

SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY

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LETTER OF TRANSMITTAL

Date: October 09, 2008
To: Distribution
Subject: Quarterly Noise Report - Second Quarter Period Ending
June 30, 2008

One copy of the Quarterly Noise Report for the Second Quarter of 2008 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

Enclosures

Distribution:

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SAN DIEGO
INTERNATIONAL
AIRPORT

QUARTERLY NOISE REPORT

April 1, 2008 through June 30, 2008



Airport Noise Mitigation Office
San Diego International Airport

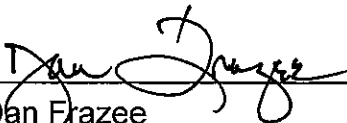
September 19, 2008

QUARTERLY NOISE REPORT
For the Period
April 1, 2008 through June 30, 2008

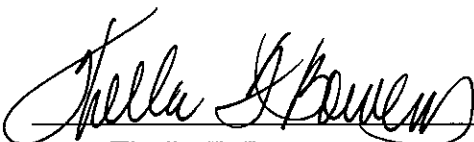
SAN DIEGO INTERNATIONAL AIRPORT (SDIA)

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

This Quarterly Report for the Second Quarter of 2008 was prepared by the Airport Noise Mitigation Office 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 April 1, 2008 and June 30, 2008, to be 0.94 square miles and 0.15 square miles, respectively. As compared to the Second Quarter of 2007, the Noise Impact Area increased by 0.02 square miles, and the Federal Military Noise Impact Area increased by 0.01 square miles.

2 nd Quarter 2008	2 nd Quarter 2007	Change
0.94	0.92	0.02
0.15	0.14	0.01

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

A summary of the quarterly and annual CNEL data is shown on the following page. Appendix B: Aircraft Noise Monitoring System contains the locations of the Remote Monitoring Terminals (RMT), RMT thresholds, and the Monthly CNEL Logs. Additionally, a map of the contour of Aircraft Community Noise Equivalent Level (CNEL) 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	70.6	70.7
2	66.4	66.9
3	66.6	66.3
4	66.2	66.6
5	n/a ³	n/a ³
6	69.5	69.7
7	74.8	74.9
9	66.8	67.3
10	64.1	64.0
11	71.7	72.2
12	61.9	62.2
13	65.9	66.1
14	66.2	66.4
15	59.7	60.0
16	64.4	64.6
17	64.9	65.1
18	60.6	60.4
19	62.5	62.5
20	59.9	61.1
21	59.1	59.6
22	64.3	64.6
23	62.6	62.7
24	64.9	65.1
25	63.1	63.6
26	63.5	63.4

¹ = For the period July 1, 2007 through June 30, 2008

² = For the period April 1, 2008 through June 30, 2008

³ = RMT #5 was shutdown on July 23, 2007

AIRCRAFT OPERATIONS

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

OPERATIONS	SECOND QUARTER 2008	SECOND QUARTER 2007	INCREASE / (DECREASE)	PERCENT CHANGE
Air Carrier	47,200	43,405	3,795	8.7%
Commuter	6,478	6,388	90	1.4%
General Aviation	5,229	6,033	(804)	-13.3%
Military	70	41	29	70.7%
TOTAL	58,977	55,867	3,110	5.6%

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

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

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 Second Quarter of 2008. The data used to compile this report was gathered during 24-hour periods on May 13 - 15, 2008.

Table 1, Quarterly Operations Survey, identifies the loudest 25% of the aircraft arriving at SDIA, as measured at Remote Monitoring Terminal (RMT) #1, which is located approximately one (1.0) mile from the arrival end of Runway 27. During the Second Quarter 2008 Operations Survey, an average of 542 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 68. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), 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 2008 Operations Survey, an average of 542 daily air carrier operations were conducted. Therefore, the loudest 25% of these departures totaled approximately 68. These commercial service jet aircraft are listed by Aircraft Type, Average Single Event Noise Exposure Level (SENEL), Initial Destination, Flight Number, and average departure time in Military Time.

The average Single Event Noise Exposure Level (SENEL) of the loudest 25% of the survey is as follows:

Second Quarter Comparison Single Event Noise Exposure Level (SENEL)

	May 15 - 17, 2007	May 13 - 15, 2008	Change (dB)
Departures	100.6	100.4	-0.2
Arrivals	95.2	94.7	-0.5

Table 3, Air Carrier Operations Mix by Time of Day and Runway Use, represents the 542 daily operations, which reflected an increase of 92 operations from the 450 operations recorded during the Second Quarter of 2007.

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
May 13 through May 15, 2008**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200Q	98.9	Denver, CO	CCI712	715
A310	97.3	Oakland, CA	FDX1860	415
A310	96.7	Fort Worth, TX	FDX3166	1640
B767-200	95.9	Wilmington, OH	ABX814	550
MD-80	95.9	Bakersfield, CA	DOJ965	2115
A300-600	95.8	Memphis, TN	FDX1422	535
MD-80	95.8	Seattle, WA	ASA484	1330
B767-300	95.6	Atlanta, GA	DAL1017	1025
B767-300	95.6	Louisville, KY	UPS922	435
A300-600	95.5	Indianapolis, IN	FDX3713	1715
B767-300	95.3	Kahului, HI	HAL38	2050
B737-400	95.2	Cabo San Lucas, MX	ASA231	1505
B737-300	95.0	Phoenix, AZ	SWA1663	1415
B737-300	94.9	Austin, TX	SWA1408	950
B757-200	94.9	Minneapolis, MN	NWA187	1300
B757-200	94.9	Denver, CO	UAL1227	2200
B737-500	94.8	Phoenix, AZ	SWA1727	900
B767-300	94.8	Kona, HI	UPS2968	1420
MD-80	94.8	Dallas/Fort Worth, TX	AAL831	1915
A300-600	94.7	Memphis, TN	FDX906	1720
B737-300	94.7	Phoenix, AZ	AWE191	1945
MD-80	94.7	Dallas/Fort Worth, TX	AAL1487	2140
MD-80	94.7	Dallas/Fort Worth, TX	AAL395	1330
B737-300	94.6	Oakland, CA	SWA2053	1950
B737-300	94.6	San Francisco, CA	SWA2975	1435
B737-300	94.6	Sacramento, CA	SWA3166	825
B737-300	94.6	San Francisco, CA	UAL955	1715
B757-200	94.6	Dulles, VA	UAL231	1710
MD-80	94.6	Dallas/Fort Worth, TX	AAL1317	1655
B737-300	94.5	Phoenix, AZ	SWA102	1600
B737-300	94.5	Phoenix, AZ	SWA1732	1920
B737-300	94.5	Sacramento, CA	SWA2054	1420
B737-500	94.5	San Francisco, CA	SWA3598	1205
B737-300	94.4	Sacramento, CA	SWA469	1700

TABLE 1

**QUARTERLY OPERATIONS SURVEY – ARRIVALS (RMT #1)
May 13 through May 15, 2008**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>ARRIVING FROM</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-300	94.4	San Francisco, CA	UAL501	1225
B737-300	94.3	San Antonio, TX	SWA188	1635
B737-300	94.3	Las Vegas, NV	SWA2623	1645
MD-80	94.3	Dallas/Fort Worth, TX	AAL1091	1815
B737-300	94.2	Sacramento, CA	SWA1466	1010
B737-300	94.2	Sacramento, CA	SWA1750	2155
B737-300	94.2	Oakland, CA	SWA2507	1330
B757-200	94.2	Boston, MA	AAL225	2010
B757-200	94.2	Atlanta, GA	DAL1013	1240
MD-80	94.2	Chicago, IL	AAL1605	1605
MD-80	94.2	Chicago, IL	AAL2079	1015
A300-600	94.1	Indianapolis, IN	FDX1754	450
B737-300	94.1	Tucson, AZ	SWA2125	750
B737-300	94.1	Oakland, CA	SWA2205	1200
B737-300	94.1	San Francisco, CA	UAL573	955
B757-200	94.1	Dallas/Fort Worth, TX	AAL1429	1515
B757-200	94.1	San Francisco, CA	UAL788	1505
MD-80	94.1	Dallas/Fort Worth, TX	AAL1701	1450
MD-80	94.1	Chicago, IL	AAL779	1240
B757-200	94.0	Dulles, VA	UAL969	2030
B767-300	94.0	New York City, NY	AAL127	1815
MD-80	94.0	Chicago, IL	AAL1339	2030
MD-80	94.0	Dallas/Fort Worth, TX	AAL1675	1200
B737-300	93.9	Sacramento, CA	SWA2906	1940
B737-800	93.9	Seattle, WA	ASA88	2210
B737-800	93.9	Cincinnati, OH	DAL1229	1020
B767-300	93.9	Honolulu, HI	HAL16	2155
B737-300	93.8	San Jose, CA	SWA3398	2130
B737-400	93.8	Portland, OR	ASA230	855
B737-300	93.7	Oakland, CA	SWA2974	2110
B737-300	93.7	Oakland, CA	SWA3077	1035
B737-300	93.7	Austin, TX	SWA987	1530
B757-200	93.7	Minneapolis, MN	NWA185	1905
B737-300	93.6	Houston, TX	COA403	920

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
May 13 through May 15, 2008**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B727-200	109.3	Denver, CO	CCI711	1810
MD-80	106.3	Chicago, IL	AAL1722	645
MD-80	105.8	Chicago, IL	AAL656	1335
MD-80	105.7	Dallas/Fort Worth, TX	AAL1020	740
MD-80	105.2	Dallas/Fort Worth, TX	AAL1134	910
MD-80	105.1	St. Louis, MO	AAL1096	1305
MD-80	104.8	Dallas/Fort Worth, TX	AAL1900	1025
MD-80	104.7	Dallas/Fort Worth, TX	AAL1010	1210
MD-80	104.7	Dallas/Fort Worth, TX	AAL1606	1105
MD-80	104.6	Dallas/Fort Worth, TX	AAL446	635
MD-80	104.5	Chicago, IL	AAL350	1130
MD-80	104.2	Dallas/Fort Worth, TX	AAL1332	1420
MD-80	103.5	Chicago, IL	AAL590	1705
MD-80	103.4	Dallas/Fort Worth, TX	AAL1224	1545
MD-80	101.8	Dallas/Fort Worth, TX	AAL480	1750
MD-80	101.6	Seattle, WA	ASA485	1430
MD-80	100.7	Phoenix, AZ	DOJ965	2210
A321	99.7	Philadelphia, PA	USA1500	1145
B767-300	99.4	Atlanta, GA	DAL776	1200
B767-300	99.2	Honolulu, HI	HAL15	1040
B767-300	99.1	Kahului, HI	HAL37	835
B737-800	98.8	Newark, NJ	COA1827	800
A321	98.7	Philadelphia, PA	USA1508	2220
A300-600	98.5	Memphis, TN	FDX821	700
B737-800	98.5	New York, NY	DAL98	815
B737-800	98.2	Newark, NJ	COA327	2200
B737-800	97.9	Cincinnati, OH	DAL1276	730
B767-300	97.6	New York, NY	AAL160	810
B737-800	97.2	Cincinnati, OH	DAL1272	1140
B757-200	97.2	Boston, MA	AAL226	905
B737-800	97.1	Houston, TX	COA132	700
A300-600	97.0	Memphis, TN	FDX1222	1940
A310	97.0	Fort Worth, TX	FDX3116	640
B737-400	96.8	Seattle, WA	ASA495	845

TABLE 2

**QUARTERLY OPERATIONS SURVEY – DEPARTURES (RMT #7)
May 13 through May 15, 2008**

<u>AIRCRAFT TYPE</u>	<u>DECIBELS (SENEL)</u>	<u>DEPARTING TO</u>	<u>FLIGHT NUMBER</u>	<u>TIME OF DAY</u>
B737-800	96.8	Houston, TX	COA1041	830
B757-200	96.8	Atlanta, GA	DAL1696	2240
B737-400	96.6	Cabo San Lucas, MX	ASA230	1015
B767-300	96.6	Louisville, KY	UPS921	1930
B757-200	96.4	Atlanta, GA	DAL1628	800
B757-200	96.3	Atlanta, GA	DAL12	915
A320	96.2	Minneapolis, MN	NWA182	650
B737-800	96.2	Newark, NJ	COA427	1645
A320	96.1	Detroit, MI	NWA276	845
B737-400	96.1	Portland, OR	ASA231	1700
B767-300	96.1	Louisville, KY	UPS2921	640
A320	96.0	New York, NY	JBU188	820
B737-300	96.0	Houston, TX	COA1606	1010
B757-200	96.0	Dulles, VA	UAL970	820
B767-200	96.0	Wilmington, OH	ABX414	1910
A320	95.9	Detroit, MI	NWA278	1300
B757-200	95.9	Atlanta, GA	DAL1660	650
A321	95.8	Phoenix, AZ	USA1514	1935
B737-700	95.8	Atlanta, GA	TRS618	2235
B737-800	95.8	Houston, TX	COA1588	1245
A320	95.7	Charlotte, NC	AWE306	2250
A320	95.6	New York, NY	JBU186	2105
A320	95.6	Boston, MA	JBU412	2140
A320	95.4	Dulles, VA	UAL238	2230
B737-800	95.4	Seattle, WA	ASA487	1645
B737-800	95.4	Seattle, WA	ASA493	645
B737-800	95.3	Houston, TX	COA335	1450
A300-600	95.2	Indianapolis, IN	FDX1654	1925
A300-600	95.2	Indianapolis, IN	FDX3613	655
A319	95.2	Chicago, IL	UAL654	830
A320	95.1	Chicago, IL	UAL1236	635
B737-400	95.1	Seattle, WA	ASA483	1240
B737-700	95.1	Chicago, IL	SWA2902	715
A319	95.0	Philadelphia, PA	AWE161	710

TABLE 3

AIR CARRIER OPERATIONS MIX BY TIME OF DAY & RUNWAY USE

Survey of three days during the Second Quarter of 2008
 These numbers are the averages for operations for May 13 to May 15, 2008

AIRCRAFT TYPE	RUNWAY 27						RUNWAY 09						TOTAL	
	ARRIVALS			DEPARTURES			ARRIVALS			DEPARTURES				
	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659	0700 -- 1859	1900 -- 2159	2200 -- 0659		
A300	2		2	1	2	1								8
A310	1				1	1			1					4
A320+	30	12	7	33	6	10								98
B712	1	1		2										4
B72Q	1			1										2
B73Q														
B733+	104	27	13	113	20	11								288
B747+														
B757+	7	4	2	11	1	1								26
B767+	3	1	3	4	2	1								14
B777+														
DC10														
DC87														
DC8Q														
DC9Q														
L1011														
MD80+	11	4	1	13		3								32
MD90	1			1										2
RJ+	25	5	2	27	3	2								64
TOTAL	186	54	30	206	35	30			1					542

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

AIRCRAFT NOISE COMPLAINTS

During the Second Quarter of 2008 Airport Noise Mitigation received a total of 93 complaint calls from 65 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 2008

DIRECTION FROM AIRPORT		April	May	June	TOTAL
NORTH	North Park			1	1
	Pacific Beach	1		5	6
	County of S.D.			1	1
	Downtown	1	1	1	3
EAST	Golden Hill		1	4	5
	Middletown		4		4
	Mountain View	3			3
	Uptown		2		2
	Famosa		1	3	4
	Loma Portal	8	7	3	18
WEST	Mission Beach	1			1
	Ocean Beach	7	4	4	15
	Point Loma	17	8	5	30
TOTAL COMPLAINTS		38	28	27	93

The 93 complaint calls recorded during the Second Quarter 2008 reflect an increase of 17 calls from the 76 received during the Second Quarter of 2007.

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

ENFORCEMENT ACTIONS

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

The following is a summary of Second Quarter 2008 Final Enforcement Actions.

Second QUARTER 2008 --- FINAL ACTIONS				
Date	Local Time	Flight Information Carrier or Tail #	Aircraft Type & Stage	Disposition
4/01/2008	2234L	Sentient Jet Management (N166PC)	LJ25 ; Stage 2	\$2,000
4/18/2008	0245L	Elan Express (N17773)	B72Q ; Stage 3	\$2,000
4/18/2008	0259L	Swift Air 737	B734 ; Stage 3	\$2,000
4/23/2008	2351L	Seagrave Aviation (N919CT)	GLF4 ; Stage 3	\$2,000
5/02/2008	0223L	Dean E. Ferguson (N26A)	EXPH ; Stage 3	\$2,000
5/03/2008	0123L	jetBlue Airways 316	A320 ; Stage 3	No Penalty
5/22/2008	2331L	US Airways 1508	A320 ; Stage 3	No Penalty

Appendix C6 contains the Curfew Violation Summary from 1989 to present.

RESIDENTIAL SOUND ATTENUATION PROGRAM

Per the requirements of San Diego International Airport's 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 five (5) eligibility boundaries. The five boundaries are the Pilot/Phase 1A Boundary, the Phase 1B Boundary, the Phase 1C Boundary, and the Supplemental Expansion Boundary 1 and 2.

Within each boundary there have been subsets, called phases. The table below details the program status, by phase, as of the end of this calendar quarter. The Phases/groups of homes for the Supplemental Boundary Expansion are being called Phase 2, 3, and 4.

Program Phase	Dwellings	Percent Complete
Pilot/Phase 1A	93	100%
Phase 1B	151	100%
Phase 1C	334	100%
Phase 2	143	100%
Phase 3, Group 1	59	100%
Phase 3, Group 2	31	80% complete
Phase 3, Group 3	31	70% complete
Phase 3, Group 4	37	80% complete
Phase 3, Group 5	18	50% complete
Phase 3, Group 6	43	50% complete
Phase 3, Group 7	32	40% complete
Phase 4, Group 1	39	30% complete
Phase 4, Group 2	51	20% complete
Phase 4, Group 3	35	20% complete
Phase 4, Group 4	43	20% complete
Phase 4, Group 5	43	10% complete
Phase 4, Group 6	38	10% complete
Phase 4, Group 7	50	Just started
Phase 4, Group 8	26	Just started
Phase 4, Group 9	51	Just started

AIRPORT NOISE ADVISORY COMMITTEE

For Airport Noise Advisory Committee (ANAC) information, please refer to Appendix E, which contains a copy of the May 15, 2008 meeting minutes, which includes the current roster of members.

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

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

Noise Impact Area = 0.94 sq. miles; Federal Military Noise Impact Area = 0.15 sq. miles

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

10,874 **

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

24,505 **

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

B727-200Q (Stage 3): 126

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

58,977

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

47,200

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:

6,478

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

5,229

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

70

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 2008 _____ B3

CNEL Log for May 2008 _____ B4

CNEL Log for June 2008 _____ B5

APPENDIX B1

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

RMT #	Location	^c L Distance (Ft.)*	Offset (Ft.)
1	Park & Recreation Bldg. – Balboa Park	-5,751	-155
2	1328 ½ Dale Street	-13,972	42
3	1698 ½ Eighth Avenue	-5,840	-1,025
4	200 ½ E. Juniper Street	-3,660	810
5	599 W. Fir Street ¹	-2,892	-1,519
6	Marine Corps Recruit Depot	8,820	1,470
7	Liberty Station, Historic Decatur Road	11,820	0
9	1134 ½ Redwood Street	-82	2,548
10	3225 ½ Michaelmas Terrace	12,004	3,488
11	3413 ½ Browning Street	14,957	-219
12	3232 ½ Duke Street	15,408	4,435
13	4669 ½ Larkspur Street	21,107	1,546
14	4799 ½ Cape May Avenue	22,400	46
15	809 ½ Dover Court	26,034	6,328
16	3385 ½ "B" Street	-17,134	369
17	2651 ½ "A" Street	-12,356	-807
18	418 W. Nutmeg Street	-1,911	-1,880
19	1290 ½ West Thorn Street	861	3,406
20	1944 ½ Plum Street	15,822	-3,043
21	1615 ½ Froude Street	22,411	-3,414
22	5029 ½ Lotus Street	23,555	1,869
23	2600 Mission Boulevard	25,287	3,961
24	Barnes Tennis Center Parking Lot	20,071	2,660
25	1873 Santa Barbara Avenue	20,534	-2,122
26	750 Gateway Center Way	-19,948	-89

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

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

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

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

APPENDIX B2

REMOTE NOISE MONITORING TERMINAL (RMTs) THRESHOLDS In effect from April 1 through June 30, 2008

RMT #	SENEL Day Threshold (dB)	Duration (sec)	SENEL Evening Threshold (dB)	Duration (sec)	SENEL Night Threshold (dB)	Duration (sec)
1	73*	9	73	9	72*	10
2	63	10	60	12	58	14
3	74*	9	73	10	72*	10
4	64*	10	63	12	60*	12
5	80	10	65	8	62	12
6	68*	8	67	9	65*	10
7	65	12	63	12	62	15
9	68*	8	67	9	65*	10
10	65*	8	62	12	60*	13
11	65*	12	63	13	60*	15
12	64*	10	62	12	60*	14
13	65*	8	62	12	60*	13
14	65*	10	62	12	60*	13
15	64	8	61	11	60	12
16	67*	8	66	9	65*	10
17	64	9	62	12	58	15
18	65	8	65	8	62	12
19	64*	8	64	8	63*	8
20	62	11	62	11	60	13
21	60	10	58	12	55	18
22	65	8	63	10	60	12
23	65*	8	63	10	60*	12
24	65*	8	65	8	63*	10
25	60*	10	62	10	60*	12
26	65*	10	64	12	62*	14

KEY:

- dB** = decibels
- SENEL** = Single Event Noise Exposure Level – measures cumulative noise over the course of an aircraft noise event.
- Day** = From 7:00 a.m. to 6:59 p.m. (* = change occurs at 0500L)
- Evening** = From 7:00 p.m. to 9:59 p.m.
- Night** = From 10:00 p.m. to 6:59 a.m. (* = change occurs at 0500L)

Note: RMT #1, #3, & #5 high threshold level is due to high freeway and/or construction noise.

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

APPENDIX B3**SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****Daily CNEL Log
April 2008**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 5	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	71.7	67.8	68.1	66.3	*	71.0	76.4	69.7	66.0	73.8	64.8	68.9
2	71.1	67.1	67.5	66.8	*	70.4	75.3	67.0	65.6	72.7	63.9	67.2
3	71.9	68.0	67.7	66.6	*	70.3	74.8	65.8	64.4	72.3	62.2	66.7
4	71.6	68.3	67.9	66.3	*	67.4	71.3	64.3	61.4	67.6	57.9	62.0
5	70.5	66.8	64.7	65.5	*	68.5	74.6	66.7	62.3	71.9	61.4	66.1
6	70.6	67.1	65.5	65.9	*	69.7	75.3	67.7	63.7	72.4	62.8	67.5
7	71.1	67.2	66.4	68.3	*	70.0	75.3	68.0	*	72.6	63.3	67.3
8	71.0	67.5	65.9	66.3	*	70.2	74.5	67.1	*	72.0	63.9	66.9
9	71.3	67.2	66.6	66.4	*	70.0	73.0	66.9	*	70.3	63.5	66.2
10	71.6	67.1	68.0	66.6	*	70.0	74.0	65.9	65.2	71.3	62.5	66.2
11	71.2	66.2	67.9	66.5	*	68.9	73.3	66.0	63.6	70.4	60.9	65.0
12	65.2	62.1	62.6	62.4	*	67.2	72.1	65.8	59.7	69.4	57.5	62.3
13	64.7	63.6	61.3	63.3	*	66.6	72.4	63.6	59.4	69.5	57.2	62.7
14	69.6	66.3	65.0	69.1	*	69.6	74.3	67.3	63.9	71.5	61.8	65.7
15	70.9	67.1	65.7	66.9	*	70.0	75.2	68.2	64.8	72.6	63.5	66.9
16	71.0	66.8	66.6	66.4	*	69.6	75.2	66.9	64.1	72.7	62.3	66.6
17	70.4	65.8	67.1	65.4	*	69.3	*	65.4	63.4	71.7	61.5	65.3
18	70.9	67.1	67.1	66.5	*	70.4	*	68.6	64.7	72.3	62.9	68.5
19	70.3	66.3	65.1	65.4	*	69.3	*	66.6	64.1	72.2	62.2	66.5
20	70.9	66.9	65.9	66.2	*	68.9	*	67.1	63.9	72.8	61.9	66.8
21	70.5	66.4	66.4	66.8	*	69.8	*	66.3	65.0	72.6	63.0	67.3
22	71.3	67.1	66.6	66.3	*	69.7	*	66.2	64.6	72.5	62.8	66.8
23	71.6	67.7	67.0	68.3	*	70.4	*	67.8	63.6	71.7	63.2	66.3
24	71.8	67.3	68.8	70.7	*	70.2	*	66.1	64.7	72.8	62.3	67.0
25	70.7	65.9	67.9	66.8	*	69.4	73.4	69.3	62.7	71.7	61.1	65.3
26	67.3	63.6	64.5	63.3	*	67.5	72.6	66.6	60.4	69.5	58.3	63.2
27	62.3	62.2	60.3	62.5	*	66.8	72.9	64.2	58.6	69.9	56.3	63.3
28	67.8	64.2	62.3	65.3	*	68.0	73.7	66.3	*	70.1	58.6	63.0
29	71.0	67.0	65.5	67.6	*	69.9	75.5	66.7	*	72.8	62.4	66.2
30	71.1	67.4	65.1	68.7	*	70.5	75.3	68.5	*	72.9	64.3	67.4
Month	70.5	66.6	66.3	66.7	*	69.5	74.3	67.0	63.7	71.8	62.1	66.2

* = Not in service

APPENDIX B3

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
April 2008**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	68.4	61.7	65.7	66.3	64.0	64.7	63.2	61.7	67.4	64.5	67.6	65.4	64.3
2	67.8	60.8	64.9	65.6	57.2	61.1	62.9	61.4	65.6	63.1	66.2	64.9	63.8
3	67.4	60.0	65.2	66.1	58.9	59.7	62.7	61.1	65.4	62.6	65.3	64.8	64.1
4	61.1	56.6	65.0	65.8	57.4	58.6	56.6	52.9	59.8	58.5	61.4	57.5	63.1
5	67.1	60.1	64.6	64.6	57.2	62.8	61.1	59.8	64.5	62.8	64.8	63.9	63.0
6	67.7	61.3	65.0	65.3	59.8	63.4	62.1	60.7	65.9	64.0	66.1	64.6	63.2
7	67.8	61.7	65.4	65.7	60.5	63.6	62.1	61.0	66.0	64.0	66.3	64.6	64.0
8	68.3	61.8	65.5	65.3	63.1	63.8	61.5	60.6	65.2	64.6	66.0	64.2	64.6
9	65.5	61.0	65.4	65.5	60.5	62.3	60.9	59.9	64.7	63.3	65.7	63.3	63.8
10	66.0	60.0	65.1	65.6	58.1	62.1	60.9	59.2	64.9	62.4	65.1	63.0	64.2
11	65.0	58.9	64.4	65.4	62.3	61.3	61.1	58.7	63.4	61.7	64.0	62.6	62.5
12	63.7	55.5	60.0	61.0	61.6	62.7	57.1	55.5	60.9	59.6	61.0	59.7	59.7
13	64.0	57.0	60.7	62.5	57.2	57.0	57.0	55.7	61.1	59.6	61.1	59.7	58.3
14	65.7	59.2	64.0	64.3	61.8	63.4	60.0	59.8	64.0	62.0	64.5	62.5	62.3
15	67.7	61.0	65.6	65.0	59.4	63.5	61.3	59.9	65.5	63.6	66.1	63.7	63.8
16	67.7	60.5	64.3	65.5	60.1	62.7	61.4	60.5	65.2	*	65.4	64.2	63.3
17	66.3	58.1	63.7	64.8	61.4	57.3	60.9	59.0	64.1	60.8	64.0	63.2	62.3
18	66.6	60.9	64.9	65.1	64.9	63.7	61.0	59.3	66.4	64.7	67.7	63.3	63.1
19	67.5	60.8	64.3	64.2	58.7	62.6	61.0	60.1	65.0	63.1	65.2	63.9	64.3
20	67.5	61.0	64.7	65.5	60.0	62.0	61.2	60.3	66.9	63.8	65.5	64.1	63.1
21	67.3	60.8	64.2	64.8	56.8	60.4	62.0	60.9	65.7	63.6	66.1	64.7	63.2
22	67.5	60.5	65.2	65.4	60.3	61.2	62.2	60.3	65.2	63.0	65.8	64.3	63.6
23	67.3	60.2	65.3	65.9	60.7	63.2	61.8	60.7	64.8	62.4	65.2	64.6	64.3
24	68.0	60.0	65.2	66.1	58.5	58.9	62.4	61.5	65.8	62.8	65.3	65.7	64.2
25	66.3	58.6	63.8	64.9	63.2	62.0	61.3	59.6	63.5	60.8	64.1	*	62.4
26	64.1	55.8	61.4	62.9	61.8	61.0	58.6	57.4	61.7	59.6	61.7	*	60.5
27	63.9	54.2	59.0	61.6	61.1	62.1	56.9	55.4	61.1	58.9	61.0	*	56.7
28	63.4	56.7	61.8	62.7	61.7	61.6	57.6	56.8	61.0	59.4	62.0	*	59.7
29	67.0	60.2	65.1	65.0	58.4	62.5	60.5	59.4	64.0	63.0	65.0	62.5	64.1
30	68.1	61.1	65.7	65.1	62.5	64.7	61.4	60.3	65.5	64.4	66.2	64.3	64.3
Month	66.7	59.9	64.4	64.9	60.8	62.2	61.0	59.7	64.7	62.7	65.1	63.7	63.1

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
May 2008**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 5	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	71.1	66.9	67.0	68.1	*	70.2	75.5	67.3	*	72.9	62.3	67.0
2	71.7	67.5	67.6	67.6	*	69.9	74.9	69.4	64.7	72.3	62.2	66.3
3	70.1	66.0	64.6	65.3	*	68.2	73.9	68.1	62.3	71.1	60.2	65.4
4	70.4	67.0	64.6	65.9	*	69.6	75.1	67.0	64.2	72.7	62.3	66.6
5	70.8	66.8	66.8	66.4	*	70.5	74.4	67.4	65.8	72.2	64.0	67.1
6	71.0	67.4	65.9	66.1	*	70.6	74.6	67.0	65.3	72.2	63.4	66.5
7	71.2	67.3	67.0	66.3	*	70.7	75.5	68.4	64.3	73.0	63.1	67.4
8	71.9	68.1	68.2	66.3	*	70.8	75.1	68.1	65.4	72.5	63.5	67.1
9	71.4	67.4	66.6	66.9	*	70.2	75.2	67.5	65.1	72.7	63.2	66.9
10	70.1	66.1	65.3	65.6	*	69.1	74.3	65.9	63.5	71.7	61.7	65.9
11	69.6	66.7	64.0	65.4	*	70.0	74.6	66.5	64.5	72.1	62.2	66.2
12	70.4	66.7	64.4	65.5	*	70.3	75.1	68.3	65.3	72.9	65.9	67.2
13	70.7	66.8	65.8	65.9	*	70.2	75.0	69.6	64.6	72.6	62.2	66.7
14	70.6	66.4	65.7	65.9	*	70.0	74.4	67.6	62.5	71.7	62.0	65.9
15	71.3	67.1	66.4	66.5	*	70.0	75.6	69.1	64.7	72.4	61.5	66.2
16	70.8	66.2	66.9	66.1	*	69.4	74.9	66.0	63.5	72.6	61.4	66.0
17	68.8	64.8	63.6	64.1	*	68.0	74.5	65.6	61.0	71.4	58.6	64.1
18	68.9	65.6	63.3	65.3	*	68.9	74.6	66.1	62.5	71.6	60.4	64.7
19	69.6	65.6	64.4	65.3	*	69.5	74.7	67.4	63.5	72.7	61.8	66.4
20	70.9	67.7	65.9	66.5	*	69.9	75.6	67.2	64.3	72.9	64.5	64.9
21	71.0	67.4	65.0	68.0	*	70.3	75.4	67.6	65.0	72.5	63.2	67.3
22	71.6	67.9	65.7	67.1	*	70.7	76.1	68.8	65.3	73.3	64.2	68.0
23	72.1	68.1	62.9	69.5	*	71.7	76.0	69.9	66.4	73.2	65.1	67.6
24	70.0	66.0	69.0	64.7	*	68.9	74.8	66.9	63.3	72.1	62.3	66.7
25	69.0	65.5	65.2	64.4	*	68.8	73.8	65.8	63.3	71.1	61.4	65.7
26	70.4	67.1	65.9	65.5	*	69.6	74.1	66.4	63.2	71.7	62.4	66.2
27	70.9	67.3	60.5	66.5	*	70.7	75.2	68.1	69.8	72.8	63.2	*
28	71.9	67.7	69.0	66.6	*	70.5	74.9	69.1	63.8	72.1	62.8	*
29	71.4	67.5	67.9	66.3	*	70.6	75.0	66.7	62.7	72.4	62.4	*
30	71.5	67.2	67.9	70.9	*	69.9	75.2	67.5	62.9	72.5	62.2	*
31	70.5	66.2	66.6	65.5	*	69.5	73.6	66.1	62.4	70.8	61.7	*
Month	70.8	66.9	66.2	66.6	*	70.0	74.9	67.7	64.5	72.3	62.7	66.3

* = Not in service

APPENDIX B4

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
May 2008**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	67.8	60.3	64.8	65.5	59.6	62.7	62.0	61.2	65.5	63.3	65.4	65.1	64.3
2	67.0	60.5	65.1	65.7	62.1	63.4	61.3	59.4	64.5	62.7	64.9	63.3	63.9
3	65.8	57.5	64.1	63.7	62.8	64.3	59.8	58.7	63.4	61.2	62.5	62.5	62.3
4	67.2	60.3	64.9	64.8	60.1	63.4	61.2	59.9	64.9	63.1	65.4	64.1	63.4
5	67.6	61.8	64.5	65.4	62.3	62.9	62.0	61.8	65.8	63.9	66.1	64.2	64.0
6	67.1	60.7	65.5	65.4	63.0	63.3	61.6	60.0	64.7	62.6	65.9	64.1	64.1
7	67.9	60.5	65.2	65.3	59.4	63.7	62.2	61.4	65.7	63.5	66.1	65.3	64.4
8	68.0	61.1	65.3	66.0	61.6	62.5	62.3	61.4	65.6	63.3	65.8	65.6	64.1
9	67.7	60.4	65.9	65.2	61.5	63.4	61.9	60.8	65.2	62.8	65.7	64.6	64.7
10	66.9	58.6	63.8	64.3	57.1	61.2	61.1	60.1	64.4	62.1	64.3	64.3	62.9
11	67.1	60.4	65.0	64.4	60.3	62.5	61.8	60.5	64.6	63.0	65.3	64.3	63.3
12	67.7	61.3	64.8	64.5	60.6	63.9	62.1	60.6	65.7	63.6	66.3	64.5	63.5
13	67.4	59.6	64.7	64.9	62.1	66.4	62.1	61.2	65.3	63.3	65.6	65.0	63.7
14	66.7	58.7	64.2	64.7	61.1	63.0	61.1	59.6	64.9	62.2	64.9	63.7	63.0
15	66.9	60.1	64.8	65.0	60.8	65.2	61.2	60.1	64.6	62.1	65.2	64.4	63.4
16	66.9	58.8	63.8	65.0	58.8	59.9	64.0	59.8	64.3	64.2	64.9	63.2	62.8
17	65.5	56.5	62.4	63.1	57.7	61.2	59.0	57.8	62.4	61.5	62.1	62.0	61.0
18	65.8	59.3	63.1	64.7	57.4	61.4	60.6	57.9	63.0	61.8	63.5	62.2	62.2
19	66.1	60.8	63.5	64.2	58.6	63.0	61.2	60.6	65.5	64.4	66.0	64.0	62.5
20	65.4	56.9	65.7	65.0	60.1	63.0	60.5	56.5	62.3	59.8	64.3	61.8	63.9
21	67.5	62.0	65.6	65.1	60.8	63.6	61.0	60.2	65.8	65.0	66.5	64.2	64.2
22	67.3	63.8	66.2	65.7	62.7	64.7	61.6	60.2	66.4	66.3	67.6	64.0	64.9
23	67.2	63.3	66.5	65.9	63.6	66.1	61.6	60.1	65.9	65.2	67.1	63.6	65.1
24	65.8	62.2	64.0	64.3	58.6	63.1	60.6	59.1	64.7	64.2	66.5	63.4	63.0
25	66.6	60.5	63.2	64.0	56.2	60.7	60.4	60.0	64.5	61.9	64.4	63.6	62.0
26	67.0	60.7	64.5	65.3	60.8	61.5	61.5	60.6	64.9	64.1	65.0	64.4	63.3
27	52.0	61.2	64.6	65.7	62.9	62.5	62.5	63.7	65.6	63.7	66.1	65.4	64.0
28	*	60.8	64.9	65.8	58.8	63.3	61.7	60.9	65.3	62.7	65.4	65.0	64.0
29	*	60.4	64.9	65.8	59.1	61.2	62.1	61.7	65.5	62.5	65.6	65.5	63.8
30	*	60.4	64.8	65.7	56.9	61.6	61.1	59.5	64.3	62.8	65.1	63.7	63.7
31	*	60.1	63.5	64.6	57.6	60.8	60.6	59.7	63.9	61.9	64.3	63.6	63.4
Month	66.8	60.6	64.7	65.0	60.6	63.2	61.5	60.4	64.9	63.3	65.4	64.1	63.6

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
June 2008**

Date	RMT 1	RMT 2	RMT 3	RMT 4	RMT 5	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13
1	70.7	66.8	66.7	66.1	*	70.3	74.4	67.0	*	71.8	62.2	*
2	70.7	67.1	66.5	65.9	*	70.4	74.8	67.6	*	72.0	63.1	*
3	71.0	67.6	65.6	66.4	*	70.5	75.9	68.2	*	73.2	62.9	*
4	72.2	67.9	67.4	67.9	*	70.3	76.2	67.7	*	73.6	63.0	67.4
5	71.0	67.1	67.8	0.0	*	70.6	75.8	68.6	*	73.1	63.1	67.4
6	70.9	67.4	66.5	67.3	*	69.7	75.6	68.3	*	72.8	62.3	66.8
7	70.5	66.8	64.6	65.6	*	69.4	75.6	67.1	*	72.8	61.6	65.9
8	71.0	67.5	65.2	66.3	*	69.7	75.5	67.0	*	72.6	61.6	66.1
9	71.1	68.0	66.1	66.5	*	69.9	75.3	66.3	*	72.2	60.0	64.7
10	71.2	67.7	66.2	67.5	*	69.8	75.8	67.0	64.5	72.1	60.6	63.8
11	71.5	67.6	67.2	66.8	*	70.6	75.2	67.5	65.4	72.6	63.5	67.3
12	71.8	68.1	67.3	67.0	*	71.0	76.2	68.1	65.6	73.5	63.9	67.4
13	72.4	67.7	68.7	67.4	*	70.0	74.8	66.2	64.2	71.7	62.1	66.4
14	70.6	66.6	67.2	65.6	*	69.4	75.0	65.2	62.3	71.3	59.7	64.5
15	70.4	67.1	66.2	66.8	*	69.0	74.4	66.4	62.0	70.8	58.8	63.4
16	70.2	66.6	66.0	67.1	*	69.7	76.1	67.9	65.0	73.0	61.9	66.8
17	72.1	67.2	67.7	67.9	*	70.0	75.3	67.7	63.5	72.4	60.6	65.3
18	70.7	67.5	66.7	66.5	*	69.4	75.1	67.8	63.4	71.9	60.8	65.0
19	70.8	66.9	66.8	66.4	*	69.9	75.3	67.5	64.2	72.0	61.7	65.4
20	70.9	66.5	63.0	66.7	*	69.8	76.9	68.5	63.1	72.7	60.4	64.8
21	69.4	65.3	65.5	64.9	*	68.7	75.4	67.2	61.9	72.3	59.3	64.5
22	70.3	66.6	65.4	66.1	*	69.0	75.6	67.0	62.5	72.5	59.7	65.1
23	70.3	66.4	65.3	62.7	*	69.3	75.4	67.4	63.1	72.3	61.7	66.3
24	70.9	67.5	66.1	67.2	*	70.2	75.6	67.3	*	72.9	62.8	67.0
25	71.0	67.3	66.6	66.7	*	70.4	75.4	67.9	*	72.6	62.4	66.5
26	71.3	67.6	65.9	67.0	*	70.2	75.3	67.1	*	72.6	62.9	67.0
27	71.8	68.0	68.3	67.4	*	70.0	75.2	67.8	*	73.2	63.0	66.9
28	70.3	66.1	66.5	65.4	*	68.9	74.7	66.5	*	71.4	60.7	64.6
29	71.3	67.3	66.5	66.5	*	69.3	75.4	64.8	*	72.6	60.6	64.7
30	70.7	66.5	66.1	66.0	*	69.8	75.0	65.8	*	72.3	61.5	65.7
Month	71.0	67.2	66.5	66.6	*	69.9	75.4	67.3	63.5	72.5	61.8	65.9

* = Not in service

APPENDIX B5

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD

**Daily CNEL Log
June 2008**

Date	RMT 14	RMT 15	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	*	60.3	64.5	65.2	58.6	60.4	61.4	60.1	64.7	62.6	65.3	64.4	63.3
2	*	60.8	64.7	64.9	59.2	62.8	60.7	59.2	64.3	63.1	65.2	63.6	63.2
3	*	60.9	65.6	65.3	60.0	64.4	61.3	59.6	65.1	63.5	65.9	64.3	64.3
4	*	59.8	65.9	65.7	63.4	64.1	61.0	59.6	65.4	62.9	65.5	64.0	64.6
5	66.9	61.1	65.1	65.5	59.5	62.7	62.2	61.3	66.0	63.8	66.1	65.4	63.6
6	67.4	61.0	65.4	65.3	59.2	63.6	61.1	60.8	64.9	63.2	65.9	64.2	63.5
7	62.3	58.5	64.6	64.2	59.4	62.7	60.1	58.3	63.7	62.1	64.4	62.6	63.1
8	66.5	59.5	64.8	65.2	57.7	61.8	60.9	58.5	64.2	62.0	64.7	63.4	63.0
9	65.3	57.9	64.7	65.6	58.2	60.7	59.4	56.5	63.1	60.8	63.8	61.6	62.7
10	64.0	57.7	65.3	65.2	60.6	63.4	57.3	55.0	61.7	59.0	62.1	60.3	62.9
11	65.7	60.5	66.0	65.7	60.2	63.8	61.3	58.8	65.2	63.0	66.1	63.3	64.8
12	67.3	61.8	65.7	66.3	59.7	63.2	61.8	60.0	65.8	64.2	66.6	64.2	64.7
13	64.6	60.7	64.9	66.0	58.5	59.0	60.5	58.7	64.4	63.0	65.4	62.9	64.2
14	65.2	56.7	63.6	64.8	58.7	57.7	59.5	57.0	62.5	60.0	64.8	61.7	63.1
15	63.7	55.3	64.5	65.4	59.7	60.0	58.0	57.4	61.3	58.7	62.8	60.4	62.1
16	66.4	59.2	64.5	64.9	58.2	61.1	61.0	60.1	64.7	62.8	65.5	63.6	63.0
17	66.2	57.9	64.9	65.6	59.7	60.9	61.8	57.9	63.2	61.5	64.2	62.2	63.5
18	65.3	56.8	64.9	65.9	60.6	62.4	59.2	57.3	63.0	60.0	63.6	61.5	64.0
19	66.2	58.1	64.7	65.2	61.6	63.4	59.6	58.2	63.7	62.0	64.3	62.1	64.2
20	63.7	58.2	64.5	65.1	63.5	64.0	62.3	58.7	63.2	60.6	62.9	62.6	62.8
21	63.7	56.8	63.2	63.7	60.3	62.6	59.5	57.9	63.0	60.8	62.5	62.5	62.8
22	65.7	58.1	63.9	65.3	58.8	61.9	58.8	57.3	63.2	60.9	63.5	62.0	61.6
23	66.0	60.5	64.0	64.8	61.1	61.7	60.0	58.4	64.9	64.0	65.3	62.7	62.7
24	67.0	61.5	65.2	65.4	59.7	63.4	63.7	59.0	65.4	63.5	66.1	63.5	63.7
25	66.6	60.3	65.4	65.0	59.8	64.1	64.9	59.0	64.6	62.8	65.5	63.3	64.0
26	65.9	60.5	65.6	65.5	58.0	63.3	61.0	59.2	65.2	63.1	65.7	63.7	64.1
27	66.8	60.5	65.8	66.0	59.1	62.5	61.2	59.1	65.1	63.4	66.2	63.6	64.5
28	65.1	57.1	63.4	64.5	58.4	60.5	59.9	57.1	62.6	60.6	63.4	62.0	63.2
29	64.0	58.3	64.9	65.9	58.1	57.0	60.4	59.0	62.7	60.9	63.6	62.7	63.0
30	65.7	57.5	64.1	65.0	55.2	58.5	61.6	59.5	63.8	60.7	64.4	63.7	63.7
Month	65.7	59.4	64.9	65.3	59.8	62.3	61.0	58.8	64.2	62.2	64.9	63.1	63.5

* = Not in service

AIRCRAFT OPERATIONS

Commercial Jet Operations Mix, January-June 2008	C1
Commercial Jet Operations Mix, Second Quarter 2008	C2
Commercial Jet Operations Mix, April 2008 Air Traffic Report Summary, April 2008	C3
Commercial Jet Operations Mix, May 2008 Air Traffic Report Summary, May 2008	C4
Commercial Jet Operations Mix, June 2008 Air Traffic Report Summary, June 2008	C5
Curfew Violation Summary, 1989 --- Present	C6

APPENDIX C2

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

Aircraft Type	Aeromexico	Air Canada	Air Tran	Alaska	Allegiant	American	American Eagle	Continental	Delta Air Lines	ExpressJet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
9/19/2008																														
A300																									233			1	233	466
A310																									107			1	108	216
A318										101																			101	202
A319										439																		1	1470	2940
A320		44																		497	182	239						2462	4924	
A321													581							654	683	200						311	622	
B712																												173	346	
B71Q																											2	2	4	
B72Q																											10	61	122	
B73Q																											1	1	2	
B733								50												316	183						1	3593	7186	
B734				518																							14	532	1064	
B735								2																				726	1452	
B737	93		264	184				13												194							3	6492	12984	
B738				199				819	419										4								3	1522	3044	
B739				119				42											82									161	322	
B747+																												0	0	0
B752						167			494											478	1						3	1335	2670	
B753																												0	0	0
B762						1																						66	132	
B763						84			53			182																426	852	
B764																												0	0	0
B772																												0	0	0
CRJ2																												115	230	
CRJ7																												89	178	
CRJ9			26																									99	198	
DC10																												26	52	
DC87																												1	2	2
DC8Q																												0	0	0
DC9Q																												1	2	2
ERJ+										1496																		2541	5082	
L1011		90																										0	0	0
MD11																												1	2	2
MD80+			78	14	1232																							1361	2722	
MD90								119																				119	238	
TOTALS	93	134	264	1124	14	1484	955	926	1085	1496	540	182	581	48	173	604	229	9504	86	2139	1360	439	65	52	366	103	82	24128	48256	
B190																												13	26	
BE98																												52	104	
C208																												267	534	
E120																												1383	2766	
PA31																												0	0	
SF34							987																					987	1974	
TOTALS	93	134	264	1124	14	1484	1942	926	1085	1496	540	182	581	48	173	604	1612	9504	86	2139	1360	439	65	52	633	168	82	2702	5404	

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, 2 RRR C130, 1 KIWI C130, 1 PAT DHC7

APPENDIX C3

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

Aircraft Type	Aeromexico	Air Canada	AirTran	Alaska	American	American Eagle	Continental	Delta Air Lines	ExpressJet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																											81	162	
A310												40												1			41	82	
A318										98																	98	196	
A319										87																	369	738	
A320		25										152			1				173	44	38						810	1620	
A321															108				218	224	108						82	164	
B712														56													56	112	
B71Q																										1	2		
B72Q																										3	21	42	
B73Q																										0	0		
B733																	1005		115	82						1	1203	2406	
B734				164																						6	170	340	
B735					2														51								225	450	
B737	30		61	48	1												172									2	2098	4196	
B738				59	257			138										29								3	486	972	
B739				52	28																						80	160	
B747+																											0	0	
B752					54			153											158	1						1	436	872	
B753																											0	0	
B762																						22					22	44	
B763								20																			142	284	
B764					26																						0	0	
B772																											0	0	
CRJ2																38											38	76	
CRJ7																19											45	90	
CRJ9				26												15											31	62	
DC10																											7	14	
DC87																											0	0	
DC8Q																											0	0	
DC9Q																											0	0	
ERJ+									499																		804	1608	
L1011		30																									0	0	
MD11																											1	2	
MD80+				31	387																						12	430	860
MD90								34																			34	68	
TOTALS	30	55	61	380	467	275	288	345	499	185	60	152	16	56	178	72	3133	29	715	433	146	22	18	129	36	31	7311	15622	
B190																											4	8	
BE99																											18	36	
C208																											90	180	
E120																447											447	894	
PA31																											0	0	
SF34						360																					360	720	
TOTALS	30	55	61	380	467	635	288	345	499	185	60	152	16	56	178	72	3133	29	715	433	146	22	18	219	58	31	919	1838	

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

Other / Non-Transport Category = 1 RRR C130

SAN DIEGO INTERNATIONAL AIRPORT

Airport Operations

2008 - APRIL AIR TRAFFIC REPORT SUMMARY

PAX = Passengers TTL = Total	MONTHLY STATISTICS				CALENDAR YEAR TO DATE			
	April 2008	April 2007	Increase/ (Decrease)	% Change	April 2008	April 2007	Increase/ (Decrease)	% Change
PAX - DOMESTIC								
DEPLANED - IN	766,014	745,641	20,373	2.7%	2,938,941	2,781,240	157,701	5.7%
ENPLANED - OUT	<u>770,635</u>	<u>756,026</u>	<u>14,609</u>	1.9%	<u>2,921,847</u>	<u>2,771,432</u>	<u>150,415</u>	5.4%
TOTAL	1,536,649	1,501,667	34,982	2.3%	5,860,788	5,552,672	308,116	5.5%
PAX - INTL								
DEPLANED - IN	10,747	13,156	-2,409	-18.3%	43,164	45,890	-2,726	-5.9%
ENPLANED - OUT	<u>10,086</u>	<u>11,743</u>	<u>-1,657</u>	-14.1%	<u>40,218</u>	<u>41,809</u>	<u>-1,591</u>	-3.8%
TOTAL	20,833	24,899	-4,066	-16.3%	83,382	87,699	-4,317	-4.9%
TTL PAX								
DEPLANED - IN	776,761	758,797	17,964	2.4%	2,982,105	2,827,130	154,975	5.5%
ENPLANED - OUT	<u>780,721</u>	<u>767,769</u>	<u>12,952</u>	1.7%	<u>2,962,065</u>	<u>2,813,241</u>	<u>148,824</u>	5.3%
TOTAL	1,557,482	1,526,566	30,916	2.0%	5,944,170	5,640,371	303,799	5.4%
FREIGHT (TONS)-DOMESTIC								
DEPLANED - IN	5,302.7	5,099.4	203.3	4.0%	20,802.6	21,929.3	-1,126.7	-5.1%
ENPLANED - OUT	<u>5,611.0</u>	<u>5,740.6</u>	<u>-129.6</u>	-2.3%	<u>21,849.8</u>	<u>25,470.8</u>	<u>-3,621.0</u>	-14.2%
TOTAL	10,913.7	10,840.0	73.7	0.7%	42,652.4	47,400.1	-4,747.7	-10.0%
FREIGHT (TONS)-INTL								
DEPLANED - IN	2.0	6.0	-4.0	-66.7%	9.8	16.2	-6.4	-39.5%
ENPLANED - OUT	<u>4.2</u>	<u>4.4</u>	<u>-0.2</u>	-4.5%	<u>19.2</u>	<u>11.0</u>	<u>8.2</u>	74.5%
TOTAL	6.2	10.4	-4.2	-40.4%	29.0	27.2	1.8	6.6%
TTL FREIGHT (TONS)								
DEPLANED - IN	5,304.7	5,105.4	199.3	3.9%	20,812.4	21,945.5	-1,133.1	-5.2%
ENPLANED - OUT	<u>5,615.2</u>	<u>5,745.0</u>	<u>-129.8</u>	-2.3%	<u>21,869.0</u>	<u>25,481.8</u>	<u>-3,612.8</u>	-14.2%
TOTAL	10,919.9	10,850.4	69.5	0.6%	42,681.4	47,427.3	-4,745.9	-10.0%
MAIL (TONS)								
* DEPLANED - IN	297.0	419.4	-122.4	-29.2%	1,040.0	1,750.4	-710.4	-40.6%
ENPLANED - OUT	<u>1,038.1</u>	<u>1,127.2</u>	<u>-89.1</u>	-7.9%	<u>4,493.3</u>	<u>4,719.7</u>	<u>-226.4</u>	-4.8%
TOTAL	1,335.1	1,546.6	-211.5	-13.7%	5,533.3	6,470.1	-936.8	-14.5%
AIRCRAFT OPERATIONS (INCLUDING OVERFLIGHTS)								
AIR CARRIERS	15,216	13,833	1,383	10.0%	61,262	54,154	7,108	13.1%
**AIR COMMUTERS	2,164	1,694	470	27.7%	7,066	7,338	-272	-3.7%
CIVIL	1,726	2,252	-526	-23.4%	6,912	9,416	-2,504	-26.6%
MILITARY	<u>28</u>	<u>50</u>	<u>-22</u>	-44.0%	<u>142</u>	<u>201</u>	<u>-59</u>	-29.4%
TOTAL	19,134	17,829	1,305	7.3%	75,382	71,109	4,273	6.0%

* Fewer air carriers report transport of US Mail

APPENDIX C4

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

Aircraft Type	Aeromexico	Air Canada	Air Tran	Alaska	American	American Eagle	Continental	Delta Air Lines	ExpressJet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.
9/19/2008																												
A300																												156
A310																												72
A318																												36
A319										179																		0
A320		9										200			35					155	103	90						571
A321															118				244	246	59							867
B712														57														93
B71Q																										1		57
B72Q																										5		114
B73Q																										22		114
B733							20																			0		0
B734				133																83	41							1174
B735																			74									2348
B737			83	89			7										173											138
B738				99			256	150									2017	2										276
B739				12			8																					494
B747+																												247
B752								123																				2229
B753																												4458
B762																												532
B763								29			62																	1064
B764																												20
B772																												40
CRJ2																												0
CRJ7																												0
CRJ9																												0
DC10																												820
DC87																												0
DC8Q																												0
DC9Q																												46
ERJ+									508																			155
L1011		31																										310
MD11																												0
MD80+																												0
MD90								37																				0
TOTALS	31	40	83	366	515	331	291	339	508	179	62	200	20	57	216	92	3220	29	723	483	149	23	17	123	33	29	8159	16318
B190																												5
BE99																												10
C208																												34
E120																												17
PA31																												34
SF34																												17
TOTALS	31	40	83	366	515	659	291	339	508	179	62	200	20	57	216	550	3220	29	723	483	149	23	17	213	55	29	898	1796

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

SAN DIEGO INTERNATIONAL AIRPORT

Airport Operations

2008 - MAY AIR TRAFFIC REPORT SUMMARY

<i>PAX = Passengers</i>	MONTHLY STATISTICS				CALENDAR YEAR TO DATE			
	May 2008	May 2007	Increase/ (Decrease)	% Change	May 2008	May 2007	Increase/ (Decrease)	% Change
<i>TTL = Total</i>								
PAX - DOMESTIC								
DEPLANED - IN	792,137	740,246	51,891	7.0%	3,731,078	3,521,486	209,592	6.0%
ENPLANED - OUT	<u>782,402</u>	<u>750,505</u>	<u>31,897</u>	4.3%	<u>3,704,249</u>	<u>3,521,937</u>	<u>182,312</u>	5.2%
TOTAL	1,574,539	1,490,751	83,788	5.6%	7,435,327	7,043,423	391,904	5.6%
PAX - INTL								
DEPLANED - IN	9,305	11,842	-2,537	-21.4%	52,469	57,732	-5,263	-9.1%
ENPLANED - OUT	<u>8,794</u>	<u>12,159</u>	<u>-3,365</u>	-27.7%	<u>49,012</u>	<u>53,968</u>	<u>-4,956</u>	-9.2%
TOTAL	18,099	24,001	-5,902	-24.6%	101,481	111,700	-10,219	-9.1%
TTL PAX								
DEPLANED - IN	801,442	752,088	49,354	6.6%	3,783,547	3,579,218	204,329	5.7%
ENPLANED - OUT	<u>791,196</u>	<u>762,664</u>	<u>28,532</u>	3.7%	<u>3,753,261</u>	<u>3,575,905</u>	<u>177,356</u>	5.0%
TOTAL	1,592,638	1,514,752	77,886	5.1%	7,536,808	7,155,123	381,685	5.3%
FREIGHT (TONS)-DOMESTIC								
DEPLANED - IN	4,984.0	5,860.9	-876.9	-15.0%	25,786.6	27,790.2	-2,003.6	-7.2%
ENPLANED - OUT	<u>5,308.5</u>	<u>6,628.0</u>	<u>-1,319.5</u>	-19.9%	<u>27,158.3</u>	<u>32,098.8</u>	<u>-4,940.5</u>	-15.4%
TOTAL	10,292.5	12,488.9	-2,196.4	-17.6%	52,944.9	59,889.0	-6,944.1	-11.6%
FREIGHT (TONS)-INTL								
DEPLANED - IN	1.0	8.0	-7.0	-87.5%	10.8	24.2	-13.4	-55.4%
ENPLANED - OUT	<u>4.8</u>	<u>1.9</u>	<u>2.9</u>	152.6%	<u>24.0</u>	<u>12.9</u>	<u>11.1</u>	86.0%
TOTAL	5.8	9.9	-4.1	-41.4%	34.8	37.1	-2.3	-6.2%
TTL FREIGHT (TONS)								
DEPLANED - IN	4,985.0	5,868.9	-883.9	-15.1%	25,797.4	27,814.4	-2,017.0	-7.3%
ENPLANED - OUT	<u>5,313.3</u>	<u>6,629.9</u>	<u>-1,316.6</u>	-19.9%	<u>27,182.3</u>	<u>32,111.7</u>	<u>-4,929.4</u>	-15.4%
TOTAL	10,298.3	12,498.8	-2,200.5	-17.6%	52,979.7	59,926.1	-6,946.4	-11.6%
MAIL (TONS)								
* DEPLANED - IN	304.8	169.4	135.4	79.9%	1,344.8	1,919.8	-575.0	-30.0%
ENPLANED - OUT	<u>1,161.6</u>	<u>946.9</u>	<u>214.7</u>	22.7%	<u>5,654.9</u>	<u>5,666.6</u>	<u>-11.7</u>	-0.2%
TOTAL	1,466.4	1,116.3	350.1	31.4%	6,999.7	7,586.4	-586.7	-7.7%
AIRCRAFT OPERATIONS (INCLUDING OVERFLIGHTS)								
AIR CARRIERS	15,808	14,203	1,605	11.3%	77,070	68,357	8,713	12.7%
**AIR COMMUTERS	2,234	1,696	538	31.7%	9,300	9,034	266	2.9%
CIVIL	1,844	2,810	-966	-34.4%	8,756	12,226	-3,470	-28.4%
MILITARY	<u>17</u>	<u>48</u>	<u>-31</u>	-64.6%	<u>159</u>	<u>249</u>	<u>-90</u>	-36.1%
TOTAL	19,903	18,757	1,146	6.1%	95,285	89,866	5,419	6.0%

* Fewer air carriers report transport of US Mail

APPENDIX C.5

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

Aircraft Type	Aeromexico	Air Canada	Air Tran	Alaska	Allegiant	American	American Eagle	Continental	Delta Air Lines	ExpressJet	Frontier	Hawaiian	jetBlue	Mesa Airlines	Midwest	Northwest	SkyWest	Southwest	Sun Country	United	US Airways	Virgin America	Airborne	BAX Global	FedEx	UPS	Charter / Other	Total Arrivals	Total Ops.	
A300																													74	148
A310																													31	62
A318											3																		3	6
A319											173					32					169	35	111						530	1060
A320		10											229		118					192	213	33							785	1570
A321																													136	272
B712															60														60	120
B71Q																													0	0
B72Q																													18	36
B73Q																													1	2
B733								30										1008			118	60							1216	2432
B734				221																									224	448
B735																					69								254	508
B737			120	47				5										185	2										2165	4330
B738	32			41				306	131											26									504	1008
B739				55				6																					61	122
B747+																													0	0
B752						57			218							60					153								489	978
B753																													0	0
B762						1																							21	42
B763						27			4			60																	129	258
B764																													0	0
B772																													0	0
CRJ2																	14												14	28
CRJ7																25													25	50
CRJ9														12		26													38	76
DC10																													9	18
DC87																													1	2
DC8Q																													0	0
DC9Q																													0	0
ERJ+		29					349			489																			867	1734
L1011																													1	2
MD11																													1	2
MD80+				14	10	417																							0	0
MD90								48																					450	900
TOTALS	32	39	120	378	10	502	349	347	401	489	176	60	229	12	60	210	65	3151	28	701	444	144	20	17	114	34	23	8155	16310	
B190																													4	8
BE99																													17	34
C208																													87	174
E120																	478												478	956
PA31																													0	0
SF34							299																						299	598
TOTALS	32	39	120	378	10	502	648	347	401	489	176	60	229	12	60	210	543	3151	28	701	444	144	20	17	201	55	23	885	1770	

B71Q = B727-100 w/ Hush-kit; ERJ+ = includes all variants of the Embraer Regional Jet
Other / Non-Transport Category = 1 USAF C130, 1 RRR C130, 1 PAT DHC7

SAN DIEGO INTERNATIONAL AIRPORT

Airport Operations

2008 - JUNE AIR TRAFFIC REPORT SUMMARY

<i>PAX = Passengers</i>	MONTHLY STATISTICS				CALENDAR YEAR TO DATE			
	June 2008	June 2007	Increase/ (Decrease)	% Change	June 2008	June 2007	Increase/ (Decrease)	% Change
<i>TTL = Total</i>								
<u>PAX - DOMESTIC</u>								
DEPLANED - IN	826,999	799,175	27,824	3.5%	4,558,077	4,320,661	237,416	5.5%
ENPLANED - OUT	<u>842,315</u>	<u>800,417</u>	<u>41,898</u>	5.2%	<u>4,546,564</u>	<u>4,322,354</u>	<u>224,210</u>	5.2%
TOTAL	1,669,314	1,599,592	69,722	4.4%	9,104,641	8,643,015	461,626	5.3%
<u>PAX - INTL</u>								
DEPLANED - IN	10,106	11,412	-1,306	-11.4%	62,575	69,144	-6,569	-9.5%
ENPLANED - OUT	<u>9,799</u>	<u>12,692</u>	<u>-2,893</u>	-22.8%	<u>58,811</u>	<u>66,660</u>	<u>-7,849</u>	-11.8%
TOTAL	19,905	24,104	-4,199	-17.4%	121,386	135,804	-14,418	-10.6%
<u>TTL PAX</u>								
DEPLANED - IN	837,105	810,587	26,518	3.3%	4,620,652	4,389,805	230,847	5.3%
ENPLANED - OUT	<u>852,114</u>	<u>813,109</u>	<u>39,005</u>	4.8%	<u>4,605,375</u>	<u>4,389,014</u>	<u>216,361</u>	4.9%
TOTAL	1,689,219	1,623,696	65,523	4.0%	9,226,027	8,778,819	447,208	5.1%
<u>FREIGHT (TONS)-DOMESTIC</u>								
DEPLANED - IN	4,401.8	5,983.7	-1,581.9	-26.4%	30,188.4	33,773.9	-3,585.5	-10.6%
ENPLANED - OUT	<u>5,145.6</u>	<u>6,193.9</u>	<u>-1,048.3</u>	-16.9%	<u>32,303.9</u>	<u>38,292.7</u>	<u>-5,988.8</u>	-15.6%
TOTAL	9,547.4	12,177.6	-2,630.2	-21.6%	62,492.3	72,066.6	-9,574.3	-13.3%
<u>FREIGHT (TONS)-INTL</u>								
DEPLANED - IN	3.5	2.7	0.8	29.6%	14.3	26.9	-12.6	-46.8%
ENPLANED - OUT	<u>4.6</u>	<u>8.6</u>	<u>-4.0</u>	-46.5%	<u>28.6</u>	<u>21.5</u>	<u>7.1</u>	33.0%
TOTAL	8.1	11.3	-3.2	-28.3%	42.9	48.4	-5.5	-11.4%
<u>TTL FREIGHT (TONS)</u>								
DEPLANED - IN	4,405.3	5,986.4	-1,581.1	-26.4%	30,202.7	33,800.8	-3,598.1	-10.6%
ENPLANED - OUT	<u>5,150.2</u>	<u>6,202.5</u>	<u>-1,052.3</u>	-17.0%	<u>32,332.5</u>	<u>38,314.2</u>	<u>-5,981.7</u>	-15.6%
TOTAL	9,555.5	12,188.9	-2,633.4	-21.6%	62,535.2	72,115.0	-9,579.8	-13.3%
<u>MAIL (TONS)</u>								
* DEPLANED - IN	286.8	162.2	124.6	76.8%	1,631.6	2,082.0	-450.4	-21.6%
ENPLANED - OUT	<u>964.7</u>	<u>1,089.1</u>	<u>-124.4</u>	-11.4%	<u>6,619.6</u>	<u>6,755.7</u>	<u>-136.1</u>	-2.0%
TOTAL	1,251.5	1,251.3	0.2	0.0%	8,251.2	8,837.7	-586.5	-6.6%
<u>AIRCRAFT OPERATIONS (INCLUDING OVERFLIGHTS)</u>								
AIR CARRIERS	16,472	13,910	2,562	18.4%	94,204	82,267	11,937	14.5%
**AIR COMMUTERS	1,554	1,782	-228	-12.8%	10,192	10,816	-624	-5.8%
CIVIL	1,889	2,783	-894	-32.1%	10,645	15,009	-4,364	-29.1%
MILITARY	<u>57</u>	<u>36</u>	<u>21</u>	58.3%	<u>216</u>	<u>285</u>	<u>-69</u>	-24.2%
TOTAL	19,972	18,511	1,461	7.9%	115,257	108,377	6,880	6.3%

* Fewer air carriers report transport of US Mail



SAN DIEGO
INTERNATIONAL
AIRPORT

Appendix C6

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

1989 - Present

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

Legend

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

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

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

QTR	1995	PENALTY	1996	PENALTY	1997	PENALTY
1ST	FedEx	\$1,000	TWA	\$1,000	Alaska	\$1,000
	Southwest	\$1,000	TWA	\$3,000	Delta	\$3,000
	Continental	NP	United	\$1,000	Delta	\$1,000
	Canada 3000	\$1,000	United	\$3,000	Executive Jet (GA)	\$1,000
	USAir	\$1,000	Southwest	\$1,000	Continental	\$1,000
	G. Wood (GA)	NP	TWA	\$5,000		
2ND	United	\$1,000	United	NP	America West	NP
	Southwest	\$1,000	United Express	NP	FedEx	NP
	Delta	NP	United	\$1,000	FedEx	\$1,000
	TWA	\$1,000	USAir	\$1,000	Martinair (C)	NP
	Continental	\$1,000	Air Group (GA)	\$1,000	Miami Air (C)	\$1,000
			Peninsula (GA)	\$1,000	Western Pacific	\$1,000
			Southwest	\$1,000	United	\$1,000
			TWA	\$1,000	SkyWest	NP
			Delta	\$1,000	Southwest	\$1,000
			TWA	\$3,000		
			TWA	\$5,000		
			TWA	\$50,000		
3RD	Avanti (GA)	NP	Arizona Exec. (GA)	\$1,000	American	NP
	Heavy Lift (C)	NP	Western Pacific	\$1,000	United	\$1,000
	Cutter Aviation (GA)	NP	United	\$1,000	Southwest	NP
	American	NP	Lamar (GA)	NP	Reno Air	\$1,000
	United	\$1,000	Delta	\$1,000	Delta	\$1,000
			Continental	\$1,000	United	\$3,000
			United	\$3,000	Miami Air (C)	\$1,000
			United	\$5,000	Western Pacific	\$1,000
			Le Mouelic (GA)	NP		
4TH	USAir	NP	America West	\$1,000	United	\$1,000
	Airborne (Stage 3%)	\$16,655	United	\$1,000	American Eagle	NP
	Champion (GA)	NP	United	\$3,000	Sun Country (C)	\$1,000
	TWA	\$1,000	Southwest	\$1,000	Frontier	NP
	Southwest	\$1,000	America West	\$3,000	Delta	\$1,000
	Southwest	\$3,000	Great American	\$1,000	America West	\$1,000
	Unigas (GA)	NP	Delta	\$1,000	United	\$1,000
	USAir	NP	American Air	NP	Continental	\$1,000
	TWA	\$3,000	Delta	\$1,000	TAESA (C)	\$1,000
	TWA	\$5,000	Delta	\$3,000	United	\$3,000
	Sun Country (C)	NP	Delta	\$5,000	TWA	\$1,000
	Amer. Trans Air (C)	\$1,000	Alaska	EE		
			Alaska	EE		
			United	EE		
			Alaska	EE		
			Alaska	EE		
			Alaska	EE		
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 Air	\$1,000	America West	\$1,000
	Air Eagle (GA)	\$1,000	American Air	\$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	(21) x NP				
	2ND	Delta	\$1,000	United	\$1,000	Delta
Delta		NP	TWA	\$1,000	Emery	NP
American Air		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		
Gulfstream (GA)		NP				
3RD	Saudi Arabian (GA)	\$1,000	America West	NP	Ameristar (C)	\$1,000
	American Air	\$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 Air	\$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)
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	\$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 Air Lines US Airways US Airways N57HJ (GA) US Airways	\$1,000 NP \$1,000 \$1,000 \$3,000
3RD	US Airways US Airways United Delta American Airl US Airways US Airways Southwest Delta United	NP NP \$1,000 NP NP \$1,000 \$3,000 NP NP NP	N234SV (GA) Air Castle (GA) N61WH (GA) US Airways Flight Options (GA)	NP NP \$1,000 \$1,000 \$1,000	US Airways Delta Air Lines US Airways America West Northwest Northwest jetBlue Airways jetBlue Airways Tag Aviation (GA)	\$1,000 \$1,000 NP \$1,000 \$1,000 \$3,000 NP \$1,000 \$1,000
4TH	N930DC (GA) N3472G (GA) Delta United Reliant Airlines United	\$1,000 \$1,000 \$1,000 NP \$1,000 \$1,000	America West Southwest US Airways Delta	\$1,000 \$1,000 \$1,000 \$1,000	N800PM (GA) N345MC (GA) N504QS (GA) US Airways jetBlue Airways N790FH (GA) Delta Air Lines N802CC (GA) FedEx Cherry Air (C) Southwest Southwest	\$1,000 \$1,000 \$1,000 \$1,000 \$1,000 \$1,000 NP NP \$1,000 \$1,000 \$1,000 \$3,000
FINES		\$18,000		\$13,000		\$35,000

QTR	2004	PENALTY	2005	PENALTY	2006	PENALTY
1ST	jetBlue FedEx American Airlines America West Alaska Airlines	NP NP NP \$1,000 \$1,000	jetBlue Delta Air Lines jetBlue Alaska Airlines US Airways US Airways US Airways Sun Country US Airways	NP \$1,000 \$1,000 \$1,000 NP NP NP \$1,000 \$1,000	N950G (G/A) jetBlue Alaska Airlines Delta Air Lines	\$1,000 \$1,000 \$1,000 \$1,000
2ND	Ameristar (C) N5251M (G/A) Delta Air Lines US Airways N160AC (G/A) N607CF (G/A) jetBlue	\$1,000 NP \$1,000 \$1,000 \$1,000 \$1,000 \$1,000	Mesa Airlines jetBlue Alaska Aloha Aloha N855SA (G/A) N8JL (G/A) American Airl US Airways FedEx FedEx jetBlue US Airways US Airways Ameristar (C)	\$1,000 \$1,000 \$1,000 \$1,000 \$3,000 \$1,000 \$1,000 NP NP \$1,000 NP \$3,000 \$1,000 \$3,000 \$1,000	US Airways US Airways N502JL (G/A) N1049V (G/A) Delta Air Lines	\$1,000 NP \$1,000 \$1,000 \$1,000
3RD	N757WW (G/A) N8080Q (G/A) Sun Country jetBlue N101VJ (G/A)	\$1,000 \$1,000 \$1,000 NP \$1,000	Northwest NetJets (G/A) US Airways Northwest US Airways N204AH (G/A) N104HW (G/A) Northwest Delta Universal Jet (G/A) N750PT (G/A) Hawaiian	\$1,000 \$1,000 \$1,000 \$3,000 \$3,000 \$1,000 \$1,000 NP \$1,000 \$1,000 \$1,000 \$1,000	United US Airways US Airways Southwest US Airways Delta Air Lines US Airways US Airways Delta Air Lines C-FJHS (G/A) Delta Air Lines N800PM (G/A)	NP NP NP NP \$2,000 \$2,000 NP NP NP \$2,000 NP \$2,000
4TH	jetBlue jetBlue FedEx FedEx Delta Air Lines Alaska Airlines	\$1,000 \$3,000 NP \$1,000 \$1,000 \$1,000	Delta jetBlue jetBlue N800PM (G/A) Delta	NP NP NP \$1,000 NP	N123MR (G/A) jetBlue Frontier American Frontier US Airways	\$2,000 \$2,000 \$2,000 \$2,000 NP NP
FINES		\$19,000		\$39,000		\$24,000

QTR	2007	PENALTY	2008	PENALTY	2009	PENALTY
1ST	N800AR (G/A)	\$2,000	SkyWest	\$2,000		
	LXJ526 (G/A)	\$2,000	Air Canada	\$2,000		
	jetBlue	\$2,000	US Airways	NP		
	United	NP	US Airways	NP		
	American Air	\$2,000	US Airways	\$4,000		
	Alaska	\$2,000	jetBlue	NP		
	jetBlue	\$6,000	N4YS	\$2,000		
	Hawaiian	\$2,000	US Airways	\$12,000		
			US Airways	\$20,000		
			United	NP		
2ND	Delta	NP	N166PC (G/A)	\$2,000		
	jetBlue	\$10,000	N17773 (C)	\$2,000		
	N204AH (G/A)	\$2,000	Swift Air (C)	\$2,000		
	Delta	NP	N919CT (G/A)	\$2,000		
	Continental	NP	N26A (G/A)	\$2,000		
	Continental	NP	jetBlue	NP		
	American	NP	US Airways	NP		
	jetBlue	NP				
	AirTran	NP				
	Delta	NP				
	US Airways	NP				
	Delta	NP				
	jetBlue	\$10,000				
	Delta	NP				
	Delta	NP				
	AirTran	\$2,000				
	US Airways	\$2,000				
3RD	N963LW (G/A)	\$2,000				
	N1DC (G/A)	\$2,000				
	US Airways	\$2,000				
	N6824Z (G/A)	\$2,000				
	American	NP				
	Swift Air (C)	\$2,000				
4TH	Alaska	\$2,000				
	US Airways	\$6,000				
	Saudi Arabian (C)	\$2,000				
	AirTran	NP				
FINES		\$64,000		\$52,000		\$0

AIRCRAFT NOISE COMPLAINTS

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

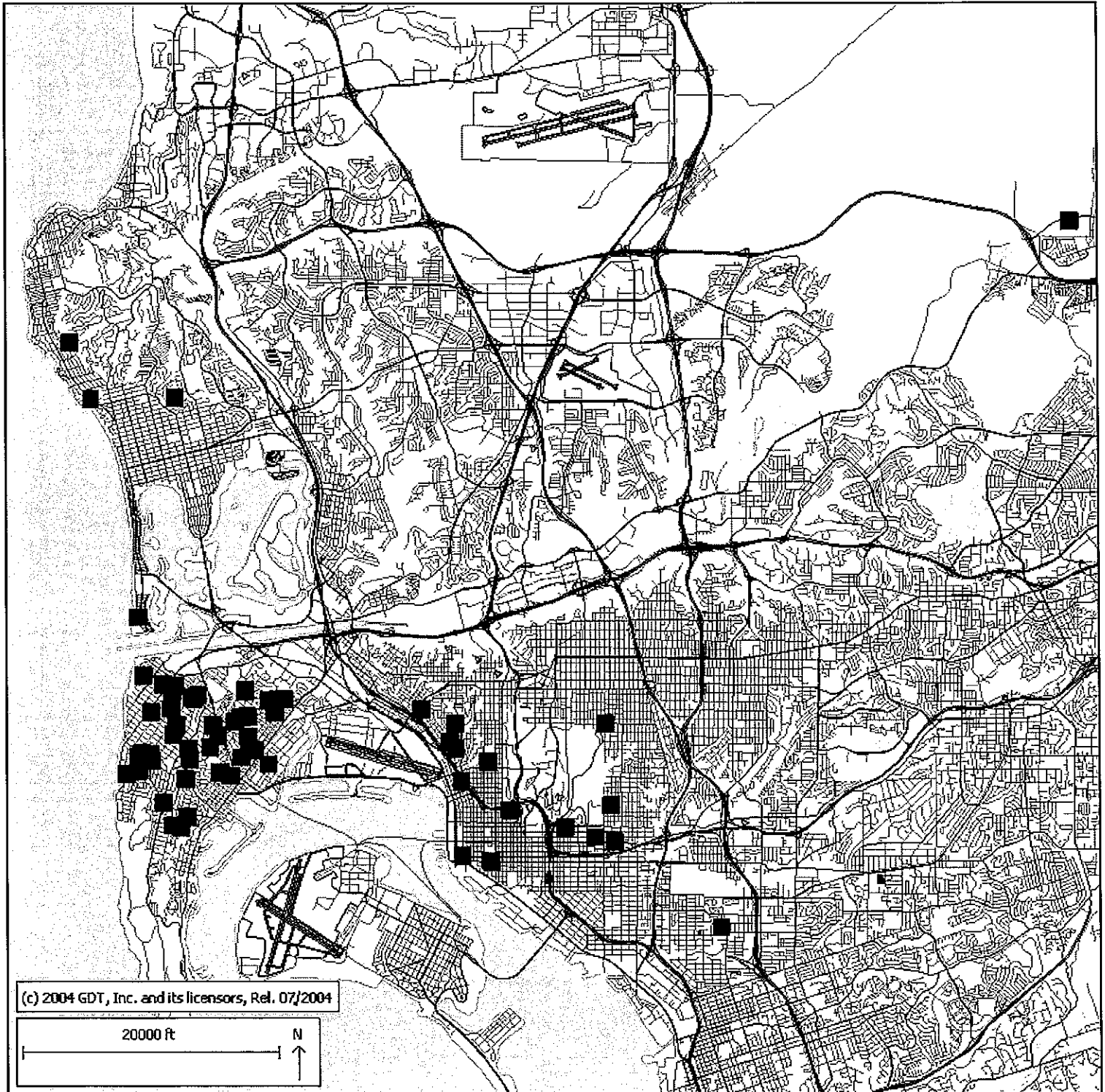


Second Quarter 2008

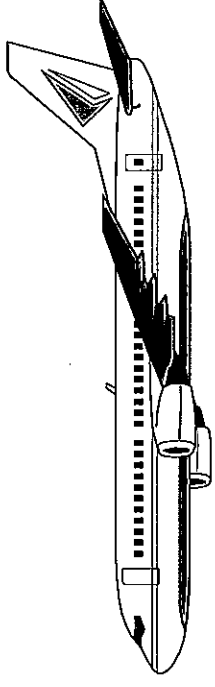
Aircraft Noise Complaint Caller's Location in relation to
San Diego International Airport (SDIA)
65 Households; 93 Complaints



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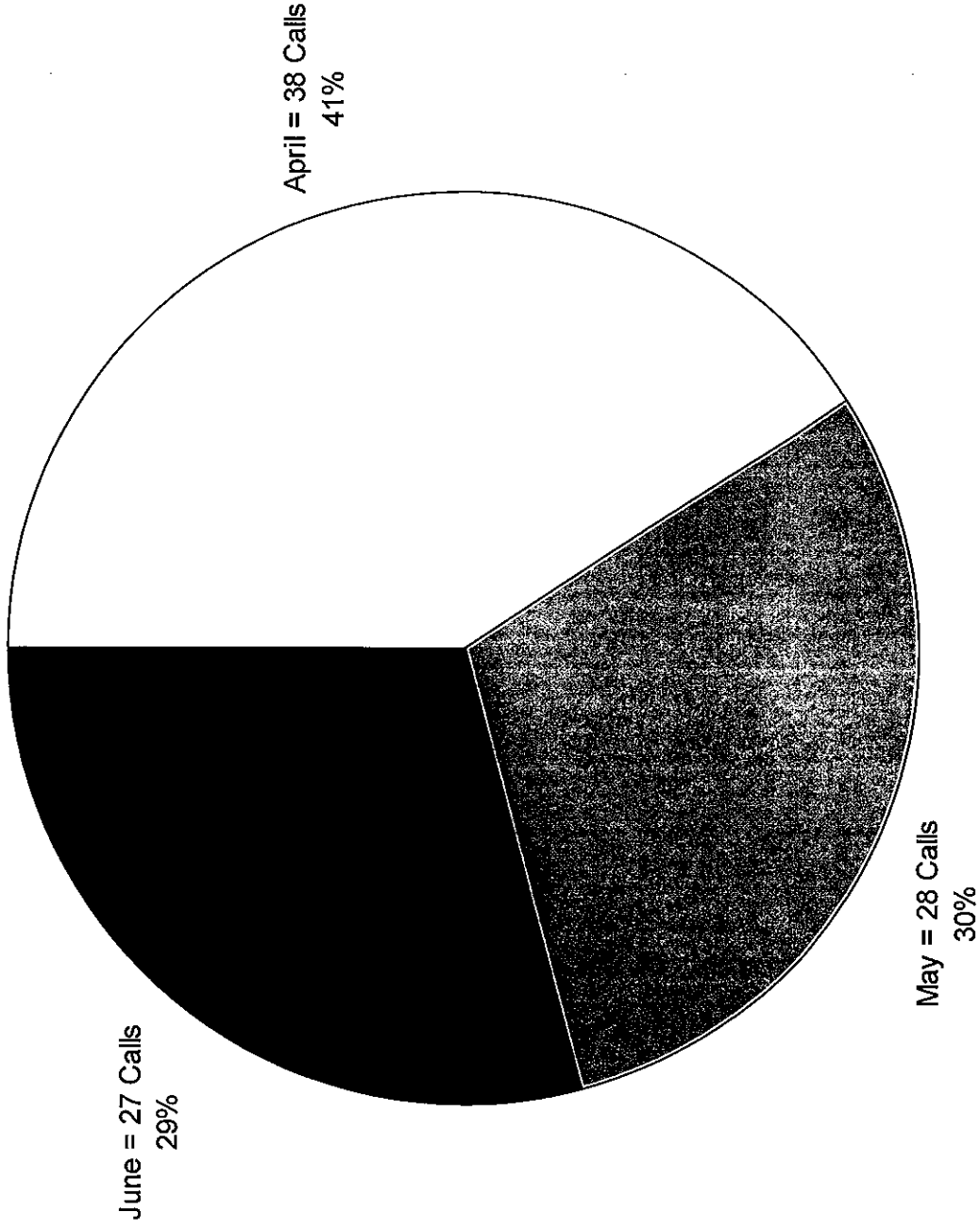


Aircraft Noise Complaint Distribution by Month



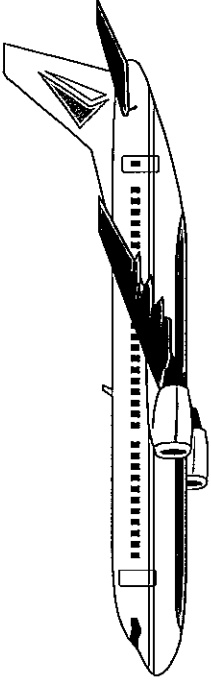
Second Quarter 2008

TOTAL CALLS: 93



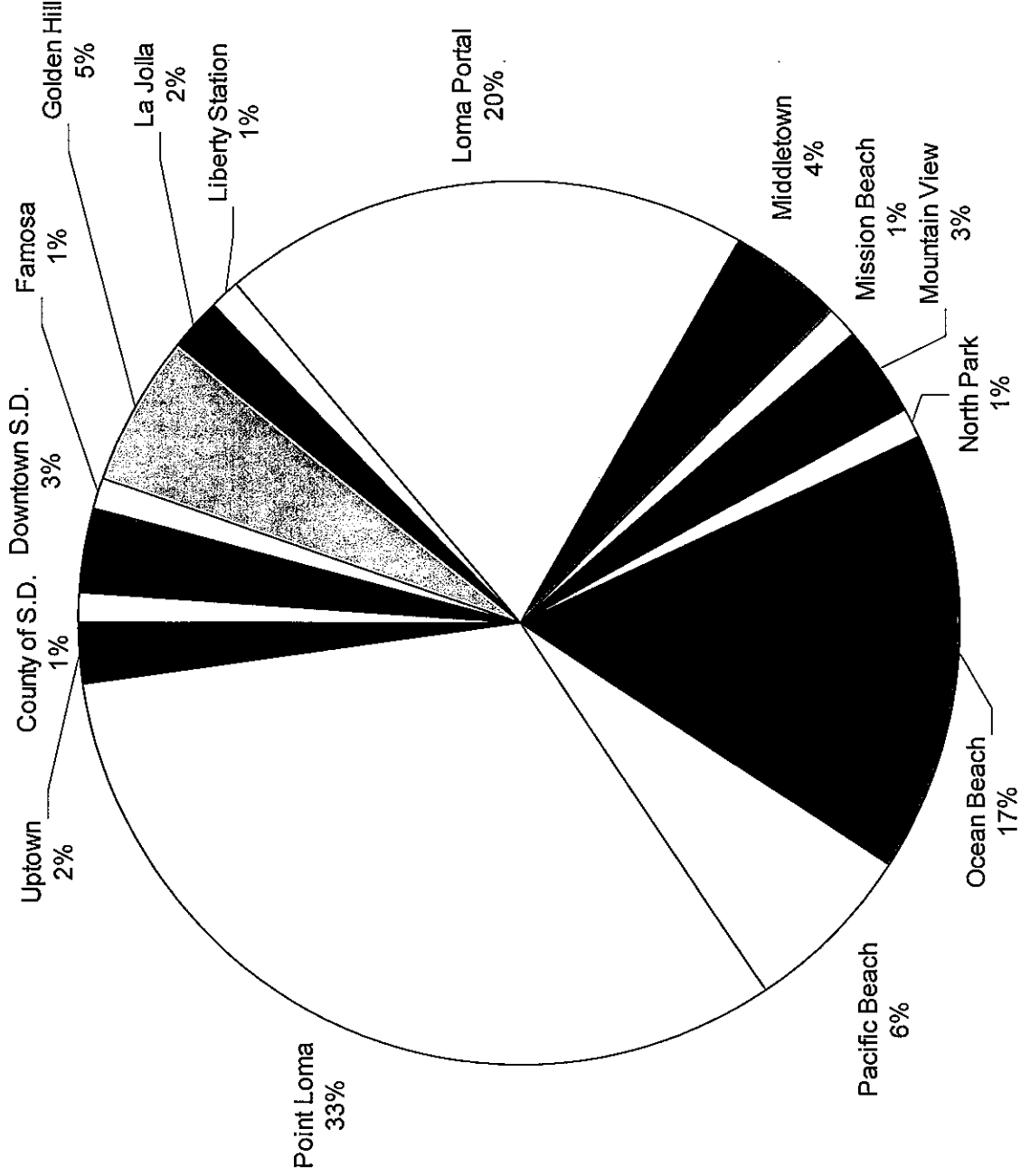
San Diego International Airport (SDIA)

Aircraft Noise Complaint Distribution by Neighborhood

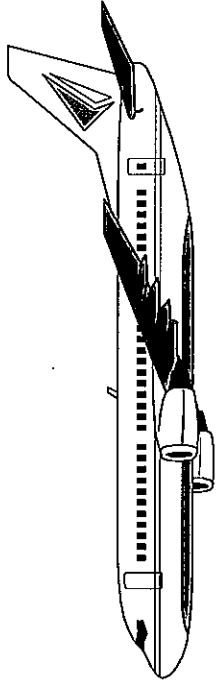


Second Quarter 2008

TOTAL CALLS: 93

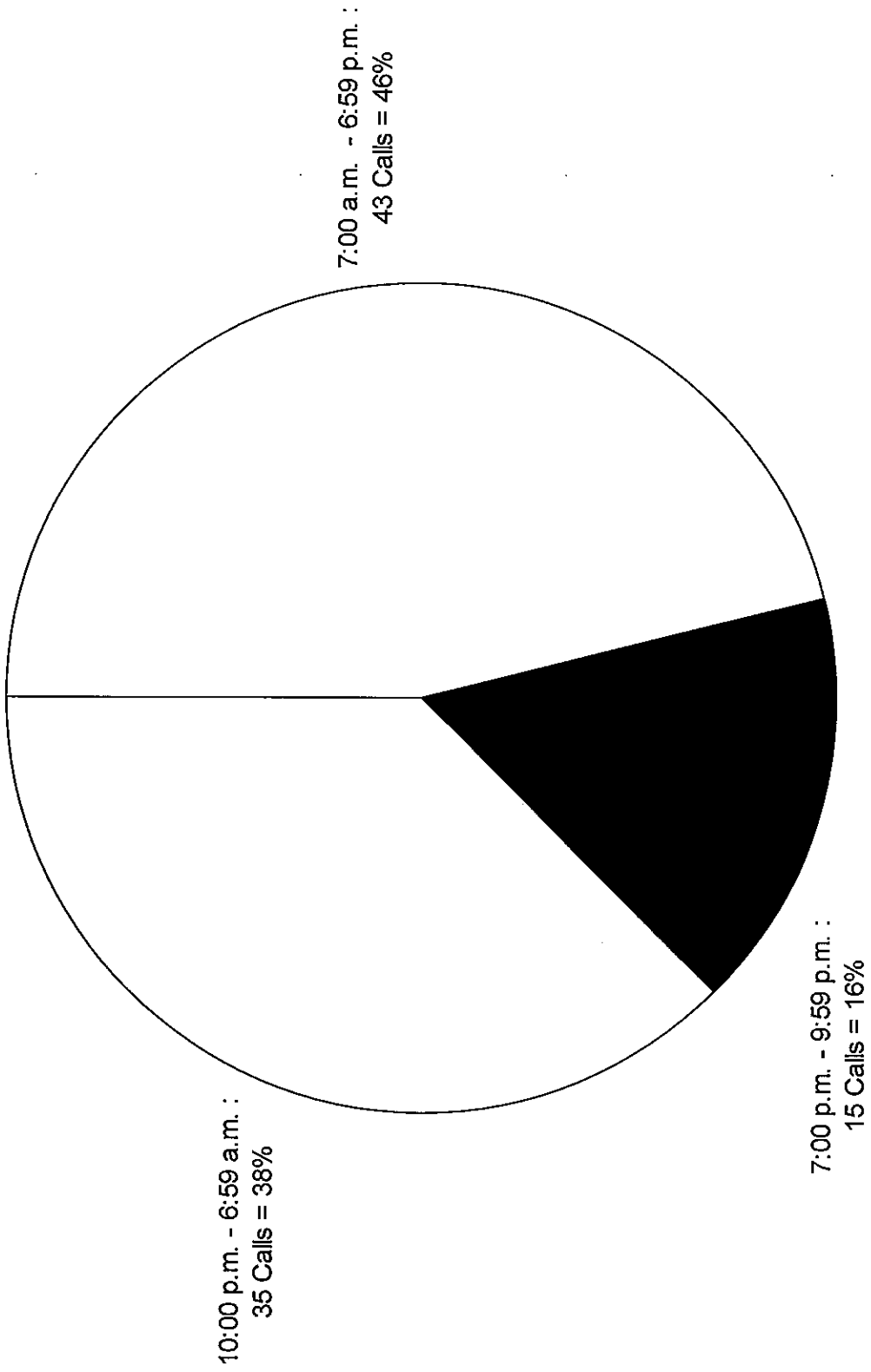


Aircraft Noise Complaint Distribution by Time of Day



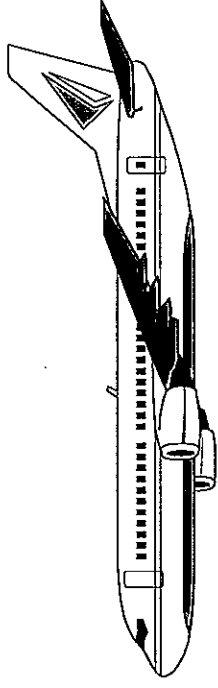
Second Quarter 2008

TOTAL CALLS: 93



San Diego International Airport (SDIA)

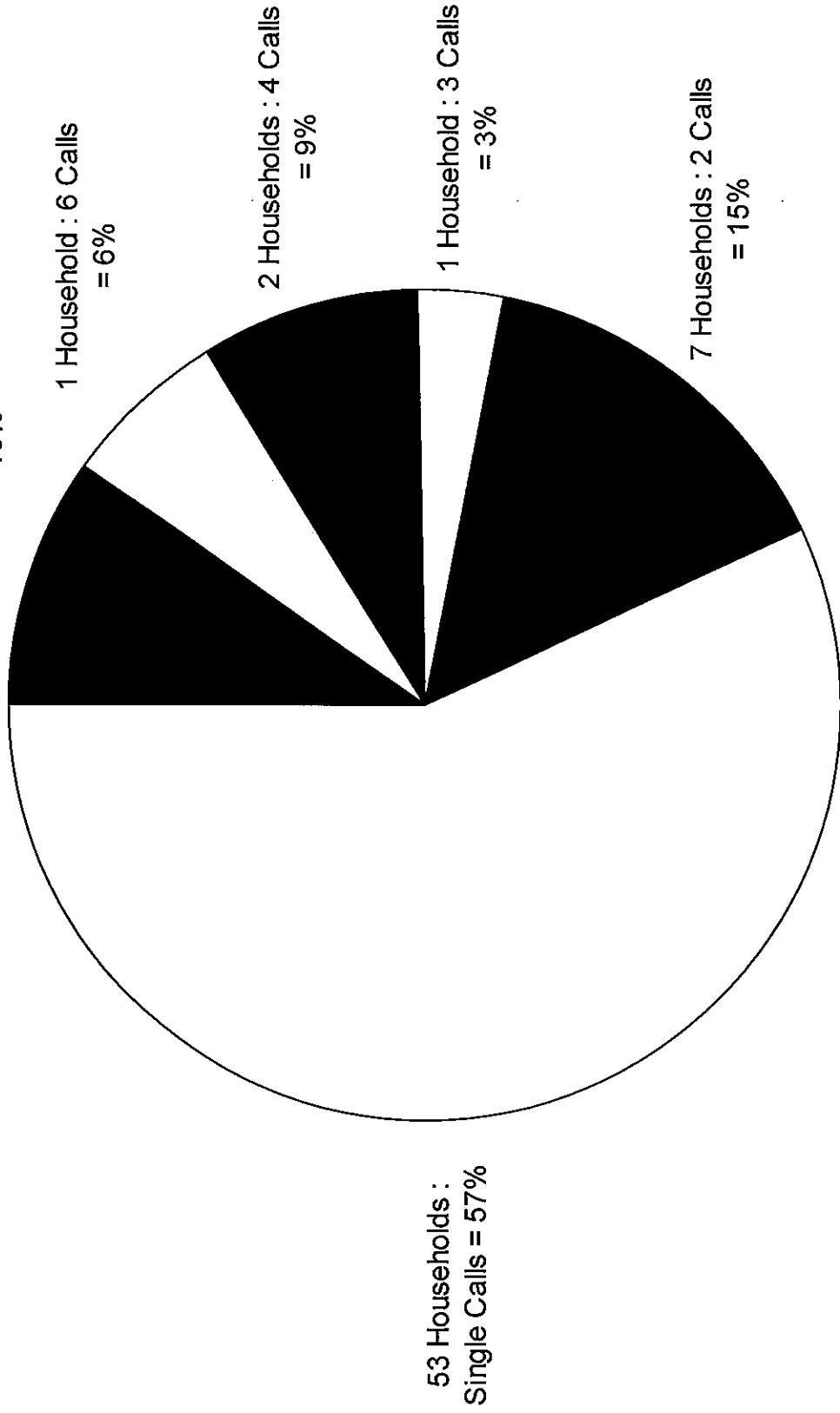
Aircraft Noise Complaint Distribution by Household



Second Quarter 2008

TOTAL CALLS: 93

1 Household : 9 Calls
= 10%



53 Households :
Single Calls = 57%

1 Household : 6 Calls
= 6%

2 Households : 4 Calls
= 9%

1 Household : 3 Calls
= 3%

7 Households : 2 Calls
= 15%

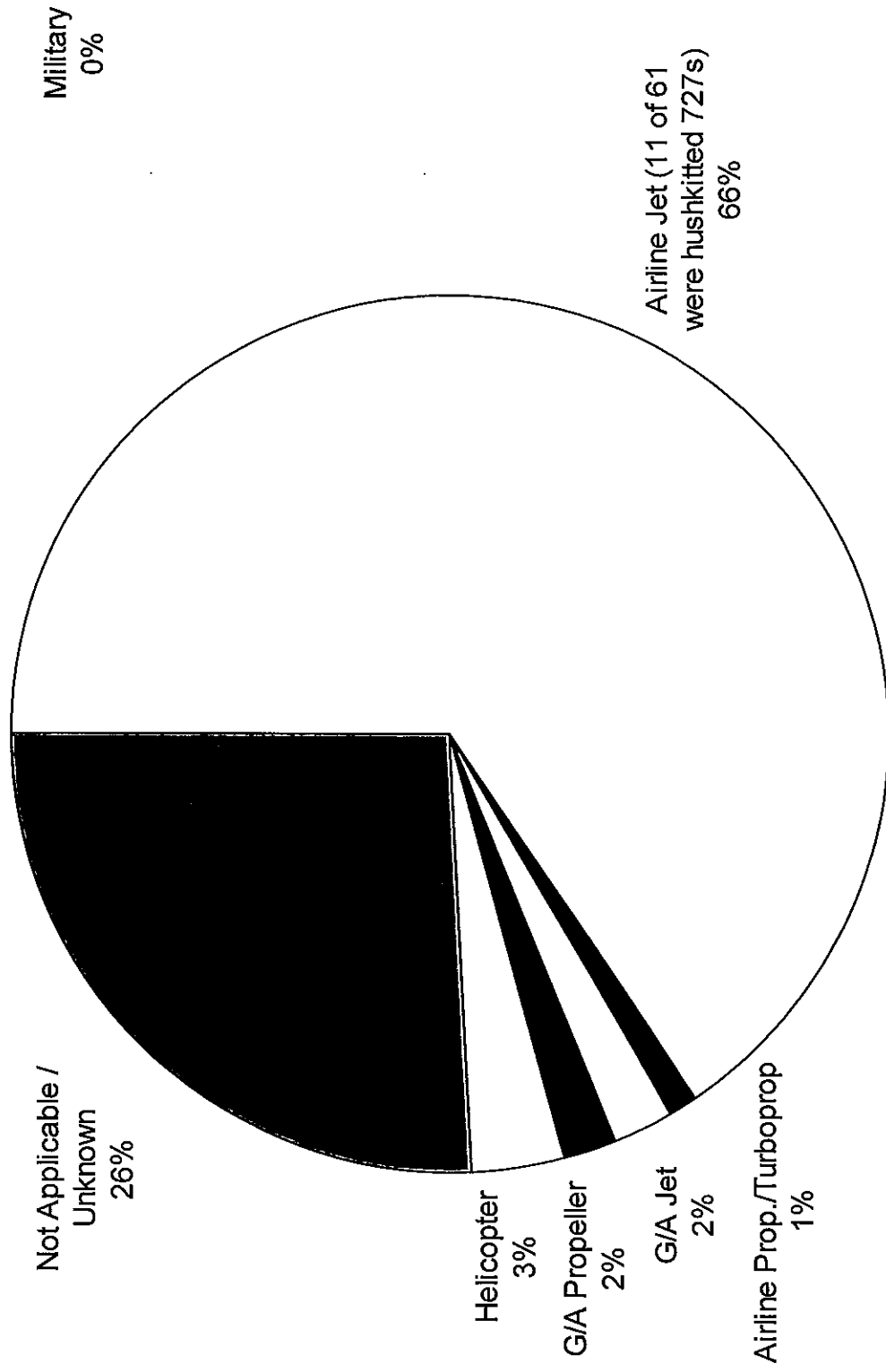
Aircraft Noise Complaint Distribution by Aircraft Type



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Second Quarter 2008

TOTAL CALLS: 93



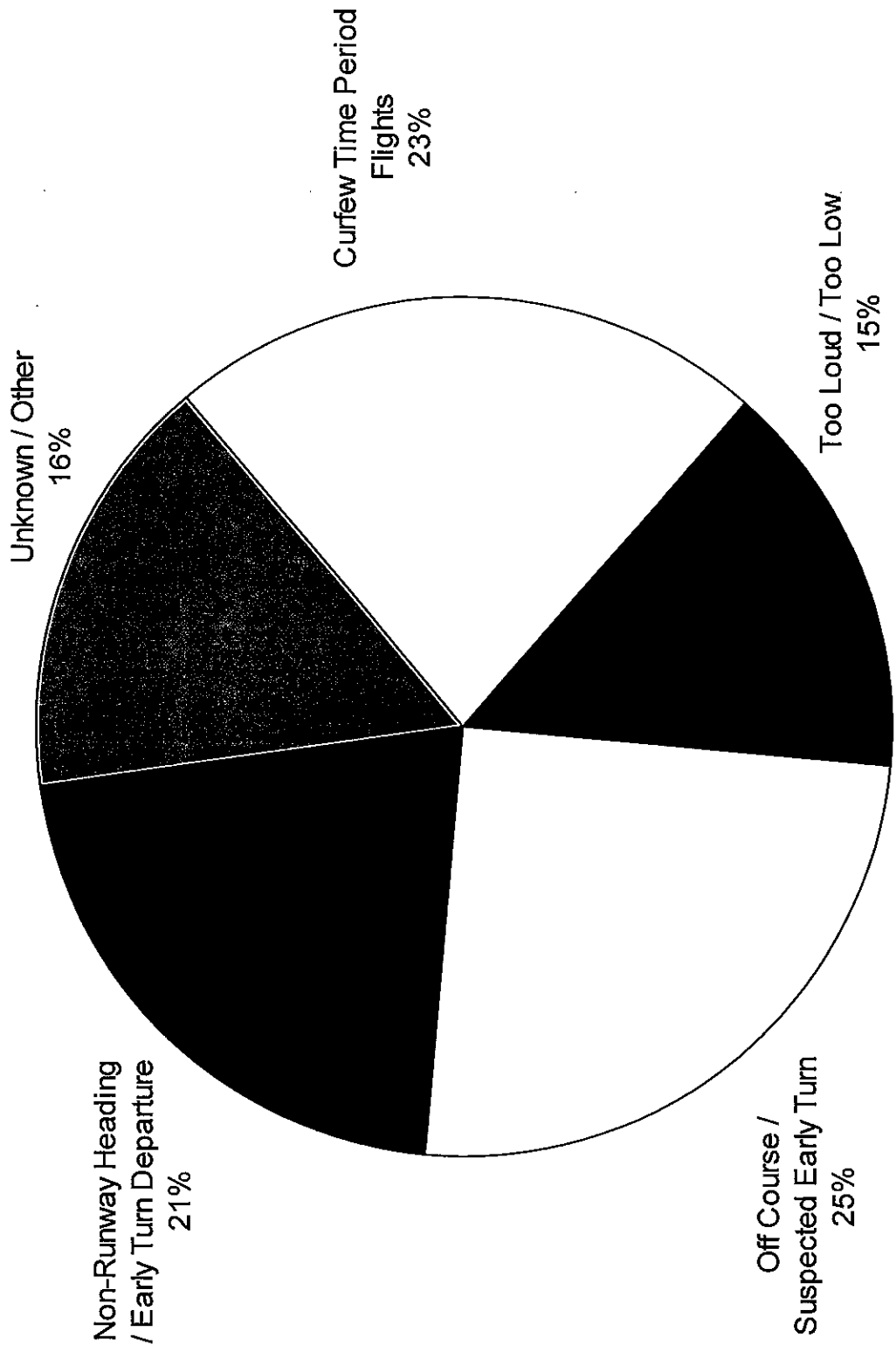
Aircraft Noise Complaint Distribution by Cause



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Second Quarter 2008

TOTAL CALLS: 93



AIRPORT NOISE ADVISORY COMMITTEE

This appendix contains the meeting minutes and current roster of the Airport Noise Advisory Committee (ANAC) from the meeting held May 15, 2008.



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AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

Meeting Minutes

May 15, 2008

On May 15, 2008, the Airport Noise Advisory Committee (Committee) met at the Commuter Terminal, San Diego International Airport, 3225 N. Harbor Drive, San Diego, CA. The facilitator, Mark Butler, Ph.D., commenced the meeting at 5:30 P.M.

Present: Mr. Matt Awbrey, City of San Diego, District Two; Mr. John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Shane Finneran, Ocean Beach Planning Board; Mr. Hirsch Gottschalk, Uptown Planners; Mr. William Kenton, Midway Planning Board; Ms. Dee Wylie; Peninsula Community Planning Board (Alternate rep); Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee & Mr. Garret Hollarn

Absent: Mr. Tait Galloway, City of San Diego; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Ms. Paula Jacks, Community member; Mr. Cliff Myers, MCRD (Excused); Mr. Bill Stone, Little Italy Association (Excused); FAA, SDIA Tower (Vacant); County Supervisor Greg Cox (ex-officio) (Vacant); Airline Representative (ex-officio) (Vacant).

Dr. Butler opened the meeting by asking each member and staff to introduce him/herself, and due to no quorum at the moment, approval of the March minutes was tabled until a quorum is present. Mr. Frazee presented a Certificate of Appreciation to Mr. Lance Murphy for his dedication and participation during his tenure as the Peninsula Community Planning Board representative to ANAC; Mr. Murphy accepted and thanked everyone for the many accomplishments while he was a member of ANAC.

As an information item, Mr. Frazee informed the members that the latest (May 2008) *Noise Matters* newsletter was recently mailed out to the roughly 38,000 area residents in San Diego International Airport's Airport Influence Area.

Mr. Frazee then proceeded with an Airport Authority update. Before moving on, he informed the members that Keith Wilschetz, Director for Airport Planning, will give a short update regarding the Terminal Development Plan (Airport Master Plan) later in the meeting. Mr. Frazee explained that the Airport Master Plan is now called the Terminal Development Plan to differentiate it from the long term SDIA visioning plan, which is called Destination Lindbergh, the Ultimate Build-out. A community advisory committee composed of approximately 56 community and business leaders is providing input regarding both these issues. Additionally, three sub-committees are being developed to address specific topics important to the Authority Board; the Terminal Development Program sub-committee, which has already met; a Sustainability sub-committee, which will meet for the first time next month; and the Regional Aviation System Plan (RASP), slated to come together in October.

Moving on, Mr. Frazee gave an update on the April 2nd Curfew Violation Review Panel (CVRP). Five operations during the curfew period(s) were evaluated by the Panel. Three operators were fined and two operators were not fined due to unanticipated last minutes aircraft systems maintenance.

Mr. Frazee then moved on to discuss SDIA's FAR Part 150 update study, an update of the noise exposure maps (noise contours) and programs dealing specifically with aircraft noise mitigation at the airport. Mr. Frazee informed the committee that a study-specific website located on the Noise website has been updated to show future technical and public meeting dates as well as community participants and their affiliations. The next Technical Advisory and public meetings are scheduled for June 26th from 1:30-3:30 p.m. in the Noise Monitoring Room, with the first public meeting scheduled from 5:00-7:00 p.m. in the Authority's Board Room. For more info visit http://www.san.org/airport_authority/airport_noise/part150.asp.

Regarding the Title 21, Variance update, the Administrative Law Judge (ALJ) has published his decision relating to the administrative hearing held in September 2007; however, his decision was forwarded to the airport's regulatory agency, Caltrans Aeronautics, who has 100 days to act on that decision.

As his last information presentation, Mr. Frazee updated the group regarding the Airport's web-based flight tracking system on the usage of the system from January – March 2008; which averaged about 1500 hits per month. Mr. Frazee explained that the system continues to provide community residents with a product that allows them to observe flight tracks on their home computers to discover information on aircraft operations.

Dr. Butler then introduced Ms. Carole Caffey as a new committee member, representing the Greater Golden Hill Planning Board, replacing Mr. David Caldwell. Seeing that a quorum was now available, Dr. Butler called for a motion to approve the March 2008 meeting minutes; seeing that there is no discussion, the motion was proffered and unanimously approved by the members.

Public comment: Mr. Lance Murphy, a Peninsula resident, suggested that the committee send a letter to the Authority Board regarding the inadequate time allowance given to the community for reviewing the Master Plan EIR, to update the SAN website with a consolidated meeting calendar, to increase curfew violation penalties for charter and private aircraft, and, along this line, commented regarding a split decision at a CVRP Panel meeting regarding an aircraft that experienced unforeseen maintenance problems and departed late, yet was not fined. He also commented on the increase of "Head-to-Head" air traffic operations during February.

As the first presentation item, Ms. Sjohnna Knack, Manager of the Quieter Home Program, gave an update on the program. She explained that they are in the middle of a significant insulation program acceleration phase and currently have 568 homes in the queue, and in about a week will be closing the first group of construction. Insulation is being accomplished with a fairly even distribution of the work to homes east and west of the airport, and her staff is

investigating further expansion toward the 65 dB CNEL contour. She informed the committee that there are about 20 homes left to be insulated in the 70 and 69 decibel contours and program staff will be moving on to parcels in the 68 decibel contour on both sides of the airport. Ms. Knack also mentioned that an anticipated increase in federal funding may occur due to Authority success in spending down the amount granted each year by FAA for the program. This concluded Ms. Knack's presentation. A few questions were asked regarding the retrofitting of windows and the reason for not working on the north side of the airport. In closing she invited any new members of the committee to contact her if they would like a tour of the program. On another note, Dr. Butler also mentioned that most likely on the July meeting, Ms. Knack would be asking the committee for further expansion of the program eligibility boundary.

Mr. Keith Wilschetz next provided a planning update. Mr. Wilschetz explained the Terminal Development Plan as more of short term need than what is normally thought of as a master plan. He went on to explain how the recent Environmental Impact Report (EIR) came to be, and informed the group that at the March Authority Board meeting the EIR was certified and the Master Plan was adopted. He went on to enumerate the projects involved, including the installation of ten new gates at Terminal 2, a new Remain Over-Night (RON) Parking apron, the dual level "smart" curb front serving Terminal 2, and the possibility of a five-story 5,000 stall parking garage, effectively adding 3,700 total parking spaces. With the certification of the EIR and adoption of the Master Plan, ground-breaking will not occur for at least another year due to the issuance of a Memorandum of Understanding with the City of San Diego and SANDAG requesting a completion of a second long-term land use study known as Destination Lindbergh. He explained that this study, started about two months ago, investigates how the 661 acres of Lindbergh Field should be optimized and maximized to best serve the air transportation needs of San Diego County into the future. Questions from the community arose and were responded to by Mr. Wilschetz. Continuing with his presentation, he defined aspects of a Land Use Plan which envisions an Inter-Modal Transportation Center on the north side of the airport. This concluded Mr. Wilschetz presentation. Dr. Butler requested Mr. Wilschetz to remain after the meeting to address any lingering questions from the public.

Mr. Garret Hollarn then gave an update on missed approaches. He mentioned that the definition of missed approaches could be found in the FAQ's under Noise questions. He showed statistics comparing the last couple of years to 2008. By month, March 2008 had 63 and April 2008 the airport experienced 46. He explained that most missed approaches occur during the regular operating time frame of 6:30 a.m. – 11:30 p.m. Regarding missed approaches on runway heading vs. non-runway heading, 80% were runway heading and occurred during regular working hours, and 0% of missed approaches, for almost two and half years now, have gone non-runway heading during the curfew period hours.

Next, Mr. Hollarn gave a brief presentation on noise complaints. He presented the noise complaints from January to April and explained that historically during the summer timeframe noise complaints are higher due to more residents being outside and having windows and doors open. Showing his presentation for Year to Date, he pointed out that the total complaints to date in 2008 are 131. One member asked how tracking of calls are made; Mr.

Hollarn explained everything is tracked from the location of the call to the number of household members that has placed a call. This concluded Mr. Hollarn's presentation.

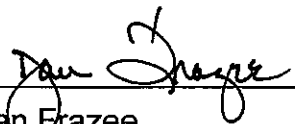
Mr. Steven Cummings gave a presentation on "Head-to-Head" air traffic operations. Mr. Cummings explained that in March the numbers are relatively low and there were none in April due to good weather. Mr. Cummings explained that you will see higher numbers during the periods of poorer weather. This concluded his presentation.

Mr. Cummings then gave a presentation on "Early Turn" operations. He showed a diagram explaining the definition of an Early Turns. On his slide presentation, he showed that in April 2008 there were 16 operations and in May to date a total of two. On the next slides, he showed flight track depictions of several Early Turn profiles. An inquiry from the public asked why a high number occurred in April and whether they were forwarded to FAA. Mr. Frazee responded that if the flight track deviation can be explained by Noise staff (caused by weather, aircraft in trail, wake turbulence, etc.) it is not forwarded to FAA. All others are forwarded for investigation. Mr. Frazee went on to explain that we have not received a response for the FAA, and presently the FAA is not participating as a member of ANAC and has not seated a representative since last December. A community member suggested that the committee forward a letter to the Airport Authority Board to ask FAA to allow a representative to participate.

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

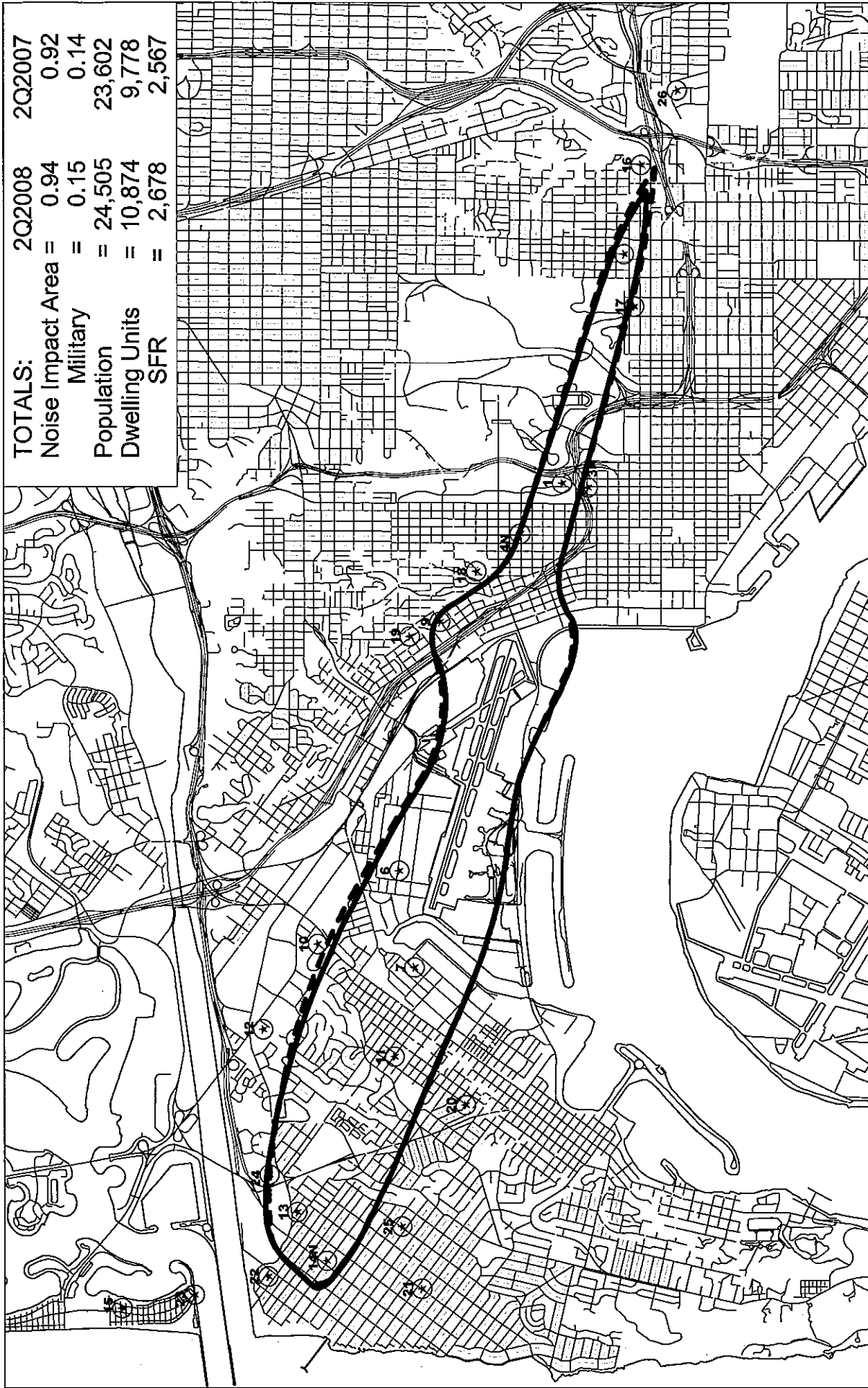
Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 6:14 p.m.

The next meeting is scheduled for Thursday, July 17, 2008 at 5:30 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.



Dan Frazee
Director, Airport Noise Mitigation

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



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

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