummings reminded the ANAC that the next CVRP meeting is February 4th, 2015.

5. Public Comment

There was no public comment.

6. New Business

Before the meeting adjourned, Ms. Watkins asked how many meetings a member can miss before being released as a member of the committee. Ms. Lilley replied it is two unexcused absences to take action.

Ms. Knack asked the committee if the ANAC meetings scheduled on the 3rd Wednesday of January, April, July, and October is still acceptable. Mr. Ravago mentioned that Midway/Pacific Highway Planning Group holds their meetings Wednesdays at 3:00 p.m., so that may impact his attendance, especially if presentations are very long at their meetings. All other members agreed to stay with the current ANAC meeting schedule.

7. Next Meeting/Adjourn

The next meeting is scheduled for Wednesday, April 15, 2015 at 4:00 p.m. at the Noise Mitigation offices located at 2722 Truxtun Road.

Ms. Lilley adjourned the meeting at 4:54 p.m.

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Sjohnna Knack

Program Manager, Airport Noise Mitigation

Appendix A

Airport Noise Monitoring System

Appendix A1

Remote Noise Monitoring Terminal (RMTs) Thresholds (In Effect January 1 – March 30, 2015)

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:

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 1: RMTs #1 & #3 high threshold levels are due to high freeway and/or construction noise.

Note 2: 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 A2

Daily CNEL Levels – January 2015

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	68.0	63.9	52.3	*	67.0	73.3	61.0	62.0	69.4	59.5	64.4
2	70.2	65.7	62.5	64.0	68.6	74.7	63.0	63.4	70.6	60.7	65.3
3	69.6	64.8	61.9	66.4	68.7	74.8	63.3	61.7	70.6	60.6	65.2
4	69.8	65.0	61.9	62.3	68.7	74.7	65.5	61.7	70.4	60.3	65.1
5	66.7	63.2	60.3	64.6	68.0	73.6	65.1	59.4	69.2	59.5	63.5
6	67.2	62.4	61.5	63.7	67.6	73.1	64.5	58.0	68.5	58.6	62.1
7	68.1	63.6	59.6	64.9	68.1	72.8	65.0	61.7	68.1	59.2	62.3
8	68.7	63.9	59.3	70.7	68.3	73.4	66.3	61.7	69.2	60.4	63.3
9	69.6	63.8	63.1	64.3	67.3	74.1	65.4	61.4	70.2	59.2	64.1
10	67.1	62.8	59.8	64.7	66.5	73.5	64.4	58.8	69.4	59.0	63.3
11	69.0	64.6	66.3	64.8	67.6	74.3	63.4	50.4	70.5	59.6	64.5
12	69.6	64.9	65.1	66.6	68.7	74.3	67.3	60.4	70.7	59.9	65.1
13	68.2	63.8	63.3	63.5	67.9	73.1	64.7	60.9	69.1	59.6	64.2
14	69.0	63.7	63.3	63.5	68.5	73.7	65.6	62.3	69.6	59.7	63.7
15	69.0	64.1	61.9	66.8	68.4	73.6	63.0	62.7	69.6	60.0	63.7
16	69.4	63.8	62.7	64.7	67.8	73.2	65.0	60.9	68.7	59.7	63.4
17	67.2	62.3	58.8	63.2	66.2	72.4	65.0	58.2	67.9	57.2	62.1
18	67.9	63.2	58.7	64.2	66.8	72.8	62.6	61.1	68.5	58.1	62.8
19	71.1	64.3	61.2	62.8	67.9	74.1	66.9	62.4	70.0	59.3	64.6
20	68.2	63.8	62.9	65.2	68.0	74.6	64.7	62.1	70.5	58.7	63.4
21	69.0	64.4	64.7	63.2	68.4	73.4	63.6	62.5	69.6	60.0	64.5
22	67.5	62.4	62.2	65.1	67.5	72.8	65.9	61.3	67.9	59.0	62.0
23	66.9	62.3	56.3	62.3	66.2	72.1	63.6	58.2	67.5	59.0	61.3
24	63.7	60.1	56.4	60.8	65.9	72.9	64.9	59.4	68.3	57.3	61.7
25	61.9	61.8	57.2	64.3	67.2	72.7	65.4	60.1	68.1	57.0	62.4
26	68.1	63.6	59.8	61.3	68.3	73.4	63.4	61.8	69.7	60.0	64.0
27	68.6	63.6	61.3	64.2	67.4	72.1	64.4	61.8	68.2	59.7	63.5
28	69.3	64.0	61.8	61.8	68.3	73.6	65.9	59.6	69.2	60.1	64.0
29	68.8	64.7	61.6	62.4	68.2	73.9	69.3	59.0	69.7	60.2	64.4
30	69.7	65.2	60.9	62.5	67.8	74.0	66.3	59.8	69.9	60.0	64.8
31	67.6	62.9	61.7	61.8	66.2	72.6	65.1	*	67.8	58.2	63.1
Month	**68.5**	**63.8**	**61.7**	**64.4**	**67.8**	**73.5**	**65.1**	**60.8**	**69.3**	**59.4**	**63.7**

* Not In Service

Appendix A2 Continued

Daily CNEL Levels – January 2015

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	64.8	62.3	62.6	54.2	54.9	61.5	58.5	64.6	*	62.8	57.7	61.1
2	65.9	64.4	64.1	57.1	56.1	62.9	60.3	65.4	*	63.8	60.3	63.6
3	65.8	63.4	63.7	57.4	58.6	62.6	61.3	65.1	*	63.6	60.2	62.4
4	65.6	63.2	63.9	57.1	59.3	63.0	59.4	64.7	*	63.5	59.7	62.1
5	64.2	62.2	62.7	61.8	61.2	60.5	56.8	63.4	*	62.1	58.4	60.5
6	62.9	61.8	61.2	59.8	62.2	59.1	55.3	61.9	*	61.0	55.7	59.7
7	63.3	62.9	62.8	62.2	61.2	59.9	56.6	62.1	*	61.0	57.0	61.0
8	63.9	62.8	62.8	61.3	63.5	60.9	57.4	62.9	*	62.2	58.2	61.0
9	66.1	62.7	62.5	59.7	62.9	61.3	58.4	63.6	*	62.1	58.5	61.0
10	64.8	61.2	61.2	57.3	61.4	60.2	57.5	63.0	*	61.3	56.1	60.0
11	65.9	62.7	63.3	58.9	59.3	62.0	58.3	64.1	*	62.5	59.4	61.7
12	65.9	63.2	63.4	57.1	61.7	62.7	59.8	64.5	*	63.1	60.4	62.2
13	65.2	62.6	62.5	62.6	61.3	62.2	59.5	63.8	*	62.5	60.3	61.4
14	65.2	63.4	62.8	64.3	62.3	62.3	59.8	63.6	*	62.3	60.3	62.0
15	64.6	63.6	62.9	60.7	59.1	61.6	59.1	63.6	*	62.4	58.2	61.7
16	64.1	63.4	62.8	60.9	62.6	60.8	57.2	63.2	*	62.2	56.9	61.4
17	63.5	60.9	60.6	60.7	61.4	59.4	56.3	62.2	*	60.4	57.4	59.2
18	63.7	61.8	62.0	56.7	59.4	60.1	57.1	62.5	*	61.0	55.4	60.4
19	65.8	62.3	63.1	63.8	63.0	61.7	58.6	64.0	*	62.5	59.4	61.2
20	65.3	62.3	62.5	53.9	59.4	61.1	57.0	62.9	*	61.5	57.3	61.1
21	65.5	62.7	63.3	58.7	57.0	62.6	59.4	64.1	*	62.6	60.3	61.9
22	63.4	62.6	61.8	61.7	62.0	60.1	56.5	61.5	*	60.7	58.1	59.7
23	62.4	61.9	61.7	58.9	59.2	58.6	55.3	61.3	*	60.1	55.8	58.9
24	63.4	59.6	58.8	61.2	62.2	58.9	55.0	61.4	*	59.5	55.0	57.3
25	64.1	60.2	60.4	62.1	62.3	59.9	56.6	62.4	*	60.8	56.8	58.6
26	64.8	62.6	62.3	59.4	59.5	61.8	58.4	63.7	*	62.2	58.8	61.1
27	64.4	62.1	62.9	57.2	61.9	61.3	58.3	63.5	*	62.0	58.3	61.0
28	65.0	62.4	62.8	61.4	62.8	62.4	59.2	63.6	*	62.2	60.3	61.2
29	65.4	63.0	63.0	60.2	65.5	62.6	59.4	64.1	*	62.8	60.0	61.7
30	65.3	63.5	63.6	60.6	62.5	62.6	59.3	64.3	*	63.1	58.9	60.4
31	63.9	61.2	61.5	55.5	61.4	60.4	57.5	62.7	*	60.8	56.8	61.8
Month	**64.8**	**62.5**	**62.6**	**60.2**	**61.4**	**61.4**	**58.3**	**63.5**	*	**62.1**	**58.5**	**61.1**

* Not In Service

Appendix A3

Daily CNEL Levels – February 2015

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	67.5	63.3	59.9	60.6	66.8	73.1	65.5	*	69.1	58.9	63.4
2	69.3	64.8	61.6	62.4	68.1	73.6	67.5	*	69.9	60.2	64.5
3	69.2	65.1	62.6	64.9	68.2	74.9	66.7	*	68.7	58.7	64.2
4	70.0	64.5	62.8	62.3	68.9	74.5	65.9	62.9	71.4	59.5	64.7
5	69.2	64.4	62.8	61.4	67.6	74.5	67.2	61.6	71.0	59.7	64.2
6	68.9	63.9	62.3	61.3	69.0	76.1	69.2	61.5	73.2	60.8	65.5
7	67.5	63.2	63.3	60.9	67.6	74.2	65.8	61.4	70.8	59.5	64.1
8	69.4	65.6	62.4	61.7	67.9	74.2	65.9	62.2	71.0	60.0	65.1
9	69.5	65.8	62.7	64.4	67.7	74.3	65.8	62.1	70.4	60.4	64.3
10	69.7	64.4	63.0	60.5	*	73.7	64.8	62.1	70.4	61.1	65.0
11	66.1	62.5	58.7	61.0	*	73.4	66.3	60.7	70.1	60.7	64.0
12	68.3	63.7	56.5	61.4	*	74.7	64.5	61.7	71.3	60.9	64.3
13	67.6	63.8	60.3	61.0	*	74.2	68.5	61.2	70.4	60.9	64.4
14	66.9	62.7	57.8	60.7	*	73.1	64.6	59.7	69.6	58.7	63.3
15	66.8	62.5	59.3	60.4	*	75.0	65.4	60.2	71.8	58.6	64.0
16	70.2	66.1	59.8	61.4	*	74.8	66.3	63.4	71.6	61.2	65.8
17	70.9	66.3	60.9	62.9	*	74.6	66.2	62.9	71.5	61.4	66.2
18	70.5	65.9	63.5	63.0	*	74.9	64.2	63.3	71.6	61.8	65.8
19	69.9	65.7	63.4	62.1	*	74.7	65.4	62.5	71.4	60.2	65.2
20	70.8	66.3	61.4	62.4	*	74.6	66.7	63.1	71.4	61.1	65.6
21	68.6	64.4	59.2	61.4	*	73.8	65.4	61.6	70.7	60.0	64.7
22	70.7	66.5	58.2	67.3	*	74.4	67.2	63.1	70.9	61.6	65.2
23	70.3	66.0	66.2	62.8	*	74.3	67.9	62.9	70.8	61.6	65.8
24	70.5	65.8	65.5	62.0	*	73.5	64.6	62.9	70.5	61.2	64.5
25	69.6	65.0	60.8	62.4	*	71.6	64.5	60.3	68.7	59.1	62.1
26	70.8	66.3	61.2	62.2	*	75.2	69.6	63.5	71.7	61.7	65.8
27	71.2	67.1	59.5	62.8	69.3	75.1	67.0	63.3	71.9	61.6	65.3
28	68.6	64.4	58.1	61.6	67.5	72.5	65.5	62.1	69.0	60.2	64.0
Month	**69.4**	**65.0**	**61.8**	**62.4**	**68.1**	**74.3**	**66.5**	**62.0**	**70.9**	**60.5**	**64.8**

* Not In Service

Appendix A3 Continued

Daily CNEL Log – February 2015

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	64.8	61.8	62.0	61.8	63.5	61.5	59.0	63.2	*	61.7	59.0	61.1
2	65.2	63.3	63.8	63.7	64.1	61.6	58.8	64.1	*	62.7	59.1	61.4
3	65.1	62.9	63.2	56.7	59.8	60.4	57.5	62.8	*	61.9	57.9	61.2
4	66.1	63.4	63.2	60.9	58.5	60.3	57.1	63.0	*	62.4	59.2	61.2
5	65.3	63.1	63.0	59.8	61.3	59.2	55.4	62.5	*	62.5	58.5	60.9
6	67.3	62.5	62.6	59.7	60.5	61.2	57.6	63.8	*	63.3	61.4	60.0
7	65.4	61.1	62.1	61.3	60.9	60.0	57.1	62.4	*	61.5	59.5	59.8
8	65.3	62.9	64.7	59.4	60.6	61.2	58.2	63.4	*	62.7	58.8	61.9
9	64.7	64.1	64.6	59.6	57.3	60.4	57.5	62.8	*	62.0	60.3	62.2
10	65.7	63.2	63.3	58.6	56.6	60.9	58.1	63.5	*	62.9	61.6	61.6
11	64.1	62.1	61.8	60.6	60.7	59.4	56.4	62.5	*	62.1	59.9	59.3
12	64.7	63.9	62.8	60.1	59.0	59.8	56.5	62.8	*	62.3	60.0	60.2
13	64.7	63.8	62.8	64.4	63.4	59.6	56.7	62.6	*	62.4	60.4	60.6
14	63.8	61.8	61.5	57.6	55.9	58.9	56.1	61.6	*	61.0	58.6	66.5
15	66.0	60.4	61.5	59.7	59.1	59.1	55.8	62.5	*	61.4	57.6	58.7
16	65.7	64.2	64.3	58.9	62.6	61.3	57.9	63.7	*	63.6	60.5	62.6
17	66.3	64.4	65.1	57.1	56.8	61.9	59.6	64.4	*	64.1	61.5	63.5
18	66.2	63.7	64.6	57.2	56.1	62.0	59.1	64.1	*	64.0	59.6	62.7
19	65.7	63.6	64.5	57.5	57.6	60.5	56.7	63.5	*	63.2	59.8	62.4
20	65.9	64.8	64.7	58.3	61.3	61.3	58.6	63.9	*	63.8	60.2	63.1
21	64.8	62.7	62.7	57.2	61.1	60.1	57.1	63.0	*	62.7	58.0	61.3
22	65.1	64.8	64.6	59.9	62.5	60.8	58.9	63.4	*	63.9	60.3	63.4
23	65.3	64.3	64.7	64.5	62.8	61.4	58.8	63.8	*	63.7	60.6	62.9
24	64.6	64.2	64.6	57.3	59.1	61.6	58.5	63.2	*	63.0	58.7	62.6
25	61.9	63.6	63.7	57.8	59.0	58.6	54.9	60.7	*	60.8	52.8	61.7
26	66.3	65.6	64.6	60.0	64.5	61.8	59.1	64.2	*	64.1	61.5	63.3
27	65.4	65.8	65.2	59.5	62.7	61.0	58.1	63.8	*	64.0	60.2	63.6
28	63.4	63.2	62.5	61.7	61.0	59.8	56.9	62.8	*	62.6	58.6	61.3
Month	**65.3**	**63.6**	**63.7**	**60.2**	**60.9**	**60.7**	**57.7**	**63.2**	*	**62.8**	**59.7**	**62.1**

* Not In Service

Appendix A4

Daily CNEL Levels – March 2015

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	69.7	65.9	61.8	67.1	68.7	75.3	65.8	63.0	72.3	61.2	66.1
2	70.3	66.6	53.2	66.3	69.3	75.7	67.4	64.4	72.5	62.3	65.8
3	71.0	66.2	62.6	65.4	69.0	74.2	66.2	63.2	71.3	61.3	65.1
4	71.3	66.2	62.0	65.6	68.9	74.2	65.6	63.5	70.9	62.4	65.0
5	69.4	64.2	56.4	65.8	67.7	73.4	67.0	62.7	70.0	60.7	63.7
6	70.1	64.5	70.4	60.1	68.1	73.3	63.6	61.7	69.4	60.1	62.7
7	66.8	63.0	53.3	60.2	65.9	72.4	65.1	59.7	68.8	59.0	62.4
8	70.4	66.5	55.9	62.7	*	75.1	68.4	62.8	71.5	60.8	65.0
9	70.0	65.3	61.6	63.0	*	74.6	68.3	63.2	71.1	61.9	65.8
10	69.6	64.9	*	62.8	*	74.0	67.8	62.5	70.7	60.9	64.8
11	69.6	65.8	*	63.2	*	74.7	64.4	62.3	71.4	60.8	64.8
12	69.4	65.4	*	62.8	*	75.0	66.5	63.0	71.6	61.1	65.1
13	69.4	64.6	*	62.0	*	74.8	61.0	61.7	71.5	60.8	63.8
14	66.8	63.2	*	61.3	*	74.4	62.7	60.3	71.3	59.1	63.5
15	65.8	63.1	*	59.1	*	74.9	65.6	60.4	71.9	58.8	64.0
16	67.2	63.7	*	59.9	*	74.9	68.0	61.7	71.9	59.7	65.5
17	69.6	65.1	*	63.4	*	75.1	68.6	62.6	71.7	61.2	64.3
18	70.6	66.3	*	63.8	*	75.3	67.5	63.3	72.2	61.8	65.5
19	70.6	66.1	*	63.9	*	75.2	67.7	63.4	72.0	61.8	65.2
20	71.1	66.5	*	63.2	*	75.6	66.9	63.2	72.2	61.3	64.9
21	69.6	65.4	*	62.4	*	74.4	66.4	62.4	70.9	60.0	63.0
22	70.5	66.3	*	66.5	*	74.6	66.1	62.6	71.4	60.9	63.6
23	70.6	66.6	*	66.1	*	74.4	69.0	62.6	70.9	61.1	64.0
24	70.1	66.0	*	63.2	*	75.2	65.2	63.1	71.8	61.4	64.2
25	69.7	65.5	*	63.1	*	75.7	66.4	63.1	72.6	61.4	64.5
26	69.4	64.8	*	63.3	*	74.4	67.2	62.2	70.8	60.7	64.0
27	68.7	63.4	*	52.4	*	77.8	69.0	62.1	72.2	60.6	64.7
28	69.3	64.8	*	0.0	*	75.1	65.5	60.4	70.4	58.8	62.9
29	69.6	65.4	*	0.0	*	74.5	66.6	62.5	71.1	60.6	64.6
30	69.8	65.4	*	0.0	*	74.6	67.7	62.2	71.3	60.4	65.9
31	70.3	66.4	*	0.0	69.6	74.7	67.3	62.5	71.0	60.8	64.9
Month	**69.7**	**65.4**	**63.1**	**63.7**	**68.5**	**74.9**	**66.8**	**62.5**	**71.4**	**60.9**	**64.6**

* Not In Service

Appendix A4 Continued

Daily CNEL Log – March 2015

Date	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	66.5	64.4	64.7	61.7	61.7	61.1	57.9	64.7	*	64.2	57.9	62.8
2	65.7	65.6	64.9	58.5	65.2	62.2	59.5	64.7	*	64.9	61.4	63.7
3	66.0	64.8	65.0	57.1	57.3	61.6	58.9	64.1	*	63.6	60.4	63.5
4	65.8	64.8	65.1	58.6	59.5	62.4	59.3	63.9	*	63.3	62.4	63.1
5	64.5	63.8	63.2	61.9	63.5	59.6	57.3	62.4	*	62.5	59.7	60.6
6	63.4	64.0	64.2	59.9	59.2	59.5	56.1	61.7	*	61.4	57.4	61.2
7	62.8	62.5	61.9	61.4	59.8	58.0	54.7	60.8	*	60.9	57.6	59.2
8	64.8	64.4	65.0	57.5	63.8	60.8	57.1	63.1	*	63.3	58.2	63.0
9	66.0	63.4	64.0	61.5	62.6	61.5	58.6	64.3	*	64.1	60.5	62.3
10	65.2	62.8	63.8	60.6	59.3	61.3	57.8	63.4	*	63.3	60.1	61.2
11	65.2	63.5	64.6	55.8	57.8	60.7	56.9	63.8	*	62.9	61.0	62.2
12	65.9	64.6	64.1	59.1	57.5	61.7	58.7	64.2	*	63.2	60.9	61.8
13	65.6	62.9	63.8	56.3	51.7	61.1	57.6	63.2	*	62.3	60.7	61.4
14	64.5	62.1	62.3	55.7	54.1	59.2	55.7	62.3	*	61.4	*	59.9
15	64.7	60.9	62.6	56.7	57.8	59.7	56.2	62.8	*	61.7	*	59.5
16	64.3	62.6	62.8	62.8	62.9	59.2	55.4	62.5	*	62.5	*	60.1
17	65.6	64.5	63.6	59.6	63.6	60.5	57.5	63.3	*	63.4	*	61.9
18	66.3	64.8	64.6	59.8	61.9	61.4	59.0	64.6	*	64.6	*	63.0
19	66.4	64.2	65.0	59.2	59.5	62.0	58.9	65.0	*	64.7	*	62.9
20	66.2	64.5	65.0	58.1	58.1	62.0	58.4	64.1	*	64.1	58.7	63.0
21	64.1	63.4	64.0	57.8	60.0	60.1	56.0	62.8	*	62.6	56.5	62.0
22	65.6	63.9	64.8	56.4	56.3	61.5	58.3	64.3	*	63.4	60.5	62.8
23	65.0	64.5	65.5	60.1	61.3	61.3	58.3	64.1	*	63.8	60.0	63.1
24	66.4	64.6	64.7	56.6	62.3	61.5	58.6	64.2	*	64.2	61.2	62.9
25	66.1	63.9	64.3	57.5	60.9	61.4	58.3	64.2	*	63.5	60.3	62.2
26	64.3	63.2	63.9	62.2	61.3	60.6	56.8	63.2	*	62.8	59.1	61.3
27	66.3	62.2	62.6	61.3	64.0	60.4	57.4	63.7	*	63.2	59.8	60.1
28	64.5	62.7	63.8	56.7	55.5	59.1	55.4	61.9	*	61.7	56.6	61.0
29	64.6	63.5	64.0	55.5	57.3	60.8	57.0	63.6	*	63.4	58.3	62.3
30	65.7	63.3	63.9	57.9	59.1	61.2	57.2	63.9	*	63.5	57.7	62.2
31	65.1	64.8	64.9	58.7	61.2	60.7	57.7	63.8	*	63.6	60.4	62.9
Month	**65.4**	**63.8**	**64.2**	**59.3**	**60.8**	**60.9**	**57.7**	**63.6**	*	**63.3**	**59.8**	**62.1**

* Not In Service

Appendix B1

Commercial Flight Operations – 1st Quarter 2015

6/8/2015 Aircraft Type	Air Canada	Alaska	Allegiant	American	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan	jetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	Virgin America	Volaris	WestJet	Airborne/Atlas	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																					38			38	76
A310																					1			1	2
A318																								0	0
A319	86		14	1		92	85							360		128	96	19						881	1762
A320	1			174		291	100			307				177		278	301	21						1650	3300
A321				666																				666	1332
A330+								89																89	178
B712																								0	0
B71Q																							2	2	4
B72Q																								0	0
B733													1755											1755	3510
B734		270																						270	540
B735													1											1	2
B736																								0	0
B737		107				1							5274		42	126			7				2	5559	11118
B738		700		869		251							966		10	448			57					3301	6602
B739		412				264										754								1430	2860
B747+																								0	0
B752				169		244										33					61		1	508	1016
B753						5																		5	10
B762																				64				64	128
B763				1		91		1												1	189	92		375	750
B764																								0	0
B777+					90																			90	180
B787+									90															90	180
CRJ2												958												958	1916
CRJ7												379												379	758
CRJ9												105												105	210
DC87																								0	0
ERJ+																								0	0
E170/90						655						33												688	1376
MD10																					14			14	28
MD11																					1			1	2
MD80+				180																			23	203	406
MD90						177																		177	354
TOTALS	87	1489	14	2060	90	2071	185	90	90	307	0	1475	7996	537	52	1767	397	40	64	65	304	92	28	19300	38600
B190																						1		1	2
BE99																				70				70	140
C208											420										210			630	1260
DH8D		376																					1	377	754
E120												574												574	1148
PA31																								0	0
SW3/4																						56		56	112
TOTALS	87	1865	14	2060	90	2071	185	90	90	307	420	2049	7996	537	52	1767	397	40	64	135	514	149	29	1708	3416

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 C17

Appendix B2

Commercial Flight Operations – January 2015

6/6/2015 Aircraft Type	Air Canada	Alaska	Allegiant	American	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	jetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																					7			7	14
A310																								0	0
A318																								0	0
A319	27					35	28							127		30	33	11						291	582
A320	1			63		129	45			94				59		70	105	8						574	1148
A321				215																				215	430
A330+								31																31	62
B712																								0	0
B71Q																							1	1	2
B72Q																								0	0
B733													598											598	1196
B734		93																						93	186
B735																								0	0
B736																								0	0
B737		44											1798		13	42			5					1902	3804
B738		222		300		62							303		5	182			17				2	1093	2186
B739		143				109										225								477	954
B747+																								0	0
B752				61		60										14					21			156	312
B753						1																		1	2
B762																				21				21	42
B763						31														1	67	31		130	260
B764																								0	0
B777+					31																			31	62
B787+									31															31	62
CRJ2												347												347	694
CRJ7												107												107	214
CRJ9												37												37	74
DC87																								0	0
ERJ+																								0	0
E170/90						221						9												230	460
MD10																					8			8	16
MD11																								0	0
MD80+				70																			7	77	154
MD90						29																		29	58
TOTALS	28	502	0	709	31	677	73	31	31	94	0	500	2699	186	18	563	138	19	22	22	103	31	10	6487	12974
B190																								0	0
BE99																				25				25	50
C208											131										70			201	402
DH8D		131																						131	262
E120												211												211	422
PA31																								0	0
SW3/4																						20		20	40
TOTALS	28	633	0	709	31	677	73	31	31	94	131	711	2699	186	18	563	138	19	22	47	173	51	10	7075	14150

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 C17

Appendix B3

Commercial Flight Operations – February 2015

6/6/2015 Aircraft Type	Air Canada	Alaska	Allegiant	American	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	jetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	Virgin America	Volaris	WestJet	Airborne/Atlas	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																					13			13	26
A310																								0	0
A318																								0	0
A319	28		5	1		26	27							113		32	24	8						264	528
A320				55		70	24			92				53		87	97							478	956
A321				191																				191	382
A330+								27																27	54
B712																								0	0
B71Q																							1	1	2
B72Q																								0	0
B733													461											461	922
B734		95																						95	190
B735																								0	0
B736																								0	0
B737		33											1671		14	33			1					1752	3504
B738		198		266		53							280		2	115			19					933	1866
B739		122				68										252								442	884
B747+																								0	0
B752				50		90										7					19			166	332
B753						4																		4	8
B762																				20				20	40
B763				1		28		1													62	29		121	242
B764																								0	0
B777+					28																			28	56
B787+									28															28	56
CRJ2												289												289	578
CRJ7												126												126	252
CRJ9												39												39	78
DC87																								0	0
ERJ+																								0	0
E170/90						211						5												216	432
MD10																					3			3	6
MD11																					1			1	2
MD80+				52																			8	60	120
MD90						55																		55	110
TOTALS	28	448	5	616	28	605	51	28	28	92	0	459	2412	166	16	526	121	8	20	20	98	29	9	5813	11626
B190																								0	0
BE99																				23				23	46
C208											140										70			210	420
DH8D		116																						116	232
E120												180												180	360
PA31																								0	0
SW3/4																						17		17	34
TOTALS	28	564	5	616	28	605	51	28	28	92	140	639	2412	166	16	526	121	8	20	43	168	46	9	6359	12718

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

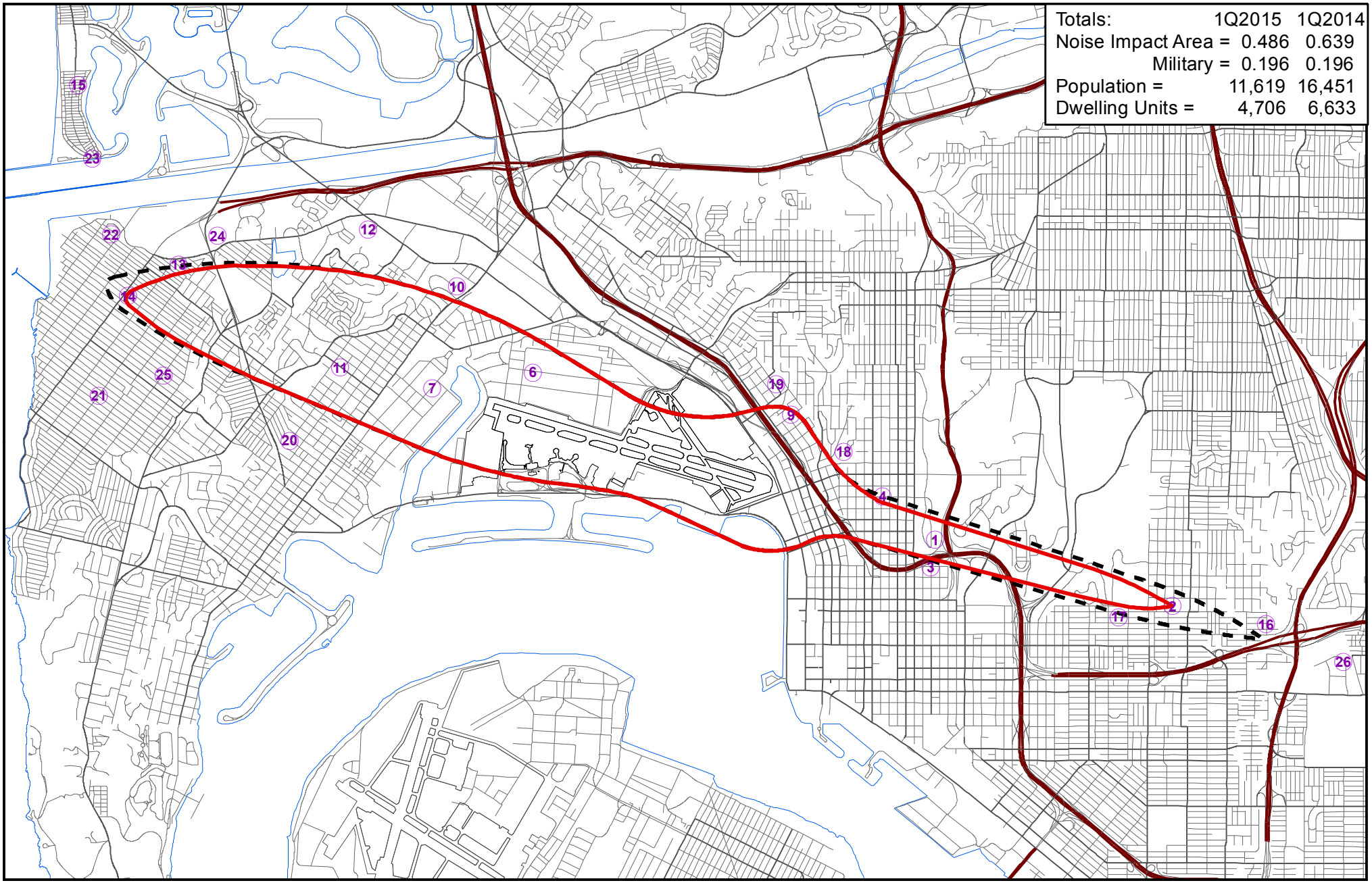
Other / Non-Transport Category =

Appendix B4

Commercial Flight Operations – March 2015

6/6/2015 Aircraft Type	Air Canada	Alaska	Allegiant	American	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	jetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	Virgin America	Volaris	WestJet	Airborne/Atlas	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																					18			18	36
A310																					1			1	2
A318																								0	0
A319	31		9			31	30							120		66	39							326	652
A320				56		92	31			121				65		121	99	13						598	1196
A321				260																				260	520
A330+								31																31	62
B712																								0	0
B71Q																								0	0
B72Q																								0	0
B733													696											696	1392
B734		82																						82	164
B735													1											1	2
B736																								0	0
B737		30				1							1805		15	51			1				2	1905	3810
B738		280		303		136							383		3	151			21					1277	2554
B739		147				87										277								511	1022
B747+																								0	0
B752				58		94										12					21		1	186	372
B753																								0	0
B762																				23				23	46
B763						32															60	32		124	248
B764																								0	0
B777+					31																			31	62
B787+									31															31	62
CRJ2												322												322	644
CRJ7												146												146	292
CRJ9												29												29	58
DC87																								0	0
ERJ+																								0	0
E170/90						223						19												242	484
MD10																					3			3	6
MD11																								0	0
MD80+				58																			8	66	132
MD90						93																		93	186
TOTALS	31	539	9	735	31	789	61	31	31	121	0	516	2885	185	18	678	138	13	22	23	103	32	11	7002	14004
B190																						1		1	2
BE99																				22				22	44
C208											149										70			219	438
DH8D		129																					1	130	260
E120												183												183	366
PA31																								0	0
SW3/4																						19		19	38
TOTALS	31	668	9	735	31	789	61	31	31	121	149	699	2885	185	18	678	138	13	22	45	173	52	12	7576	15152

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



Comparison of the 2014 and 2015 First Quarter 65 dB Community Noise Equivalent Level (CNEL) Contours

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

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

1st Quarter 2015
1st Quarter 2014

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