

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Thursday, September 18, 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 Draft July 17, 2008 Meeting Minutes
 3. Information Items:
 - A. Airport Authority Update
 - B. Curfew Violation Review Panel (CVRP) Update
 - C. 14 CFR Part 150 Study Update
 - D. ANAC Member Report (Destination Lindbergh)
 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. 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

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AIRPORT NOISE ADVISORY COMMITTEE (ANAC) DRAFT Meeting Minutes July 17, 2008

On July 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. Matt Awbrey, City of San Diego, District Two; Mr. John Bennett, County of San Diego; Ms. Carole Caffey, Greater Golden Hill Planning Committee; 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. William Kenton, Midway Planning Board; Mr. Suhail Khalil Peninsula Community Planning Board; Mr. Cliff Myers, MCRD; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollarn, & Mr. Steve Cummings

Absent: Captain (Ret.) Jack Bewley, Airline Pilot; Mr. Bill Stone, Little Italy Association (Excused); Mr. Jack Zimmerman, Acoustician (Excused); FAA, SDIA Tower-Vacant; County Supervisor Greg Cox (ex-officio)-Vacant; Airline Representative (ex-officio)-Vacant; Ocean Beach Planning Board-Vacant

Dr. Butler opened the meeting by asking each member and staff to introduce themselves. Dr. Butler called for a motion to approve the May meeting minutes; the minutes were approved with no discussion.

For the informational items, Mr. Frazee informed the members that the Airport Authority's quarterly *Aviation Matters* is available for the members to take with them. He explained that the *Aviation Matters* is a quarterly report published for the area jurisdictions; it contains an array of interesting information concerning the past quarter's airport business activities.

For the Airport Authority update, Mr. Frazee explained that the "Destination Lindbergh Terminal Development Plan (TDP) is overseen by the Authority's Board of Directors as well as by an Ad Hoc committee, chaired by the City of San Diego's Mayor and composed of representatives of several regional transportation agencies and interested stakeholders. At an Ad Hoc meeting held earlier today (July 17), it was reiterated that the Environmental Impact Report (EIR) for some near-term projects was previously approved by the Authority Board, but because of a Memorandum of Understanding (MOU) between the Airport Authority, Port District, SANDAG and the City of San Diego, any airport construction decisions will be delayed until after the ad hoc committee provides its input regarding the long-term build out of

Lindbergh Field; that input period is scheduled to be completed by February 2009. Under consideration are a 10-gate expansion of Terminal 2 West, a two-level roadway, and a possible 5-tier parking garage, among others. On another note, the Airport Advisory Committee met earlier and was provided an update on the Airport Authority's budget for 2009 as well as the results of last quarter's passenger satisfaction survey for Lindbergh Field. Mr. Frazee also informed the Committee that the Cross Border Terminal issue will be folded into the Regional Airport Strategic Plan (RASP), a study investigating a long range plan for efficient use of all County's airports.

Mr. Frazee also mentioned an advertising billboard along Laurel St. announcing the celebration of SDIA's 80th anniversary of operation. The main event of the celebration is called Skyfaire, and will be a community-intensive all-day event occurring August 12 at the former Naval Training Center. A member asked the status of the Teledyne Ryan property to the east of the commuter building. Mr. Frazee responded that the property is languishing, pending ongoing legal action between the Port District, Airport Authority and Allegheny regarding environmental remediation costs. The Authority anticipates settlement of the lawsuit by March 2009, at which time the demolition of surface structures and soil clean up could begin.

Moving on, Mr. Frazee gave an update on the Curfew Violation Review Panel (CVRP), where one violation will go before the Panel at the scheduled August 6 meeting. He reminded the ANAC participants that results of the May CVRP were presented at the May meeting and are available on the Authority's website at:

http://www.san.org/airport_authority/airport_noise/publications.asp

As of this date, there are 17 total curfew violations and 11 of that total were fined. A Record of Decision for the August public meeting is available on the internet at:
http://www.san.org/airport_authority/airport_noise/cvrp.asp

For the 14CFR Part 150 (Federal Noise Compatibility Study) study update, Mr. Frazee informed the committee that at the last month's (June 26) technical working group meeting, a draft format of the SDIA noise contours for 2008 and 2013 were presented to the committee members, then again offered on display to the community at a 5 pm until 7 pm forum. Mr. Frazee and several of the attendees commented on how disappointed they were that the community turnout was so low. The event was publicly noticed in the *Union Tribune* and *Peninsula Beacon* newspapers and had been mentioned in the Airport's *Noise Matters* community newsletter that was mailed out to over 38,000 residents.

Regarding the status of SDIA's Title 21 (California Noise Standards) Variance request, Mr. Frazee informed the committee that an approved Variance was received July 11. The document, included in the ANAC member's packet, includes eight Stipulations, which he reviewed with the participants. Mr. Frazee advised the group that the only stipulation that directly affects ANAC is the ability of the Committee to change the scheduled ANAC meetings to be held on a quarterly (as opposed to the present bi-monthly) basis if they determined that there are not sufficient relevant issues to meet on a bi-monthly basis. The Variance is valid for three years, and after three years minus 60 days, another Variance could be requested. As

Mr. Frazee explained, the Variance is for any California “noise problem” airport that does not contain its 65 decibel noise contour within the airport’s geographical boundary. Those airports who cannot meet this requirement are required to operate on a Variance to continue operation as an airport; thus the variance is tied to the State airport operating permit. He also mentioned that the Variance no longer has a number attached to it and is simply called “current Variance” per CALTRANS.

Mr. Suhail Khalil, representative of the Peninsula Community Planning Board (PCPB), shared with the committee the insights from his and other members of the PCPB’s tour at Miramar to preview some of the topography of the East Elliott area previously considered by the Airport Authority as a possible site for a dual commercial/military airfield. A military representative was present and explained that building an airport at that site would require infilling an area “roughly the size of the Panama Canal.” Mr. Khalil added that the tour and explanation enlightened him on why this proposal was deemed not practical. Additionally, Mr. Khalil’s group was given a tour of the various noise monitors locations in the community and how the data is used by Airport Noise Mitigation staff to build noise disclosure maps, answer community complaints and enforce the noise curfew at SDIA. Dr. Butler encouraged the members to inform their communities that group tours of the Noise Monitoring facilities can be accommodated by calling the Noise Mitigation Department at (619) 400-2781. A member inquired about airport facility tours. Airport tours (terminals and airfield) are offered by the Authority’s Marketing and Communications Division and can be coordinated by calling (619) 400-2880 or filling out the web-based form at the following link: http://www.sanplan.com/signup_airfield_tour.asp

Mr. Frazee presented a Certificate of Appreciation to Mr. David Caldwell for his dedication and participation during his four-year tenure as the Greater Golden Hill Planning Committee representative to ANAC; Mr. Caldwell accepted, thanked everyone and expressed his interest in taking advantage of the airport tour offered by the Airport Authority.

Ms. Sjohnna Knack, Manager of the Quieter Home (Residential Sound Insulation) Program, then provided the first presentation. She informed the committee that the program is progressing quickly enough that she is in need of another program boundary expansion to meet future needs. She then presented diagrams of both the east and west areas depicting present and proposed expanded boundaries. She explained the parameters of the included areas, the methodology used to determine the boundaries and reiterated the program eligibility criteria. She depicted the area east of the airport first, explaining the four boundaries proposed as the 70dB, 69dB, 68dB and a proposed new boundary as a combination of both 66dB and 67dB CNEL noise contours due to the very narrow contour area. This expansion will eventually extend, for the first time, beyond Balboa Park into the Greater Golden Hills community area. Ms. Knack estimated this expansion will include approximately 500 properties to the east. She then explained the expansion process to the west of the airport, netting a substantial increase in eligible parcels due to the larger area of the noise contour. She estimated that the expansion as shown will include an additional 1000 – 1200 parcels, predominately multi-family in nature, giving her a two year supply of homes to noise insulate.

Questions ensued after Ms. Knack's presentation. After responding to all questions, the committee accepted Ms. Knack's proposed noise contour boundary area expansions.

Mr. Garret Hollarn then gave an update on aircraft missed approaches. He showed statistics comparing the last couple of years to 2008; breaking it down by month, May 2008 had 43 missed approach operations while in June 2008 the airport experienced 47. 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, 78% were runway heading and occurred during regular working hours while approximately 1% of missed approaches were assigned non-runway departure headings during curfew hours.

Next, Mr. Hollarn gave a brief presentation on noise complaints by presenting statistics on those received in the first half of 2008. Total complaints to date in 2008 are 186 as opposed to more than 200 during the same period in 2007. Mr. Hollarn suggested a possible reason for the decrease in complaint calls from last year is due to the flight tracker website where a resident can use that software product in his own home to get timely information about aircraft operations from SDIA. Mr. Khalil requested that since the Peninsula area provides over 50% of the complaints received, it might be beneficial to identify complaints according to each of the 11 neighborhoods (as opposed to calling it Pt. Loma). Mr. Frazee agreed to look at this possibility after informing the group that complainants are identified only by zip code to maintain anonymity. If neighborhoods cut across zip code boundaries, it would make the process more cumbersome. Mr. Khalil advised he would forward a neighborhood map to Authority staff prior to the September ANAC meeting for evaluation. This concluded Mr. Hollarn's presentation.

Mr. Steve Cummings then gave a short presentation on Early Turn operations. It showed that in May the total early southbound turns numbered 6, in June 20, and in July 3. All flight tracks are sent to SDIA air traffic control for investigation and response.

Additionally, Mr. Cummings gave an update on "head to head" operations. For the month of May – 0, due to perfect weather, June – 5, and July – 1, also due to good weather. Since this type of operation only occurs during inclement weather, the numbers for the summer are historically low. Several questions were asked regarding how the departures are directed.

For new business, Mr. Frazee informed the Committee that he recently received a letter from the Mission Beach Precise Planning Board (MBPPB) Chair requesting that a member of this Board be allowed to participate on the ANAC committee. Mr. Frazee explained that the intent of ANAC under the California regulations is to serve as an advisory group to the Airport Authority Board regarding aircraft noise issues, and that ANAC participants reside or have planning responsibilities within the SDIA 65 dB CNEL contour. The Mission Beach community is not located within SDIA's 65dB CNEL contour, and the residential noise mitigation measure (residential insulation) could not be offered to that community under existing federal guidelines. Mr. Frazee recommended that a representative of the MBPPB be welcomed to participate on ANAC in an ex-officio capacity with no voting authority. Dr. Butler called for such a motion. Mr. Khalil offered the motion and discussion ensued. A friendly amendment was

offered that suggested the Airport Authority relax the criteria (Authority Policy 9.20) for membership to allow community planning board participation in an ex officio status (no voting authority) within the current SDIA 60 dB CNEL noise contour. After discussion, Dr. Butler called the amended motion, which passed. A member asked for clarification that ANAC participation from committee members in the SDIA 65dB and greater CNEL contour would be for voting membership and between the 60 and 65 60dB CNEL contour for ex officio (non-voting). The Committee concurred. Accordingly, Mr. Frazee will draft a letter to the Authority Board and ANAC-requested amendment to Authority Policy 9.20 with the Committee's motion. Additionally, the Authority Policy 9.20 amendment will incorporate required issues to abide by to the stipulations of the Authority's latest variance to the California Noise Standards. He also explained that the Committee and staff recommendation will not be acted upon by the Board until their next scheduled meeting in September. Further, a letter stating this information will be sent to the Chair of PBPPB.

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

The next meeting is scheduled for Thursday, September 18, 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)
August 06, 2008
Record of Decision (ROD)**

Panel members: George Condon, representing Planning and Operations Division; Mike Kulis, representing Marketing and Communications Division; Troy Ann Leech, representing Facilities Development Division; Dan Frazee, Airport Noise Mitigation (Facilitator); Garret Hollarn (Staff member)

Airline, pilot, or operator representatives present: Lynn Silva and Michael Lyons of US Airways

Members of the public present: None

US Airways Flight 1508; May 22, 2008 (2331L)

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

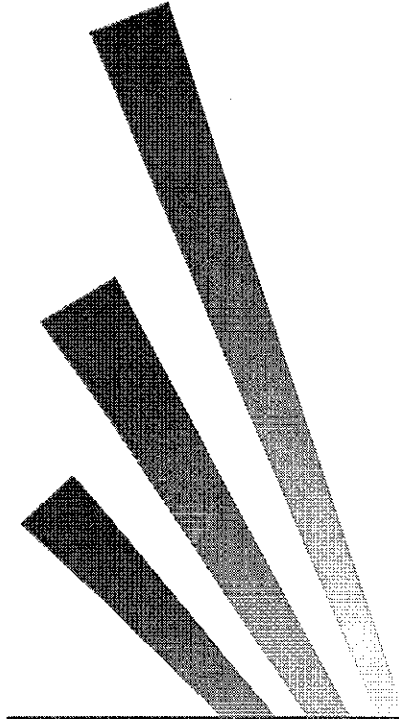
Panel Recommendation

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

Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

September 18, 2008

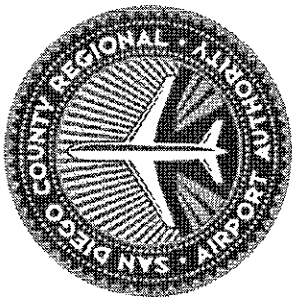




Missed Approach Definition

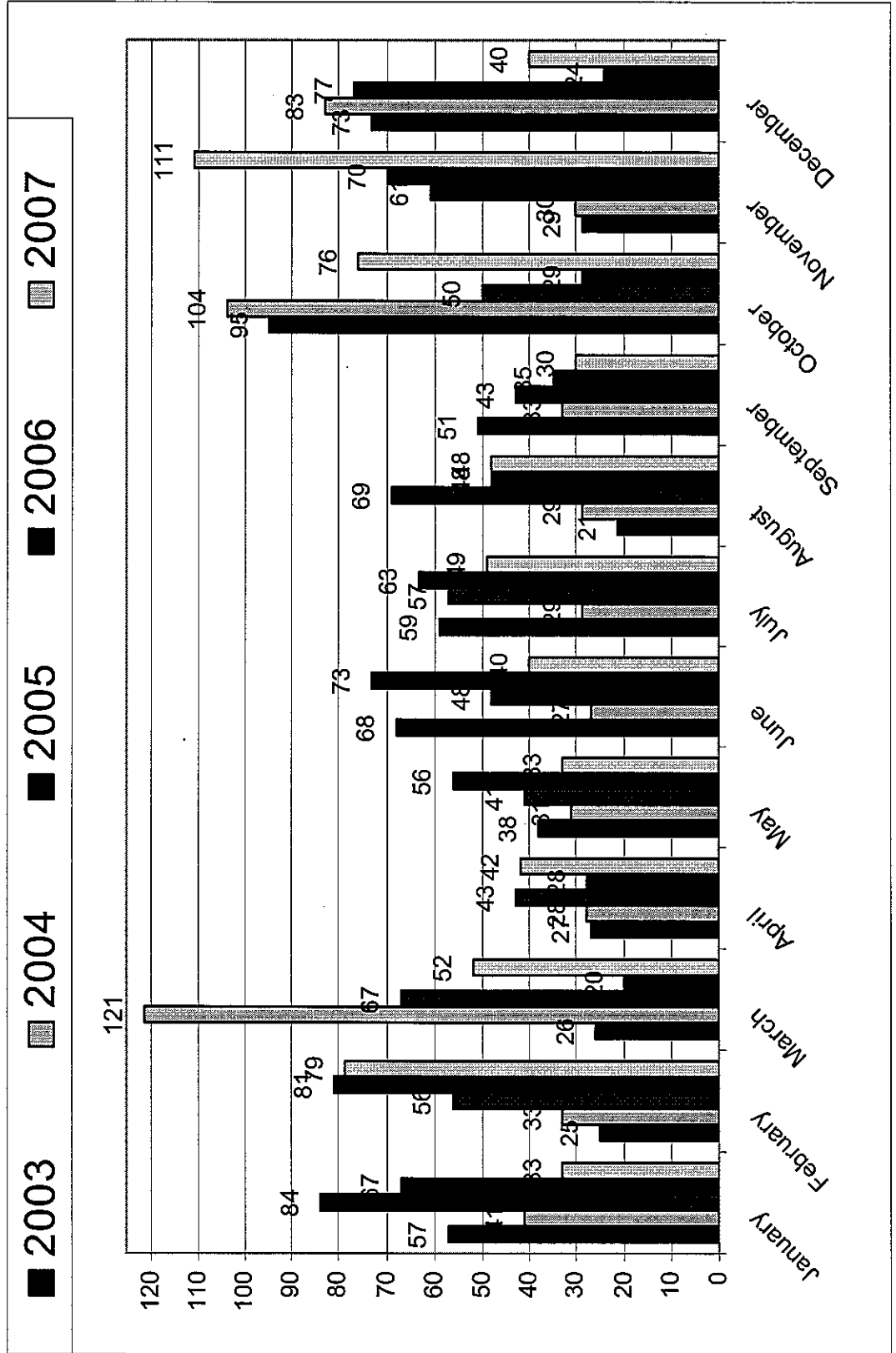
*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

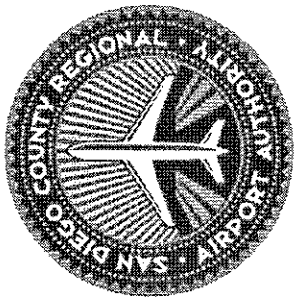
- A departing aircraft is exiting the airspace/runway slower than an arriving aircraft is entering the airspace/runway. In an effort to ensure safe separation of each aircraft, a missed approach is executed.
- A change in weather conditions has reduced minimums to the point that the pilot must terminate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

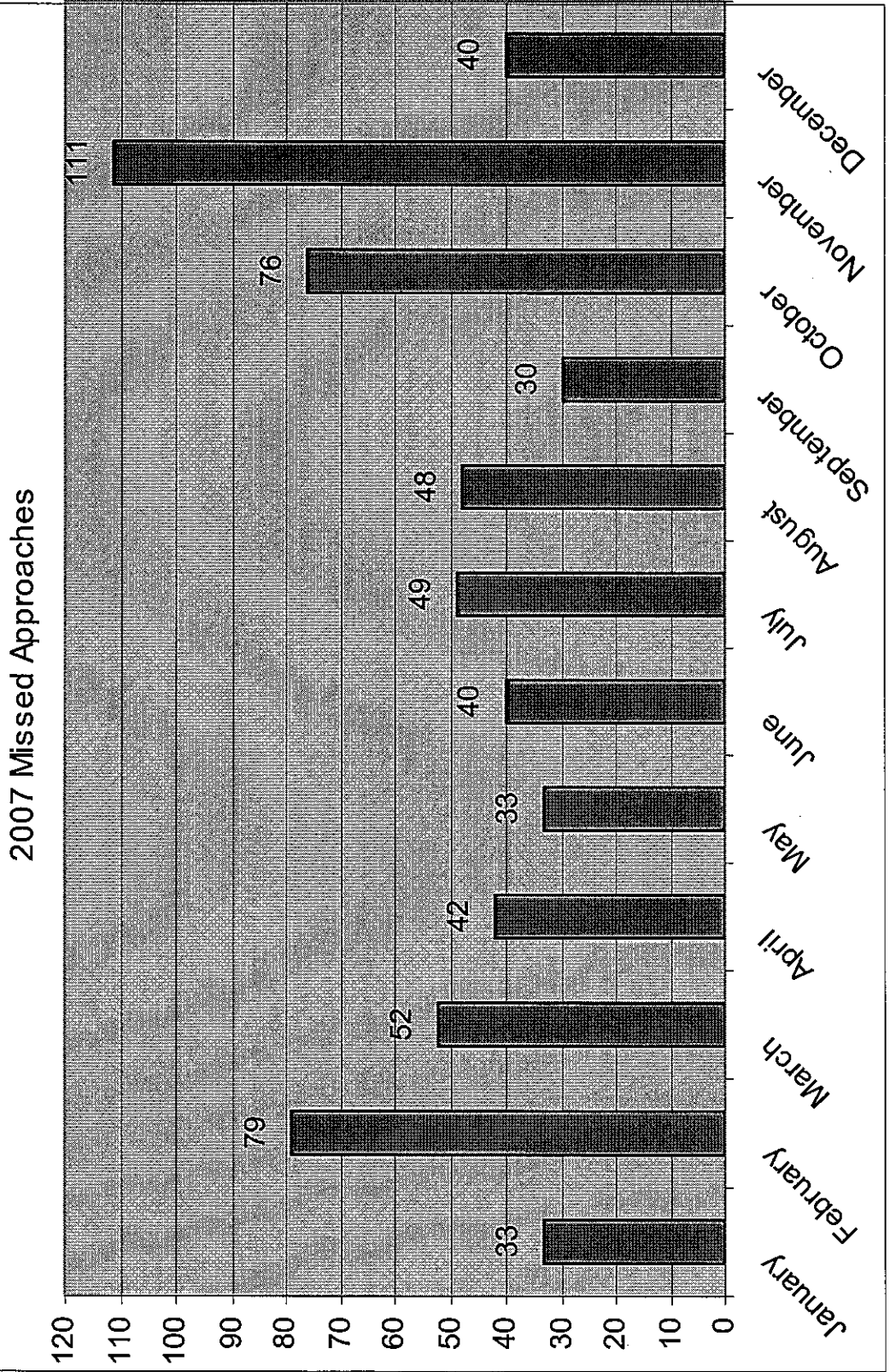
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633

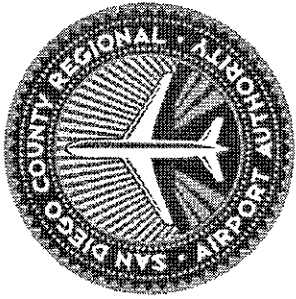




2007 Missed Approaches

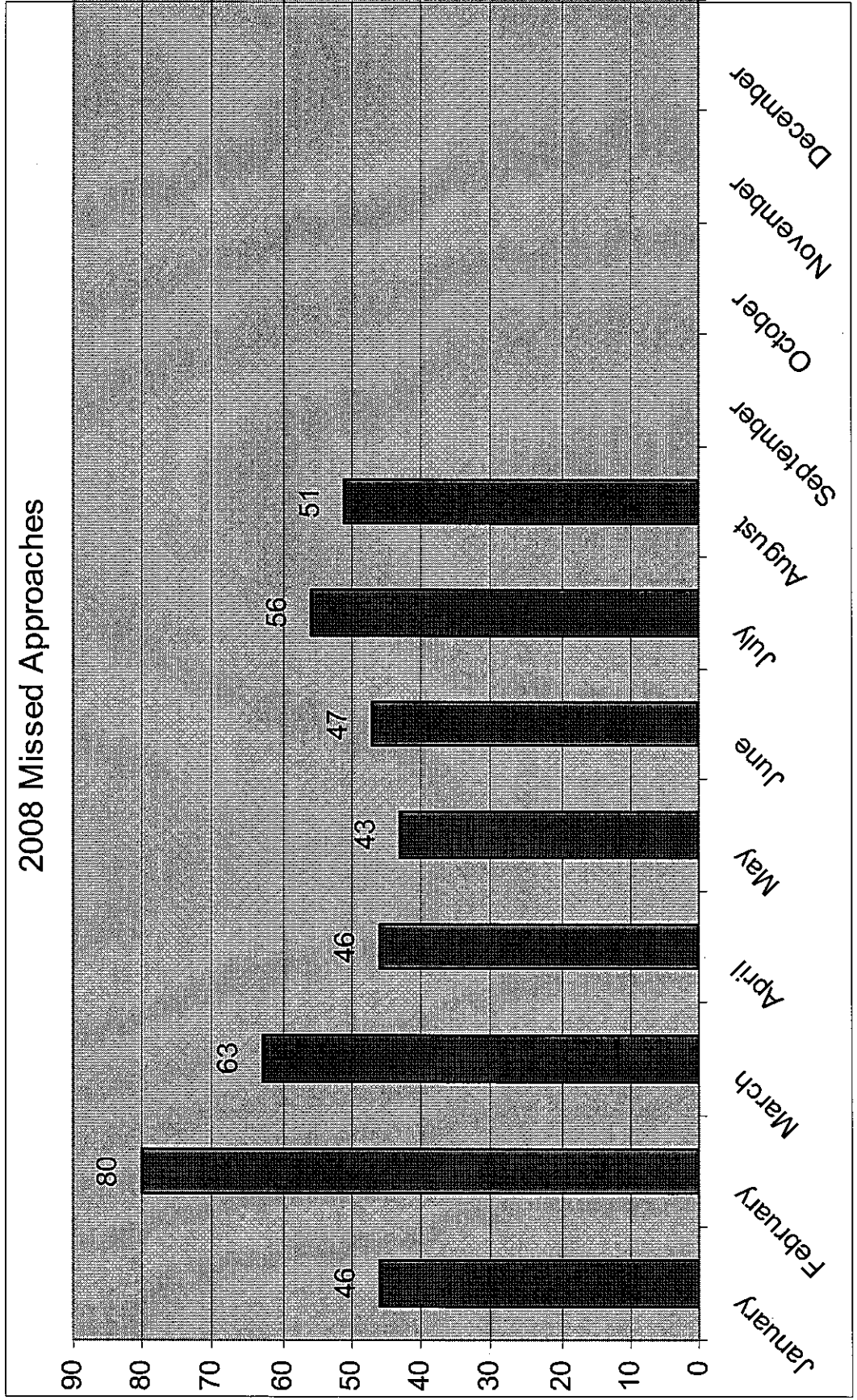
633 YTD Total

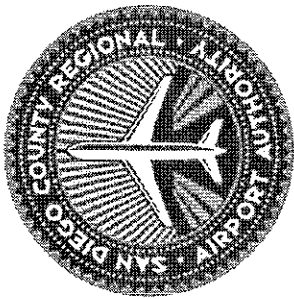




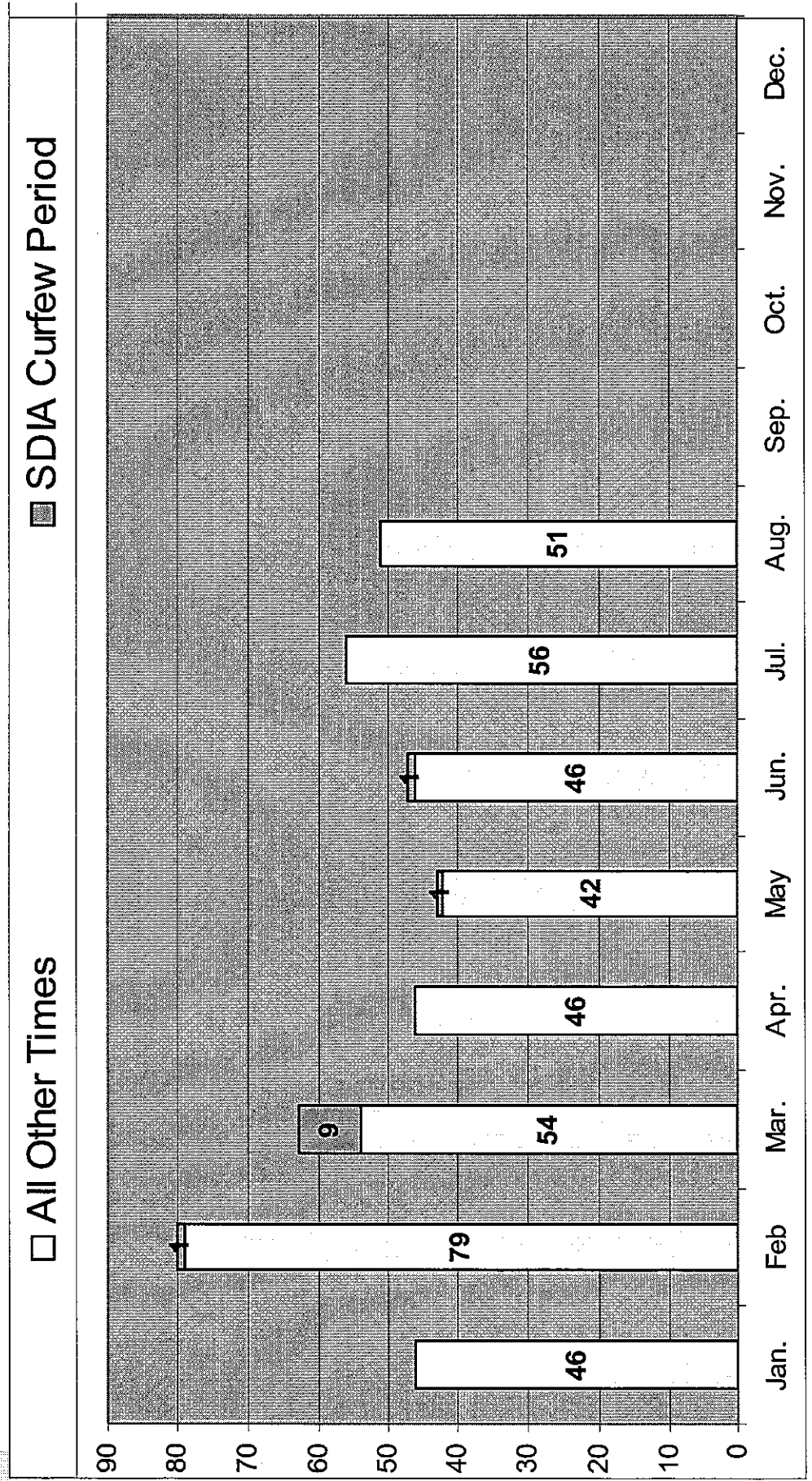
2008 Missed Approaches

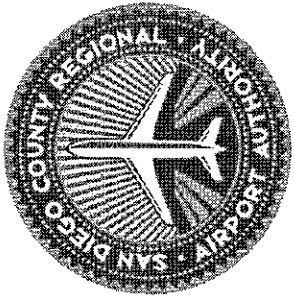
432 YTD Total



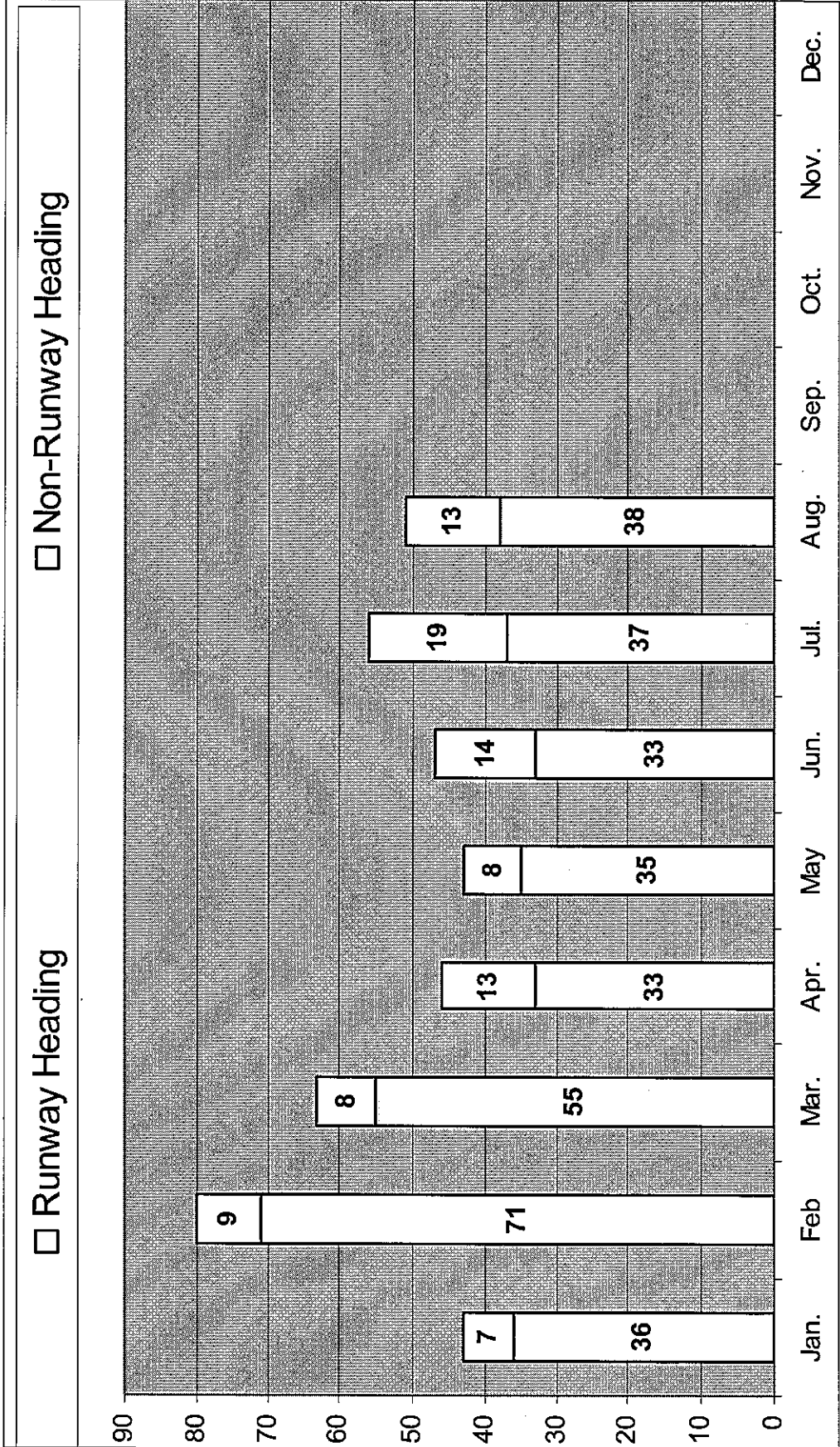


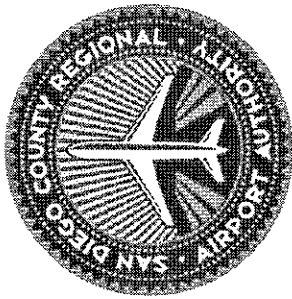
Curfew Period vs. All Other Times



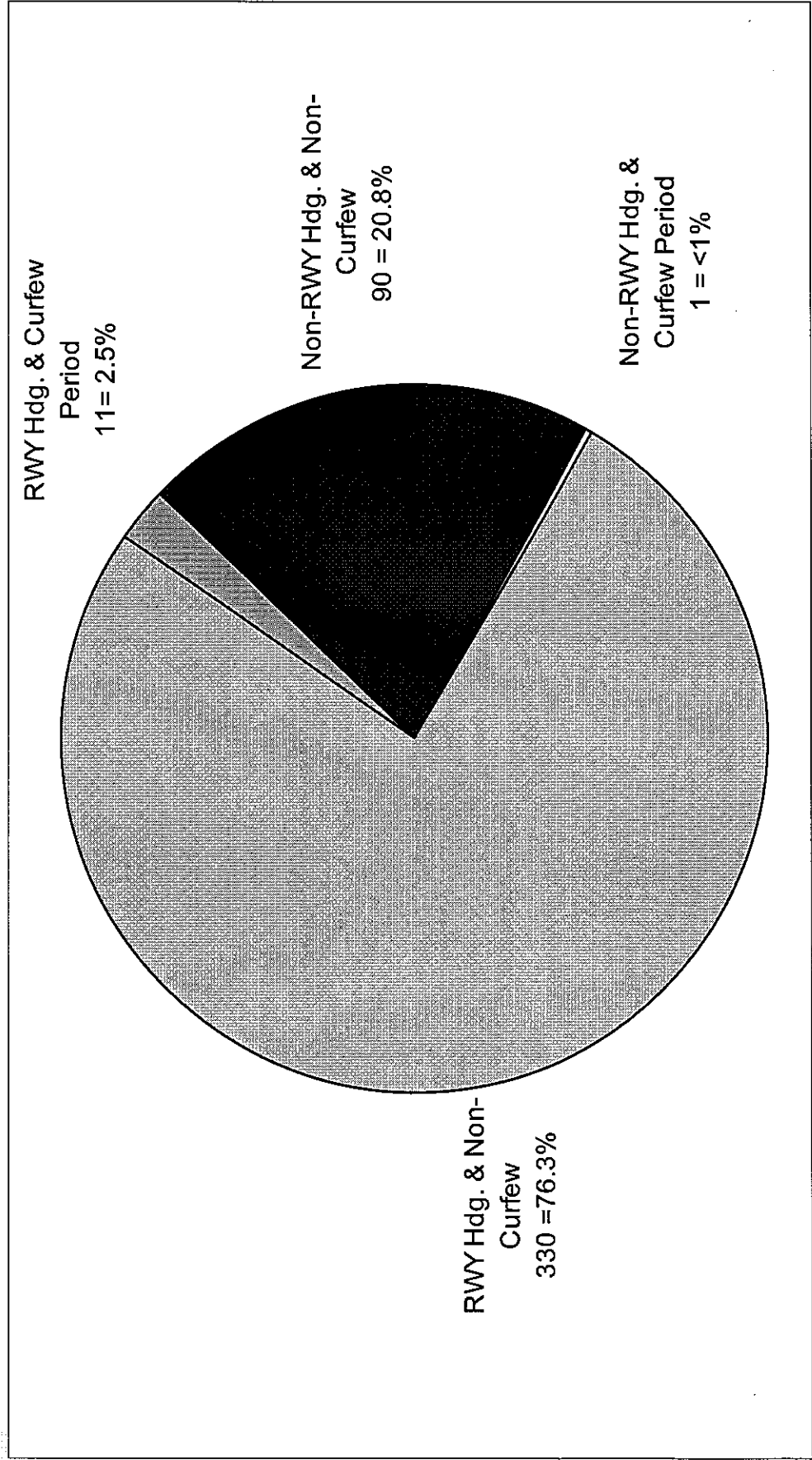


Runway Hdg. Vs. Non-Runway Hdg.



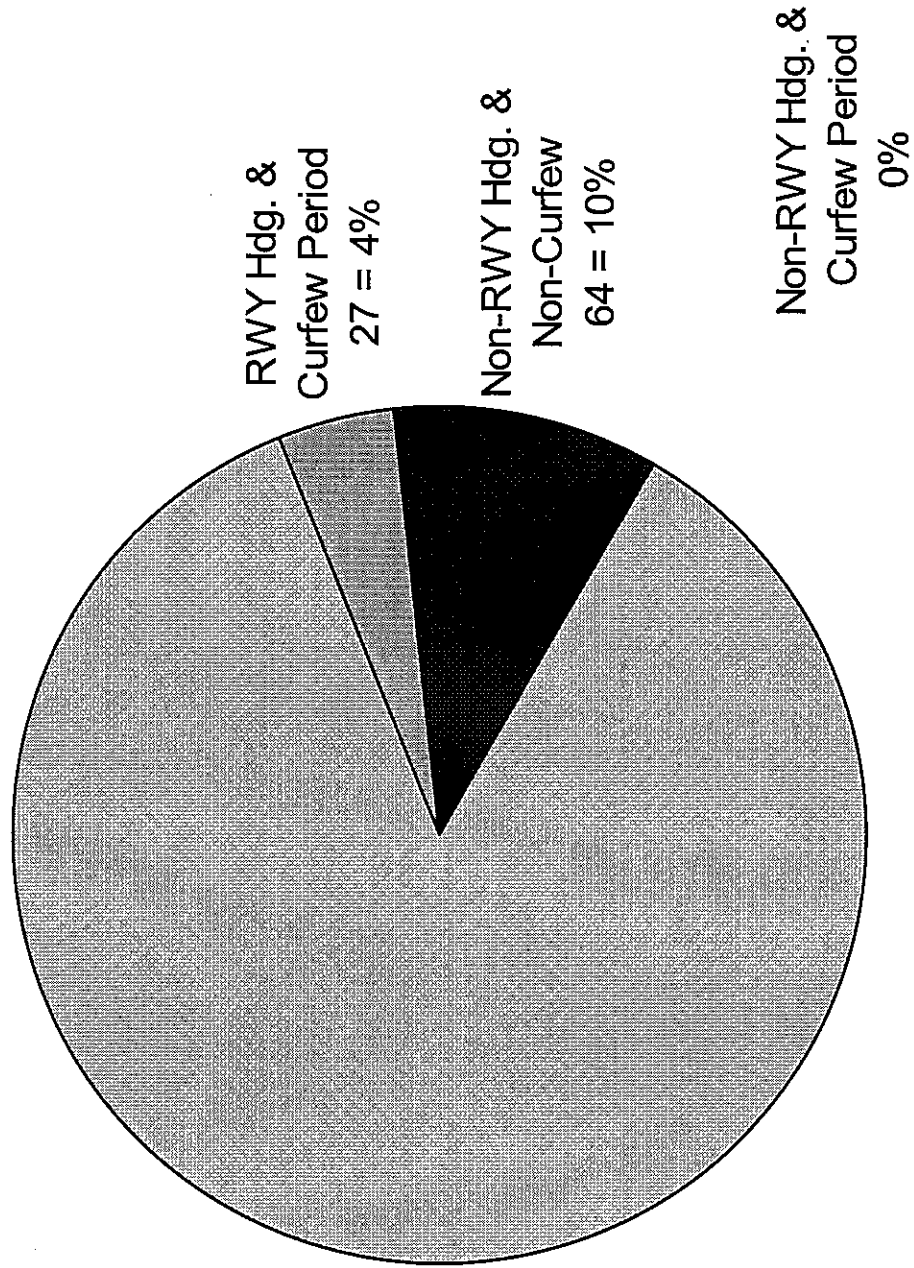


2008 Missed Approaches - Percentage





2007 Missed Approaches - Percentage





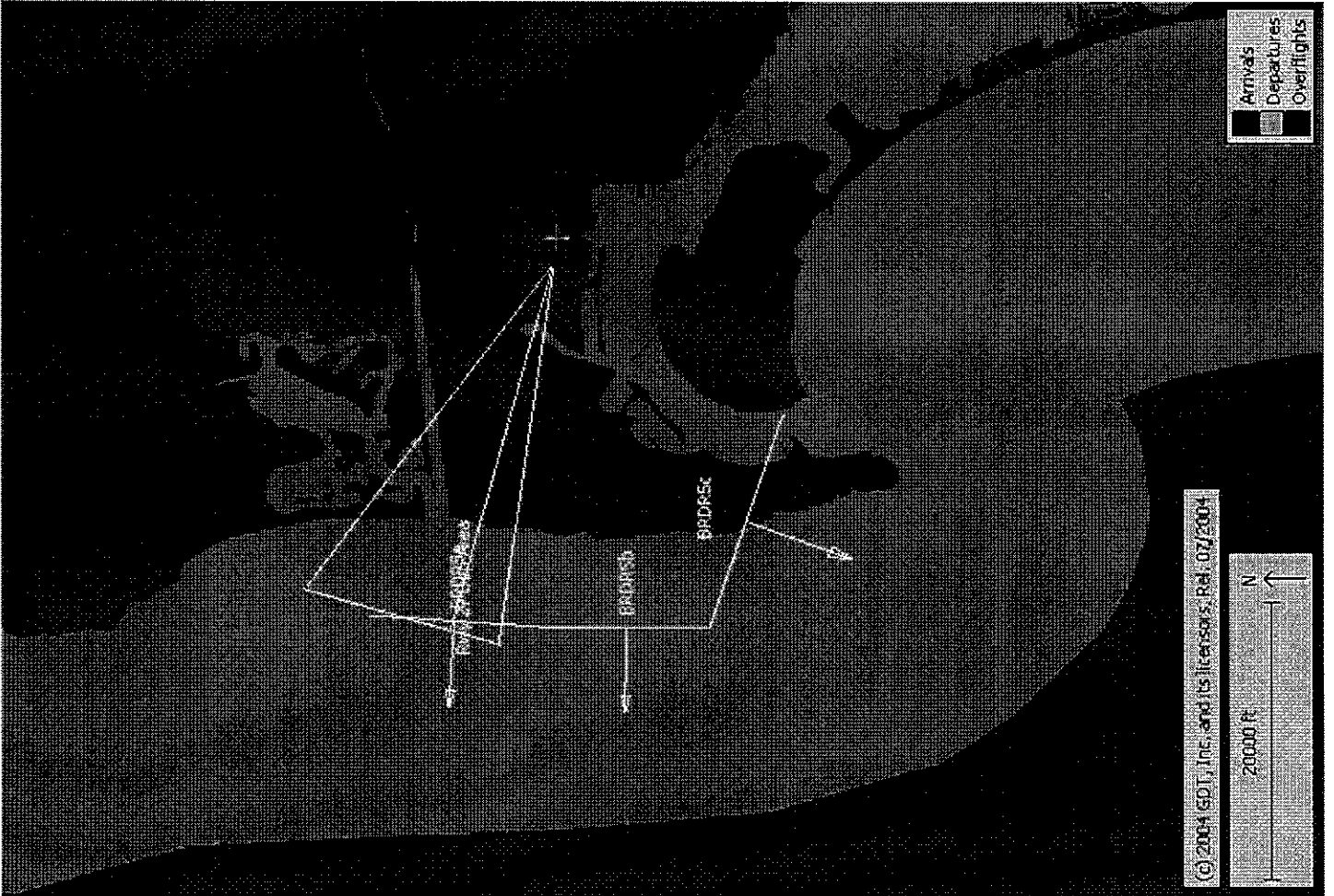
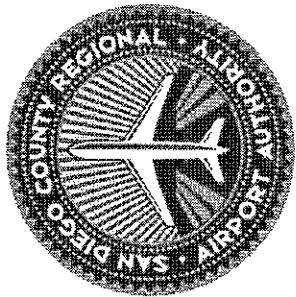
Any Questions?

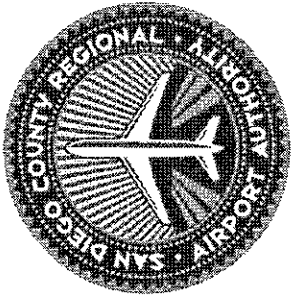
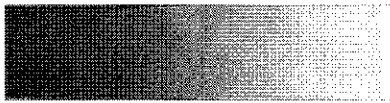


“Early Turn” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

September 18, 2008





Definition

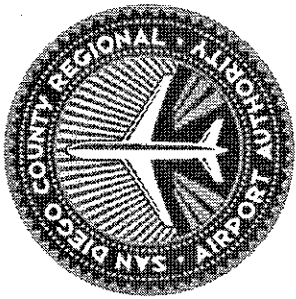
- An aircraft that deviates from the standard departure procedures to a new prescribed departure path, to insure the safe and efficient flow of all aircraft. These early turns are solely conducted at the FAA Control Tower's discretion.



Definition

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

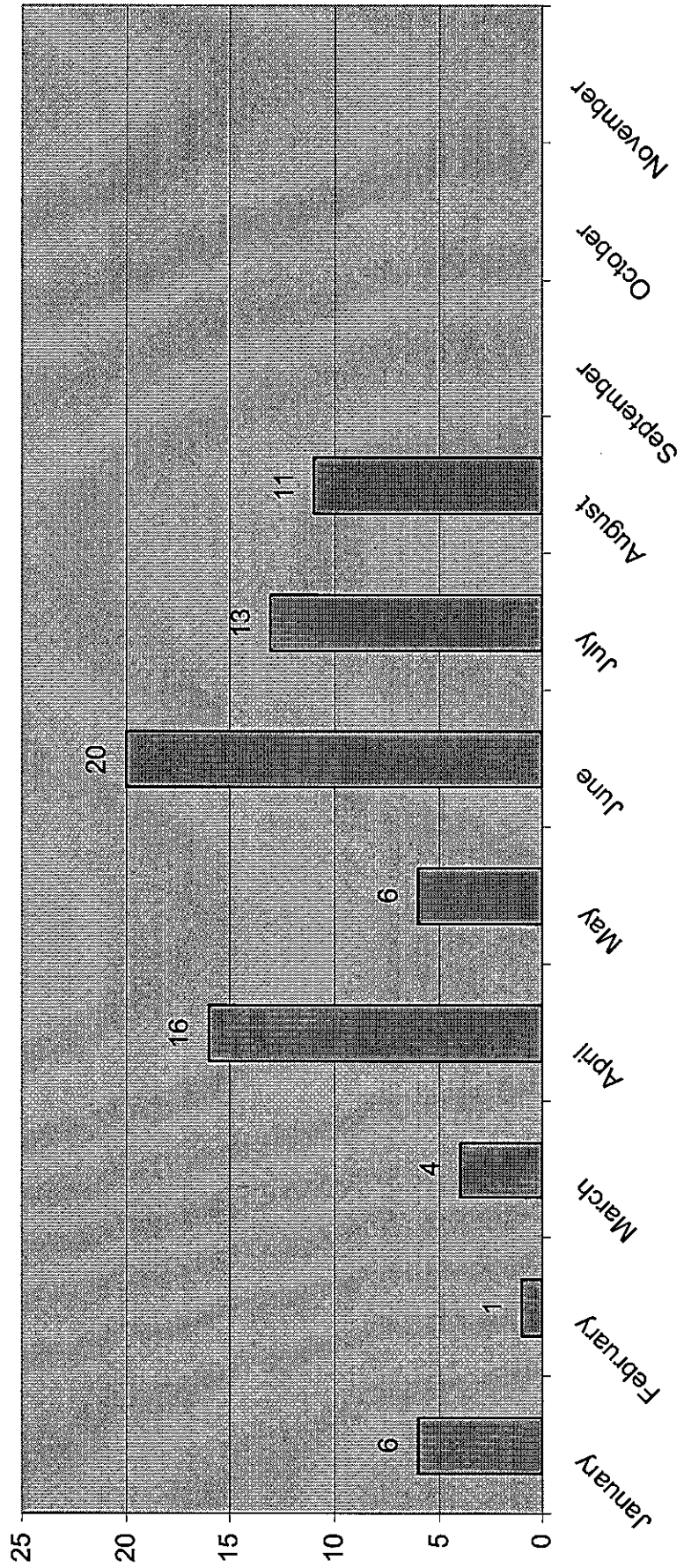
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the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

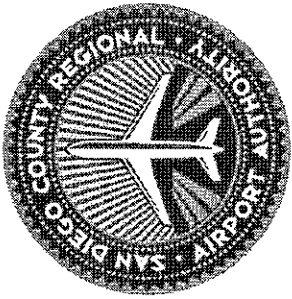


2008 Early Turns

Total sent to FAA

Early Turns Monthly Totals

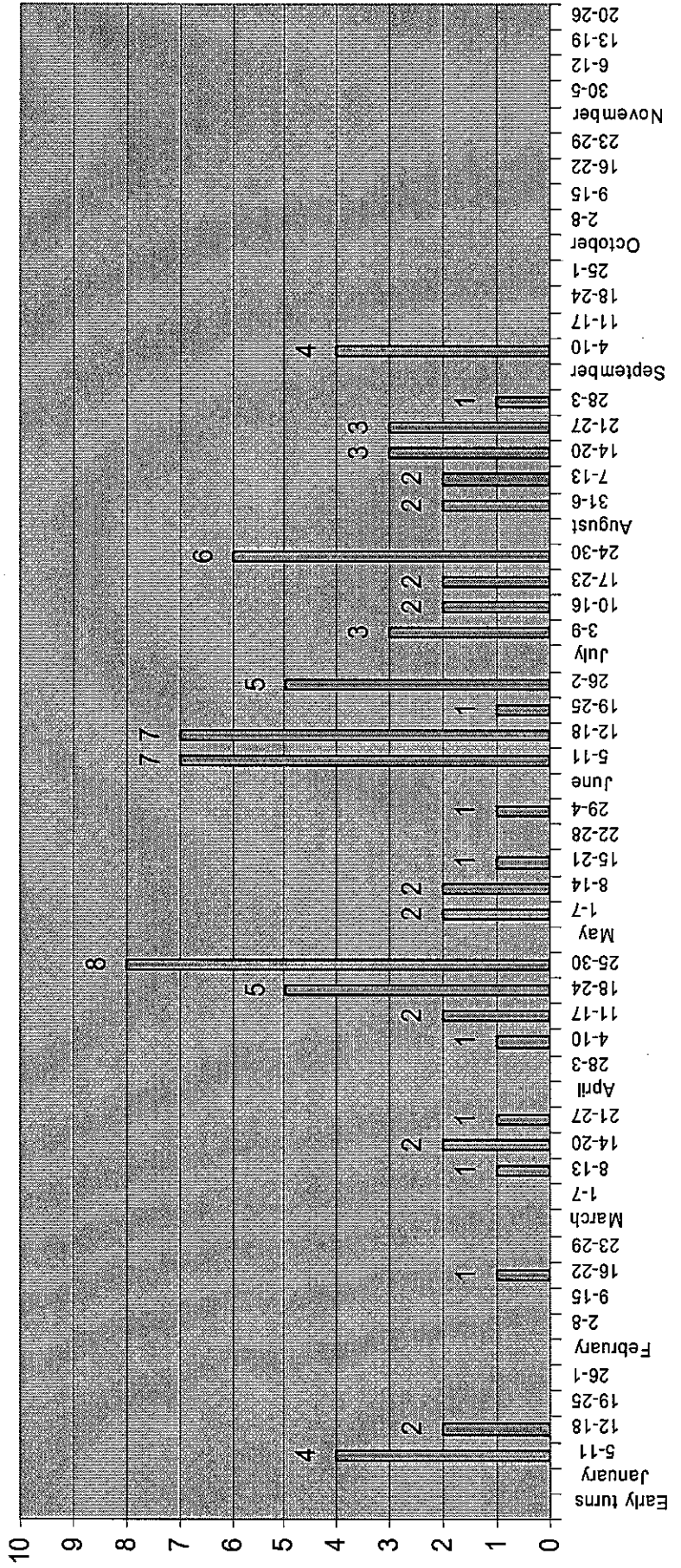


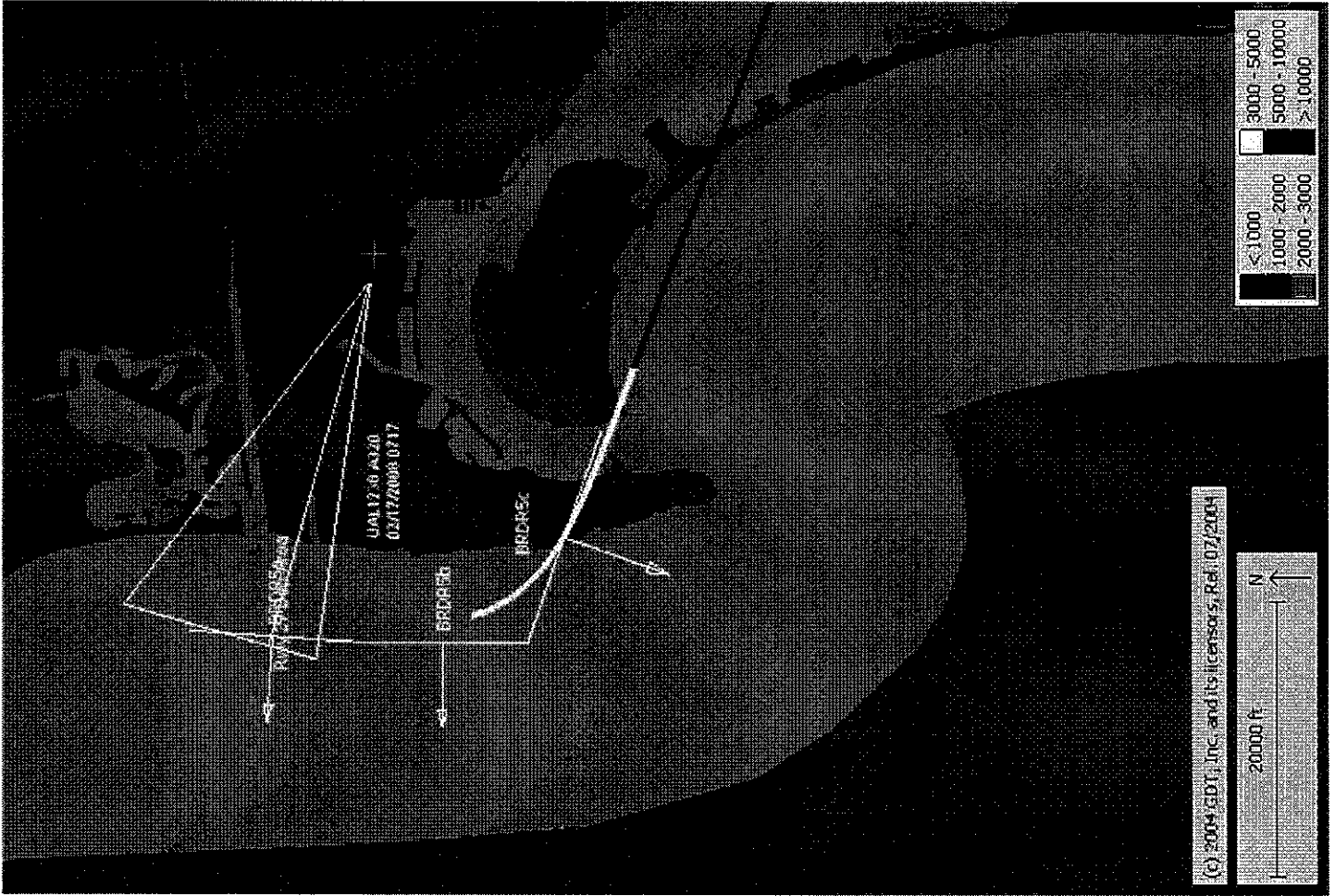


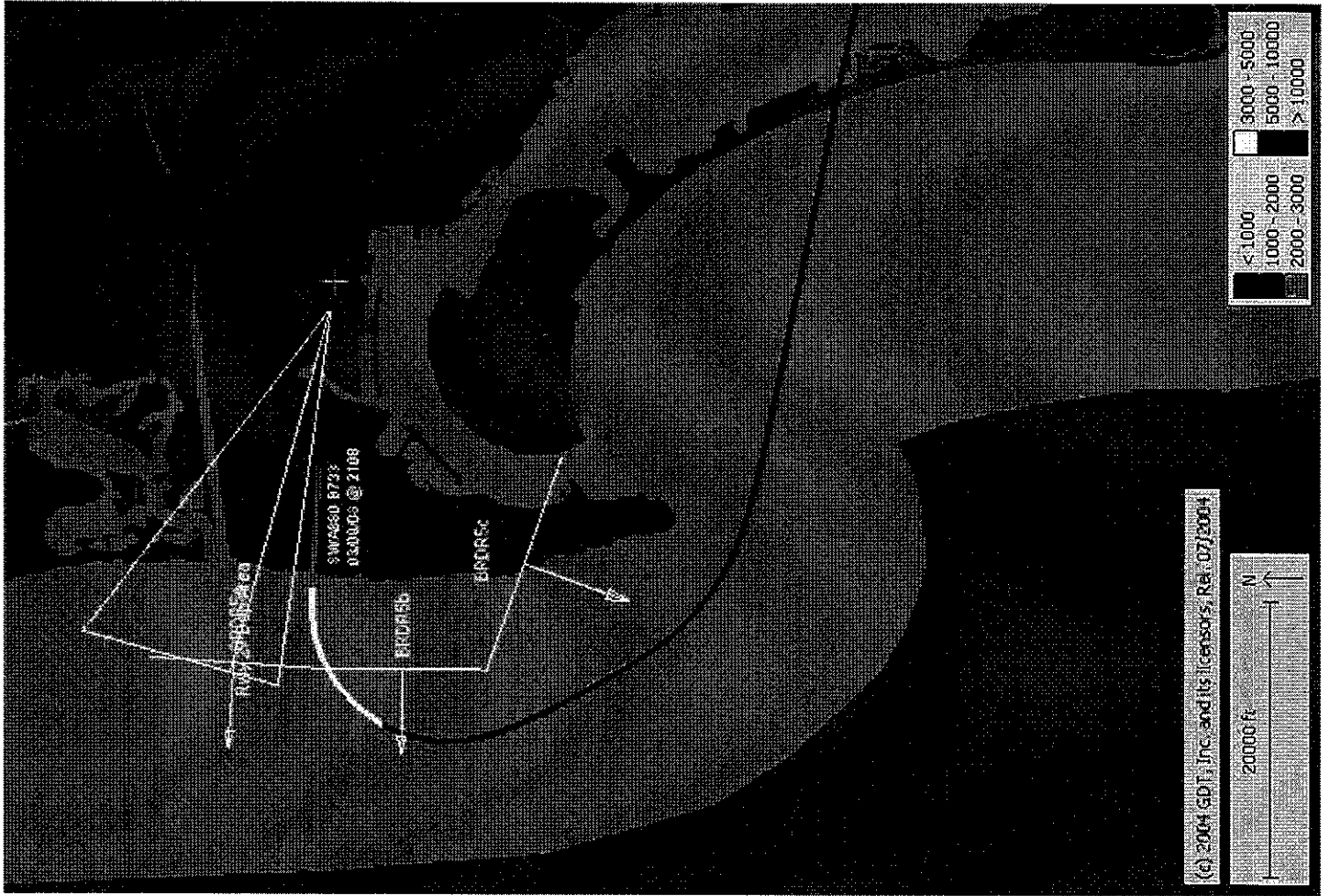
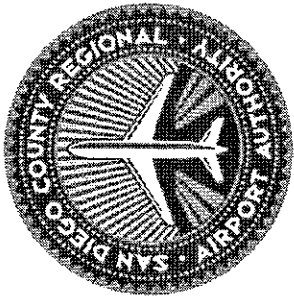
2008 Early Turns

Total sent to FAA

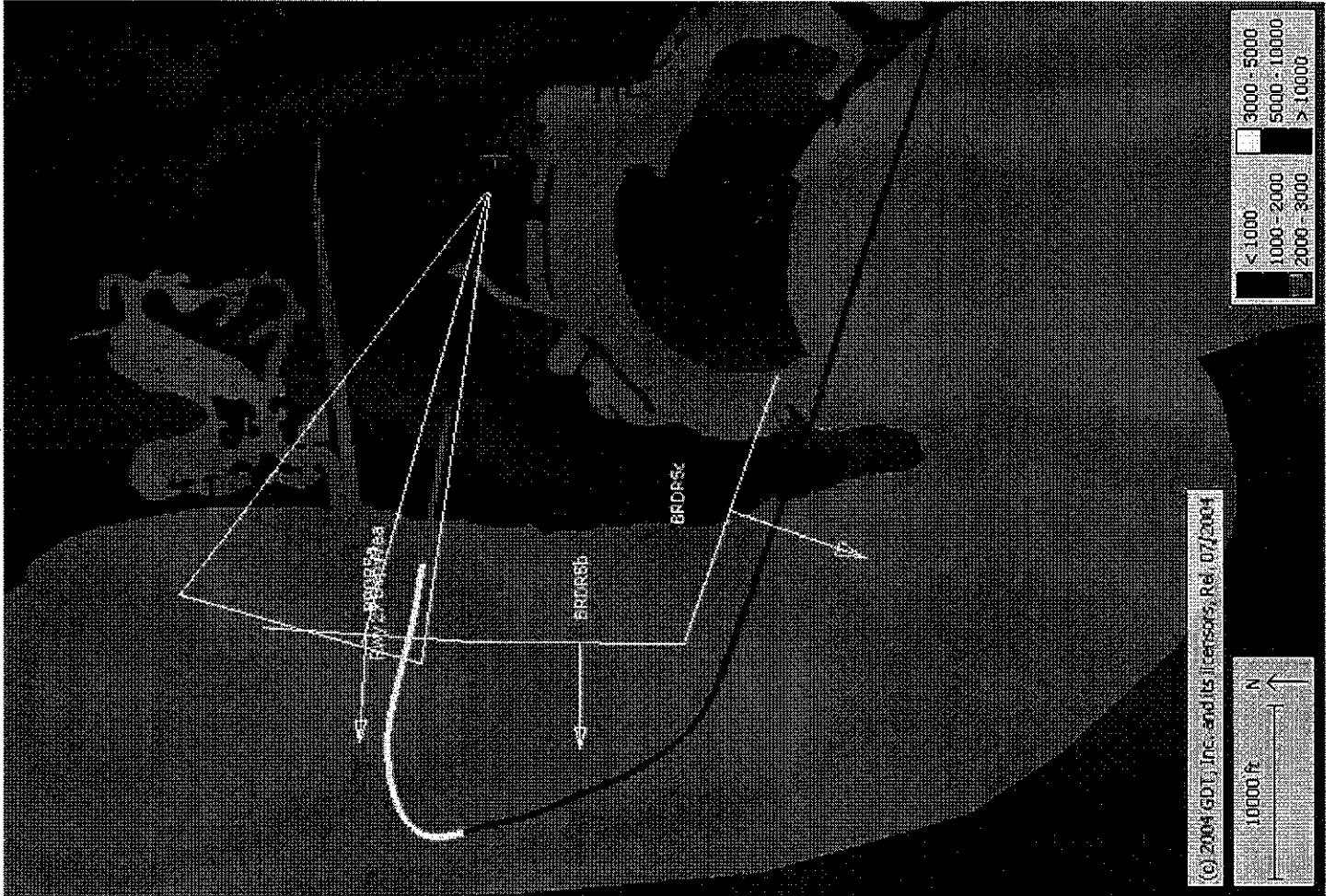
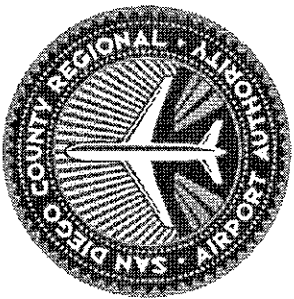
Early Turns Totals

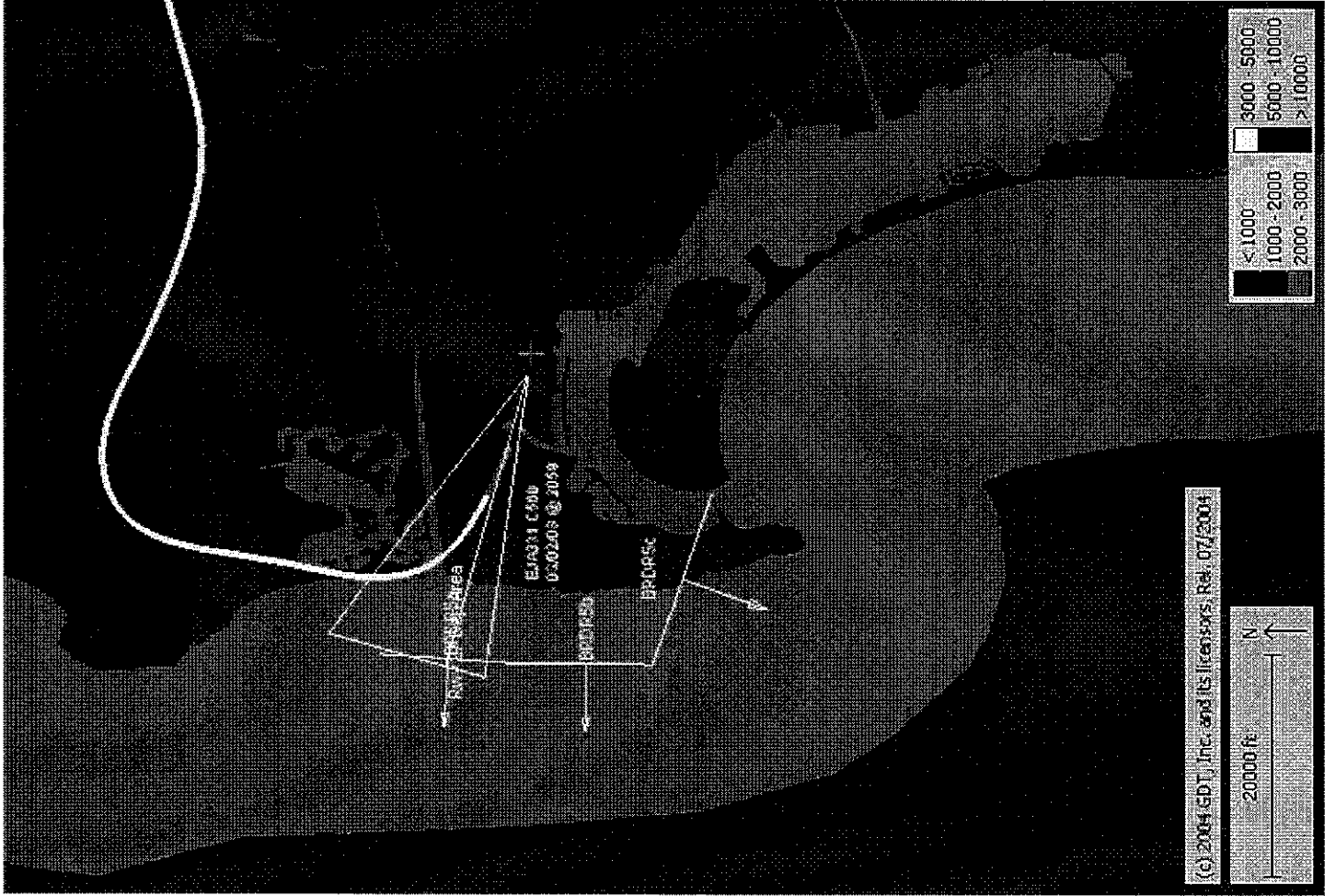
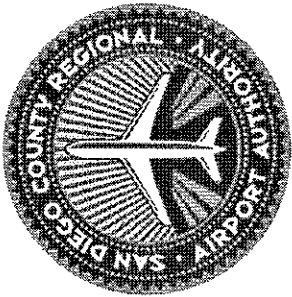


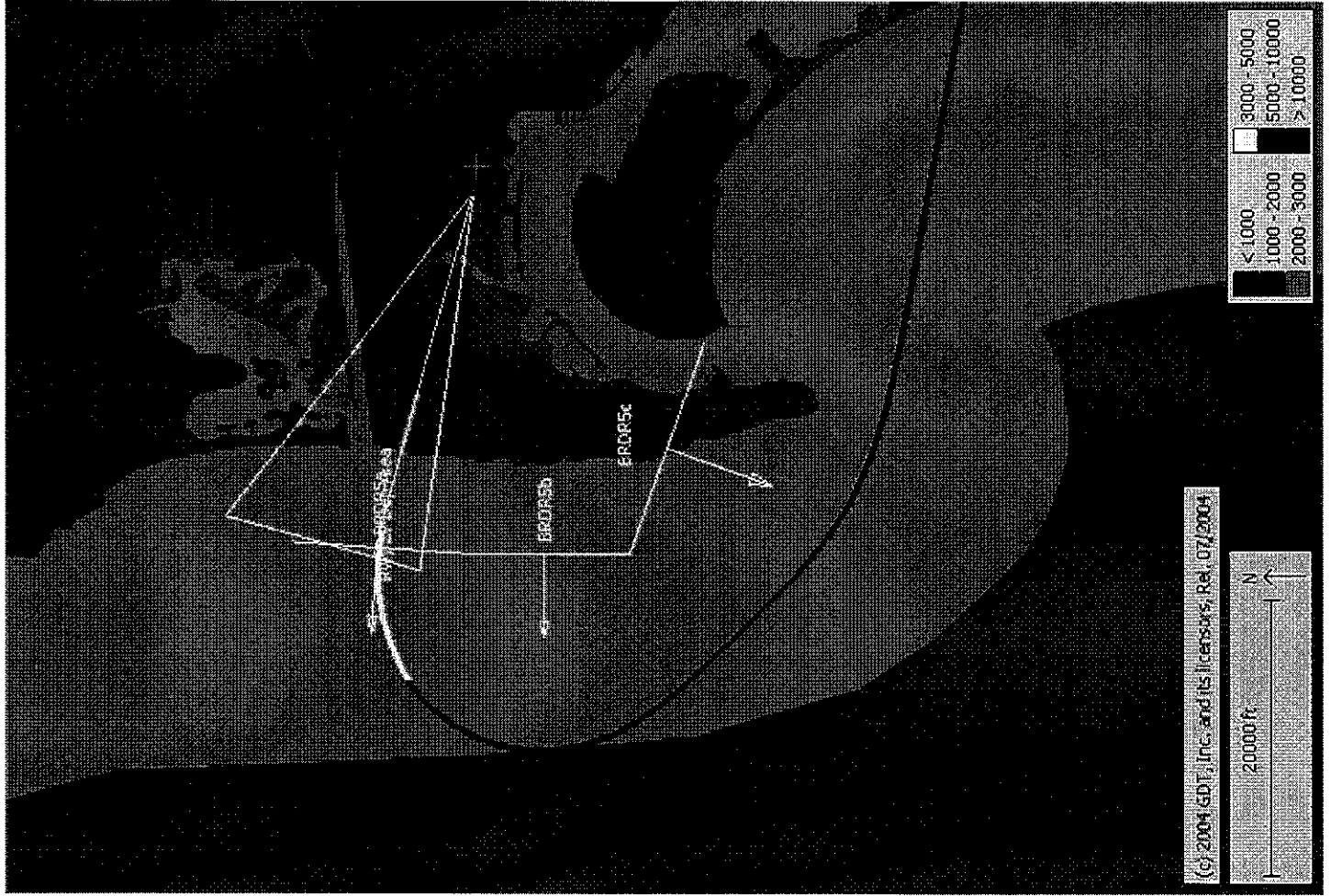
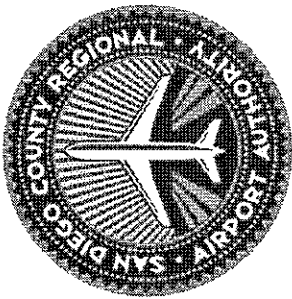


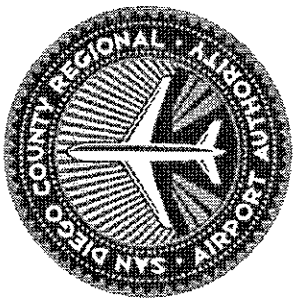


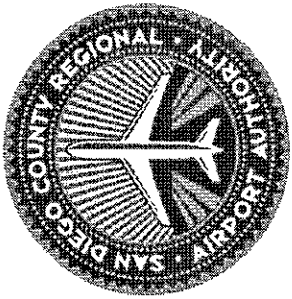
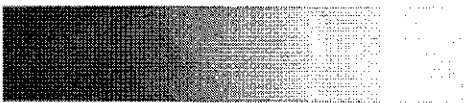
(c) 2004 SDI, Inc. and its licensors. Rev. 07/2004



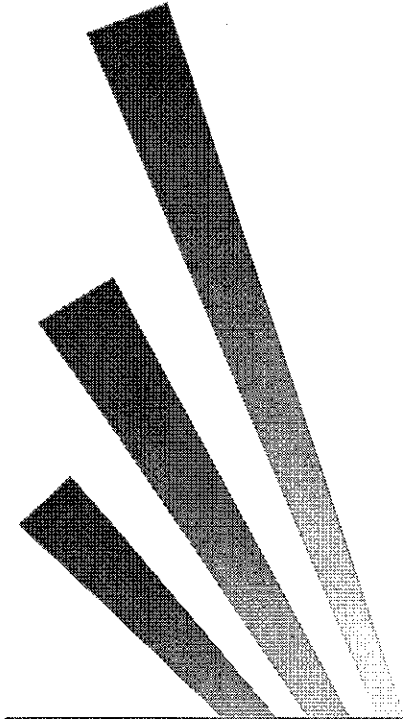








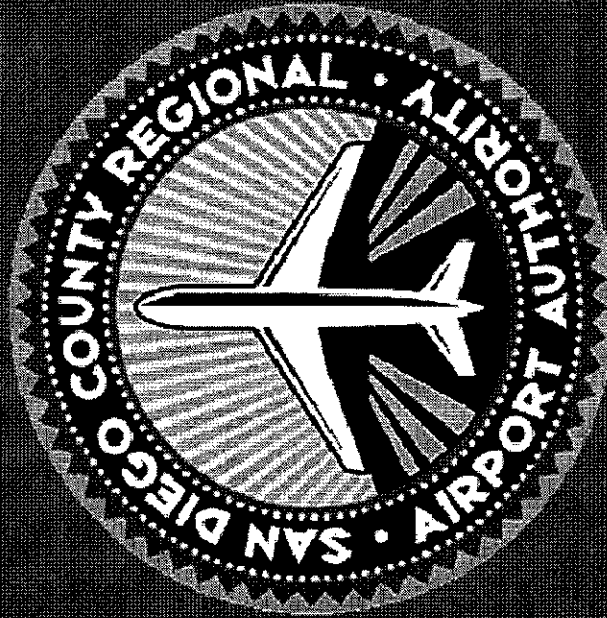
Any Questions?

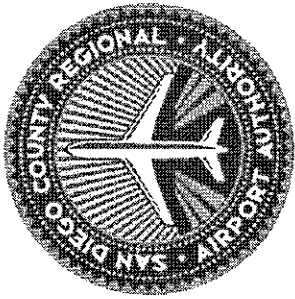


“Head to Head” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

September 18, 2008





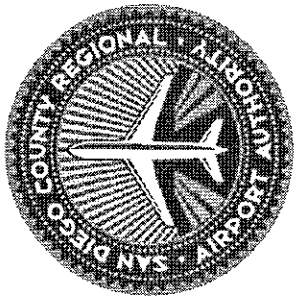
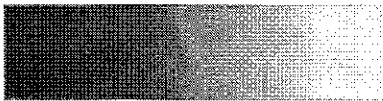
Head to Head Definition

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

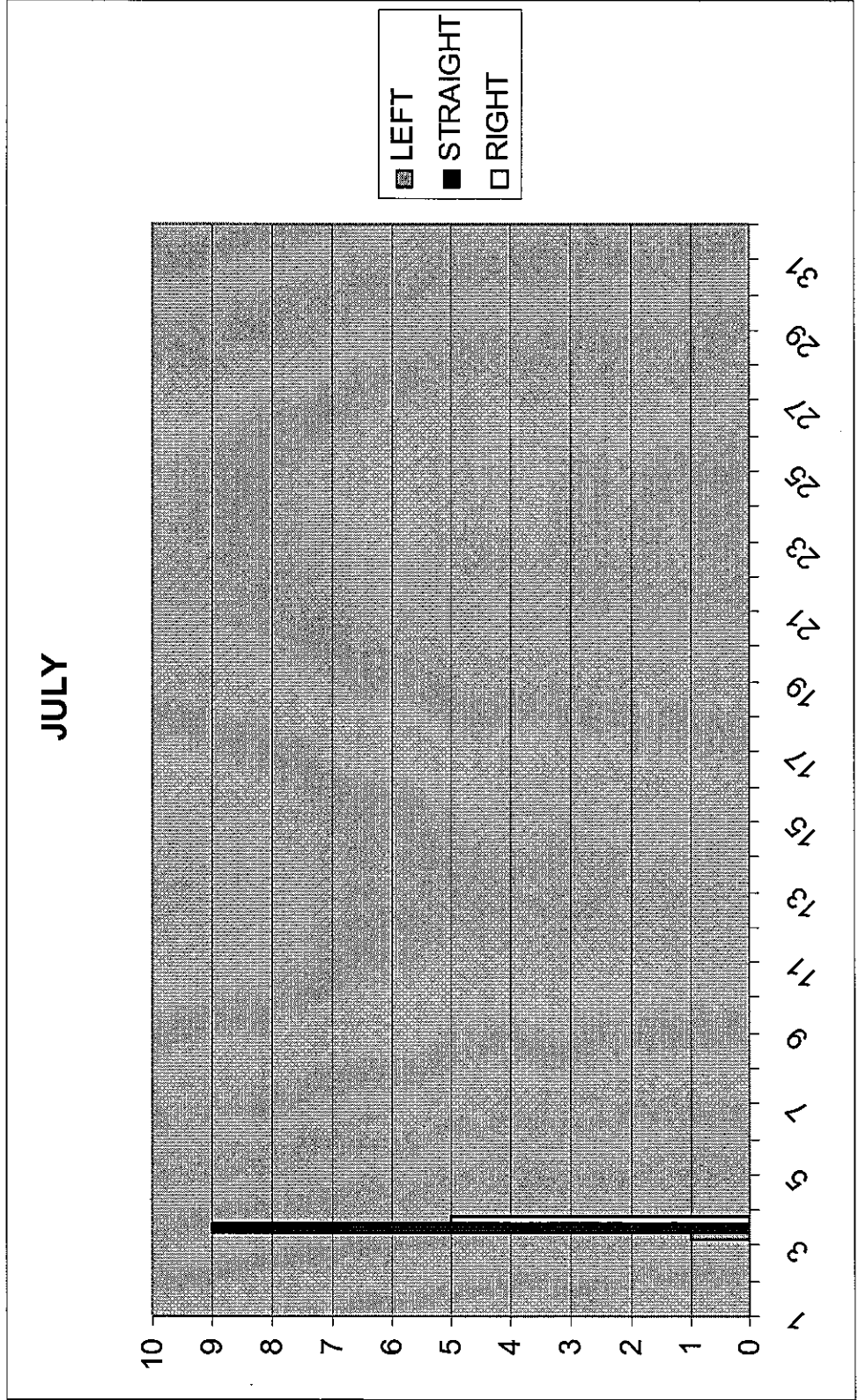
Head-to-Head operations are an air traffic control procedure used at SDIA when weather and/or aircraft weight play a factor in the arrival and departing phase of flight. Normal operations at SDIA consist of arrivals from the east, and departures to the west. During Head-to-Head operations, aircraft arrive 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.

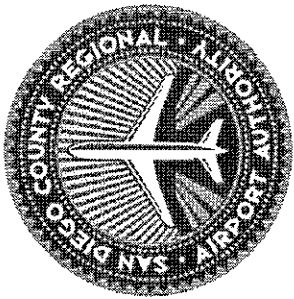
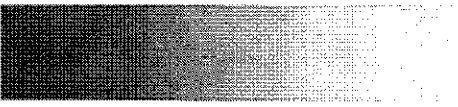
Link:http://www.san.org/documents/airport_noise/Airport_Noise

[FAQs 2006.pdf](#)

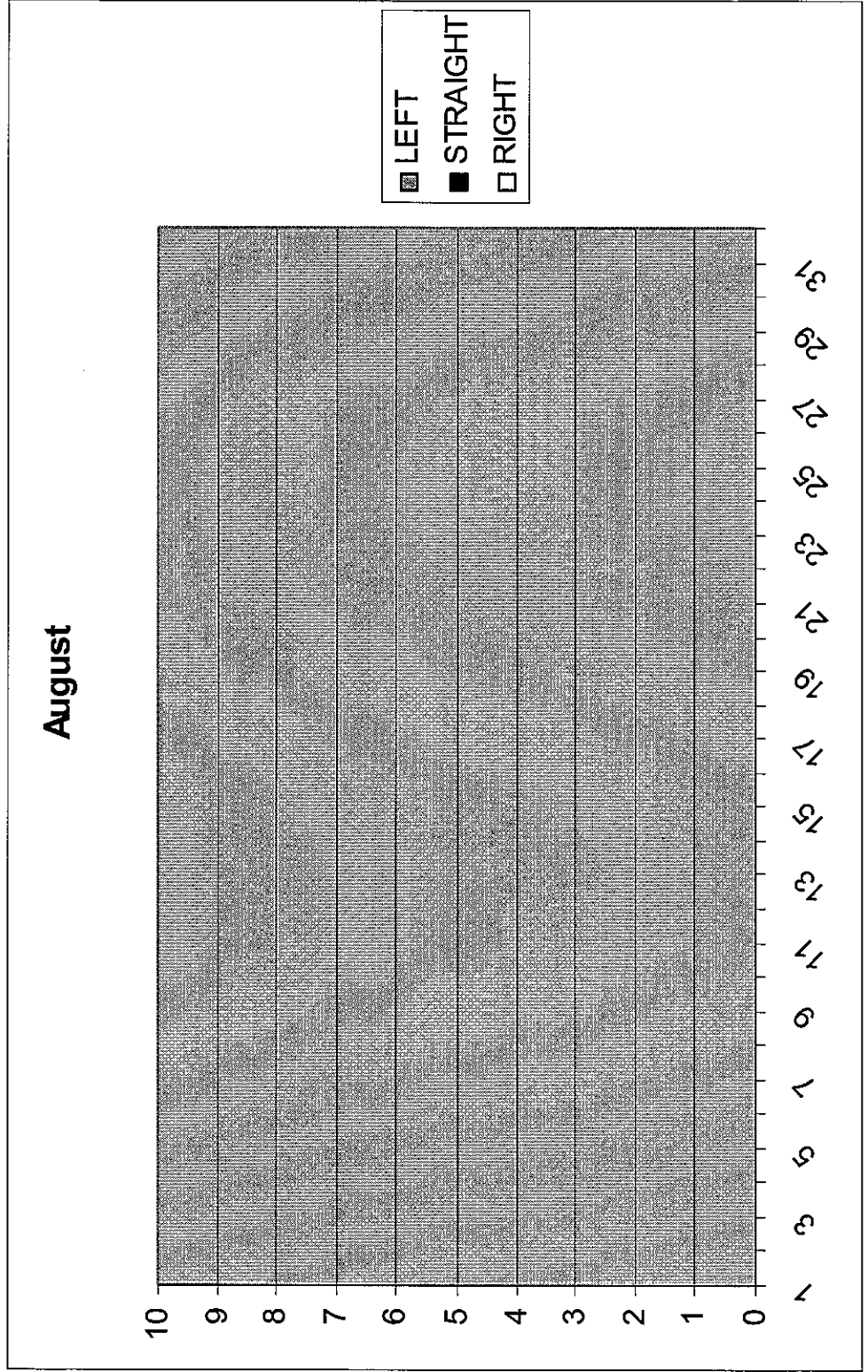


2008 Head to Head July



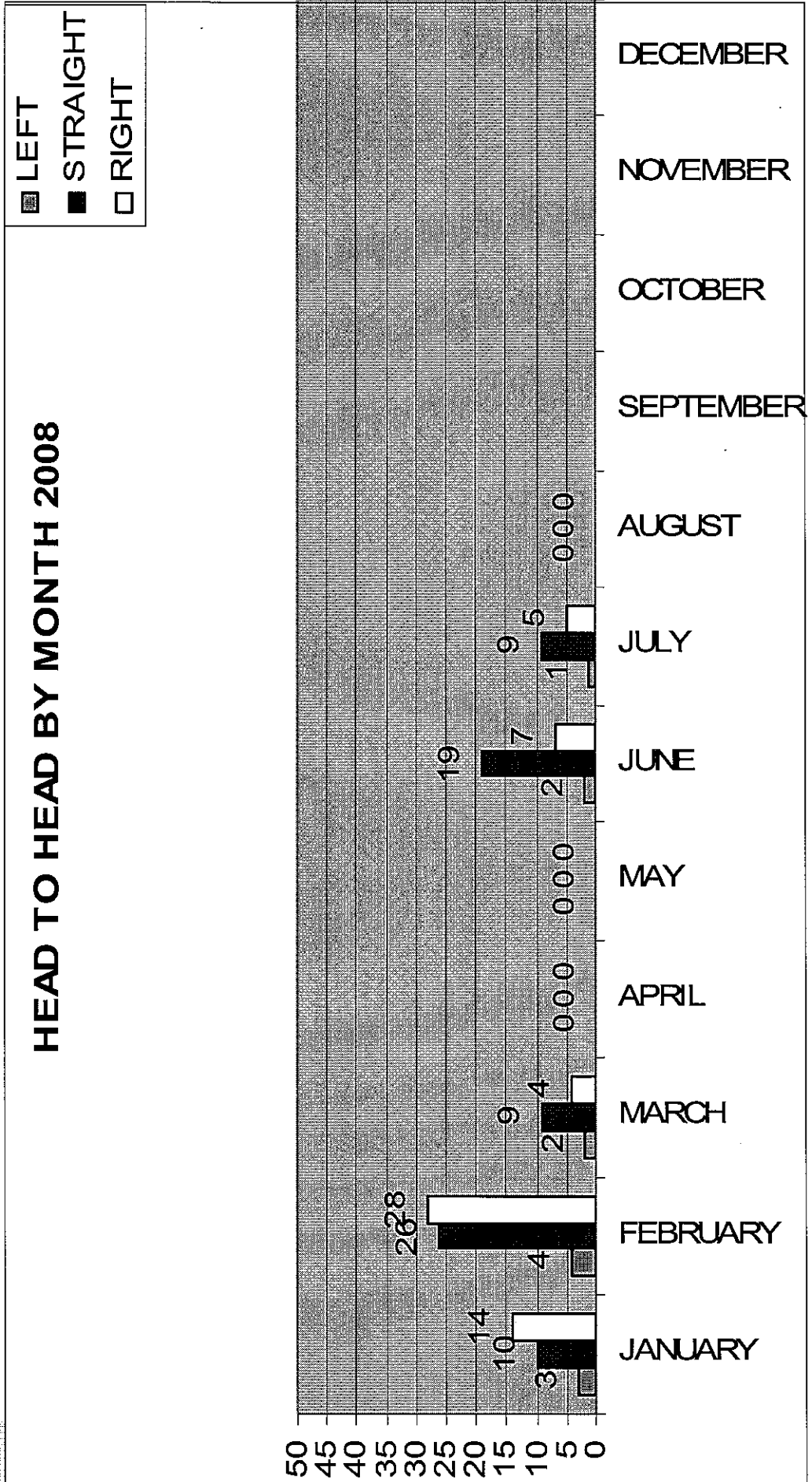


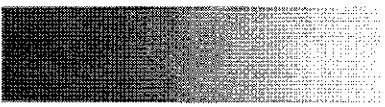
2008 Head to Head August





2008 Head to Head totals





Any Questions?