

SAN DIEGO COUNTY  
REGIONAL AIRPORT AUTHORITY

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LETTER OF TRANSMITTAL

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

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One copy of the Quarterly Noise Report for the Second 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

Distribution:

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SAN DIEGO  
INTERNATIONAL  
AIRPORT

# QUARTERLY NOISE REPORT

April 1, 2009 through June 30, 2009



Airport Noise Mitigation Department  
San Diego International Airport


September 15, 2009

**QUARTERLY NOISE REPORT**  
**For the Period**  
**April 1 through June 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 Second 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

  
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Thella F. Bowens  
President / CEO



**SAN DIEGO  
INTERNATIONAL  
AIRPORT**

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## AIRCRAFT NOISE MEASUREMENTS

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Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), Airport Noise Mitigation determined that the Noise Impact Area (N.I.A.) and the Federal Military Impact Area (M.I.A.) within the 65 decibel Community Noise Equivalent Level (CNEL) contour for the period between April 1, 2009 to June 30, 2009, to be 0.84 square miles and 0.15 square miles, respectively. As compared to the Second Quarter of 2008, the Noise Impact Area decreased by 0.10 square miles and the Federal Military Noise Impact Area remained the same.

2 <sup>nd</sup> Quarter 2009	2 <sup>nd</sup> Quarter 2008	Change
0.84	0.94	-0.10
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) <sup>1</sup>	QUARTER CNEL (dB) <sup>2</sup>
1	70.8	71.0
2	66.3	66.8
3	66.5	66.5
4	65.3	65.1
6	69.1	69.1
7	74.3	74.3
9	66.6	66.4
10	63.2	63.6
11	71.4	71.4
12	61.4	61.7
13	65.5	65.4
14	65.9	65.5
15	58.9	58.4
16	64.0	64.5
17	64.4	64.5
18	60.2	59.1
19	61.9	61.5
20	60.7	61.2
21	59.0	59.3
22	63.7	63.9
23	62.1	62.1
24	64.4	64.4
25	62.9	62.9
26	62.8	63.3

<sup>1</sup> = For the period July 1, 2008 through June 30, 2009

<sup>2</sup> = For the period April 1, 2009 through June 30, 2009

Note: RMTs #5 & #8 are spares.

## AIRCRAFT OPERATIONS

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

OPERATIONS	SECOND QUARTER 2009	SECOND QUARTER 2008	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	39,617	47,200	(7,583)	-16.1%
Commuter	6,052	6,478	(426)	-6.6%
General Aviation	4,139	5,229	(1,090)	-20.8%
Military	120	70	50	71.4%
TOTAL	49,928	58,977	(9,049)	-15.3%

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

[http://www.faa.gov/airports/airtraffic/air\\_traffic/publications/atpubs/FAC/Ch12/chp12toc.htm](http://www.faa.gov/airports/airtraffic/air_traffic/publications/atpubs/FAC/Ch12/chp12toc.htm).

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

## QUARTERLY OPERATIONS SURVEY REPORT

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The Quarterly Operations Survey Report for San Diego International Airport (SDIA) encompasses the Second Quarter of 2009. The data used to compile this report was gathered during 24-hour periods on May 12 - 14, 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 Second Quarter 2009 Operations Survey, an average of 472 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 59. 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 Second Quarter 2009 Operations Survey, an average of 472 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 59. 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:

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

	May 13 - 15, 2008	May 12 - 14, 2009	Change (dB)
Departures	100.4	99.6	-0.5
Arrivals	94.7	96.1	1.2

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 472 daily operations, which reflected a decrease of 38 operations from the 542 operations recorded during the Second Quarter of 2008.

**TABLE 1**

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
May 12 through May 14, 2009**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200Q	98.3	Denver, CO	CCI712	805
A310-200	97.8	Oakland, CA	FDX1810	415
B767-300	97.7	Kona, HI	UPS2968	1330
B767-300	97.7	Honolulu, HI	HAL16	2045
B737-300	97.4	Phoenix, AZ	AWE186	1800
B737-400	97.2	Seattle, WA	ASA480	1205
B757-200	97.2	Chicago, IL	UAL679	1820
A300-600	97.0	Memphis, TN	FDX1422	545
A300-600	97.0	Memphis, TN	FDX906	1715
A300-600	96.7	Indianapolis, IN	FDX3713	1735
B767-300	96.7	Louisville, KY	UPS922	520
B757-200	96.6	Chicago, IL	UAL301	1740
MD-80	96.6	Dallas/Fort Worth, TX	AAL1505	1630
B737-300	96.5	Denver, CO	UAL471	940
B757-200	96.5	Chicago, IL	UAL421	1230
B757-200	96.4	San Francisco, CA	UAL852	1400
MD-80	96.4	Chicago, IL	AAL2079	1105
A300-600	96.3	Indianapolis, IN	FDX1754	540
B767-300	96.3	New York, NY	AAL127	1910
B757-200	96.2	Denver, CO	UAL1227	2235
B757-200	96.1	Dallas/Fort Worth, TX	AAL1789	950
B737-300	96.0	Sacramento, CA	SWA681	1320
MD-80	96.0	St. Louis, MO	AAL387	1215
B737-300	95.9	San Francisco, CA	UAL955	1615
B737-300	95.9	Sacramento, CA	SWA270	1805
B757-200	95.9	Dallas/Fort Worth, TX	AAL465	1335
B757-200	95.9	Dulles, VA	UAL231	1515
MD-80	95.9	Dallas/Fort Worth, TX	AAL1091	1810
B737-300	95.8	Phoenix, AZ	SWA1131	1525
B757-200	95.8	Dulles, VA	UAL919	2045

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)  
May 12 through May 14, 2009**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-300	95.7	Sacramento, CA	SWA355	1645
B757-200	95.7	Dallas/Fort Worth, TX	AAL855	2035
B757-200	95.7	Dallas/Fort Worth, TX	AAL1665	2130
B757-200	95.7	Chicago, IL	UAL651	2230
B737-300	95.6	Oakland, CA	SWA595	1605
B737-300	95.6	San Jose, CA	SWA850	1720
B737-300	95.6	Phoenix, AZ	SWA412	1850
B737-800	95.6	Houston, TX	COA403	845
B757-200	95.6	Dulles, VA	UAL229	1040
B757-200	95.6	Atlanta, GA	DAL1045	1230
B757-200	95.6	San Francisco, CA	UAL901	2010
B767-200	95.6	Phoenix, AZ	ABX815	730
B737-300	95.5	Las Vegas, NV	SWA1686	950
B737-800	95.5	Newark, NJ	COA1626	1230
B737-300	95.4	Tucson, AZ	SWA1441	745
B737-300	95.4	Sacramento, CA	SWA2616	2045
MD-80	95.4	Dallas/Fort Worth, TX	AAL1569	1140
B737-300	95.3	Denver, CO	UAL939	1945
B737-400	95.3	Seattle, WA	ASA488	1610
B737-700	95.3	Sacramento, CA	SWA1514	810
B737-800	95.3	Houston, TX	COA738	1400
B737-300	95.2	Reno, NV	SWA1052	1650
B737-900	95.2	Houston, TX	COA1717	2245
B757-200	95.2	San Francisco, CA	UAL573	1035
B757-200	95.2	Salt Lake City, UT	DAL1149	1205
B757-200	95.2	San Francisco, CA	UAL525	1840
B737-300	95.1	San Jose, CA	SWA989	930
B737-300	95.1	San Jose, CA	SWA342	1425
B737-300	95.1	San Francisco, CA	SWA619	1940

**TABLE 2**

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
May 12 through May 14, 2009**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
MD-80	106.4	Chicago, IL	AAL1438	1005
B727-200Q	105.3	Phoenix, AZ	CCI1711	1745
MD-80	105.2	Chicago, IL	AAL1722	640
MD-80	104.5	Chicago, IL	AAL1358	1440
MD-80	104.5	Dallas/Fort Worth, TX	AAL650	845
MD-80	104.3	Chicago, IL	AAL692	1215
MD-80	104.0	St. Louis, MI	AAL888	1325
MD-80	103.8	Dallas/Fort Worth, TX	AAL1470	935
MD-80	103.8	Dallas/Fort Worth, TX	AAL2094	1245
MD-80	103.3	Bellingham, WA	AAY609	1855
MD-80	102.9	Dallas/Fort Worth, TX	AAL1338	1535
MD-80	102.4	Dallas/Fort Worth, TX	AAL480	1725
A321	100.2	Philadelphia, PA	AWE1508	855
MD-80	100.1	Phoenix, AZ	DOJ40	2205
B737-800	98.8	New York, NY	DAL106	655
B767-300	98.6	Honolulu, HI	HAL15	925
A321	98.3	Philadelphia, PA	AWE1500	1150
B737-800	98.2	Newark, NJ	COA1827	745
B737-800	97.9	Houston, TX	COA1041	820
B737-800	97.5	Newark, NJ	COA327	2200
A300-600	97.3	Indianapolis, IN	FDX3613	650
A320	97.2	Detroit, MI	NWA276	845
B757-200	97.0	Atlanta, GA	DAL1048	2250
B737-400	97.0	Seattle, WA	ASA483	1310
B737-900	96.9	Houston, TX	COA374	1150
A300-600	96.9	Memphis, TN	FDX821	700
B737-800	96.8	Houston, TX	COA131	635
B737-800	96.8	Houston, TX	COA1606	940
B737-800	96.7	Cincinnati, KY	DAL44	1200
B767-300	96.6	New York, NY	AAL160	825

**TABLE 2**

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)  
May 12 through May 14, 2009**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
A310-200	96.6	Oakland, CA	FDX1810	2030
B737-800	96.5	Newark, NJ	COA427	1650
A321	96.3	Phoenix, AZ	AWE940	1630
B757-200	96.2	Dallas/Fort Worth, TX	AAL1690	640
B757-200	96.1	Dulles, VA	UAL970	815
B737-400	96.1	Seattle, WA	ASA487	1710
B757-200	96.0	Chicago, IL	UAL330	2300
B737-400	96.0	Seattle, WA	ASA495	805
B757-200	95.9	Dallas/Fort Worth, TX	AAL1856	1105
A320	95.9	New York, NY	JBU186	2105
B757-200	95.8	Atlanta, GA	DAL70	810
A300-600	95.8	Memphis, TN	FDX1222	1935
B737-900	95.7	Seattle, WA	ASA481	1045
B737-900	95.7	Seattle, WA	ASA485	1530
A320	95.7	Boston, MA	JBU412	2230
A320	95.7	Minneapolis, MN	NWA184	1215
B757-200	95.6	Atlanta, GA	DAL1040	655
B737-700	95.6	Baltimore, MD	SWA1250	655
B757-200	95.4	Chicago, IL	UAL462	825
A320	95.4	New York, NY	JBU182	1145
A319	95.4	Minneapolis, MN	NWA186	855
B737-800	95.3	Minneapolis, MN	SCX404	1840
MD-90	95.2	Salt Lake City, UT	DAL1144	635
B757-200	95.2	Dallas/Fort Worth, TX	AAL1744	745
B737-800	95.2	Cabo San Lucas, MX	ASA230	1035
A320	95.2	Denver, CO	UAL484	635
A300-600	95.2	Indianapolis, IN	FDX1654	1930
B767-300	95.1	Louisville, KY	UPS921	1925
B737-300	95.1	San Francisco, CA	UAL486	705

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

Survey of three days during the Second Quarter of 2009  
 These numbers are the averages for operations for May 12 to May 14, 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		2	2	2								8
A310					1				1				2
A320+	20	11	4	25	3	7							70
B712													0
B72Q	1			1									2
B73Q													0
B733+	95	25	10	101	20	8							259
B747+													0
B757+	12	5	2	15		5							39
B767+	2	2	1	3	1	1							10
B777+													0
DC10													0
DC87													0
DC8Q													0
DC9Q													0
L1011													0
MD80+	8	2	2	10	1	1							24
MD90		1				1							2
RJ+	24	2	2	21	4	3							56
<b>TOTAL</b>	<b>164</b>	<b>49</b>	<b>23</b>	<b>178</b>	<b>32</b>	<b>26</b>			<b>1</b>				<b>472</b>

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

## **AIRCRAFT NOISE COMPLAINTS**

During the Second Quarter of 2009 Airport Noise Mitigation received a total of 63 complaint calls from 32 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 Second Quarter of 2009

<b>DIRECTION FROM AIRPORT</b>		<b>April</b>	<b>May</b>	<b>June</b>	<b>TOTAL</b>
<b>NORTH</b>	Mission Hills			1	1
	Pacific Beach	4	3	1	8
<b>SOUTH</b>	Chula Vista			1	1
	Del Cerro	1			1
	Downtown S.D.			1	1
<b>EAST</b>	Golden Hill		1		1
	Paradise Hills	1			1
	Spring Valley			1	1
	Famosa	2	3		5
	Loma Portal	11	16	2	29
<b>WEST</b>	Mission Beach			2	2
	Ocean Beach		2	4	6
	Point Loma	3	1	2	6
<b>TOTAL COMPLAINTS</b>		<b>22</b>	<b>26</b>	<b>15</b>	<b>63</b>

The 63 complaint calls recorded during the Second Quarter 2009 reflect a decrease of 30 calls from the 93 received during the Second Quarter of 2008.

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

## ENFORCEMENT ACTIONS

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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 Second Quarter 2009 Final Enforcement Actions.

<b>SECOND QUARTER 2009 --- FINAL ACTIONS</b>				
<b>Date</b>	<b>Local Time</b>	<b>Flight Information Carrier or Tail #</b>	<b>Aircraft Type &amp; Stage</b>	<b>Disposition</b>
4/07/2009	2332L	United Airlines 330	A320 ; Stage 3	No Penalty
4/08/2009	2327L	Helinet Aviation (N253WC)	AS55; Stage 2	\$2,000
6/08/2009	2252L	Helicopter Aviation Services (N369PB)	H500 ; Stage 2	\$2,000

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	95% complete
Phase 4, Groups 1-7	277	100% complete
Phase 4, Group 8	22	90% complete
Phase 4, Group 9	30	60% complete
Phase 4, Group 10	44	50% complete
Phase 4, Group 11	50	100% complete
Phase 4, Group 12	70	50% complete
Phase 5, Group 1	49	50% complete
Phase 5, Group 2	81	45% complete
Phase 5, Group 3	45	60% complete
Phase 5, Group 4	67	40% complete
Phase 5, Group 5	57	40% complete
Phase 5, Group 6	50	35% complete
Phase 5, Group 7	200	35% complete

## AIRPORT NOISE ADVISORY COMMITTEE

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For Airport Noise Advisory Committee information, please refer to Appendix E, which contains a copy of the April 15<sup>th</sup>, 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](http://www.san.org/airport_authority/airport_noise/anac.asp)

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**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):

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Noise Impact Area = 0.84 sq. miles; Federal Military Noise Impact Area = 0.15 sq. miles

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

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9,047 \*\* (QHP Insulated units = 1,200)

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

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21,620 \*\* (QHP Insulated = 1,854)

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

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B727-200Q (Stage 3): 106

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

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49,928

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

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39,617

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

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100%

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8. Number of Commuter operations during the calendar quarter:

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6,052

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

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4,139

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

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120

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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 April 2009 \_\_\_\_\_ B3

CNEL Log for May 2009 \_\_\_\_\_ B4

CNEL Log for June 2009 \_\_\_\_\_ B5

## APPENDIX B1

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

RMT #	Location	<sup>C</sup> L Distance (Ft.)*	Offset (Ft.)
1	Park & Recreation Bldg. – Balboa Park	-5,751	-155
2	1328 ½ Dale Street	-13,972	42
3	1698 ½ Eighth Avenue	-5,840	-1,025
4	200 ½ E. Juniper Street	-3,660	810
6	Marine Corps Recruit Depot	8,820	1,470
7	Liberty Station, Historic Decatur Road	11,820	0
9	1134 ½ Redwood Street	-82	2,548
10	3225 ½ Michaelmas Terrace	12,004	3,488
11	3413 ½ Browning Street	14,957	-219
12	3232 ½ Duke Street	15,408	4,435
13	4669 ½ Larkspur Street	21,107	1,546
14	4799 ½ Cape 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 April 1, 2009 to June 31, 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  
April 2009**

<b>Date</b>	<b>RMT 1</b>	<b>RMT 2</b>	<b>RMT 3</b>	<b>RMT 4</b>	<b>RMT 6</b>	<b>RMT 7</b>	<b>RMT 9</b>	<b>RMT 10</b>	<b>RMT 11</b>	<b>RMT 12</b>	<b>RMT 13</b>
<b>1</b>	71.2	66.6	65.0	64.9	69.8	74.6	67.4	64.3	72.0	62.9	66.4
<b>2</b>	71.6	67.4	66.2	65.4	69.9	74.8	65.9	64.7	72.0	62.9	66.3
<b>3</b>	72.0	67.6	66.2	66.0	70.2	74.7	67.2	65.1	72.0	63.6	66.5
<b>4</b>	69.4	64.9	64.6	63.6	68.0	73.3	65.0	62.4	70.5	60.3	64.7
<b>5</b>	67.8	63.5	62.9	63.6	67.6	72.3	67.3	60.5	69.4	57.9	62.7
<b>6</b>	69.5	63.6	64.8	58.9	67.9	73.4	66.2	60.2	71.8	60.6	63.1
<b>7</b>	71.6	66.1	66.5	66.0	69.6	74.9	68.0	64.2	72.5	62.3	65.8
<b>8</b>	71.9	67.4	67.6	66.8	69.7	72.9	66.8	64.2	70.4	62.1	65.5
<b>9</b>	71.5	66.9	66.3	65.3	69.6	74.1	70.0	64.8	71.5	62.6	66.3
<b>10</b>	72.4	67.7	67.3	66.0	69.1	73.7	66.3	64.2	71.0	63.0	65.6
<b>11</b>	70.5	66.2	63.5	63.9	67.9	72.3	64.8	62.5	69.7	60.6	64.5
<b>12</b>	70.8	66.0	65.4	64.9	68.6	73.3	67.5	63.0	70.7	60.7	65.5
<b>13</b>	71.0	65.9	67.1	64.4	69.6	74.3	66.7	64.3	71.4	63.6	65.4
<b>14</b>	71.9	68.1	65.1	65.6	70.4	74.4	66.9	65.0	71.6	64.7	65.6
<b>15</b>	72.1	67.9	68.3	65.7	70.7	73.0	67.0	65.2	70.1	63.2	65.3
<b>16</b>	71.0	66.9	67.1	64.7	69.3	74.9	67.5	64.3	72.2	64.4	66.3
<b>17</b>	71.0	66.3	67.8	64.8	69.1	74.8	66.6	64.0	72.0	62.0	66.0
<b>18</b>	68.4	64.6	64.3	63.4	67.2	73.5	63.3	61.2	70.3	58.6	64.0
<b>19</b>	68.1	63.4	63.7	64.3	67.0	72.9	65.9	61.1	70.2	58.3	63.3
<b>20</b>	67.9	62.6	64.0	62.4	67.7	73.1	65.7	60.5	70.0	58.8	63.5
<b>21</b>	70.5	65.6	64.4	65.7	68.9	74.6	67.9	63.1	71.2	62.1	64.0
<b>22</b>	71.4	68.7	65.5	65.3	69.3	74.4	66.6	64.4	71.1	61.1	64.2
<b>23</b>	70.6	66.6	64.8	64.5	69.6	74.5	66.5	64.6	72.0	62.5	66.3
<b>24</b>	71.3	67.4	66.5	65.0	69.8	74.3	66.6	64.5	71.6	62.6	66.4
<b>25</b>	69.7	65.8	64.1	63.9	67.8	72.8	64.7	62.5	70.1	60.6	64.3
<b>26</b>	70.5	66.3	63.9	64.9	68.4	74.6	64.7	63.4	72.0	61.6	66.0
<b>27</b>	69.7	65.9	64.6	64.4	68.7	74.6	66.4	64.2	72.0	62.5	66.3
<b>28</b>	70.8	67.0	65.5	64.9	69.8	73.6	66.7	65.0	70.7	63.1	66.1
<b>29</b>	70.9	66.5	65.8	65.0	69.5	74.2	66.8	64.8	71.7	62.8	66.1
<b>30</b>	71.5	66.4	68.4	65.0	69.1	73.9	66.1	64.5	71.1	62.4	65.8
<b>Month</b>	<b>70.7</b>	<b>66.4</b>	<b>65.8</b>	<b>64.8</b>	<b>69.0</b>	<b>73.9</b>	<b>66.6</b>	<b>63.7</b>	<b>71.2</b>	<b>62.1</b>	<b>65.4</b>

\* = Not in service

**APPENDIX B3**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
April 2009**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 15</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
1	66.9	60.2	65.0	64.2	58.9	62.7	61.6	60.1	64.9	63.4	65.8	63.3	63.5
2	67.2	59.9	65.5	65.1	60.0	61.7	61.7	60.6	64.6	63.1	65.7	64.2	63.9
3	66.9	60.7	65.7	65.2	59.4	63.2	62.2	60.5	65.0	63.8	66.0	64.1	64.0
4	65.7	58.6	63.0	62.8	57.2	60.0	60.4	59.3	63.5	61.6	63.4	62.8	61.8
5	63.8	55.7	61.1	61.9	61.2	62.2	59.3	55.9	61.3	59.8	61.9	60.0	58.7
6	63.9	55.6	61.5	62.4	57.3	59.3	59.0	57.8	61.4	59.3	62.1	61.4	59.6
7	67.3	58.4	63.9	64.1	63.6	64.4	61.9	60.3	64.3	62.6	64.7	63.5	62.4
8	66.4	58.6	65.0	65.4	62.0	61.7	62.0	60.9	64.3	61.8	64.3	64.2	64.0
9	67.2	59.7	64.3	64.7	58.5	66.4	62.2	61.2	65.0	62.8	65.3	64.0	63.5
10	66.6	59.1	65.7	65.8	60.4	61.3	61.7	60.5	64.3	62.1	64.7	63.8	64.6
11	65.2	58.0	64.1	63.4	58.4	61.2	60.0	59.7	63.3	61.9	63.3	62.2	62.3
12	66.3	58.0	63.7	64.6	59.6	63.6	61.2	59.4	64.3	62.0	64.1	63.1	62.2
13	66.1	59.0	63.5	63.9	56.7	61.0	61.1	59.7	63.8	62.9	64.6	63.2	62.1
14	66.0	59.2	67.6	65.2	59.3	63.0	61.6	58.9	63.9	64.1	65.1	62.6	64.8
15	65.9	59.8	65.6	65.8	64.1	63.2	65.2	62.0	64.1	64.3	65.2	64.5	65.0
16	67.1	59.1	64.2	64.5	60.7	63.9	62.9	60.9	65.1	63.3	65.2	64.5	63.4
17	66.6	59.3	63.8	64.1	62.2	59.9	62.2	60.4	65.1	62.5	65.1	63.9	62.6
18	65.1	55.6	61.7	62.7	55.9	59.1	60.6	57.6	62.5	62.2	62.4	63.4	60.3
19	64.4	55.2	60.8	62.4	64.7	63.0	62.1	57.9	62.0	60.4	62.1	61.6	59.1
20	65.4	54.8	59.4	61.2	61.4	61.2	59.7	58.2	61.9	59.2	61.9	62.1	58.4
21	65.1	56.5	63.3	63.2	62.8	63.5	59.9	57.5	62.4	60.6	63.2	61.4	61.4
22	65.6	56.2	65.8	65.4	58.1	62.6	59.6	57.1	62.4	59.9	63.5	61.0	64.0
23	69.2	59.1	64.8	64.5	59.8	62.8	61.5	60.0	64.8	62.6	65.4	63.7	63.5
24	67.1	60.3	65.1	64.7	59.0	62.1	62.0	60.7	65.8	63.0	65.7	64.1	63.5
25	65.6	57.0	63.3	63.3	59.3	61.1	60.5	59.1	63.1	61.2	63.2	62.5	63.2
26	66.8	59.3	64.5	64.2	56.9	60.1	61.6	59.9	64.5	62.9	64.9	63.5	62.7
27	67.1	59.4	63.7	63.8	58.9	62.0	61.4	59.8	64.9	62.8	65.4	63.2	62.4
28	66.7	59.6	64.4	64.4	60.2	62.0	61.9	60.6	64.7	62.8	65.4	64.2	63.1
29	67.4	59.9	64.3	64.4	61.0	62.8	61.8	60.6	64.8	63.1	65.2	63.9	63.4
30	65.9	60.0	64.3	65.0	58.8	60.9	61.8	60.3	64.5	62.7	65.1	63.6	63.2
<b>Month</b>	<b>66.3</b>	<b>58.6</b>	<b>64.2</b>	<b>64.2</b>	<b>60.4</b>	<b>62.3</b>	<b>61.5</b>	<b>59.7</b>	<b>64.0</b>	<b>62.3</b>	<b>64.5</b>	<b>63.2</b>	<b>62.8</b>

\* = Not in service

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

<b>Date</b>	<b>RMT 1</b>	<b>RMT 2</b>	<b>RMT 3</b>	<b>RMT 4</b>	<b>RMT 6</b>	<b>RMT 7</b>	<b>RMT 9</b>	<b>RMT 10</b>	<b>RMT 11</b>	<b>RMT 12</b>	<b>RMT 13</b>
<b>1</b>	71.1	66.8	66.7	65.3	69.3	73.6	65.9	64.3	71.0	63.3	65.5
<b>2</b>	70.3	67.0	64.5	63.9	67.5	73.3	64.8	61.6	70.1	59.2	63.7
<b>3</b>	70.9	67.5	64.3	64.9	68.0	73.7	65.5	63.0	71.0	61.1	65.2
<b>4</b>	70.4	66.3	65.3	64.4	66.8	73.8	66.4	63.7	71.1	61.3	65.3
<b>5</b>	71.1	66.5	66.2	65.3	69.4	75.8	68.8	64.5	72.3	63.0	68.5
<b>6</b>	70.7	66.2	65.0	64.6	69.5	74.4	65.9	63.2	71.4	60.6	65.3
<b>7</b>	70.2	66.4	64.6	64.9	68.9	75.0	66.6	63.6	72.1	61.7	65.5
<b>8</b>	71.8	68.7	65.9	66.0	69.2	76.0	66.5	61.1	71.6	60.1	64.4
<b>9</b>	69.6	65.8	64.2	65.3	66.9	73.4	64.6	60.1	70.1	57.0	61.9
<b>10</b>	71.1	67.4	64.4	64.9	68.0	73.8	65.4	62.5	71.2	60.0	64.4
<b>11</b>	70.5	66.8	64.5	65.0	69.3	74.2	65.8	63.8	71.6	61.8	65.0
<b>12</b>	70.6	66.4	64.6	64.7	69.6	73.9	66.3	64.3	71.7	62.7	65.7
<b>13</b>	71.3	66.6	64.7	65.5	69.6	75.2	66.8	64.2	72.6	62.5	66.1
<b>14</b>	71.5	67.2	65.3	65.6	69.5	75.2	66.9	64.4	72.5	63.0	66.5
<b>15</b>	72.2	68.4	66.2	65.3	69.2	75.4	67.1	63.8	72.5	61.9	65.3
<b>16</b>	70.5	65.9	64.8	64.3	67.8	73.6	65.5	61.4	70.8	59.1	63.4
<b>17</b>	71.2	66.8	66.2	66.1	68.3	73.9	65.5	60.7	70.3	57.8	63.7
<b>18</b>	70.7	66.0	65.6	64.5	68.5	73.8	65.5	61.5	70.2	59.9	63.3
<b>19</b>	70.7	67.4	66.0	64.7	68.9	73.1	64.1	61.8	69.3	59.7	62.9
<b>20</b>	71.5	68.1	65.4	65.4	70.0	74.4	66.6	63.6	71.3	61.2	64.7
<b>21</b>	71.9	67.8	66.4	65.9	70.0	75.8	67.9	64.5	73.2	62.4	66.7
<b>22</b>	71.9	67.6	67.8	66.4	69.5	75.0	66.9	64.5	72.5	62.3	66.6
<b>23</b>	69.7	65.6	63.5	64.0	67.6	73.1	64.5	62.3	69.9	60.1	64.6
<b>24</b>	68.9	64.9	63.6	63.2	68.2	73.3	65.1	62.5	70.7	60.3	64.8
<b>25</b>	70.5	66.3	64.3	64.5	68.9	74.5	65.7	63.5	71.9	61.3	66.0
<b>26</b>	70.6	66.4	64.2	64.7	68.9	74.8	64.9	63.8	72.4	62.2	65.9
<b>27</b>	70.9	66.8	66.8	65.4	69.1	74.5	65.6	64.1	71.8	61.8	66.1
<b>28</b>	71.9	68.0	55.2	65.5	68.9	73.5	66.0	63.4	70.7	61.3	64.2
<b>29</b>	71.8	67.6	*	65.6	69.3	74.1	66.1	63.6	71.3	61.6	65.5
<b>30</b>	70.5	67.2	67.3	65.2	68.4	73.6	65.5	61.8	70.4	59.4	64.0
<b>31</b>	71.1	67.7	*	65.1	70.4	73.8	66.1	62.8	70.7	60.1	65.0
<b>Month</b>	<b>70.9</b>	<b>67.0</b>	<b>65.1</b>	<b>65.1</b>	<b>68.9</b>	<b>74.3</b>	<b>66.0</b>	<b>63.1</b>	<b>71.3</b>	<b>61.2</b>	<b>65.2</b>

\* = Not in service

## APPENDIX B4

### SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

#### Daily CNEL Log May 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	66.1	59.0	64.6	64.6	57.3	60.4	61.0	59.2	63.9	62.5	64.8	62.7	63.4
2	65.2	54.9	64.3	63.9	54.0	60.4	59.7	58.7	62.6	59.8	62.1	61.7	63.0
3	66.0	58.2	64.8	64.6	56.3	59.3	61.5	59.8	63.9	62.1	64.0	63.2	63.2
4	65.5	57.9	64.1	64.0	57.9	60.5	60.9	58.7	63.9	62.4	64.4	62.1	62.7
5	68.4	59.0	64.3	64.2	57.1	64.3	61.6	60.3	66.8	65.0	68.0	63.3	63.2
6	65.8	56.8	64.2	64.1	56.3	61.3	61.0	59.0	64.0	61.9	64.2	62.8	62.8
7	66.4	57.8	64.2	64.2	60.5	62.6	61.3	59.2	64.1	62.3	64.4	63.4	63.1
8	66.0	57.2	65.0	64.8	59.7	62.5	57.3	57.6	62.6	63.5	63.3	59.7	62.5
9	64.1	53.3	63.4	63.0	59.2	60.7	56.5	53.3	59.8	59.3	60.3	57.9	61.3
10	65.1	57.0	64.8	65.0	56.6	60.6	59.9	56.9	62.8	60.9	63.2	61.4	62.9
11	65.5	57.9	64.6	64.3	57.6	60.8	60.9	58.1	63.4	61.5	64.2	62.6	63.5
12	66.2	58.4	64.2	64.3	57.7	61.7	61.0	59.6	64.1	62.5	64.9	63.0	62.9
13	66.4	59.2	64.6	64.5	57.6	62.7	61.4	58.7	64.4	62.6	65.4	62.6	63.2
14	67.0	59.8	65.5	64.9	58.3	62.4	62.0	60.1	66.4	64.1	65.4	63.9	63.7
15	65.9	58.9	66.0	65.2	57.1	62.5	60.6	57.2	63.7	62.4	64.6	61.8	63.9
16	64.3	54.4	63.4	63.4	54.7	58.4	59.1	55.5	61.5	60.3	61.5	60.5	62.6
17	62.9	54.8	64.1	64.5	57.8	60.6	57.4	54.3	61.8	59.9	62.3	58.6	62.5
18	63.9	54.7	63.4	63.9	54.7	58.4	58.8	56.4	61.6	59.2	62.0	60.2	62.6
19	63.6	54.6	63.6	64.4	56.7	56.9	59.0	58.1	61.1	57.8	61.9	63.2	62.6
20	64.1	57.2	65.2	64.9	59.0	62.0	60.9	58.7	63.2	60.4	63.5	62.5	63.4
21	65.2	59.5	65.8	65.3	58.3	63.0	61.5	58.6	65.0	63.2	65.7	62.8	65.2
22	65.3	58.9	65.7	65.5	58.4	61.4	62.0	59.9	65.0	63.1	65.5	63.7	64.4
23	62.9	56.9	63.2	63.2	55.6	58.7	60.4	59.2	63.4	61.2	63.0	62.8	64.1
24	63.3	60.3	62.8	62.8	56.8	61.4	60.5	58.6	63.2	62.6	63.6	63.2	61.2
25	65.2	59.2	64.1	64.1	57.1	60.7	61.6	60.0	64.4	62.8	64.8	63.7	62.5
26	63.8	58.2	64.5	64.4	56.9	60.4	61.3	59.4	64.3	62.1	64.7	63.1	63.4
27	64.2	58.1	65.2	64.5	57.6	59.5	61.8	59.4	64.0	61.7	65.2	63.6	64.2
28	64.0	55.8	65.8	65.0	60.3	61.4	60.5	56.5	61.9	59.5	63.3	61.6	64.2
29	65.2	57.3	65.3	64.8	59.8	61.1	61.2	58.7	63.8	61.1	64.3	62.7	64.0
30	62.1	55.7	64.4	63.8	58.7	59.7	59.8	56.7	61.8	59.0	62.6	61.4	62.3
31	64.2	56.3	65.3	64.9	60.2	60.6	60.4	57.7	62.9	60.0	63.5	62.1	65.1
<b>Month</b>	<b>65.1</b>	<b>57.6</b>	<b>64.6</b>	<b>64.4</b>	<b>57.8</b>	<b>61.1</b>	<b>60.6</b>	<b>58.4</b>	<b>63.6</b>	<b>61.7</b>	<b>64.1</b>	<b>62.3</b>	<b>63.3</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
June 2009**

<b>Date</b>	<b>RMT 1</b>	<b>RMT 2</b>	<b>RMT 3</b>	<b>RMT 4</b>	<b>RMT 6</b>	<b>RMT 7</b>	<b>RMT 9</b>	<b>RMT 10</b>	<b>RMT 11</b>	<b>RMT 12</b>	<b>RMT 13</b>
<b>1</b>	70.6	66.7	66.6	65.2	69.2	74.4	66.6	63.1	71.6	61.8	65.8
<b>2</b>	71.3	67.2	65.6	65.2	70.0	74.6	66.9	64.3	72.1	62.1	65.6
<b>3</b>	70.8	66.7	65.9	65.3	69.4	75.1	66.5	64.1	72.0	61.9	66.1
<b>4</b>	71.8	67.3	66.7	65.5	70.0	74.7	67.3	64.8	71.6	62.9	66.5
<b>5</b>	71.9	67.3	68.0	65.4	69.6	74.8	67.4	64.3	72.0	62.5	66.4
<b>6</b>	70.5	65.8	65.5	64.0	68.4	73.4	68.2	62.6	70.2	60.9	64.9
<b>7</b>	70.9	66.8	65.1	64.9	69.0	74.3	64.4	63.8	71.3	61.7	65.8
<b>8</b>	71.1	66.7	66.2	65.2	70.0	74.2	66.8	64.9	71.0	63.3	66.2
<b>9</b>	71.6	67.4	66.0	65.5	69.6	73.6	66.9	64.2	70.9	63.0	65.7
<b>10</b>	72.1	67.7	66.7	67.3	70.3	74.4	67.0	64.7	71.7	62.7	66.2
<b>11</b>	72.2	67.4	68.1	65.8	70.7	74.8	67.0	65.4	72.1	63.7	66.3
<b>12</b>	71.8	67.7	66.7	67.7	69.7	75.2	67.0	64.3	72.3	62.7	66.4
<b>13</b>	71.2	66.7	66.5	65.1	68.8	73.7	66.2	62.8	71.0	60.8	65.2
<b>14</b>	71.6	67.1	66.6	67.0	68.6	73.5	66.9	63.0	70.6	61.0	65.5
<b>15</b>	71.2	67.2	72.5	66.2	69.6	74.2	66.2	63.9	71.5	62.4	65.8
<b>16</b>	70.7	66.7	66.6	64.8	69.4	74.8	67.1	64.8	72.0	61.9	66.4
<b>17</b>	71.3	67.3	66.6	66.0	70.4	75.0	66.4	64.6	72.2	61.6	65.8
<b>18</b>	71.8	67.9	65.9	65.7	69.4	75.5	67.1	64.6	72.7	62.6	66.4
<b>19</b>	71.5	68.0	65.6	54.3	68.9	74.7	66.5	64.5	71.7	60.1	64.0
<b>20</b>	71.8	67.6	66.4	67.5	68.5	74.3	66.2	63.0	71.4	60.2	64.7
<b>21</b>	71.5	66.9	66.7	65.2	68.5	73.8	65.9	63.1	71.2	61.3	65.7
<b>22</b>	70.4	66.4	75.6	64.7	69.3	75.3	67.0	63.8	72.6	62.7	66.1
<b>23</b>	71.6	67.4	69.0	65.8	70.2	75.1	67.3	64.9	72.3	62.6	66.2
<b>24</b>	71.6	67.8	68.4	65.8	71.9	75.2	67.8	65.1	71.9	63.2	66.2
<b>25</b>	72.1	68.2	67.6	65.8	69.8	76.0	66.3	64.2	72.7	62.2	65.4
<b>26</b>	72.0	67.2	68.1	58.9	69.3	74.8	66.2	63.6	72.0	61.0	64.8
<b>27</b>	70.8	66.1	65.1	65.9	68.5	74.9	65.8	61.9	71.3	59.4	63.8
<b>28</b>	70.5	66.1	66.0	64.8	68.8	74.3	65.0	62.1	70.9	59.5	64.8
<b>29</b>	70.9	66.3	69.1	64.9	69.3	74.4	65.3	63.4	71.2	61.9	65.2
<b>30</b>	71.3	66.5	67.8	65.3	69.8	74.1	65.2	63.0	70.8	60.4	64.6
<b>Month</b>	<b>71.3</b>	<b>67.1</b>	<b>68.0</b>	<b>65.4</b>	<b>69.5</b>	<b>74.6</b>	<b>66.6</b>	<b>63.9</b>	<b>71.6</b>	<b>61.9</b>	<b>65.6</b>

\* = Not in service

**APPENDIX B5**

**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD**

**Daily CNEL Log  
June 2009**

<b>Date</b>	<b>RMT 14</b>	<b>RMT 15</b>	<b>RMT 16</b>	<b>RMT 17</b>	<b>RMT 18</b>	<b>RMT 19</b>	<b>RMT 20</b>	<b>RMT 21</b>	<b>RMT 22</b>	<b>RMT 23</b>	<b>RMT 24</b>	<b>RMT 25</b>	<b>RMT 26</b>
1	65.2	57.6	64.4	64.2	59.3	60.9	61.4	59.8	64.1	61.7	64.7	62.1	63.8
2	64.3	57.1	65.0	64.8	56.5	62.0	61.9	59.4	64.0	61.3	64.7	63.0	63.5
3	66.1	59.6	64.6	64.5	57.6	61.6	62.1	60.0	64.8	62.4	65.3	63.6	63.6
4	64.6	59.9	64.7	65.1	60.8	61.1	62.3	60.6	65.2	63.2	65.6	64.1	63.9
5	65.1	60.1	64.8	65.3	57.8	61.1	62.4	61.9	65.1	63.8	65.4	64.3	64.2
6	63.6	57.5	63.4	63.6	58.6	60.5	61.2	59.9	63.8	61.4	63.5	63.3	63.4
7	64.8	59.2	64.2	65.1	57.0	57.2	61.9	60.3	64.5	62.6	64.8	63.7	62.9
8	64.7	60.1	64.2	64.9	59.6	61.0	61.7	60.2	64.7	63.1	65.5	63.8	63.4
9	64.4	59.1	64.9	65.2	61.0	61.3	61.8	60.1	64.4	62.3	64.9	63.6	64.4
10	64.9	60.5	65.2	65.5	61.2	62.5	61.9	60.4	64.9	62.8	65.4	64.2	64.3
11	65.6	60.6	65.1	62.6	59.6	61.6	62.1	60.2	65.2	63.2	65.7	64.2	64.1
12	65.8	61.4	65.7	65.3	59.4	62.8	61.5	60.4	65.0	64.2	65.4	63.7	64.5
13	63.2	59.6	64.4	64.4	57.0	61.3	61.0	59.4	63.9	61.3	63.6	63.0	63.7
14	64.6	58.7	64.6	65.2	57.7	62.9	61.1	59.3	64.1	62.2	64.4	62.8	63.9
15	64.6	60.5	65.0	65.0	58.5	60.6	61.6	59.7	64.5	62.5	65.0	63.3	64.1
16	65.3	59.5	64.1	64.8	57.8	60.9	61.3	59.7	65.0	63.0	65.5	63.2	62.9
17	65.0	57.8	65.2	65.1	60.9	61.0	61.8	59.8	64.1	61.8	64.5	63.8	63.9
18	65.1	59.1	65.6	65.3	58.1	61.5	62.0	59.1	64.8	62.8	65.6	63.3	64.4
19	0.0	56.8	65.5	64.9	0.0	61.4	59.6	55.8	62.2	60.1	63.4	60.1	63.8
20	0.0	57.5	65.6	64.7	57.6	62.0	60.0	57.0	63.0	61.0	63.7	61.1	64.4
21	0.0	58.8	64.3	65.1	58.5	60.4	61.3	59.3	64.3	62.5	64.8	63.0	64.9
22	65.7	59.0	64.3	64.1	59.8	62.8	61.6	60.0	64.5	62.9	65.3	63.6	63.1
23	65.4	59.1	65.3	65.3	59.4	63.3	61.7	59.6	64.5	62.5	65.3	63.5	64.1
24	65.3	58.7	65.2	65.6	61.0	63.1	61.7	60.1	64.6	62.7	65.5	63.9	64.2
25	63.9	57.2	65.4	65.6	58.8	58.9	61.8	57.9	63.5	60.9	64.6	62.6	64.4
26	64.2	57.9	65.0	65.2	57.8	58.8	61.4	57.8	62.8	60.5	64.0	62.2	63.9
27	63.6	55.9	63.7	63.9	56.7	61.0	59.7	61.0	62.0	60.5	63.0	61.0	63.1
28	64.0	56.0	63.4	64.5	57.3	58.2	60.9	58.3	63.2	60.6	63.5	62.0	62.5
29	66.2	57.2	63.8	64.7	57.4	58.9	61.4	58.6	63.3	61.3	64.4	62.2	62.5
30	65.5	55.9	64.0	64.6	59.5	58.1	60.8	58.6	63.0	60.5	63.5	62.2	63.2
<b>Month</b>	<b>64.9</b>	<b>58.8</b>	<b>64.7</b>	<b>64.8</b>	<b>58.7</b>	<b>61.2</b>	<b>61.4</b>	<b>59.6</b>	<b>64.1</b>	<b>62.1</b>	<b>64.7</b>	<b>63.1</b>	<b>63.8</b>

\* = Not in service

**AIRCRAFT OPERATIONS**

Commercial Flight Operations Mix, January-June 2009\_\_\_\_\_ C1

Commercial Flight Operations Mix, Second Quarter 2009\_\_\_\_\_ C2

Commercial Flight Operations Mix, April 2009\_\_\_\_\_ C3

Commercial Flight Operations Mix, May 2009\_\_\_\_\_ C4

Commercial Flight Operations Mix, June 2009 \_\_\_\_\_ C5

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

APPENDIX C1

COMMERCIAL FLIGHT OPERATIONS --- JANUARY TO JUNE 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	Mesa Airlines	Northwest	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
9/13/2009																												
A300																								421			842	
A310																								133			266	
A318										109														133			218	
A319										668				139					658	313	462						2240	
A320										39		958		853				638	999	334							3821	
A321																		730									730	
B712																											0	
B71Q																											0	
B72Q																									1		100	
B73Q																							99				200	
B733								12										522	168								0	
B734																											5163	
B735				708				3																			10326	
B737				499				35										261									719	
B738	182		137	650				1466	443											16							961	
B739	2			102				159												1							1922	
B747+																											13002	
B752						767		5	1077									1547	6								26004	
B753								39																			5340	
B762																											261	
B763						178			55		181																522	
B764																											2	
B772														32													4	
CRJ2																											2	
CRJ7													54														3	
CRJ9																											3437	
DC10																											78	
DC87																											78	
DC8Q																											156	
DC9Q																											1	
ERJ+																											2	
L1011																											0	
MD11																											0	
MD80+																											0	
MD90									231																		3898	
TOTALS	184	228	137	1959	97	2740	3516	1719	1806	816	181	968	54	1024	997	17239	152	3626	2216	796	17	127	100	632	188	143	41652	
B190																											8	
BE99																											16	
C208																											183	
E120																											366	
PA31																											952	
SF34																											476	
SW3/4																											2454	
TOTALS	184	228	137	1959	97	2740	3516	1719	1806	816	181	968	54	1024	3451	17239	152	3626	2216	796	17	127	100	1108	381	143	3123	

B71Q = B727-100 w/ Hush-kit; ERJ = includes all variants of the Embraer Regional Jet  
Other / Non-Transport Category = 1 USAF C17, 1 USAF C130, 4 RRR C130, 1 KIWI C130, 3 AMF (UPS) LJ35, 3 AMF (UPS) SWA, 1 PAT DHC7

APPENDIX C2

COMMERCIAL FLIGHT OPERATIONS --- SECOND 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																										209	418
A310																							209			65	130
A318										100													65			100	200
A319										273																1276	2552
A320										39																1969	3938
A321																										418	836
B712																										0	0
B71Q																									1	0	0
B72Q																										53	106
B73Q																										0	0
B733								7							2194		182	88								2471	4942
B734																										406	812
B735								1							497		164								11	662	1324
B737								25							6005										7	6552	13104
B738								769	253																	1382	2764
B739								59																		101	202
B747+																									2	2	4
B752								1	566																5	1733	3466
B753								39																		39	78
B762																									1	65	130
B763									53																	321	642
B764																										0	0
B772																										0	0
CRJ2																										0	0
CRJ7																										225	450
CRJ9									22																	212	424
DC10																										215	430
DC87																										39	78
DC8Q																										0	0
DC9Q																										0	0
ERJ+																									1	1	2
L1011																										1771	3542
MD11																										0	0
MD80+																										0	0
MD90																										1019	2038
TOTALS	91	138	132	992	62	1428	1771	901	1019	412	91	508	579	492	8696	80	1857	1164	411	17	64	52	313	90	71	21431	42862
B190																										0	0
BE99																										70	140
C208																										217	434
E120																										1257	2514
PA31																										0	0
SF34																										0	0
SW3/4																										65	130

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

APPENDIX C3

COMMERCIAL FLIGHT OPERATIONS --- APRIL 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																											74	148	
A310																												25	50
A318										1																	1	2	
A319										118			33														417	834	
A320												148	146														633	1266	
A321																											85	170	
B712																											0	0	
B71Q																											0	0	
B72Q																											18	36	
B73Q																											0	0	
B733															620		48	29									697	1394	
B734																									4	102	204		
B735				98											176		83										259	518	
B737	30			95				3							2075	9											2214	4428	
B738				108				279	81							17											485	970	
B739				25				3																			28	56	
B747+																									2	2	4	4	
B752						145			176								238	1									560	1120	
B753																											0	0	
B762																											0	0	
B763						29			1		30										22			31			23	46	
B764																											91	182	
B772																											0	0	
CRJ2																											0	0	
CRJ7																											91	182	
CRJ9																											0	0	
DC10																											0	0	
DC87																											0	0	
DC8Q																											0	0	
DC9Q																											0	0	
ERJ+							583																				583	1166	
L1011																											0	0	
MD11																											0	0	
MD80+					9	295																					0	0	
MD90									31																		326	652	
TOTALS	30	30	0	326	9	469	583	285	311	119	30	148	179	159	2871	26	601	360	128	0	22	18	111	31	31	6877	13754		
B190																											1	2	
BE99																											23	46	
C208																											77	154	
E120														413													413	826	
PA31																											0	0	
SF34																											0	0	
SW3/4																											21	42	
TOTALS	30	30	0	326	9	469	583	285	311	119	30	148	179	572	2871	26	601	360	128	0	22	18	188	76	31	535	1070		

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

Other / Non-Transport Category =

**APPENDIX C4  
COMMERCIAL FLIGHT OPERATIONS --- MAY 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	Sun Country	United	US Airways	Virgin America	WestJet	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.		
A300																												63	126	
A310																													23	46
A318										42																			42	84
A319										93																			397	794
A320										10																			716	1432
A321																													113	226
B712																												0	0	
B71Q																												0	0	
B72Q																												17	34	
B73Q																												0	0	
B733								4																				896	1792	
B734																												5	10	
B735																												124	248	
B737								7																				225	450	
B738								222	68																			2160	4320	
B739								23																				420	840	
B747+																												37	74	
B752								1	188																			0	0	
B753								29																				591	1182	
B762																												29	58	
B763																												21	42	
B764																												117	234	
B772																												0	0	
CRJ2																												0	0	
CRJ7																												71	142	
CRJ9																												100	200	
DC10																												60	120	
DC87																												15	30	
DC8Q																												0	0	
DC9Q																												0	0	
ERJ+																												603	1206	
L1011																												0	0	
MD11																												0	0	
MD80+																												329	658	
MD90																												44	88	
TOTALS	31	48	42	336	26	487	603	286	330	145	31	181	196	183	2939	27	614	388	141	0	21	16	101	28	13	7213	14426			
B190																												0	0	
BE99																												23	46	
C208																												69	138	
E120																												416	832	
PA31																												0	0	
SF34																												0	0	
SW3/4																												22	44	
TOTALS	31	48	42	336	26	487	603	286	330	145	31	181	196	599	2939	27	614	388	141	0	21	16	170	73	13	530	1060			

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

**APPENDIX C5  
COMMERCIAL FLIGHT OPERATIONS --- June 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																										72	144
A310																										17	34
A318										57																57	114
A319										62																462	924
A320										29								66	127							620	1240
A321												179	150				145	102	15							220	440
B712																										0	0
B71Q																										0	0
B72Q																										18	36
B73Q																										0	0
B733								3									76	28								878	1756
B734				178																					2	180	360
B735								1									16									178	356
B737	30		90	48				15								24				16					1	2178	4356
B738				101				268	104							3				1						477	954
B739				3				33												1						36	72
B747+																										0	0
B752						126			202								225								2	582	1164
B753								10																		10	20
B762																					21					21	42
B763						30			22		30												31			113	226
B764																										0	0
B772																										0	0
CRJ2																										0	0
CRJ7														62												63	126
CRJ9														61												61	122
DC10														27												86	172
DC87																										12	24
DC8Q																										0	0
DC9Q																										0	0
ERJ+							585																	1	1	2	
L1011																										585	1170
MD11																										0	0
MD80+																										0	0
MD90																										364	728
TOTALS	30	60	90	330	27	472	585	330	378	148	30	179	204	150	2886	27	642	416	142	17	21	18	101	31	27	7341	14682
B190																										0	0
BE99																										24	48
C208																										71	142
E120																										428	856
PA31																										0	0
SF34																										0	0
SW3/4																										22	44
TOTALS	30	60	90	330	27	472	585	330	378	148	30	179	204	578	2886	27	642	416	142	17	21	18	172	77	27	545	1090

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



Appendix C6

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

**1989 - Present**

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

Legend

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

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

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

QTR	1995	PENALTY	1996	PENALTY	1997	PENALTY
1ST	FedEx 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 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 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 Airlines 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
<b>FINES</b>		<b>\$39,655</b>		<b>\$112,000</b>		<b>\$31,000</b>

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 (25) x NP	American Eagle United American American Southwest (Stage 2) Southwest (Stage 2)	\$1,000 \$1,000 \$1,000 \$3,000 \$1,000 \$6,000	N. American (C) United America West Southwest America West	\$1,000 \$1,000 \$1,000 NP \$3,000
2ND	Delta Delta American 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 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 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 (C)	\$1,000 \$1,000 \$1,000 \$1,000	Aventis (GA) Delta United Delta Frontier SkyWest SkyWest United America West Champion Air (C)	\$1,000 NP \$1,000 NP NP NP \$1,000 \$3,000 \$1,000 \$1,000
<b>FINES</b>		<b>\$54,000</b>		<b>\$40,000</b>		<b>\$25,000</b>

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
<b>FINES</b>		<b>\$18,000</b>		<b>\$13,000</b>		<b>\$35,000</b>

QTR	2004	PENALTY	2005	PENALTY	2006	PENALTY
1ST	jetBlue FedEx American America West Alaska	NP NP NP \$1,000 \$1,000	jetBlue Delta jetBlue Alaska US Airways US Airways US Airways Sun Country US Airways	NP \$1,000 \$1,000 \$1,000 NP NP NP \$1,000 \$1,000	N950G (G/A) jetBlue Alaska Delta	\$1,000 \$1,000 \$1,000 \$1,000
2ND	Ameristar (C) N5251M (G/A) Delta 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 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	\$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 US Airways US Airways Delta C-FJHS (G/A) Delta 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 Alaska	\$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
<b>FINES</b>		<b>\$19,000</b>		<b>\$39,000</b>		<b>\$24,000</b>

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		
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		
<b>FINES</b>		<b>\$64,000</b>		<b>\$80,000</b>		<b>\$6,000</b>

**AIRCRAFT NOISE COMPLAINTS**

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

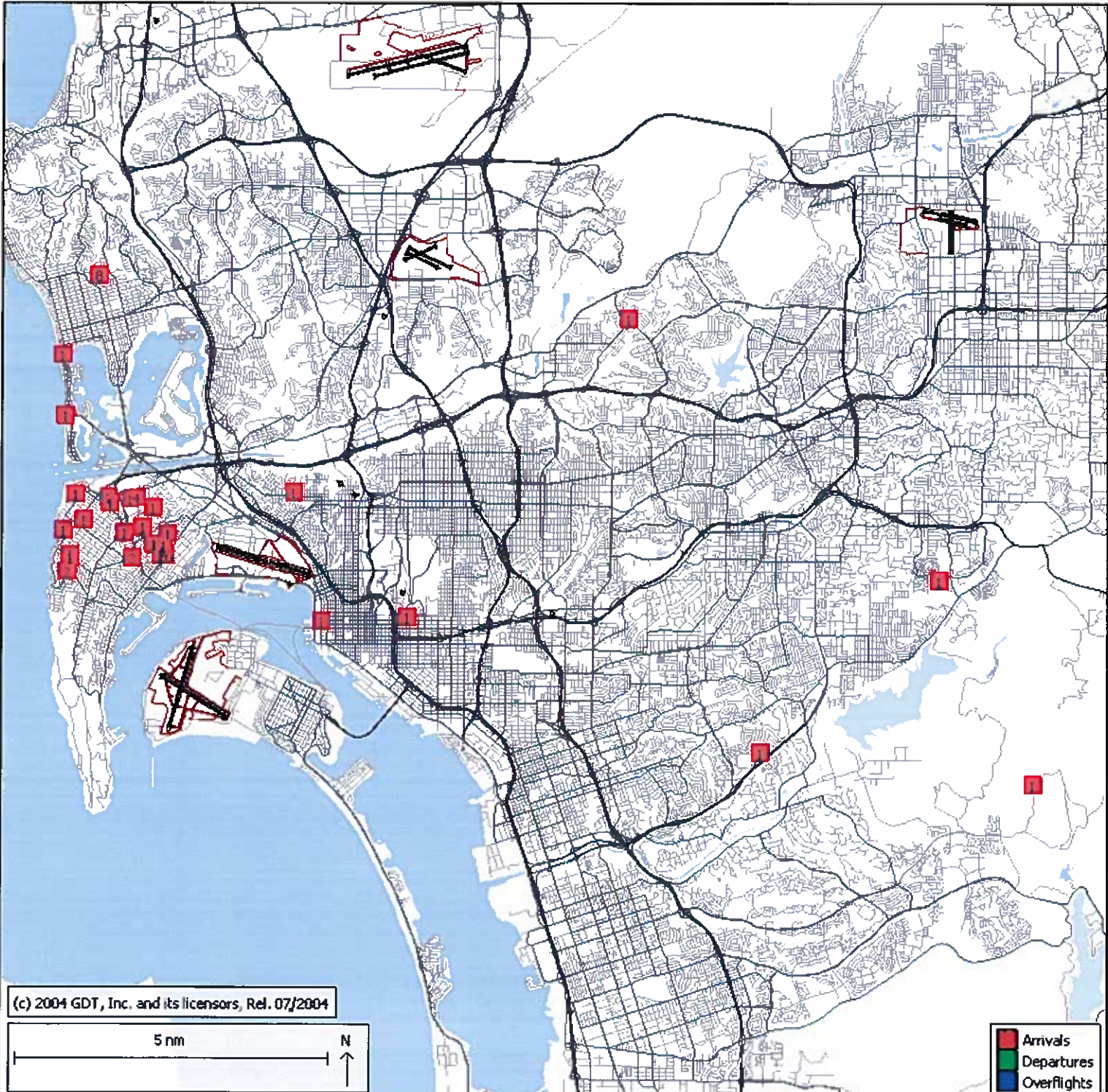


## Second Quarter 2009

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



SAN DIEGO  
INTERNATIONAL  
AIRPORT



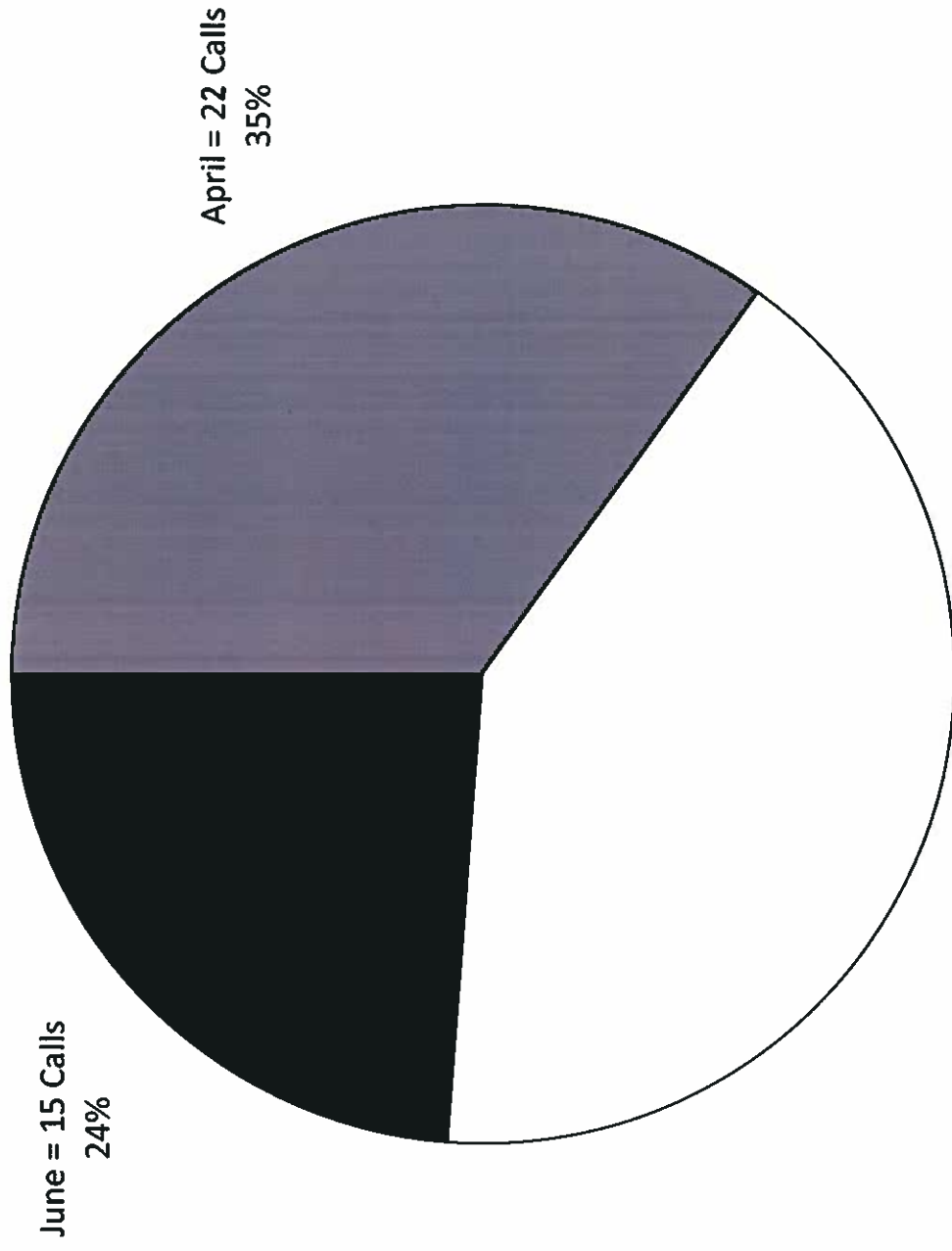
# Aircraft Noise Complaint Distribution by Month



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Second Quarter 2009

TOTAL CALLS: 63



May = 26 Calls  
41%

San Diego County Regional Airport Authority

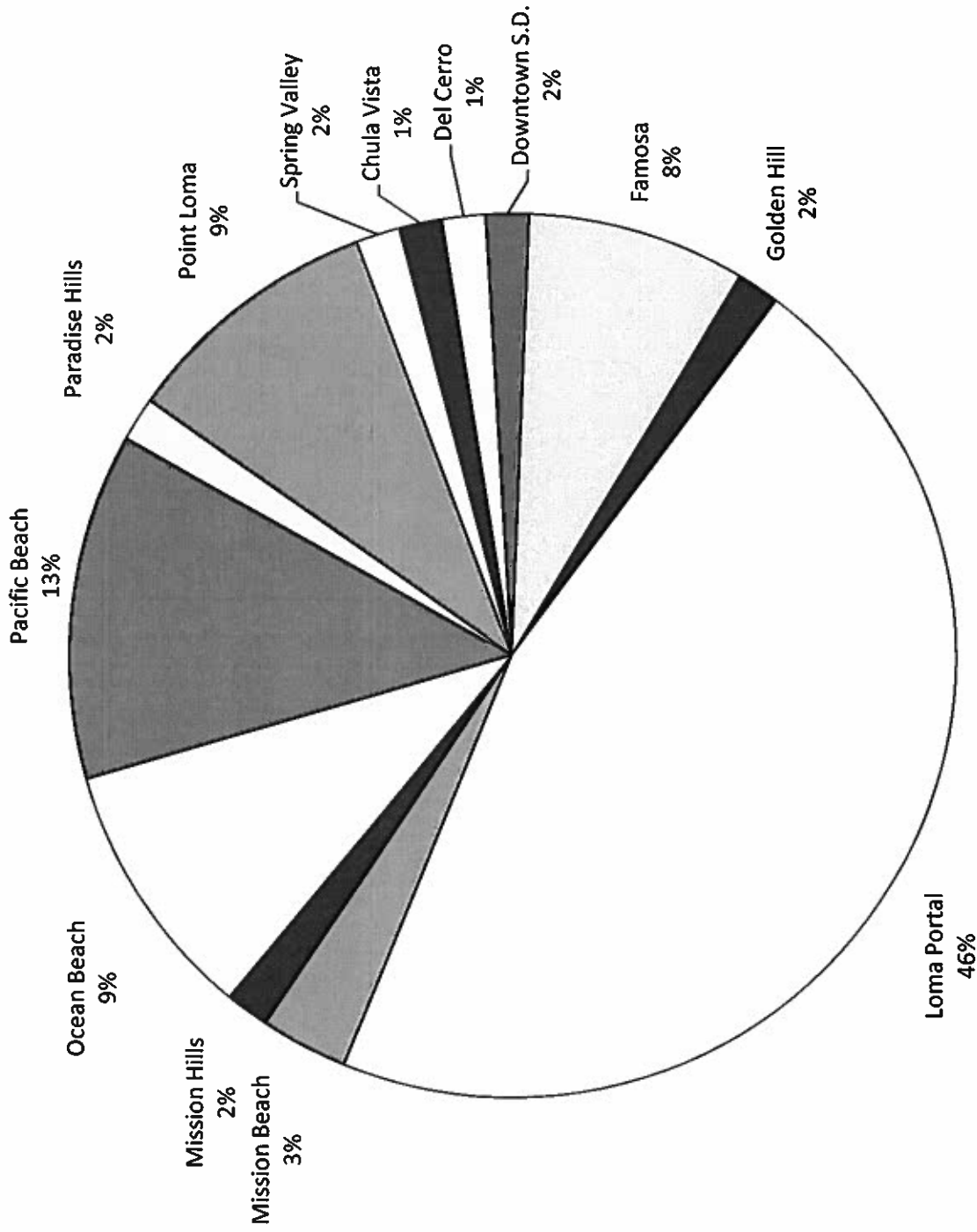
# Aircraft Noise Complaint Distribution by Neighborhood



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Second Quarter 2009

TOTAL CALLS: 63



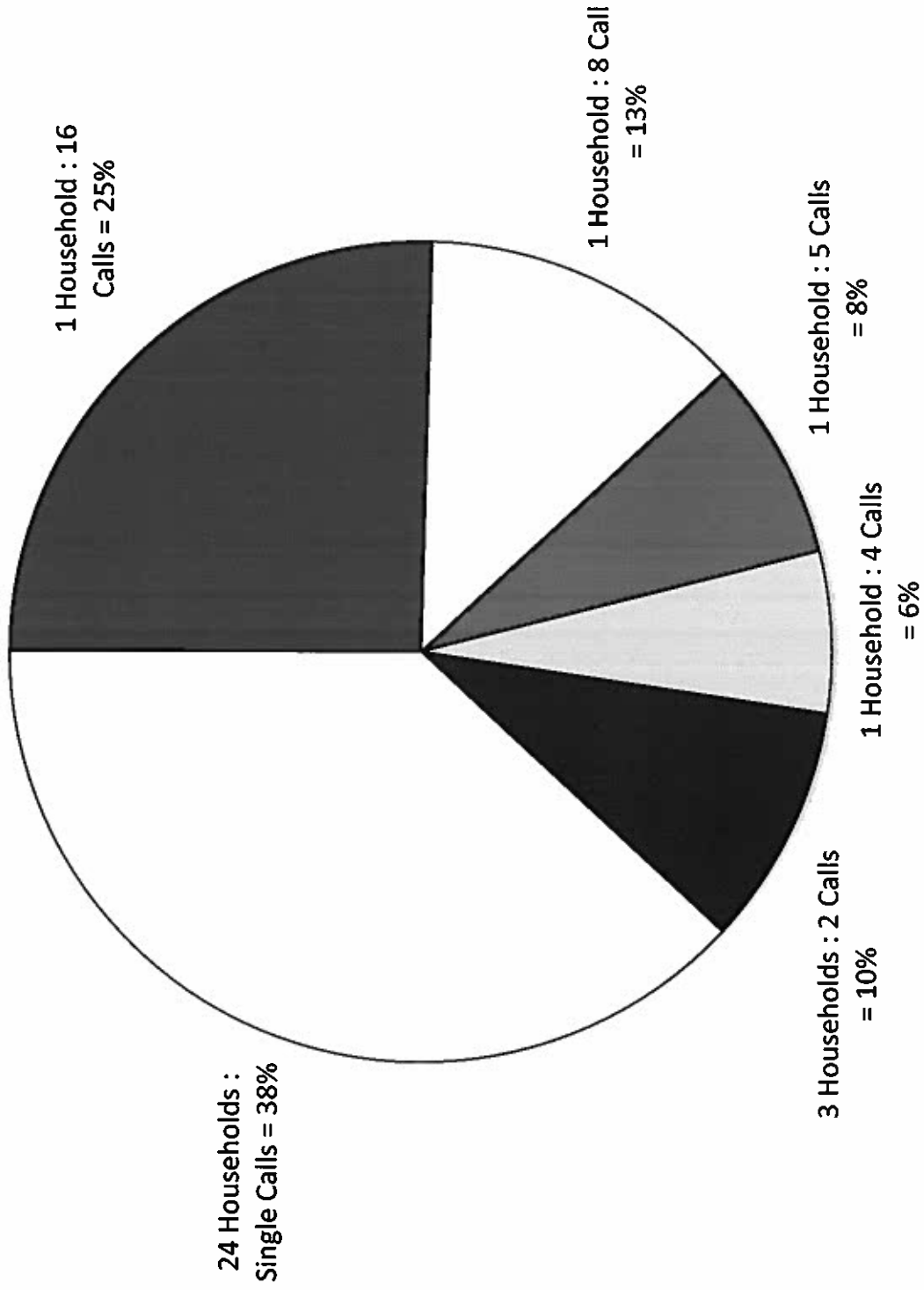
# Aircraft Noise Complaint Distribution by Household



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Second Quarter 2009

TOTAL CALLS: 63



San Diego County Regional Airport Authority

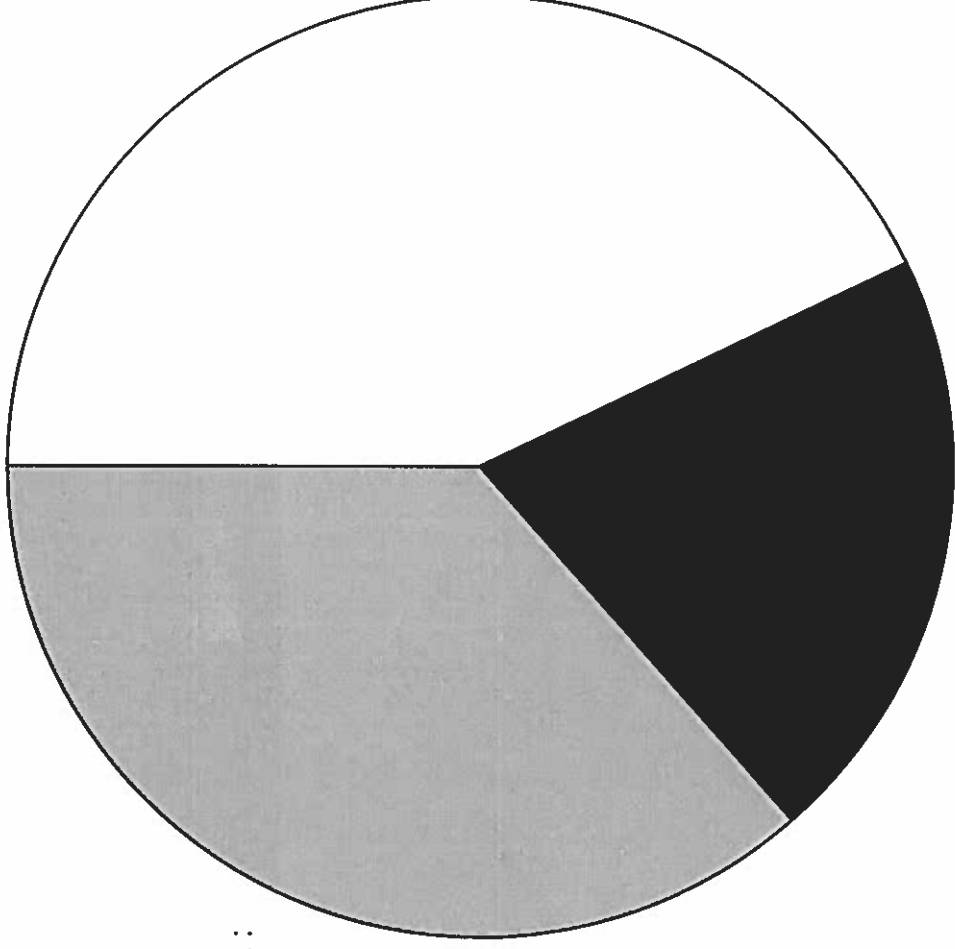
# Aircraft Noise Complaint Distribution by Time of Day



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Second Quarter 2009

TOTAL CALLS: 63



10:00 p.m. - 6:59 a.m. :  
23 Calls = 37%

7:00 a.m. - 6:59 p.m. :  
27 Calls = 42%

7:00 p.m. - 9:59 p.m. :  
13 Calls = 21%

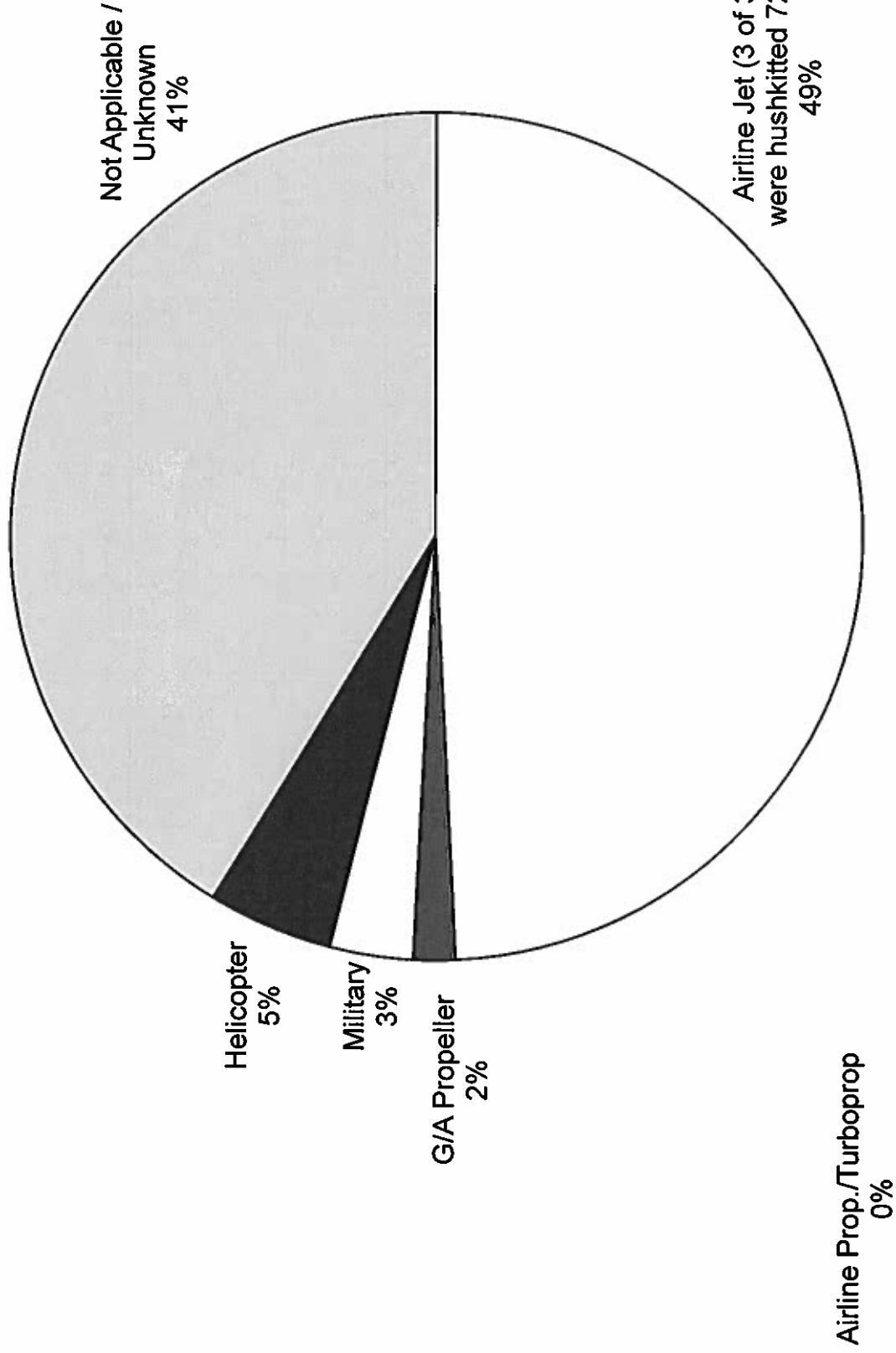
# Aircraft Noise Complaint Distribution by Aircraft Type

Second Quarter 2009

TOTAL CALLS: 63



SAN DIEGO  
INTERNATIONAL  
AIRPORT



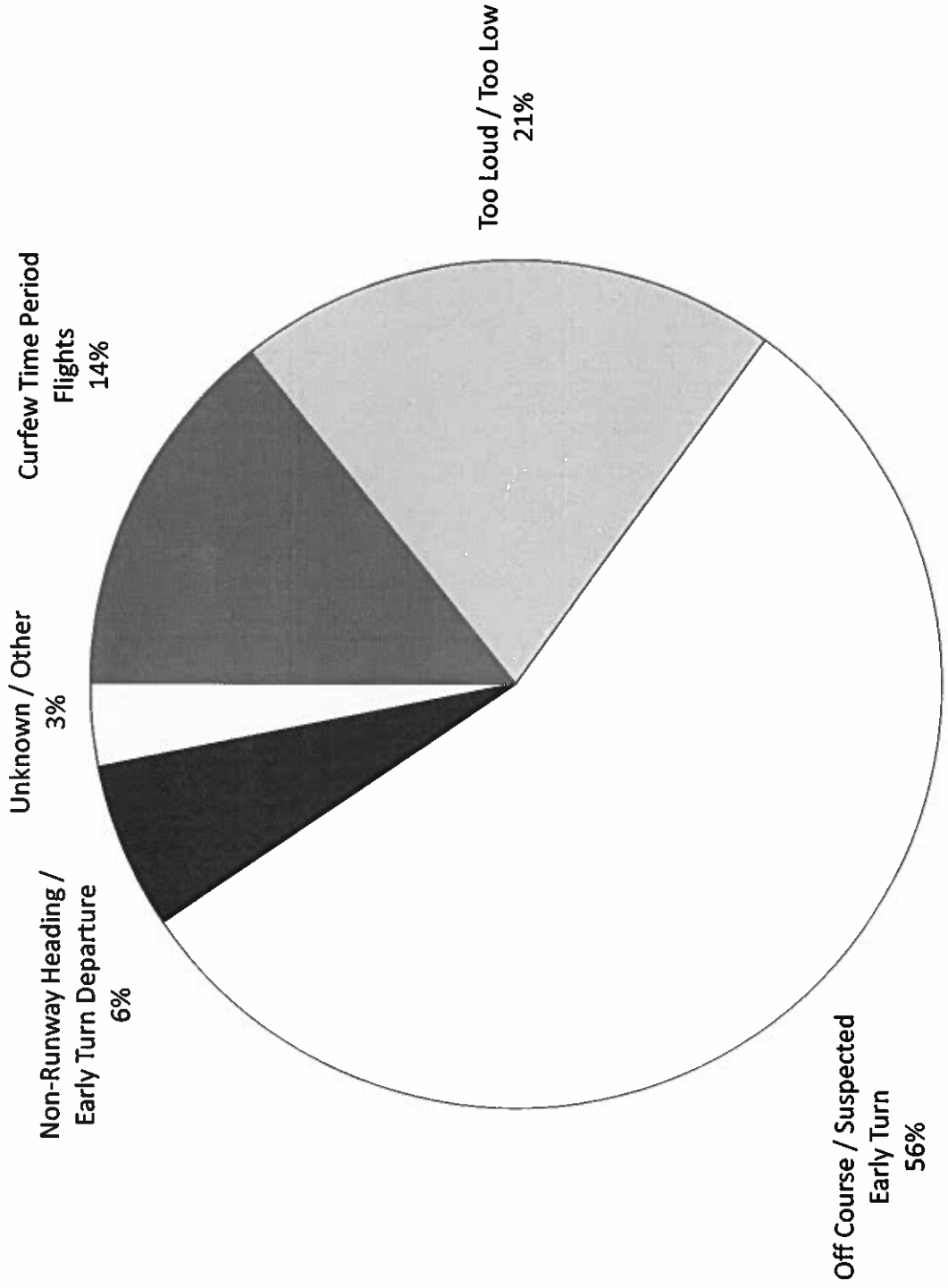
# Aircraft Noise Complaint Distribution by Cause



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Second Quarter 2009

TOTAL CALLS: 63



**AIRPORT NOISE ADVISORY COMMITTEE**

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



**SAN DIEGO  
INTERNATIONAL  
AIRPORT**

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

On April 15<sup>th</sup>, 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 4:05 p.m.

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

Dr. Butler opened the meeting by inviting each member and staff to introduce himself/herself. Dr. Butler informed the members that Mr. Steve Holt, Vice President of Real Estate Operations for American Airlines, has been selected as the new air carrier representative to ANAC and will be at the July meeting. Furthermore, he mentioned that one of the items to be discussed is the new air carrier's status as a member of ANAC. Dr. Butler also mentioned that the new Noise Matters newsletter is included in each member packet. A motion to approve the November 20<sup>th</sup>, 2008 and January 21<sup>st</sup>, 2009 meeting minutes was tabled until a quorum is available.

Mr. Dan Frazee gave the Airport Authority update. Mr. Frazee mentioned that confusion regarding the Destination Lindbergh and the Terminal Development Plan (TDP) still exists in the community. He explained that Destination Lindbergh was a study conducted to envision options for the long term optimization of the constrained footprint of San Diego International Airport (SDIA) around the 2015-2030 timeframe, with the earliest possible changes beginning in the 2015 timeframe. Mr. Frazee informed the members that the Terminal Development Plan (TDP) is SDIA's immediate action Master Plan that has been approved by the Authority Board and has been developed through a significant and extended public outreach period and completed Environmental Impact Report (EIR). The purpose is to add ten passenger gates to the western most terminal (T2West) and a parking apron for 12 aircraft. The Board will be discussing at the May meeting a specific date to start the project; most likely work will begin early summer. Mr. Frazee shared an article in the local San Diego newspaper regarding the TDP. A Committee member added that an Authority Board *ad hoc* committee for TDP is "chaired" by Mr. Bruce Boland.

Hearing no questions, Dr. Butler informed the group that a quorum of members was now available. A motion was made to approve the November 20<sup>th</sup>, 2008 minutes; the minutes were approved unanimously without discussion; a subsequent request to approve the January 21<sup>st</sup>, 2009 meeting minutes was called; no discussion occurred, the minutes were approved, with one member abstaining.

Dr. Butler went on to discuss the ANAC Rules of Procedures (Rules) as part of the annual review (that normally occurs at the first meeting of the year). He explained that the Rules of Procedures is an ANAC document and that changes can be made to the document by a motion and majority vote. The only change that would require further action would be a change to a portion of the Rules that also impacts the Authority Policy (SDCRAA Code 9.20) that set up ANAC. In this case, a memorandum from Mr. Frazee to the Board will suffice to get Board action for changes to the policy. Dr. Butler proposed two items for discussion. The first dealt with the date and time of the quarterly ANAC meeting. A motion was made and accepted at the November 2008 meeting to change the frequency, day, and time of the meeting. The frequency, day, and time of the meetings were changed from bi-monthly, third Thursday of the month, from 5:30-7:00 p.m., to quarterly, third Wednesday of the month, from 4:00-5:30 p.m. Dr. Butler asked the members if the new change is more effective and whether further discussion is needed. Members agreed that the new change is more effective and voted to keep the new change in effect. The second item Dr. Butler placed on the table is to change the status of the air carrier representative from non-voting to voting status. Dr. Butler, as well as Mr. Frazee, explained that the former air carrier representative was changed to non-voting status due to the member's inconsistent attendance at ANAC meetings. The new air carrier representative resides locally and the Authority feels Mr. Holt's participation will be consistent and ongoing. Discussion ensued leading to the question of a change in Policy 9.20(2) (a) and (b) to change the voting members to 14 vice 13 and to change the position to voting from non-voting. Seeing no further discussion, a motion was made to add the air carrier representative as an additional voting member. Participants approved the motion unanimously. Mr. Frazee will submit the Committee's motion to the Authority Board for approval.

Moving on to the next item, Mr. Frazee updated the Committee on the Curfew Violation Report Panel (CVRP), informing the members that the April CVRP meeting was called off due to no violations occurring during the period. Mr. Frazee mentioned that this decrease in curfew violations is a positive note for the tenant air carriers and a relief to the noise-impacted community. Mr. Frazee pointed out that aircraft curfew violations will never go down to zero; he is appreciative of the operators who drive that number as low as possible.

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 members that since the last meeting a couple of milestones were achieved. To begin, the second public workshop was held March 10<sup>th</sup> to receive public input for the proposed Noise Exposure Maps prior to being sent to FAA for acceptance. Additionally, the public was asked to provide input to several new ideas being considered by the Authority that could further mitigate aircraft noise for the community. Concepts included revision of departure profiles and revised departure routings. The public attendance and input provided was very positive, compared to the first public workshop where attendance was minimal. Following public input, the Noise Exposure Maps were forwarded to FAA for review and acceptance. The next public meeting is scheduled for September 24<sup>th</sup>, 2009, when the community will be presented with a final list of projects to be presented for Authority Board approval, and subsequent submittal to FAA for approval. This concluded Mr. Webb's presentation.

Ms. Sjohnna Knack, Manager, Quieter Home Program, next gave an update on the airport's Residential Sound Insulation Program. She noted there are 30 active projects, with approximately 1,113 homes in process, and more projects to be approved in May. Ms. Knack informed the members that thus far the Heritage home (in Banker's Hill) is one of the largest and most challenging ones due to it being a four story multi-family structure. They are also moving forward on the design for two condominiums projects in Pt. Loma with approximately 600 units. Ms. Knack informed the members that on March 5<sup>th</sup>, a homeowners meeting was held at the San Diego Convention Center and about 700 people were in attendance, aided by about 60 Authority staff members. The homeowners had approximately 45 pieces of product (doors, windows, mechanical and HVAC systems) that were put on display for homeowners to view. She also mentioned that with last year the Authority expanded the eligibility boundaries to include an additional 2400 units. Of that lot, an estimated 600 homeowners have applied and are in the queue. An ANAC member asked for clarification regarding multi-family parcel program eligibility and

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clarification on what community the 2400 unit expansion is occurring. Ms. Knack provided a brief synopsis. Seeing no further questions, Dr. Butler moved on to the next item.

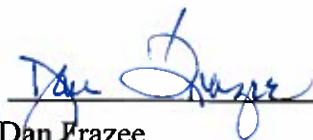
Mr. Garret Hollarn gave a presentation on Missed Approach operations. He compared first quarter 2008 and 2009 Missed Approaches, and noted last year were high due to inclement weather. Mr. Hollarn showed the total Missed Approaches for the following months: January = 68; February = 35; and March = 30. The statistics show that half of the total in January occurred during a single day (January 1<sup>st</sup>). As has been consistent with past history, most of the missed approaches occurred during the regular airport operating hours (6:30 a.m. to 11:30 p.m.) and were on the runway heading.

For the noise complaint update, Mr. Hollarn showed that the total first quarter 2009 complaints numbered 56. Parsed by time, most complaints are received during the CNEL daytime period of 7:00 a.m. – 10:00 p.m. By neighborhood, Mr. Hollarn pointed out that 64% of the complaints come from the Peninsula Community Planning Board boundary. By household, most calls are single calls by one household. By aircraft type, Mr. Hollarn pointed out that predominantly complaints are about commercial airline aircraft, however there was a big jump this quarter concerning military aircraft operations from NAS North Island. By action, the largest number of complaints is regarding non-runway heading departures or “Early Turns”. Following Mr. Hollarn’s presentation, a discussion ensued regarding the clarity of a presented trend data chart. At the next meeting, Mr. Hollarn will present a revised complaint trend data chart of three years past data in a line chart format.

Mr. Steve Cummings gave a presentation on “Early Turn” operations. For his update, he showed the total numbers for the first quarter 2009 are: January = 13, February = 20, and March = 13, and for April to date = 2. Broken down by week, a spike shows in February due to inclement weather. Mr. Frazee explained that an agreement was made with the local air traffic control (ATC) Tower Chief that any “Early Turns” that could not be explained by the Noise Office will be forwarded to ATC for their evaluation and, if the tower could not determine the reason for the “Early Turn”, ATC will then forward it to TRACON for their feedback. Explanations were given regarding “Early Turns” and what measures were taken to try to eliminate or to keep the numbers low.

For Head-to-Head operations, Mr. Cummings explained that the increase in the month of January was due to poor weather, which is the primary reason for “Head-to-Head” air traffic operations. The totals for each month are: January = 17, February = 14, and March = 19. With no questions, this concluded Mr. Cummings presentation.

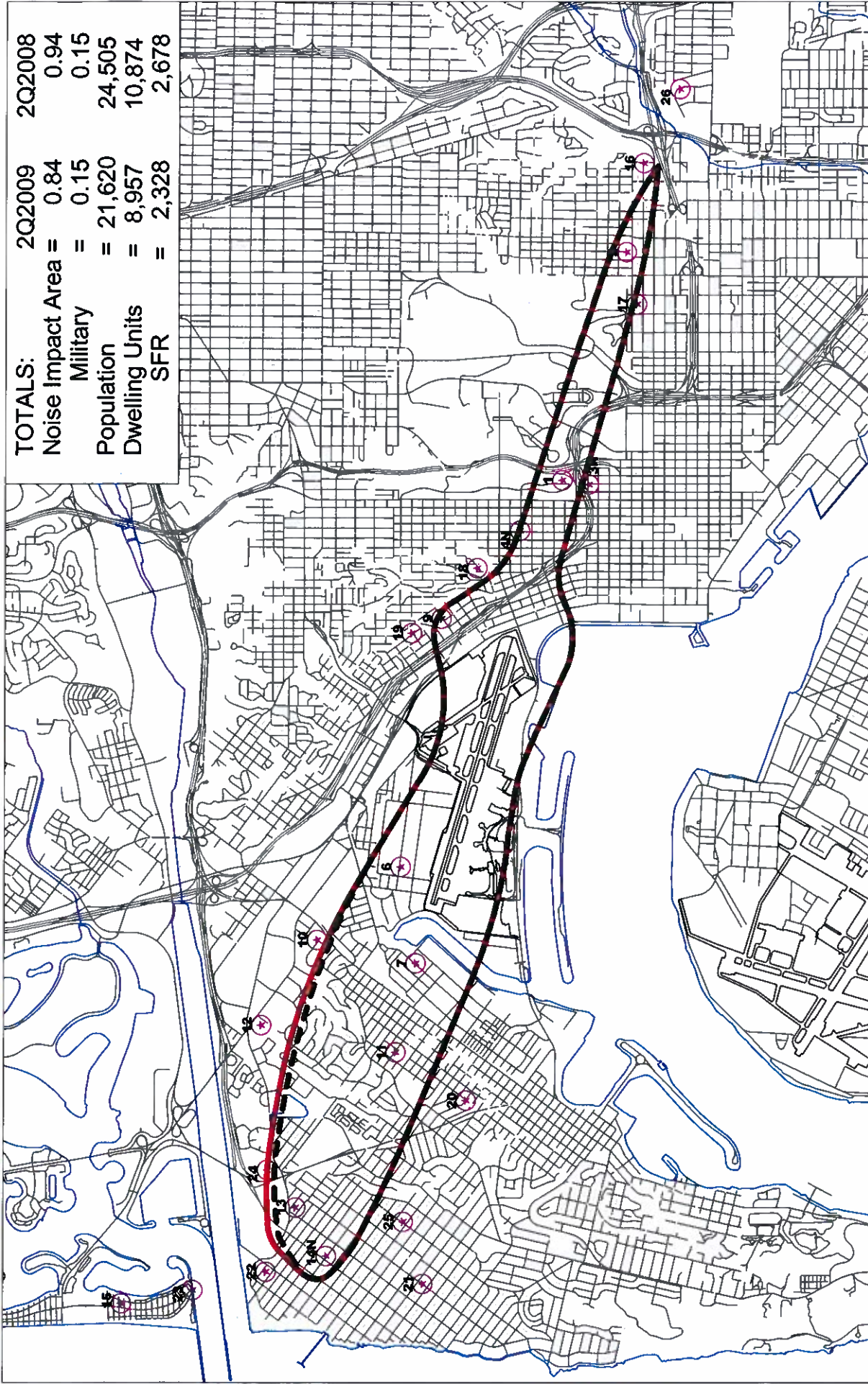
Hearing that there is no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:05 p.m. The next meeting is scheduled for Wednesday, July 15<sup>th</sup>, 2009 at 4:00 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.



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](http://www.san.org/airportnoise/info_noise_main.asp) for the answers to commonly asked airport noise-oriented questions.



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



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