



SAN DIEGO
INTERNATIONAL
AIRPORT

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) Meeting Minutes

On August 31, 2006, 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 5:40 P.M.

Present: Mr. John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Airline Pilot; Mr. David Caldwell, Greater Golden Hill Planning Committee; Mr. Tait Galloway, City of San Diego; Ms. Paula Jacks, Community member; Mr. Hirsch Gottschalk, Uptown Planners; Ms. Susan More, Ocean Beach Planning Board; Mr. Lance Murphy; Peninsula Community Planning Board; Ms. Sharon Smith, MCRD; Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Ted Sexton, Mr. Dan Frazee, Garret Hollarn, Mr. Mario Caldera

Absent: Mr. Matt Awbrey, City of San Diego, District Two; Mr. Kelly Brown, Airline Representative; Ms. Katherine Fortner, representing Congresswoman Susan Davis (ex-officio); Mr. Ron Kelley, representing County Supervisor Greg Cox (ex-officio); Mr. Barry Sill, FAA, SDIA Tower; Mr. Tom Traver, Midway Planning Board; Little Italy Association-Vacant

Dr. Butler requested Committee approval of the July 20, 2006 meeting minutes. A motion was called to approve the minutes, which passed with a majority of ayes, with one member abstaining.

Mr. Sexton provided a brief update on the ongoing Airport site selection process. He reiterated specific ballot language that was approved by the Authority Board in June 2006, and informed the Committee of an on-going Authority-initiated public education campaign designed as an outreach effort to provide San Diego County voters better understanding regarding the airport site selection proposal to be included on the November 7 election ballot. He suggested Authority staff provide an updated presentation regarding airport site selection at the November 16 ANAC meeting. At this point, Mr. Sexton invited Ms. Linda Johnson, Airport Planner, to give a brief update regarding the Airport Land Use Compatibility Plan (ALUCP). Ms. Johnson reminded the members that the Airport Authority Board acts as the San Diego County Airport Land Use Commission (ALUC) for 16 airports (twelve public and four military) within its jurisdiction. For two years the ALUC has been working toward updating or initiating land use compatibility plans on all sixteen; the Authority released a preliminary draft in March 2005 and a revised draft in October 2005. Starting September 1, 2006, a public review period will begin for draft land use compatibility plans for six of the County's airports. The first 6 of the 16 are Agua Caliente, Borrego Valley, Jacumba, Ocotillo, Ramona, and Fallbrook. The Airport Authority website has draft compatibility plans for the 6 mentioned airports and environmental

studies and mitigated negative declarations that include compatibility criteria for future development. Community workshops will be held during the week of September 11 - 15 in Ramona, Fallbrook, and Borrego Springs. Ms. Johnson invited the members to visit the land use compatibility pages of the Airport Authority website at www.san.org.

Mr. Frazee presented an update on the 9th Variance to the California Noise Standards. As mentioned at previous ANAC meetings, the Variance is being considered in a formal hearing process before an Administrative Law Judge. The hearing date has not been set, but is expected to be sometime in December 2006. The reason for the Variance going to a formal hearing is due to specific issues important to Mr. Phillips, an intervener, representing Greater Golden Hills Community Development Corporation. Mr. Phillips has voiced his concern with the present residential sound insulation program eligibility criteria and noise contour component. The hearing by an ALJ is the result of all parties not being able to agree on the elements of a stipulated settlement. Seeing there are no questions regarding the Variance, Mr. Frazee passed around several photos of the installation of the first of ten newly re-located, self-contained, remote noise monitoring terminals in the community. He explained that fifteen of the community terminals remained in their locations and were simply upgraded with new equipment and wireless technology. The re-located terminals incorporate new pole design, wireless data transfer technology and solar power, avoiding the need to tunnel in "hard wire" electrical and phone lines.

Mr. Hollarn gave a power point presentation on community noise complaints. He explained that between June 4 and November 3 2006 SDIA is experiencing mandatory nighttime runways closures because of three major projects: installing new instrument landing system equipment, repaving a portion of the runway, and installing an Engineered Material Arresting System (EMAS) at the end of runway 27. These construction activities severely limit nighttime operations on most nights between 11:30 p.m. and 5:15 a.m. Mr. Hollarn explained that during the summer months, as the graph showed, an increase of complaints is expected because residents leave their windows open to take advantage of the cooling westerly breeze. He further pointed out that during the instrument landing system equipment upgrade, the airport was forced to operate in an arrival and departure "flow" that saw aircraft landing to the east and departing to the east or landing to the east and departing in both directions, as traffic allowed. This "abnormal" operation (normally, aircraft land to the west and depart to the west) caused much confusion and consternation to residents on both sides of the airport, as they were not used to the "opposite direction" operations. An ANAC member asked if it would be alright for the Noise Mitigation Department to provide ANAC members with the complainer's resident addresses in their communities so that ANAC members could educate them about events that cause the complaints. Mr. Frazee explained that Noise Mitigation staff stands ready to address those issues on a daily basis. Additionally, Mr. Frazee advised that, under the California Public Records Act, Government Code section 6250 et seq., complainant addresses or names are not releasable to third parties. This concluded Mr. Hollarn's presentation.

Mr. Frazee updated ANAC regarding noise curfew violation. He referred the group to three informational charts in each member's packet; the first addressing overall violations so far this

calendar year in relation to previous years. The second chart showed a list of aircraft violations to be examined by the next Curfew Violation Review Panel (CVRP). He explained that the BOLDED violations on the chart will be evaluated using the new fine structure approved by the Authority Board at their April 2006 meeting. Mr. Frazee reminded the members that the next CVRP will be held Wednesday, September 6, 2006 at 2:00 p.m. Mr. Frazee then reiterated the specifics of the new fine structure, comparing it to the structure prior to July 1. Mr. Frazee invited the members to the upcoming CVRP, reminding them that it is a public meeting scheduled bi-monthly. This concluded Mr. Frazee's presentation.

Ted Anasis, Manager, Airport Planning, presented a brief overview of the Airport Master Plan Draft Environmental Impact Report (DEIR), covered the specific project elements proposed in the Master Plan through the year 2015 and described the environmental review process. For the sake of ANAC, specific emphasis was given to the noise analysis as it is included in the DEIR. He explained the steps in the process. The first step, completed in 2004, was to develop a forecast for passengers and operations. The second step was to develop facility requirements based on the forecast, specifically to address the question of how the airport will prepare for the projected growth. The airport is divided into four types of facilities; airfield, terminal, ground transportation and airport support. The improvements proposed in the Master Plan primarily focus on terminal improvements with the intent being to improve the levels of service for our customers/passengers in the terminals based on the forecast growth through 2015. Mr. Anasis provided a detailed PowerPoint presentation, and then informed the members that a copy of the Draft EIR, released for a 120-day public comment period which ends September 18, 2006, is available for review on the Airport Authority website. Once all public and agency comments are received, the next step will be to address and respond to each comment and prepare a final Environmental Impact Report, which will be presented to the Airport Authority Board to decide on the certification of the final EIR. He anticipates this will happen in November or December of 2006. After the presentation, Mr. Anasis opened the floor to questions from the Committee members. ANAC members had multiple questions with varying foci. With all of the questions addressed and suggestions given, Mr. Anasis thanked the Committee for their attention and constructive input, stating that all suggestions are noted and will be evaluated.

Public comment: Mr. Shane Finnerman, an Ocean Beach resident, expressed his feeling that the proposed Master Plan expansion can be a positive thing, with the caveat being that expansion entails impact, particularly in the noise area. His conclusion is that additional gates equate to additional aircraft, thus additional noise in the community, and that the EIR should address how the additional noise will be mitigated. Ms. Cynthia Conger, a Point Loma resident, commented on the possibility of increased departure deviations from the prescribed flight corridors, noting that this is a safety issue for residents. She also questioned if the future noise monitoring terminals will just be focused only in the downtown area.

Mr. Caldera gave a power point update presentation on early departure turns. He informed the members that Mr. Barry Sill, the new San Diego International Tower manager, has been briefed on all aspects of the early turn issue. Mr. Sill is working with Noise Department staff to coordinate a procedure to investigate airport generated reports of aircraft outside of a depicted

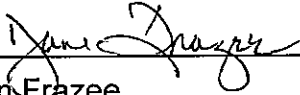
corridor and will respond in a timely basis. In the presentation, Mr. Caldera explained the criteria established for early turns and how the information would be presented to ANAC in the future.

The next agenda item, Item "E" – Non-monetary Incentives to Honor Curfew. As Mr. Murphy explained, the separate issues, noted in six bullets, could be moved forward or could be removed altogether. Regarding bullet number one, public announcement of violation and public praise, Mr. Frazee informed the members that the air carrier recognition program, which the Committee was briefed on last November, will provide what is requested in the first bullet except for recognition through a half page newspaper article. Mr. Frazee noted that the information in the air carrier recognition program is planned to be available on the Noise Department site on the Airport Authority website, allowing for immediate community access. With this information, members agreed that the issue referred to should be closed. The second bullet deals with requiring the tenant air carriers annually to acknowledge their responsibilities under the Airport Use Regulations. Additionally, it requires that the Fixed Base Operator, Jimsair, inform each non-commercial operator and obtain a similar acknowledgement from each pilot. Regarding bullet three, the subcommittee recommends that noise curfew violation letters be sent to air carrier upper management instead to the local station managers. Mr. Frazee explained that is the practice at this time. Air carrier notification of violation letters are routed to air carrier corporate headquarters contacts, with copies to station managers. Further, the letter should identify the number of households that may be affected by each curfew violation and that a copy of the notice is sent to FAA. Mr. Frazee requested that the subcommittee establish specific criteria to use. As for forgiving overnight parking fees for air carriers who elect to not depart in the curfew period, Mr. Frazee explained that the Airport does not presently charge for aircraft to "overnight." The sixth bullet, dealing with developing an incentive and communications program, was dropped by the subcommittee when told about the air carrier recognition program. The subcommittee was asked to clarify all bullets in Item "E", based on the feedback from the members at this meeting, put together a product that reflects those changes and bring it back to the ANAC at the November meeting for action. Mr. Murphy advised that the subcommittee will forward an updated product to the Noise Mitigation Department staff in sufficient time to forward it to all members for their examination and input prior to the November 16 ANAC.

At this, Dr. Butler invited members of ANAC to stay around and observe a demonstration of the new web-based flight tracking system after the meeting adjourned. He explained that the tracking system will be live starting tomorrow. If this is not feasible, Mr. Frazee will send an email with the web address to all members tomorrow.

Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 7:45 P.M.

The next meeting is scheduled for Thursday, November 16, 2006 at 5:30 p.m. in the Wright Brothers Conference Room, Third Floor, Commuter Terminal.



Dan Erazee
Deputy 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. ANAC members may obtain a hard copy of presentation materials by contacting Airport Noise Mitigation at (619) 400-2781.