



**SAN DIEGO  
INTERNATIONAL  
AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
Meeting Minutes  
July 21, 2010**

On July 21<sup>st</sup>, 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 4:03 p.m.

**Present:** Mr. John Bennett, County of San Diego; Mr. David Borcalli, FAA-SDIA Tower; Captain (Ret.) Jack Bewley, Airline Pilot; Mr. Tait Galloway, City of San Diego; Jane Gawronski, PhD., Ocean Beach Planning Board; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Kirk Hanson, Community member; Mr. William Kenton, North Bay (Midway) Community Planning Board; Mr. Suhail Khalil, Peninsula Community Planning Board; Mr. Cliff Myers, MCRD; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollarn

**Absent:** Mr. Matt Awbrey, City of San Diego, Ms. Carole Caffey, Greater Golden Hill Planning Committee (Excused); Mr. Steven Holt, Airline Representative (ex-officio) (Excused); Mr. Bill Stone, Little Italy Association (Excused); County Supervisor Greg Cox (ex-officio) (Vacant); District Two (ex-officio); Congresswoman Susan Davis (ex-officio) (Vacant)

Dr. Butler opened the meeting by inviting each member and staff to introduce themselves. Mr. Frazee introduced Mr. Robert MacCulloch as the new representative of Peninsula Community Planning Board. Mr. MacCulloch could not be seated as the Authority had not received authorization from the planning board Chair to change representation. Mr. Khalil will occupy the seat until such letter is received. A motion and second to approve the April 21, 2010 meeting minutes was approved without discussion and with one abstention.

For Airport Authority projects, Mr. Frazee provided an update on the North Field taxiway and lighting project. He informed the committee that the North taxiway (Taxiway "Charlie") has now been re-opened with the exception of minor additional work scheduled to be completed by Thursday, July 29<sup>th</sup> so that air cargo carriers will be able to use the full length of the taxiway. He also mentioned that there are still a few "punch list" issues remaining that should be completed no later than the first week of August. As for the runway lighting remediation, work is about 90% complete. Currently they are installing in-pavement hold lights across Taxiway B10 and some elevated hold-bar lights are being installed at all runway-taxiway intersections. Mr. Frazee further informed the committee that a Memorandum will be sent out to all tenants

today informing them of a proposed runway coring project that will impact runway availability due to “hard” closure five days a week. The proposed runway closing is on Sunday and Monday mornings between the hours of 3:00 – 6:00 a.m. local time and Tuesdays, Wednesdays, and Thursdays between the hours of 3:00 – 4:00 a.m. local time. The project will last about nine weeks, beginning after Labor Day and scheduled completion around Veteran’s Day. Tenant air carriers have been asked to provide input to the project time schedule by the end of the August.

Regarding the “Green Built” ten gate expansion project, Mr. Frazee gave the following update. He mentioned that demolition was the focus of the recent construction activity where some Authority structures near the terminals were removed to provide room for construction vehicles. He specifically mentioned destruction of the pedestrian tunnel between Terminal 2 East and the parking lot in May. A temporary detour was made in front of the terminal to direct the flow of traffic around the demolition site. A short video of the demolition was shown to participants from its place on the Authority website, at [www.san.org](http://www.san.org). The former USO Center and Airport Authority Planning Department that were located in Building A, Terminal 2 demolition was completed shortly after the demolition of the pedestrian bridge. The USO center was relocated to Terminal 1 until the build out of Terminal 2 West is complete. The Planning Department was moved to offices on the second floor of the Commuter Building.

On another note, Mr. Frazee mentioned that the small business outreach program continues to maximize participation of local and small businesses in terminal expansion bidding and awards. Mr. Frazee gave a break-down as follows: Contract 1 consisting of terminal construction, \$14.1 million was awarded in contracts; 92% for local business and 32% for small business; Contract 2, covering construction of a planned dual-level roadway for Terminal 2, \$2.5 million in packages was awarded, 74% to local business and 68% to small businesses. The design-build team has completed 30% of the design on both the terminal and landside elements of the program. Temporary “way-finding” signage has been placed in the parking lot and at Terminal 2 to better help travelers find their way at Terminal 2 East and West after crossing the T-2 parking lot and transportation center. The airport’s construction e-alert system continues to provide updates for residents and travelers on potential impacts to and from the airport as a result of the ongoing construction. He also informed the committee that you could also sign up for email alerts at the airport’s website, [www.san.org](http://www.san.org), Facebook and Twitter sites.

As a final note, Mr. Frazee further informed the committee that the total cost of the Green Build project is approximately \$1 billion in a combination of direct costs and program financing. The project includes 10 new air carrier gates at Terminal 2, a dual-level roadway in front of Terminal 2 separating arrival and departure passengers and reducing traffic congestion at curbside; additional check-in lanes; more comfortable waiting areas at the gates; additional shopping and dining options as well as additional overnight aircraft parking locations. The Green Build will produce an additional 1,000 jobs during construction and is scheduled for completion in 2013. This concluded Mr. Frazee’s Authority update.

Mr. Frazee continued with the next presentation. He informed the committee about a new California Assembly Bill 1660 (Salas Bill). The legislation, initiated at the request of the California Association of Airports, clarifies regulations allowing medical aircraft performing

emergency operations to depart an airport that has noise curfew restrictions in place. With the new bill signed into law, the "life flight" aircraft may now depart airports with curfew restrictions (like SDIA) to return to home base to re-position for additional short-notice assignment.

Moving along, Mr. Frazee gave an update on recent actions of the Curfew Violation Review Panel (CVRP). The June 2<sup>nd</sup> CVRP had two operations evaluated by the Panel. One was assessed a penalty of \$2000 and one was not assessed due to maintenance issues. Mr. Frazee also showed a snap shot of the curfew violations statistics from last year as well as this year. The statistic showed the operator, date and time of the violation and the results of the CVRP. He pointed out that in 2009 there were only 13 violations and for this year, there are already 15 violations with six operators pending Panel evaluation and action in August. One member asked for clarification regarding the time of SDIA departure curfew. Mr. Frazee clarified that there are actually two separate restrictions, depending on how noisy the aircraft is... Stage 2 (noisier) aircraft departure curfew is from 10:00 p.m. – 7:00 a.m. and for Stage 3 the curfew is from 11:30 p.m. – 6:30 a.m. daily. He pointed out a Stage 2 violation on the May CVRP documentation. Mr. Frazee added that the pilot information for the curfew time restriction is continuously posted in pilot flight planning documentation, is available at SDIA's Fixed Base Operator, Landmark, and is posted on large yellow signs at each end of the runway.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP) then gave a brief Program update. She informed the committee that the QHP offices have now moved to a new location in the Liberty Station complex. She had received positive community feedback with their move since it is more easily accessible to residents. In the near future, the offices will have a showroom of different insulation and replacement products available to make the process of selecting manufactured goods easier for Program participants. She added that an open house will be forthcoming as soon as all products are in place. Ms. Knack also mentioned that they are continuing with a bi-monthly bidding process and, as reported at the May meeting, even though the programs scaled back a little bit due to budget crunch, they anticipate completing as many homes as were completed during 2009, as they begin mitigation of 400 multi-family condominiums. On a positive budget note, she has just received word that FAA has offered additional program funding and, although the amount is unknown as of yet, she is hoping that it would be enough to keep the project moving forward at an accelerated pace.

Mr. Frazee gave an update on the Federal Noise Compatibility (FAR Part 150) Program. He informed the members that he recently assumed Program Manager responsibility for the Noise Compatibility Program, as Mr. Paul Webb retired from the Airport Authority on June 30<sup>th</sup>. Mr. Frazee reiterated for the group that the FAR Part 150 study has been submitted to the Federal Aviation Administration (FAA) who acknowledged receipt of the study. It is now in the FAA's hand to initiate a checklist and get it posted in the Federal Registry. As soon as it is posted, FAA has 180 days to approve it as is, approve it with changes or provide feedback to the Authority. As for informing the public on the status, Mr. Frazee explained that results will be posted on the Authority's website. He also mentioned that if anyone wants to read a copy of the study provided to FAA, it can be found on the airport's website and is downloadable.

Mr. Frazee gave a brief presentation on measures taken to mitigate aircraft noise that will occur as a result of the Green Build project. With the addition of ten air carrier gates on the west side of the west terminal and the expected tear down of barracks buildings by the City of San Diego, a natural sound barrier will be nonexistent. A suggestion was made by the Noise Mitigation Department to increase the height of a proposed 10' fence perimeter fence and add blast and noise deflection to block noise from aircraft taxiing out for takeoff. The Airport Authority directed that a new fence with sound deflection properties and of sufficient height to suppress the noise of aircraft taxiing will be included in the project, at a cost of an additional half a million dollars. Mr. Khalil pointed out that he recalled that a fence was included in the EIR. Mr. Frazee explained that a 10 - 14' perimeter fence with no sound properties was initially in the plans. Mr. Khalil asked which committee had approved the change. Mr. Frazee said that he would inquire and let him know.

Mr. Garret Hollarn presented Missed Approach (MA) information. Mr. Hollarn showed a diagram depicting missed approach operations from the last couple of years. He explained that Missed Approaches are usually a result of inclement weather which, in San Diego, typically occurs during the winter months of October through March. He explained that 2010 has seen fewer than in past years except for the "June gloom" that caused a spike. For the year 2010, there have been 194 Missed Approaches to date. For the curfew periods, the non curfew period of 11:30 p.m. – 6:30 a.m. there was none during the time period; for the month of May there was none at all and for April and June just one. A committee member asked about runway incursions and whether the airport will be adopting an airport surface detection system that FAA had allocated funds to recently to mitigate Missed Approaches. Mr. David Borcalli informed the committee that there has not been a runway incursion for the past 10 years and explained what an incursion is. He also mentioned that the Airport Surface Detection System (ASDE-X) will be unveiled Labor Day weekend. He gave some details of the equipment and its function. Dr. Butler had asked if he could provide a presentation on it for the October ANAC meeting. Mr. Borcalli said he would brief the group as soon as he receives all documents of the system.

Mr. Hollarn then presented the noise complaint update. He showed a diagram of Noise Complaints for the 2<sup>nd</sup> Quarter 2010 (April, May and June). He mentioned that the complaints are less than for this time period last year, with only 200 complaints overall, with a total of 44 for the 2<sup>nd</sup> quarter. For neighborhoods, most of the complaints came from residents west of the airport, with one call from the east county (Chula Vista), which is 11 miles from the airport. For household, most complaints are by one caller per household but we have frequent callers, for instance during this period on household was responsible for 6 out of the 44 total calls. For complaints by type of aircraft, we show two major categories, one is air carrier jets, including a "hushkitted," chartered 727 which had three complaints, and the other type is an "all others" category which is not individually identifiable. A committee member requested that the total number of operations in the period be included in the next presentation to see if there is a correlation between number of operations and number of complaints. A committee member asked for a definition of an operation. Mr. Hollarn as well as Mr. Frazee explained that it is either a landing or take off. Mr. Frazee stated that there were approximately 195,000 operations in 2010, or about 270 arrivals and 270 departures per day. Mr. Frazee agreed to provide the number of total operations on future slides for comparison.

Mr. Hollarn next presented "Early Turn" operations. Before he showed his update, he defined "Early Turn" operations. On his presentation, Mr. Hollarn showed a diagram indicating that the numbers of Early Turns are decreasing in 2010. He explained that the July figures are only to date, but that the operations continue to trend down. By statistical week, there were only a couple of days in June, one in January and April which had significantly higher southerly winds at altitude which tend to push departing flight tracks to the north. In April, for instance, there were 25 northerly deviations on one day probably caused by those winds. In his presentation, he pointed out various examples of boundary deviations and those not considered outside the boundaries. A committee member wanted to know how winds have any effect on the aircrafts being pushed out of boundaries to cause the aircraft to make an Early Turn. Mr. Hollarn explained how winds may affect the aircraft to make them drift off the directed heading.

**Public comment** – Mr. Robert MacCulloch, asked if Air Traffic Control maintains records on how many Missed Approaches are weather related, pilot initiated due to unstable approaches, or tower initiated. Dr. Butler suggested that Mr. Borcalli could do a presentation in responding to all his questions at the next meeting.

Ms. Amy Ryan, a south Peninsula resident, expressed dissatisfaction after meeting with Noise staff regarding aircraft flying in her area. Dr. Butler asked Mr. Borcalli if he could provide a presentation at a future meeting of his previous observations in the community.

Mr. Hollarn then reported on "Contra-flow" operations. He first presented the definition of "Contra-flow operations," explaining that turning left is 250 heading, straight out is a runway heading and turning right is a 290 heading. With this information, he reported that for the month of April – 0 left and right and 3 straight; May – 0 on all three headings; June 10<sup>th</sup> - 2 left, 1 – straight and 2 – right and June 15 – 1 left, 8 straight and 3 right. Reporting by month – March and May – 0; April – 1, and June – 2. Statistics for July will be reported on the next meeting.

Hearing no more questions, and noting no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:25 p.m. The next meeting is scheduled for Wednesday, October 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.