

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Thursday, March 20, 2008 5:30 P.M. – 7:00 P.M.

San Diego International Airport
Noise Monitoring Room
Commuter Terminal, Third Floor
3225 N. Harbor Drive, San Diego, CA 92101

1. Welcome and Introductions
 2. Approval of the January 17, 2008 Meeting Minutes
 3. Information Items:
 - A. Air Carrier Recognition Program
 - B. Airport Authority Update
 - C. Curfew Violation Review Panel (CVRP) Update
 - D. FAR Part 150 Study Update
 - E. Title 21 Variance Update
 4. Public Comment on Information and Discussion Items (Time Certain – 6:15 p.m.)
 5. Presentation Items:
 - A. Quieter Home Program Update
 - B. Missed Approach Statistics
 - C. Complaint Statistics
 - D. Early Turn and Head-to-Head Statistics
 6. Public Comment (Time Certain – 6:45 p.m.)
 7. New Business
-

8. Next Meeting Date

9. Adjourn



**SAN DIEGO
INTERNATIONAL
AIRPORT**

DRAFT

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

Meeting Minutes

January 17, 2008

On January 17, 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 5:30 P.M.

Present: Mr. John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Airline Pilot; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Mr. Shane Finneran, Ocean Beach Planning Board; Mr. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Mr. William Kenton, Midway Planning Board; Ms. Paula Jacks, Community member; Mr. Lance Murphy, Peninsula Community Planning Board; 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; Mr. David Caldwell, Greater Golden Hill Planning Committee; Mr. Kelly Brown, Airline Representative (ex-officio); County Supervisor Greg Cox (ex-officio)-Vacant, Mr. Barry Sill, SDIA Air Traffic Control Tower Manager

Dr. Butler opened the meeting by asking each member and staff to introduce themselves, and, as there was no quorum to approve the November meeting minutes, he proceeded to the information items on the agenda.

Before proceeding to the information items, Mr. Frazee introduced Mr. Paul Webb, from the Airport Planning Department, as the Project Manager for the recently initiated Part 150 study update. Mr. Frazee also apologized to the members and the public present for the cramped quarters necessitated by the normal meeting room being under construction.

INFORMATION ITEMS: Mr. Frazee provided an update to the Authority's Airport Master Plan (AMP) project. He explained that the public comment period for the EIR was extended again, this time until February 4, 2008. He pointed out that this extension has allowed for a total public comment period of 320-days, twice the normal 120-day period for such a project. He mentioned that with Mr. Murphy's help, the Point Loma community meeting held on December 13, 2007 was the most heavily attended of the eight community meetings held so far. Mr. Frazee informed the members that the final community meeting will be held January 24, 2008 in the Bankers Hill and Little Italy community area at the Ohr Shalom Synagogue, 2512 3rd Ave, from 6:00-8:00 p.m. Following the public comment period, the Authority's Board will have the opportunity to review and certify the EIR. Mr. Webb then explained the additional steps

taken. Mr. Frazee then turned to a report on SDIA's 2007 end-of-year operational statistics; Total passengers exceeded 18,300,000 – a 4.8% increase over 2006, and operations increased from almost 221,000 in 2006 to 227,300 in 2007, a 2.9% increase. This compares to a 2006 increase in passengers of only 0.6% and a 0.3% increase in operations over the previous year.

Dr. Butler next announced that a quorum was present to entertain a motion to approve the minutes of November 15, 2007. The motion was approved and when discussion was allowed, Mr. Frazee explained that the minutes are sent out to members to review and provide input. He added that Mr. Sill, though not present at the last meeting, sent his comments. Mr. Frazee proceeded to read his comments regarding the new RNAV procedures and how the statistics were developed. Mr. Frazee explained further his comments. The other item that Mr. Sill addressed, one is from a public comment from Pacific Beach regarding aircraft flying over their house north of Mission Bay which he replied that Pacific Beach is north of the airport's air space and is difficult to identify what aircraft flew in the area without a whole lot of information and if it's truly believed that the aircraft flew in their area, the place to contact is the Flight Standard District Office in San Diego and the more information given will help the District Office if the aircraft was in violation of any federal aviation regulation. Seeing no further additions or discussion, Dr. Butler called the minutes to be approved; the minutes were approved with one member abstaining.

For the next item, Mr. Frazee called the members' attention to the ANAC Rules of Procedure and asked if there was any discussion or desire to provide input, as is historically done at the first meeting of every year. No comments or input was provided by the members.

Mr. Frazee then updated the ANAC on the Quieter Home Program; explaining that the QHP Project Manager, Ms. Sjohnna Knack, was unable to participate at ANAC this evening due to her participation at another community meeting. On December 10, 2007, the Authority Board approved a change to the participant requirements to allow all eligible multi-family units, regardless of the number of units of the building, to participate in the Quieter Home Program. The original Program parameters restricted eligibility to multi-family properties with less than seven units. The project acceleration is in full swing, with 350 homes currently in the design phase. There also has been an increase in contractor participation, where the last two bids were awarded to new contractors who have never participated in the program before. QHP has sound insulated over 765 homes and anticipates starting construction on the next group in March 2008. Additionally, QHP staff is completing a Policies and Procedures guidebook for the program. A programmatic agreement update in the next several months will refine current requirements of the Historic Resource Board thanks to positive meetings with FAA, the City of San Diego, the state Historical Preservation Office and consultants. Mr. Frazee also mentioned that a streamlined new process used to hire contractors, called Multiple Awards Task Order Contracting (MATOC), pre-qualifies contractors in order to accelerate the program on both sides of the airport. Over 15 contractors have submitted qualifications for MATOC. .

Mr. Frazee gave an update of the Curfew Violation Review Panel (CVRP) that was held on January 9, 2008. One air carrier operation, Alaska Flight 547, met the Panel. The Panel

voted unanimously to assess a \$2,000.00 fine. Additionally, Mr. Frazee informed the members that a change to the meeting schedule was recommended by staff. He explained that the implementing guidelines state the operator will be given a 30-day period to provide documentation of extenuating circumstances regarding the alleged violation and that the CVRP meets on a bi-monthly basis. The present schedule can lengthen the time frame of panel examination to over 90 days. In the past, the meeting was held at 2:00 P.M. on the 1st Wednesday in January, March, May, July, September, and November in a meeting room on the third floor of the Commuter Terminal. Staff recommended and the CVRP unanimously voted to change meeting dates to the 1st Wednesday of February, April, June, August, October, and December to shorten the time frame as well as to simplify compiling annual statistics for each calendar year. The next CVRP will be on February 6, 2008 at the time and place specified in this paragraph. Mr. Murphy asked if the CVRP could be moved in the evening instead of it being held during the day. Mr. Frazee responded that since attendance and participation is primarily Authority and operator staff driven and currently open to public participation, it is staff's position that it is more beneficial and financially more feasible to hold the meeting during business hours.

Mr. Frazee went on to give an update on the FAA Part 150 study. He showed a slide of the different agencies and individuals invited to participate on the Noise Technical Advisory Group (NTAG). The first meeting will be on January 24, 2008 at 1:30 p.m. in the Noise Room. This is an introductory meeting to advise them of their roles and responsibilities and also to plan future meetings within the 30-month process of the noise compatibility program. When it was pointed out that Midway Planning Board was not included in the community representation, Mr. Kenton was invited to join NTAG to represent the community. He accepted.

As for the Title 21 9th Variance, there was no new information.

The final information discussed by Mr. Frazee was member-requested details of the ANAC facilitator's responsibilities. Mr. Frazee pointed out that the facilitator is contracted by the Airport Authority to perform certain tasks, and any issues ANAC members have with this position should be directed directly to Mr. Frazee for evaluation and resolution.

PUBLIC COMMENT: Mr. Ingram, a resident, expressed his concern about the quality of life with the increase of air traffic and noise in the area where he resides. ANAC members took note of his issues and suggested that his concerns might be more appropriately directed as written comments during the public comment period of the SDIA Master Plan EIR. Ms. Conger, a resident, inquired why the results of SDIA's 1989 Part 150 were not fully explored in the EIR. Ms. Wynkoop, a resident, expressed her concerns about aircraft flying over Cape Sessions Park in the La Jolla/Pacific Beach area. Dr. Butler pointed that her concerns from the last meeting was addressed earlier in this meeting and that, if she would remain after the meeting, the reply from FAA can be discussed with her.

PRESENTATION ITEMS: Mr. Hollarn presented the Missed Approach statistics, including a comparison with the previous five years. Missed Approaches for CY 2007 totaled 633. He pointed out to the members that an increase in the November-December 2007 time-frame was

most likely due to significant periods of inclement weather Missed Approaches and identified that on five or six days, there were ten Missed Approaches each day. For the November/December timeframe, no missed approaches occurred during the curfew period. He also depicted a slide comparing 2006 with 2007 regarding percentages of missed approach operations relating to runway vs. non-runway heading.

Continuing on, Mr. Hollarn gave a brief presentation on the 2007 noise complaint statistics and a comparison with CY 2006. He showed a slide showing a significant overall decrease in total number of complaints and pointed out that complaints tend to increase during the summer months and decrease during the cooler months. In 2007, the total complaints were 294, fairly evenly split between operations during the day and at night. On a complaint slide showing complaints by neighborhood, the west side communities are the largest contributor. As was commented earlier during the meeting, Mr. Hollarn reiterated that all noise complaints shown in the slide are operations to or from the San Diego International Airport, although staff has received calls from as far away as Gillespie Airport. He continued on by showing the slides of complaints by household, by type of aircraft, and by action. Finishing the presentation, Mr. Frazee added that since last meeting, the suggestion of asking the caller if they are satisfied with the staff's response is now being implemented. There was discussion regarding the legality of including the noise complainer's address on the website. Mr. Frazee advised that the Noise Mitigation Department identifies callers only by zip code and planning area to protect public identification and to avoid caller intimidation.

Mr. Steve Cummings presented the SDIA "early turns" and "head to head" operations. He showed a slide depicting a total of seven total Early Turns from November 19 to December 31, 2007. The early turns were forwarded to FAA with a request for follow up investigation and explanation. A second slide showed 102 total early turns were forwarded to FAA in 2007. Continuing on, Mr. Cumming gave a power point presentation on "head to head" operations. Before Mr. Cummings presented the presentation, he gave a brief explanation of what it is. He showed slides from October – December 2007 "head to head" operations with the last slide showing the overall total of 148 for CY 2007. This concluded his presentation. Discussion ensued regarding definition of the two terms (early turn and head to head operations) and how the area was depicted. Mr. Frazee agreed with ANAC request to include definitions of "early turns" and "head to head" operations with the presented materials and to include a depiction of the exclusion area in future presentations of this type.

PUBLIC COMMENT: None

NEW BUSINESS: Mr. Frazee acknowledged the Committee members dissatisfaction with the continued absence of an FAA representative to address Air Traffic Control issues at SDIA. He explained that he has made attempts to have FAA identify a new representative and hopefully TRACON will designate a representative soon. Mr. Stone thanked the Noise Mitigation Department staff for their quick response on some issues the members had requested. Additionally, a member presented a motion requesting that the Authority publish a comprehensive public meeting calendar on the website, commenting that the current SDCRAA meeting schedule requires an individual to look in multiple places for meetings of different

committees and boards. He suggested the SANDAG webpage as representative of a concise, easily read site. The motion passed. Mr. Frazee advised he would forward the request to Authority Corporate Services Department for investigation and that he will report back results of the suggestion at the March ANAC.

Seeing no further business before the Committee, Dr. Butler adjourned the meeting at 7:01 p.m.

The next meeting is scheduled for Thursday, March 20, 2008 at 5:30 p.m. in the Wright Brothers Conference 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. ANAC members may obtain a hard copy of presentation materials by contacting Airport Noise Mitigation at (619) 400-2781.

SDIA Airlines to Receive 2007 AUR Compliance Awards

AeroMexico, Air Canada/A.C. Jazz, Aloha, American Eagle, Continental, Delta, Frontier, Mesa, Midwest, Northwest, SkyWest, Southwest, Sun Country, United, Airborne, Ameriflight, BAX Global (CCD), FedEx, UPS, & West Air

Waiting Until 2008: AirTran, Alaska, American, Hawaiian, jetBlue, & US Airways.

Honorable mention : ExpressJet, Horizon, & SkyBus

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
February 6, 2008
Record of Decision (ROD)**

Panel members: George Condon, representing Planning and Operations Division; Mike Kulis, representing Marketing and Communications Division; Murray Bauer, representing Facilities Development Division; Dan Frazee, Airport Noise Mitigation (Facilitator); Garret Hollarn & Steve Cummings (Staff members)

Airline, pilot, or operator representatives present: Lynn Silva and Michael Lyons of US Airways and James Mayer of Air Tran Airlines

Members of the public present: None

US Airways Flight 936; December 16, 2007 (2359L)

Written information was provided; representatives were present and addressed the Panel.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$6,000.

Saudi Arabian Airlines Flight SVA7663; December 22, 2007 (0335L)

Written information was provided; no representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$2,000.

Air Tran Airlines Flight 618; December 28, 2007 (2331L)

No written information was provided; a representative was present and addressed the Panel.

Panel Recommendation

The Panel voted unanimously to assess no penalty due to maintenance.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
January 9, 2008
Record of Decision (ROD)**

Panel members: George Condon, representing Airside Operations, Strategic Planning; Diana Lucero, representing Public and Community Relations; Robert Silvas, representing Real Estate Management; Dan Frazee, Airport Noise Mitigation (Facilitator); Garret Hollarn & Steve Cummings (Staff members)

Airline, pilot, or operator representatives present: None

Members of the public present: None

Alaska Airlines Flight 547; October 14, 2007 (2338L)

Written information was provided; no representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$2,000.

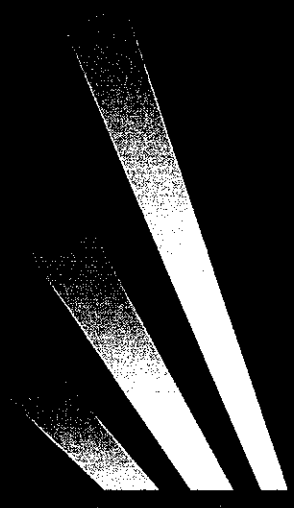
Additional information regarding amendment on the meeting schedule:

At the January 9, 2008 Curfew Violation Review Panel (CVRP) meeting, Authority Noise Mitigation Department staff recommended the following change:

CVRP meetings have historically been held on the first Wednesday in January, March, May, July, September, and November. The Authority Administrative Implementation Guidelines require that operators are provided a thirty day (30-day) period to provide documentation of extenuating circumstances regarding an alleged violation; additionally, that panel meetings be scheduled on a bi-monthly basis. This requirement can lengthen the time frame from violation to Panel examination to over 90 days. Staff recommends that the meetings be changed to occur the first Wednesday of February, April, June, August, October and December in the future, to shorten the timeframe between violation and Panel examination and to simplifying the compiling of annual statistics at Calendar Year's end.

The Panel voted unanimously to adopt staff's recommendation. Accordingly, an additional meeting will be scheduled for February 6, 2008 and future 2008 dates will be:

April 2
June 4
August 6
October 1
December 3

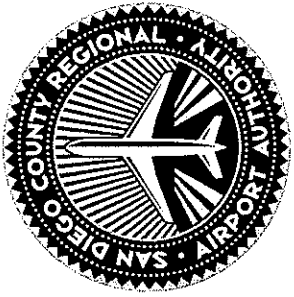


Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport



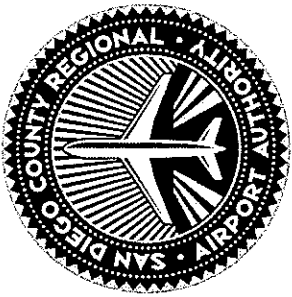
March 20, 2008



Missed Approach Definition

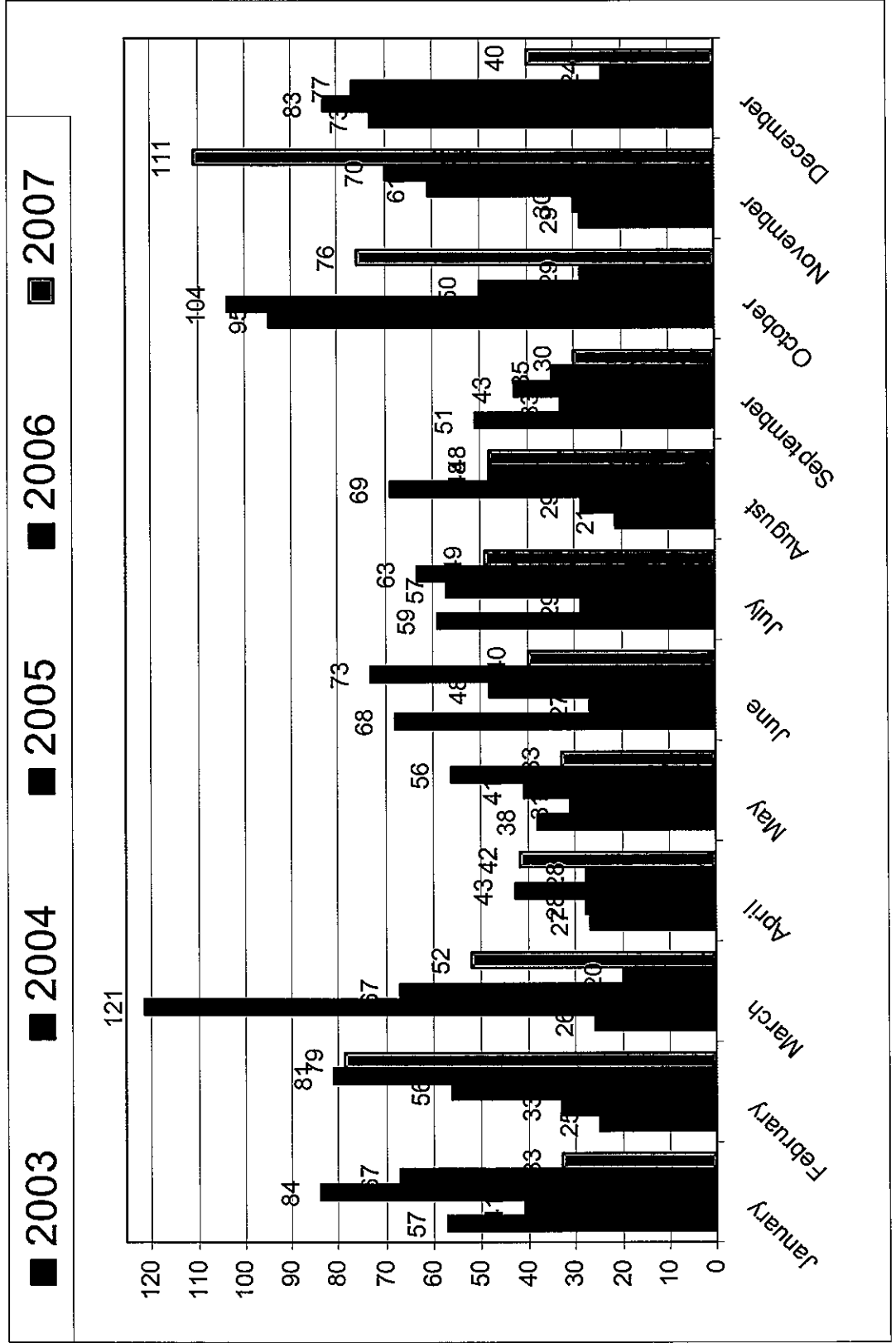
*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

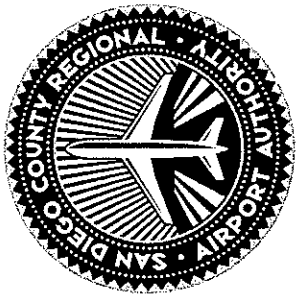
- A departing aircraft is exiting the airspace/runway slower than an arriving aircraft is entering the airspace/runway. In an effort to ensure safe separation of each aircraft, a missed approach is executed.
- A change in weather conditions has reduced minimums to the point that the pilot must terminate the descent and executes a missed approach.
- A pilot is approaching the field at a speed or altitude that would not permit the aircraft to touch down at a reasonable distance past the displaced threshold (landing line) and still have enough runway remaining for braking and/or reverse thrust.
- Operations have been halted because foreign object debris (FOD) has been spotted on the runway and must be removed prior to resuming operations.
- Slow flow of departures and/or arrivals.



2003-07 Missed Approaches

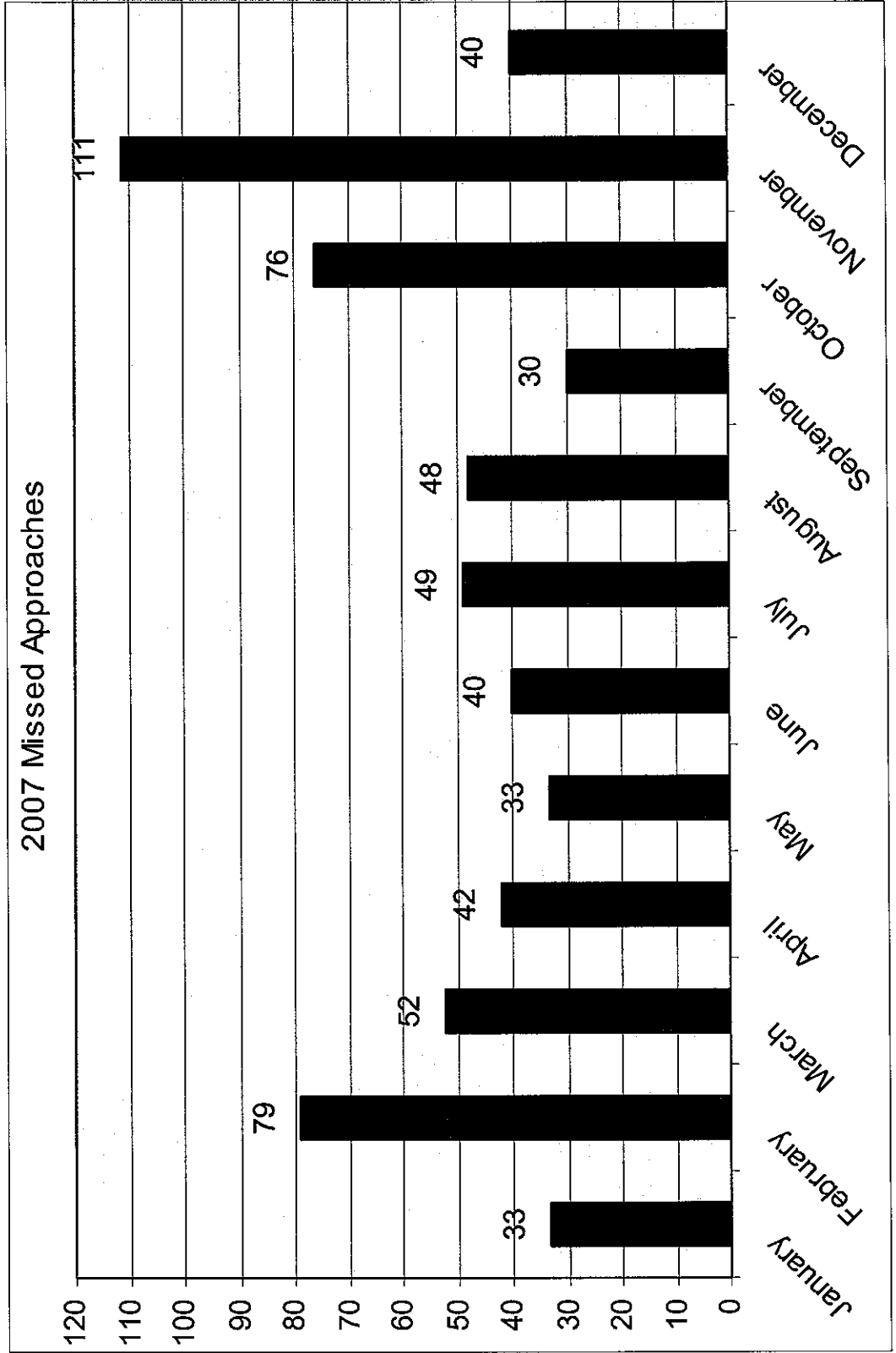
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633

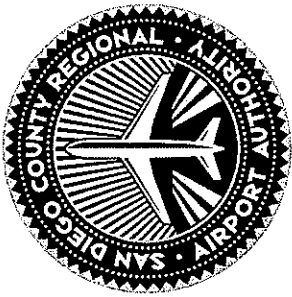




2007 Missed Approaches

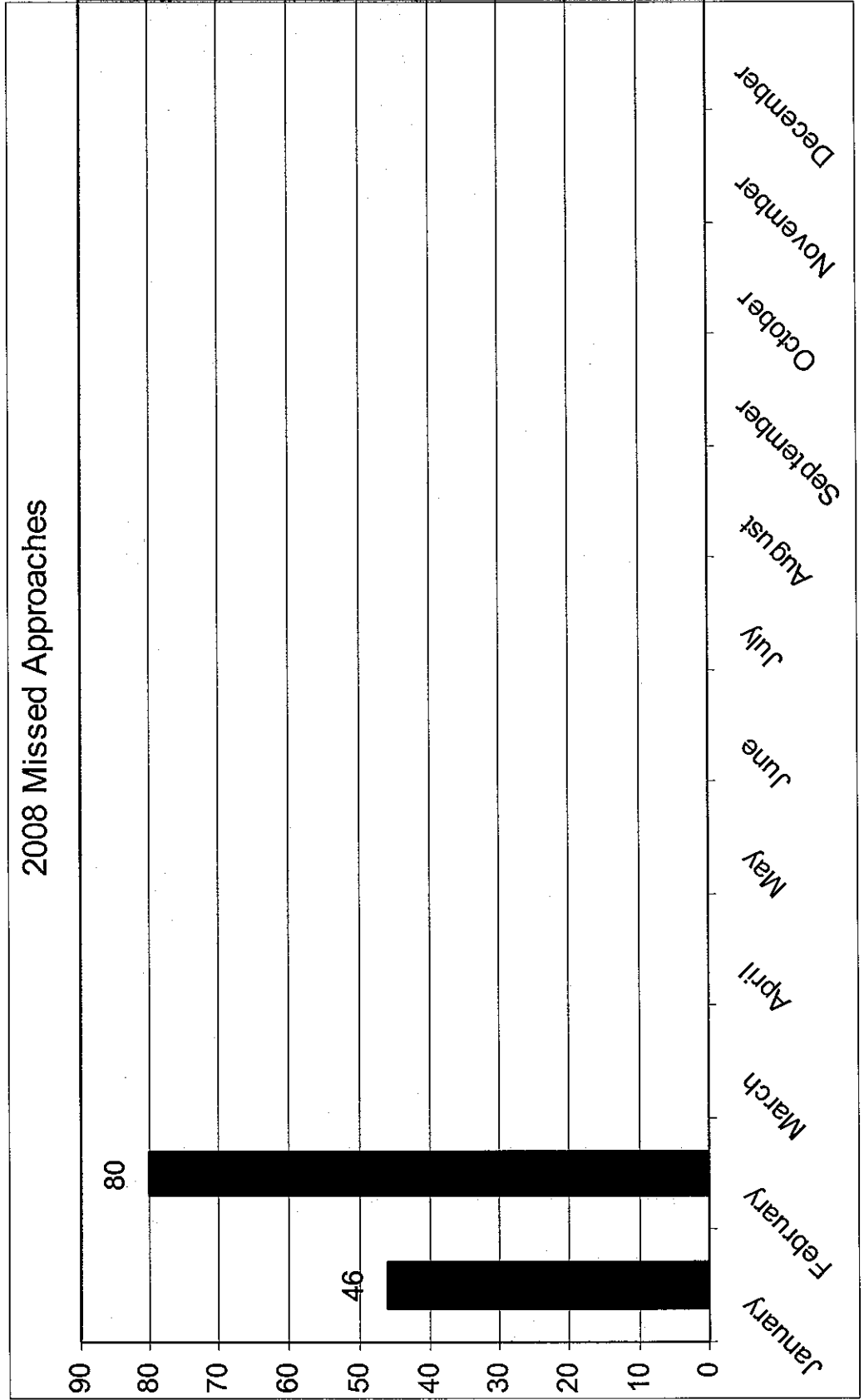
633 YTD Total

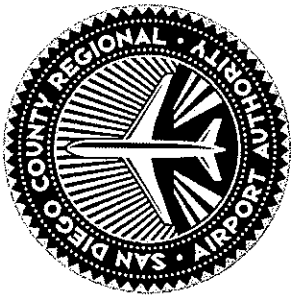




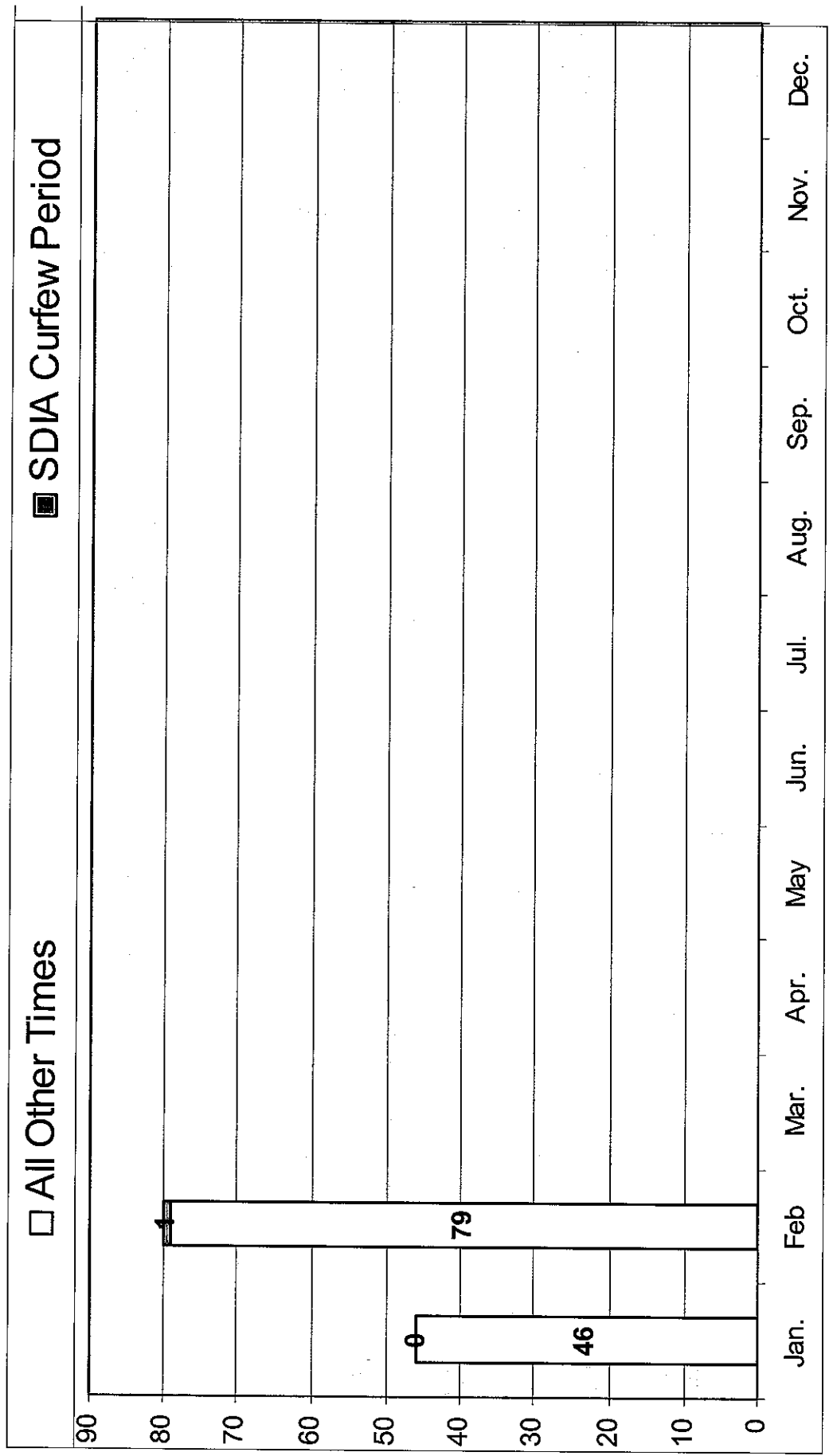
2008 Missed Approaches

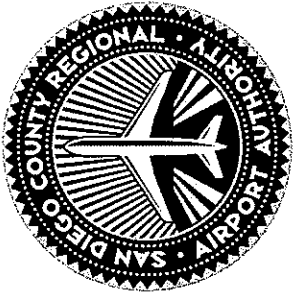
126 YTD Total



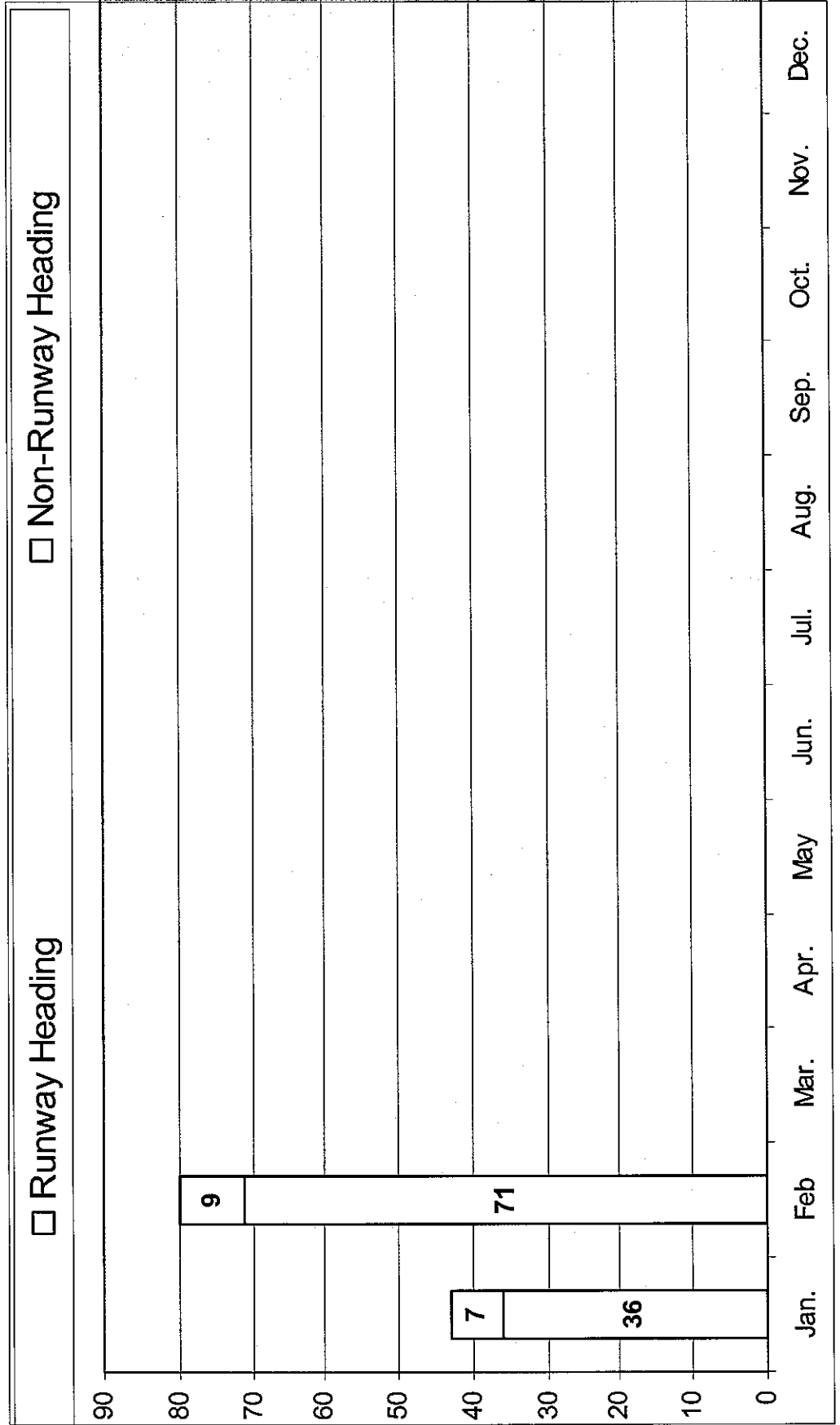


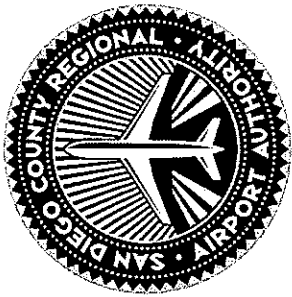
Curfew Period vs. All Other Times



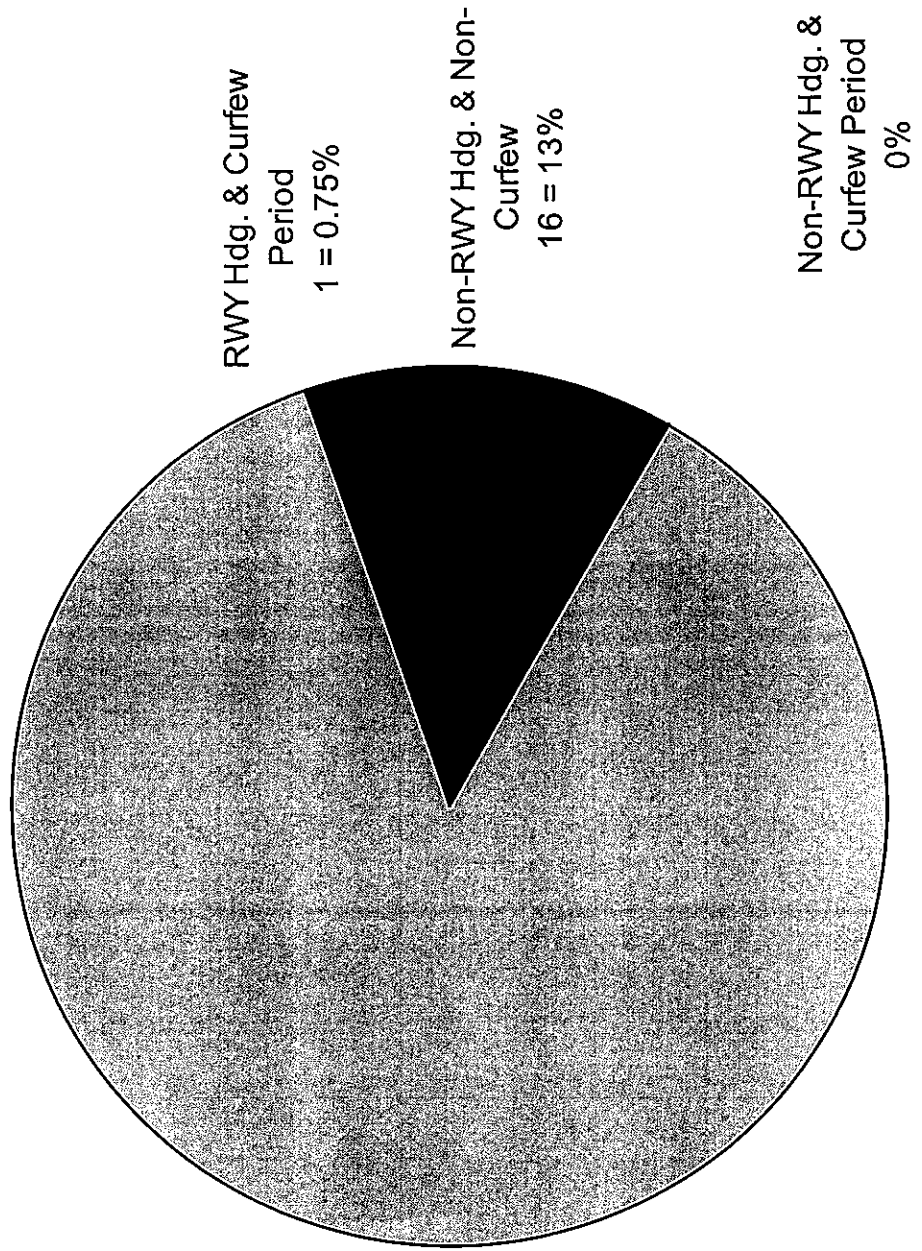


Runway Hdg. Vs. Non-Runway Hdg.





2008 Missed Approaches - Percentage



RWY Hdg. & Non-Curfew
109 = 86.25%

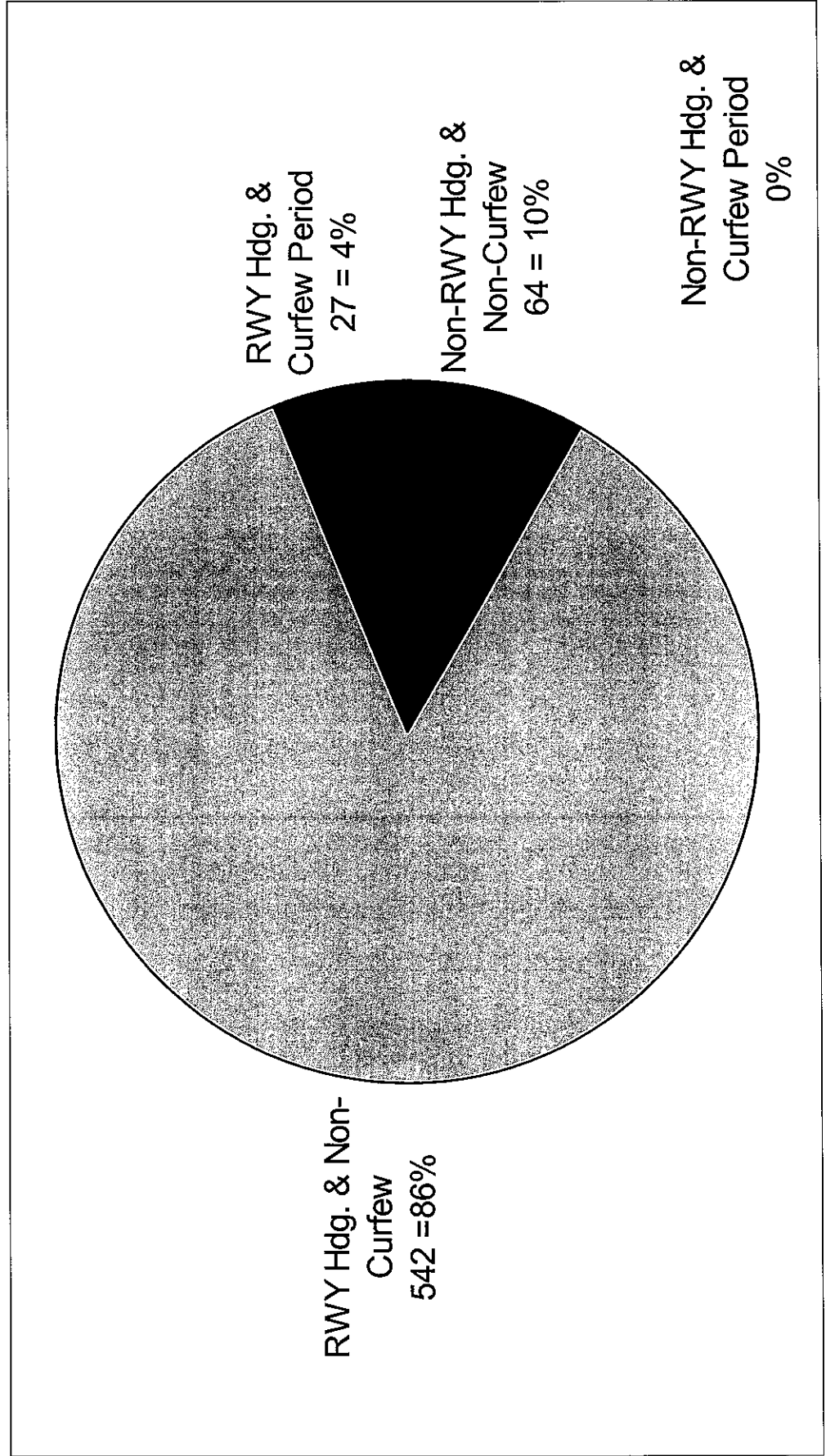
RWY Hdg. & Curfew
Period
1 = 0.75%

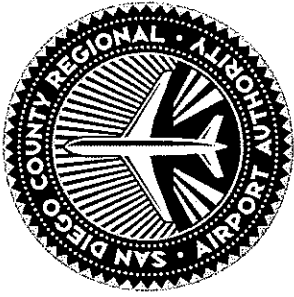
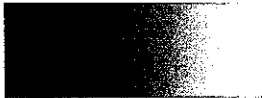
Non-RWY Hdg. & Non-Curfew
16 = 13%

Non-RWY Hdg. & Curfew Period
0%



2007 Missed Approaches - Percentage





Any Questions?

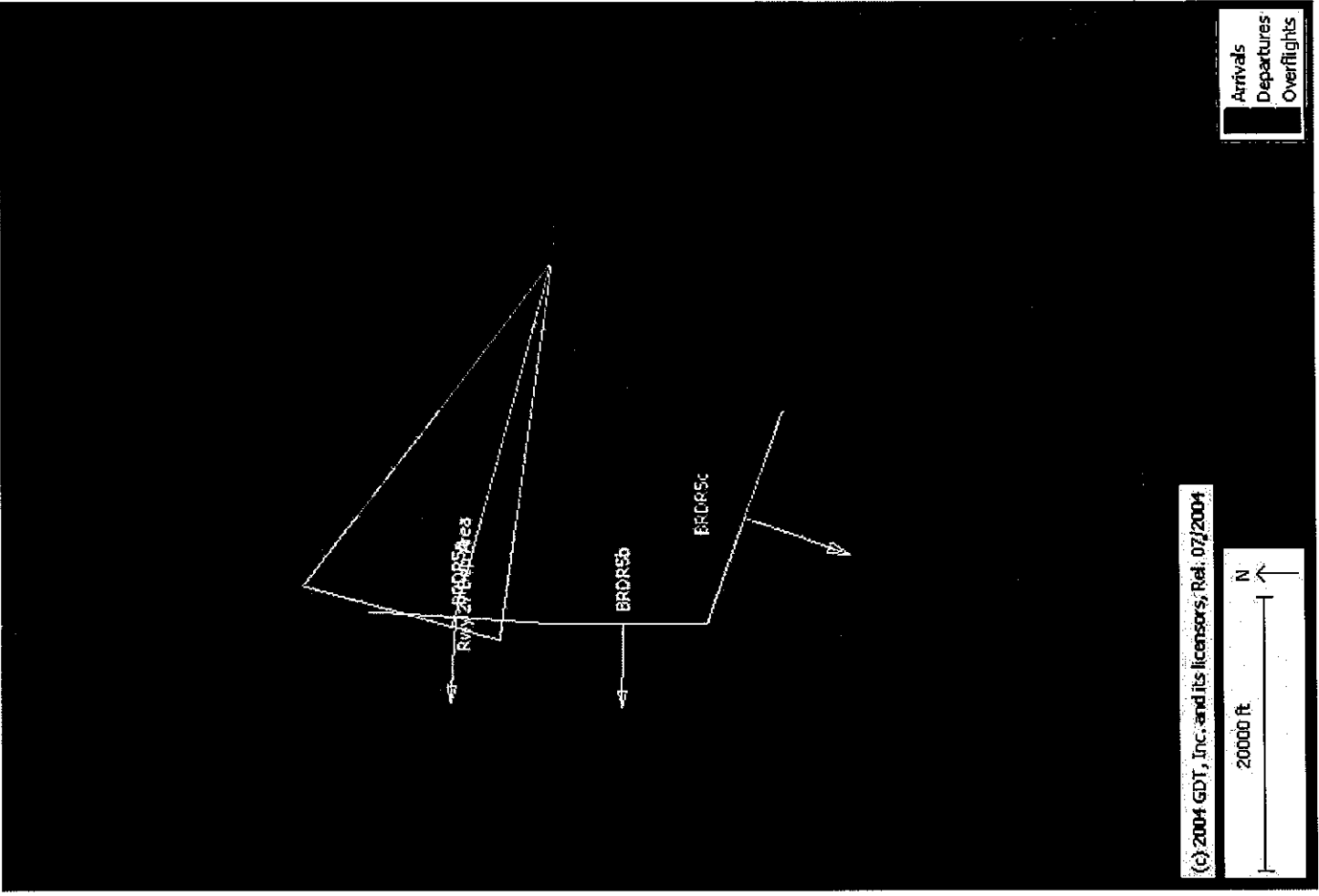
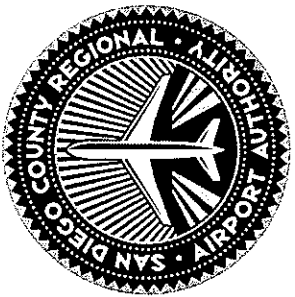


“Early Turn” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

March 20, 2008

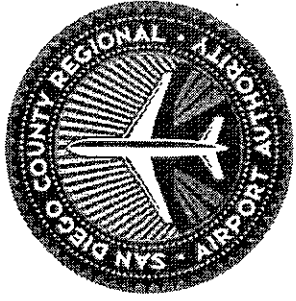






Definition

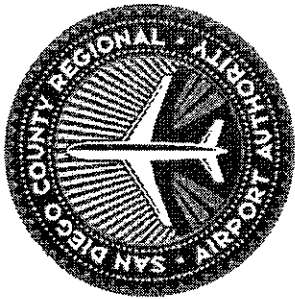
- An aircraft that deviates from the standard departure procedures to a new prescribed departure path, to insure the safe and efficient flow of all aircraft. These early turns are solely conducted at the FAA Control Tower's discretion.



Definition

[Link:http://www.san.org/documents/airport_noise_e/Airport_Noise_FAQs_2006.pdf](http://www.san.org/documents/airport_noise_e/Airport_Noise_FAQs_2006.pdf)

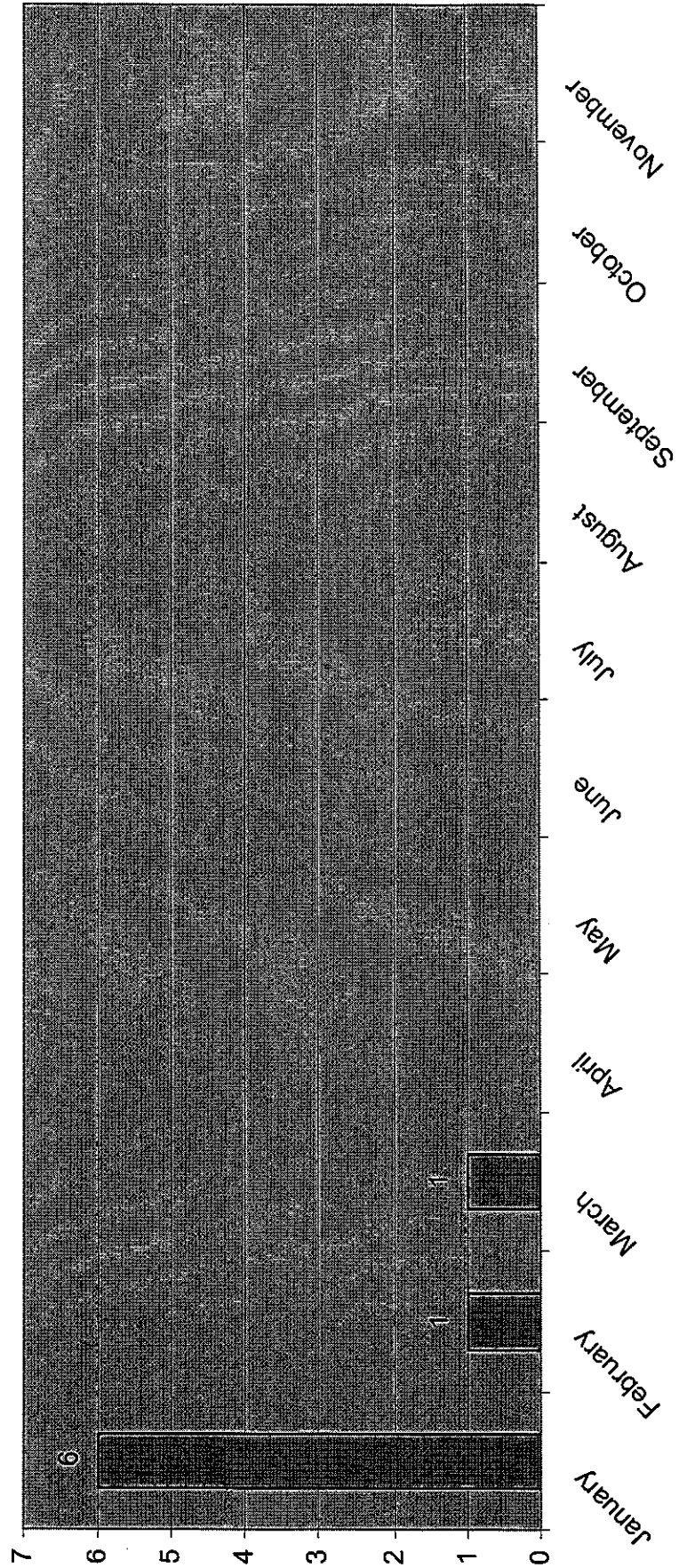
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the SID corridor that aircraft normally fly when departing SAN. When aircraft fail to transit this corridor, a printout of the radar flight track showing this deviation is sent to the FAA **TRACON** for review.

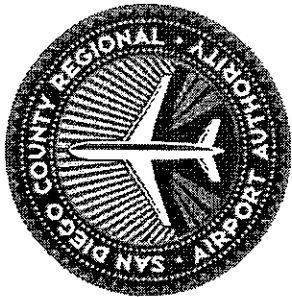


2008 Early Turns

Total sent to FAA

Early Turns Monthly Totals

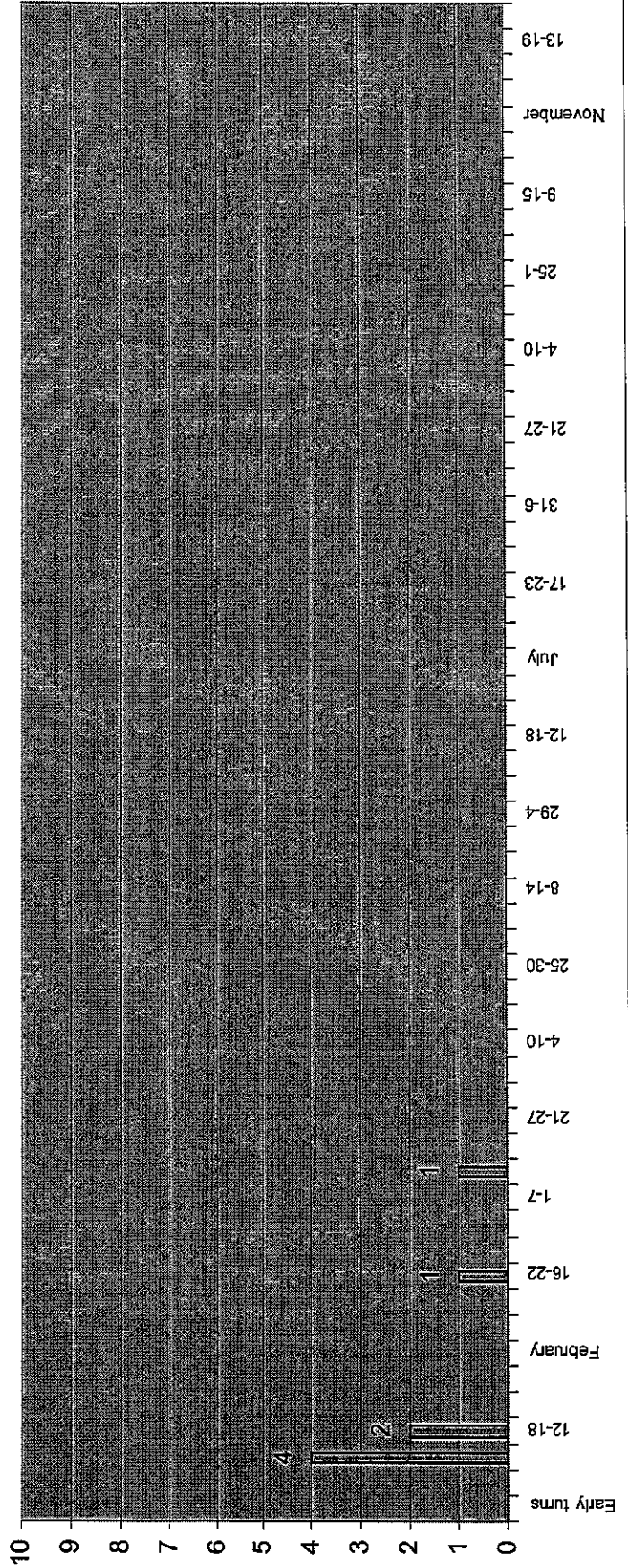


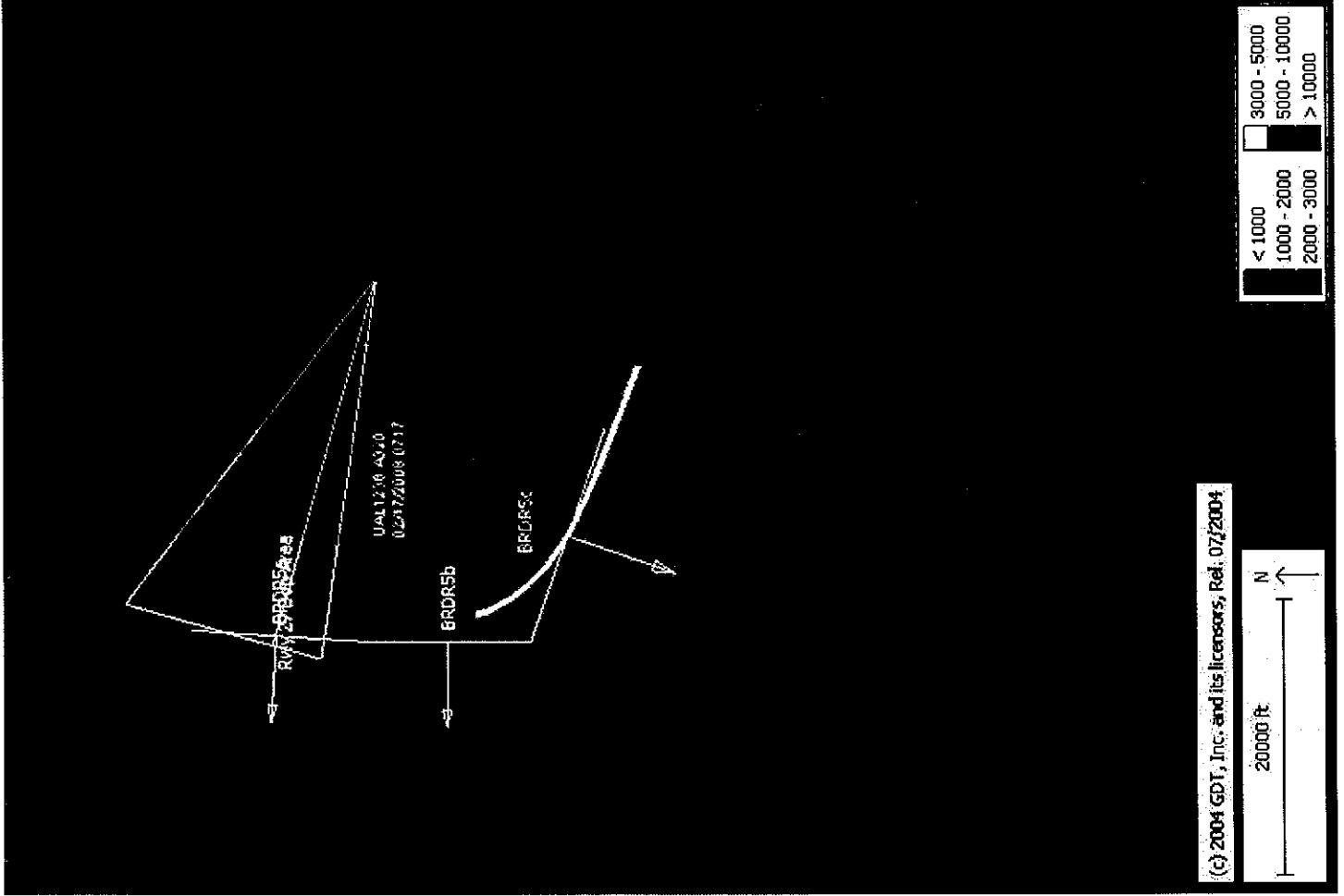
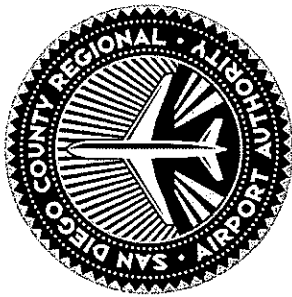


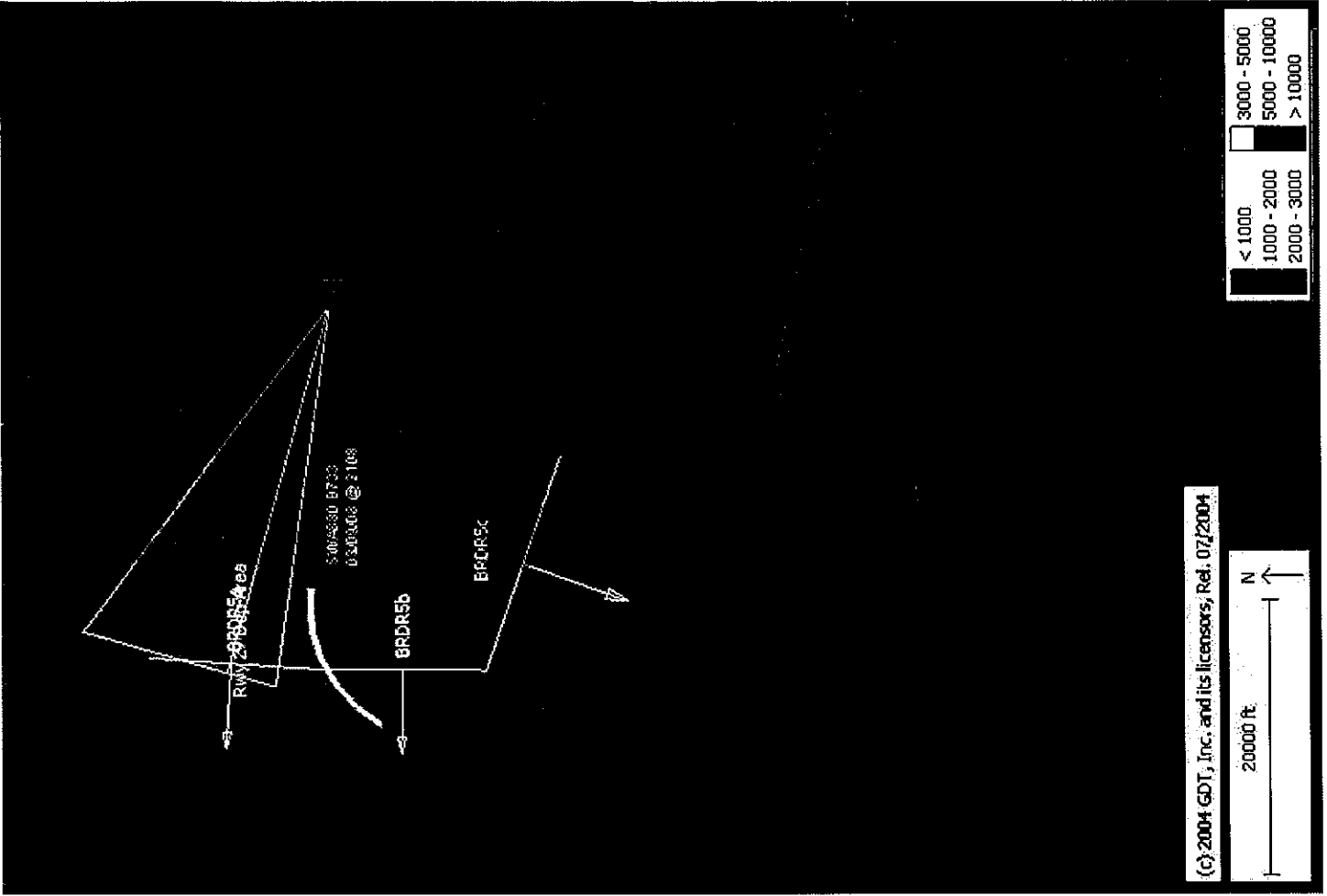
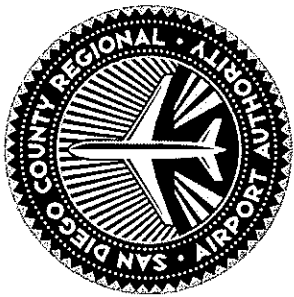
2008 Early Turns

Total sent to FAA

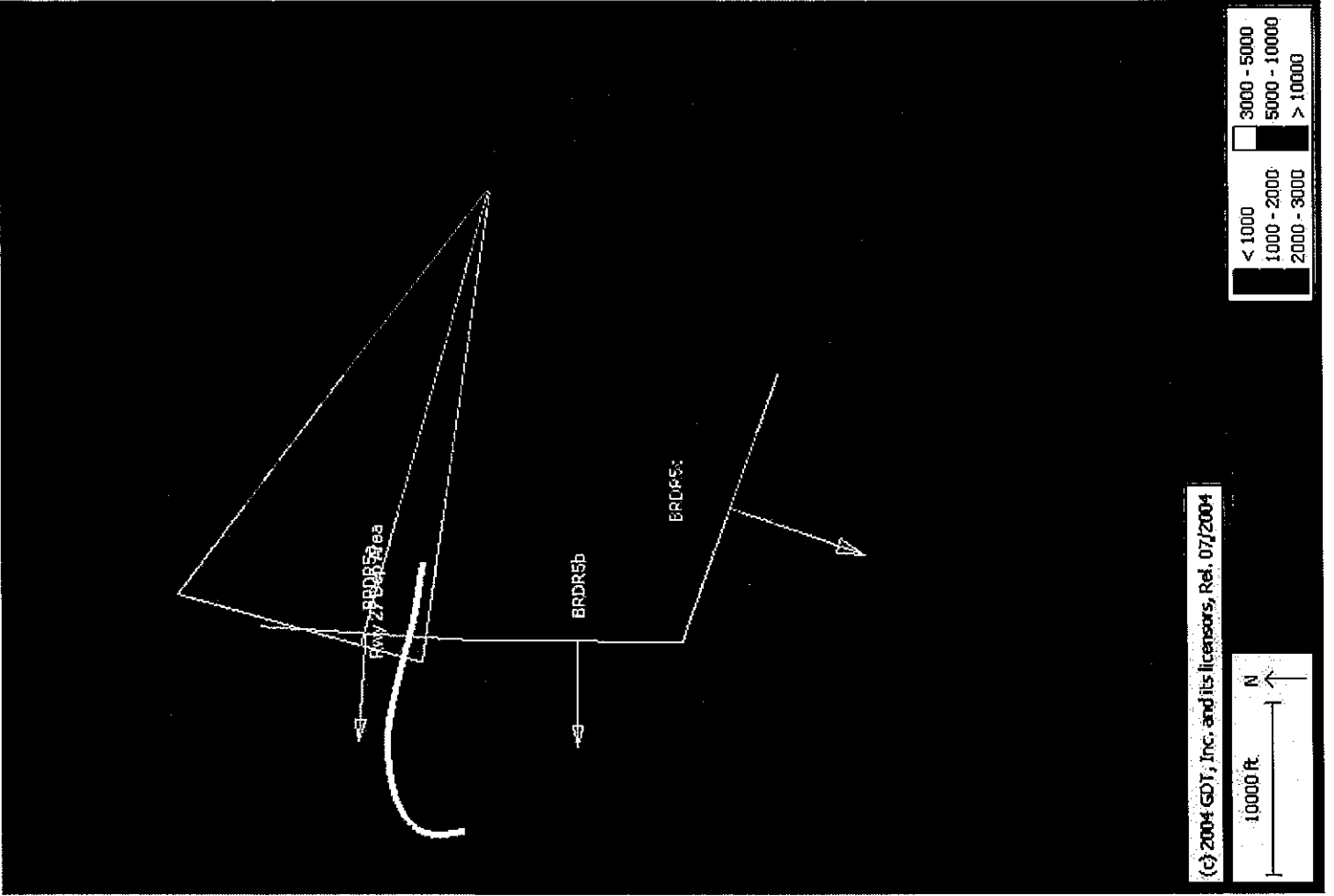
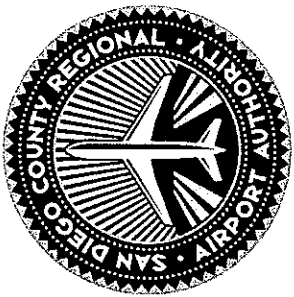
Early Turns Totals



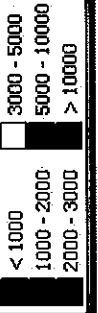


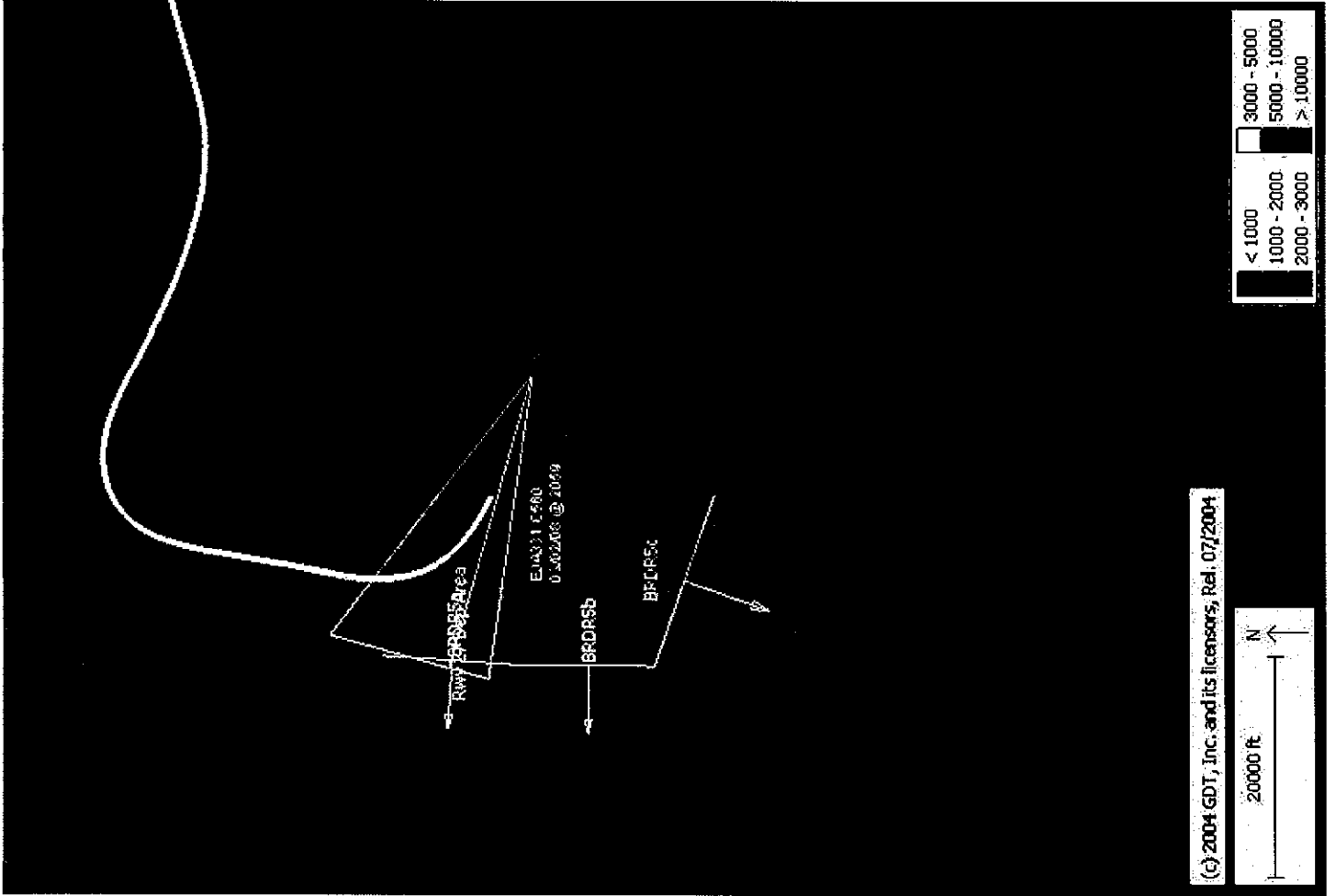
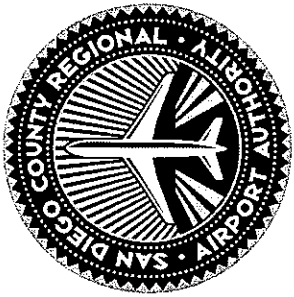


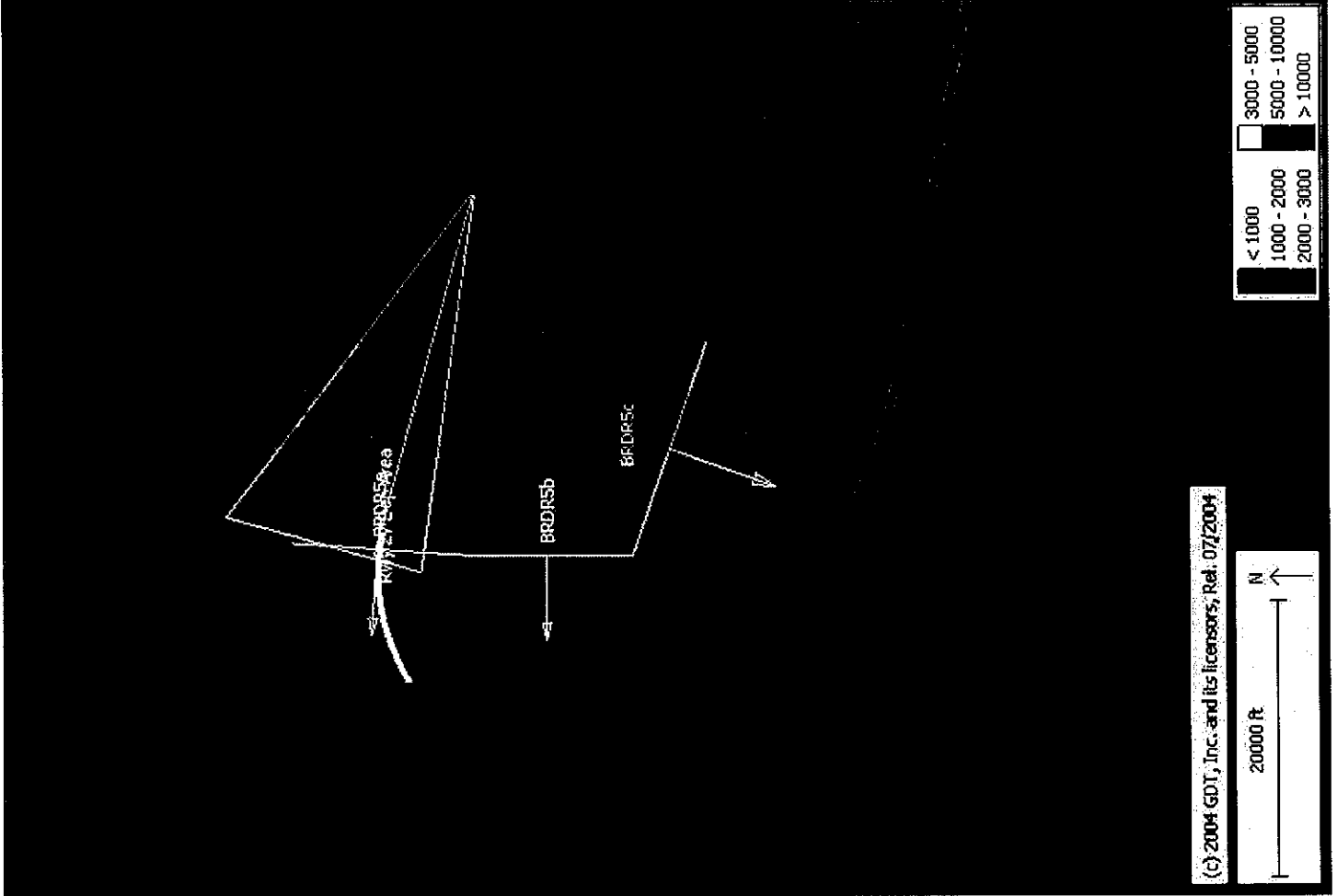
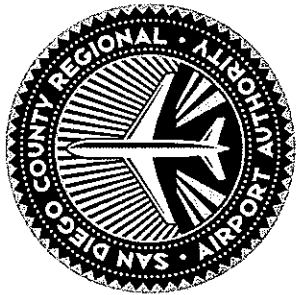
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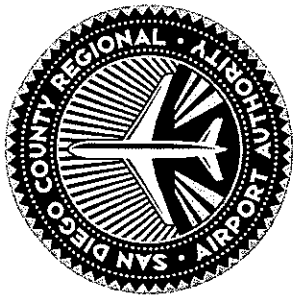
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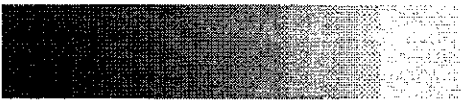




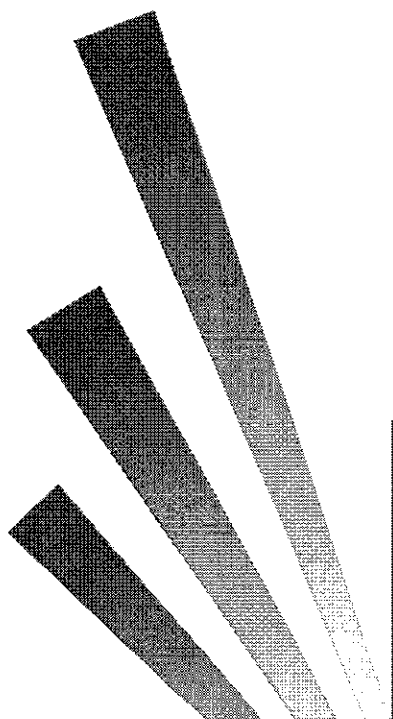


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Any Questions?



“Head to head” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

March 20, 2008





Head to head Definition

What are “Head-to-Head” air traffic operations?

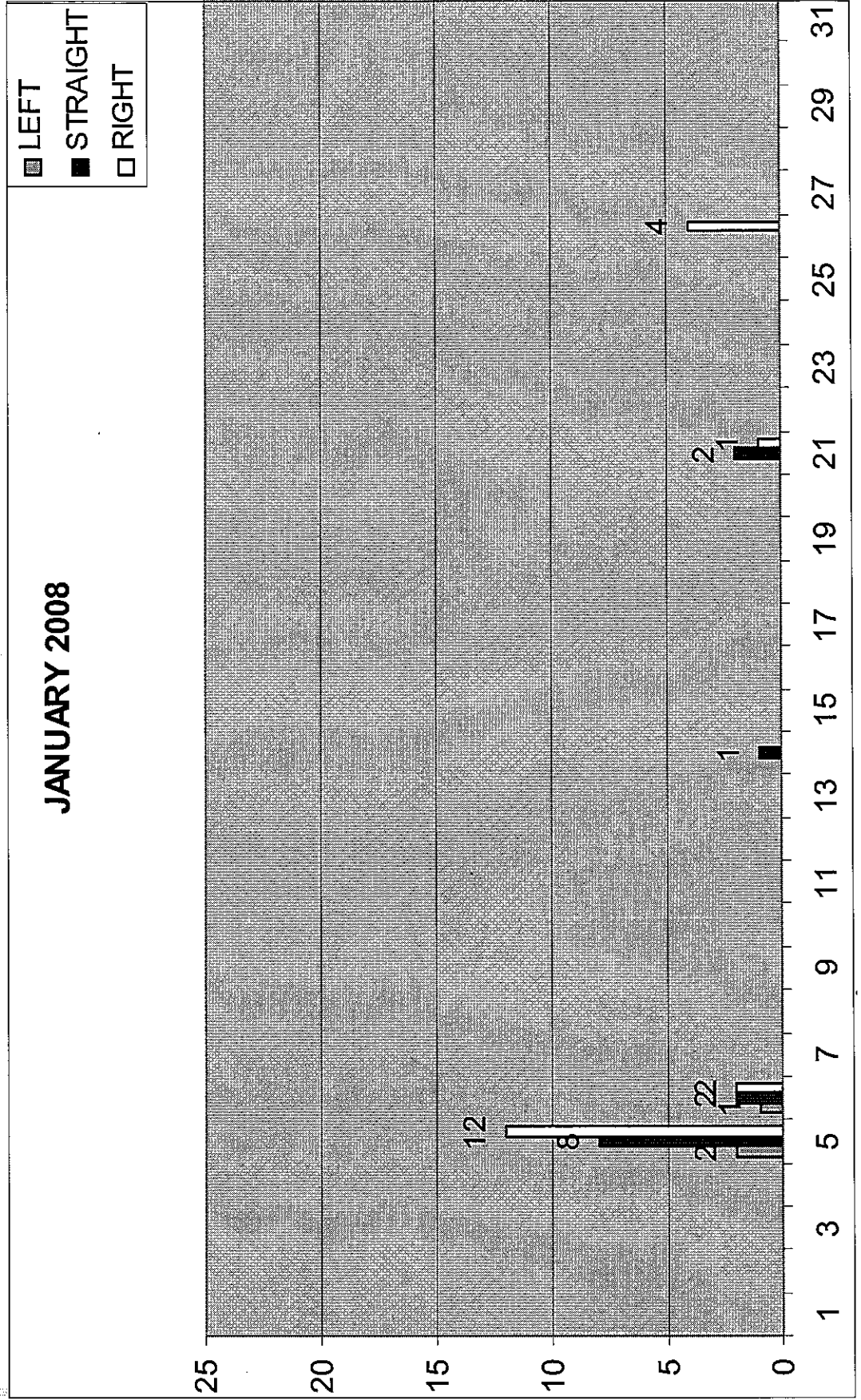
Head-to-Head operations are an air traffic control procedure used at SDIA when weather and/or aircraft weight play a factor in the arrival and departing phase of flight. Normal operations at SDIA consist of arrivals from the east, and departures to the west. During Head-to-Head operations, aircraft arrive from the west, and depart to the west on a reciprocal heading. Once airborne, departing aircraft are vectored south (over south Pt. Loma) or north to clear the airspace for arrivals into SDIA. These operations occur rarely and, for safety reasons, significantly reduce the operational capacity of the airport when they occur.

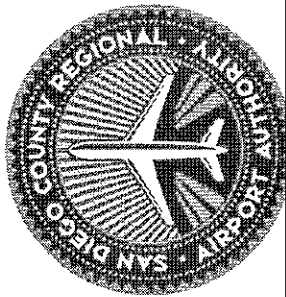
Link:http://www.san.org/documents/airport_noise/Airport_Noise

[FAQs 2006.pdf](#)

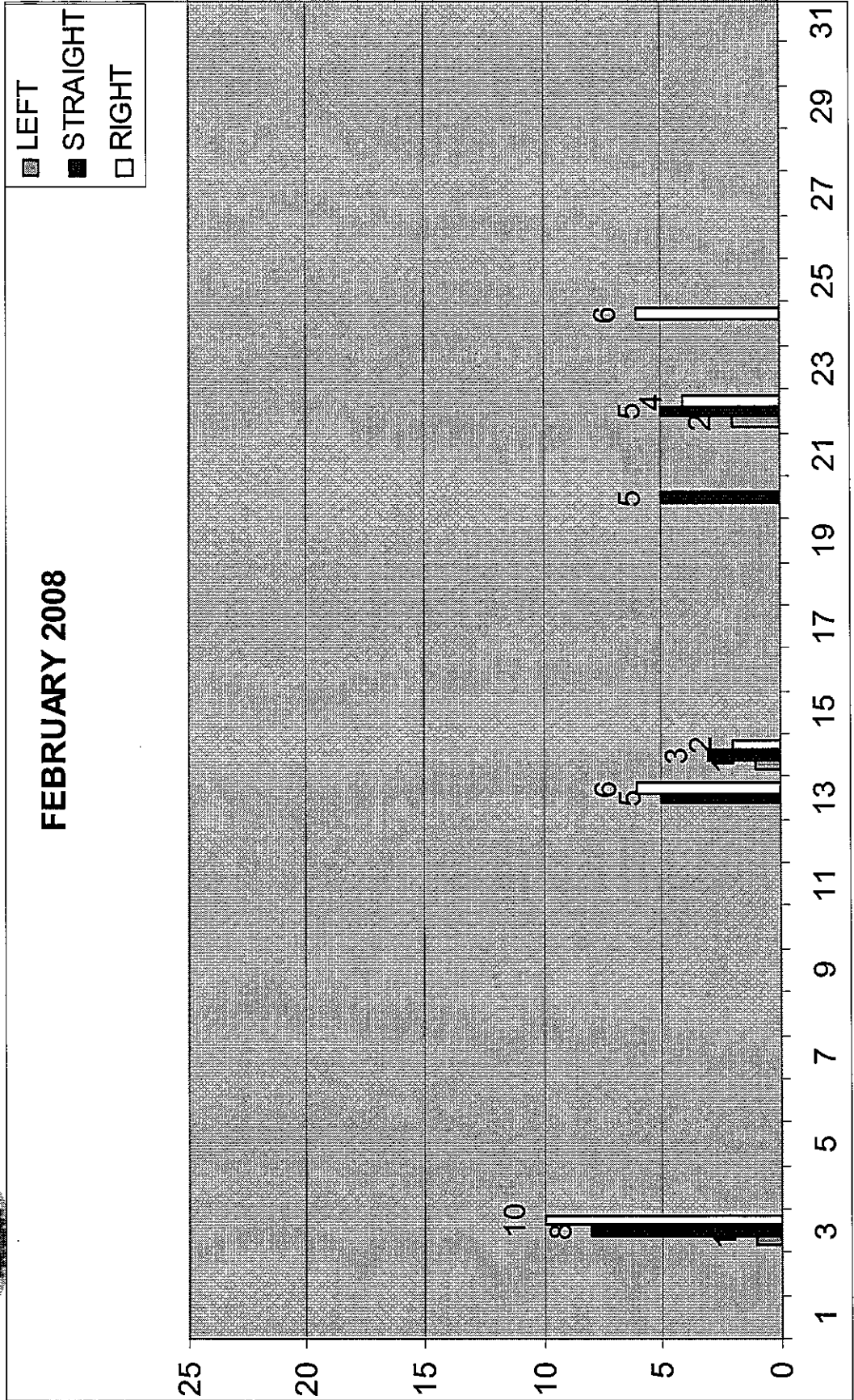


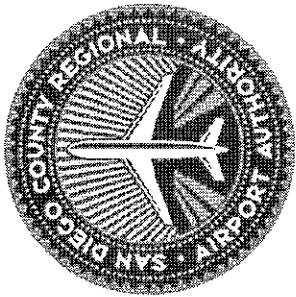
2007 Head to head January





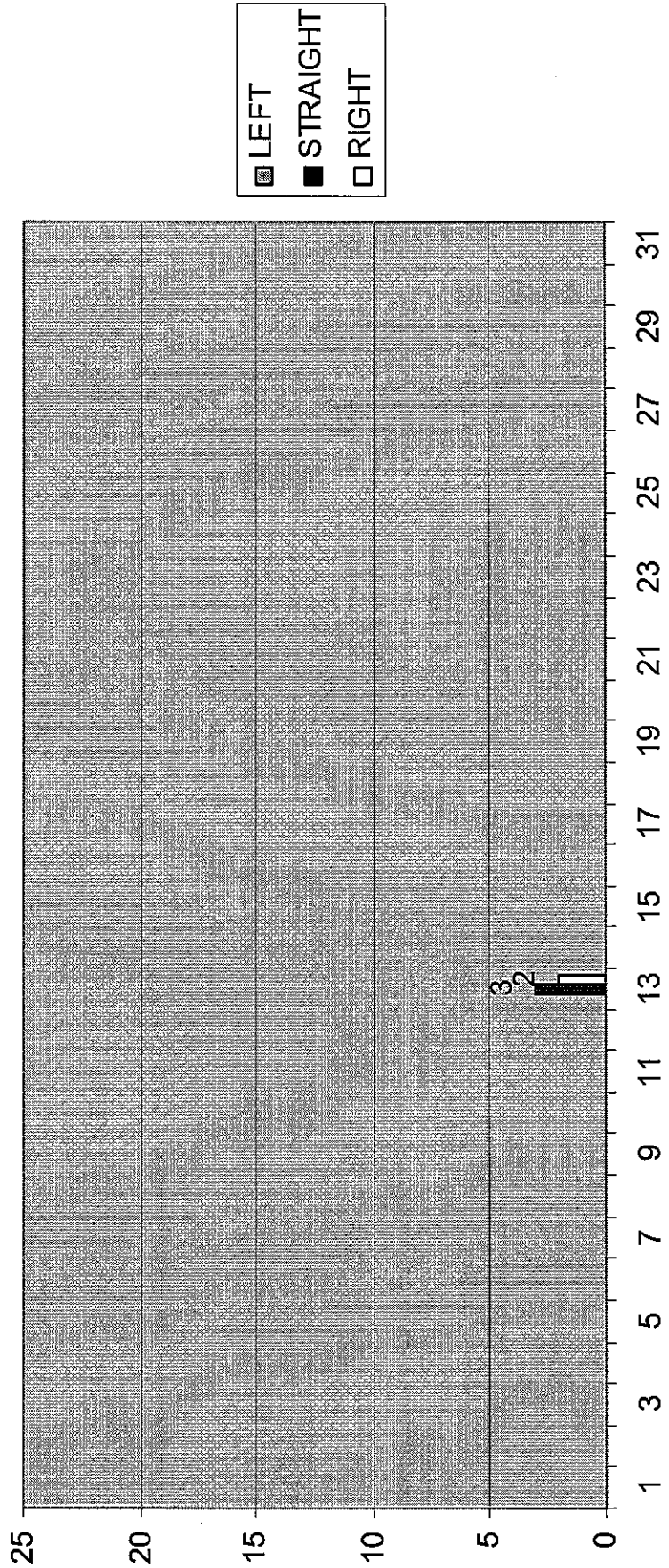
2007 Head to head February

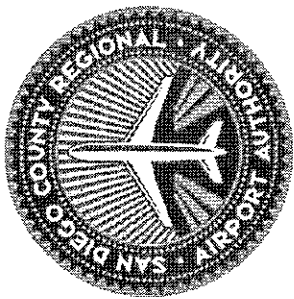




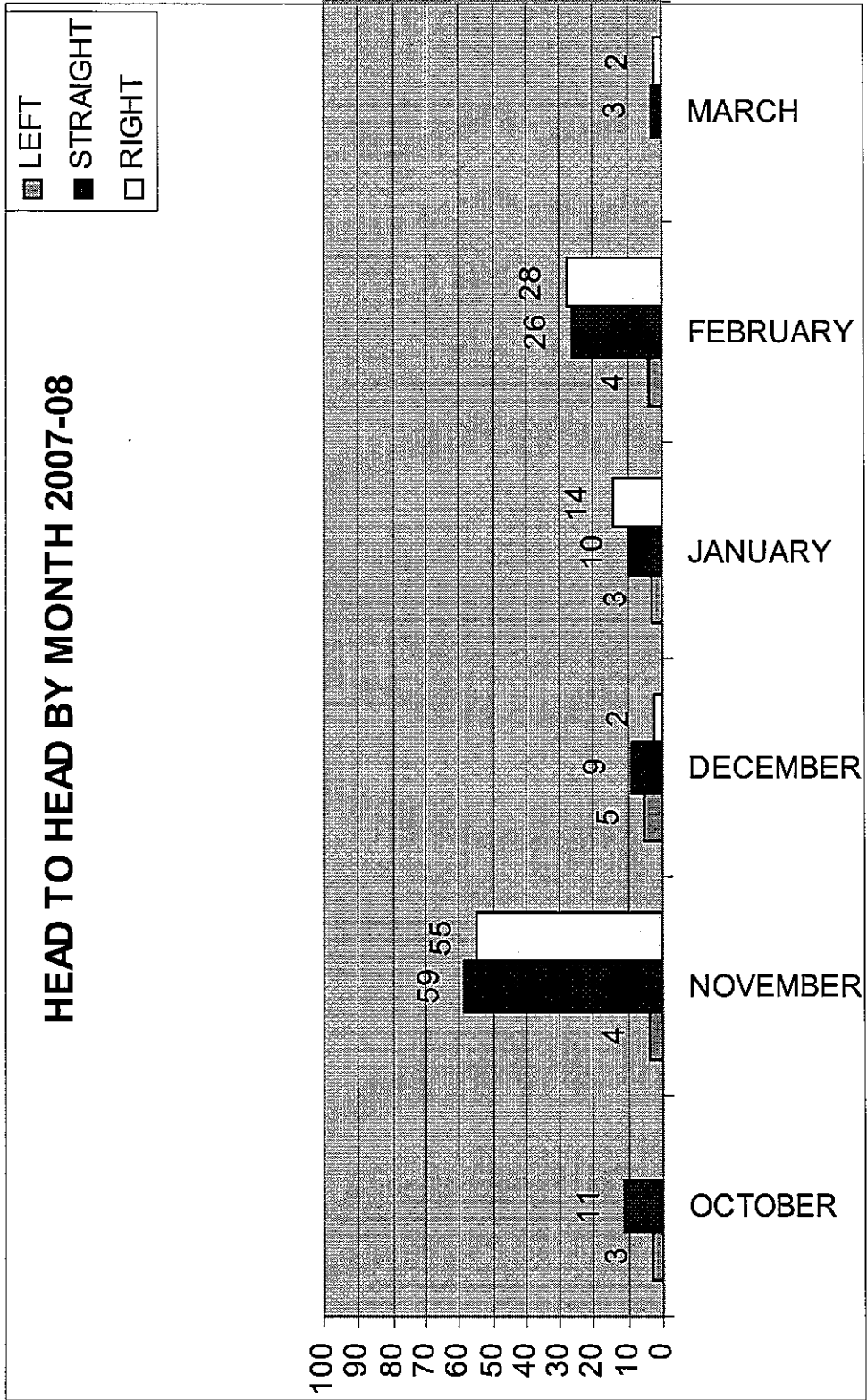
2007 Head to head March

MARCH 2008





2007 Head to head totals



Any Questions?

