

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, July 15, 2009 4:00 P.M.- 5:30 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 April 15, 2009 meeting minutes
 3. Information Items:
 - A. Airport Authority Update
 - B. Airside Projects update (Airside Operations and Air Traffic Control)
 - C. Curfew Violation Review Panel (CVRP) update
 4. Public Comment on Information and Discussion Items (Time Certain – 4:30 p.m.)
 5. Presentation Items:
 - A. Quieter Home Program (QHP) update
 - B. 14CFR Part 150 study update
 - C. Missed approach statistics
 - D. Complaint statistics
 - E. Early Turn and Contra Flow Statistics
 6. Public Comment (Time Certain – 5:10 p.m.)
 7. New Business
 8. Next meeting date
 9. Adjourn
-



SAN DIEGO
INTERNATIONAL
AIRPORT

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) Meeting Minutes April 15, 2009

On April 15th, 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. John Bennett, County of San Diego; Mr. David Borcalli, FAA-SDIA Tower; Mr. Bill Cegelka, representing Congresswoman Susan Davis (ex-officio); Mr. Tait Galloway, City of San Diego; 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 (ex-officio); Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee & Mr. Garret Hollam

Absent: Mr. Matt Awbrey, City of San Diego, District Two (ex-officio)(Excused); 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 (Excused); Mr. Steven Holt, Airline Representative (ex-officio) (Excused); Ms. Paula Jacks, Community member (Excused); Mr. Bill Stone, Little Italy Association; County Supervisor Greg Cox (ex-officio) (Vacant)

Dr. Butler opened the meeting by inviting each member and staff to introduce himself/herself. Dr. Butler informed the members that Mr. Steve Holt, Vice President of Real Estate Operations for American Airlines, has been selected as the new air carrier representative to ANAC and will be at the July meeting. Furthermore, he mentioned that one of the items to be discussed is the new air carrier's status as a member of ANAC. Dr. Butler also mentioned that the new Noise Matters newsletter is included in each member packet. A motion to approve the November 20th, 2008 and January 21st, 2009 meeting minutes was tabled until a quorum is available.

Mr. Dan Frazee gave the Airport Authority update. Mr. Frazee mentioned that confusion regarding the Destination Lindbergh and the Terminal Development Plan (TDP) still exists in the community. He explained that Destination Lindbergh was a study conducted to envision options for the long term optimization of the constrained footprint of San Diego International Airport (SDIA) around the 2015-2030 timeframe, with the earliest possible changes beginning in the 2015 timeframe. Mr. Frazee informed the members that the Terminal Development Plan (TDP) is SDIA's immediate action Master Plan that has been approved by the Authority Board and has been developed through a significant and extended public outreach period and completed Environmental Impact Report (EIR). The purpose is to add ten passenger gates to the western most terminal (T2West) and a parking apron for 12 aircraft. The Board will be discussing at the May meeting a specific date to start the project; most likely work will begin early summer. Mr. Frazee shared an article in the local San Diego newspaper regarding the TDP. A Committee member added that an Authority Board *ad hoc* committee for TDP is "chaired" by Mr. Bruce Boland.

Hearing no questions, Dr. Butler informed the group that a quorum of members was now available. A motion was made to approve the November 20th, 2008 minutes; the minutes were approved unanimously without

discussion; a subsequent request to approve the January 21st, 2009 meeting minutes was called; no discussion occurred, the minutes were approved, with one member abstaining.

Dr. Butler went on to discuss the ANAC Rules of Procedures (Rules) as part of the annual review (that normally occurs at the first meeting of the year). He explained that the Rules of Procedures is an ANAC document and that changes can be made to the document by a motion and majority vote. The only change that would require further action would be a change to a portion of the Rules that also impacts the Authority Policy (SDCRAA Code 9.20) that set up ANAC. In this case, a memorandum from Mr. Frazee to the Board will suffice to get Board action for changes to the policy. Dr. Butler proposed two items for discussion. The first dealt with the date and time of the quarterly ANAC meeting. A motion was made and accepted at the November 2008 meeting to change the frequency, day, and time of the meeting. The frequency, day, and time of the meetings were changed from bi-monthly, third Thursday of the month, from 5:30-7:00 p.m., to quarterly, third Wednesday of the month, from 4:00-5:30 p.m. Dr. Butler asked the members if the new change is more effective and whether further discussion is needed. Members agreed that the new change is more effective and voted to keep the new change in effect. The second item Dr. Butler placed on the table is to change the status of the air carrier representative from non-voting to voting status. Dr. Butler, as well as Mr. Frazee, explained that the former air carrier representative was changed to non-voting status due to the member's inconsistent attendance at ANAC meetings. The new air carrier representative resides locally and the Authority feels Mr. Holt's participation will be consistent and ongoing. Discussion ensued leading to the question of a change in Policy 9.20(2) (a) and (b) to change the voting members to 14 vice 13 and to change the position to voting from non-voting. Seeing no further discussion, a motion was made to add the air carrier representative as an additional voting member. Participants approved the motion unanimously. Mr. Frazee will submit the Committee's motion to the Authority Board for approval.

Moving on to the next item, Mr. Frazee updated the Committee on the Curfew Violation Report Panel (CVRP), informing the members that the April CVRP meeting was called off due to no violations occurring during the period. Mr. Frazee mentioned that this decrease in curfew violations is a positive note for the tenant air carriers and a relief to the noise-impacted community. Mr. Frazee pointed out that aircraft curfew violations will never go down to zero; he is appreciative of the operators who drive that number as low as possible.

Mr. Paul Webb, Project Manager for the FAA 14 CFR Part 150 Airport Noise and Land Use Compatibility Program study, provided an update. Mr. Webb informed the members that since the last meeting a couple of milestones were achieved. To begin, the second public workshop was held March 10th to receive public input for the proposed Noise Exposure Maps prior to being sent to FAA for acceptance. Additionally, the public was asked to provide input to several new ideas being considered by the Authority that could further mitigate aircraft noise for the community. Concepts included revision of departure profiles and revised departure routings. The public attendance and input provided was very positive, compared to the first public workshop where attendance was minimal. Following public input, the Noise Exposure Maps were forwarded to FAA for review and acceptance. The next public meeting is scheduled for September 24th, 2009, when the community will be presented with a final list of projects to be presented for Authority Board approval, and subsequent submittal to FAA for approval. This concluded Mr. Webb's presentation.

Ms. Sjohnna Knack, Manager, Quieter Home Program, next gave an update on the airport's Residential Sound Insulation Program. She noted there are 30 active projects, with approximately 1,113 homes in process, and more projects to be approved in May. Ms. Knack informed the members that thus far the Heritage home (in Banker's Hill) is one of the largest and most challenging ones due to it being a four story multi-family structure. They are also moving forward on the design for two condominiums projects in Pt. Loma with approximately 600 units. Ms. Knack informed the members that on March 5th, a homeowners meeting was held at the San Diego Convention Center and about 700 people were in attendance, aided by about 60 Authority staff members. The homeowners had approximately 45 pieces of product (doors, windows, mechanical and HVAC systems) that were put on display for homeowners to view. She also mentioned that with last year the Authority expanded the eligibility boundaries to include an additional 2400 units. Of that lot, an estimated 600 homeowners have applied and are in

the queue. An ANAC member asked for clarification regarding multi-family parcel program eligibility and clarification on what community the 2400 unit expansion is occurring. Ms. Knack provided a brief synopsis. Seeing no further questions, Dr. Butler moved on to the next item.

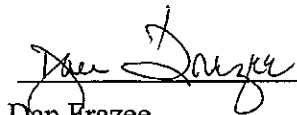
Mr. Garret Hollarn gave a presentation on Missed Approach operations. He compared first quarter 2008 and 2009 Missed Approaches, and noted last year were high due to inclement weather. Mr. Hollarn showed the total Missed Approaches for the following months: January = 68; February = 35; and March = 30. The statistics show that half of the total in January occurred during a single day (January 1st). As has been consistent with past history, most of the missed approaches occurred during the regular airport operating hours (6:30 a.m. to 11:30 p.m.) and were on the runway heading.

For the noise complaint update, Mr. Hollarn showed that the total first quarter 2009 complaints numbered 56. Parsed by time, most complaints are received during the CNEL daytime period of 7:00 a.m. – 10:00 p.m. By neighborhood, Mr. Hollarn pointed out that 64% of the complaints come from the Peninsula Community Planning Board boundary. By household, most calls are single calls by one household. By aircraft type, Mr. Hollarn pointed out that predominantly complaints are about commercial airline aircraft, however there was a big jump this quarter concerning military aircraft operations from NAS North Island. By action, the largest number of complaints is regarding non-runway heading departures or “Early Turns”. Following Mr. Hollarn’s presentation, a discussion ensued regarding the clarity of a presented trend data chart. At the next meeting, Mr. Hollarn will present a revised complaint trend data chart of three years past data in a line chart format.

Mr. Steve Cummings gave a presentation on “Early Turn” operations. For his update, he showed the total numbers for the first quarter 2009 are: January = 13, February = 20, and March = 13, and for April to date = 2. Broken down by week, a spike shows in February due to inclement weather. Mr. Frazee explained that an agreement was made with the local air traffic control (ATC) Tower Chief that any “Early Turns” that could not be explained by the Noise Office will be forwarded to ATC for their evaluation and, if the tower could not determine the reason for the “Early Turn”, ATC will then forward it to TRACON for their feedback. Explanations were given regarding “Early Turns” and what measures were taken to try to eliminate or to keep the numbers low.

For Head-to-Head operations, Mr. Cummings explained that the increase in the month of January was due to poor weather, which is the primary reason for “Head-to-Head” air traffic operations. The totals for each month are: January = 17, February = 14, and March = 19. With no questions, this concluded Mr. Cummings presentation.

Hearing that there is no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:05 p.m. The next meeting is scheduled for Wednesday, July 15th, 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.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
June 03, 2009
Record of Decision (ROD)**

Panel members: George Condon, representing Planning and Operations Division; Richard Kwaitkowski, representing Marketing and Communications Division; Murray Bauer, representing Facilities Development Division; Garret Hollarn, Airport Noise Mitigation (Facilitator); Steve Cummings (Staff member)

Airline, pilot, or operator representatives present: Al Turner (United Airlines) and Al Sousa (Helinet Corporation)

Members of the public present: None

N520SC (Learjet 60); March 12, 2009 (556L)

Written information was provided; no representative was present.

Panel Recommendation

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

United Airlines Flight 330; April 07, 2009 (2350L)

Written information was provided; a representative was present.

Panel Recommendation

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

N253WC (Eurocopter ES-55); April 08, 2009 (2327L)

No written information was provided; a 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

July 15, 2009

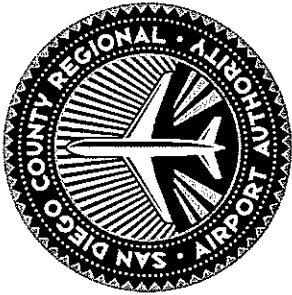




Missed Approach Definition

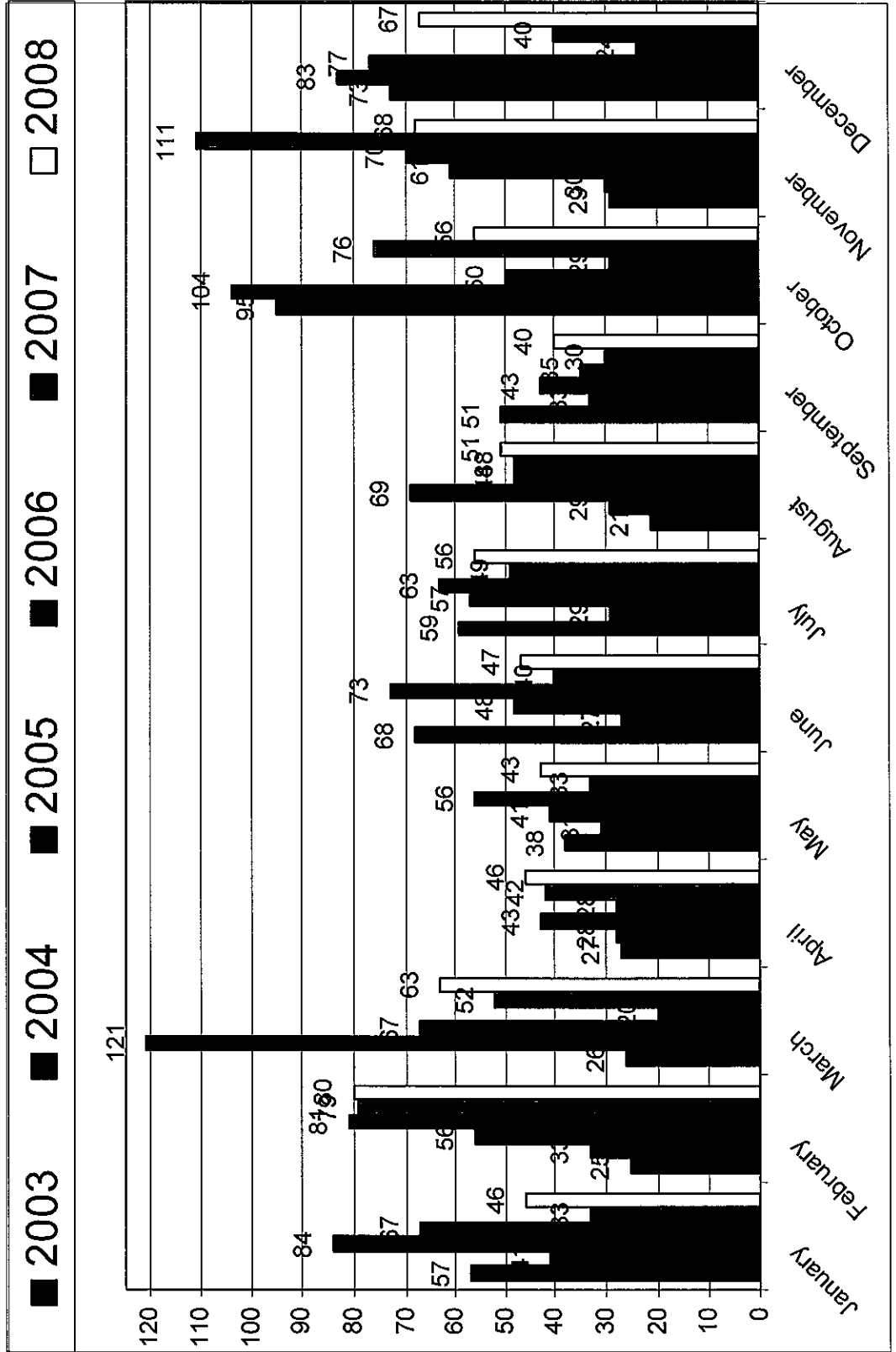
*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

- 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.



2003-08 Missed Approaches

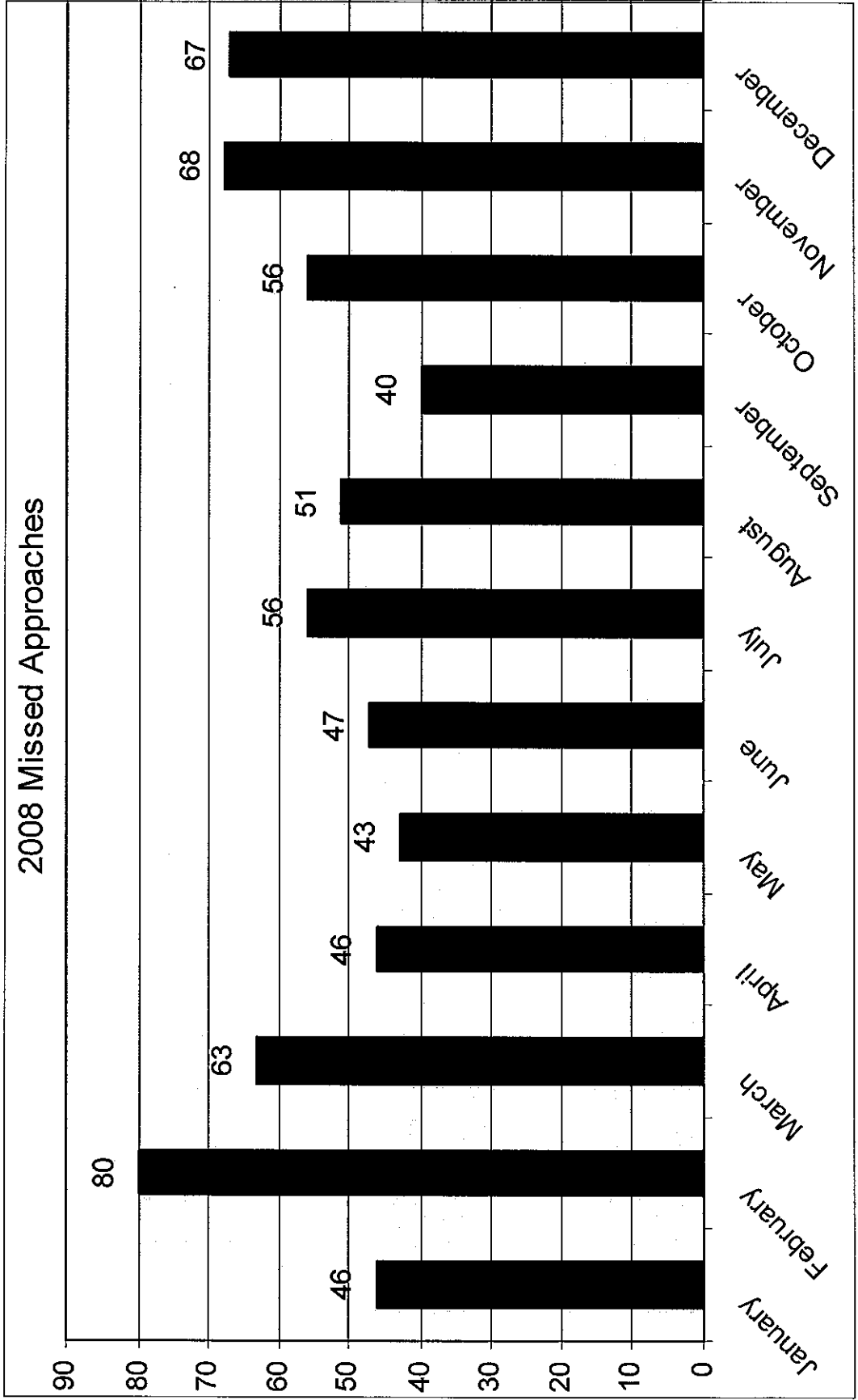
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663

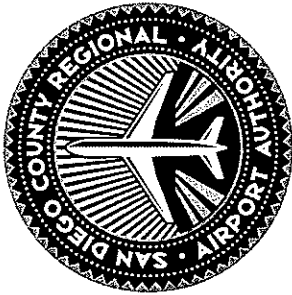




2008 Missed Approaches

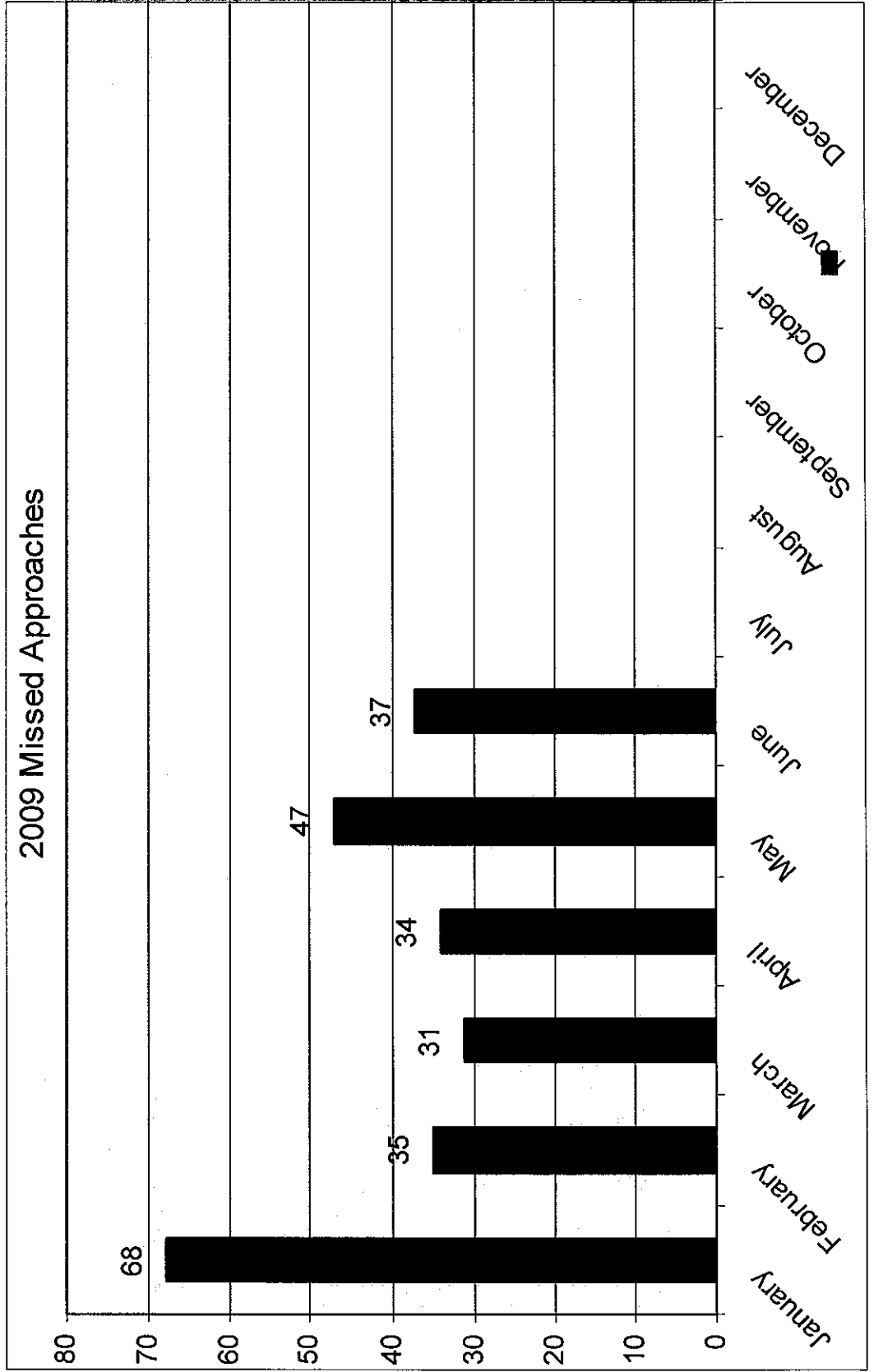
663 Total





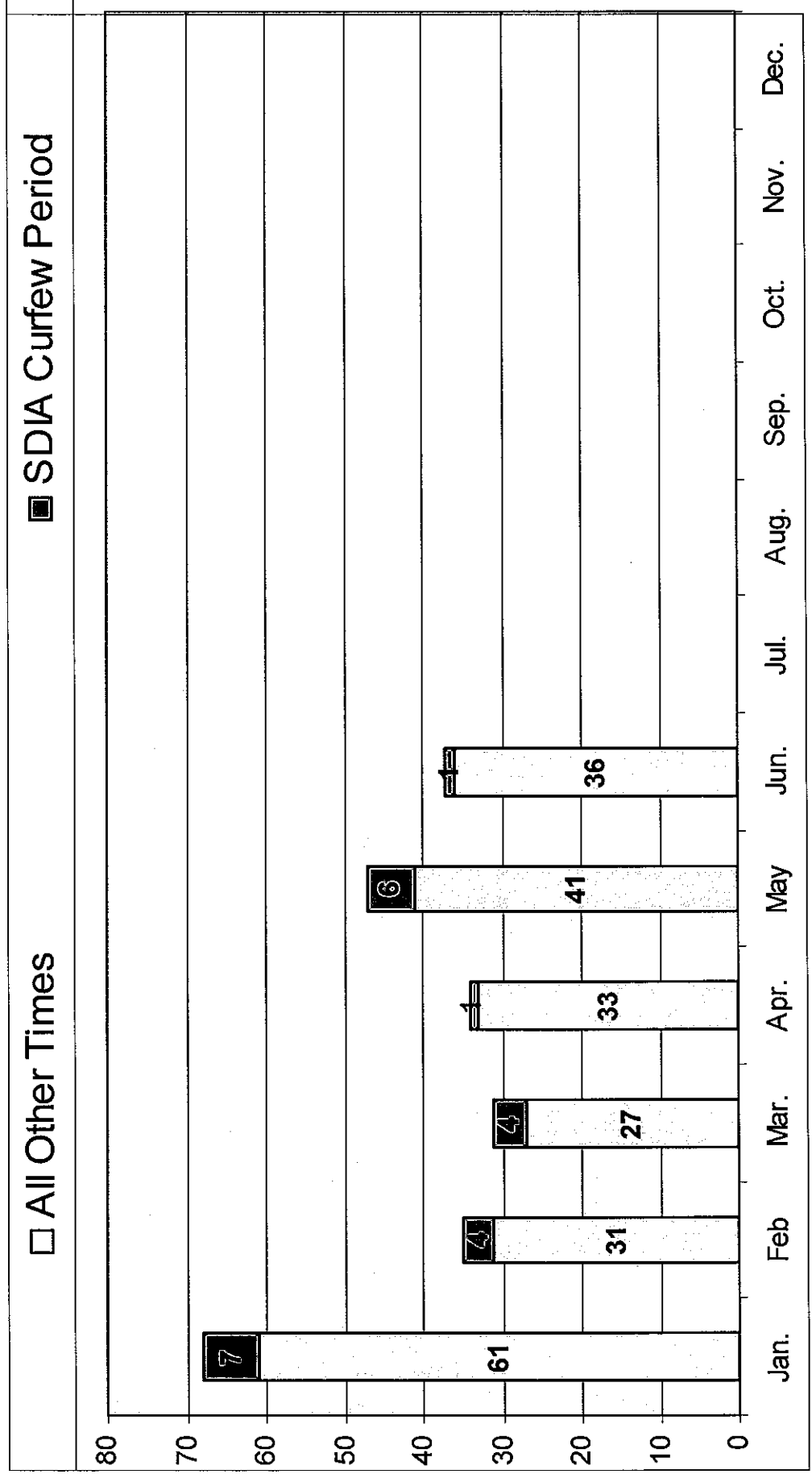
2009 Missed Approaches

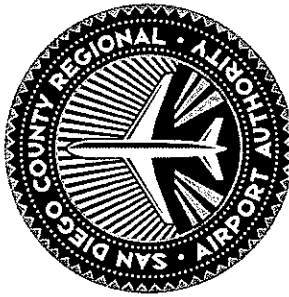
252 Total Year To Date



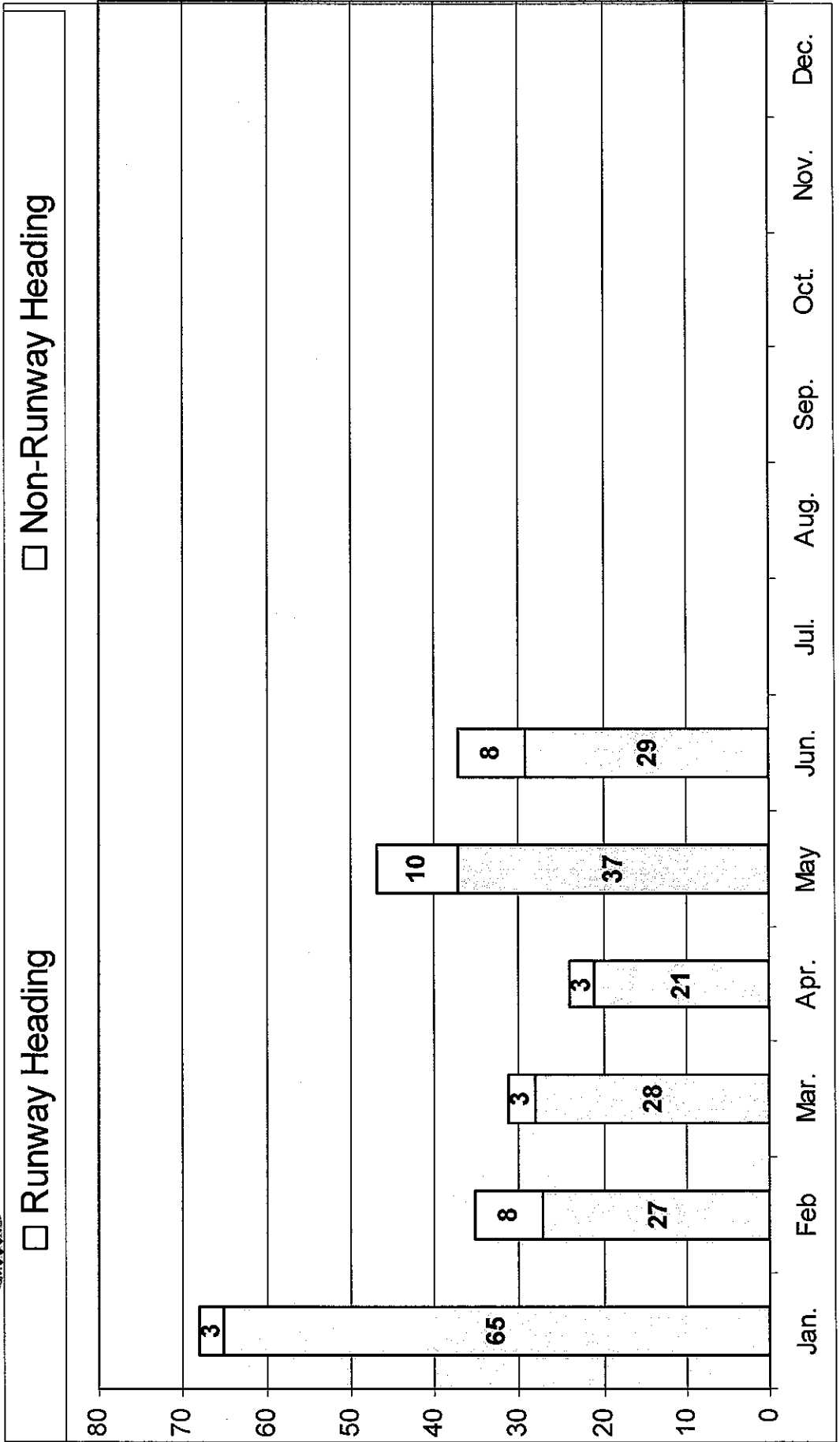


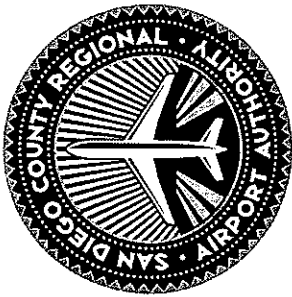
Curfew Period vs. All Other Times



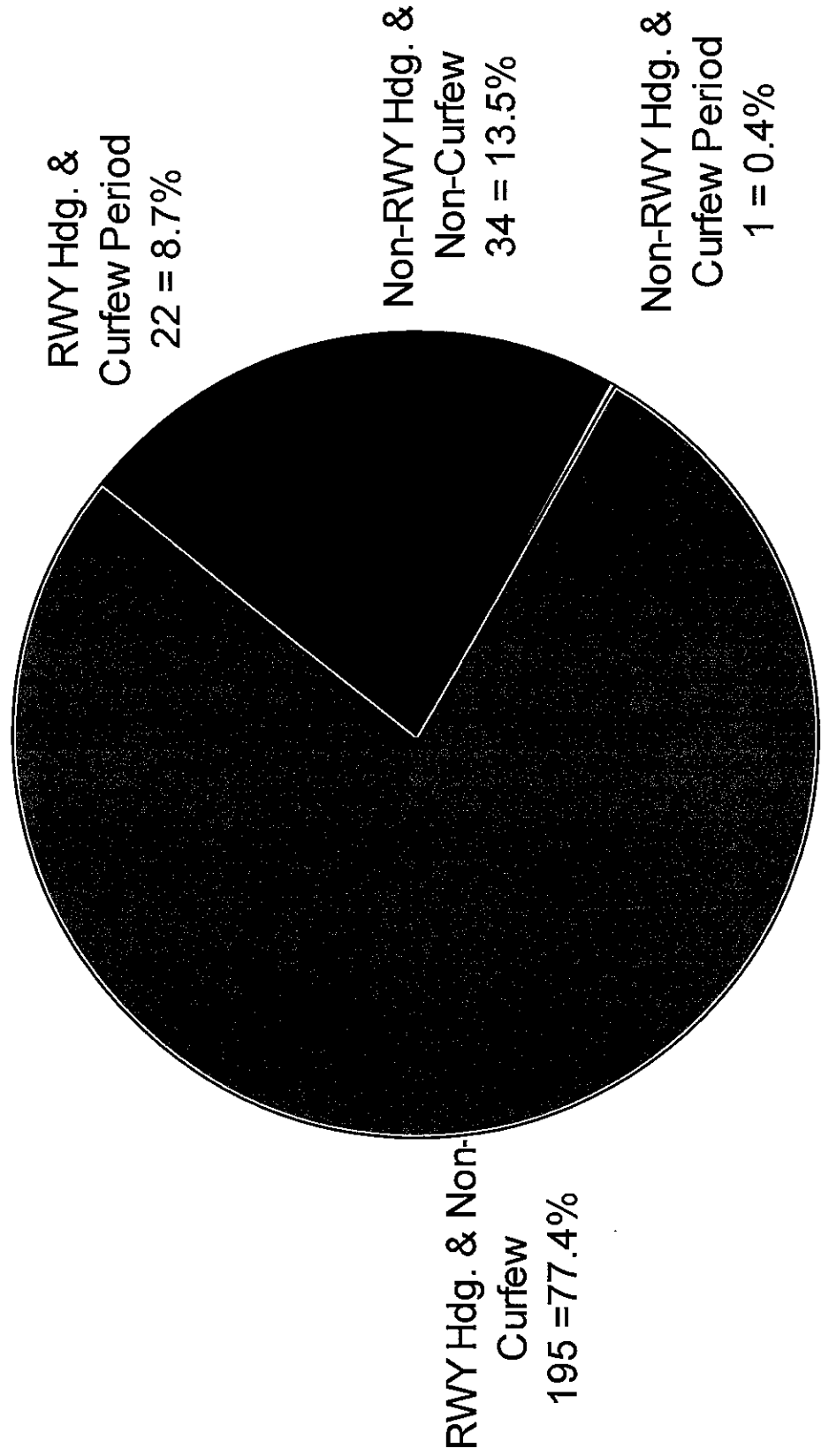


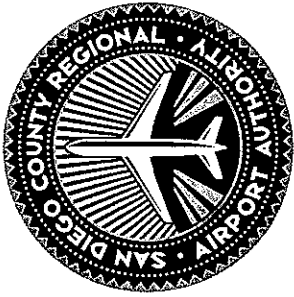
Runway Hdg. Vs. Non-Runway Hdg.



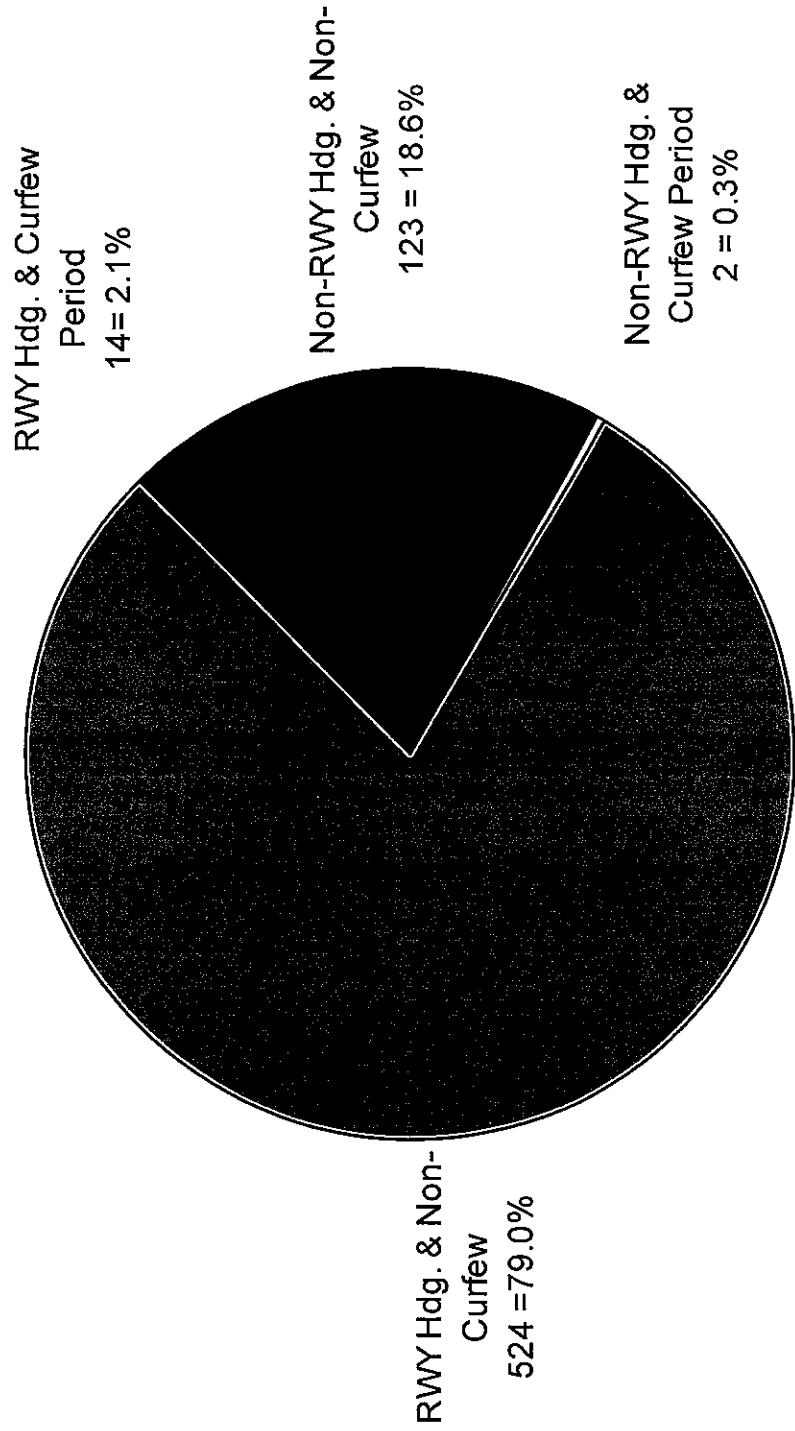


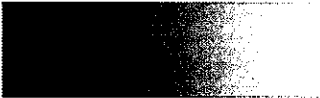
2009 Missed Approaches - Percentage





2008 Missed Approaches - Percentage





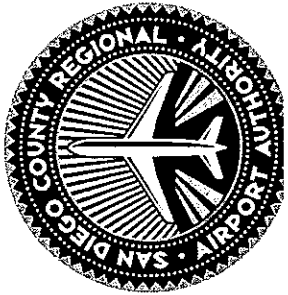
Any Questions?

Complaints Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

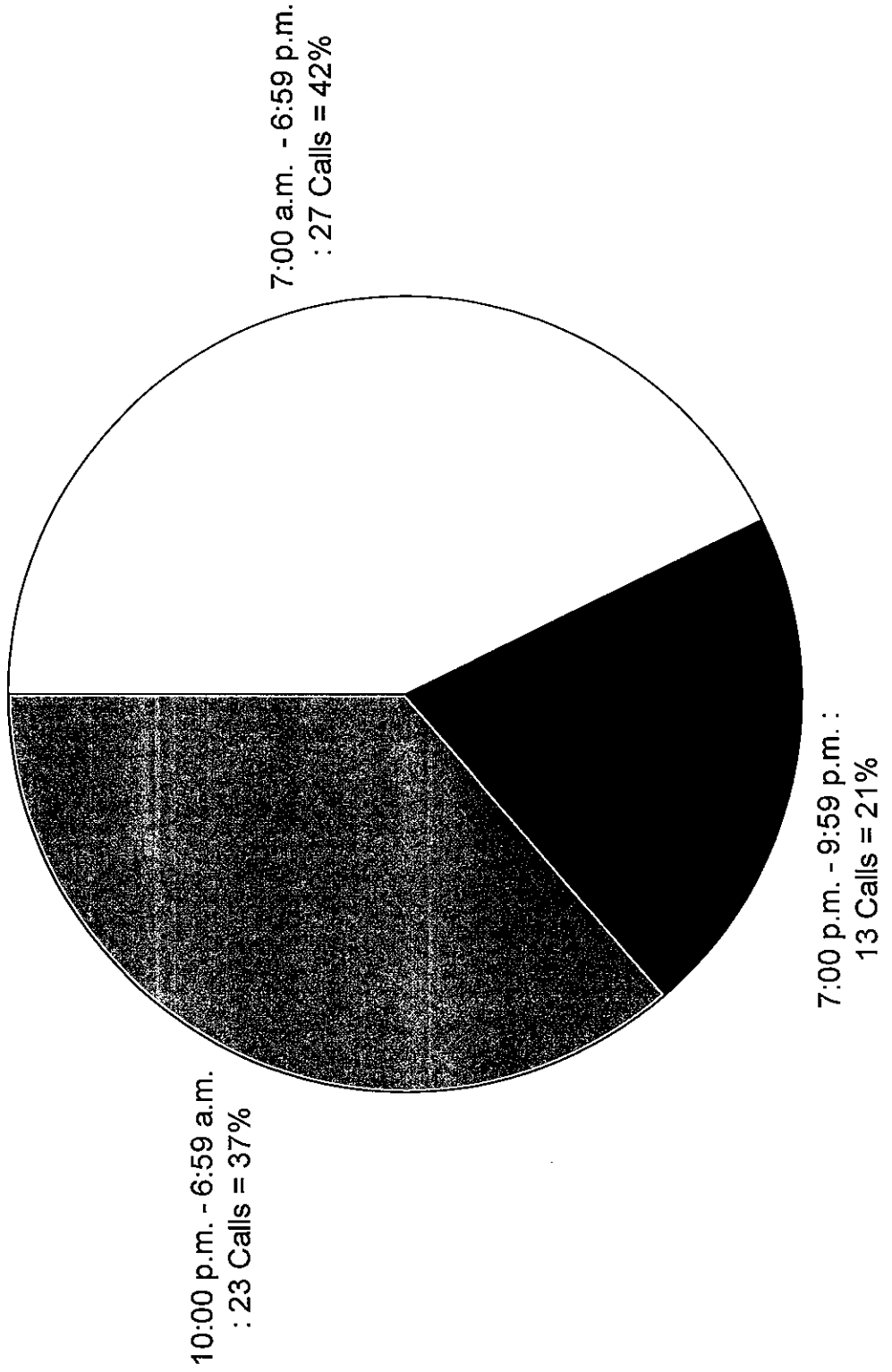
July 15, 2009

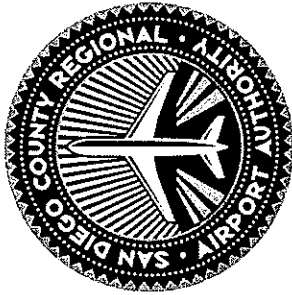




2009 Complaints Statistics

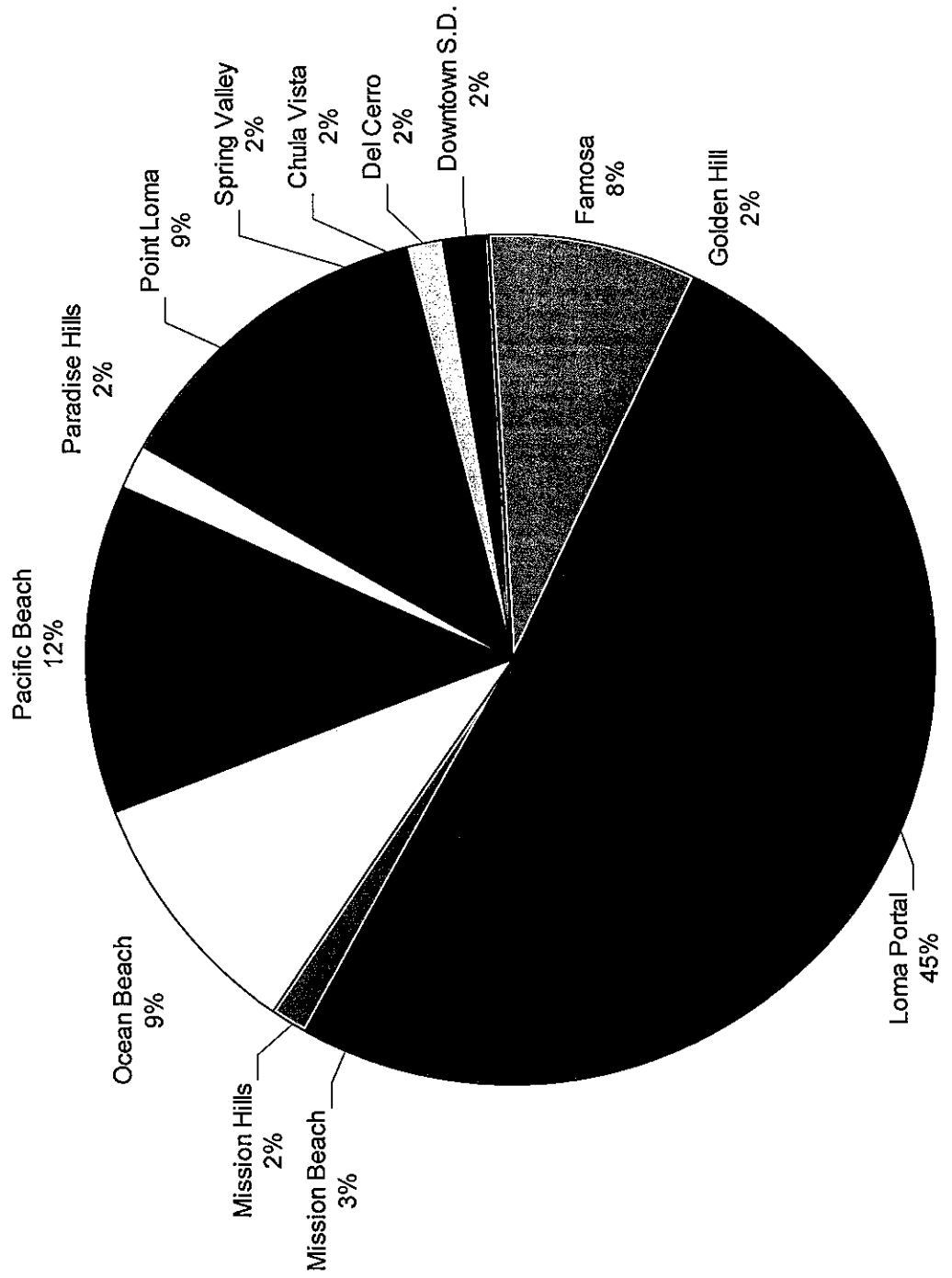
April to June, Complaints by Time of Day, 63 Total

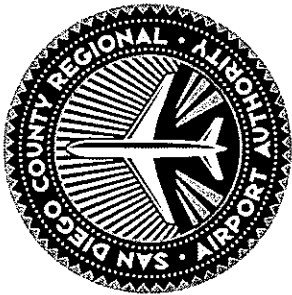
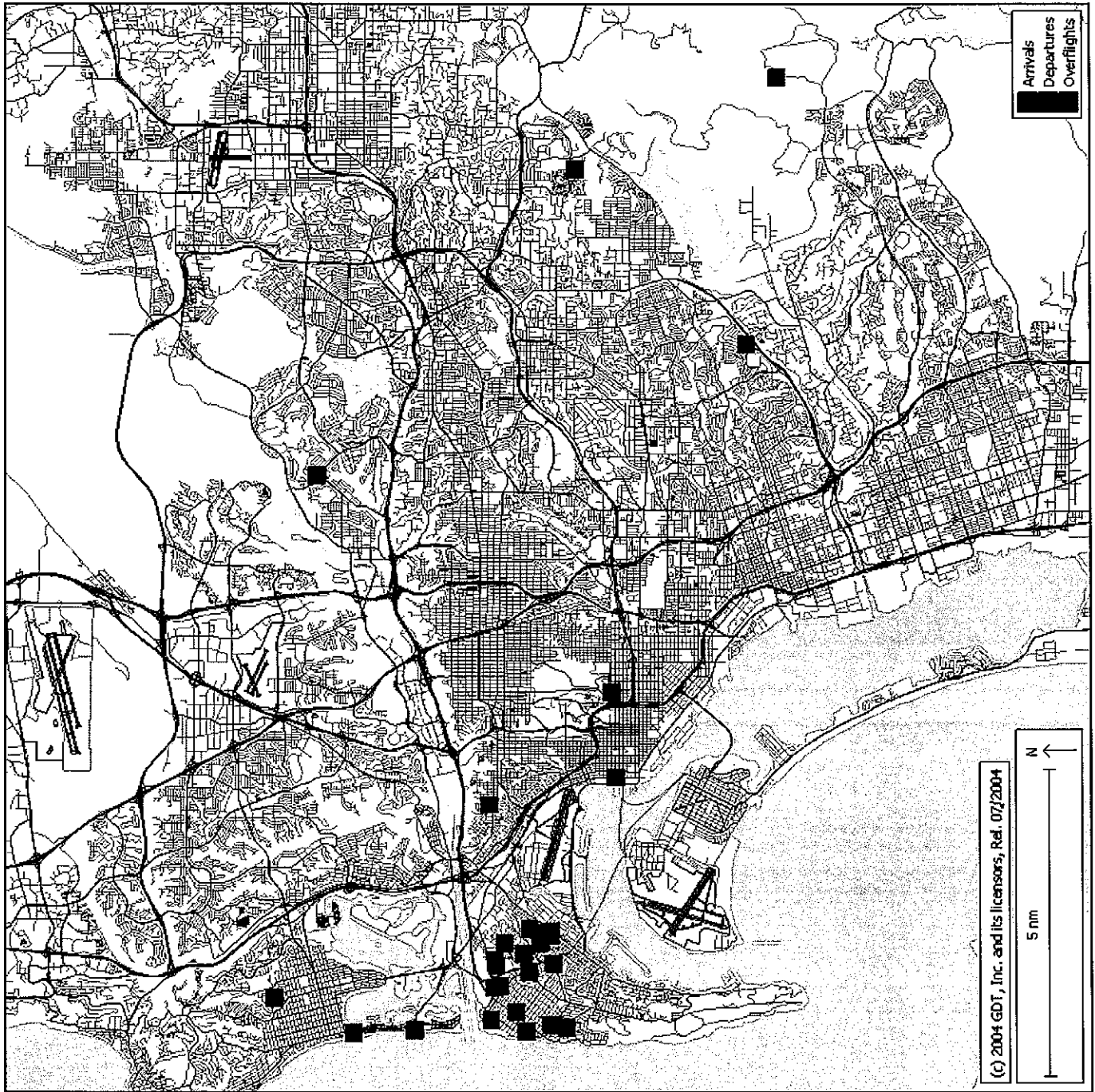




2009 Complaints Statistics

April to June, Complaints by Neighborhood, 63 Total

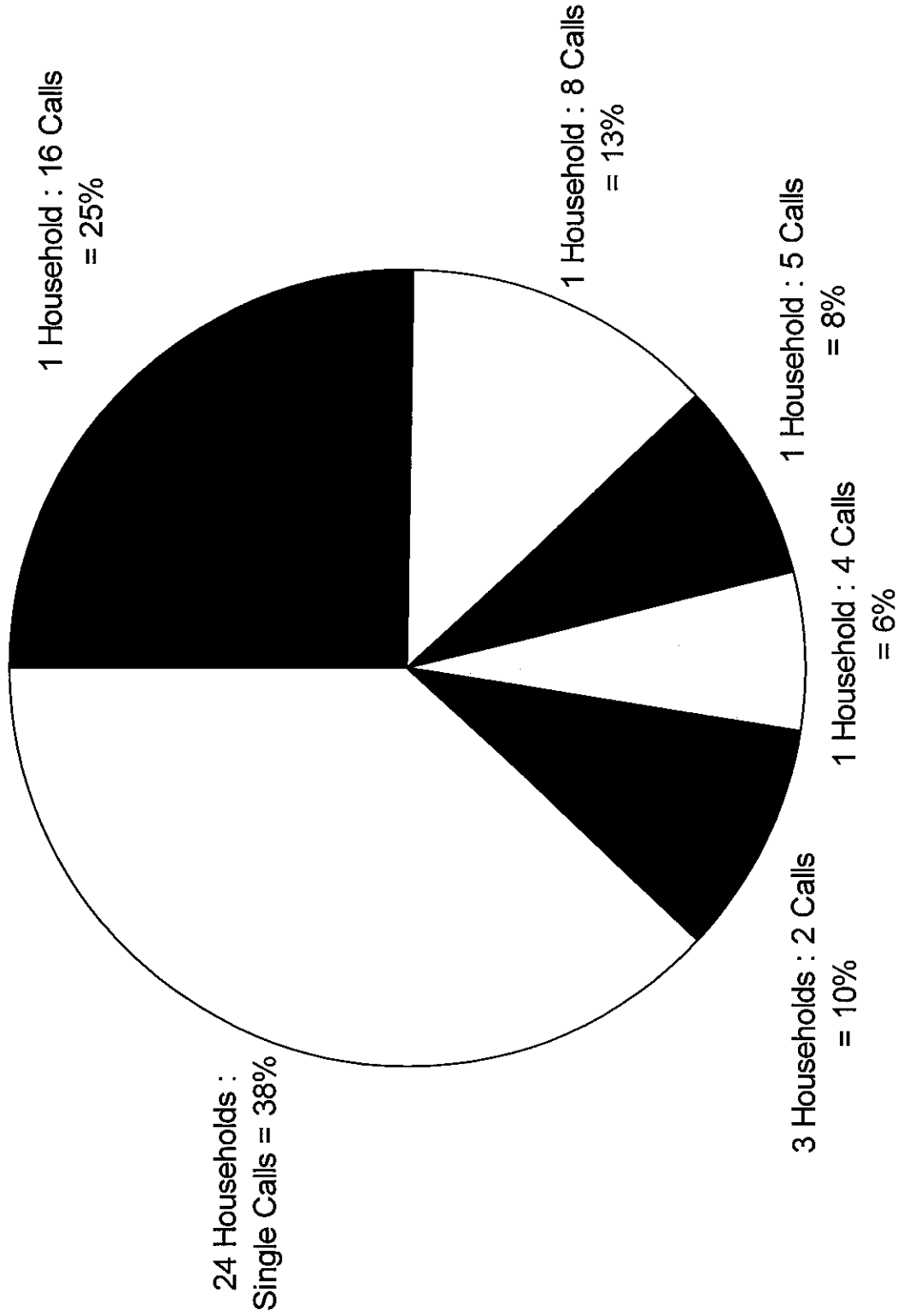


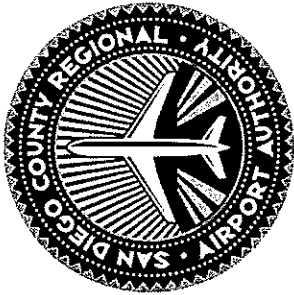




2009 Complaints Statistics

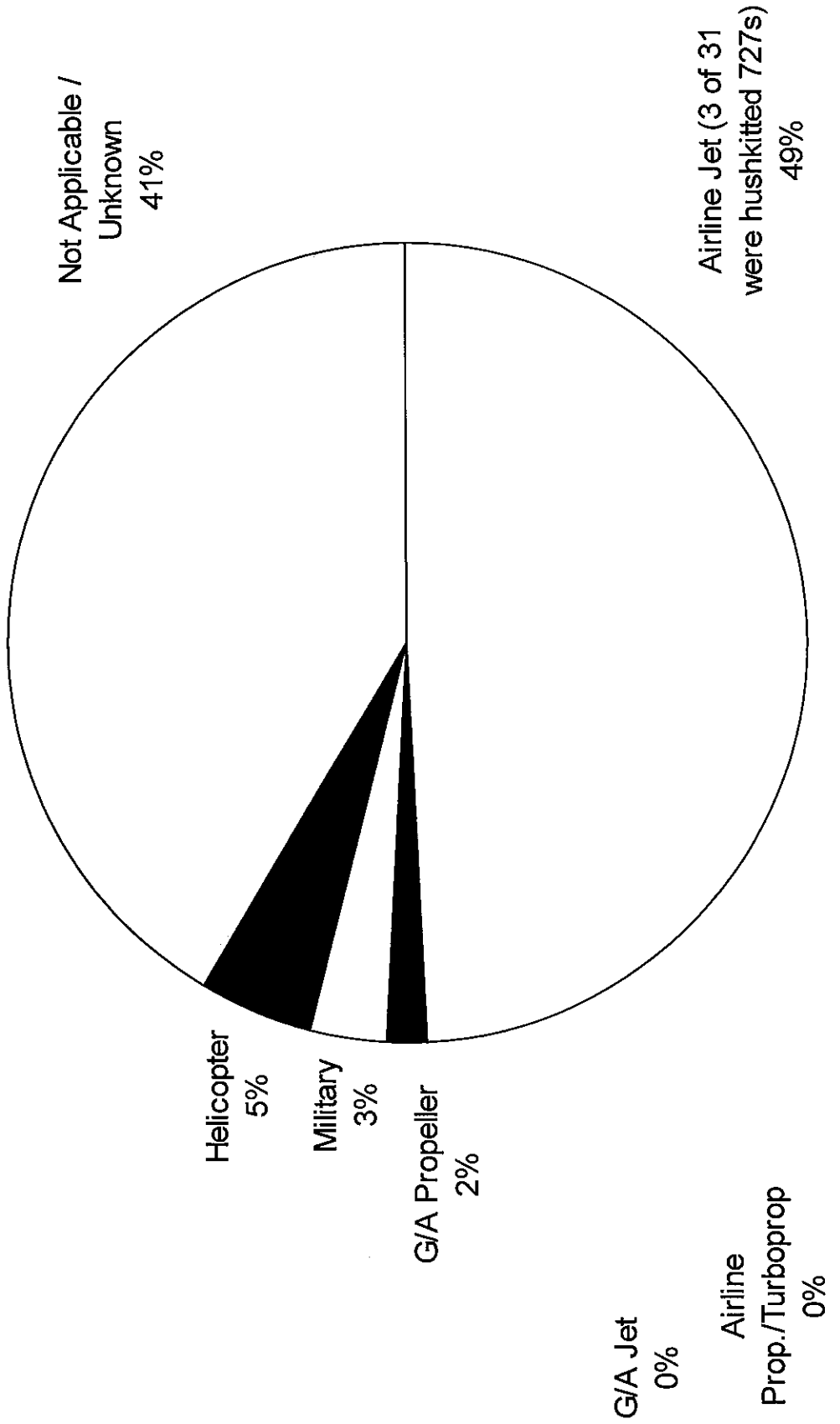
April to June, Complaints by Household, 63 Total

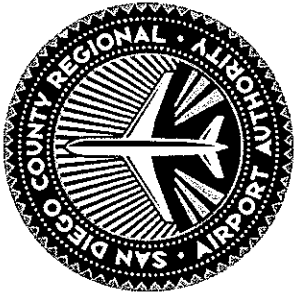




2009 Complaints Statistics

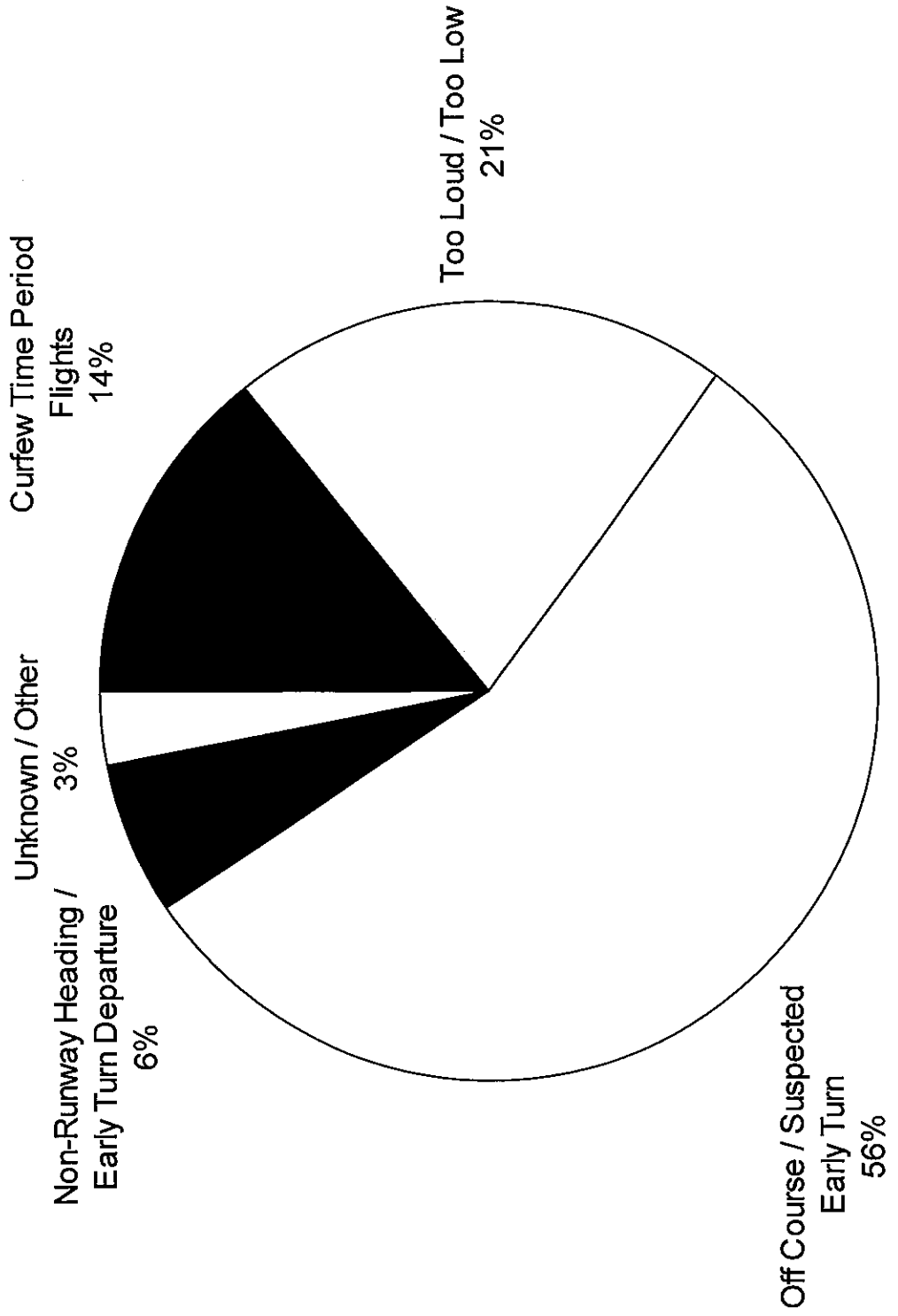
April to June, Complaints by A/C Type, 63 Total

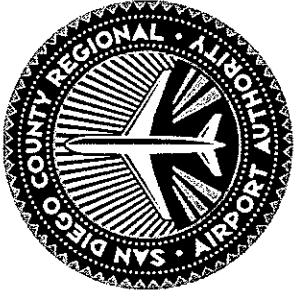




2009 Complaints Statistics

April to June, Complaints by Action, 63 Total





Any Questions?



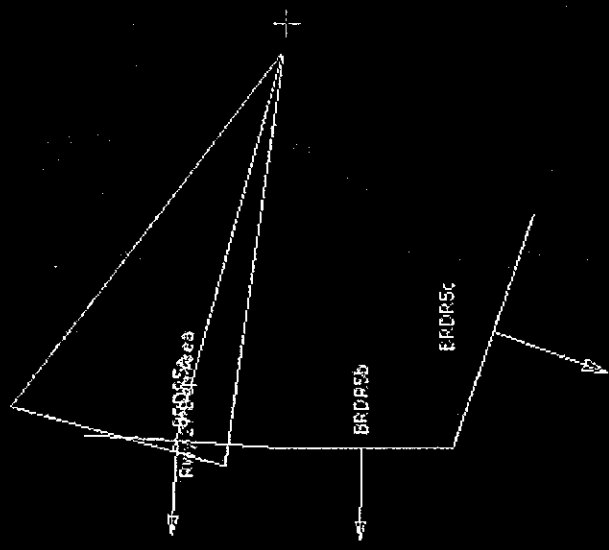
“Early Turn” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

July 15, 2009

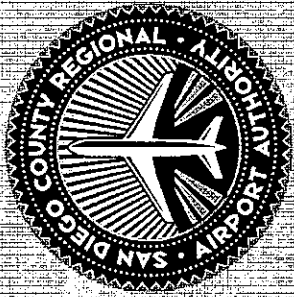


Arrival
Departures
Overflights



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Definition

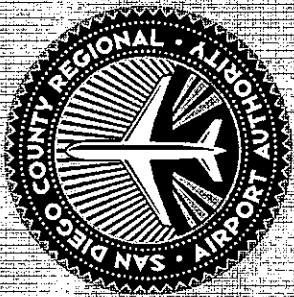
- An aircraft that deviates from the standard departure procedures to a new prescribed departure path, to insure the safe and efficient flow of all aircraft. These early turns are solely conducted at the FAA Control Tower's discretion.



Definition

[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)

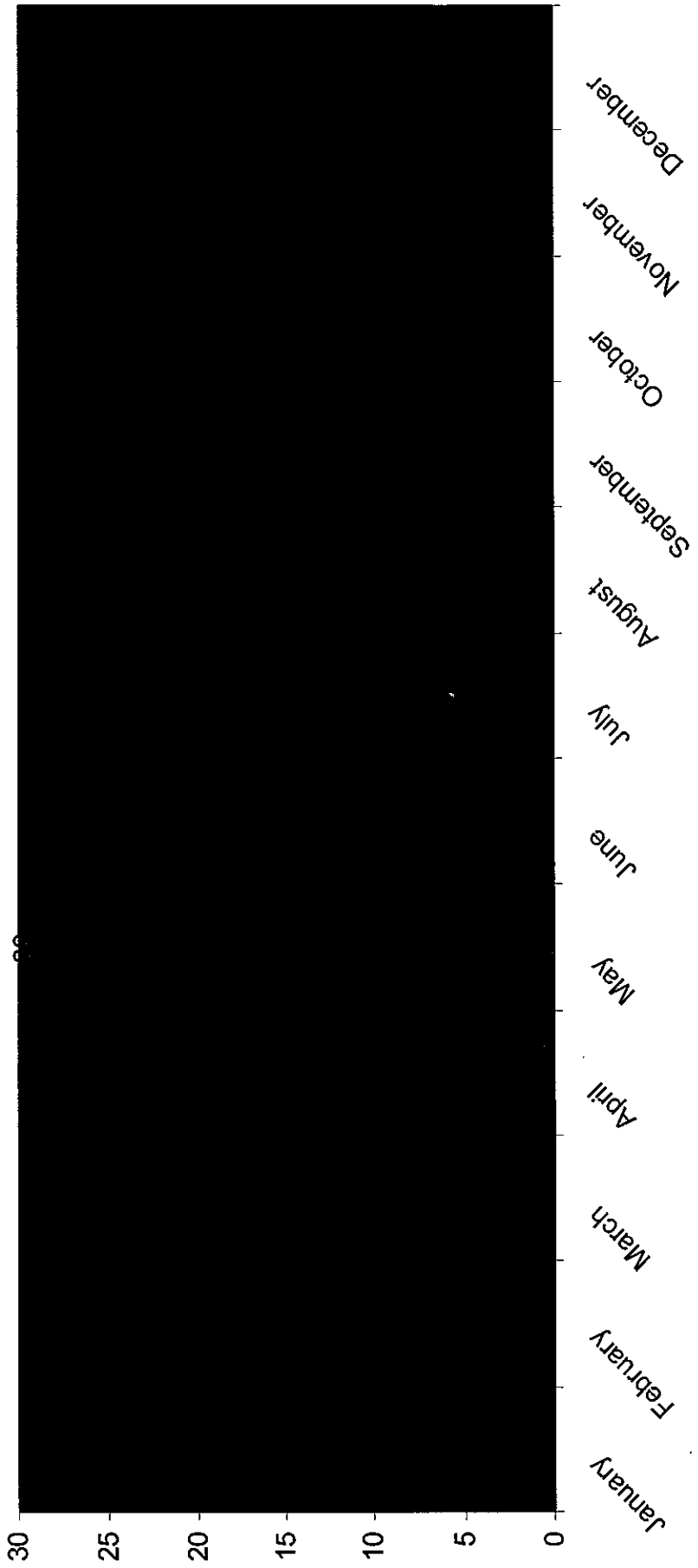
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the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

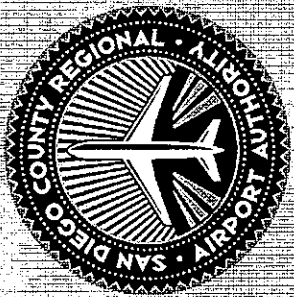


2009 Early Turns

Total sent to FAA
(Total for 2009 = 93)

Early Turns Monthly Totals

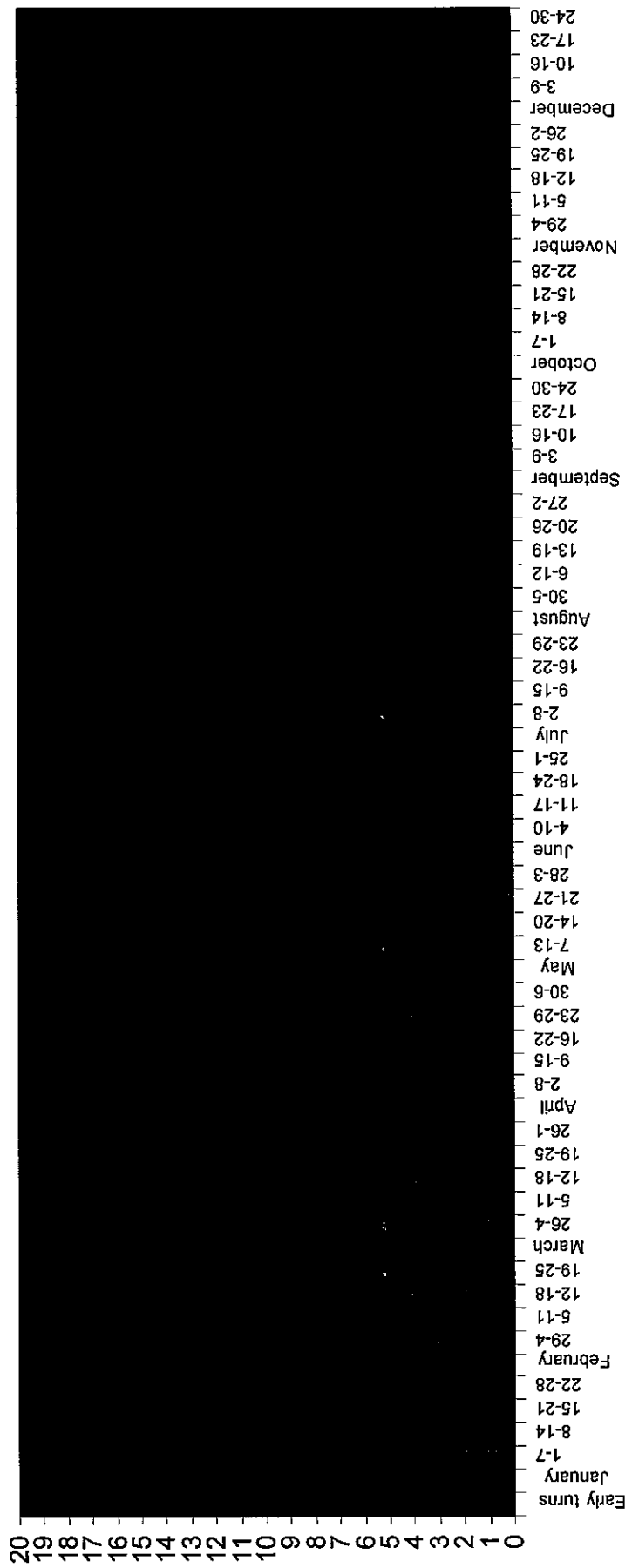


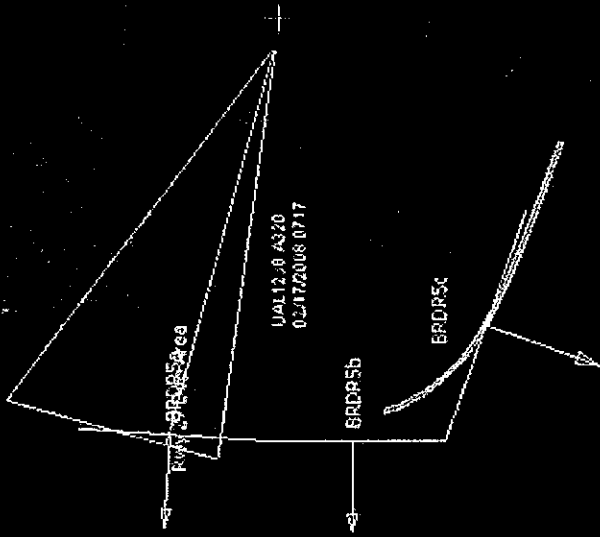


2009 Early Turns

Total sent to FAA

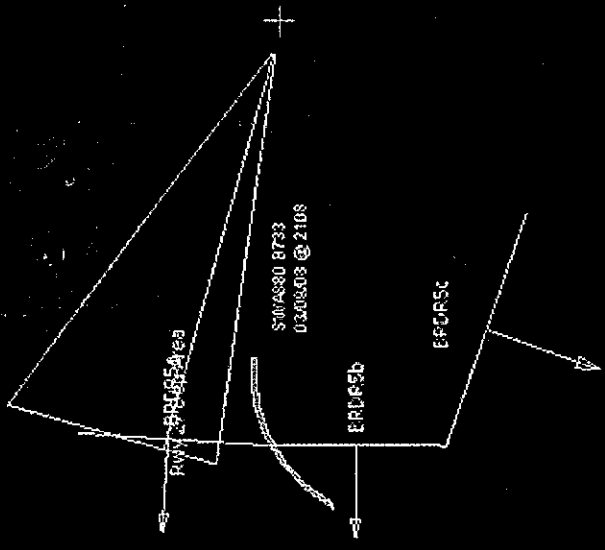
Early Turns Totals



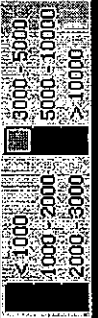


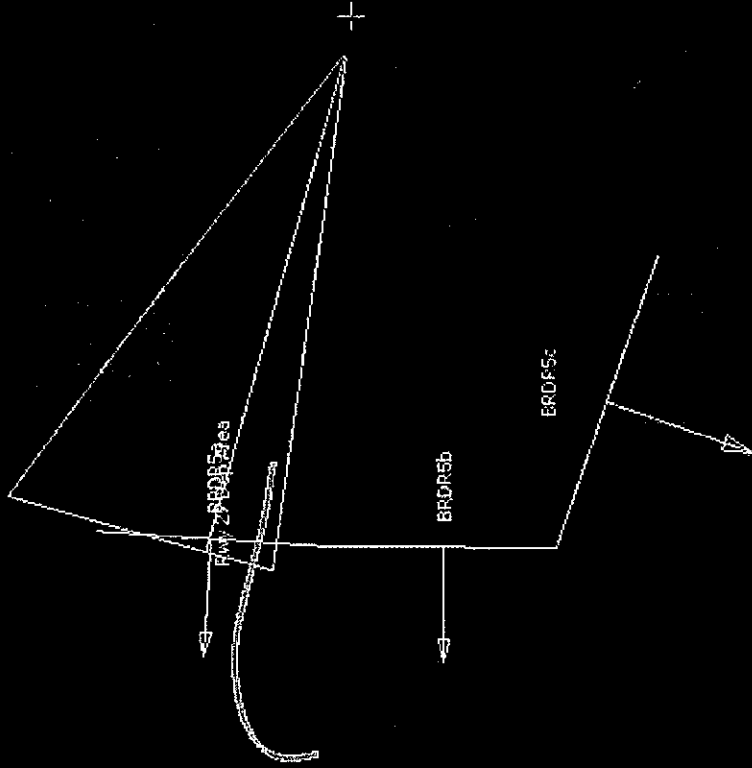
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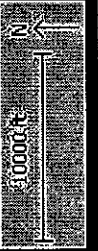


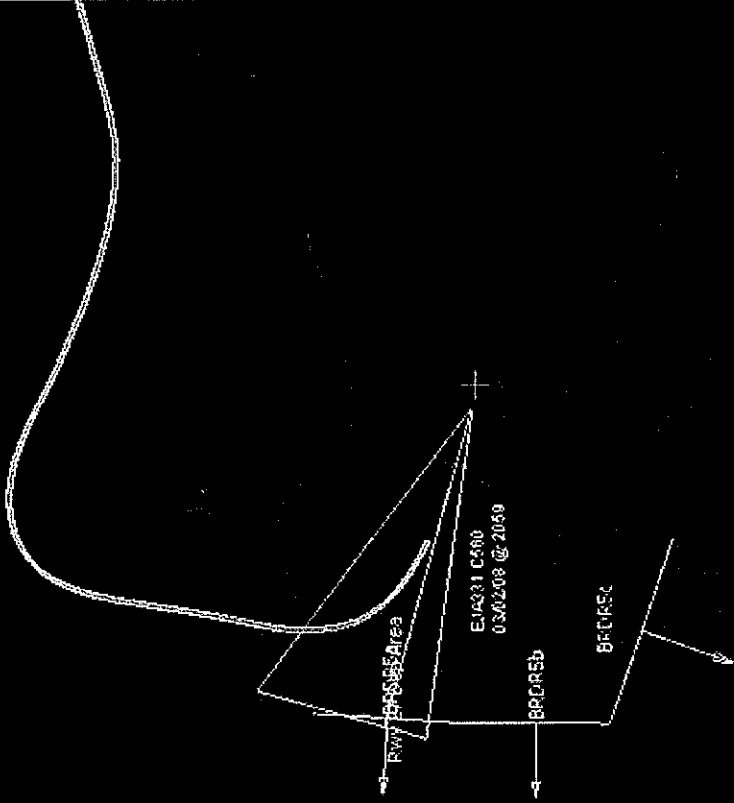
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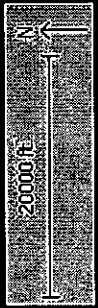
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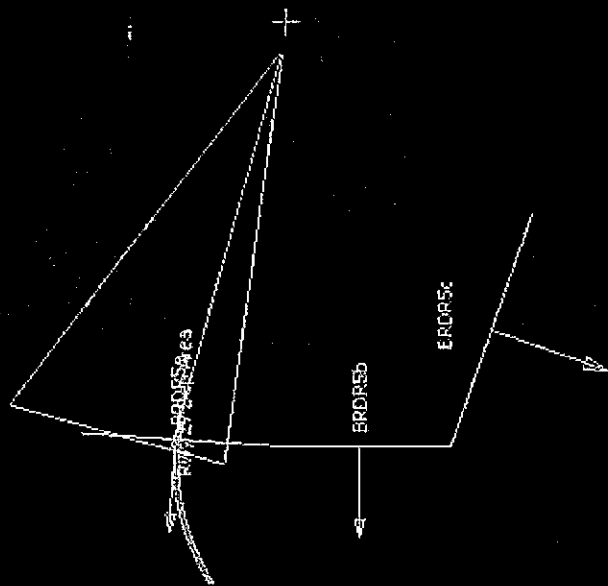




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03/02/08 @ 2080

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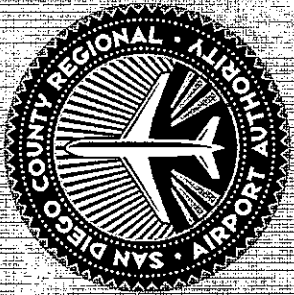




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Any Questions?

“Contra-Flow” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

July 15, 2009





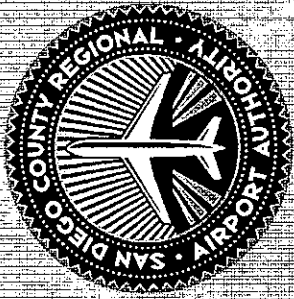
Contra-Flow Definition

What are “Contra-Flow” air traffic operations?

Contra-Flow operations is a 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 Contra-Flow 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

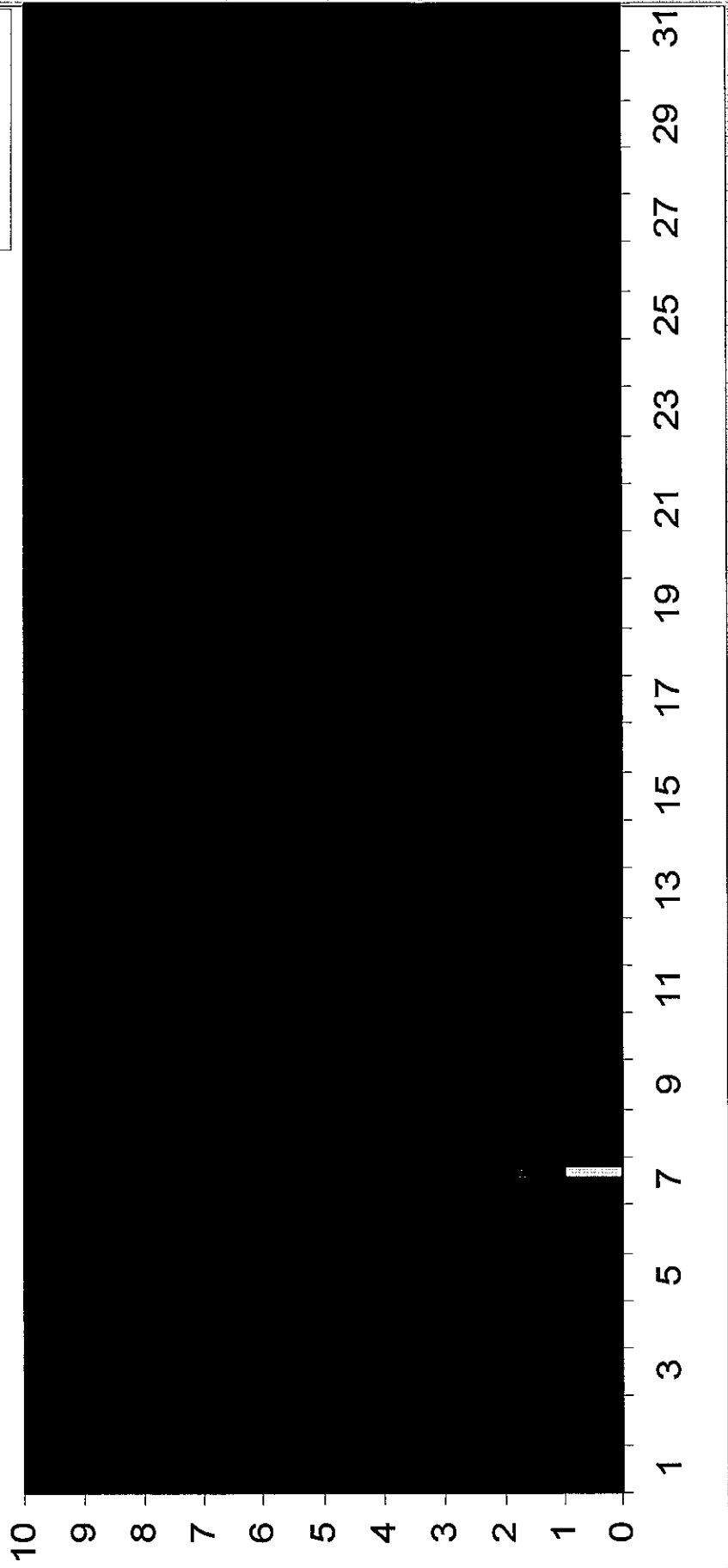
FAQs 2006.pdf



2009 Contra-Flow April

- LEFT
- STRAIGHT
- RIGHT

APRIL 2009

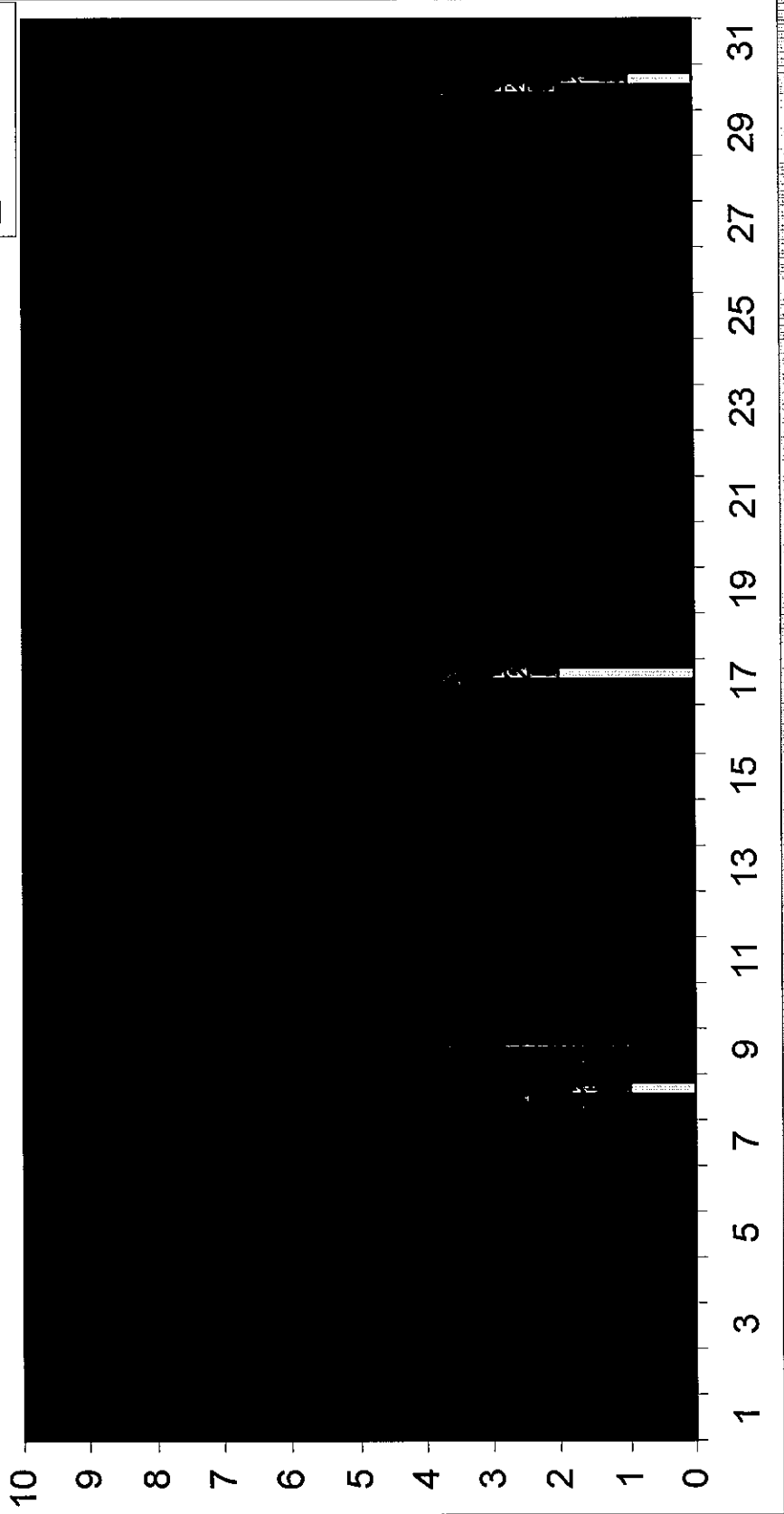




2009 Contra-Flow May

■ LEFT
■ STRAIGHT
□ RIGHT

MAY 2009

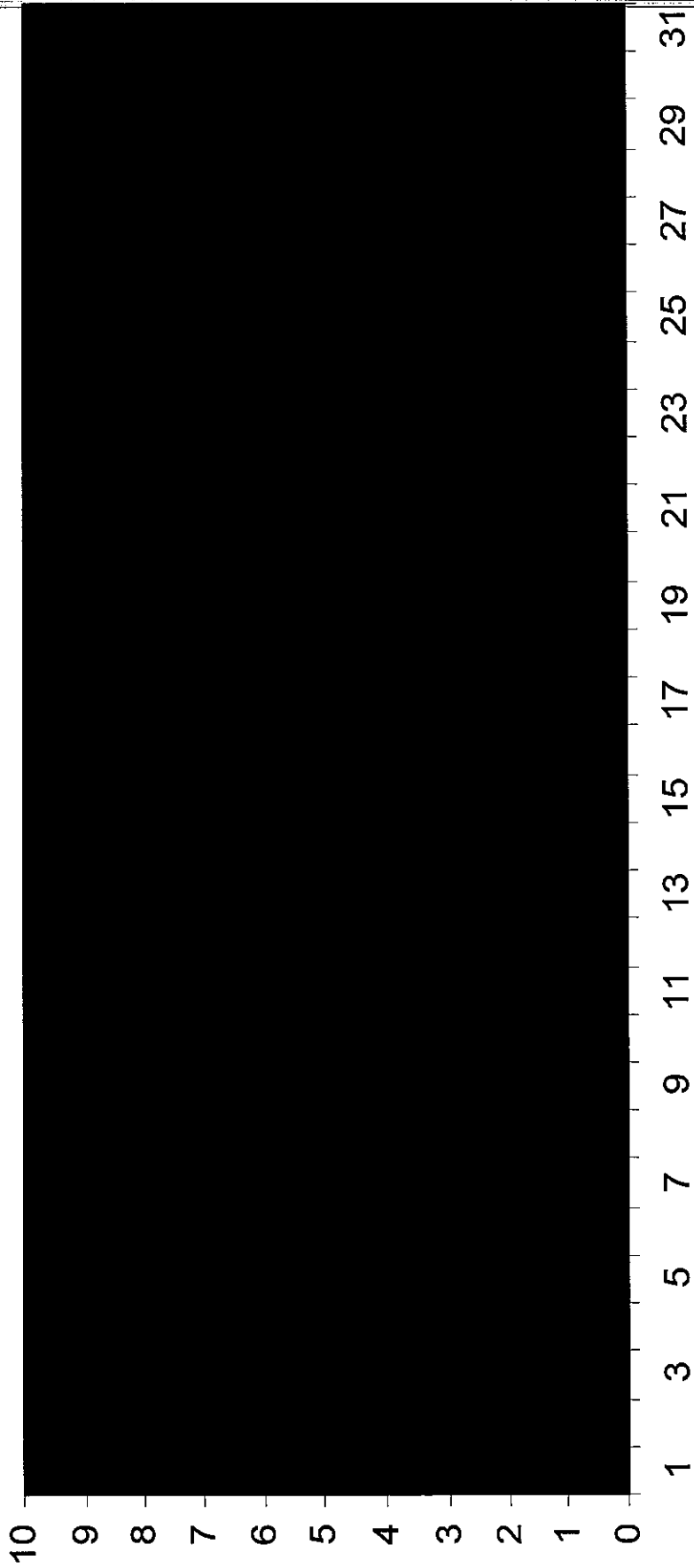


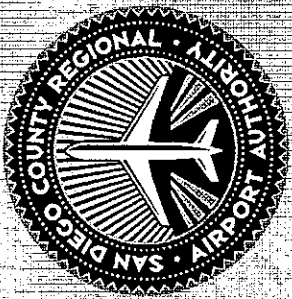


2009 Contra-Flow June

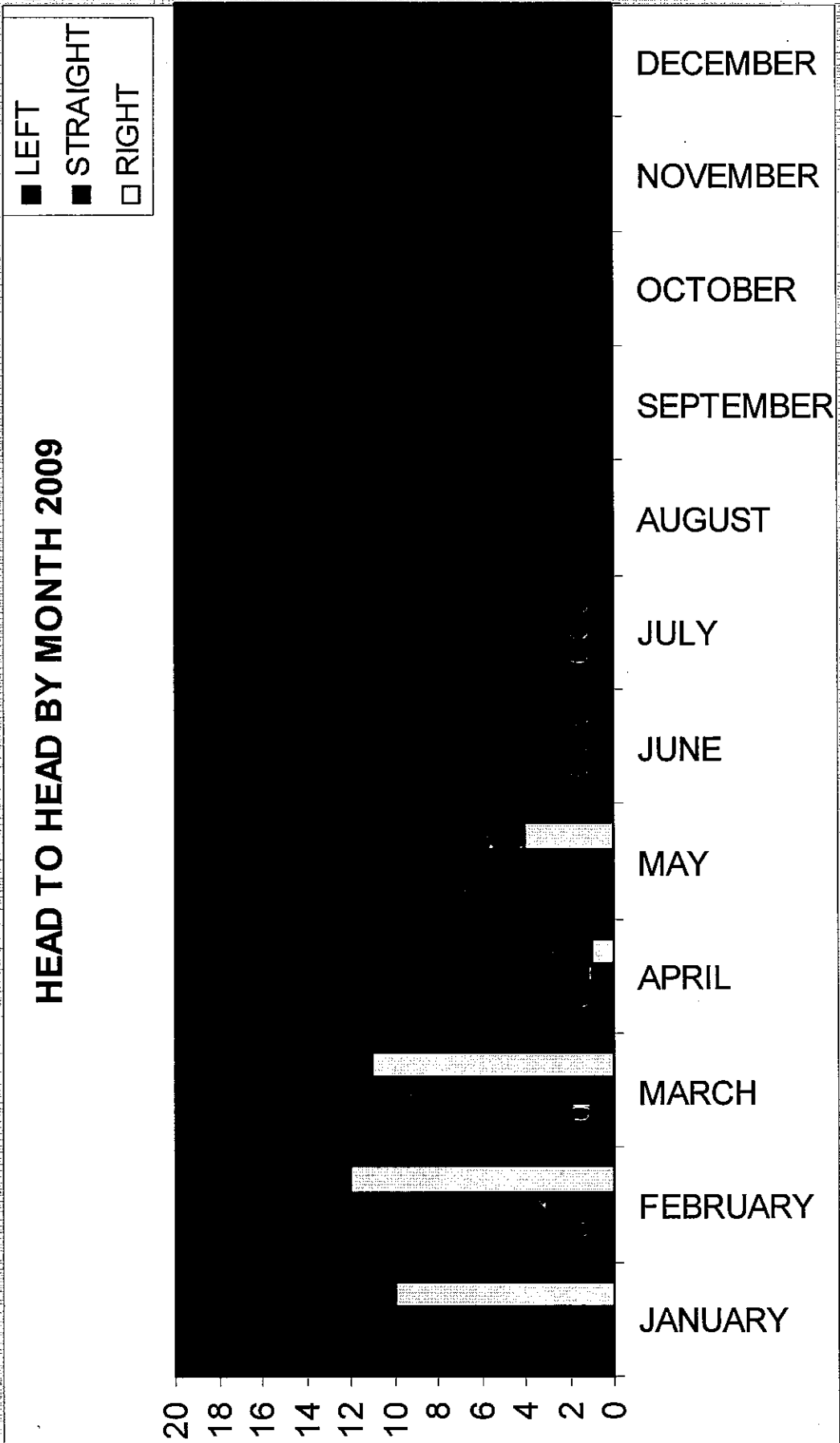
- LEFT
- STRAIGHT
- RIGHT

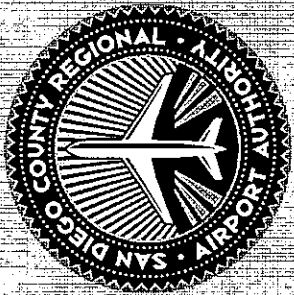
JUNE 2009





2009 Contra-Flow Totals





Any Questions?