



SAN DIEGO
INTERNATIONAL
AIRPORT

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) Meeting Minutes

On July 21, 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 5:36 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. David Caldwell, Greater Golden Hill Planning Committee; Mr. Richard Agee (Alternate for Ms. Cynthia Conger), Peninsula Community Planning Board; Ms. Katherine Fortner, representing Congresswoman Susan Davis (ex-officio); Mr. Tait Galloway, City of San Diego; Ms. Marilee Kapsa, Uptown Planners; Mr. Ron Kelley, representing County Supervisor Greg Cox; Ms. Susan More, Ocean Beach Planning Board; Mr. Dan Franklin-Pond, Little Italy Association; Ms. Sharon Smith, MCRD; Mr. Thomas Traver, Midway Planning Board; Mr. Jack Zimmerman, Acoustician; and Staff: Mr. Dan Frazee, Mr. Garret Hollarn and Mr. Mario Caldera

Absent: Mr. Kelly Brown, Airline Representative (Excused); Ms. Paula Jacks, Community member (Excused); Ms. Margaret Radnick, representing Councilmember Michael Zucchet (ex-officio)

Members and staff introduced themselves. The Committee approved the DRAFT meeting minutes for March 17 and May 19, 2005 with no amendments. Mr. Agee asked how many absences a member could have before they are voted off; Dr. Butler informed him that the question will be answered later on the New Business segment. Dr. Butler introduced Ms. Katherine Fortner who replaced Ms. Caridad Sanchez for the 53rd District and Mr. Frazee introduced Mr. Tait Galloway who replaced Ms. Joey Perry for City of San Diego.

Mr. Ted Sexton provided an update on the San Diego International Airport Master Plan. He informed the Members that the Airport Authority Board has approved the Airport Master Plan last week and the staff was to seek environmental entitlements for construction with preferred alternatives. It included the improvement of Terminal 2 West (T2 west). This property is about 52 acres that belonged to the Unified Port District and was transferred to the Airport Authority upon separation from the Port District. The property is to be developed into an additional 10 jet gates, approximately 280-300,000 square feet of terminal spaces, new roadway designs, and access roadway improvements associated with an interior roadway. A multi-level parking structure is proposed as well as an additional surface lot for employee and tenant parking. Staff anticipates a timeline of about 18 months in completing EPA's study and certification. Following EPA and FAA certification, staff anticipates approximately a year to 14 months of construction will ensue, with completion of the project in the 2007-2008 timeframe.

Ms. Smith, from MCRD, asked Mr. Sexton what affects the proposed Master Plan may have on MCRD. Mr. Sexton informed the Committee that the Master Plan will be fully vetted, and that all affected and interested parties will have the opportunity to participate in the process.

Mr. Frazee updated the Committee on progress of the Remote Noise Monitoring System (RMS). Mr. Frazee explained that one of the stipulations of the 8th Noise Variance was an upgrade of the Remote Monitoring System. Tentatively, a hearing is scheduled on August 25 with the City of San Diego Planning Commission regarding the final process of relocating eight Remote Noise Monitoring Terminals (RMT) and adding two new sites to monitor aircraft arrivals and departures. This will bring the total to 26 RMTs in the noise-impacted community that serve to define the 65 dB CNEL contour and to provide data to help answer questions from residents regarding aircraft noise.

Mr. Frazee provided an update on the bi-monthly Curfew Violation Review Panel (CVRP) meeting. Copies of the Penalized Violations Statistics of 2005 and a diagram showing the history of the noise curfew operations since the program's inception in 1989 was included in member's packets. The first sheet focused on the identification of operators, date and time of infraction, the Review Panel outcome, operations still pending before the Panel and a comparison of violations during CY2004 and CY2005 to the present date. The curfew hours are daily from 10:00 p.m. to 7:00 a.m. for Stage 2 operations and 11:30 p.m. to 6:30 a.m. for Stage 3 operations. The Authority's CVRP meets bi-monthly to evaluate whether violators are to be assessed a monetary penalty as provided for in the San Diego County Regional Airport Authority's Airport Use Regulations.

Mr. Frazee went on to give an update on the 9th Variance to the California Noise Standards. He explained that a pre-hearing conference has been rescheduled several times, presently being continued until September 8 at 10 a.m. at the Office of Administrative Hearing at 1350 Front St., Room 6022. Please refer to the website for additional information regarding the Variance.

Public Comment: Ms. Maria Zizzo, a resident, wants to know when her neighborhood will be included in the replacement of windows (Quieter Home Program/QHP). Dr. Butler informed her that Mr. Marmion will provide the next presentation regarding the Quieter Home Program and that her question may be answered during the presentation. Mr. Bill Stone, also a resident, requested that the boundaries be expanded through Kalmia St. The present boundary extends only to Juniper St.

Mr. Nyle Marmion, Manager, Quieter Home Program, updated the Committee with a PowerPoint presentation on a proposed supplemental expansion to the QHP boundary. He gave a brief recap on how the QHP was established during the 7th Variance process. Phase I was approved for funding by the FAA with a grant of three million dollars. The 8th Variance expanded the Program with additional federal funding. Because the Program is closing in on completion of homes in the pipeline, Mr. Marmion requested that the Committee approve a supplemental expansion to the existing boundary. To date, 533 homes have been completed, 37 homes are pending completion of construction in August, and the approximate 175 dwelling

units on the waiting list, within the existing eligibility boundaries, are in the design phase. It is feasible that by November there will be a shortage of homes to participate in the Program. Mr. Marmion proceeded to outline the proposed supplemental expansion. After the presentation, questions and discussion ensued from the Committee. Mr. Marmion explained that his purpose is to ask the Committee to approve the supplemental boundary expansion as presented, as the first step in the process that will maintain the Program pace. The next step will be to present the ANAC-approved supplemental expansion plan at the Authority's Operations and Facilities Committee meeting scheduled for September 26. It is anticipated that the Committee will recommend that the plan as presented will continue to the Authority Board for their approval at the scheduled October 3rd meeting.

More discussion ensued. Mr. Frazee clarified the California Noise Equivalent Level (CNEL) metric for the benefit of the new members. He also explained that since the FAA provides 80% of the funding for the Program, enough homes must be available to proceed with the Program pace in order to expend the funds in a timely manner. If not, the FAA has the right to recapture unspent funds, or, not fully fund future phases of the Program. Mr. Hollarn also added that the FAA will not allow funding for properties outside the 65 dB level contours.

Public Comment: Mr. Manuel Gomez, a resident, expressed his concern regarding schools that will be impacted by aircraft noise. Mr. Steve Sutton, a resident, asked whether preparation of the next Variance will include the same provisions as the previous Variance. He quoted the last paragraph from CALTRANS Title 21 regarding the mitigation of homes. Ms. Dahlia Bazilwich, a resident, asked why she received a postcard when her neighborhood is not included in the boundary. Mr. Anthony Ward, a resident, asked if anything can be done when FedEx runs its engines and asked how much money has been spent on each sound mitigated home.

Mr. Marmion responded to some of the questions initiated during the public comment period. He explained that the distribution of the postcards was discussed by staff and senior management with the intent to notify homeowners not only within, but also on the perimeter, of the proposed supplemental expansion. With the increased phone calls from the community asking about boundary expansion, the Airport Authority wanted to ensure that the intent and extent of this particular expansion was communicated to as many of those who might be affected as possible. In regards to the cost of mitigated homes, the average cost per home is approximately \$60,000, although large homes and those with historical designation may cost more. The "blended" average of east (includes multi-family structures with 6 or fewer units, typically less expensive) and west mitigation costs is approximately \$43,000.

At this point, Dr. Butler asked Mr. Marmion to state his expectation from the Committee. As previously stated, Mr. Marmion asked that the recommendation from staff for supplemental expansion, as depicted on the east and west 2004 annual 70 dB noise contour maps he displayed, be approved by the Committee. Dr. Butler repeated his request that the contours be supplemented as diagrammed. Mr. Marmion stated that supplemental expansion of the present boundary will add approximately 300 homes to bridge the gap and to maintain the flow of the design and construction process. Another proposed motion was put on the table to ask

the Board to continue to pursue additional state and federal level funding to continue the Program past the present “sunset”. Committee members moved and seconded the motions, then voted overwhelmingly to approve both motions.

Continued on Public Comment: Mr. Pat Flannery chose to defer his time to Mr. Lance Murphy. Mr. Murphy expressed his disappointment and exasperation on the way the Committee has been ignoring the growing issues surrounding aircraft noise. He suggested that aircraft departures with off-course (early turn) issues be moved back on track, to challenge any airport study that involved the capacity of the current facility or any improvements, to revisit the fine increase for curfew violations, and to act now!

Mr. Sexton responded to the question Mr. Sutton's brought up during the public comment period. Mr. Sexton stated that the Airport Authority is committed to taking all reasonable steps to mitigate unnecessary aircraft noise and to install and proceed with programs, like the Quieter Home Program, that enhance the noise-impacted community's quality of life within a reasonable period of time. ANAC has validated that the mitigation program must mitigate and reduces noise in the most severely impacted areas first. Combined funds from the federal government and airport general fund are currently being used to mitigate homes in the most impacted areas. Funds are dedicated solely for this purpose. Mr. Sexton also commented on some of the public comments, especially in regards to the Committee not being responsive to issues. He explained that Airport Authority staff is aware of Point Loma and Ocean Beach resident's concern regarding aircraft deviations from the southerly departure procedure and advised the Committee that staff is working with the FAA to review what measures can be taken to address the concern. By next meeting, he will have a report on the progress.

Mr. Hollarn gave a short presentation on missed approaches. He presented data from May and June 2005. It depicted similar pattern in the first part of each year. He informed the Committee that an increase will show in the forthcoming September report due to significant inclement weather in July. Missed approaches showed a propensity to be non-runway heading due to an increase in landing Runway 9.

In reference to Mr. Agee's question regarding absence of the members of the Committee, Dr. Butler referred to the ANAC Rules and Procedures. The answer to the question of how many unexcused absences are allowed before a member is reproached is three UNEXCUSED absences. Mr. Agee went on to propose that Mr. (Kelly) Brown, Airport Transport Association, who Mr. Agee represents has not been in attendance since March, 2004 position be removed and be replaced by another representative at-large from the community. Dr. Butler explained that the function itself cannot be removed by virtue of the Charter of the Committee; he further explained that the individual could be voted for removal but not the function itself. Mr. Sexton explained that the reason Mr. Brown has not been attending the meeting is due to a family emergency that required his immediate and constant attention. Mr. Brown did state that he wants to continue his involvement and as soon as everything gets situated, he will be attending the meetings.


Mr. Buckles, FAA Air Traffic Control Tower Manager, informed the Committee that he received a letter from Mr. Sexton asking FAA to investigate options for a precision departure procedure for San Diego Lindbergh Field. Its specific objective is to improve traffic flow while simultaneously reducing the number of early turn departure deviations. Mr. Buckles is committed to this as they begin this development process and will establish the milestone and report progress on this at future meetings.

Dr. Butler informed the Committee that two possible items will be on the Agenda for the next meeting; one is Mr. Buckles' progress report on flight deviation and removal of one or more chronically absent individual from the Committee but not the function. Mr. Agee requested to look at the new terminal noise pattern or mapping that shows the noise addition. Mr. Sexton replied that an Environmental Impact Report will be forthcoming that will show the projected noise impact; that will be included in a future Agenda.

For additional new items, Mr. Agee passed out copies of Ms. Conger's letter of suggestion from the previous meeting. Dr. Butler explained that this is only for information and not for action but suggested that this be included on the September Agenda for action. Mr. Agee repeated Mr. Murphy's suggestions, which were previously stated. Additionally, he suggested that curfew fines be redirected to the affected communities. Mr. Agee wanted to propose and vote on it, but as Dr. Butler previously stated that these items will be included on the next Agenda and will take action from there.

Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 7:18 p.m.

The next meeting is scheduled for Thursday, September 15, 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.