

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



## AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

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

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

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1. Introductions
  2. Approval of the Jul 17 and Sep 18, 2008 DRAFT meeting minutes
  3. Information Items:
    - A. Airport Authority Update
    - B. 2008 ANAC meeting dates
    - C. FAR Part 150 (Noise Compatibility) Study update
  4. Public Comment on Information Items (Time Certain – 6:15 p.m.)
  5. Discussion Items
    - A. Quieter Home Program update
    - B. Results of October Curfew Violation Review Panel (CVRP)
    - C. Missed Approach statistics
    - D. Noise Complaint Data
    - E. Early Turn statistics
  6. Public Comment on Discussion Items (Time Certain – 6:45 p.m.)
  7. New Business
  8. Next meeting date **January 15, 2009**
  9. Adjourn
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SAN DIEGO  
INTERNATIONAL  
AIRPORT

## AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

### 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

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 80<sup>th</sup> 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](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](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](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.

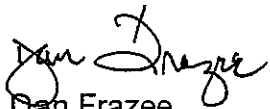
Additionally, Mr. Cummings gave an update on "head to head" operations. For the month of May – 0, due to perfect weather, June – 5, and July – 1, also due to good weather. Since this type of operation only occurs during inclement weather, the numbers for the summer are historically low. Several questions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

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



SAN DIEGO  
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**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
Meeting Minutes  
September 18, 2008**

On September 18, 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:** Captain (Ret.) Jack Bewley, Airline Pilot; Mr. John Bennett, County of San Diego; Mr. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Mr. William Kenton, Midway Planning Board; Mr. Cliff Myers, MCRD; Ms. Debbie Watkins, Mission Beach Precise Planning Board; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollarn, & Mr. Steve Cummings

**Absent:** Mr. Matt Awbrey, City of San Diego, District Two (Excused); Ms. Carole Caffey, Greater Golden Hill Planning Committee; Ms. Paula Jacks, Community member (Excused); Mr. Suhail Khalil Peninsula Community Planning Board; Mr. Bill Stone, Little Italy Association; Mr. Jack Zimmerman, Acoustician (Excused); FAA, SDIA Tower (Vacant); Ocean Beach Planning Board (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 or herself. Dr. Butler explained that since there is no quorum available to approve the July ANAC minutes, he will table it until a quorum is present. Dr. Butler then moved to the Agenda information items.

Mr. Frazee welcomed Ms. Debbie Watkins as a new ex-officio member of ANAC representing the Mission Beach Precise Planning Board. He reminded the members about the Authority Board approval of an ANAC motion to allow ex-officio representation from City Planning Boards who exercise responsibility for community areas between the current 60 and 65 decibel CNEL noise contour. Mr. Frazee read the Board Resolution approving the change and amending SDCRAA Policy 9.20, ANAC policy guideline. Copies of the Board Resolution were included in each member's participant packet.

Moving to the information items, Mr. Frazee gave an update on Airport Authority projects. He explained that the former NTC is now undergoing remediation of the land west of Terminal 2 in anticipation of initiating the Terminal Development Plan. He explained that the land was previously used as a waste refuse area for the Naval Training Center (NTC) and contains certain toxic materials which must be remediated. The remediation consists of digging up and transporting the materials to authorized sites and substituting with clean fill. The project began in August 2008 and is scheduled for completion by the end of the year.

transporting the materials to authorized sites and substituting with clean fill. The project began in August 2008 and is scheduled for completion by the end of the year.

For his next presentation, Mr. Frazee gave an update of the August 6<sup>th</sup> Curfew Violation Review Panel (CVRP) meeting. He advised ANAC that only one violation (US Airways) was reviewed by the Panel and that the Panel voted unanimously a “no penalty” decision due to an unforeseen maintenance problem. He informed the committee that the next scheduled CVRP is October 1<sup>st</sup> at 2:00 p.m. and added that ANAC members and members of the public are encouraged to attend to observe the process.

Mr. Frazee, on behalf of Ms. Sjohnna Knack, next presented the Quieter Home Program (QHP) update. Mr. Frazee stated that since the ANAC accepted the newest program boundary expansion during the July meeting, it will now be presented to the Airport Authority Board to update them on the changes at their scheduled October meeting. The first step in the process is a November mailing of applications for eligible residents in the new boundary. Newly eligible are approximately 2,444 dwelling units in communities to the north, east and west of SDIA. For current eligibility requirements, please see the QHP website at <http://www.quieterhome.org> or call the hotline at (619) 400-2660. Presently, there are 20 active projects in different phases; five in construction phase, three in the bidding phase, eight in the design phase, and four in the planning phase. Within these phases there are 871 dwelling units and associated eligible homeowners. And lastly, as added information, for future planning, QHP is now on Phase 5; he explained that each year a new phase is planned with one project each month; within this it is anticipated that there is about 30-50 homes in each phase and over 10,000 parcels remaining to be insulated within the airport’s 65 decibel noise contour.

Mr. Garret Hollarn then gave an update on aircraft missed approaches. He showed statistics showing the previous yearly totals from 2002 to 2008. Breaking it down by month, July had 56 total missed approach operations, while in August 2008 the airport experienced 51 missed approach operations. By time of day, during the 11:30 p.m. – 6:30 a.m. timeframe, for the past two months the total is zero, so all missed approaches occurred between 6:30 a.m. and 11:30 p.m. (non-curfew timeframe). Breaking it down by heading there were 37 missed approaches on runway heading for July, and 38 runway heading for August. Reviewing missed approaches by percentage, runway heading during 6:30 a.m. to 11:30 p.m. accounts for the most, and non-Runway heading during the curfew period accounting for the least. Currently non runway missed approaches are a little higher than last year.

Next, Mr. Hollarn gave a brief presentation on noise complaints by presenting statistics showing the total noise complaints for 2008 year-to-date, the number is 250. This puts the total on pace for around 400, which will be more than 2007, but less than 2006. As per request from Mr. Khalil at the last meeting, the statistics showed that about 70% of received noise complaints were generated in the Peninsula area. Mr. Hollarn mentioned the total of noise complaints for the month of July was 22, and August was 42. One member had asked if it could be determined how many complaints are from the same aircraft operation. Mr. Hollarn responded that he would be able to get the statistics on how many operations had multiple noise



noise complaints and will present it beginning at the November meeting.

Mr. Cummings gave an update on Head-to-Head operations. He explained that due to good weather in July and August, there were no-head-to-head operations observed. Mr. Frazee reiterated that Head-to-Head operations are most often precipitated by marginal weather conditions.

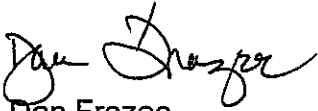
For the next presentation item, Mr. Cummings gave a short presentation on Early Turns. As depicted on his presentation, broken down by month, for July = 13, August = 11, and so far in September = 4. By week, he explained that he gathers Early Turn from Thursday – Wednesday, and sends unexplainable activities to FAA for review. The numbers shown are the ones that ATC has not yet responded (The numbers show just the numbers regardless of whether or not we hear from the FAA). Furthermore, he showed a diagram and explained how an operation is considered an Early Turn.

Mr. Tait Galloway gave a brief overview of the Authority's long range optimization plans for Lindbergh Field, called Destination Lindbergh. Mr. Galloway explained that in May 2008 the Airport Authority initiated a project addressing the future of Lindbergh Field. Within various issues included are an alternative passenger check-in facility, moving a portion or all of the gates to the north side of the runway, extension of the north parallel taxiway which, if done will require property ceded from MCRD. MCRD has continuously pointed out that property is no longer available. Mr. Galloway also mentioned that there are no plans for adding another runway at Lindbergh. Mr. Frazee thanked the ANAC member for his briefing, adding that this and other pertinent information is available on the Airport Authority's website at the following link: [http://www.sanplan.com/Destination\\_Lindbergh/index.asp](http://www.sanplan.com/Destination_Lindbergh/index.asp).

In Mr. Khalil's absence, Mr. Frazee provided the members with an update on the Part 150 (Noise Compatibility Program) update. As previously explained, there are two parts to the study: one is a noise exposure map update that revises SDIA's noise contour to current conditions and projects the noise five years out based on anticipated airport operations. Revision of this noise contour map could impact eligibility for the Authority's Quieter Home Program. The second portion of the study is an evaluation of programs currently in place and investigation of other programs that can make a quantitative or qualitative difference for the noise-impacted community. Mr. Frazee further explained that the NTAG technical advisory group submitted the noise exposure map to FAA, who has 120 days to either accept or reject the exposure map. FAA is requesting further clarification regarding some specific issues of the maps; until then, FAA has advised SDCRAA not to publicly release the exposure map until they have made a final determination. Mr. Frazee informed the committee that the next scheduled NTAG and public meeting is in January 2009, but added there may be a need for a December meeting and that he will inform the members if that timetable changes.

Seeing that there is still no quorum, Dr. Butler announced that the approval of the July and September 2008 minutes meeting will be held for the next ANAC. There was no new business to discuss, so he called for and received a motion to adjourn. The meeting was adjourned at 6:10 p.m.

The next meeting is scheduled for Thursday, November 20, 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](http://www.san.org/airportnoise/info_noise_main.asp) for the answers to commonly asked airport noise-oriented questions.

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

P.O. BOX 82776, SAN DIEGO, CA 92138-2776  
619.400.2400 WWW.SAN.ORG

## ANAC 2009 Meeting Date Options

Presently –

ANAC meets bi-monthly from 5:30 until 7:00 p.m. (can extend to 7:30 p.m.) on the third Thursday in January, March, May, July, September and November.

Current Variance to the California Noise Standards (CA PUC, Title 21, Sub 5002) specifies 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.**

### Option 1:

Continue to meet bi-monthly on the previously agreed day (third Thursday in Jan, Mar, May, Jul, Sep, and Nov) and time (5:30 until 7:00 p.m., with extension possible until 7:30):

January 15	Jul 16
March 19	Sep 17
May 21	Nov 19

### Option 2:

Change meeting dates to reflect **quarterly** meetings on the same day (third Thursday) and time (5:30 until 7:00 p.m., with extension possible until 7:30):

January 15	Jul 16
April 16	Oct 15

**Option 3:** Change either of the following:

Time

Day

**Any change requires a motion and a majority vote of ANAC.**



SAN DIEGO  
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**San Diego International Airport (SAN)  
Curfew Violation Review Panel (Panel)  
October 1, 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: Brian Towle of jetBlue Airways and Jeff Rasor of Delta Air Lines

Members of the public present: None

**jetBlue Flight 186; July 13, 2008 (2356L)**

Written information was provided; and a representative was present and addressed the Panel.

**Panel Recommendation**

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

**jetBlue Flight 316; July 26, 2008 (0052L)**

Written information was provided; and a representative was present and addressed the Panel.

**Panel Recommendation**

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

**jetBlue Flight 186; July 27, 2008 (0006L)**

Written information was provided; and a representative was present and addressed the Panel.

**Panel Recommendation**

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

**N338BP (EC120B); August 05, 2008 (2218L)**

Written information was provided; no representative was present.

**Panel Recommendation**

The Panel recommended that this incident be investigated further regarding the "Stage-related" exculpatory information provided by the aircraft operator, and the results of that investigation be brought back at the December 3, 2008 meeting for a determination.

**jetBlue Flight 316; August 09, 2008 (2339L)**

Written information was provided; and a representative was present and addressed the Panel.

**Panel Recommendation**

The Panel voted unanimously to assess no penalty due to runway closure.

**Delta Air Lines Flight 1048; August 13, 2008 (0059L)**

Written information was provided; and a representative was present and addressed the Panel.

**Panel Recommendation**

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

**N421SV (LJ35); August 28, 2008 (0024L)**

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

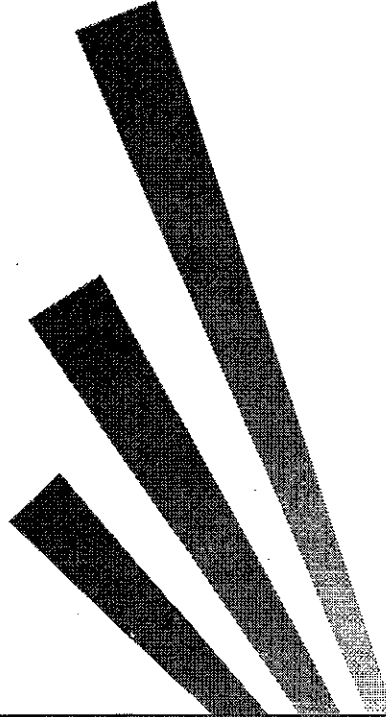
**Panel Recommendation**

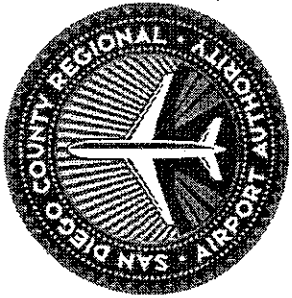
The Panel voted unanimously to assess a penalty in the amount of \$2,000.

# Missed Approach Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

November 20, 2008





# Missed Approach Definition

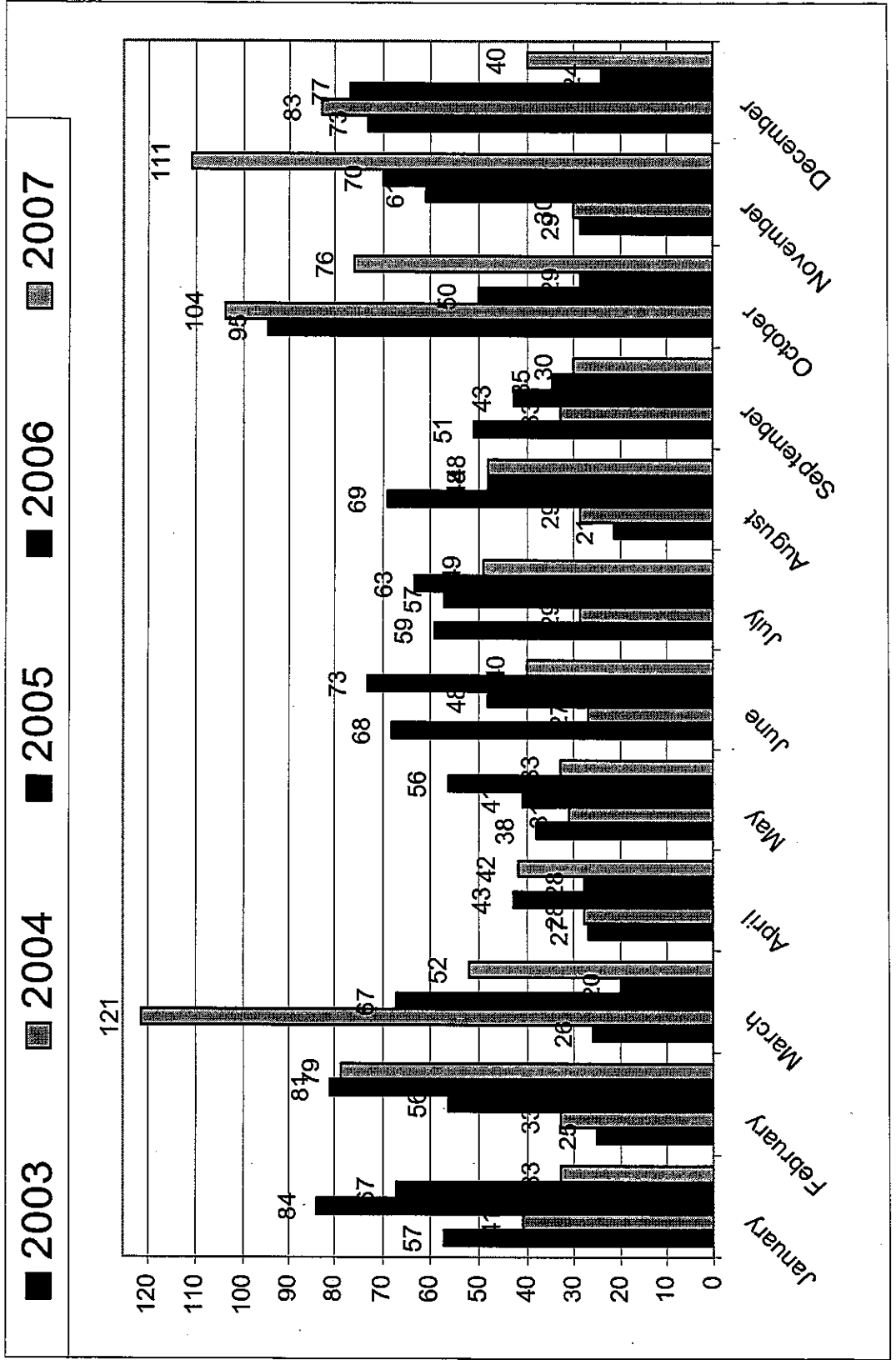
\*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

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

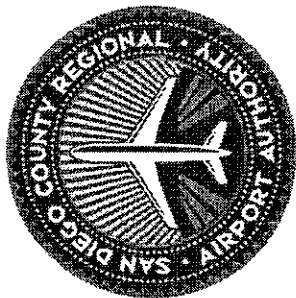


# 2003-07 Missed Approaches

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

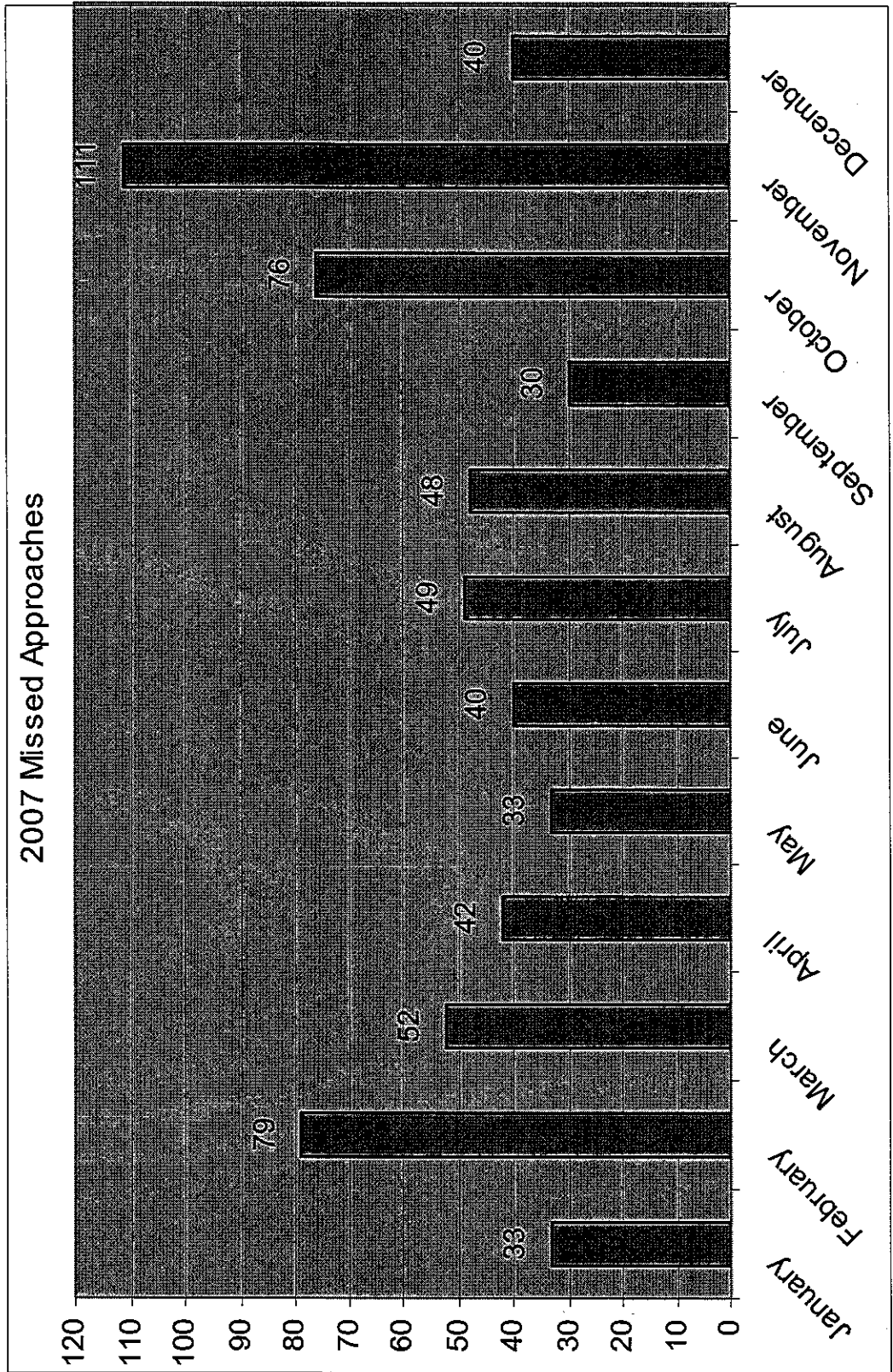


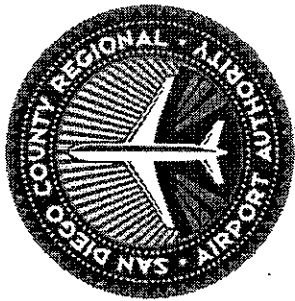




# 2007 Missed Approaches

633 YTD Total

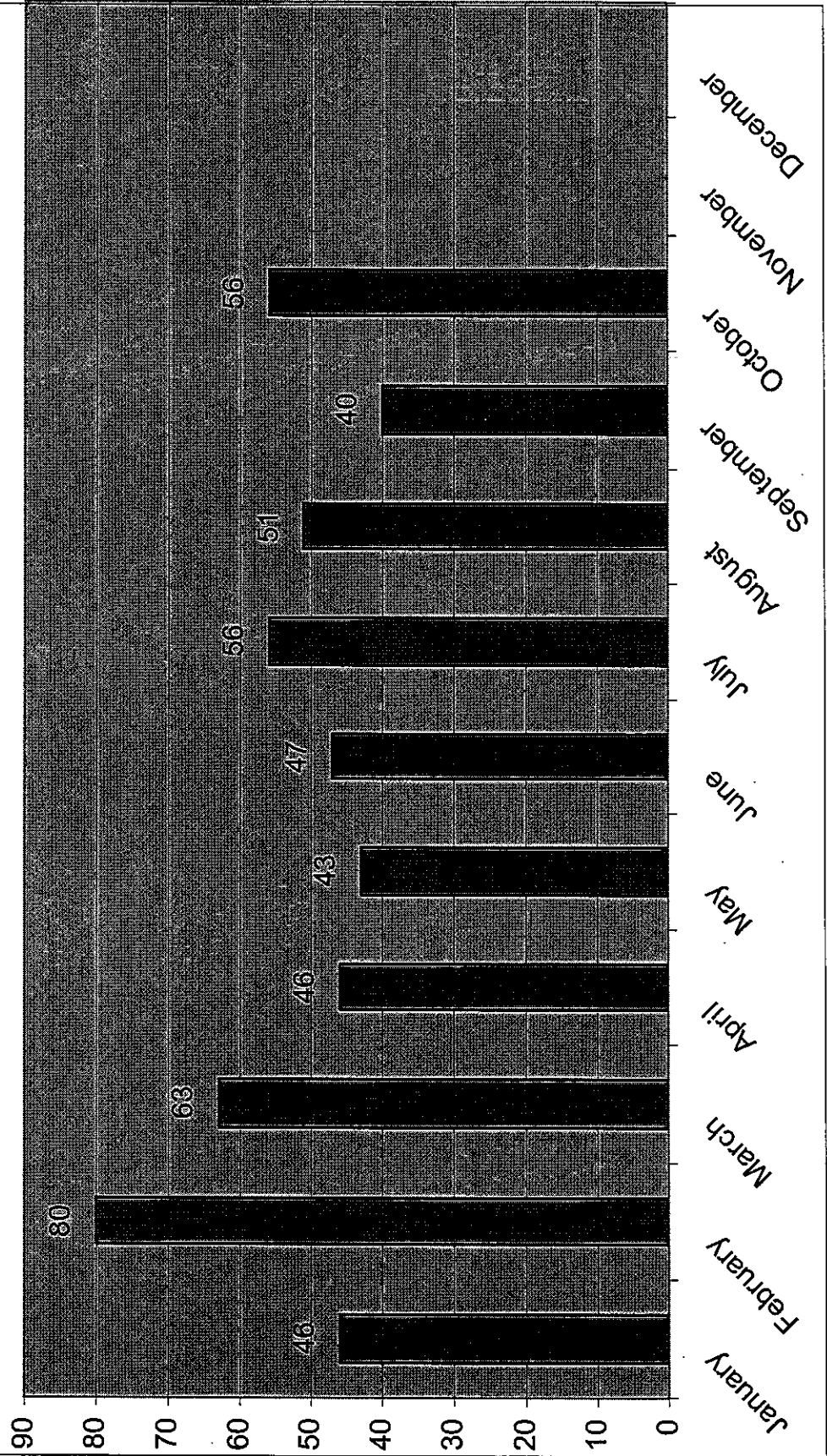




# 2008 Missed Approaches

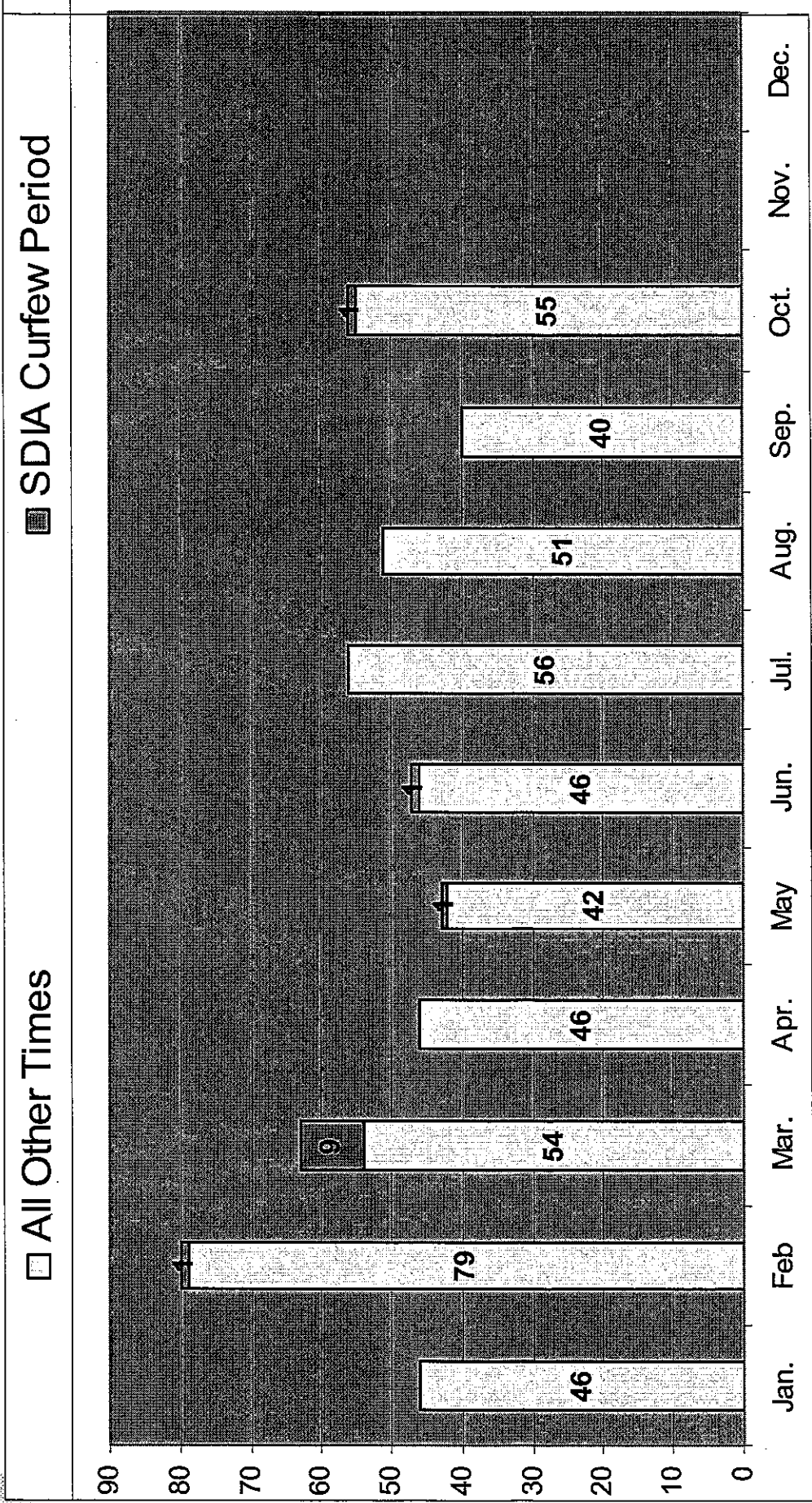
528 YTD Total (thru October)

2008 Missed Approaches



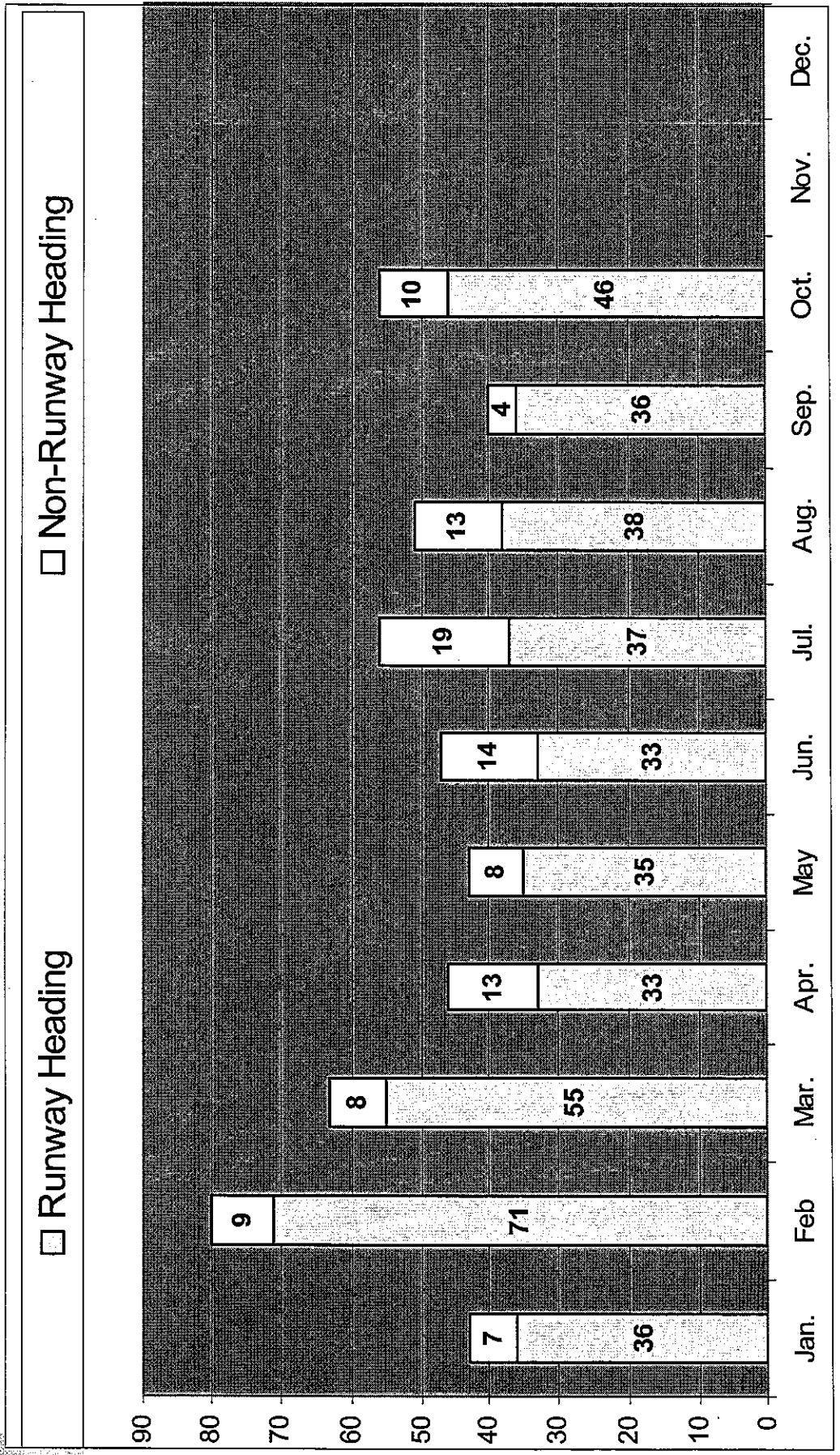


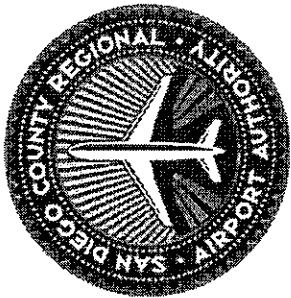
# Curfew Period vs. All Other Times



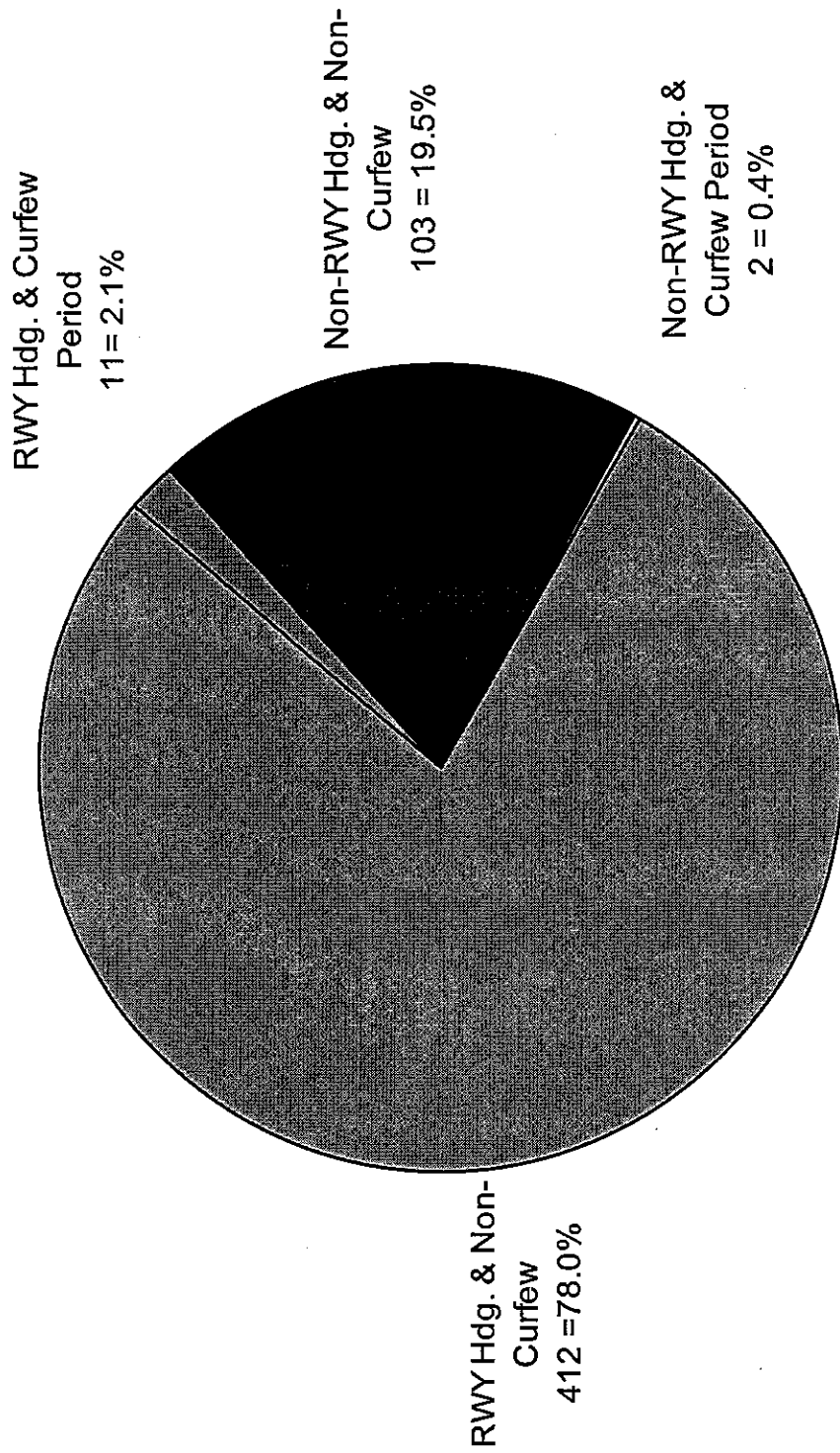


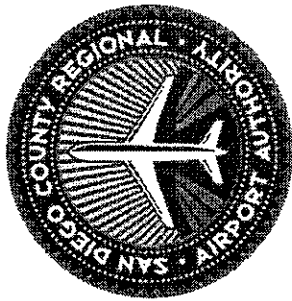
# Runway Hdg. Vs. Non-Runway Hdg.



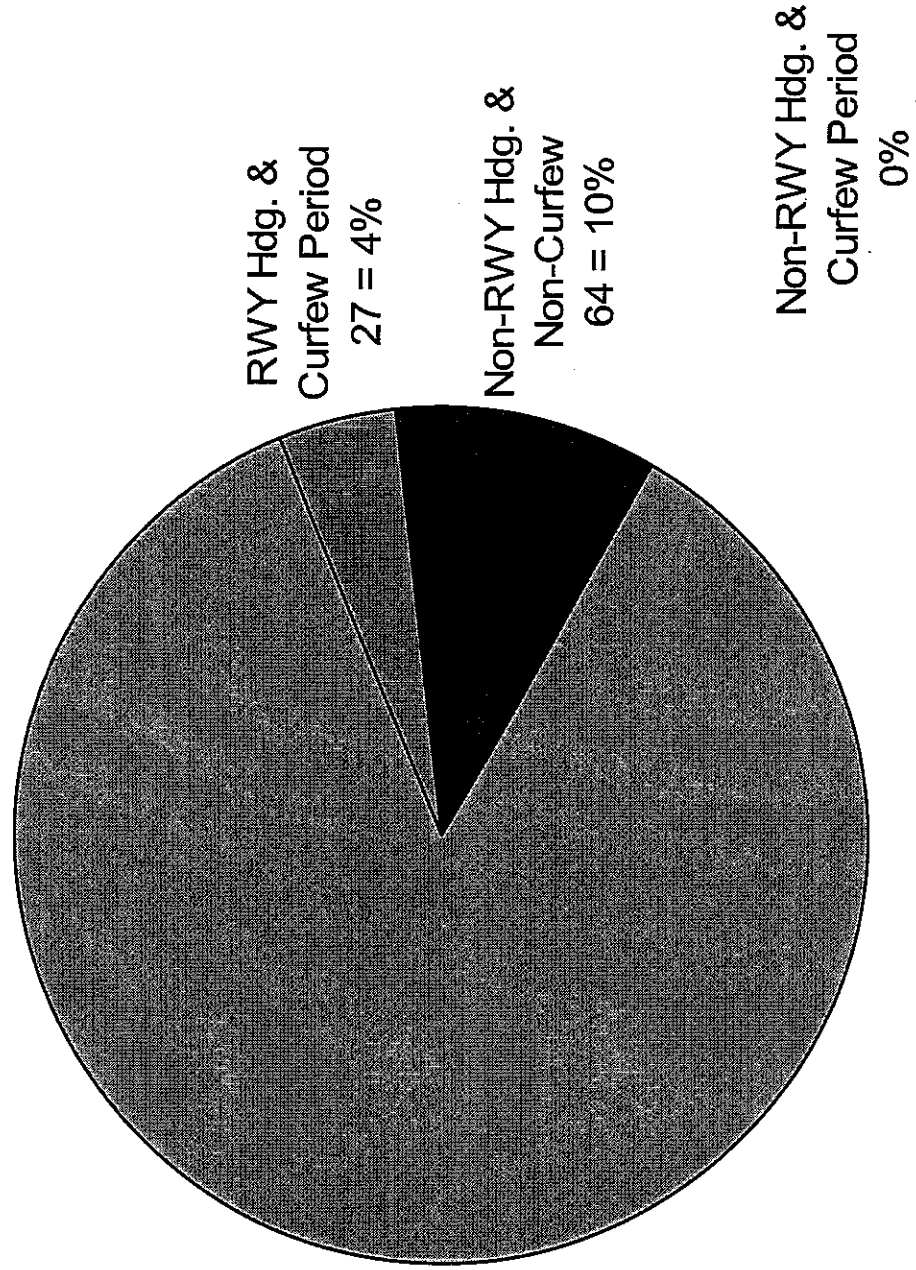


# 2008 Missed Approaches - Percentage



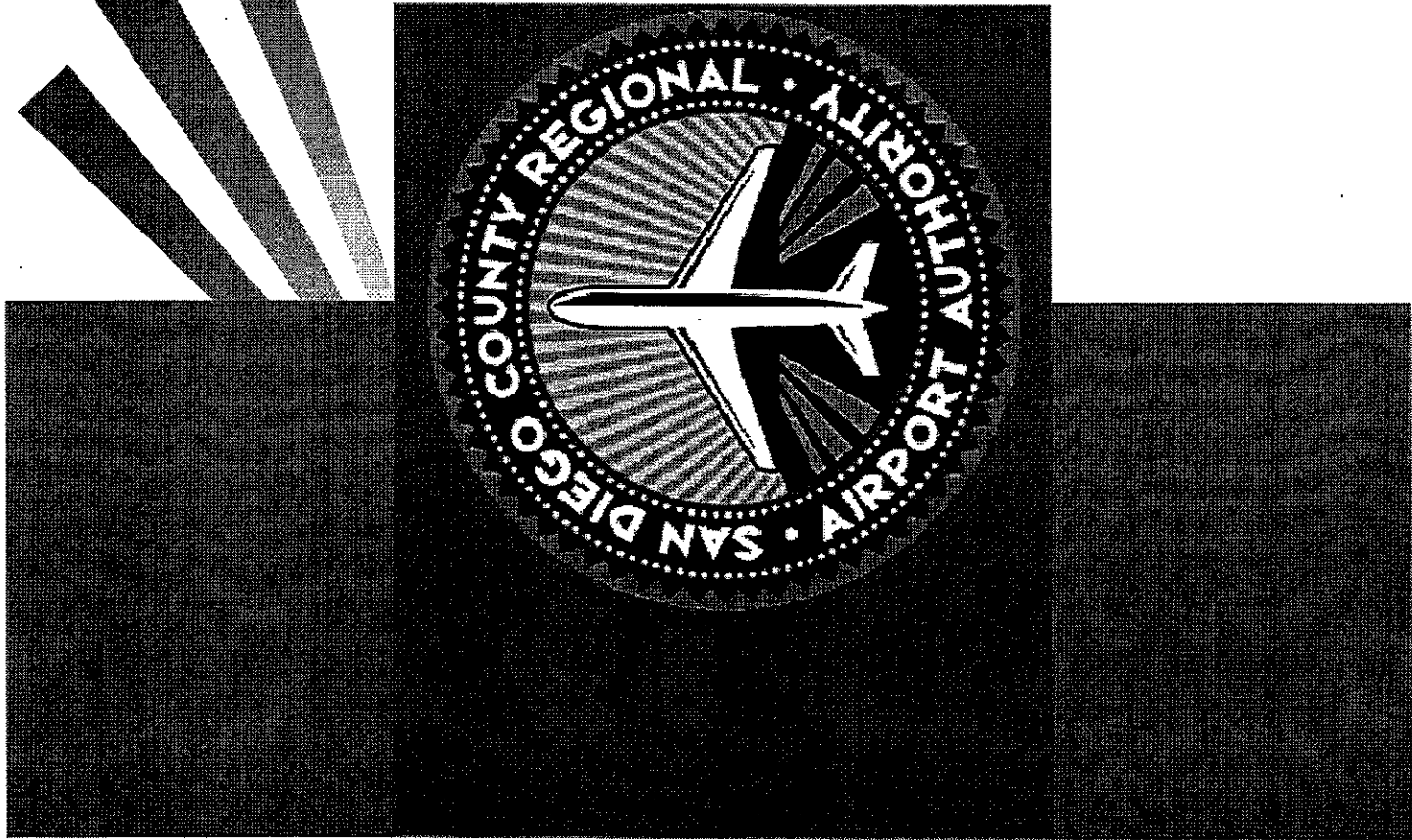


# 2007 Missed Approaches - Percentage





**Any Questions?**

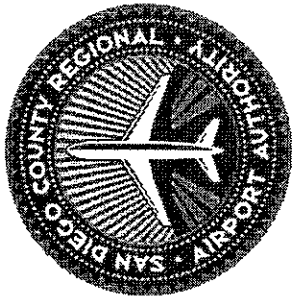


# Complaints Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

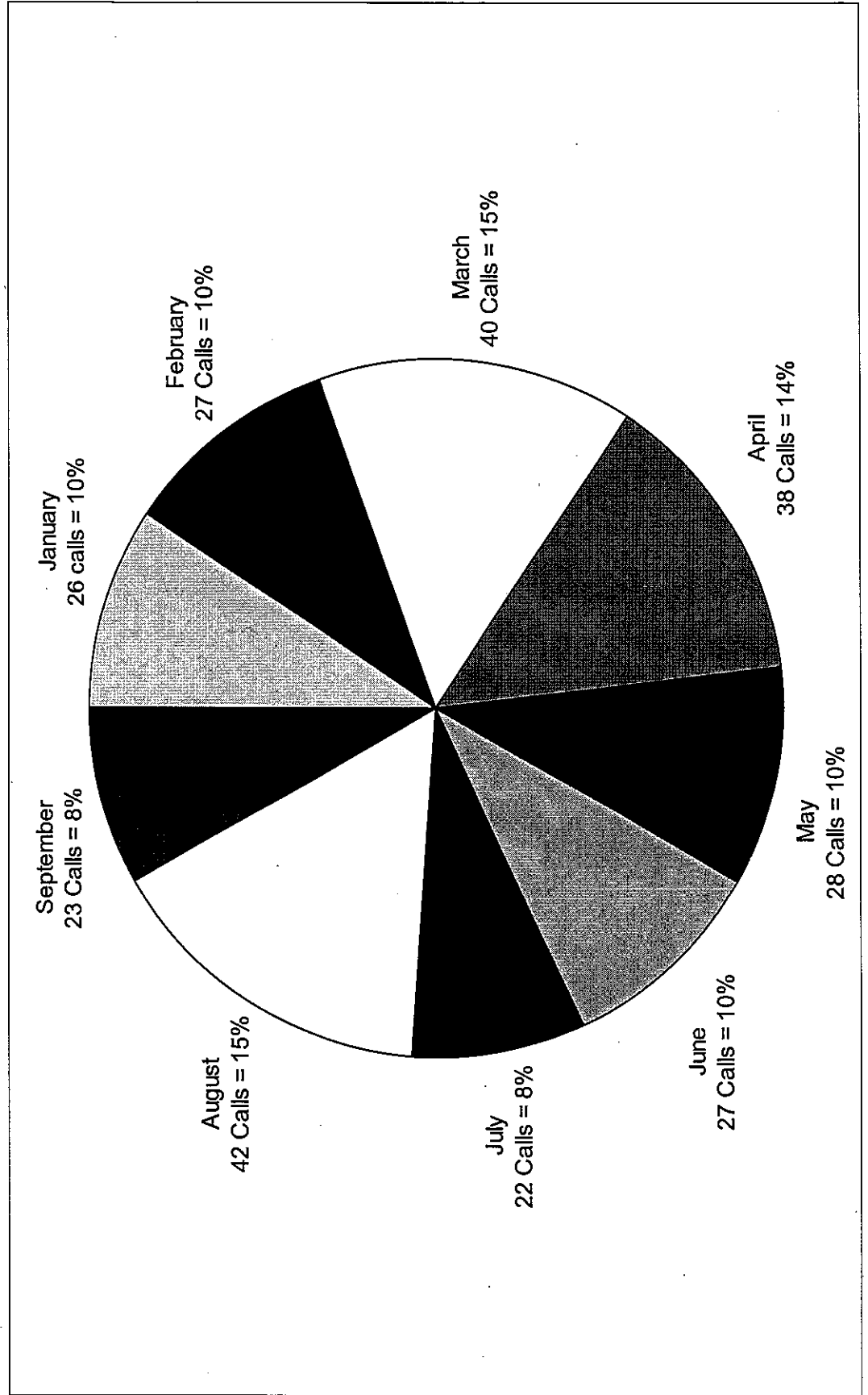
November 20, 2008





# 2008 Complaints Statistics

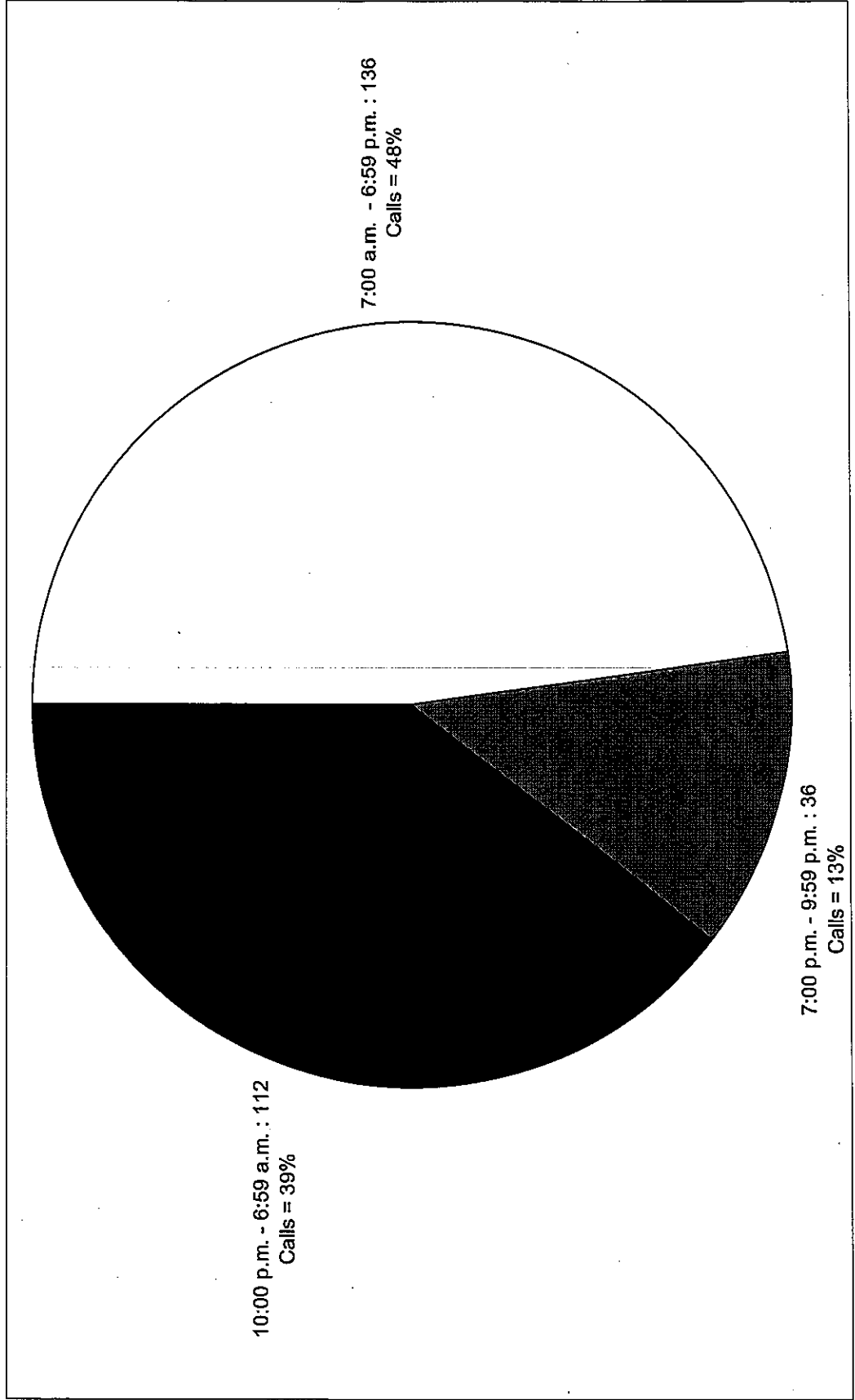
January to September, Complaints by Month, 273 Total





# 2008 Complaints Statistics

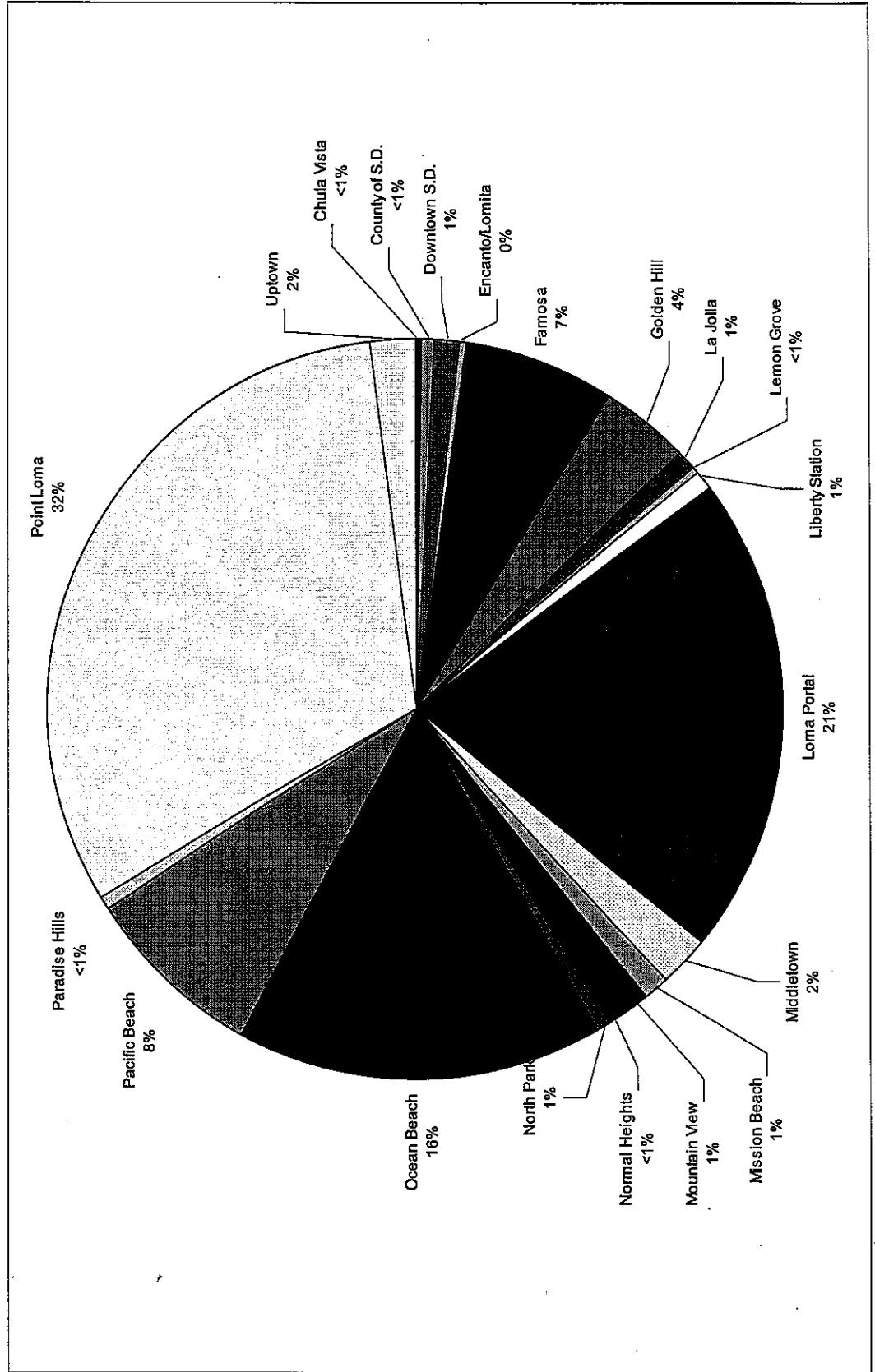
January to September, Complaints by Time of Day, 273 Total





# 2008 Complaints Statistics

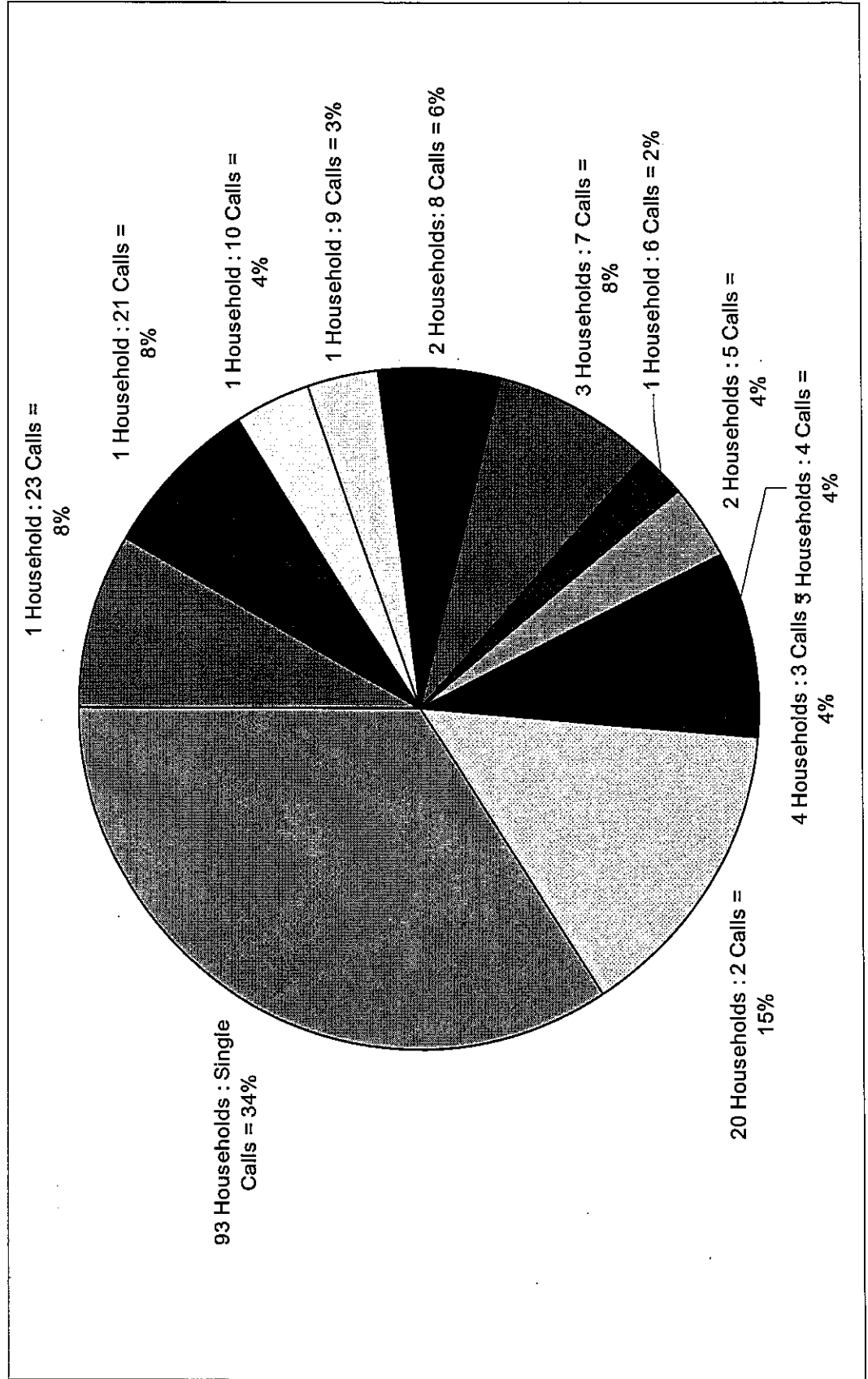
January to September, Complaints by Neighborhood, 273 Total





# 2008 Complaints Statistics

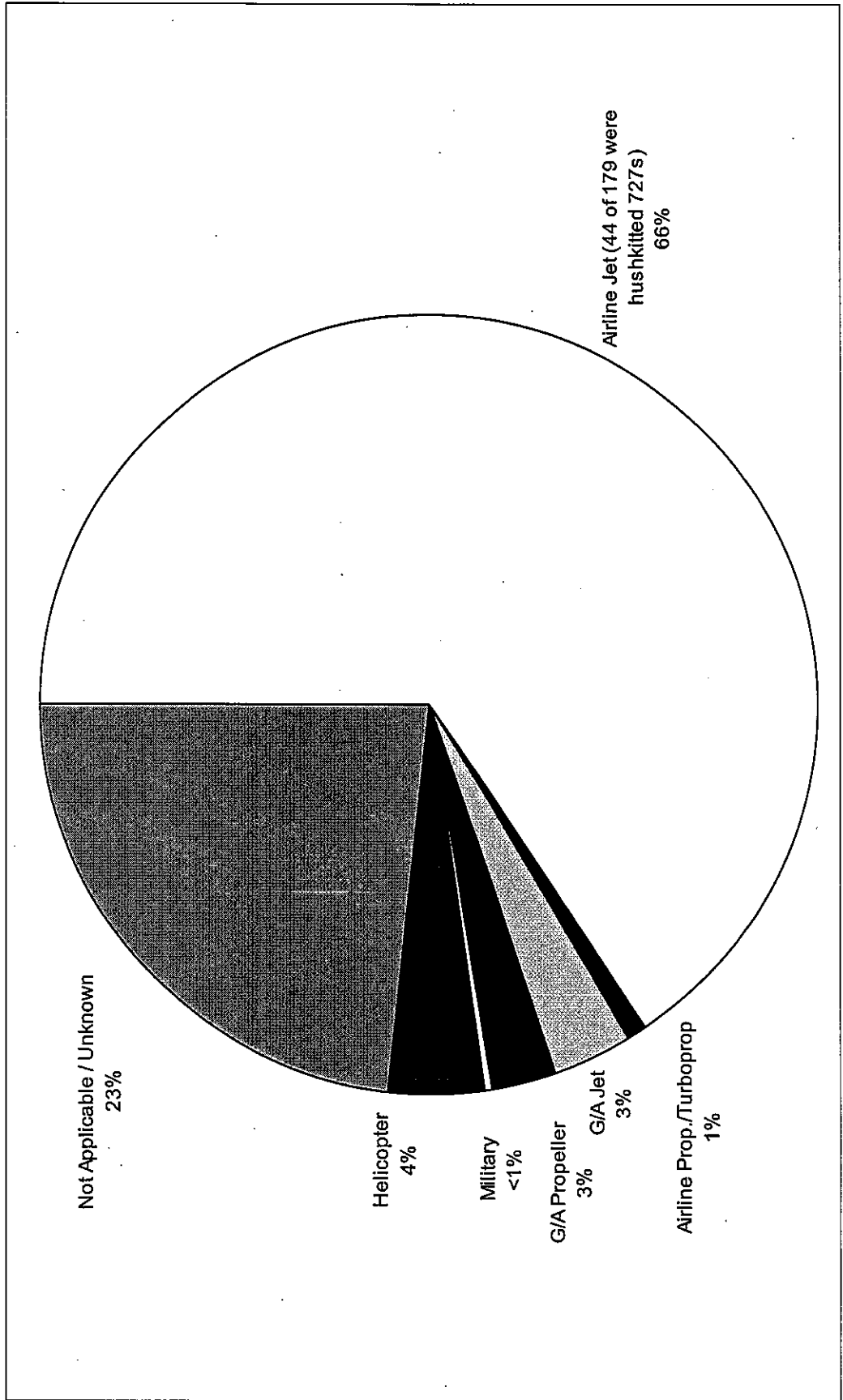
January to September, Complaints by Household, Total = 273

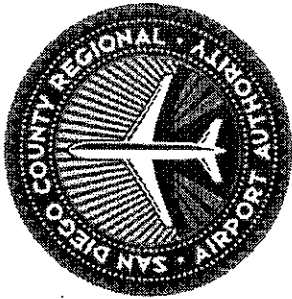




# 2008 Complaints Statistics

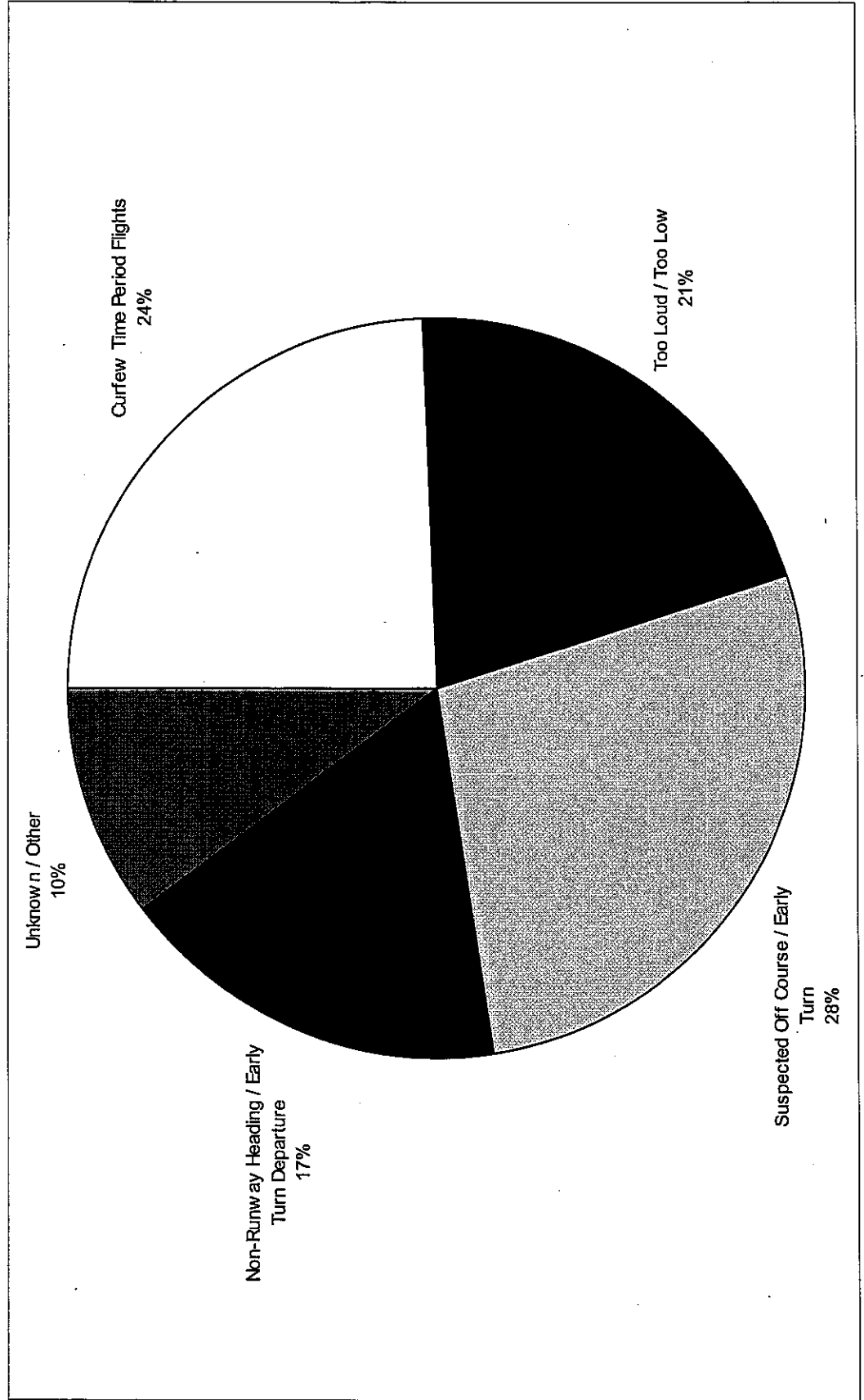
January to September, Complaints by A/C Type, Total = 273

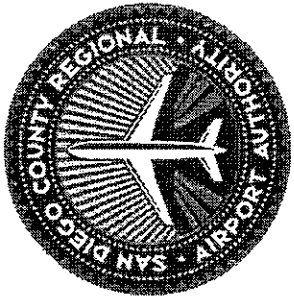




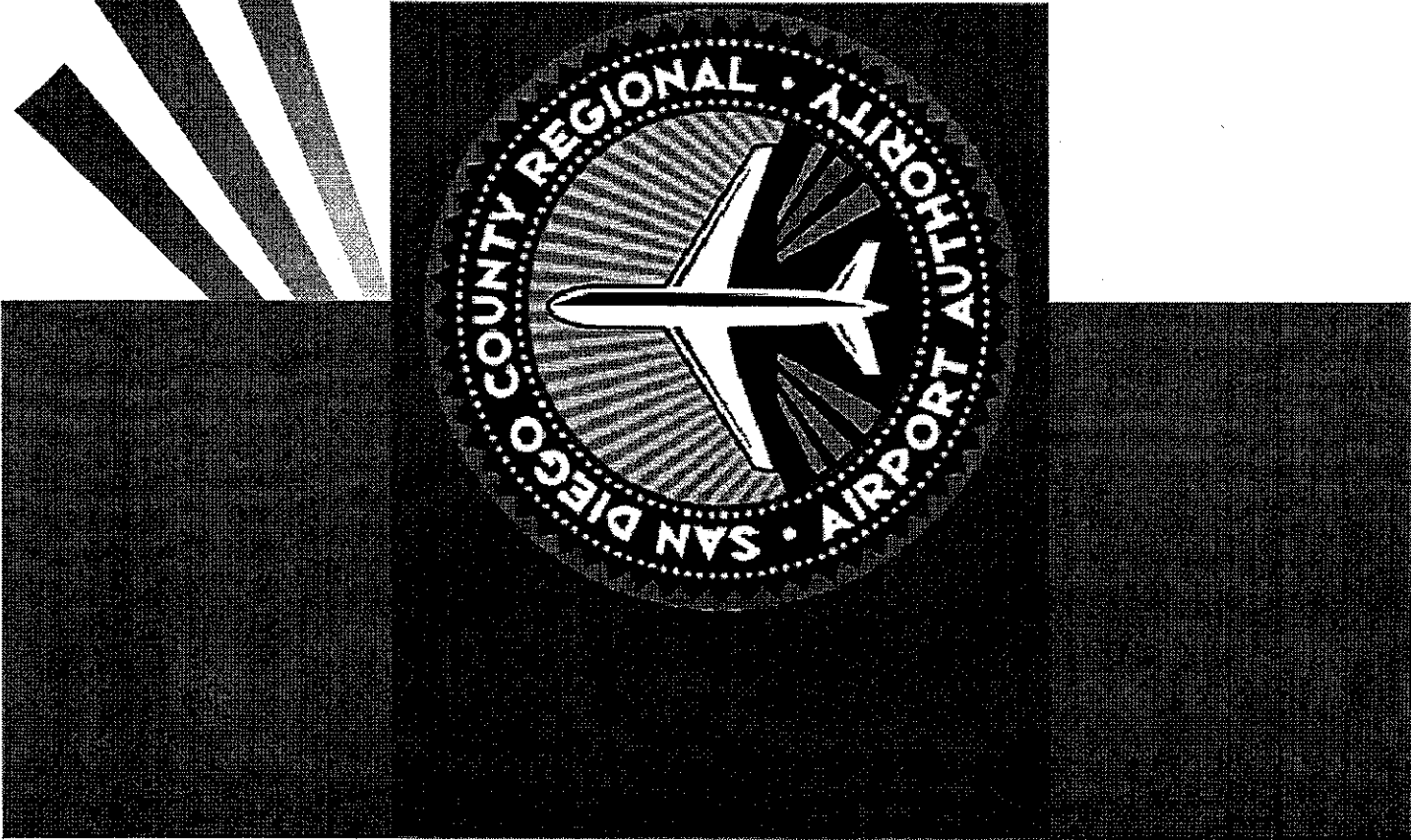
# 2008 Complaints Statistics

January to September, Complaints by Cause, Total = 273





**Any Questions?**

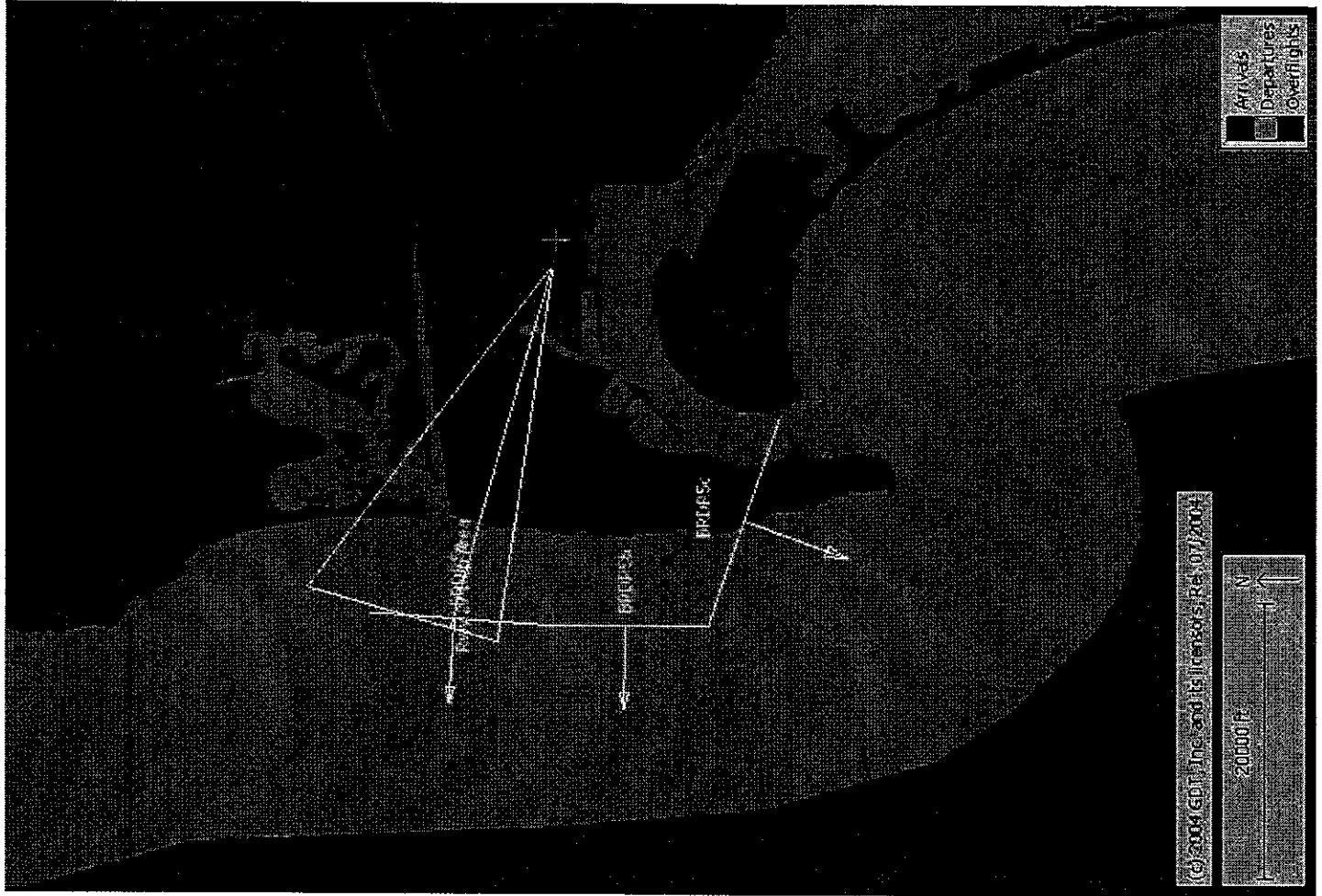


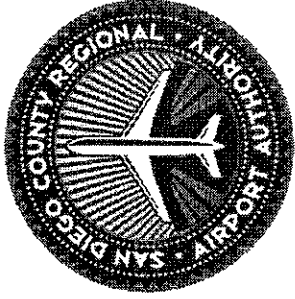
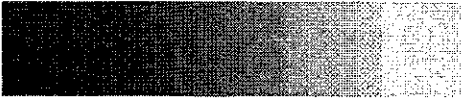
# “Early Turn” Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

November 20, 2008







# Definition

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



## Definition

Link:[http://www.san.org/documents/airport\\_noise/Airport\\_Noise\\_FAQs\\_2006.pdf](http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf)

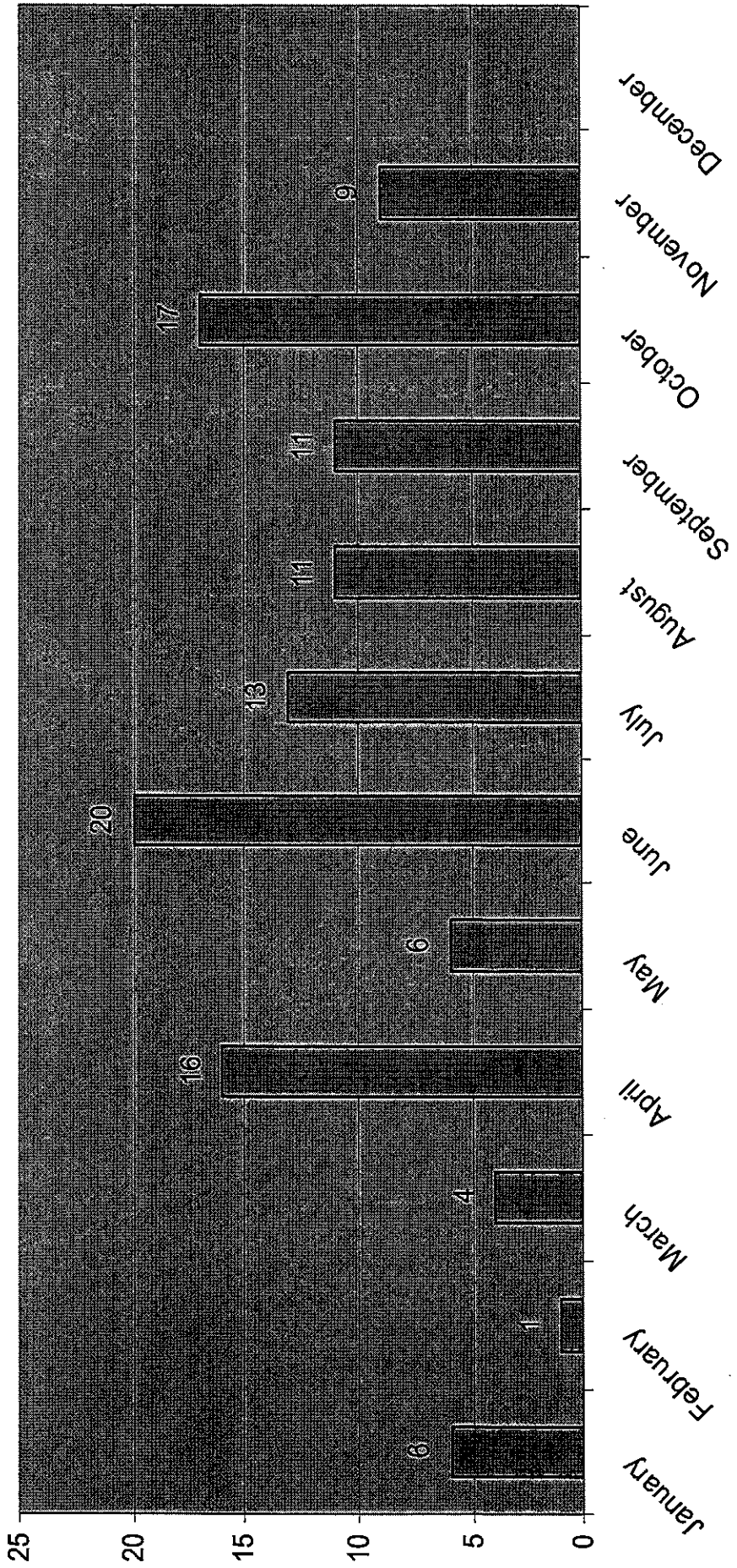
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the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

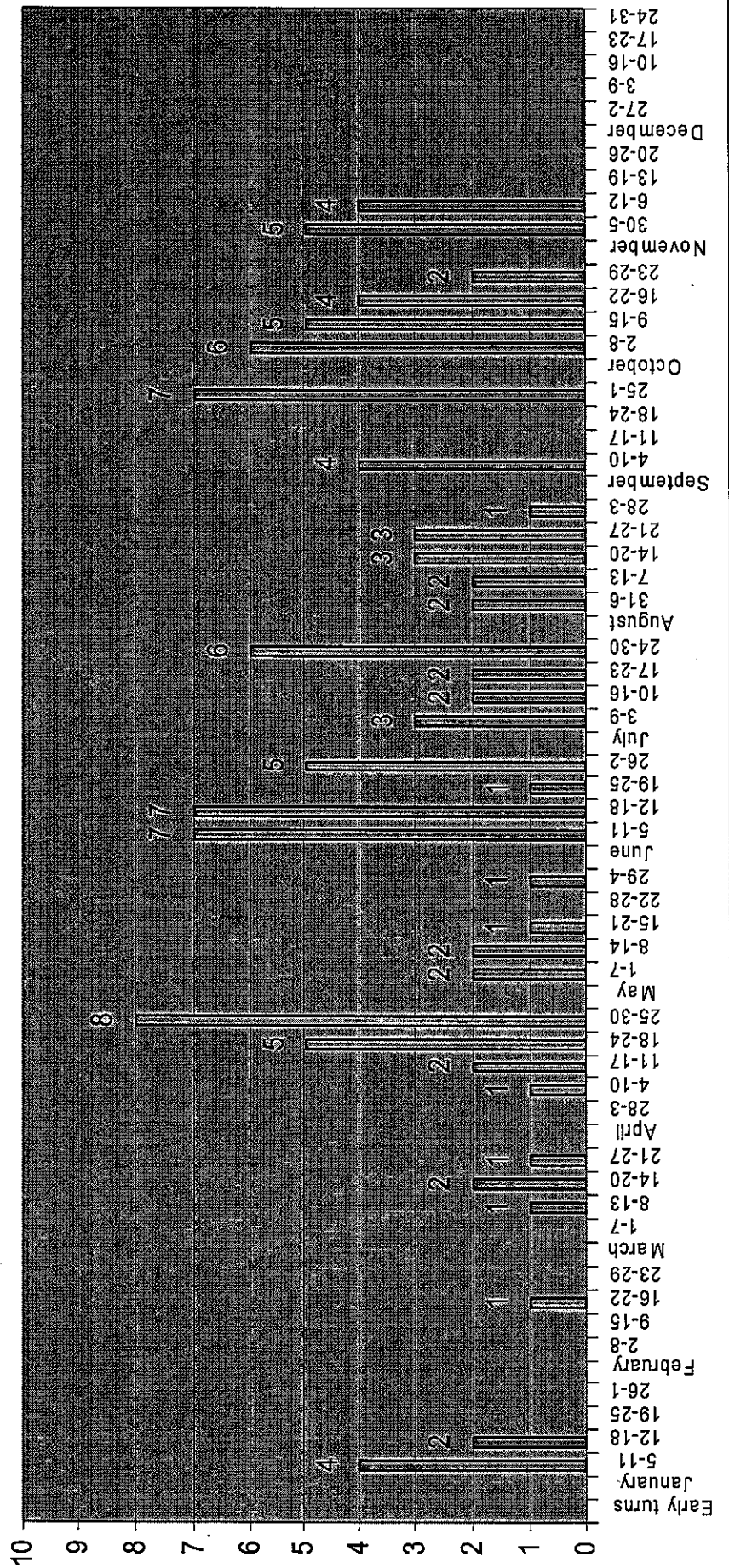




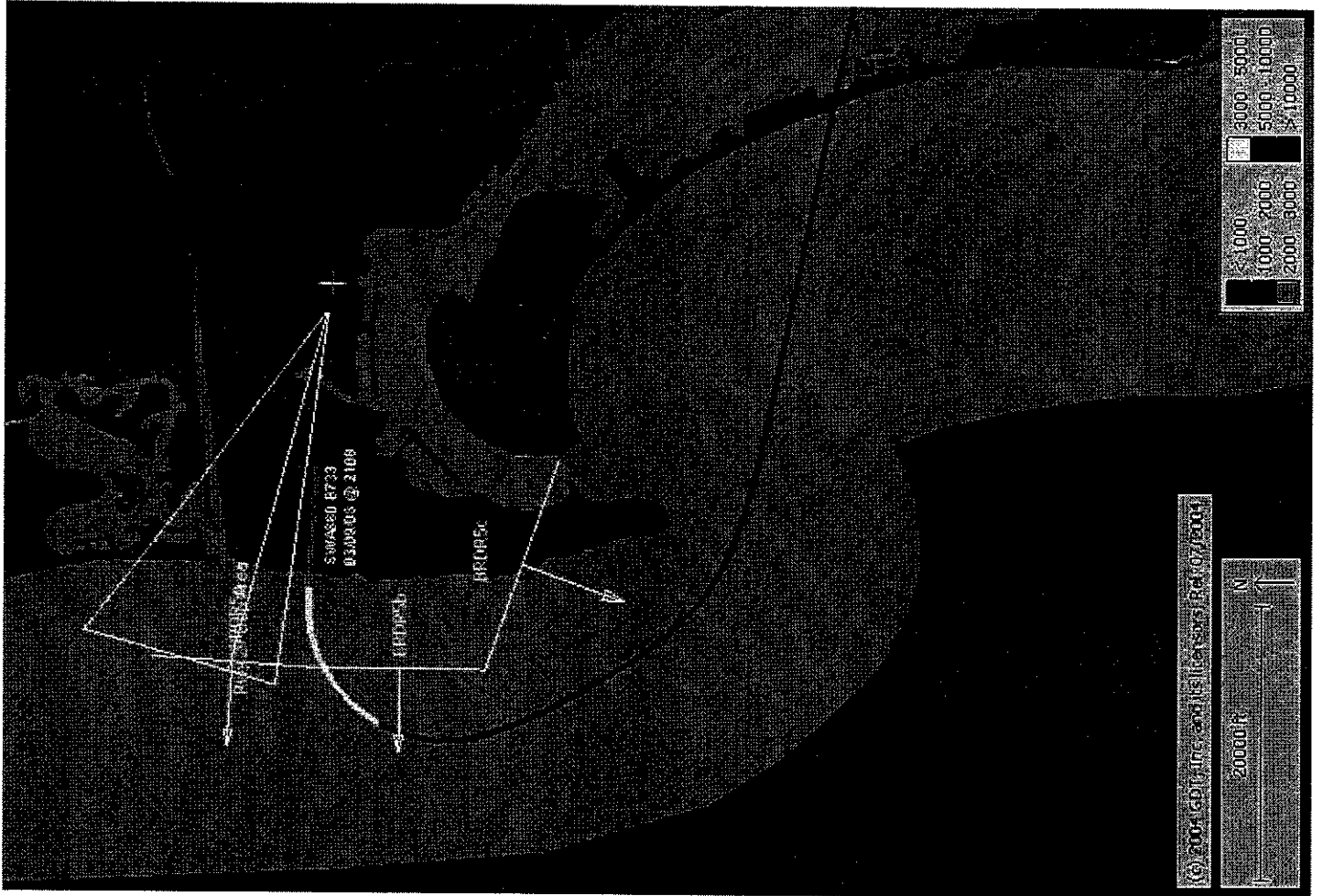
# 2008 Early Turns

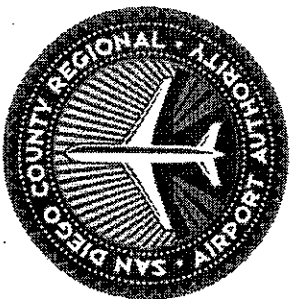
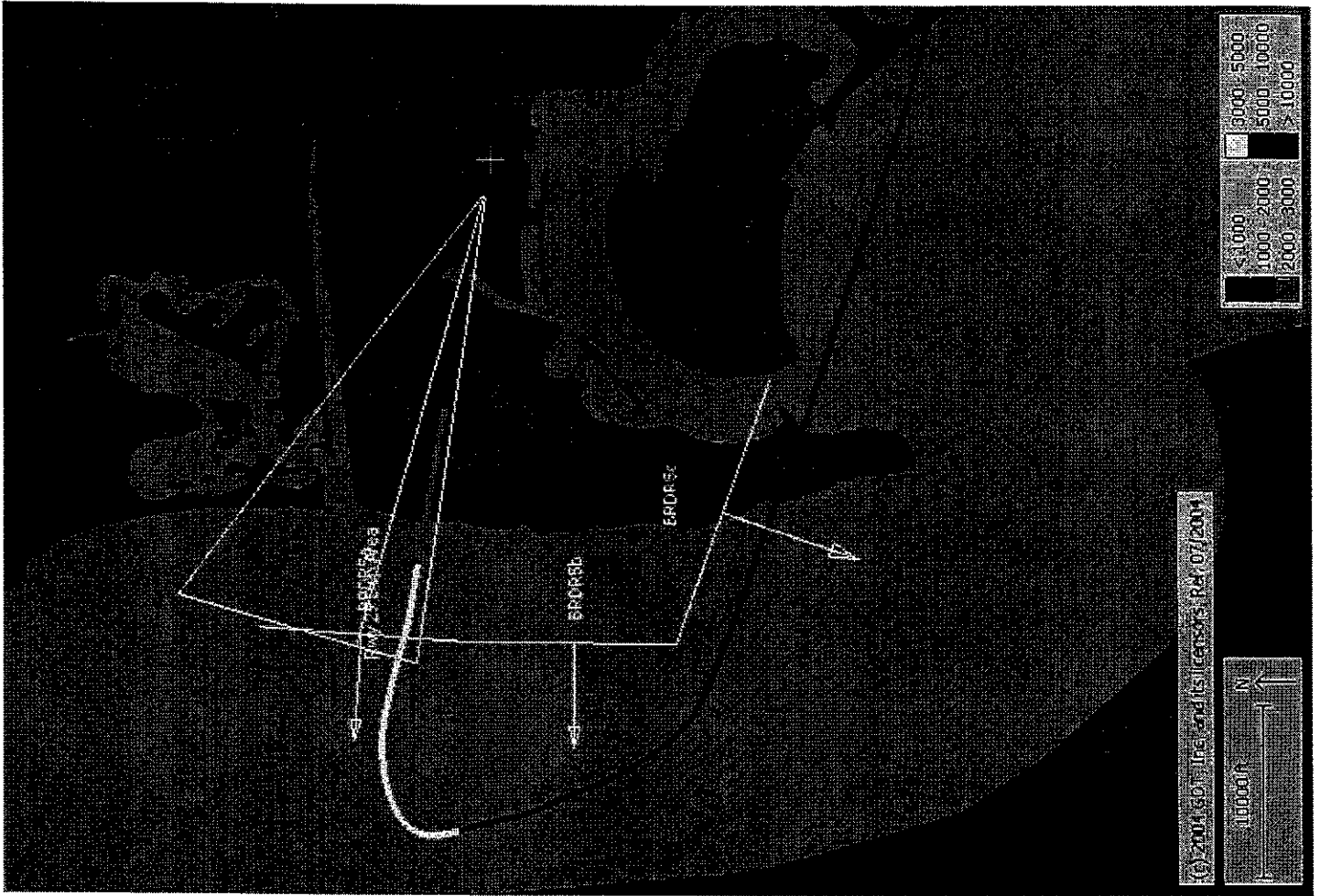
Total sent to FAA

## Early Turns Totals

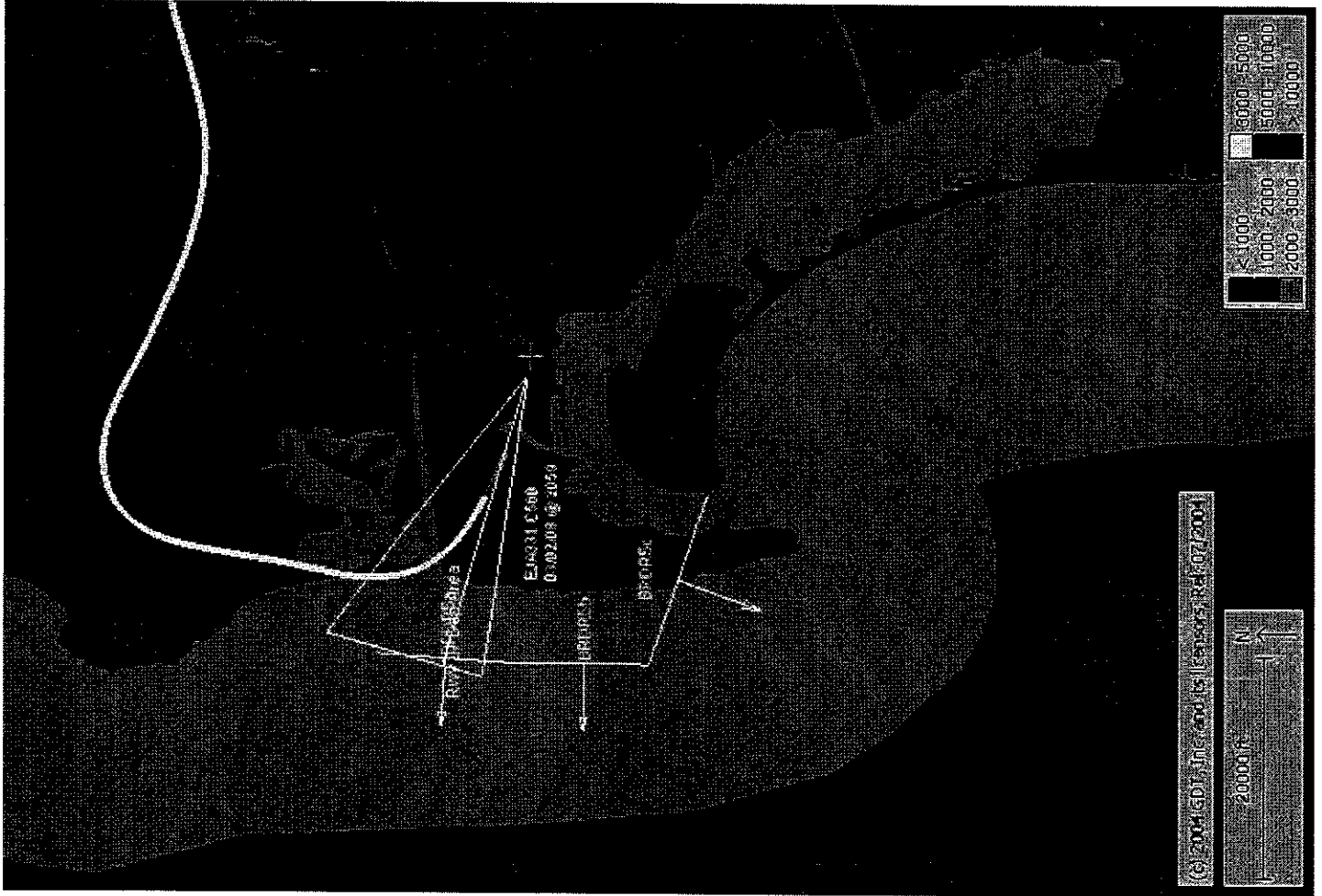


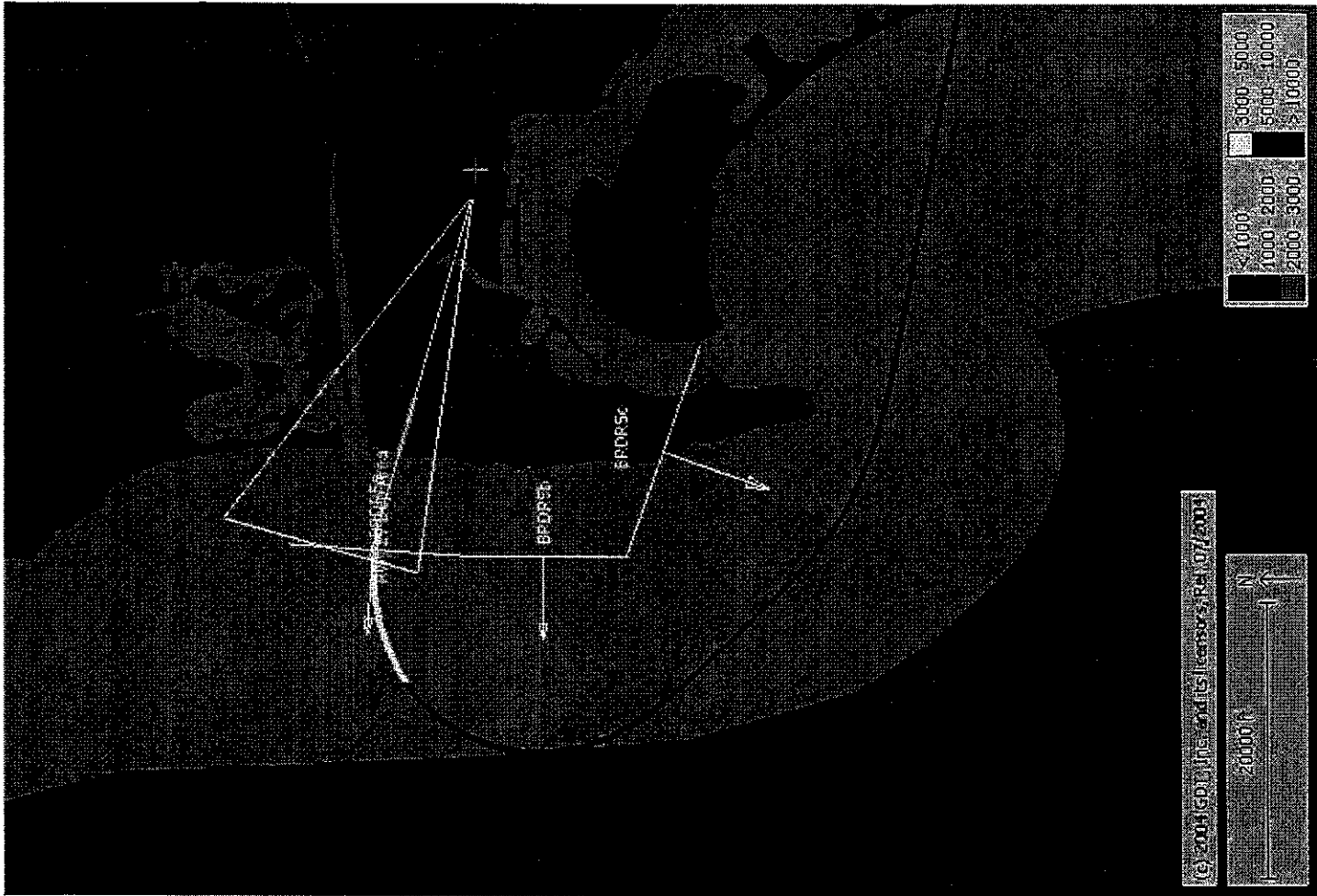


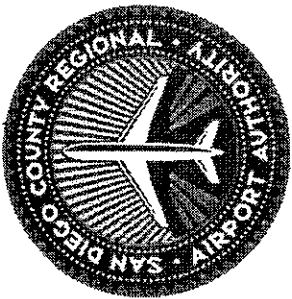






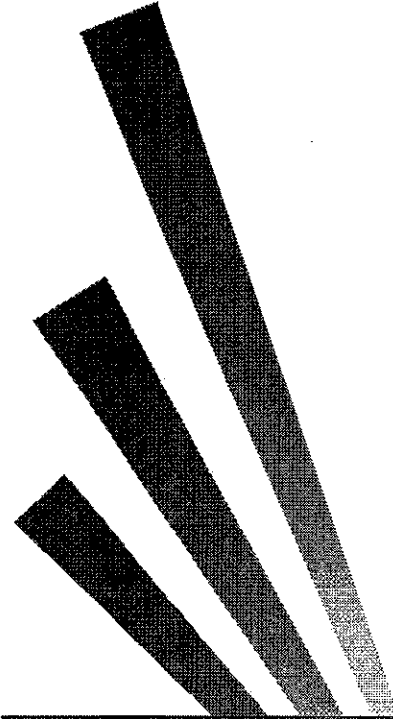








**Any Questions?**



# “Head to Head” Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

November 20, 2008





## Head to Head Definition

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

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

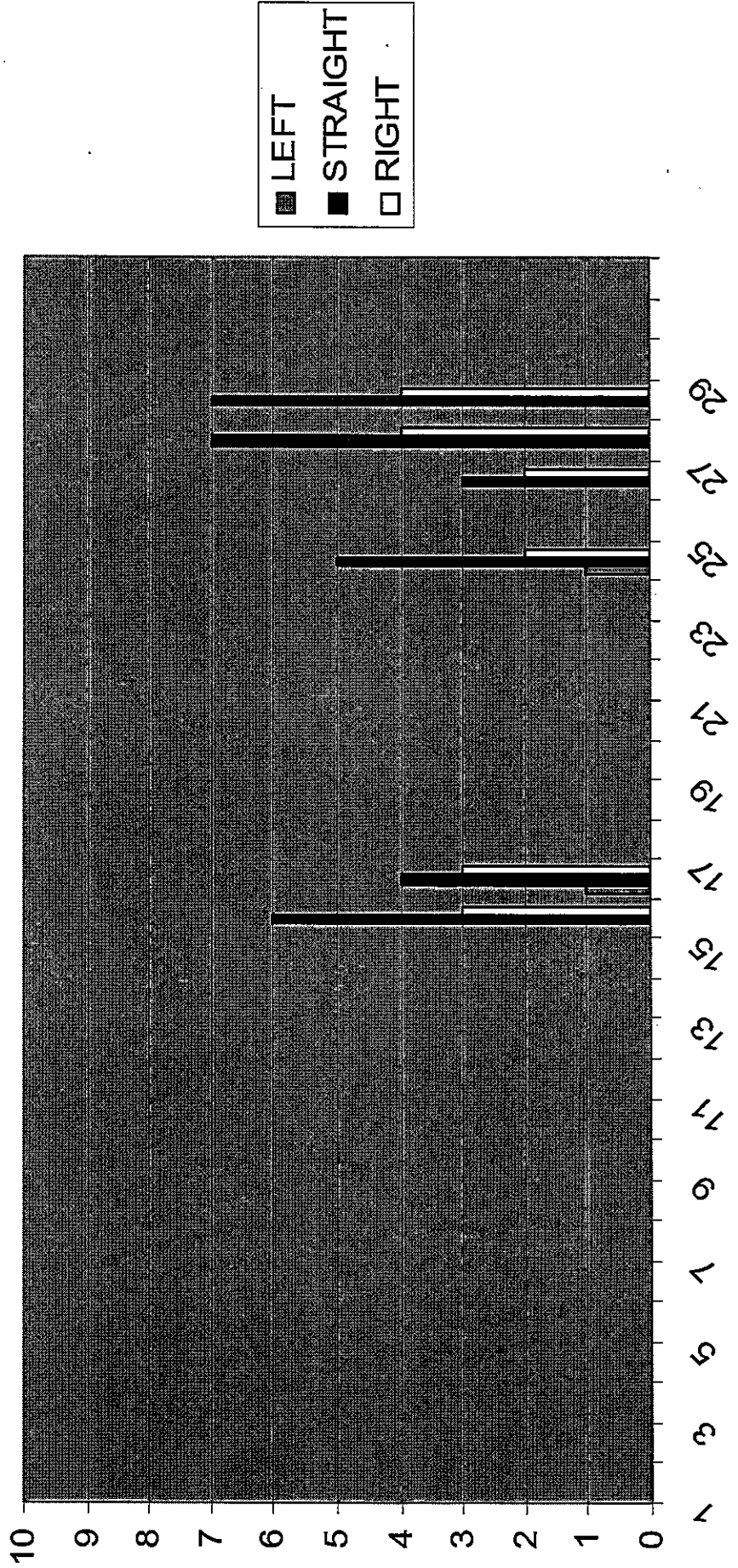
Link:[http://www.san.org/documents/airport\\_noise/Airport\\_Noise](http://www.san.org/documents/airport_noise/Airport_Noise)

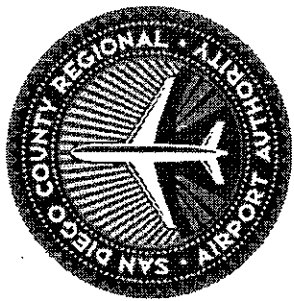
FAQs 2006.pdf



# 2008 Head to Head September

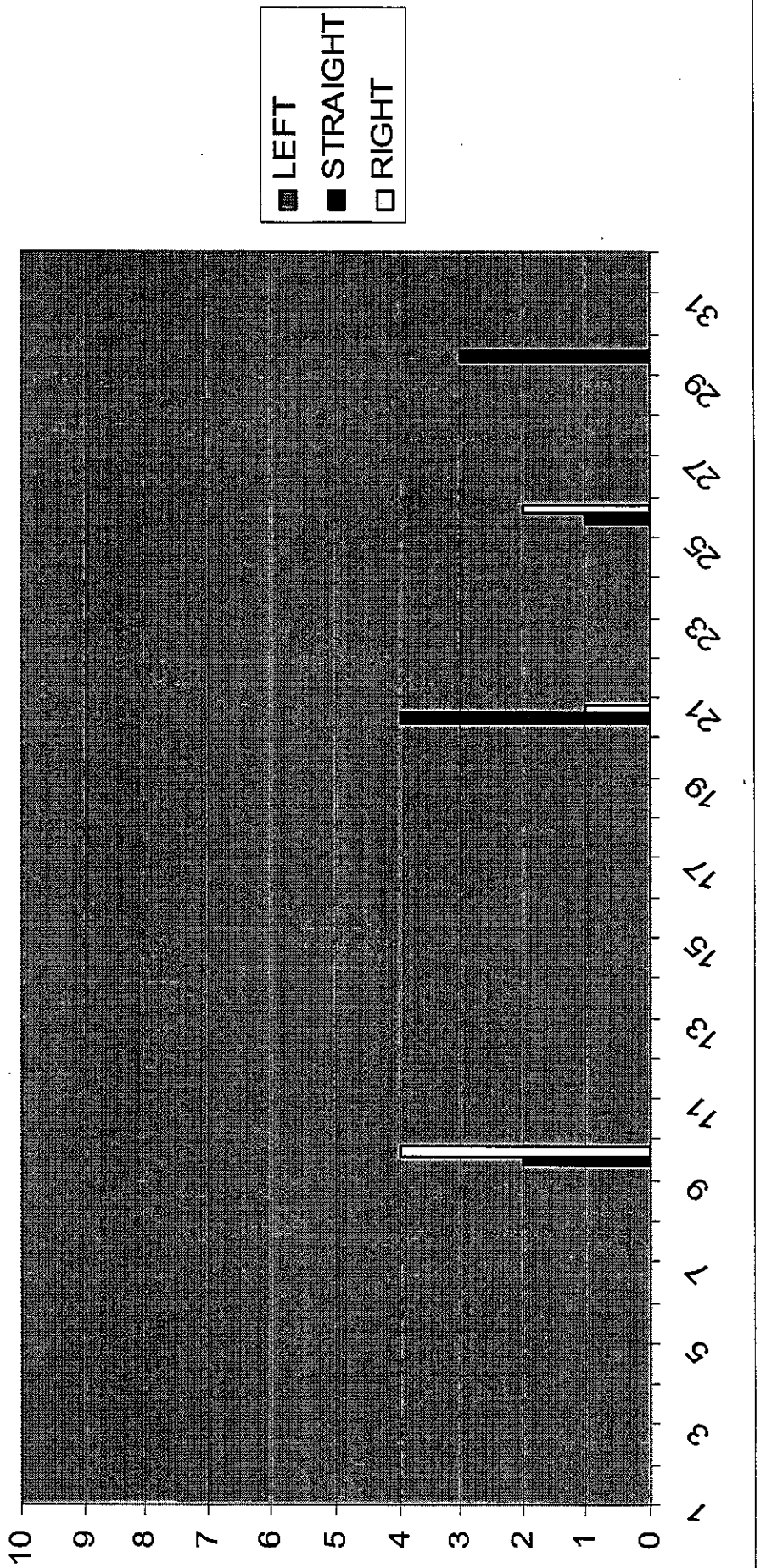
September





# 2008 Head to Head October

October



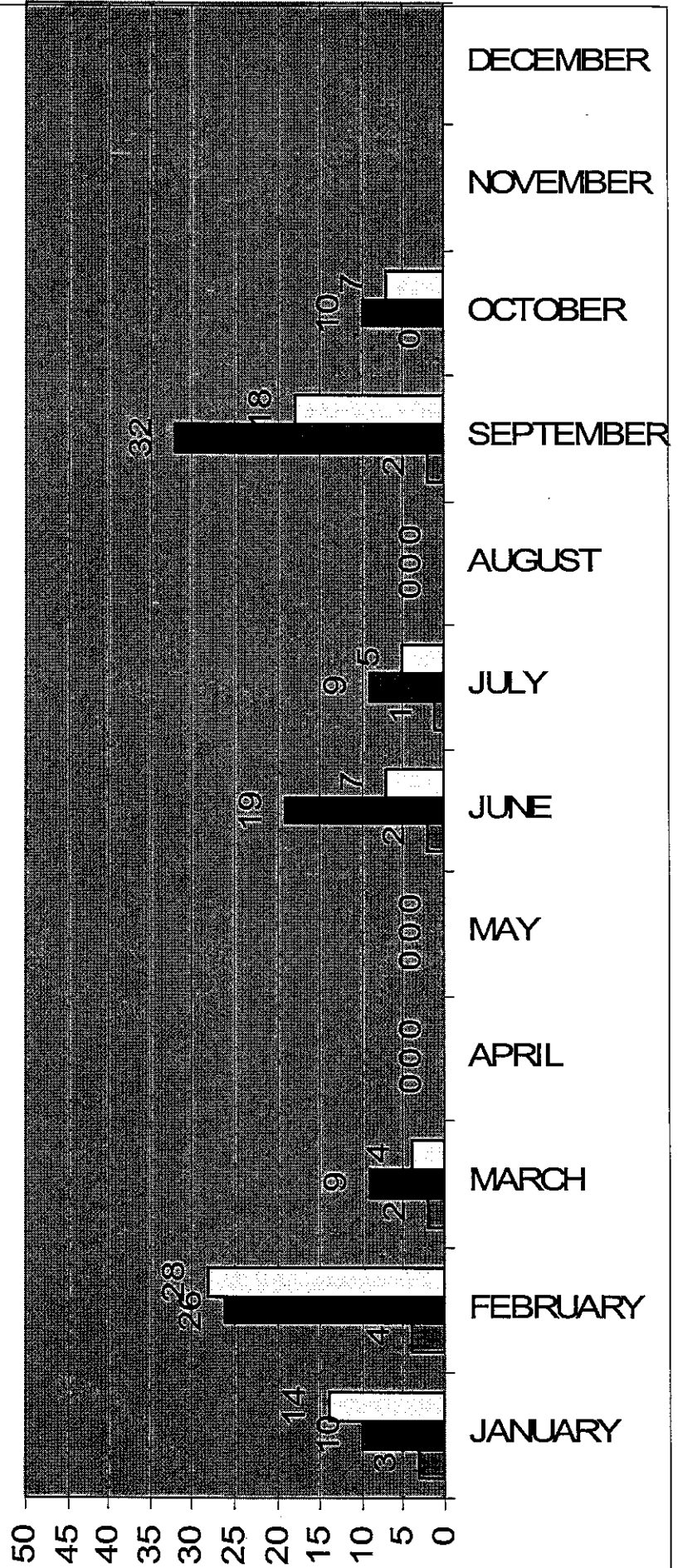




# 2008 Head to Head totals

HEAD TO HEAD BY MONTH 2008

- LEFT
- STRAIGHT
- RIGHT





**Any Questions?**