



**SAN DIEGO
INTERNATIONAL
AIRPORT**

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) Meeting Minutes January 21, 2009

On January 21, 2009, 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 4:05 p.m.

Present: Mr. Suhail Khalil, Peninsula Community Planning Board, Mr. William Kenton, Midway Planning Board; Mr. Cliff Myers, MCRD; Ms. Deborah Watkins, Mission Beach Precise Planning Board; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee & Mr. Garret Hollarn

Absent: Mr. Matt Awbrey, City of San Diego, District Two (Excused); Mr. John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Tom Gowranski, Ocean Beach Planning Board; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Tait Galloway, City of San Diego; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Ms. Paula Jacks, Community member (Excused); 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).

Dr. Butler opened the meeting by asking each member and staff to introduce him and herself. Due to not having a quorum, a motion to approve the November 20, 2008 meeting minutes was tabled until a quorum is in place.

Mr. Frazee first informed the members that included in their member packet is a list of ANAC accomplishments for 2008. The listed accomplishments are: recommendations made to the Airport Authority Board regarding the Residential Sound Attenuation (Quieter Home) Program which authorized the program eligibility boundary expansion adding 2,400+ dwelling units in the communities to the east, north, and west of the airport; initiation and participation with the FAA 14 CFR Part 150 Airport Noise and Land Use Compatibility Program study update; continued support for airport noise monitoring and mitigation efforts by the Authority; and enhancement of the community information and outreach program. Other accomplishments include adding to the Authority website all ANAC meeting documentation and presentation materials; establishing and maintaining a comprehensive public meeting calendar to better inform the community of scheduled public meetings; and approving the addition of a new ANAC member, in an ex-officio capacity, representing a city planning board located outside the recognized "noise impact area". Staff also added information meant to clarify the definitions of presented items such as "Head-to-Head" and "Early Turn" operations; and, finally, presented information regarding complaint callers on how satisfaction is tracked and reported to the committee. Mr. Frazee applauded the committee for accomplishments during the past year and invited the participants to establish Committee goals for CY 2009.

Mr. Frazee provided an update on 2008 SDIA air traffic and passenger enplanement statistics. Mr. Frazee informed the members that the average overall reduction in operations and passengers in the final six months of 2008 at large airports in the US is approximately 10-15%. A compilation of SDIA's operational statistics showed a total reduction of about -7.7% in passenger for December 2008 vs. December 2007; and CY2008 an overall -

1.1% passenger decrease compared to CY2007, with a total of 18,326,761 in CY2007 vs. 18,128,093 in CY2008. Total operations in the 4th quarter showed an overall decline of -15%; and the total decline was -2.1% for the CY2008. A three month outlook for 2009 was given relating to the airport's capacity reduction (the number of outbound air carrier seats available); for January 2009; that number is -9.5% in relation to January 2008, the number for February 2009 is -12%; and March 2009 is projected to be -10%. An ANAC member inquired how the forecast capacity reduction relates to the number of reduced aircraft operations per month at SDIA. Mr. Frazee explained that there is no direct correlation. Air carriers could balance the seat availability with reduced operations if they used larger aircraft (more seats) or increased the number of smaller aircraft operations per day. The economy is forcing the air carriers to reduce the operations and not change the fleet mix.

Mr. Frazee then updated the Committee about ongoing Airport Authority issues. He informed the members that a Regional Aviation Strategic Plan (RASP) committee, formed as a subcommittee of the Airport Advisory Committee, will begin meeting as soon as Destination Lindbergh is completed in late February. He explained that RASP is yet another requirement of the CA Senate Bill that created SDCRAA in 2002. RASP will evaluate operations and interoperability of the 16 airports (12 civilian, 4 military) located in San Diego County to evaluate how to improve the overall performance of the County's system of individual airports. Mr. Frazee explained that airports within the County are owned by the Authority, cities of San Diego and Oceanside, County, and the military. One member asked about the role of the Airport Land Use Commission (ALUC) regarding the airports. Mr. Frazee explained that in the 1960s the California legislature created a system of county commissions to regulate land planning in the vicinity of airports. Each county in California that includes an airport served by a scheduled airline or operated for the benefit of the general public must establish an Airport Land Use Commission. The state legislature's purpose in requiring these commissions was to "protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to the extent that these areas are not already devoted to incompatible uses." The ALUC's chief business is to prepare and enforce a land use plan for the area surrounding each airport in its jurisdiction. In San Diego County, the Airport Authority acquired that responsibility in January 2003.

The RASP subcommittee will have representative stakeholders that will address issues from all 18 incorporated cities in San Diego county represented by SANDAG, civilian airport operators in the San Diego county, which are the City of San Diego, County of San Diego, and the City of Oceanside, federal and state agencies like FAA and the California Division of Aeronautics; and airport operators in adjacent regions. The two year process will develop long range recommendations for the 12 civilian airports in the county, with a goal of improving the performance of the region's airport system. Further information regarding this subcommittee can be found at the following location: http://www.san.org/airport_authority/rasp/index.asp

Mr. Frazee then provided an information item regarding the Ad Hoc Airport Regional Policy Committee (Destination Lindbergh) which will be meet tomorrow (January 22); and that it was originally scheduled at 7:15 a.m. but has moved up to 8:45 a.m.. On the Agenda, included in the discussion are parking, preliminary financial analysis, distribution of preliminary summary report, and conclusions. The meeting is open to the public and ANAC members were encouraged to attend.

Dr. Butler explained that annually, at the first scheduled meeting, ANAC reviews its Rules of Procedure for acceptability. The Rules includes attendance, defining a meeting quorum, meeting procedures, and other parliamentary rules. Dr. Butler pointed out that included in the 2009 Rules of Procedure is a committee-initiated change in frequency of future meetings, as well as the time and day of ANAC meetings. Since there is no quorum in place, Dr. Butler suggested that the members present review the Rules of Procedures, consider what changes are necessary and forward those recommendations to Noise Mitigation staff prior to the April 15 meeting.

Particular attention should be placed on the committee attendance requirements. Dr. Butler informed the members that Mr. Frazee will be sending an electronic copy to all members for inputs and that it will be added as an action item at the next meeting.

For Curfew Violation Review Panel (CVRP), Mr. Frazee informed the members that the most recent CVRP was held on December 3, 2008, that two air carrier operations were evaluated by the Panel, and both were assessed penalties. He informed the members that the next CVRP will be on February 4, 2009 and that four airlines and a general aviation operation will be before the Panel. He also informed the members that after the February CVRP, he will be able to provide a list of the total operations penalized in 2008. One member has asked if there is any plan in raising the fine structure. Dr. Butler, as well as Mr. Frazee, explained a doubling of the penalty structure and addition of a "multiplier" was accomplished about two years ago and that further increase would require significant FAA interaction and time. Dr. Butler suggested that the member speak with him after the meeting for an explanation of the process history.

Mr. Paul Webb, Project Manager for the FAA 14 CFR Part 150 Airport Noise and Land Use Compatibility Program study, provided an update. He informed the members that last Thursday (Jan. 15), the Noise Technical Advisory Group (NTAG) met to discuss ongoing issues, such as the draft Noise Exposure Maps (NEMs) and proposed program elements that could lead to further mitigation of aircraft noise to the noise-impacted community. He encouraged the members to review presentation documents on the Airport's website. Concluding his presentation, Mr. Webb informed the members that the next public meeting prior to submitting the NEMs to FAA for acceptance will be on March 10, 2009 from 5:00 – 7:00 p.m. in this room (Noise Monitoring Room, Commuter Building, 3rd Floor). http://www.san.org/airport_authority/airport_noise/part150.asp

Ms. Sjohnna Knack gave an update on the Quieter Home (Residential Insulation) Program. She informed the members that 270 homes were completed during 2008, the reason that there weren't more homes completed is because a majority of the homes were more complex historic homes, but that there are expected to be about 300-600 homes in different phases of design and construction during 2009. In 2008 they have bid 11 construction packages. Over 800 aviation easements have been processed and many homes are in design now. The Authority has approved the 12 new Phase 5 projects; FAA has provided an additional \$6 million dollars in grant funding. The Authority Board has approved an additional \$17 million in the 2009 budget, which bring the total to \$34.7 million. She informed the members that they have just closed the oldest grant, Grant #43. She explained that the FAA has strict guidelines on how long and how quickly an airport has to "spend down" each grant. She mentioned that she is excited that a shift of construction from historic home to multiple condominium units on the west side will keep the pace of construction at a high level, meaning more properties will be able to be sound insulated quicker. With this shift it reduces the cost per unit from approximately \$65,000 to about \$20,000 each. Mr. Frazee added that the overriding issue is the program eligibility boundary, the 65 dB CNEL noise contour, and that the FAR Part 150 update study may expand or contract that boundary.

Mr. Garret Hollarn gave a year end summary presentation regarding Missed Approach operations. He explained that missed approaches most often are associated with inclement weather, with the highest occurrences during the months of January, February, March, October, November, and December. For the year 2008 the spikes in this activity took place in February, March, November and December due to low visibility due to fog or adverse weather. As an example, Mr. Hollarn explained that on December 15th a total of 16 missed approaches occurred on this one day due to heavy fog. The data showed that 90% of missed approaches happened during the non-curfew time period (6:30 a.m. – 11:30 p.m.) Regarding departure headings for missed approaches, about 15% departed on a heading other than straight during the entire period. Overall for CY2008, approximately 80% of all missed approaches were straight out and during the non-curfew period.

For the noise complaint update, Mr. Hollarn showed data that continued a trend of decreasing complaints received. In CY2008 a total of 295 complaints were received. He pointed out that there has been a big change for this year on the number of calls during the night time period (10:00 p.m. – 7:00 a.m.) with 40% of complaints received

being for operations during this timeframe, compared to 15% in 2007. When reviewing complainer locations, west of the airport accounts for most of the noise complaints, with the neighborhoods of Loma Portal, Pt. Loma, and Ocean Beach being the three highest, but some calls have come from as far away as Chula Vista, but about 70% of all complaints are from within the Peninsula Community Planning Board boundary. When referencing complaints by household, 35% are by single callers, and that 19 households account for 51% of the complaint calls. Complaints relating to aircraft type show that a majority (64%) are on commercial jet aircraft, with about a third of those being on the single hushkitted B727 operation. To address a question posed at a previous meeting by an ANAC member, Mr. Hollarn stated that the number times there were multiple complaints on a same operation was 25 times. There were 67 complaints for those 25 operations.

Mr. Steve Cummings gave a presentation on "Early Turn" operations. In terms of numbers, for 2008 the months of April, June, and October showed highest number of Early Turns, and that the total is 129, compared with 102 for 2007. During his presentation he showed explanatory slides depicting how the Noise Mitigation Department determines what constitutes this an "Early Turn" operation.

For Head-to-Head operations, Mr. Cummings explained that this local phenomenon is attributable to inclement weather and sustained winds from the east. Mr. Cummings provided an update since last ANAC meeting for November and December, as well as CY2008 totals. November had 29, with November 19th as the worst day with 10 operations. December had 46 total, with 16 occurring on December 1st and 12 on December 18th. Mr. Cummings informed the members that the total Head-to-Head operations for 2008 were 279, and a majority were either in a straight out or to the right direction.

Seeing that there is still no quorum, Dr. Butler informed the members that no new business can be brought forward. Dr. Butler mentioned that Mr. Frazee will send a reminder to all members to forward agenda item requests at least two weeks before the Agenda for the next scheduled meeting. He also said that the Rules of Procedures will be on the next Agenda for any possible changes.

The meeting adjourned at 5:15 p.m. The next meeting is scheduled for Wednesday, April 15, 2009 at 4:00 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.



Dan Frazee
Director, Airport Noise Mitigation

NOTE: Please refer to the Frequently Asked Questions (FAQ's) 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.