

QUARTERLY NOISE REPORT

January 1, 2008 through March 31, 2008



Airport Noise Mitigation Department
San Diego International Airport

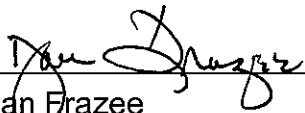
June 15, 2008

**QUARTERLY NOISE REPORT
For the Period
January 1 through March 31, 2008**

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 First Quarter of 2008 was prepared by the Airport Noise Mitigation Department at San Diego International Airport, in accordance with the Airport Noise Standards, State of California.



Dan Frazee
Director, Airport Noise Mitigation



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 135

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 January 2008
Appendix B4	---	CNEL Log for February 2008
Appendix B5	---	CNEL Log for March 2008

Appendix C - Aircraft Operations

Appendix C1	---	Commercial Jet Operations Mix, First Quarter 2008
Appendix C2	---	Commercial Jet Operations Mix, January 2008 Air Traffic Report Summary, January 2008
Appendix C3	---	Commercial Jet Operations Mix, February 2008 Air Traffic Report Summary, February 2008
Appendix C4	---	Commercial Jet Operations Mix, March 2008 Air Traffic Report Summary, March 2008
Appendix C5	---	Violations of Airport Use Regulations, Time of Day Restrictions (1989 to present)

Appendix D - Aircraft Noise Complaints (2008 Year to Date Statistics)

Appendix E - Airport Noise Advisory Committee

Meeting Minutes and current roster of the January 17th and March 20th, 2008 meetings

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 January 1, 2008 and March 31, 2008, to be 0.94 square miles and 0.15 square miles, respectively. As compared to the First 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.

1 st Quarter 2008	1 st Quarter 2007	Change
0.94	0.92	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	71.0	70.9
2	66.4	66.4
3	66.3	66.9
4	66.1	66.5
5	n/a ³	n/a ³
6	69.5	69.5
7	74.8	74.6
9	66.7	67.2
10	64.1	64.3
11	71.7	71.6
12	61.8	62.0
13	66.0	65.9
14	66.1	66.8
15	59.8	59.8
16	64.4	64.6
17	64.9	64.9
18	60.6	61.7
19	62.6	63.2
20	59.8	59.8
21	58.8	59.8
22	64.4	64.3
23	62.6	62.9
24	65.0	64.9
25	62.8	63.6
26	63.7	63.7

¹ = For the period April 1, 2007 through March 31, 2008

² = For the period January 1, 2008 through March 31, 2008

³ = RMT #5 was shutdown on 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	FIRST QUARTER 2008	FIRST QUARTER 2007	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	44,733	39,529	5,204	13.2%
Commuter	5,984	7,252	(1,268)	-17.5%
General Aviation	5,417	6,003	(586)	-9.7%
Military	57	37	20	54.0%
TOTAL	56,191	52,821	3,370	6.4%

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

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

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

QUARTERLY OPERATIONS SURVEY REPORT

The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the First Quarter of 2008. The data used to compile this report was gathered during 24-hour periods on February 5 - 7, 2008.

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 First Quarter 2008 Operations Survey, an average of 510 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 64. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Airport Origin, Flight Number, and average departure time in Military Time.

Table 2, Quarterly Operations Survey, identifies the loudest 25% of the aircraft departing from SDIA, as measured at Remote Monitoring Terminal (RMT) #7, which is located approximately one-half (0.5) mile from the departure end of Runway 27. During the First Quarter 2008 Operations Survey, an average of 510 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 64. 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:

First Quarter Comparison Single Event Noise Exposure Level (SENEL)

	February 13 - 15, 2007	February 5 - 7, 2008	Change (dB)
Departures	100.9	100.1	-0.8
Arrivals	95.2	94.9	-0.3

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 510 daily operations, which reflected a increase of 60 operations from the 450 operations recorded during the First Quarter of 2008.

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
February 5 through February 7, 2008**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B72Q	98.1	Denver, CO	CCI712	830
A310	97.2	Fort Worth, TX	FDX3166	1640
A310	96.6	Oakland, CA	FDX1860	415
B767-300	95.8	Honolulu, HI	HAL16	2130
B737-300	95.7	Las Vegas, NV	AWE532	100
A300-600	95.7	Memphis, TN	FDX906	1720
B737-300	95.7	San Francisco, CA	SWA1644	1500
B737-500	95.5	Phoenix, AZ	SWA2540	1030
B767-300	95.3	Atlanta, GA	DAL909	2045
B737-300	95.3	Austin, TX	SWA3056	1045
B767-300	95.3	Louisville, KY	UPS922	500
B767-300	95.2	Kahului, HI	HAL38	2015
B737-300	95.2	Sacramento, CA	SWA1445	1045
B737-300	95.2	Sacramento, CA	SWA3516	1315
B737-300	95.1	Phoenix, AZ	AWE191	2000
B737-300	95.1	Las Vegas, NV	SWA1059	700
B737-300	95.1	Las Vegas, NV	SWA2034	2300
B737-300	95.1	Las Vegas, NV	SWA469	1115
B757-200	95.1	Chicago, IL	UAL679	1730
B737-300	95.0	San Francisco, CA	SWA174	1400
B737-300	95.0	Phoenix, AZ	SWA2203	630
B737-500	95.0	Denver, CO	UAL1185	1615
B757-200	95.0	Chicago, IL	UAL477	1500
B737-300	95.0	San Francisco, CA	UAL955	1730
B767-200	94.9	Wilmington, OH	ABX814	600
B757-200	94.9	Dulles, VA	UAL231	1500
B767-300	94.9	Kona, HI	UPS2968	1300
A300-600	94.8	Memphis, TN	FDX1422	530
A300-600	94.8	Indianapolis, IN	FDX3713	1730
B737-300	94.8	Oakland, CA	SWA2965	1820
B757-200	94.8	Denver, CO	UAL1183	1330
B737-300	94.7	Denver, CO	UAL329	1850

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
February 5 through February 7, 2008**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-300	94.7	San Francisco, CA	UAL852	1530
MD-80	94.6	Dallas/Fort Worth, TX	AAL1505	1705
MD-80	94.6	Chicago, IL	AAL1605	1700
MD-80	94.6	Dallas/Fort Worth, TX	AAL1701	1410
A300-600	94.6	Indianapolis, IN	FDX1754	515
B757-200	94.6	Dulles, VA	UAL919	2030
B737-300	94.5	San Jose, CA	SWA1451	1130
B737-300	94.5	Las Vegas, NV	SWA307	900
B737-300	94.5	Las Vegas, NV	SWA3953	1830
B737-300	94.4	Tucson, AZ	SWA1253	1430
B737-500	94.4	Las Vegas, NV	SWA3682	2000
B737-400	94.3	Portland, OR	ASA230	900
B737-300	94.3	Phoenix, AZ	AWE180	830
B737-300	94.3	Las Vegas, NV	SWA1532	930
B737-300	94.3	Oakland, CA	SWA1553	2020
B757-200	94.3	San Francisco, CA	UAL901	2000
B757-200	94.2	New York City, NY	AAL127	2120
MD-80	94.2	Bakersfield, CA	DOJ932	2130
B737-500	94.2	El Paso, TX	SWA4	1015
B737-300	94.2	Albuquerque , MN	SWA485	800
B757-200	94.1	Atlanta, GA	DAL1655	1820
B737-300	94.1	Austin, TX	SWA2031	1530
B737-300	94.1	Tucson, AZ	SWA2612	1200
B737-300	94.1	Las Vegas, NV	SWA2947	1330
B737-300	94.1	Oakland, CA	SWA3487	2045
MD-80	94.0	Dallas/Fort Worth, TX	AAL1091	1835
MD-80	94.0	Dallas/Fort Worth, TX	AAL1789	930
MD-80	94.0	Chicago, IL	AAL779	1330
MD-80	94.0	Seattle, WA	ASA550	1300
B737-300	94.0	San Jose, CA	SWA1581	930
B737-300	94.0	Sacramento, CA	SWA2380	2100
B737-300	94.0	San Jose, CA	SWA972	2200

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
February 5 through February 7, 2008**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200	107.3	Denver, CO	CCI711	1810
MD-80	106.5	Chicago, IL	AAL1438	1200
MD-80	106.0	Chicago, IL	AAL1722	800
MD-80	104.4	Dallas/Fort Worth, TX	AAL384	630
MD-80	104.4	Dallas/Fort Worth, TX	AAL578	900
MD-80	104.4	Chicago, IL	AAL580	1530
MD-80	103.9	St. Louis, MO	AAL1060	1300
MD-80	103.8	Dallas/Fort Worth, TX	AAL1744	745
MD-80	103.8	Dallas/Fort Worth, TX	AAL1848	1000
MD-80	103.8	Dallas/Fort Worth, TX	AAL878	1145
MD-80	103.6	Dallas/Fort Worth, TX	AAL1100	1400
MD-80	103.5	Dallas/Fort Worth, TX	AAL1802	1030
MD-80	103.1	Chicago, IL	AAL590	1800
MD-80	102.2	Dallas/Fort Worth, TX	AAL1300	1530
MD-80	102.2	Portland, OR	ASA429	1420
MD-80	100.9	Dallas/Fort Worth, TX	AAL2008	1630
MD-80	100.8	Dallas/Fort Worth, TX	AAL480	1800
MD-80	99.8	Mesa, AZ	DOJ932	2230
A321	99.5	Philadelphia, PA	USA1500	1155
B737-800	98.6	Newark, NJ	COA1827	820
A321	98.4	Charlotte, NC	USA1136	1330
B737-900	97.8	Houston, TX	COA132	700
B767-300	97.8	Atlanta, GA	DAL12	912
B737-400	97.6	Seattle, WA	ASA595	820
B767-300	97.5	Honolulu, HI	HAL15	1040
B737-800	97.3	Cincinnati, OH	DAL482	730
B767-300	97.3	Kahului, HI	HAL37	935
B737-800	96.9	Newark, NJ	COA327	2215
B737-800	96.6	New York, NY	DAL98	715
B757-200	96.6	Boston, MA	AAL226	900
A300-600	96.5	Indianapolis, IN	FDX3613	700
A300-600	96.5	Memphis, TN	FDX821	710

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
February 5 through February 7, 2008**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-800	96.5	Houston, TX	COA1041	830
B737-400	96.4	Seattle, WA	ASA227	1715
B737-800	96.4	Newark, NJ	COA427	1720
A320	96.3	Detroit, MI	NWA278	1250
B757-200	96.3	Atlanta, GA	DAL768	2250
B757-200	96.2	New York, NY	AAL160	800
A300-600	96.1	Indianapolis, IN	FDX1654	1940
A319	96.0	Philadelphia, PA	USA1508	2220
B737-900	96.0	Seattle, WA	ASA119	1630
B767-200	96.0	Wilmington, OH	ABX414	1915
A310	95.9	Fort Worth, TX	FDX3116	640
B737-800	95.9	Cincinnati, OH	DAL776	1200
A300-600	95.8	Memphis, TN	FDX1222	1945
A320	95.8	New York, NY	JBU186	2130
B737-800	95.8	Houston, TX	COA1606	945
A310	95.7	Oakland, CA	FDX1810	2030
A321	95.7	Phoenix, AZ	USA1542	715
B737-700	95.7	Kona, HI	AAH4861	810
B757-200	95.7	Atlanta, GA	DAL1628	800
A319	95.6	Toronto, ONT	ACA780	1230
B757-200	95.5	Chicago, IL	UAL1236	710
B757-200	95.5	Dulles, VA	UAL920	815
A320	95.4	New York, NY	JBU182	1340
B737-700	95.4	Baltimore, MD	SWA1100	755
A320	95.2	Minneapolis, MN	NWA186	855
A320	95.1	Charlotte, NC	AWE306	2245
A320	95.1	Boston, MA	JBU412	2100
A320	95.1	Minneapolis, MN	NWA184	1230
B737-400	95.1	Portland, OR	ASA567	1020
B737-800	95.1	Houston, TX	COA374	1145
B737-900	95.1	Seattle, WA	ASA511	1920
B737-800	95.0	Seattle, WA	ASA575	1320

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

Survey of three days during the First Quarter of 2008
 These numbers are the averages for operations for February 5 to February 7, 2008

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	1	2	1							8
A310	1				1	1			1				4
A320+	23	10	4	25	4	8							74
B712	1			1									2
B72Q	1			1									2
B73Q													
B733+	94	27	17	106	23	9							276
B747+													
B757+	10	5	1	13		3							32
B767+	1	3	2	3	2	1							12
B777+													
DC10													
DC87													
DC8Q													
DC9Q													
L1011													
MD80+	12	3	2	13		3							33
MD90	1			1									2
RJ+	25	4	4	26	2	4							65
TOTAL	171	52	32	190	34	30			1				510

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 First Quarter of 2008 Airport Noise Mitigation received a total of 93 complaint calls from 48 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 First Quarter of 2008

DIRECTION FROM AIRPORT		January	February	March	TOTAL
	Normal Heights		1		1
NORTH	North Park		1		1
	Pacific Beach	5	4		9
SOUTH	Chula Vista	1			1
	Encanto/Lomita			1	1
	Golden Hill		2	2	4
EAST	Mountain View			1	1
	Paradise Hills	1			1
	Uptown	2			2
	Famosa	1	3	6	10
	Liberty Station		1		1
	Loma Portal	6	1	6	13
WEST	Mission Beach		2		2
	Ocean Beach	2	3	7	12
	Point Loma	8	9	17	34
TOTAL COMPLAINTS		26	27	40	93

The 93 complaint calls recorded during the First Quarter 2008 reflect a increase of 40 calls from the 53 received during the First Quarter of 2007.

Appendix D: Aircraft Noise Complaints contains 2008 year to date complaint statistics.

ENFORCEMENT ACTIONS

The Airport Use Regulations at San Diego International Airport established Time of Day Restrictions for all operators. Airport Noise Mitigation evaluates and monitors the air carrier 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 First Quarter 2008 Final Enforcement Actions.

FIRST QUARTER 2008 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
1/04/2008	2345L	SkyWest Airlines 5422	E120 ; Stage 3	\$2,000
1/05/2008	0145L	Air Canada 572	A320 ; Stage 3	\$2,000
1/27/2008	2332L	US Airways/America West 306	A320 ; Stage 3	No Penalty
2/04/2008	0005L	US Airways/America West 306	A320 ; Stage 3	No Penalty
2/04/2008	2338L	US Airways/America West 306	A320 ; Stage 3	\$4,000
2/11/2008	0301L	jetBlue Airways 316	A320 ; Stage 3	No Penalty
2/27/2008	0014L	ACM Aviation (N4YS)	B350 ; Stage 3	\$2,000
3/10/2008	0116L	US Airways/America West 306	A320 ; Stage 3	\$12,000
3/14/2008	2332L	US Airways 1508	A321 ; Stage 3	\$20,000
3/27/2008	2335L	United Airlines 238	A320 ; Stage 3	No Penalty

Appendix C5 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 current roster of members and a copy of the January 17th and March 20th, 2008 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 = 0.94 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:

10,874 **

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

24,505 **

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): 102

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

56,191

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

44,733

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

100%

8. Number of Commuter operations during the calendar quarter:

5,984

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

5,417

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

57

Form DOA 618, 11/21/89

** = Note: Population and dwelling unit calculations are based upon appended 1990 and 2000 Census Tracts.

AIRCRAFT NOISE MONITORING SYSTEM

Noise Monitoring Locations_____B1

Noise System Thresholds_____B2

CNEL Log for January 2008_____B3

CNEL Log for February 2008_____B4

CNEL Log for March 2008_____B5

APPENDIX B1

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

RMT #	Location	^C L Distance (Ft.)*	Offset (Ft.)
1	Park & Recreation Bldg. – Balboa Park	-5,751	-155
2	1328 ½ Dale Street	-13,972	42
3	1698 ½ Eighth Avenue	-5,840	-1,025
4	200 ½ E. Juniper Street	-3,660	810
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 January 1, 2008 to March 31, 2008

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
January 2008**

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	60.3	61.0	60.0	61.5	*	66.0	71.9	63.2	58.8	68.2	55.4	61.7
2	67.3	63.5	66.0	64.1	*	68.3	73.6	67.0	61.8	69.9	61.4	63.4
3	70.5	65.8	62.4	65.7	*	70.1	74.2	67.8	64.7	70.9	62.6	66.4
4	71.7	67.4	65.5	67.5	*	70.6	75.2	66.1	66.0	72.0	64.0	66.8
5	71.6	66.8	0.0	71.8	*	67.7	73.8	66.7	60.9	71.4	60.0	63.4
6	70.6	66.6	64.5	70.0	*	69.8	76.7	68.2	64.0	73.8	61.9	66.9
7	71.0	66.8	68.3	65.1	*	70.7	74.7	68.6	*	71.8	63.6	66.8
8	71.4	66.6	68.0	66.0	*	69.7	73.8	67.3	*	70.9	62.4	66.4
9	71.6	66.5	68.0	67.0	*	70.7	74.6	65.9	*	71.6	63.1	66.4
10	71.6	66.6	68.1	65.9	*	70.3	75.6	66.2	*	72.5	62.7	67.0
11	71.7	66.6	68.8	66.2	*	69.8	75.5	67.5	*	72.3	62.5	66.6
12	66.5	61.8	62.6	60.8	*	66.7	74.1	64.6	*	70.6	58.8	64.3
13	68.5	64.1	65.6	64.1	*	67.3	73.2	63.5	*	70.2	59.3	63.7
14	66.9	63.2	65.9	63.4	*	67.7	73.5	62.1	*	70.5	60.4	64.6
15	70.9	66.2	65.2	65.2	*	69.5	74.1	68.0	*	70.8	62.0	65.5
16	70.9	65.9	66.6	65.5	*	69.6	75.2	67.3	*	71.9	62.1	66.0
17	69.8	65.7	67.6	64.9	*	69.1	73.8	66.6	*	70.3	60.8	63.7
18	70.9	65.2	68.0	65.4	*	69.2	74.3	66.1	*	70.8	61.3	64.7
19	68.9	63.5	66.1	63.7	*	67.3	72.6	67.7	*	69.6	59.2	63.5
20	69.7	66.1	65.1	64.9	*	68.3	74.3	66.7	*	71.1	61.4	65.5
21	70.7	66.7	65.6	66.3	*	69.4	74.9	67.2	*	71.8	63.0	66.6
22	70.5	66.3	67.6	65.2	*	69.1	74.0	63.5	65.6	71.0	62.0	66.0
23	72.2	67.1	65.4	66.5	*	70.4	74.8	66.5	65.4	71.7	63.2	66.6
24	71.6	66.7	65.9	65.9	*	70.2	75.7	68.5	66.1	72.4	64.1	67.6
25	71.6	66.6	68.4	67.6	*	69.5	75.4	66.3	65.2	72.6	63.3	67.2
26	67.1	62.0	65.5	66.1	*	67.5	75.8	62.7	62.3	73.3	59.2	65.3
27	71.6	67.5	65.8	66.2	*	70.1	75.5	68.9	65.6	71.7	63.9	66.6
28	71.8	67.5	66.6	66.4	*	70.4	74.1	67.4	66.2	70.9	64.0	66.7
29	70.8	65.8	67.4	65.2	*	69.6	74.2	69.8	65.0	71.2	62.9	66.3
30	71.4	66.1	67.6	67.0	*	69.3	73.0	67.9	64.8	70.2	62.2	65.6
31	72.3	66.4	68.4	66.0	*	69.7	74.1	69.7	64.5	71.2	61.9	65.5
Month	70.5	65.9	66.5	66.2	*	69.3	74.5	67.0	64.5	71.4	62.1	65.8

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
January 2008**

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	63.2	54.2	58.8	59.6	58.7	59.2	51.6	53.1	61.0	57.4	60.5	58.5	56.4
2	63.6	57.7	61.7	62.7	63.3	63.5	54.3	55.2	61.6	60.0	63.1	59.9	60.9
3	65.7	60.9	64.3	64.3	58.5	64.8	57.7	58.3	63.7	62.9	65.2	62.7	63.7
4	67.2	61.9	66.0	65.7	58.5	63.7	59.3	60.5	65.2	63.9	66.0	64.1	64.7
5	66.1	58.6	65.2	65.3	68.4	63.9	54.5	58.3	61.9	63.1	62.5	59.1	63.9
6	70.0	61.0	64.3	64.7	66.8	65.8	59.8	64.1	66.0	67.1	65.0	65.0	62.7
7	66.2	61.5	64.9	65.1	61.3	66.8	61.3	61.3	65.3	65.5	66.1	64.5	65.7
8	65.3	60.8	65.2	65.1	62.2	63.8	59.4	60.1	65.0	64.0	65.7	62.9	64.4
9	67.4	60.1	64.8	65.5	60.8	61.1	60.5	61.9	64.9	63.1	65.4	65.8	64.4
10	68.7	60.4	64.7	65.5	59.8	60.1	59.7	61.0	65.4	63.7	66.0	65.1	64.5
11	67.7	60.1	65.2	65.5	59.7	62.0	59.9	60.7	65.0	63.1	65.6	65.1	64.5
12	66.2	55.7	59.9	60.7	53.8	59.6	57.4	58.8	62.8	60.6	62.6	63.1	60.7
13	64.9	56.1	62.4	63.2	60.3	60.0	56.5	57.5	62.1	60.9	62.7	62.0	61.5
14	65.2	56.5	61.4	62.8	57.4	56.2	57.4	58.8	62.5	60.4	63.4	63.1	60.7
15	65.6	60.0	64.2	63.5	61.3	64.1	57.3	58.3	63.3	62.8	64.9	62.4	63.1
16	67.0	58.9	64.1	64.6	58.3	64.4	60.8	59.7	64.3	62.2	64.6	63.5	63.9
17	64.0	57.2	64.1	64.3	58.6	62.6	57.5	56.9	61.8	59.6	63.3	61.7	63.3
18	66.2	59.1	64.0	64.5	62.2	62.7	57.4	58.3	63.5	61.6	64.3	62.3	62.9
19	65.2	56.6	61.9	62.5	60.1	63.0	56.5	57.8	62.1	59.6	62.2	61.7	61.2
20	66.4	60.1	64.6	64.3	57.3	63.8	58.2	59.1	64.0	62.4	64.6	63.3	63.7
21	67.4	61.6	64.8	65.3	60.7	63.4	59.5	60.5	65.0	63.6	65.7	64.2	64.3
22	66.5	59.8	64.6	65.0	57.8	58.5	59.1	60.3	64.5	62.5	64.9	64.2	64.3
23	67.2	61.7	65.7	65.6	59.0	60.1	60.1	61.1	65.2	63.6	65.7	64.6	65.1
24	67.4	63.5	65.5	65.3	60.0	66.9	60.1	60.5	65.8	65.1	67.4	64.2	65.0
25	67.6	61.9	65.1	65.4	57.5	63.6	59.7	59.7	65.7	64.5	66.7	63.7	64.1
26	68.6	57.5	60.4	61.2	62.3	60.6	57.8	59.1	63.8	61.2	63.3	63.6	59.0
27	66.7	61.6	65.7	65.2	63.3	65.3	58.8	59.9	64.9	64.3	66.1	62.7	64.5
28	67.2	61.5	65.6	66.2	63.4	63.8	60.0	60.8	64.9	64.5	65.8	64.2	65.0
29	67.1	61.1	64.7	64.3	60.5	66.0	60.1	61.0	65.0	63.1	65.6	64.8	64.1
30	66.4	59.5	64.6	64.9	62.9	63.6	60.0	60.9	64.6	62.1	64.6	64.4	63.9
31	66.7	59.9	64.8	65.4	56.8	65.2	59.1	59.7	64.0	64.0	64.7	63.9	64.3
Month	66.7	60.0	64.2	64.5	61.4	63.4	58.8	59.8	64.2	63.0	64.9	63.5	63.5

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
February 2008**

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	72.7	67.9	67.0	66.7	*	70.5	74.5	68.3	66.1	71.5	63.8	66.3
2	69.9	64.9	65.2	64.2	*	68.1	74.4	65.5	63.3	71.3	61.4	65.5
3	71.8	68.3	0.0	68.4	*	70.7	74.1	66.8	66.0	71.0	63.7	65.3
4	71.5	67.3	67.9	66.2	*	69.7	74.3	66.8	65.5	70.9	62.8	66.5
5	71.0	66.0	66.8	65.0	*	69.8	74.3	63.9	64.7	71.2	61.9	65.7
6	70.6	65.8	66.6	65.3	*	70.1	74.4	68.5	64.9	71.0	62.4	65.8
7	71.5	66.2	67.8	67.2	*	69.8	75.0	66.5	64.9	71.8	62.1	66.1
8	71.3	65.4	68.7	66.0	*	68.9	74.3	68.5	64.1	70.9	*	65.6
9	*	*	*	*	*	*	*	*	*	*	*	*
10	69.5	64.7	65.7	64.7	*	68.1	74.3	65.4	62.8	70.5	59.6	64.6
11	71.3	65.1	68.7	67.3	*	69.3	74.7	69.0	64.4	71.4	61.9	65.9
12	70.8	65.4	67.1	66.2	*	68.3	73.5	66.1	63.9	70.4	60.5	64.6
13	71.7	67.4	65.6	68.9	*	69.4	74.3	66.2	65.0	71.9	62.6	64.4
14	72.9	67.9	67.1	68.9	*	70.1	75.4	68.1	65.8	72.2	63.6	66.9
15	71.8	66.7	69.9	66.1	*	69.9	74.9	67.7	65.2	71.4	62.5	66.2
16	69.9	65.3	66.1	65.1	*	68.4	74.4	66.5	63.2	71.2	61.4	65.8
17	71.5	66.2	67.5	66.0	*	68.9	74.4	66.9	64.4	71.3	61.6	66.1
18	71.9	67.5	67.9	66.9	*	69.4	75.2	65.6	65.2	72.3	62.3	66.5
19	71.4	66.9	68.6	66.2	*	70.0	74.5	66.7	65.3	71.6	62.6	66.5
20	73.0	67.8	67.2	69.5	*	70.7	76.1	68.2	66.0	73.1	63.2	66.6
21	71.6	66.5	66.3	66.1	*	69.5	75.5	69.6	64.6	72.7	62.5	67.1
22	72.1	67.5	68.0	71.8	*	71.1	74.5	67.8	65.3	72.0	62.7	65.3
23	70.4	65.3	66.6	64.8	*	68.1	74.7	61.8	63.3	71.7	61.1	65.9
24	71.7	67.3	63.5	67.5	*	69.5	75.4	67.2	64.8	72.6	62.2	67.1
25	71.6	66.5	69.0	66.2	*	69.6	74.5	64.7	64.6	71.6	61.9	66.5
26	72.1	65.5	68.6	66.0	*	69.2	73.6	68.3	63.8	70.1	61.3	64.8
27	71.1	66.0	69.1	65.3	*	69.6	74.0	69.5	63.8	71.1	61.7	65.0
28	71.7	67.4	66.7	66.5	*	70.7	75.4	69.1	64.6	72.8	62.9	66.5
29	72.1	68.2	68.5	66.5	*	70.2	75.8	67.4	64.8	73.3	62.7	67.3
Month	71.5	66.6	67.3	66.9	*	69.6	74.7	67.3	64.7	71.6	62.2	66.0

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

Daily CNEL Log February 2008

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	67.1	61.5	66.3	66.4	62.4	65.9	59.8	60.6	64.7	63.7	65.9	64.6	65.7
2	66.6	58.9	63.3	63.2	54.5	63.3	58.6	59.7	63.9	62.0	64.5	63.4	63.6
3	66.5	59.7	65.7	66.0	64.2	63.5	59.9	61.0	63.9	63.4	64.6	63.4	65.1
4	66.5	61.0	65.6	66.2	61.1	62.2	61.2	61.6	64.8	64.3	65.6	64.8	65.9
5	67.6	59.8	64.3	64.8	55.8	58.7	59.6	60.7	64.3	62.7	64.9	64.6	64.6
6	66.8	60.2	64.3	64.6	62.6	63.5	59.5	60.4	64.4	62.6	64.8	63.8	63.9
7	67.1	60.5	64.6	65.4	59.6	60.1	59.7	60.3	64.9	62.4	65.2	64.1	64.5
8	65.9	59.9	64.0	64.5	62.6	63.1	58.1	58.9	64.0	62.5	64.9	62.9	64.0
9	*	*	*	*	*	*	*	*	*	*	*	*	*
10	65.2	59.3	62.8	63.7	59.9	62.2	57.4	*	63.0	61.5	63.6	62.2	61.5
11	66.4	59.6	63.4	64.1	64.5	65.3	58.1	59.5	64.2	62.1	64.8	65.6	62.7
12	65.6	58.2	63.6	64.5	60.3	61.9	56.6	57.8	63.0	61.1	63.8	62.2	62.8
13	67.1	59.4	66.0	65.5	62.4	61.8	56.3	56.2	62.0	61.3	64.2	60.7	64.7
14	68.2	60.7	66.0	66.8	64.3	64.2	59.7	61.6	65.5	63.8	66.0	64.9	65.7
15	66.8	60.0	65.0	65.5	60.2	61.9	59.4	60.2	64.5	63.1	65.4	64.4	65.4
16	67.0	58.6	63.6	63.7	59.7	62.1	58.2	59.7	64.4	62.2	64.5	63.9	63.8
17	66.9	60.1	64.0	65.4	59.2	60.7	58.9	59.9	64.6	63.0	65.0	63.9	63.7
18	67.8	59.8	65.3	66.1	60.0	59.7	59.3	60.1	65.0	62.8	65.3	64.5	65.2
19	67.7	60.1	64.8	65.7	57.7	60.3	59.5	60.7	64.9	63.0	65.2	64.7	64.6
20	69.1	60.6	66.1	66.0	63.9	64.1	59.0	60.2	65.1	62.7	65.3	64.1	65.0
21	68.1	61.2	65.4	64.9	58.5	65.9	59.7	60.9	65.7	64.1	66.1	64.7	64.7
22	67.1	60.7	66.2	66.1	68.4	64.5	58.2	61.5	63.9	64.0	64.8	62.6	65.4
23	66.8	59.7	63.6	64.1	53.3	56.3	59.1	59.8	64.4	62.9	64.9	64.1	63.8
24	67.7	60.3	65.1	65.9	62.4	62.7	59.1	60.1	65.3	64.5	65.8	63.8	64.3
25	67.5	60.1	64.8	65.6	56.5	57.1	60.4	61.3	64.9	65.4	65.4	65.4	64.3
26	66.2	58.5	64.0	64.6	65.8	65.0	58.4	59.8	63.2	62.3	64.1	63.7	63.3
27	66.1	58.8	64.2	64.7	62.2	65.4	59.2	59.6	63.6	61.5	66.3	63.5	63.1
28	69.5	60.8	65.1	65.6	63.6	65.8	61.6	60.1	64.9	63.9	65.6	64.0	63.2
29	67.5	60.1	66.0	66.0	56.9	62.1	61.7	59.6	65.4	63.5	65.9	64.1	64.5
Month	67.2	60.0	64.8	65.3	62.0	63.0	59.3	60.0	64.4	63.0	64.9	63.9	64.3

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
March 2008**

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	66.6	65.6	65.0	*	69.1	74.2	65.7	63.4	71.5	61.2	65.6
2	68.1	64.8	65.1	64.4	*	68.4	73.8	64.7	62.3	71.4	59.9	65.5
3	68.6	64.7	65.2	64.1	*	69.1	72.2	67.1	62.2	69.3	59.9	63.3
4	70.6	66.6	65.9	65.6	*	69.3	74.0	65.6	62.8	71.1	61.1	64.8
5	71.7	67.6	67.6	66.7	*	70.7	74.6	65.9	64.4	71.9	62.6	66.6
6	70.7	66.2	67.4	65.9	*	69.5	74.3	65.3	63.2	71.3	60.6	64.6
7	71.5	66.3	68.5	67.5	*	69.2	74.7	68.6	63.3	71.3	61.6	64.8
8	69.1	64.7	63.5	64.1	*	68.4	74.8	67.3	62.8	72.0	60.7	65.1
9	70.4	66.1	66.4	65.3	*	68.6	74.1	66.1	62.7	71.3	60.5	65.5
10	69.4	65.8	65.9	64.9	*	69.3	74.1	64.9	62.6	71.4	61.5	64.8
11	70.6	65.6	67.1	66.0	*	69.3	74.1	68.5	62.9	71.2	61.3	65.3
12	70.5	66.6	66.5	67.3	*	69.9	75.0	69.0	64.2	72.0	62.3	66.4
13	72.2	68.5	67.9	68.4	*	68.9	74.5	66.6	63.1	71.8	61.1	65.3
14	72.1	68.2	67.5	68.0	*	70.6	75.6	68.2	65.2	73.0	63.5	68.0
15	72.3	68.4	68.0	66.6	*	69.8	74.5	67.6	64.5	71.9	63.0	66.0
16	70.5	67.1	66.2	65.6	*	68.4	74.4	68.5	63.2	71.5	61.8	66.6
17	70.8	66.6	67.5	66.8	*	69.1	75.0	66.0	63.7	72.3	61.6	66.1
18	71.5	66.7	67.7	67.0	*	70.3	74.6	68.6	64.2	71.9	62.3	65.7
19	72.0	68.2	67.5	67.2	*	70.7	74.9	66.9	64.6	72.5	62.4	66.2
20	71.8	68.1	68.2	67.0	*	70.2	75.6	67.0	64.9	72.9	63.0	67.6
21	72.0	67.4	68.4	66.9	*	69.8	74.8	68.9	63.4	71.6	61.2	65.4
22	68.7	64.6	65.2	64.2	*	68.4	73.3	67.1	61.8	70.5	60.1	64.5
23	66.6	64.3	63.0	63.9	*	68.0	73.1	65.4	60.2	70.5	57.9	63.4
24	68.3	63.6	66.1	65.4	*	70.2	78.0	67.8	61.7	72.9	60.2	64.9
25	71.0	67.2	67.7	68.0	*	69.3	76.2	67.0	63.8	72.9	62.3	65.9
26	71.3	67.5	66.7	67.0	*	70.7	75.2	68.1	65.0	72.2	62.9	66.9
27	71.4	67.3	67.4	67.7	*	70.4	75.2	67.0	65.0	72.6	63.1	67.3
28	72.1	68.0	67.2	67.5	*	70.9	76.4	68.6	65.4	73.4	64.1	68.0
29	71.1	67.0	65.7	66.2	*	69.6	75.2	67.6	63.8	72.3	62.0	66.3
30	71.1	67.7	65.8	66.4	*	70.4	74.4	67.5	64.8	71.5	62.4	66.6
31	71.2	67.3	68.3	66.0	*	70.1	75.2	67.2	64.7	73.5	63.4	67.5
Month	70.8	66.8	66.8	66.3	*	69.6	74.8	67.2	63.7	71.9	61.8	65.9

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
March 2008**

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	59.2	64.4	64.3	59.5	60.5	61.7	59.5	63.9	62.0	66.0	63.8	63.6
2	66.8	56.7	62.9	63.7	57.3	58.9	61.3	59.9	64.1	61.3	64.9	63.9	61.7
3	63.9	56.3	62.5	63.5	64.2	63.3	58.6	57.1	61.7	59.5	62.5	61.0	62.2
4	65.8	57.9	64.7	64.7	57.2	61.6	60.1	59.0	63.0	61.3	63.8	63.0	64.0
5	67.4	59.3	65.4	65.9	59.2	61.2	61.5	60.6	65.0	62.3	65.2	64.9	64.5
6	65.6	57.2	63.6	65.0	56.7	60.2	60.0	58.6	63.1	60.1	63.3	62.7	61.7
7	65.8	58.1	64.5	65.3	64.0	63.5	61.1	59.2	63.4	63.8	63.8	63.1	62.7
8	66.1	58.7	62.9	62.6	60.7	63.5	60.1	58.3	63.5	65.1	63.8	62.7	60.8
9	66.0	58.5	63.6	64.7	56.8	62.9	60.5	59.2	63.9	62.2	64.1	63.2	61.4
10	65.9	57.8	63.1	64.4	57.5	59.8	59.9	58.8	63.8	61.4	63.5	62.9	61.3
11	66.4	58.7	63.4	64.6	62.4	63.8	60.5	59.7	64.0	61.8	64.9	63.6	58.8
12	67.4	60.0	64.8	64.8	65.7	64.6	61.8	60.6	64.8	63.1	65.5	64.5	63.1
13	66.2	59.1	66.3	66.1	62.3	62.6	60.2	58.4	63.7	61.8	64.1	62.7	64.1
14	67.9	61.7	66.5	66.2	62.3	64.3	62.1	60.8	66.1	64.2	66.9	64.8	64.7
15	67.5	60.7	66.6	66.2	61.7	65.2	63.0	60.1	64.7	63.8	64.8	64.2	64.9
16	65.8	61.1	65.2	65.3	63.7	64.0	60.6	59.6	65.1	64.6	65.5	63.2	63.3
17	66.7	58.7	64.5	65.3	60.4	60.9	61.3	60.3	64.6	63.2	64.8	64.1	63.0
18	66.2	58.8	64.9	64.9	61.2	66.9	61.5	58.8	63.7	61.8	64.8	63.1	63.6
19	67.3	58.9	65.8	66.2	59.7	62.4	61.9	59.6	64.6	62.0	64.8	64.0	64.5
20	67.9	60.7	65.8	66.5	59.4	60.7	62.8	60.9	66.0	63.8	66.1	64.8	64.1
21	66.4	57.7	65.2	66.1	64.1	65.4	60.5	58.9	63.5	61.4	64.1	63.1	62.8
22	65.4	57.2	62.5	63.3	65.2	60.6	59.6	58.7	62.9	61.1	63.0	62.9	60.7
23	64.9	56.1	61.9	63.3	57.3	60.5	57.5	56.3	61.9	61.2	61.9	60.7	59.6
24	66.9	57.4	61.1	62.3	63.9	63.5	59.1	57.6	63.7	60.3	62.9	62.1	59.7
25	66.5	60.2	65.2	65.7	60.6	62.5	60.7	58.4	64.2	62.6	65.3	62.1	63.2
26	66.2	61.8	65.4	65.7	62.2	63.6	61.2	59.5	65.2	63.7	62.9	63.3	64.3
27	67.5	61.3	65.2	65.7	61.5	62.2	62.0	61.1	65.7	64.3	66.2	64.4	64.0
28	67.8	62.7	66.2	66.1	63.7	64.7	62.3	60.4	66.0	65.2	67.5	64.3	64.7
29	67.2	60.6	64.4	64.9	59.5	63.3	61.5	59.8	64.7	63.3	65.3	63.8	64.0
30	67.1	60.9	65.5	65.9	61.9	63.9	61.2	60.4	65.0	63.0	65.4	64.0	63.7
31	67.5	62.1	65.6	65.8	58.5	61.2	62.5	60.5	65.9	64.1	66.4	64.2	63.9
Month	66.6	59.5	64.7	65.1	61.7	63.0	61.0	59.5	64.3	62.8	64.8	63.5	63.1

* = Not in service

AIRCRAFT OPERATIONS

Commercial Jet Operations Mix, First Quarter 2008 _____ C1

Commercial Jet Operations Mix, January 2008
Air Traffic Report Summary, January 2008 _____ C2

Commercial Jet Operations Mix, February 2008
Air Traffic Report Summary, February 2008 _____ C3

Commercial Jet Operations Mix, March 2008
Air Traffic Report Summary, March 2008 _____ C4

Curfew Violation Summary, 1989 --- Present _____ C5

APPENDIX C1

COMMERCIAL FLIGHT OPERATIONS --- FIRST QUARTER 2008
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	Aloha Airlines	American	American Eagle	Continental	Delta Air Lines	Express Jet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	Skybus	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																														464
A310																														117
A318											268																			234
A319		84									315					11	65					239	26							268
A320		2											458			387					437	160								977
A321																														1954
B712															141															2026
B71Q																														4052
B72Q																														566
B73Q																														283
B733								18													569	216								141
B734				454																										282
B735																														1
B736																														2
B737																														51
B738																														102
B739																														0
B747+																														0
B752																														3945
B753																														7890
B762																														465
B763																														930
B764																														528
B772																														1056
CRJ2																														5965
CRJ7																														11930
CRJ9																														1351
DC10																														2702
DC87																														224
DC8Q																														448
DC9Q																														0
ERJ		91																												0
L1011																														1345
MD11																														2690
MD80+																														0
MD90																														0
TOTALS	96	177	193	1175	148	1470	708	833	1048	1577	583	182	458	51	142	442	276	8801	96	2041	186	64	186	64	53	375	101	69	22754	45508
B190																														16
BE99																														32
C208																														50
E120																														100
PA31																														269
SF34																														538
TOTALS	96	177	193	1175	148	1470	1813	833	1048	1577	583	182	458	51	142	442	65	1554	8801	96	2041	1344	186	64	53	644	172	69	2723	5446

B71Q = B727-100 w/ Hush-Kit; ERJ = includes all variants of the Embraer Regional Jet
Other / Non-Transport Category = 2 RRR C-130, 3 AMF (UPS) LJ35, 3 AMF (UPS) SW4

APPENDIX C2

COMMERCIAL FLIGHT OPERATIONS --- JANUARY 2008
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	Aloha Airlines	American	American Eagle	Continental	Delta Air Lines	ExpressJet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	Skybus	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																														156
A310																														41
A318											80																			82
A319											113																			160
A320		27																												378
A321		1																												756
B712																														554
B71Q																														1108
B72Q																														224
B73Q																														37
B733																														74
B734																														0
B735																														30
B737																														0
B738																														0
B739																														1364
B747+																														2728
B752																														141
B753																														282
B762																														146
B763																														292
B764																														4022
B772																														446
CRJ2																														74
CRJ7																														148
CRJ9																														0
DC10																														0
DC87																														448
DC8Q																														896
DC9Q																														1
ERJ+																														2
L1011																														22
MD11																														44
MD80+																														290
MD90																														0
TOTALS	36	59	62	408	42	510	268	276	357	530	193	62	154	15	38	126	31	106	2976	36	677	470	0	22	20	127	35	20	7656	15312
B190																														7
BE99																														14
C208																														19
E120																														38
PA31																														176
SF34																														426
TOTALS	36	59	62	408	42	510	268	276	357	530	193	62	154	15	38	126	31	106	2976	36	677	470	0	22	20	215	64	20	902	1804

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet
Other / Non-Transport Category = 3 AMF(UPS) LJ35, 2 AMF (UPS) SW4

SAN DIEGO INTERNATIONAL AIRPORT
Airport Operations

2008 - JANUARY
AIR TRAFFIC REPORT SUMMARY

PAX = Passengers TTL = Total	MONTHLY STATISTICS				CALENDAR YEAR TO DATE			
	January 2008	January 2007	Increase/ (Decrease)	% Change	January 2008	January 2007	Increase/ (Decrease)	% Change
PAX - DOMESTIC								
DEPLANED - IN	692,207	664,652	27,555	4.1%	692,207	664,652	27,555	4.1%
ENPLANED - OUT	<u>666,532</u>	<u>633,358</u>	<u>33,174</u>	5.2%	<u>666,532</u>	<u>633,358</u>	<u>33,174</u>	5.2%
TOTAL	1,358,739	1,298,010	60,729	4.7%	1,358,739	1,298,010	60,729	4.7%
PAX - INTL								
DEPLANED - IN	10,539	11,218	-679	-6.1%	10,539	11,218	-679	-6.1%
ENPLANED - OUT	<u>9,906</u>	<u>9,588</u>	<u>318</u>	3.3%	<u>9,906</u>	<u>9,588</u>	<u>318</u>	3.3%
TOTAL	20,445	20,806	-361	-1.7%	20,445	20,806	-361	-1.7%
TTL PAX								
DEPLANED - IN	702,746	675,870	26,876	4.0%	702,746	675,870	26,876	4.0%
ENPLANED - OUT	<u>676,438</u>	<u>642,946</u>	<u>33,492</u>	5.2%	<u>676,438</u>	<u>642,946</u>	<u>33,492</u>	5.2%
TOTAL	1,379,184	1,318,816	60,368	4.6%	1,379,184	1,318,816	60,368	4.6%
FREIGHT (TONS)-DOMESTIC								
DEPLANED - IN	5,223.4	5,421.0	-197.6	-3.6%	5,223.4	5,421.0	-197.6	-3.6%
ENPLANED - OUT	<u>5,471.3</u>	<u>6,147.7</u>	<u>-676.4</u>	-11.0%	<u>5,471.3</u>	<u>6,147.7</u>	<u>-676.4</u>	-11.0%
TOTAL	10,694.7	11,568.7	-874.0	-7.6%	10,694.7	11,568.7	-874.0	-7.6%
FREIGHT (TONS)-INTL								
DEPLANED - IN	2.1	1.5	0.6	40.0%	2.1	1.5	0.6	40.0%
ENPLANED - OUT	<u>3.1</u>	<u>1.7</u>	<u>1.4</u>	82.4%	<u>3.1</u>	<u>1.7</u>	<u>1.4</u>	82.4%
TOTAL	5.2	3.2	2.0	62.5%	5.2	3.2	2.0	62.5%
TTL FREIGHT (TONS)								
DEPLANED - IN	5,225.5	5,422.5	-197.0	-3.6%	5,225.5	5,422.5	-197.0	-3.6%
ENPLANED - OUT	<u>5,474.4</u>	<u>6,149.4</u>	<u>-675.0</u>	-11.0%	<u>5,474.4</u>	<u>6,149.4</u>	<u>-675.0</u>	-11.0%
TOTAL	10,699.9	11,571.9	-872.0	-7.5%	10,699.9	11,571.9	-872.0	-7.5%
MAIL (TONS)								
* DEPLANED - IN	249.7	449.8	-200.1	-44.5%	249.7	449.8	-200.1	-44.5%
ENPLANED - OUT	<u>1,251.7</u>	<u>1,269.8</u>	<u>-18.1</u>	-1.4%	<u>1,251.7</u>	<u>1,269.8</u>	<u>-18.1</u>	-1.4%
TOTAL	1,501.4	1,719.6	-218.2	-12.7%	1,501.4	1,719.6	-218.2	-12.7%
AIRCRAFT OPERATIONS (INCLUDING OVERFLIGHTS)								
AIR CARRIERS	15,376	13,698	1,678	12.2%	15,376	13,698	1,678	12.2%
**AIR COMMUTERS	1,664	2,118	-454	-21.4%	1,664	2,118	-454	-21.4%
CIVIL	1,785	2,157	-372	-17.2%	1,785	2,157	-372	-17.2%
MILITARY	<u>32</u>	<u>39</u>	<u>-7</u>	-17.9%	<u>32</u>	<u>39</u>	<u>-7</u>	-17.9%
TOTAL	18,857	18,012	845	4.7%	18,857	18,012	845	4.7%

* Fewer air carriers report transport of US Mail

** Drop in Air Commuter operations and increase in Air Carriers and Civil operations due to realignment of category calculations. Commuter Terminal operations to LAX now calculated as Air Commuters only; air taxi included in Civil operations.

APPENDIX C3

COMMERCIAL FLIGHT OPERATIONS --- FEBRUARY 2008
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	Aloha Airlines	American	American Eagle	Continental	Delta Air Lines	ExpressJet	Frontier	Hawaiian	JetBlue	Mesa Airlines	Midwest	Northwest	Skybus	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																														74	148
A310																														41	82
A318											88																			88	176
A319		27									96																			309	618
A320													146																	652	1304
A321																														80	160
B712															46															46	92
B71Q																														0	0
B72Q																														17	34
B73Q																														0	0
B733								7																						0	0
B734				157																										1272	2544
B735																														163	326
B737	29		60	48	46			1																						170	340
B738				60				226	106																					1860	3720
B739				50				24																						422	844
B747+																														74	148
B752									191																					0	0
B753						55																								460	920
B762																														0	0
B763									12				58																	21	42
B764																														103	206
B772																														0	0
CRJ2																		24												0	0
CRJ7																		39												0	0
CRJ9														16				19												24	48
DC10																														68	136
DC87																														35	70
DC9Q																														6	12
ERJ+																														1	2
L1011																														0	0
MD11																														0	0
MD80+																														0	0
MD90																														759	1518
TOTALS	29	56	60	373	46	471	228	258	336	502	184	58	146	16	46	140	28	82	2781	29	664	428	53	21	17	124	33	28	7237	14474	
B190																														5	10
BE99																														16	32
C208																														92	184
E120																														402	804
PA31																														2	4
SF34																														357	714
TOTALS	29	56	60	373	46	471	585	258	336	502	184	58	146	16	46	140	28	484	2781	29	664	428	53	21	17	216	56	28	874	1748	

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

Other / Non-Transport Category = 2 RRR C130, 1 AMF (UPS) SW4

SAN DIEGO INTERNATIONAL AIRPORT
Airport Operations

2008 - FEBRUARY
AIR TRAFFIC REPORT SUMMARY

PAX = Passengers TTL = Total	MONTHLY STATISTICS				CALENDAR YEAR TO DATE			
	February 2008	February 2007	Increase/ (Decrease)	% Change	February 2008	February 2007	Increase/ (Decrease)	% Change
PAX - DOMESTIC								
DEPLANED - IN	684,363	632,791	51,572	8.1%	1,376,570	1,297,443	79,127	6.1%
ENPLANED - OUT	<u>683,771</u>	<u>634,858</u>	<u>48,913</u>	7.7%	<u>1,350,303</u>	<u>1,268,216</u>	<u>82,087</u>	6.5%
TOTAL	1,368,134	1,267,649	100,485	7.9%	2,726,873	2,565,659	161,214	6.3%
PAX - INTL								
DEPLANED - IN	9,713	9,659	54	0.6%	20,252	20,877	-625	-3.0%
ENPLANED - OUT	<u>9,028</u>	<u>9,272</u>	<u>-244</u>	-2.6%	<u>18,934</u>	<u>18,860</u>	<u>74</u>	0.4%
TOTAL	18,741	18,931	-190	-1.0%	39,186	39,737	-551	-1.4%
TTL PAX								
DEPLANED - IN	694,076	642,450	51,626	8.0%	1,396,822	1,318,320	78,502	6.0%
ENPLANED - OUT	<u>692,799</u>	<u>644,130</u>	<u>48,669</u>	7.6%	<u>1,369,237</u>	<u>1,287,076</u>	<u>82,161</u>	6.4%
TOTAL	1,386,875	1,286,580	100,295	7.8%	2,766,059	2,605,396	160,663	6.2%
FREIGHT (TONS)-DOMESTIC								
DEPLANED - IN	5,120.0	5,436.5	-316.5	-5.8%	10,343.4	10,857.5	-514.1	-4.7%
ENPLANED - OUT	<u>5,437.2</u>	<u>6,116.9</u>	<u>-679.7</u>	-11.1%	<u>10,908.5</u>	<u>12,264.6</u>	<u>-1,356.1</u>	-11.1%
TOTAL	10,557.2	11,553.4	-996.2	-8.6%	21,251.9	23,122.1	-1,870.2	-8.1%
FREIGHT (TONS)-INTL								
DEPLANED - IN	2.1	1.1	1.0	90.9%	4.2	2.6	1.6	61.5%
ENPLANED - OUT	<u>6.6</u>	<u>2.1</u>	<u>4.5</u>	214.3%	<u>9.7</u>	<u>3.8</u>	<u>5.9</u>	155.3%
TOTAL	8.7	3.2	5.5	171.9%	13.9	6.4	7.5	117.2%
TTL FREIGHT (TONS)								
DEPLANED - IN	5,122.1	5,437.6	-315.5	-5.8%	10,347.6	10,860.1	-512.5	-4.7%
ENPLANED - OUT	<u>5,443.8</u>	<u>6,119.0</u>	<u>-675.2</u>	-11.0%	<u>10,918.2</u>	<u>12,268.4</u>	<u>-1,350.2</u>	-11.0%
TOTAL	10,565.9	11,556.6	-990.7	-8.6%	21,265.8	23,128.5	-1,862.7	-8.1%
MAIL (TONS)								
* DEPLANED - IN	233.5	390.7	-157.2	-40.2%	483.2	840.5	-357.3	-42.5%
ENPLANED - OUT	<u>1,090.6</u>	<u>1,086.5</u>	<u>4.1</u>	0.4%	<u>2,342.3</u>	<u>2,356.3</u>	<u>-14.0</u>	-0.6%
TOTAL	1,324.1	1,477.2	-153.1	-10.4%	2,825.5	3,196.8	-371.3	-11.6%
AIRCRAFT OPERATIONS (INCLUDING OVERFLIGHTS)								
AIR CARRIERS	14,654	12,380	2,274	18.4%	30,030	26,078	3,952	15.2%
**AIR COMMUTERS	1,560	1,194	366	30.7%	3,224	3,312	-88	-2.7%
CIVIL	1,800	2,847	-1,047	-36.8%	3,585	5,004	-1,419	-28.4%
MILITARY	<u>40</u>	<u>18</u>	<u>22</u>	122.2%	<u>72</u>	<u>57</u>	<u>15</u>	26.3%
TOTAL	18,054	16,439	1,615	9.8%	36,911	34,451	2,460	7.1%

* Fewer air carriers report transport of US Mail

** Drop in Air Commuter operations and increase in Air Carriers and Civil operations due to realignment of category calculations. Commuter Terminal operations to LAX now calculated as Air Commuters only; air taxi included in Civil operations.

APPENDIX C4

COMMERCIAL FLIGHT OPERATIONS --- MARCH 2008
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD

Aircraft Type	Aeromexico	Air Canada	Air Tran	Alaska	Aloha Airlines	American	American Eagle	Continental	Delta Air Lines	ExpressJet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	Skybus	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																														80	160
A310																														35	70
A318											100																			100	200
A319		30									106					4	6													290	580
A320		1											158		171							66	52	26						820	1640
A321																					161	222	107							91	182
B712															58															58	116
B71Q																											1			1	2
B72Q																											3			19	38
B73Q																											16			3	38
B733								3													207	81								0	0
B734				160																										1309	2618
B735																											1			161	322
B737			71	54	60			3													60									212	424
B738	31			68				269	112												1874						1			2094	4188
B739				52				24																			3			483	966
B747+																														76	152
B752								165																						0	0
B753																					206									0	0
B753																1											3			437	874
B762																														0	0
B763									1			62																		21	42
B764																														95	190
B764																														0	0
B772																														0	0
CRJ2																														50	100
CRJ7				29																										30	60
CRJ9														20																57	114
DC10																														8	16
DC87																														1	2
DC87																														0	0
DC9Q																														0	0
ERJ+																														0	0
ERJ+										545																				788	1576
L1011																														0	0
MD11																														1	2
MD80+				31																										1	2
MD80+																														10	20
MD90									77																					468	936
TOTALS	31	62	71	394	60	489	212	299	355	545	206	62	158	20	58	176	6	88	3044	31	700	446	133	21	16	124	33	22	7862	15724	
B190																														4	8
BE99																														15	30
C208																														89	178
E120																		450												450	900
PA31																														0	0
SF34																														389	778
TOTALS	31	62	71	394	60	489	601	299	355	545	206	62	158	20	58	176	6	538	3044	31	700	446	133	21	16	213	52	22	947	1894	

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

Other / Non-Transport Category = (None)

SAN DIEGO INTERNATIONAL AIRPORT

Airport Operations

2008 - MARCH AIR TRAFFIC REPORT SUMMARY

PAX = Passengers TTL = Total	MONTHLY STATISTICS				CALENDAR YEAR TO DATE			
	March 2008	March 2007	Increase/ (Decrease)	% Change	March 2008	March 2007	Increase/ (Decrease)	% Change
PAX - DOMESTIC								
DEPLANED - IN	796,357	738,156	58,201	7.9%	2,172,927	2,035,599	137,328	6.7%
ENPLANED - OUT	<u>800,909</u>	<u>747,190</u>	<u>53,719</u>	7.2%	<u>2,151,212</u>	<u>2,015,406</u>	<u>135,806</u>	6.7%
TOTAL	1,597,266	1,485,346	111,920	7.5%	4,324,139	4,051,005	273,134	6.7%
PAX - INTL								
DEPLANED - IN	12,165	11,857	308	2.6%	32,417	32,734	-317	-1.0%
ENPLANED - OUT	<u>11,198</u>	<u>11,206</u>	<u>-8</u>	-0.1%	<u>30,132</u>	<u>30,066</u>	<u>66</u>	0.2%
TOTAL	23,363	23,063	300	1.3%	62,549	62,800	-251	-0.4%
TTL PAX								
DEPLANED - IN	808,522	750,013	58,509	7.8%	2,205,344	2,068,333	137,011	6.6%
ENPLANED - OUT	<u>812,107</u>	<u>758,396</u>	<u>53,711</u>	7.1%	<u>2,181,344</u>	<u>2,045,472</u>	<u>135,872</u>	6.6%
TOTAL	1,620,629	1,508,409	112,220	7.4%	4,386,688	4,113,805	272,883	6.6%
FREIGHT (TONS)-DOMESTIC								
DEPLANED - IN	5,156.5	5,972.4	-815.9	-13.7%	15,499.9	16,829.9	-1,330.0	-7.9%
ENPLANED - OUT	<u>5,330.3</u>	<u>7,465.6</u>	<u>-2,135.3</u>	-28.6%	<u>16,238.8</u>	<u>19,730.2</u>	<u>-3,491.4</u>	-17.7%
TOTAL	10,486.8	13,438.0	-2,951.2	-22.0%	31,738.7	36,560.1	-4,821.4	-13.2%
FREIGHT (TONS)-INTL								
DEPLANED - IN	3.6	7.6	-4.0	-52.6%	7.8	10.2	-2.4	-23.5%
ENPLANED - OUT	<u>5.3</u>	<u>2.8</u>	<u>2.5</u>	89.3%	<u>15.0</u>	<u>6.6</u>	<u>8.4</u>	127.3%
TOTAL	8.9	10.4	-1.5	-14.4%	22.8	16.8	6.0	35.7%
TTL FREIGHT (TONS)								
DEPLANED - IN	5,160.1	5,980.0	-819.9	-13.7%	15,507.7	16,840.1	-1,332.4	-7.9%
ENPLANED - OUT	<u>5,335.6</u>	<u>7,468.4</u>	<u>-2,132.8</u>	-28.6%	<u>16,253.8</u>	<u>19,736.8</u>	<u>-3,483.0</u>	-17.6%
TOTAL	10,495.7	13,448.4	-2,952.7	-22.0%	31,761.5	36,576.9	-4,815.4	-13.2%
MAIL (TONS)								
* DEPLANED - IN	259.8	490.5	-230.7	-47.0%	743.0	1,331.0	-588.0	-44.2%
ENPLANED - OUT	<u>1,112.9</u>	<u>1,236.2</u>	<u>-123.3</u>	-10.0%	<u>3,455.2</u>	<u>3,592.5</u>	<u>-137.3</u>	-3.8%
TOTAL	1,372.7	1,726.7	-354.0	-20.5%	4,198.2	4,923.5	-725.3	-14.7%
AIRCRAFT OPERATIONS (INCLUDING OVERFLIGHTS)								
AIR CARRIERS	16,016	14,243	1,773	12.4%	46,046	40,321	5,725	14.2%
**AIR COMMUTERS	1,678	2,332	-654	-28.0%	4,902	5,644	-742	-13.1%
CIVIL	1,601	2,160	-559	-25.9%	5,186	7,164	-1,978	-27.6%
MILITARY	<u>42</u>	<u>94</u>	<u>-52</u>	-55.3%	<u>114</u>	<u>151</u>	<u>-37</u>	-24.5%
TOTAL	19,337	18,829	508	2.7%	56,248	53,280	2,968	5.6%

* Fewer air carriers report transport of US Mail

** Drop in Air Commuter operations and increase in Air Carriers and Civil operations due to realignment of category calculations. Commuter Terminal operations to LAX now calculated as Air Commuters only; air taxi included in Civil operations.



Appendix C5

**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 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 Air 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 United	\$2,000 \$2,000 NP NP \$2,000 NP \$2,000 \$12,000 \$20,000 NP		
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		\$40,000		\$0

AIRCRAFT NOISE COMPLAINTS

This section contains Year 2008 (to date) statistics on aircraft noise complaints received by the Airport Noise Mitigation Office.

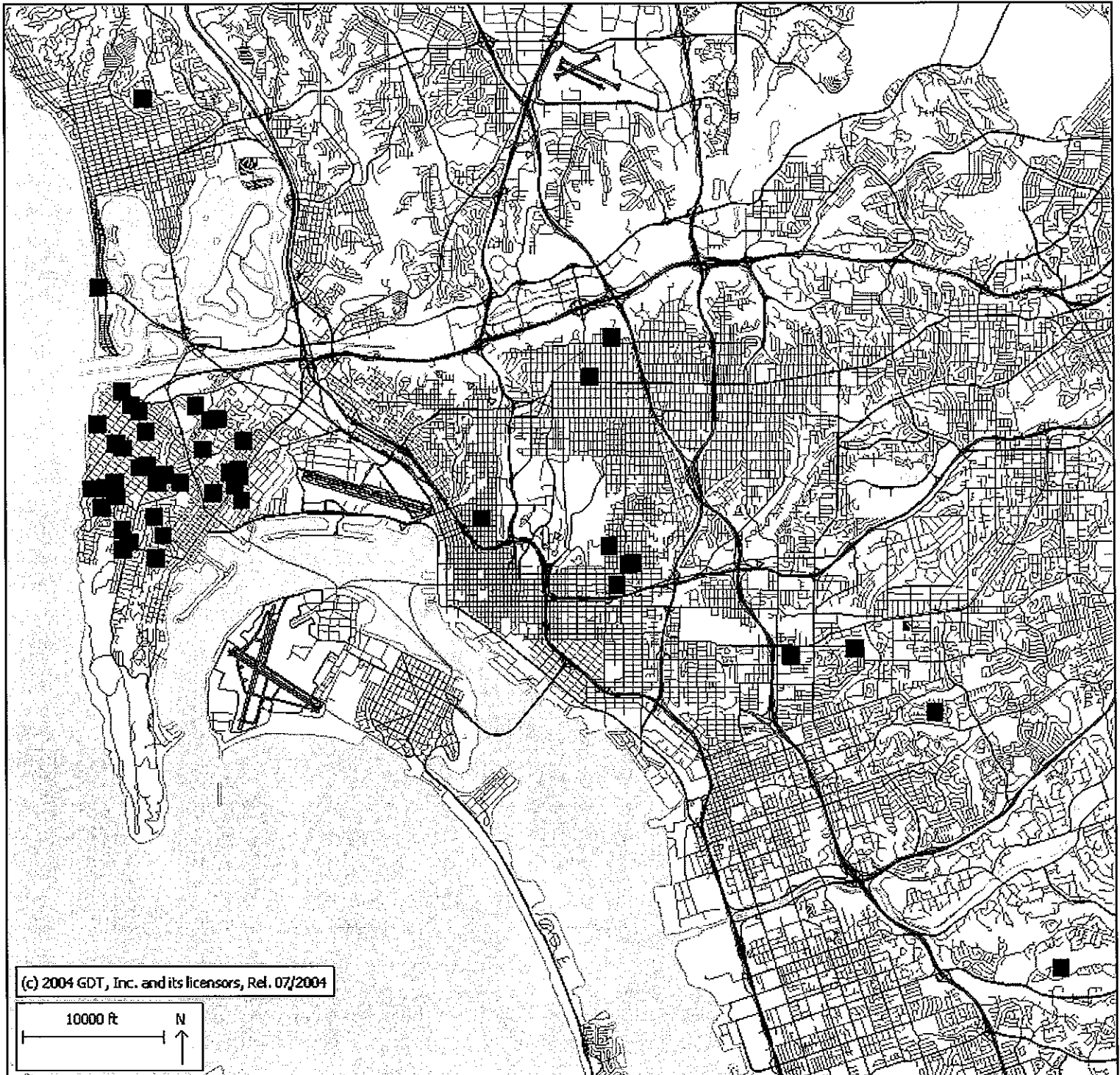


First Quarter 2008

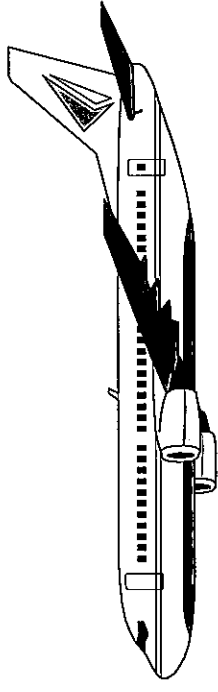
Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
48 Households; 93 Complaints



SAN DIEGO
INTERNATIONAL
AIRPORT

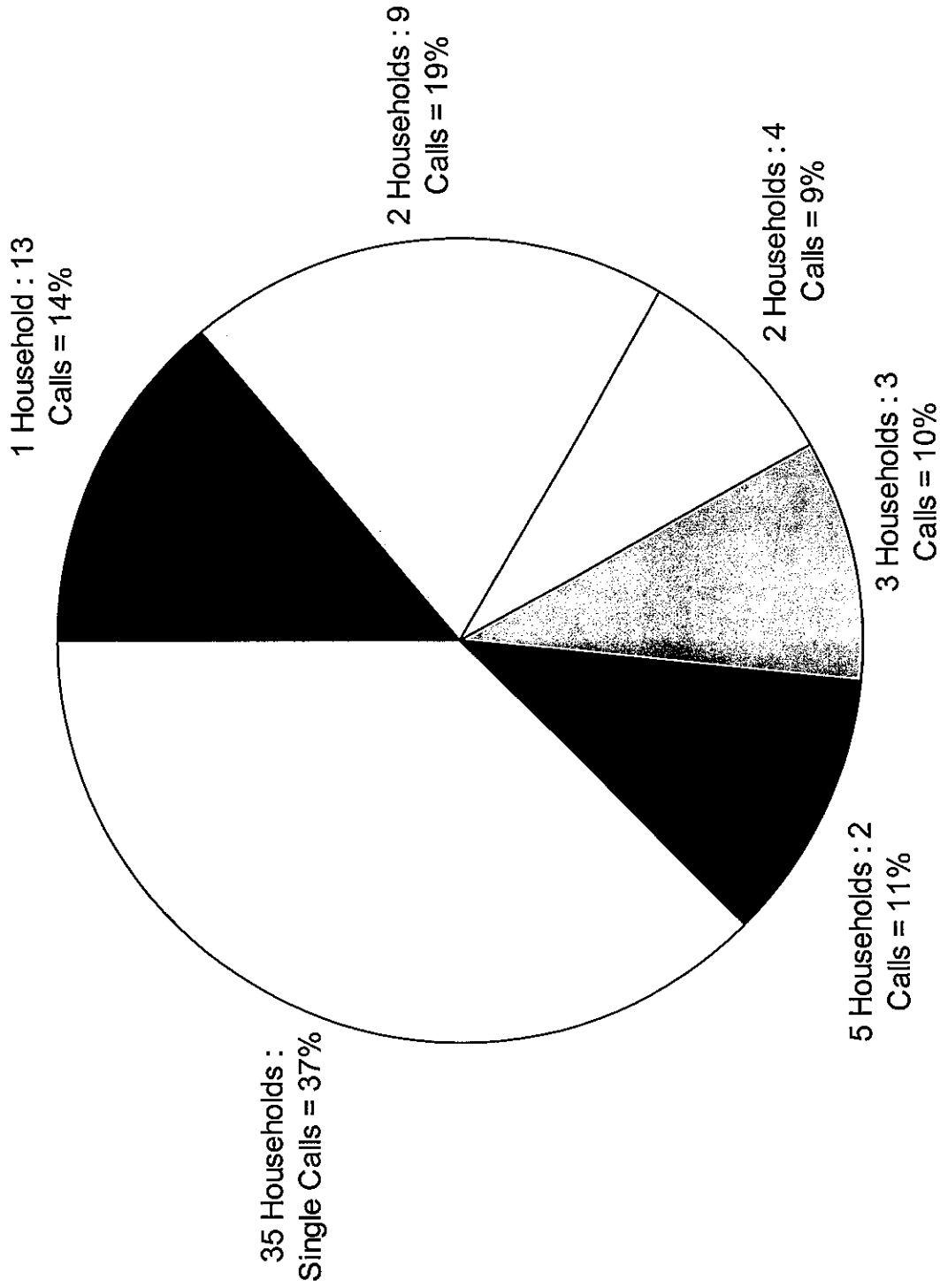


Aircraft Noise Complaint Distribution by Household



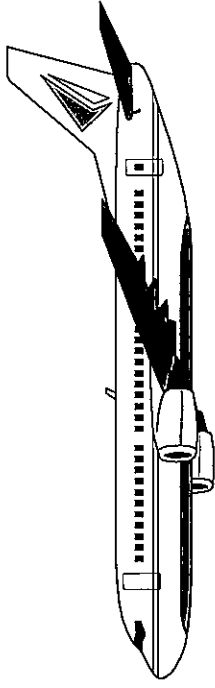
First Quarter 2008

TOTAL CALLS: 93



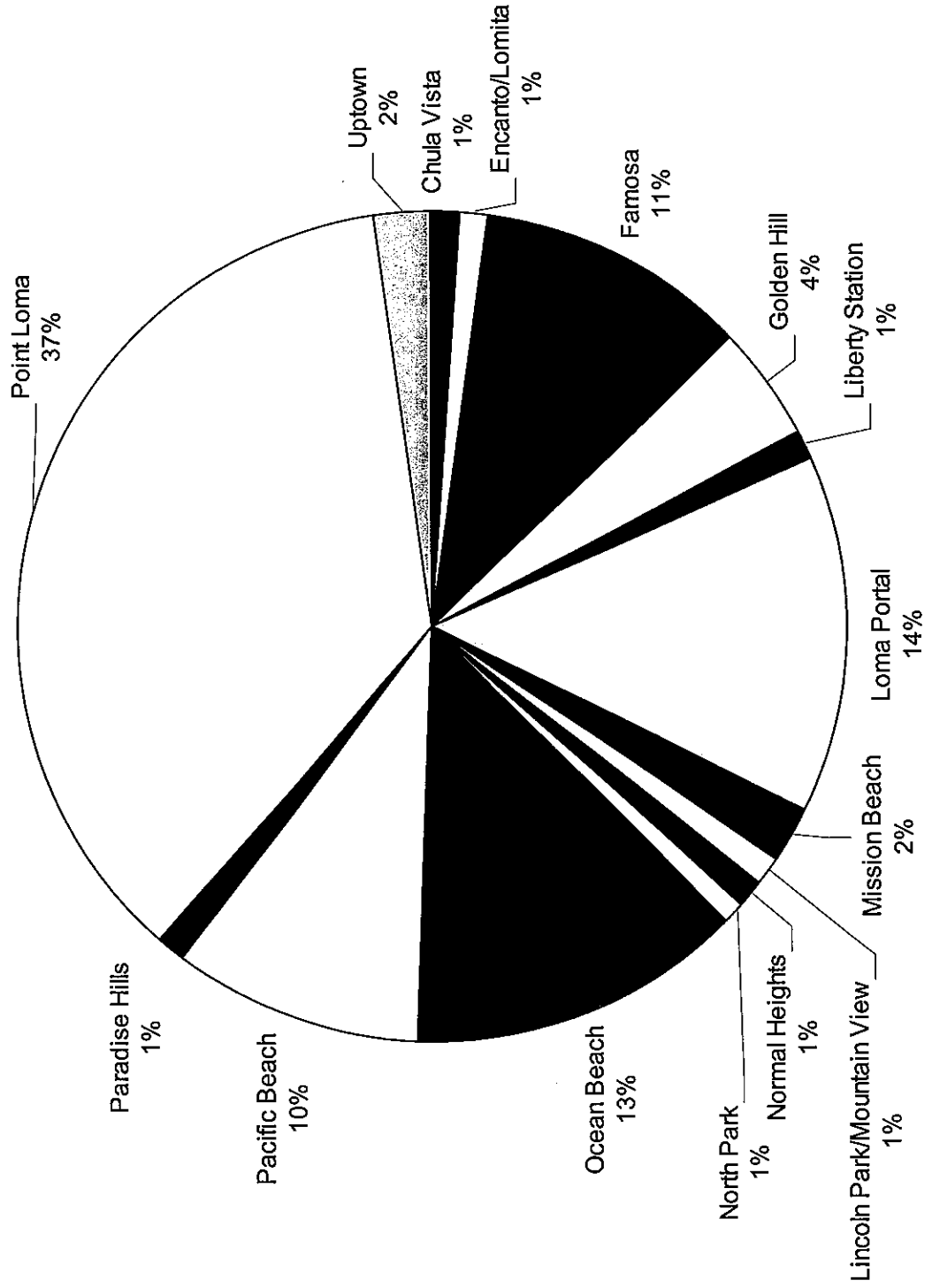
San Diego International Airport (SDIA)

Aircraft Noise Complaint Distribution by Neighborhood

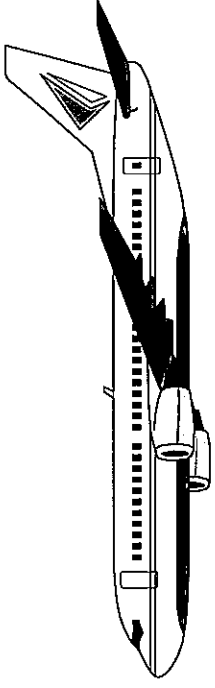


First Quarter 2008

TOTAL CALLS: 93

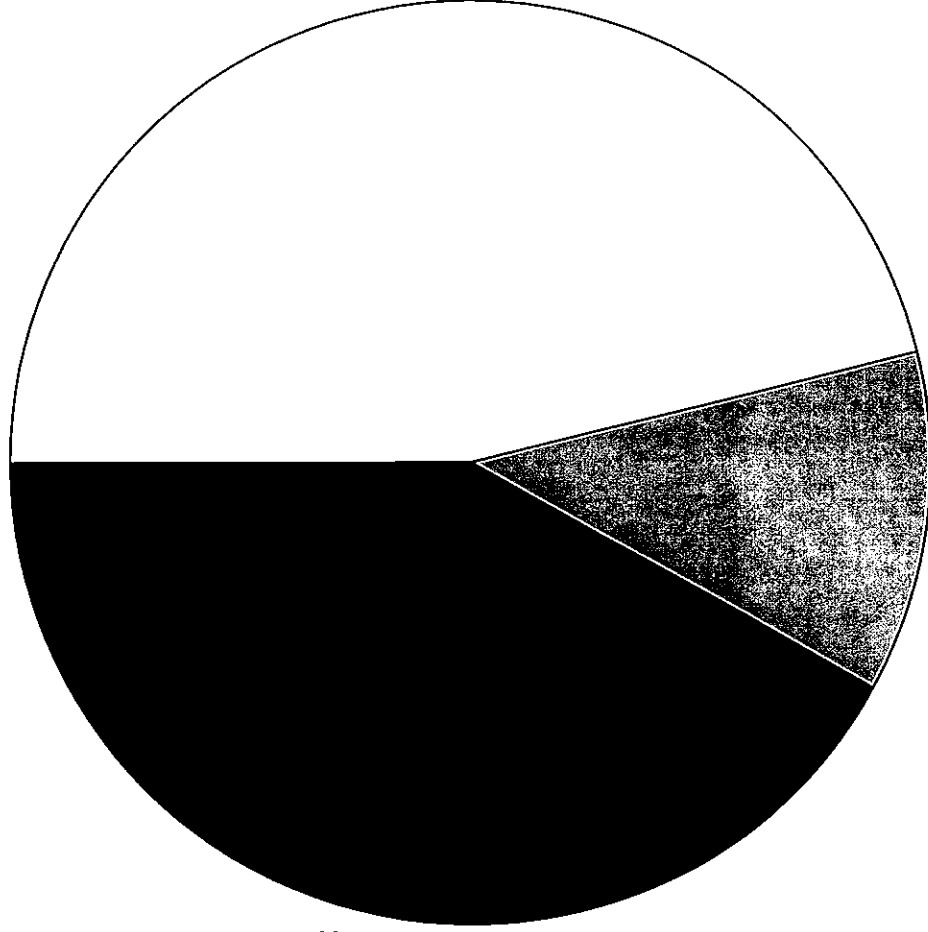


Aircraft Noise Complaint Distribution by Time of Day



First Quarter 2008

TOTAL CALLS: 93



10:00 p.m. - 6:59 a.m. :
39 Calls = 42%

7:00 a.m. - 6:59 p.m. :
43 Calls = 46%

7:00 p.m. - 9:59 p.m. :
11 Calls = 12%

San Diego International Airport (SDIA)

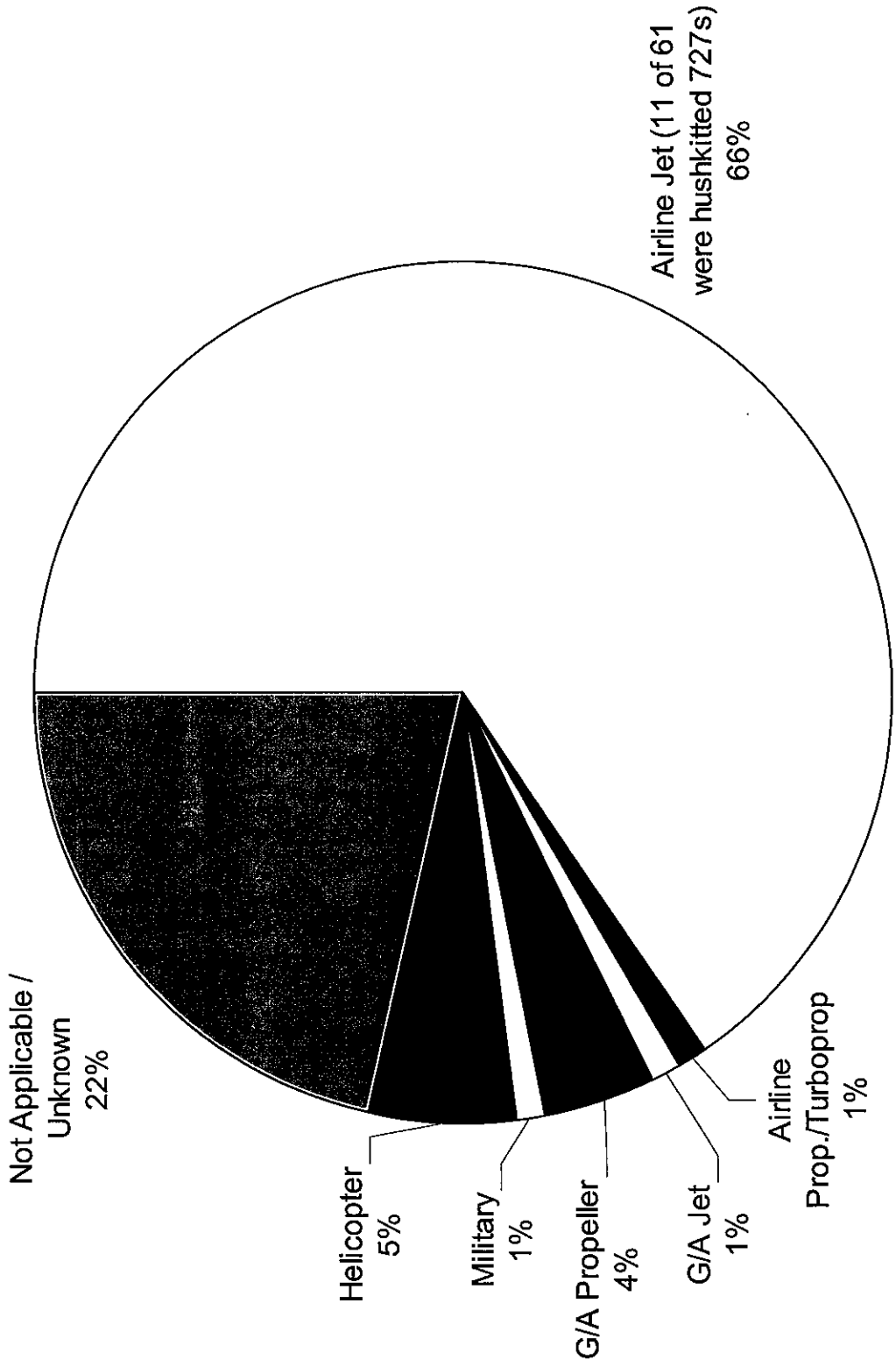
Aircraft Noise Complaint Distribution by Aircraft Type



SAN DIEGO
INTERNATIONAL
AIRPORT

First Quarter 2008

TOTAL CALLS: 93



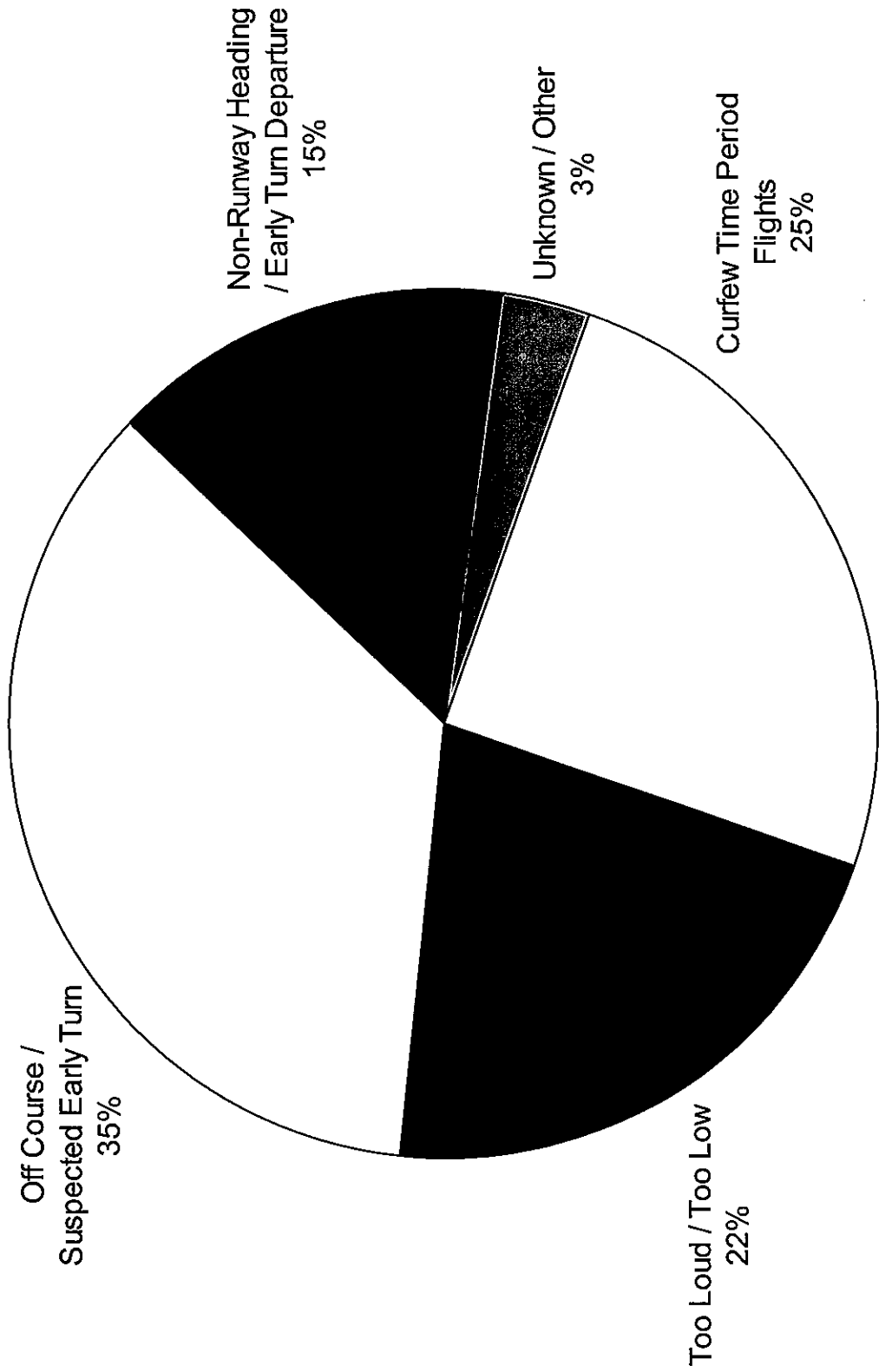
Aircraft Noise Complaint Distribution by Cause



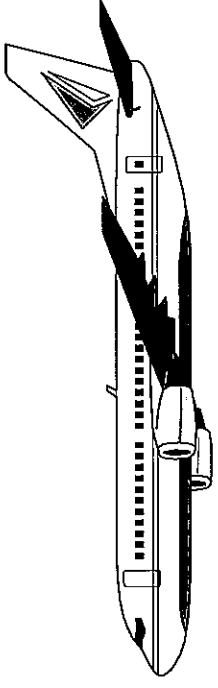
SAN DIEGO
INTERNATIONAL
AIRPORT

First Quarter 2008

TOTAL CALLS: 93

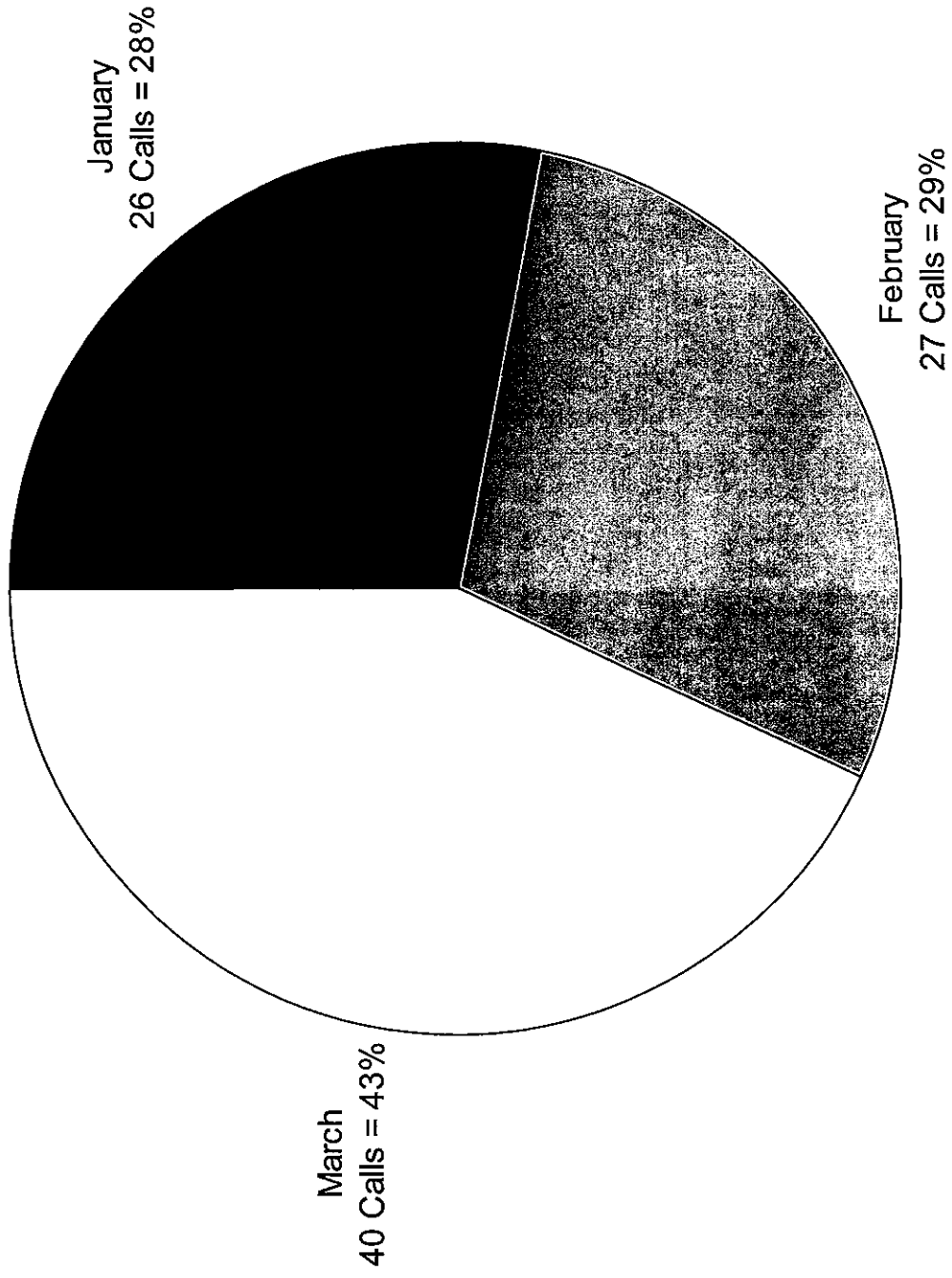


Aircraft Noise Complaint Distribution by Month



TOTAL CALLS: 93

First Quarter 2008



San Diego International Airport (SDIA)

AIRPORT NOISE ADVISORY COMMITTEE

This appendix contains the meeting minutes and current rosters of the Airport Noise Advisory Committee from the meetings held January 18 and March 15, 2008.



**SAN DIEGO
INTERNATIONAL
AIRPORT**

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

Meeting Minutes

January 17, 2008

On January 17, 2008, 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 5:30 P.M.

Present: Mr. John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Airline Pilot; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Mr. Shane Finneran, Ocean Beach Planning Board; Mr. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Mr. William Kenton, Midway Planning Board; Ms. Paula Jacks, Community member; Mr. Lance Murphy; Peninsula Community Planning Board; Mr. Cliff Myers, MCRD; 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: Mr. Matt Awbrey, City of San Diego, District Two; Mr. David Caldwell, Greater Golden Hill Planning Committee; Mr. Kelly Brown, Airline Representative (ex-officio); County Supervisor Greg Cox (ex-officio)-Vacant, Mr. Barry Sill, SDIA Air Traffic Control Tower Manager

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

Before proceeding to the information items, Mr. Frazee introduced Mr. Paul Webb, from the Airport Planning Department, as the Project Manager for the recently initiated Part 150 study update. Mr. Frazee also apologized to the members and the public present for the cramped quarters necessitated by the normal meeting room being under construction.

INFORMATION ITEMS: Mr. Frazee provided an update to the Authority's Airport Master Plan (AMP) project. He explained that the public comment period for the EIR was extended again, this time until February 4, 2008. He pointed out that this extension has allowed for a total public comment period of 320-days, twice the normal 120-day period for such a project. He mentioned that with Mr. Murphy's help, the Point Loma community meeting held on December 13, 2007 was the most heavily attended of the eight community meetings held so far. Mr. Frazee informed the members that the final community meeting will be held January 24, 2008 in the Bankers Hill and Little Italy community area at the Ohr Shalom Synagogue, 2512 3rd Ave, from 6:00-8:00 p.m. Following the public comment period, the Authority's Board will have the opportunity to review and certify the EIR. Mr. Webb then explained the additional steps taken. Mr. Frazee then turned to a report on SDIA's 2007 end-of-year operational statistics; Total passengers exceeded 18,300,000 – a 4.8% increase over 2006, and operations increased from almost 221,000 in 2006 to 227,300 in 2007, a 2.9% increase. This compares

to a 2006 increase in passengers of only 0.6% and a 0.3% increase in operations over the previous year.

Dr. Butler next announced that a quorum was present to entertain a motion to approve the minutes of November 15, 2007. The motion was approved and when discussion was allowed, Mr. Frazee explained that the minutes are sent out to members to review and provide input. He added that Mr. Sill, though not present at the last meeting, sent his comments. Mr. Frazee proceeded to read his comments regarding the new RNAV procedures and how the statistics were developed. Mr. Frazee explained further his comments. The other item that Mr. Sill addressed, one is from a public comment from Pacific Beach regarding aircraft flying over their house north of Mission Bay which he replied that Pacific Beach is north of the airport's airspace and is difficult to identify what aircraft flew in the area without a whole lot of information and if it's truly believed that the aircraft flew in their area, the place to contact is the Flight Standard District Office (FSDO) in San Diego and the more information given will help the District Office if the aircraft was in violation of any federal aviation regulation. Seeing no further additions or discussion, Dr. Butler called the minutes to be approved; the minutes were approved with one member abstaining.

For the next item, Mr. Frazee called the members' attention to the ANAC Rules of Procedure and asked if there was any discussion or desire to provide input, as is historically done at the first meeting of every year. No comments or input was provided by the members.

Mr. Frazee then updated the ANAC on the Quieter Home Program; explaining that the QHP Project Manager, Ms. Sjohnna Knack, was unable to participate at ANAC this evening due to her participation at another community meeting. On December 10, 2007, the Authority Board approved a change to the participant requirements to allow all eligible multi-family units, regardless of the number of units of the building, to participate in the Quieter Home Program. The original Program parameters restricted eligibility to multi-family structures with less than seven units. The project acceleration is in full swing, with 350 homes currently in the design phase. There also has been an increase in contractor participation, where the last two bids were awarded to new contractors who have never participated in the program before. QHP has sound insulated over 765 homes and anticipates starting construction on the next group in March 2008. Additionally, QHP staff is completing a Policies and Procedures guidebook for the program. A programmatic agreement update in the next several months will refine current requirements of the Historic Resource Board thanks to positive meetings with FAA, the City of San Diego, the state Historical Preservation Office and consultants. Mr. Frazee also mentioned that a streamlined new process used to hire contractors, called Multiple Awards Task Order Contracting (MATOC), pre-qualifies contractors in order to accelerate the program on both sides of the airport. Over 15 contractors have submitted qualifications for MATOC.

Mr. Frazee gave an update of the Curfew Violation Review Panel (CVRP) that was held on January 9, 2008. One air carrier operation, Alaska Flight 547, met the Panel. The Panel voted unanimously to assess a \$2,000.00 fine. Additionally, Mr. Frazee informed the members that a change to the meeting schedule was recommended by staff. He explained that the implementing guidelines state the operator will be given a 30-day period to provide

documentation of extenuating circumstances regarding the alleged violation and that the CVRP meets on a bi-monthly basis. The present schedule can lengthen the timeframe of panel examination to over 90 days. In the past, the meeting was held at 2:00 p.m. on the 1st Wednesday in January, March, May, July, September, and November in a meeting room on the third floor of the Commuter Terminal. Staff recommended and the CVRP unanimously voted to change meeting dates to the 1st Wednesday of February, April, June, August, October, and December to shorten the timeframe, as well as to simplify compiling annual statistics for each calendar year. The next CVRP will be on February 6, 2008 at the time and place specified in this paragraph. Mr. Murphy asked if the CVRP could be moved in the evening instead of it being held during the day. Mr. Frazee responded that since attendance and participation is primarily Authority and operator staff driven, and currently open to public participation, it is staff's position that it is more beneficial and financially more feasible to hold the meeting during business hours.

Mr. Frazee went on to give an update on the FAA Part 150 study. He showed a slide of the different agencies and individuals invited to participate on the Noise Technical Advisory Group (NTAG). The first meeting will be on January 24, 2008 at 1:30 p.m. in the Noise Room. This is an introductory meeting to advise them of their roles and responsibilities and also to plan future meetings within the 30-month process of the noise compatibility program. When it was pointed out that Midway Planning Board was not included in the community representation, Mr. Kenton was invited to join NTAG to represent the community. He accepted.

As for the Title 21 9th Variance, there was no new information.

The final information discussed by Mr. Frazee was member-requested details of the ANAC facilitator's responsibilities. Mr. Frazee pointed out that the facilitator is contracted by the Airport Authority to perform certain tasks, and any issues ANAC members have with this position should be directed directly to Mr. Frazee for evaluation and resolution.

PUBLIC COMMENT: Mr. Ingram, a resident, expressed his concern about the quality of life with the increase of air traffic and noise in the area where he resides. ANAC members took note of his issues and suggested that his concerns might be more appropriately directed as written comments during the public comment period of the SDIA Master Plan EIR. Ms. Conger, a resident, inquired why the results of SDIA's 1989 Part 150 were not fully explored in the EIR. Ms. Wynkoop, a resident, expressed her concerns about aircraft flying over Kate Sessions Park in the La Jolla/Pacific Beach area. Dr. Butler pointed out that her concerns from the last meeting were addressed earlier in this meeting and that, if she would remain after the meeting, the reply from FAA can be discussed with her.

PRESENTATION ITEMS: Mr. Hollarn presented the Missed Approach statistics, including a comparison with the previous five years. Missed Approaches for CY 2007 totaled 633. He pointed out to the members that an increase in the November-December 2007 timeframe was most likely due to significant periods of inclement weather Missed Approaches and identified that on five or six days, there were ten Missed Approaches each day. For the November/December timeframe, no missed approaches occurred during the curfew period.

He also depicted a slide comparing 2006 with 2007 regarding percentages of missed approach operations relating to runway vs. non-runway heading.

Continuing on, Mr. Hollarn gave a brief presentation on the 2007 noise complaint statistics and a comparison with CY 2006. He showed a slide showing a significant overall decrease in total number of complaints and pointed out that complaints tend to increase during the summer months and decrease during the cooler months. In 2007, the total complaints were 294, fairly evenly split between operations during the day and at night. On a complaint slide showing complaints by neighborhood, the west side communities are the largest contributor. As was commented earlier during the meeting, Mr. Hollarn reiterated that all noise complaints shown in the slide are operations to or from the San Diego International Airport, although staff has received calls from as far away as Gillespie Airport. He continued on by showing the slides of complaints by household, by type of aircraft, and by action. Finishing the presentation, Mr. Frazee added that since last meeting, the suggestion of asking the caller if they are satisfied with the staff's response is now being implemented. There was discussion regarding the legality of including the noise complainer's address on the website. Mr. Frazee advised that the Noise Mitigation Department identifies callers only by zip code and neighborhood to protect public identification and to avoid caller intimidation.

Mr. Steve Cummings presented the SDIA "early turns" and "head-to-head" operations. He showed a slide depicting a total of seven total Early Turns from November 19 to December 31, 2007. The early turns were forwarded to FAA with a request for follow up investigation and explanation. A second slide showed 102 total Early Turns were forwarded to FAA in 2007. Continuing on, Mr. Cumming gave a presentation on "head-to-head" operations. Before Mr. Cummings presented the presentation, he gave a brief explanation of what it is. He showed slides from October – December 2007 "head-to-head" operations with the last slide showing the overall total of 148 for CY 2007. This concluded his presentation. Discussion ensued regarding definition of the two terms (early turn and head-to-head operations) and how the area was depicted. Mr. Frazee agreed with ANAC's request to include definitions of "early turns" and "head-to-head" operations with the presented materials and to include a depiction of the exclusion area in future presentations of this type.

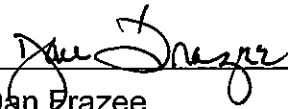
PUBLIC COMMENT: None

NEW BUSINESS: Mr. Frazee acknowledged the Committee members dissatisfaction with the continued absence of an FAA representative to address Air Traffic Control issues at SDIA. He explained that he has made attempts to have FAA identify a new representative and hopefully FAA-TRACON will designate a representative soon. Mr. Stone thanked the Noise Mitigation Department staff for their quick response on some issues the members had requested. Additionally, a member presented a motion requesting that the Authority publish a comprehensive public meeting calendar on the website, commenting that the current SDCRAA meeting schedule requires an individual to look in multiple places for meetings of different committees and boards. He suggested the SANDAG webpage as representative of a concise, easily read site. The motion passed. Mr. Frazee advised he would forward the request to the

Authority Corporate Services Department for investigation and that he will report back results of the suggestion at the March ANAC.

Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 7:01 p.m.

The next meeting is scheduled for Thursday, March 20, 2008 at 5:30 p.m. in the Wright Brothers Conference Room, Third Floor, Commuter Terminal.



Dan Prazee
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.



**SAN DIEGO
INTERNATIONAL
AIRPORT**

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

Meeting Minutes

March 20, 2008

On March 20, 2008, 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 5:31 P.M.

Present: 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; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Ms. Paula Jacks, Community member; Mr. Cliff Myers, MCRD; 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: Mr. Matt Awbrey, City of San Diego, District Two; Captain (Ret.) Jack Bewley, Airline Pilot (Excused); Mr. William Kenton, Midway Planning Board (Excused); Mr. Lance Murphy; Peninsula Community Planning Board (Excused); FAA, SDIA Tower-Vacant; County Supervisor Greg Cox (ex-officio)-Vacant; Airline Representative (ex-officio)-Vacant;

Dr. Butler opened the meeting by asking each member and staff to introduce him/herself and, prior to approving the Minutes from January, Mr. Frazee introduced Ms. Rosa Jurjevics, a reporter from the *San Diego Reader*, who is interested in speaking with ANAC members after the meeting to discuss community noise issues.

As the next order of business, a motion was made and seconded to approve the January 17, 2008 ANAC meeting minutes. There was no discussion, and the minutes were unanimously approved.

One of the four presentations Mr. Frazee made was the results of SDCRAA's annual Air Carrier Recognition Program. He explained how air carriers are selected for the program, noting that 20 SDIA air carriers and cargo operators received recognition in the form of a plaque for a year's operations without incurring a time-of-day noise curfew violation. Mr. Frazee also mentioned that the decision to violate the 11:30 p.m. to 6:30 a.m. daily departure curfew is normally made at the corporate level and is not the station manager or pilot's decision. He continued by mentioning the names of the carriers who received the awards, as well as the airlines that violated the restriction in 2007.

Continuing, Mr. Frazee explained that the Authority Board recently changed the name of SDIA's Airport Master Plan to the Terminal Development Plan, to differentiate it from the Authority's long term vision process that is presently in the conceptual stage. On another note, Mr. Frazee informed the committee that the Authority Board will be certifying the

Environmental Impact Report (EIR) for the Terminal Development Plan (Airport master Plan) at either a special April board meeting or at the May regular meeting. No date has been set, but airport staff will keep you updated as a date is set. Mr. Frazee added that February 4th 2008 was the closure date for community input to the Terminal Development Plan EIR, recalling that it was open for comment for a total of two 120 day periods. Mr. Frazee also mentioned that the Airport Authority is maintaining an on-going dialogue with the City of San Diego and SANDAG to set up a Memorandum of Agreement (MOA) for the “visioning” process mentioned earlier. The purpose is to ensure that there is significant and ongoing input from the regional planning agencies regarding the possible placement of an inter-model transportation center on the north side of the present airport property. An update on this subject will be provided to the Committee at the May ANAC meeting.

Mr. Frazee then provided a passenger and operations update for SDIA, noting that the February 2008 passenger enplanements are up 6.2% and aircraft operations up 7.1% as compared with February 2007. Southwest Airlines continues to be the dominant carrier, moving about 36% of SDIA passengers and about 34% of aircraft operations; United and American Airlines share second place, but their percentage of both metrics is barely in the teens. For comparison purpose, regarding passenger enplanements and operations, for December 2007, numbers of passengers was up 4.8% and operations was up 2.9%; in December 2006, there was less than 1% growth both in passenger and operations. Mr. Frazee informed the committee that he went further and did a historical research from 1990-2007 and after giving all the figures, Mr. Frazee stated that from 1995-2007 SDIA saw an increase in passengers of 5,775,000 with fewer than 350 additional aircraft operations. This shows that the increase in operations is driven by increased passenger demand.

For his next presentation, Mr. Frazee reported the outcome of the February Curfew Violation Review Panel (CVRP). Three airline operations were evaluated by the February panel; two air carriers were penalized; US Airways was fined \$4,000 and Saudi Arabian Airlines was fined \$2,000. Air Tran Airways was not fined due to maintenance issues beyond the carrier's control. CVRP is a public meeting held bi-monthly, on the 1st Wednesday of February, April, June, August, October, and December, at 2:00 PM in the Authority's administrative space on the third floor of the Commuter Terminal.

Continuing with his information presentations, Mr. Frazee provided the members with a FAR Part 150 study status report. He informed the committee that the first Noise Technical Advisory Group (NTAG) meeting was held on January 24th, that the notes and minutes can be found on the Authority's website, and that Harris, Miller, Miller, and Hanson (HMMH) leads the consultant team. HMMH has just completed the noise measurement and data gathering to finalize updating the noise exposure map (NEM). The NEM is scheduled to be presented at the next NTAG meeting, May 22, 2008, for both the technical advisory group and for the first public meeting. The public meeting will be held right after the technical advisory group meeting in a meeting area at the airport. Specifics will be forthcoming.

For his last presentation, Mr. Frazee gave an update on the Title 21 Noise Variance. Mr. Frazee informed the committee that the Authority is expecting the Administrative Law Judge

(ALJ) to make a variance determination on Monday. As soon as a determination is made, all members will be informed via email. This concluded Mr. Frazee's presentations.

Ms. Sjohnna Knack, Manager for the Quieter Home Program (QHP), was the next to give a presentation. She informed the committee that, with the acceleration of the program, 450 homes are in progress; about 100 homes are in construction, and that there are four construction contracts in place to match that pace. There about eight to ten homes under construction at a time and she expects those numbers to double during the summer. There are about 250 homes in design and about 100 in planning. She informed the committee that there are 13 staff members in QHP, and she will be adding two more inspectors in the next few weeks. A \$10 million federal grant for FY 2008 was recently announced. An ANAC member asked that with the acceleration program going in full swing, will another boundary expansion be forthcoming? Ms. Knack responded that most likely this summer she will be asking for a program boundary expansion to include more parcels. With the expansion and all going on, Dr. Butler made laudatory comments regarding how Ms. Knack has done a very successful job in accelerating the program. At the same time he gave credit to Mr. Nyle Marmion, the former QHP Manager; who did a lot of paving the way for what Ms. Knack has been able to accomplish.

Mr. Garret Hollarn gave a presentation on missed approaches. On his presentation, he started with the definition of a missed approach; this was previously requested by the committee to be included. He next showed a yearly comparison, provided end of year (2007) statistics. Specifically, for CY 2008, from January & February 2008, he pointed out more missed approaches were in February due to significant periods of weather, causing about 99% of the operations. By time, all but one operation occurred during normal operating hours (6:30 a.m. to 11:30 a.m.) For runway heading vs. non-runway heading, for this period there was slightly more then the historic average (about 15% non-runway headings). Additionally, approximately 85% of missed approaches occur during normal operating hours and on runway heading while 15% occur on non-runway headings.

Next, Mr. Hollarn gave a brief presentation on noise complaints. Per Mr. Hollarn, the only report that has been finalized is January and February and both averaged 25 calls; as for March, there are about 15 calls, which is about the same as last year. Mr. Hollarn explained that he will most likely be able to brief the committee on the next meeting with more statistics. One member asked if most complaints are from early turns. Mr. Hollarn responded that the complaints have been very consistent, and that overall, where airplanes are flying is 50% of the overall cause; 25% are regarding nighttime operations, and the other 15% is either it be too low or too loud; with a couple percent not classified to any particular reason. This concluded Mr. Hollarn's presentation.

Mr. Steven Cummings gave his presentation on Early Turns. An explanatory slide was shown that depicted the early turn corridor triangle used to document early turns, as well as depict the one nautical mile gates FAA uses for off-shore turn points. Mr. Frazee explained that the slide being shown is what had been asked from previous meetings; and he and Mr. Hollarn gave a brief description on how early turns are handled. After the explanation, Mr. Cummings

finished with his presentation showing total operations for each month of 2008; for January – 6; February – 1; and March – 1. On his presentation, he showed different depictions showing how staff makes early turn determinations. This concluded his presentation.

For the Head-to-Head presentation, a presentation was shown defining the term, explained as aircraft departing and arriving in “counter flow.” January and February showed a significant number of counter flow operations due to inclement weather. March showed only five head-to-head departures. Mr. Cummings explained high numbers in the month of November was mainly on two days where clouds, rain, and adverse winds necessitated departures opposite the “normal” flow (i.e. “contra-flow”). Mr. Frazee explained that almost always head-to-head is due to local area weather phenomenon. Mr. Frazee informed the committee that Runway 9 is the primary instrument runway where the electronic navigation is to bring the aircraft as low as it can; he also explained that there are aircraft that cannot depart to the east due to weight and balance problems. This concluded Mr. Cummings presentation.

Mr. Frazee added that, following each meeting, presentation documentation is now added to the www.san.org website at the Airport Noise Publications section. This will allow members who were not present the ability to review the presentations later.

There was no new business. Dr. Butler commented that the introduction by staff of defining documents to clarify processes and procedures was seen as useful for the participants and community members who will now have access to meeting presentation materials.

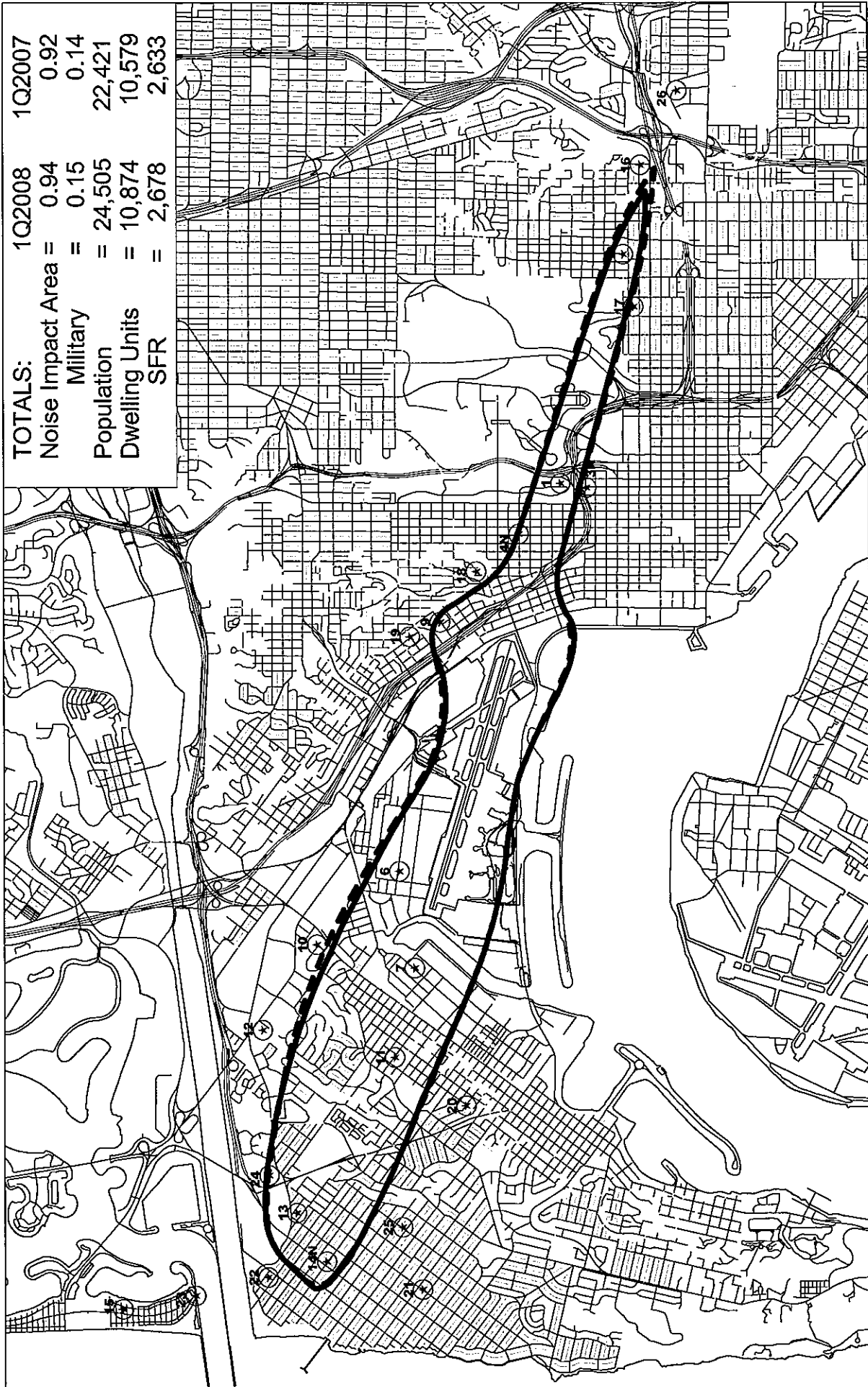
Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 6:18 p.m.

The next meeting is scheduled for Thursday, May 15, 2008 at 5:30 p.m. in the Noise Monitoring 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.



Comparison of the 2007 and 2008 First Quarter
Community Noise Equivalent Level (CNEL) contours.

Proprietary information: Access to and use of this information is restricted by a sublicense agreement. No sale, transfer, license, or assignment of this information is permitted.

