

QUARTERLY NOISE REPORT

April 1, 2011 through June 30, 2011



Airport Noise Mitigation Department
San Diego International Airport

September 13, 2011

**QUARTERLY NOISE REPORT
For the Period
April 1 through June 30, 2011**

SAN DIEGO INTERNATIONAL AIRPORT (SDIA)

The California Department of Transportation, Division of Aeronautics, granted a Variance from the requirements of Section 5012, Chapter 2.5, Subchapter 6, Title 21, of the California Administrative Code to the San Diego County Regional Airport Authority for the operation of San Diego International Airport on July 11, 2008.

This Quarterly Report for the Second Quarter of 2011 was prepared by the Airport Noise Mitigation Department at San Diego International Airport, in accordance with the Airport Noise Standards, State of California.



Dan Frazee
Director, Airport Noise Mitigation



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President / CEO



SAN DIEGO
INTERNATIONAL
AIRPORT

TABLE OF CONTENTS

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

Attachment

CNEL Contour Map, Authority Drawing 795, Revision 148

TABLE OF CONTENTS

Appendices A Through E

Appendix A - Division of Aeronautics, State of California

Summary of Statistical Information for the California Department of Transportation

Appendix B - Aircraft Noise Monitoring System

Appendix B1	---	Noise Monitoring Locations
Appendix B2	---	Noise System Thresholds
Appendix B3	---	CNEL Log for April 2011
Appendix B4	---	CNEL Log for May 2011
Appendix B5	---	CNEL Log for June 2011

Appendix C - Aircraft Operations

Appendix C1	---	Commercial Flight Operations Mix, January-June 2011
Appendix C2	---	Commercial Flight Operations Mix, Second Quarter 2011
Appendix C3	---	Commercial Flight Operations Mix, April 2011
Appendix C4	---	Commercial Flight Operations Mix, May 2011
Appendix C5	---	Commercial Flight Operations Mix, June 2011
Appendix C6	---	Violations of the Airport Use Regulations, Time of Day Restrictions (1989 to present)

Appendix D - Aircraft Noise Complaints (2011 Year to Date Statistics)

Appendix E - Airport Noise Advisory Committee

Meeting Minutes and roster of the April 20th, 2011 meeting

AIRCRAFT NOISE MEASUREMENTS

Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), Airport Noise Mitigation determined that the Noise Impact Area (N.I.A.) and the Federal Military Impact Area (M.I.A.) within the 65 decibel Community Noise Equivalent Level (CNEL) contour for the period between April 1, 2011 to June 30, 2011, to be 0.69 square miles and 0.20 square miles, respectively. As compared to the Second Quarter of 2010, the Noise Impact Area increased by 0.05 square miles and the Federal Military Noise Impact Area increased by 0.05 square miles.

2 nd Quarter 2011	2 nd Quarter 2010	Change
0.79	0.74	0.05
0.20	0.15	0.05

The contours were prepared using Harris Miller Miller and Hanson's (HMMH) RealContours software. The N.I.A. & M.I.A. were determined using GIS analysis. Use of GIS technology allowed direct counting of individual parcels within the N.I.A. The modeling methodology fulfills the requirements of the State of California, Title 21, California Noise Standards. A review of measured and modeled noise levels indicate good agreement between the two at several key measurement locations.

A summary of the quarterly and annual CNEL data is shown on the following page. Appendix B: Aircraft Noise Monitoring System contains the locations of the Remote Monitoring Terminals (RMT), system thresholds, and the Monthly CNEL Logs. Additionally, a map of the Contour of Aircraft Community Noise Equivalent Level in Decibels for the 65 decibel Noise Impact Area accompanies this report as an attachment.

QUARTERLY & ANNUAL CNEL DATA

RMT #	ANNUAL CNEL (dB) ¹	QUARTER CNEL (dB) ²
1	71.0	71.3
2	66.4	67.0
3	65.8	65.8
4	65.3	65.4
6	68.9	69.0
7	74.0	74.3
9	66.5	66.9
10	63.3	63.7
11	71.2	71.3
12	61.7	62.3
13	65.3	65.8
14	65.3	65.0
15	59.5	59.9
16	64.4	64.8
17	64.1	64.6
18	59.4	59.5
19	61.5	61.1
20	61.3	61.9
21	58.8	59.1
22	63.8	64.1
23	62.2	62.6
24	64.0	64.5
25	N/A	N/A
26	63.2	63.2

¹ = For the period July 1, 2010 through June 30, 2011

² = For the period April 1, 2011 through June 30, 2011

Note: RMTs #5 & #8 are spares.

Not enough data for RMT #25 to count.

AIRCRAFT OPERATIONS

The following tables are the statistics of aircraft operations based upon the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) counts at Lindbergh Field, and adjusted by the Airport Noise Mitigation Department in an attempt to calculate "true" category counts:

OPERATIONS	SECOND QUARTER 2011	SECOND QUARTER 2010	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	36,403	38,146	(1,743)	-4.6%
Commuter	5,856	6,342	(486)	-7.7%
General Aviation	4,005	4,812	(640)	-16.8%
Military	151	107	44	41.1%
TOTAL	46,415	49,407	(2,992)	-6.1%

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

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

For questions relating to how the airport categorizes the operations into the four categories above, please contact the Airport Noise Mitigation Department at (619)-400-2781.

QUARTERLY OPERATIONS SURVEY REPORT

The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the Second Quarter of 2011. The data used to compile this report was gathered during 24-hour periods on May 17 - 19, 2011.

Table 1, Quarterly Operations Survey, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the Second Quarter 2011 Operations Survey, an average of 455 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 57. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the Second Quarter 2011 Operations Survey, an average of 455 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 57. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

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

Second Quarter Comparison Single Event Noise Exposure Level (SENEL)

	May 12 - 14, 2010	May 17 - 19, 2011	Change (dB)
Departures	98.9	100.0	1.1
Arrivals	95.4	96.2	0.8

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 455 daily operations, which reflected a decrease of 32 operations from the 487 operations recorded during the Second Quarter of 2010.

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
May 17 through May 19, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY (L)</u>
MD-10F	101.4	Indianapolis, ID	FDX3713	1720
A300-600F	100.9	Memphis, TN	FDX906	1655
MD-10F	100.2	Indianapolis, ID	FDX1754	450
B727-200QF	99.9	Phoenix, AZ	CCI712	805
MD-10F	99.7	Memphis, TN	FDX1422	530
B767-300	98.6	Atlanta, GA	DAL1467	1835
B767-200F	97.0	Phoenix, AZ	ABX815	720
MD-80	96.9	Dallas/Fort Worth, TX	AAL1121	1950
A300-600F	96.6	Ontario, CA	FDX1860	445
B767-300F	96.6	Louisville, KY	UPS922	440
MD-80	96.5	Dallas/Fort Worth, TX	AAL1505	1705
B767-300	96.4	Honolulu, HI	HAL16	2145
B757-200	96.3	Chicago, IL	UAL395	1930
MD-80	96.2	Dallas/Fort Worth, TX	AAL1629	1140
B757-200	96.2	San Francisco, CA	UAL628	1200
B737-800	96.0	Houston, TX	COA738	1400
MD-80	95.6	Dallas/Fort Worth, TX	AAL713	1340
MD-80	95.5	Dallas/Fort Worth, TX	AAL1789	1015
MD-80	95.4	Bakersfield, CA	RPN1836	2120
B737-300	95.4	Phoenix, AZ	SWA195	1610
B757-200	95.4	Denver, CO	UAL763	1250
MD-80	95.3	Dallas/Fort Worth, TX	AAL1701	1515
B757-200	95.3	Phoenix, AZ	AWE1197	1815
B757-200	95.2	Atlanta, GA	DAL1692	1005
B757-200	95.2	Atlanta, GA	DAL2267	1245
B737-300	95.2	San Jose, CA	SWA1219	1715
B737-400	95.1	Portland, OR	ASA238	940
B737-700	95.1	Sacramento, CA	SWA844	1030
B737-800	95.0	Chicago, IL	AAL779	1500

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
May 17 through May 19, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY (L)</u>
B737-900	95.0	Seattle, WA	ASA482	1815
B737-300	95.0	Albuquerque, NM	SWA2911	940
B737-300	95.0	Las Vegas, NV	SWA915	1020
B737-300	95.0	Oakland, CA	SWA1242	1155
B757-200	95.0	Denver, CO	UAL460	2245
MD-80	94.9	Dallas/Fort Worth, TX	AAL1091	1820
MD-80	94.9	Dallas/Fort Worth, TX	AAL1665	2115
B737-800	94.9	Seattle, WA	ASA490	1310
B737-300	94.9	Las Vegas, NV	SWA682	835
B737-300	94.9	Phoenix, AZ	SWA723	1420
MD-80	94.8	Dallas/Fort Worth, TX	AAL533	2300
B737-900	94.8	Houston, TX	COA1689	1845
B737-300	94.8	Phoenix, AZ	SWA389	855
B737-300	94.8	San Jose, CA	SWA440	950
B737-500	94.7	Austin, TX	SWA1033	1105
B737-700	94.7	Las Vegas, NV	SWA450	1235
B737-300	94.7	Kansas City, MO	SWA388	1335
B737-700	94.7	Phoenix, AZ	SWA2384	1045
B737-300	94.7	Phoenix, AZ	SWA847	1350
B737-500	94.7	Tucson, AZ	SWA263	920
B757-200	94.6	Atlanta, GA	DAL1667	1635
B737-300	94.6	Kansas City, MO	SWA526	1845
B737-800	94.5	Seattle, WA	ASA486	1440
B737-900	94.5	Newark, NJ	COA1626	1130
B737-800	94.5	Newark, NJ	COA1726	1340
B737-800	94.5	Salt Lake City, UT	DAL886	1545
B737-700	94.5	Las Vegas, NV	SWA1898	1600
B737-800	94.4	Chicago, IL	AAL1339	2210

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
May 17 through May 19, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY (L)</u>
MD-80	105.3	Dallas/Fort Worth, TX	AAL1402	740
MD-80	105.0	Dallas/Fort Worth, TX	AAL2225	635
MD-80	104.7	Dallas/Fort Worth, TX	AAL1720	935
MD-80	104.6	Dallas/Fort Worth, TX	AAL1428	850
B727-200QF	104.5	Phoenix, AZ	CCI711	1810
MD-80	104.4	Dallas/Fort Worth, TX	AAL1490	1115
MD-80	104.2	Dallas/Fort Worth, TX	AAL1100	1255
MD-80	103.9	Dallas/Fort Worth, TX	AAL414	1445
MD-80	103.0	Dallas/Fort Worth, TX	AAL1197	1615
MD-80	102.6	Dallas/Fort Worth, TX	AAL480	1810
MD-80	102.0	El Paso, TX	RPN1836	2240
MD-10F	101.1	Indianapolis, ID	FDX3613	645
MD-10F	100.9	Memphis, TN	FDX821	720
A321	100.6	Philadelphia, PA	AWE1148	700
B767-300	100.0	Atlanta, GA	DAL864	800
A321	99.9	Philadelphia, PA	AWE154	2225
B737-800	99.8	New York, NY	AAL160	750
B737-800	99.7	Newark, NJ	COA1827	815
A321	99.3	Charlotte, NC	AWE199	2250
B737-800	99.2	New York, NY	DAL2256	750
B737-900	99.1	Newark, NJ	COA327	2145
B767-300	99.0	Honolulu, HI	HAL15	1015
A321	98.7	Philadelphia, PA	AWE150	1200
B737-900	98.7	Houston, TX	COA1838	830
B737-800	98.7	Atlanta, GA	DAL1192	905
B737-800	98.6	Maui, HI	ASA889	800
B737-800	98.5	Detroit, MI	DAL1182	2305
B737-800	98.4	New York, NY	DAL976	2220
MD-10F	98.0	Indianapolis, ID	FDX1654	1930

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
May 17 through May 19, 2011**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY (L)</u>
B737-800	97.8	Newark, NJ	COA427	1530
B737-800	97.6	Chicago, IL	AAL810	645
B737-800	97.4	Detroit, MI	DAL248	1330
B737-800	97.2	Chicago, IL	AAL1612	1005
B737-900	97.2	Houston, TX	COA374	1140
B737-800	97.0	Chicago, IL	AAL874	1235
B737-900	97.0	Houston, TX	COA1588	1305
A320	96.7	Cincinnati, OH	DAL1468	1135
A320	96.7	New York, NY	JBU184	1300
A320	96.6	Minneapolis, MN	DAL2244	645
B737-800	96.5	Houston, TX	COA1482	655
B757-200	96.4	Atlanta, GA	DAL1592	640
B737-800	96.3	Houston, TX	COA1606	955
A320	96.3	Boston, MA	JBU412	2245
B737-800	96.2	Salt Lake City, UT	DAL908	635
B737-800	96.0	Cabo San Lucas, MX	ASA232	1030
A320	96.0	Minneapolis, MN	DAL1687	1155
B757-200	96.0	Dulles, VA	UAL970	820
B737-400	95.9	Cabo San Lucas, MX	ASA238	1130
B737-900	95.9	Houston, TX	COA335	1520
B757-200	95.9	Atlanta, GA	DAL1792	2245
B737-400	95.8	Portland, OR	ASA239	1815
A320	95.8	New York, NY	JBU186	2115
B737-700	95.7	Baltimore, MD	SWA438	700
B737-800	95.6	Chicago, IL	AAL590	1615
B757-200	95.6	Atlanta, GA	DAL1692	1115
B767-200F	95.5	Phoenix, AZ	ABX415	1845
B737-800	95.5	Portland, OR	ASA579	1815

TABLE 3

AIR CARRIER OPERATIONS MIX BY TIME OF DAY & RUNWAY USE

Survey of three days during the Second Quarter of 2011
 These numbers are the averages for operations for May 17 to May 19, 2011

AIRCRAFT TYPE	RUNWAY 27						RUNWAY 09						TOTAL
	ARRIVALS			DEPARTURES			ARRIVALS			DEPARTURES			
	0700 -- 1859	1900 -- 2159	2200 -- 0659										
A300	1		1		2								4
A310													0
A320+	21	12	5	24	3	11	2			2			80
B712													0
B72Q	1			1									2
B733+	78	25	17	83	21	15	10			10			259
B747+													0
B757+	4	3	1	5	1	2	2			1			19
B767+	3	1	1	2	2	1							10
B777+													0
DC10	1		1	1	1	1			1				6
DC87													0
DC8Q													0
DC9Q													0
E190	2	1		1	1					1			6
MD80+	5	3	1	8		2							19
MD90													0
RJ+	16	5	2	15	5	3	2			2			50
TOTAL	132	50	29	140	36	35	16			1	16		455

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

AIRCRAFT NOISE COMPLAINTS

During the Second Quarter of 2011 Airport Noise Mitigation received a total of 49 complaint calls from 22 different households. Where possible, each complaint call is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken. The following chart depicts the residential vicinity in relation to the airport and the number of complaints received during the Second Quarter of 2011

DIRECTION FROM AIRPORT		April	May	June	TOTAL
NORTH	Pacific Beach		3	1	4
	Golden Hill	1			1
EAST	Middletown	3	1		4
	Uptown	1			1
	Famosa		1		1
	Liberty Station	1			1
WEST	Loma Portal	3	1	3	7
	Ocean Beach			3	3
	Point Loma	8	8	11	27
TOTAL COMPLAINTS		17	14	18	49

The 49 complaint calls recorded during the Second Quarter 2011 reflect an increase of 3 calls from the 46 received during the Second Quarter of 2010.

Appendix D: Aircraft Noise Complaints contains 2011 year to date complaint statistics.

ENFORCEMENT ACTIONS

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

The following is a summary of Second Quarter 2011 Final Enforcement Actions.

SECOND QUARTER 2011 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
4/08/2011	0008L	jetBlue Airways 412	A320 ; Stage 3	\$12,000
4/08/2011	2340L	Delta Air Lines 951	A320 ; Stage 3	\$6,000
4/19/2011	0006L	jetBlue Airways 412	A320 ; Stage 3	No Penalty
4/21/2011	2340L	jetBlue Airways 412	A320 ; Stage 3	\$20,000
6/10/2011	0038L	jetBlue Airways 186	A320 ; Stage 3	\$20,000
6/10/2011	0233L	jetBlue Airways 412	A320 ; Stage 3	\$20,000
6/30/2011	2351L	Frontier Airlines 552	A318 ; Stage 3	\$2,000

Appendix C6 contains the Curfew Violation Summary from 1989 to present.

RESIDENTIAL SOUND ATTENUATION PROGRAM

Per the requirements of San Diego International Airport's Variance agreement, the following information is provided to serve as an update on the Residential Sound Attenuation Program (RSAP), also known as the Quieter Home Program (QHP), the Airport sponsored sound insulation program.

To date, the Quieter Home Program has established seven (7) eligibility boundaries. The seven boundaries are the Pilot/Phase 1A Boundary, the Phase 1B Boundary, the Phase 1C Boundary, the Supplemental Expansion Boundaries 1, 2, & 3, and the 2014 68 dB CNEL boundary.

Within each boundary there have been subsets, called phases. The table below details the program status, by phase, as of the end of this calendar quarter.

Program Phase	Dwellings	Percent Complete
Pilot/Phase 1A	90	100%
Phase 1B	149	100%
Phase 1C/1D	329	100%
Phase 2	138	100%
Phase 3, Groups 1-7	209	100%
Phase 4, Groups 1-12	500	100%
Phase 5, Groups 1-5	288	100%
Phase 5, Group 6	77	90% complete
Phase 5, Group 7	190	100% complete
Phase 5, Group 8	51	80% complete
Phase 5, Group 9	62	70% complete
Phase 5, Group 10	51	80% complete
Phase 5, Group 11	142	40% complete
Phase 5, Group 12	32	60% complete
Phase 6, Group 1	37	40% complete
Phase 6, Group 2	29	40% complete
Phase 6, Group 3	45	40% complete
Phase 6, Group 4	27	40% complete
Phase 6, Group 5	60	40% complete
Phase 6, Group 5	48	20% complete
Phase 6, Group 7	57	30% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the April 20th, 2011 meeting minutes and current roster of members.

The information regarding the Airport Noise Advisory Committee (ANAC) can also be found on the Airport Authority's website: http://www.san.org/airport_authority/airport_noise/anac.asp

**SUMMARY OF STATISTICAL INFORMATION FOR
CALIFORNIA DEPARTMENT OF TRANSPORTATION**

1. Size of Noise Impact Area as defined in the Noise Standards (California Code of Regulations, Title 21, Chapter 2.5, Subchapter 6):

Noise Impact Area = 0.79 sq. miles; Federal Military Noise Impact Area = 0.20 sq. miles

2. Estimated number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:

8,070 ** (QHP Insulated units = 2,110)

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

19,449 ** (QHP Insulated = 4,515)

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:

B727-200Q (Stage 3): 108

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

46,415

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

36,403

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

100%

8. Number of Commuter operations during the calendar quarter:

5,856

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

4,005

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

151

Form DOA 618, 11/21/89

** = Note: Population and dwelling unit calculations are based upon appended 1990 Census Tracts.

AIRCRAFT NOISE MONITORING SYSTEM

Noise Monitoring Locations _____ B1

Noise System Thresholds _____ B2

CNEL Log for April 2011 _____ B3

CNEL Log for May 2011 _____ B4

CNEL Log for June 2011 _____ B5

APPENDIX B1

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

RMT #	Location	^c L Distance (Ft.)*	Offset (Ft.)
1	Park & Recreation Bldg. – Balboa Park	-5,751	-155
2	1328 ½ Dale Street	-13,972	42
3	1698 ½ Eighth Avenue	-5,840	-1,025
4	200 ½ E. Juniper Street	-3,660	810
6	Marine Corps Recruit Depot	8,820	1,470
7	Liberty Station, Historic Decatur Road	11,820	0
9	1134 ½ Redwood Street	-82	2,548
10	3225 ½ Michaelmas Terrace	12,004	3,488
11	3413 ½ Browning Street	14,957	-219
12	3232 ½ Duke Street	15,408	4,435
13	4669 ½ Larkspur Street	21,107	1,546
14	4799 ½ Cape May Avenue	22,400	46
15	809 ½ Dover Court	26,034	6,328
16	3385 ½ "B" Street	-17,134	369
17	2651 ½ "A" Street	-12,356	-807
18	418 W. Nutmeg Street	-1,911	-1,880
19	1290 ½ West Thorn Street	861	3,406
20	1944 ½ Plum Street	15,822	-3,043
21	1615 ½ Froude Street	22,411	-3,414
22	5029 ½ Lotus Street	23,555	1,869
23	2600 Mission Boulevard	25,287	3,961
24	Barnes Tennis Center Parking Lot	20,071	2,660
25	1873 Santa Barbara Avenue	20,534	-2,122
26	750 Gateway Center Way	-19,948	-89

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

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

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

APPENDIX B2

REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS

In effect from April 1, 2011 to June 30, 2011

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	64*	11	62	13	60*	13
11	65*	12	63	13	60*	15
12	63*	10	61	12	58*	14
13	65*	8	62	12	60*	13
14	65*	10	62	12	60*	13
15	61	10	60	11	55	14
16	67*	8	66	9	65*	10
17	64	9	62	12	58	15
18	62	10	62	10	58	14
19	64*	8	62	9	61*	10
20	62	11	61	11	58	13
21	60	10	58	12	55	18
22	65	8	63	10	60	12
23	62*	12	60	12	60*	12
24	65*	8	64	10	63*	10
25	65*	8	62	10	60*	14
26	65*	12	64	12	62*	15

KEY:

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

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

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

APPENDIX B3**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
April 2011**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	71.4	67.4	66.8	65.3	68.6	74.5	67.1	62.7	71.3	61.4	65.5
2	70.7	66.1	62.9	67.2	67.8	74.1	65.6	62.3	71.2	60.7	65.3
3	70.6	66.1	64.7	64.4	68.0	74.0	66.8	63.0	71.2	61.7	66.1
4	70.3	65.9	67.9	64.6	69.1	74.3	66.0	64.4	71.4	63.1	67.0
5	71.3	66.9	66.8	65.0	69.4	74.5	67.5	63.6	71.2	61.9	65.6
6	72.0	67.9	66.6	65.7	68.8	74.2	66.1	63.4	71.6	62.4	66.3
7	72.9	68.6	64.6	66.5	69.9	74.3	67.2	65.2	71.6	63.7	66.8
8	72.5	68.0	68.4	66.4	70.1	73.9	67.3	64.5	71.1	63.6	66.4
9	70.9	66.4	66.3	64.2	67.9	73.2	68.0	63.1	70.0	62.3	*
10	70.6	65.9	64.8	64.2	68.1	74.2	65.0	63.1	71.7	61.6	*
11	70.8	66.0	67.9	64.1	68.9	74.0	67.1	64.3	71.2	62.7	*
12	71.3	66.6	66.4	65.0	69.4	74.6	66.6	64.5	71.7	62.9	*
13	72.1	67.5	68.1	65.6	70.0	73.5	68.1	64.9	70.9	63.3	*
14	71.3	66.8	69.9	65.0	69.6	73.9	65.2	64.3	70.9	62.6	*
15	70.7	65.7	69.1	64.6	68.5	73.3	69.0	63.7	69.9	64.4	65.2
16	69.5	65.4	64.0	63.9	67.4	73.3	68.9	61.7	70.0	60.9	*
17	71.0	67.3	63.3	65.6	67.9	74.4	66.9	61.8	70.7	59.8	*
18	71.0	66.6	64.5	65.7	69.2	74.6	67.0	64.0	71.9	63.3	*
19	71.3	67.1	64.8	65.2	69.1	73.7	66.4	64.0	70.8	63.5	*
20	72.0	67.8	66.6	65.9	69.5	73.6	66.4	64.3	70.8	61.9	63.8
21	72.4	67.8	68.7	65.9	69.4	73.7	66.4	64.5	70.8	62.4	67.1
22	72.0	67.4	67.4	65.5	68.9	73.6	66.8	64.2	70.8	62.6	65.7
23	69.9	65.4	64.0	63.8	67.9	73.0	66.1	62.8	70.3	61.4	65.2
24	70.6	66.8	63.6	64.7	68.5	73.9	65.6	62.9	71.0	61.2	65.4
25	70.9	66.7	66.5	65.0	69.7	74.7	66.7	64.6	71.6	63.0	67.2
26	71.1	67.3	68.0	65.1	69.8	74.3	68.2	64.6	71.4	62.2	66.1
27	70.5	65.9	67.9	64.8	68.4	73.6	64.7	63.7	70.6	61.6	65.5
28	72.0	67.5	67.0	65.8	69.4	74.4	66.8	64.3	71.6	62.5	66.0
29	71.8	67.5	66.0	65.7	69.5	74.6	67.3	64.4	72.0	64.9	66.8
30	69.2	64.7	65.5	63.8	67.5	73.0	63.9	61.8	70.0	60.3	64.4
Month	71.2	66.8	66.6	65.2	68.9	73.9	66.8	63.7	71.0	62.4	65.5

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
April 2011**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	65.2	58.8	64.9	64.8	61.3	61.8	61.3	58.1	63.6	61.6	64.1	*	63.0
2	65.6	58.5	64.1	63.6	58.4	61.0	61.0	56.9	63.3	61.4	63.7	*	62.3
3	66.4	59.8	63.9	64.3	57.2	61.5	61.8	59.6	64.4	62.5	64.5	*	64.2
4	66.6	60.5	63.8	64.0	57.6	59.6	64.7	60.5	65.7	63.4	65.3	*	63.7
5	65.5	59.9	64.5	64.4	57.8	61.2	61.4	58.1	63.8	61.8	64.3	*	64.7
6	67.1	60.2	66.1	65.0	57.9	60.4	62.3	60.0	64.7	62.6	64.7	*	65.1
7	66.7	62.1	66.7	66.3	61.2	62.8	62.5	59.9	65.2	63.9	65.8	*	61.4
8	66.4	62.4	66.3	65.8	59.9	62.8	63.4	61.0	65.0	63.8	65.8	*	63.5
9	63.2	61.3	64.8	64.1	55.7	64.0	60.9	57.2	63.5	62.9	64.9	*	63.3
10	66.7	59.8	63.5	64.0	58.2	57.4	62.2	59.5	64.6	62.6	64.4	*	62.4
11	66.4	59.7	64.6	64.3	62.1	61.9	63.0	60.7	64.6	62.4	64.6	*	63.6
12	66.1	60.4	65.3	64.5	58.1	62.8	62.2	59.0	64.5	63.2	65.5	*	63.9
13	66.5	61.0	65.4	65.2	63.3	62.7	62.9	60.3	65.0	63.5	65.3	*	64.4
14	66.7	59.1	65.1	65.1	59.2	56.7	63.6	60.8	64.8	62.4	64.3	*	63.5
15	65.0	59.7	65.1	64.0	63.8	64.4	61.8	58.4	63.4	61.7	63.6	*	62.8
16	64.8	58.1	63.2	63.5	61.4	64.8	60.1	57.5	62.4	61.8	62.5	*	61.7
17	64.3	59.1	64.8	64.3	59.4	61.8	58.6	54.8	63.0	62.2	63.4	*	56.8
18	65.7	60.2	64.4	64.2	59.1	61.7	61.6	60.8	64.1	62.4	65.7	*	61.0
19	65.8	59.3	64.8	64.7	59.3	61.4	62.0	59.2	63.8	61.9	64.3	*	60.9
20	65.5	58.3	65.6	65.5	58.2	59.8	62.0	58.8	63.8	61.3	64.1	*	65.2
21	65.6	59.9	65.4	65.6	61.4	58.7	62.3	59.1	63.5	61.6	64.4	*	64.5
22	66.2	60.9	65.5	65.3	58.4	60.8	62.3	60.1	64.1	62.7	64.6	*	62.6
23	65.8	59.2	63.4	63.2	58.7	60.4	61.1	59.3	63.6	62.2	63.5	*	62.7
24	66.0	59.2	64.6	64.5	57.7	60.0	61.5	59.1	64.0	61.5	63.7	*	57.9
25	66.8	61.0	65.0	64.4	60.7	60.4	62.6	60.7	65.3	63.3	65.6	*	60.6
26	66.5	59.9	65.0	65.1	62.0	62.1	62.6	59.7	64.7	63.7	64.7	*	61.3
27	65.7	59.0	63.6	64.0	56.1	57.7	62.1	59.2	63.7	62.7	65.1	*	62.8
28	66.0	60.2	65.3	65.2	60.7	60.2	62.3	59.6	64.1	63.0	64.8	*	61.4
29	66.6	61.8	65.7	65.1	60.0	62.5	62.4	59.7	65.0	64.1	65.4	*	53.3
30	65.3	58.1	62.3	62.8	58.3	56.7	61.2	58.6	62.7	63.0	62.6	*	45.9
Month	65.9	60.0	64.8	64.6	59.9	61.4	62.1	59.3	64.2	62.6	64.5	*	62.6

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
May 2011**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	67.2	64.0	63.0	62.7	67.1	72.7	64.9	60.8	69.5	58.7	62.8
2	67.7	63.6	64.4	63.0	67.0	71.8	64.6	61.2	68.9	59.3	64.2
3	68.8	63.9	66.8	62.9	67.1	72.1	66.4	61.1	68.1	59.0	61.5
4	70.8	65.7	66.4	65.1	68.9	74.8	66.2	63.6	71.5	61.3	64.7
5	71.1	66.4	66.8	65.6	69.3	76.0	67.9	63.6	72.6	61.7	66.0
6	72.4	68.0	67.8	67.2	69.3	74.6	66.3	63.2	71.3	62.1	64.8
7	69.7	65.1	62.4	63.5	68.0	73.2	65.2	62.8	70.7	61.2	64.8
8	71.8	67.9	61.2	65.4	69.1	73.0	65.6	64.0	70.3	62.5	66.0
9	71.3	67.0	66.3	65.3	70.2	73.4	67.1	64.9	70.5	65.7	66.3
10	71.6	67.2	65.2	65.2	69.3	73.9	65.5	65.0	71.0	62.9	66.4
11	71.8	67.2	67.0	65.1	69.6	74.7	66.8	64.6	71.7	62.8	66.2
12	72.1	68.4	66.1	65.9	69.2	75.4	66.6	64.4	72.4	62.9	66.7
13	72.0	67.8	66.4	65.8	69.3	75.2	67.7	64.8	71.9	62.9	65.1
14	70.1	65.9	64.1	63.6	68.4	73.9	66.1	62.9	70.8	61.1	65.6
15	71.1	67.3	65.7	64.7	68.8	73.9	66.3	63.8	71.2	62.9	66.1
16	70.8	66.3	66.0	64.7	69.4	74.3	65.9	65.2	71.2	64.3	66.9
17	72.2	67.6	65.1	67.8	69.7	74.5	67.5	64.1	71.8	63.0	66.6
18	71.8	67.7	68.3	65.7	70.7	74.5	68.4	64.9	71.8	63.4	66.2
19	72.5	68.1	65.8	66.8	69.9	75.9	67.8	64.8	73.0	63.8	67.6
20	72.5	67.9	68.2	66.2	69.0	74.2	67.5	64.7	71.2	64.4	66.4
21	70.6	66.2	64.9	64.3	67.9	73.8	66.3	62.2	70.8	60.5	64.7
22	70.8	66.6	63.7	64.8	68.2	75.0	66.6	63.4	72.4	62.2	66.2
23	71.3	66.7	62.8	64.7	70.1	74.8	67.6	64.7	72.1	63.8	69.0
24	71.2	67.0	66.3	65.3	69.3	74.5	68.6	63.8	71.5	62.5	66.4
25	72.1	67.4	68.2	65.6	69.5	74.1	68.0	64.4	71.3	62.7	65.9
26	72.0	68.5	65.2	65.8	69.4	75.2	68.5	64.2	72.3	62.8	66.6
27	71.8	67.2	66.9	65.5	68.6	74.2	68.0	63.4	71.6	62.5	66.0
28	70.2	66.3	62.3	64.2	67.6	73.0	64.8	62.2	70.3	61.1	64.8
29	69.1	65.0	63.8	62.7	69.0	72.1	64.8	63.2	69.6	62.0	64.9
30	70.6	65.8	65.1	64.6	68.1	73.4	64.5	63.6	70.6	61.8	65.2
31	71.1	66.0	68.0	65.3	69.1	74.6	67.4	63.5	71.6	61.6	68.6
Month	71.1	66.8	65.8	65.1	69.0	74.2	66.7	63.7	71.2	62.4	66.0

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
May 2011**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	63.7	55.3	61.9	62.7	59.6	57.0	59.7	56.8	61.9	59.9	61.2	*	48.9
2	63.4	54.7	61.1	62.8	55.8	59.7	59.6	56.8	61.6	59.3	61.3	*	51.1
3	62.5	54.0	61.5	63.2	57.5	59.8	58.8	54.2	59.8	58.1	60.6	*	55.6
4	65.3	57.0	63.2	63.5	61.6	60.5	60.8	56.5	62.8	61.1	63.6	*	57.5
5	66.5	58.6	64.2	63.9	60.1	61.9	61.4	58.7	64.1	61.5	64.5	*	53.4
6	65.0	59.4	65.8	65.1	59.1	59.6	60.7	56.6	63.0	61.6	63.7	*	57.9
7	66.0	58.1	63.5	62.5	56.2	60.2	60.9	57.8	63.0	61.6	63.4	*	58.4
8	66.2	60.5	65.6	65.4	57.9	61.3	61.4	59.3	64.2	62.6	64.6	*	59.4
9	66.3	61.4	65.1	64.5	60.7	62.0	62.6	60.7	65.2	63.7	65.5	*	64.6
10	63.2	61.0	65.3	64.4	60.1	60.3	62.2	60.1	64.5	63.6	64.8	*	62.9
11	63.9	59.7	64.6	64.7	59.5	60.0	62.9	61.4	64.6	62.5	64.9	*	64.0
12	65.4	60.7	65.6	65.8	61.0	59.7	63.1	60.3	65.0	63.3	65.7	*	64.6
13	63.7	60.2	65.6	64.9	57.8	62.5	61.2	56.7	63.2	62.6	64.8	*	60.3
14	62.9	59.5	63.9	63.1	56.4	60.9	61.1	58.7	63.9	62.1	64.0	*	60.6
15	63.8	60.6	64.6	65.1	61.6	60.9	62.5	60.0	64.9	63.1	64.7	*	65.2
16	64.5	61.5	64.0	64.3	62.0	59.1	62.7	60.5	65.0	63.3	65.3	*	58.7
17	65.0	61.1	66.0	65.3	65.5	62.6	61.8	60.7	65.0	63.7	65.7	*	63.8
18	64.7	61.4	65.6	65.4	61.8	63.0	62.7	59.7	64.7	64.2	65.5	*	65.9
19	65.2	61.8	66.4	65.6	60.7	63.2	62.9	60.7	66.1	64.7	66.4	*	63.2
20	65.2	62.5	65.7	65.7	61.8	61.3	62.1	59.6	64.9	63.8	65.6	*	62.1
21	62.6	58.0	64.5	63.8	57.4	60.5	61.3	57.9	62.9	62.2	63.2	*	63.1
22	64.4	59.7	64.3	64.2	59.2	61.4	61.8	58.7	64.4	62.8	64.9	*	69.5
23	65.1	62.0	64.9	64.2	58.3	62.5	62.3	60.1	65.3	64.2	66.0	*	61.5
24	65.5	61.0	64.6	64.6	60.8	63.2	62.2	59.5	65.3	63.9	65.4	*	62.8
25	64.3	60.2	64.8	65.1	62.4	61.8	62.2	59.2	64.2	62.8	64.6	*	60.0
26	65.2	60.8	66.1	65.3	60.1	62.4	62.8	60.4	65.1	63.3	65.7	*	64.9
27	64.8	61.0	64.9	64.7	59.0	61.1	62.3	59.6	64.4	63.7	64.9	*	61.3
28	62.6	59.0	64.3	63.6	58.0	60.2	60.6	58.3	63.2	62.5	63.4	*	63.2
29	65.1	59.2	63.1	62.8	59.0	59.5	62.9	58.8	63.3	63.2	63.3	*	62.3
30	63.6	59.3	63.1	64.2	59.1	56.8	62.2	59.7	63.7	63.7	63.8	*	63.5
31	63.7	58.5	64.1	64.4	58.3	60.3	62.2	59.1	63.8	61.5	64.0	*	63.0
Month	64.6	60.0	64.6	64.4	60.1	61.0	61.8	59.2	64.1	62.8	64.5	*	62.7

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
June 2011**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	71.7	67.2	66.9	65.4	69.3	74.6	67.1	64.5	71.8	63.0	66.7
2	72.0	67.9	67.6	65.9	69.6	74.3	68.6	64.3	71.4	62.8	66.6
3	71.3	66.6	64.0	64.9	69.4	75.0	67.8	64.7	72.4	63.5	66.3
4	70.1	65.3	62.7	63.5	67.8	73.2	65.6	62.4	70.2	61.1	65.2
5	70.6	66.1	62.4	65.1	68.3	74.2	65.2	63.5	71.2	61.6	65.8
6	71.2	66.5	67.3	66.2	70.1	74.6	66.2	64.9	71.5	63.2	68.4
7	71.4	67.2	63.9	65.8	69.4	74.9	69.2	64.0	72.0	62.3	66.4
8	71.2	67.4	64.3	65.3	69.8	75.1	67.1	64.3	72.1	62.6	65.8
9	72.2	67.9	62.9	65.2	69.3	74.8	67.5	64.5	72.1	63.0	66.0
10	72.8	68.7	64.5	67.2	69.8	75.0	67.7	64.3	72.5	63.5	66.3
11	71.6	67.7	64.7	66.3	68.8	73.9	66.3	63.3	71.2	61.5	65.4
12	71.0	67.1	62.6	65.5	68.4	74.5	66.3	62.9	71.8	61.3	66.0
13	71.1	66.8	64.2	65.6	69.8	74.6	66.9	64.3	71.9	62.1	66.0
14	72.8	68.4	66.5	66.3	69.7	74.9	67.1	64.0	71.3	61.7	65.4
15	70.8	67.1	63.3	66.5	68.9	75.5	66.7	62.5	71.7	59.4	63.2
16	72.6	68.4	64.1	66.3	69.9	75.4	67.8	64.0	72.6	62.1	66.2
17	72.2	68.2	64.5	66.4	69.8	75.1	67.7	64.6	72.3	63.0	67.2
18	71.5	67.6	63.7	65.3	68.3	73.8	66.1	62.8	71.1	61.5	65.8
19	71.1	66.9	64.2	65.6	69.1	74.5	66.8	63.4	71.7	61.9	66.6
20	70.9	66.1	63.9	65.8	69.3	75.2	67.0	64.8	72.6	63.1	67.3
21	72.5	67.7	64.1	66.7	69.4	74.5	66.6	62.9	71.0	60.4	64.2
22	73.4	68.5	64.2	67.8	69.1	74.5	66.5	61.4	70.4	59.1	63.6
23	72.0	68.2	62.9	66.7	69.3	74.9	67.9	62.9	71.7	59.6	64.5
24	72.0	68.1	65.0	66.6	68.9	75.2	67.0	63.5	71.9	61.7	65.2
25	71.5	67.1	64.0	65.7	67.8	73.9	65.8	62.5	71.1	61.2	65.7
26	71.0	66.6	63.1	65.6	68.8	74.3	67.1	62.6	70.9	60.6	64.2
27	71.1	66.9	63.4	65.6	68.8	75.1	67.2	63.2	71.5	64.1	65.8
28	72.3	67.8	64.9	66.9	69.5	75.0	67.1	63.5	71.5	61.1	65.1
29	72.5	68.6	*	67.1	70.1	74.5	66.8	64.0	71.6	62.5	66.0
30	72.4	68.3	*	65.7	69.3	75.6	67.2	64.5	72.8	62.5	66.3
Month	71.7	67.5	64.5	66.0	69.2	74.7	67.0	63.7	71.7	62.0	65.9

* = Not in service

APPENDIX B5**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
June 2011**

Date	RMT 14	RMT 15	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	60.4	65.3	65.2	59.9	60.5	63.4	60.8	64.9	63.1	65.4	*	64.9
2	64.5	60.2	65.4	65.1	60.8	63.7	62.9	60.4	64.9	63.2	65.1	*	65.0
3	64.4	60.8	65.0	64.1	58.8	63.3	62.5	59.5	64.6	63.4	64.9	*	59.4
4	63.6	61.8	63.1	63.1	58.0	58.1	61.0	59.0	63.8	62.1	63.6	*	59.2
5	64.2	59.8	63.9	63.9	59.1	59.5	62.1	59.4	64.2	62.8	64.2	*	64.7
6	65.2	60.9	64.1	64.9	59.2	57.2	63.2	61.6	65.5	63.2	65.3	*	64.5
7	64.3	60.8	65.6	64.5	59.6	64.1	62.8	59.3	64.4	62.8	65.1	*	64.1
8	65.4	60.2	65.4	65.0	60.7	62.2	62.2	59.4	64.2	62.5	64.5	*	62.1
9	64.0	59.1	65.5	65.4	57.5	60.9	62.8	58.8	64.1	61.6	65.0	*	67.0
10	64.6	59.0	66.2	66.1	56.8	61.0	63.1	59.5	64.3	62.1	64.9	*	63.5
11	63.7	58.4	65.4	64.6	57.2	61.0	61.7	58.5	63.4	62.7	63.9	*	68.8
12	64.1	59.8	65.0	64.4	56.9	61.2	61.7	59.3	64.3	62.7	64.4	*	64.4
13	64.7	58.8	64.4	64.7	59.8	60.2	62.2	58.8	64.3	61.8	64.2	*	60.7
14	63.7	59.2	65.6	65.5	57.2	60.5	61.6	57.7	63.7	62.3	64.2	*	62.5
15	62.9	56.7	64.4	64.4	58.3	60.8	59.0	54.0	61.3	59.8	61.8	*	64.2
16	64.6	59.0	66.3	65.6	58.2	62.3	62.0	57.7	63.9	62.1	64.7	*	65.7
17	64.5	62.5	65.9	65.3	57.8	62.3	62.7	59.9	65.4	63.6	65.6	*	65.8
18	64.2	59.8	65.2	64.9	58.3	60.5	61.5	59.5	64.5	62.9	64.1	*	61.7
19	64.8	59.8	64.6	64.6	58.8	61.0	62.7	59.8	65.1	62.7	64.8	*	60.9
20	64.7	60.8	63.9	64.1	58.3	59.0	62.8	60.2	65.4	63.2	65.9	*	66.9
21	63.5	56.8	65.2	65.3	58.5	59.2	60.6	55.4	62.1	60.4	63.2	*	64.1
22	62.3	57.6	65.8	65.6	57.5	59.9	58.6	52.8	62.0	59.5	62.3	*	60.8
23	64.0	58.3	65.7	65.5	56.2	62.3	58.9	53.4	62.6	60.8	63.2	*	62.8
24	64.3	60.3	65.8	65.2	56.1	60.6	60.8	56.7	63.7	64.7	64.0	*	65.2
25	63.5	58.2	64.4	64.3	57.2	59.3	61.8	61.1	63.8	62.0	63.7	*	62.1
26	62.6	57.3	64.0	64.5	57.3	59.8	60.1	55.8	61.9	61.7	63.0	*	61.4
27	64.9	59.2	64.4	64.2	56.7	60.2	61.3	58.1	64.0	62.3	64.3	*	62.9
28	64.6	59.3	65.7	65.1	57.4	60.8	60.4	56.3	63.2	62.2	63.9	*	61.7
29	64.6	61.0	66.0	66.2	59.0	59.8	62.5	59.6	64.2	62.5	64.7	*	66.2
30	66.4	59.5	65.3	65.7	58.8	59.8	62.7	59.5	64.7	62.5	64.9	*	64.3
Month	64.3	59.7	65.1	64.9	58.3	60.9	61.8	58.8	64.0	62.4	64.3	*	64.1

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, January - June 2011 _____ C1

Commercial Flight Operations Mix, Second Quarter 2011 _____ C2

Commercial Flight Operations Mix, April 2011 _____ C3

Commercial Flight Operations Mix, May 2011 _____ C4

Commercial Flight Operations Mix, June 2011 _____ C5

Curfew Violation Summary, 1989 --- Present _____ C6

APPENDIX C1

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JANUARY TO JUNE 2011

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	Air Transport Intl	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																				301			301	602
A310																							0	0
A318									158	497													158	316
A319	178						327		497													1	1471	2942
A320							747		511	127													4379	8758
A321																							922	1844
A330+																							0	0
B712																						2	2	4
B71Q																						1	104	208
B72Q												5142			4				102	1		7	5146	10292
B733		480										789		32									487	974
B734																							821	1642
B735																							2	4
B736																							2	4
B737		421										10229	99	17				2				6	10858	21716
B738		1260		792			880				8	1022		580								1	3963	7926
B739		163																					743	1486
B747+																							0	0
B752				130			656							992	106							4	1888	3776
B753														3									3	6
B762																							127	254
B763							176	181														4	544	1088
B764																							0	0
B772																							0	0
CRJ2						30																	30	60
CRJ7											1594				61								1655	3310
CRJ9											569				25								647	1294
DC87											298												323	646
ERJ+	181									131									1				1	2
MD110																							2246	4492
MD11																							318	636
MD80+																							4	8
MD90																						131	1742	3484
TOTALS	359	2324	61	2472	2012	30	2902	181	511	913	2461	16160	107	4724	1889	613	88	127	103	624	183	157	39001	78002
B190																							0	0
BE99																							68	136
C208																							442	884
E120											1330												1330	2660
PA31																							0	0
SF34																							0	0
SW3/4																							63	126

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E170, E190)
 Other / Non-Transport Category = 2 VDA IL76, 1 RCH K35R, 1 AJJ B73Q, 1 AJJ DC91, 1 USN DC95, 2 USAF C130, 2 USCG C130, 1 RRR C130

APPENDIX C2

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- SECOND QUARTER 2011

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops
A300																				135			135	270
A310																							0	0
A318									77	275													77	154
A319	90						187							144	7	30						1	733	1466
A320							426		274	47				886	331	322							2287	4574
A321															558								558	1116
A330+																							0	0
B712																							0	0
B71Q																						1	1	2
B72Q																			52	1		1	54	108
B733												2518	1									1	2519	5038
B734		174										362		32								4	178	356
B735																						4	394	788
B736																	2						2	4
B737		186										5362		4			49					4	5655	11310
B738		703					548						4	488									2185	4370
B739		114												350									484	928
B747+																							0	0
B752				42			282							425	76							2	827	1654
B753														3									3	6
B762																		64					64	128
B763																						1	293	586
B764							111	91												90			0	0
B772																							30	60
CRJ2															56								869	1738
CRJ7																							348	696
CRJ9															25								128	256
DC87																			1				1	2
ERJ+										90													1072	2144
MD110																							177	354
MD11																							2	4
MD80+																						61	844	1688
MD90																							22	44
TOTALS	181	1177	24	1243	969	30	1576	91	274	489	1186	8242	54	2332	1054	352	51	64	53	315	90	75	19922	39844
B190																		68					0	0
BE99																							68	136
C208																							218	436
E120																							726	1452
PA31																							0	0
SF34																							0	0
SW3/4																							63	126
TOTALS	181	1177	24	1243	969	30	1576	91	274	489	1186	8242	54	2332	1054	352	51	132	53	533	153	75	1075	2150

B71Q = B727-100 w/ Hush-Kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E170, E190)
 Other / Non-Transport Category = 1 AJI B73C, 1 AJI DC91, 1 USCG C130

APPENDIX C3

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- APRIL 2011

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
9/13/2011																								
A300																							57	114
A310																							0	0
A318										36													36	72
A319	30						43			55				44	4	8							184	368
A320							201		81	29				274	121	106							144	1624
A321															144								144	288
A330+																							0	0
B712																							0	0
B71Q																							0	0
B72Q																			17			1	17	34
B733												816			1							1	818	1636
B734		42												4								1	43	86
B735												120											124	248
B736																							1	2
B737		58										1723	16									1	1810	3620
B738		233		146			121						1	182									583	1366
B739		57												85									142	284
B747+																							0	0
B752				4										158	14							2	178	356
B753							123							3									126	252
B762																			21				21	42
B763							22	30														1	82	164
B764																							0	0
B772																							0	0
CRJ2															25								323	646
CRJ7																							102	204
CRJ9															1								41	82
DC87																							0	0
ERJ+	30									18													347	694
MD10																							49	98
MD11																							1	2
MD80+																							292	584
MD90																							0	0
TOTALS	60	390	7	413	325	0	510	30	81	138	414	2659	17	750	310	114	13	21	17	107	29	28	6433	12866
B190																							0	0
BE99																							24	48
C208																							77	154
E120																							224	448
PA31																							0	0
SF34																							0	0
SW3/4																							22	44
TOTALS	60	390	7	413	325	0	510	30	81	138	638	2659	17	750	310	114	13	45	17	184	51	28	347	694

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E170, E190)
 Other / Non-Transport Category = 1

APPENDIX C4

SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- MAY 2011

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																				38			38	76
A310																							0	0
A318										13													13	26
A319	30			60						107				44	3	20						1	264	528
A320				123					89	18				332	112	98							773	1546
A321																							205	410
A330+																							0	0
B712																						1	1	2
B71Q																							17	34
B72Q																							738	1476
B733																							47	94
B734		44																				3	75	150
B735												74		1									75	150
B736																							1	2
B737		41										1987	17	1			1					2	2064	4128
B738		287		151			221						1	122									782	1564
B739		32												153									185	370
B747+																							0	0
B752							133							108	28								269	538
B753																							0	0
B762																							21	42
B763							35	31															95	190
B764																							0	0
B772																							0	0
CRJ2											311				17								328	656
CRJ7											83												111	222
CRJ9											34				13								47	94
DC87																							0	0
ERJ+	31									27													357	714
MD10																							59	118
MD11																							1	2
MD80+																							277	554
MD90																							0	0
TOTALS	61	404	6	404	327	0	572	31	89	165	428	2799	18	761	378	118	17	21	16	99	29	25	6788	13536
B190																							0	0
BE99																							21	42
C208																							70	140
E120											214												214	428
PA31																							0	0
SF34																							0	0
SW3/4																							20	40
TOTALS	61	404	6	404	327	0	572	31	89	165	642	2799	18	761	378	118	17	42	16	169	49	25	325	650

B71Q = B727-100 w/ Hush-kit. ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E170, E190)
 Other / Non-Transport Category = 1 AJI B73Q, 1 AJI DC91

APPENDIX C5
SAN DIEGO INTERNATIONAL AIRPORT --- COMMERCIAL FLIGHT OPERATIONS --- JUNE 2011

Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Hawaiian	jetBlue	Republic	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	Air Transport Int'l	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops
A300																				40		1	40	80
A310																							0	0
A318									28	113													28	56
A319	30						84							56		2							285	570
A320							102		104					280	98	118							702	1404
A321															209								209	418
A330+																							0	0
B712																						1	0	0
B71Q																							0	0
B72Q																							20	40
B733												964											964	1928
B734												168											88	176
B735														27									195	390
B736																							0	0
B737												1652	17	3			21					1	1781	3562
B738							206						2	184									720	1440
B739														112									137	274
B747+																							0	0
B752							149							159	34								380	760
B753																							0	0
B762																		22					25	50
B763							54	30															116	232
B764																							0	0
B772																							30	60
CRJ2															14								218	436
CRJ7																							135	270
CRJ9															11								40	80
DC87																							1	2
ERJ+	30									45													368	736
MD10																							69	138
MD11																							0	0
MD80+																							275	550
MD90							22															21	22	44
TOTALS	60	383	11	429	317	30	617	30	104	186	344	2784	19	821	366	120	21	22	20	109	32	23	6848	13696
B190																							0	0
BE99																							23	46
C208																							71	142
E120																							288	576
PA31																							0	0
SF34																							0	0
SW3/4																							21	42
TOTALS	60	383	11	429	317	30	617	30	104	186	632	2784	19	821	366	120	21	45	20	180	53	23	403	806

B71Q = B727-100 w/ Hush-Kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E170, E190)
Other / Non-Transport Category = 1 USCG C130



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

1989 - Present

QTR	1989	PENALTY	1990	PENALTY	1991	PENALTY
1ST			America West Southwest Northwest	\$1,000 NP \$1,000	Southwest US Airways United	\$1,000 \$1,000 \$1,000
2ND	Delta TWA US Airways FedEx US Airways	NP NP NP NP NP	Southwest	\$1,000	Alaska America West United	\$1,000 NP NP
3RD	United Continental US Airways US Airways Southwest	NP NP \$1,000 \$3,000 \$1,000	Southwest TWA Delta TWA Southwest	\$1,000 \$1,000 NP NP \$3,000	America West TAESA (C) Southwest	NP NP \$1,000
4TH	US Airways America West Delta Southwest America West Connie Kalitta (C) United	\$1,000 NP \$1,000 \$1,000 \$1,000 NP \$1,000	Alaska Southwest America West Alaska	\$1,000 \$1,000 \$1,000 \$3,000	TWA Sierra Pacific (C)	NP NP
FINES		\$10,000		\$14,000		\$5,000

Legend

- (C) Commercial Charter
- (GA) General Aviation
- NP No Penalty
- EE Emergency Exemption
- CVRP Pending Review by the Airport Curfew Violation Review Panel (CVRP)

Note: Effective July 1, 2006, the SDIA Airport Use Regulations ("Curfew") fine structure and length of compliance period changed. For more info, visit http://www.san.org/airport_authority/airport_noise/airport_use_regulations.asp

QTR	1992	PENALTY	1993	PENALTY	1994	PENALTY
1ST			Reno Air American TWA	NP NP NP		
2ND					America West (C) TWA Alliance Air (GA)	\$1,000 \$1,000 NP
3RD	K2 Del Aire (GA) Aeromexico Express One (C) American	NP NP NP NP			Rp. Richard (GA) Corp. Helo's (GA) TWA United America West	NP \$1,000 \$1,000 NP \$1,000
4TH	United Northwest Southwest TAESA (C) Burlington/BAX Southwest Amer. Trans Air (C) Southwest Amer. Trans Air (C)	\$1,000 \$1,000 \$1,000 \$1,000 NP \$3,000 NP \$5,000 \$1,000	Quassar (GA) Martinair (C) Southwest TWA	NP NP \$1,000 \$1,000	FedEx Southwest Air Foyle (GA) TWA SportsFlight (C) Canada 3000 Northwest	\$1,000 \$1,000 NP \$1,000 NP NP \$1,000
FINES		\$13,000		\$2,000		\$9,000

QTR	1995	PENALTY	1996	PENALTY	1997	PENALTY
1ST	FedEx	\$1,000	TWA	\$1,000	Alaska	\$1,000
	Southwest	\$1,000	TWA	\$3,000	Delta	\$1,000
	Continental	NP	United	\$1,000	Delta	\$3,000
	Canada 3000	\$1,000	United	\$3,000	Executive Jet (GA)	\$1,000
	US Airways	\$1,000	Southwest	\$1,000	Continental	\$1,000
	G. Wood (GA)	NP	TWA	\$5,000		
2ND	United	\$1,000	United	NP	America West	NP
	Southwest	\$1,000	SkyWest	NP	FedEx	NP
	Delta	NP	United	\$1,000	FedEx	\$1,000
	TWA	\$1,000	US Airways	\$1,000	Martinair (C)	NP
	Continental	\$1,000	Air Group (GA)	\$1,000	Miami Air (C)	\$1,000
			Peninsula (GA)	\$1,000	Western Pacific	\$1,000
			Southwest	\$1,000	United	\$1,000
			TWA	\$1,000	SkyWest	NP
			Delta	\$1,000	Southwest	\$1,000
			TWA	\$3,000		
			TWA	\$5,000		
			TWA	\$50,000		
	3RD	Avanti (GA)	NP	Arizona Exec. (GA)	\$1,000	American
Heavy Lift (C)		NP	Western Pacific	\$1,000	United	\$1,000
Cutter Aviation (GA)		NP	United	\$1,000	Southwest	NP
American		NP	Lamar (GA)	NP	Reno Air	\$1,000
United		\$1,000	Delta	\$1,000	Delta	\$1,000
			Continental	\$1,000	United	\$3,000
			United	\$3,000	Miami Air (C)	\$1,000
			United	\$5,000	Western Pacific	\$1,000
			Le Mouelic (GA)	NP		
4TH	US Airways	NP	America West	\$1,000	United	\$1,000
	Airborne (Stage 3%)	\$16,655	United	\$1,000	American Eagle	NP
	Champion Air (C)	NP	United	\$3,000	Sun Country (C)	\$1,000
	TWA	\$1,000	Southwest	\$1,000	Frontier	NP
	Southwest	\$1,000	America West	\$3,000	Delta	\$1,000
	Southwest	\$3,000	Great American (C)	\$1,000	America West	\$1,000
	Unigas (GA)	NP	Delta	\$1,000	United	\$1,000
	US Airways	NP	American	NP	Continental	\$1,000
	TWA	\$3,000	Delta	\$1,000	TAESA (C)	\$1,000
	TWA	\$5,000	Delta	\$3,000	United	\$3,000
	Sun Country (C)	NP	Delta	\$5,000	TWA	\$1,000
	Amer. Trans Air (C)	\$1,000	Alaska	EE		
			Alaska	EE		
			United	EE		
		Alaska	EE			
		Alaska	EE			
		Alaska	EE			
FINES		\$39,655		\$112,000		\$31,000

QTR	1998	PENALTY	1999	PENALTY	2000	PENALTY
1ST	Southwest	\$1,000	American Eagle	\$1,000	N. American (C)	\$1,000
	Delta	\$1,000	United	\$1,000	United	\$1,000
	Western Pacific	\$1,000	American	\$1,000	America West	\$1,000
	Air Eagle (GA)	\$1,000	American	\$3,000	Southwest	NP
	Exec Flt. Mgmt (GA)	\$1,000	Southwest (Stage 2)	\$1,000	America West	\$3,000
	United	\$1,000	Southwest (Stage 2)	\$6,000		
	Ameriflight	\$1,000				
	Southwest	NP				
	Emery	\$1,000				
Super Bowl Flights	(25) x NP					
2ND	Delta	\$1,000	United	\$1,000	Delta	\$1,000
	Delta	NP	TWA	\$1,000	Emery	NP
	American	NP	America West	NP	United	\$1,000
	Alaska	\$1,000	United	\$3,000	America West	\$1,000
	Delta	\$3,000	America West	\$1,000		
	United	NP	America West	\$3,000		
	N226GA (GA)	NP				
3RD	Saudi Arabian (GA)	\$1,000	America West	NP	Ameristar (C)	\$1,000
	American	\$1,000	Delta	\$1,000	United	NP
	Southwest	\$1,000	America West	\$1,000	United	\$1,000
	United	\$1,000	America West	\$3,000	TWA	\$1,000
	Tradewinds (C)	\$1,000	Continental (Stg. 2)	\$1,000	United	\$3,000
	United	NP	Southwest	NP	Bonzi Aviation (GA)	\$1,000
	Amer. Int'l (C)	\$1,000	American	\$1,000	Midwest Express (C)	\$1,000
	US Airways	NP	Delta	\$3,000		
	Emery (Stage 3%)	\$2,000	TWA	\$1,000		
	Delta	\$1,000	BAX Global	\$1,000		
	America West	\$1,000	US Airways	\$1,000		
	Ameristar (C)	NP	Atlas Air (C)	\$1,000		
	America West	\$3,000				
4TH	Southwest	\$1,000	ACM Aviation (GA)	\$1,000	Aventis (GA)	\$1,000
	Southwest	\$3,000	Delta (Stage 2)	\$1,000	Delta	NP
	Southwest	\$5,000	Amer. West (Stg. 2)	\$1,000	United	\$1,000
	United	\$1,000	Miami Air (C)	\$1,000	Delta	NP
	Bombardier (GA)	\$1,000			Frontier	NP
	United	\$3,000			SkyWest	NP
	United	\$5,000			SkyWest	\$1,000
	America West	\$1,000			United	\$3,000
	America West	NP			America West	\$1,000
	Delta	\$1,000			Champion Air (C)	\$1,000
	US Airways	\$1,000				
	Delta	\$3,000				
	US Airways	\$3,000				
Alaska	NP					
FINES		\$54,000		\$40,000		\$25,000

QTR	2001	PENALTY	2002	PENALTY	2003	PENALTY
1ST	Delta United Aircraft Mngmt (GA) US Airways FedEx FedEx	\$1,000 NP NP \$1,000 NP NP			N60S (GA) N1823D (GA) N723MM (GA) N42PP (GA) N789SG (GA) N179T (GA) N60TX (GA) N330MC (GA)	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000
2ND	United United Capt. G. Zinger (GA) World Wide Jet (GA) Reliant Airlines US Airways United	\$1,000 \$3,000 NP \$1,000 NP \$1,000 NP	N642RP (GA) N874RA (GA) Alaska US Airways US Airways XA-TIE (GA)	NP NP \$1,000 \$1,000 \$3,000 \$1,000	Delta US Airways US Airways N57HJ (GA) US Airways	\$1,000 NP \$1,000 \$1,000 \$3,000
3RD	US Airways US Airways United Delta American US Airways US Airways Southwest Delta United	NP NP \$1,000 NP NP \$1,000 \$3,000 NP NP NP	N234SV (GA) Air Castle (GA) N61WH (GA) US Airways Flight Options (GA)	NP NP \$1,000 \$1,000 \$1,000	US Airways Delta US Airways America West Northwest Northwest jetBlue jetBlue Tag Aviation (GA)	\$1,000 \$1,000 NP \$1,000 \$1,000 \$3,000 NP \$1,000 \$1,000
4TH	N930DC (GA) N3472G (GA) Delta United Reliant Airlines United	\$1,000 \$1,000 \$1,000 NP \$1,000 \$1,000	America West Southwest US Airways Delta	\$1,000 \$1,000 \$1,000 \$1,000	N800PM (GA) N345MC (GA) NetJets (GA) US Airways jetBlue N790FH (GA) Delta N802CC (GA) FedEx Cherry Air (C) Southwest Southwest	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 NP NP \$1,000 \$1,000 \$1,000 \$3,000
FINES		\$18,000		\$13,000		\$35,000

QTR	2004	PENALTY	2005	PENALTY	2006	PENALTY
1ST	jetBlue FedEx American America West Alaska	NP NP NP \$1,000 \$1,000	jetBlue Delta jetBlue Alaska US Airways US Airways US Airways Sun Country US Airways	NP \$1,000 \$1,000 \$1,000 NP NP NP \$1,000 \$1,000	N950G (GA) jetBlue Alaska Delta	\$1,000 \$1,000 \$1,000 \$1,000
2ND	Ameristar (C) N5251M (GA) Delta US Airways N160AC (GA) N607CF (GA) jetBlue	\$1,000 NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000	Mesa Airlines jetBlue Alaska Aloha Aloha N855SA (GA) N8JL (GA) American US Airways FedEx FedEx jetBlue US Airways US Airways Ameristar (C)	\$1,000 \$1,000 \$1,000 \$1,000 \$3,000 \$1,000 \$1,000 NP NP \$1,000 NP \$3,000 \$1,000 \$3,000 \$1,000	US Airways US Airways N502JL (GA) N1049V (GA) Delta	\$1,000 NP \$1,000 \$1,000 \$1,000
3RD	N757WW (GA) N8080Q (GA) Sun Country jetBlue N101VJ (GA)	\$1,000 \$1,000 \$1,000 NP \$1,000	Northwest NetJets (GA) US Airways Northwest US Airways N204AH (GA) N104HW (GA) Northwest Delta Universal Jet (GA) N750PT (GA) Hawaiian	\$1,000 \$1,000 \$1,000 \$3,000 \$3,000 \$1,000 \$1,000 NP \$1,000 \$1,000 \$1,000 \$1,000	United US Airways US Airways Southwest US Airways Delta US Airways US Airways Delta C-FJHS (GA) Delta N800PM (GA)	NP NP NP NP \$2,000 \$2,000 NP NP NP \$2,000 NP \$2,000
4TH	jetBlue jetBlue FedEx FedEx Delta Alaska	\$1,000 \$3,000 NP \$1,000 \$1,000 \$1,000	Delta jetBlue jetBlue N800PM (GA) Delta	NP NP NP \$1,000 NP	N123MR (GA) jetBlue Frontier American Frontier US Airways	\$2,000 \$2,000 \$2,000 \$2,000 NP NP
FINES		\$19,000		\$39,000		\$24,000

QTR	2007	PENALTY	2008	PENALTY	2009	PENALTY
1ST	N800AR (GA)	\$2,000	SkyWest	\$2,000	US Airways	NP
	FlexJet (GA)	\$2,000	Air Canada	\$2,000	N520SC (GA)	\$2,000
	jetBlue	\$2,000	US Airways	NP		
	United	NP	US Airways	NP		
	American	\$2,000	US Airways	\$4,000		
	Alaska	\$2,000	jetBlue	NP		
	jetBlue	\$6,000	N4YS (GA)	\$2,000		
	Hawaiian	\$2,000	US Airways	\$12,000		
			US Airways	\$20,000		
			United	NP		
2ND	Delta	NP	N166PC (GA)	\$2,000	United	NP
	jetBlue	\$10,000	N17773 (C)	\$2,000	N253WC (GA)	\$2,000
	N204AH (GA)	\$2,000	Swift Air (C)	\$2,000	N369PB (GA)	\$2,000
	Delta	NP	N919CT (GA)	\$2,000		
	Continental	NP	N26A (GA)	\$2,000		
	Continental	NP	jetBlue	NP		
	American	NP	US Airways	NP		
	jetBlue	NP				
	AirTran	NP				
	Delta	NP				
	US Airways	NP				
	Delta	NP				
	jetBlue	\$10,000				
	Delta	NP				
	Delta	NP				
	AirTran	\$2,000				
	US Airways	\$2,000				
3RD	N963LW (GA)	\$2,000	jetBlue	\$2,000	Delta	NP
	N1DC (GA)	\$2,000	jetBlue	NP	jetBlue	\$2,000
	US Airways	\$2,000	jetBlue	\$6,000	Delta	\$2,000
	N6824Z (GA)	\$2,000	N338BP (GA)	\$2,000	Delta	\$6,000
	American	NP	jetBlue	NP		
	Swift Air (C)	\$2,000	Delta	NP		
			N421SV (GA)	\$2,000		
			Ryan (C)	\$2,000		
4TH	Alaska	\$2,000	N167JL (GA)	\$2,000	N423SJ (GA)	\$2,000
	US Airways	\$6,000	jetBlue	\$10,000	United	NP
	Saudi Arabian (C)	\$2,000	Southwest	NP	Ameristar (C)	\$2,000
	AirTran	NP	Continental	\$2,000	Delta	\$10,000
FINES		\$64,000		\$80,000		\$30,000

QTR	2010	PENALTY	2011	PENALTY	2012	PENALTY
1ST	Chrysler Avtn. (GA) Delta Virgin America Virgin America Delta	\$2,000 \$6,000 \$2,000 \$6,000 \$18,000	jetBlue Avantair (GA) jetBlue jetBlue Delta jetBlue US Airways Delta US Airways Delta	NP \$2,000 \$4,000 NP \$2,000 N/P N/P N/P N/P N/P		
2ND	N860PM (GA) jetBlue N17773 (C) SCX8903 (C) N41EA (GA) SCX8700 (C) Delta jetBlue	\$2,000 NP \$2,000 \$2,000 \$2,000 \$6,000 \$30,000 \$2,000	jetBlue Delta jetBlue jetBlue jetBlue jetBlue Frontier	\$12,000 \$6,000 N/P \$20,000 \$20,000 \$20,000 \$2,000		
3RD	N601TX (GA) Delta XC-LKS (GA) SkyWest jetBlue jetBlue	\$2,000 NP \$2,000 \$2,000 NP NP				
4TH	jetBlue Continental jetBlue Delta jetBlue	\$2,000 NP \$6,000 NP NP				
FINES		\$94,000		\$88,000		\$0,000

AIRCRAFT NOISE COMPLAINTS

This section contains Year 2011 (to date) statistics on aircraft noise complaints received by the Airport Noise Mitigation Department.



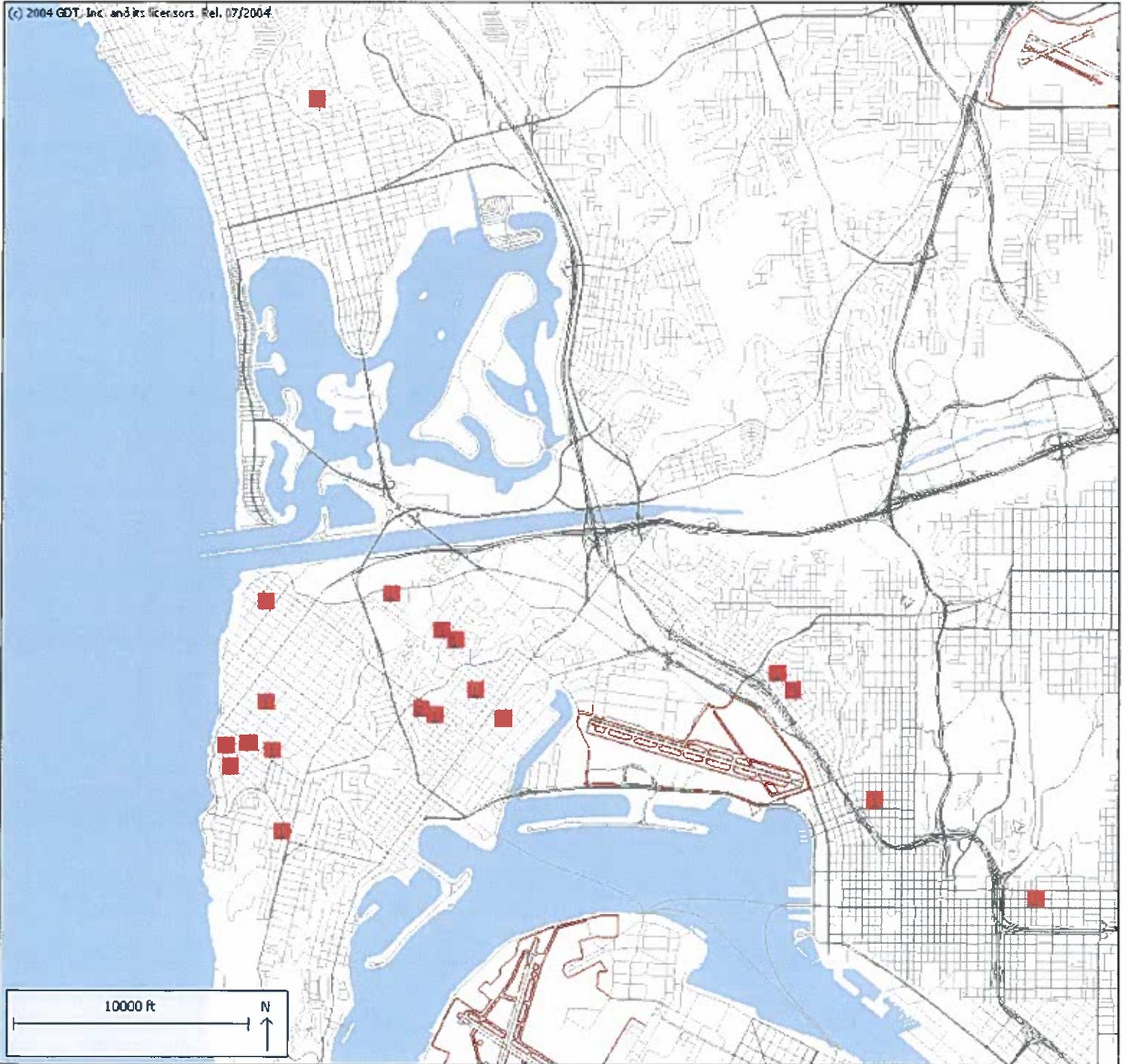
Second Quarter 2011

Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
19 Households; 49 Complaints



SAN DIEGO
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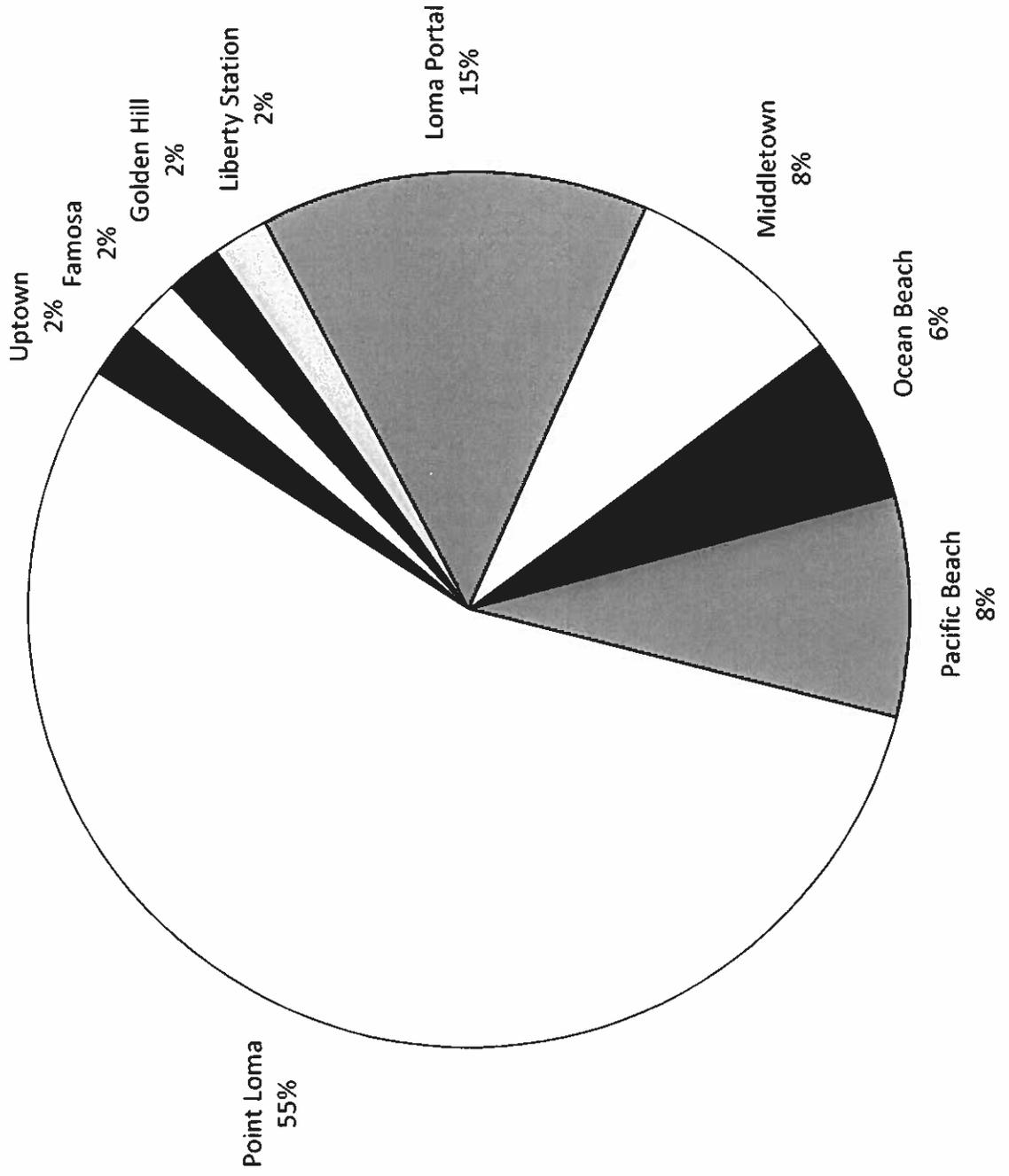
Aircraft Noise Complaint Distribution by Neighborhood



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Second Quarter 2011

TOTAL CALLS: 49



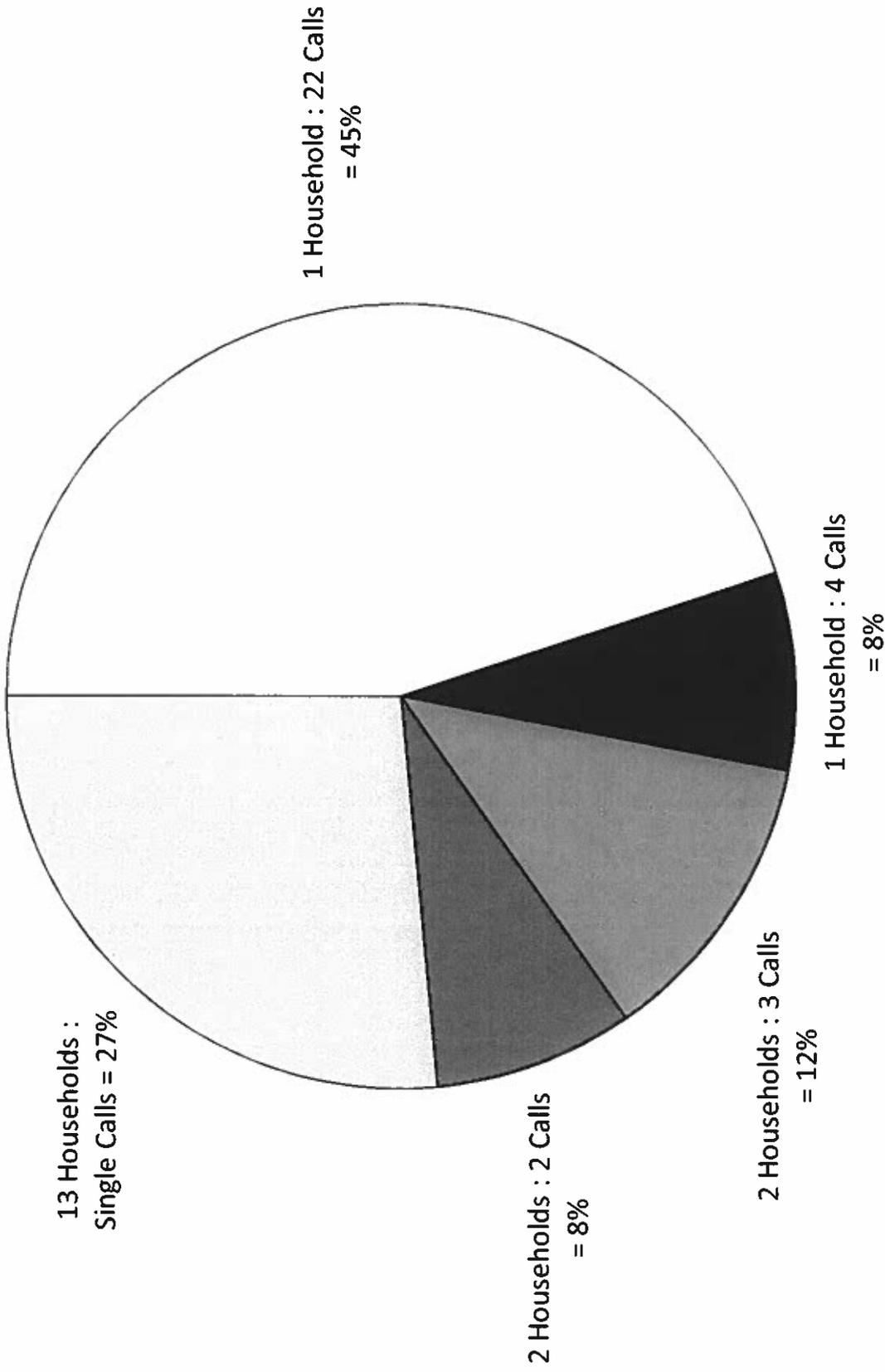
Aircraft Noise Complaint Distribution by Household



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Second Quarter 2011

TOTAL CALLS: 49



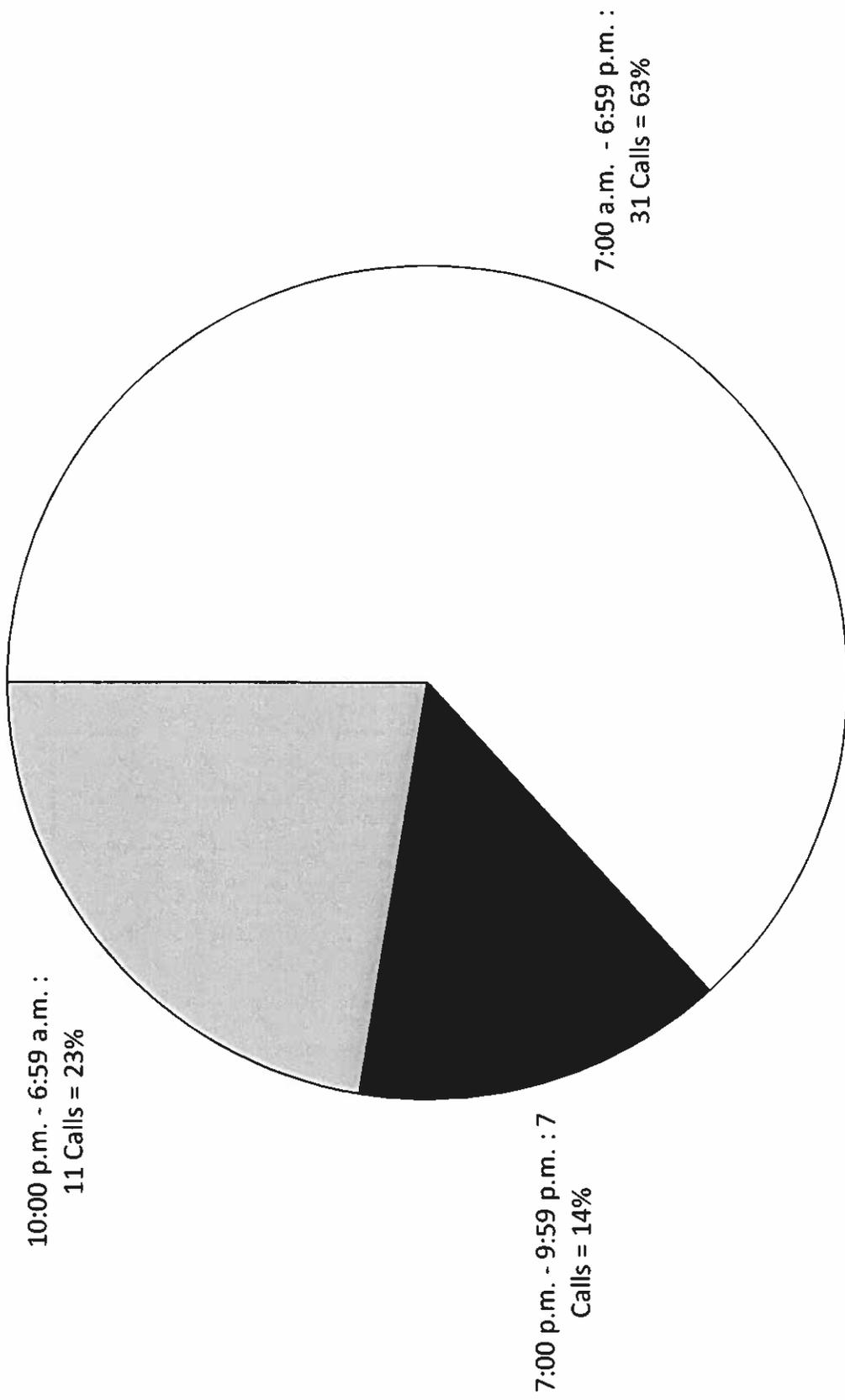
Aircraft Noise Complaint Distribution by Time of Day



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Second Quarter 2011

TOTAL CALLS: 49



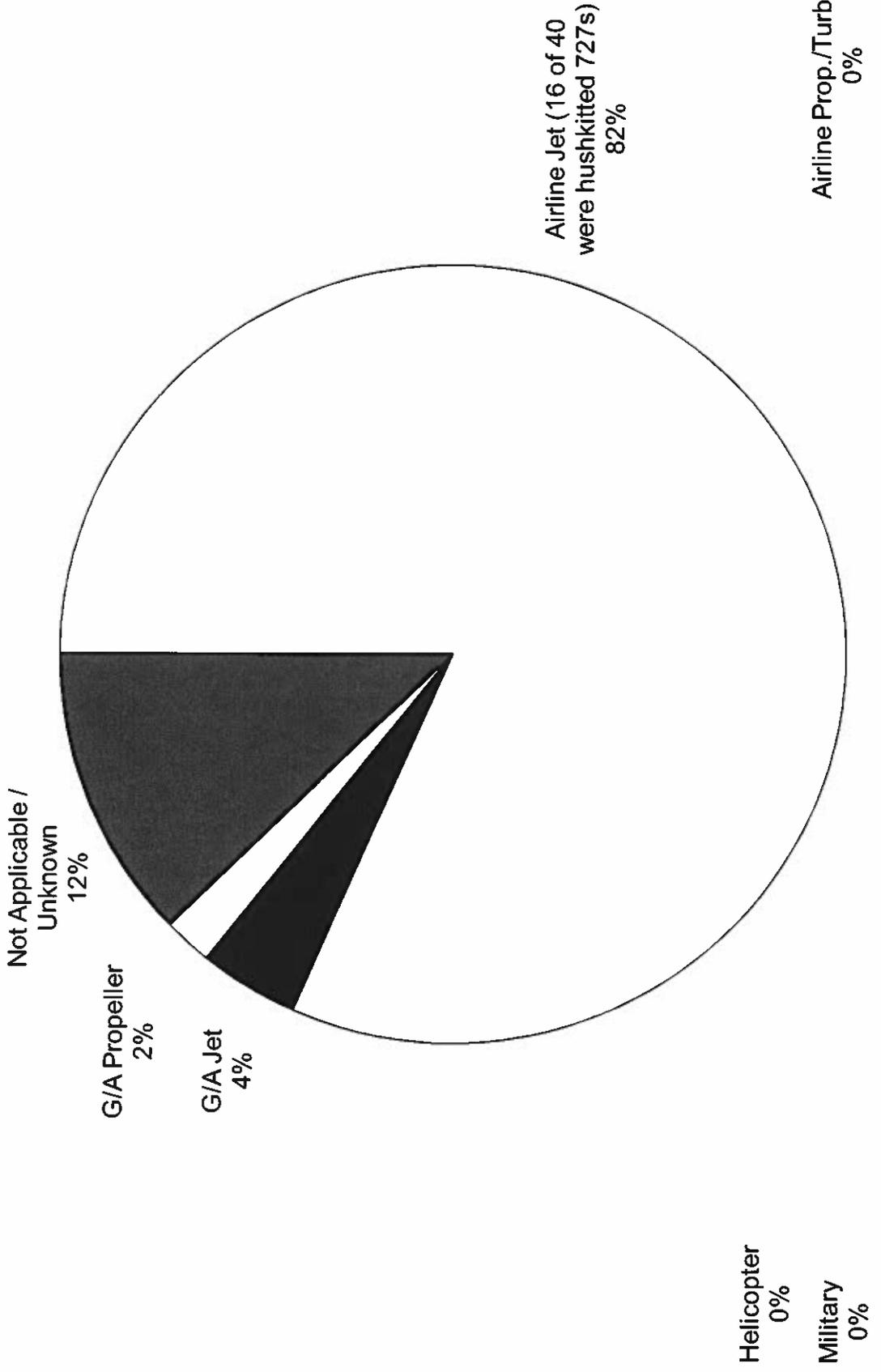
Aircraft Noise Complaint Distribution by Aircraft Type



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Second Quarter 2011

TOTAL CALLS: 49



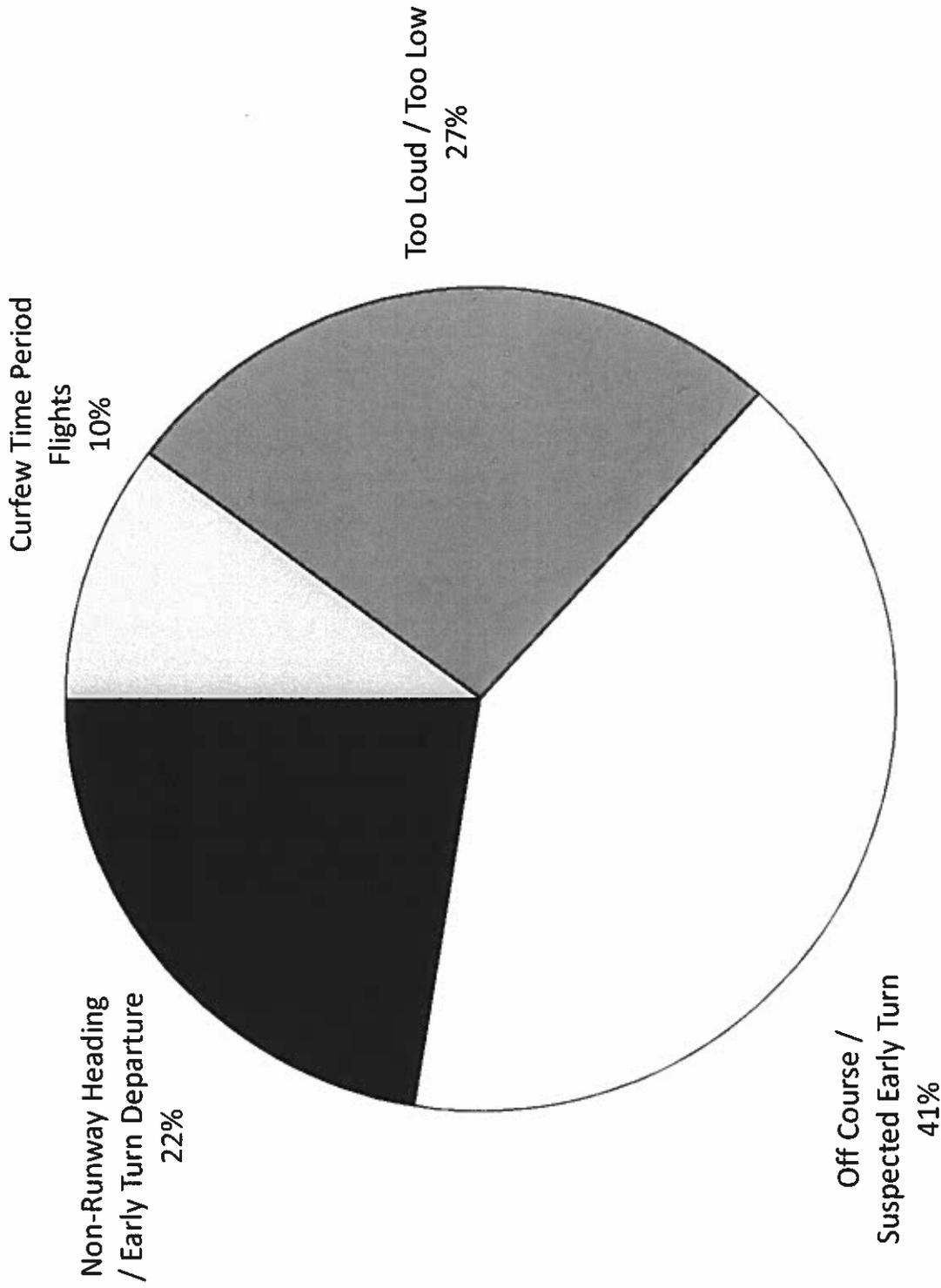
Aircraft Noise Complaint Distribution by Cause



SAN DIEGO
INTERNATIONAL
AIRPORT

Second Quarter 2011

TOTAL CALLS: 49



AIRPORT NOISE ADVISORY COMMITTEE

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held April 20th, 2011.



SAN DIEGO
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AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING MINUTES April 20, 2011

On April 20th, 2011, the Airport Noise Advisory Committee (Committee) met at the Quieter Home Program (QHP) Offices, 2722 Truxtun Road, San Diego, CA 92108. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:05 p.m.

Present: Mr. John Bennett, County of San Diego; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Jane Gawronski, PhD., Ocean Beach Planning Board; Daniel Hazard, Congresswoman Susan Davis (ex-officio); Mr. Joe Scaglione, North Bay (Midway) Community Planning Board; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollam, Rosemary Abisia.

Absent: Captain (Ret.) Jack Bewley (Excused), Retired Airline Pilot; Mr. Steven Holt, Airline Representative (ex-officio); Mr. Suhail Khalil, Peninsula Community Planning Board; Mr. Cliff Myers, MCRD; Mr. Bill Stone, Little Italy Association; Mr. Jack Zimmerman, Acoustician (Excused); County Supervisor Greg Cox (ex-officio) (Vacant); San Diego City Council District 2 (ex-officio) (Vacant)

The meeting began with a brief introduction of QHP staff by Ms. Sjohnna Knack, QHP Project Manager, followed by a tour of the QHP facility. She informed the members that the Airport Authority purchased the building almost two years ago and QHP moved into the off-airport site just over a year ago to give the Program a community presence. The highlight was a tour of recently completed showroom that provides homeowners realistic visages of how residential insulation products look as installed in a home. Following the 15 minute tour, a member asked if the showroom is open to the public, to which Ms. Knack answered that the showroom is open to the public anytime the QHP offices are open. Dr. Butler suggested that an ANAC meeting be scheduled at the QHP Facility on an annual basis to benefit newly appointed ANAC members. Members unanimously agreed. Authority staff will take for action.

Dr. Butler then invited each ANAC participant to introduce themselves. As there was no quorum, Dr. Butler proceeded to the next agenda item.

Mr. Frazee informed the committee that Mr. William Kenton, North Bay Community Planning Board, resigned his position due to health and Mr. Joe Scaglione is the new representative. Mr. Scaglione was present at the meeting, so he was acknowledged and welcomed.

Mr. Frazee also informed Mr. Scaglione that a certificate of appreciation for Mr. Kenton's dedication and participation was to be presented at the meeting but, due to Mr. Kenton's absence, the certificate will be forwarded to his office.

Mr. Frazee next provided an Airport Authority update, beginning with a construction issue. Regarding customer parking at Terminal 2; the parking lot directly across from the terminal is closed to facilitate storing building construction equipment and to continue construction of the second level roadway that will service Terminal 2. A temporary new customer parking area to serve Terminal 2 will be located west of the building construction site on newly paved apron, intended eventually as an aircraft parking ramp area. Way-finding signs will be located along North Harbor Drive to direct traffic to the relocated parking area. Passengers can either walk on pathways or take a timely and convenient shuttle bus to and from the terminal.

Regarding the terminal expansion (Green Build) project, the 10-gate extension is proceeding on schedule. Mr. Frazee reminded the members that the plan for the Green Build, a billion dollar project, includes increased security queuing, new gate hold areas and vendor space, 10 jet gates, and additional apron space to house airplanes currently parked on the north side of the runway to an area more conducive to efficient operation. Also, a sound wall will be built on the west side at the airport property line to attenuate aircraft noise for community areas west of the airport. Mr. Frazee extended an invitation to members as well as the public to participate in an airport tour of both terminals, progress of the Green Build, and a tour of the runway and taxiway system. Airport tours are offered on a weekly basis. April 2013 is the planned soft opening of the terminal enhancement project.

Mr. Frazee also informed the members of the in progress Airport Land Use Compatibility Plan (ALUCP) specific to San Diego International Airport. The second in a series of stakeholder meetings, specifically dealing with aircraft noise as it relates to land use planning, is scheduled for April 28, 2011 at the Airport Authority offices. The members will receive information specific to the ALUCP; Mr. Frazee also cautioned the members to take into account differences between the presented ALUCP noise exposure map with a 20-year forecast, and the Authority's federally accepted noise exposure map with a 5-year forecast. The meetings, on the second floor of the Commuter Building, are open to the public, and include a steering committee meeting from 1:00 – 5:00 p.m. and an open house from 6:00 – 8:30 p.m.

The second update, Mr. Frazee brought up is the Committee's letter of request to the FAA regarding FAA participation at ANAC. As of this date, there is no response on their decision regarding participation at ANAC. Mr. Frazee has placed numerous telephone calls and was informed that the letter of request has been sent to a FAA headquarters for review and possible action. As soon as a decision is made, Mr. Frazee will inform the members. If a decision is made not to allow FAA participation, the Committee will need to consider a change to the SDCRAA ANAC policy to remove that active membership and to adjust the quorum accordingly. Mr. Frazee suggested that we carry this action forward to the scheduled July meeting.

Mr. Frazee then provided an update of actions of the Curfew Violation Review Panel (CVRP). CVRP meets on a bi-monthly basis, reviewing and recommending action against operators who violate the airport's departure noise curfew. The noise curfew hours are 11:30 p.m. – 6:30

a.m. daily. The only exemptions to this restriction are emergency flights, whose arrivals and departures are permitted 24 hours a day. All aircraft, from helicopters to the largest aircraft, are restricted and are assessed by the panel. Two Records of Decision were reviewed by the Committee, one for the February 2011 meeting, where five operations were reviewed; two receiving administrative penalties and the other three aircraft were not penalized either due to maintenance or an on-board medical emergency. For April, there were four operators who met the panel; two were penalized and the other two were not penalized due to maintenance issues beyond the operator's control. Dr. Butler added that the Frequently Asked Questions (FAQs) found on the SDCRAA website provides historical information concerning the curfew violation review process.

As an information item, Mr. Frazee gave an update on the status of the Federal Noise Compatibility (Part 150) Program. As recalled back in January 2011 the FAA accepted the updated Noise Compatibility Program elements for review; FAA has 180 days to review it and has advised that they will take the entire time to process the request and to expect a decision on July 3, 2011.

There was no additional update from the Quieter Home Program (QHP) staff.

Mr. Hollarn presented updated Missed Approach statistics for 2011 to date. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11April_Presentation_Items.pdf

Mr. Hollarn then continued with an update of year-to-date Noise Complaints. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11April_Presentation_Items.pdf

Member questions followed Mr. Hollarn's presentation. The first asked if staff is aware whether the FAA has plans to accelerate the introduction of more stringent (Stage 4) noise standards for commercial and private aircraft in the U.S. Mr. Hollarn explained that Stage 4 standards have already been approved and are in effect, that the vast majority of air carrier aircraft that operate into SDIA already meet those more stringent standards, but that FAA has not formally adopted the International standards. Another member asked if an information sheet could be included in meeting documentation to correlate complaints to the type of weather being experienced. Mr. Frazee clarified that such correlation is available in the expanded monthly complaint logs forwarded electronically to ANAC members and available on the noise website. Another member inquired how Airport Noise determines and reports community boundaries in the Noise Complaint documents. Mr. Hollarn explained that the determination of the boundaries is based on the City's Community Planning Area designations.

Mr. Hollarn presented updated Early Turns operations. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11April_Presentation_Items.pdf

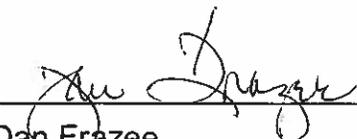
Mr. Hollarn next presented Contra-flow operations. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11April_Presentation_Items.pdf

There was no public comment.

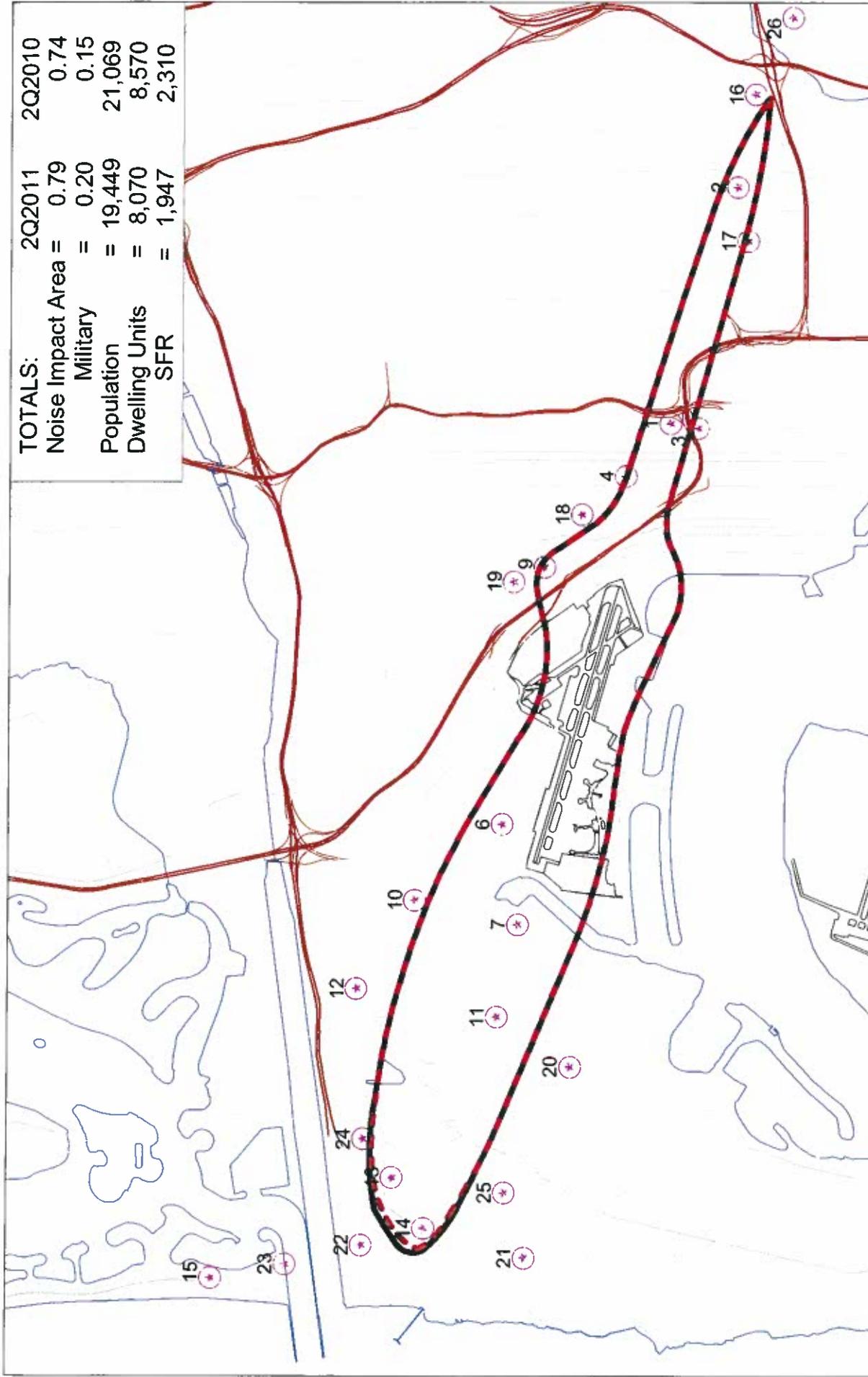
Under new business, Mr. Frazee informed the committee about the upcoming Variance process by providing history on how the requirement came to pass. The standard for an acceptable level of aircraft noise for persons living in the vicinity of an airport was established by the California Department of Transportation (CalTrans) as an acoustical metric called the community noise equivalent level (CNEL). The specific level was set at 65 decibels (65 dB). The bottom line was that a designated "noise problem airport" must have received a variance to the regulation to continue operation of an airport whose noise impact area is greater than zero. San Diego International was so designated by the San Diego County Board of Supervisors in 1976, and the airport has received variances since that time because of its efforts to mitigate noise from aircraft operations to the maximum extent possible. A variance is valid for a three year period and may be extended as long as a request for further variance is received by CalTrans. The current Variance expires on July 11, 2011. Because of the airport's urban location and small footprint, the only viable method to mitigate aircraft noise in the airport's 65 dB CNEL noise contour is to sound attenuate (insulate) homes. Until the airport reaches a Noise Impact Area of zero, the airport is required to apply for further variance to the regulation. The Authority will apply for further variance in mid-May 2011. All interested parties within the SDIA 65 dB noise contour who meet the eligibility requirements will have an opportunity to comment on the application to the state. Information regarding the Variance is available at: http://www.san.org/sdcraa/airport_initiatives/noise/variance.aspx. The public can be involved in the process provided one resides or owns residential property within the recognized 65 dB CNEL contour. A CalTrans representative is invited to participate at our scheduled July meeting to answer member questions and clarify eligibility criteria. A member inquired whether area schools, churches, and hospitals are to be attenuated under the Quieter Home Program. Mr. Frazee clarified that all public schools in the San Diego Unified School District were attenuated under a similar program between 1995 and 1997 and an aviation easement was attached. New schools built within the noise impact area since 1997 will have to meet more stringent City and State interior noise levels when built, so they would not be program eligible. Private schools fall within the same category. Hospitals and churches are eligible, and may be sound attenuated following completion of the remaining 9000+ residences, probably 20+ years in the future.

Hearing no more questions, Dr. Butler adjourned the meeting at 5:30 p.m. The next meeting is scheduled for Wednesday, July 20th, 2011 at 4:00 p.m. in the Noise Monitoring Room at the Commuter Terminal.



Dan Frazee
Director, Airport Noise Mitigation

NOTE: 1) Please refer to the Frequently Asked Questions (FAQ's) on the Airport Noise Office website at www.san.org/airportnoise/info_noise_main.asp for the answers to commonly asked aircraft noise-oriented questions at SDIA.



Comparison of the 2010 and 2011 Second Quarter Community Noise Equivalent Level (CNEL) contours.

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