

QUARTERLY NOISE REPORT

October 1, 2007 through December 31, 2007



Airport Noise Mitigation Office
San Diego International Airport

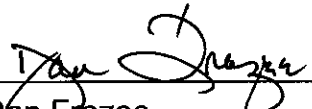
March 29, 2008

QUARTERLY NOISE REPORT
For the Period
October 1, 2007 through December 31, 2007

SAN DIEGO INTERNATIONAL AIRPORT (SDIA)

The California Department of Transportation, Division of Aeronautics, granted a Variance from the requirements of Section 5012, Chapter 2.5, Subchapter 6, Title 21, of the California Administrative Code to the San Diego County Regional Airport Authority for the operation of San Diego International Airport on January 1, 2003.

This Quarterly Report for the Fourth Quarter of 2007 was prepared by the Airport Noise Mitigation Office at San Diego International Airport (SDIA), in accordance with the Airport Noise Standards, State of California.



Dan Erazee
Director, Airport Noise Mitigation



Thella F. Bowens
President / CEO



**SAN DIEGO
INTERNATIONAL
AIRPORT**

TABLE OF CONTENTS

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

Attachment

CNEL Contour Map, Authority Drawing #795, Revision 134

TABLE OF CONTENTS

Appendices A Through E

Appendix A - Division of Aeronautics, State of California

Summary of Statistical Information for the California Department of Transportation

Appendix B - Aircraft Noise Monitoring System

Appendix B1	---	Noise Monitoring Locations
Appendix B2	---	Noise System Thresholds
Appendix B3	---	CNEL Log for October 2007
Appendix B4	---	CNEL Log for November 2007
Appendix B5	---	CNEL Log for December 2007

Appendix C - Aircraft Operations

Appendix C1	---	Commercial Flight Operations, July - December, 2007
Appendix C2	---	Commercial Flight Operations, Fourth Quarter 2007
Appendix C3	---	Commercial Flight Operations, October 2007 Air Traffic Report Summary, October 2007
Appendix C4	---	Commercial Flight Operations, November 2007 Air Traffic Report Summary, November 2007
Appendix C5	---	Commercial Flight Operations, December 2007 Air Traffic Report Summary, December 2007
Appendix C6	---	Violations of Airport Use Regulations, Time of Day Restrictions (1989 to present)

Appendix D - Aircraft Noise Complaints (2007 Year to Date Statistics)

Appendix E - Airport Noise Advisory Committee

Meeting Minutes and current roster of the November 15, 2007 meeting

AIRCRAFT NOISE MEASUREMENTS

Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), Airport Noise Mitigation determined that the Noise Impact Area (N.I.A.) and the Federal Military Impact Area (M.I.A.) within the 65 decibel Community Noise Equivalent Level (CNEL) contour for the period between October 1, 2007 and December 31, 2007, to be 0.95 square miles and 0.15 square miles, respectively. As compared to the Fourth Quarter of 2006, the Noise Impact Area increased by 0.02 square miles and the Federal Military Noise Impact Area increased by 0.01 square miles.

4 th Quarter 2007	4 th Quarter 2006	Change
0.95	0.93	0.02
0.15	0.14	0.01

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

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

QUARTERLY & ANNUAL CNEL DATA

RMT #	ANNUAL CNEL (dB) ¹	QUARTER CNEL (dB) ²
1	70.9	70.9
2	66.3	66.1
3	65.7	67.0
4	65.9	65.9
5	61.6 ³⁴	n/a ⁴
6	69.5	69.3
7	74.8	74.3
9	66.8	66.1
10	64.0	63.9
11	71.7	70.9
12	61.7	61.3
13	66.0	65.2
14	65.9	65.8
15	59.9	58.9
16	64.2	64.1
17	64.8	64.7
18	60.9	60.9
19	62.7	62.4
20	60.1	58.4
21	58.5	58.8
22	64.5	63.6
23	62.6 ³	61.8
24	65.1 ³	64.3
25	62.7 ³	62.5
26	63.5 ³	63.3

¹ = For the period January 1, 2007 through December 31, 2007

² = For the period October 1, 2007 through December 31, 2007

³ = RMTs were activated in October 2006.

⁴ = RMT #5 was shutdown from July 23, 2007.

AIRCRAFT OPERATIONS

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

OPERATIONS	FOURTH QUARTER 2007	FOURTH QUARTER 2006	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	46,635	41,273	5,362	13.0%
Commuter	7,090	7,354	(264)	-3.6%
General Aviation	5,733	5,648	85	1.5%
Military	104	51	53	103.9%
TOTAL	59,562	54,326	5,200	9.6%

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%20traffic/publications/atpubs/FAC/Ch12/chp12toc.htm).

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

QUARTERLY OPERATIONS SURVEY REPORT

The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the Fourth Quarter of 2007. The data used to compile this report was gathered during 24-hour periods on November 13 - 15, 2007.

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 2007 Operations Survey, an average of 542 daily air carrier operations were conducted. Therefore, the loudest 25% of these arrivals totaled approximately 68. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average arrival 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 2007 Operations Survey, an average of 542 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 68. 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 7 - 9, 2006	November 13 - 15, 2007	Change (dB)
Departures	101.4	99.0	-1.5
Arrivals	94.9	94.8	-0.1

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 542 daily operations, which reflected an increase of 67 operations from the 475 operations recorded during the Fourth Quarter of 2006.

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
November 13 through November 15, 2007**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
A300-600	96.5	Memphis, TN	FDX906	1710
A310	96.3	Fort Worth, TX	FDX3166	1625
A310	96.1	Oakland, CA	FDX1860	410
B737-300	96.1	Las Vegas, NV	AWE532	120
A300-600	96.0	Memphis, TN	FDX1422	520
B737-300	96.0	Austin, TX	SWA687	1615
A300-600	95.8	Indianapolis, IN	FDX1754	500
MD-80	95.7	Seattle, WA	ASA550	1310
B727-200Q	95.6	Denver, CO	CCI712	810
B757-200	95.6	Chicago, IL	UAL461	1720
B737-300	95.5	Las Vegas, NV	SWA341	1420
B757-200	95.4	Denver, CO	UAL471	1000
B767-200	95.4	Wilmington, OH	ABX814	555
A300-600	95.1	Indianapolis, IN	FDX3713	1700
B737-300	95.1	Phoenix, AZ	SWA1855	800
B737-300	95.1	Phoenix, AZ	SWA381	2055
MD-80	95.1	Dallas/Fort Worth, TX	AAL1675	1135
B737-300	95.0	Phoenix, AZ	SWA242	2130
B757-200	95.0	San Francisco, CA	UAL901	2000
B767-300	95.0	Atlanta, GA	DAL909	2100
B767-300	95.0	Honolulu, HI	HAL16	2155
MD-80	95.0	Dallas/Fort Worth, TX	AAL831	1910
B737-300	94.9	San Jose, CA	SWA2268	1645
B737-300	94.9	Oakland, CA	SWA3590	1210
MD-80	94.9	Chicago, IL	AAL2079	1025
B757-200	94.8	Boston, MA	AAL225	1925
B737-300	94.7	Sacramento, CA	SWA410	1525
B737-300	94.7	San Jose, CA	SWA98	1130
B737-300	94.7	San Francisco, CA	UAL159	1345
B757-200	94.7	Minneapolis, MN	NWA187	1305
B767-300	94.7	Kahului, HI	HAL38	2040
B737-300	94.6	Phoenix, AZ	AWE191	2000
B737-300	94.6	Phoenix, AZ	AWE196	1455
B737-300	94.6	San Jose, CA	SWA390	2230

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
November 13 through November 15, 2007**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-300	94.6	San Jose, CA	SWA943	2115
B737-400	94.6	Seattle, WA	ASA520	915
B737-300	94.5	Phoenix, AZ	SWA1600	1605
B737-300	94.5	Kansas City, MO	SWA2298	905
B767-300	94.5	Atlanta, GA	DAL975	1615
MD-80	94.5	Dallas/Fort Worth, TX	AAL533	2250
B737-300	94.4	Sacramento, CA	SWA294	1325
B767-300	94.4	Atlanta, GA	DAL1017	1030
B767-300	94.4	Louisville, KY	UPS922	445
MD-80	94.4	Dallas/Fort Worth, TX	AAL1789	920
B737-300	94.3	Phoenix, AZ	SWA1069	840
B737-300	94.3	Albuquerque, NM	SWA137	1310
B737-300	94.3	San Francisco, CA	UAL573	1010
B737-700	94.3	Oakland, CA	SWA828	1600
B737-400	94.2	Portland, OR	ASA230	900
B737-700	94.2	Tucson, AZ	SWA66	725
B757-200	94.2	San Francisco, CA	UAL531	2345
B737-300	94.1	Tucson, AZ	SWA1179	1500
B737-300	94.1	Phoenix, AZ	SWA1594	655
B737-300	94.1	Las Vegas, NV	SWA2186	1900
B737-300	94.1	San Jose, CA	SWA2203	905
B737-300	94.1	Austin, TX	SWA3502	1010
B737-300	94.1	Oakland, CA	SWA3586	2025
B737-300	94.1	San Francisco, CA	UAL501	1230
B737-500	94.1	San Francisco, CA	UAL852	1545
B757-200	94.1	Detroit, MI	NWA275	2100
B737-300	94.0	Las Vegas, NV	SWA2211	2220
B737-400	94.0	Cabo San Lucas, MX	ASA227	1500
B737-500	94.0	Denver, CO	UAL1185	1620
MD-80	94.0	Chicago, IL	AAL1339	1800
B737-300	93.9	Oakland, CA	SWA1022	1120
B737-300	93.9	Denver, CO	UAL329	1845
B737-400	93.9	Seattle, WA	ASA502	2315
B737-500	93.9	San Francisco, CA	UAL955	1730

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
November 13 through November 15, 2007**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	106.4	Chicago, IL	AAL1722	635
B727-200Q	105.9	Denver, CO	CCI711	1805
MD-80	105.7	Chicago, IL	AAL580	1400
MD-80	105.4	Chicago, IL	AAL1438	1140
MD-80	104.6	Dallas/Fort Worth, TX	AAL1020	745
MD-80	104.3	Dallas/Fort Worth, TX	AAL1058	1455
MD-80	104.2	Dallas/Fort Worth, TX	AAL1074	1020
MD-80	104.2	Dallas/Fort Worth, TX	AAL578	850
MD-80	104.1	Dallas/Fort Worth, TX	AAL670	955
MD-80	103.9	Dallas/Fort Worth, TX	AAL878	1125
MD-80	103.8	St. Louis, MO	AAL1950	1245
MD-80	103.3	Seattle, WA	ASA595	830
MD-80	102.7	Portland, OR	ASA429	1415
MD-80	102.6	Dallas/Fort Worth, TX	AAL2008	1620
B767-300	100.9	Atlanta, GA	DAL720	645
A321	100.2	Philadelphia, PA	USA1500	715
B767-300	100.1	Atlanta, GA	DAL918	800
B737-800	99.1	Newark, NJ	COA327	2200
A321	99.0	Charlotte, NC	USA1136	1315
B737-800	99.0	Newark, NJ	COA1827	815
B767-300	99.0	Honolulu, HI	HAL15	1045
B767-300	98.9	Atlanta, GA	DAL1460	1210
B737-800	98.8	Newark, NJ	COA427	1655
B767-300	98.1	Kahului, HI	HAL37	840
A300-600	97.7	Memphis, TN	FDX821	715
A320	97.7	Charlotte, NC	USA936	2245
B737-800	97.7	Cincinnati, OH	DAL482	735
A300-600	97.5	Indianapolis, IN	FDX1654	1935
B757-200	97.4	New York, NY	AAL160	750
A300-600	97.3	Indianapolis, IN	FDX3613	700
B737-400	97.1	Seattle, WA	ASA227	1720
B737-900	97.1	Houston, TX	COA335	1505
B737-400	97.0	Seattle, WA	ASA545	650
B737-800	97.0	Cincinnati, OH	DAL1714	1155

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
November 13 through November 15, 2007**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B757-200	97.0	Boston, MA	AAL226	915
MD-80	97.0	Mesa, AZ	DOJ251	2200
B737-400	96.7	Seattle, WA	ASA511	1900
B737-800	96.6	Houston, TX	COA132	650
B767-200	96.6	Wilmington, OH	ABX414	1915
A321	96.5	Phoenix, AZ	USA1542	720
B737-900	96.5	Seattle, WA	ASA119	1630
B757-200	96.5	New York, NY	AAL208	2120
A320	96.4	Detroit, MI	NWA276	845
B757-200	96.4	New York, NY	DAL98	720
A300-600	96.3	Memphis, TN	FDX1222	1945
A320	96.3	Detroit, MI	NWA278	1255
B737-400	96.2	Cabo San Lucas, MX	ASA230	1015
B737-800	96.2	Houston, TX	COA1606	945
A320	96.1	Boston, MA	JBU412	2145
B737-800	96.1	Houston, TX	COA1041	830
A319	96.0	Toronto, ONT	ACA780	1245
B737-400	96.0	Portland, OR	ASA567	1020
B737-700	96.0	Kahului, HI	AAH475	820
B757-200	96.0	Dulles, VA	UAL920	820
B737-800	95.8	Houston, TX	COA1588	1310
B737-800	95.8	Houston, TX	COA374	1200
B757-200	95.7	Atlanta, GA	DAL768	2225
B757-200	95.6	Chicago, IL	AAL590	2310
A320	95.5	Philadelphia, PA	AWE603	1155
A320	95.5	New York, NY	JBU182	1345
A320	95.5	New York, NY	JBU186	2125
B767-300	95.4	Louisville, KY	UPS921	1930
A320	95.3	Dulles, VA	JBU316	2235
B757-200	95.3	Atlanta, GA	DAL12	915
B737-800	95.2	Minneapolis, MN	SCX404	1855
A310	95.1	Oakland, CA	FDX1810	2030
B737-300	95.1	Phoenix, AZ	SWA327	715
B737-800	95.1	Seattle, WA	ASA575	1330

TABLE 3**AIR CARRIER OPERATIONS MIX BY TIME OF DAY & RUNWAY USE**

Survey of three days during the Fourth Quarter of 2007
 These numbers are the averages for operations for November 13 to 15, 2007.

AIRCRAFT TYPE	RUNWAY 27						RUNWAY 09						TOTAL
	ARRIVALS			DEPARTURES			ARRIVALS			DEPARTURES			
	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	
A300	2		2	2	2								8
A310	1		1		1	1							4
A320+	22	12	3	27	4	8			1				80
B712	1	1		2									4
B72Q	1			1									2
B73Q													0
B733+	105	25	11	113	23	8			3				288
B747+													0
B757+	11	5	3	15	1	4							39
B767+	3	3	2	4	2	2							16
B777+													0
DC10													0
DC87													0
DC8Q													0
DC9Q													0
E190	1			1									2
MD80+	9	3	1	12		1			1				27
MD90	2			2									4
RJ+	29	6	1	27	5	4							72
TOTAL	187	55	24	206	38	27			5				542

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

AIRCRAFT NOISE COMPLAINTS

During the Fourth Quarter of 2007, Airport Noise Mitigation received a total of 63 complaint calls from 33 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 2007.

DIRECTION FROM AIRPORT		October	November	December	TOTAL
	La Jolla			1	1
NORTH	Pacific Beach	4	1	2	7
	Golden Hill	5	1	1	7
EAST	South Park			1	1
	Famosa	1		3	4
	Loma Portal	7	3	3	13
WEST	Mission Beach	1			1
	Ocean Beach	4	4	2	10
	Point Loma	6	5	8	19
TOTAL COMPLAINTS		28	14	21	63

The 63 complaint calls recorded during the Fourth Quarter 2007 reflect a decrease of 9 calls from the 71 received during the Fourth Quarter of 2006.

Appendix D: Aircraft Noise Complaints contains 2007 year to date complaint statistics.

ENFORCEMENT ACTIONS

SDURAA CODE 9.4D,

The Airport Use Regulations at San Diego International Airport (SDIA), established Time of Day Restrictions ("Curfew") for all operators. Airport Noise Mitigation evaluates and monitors the ~~air carrier~~^{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 collected regarding alleged violations of the Time of Day Restrictions, and makes recommendations to the Director, Airport Noise Mitigation, for the disposition of these incidents.

The following is a summary of Fourth Quarter 2007 Final Enforcement Actions.

FOURTH QUARTER 2007 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
10/14/2007	2351L	Alaska Airlines 547	MD83 ; Stage 3	\$2,000
12/16/2007	2359L	US Airways 936	A321 ; Stage 3	\$6,000
12/22/2007	0335L	Saudi Arabian Airlines 7663	B744 ; Stage 3	\$2,000
12/28/2007	2331L	AirTran Airways	B737 ; 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 8th 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, the Airport sponsored sound insulation program.

To date, the Quieter Home Program has established five (5) eligibility boundaries. The five boundaries are the Pilot/Phase 1A Boundary, the Phase 1B Boundary, the Phase 1C Boundary, and the Supplemental Expansion Boundary 1 and 2.

Within each boundary there have been subsets, called phases. The table below details the program status, by phase, as of the end of this calendar quarter. The Phases/groups of homes for the Supplemental Boundary Expansion are being called Phase 2.

Program Phase	Dwellings	Percent Complete
Pilot/Phase 1A	93	100%
Phase 1B	151	100%
Phase 1C	334	100%
Phase 2, Group 1	34	100%
Phase 2, Group 2 Historic	11	100%
Phase 2, Group 2 Non-Historic	31	100%
Phase 2, Group 3	46	100%
Phase 2, Group 4	21	100%
Phase 2, Group 3.1	59	100%
Phase 2, Group 3.2	31	75% complete
Phase 2, Group 3.3	30	75% complete
Phase 2, Group 3.4	35	50% complete
Phase 2, Group 3.5	20	50% complete
Phase 2, Group 3.6	43	50% complete
Phase 2, Group 3.7	33	40% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a roster of members and copies of the November 15, 2007 meeting minutes.

**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 = 0.95 sq. miles; Federal Military Noise Impact Area = 0.15 sq. miles

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

10,855 ** (QHP Insulated units = 783)

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

24,505 ** (QHP Insulated = 1,181)

4. Identification of the aircraft type having the highest takeoff noise level operating at SDIA, together with the estimated number of operations by this aircraft type during the calendar quarter reporting period:

B727-200Q (Stage 3): 96

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

59,562

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

46,635

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:

7,090

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

5,733

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

104

Form DOA 618, 11/21/89

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

AIRCRAFT NOISE MONITORING SYSTEM

Noise Monitoring Locations _____ B1

Noise Monitor Thresholds _____ B2

CNEL Log for October 2007 _____ B3

CNEL Log for November 2007 _____ B4

CNEL Log for December 2007 _____ B5

APPENDIX B1

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

RMT #	Location	^CL 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
5	599 W. Fir Street ¹	-2,892	-1,519
6	Marine Corps Recruit Depot	8,820	1,470
7	Liberty Station, Historic Decatur Road	11,820	0
9	1134 ½ Redwood Street	-82	2,548
10	3225 ½ Michaelmas Terrace	12,004	3,488
11	3413 ½ Browning Street	14,957	-219
12	3232 ½ Duke Street	15,408	4,435
13	4669 ½ Larkspur Street	21,107	1,546
14	4799 ½ Cape May Avenue	22,400	46
15	809 ½ Dover Court	26,034	6,328
16	3385 ½ "B" Street	-17,134	369
17	2651 ½ "A" Street	-12,356	-807
18	418 W. Nutmeg Street	-1,911	-1,880
19	1290 ½ West Thorn Street	861	3,406
20	1944 ½ Plum Street	15,822	-3,043
21	1615 ½ Froude Street	22,411	-3,414
22	5029 ½ Lotus Street	23,555	1,869
23	2600 Mission Boulevard	25,287	3,961
24	Barnes Tennis Center Parking Lot	20,071	2,660
25	1873 Santa Barbara Avenue	20,534	-2,122
26	750 Gateway Center Way	-19,948	-89

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

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

Note 1: RMT #5 was shutdown on July 23, 2007.

Note 2: RMT # 8, not noted on this sheet, is currently designated as a "spare" and is located in Noise Mitigation Department offices.

APPENDIX B2

REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS

In effect from October 1, 2007 to December 31, 2007

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
5	80	10	65	8	62	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
15	64	8	61	11	60	12
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	60*	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, & #5 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 2007**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 5	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	70.2	65.3	66.2	65.2	*	69.1	74.7	67.5	64.1	71.4	61.6	66.3
2	71.3	66.2	66.8	66.4	*	69.4	74.7	67.0	63.9	71.6	61.0	65.5
3	70.7	65.9	66.4	65.8	*	70.8	74.1	67.3	64.2	70.6	60.8	64.5
4	71.3	66.9	65.3	66.1	*	70.8	75.2	67.5	65.5	71.9	62.9	66.7
5	72.5	67.8	68.7	66.8	*	71.2	74.4	67.6	66.1	71.3	64.0	66.5
6	70.6	64.9	67.2	64.9	*	68.4	73.6	60.6	63.0	70.6	61.2	65.0
7	68.5	64.1	64.8	64.5	*	67.2	72.5	67.1	61.4	69.0	58.2	63.2
8	66.9	63.7	63.4	63.4	*	68.2	73.4	64.6	62.1	69.6	59.5	64.1
9	71.6	65.9	67.5	65.9	*	70.4	73.5	67.6	64.3	69.8	61.3	64.2
10	71.8	67.2	68.5	66.0	*	70.4	74.3	62.8	65.3	71.0	62.3	65.9
11	72.1	67.1	67.6	66.3	*	70.5	74.8	65.7	65.3	71.6	62.4	65.9
12	72.7	67.5	68.3	66.7	*	69.6	75.1	65.7	65.1	71.9	62.5	66.5
13	71.1	66.5	66.7	67.0	*	68.4	73.7	65.6	62.6	70.2	59.8	64.6
14	71.3	66.6	66.5	65.9	*	68.9	75.2	65.2	64.0	71.6	60.9	65.6
15	71.8	67.0	67.6	65.8	*	69.6	75.1	66.1	64.9	71.5	62.2	65.8
16	72.0	67.4	66.4	66.2	*	70.0	74.4	66.4	65.4	71.4	62.5	66.1
17	71.4	66.8	65.8	67.4	*	70.7	75.5	67.9	65.3	72.0	63.0	65.8
18	71.1	66.2	69.1	65.8	*	69.6	75.4	64.7	64.5	72.3	61.7	66.7
19	71.1	66.4	67.4	65.9	*	68.7	74.4	67.2	63.1	71.0	60.5	65.2
20	70.0	65.7	65.3	64.8	*	68.8	76.0	65.9	62.9	71.7	60.8	67.4
21	67.2	63.0	63.8	64.7	*	67.5	74.0	65.1	61.6	70.7	58.1	64.5
22	60.2	60.5	60.9	60.6	*	67.0	72.5	65.7	61.4	68.8	59.5	63.0
23	66.8	63.1	64.2	63.7	*	67.8	72.1	65.2	62.1	68.2	59.4	62.6
24	67.6	63.3	65.4	63.4	*	68.6	72.1	66.8	62.8	68.7	60.2	63.6
25	69.5	64.4	66.5	65.1	*	68.9	73.2	65.7	62.8	69.7	60.1	63.8
26	70.2	65.5	66.8	65.7	*	69.8	76.5	66.5	63.9	71.8	61.5	65.4
27	69.4	64.7	*	64.6	*	68.5	73.4	63.6	62.9	69.8	59.8	64.2
28	70.0	64.8	*	64.8	*	68.5	72.5	65.0	62.6	69.6	59.3	64.2
29	70.8	65.9	*	65.5	*	68.6	72.7	62.9	63.8	69.7	60.8	64.2
30	71.3	66.4	*	65.7	*	69.8	73.8	65.7	65.0	70.8	62.1	65.3
31	70.4	65.2	*	64.9	*	69.8	74.3	65.8	64.6	71.4	61.8	65.4
Month	70.5	65.8	66.6	65.5	*	69.3	74.2	66.0	63.9	70.8	61.2	65.2

* = Not in service / No data

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
October 2007**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	66.6	60.2	63.5	64.5	59.2	61.0	59.8	59.5	64.5	63.0	65.5	63.6	63.1
2	66.2	58.0	64.1	65.1	63.4	62.4	59.4	58.7	63.6	61.6	64.4	63.0	63.1
3	64.8	57.5	63.6	64.6	60.8	62.7	58.5	56.6	62.6	60.5	63.6	61.2	62.8
4	66.4	61.1	65.3	64.8	60.2	63.6	60.4	58.2	64.9	62.9	65.9	62.9	64.2
5	66.6	62.4	65.7	66.4	64.0	64.3	61.1	60.3	65.2	64.6	66.5	63.9	65.1
6	65.8	57.4	62.8	63.9	56.2	59.0	58.8	58.9	63.6	61.3	63.6	62.9	62.9
7	64.1	56.0	61.8	63.8	59.4	63.6	57.5	56.9	61.7	59.1	62.1	61.2	60.6
8	64.2	57.5	61.3	62.6	59.6	59.5	57.6	57.7	62.4	60.2	63.3	60.7	60.5
9	64.5	58.6	63.7	64.9	65.4	64.3	58.3	58.8	63.2	60.4	63.2	62.7	62.6
10	66.6	58.7	65.2	65.8	58.3	58.2	60.4	60.2	64.3	61.6	64.7	64.1	64.8
11	66.4	60.2	65.3	66.0	57.3	59.5	60.0	59.6	64.2	62.7	65.3	63.7	64.6
12	66.6	61.2	65.6	66.4	57.8	59.4	59.3	60.1	64.8	63.7	65.9	64.1	65.0
13	65.4	58.3	64.5	64.9	60.3	62.0	56.0	57.6	62.6	61.2	63.8	61.7	63.7
14	65.8	58.2	64.3	65.3	57.6	59.0	58.6	58.8	63.9	62.0	65.2	63.4	63.6
15	65.8	59.5	64.8	65.4	60.8	60.6	59.2	59.2	64.0	62.1	65.4	63.3	64.1
16	66.4	60.6	65.5	65.7	59.2	62.7	58.4	59.8	64.6	62.7	65.3	63.7	64.7
17	66.7	60.2	65.0	65.4	61.3	63.8	58.3	59.4	64.3	62.9	65.5	63.7	64.4
18	67.3	59.1	64.3	65.1	58.8	59.2	59.4	60.3	65.6	63.1	65.7	*	63.8
19	65.5	59.3	64.5	65.6	61.2	63.7	57.3	58.3	63.6	62.5	64.6	*	63.6
20	65.8	60.5	63.8	63.9	54.8	60.2	56.0	57.2	65.2	65.1	67.4	*	63.6
21	65.4	56.8	61.2	61.9	60.3	61.9	56.1	57.4	63.0	62.1	63.1	*	58.8
22	63.5	54.9	56.8	59.0	63.3	62.6	54.0	56.0	61.6	59.4	62.5	58.9	58.5
23	63.7	57.9	61.0	62.2	62.5	63.3	52.8	54.7	61.1	60.4	62.4	58.9	59.6
24	64.5	58.3	61.6	62.5	64.5	63.2	54.5	56.5	61.9	60.4	63.3	60.1	61.1
25	64.9	57.5	62.9	63.6	62.2	63.5	57.0	56.9	62.3	60.0	63.0	61.0	61.8
26	66.0	60.3	63.3	64.2	62.3	62.9	57.4	56.6	63.4	62.4	65.0	61.2	61.9
27	65.2	58.5	62.2	63.9	61.2	57.7	56.7	56.5	62.6	60.6	63.6	60.9	61.5
28	65.0	58.0	62.6	64.6	61.7	61.3	57.4	58.0	62.7	61.8	63.0	61.9	61.4
29	65.0	57.8	64.0	65.0	58.5	56.8	58.4	59.6	62.7	60.2	63.2	63.2	63.3
30	65.5	58.8	64.5	64.9	61.0	60.3	59.4	59.9	63.1	60.8	64.1	63.7	62.9
31	66.9	59.0	63.5	63.8	59.7	62.9	58.8	59.7	63.9	61.4	64.2	63.5	63.1
Month	65.6	59.0	63.8	64.6	61.0	61.9	58.3	58.5	63.6	61.9	64.5	62.0	63.0

* = Not in service / No data

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
November 2007**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 5	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	72.6	68.0	*	68.8	*	69.5	74.1	64.9	64.3	71.0	60.3	63.4
2	72.1	67.7	*	66.4	*	69.2	74.0	64.5	64.0	70.5	60.6	63.9
3	69.9	65.9	*	64.8	*	67.9	74.0	64.5	62.6	70.6	60.1	64.1
4	71.0	66.8	*	66.0	*	68.9	73.5	66.0	63.1	69.9	59.4	64.3
5	70.9	67.2	*	65.3	*	68.9	73.9	67.1	63.4	70.9	60.5	64.9
6	71.5	67.4	67.6	65.9	*	69.4	73.2	64.1	*	69.6	59.9	63.7
7	71.6	67.0	67.2	66.1	*	69.7	75.0	65.7	*	71.6	61.0	64.9
8	72.1	67.2	0.0	66.2	*	69.9	74.2	66.1	*	71.3	61.7	66.3
9	72.8	67.7	62.1	68.2	*	69.6	74.8	65.6	65.3	71.6	62.1	66.3
10	71.4	66.3	68.0	66.5	*	68.5	73.3	66.3	63.3	70.4	60.9	65.1
11	70.2	65.9	67.2	68.0	*	69.3	75.9	65.8	64.0	73.1	61.2	66.4
12	70.4	65.2	66.6	64.7	*	68.7	75.1	66.3	63.5	71.6	60.7	66.1
13	69.7	65.3	67.1	64.5	*	68.7	73.7	64.9	63.0	70.8	62.0	64.7
14	70.0	65.0	66.8	64.8	*	68.8	73.8	65.8	63.2	70.2	62.8	64.7
15	70.4	66.1	67.7	68.5	*	70.7	78.0	69.4	64.0	73.4	62.0	65.8
16	70.7	66.9	65.2	65.1	*	69.7	76.4	66.3	63.8	72.8	62.2	66.3
17	70.7	66.0	67.3	65.5	*	68.5	74.3	64.5	63.2	70.9	60.1	64.5
18	68.4	63.7	67.7	67.3	*	68.3	76.2	64.9	61.8	72.9	57.7	64.2
19	69.1	64.1	68.9	67.9	*	68.5	75.7	66.2	62.7	73.0	62.0	65.4
20	71.4	66.9	67.8	66.1	*	70.1	76.1	67.0	64.8	72.8	62.7	66.7
21	72.0	67.5	67.7	66.8	*	69.8	75.4	66.5	64.8	72.2	62.8	66.8
22	67.2	63.7	61.8	62.3	*	67.7	73.0	62.2	62.6	69.7	60.2	64.7
23	70.7	65.6	*	65.1	*	69.3	73.2	67.8	64.1	70.1	61.1	65.1
24	69.0	63.4	*	63.8	*	67.7	72.5	66.8	60.7	68.0	56.0	61.8
25	69.3	65.0	*	64.8	*	68.2	74.1	68.3	63.1	70.3	60.1	64.2
26	70.3	65.0	*	65.6	*	68.9	74.0	65.7	63.2	70.2	60.6	64.1
27	69.9	64.8	64.1	65.2	*	68.9	72.8	67.2	62.7	68.6	60.3	63.1
28	67.9	63.6	64.4	63.6	*	68.3	72.3	63.9	62.1	68.7	62.0	63.6
29	67.7	64.3	65.6	63.5	*	68.3	72.3	64.4	62.3	68.9	61.0	63.7
30	74.0	69.4	*	71.9	*	71.4	76.0	69.8	65.6	73.2	64.0	65.7
Month	70.7	66.2	66.7	66.4	*	69.1	74.5	66.2	63.5	71.2	61.1	64.9

* = Not in service / No data

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
November 2007**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	64.0	57.1	65.5	65.9	55.5	58.5	57.4	56.5	61.3	58.8	62.7	60.6	64.4
2	64.1	58.4	65.6	65.8	55.5	57.7	57.5	56.3	62.3	60.3	63.3	60.7	64.8
3	65.6	57.5	63.3	63.8	54.1	57.0	56.7	58.5	62.5	60.2	63.0	60.9	63.1
4	64.9	57.4	64.0	60.7	57.9	60.8	57.0	56.7	62.7	59.9	63.2	60.9	62.9
5	66.1	56.5	64.7	64.8	59.0	60.3	59.2	57.0	62.6	58.8	63.4	62.1	63.9
6	63.9	56.6	65.3	65.7	62.4	56.9	57.9	56.9	61.8	60.2	62.8	61.3	64.7
7	66.3	57.0	65.0	65.2	59.0	60.7	59.6	58.8	63.1	59.9	63.8	63.1	64.3
8	66.4	58.4	65.3	65.7	59.8	59.5	60.0	59.2	64.4	62.0	65.3	*	64.6
9	65.8	60.0	65.8	66.3	56.5	59.3	60.5	60.4	64.8	62.7	65.3	63.5	65.0
10	64.3	58.9	64.5	64.8	61.3	62.1	58.8	59.2	63.3	61.8	64.0	62.3	64.4
11	67.8	60.1	64.2	64.8	61.8	65.8	59.3	59.3	64.5	62.3	64.9	63.5	63.2
12	66.7	59.1	63.3	65.0	56.9	62.7	59.9	60.3	64.5	62.1	64.7	64.5	62.6
13	65.4	57.7	63.6	64.3	60.1	61.4	57.8	58.2	63.1	61.1	63.6	62.2	63.2
14	65.6	58.1	63.1	64.0	63.1	62.5	57.7	59.0	63.1	60.9	63.5	63.0	62.7
15	67.7	58.4	64.3	64.5	66.3	66.6	57.7	58.8	63.9	62.2	64.1	63.0	63.1
16	67.4	59.5	64.9	64.6	55.9	62.2	57.1	57.2	64.3	62.3	64.8	61.7	63.5
17	65.6	57.0	63.6	64.3	56.6	60.4	57.9	57.7	62.7	60.3	63.2	62.3	63.5
18	67.3	56.2	61.0	62.2	61.5	59.5	56.3	55.7	62.1	59.4	62.2	60.6	59.9
19	67.6	56.0	62.6	63.0	62.8	60.3	57.1	57.1	62.6	59.1	63.1	61.5	61.6
20	66.9	59.1	64.7	65.4	57.1	62.2	58.7	58.3	64.3	62.1	65.5	62.6	63.1
21	66.8	60.7	65.5	65.8	58.9	62.7	59.7	60.3	65.0	63.3	65.8	64.3	59.2
22	60.4	59.0	62.1	61.8	50.5	62.6	57.2	58.1	63.1	61.5	63.7	62.1	58.5
23	64.1	58.4	63.7	64.4	60.5	64.9	58.6	59.4	63.6	61.2	64.0	63.2	61.6
24	63.1	52.7	61.3	62.6	61.4	63.7	54.6	55.3	59.8	56.7	59.9	59.4	55.2
25	64.6	58.8	62.7	63.5	56.9	65.4	56.3	55.7	62.2	60.8	63.8	60.1	54.9
26	64.9	56.4	63.2	64.0	61.8	61.3	57.7	58.0	62.4	59.6	63.2	62.1	61.3
27	63.4	56.4	62.9	63.8	62.8	64.3	56.8	56.7	61.1	59.3	62.3	60.8	62.2
28	64.1	57.0	61.6	62.8	59.3	60.9	56.4	57.1	61.8	59.2	62.7	61.2	61.3
29	61.7	58.3	62.4	62.7	54.6	61.1	55.0	56.0	62.2	60.2	62.8	60.2	62.3
30	48.6	61.1	67.7	66.4	68.1	66.7	61.9	61.9	64.3	63.3	65.0	62.7	66.0
Month	65.4	58.2	64.1	64.5	60.8	62.4	58.2	58.2	63.1	60.9	63.8	62.1	62.9

* = Not in service / No data

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
December 2007**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 5	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	71.6	67.2	68.5	65.7	*	70.7	73.0	65.3	64.0	69.6	62.6	64.6
2	71.3	66.5	69.3	65.9	*	70.1	74.5	62.1	62.9	71.6	61.8	66.0
3	71.2	65.0	67.7	65.3	*	69.3	72.5	64.8	63.6	68.8	60.4	63.2
4	71.7	65.0	67.9	65.6	*	69.1	72.5	67.2	63.2	69.0	61.1	63.5
5	71.0	66.7	66.2	65.4	*	69.6	73.2	66.0	64.0	69.8	61.8	64.1
6	71.8	67.2	65.9	67.1	*	70.4	75.1	66.5	65.6	71.7	63.8	66.5
7	74.9	68.7	68.4	67.5	*	71.4	73.9	67.4	66.6	70.6	64.8	65.9
8	72.2	67.2	*	65.8	*	69.2	72.4	67.7	64.4	69.0	61.9	64.9
9	70.4	65.4	65.6	65.6	*	68.9	73.3	63.7	64.1	70.2	61.7	65.5
10	70.6	65.3	67.3	65.3	*	69.4	74.3	67.4	63.8	71.3	61.4	65.5
11	71.0	65.5	68.3	68.9	*	67.7	73.5	64.6	62.5	71.0	60.9	63.4
12	71.8	66.1	69.1	66.0	*	69.9	73.7	64.9	64.6	70.7	62.3	65.8
13	71.8	66.5	68.7	65.6	*	69.9	74.7	67.2	65.1	71.8	62.4	66.0
14	72.9	66.7	69.7	66.2	*	70.4	75.0	67.1	65.4	71.8	62.6	66.2
15	70.0	64.4	68.5	64.4	*	68.1	72.9	64.4	62.1	69.4	59.0	64.1
16	70.4	65.8	67.7	65.4	*	68.6	73.8	67.2	63.6	70.3	60.7	64.9
17	71.4	66.5	68.5	65.5	*	69.4	76.2	66.6	65.1	72.3	62.7	68.3
18	71.9	67.3	67.8	66.6	*	70.0	75.5	66.2	65.5	72.3	62.7	67.3
19	72.6	67.1	*	69.0	*	69.9	76.7	68.3	65.1	73.3	62.1	67.1
20	72.9	68.2	*	67.1	*	71.0	76.3	66.3	66.4	72.9	63.7	67.1
21	72.0	66.9	*	66.2	*	69.5	75.2	66.2	64.9	72.1	63.0	66.3
22	70.7	65.4	*	65.1	*	68.7	74.8	67.5	63.6	71.2	60.1	64.8
23	68.4	64.0	*	63.8	*	68.1	73.7	67.7	62.4	69.9	59.1	64.0
24	69.2	64.6	66.6	63.9	*	68.1	73.0	65.2	61.9	69.6	59.1	63.7
25	66.2	62.5	62.2	62.1	*	66.9	72.8	64.0	61.4	69.3	57.7	63.4
26	71.1	66.7	67.9	66.0	*	69.3	74.0	67.6	64.4	70.7	61.4	65.6
27	69.6	65.8	67.1	65.5	*	68.7	73.0	64.9	63.5	69.7	59.8	64.2
28	71.7	67.4	67.9	66.6	*	70.2	74.9	67.2	65.4	71.8	63.3	67.2
29	71.4	66.9	65.6	65.8	*	68.7	74.8	62.8	64.3	71.7	61.2	66.1
30	71.0	66.9	68.2	65.9	*	69.2	74.6	67.6	64.5	71.3	61.2	66.3
31	67.1	62.4	66.8	62.9	*	67.9	72.7	65.9	62.5	69.8	58.8	64.5
Month	71.3	66.2	67.7	65.9	*	69.4	74.2	66.2	64.2	70.9	61.7	65.5

* = Not in service / No data

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
December 2007**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	63.8	58.9	65.5	65.9	61.2	62.6	58.5	58.9	63.1	62.4	64.0	62.4	65.2
2	66.9	59.4	64.5	65.6	54.5	57.3	59.4	59.8	65.4	62.3	65.1	64.0	64.1
3	62.8	53.3	63.1	64.2	62.1	60.1	57.5	57.3	61.0	57.4	62.2	61.4	63.5
4	63.5	56.0	63.9	64.0	62.3	62.2	57.5	57.0	61.1	61.3	62.9	61.0	62.6
5	64.2	59.5	64.1	64.0	59.2	63.6	56.1	56.6	62.3	65.0	64.0	60.1	63.0
6	66.5	61.9	65.7	65.3	58.4	62.7	59.2	59.7	64.7	65.2	65.9	63.4	64.7
7	65.8	61.7	66.6	67.7	63.7	64.7	59.7	60.1	64.3	64.9	65.9	63.2	65.8
8	65.3	59.6	65.3	65.7	61.7	65.0	59.0	60.0	63.4	64.0	64.1	63.2	64.5
9	64.3	59.4	64.1	64.7	58.2	58.6	59.3	60.2	64.0	62.1	64.6	63.8	63.3
10	66.1	58.9	64.0	64.2	63.1	65.4	58.8	60.5	63.8	61.6	64.4	64.2	63.3
11	66.1	57.2	65.2	65.2	64.3	60.7	56.2	57.3	61.8	59.7	62.5	61.7	63.8
12	66.2	60.0	64.3	65.2	61.9	61.1	60.2	59.8	64.2	62.3	65.1	63.7	63.8
13	67.0	59.9	64.8	65.3	59.7	64.4	59.0	60.1	64.5	62.5	65.3	63.8	64.6
14	67.2	59.8	65.2	65.7	61.9	63.1	60.2	60.4	64.8	62.5	65.2	64.3	64.1
15	65.0	57.1	62.3	63.5	59.5	60.7	56.9	58.3	62.7	59.9	62.8	62.2	62.3
16	65.7	59.3	63.9	64.7	61.2	64.0	57.1	57.9	63.0	61.1	64.1	62.3	62.7
17	67.1	61.0	64.9	65.6	57.1	61.5	59.5	60.7	66.7	64.7	67.6	64.3	64.3
18	67.7	61.1	65.7	65.9	59.4	64.2	59.9	61.2	65.7	64.2	66.1	65.2	65.0
19	68.9	59.6	65.3	65.7	62.6	64.6	58.6	59.4	65.4	62.9	65.7	64.0	64.6
20	68.1	62.3	66.5	66.8	61.3	62.6	60.3	60.9	65.5	64.1	66.6	65.2	65.8
21	67.7	59.9	65.3	65.8	59.4	61.8	60.4	61.3	64.9	63.6	65.4	65.1	65.0
22	66.6	56.8	63.6	64.2	63.2	64.9	57.5	58.3	63.2	60.5	63.4	62.6	63.0
23	65.0	57.6	62.5	63.2	61.6	64.2	56.1	57.0	62.4	60.2	63.1	61.6	61.3
24	65.5	56.7	63.0	63.4	57.0	62.4	57.1	58.5	62.4	60.0	62.5	62.7	61.4
25	65.1	55.7	60.3	61.3	55.0	59.5	56.6	58.0	61.9	59.6	62.1	62.3	59.1
26	65.9	60.4	65.0	65.4	62.8	64.8	58.5	59.7	64.2	63.3	64.9	63.4	64.5
27	65.4	57.6	63.5	64.9	60.6	61.5	58.2	59.4	62.7	60.4	63.2	63.0	63.1
28	66.8	62.0	65.5	65.8	56.6	65.2	59.4	60.4	65.5	64.5	66.7	64.2	65.0
29	67.3	60.3	65.1	65.9	54.6	57.0	59.3	60.1	64.6	62.5	64.9	64.2	65.0
30	67.4	60.0	64.9	65.7	58.7	64.9	59.5	60.3	64.9	62.7	65.0	64.4	64.7
31	66.6	56.8	60.9	61.5	63.0	62.5	57.4	58.6	63.5	60.6	63.0	63.0	59.6
Month	66.2	59.4	64.5	65.0	60.9	63.0	58.6	59.4	64.0	62.5	64.6	63.3	63.8

* = Not in service / No data

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, July to December 2007_____	C1
Commercial Flight Operations, Fourth Quarter 2007_____	C2
Commercial Flight Operations, October 2007 Air Traffic Report Summary, October 2007_____	C3
Commercial Flight Operations, November 2007 Air Traffic Report Summary, November 2007_____	C4
Commercial Flight Operations, December 2007 Air Traffic Report Summary, December 2007_____	C5
Curfew Violation Summary, 1989 --- Present_____	C6

APPENDIX C1

COMMERCIAL FLIGHT OPERATIONS --- JULY TO DECEMBER 2007
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	Aloha Airlines	America West	American	American Eagle	Continental	Delta Air Lines	Express Jet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	Skybus	SkyWest	Southwest	Sun Country	United	US Airways	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																													840	
A310																													420	
A318												333															2		236	
A319		175				397						726																	333	
A320		1				508								988			16	169			765	322							2570	
A321																	575				1077	643							3792	
B712																348													578	
B71Q																													1156	
B72Q																													348	
B73Q																													696	
B733						127			42																		5	101	202	
B734				1089																7363		917	218						0	
B735									27											258		653							8667	
B737	201		465	459	183				53											10218									17334	
B738				235			1		1762	701																			1129	
B739				180					99																				2258	
B747+																													938	
B752						19	968		802																					1876
B753									3																				938	
B762							11		1																				1129	
B763							3		552																				23176	
B764									2																				5814	
B772																													279	
CRJ2																													6	
CRJ7																													6	
CRJ9																													279	
DC10																													558	
DC87																													12	
DC8Q																													6	
DC9Q																													12	
ERJ+								1999																					6	
L1011																													12	
MD11																													0	
MD80+	2						2313		7																				0	
MD90								245																					0	
TOTALS	203	359	465	2901	183	1051	3296	1999	1989	2307	3450	1059	369	988	211	348	1044	169	255	17839	202	4300	1850	126	97	740	205	134	48139	96278
B190																													28	
BE99																													56	
CZ08																													202	
E120																													101	
PA31																													543	
SF34								2528																					1086	
TOTALS	203	359	465	2901	183	1051	3296	4527	1989	2307	3450	1059	369	988	211	348	1044	169	3479	17839	202	4300	1850	126	97	1283	336	134	6426	12852

B71Q = B727-100 w/ Hush-kt; ERJ+ = includes all variants of the Embraer Regional Jet

Other / Non-Transport Category = 1 NWA A333, 1 USAF K35R, 1 CFC C130, 2 RRR C130, 1 CFC P3, 2 JUS FA22, 1 KFS FA22, 1 AJI FA22, 2 RAX LJ25, 1 AMF(UPS) LJ35, 1 ASH DH8B

APPENDIX C2

COMMERCIAL FLIGHT OPERATIONS --- FOURTH QUARTER 2007
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	Aloha Airlines	America West	American	American Eagle	Continental	Delta Air Lines	Express Jet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	Skybus	SkyWest	Southwest	Sun Country	United	US Airways	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																														388
A310																														194
A318												168																		118
A319		84										353							94											117
A320														480			15					377	259							182
A321																	336				502	549	302							1867
B712																165														302
B71Q																														165
B72Q																														0
B733									12																					0
B734				457																										48
B735																														96
B737			197	104	91				40												3625	482	218							4337
B738				159			1		773	406											92	294								484
B739				133					66												5300									968
B747+																														772
B752							537			353																				366
B753									3																					484
B762							1		1																					968
B763							2		2	276			185																	772
B764									2																					5848
B772																														11696
CRJ2																														1450
CRJ7																														2900
CRJ9																														199
DC10																														398
DC87																														1
DC8Q																														2
DC9Q																														4
ERJ+																														0
L1011																														0
MD11																														0
MD80+																														0
MD90																														0
TOTALS	111	176	197	1306	91	0	1595	941	897	1141	1724	521	185	480	85	165	535	94	129	9017	110	2140	1417	62	47	371	104	75	23716	
B190																														15
BE99																														30
C208																														51
E120																														102
PA31																														560
SF34																														1580
TOTALS	111	176	197	1306	91	0	1595	2283	897	1141	1724	521	185	480	85	165	535	94	1709	9017	110	2140	1417	62	47	651	170	75	3268	

B71Q = B727-100 w/ Hush-kt; ERJ+ = includes all variants of the Embraer Regional Jet

Other / Non-Transport Category = 1 NWA A333, 1 CFC C130, 2 RRR C130, 1 CFC P3, 2 JUS FA22, 1 KFS FA22, 1 AJI FA22, 2 RAX LJ25

APPENDIX C3

COMMERCIAL FLIGHT OPERATIONS --- OCTOBER 2007
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	Aloha Airlines	America West	American	American Eagle	Continental	Delta Air Lines	ExpressJet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	Skybus	SkyWest	Southwest	Sun Country	United	US Airways	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																														80	160
A310																														41	82
A318												50																		50	100
A319		30									139								31											400	800
A320														177			155					106	94							721	1442
A321																						175	214							109	218
B712																62														62	124
B71Q																														0	0
B72Q																														18	36
B73Q									4												1261									0	0
B734																						153	58							1476	2952
B735				155																	55									166	332
B737	31		70	32	31				4												1791	127								182	364
B738				21					245	151																				1962	3924
B739				53					29																					448	896
B747+																														82	164
B752							215			125												181	19							0	0
B753									3																					572	1144
B762																														3	6
B763										92			63																	22	44
B764																														192	384
B772																														0	0
CRJ2																														0	0
CRJ7																														16	32
CRJ9																														70	140
DC10															14															41	82
DC87																														8	16
DC8Q																														0	0
DC9Q																														0	0
ERJ+								320			569																			0	0
L1011																														893	1786
MD11																														0	0
MD80+							336			3																				0	0
MD90										40																				472	944
TOTALS	31	61	70	454	31	0	551	320	285	411	569	189	63	177	14	62	186	31	20	3107	31	742	494	22	17	129	37	22	8126	16252	
B190																														4	8
BE99																														19	38
C208																														103	206
E120																														545	1090
PA31																														0	0
SF34								465																						465	930
TOTALS	31	61	70	454	31	0	551	785	285	411	569	189	63	177	14	62	186	31	565	3107	31	742	494	22	17	232	60	22	1136	2272	

B71Q = B727-100 w/ Hush-Kit; ERJ+ = includes all variants of the Embraer Regional Jet

Other / Non-Transport Category = 1 CFC C130, 1 CFC P3, 2 JUS FA22, 1 KFS FA22, 1 RAX LJ25

APPENDIX C4

COMMERCIAL FLIGHT OPERATIONS --- NOVEMBER 2007
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD

Aircraft Type	Aeromexico	Air Canada	Air Tran	Alaska	Aloha Airlines	America West	American	American Eagle	Continental	Delta Air Lines	ExpressJet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	Skybus	SkyWest	Southwest	Sun Country	United	US Airways	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																														76	152
A310																														76	76
A318												52																1		38	76
A319		27									120								32											52	104
A320														149				91				140	65							384	768
A321																						172	183							595	1190
B712																59							102							102	204
B71Q																														59	118
B72Q																														0	0
B73Q								1																						17	34
B734																														0	0
B735				149																										0	0
B737	30		67	35	30																									1442	2884
B738				68			1		246	131										17	1729	84								161	322
B739				32				24																						101	202
B747+																														1891	3782
B752							205			120																				484	968
B753																														56	112
B762							1																							0	0
B763							2			90			60																	601	1202
B764																														2	4
B772																														22	44
CRJ2																														185	370
CRJ7																														0	0
CRJ9																														0	0
DC10																														40	80
DC87																														81	162
DC8Q																														18	36
DC9Q																														5	10
ERJ+		30																												1	2
L1011																														0	0
MD11																														0	0
MD80+							317																							4	8
MD90																														4	8
TOTALS	30	57	67	420	30	0	526	317	271	390	571	172	60	149	39	59	176	32	26	2966	37	707	459	21	17	122	34	29	7774	15548	
B190																														4	8
BE99																														16	32
C208																														87	174
E120																														500	1000
PA31																														0	0
SF34								438																						438	876
TOTALS	30	57	67	420	30	0	526	755	271	390	571	172	60	149	39	59	176	32	26	2966	37	707	459	21	17	122	34	29	7774	15548	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet
Other / Non-Transport Category = 1 NWA A333, 2 RRR C130, 1 AJI FA22

APPENDIX C5

COMMERCIAL FLIGHT OPERATIONS --- DECEMBER 2007
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	Aloha Airlines	America West	American	American Eagle	Continental	Delta Air Lines	ExpressJet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	Skybus	SkyWest	Southwest	Sun Country	United	US Airways	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																									38			38	76	
A310																									39			39	78	
A318												66																66	132	
A319		27										94						15	31									398	796	
A320														154			90						100					551	1102	
A321																						152	91					91	182	
B712																44												44	88	
B71Q																												0	0	
B72Q																												13	26	
B73Q																												0	0	
B733								7												1154			81					1419	2838	
B734				153																								4	157	
B735																				20		83						103	206	
B737	50		60	37	30			36												1780								1995	3990	
B738				70				282	124																			518	1036	
B739				48				13																				61	122	
B747+																											1	1	2	
B752							117			108																	2	476	952	
B753																												2	4	
B762								1																				20	40	
B763										94																		191	382	
B764									2				62															2	4	
B772																												0	0	
CRJ2																												0	0	
CRJ7																												42	84	
CRJ9																												0	0	
DC10																												0	0	
DC87																												0	0	
DC8Q																												0	0	
DC9Q																												1	2	
ERJ+																											1	919	1838	
L1011								304																				0	0	
MD11																												1	2	
MD80+							401																					477	954	
MD90										14																		14	28	
TOTALS	50	58	60	432	30	0	518	304	341	340	584	160	62	154	32	44	173	31	83	2954	42	691	464	19	13	120	33	24	7816	15632
B190																												7	14	
BE99																												16	32	
C208																												90	180	
E120																												535	1070	
PA31																												0	0	
SF34								439																				439	878	
TOTALS	50	58	60	432	30	0	518	743	341	340	584	160	62	154	32	44	173	31	618	2954	42	691	464	19	13	210	56	24	1087	2174

B71Q = B727-100 w/ Hush-Kit; ERJ+ = includes all variants of the Embraer Regional Jet
Other / Non-Transport Category =



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 USAir United	\$1,000 \$1,000 \$1,000
2ND	Delta TWA USAir FedEx USAir	NP NP NP NP NP	Southwest	\$1,000	Alaska America West United	\$1,000 NP NP
3RD	United Continental USAir USAir 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	USAir America West Delta Southwest America West Connie Kalitta (C) United	\$1,000 NP \$1,000 \$1,000 \$1,000 NP \$1,000	Alaska Southwest America West Alaska	\$1,000 \$1,000 \$1,000 \$3,000	TWA Sierra Pacific (C)	NP NP
FINES		\$10,000		\$14,000		\$5,000

Legend

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

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

QTR	1992	PENALTY	1993	PENALTY	1994	PENALTY
1ST			Reno Air American Air 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 Air	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 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 (GA) Canada 3000 Northwest	\$1,000 \$1,000 NP \$1,000 NP NP \$1,000
FINES		\$13,000		\$2,000		\$9,000

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

QTR	1998	PENALTY	1999	PENALTY	2000	PENALTY
1ST	Southwest Delta Western Pacific Air Eagle (GA) Exec Flt. Mgmt (GA) United Ameriflight Southwest Emery Super Bowl Flights	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 NP \$1,000 (21) x NP	American Eagle United American Air American Air Southwest (Stage 2) Southwest (Stage 2)	\$1,000 \$1,000 \$1,000 \$3,000 \$1,000 \$6,000	N. American (C) United America West Southwest America West	\$1,000 \$1,000 \$1,000 NP \$3,000
2ND	Delta Delta American Air Alaska Delta United Gulfstream (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) American Air Southwest United 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 Air 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 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 \$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	\$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
FINES		\$54,000		\$40,000		\$25,000

QTR	2001	PENALTY	2002	PENALTY	2003	PENALTY
1ST	Delta United Aircraft Mngmt (GA) US Airways FedEx FedEx	\$1,000 NP NP \$1,000 NP NP			N60S (GA) N1823D (GA) N723MM (GA) N42PP (GA) N789SG (GA) N179T (GA) N60TX (GA) N330MC (GA)	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000
2ND	United United Capt. G. Zinger (GA) World Wide Jet (GA) Reliant Airlines US Airways United	\$1,000 \$3,000 NP \$1,000 NP \$1,000 NP	N642RP (GA) N874RA (GA) Alaska US Airways US Airways XA-TIE (GA)	NP NP \$1,000 \$1,000 \$3,000 \$1,000	Delta Air Lines 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 Airl 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 Air Lines US Airways America West Northwest Northwest jetBlue Airways jetBlue Airways Tag Aviation (GA)	\$1,000 \$1,000 NP \$1,000 \$1,000 \$3,000 NP \$1,000 \$1,000
4TH	N930DC (GA) N3472G (GA) Delta United Reliant Airlines United	\$1,000 \$1,000 \$1,000 NP \$1,000 \$1,000	America West Southwest US Airways Delta	\$1,000 \$1,000 \$1,000 \$1,000	N800PM (GA) N345MC (GA) N504QS (GA) US Airways jetBlue Airways N790FH (GA) Delta Air Lines N802CC (GA) FedEx Cherry Air (C) Southwest Southwest	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 NP NP \$1,000 \$1,000 \$1,000 \$3,000
FINES		\$18,000		\$13,000		\$35,000

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

QTR	2007	PENALTY	2008	PENALTY	2009	PENALTY
1ST	N800AR (G/A) LXJ526 (G/A) jetBlue United American Air Alaska jetBlue Hawaiian	\$2,000 \$2,000 \$2,000 NP \$2,000 \$2,000 \$6,000 \$2,000	SkyWest Air Canada US Airways US Airways US Airways jetBlue N4YS US Airways US Airways	\$2,000 \$2,000 NP NP \$2,000 NP \$2,000 CVRP CVRP		
2ND	Delta jetBlue N204AH (G/A) Delta Continental Continental American jetBlue AirTran Delta US Airways Delta jetBlue Delta Delta AirTran US Airways	NP \$10,000 \$2,000 NP NP NP NP NP NP NP NP NP \$10,000 NP NP \$2,000 \$2,000				
3RD	N963LW (G/A) N1DC (G/A) US Airways N6824Z (G/A) American Swift Air (C)	\$2,000 \$2,000 \$2,000 \$2,000 NP \$2,000				
4TH	Alaska US Airways Saudi Arabian (C) AirTran	\$2,000 \$6,000 \$2,000 NP				
FINES		\$64,000		\$0		\$0

AIRCRAFT NOISE COMPLAINTS

This section contains Year 2007 (to date) statistics on aircraft noise complaints received by the Airport Noise Mitigation Office.

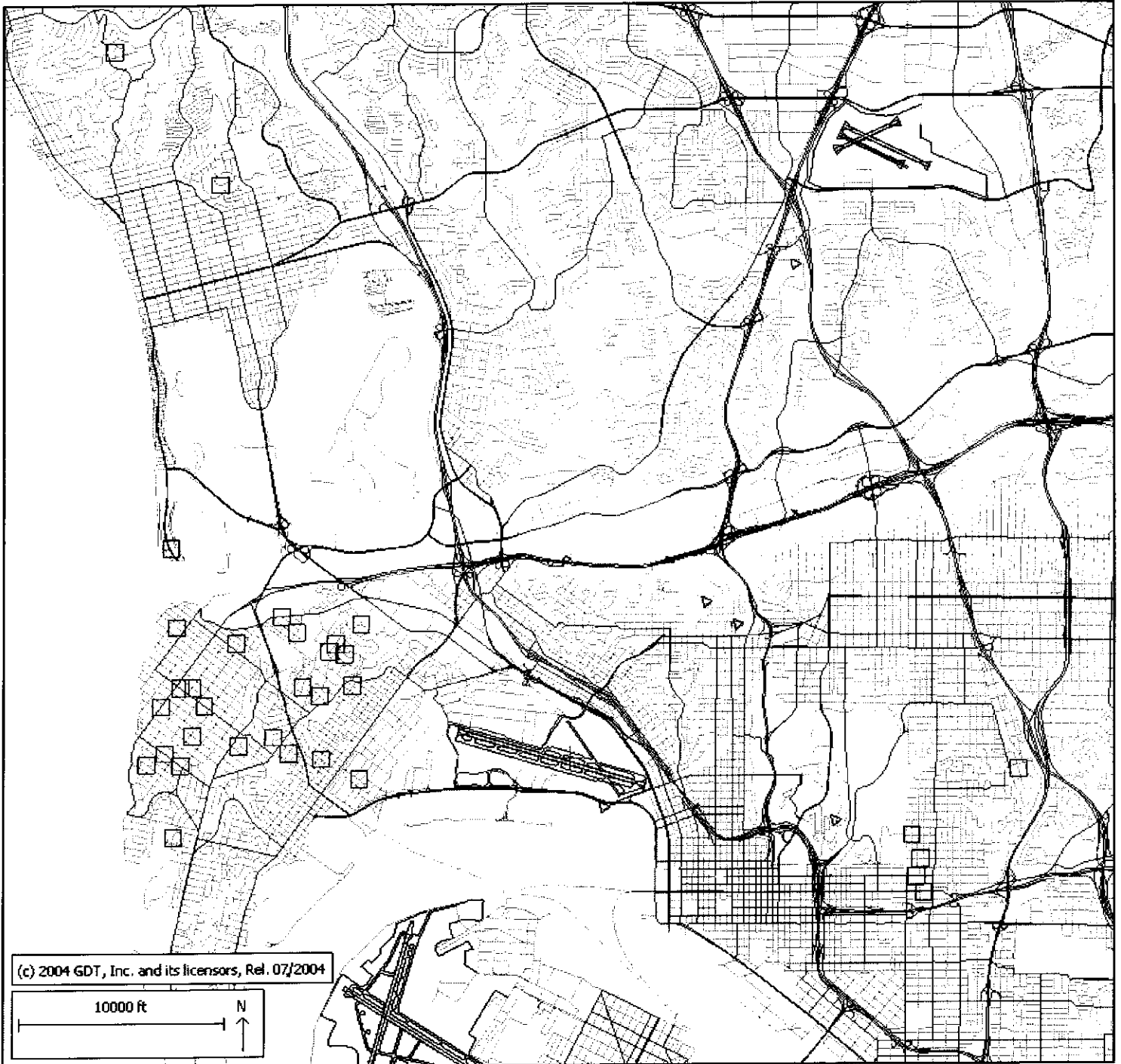


Fourth Quarter 2007

Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
33 Households; 63 Complaints



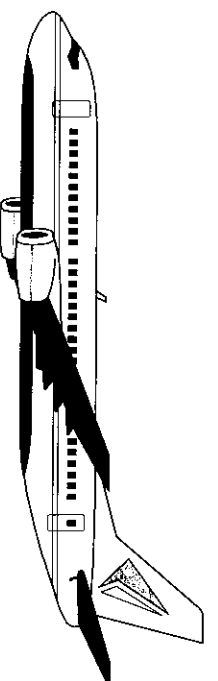
SAN DIEGO
INTERNATIONAL
AIRPORT



**Aircraft Noise Complaint Distribution By Neighborhood
San Diego International Airport
Summary of Aircraft Noise Complaints - 2007**

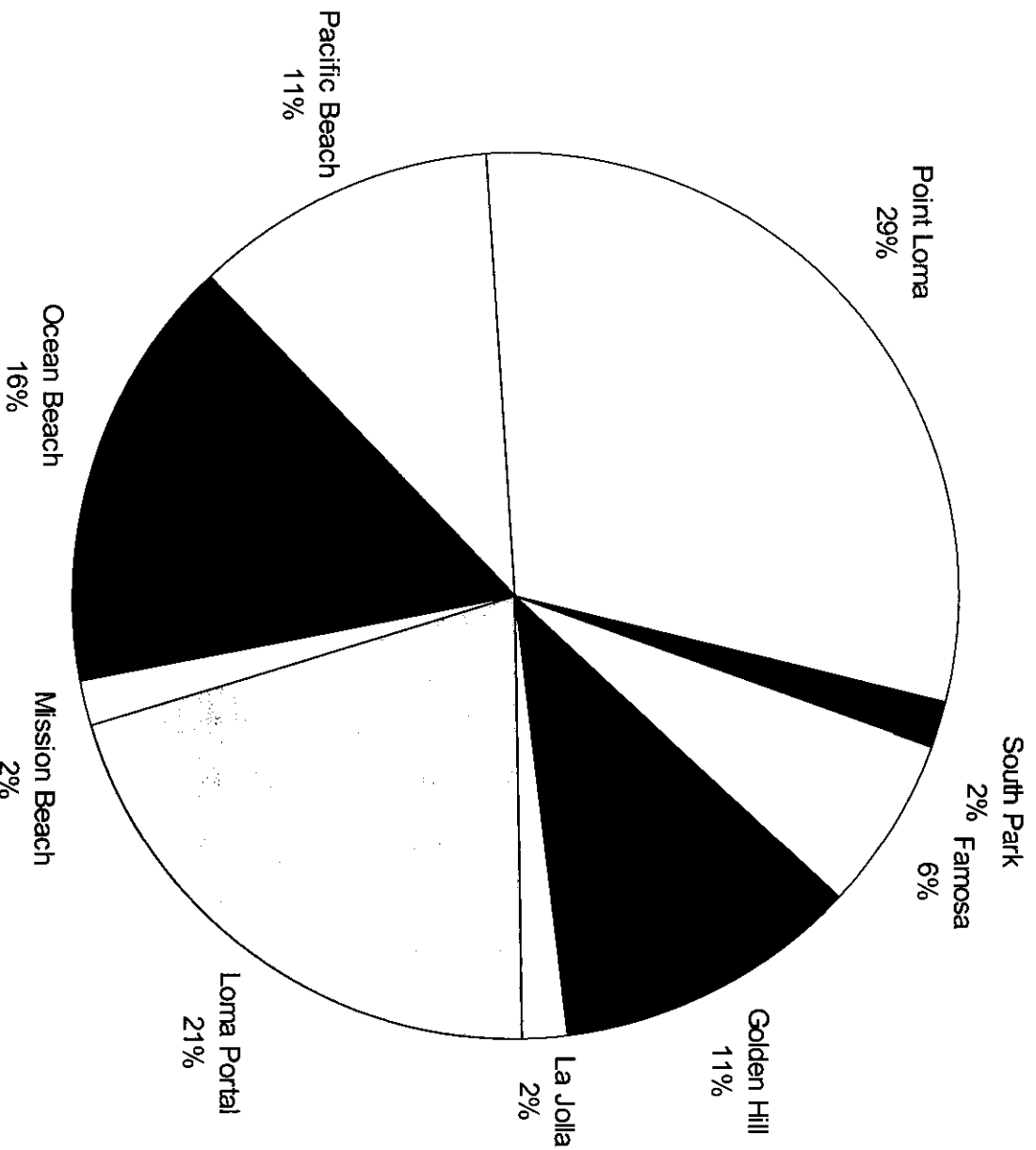
NEIGHBORHOOD	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Bay Park													0
Bonita													0
Chollas Creek													0
Chula Vista													0
Clairemont													0
College Area													0
County of S.D.													0
Coronado													0
Del Cerro													0
Downtown S.D.							1	1					2
El Cajon													0
Encanto/Lomita						1							1
Famosa								3	2	1		3	9
Golden Hill				4		2				5	1	1	13
Hillcrest													0
La Jolla						1						1	2
La Mesa					1								1
Loma Portal	3	1	2	2	5	8	4	14	2	7	3	3	54
Middletown		1						3	1				5
Midway			1										1
Mission Beach						1	1	1		1			4
Mission Hills			1			1							2
Mount Hope	3												3
Mountain View	3						1		1				5
North Park									1				1
Ocean Beach	2	5	1	6	5	18	14	11	4	4	4	2	76
Pacific Beach	2	4	2	3		5	1	5	3	4	1	2	32
Paradise Hills													0
Point Loma	5	6	6	4	4	2	12	9	5	6	5	8	72
Rolando													0
South Park			5	1		1	1					1	9
Spring Valley				1					1				2
Talmadge													0
University City													0
University Heights													0
Uptown													0
TOTAL	18	17	18	21	15	40	35	47	20	28	14	21	294

Aircraft Noise Complaint Distribution by Neighborhood

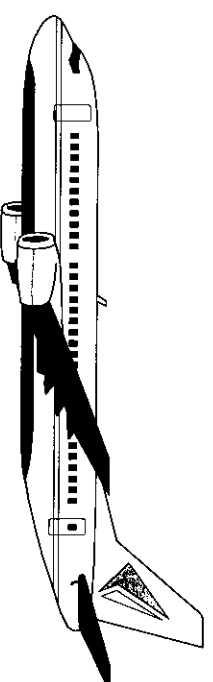


Fourth Quarter 2007

TOTAL CALLS: 63

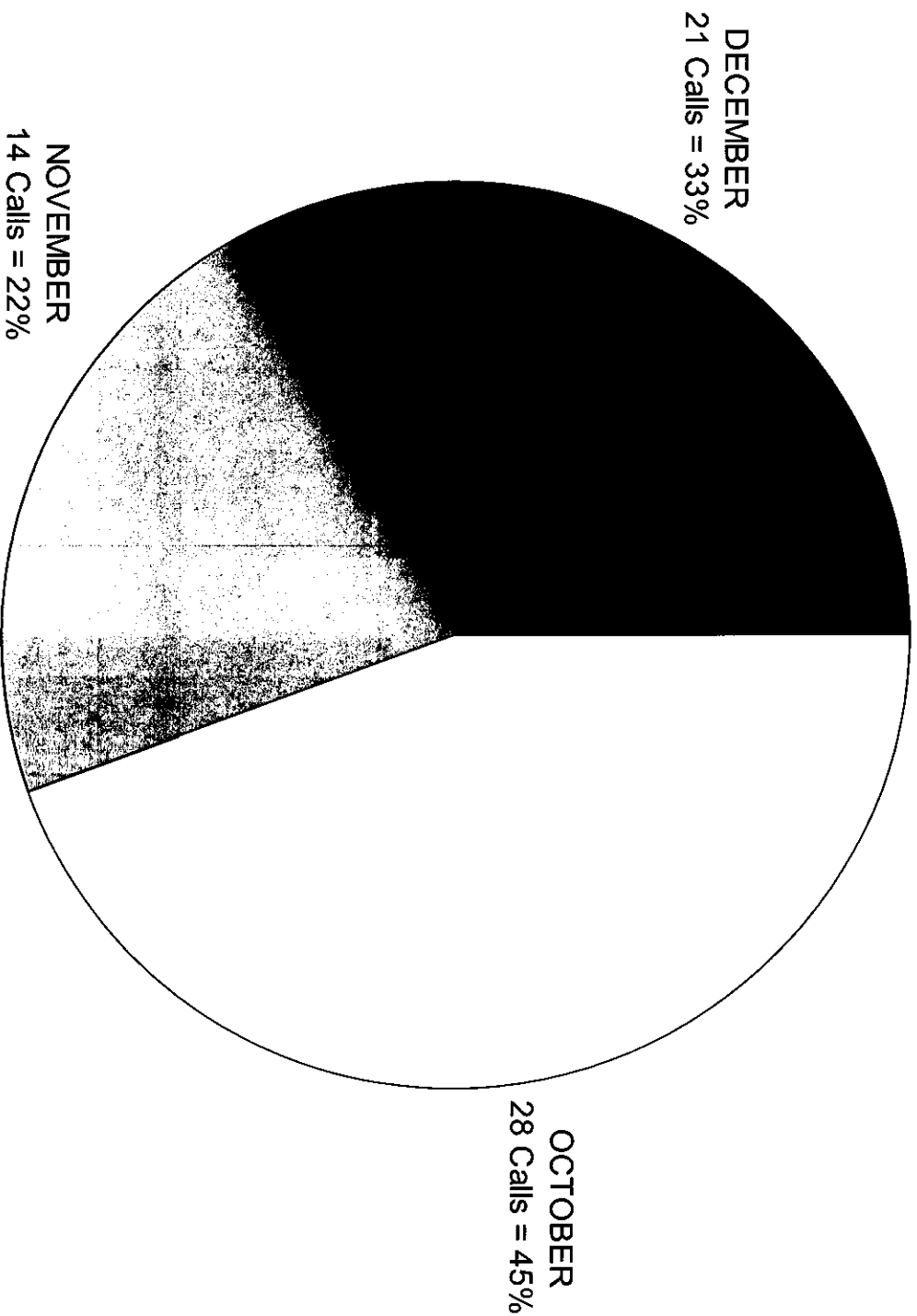


Aircraft Noise Complaint Distribution by Month



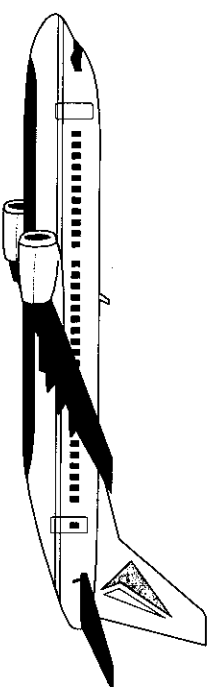
Fourth Quarter 2007

TOTAL CALLS: 63



San Diego International Airport (SDIA)

Aircraft Noise Complaint Distribution by Time of Day

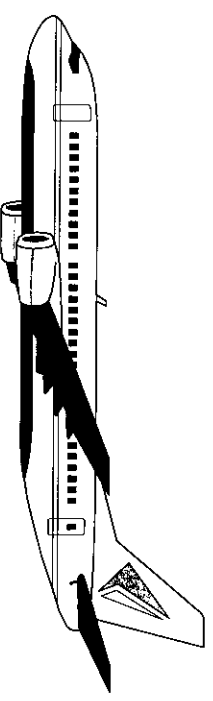


Fourth Quarter 2007

TOTAL CALLS: 63

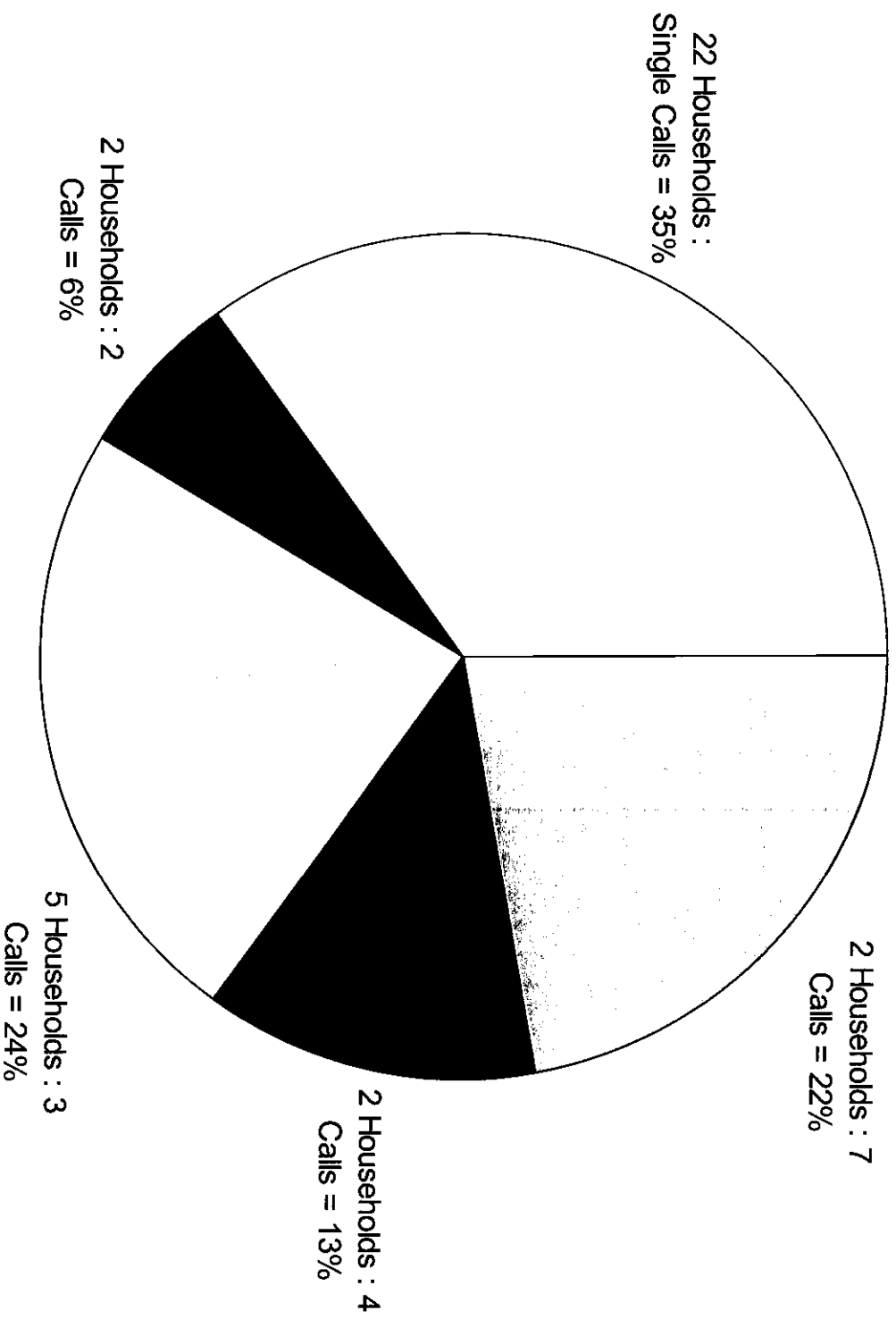


Aircraft Noise Complaint Distribution by Household



Fourth Quarter 2007

TOTAL CALLS: 63



San Diego International Airport (SDIA)

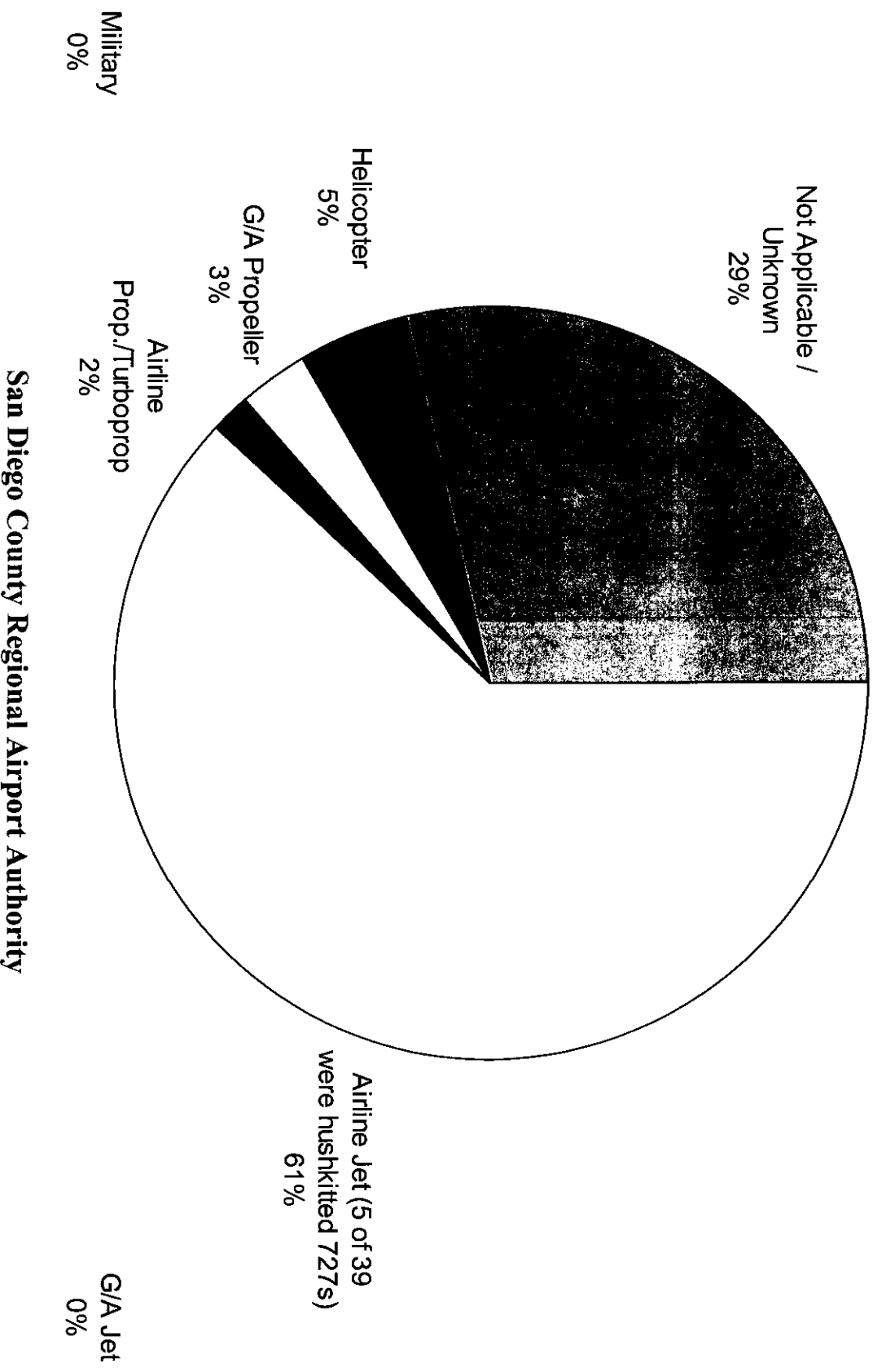
Aircraft Noise Complaint Distribution by Aircraft Type



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Fourth Quarter 2007

TOTAL CALLS: 63



San Diego County Regional Airport Authority

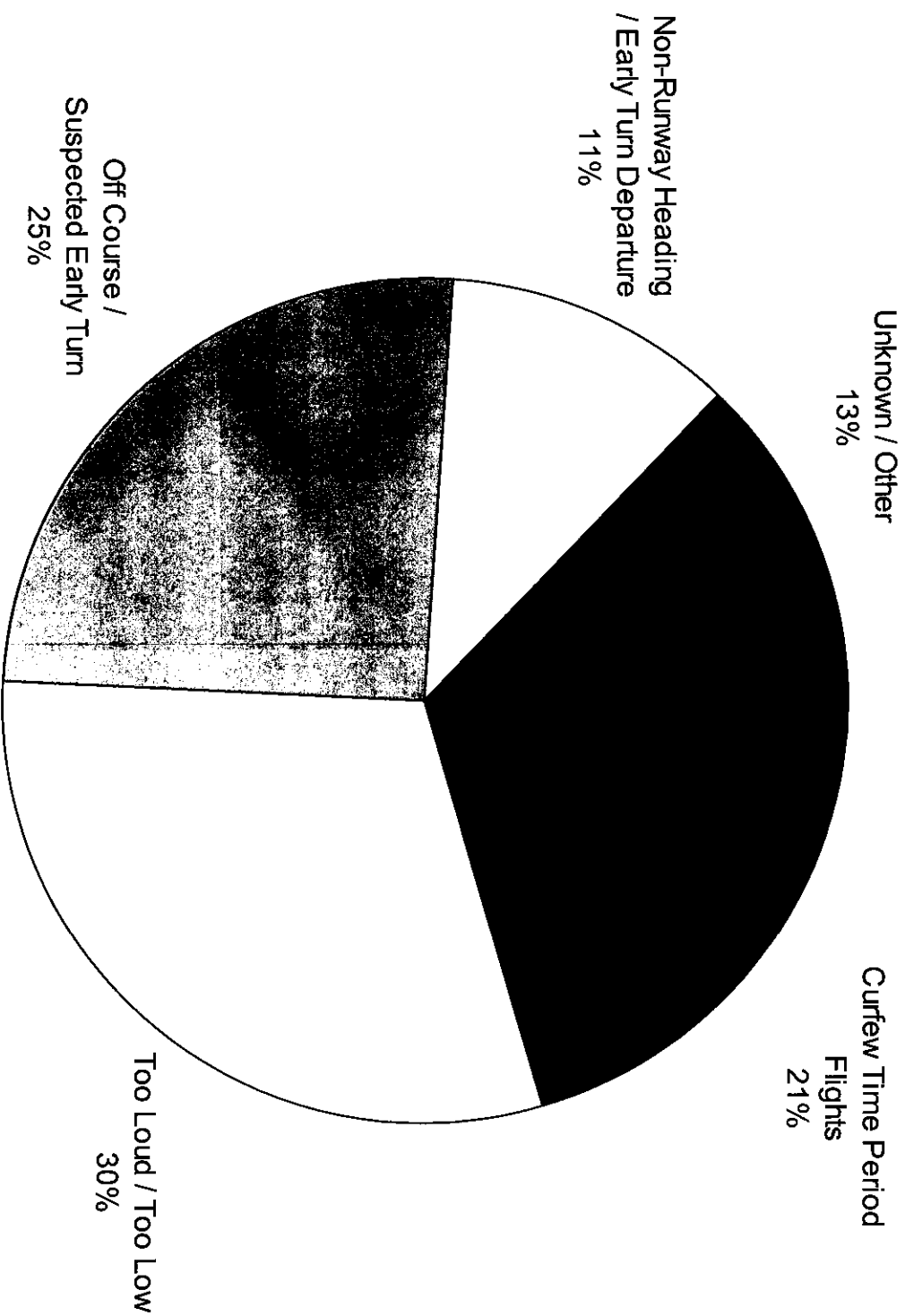
Aircraft Noise Complaint Distribution by Cause



SAN DIEGO
INTERNATIONAL
AIRPORT

Fourth Quarter 2007

TOTAL CALLS: 63



AIRPORT NOISE ADVISORY COMMITTEE

This appendix contains the meeting minutes and current members of the Airport Noise Advisory Committee (ANAC) from the meetings held November 15, 2007.



**SAN DIEGO
INTERNATIONAL
AIRPORT**

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

Meeting Minutes November 15, 2007

On November 15, 2007, the Airport Noise Advisory Committee (Committee) met at the Commuter Terminal, San Diego International Airport, 3225 N. Harbor Drive, San Diego, CA. The facilitator, Mark Butler, Ph.D., commenced the meeting at 5:34 P.M.

Present: Mr. Matt Awbrey, City of San Diego, District Two; Mr. John Bennett, County of San Diego; Mr. David Caldwell, Greater Golden Hill Planning Committee; Mr. Shane Finneran, Ocean Beach Planning Board; Mr. Tait Galloway, City of San Diego; Ms. Marilee Kapsa (Alternate), Uptown Planners; Mr. Lance Murphy, Peninsula Community Planning Board; Mr. Bill Stone, Little Italy Association; Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee & Mr. Garret Hollarn

Absent: Captain (Ret.) Jack Bewley, Airline Pilot; Mr. William Kenton, Midway Planning Board (Excused); Mr. Kelly Brown, Airline Representative (ex-officio); Ms. Paula Jacks, Community member; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Mr. Cliff Myers, MCRD (Excused); Mr. Barry Sill, FAA - SDIA Tower (Excused); County Supervisor Greg Cox (ex-officio) (Vacant)

Dr. Butler opened the meeting by asking each member and staff to introduce themselves and, as there was no quorum to approve the September meeting minutes, he proceeded to the information items on the agenda.

Mr. Frazee gave an update on the Airport Authority's Master Plan (AMP). He informed the Committee that the due date for public comment which was November 30, 2007 has been extended to January 4, 2008. If more specific information is needed, Mr. Frazee gave the website address www.sanplan.com. Mr. Murphy expressed displeasure that the public was only given a few weeks to review and comment on the re-released SDIA Airport Master Plan (AMP) Environmental Impact Report (EIR). Mr. Frazee acknowledged Mr. Murphy's displeasure and reminded him that his constructive criticism would be significantly more effective if addressed to appropriate Authority personnel who oversee the AMP. With this, Mr. Murphy started to make a motion to forward to the Authority Board ANAC member's displeasure at the untimely scheduling and arrangements made to inform the public. Due to no quorum being present, the motion was tabled.

Dr. Butler then suggested the 2008 ANAC meeting dates for consideration and agreement. The days, unanimously agreed upon, are the third Thursday of every other month. The dates are January 17th, March 20th, May 15th, July 17th, September 18th, and November 20th.

Mr. Frazee mentioned that a copy of the October 2007 *Noise Matters* newsletter is included in each member's packet, reminding ANAC that the newsletter is published and distributed to about 38,000 residences within and near the SDIA noise impact area. He added that the newsletter is distributed on a periodic basis and the Airport Authority receives positive comments regarding its content and timeliness to issues.

Mr. Frazee informed the Committee that there have been no results forwarded from the Administrative Law Judge (ALJ) regarding the results of the request for further variance to the California Noise Standards. Information will be provided to ANAC members as soon as a judgment is released by the responsible ALJ.

Mr. Frazee advised ANAC that Scope of Work issues continue to hold up implementation of SDIA's 14 CFR Part 150 Noise Compatibility Study update.

Mr. Frazee informed ANAC that the SDIA Air Traffic Control Manager and FAA representative to ANAC, Mr. Barry Sill, will have a one year temporary assignment in Washington, D.C. starting in January 2008 and, at this moment, no new representative has been named. Mr. Sill is not available for the current meeting but hopes that an FAA representative will be at the January 2008 meeting. Additionally, Mr. Frazee provided ANAC members with an update regarding aircraft use of the new SDIA precision departure procedure. Mr. Frazee advised that of the turbojet aircraft departing to the west and south, just over 90% are using the new POGGI-1 RNAV departure procedure, which helps explain the continuing decrease in "early turn" activity (with only 2 observed and forwarded for FAA evaluation in the last two months) and complaints at SDIA. Mr. Hollarn addressed several follow-up procedural questions as to how the FAA's statistics were developed.

Dr. Butler next announced that a quorum is now present to address two orders of business initiated earlier. He asked for and received unanimous approval of the September 18 Draft meeting minutes, with a correction noted. Additionally, he re-addressed the motion earlier made by Mr. Murphy to go to forward to the Authority Board with a letter expressing dissatisfaction with the "short" time period given to the public for review and input regarding SDIA's re-released Airport Master Plan EIR. Dr. Butler suggested that a volunteer from the Committee draft a memo for Mr. Frazee to forward to the Authority Board recommending specific action the Committee would find beneficial to the community at large. More discussion ensued, and the issue was ultimately temporarily tabled to allow time-certain public comment.

PUBLIC COMMENT: Ms. Wynkoop, a resident of Pacific Beach, commented regarding aircraft flying over her house north of Mission Bay and expressed her disappointment that an FAA representative was not at the meeting to address her concern. Ms. Bersbach and her mother, Mrs. Bersbach both residents of Loma Portal, voiced concerns about overall aircraft noise in the Point Loma area, and that they were not previously unaware of the ANAC meetings dates and times. Mr. Frazee informed them that meeting dates are in the *Noise Matters* newsletters sent to about 39,000 residents in the communities adjacent to the airport, posted on the

Authority's noise information website, and that announcements are placed in the Peninsula *Beacon* weekly newspaper for two weeks prior to each scheduled meeting.

At the end of public comment, Dr. Butler continued with the earlier motion. Mr. Murphy read a draft motion, stating ANAC requested that the Airport Authority Board schedule two additional public meetings, one for residents to the east and another for residents to the west of San Diego International Airport to discuss the Master Plan EIR. The memo pointed out that the single airport-area community meeting held in the Point Loma area in October 2007 occurred within two weeks of the re-release of the draft EIR, allowing insufficient time for residents to properly review it and to provide meaningful input. The motion passed. Dr. Butler then asked for clarification as to who will be drafting the memo and by when it will be available. Mr. Murphy volunteered to draft the letter and forward it to Mr. Frazee for routing to Authority Board members.

Mr. Frazee provided results of the November 7th CVRP. He informed the Committee that three aircraft violated the Authority's time-of-day restriction in the past 60 days, with two receiving an administrative penalty and one not penalized as a result of a maintenance issue outside of the air carrier's control. Mr. Frazee gave statistics showing that to date in 2007, 32 operators violated curfew and 16 were fined, compared to 2006 where 27 departed and 16 were fined. Mr. Frazee clarified that any aircraft that departs after the curfew hours is considered a violation of the Airport Use Restrictions. He reiterated that the CVRP is a public meeting held every other month and encouraged ANAC members and the public to attend and educate themselves about the process used in the deliberations. Dr. Butler clarified a request from Mr. Murphy's that asked for a relevant agenda item to be added to the ANAC meeting following compilation of the total 2007 CVRP results (April 2008) on what action might be taken to address to the Authority Board the Committee's dissatisfaction with the continuing departure curfew violations.

Mr. Hollarn presented the Missed Approach statistics. He provided comparative information from the previous four years (2002-2006) and for 2007 year to date. There have been 482 missed approaches in 2007 year-to-date; in the September - October timeframe there was a noticeable increase attributable to the area wildfire activity and low visibilities (due to smoke) at SDIA. Breaking missed approach activities down by time, again it showed an overall increase in the September – October timeframe. Another slide compared 2006 with 2007 percentages of missed approach operations relating to runway vs. non-runway heading and those during the curfew period. A member asked that the presentations contained in the member packets be re-defined so that they could more clearly discriminate differences in the slides (i.e. change colors).

A discussion then ensued regarding the inability of the Committee to address FAA-specific issues due to the absence of the FAA representative at this meeting. The discussion led to a motion and second to request that the Authority extend the draft Master Plan EIR public comment period until February 4, 2008 to provide an opportunity for the Committee to address certain issues with FAA at the January 17, 2007 ANAC meeting. It was seconded and discussion took place. The motion passed unanimously.

Continuing on, Mr. Hollarn gave a brief presentation on noise complaints statistics. He explained that the first nine months of 2007 is consistent year-to-year, especially in relation to the increases in community complaints noted during the summer months due to residential windows being open. Slides were shown to depict complaints by time of day, by neighborhood, by household, type of aircraft, and by action. Mr. Hollarn noted that complaints are running significantly below prior years, attributable perhaps to resident use of the flight tracker website, and the continued influence of continued replacement of air carrier aircraft with newer, quieter aircraft at SDIA. Questions followed Mr. Hollarn's presentation, with a specific concern whether staff asks whether the complaint caller is satisfied with the response received (if a response is requested). Mr. Frazee said that we have not taken this action in the past, but for the remainder of the year he would have the technician query all complaint callers who requested a response to their calls, and report the results to ANAC in January.

Mr. Galloway suggested an agenda item at the next meeting to discuss possible use of Authority curfew fine revenue to fund a public information and education outreach program, and a survey instrument. His reasoning suggests that the money could possibly be used for public outreach in terms of awareness about what ANAC does, airport-related projects, etc. Additionally, if the monies collected is enough to hire a professional survey company, to issue a study survey around the airport to weed out issues relevant to airport operations and noise-specific issues. Mr. Frazee asked the members of the Committee to forward their requests for agenda items in writing at least two weeks prior to the scheduled meeting with sufficient detail to prepare it for placement on the agenda. Authority counsel will be consulted regarding the suggestion and whether this suggestion would constitute airport revenue diversion.

PUBLIC COMMENT: Ms. Wynkoop, a resident who uses the complaint hotline, commented that it might be helpful to publish the noise complaint hotline number in more diverse publications so that it reaches a larger population of residents. Mr. Johnson, a resident, expressed his concern regarding early morning aircraft noise, explaining that he already has dual-paned his windows and wants to know if there is anything else that he can do. Dr. Butler mentioned Ms. Sjohnna Knack, the Quieter Home Program Manager, and provided her phone number for further reference. Cynthia Conger, a resident, asked a question regarding charting "head-to-head" flights and publication of missed approach data on the Authority website. Additionally, could the Authority provide noise contour maps showing the departure headings for noise disclosure for the realtors' associations?

In New Business, Mr. Murphy, expressed his concerns regarding head-to-head operations, which precipitated a motion to ask staff to provide statistical information of the appropriate type regarding head-to-head operations by the next meeting. The motion was seconded and discussion ensued. A member asked when head-to-head operations occur. Mr. Frazee explained that this phenomenon is necessary at SDIA because of the airport's physical constraints (terrain, single runway) and aircraft climb limitations that require takeoff procedures inconsistent with the prevailing traffic operations of the airport at a particular time. He explained the procedure in more detail and added that the airport has no control over use of this procedure, reminding the members that this issue was thoroughly discussed with FAA

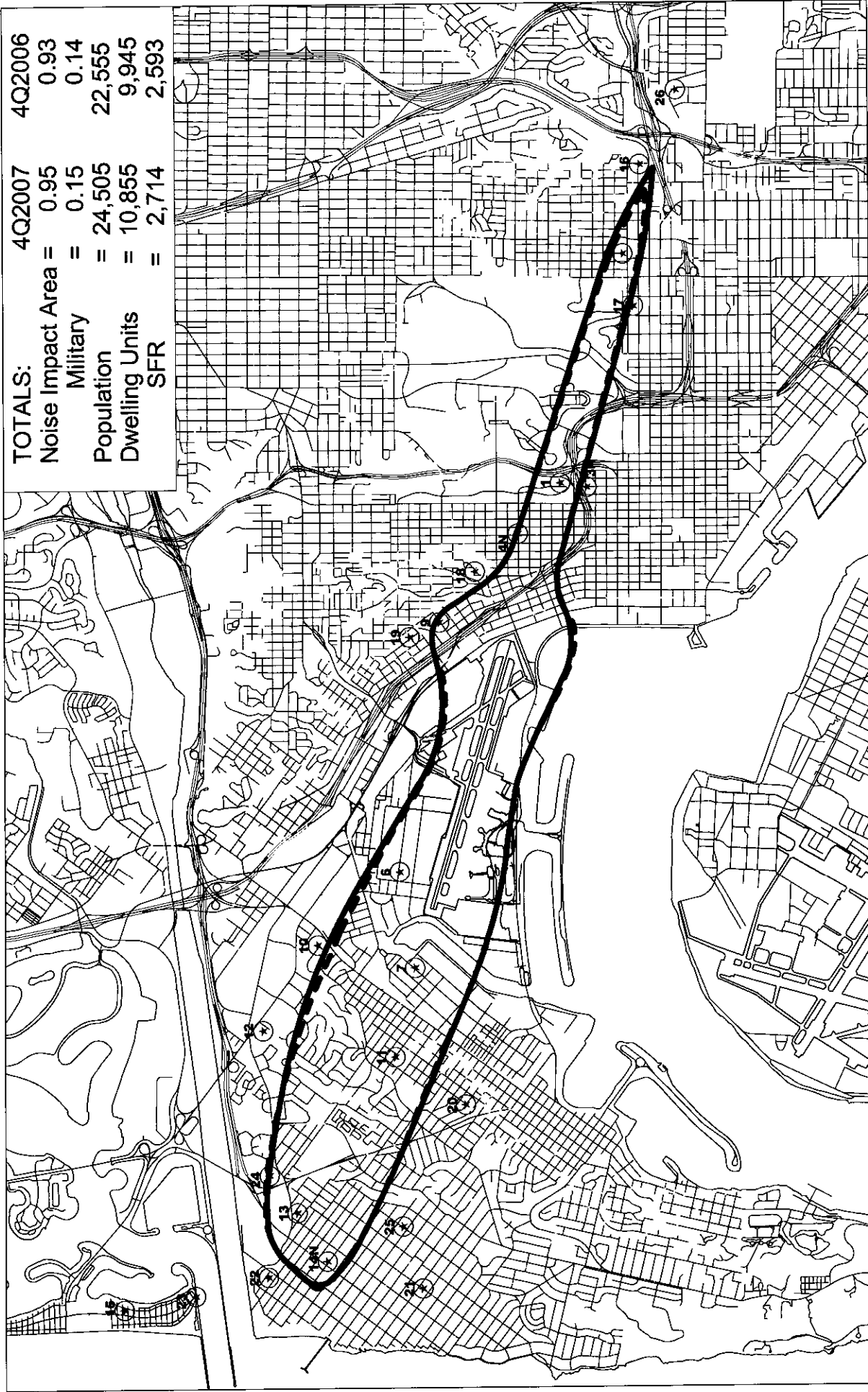
approximately one year ago. Dr. Butler called for a vote on the motion for staff to provide whatever statistical data is available at the January 2008 meeting; the motion passed, with one opposed. On another note, one member has asked that at the next meeting to explain further the role of the facilitator which was agreed upon by Mr. Frazee. Mr. Galloway opined that it might be advantageous at a future 2008 meeting to revisit the curfew violation fines structure to penalize the continuous multiple violators. Mr. Murphy suggested that each Committee member take the time to suggest two or three things to add to the ANAC's group goals for 2008.

Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 7:10 p.m.

The next meeting is scheduled for Thursday, January 17, 2008 at 5:30 p.m. in the Wright Brothers Conference Room, Third Floor, Commuter Terminal.

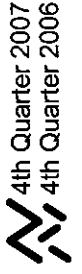
Dan Frazee
Director, Airport Noise Mitigation

NOTE: Please refer to the FAQ's (Frequently Asked Questions) on the Airport Noise Office website at www.san.org/airportnoise/info_noise_main.asp for the answers to commonly asked airport noise-oriented questions. ANAC members may obtain a hard copy of presentation materials by contacting Airport Noise Mitigation at (619) 400-2781.

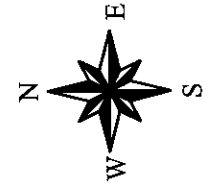


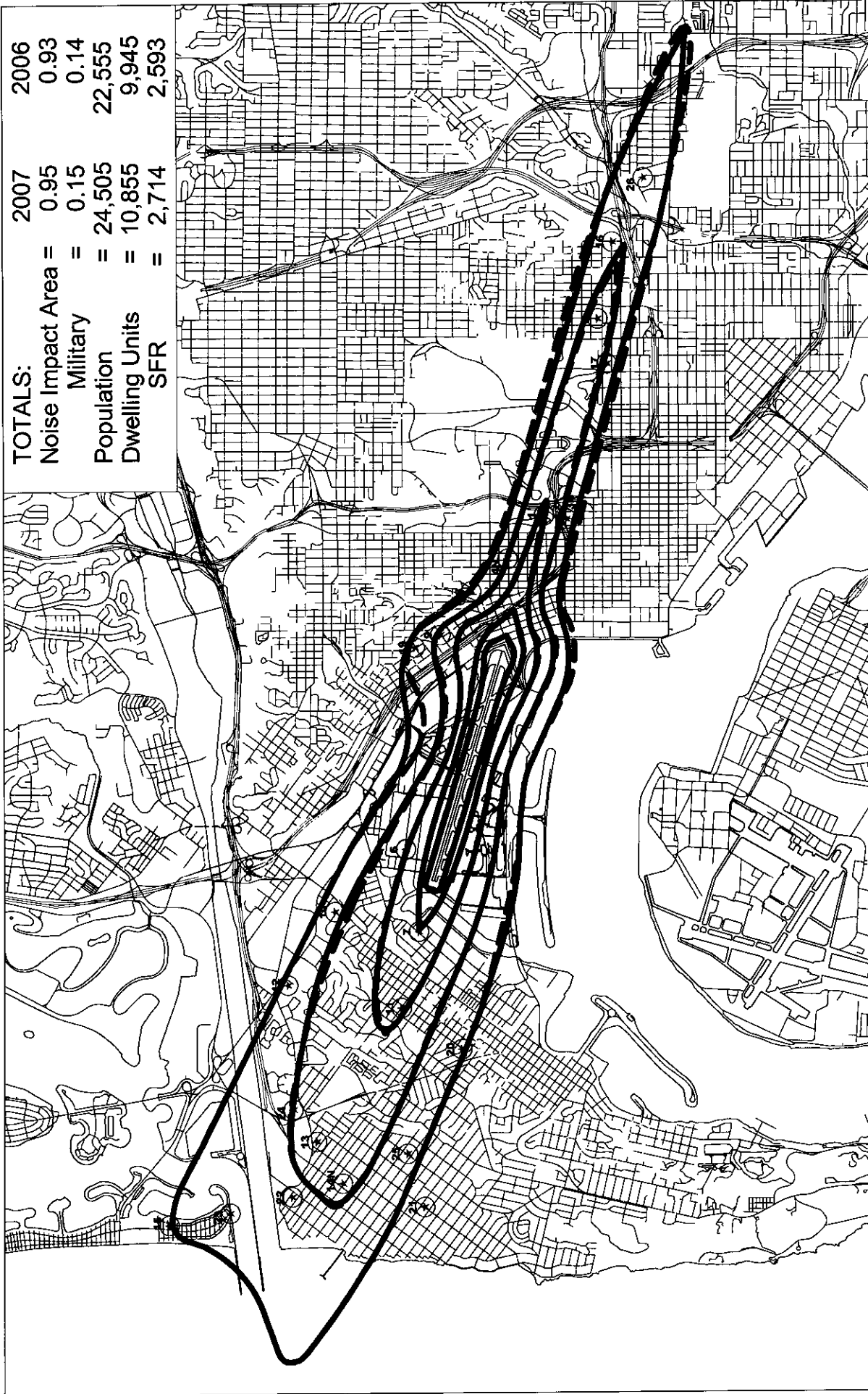
Comparison of the 2006 and 2007 Fourth Quarter Community Noise Equivalent Level (CNEL) contours.

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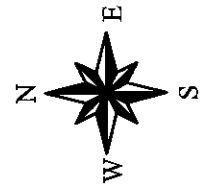
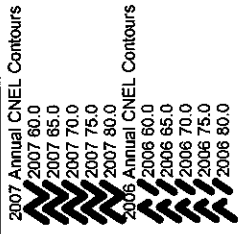


4th Quarter, 2007
4th Quarter 2006





TOTALS:	2007	2006
Noise Impact Area =	0.95	0.93
Military =	0.15	0.14
Population =	24,505	22,555
Dwelling Units =	10,855	9,945
SFR =	2,714	2,593



Comparison of the 2006 and 2007 Annual Community Noise Equivalent Level (CNEL) contours.

0.5 0 0.5 Miles

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