

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Thursday, May 15, 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 , Introductions and Acknowledgements
 2. Approval of the March 20, 2008 Meeting Minutes
 3. Information Items:
 - A. Airport Authority Update
 - B. Curfew Violation Review Panel (CVRP) Update
 - C. FAR Part 150 Study Update
 - D. Title 21 Variance Update
 - E. Airport Monitor (flight tracker) Use
 4. Public Comment on Information and Discussion Items (Time Certain – 6:15 p.m.)
 5. Presentation Items:
 - A. Terminal Development Plan Update
 - B. Quieter Home Program Update
 - C. Missed Approach Statistics
 - D. Noise Complaint Statistics
 - E. Early Turn and Head-to-Head Statistics
 6. Public Comment (Time Certain – 6:45 p.m.)
-



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.

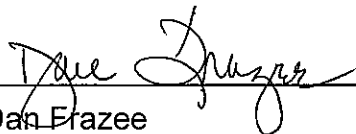
For the Head to Head presentation, a power point presentation was shown defining the term, explained as aircraft departing and arriving “counter flow.” January and February showed a significant number of counter flow operations due to inclement weather. March showed only five head to head departures. 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.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
April 02, 2008
Record of Decision (ROD)**

Panel members: George Condon, representing Planning and Operations Division; Richard Kwiatkowski, representing Marketing and Communications Division; Troy Ann Leech, representing Real Estate Management; Dan Frazee, Airport Noise Mitigation (Facilitator); Garret Hollarn (Staff member)

Airline, pilot, or operator representatives present: Lynn Silva and Fidelma Standish of US Airways; Christine Choe and Royal Marbut, jetBlue Airways and Valerie Carricato, Air Canada

Members of the public present: None

Sky West Airlines Flight 5422; January 04, 2008 (2345L)

No written information was provided; and no representative was present.

Panel Recommendation

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

Air Canada Airlines Flight 572; January 05, 2008 (0145L)

No written information was provided; and no representative was present.

Panel Recommendation

The Panel voted to a vote of 2:1 to assess a penalty in the amount of \$2,000.

America West Flight 306; January 27, 2008 (2332L)

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

Panel Recommendation

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

America West Flight 306; February 04, 2008 (0005L)

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

Panel Recommendation

The Panel voted to a vote of 2:1 to assess no penalty due to maintenance.

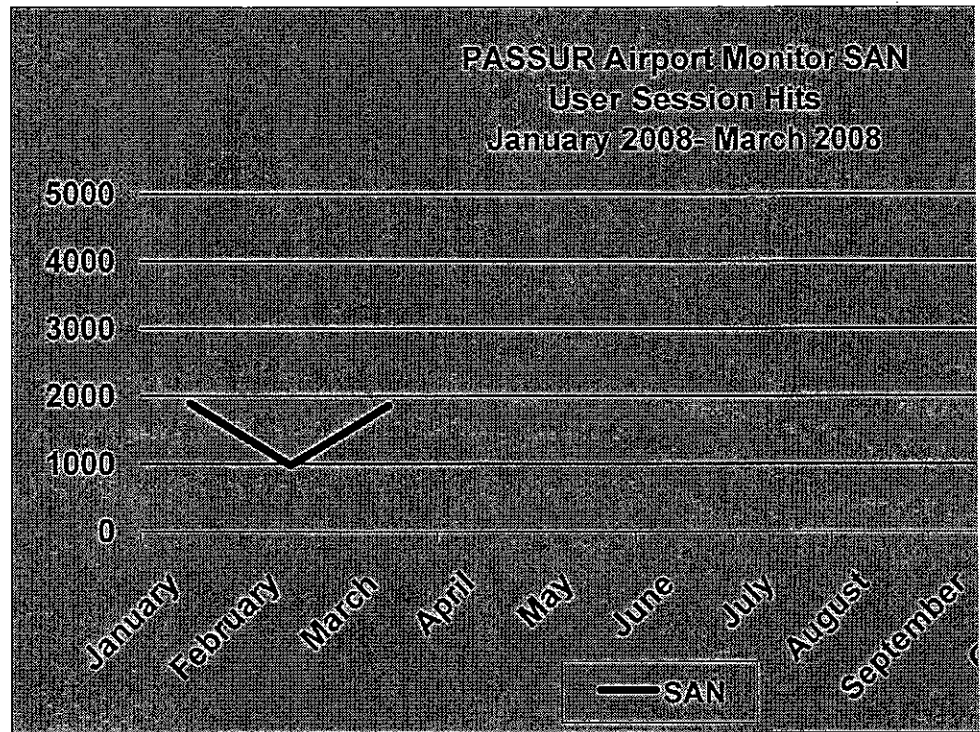
America West Flight 306; February 04, 2008 (2338L)

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 \$4,000.

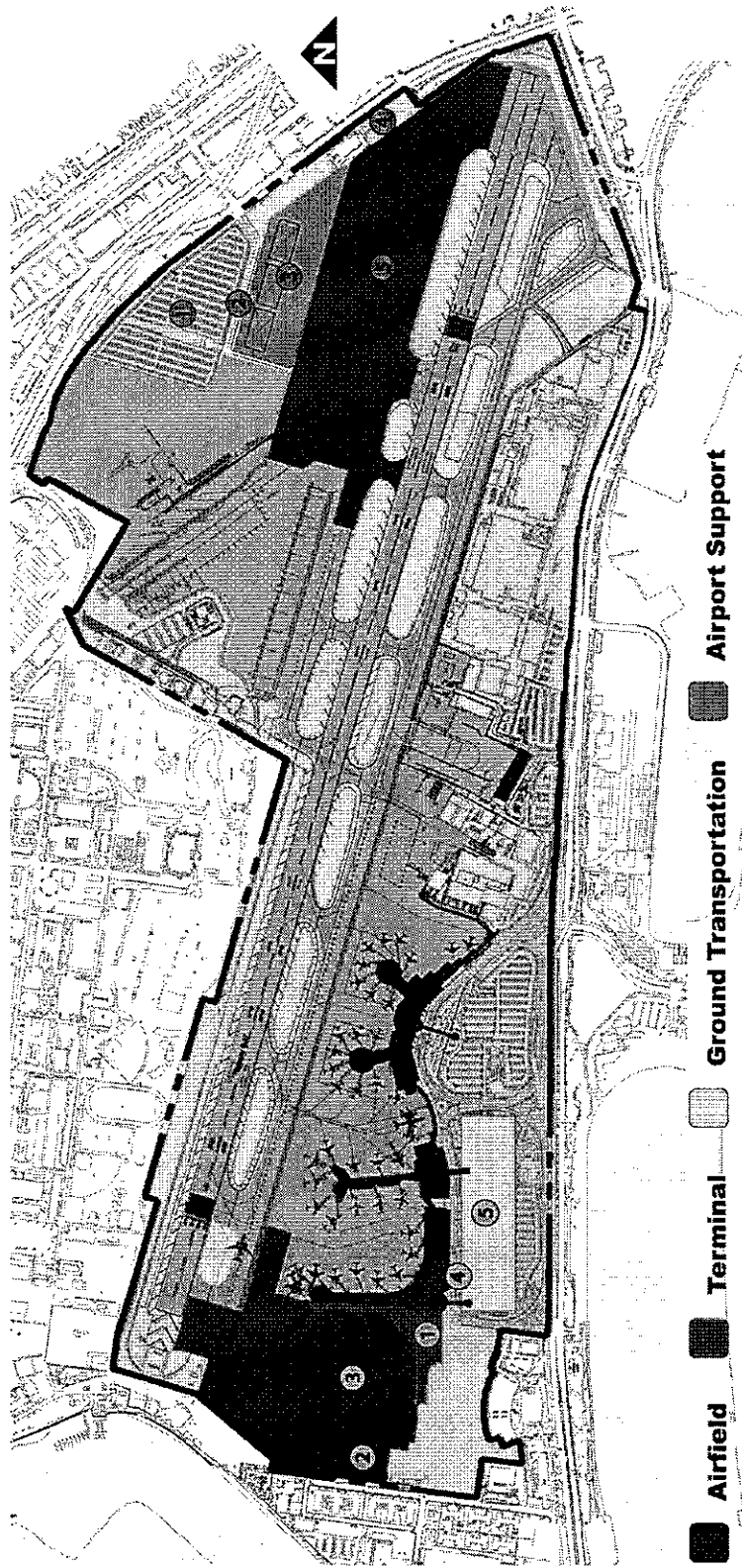
January	1903
February	982
March	1864
April	
May	
June	
July	
August	
September	
October	
November	
December	
Totals	4749



SAN DIEGO PLAN

Optimizing San Diego International Airport

PROJECT ELEMENTS – PHASE 1



Airfield

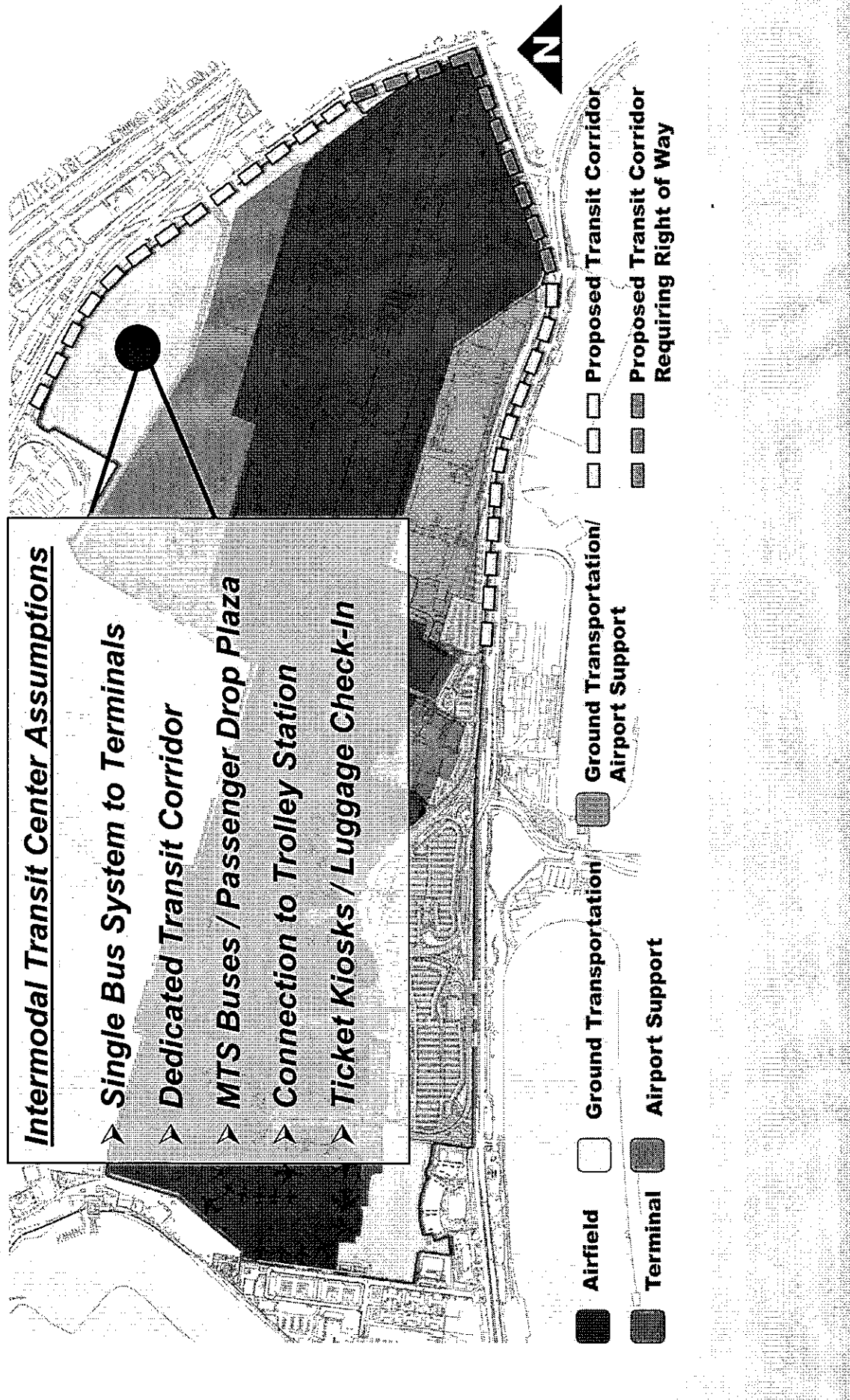
Terminal

Ground Transportation

Airport Support

- ① Expand existing Terminal 2 West with 10 new jet gates.
- ② Construct new aircraft parking and replacement Remain-Over-Night (RON) aircraft parking apron.
- ③ Construct new apron and aircraft taxiway.
- ④ Construct new second level road/curb and vehicle circulation serving Terminal 2.
- ⑤ Construct a new parking structure and vehicle circulation serving Terminal 2.
- ⑥ Relocate and reconfigure SAN Park Pacific Highway.
- ⑦ Construct a new access road to North Area facilities from Sasafra St./ Pacific Highway intersection.
- ⑧ Construct new General Aviation facilities including access, terminal/hangars and apron on 12.4 acres.
- ⑨ Demolish the existing general aviation facilities.
- ⑩ Reconstruct Taxiway C, and construct new apron hold pads and new Taxiway east of Taxiway D.

PLAN Land Use Plan - Intermodal Transit Center



Intermodal Transit Center Assumptions

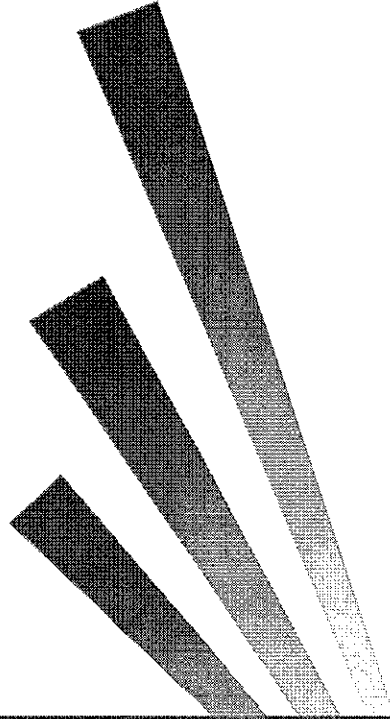
- Single Bus System to Terminals
- Dedicated Transit Corridor
- MTS Buses / Passenger Drop Plaza
- Connection to Trolley Station
- Ticket Kiosks / Luggage Check-In

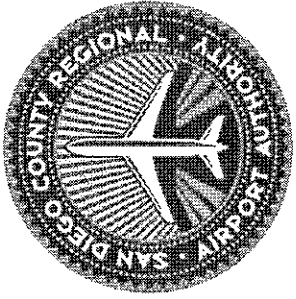
- Airfield
- Terminal
- Ground Transportation
- Ground Transportation / Airport Support
- Proposed Transit Corridor
- Proposed Transit Corridor Requiring Right of Way

Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

May 15, 2008

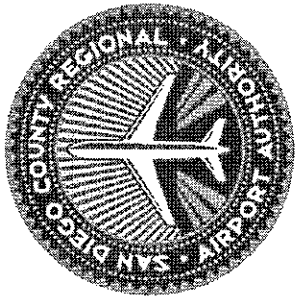




Missed Approach Definition

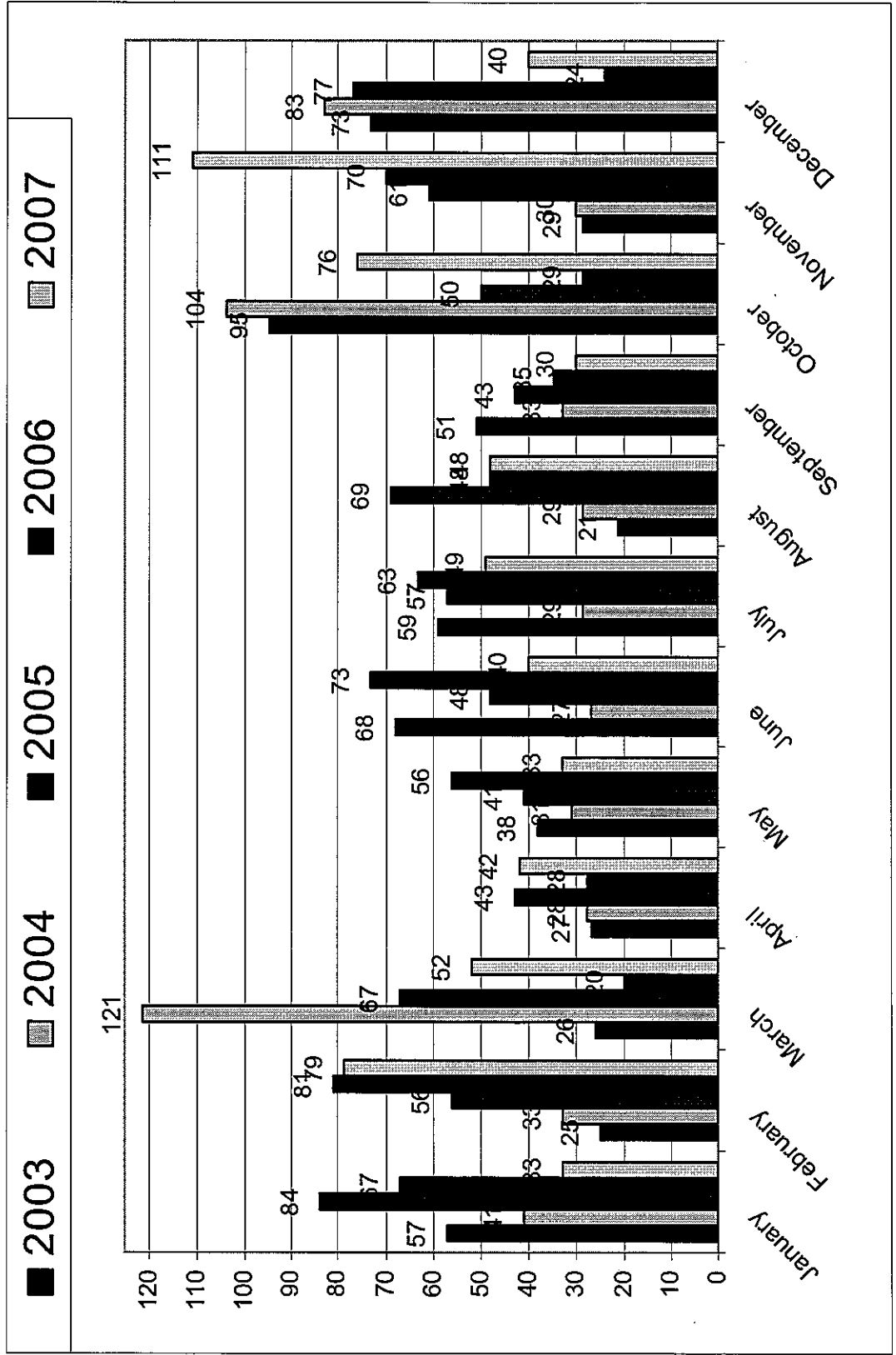
*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

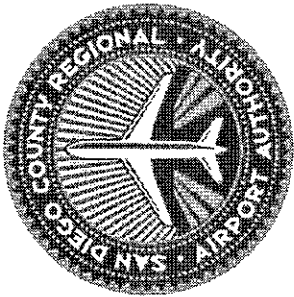
- A departing aircraft is exiting the airspace/runway slower than an arriving aircraft is entering the airspace/runway. In an effort to ensure safe separation of each aircraft, a missed approach is executed.
- A change in weather conditions has reduced minimums to the point that the pilot must terminate 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

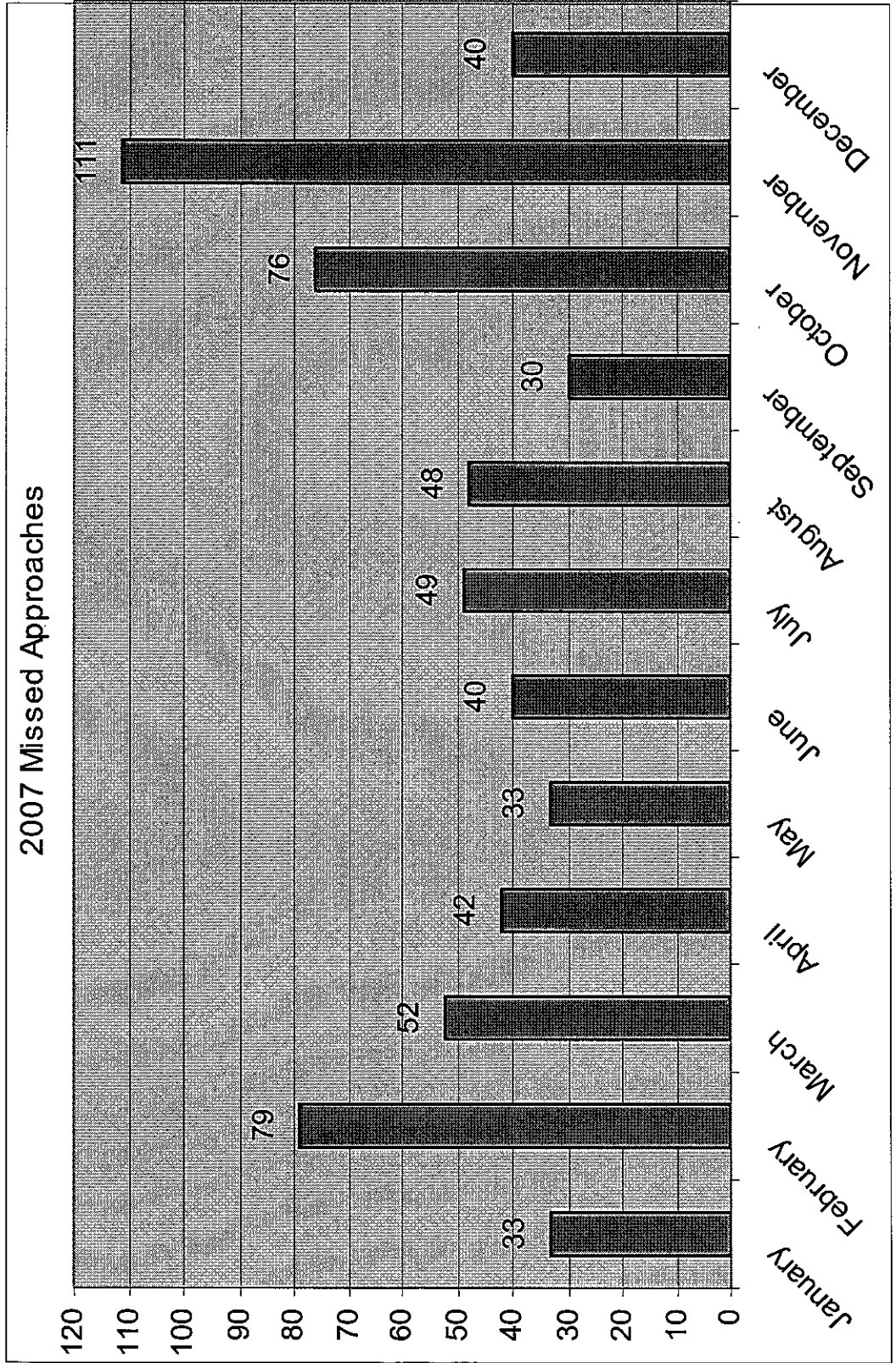
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633

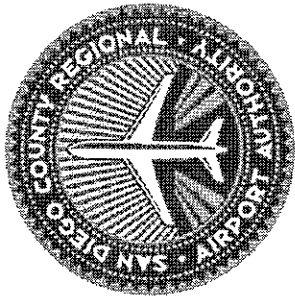




2007 Missed Approaches

633 YTD Total

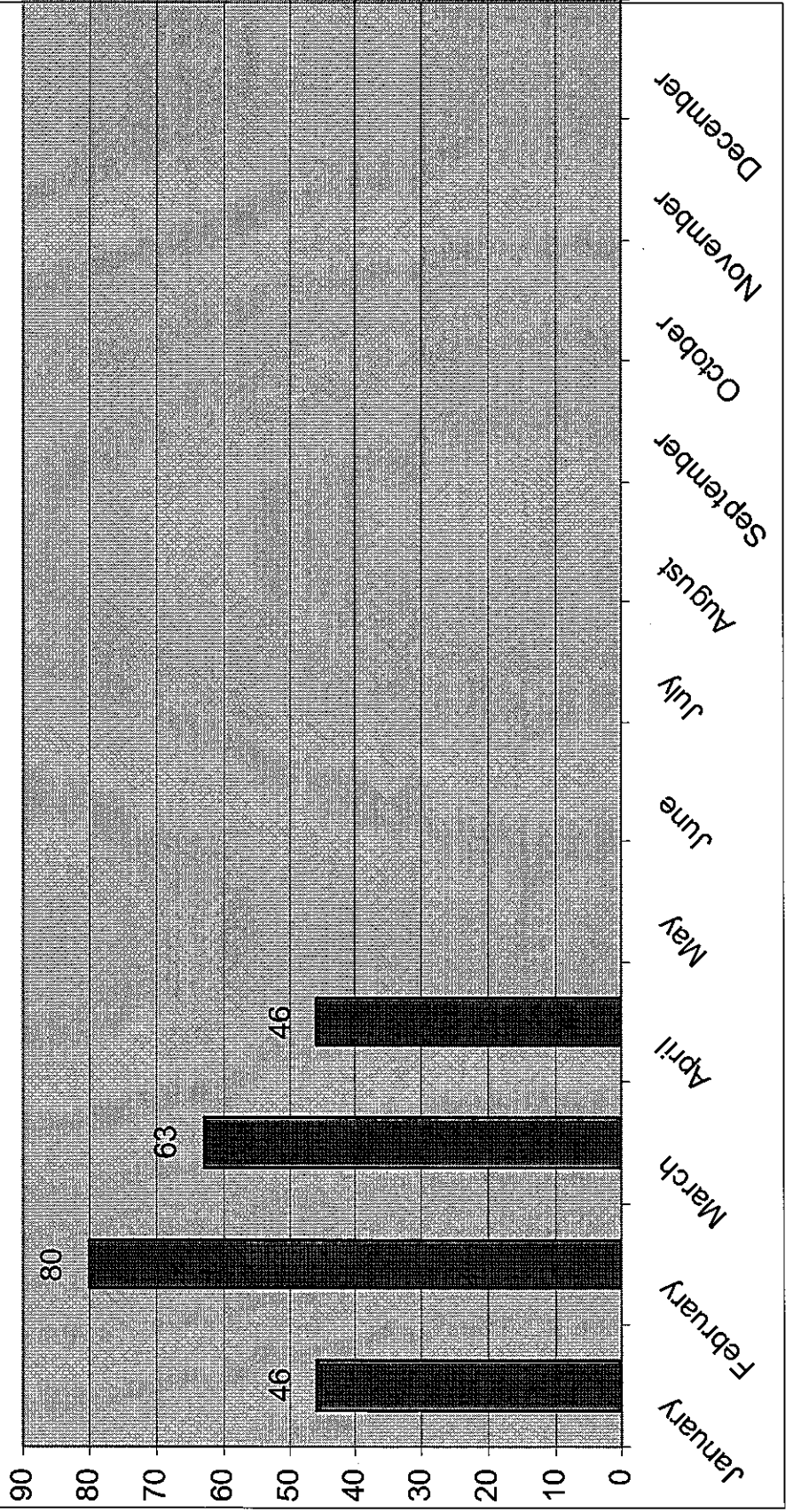


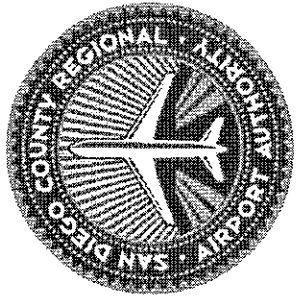


2008 Missed Approaches

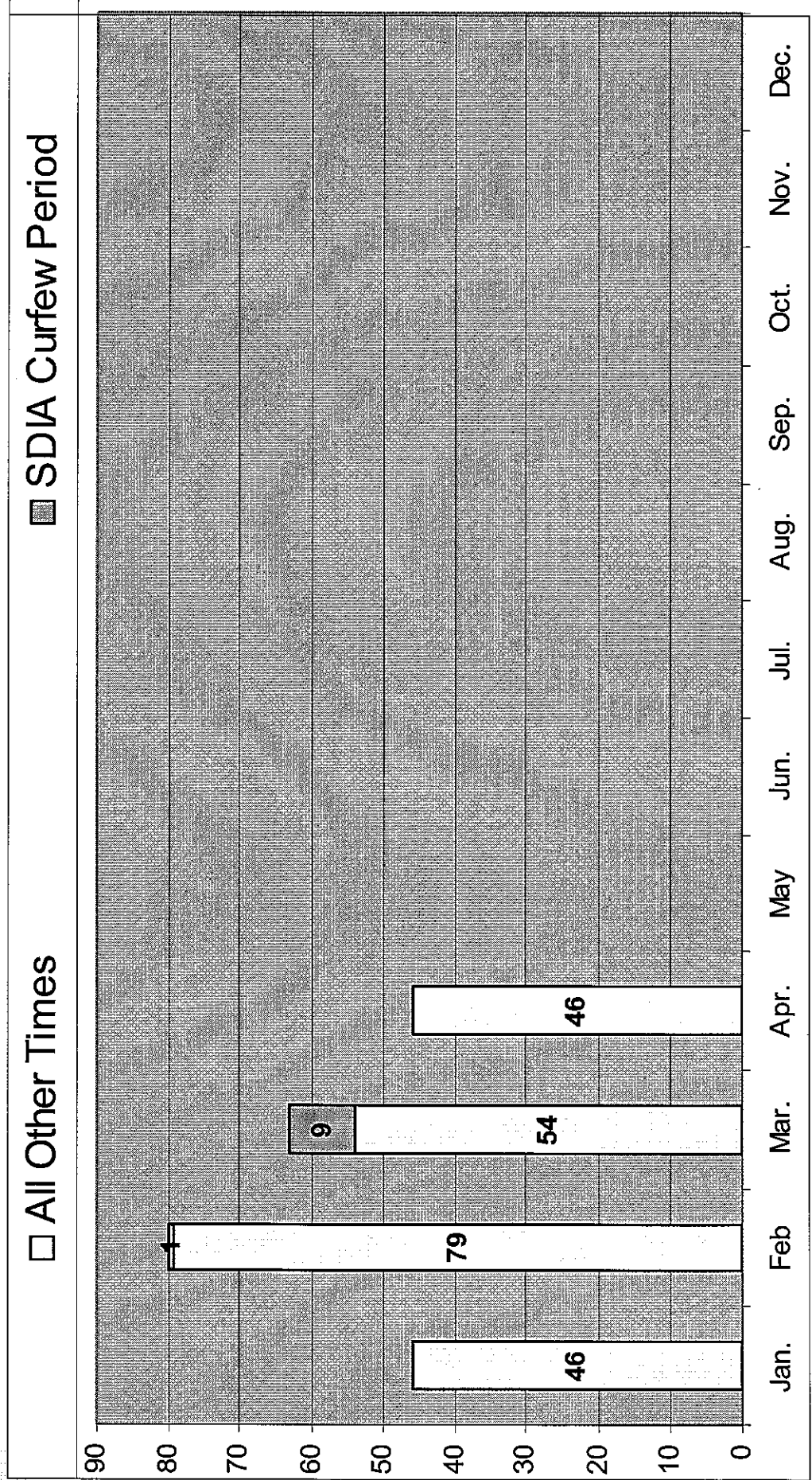
235 YTD Total

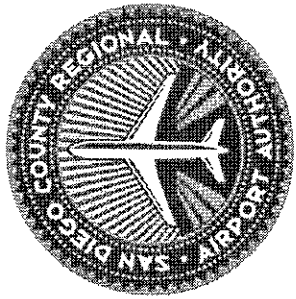
2008 Missed Approaches



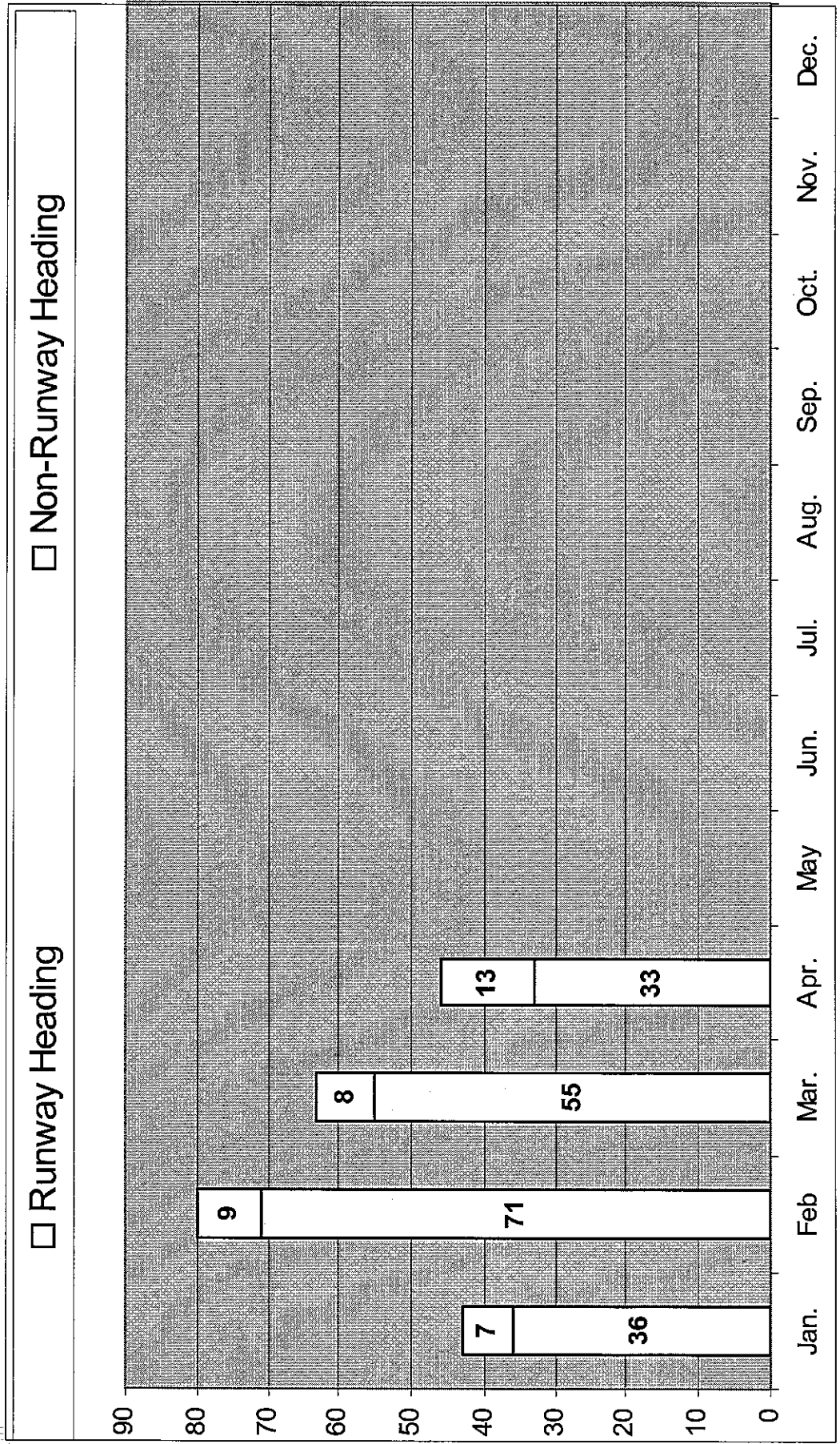


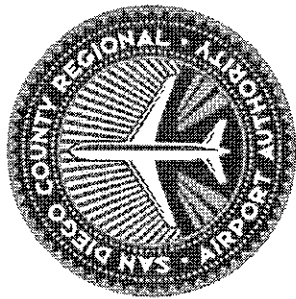
Curfew Period vs. All Other Times



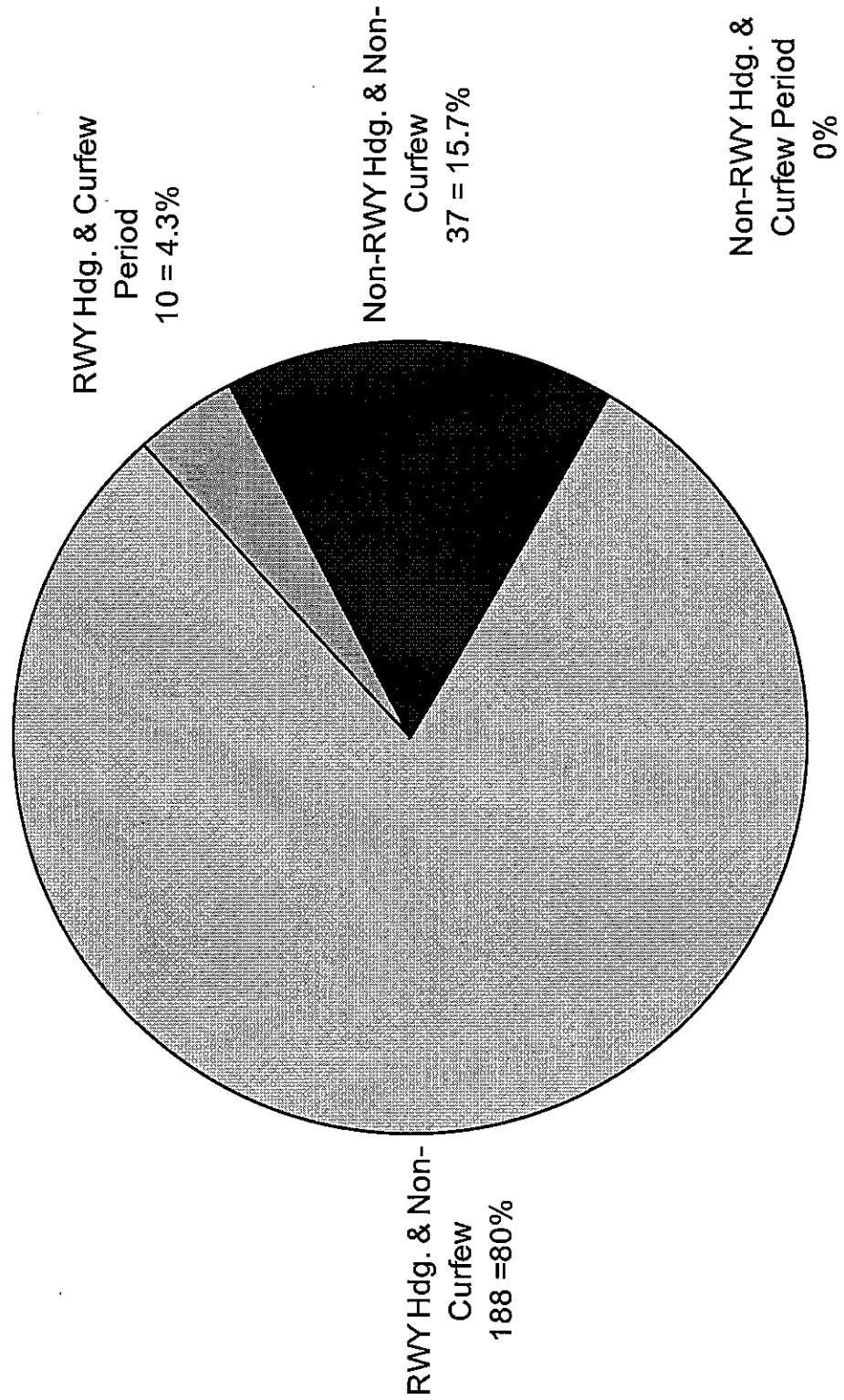


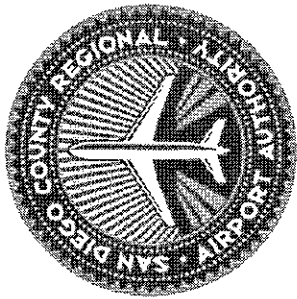
Runway Hdg. Vs. Non-Runway Hdg.



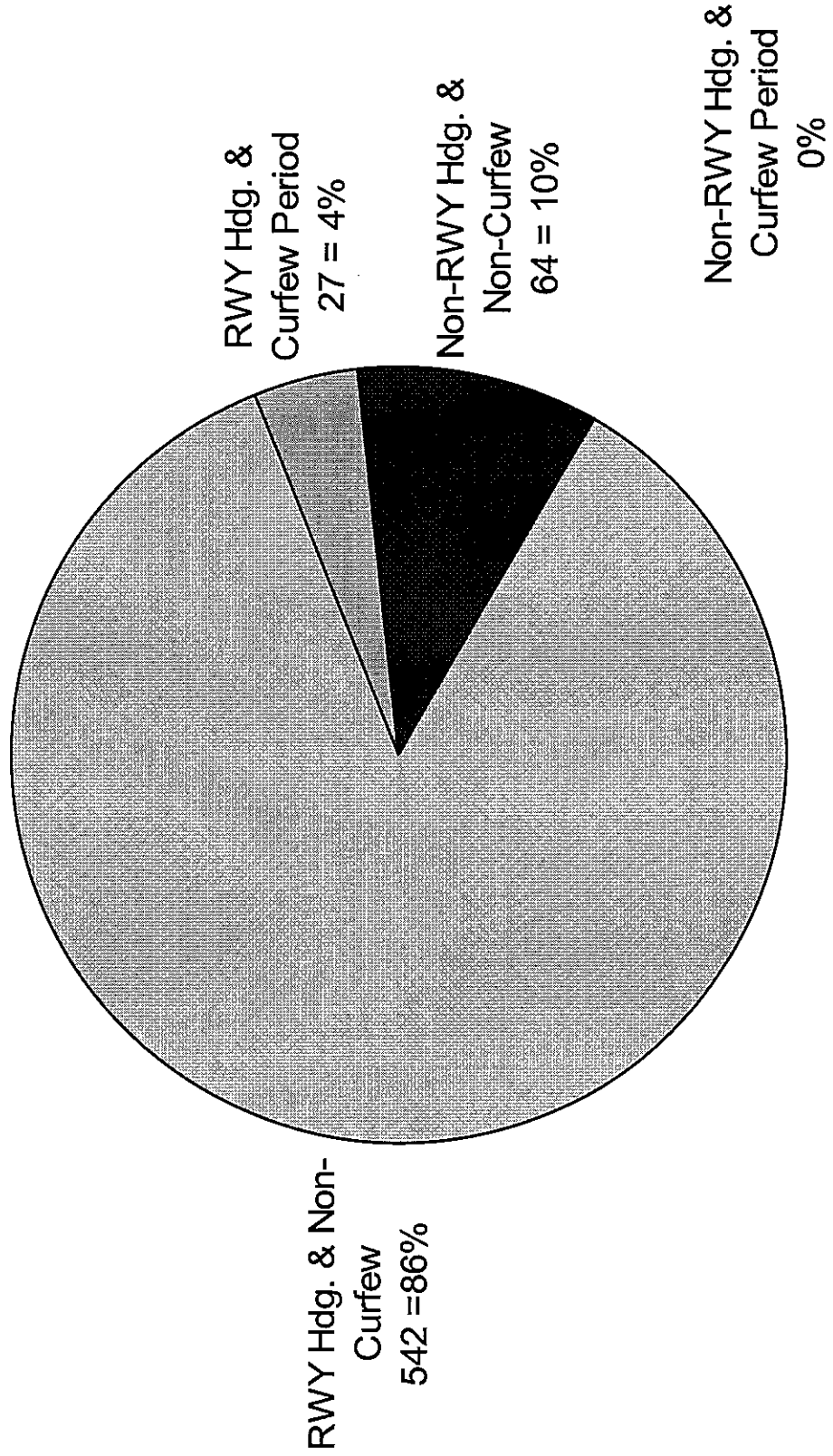


2008 Missed Approaches - Percentage





2007 Missed Approaches - Percentage



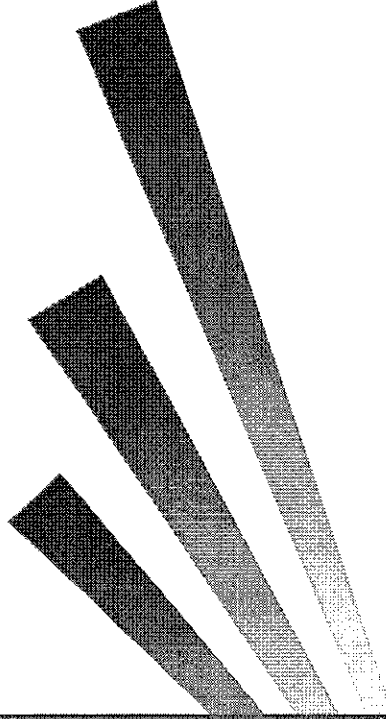


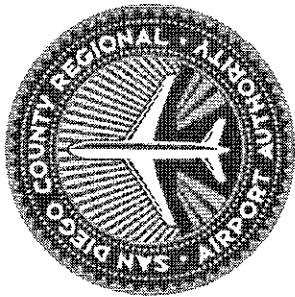
Any Questions?

Complaints Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

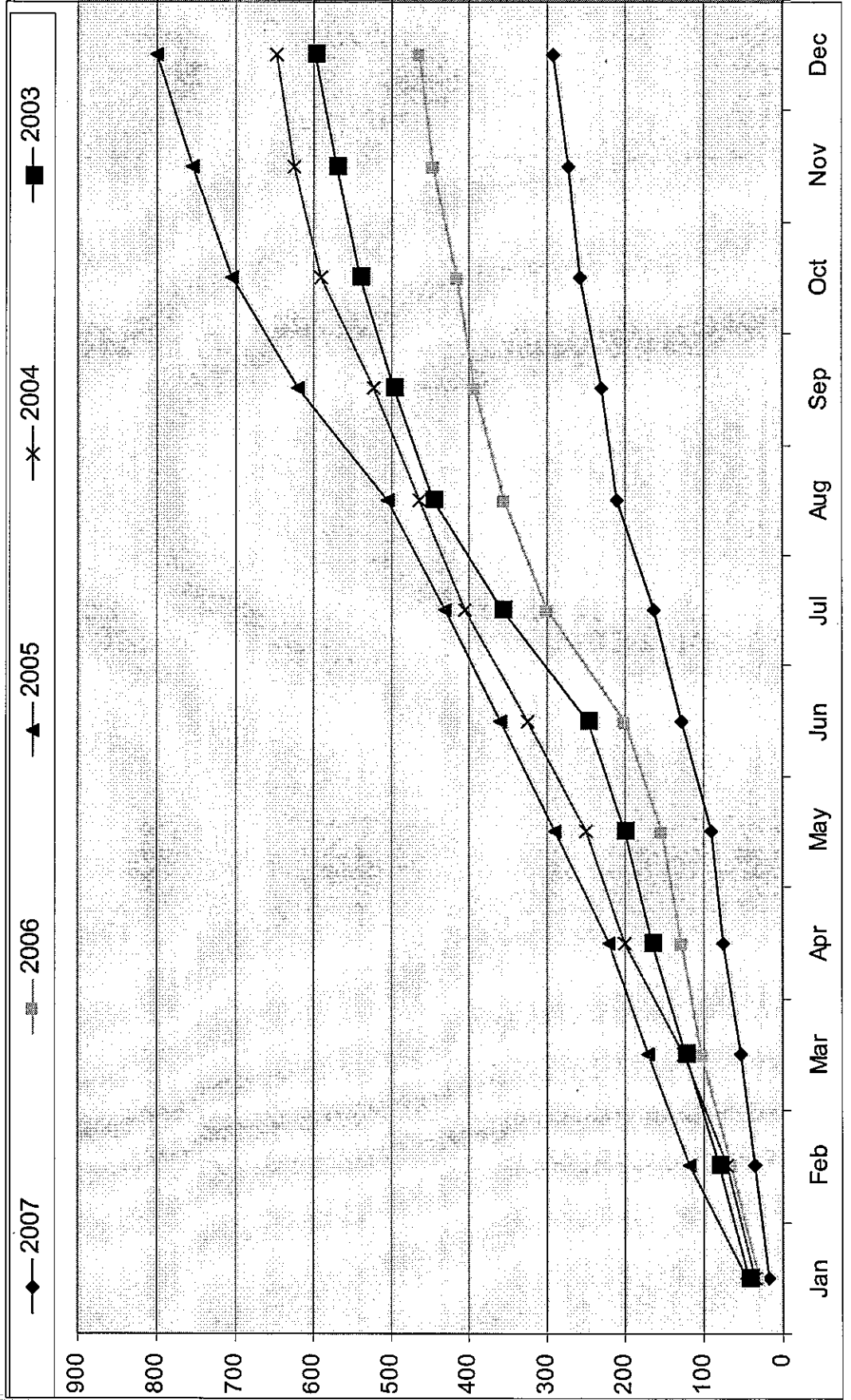
May 15, 2008

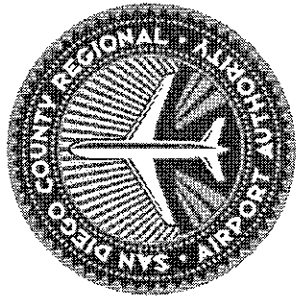




2003-2007 Complaints Statistics

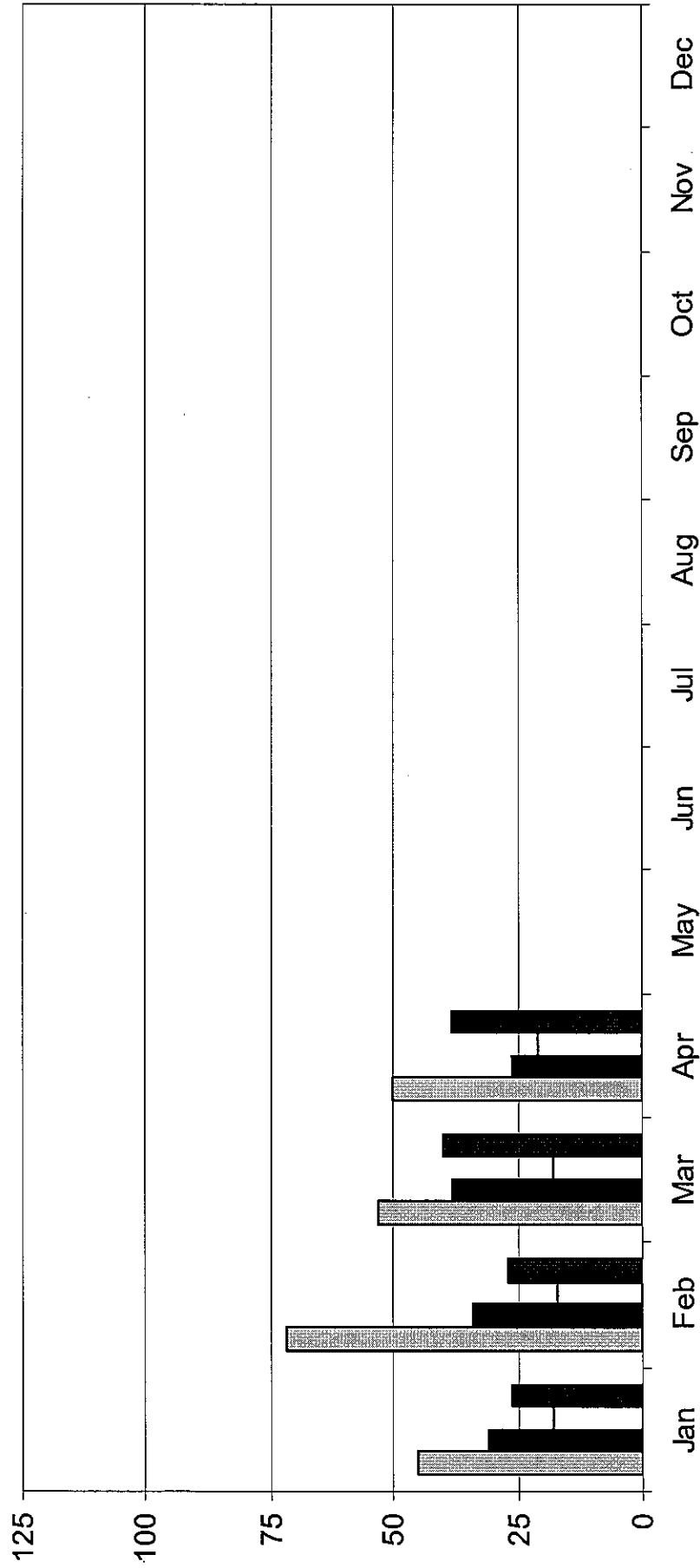
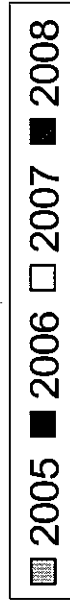
Yearly Totals

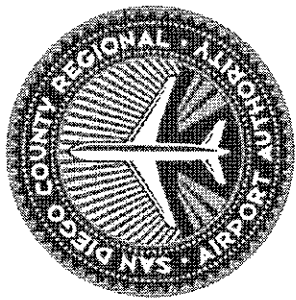




2004-2008 Complaints Statistics

Complaints by Month Totals

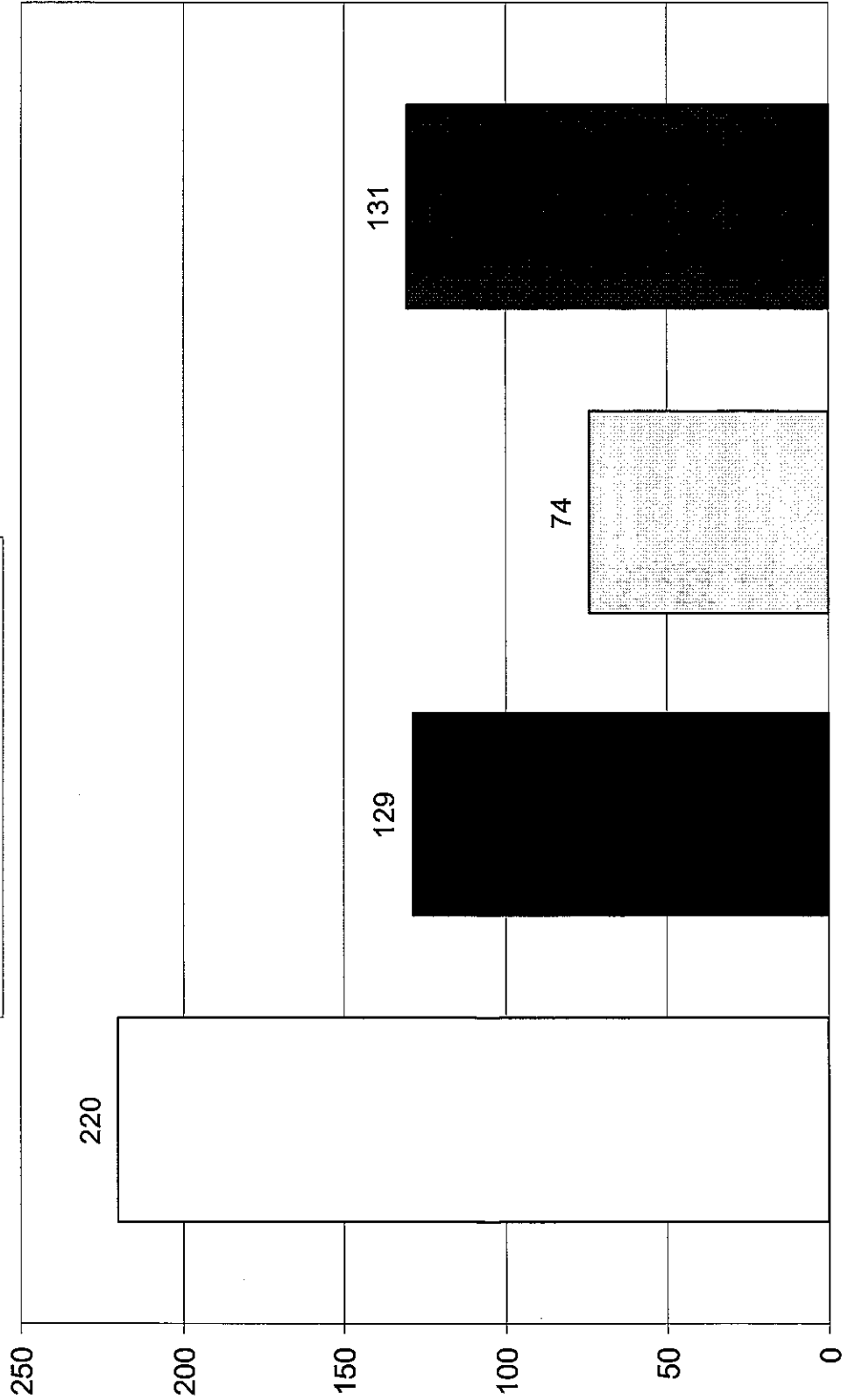


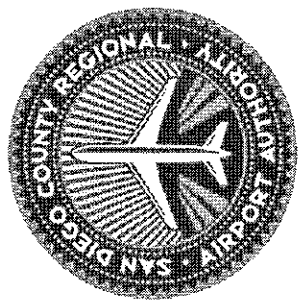
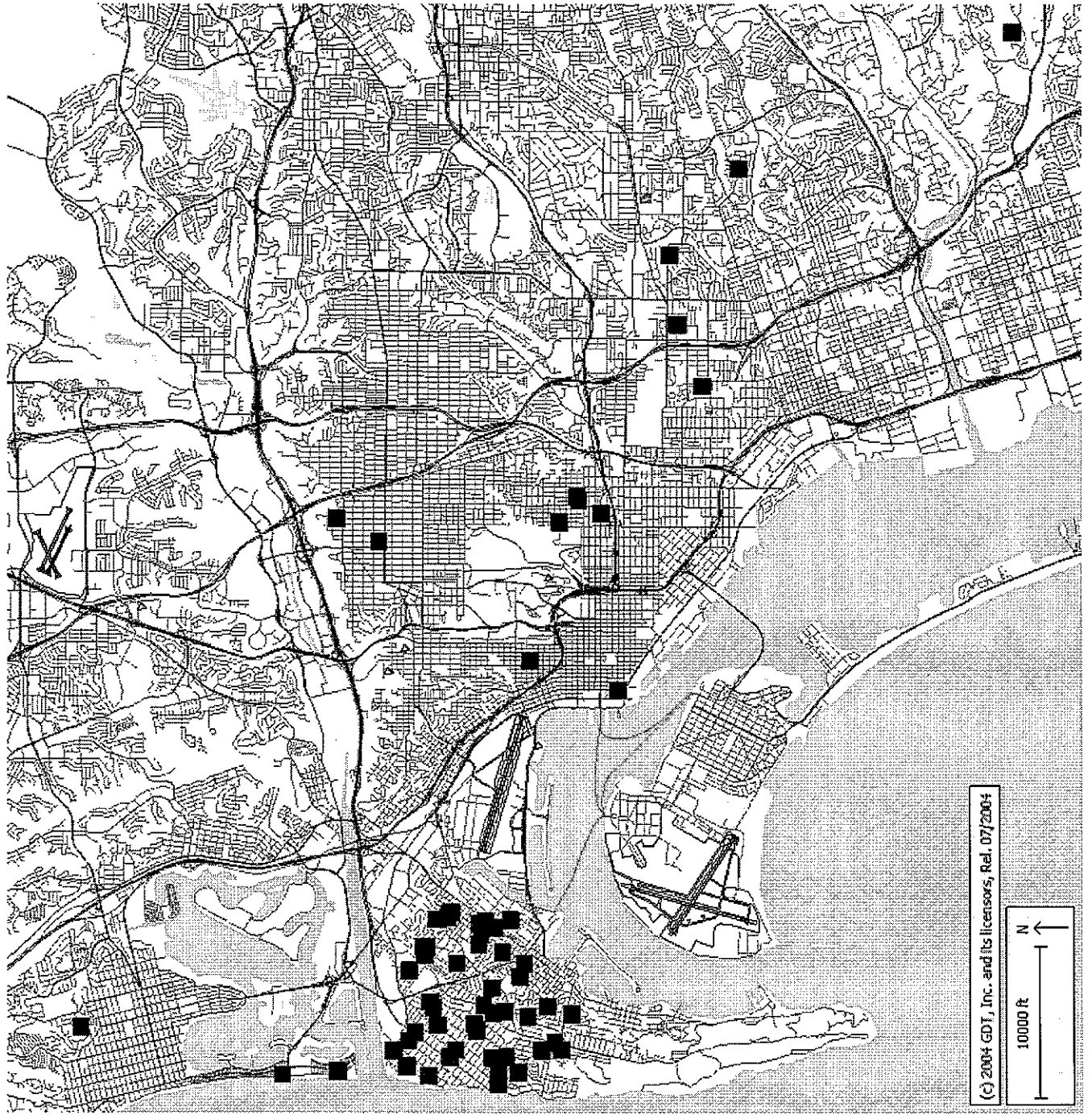


2004-2008 Complaints Statistics

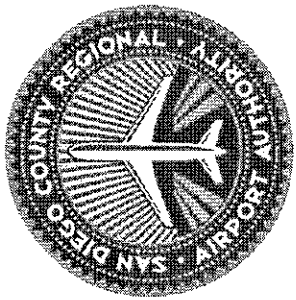
Complaints: January through April Totals

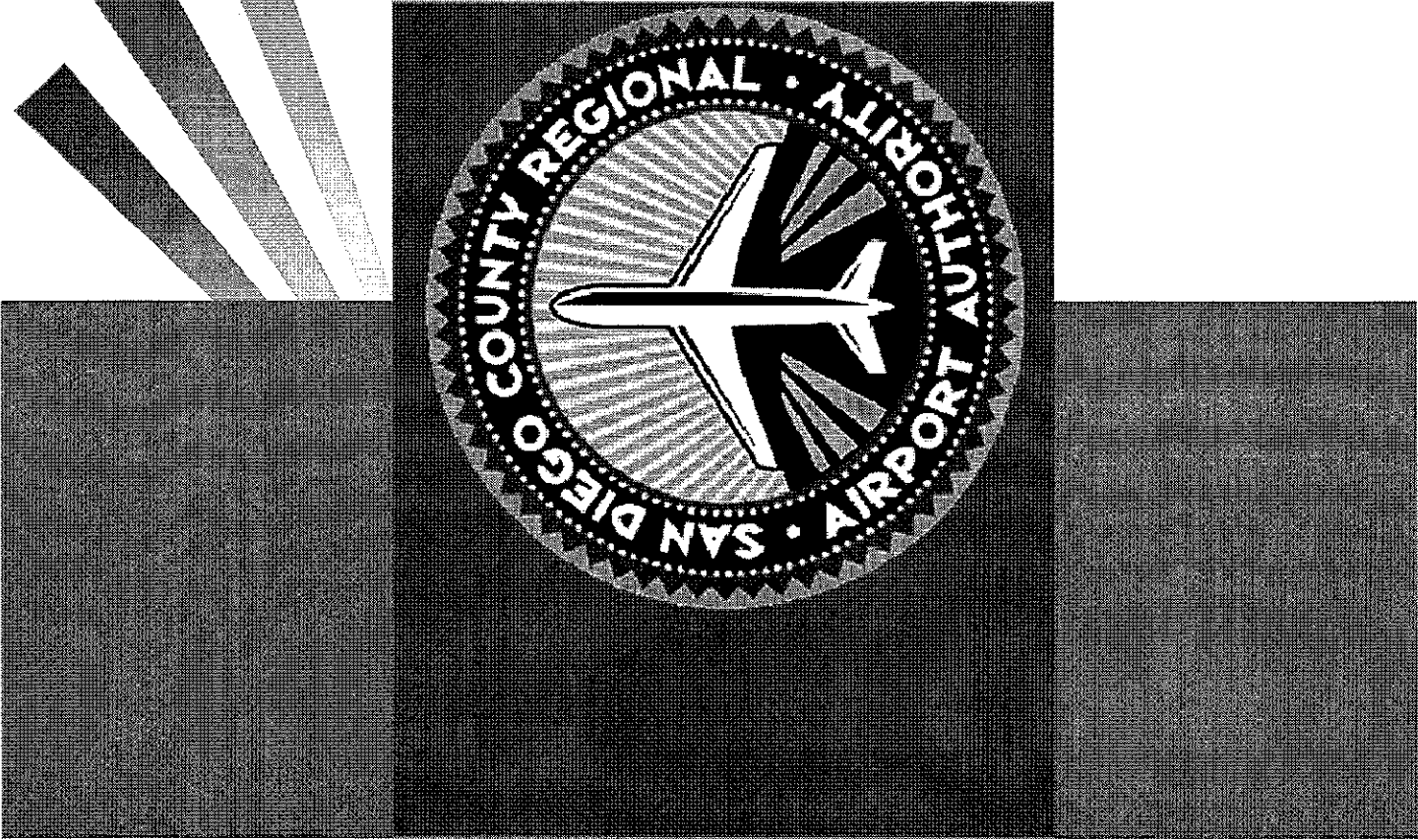
□ 2005 ■ 2006 □ 2007 ■ 2008





Any Questions?

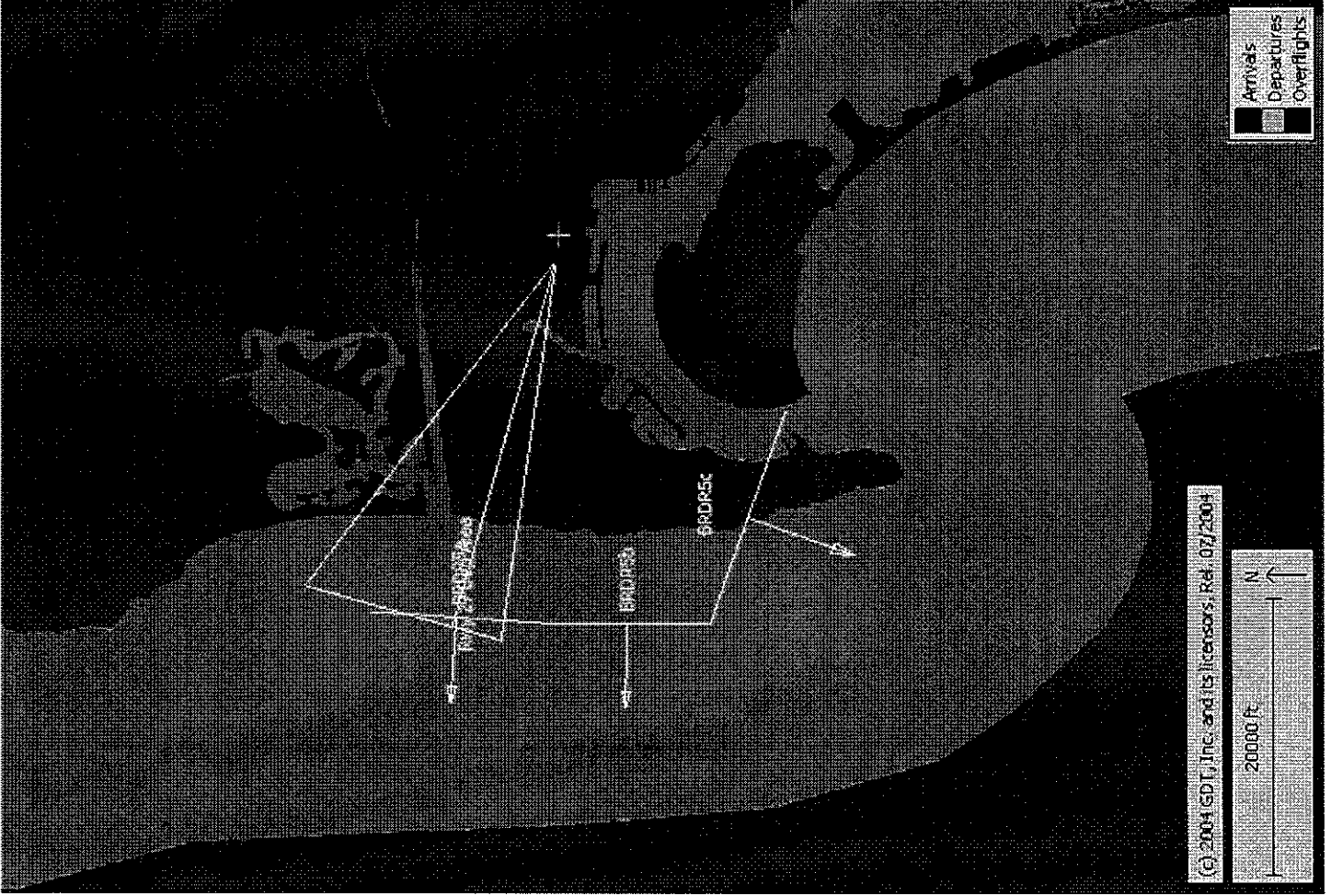




“Early Turn” Statistical Update

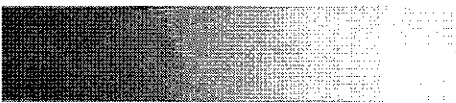
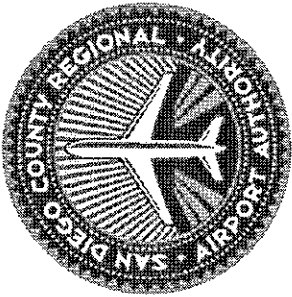
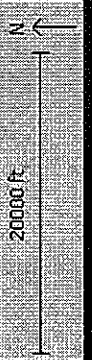
Airport Noise Advisory Committee
San Diego International Airport

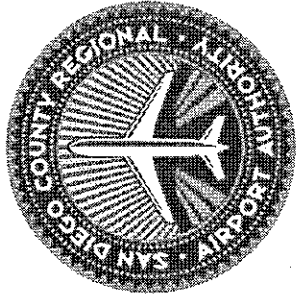
May 15, 2008



Arrivals
 Departures
 Overflights

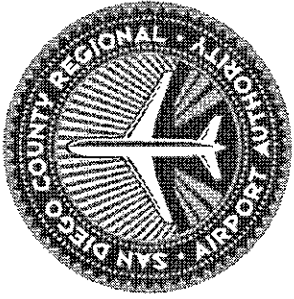
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Definition

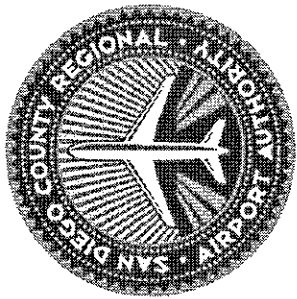
- An aircraft that deviates from the standard departure procedures to a new prescribed departure path, to insure the safe and efficient flow of all aircraft. These early turns are solely conducted at the FAA Control Tower's discretion.



Definition

http://www.san.org/documents/airport_noise_e/Airport_Noise_FAQs_2006.pdf

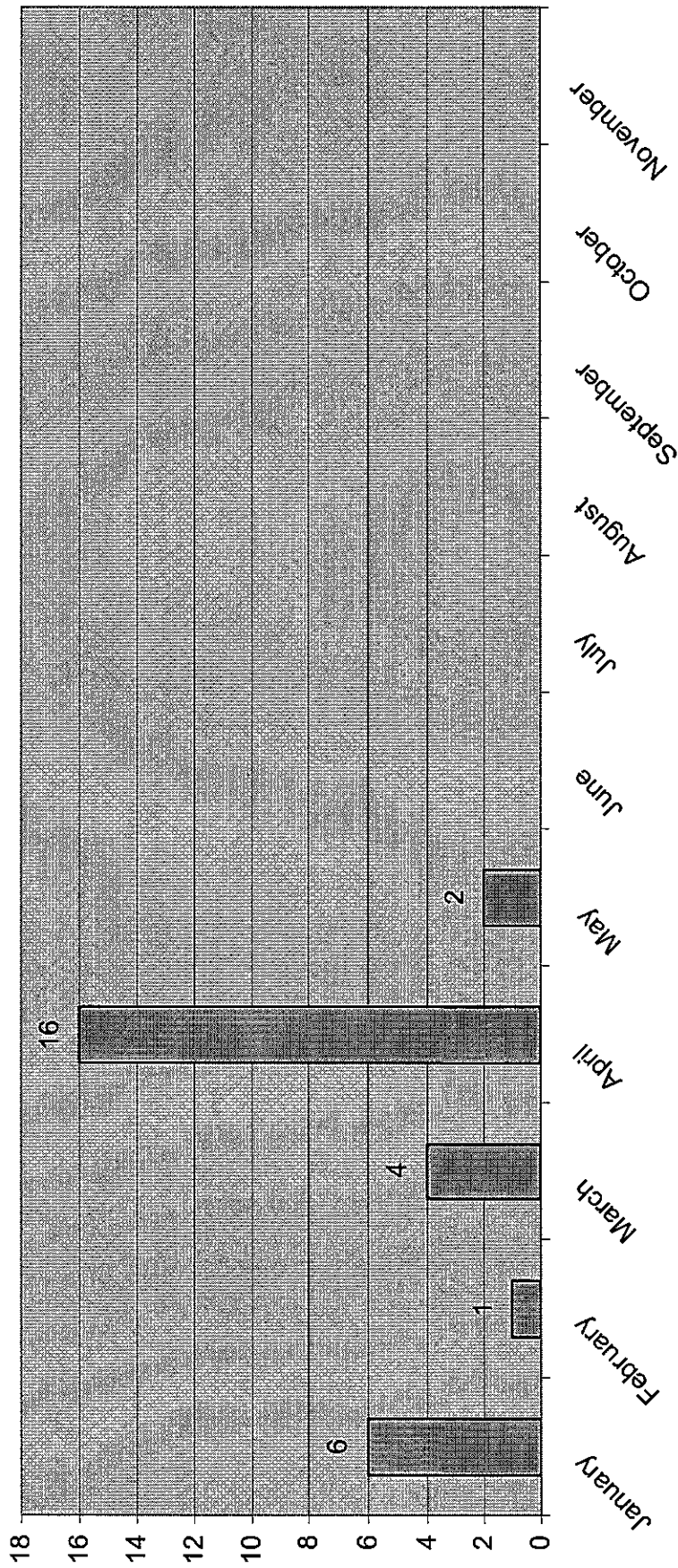
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the 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

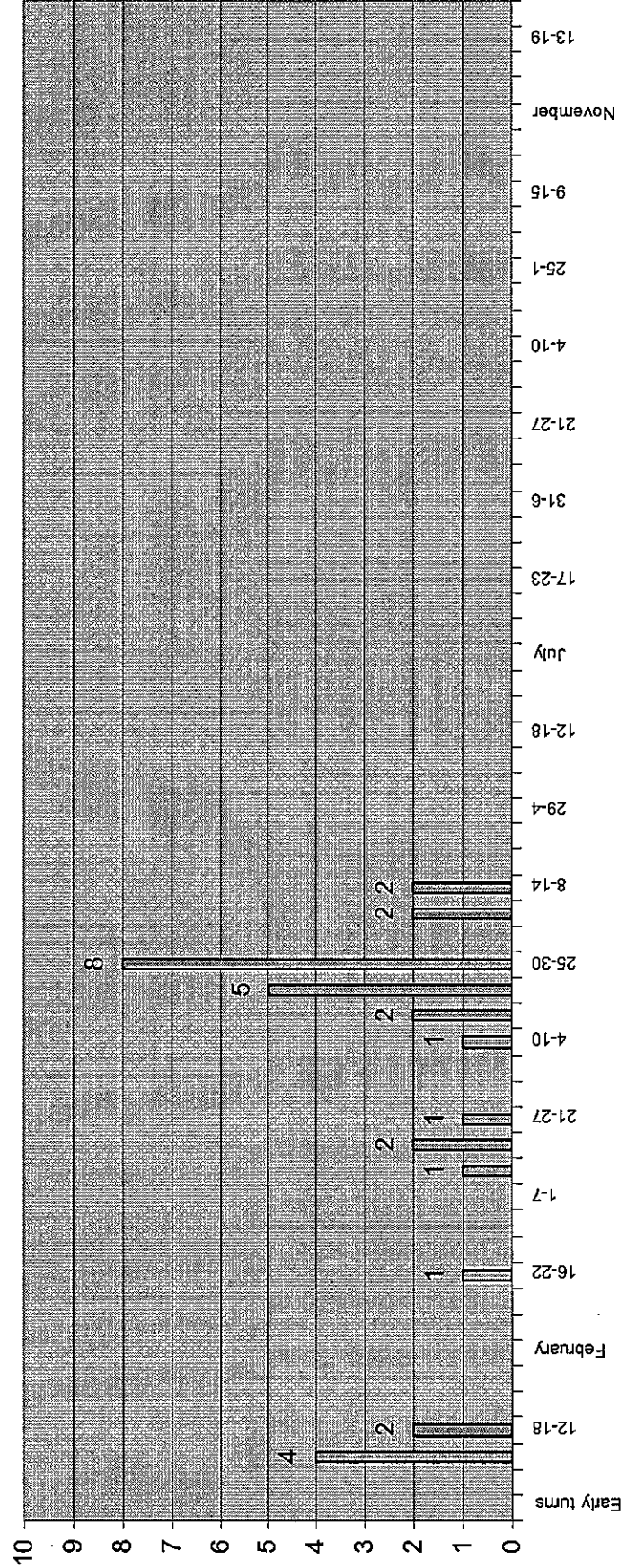




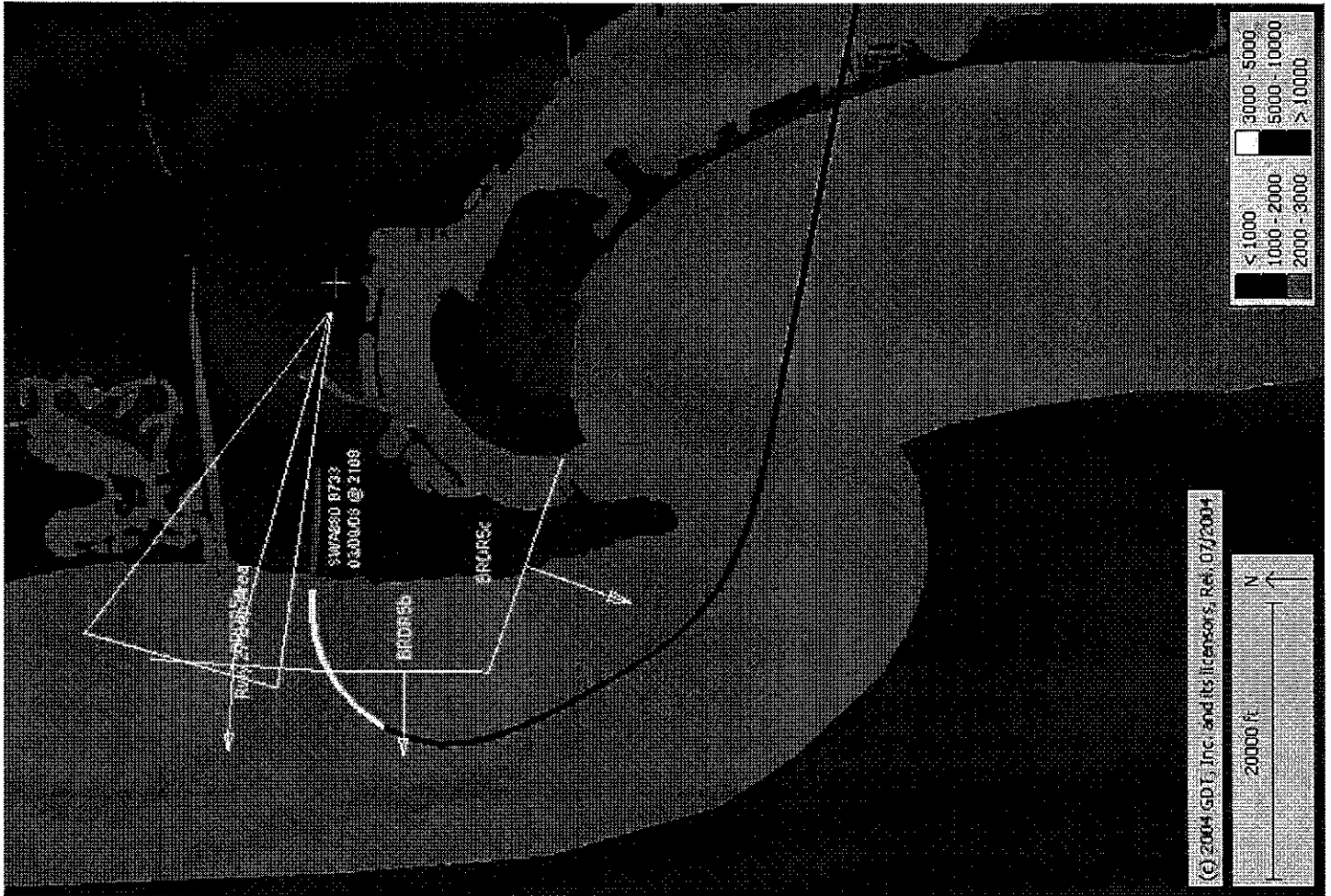
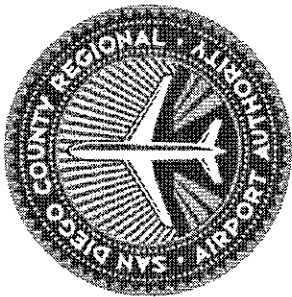
2008 Early Turns

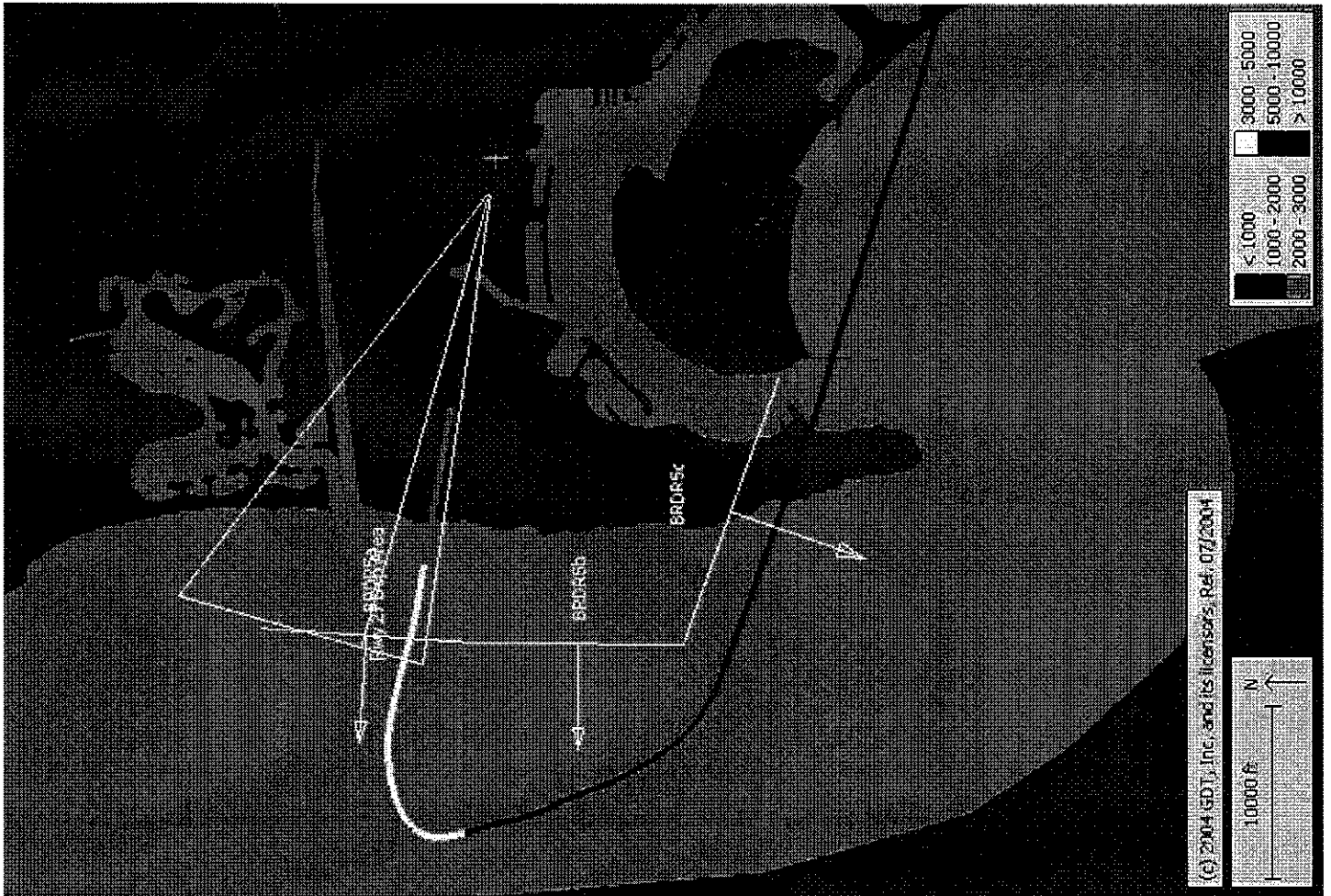
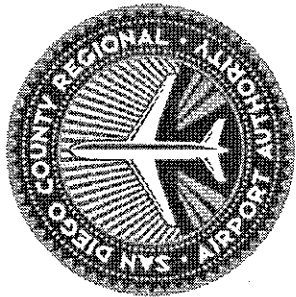
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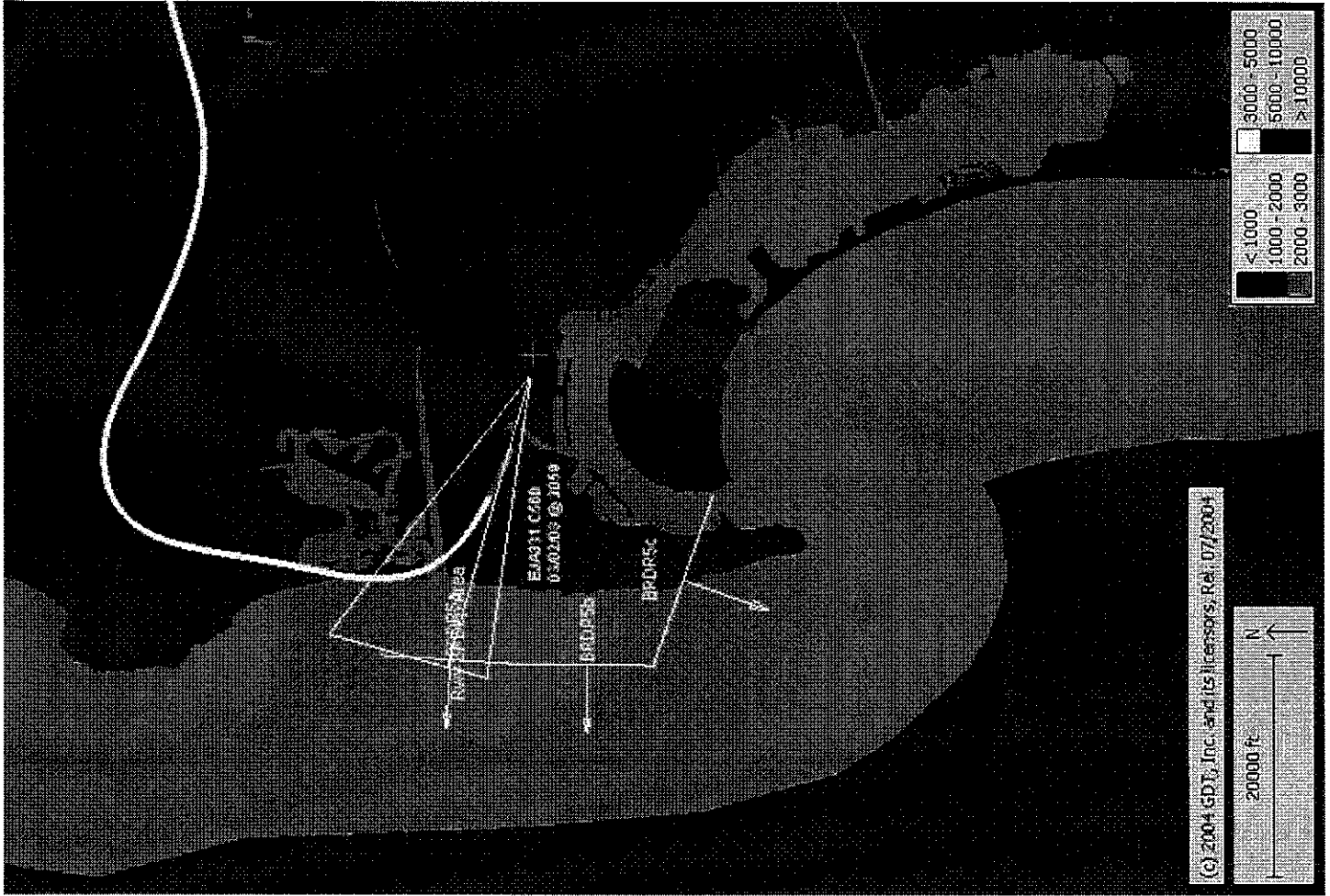
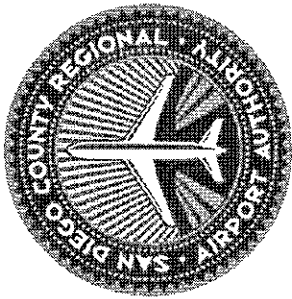
Early Turns Totals

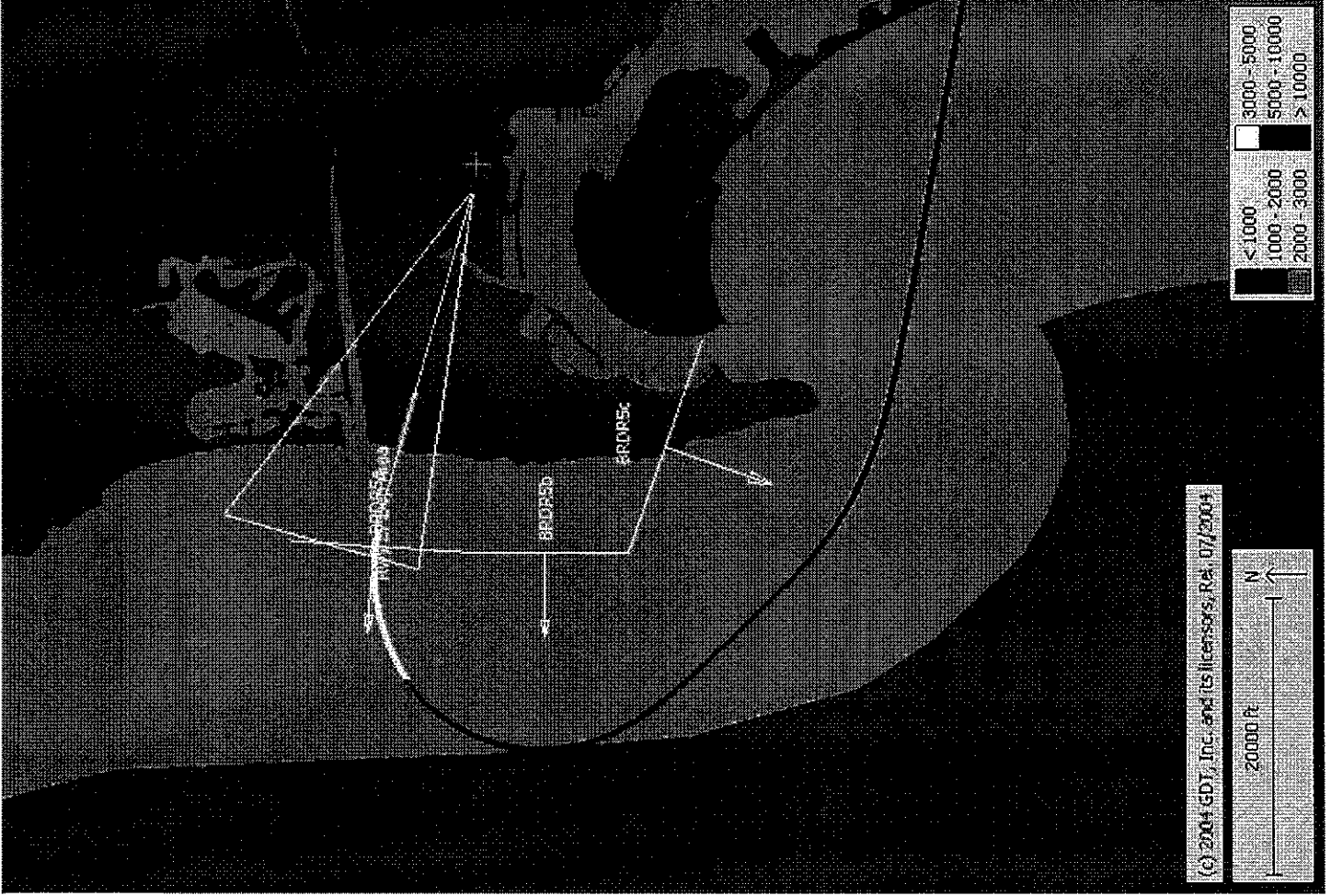




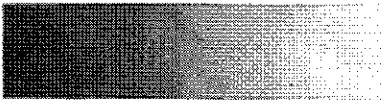
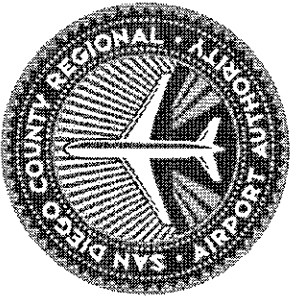


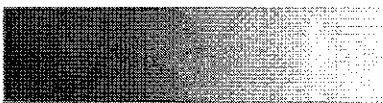
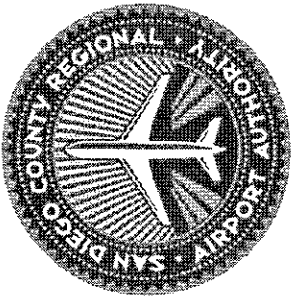
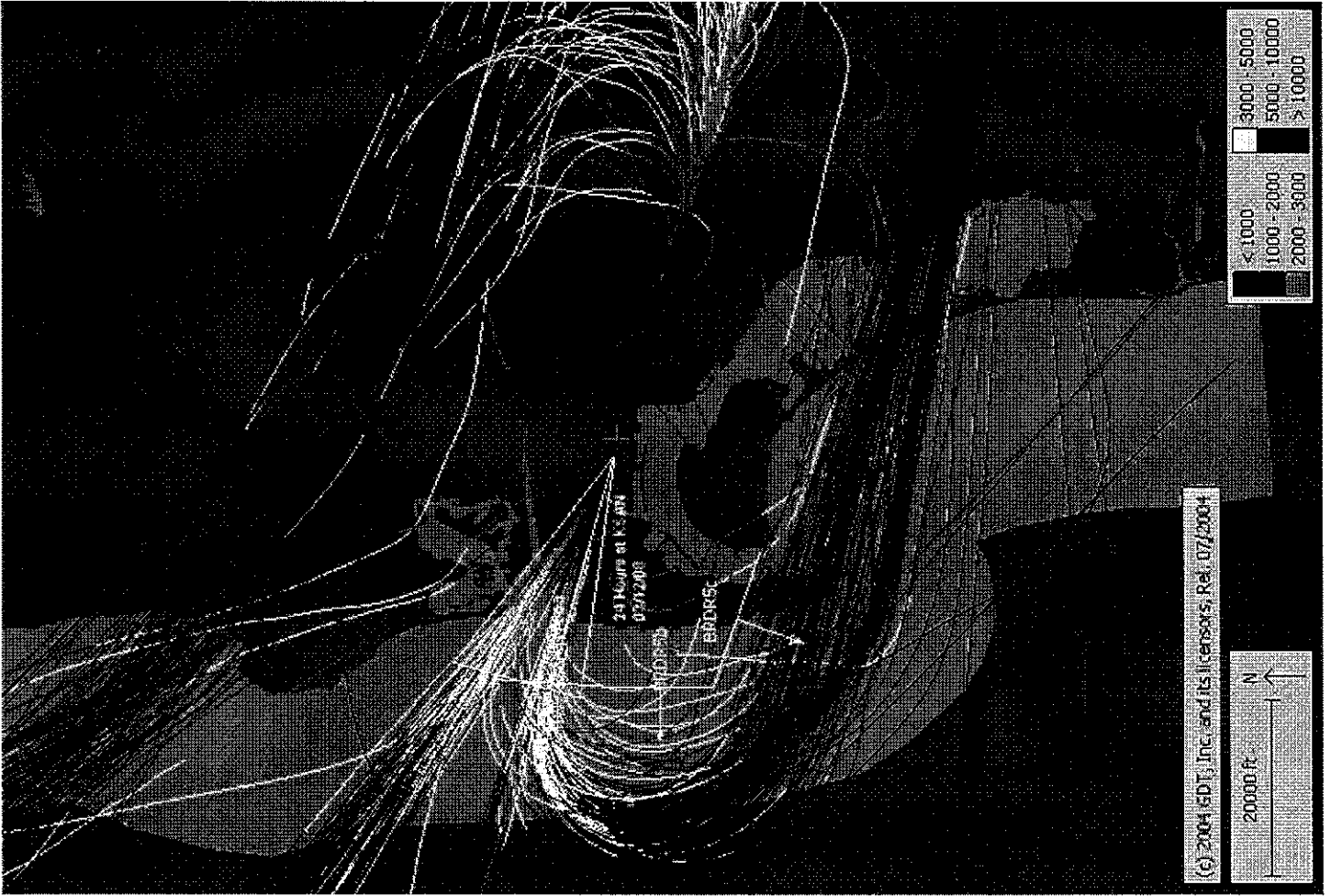






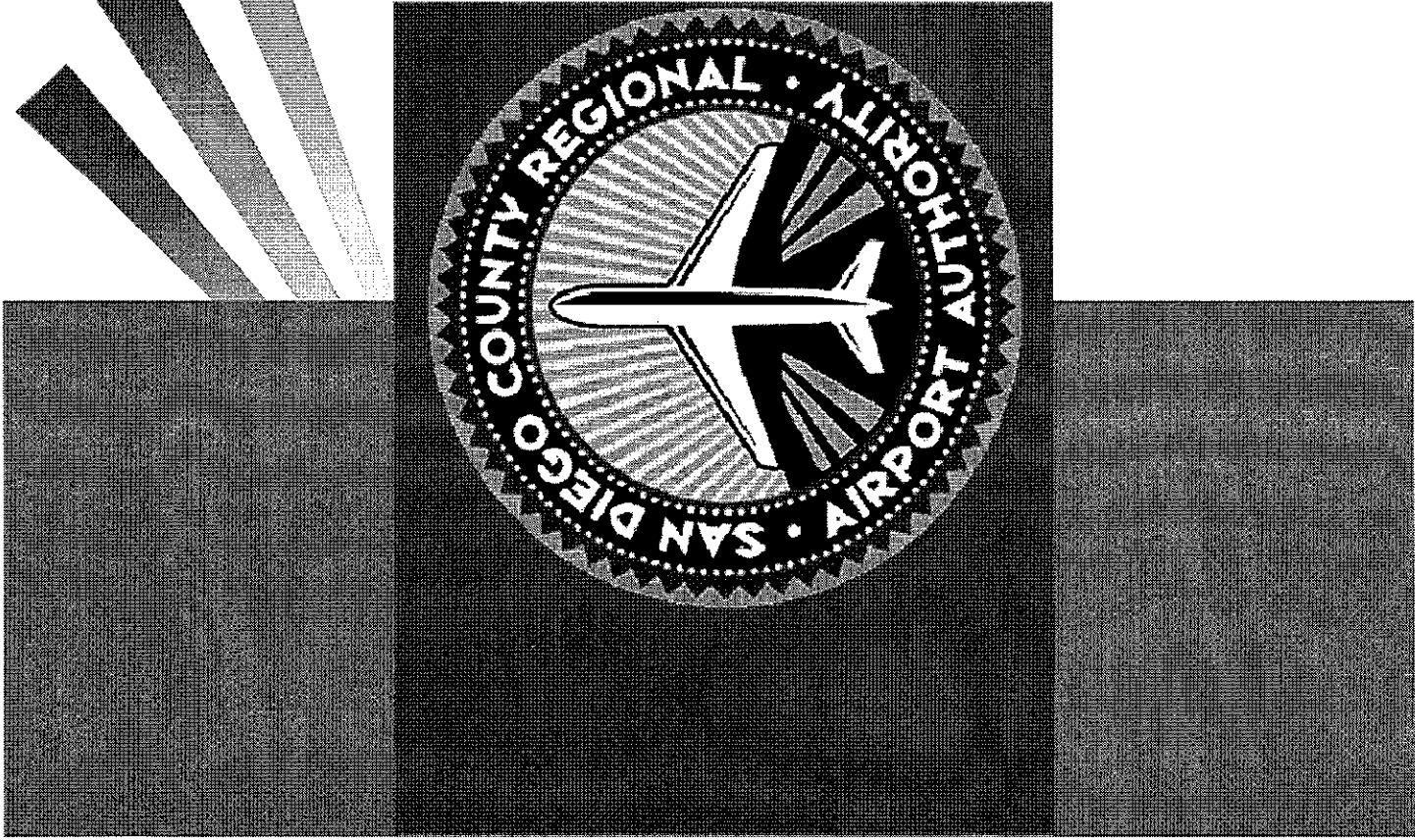
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Any Questions?





“Head to head” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

May 15, 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.

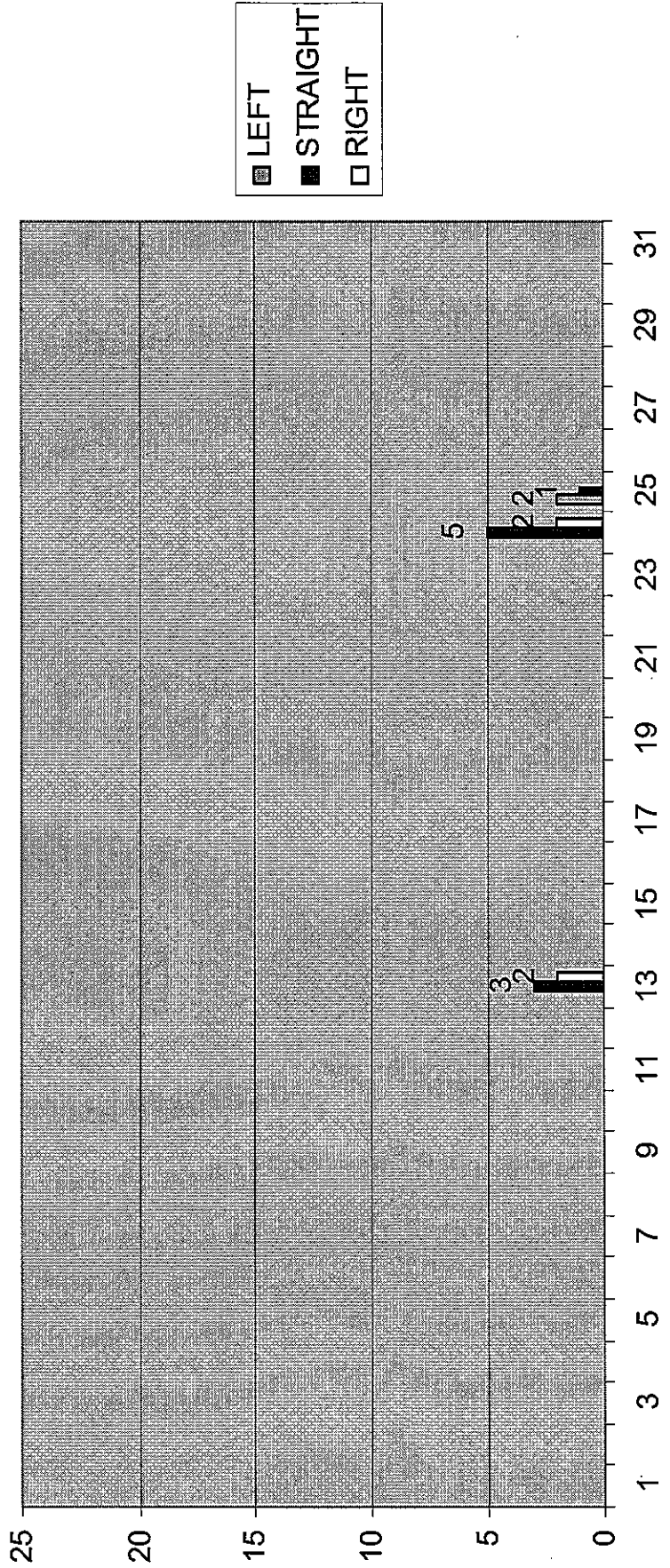
Link:[http://www.san.org/documents/airport_noise/Airport Noise](http://www.san.org/documents/airport_noise/Airport_Noise)

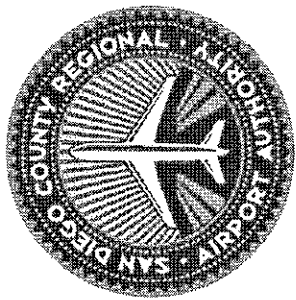
[FAQs 2006.pdf](#)



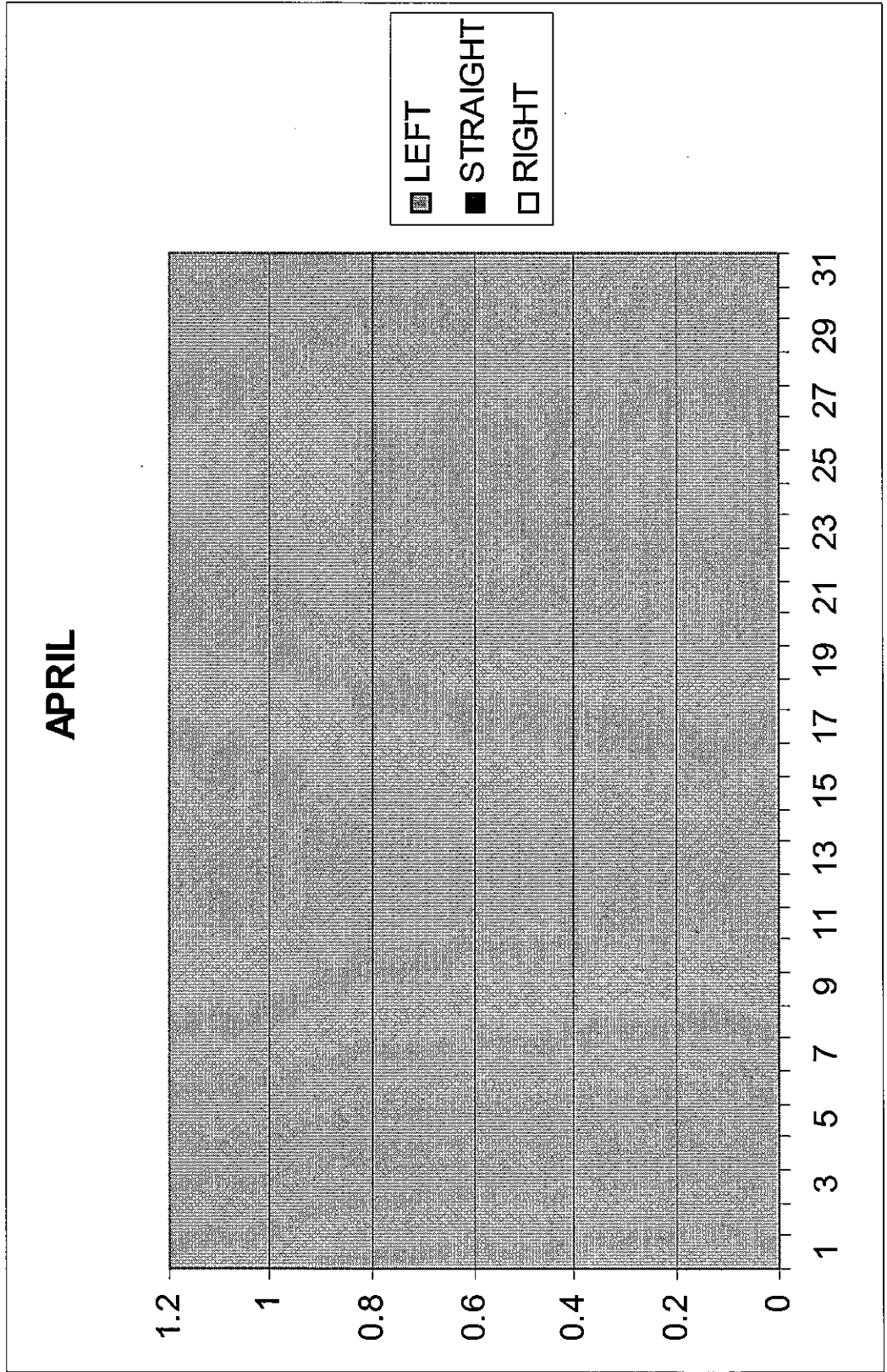
2008 Head to head March

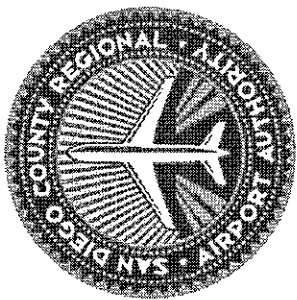
MARCH 2008



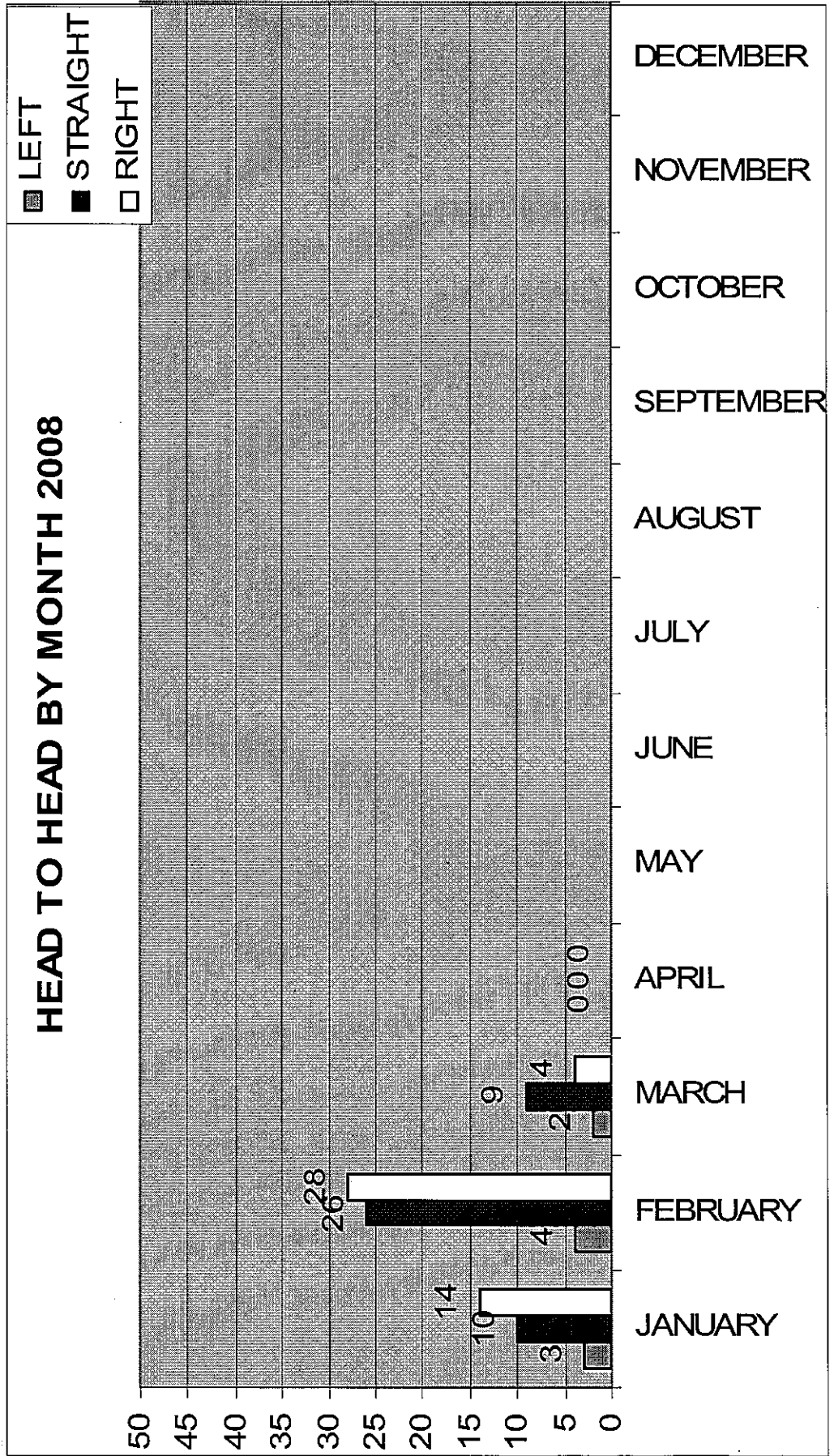


2008 Head to head April





2008 Head to head totals





Any Questions?