



**SAN DIEGO
INTERNATIONAL
AIRPORT**

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

On October 21st, 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. Matt Awbrey, City of San Diego, District Two (ex-officio); Mr. John Bennett, County of San Diego; Mr. David Borcalli, FAA-SDIA Tower; Captain (Ret.) Jack Bewley, Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Suhail Khalil, Peninsula Community Planning Board; Mr. Kirk Hanson, Community member; 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 Hollarn

Absent: Mr. Bill Cegelka, representing Congresswoman Susan Davis (ex-officio); Mr. Tait Galloway, City of San Diego (Excused); Mr. William Kenton, North Bay (Midway) Community Planning Board (Excused); Mr. Tom Gowranski, Ocean Beach Planning Board; Mr. Steven Holt, Airline Representative (ex-officio); Mr. Bill Stone, Little Italy Association (Excused); County Supervisor Greg Cox (ex-officio) (Vacant)

What follows is a summary of that meeting.

Dr. Butler opened the meeting by inviting each member and staff to introduce him/herself. A motion was made and seconded to approve the July 15, 2009 meeting minutes. For discussion, Mr. Khalil pointed out that he arrived at the July meeting too late to participate in the discussion of the north-field taxiway improvement and 250-heading issue, and that fact was not included in the meeting minutes. He requested that it be included in the minutes. Seeing no objection from the other members and noting no further discussion, the meeting minutes were approved, corrected to include Mr. Khalil's comment.

Mr. Frazee gave the Airport Authority update. First item of discussion was the excellent progress of work remediating the north-field taxiway. The project started in September and is scheduled for completion by the end of May 2010. The project is proceeding on a 24-hour a day work schedule. Air Traffic Control issues dealing with aircraft congestion on the south-field taxiway have been minimal. A second update dealt with the Green Built Project, the 10-gate expansion on the west side of the airfield. Ramp construction is progressing, but the actual construction of the 10 gates expansion will not start until sometime early next year, with a scheduled completion date in 2012. This concluded Mr. Frazee's update.

As the next agenda item, Dr. Butler provided a recap of the 2009 ANAC meeting schedule, noting that in January 2009 ANAC meetings changed from bi-monthly to quarterly and that the day and time were also changed by a consensus vote of the Committee. Dr. Butler asked if the shift from Thursday to Wednesday; six meetings to four meetings, and starting time from 5:30 p.m. to 4:00 p.m., is still workable moving forward. All members agreed that the present status quo is working out. Mr. Frazee expressed concern with the new meeting schedule, citing several instances of poor attendance and noting that at the January 2009 meeting no business was conducted due to lack of a quorum. He asked if members have any suggestions how Authority staff can help assure that a quorum is present at each meeting. He noted that administrative staff sends email reminders two weeks and one week prior to scheduled meetings, then calls members several days prior to remind them. Several members commented that the lack of attendance at the beginning of the 2009 was most likely due to conflict of schedules because of the day and time changes from the previous year, and felt that keeping the new schedule in place for 2010 would help attendance. With no further discussion, Dr. Butler called attention to the members' packet page showing the approved meetings now scheduled for 2010; January 20, April 21, July 21, and October 20. Dr. Butler also recalled from last year's schedule change that, if needed, and there are issues that need to be addressed, an additional meeting can be called at anytime of the year, but would probably be announced during a scheduled meeting following Committee member input to call an extra meeting.

On another note, a member posed a question regarding the previous Airport Authority update agenda item. Specifically, he asked if the Authority Board had made any further inroads on a governance workshop. Mr. Frazee replied that, to his knowledge, the Board did not. Mr. Khalil related that he remains concerned about a perceived conflict of interest when the Authority Board makes determinations as the County's Airport Land Use Commission, as specified by the 2003 CA SB 10, Authority enabling legislation. Mr. Frazee explained that this is not an Airport Noise Advisory Committee issue and recommended Mr. Khalil take this issue directly to the monthly Authority Board meeting. To clarify this issue for the other members of ANAC, Mr. Frazee explained that the Airport Authority Board fulfills two roles; as operator of the airport, as well as serving to hear and make determinations regarding airport land use issues for all airports in San Diego County.

Mr. Frazee continued on with the Curfew Violation Review Panel (CVRP) update. CVRP was held on October 7th and the Record of Decision (ROD) showed that four aircraft operations went before the Panel, resulting in administratively penalties for three airlines. Specifically, jetBlue and Delta Air Lines received a \$2,000.00 fine, and another Delta Air Lines flight received a \$6,000.00 fine. One Delta Air Lines flight was not fined due to maintenance. Mr. Frazee explained the procedures of CVRP and invited ANAC members and the public to attend the bi-monthly public meetings at 2:00 p.m. in the Noise Monitoring Room on the 3rd floor of the Commuter Terminal. CVRP is open to the public and is held the first Wednesday in February, April, June, August, October, and December.

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 presented a refresher and

progress on the Part 150 study. He explained that the study is voluntary, except in certain circumstances where significant changes in the airport environs cause a substantial (>1.5 decibel) shift, increase or decrease in aircraft noise levels for the community. There are two components of the Part 150 study, the Noise Exposure Map (NEM) and the Noise Compatibility Program (NCP). The Noise Exposure Map component looks at a snapshot of actual aircraft operations in the present year (in our case 2009) and a projection of operations five years in the future (2014). At SDIA, the 65-decibel Community Noise Equivalent Level noise contour described by those operations dictate the outer boundary of eligibility for inclusion in the residential sound insulation program, known locally as the Quieter Home Program. The Noise Compatibility Program, on the other hand, describes the airport layout and land uses surrounding the airport that are deemed incompatible with airport operations. It also includes airport-sponsored measures that the FAA approves as furthering the goal of minimizing airport operational impact on the surrounding noise-impacted community. Mr. Webb informed the members that a final NEM has been submitted for acceptance by the FAA. Discussion ensued regarding possible shrinkage of the new contour and how that could impact residents included in prior studies and possibly excluded in this one. Mr. Webb and Mr. Hollarn explained more on the heading profiles as well. Mr. Kahlil asked several questions regarding changes to the noise contour that might be brought about by future operational increases. He asked for a significant amount of specific previous operational records regarding his issue and was asked by staff to prepare a Public Records Request so that staff could clarify the quantity of information being requested. Mr. Webb also referred ANAC members to the Part 150 webpage for more specific information. This concluded Mr. Webb's presentation.

Public comment: Before Dr. Butler called for public comment, he explained that the ground rules for public comment set a three minute time limit on each item and that it is best to make a position statement instead of asking a question, as the Committee is not allowed to act on non-agenda items, whereas the comment could be addressed right there and then.

Ms. Diana Brulay, a resident of Pt. Loma, noticed that since the repairs began on the north taxiway, she perceives more planes flying over her neighborhood.

Ms. Sue Sprague, a resident of Pt. Loma, also perceived that more airplanes have been flying over her neighborhood, as well. She presented to staff time/date data that she had collected when she monitored the airplanes flying by, saying they are much closer and continually perceived them as being on a 250-heading. Staff will investigate Ms. Sprague's data and respond to her directly, as well as bring any fruits of that investigation to ANAC at the next meeting.

Mr. David Lombardi, a member of the Mission Beach Planning Board and resident of North Mission Beach, contends that the northerly departure flight path has changed, which, he asserts, will diminish his property value. He stated that because of the construction activities on the north-field taxiway, airlines are cutting the corners to save fuel. He wants to know what could be done to place a noise monitoring terminal in his immediate community area, as he is certain that the present noise contours do not accurately represent actual aircraft operations in the North Mission Beach community.

Dr. Butler suggested that in order for the community to be more aware and informed of what the Noise Office does in regards to monitoring aircraft noise, to take time to review the Frequently Asked Questions (FAQs) and information on the Quieter Home Program (QHP) on the Authority's website, www.san.org, and also to consider setting an appointment with the Noise staff to come to their offices where they can explain more on how aircraft are tracked and how noise contours are developed. Mr. Frazee also added that the Authority expends funds annually to provide the community with a web-based near real-time flight tracking system which duplicates FAA radar display. With this system, the community may go on-line on the Airport's website and follow each aircraft that departs from SDIA; it tracks in relation to a base map and provides altitude and identification of the aircraft in question. In regards to the question of placing a noise monitor terminal in North Mission Beach, Mr. Frazee explained that a comprehensive update of the noise monitoring system was accomplished in 2005. The Airport's consultant recommended that one (of three) noise monitors permanently installed in the Mission Beach community be decommissioned, as the aircraft noise level in that area was too low to register accurately against the traffic noise background, and that extrapolation from the two noise monitors remaining in the area confirmed the consultant's recommendation.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP), next gave an update on the airport's Residential Sound Insulation Program. Ms. Knack reported that since the July ANAC meeting the program has accelerated its mitigation efforts. Bids for new projects have been pouring in and are becoming more competitive as vendors continue to lower their cost estimates. She explained that the waiting list for the home insulation is based on parcel noise level and length of home ownership. As of this meeting there are about 1,600 homes completed or in construction and these are mostly single family dwelling units. The first large condominium complex, located in Pt. Loma, under construction is doing well; a second condominium complex, the Pt. Loma Tennis Club, is scheduled to begin construction in the spring of 2010. Ms. Knack mentioned that numbers of homes in construction total 250-300 in 2009, with expectations for an increase to about 600 units in 2010 as condominium unit construction begins; compared about two or three years ago where the average number of homes under construction was 150.

Mr. Garret Hollarn presented Missed Approach (MA) statistics. Comparing the last three years plus current year, he explained that for the most part you will see the highest peaks during the first part of the year and the last part of the year (the "winter" periods). He explained that weather is the primary contributing factor that causes Missed Approach operations. For 2009, for the most part it has been pretty good weather, where the average has been one Missed Approach a day for the months of February, March, April, June, July, and August; there were more Missed Approaches for the months of January and September due to foggy weather - in which one day alone resulted in 10 Missed Approaches. The year to date MA total is 372. During the curfew hours of 6:30 a.m. - 11:30 p.m. there were the least MA. For runway heading vs. non-runway heading (non-runway heading includes both MAs that are "left" or south of the runway extended centerline, as well as those that turn "right" or north of runway centerline towards Mission Beach), by percentage, most of the MAs are on runway heading and are during the daytime, 70% for 2008 and 73% for 2009. Mr. Frazee clarified that with a daily average of about 600 operations per day, the numbers are much lower now compared to

last year, and he reiterated that safety is FAA's main concern when a Missed Approach happens.

For the noise complaint update, Mr. Hollarn presented a slide showing the trend of complaints from year to year. For 2009, the trend was lower compared to the years of 2007 and 2008. He further explained that noise complaints are taken from either the airport's 24-hour noise complaint hot-line, a dedicated email, or when a complaint is received directly at the office during normal work hours. Complaints not investigated include general calls that don't leave time/date of the incident, anonymous calls, and those where the caller leaves no return contact information for a return call. Mr. Frazee added that the noise complaint line clearly states what information is needed if a call back is requested. He also stated that if a call back is requested or need more information, to leave a telephone number or email address where you could be reached. Having explained this, Mr. Hollarn proceeded to give his update on noise complaints; for the third quarter of 2009, July, August, and September, there are a total of 65 complaints. By time of day, it is fairly balance between nighttime and daytime; by neighborhood, complaints are predominantly from the Peninsula area; by household, one household accounted for 22% of the calls. By aircraft, it is predominantly regarding air carrier or air cargo jets at 51% total. By action, 57% are suspected early turns and about 21% complain the operations are either too low or too noisy.

Mr. Steve Cummings gave a presentation on "Early Turn" operations. Before he showed his update, he pointed out and explained the definition of "Early Turn" operations. For his update, he showed the total numbers for 2009: April = 10, May = 28, June = 5, August = 22, and September to date = 7. For the last nine months, total is 122. An increase was shown in the month of August due to inclement weather, safety, and separation issues.

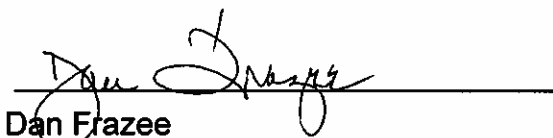
Mr. Cummings then reported on "Contra-flow" operations. Broken out month by month, in July = 0, August =16, and September = 20. One member asked the reason behind the spike in September, not satisfied with the answer, he suggested that an explanation should be given when an increase occurs; this led to Dr. Butler suggesting to include in the presentation an explanation on any anomaly that may have occurred. This concluded Mr. Cummings presentation.

Public Comment: Ms. Prague and Mr. Lombardi were still not satisfied with the continuing aircraft noise in their neighborhood even though presentations and explanations were provided by Noise staff. Mr. Borcalli from FAA-SDIA Tower stated that he could attest to the accuracy of the data presented. He himself went into the community and compared the results with the FAA radar for low flying aircraft, plotted it, and sent it to the flight standard office. The FAA's documents, radar flight tracks, are legal documentation and admissible in court. Mr. Borcalli also stated that his observation is that the Airport Noise Office's flight tracks are 99% accurate. He also mentioned that he went out to the community to observe aircraft overflights himself and, based on his observations, he concluded that parallax can cause aircraft to appear closer than they actually are. He explained how he took his observations and the results. Dr. Butler suggested that perhaps FAA could look at Ms. Sprague's collected data and return with the outcome of that examination at the January 2010 meeting.

Dr. Butler reiterated that since Noise staff is always responding to the same questions time and time again, he suggested that presentations be more intensive like explaining reasons why an increase in a data has occurred, changes on Early Turns, etc. Mr. Frazee also added that the flight tracker is a very helpful tool in tracking flights. A member has also added his experience as a pilot that observation of whether the flight is too low or too high is depended on an individual's perception.

Mr. Borcalli also informed the committee that at FAA meetings, they discuss how wind drift can affect departing aircraft, aggressive departure profile, visual effects, flow control at the 275 heading, and issues such as departures on the 310 headings west of Mission Beach as well as the 290 heading at Ocean Beach and 250-heading at Pt. Loma. He added that FAA appreciates the public awareness and input on these issues.

Hearing no more questions, and noting no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:45 p.m. The next meeting is scheduled for Wednesday, January 20th, 2010 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.