Appendix N

Noise Contour Maps
AGUA CALIENTE AIRPORT POLICIES AND MAPS
CHAPTER 3

Legend

Boundary Lines
- Airport Property Line
- Parcel Line

Noise Impact Zones*
- 50 - 55 dB CNEL
- 55 - 60 dB CNEL
- 60 - 65 dB CNEL
- 65 + dB CNEL

Future Average Annual Day (10 Operations)

Airport Influence Area
- Review Area 1
- Review Area 2

Notes
* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

See Table AGU-1 for criteria applicable within each zone.

50 dB CNEL contour continues westward, not closing within study area because of low altitudes of helicopters along flight track.

AGUA CALIENTE AIRPORT POLICIES AND MAPS
Land Use Compatibility Plan
(Adopted December 2006)

Map AGU-1

Compatibility Policy Map:
Noise
BORREGO VALLEY AIRPORT POLICIES AND MAPS  
CHAPTER 3  

Noise  

Legend  

Boundary Lines  
- Airport Property Line  
- Parcel Line  

Noise Impact Zones*  
- 50 - 55 dB CNEL  
- 55 - 60 dB CNEL  
- 60 - 65 dB CNEL  
- 65 + dB CNEL  

Future Average  
Annual Day  
(137 Operations)  

Airport Influence Area  
- Review Area 1  
- Review Area 2  

Notes  
* Source: Harris Miller Miller & Hanson, Inc. (November 2004).  
See Table BOR-1 for criteria applicable within each zone.  

Compatibility Policy Map:  
Noise
Compatibility Policy Map: Noise

Notes:
1. See Table III-1 for criteria applicable within each noise exposure area.
2. CNEL = Community Noise Equivalent Level
3. MSL = Mean Sea Level

Sources:
- Parcels - San Diego Geographic Information Source (SanGIS), 2008
- Noise Contours - Harris, Miller, Miller & Hanson, January 2007

Exhibit III-1
Compatibility Policy Map: Noise

Map FAL-1

FALLBROOK COMMUNITY AIRPARK POLICIES AND MAPS  CHAPTER 3

CHAPTER 3  FALLBROOK COMMUNITY AIRPARK POLICIES AND MAPS

Noise Impact Zones*

- 55 - 60 dB CNEL
- 60 - 65 dB CNEL
- 65 + dB CNEL

Future Average Annual Day (142 Operations)

Notes

* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

See Table FAL-1 for criteria applicable within each zone.

Suburban criteria apply to zones at the North end of the runway; rural criteria apply to the remainder of the Airport Influence Area.

Mapped noise contours are a blending of two sets of future noise contours reflecting:
1) Future aircraft activity on existing runway alignment
2) Future aircraft activity on future runway alignment

Base Map Sources:
- Parcel Base Map - San Diego Association of Governments (SANDAG), 2004
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CHAPTER 3
GILLESPIE FIELD POLICIES AND MAPS

Gillespie Field Airport Land Use Compatibility Plan
October 2009 (DRAFT)

City of San Diego
City of El Cajon
City of Santee

Marshall Av
Hacienda Dr
Johnson Av
Vernon Wy
Swallow Dr
Windmill View Rd
Gavers Av
Fanita Dr
Pepper Dr
Weld Blvd
Cuyamaca St
Prospect Av
Prospect Av
Magnolia Av
Mission Gorge Rd
1st St
Mesa Rd
Carlton Oaks Dr
Cuyamaca St
Mast Blvd
Halberns Blvd
Hills Blvd
Bradley Av
Greenfield Dr
800' MSL
topographic contour
1160' MSL (High Point)

70 + dB CNEL
65 - 70 dB CNEL
60 - 65 dB CNEL
75 + dB CNEL
65 - 70 dB CNEL
60 - 65 dB CNEL
50 - 60 dB CNEL
0 - 50 dB CNEL

Compatibility Policy Map: Noise

Notes: 1. See Table III-1 for criteria applicable within each noise exposure range.
2. Airport elevation is 387 feet above mean sea level (MSL).
3. The depicted contours are a combination of existing and future contours and represent the highest noise level of either scenario.
4. CNEL = Community Noise Equivalent Level.
5. MSL = Mean Sea Level.

Sources: Parcels - San Diego Geographic Information System (SanGIS), 2008; Noise Contours - Harris, Miller, Miller & Hanson, April 2007.

Exhibit III-1
Existing and Future Average Annual Day (776 and 973 operations respectively)
JACUMBA AIRPORT POLICIES AND MAPS  
CHAPTER 3

Noise Impact Zones*

- 50 - 55 dB CNEL
- 55 - 60 dB CNEL
- 60 - 65 dB CNEL
- 65 + dB CNEL

Parcel Line
Airport Property Line

Boundary Lines

Notes
* Source: Harris Miller Miller & Hanson, Inc. (November 2004).
See Table JAC-1 for criteria applicable within each zone.
Legend
Boundary Lines
- Airport Property Line
- Roads
- City Limits

Noise Exposure Contours
- 60 - 65 dB CNEL
- 65 - 70 dB CNEL
- 70 - 75 dB CNEL
- 75 + dB CNEL

Notes
1. See Table MCP-1 for criteria applicable within each noise exposure contour.

MCAS Camp Pendleton
Airport Land Use Compatibility Plan
(Adopted June 2008)

Map MCP-1
Compatibility Policy Map: Noise
CHAPTER 3 MCCLELLAN-PALOMAR AIRPORT POLICIES AND MAPS

McClellan-Palomar Airport Land Use Compatibility Plan

October 2009 (DRAFT)

6

El Lin Poin Blvd.
Airport Rd.
Palomar College
Aviara Pkwy.
El Fuerte Alga Rd.
Highway 101
Carlsbad Blvd.
Cannon Rd.
Real Dr.
Camino Faraday
Oleinino Real Dr.
settia Ave.
Sycamore Ave.
Park Rd.
ridge Shadow Tamarack Ave.
Dr.
Pacific Ocean

Exhibit III-1
Compatibility Policy Map: Noise

Notes: 1. See Table III-1 for criteria applicable within each noise exposure range.
2. CNE L = Community Noise Equivalent Level.

Sources: Parcels - San Diego Geographic Information System (SanGIS), 2008;
Noise Contours - Harris, Miller, Miller & Hanson, December 2006.

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CHAPTER 3   MONTGOMERY FIELD POLICIES AND MAPS
Montgomery Field Airport Land Use Compatibility Plan
January 25, 2010

Exhibit III-1
Compatibility Policy Map: Noise

Notes: 1. See Table III-1 for criteria applicable within each noise exposure range.
2. CNE L = Community Noise Equivalent Level.

Sources: Parcels - San Diego Geographic Information Source (SanGIS), 2008;
Noise Contours - City of San Diego, Montgomery Field Airport Master Plan Update,
August 2004.

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Sources: SanGIS, County of San Diego, 2019 (roads); California Department of Water Resources, 2019 (federal lands); Unified Port of San Diego, 2015 (port district boundary); County Assessor, SanGIS, San Diego Local Agency Formation Commission, 2019 (municipal boundaries); SanGIS, County of San Diego, 2015 (hydrology); The Onyx Group, Air Installation Compatibile Use Zones (AICUZ) Update for Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, California, Naval Facilities Engineering Command Southwest, 2011, Figure 2-2 on page 2-3 (airport property line), Figure 3-1 on page 3-2 (airfield and runways), Figure 4-8 on page 4-12 (prospective noise contours), Figure 5-3 on page 5-7 (safety zones); City of Coronado, Community Development Department, 2004, https://www.coronado.ca.us/cms/one.aspx?pageId=1619276, accessed June 28, 2019 (zoning).


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**Exhibit 4**

Safety Zones and Noise Contours
Forecast Noise Exposure Ranges:
- 60 - 65 dB CNEL
- 65 - 70 dB CNEL
- 70 - 75 dB CNEL
- 75 + dB CNEL

Note: Airfield elevation is 24 feet above mean sea level (MSL).
Sources: San Diego Geographic Information System (SanGIS), 2008 and 2011; Naval Facilities Engineering Command, Air Installation Compatibility Zone (AICUZ) Update for Naval Air Station North Island and Naval Outlying Field Imperial Beach, California, 2011; (airport property boundary, runways, airfield, noise contours).
CHAPTER 3
OCEANSIDE MUNICIPAL AIRPORT POLICIES AND MAPS

Oceanside Municipal Airport Land Use Compatibility Plan
October 2009 (DRAFT)

City of Oceanside
Firestone St.
Foussat Rd
Mission Ave
Begonia St
Dogwood Rd

2424
Marine Corps Base Camp Pendleton

66 dB CNEL
65 dB CNEL
70 dB CNEL
75 dB CNEL

Notes:
1. See Table III-1 for criteria applicable within each noise exposure range.
2. CNEl = Community Noise Equivalent Level.

Sources:
Parcels - San Diego Geographic Information System (SanGIS), 2008;
Noise Contours - Harris, Miller, Miller & Hanson, April 2008.

Exhibit III-1
Compatibility Policy Map: Noise

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CHAPTER 3
OCOTILLO AIRPORT POLICIES AND MAPS

Noise

Review Area 1
Airport Influence Area
Review Area 2

Noise Impact Zones
- Future Average
- Annual Day
- (8 Operations)

50 - 55 dB CNEL
55 - 60 dB CNEL
60 - 65 dB CNEL

Source: Harris Miller Miller & Hanson, Inc. (November 2004).

Notes
- See Table OCO-1 for criteria applicable within each zone.

Legend
Boundary Lines
- Airport Property Line
- Parcel Line

Parcel Line
50 - 55 dB CNEL
55 - 60 dB CNEL
60 - 65 dB CNEL

Helicopter Landing Spot

5,000'
2,500'
1" = 2,500'

Base Map Sources:
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Ramona Airport
Land Use Compatibility Plan
(Amended June 2008)

Map RMO-1
Compatibility Policy Map: Noise

Legend
Boundary Lines
- Airport Property Line
- Parcel Line

Noise Impact Zones
- 65 - 69 dB CNEQ
- 60 - 64 dB CNEQ
- 55 + dB CNEQ

Future Average Annual Day (540 Operations)

Airport Influence Area
- Review Area 1
- Review Area 2

Notes
* Source: Harris Miller Miller & Hanson, Inc. (November 2004).
1. See Table RMO-1 for criteria applicable within each zone.
2. Suburban criteria apply to zones at the East end of the runway; rural criteria apply to the remainder of the Airport Influence Area.
Exhibit 2-1

Noise Contour Map

Notes: 1. CNEL = Community Noise Equivalent Level
2. Based on 2030 Forecast Noise Exposure.

Sources: San Diego Geographic Information Source (SanGIS), 2008 and 2011 (municipal boundaries, roads and highways); Harris Miller Miller & Hanson Inc., 2010 (forecast noise exposure ranges).