



SAN DIEGO  
INTERNATIONAL  
AIRPORT

## AIRPORT NOISE ADVISORY COMMITTEE (ANAC) Meeting Minutes

On November 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 5:34 P.M.

**Present:** Mr. Richard Agee; Peninsula Community Planning Board; Captain (Ret.) Jack Bewley, Airline Pilot; Mr. Jim Buckles, FAA-SDIA Tower; Mr. David Caldwell, Greater Golden Hill Planning Committee; Ms. Katherine Fortner, representing Congresswoman Susan Davis (ex-officio); Mr. Dan Franklin-Pond, Little Italy Association; Mr. Tait Galloway, City of San Diego; Ms. Paula Jacks, Community member; Ms. Marilee Kapsa, Uptown Planners; Ms. Susan More, Ocean Beach Planning Board; Mr. Thomas Traver, Midway Planning Board; Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Staff: Mr. Ted Sexton, Mr. Dan Frazee, Mr. Garret Hollarn

**Absent:** Mr. John Bennett, County of San Diego; Mr. Kelly Brown, Airline Representative (Excused); Ms. Sharon Smith, MCRD; Mr. Ron Kelley, representing County Supervisor Greg Cox; Ms. Margaret Radnick, (City of San Diego, District Two – Vacant) (Excused)

Members and staff introduced themselves. Mr. Frazee presented a Certificate of Appreciation to Mr. Franklin-Pond, upon his departure, as the representative for Little Italy Association. Dr. Butler asked the Committee to approve the September meeting minutes. The Committee approved the Draft meeting minutes for September 15, 2005 as written.

Dr. Butler requested that the Committee approve the proposed meeting dates for 2006; January 19, March 16, May 18, July 20, September 21, and November 16. Dates were approved unanimously by the Committee. The time and meeting location remains the same.

Mr. Sexton provided an Airport Authority update. He explained that the Airport is beginning to study military installations previously chosen as possible airport locations to meet the future air transportation needs of San Diego County. Examination of the suitability of the four (4) sites was previously deferred due to political concern that studying the military sites while the Federal Base Relocation and Closure (BRAC) Commission was still ongoing could unfairly influence the process. BRAC is now completed without recommending that any of the Southern California military bases be closed, so the Airport Authority has initiated a preliminary feasibility study of MCAS Miramar (2 sites), NAS North Island, MCB Camp Pendleton and March Air Reserve Base. Additional "civilian" sites on the list of possible alternatives include a desert sites in Borrego, in the Boulevard / Campo area, and continuing operations at an expanded Lindbergh Field. The Airport Authority is required to submit a location recommendation as a ballot measure on the November 2006 County general election. Mr. Sexton also discussed the status of the San Diego County Airport Land Use Commission (ALUC), whose mission is to protect the twelve (12) civilian and four (4) military airports from

incompatible land use development that could pose future constraints with airport expansion or operation. He emphasized that this is what ALUCs all around the state do. The ALUC mission is not to protect nor deny new development, and not to rule one way or the other whether a development is beneficial to the community or not. Mr. Sexton requested the members of the Committee include in their 2006 calendars ALUC's scheduled January 5 meeting, since their advice in regards to noise matters would be most helpful. Mr. Traver posed a question regarding the utilization of the Noise Contour of ALUC, which has aroused conflicting information in regards to the contour line on some of the streets. He also asked if anyone has considered setting up a portable noise monitor to be placed on properties temporarily for testing over a period of time to determine whether a specified project is acceptable or not in regards to the amount of aircraft noise. Mr. Frazee explained that the Community Noise Equivalent Level (CNEL) metric displayed as a noise contour is a compiled 12-month running "average" of the aircraft noise data processed by all monitors on a 24-hour basis. Mr. Hollarn also added that portable monitors are not predictors of noise, but only accumulate data that must be further processed once downloaded. It can only show a snapshot of the noise in a given area and would not be useful in determining land use compatibility for a future case scenario. The ALUC contours are the 2030 Annual CNEL Noise Contours. Mr. Agee's asked how the ballot in November will be made up. Mr. Sexton explained that the enabling legislation directs that the Airport Authority originate the ballot; it will be constructed and approved by the Airport Authority and submitted to the San Diego County Clerk for verification of its language, text, and to ensure compliance with state law.

Mr. Frazee gave a Remote Monitoring System (RMS) placement update. A diagram was presented showing the permanent remote site locations the airport uses to accurately monitor the 65 decibel CNEL contour, a state requirement, and the reason why the monitors are placed. As previously explained, eight monitors are being relocated and two new monitors will be added as approved by ANAC and the City Planning Commission. One preferred site location in the upper Loma Portal area is subject to opposition from several homeowners living in the area who oppose the relocation to their neighborhood citing aesthetic and safety grounds. Mr. Frazee explained that the particular site does not help define 65 db CNEL noise contour. The location in City right-of-way on Oleander Place off Amaryllis Drive was chosen by the Airport Authority as the most preferable site to meet the concerns of the Airport Coalition, as stipulated by Variance to the California Noise Standards. A permanent remote noise monitor in this location can be used to add more specific information regarding aircraft departures on the 290 degree heading. Airport Noise Office staff will continue to work with residents and the Peninsula Community Planning Board to seek the present site or another location in the immediate vicinity that will meet required acoustical requirements and meet the requirement of the community. If no viable location can be found that meets Authority requirements, an additional monitor will not be placed in the area. This will in no way degrade noise data used to define SDIA's noise contours. Mr. Frazee mentioned that he would attend the Peninsula Community Planning Board's scheduled December meeting to solicit their thoughts on a solution to meet the requirement and to appease both parties. As for the permanent noise monitors that were approved by the City Council, a bid for construction will be proffered in early 2006 and the relocation will move forward.

Mr. Frazee gave a noise curfew violation update. The November Curfew Violation Review Panel (CVRP) identified both of the recent operations as violations that incurred administrative fines. The count to date is 39 total violations for the year; 31 are air carriers, a number that comes out to just over three departures per month. As perspective, Mr. Frazee informed the Committee that SDIA has approximately 18,600 aircraft operations per month, of which 9,300 are departures. Mr. Traver mentioned two airlines that are not on the list of violators and asked if a commendation is given out for those who do not violate. Mr. Frazee explained that the Airport Authority has an air carrier recognition program that identifies and publicly rewards those air carriers who do not violate the curfew during a given year. He added that he would discuss later in the meeting a refinement of the present recognition program, to be called the Fly Quiet Program, which will be initiated in the summer of 2006.

Mr. Mike Gatzke, Special Legal Counsel, presented an update of the proceedings of the 9<sup>th</sup> Variance to the California Noise Standards. Mr. Gatzke explained that a series of discussion with the two interveners are ongoing in the case; the Airport Coalition and a representative of the Greater Golden Hills Community Development Corporation (GGHCDC). He added that about a couple of months ago, two other residents attempted to intervene in the case, but that the presiding Administrative Law Judge (ALJ) denied their motion to intervene due to them waiting too long. Currently, the affected parties are the Airport Authority, the State, CALTRANS, the Airport Coalition, and GGHCDC. Counsel and staff has continued to meet with the two intervener representatives to try and identify a common consensus solution to allow all parties to stipulate or to agree to an issuance of a Variance rather than to go to a formal hearing. Counsel added that a conceptual understanding has been reached with the Airport Coalition regarding the terms of the Variance and a possible solution needs to be vetted by the parties with their clients and decision makers, which is why an announcement could not be made at this time. No such understanding has been forthcoming with the Greater Golden Hills Community Development Corporation. At a pre-settlement conference in September, the ALJ offered to act as an intermediary in the event that the parties think it might be helpful. The Airport Coalition and GGHCDC have agreed to a pre-settlement conference before the ALJ on December 1<sup>st</sup> and will continue to try and resolve the matter without a hearing. If settlement turns out unsuccessful, Mr. Gatzke expect that sometime in December or January, the Judge will set a hearing date for February or March in 2006.

As an information item, Dr. Butler reviewed that a subcommittee created by ANAC was tasked to review and make recommendations regarding the administrative fine structure for noise curfew violations. Mr. Agee, Mr. Buckles, Mr. Frazee, and Ms. More, sub-committee members, presented a tentative report of possible recommendations. Two handouts were distributed to each ANAC member for review and discussion at the January ANAC meeting. Mr. Frazee informed the Committee that there are only five commercial air service airports in the U.S. that have a penalty associated with their noise curfew program; four in California, namely, San Diego, Long Beach, Orange County, and San Jose, and Ronald Reagan Int'l Airport in Washington, D.C. Dr. Butler asked the members of the Committee for approval to request that staff prepare a short presentation for the next meeting to review the history leading to the existing SDIA airport noise curfew fine structure. The Committee agreed; Mr. Frazee said he would arrange for the presentation. Mr. Frazee further explained the process of the voting of items.

Mr. Frazee explained the purpose of the Fly Quiet Program. He passed out a draft single page document titled SAN Turbo Jet Air Carrier Recognition Program. He added that similar programs are planned or already in use by several major airports in the United States. Mr. Frazee said he hopes it will promote a positive competition among air services providers and that it is a proactive approach because it involves community and air carrier input. The challenge for those providing input is to rate defined issues that can motivate SDIA's air service providers to some achievable goals. It was presented to the airport managers at their last group meeting this month. It will be implemented in July 2006, and input is requested from each committee member, as well as the planning group they represent.

Mr. Frazee gave an ANAC-requested presentation regarding missed approach criteria. He began by quoting FAA's formal definition. After giving several scenarios common to missed approaches (weather, air traffic control, aircraft instrumentation malfunction), he explained that the overriding reason missed approaches happen is that something occurs during the final approach sequence that makes it improbable or impossible for the pilot to land the aircraft safely. He observed that, as a pilot, safety of the passengers and aircraft is the overriding concern. He further explained it is not something that pilots like doing unless it is really necessary, as it costs the air carrier extra money, extra fuel, and extra time.

Mr. Hollarn presented the update to the missed approach statistics reviewing the year-to-date totals for 2003, 2004, and 2005, and the months of September and October 2005. For September and October 2005, the missed approach numbers follow the typical average, with approximately 10% of missed approaches during the Curfew period (11:30 p.m. to 6:30 a.m.) and 15% of missed approaches taking a non-runway heading. For a more complete review of the missed approach statistics, please see the accompanied PowerPoint presentation slides.

Mr. Buckles presented an FAA PowerPoint presentation regarding missed approaches. For more detailed information about his presentation, please contact the Noise Office. Mr. Buckles also reiterated Mr. Frazee's explanation of the missed approaches as dealing with the safety of passengers and aircraft.

Public comment: Mr. Richard Phillips, the 9<sup>th</sup> Variance intervener from the Greater Golden Hills Community Development Corporation, handed out to Committee members information on variance issues relevant to his cause and conditions that are recommended by his organization. In summary, they proposed continued compliance with stipulations of the 8<sup>th</sup> Variance, a request for the Airport Authority to develop recommended (arrival and departure) aircraft noise abatement operational procedures, to affect what he sees as a more equitable distribution of Quieter Home Program (QHP) noise insulation funds and a more "timely" implementation of sound attenuation programs. Additionally, he asked for the support from the Committee with his recommendations.

Mr. Buckles updated the Committee regarding the proposed SDIA Precision Departure Procedure. He said he is optimistic that FAA will most likely be looking at initial design criteria soon. He mentioned that at some time in the near future, he will ask Mr. Frazee and some interested members of the Committee and community to participate in the process. He

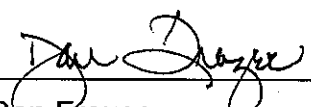
thanked Senator Feinstein and her local staff for supporting this item so actively. Senator Feinstein has written a letter of support for this project to FAA Headquarters in Washington, D.C.

Ms. Cathy Hollarn, Quieter Home Program (QHP) Coordinator, gave an update on the QHP. She gave a short brief regarding the ANAC-approved supplemental boundary expansion that added a total of about 300 dwelling units on the east and west of the airport. FAA and Airport Authority funding is available to move forward with design and construction since Authority Board approval this month. A question was asked regarding whether reimbursement is available to residents who insulate their own homes at their own expense outside of the program. Ms. Hollarn informed the Committee that 80% of the funding is from FAA, 20% from the Airport Authority, and that no reimbursement is presently available for those who are not participants in the program, per FAA policy. Ms. Hollarn also informed the Committee that the QHP Special Project Manager position is temporarily vacant, as Mr. Nyle Marmion recently accepted a new position with the Airport Authority as Manager for Terminal Concessions.

Ms. More asked the status of the Air Transport Association member's position on the ANAC committee. Mr. Frazee said he spoke to the individual, and the member's goal and intent is to be available for the January 2006 meeting. If personal reasons preclude his participation, Mr. Brown advised he would find another representative to fill in while he is gone or to replace him on a permanent basis.

Mr. Sexton, on behalf of Ms. Bowens and the Airport Authority Board, thanked the Committee and the Noise Office staff for their continued support and wished them all a Happy Holidays. Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 7:14 P.M.

The next meeting is scheduled for Thursday, January 19, 2006 at 5:30 p.m. in the Wright Brothers Conference Room, Third Floor, Commuter Terminal.

  
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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.