

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, October 20, 2010 4:00 p.m. - 5:30 p.m.

**San Diego International Airport
Noise Monitoring Room
Commuter Terminal, Third Floor
3225 N. Harbor Drive, San Diego, CA 92101**

1. Welcome and Introductions
 2. Approval of the July 21, 2010 meeting minutes
 3. Information Items:
 - A. Airport Authority Update
 - B. Curfew Violation Review Panel (CVRP) update
 - C. Noise Compatibility Program (FAR Part 150) 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. Missed Approach statistics
 - C. Complaint statistics
 - D. Early Turn and Contra-Flow Operations statistics
 6. Public Comment (Time Certain – 5:10 p.m.)
 7. New Business
 8. Next meeting date: Wednesday, January 19, 2010
 9. Adjourn
-



**SAN DIEGO
INTERNATIONAL
AIRPORT**

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

On July 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. 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 29th 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. 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, 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 2nd 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 30th. 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 2nd 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 2nd 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 a 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 10th - 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 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.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel) 
August 04, 2010
Record of Decision (ROD)**

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

Airline, pilot, or operator representatives present: John Oleynik (Delta Air Lines), Darwin Schussler (Sun Country Airlines), and Royal Marbut (Jet Blue Airways)

Members of the public present: None

N17773 (B72Q); May 06, 2010 (0050L)

Written information was provided; no representative was present.

Panel Recommendation

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

Sun Country Airlines Flight 8903 (B738); May 10, 2010 (2337L)

Written information was provided; a representative was present.

Panel Recommendation

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

N41EA (C525); May 26, 2010 (2330L)

No information was provided; no representative was present.

Panel Recommendation

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

Sun Country Airlines Flight 8700 (B738); June 11, 2010 (0314L)

Written 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 1468; June 24, 2010 (2341L)

No written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$30,000.

Jet Blue Airlines Flight 186; June 24, 2010 (2354L)

No written information was provided; a representative was present.

Panel Recommendation

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

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
October 6, 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, Airport Noise Mitigation (Facilitator) and Garret Hollarn and Nate Cobb

Airline, pilot, or operator representatives present: Brian M. Towle (Jet Blue Airways)

Members of the public present: None

N610TX (CL50); July 4, 2010 (2351L)

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 1792 (B752); July 12, 2010 (0041L)

Written information was provided; no representative was present.

Panel Recommendation

The Panel voted unanimously to not assess a penalty due to a medical emergency.

XC-LKS (GLF2); July 16, 2010 (2246L)

Written information was provided; no representative was present.

Panel Recommendation

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

Sky West Airlines Flight 6341 (CRJ2); July 22, 2010 (0003L)

Written information was provided; no representative was present.

Panel Recommendation

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

jetBlue Airlines Flight 412; August 2, 2010 (2334L)

No written information was provided; a representative was present.

Panel Recommendation

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

Jet Blue Airlines Flight 186; August 11, 2010 (0008L)

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.	\$2,000
Sun Country (Charter)	May 10/11:37 p.m.	\$2,000
N41EA (G/A)	May 26/11:31 p.m.	\$2,000
Sun Country (Charter)	Jun 11/3:14 a.m.	\$6,000
Delta 1468	Jun 24/11:41 p.m.	\$30,000
JetBlue 186	Jun 24/11:54 p.m.	\$2,000
N601TX (G/A)	Jul 4/11:53 p.m.	\$2,000
Delta 1792	Jul 12/12:31 a.m.	NP (O)
XC-LKS (G/A) Stage 2	Jul 16/10:46 P.m.	\$2,000
Sky West 6341	Jul 22/12:04 a.m.	\$2,000
JBU 412	Aug 2/11:33 p.m.	NP (M)
JBU 186	Aug 11/12:06 a.m.	NP (M)

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	6	JUL - DEC
(Jul–Dec)	5						
Total/ (Penalized)	41 (29 fined)	27 (16 fined)	35 (19 fined)	29 (19 fined)	13 (9 fined)	19 (15 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



Complaints Statistical Update

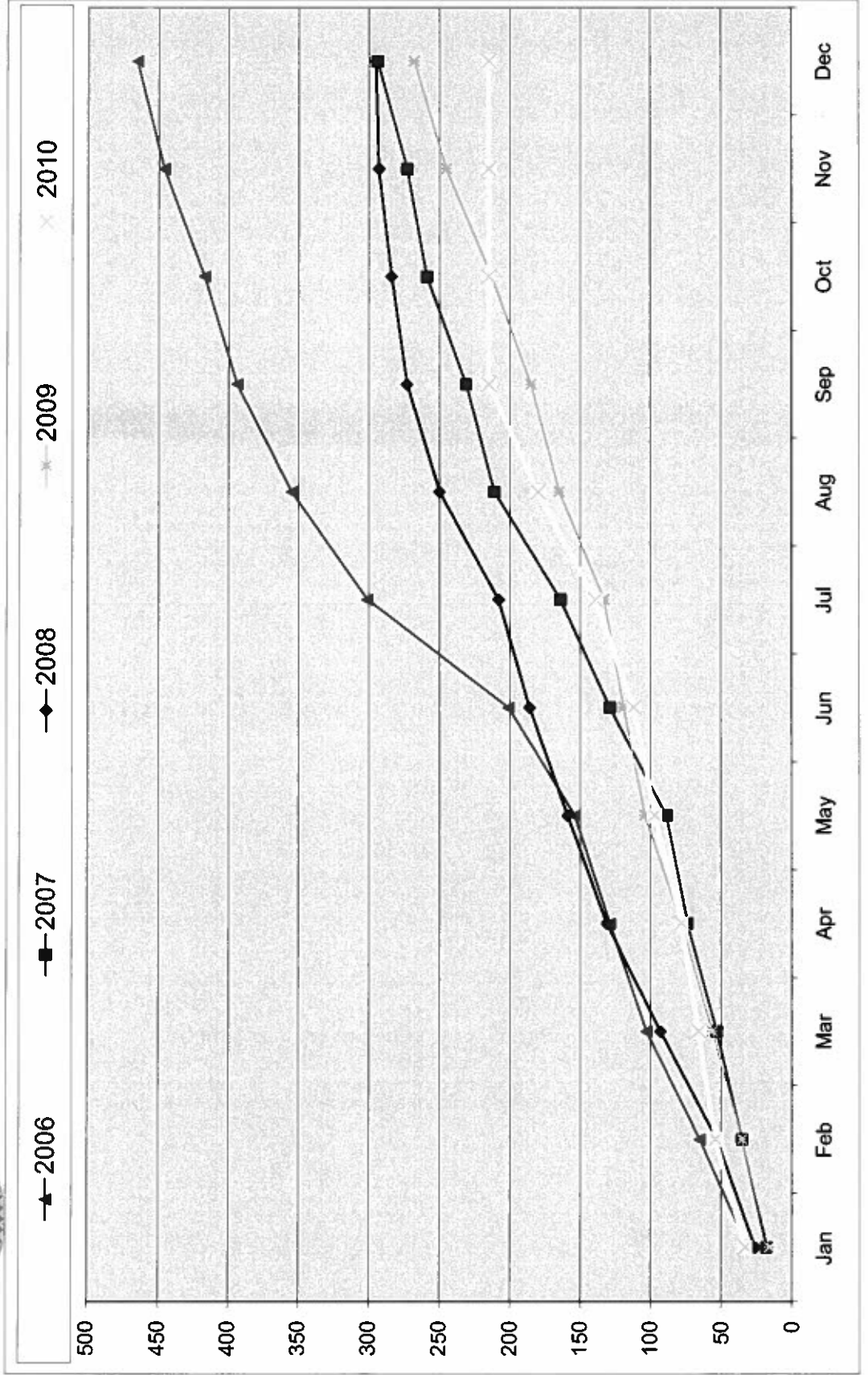
Airport Noise Advisory Committee
San Diego International Airport

October 20, 2010





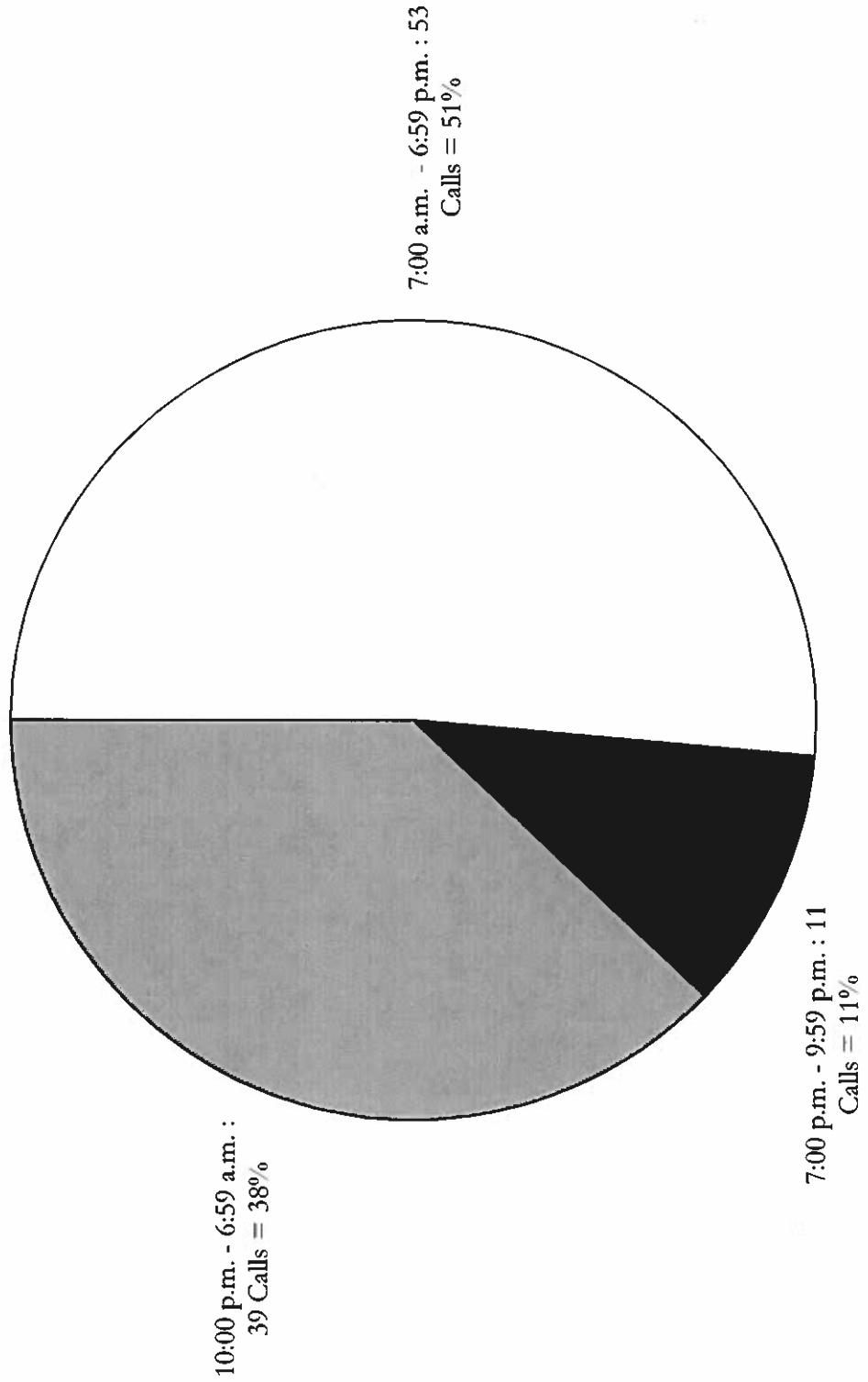
Complaint History - 2005-2010





2010 Complaints Statistics

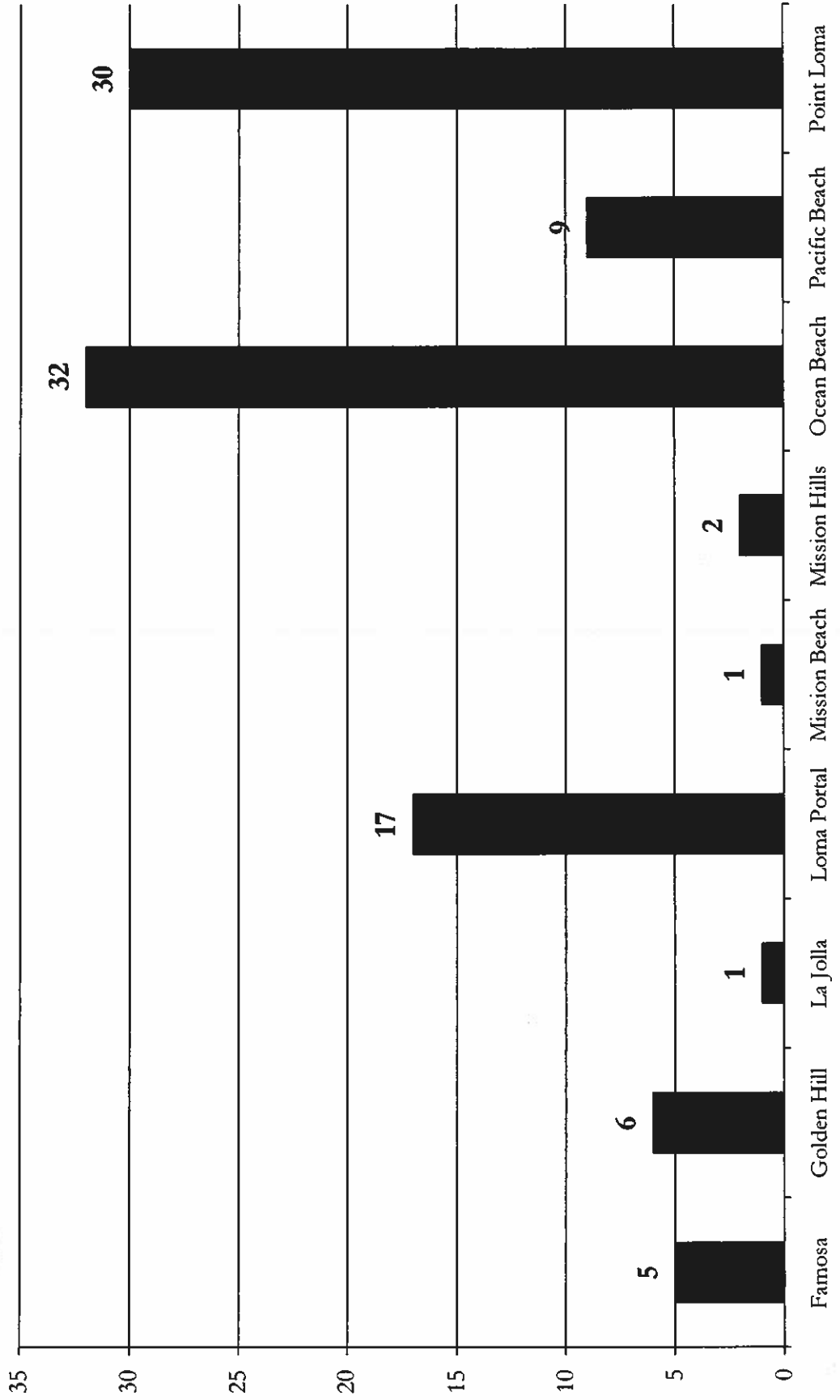
July to September, Complaints by Time of Day, 103 Total





2010 Complaints Statistics

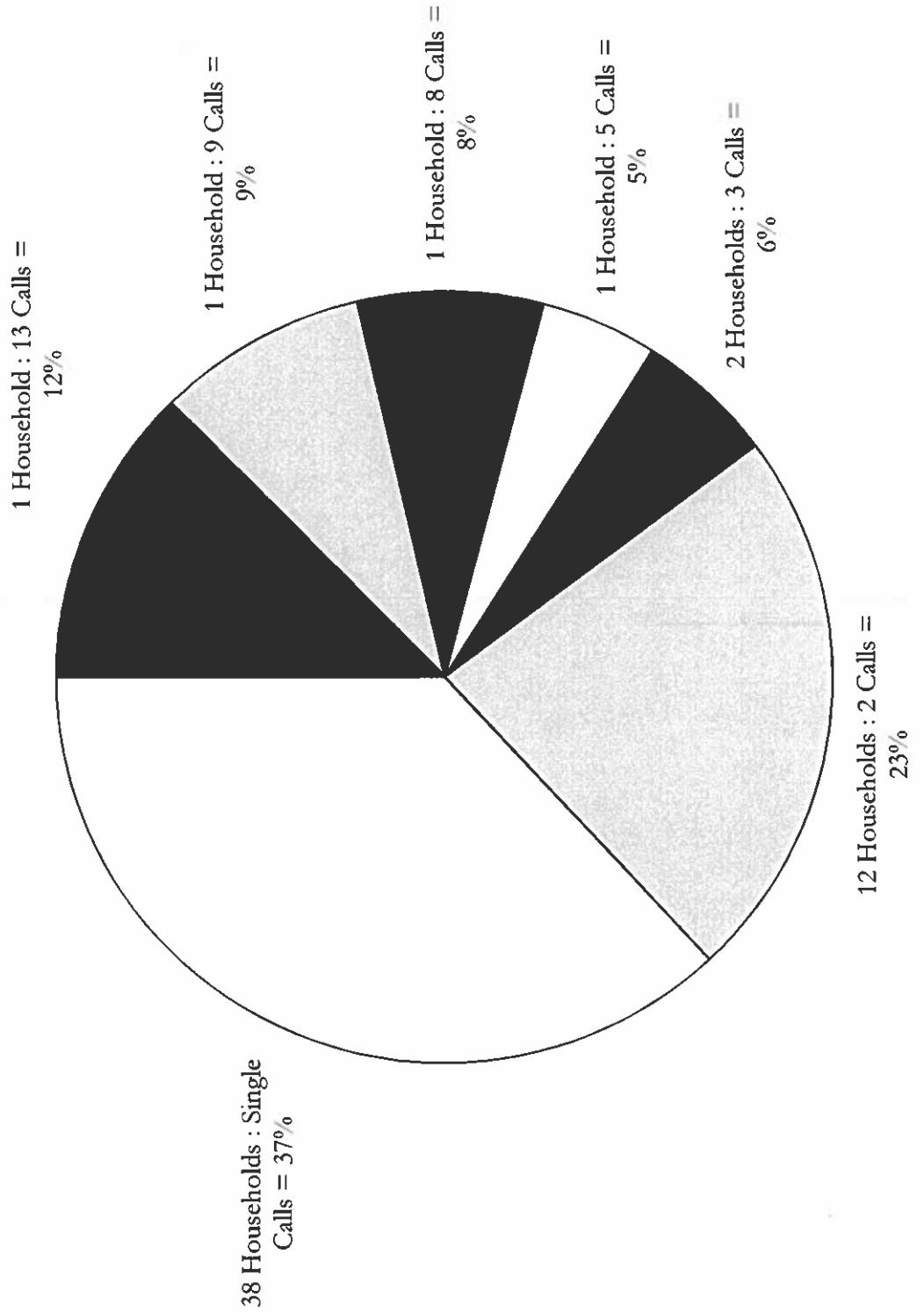
July to September, Complaints by Neighborhood, 103 Total





2010 Complaints Statistics

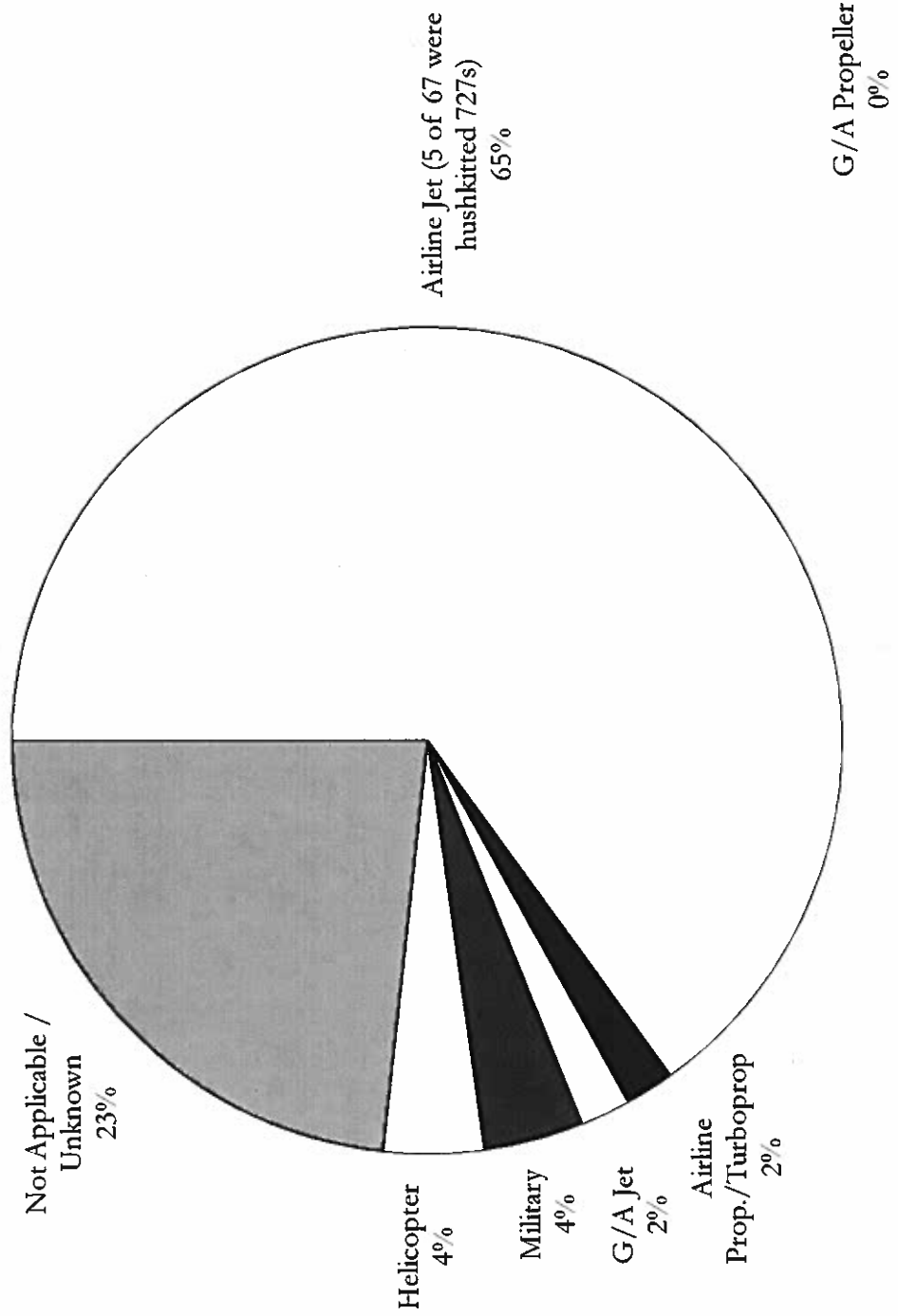
July to September, Complaints by Household, 103 Total





2010 Complaints Statistics

July to September, Complaints by A/C Type, 103 Total



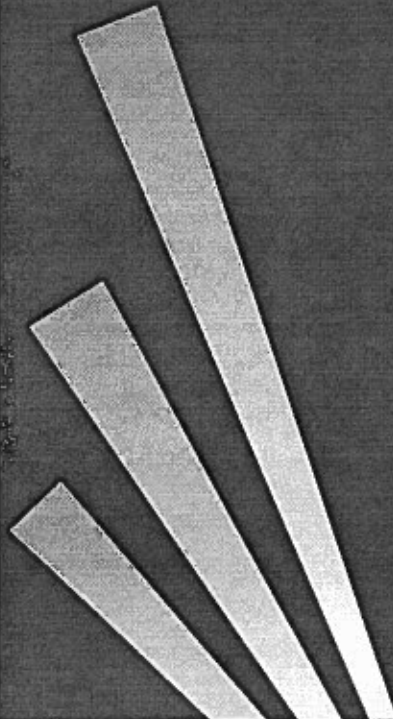
Any Questions?



Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

October 20, 2010





Missed Approach Definition

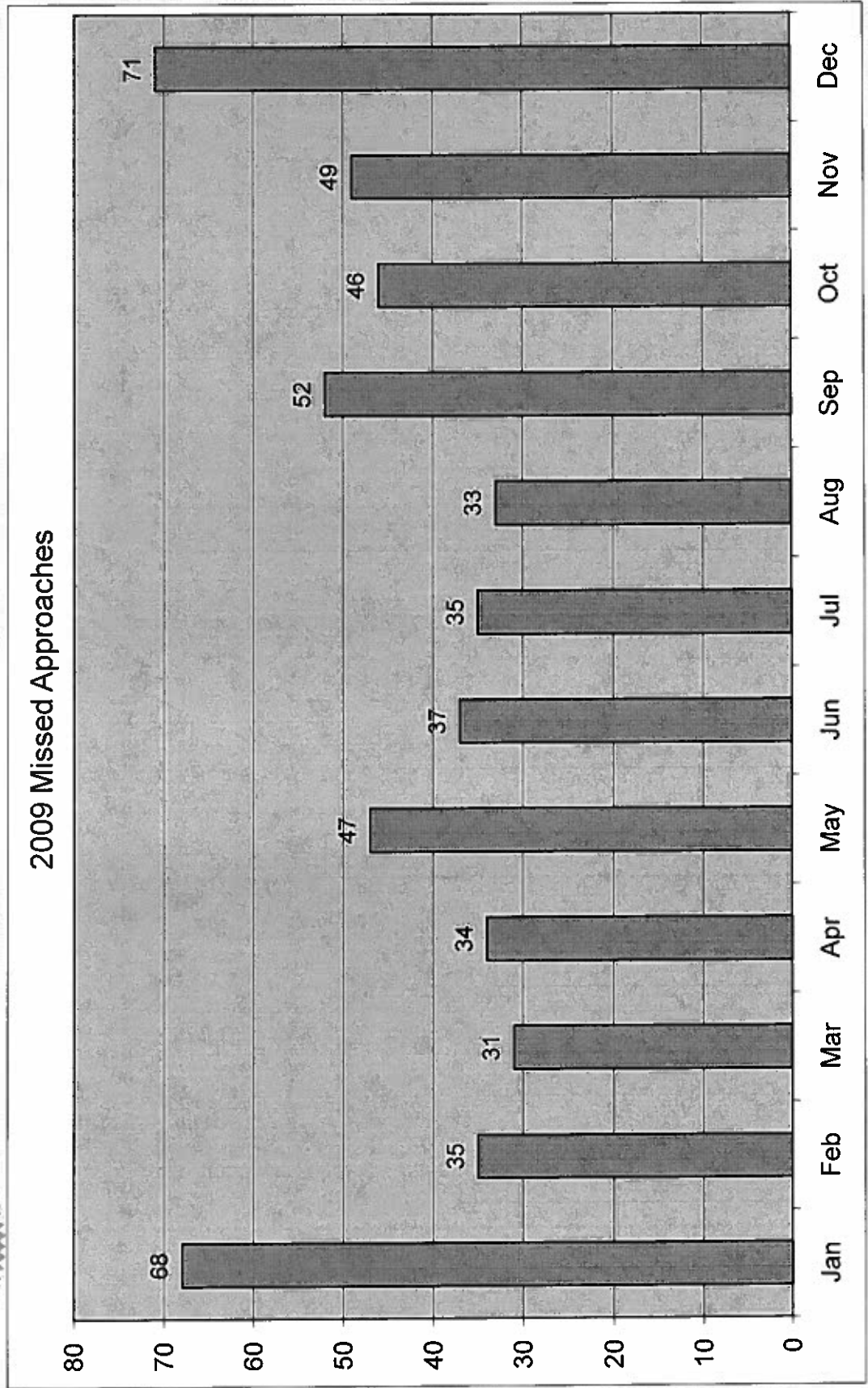
*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

- A departing aircraft is exiting the airspace/runway slower than an arriving aircraft is entering the airspace/runway. In an effort to ensure safe separation of each aircraft, a missed approach is executed.
- A change in weather conditions has reduced minimums to the point that the pilot must terminate the descent and executes a missed approach.
- A pilot is approaching the field at a speed or altitude that would not permit the aircraft to touch down at a reasonable distance past the displaced threshold (landing line) and still have enough runway remaining for braking and/or reverse thrust.
- Operations have been halted because foreign object debris (FOD) has been spotted on the runway and must be removed prior to resuming operations.
- Slow flow of departures and/or arrivals.



2009 Missed Approaches

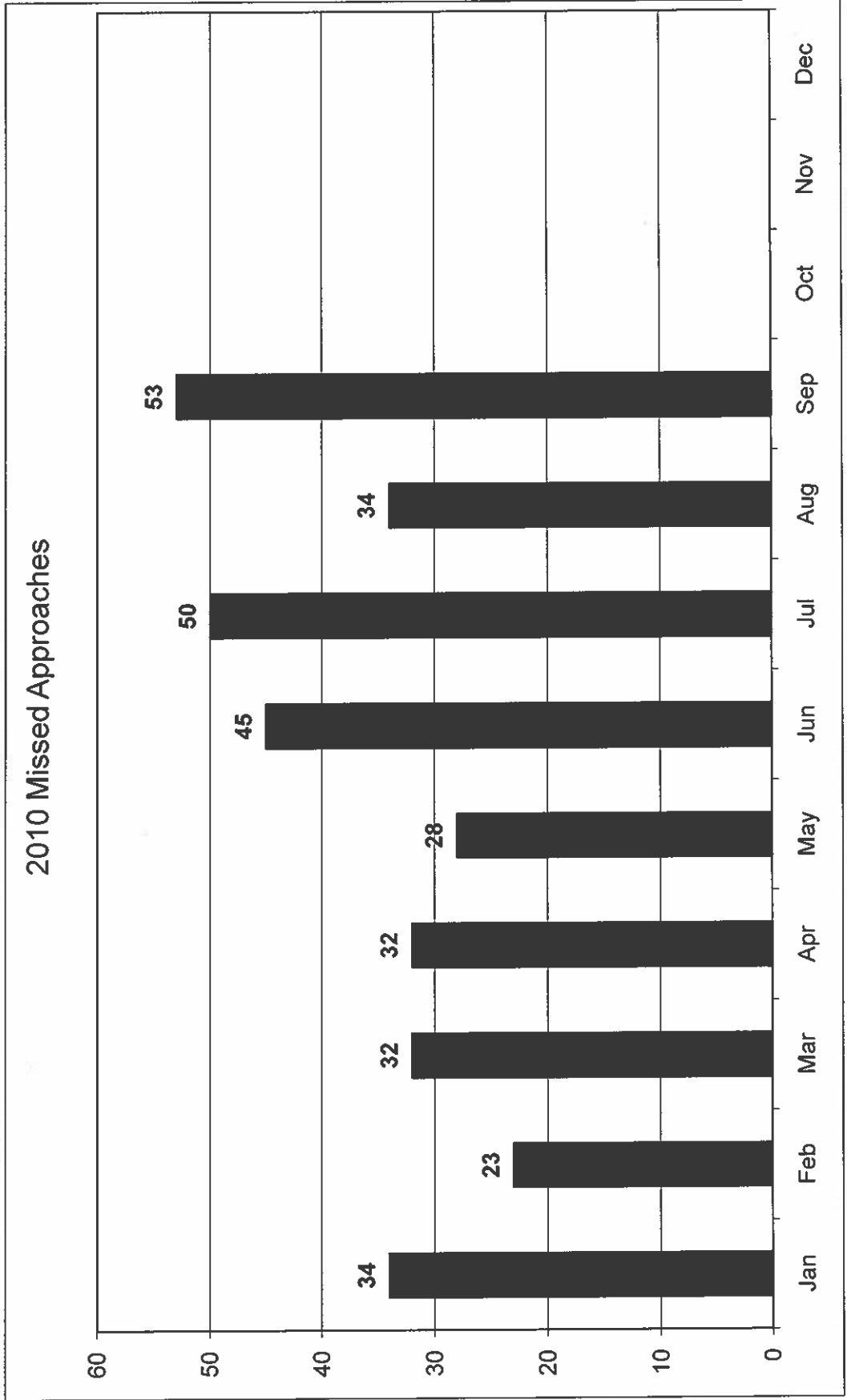
538 Total





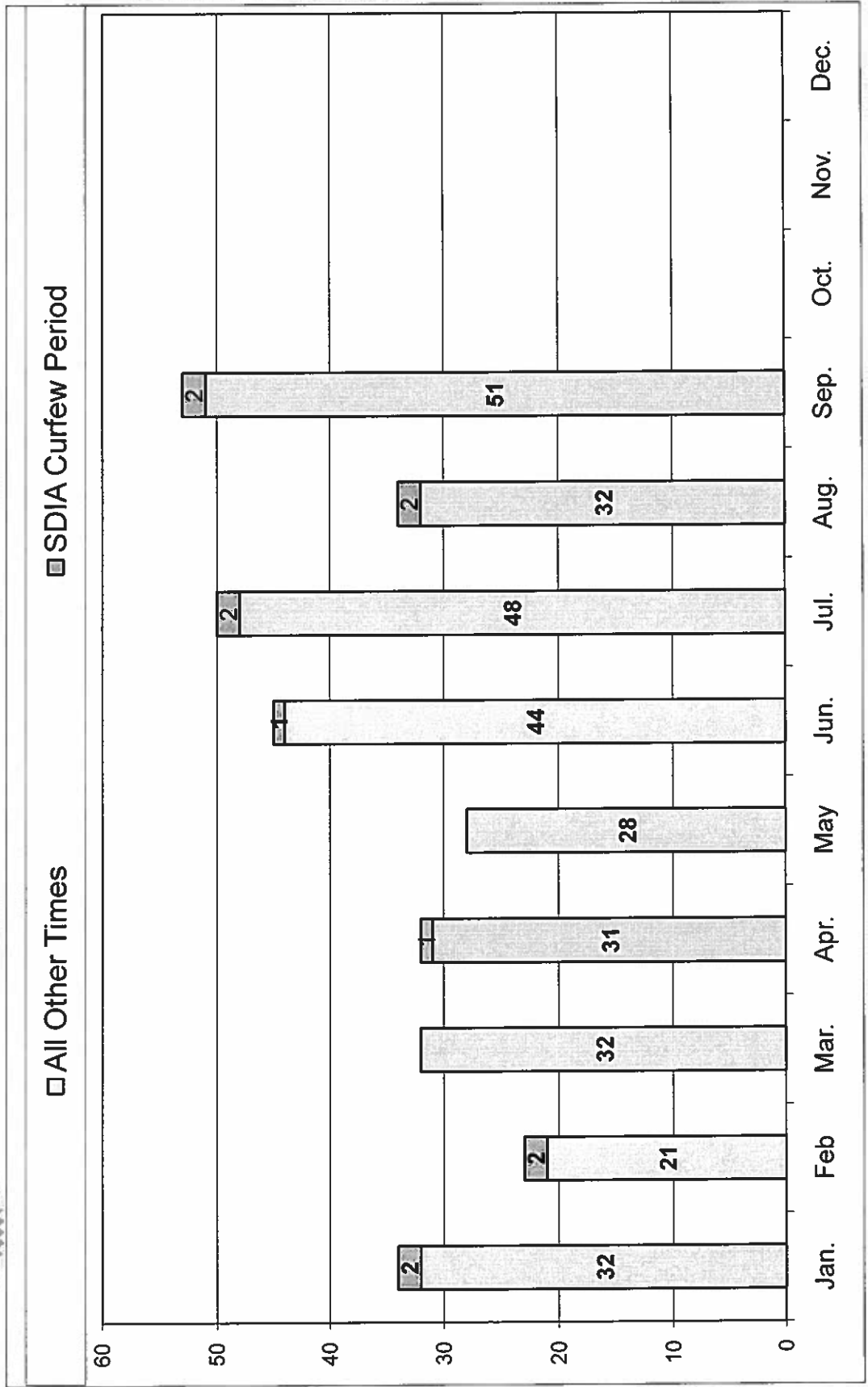
2010 Missed Approaches

331 Total Year To Date



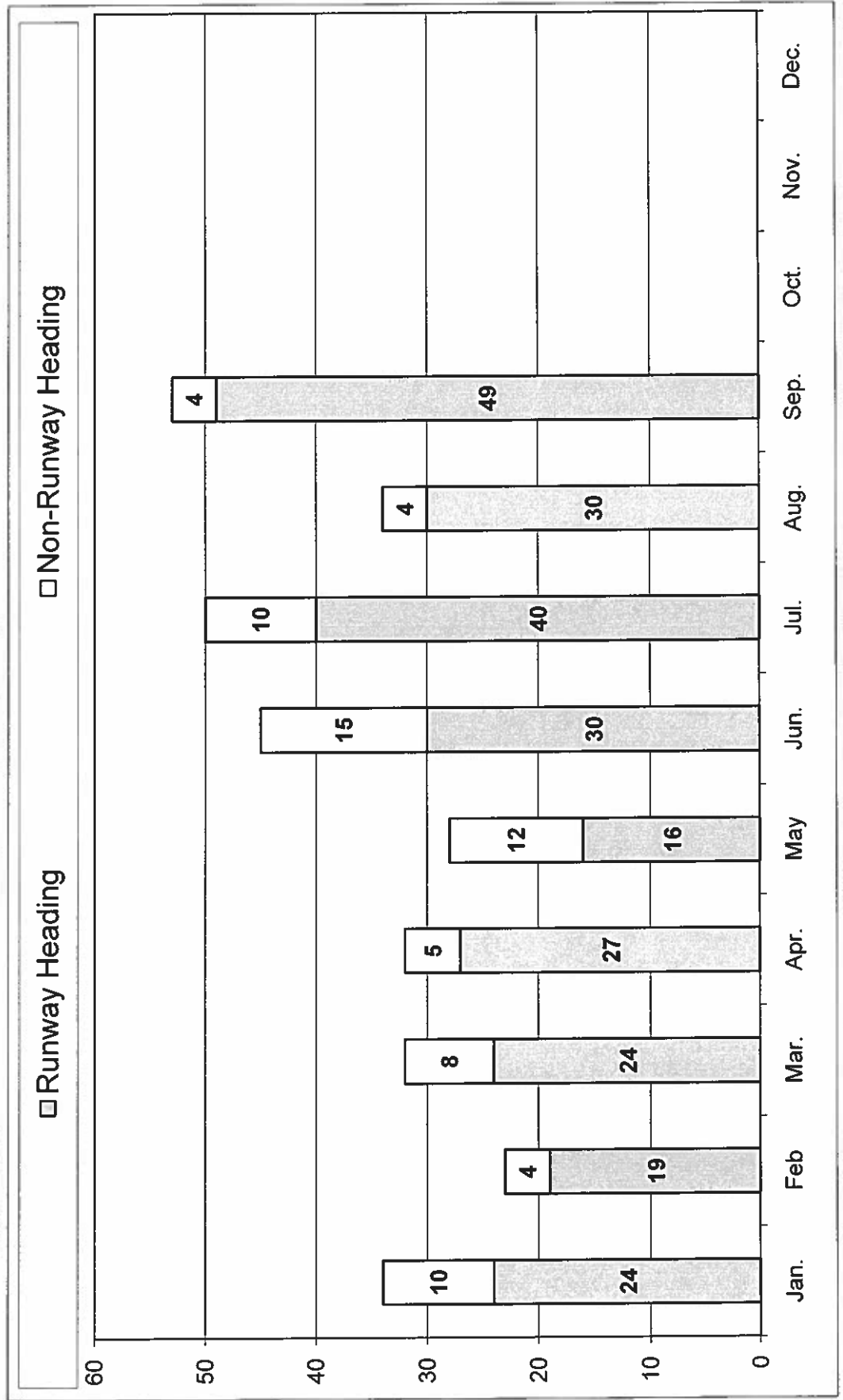


Curfew Period vs. All Other Times



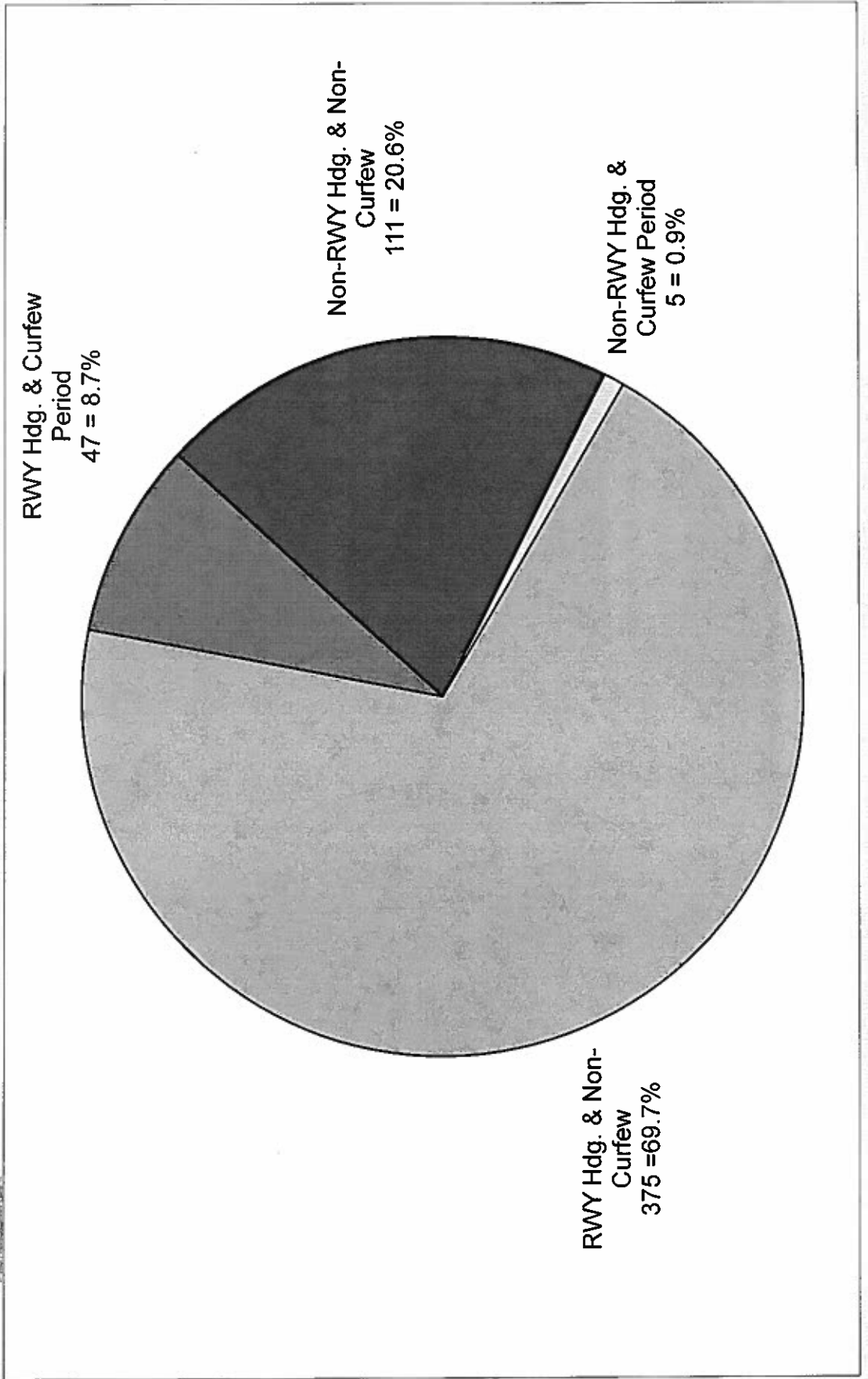


Runway Hdg. Vs. Non-Runway Hdg.



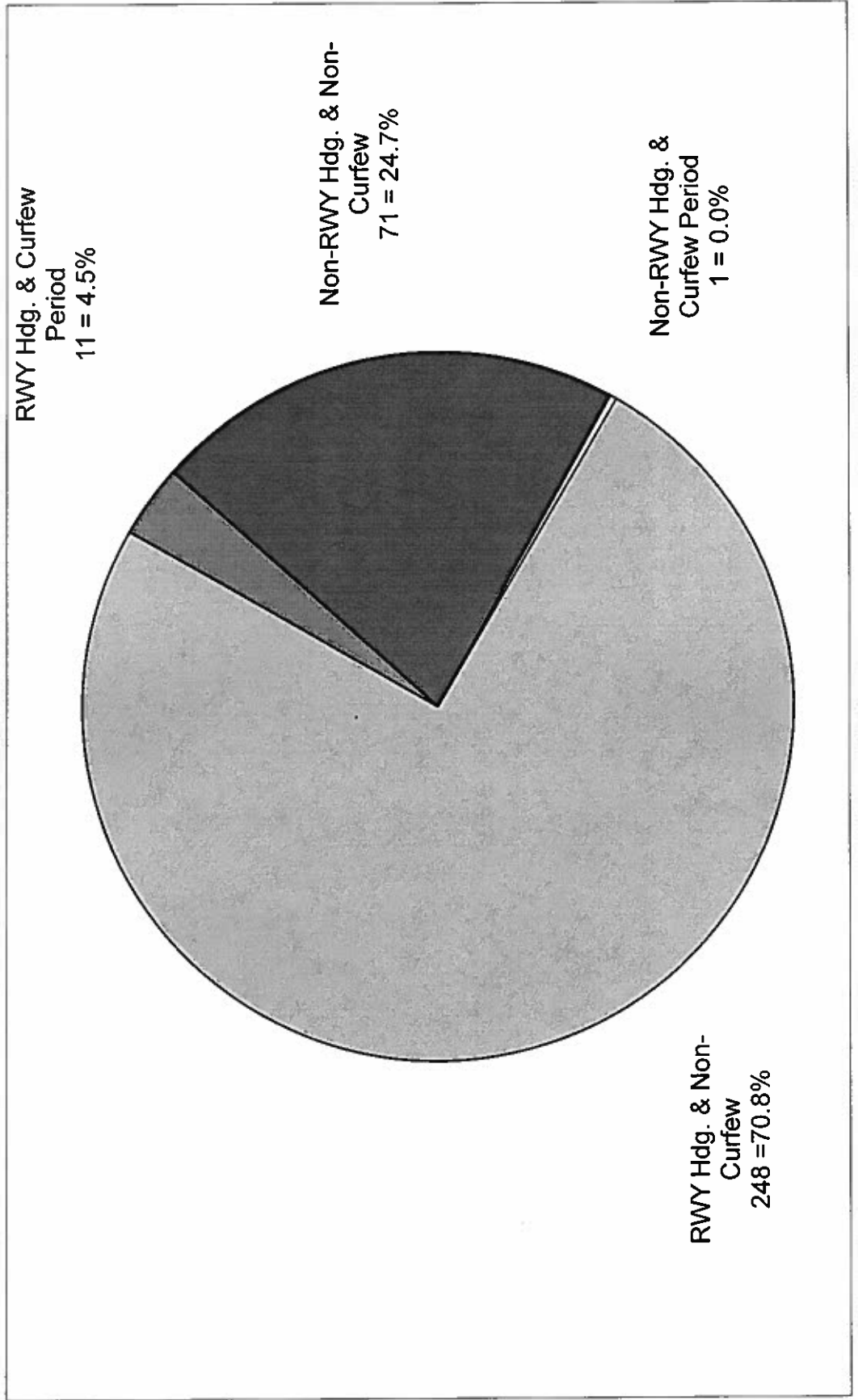


2009 Missed Approaches - Percentage



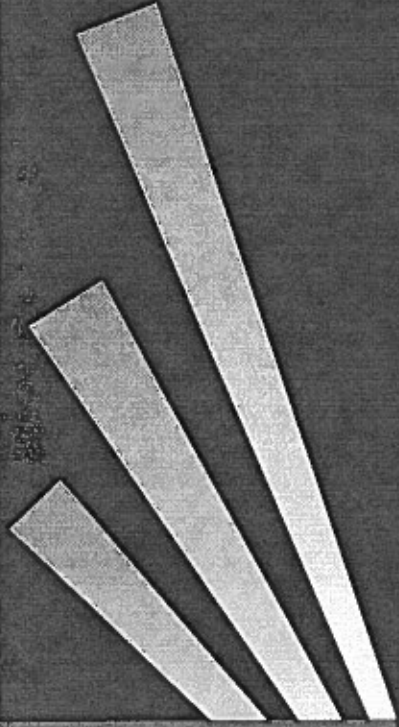


2010 Missed Approaches – Percentage to Date





Any Questions?



“Early Turn” Statistical Update



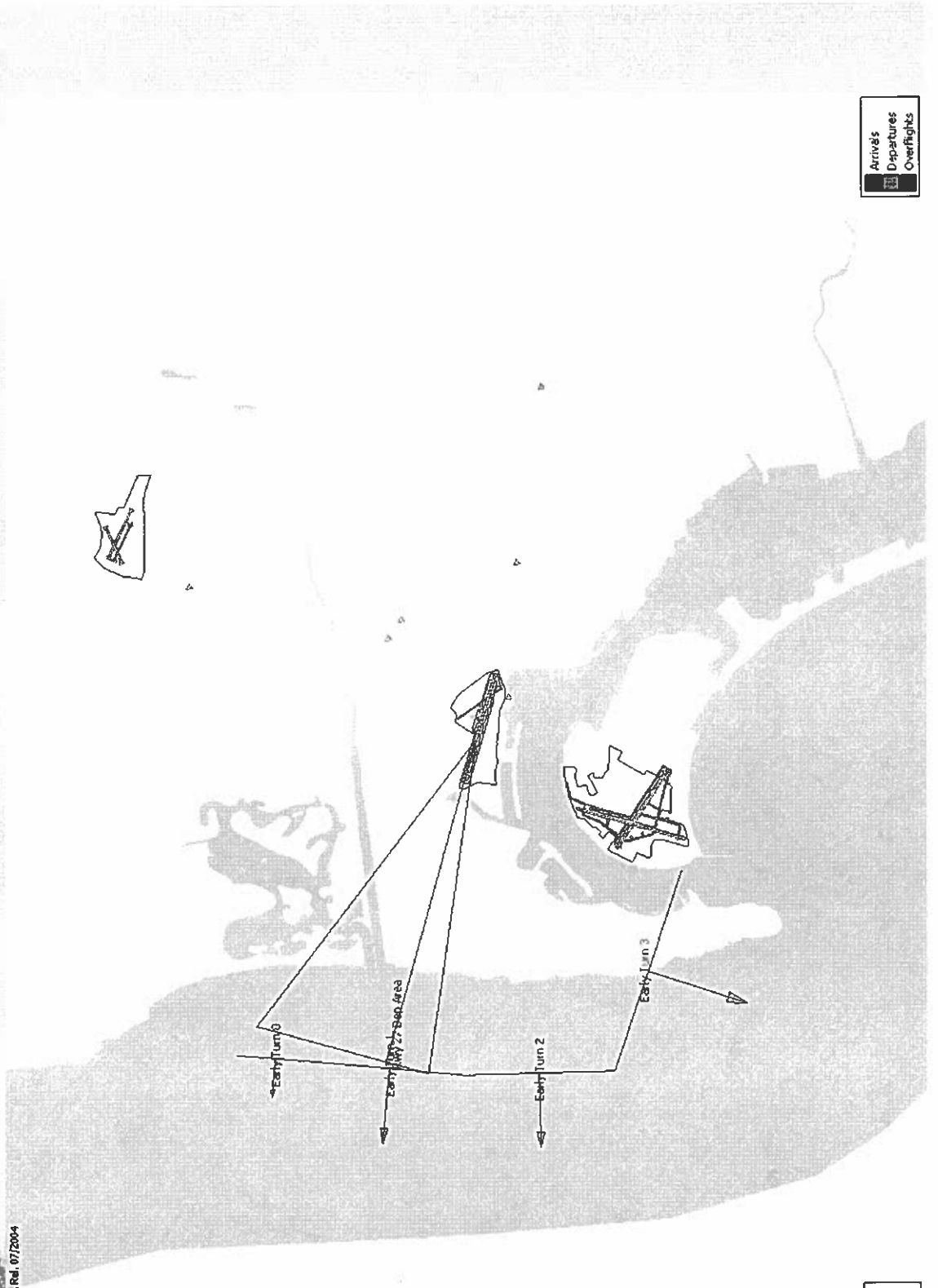
Airport Noise Advisory Committee
San Diego International Airport

October 20, 2010

Boundary Definition



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Arrivals
Departures
Overflights

10000 ft
N



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

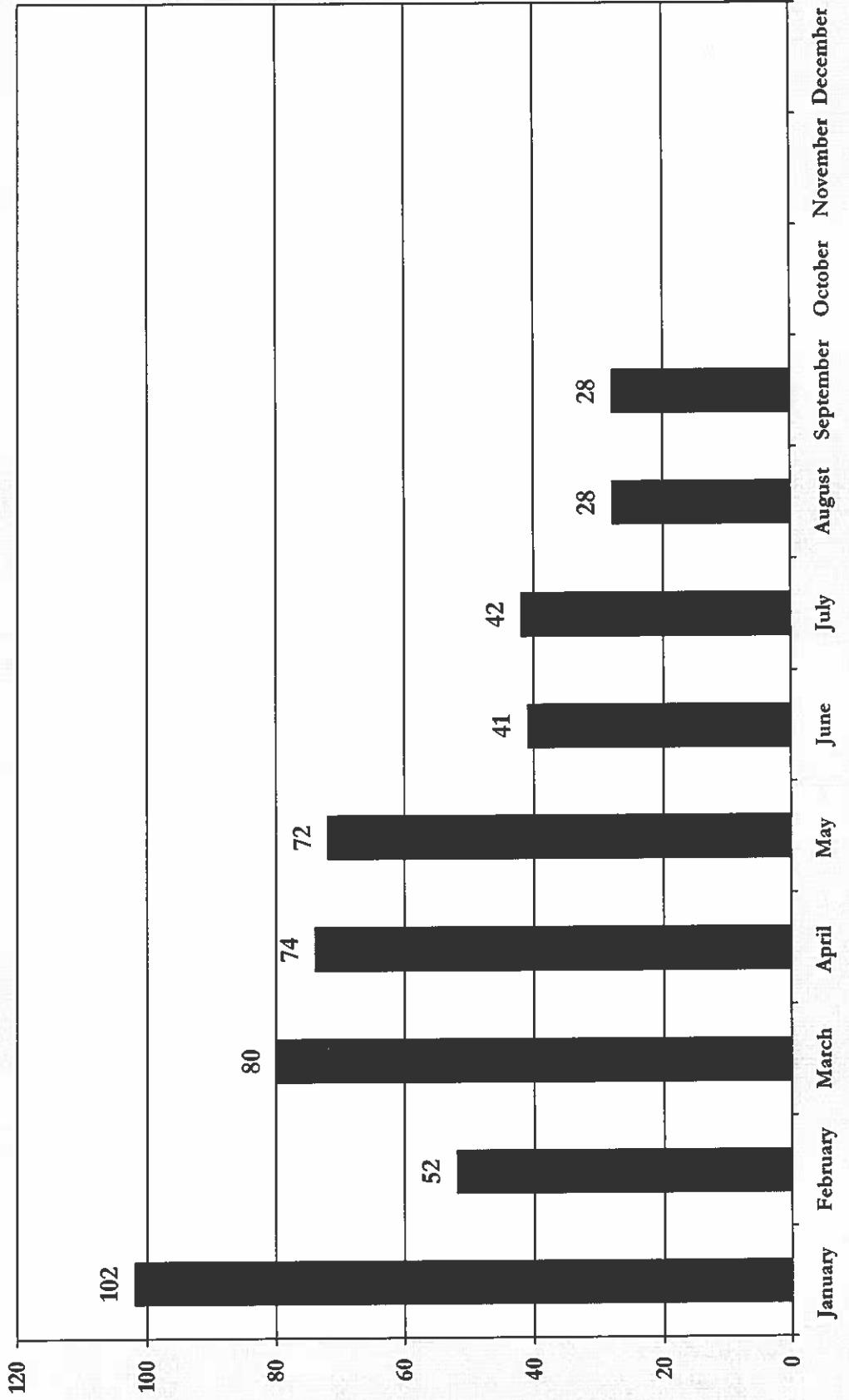
http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf

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

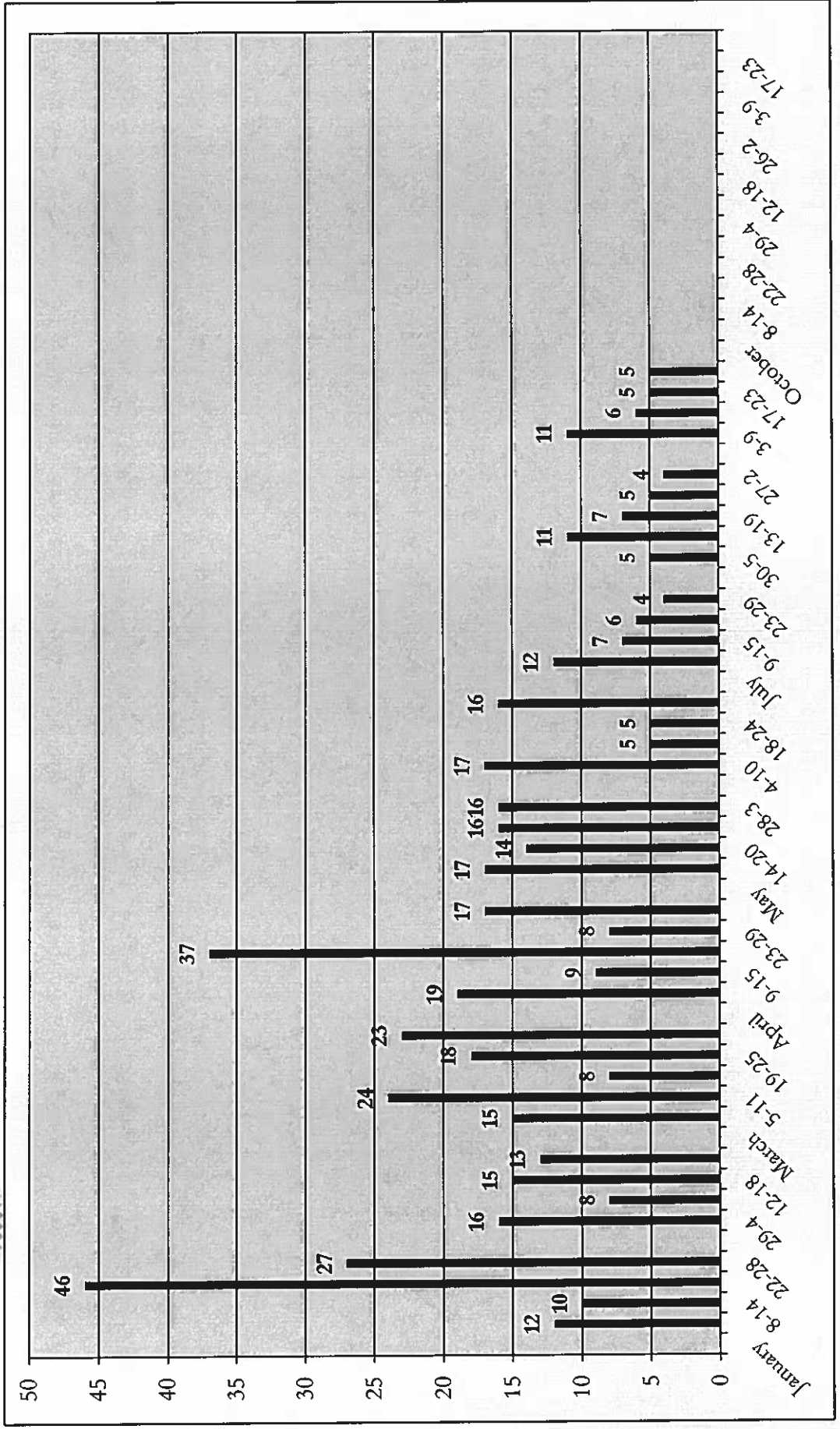
Total sent to FAA
(Total for 2010 = 519)

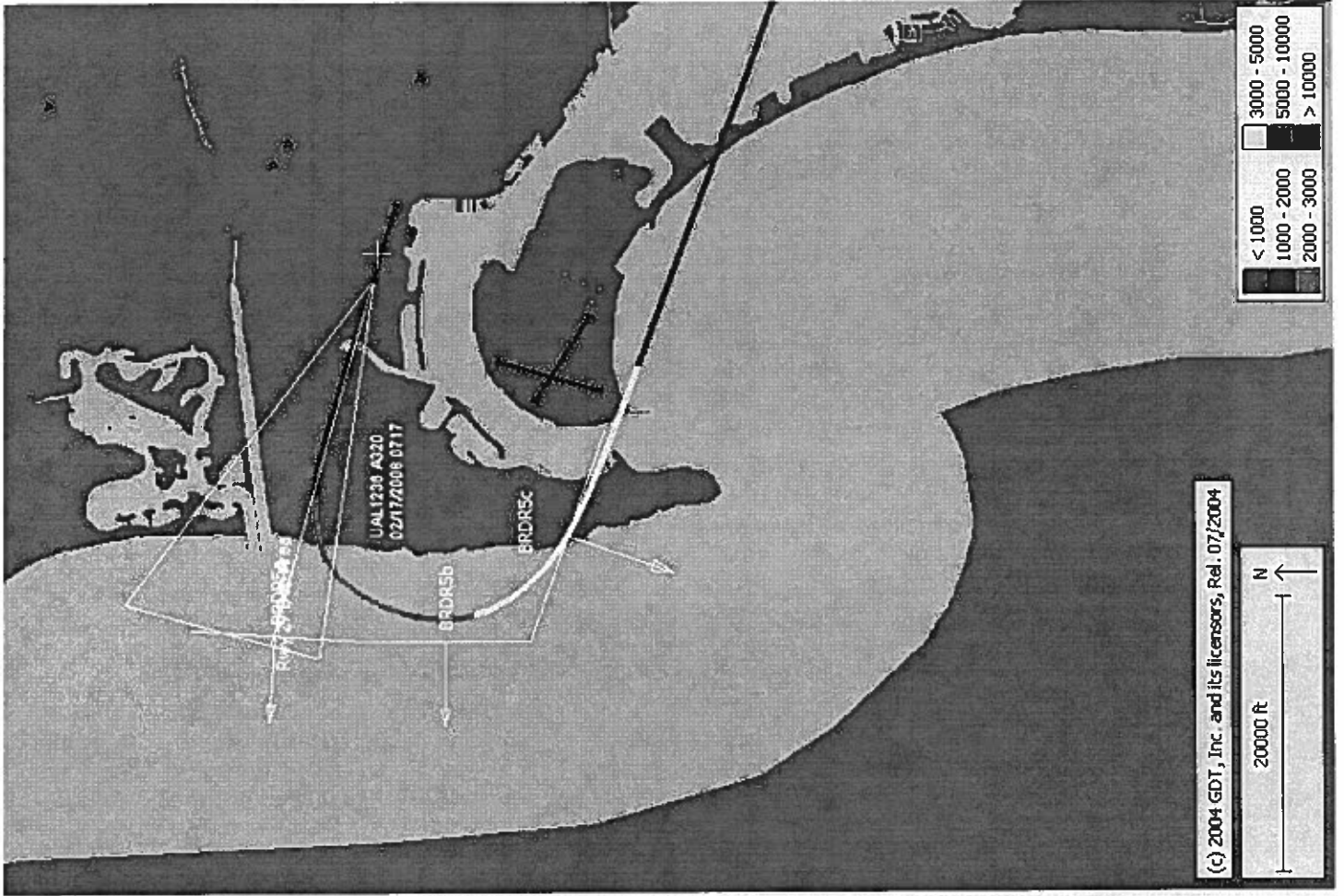


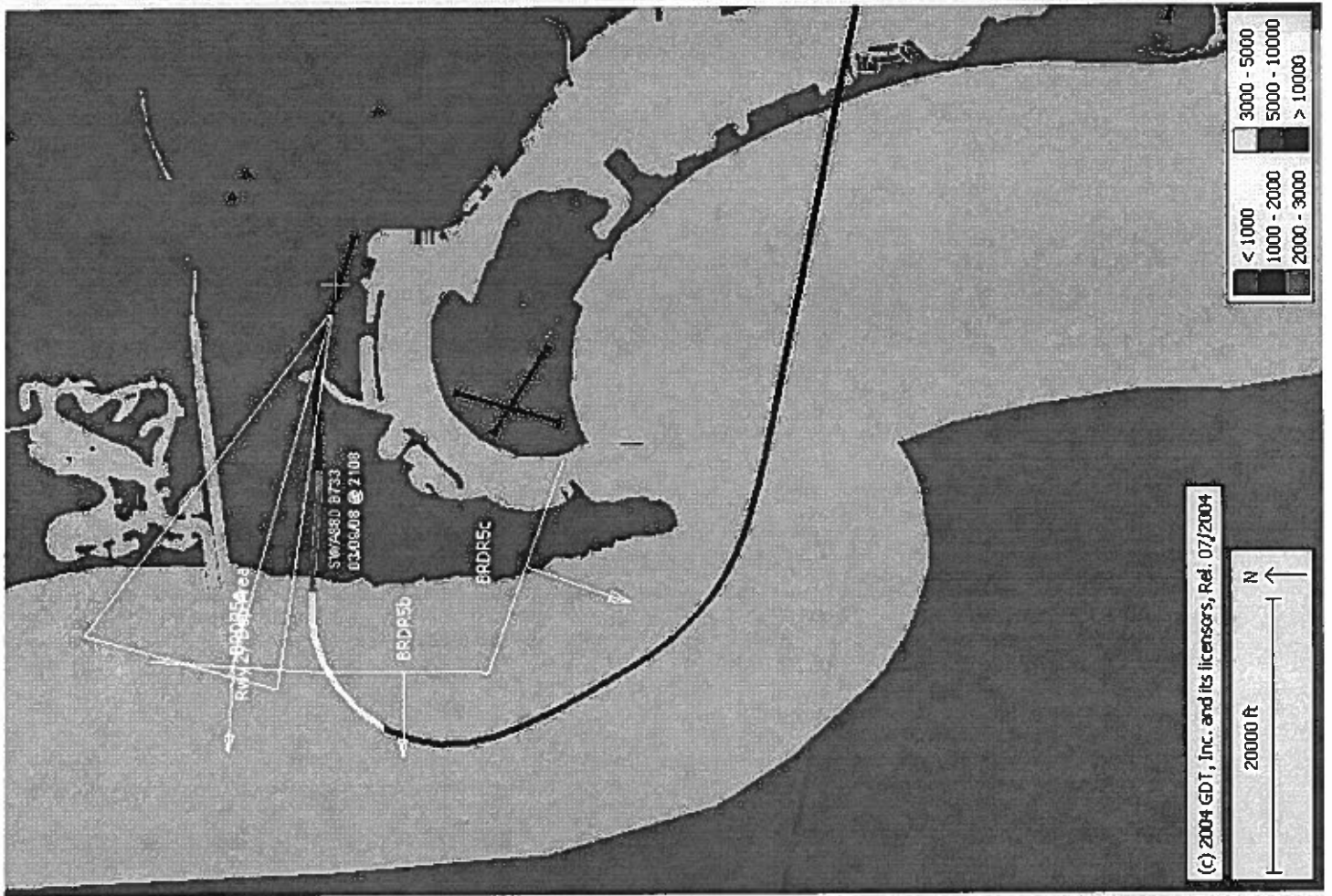


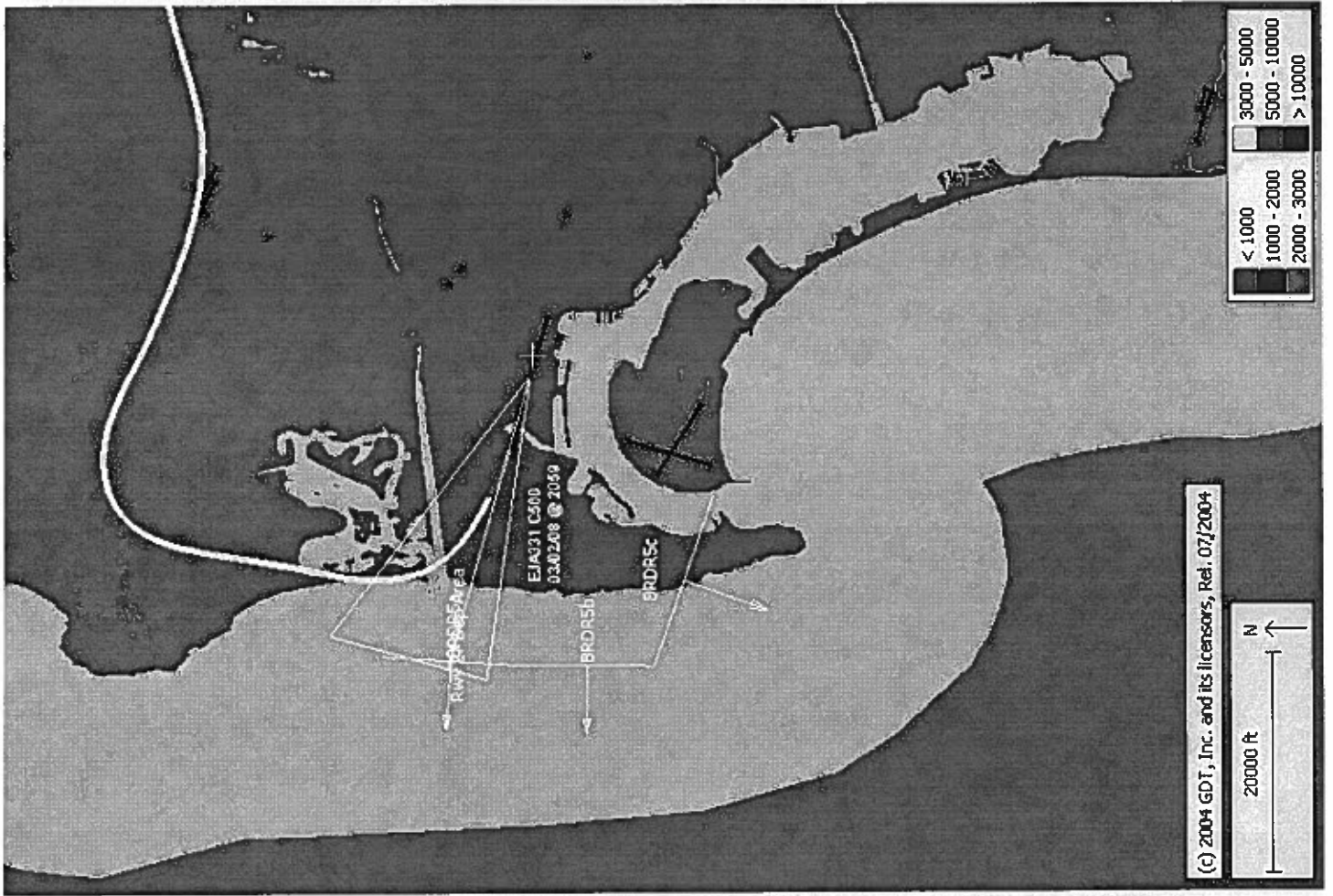
2010 Early Turns

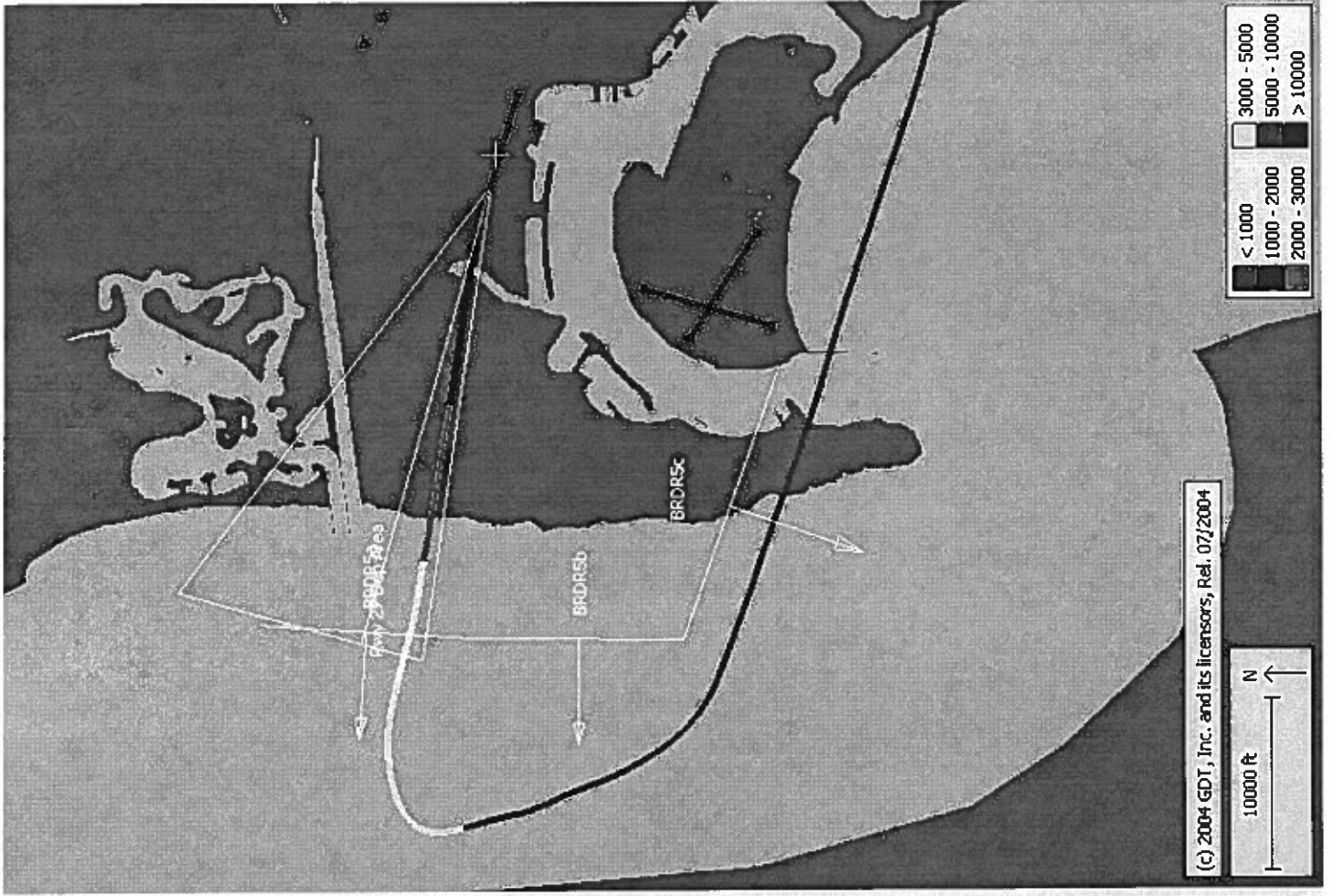
Weekly Totals











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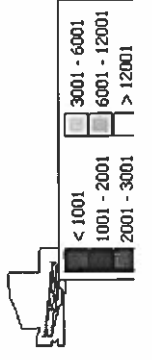
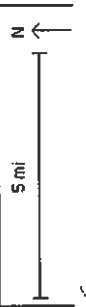


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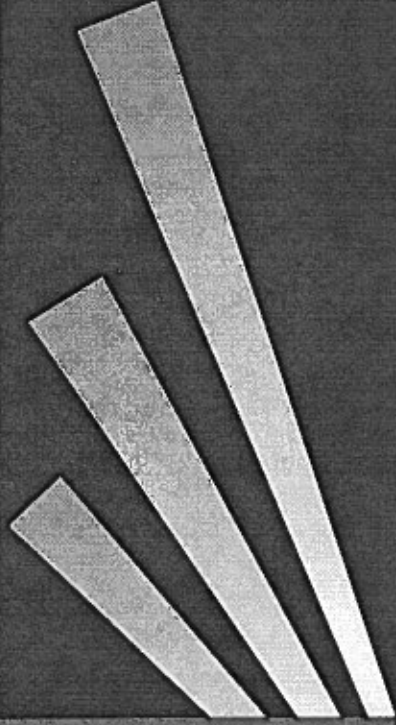


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Any Questions?



“Contra-Flow” Statistical Update



Airport Noise Advisory Committee
San Diego International Airport

October 20, 2010



Contra-Flow Definition

What are “Contra-Flow” air traffic operations?

Contra-Flow operations is a air traffic control procedure used at SDIA when weather and/or aircraft weight play a factor in the arrival and departing phase of flight. Normal operations at SDIA consist of arrivals from the east, and departures to the west. During Contra-Flow operations, aircraft arrive from the west, and depart to the west on a reciprocal heading. Once airborne, departing aircraft are vectored south (over south Pt. Loma) or north to clear the airspace for arrivals into SDIA. These operations occur rarely and, for safety reasons, significantly reduce the operational capacity of the airport when they occur.

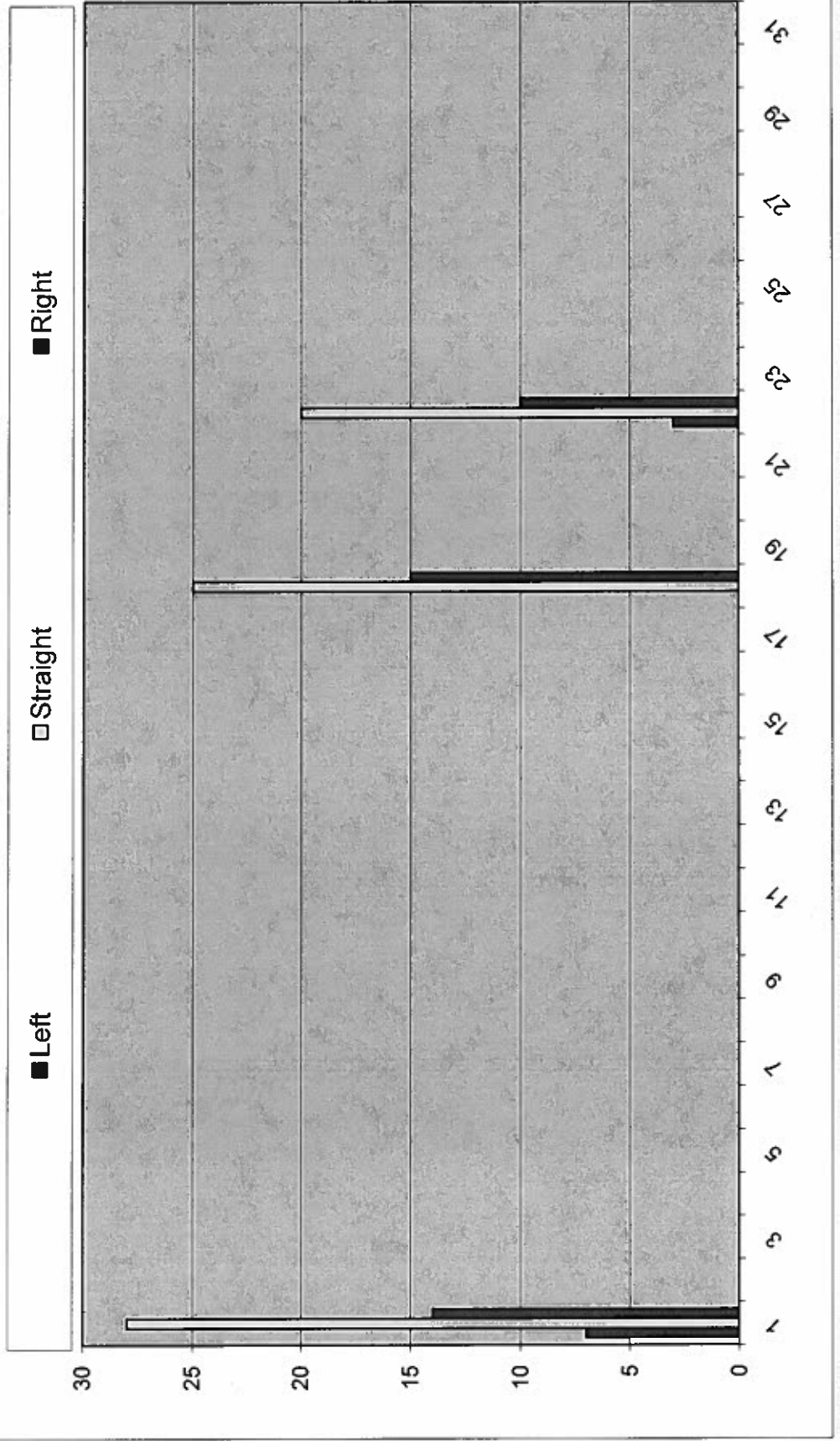
Link:http://www.san.org/documents/airport_noise/Airport_Noise

FAQs 2006.pdf



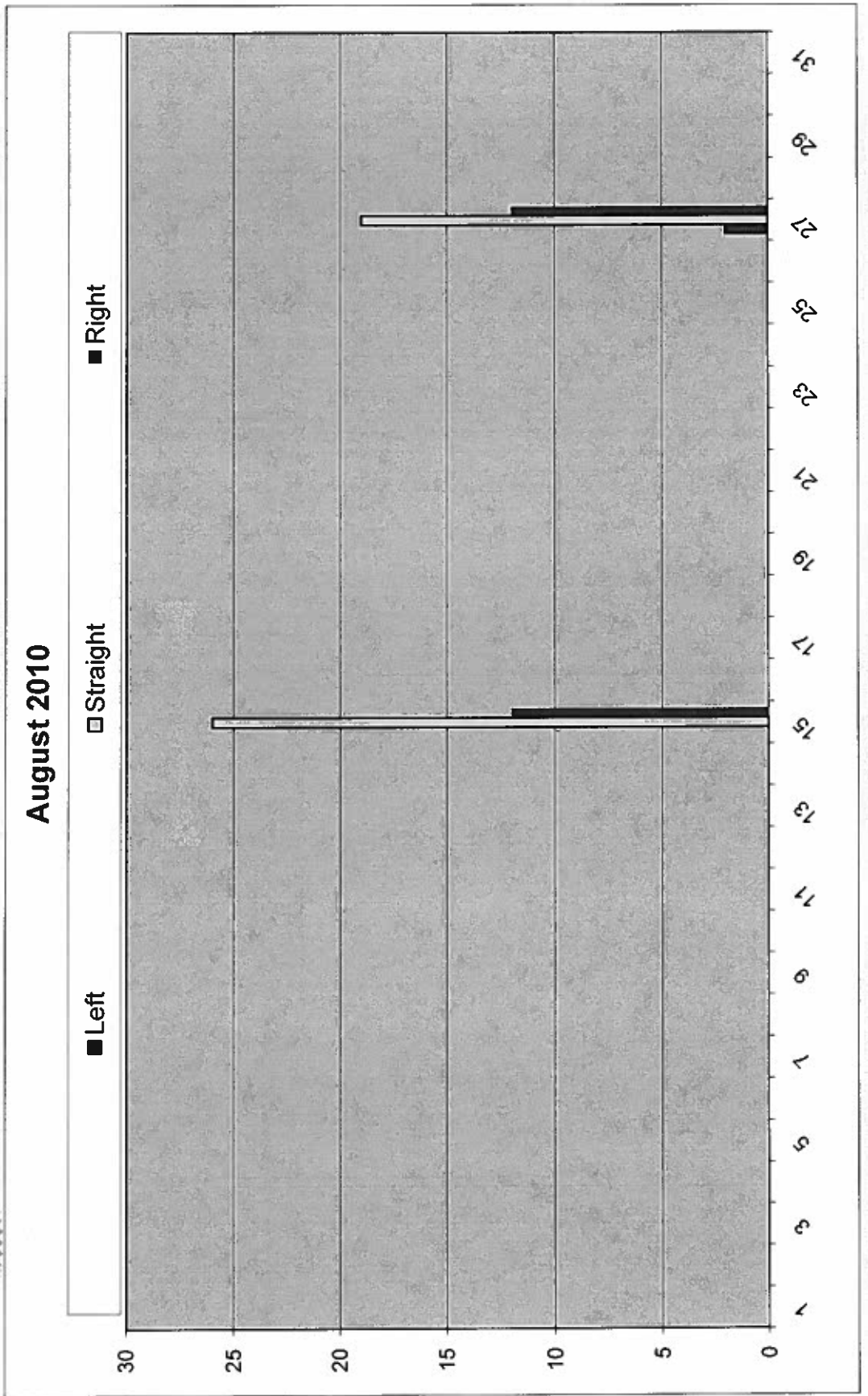
July 2010 Contra-Flow

July 2010



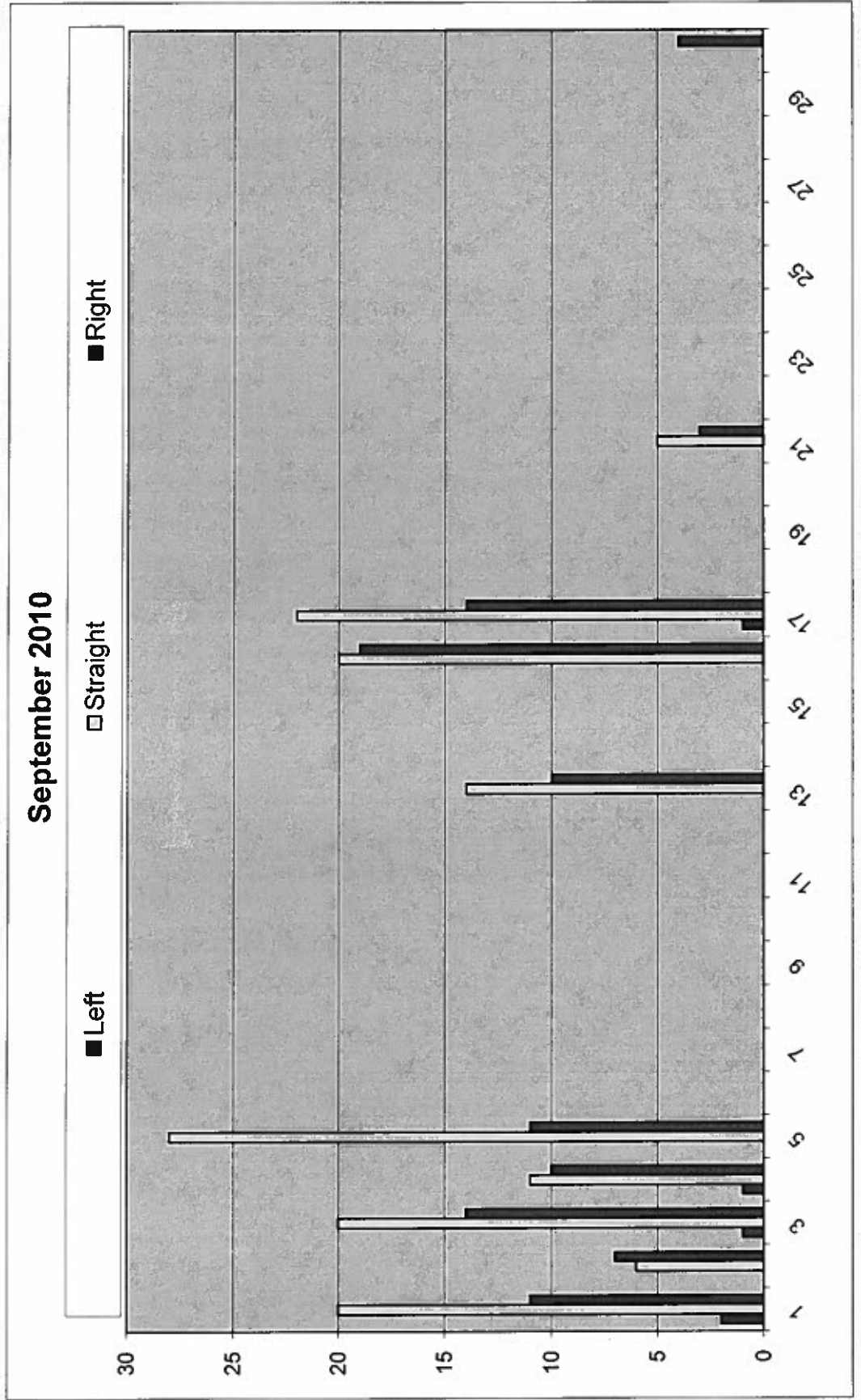


August 2010 Contra-Flow



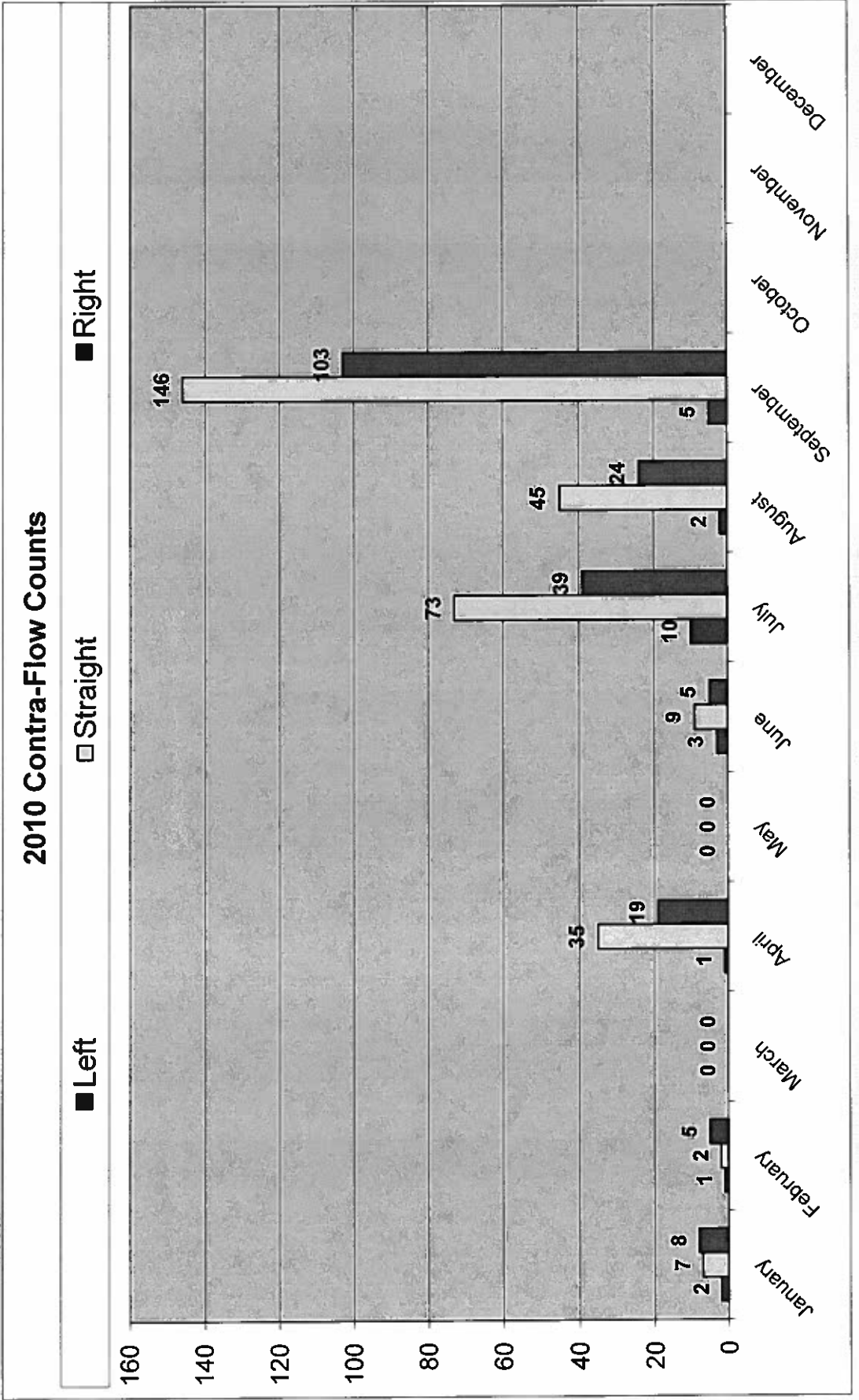


September 2010 Contra-Flow





2010 Contra-Flow Totals





Any Questions?