



**SAN DIEGO
INTERNATIONAL
AIRPORT**

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) Meeting Minutes

On July 20, 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. Matt Awbrey, City of San Diego, District Two; Mr. John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Airline Pilot; Ms. Katherine Fortner, representing Congresswoman Susan Davis (ex-officio); 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. Lance Murphy, Peninsula Community Planning Board; Mr. Barry Sill, FAA, SDIA Tower; Mr. Tom Traver, Midway Planning Board; Ms. Sharon Smith, MCRD; Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Staff: Mr. Ted Sexton, Mr. Garret Hollarn

Absent: Mr. Kelly Brown, Airline Representative; Mr. David Caldwell, Greater Golden Hill Planning Committee; Little Italy Association-Vacant; Mr. Dan Frazee, Airport Authority staff

Dr. Butler introduced Mr. Barry Sill, the new FAA representative to ANAC, in his position as the San Diego International Airport Air Traffic Control Tower Manager. Mr. Sill provided a brief introduction of himself and his past experience. After ANAC members welcomed him, each ANAC participant member introduced himself.

Dr. Butler requested Committee approval of the May 18, 2006 meeting minutes. Mr. Murphy asked to amend the minutes stating the Committee's intent to remove Airport Authority support staff from the list of voting ANAC members, in accordance with the intent of the Committee at the May meeting. There was a slight confusion on his request and Dr. Butler asked that it be referred to Mr. Hollarn for clarification of language. Seeing no further discussion, a motion was called to approve the minutes, as amended; the motion passed unanimously.

Mr. Sexton provided a brief update on the ongoing Airport site selection process. He mentioned that the ballot language has been finalized and approved by the Authority Board and is available to the public. The Airport Authority is currently holding informational forums at various locations in the County. Mr. Sexton reiterated that the ballot initiative for the November 2006 election is advisory only.

For the update of the Airport Master Plan, Mr. Sexton explained that the reasoning for the proposed expansion is for the physical improvement of the airport terminal facilities. He stated that the Authority Board approved and released a public Draft Environmental Impact Report (EIR).

On the south side of the airport, it includes an expansion of the Airport's west terminal (Terminal 2W) adding support infrastructure and 10 additional aircraft gates. Additionally, a four-story parking garage and enhanced roadway structure are planned to complement the expanded terminal. Plans for the north side of the Airport include relocation and development of a fixed based (general aviation) operator location, expanded air cargo facilities and increased airline and airfield support facilities in the vicinity of the air traffic control tower. Underlying completion of the Master Plan update is a business plan to address use of the former Teledyne Ryan property that fronts on North Harbor Drive. It requires extensive environmental cleanup, and there appear to be significant legal issues requiring resolution before moving forward with this portion of the project.

Mr. Sexton presented an update on the 9th Variance, explaining that the subject is now under the control of an Administrative Law Judge (ALJ). A tentative hearing is set for mid-August to address depositions and discovery issues. An intervener presently has documents before the ALJ and issues that need to be addressed.

After Mr. Sexton gave his report, he asked if there were any questions that he could address. A question arose regarding the Airport Master Plan's Draft Environmental Impact Report (EIR). A member of the Committee noted that the Draft EIR seems to state that the expansion of the terminal and addition of ten aircraft gates will not increase overall aircraft noise levels in the community. Mr. Sexton explained that the expansion of the terminal is meant to accommodate the additional expected passenger traffic in the out years and does not lead to an overall increase in community noise levels attributable to the expansion. More discussions ensued until Dr. Butler asked if the Committee was amenable to temporarily curtailing the discussion until after General Counsel's presentation. The members concurred, and, at this point, Mr. Bret Lobner, General Counsel for the Airport Authority was asked to address some pending legal issues.

Mr. Lobner gave a brief synopsis of his past legal experience representing various airports. He explained how the present ballot initiative was one provision of the legislative Act that formed the Airport Authority. He added that the site selection recommendation is only advisory and not a binding resolution. The ballot initiative will let the County voters either accept or reject the Board recommendation. If rejected, the Board still has the responsibility to run San Diego International Airport (at its present location) as well as any other San Diego County or City airport entrusted to the Authority in the best interest of the community. He went on to explain that ANAC was a community advisory board formed under the San Diego Unified Port District and continued over with the transfer to the Airport Authority. He added that the Committee was formed by a legislative body (Authority), and therefore comes under the California Brown Act (Open Meeting) legislation. He noted that it should have its meeting in a public setting, and requires a quorum to conduct business. He went into further explanation of specific actions under the Brown Act. Another issue he addressed regarded the subcommittee's request for noise curfew violation funds to be somehow returned to the community instead of being directed to the Airport's general fund.

Mr. Lobner advised that, under Federal Aviation Administration grant assurances, all airport revenue must be maintained within the airport's general fund. He stated that there is presently no methodology to allow diversion of Airport-generated revenue to the community. With no further questions, Mr. Lobner thanked ANAC for their time.

Since there were no public comments, the meeting continued to the next agenda item, Item "C" – collected curfew fines. A participant suggested that the fines be directed to the noise-impacted communities. Discussion continued on how monies could be disbursed. A member finally introduced a motion that the collected fines remain in the Airport's general fund. The motion passed with a vote of 7 ayes and 2 nos. Further discussion led to a request for the ad hoc subcommittee to bring back ideas on how the funds could be distributed, for discussion at the next ANAC meeting.

For Item "D" regarding more clarification on CVRP result, the language was accepted; a motion was called and was passed with all members agreeing. No further discussion was made.

Mr. Hollarn informed the Committee that the new web page flight tracker will be linked to the Airport Authority's web site and will be going live in mid-August. He explained that this system will allow the public to see a 10-minute delay of all flights arriving and departing and will also have the ability to replay past days operations. Mr. Sexton added that this is designed to quickly and capably address resident's concerns about aircraft arrivals and departures from SDIA; not as a management tool. A member asked that staff inform all ANAC participants by email when the system becomes operational. Mr. Sexton suggested e-mailing any feedback to Noise Mitigation staff, to help improve the product in the future. An item regarding the flight tracker will also be included in the next *Noise Matters* Newsletter.

The meeting continued, as there was no request for Public Comment.

At this time, discussion continued regarding the Airport Master Plan Draft EIR. A member suggested that ANAC prepare a motion to provide group input regarding the EIR; another member suggested that input be provided individually and not as a group, for one may feel strongly about an issue of little concern to another; with this disagreement the original motion was withdrawn. Mr. Sexton offered that appropriate Planning Department staff attend the next scheduled meeting of ANAC to address unresolved noise-related issues. The presentation could be a lead-in to whatever input ANAC feels is appropriate to send forward to the Authority Board. It was then suggested that comments be drafted and submitted to the Operations and Facilities Committee to be presented to the Authority Board. This idea was accepted by ANAC.

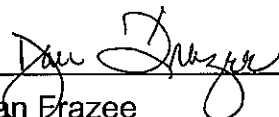
Under new business, one member wanted further clarification on deviating flights and offered a motion to request that the Authority Board engage the appropriate FAA management level to resolve continued deviating flight operations. Dr. Butler asked if possible, before going to the Board, to ask the staff if they could get more clarification on the reason flights deviate.

Mr. Hollarn asked if it be sufficient to bring in a SOCAL TRACON representative at the next meeting or, as a minimum, for FAA to review a set of early turns and report back with results. Mr. Sexton explained that this on-going issue has been researched and tracked by Noise Mitigation staff. Early turn and deviation operations continue to be forwarded to SDIA tower staff for their evaluation, action and forwarding to SOCAL TRACON for additional action. It was pointed out that TRACON identified a controller training problem and took steps to correct that problem. There has been a lot of energy put into this issue, but there does not seem to be an easy answer. Regardless of what improvements have resulted from bringing this issue to FAA attention, certain members are still not satisfied with the progress. The member agreed to withdraw the motion at this time.

Mr. Sexton noted that the discussion of subcommittee issues has been beneficial. He voiced concern, however, that too tight a focus on these items has excluded other topics of immediate importance to the Committee. He suggested that staff update ANAC on the status of the Variance to the California Noise Standards during the September meeting. He is aware of the significance of the issues being discussed; but staff needs time to give an update and to inform the members of the latest issues regarding the Variance, which impacts the noise contour and how the Quieter Home Program will expand. One member agreed to give time but also ask that staff focus the conversation to include what type of advice is needed and what is to be achieved.

Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 7:25 P.M.

The next meeting is scheduled for Thursday, September 21, 2006 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.