



SAN DIEGO
INTERNATIONAL
AIRPORT

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
March 20, 2008**

On March 20, 2008, 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 5:31 P.M.

Present: Mr. John Bennett, County of San Diego; Mr. David Caldwell, Greater Golden Hill Planning Committee; Mr. Shane Finneran, Ocean Beach Planning Board; Mr. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Ms. Paula Jacks, Community member; Mr. Cliff Myers, MCRD; Mr. Bill Stone, Little Italy Association; Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee & Mr. Garret Hollarn

Absent: Mr. Matt Awbrey, City of San Diego, District Two; Captain (Ret.) Jack Bewley, Airline Pilot (Excused); Mr. William Kenton, Midway Planning Board (Excused); Mr. Lance Murphy; Peninsula Community Planning Board (Excused); FAA, SDIA Tower-Vacant; County Supervisor Greg Cox (ex-officio)-Vacant; Airline Representative (ex-officio)-Vacant;

Dr. Butler opened the meeting by asking each member and staff to introduce him/her and, prior to approving the Minutes from January, Mr. Frazee introduced Ms. Rosa Jurjevics, a reporter from the *San Diego Reader*, who is interested in speaking with ANAC members after the meeting to discuss community noise issues.

As the next order of business, a motion was made and seconded to approve the January 17, 2008 ANAC meeting minutes. There was no discussion, and the minutes were unanimously approved.

One of the four presentations Mr. Frazee made was the results of SDCRAA's annual Air Carrier Recognition Program. He explained how air carriers are selected for the program, noting that 20 SDIA air carriers and air cargo operators received recognition in the form of a plaque for a year's operations without incurring a time-of-day noise curfew violation. Mr. Frazee also mentioned that the decision to violate the 11:30 PM until 6:30 AM daily departure curfew is normally made at the corporate level and is not the station manager or pilot's decision. He continued by mentioning the names of the carriers who received the awards as well as the airlines that violated the restriction in 2007.

Continuing, Mr. Frazee explained that the Authority Board recently changed the name of SDIA's Airport Master Plan to the Terminal Development Plan, to differentiate it from the Authority's long term vision process that is presently in the conceptual stage. On another note, Mr. Frazee informed the committee that the Authority Board will be certifying the Environmental Impact

Environmental Impact Report (EIR) for the Terminal Development Plan (Airport master Plan) at either a special April board meeting or at the May regular meeting. No date has been set, but airport staff will keep you updated as a date is set. Mr. Frazee added that February 4th 2008 was the closure date for community input to the Terminal Development Plan EIR, recalling that it was open for comment for a total of two 120 day periods. Mr. Frazee also mentioned that the Airport Authority is maintaining an on-going dialogue with the City of San Diego and SANDAG to set up a Memorandum of Agreement (MOA) for the “visioning” process I mentioned earlier. The purpose is to ensure that there is significant and ongoing input from the regional planning agencies regarding the possible placement of an inter-modal transportation center on the north side of the present airport property. An update on this subject will be provided to the Committee at the May ANAC.

Mr. Frazee then provided a passenger and operations update for SDIA, noting that the February 2008 passenger enplanement is up 6.2% and aircraft operations up 7.1% as compared with February 2007. Southwest airlines continues to be the dominant carrier, moving about 36% of SDIA passengers and about 34% of aircraft operations; United and American Airlines share the second place, but their percentage of both metrics is barely in the teens. For comparison purpose, regarding passenger enplanements and operations, for December 2007, numbers of passengers was up 4.8% and operations was up 2.9%; in December 2006, there was less than 1% growth both in passenger and operations. Mr. Frazee informed the committee that he went further and did a historical research from 1990-2007 and after giving all the figures, Mr. Frazee stated that from 1995-2007 SDIA saw an increase in passengers of 5,775,000 with fewer than 350 additional aircraft operations. This shows that the increase in operations is driven by increased passenger demand.

For his next presentation, Mr. Frazee reported the outcome of the February Curfew Violation Review Panel (CVRP). Three airline operations were evaluated by the February panel; two air carriers were penalized; US Airways was fined \$4,000 and Saudi Arabian Airlines was fined \$2,000. Air Tran Airways was not fined due to maintenance issues beyond the carrier's control. CVRP is a public meeting held bi-monthly, on the 1st Wednesday of February, April, June, August, October and December, at 2:00 PM in the Authority's administrative space on the third floor of the Commuter Terminal.

Continuing with his information presentations, Mr. Frazee provided the members with a FAR Part 150 study status report. He informed the committee that the first Noise Technical Advisory Group (NTAG) meeting was held on January 24, that the notes and minutes can be found on the Authority's website, and that Harris, Miller, Miller and Hanson (HMMH) leads the consultant team. HMMH has just completed the noise measurement and data gathering to finalize updating the noise disclosure map. A disclosure map will be presented at the next NTAG meeting, scheduled for May 22, 2008 for both the technical advisory group and for the public. The public meeting will be held right after the technical advisory group meeting in a meeting area at the airport. Specifics will be forthcoming.

For his last presentation, Mr. Frazee gave an update on the Title 21 Noise Variance. Mr. Frazee informed the committee that the Authority is expecting the Administrative Law Judge (ALJ) to make a variance determination on Monday. As soon as a determination is made, all members will be informed via email. This concluded Mr. Frazee's presentations.

Ms. Sjohnna Knack, Manager for the Quieter Home Program (QHP) was the next to give a presentation. She informed the committee that, with the acceleration of the program, 450 homes are in progress; about 100 homes are in construction, and that there are four construction contracts in place to match that pace. There about eight to ten homes under construction at a time and she expects those numbers to double during the summer. There are about 250 homes in design and about 100 in planning. She informed the committee that there are 13 staff members in QHP, and she will be adding two more inspectors in the next few three. A \$10 million federal grant for FY 2008 was recently announced. An ANAC member asked that with the acceleration program going in full swing, will another boundary expansion be forthcoming? Ms. Knack responded that most likely this summer she will be asking for a program boundary expansion to include more parcels. With the expansion and all going on, Dr. Butler made laudatory comments regarding how Ms. Knack has done a very successful job in accelerating the program. At the same time he gave credit to Mr. Nyle Marmion, the former QHP Manager; who did a lot of paving the way for what Ms. Knack has been able to accomplish.

Mr. Garret Hollarn gave a presentation on missed approaches. On his presentation, he started with the definition of a missed approach; this was previously requested by committees to be included. He next showed a yearly comparison, provided end of year (2007) statistics. Specifically, for CY 2008, from January - February 2008, he pointed out more missed approaches in February due to significant periods of weather, causing about 99% of the operations. By time, all but one operation occurred during normal operating hours (6:30 a.m. and 11:30 a.m.) For runway heading vs. non-runway heading, for this period there was slightly more than the historic average (about 15% non-runway headings). Additionally, approximately 85% of missed approaches occur during normal operating hours and on runway heading while 15% occur on non-runway headings.

Next, Mr. Hollarn gave a brief presentation on noise complaints. Per Mr. Hollarn, the only report that has been finalized is January and February and both averaged 25 calls as for March, there was about 15 calls which are the same as last year. Mr. Hollarn explained that he will most likely be able to brief the committee on the next meeting. One member has asked if most complaints are from early turns. Mr. Hollarn responded that the complaints are very consistent and that the overall are where airplanes are flying is 50% of the overall cause; 25% are regarding nighttime operations, and the other 15% is either it be too low or too loud; with a couple percent not classified to any particular reason. This concluded Mr. Hollarn's presentation.

Mr. Steven Cummings gave his presentation on Early Turns. An explanatory slide was shown that depicted the early turn corridor rectangle used to document early turns as well as depict the one mile gates FAA uses for off-shore turn points. Mr. Frazee explained that the slide being

being shown is what has been asked from previous meetings; and he and Mr. Hollarn gave a brief description on how early turns are handled. After the explanation, Mr. Cummings finished with his presentation showing total operations for each month of 2008; for January – 6; February – 1; and March – 1. On his power point presentation, he showed different depictions showing how staff makes early turn determinations. This concluded his presentation.

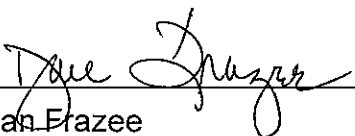
For the Head to Head presentation, a power point presentation was shown defining the term, explained as aircraft departing and arriving “counter flow.” January and February showed a significant number of counter flow operations due to inclement weather. March showed only five head to head departures. Mr. Cummings explained high numbers in the month of November was mainly on two days where clouds, rain and adverse winds necessitated departures opposite to the “normal” flow. Mr. Frazee explained that almost always head to head is due to local area weather phenomenon. Mr. Frazee informed the committee that Runway 9 is the primary instrument runway where the electronic navigation is to bring the aircraft as low as it can; he also explained that there are aircrafts that can not depart to the east due to weight and balance problem. This concluded Mr. Cummings presentation.

Mr. Frazee added that, following each meeting, presentation documentation is now added to the www.san.org website at the Airport Noise Publications section. This will allow members who were not present the ability to

There was no new business. Dr. Butler commented that the introduction by staff of defining documents to clarify processes and procedures was seen as useful for the participants and community members who will now have access to meeting presentation materials.

Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 6:18 p.m.

The next meeting is scheduled for Thursday, May 15, 2008 at 5:30 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.



Dan Frazee
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.