



**SAN DIEGO
INTERNATIONAL
AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
January 20, 2010**

On January 20th, 2010, 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. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Suhail Khalil, Peninsula Community Planning Board; 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. Steve Cummings, & Mr. Garret Hollarn

Absent: Mr. Bill Cegelka, representing Congresswoman Susan Davis (ex-officio); Mr. William Kenton, North Bay (Midway) Community Planning Board; Mr. Tom Gowranski, Ocean Beach Planning Board; Mr. Kirk Hanson, Community member; Mr. Steven Holt, Airline Representative (ex-officio); Mr. Cliff Myers, MCRD; 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/her. Motions to approve the October 21, 2009 meeting minutes and Rules of Procedures were tabled due to lack of a quorum.

Mr. Frazee informed the members, as well as the public present, that a copy of the latest *Noise Matters* newsletter was recently published and mailed to over 38,000 residents in the airport's noise impact area. Its stories highlight the ongoing update to San Diego International Airport's federal noise compatibility program (Part 150 program), expansion of the Quieter Home Program boundary, and an update on the airport's Green Build terminal expansion project. Each ANAC participant has a copy for his/her use in the participant binder. Additional copies are available for participants to take back to their constituents following the meeting. An electronic copy will be posted to the Authority's website.

For the Airport Authority update, Mr. Frazee informed the members that the north-field taxiway project is halfway through and the completion date is still scheduled for May 2010. Mr. Frazee asked Mr. Borcalli (FAA representative) if he would like to add anything about the flow of aircraft traffic at the airport. Mr. Borcalli added that there have been no major issues regarding the aircraft flow at the airport. He did mention that recent inclement weather might cause some delay on the taxiway construction site, though as stated before, completion date is still scheduled for May 30, 2010.

Continuing, Mr. Frazee updated ANAC on the Green Build. As mentioned before, the Green Build consists of the constructing 10 new gates, adding six more security check-point positions, and a remain overnight parking apron. He also mentioned that the pedestrian walkway at Terminal 2 East will be removed in August 2010 in anticipation of terminal construction work beginning in the fall. With all the projects that will be going on, this would produce about 1,000 new jobs to the San Diego economy. This concluded Mr. Frazee's update.

Moving on, Mr. Frazee gave an update on the Curfew Violation Review Panel (CVRP). The last CVRP was held December 3rd, 2009, when one general aviation operator went before the Panel. The operation was found to be a violation of the time-of-day restriction and was fined \$2000.00. Mr. Frazee informed ANAC members that the CVRP is a public meeting, that he encourages public participation, and that the next CVRP is scheduled for February 3rd, 2010. This concluded Mr. Frazee's presentation on CVRP.

Seeing that a quorum was now present, a motion was made, and seconded, to approve the October 21, 2009 meeting minutes. Per Committee discussion, Dr. Butler was asked to change wording in the meeting minutes from "insists" to "asks." Seeing no objection from the other members, and noting no further discussion, the meeting minutes were unanimously approved as amended.

Each January, ANAC participants are asked to review the current Committee Rules of Procedures. Dr. Butler asked if the committee wanted to amend, delete, or add items to the Rules of Procedures. Seeing that there was no discussion or suggestions, the Rules of Procedures remain intact.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP), provided an update of the airport's Residential Sound Attenuation Program. Ms. Knack informed the members that the QHP is moving along smoothly, with 27 active projects, 400 homes in-design, and 300 homes in the planning stages. New projects coming online average ~5-6 design and construction firms bidding. Seeing that there are no questions on the QHP update, Ms. Knack informed the committee that she is also here to present a request for a Program boundary expansion. She provided a brief history, explaining that ANAC originally selected the methodology used for the program, a process that requires insulation of housing units from the noisiest (generally closest to the runway ends) to quietest, and that the program expands using eligible homes within each one decibel (dB) community noise equivalent level (CNEL) noise contour. There have been five boundary expansions since Program inception in 1999; the current boundary was based on the 69 dB and 68 dB CNEL contour; and the proposed boundary will include eligible parcels in the 67 dB contour, derived from the forecast 2014 Noise Exposure Map (NEM) that

was recently approved by FAA. She further explained the selection criteria used to include parcels; the ranking within the boundary is based on the date of application, length of ownership, and home group (historic or non-historic). Ms. Knack then proceeded to describe three diagrams that composed the proposed new boundary: 1) "East Side 1" with a total of eight units; 2) "East Side 2" with a total of 169 units; and 3) "West Side" with a total of 596 units. There are a total of 778 eligible units in this boundary expansion. She further explained that if the boundary expansion is approved, the next step is that she will be taking it to the Airport Authority Board for presentation and acceptance. Applications will then be mailed out to the owners of the respective properties. She added that eligible properties in all existing boundaries must be completed first. This concluded Ms. Knack's presentation. Dr. Butler called for a motion to approve the boundary expansion. The motion was proposed and seconded, and the floor was open to discussion. Several members asked questions regarding the projection of financial information concerning the project, and Ms. Knack responded to all questions. After all questions were answered, and hearing no further discussion, Dr. Butler called for the motion, which was unanimously approved.

Mr. Paul Webb, Project Manager for the FAA 14 CFR Part 150 Airport Noise and Land Use Compatibility Program Study, provided an update. He stated that the final Noise Exposure Maps (NEMs) were submitted last fall to the FAA's Western Pacific Region, and that on November 10th, 2009 the NEMs were accepted by FAA. This completed the first step in the Part 150 study update process. Mr. Webb then reviewed the remaining Noise Compatibility Program (NCP) progress. Mr. Webb reviewed that there are three basic classes of noise / land use measures: 1) Noise abatement measures; 2) noise mitigation or compensation measures; and 3) preventive measures. The NCP includes the following: 1) development of the program; 2) description of all measures considered; 3) reasons for accepting/rejecting each measure; 4) implementation and funding; and 5) predicted effectiveness. Mr. Webb informed the members that the preliminary NCP was submitted to FAA for review and comment, that FAA's comments have been incorporated, and that a revised draft was submitted to the Noise Technical Advisory Group (NTAG) for review and comment on January 14th, 2010 and also at a public hearing held on the same day. At the public hearing a presentation was made to the assembled public attendees and questions were taken. The facilitator also informed the group that public comments will be accepted until February 5th, 2010. Interested individuals were advised how to make comments on the website as well as a toll-free telephone number to call; the draft NCP document is also available on the SDCRAA website, at four libraries in the study area, and at the Airport Authority's reception area, C.T. 3rd floor. This concluded Mr. Webb's presentation. Questions arose after Mr. Webb's presentation to which he responded.

Mr. Garret Hollarn presented Missed Approach (MA) statistics. In his presentation, Mr. Hollarn reviewed the definition and description of a missed approach or go-around and how the numbers are calculated. He then reviewed the previous yearly totals, and reiterated that most Missed Approaches at SDIA are caused by inclement weather in the area, and typically occur during the "winter" timeframe (generally November thru February). Mr. Hollarn pointed out that the 2009 year Missed Approaches total was 538, and the high number during the last months of the year was due to the winter weather; for example, on November 3rd, there were 20 MAs (17 on Runway 09), and on December 7th, there were 28 MAs. In reviewing the Missed Approaches by Time of Day, the curfew hours (2330L to 0630L) has less MAs. In reviewing

MAs by heading (runway heading vs. non-runway heading), most of the MAs are on runway heading, however there have been more MAs in the last few months taking a turn to the north (non-runway heading) to return to the airport. Overall, for 2009, roughly 70% of all MAs were during non-Curfew times and maintained runway heading, and only about 10% of all missed approaches occur during the Curfew period. This concluded Mr. Hollarn's presentation.

Mr. Hollarn then presented the noise complaint update. Mr. Hollarn began by showing a slide that had the trend of complaints from year to year; with the 2009 noise complaint total being 267. This was the lowest yearly total since the Department began keeping records, and he relates that the reason for the smaller number is that residents are using the web-based flight tracking program to see what type of aircraft flew by their area. Continuing with the presentation, complaint were reviewed by 1) Time of Day – 48% are during the day and 39% are at night; 2) Neighborhood – Peninsula neighborhoods still account for roughly 65% of all complaints, with Loma Portal and Point Loma the highest numbers, but now followed by Mission Beach then Ocean Beach; 3) Household – the biggest group is single calls at 37%, but some households call numerous times (4 households account for 27% of all complaints); 4) Aircraft Type – 48% are commercial jet flights, then the next largest group is 41%, which is people calling about "all aircraft"; 5) Action – 60% of complaints relate to where the aircraft are flying, with 50% of all complaints being "suspected off course/early turn". This concluded Mr. Hollarn's presentation.

Mr. Steve Cummings gave a presentation on "Early Turn" operations. Before he showed his update, he explained the definition of "Early Turn" operations. For his update, he showed a total number of 163 Early Turns for 2009. From last ANAC meeting the total from January – September was 122 and from October - December was 41. Breaking it down – October = 4, November = 15, and December = 22. He added that FAA returned comments related to a few of those weekly operations sent to them last winter.

Mr. Cummings then reported on "Contra-flow" operations. He first presented the definition of "Contra-flow operations". Breaking it down by month, there were 6 in October, 5 in November, and 13 in December. He explained that the increase in numbers during the month of December was due to poor weather. This concluded Mr. Cummings presentation.

Public Comment: Ms. Ruth Rollins, a resident of Pt. Loma asked how the decibels are measured.

Hearing no more questions, and noting no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:29 p.m. The next meeting is scheduled for Wednesday, April 21st, 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.