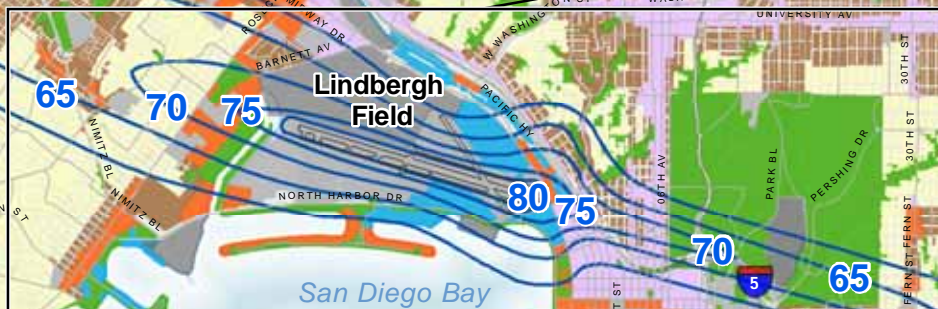
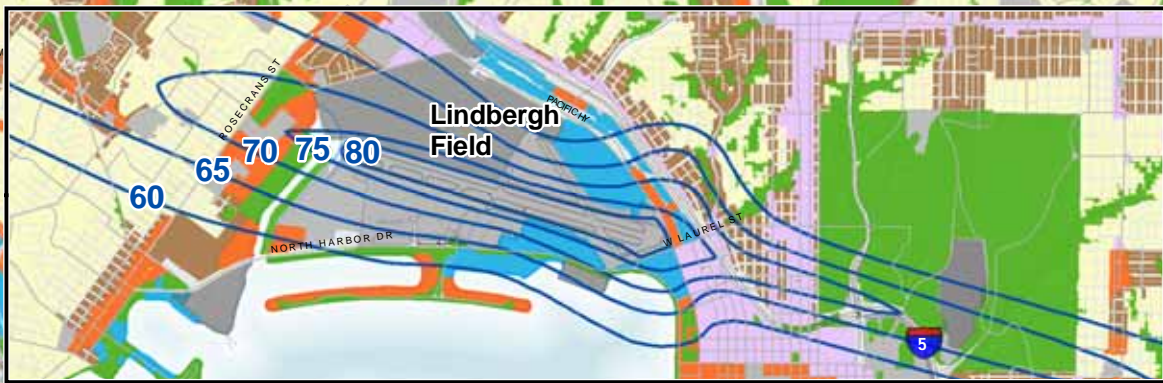




Pacific Ocean



Legend

Generalized Planned Land Use
 * Based on Adopted Community Plan Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial Employment, Retail, & Services
- Multiple Use
- Industrial Employment
- Institutional & Public and Semi-Public Facilities
- Park, Open Space, & Recreation
- Military



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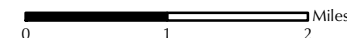
Figure 3.10-2
**San Diego International Airport-
 Lindbergh Field and NAS North Island**
Existing Airport Noise Contours with
Generalized Planned Land Use

— Community Noise Equivalent Level (CNEL) Contours (2005)*

*Note: Existing Noise Contours for Lindbergh Field are based on annual flight operations for 2005.

Source: San Diego County Regional Airport Authority, 2005.
 Source: NAS North Island Air Installation Compatible Use Zones Study (1984)

For illustration purposes, the projected noise contours from the 1984 NAS North Island AICUZ Study are used for both the existing and projected noise contours. The Navy is in the process of updating the AICUZ Study and noise contours for NAS North Island.





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Legend

General Plan Land Use

* Based on Adopted Community Plan Land Use

- Single Family Residential
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- Commercial Employment, Retail, & Services
- Multiple Use
- Industrial Employment
- Institutional & Public and Semi-Public Facilities
- Park, Open Space, & Recreation
- Military

Vicinity Map

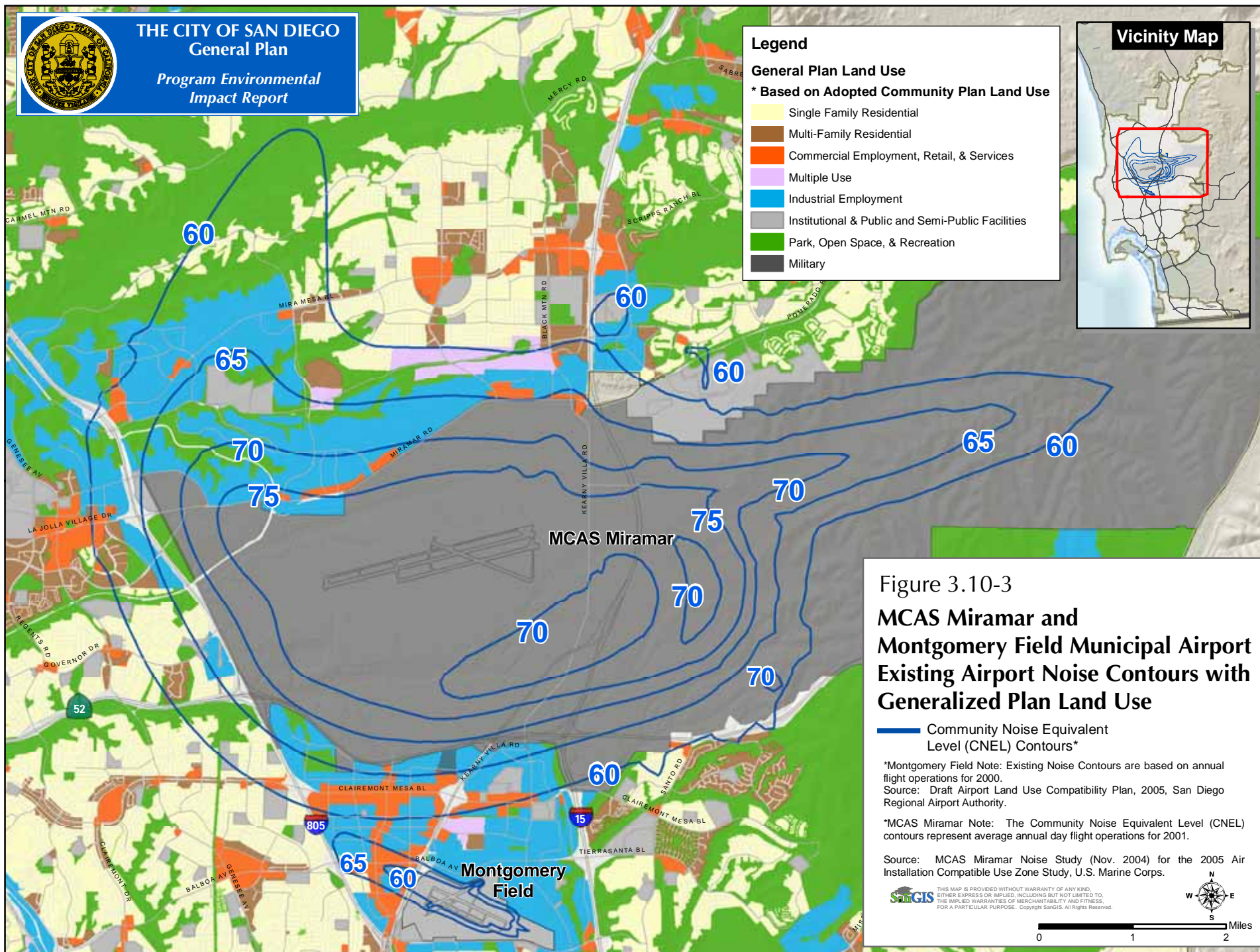
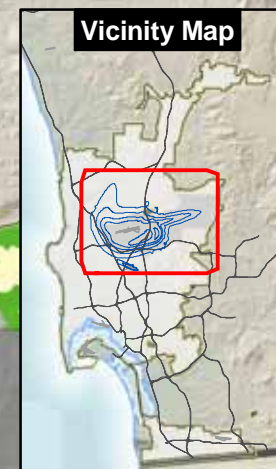


Figure 3.10-3
**MCAS Miramar and
 Montgomery Field Municipal Airport
 Existing Airport Noise Contours with
 Generalized Plan Land Use**

Community Noise Equivalent Level (CNEL) Contours*

*Montgomery Field Note: Existing Noise Contours are based on annual flight operations for 2000.

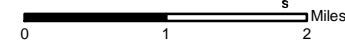
Source: Draft Airport Land Use Compatibility Plan, 2005, San Diego Regional Airport Authority.

*MCAS Miramar Note: The Community Noise Equivalent Level (CNEL) contours represent average annual day flight operations for 2001.

Source: MCAS Miramar Noise Study (Nov. 2004) for the 2005 Air Installation Compatible Use Zone Study, U.S. Marine Corps.



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* Based on Adopted Community Plan Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial Employment, Retail, & Services
- Multiple Use
- Industrial Employment
- Institutional & Public and Semi-Public Facilities
- Park, Open Space, & Recreation
- Agriculture
- Military

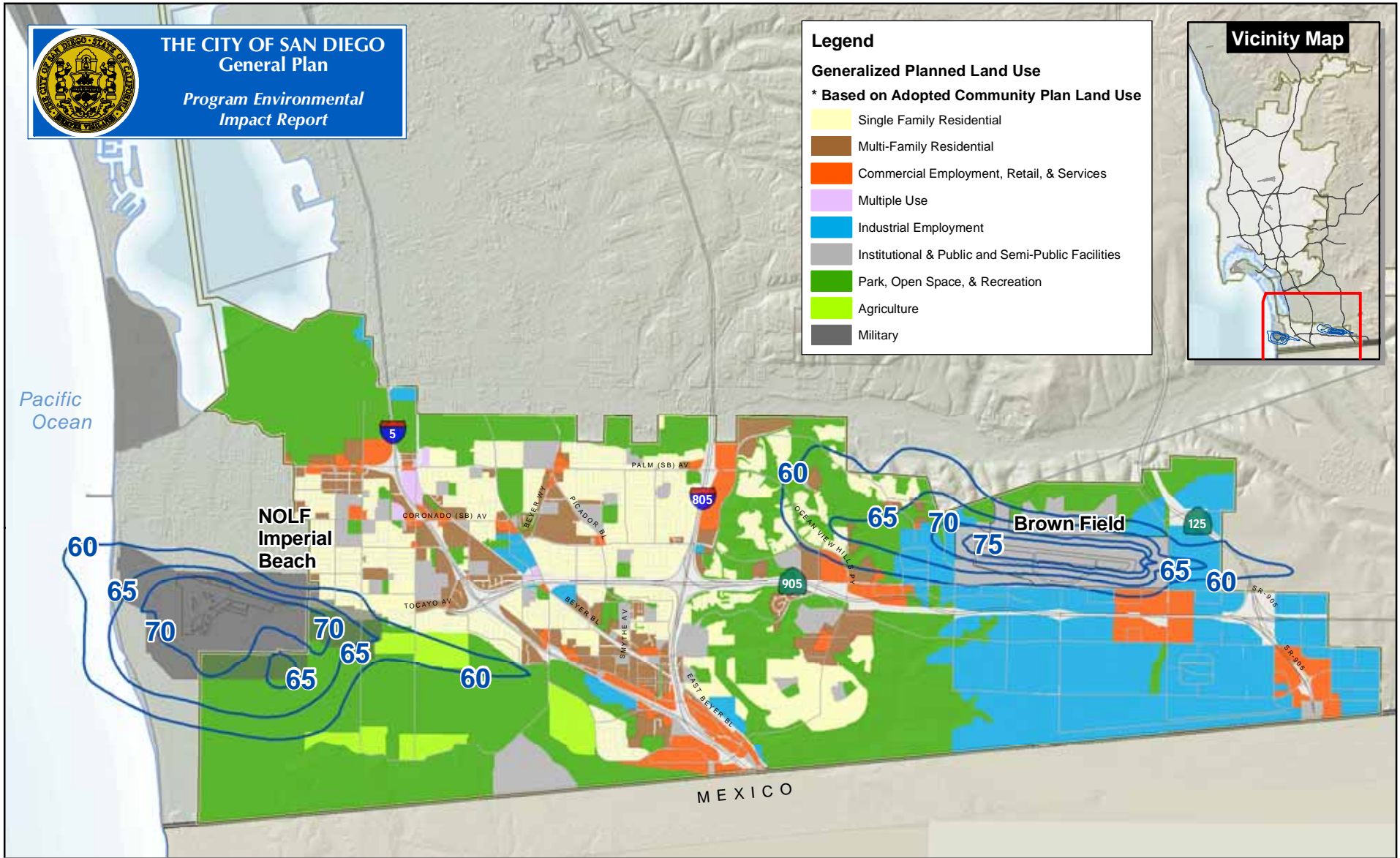
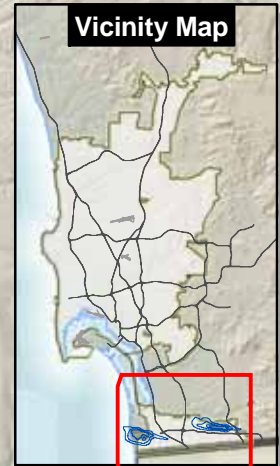


Figure 3.10-4
**Brown Field Municipal Airport and
 Naval Outlying Field Imperial Beach
 Existing Airport Noise Contours with
 Generalized Planned Land Use**

Community Noise Equivalent Level (CNEL) Contours*

NOLF IB Note:

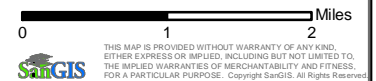
The maximum mission scenario noise contours from the 1989 Air Installation Compatible Use Zone (AICUZ) Study are shown. The U.S. Navy is in the process of preparing existing and updated maximum mission noise contours, and are not yet available.

For illustration purposes, the projected noise contours from the 1989 Imperial Beach AICUZ Study are used for both the existing and projected noise contours. The Navy is in the process of updating the AICUZ Study and noise contours for NOLF Imperial Beach.

Brown Field Note:

Existing Noise Contours are based on annual flight operations for 2004.

Source: Draft Airport Land Use Compatibility Plan, 2005,
San Diego Regional Airport Authority.





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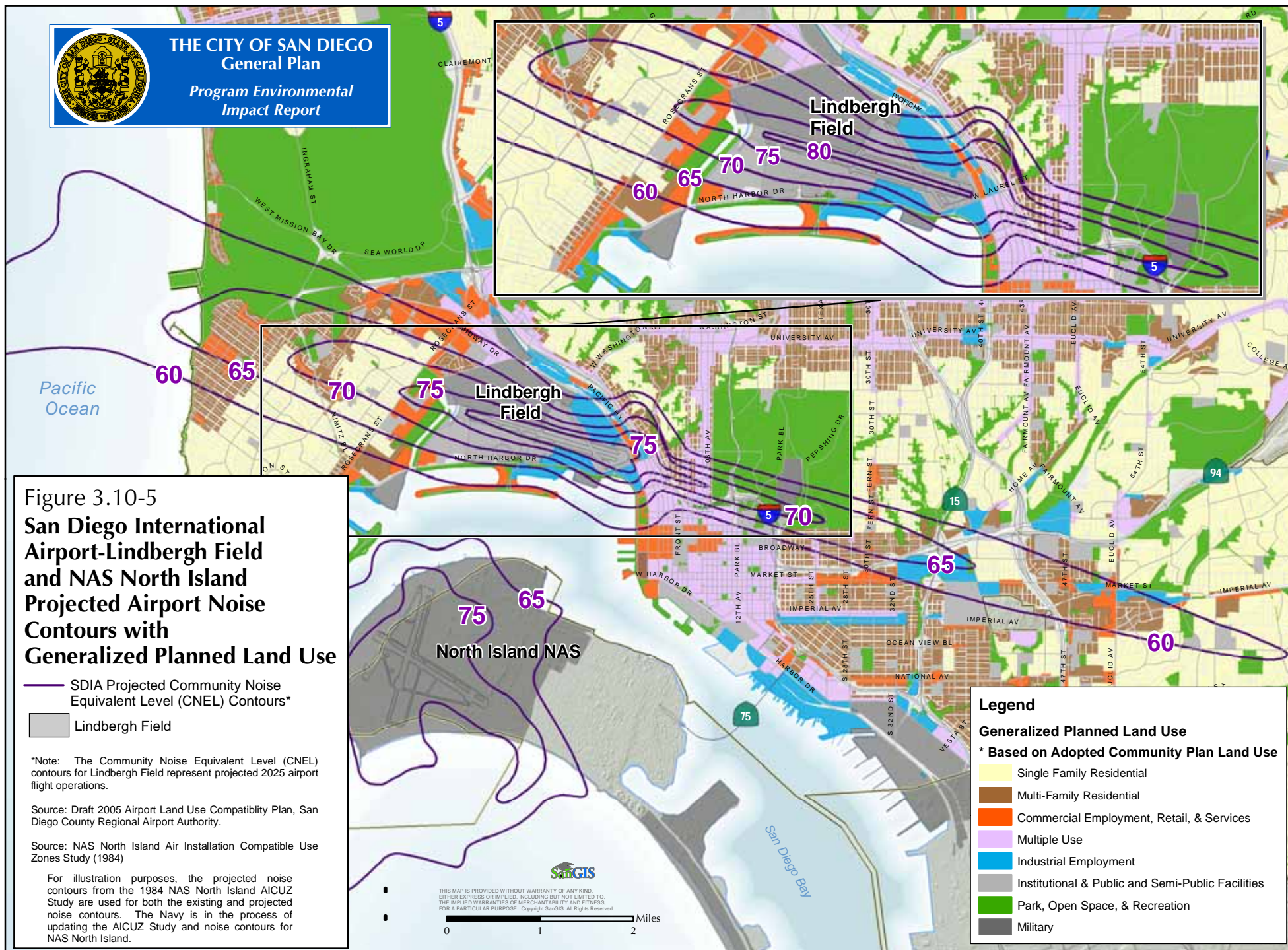


Figure 3.10-5
San Diego International Airport-Lindbergh Field and NAS North Island Projected Airport Noise Contours with Generalized Planned Land Use

- SDIA Projected Community Noise Equivalent Level (CNEL) Contours*
- Lindbergh Field

*Note: The Community Noise Equivalent Level (CNEL) contours for Lindbergh Field represent projected 2025 airport flight operations.

Source: Draft 2005 Airport Land Use Compatibility Plan, San Diego County Regional Airport Authority.

Source: NAS North Island Air Installation Compatible Use Zones Study (1984)

For illustration purposes, the projected noise contours from the 1984 NAS North Island AICUZ Study are used for both the existing and projected noise contours. The Navy is in the process of updating the AICUZ Study and noise contours for NAS North Island.

- Legend**
- Generalized Planned Land Use**
* Based on Adopted Community Plan Land Use
- Single Family Residential
 - Multi-Family Residential
 - Commercial Employment, Retail, & Services
 - Multiple Use
 - Industrial Employment
 - Institutional & Public and Semi-Public Facilities
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- Institutional & Public and Semi-Public Facilities
- Park, Open Space, & Recreation
- Military

Vicinity Map

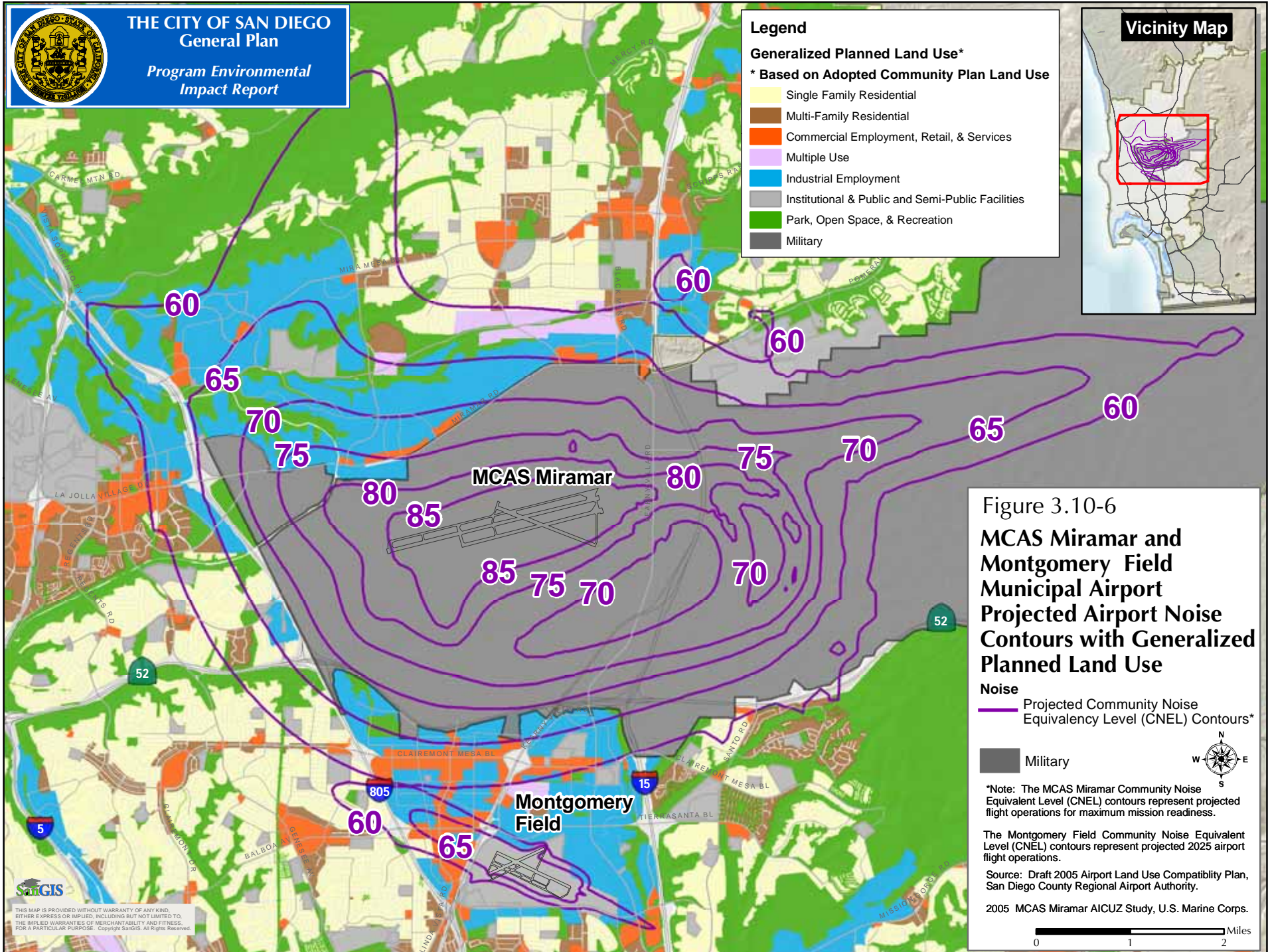
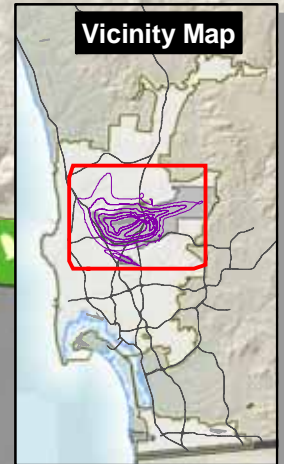


Figure 3.10-6
**MCAS Miramar and
 Montgomery Field
 Municipal Airport
 Projected Airport Noise
 Contours with Generalized
 Planned Land Use**

Noise
 Projected Community Noise
 Equivalency Level (CNEL) Contours*

Military

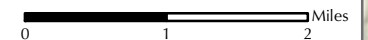


*Note: The MCAS Miramar Community Noise
 Equivalent Level (CNEL) contours represent projected
 flight operations for maximum mission readiness.

The Montgomery Field Community Noise Equivalent
 Level (CNEL) contours represent projected 2025 airport
 flight operations.

Source: Draft 2005 Airport Land Use Compatibility Plan,
 San Diego County Regional Airport Authority.

2005 MCAS Miramar AICUZ Study, U.S. Marine Corps.

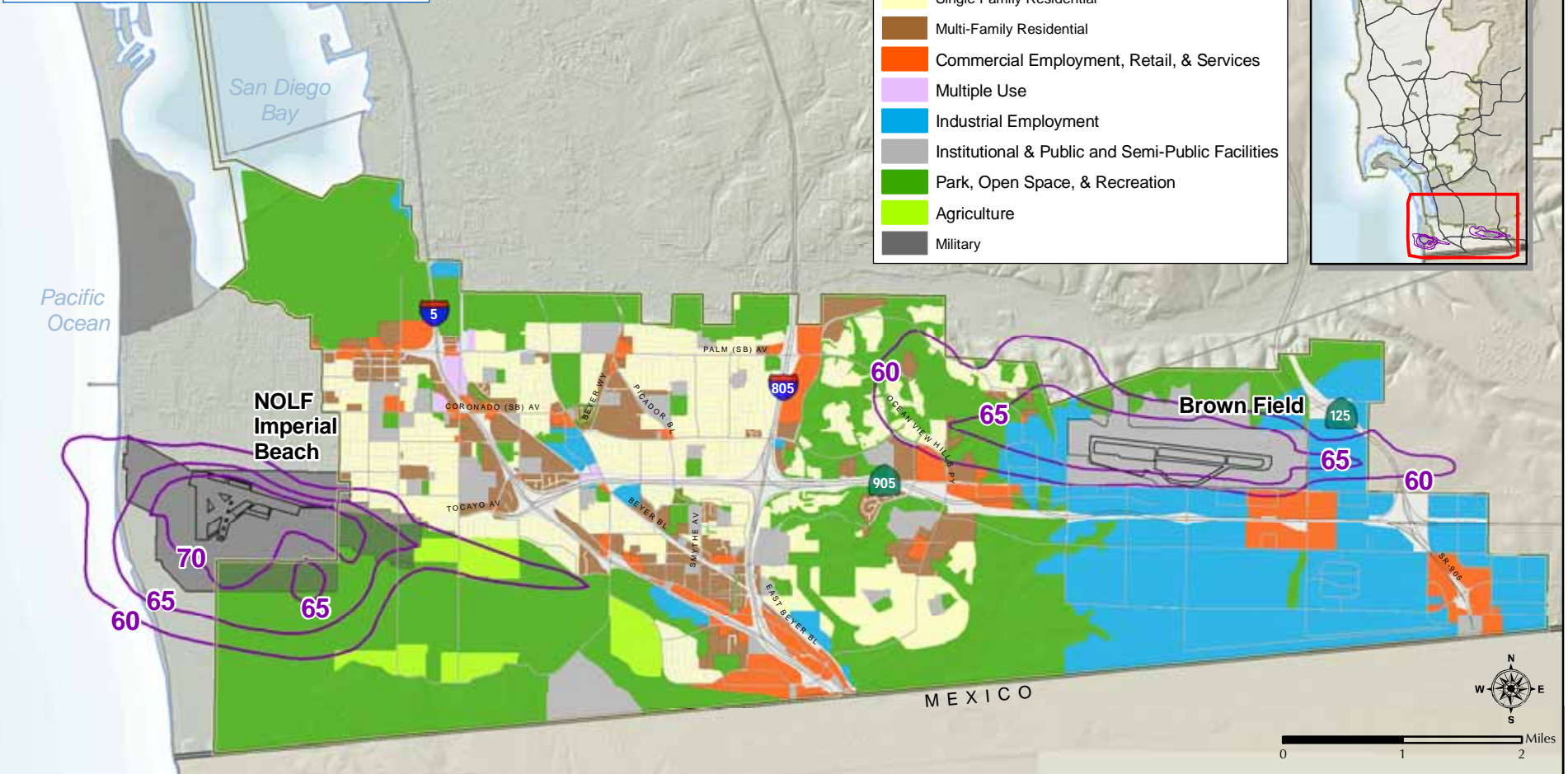


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- Park, Open Space, & Recreation
- Agriculture
- Military



Figure 3.10-7
**Brown Field Municipal Airport and Naval
 Outlying Field Imperial Beach Projected Airport Noise Contours
 with Generalized Planned Land Use**

*Note: The Imperial Beach NOLF Community Noise Equivalent Level (CNEL) contours represent projected flight operations for maximum mission readiness.

For illustration purposes, the projected noise contours from the 1989 Imperial Beach AICUZ Study are used for both the existing and projected noise contours. The Navy is in the process of updating the AICUZ Study and noise contours for NOLF Imperial Beach.

The Brown Field Community Noise Equivalent Level (CNEL) contours represent projected 2025 airport flight operations.

Draft 2005 Airport Land Use Compatibility Plan, San Diego County Regional Airport Authority.

Noise
 — Projected Community Noise Equivalent Level (CNEL) Contours*

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