

QUARTERLY NOISE REPORT

For:
California Department of Transportation

3rd Quarter 2015
July 1 – September 30, 2015



SAN DIEGO
INTERNATIONAL AIRPORT

LET'S GO.

Airport Noise Mitigation

June 14, 2016



QUARTERLY NOISE REPORT
For the Period
July 1 through September 30, 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 3rd Quarter of 2015 was prepared by Airport Noise Mitigation at San Diego International Airport, in accordance with the Airport Noise Standards, State of California.

A handwritten signature in blue ink, appearing to read "Keith Wilschetz".

Keith Wilschetz
Director, Airport Planning & Noise Mitigation

A handwritten signature in blue ink, appearing to read "Thella F. Bowens".

Thella F. Bowens
President / CEO

TABLE OF CONTENTS

Summary of Statistical Information for the California Department of Transportation	1
Aircraft Noise Measurements.....	2
Table 1: Change in N.I.A. and M.I.A.	2
Table 2: Quarterly and Annual CNEL Data.	3
Airport Operations	4
Table 3: SAN ATCT Counts.....	4
Quarterly Operations Survey Report	5
Table 4: Single Event Noise Exposure Level (SENEL) Comparison.....	5
Table 5: Quarterly Operations Survey – Arrivals.....	6
Table 6: Quarterly Operations Survey – Departures.....	8
Table 7: Air Carrier Operations Mix by Time of Day and Runway Use	10
Aircraft Noise Complaints	11
Enforcement Actions	12
Residential Sound Insulation Program	13
Airport Noise Advisory Committee (ANAC).....	14
Appendix A - Aircraft Noise Monitoring System	
Appendix A1	Remote Noise Monitoring Terminal (RMTs) Thresholds
Appendix A2	Daily/Monthly CNEL Levels - July 2015
Appendix A3	Daily/Monthly CNEL Levels - August 2015
Appendix A4	Daily/Monthly CNEL Levels - September 2015
Appendix B – ANOMS Commercial Flight Operations Mix- 3rd Quarter 2015	
Attachment: Comparison of the 2014 and 2015 3 rd Quarter 65 dB CNEL Contours	

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 = 0.580 sq. miles; Military Noise Impact Area = 0.116 sq. miles

2. Estimated number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:
7,669* (QHP Insulated = 3,351)

3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:
15,252* (QHP Insulated = 8,128)

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): 42

5. Total number of aircraft operations during the calendar quarter:
50,387

6. Number of Air Carrier operations by aircraft certified under Federal Aviation Regulations (FAR) Part 36:
43,058

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:
4,588

9. Estimated number of operations by General Aviation aircraft during the calendar quarter:
2,514

10. Estimated number of operations by Military aircraft during the calendar quarter:
227

Form DOA 617, 10/89

* Population and dwelling unit calculations are based upon 2010 Census Block Boundary Data, which is an update to the calculations done since the publication of the 3rd Quarter 2014 Report that are based upon 2000 Census Tract Data.

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 dB Community Noise Equivalent Level (CNEL) contour for the period between October 1, 2014 to September 30, 2015, to be 0.580 square miles (371 acres) and 0.116 square miles (74 acres), respectively. As compared to the period between October 1, 2013 to September 30, 2014, the Noise Impact Area decreased by 0.029 square miles and the Federal Military Noise Impact Area decreased by 0.080 square miles.

Table 1

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

October 1, 2014 to September 30, 2015	October 1, 2013 to September 30, 2014	Change
0.580	0.609	-0.029
0.116	0.196	-0.080

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.

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 several key measurement locations.

Additionally, the 65 dB Community Noise Equivalent Level (CNEL) contours for the period between October 1, 2014 to September 30, 2015 compared to the period between October 1, 2013 to September 30, 2014 accompanies this report as an attachment.

Table 2**Quarterly and Annual CNEL Data**

RMT #	Annual CNEL (dB)¹	Quarter CNEL (dB)²
1	70.0	71.0
2	65.6	66.5
3	61.6	*
4	63.3	*
6	67.0	*
7	74.8	75.7
9	66.9	68.0
10	62.1	*
11	71.1	72.1
12	61.1	61.9
13	64.1	63.0
14	65.1	65.1
16	63.8	64.3
17	64.2	65.2
18	59.9	59.8
19	61.2	60.8
20	61.4	61.4
21	58.0	57.8
22	64.1	64.6
23	62.8	63.1
24	63.5	64.4
25	60.6	62.9
26	62.6	63.5

¹ = For the period October 1, 2014 through September 30, 2015

² = For the period July 1, 2015 through September 30, 2015

Note 1: RMTs #5, #8 and #15 are no longer operational since the noise impact boundary has decreased in size.

Note 2: RMTs #3, 4, 6 and 10 were offline during this time period due to mechanical, electrical and/or communication issues.

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	3rd Quarter 2015	3rd Quarter 2014	Increase / Decrease	Percent Change
Air Carrier	43,058	41,469	1,589	3.83%
Air Taxi	4,588	6,618	-2,030	-30.67%
General Aviation	2,514	2,420	94	3.88%
Military	227	164	63	38.41%
Total	50,387	50,671	-284	-0.56%

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".

Quarterly Operations Survey Report

The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the 3rd Quarter of 2015. The data used to compile this report was gathered during 24-hour periods on August 11-13, 2015.

Table 5, Quarterly Operations Survey - Arrivals, 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 3rd Quarter 2015 Operations Survey, an average of 238 daily air carrier arrival operations was conducted. Therefore, the loudest 25% of these arrivals totaled approximately 60. These commercial service jet aircraft are listed by Aircraft Type, Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number and Date/Time.

Table 6, Quarterly Operations Survey - Departures, 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 3rd Quarter 2015 Operations Survey, an average of 238 daily air carrier departure operations was conducted. Therefore, the loudest 25% of these departures totaled approximately 60. These commercial service jet aircraft are listed by Aircraft Type, 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 3rd Quarter 2015 Operations Survey is as follows:

Table 4

Single Event Noise Exposure Level (SENEL) Comparison

	August 11-13, 2015	August 12-14, 2014	Change (dB)
Departures	100.1	99.0	1.1
Arrivals	94.9	93.9	1.0

Note: The calculation methodology has changed since the publication of the 3rd Quarter 2014 Report. The new calculation methodology identifies the loudest 25% of aircraft without averaging the noise levels from the same flight numbers within that time period.

Table 7, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 476 daily operations, which is less than the 491 daily operations recorded during the 3rd Quarter of 2014.

Table 5

Quarterly Operations Survey - Arrivals (RMT #1 from August 11-13, 2015)

* = Missed Approach

Aircraft Type	SENEL (dB)	Arriving From	Flight Number	Date and Time
B772	97.1	EGLL	BAW73N	8/11/2015 7:06 PM
B763	96.7	ATL	DAL1567	8/12/2015 7:09 PM
A306	96.6	MEM	FDX906	8/12/2015 4:56 PM
B772	96.6	EGLL	BAW73N	8/12/2015 6:50 PM
B763	96.5	MEM	FDX1422	8/12/2015 5:36 AM
B763	96.4	SDF	UPS922	8/11/2015 4:59 AM
MD82	96.2	DFW	AAL9258	8/11/2015 10:00 AM
B753	96.2	ATL	DAL2267	8/11/2015 12:25 PM
B734	96.0	PDX	ASA556	8/11/2015 5:29 PM
B762	95.9	PHX	GTI505	8/12/2015 7:36 AM
B763	95.8	ATL	DAL1692	8/13/2015 9:11 AM
B763	95.7	SDF	UPS922	8/12/2015 5:03 AM
B763	95.6	ATL	DAL1792	8/12/2015 4:41 PM
B763	95.6	ATL	DAL1792	8/13/2015 4:41 PM
B772	95.6	EGLL	BAW73N	8/13/2015 6:44 PM
B733	95.4	SFO	SWA2611	8/11/2015 8:26 PM
B763	95.4	MEM	FDX1422	8/13/2015 5:06 AM
B763	95.3	IND	FDX3713	8/12/2015 4:45 PM
B763	95.3	ATL	DAL1567	8/13/2015 7:01 PM
B734	95.2	-	-	8/11/2015 8:06 PM
B733	95.1	OAK	SWA3183	8/12/2015 11:53 AM
B763	95.1	SDF	UPS2920	8/12/2015 5:07 PM
B738	95.0	MSP	SCX401	8/11/2015 12:02 PM
B763	95.0	ATL	DAL1567	8/11/2015 7:10 PM
A306	94.9	MEM	FDX906	8/11/2015 4:45 PM
B738	94.9	MDW	SWA1543	8/12/2015 10:27 AM
B738	94.9	DFW	AAL2472	8/12/2015 11:21 AM
B763	94.8	IND	FDX1754	8/12/2015 5:11 AM
B734	94.8	SLC	ASA720	8/13/2015 9:09 AM
B752	94.8	DFW	AAL2472	8/13/2015 12:05 PM
B763	94.7	IND	FDX1754	8/11/2015 5:03 AM
B762	94.6	PHX	GTI505	8/13/2015 7:34 AM
A306	94.6	MEM	FDX906	8/13/2015 4:38 PM
B753	94.5	ATL	DAL2267	8/12/2015 12:37 PM
B763	94.5	SDF	UPS922	8/13/2015 4:37 AM
B738	94.5	IAH	UAL1272	8/13/2015 3:31 PM
B733	94.4	OAK	SWA3183	8/11/2015 12:58 PM
B739	94.4	SFO	UAL1255	8/11/2015 1:10 PM
B734	94.4	SEA	ASA476	8/11/2015 8:00 PM

Table 5 Continued

Quarterly Operations Survey - Arrivals (RMT #1 from August 11-13, 2015)

Aircraft Type	SENEL (dB)	Arriving From	Flight Number	Date and Time
B763	94.3	MEM	FDX1422	8/11/2015 5:39 AM
B733	94.3	PHX	SWA1376	8/11/2015 6:10 PM
B738	94.3	BWI	SWA988	8/12/2015 12:07 PM
B738	94.3	DEN	SWA598	8/12/2015 5:20 PM
B733	94.2	OAK	SWA331	8/11/2015 6:48 PM
B753	94.2	ATL	DAL2267	8/13/2015 12:43 PM
B739	94.2	PDX	ASA556	8/13/2015 5:26 PM
B752	94.1	DFW	AAL2472	8/11/2015 12:04 PM
B738	94.1	PHOG	ASA814	8/12/2015 6:51 AM
B733	94.1	SFO	SWA9010	8/12/2015 5:35 PM
B763	94.1	IND	FDX1754	8/13/2015 4:51 AM
B733	94.1	OAK	SWA1967	8/13/2015 3:20 PM
B738	94.1	DEN	UAL1173	8/13/2015 5:37 PM
B737	94.0	SEA	SWA1561	8/11/2015 10:14 AM
B738	94.0	DEN	UAL1173	8/11/2015 4:37 PM
B738	94.0	SEA	ASA488	8/12/2015 12:06 AM
B752	94.0	OAK	FDX1889	8/12/2015 4:41 AM
B763	93.9	ATL	DAL1692	8/12/2015 9:06 AM
B738	93.9	DFW	AAL1445	8/12/2015 1:16 PM
B737	93.9	SEA	ASA476	8/12/2015 7:47 PM
B733	93.9	LAS	SWA1976	8/13/2015 9:35 AM

Table 6

Quarterly Operations Survey - Departures (RMT #7 from August 11-13, 2015)

Aircraft Type	SENEL (dB)	Departing To	Flight Number	Date and Time
MD82	104.6	DFW	AAL9258	8/11/2015 11:06 AM
B772	103.2	EGLL	BAW72A	8/13/2015 9:36 PM
B772	103.1	EGLL	BAW72A	8/11/2015 9:15 PM
B772	102.2	EGLL	BAW72A	8/12/2015 8:58 PM
B763	101.4	ATL	DAL2595	8/13/2015 10:37 PM
A321	101.3	CLT	AAL2005	8/11/2015 7:00 AM
B763	101.2	ATL	DAL2595	8/12/2015 10:39 PM
A321	101.2	CLT	AAL2005	8/13/2015 7:00 AM
B763	101.1	ATL	DAL1692	8/13/2015 10:48 AM
A332	100.9	PHNL	HAL15	8/12/2015 10:15 AM
A321	100.8	PHL	AAL458	8/12/2015 6:43 AM
A321	100.7	PHL	AAL458	8/11/2015 6:51 AM
B763	100.6	ATL	DAL1692	8/12/2015 10:54 AM
B739	100.6	DTW	DAL1619	8/13/2015 11:06 PM
A321	100.5	PHL	AAL648	8/12/2015 10:36 PM
A332	100.5	PHNL	HAL15	8/13/2015 10:09 AM
A321	100.4	CLT	AAL487	8/13/2015 11:05 AM
B763	100.3	ATL	DAL2595	8/11/2015 10:39 PM
B763	100.2	ATL	DAL1692	8/11/2015 10:55 AM
A321	100.2	PHL	AAL458	8/13/2015 6:40 AM
B739	100.2	ATL	DAL1592	8/13/2015 6:45 AM
B739	100.2	ORD	UAL1964	8/13/2015 10:35 AM
B739	100.2	EWR	UAL1150	8/13/2015 11:31 AM
B739	100.2	DTW	DAL86	8/13/2015 11:36 AM
A321	100.1	CLT	AAL487	8/11/2015 11:16 AM
A321	100.1	CLT	AAL2005	8/12/2015 7:02 AM
A321	100.1	CLT	AAL579	8/13/2015 10:43 PM
B739	100.0	ATL	DAL2130	8/13/2015 9:17 AM
A332	99.9	PHNL	HAL15	8/11/2015 10:18 AM
B738	99.9	ORD	AAL1566	8/12/2015 7:14 AM
B739	99.8	IAD	UAL1975	8/12/2015 7:27 AM
B738	99.8	PHOG	ASA847	8/12/2015 7:08 PM
A321	99.8	CLT	AAL579	8/12/2015 10:41 PM
B739	99.8	DTW	DAL1619	8/12/2015 10:52 PM
B739	99.8	IAD	UAL1975	8/13/2015 7:40 AM
B739	99.7	MCO	ASA760	8/13/2015 10:22 AM
A321	99.7	PHL	AAL648	8/13/2015 10:20 PM
B739	99.6	ATL	DAL1592	8/11/2015 6:39 AM
B739	99.6	EWR	UAL1968	8/13/2015 10:17 PM

Table 6 Continued

Quarterly Operations Survey - Departures (RMT #7 from August 11-13, 2015)

Aircraft Type	SENEL (dB)	Departing To	Flight Number	Date and Time
B739	99.4	EWR	UAL1150	8/11/2015 11:51 AM
B739	99.4	EWR	UAL1150	8/12/2015 11:15 AM
B739	99.3	ATL	DAL2130	8/12/2015 9:29 AM
B738	99.3	PHLI	ASA857	8/12/2015 10:50 AM
B738	99.2	BWI	SWA994	8/13/2015 7:10 AM
B738	99.2	PHLI	ASA857	8/13/2015 10:26 AM
B734	99.2	SEA	ASA481	8/13/2015 12:38 PM
B739	99.1	IAD	UAL1745	8/11/2015 2:29 PM
B738	99.1	IAD	UAL1745	8/12/2015 1:32 PM
B739	99.1	IAD	UAL1657	8/12/2015 10:47 PM
B739	99.0	ORD	UAL1476	8/11/2015 2:00 PM
B739	99.0	ORD	UAL1163	8/12/2015 7:08 AM
B739	99.0	EWR	UAL1968	8/12/2015 9:50 PM
MD90	99.0	MSP	DAL2019	8/13/2015 8:57 AM
B739	98.9	IAH	UAL1451	8/13/2015 7:04 AM
B739	98.9	IAH	UAL1671	8/13/2015 8:42 AM
B738	98.8	PHNL	ASA895	8/12/2015 11:35 AM
B738	98.8	EWR	UAL1641	8/13/2015 6:36 AM
B739	98.7	SLC	DAL89	8/11/2015 1:18 PM
B739	98.6	ATL	DAL1592	8/12/2015 6:38 AM
B738	98.6	BOS	ASA798	8/12/2015 8:53 AM

Table 7**Air Carrier Operations Mix by Time of Day and Runway Use**

These numbers are the averages for operations for August 11-13, 2015

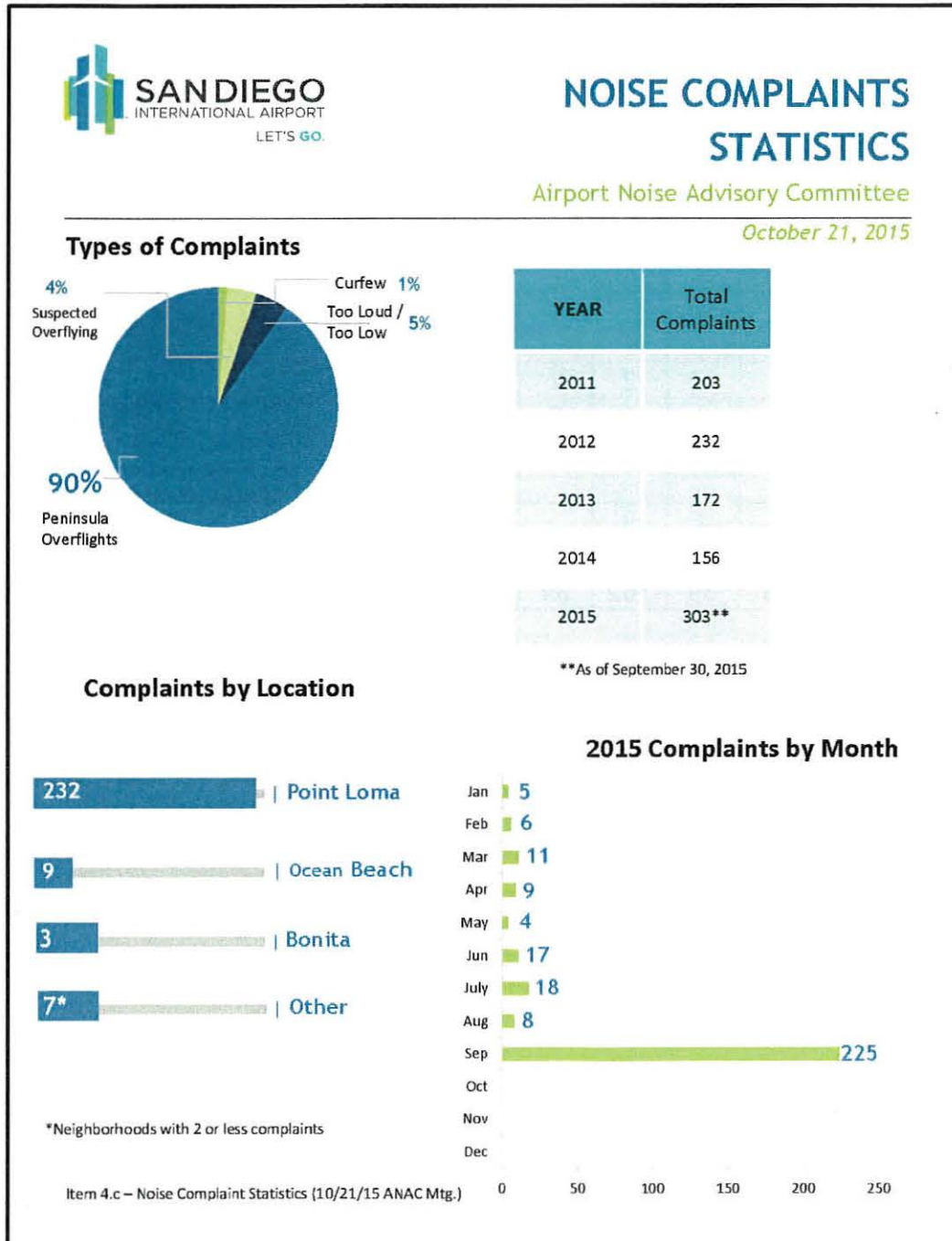
Aircraft Type	Runway 27						Runway 09						Total
	Arrivals			Departures			Arrivals			Departures			
	700	1900	2200	700	1900	2200	700	1900	2200	700	1900	2200	
	--	--	--	--	--	--	--	--	--	--	--	--	
	1859	2159	659	1859	2159	659	1859	2159	659	1859	2159	659	
A306	1				1								2
A319	5			5	1								11
A320+	21	8	4	22	5	6							66
A330+		1		1									2
B737+	98	27	26	104	21	21							297
B757+	4	1	2	3	1	1							13
B767+	4	1	3	4	2	2							16
B777+	1				1								2
B787+	1			1									2
DH8D	3	1		2	2								7
E170/175/190	7	1	3	7	2	2							22
MD11													0
MD80+													0
MD90	2	1	1	3		1							7
RJ+	12	2	1	10	3	2							30
Total	158	43	39	162	39	35	0	0	0	0	0	0	476

Note 1: The use of a "+" sign after an aircraft model designation means "and all succeeding series aircraft." The designation of "Q" signifies a hush kitted 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 3rd Quarter of 2015, Airport Noise Mitigation received a total of 251 complaints. Where possible, each complaint 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.

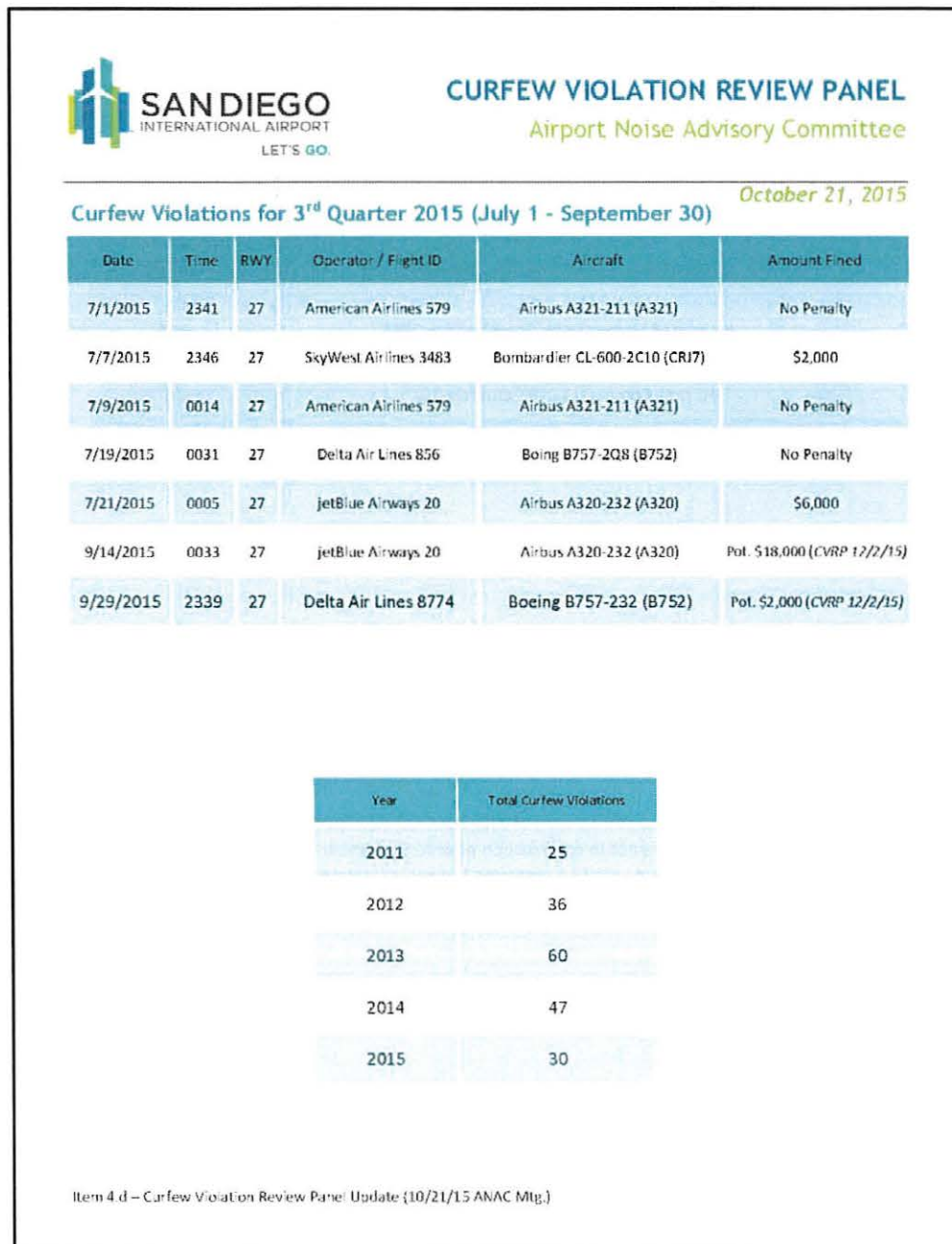
The following figure depicts the residential vicinity in relation to the airport and the number of complaints received during the 3rd Quarter of 2015. The 251 complaints recorded during the 3rd Quarter of 2015 reflects an increase of 210 from the 41 recorded during the 3rd Quarter of 2014.



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 3rd Quarter of 2015 Final Enforcement Actions. The 7 curfew violations recorded during the 3rd Quarter of 2015 reflects a decrease of 2 from the 9 curfew violations recorded during the 3rd Quarter of 2014.



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 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 2014 NEM 68 dB CNEL boundary, and the 2014 NEM 67 dB CNEL boundary. Within each boundary there have been subsets, called phases and groups.



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QUIETER HOME PROGRAM

Airport Noise Advisory Committee

October 21, 2015

PROGRAM STATISTICS	
Applicants / Homes on the Wait List	755/1,299
Estimated Homes to be Completed in 2015	315
Homes Completed in 3 rd Quarter 2015	36
Total Homes Completed in the Program	3,251

AIP Handbook & Allowable Treatments

Effective September 30, 2015, AIP Handbook supersedes Program Guidance Letter 12-09, requiring all projects in process post-September 30th must adhere to new guidelines.

- Two-step eligibility process – Acoustical Test Plan includes pre-testing 100% of diverse and 20% of uniform housing stock. Approximately 8% tested under 45 dB.
- Increased review and scrutiny of program treatment packages has resulted in delay to projects not in construction prior to September 30th.
- Ongoing dialogue with FAA regarding allowable treatments, Modification to Standards and Neighborhood Equity.

Item 4.a – Quieter Home Program Update (10/21/15 ANAC Mtg.)

Airport Noise Advisory Committee (ANAC)

The following three pages contain a copy of the July 15, 2015 draft 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>.



DRAFT MINUTES

Airport Noise Advisory Committee

Date | time 7/15/2015 4:01 PM

Meeting called to order by: Jennifer Lilley

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
CAPT John Sykas???	MCRD	Yes
Conrad Wear	San Diego City Council, District 2	Yes
Vacant	Downtown Community Planning Council	No
Vacant	Midway/Pacific Highway Community Planning Board	No
Cheryl Brieton	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Peter Nystrom	Peninsula Community Planning Board	Yes
Tom Gawaronski	Ocean Beach Planning Board	Yes
Victoria White	City of San Diego	Yes
Lee Steuer	Congresswoman Susan Davis	Yes
Greg Murphy	County Supervisor Greg Cox	No*
Kirk Hanson	Community at Large	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustician	Yes
Grady Boyce	Airline Representative	Yes
Authority Staff	Keith Wilschetz, 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

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

2. Approval of Minutes

A quorum was established, motion to approve both the January 21 and April 15, 2015 minutes was unanimously approved with no discussion.

3. Information Items

Metroplex Project Update – Ms. Knack had asked the members involved to introduce themselves and what their roles are in regards to this project, after the brief introduction, the floor was opened for questions. Ms. White had asked to give an overview on what the changes may entail in regards to the flight route, the noise contours, and if the noise will increase with this changes, in response according to the noise analysis there will be no significant increase in the noise level and that information on this subject can be found on the website; one member had asked regarding an article read in the newspaper about the significant changes that may occur had asked to elaborate more on what are the changes to be expected; it was explained that there are no changes expected outside of the existing flight tracks . More discussion has ensued in regards to the Metroplex where technical information was provided, and invitation was suggested to present a much more detailed explanation of the Metroplex as well as any additional information one may need to understand the subject more. Metroplex as of this date is still in the design phase, where the procedures are put out and public commentary which is the reason for consultants to look at the board and to implement changes if necessary. Ms. Knack informed the committee that as of now the procedures are being reviewed and analyzed and as soon as it is finalized, a full presentation in detail will be provided. For more information, one can refer to the FAA's website:

http://www.metroplexenvironmental.com/social_metroplex/social_introduction.html

Airport Authority Update – Keith Wilschetz, Director of Airport Planning and Noise Mitigation, gave an airport update. Reported that operations in the airport is doing quite well, in June it was 6.5% higher than last year on enplanements, passengers and CY to date about 3% higher than last year. The number of flights in and out is not as high, about 3% as compared to last year.

The Rental Car Center (RCC) project at the north side of the airport is going well and is scheduled to open in January of 2016, traffic to Harbor Dr. will be switched to Sassafraz, and the terminal link road will completed in late August.

Mr. Wilschetz' Airport Development Plan presentation showed the projected projects for 20-25 years from now and what will encompass in these changes especially for Terminals 1 and 2. Mr. Wilschetz presented five alternative plans and explained each plans as they are presented; he also had pointed out that the concept of building the terminal is for it to be efficient and cost effective with not just for the public but for Authority staff as well. Mr. Wilschetz had also mentioned that there are a lot of bypass ideas that with be presented to the Board in September and all concepts will be presented to the Board in October for direction, and once obtained the environmental analysis will occur in 2017 and from there will be moving forward with most likely this being the las master plan for this site. A member had asked about what is meant by the end of the life span of the airport; Mr. Wilschetz explained that with continued increase by 1.82% per year, the runway would have reached by estimation its capacity by 2035-2040. A member had asked with these new plan would it affect international flights and the need to add a new runway. Mr. Wilschetz reiterated that a new runway will not be built, and it was determined that when passengers start shifting through Tijuana airport, than the airport has reached its capacity but as of now, the airport is still being used.

Presentation items

Note: A copy of the presentations can be found via our website using the following link:

<http://www.san.org/Airport-Projects/Airport-Noise-Mitigation#Airport-Noise-Advisory-Committee-ANAC-442>

Quleter Home Program (Program) Update –Craig Mayer, Deputy Program Manager, provided the committee an update on the Program status. Mr. Mayer stated that currently there are 746 applicants on the waiting list, which equates to 1,200 units. He stated it is estimated the Program will complete approximately 225 homes by this calendar year, the number is slightly down from previous years due to doing more single-family homes now than in recent years.. There are about 75 homes completed in this second quarter of 2015; and total completed to date is just over 3,200 homes.

Mr. Mayer gave a recap on what was discussed last meeting regarding the acoustical test plan by breaking it in to two components to be reviewed and evaluated separately, the request was adhered and a verbal acknowledgement was received and supported by the FAA but in regards to testing, no response has been received as of yet regarding secondary treatment.

Mr. Mayer also stated his intent in continuing doing the customer service survey that was discussed last meeting. And that majority of the homeowners who had participated are happy on the decision to participate, however there are still negative inputs received especially in regards to scheduling, the length of time to complete and process a home, appointment settings, either time is too restrictive.

Flight Operation Statistics – Steve Cummings, Noise Mitigation Specialist, presented updated flight operation statistics. The total missed approaches for June 30, 2015 is 341 which is the same last year at 346. As of June 30th the Early Turns is 109 as oppose to last year's 103. Mr. Cummings explained what a missed approach is in response to the definition of a missed approach.

Complaint Statistics - Steve Cummings, Noise Mitigation Specialist, presented an update on Noise Complaints. For the first six months as of June 30th, a total of 52 complaints occurred for the year which is quite low from last year's 83 complaints. Mr. Cummings is because of the public outreach, bringing people in, asking questions, a flight that is online where answers can be obtained instantly; as well as a flyer that was sent out indicating who we are.

Curfew Violation Review Panel (CVRP) Statistics - Mr. Nicholas Montgomery, Airport Noise intern, informed the committee that there was 11 curfew violations this past quarter, which gives a total of 23 as compared total from last year of 28. The next CVRP is on August 5th.

4. Public Comment

None

5. New Business

None

6. Next Meeting/Adjourn

The next meeting is scheduled for Wednesday, October 21, 2015 at 4:00 p.m. at the Airport Noise Mitigation offices located at 2722 Truxtun St.

Ms. Lilley adjourned the meeting at 5:24 p.m.



Sjohnna Knack
2016.05.18
13:36:52 -07'00'

Sjohnna Knack

Program Manager, Airport Noise Mitigation

Appendix A

Airport Noise Monitoring System

Appendix A1

Remote Noise Monitoring Terminal (RMTs) Thresholds

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 and #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/Monthly CNEL Levels – July 2015

Day	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	66.7	*	*	*	74.7	68.7	*	72.5	62.0	64.0
2	70.5	66.1	*	*	*	76.5	67.9	*	72.8	60.7	61.5
3	70.1	65.5	*	*	*	72.6	67.8	*	71.4	59.8	60.6
4	68.0	64.0	*	*	*	73.7	65.9	*	70.3	60.0	60.2
5	70.5	66.5	*	*	*	79.8	68.2	*	71.9	61.5	62.6
6	71.3	66.7	*	*	*	80.4	68.4	*	72.2	62.0	63.6
7	71.3	67.3	*	*	*	75.3	67.6	*	71.3	61.7	62.4
8	71.3	67.1	*	*	*	75.6	67.7	*	72.2	62.3	63.7
9	71.5	67.2	*	*	*	74.3	68.2	*	71.6	62.6	64.2
10	71.6	67.3	*	*	*	75.1	66.5	*	71.7	62.2	63.3
11	70.5	66.3	*	*	*	74.8	66.5	*	71.2	61.9	62.7
12	70.4	66.3	*	*	*	75.6	68.0	*	72.3	61.2	63.4
13	70.7	66.4	*	*	*	75.5	68.4	*	71.8	62.7	63.1
14	72.9	67.8	*	*	*	74.7	67.7	*	72.2	62.1	62.8
15	71.3	66.7	*	*	*	75.9	68.2	*	72.5	62.6	63.3
16	71.5	67.1	*	*	*	75.4	68.1	*	72.0	62.1	63.1
17	71.3	67.0	*	*	*	75.6	67.6	*	72.3	61.5	62.9
18	73.2	65.8	*	*	*	73.1	63.0	*	71.7	61.3	61.6
19	73.7	66.1	*	*	*	76.8	65.5	*	72.7	61.7	61.6
20	69.2	64.5	*	*	*	76.9	67.8	*	74.4	59.4	61.6
21	70.4	66.0	*	*	*	75.7	68.2	*	72.3	61.5	61.6
22	70.8	66.4	*	*	*	75.4	67.7	*	71.9	62.0	62.4
23	71.6	67.0	*	*	*	75.5	67.9	*	71.9	61.8	62.5
24	70.8	66.5	*	*	*	75.9	68.3	*	72.4	61.5	61.4
25	69.6	65.5	*	*	*	75.0	66.7	*	71.1	60.1	60.4
26	70.3	66.2	*	*	*	75.6	67.9	*	71.9	61.9	62.5
27	70.7	66.3	*	*	*	75.7	67.8	*	72.1	64.0	64.5
28	70.8	66.4	*	*	*	75.9	68.4	*	72.2	61.5	61.7
29	71.1	66.7	*	*	*	75.3	67.8	*	71.8	61.8	61.7
30	70.7	66.6	*	*	*	75.7	67.5	*	71.8	61.7	60.6
31	72.1	67.4	*	*	*	75.9	68.0	*	72.4	62.0	59.2
Month	71.6	67.0	*	*	*	76.4	68.2	*	72.6	62.2	63.0

* Not in Service

Appendix A2 Continued

Daily/Monthly CNEL Levels – July 2015

Day	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	64.3	65.1	60.7	62.4	61.3	58.8	64.9	63.1	64.6	63.6	63.9
2	63.8	63.8	64.8	61.0	58.9	61.4	55.9	63.4	61.9	63.6	61.6	64.3
3	62.4	63.1	64.8	57.6	57.5	60.8	57.1	62.9	61.9	62.2	62.3	62.2
4	61.2	61.6	62.5	56.9	58.3	60.1	56.5	66.2	61.8	62.1	62.1	60.7
5	64.1	64.1	64.7	58.4	60.7	61.9	58.2	64.4	62.9	64.3	63.5	63.0
6	63.9	64.3	65.2	59.5	60.6	62.3	58.2	65.1	63.5	65.1	63.5	63.3
7	64.3	65.0	65.6	60.5	61.6	61.0	55.9	63.4	62.0	64.0	62.2	65.2
8	63.8	65.4	65.3	58.7	61.8	61.7	57.7	64.7	63.2	64.7	63.0	63.9
9	64.0	64.9	65.5	61.6	61.6	61.9	58.8	65.1	64.3	65.2	63.9	63.9
10	64.5	65.1	65.8	59.5	57.0	62.3	59.1	64.9	63.4	64.4	63.9	64.1
11	63.3	64.2	64.8	57.8	56.2	61.6	58.1	64.4	63.7	64.2	63.3	63.5
12	64.0	63.8	64.7	57.7	60.3	61.7	57.8	64.8	63.6	64.2	63.1	63.2
13	63.6	64.0	64.6	59.4	59.9	61.4	57.8	64.4	63.4	64.3	62.7	62.9
14	63.5	65.4	66.6	60.0	61.5	61.4	57.1	64.5	63.6	64.9	62.6	63.9
15	63.9	64.9	64.9	58.4	62.4	61.9	58.2	64.9	64.1	65.0	63.3	63.7
16	64.1	64.5	65.3	58.7	58.6	62.1	58.5	65.2	64.1	64.9	63.7	64.0
17	64.7	65.9	65.4	58.5	58.1	61.9	57.5	64.5	62.7	64.3	62.9	64.5
18	62.2	63.5	64.5	50.0	53.1	60.9	56.3	63.5	62.6	63.7	61.5	62.8
19	65.3	63.3	64.8	58.9	60.1	61.5	58.2	64.9	63.2	64.4	63.9	60.3
20	69.2	62.8	63.6	66.6	61.4	60.2	57.5	64.2	61.9	63.4	62.6	62.1
21	64.4	63.7	64.3	59.1	61.4	61.1	57.4	64.9	63.2	64.5	62.8	62.6
22	65.8	64.1	64.9	60.1	61.1	61.5	58.1	65.2	64.0	64.9	63.2	63.6
23	64.5	64.6	65.3	59.7	58.8	61.9	58.7	65.1	63.5	64.8	63.5	63.4
24	64.2	64.1	64.9	57.8	57.7	61.7	57.2	64.4	63.0	64.1	63.1	63.0
25	62.6	63.2	64.1	59.6	57.3	60.3	56.8	63.8	62.4	62.9	61.9	63.1
26	63.8	64.0	64.7	60.2	59.7	61.7	57.9	64.8	63.6	64.4	63.0	63.2
27	64.1	64.3	64.7	58.2	60.7	61.7	59.5	65.3	64.1	65.1	63.4	63.0
28	64.4	64.3	64.7	58.4	60.9	61.8	58.3	64.8	63.9	64.6	63.4	63.0
29	64.3	64.4	65.1	60.3	59.6	61.9	57.8	64.5	63.4	64.3	62.9	63.4
30	62.9	64.3	65.2	59.0	59.8	61.2	56.9	64.1	63.7	64.4	62.1	63.2
31	65.5	65.0	65.7	59.8	59.7	61.8	57.8	64.3	63.2	64.5	62.7	64.4
Month	64.8	64.8	65.5	60.3	60.5	62.0	58.3	65.1	63.7	64.8	63.5	63.9

* Not in Service

Appendix A3

Daily/Monthly CNEL Levels - August 2015

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	72.2	66.6	*	*	*	74.8	67.4	*	71.5	61.6	57.4
2	70.7	66.3	*	*	*	75.7	68.1	*	71.8	60.7	58.4
3	70.4	66.3	*	*	*	75.7	67.6	*	72.6	65.0	60.1
4	71.2	66.6	*	*	*	75.7	67.5	*	71.7	60.6	59.3
5	71.0	66.3	*	*	*	74.9	68.4	*	71.4	61.6	59.1
6	70.4	66.6	*	*	*	75.7	68.1	*	72.4	61.9	58.8
7	71.3	67.0	*	*	*	75.1	67.9	*	71.5	62.0	59.8
8	70.4	66.3	*	*	*	74.6	67.0	*	71.1	62.6	60.4
9	70.2	66.1	*	*	*	75.3	67.8	*	71.7	61.6	60.9
10	70.9	66.5	*	*	*	75.4	67.5	*	71.7	63.2	60.1
11	71.3	66.9	*	*	*	74.5	66.5	*	70.9	60.9	60.0
12	70.7	66.7	*	*	*	75.2	67.1	*	71.3	60.8	59.8
13	70.7	67.0	*	*	*	75.6	69.0	*	71.9	60.7	62.5
14	71.1	66.4	*	*	*	76.1	68.7	*	72.3	60.3	64.5
15	68.8	65.0	*	*	*	75.3	67.7	*	70.8	60.5	64.0
16	69.8	65.9	*	*	*	75.9	68.3	*	71.6	60.1	65.0
17	69.4	65.2	*	*	*	76.1	68.1	*	71.9	61.8	68.5
18	70.8	66.2	*	*	*	75.6	68.0	*	71.8	60.3	66.1
19	70.4	65.9	*	*	*	74.6	67.7	*	71.1	61.2	65.7
20	71.2	64.4	*	*	*	75.0	68.0	*	71.3	61.9	65.5
21	71.3	*	*	*	*	75.3	68.2	*	71.8	61.8	60.9
22	69.2	*	*	*	*	74.3	67.1	*	70.7	61.2	63.4
23	70.0	*	*	*	*	75.2	67.1	*	71.5	60.3	64.4
24	69.8	68.0	*	*	*	75.1	67.0	*	71.5	62.2	64.3
25	70.1	65.2	*	*	*	74.6	67.0	*	70.9	59.6	63.4
26	69.7	65.6	*	*	*	74.2	66.5	*	70.5	59.5	63.0
27	69.4	65.7	*	*	*	75.0	67.7	*	71.4	60.5	63.1
28	69.8	65.7	*	*	*	74.9	67.0	*	71.5	61.0	62.2
29	67.7	64.0	*	*	*	74.5	65.5	*	71.1	60.1	62.6
30	69.9	65.4	*	*	*	75.5	68.8	*	72.0	61.0	64.2
31	70.2	65.9	*	*	*	74.9	67.4	*	72.0	62.3	63.2
Month	70.9	66.6	*	*	*	75.7	68.2	*	72.0	61.9	63.6

* Not in Service

Appendix A3 Continued

Daily/Monthly CNEL Log – August 2015

Day	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	63.2	64.0	66.4	58.7	58.8	60.8	56.2	63.2	62.1	63.0	62.0	63.5
2	64.4	63.9	64.8	58.5	59.8	60.9	55.3	63.3	62.3	63.2	61.3	62.5
3	63.8	64.0	64.8	56.4	57.6	62.0	57.7	64.7	63.0	64.3	63.3	62.8
4	62.9	64.2	65.5	58.1	55.8	61.1	56.8	64.0	62.3	63.6	62.4	63.4
5	63.0	64.1	64.9	61.1	60.0	61.6	57.2	64.0	63.1	64.0	62.7	63.4
6	64.0	64.4	64.9	59.4	60.2	62.0	57.8	64.6	63.5	64.6	62.9	63.5
7	65.7	64.6	65.3	60.1	61.1	61.6	58.2	64.6	65.3	64.9	63.3	63.7
8	65.3	63.9	64.6	59.0	57.9	61.0	58.0	64.3	63.2	64.0	63.1	63.0
9	63.7	63.8	64.7	59.0	60.0	61.7	58.3	64.8	63.7	64.5	63.2	62.7
10	63.6	64.1	65.2	59.0	58.5	61.7	58.8	64.8	63.7	64.6	63.2	63.4
11	65.1	64.6	65.4	58.0	56.9	61.0	57.8	64.2	58.1	64.0	62.7	63.8
12	62.9	63.8	65.7	58.6	56.1	61.5	57.5	64.0	59.5	63.3	63.2	63.6
13	64.9	63.8	65.5	60.9	59.1	61.4	57.6	64.1	62.0	63.9	62.2	63.7
14	64.7	63.2	66.9	61.1	62.5	61.4	56.5	63.4	62.4	63.3	61.9	62.9
15	64.1	61.7	64.1	57.3	59.1	60.0	55.4	62.3	61.2	61.9	61.6	61.3
16	64.1	63.1	64.6	58.3	62.0	60.7	55.4	63.1	61.3	63.5	60.7	62.7
17	64.5	62.6	63.6	57.8	63.4	59.4	55.7	64.2	63.3	64.2	61.5	61.9
18	65.7	64.0	64.7	59.4	62.7	60.5	56.8	64.2	63.0	64.2	62.5	63.4
19	65.4	64.0	64.6	60.4	62.2	61.0	57.4	64.3	62.7	64.0	62.3	63.8
20	65.2	64.7	65.3	59.6	63.2	60.7	57.5	64.1	63.2	64.5	62.3	63.8
21	65.8	64.6	65.3	60.4	61.6	61.3	58.0	64.7	63.9	64.9	62.8	63.9
22	65.1	62.9	63.5	57.4	60.2	60.3	57.0	66.1	62.1	63.1	62.0	61.8
23	64.7	63.3	64.6	58.4	58.5	60.9	56.0	63.5	62.8	63.6	61.6	62.4
24	64.4	63.3	64.1	56.8	59.1	60.2	60.1	63.5	62.1	63.8	61.4	62.6
25	63.9	63.1	64.3	57.5	61.1	59.7	54.9	62.9	61.3	62.9	60.3	62.2
26	64.1	63.3	64.5	57.5	60.5	58.8	56.0	62.8	61.3	62.8	60.6	62.3
27	64.4	63.6	64.8	60.5	61.6	60.3	56.6	63.4	63.2	63.6	61.5	64.0
28	64.3	64.1	64.4	57.0	60.0	60.0	55.7	63.0	62.6	63.3	63.2	62.8
29	64.2	61.9	62.7	56.2	56.3	59.7	56.0	62.8	61.6	62.7	61.0	61.0
30	65.3	63.3	64.2	59.2	63.6	60.7	57.2	64.5	64.5	64.9	62.8	62.5
31	65.3	64.8	64.1	59.6	62.1	60.8	57.1	64.2	63.5	64.7	62.1	63.1
Month	65.0	64.3	65.3	59.5	61.1	61.4	57.6	64.5	63.2	64.4	62.8	63.5

* Not in Service

Appendix A4

Daily/Monthly CNEL Levels – September 2015

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	69.9	65.3	*	*	*	74.1	65.8	*	71.4	61.1	62.6
2	70.6	66.0	*	*	*	74.0	66.7	*	70.8	61.4	62.1
3	71.0	66.5	*	*	*	74.6	67.0	*	71.2	61.9	62.6
4	71.2	66.8	*	*	*	74.8	67.9	*	71.4	61.5	61.4
5	67.9	63.6	*	*	*	72.7	66.0	*	69.5	61.6	59.9
6	68.3	63.7	*	*	*	73.5	67.5	*	70.1	59.4	60.0
7	68.9	64.8	*	*	*	74.6	66.8	*	71.3	60.5	61.9
8	69.0	64.8	*	*	*	74.7	64.7	*	71.0	59.5	62.0
9	69.1	65.2	*	*	*	74.2	65.4	*	70.5	59.9	61.0
10	69.0	62.1	*	*	*	74.8	66.4	*	71.0	59.4	62.7
11	69.4	*	*	*	*	74.9	67.4	*	71.6	59.5	62.3
12	67.7	*	*	*	*	73.7	66.4	*	70.4	67.0	62.1
13	68.7	*	*	*	*	74.4	67.0	*	70.7	63.6	62.6
14	69.2	66.8	*	*	*	74.6	67.5	*	71.5	60.9	65.0
15	69.9	64.7	*	*	*	76.4	67.8	*	73.5	60.3	62.8
16	71.9	66.7	*	*	*	74.4	68.0	*	70.8	61.5	62.1
17	71.3	66.5	*	*	*	74.9	66.5	*	71.5	61.9	61.4
18	71.5	66.4	*	*	*	74.6	67.9	*	71.2	60.2	61.0
19	69.4	64.3	*	*	*	74.1	67.6	*	70.7	60.9	60.5
20	68.6	65.5	*	*	*	74.7	65.5	*	71.0	58.7	61.2
21	70.5	62.6	*	*	*	74.9	67.2	*	71.4	60.9	62.8
22	70.8	*	*	*	*	73.7	66.7	*	70.5	60.7	61.9
23	70.3	*	*	*	*	74.3	65.3	*	70.8	60.5	62.2
24	70.0	*	*	*	*	74.9	69.3	*	71.6	60.1	62.1
25	69.8	66.6	*	*	*	74.7	68.8	*	71.4	60.5	62.1
26	68.4	63.8	*	*	*	73.4	65.5	*	69.8	60.3	61.0
27	69.3	60.3	*	*	*	74.8	66.8	*	70.9	58.7	60.9
28	69.8	*	*	*	*	74.3	65.7	*	71.1	59.9	62.1
29	70.6	66.5	*	*	*	73.5	67.7	*	69.9	60.4	61.3
30	71.1	66.2	*	*	*	74.9	69.3	*	71.4	60.8	62.3
Month	70.4	65.8	*	*	*	75.0	67.6	*	71.6	61.6	62.5

* Not in Service

Appendix A4 Continued

Daily/Monthly CNEL Log – September 2015

Day	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	65.6	63.8	64.3	58.0	61.2	60.9	57.7	63.9	63.1	64.0	64.8	62.8
2	65.3	63.9	64.8	59.3	62.1	60.3	57.4	64.0	60.1	64.0	62.2	63.2
3	65.7	64.7	65.2	60.8	61.6	61.0	58.4	64.7	57.9	64.7	62.8	63.6
4	65.6	64.7	65.6	59.4	62.3	61.0	58.0	64.7	63.5	64.7	62.9	64.4
5	64.3	61.5	62.3	58.3	57.3	59.3	56.4	63.1	62.0	62.8	61.2	62.1
6	64.8	61.4	62.7	60.0	62.2	59.5	56.5	63.0	61.7	62.6	61.4	60.6
7	65.0	62.4	64.2	58.4	57.5	61.0	57.0	63.6	63.4	63.3	61.4	61.8
8	65.0	62.5	64.1	55.6	53.1	60.4	57.4	63.4	61.7	63.5	61.8	62.1
9	63.8	63.3	63.8	57.5	57.8	59.6	56.1	62.3	61.8	62.7	61.1	62.1
10	64.4	63.1	64.3	58.5	59.2	59.8	55.6	63.6	62.5	63.6	60.9	62.2
11	65.0	63.0	64.2	56.4	59.2	60.0	56.3	63.3	61.7	63.4	61.6	64.4
12	64.4	61.4	62.3	54.8	57.2	58.7	55.6	62.2	61.8	61.6	60.6	60.6
13	64.4	63.3	64.0	59.3	61.9	59.7	56.6	63.2	62.4	63.3	61.6	62.0
14	65.5	63.2	63.6	56.4	61.1	60.3	57.5	64.2	63.0	63.8	62.4	62.0
15	68.3	62.8	63.5	62.8	61.4	60.5	57.6	64.2	62.2	63.5	62.6	61.4
16	65.3	64.2	65.3	59.2	59.5	60.8	57.8	64.6	63.0	64.6	63.1	64.8
17	65.6	64.4	65.3	58.0	55.0	61.3	58.5	64.6	62.8	64.5	63.1	63.6
18	65.3	64.1	65.2	58.8	58.9	60.5	57.2	64.0	62.5	63.5	62.3	63.6
19	64.6	62.1	62.6	60.9	62.6	59.6	56.2	62.9	61.7	62.7	61.1	61.1
20	64.7	63.1	64.3	59.4	57.0	60.4	56.4	63.0	61.1	62.2	61.3	61.9
21	64.9	63.8	65.7	59.5	62.2	60.1	57.5	63.7	62.5	63.8	61.6	62.7
22	64.7	63.5	64.3	59.0	60.5	60.3	57.1	63.8	61.9	63.5	61.8	62.8
23	64.8	63.2	64.0	58.1	57.9	60.2	57.0	63.5	61.7	63.5	61.9	62.5
24	65.2	63.6	63.9	58.1	58.7	60.6	57.4	63.9	62.4	64.0	61.9	62.6
25	64.4	63.4	64.2	59.8	63.5	60.4	55.8	63.1	61.5	63.3	62.3	62.2
26	62.8	62.1	62.4	55.0	57.3	58.5	54.0	62.2	60.7	60.7	60.0	60.7
27	63.9	63.0	64.1	57.0	57.8	59.0	55.0	62.6	61.1	62.3	60.3	62.8
28	64.6	62.5	64.0	58.0	58.8	60.3	56.4	63.3	61.0	62.9	63.2	62.0
29	64.2	63.6	64.6	58.5	58.2	60.1	56.6	62.8	60.9	62.4	61.5	62.4
30	64.9	64.2	64.6	62.8	64.6	60.3	57.1	63.6	61.8	63.3	61.9	63.5
Month	65.5	63.8	64.7	59.5	60.8	60.7	57.4	64.1	62.5	63.9	62.5	63.1

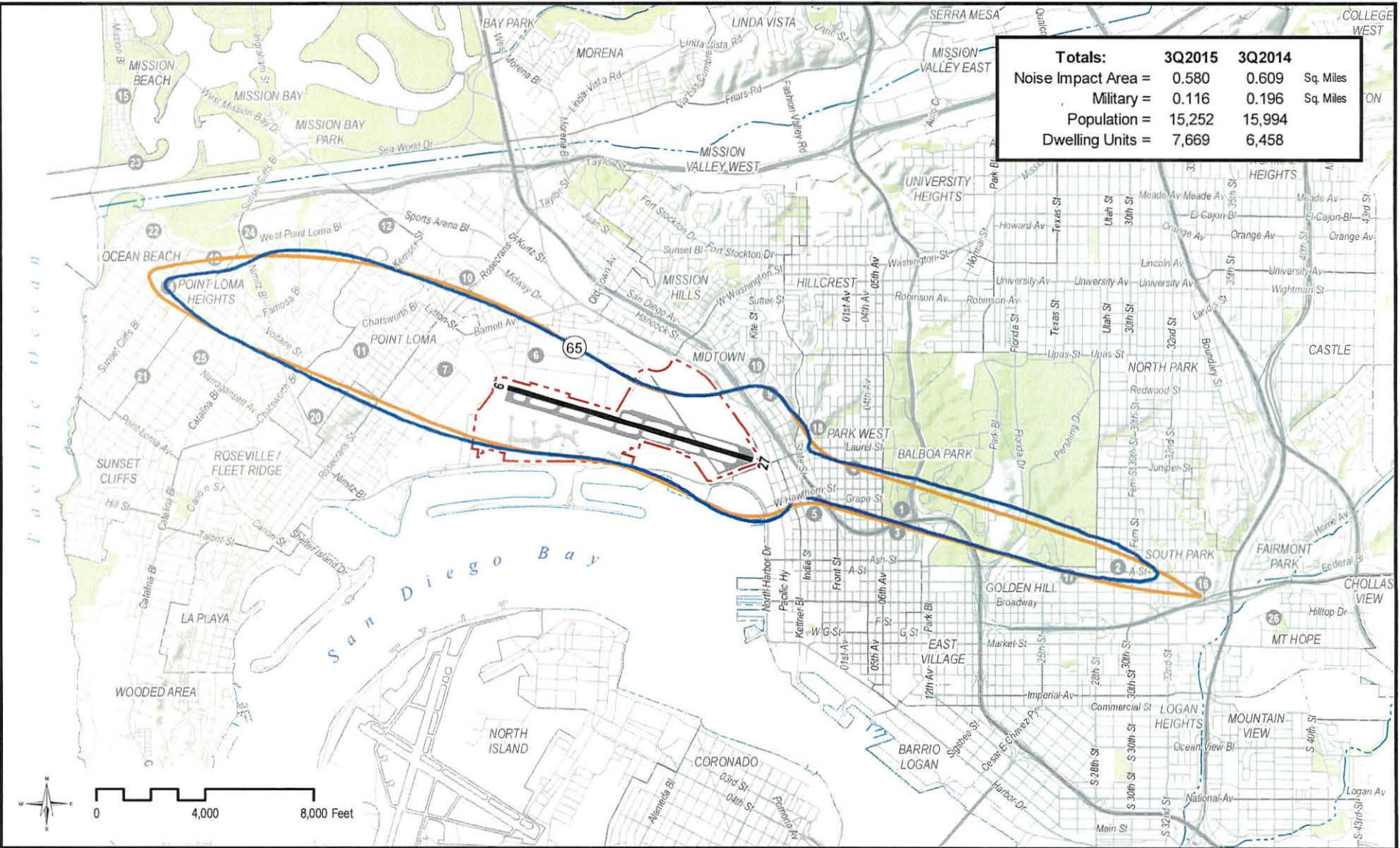
* Not in Service

Appendix B

ANOMS Commercial Flight Operations Mix - 3rd Quarter 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	Total Arrivals	Total Operations		
A306																					59		59	118		
A319	91		14	3		24	202							253		75	7							669	1338	
A320				66		154	5			359				370		529	516	82						2081	4162	
A321				1005						2														1007	2014	
A330+								92																92	184	
B733													1938											1938	3876	
B734		210																						210	420	
B737		114											5238		82	45			44						5523	11046
B738		1000		1116		269							1242		8	729			21						4385	8770
B739		367				384										888									1639	3278
B752				158		381															75	1		615	1230	
B753						115										1								116	232	
B762																				67				67	134	
B763				3		197															180	94		474	948	
B764																1								1	2	
B777+					92																			92	184	
B787+								91																91	182	
CRJ2												897												897	1794	
CRJ7												400												400	800	
CRJ9												83												83	166	
E170												1												1	2	
E175						686						481												1167	2334	
MD10																					10			10	20	
MD11																					2			2	4	
MD80+			1	19		1																		21	42	
MD90						256																		256	512	
Total	91	1691	15	2370	92	2467	207	92	91	361	0	1862	8418	623	90	2268	523	82	65	67	326	95	21896	43792		
BE99																				70				70	140	
C208											372										215			587	1174	
DH8D		284																						284	568	
SW3/4																						62		62	124	
Total	91	1975	15	2370	92	2467	207	92	91	361	372	1862	8418	623	90	2268	523	82	65	137	541	157	1003	2006		

Totals:	3Q2015	3Q2014	
Noise Impact Area =	0.580	0.609	Sq. Miles
Military =	0.116	0.196	Sq. Miles
Population =	15,252	15,994	
Dwelling Units =	7,669	6,458	



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- 2015 3rd Quarter 65 dB CNEL Contour
- 2014 3rd Quarter 65 dB CNEL Contour
- Airport Property
- Runway
- # RMT Site Location
- Roads
- River / Stream

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