

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, April 21, 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**

1. Welcome and Introductions
 2. Approval of the January 20, 2010 meeting minutes
 3. Information Items:
 - A. Airport Authority Update
 - B. Curfew Violation Review Panel (CVRP) update
 4. Public Comment on Information and Discussion Items (Time Certain – 4:30 p.m.)
 5. Presentation Items:
 - A. Airport “Flight Tracker”
 - B. Quieter Home Program (QHP) update
 - C. Noise Compatibility Program (FAR Part 150) update
 - D. Missed Approach statistics
 - E. Complaint statistics
 - F. Early Turn and Contra-Flow Operations statistics
 6. Public Comment (Time Certain – 5:10 p.m.)
 7. New Business
 8. Next meeting date: July 21, 2010
 9. Adjourn
-



**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.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
February 3, 2010
Record of Decision (ROD)**

Panel members: George Condon, representing Planning and Operations Division; Mike Kulis, representing Marketing and Communications Division; Troy Ann Leech, representing Facilities Development Division; Dan Frazee, Airport Noise Mitigation (Facilitator); Garret Hollarn (Staff member)

Airline, pilot, or operator representatives present: Al Turner (United Airlines), John Olaynick (Delta Air Lines)

Members of the public present: None

United Airlines Flight 238; November 15, 2009 (2337L)

Written information was provided; a representative was present.

Panel Recommendation

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

AJ1265 (LJ25); December 14, 2009 (0655L)

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.

Delta Air Lines Flight 1160; December 24, 2009 (0020L)

Written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$10,000.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
April 7, 2010
Record of Decision (ROD)**

Panel members: George Condon, representing Planning and Operations Division; Michael Kulis, representing Marketing and Communications Division; Murray Bauer (in absentia Troy Ann Leech), representing Facilities Development Division; Dan Frazee, Airport Noise Mitigation (Facilitator); Garret Hollarn and Steve Cummings (Staff members)

Airline, pilot, or operator representatives present: Stelios Rapis (Chrysler Aviation), Niall Mulcahy (Virgin America Airlines), and Ron Gruner (Delta Air Lines)

Members of the public present: None

N821PA (GLF2); January 16, 2010 (2238L)

Written information was provided; a representative was present.

Panel Recommendation

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

Delta Air Lines Flight 1048; January 18, 2010 (0107L)

Written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$6,000.

Virgin America Airlines Flight 969; January 18, 2010 (2348L)

No information was provided; a representative was present.

Panel Recommendation

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

Virgin America Airlines Flight 969; January 21, 2010 (2339L)

No information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$6,000.

Delta Air Lines Flight 2248; February 24, 2010 (2334)

Written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$18,000.

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

P.O. BOX 82776, SAN DIEGO, CA 92138-2776
619.400.2400 WWW.SAN.ORG

April 8, 2010

Mr. Suhail Kahlil
Chair, Airport Subcommittee
Peninsula Community Planning Board

Dear Mr. Kahlil –

This letter is in response to the "aircraft flight tracker" issues you raised during public comment at the April 1, 2010 San Diego County Regional Airport Authority Board meeting. I understand from your comments that some members of the Peninsula community question the credibility of the PASSUR Aerospace "Airport Monitor" product and are convinced that not all aircraft departures from San Diego International Airport are depicted as they occur. You asked that the Authority:

- Request the Federal Aviation Administration (FAA) to "certify" the platform as true to the radar data used by FAA to direct aircraft in flight, and
- Enhance Airport Monitor to provide more scalability, to add the location of the airport's 24 remote noise monitoring terminals and to provide a method of determining the closest distance an aircraft comes to a residence, and
- Spell out the limitations (FAA-mandated ten minute data delay for security and deletion of sensitive and military flights) more prominently on the product discussion page or add them to the scrolling information banner.

First, a bit of background. In 2006, the Airport Authority contracted with PASSUR Aerospace for an internet-based product (Airport Monitor) to provide the community a means of independent assessment of arrival and departure flight tracks from San Diego International Airport. Prior to this date, community members who had questions about aircraft flight track deviations relied on the technical staff at the Authority's Noise Mitigation Department to provide tracking details from the Airport's computerized noise and operations monitoring system. As discussed by Mr. Steve Roe, representing PASSUR at the April 1 Board meeting, Airport Monitor uses a "passive" antenna placed in proximity to the FAA's primary radar (ASR-9) antenna at Miramar MCAS that captures the flight tracking data as it is transmitted from the ASR-9 and downloads it into the system.



SAN DIEGO
INTERNATIONAL
AIRPORT

Kahlil letter
April 9, 2010
Page 2

I directed the Noise Mitigation Department to review the issues you raised and provide information regarding how we can accommodate your requests.

- **Product "certification"** – The vendor (PASSUR) asserts that the maximum error in the product is: Altitude - +/- 100 feet, Range +/- 150 feet and Azimuth +/- 0.3 degrees. The information received from the Technical Operations staff at Southern California TRACON states that "the system has an accuracy of +/- 5 ACPs (.44 degrees) for azimuth and .0625 nautical miles (+/-151.8 feet) for range." Additionally, the Acting Air Traffic Manager for San Diego International's Air Traffic Control tower separately stated that "SAN (San Diego International Airport) has not changed any departure procedures. SAN Tower cross checked departure tracks between FAA tools and the PASSUR (Airport Monitor) website. The FAA flight tracks mirror the PASSUR site flight tracks." He added that "The accusation that the Authority is sharing inaccurate information with the local residents is in error. The flight track data is correct on the PASSUR web site."
- **Product enhancement** – The contract for the Airport Monitor product is due for renewal later this year. The Authority intends to release a Request for Proposal for a new contract, as there are two vendors that provide similar internet-based flight tracking products. We will ensure that the requested enhancements are addressed in any new product.
- **Product limitations** – We are in the process of updating the system description (HELP) page with the vendor to more prominently display the system limitations mandated by FAA. A note to that effect was recently added to the scrolling information banner below the display.

I hope the above information is responsive to the issues you raised at the April 1 Authority Board meeting. Please contact Dan Frazee, Director, Airport Noise Mitigation, at (619) 400-2781.

Sincerely,



Thella F. Bowens
President/CEO

Over-Flight

San Diego International Airport (KSAN) - AirportMonitor - by Megadata - powered by PASSUR - Windows Internet Explorer

http://www4.passur.com/san.html Live Search

File Edit View Favorites Tools Help

San Diego International Airport (KSAN) - AirportMonit...



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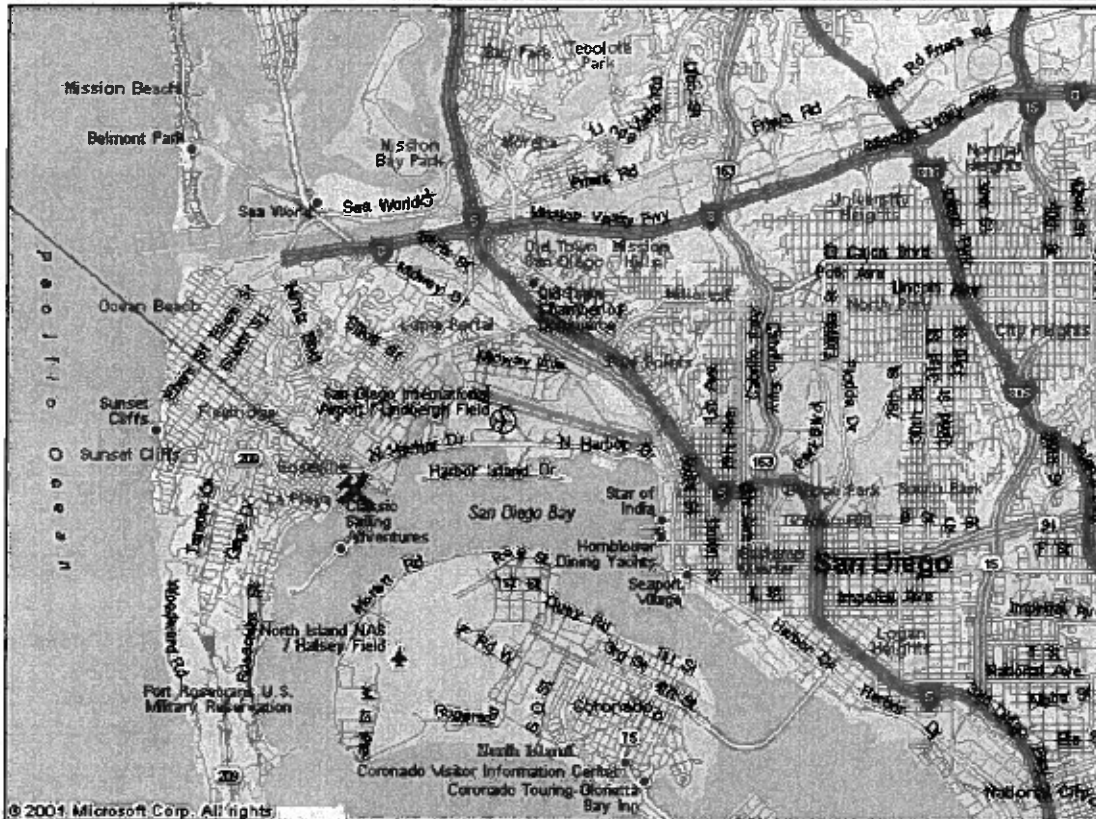
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MY HOME LOCATOR

Enter address here as: No. St., City, State Zip

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6 Miles

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42 85

Flight information

Click on any airplane at left for details

Date/Time 2/27/2010 11:53:56

Flight ID ASA258

Aircraft Type B739

Altitude 27000 ft

Origin KLAX

Destination MPR

Legend

San Diego International Airport

Departures Arrivals

Helicopter Selected

In Transit Address Location

Scale (mi): 0 0.8 1.6

face administrative penalties starting at \$2,000 for the first offense. For additional information, please call (819) 400-2781 between 8:00 A.M. and 5:00 P.M.

start

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Early-Turn

San Diego International Airport (KSAN) - AirportMonitor - by Megadata - powered by PASSUR - Windows Internet Explorer

http://www1.passur.com/san.html

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San Diego International Airport (KSAN) - AirportMonit...

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Start Replay Current Resume Help
Replay Speed: Normal 2x 5x 10x

MY HOME LOCATOR
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Locate Clear

Flight Information
Click on any airplane at left for details
Date/Time: 2/27/2010 11:57:48
Flight ID: UAL342
Aircraft Type: A319
Altitude: 4200 ft
Origin: SAN
Destination: DEN

Legend
San Diego International Airport
Departures Arrivals
Helicopter Selected
In Transit Address Location

Scale (mi): 0 0.8 1.6

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ances a departure curfew for all aircraft on a daily basis between 11:30 P.M. and 6:30 A.M. for Stage 3 aircraft and from 10:00 P.M. until 7:00 A.M. for Stage 2 air

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Over-Flight

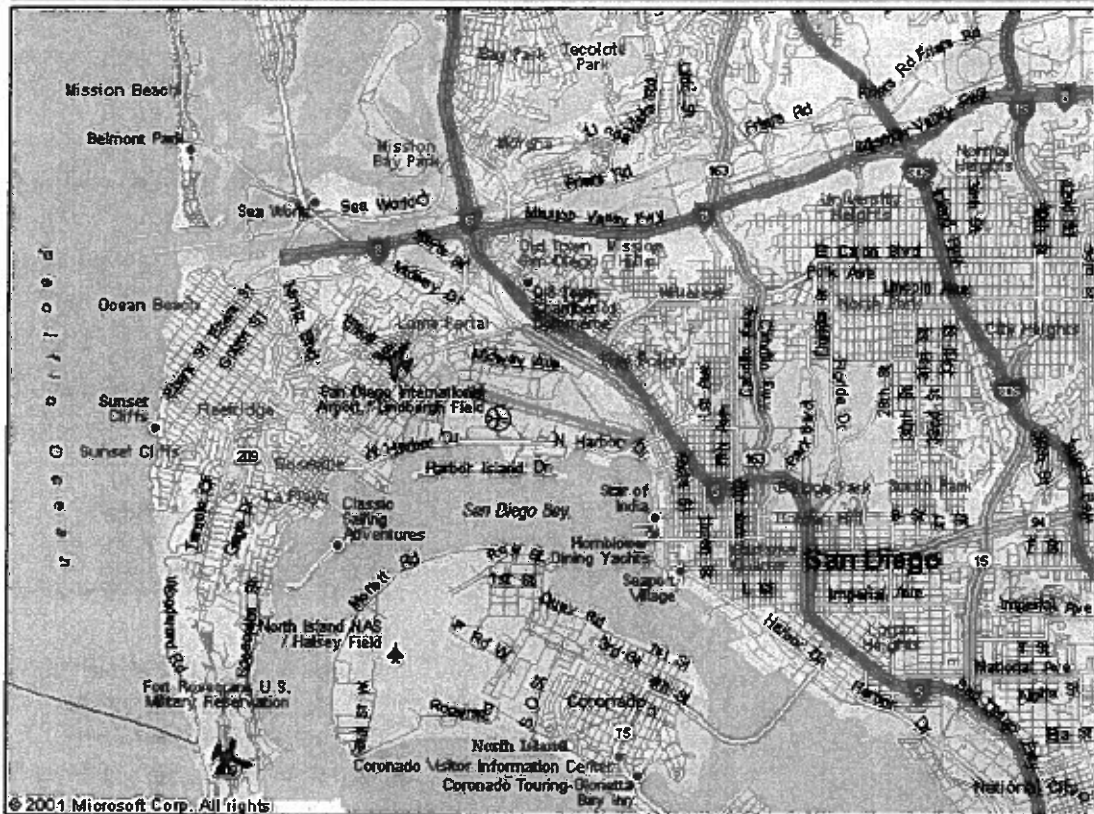


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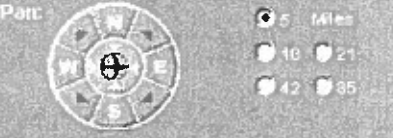
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MY HOME LOCATOR
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Flight Information
Click on any airplane at left for details

Date/Time	2/27/2010 17:47:00
Flight ID	SKW4512
Aircraft Type	CRJ7
Altitude	8100 ft
Origin	KSAN
Destination	KSLC

- Legend**
- San Diego International Airport
 - Departures
 - Arrivals
 - Helicopter
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 - In Transit
 - Address Location
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craft on a daily basis between 11:30 P.M. and 6:30 A.M. for Stage 3 aircraft and from 10:00 P.M. until 7:00 A.M. for Stage 2 aircraft. Operators violating the time-of-

Over-Flight

San Diego International Airport (KSAN) - AirportMonitor - by Megadata - powered by PASSUR - Windows Internet Explorer

http://www4.passur.com/san.html

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San Diego International Airport (KSAN) - AirportMonit...



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February 27 2010 17 30

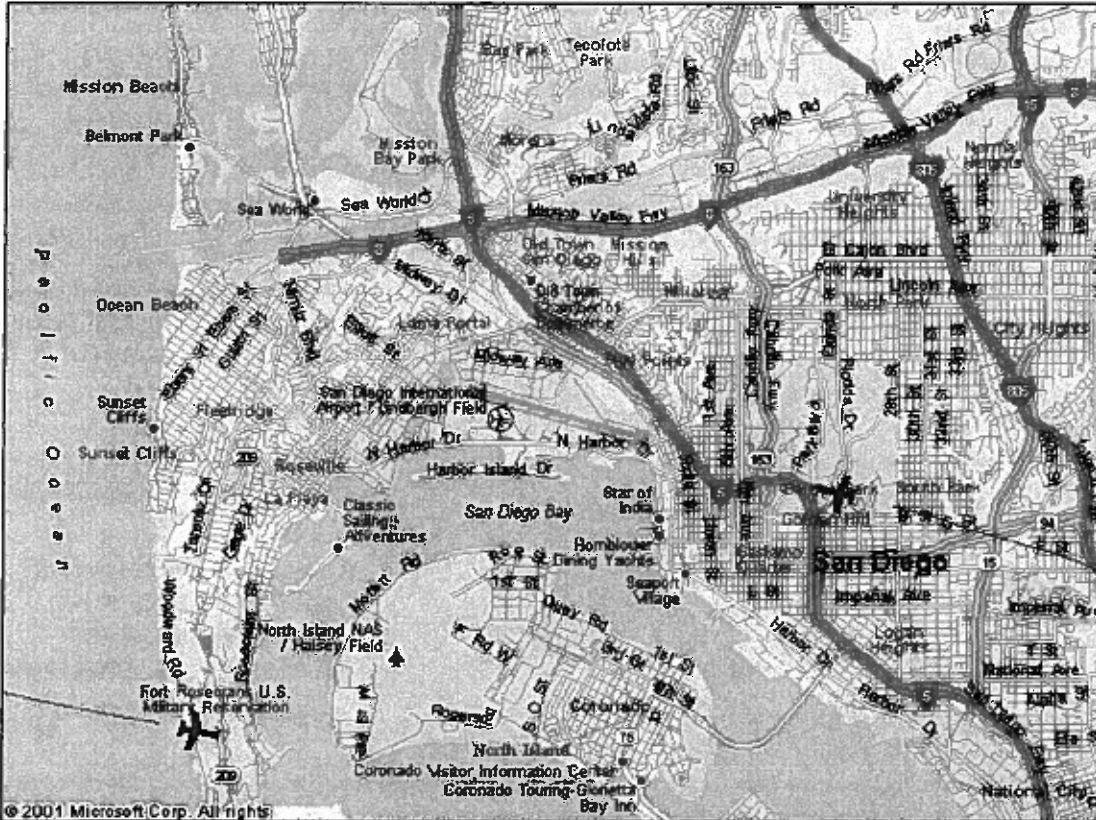
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MY HOME LOCATOR

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42 85

Flight Information

Click on any airplane at left for details

Date/Time 2/27/2010 17:49:34

Flight ID EGF3023

Aircraft Type E135

Altitude 6800 ft

Origin KLAX

Destination KSAN

Legend

San Diego International Airport

Departures Arrivals

Helicopter Selected

In Transit Address Location

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fl-and from 1:00 P.M. until 7:00 A.M. for Stage 2 aircraft. Operators violating the time-of-day curfew face administrative penalties starting at \$2,000 for the first o

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Over-Flight

San Diego International Airport (KSAN) - AirportMonitor - by Megadata - powered by PASSUR - Windows Internet Explorer

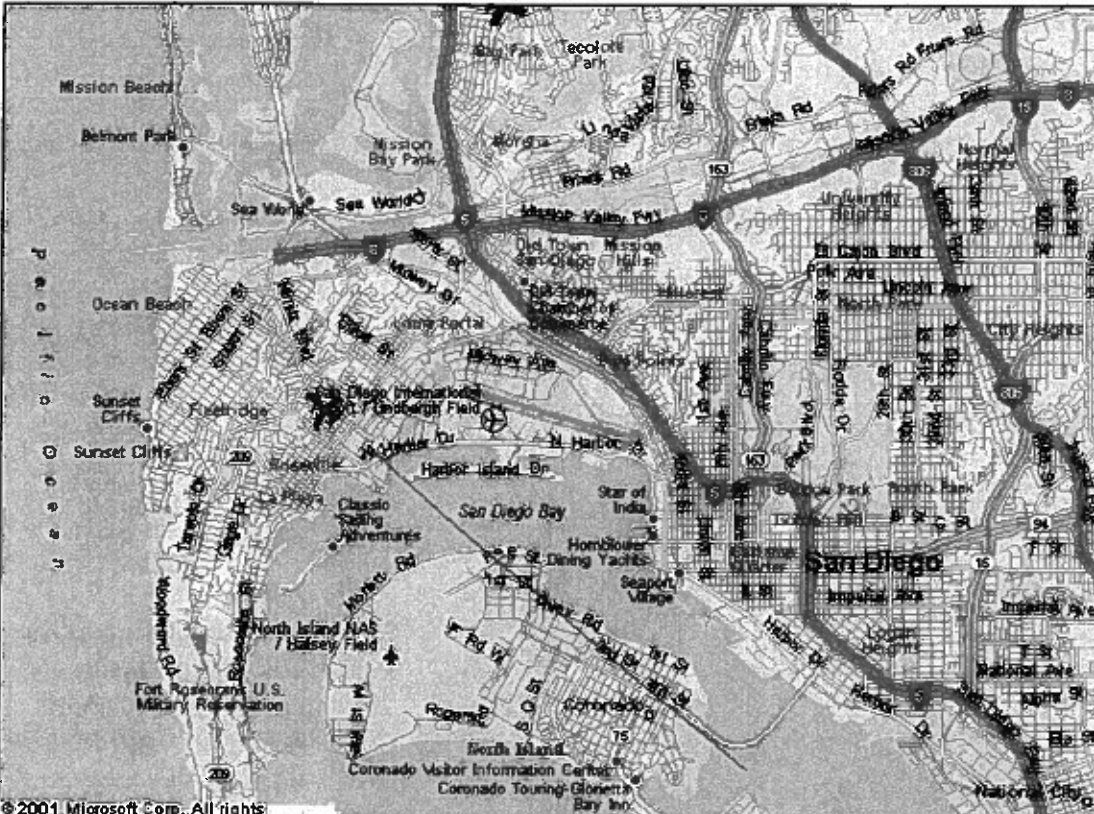
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February 27 2010 17 50 Replay Speed: Normal 2x 5x 10x



MY HOME LOCATOR
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Flight Information
Click on any airplane at left for details

Date/Time	2/27/2010 17:51:31
Flight ID	ASA221
Aircraft Type	B739
Altitude	29900 ft
Origin	MMPR
Destination	KSFO

Legend

- San Diego International Airport
- Departures
- Arrivals
- Helicopter
- Selected
- In Transit
- Address Location

Scale (mi): 0 0.8 1.6

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SDIA enforces a departure curfew for

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Head-to-Head / Contra-Flow

San Diego International Airport (KSAN) - AirportMonitor - by Megadata - powered by PASSUR - Windows Internet Explorer

http://www4.passur.com/san.html

File Edit View Favorites Tools Help

San Diego International Airport (KSAN) - AirportMonit...



Enter Replay Date & Time
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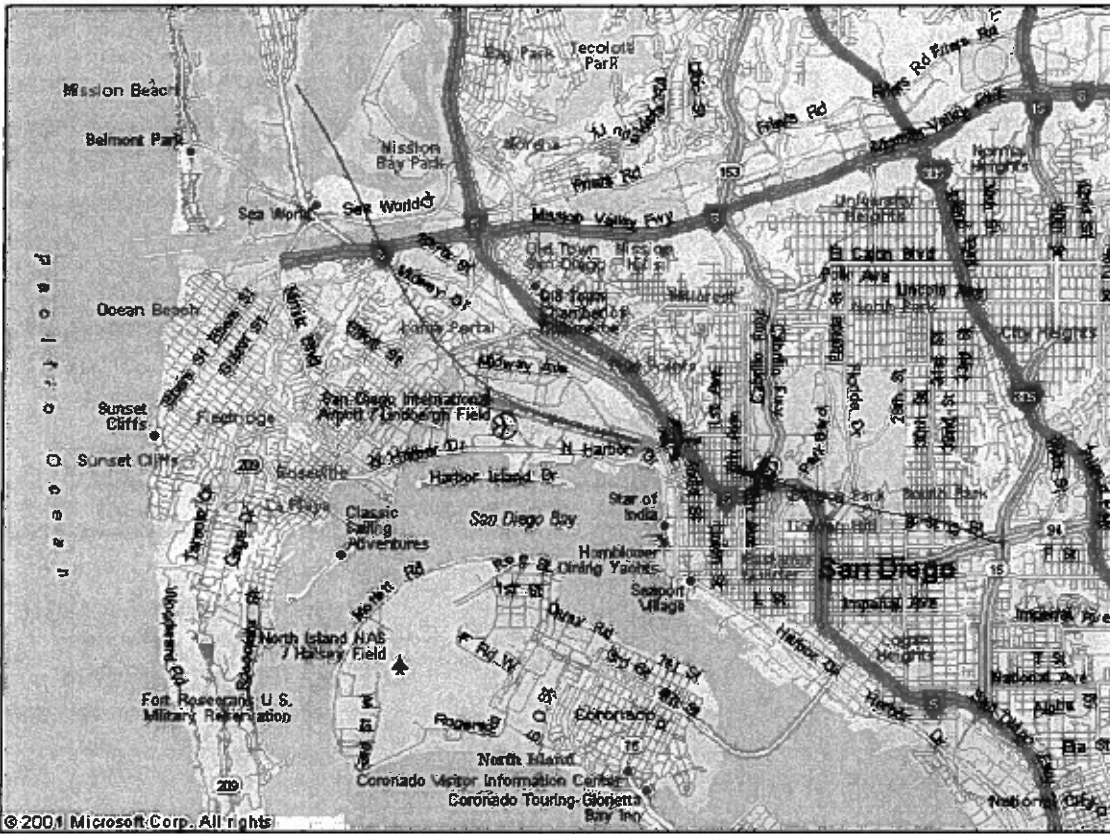
Start Replay

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Resume

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Replay Speed: Normal 2x 5x 10x



MY HOME LOCATOR
Enter address here as: No. St., City, State Zip



Flight Information
Click on any airplane at left for detail

Date/Time	2/27/2010 17:58:26
Flight ID	SKW4789
Aircraft Type	CRJ2
Altitude	7100 ft
Origin	KLAX
Destination	KSAN

Legend

- San Diego International Airport
- Departures
- Arrivals
- Helicopter
- Selected
- In Transit
- Address Location

Scale (mi): 0 0.8 1.6

10:00 P.M. until 7:00 A.M. for Stage 2 aircraft. Operators violating the time-of-day curfew face administrative penalties starting at \$2,000 for the first offense. For



Early-Turn

San Diego International Airport (KSAN) - AirportMonitor - by Megadata - powered by PASSUR - Windows Internet Explorer

http://www4.passur.com/san.html

File Edit View Favorites Tools Help

San Diego International Airport (KSAN) - AirportMonit...

Enter Replay Data & Time (Pacific Time)

Month: February Day: 27 Year: 2010 Hour: 11 Minute: 55 PT

Start Replay Current Resume Help

Replay Speed: Normal 2x 5x 10x

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MY HOME LOCATOR

Enter address here as: No. St., City, State Zip

Locate Clear

Radius: 5 Miles 10 Miles 25 Miles 50 Miles

Flight Information

Click on any airplane at left for details

Date/Time	2/27/2010 12:02:48
Flight ID	VNR192
Aircraft Type	P180
Altitude	6000 ft
Origin	KSAN
Destination	KSLC

Legend

- San Diego International Airport
- Departures
- Arrivals
- Helicopter
- Selected
- In Transit
- Address Location

Scale (mi): 0 0.8 1.6

departure curfew for all aircraft on a daily basis between 11:30 P.M. and 6:30 A.M. for Stage 3 aircraft and from 10:00 P.M. until 7:00 A.M. for Stage 2 aircraft. Op

start Sent Items - Outbo... Peninsula Communit... San Diego Internat... Document1 - Micro... 3:35 PM

250 degree departure heading

San Diego International Airport (KSAN) - AirportMonitor - by Megadata - powered by PASSUR - Windows Internet Explorer

http://www4.passur.com/san.html

File Edit View Favorites Tools Help

San Diego International Airport (KSAN) - AirportMonit...

Enter Replay Date & Time (Pacific Time) Month: **March** Day: **9** Year: **2010** Hour: **18** Minute: **40** PT

Start Replay Current Resume Help

Replay Speed: Normal 2x 5x 10x

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MY HOME LOCATOR

Enter address here as: No. St., City, State Zip

Locate Clear

Radius: 5 Miles 10 21 42 85

Flight Information

Click on any airplane at left for details

Data/Time	3/9/2010 13:31:29
Flight ID	CGKOS
Aircraft Type	BE30
Altitude	2600 ft
Origin	SAN
Destination	CYYC

Legend

- San Diego International Airport
- Departures
- Arrivals
- Helicopter
- Selected
- In Transit
- Address Location

Scale (mi): 0 0.8 1.6

SDIA enforces a departure curfew for all aircraft on a daily basis between 11:30 P.M. and 6:30 A.M. for Sta

start | Inbox - Outlook Express | Peninsula Community ... | San Diego Internatio...

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Review: Federal program used to hide flights from public

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Enlarge By Mike Clarke, AFP/Getty Images

By Michael Grabbell and Sebastian Jones, ProPublica

A federal program designed to protect sensitive business deals and executives' safety is being used by politicians, business executives, university athletic recruiters and others to avoid publicity by hiding their flights on private aircraft from the public, a ProPublica review has found.

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The aircraft owners don't have to demonstrate any need need to keep flights secret. They simply request secrecy from the National Business Aviation Association, which lobbied for the program and runs it for the Federal Aviation Administration. The FAA removes flights from its database before giving the information to flight-tracking websites.

This week, after a 15-month effort, ProPublica obtained the current list of 1,100 aircraft whose flights had been removed from the database. The FAA released the list after a federal judge rejected the NBAA's argument that it should remain confidential for security and competitive reasons.

STEALTH FLIERS: Televangelist, college boosters on list

Planes on the list range from those owned by Fortune 500 companies such as bailout recipient American International Group, to college athletic programs, such as the University of Alabama, which say they request flight privacy to hide coach searches and recruiting trips. Also granted secrecy were planes registered to federal agencies, churches and newspaper owners.

In 2008, after the Big Three auto executives found themselves in the spotlight for flying corporate jets to Washington to plead for aid from Congress, General Motors used the system to block its flights from the public. It declined to say why.

Bailout recipient American International Group, was on the list of companies that used the program to hide flight information from the public.

RELATED DOCUMENTS

Judge's ruling: National Business Aviation Association v. FAA and ProPublica

FAA motion: National Business Aviation Association v. Federal Aviation Administration

ProPublica motion: National Business Aviation Association v. FAA and ProPublica

National Business Aviation Association complaint: National Business Aviation Association v. FAA

FAA affidavit: National Business Aviation Association, Inc. v. Federal Aviation Administration

Use of the airspace is considered public information because taxpayers fund air-traffic controllers, radars and runways. "It belongs to all of us," said Chuck Collins, who has studied private jet travel at the Institute for Policy Studies, a progressive think tank. "It's not a private preserve."

NBAA spokesman Dan Hubbard said privacy is important to business fliers because competitors can learn of potential deals by tracking planes, and that could affect stock prices. "There are certain circumstances where there is a security concern," he said.

In 2000, Congress required websites to stop posting flights of certain planes at the FAA's request. The FAA later agreed to let the aviation group be the clearinghouse. FAA spokeswoman Laura Brown said the agency lacks resources to evaluate whether requests to keep flights secret are justified, so the agency lets the NBAA decide each month the flights kept from public view.

Grabbell and Jones report for ProPublica, an independent, non-profit newsroom based in New York. USA TODAY editors helped prepare this story.

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Year: 2010
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Start Replay

Current

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MY HOME LOCATOR

Enter address here: No. Street, City, State Zip

Locate

Scale (m): 0 0.8 1.6

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Flight Information
Click on any airplane at left for details

Date/Time: 4/21/2010 13:11:18

FlightID: _____

Aircraft Type: _____

Altitude: _____

Origin: _____

Destination: _____

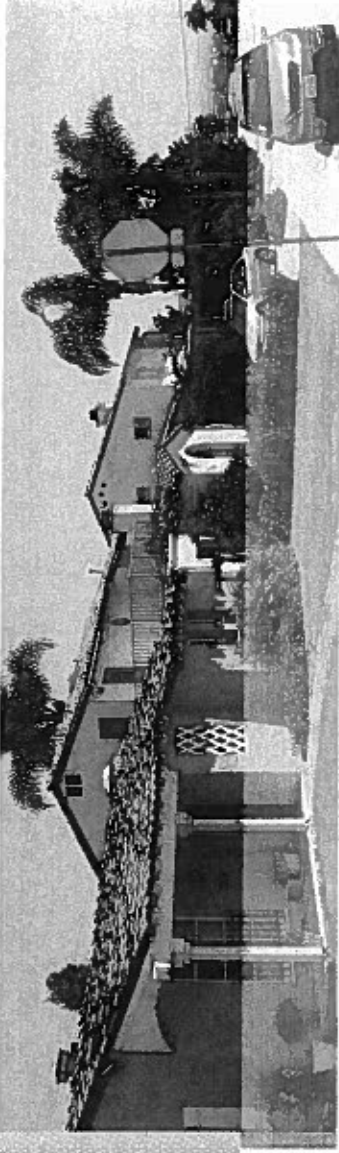
Legend

- San Diego International Airport
- Departures
- Arrivals
- Helicopter
- Selected
- In Transit
- Address Location

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SAN DIEGO
INTERNATIONAL
AIRPORT



14 CFR Part 150 Noise Compatibility Program Update

Airport Noise Advisory Committee
April 21, 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

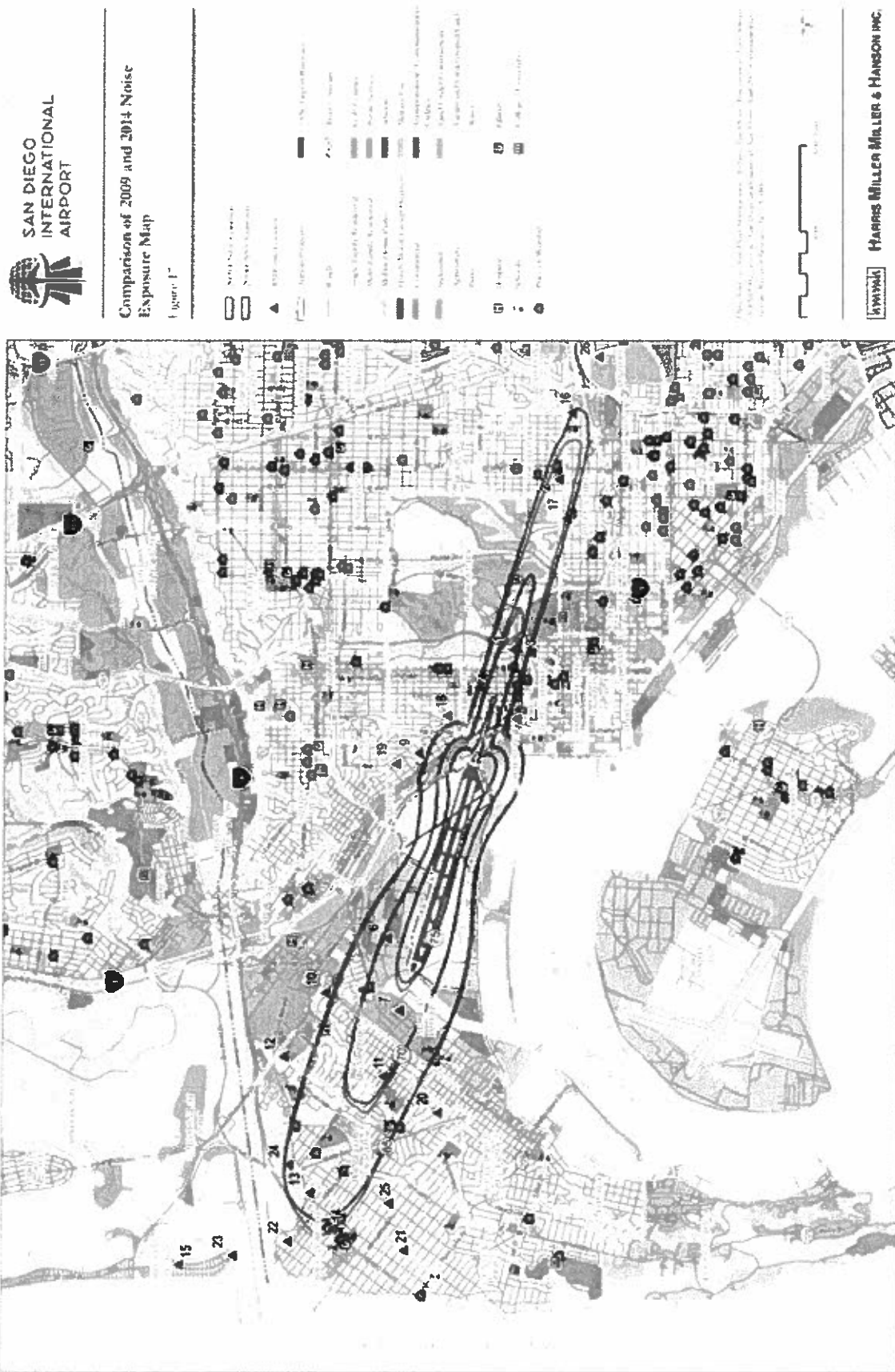
Ms. Thella Bowens
President/CEO
San Diego County Regional Airport Authority
3225 North Harbor Drive
San Diego, CA 92101

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:

Comparison of NEM Contours (2009 and 2014)



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



Proposed Noise Compatibility Program

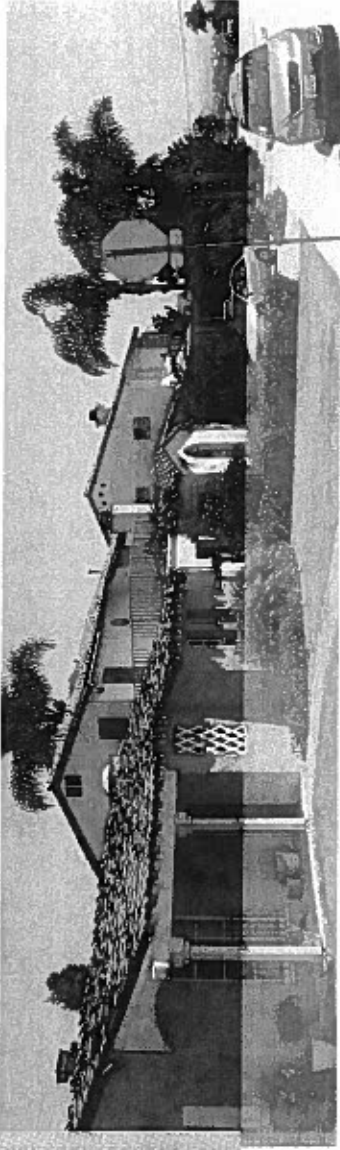
- **Second Public Hearing**
 - Very low turnout at January 14 Hearing
 - Few public comments received
 - Second public hearing to be held May 13, 2010, in the Noise Monitoring Conference Room, Commuter Terminal, Third Floor
 - Comments will be accepted through May 30, 2010
 - Comments can be made by mail or by email at Part150@san.org

he Part 150 Team Encourages ANAC Member to Reach Out to the Constituencies Regarding the Second Public Hearing





SAN DIEGO
INTERNATIONAL
AIRPORT



Questions?

Airport Noise Advisory Committee
April 21, 2010

Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

April 21, 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.

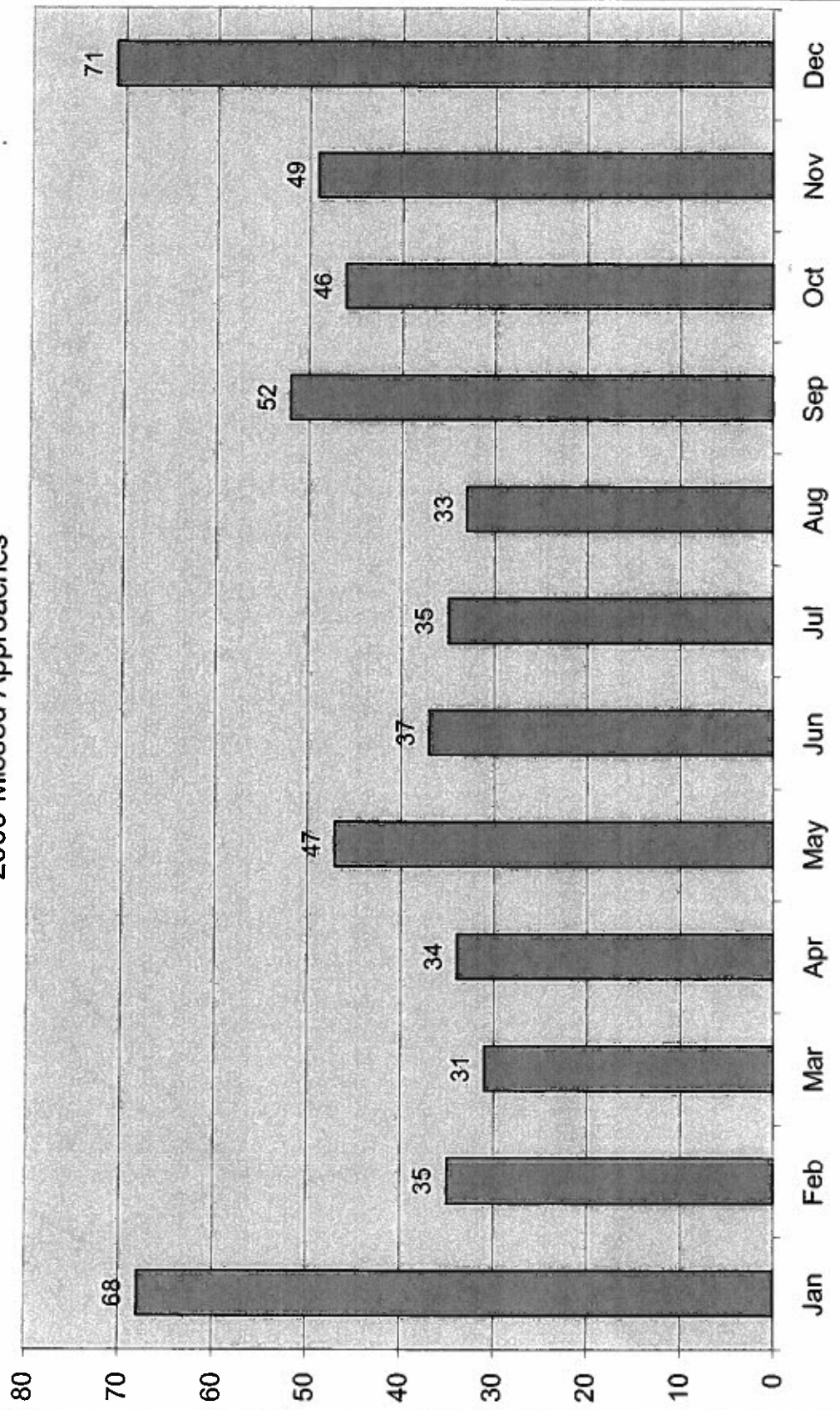
- A departing aircraft is exiting the airspace/runway slower than an arriving aircraft is entering the airspace/runway. In an effort to ensure safe separation of each aircraft, a missed approach is executed.
- A change in weather conditions has reduced minimums to the point that the pilot must terminate 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.



2009 Missed Approaches

538 Total Year To Date

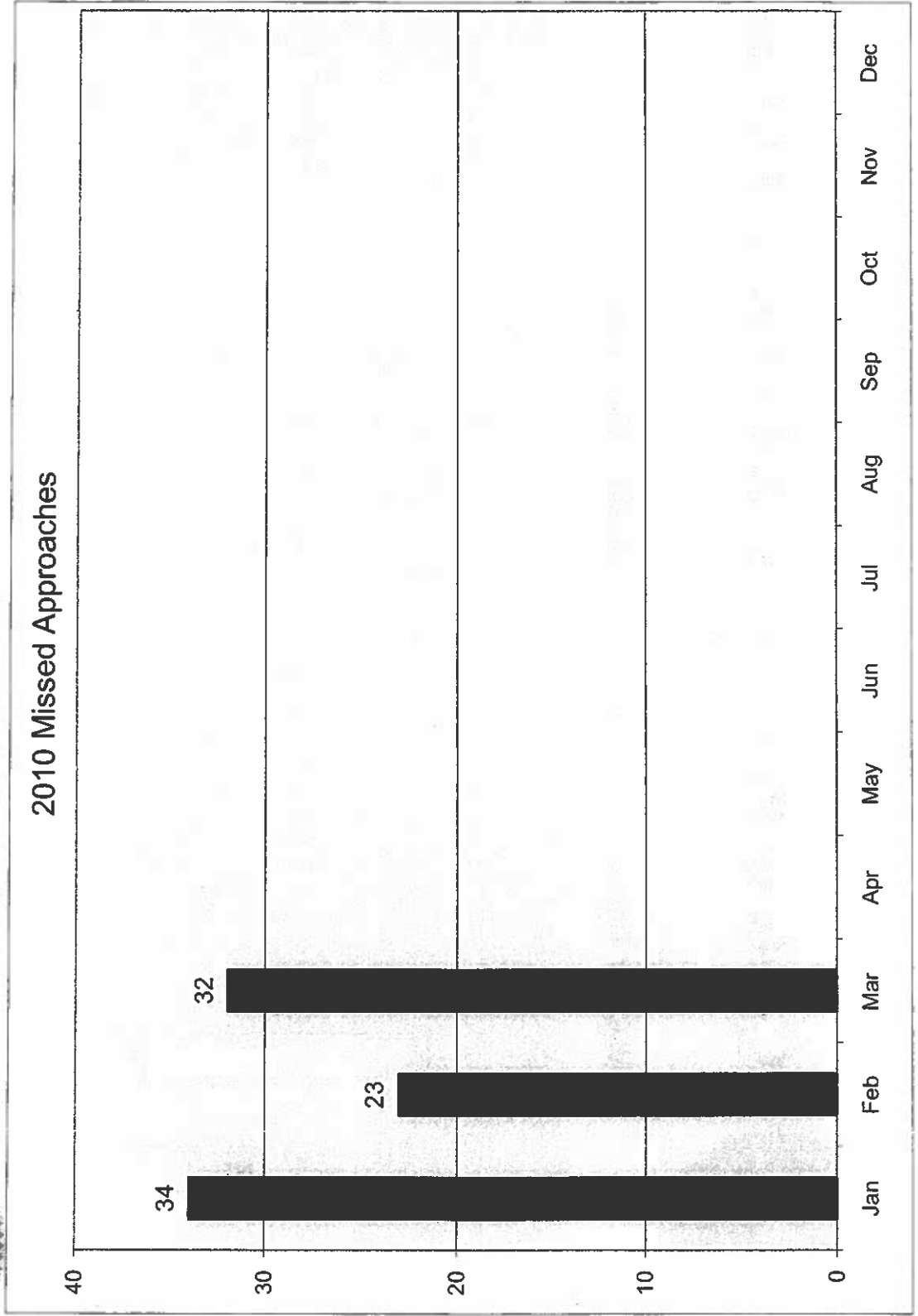
2009 Missed Approaches





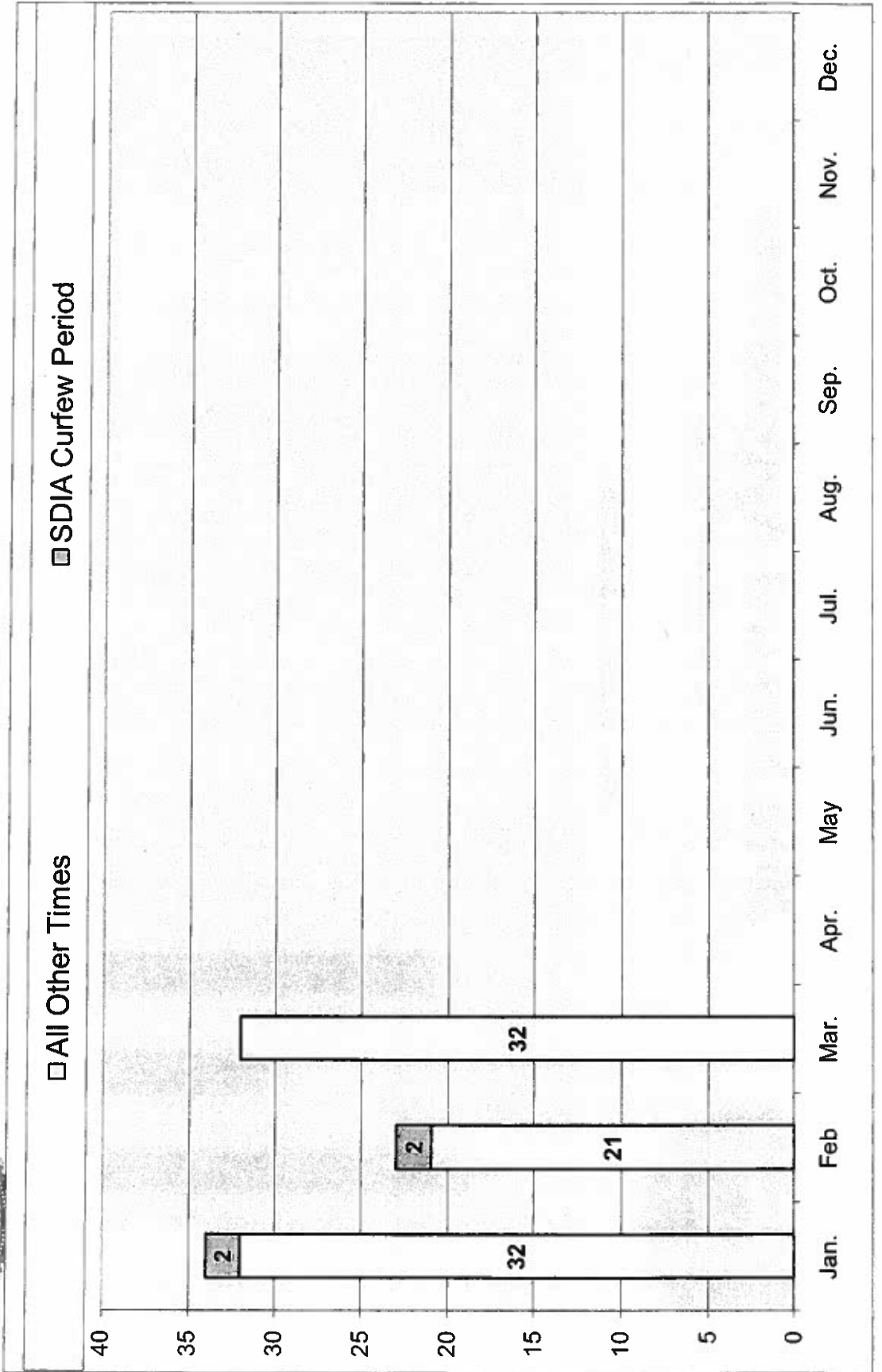
2010 Missed Approaches

89 Total Year To Date



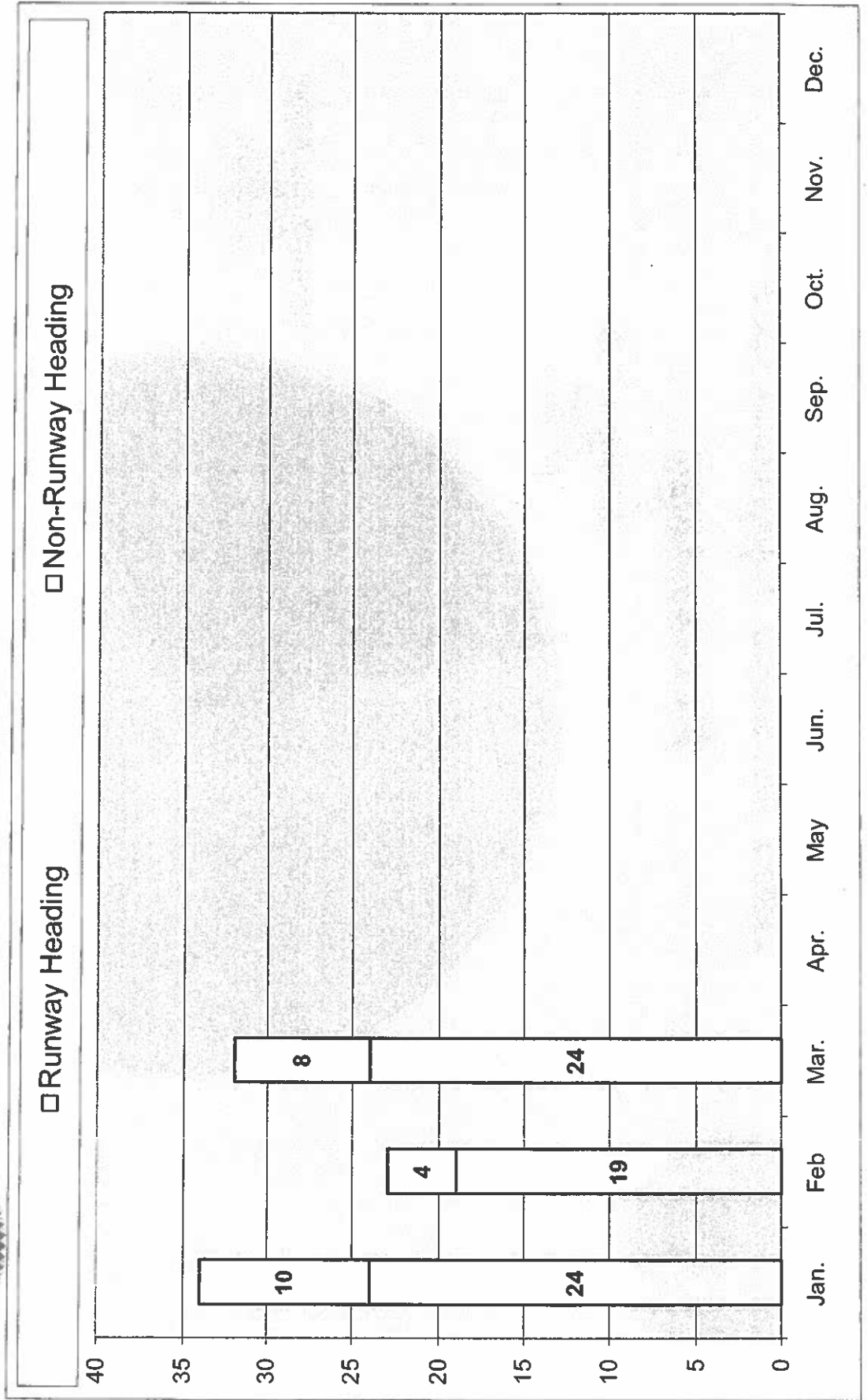


Curfew Period vs. All Other Times



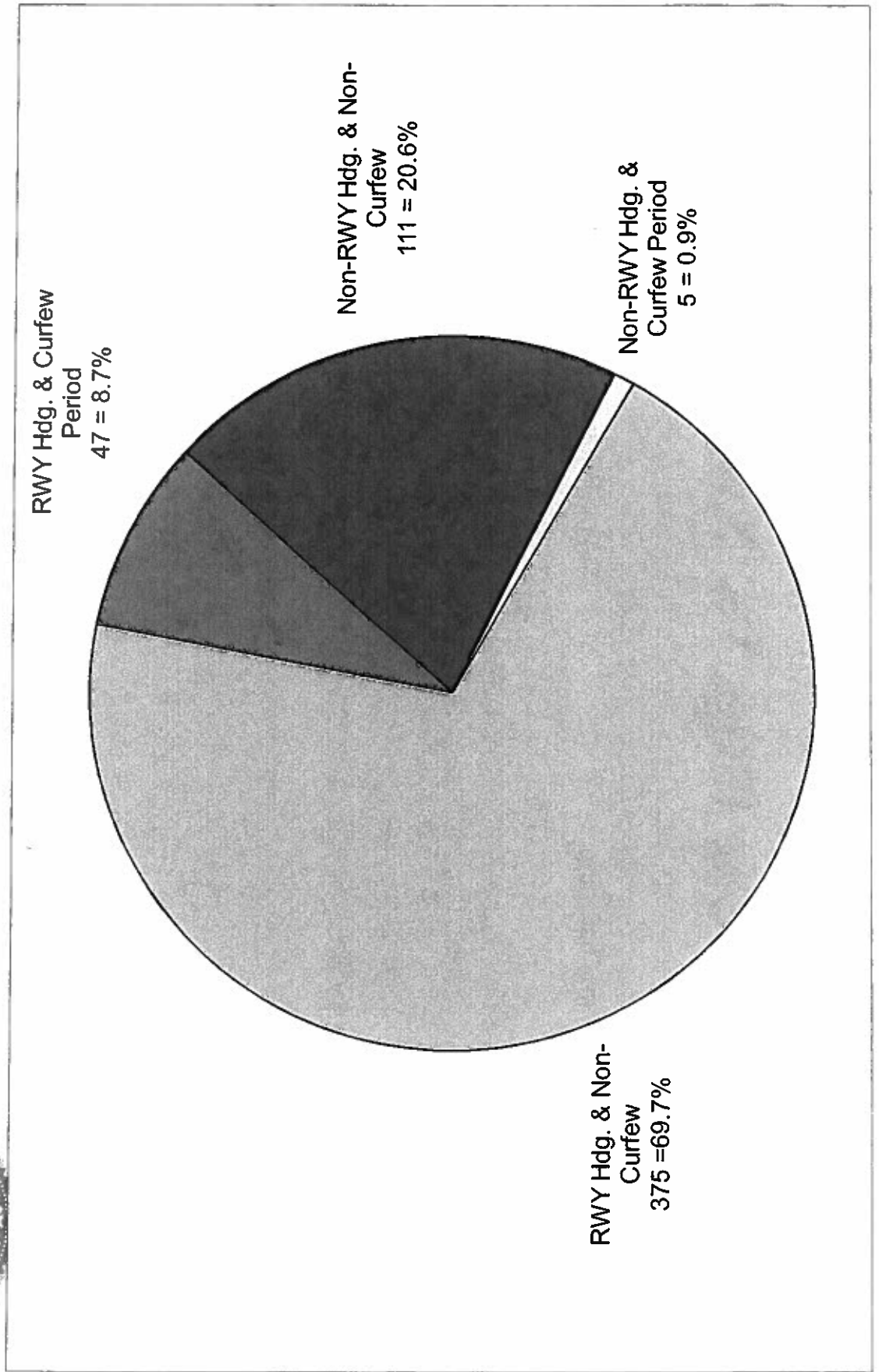


Runway Hdg. Vs. Non-Runway Hdg.



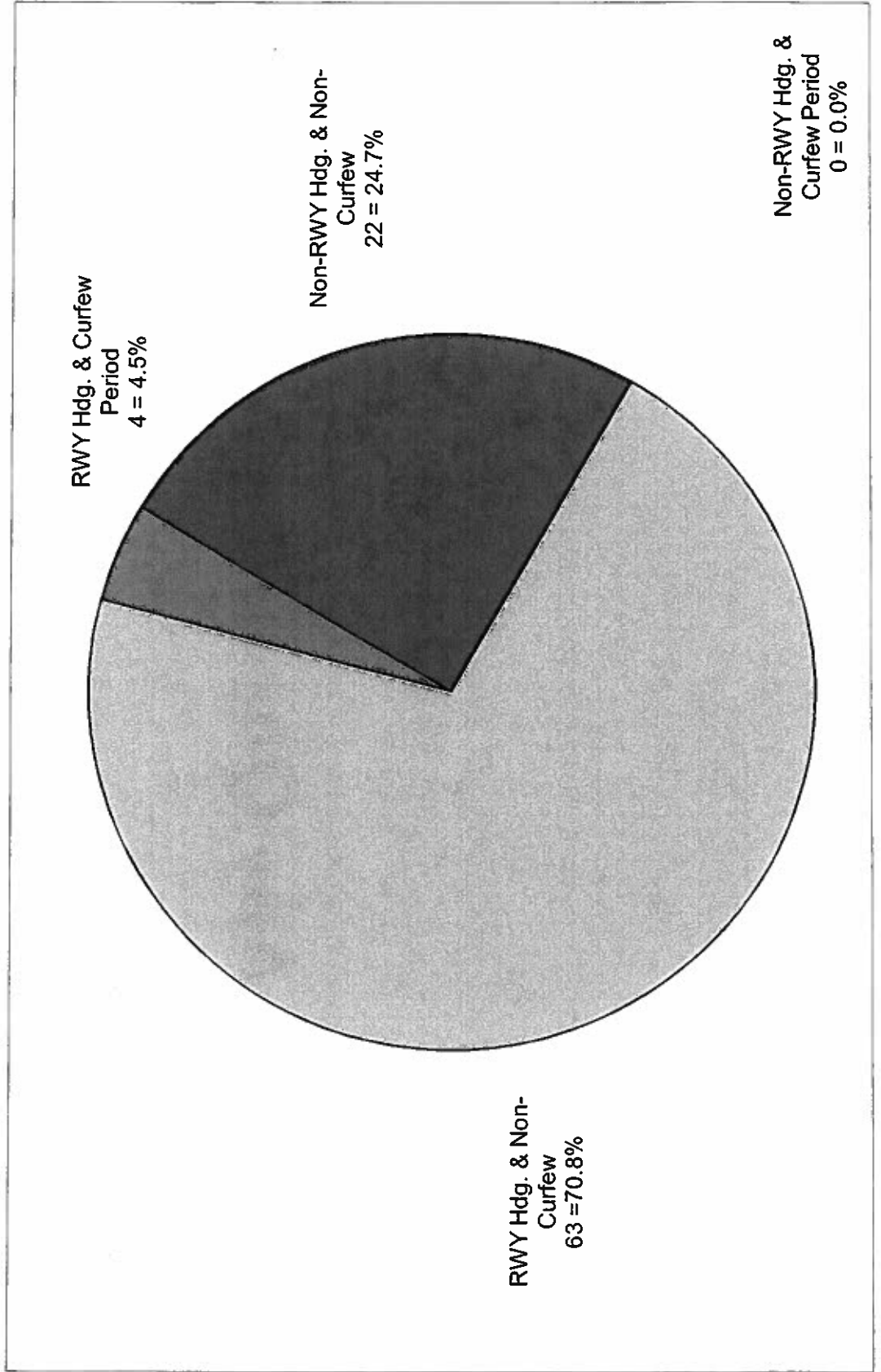


2009 Missed Approaches - Percentage





2010 Missed Approaches - Percentage



Any Questions?



Complaints Statistical Update

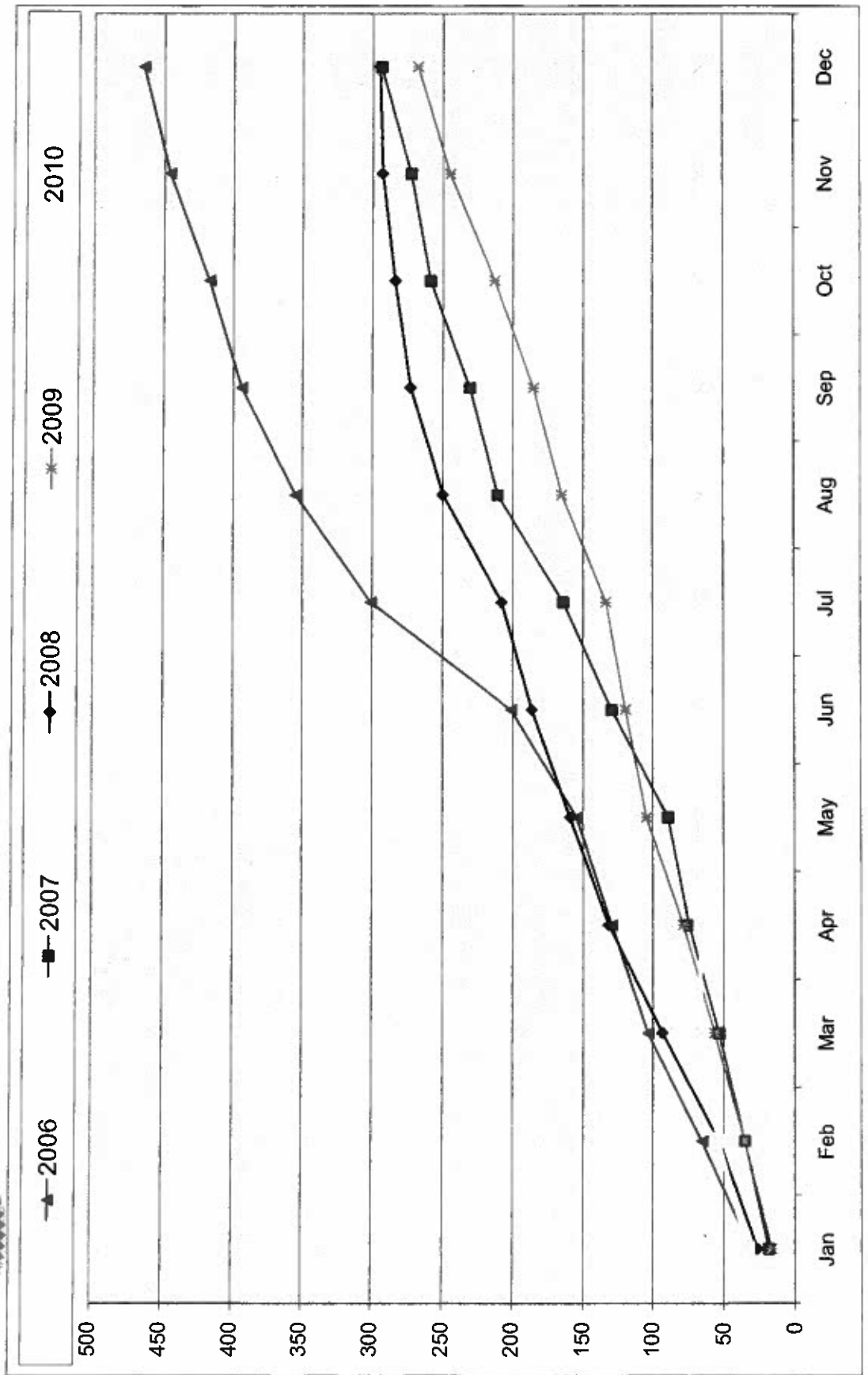
Airport Noise Advisory Committee
San Diego International Airport

April 21, 2010





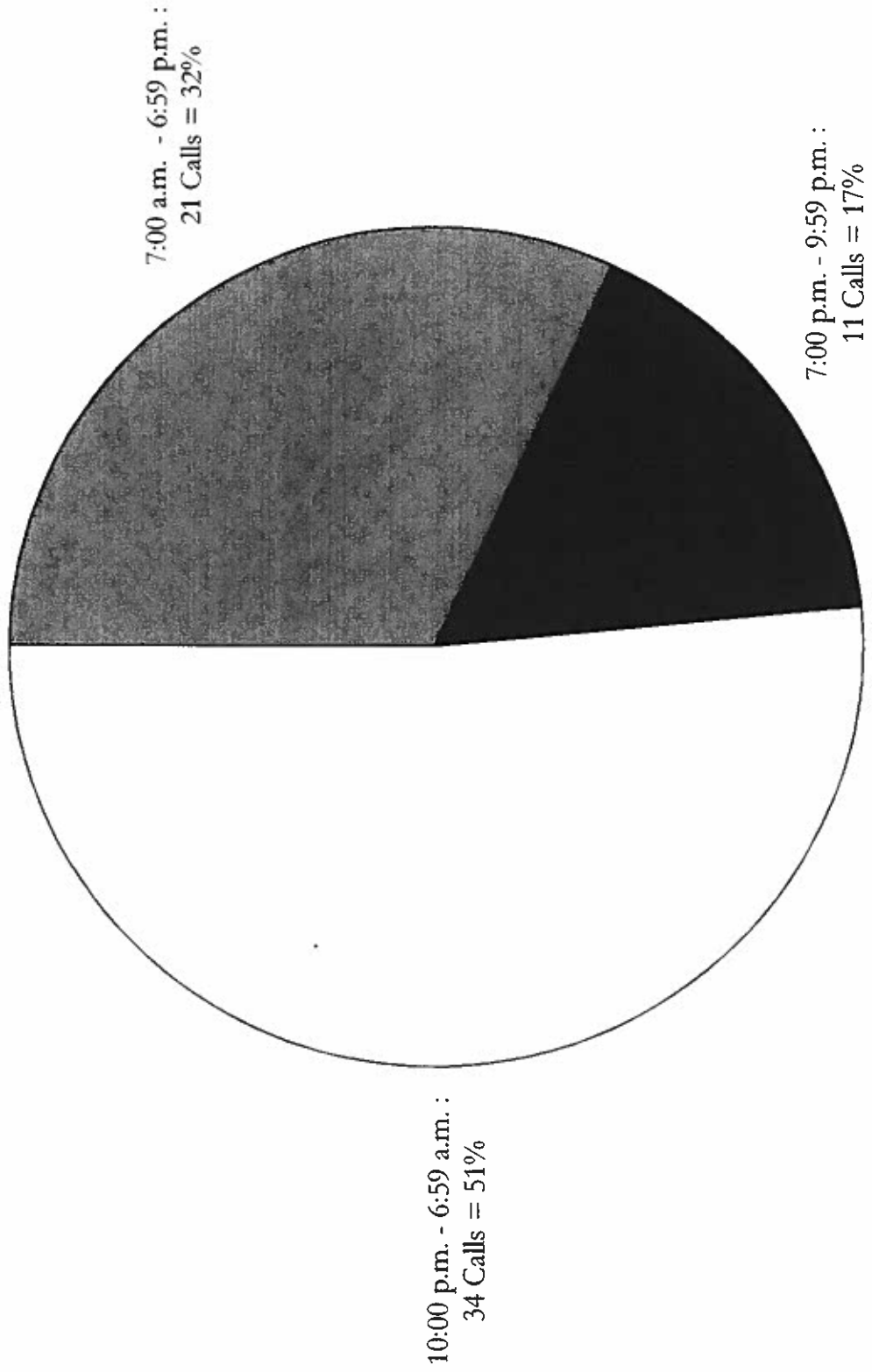
Complaint History - 2005-2010





2010 Complaints Statistics

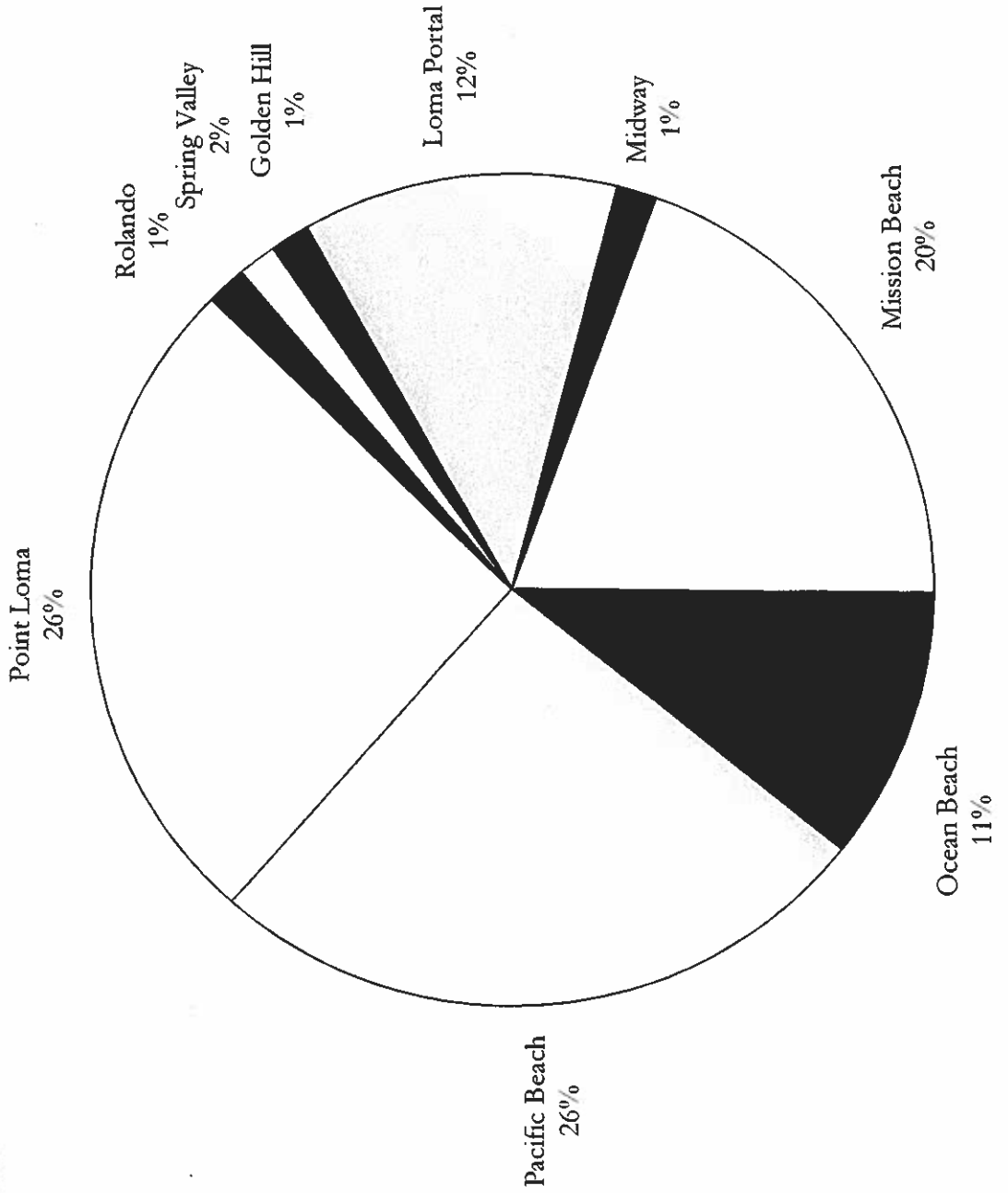
January to March, Complaints by Time of Day, 66 Total





2010 Complaints Statistics

January to March, Complaints by Neighborhood, 66 Total

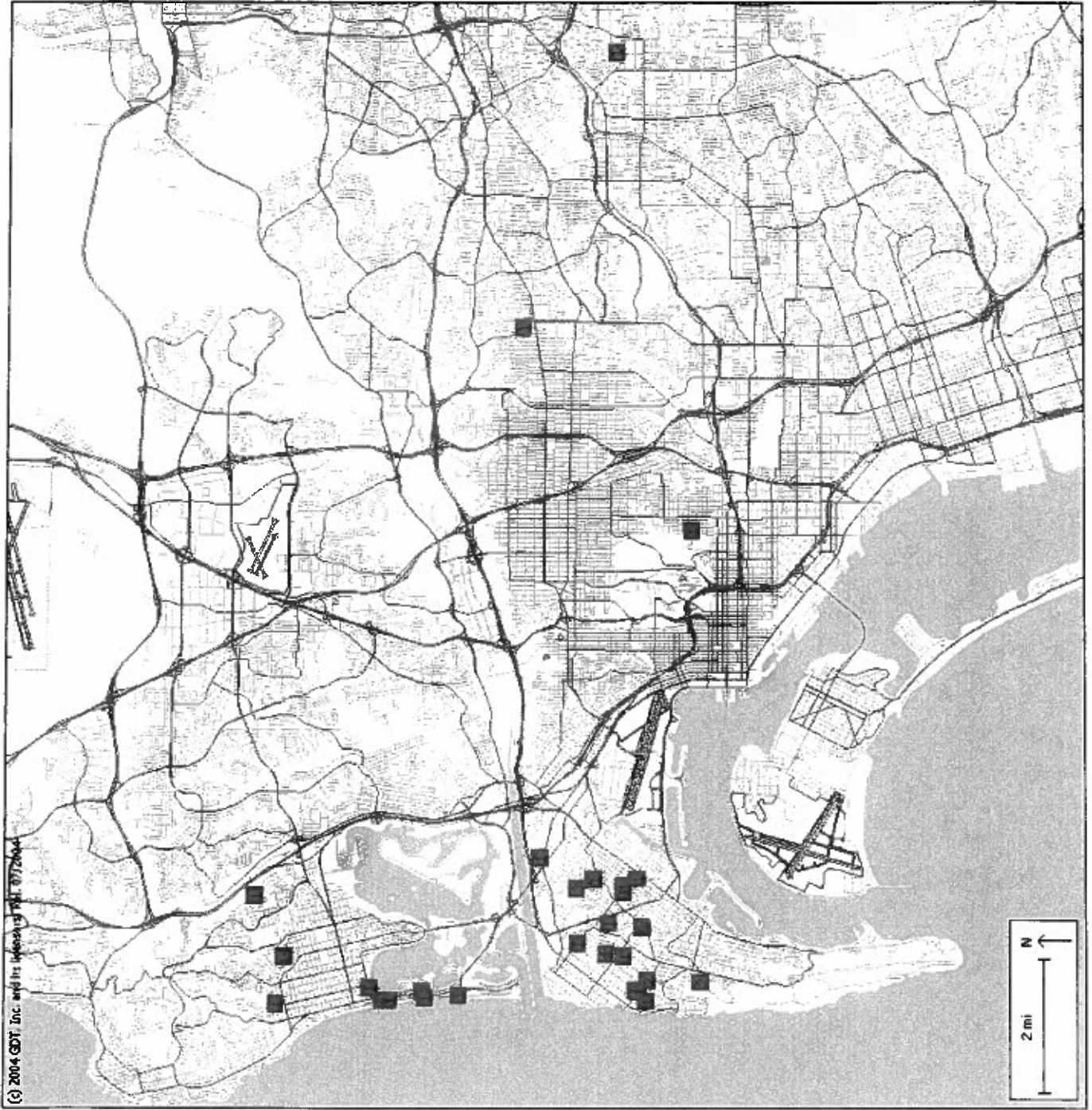




2010 Complaints Statistics

January to March
Complaint Locations

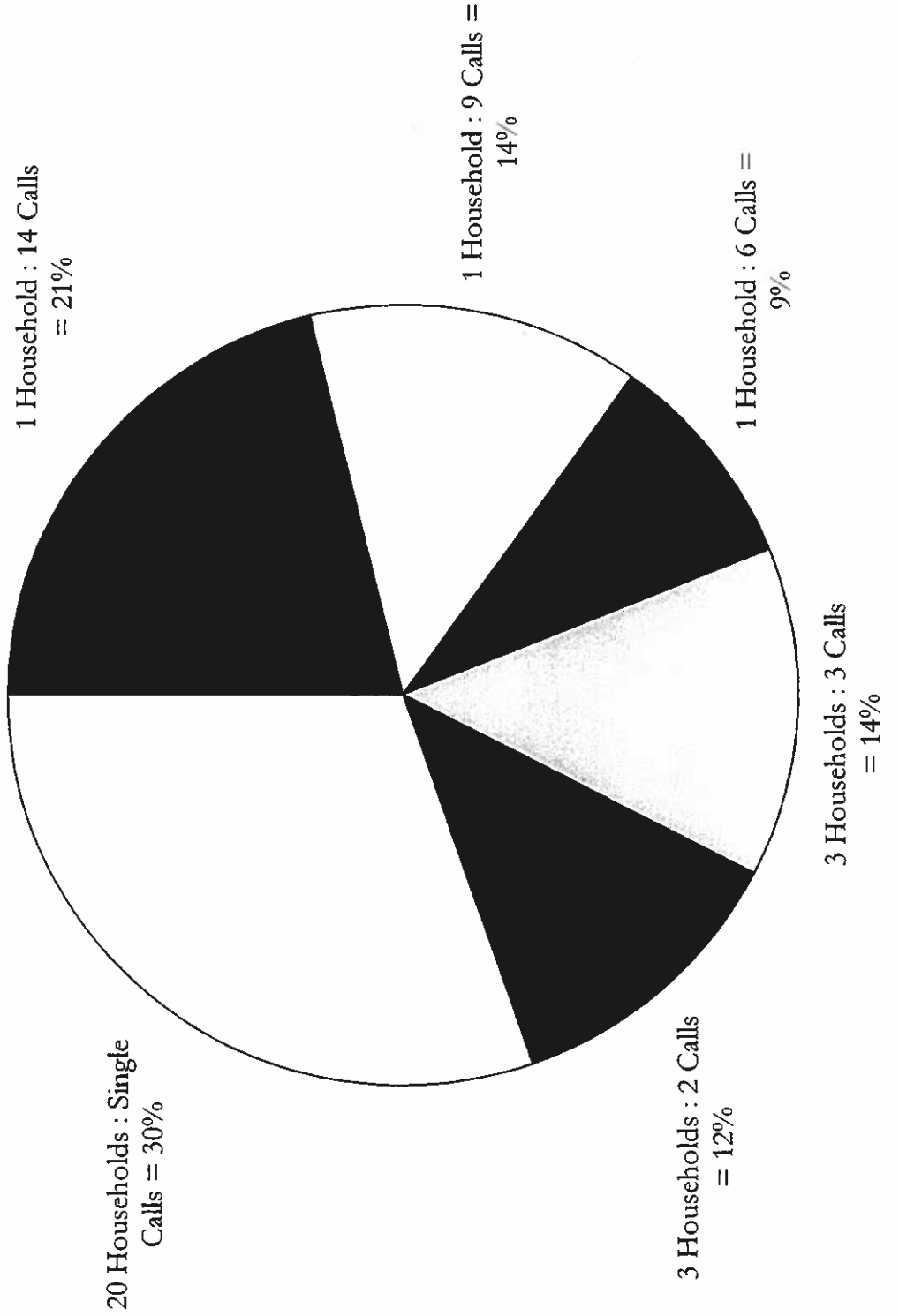
66 Total Complaints
from 29 locations





2010 Complaints Statistics

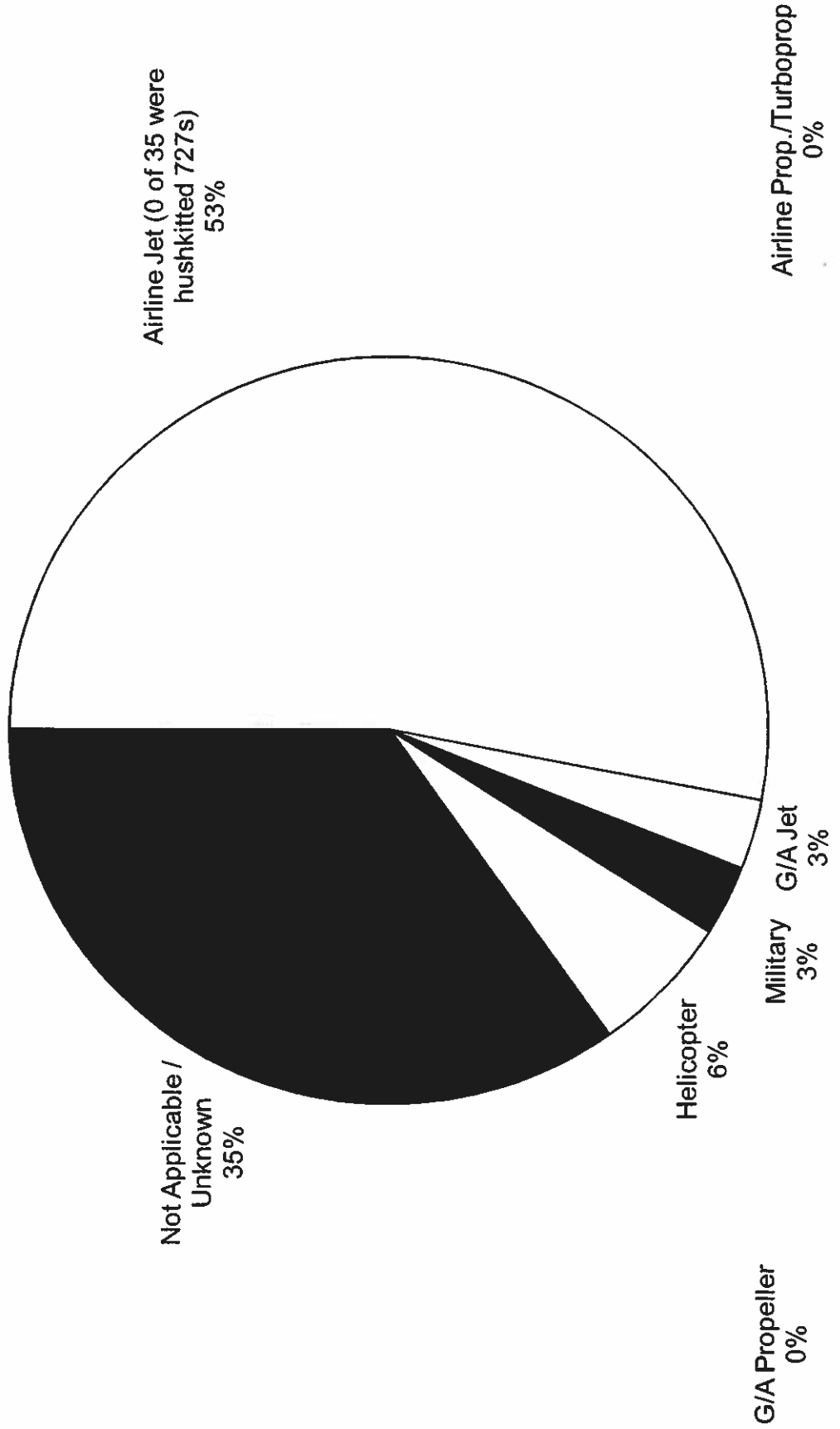
January to March, Complaints by Household, 66 Total





2010 Complaints Statistics

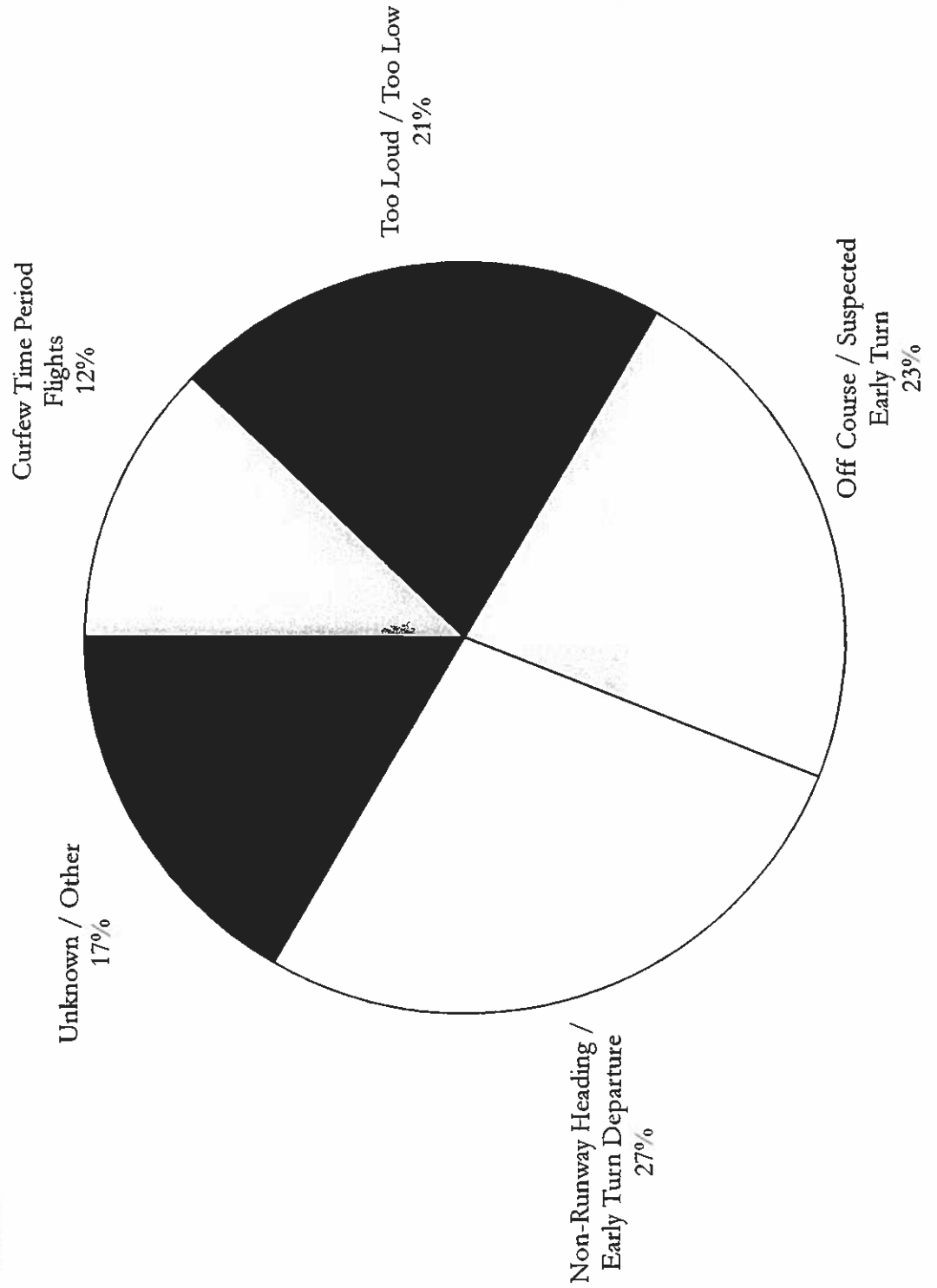
January to March, Complaints by A/C Type, 66 Total





2010 Complaints Statistics

January to March, Complaints by Action, 66 Total



Any Questions?

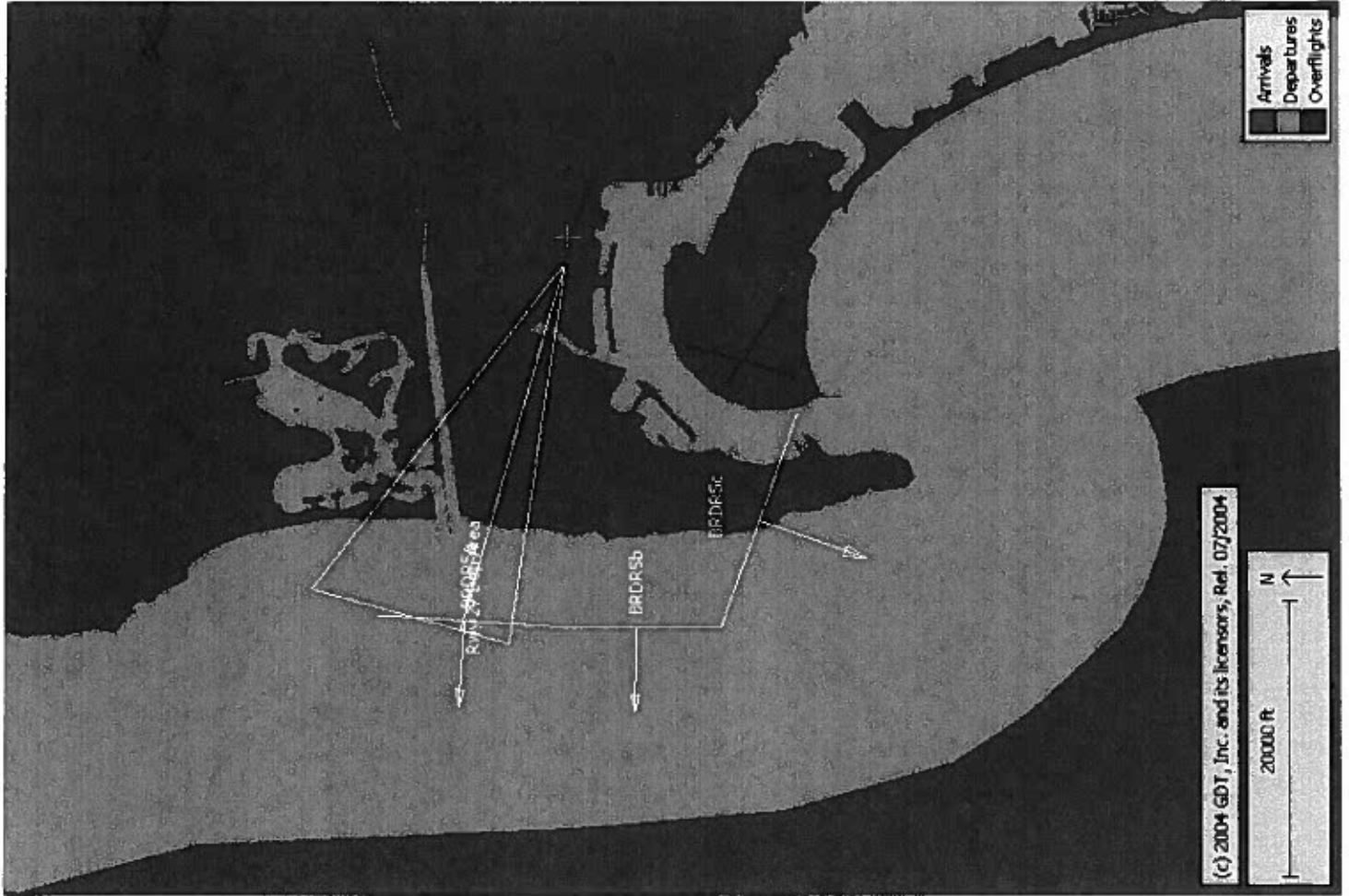


“Early Turn” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

April 21, 2010







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

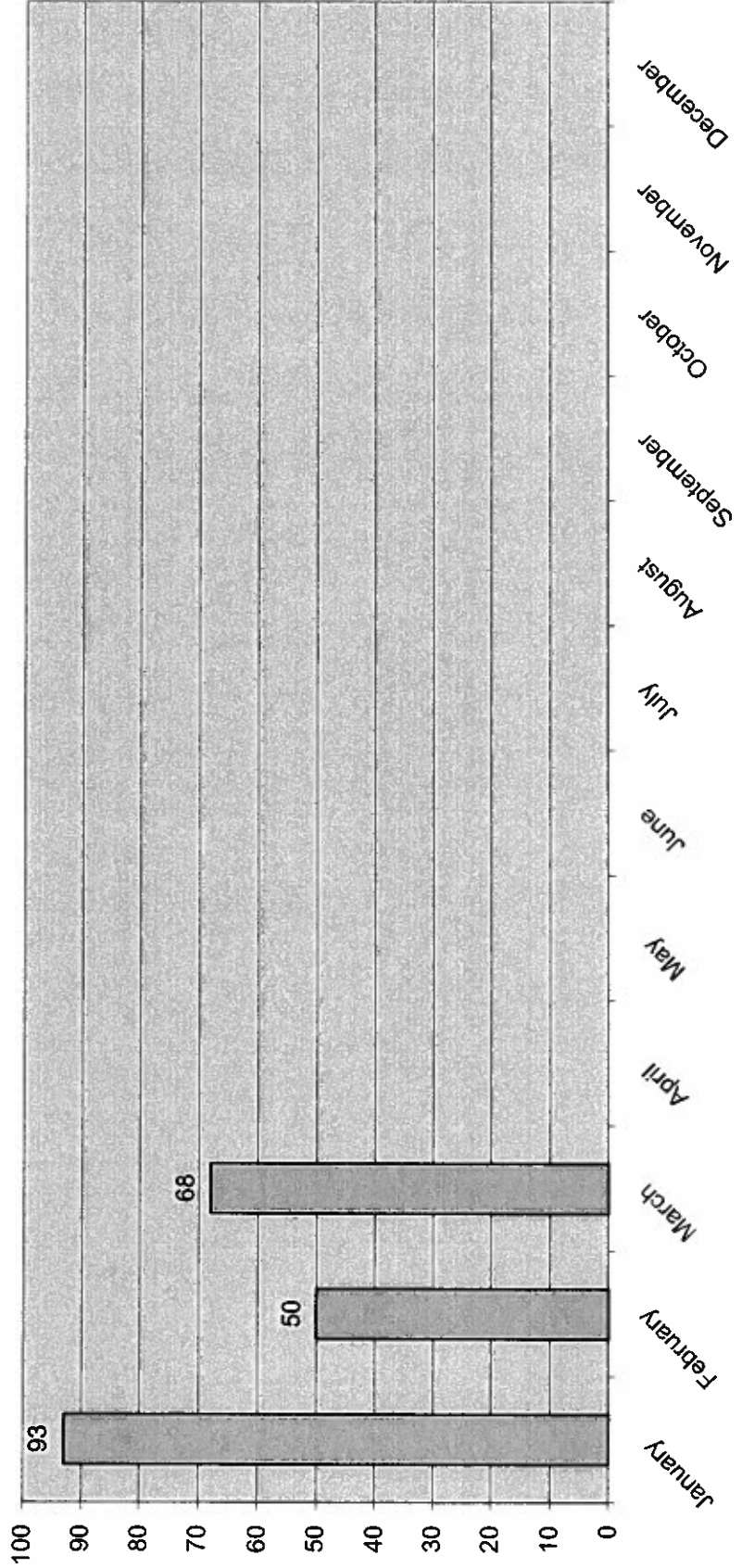
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the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



2010 Early Turns

Total sent to FAA
(Total for 2010 = 211)

Early Turns Monthly Totals

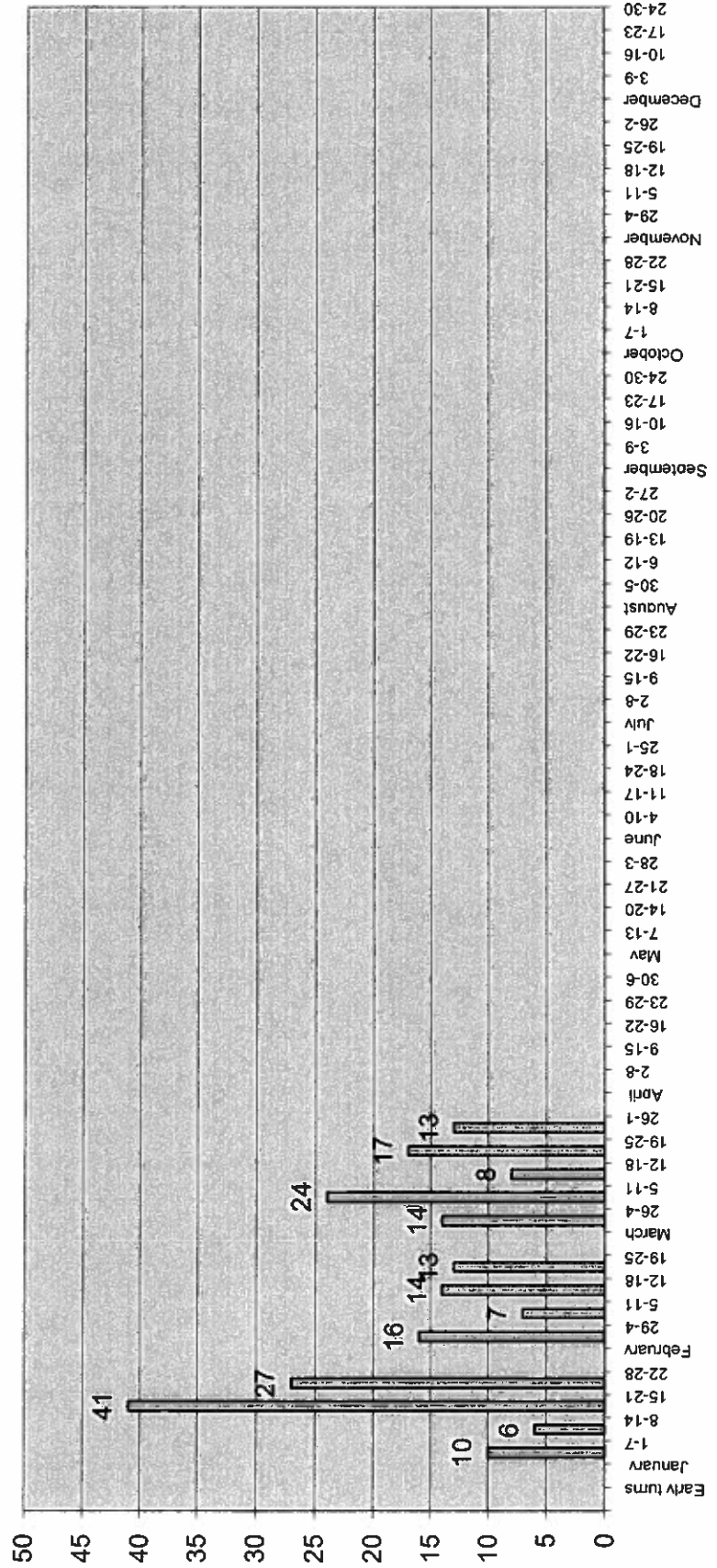


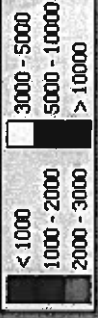
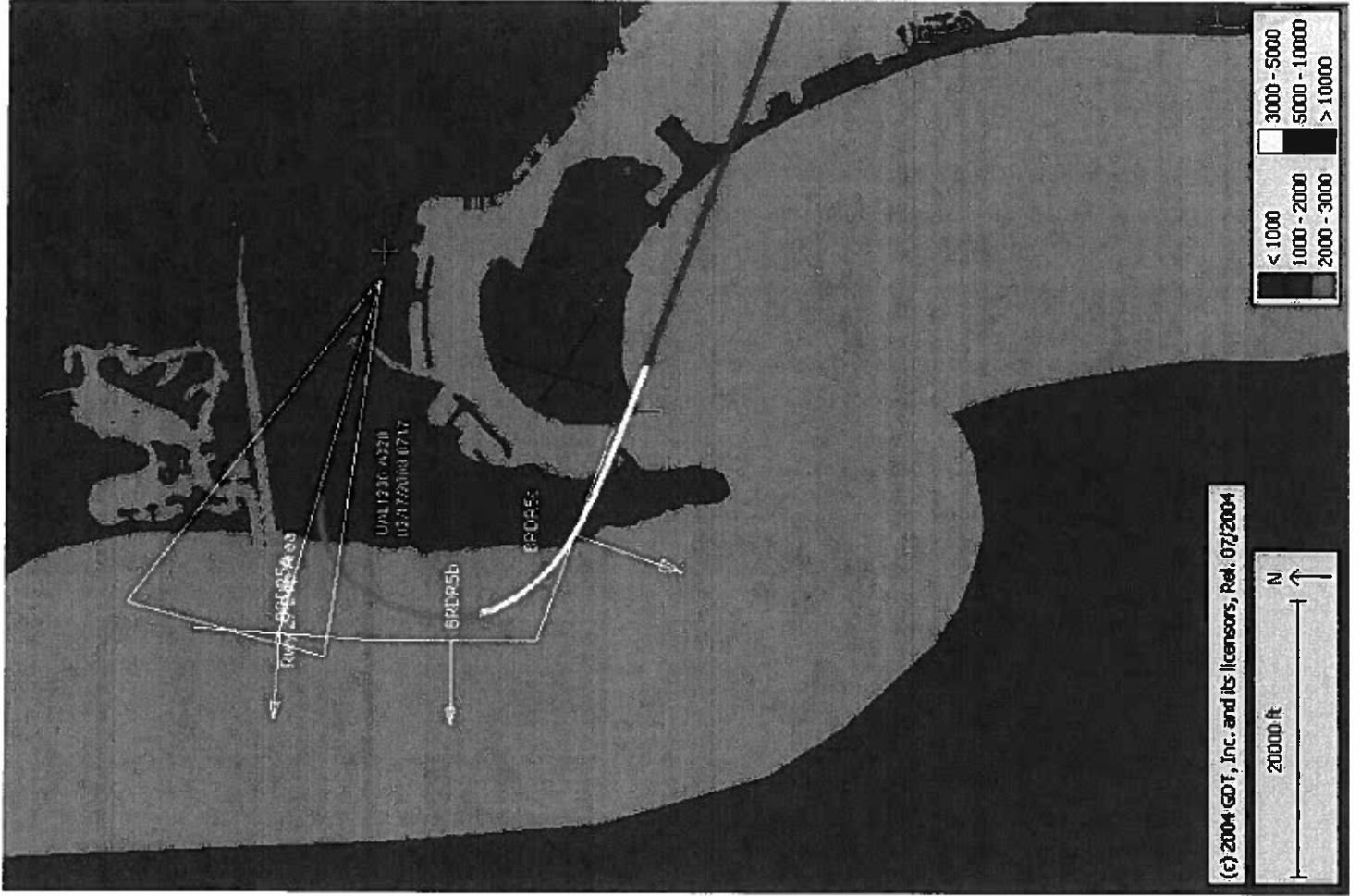


2010 Early Turns

Total sent to FAA

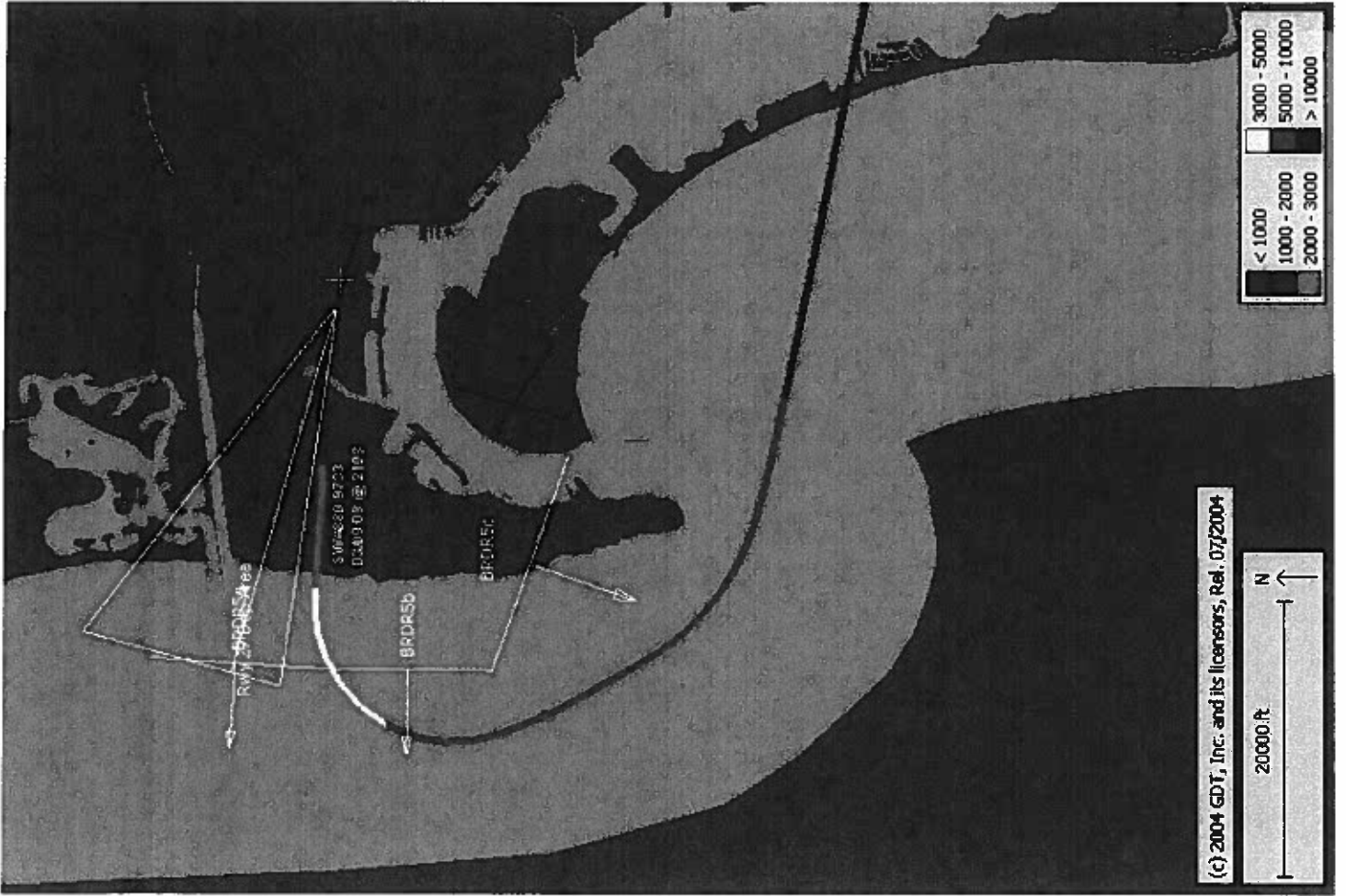
Early Turns Totals

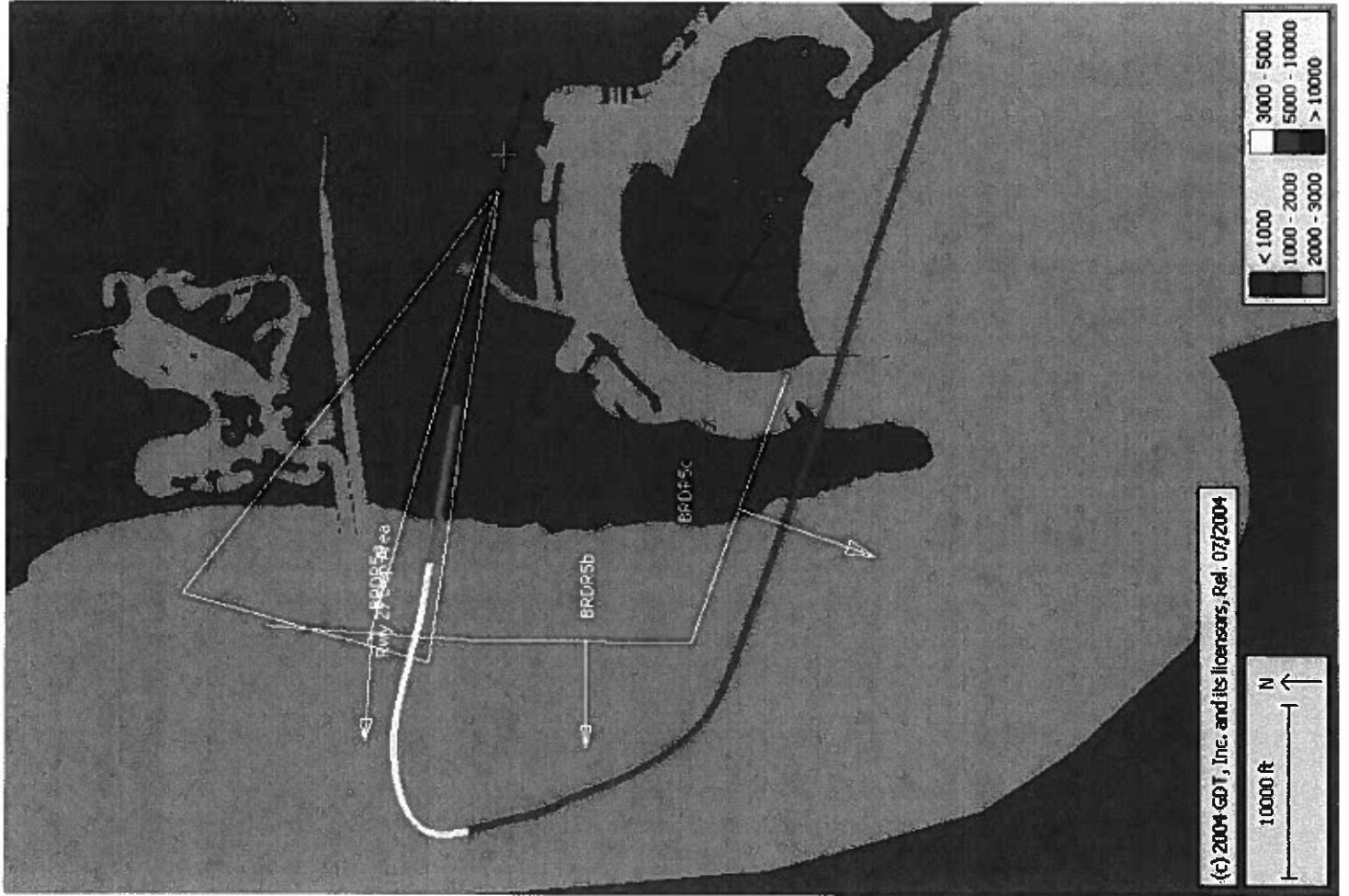


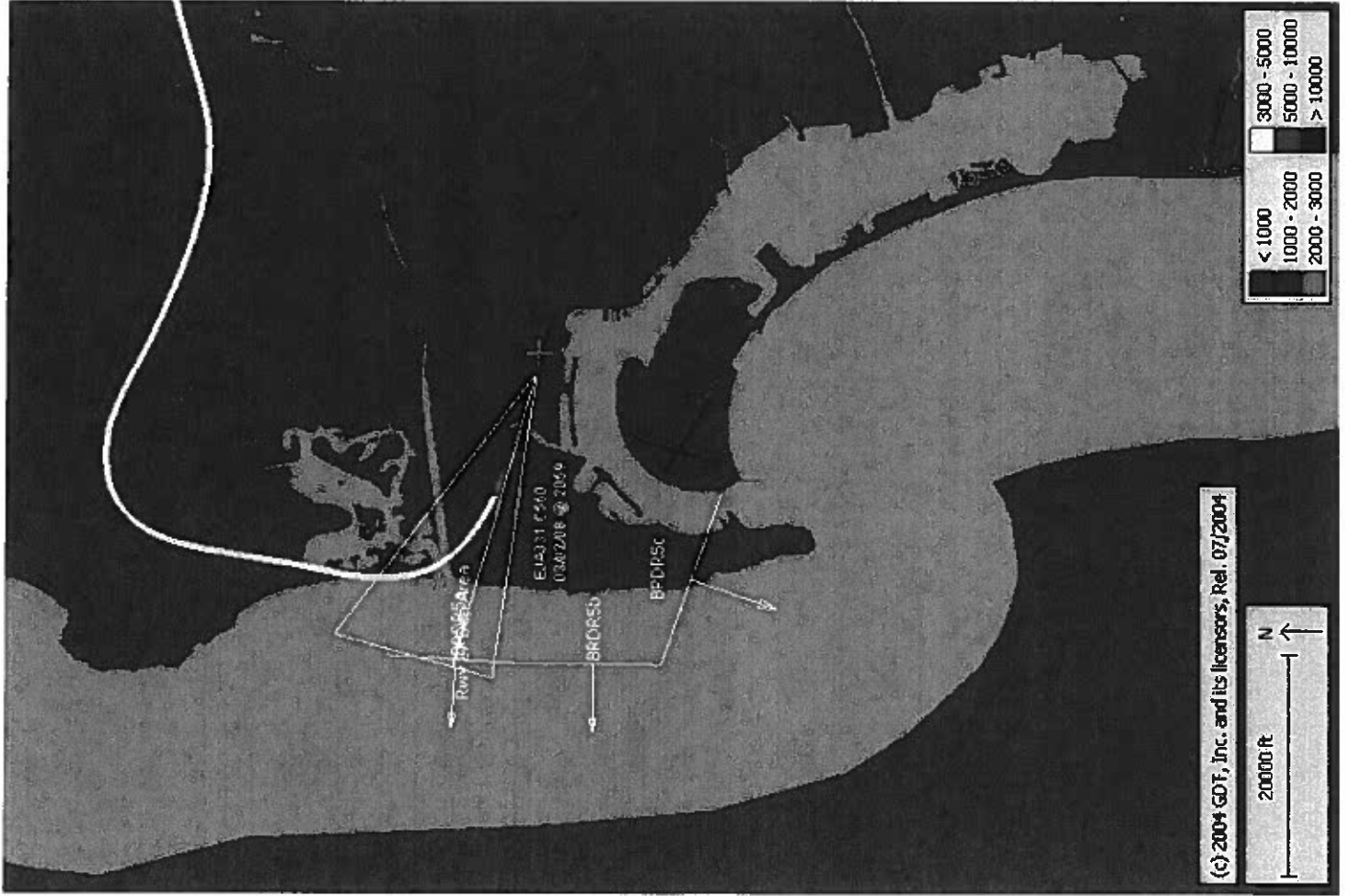


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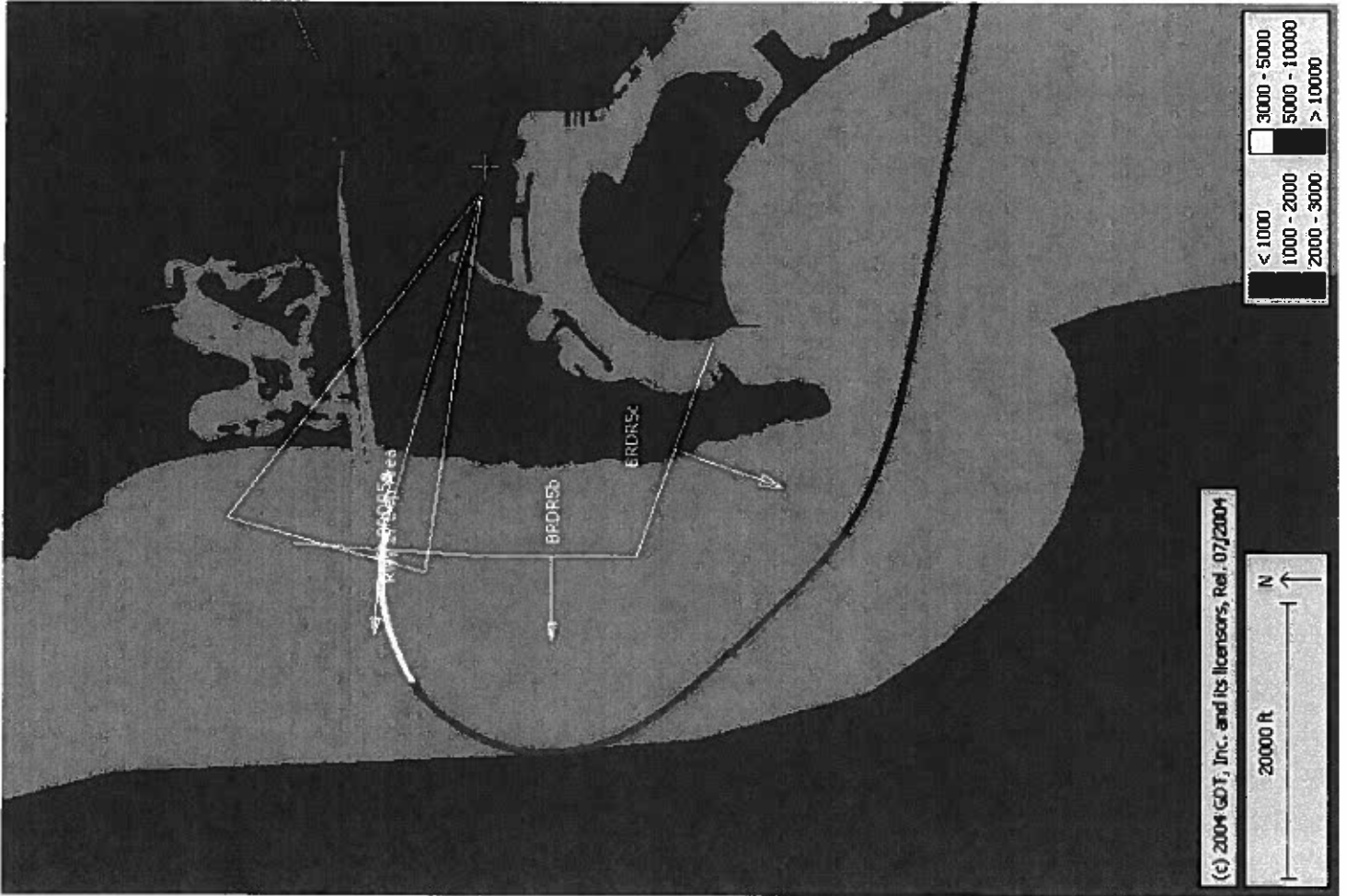


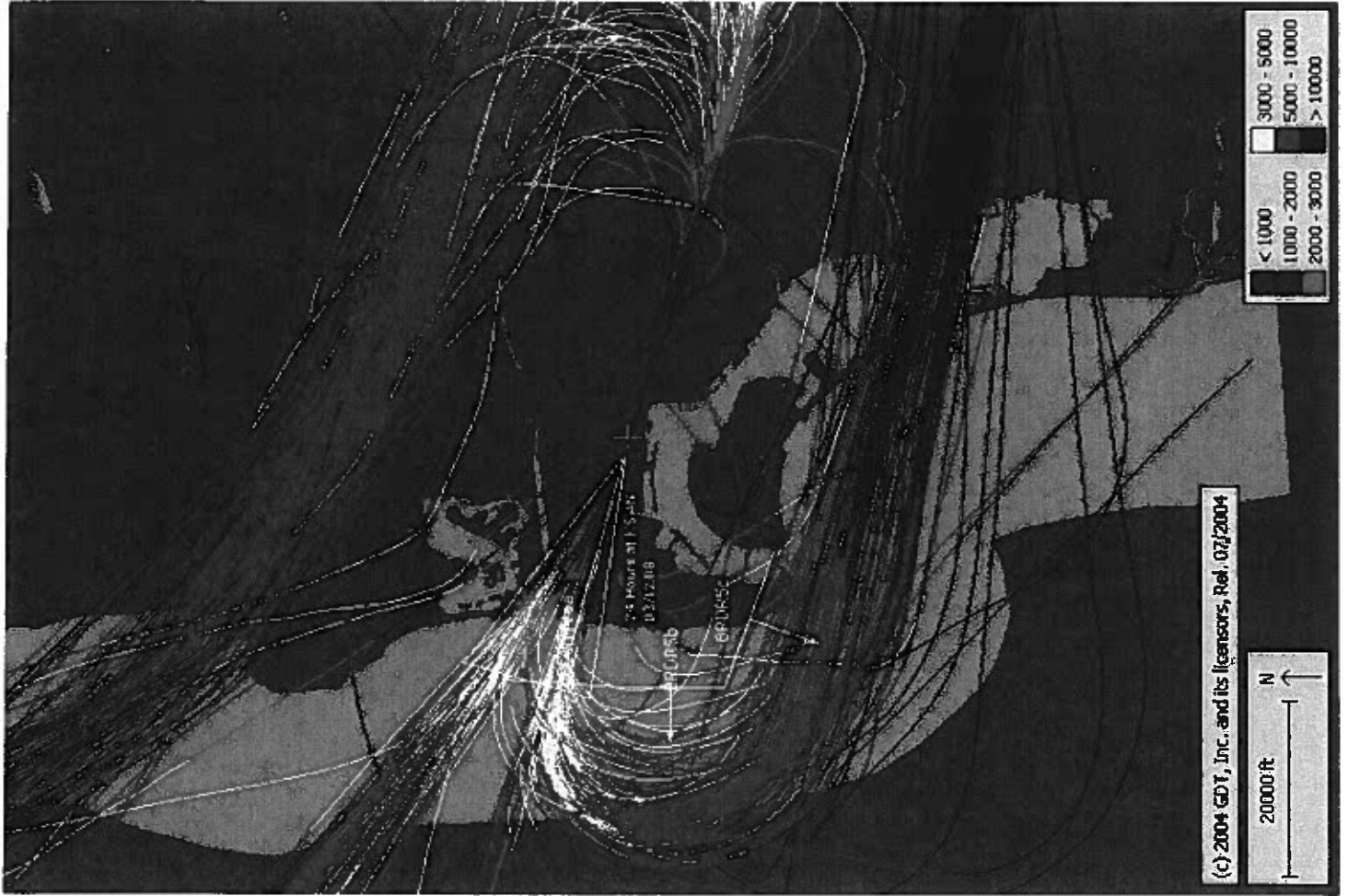




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Any Questions?



“Contra-Flow” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

April 21, 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

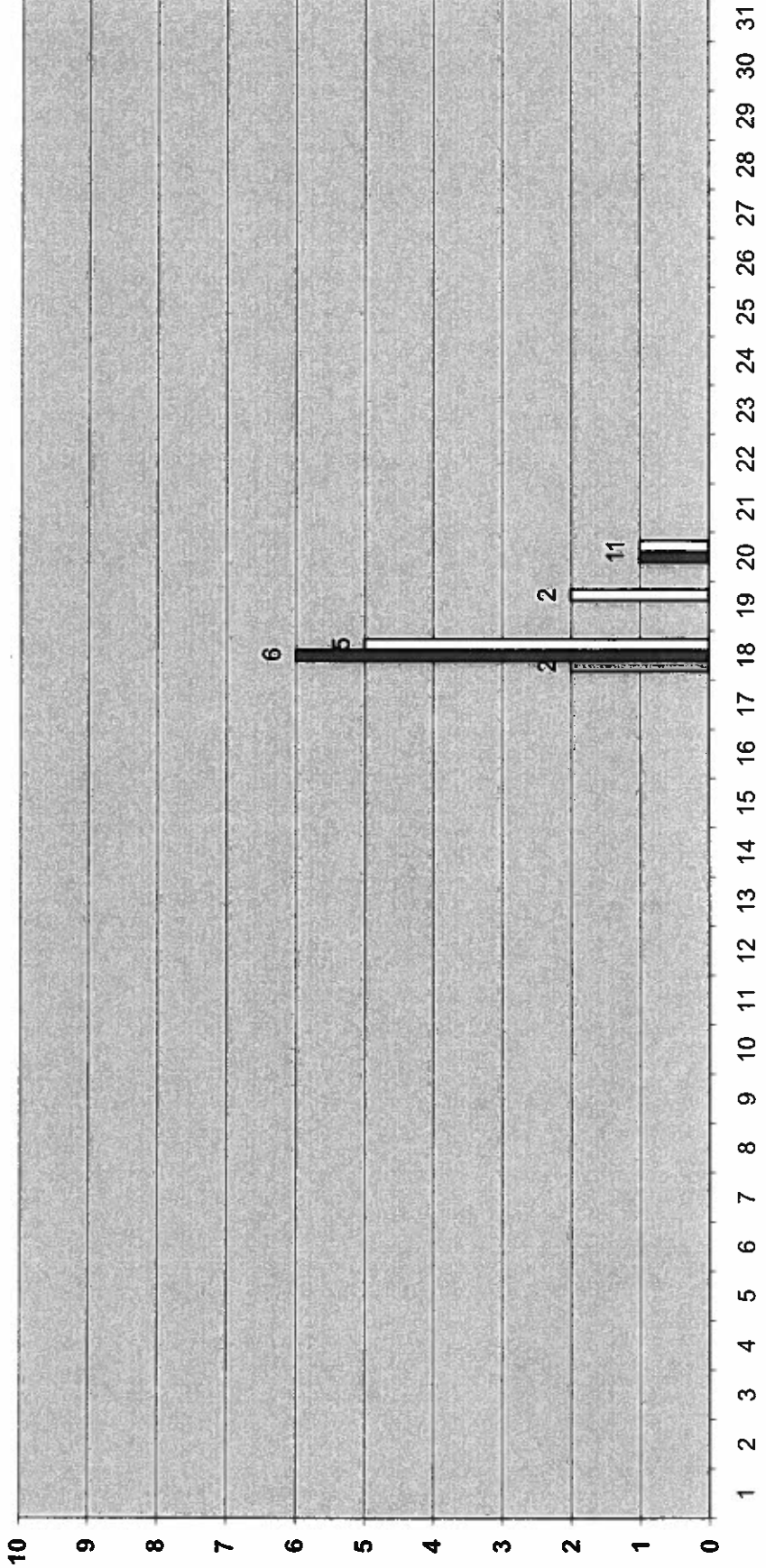
[FAQs 2006.pdf](#)



2010 Contra-Flow January

JANUARY 2010

☐ LEFT
■ STRAIGHT
☐ RIGHT

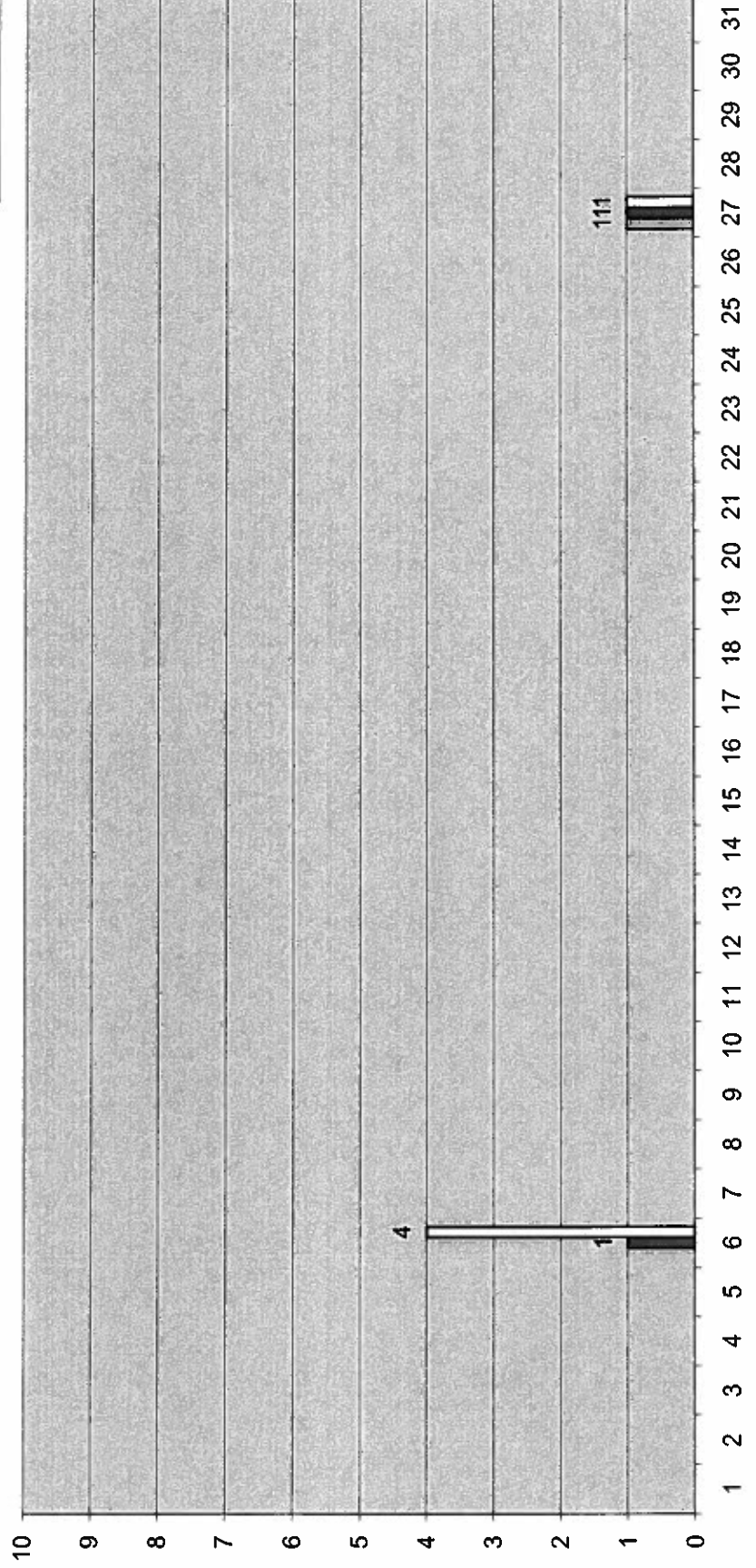




2010 Contra-Flow February

FEBRUARY 2010

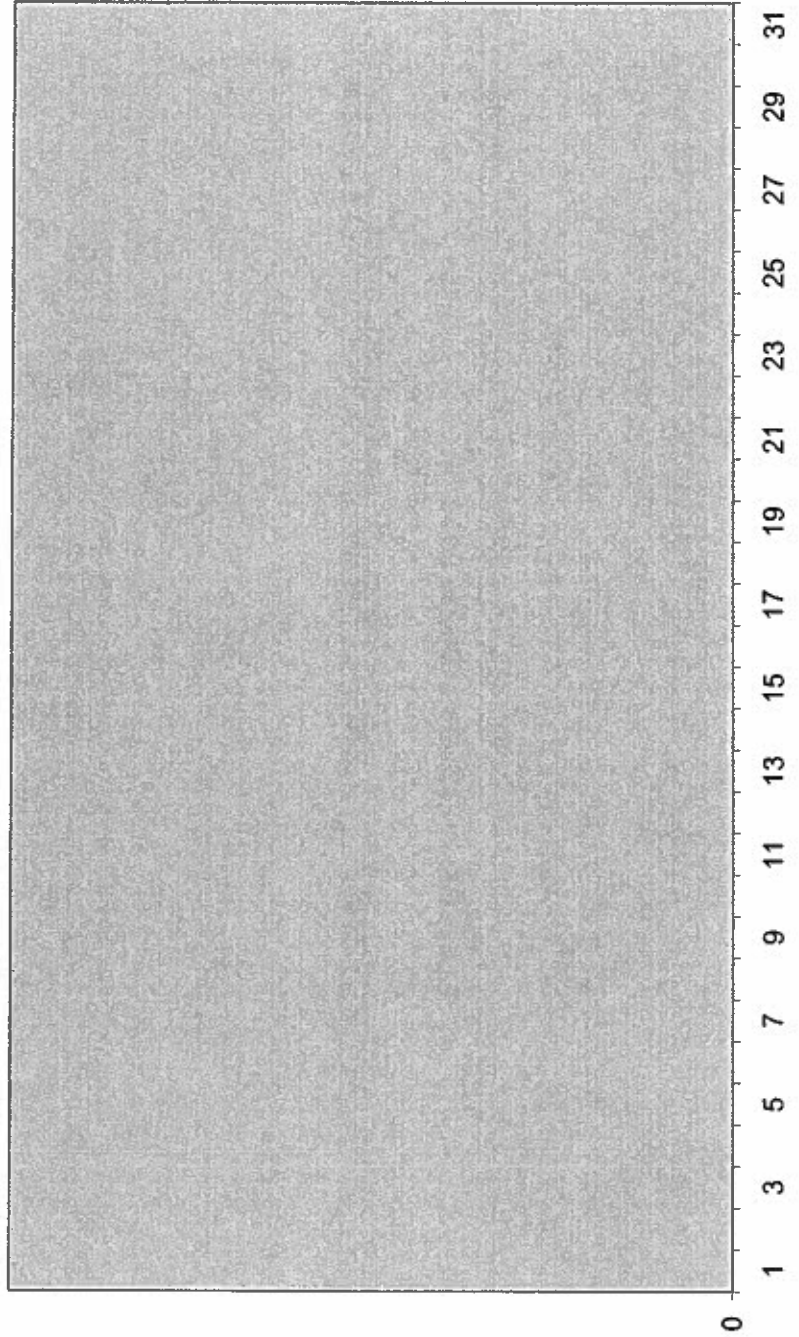
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2010 Contra-Flow March

MARCH 2010



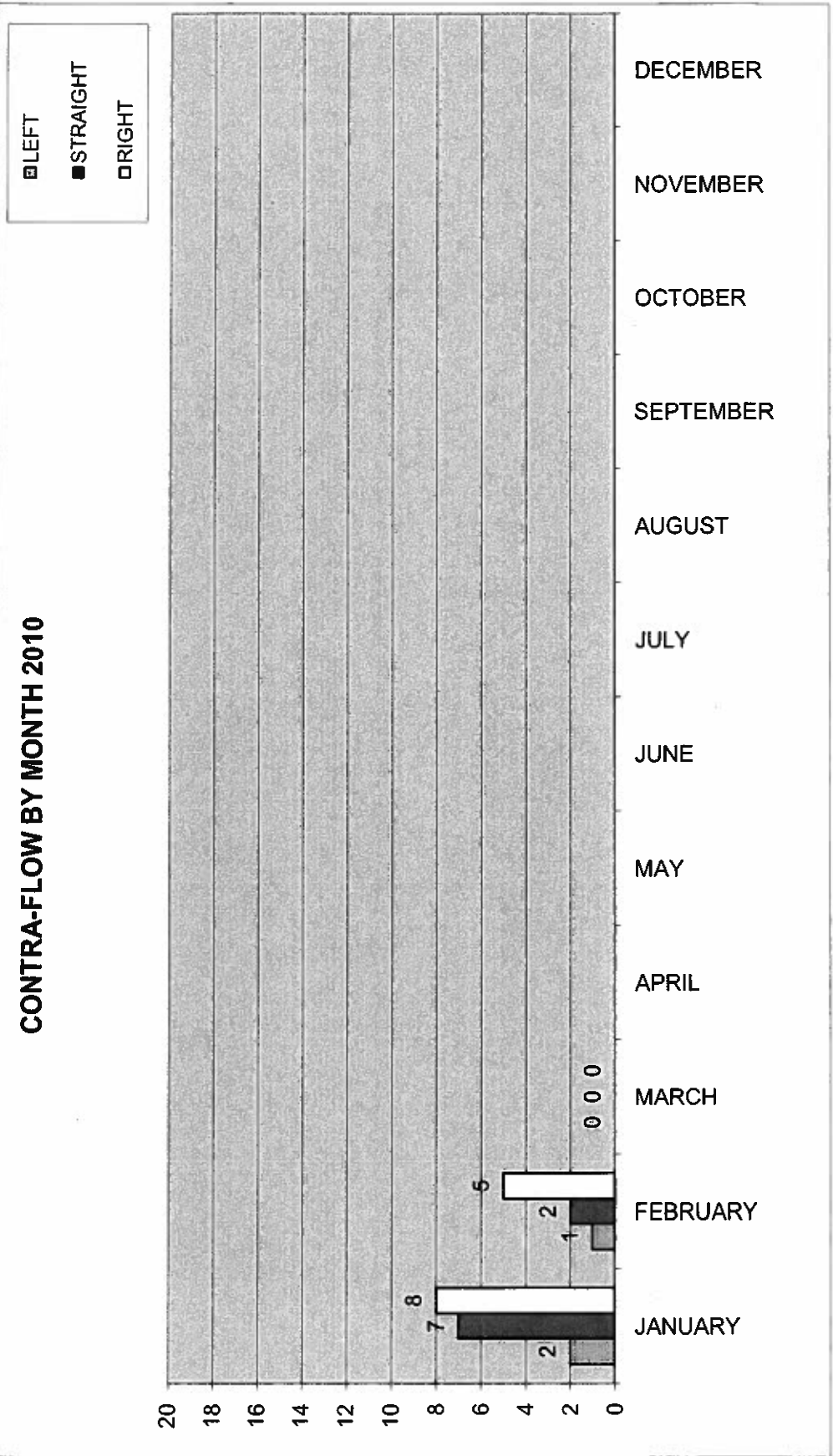
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1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31



2010 Contra-Flow Totals

CONTRA-FLOW BY MONTH 2010





Any Questions?