

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



## AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, January 20, 2010 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

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1. Welcome and Introductions
  2. Approval of the October 14, 2009 meeting minutes
  3. Information Items:
    - A. Airport Authority Update
    - B. ANAC Rules of Procedure and SDCRAA Code 9.20 (Annual Review)
    - 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 (2009 Synopsis)
    - B. Proposed noise contour boundary expansion
    - C. Noise Compatibility Program (Part 150) update
    - D. Missed approach statistics (CY2009)
    - E. Complaint statistics (CY 2009)
    - F. Early Turn and Contra-Flow Operations Statistics (CY 2009)
  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  
October 21, 2009**

On October 21<sup>st</sup>, 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. Kahlil 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 7<sup>th</sup> 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 3<sup>rd</sup> 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](http://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.

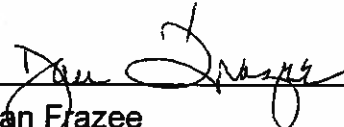
Mr. Cummings then reported on "Contra-flow" operations. Broken out month by month, in July = 0, August = 16, and September = 20. One member asked the reason behind the spike in September, not satisfied with the answer, he suggested that an explanation should be given when an increase occurs; this led 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 20<sup>th</sup>, 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](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  
619.400.2405 619.400.2406 FAX WWW.SAN.ORG

## AIRPORT NOISE ADVISORY COMMITTEE (ANAC) RULES OF PROCEDURE

The following RULES OF PROCEDURE have been adopted by the Airport Noise Advisory Committee (ANAC). These RULE OF PROCEDURE and San Diego County Regional Airport Authority Board Policy, adopted as Resolution 2002-02, shall govern the ANAC.

1. **ATTENDANCE**: The Committee shall meet at least quarterly. Committee member attendance will be recorded at each meeting. Members shall be automatically removed for lack of attendance, which is defined as the failure to attend three consecutive meetings. Members who must be absent from a meeting may designate, in advance, in writing, an Alternate to represent him/her at a meeting. If a Planning Board member has two consecutive unexcused absences from meetings, the respective planning board president will be contacted. Excused absences shall be entered into the minutes of the meeting.

2. **QUORUM**: A quorum of the ANAC shall consist of at least 50%+1 of its members. The ANAC shall be composed of no more than thirteen (13) voting members:

1) Commercial Airline Pilot; 2) Acoustician; 3) Military; 4) Federal Aviation Administration; 5) At-Large community member residing in 65db CNEL contour; 6) Greater Golden Hill Planning Board, 7) Little Italy Association; 8) Midway Community Plan Advisory Committee; 9) Ocean Beach Planning Board; 10) Peninsula Community Planning Board; 11) Uptown Planners; 12) City of San Diego; and 13) County of San Diego;

In addition, the United States Congress 53<sup>rd</sup> District Representative, or appointee; County of San Diego District One Supervisor, or appointee; City of San Diego District Two Councilmember, or appointee, Air Carrier Representative and Mission Beach Precise Planning Board representative shall serve as ex officio (non-voting) members of the Committee.

3. **MEETING PROCEDURES**: The ANAC shall follow Roberts Rules of Order.

4. **PUBLIC COMMENT**: Any citizen wishing to address the ANAC must complete a speaker's request form prior to the Public Comment agenda item. The time limit per speaker is three minutes.



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5. **AGENDAS**: The Facilitator and Director, Airport Noise Mitigation shall prepare meeting agendas. Committee members wishing to submit agenda items for the next ANAC meeting must do so via the Director, Airport Noise Mitigation at least two weeks prior to the meeting.

6. **MEETING TIME/LOCATION**: Meetings are normally scheduled quarterly on the third Wednesday of January, April, July and October at 4:00 p.m.

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

## POLICIES

- ARTICLE 9** - **SAN DIEGO INTERNATIONAL AIRPORT**  
**PART 9.2** - **NOISE REGULATION**  
**SECTION 9.20** - **SAN DIEGO INTERNATIONAL AIRPORT NOISE ADVISORY COMMITTEE**
- 

**PURPOSE:** To establish an airport noise advisory committee for the San Diego County Regional Airport Authority (the "Authority") for community input and involvement relating to noise issues relating to the San Diego International Airport (the "Airport").

### **POLICY STATEMENT:**

- (1) The Authority's Board of Directors (the "Board") recognizes that neighborhoods surrounding the Airport are affected by noise from aircraft operations. An Airport Noise Advisory Committee (the "Committee"), consisting of individuals from various organizations, residential areas, and professional associations, shall be formed in accordance with this policy.
- (2) The intent of the Committee is to provide airport noise-impacted communities (defined as those within the FAA - approved Noise Impact Area (NIA) – 65 decibel Community Noise Exposure Level noise contour) the opportunity to provide input to the Board regarding the various San Diego International Airport aircraft noise-related projects. Community Planning Boards that underlay the 60-65 dB CNEL contour are welcome to submit a request for participation on the Committee in an ex officio (non-voting) capacity.
  - (a) The Committee shall be composed of no more than 13 voting members. Committee members shall be comprised of representatives of the following agencies, industries or interested groups: Acoustician; Airline Pilot; City of San Diego; County of San Diego; Federal Aviation Administration; General Community Member (from noise-impacted area); Greater Golden Hill Planning Board; Little Italy Association; Midway Community Plan Advisory Committee; US Military; Ocean Beach Planning Board; Peninsula Community Planning Board; and Uptown Planners.
  - (b) The United States Congress, 53<sup>rd</sup> District Representative, or appointee, County of San Diego, District One Supervisor, or appointee, City of San Diego, District Two Councilmember, or appointee, Air Transport Association, an airline representative selected by the Board, and an appointee from City of San Diego community planning groups with oversight of residential communities outside the SDIA Federally designated noise-impact area (65dB CNEL contour) yet within the current SDIA 60 dB CNEL noise contour, shall serve as ex-officio members of the Committee.

(c) Committee members representing planning boards shall serve a two-year term with an automatic two year renewal if approved by the respective planning board. All remaining Committee members shall serve three year terms until replaced. Replacement Committee members shall represent only the defined Committee structure represented in this policy. The Airport Authority will accept input from the Airport Coalition when the "at-large community member who resides inside the 65db CNEL noise contour" position becomes vacant. However, the Airport Authority shall base selection of this participant on equitability.

(d) A "Meeting Facilitator", hired by the Authority, shall facilitate all meetings of the Committee.

(e) Airport Noise Mitigation shall maintain a roster and record of appointment of Committee members.

(f) Airport Noise Mitigation shall provide staff support to the Committee.

(2) The Committee shall meet at least every quarter. At the beginning of each calendar year, the Committee shall establish the dates of Committee meetings. Agendas for each Committee meeting shall be distributed by the Authority's Clerk (the "Clerk") after consultation with the Committee. Committee meetings shall be noticed and open to the public. Committee meetings shall be conducted according to applicable California State Rules and Regulations, Public Meetings Laws and the policies, procedures and codes adopted by the Board.

(3) The Committee is advisory in nature and shall have no authority to negotiate for, represent, or commit the Authority in any respect.

(4) The Committee is encouraged to consider and make recommendations regarding:

- (a) Residential Sound Attenuation (Quieter Home) Program;
- (b) 14 CFR Part 150 - Airport Noise & Land Use Compatibility Plan;
- (c) Airport Noise Monitoring and Mitigation Efforts;
- (d) Community Outreach Programs; and
- (e) Other Airport Noise Issues.

(5) Presentation to the full Board by the Committee may be scheduled upon request of the Committee or the Chair of the Board at a mutually convenient time.

(6) Minutes of each meeting shall be prepared by the Clerk and shall be submitted to the Committee for approval. The Clerk will distribute meeting notes accordingly.

[Amended by Resolution No. 2008-0110 dated September 4, 2008]  
[Resolution No. 2002-02 dated September 20, 2002.]

**San Diego International Airport (SAN)  
Curfew Violation Review Panel (Panel)  
December 2, 2009  
Record of Decision (ROD)**

**Panel members: George Condon, representing Planning and Operations Division; Michael Kulis, representing Marketing and Communications Division; Troy Ann Leech, representing Facilities Development Division; Garret Hollam, Airport Noise Mitigation (Facilitator); Steve Cummings (Staff member)**

**Airline, pilot, or operator representatives present: None**

**Members of the public present: None**

**N423S.J (H25B): October 24, 2009 (2355L)**

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

**Panel Recommendation**

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

# Quieter Home Program

## Program Boundary Expansion

**Sjohnna Knack,  
Manager**



**January 20, 2010**

## History of Boundary Expansion

- Variance process requires insulation from noisiest to quietest by one decibel (dB) community noise equivalent level (CNEL) noise contours.
- There have been five (5) boundary expansions in the Program.
- Last boundary was based on the 69 dB & 68 dB CNEL contour
- Requesting one boundary to include the 67 dB – from updated 2014 Noise Exposure Map (NEM)



## Creation of Boundary Line

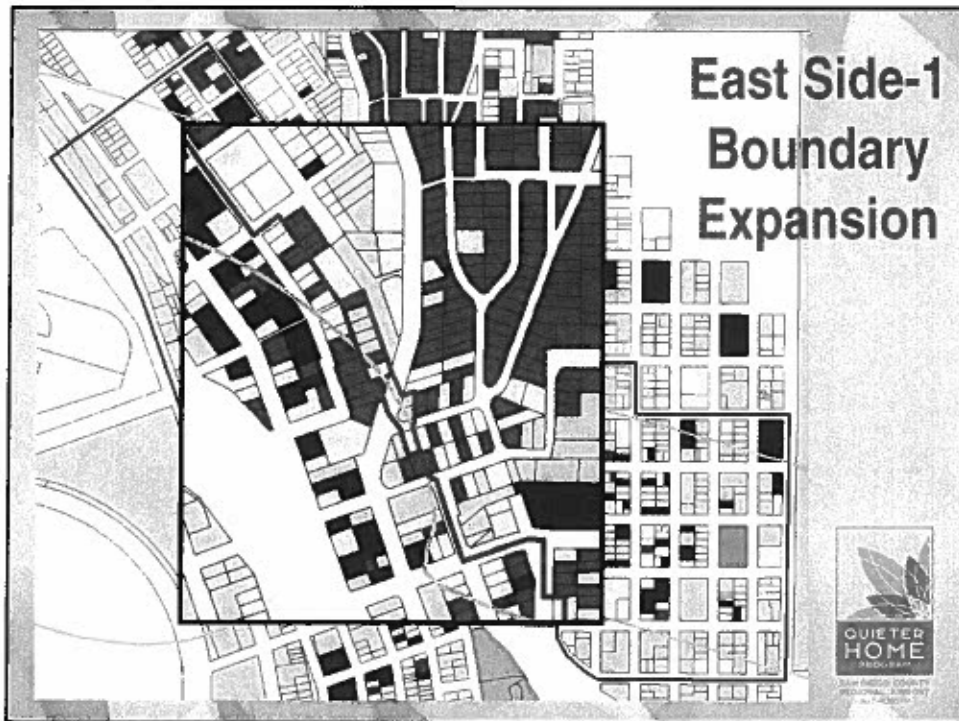
- Aircraft noise office provided update Noise Exposure Maps.
- If the noise contour touched the parcel, we tried to include the entire block, unless entire block was outside contour, then only parcel included.



## Ranking within Boundary

- Date of application
- Length of ownership
- Group Historic and Non-Historic

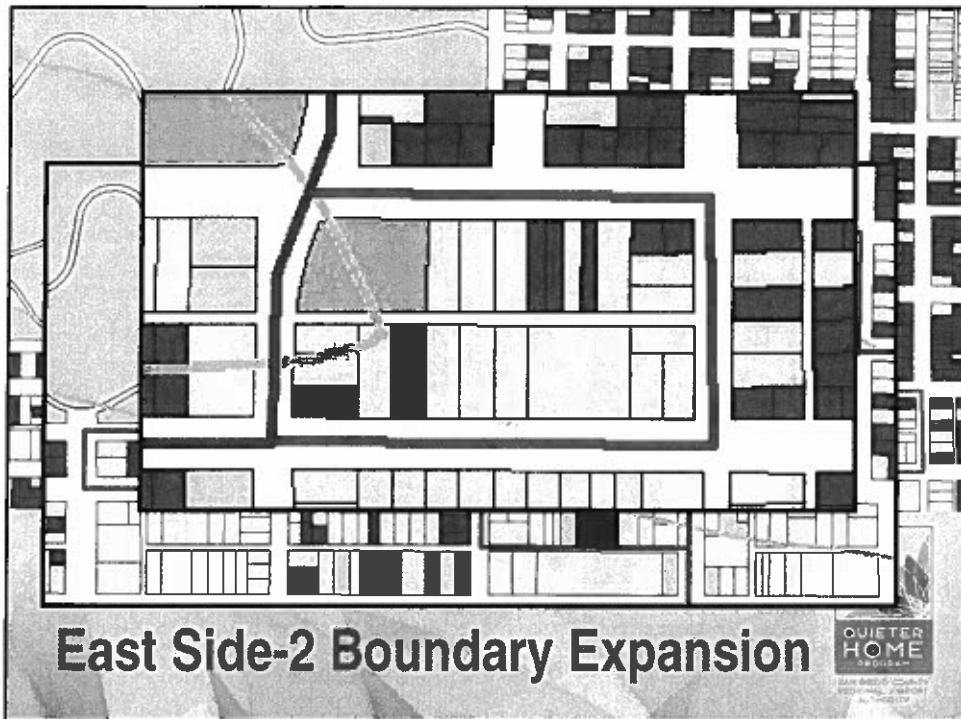




## **East Side-1 67dB Program Expansion Single / Multi-Family Breakdown**

- Single Family – 3 Units
  - Multi-Family – 5 Units
- TOTAL – 8 Units**





### East Side-2 67dB Program Expansion Single / Multi-Family Breakdown

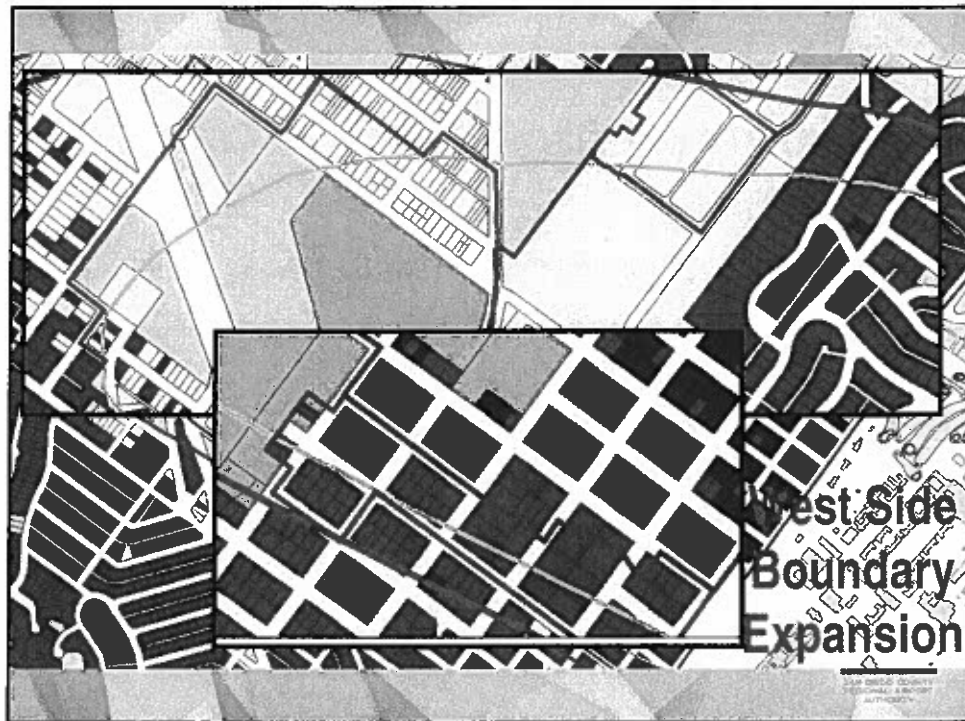
- Single Family – 23 Units
- Multi-Family – 146 Units

**TOTAL – 169 Units**

QUIETER HOME PROGRAM  
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

The image has a light grey, abstract geometric background. It contains a title, a bulleted list, and a total count. In the bottom right corner, there is a logo for the 'QUIETER HOME PROGRAM' and the text 'SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY'.





## West Side 67 dB Program Expansion Single / Multi-Family Breakdown

- Single Family – 96 Units
  - Multi-Family – 500 Units
- TOTAL – 596 Units**



## Summary of Units Added in Boundary Expansion

	Single-Family	Multi-Family
East	26	156
West	<u>96</u>	<u>500</u>
<b>TOTAL</b>	<b>122</b>	<b>656</b>

Total of 778 units added in this Boundary Expansion



## Next Steps

- Airport Authority Board Presentation.
- Mail out applications to owners of properties.
- Properties in existing boundaries must be completed first.

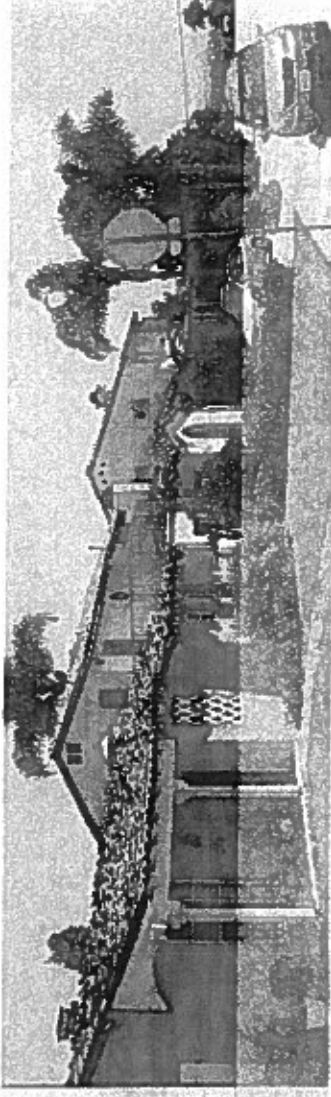


**Any Questions?**





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# 14 CFR Part 150 Noise Compatibility Program Update

**Airport Noise Advisory Committee  
January 20, 2010**

## **Part 150 Noise Exposure Map (NEM)**

- **The NEM describes:**
  - Airport layout and operation
  - Aircraft related noise exposure
  - Land uses in the airport environs
  - Noise/land use compatibility situation
- **Final NEM submitted to FAA Western Pacific Region for acceptance**
- **FAA Acceptance Received on November 10, 2009**

# FAA Accepted the SAN Noise Exposure Maps!



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Los Angeles Airports District Office  
Airports Division

PO Box 92007  
Los Angeles, CA 92007

November 10, 2009

Ms. Thella BOWENS  
President/CEO  
San Diego County Regional Airport Authority  
3225 North Harbor Drive  
San Diego, CA 92101

Dear Ms. BOWENS:

San Diego International Airport  
FAA Acceptance of Noise Exposure Maps

This letter is to notify you that the Federal Aviation Administration (FAA) has evaluated and accepted the Noise Exposure Maps and supporting documentation dated August 26, 2009, for the San Diego International Airport. In accordance with 49 U.S.C. Section 47503 (formerly the Aviation Safety and Noise Abatement Act of 1979), as amended, we have determined that:



## **Part 150 Noise Compatibility Program (NCP)**

- **Proposed actions to minimize existing and future noise/land use incompatibilities**
  - Noise abatement measures
  - Noise mitigation or compensation measures
  - Preventive measures
- **The NCP includes:**
  - Development of the program
  - Description of all measures considered
  - Reasons for accepting/rejecting each measure
  - Implementation and funding
  - Predicted effectiveness

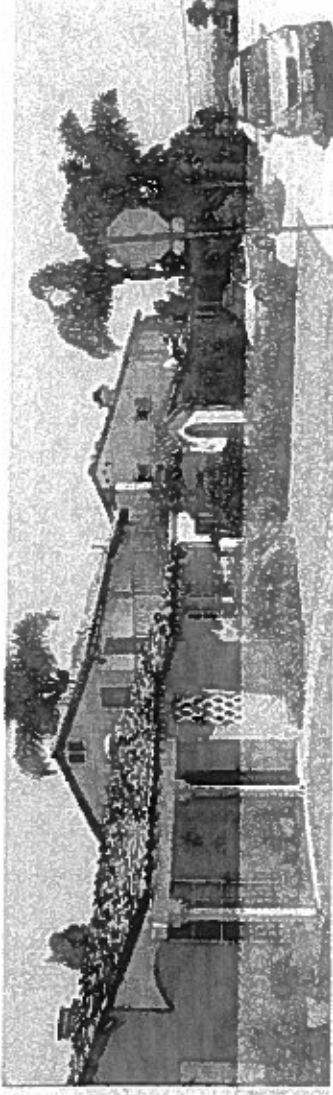


## **Proposed Noise Compatibility Program**

- **Preliminary NCP was submitted to FAA for review and comment**
- **FAA comments were incorporated, and revised draft NCP has been submitted to the Noise Technical Advisory Group for review and comment**
- **Public hearing held January 14, 2010**
  - Presentation made to public
  - Public comments/testimony recorded for transmittal to FAA
  - Public comments accepted until February 5, 2010
  - Draft NCP available on SDCRAA web site



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# Questions?

**Airport Noise Advisory Committee**  
**January 20, 2010**

# Missed Approach Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

January 20, 2010





# 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.

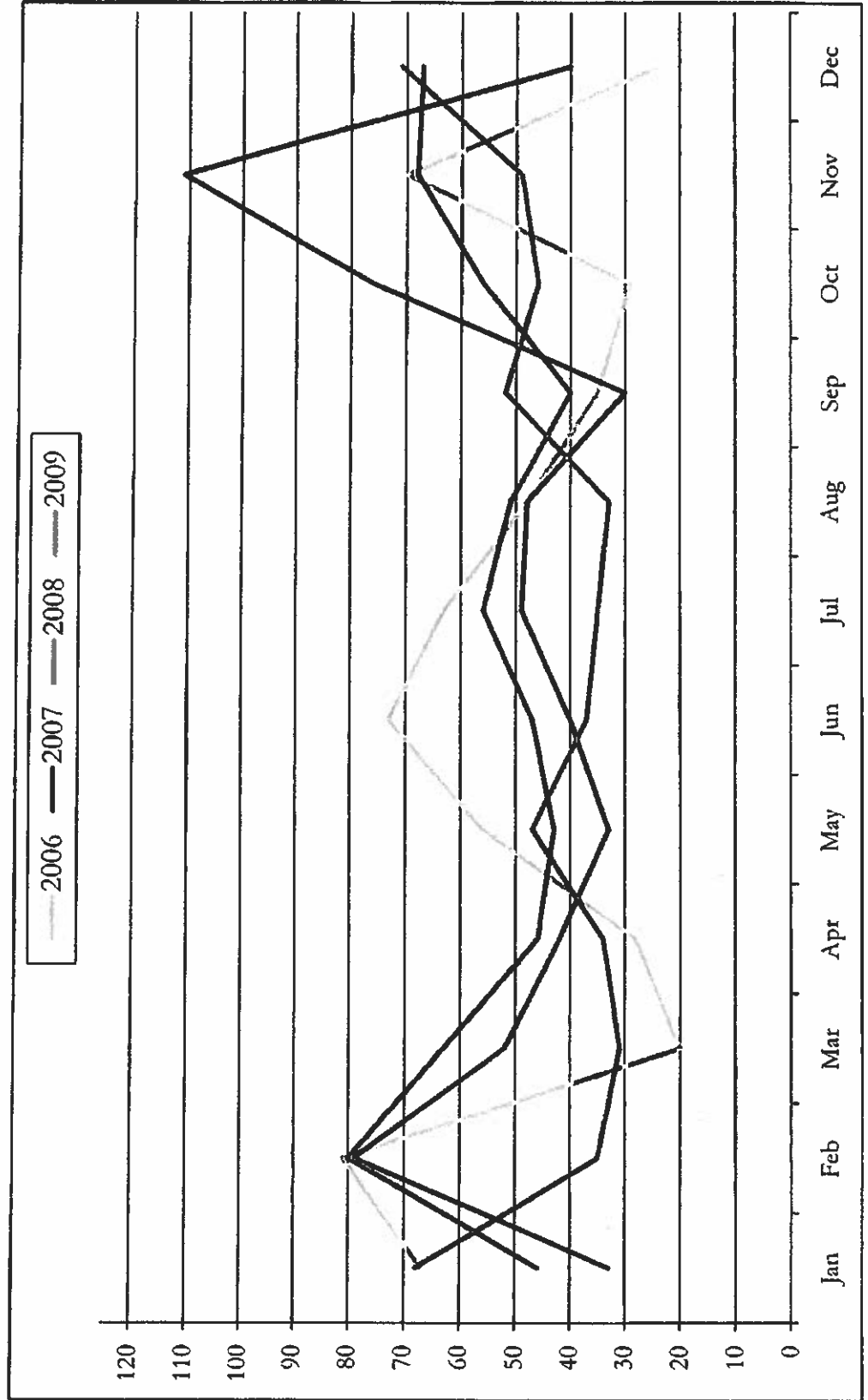
-Operations have been halted because foreign object debris (FOD) has been spotted on the runway and must be removed prior to resuming operations.

-Slow flow of departures and/or arrivals.



# 2003-2009 Missed Approaches

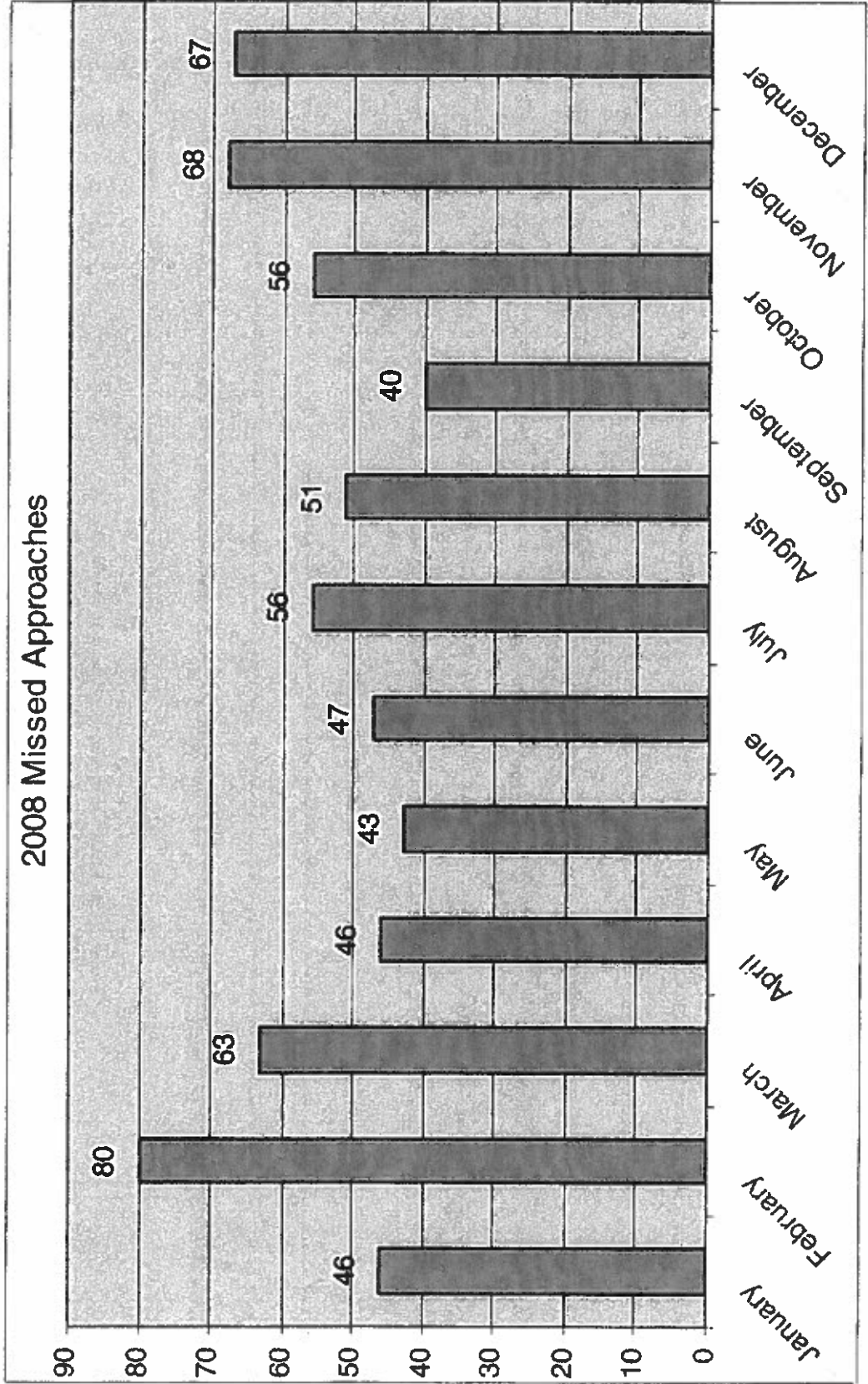
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 594, 2008 = 663, 2009 = 663





# 2008 Missed Approaches

663 Total

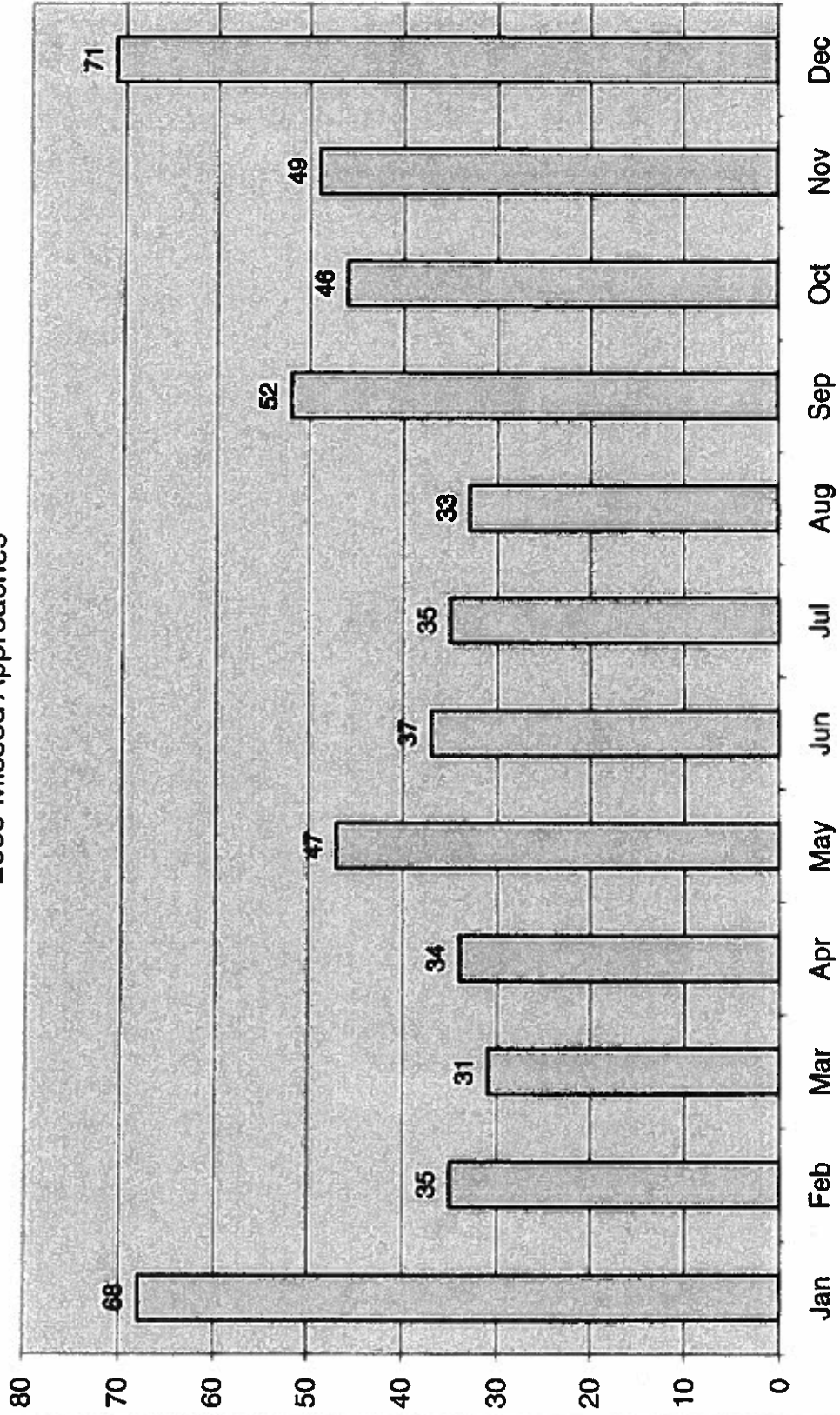




# 2009 Missed Approaches

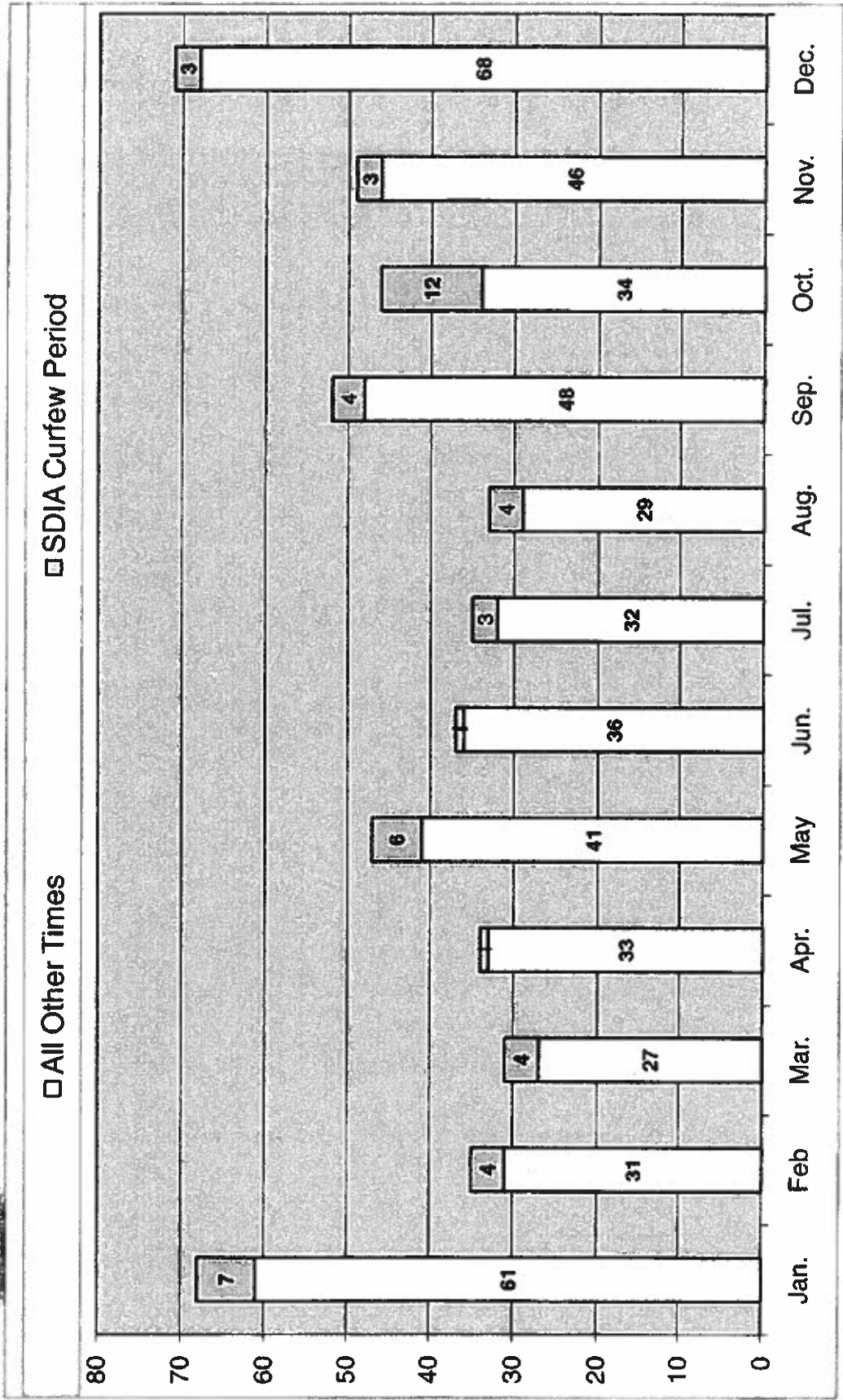
538 Total Year To Date

2009 Missed Approaches





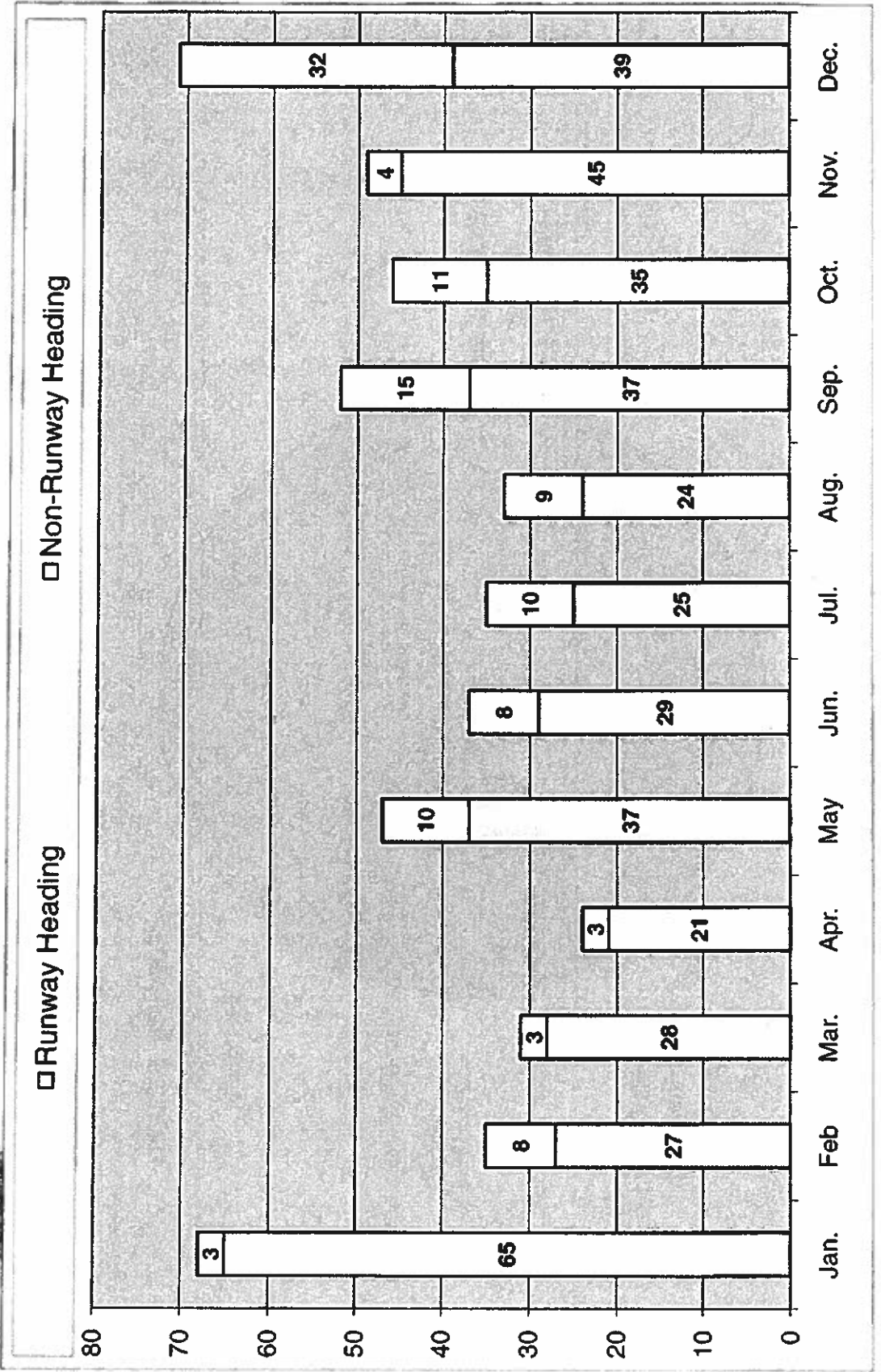
# Curfew Period vs. All Other Times





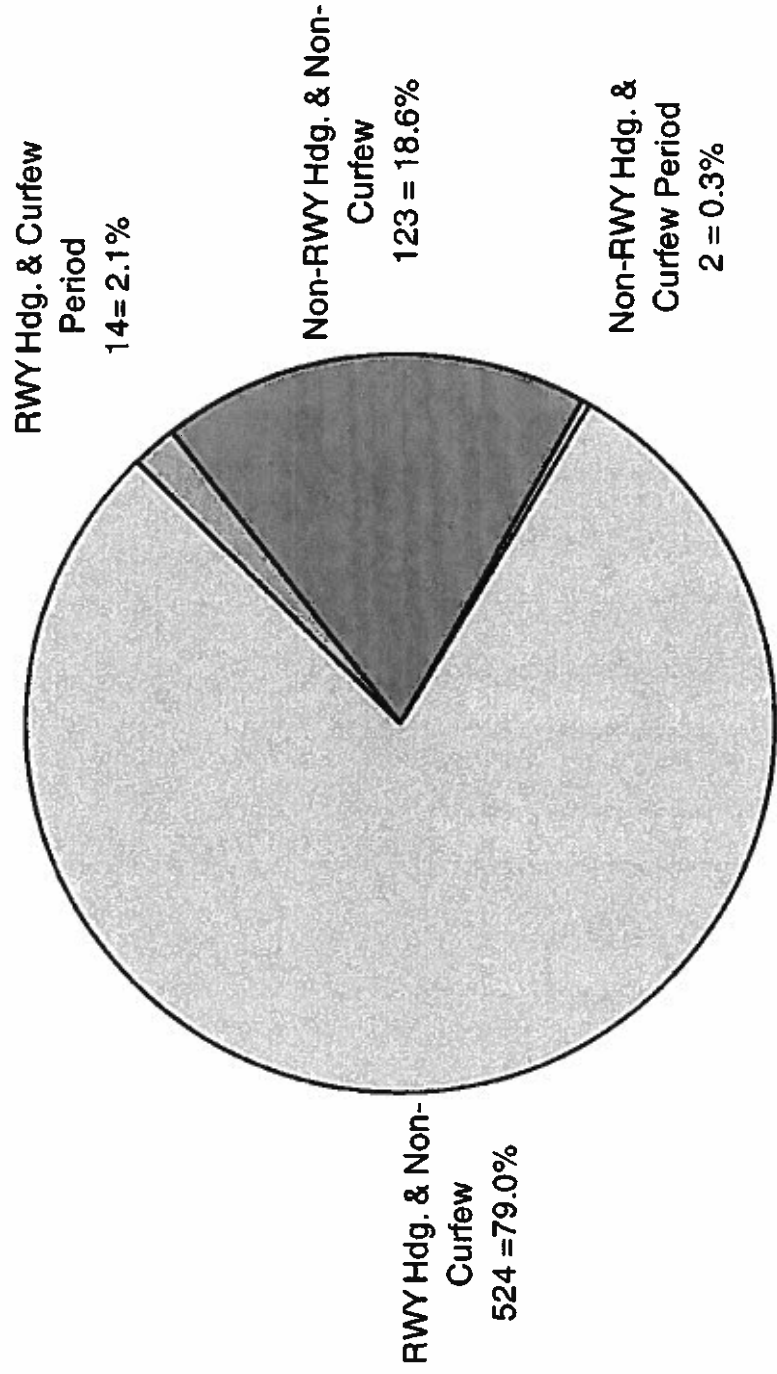


# Runway Hdg. Vs. Non-Runway Hdg.





# 2008 Missed Approaches - Percentage



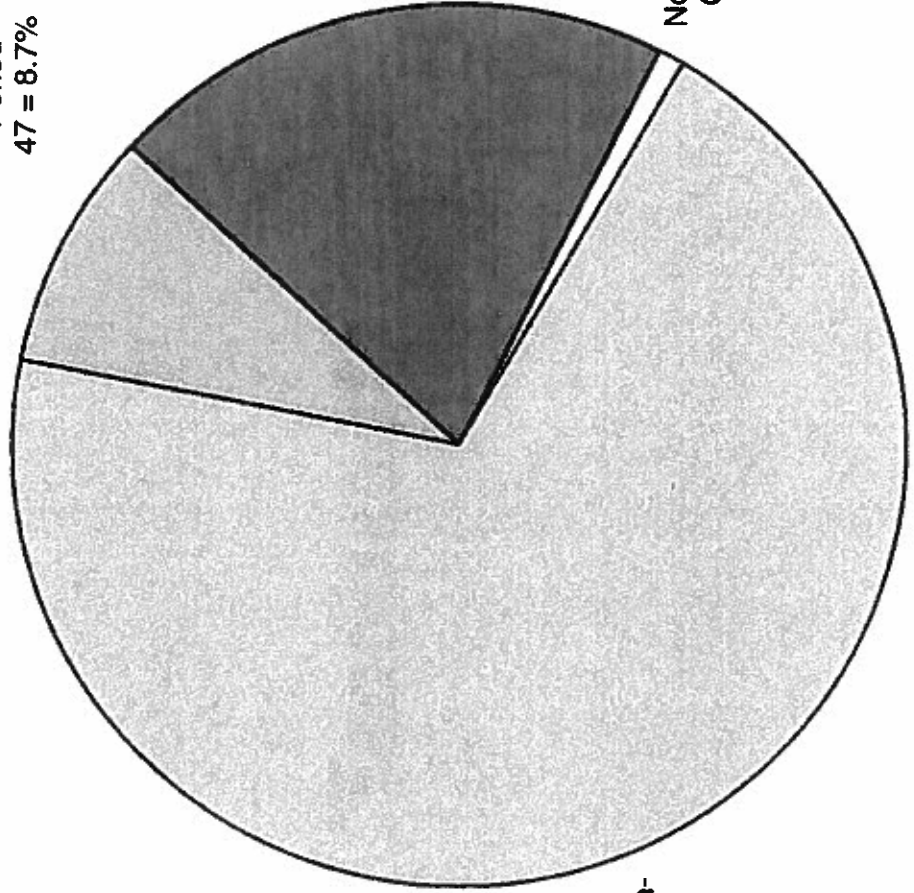


# 2009 Missed Approaches - Percentage

RWY Hdg. & Curfew  
Period  
47 = 8.7%

Non-RWY Hdg. & Non-  
Curfew  
111 = 20.6%

Non-RWY Hdg. &  
Curfew Period  
5 = 0.9%



RWY Hdg. & Non-  
Curfew  
375 = 69.7%



**Any Questions?**

# Complaints Statistical Update

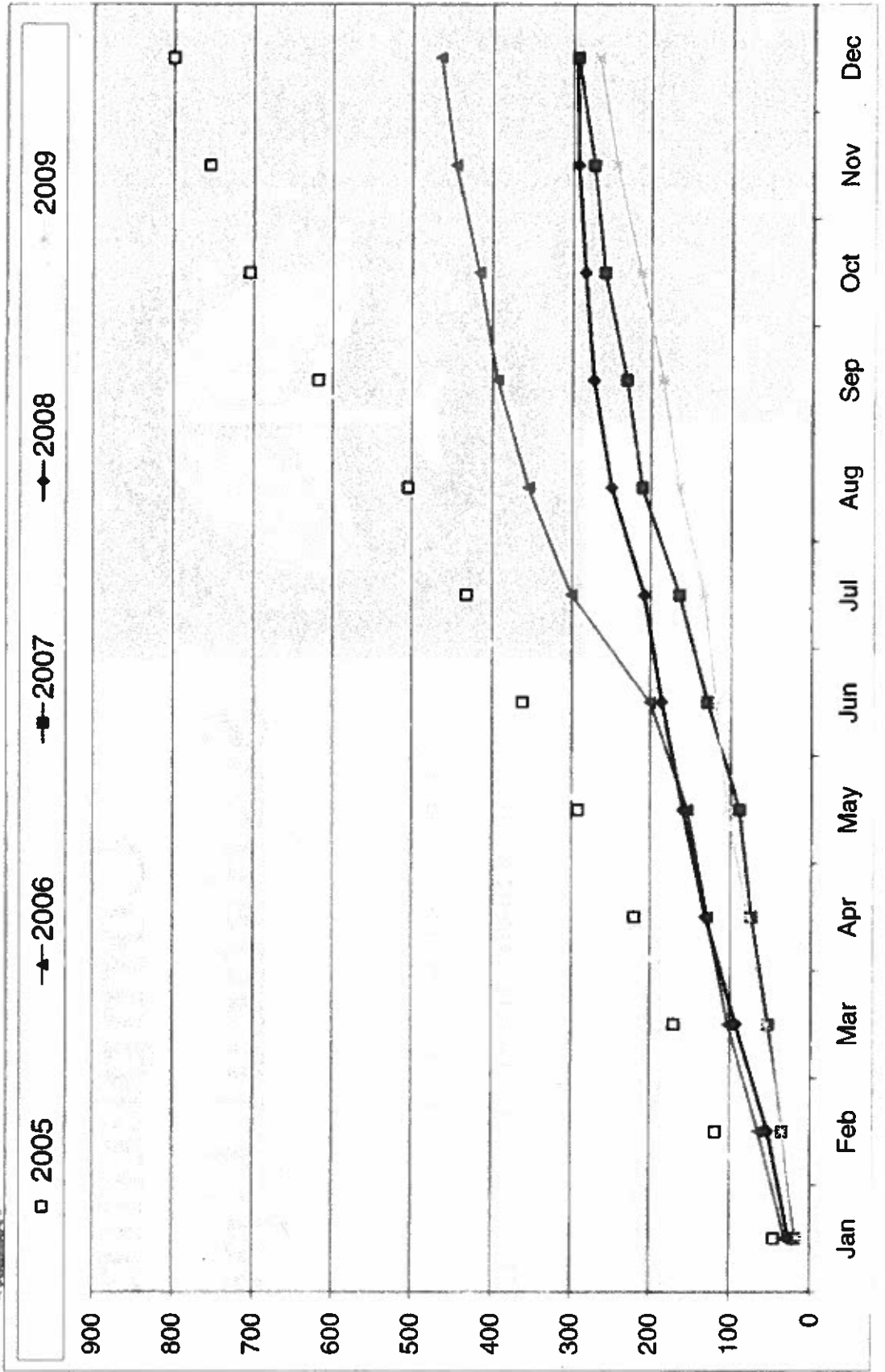
Airport Noise Advisory Committee  
San Diego International Airport

January 20, 2010





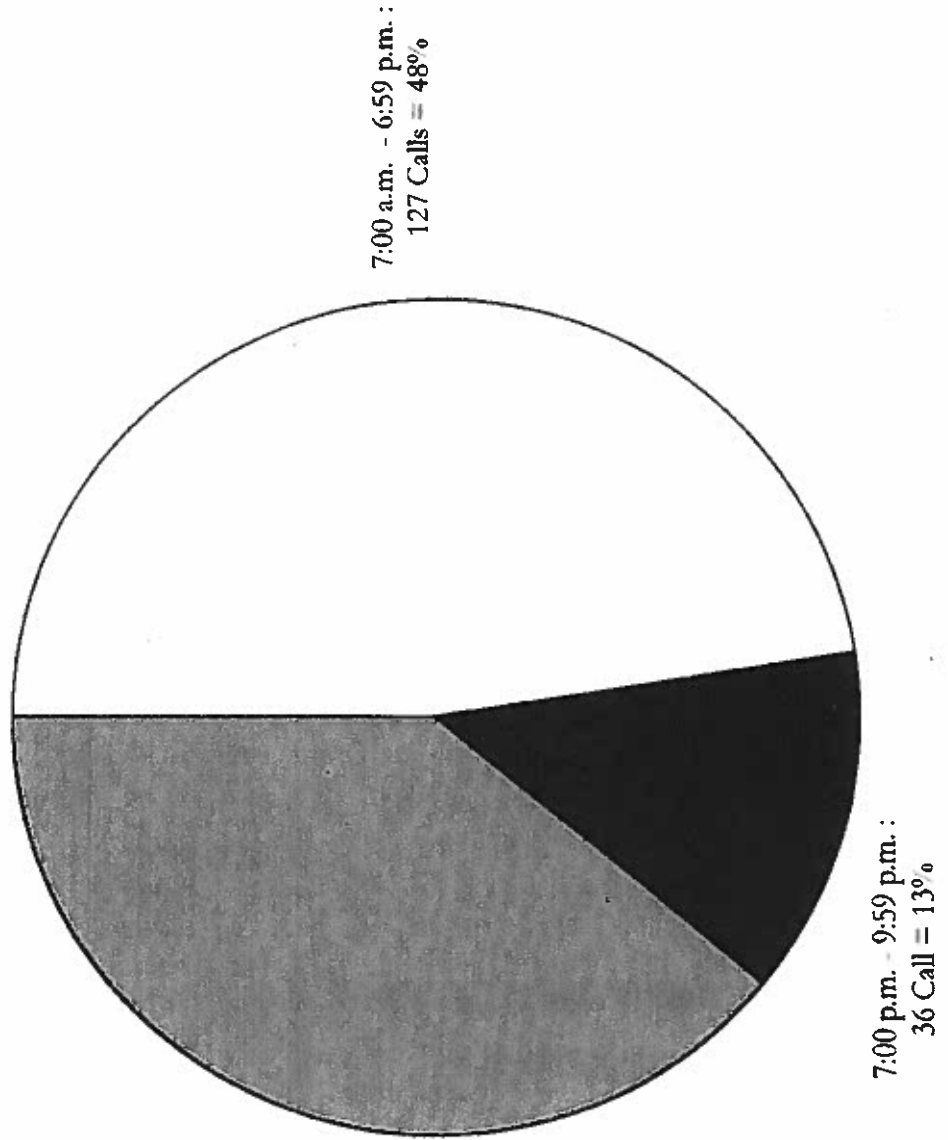
# Complaint History - 2005-2009





# 2009 Complaints Statistics

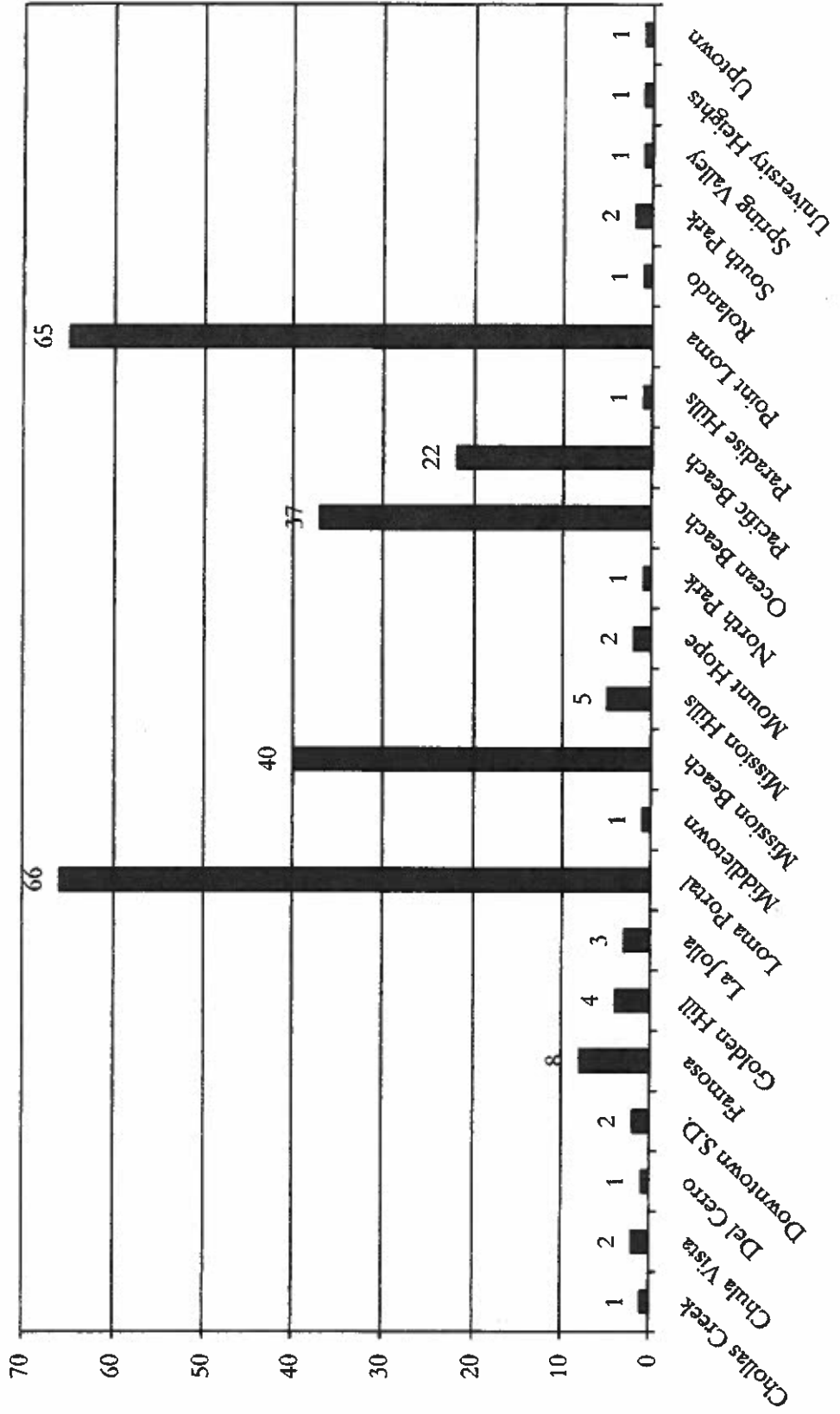
January to December, Complaints by Time of Day, 267 Total





# 2009 Complaints Statistics

January to December, Complaints by Neighborhood, 267 Total







# 2009 Complaints Statistics

January to December  
Complaint Locations

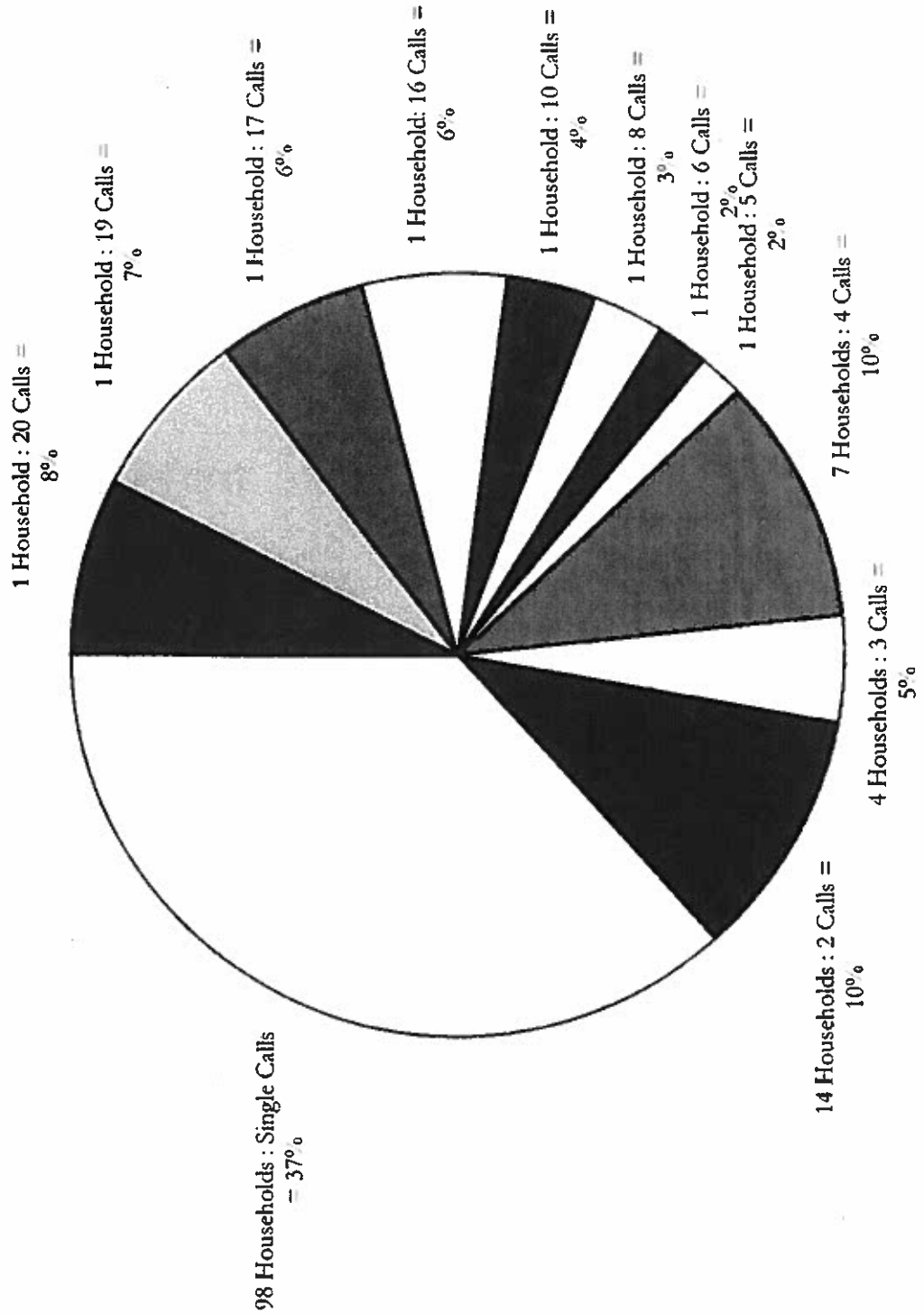
267 Total Complaints  
from 131 locations





# 2009 Complaints Statistics

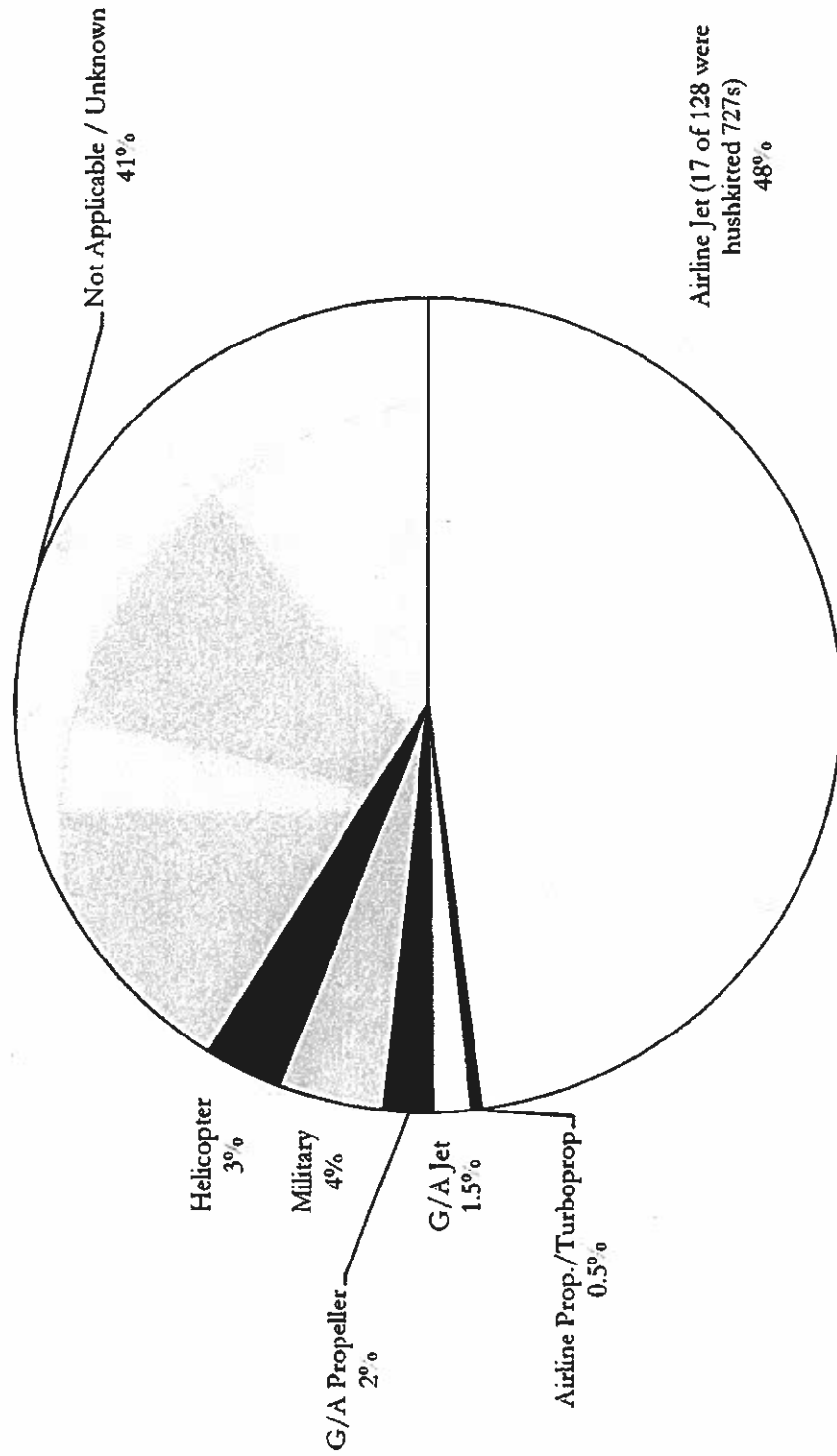
January to December, Complaints by Household, 267 Total





# 2009 Complaints Statistics

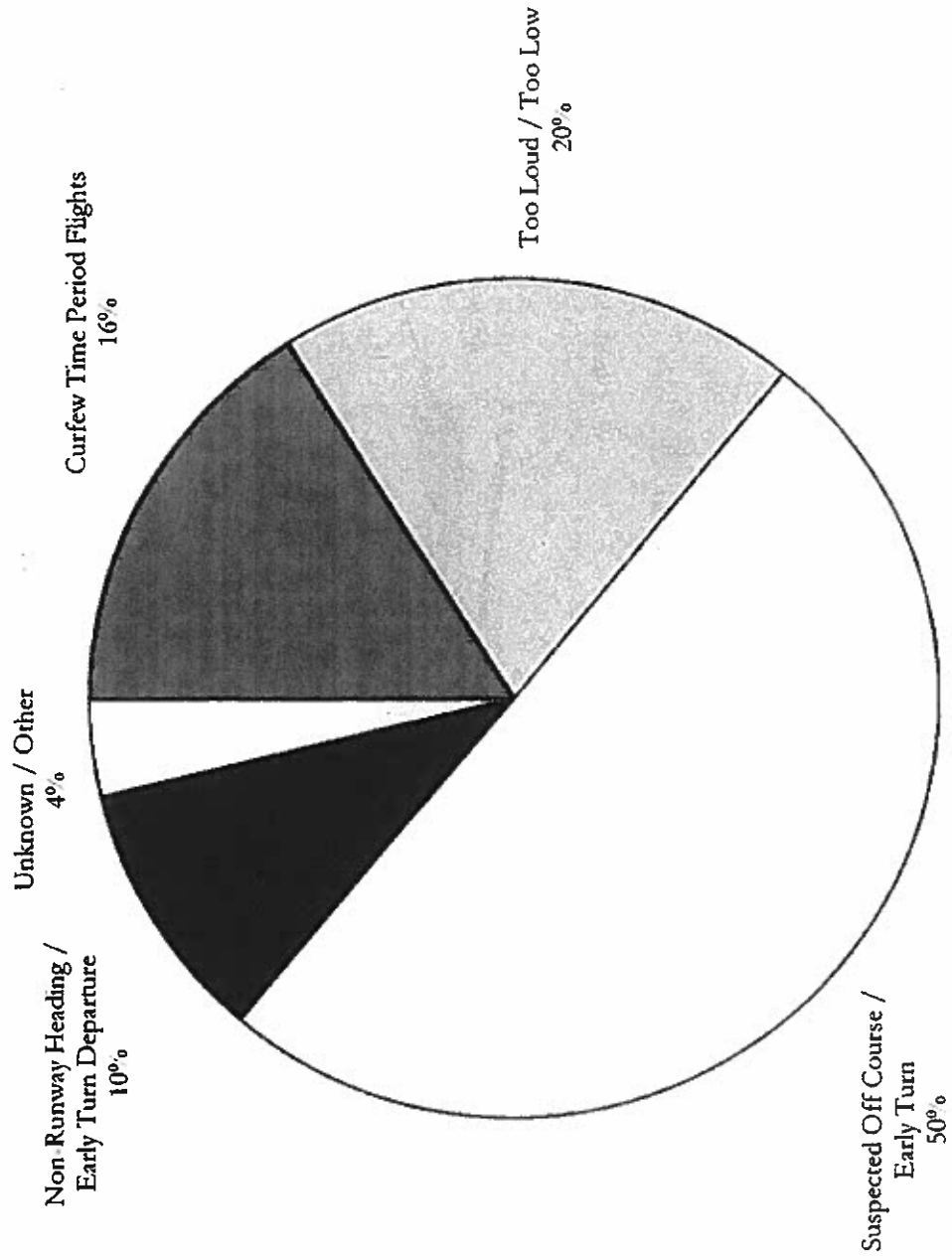
January to December, Complaints by A/C Type, 267 Total





# 2009 Complaints Statistics

January to December, Complaints by Action, 267 Total





**Any Questions?**



# “Early Turn” Statistical Update

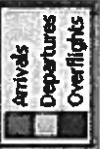
Airport Noise Advisory Committee  
San Diego International Airport

January 20, 2010





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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)

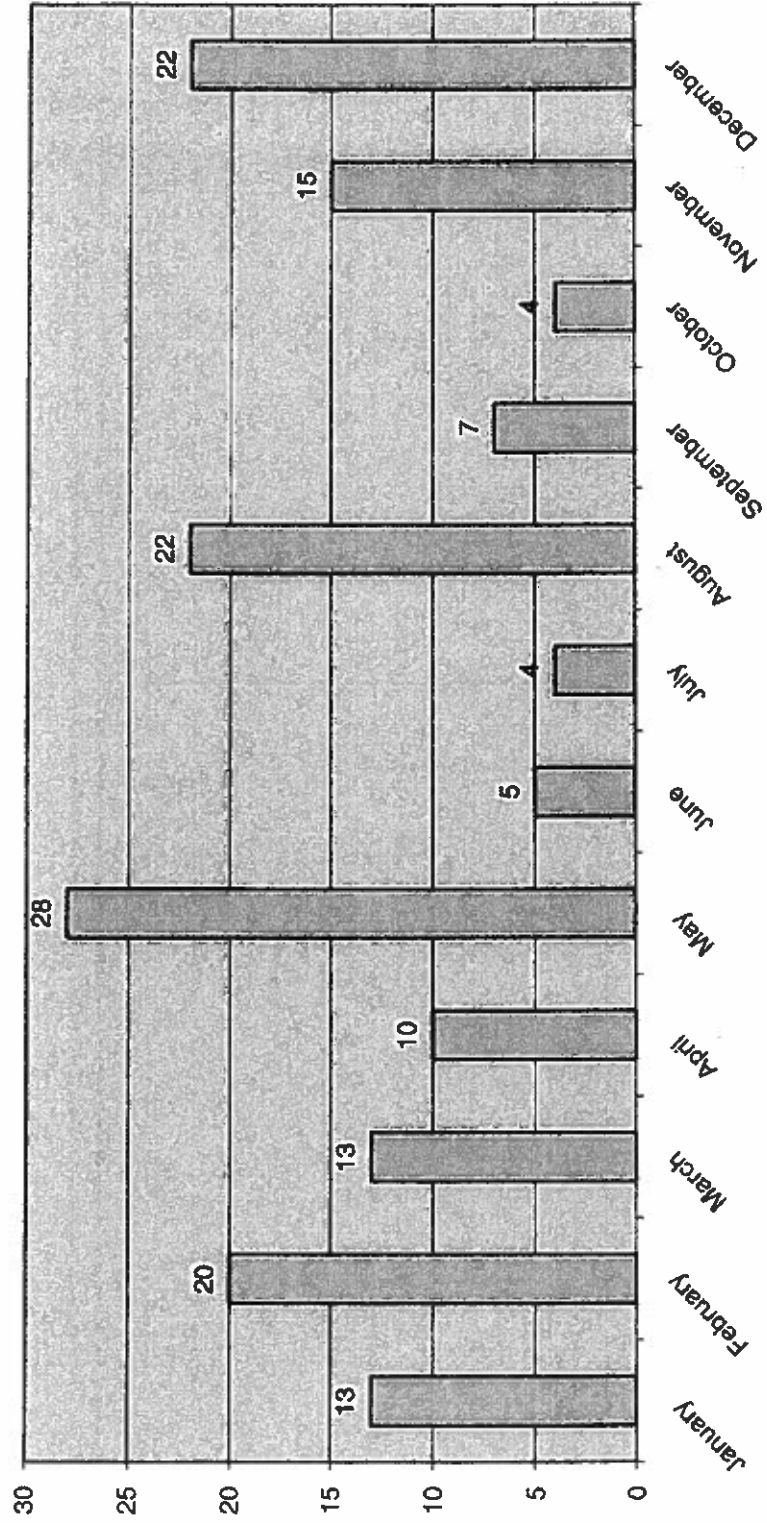
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the 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 = 163)



Early Turns Monthly Totals

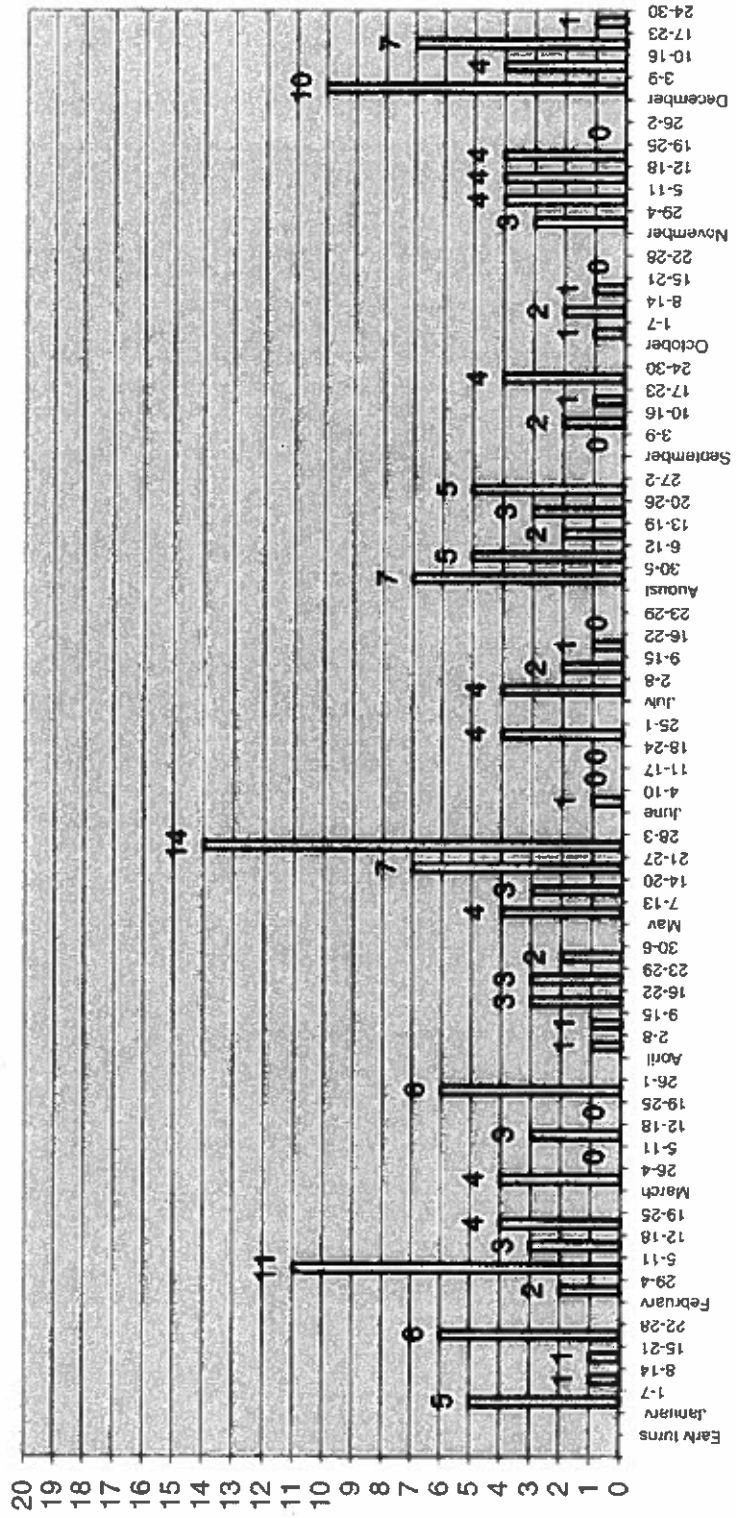




# 2009 Early Turns

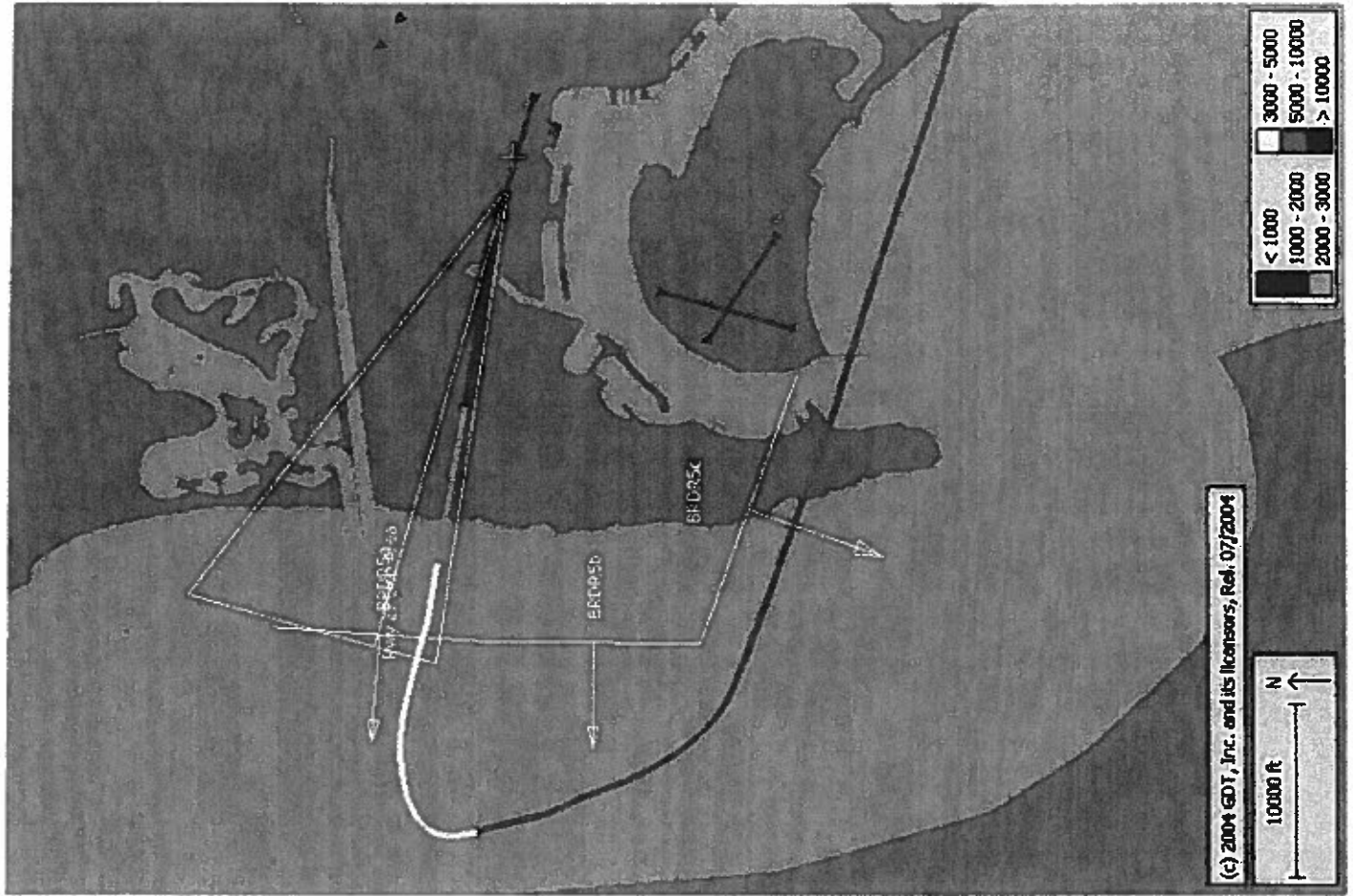
Total sent to FAA

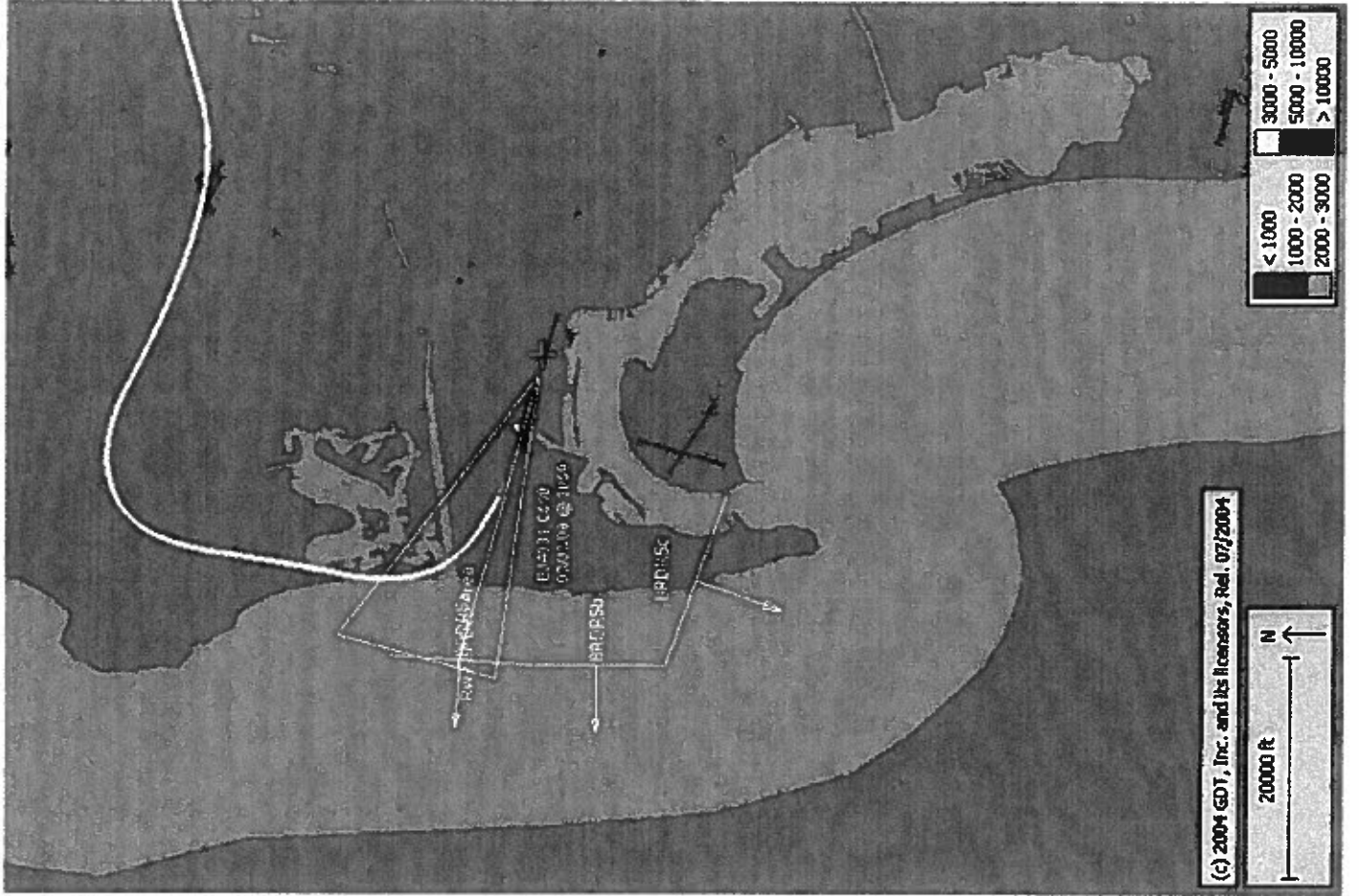
Early Turns Totals

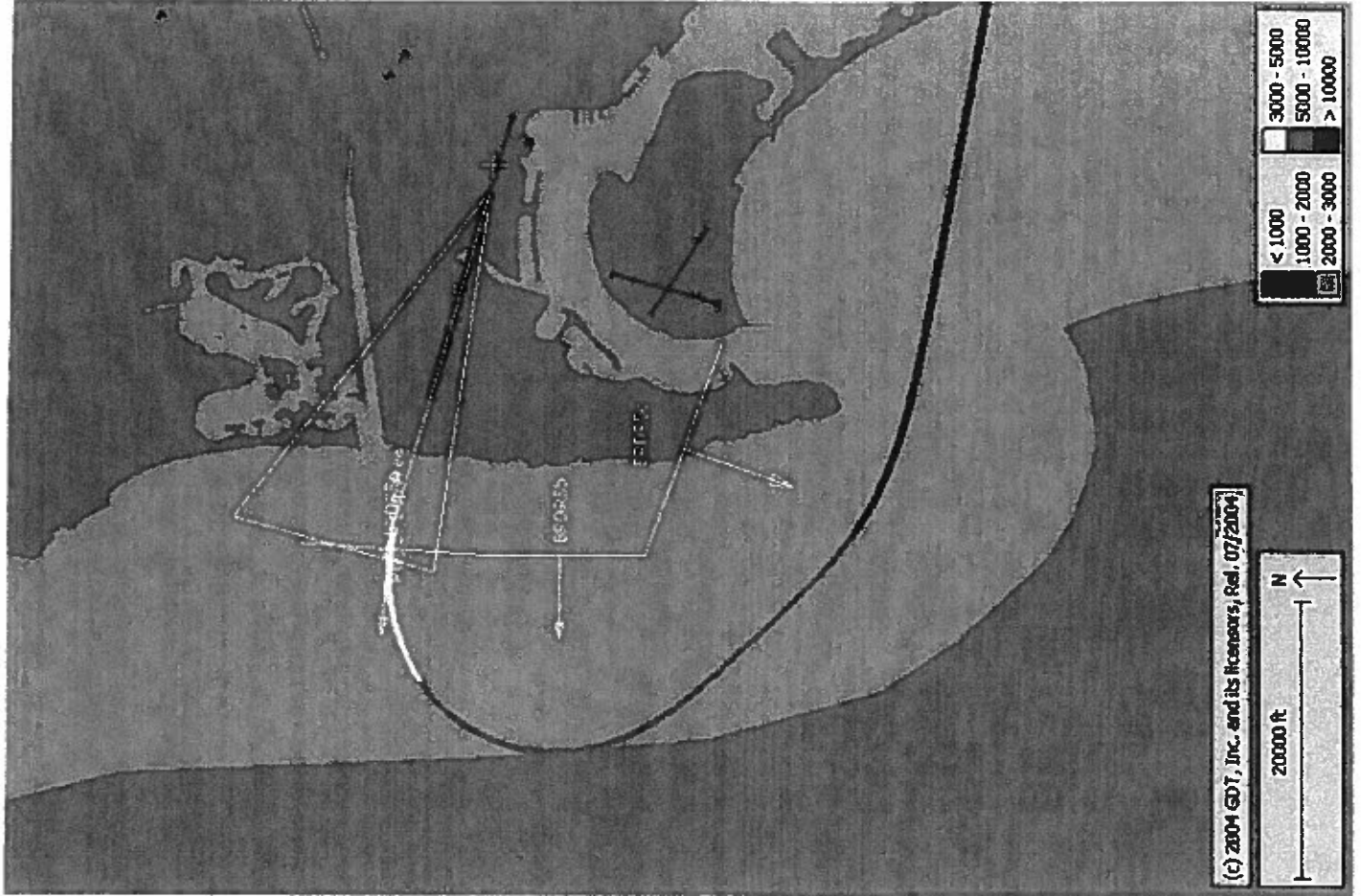




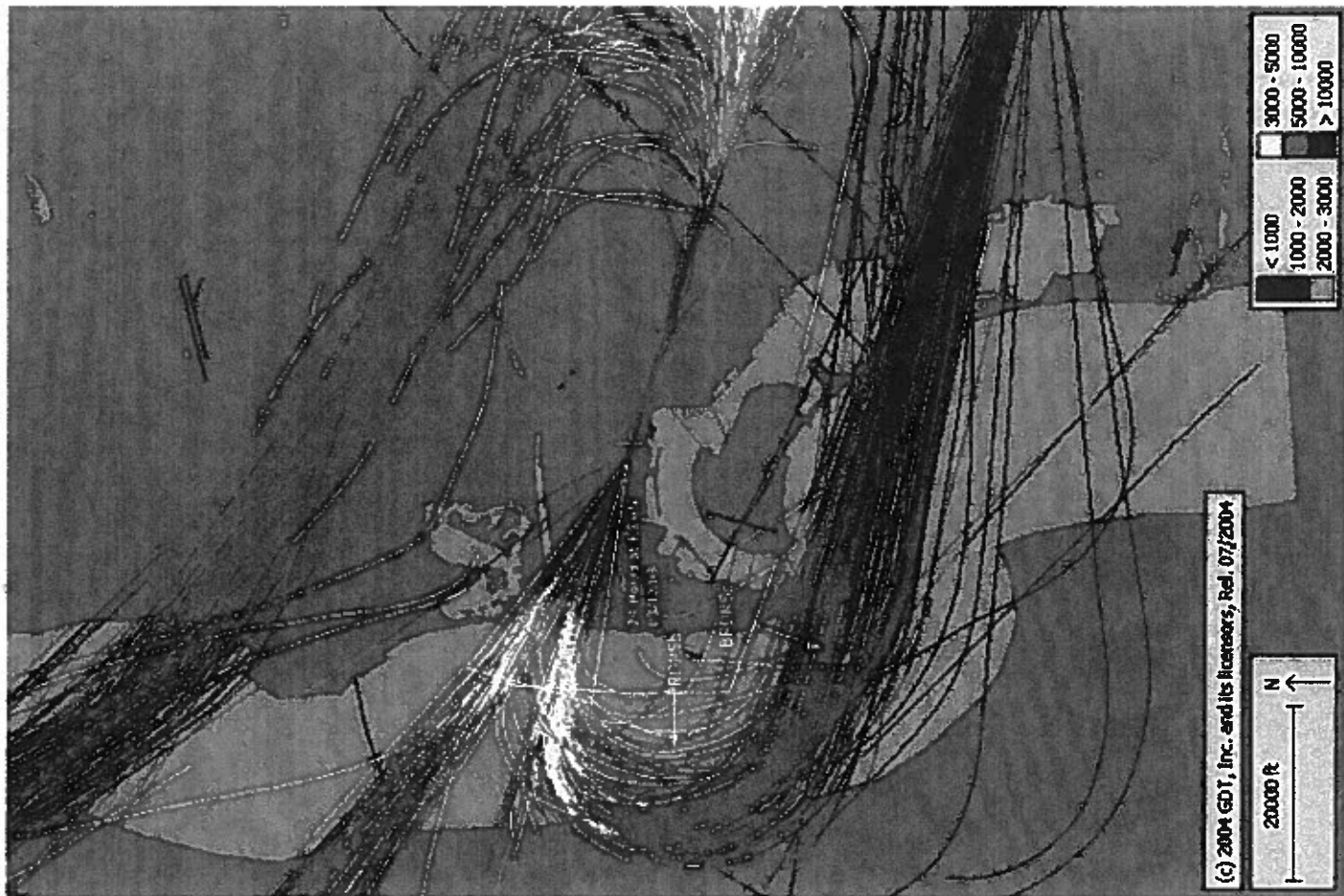














**Any Questions?**



# “Contra-Flow” Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

January 20, 2010





## Contra-Flow Definition

What are “Contra-Flow” air traffic operations?

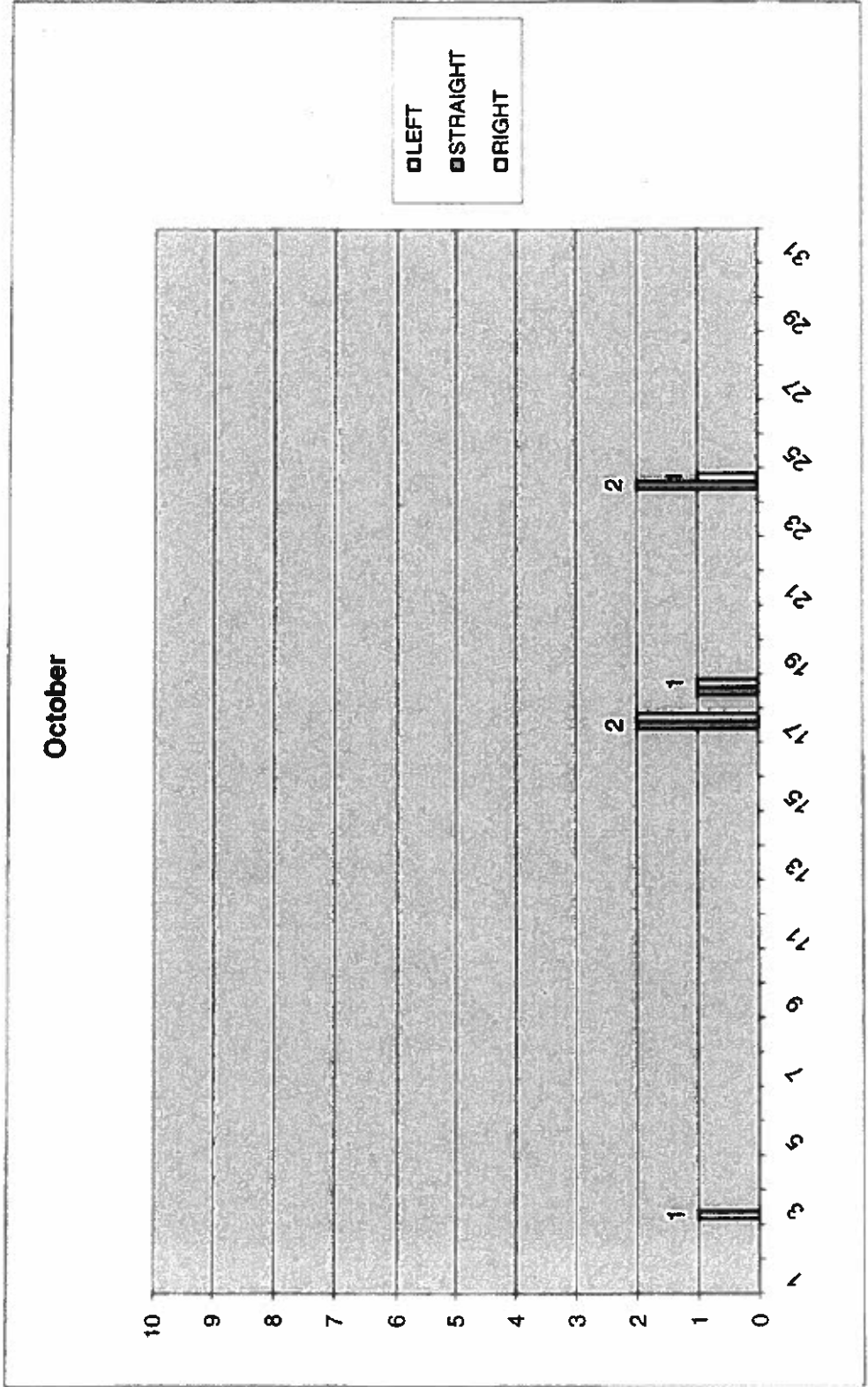
**Contra-Flow operations** is a air traffic control procedure used at SDIA when weather and/or aircraft weight play a factor in the arrival and departing phase of flight. Normal operations at SDIA consist of arrivals from the east, and departures to the west. During Contra-Flow operations, aircraft arrive 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](http://www.san.org/documents/airport_noise/Airport_Noise)

[FAQs 2006.pdf](#)

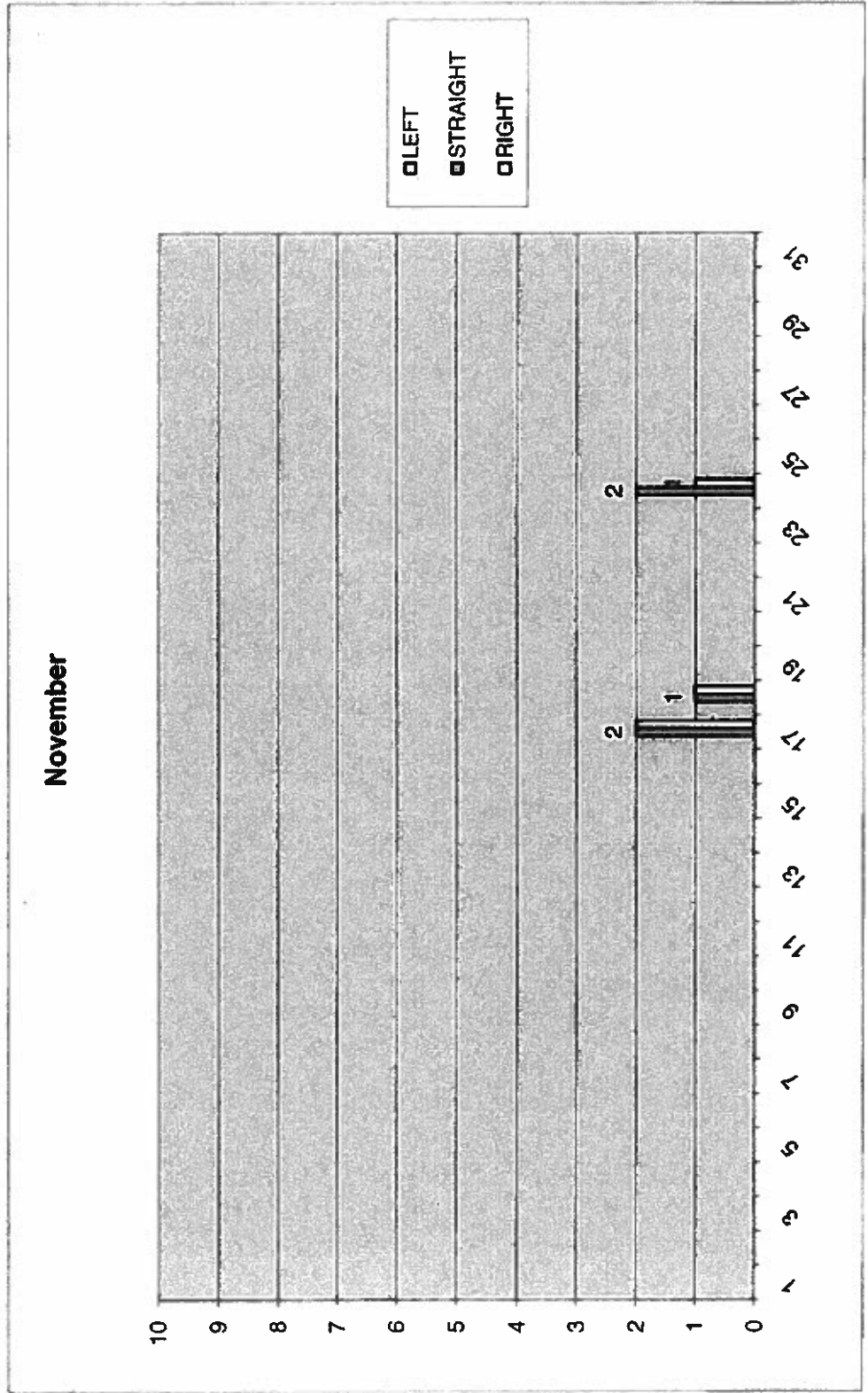


# 2009 Contra-Flow October



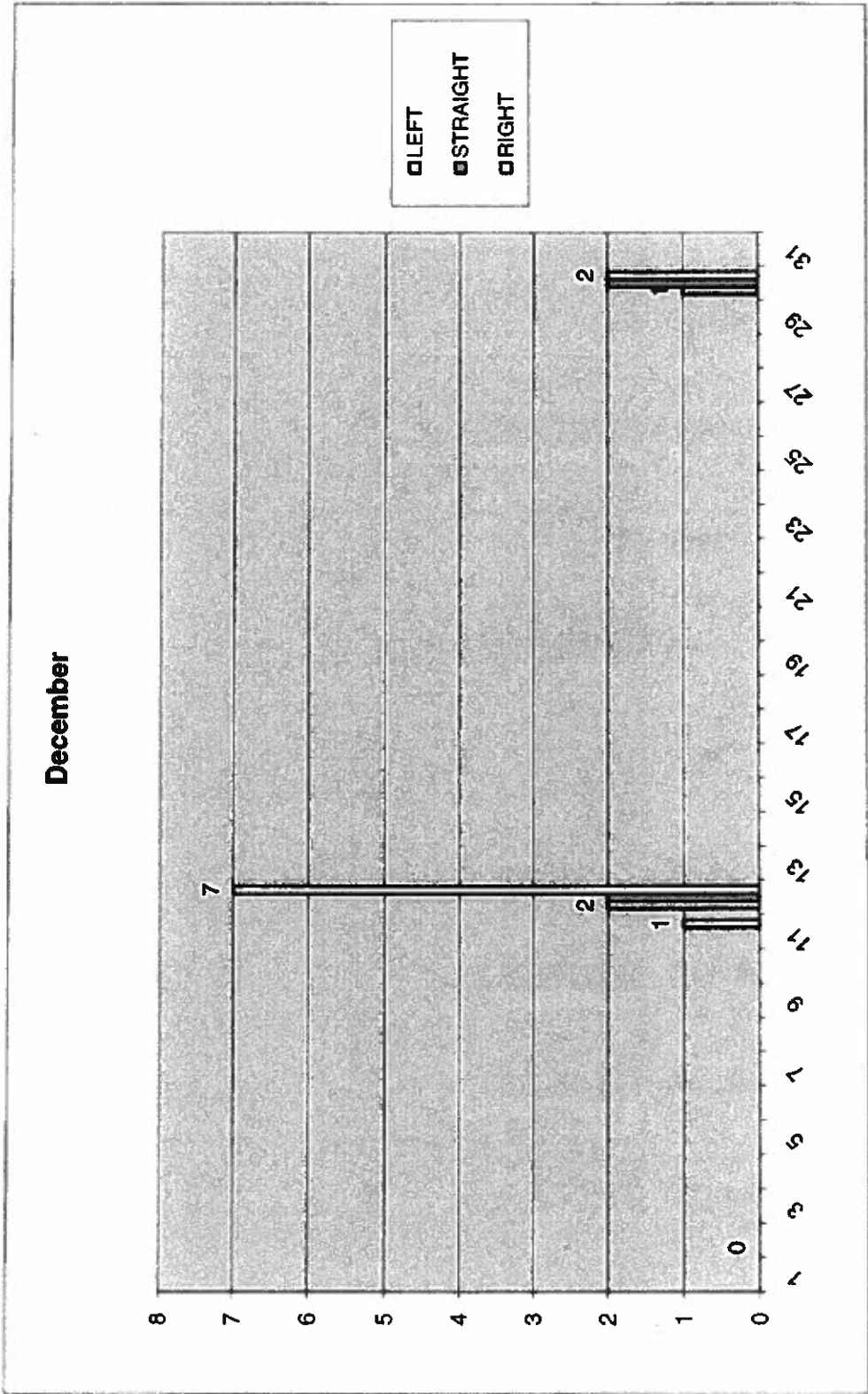


# 2009 Contra-Flow November





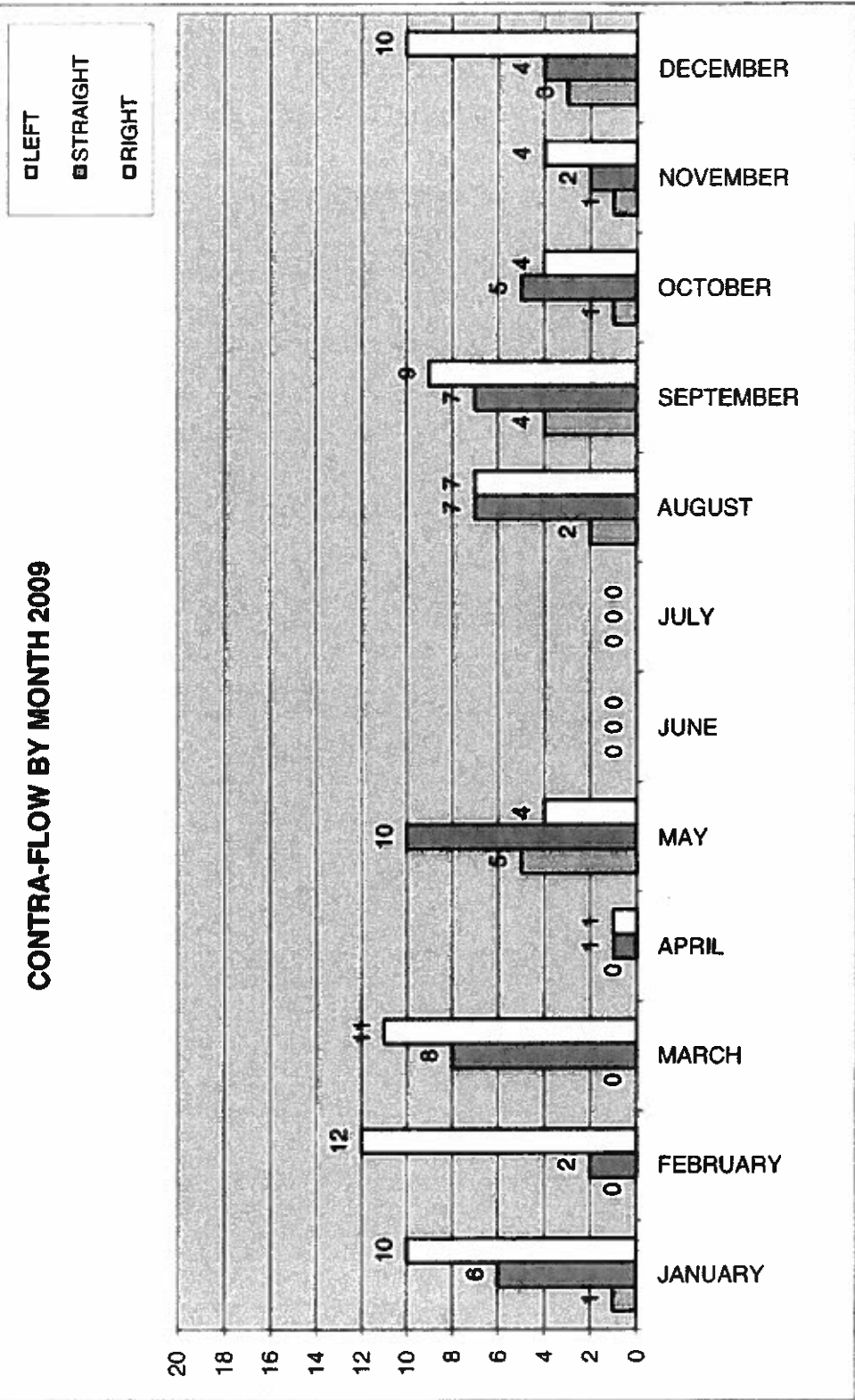
# 2009 Contra-Flow December





# 2009 Contra-Flow Totals

CONTRA-FLOW BY MONTH 2009







**Any Questions?**