

# QUARTERLY NOISE REPORT

October 1, 2014 through December 31, 2014



Airport Noise Mitigation Department  
San Diego International Airport

March 20, 2015

**QUARTERLY NOISE REPORT**  
**For the Period**  
**October 1 through December 31, 2014**

**SAN DIEGO INTERNATIONAL AIRPORT (SAN)**

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 8<sup>th</sup>, 2012.

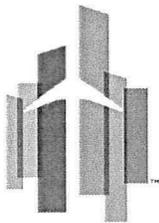
This Quarterly Report for the Fourth Quarter of 2014 was prepared by Airport Noise Mitigation at San Diego International Airport, in accordance with the Airport Noise Standards, State of California.



Keith Wilschetz  
Director, Airport Planning & Noise Mitigation



Thella F. Bowens  
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**SAN DIEGO**  
INTERNATIONAL AIRPORT

LET'S GO.

## TABLE OF CONTENTS

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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 162

## TABLE OF CONTENTS

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### 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 October 2014
Appendix B4	---	CNEL Log for November 2014
Appendix B5	---	CNEL Log for December 2014

#### Appendix C - Aircraft Operations

Appendix C1	---	Commercial Flight Operations Mix, July to December 2014
Appendix C2	---	Commercial Flight Operations Mix, Fourth Quarter 2014
Appendix C3	---	Commercial Flight Operations Mix, October 2014
Appendix C4	---	Commercial Flight Operations Mix, November 2014
Appendix C5	---	Commercial Flight Operations Mix, December 2014
Appendix C6	---	Violations of the Airport Use Regulations, Time of Day Restrictions (1989 to present)

#### Appendix D - Aircraft Noise Complaints (2014 Year to Date Statistics)

#### Appendix E - Airport Noise Advisory Committee

Meeting Minutes and roster of the October 15<sup>th</sup>, 2014 meeting

## AIRCRAFT NOISE MEASUREMENTS

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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 October 1, 2014 to December 31, 2014, to be 0.486 square miles (310.8 acres) and 0.196 square miles (125.4 acres), respectively. As compared to the Fourth Quarter of 2013, the Noise Impact Area decreased by 0.153 square miles and the Federal Military Noise Impact Area remained the same.

4 <sup>th</sup> Quarter 2014	4 <sup>th</sup> Quarter 2013	Change
0.486	0.639	-0.153
0.196	0.196	No Change

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

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

## QUARTERLY & ANNUAL CNEL DATA

RMT #	ANNUAL CNEL (dB) <sup>1</sup>	QUARTER CNEL (dB) <sup>2</sup>
1	69.6	68.6
2	64.8	64.2
3	60.8	60.9
4	64.2	63.0
6	68.0	67.8
7	74.2	73.8
9	66.3	65.5
10	62.0	60.8
11	70.7	69.8
12	60.6	59.6
13	63.7	64.1
14	64.8	65.0
16	63.3	62.7
17	63.6	62.8
18	59.4	59.9
19	61.3	61.5
20	60.9	61.4
21	58.2	57.7
22	63.6	63.7
23	61.6	60.9
24	63.0	62.4
25	61.6	58.9
26	61.9	61.5

<sup>1</sup> = For the period January 1, 2014 through December 31, 2014

<sup>2</sup> = For the period October 1, 2014 through December 31, 2014

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

## AIRCRAFT OPERATIONS

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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	FOURTH QUARTER 2014	FOURTH QUARTER 2013	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	38,816	36,892	1,924	5.2%
Commuter	5,578	5,020	558	11.1%
General Aviation	3,774	3,728	46	1.2%
Military	119	86	33	38.4%
TOTAL	48,287	45,726	2,561	5.6%

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](http://www.faa.gov/airports_airtraffic/air_traffic/publications/atpubs/FAC/Ch12/chp12toc.htm).

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

## QUARTERLY OPERATIONS SURVEY REPORT

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The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the Fourth Quarter of 2014. The data used to compile this report was gathered during 24-hour periods on November 11 - 13, 2014.

Table 1, Quarterly Operations Survey, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the Fourth Quarter 2014 Operations Survey, an average of 456 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 Fourth Quarter 2014 Operations Survey, an average of 456 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:

### Fourth Quarter Comparison Single Event Noise Exposure Level (SENEL)

	November 12 - 14, 2013	November 11 - 13, 2014	Change (dB)
Departures	99.5	98.7	-0.9
Arrivals	95.5	93.5	-2.0

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 456 daily operations, which reflected an increase of 47 operations from the 409 operations recorded during the Fourth Quarter of 2014.

**TABLE 1**

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
November 11 through November 13, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B777-200	96.2	London, England	BAW73N	1630
B767-300	95.9	Atlanta, GA	DAL1467	1715
B767-200F	95.7	Phoenix, AZ	ABX505	805
B767-300F	95.0	Memphis, TN	FDX906	1710
B767-300F	94.9	Indianapolis, ID	FDX1754	515
B767-300F	94.8	Louisville, KY	UPS922	500
B767-300F	94.7	Indianapolis, ID	FDX3713	1715
B767-300F	94.6	Memphis, TN	FDX1422	545
B757-200	94.3	Dallas/Fort Worth, TX	AAL362	1230
B737-300	94.2	Oakland, CA	SWA3664	1015
B767-300F	94.2	Louisville, KY	UPS2920	1740
MD-80	94.0	Dallas/Fort Worth, TX	AAL1445	1445
B737-300	93.8	Phoenix, AZ	SWA578	1635
B737-400	93.8	Seattle, WA	ASA480	2010
B757-200F	93.8	Oakland, CA	FDX1889	400
MD-80	93.8	Dallas/Fort Worth, TX	AAL2337	945
B737-300	93.6	San Francisco, CA	SWA3146	1050
B737-300	93.5	Las Vegas, NV	SWA3322	1910
B737-300	93.5	San Francisco, CA	SWA3502	1945
B737-400	93.5	Seattle, WA	ASA494	1555
B737-300	93.4	Kansas City, MO	SWA319	1250
B737-300	93.4	Portland, OR	SWA4215	1105
B737-300	93.4	Sacramento, CA	SWA4393	1925
B757-200	93.4	Dallas/Fort Worth, TX	AAL49	2030
B737-300	93.1	Denver, CO	SWA932	1855
B757-200	93.1	Salt Lake City, UT	DAL2378	1205
B737-300	93.0	Phoenix, AZ	SWA1017	1155
B737-300	93.0	San Francisco, CA	SWA3324	1500
B737-400	93.0	Seattle, WA	ASA240	905
MD-80	93.0	Dallas/Fort Worth, TX	AAL37	2210

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
November 11 through November 13, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
A330-200	92.9	Honolulu, HI	HAL16	2200
B737-400	92.9	Seattle, WA	ASA496	1115
B737-800	92.9	Kahului, HI	ASA858	2325
B757-200	92.9	Dulles, VA	UAL240	2030
B737-400	92.8	Cabo San Lucas, MX	ASA233	1520
B737-900	92.8	Puerto Vallarta, MX	ASA249	1625
B737-900	92.8	Seattle, WA	ASA490	1325
MD-80	92.8	Dallas/Fort Worth, TX	AAL1015	1700
MD-80	92.8	Dallas/Fort Worth, TX	AAL1288	1320
B737-300	92.7	Las Vegas, NV	SWA4102	2210
B737-300	92.7	San Francisco, CA	SWA1633	720
B737-300	92.7	San Francisco, CA	SWA2523	1310
B737-300	92.7	San Francisco, CA	SWA2879	2100
B737-800	92.7	Chicago, IL	UAL1709	1035
B737-800	92.7	Chicago, IL	UAL1156	1430
B757-200	92.7	Atlanta, GA	DAL1692	950
B737-300	92.6	Oakland, CA	SWA3280	835
B737-300	92.6	Oakland, CA	SWA4549	1720
B737-300	92.6	San Jose, CA	SWA713	1950
B737-800	92.6	Detroit, MI	DAL1635	2155
B737-900	92.6	Portland, OR	ASA572	1430
B737-300	92.5	Oakland, CA	SWA165	1320
B737-300	92.5	Tucson, AZ	SWA158	1235
B737-400	92.5	Portland, OR	ASA576	845
B737-800	92.5	San Francisco, CA	UAL1073	1130
B737-800	92.5	Calgary, Canada	WJA1564	1110
B757-200	92.5	Atlanta, GA	DAL2267	1240

**TABLE 2**

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
November 11 through November 13, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	104.4	Dallas/Fort Worth, TX	AAL1390	635
MD-80	104.2	Dallas/Fort Worth, TX	AAL2337	1105
MD-80	103.4	Dallas/Fort Worth, TX	AAL1288	1420
MD-80	102.9	Dallas/Fort Worth, TX	AAL1445	1535
B777-200	102.3	London, England	BAW72A	2005
MD-80	101.5	Dallas/Fort Worth, TX	AAL1015	1730
A330-200	100.0	Honolulu, HI	HAL15	1015
B737-900	100.0	Atlanta, GA	DAL1662	815
A321	99.8	Charlotte, NC	AWE579	2255
B737-900	99.7	Atlanta, GA	DAL1592	655
B737-900	99.4	Newark, NJ	UAL1202	635
B737-800	99.1	New York, NY	DAL246	715
B737-900	98.9	Dulles, VA	UAL1572	800
A321	98.8	Charlotte, NC	AWE487	1135
B737-800	98.8	Detroit, MI	DAL86	725
B737-800	98.7	Honolulu, HI	ASA895	1115
B737-800	98.6	Lihue, HI	ASA857	1035
B767-300	98.5	Atlanta, GA	DAL2208	2245
B737-800	98.4	Kahului, HI	ASA847	710
B737-900	98.3	Detroit, MI	DAL833	1145
A300-600F	98.2	Memphis, TN	FDX1222	1930
B737-900	98.2	Chicago, IL	UAL1431	1140
B737-900	98.0	Newark, NJ	UAL1057	2135
B737-800	97.9	New York, NY	AAL94	750
A320	97.6	Minneapolis, MN	DAL1864	645
B737-400	97.5	Seattle, WA	ASA233	1715
B737-800	97.5	Boston, MA	ASA768	910
A320	97.4	Philadelphia, PA	AWE740	905
B767-300F	97.4	Memphis, TN	FDX821	720
B737-800	97.3	Orlando, FL	ASA760	1030
MD-80	104.4	Dallas/Fort Worth, TX	AAL1390	635

**TABLE 2**

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
November 11 through November 13, 2014**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-800	97.2	New York, NY	DAL838	1255
B737-800	97.2	Chicago, IL	SWA3678	645
B737-900	97.0	Portland, OR	ASA571	1530
B737-800	96.9	Chicago, IL	AAL1375	705
B737-800	96.9	Chicago, IL	AAL92	905
B737-800	96.9	Houston, TX	UAL1569	955
B737-800	96.8	Miami, FL	AAL1042	2235
B737-900	96.7	Portland, OR	ASA249	1820
B737-400	96.5	Seattle, WA	ASA493	805
B737-900	96.5	Puerto Vallarta, MX	ASA232	1005
B737-800	96.4	Seattle, WA	ASA239	2005
B787-800	96.4	Toyko, Japan	JAL65	1210
A321	96.3	Phoenix, AZ	AWE567	645
B737-900	96.3	Cabo San Lucas, MX	ASA240	1035
B767-300F	96.3	Indianapolis, IN	FDX3613	650
A319	96.2	Toronto, Canada	ROU1886	1210
B737-800	96.2	Dulles, VA	UAL1052	2245
A320	96.1	Minneapolis, MN	DAL1687	155
A320	96.1	Boston, MA	JBU20	2225
B737-900	96.1	Houston, TX	UAL1588	1320
A320	96.0	New York, NY	JBU90	2115
B737-400	96.0	Portland, OR	ASA579	1810
B737-800	96.0	Dallas/Fort Worth, TX	AAL36	955
B737-800	96.0	Chicago, IL	AAL936	1210
B737-800	96.0	Calgary, Canada	WJA1565	1215
B737-300	95.9	San Francisco, CA	SWA3235	1150
B737-400	95.9	Seattle, WA	ASA485	2010

**TABLE 3**

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

Survey of three days during the Fourth Quarter of 2014  
 These numbers are the averages for operations for November 11 to November 13, 2014

AIRCRAFT TYPE	RUNWAY 27						RUNWAY 09						TOTAL
	ARRIVALS			DEPARTURES			ARRIVALS			DEPARTURES			
	0700 -- 1859	1900 -- 2159	2200 -- 0659										
A300	1				1								2
A310													
A320+	28	11	1	30	5	6							81
A330+			1	1									2
B712													
B72Q													
B733+	91	28	23	105	20	17							284
B747+													
B757+	4	2		6	1				1				14
B767+	4		3	2	2	3							14
B777+	1				1								2
B787+	1			1									2
DC10													
DC87													
DC8Q													
E170/190	5	2	1	6	1	1							16
MD80+	4		1	4		1							10
MD90													
RJ+	10	3	1	11	2	2							29
<b>TOTAL</b>	<b>149</b>	<b>46</b>	<b>31</b>	<b>166</b>	<b>33</b>	<b>30</b>			<b>1</b>				<b>456</b>

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

## **AIRCRAFT NOISE COMPLAINTS**

During the Fourth Quarter of 2014 Airport Noise Mitigation received a total of 31 complaint calls from 18 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 Fourth Quarter of 2014

<b>DIRECTION FROM AIRPORT</b>		<b>October</b>	<b>November</b>	<b>December</b>	<b>TOTAL</b>
NORTH	Clairemont			1	1
	Mission Village	2		2	4
	North Park		1		1
EAST	La Mesa		2	1	3
	Uptown	2			2
WEST	Famosa		1	1	2
	Loma Portal	4	3	6	13
	Ocean Beach	1	2	1	4
	Point Loma		1		1
<b>TOTAL COMPLAINTS</b>		<b>9</b>	<b>10</b>	<b>12</b>	<b>31</b>

The 31 complaint calls recorded during the Fourth Quarter 2014 reflect no change from the 31 calls received during the Fourth Quarter of 2013.

Appendix D: Aircraft Noise Complaints contains 2014 year to date complaint statistics.

## ENFORCEMENT ACTIONS

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

The following is a summary of Fourth Quarter 2014 Final Enforcement Actions.

<b>FOURTH QUARTER 2014 --- FINAL ACTIONS</b>				
<b>Date</b>	<b>Local Time</b>	<b>Flight Information Carrier or Tail #</b>	<b>Aircraft Type &amp; Stage</b>	<b>Disposition</b>
10/03/2014	0017L	jetBlue Airways 20	A320 ; Stage 3	\$30,000
10/04/2014	2336L	NetJets 841	C560 ; Stage 3	\$2,000
10/29/2014	2351L	United Airlines 1125	B738 ; Stage 3	No Penalty
11/03/2014	2350L	FedEx 1840	A306 ; Stage 3	No Penalty
11/30/2014	2338L	American Airlines 1148	B752 ; Stage 3	No Penalty
11/30/2014	2340L	Virgin America 969	A319 ; Stage 3	\$2,000
12/03/2014	0018L	Delta Air Lines 2208	B763 ; Stage 3	No Penalty
12/03/2014	2341L	jetBlue Airways 20	A320 ; Stage 3	No Penalty
12/03/2014	2344L	US Airways 579	A321 ; Stage 3	No Penalty
12/30/2014	2337L	Delta Air Lines 1345	A320 ; Stage 3	No Penalty

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

## RESIDENTIAL SOUND ATTENUATION PROGRAM

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

To date, the Quieter Home Program has established eight (8) eligibility boundaries. The 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. 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	91	100%
Phase 1B	147	100%
Phase 1C/1D	323	100%
Phase 2, Groups 1-4	138	100%
Phase 3, Groups 1-7	201	100%
Phase 4, Groups 1-12	501	100%
Phase 5, Groups 1-12	854	100%
Phase 6, Groups 1-12	451	100%
Phase 7, Group 1	23	100%
Phase 7, Group 2	67	100%
Phase 7, Group 3	32	100%
Phase 7, Group 4	20	100%
Phase 7, Group 5	24	100%
Phase 7, Group 6	44	100%
Phase 7, Group 7	50	100%
Phase 7, Group 8	35	100%
Phase 7, Group 9	40	100% complete
Phase 7, Group 10	50	90% complete
Phase 7, Group 11	32	85% complete
Phase 7, Group 12	38	70% complete
Phase 8, Group 1	36	50% complete
Phase 8, Group 2	33	50% complete
Phase 8, Groups 3 & 4	58	35% complete
Phase 8, Groups 5 & 6	74	30% complete

## **AIRPORT NOISE ADVISORY COMMITTEE**

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For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the October 15<sup>th</sup>, 2014 meeting minutes and current roster of members.

The information regarding the Airport Noise Advisory Committee (ANAC) can also be found on the Airport Authority's website: <http://www.san.org/Airport-Projects/Airport-Noise-Mitigation#333293-noise-advisory-committee>

**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 = 0.486 sq. miles; Military Noise Impact Area = 0.196 sq. miles
2.	Estimated number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:
	4,706 ** (QHP Insulated units = 3,060)
3.	Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:
	11,619 ** (QHP Insulated = 7,150)
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): 702
5.	Total number of aircraft operations during the calendar quarter:
	48,287
6.	Number of Air Carrier operations by aircraft certified under Federal Aviation Regulations (FAR) Part 36:
	38,816
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:
	5,578
9.	Estimated number of operations by General Aviation aircraft during the calendar quarter:
	3,774
10.	Estimated number of operations by Military aircraft during the calendar quarter:
	119

Form DOA 618, 11/21/89

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

**AIRCRAFT NOISE MONITORING SYSTEM**

Noise Monitoring Locations\_\_\_\_\_B1

Noise System Thresholds\_\_\_\_\_B2

CNEL Log for October 2014\_\_\_\_\_B3

CNEL Log for November 2014\_\_\_\_\_B4

CNEL Log for December 2014\_\_\_\_\_B5

## APPENDIX B1

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

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

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

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

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

## APPENDIX B2

### REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS

In effect from October 1, 2014 to December 30, 2014

RMT #	SENEL Day Threshold (dB)	Duration (sec)	SENEL Evening Threshold (dB)	Duration (sec)	SENEL Night Threshold (dB)	Duration (sec)
1	73*	9	73	9	72*	10
2	63	10	60	12	58	14
3	74*	9	73	10	72*	10
4	64*	10	63	12	60*	12
6	68*	8	67	9	65*	10
7	65	12	63	12	62	15
9	68*	8	67	9	65*	10
10	65*	8	62	12	60*	13
11	65*	12	63	13	60*	15
12	64*	10	62	12	60*	14
13	65*	8	62	12	60*	13
14	65*	10	62	12	60*	13
16	67*	8	66	9	65*	10
17	64	9	62	12	58	15
18	65	8	65	8	62	12
19	64*	8	64	8	63*	8
20	62	11	62	11	60	13
21	60	10	58	12	55	18
22	65	8	63	10	60	12
23	65*	8	63	10	60*	12
24	65*	8	65	8	63*	10
25	65*	10	62	10	60*	12
26	65*	10	64	12	62*	14

**KEY:**

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

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

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

### APPENDIX B3

#### SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

##### Daily CNEL Log October 2014

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	69.9	65.3	58.8	64.8	68.5	74.2	66.8	*	70.8	60.5	63.6
2	68.8	63.7	57.4	63.6	68.0	73.7	67.7	*	70.4	59.1	62.2
3	68.9	64.5	56.7	64.2	67.5	72.6	63.4	*	68.4	58.2	60.0
4	66.8	62.2	50.5	65.6	65.7	71.1	65.8	*	67.4	56.2	58.7
5	67.3	62.6	50.5	63.2	66.8	73.6	66.1	*	69.8	58.0	60.8
6	68.3	63.4	57.1	63.8	67.3	73.6	67.5	52.0	69.8	59.2	61.3
7	67.8	63.7	55.8	63.1	67.4	73.5	66.1	56.5	69.8	59.0	60.9
8	68.9	65.0	57.9	64.8	68.0	73.9	67.6	63.0	70.4	60.1	62.0
9	70.4	65.8	59.0	65.6	67.8	73.8	66.8	62.2	70.8	60.7	63.7
10	70.8	65.7	64.0	65.5	68.3	73.8	66.3	62.0	70.1	60.0	63.6
11	68.7	63.6	59.4	63.3	65.9	72.8	62.4	60.9	68.2	58.9	63.2
12	68.9	64.5	57.7	63.7	67.0	73.9	65.0	*	69.6	59.8	64.1
13	69.1	64.4	62.1	65.7	68.1	74.4	66.1	*	70.1	59.6	66.4
14	70.2	65.6	63.3	64.2	68.0	74.1	64.3	*	69.5	59.4	64.4
15	69.5	64.8	59.8	63.6	68.0	73.7	66.3	*	69.1	59.7	64.4
16	69.4	65.0	60.0	64.2	68.0	73.8	64.2	*	69.4	60.1	64.5
17	69.7	65.4	61.9	64.2	67.7	73.5	64.9	*	69.2	59.4	64.2
18	68.2	63.4	63.1	62.5	66.4	72.3	65.3	*	68.2	58.1	63.2
19	68.0	64.0	60.4	63.3	67.3	74.4	63.9	*	69.9	59.1	64.6
20	68.3	64.1	62.1	63.2	67.9	74.0	66.9	*	70.0	60.1	64.8
21	68.6	64.5	60.6	64.0	67.8	74.2	64.9	*	69.8	59.3	64.3
22	68.3	64.1	59.2	63.4	67.7	74.6	65.4	*	70.0	59.9	64.7
23	68.1	63.9	61.1	63.3	67.8	73.8	67.0	59.5	69.5	58.7	62.9
24	67.9	63.5	58.7	63.2	68.1	74.1	65.1	*	70.0	59.1	63.3
25	66.6	63.0	58.9	61.9	65.9	72.5	64.9	*	68.2	57.1	62.6
26	68.2	64.2	59.0	63.3	67.0	74.0	64.8	*	69.8	58.9	64.4
27	68.1	63.8	60.2	62.9	67.9	73.6	65.4	*	70.2	59.6	64.6
28	67.7	63.1	59.0	62.3	67.3	72.9	65.3	*	68.9	59.7	64.0
29	68.4	64.1	60.3	63.2	68.0	73.9	66.3	*	69.5	59.3	64.3
30	69.0	63.8	59.8	66.3	68.7	74.7	65.9	*	70.0	59.7	64.1
31	67.9	63.2	59.8	62.3	66.0	72.3	62.5	*	68.2	58.0	63.2
<b>Month</b>	<b>68.7</b>	<b>64.2</b>	<b>60.0</b>	<b>64.0</b>	<b>67.5</b>	<b>73.7</b>	<b>65.7</b>	<b>60.0</b>	<b>69.6</b>	<b>59.3</b>	<b>63.6</b>

\* = Not in service

**APPENDIX B3**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
October 2014**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
<b>1</b>	64.9	63.2	63.6	57.3	61.8	60.2	59.1	63.7	62.4	63.3	60.8	62.7
<b>2</b>	64.3	62.6	62.5	62.4	63.5	59.7	57.3	62.3	61.3	61.9	60.2	60.7
<b>3</b>	62.0	63.2	63.7	60.5	56.1	57.6	59.8	60.4	59.9	60.0	56.2	61.3
<b>4</b>	60.9	60.5	60.9	60.5	60.7	55.8	58.3	59.2	59.2	58.5	55.4	58.5
<b>5</b>	62.5	61.5	61.3	62.1	62.4	58.4	54.4	60.8	59.5	60.4	56.7	58.2
<b>6</b>	62.9	61.4	62.5	60.4	61.1	58.4	56.0	61.8	60.4	61.2	57.0	59.2
<b>7</b>	63.0	61.5	62.5	56.3	60.3	59.6	56.8	60.8	60.0	60.7	59.5	59.8
<b>8</b>	64.0	63.2	63.3	60.5	61.3	60.3	56.6	62.0	61.3	62.2	59.9	61.5
<b>9</b>	64.8	63.7	64.1	57.7	61.9	61.5	57.9	63.5	62.4	63.4	58.5	62.3
<b>10</b>	64.8	63.5	64.6	58.2	58.3	61.5	56.9	63.3	61.6	62.5	58.8	62.2
<b>11</b>	64.0	61.6	62.5	52.8	55.6	60.2	56.0	62.8	60.0	60.8	57.6	60.5
<b>12</b>	64.3	62.8	63.2	55.1	60.2	61.1	55.7	63.2	61.4	62.2	57.8	61.4
<b>13</b>	65.1	62.9	63.2	60.5	61.9	61.6	56.4	64.1	61.8	62.9	59.5	61.9
<b>14</b>	65.1	63.6	64.2	55.8	57.7	61.8	57.3	63.9	61.8	62.5	59.0	62.5
<b>15</b>	65.0	62.6	63.4	61.5	62.2	61.8	57.6	63.9	61.7	62.7	59.3	62.4
<b>16</b>	64.9	62.7	63.5	56.4	56.6	61.7	57.6	64.1	61.7	62.6	59.8	62.2
<b>17</b>	64.6	63.2	64.0	57.4	59.2	61.4	56.6	63.5	61.6	62.6	59.3	62.3
<b>18</b>	63.6	61.3	61.8	59.6	60.6	60.4	55.9	63.0	60.7	61.0	57.0	60.5
<b>19</b>	64.9	61.5	62.4	55.6	58.2	61.7	56.9	64.1	60.9	62.4	59.7	61.3
<b>20</b>	64.8	61.7	62.8	54.2	58.2	61.6	57.5	64.1	62.0	63.1	59.3	60.9
<b>21</b>	65.0	62.3	62.9	55.2	59.0	61.9	57.7	63.8	61.4	62.1	60.1	62.4
<b>22</b>	64.8	61.8	62.6	57.0	60.1	61.7	56.7	64.2	62.0	63.3	59.5	61.7
<b>23</b>	63.3	62.2	62.5	61.7	64.3	60.7	54.6	62.0	60.3	61.1	58.3	60.7
<b>24</b>	63.9	62.6	62.2	62.1	62.0	60.7	56.2	62.6	60.5	61.6	59.9	60.5
<b>25</b>	63.3	60.6	61.4	58.2	61.8	59.8	55.7	62.1	60.0	60.6	56.8	59.8
<b>26</b>	64.5	62.4	62.5	55.1	61.3	61.5	56.9	63.9	61.6	62.6	59.2	61.2
<b>27</b>	65.3	61.9	62.3	55.7	60.9	61.9	57.3	64.3	61.9	62.7	59.9	62.3
<b>28</b>	64.7	61.2	61.6	61.3	62.3	61.2	56.6	63.6	61.5	62.0	59.4	60.6
<b>29</b>	65.2	62.2	62.7	60.5	62.9	61.4	57.0	63.8	61.3	62.3	59.7	61.8
<b>30</b>	65.8	62.1	62.1	61.7	62.7	61.6	56.7	63.8	61.4	62.2	59.1	61.6
<b>31</b>	63.9	61.5	61.4	55.3	58.3	60.4	56.0	62.6	60.5	61.4	58.1	58.5
<b>Month</b>	<b>64.3</b>	<b>62.3</b>	<b>62.8</b>	<b>59.2</b>	<b>60.9</b>	<b>60.8</b>	<b>57.0</b>	<b>63.1</b>	<b>61.2</b>	<b>62.0</b>	<b>58.9</b>	<b>61.2</b>

\* = Not in service

**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
November 2014**

<b>Date</b>	<b>RMT 1</b>	<b>RMT 2</b>	<b>RMT 3</b>	<b>RMT 4</b>	<b>RMT 6</b>	<b>RMT 7</b>	<b>RMT 9</b>	<b>RMT 10</b>	<b>RMT 11</b>	<b>RMT 12</b>	<b>RMT 13</b>
<b>1</b>	68.7	63.5	61.3	62.2	67.2	70.8	63.8	*	66.6	57.9	62.3
<b>2</b>	68.6	64.1	58.7	62.6	67.6	73.8	64.5	*	69.9	59.6	64.7
<b>3</b>	68.7	64.2	63.4	63.2	67.7	73.1	62.0	*	69.1	60.1	64.2
<b>4</b>	68.0	63.1	58.8	62.6	67.8	71.5	64.3	*	67.1	58.7	61.7
<b>5</b>	65.7	62.0	56.4	63.3	67.6	72.2	64.5	*	67.3	58.9	61.3
<b>6</b>	65.0	62.3	54.1	62.2	67.2	72.8	66.2	*	68.1	58.1	62.0
<b>7</b>	65.5	62.5	57.6	61.9	67.5	73.3	61.8	*	69.1	58.4	62.9
<b>8</b>	64.1	60.7	52.6	60.1	66.4	73.7	65.2	*	69.0	56.6	62.4
<b>9</b>	68.7	64.5	59.1	63.5	67.1	73.4	64.6	*	69.5	58.1	63.8
<b>10</b>	68.9	65.1	59.6	63.9	69.7	74.8	65.7	*	70.7	60.4	65.3
<b>11</b>	68.8	64.6	60.9	63.7	68.0	73.9	64.4	*	70.1	60.0	64.7
<b>12</b>	69.9	65.0	61.7	64.2	68.3	73.3	66.1	62.5	69.3	60.0	64.6
<b>13</b>	69.9	65.7	63.7	64.6	68.9	74.2	64.6	62.7	70.2	60.3	65.0
<b>14</b>	70.0	65.6	61.6	64.4	68.1	73.9	66.6	62.3	69.7	59.9	64.8
<b>15</b>	67.2	63.3	60.0	61.5	67.6	73.8	65.9	61.1	69.6	60.4	64.2
<b>16</b>	66.1	63.1	60.5	62.3	67.5	74.8	64.5	61.9	70.6	59.1	64.8
<b>17</b>	66.4	62.9	53.7	62.6	67.9	73.3	67.3	61.7	68.5	59.1	62.7
<b>18</b>	68.3	63.4	54.5	63.1	67.6	72.5	65.3	60.5	67.6	58.8	61.9
<b>19</b>	69.9	64.8	57.2	63.7	68.9	74.1	64.4	62.6	70.0	60.3	64.4
<b>20</b>	70.7	66.0	60.8	64.7	68.5	73.7	64.9	62.4	69.8	60.5	64.8
<b>21</b>	70.6	66.0	64.3	65.2	69.0	74.0	65.7	63.1	69.7	60.5	64.7
<b>22</b>	68.1	63.8	61.3	62.6	67.0	74.2	66.4	61.5	69.9	58.8	64.3
<b>23</b>	67.1	63.2	60.6	62.6	68.0	74.2	66.9	61.9	70.0	59.3	64.5
<b>24</b>	62.4	60.8	51.8	59.9	67.0	72.4	62.4	58.9	67.7	58.1	62.5
<b>25</b>	66.0	62.8	54.9	62.2	67.5	72.9	63.1	56.8	67.8	58.6	61.6
<b>26</b>	66.1	62.8	58.9	62.5	67.8	73.0	66.6	57.6	68.1	59.2	62.2
<b>27</b>	59.6	58.1	*	57.5	64.5	71.2	60.2	55.1	66.4	55.3	60.0
<b>28</b>	63.7	60.0	55.2	63.3	66.1	74.9	62.4	55.3	68.6	55.3	60.7
<b>29</b>	69.0	64.6	60.1	61.4	67.9	74.9	66.6	59.1	70.3	59.3	64.3
<b>30</b>	69.0	65.6	57.9	56.8	69.3	75.5	67.9	63.7	71.4	61.9	66.5
<b>Month</b>	<b>68.0</b>	<b>63.8</b>	<b>59.6</b>	<b>62.8</b>	<b>67.8</b>	<b>73.6</b>	<b>65.2</b>	<b>60.0</b>	<b>69.2</b>	<b>59.3</b>	<b>63.7</b>

\* = Not in service

**APPENDIX B4**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
November 2014**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
<b>1</b>	63.1	61.5	62.0	60.6	60.2	60.5	56.1	62.1	59.9	60.7	56.2	62.1
<b>2</b>	65.1	62.1	62.8	54.1	63.2	61.8	57.6	64.4	61.3	62.8	59.8	61.7
<b>3</b>	64.4	62.6	62.9	56.5	57.0	61.8	58.3	64.1	60.9	62.3	59.4	61.5
<b>4</b>	62.6	63.1	61.7	61.2	61.0	59.9	56.2	61.6	59.4	60.2	57.3	59.9
<b>5</b>	62.1	60.8	61.0	61.3	61.4	59.3	53.4	61.2	59.1	60.3	56.3	58.5
<b>6</b>	62.9	61.2	61.3	59.0	62.6	59.3	54.2	61.8	59.9	60.7	57.5	59.1
<b>7</b>	64.2	61.0	61.2	56.1	57.6	60.3	54.7	62.7	60.3	61.3	57.1	59.4
<b>8</b>	64.5	58.5	59.3	60.8	61.1	59.5	54.7	62.2	59.5	60.2	59.0	56.8
<b>9</b>	64.2	62.2	62.9	55.8	59.3	60.9	55.7	63.2	60.7	61.9	*	61.4
<b>10</b>	65.9	63.3	63.3	56.5	62.0	62.3	57.8	64.9	61.9	63.3	*	62.0
<b>11</b>	65.5	62.5	63.1	56.4	58.1	62.1	57.5	64.3	61.5	62.7	*	61.8
<b>12</b>	65.6	63.1	63.5	60.4	61.1	62.6	58.3	64.3	61.2	62.9	*	62.6
<b>13</b>	65.9	63.7	64.2	56.5	57.5	62.7	58.2	64.7	61.5	62.9	*	62.8
<b>14</b>	65.5	63.9	63.9	56.1	64.2	62.0	57.5	64.4	61.3	62.9	*	62.8
<b>15</b>	65.3	61.2	61.4	56.3	61.7	61.2	56.8	63.8	61.0	62.1	49.4	60.5
<b>16</b>	66.0	61.2	61.6	56.9	62.5	62.3	57.6	64.5	61.4	62.6	61.0	59.9
<b>17</b>	63.5	61.2	61.9	59.6	64.4	60.5	55.9	62.4	60.4	61.2	58.2	59.7
<b>18</b>	62.7	62.2	62.1	63.1	61.8	59.4	54.0	61.4	59.7	60.6	59.0	60.4
<b>19</b>	65.0	63.3	64.4	59.2	60.6	62.2	57.3	64.0	61.3	62.8	58.8	62.3
<b>20</b>	65.7	63.6	65.7	58.7	59.6	62.7	59.2	64.6	61.2	63.0	60.2	63.0
<b>21</b>	65.6	64.2	64.5	62.7	60.6	63.0	*	64.6	61.0	63.1	60.8	63.4
<b>22</b>	65.2	62.1	61.9	60.3	62.6	61.3	*	63.8	60.8	62.2	58.2	60.7
<b>23</b>	65.3	61.2	61.8	58.0	62.9	62.3	*	64.1	61.1	62.5	58.9	60.1
<b>24</b>	62.3	59.4	57.7	58.0	59.8	59.0	*	62.9	59.7	60.6	55.1	57.6
<b>25</b>	62.6	60.7	46.4	58.5	56.4	59.1	*	61.4	59.6	60.3	55.4	54.6
<b>26</b>	63.1	62.4	51.2	64.6	61.3	59.7	*	61.9	60.0	60.8	56.2	53.6
<b>27</b>	61.1	56.2	46.5	55.3	55.1	57.0	*	59.9	59.9	58.1	55.8	36.7
<b>28</b>	64.3	57.9	52.8	58.6	56.2	58.0	*	61.0	60.1	58.0	53.7	48.4
<b>29</b>	65.1	63.5	59.1	62.1	60.8	60.7	*	63.7	61.6	63.0	56.0	42.9
<b>30</b>	65.9	63.9	63.1	56.2	64.7	62.7	*	65.9	62.0	65.1	59.2	61.3
<b>Month</b>	<b>64.5</b>	<b>62.1</b>	<b>62.0</b>	<b>59.5</b>	<b>61.2</b>	<b>61.1</b>	<b>56.8</b>	<b>63.4</b>	<b>60.7</b>	<b>62.0</b>	<b>58.0</b>	<b>60.4</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
December 2014**

<b>Date</b>	<b>RMT 1</b>	<b>RMT 2</b>	<b>RMT 3</b>	<b>RMT 4</b>	<b>RMT 6</b>	<b>RMT 7</b>	<b>RMT 9</b>	<b>RMT 10</b>	<b>RMT 11</b>	<b>RMT 12</b>	<b>RMT 13</b>
<b>1</b>	68.8	65.3	61.4	62.8	68.7	75.0	65.0	62.9	71.1	60.1	65.4
<b>2</b>	68.8	64.7	64.7	64.6	67.8	75.5	64.5	*	72.0	59.1	64.4
<b>3</b>	67.9	62.7	*	*	68.4	76.5	65.5	*	73.1	58.1	64.4
<b>4</b>	70.0	64.8	63.4	63.4	68.8	74.6	65.0	62.8	70.8	60.1	65.4
<b>5</b>	70.8	65.7	63.9	62.3	68.9	74.5	64.8	58.7	70.4	60.4	65.5
<b>6</b>	68.5	63.3	61.5	62.7	67.0	72.5	64.4	59.4	68.0	57.6	63.2
<b>7</b>	68.2	63.8	59.2	61.8	67.6	74.3	67.6	61.9	69.9	59.3	65.1
<b>8</b>	68.9	64.5	61.5	64.4	68.7	74.9	66.3	60.3	70.5	60.5	65.3
<b>9</b>	69.5	64.3	63.3	62.7	68.3	74.1	66.0	61.8	70.1	60.2	64.8
<b>10</b>	69.9	65.0	60.8	65.1	68.6	75.3	69.1	61.8	71.0	60.0	65.6
<b>11</b>	69.7	65.3	61.7	64.0	68.3	75.6	66.1	59.7	71.2	60.6	65.6
<b>12</b>	71.6	66.6	62.7	*	68.7	73.9	66.3	*	69.7	59.5	63.8
<b>13</b>	68.6	64.0	63.4	*	66.7	72.4	64.0	59.8	68.2	58.3	63.3
<b>14</b>	68.8	63.8	61.6	*	67.8	74.3	62.1	62.5	70.4	59.8	65.5
<b>15</b>	69.6	64.9	61.6	*	69.1	74.9	68.1	64.4	70.9	61.5	66.4
<b>16</b>	70.6	66.2	61.4	*	69.0	75.2	65.3	*	71.1	61.1	65.5
<b>17</b>	70.7	66.7	61.9	*	69.1	74.1	68.1	62.9	69.8	61.0	65.2
<b>18</b>	71.0	66.0	63.6	*	68.9	75.1	64.7	62.2	70.6	60.5	65.5
<b>19</b>	71.7	66.7	66.4	64.5	69.0	75.2	64.8	63.4	71.1	61.1	66.0
<b>20</b>	70.5	66.1	63.4	64.6	68.0	75.2	66.9	61.1	70.8	60.0	65.4
<b>21</b>	69.5	64.7	62.9	63.5	68.8	74.7	66.8	63.4	70.4	60.3	65.3
<b>22</b>	70.0	65.6	62.9	63.9	69.9	75.2	66.7	62.4	71.7	61.2	66.3
<b>23</b>	68.3	64.3	62.0	62.7	68.8	75.3	66.9	61.8	71.2	60.8	65.4
<b>24</b>	67.9	63.7	59.7	59.5	67.5	73.6	64.7	61.3	68.9	59.0	62.9
<b>25</b>	67.0	63.1	53.9	62.6	66.7	72.2	62.6	59.9	67.9	57.8	62.8
<b>26</b>	66.7	63.4	56.8	50.0	67.7	73.6	63.4	62.4	69.2	59.8	63.8
<b>27</b>	66.7	63.4	46.4	*	66.9	72.4	63.7	61.3	68.1	59.1	62.9
<b>28</b>	68.7	65.0	56.3	62.8	67.8	73.8	62.6	62.3	69.6	60.0	64.6
<b>29</b>	69.7	65.7	61.7	64.3	69.4	74.5	64.3	62.8	70.4	61.5	65.7
<b>30</b>	71.4	66.7	63.1	65.3	69.6	74.0	65.3	63.2	69.7	61.9	64.9
<b>31</b>	69.1	64.8	68.2	63.7	66.8	73.2	62.1	58.0	68.7	58.8	63.5
<b>Month</b>	<b>69.5</b>	<b>65.0</b>	<b>62.4</b>	<b>61.9</b>	<b>68.4</b>	<b>74.5</b>	<b>65.6</b>	<b>61.7</b>	<b>70.4</b>	<b>60.1</b>	<b>64.9</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
December 2014**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
<b>1</b>	66.6	63.4	63.7	56.3	59.1	63.0	*	65.2	59.9	63.3	60.3	62.7
<b>2</b>	66.7	63.3	63.4	64.7	60.8	61.1	*	64.0	60.3	62.4	58.2	61.9
<b>3</b>	68.8	61.6	61.7	67.4	61.0	60.4	*	63.9	59.5	61.5	56.8	58.9
<b>4</b>	66.9	63.2	63.9	60.4	59.1	62.8	*	64.9	60.7	63.4	60.3	64.0
<b>5</b>	66.2	64.0	64.5	55.0	58.7	62.7	*	65.1	61.9	63.8	61.1	63.4
<b>6</b>	64.4	61.2	62.2	59.5	60.9	60.9	*	62.8	61.5	61.1	58.8	60.5
<b>7</b>	65.5	61.8	62.6	61.2	62.4	62.0	*	64.5	61.2	63.0	59.1	61.2
<b>8</b>	66.1	64.4	63.6	61.8	62.6	62.5	*	65.3	61.5	63.2	60.7	61.6
<b>9</b>	65.8	63.3	62.8	62.7	63.2	62.1	*	64.4	61.3	62.9	59.9	61.6
<b>10</b>	66.2	64.1	63.6	60.5	65.6	62.4	*	65.0	61.0	63.8	59.5	62.6
<b>11</b>	66.6	64.0	63.4	58.3	63.8	63.0	*	65.1	61.4	63.5	59.9	62.7
<b>12</b>	65.4	65.7	64.9	66.7	63.3	61.7	*	63.5	60.4	62.1	56.1	63.5
<b>13</b>	64.0	62.3	62.4	55.9	60.0	61.8	*	63.0	59.7	61.5	59.6	61.6
<b>14</b>	66.3	62.2	62.9	55.6	55.0	62.6	*	65.1	61.3	63.5	60.5	61.2
<b>15</b>	66.7	63.4	63.5	62.4	65.8	62.6	59.3	65.8	60.9	64.9	60.7	62.6
<b>16</b>	66.4	65.4	64.5	59.3	63.6	62.5	59.7	64.8	59.4	63.8	60.6	62.5
<b>17</b>	65.8	64.8	65.4	63.4	65.1	62.6	59.8	64.9	59.1	63.6	59.2	64.2
<b>18</b>	66.0	64.4	64.5	56.1	62.4	63.5	60.3	65.3	*	63.7	61.0	63.6
<b>19</b>	66.7	64.9	65.4	58.5	59.2	63.4	60.2	65.8	*	64.4	61.6	64.0
<b>20</b>	65.7	64.1	64.5	55.6	63.8	63.0	59.8	65.2	*	63.6	60.5	63.2
<b>21</b>	63.8	62.9	63.2	59.9	64.7	63.1	60.5	65.0	*	63.5	61.4	61.9
<b>22</b>	66.2	64.2	61.5	59.1	62.2	62.6	59.4	65.7	*	64.3	58.5	63.0
<b>23</b>	66.3	63.4	63.6	62.9	63.6	62.9	59.7	65.1	*	63.6	60.6	62.5
<b>24</b>	64.1	62.7	61.8	58.0	59.9	60.4	57.0	62.5	*	61.5	57.6	60.9
<b>25</b>	64.2	61.4	61.6	58.5	59.0	60.6	58.4	62.8	*	60.9	55.5	60.3
<b>26</b>	64.2	62.0	62.0	55.6	60.3	61.1	59.4	63.5	*	62.4	57.1	60.9
<b>27</b>	63.9	61.8	62.1	58.4	58.1	60.7	57.6	63.0	*	61.6	54.2	60.5
<b>28</b>	64.8	63.1	63.6	58.1	59.2	61.8	58.7	64.4	*	63.4	58.5	62.2
<b>29</b>	66.1	64.5	64.7	59.3	62.4	62.9	59.8	65.2	*	64.3	57.4	63.4
<b>30</b>	65.5	65.2	64.7	61.3	63.9	63.0	60.9	64.6	*	64.3	58.9	64.1
<b>31</b>	64.6	63.1	62.9	56.5	59.9	61.5	59.1	63.2	*	61.5	57.6	62.3
<b>Month</b>	<b>65.8</b>	<b>63.6</b>	<b>63.5</b>	<b>61.0</b>	<b>62.2</b>	<b>62.3</b>	<b>59.5</b>	<b>64.6</b>	<b>60.7</b>	<b>63.2</b>	<b>59.4</b>	<b>62.4</b>

\* = Not in service

**AIRCRAFT OPERATIONS**

Commercial Flight Operations Mix, July to December 2014\_\_\_\_\_ C1

Commercial Flight Operations Mix, Fourth Quarter 2014\_\_\_\_\_ C2

Commercial Flight Operations Mix, October 2014\_\_\_\_\_ C3

Commercial Flight Operations Mix, November 2014\_\_\_\_\_ C4

Commercial Flight Operations Mix, December 2014 \_\_\_\_\_ C5

Curfew Violation Summary, 1989 --- Present\_\_\_\_\_ C6

APPENDIX C1

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

3/13/2015 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan	JetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.		
A300																							102			102	204		
A310																											0	0	
A318																											0	0	
A319	179						290	390							624		414	62	497	93							2549	5098	
A320							643	299			699				341		1159	569	350	22							4082	8164	
A321											1							1085									1086	2172	
A330+							3		184																		187	374	
B712																											0	0	
B71Q																										2	2	4	
B72Q																										1	1	2	
B733														3749													3749	7498	
B734		567																								5	572	1144	
B735														8													8	16	
B736																						1					1	2	
B737		133											####		131	126						63				2	11131	22262	
B738		1845		1663			729						2330		15	1072						67				1	7722	15444	
B739		597					643									1074											2314	4628	
B747+																2										3	5	10	
B752			1	443			599									378	17						118	18	3	1577	3154		
B753							86									4											90	180	
B762																							127				127	254	
B763				3			182															1	368	198		752	1504		
B764																2											2	4	
B772+						182																					182	364	
B787+										185						2												187	374
CRJ2													1968														1968	3936	
CRJ7													858														858	1716	
CRJ9													350														350	700	
DC87																											0	0	
ERJ+																											0	0	
E170/90							882						13													4	899	1798	
MD10																							26				26	52	
MD11																							30			1	31	62	
MD80+			13	687																						51	751	1502	
MD90							192																				192	384	
TOTALS	179	3142	14	2796	0	182	4249	689	184	185	700	0	3189	####	965	146	4233	1733	847	115	131	128	644	216	73	41503	83006		
B190																							1				1	2	
BE99																							140				140	280	
C208												556											434				990	1980	
DH8D		709																									709	1418	
E120													1722														1722	3444	
PA31																											0	0	
SW3/4																											0	0	
TOTALS	179	3851	14	2796	0	182	4249	689	184	185	700	556	4911	####	965	146	4233	1733	847	115	131	269	1078	340	73	3686	7372		

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

Other / Non-Transport Category = 3 MIL K35R, 4 MIL C130, 1 MIL P3, 2 SPA B73Q, 1 MIL T154

APPENDIX C2

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

3/3/2015 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan	JetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																							49			49	98	
A310																											0	0
A318																											0	0
A319	87						111	209							313	180	49	176	25							1150	2300	
A320							369	128			338				185	523	342	243	14							2142	4284	
A321											1						418									419	838	
A330+							3		92																	95	190	
B712																											0	0
B71Q																											0	0
B72Q																											0	0
B733														1977												1977	3954	
B734		360																							3	363	726	
B735													4													4	8	
B736																						1				1	2	
B737		67												5245	55	82						23				5472	10944	
B738		750		843			322						1060		7	623						42				3647	7294	
B739		295					282									494										1071	2142	
B747+																2									2	4	8	
B752				180			337									84	10						54	17	1	683	1366	
B753							2									2										4	8	
B762																						64				64	128	
B763				3			83																191	106		383	766	
B764																2										2	4	
B777+						90																				90	180	
B787+									92							2										94	188	
CRJ2													958													958	1916	
CRJ7													387													387	774	
CRJ9													167													167	334	
DC87																											0	0
ERJ+																											0	0
E170/90							561						13												2	576	1152	
MD10																								11		11	22	
MD11																								28		28	56	
MD80+			1	326																					24	351	702	
MD90							12																			12	24	
TOTALS	87	1472	1	1352	0	90	2082	337	92	92	339	0	1525	8286	498	62	1994	819	419	39	66	64	333	123	32	20204	40408	
B190																							1				1	2
BE99																							71				71	142
C208												398												215			613	1226
DH8D		361																									361	722
E120													787														787	1574
PA31																											0	0
SW3/4																											62	124
TOTALS	87	1833	1	1352	0	90	2082	337	92	92	339	398	2312	8286	498	62	1994	819	419	39	66	136	548	185	32	1895	3790	

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

Other / Non-Transport Category = 2 MIL C17, 2 MIL K35R, 1 MIL C130, 2 SPA B73Q

APPENDIX C3

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

3/3/2015	Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	JetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.		
A300																								17			17	34		
A310																												0	0	
A318																												0	0	
A319		30						44	74							51	68	1	99	5								372	744	
A320								127	52			122				105		179	58	43	4							690	1380	
A321																			220									220	440	
A330+										31																		31	62	
B712																												0	0	
B71Q																												0	0	
B72Q																												0	0	
B733															497													497	994	
B734			152																									152	304	
B735															3													3	6	
B736																												0	0	
B737			19												1786		18	14					11					1848	3696	
B738			242		341			87							491			197					11					1369	2738	
B739			64					94										207										365	730	
B747+																										1		1	2	
B752					61			151										27	5						24	1		269	538	
B753																												0	0	
B762																							23					23	46	
B763								27																	68	36		131	262	
B764																1												1	2	
B777+							31																					31	62	
B787+											31							2										33	66	
CRJ2														356														356	712	
CRJ7														151														151	302	
CRJ9														91														91	182	
DC87																												0	0	
ERJ+																												0	0	
E170/90								125																				125	250	
MD10																								4				4	8	
MD11																												0	0	
MD80+					57																					9		66	132	
MD90																												0	0	
TOTALS		30	477	0	459	0	31	655	126	31	31	122	0	598	2777	156	18	695	284	142	9	22	23	113	36	11	6846	13692		
B190																													0	0
BE99																							26					26	52	
C208												137												71				208	416	
DH8D			124																									124	248	
E120														276														276	552	
PA31																												0	0	
SW3/4																										22		22	44	
TOTALS		30	601	0	459	0	31	655	126	31	31	122	137	874	2777	156	18	695	284	142	9	22	49	184	58	11	7502	15004		

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

Other / Non-Transport Category = 1 MIL C17

APPENDIX C4

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

3/3/2015 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	JetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volaris	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.		
A300																							16			16	32		
A310																											0	0	
A318																											0	0	
A319	26						27	80							139	51		41	8								372	744	
A320							87	30			104				29	190	61	98	2								601	1202	
A321																	198										198	396	
A330+							2		30																		32	64	
B712																											0	0	
B71Q																											0	0	
B72Q																											0	0	
B733														734													734	1468	
B734		103																							3		106	212	
B735																											0	0	
B736																											0	0	
B737		19												1699	16	33					7						1774	3548	
B738		239		244			164						281		4	224					15						1171	2342	
B739		124					94									122											340	680	
B747+																											0	0	
B752				61			66									40							22	1			190	380	
B753							1									1											2	4	
B762																						19					19	38	
B763							28																58	31			117	234	
B764																1											1	2	
B777+						29																					29	58	
B787+										30																		30	60
CRJ2													273														273	546	
CRJ7													133														133	266	
CRJ9													35														35	70	
DC87																											0	0	
ERJ+																											0	0	
E170/90							221																		2		223	446	
MD10																							3				3	6	
MD11																											0	0	
MD80+			1	124																					8		133	266	
MD90																											0	0	
<b>TOTALS</b>	<b>26</b>	<b>485</b>	<b>1</b>	<b>429</b>	<b>0</b>	<b>29</b>	<b>690</b>	<b>110</b>	<b>30</b>	<b>30</b>	<b>104</b>	<b>0</b>	<b>441</b>	<b>2714</b>	<b>168</b>	<b>20</b>	<b>662</b>	<b>259</b>	<b>139</b>	<b>10</b>	<b>22</b>	<b>19</b>	<b>99</b>	<b>32</b>	<b>13</b>	<b>6532</b>	<b>13064</b>		
B190																						1					1	2	
BE99																						21					21	42	
C208											126												64				190	380	
DH8D		110																									110	220	
E120													251														251	502	
PA31																											0	0	
SW3/4																									20		20	40	
<b>TOTALS</b>	<b>26</b>	<b>595</b>	<b>1</b>	<b>429</b>	<b>0</b>	<b>29</b>	<b>690</b>	<b>110</b>	<b>30</b>	<b>30</b>	<b>104</b>	<b>126</b>	<b>692</b>	<b>2714</b>	<b>168</b>	<b>20</b>	<b>662</b>	<b>259</b>	<b>139</b>	<b>10</b>	<b>22</b>	<b>41</b>	<b>163</b>	<b>52</b>	<b>13</b>	<b>7125</b>	<b>14250</b>		

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

Other / Non-Transport Category = 1 MIL C17, 1 MIL K35R

APPENDIX C5

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

3/3/2015 Aircraft Type	Air Canada	Alaska	Allegiant	American	American Eagle	British Airways	Delta Air Lines	Frontier	Hawaiian	Japan Airlines	JetBlue	Seaport	SkyWest	Southwest	Spirit	Sun Country	United	US Airways	Virgin America	Volans	WestJet	Airborne	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.		
A300																							16			16	32		
A310																											0	0	
A318																											0	0	
A319	31						40	55							123		61	48	36	12						406	812		
A320							155	46			112				51		154	223	102	8						851	1702		
A321											1																1	2	
A330+							1		31																		32	64	
B712																											0	0	
B71Q																											0	0	
B72Q																											0	0	
B733														746													746	1492	
B734		105																									105	210	
B735														1													1	2	
B736																						1					1	2	
B737		29												1760		21	35					5					1850	3700	
B738		269		258			71							288		3	202					16					1107	2214	
B739		107					94										165										366	732	
B747+																	2								1		3	6	
B752				58			120										17	5					8	16			224	448	
B753							1										1										2	4	
B762																						22					22	44	
B763				3			28																65	39			135	270	
B764																											0	0	
B777+						30																					30	60	
B787+										31																		31	62
CRJ2													329														329	658	
CRJ7													103														103	206	
CRJ9													41														41	82	
DC87																											0	0	
ERJ+																											0	0	
E170/90							215						13														228	456	
MD10																							4				4	8	
MD11																							28				28	56	
MD80+				145																					7		152	304	
MD90							12																				12	24	
TOTALS	31	510	0	464	0	30	737	101	31	31	113	0	486	2795	174	24	637	276	138	20	22	22	121	55	8	6826	13652		
B190																												0	0
BE99																						24					24	48	
C208												135											80				215	430	
DH8D		127																									127	254	
E120													260														260	520	
PA31																											0	0	
SW3/4																									20		20	40	
TOTALS	31	637	0	464	0	30	737	101	31	31	113	135	746	2795	174	24	637	276	138	20	22	46	201	75	8	7472	14944		

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet (E135, E140, E145, E45X)  
 Other / Non-Transport Category = 1 MIL K35R, 1 MIL C130, 2 SPA B73Q



Appendix C6

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

**1989 - Present**

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

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](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
<b>FINES</b>		<b>\$13,000</b>		<b>\$2,000</b>		<b>\$9,000</b>

QTR	1995	PENALTY	1996	PENALTY	1997	PENALTY
1ST	FedEx	\$1,000	TWA	\$1,000	Alaska	\$1,000
	Southwest	\$1,000	TWA	\$3,000	Delta	\$1,000
	Continental	NP	United	\$1,000	Delta	\$3,000
	Canada 3000	\$1,000	United	\$3,000	ExecuJet (GA)	\$1,000
	US Airways	\$1,000	Southwest	\$1,000	Continental	\$1,000
	G Wood (GA)	NP	TWA	\$5,000		
2ND	United	\$1,000	United	NP	America West	NP
	Southwest	\$1,000	SkyWest	NP	FedEx	NP
	Delta	NP	United	\$1,000	FedEx	\$1,000
	TWA	\$1,000	US Airways	\$1,000	Martinair (C)	NP
	Continental	\$1,000	Air Group (GA)	\$1,000	Miami Air (C)	\$1,000
			Peninsula (GA)	\$1,000	Western Pacific	\$1,000
			Southwest	\$1,000	United	\$1,000
			TWA	\$1,000	SkyWest	NP
			Delta	\$1,000	Southwest	\$1,000
			TWA	\$3,000		
			TWA	\$5,000		
			TWA	\$50,000		
3RD	Avanti (GA)	NP	Arizona Exec. (GA)	\$1,000	American	NP
	Heavy Lift (C)	NP	Western Pacific	\$1,000	United	\$1,000
	Cutter Aviation (GA)	NP	United	\$1,000	Southwest	NP
	American	NP	Lamar (GA)	\$1,000	Delta	\$1,000
	United	\$1,000	Delta	\$1,000	Reno Air	\$1,000
			Continental	\$1,000	United	\$3,000
			United	\$3,000	Miami Air (C)	\$1,000
			United	\$5,000	Western Pacific	\$1,000
			Le Mouelic (GA)	NP		
4TH	US Airways	NP	America West	\$1,000	United	\$1,000
	Airborne (Stage 3%)	\$16,655	United	\$1,000	Sun Country (C)	\$1,000
	Champion Air (C)	NP	United	\$3,000	American Eagle	NP
	TWA	\$1,000	Southwest	\$1,000	Frontier	NP
	Southwest	\$1,000	America West	\$3,000	Delta	\$1,000
	Southwest	\$3,000	Great American (C)	\$1,000	America West	\$1,000
	Unigas (GA)	NP	Delta	\$1,000	United	\$1,000
	US Airways	NP	American	NP	Continental	\$1,000
	TWA	\$3,000	Delta	\$1,000	TAESA (C)	\$1,000
	TWA	\$5,000	Delta	\$3,000	United	\$3,000
	Sun Country (C)	NP	Delta	\$5,000	TWA	\$1,000
	Amer. Trans Air (C)	\$1,000	Alaska	EE		
			Alaska	EE		
			United	EE		
			Alaska	EE		
			Alaska	EE		
			Alaska	EE		
<b>FINES</b>		<b>\$39,655</b>		<b>\$113,000</b>		<b>\$31,000</b>

QTR	1998	PENALTY	1999	PENALTY	2000	PENALTY
1ST	Southwest Delta "Super Bowl Flights" Western Pacific Air Eagle (GA) Exec Flt Mgmt (GA) United Amerflight Southwest Emery	\$1,000 \$1,000 (22) x NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 NP	American Eagle United American American Southwest (Stage 2) Southwest (Stage 2)	\$1,000 \$1,000 \$1,000 \$3,000 \$1,000 \$6,000	N American (G/A) United America West Southwest America West	\$1,000 \$1,000 \$1,000 NP \$3,000
2ND	Delta Delta American Alaska Delta United N226GA (GA)	\$1,000 NP NP \$1,000 \$3,000 NP NP	United TWA America West United America West America West	\$1,000 \$1,000 NP \$3,000 \$1,000 \$3,000	Delta Emery United America West	\$1,000 NP \$1,000 \$1,000
3RD	Saudi Arabian (GA) United American Southwest Tradewinds (C) United Amer Int'l (C) US Airways Emery (Stage 3%) Delta America West Ameristar (C) America West	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 NP \$1,000 NP \$2,000 \$1,000 \$1,000 NP \$3,000	America West Delta America West America West Continental (Stg. 2) Southwest American Delta TWA BAX Global US Airways Atlas Air (C)	NP \$1,000 \$1,000 \$3,000 \$1,000 NP \$1,000 \$3,000 \$1,000 \$1,000 \$1,000 \$1,000	Ameristar (C) United United TWA United Bonzi Aviation (GA) Midwest Express (C)	\$1,000 NP \$1,000 \$1,000 \$3,000 \$1,000 \$1,000
4TH	Southwest Southwest Southwest Miami Air (C) United Bombardier (GA) United United America West America West Delta US Airways Delta US Airways Alaska	\$1,000 \$3,000 \$5,000 \$1,000 \$1,000 \$1,000 \$3,000 \$5,000 \$1,000 NP \$1,000 \$1,000 \$3,000 \$3,000 NP	ACM Aviation (GA) Delta (Stage 2) Amer West (Stg 2) Miami Air (C)	\$1,000 \$1,000 \$1,000 \$1,000	Aventis (GA) Delta United Delta Frontier SkyWest SkyWest United America West Champion Air (C)	\$1,000 NP \$1,000 NP NP NP \$1,000 \$3,000 \$1,000 \$1,000
<b>FINES</b>		<b>\$55,000</b>		<b>\$40,000</b>		<b>\$25,000</b>

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

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
<b>FINES</b>		<b>\$19,000</b>		<b>\$39,000</b>		<b>\$24,000</b>

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	\$2,000	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	NP				
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
<b>FINES</b>		<b>\$64,000</b>		<b>\$80,000</b>		<b>\$30,000</b>

QTR	2010	PENALTY	2011	PENALTY	2012	PENALTY
1ST	Chrysler Avtn. (GA) Delta Virgin America Virgin America Delta	\$2,000 \$6,000 \$2,000 \$6,000 \$18,000	jetBlue Avantair (GA) jetBlue jetBlue Delta jetBlue US Airways Delta US Airways Delta	NP \$2,000 \$4,000 NP \$2,000 NP NP NP NP NP	Alaska Canadian Mil. (GA) N155AN (GA) British Airways United United Delta	\$2,000 \$2,000 \$2,000 NP NP NP NP
2ND	N860PM (GA) jetBlue N17773 (C) SCX8903 (C) N41EA (GA) SCX8700 (C) Delta jetBlue	\$2,000 NP \$2,000 \$2,000 \$2,000 \$6,000 \$30,000 \$2,000	jetBlue Delta jetBlue jetBlue jetBlue jetBlue Frontier	\$12,000 \$6,000 NP \$20,000 \$20,000 \$20,000 \$2,000	US Airways Delta jetBlue Spirit jetBlue Spirit United jetBlue Spirit	\$2,000 \$2,000 NP \$2,000 NP \$6,000 NP \$2,000 \$10,000
3RD	N601TX (GA) Delta XC-LKS (GA) SkyWest jetBlue jetBlue	\$2,000 NP \$2,000 \$2,000 NP NP	United jetBlue jetBlue British Airways Ryan (C)	NP \$10,000 NP \$2,000 \$2,000	US Airways Delta N480RW (GA) United US Airways jetBlue	NP NP \$2,000 NP NP NP
4TH	jetBlue Continental jetBlue Delta jetBlue	\$2,000 NP \$6,000 NP NP	Ryan (C) Ryan (C) British Airways	\$6,000 \$10,000 NP	jetBlue Alaska US Airways Hawaiian Sun Country XB-JYZ (GA) British Airways Spirit Spirit FedEx Spirit Spirit US Airways United	NP NP NP \$2,000 NP \$2,000 \$2,000 NP \$6,000 \$2,000 NP NP \$2,000 NP
<b>FINES</b>		<b>\$94,000</b>		<b>\$118,000</b>		<b>\$48,000</b>

Period	2013	PENALTY	2014	PENALTY	2015	PENALTY	
1st	Spirit	\$2,000	Delta	NP			
	British Airways	NP	Alaska	\$2,000			
	United	NP	United	NP			
	jetBlue	NP	jetBlue	NP			
	N777AM (GA)	\$2,000	United	NP			
	Pegasus Aviation (GA)	\$2,000	jetBlue	NP			
	US Airways	\$2,000	Delta	NP			
	jetBlue	NP	NetJets (GA)	\$2,000			
	United	NP	American	NP			
	Delta	NP	Delta	NP			
	British Airways	\$6,000	Virgin America	\$2,000			
	British Airways	\$10,000	N2476F (GA)	\$2,000			
	Delta	NP	British Airways	\$4,000			
	United (C)	\$2,000	jetBlue	\$8,000			
	Delta	NP	jetBlue	\$24,000			
	Spirit	\$6,000	Spirit	NP			
	British Airways	NP	jetBlue	NP			
	Spirit	NP	Xtra Airways (C)	\$2,000			
	jetBlue	NP	Sun Country (C)	\$2,000			
	SkyWest	NP	Falcon Air (C)	\$2,000			
	Spirit	\$10,000	United	NP			
	Air Canada (C)	\$2,000	jetBlue	\$40,000			
	US Airways	\$6,000	N177BB (GA)	\$2,000			
	US Airways	\$10,000	United	NP			
	Delta	NP	British	\$12,000			
	Alaska	\$2,000	N888HZ (GA)	\$2,000			
	Delta	\$2,000	Delta	\$2,000			
	Delta	NP	Delta	\$6,000			
	Alaska	\$6,000					
	jetBlue	\$2,000					
	2nd	US Airways	NP	jetBlue	\$6,000		
		jetBlue	\$2,000	N888NA (GA)	\$2,000		
		US Airways	NP	UPS	NP		
Spirit		\$6,000	United	NP			
American		NP	jetBlue	\$18,000			
Alaska		NP	Delta	NP			
Delta		NP	U.S Navy (GA)	NP			
Sun Country		\$2,000	US Airways	\$2,000			
Spirit		\$18,000	Spirit	\$2,000			
jetBlue		NP					
British Airways		\$6,000					
jetBlue		NP					
United (C)		\$2,000					
jetBlue		\$6,000					
jetBlue		\$10,000					
jetBlue		NP					
jetBlue		NP	jetBlue	\$30,000			
N702SJ (GA)		\$2,000	NetJets (GA)	\$2,000			
American		NP	United	NP			
British		\$18,000	FedEx	NP			
jetBlue		NP	American	NP			
jetBlue		NP	Virgin America	\$2,000			
jetBlue		\$10,000	Delta	NP			
Alaska		\$4,000	jetBlue	NP			
American		NP	US Airways	NP			
FedEx		\$2,000	Delta	NP			
Ameristar (C)		\$2,000					
jetBlue	NP						
American	\$2,000						
<b>FINES</b>		<b>\$166,000</b>		<b>\$178,000</b>		<b>\$0,000</b>	

**AIRCRAFT NOISE COMPLAINTS**

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

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

NEIGHBORHOOD	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Bay Park													0
Bonita													0
Chollas Creek													0
Chula Vista		1	1										2
Clairemont						3						1	4
College Area													0
County of S.D.			1							2		2	5
Del Cerro													0
Downtown S.D.	3			1									4
El Cajon													0
Encanto/Lomita								1					1
Famosa	1			1		1					1	1	5
Golden Hill	1	1	1	1			1						5
Hillcrest	1												1
La Jolla													0
Lakeside													0
La Mesa								1			2	1	4
Lemon Grove													0
Liberty Station							1						1
Loma Portal	2	8	8	2	1	1	5	1	4	4	3	6	45
Middletown	1		1										2
Midway													0
Mission Beach			1										1
Mission Hills													0
Mission Valley								1					1
Mount Hope													0
Mountain View													0
Normal Heights													0
North Park											1		1
Ocean Beach	5		2	2		1	4	4	1	1	2	1	23
Pacific Beach			1			1	1	1					4
Paradise Hills													0
Point Loma	2	2	2	1	18	5	4	5	4		1		44
Rolando													0
South Park													0
Spring Valley													0
Talmadge								1					1
University City													0
University Heights													0
Uptown								1		2			3
<b>TOTAL</b>	16	12	18	8	19	12	16	16	9	9	10	12	157



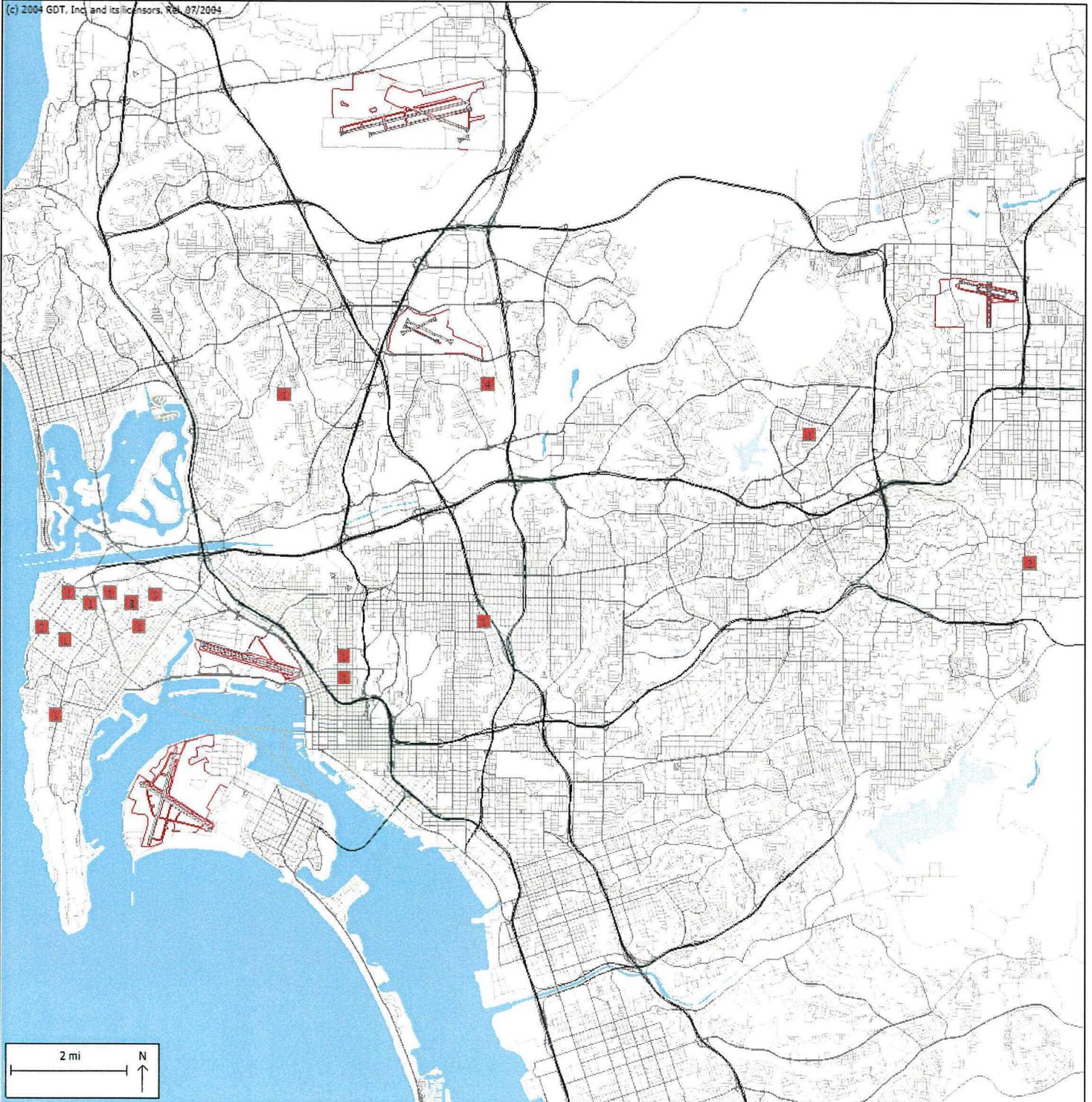
## Fourth Quarter 2014

Aircraft Noise Complaint Caller's Location in relation to San Diego International Airport (SDIA)  
18 Households; 31 Complaints



SAN DIEGO  
INTERNATIONAL  
AIRPORT

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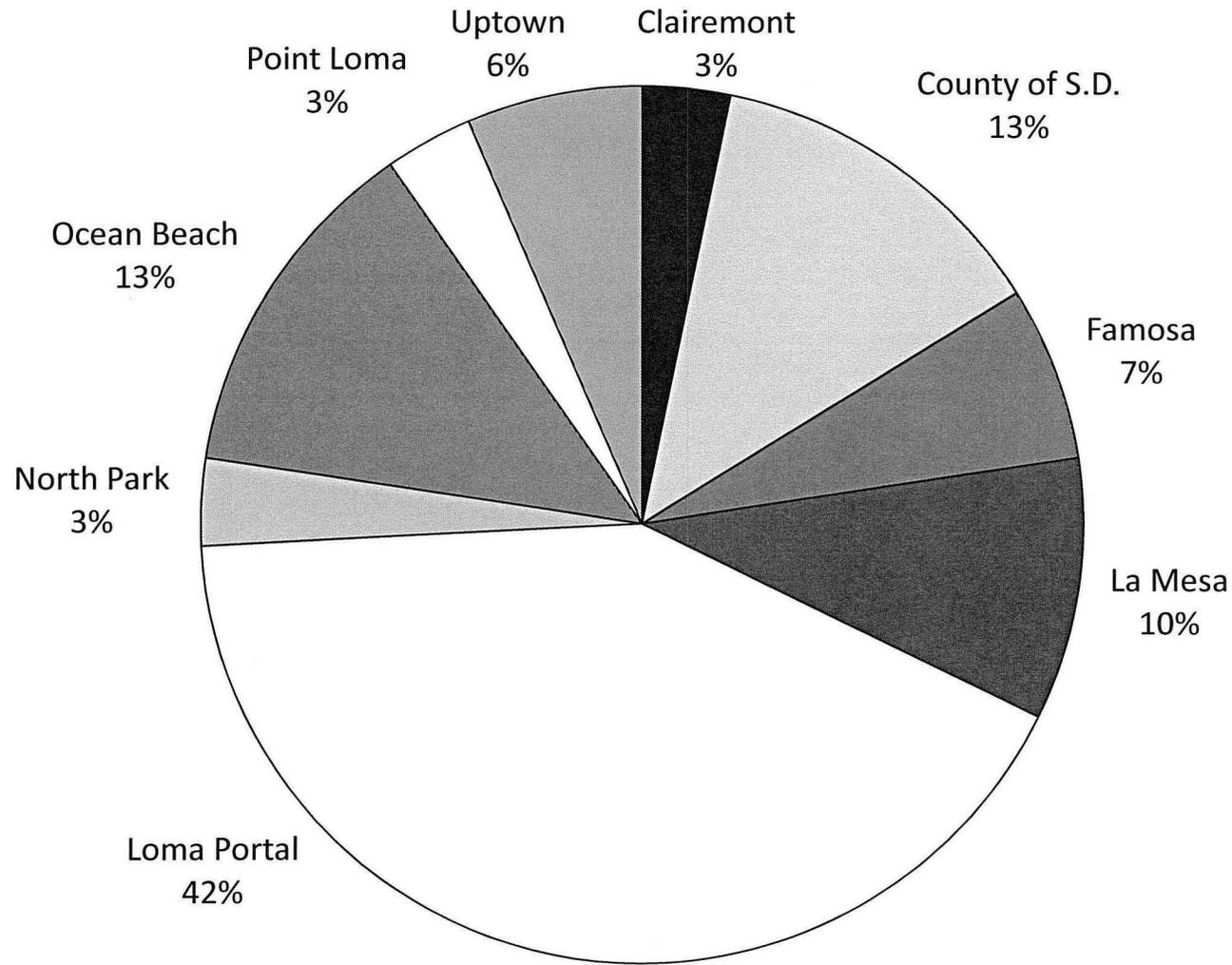
# Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Fourth Quarter 2014

TOTAL CALLS: 31



San Diego County Regional Airport Authority

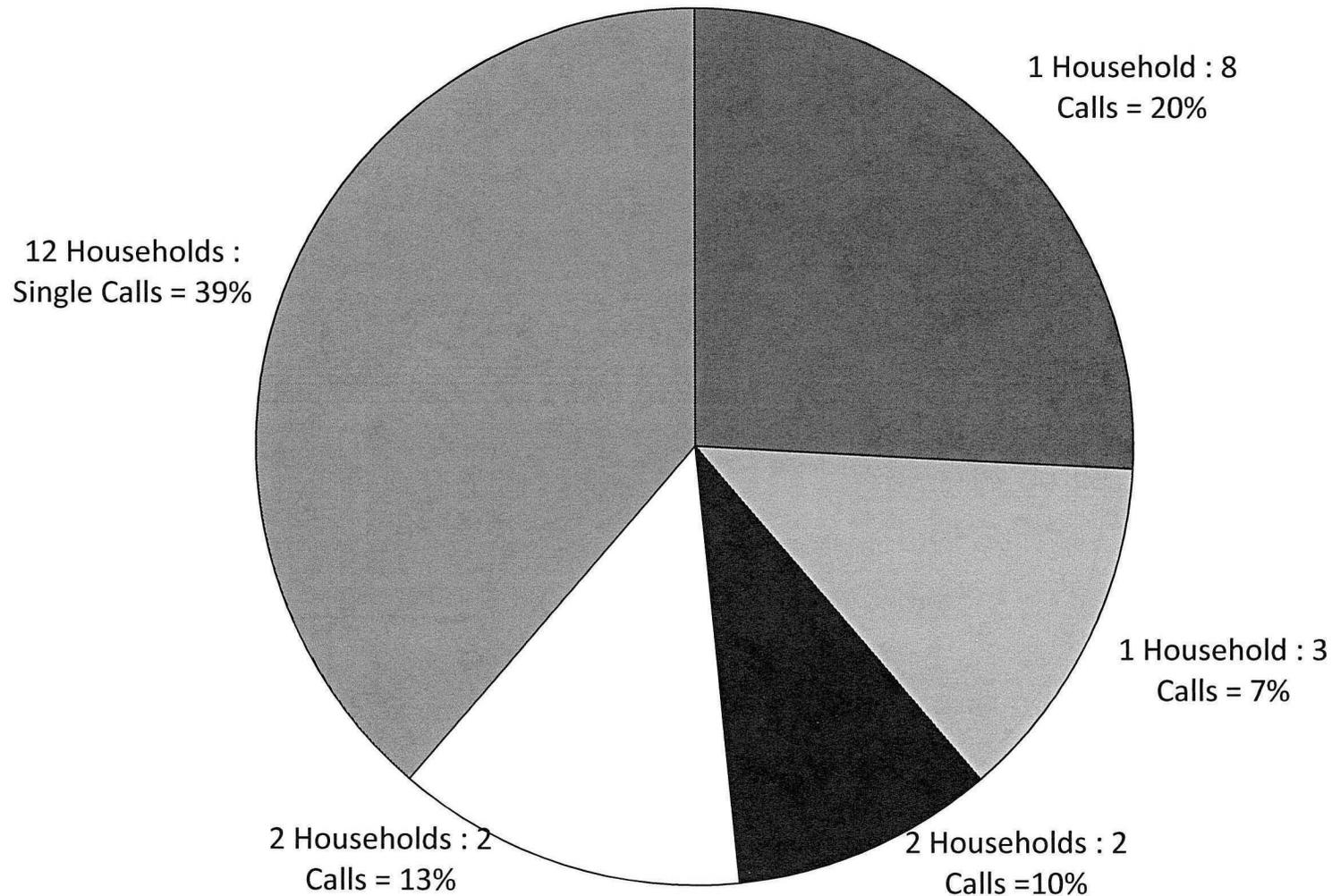
# Aircraft Noise Complaint Distribution by Household

Fourth Quarter 2014



SAN DIEGO  
INTERNATIONAL  
AIRPORT

TOTAL CALLS: 31



San Diego County Regional Airport Authority

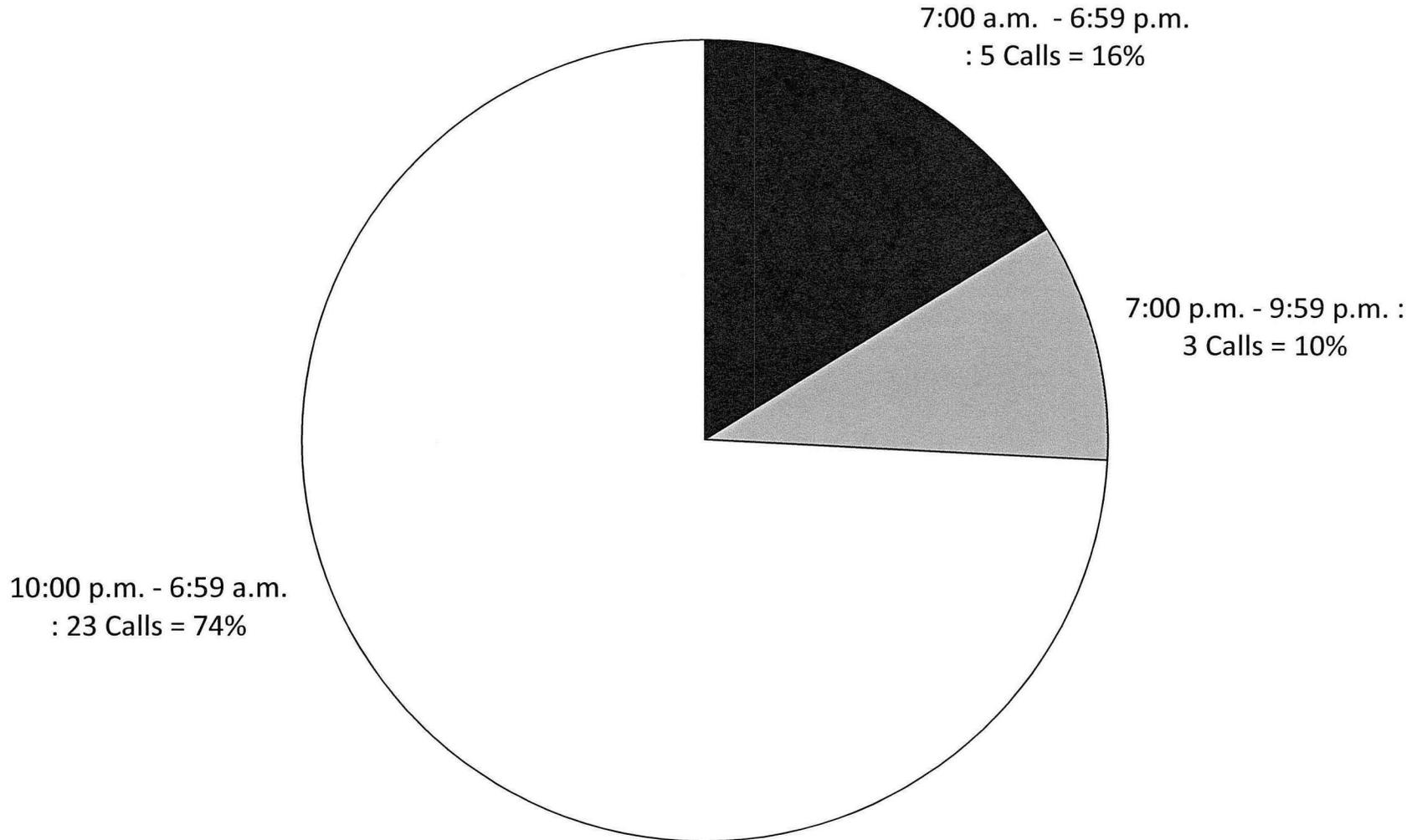
# Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Fourth Quarter 2014

TOTAL CALLS: 31



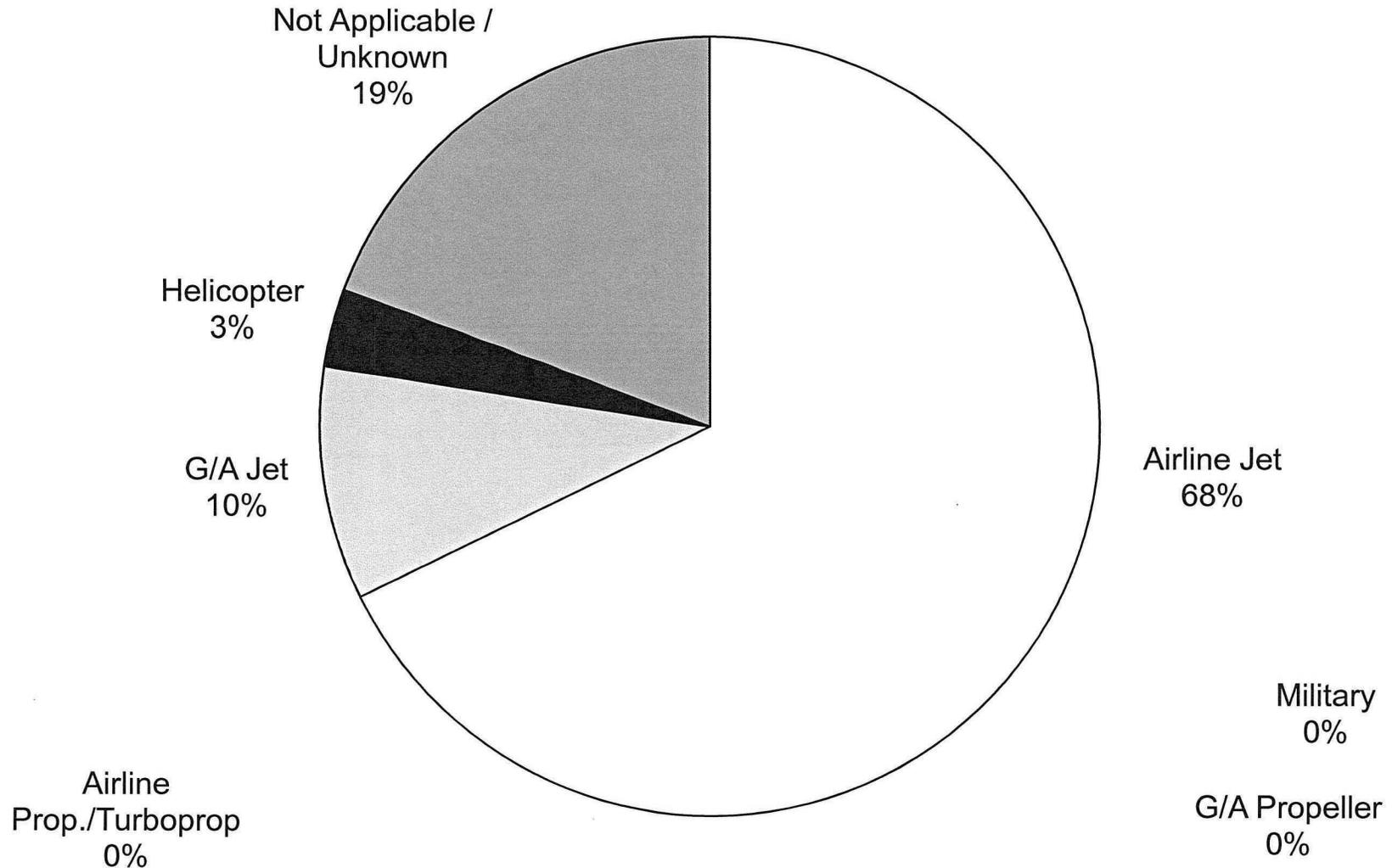
# Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Fourth Quarter 2014

TOTAL CALLS: 31



San Diego County Regional Airport Authority

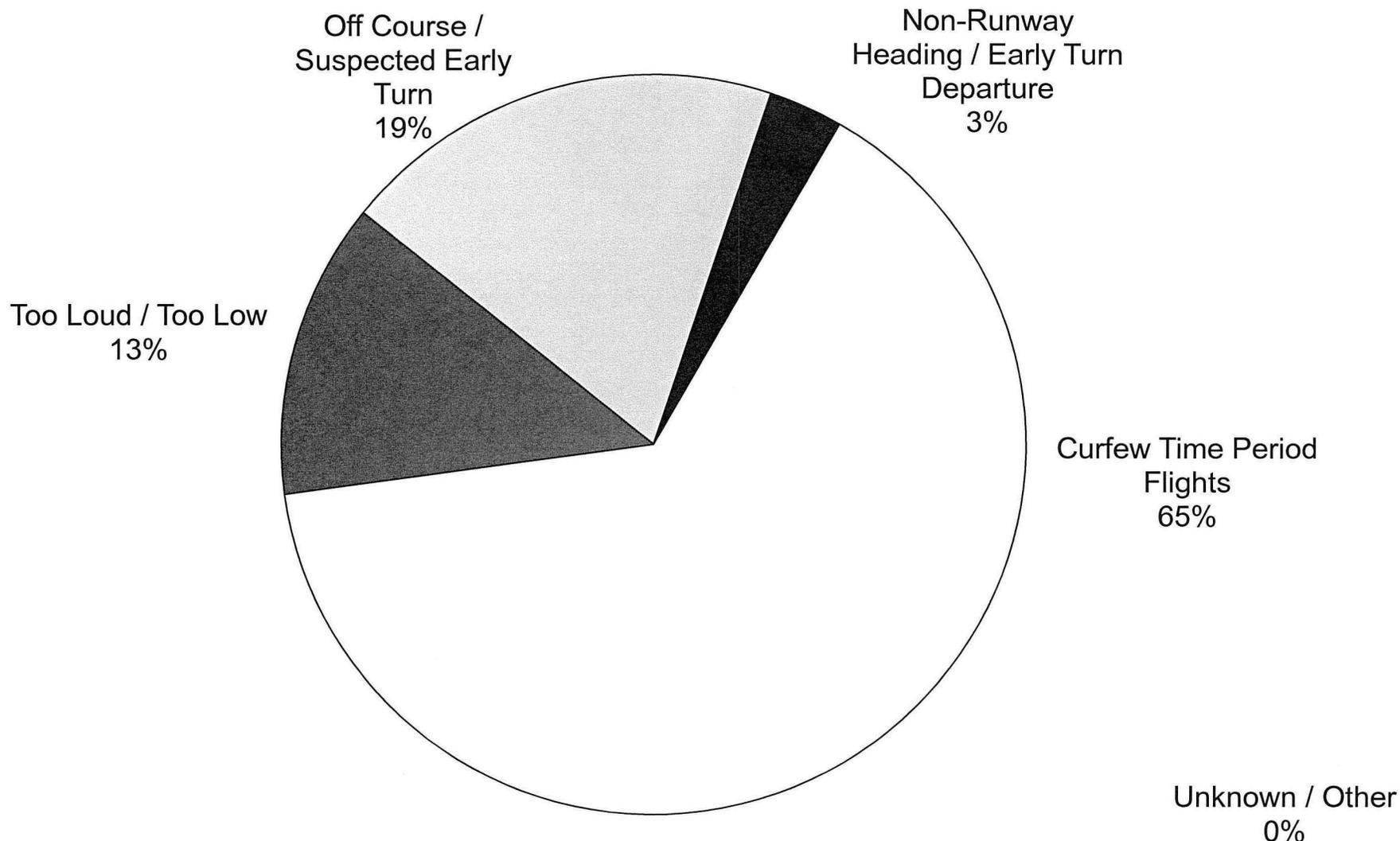
# Aircraft Noise Complaint Distribution by Cause



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Fourth Quarter 2014

TOTAL CALLS: 31



San Diego County Regional Airport Authority

**AIRPORT NOISE ADVISORY COMMITTEE**

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held October 15<sup>th</sup>, 2014.



### In Attendance

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

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

### 1. Welcome and Introductions

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

### 2. Approval of Minutes

There was no quorum, approval of minutes was tabled until next meeting.

### 3. Information Items

**Airport Authority Update** – Keith Wilschetz, Director of Airport Planning and Noise Mitigation, provided his “Airport Authority Update”.

Regarding the north side construction, construction is on-going with the Rental Car Center (RCC) where roads are being built to accommodate the connection on the airport between the north and south road which will be going around the east end of the runway. The construction started a few weeks back and will continue until early summer. This will be a restricted road and will not be opened to the general public; only shuttle buses connected to the RCC parking will have access to this road. A traffic signal on Harbor Drive by the entrance to the Coast Guard Station will be included in the construction. Mr. Wilschetz mentioned that everything is on schedule and the RCC will be opened on January 2016.

Updates on north side projects can be found at [http://www.san.org/sdcraa/airport\\_initiatives/north\\_side/default.aspx](http://www.san.org/sdcraa/airport_initiatives/north_side/default.aspx)

In terms of the activity at the airport, Mr. Wilschetz was pleased to announce that the figures for this year had surpassed the figures from 2008, and the airport has had the most enplanements ever. In August, passenger enplanements were up 7% this year over August of 2013 and total passengers were up 5.7% over last year. As for operations, they have increased by only .09%, which is less than 1%. In terms of cargo, it had gone down 2.5% from August of this year as opposed to last year; but for year to date it went up by 3%.

*Questions by ANAC* Where will the traffic light mentioned in the update be located and how effective will it be since it may be a road block?

Mr. Wilschetz responded that it will be on North Harbor Drive at the entrance to the Coast Guard Station. Mr. Wilschetz explained that the traffic signals are inter-connected and that it will be inter-connected with the rest of the traffic lights on Harbor Drive.

An ANAC member asked a question regarding the cargo activity statistics.

Mr. Wilschetz explained that cargo activity fluctuates throughout the year, peaking before Christmas, and has fluctuated year-to-year.

**Fly Quiet Program** – Sjohnna Knack, Program Manager, Airport Noise Mitigation, explained that the inception of the Fly Quiet Program was one of the measures recommended from the recent Part 150 Noise Compatibility Program Update. Ms. Knack explained that Fly Quiet Program is a compilation of data combined into a report that scores operators on how quietly they fly in and out of the airport. She explained to the members how this Program will allow staff an opportunity to acknowledge airline operators who are making an attempt to fly quieter and lessen the noise impact around the community. She had also informed the committee that an “App” was developed to educate both the community and the pilots about the Fly Quiet Program. The program will be going to the Board for approval in November.

*Questions by ANAC*. Mr. Bewley asked who initiates an “Early Turn”, is it the pilot or Air Traffic Control?

Ms. Knack responded that using the flight track data staff can review ATC’s recorded communication to determine who initiated the Early Turn. Some of the time it is under the control of the pilot, although there are instances where ATC will have the control.

Mr. Huenefeld had asked if the Program is only a “feel-good” thing where no one will be penalized and is only used to encourage operators do the right thing, especially when an economic decision that is contrary to the program? He also asked why modeled noise levels are used for operations as opposed to the sophisticated measuring system now being used. Ms. Knack’s response to the first question is that operators will not be penalized for economic decisions and also mentioned that there are no incentives for operators, at this time, for having a high grade; and for the second part, explained that if the actual noise measurements were used, it would not give an accurate rating metric. Mr. Hollarn also added that it is the fairest way to compare noise levels.

Mr. Swarens commented that an incentive would make operators more likely to be on board in complying with the Program; Ms. Knack stated that a tangible incentive will most likely be part of the Program’s future, but from past experience, recognition and publicity was enough.

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## 4. Presentation items

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Note: A copy of the presentations can be found under "Airport Noise Advisory Committee Agendas and Minutes" click under "14-10-15"; the following link will take you there:

<http://www.san.org/Airport-Projects/Airport-Noise-Mitigation#October-15-2014-362>

**Quieter Home Program (Program) Update** – Mr. Craig Mayer, Sr. Project Manager, provided the committee an update on the Program status. There are approximately 535 homes on the wait list, which includes both single family homes and units within a multi-family property. The Program is anticipating completing approximately 370 homes by the end of this calendar year; and homes completed for Third Quarter 2014 has dropped 20 units or so compared to First Quarter due to moving away from larger multi-family complexes to single-family homes.

There is no update as of yet regarding the Program Guidance Letter (PGL), although lines of communication have been opened directly with the FAA regarding the acoustical test plan, anticipating further discussions in the near future, and there is still no approval the acoustical testing plan.

Mr. Mayer informed the committee that the new boundary will be expanding and staff will be contacting the new eligible homeowners in December. A mail out will be sent out to the almost 2,900 homes to apply to the program.

A big milestone is approaching where the 3,000<sup>th</sup> home will be completed this fourth quarter and an invitation will be sent out to ANAC members to attend the celebration as soon as all details are in place.

There were no questions or feedback from the members.

**Flight Operation Statistics** - Mr. Hollarn presented updated flight operation statistics, covering missed approaches, "Early Turns", and operational facts and figures. Mr. Hollarn stated that the missed approaches and "Early Turn" stats for year-to-date have increased a little bit. Mr. Hollarn also stated that the operational numbers are trending higher when you compare 2014 with 2013, but compared to 2007, they are still about 18% less flight operations. Missed approaches are still low for this timeframe due to the better weather. Also, there were zero counter-flow operations in 3<sup>rd</sup> Quarter 2014.

**Complaint Statistics** - Mr. Cummings presented an update of year-to-date Noise Complaints. The total complaints for the year are 117, which are down 20% from same time last year; and one of the main reasons for the drop in numbers is due to the outreach given to the community.

*Questions by ANAC:* Mr. Hadley asked if the statistics information associated with the household for each grouping is still available; Mr. Cummings stated that it still is and can be incorporated in future presentations.

**Curfew Violation Review Panel (CVRP) Statistics** - Mr. Cummings informed the committee that there were nine curfew violations between July 1<sup>st</sup> and September 30<sup>th</sup> and two more in October which gives a total of 41 for 2014. The next CVRP will be on December 3<sup>rd</sup>, and four violators will be going up in front of the Panel: US Airways, Spirit Airlines, jetBlue, and Net Jets. Compared to last year's violations, we are 10% down.

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## 5. Public Comment

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Suhail Khalil, will be requesting that their group, Pt. Loma People for Progress, (P3) be included in the ANAC committee and be represented by one of their members.

Ms. Lilley clarified that the policy or by-laws as of now has a 12 member committee, appointed by the Authority, all committee members represent a specific area for diverse representation, and ex-officio or non-voting members are appointed by the Authority, and these are mostly members that are outside the 65 decibel contour area or are elected officials; for a group not currently a member of ANAC that is within the contour, they may ask permission from the Authority Board to be a representative, but if their community is already represented, than this would be a

duplicate representation and the by-laws will have to change and the Authority Board will either allow or not allow the change in the by-laws.

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## 6. New Business

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There is no new business.

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## 7. Next Meeting/Adjourn

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The next meeting is scheduled for Wednesday, January 21, 2015 at 4:00 p.m. at the Quieter Home Program building located at 2722 Truxtun St.

Ms. Lilley adjourned the meeting at 4:51 p.m.

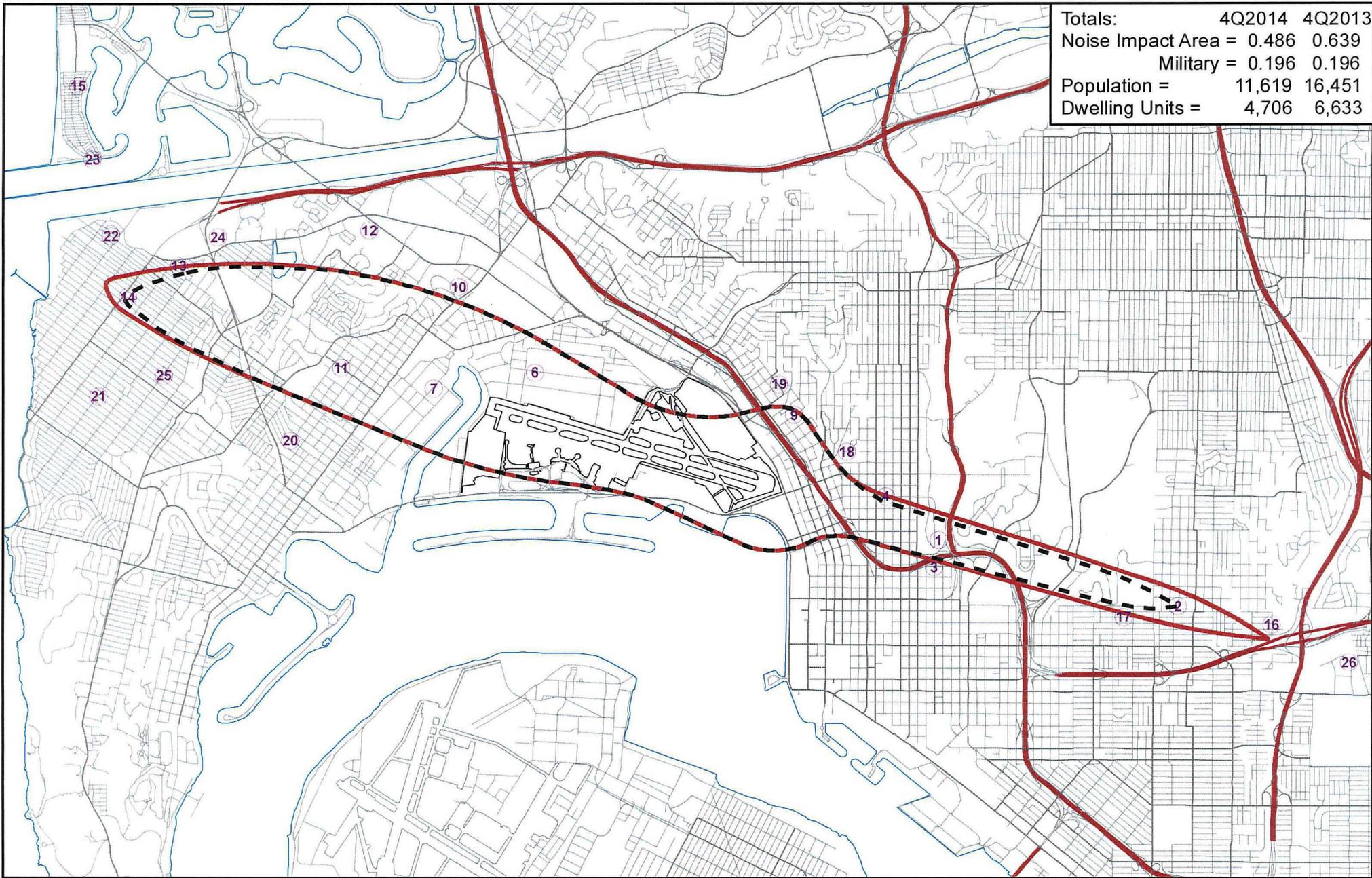


Sjohnna Knack  
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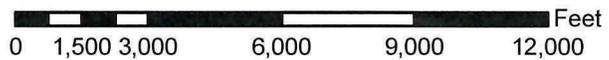
Sjohnna Knack

Program Manager, Airport Noise Mitigation

Totals:	4Q2014	4Q2013
Noise Impact Area =	0.486	0.639
Military =	0.196	0.196
Population =	11,619	16,451
Dwelling Units =	4,706	6,633



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



4th Quarter 2014  
 4th Quarter 2013

