

# Quarterly Noise Report

For:  
California Department of Transportation

**1<sup>st</sup> Quarter 2018**  
January 1, 2018 – March 31, 2018



**SAN DIEGO**  
INTERNATIONAL AIRPORT

LET'S **GO.**

Airport Noise Mitigation

July 1, 2018



**Quarterly Noise Report  
For the Period  
January 1, 2018 through March 31, 2018**

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 1<sup>st</sup> Quarter of 2018 was prepared by Airport Noise Mitigation at San Diego International Airport, in accordance with the Airport Noise Standards, State of California.

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Brendan Reed  
Director of Planning & Environmental Affairs

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President / CEO

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## Summary of Statistical Information for the California Department of Transportation

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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 = 0.842 sq. miles; Military Noise Impact Area = 0.148 sq. miles**

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2. Estimated number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:  
**11,560 (QHP Insulated = 3,532)**

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3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:  
**23,109 (QHP Insulated = 8,830)**

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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:  
**Boeing 744: 166**

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5. Total number of aircraft operations during the calendar quarter:  
**52,083**

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6. Number of Air Carrier operations by aircraft certified under Federal Aviation Regulations (FAR) Part 36:  
**46,357**

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

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8. Estimated number of operations by Air Taxi aircraft during the calendar quarter:  
**3,106**

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9. Estimated number of operations by General Aviation aircraft during the calendar quarter:  
**2,434**

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10. Estimated number of operations by Military aircraft during the calendar quarter:  
**186**

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Form DOA 617, 10/89

\* Population and dwelling unit calculations are based upon 2010 Census Block Boundary Data.

## 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 dB Community Noise Equivalent Level (CNEL) contour for the period between April 1, 2017 to March 31, 2018 to be 0.842 square miles (539 acres) and 0.148 square miles (94.7 acres), respectively. As compared to the period between April 1, 2016 to March 31, 2017, the Noise Impact Area increased by 0.066 square miles and the Federal Military Noise Impact Area increased by 0.042 square miles.

**Table 1**

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

<b>Impact Area</b>	<b>April 1, 2017 to March 31, 2018</b>	<b>April 1, 2016 to March 31, 2017</b>	<b>Change</b>
N.I.A	0.842	0.776	0.066
M.I.A	0.148	0.106	0.042

A summary of the quarterly and annual CNEL data is shown on the following page within Table 2. Appendix A: Aircraft Noise Monitoring System contains Remote Monitoring Terminals (RMTs) thresholds and Daily/Monthly CNEL Logs.

The contours were prepared using Harris Miller Miller & Hanson Inc.'s (HMMH) RealContours (RC) for AEDT software. This is the first quarter that the latest version of the FAA's Aviation Environmental Design Tool (AEDT) was utilized instead of FAA's Integrated Noise Model (INM), which is no longer supported by the FAA. AEDT is a state of the art software system that models aircraft performance in space and time to estimate fuel consumption, emissions, noise, and air quality consequences.

The N.I.A. & M.I.A. were determined using GIS analysis. Use of GIS technology allowed direct counting of individual parcels within the N.I.A. The modeling methodology fulfills the requirements of the State of California, Title 21, California Noise Standards. A review of measured and modeled noise levels indicate good agreement between several key measurement locations.

Additionally, the 65 dB Community Noise Equivalent Level (CNEL) contours for the period between April 1, 2017 to March 31, 2018 compared to the period between April 1, 2016 to March 31, 2017 accompanies this report as an attachment.

**Table 2****Quarterly and Annual CNEL Data**

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<b>RMT #</b>	<b>Annual CNEL (dB)<sup>1</sup></b>	<b>Quarter CNEL (dB)<sup>2</sup></b>
1	70.3	70.1
2	67.1	67.1
3	69.3	69.3
4	65.2	66.0
6	70.1	69.9
7	76.1	76.0
9	68.0	68.2
10	64.1	64.2
11	72.3	72.1
12	62.7	62.6
13	67.0	66.7
14	65.5	66.0
16	65.3	65.5
17	66.2	66.1
18	62.3	62.6
19	62.8	63.9
20	61.8	61.9
21	59.1	59.7
22	65.2	65.0
23	64.8	65.0
24	65.1	64.5
25	61.0	63.7

<sup>1</sup> = For the period April 1, 2017 through March 31, 2018

<sup>2</sup> = For the period January 1, 2018 through March 31, 2018

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

Note 2: RMT #26 was decommissioned on November 22, 2017

## Aircraft Operations

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

**Table 3**

**SAN ATCT Counts**

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<b>Operations</b>	<b>1st Quarter 2018</b>	<b>1st Quarter 2017</b>	<b>Increase / Decrease</b>	<b>Percent Change</b>
Air Carrier	46,357	41,983	4,374	10.42%
Air Taxi	3,106	2,504	602	24.04%
General Aviation	2,434	2,266	168	7.41%
Military	186	204	-18	-8.82%
<b>Total</b>	<b>52,083</b>	<b>46,957</b>	<b>5,126</b>	<b>10.92%</b>

## Quarterly Operations Survey Report

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The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the 1<sup>st</sup> Quarter of 2018. The data used to compile this report was gathered during 24-hour periods on February 13-15, 2018.

Table 5, Quarterly Operations Survey - Arrivals, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the 1<sup>st</sup> Quarter 2018 Operations Survey, an average of 249 daily air carrier arrival operations were conducted. Therefore, the loudest 25% of these arrivals totaled approximately 62. These commercial service jet aircraft are listed by Aircraft Type, Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number and Date/Time.

Table 6, Quarterly Operations Survey - Departures, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the 1<sup>st</sup> Quarter 2018 Operations Survey, an average of 249 daily air carrier departure operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 62. These commercial service jet aircraft are listed by Aircraft Type, Single Event Noise Exposure Level (SENEL), Airport Destination, Flight Number and Date/Time.

Table 7, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 497 daily operations, which is greater than the 448 daily operations recorded during the 1<sup>st</sup> Quarter of 2017.

The average Single Event Noise Exposure Level (SENEL) of the loudest 25% of the 1<sup>st</sup> Quarter 2018 Operations Survey is as follows:

**Table 4**

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

	<b>February 13-15, 2018</b>	<b>February 7-9, 2017</b>	<b>Change (dB)</b>
Departures	100.8	99.9	0.9
Arrivals	94.8	94.9	-0.1

**Table 5**

Quarterly Operations Survey - Arrivals (RMT #1 from February 13-15, 2018)

<b>Aircraft Type</b>	<b>SENEL (dB)</b>	<b>Arriving From</b>	<b>Flight Number</b>	<b>Date and Time</b>
B744	101.0	LHR	BAW44N	2/15/2018 4:39 PM
DC10	100.3	MEM	FDX906	2/13/2018 5:11 PM
B744	99.9	LHR	BAW44N	2/13/2018 4:54 PM
DC10	99.6	MEM	FDX906	2/14/2018 5:32 PM
B744	99.0	LHR	BAW44N	2/14/2018 5:10 PM
DC10	97.9	MEM	FDX906	2/15/2018 5:15 PM
B763	97.2	SDF	UPS2922	2/15/2018 5:43 PM
B763	96.1	IND	FDX3713	2/14/2018 5:54 PM
B763	95.9	IND	FDX1754	2/13/2018 5:48 AM
B763	95.5	SDF	UPS922	2/13/2018 5:10 AM
B762	95.5	PHX	GTI505	2/14/2018 8:22 AM
B763	95.4	SDF	UPS922	2/15/2018 5:23 AM
B763	95.2	SDF	UPS2922	2/13/2018 5:35 PM
B752	94.8	OAK	FDX1889	2/13/2018 5:06 AM
B739	94.8	SEA	ASA514	2/13/2018 12:10 PM
B763	94.8	SDF	UPS2922	2/14/2018 5:40 PM
B763	94.6	IND	FDX1754	2/15/2018 5:42 AM
B752	94.6	PHX	AAL465	2/15/2018 9:02 AM
B738	94.6	SEA	ASA564	2/15/2018 3:47 PM
B763	94.5	MEM	FDX1422	2/15/2018 6:30 AM
B739	94.5	PDX	ASA572	2/15/2018 3:22 PM
B763	94.4	SDF	UPS922	2/14/2018 5:22 AM
B763	94.4	IND	FDX3713	2/15/2018 5:29 PM
B763	94.3	IND	FDX1754	2/14/2018 5:45 AM
B763	94.3	MEM	FDX1422	2/14/2018 6:05 AM
B738	94.1	PHX	SWA6107	2/13/2018 3:37 PM
B762	94.1	PHX	GTI505	2/15/2018 8:32 AM
B752	94.1	JFK	DAL2288	2/15/2018 11:42 AM
H25B	94.1	VCT	N10C	2/15/2018 3:12 PM
B739	94.0	SJD	ASA201	2/13/2018 5:07 PM
B752	94.0	PHX	AAL465	2/14/2018 8:50 AM
B738	94.0	PHX	AAL1431	2/15/2018 11:55 AM
A332	93.9	HNL	HAL16	2/14/2018 9:57 PM
B738	93.8	SFO	UAL1690	2/14/2018 4:28 PM
B739	93.8	DTW	DAL833	2/15/2018 11:16 AM
A321	93.7	CLT	AAL487	2/15/2018 12:20 PM
B738	93.7	PHX	SWA6107	2/15/2018 4:29 PM
B763	93.6	MEM	FDX1422	2/13/2018 6:30 AM
B739	93.6	SEA	ASA514	2/15/2018 12:32 PM

**Table 5 Continued****Quarterly Operations Survey - Arrivals (RMT #1 from February 13-15, 2018)**

\* = Missed Approach

<b>Aircraft Type</b>	<b>SENEL (dB)</b>	<b>Departing To</b>	<b>Flight Number</b>	<b>Date and Time</b>
B763	93.5	IND	FDX3713	2/13/2018 5:22 PM
B739	93.5	IAH	UAL1919	2/15/2018 11:02 AM
B738	93.4	LAS	SWA1098	2/13/2018 5:41 PM
B738*	93.4	MCI	SWA4909	2/14/2018 7:42 PM
B739*	93.4	DTW	DAL1455	2/14/2018 11:26 PM
B738	93.3	ORD	AAL998	2/13/2018 3:42 PM
B738	93.3	IAH	UAL1916	2/13/2018 7:37 PM
B738	93.3	PHX	AAL1370	2/14/2018 6:35 PM
B752	93.3	OAK	FDX1889	2/15/2018 5:04 AM
A320	93.3	COS	FFT1749	2/15/2018 10:58 AM
B738	93.3	TPA	SWA799	2/15/2018 11:28 AM
B752	93.2	PHX	AAL465	2/13/2018 8:41 AM
B752	93.2	OAK	FDX1889	2/14/2018 7:15 AM
A321	93.2	DFW	AAL890	2/14/2018 11:34 PM
B738	93.2	LAS	SWA1098	2/15/2018 5:35 PM
B738	93.1	SLC	DAL2615	2/13/2018 3:47 PM
B737	93.1	SJC	SWA6370	2/15/2018 10:50 AM
B739	93.1	DEN	UAL763	2/15/2018 12:29 PM
B738	93.0	OGG	ASA806	2/13/2018 6:31 PM
B738	93.0	SLC	DAL51	2/13/2018 10:47 PM
B738	93.0	ATL	SWA1190	2/14/2018 12:24 PM
B738	93.0	ORD	UAL2381	2/14/2018 2:55 PM
B738	93.0	STL	SWA1701	2/14/2018 3:52 PM

**Table 6**

Quarterly Operations Survey - Departures (RMT #7 from February 13-15, 2018)

<b>Aircraft Type</b>	<b>SENEL (dB)</b>	<b>Departing To</b>	<b>Flight Number</b>	<b>Date and Time</b>
B744	106.3	LHR	BAW72A	2/14/2018 7:53 PM
B744	105.1	LHR	BAW72A	2/13/2018 7:51 PM
B744	104.8	LHR	BAW72A	2/15/2018 7:34 PM
A332	103.4	HNL	HAL15	2/14/2018 10:15 AM
B739	101.9	DTW	DAL1924	2/14/2018 7:20 AM
A321	101.8	ATL	DAL1817	2/15/2018 10:29 PM
B739	101.6	ORD	UAL307	2/13/2018 6:35 AM
A332	101.6	HNL	HAL15	2/13/2018 10:11 AM
A321	101.4	ATL	DAL1592	2/14/2018 6:37 AM
B739	101.4	IAD	UAL546	2/14/2018 8:17 AM
DC10	101.4	MEM	FDX1222	2/14/2018 7:43 PM
A321	101.4	CLT	AAL584	2/15/2018 10:48 PM
A321	101.3	ATL	DAL1375	2/13/2018 7:42 AM
A321	101.3	CLT	AAL584	2/14/2018 10:54 PM
B738	101.1	OGG	ASA829	2/14/2018 7:12 AM
A321	101.1	CLT	AAL2107	2/14/2018 8:13 AM
A321	101.1	PHL	AAL784	2/15/2018 8:36 AM
A321	101.0	CLT	AAL825	2/14/2018 9:34 AM
B738	100.9	LIH	ASA857	2/13/2018 8:27 AM
A321	100.9	CLT	AAL584	2/13/2018 10:48 PM
A321	100.9	PHL	AAL784	2/14/2018 8:43 AM
B738	100.8	KOA	ASA865	2/15/2018 6:47 AM
A332	100.8	HNL	HAL15	2/15/2018 10:25 AM
B738	100.7	OGG	ASA829	2/13/2018 7:13 AM
A321	100.7	DFW	AAL2330	2/14/2018 6:41 AM
B738	100.7	JFK	DAL2404	2/14/2018 7:17 AM
A321	100.7	ATL	DAL1592	2/15/2018 6:36 AM
B739	100.6	IAD	UAL546	2/13/2018 8:14 AM
DC10	100.6	MEM	FDX1222	2/13/2018 7:17 PM
A321	100.6	ATL	DAL1375	2/14/2018 7:55 AM
B738	100.6	HNL	ASA895	2/14/2018 10:20 AM
B739	100.6	DTW	DAL1924	2/15/2018 7:26 AM
A321	100.5	ATL	DAL1592	2/13/2018 6:37 AM
A321	100.5	ATL	DAL1692	2/14/2018 11:22 AM
B739	100.4	MSP	DAL2332	2/14/2018 6:42 AM
A321	100.4	CLT	AAL2107	2/15/2018 7:52 AM
B738	100.4	LIH	ASA857	2/15/2018 8:28 AM
A321	100.3	YYZ	ROU1886	2/14/2018 12:46 PM
A321	100.2	DFW	AAL2475	2/14/2018 7:08 AM

**Table 6 Continued**

Quarterly Operations Survey - Departures (RMT #7 from February 13-15, 2018)

<b>Aircraft Type</b>	<b>SENEL (dB)</b>	<b>Departing To</b>	<b>Flight Number</b>	<b>Date and Time</b>
B739	100.2	DTW	DAL833	2/14/2018 12:02 PM
A321	100.2	ATL	DAL1375	2/15/2018 7:46 AM
B738	100.1	IAD	UAL1904	2/14/2018 12:27 PM
B739	100.1	EWR	UAL751	2/15/2018 6:34 AM
B738	100.1	HNL	ASA895	2/15/2018 10:29 AM
B738	100.0	BWI	SWA1781	2/13/2018 6:43 AM
A321	100.0	CLT	AAL825	2/13/2018 9:28 AM
B739	100.0	HNL	ASA895	2/13/2018 10:29 AM
B738	100.0	OGG	ASA829	2/15/2018 7:12 AM
DC10	100.0	MEM	FDX1222	2/15/2018 7:18 PM
A321	99.9	CLT	AAL825	2/15/2018 9:30 AM
A321	99.8	ATL	DAL1692	2/13/2018 11:30 AM
B738	99.8	EWR	UAL751	2/14/2018 6:59 AM
A321	99.8	BOS	JBU20	2/14/2018 9:48 PM
B739	99.8	SEA	ASA401	2/15/2018 6:44 AM
B738	99.8	JFK	AAL1279	2/15/2018 7:50 AM
A321	99.7	ATL	DAL1430	2/13/2018 2:28 PM
B739	99.7	BOS	ASA798	2/14/2018 8:25 AM
A321	99.6	PHL	AAL784	2/13/2018 8:31 AM
A321	99.6	DFW	AAL1763	2/14/2018 9:14 AM
A321	99.6	ORD	AAL1565	2/14/2018 11:41 AM
A321	99.6	ATL	DAL1430	2/14/2018 2:33 PM
A321	99.6	DFW	AAL639	2/14/2018 4:30 PM

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

These numbers are the averages for operations for February 13-15, 2018

Aircraft Type	Runway 27						Runway 09						Total
	Arrivals			Departures			Arrivals			Departures			
	700	1900	2200	700	1900	2200	700	1900	2200	700	1900	2200	
	--	--	--	--	--	--	--	--	--	--	--	--	
	1859	2159	659	1859	2159	659	1859	2159	659	1859	2159	659	
A319+	8	1	1	10	0	2	0	0	0	0	0	0	22
A320+	8	3	1	10	2	0	0	0	0	0	0	0	24
A321+	14	6	3	18	2	4	0	0	0	0	0	0	47
A330+	0	0	1	1	0	0	0	0	0	0	0	0	2
B737+	104	27	18	113	19	19	0	0	0	0	0	0	300
B747+	1	0	0	0	1	0	0	0	0	0	0	0	2
B757+	2	0	1	2	1	0	0	0	0	0	0	0	6
B767+	3	0	3	3	2	1	0	0	0	0	0	0	12
B777+	0	0	0	0	0	0	0	0	0	0	0	0	0
B787+	3	0	0	1	0	0	0	0	0	0	0	0	4
BE99	3	0	0	1	0	0	0	0	0	0	0	0	4
C208	0	0	0	3	0	0	0	0	0	0	0	0	3
CRJ+	6	4	3	12	3	1	0	0	0	0	0	0	29
DC10	3	0	0	0	1	0	0	0	0	0	0	0	4
DH8D	2	0	0	2	1	0	0	0	0	0	0	0	5
E175	0	4	1	22	2	3	0	0	0	0	0	0	32
MD80+	0	0	0	0	0	0	0	0	0	0	0	0	0
MD90+	0	0	0	0	0	0	0	0	0	0	0	0	0
SW3/4	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>158</b>	<b>45</b>	<b>32</b>	<b>198</b>	<b>34</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>497</b>

Note 1: The use of a "+" sign after an aircraft model designation means "and all succeeding series aircraft." RJ+ = All forms/types of Regional Jets operated as "commercial service" flights.

## **Aircraft Noise Complaints**

During the 1<sup>st</sup> Quarter of 2018, Airport Noise Mitigation received a total of 24,105 complaints from 126 households. Where possible, each complaint is correlated with a specific flight and examined for its validity. Those flights that indicate a possible violation of the Airport Use Regulations, Time of Day Restrictions, are investigated and appropriate enforcement action is taken.

The 24,105 complaints from 126 households recorded during the 1<sup>st</sup> Quarter of 2018 reflects an increase of 15,876 from the 8,229 recorded during the 1<sup>st</sup> Quarter of 2017.

## **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 Program Manager, Airport Noise Mitigation, for the disposition of incidents.

During the 1<sup>st</sup> Quarter of 2018, there were a total of 12 curfew violations. The 12 curfew violations recorded during the 1<sup>st</sup> Quarter of 2018 reflects an increase of 1 from the 11 curfew violations recorded during the 1<sup>st</sup> Quarter of 2017.

## **Residential Sound Insulation Program**

Per the requirements of San Diego International Airport's Variance agreement, the following figure is provided to serve as an update on the Residential Sound Insulation Program (RSIP), also known as the Quieter Home Program (QHP), the Airport sponsored sound insulation program. To date, the Quieter Home Program has established eight eligibility boundaries. The eight boundaries are the Pilot/Phase 1A Boundary, the Phase 1B Boundary, the Phase 1C Boundary, the Supplemental Expansion Boundaries 1, 2, & 3, the 2014 NEM 68 dB CNEL boundary, and the 2014 NEM 66 dB CNEL boundary. Within each boundary there have been subsets, called phases and groups.

## **Airport Noise Advisory Committee (ANAC)**

The San Diego County Regional Airport Authority recognizes that neighborhoods surrounding San Diego International Airport are affected by noise from aircraft operations. An Airport Noise Advisory Committee (ANAC) (Committee), consisting of individuals from various organizations, residential areas, and professional associations, was formed in 1981 under the San Diego Unified Port District, previous operator of San Diego International Airport. The Airport Noise Advisory Committee is formally adopted as Airport Authority Policy 9.20.

The information regarding the Airport Noise Advisory Committee (ANAC) can be found on the San Diego County Regional Airport Authority's website: <http://www.SAN.org/Airport-Noise/Initiatives>.

## Appendix A

### Airport Noise Monitoring System

## Appendix A1

### Remote Noise Monitoring Terminal (RMTs) Thresholds

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

**KEY:**

- Day = From 7:00 a.m. to 6:59 p.m. (\* = change occurs at 0500L)  
 Evening = From 7:00 p.m. to 9:59 p.m.  
 Night = From 10:00 p.m. to 6:59 a.m. (\* = change occurs at 0500L)

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

Note 2: Noise monitors comply with all applicable settings as specified in the California Noise Standards (Title 21). Noise events must meet both threshold criteria to be considered for further review.

## Appendix A2

### Daily/Monthly CNEL Levels – January 2018

\* = Not in Service

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	69.2	66.7	*	64.3	68.6	74.8	66.6	63.1	70.8	60.2	65.9
2	69.6	66.9	*	66.8	69.6	76.6	67.6	64.2	72.1	62.4	67.1
3	70.9	67.0	*	67.6	67.3	76.2	67.1	62.5	72.1	61.5	66.3
4	69.5	66.3	*	64.6	67.4	75.0	69.7	*	71.0	61.3	66.0
5	68.8	65.3	*	68.5	67.4	77.3	66.2	*	74.1	60.8	66.6
6	68.3	65.3	*	66.2	66.8	75.5	66.1	*	71.9	59.9	65.6
7	68.8	66.7	*	64.4	68.1	76.5	66.3	64.0	73.0	62.7	67.9
8	68.6	66.2	*	64.3	68.4	75.8	66.9	63.8	72.2	61.8	67.1
9	71.7	68.5	*	66.3	72.6	74.5	69.8	66.2	71.0	63.7	66.9
10	71.0	67.7	*	65.5	69.8	74.7	68.7	65.1	71.2	62.1	67.2
11	70.7	68.0	*	65.0	69.6	75.9	68.9	64.6	72.3	62.0	67.2
12	68.1	64.5	*	62.7	69.3	76.1	68.2	64.2	72.4	61.5	66.9
13	66.8	63.7	*	61.8	67.5	73.6	64.1	60.6	69.6	59.0	63.9
14	67.5	65.2	*	63.3	68.0	74.6	65.1	61.8	70.6	59.5	65.0
15	69.9	66.6	*	64.9	70.0	75.9	68.8	63.9	72.1	62.0	66.7
16	68.6	65.9	*	64.4	68.8	74.6	67.3	63.2	70.8	61.4	66.2
17	69.6	66.2	*	64.4	69.0	74.6	68.4	64.1	71.0	61.6	66.1
18	69.9	66.5	*	64.7	70.7	75.6	68.5	63.1	72.0	61.6	66.3
19	71.0	67.9	*	65.9	69.6	75.0	66.3	64.6	71.3	62.1	66.7
20	68.7	65.3	*	62.8	68.6	71.7	66.5	62.4	68.2	60.2	64.5
21	68.7	65.6	*	63.6	68.7	75.6	65.9	63.6	71.7	61.0	66.9
22	69.1	65.5	*	63.5	68.8	74.2	65.2	63.1	70.3	62.8	65.8
23	67.7	64.8	*	62.7	69.1	72.9	69.1	62.6	69.3	60.3	64.9
24	67.4	64.7	*	63.2	69.4	73.6	64.5	62.8	69.1	60.8	63.7
25	70.6	67.2	*	65.0	70.1	74.7	70.0	64.3	71.0	62.3	67.0
26	71.1	67.2	*	65.3	70.2	75.4	68.3	64.2	71.6	62.7	67.4
27	65.9	62.7	*	61.3	68.4	72.5	66.4	61.1	68.1	58.7	62.7
28	61.3	63.5	*	61.2	69.5	74.4	66.8	60.7	69.8	58.3	64.4
29	65.6	63.6	*	61.2	71.3	74.4	65.2	62.1	70.2	61.5	64.6
30	64.5	63.5	*	62.1	68.2	72.9	63.9	61.1	68.3	58.9	62.9
31	68.1	65.2	*	63.9	69.6	74.8	66.7	62.7	70.2	60.8	64.4
<b>Month</b>	<b>69.6</b>	<b>66.5</b>	<b>*</b>	<b>65.1</b>	<b>69.7</b>	<b>75.5</b>	<b>67.9</b>	<b>63.9</b>	<b>71.7</b>	<b>61.8</b>	<b>66.5</b>

## Appendix A2 Continued

### Daily/Monthly CNEL Levels – January 2018

\* = Not in Service

Day	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25
1	64.6	64.4	65.7	57.8	60.6	60.3	57.3	63.6	62.6	64.0	61.6
2	64.2	64.9	65.9	62.6	61.8	61.6	58.0	66.1	65.7	65.1	60.6
3	65.7	65.1	66.0	61.6	62.0	60.9	57.9	64.0	63.6	64.3	61.5
4	64.9	64.8	65.6	64.1	65.6	61.0	58.8	63.9	66.2	63.9	61.6
5	69.4	63.2	64.9	64.4	59.0	61.1	59.0	64.4	64.3	64.0	*
6	*	63.0	64.5	61.4	59.7	59.8	56.8	63.0	62.2	63.5	*
7	65.9	64.2	65.7	55.6	59.2	62.5	59.6	65.3	64.4	65.8	62.8
8	66.0	64.6	65.0	59.5	62.5	60.9	59.2	66.6	63.8	65.0	62.8
9	*	66.6	67.2	66.4	65.3	64.2	63.9	64.9	72.2	65.5	64.7
10	66.1	65.9	66.5	63.1	64.3	61.6	60.2	64.8	66.2	65.0	63.1
11	66.8	66.0	66.4	63.6	65.1	62.1	59.7	64.8	64.3	64.8	63.7
12	66.3	63.0	63.6	58.9	62.8	61.2	58.3	64.2	63.9	64.7	62.9
13	64.3	63.8	62.6	59.7	58.0	58.1	56.7	61.7	61.6	61.6	60.7
14	64.1	65.9	64.2	59.6	60.6	59.4	57.0	62.6	62.9	63.0	60.7
15	66.0	60.6	65.7	63.8	64.1	61.3	58.9	67.4	64.2	64.6	62.7
16	65.7	*	65.0	61.7	60.3	60.9	58.8	63.8	64.7	64.1	62.4
17	65.7	*	65.1	64.3	64.2	61.1	59.1	63.6	65.0	64.1	63.5
18	65.9	69.0	65.4	63.7	64.3	61.0	58.9	64.0	65.2	64.3	62.5
19	66.1	66.3	67.0	61.2	61.5	61.6	59.9	64.2	65.8	64.6	63.7
20	64.0	60.1	64.3	63.0	61.6	60.1	58.3	62.4	64.5	62.6	62.5
21	66.1	65.2	64.8	56.3	60.7	61.2	59.1	64.5	64.5	64.4	62.9
22	65.4	62.5	64.8	58.8	58.0	61.0	59.1	66.2	62.8	63.8	62.5
23	64.7	*	63.9	64.4	65.1	59.4	57.8	62.5	62.4	63.2	61.6
24	63.6	*	63.8	62.1	60.8	58.5	56.3	61.5	60.6	62.1	60.5
25	66.4	67.7	66.4	65.6	67.4	62.2	60.7	64.9	63.7	64.8	64.1
26	66.2	66.1	66.4	61.3	64.5	62.1	59.6	65.3	64.5	65.0	63.5
27	63.0	62.8	61.9	63.5	61.6	58.4	55.7	60.3	60.7	60.4	60.3
28	64.0	62.2	62.5	61.8	62.5	58.2	57.2	62.1	61.4	62.2	60.5
29	64.3	62.4	62.6	61.8	60.3	59.1	57.3	65.6	61.5	62.8	66.6
30	63.1	62.4	62.9	60.4	59.7	57.7	56.2	60.5	59.9	61.1	68.0
31	64.7	65.5	64.4	65.3	63.5	60.2	57.3	62.3	61.0	62.6	62.3
<b>Month</b>	<b>65.8</b>	<b>64.9</b>	<b>65.6</b>	<b>63.0</b>	<b>63.3</b>	<b>61.3</b>	<b>59.3</b>	<b>64.7</b>	<b>65.1</b>	<b>64.4</b>	<b>63.4</b>

## Appendix A3

### Daily/Monthly CNEL Levels - February 2018

\* = Not in Service

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	69.6	66.0	*	64.9	72.3	76.4	67.8	65.3	72.1	62.6	65.4
2	70.0	65.7	*	64.3	70.3	75.5	67.9	63.6	71.0	61.8	64.6
3	67.0	64.0	*	64.3	68.2	73.5	66.3	61.6	68.9	59.4	63.3
4	67.5	64.8	*	63.5	68.3	74.5	68.3	61.7	71.0	60.2	64.5
5	69.9	66.1	*	68.7	68.0	74.5	66.5	62.1	71.0	60.4	64.4
6	69.9	66.4	*	65.3	69.0	74.9	67.1	63.6	71.5	63.1	66.0
7	67.5	64.5	*	64.1	68.8	74.7	65.0	61.7	70.5	60.1	63.3
8	69.6	65.7	*	64.8	69.8	75.4	67.9	62.6	70.9	61.3	64.2
9	70.4	67.0	*	66.2	69.0	75.9	68.4	61.0	71.5	60.3	65.2
10	68.4	65.4	*	63.6	68.4	75.4	65.9	62.3	71.6	61.7	65.7
11	69.2	66.7	*	65.1	68.6	75.9	67.7	62.9	72.4	61.5	66.6
12	69.9	67.1	*	65.5	69.6	74.3	67.9	64.7	71.0	63.4	66.7
13	69.7	66.7	*	64.9	68.5	75.4	63.2	64.2	72.0	63.0	66.5
14	69.7	67.1	*	65.6	68.5	75.4	69.1	62.9	71.8	61.5	66.0
15	70.3	67.1	*	65.9	69.9	76.6	64.7	64.1	72.8	63.1	67.2
16	69.0	66.2	*	64.7	69.9	75.9	65.3	64.9	71.1	62.1	65.6
17	67.4	64.8	*	63.4	67.8	74.7	67.4	61.9	70.5	60.6	64.8
18	69.6	67.0	*	65.4	68.6	74.9	68.0	62.8	70.6	61.2	65.9
19	70.9	67.9	*	66.0	71.3	74.9	69.1	65.2	71.1	64.0	66.6
20	69.2	66.6	73.1	65.5	68.8	75.5	65.9	63.5	71.2	62.1	66.0
21	70.0	67.3	72.8	65.3	69.1	75.8	66.3	63.8	72.0	62.2	66.2
22	71.7	69.2	69.0	66.7	69.9	75.3	68.1	64.6	71.5	63.1	66.7
23	70.9	68.0	70.1	66.0	70.5	74.8	69.0	64.5	71.2	62.9	66.2
24	68.6	65.6	66.9	63.9	67.8	74.5	63.5	62.8	70.7	62.9	65.5
25	69.1	66.1	65.6	64.9	68.9	75.4	67.7	63.0	71.3	61.1	65.8
26	70.0	67.2	67.2	65.5	69.2	75.2	67.6	63.9	71.6	63.4	66.6
27	70.9	67.7	67.8	65.8	69.6	74.9	67.9	64.1	71.3	64.1	66.8
28	70.7	67.5	69.4	66.0	69.9	76.1	67.9	64.9	72.4	63.3	66.9
<b>Month</b>	<b>70.2</b>	<b>67.1</b>	<b>70.3</b>	<b>65.9</b>	<b>69.9</b>	<b>75.8</b>	<b>67.8</b>	<b>64.0</b>	<b>71.9</b>	<b>62.7</b>	<b>66.3</b>

## Appendix A3 Continued

### Daily/Monthly CNEL Log – February 2018

\* = Not in Service

Day	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25
1	65.5	65.4	65.0	62.8	64.3	61.2	58.2	63.7	67.0	64.0	62.2
2	64.6	66.0	64.7	65.2	63.5	60.2	59.1	63.0	62.2	63.3	62.3
3	63.0	63.7	63.3	63.3	62.3	58.6	56.1	61.4	60.3	61.6	60.6
4	64.3	62.9	63.9	62.0	64.6	60.1	60.3	62.6	60.8	62.6	61.4
5	64.7	63.8	65.3	62.1	62.3	59.6	59.3	62.3	62.0	62.6	65.0
6	65.5	65.0	65.5	58.3	61.5	61.3	59.4	64.3	63.8	64.3	63.4
7	64.3	64.0	63.8	61.1	60.1	59.0	56.5	61.4	60.9	61.6	60.5
8	63.9	64.8	65.0	61.6	64.8	60.2	57.5	62.6	61.7	62.8	62.0
9	64.9	65.5	66.4	59.8	64.6	59.7	57.7	63.3	62.9	63.7	64.1
10	65.5	64.8	64.1	57.5	62.3	60.8	58.9	64.1	62.4	63.9	62.4
11	66.1	64.8	66.1	60.2	63.6	61.6	59.6	64.8	63.4	64.6	63.3
12	65.6	65.0	66.0	62.6	63.9	62.0	60.4	65.5	63.4	65.0	63.9
13	65.8	65.0	65.3	55.8	57.9	61.8	60.7	64.6	63.5	64.8	63.5
14	66.2	65.3	65.9	59.7	66.0	61.1	59.3	64.4	62.1	65.1	63.1
15	66.4	65.2	66.0	58.8	58.2	63.0	60.4	65.6	64.4	65.6	64.4
16	64.9	65.8	65.3	60.2	60.1	61.1	59.3	64.2	63.4	64.0	62.9
17	64.0	63.5	64.0	62.6	63.3	59.6	57.1	63.1	61.8	63.1	61.8
18	64.8	65.2	65.8	63.4	64.2	60.6	58.3	64.0	62.7	64.1	62.9
19	65.9	65.6	67.1	65.0	64.4	63.3	61.0	65.7	64.9	65.1	64.8
20	65.2	65.5	65.7	56.8	62.5	61.1	58.8	64.0	62.8	64.1	62.9
21	65.5	66.0	66.1	59.9	65.1	61.8	59.6	64.6	63.0	64.6	63.5
22	65.7	66.7	67.5	62.9	64.9	62.0	59.9	65.2	63.9	65.3	64.0
23	65.8	66.9	66.9	63.9	65.1	62.7	60.9	64.8	64.0	65.0	64.6
24	64.4	64.4	64.6	57.0	59.9	60.7	57.7	63.8	62.3	63.7	62.1
25	64.7	64.3	65.3	62.9	65.0	61.1	57.5	64.0	62.5	64.1	61.9
26	66.0	65.8	66.2	59.8	64.8	61.7	60.2	65.3	63.4	64.9	63.9
27	65.7	66.1	66.4	60.9	63.7	62.6	60.9	65.1	63.9	65.3	64.6
28	66.2	67.0	66.6	62.3	66.0	62.6	60.3	65.4	63.9	65.2	64.1
<b>Month</b>	<b>65.8</b>	<b>65.8</b>	<b>66.1</b>	<b>62.1</b>	<b>64.1</b>	<b>61.8</b>	<b>59.8</b>	<b>64.7</b>	<b>63.7</b>	<b>64.7</b>	<b>63.7</b>

## Appendix A4

### Daily/Monthly CNEL Levels – March 2018

\* = Not in Service

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	71.2	67.7	69.7	66.1	69.8	76.4	69.2	64.5	72.5	63.1	67.1
2	71.1	68.1	68.6	67.1	70.3	76.3	68.3	64.4	72.4	63.1	67.2
3	69.7	66.7	64.9	65.1	68.6	75.0	68.9	63.4	71.1	61.7	66.2
4	70.0	67.2	66.5	65.3	68.8	75.2	67.8	63.8	71.3	61.9	66.1
5	66.5	64.7	68.5	63.6	69.4	75.1	67.8	63.5	70.6	62.8	64.9
6	67.3	64.5	68.0	63.9	69.7	74.7	67.9	61.8	69.4	60.0	62.8
7	68.9	65.9	67.6	65.2	68.3	74.6	65.9	62.4	70.4	61.0	63.6
8	70.5	67.4	69.5	66.1	69.7	76.0	69.1	63.9	71.7	62.7	66.1
9	70.9	67.9	68.4	67.7	69.4	78.4	69.4	64.1	72.5	62.4	66.6
10	68.1	64.2	67.1	70.4	70.0	77.4	69.1	62.7	73.9	60.0	65.5
11	70.4	67.6	64.2	66.0	69.8	77.3	69.1	64.2	73.6	62.7	68.1
12	70.1	67.3	67.1	66.0	69.4	75.8	67.6	64.3	72.4	63.1	67.3
13	69.0	65.6	66.8	65.4	69.4	76.9	67.6	63.8	73.5	61.7	66.9
14	71.1	67.9	66.4	66.3	70.0	76.2	68.9	65.1	72.4	63.4	67.4
15	71.6	69.0	67.3	66.7	71.5	75.7	69.5	65.6	71.9	64.0	67.5
16	71.4	68.2	68.2	66.6	70.2	76.4	67.8	65.4	72.3	63.9	67.7
17	69.9	57.8	66.5	65.7	69.4	75.5	69.0	64.4	71.6	63.0	66.6
18	70.5	*	66.6	65.5	69.8	76.9	66.4	64.9	73.0	63.4	67.7
19	69.9	*	66.7	65.4	69.8	76.6	68.9	64.8	72.6	63.3	67.4
20	70.5	70.4	68.3	66.1	69.6	75.9	67.4	65.3	72.0	62.5	66.2
21	68.5	66.2	66.6	64.8	69.0	75.8	68.6	64.7	72.1	62.5	66.8
22	70.5	67.7	66.8	66.8	70.4	76.7	67.7	63.9	72.9	63.1	67.5
23	71.1	68.5	67.6	66.9	69.8	76.8	69.4	64.4	72.9	63.6	67.2
24	69.7	63.7	66.1	66.5	69.0	75.1	68.4	63.5	71.2	62.2	66.5
25	70.8	*	66.0	66.2	70.2	75.0	69.1	64.6	71.1	63.1	67.0
26	70.1	68.2	67.8	65.5	70.4	76.5	66.8	64.5	72.4	64.0	67.2
27	70.0	67.2	68.1	66.2	69.6	75.8	67.7	64.1	71.6	65.3	66.5
28	70.0	66.9	68.1	65.7	69.9	76.2	69.8	64.2	72.1	62.7	66.5
29	70.3	67.3	67.8	67.6	69.6	75.8	69.9	63.7	72.0	62.1	66.3
30	70.1	67.0	69.2	66.4	69.6	76.5	67.9	63.6	72.6	63.2	66.4
31	69.1	66.3	66.0	65.3	68.0	74.9	67.6	61.6	71.0	60.6	65.7
<b>Month</b>	<b>70.6</b>	<b>67.6</b>	<b>68.0</b>	<b>66.8</b>	<b>70.2</b>	<b>76.6</b>	<b>68.9</b>	<b>64.6</b>	<b>72.6</b>	<b>63.3</b>	<b>67.2</b>

## Appendix A4 Continued

### Daily/Monthly CNEL Log – March 2018

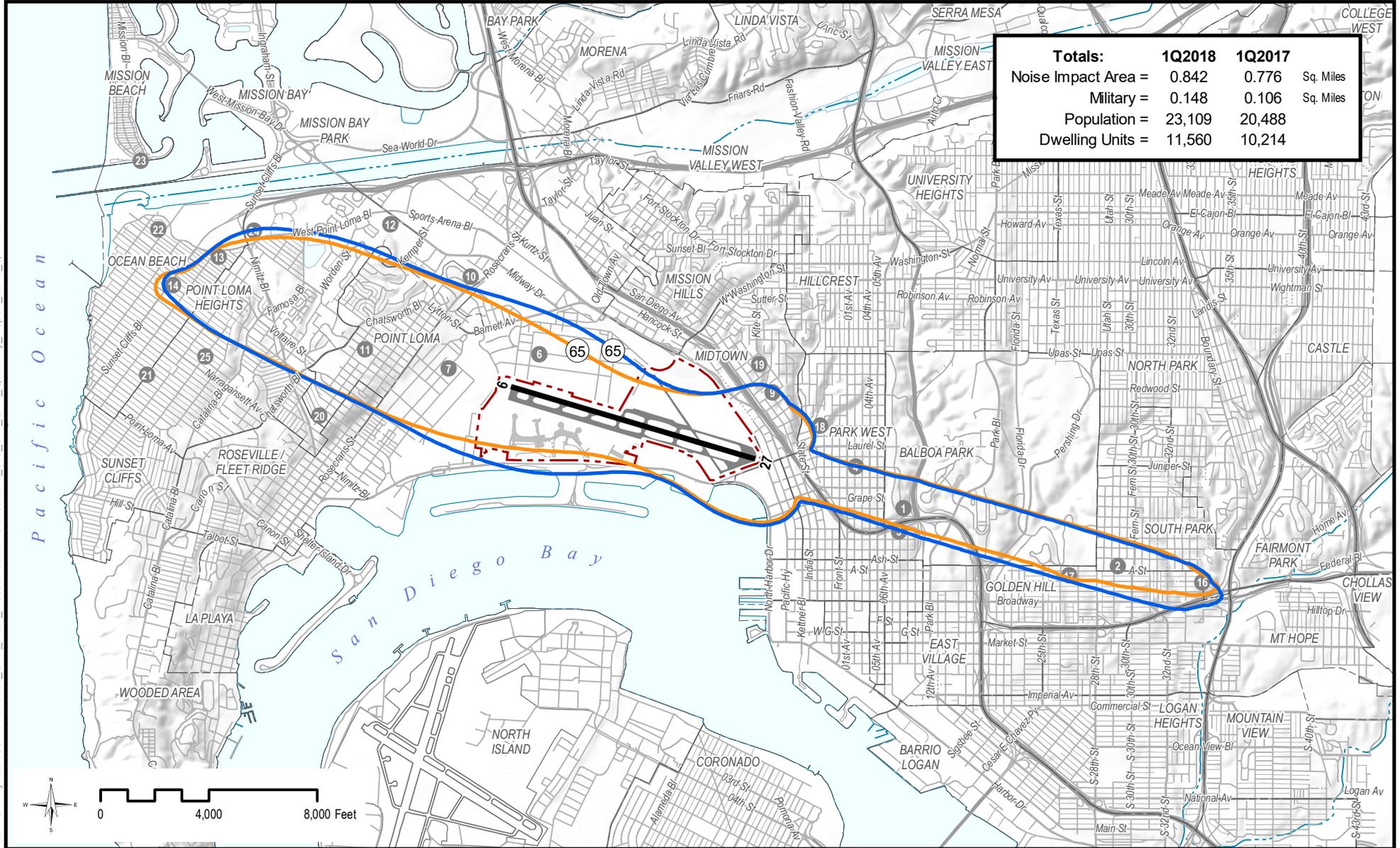
\* = Not in Service

Day	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25
1	66.4	66.2	67.0	59.8	62.1	62.9	60.4	65.5	63.8	65.5	64.2
2	66.0	66.9	67.0	59.8	64.4	62.7	60.2	65.5	64.0	65.5	64.1
3	64.7	64.6	65.5	59.6	66.3	61.1	59.1	64.5	63.9	64.7	65.3
4	65.4	65.2	66.4	61.7	61.9	62.3	59.6	64.6	63.4	64.5	63.7
5	64.4	63.1	63.9	65.2	62.7	60.4	58.5	67.3	62.6	63.8	61.7
6	62.7	63.5	64.8	63.5	64.4	58.3	55.5	61.1	59.7	61.6	60.0
7	63.8	63.5	65.3	59.5	60.3	59.6	56.5	61.8	60.5	62.2	60.7
8	65.1	66.1	66.8	63.3	64.3	61.7	58.8	64.4	63.8	64.8	62.7
9	65.7	65.7	67.1	63.9	65.4	61.5	58.7	64.7	64.1	64.9	62.9
10	69.0	63.1	62.2	66.7	65.9	59.3	58.8	63.9	61.4	62.3	65.0
11	66.8	65.6	68.0	58.6	65.5	62.6	59.9	66.1	65.1	66.3	64.0
12	65.8	64.7	66.5	58.4	60.3	62.2	59.1	66.3	71.0	65.7	63.5
13	68.0	63.4	64.7	59.2	60.7	61.4	59.3	64.8	73.1	64.7	63.3
14	66.3	66.0	66.9	63.5	64.8	62.3	60.0	65.2	65.4	65.9	64.2
15	65.9	67.3	67.9	64.7	65.6	62.8	60.4	65.5	66.1	66.2	64.3
16	66.5	67.0	66.7	61.2	65.4	62.7	61.3	65.8	65.2	66.3	64.4
17	65.8	65.1	65.6	61.2	66.1	61.9	60.6	64.8	63.5	64.8	63.9
18	66.2	65.4	66.1	59.7	59.2	63.0	60.8	66.0	64.7	66.1	64.5
19	66.1	64.6	65.8	61.6	63.3	62.7	60.1	66.9	64.0	65.6	64.1
20	65.1	65.2	66.3	58.1	62.4	61.9	59.0	64.3	62.9	59.9	62.9
21	65.4	64.5	64.8	62.1	64.0	61.9	59.0	64.8	64.4	62.0	63.4
22	66.1	65.7	66.2	58.4	62.2	62.5	59.6	65.3	65.3	63.6	63.9
23	65.8	63.7	66.9	60.0	63.9	62.6	59.4	65.1	64.7	62.3	63.6
24	65.7	*	65.3	61.4	63.6	61.7	59.4	64.8	63.5	60.5	63.5
25	65.6	*	66.6	64.1	65.3	62.4	60.6	65.1	64.6	62.2	64.2
26	65.8	67.7	66.1	59.0	62.8	62.8	60.4	67.3	65.4	61.5	64.0
27	65.4	65.8	66.0	60.1	61.1	62.2	59.8	64.8	64.0	61.8	63.6
28	65.2	65.3	65.8	63.2	65.0	62.0	58.7	64.6	64.6	61.2	62.8
29	65.3	64.8	66.0	64.7	64.7	61.7	58.4	64.4	65.4	60.1	62.6
30	65.7	65.1	65.6	60.0	61.4	62.0	58.0	64.1	64.1	60.7	62.8
31	64.9	63.7	64.6	58.9	61.8	60.2	58.7	63.5	62.8	58.6	61.3
<b>Month</b>	<b>66.3</b>	<b>65.8</b>	<b>66.6</b>	<b>62.5</b>	<b>64.3</b>	<b>62.4</b>	<b>60.0</b>	<b>65.6</b>	<b>65.9</b>	<b>64.4</b>	<b>64.0</b>

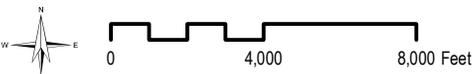
## Appendix B

### ANOMS Commercial Flight Operations Mix - 1<sup>st</sup> Quarter 2018

Aircraft Type	Air Canada Rouge	Alaska	Allegiant	American	British Airways	Compass	Delta Air Lines	Frontier	Hawaiian	Japan	Jazz	jetBlue	SkyWest	Southwest	Spirit	Sun Country	United	Virgin America	WestJet	Atlas	FedEx	UPS	Total Arrivals	Total Operations
A319	0	62	35	64	0	0	3	52	0	0	0	0	0	0	252	0	341	3	0	0	0	0	812	1,624
A320	0	340	0	45	0	0	41	172	0	0	0	76	0	0	187	0	553	43	0	0	0	0	1,457	2,914
A321	74	14	0	1,218	0	0	424	85	0	0	0	354	0	0	2	0	0	4	0	0	0	0	2,175	4,350
A332	0	0	0	0	0	0	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	90	180
B712	0	0	0	0	0	0	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	174
B733	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	20
B736	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
B737	0	28	0	0	0	0	0	0	0	0	0	0	0	6,696	4	49	65	0	27	0	0	0	6,869	13,738
B738	0	617	0	704	0	0	474	0	0	0	0	0	0	2,265	0	40	644	0	35	0	0	0	4,779	9,558
B38M	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10	20
B739	0	1,061	0	0	0	0	423	0	0	0	0	0	0	0	0	0	600	0	0	0	0	0	2,084	4,168
B744	0	0	0	0	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	166
B752	0	0	0	88	0	0	125	0	0	0	0	0	0	0	0	0	41	0	0	0	65	0	319	638
B753	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
B762	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	64	128
B763	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178	102	280	560
B772	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
B77W	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	12
B788	0	0	0	0	0	0	0	0	0	89	0	0	0	0	0	0	0	0	0	0	0	0	89	178
B789	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
CRJ2	0	0	0	0	0	0	0	0	0	0	0	0	158	0	0	0	0	0	0	0	0	0	158	316
CRJ7	0	0	0	0	0	0	0	0	0	0	0	0	779	0	0	0	0	0	0	0	0	0	779	1,558
CRJ9	0	0	0	0	0	0	0	0	0	0	173	0	170	0	0	0	0	0	0	0	0	0	343	686
DC10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	60	120
E175	0	248	0	0	0	655	0	0	0	0	0	0	1,546	0	0	0	0	0	0	0	0	0	2,449	4,898
MD11	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	12
MD80+	0	0	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	24
MD90+	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	68
<b>Total</b>	<b>74</b>	<b>2,370</b>	<b>37</b>	<b>2,129</b>	<b>90</b>	<b>655</b>	<b>1,627</b>	<b>309</b>	<b>90</b>	<b>90</b>	<b>173</b>	<b>430</b>	<b>2,653</b>	<b>8,971</b>	<b>445</b>	<b>89</b>	<b>2,245</b>	<b>50</b>	<b>64</b>	<b>64</b>	<b>303</b>	<b>102</b>	<b>23,060</b>	<b>46,120</b>
BE99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	0	0	76	152
C208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	218	0	218	436
DH8D	0	235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235	470
SW3/4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	57	114
<b>Total</b>	<b>74</b>	<b>2,605</b>	<b>37</b>	<b>2,129</b>	<b>90</b>	<b>655</b>	<b>1,627</b>	<b>309</b>	<b>90</b>	<b>90</b>	<b>173</b>	<b>430</b>	<b>2,653</b>	<b>8,971</b>	<b>445</b>	<b>89</b>	<b>2,245</b>	<b>50</b>	<b>64</b>	<b>140</b>	<b>521</b>	<b>159</b>	<b>586</b>	<b>1,172</b>



Path: G:\Projects\308\XXX\308200\_SAN\_NEM\_Recertification\GIS\308200\_002\_001\_SAN\_Quarterly\_Report\_2018\_Q1.mxd



- 2018 1st Quarter 65 dB CNEL Contour
- 2017 1st Quarter 65 dB CNEL Contour
- Airport Property
- Runway
- # RMT Site Location
- Roads
- - - River / Stream

### Comparison of the 2017 and 2018 First Quarter 65 dB Community Noise Equivalent Level (CNEL) Contours

1st Quarterly Contour Produced by the FAA's AEDT

