

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



## AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Thursday, July 17, 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

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1. Welcome, Introductions and Acknowledgement
  2. Approval of the May 15, 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 Approval and Stipulations
    - E. ANAC Member Reports
  4. Public Comment on Information and Discussion Items (Time Certain – 6:15 p.m.)
  5. Presentation Items:

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    - A. Quieter Home Program Update
    - B. Missed Approach Statistics
    - C. Noise 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
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SAN DIEGO  
INTERNATIONAL  
AIRPORT

## AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

### Meeting Minutes

May 15, 2008

On May 15, 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. Matt Awbrey, City of San Diego, District Two; Mr. John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Shane Finneran, Ocean Beach Planning Board; Mr. Hirsch Gottschalk, Uptown Planners; Mr. William Kenton, Midway Planning Board; Ms. Dee Wylie; Peninsula Community Planning Board (Alternate rep); Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee & Mr. Garret Hollarn

Absent: Mr. Tait Galloway, City of San Diego; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Ms. Paula Jacks, Community member; Mr. Cliff Myers, MCRD (Excused); Mr. Bill Stone, Little Italy Association (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 due to no quorum at the moment; approval of the March minutes was tabled until a quorum is present. Mr. Frazee presented a Certificate of Appreciation to Mr. Lance Murphy for his dedication and participation during his tenure as the Peninsula Community Planning Board representative to ANAC; Mr. Murphy accepted and thanked everyone for the many accomplishments while he was a member of ANAC.

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As an information item, Mr. Frazee informed the members that the latest (May 2008) *Noise Matters* newsletter was recently mailed out to 38,000 area residents in San Diego International Airport's Airport Influence Area.

Mr. Frazee then proceeded with an Airport Authority update. Before moving on, he informed the members that Keith Wilschetz, Director for Airport Planning, will give a short update regarding the Terminal Development Plan (Airport Master Plan) later in the meeting. Mr. Frazee explained that the Airport Master Plan is now called the Terminal Development Plan to differentiate it from the long term SDIA visioning plan, which is called Destination Lindbergh, the Ultimate Build-out. A community advisory committee composed of approximately 56 community and business leaders is providing input regarding both these issues. Additionally, three sub-committees are being developed to address specific topics important to the Authority Board; the Terminal Development Program sub-committee, which has already met, a Sustainability sub-committee, which will meet for the first time next month and the Regional Aviation System Plan (RASP), slated to come together in October.

Moving on, Mr. Frazee gave an update on the April 2<sup>nd</sup> Curfew Violation Review Panel (CVRP). Five operations during the curfew period(s) were evaluated by the Panel. Three operators were fined and two operators were not fined due to unanticipated last minutes aircraft systems maintenance.

Mr. Frazee then moved on to discuss SDIA's FAR Part 150 update study, an update of the noise exposure maps (noise contours) and programs dealing specifically with aircraft noise mitigation at the airport. Mr. Frazee informed the committee that a study-specific website located on the Noise website has been updated to show future technical and public meeting dates as well as community participants and their affiliations. The next Technical Advisory and public meetings are scheduled for June 26<sup>th</sup> from 1:30-3:30 p.m. in the Noise Monitoring Room, with the first public meeting scheduled from 5:00-7:00 p.m. in the Authority's Board Room.

Regarding the Title 21, (9<sup>th</sup>) Variance update, the Administrative Law Judge (ALJ) has published his decision relating to the administrative hearing held in September 2007; however, his decision was forwarded to the airport's regulatory agency, Caltrans Aeronautics, who has 100 days to act on that decision.

As his last information presentation, Mr. Frazee updated the group regarding the Airport's web-based flight tracking system on the usage of the system from January – March 2008; which averaged about 1500 hits per month. Mr. Frazee explained that the system continues to provide community residents with a product that allows them to observe flight tracks on their home computers to discover information on aircraft operations.

Dr. Butler then introduced Ms. Carole Caffey as a new committee member, representing the Greater Golden Hill Planning Board, replacing Mr. David Caldwell. Seeing that a quorum was now available, Dr. Butler called for a motion to approve the March 2008 meeting; seeing that there is no discussion, the motion was proffered and unanimously approved by the members.

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Public comment: Mr. Lance Murphy, a Peninsula resident, suggested that the committee send a letter to the Authority Board regarding the inadequate time allowance given to the community for reviewing the Master Plan EIR, to update the SAN website with a consolidated meeting calendar, to increase curfew violation penalties for charter and private aircraft, and, along this line, commented regarding a split decision at a CVRP Panel meeting regarding an aircraft that experienced unforeseen maintenance problems and departed late, yet was not fined. He also commented on the increase of "head to head" departure operations during February.

As the first presentation item, Ms. Sjohnna Knack, Manager of the Quieter Home Program, gave an update on the program. She explained that they are in the middle of a significant insulation program acceleration phase and currently have 568 homes in the queue; and in about a week will be closing the first group of construction. Insulation is being accomplished with a fairly even distribution of the work to homes east to west of the airport, and her staff is investigating further expansion toward the 65 dB CNEL contour. She informed the committee

that there are about 20 homes left to be insulated in the 70 and 69 decibel contours and program staff will be moving on to parcels the 68 decibel contour on both sides of the airport. Ms. Knack also mentioned that an anticipated increase in federal funding may occur due to Authority success in spending down the amount granted each year by FAA for the program. This concluded Ms. Knack's presentation. A few questions were asked regarding the retrofitting of windows and the reason for not working on the north side of the airport. In closing she invited any new members of the committee to contact her if they would like a tour of the program. On another note, Dr. Butler also mentioned that most likely on the July meeting, Ms. Knack would be asking the committee for further modification of the program eligibility boundary.

Mr. Keith Wilschetz next provided a planning update. Mr. Wilschetz explained the Terminal Development Plan as more of short term need than what is normally thought of as a master plan. He went on to explain how the recent Environmental Impact Report (EIR) came to be; and informed the group that at the March Board meeting the EIR was certified and the Master Plan was adopted. He went on to enumerate the projects involved, including the installation of ten new gates at Terminal 2, a new Remain Overnight Parking apron, the dual level "smart" curb front serving Terminal 2 and the possibility of a five-story 5000 stall parking garage, effectively adding 3700 total parking spaces. With the certification of the EIR and adoption of the Master Plan, ground breaking will not occur for at least another year due to the issuance of a Memorandum of Understanding with the City and SANDAG requesting a completion of a second long term land use study known as Destination Lindbergh. He explained that this study, started about two months ago, investigates how the 661 acres of Lindbergh Field should be optimized and maximized to best serve the air transportation needs of San Diego County into the future. Questions from the community arose and were responded to by Mr. Wilschetz. Continuing with his presentation, he defined aspects of a Land Use Plan which envisions an Inter-Modal Transportation Center on the north side of the airport. This concluded Mr. Wilschetz presentation. Dr. Butler requested Mr. Wilschetz to remain after the meeting to address any lingering questions from the public.

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Mr. Garret Hollarn then gave an update on missed approaches. He mentioned that the definition of missed approaches could be found in the FAQ's under Noise questions. He showed statistics comparing the last couple of years to 2008; breaking it by month, March 2008 had 63 and in April 2008 the airport experienced 46. He explained that most missed approaches occur during the regular operating time frame of 6:30 a.m. – 11:30 p.m. Regarding departures on runway heading vs. non-runway heading, 80% were runway heading and occurred during regular working hours and 0% of missed approaches for almost two and half years now have gone non-runway heading during non-operating hours.

Next, Mr. Hollarn gave a brief presentation on noise complaints. He presented the noise complaints from January to April and explained that historically during the summer time frame noise complaints are higher due to more residents being outside and having windows and doors open. Showing his presentation for Year to Date, he pointed out that the total complaints to date in 2008 are 131. One member asked how tracking of calls are made; Mr. Hollarn

explained everything is tracked from the location of the call to the number of household members that has placed a call. This concluded Mr. Hollarn's presentation.

Mr. Steven Cummings gave an updated presentation on "head to head" operations. Mr. Cummings explained that in March the numbers are relatively low and none in April due to good weather. Mr. Cummings explained that you will see higher numbers during the winter time. This concluded his presentation.


Mr. Cummings then gave a presentation on Early Turn operations. He again showed a diagram explaining the definition of Early Turns. On his slide presentation, he showed that in April 2008 a total of 16 operations and in May to date a total of two. On the next slides, he showed flight track depictions of several Early Turn profiles. An inquiry from the public asked why a high number occurred in April and whether they were forwarded to FAA. Mr. Frazee responded that if the flight track deviation can be explained by Noise staff (caused by weather, aircraft in trail, wake turbulence, etc.) it is not forwarded to FAA. All others are forwarded for investigation. Mr. Frazee went on to explain that presently FAA is not participating as a member of ANAC and has not seated a representative since last December. A community member suggested that the committee forward a letter to the Airport Authority Board to ask FAA to allow a representative to participate.

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 6:14 p.m.

The next meeting is scheduled for Thursday, July 17, 2008 at 5:30 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.

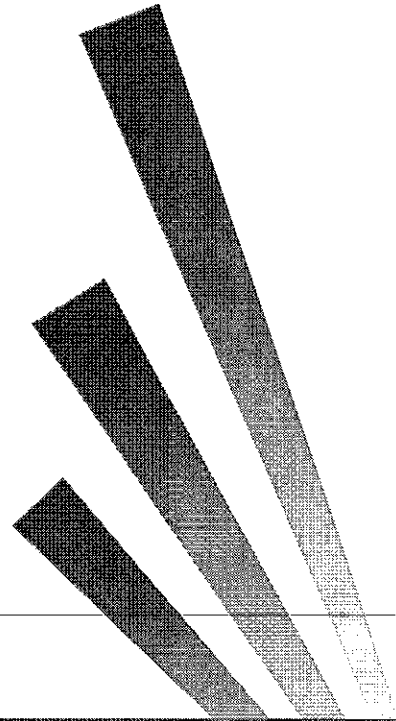
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Dan Frazee  
Director, Airport Noise Mitigation

**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](http://www.san.org/airportnoise/info_noise_main.asp) for the answers to commonly asked airport noise-oriented questions.

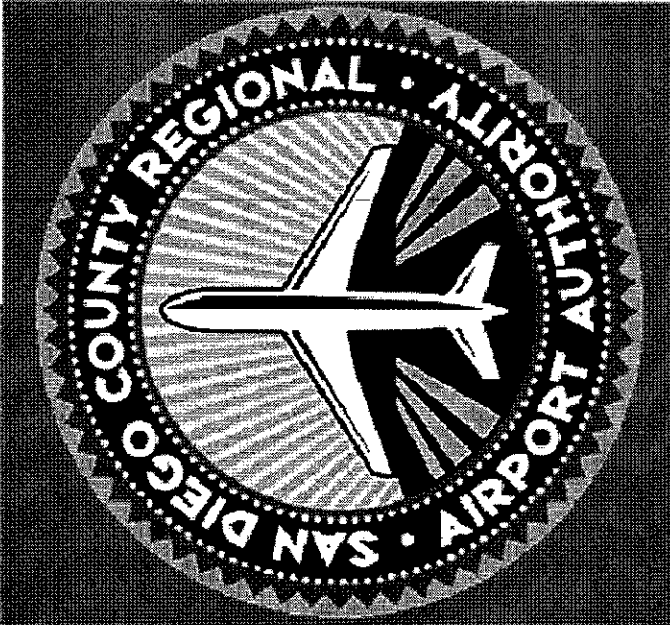
### **Stipulations to the SDIA 2008 Variance to the California Noise Standards**

1. This variance shall be granted for a period of three years beginning on the effective date of this order.
2. The Airport Authority shall continue to file the required Quarterly Noise Reports, and shall include in those reports the additional information contemplated by the Authority's 2001 NIEP (Noise Information Enhancement Program).
3. The Airport Authority's annual report (for each calendar year) shall plot the annual CNEL contours for the 60, 65, 70, 75 and 80 dB CNEL noise contour levels (as currently developed and reported by the Authority) and shall quantify the area of incompatible land use.
4. The Airport Authority shall continue to maintain an Airport Noise management Office at SDIA, which shall, among other things, receive and respond to aircraft noise complaints and gather information on aircraft operations and noise levels at SDIA by use of the aircraft noise monitoring system. The Authority shall include a status report of this matter with its quarterly reports to the Department. Originals or copies of all public records generated in connection with the operation of the Airport Noise Management Office shall, at a minimum: (i) Be maintained at the Airport Noise Management Office for not less than two (2) years; and (ii) be available for public inspection and designation for copying during normal business hours.
5. During the period of this variance, the Airport Authority shall continue implementation of the Residential Sound Attenuation Program (Quieter Home Program), as agreed to in the 1997 and 2001 stipulations of the parties, including its efforts to obtain full federal discretionary AIP funding to match the annual Authority contribution. The Authority has no obligation under the RSAP, or under this variance, to commit or support other use of any Federal AIP funds allocated to the Authority in its capacity as the proprietor of SDIA as "entitlement" funds under the AIP program in any year during which the Quieter Home Program is in effect. In addition, the Authority shall continue to retain its legislative discretion to review and revise elements (other than the funding level commitments, obligations of its stipulations, and the conditions of this variance decision) of the RSAP including, but not limited to, revisions of the eligibility and funding priority provisions of the QHP; and that, after the term of this variance, retains the right and legislative discretion to terminate the QHP. However, and such decision to terminate the QHP must be demonstrably reasonable and shall not be arbitrary and capricious.
6. The Airport Authority shall continue to implement its 2001 Noise Information Enhancement program, except that the frequency of the Airport Noise Advisory Committee (ANAC), specified in paragraph 1(c), page two, of Attachment C to the 2001 variance stipulation, is revised to require that the ANAC meet not less frequently than quarterly.
7. During the term of this variance, the Airport Authority shall conduct a study modeling the potential noise effects which would result in areas surrounding SDIA if the commercial airlines using SDIA were to employ "Noise Abatement Departure procedures" as permitted by FAA Advisory Circular 91-53A, during departure from SDIA. The purpose of this study is to determine what net cost benefits, if any, might result from the employment of such procedures. This condition does not imply that the Authority has any direct, lawful, regulatory authority to require commercial airlines to employ any such procedures. But if the study demonstrates significant net noise benefits to the entire affected community, the Authority will pursue efforts to encourage the use of such procedures at SDIA on a voluntary basis, in coordination with the individual airline operators and the FAA. In performing the study, the Authority will provide appropriate opportunities for public input, and the final results will be presented to and considered by the Authority's governing board.
8. The Airport Authority shall submit its request for any further variance to the Department in accordance with the then current regulations of the Department, but, in any case, not later than sixty (60) days prior to the expiration of the variance. A copy of the application shall be provided to each of the parties to the stipulation.

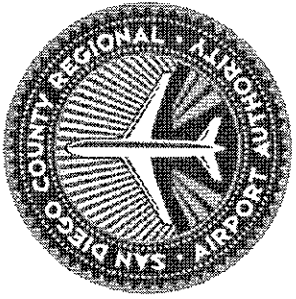


# Missed Approach Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport



July 17, 2008

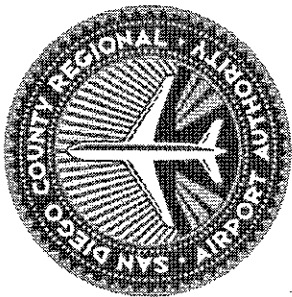


# Missed Approach Definition

\*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.

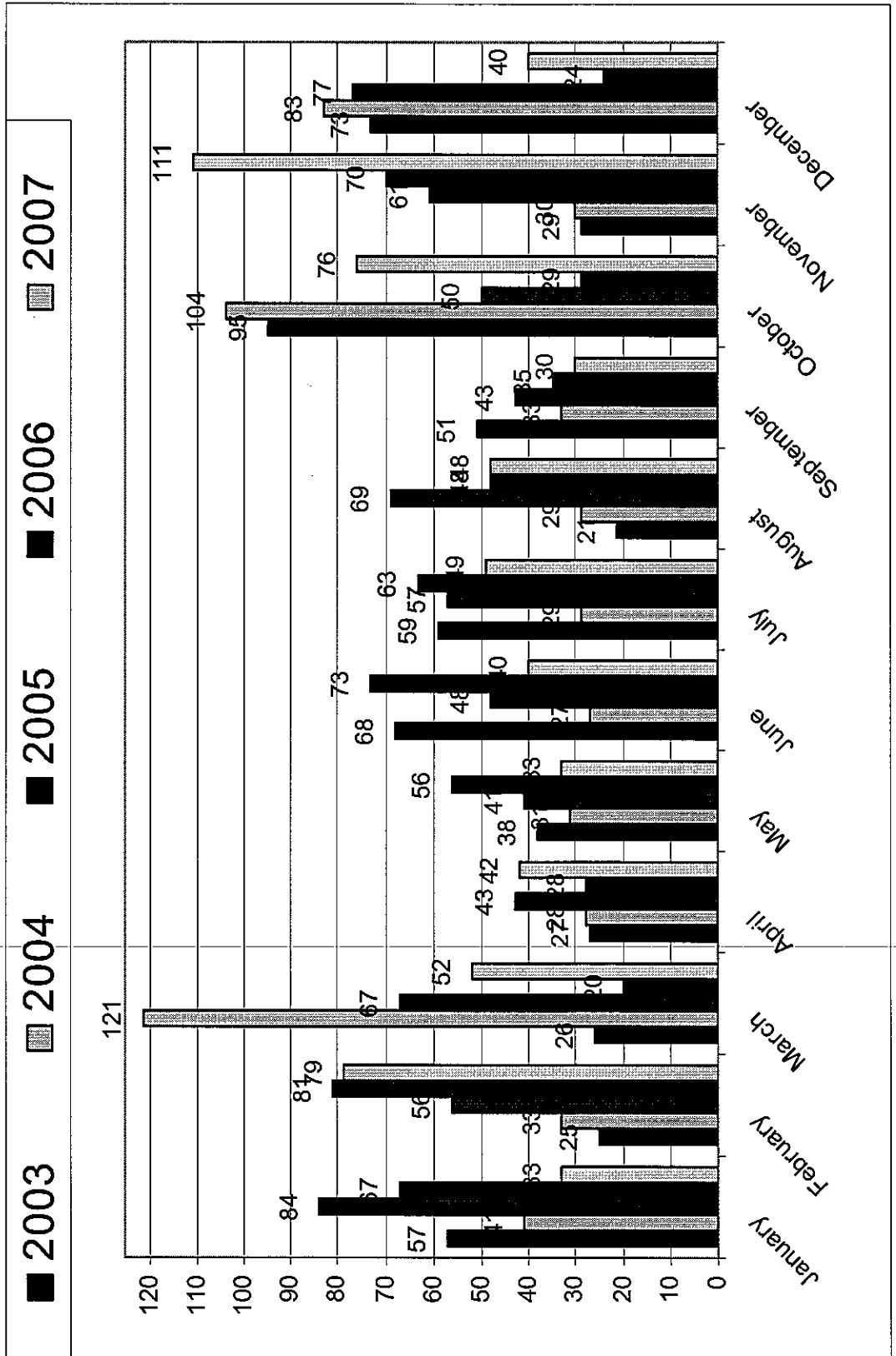
- A departing aircraft is exiting the airspace/runway slower than an arriving aircraft is entering the airspace/runway. In an effort to ensure safe separation of each aircraft, a missed approach is executed.
- A change in weather conditions has reduced minimums to the point that the pilot must terminate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

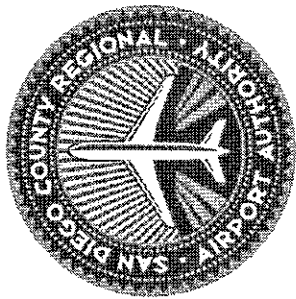




# 2003-07 Missed Approaches

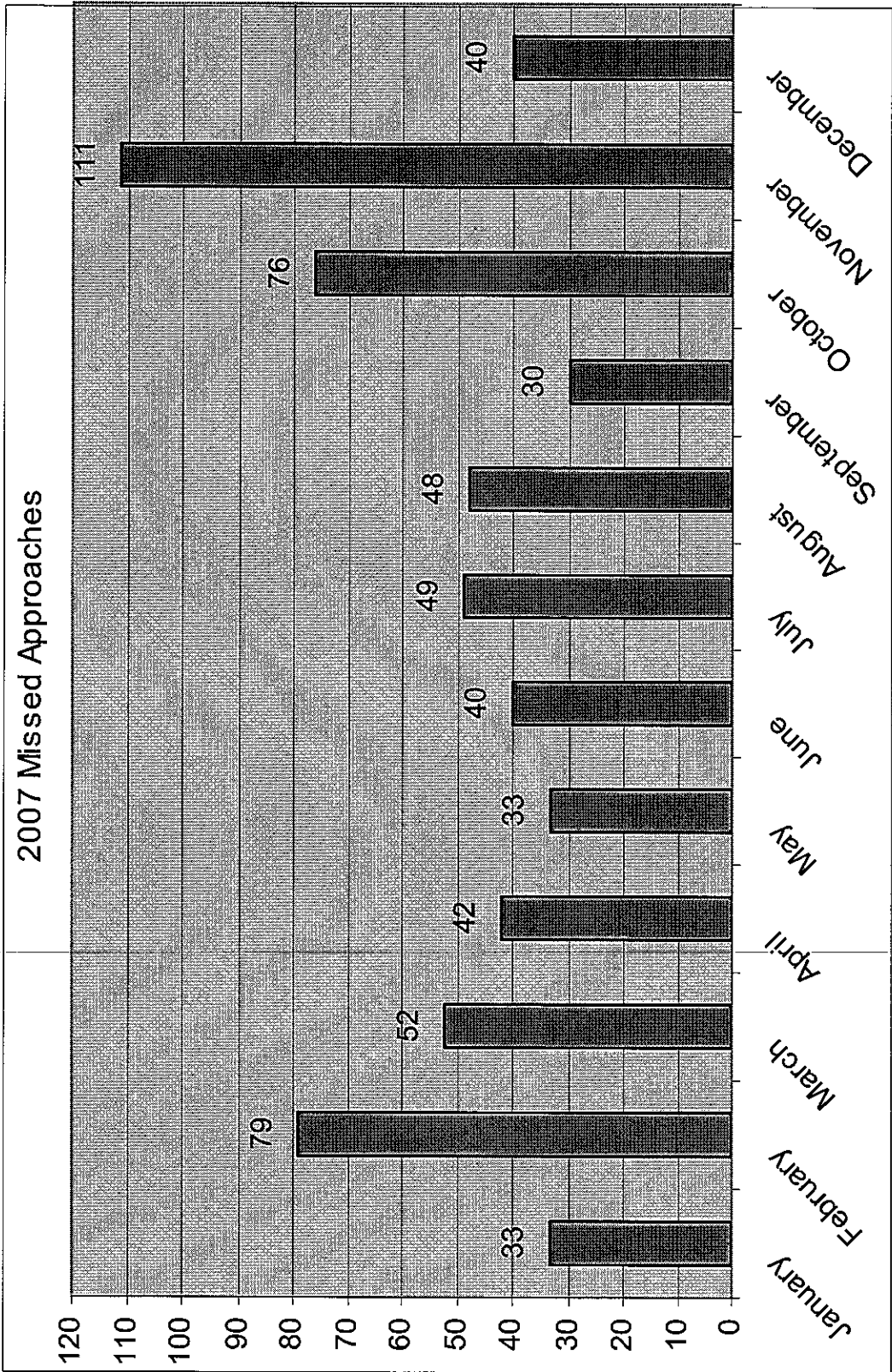
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633

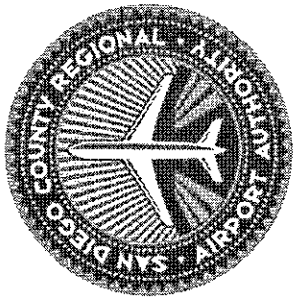




# 2007 Missed Approaches

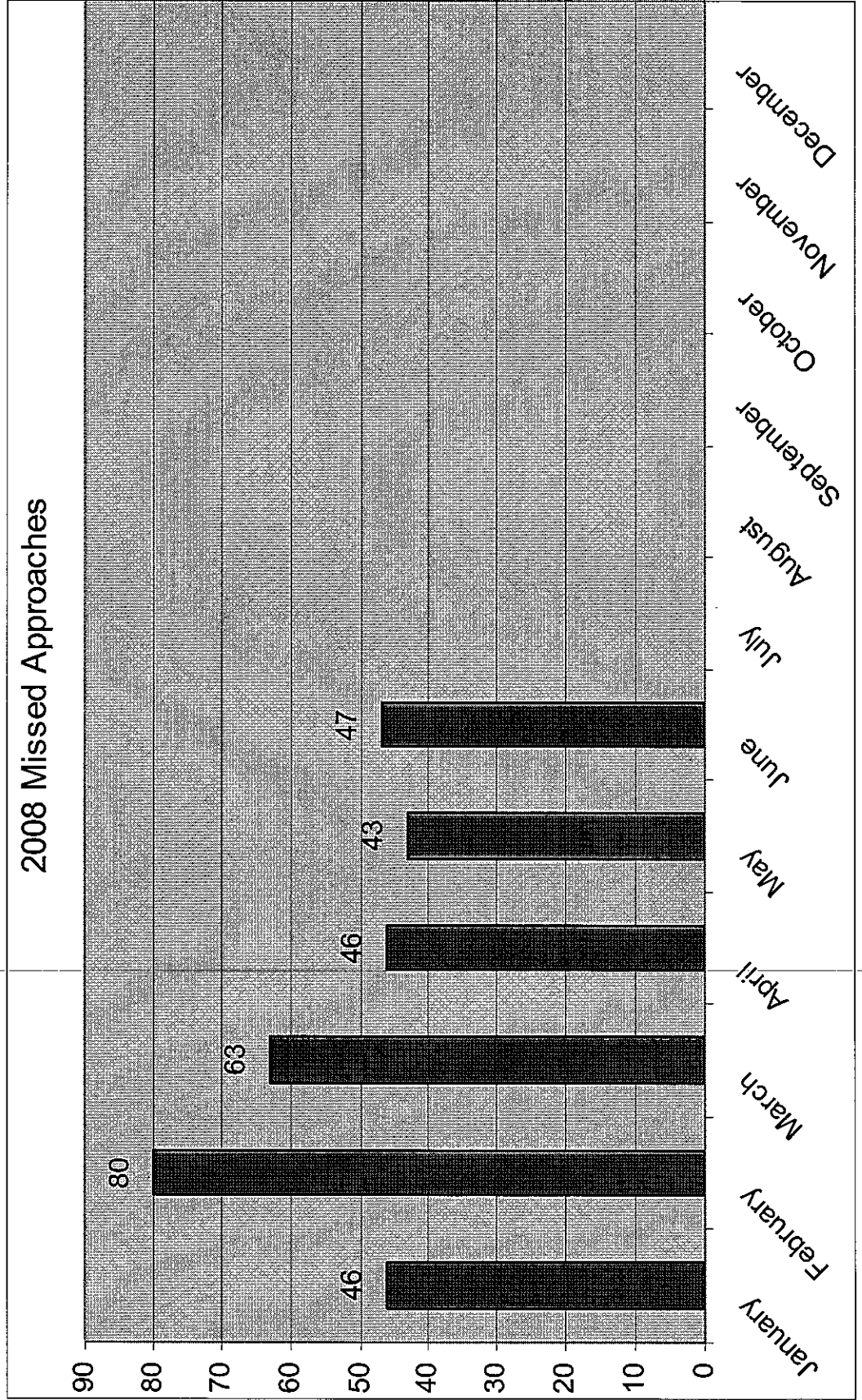
633 YTD Total

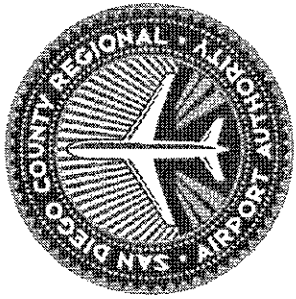




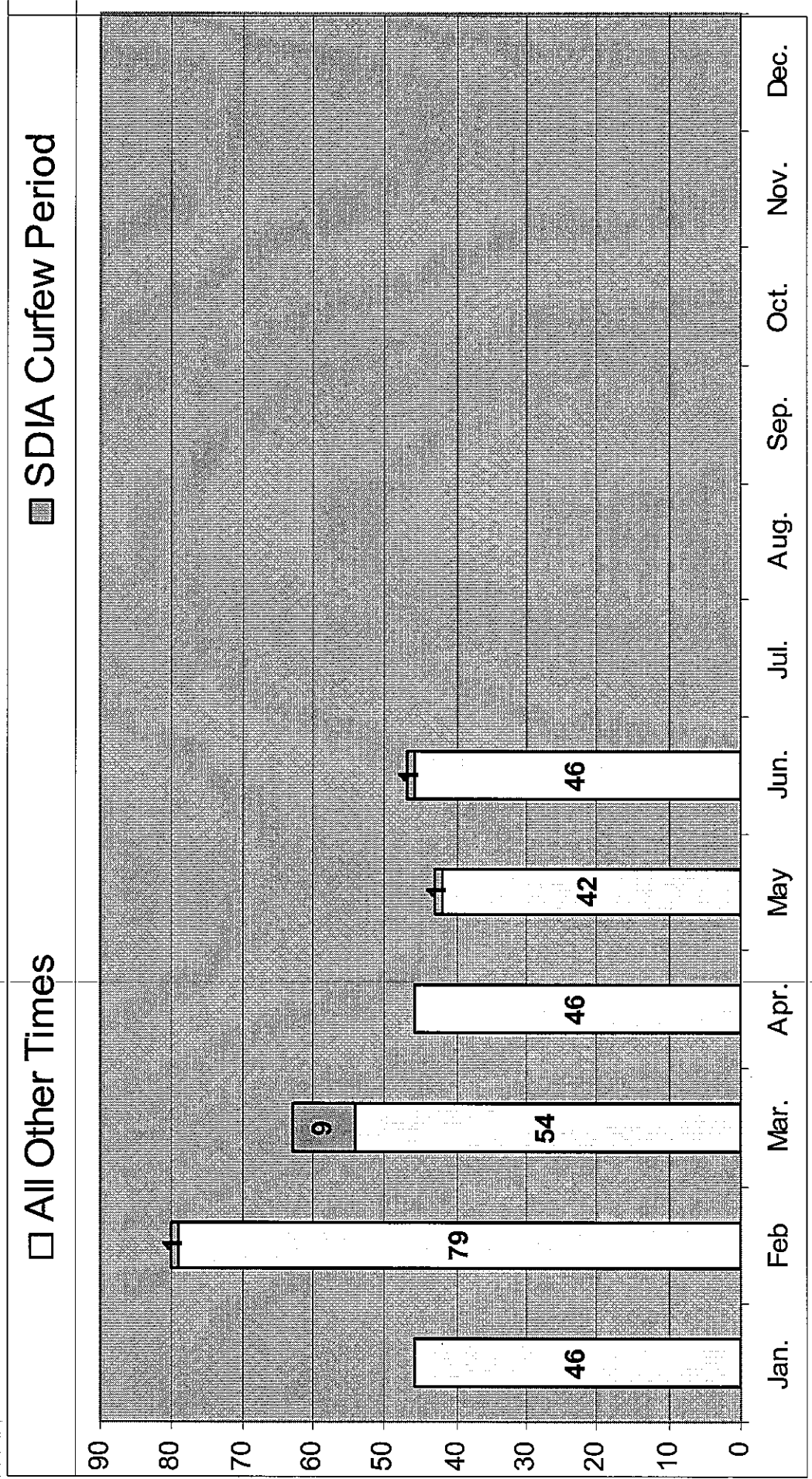
# 2008 Missed Approaches

325 YTD Total

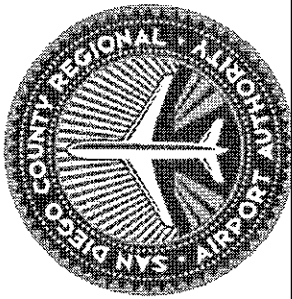




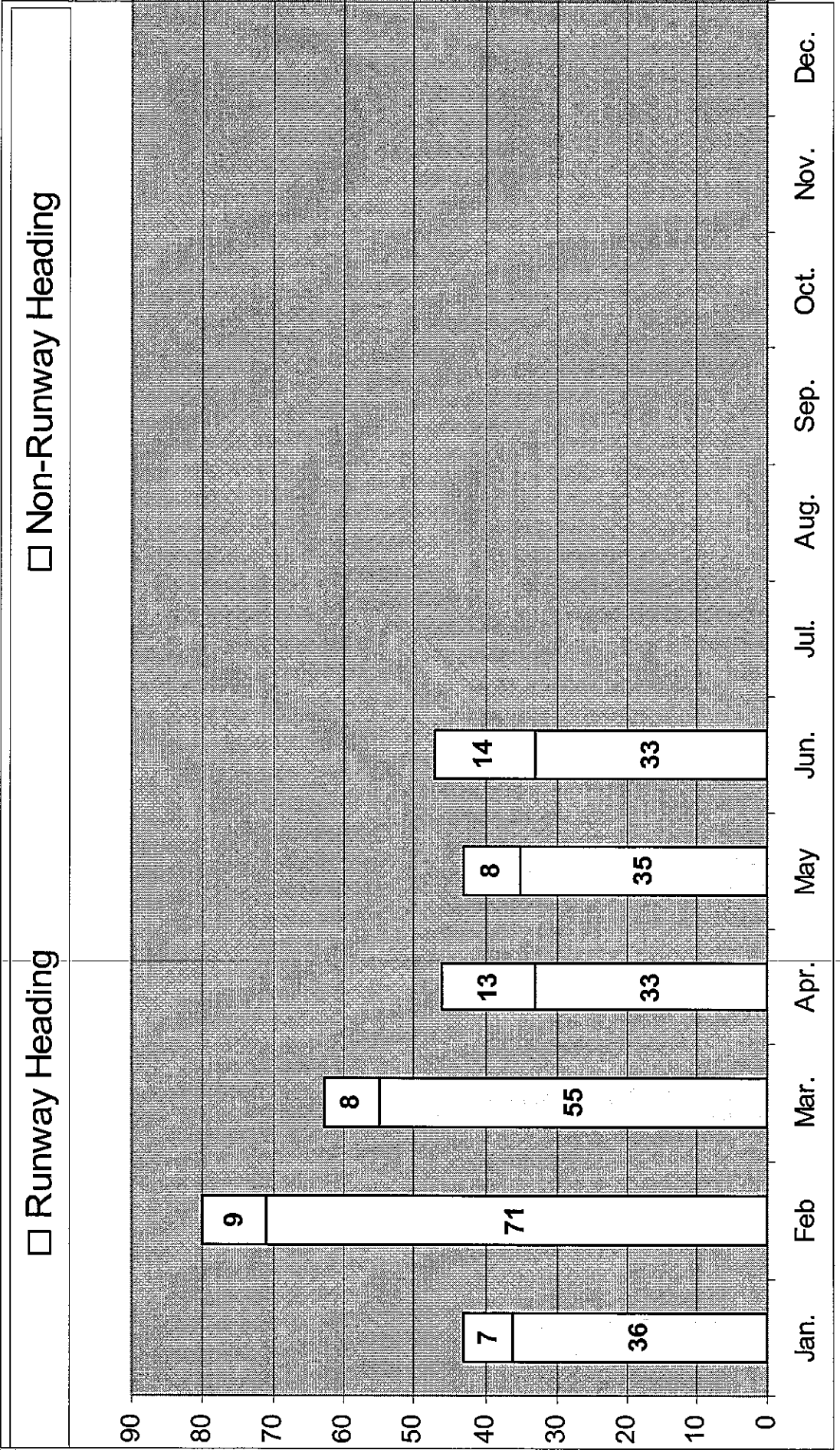
# Curfew Period vs. All Other Times

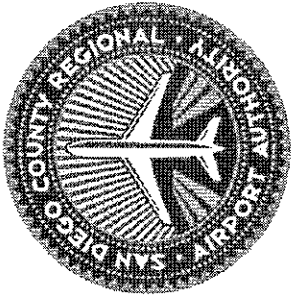
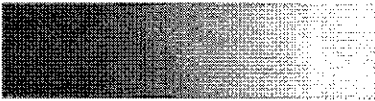




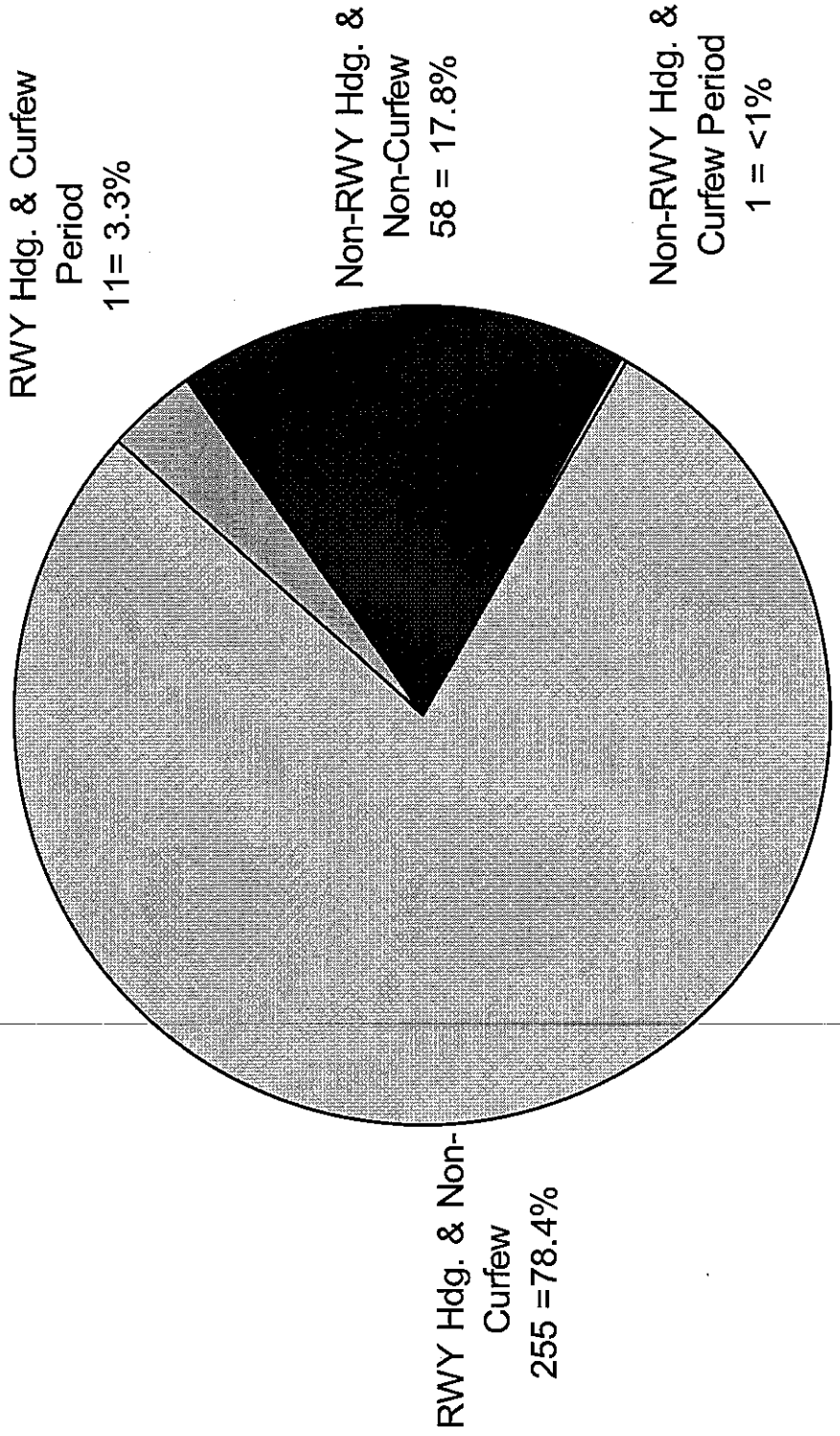


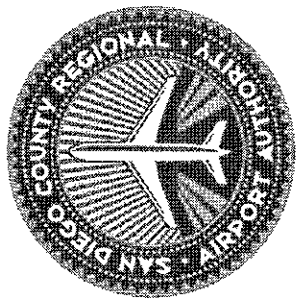
# Runway Hdg. Vs. Non-Runway Hdg.



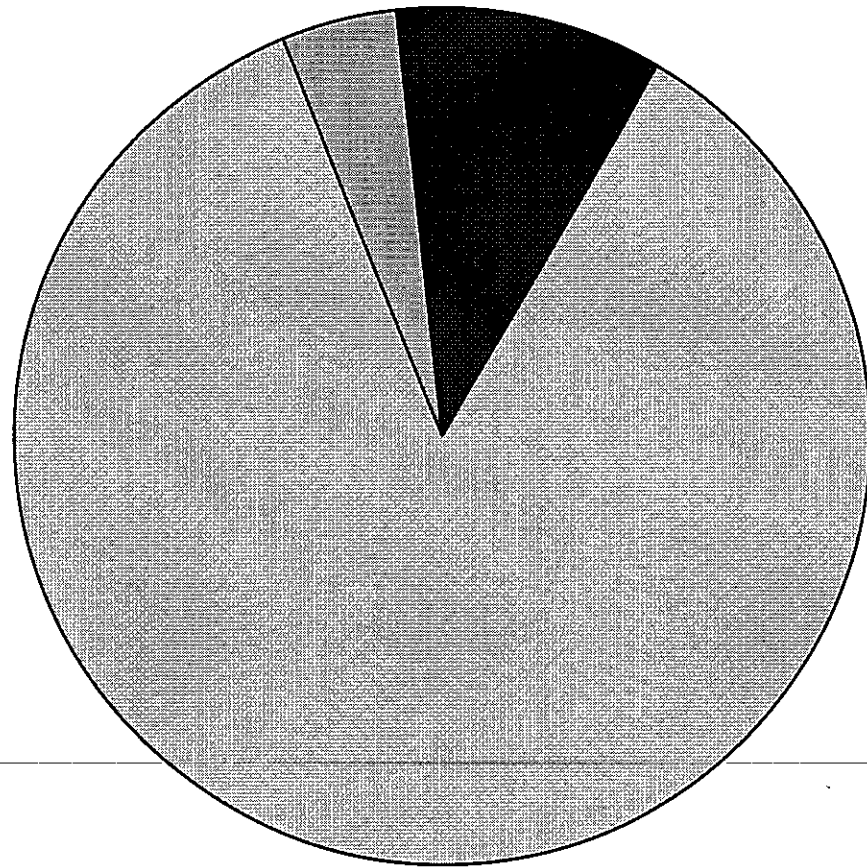


# 2008 Missed Approaches - Percentage





# 2007 Missed Approaches - Percentage

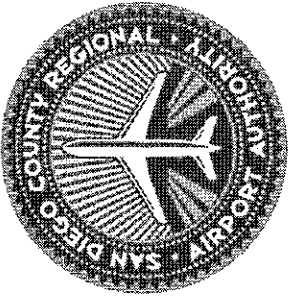


RWY Hdg. & Non-Curfew  
542 = 86%

RWY Hdg. & Curfew Period  
27 = 4%

Non-RWY Hdg. & Non-Curfew  
64 = 10%

Non-RWY Hdg. & Curfew Period  
0%



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**Any Questions?**

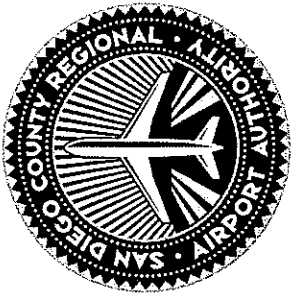
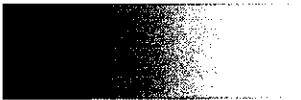


# Complaints Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

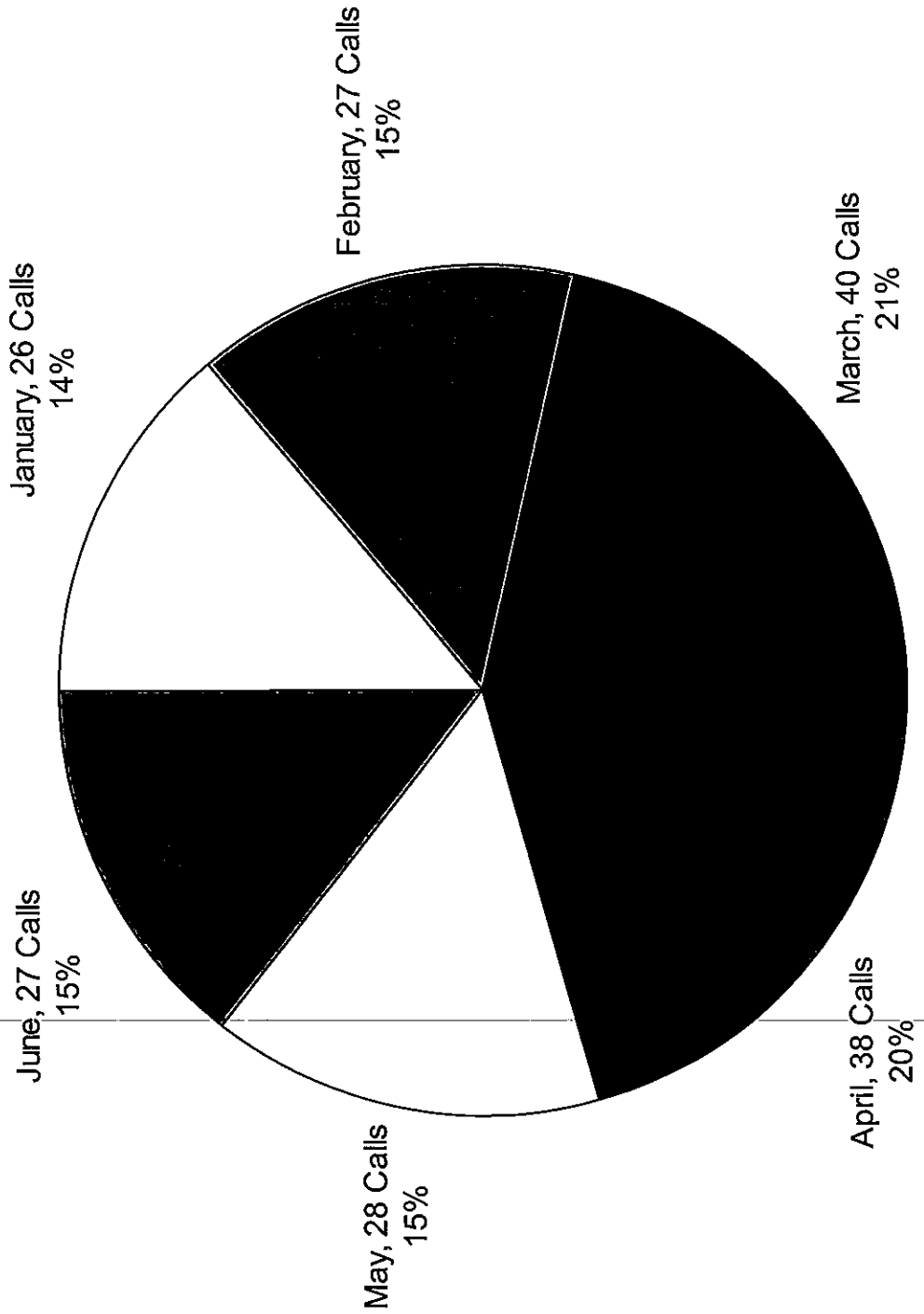
July 17, 2008

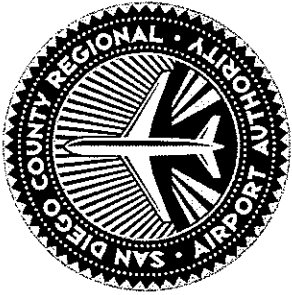
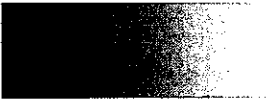




# 2008 Complaints Statistics

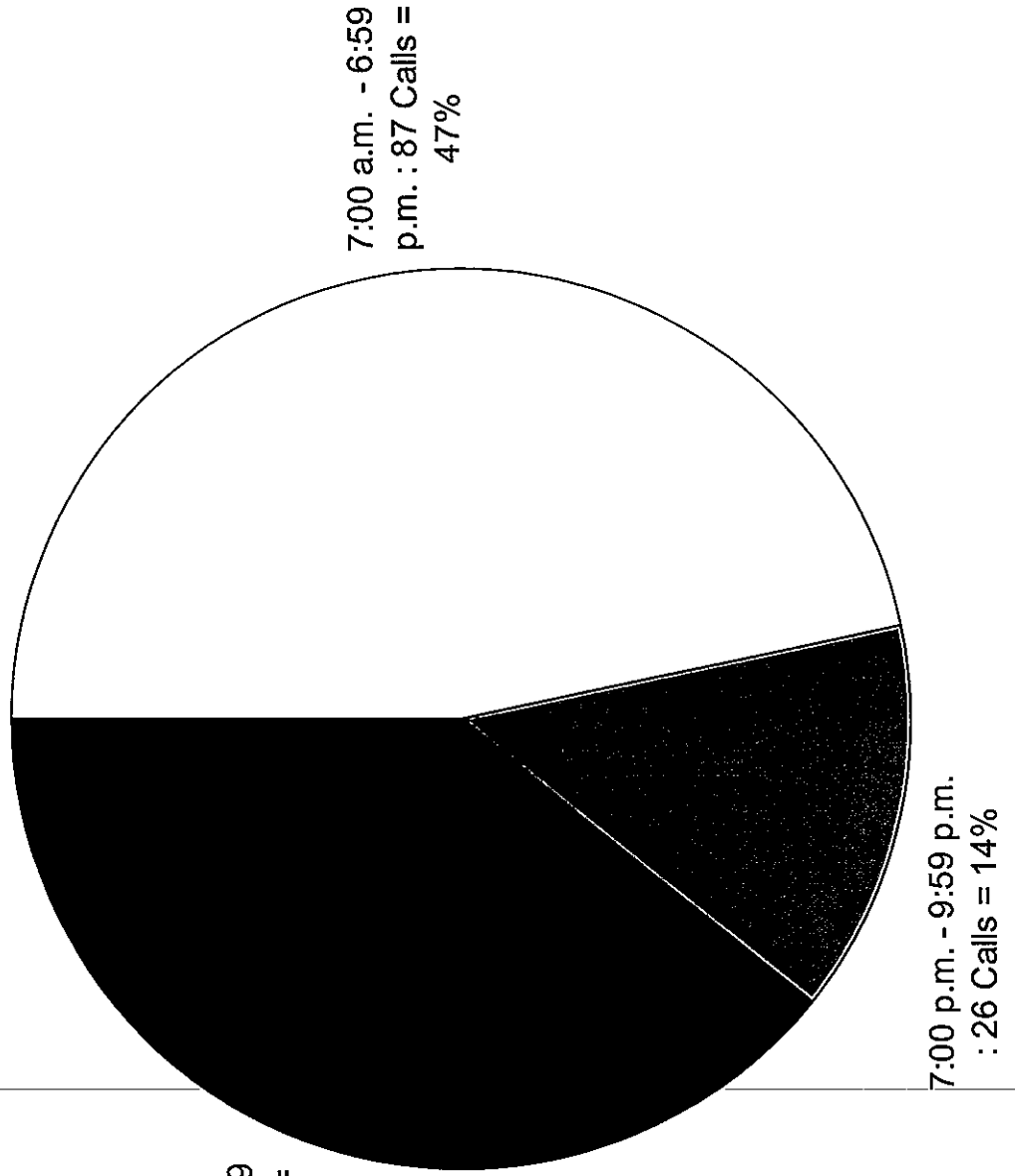
January to June, Complaints by Month, 186 Total

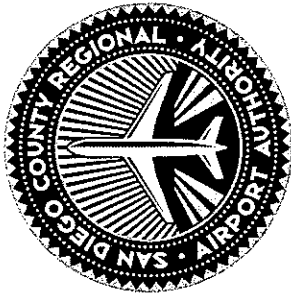




# 2008 Complaints Statistics

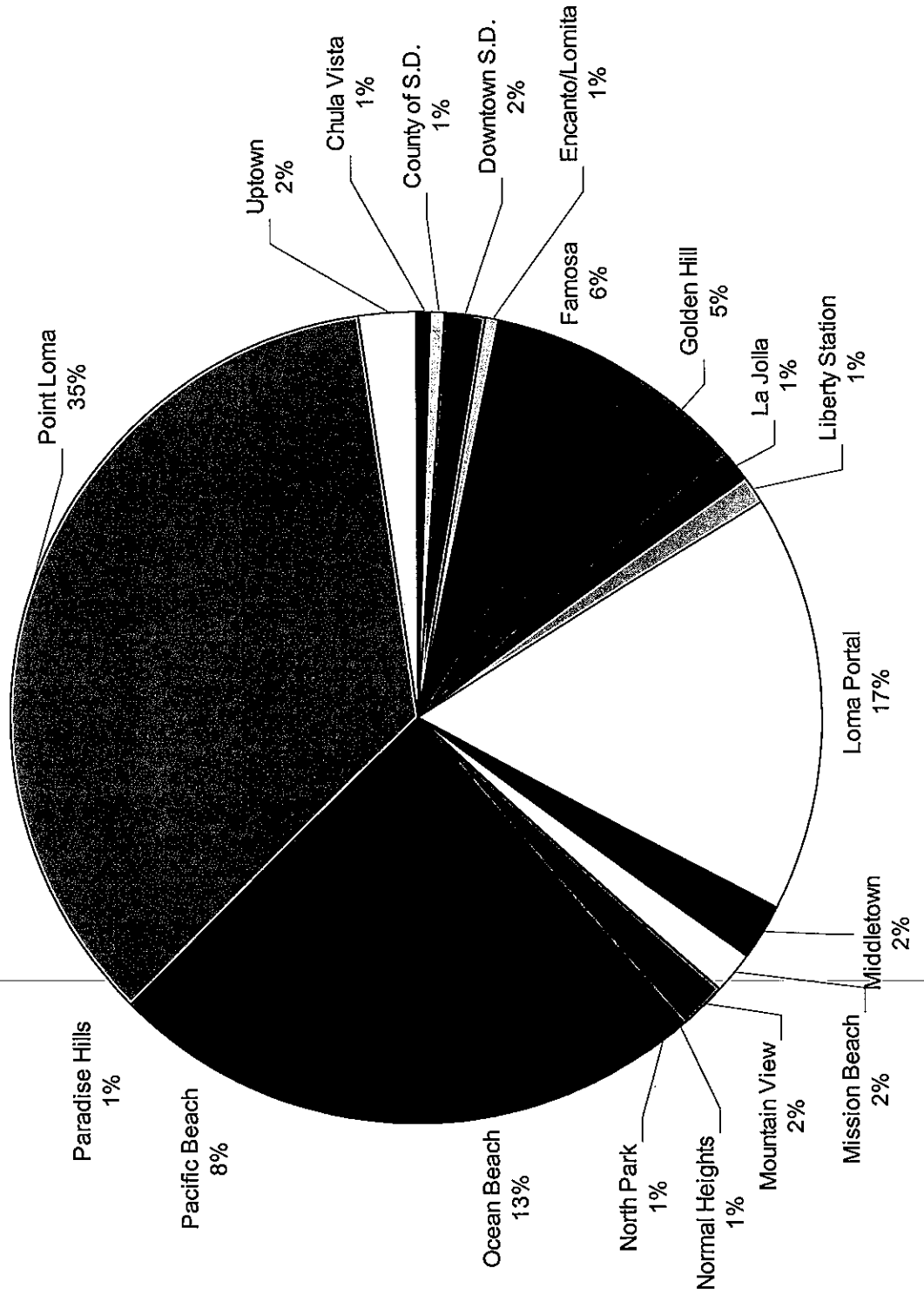
January to June, Complaints by Time of Day, 186 Total

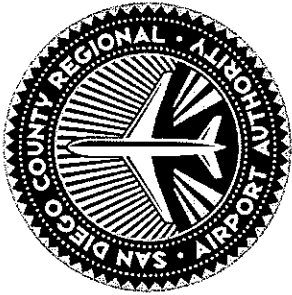




# 2008 Complaints Statistics

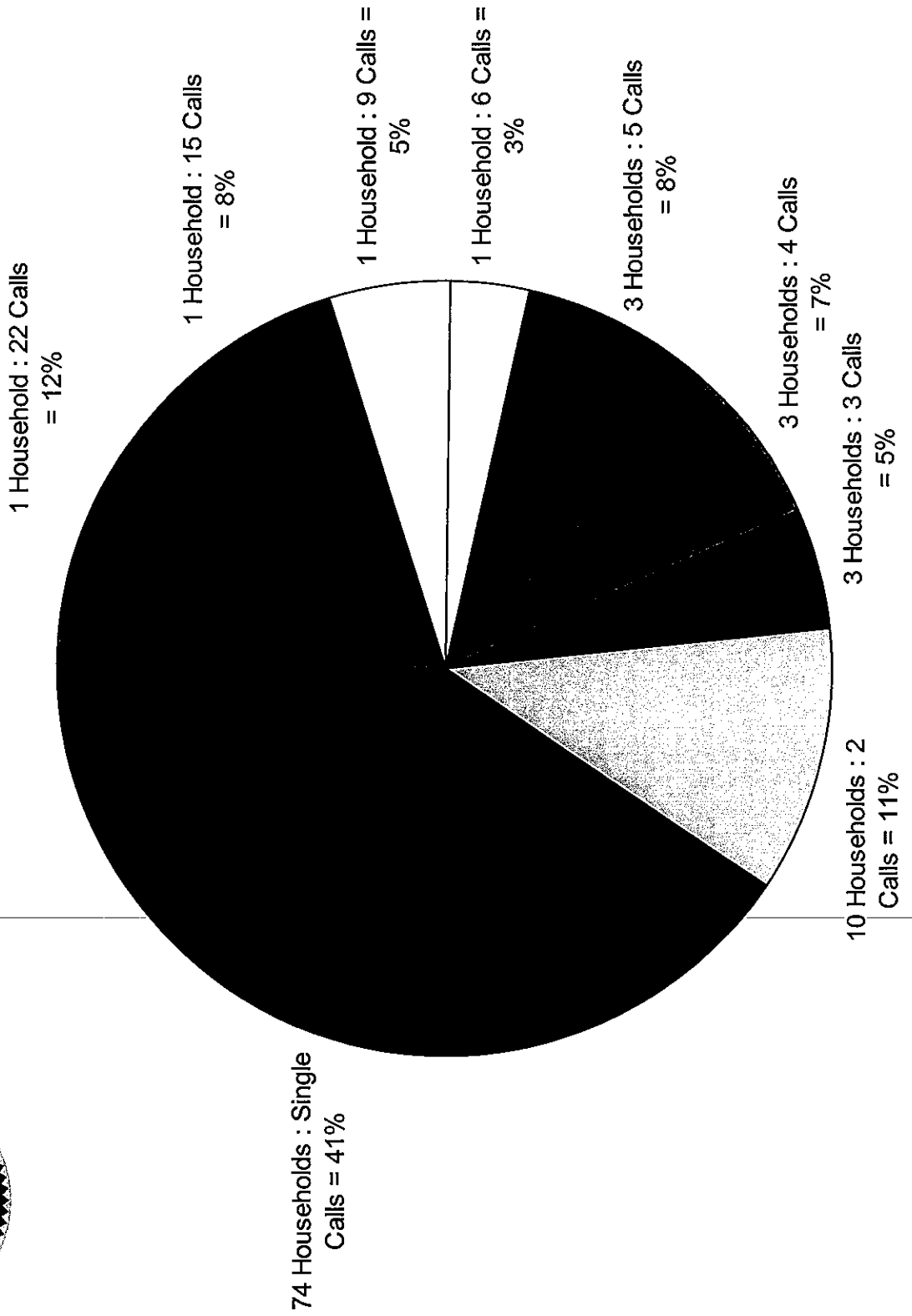
January to June, Complaints by Neighborhood, 186 Total

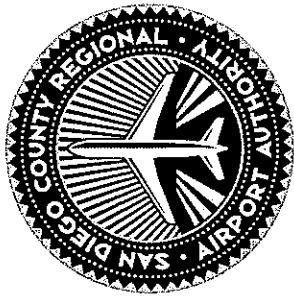




# 2008 Complaints Statistics

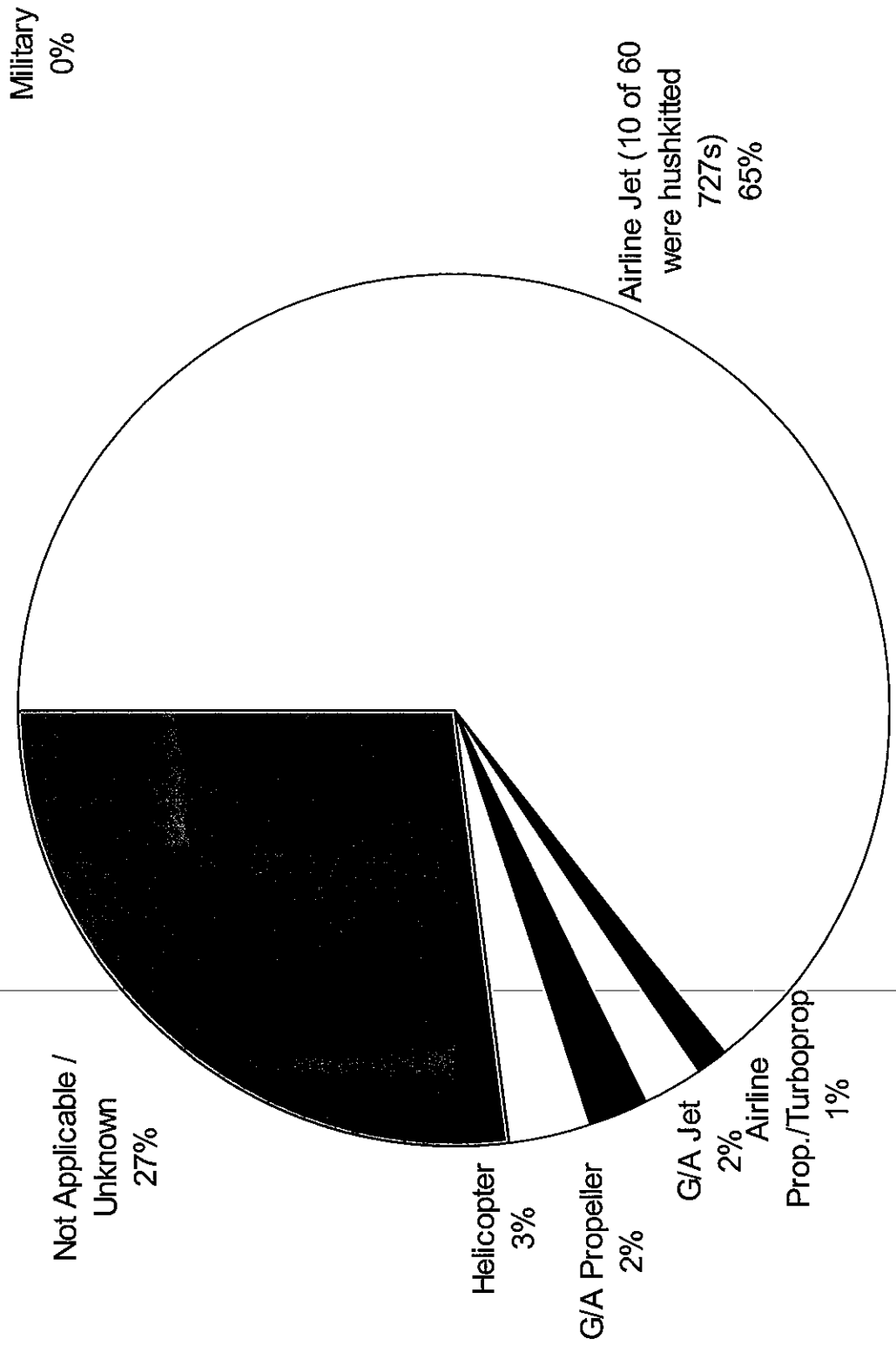
January to June, Complaints by Household, Total = 186

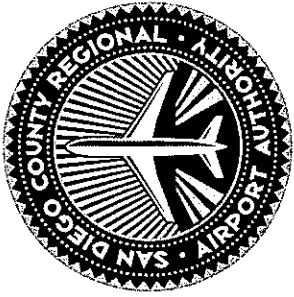
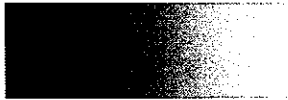




# 2008 Complaints Statistics

January to June, Complaints by A/C Type, Total = 186





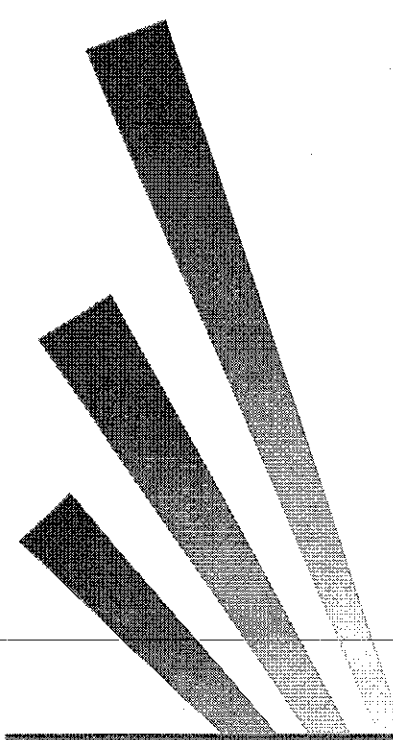
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**Any Questions?**

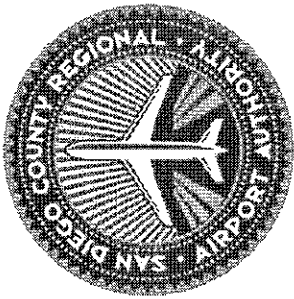
# Early Turn Statistics

Airport Noise Advisory Committee  
San Diego International Airport

July 17, 2008



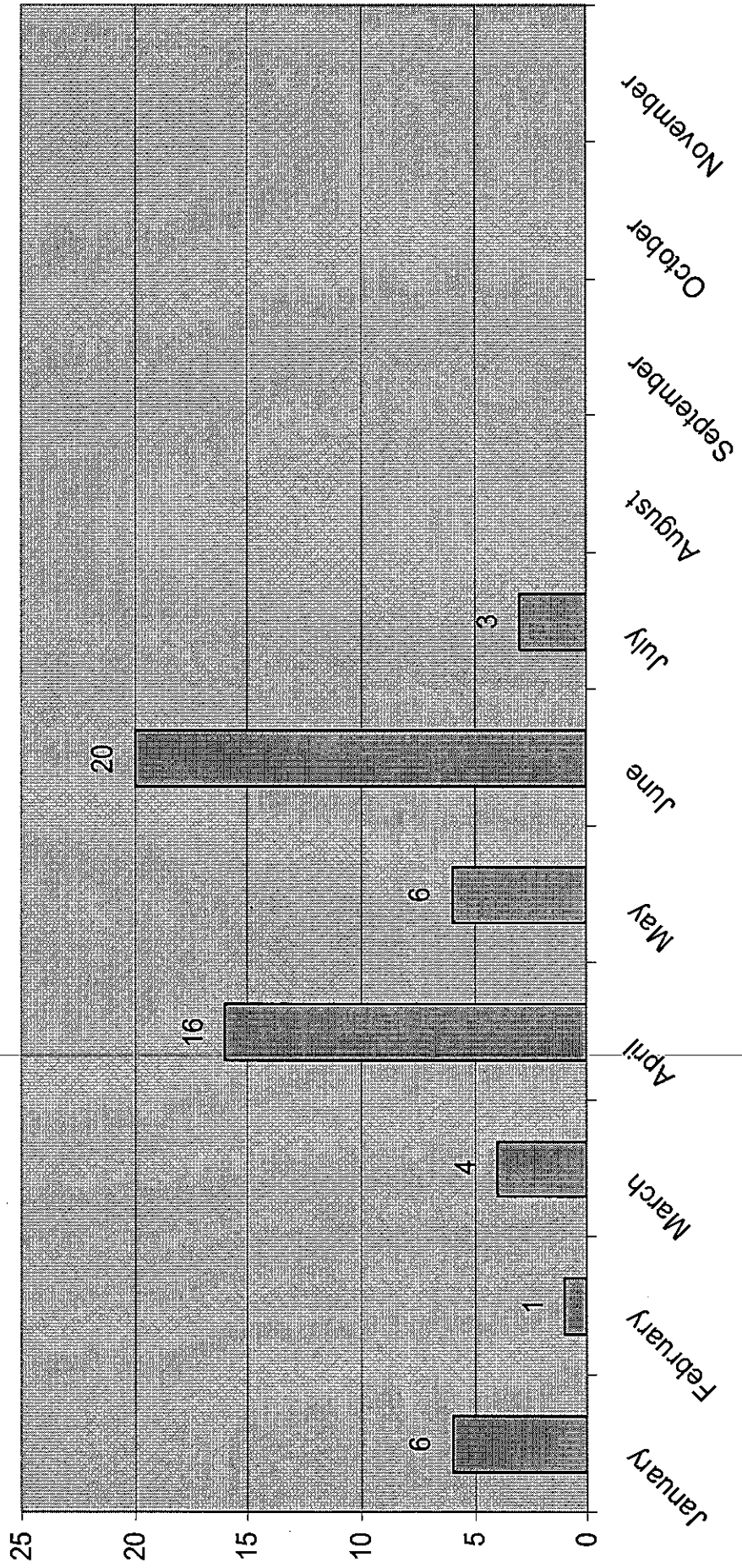




# 2008 Early Turns

Total sent to FAA

Early Turns Monthly Totals

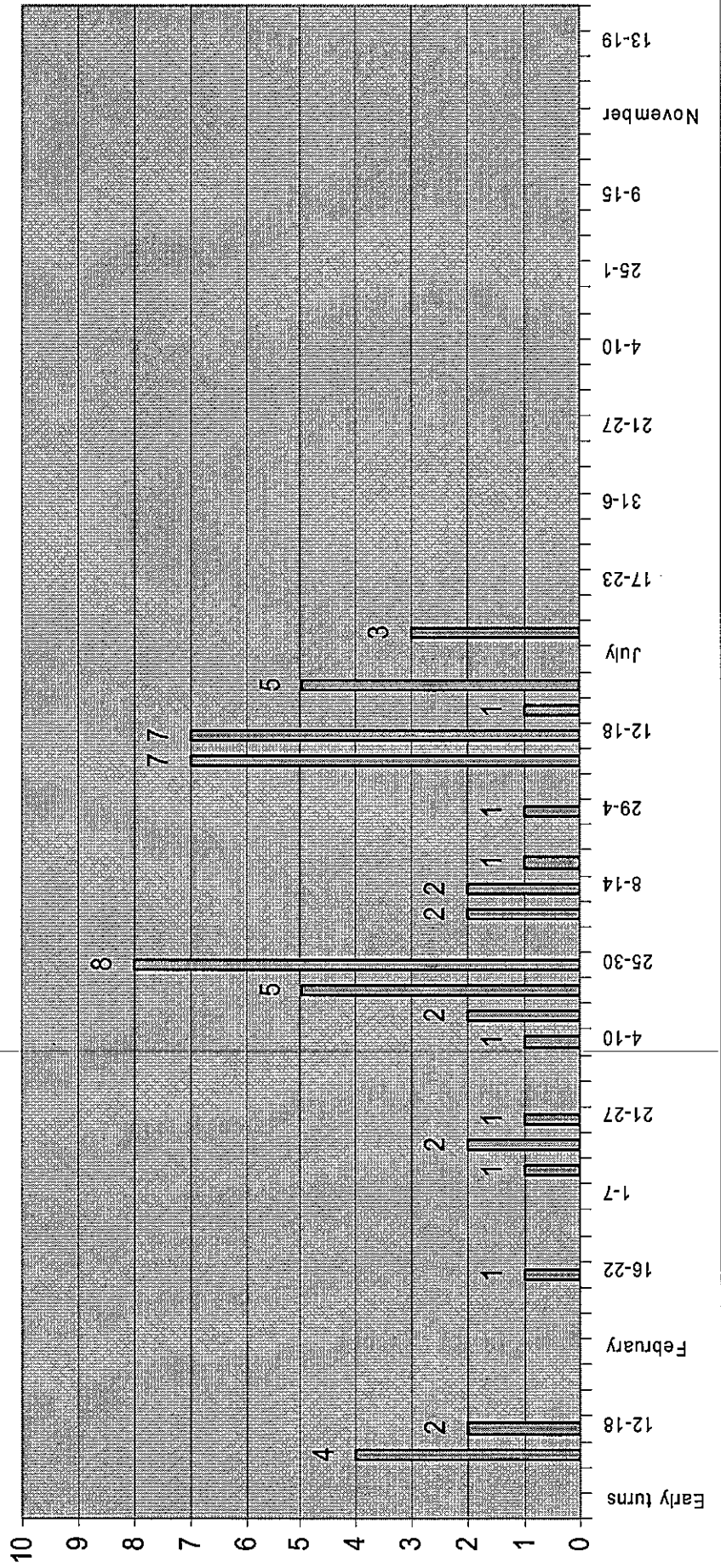


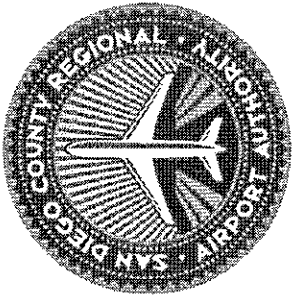


# 2008 Early Turns

Total sent to FAA

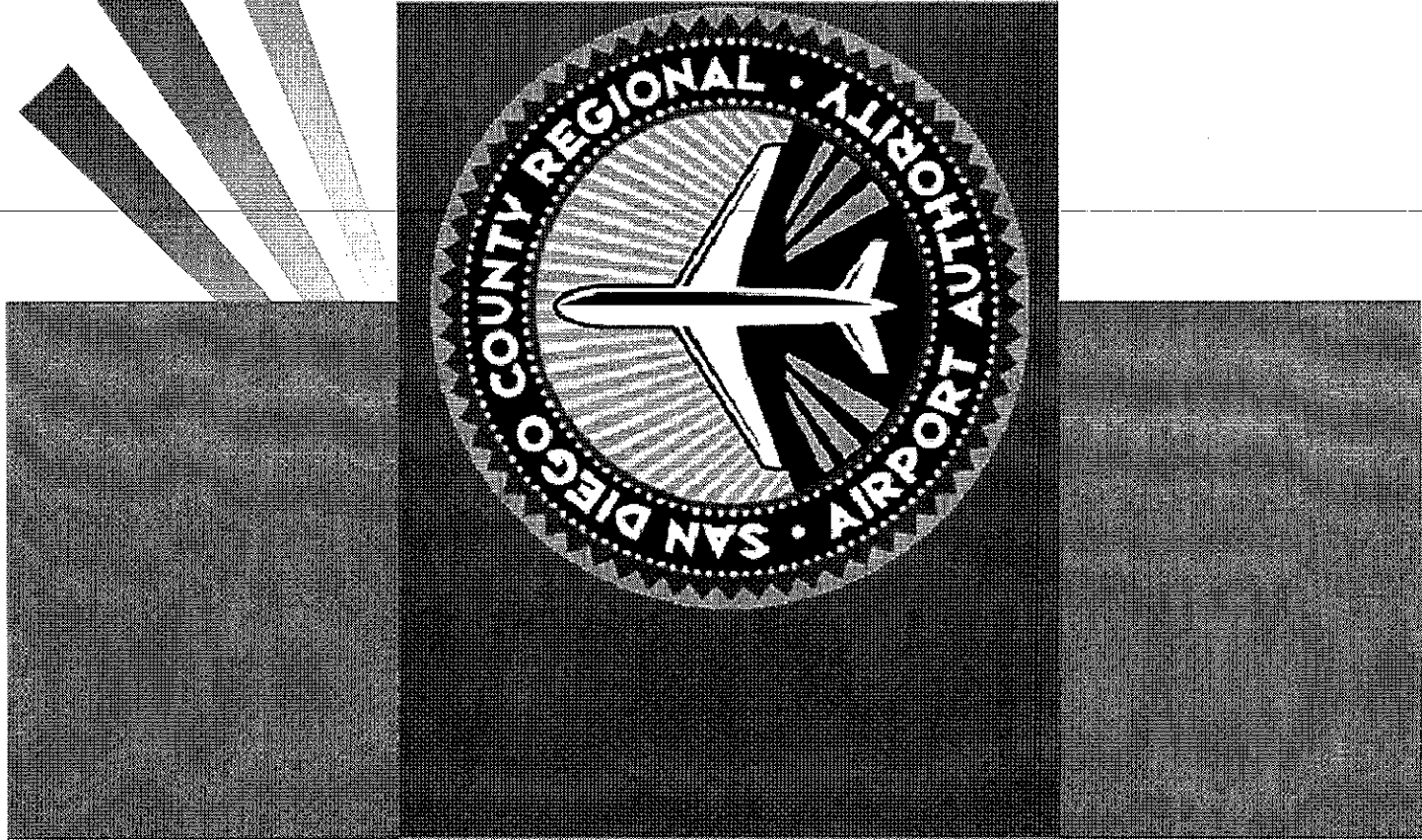
## Early Turns Totals





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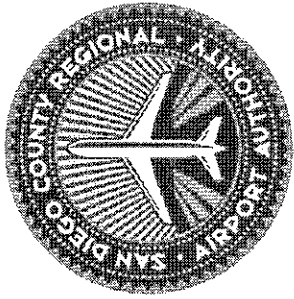
**Any Questions?**



# “Head to head” Statistical Update

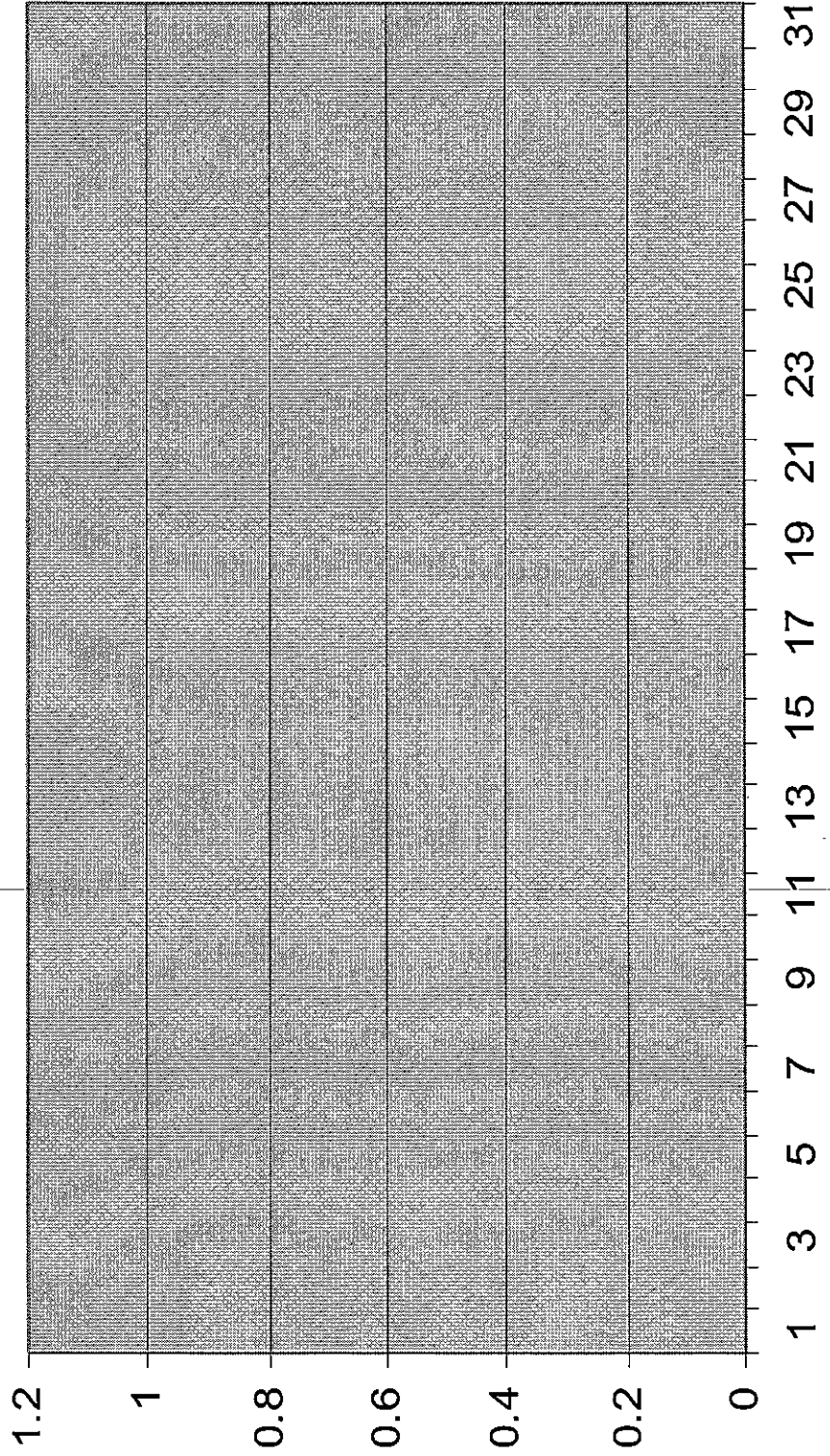
Airport Noise Advisory Committee  
San Diego International Airport

July 17, 2008

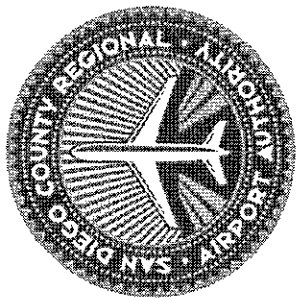


# 2008 Head to head May

**MAY**

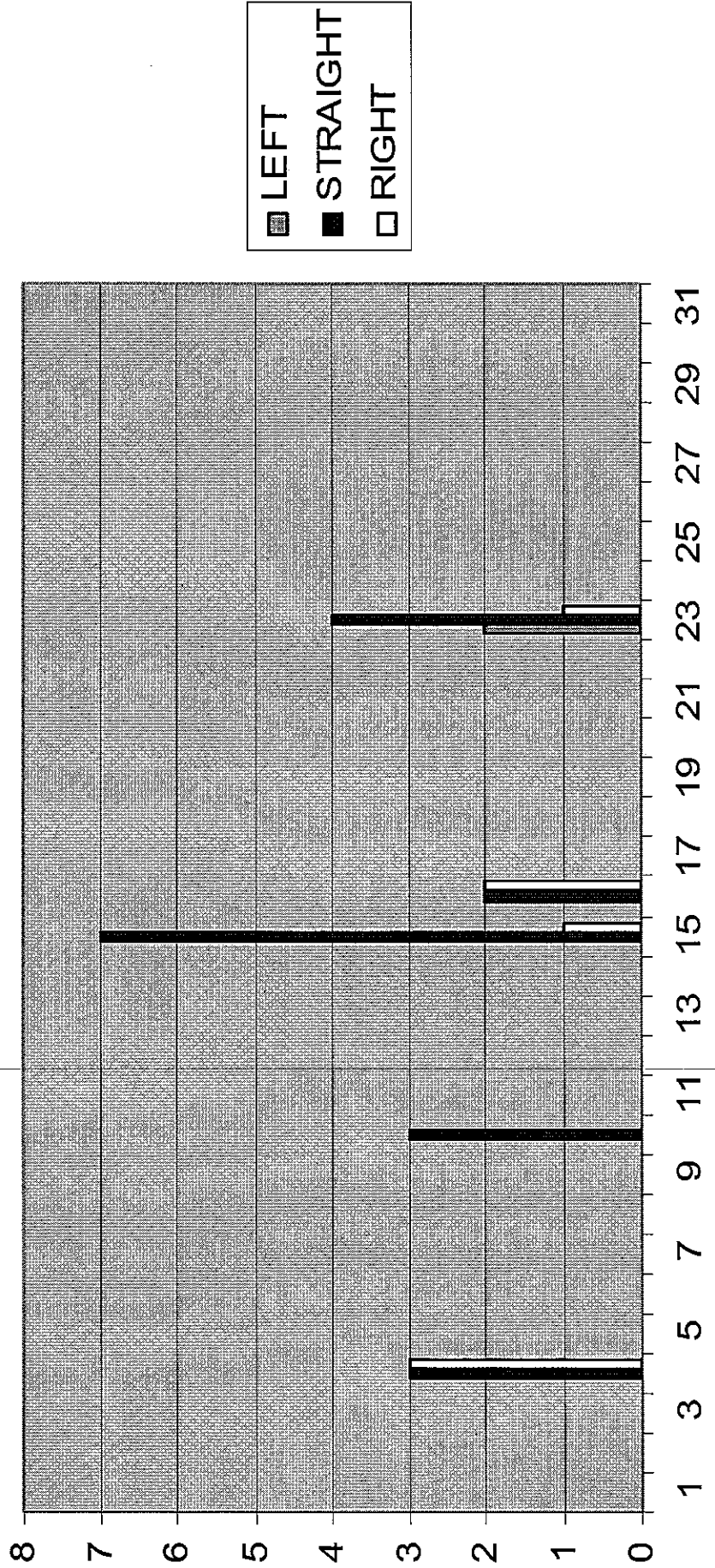


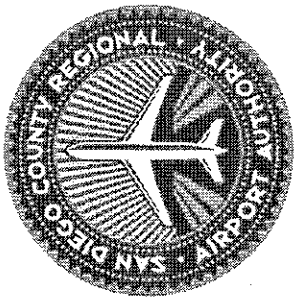




# 2008 Head to head June

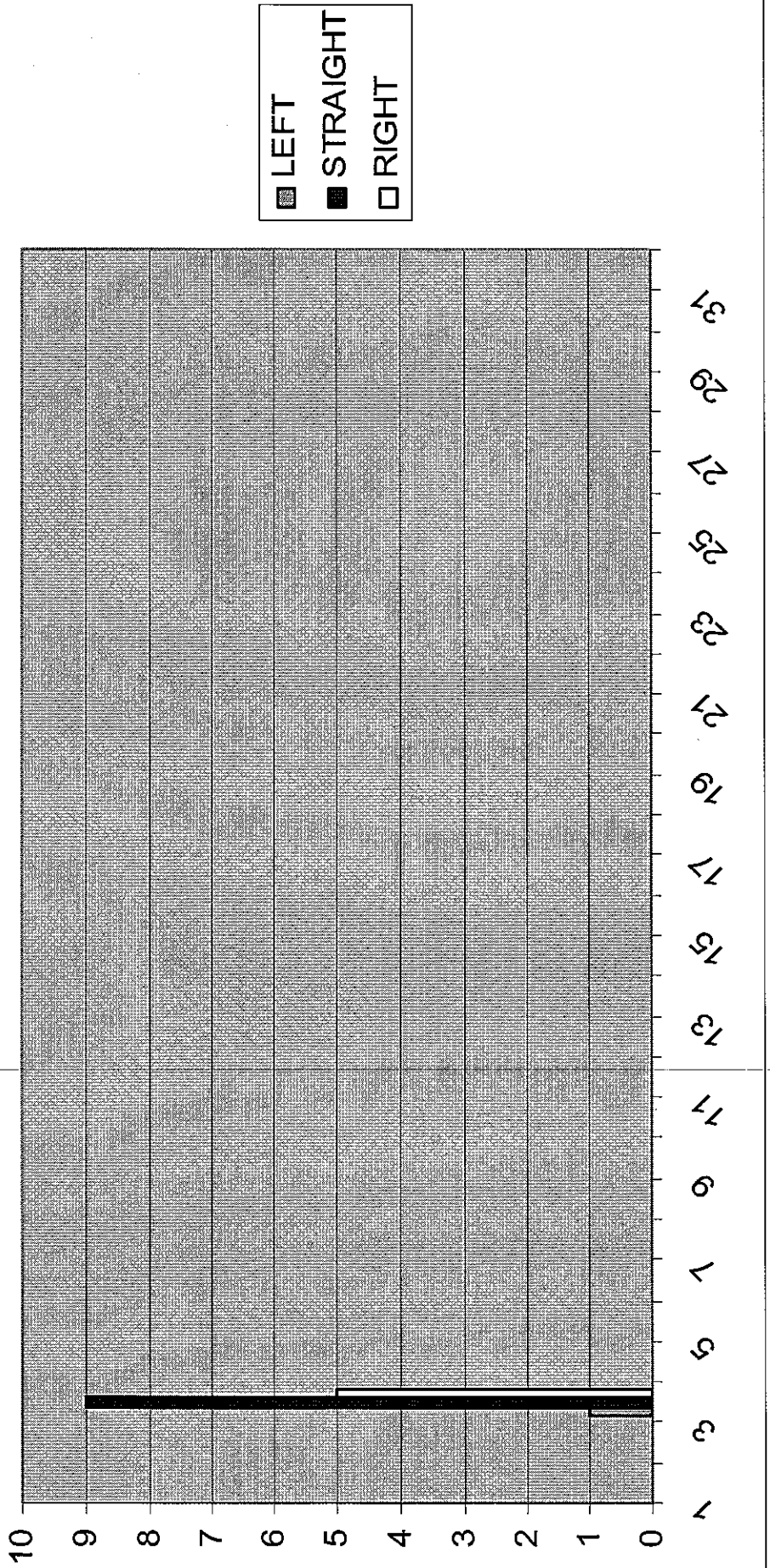
JUNE

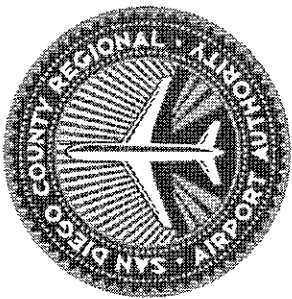




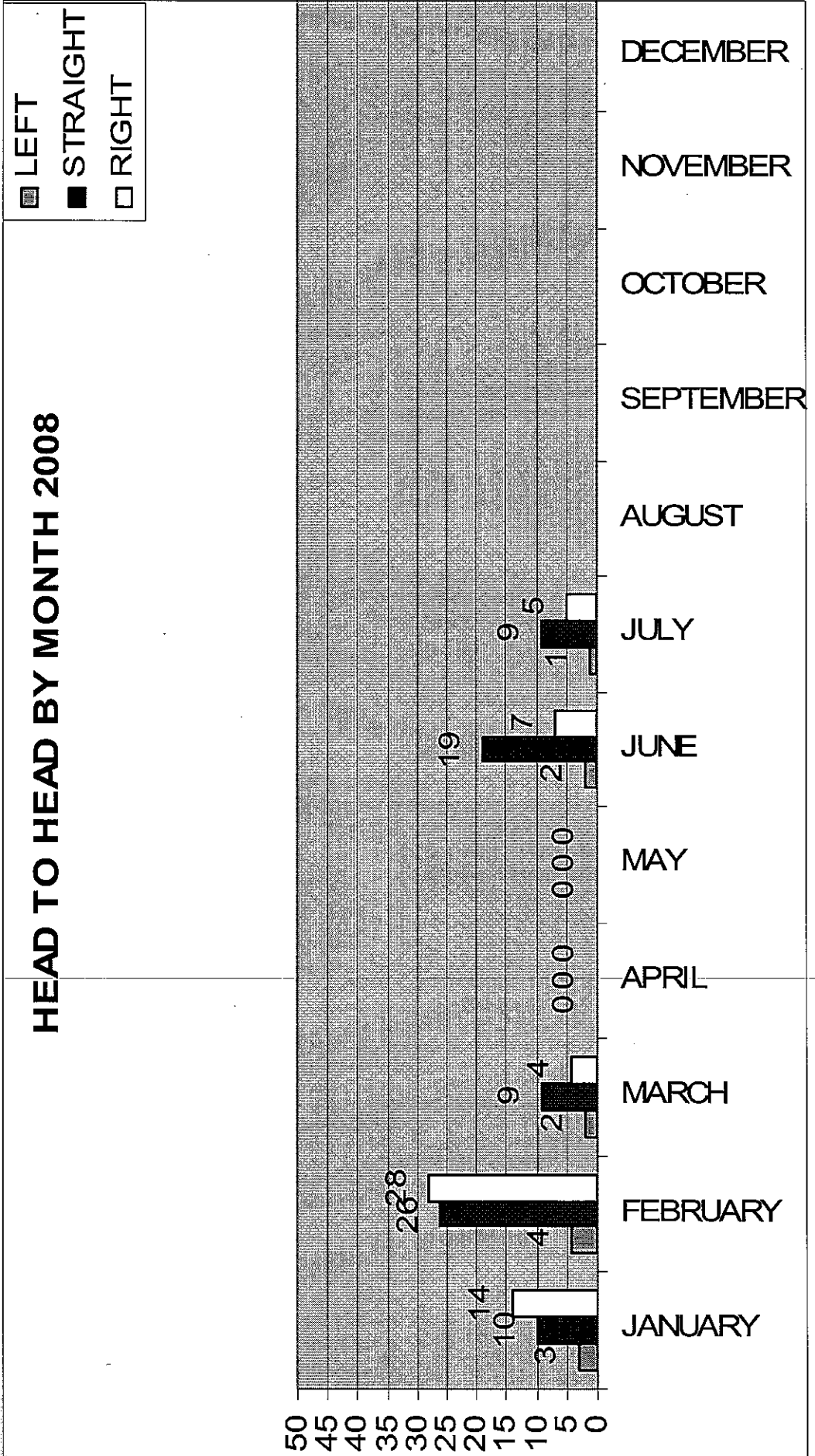
# 2008 Head to head July

JULY





# 2008 Head to head totals







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**Any Questions?**