



SAN DIEGO
INTERNATIONAL
AIRPORT

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) Meeting Minutes

On September 15, 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. John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Airline Pilot; Dr. Mark Butler, Facilitator; Mr. Jim Buckles, FAA-SDIA Tower; Mr. Richard Agee (Alternate for Ms. Cynthia Conger), Peninsula Community Planning Board; Mr. Tait Galloway, City of San Diego; Ms. Paula Jacks, Community member; Ms. Marilee Kapsa, Uptown Planners; Mr. Ron Kelley, representing County Supervisor Greg Cox; Ms. Susan More, Ocean Beach Planning Board; Mr. Thomas Traver, Midway Planning Board; and Staff: Mr. Dan Frazee, Mr. Garret Hollarn and Mr. Mario Caldera

Absent: Mr. Kelly Brown, Airline Representative (Excused); Mr. David Caldwell, Greater Golden Hill Planning Committee (Excused); Ms. Katherine Fortner, representing Congresswoman Susan Davis (ex-officio); Mr. Dan Franklin-Pond, Little Italy Association (Excused); Ms. Sharon Smith, MCRD; Mr. Jack Zimmerman, Acoustician (Excused); Ms. Margaret Radnick, representing Councilmember Michael Zucchet (ex-officio) (Excused)

Members and staff introduced themselves. Dr. Butler asked the Committee to approve the July meeting minutes. Mr. Agee objected, stating that, in his opinion, the minutes were incomplete. Mr. Agee felt that the meeting minutes should identify and include copies of all documents, references or presentations for anyone who wishes to review the minutes. His position was that the minutes, as posted, lack content, and felt that anything entered as part of the record must be available as an exhibit. Mr. Traver stated that minutes of meetings are not transcript of the proceedings and need not be any more detailed than they presently are. The Committee approved the DRAFT meeting minutes for July 21 2005 with no amendments and one member in opposition

Mr. Sexton briefed the Committee on two Airport Authority items. The first issue dealt with the ongoing airport site selection process. According to Mr. Sexton, the in-depth examination of the nine sites continues with preparation of the documentation to compare and contrast the advantages and disadvantages of the sites. He informed the Committee that the Authority Board previously committed to the community and to elected officials not to study, analyze, or propose discussions related to evaluating any of the military sites until the Base Realignment and Closure (BRAC) process is finalized. This action was taken to avert any semblance of attempting to influence BRAC and so that the Authority is consistent with the community's

message to Washington. In October, the President will receive BRAC's recommendation for base closure and will decide whether to accept the report; subsequently both Houses of Congress will evaluate and vote whether to sustain BRAC's recommendation. Some time after that decision is made, the Airport Authority will begin in earnest to examine the different advantages and disadvantages of possible relocation of the airport to a military site. The second area briefed by Mr. Sexton relates to the SDIA Master Plan. The Airport Authority staff is preparing documents for the Authority Board's approval to release a Notice of Preparation of a DRAFT Environmental Impact Report (NOP-DEIR). This type of environmental review is necessary in all major projects when the impacts of those projects could produce adverse environmental consequences. A requirement under the California Environmental Quality Act (CEQA), this step allows agencies that have jurisdiction and an interest in the airport's capital improvement program to provide input regarding the scope and content of environmental information to be included in the document. The Notice of Preparation was mailed to approximately 40,000 residents in the vicinity of SDIA to assess their interest in the various environmental components of any major improvements at the airport. Mr. Sexton reminded the Committee that they were fully briefed by Mr. Ted Anasis at the July 2005 ANAC meeting in regards to the Master Plan and its principal facility improvement, an addition of 10 jet gates at Terminal 2 West. Copies of the Master Plan will be made available to the public as soon as the consultant has it printed. Mr. Frazee added that postcards containing information on how to request copies of the Notice of Preparation. Also, Mr. Frazee added that he was specifically asked to inform ANAC that the planned Airport Master Plan update does not relate to a second runway scenario for SDIA. This is specifically for the expansion of the West Terminal by adding ten jet gates to the west side of the airport.

Mr. Frazee updated ANAC regarding the upgrade of the Remote Monitoring System (RMS). He stated that on August 25th, at a City of San Diego Planning Board meeting, the Planning Board approved all of the relocation sites with one partial exception. Due to two residents' objection at the meeting, the Planning Board requested the Airport Authority work with the two residents to try and settle on an agreeable location for RMS # 8. The residents objected to the RMS placement adjacent to their properties in public right-of-way on aesthetic reasons. Alternate sites are being looked at as well as trying to work an equitable solution with these individuals. Mr. Frazee also explained that this site is not necessary to define the 65 dB noise contour. It is a site included because of an 8th Variance stipulation asking for an additional site in the Point Loma Heights area. Mr. Agee asked if the Airport Coalition wanted it there. Mr. Frazee replied that an additional Point Loma site was specifically requested by The Airport Coalition in the 8th Variance.

Mr. Frazee gave a noise curfew violation update. The member packet contained information regarding noise curfew violation data for 2005 to date. Mr. Frazee explained that one of the information sheets showed the curfew violations from 1989 to the present and it shows the total of violations of the air carrier and goes by year, violations from total, air carrier and penalized violation total and air carrier and penalties collected. It shows a decrease in overall violations from 1989 that has begun to rebound significantly in 2005. The second sheet showed noise curfew penalized violations with the front page showing the violations and the second page the penalized violations in comparison with 2004 and 2005. The third sheet

shows the multiple violations by year, quarter and air carrier. Mr. Traver mentioned that about two years ago and again last year, ANAC submitted a recommendation to increase the curfew violation fine structure and that the Airport Authority Board didn't feel it was necessary since the air carriers were doing a great job. Mr. Traver suggested that the Committee look at the curfew fine structure again and that it be included on the Agenda items for the next meeting. Mr. Agee asked the Noise staff to explain when it is permissible for airlines to take off during the curfew period. Mr. Frazee explained that the only time departures are allowed and exempted during the curfew period is for life flight (medical emergency) aircraft, aircraft in emergency situations and flights of military necessity. Mr. Frazee added that it is the Airport Authority's policy that an emergency flight is an emergency flight inbound or outbound, because it has to return to its home base to be prepared to respond to the next emergency. Mr. Agee wanted to know why the penalties collected are not forwarded to the community affected by the curfew violation. Dr. Butler informed the Committee that the penalties collected go to the Airport general fund. He added that there is no avenue to funnel those funds outside of the Airport and that this practice could be considered diversion of revenue, a practice forbidden by FAA. Mr. Agee addressed his next question to Mr. Sexton regarding the increase in violation from the September's CVRP. Mr. Sexton explained that the increase in rate of air carrier curfew violations is disturbing. Another question for Mr. Sexton was in regards to the airline representative's due to his absence as well as a general lack of written response from the airlines regarding curfew violations he noticed at the last Curfew Violation Review Panel (CVRP) meeting. Mr. Sexton explained that the level of their interest is unknown to him except for what is evidenced in front of the Panel. He further said that responses are received from the airlines representative and do explain the circumstances surrounding their alleged offense; and that their response is read and understood by the Panel. Further discussion and explanation took place regarding curfew violations. Dr. Butler delayed further discussion to allow for a time certain public comment period.

Public Comment: Mr. Lance Murphy, a resident, expressed his disappointment regarding the lack of written response from the air carriers who violate the curfew as well as his disappointment with the handling of the increase in curfew violation fines. He was also upset regarding flights that are departing south of the 275 magnetic heading. He commented that the minutes are not clear and comprehensive and do not include references. Mr. Jarvis Ross, a resident, identified his community and complained about the increasing flight of aircraft to the east of Nimitz Boulevard. He stated that there are two impacts upon their community; noise and the increased deposit of the jet fuel hydrocarbons. He also agrees with Mr. Agee that the collected fines should be returned to the communities affected by curfew violations. Mr. J. Brockway Clark, a resident, thanked the prior speakers for doing an excellent job. His comments were that the airlines that have violated the curfew should be responsible to pay whatever the fine they owe. Mr. Tony Ward, a resident, says that his biggest complaint is the cargo airlines as well as the private aircraft. He asked how hard it is to restrict those particular aircraft from this airport.

Dr. Butler continued on with the previous discussion. Mr. Agee continued to ask questions regarding the last CVRP held on September 7, 2005. Mr. Sexton explained the methodology used by the panel members. Mr. Agee was not satisfied with the answer, exclaiming that

there is no relevant information on how violations are determined. Mr. Frazee explained that CVRP is a public meeting and that all information in extenuation is brought out in the meeting. Mr. Agee asked Mr. Sexton if he regretted his May 2004 presentation to the Board to not follow the ANAC recommendation to increase the fine. Mr. Sexton replied that he doesn't recall his presence at the meeting and assured him that no one from the staff took a position in respect to the curfew structure fine increase. He further explained that no information was hidden from the Board during the presentation or their decision process. Mr. Traver stated that he was present during the May 2004 Board meeting and that Mr. Sexton did present the Committee recommendation and noted that it was the Airport Authority Board's decision not to change the fine structure. Mr. Traver suggested going to the respective elected official and asking that person to explain why the person appointed to the Board is not in support of the curfew fine increase. Mr. Kelley asked how information is passed when there are no specifics results from the CVRP. Mr. Frazee described the procedures used by the panel when an operator violates the time-of-day noise curfew, adding that the sole purpose of CVRP is to investigate, review and evaluate the circumstances of the operation in real time as it occurred. Mr. Agee asked Mr. Sexton if they went back to review the increase in fines. Mr. Sexton replied that they did go back to the Authority Board. At this time, Mr. Agee made a motion to create a special sub-committee of ANAC to investigate the existing fine structure and how other airports who have a penalty associated with a noise curfew deal with the problem. He further moved that the results of the investigation be presented to the Authority Board. The motions were seconded by Ms. More. Dr. Butler asked ANAC to vote on the motions; the two motions passed unanimously.

Mr. Frazee gave an update on the 9th Variance process, noting that on August 24 an Administrative Law Judge approved community interveners for the 9th Variance. A subsequent meeting was scheduled for September 8th but was continued until November 1st at the request of California Department of Transportation attorneys. The Authority legal staff is in the process of trying to meet with the interveners to understand their specific requests before the November 1st meeting.

Mr. Buckles gave a Power Point presentation regarding departure deviations at SDIA. He corrected an earlier assertion that the test period for an earlier airport/FAA study was 90 days when in reality it was completed in 63 due to a late start. Mr. Buckles stated that during this testing period early turns were reduced from about 2.8% of operations at the beginning of the test period to about .9% at the end. For more information regarding the presentation, please call the Noise Office for copies. Mr. Buckles gave a recap from last meeting regarding Mr. Sexton's letter asking FAA to investigate options for a precision departure procedure for San Diego Lindbergh Field. He explained that at this point technology and procedures are evolved sufficiently to support a precision departure procedure at SDIA. He explained the process of the procedure and will present it to ANAC after it has been developed, finalized and published. He informed the members that it takes about a year to complete a single new procedure; therefore, the new precision departure procedure will be about 21 months. Mr. Traver asked if Mr. Buckles could re-explain what he just presented in lay terms. Mr. Buckles explained that a precision overlay is a piece of chart tape and is run right down the middle of the 275 track and

will be the basis of the new procedure. The new procedure as explained by Mr. Buckles will be flying straight up of the track without the other influence.

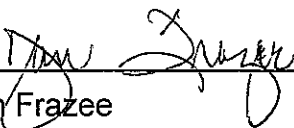
Mr. Hollarn gave a short presentation on missed approaches. Data from July and August 2005 was presented. Roughly 10% of the missed approach operations took place during the curfew period (11:30 P.M. until 6:30 A.M.). Additionally, about 85% of the missed approaches are on the runway heading, with 15% non-runway heading. Mr. Agee asked Mr. Buckles if there is any predictable occurrence that will always cause a missed approach, to which Mr. Buckles gave a negative reply. At this point Mr. Agee requested staff to provide an explanation of the missed approach issue. Mr. Frazee agreed to provide a short presentation to educate the Committee on this procedure at the November meeting.

Public comment: Ms. Ingrid Mancini; representing herself and two other residents in the South Park neighborhood of San Diego, stated she was upset because she perceived an increase in aircraft noise in her community and stated that she believes that the landing pattern has changed in the last 12 months without any notification from the airport. She presented two other letters with the same concern. Mr. Lance Murphy, a resident, stated that he is encouraged that progress is being made and that the FAA is taking matters seriously. He was still upset with the southerly flight deviations and felt that 21 months is not an acceptable amount of time to fix the problem. He also commented that fewer community members are calling the airport's noise complaint line because they feel nothing is being done. He suggested that the CVRP meeting be changed to a different time, since no one has time to attend the meeting at 2:00 p.m. Additionally, he stated that the members of the Panel should not be airport staff and commented that the ANAC meeting minutes are "capricious." Mr. Pat Flannery, a resident, asked if visual approaches are outlawed since he notices that some pilots are using visual approaches. He was informed that visual approaches are allowed at SDIA.

Under New business items, Dr. Butler addressed the letter from Peninsula Community Planning Board, dated May 26, that was passed out by Mr. Agee at the last meeting. Mr. Agee conceded that all issues raised by the letter had been addressed satisfactorily during the meeting. The second new business item related to the ANAC Rules of Attendance. Dr. Butler commented that an appointed position could not be removed; however, the representative of that position could be voted off and replaced with a new member if said individual could not perform duties as the representative of the position. Majority of the Committee has suggested that either Noise Office staff or Mr. Sexton correspond with the individual in question for clarification of his intentions before the Committee makes a decision; also was suggested that a temporary representative be seated until the member's intention is clarified. And the third new business item was to request volunteers from ANAC to sit on the special sub-committee that was earlier voted on. Mr. Agee agreed to spearhead the sub-committee with Ms. More, Mr. Buckles, and Mr. Frazee as the other members, and was accepted by acclamation. They have agreed to present a preliminary report on the next ANAC meeting.

Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 7:23 p.m.

The next meeting is scheduled for Thursday, November 17, 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 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.