



SAN DIEGO  
INTERNATIONAL  
AIRPORT

## AIRPORT NOISE ADVISORY COMMITTEE (ANAC) Meeting Minutes

On March 17, 2005, 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: Captain (Ret.) Jack Bewley, Airline Pilot; Mr. John Bennett, County of San Diego; Dr. Mark Butler, Facilitator; Mr. Jim Buckles, FAA-SDIA Tower; Mr. David Caldwell, Greater Golden Hill Planning Committee; Ms. Cynthia Conger, Peninsula Community Planning Board; Ms. Marilee Kapsa, Uptown Planners; Mr. Ron Kelley, representing County Supervisor Greg Cox (ex-officio); Ms. Paula Jacks, Community member; Ms. Susan More, Ocean Beach Planning Board; Ms. Joey Perry, City of San Diego; Mr. Dan Franklin-Pond, Little Italy Association; Ms. Margaret Radnick, representing Councilmember Michael Zucchet (ex-officio); Ms. Sharon Smith, MCRD; Mr. Jack Zimmerman, Acoustician; and Staff: Mr. Ted Sexton, Mr. Dan Frazee, Mr. Garret Hollarn

Absent: Mr. Kelly Brown, Airline Representative; Mr. Thomas Traver, Midway Planning Board; Ms. Caridad Sanchez, representing Congresswoman Susan Davis (ex-officio)

Members and staff introduced themselves. Dr. Butler requested acceptance of the DRAFT meeting minutes for January 20, 2005. Members accepted the minutes with the following changes: Ms. Perry be marked as absent instead of present at the last meeting; and that Congressman Billbray's name be spelled with a "y" versus an "e." The Committee accepted the amended minutes.

Instead of Mr. Sexton providing an update on the SDIA Master Plan progress, the Committee was asked if they prefer to have the opportunity to preview an advance copy of the Airport Master Plan, including options for expansion and improvements. They were informed that the Authority Board would not have adopted it, but that they would have already reviewed it. Seeing unanimous approval, staff will request Mr. Ted Anasis, Manager, Airport Planning, to update the Committee with a presentation at the May ANAC meeting. Regarding airport site selection, Mr. Sexton explained that the Board continues to investigate and evaluate compatible locations. He added that the Authority Board reiterates its commitment to delay studying any potential military sites on the approved list until final recommendation of the Base Relocation and Closure Commission (BRAC) in November 2005. Ms. Perry presented her understanding (from a City of San Diego Planning Department perspective) of the Authority's Airport Land Use Compatibility Program (ALUCP). She explained that the ACLUP is an update of the mandated Comprehensive Land Use Plan (CLUP) for Lindbergh Field that has been in place for a number of years. Mr. Sexton informed the group that the new Draft

ACLUP is now available for public review and can be accessed on the Airport Authority website, [www.san.org](http://www.san.org). The Airport Authority will be accepting comments to the draft document until April 8. There is an open house ACLUP presentation on the 24<sup>th</sup> of April, from 1:30-2:00 is the open house and 2:30-3:30 will be a staff presentation and "Question and Answer" period.

Mr. Frazee updated the Committee on progress of the Remote Noise Monitoring System. Thirteen sites are in place and three additional sites are being upgraded by the end of May. The ten additional (total of 26) sites requiring relocation are on hold pending site and construction approval from the City of San Diego. A July approval for all site relocations is expected following City Planning Commission consideration. There will be public notice of intent to relocate sites sent out to the Planning commissions and individuals affected by the relocation. Public notice will be provided in all communities impacted by relocation. Mr. Frazee pointed out that the additional two sites and ten relocations were reviewed and accepted by ANAC in 2003.

Mr. Frazee provided an update on the bi-monthly Curfew Violation Review Panel (CVRP) meeting. At the March 2005 CVRP, eight suspected air carrier violations were evaluated. Six of the eight were penalized with a \$1,000 administrative penalty for the infractions. Three of the six penalized violations took place in calendar year 2004. The total penalized air carrier violations in 2004 were eleven, down from fourteen during 2003. This continuing decrease in air carrier violations shows the airlines are moving forward with their commitment to decrease curfew violations. Mr. Frazee reminded ANAC members of the upcoming Authority award meeting where all air carriers who avoid violating the noise curfew during a calendar year are recognized for their continuing effort to mitigate unnecessary aircraft noise for the community.

Mr. Frazee continued with an update of the 9<sup>th</sup> Variance. At the last meeting, the Committee was informed that an Administrative Law Judge (ALJ) pre-hearing is set for May 12<sup>th</sup> at 10:00 a.m. in downtown San Diego on Front St. (State of California offices). The meeting is open to the public. The purpose is for the ALJ to determine who can intervene and influence the process.

Dr. Butler opened the floor for public comment. There was no public comment at this time.

Dr. Butler discussed the comments from the March meeting regarding ANAC Rules and Procedures. He discussed further the notion that a designated alternate would be given voting rights in case the primary member is absent. Mr. Butler suggested that a subcommittee be formed to meet with Mr. Frazee and staff and bring back specific information to the May ANAC. After deliberation, Mr. Frazee volunteered to research ANAC member files and investigate how many of the Planning Boards have a designated alternate name on file with the Airport Authority. He will then inform all members of the findings and it will be up to the individual members if they decide to designate an alternate. A motion was made and seconded to amend Rule #1 such that any designated alternate already on file, would have voting rights if the primary member is absent. In discussion, Ms. Perry suggested that the primary members accept the responsibility to inform designated alternates the importance of

understanding what the voting right entails. Mr. Frazee suggested that the designated alternate reside within the 65-decibel CNEL contour. Several members objected to Mr. Frazee's suggestion as a requirement, and he amended the suggestion to request that, if possible, alternate members reside within the 65 dB CNEL contour. The motion passed on a voice vote with 11 ayes and one no.

Mr. Jim Buckles, SAN Air Traffic Control Tower Manager, gave a presentation regarding flight track deviation south of the IFR departure path on Runway 27. He explained that when an "early turn" occurs the Tower will attempt to determine possible justification of the turn; and if it occurs outside of the Tower's jurisdiction, SoCal. TRACON will assess the justification and any appropriate action. When Tower or TRACON cannot explain a deviation, it is referred to as a pilot deviation and may be referred to FAA Flight Standards for further action. Mr. Buckles showed a graph depicting the different deviations. Some of the reasons an airplane may be directed to deviate from straight out are adverse weather conditions, air traffic separation, or to maintain aircraft wake turbulence criteria.

Mr. Hollarn gave a short comparison of missed approach statistics during 2004 and 2005. January and February 2005, with significant periods of inclement weather, showed an increase number of missed approaches compared to the same months in 2004 during good weather. A graph differentiating missed approaches by curfew and non-curfew times indicate that roughly 90% are during the non-curfew period. Another graph depicting missed approaches according to runway heading versus non-runway heading shows roughly 85-90% departing on runway heading. Bad weather also creates a requirement for "head-to-head" operations at SDIA. Mr. Sexton explained how "head to head" occurs by describing a situation when a landing aircraft approaches Runway 27 during restricted visibility situations. The pilot, unable to maintain visual contact with the runway, elects to discontinue the unsafe approach and executes a missed approach. Landing operations are switched to Runway 9, where electronic equipment is located that can aid the pilot in remaining in a position to execute a successful landing. In conditions of low visibility when the winds are calm, some pilots must elect to take off on Runway 27 to avoid the high terrain. Head-to-head is when an aircraft departs to the west yet landings are also from the west.

Mr. Frazee made a comment regarding addition of a New Business item on the meeting agenda. This item will be carried forward to all future meeting agendas.

Dr. Butler opened the floor for public comment. Mr. Lance Murphy, a resident, thanked Mr. Buckles on his presentation but was not satisfied with the report since, according to Mr. Murphy, the report was inaccurate and had missed 66 deviations that had occurred during the last week of January. He also expressed his disappointments regarding the Authority website being difficult to understand, especially for public comment, not user friendly at all. He opined that the last *Noise Matters* newsletter was dated June 2003, and added that it "should be out every six months." He added that the last Quarterly Noise Report (QNR) he found on the website was in 2003; six months late, and commented that eight noise curfew violations in a year is an unacceptable amount. Finally, he noted that a 2004 ANAC request to increase the

(noise curfew) fine was disapproved by the Authority Board; and also that as an Authority Committee, ANAC members have the right to go in front of the Board.

In discussion about the present curfew violations, Mr. Frazee explained that four suspected curfew violations took place in 2004 and four were from this calendar year. He explained the discrepancy by informing the group that suspected violators are given 30-days from the date of the violation to respond in writing before being scheduled for review and to present any mitigating extenuation circumstances for the curfew review Panel to consider.

Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 6:50 p.m.

The next meeting is scheduled for Thursday, May 21, 2005 at 5:30 p.m. in the Wright Brothers Conference Room, Third Floor, Commuter Terminal.



Dan Frazee  
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](http://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.