

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, July 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 April 21, 2010 meeting minutes
 3. Information Items:
 - A. Airport Authority Update
 - B. Legal Issues Update
 - 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
 - B. Noise Compatibility Program (FAR Part 150) update
 - C. Green Build west ramp sound wall
 - 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: Wednesday, October 20, 2010
 9. Adjourn
-



**SAN DIEGO
INTERNATIONAL
AIRPORT**

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

On April 21st, 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. 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. Kirk Hanson, Community member; 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 Hollam and Mr. Steve Cummings

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. Steven Holt, Airline Representative (ex-officio); Mr. Bill Stone, Little Italy Association; County Supervisor Greg Cox (ex-officio) (Vacant)

Dr. Butler opened the meeting by inviting each member and staff to introduce him/her. A motion and second to approve the January 20, 2010 meeting minutes was approved without discussion and with one abstention.

To begin the meeting, Mr. Frazee informed the committee about a new Authority parking brochure being provided to all drivers as he/she exits any airport parking lot. It describes the timing and number of parking spaces that will be displaced during the ten gate terminal expansion project, called the Green Build. He pointed out that the major displacement will be in the large parking lot across from Terminals 2 East and West (American Airlines- T2E, and Delta Airlines T-2W, for example).

For Airport Authority projects, Mr. Frazee briefly mentioned three updates. The first one was a recap of the May air carrier managers' meeting where annual presentations are made to recognize air carriers for their commitment to not depart aircraft during SDIA's noise curfew (11:30 p.m. – 6:30 a.m.). Of 24 tenant air carriers at SDIA, 22 received compliance awards. He

also thanked the air carriers and other operators as he announced that CY2009 had the lowest number of departure curfew violations reported in 17 years; 13 curfew violations were reported during approximately 98,500 departures at San Diego International Airport. Mr. Frazee also mentioned that an element of the current Noise Compatibility Study (Part 150 Study), a "Fly Quiet" program, is proposed for development. The program would provide a web-based "grade card" of multiple factors which, if followed or implemented, would more readily recognize operators who show their commitment to operate quieter at SDIA.

For the second update, Mr. Frazee provided additional detail regarding the upcoming displacement of on-airport parking spaces in the large parking lot (Lot 2) across from Terminal 2 East and West side as a result of terminal, aircraft parking apron and roadway construction during the next three years. About 200 spaces will have been lost already to make way for construction equipment. Customers are being directed to other nearby on-airport lots. As work is completed next spring (2011) on the aircraft parking apron west of the terminal, the space will be temporarily striped for parking spaces to meet customer demand. Free bus service will transfer customers from the lot to the terminals. For more information regarding the parking spaces, Mr. Frazee informed the audience that a web-based application is set up for those who are interested in staying informed regarding the latest information about displaced parking spaces during the Green Build project. Find that information at the following link: http://www.san.org/sdcraa/airport_initiatives/green_build/default.aspx. A member voiced concern (regarding the Green Build) that there is no information on the emission footprint when this build up starts up. Mr. Paul Webb, Airport Planning Project Manager, pointed out that there is air quality information on the SAN website (under Environmental) and, while it may not be identified as a carbon footprint, the baseline CO2 is identified. On another note, Mr. Frazee informed the committee that the Terminal 2 East pedestrian bridge (between Terminal 2 East and the parking lot) is closed and will be demolished by the end of April to make room for a second level roadway to serve those terminals. The United Service Organization (USO) military facility has been relocated to a temporary location adjacent to Terminal 1 during the terminal expansion project.

For his final update, Mr. Frazee informed the committee that the north field taxiway project is about two thirds complete and that the completion schedule has been adjusted to sometime in early July (from by June 1). He also informed the committee that the Palomar/Carlsbad airport is resurfacing their runway. The possibility of more business jet activity through the end of May can be expected at SDIA as general aviation aircraft displaced from Carlsbad operate out of San Diego during the runway closure. This concluded Mr. Frazee's Authority update.

Moving along, Mr. Frazee gave an update on the Curfew Violation Review Panel (CVRP). The February 3 CVRP had three operations that were evaluated by the Panel. Two were assessed penalties, \$10,000 for Delta Air Lines and \$2,000 for a general aviation operator. United Airlines was not assessed a penalty because of maintenance. The April 7 CVRP had five operations evaluated, and all operators were penalized.

Public Comment: Ms. Ruth Rollins, a resident of Pt. Loma commented about airplanes flying over her house and wondered whether calling with noise complaint impacts airport procedures.

Dr. Butler suggested that she meet with Noise Mitigation Department staff following the meeting to discuss this issue.

Mr. Frazee then addressed an issue raised regarding the Authority's web-based aircraft flight tracking system. A Peninsula Community Planning Board member had written a letter asking for clarification of three main issues specific to the system - 1) had asked that FAA certify the platform as true to the radar data used by FAA to direct aircraft in flight; 2) to 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 residence; and 3) to spell out the limitations (FAA ten-minute mandated 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. Mr. Frazee explained that the Airport Authority contracted with a vendor about 3 ½ years ago to provide the community operational arrival and departure information allowing them to independently verify questionable aircraft flight tracks without having to rely on data provided by Authority Noise Mitigation Department staff. The data is maintained at the vendor's east coast location, and the only input San Diego airport staff can make is to change a small scrolling script bar below the depiction. The web-site uses radar flight tracks taken from a local FAA source superimposed on a map depiction of San Diego neighborhoods. It shows operations on a 10-minute delay of all commercial aircraft due to security reason. Military aircraft and certain private jet operations are exempted. Mr. Frazee mentioned that at the April 1st Board meeting, the product vendor addressed the accuracy (tolerance) noted in the PCPB letter. Mr. Frazee said he believes that one of the biggest issues is that residents forget about the ten-minute delay when searching for an aircraft departure or arrival. For example, if someone notes an aircraft that overflies their home at 6:30 a.m., they need to look at the 6:40 time to show the actual departure. This information is included on the HELP page. For more information purposes, Mr. Hollarn provided a walk-through on the web. There was further discussion regarding the subject. Mr. Frazee asked participant to email his staff with any remaining questions and recommendations to help improve the system. He added that FAA maintains they have no interest in certifying a system outside their control, but, for all practical purposes, the flight tracks shown on the Airport's system are identical to ATC's.

Next Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP) gave a brief update. She noted there are currently six projects in construction with the majority happening to the west of the airport on several large condominium complexes. Construction for the Tennis Club condominium has been awarded and is a second large project that will begin about July or August. Four construction/materials bids were received for this particular project. Ms. Knack informed the committee that during the last Board meeting and due to budget reductions the QHP will be affected by the scale back. She mentioned that last year's budget was \$18 million and is scaled back to \$15 million. However, she is pleased to share that future projects are becoming less expensive because of the type of construction (condominiums with fewer windows as opposed to large historical homes with many windows). Ms. Knack feels that this change in construction type will allow her team to insulate a similar number of projects as last year with less overall spending. Work on the east side is on target, with work beginning on a project insulating "sister" homes on the hill. She explained the FAA/Airport funding share

(80/20) which continues the project on an annual basis. One member has asked with the cutbacks and all are the projects still under the same rules; Ms. Knack explained that even with the cutbacks, the quality of the work will still be the same. Another had asked what will the status of QHP be when the all construction of homes are completed. Ms. Knack responded that theoretically, QHP is about re-construction, and when the remaining 9,000+ eligible single and multi-family homes within the 65dB noise contour are completed there would be other incompatible facilities that might qualify for the program. To a question regarding incompatible land uses and ending of the attenuation program around the Airport, Mr. Frazee added that the San Diego County Board of Supervisors has the ultimate authority to recommend to the State that an airport has taken all the steps necessary to no longer pose a noise problem to the community. Mr. Frazee added that there are ten airports in California that are under a waiver to the California Noise Standards. Although several have insulated all incompatible structures in their mandate noise contours (making them in compliance with California regulations), no Board of Supervisors has taken the step to lift the noise problem airport definition This concluded Ms. Knack's presentation.

Mr. Paul Webb, Project Manager for the Federal Aviation Administration (FAA) 14 CFR Part 150 Airport Noise and Land Use Compatibility Program Study, provided a study update. He briefly reiterated the project definition and purpose, discussed the two mandated deliverables and provided a timeline of remaining tasks. He informed the group that six technical meetings and three public meetings have been held since the program began. The last public meeting was advertized as a public hearing; unfortunately, it resulted in extremely low public attendance with very few comments. In order to ensure maximum opportunity for community input, the Authority will schedule another public meeting hearing on Thursday, May 13, 2010; in the Commuter Building's 3rd floor Noise Conference Room from 5:00 p.m.-6:30 p.m. There will be a 15-minute briefing at the beginning of the public meeting to familiarize new participants with the study. Comments will be accepted regarding the Noise Compatibility Program prior to submittal to the FAA for review and possible approval.. Comments will also be accepted until May 30 either by writing, mail and email, a dedicated email account is available for this purpose, part150@san.org. Mr. Webb asked each committee member to appeal to his/her constituents encouraging them to attend and participate in the meeting. Lastly, Mr. Webb informed the audience that all study documentation and further information is available on the Airport Authority website, www.san.org under Airport Activities, Airport Noise Mitigation, FAR Part 150 Study. Question arose on how the study would affect the daily lives of the community. Mr. Frazee gave a brief explanation on how the FAR Part 150 study evolved and explained that the FAA has the final approval of all elements proposed in the study. The Authority gathered a knowledgeable and diverse team of experts and concerned community members who spent 18-months evaluating ideas that could potentially further mitigate aircraft noise for the San Diego community. The 19 components finally selected for inclusion in the study are a cross section of operational, land use and procedural elements that the group decided could positively affect the noise-impacted community's life, if approved by FAA and implemented by the airport. For instance, a new noise contour established in the study could make more homes eligible for residential sound insulation. Additionally, a request for a new flight path that would allow some aircraft to avoid overflying the Peninsula could offer relief to those residents. That ended Mr. Webb's report.

Public comment – Ms. Amy Ryan, a Peninsula resident, expressed frustration about airplanes she contends are flying directly over her house and asked if there are any regulations mandated that aircraft fly particular flight paths on departure. Dr. Butler thanked her for her inquiry and suggested that she talk with Noise Mitigation Department or Air Traffic Control staff member for more information after the meeting. He also informed her that the Authority offers tours to anyone interested in learning more about airport or terminal operations.

Mr. John Ziebarth, a resident, had questions regarding the ALUC and NCP and their impact on the community. Staff referred him to the Authority Planning Department for resolution of ALUC issues after explaining how the NCP and ALUCP process are parallel but separate efforts with two separate timelines.

Mr. Garret Hollarn presented Missed Approach (MA) information. Mr. Hollarn gave the statistics from 2003 to present and explained that MA's most common denominator is adverse weather in the San Diego airport area. As shown on the slides, January and December 2009 come in with the highest number of missed approaches due to adverse weather during the winter period. The totals for 2010 MA's (to date) are as follows: January – 34, February – 23, and March – 32 which are low compared to other winter months and reflect the clear mild weather that prevailed during those months this year. In reviewing the Missed Approaches by Time of Day, the curfew hours (11:30 p.m. to 6:30 a.m.) have fewer MAs (because of far fewer arrivals) with March 2010 showing none. In reviewing MAs by heading (runway heading vs. non-runway heading), most of the MAs are on runway heading, however there have been 70% of total MAs in the first three months going south and 30% north of runway centerline. For year 2010, 70% has maintained straight out during the daytime period and as of yet, there has not been a single nighttime non runway heading. There was a question about a specific MA that the Air Traffic Control representative addressed in detail.

Mr. Hollarn then presented the noise complaint update. Mr. Hollarn showed the history of the previous four years and CY 2010 to date. He noted that the complaints are much lower compared to 2006 and 2008, to be expected since the airport is experiencing approximately 26,000 arrivals and departures during this time frame. Complaints were then discussed by time – 7:00 a.m. until 7:00 p.m. being the largest part of the pie chart, shows 32%, where nighttime (10 p.m. until 7 a.m.) has a larger percentage than the evening, since it only cover three hours (7 p.m. until 10 p.m.); by neighborhood – most complaints come from the western communities; Pt. Loma, Ocean Beach, Pacific Beach and Mission Beach compose about 95%; by location –the west and northwest of the airport; Household – typically a single caller from one household; could range up to 14 calls from a single household (24% of all complaints for the first three months of the year; Aircraft type - 53% are identified as commercial jet flights, then the next largest group (not applicable/unknown) is 35%. Mr. Hollarn noted than none of the complaints in the first three months of 2010 were attributed to daily operations of our noisiest aircraft, a Boeing 727. This concluded Mr. Hollarn's presentation.

Mr. Cummings then reported on "Contra-flow" operations. He first presented the definition of "Contra-flow operations". He explained that Contra-flow is 100% related to poor weather, poor visibility and when landing and departure runways change (i.e. operations shift from an east-

west flow to a west-east flow). Breaking it down by month, there were 26 operations in January due to bad weather; 8 in February, and 0 in March due to good weather. A committee member asked an operational question regarding Runway 09 operations that did not relate to noise. Usage of Runway 09 is less than 3% of the year and only due to poor weather conditions. This concluded Mr. Cummings 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 89 Early Turns for 2010. The total for January - 34; February - 23 and March - 32. Mr. Cummings explained that the reason for more Early Turns on the month of January was due to a lot of winds which was blowing the aircrafts off-path. He further informed the committee that 90% of Early Turns are right on the edge of the "gates" but still needed to put on statistics and the FedEx is exempt from Early Turns. Mr. Cummings informed the committee that Mr. Hollarn will explain more regarding the "three dots" and "gates" that aircrafts follow when flying out of Lindbergh Field. This concluded Mr. Cummings presentation.

For further information regarding the Early Turns, Mr. Hollarn gave a brief summary of these proceedings. Mr. Hollarn explained that the three dots and exit gates is a gentleman's agreement to keep aircraft's traffic in the area. Aircrafts that make Early Turns and cannot be explained through the noise office's equipment will be forwarded to ATC for further explanation and if further explanation is needed is forwarded to FAA. Mr. Khalil stated that DOT on 2000 had audited the departure paths and mitigated the noise impacts on community and agreed to look at it. Noise staff explained that during the audit, the dots did not exist at the time. This has resulted in more discussion and was agreed to discuss this issue off the table. On another note, Mr. Khalil suggested that to entice more people to attend the Part 150 study is not to get too technical and simply explain that the study is to mitigate noise.

Hearing no more questions, and noting no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:50 p.m. The next meeting is scheduled for Wednesday, October 20th, 2010 at 4:00 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.



Dan Frazee
Director, Airport Noise Mitigation

NOTE: Please refer to the Frequently Asked Questions (FAQ's) on the Airport Noise Office website at www.san.org/airportnoise/info_noise_main.asp for the answers to commonly asked airport noise-oriented questions.

Airfield Project Update

Twy C—We have now reopened all of Twy C. There is some minor additional work that should be completed by this Thursday morning at which time the cargo carriers will be able to utilize Twy C full length. (Currently we are restricting Twy C between Twy C2 and C3 to 757's and smaller until we can relocate the VSR in front to Landmark Aviation.) Largely punch-list item work remains; and this should be completed in its entirety no later than the first week of August.

Twy B Signs and Lights: Over 90% completed, with the project scheduled to be completely wrapped UP during the first week of August as well. We are currently installing in pavement hold lights across Twy B10. Elevated Hold-bar lights have been recently installed at all intersections.

Proposed Runway Coring: A Memo will go out to our tenants today to gauge the impact of a five day a week hard closure of the runway. Sun and Mon morning we are proposing to close the Runway from 0030 to 0600 (L) and Tues, Wed and Thurs we are proposing to close the runway from 0030 to 0400 (L). This project is slated for nine weeks, to start just after Labor Day and be completed at / around Veteran's Day. We have asked the Tenants to provide their responses to this schedule by the end of the month.

The Green Build Project Update

Demolition has been the focus of construction activity for The Green Build in recent months. Before construction teams can build up, some structures were removed to make way for upcoming construction.

The following actions have been recently undertaken:

- In April, the parking lot connector/tunnel between the Terminal 1 and Terminal 2 parking lots was closed to allow for construction staging in the Terminal 2 lot.
- The Terminal 2 East pedestrian bridge was demolished in May in the timeframe of just 28 hours. A temporary detour was implemented in front of the terminal to direct traffic around the demolition site. A time lapse video of the demolition can be viewed at www.san.org.
- The demolition of Building A, the former home to the USO Center and Airport Authority Planning Department at Terminal 2, was completed shortly after the demolition of the pedestrian bridge.
- The extensive small business outreach program continues to maximize participation of local and small businesses in project bidding and awards.
 - For Contract 1, consisting of terminal construction, \$14.1 million was awarded in contracts, 92 percent of which went to local businesses and 32 percent to small businesses.
 - For Contract 2, for the dual-level roadway and parking, \$2.5 million in packages was awarded. Of the \$2.5 million, 74 percent has gone to local businesses and 68 percent has been awarded to small businesses.

- The design-build team has completed 30 percent design on both the terminal and landside elements of the program and has begun the working drawing phase of work.
- Way-finding signage was posted at Terminal 2 to better help travelers find their gates at Terminal 2 East and West, after crossing the roadway from the parking lot and transportation center.
- The airport's construction e-alert system continues to provide updates for residents and travelers on potential impacts to travel to/from the airport as a result of construction. Sign up for alerts at www.san.org, Facebook and Twitter.

The total cost of The Green Build is approximately \$1 billion for the combination of direct costs and program financing. The project includes 10 new gates at Terminal 2, a dual-level roadway in front of Terminal 2 to separate arriving and departing passengers and reduce traffic congestion at the curb, additional security check-in lanes, more comfortable waiting areas at the gates, additional shopping and dining options and additional aircraft parking. The Green Build will provide approximately 1,000 jobs at peak construction. The project is scheduled for completion in early 2013.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
June 02, 2010
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; Dan Frazee, Director, Airport Noise Mitigation (Facilitator); Garret Hollarn and Steve Cummings (Noise Staff member)

Airline, pilot, or operator representatives present: Brian Towle, Jet Blue Airways

Members of the public present: None

N860PM (GLF2); April 05, 2010 (0657L)

Written information was provided; no representative was present.

Panel Recommendation

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

Jet Blue Airways, Flight 412; April 06, 2010 (2342L)

Written information was provided; a representative was present.

Panel Recommendation

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

Noise Curfew Violation Statistics 2010 San Diego International Airport

Note: Curfew Violation Review Panel (Ops, Development and Marketing/Communications) is scheduled to meet bi-monthly (beginning in January) to assess suspected violations and make recommendations regarding administrative penalties. **Operators are given a 30-day period following the date of the infraction to respond (with extenuation) to a letter of violation before they are scheduled for review.**

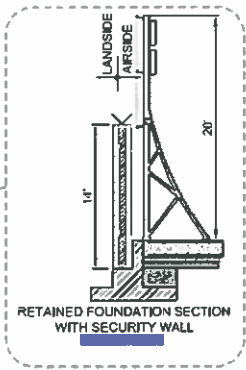
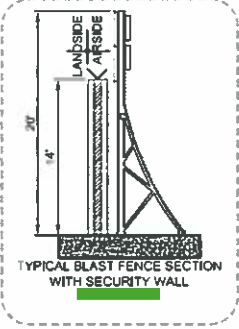
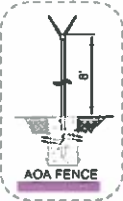
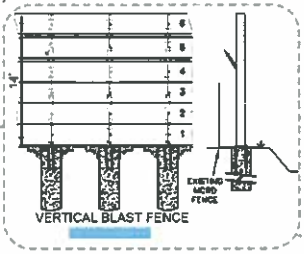
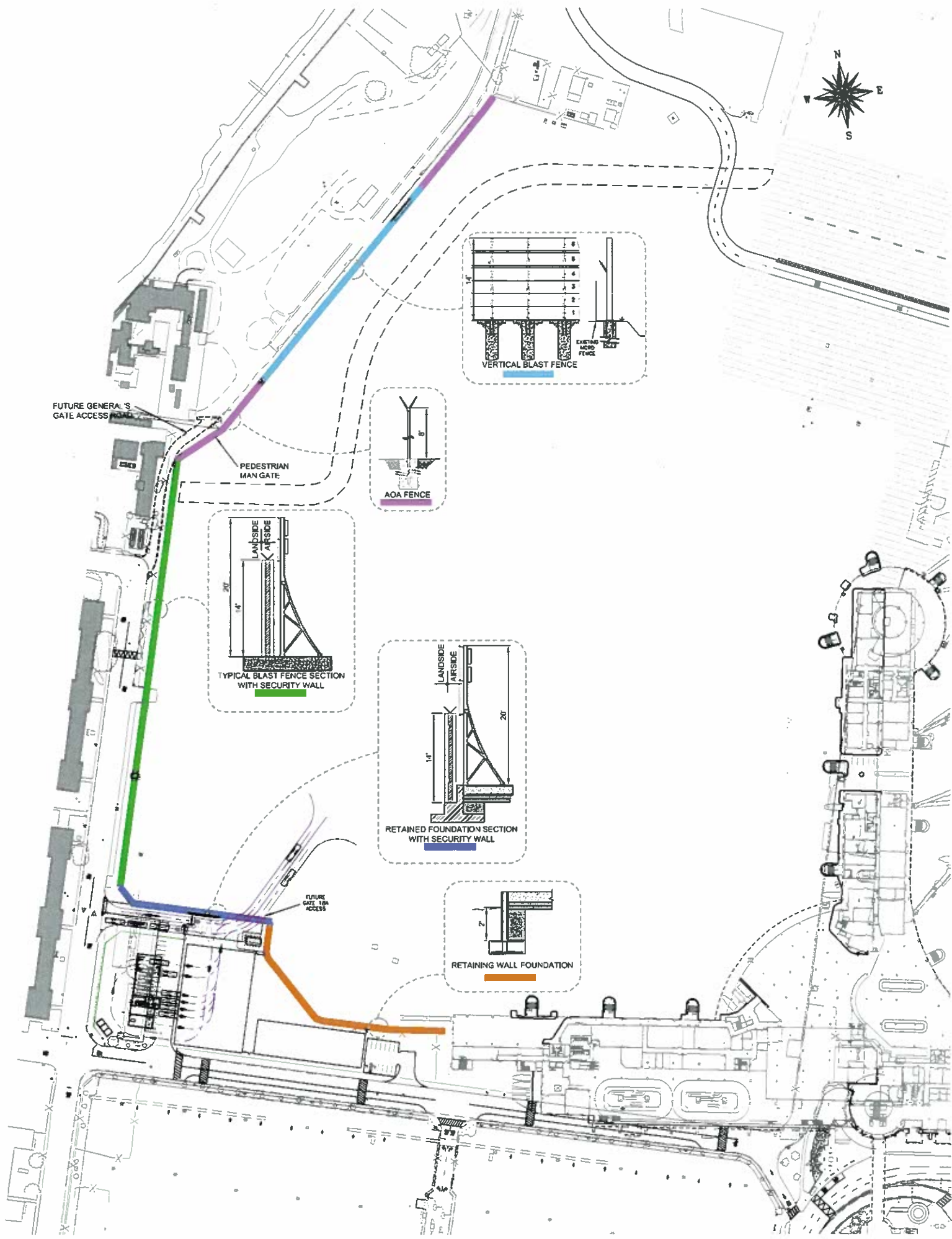
<u>Operator</u>	<u>Date/Time</u>	<u>Review Board Outcome</u>
N821PA (G/A) Stage 2	Jan 16/10:38 p.m.	\$2,000
Delta 1048	Jan 18/1:07 a.m.	\$6,000
Virgin 969	Jan 18/11:48 p.m.	\$2,000
Virgin 969	Jan 21/11:39 p.m.	\$6,000
Delta 2448	Feb 24/11:34p.m.	\$18,000
N860PM (G/A) Stage 2	Apr 5/6:57 a.m.	\$2,000
JetBlue 412	Apr 6/12:50 a.m.	NP (M)
N17773 (Charter)	May 6/12:50 a.m.	Pending
Sun Country (Charter)	May 10/11:37 p.m.	Pending
N41EA (G/A)	May 26/11:30:15 p.m.	Pending
Sun Country (Charter)	Jun 11/3:14 a.m.	Pending
Delta 1468	Jun 24/11:42 p.m.	Pending
JetBlue 186	Jun 24/11:54 p.m.	Pending
N601TX (G/A)	Jul 4/11:53 p.m.	Pending
Delta 1792	Jul 12/12:31 a.m.	Pending

Curfew violation comparison

	2005	2006	2007	2008	2009	2010	
Quarter							Compliance Period
(Jan–Mar) 1st	9	4	25	17	5	13	JAN – JUN
(Apr–Jun) 2nd	15	5					
	12	18	10	12	8	2	JUL - DEC
(Jul–Dec)	5						
Total/ (Penalized)	41 (29 fined)	27 (16 fined)	35 (19 fined)	29 (19 fined)	13 (9 fined)	15 (6 fined)	

Note : No Penalty (NP) reasons: Maintenance (M) Air Traffic Control (A), Weather (W) and Other (Specify)

Operators **BOLDED** signify multiple penalized violations in the same compliance period



FUTURE GENERAL'S GATE ACCESS ROAD

PEDESTRIAN MAN GATE

FUTURE GATE 18A ACCESS

Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

July 21, 2010





Missed Approach Definition

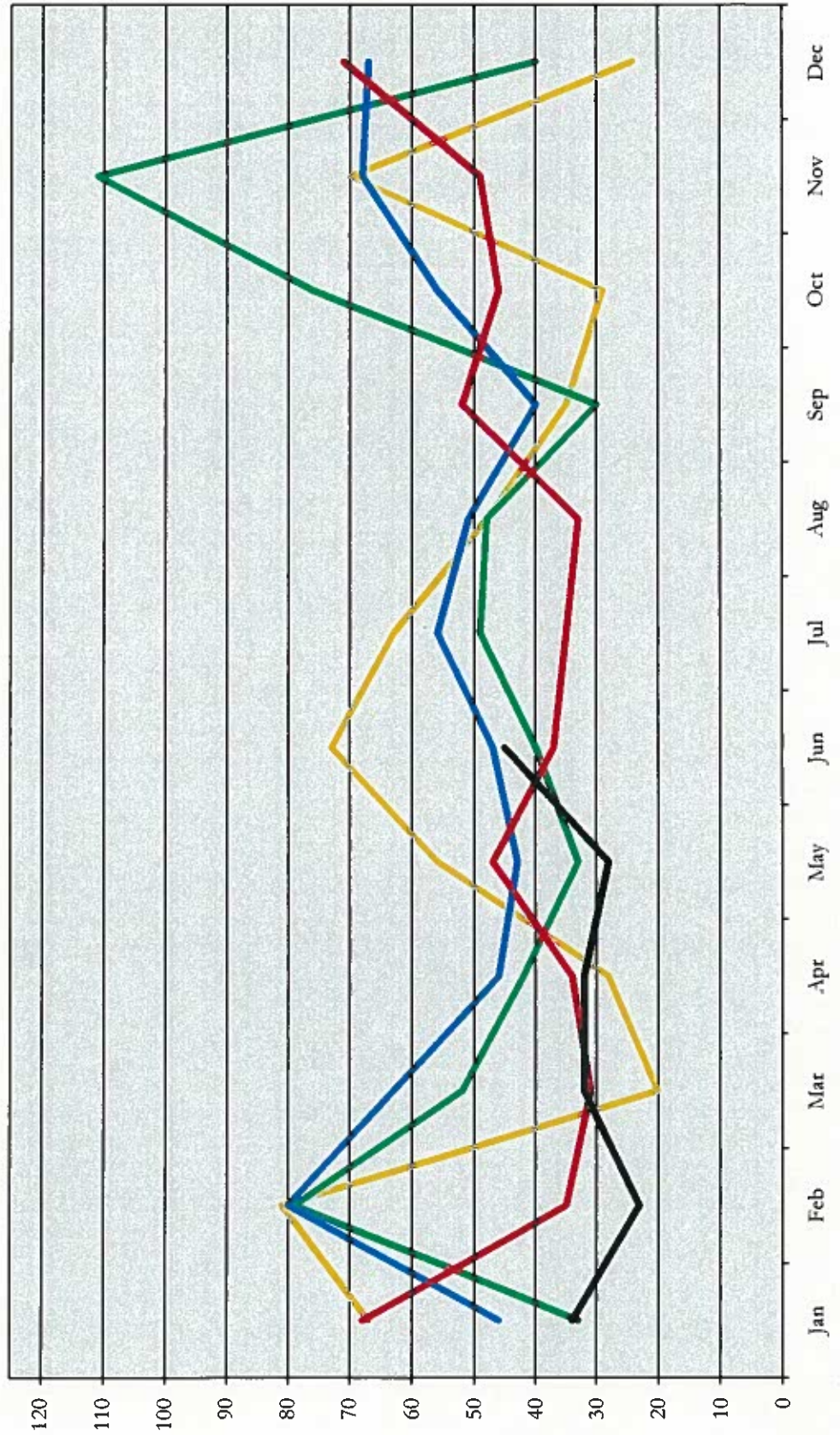
*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

- 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.



2003-2009 Missed Approaches

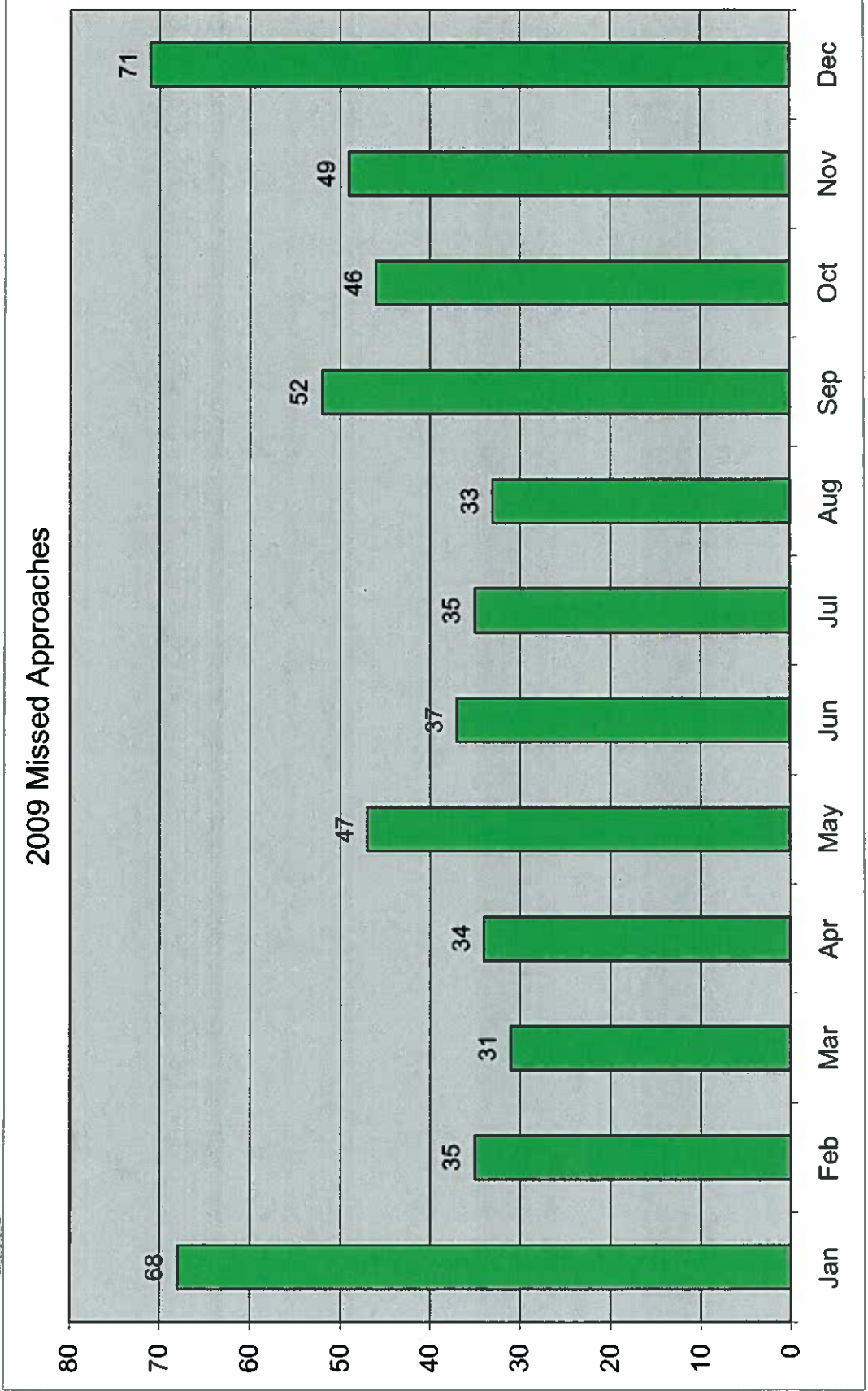
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 594, 2007 = 633, 2008 = 663
2009 = 538





2009 Missed Approaches

538 Total Year To Date

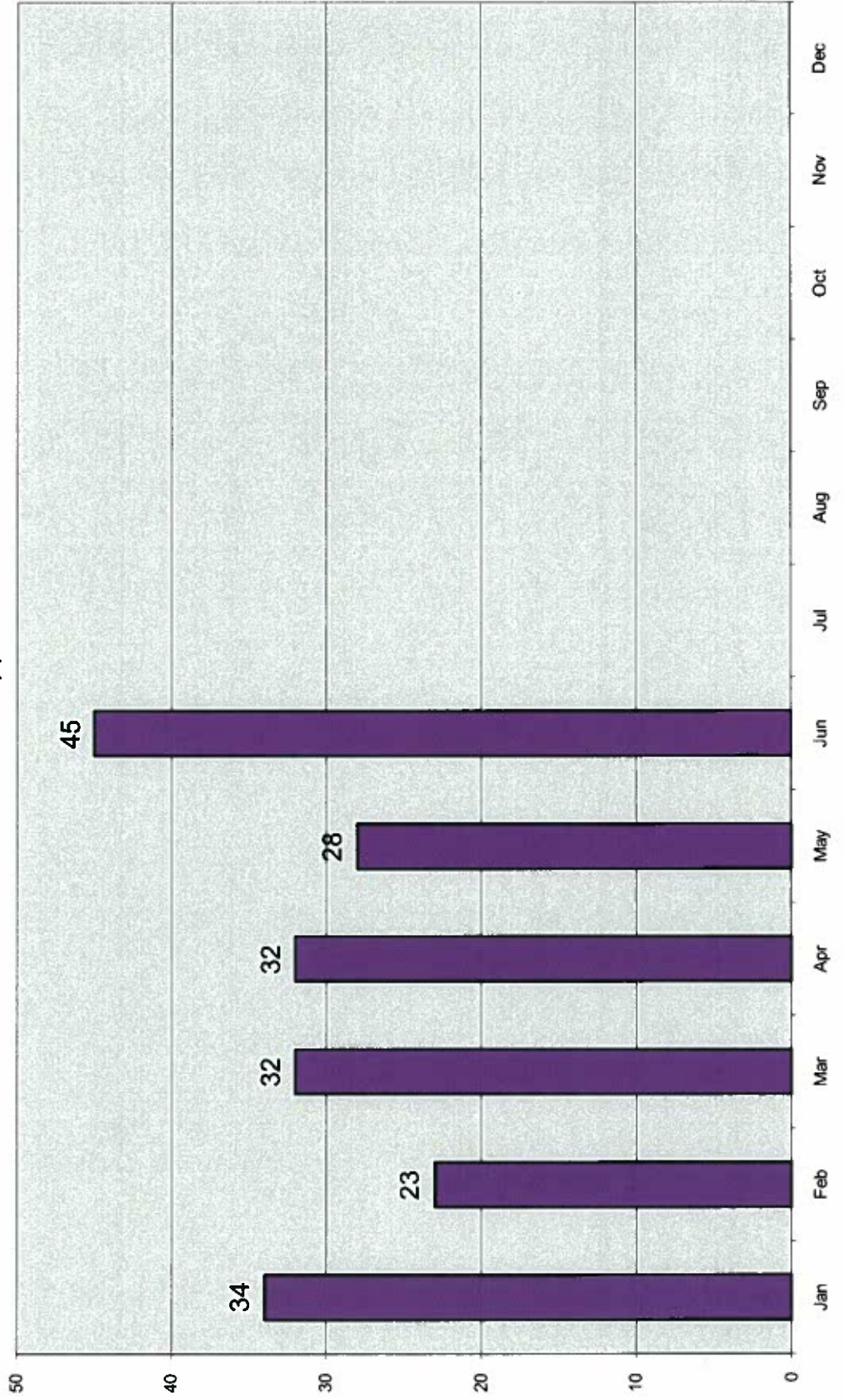




2010 Missed Approaches

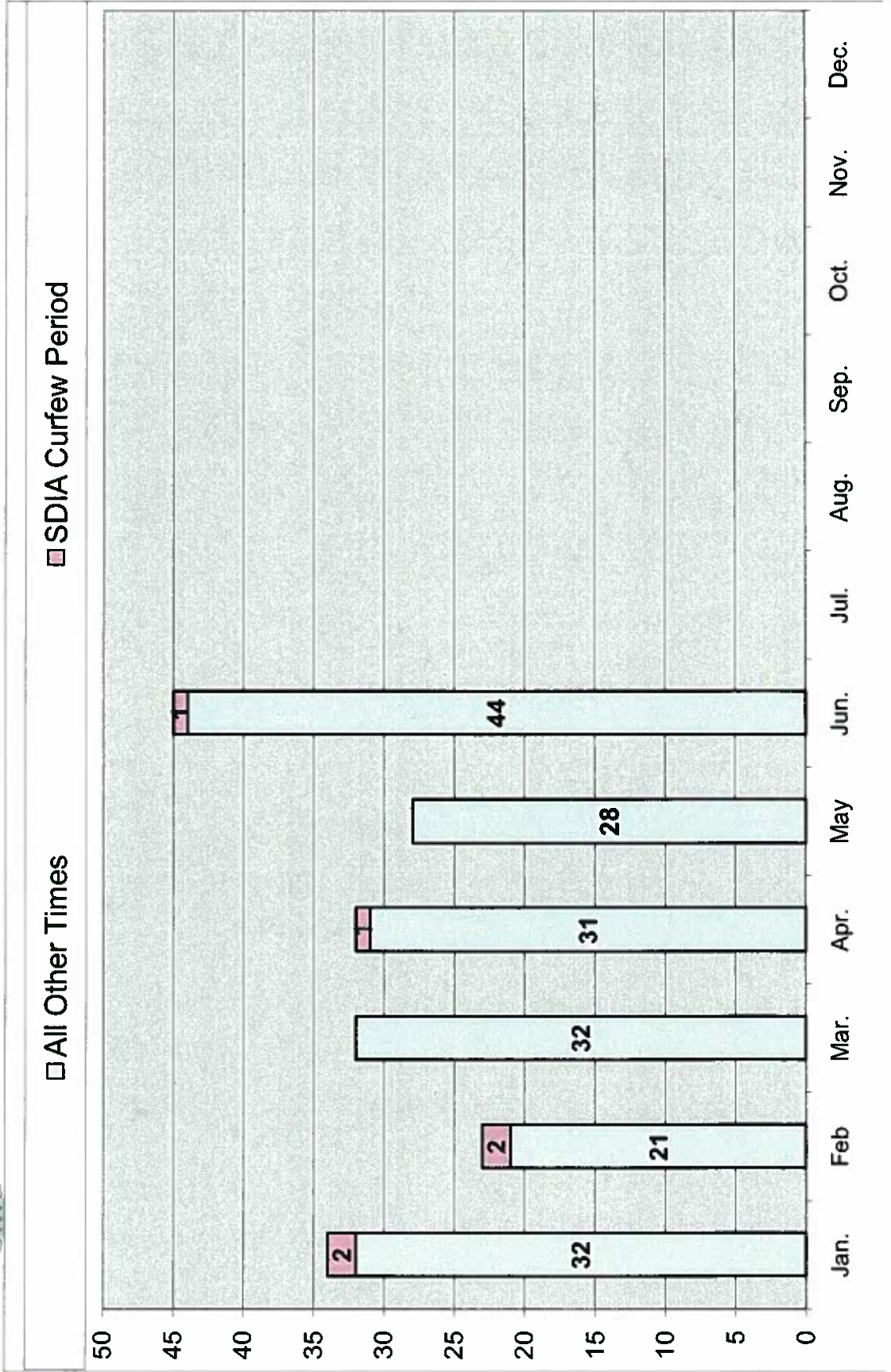
194 Total Year To Date

2010 Missed Approaches



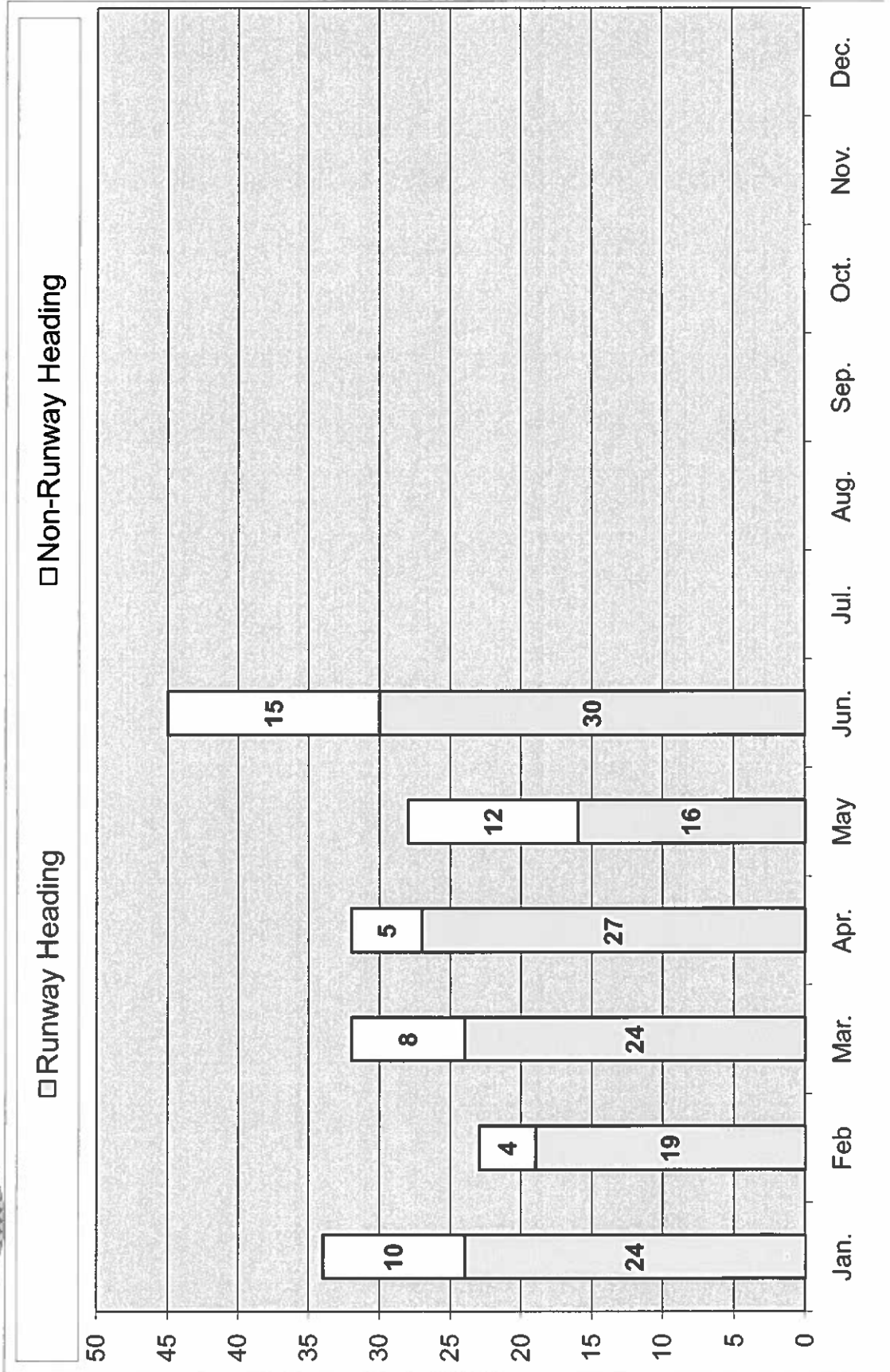


Curfew Period vs. All Other Times



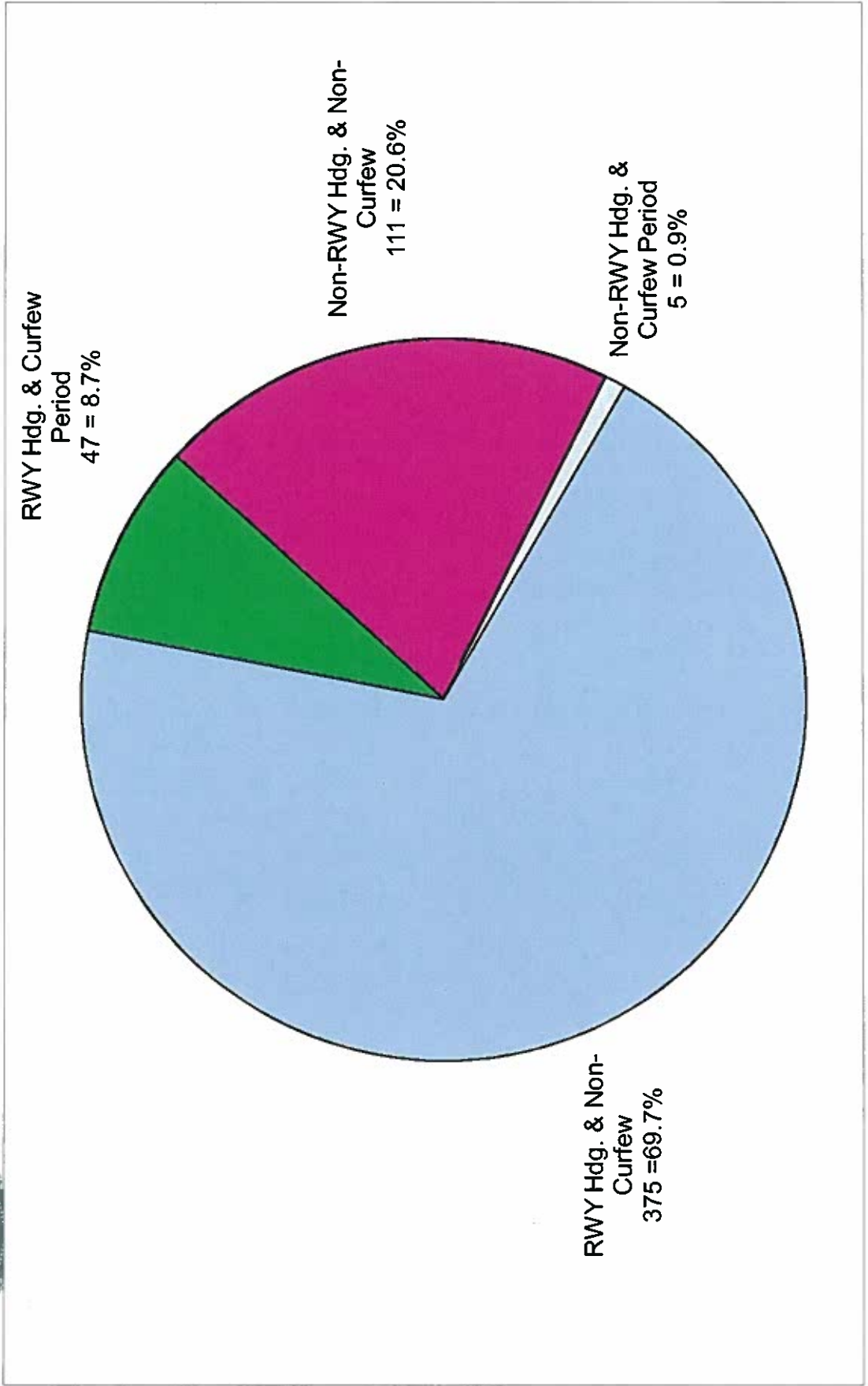


Runway Hdg. Vs. Non-Runway Hdg.



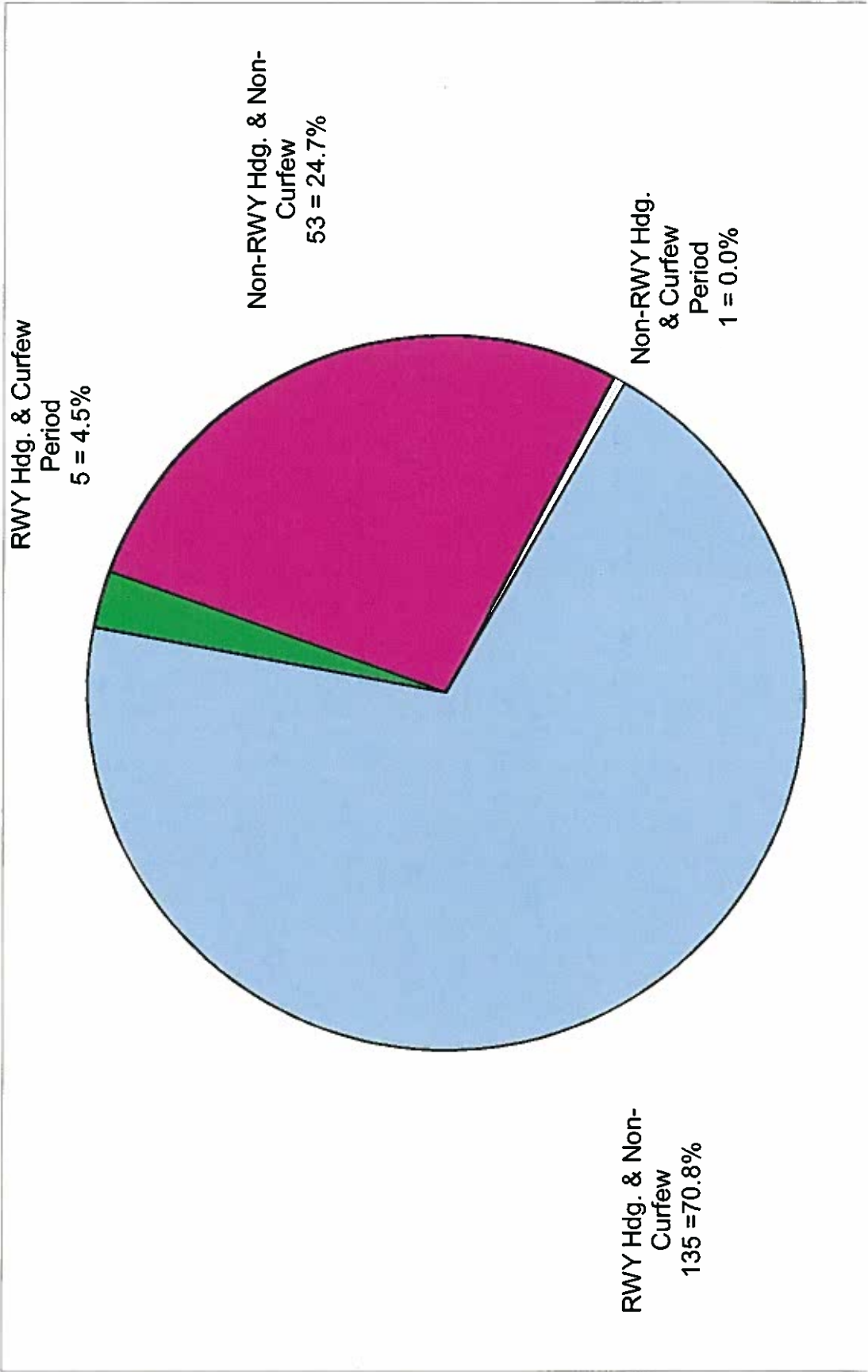


2009 Missed Approaches - Percentage





2010 Missed Approaches - Percentage





Any Questions?

Complaints Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

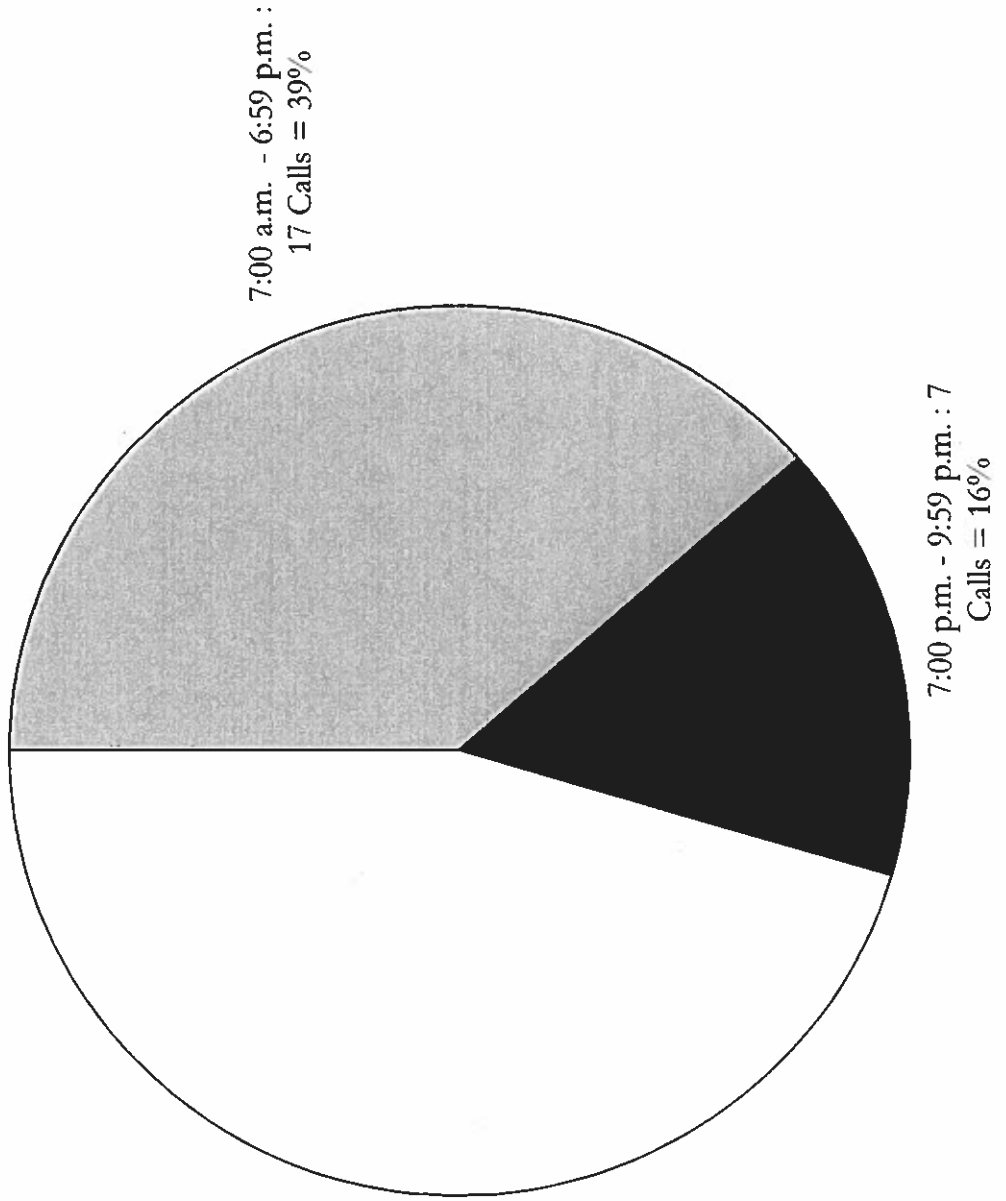
July 21, 2010





2010 Complaints Statistics

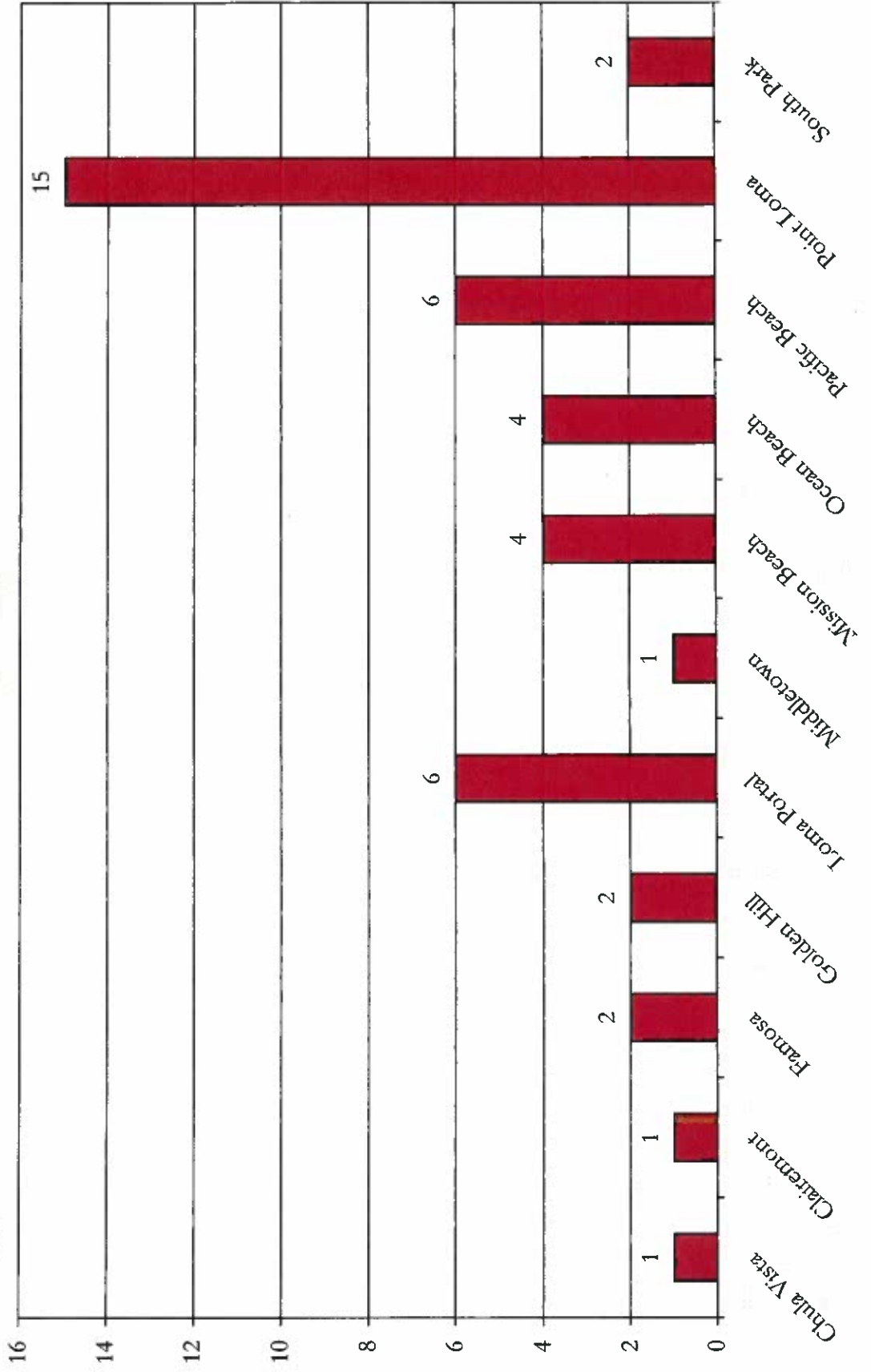
April to June, Complaints by Time of Day, 44 Total





2010 Complaints Statistics

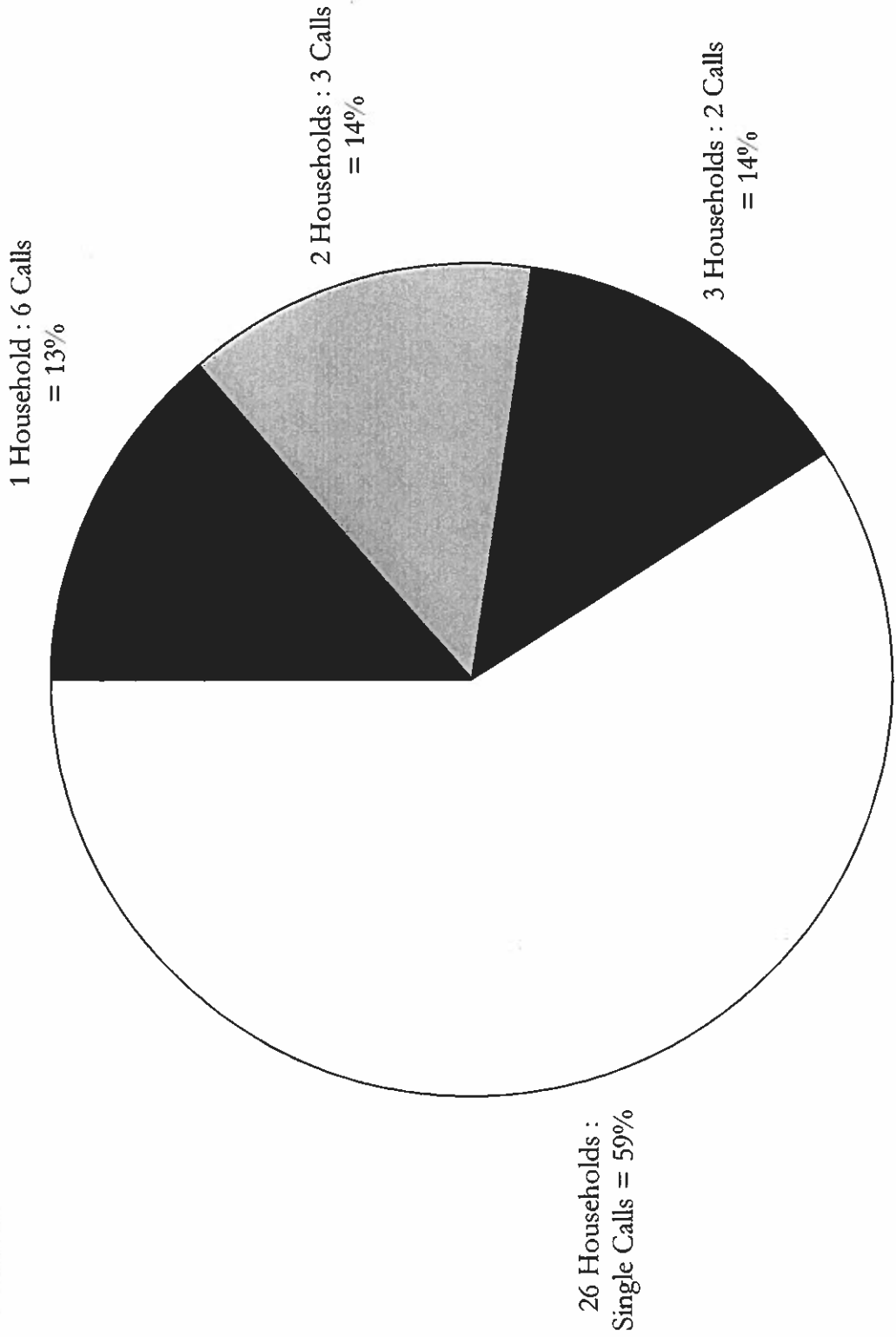
April to June, Complaints by Neighborhood, 44 Total





2010 Complaints Statistics

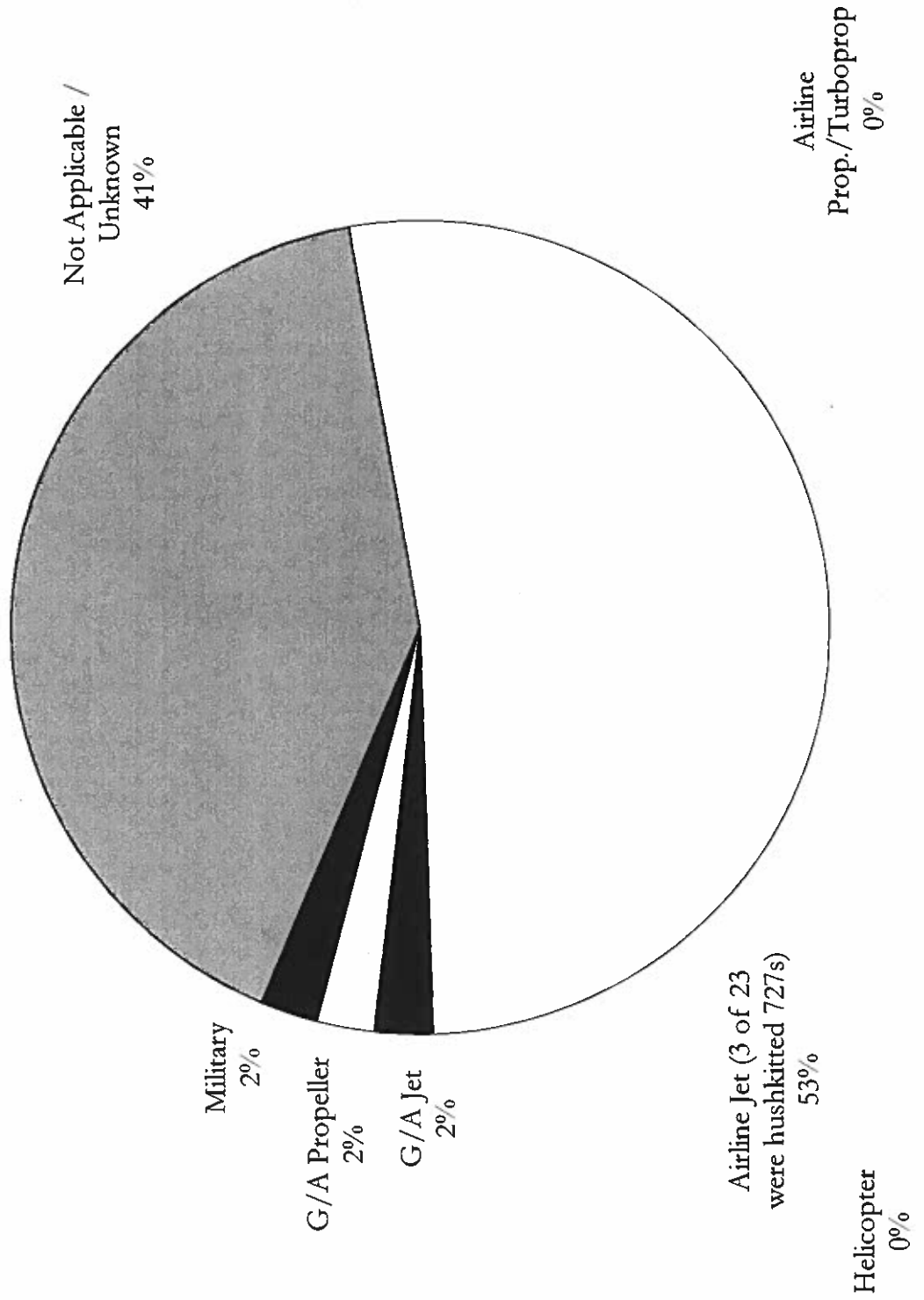
April to June, Complaints by Household, 44 Total





2010 Complaints Statistics

April to June, Complaints by A/C Type, 44 Total



Any Questions?



“Early Turn” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

July 21, 2010



Boundary Definition



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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

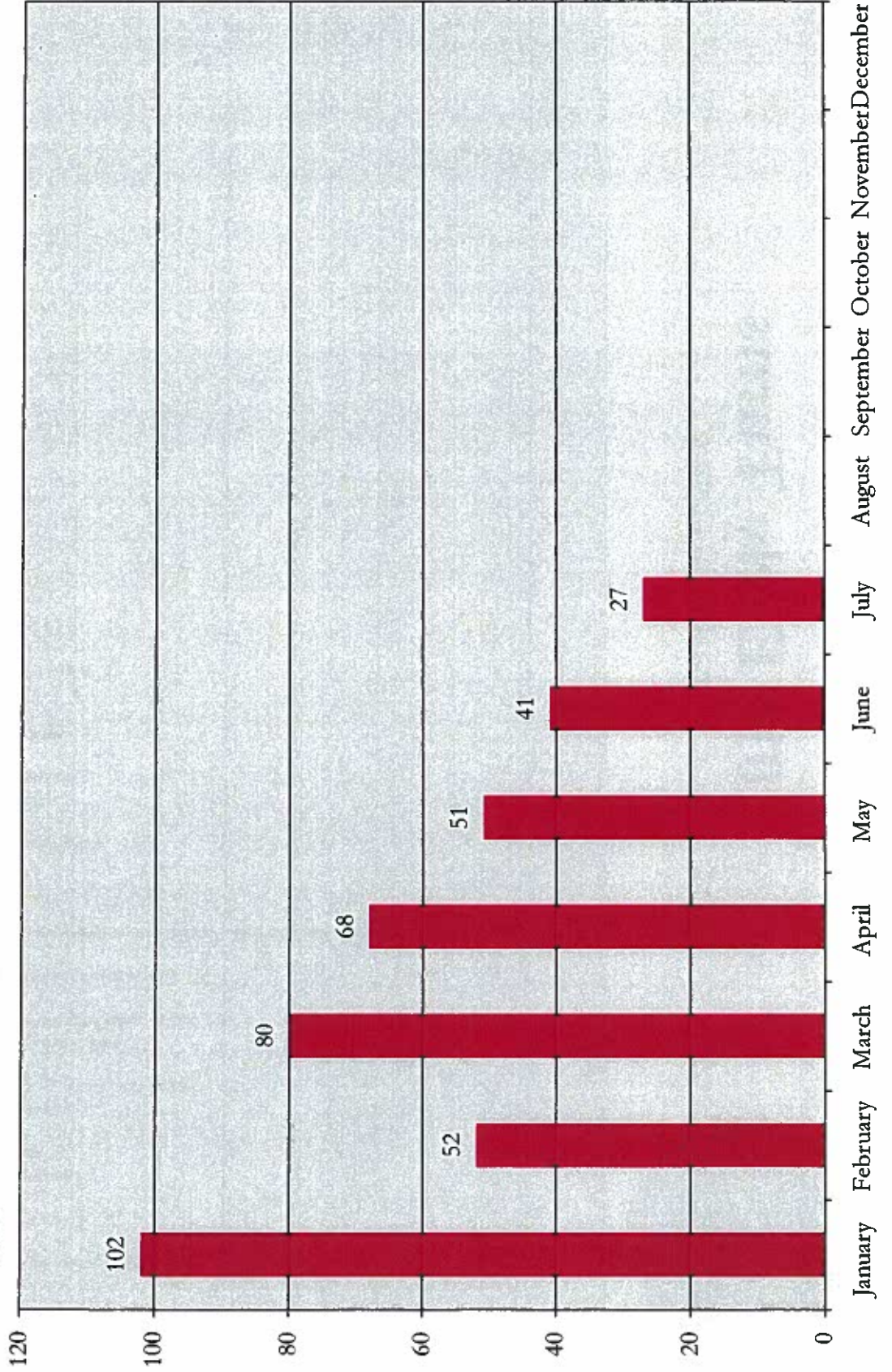
[Link: http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf](http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf)

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.



2010 Early Turns

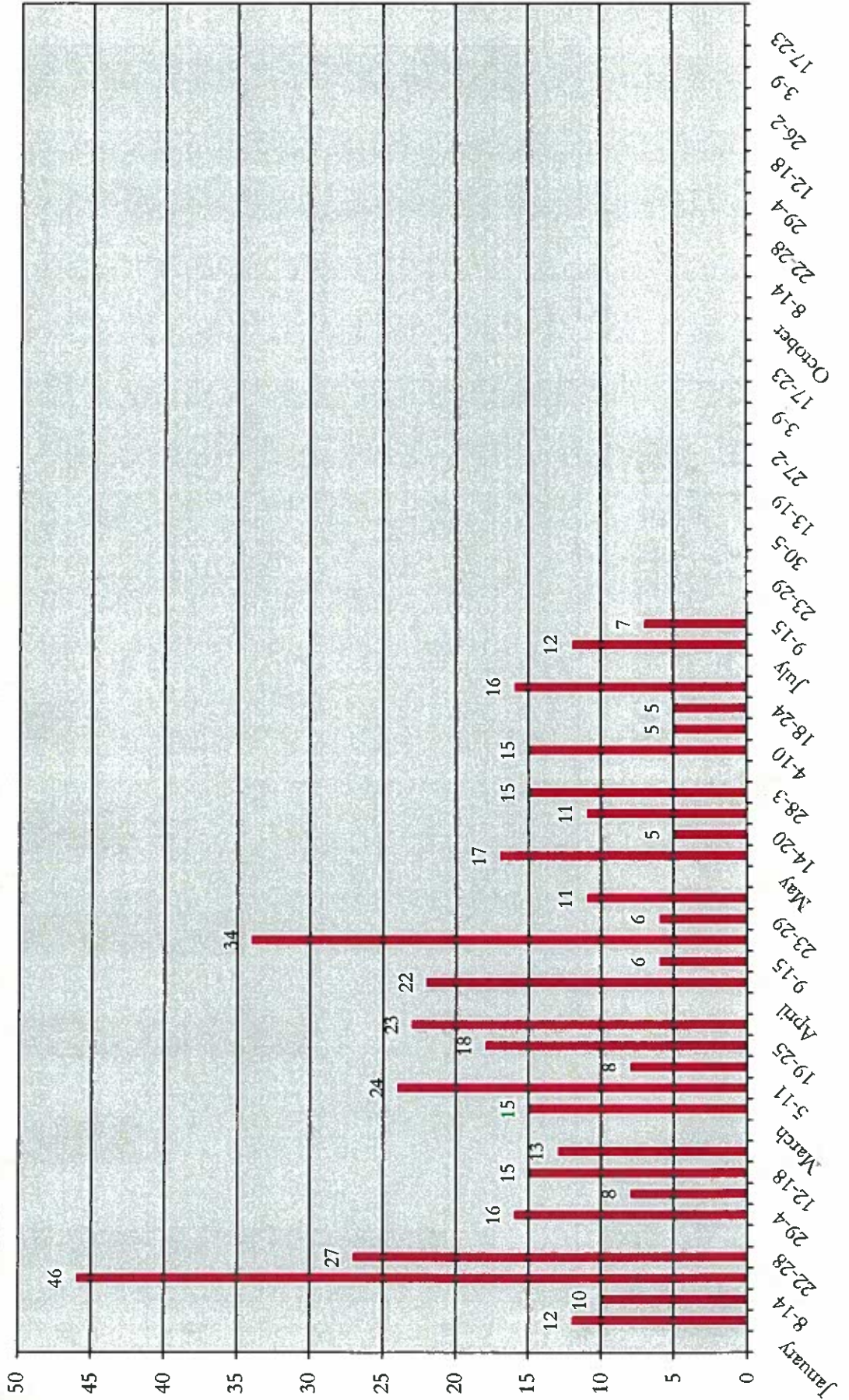
Total sent to FAA
(Total for 2010 = 421)

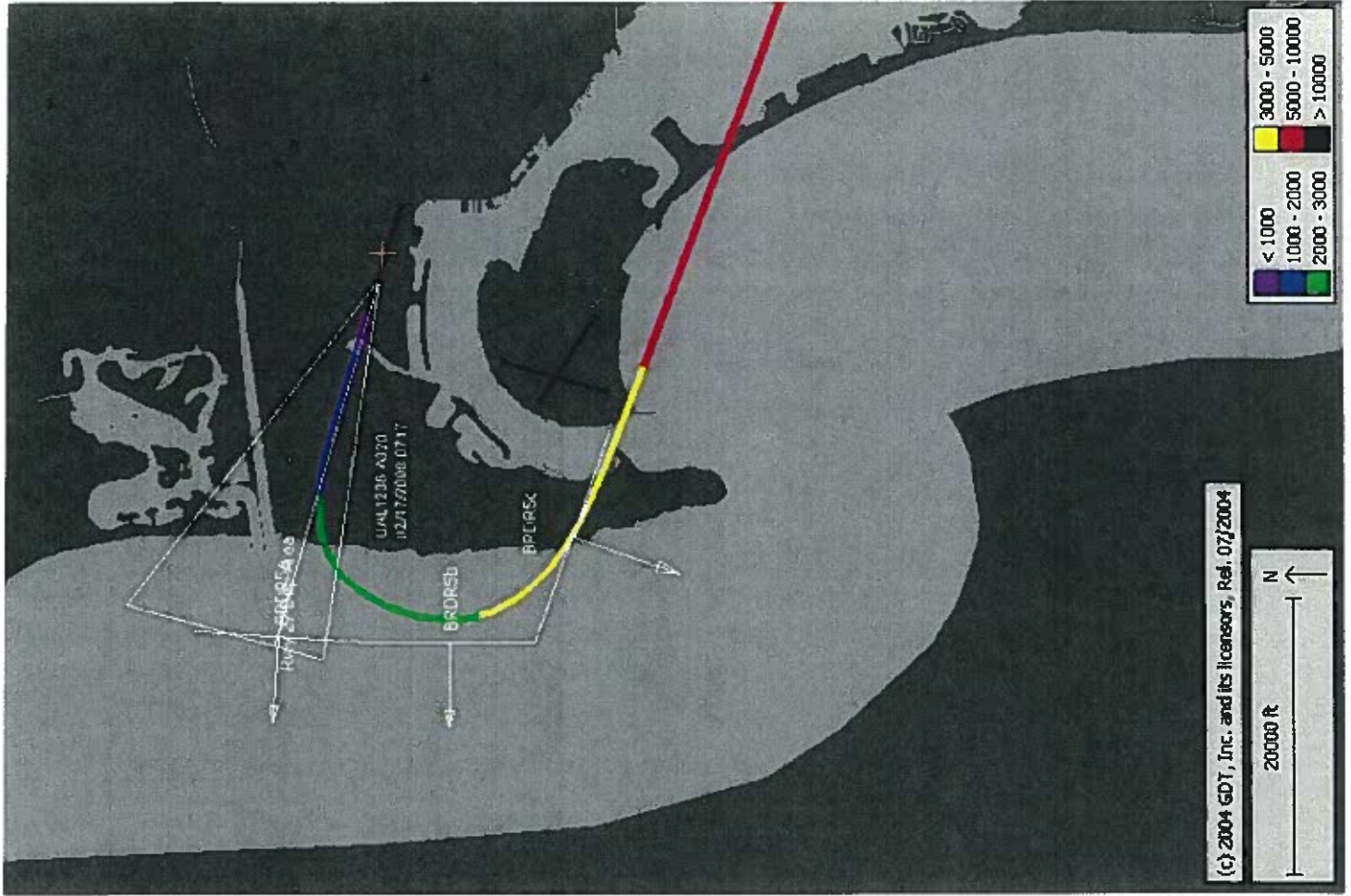


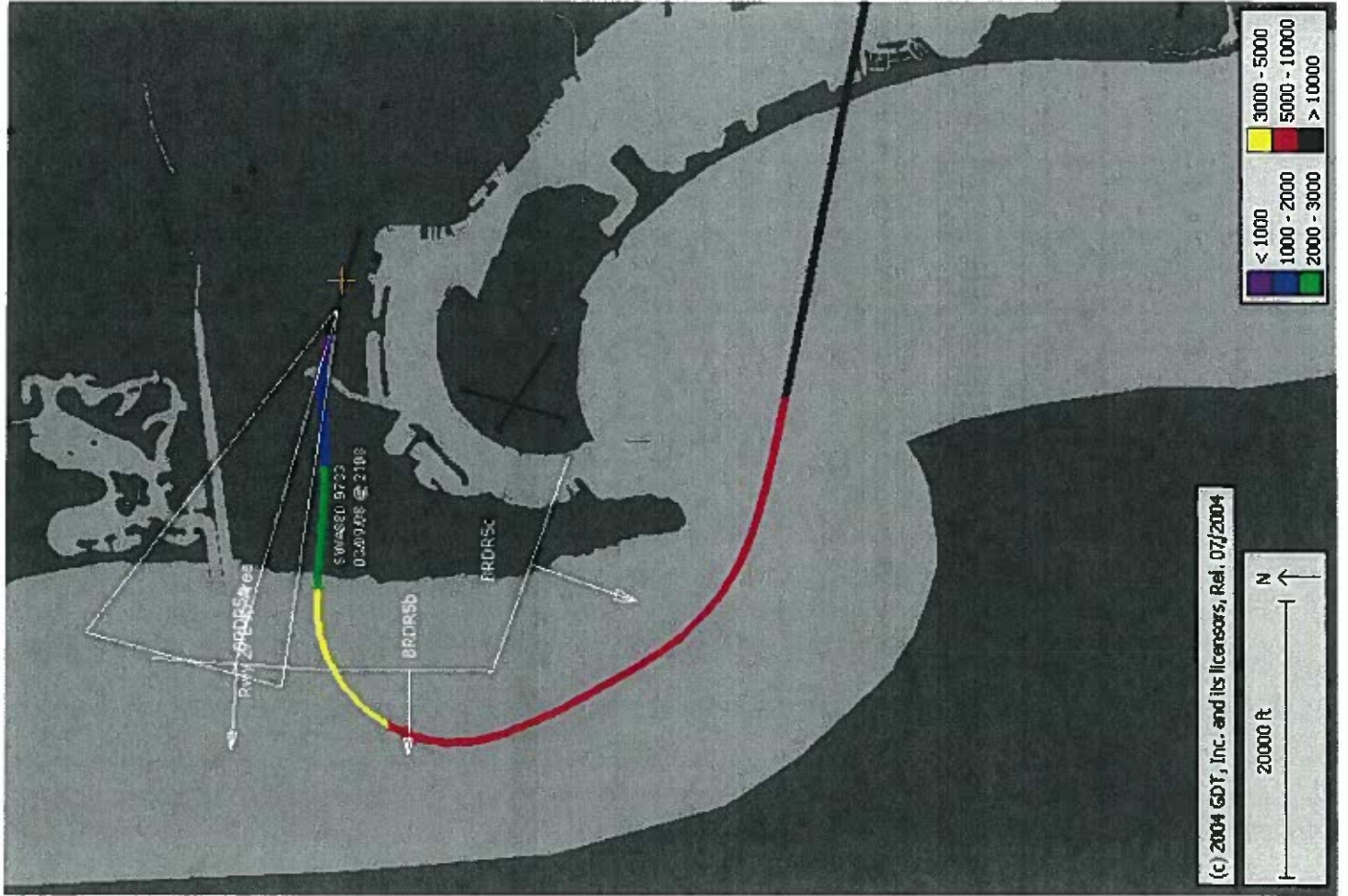


2010 Early Turns

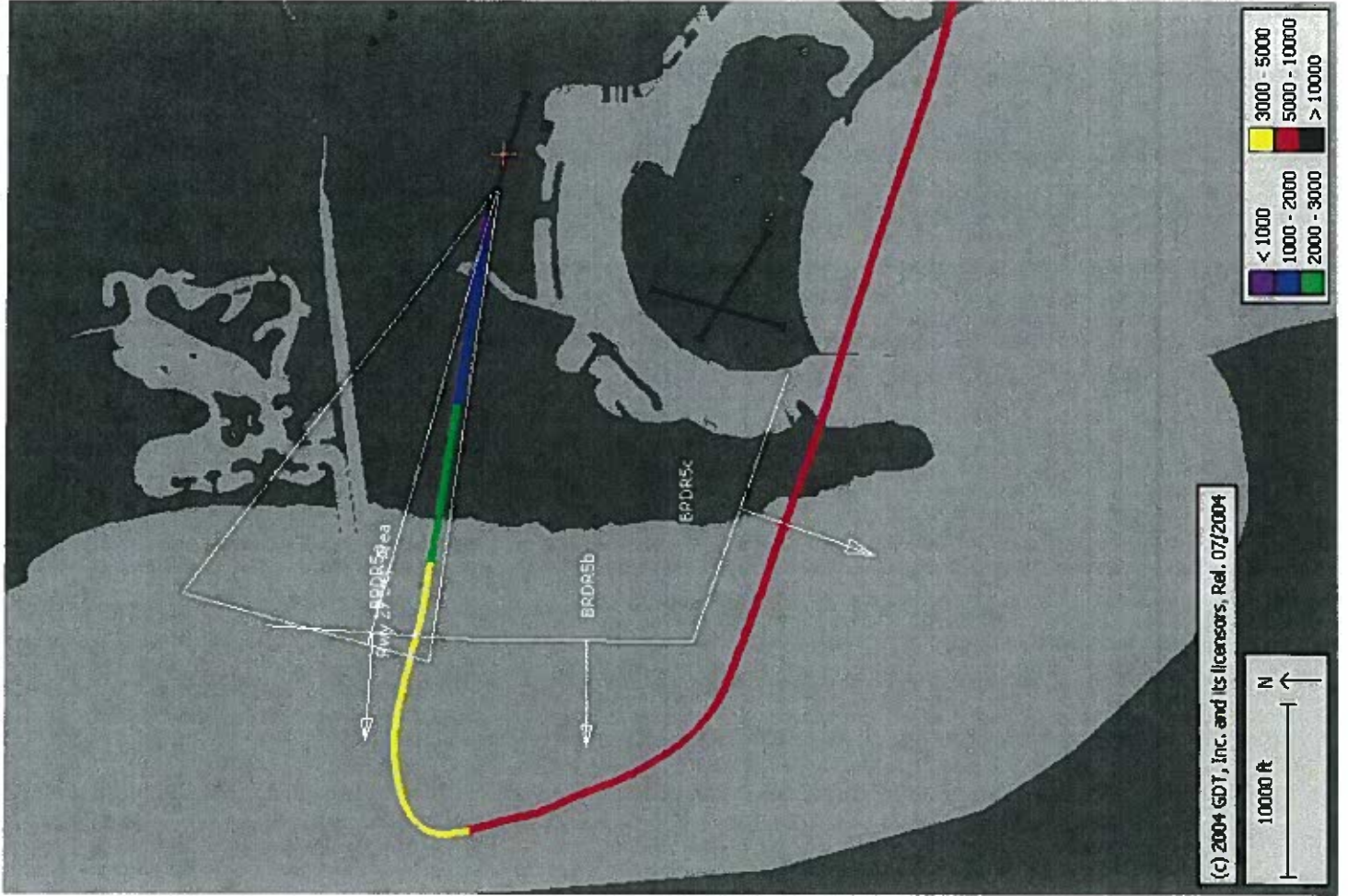
Total sent to FAA





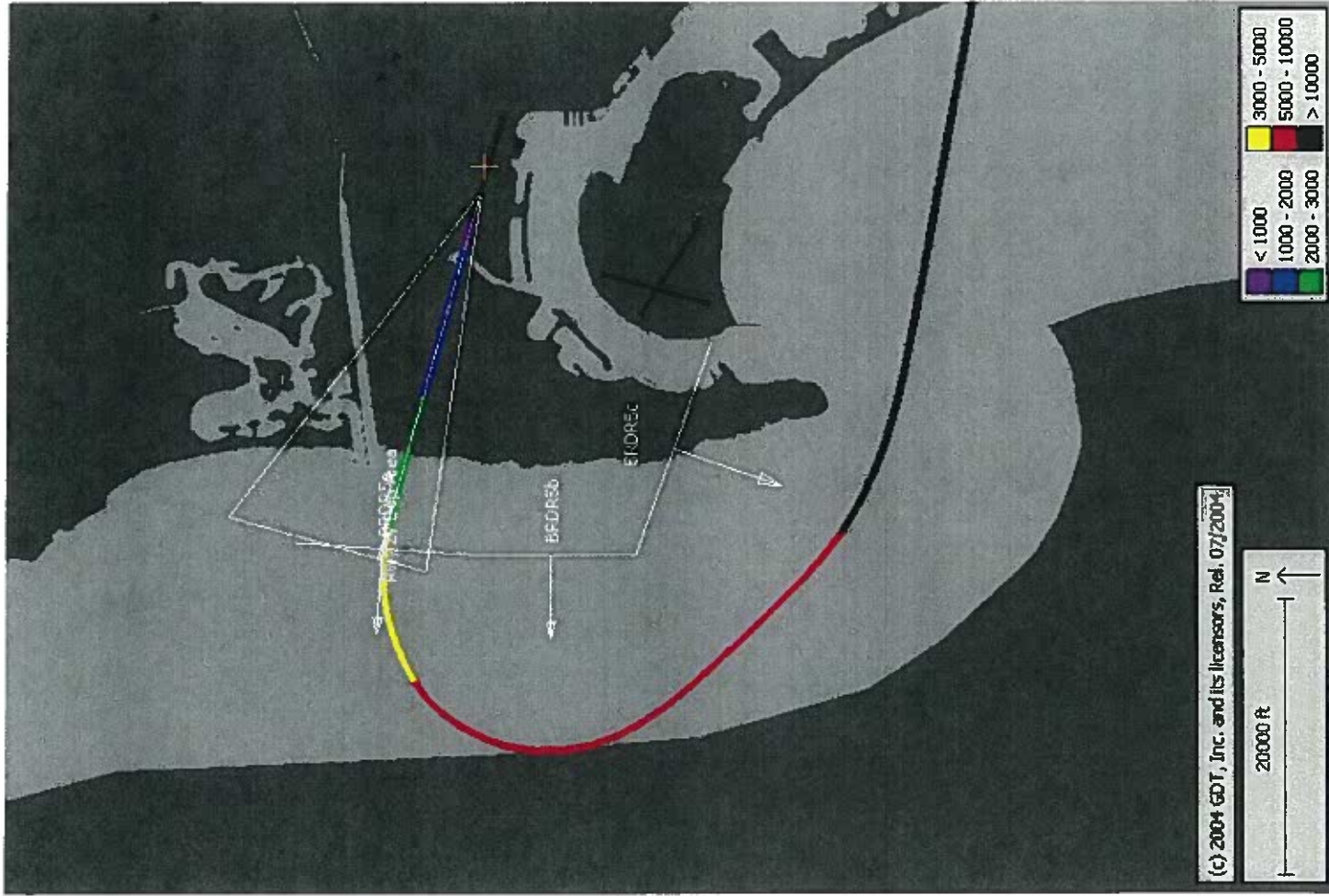






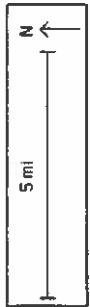
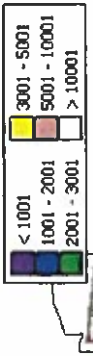
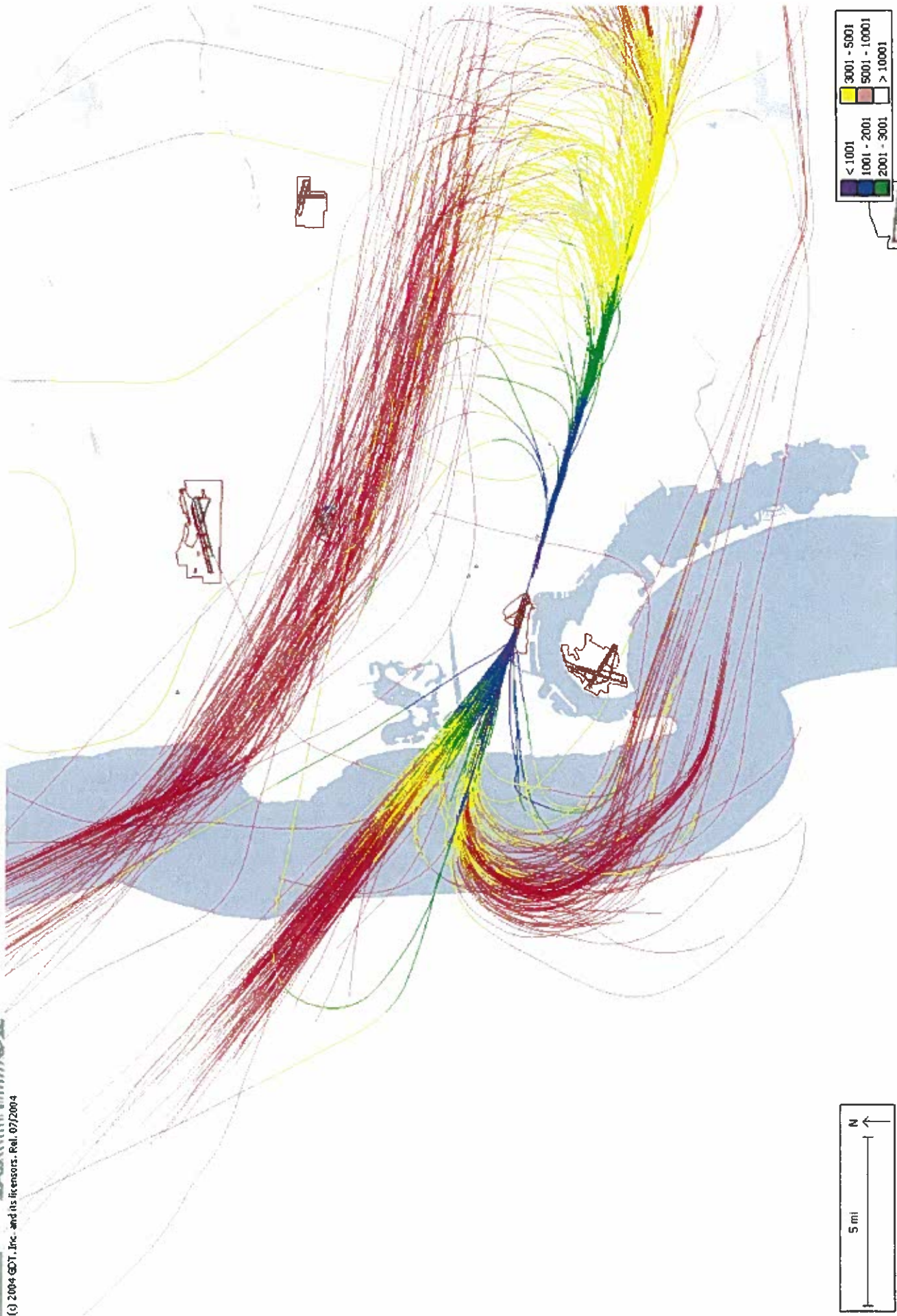
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Any Questions?



“Contra-Flow” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

July 21, 2010





Contra-Flow Definition

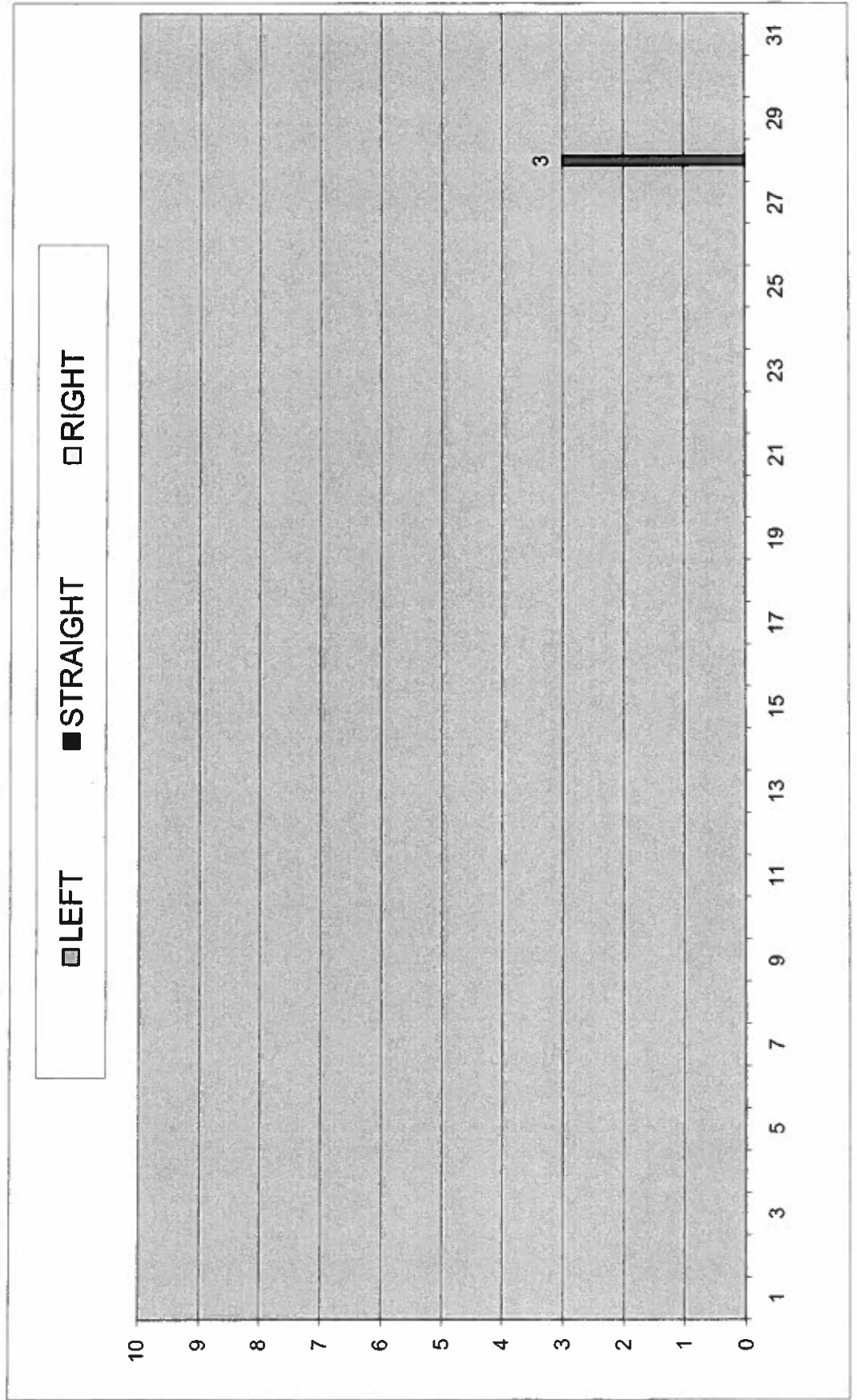
What are “Contra-Flow” air traffic operations?

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

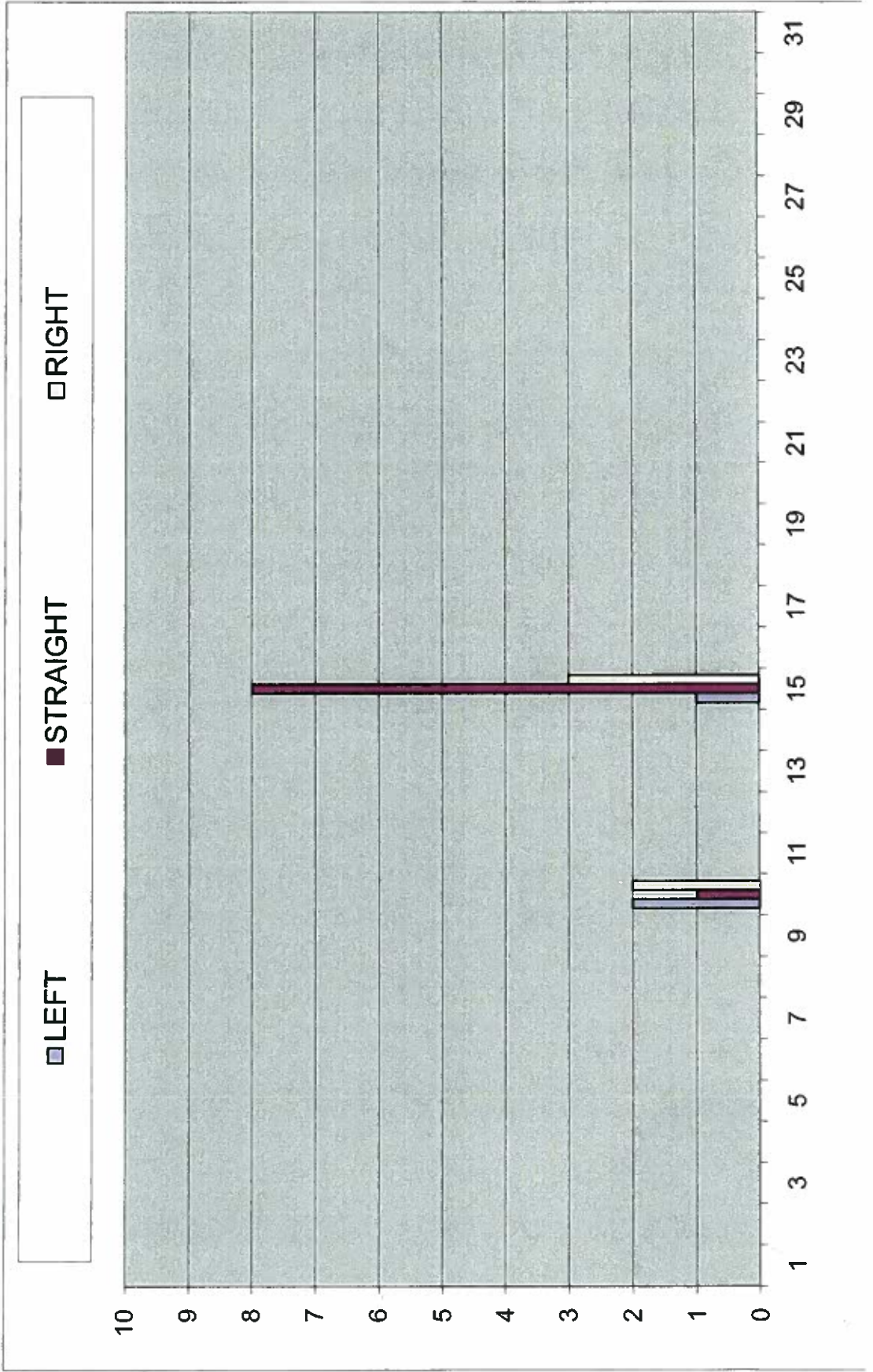


April 2010 Contra-Flow





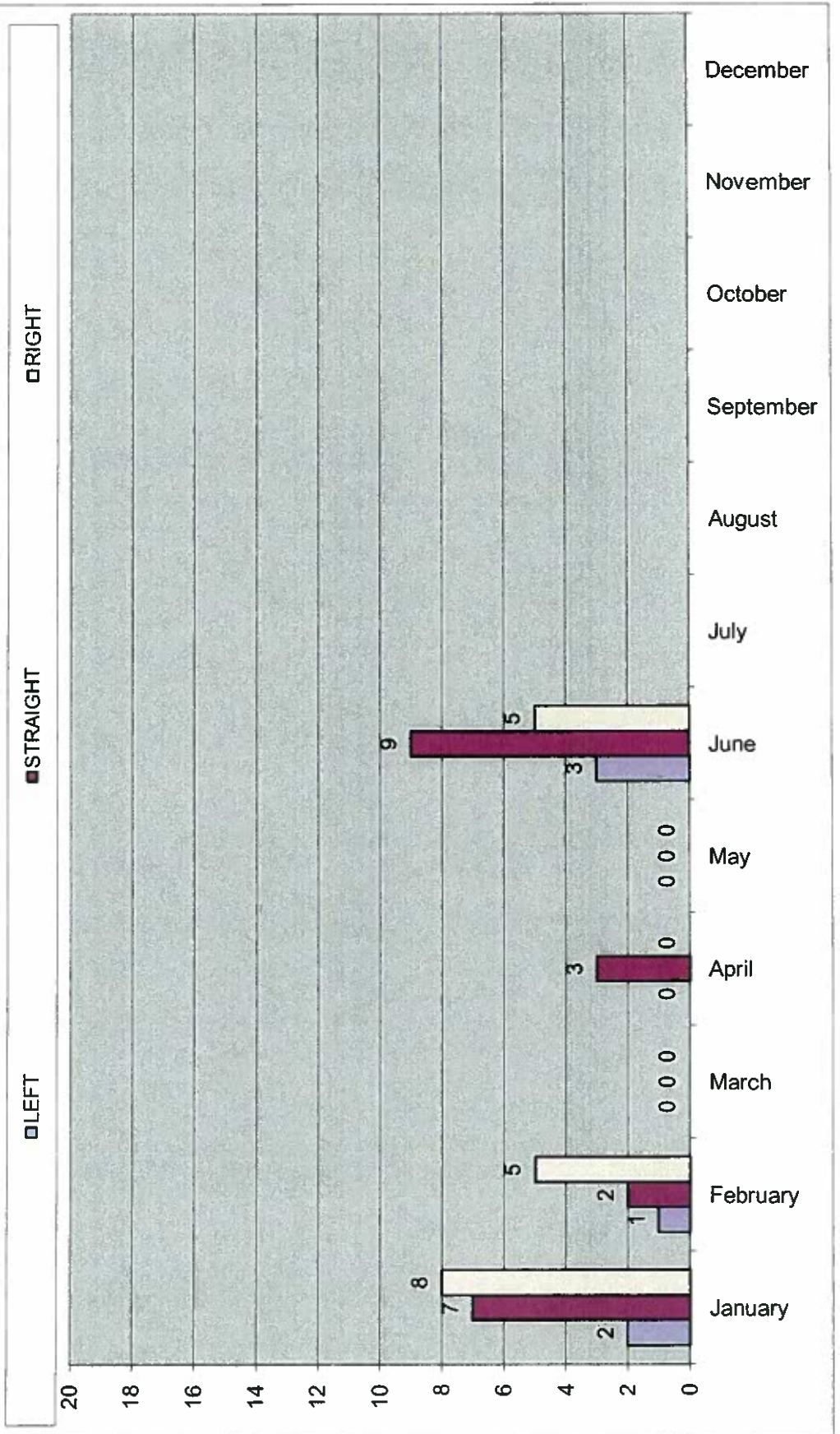
June 2010 Contra-Flow





2010 Contra-Flow Totals

CONTRA-FLOW BY MONTH 2010





Any Questions?