

SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY


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LETTER OF TRANSMITTAL

Date: December 15, 2009
To: Distribution
Subject: Quarterly Noise Report - Third Quarter Period Ending September 30,
2009

One copy of the Quarterly Noise Report for the Third Quarter of 2009 and one quarterly contour map is attached in electronic format.

Should you have any questions, please contact me at (619) 400-2781.



Dan Frazee
Director, Airport Noise Mitigation

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SAN DIEGO
INTERNATIONAL
AIRPORT

QUARTERLY NOISE REPORT

July 1, 2009 through September 30, 2009



Airport Noise Mitigation Department
San Diego International Airport

December 15, 2009

**QUARTERLY NOISE REPORT
For the Period
July 1 through September 30, 2009**

SAN DIEGO INTERNATIONAL AIRPORT (SDIA)

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

This Quarterly Report for the Third Quarter of 2009 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**

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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 July 1, 2009 to September 30, 2009, to be 0.84 square miles and 0.15 square miles, respectively. As compared to the Third Quarter of 2008, the Noise Impact Area decreased by 0.07 square miles and the Federal Military Noise Impact Area remained the same.

3 rd Quarter 2009	3 rd Quarter 2008	Change
0.84	0.91	-0.07
0.15	0.15	0.00

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

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

QUARTERLY & ANNUAL CNEL DATA

RMT #	ANNUAL CNEL (dB) ¹	QUARTER CNEL (dB) ²
1	70.8	70.8
2	66.3	66.2
3	66.3	65.0
4	64.9	64.8
6	68.9	68.9
7	74.1	74.4
9	66.4	66.1
10	63.0	62.6
11	71.2	71.3
12	61.3	60.8
13	65.2	65.4
14	65.5	65.0
15	58.7	58.8
16	64.0	63.7
17	64.1	63.8
18	60.2	58.4
19	61.9	61.0
20	60.7	60.5
21	58.7	58.0
22	63.6	63.6
23	61.8	61.3
24	64.2	64.0
25	62.7	62.5
26	62.7	62.6

¹ = For the period October 1, 2008 through September 30, 2009

² = For the period July 1, 2009 through September 30, 2009

Note: RMTs #5 & #8 are spares.

AIRCRAFT OPERATIONS

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

OPERATIONS	THIRD QUARTER 2009	THIRD QUARTER 2008	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	40,192	45,403	(5,211)	-11.5%
Commuter	6,394	6,480	(86)	-1.3%
General Aviation	4,067	4,988	(921)	-18.5%
Military	124	79	45	57.0%
TOTAL	50,777	56,950	(6,173)	-10.8%

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 Third Quarter of 2009. The data used to compile this report was gathered during 24-hour periods on August 11 - 13, 2009.

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 Third Quarter 2009 Operations Survey, an average of 514 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 Third Quarter 2009 Operations Survey, an average of 514 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:

Third Quarter Comparison Single Event Noise Exposure Level (SENEL)

	August 12 - 14, 2008	August 11 - 13, 2009	Change (dB)
Departures	100.9	100.3	-0.6
Arrivals	95.0	95.8	0.8

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 514 daily operations, which reflected a decrease of 43 operations from the 557 operations recorded during the Third Quarter of 2008.

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
August 11 through August 13, 2009**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200Q	98.8	Phoenix, AZ	CCI712	750
B767-300	97.7	Louisville, KY	UPS922	630
B767-300	97.4	Atlanta, GA	DAL1039	930
B767-300	97.4	Atlanta, GA	DAL1045	2015
A320	97.3	Charlotte, NC	AWE1561	930
A300-600	97.1	Memphis, TN	FDX906	1700
B737-400	97.0	Seattle, WA	ASA488	1615
B757-200	96.9	San Francisco, CA	UAL788	715
MD-80	96.6	Dallas/Fort Worth, TX	AAL1505	1700
B737-400	96.6	Portland, OR	ASA232	900
A300-600	96.5	Memphis, TN	FDX1422	515
B757-200	96.5	Denver, CO	UAL939	1930
B767-300	96.4	Honolulu, HI	HAL16	2100
B757-200	96.4	Dulles, VA	UAL240	2000
A300-600	96.2	Indianapolis, IN	FDX1754	515
B737-300	96.2	Denver, CO	UAL471	920
B767-300	96.2	Kona, HI	UPS2968	1500
B757-200	96.1	Dallas/Fort Worth, TX	AAL465	1315
B737-400	96.1	Seattle, WA	ASA492	2230
A300-600	96.1	Indianapolis, IN	FDX3713	1700
B757-200	95.8	Boston, MA	AAL225	2000
B737-300	95.8	Phoenix, AZ	AWE186	1745
B737-300	95.8	Kansas City, MO	SWA703	900
B737-300	95.8	San Francisco, CA	UAL36	815
B757-200	95.8	San Francisco, CA	UAL901	1945
B737-400	95.7	Seattle, WA	ASA482	1730
B757-200	95.7	Dulles, VA	UAL229	1045
B737-300	95.7	San Francisco, CA	UAL380	1400
B737-500	95.6	San Jose, CA	SWA2286	900
B737-300	95.6	Phoenix, AZ	SWA2696	900
B757-200	95.5	New York, NY	AAL127	1930
B757-200	95.5	Dallas/Fort Worth, TX	AAL671	2000

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
August 11 through August 13, 2009**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-800	95.4	Seattle, WA	ASA490	1345
B737-300	95.4	Austin, TX	SWA2906	1100
MD-80	95.3	Dallas/Fort Worth, TX	AAL1629	1145
MD-80	95.3	St. Louis, MO	AAL387	1230
B757-200	95.3	Detroit, MI	NWA275	2145
B737-300	95.3	Albuquerque, NM	SWA348	745
B757-200	95.2	Dallas/Fort Worth, TX	AAL1091	1730
B757-200	95.2	Atlanta, GA	DAL1043	1690
MD-80	95.2	Bakersfield, CA	DOJ935	2000
B737-300	95.2	Phoenix, AZ	SWA257	1345
MD-80	95.1	Chicago, IL	AAL619	2200
B737-500	95.1	Las Vegas, NV	SWA2232	2200
B737-300	95.1	Oakland, CA	SWA779	815
B757-200	95.1	Chicago, IL	UAL627	2200
A300-600	95.0	Ontario, CA	FDX1860	450
B737-300	95.0	Austin, TX	SWA264	1945
B737-300	94.9	Las Vegas, NV	SWA225	1215
B737-300	94.9	Oakland, CA	SWA2643	1030
MD-80	94.8	Dallas/Fort Worth, TX	AAL1701	1545
MD-80	94.8	Chicago, IL	AAL503	1330
B767-300	94.8	Phoenix, AZ	ABX815	900
B757-200	94.8	Minneapolis, MN	NWA189	1045
B737-300	94.8	Oakland, CA	SWA200	1930
MD-80	94.7	Dallas/Fort Worth, TX	AAL1105	1915
MD-80	94.7	Dallas/Fort Worth, TX	AAL533	2300
B737-400	94.7	Seattle, WA	ASA498	2030
B757-200	94.7	Atlanta, GA	DAL1041	1145
B757-200	94.7	Salt Lake City, UT	DAL1149	1155
B737-500	94.7	Oakland, CA	SWA1022	1545
B737-700	94.6	Sacramento, CA	SWA2180	1845
B737-800	94.5	Houston, TX	COA1689	1920
B737-700	94.5	San Francisco, CA	SWA632	1130

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
August 11 through August 13, 2009**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200Q	106.9	Phoenix, AZ	CCI711	1800
MD-80	105.9	Chicago, IL	AAL354	1045
MD-80	105.6	Chicago, IL	AAL590	1445
MD-80	105.2	St. Louis, MO	AAL1220	1330
MD-80	105.2	Chicago, IL	AAL2340	700
MD-80	105.2	Chicago, IL	AAL510	1230
MD-80	104.9	Dallas/Fort Worth, TX	AAL1242	1215
MD-80	104.8	Dallas/Fort Worth, TX	AAL1914	845
MD-80	104.6	Dallas/Fort Worth, TX	AAL1100	1245
MD-80	103.8	Dallas/Fort Worth, TX	AAL1346	1000
MD-80	103.7	Dallas/Fort Worth, TX	AAL1482	1545
MD-80	103.3	Dallas/Fort Worth, TX	AAL480	2130
MD-80	103.1	Bellingham, WA	AAY323	1130
B767-300	101.2	Atlanta, GA	DAL1048	2300
B767-300	100.2	Atlanta, GA	DAL172	1230
MD-80	100.2	Mesa, AZ	DOJ935	1500
A321	100.1	Philadelphia, PA	AWE154	2245
A321	100.1	Charlotte, NC	AWE1560	1128
A321	99.8	Charlotte, NC	AWE199	2250
A321	99.7	Philadelphia, PA	AWE150	700
B737-800	99.2	New York, NY	DAL734	700
B737-800	99.1	New York, NY	DAL748	2230
B737-800	99.0	Newark, NJ	COA1827	900
B767-300	99.0	Honolulu, HI	HAL15	1000
B737-800	98.4	Newark, NJ	COA327	2100
B737-800	97.7	Newark, NJ	COA533	1320
B737-800	97.3	Cincinnati, OH	DAL44	1230
B757-200	97.2	Boston, MA	AAL226	900
A300-600	97.2	Memphis, TN	FDX821	645
B757-200	97.1	Dulles, VA	UAL970	800
B737-400	97.0	Seattle, WA	ASA495	830
A321	97.0	Phoenix, AZ	AWE940	1600

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
August 11 through August 13, 2009**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B757-200	96.8	New York, NY	AAL160	800
B737-400	96.8	Seattle, WA	ASA493	700
A300-600	96.8	Memphis, TN	FDX1222	1926
A300-600	96.8	Indianapolis, IN	FDX1654	1930
A320	96.7	Philadelphia, PA	AWE1064	1145
B737-800	96.7	Newark, NJ	COA427	1600
B757-200	96.7	Atlanta, GA	DAL1038	645
A300-600	96.7	Indianapolis, IN	FDX3613	700
B737-800	96.6	Houston, TX	COA132	700
A320	96.6	Boston, MA	JBU412	2230
A321	96.5	Phoenix, AZ	AWE567	700
B757-200	96.4	Dallas/Fort Worth, TX	AAL1602	745
A321	96.4	Phoenix, AZ	AWE936	1230
B737-800	96.4	Houston, TX	COA374	1145
B757-200	96.3	Dallas/Fort Worth, TX	AAL414	1420
B757-200	96.3	Dallas/Fort Worth, TX	AAL428	640
B737-400	96.3	Seattle, WA	ASA489	1840
B737-800	96.3	Houston, TX	COA1041	820
B757-200	96.3	Atlanta, GA	DAL1040	745
A320	96.3	Minneapolis, MN	NWA182	700
B757-200	96.3	Detroit, MI	NWA276	800
B737-800	96.2	Houston, TX	COA335	1430
B757-200	96.2	Atlanta, GA	DAL1042	900
A320	96.2	New York, NY	JBU186	2130
B737-800	96.1	Houston, TX	COA131	630
A320	96.1	New York, NY	JBU188	800
A320	96.0	New York, NY	JBU182	1300
B757-200	95.8	Atlanta, GA	DAL1046	1330
A320	95.8	Minneapolis, MN	NWA186	800
B757-200	95.7	Dulles, VA	UAL729	700
B737-400	95.6	Portland, OR	ASA233	1700
B733	95.6	Denver, CO	UAL354	1500

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

Survey of three days during the Third Quarter of 2009
 These numbers are the averages for operations for August 11 to August 13, 2009

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		3		3	2							10
A310													0
A320+	26	11	8	32	3	10							90
B712													0
B72Q	1			1									2
B73Q													0
B733+	101	24	12	108	19	10							274
B747+													0
B757+	9	8	2	13		6							38
B767+	3	2	1	4	1	1							12
B777+													0
DC10													0
DC87													0
DC8Q													0
DC9Q													0
L1011													0
MD80+	10	2	2	12	1	1							28
MD90	2			2									4
RJ+	23	3	2	21	4	3							56
TOTAL	177	50	30	193	31	33							514

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 Third Quarter of 2009 Airport Noise Mitigation received a total of 66 complaint calls from 34 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 Third Quarter of 2009

DIRECTION FROM AIRPORT		July	August	September	TOTAL
NORTH	La Jolla		1	1	2
	Pacific Beach	2	3	3	8
	Golden Hill		1	1	2
EAST	Mount Hope	1	1		2
	South Park		2		2
	Uptown		1		1
	Famosa		1	1	2
	Loma Portal	6	4	4	14
WEST	Mission Beach	1		1	2
	Ocean Beach	1	3	3	7
	Point Loma	3	15	6	24
TOTAL COMPLAINTS		14	32	20	66

The 66 complaint calls recorded during the Third Quarter 2009 reflect a decrease of 21 calls from the 87 received during the Third Quarter of 2008.

Appendix D: Aircraft Noise Complaints contains 2009 year to date complaint statistics.

ENFORCEMENT ACTIONS

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

The following is a summary of Third Quarter 2009 Final Enforcement Actions.

THIRD QUARTER 2009 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
7/23/2009	0102L	Delta Air Lines 1048	B763 ; Stage 3	No Penalty
7/31/2009	2335L	jetBlue Airways 412	A320 ; Stage 3	\$2,000
8/01/2009	0146L	Delta Air Lines 1048	B763 ; Stage 3	\$2,000
8/03/2009	2331L	Delta Air Lines 748	B738 ; Stage 3	\$6,000

Appendix C5 contains the Curfew Violation Summary from 1989 to present.

RESIDENTIAL SOUND ATTENUATION PROGRAM

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

To date, the Quieter Home Program has established six (6) eligibility boundaries. The six boundaries are the Pilot/Phase 1A Boundary, the Phase 1B Boundary, the Phase 1C Boundary, and the Supplemental Expansion Boundary 1, 2, and 3.

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, 3, 4, and 5.

Program Phase	Dwellings	Percent Complete
Pilot/Phase 1A	90	100%
Phase 1B	154	100%
Phase 1C/1D	330	100%
Phase 2	137	100%
Phase 3, Groups 1-6	187	100%
Phase 3, Group 7	29	99% complete
Phase 4, Groups 1-7	277	100%
Phase 4, Group 8	22	95% complete
Phase 4, Group 9	30	65% complete
Phase 4, Group 10	44	55% complete
Phase 4, Group 11	50	100%
Phase 4, Group 12	70	55% complete
Phase 5, Group 1	49	55% complete
Phase 5, Group 2	81	50% complete
Phase 5, Group 3	45	65% complete
Phase 5, Group 4	67	50% complete
Phase 5, Group 5	57	45% complete
Phase 5, Group 6	50	35% complete
Phase 5, Group 7	200	35% complete

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the July 15th, 2009 meeting minutes and current roster of members.

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

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

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

Noise Impact Area = 0.84 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:

8,901 ** (QHP Insulated units = 1,290)

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

21,554 ** (QHP Insulated = 1,854)

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

B727-200Q (Stage 3): 108

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

50,192

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

40,192

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:

6,394

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

4,067

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

124

Form DOA 618, 11/21/89

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

AIRCRAFT NOISE MONITORING SYSTEM

Noise Monitoring Locations_____B1

Noise System Thresholds_____B2

CNEL Log for July 2009_____B3

CNEL Log for August 2009_____B4

CNEL Log for September 2009_____B5

APPENDIX B1

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

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

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

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

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

APPENDIX B2

REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS

In effect from July 1, 2009 to September 30, 2009

RMT #	SENEL Day Threshold (dB)	Duration (sec)	SENEL Evening Threshold (dB)	Duration (sec)	SENEL Night Threshold (dB)	Duration (sec)
1	73*	9	73	9	72*	10
2	63	10	60	12	58	14
3	74*	9	73	10	72*	10
4	64*	10	63	12	60*	12
6	68*	8	67	9	65*	10
7	65	12	63	12	62	15
9	68*	8	67	9	65*	10
10	65*	8	62	12	60*	13
11	65*	12	63	13	60*	15
12	64*	10	62	12	60*	14
13	65*	8	62	12	60*	13
14	65*	10	62	12	60*	13
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 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
July 2009**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	72.0	68.5	66.8	66.3	70.1	74.7	66.3	64.1	71.8	61.8	65.9
2	72.1	67.8	67.6	67.3	69.9	74.7	66.9	63.4	71.3	60.8	65.0
3	70.9	66.2	67.5	64.9	68.6	72.9	63.7	61.8	69.4	59.8	63.2
4	68.1	63.4	64.6	62.2	67.6	72.6	64.0	60.7	69.0	58.3	62.7
5	70.9	66.3	65.3	*	69.0	74.9	65.7	63.4	71.8	60.7	65.8
6	71.3	66.2	66.1	67.0	69.1	74.8	66.8	63.6	71.7	61.9	65.5
7	71.4	67.0	65.2	65.2	70.1	76.4	67.4	63.9	73.2	61.4	66.2
8	71.8	66.9	65.8	65.5	70.6	74.8	66.9	64.2	71.8	62.2	65.7
9	71.5	66.5	66.3	65.3	70.4	75.0	66.8	64.6	72.4	67.9	65.8
10	71.6	66.9	66.6	65.5	69.1	74.5	67.2	63.2	71.8	61.4	64.6
11	70.2	65.8	64.8	64.1	68.6	73.9	66.3	62.4	70.7	59.4	63.9
12	70.3	66.4	64.9	64.6	68.2	73.4	66.2	61.9	70.3	58.9	63.5
13	71.0	66.2	65.8	64.9	69.6	74.1	65.7	63.5	70.9	62.3	65.6
14	71.8	66.6	65.8	65.2	70.0	74.6	67.2	64.1	71.2	61.7	66.0
15	71.6	66.8	66.1	59.0	69.6	74.8	66.4	63.6	71.9	61.3	65.9
16	71.8	66.1	66.8	66.6	69.4	74.4	65.4	63.1	71.2	61.0	65.8
17	71.8	67.1	67.0	65.8	69.3	74.8	66.1	62.9	72.2	61.2	65.4
18	73.5	65.7	65.8	64.3	68.5	74.1	66.0	62.1	70.9	59.6	64.8
19	72.4	65.8	63.4	64.4	68.4	75.1	66.0	62.2	72.2	60.5	66.1
20	70.7	65.7	63.8	64.7	68.0	74.2	65.3	62.5	71.3	62.1	64.8
21	71.6	66.9	64.9	65.2	69.5	74.7	66.9	63.1	71.7	60.7	65.6
22	71.7	67.5	65.5	65.5	71.2	74.9	66.9	63.5	71.9	61.4	66.0
23	72.1	68.1	65.7	65.9	69.7	75.9	67.0	63.4	72.8	62.1	66.0
24	72.2	67.5	67.0	66.0	69.1	74.4	66.5	62.6	71.3	60.7	65.6
25	70.9	66.3	63.8	64.5	68.2	74.7	66.2	61.7	71.4	58.8	64.6
26	71.0	66.4	64.6	66.3	68.6	74.9	66.4	62.5	72.0	59.9	65.7
27	71.7	66.9	65.6	65.3	70.2	74.9	66.5	64.7	71.8	62.5	65.8
28	71.7	67.7	64.8	65.4	69.7	75.5	66.9	63.6	72.6	61.6	64.8
29	71.7	67.6	64.4	65.4	73.0	75.5	67.4	64.7	72.2	62.4	66.6
30	72.4	68.1	66.3	67.7	69.9	75.3	66.6	63.8	72.4	62.8	66.3
31	72.0	67.6	67.0	65.7	69.4	74.6	66.3	63.7	71.6	61.9	66.1
Month	71.6	66.8	65.8	65.3	69.6	74.7	66.4	63.3	71.7	61.7	65.4

* = Not in service

APPENDIX B3**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
July 2009**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	64.3	58.0	65.2	65.3	59.2	60.2	62.3	59.4	64.5	62.3	65.1	63.4	64.0
2	64.9	57.3	65.0	65.4	59.4	60.9	60.5	56.9	63.5	61.3	64.5	62.6	63.8
3	62.5	55.7	63.7	64.1	55.2	55.4	58.8	56.4	61.4	59.0	62.0	60.7	62.7
4	62.6	56.9	60.8	61.6	55.9	56.7	59.0	56.8	68.9	59.6	61.1	61.1	59.7
5	64.8	57.7	63.7	64.8	59.1	59.5	61.6	59.4	64.2	62.5	64.6	63.6	62.9
6	64.7	57.9	63.9	64.2	58.8	60.9	61.3	57.9	63.7	62.0	65.0	62.4	63.1
7	65.4	59.0	64.7	64.3	59.4	63.7	61.1	58.3	64.6	62.8	65.5	62.5	63.2
8	64.9	58.4	64.6	64.4	57.7	61.4	61.7	59.1	63.9	62.3	65.1	63.4	63.3
9	64.6	58.1	64.3	64.6	59.5	61.3	61.5	58.4	64.0	61.7	65.2	62.9	63.1
10	64.0	56.5	64.5	64.5	57.8	61.3	61.7	58.9	62.8	61.1	63.8	63.3	63.9
11	63.3	54.5	63.1	63.5	58.7	60.3	60.3	56.7	62.0	59.7	62.4	61.3	61.7
12	62.8	55.6	63.5	64.5	56.4	60.8	59.7	56.5	61.8	59.1	62.5	61.1	62.3
13	63.9	58.9	63.9	64.3	58.1	63.0	61.0	58.3	63.9	61.4	64.5	62.6	62.6
14	64.5	59.6	64.1	64.4	57.9	61.4	61.3	59.0	64.4	62.9	65.1	62.9	63.2
15	64.9	59.7	64.3	64.6	57.1	60.6	61.4	58.6	64.4	62.4	65.1	62.7	63.5
16	65.0	59.2	63.6	64.7	58.1	63.8	61.8	59.1	64.1	61.7	64.6	63.3	62.7
17	64.4	58.0	64.7	65.1	58.1	60.7	61.4	59.1	63.5	61.3	64.1	63.4	63.8
18	63.4	58.7	63.2	63.6	58.3	60.7	61.0	58.8	63.3	61.7	63.7	62.7	62.0
19	65.2	59.1	63.5	63.7	55.5	60.4	60.6	58.1	64.6	62.1	64.7	62.8	62.1
20	63.6	58.7	63.5	63.6	55.7	59.6	59.8	56.2	63.2	61.1	64.1	60.8	61.9
21	63.9	59.6	64.5	64.5	57.3	62.2	60.8	57.6	64.2	62.0	64.6	61.9	63.0
22	65.8	60.0	64.7	64.9	56.8	61.5	60.7	58.1	64.4	62.6	65.2	62.5	63.0
23	65.4	60.2	65.8	65.3	58.4	63.7	60.8	57.7	64.7	62.8	65.3	62.3	64.3
24	65.4	60.0	64.8	64.9	57.5	62.0	60.2	57.5	65.6	62.2	64.6	61.9	63.7
25	64.1	58.4	64.0	63.6	58.8	60.9	60.1	57.7	64.5	61.3	63.5	62.0	62.6
26	64.7	58.4	64.1	64.1	57.4	61.7	60.7	57.7	64.2	62.1	64.3	62.4	62.9
27	64.7	58.3	64.3	61.4	57.9	59.5	61.0	57.4	63.5	60.8	64.2	62.2	63.3
28	65.4	60.0	65.5	65.1	56.6	61.9	61.5	58.5	63.9	61.6	64.5	62.6	64.2
29	64.5	60.2	65.4	64.5	58.5	63.8	61.1	58.6	64.6	62.3	65.7	63.3	63.9
30	65.1	60.0	66.0	65.5	59.8	62.8	61.7	58.2	64.6	62.4	65.1	62.9	64.8
31	65.1	59.5	65.3	65.1	57.1	60.7	61.3	59.4	65.0	62.3	65.0	63.2	64.1
Month	64.5	58.7	64.4	64.4	58.0	61.4	61.0	58.2	64.3	61.7	64.5	62.5	63.2

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
August 2009**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	72.0	67.6	65.5	66.3	68.7	75.0	66.4	62.4	72.1	60.3	65.1
2	71.2	66.3	66.6	*	68.8	74.9	65.1	62.7	71.6	60.2	64.9
3	71.0	66.6	66.1	66.3	69.0	74.7	65.1	63.1	71.5	61.5	64.9
4	70.8	66.6	65.1	65.2	69.1	74.0	65.4	62.5	70.5	59.4	63.7
5	71.8	66.6	67.4	66.3	70.3	74.5	66.4	63.4	71.0	61.7	64.6
6	72.0	67.6	66.2	65.9	69.8	74.8	66.5	63.6	71.6	61.8	65.8
7	73.1	68.8	67.6	65.9	69.4	75.1	67.0	63.4	72.3	62.3	66.3
8	70.5	65.7	64.3	64.5	68.5	74.3	66.0	62.3	71.5	61.1	65.5
9	71.0	66.8	64.3	64.8	68.9	74.4	67.5	63.2	71.6	61.2	65.8
10	71.4	67.1	65.1	65.3	69.9	75.2	66.3	63.8	72.6	63.1	66.2
11	71.9	67.9	66.4	66.3	69.6	74.0	66.3	63.4	71.2	62.7	64.3
12	71.7	67.2	66.3	65.5	70.6	74.7	66.1	63.3	71.4	60.9	64.7
13	72.5	68.3	65.3	65.9	69.5	75.0	66.5	63.4	71.9	61.1	65.5
14	71.7	67.3	65.4	65.2	69.7	74.8	66.3	63.6	72.0	62.1	65.5
15	71.2	67.0	65.4	65.3	68.3	74.5	66.3	62.5	71.6	60.5	65.4
16	71.5	67.2	65.0	65.0	68.5	75.3	66.2	63.3	72.3	61.4	66.3
17	71.0	66.5	65.7	64.7	68.9	74.8	66.3	63.1	71.7	61.8	66.0
18	71.5	67.1	65.2	65.5	69.9	74.9	66.4	63.8	72.0	61.8	65.8
19	71.9	67.3	66.3	65.7	69.9	74.9	66.2	64.0	72.0	61.6	64.1
20	72.0	67.3	66.8	65.5	69.2	75.1	65.3	63.2	72.1	61.1	65.6
21	71.4	66.7	62.2	65.5	68.6	74.9	65.1	62.6	71.8	60.9	65.3
22	71.4	66.7	64.2	65.3	68.2	74.5	66.1	60.4	70.8	58.3	64.4
23	70.9	66.4	63.7	64.7	68.4	74.6	66.3	62.3	71.5	59.7	65.2
24	69.7	65.6	64.1	63.8	69.1	74.8	65.7	62.8	71.5	61.0	65.7
25	70.3	64.6	64.4	63.9	68.8	73.5	65.9	62.0	70.6	59.8	64.5
26	70.1	64.7	65.0	63.6	68.9	74.3	64.0	61.9	70.7	59.4	63.8
27	69.9	64.9	64.5	63.6	69.0	74.1	66.6	61.3	70.3	59.4	63.5
28	70.1	65.3	64.9	64.3	68.1	74.4	67.0	61.5	70.9	60.3	63.6
29	68.3	64.1	62.1	62.4	67.8	72.8	66.7	60.5	69.3	57.4	62.3
30	69.7	65.0	61.9	63.7	68.4	74.6	66.5	61.4	71.1	58.9	64.3
31	69.7	64.8	63.1	66.1	68.1	74.0	66.0	61.5	71.2	61.0	64.9
Month	71.0	66.4	65.3	65.0	69.0	74.5	66.2	62.6	71.4	60.8	64.9

* = Not in service

APPENDIX B4**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
August 2009**

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	63.5	57.7	64.9	64.7	58.4	61.7	60.9	57.9	63.2	61.4	63.8	62.6	63.4
2	64.0	57.5	63.6	64.6	57.2	57.8	61.2	57.7	63.2	61.3	63.8	62.9	62.7
3	63.4	57.6	64.0	64.9	58.5	58.0	61.3	58.8	63.3	60.5	64.0	62.9	62.8
4	62.9	58.4	63.6	64.7	58.8	57.5	60.3	57.8	62.7	59.9	62.7	61.8	62.6
5	65.7	57.1	64.1	64.7	58.2	59.4	61.4	58.9	63.0	60.5	63.4	63.4	63.4
6	65.3	59.6	65.6	65.5	58.8	60.6	61.6	59.0	64.2	61.9	64.9	64.3	64.2
7	65.0	60.5	65.6	67.0	59.0	62.2	61.4	59.2	64.9	63.0	65.2	63.3	63.9
8	64.1	58.6	63.4	63.4	57.3	61.3	60.9	59.0	64.1	62.3	64.3	63.2	62.1
9	64.4	59.6	64.4	64.4	56.9	61.2	61.1	59.3	64.5	62.5	64.8	63.3	63.1
10	64.4	58.6	64.6	64.5	59.6	61.1	61.3	57.1	64.3	61.3	64.9	62.1	63.2
11	63.9	57.7	65.1	65.3	59.8	60.1	60.6	57.5	62.5	60.4	63.3	62.3	64.1
12	63.5	58.0	64.6	65.0	58.4	60.2	60.3	56.8	62.9	60.8	63.8	61.5	63.6
13	64.4	59.6	66.0	65.5	58.3	61.7	60.7	57.5	63.8	62.0	64.4	61.9	64.7
14	66.3	60.4	65.3	64.6	57.3	62.3	60.9	58.3	63.9	62.3	64.4	63.0	63.7
15	66.0	60.0	64.3	63.6	58.0	62.2	61.0	58.5	64.0	62.0	64.0	62.9	64.1
16	66.2	60.6	64.7	64.8	56.4	61.0	61.1	59.1	64.6	63.2	65.2	63.2	63.3
17	65.6	58.8	63.9	64.1	58.2	60.4	61.2	58.4	64.6	62.1	64.5	63.0	63.0
18	65.8	58.6	65.1	64.8	58.4	61.1	60.9	57.9	64.0	61.0	64.6	62.7	63.8
19	66.4	58.5	64.9	65.0	58.8	61.0	61.6	59.0	64.6	61.3	64.4	63.5	63.8
20	66.0	59.2	66.4	65.1	58.7	59.4	61.5	58.6	63.7	61.8	64.5	63.5	63.8
21	66.1	58.4	64.6	64.8	57.3	58.8	60.8	58.8	63.8	61.8	63.9	63.0	63.3
22	*	57.7	64.6	63.8	58.6	62.1	57.8	55.5	62.7	60.4	62.6	60.5	61.9
23	*	58.9	63.6	64.1	55.6	59.3	60.2	57.1	63.4	61.7	63.9	62.0	62.4
24	65.5	58.0	63.0	63.4	56.6	58.5	60.7	57.9	64.4	61.1	64.1	62.5	61.8
25	65.4	*	63.1	60.5	57.5	59.7	60.1	58.6	63.1	61.3	63.2	62.6	61.2
26	64.6	*	62.1	63.5	57.8	58.8	60.1	57.5	62.2	59.7	62.3	62.0	61.3
27	64.3	*	62.8	63.4	63.5	62.1	58.8	57.1	61.9	59.2	62.6	61.6	61.5
28	64.7	*	62.9	63.3	59.7	61.8	59.7	57.6	62.4	60.6	62.3	61.7	61.2
29	63.9	*	60.8	61.6	59.5	61.9	61.1	56.1	60.9	59.0	60.5	60.7	58.8
30	65.5	*	62.6	62.6	63.1	63.0	59.9	57.1	62.7	61.4	62.9	61.9	60.7
31	65.1	*	62.6	62.5	57.8	61.1	59.4	56.8	62.9	60.9	63.4	61.6	60.8
Month	65.0	58.8	64.2	64.2	58.8	61.0	60.6	57.9	63.4	61.3	63.9	62.6	62.9

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
September 2009**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	69.7	65.0	62.2	64.0	69.2	74.2	66.9	62.7	71.6	60.7	65.3
2	70.1	65.0	62.7	63.8	68.0	73.6	62.9	61.9	70.1	59.9	63.6
3	69.5	65.2	59.2	63.6	68.4	74.4	66.2	61.7	71.0	59.8	64.6
4	71.0	66.0	62.6	64.4	68.6	75.1	67.1	62.7	72.3	61.3	65.9
5	69.3	67.7	62.5	62.9	67.1	73.6	65.0	60.5	70.0	58.2	63.3
6	68.2	64.0	61.9	61.8	67.2	72.8	64.5	60.5	69.2	58.1	62.9
7	69.6	65.6	61.6	63.6	68.0	74.2	65.4	61.7	71.4	60.5	65.0
8	70.7	65.7	63.1	64.1	69.0	75.1	66.9	63.1	72.0	61.5	66.3
9	71.1	65.3	65.2	64.3	69.2	74.4	64.6	63.2	71.7	61.7	66.0
10	71.0	65.9	64.9	64.8	69.0	74.3	65.5	62.4	70.8	60.0	64.8
11	71.2	66.6	65.3	65.1	68.6	74.1	65.8	62.4	71.3	60.8	64.7
12	69.6	65.2	62.9	63.5	68.0	74.3	66.1	61.8	71.2	59.5	64.3
13	70.2	66.2	62.6	64.3	68.6	74.8	64.2	63.1	72.0	61.0	65.5
14	70.1	65.0	64.1	63.4	68.9	73.8	65.3	63.1	70.7	62.3	64.8
15	70.6	66.7	63.8	64.2	69.1	73.8	65.9	63.2	71.4	60.6	65.5
16	71.1	66.0	64.6	64.4	68.7	74.4	68.1	62.7	71.6	61.1	65.5
17	70.7	66.5	63.9	64.5	69.5	74.7	67.6	63.4	72.0	61.4	66.1
18	71.1	67.0	65.0	65.5	68.6	74.6	66.0	61.6	71.5	60.0	64.5
19	68.7	63.8	62.0	62.7	66.9	74.2	64.8	60.8	70.8	58.3	63.4
20	69.9	65.5	63.0	63.5	68.4	74.3	66.1	61.9	71.2	59.7	65.0
21	69.7	64.9	64.2	63.6	68.6	74.9	65.1	62.4	71.9	61.4	66.1
22	70.6	66.4	65.5	66.1	68.2	74.1	65.2	61.8	70.6	59.8	64.0
23	68.1	62.4	62.6	62.7	66.8	72.5	64.4	58.8	68.9	56.2	61.6
24	69.7	64.5	65.2	64.7	69.4	75.7	66.5	61.5	71.2	59.5	63.5
25	70.1	65.0	64.0	64.8	68.0	74.1	67.0	60.6	71.2	58.9	64.1
26	68.2	62.8	62.6	63.4	67.5	74.3	64.9	59.5	70.3	56.3	61.9
27	70.5	66.1	63.5	64.4	67.6	73.3	64.9	61.0	69.9	58.9	63.6
28	70.2	65.6	64.1	64.0	68.9	74.5	66.0	62.7	71.5	61.5	65.6
29	71.3	66.3	65.6	64.7	69.5	74.0	66.1	63.5	71.2	61.7	66.0
30	71.2	66.0	66.0	64.5	69.6	74.1	67.3	63.6	71.5	61.6	66.0
Month	70.2	65.6	63.8	64.1	68.5	74.2	65.9	62.1	71.1	60.3	64.8

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
September 2009**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	65.8	*	62.9	61.2	57.4	63.1	60.2	57.9	63.7	61.7	64.0	62.3	61.6
2	64.6	*	63.3	63.0	52.6	56.5	59.1	58.2	62.3	59.8	62.3	62.1	61.0
3	64.8	*	62.8	63.2	60.5	61.1	60.1	57.6	63.1	60.2	63.3	61.9	61.4
4	65.5	*	63.8	63.7	56.1	63.5	60.5	57.4	63.7	61.4	64.4	62.0	61.9
5	65.2	*	62.3	61.9	54.5	58.8	58.3	56.3	62.0	59.8	61.6	60.3	60.5
6	63.6	*	61.4	61.6	53.7	59.9	57.7	55.0	61.3	59.9	61.6	59.8	60.0
7	65.6	*	63.0	62.8	56.1	61.9	59.9	57.8	63.5	61.1	63.3	62.2	61.7
8	66.3	*	63.3	63.5	60.5	62.4	60.8	59.3	64.8	62.3	65.2	63.2	61.6
9	66.7	*	62.8	63.5	57.9	58.2	61.3	59.8	64.4	62.4	64.8	63.9	61.9
10	64.9	*	63.6	64.0	61.8	60.3	60.6	58.5	63.5	60.5	63.5	62.5	62.8
11	65.2	*	64.4	64.0	57.4	58.1	60.6	58.9	63.0	60.3	63.4	62.8	62.8
12	64.8	*	62.7	62.5	56.4	60.4	59.8	57.3	62.7	60.0	63.0	61.6	61.2
13	66.5	*	63.8	63.8	58.0	62.1	60.5	58.6	64.6	63.4	65.4	62.9	62.5
14	66.1	*	62.7	63.4	59.5	60.7	60.6	58.8	66.8	62.1	64.8	62.6	61.9
15	66.4	*	63.9	64.4	59.0	61.9	60.4	58.9	63.9	61.4	64.2	63.2	62.5
16	66.3	*	64.5	63.5	57.5	63.5	60.8	60.7	63.9	61.6	63.9	64.0	62.8
17	66.0	*	63.8	64.1	59.7	63.1	61.2	59.0	64.3	61.6	64.7	63.3	62.3
18	65.4	*	63.6	64.1	57.9	60.5	59.4	56.5	62.7	60.9	63.3	61.8	61.8
19	64.8	*	61.8	61.5	55.8	58.6	59.2	57.2	61.9	60.1	61.7	61.8	60.3
20	64.9	*	62.9	63.3	56.3	60.2	60.5	57.1	63.3	60.4	63.2	61.5	61.1
21	65.9	*	62.1	63.3	56.9	56.4	61.1	58.5	64.5	61.4	64.6	62.9	60.8
22	64.7	*	63.9	63.9	57.3	57.3	60.3	57.1	62.5	59.5	62.8	61.6	62.4
23	62.8	*	60.0	61.3	58.1	58.7	56.5	54.9	59.9	56.5	60.2	59.4	58.4
24	65.6	*	61.8	62.4	62.4	62.5	59.8	57.8	61.9	59.5	62.1	61.6	60.1
25	64.8	*	62.6	63.5	58.0	61.6	59.0	56.3	62.3	59.8	62.6	61.2	60.8
26	64.8	*	60.3	61.2	57.3	58.9	58.5	54.7	60.6	57.3	60.2	59.1	58.2
27	64.1	*	63.1	63.4	56.7	58.6	58.3	56.0	62.3	59.6	62.7	60.1	61.3
28	66.1	*	62.9	63.7	58.8	60.6	60.5	58.0	63.7	61.5	64.4	62.9	61.7
29	66.4	*	64.1	64.1	57.9	59.6	61.9	59.7	64.5	62.2	64.8	63.7	62.9
30	66.1	*	63.7	64.1	62.0	62.0	61.8	59.8	64.5	61.6	64.8	64.3	62.7
Month	65.5	*	63.0	63.2	58.4	60.8	60.1	58.0	63.4	60.9	63.6	62.3	61.6

* = Not in service

AIRCRAFT OPERATIONS

Commercial Flight Operations Mix, Third Quarter 2009_____	C1
Commercial Flight Operations Mix, July 2009_____	C2
Commercial Flight Operations Mix, August 2009_____	C3
Commercial Flight Operations Mix, September 2009 _____	C4
Curfew Violation Summary, 1989 --- Present_____	C5

APPENDIX C1

COMMERCIAL FLIGHT OPERATIONS --- THIRD QUARTER 2009
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	Allegiant	American	American Eagle	Continental	Delta Air Lines	Frontier	Hawaiian	jetBlue	Northwest	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																										548	
A310																							274			0	
A318										123														1		0	
A319										249		81														124	
A320										66		519	315													248	
A321																										1346	
B712																										2692	
B71Q																										1940	
B72Q																										3880	
B73Q																										561	
B733								11																3		0	
B734				456																						0	
B735																										54	
B737	92		209	111				67																		108	
B738				348				784	318																	0	
B739				50				118																		0	
B747+																										0	
B752						428			592			131														0	
B753												1														1779	
B762																										1	
B763						29			117		92															2	
B764																										1	
B772																										2	
CRJ2																										3	
CRJ7																										1	
CRJ9																										2	
DC10																										1	
DC87																										1	
DC8Q																										2	
DC9Q																										1	
ERJ+																										1	
L1011																										1	
MD11																										2	
MD80+																										2	
MD90																										1725	
TOTALS	92	181	209	965	68	1465	1723	980	1159	438	92	519	528	495	8548	77	1931	1231	412	53	67	51	311	90	93	21778	
B190																										0	
BE99																										0	
C208																										70	
E120																										140	
PA31																										216	
SF34																										432	
SW3/4																										1294	
TOTALS	92	181	209	965	68	1465	1723	980	1159	438	92	519	528	1789	8548	77	1931	1231	412	53	67	51	527	160	93	1642	
																										3284	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet
Other / Non-Transport Category = 1 USAF C17, 3 USAF K35R, 1 USAF C130, 1 RRR C130, 1 KIWI C130

APPENDIX C2

COMMERCIAL FLIGHT OPERATIONS --- JULY 2009
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	Allegiant	American	American Eagle	Continental	Delta Air Lines	Frontier	Hawaiian	jetBlue	Northwest	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300	31																									97	194	
A310																							97			0	0	
A318										54															1	0	0	
A319										74			28						67	135						55	110	
A320										27		186	126					162	117	12						483	966	
A321																		217								630	1260	
B712																										217	434	
B71Q																										0	0	
B72Q																						18			1	0	0	
B73Q																										19	38	
B733							2								822		98	31								0	0	
B734				166											196		7							3		953	1906	
B735															1972											169	338	
B737			93	36				35																		203	406	
B738				123				282	92							18										2212	4424	
B739				2				46																		497	994	
B747+																										48	96	
B752						123			202				58				215	2							2	0	0	
B753																										602	1204	
B762																					24					0	0	
B763						29			49								1									24	48	
B764											31										32					142	284	
B772																										0	0	
CRJ2																										0	0	
CRJ7														82												82	164	
CRJ9														32												32	64	
DC10														60												121	242	
DC87																										11	22	
DC8Q																										0	0	
DC9Q																										0	0	
ERJ+							603																		2	0	0	
L1011																										605	1210	
MD11																										0	0	
MD80+					26	340																				0	0	
MD90								53																	22	388	776	
TOTALS	31	61	93	327	26	492	603	365	396	155	31	186	212	174	2990	27	662	434	147	18	24	18	108	32	31	7643	15286	
B190																											0	0
BE99																											25	50
C206																											76	152
E120														431													431	862
PA31																											0	0
SF34																											0	0
SW3/4																											0	0
TOTALS	31	61	93	327	26	492	603	365	396	155	31	186	212	605	2990	27	662	434	147	18	24	18	184	79	31	554	1108	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet
Other / Non-Transport Category = 1 USAF C17, 2 USAF K35R, 1 USAF C130, 1 RRR C130

**APPENDIX C3
COMMERCIAL FLIGHT OPERATIONS --- AUGUST 2009
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD**

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	Allegiant	American	American Eagle	Continental	Delta Air Lines	Frontier	Hawaiian	jetBlue	Northwest	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
A300																										87	174
A310																										0	0
A318										45																0	0
A319										71																45	90
A320										29																480	960
A321																										631	1262
B712																										194	388
B71Q																									1	0	0
B72Q																									17	34	
B73Q																									0	0	
B733								9																	0	0	
B734																										930	1860
B735				165																						170	340
B737				39				31																		128	256
B738				113				316																		2194	4388
B739				11				7																		528	1056
B747+																										18	36
B752									193																	0	0
B753													43													611	1222
B762													1													1	2
B763																										21	42
B764																										119	238
B772																										0	0
CRJ2																										0	0
CRJ7																										83	166
CRJ9																										77	154
DC10																										79	158
DC87																										14	28
DC8Q																										0	0
DC9Q																										0	0
ERJ+																										0	0
L1011																										590	1180
MD11																										0	0
MD80+																										0	0
MD90																										22	385
TOTALS	31	60	79	328	23	496	590	363	397	145	31	187	191	179	2885	27	665	417	144	18	21	16	101	29	32	7455	14910
B190																										0	0
BE99																										22	44
C208																										73	146
E120																										441	882
PA31																										0	0
SF34																										0	0
SW3/4																										21	42
TOTALS	31	60	79	328	23	496	590	363	397	145	31	187	191	620	2885	27	665	417	144	18	21	16	174	72	32	557	1114

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet
Other / Non-Transport Category = 1 USAF K35F

**APPENDIX C4
COMMERCIAL FLIGHT OPERATIONS --- SEPTEMBER 2009
SAN DIEGO INTERNATIONAL AIRPORT --- LINDBERGH FIELD**

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	Allegiant	American	American Eagle	Continental	Delta Air Lines	Frontier	Hawaiian	jetBlue	Northwest	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																										90	180	
A310										24																0	0	
A318										104																24	48	
A319										10			17						62	69						383	766	
A320												146	78						129	52						679	1358	
A321																			150							150	300	
B712																										0	0	
B71Q																									1	18	36	
B72Q																										0	0	
B73Q																										0	0	
B733																										767	1534	
B734				125															32						5	130	260	
B735																										84	168	
B737			37	36				1																		2024	4048	
B738				112				186	134																	436	872	
B739				37				65																		102	204	
B747+																										0	0	
B752						149			197				30						7					1	1	566	1132	
B753																										0	0	
B762																										22	44	
B763									9																	67	134	
B764											30															0	0	
B772																										0	0	
CRJ2														19												21	42	
CRJ7														116												116	232	
CRJ9														7												65	130	
DC10																										12	24	
DC87																										0	0	
DC8Q																										0	0	
DC9Q																									1	1	2	
ERJ+																										530	1060	
L1011																										0	0	
MD11																										0	0	
MD80+					19	328																				0	0	
MD90									26																	20	367	734
TOTALS	30	60	37	310	19	477	530	252	366	138	30	146	125	142	2673	23	604	380	121	17	22	17	102	29	30	6680	13360	
B190																										0	0	
BE99																											23	46
C208																											67	134
E120																											422	844
PA31																											0	0
SF34																											0	0
SW3/4																											0	0
TOTALS	30	60	37	310	19	477	530	252	366	138	30	146	125	142	2673	23	604	380	121	17	22	17	169	71	30	531	1062	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet
Other / Non-Transport Category = 1 KIWI C130



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

Legend

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

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

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

QTR	1995	PENALTY	1996	PENALTY	1997	PENALTY
1ST	FedEx Southwest Continental Canada 3000 US Airways 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 \$1,000 \$3,000 \$1,000 \$1,000
2ND	United Southwest Delta TWA Continental	\$1,000 \$1,000 NP \$1,000 \$1,000	United SkyWest (UAL Exp.) United US Airways 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	US Airways Airborne (Stage 3%) Champion Air (C) TWA Southwest Southwest Unigas (GA) US Airways 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 (C) Delta American 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 \$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	\$1,000	American Eagle	\$1,000	N. American (C)	\$1,000
	Delta	\$1,000	United	\$1,000	United	\$1,000
	Western Pacific	\$1,000	American	\$1,000	America West	\$1,000
	Air Eagle (GA)	\$1,000	American	\$3,000	Southwest	NP
	Exec Flt. Mgmt (GA)	\$1,000	Southwest (Stage 2)	\$1,000	America West	\$3,000
	United	\$1,000	Southwest (Stage 2)	\$6,000		
	Ameriflight	\$1,000				
	Southwest	NP				
	Emery	\$1,000				
	Super Bowl Flights	(25) x NP				
2ND	Delta	\$1,000	United	\$1,000	Delta	\$1,000
	Delta	NP	TWA	\$1,000	Emery	NP
	American	NP	America West	NP	United	\$1,000
	Alaska	\$1,000	United	\$3,000	America West	\$1,000
	Delta	\$3,000	America West	\$1,000		
	United	NP	America West	\$3,000		
	N226GA (GA)	NP				
3RD	Saudi Arabian (GA)	\$1,000	America West	NP	Ameristar (C)	\$1,000
	American	\$1,000	Delta	\$1,000	United	NP
	Southwest	\$1,000	America West	\$1,000	United	\$1,000
	United	\$1,000	America West	\$3,000	TWA	\$1,000
	Tradewinds (C)	\$1,000	Continental (Stg. 2)	\$1,000	United	\$3,000
	United	NP	Southwest	NP	Bonzi Aviation (GA)	\$1,000
	Amer. Int'l (C)	\$1,000	American	\$1,000	Midwest Express (C)	\$1,000
	US Airways	NP	Delta	\$3,000		
	Emery (Stage 3%)	\$2,000	TWA	\$1,000		
	Delta	\$1,000	BAX Global	\$1,000		
	America West	\$1,000	US Airways	\$1,000		
	Ameristar (C)	NP	Atlas Air (C)	\$1,000		
	America West	\$3,000				
4TH	Southwest	\$1,000	ACM Aviation (GA)	\$1,000	Aventis (GA)	\$1,000
	Southwest	\$3,000	Delta (Stage 2)	\$1,000	Delta	NP
	Southwest	\$5,000	Amer. West (Stg. 2)	\$1,000	United	\$1,000
	United	\$1,000	Miami Air (C)	\$1,000	Delta	NP
	Bombardier (GA)	\$1,000			Frontier	NP
	United	\$3,000			SkyWest	NP
	United	\$5,000			SkyWest	\$1,000
	America West	\$1,000			United	\$3,000
	America West	NP			America West	\$1,000
	Delta	\$1,000			Champion Air (C)	\$1,000
	US Airways	\$1,000				
	Delta	\$3,000				
	US Airways	\$3,000				
Alaska	NP					
FINES		\$54,000		\$40,000		\$25,000

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

QTR	2004	PENALTY	2005	PENALTY	2006	PENALTY
1ST	jetBlue	NP	jetBlue	NP	N950G (G/A)	\$1,000
	FedEx	NP	Delta	\$1,000	jetBlue	\$1,000
	American	NP	jetBlue	\$1,000	Alaska	\$1,000
	America West	\$1,000	Alaska	\$1,000	Delta	\$1,000
	Alaska	\$1,000	US Airways	NP		
			US Airways	NP		
			US Airways	NP		
			Sun Country	\$1,000		
			US Airways	\$1,000		
2ND	Ameristar (C)	\$1,000	Mesa Airlines	\$1,000	US Airways	\$1,000
	N5251M (G/A)	NP	jetBlue	\$1,000	US Airways	NP
	Delta	\$1,000	Alaska	\$1,000	N502JL (G/A)	\$1,000
	US Airways	\$1,000	Aloha	\$1,000	N1049V (G/A)	\$1,000
	N160AC (G/A)	\$1,000	Aloha	\$3,000	Delta	\$1,000
	N607CF (G/A)	\$1,000	N855SA (G/A)	\$1,000		
	jetBlue	\$1,000	N8JL (G/A)	\$1,000		
			American	NP		
			US Airways	NP		
			FedEx	\$1,000		
			FedEx	NP		
			jetBlue	\$3,000		
			US Airways	\$1,000		
		US Airways	\$3,000			
		Ameristar (C)	\$1,000			
3RD	N757WW (G/A)	\$1,000	Northwest	\$1,000	United	NP
	N8080Q (G/A)	\$1,000	NetJets (G/A)	\$1,000	US Airways	NP
	Sun Country	\$1,000	US Airways	\$1,000	US Airways	NP
	jetBlue	NP	Northwest	\$3,000	Southwest	NP
	N101VJ (G/A)	\$1,000	US Airways	\$3,000	US Airways	\$2,000
			N204AH (G/A)	\$1,000	Delta	\$2,000
			N104HW (G/A)	\$1,000	US Airways	NP
			Northwest	NP	US Airways	NP
			Delta	\$1,000	Delta	NP
			Universal Jet (G/A)	\$1,000	C-FJHS (G/A)	\$2,000
			N750PT (G/A)	\$1,000	Delta	NP
			Hawaiian	\$1,000	N800PM (G/A)	\$2,000
4TH	jetBlue	\$1,000	Delta	NP	N123MR (G/A)	\$2,000
	jetBlue	\$3,000	jetBlue	NP	jetBlue	\$2,000
	FedEx	NP	jetBlue	NP	Frontier	\$2,000
	FedEx	\$1,000	N800PM (G/A)	\$1,000	American	\$2,000
	Delta	\$1,000	Delta	NP	Frontier	NP
	Alaska	\$1,000			US Airways	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 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 \$4,000 NP \$2,000 \$12,000 \$20,000 NP	US Airways N520SC (G/A)	NP \$2,000
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 NP \$10,000 NP NP \$2,000 \$2,000	N166PC (G/A) N17773 (C) Swift Air (C) N919CT (G/A) N26A (G/A) jetBlue US Airways	\$2,000 \$2,000 \$2,000 \$2,000 \$2,000 NP NP	United N253WC (G/A) N369PB (G/A)	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	jetBlue jetBlue jetBlue N338BP (G/A) jetBlue Delta N421SV (G/A) Ryan (C)	\$2,000 NP \$6,000 \$2,000 NP NP \$2,000 \$2,000	Delta jetBlue Delta Delta	NP \$2,000 \$2,000 \$6,000
4TH	Alaska US Airways Saudi Arabian (C) AirTran	\$2,000 \$6,000 \$2,000 NP	N167JL (G/A) jetBlue Southwest Continental	\$2,000 \$10,000 NP \$2,000		
FINES		\$64,000		\$80,000		\$16,000

AIRCRAFT NOISE COMPLAINTS

This section contains Year 2009 (to date) statistics on aircraft noise complaints received by the Airport Noise Mitigation Department.

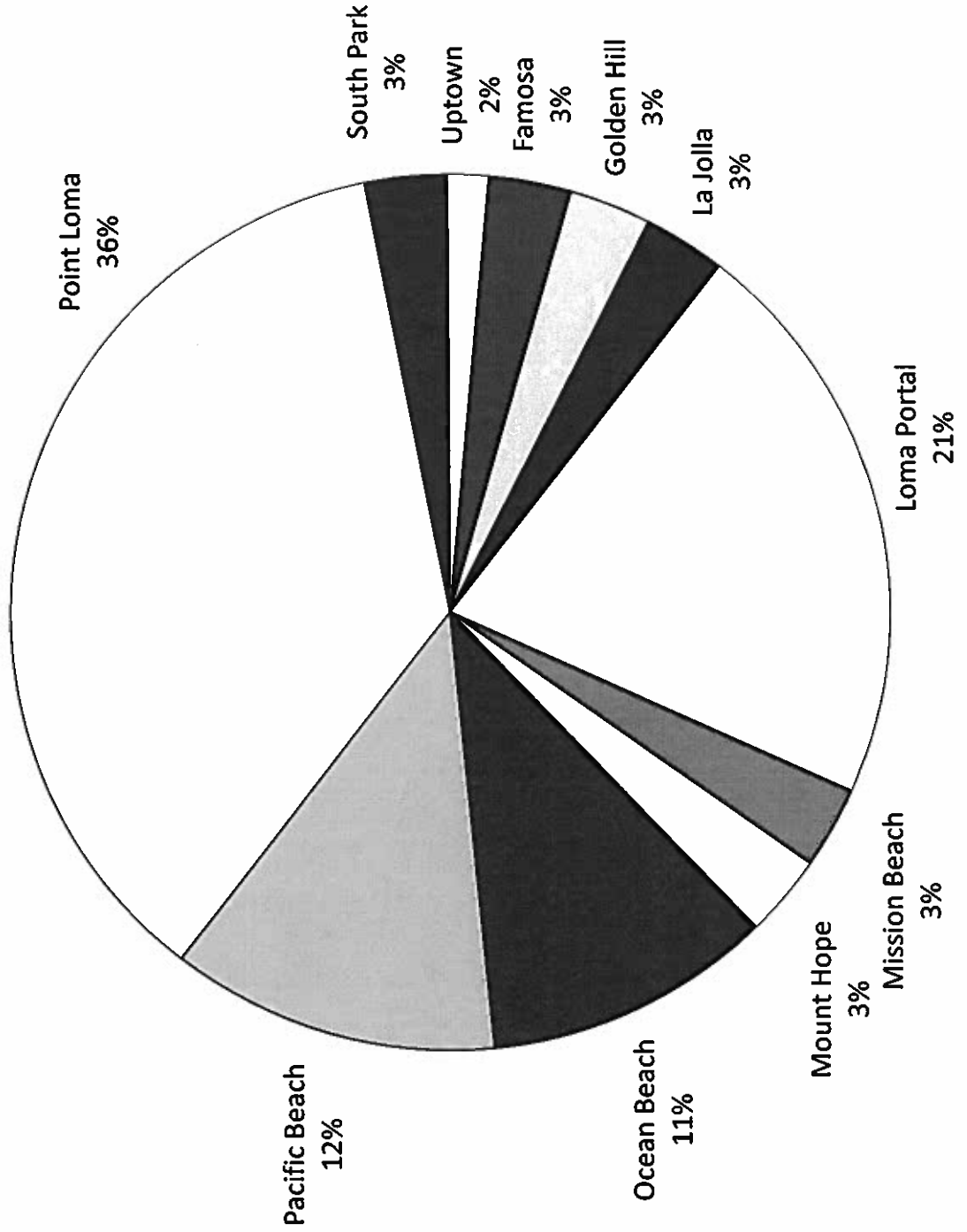
Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO
INTERNATIONAL
AIRPORT

Third Quarter 2009

TOTAL CALLS: 66



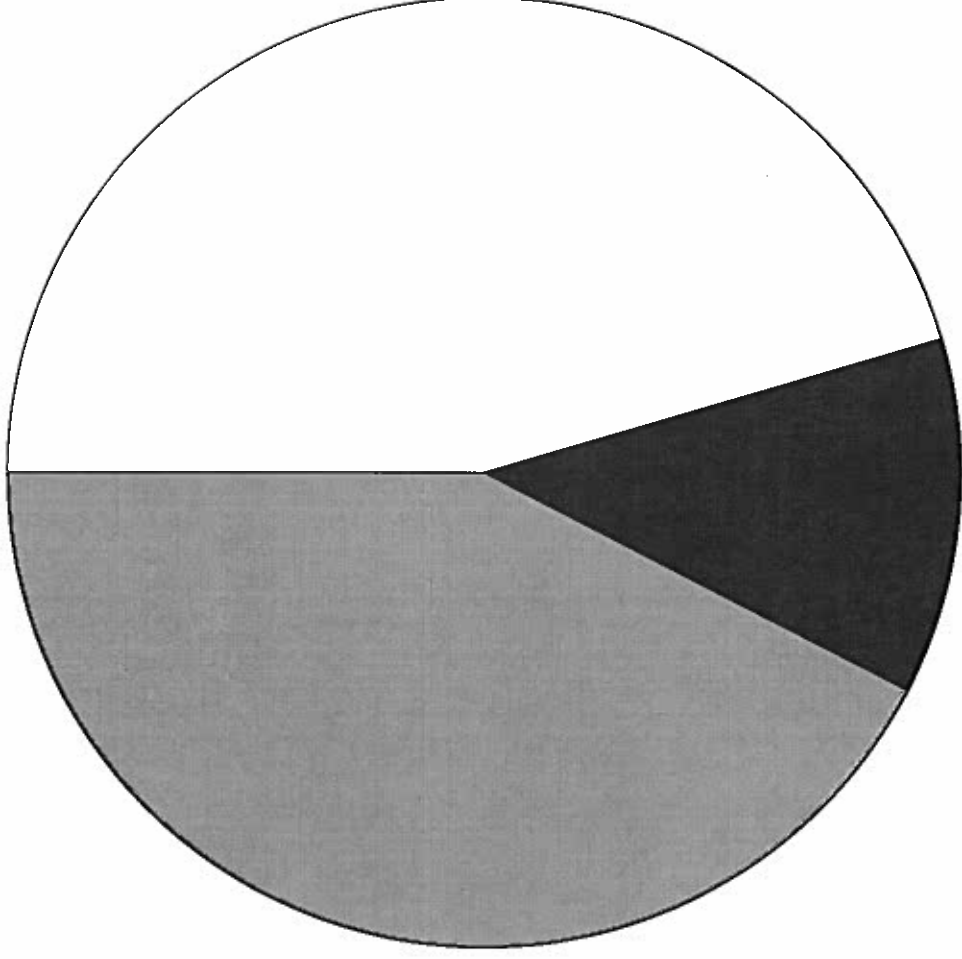
Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO
INTERNATIONAL
AIRPORT

Third Quarter 2009

TOTAL CALLS: 66



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

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

7:00 p.m. - 9:59 p.m. : 8
Calls = 12%

San Diego County Regional Airport Authority

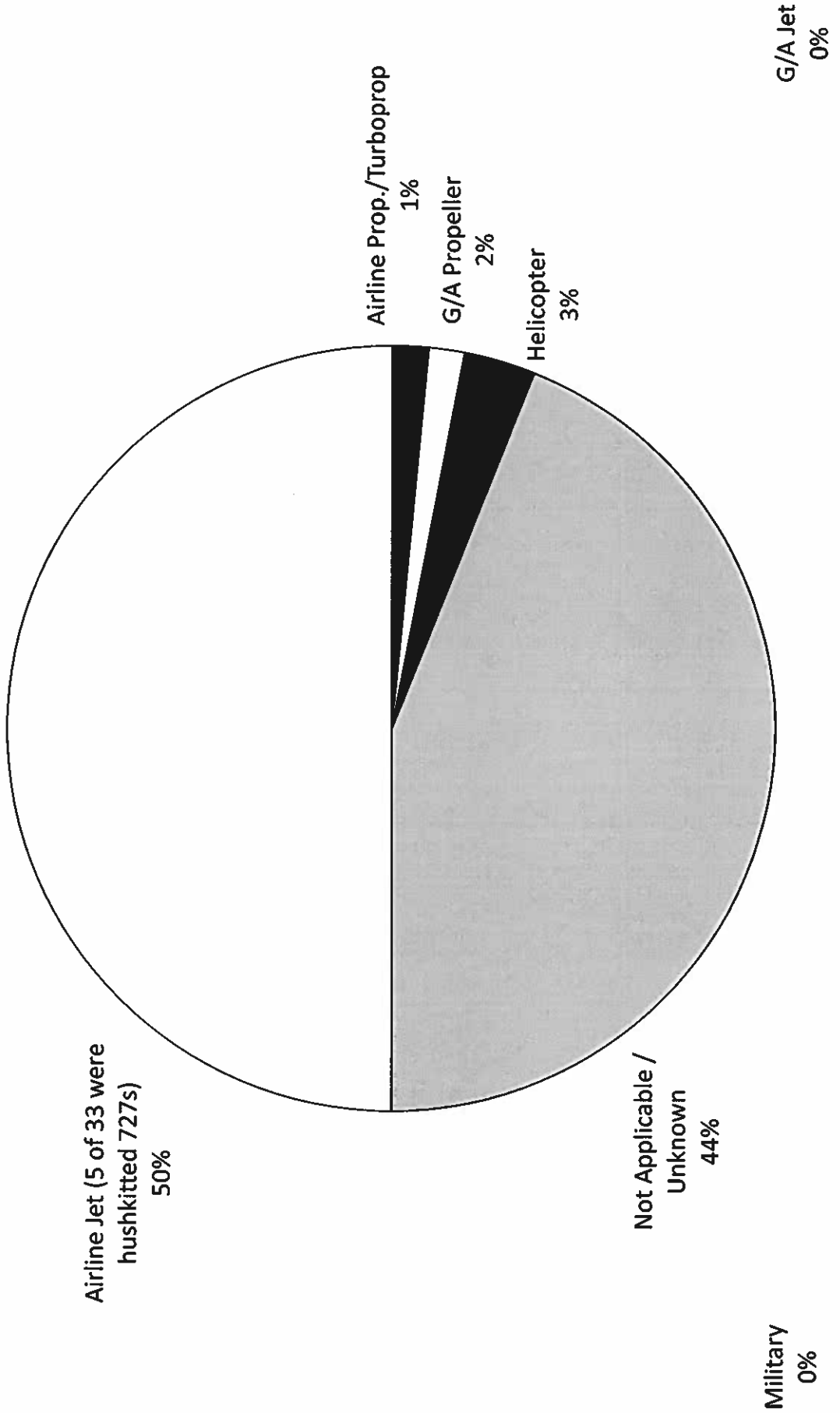
Aircraft Noise Complaint Distribution by Aircraft Type

Third Quarter 2009



SAN DIEGO
INTERNATIONAL
AIRPORT

TOTAL CALLS: 66



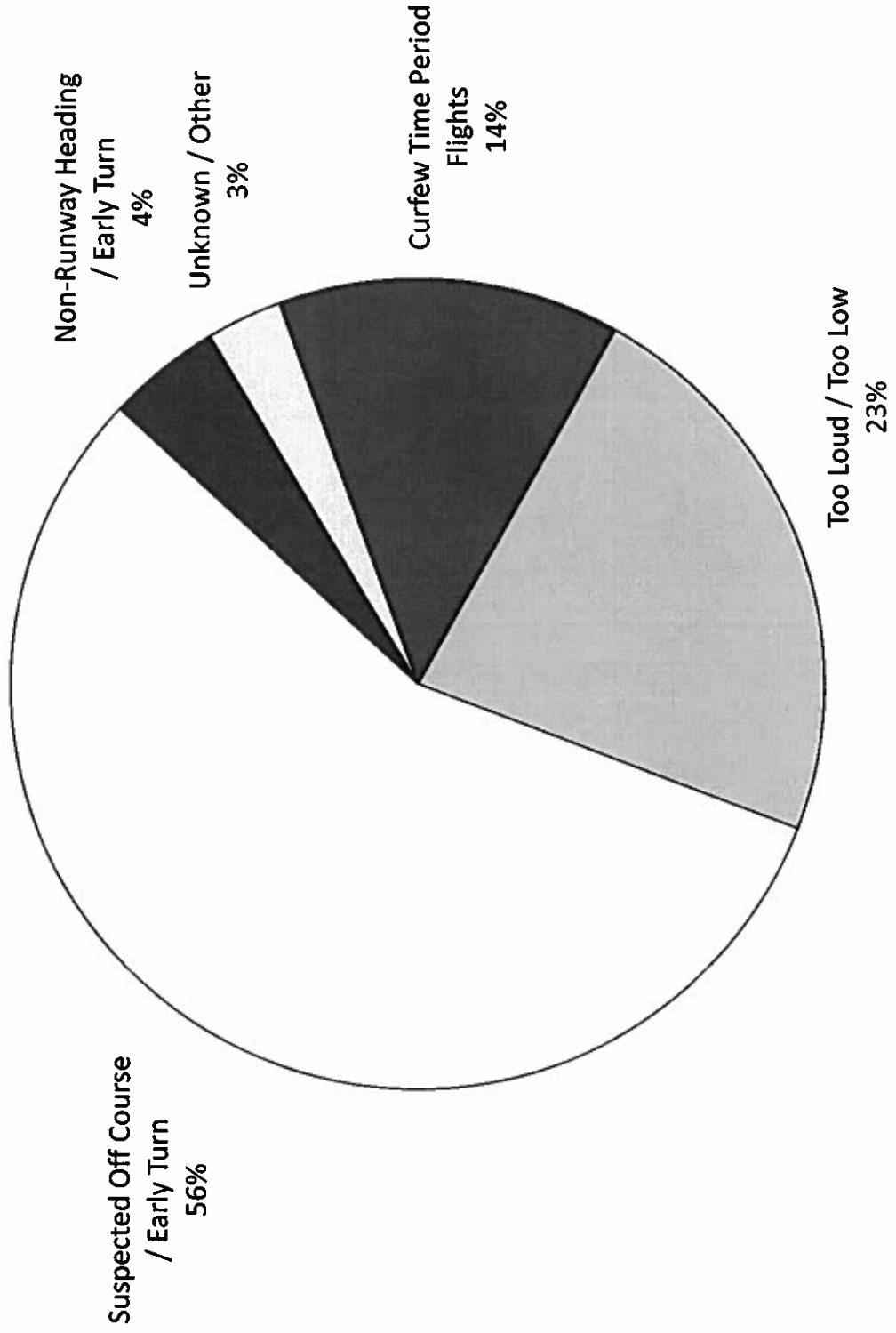
Aircraft Noise Complaint Distribution by Cause



SAN DIEGO
INTERNATIONAL
AIRPORT

Third Quarter 2009

TOTAL CALLS: 66



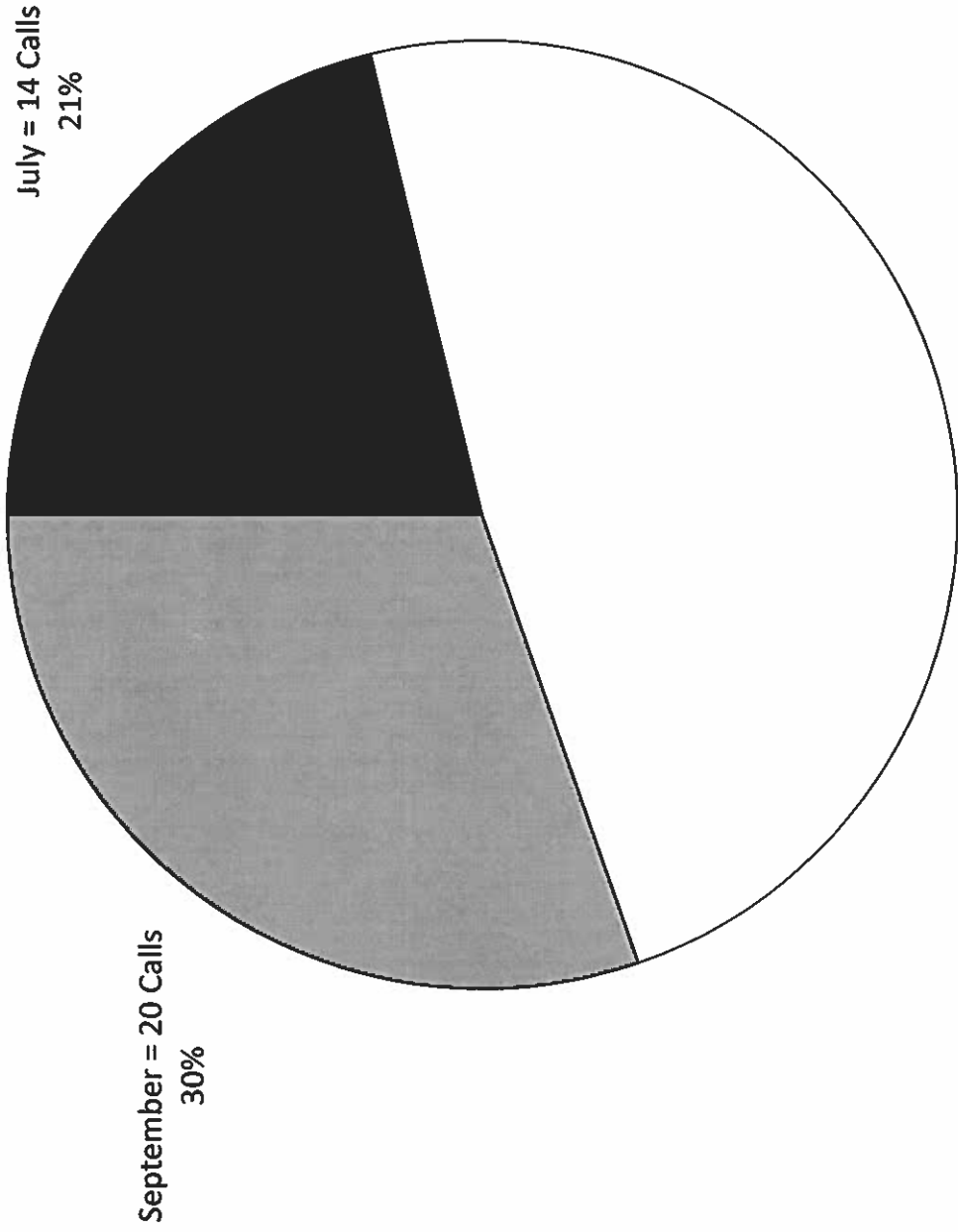
Aircraft Noise Complaint Distribution by Month



SAN DIEGO
INTERNATIONAL
AIRPORT

Third Quarter 2009

TOTAL CALLS: 66



San Diego County Regional Airport Authority

AIRPORT NOISE ADVISORY COMMITTEE

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held July 15th, 2009.



**SAN DIEGO
INTERNATIONAL
AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
July 15, 2009**

On July 15th, 2009, 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 4:10 p.m.

Present: Mr. John Bennett, County of San Diego; Mr. David Borcalli, FAA-SDIA Tower; Captain (Ret.) Jack Bewley, Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Bill Cegelka, representing Congresswoman Susan Davis (ex-officio); Mr. Suhail Khalil, Peninsula Community Planning Board; Mr. William Kenton, North Bay (Midway) Community Planning Board; Mr. Kirk Hanson, Community member; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); 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 (ex-officio) (Excused); Mr. Tait Galloway, City of San Diego (Excused); Mr. Tom Gowranski, Ocean Beach Planning Board (Excused); Mr. Hirsch Gottschalk, Uptown Planners; Mr. Steven Holt, Airline Representative (ex-officio) (Excused); Mr. Cliff Myers, MCRD (Excused); Mr. Bill Stone, Little Italy Association (Excused); County Supervisor Greg Cox (ex-officio) (Vacant)

Dr. Butler opened the meeting by inviting each member and staff to introduce him/herself. A motion to approve the April 15, 2009 meeting minutes was tabled until a quorum became available.

Mr. Frazee gave the Airport Authority update. He informed the committee that the Master Plan Project previously called the Terminal Development Plan (TDP) recently received a name change, and is now called the "Green Build." About 300 people attended the ground-breaking for the first phase of the project, a concrete apron that will be used for ten (10) aircraft gate locations at the new terminal and 12 Remain Over Night (RON) parking spots to the west of Terminal 2. The apron site, a reclaimed and "clean filled" municipal trash dump for the former Naval Training Center, cost the Airport Authority in excess of 45 million dollars to prepare. The concrete overlay will take approximately eight months to complete.

Mr. George Condon, Director of the Airside Operations Department, discussed two upcoming airfield projects that have a potential to impact residents to the southwest of the airport. He informed the group about a remediation project for the north side taxiway, Taxiway Charlie, that will begin about August 10, 2009 and is scheduled for completion in May 2010. Mr. Condon explained that about 4500 feet of taxiway will be reconstructed to address issues

caused by 30 years of use. The \$2.2 million, four-phase project is scheduled to last about 280 days. The work will be mostly done during the day, with approximately 30 days of work at night. Mr. Condon also explained that simultaneously with the reconstruction of the taxiway, will be a second project to replace all runway and taxiway lighting and signage. Mr. Frazee added that, with the construction of the north field taxiway, concerns on how to most efficiently move arriving and departing aircraft along only the south field taxiway arose. He introduced Mr. David Borcalli, representing the San Diego Air Traffic Control Tower, to explain how aircraft movement may be affected and what measures Air Traffic Control plans to implement to keep ground and air delays to an absolute minimum. Mr. Borcalli restated that with all the construction going on, safety is of prime concern as aircraft become more congested on the abbreviated airfield taxiway structure. Long aircraft lines cueing for departure can block taxiway exits for arriving aircraft and potentially cause slowdowns for arrivals because there is no place for landing aircraft to taxi clear of the runway. Mr. Borcalli explained that more than 15 minutes delay on the taxiway is not efficient or acceptable. He went on to explain the procedures ATC will be implementing in order to avoid departure delays. Specifically, starting sometime after August 10th, residents in the south Peninsula area may see an increase of jet aircraft over-flights and hear an increase in air traffic as aircraft are directed on the 250-degree departure heading to avoid extensive ground and air delays. An article explaining this possibility will be forthcoming in next week's community newspaper (Beacon) and postcards with a short explanation will be sent to those most likely to be affected (approximately 7,800 residents). Mr. Frazee will attend the July 17th PCPB Airport subcommittee meeting to address any questions. To make clear the explanation, Mr. Frazee noted that San Diego International Airport has two aircraft departure procedures that are normally sufficient to efficiently space departing aircraft. One is straight out from Runway 27 (the 275-degree departure heading) and the other is oriented slightly northwest (the 290-degree departure heading). He added, however, that Air Traffic Control has available and uses, on a daily basis, a 250-degree departure heading and a 310-degree departure heading as conditions warrant, for aircraft speed differences and spacing, inclement weather, and aircraft executing go-arounds (missed approaches).

Dr. Butler informed the committee that a quorum is now available and motion to approve the April 15, 2009 meeting was requested. The minutes were approved unanimously, without discussion.

Next on the agenda is the Curfew Violation Review Panel (CVRP) which was held on June 3rd. Mr. Frazee informed the committee that three aircraft operations went before the Panel; two operations received fines and one operation was not fined. The next CVRP will be on August 5th when two operations will be evaluated by the Panel. Mr. Frazee invited the committee and public to attend the next CVRP to see the process.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP), next gave an update on the airport's Residential Sound Insulation Program. Ms. Knack noted that the program continues to accelerate, with seven projects in construction of 200 homes. She added that there are another 70 homes in pre-construction activity, explaining that custom-made windows and doors take about 8-12 weeks to procure. She informed the committee that there are 230 homes that are in the bid process and was happy to inform them that there are more bidders

now then two years ago. They have just opened the first bid on construction of a 220 unit condo complex. In total, the QHP has 700 homes in the design phase. On a pleasant note, she added that one of the homeowners who is a reporter wrote a very positive review on the program that was published in the British version of the Airport magazine. Dr. Butler suggested sending a copy of the article to all ANAC members. This concluded Ms. Knack's presentation.

Mr. Paul Webb, Project Manager for the FAA 14 CFR Part 150 Airport Noise and Land Use Compatibility Program Study, provided an update. Mr. Webb informed the group that FAA was still evaluating the Noise Exposure Maps submitted for acceptance. He added that eight new Noise Compatibility Program measures are in the final stages of evaluation prior to being re-released for public input before submittal to the FAA later this year for its 120-day review and possible approval. Mr. Webb gave a recap on the Part 150 study and explained that it is composed of two parts, the first are the Noise Exposure Maps (NEMs) which define the area exposed to significant aircraft noise, the 65 decibel CNEL contour; and the second is the overall noise compatibility program which defines approved measures to reduce the number of incompatible land uses in the 65 decibel area. He added that the three categories of the noise compatibility program are prevention, abatement, and mitigation. The QHP and SDIA's nightly noise curfew are a few examples of noise compatibility program measures. He mentioned several other measures being evaluated and noted that they may or may not be included in the final product. Discussion followed regarding the Part 150 study. One member asked about the airport evaluating a possible departure procedure similar to that in use at John Wayne Airport. Mr. Frazee explained that the consultants evaluated a similar procedure, but found that use of this procedure could cause noise to increase in other areas adjacent to the airport. This concluded Mr. Webb's presentation.

Mr. Garret Hollarn presented Missed Approach (MA) operations. Comparing the month by month from the last couple of years, he explained that Missed Approaches tend to be higher during winter periods because of marginal weather during that timeframe. He showed the Missed Approaches for the following months: April = 34, May = 47, and June = 37. The weather during those months was consistently good with little fog except for May. The year to date MA total is 252, a decrease of 100 operations from last year. Mr. Hollarn continued, saying that most Missed Approaches do not occur during the curfew hours of 6:30 a.m. – 11:30 p.m. Also, most MA operations are on runway heading vs. non-runway heading, where non-runway heading is outside the "Early Turn" boundaries. Lastly, looking at the missed approaches by percentage, most occur during the normal operating hours and maintain Runway Heading.

For the noise complaint update, Mr. Hollarn showed the total complaint number from April, May, and June 2009 as 63; this is a decrease of 30 complaints from the same quarter last year. A series of slides followed, with the first highlighting complaints by time of day. During this period, complaints were evenly split between a 7-10 p.m. and 10 p.m. – 7 a.m. By neighborhood, complaints were received from as far away as Spring Valley and Chula Vista, yet predominantly between 60-70% were received from the Peninsula communities west of the airport. One household accounted for 25% of the calls, yet the majority remains single callers. For type of aircraft, callers complain predominantly about air carrier aircraft, with a very few

mentioning military and police helicopters. One member suggested adding, for comparison and scale, the total number of arrivals and departures for each quarter to see the successful rate of decreasing complaints. Mr. Frazee explained that noise complaints help identify aircraft that are potentially not following procedures; he further explained that a staff technician matches each complaint received with a flight track and within 48 hours the technician will call the complainant to provide feedback regarding the actual operation of the aircraft in question. Dr. Butler agreed with the member to include the arrival/departure information at future meetings.

Mr. Steve Cummings gave a presentation on "Early Turn" operations. For his update, he showed the total numbers for 2009: April = 10, May = 28, June = 0, and for July to date = 4. For the last four months, total is 93. It showed a spike in May due to inclement weather, safety, and separation issues.

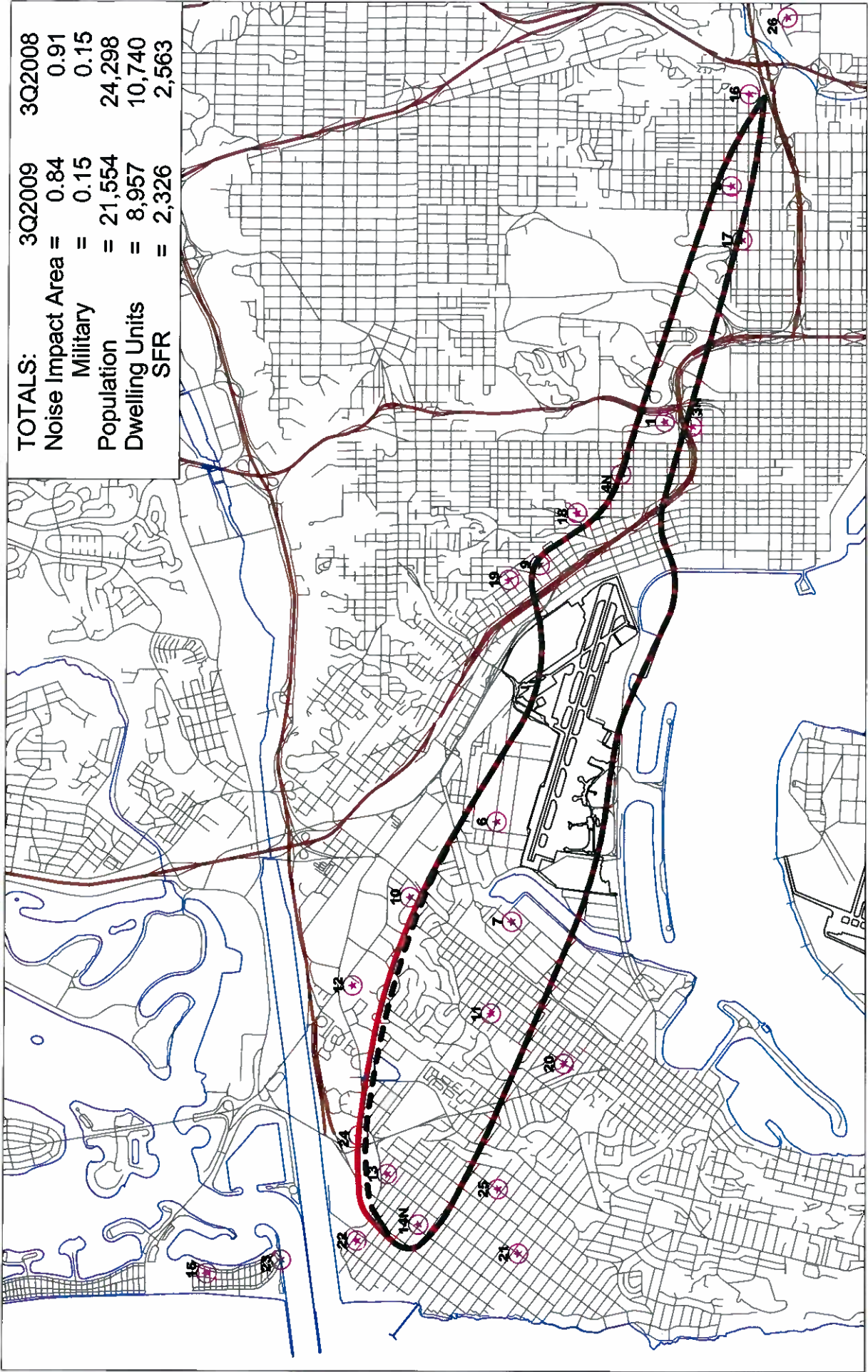
Mr. Cummings then reported on "Contra-flow" operations. During inclement weather the airport must change the arrival and departure patterns to allow takeoffs into the prevailing wind and/or to take advantage of the precision instrument arrival procedure specific to Runway 09. Some aircraft are not able to depart to the east due to high terrain and aircraft climb-out performance, so they must wait until there is a pause in easterly arrivals to allow them a westerly departure. Broken out month by month, in January there were 17 aircraft who departed "Contra-flow, Feb - 14, Mar - 19, April - 2, May - 19, and Jun - 0. With no questions, this concluded Mr. Cummings presentation.

For new business, Mr. Frazee advised the Committee that the final Part 150 Noise Technical Advisory Group (NTAG) and public meeting, planned for September, is delayed until a date to be determined in October. He said that Noise Mitigation Department staff will send out an email when the date is finalized.

Hearing no more questions, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:15 p.m. The next meeting is scheduled for Wednesday, October 21st, 2009 at 4:00 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.

Dan Frazee
Director, Airport Noise Mitigation

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



Comparison of the 2008 and 2009 Third Quarter
Community Noise Equivalent Level (CNEL) contours.

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