

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



## **AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA**

**Wednesday, January 19, 2011 4:00 P.M.**

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

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1. Welcome, Introductions and Acknowledgement
  2. Approval of the October 20, 2010 meeting minutes
  3. Information Items:
    - A. Airport Authority Update
    - B. ANAC Rules of Procedure (Annual Review)
    - C. 2011 Meeting Dates
    - D. Curfew Violation Review Panel (CVRP) CY2010
    - E. Noise Compatibility Program (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 (2010 Synopsis)
    - B. Missed approach statistics (CY2010)
    - C. Complaint statistics (CY 2010)
    - D. Early Turn and Contra-Flow Operations Statistics (CY 2010)
    - E. Green Build Update
  6. Public Comment (Time Certain – 5:25 p.m.)
  7. New Business
  8. Next meeting date
  9. Adjourn
-



SAN DIEGO  
INTERNATIONAL  
AIRPORT

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
DRAFT Meeting Minutes  
October 20, 2010**

On October 20<sup>th</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 4:05 p.m.

**Present:** Mr. John Bennett, County of San Diego; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Tait Galloway, City of San Diego; Jane Gawronski, PhD., Ocean Beach Planning Board; Mr. Hirsch Gottschalk, Uptown Planners; Mr. William Kenton, North Bay (Midway) Community Planning Board; Mr. Suhail Khalil and Mr. Robert MacCulloch, 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. Garret Hollarn

**Absent:** Mr. Matt Awbrey, City of San Diego, Captain (Ret.) Jack Bewley, Airline Pilot; Mr. Kirk Hanson, Community member; Mr. Steven Holt, Airline Representative (ex-officio) (Excused); Mr. Cliff Myers, MCRD; Mr. Bill Stone, Little Italy Association; 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. Nathaniel (Nate) Cobb as a new staff member of Airport Noise Mitigation and explained his duties. Since there was no quorum, Dr. Butler proceeded to the next agenda item.

Mr. Frazee discussed the status of the Green Build (10-gate expansion) project. He mentioned that the contractor is more than halfway finished installing terminal pylons and beginning to install large pylons to support the planned second level roadway adjacent to the West terminals. He added that preparation of the apron (aircraft parking) area for concrete pouring continues. (By the way, the concrete on the apron will be 17" thick!)

Mr. Frazee informed the committee that he has received a letter from Mr. David Borcalli, ANAC Air Traffic Control/FAA member, representing FAA's SDIA Air Traffic Control Tower, in which he advises that he has recently been instructed by the district and regional supervisors to discontinue his participation on ANAC. Mr. Frazee paraphrased the letter to the members, stating that future ATC requests for information would be required to utilize the Freedom of

Information Act (FOIA) process. Mr. Borcalli pledged continued cooperation with the Authority's Noise Mitigation Department relating to assignment of reasons for "early turn" operations. When asked by a member, Mr. Frazee explained that no information was provided regarding the reason for this decision. A member inquired if there is anything that can be done to change the decision, since ATC participation is vital in providing information that the Noise Mitigation Department staff may not have available. Mr. Frazee suggested that if the members might consider writing and forwarding to Authority staff a letter signed by all members requesting the FAA to reconsider their decision, it would be forwarded to the appropriate FAA person. Dr. Butler suggested that, since there is no quorum, to table the request and, as soon as a quorum is formed, he will call for the motion to draft a letter. He further explained that in the past this route was used when there are concerns and members would draft letters and forward it to Mr. Frazee for review and action.

Before moving on to the next item on the Agenda, a quorum became available. A motion to approve the July minutes was made and seconded. Corrections were offered and incorporated. Seeing no further discussion, Dr. Butler called for a motion to approve the corrected July meeting minutes. That motion passed unanimously.

In continuing the previously tabled item, Dr. Butler called for a motion to draft a letter requesting that FAA reconsider its position to withdraw active membership on ANAC. Motion was seconded and discussion occurred. Following discussion, Dr. Butler called for the motion to be approved; one member opposed acceptance. A member volunteered to draft the letter and transmit it to staff for review and dissemination back to the Committee for signature. Mr. Frazee will then forward the Committee's request to FAA for possible action.

Mr. Frazee gave an update on the Curfew Violation Review Panel (CVRP). He pointed out that since the last ANAC meeting, two CVRPs have occurred; on August 4<sup>th</sup> and October 6<sup>th</sup>. He informed the members that CVRP is held as needed on the first Wednesday of every other month starting in February. The Record of Decision (ROD) for August 4<sup>th</sup> showed that there were six operations that violated curfew and all six were penalized; as for the October 6<sup>th</sup> ROD, six operations violated the curfew, with three operations penalized and three not penalized. Mr. Frazee also showed a compilation of statistics for 2010 of airlines that have violated. Finally, Mr. Frazee reminded the members that aircraft arrivals are permitted 24-hours a day.

Mr. Frazee gave an update on the Part 150 Noise Compatibility study. The final study documentation, submitted to FAA in June 2010, has yet to be accepted for evaluation by FAA. Mr. Frazee said that as soon as he hears anything from FAA, members will be informed and information will be posted on the SAN website.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP), then provided a brief Program update. Since Program inception in 2001, 1,572 residences have been completed, leaving approximately 9,000 residences to be sound insulated. At a pace of about 400 homes a year, the program run is about 22 years. As recalled from last meeting, Authority Finance required a Program budget reduction of approximately \$5 Million from last year's funding. This will have an effect on the present program acceleration. On another note, QHP offices have moved into new offices off airport property in the Liberty Station community west of the airport.

The new address is Building #7. She mentioned that a materials showroom was recently completed and will be shown off at an upcoming open house. She invited members to call to schedule a tour. A member asked what type of feedback staff had received from owners whose homes were recently completed. Ms. Knack noted that the evaluations obtained at each completion show about 95% are "very satisfied." Ms. Knack said that a survey is in progress and agreed to provide a presentation at the January 2011 meeting highlighting the top four or five positive things and the most compelling challenge at the next meeting. A member inquired when the next Program boundary expansion is planned. Ms. Knack replied that it will most likely happen in late 2011, since there are still about 400 homes on the present waiting list. A member asked what role the Part 150 study plays in shrinking the noise contour. Mr. Frazee stated that the QHP is based on the now accepted 2014 Noise Exposure Maps FAA accepted in November 2010.

Mr. Garret Hollarn presented updated Missed Approach statistics. See the PowerPoint presentation at the following link:  
[http://www.san.org/documents/airport\\_noise/anac/10October\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/10October_Presentation_Items.pdf)

Before continuing to the next presentation, a member asked if the definitions used in the presentation of missed approaches were Airport Noise's own or if they were taken from some other source? Mr. Hollarn replied that the definitions were created by Airport Noise Mitigation and that we consider a missed approach and a go-around to be similar procedures, unlike the FAA, who keeps separate statistics on each.

Mr. Hollarn then continued with the presentation of Noise Complaints for the 3<sup>rd</sup> Quarter 2010 (July, August, September). See the PowerPoint presentation at the following link:  
[http://www.san.org/documents/airport\\_noise/anac/10October\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/10October_Presentation_Items.pdf)

Mr. Hollarn next presented "Early Turn" operations. See the PowerPoint presentation at the following link:  
[http://www.san.org/documents/airport\\_noise/anac/10October\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/10October_Presentation_Items.pdf)

Mr. Hollarn then gave the presentation on "Contra-flow" operations. See the PowerPoint presentation at the following link:  
[http://www.san.org/documents/airport\\_noise/anac/10October\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/10October_Presentation_Items.pdf)

**Public Comment** – A west side resident questioned the described distance between a noise monitor on Browning Street and the runway end. She pointed out that the measurements were incorrect, and this will be a safety issue in the future. Noise Mitigation staff corrected a faulty assumption on her part regarding how the distance was measured.

Hearing no more questions, and noting no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:05 p.m. The next meeting is scheduled for Wednesday, January 19<sup>th</sup>, 2011 at 4:00 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.

  
\_\_\_\_\_  
Dan Erazee  
Director, Airport Noise Mitigation

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

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

P. O. BOX 82776, SAN DIEGO, CA 92138-2776  
619.400.2400 619.400.2789 FAX WWW.SAN.ORG

## Proposed Meeting Dates 2011 Airport Noise Advisory Committee (ANAC)

By a unanimous vote of the members, the San Diego County Regional Airport Authority's Airport Noise Advisory Committee (ANAC) met during 2010 on the third Wednesday of the months of January, April, July and October in the Noise Mitigation Room, Commuter Terminal, 3<sup>rd</sup> Floor, from 4:00 p.m. until 5:30 p.m.

Should the ANAC members approve (at the scheduled January 19, 2011 meeting), the remaining meeting dates for 2011 are:

- Wednesday, April 20, 2011, from 4:00 p.m. until 5:30 p.m.
- Wednesday, July 20, 2011, from 4:00 p.m. until 5:30 p.m.
- Wednesday, October 19, 2011, from 4:00 p.m. until 5:30 p.m.



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SAN DIEGO  
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YOU'RE  
**INVITED**

# **PUBLIC WORKSHOP**

## **FOR THE SAN DIEGO INTERNATIONAL AIRPORT AIRPORT LAND USE COMPATIBILITY PLAN**

The San Diego County Regional Airport Authority (SDCRAA) is in the process of updating the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA). The ALUCP for SDIA will play an important role in ensuring that future development in the vicinity of the airport is compatible with airport operations, and that SDIA can continue to meet the region's aviation needs.

SDCRAA is hosting a Public Workshop to kick off the planning, public involvement and Steering Committee process for the SDIA ALUCP. The workshop will provide an opportunity for the public to learn more about ALUCPs and how they can participate in the planning process for the SDIA ALUCP.

**Date:** Tuesday, January 25, 2011

**Time:** Open House from 5:00-8:00 p.m.

**Location:** Courtyard by Marriott  
San Diego Airport/Liberty Station  
2592 Laning Road  
San Diego, CA 92106



**For more information, please contact  
(619) 400-2457 or [alucpcomments@san.org](mailto:alucpcomments@san.org).**

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**AIRPORT LAND USE COMMISSION  
SAN DIEGO COUNTY**

# Quieter Home Program

(155 responses)

Survey Results

11/11/2009 thru 1/13/2011

Owner vs. Tenant-Occupied	Owner	Tenant			
	76%	24%			
In general, were you satisfied with the results of the Program?	Yes 94%	No 6%			
Do you feel the terms, features and limitations of the Program were sufficiently explained?	Yes 94%	No 6%			
Were the Program administrators, including consultants and Airport Authority staff helpful, courteous and prompt?	Yes 94%	No 6%			
Do you have unresolved problems with the work completed on your home by the Contractors?	Yes 39%	No 61%			
Have you shown your home to any neighbors, friends or relatives since the sound insulation was completed?	Yes 84%	No 16%			
If yes, did they think the sound insulation is effective in reducing aircraft noise inside your home?	Very Effective 55%	Effective 41%	Not Effective 4%		
Is there anything you would like to see done differently in relation to this Program?	Yes 37%	No 63%			
In retrospect, was participating in the Quieter Home Program a good idea - or not?	Good Idea 96%	Not a good Idea 1%	Too soon to tell 3%		
Would you recommend the Program to the homeowners in your neighborhood?	Yes 98%	No 2%			
Overall, how would you rate your experience in participating in the Program? (5 = Excellent to 1=Very Unsatisfied)	5 62%	4 27%	3 10%	2 1%	1 0%

### Top 5 Concerns:

1. Not enough communication between the Contractor and Homeowner.
2. Contractors are not clean enough. Mess made in home.
3. Not many options for choices or upgrades allowable in the Program treatments.
4. Lack of follow-through on warranty or back ordered products.
5. Duration took longer than originally anticipated.

### Top 5 Compliments:

1. Staff was courteous, competent and very easy to work with.
2. Treatments provide a tremendous noise reduction to the interior of the home.
3. Quality workmanship by Contractors
4. The additional value added to the home, especially HVAC treatments.
5. The treatments are free.











# Missed Approach Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

January 19, 2011





# 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.

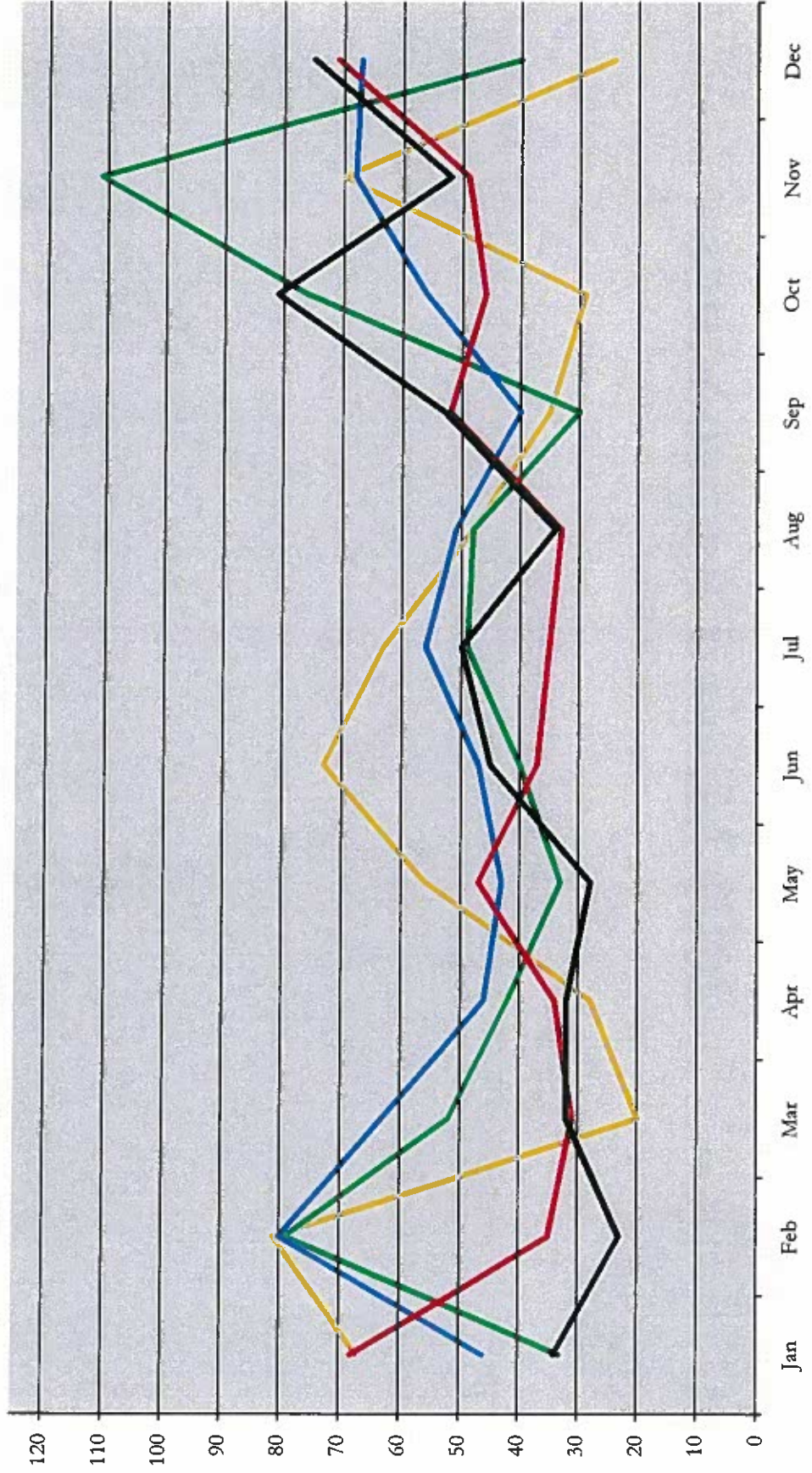
- A departing aircraft is exiting the airspace/runway slower than an arriving aircraft is entering the airspace/runway. In an effort to ensure safe separation of each aircraft, a missed approach is executed.
- A change in weather conditions has reduced minimums to the point that the pilot must terminate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

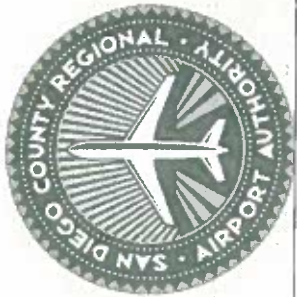




# 2003-2009 Missed Approaches

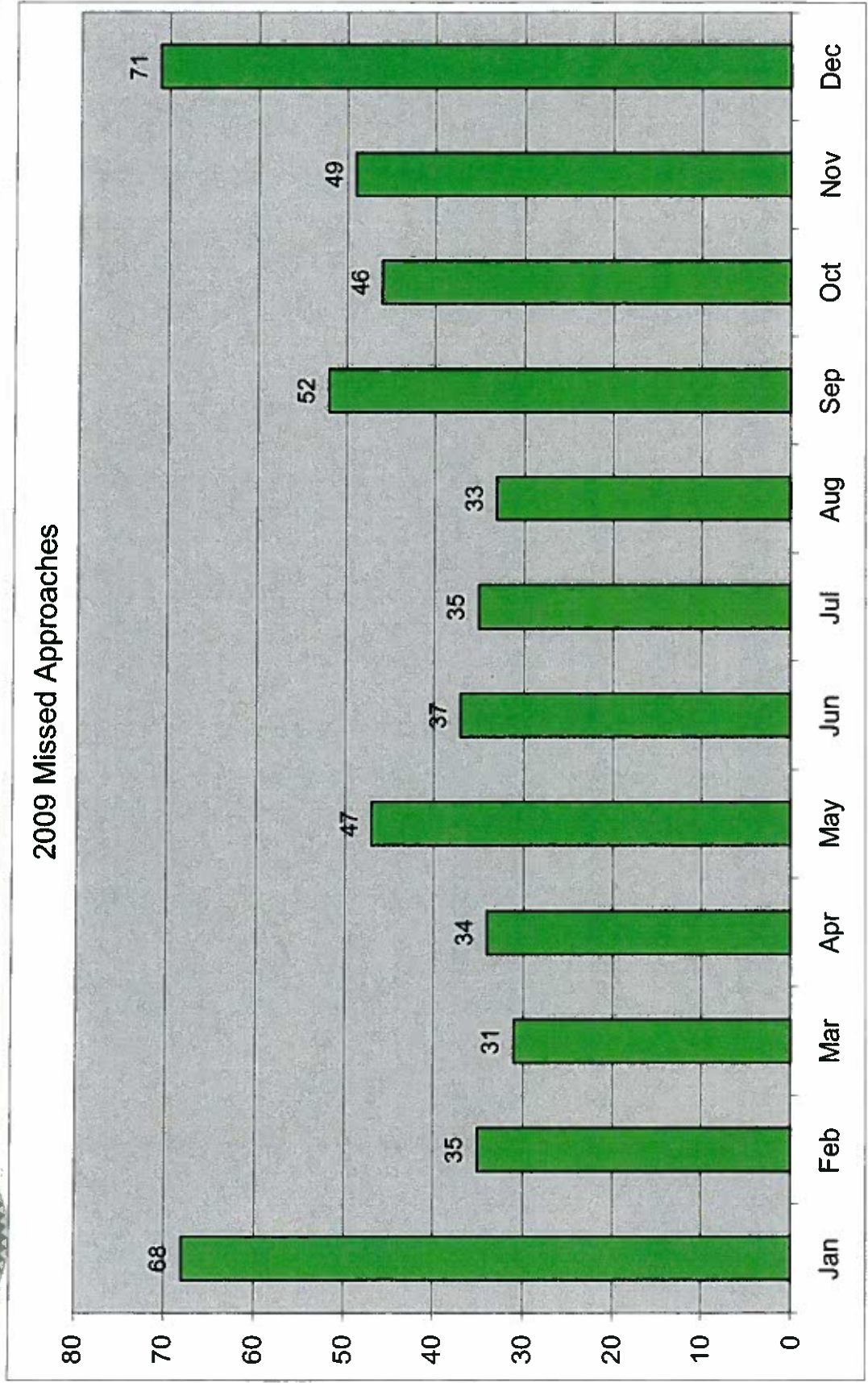
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663  
 2009 = 538, 2010 = 539





# 2009 Missed Approaches

538 Total

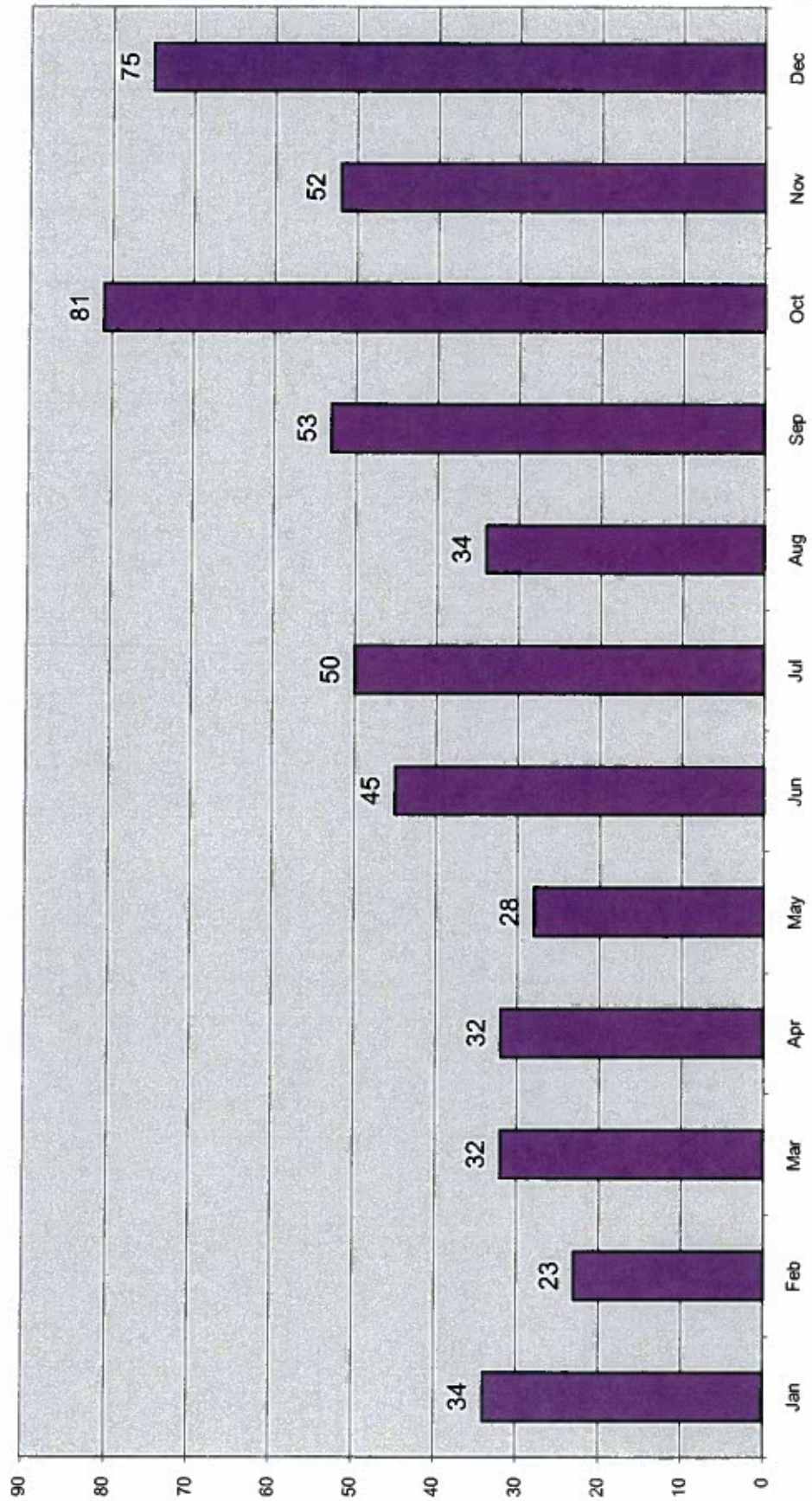




# 2010 Missed Approaches

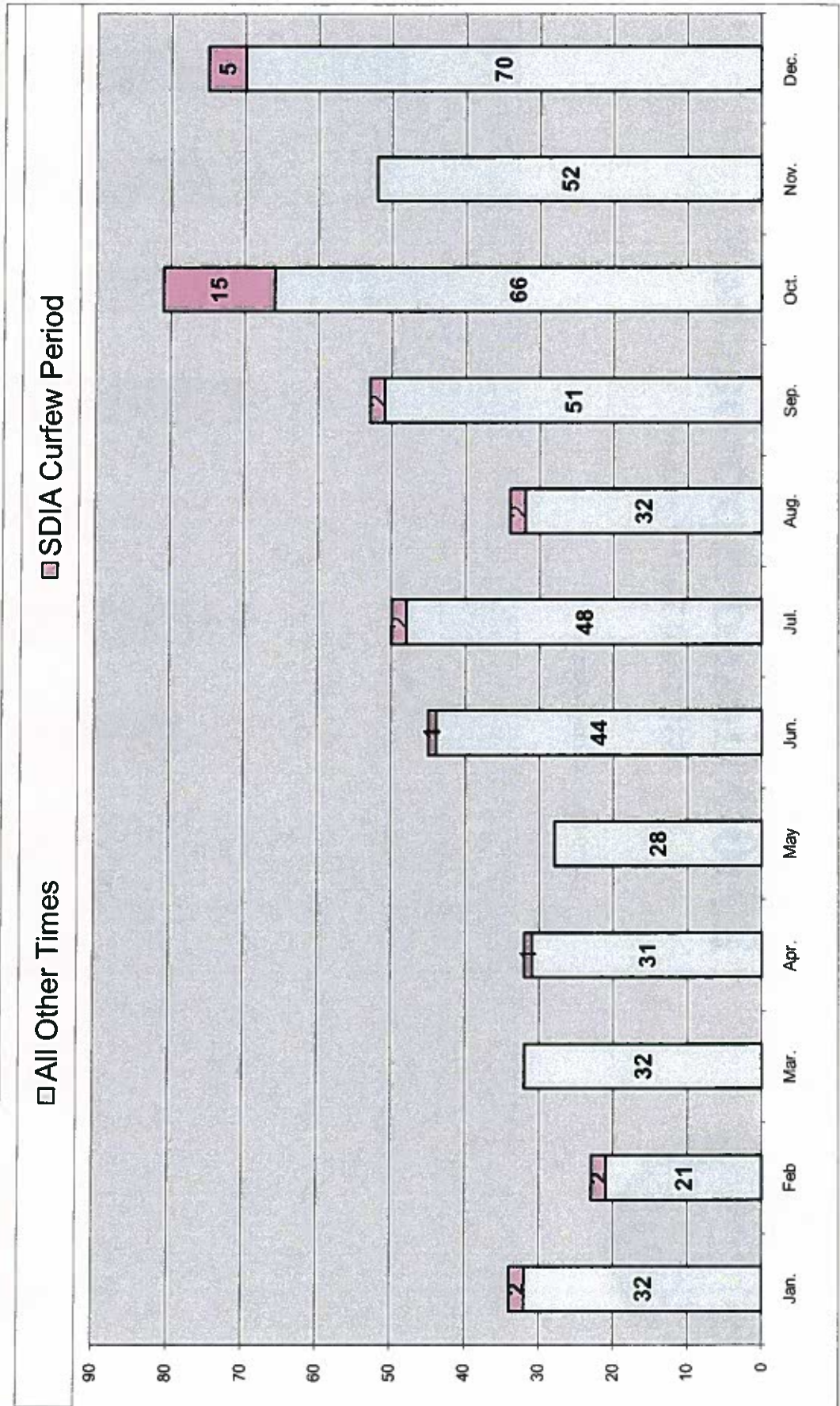
539 Total Year To Date

2010 Missed Approaches



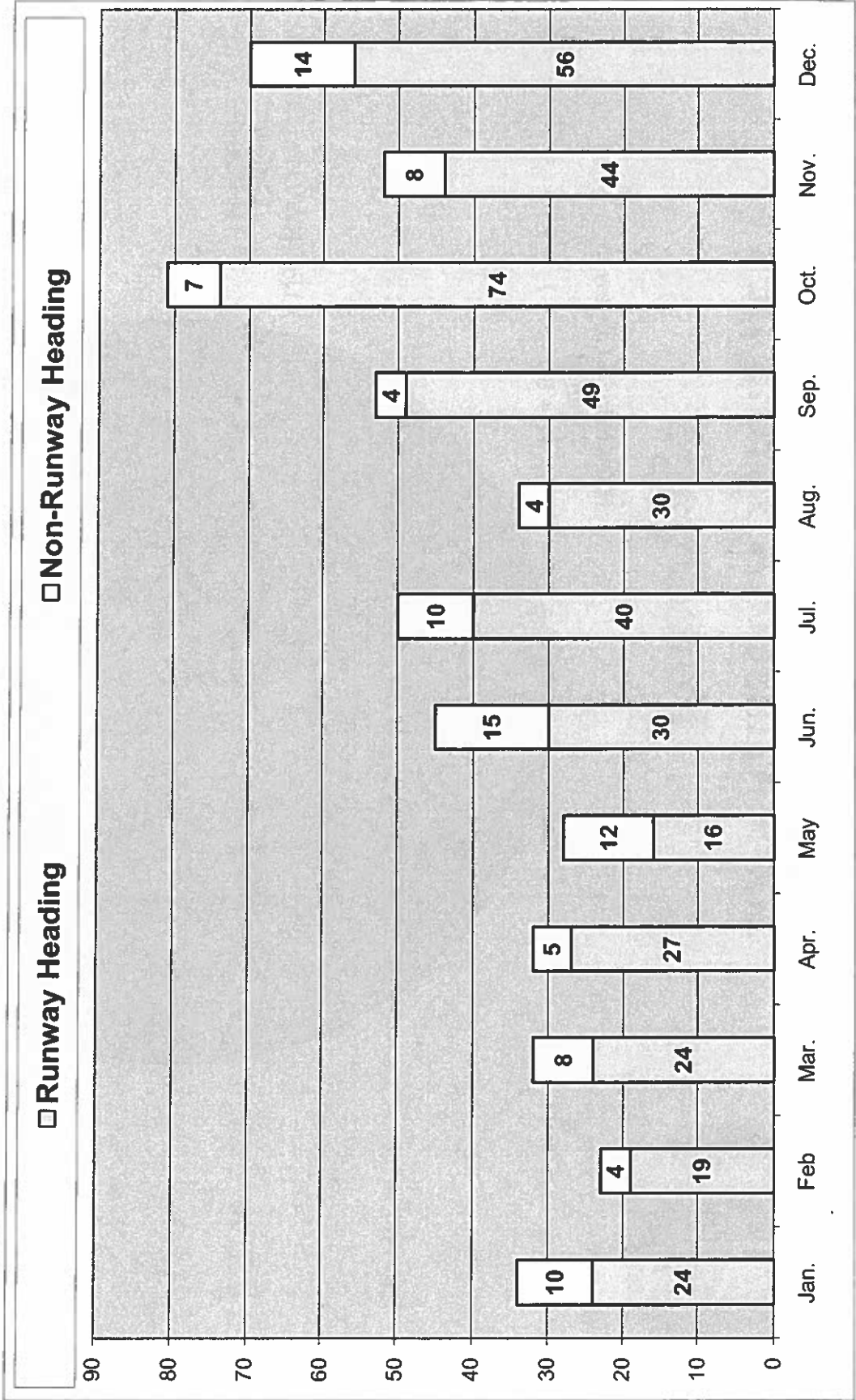


# Curfew Period vs. All Other Times



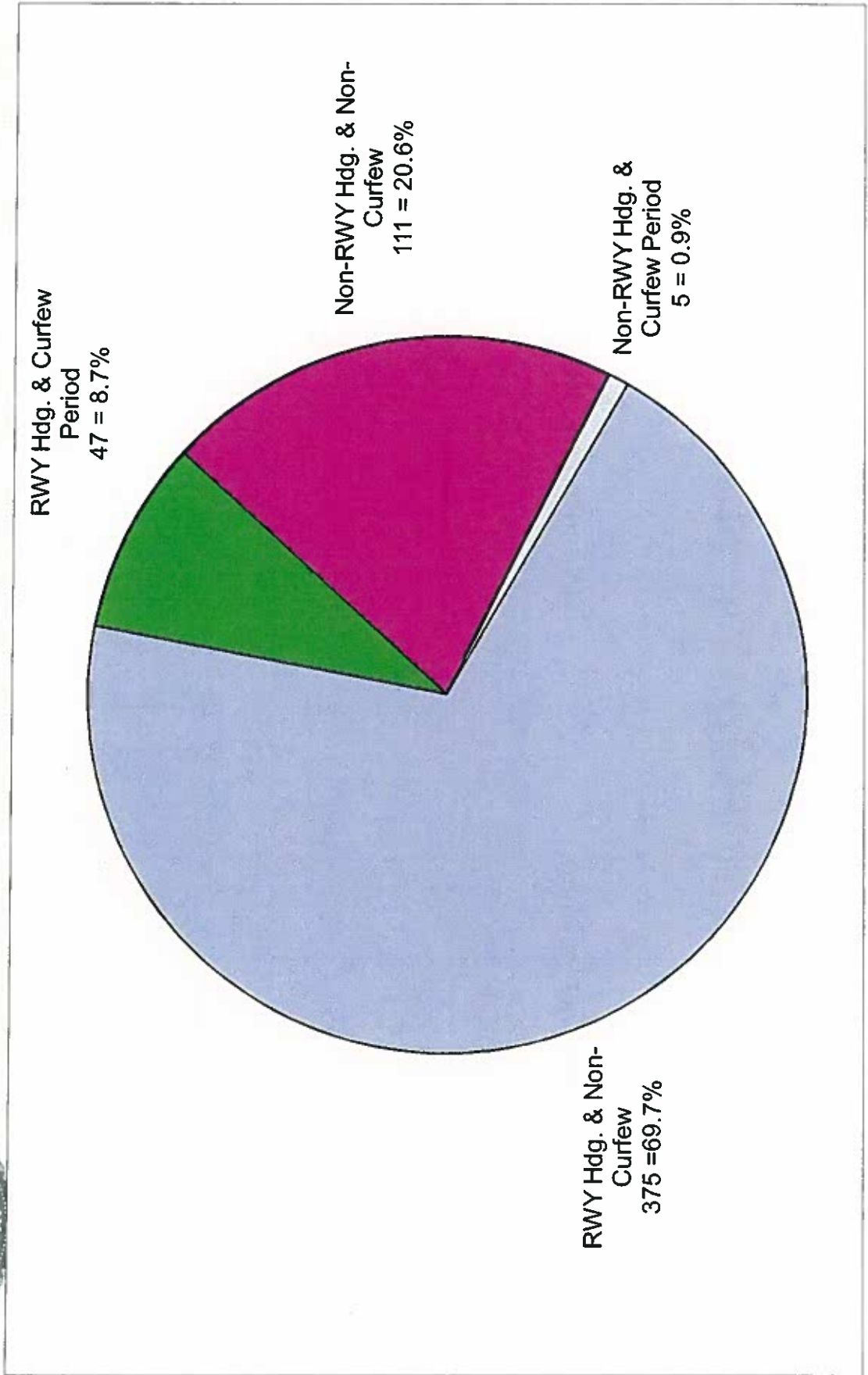


# Runway Hdg. Vs. Non-Runway Hdg.



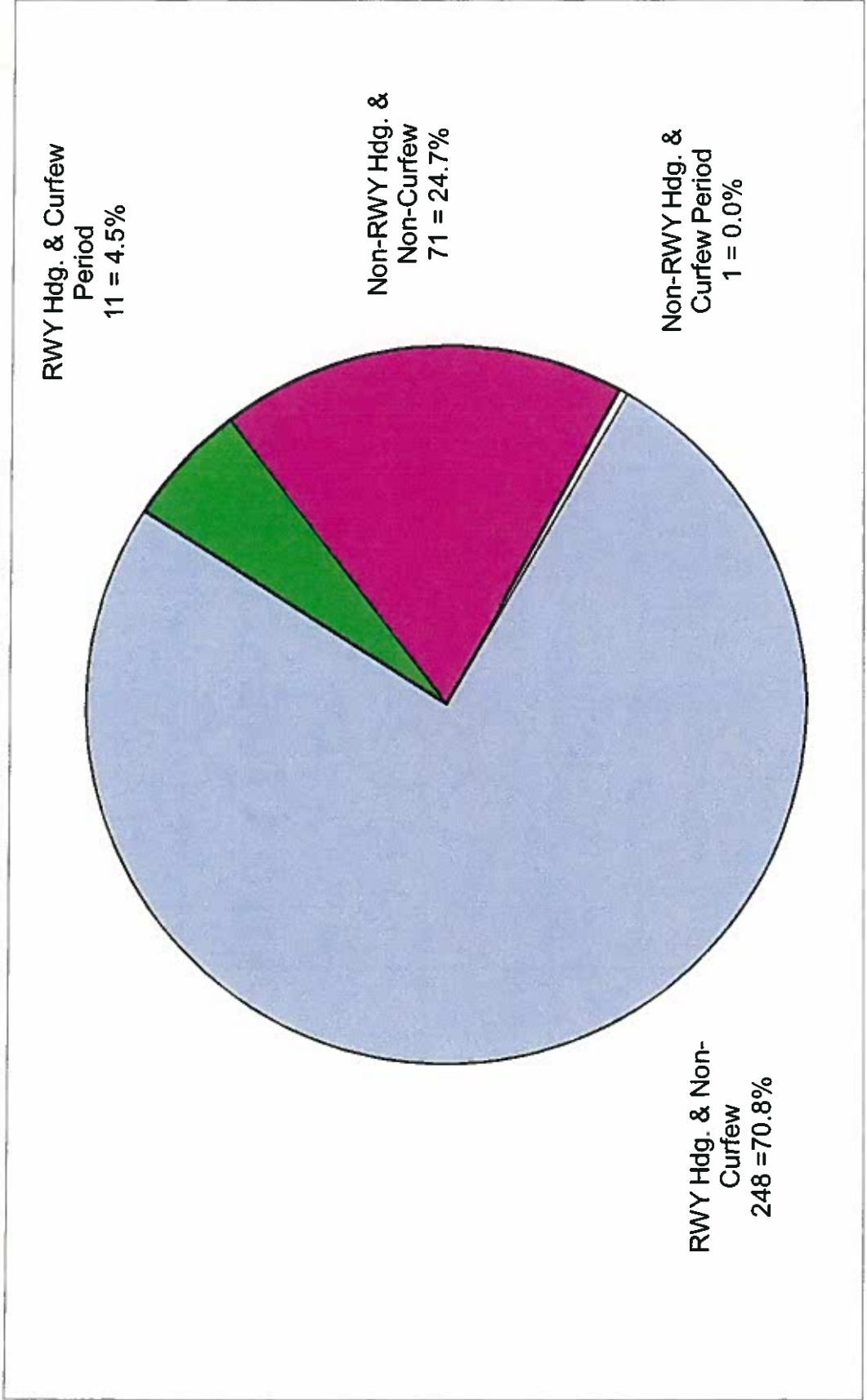


# 2009 Missed Approaches - Percentage





# 2010 Missed Approaches – Percentage to Date





***Any Questions?***



# Complaints Statistical Update

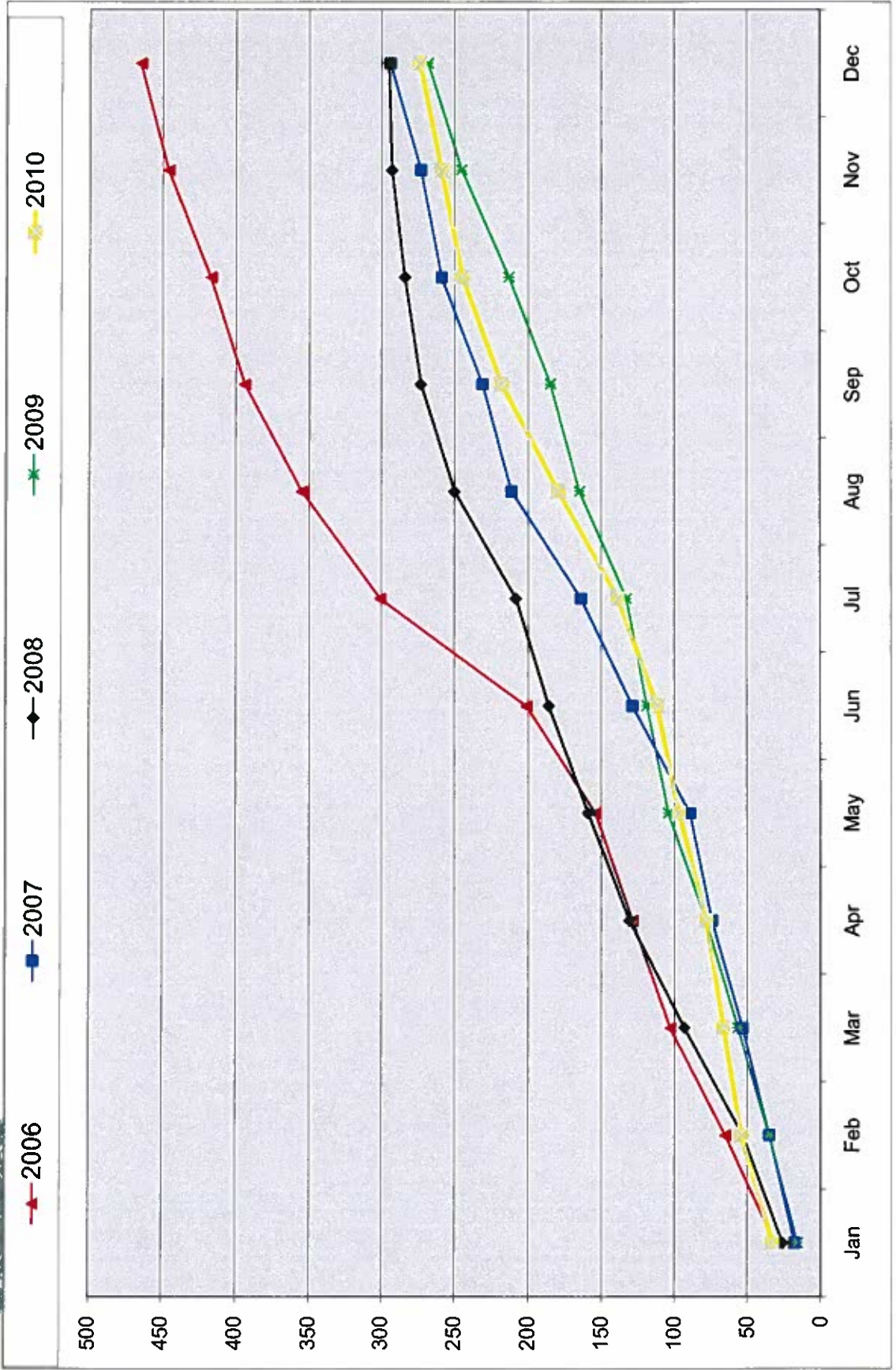
Airport Noise Advisory Committee  
San Diego International Airport

January 19, 2011





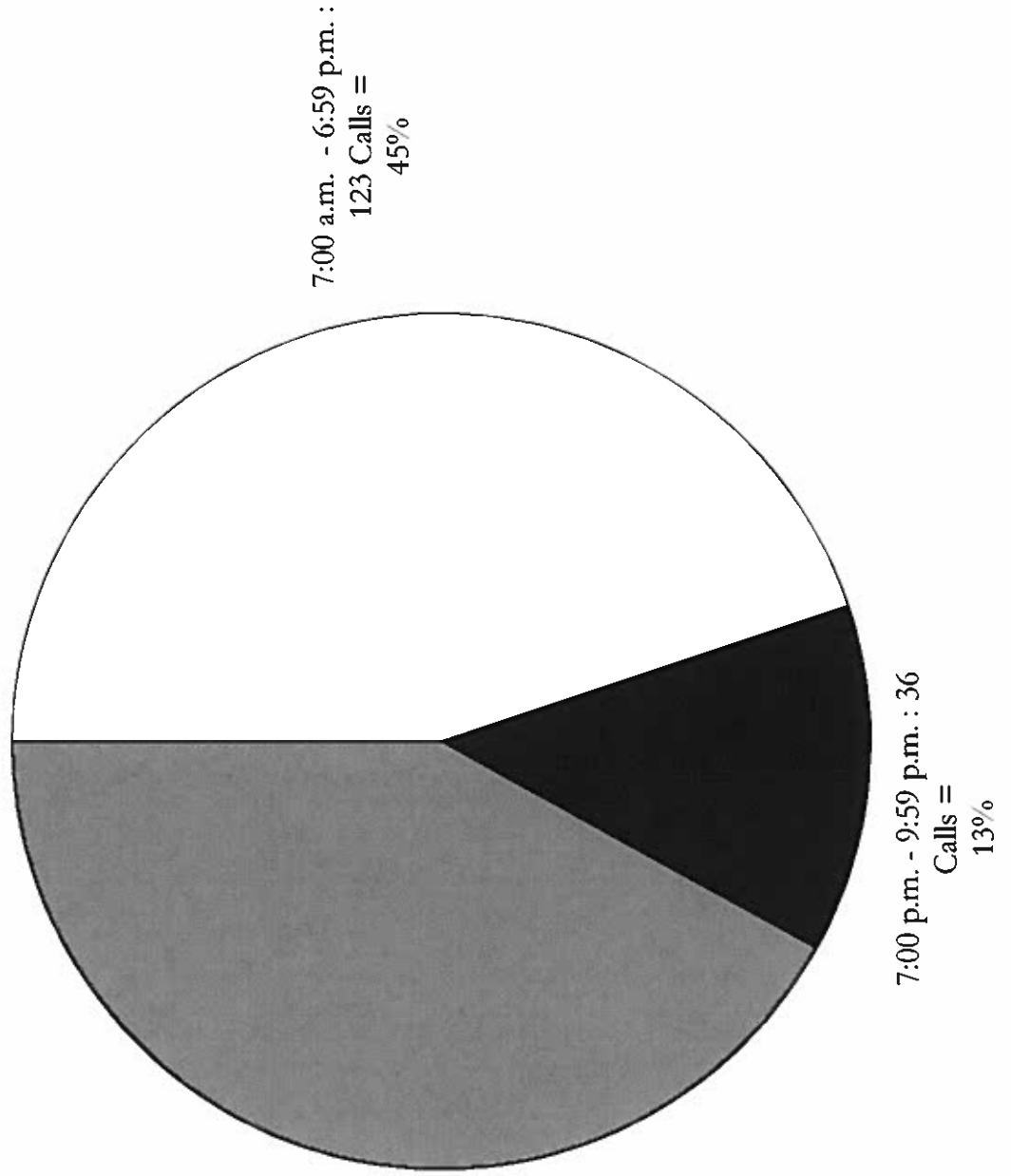
# Complaint History - 2005-2010





# 2010 Complaints Statistics

January to December, Complaints by Time of Day, 274 Total

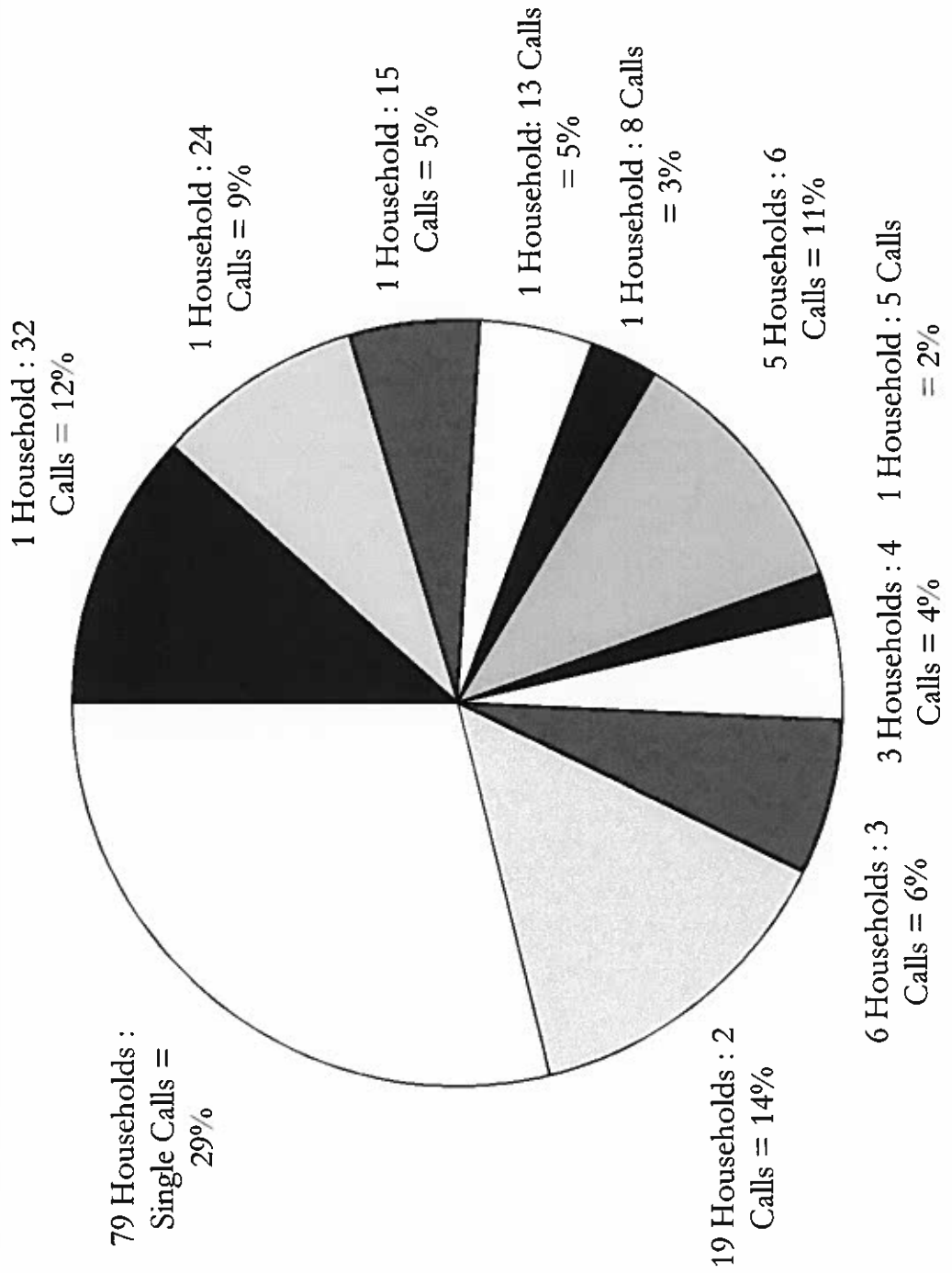






# 2010 Complaints Statistics

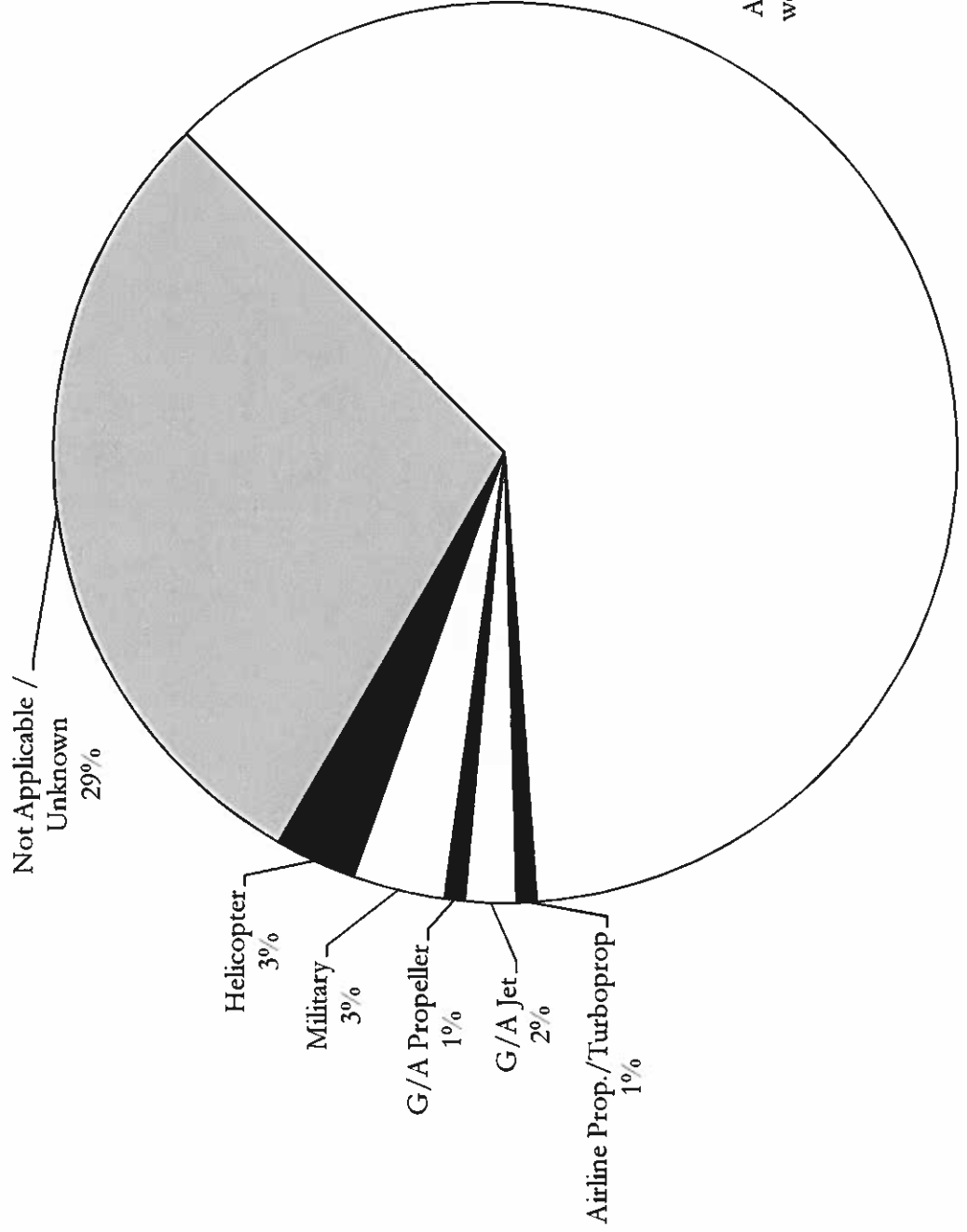
January to December, Complaints by Household, 274 Total





# 2010 Complaints Statistics

January to December, Complaints by A/C Type, 274 Total

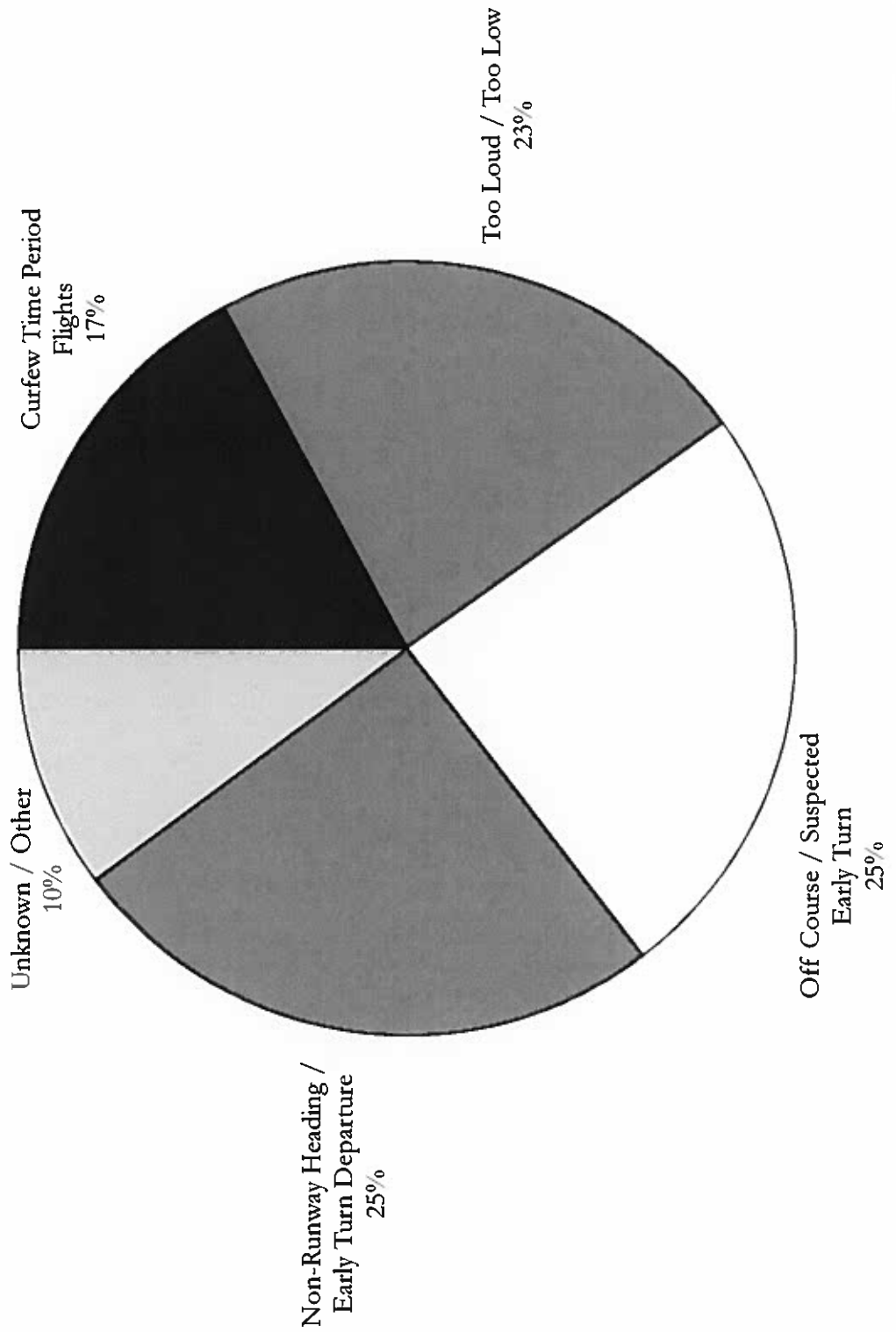


Airline Jet (18 of 168  
were hushkitted 727s)  
61%



# 2010 Complaints Statistics

January to December, Complaints by Cause, 274 Total





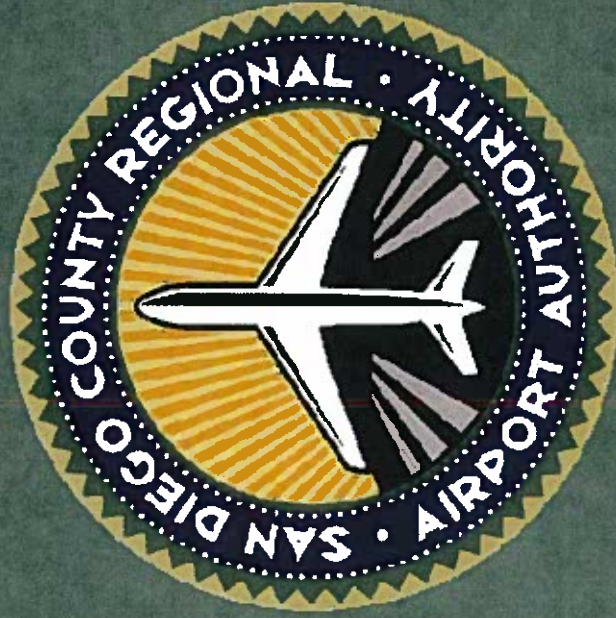
**Any Questions?**



# “Early Turn” Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

January 19, 2011



# 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

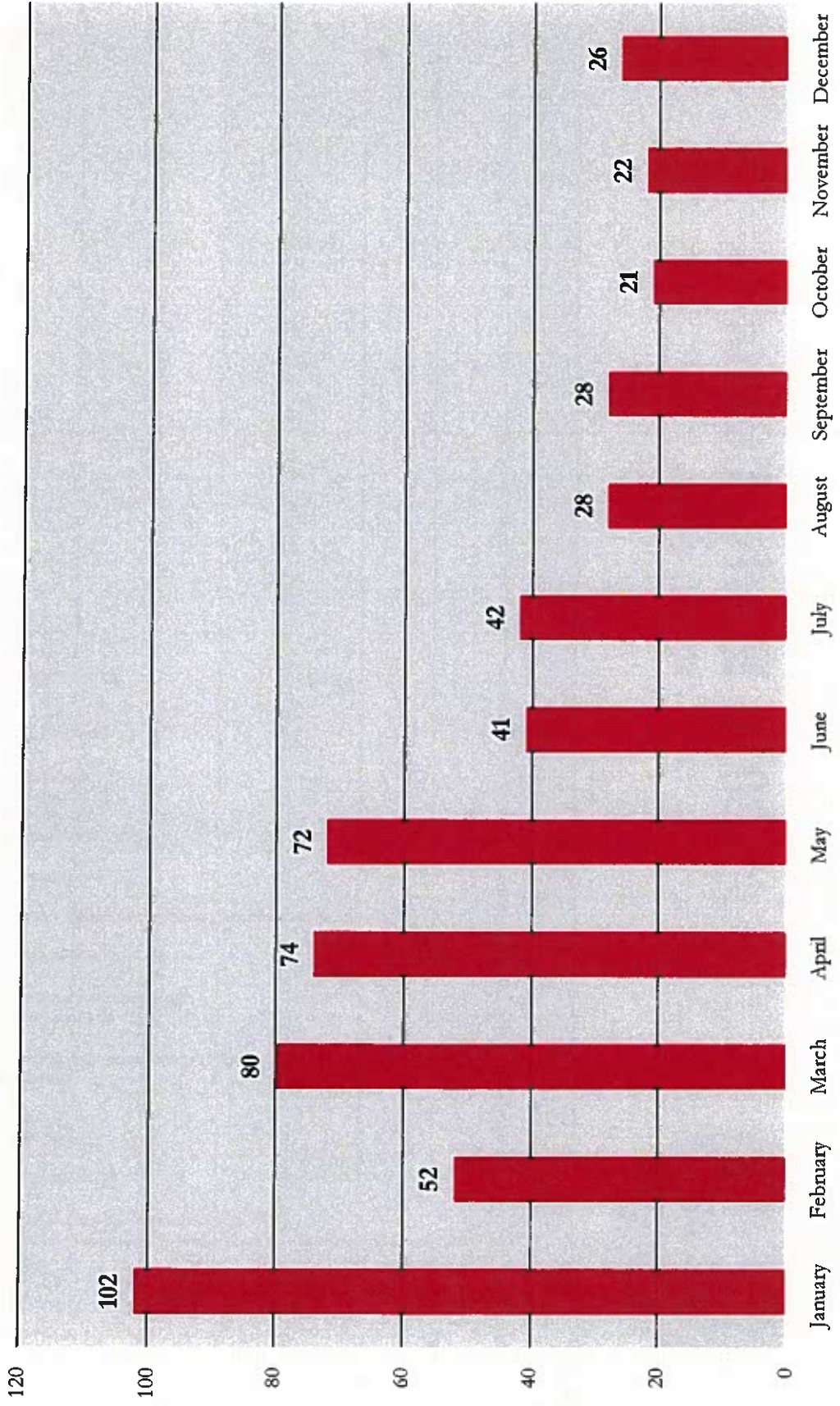
[Link:http://www.san.org/documents/airport\\_noise/Airport\\_Noise\\_FAQs\\_2006.pdf](http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf)

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.

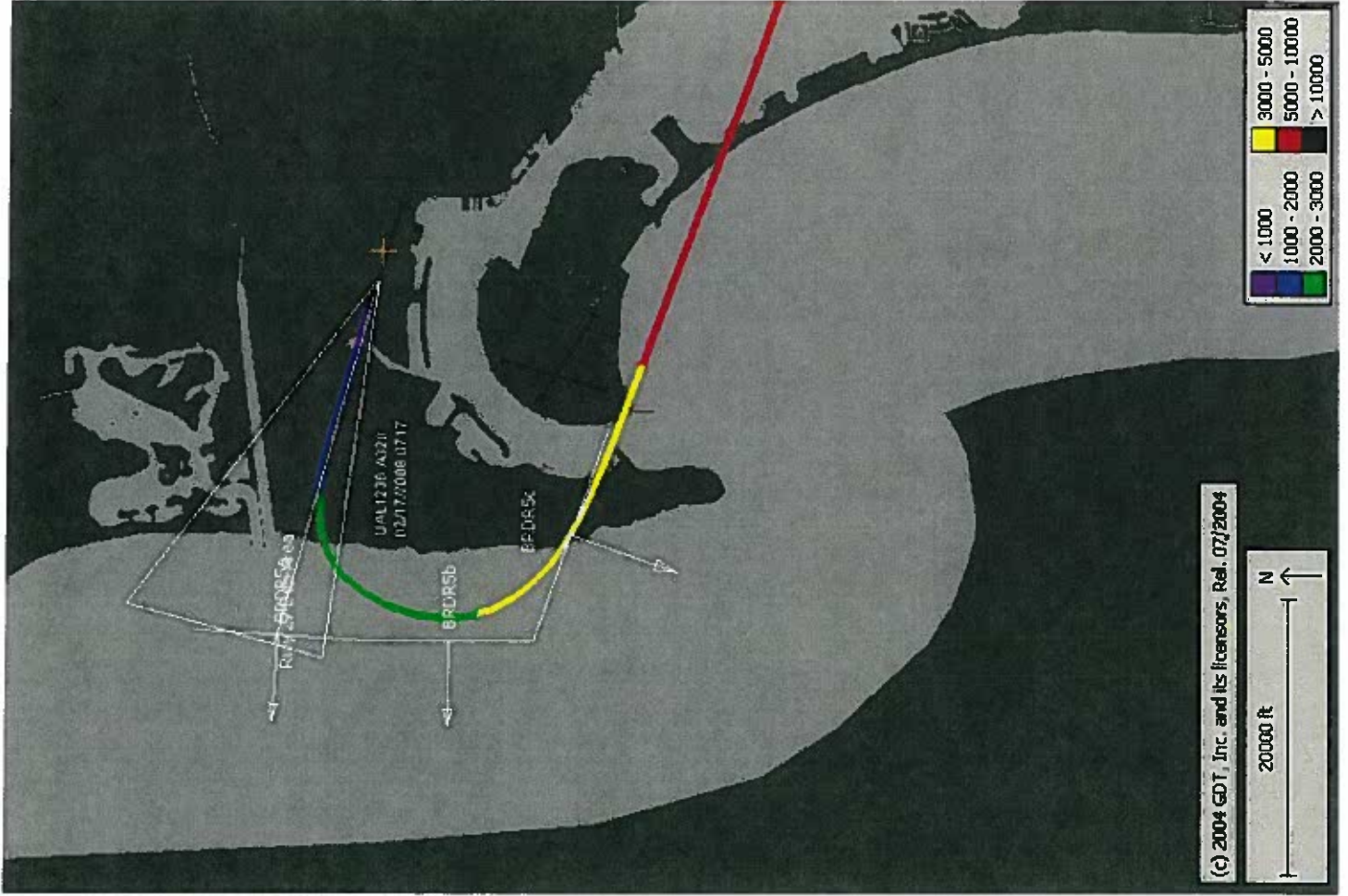


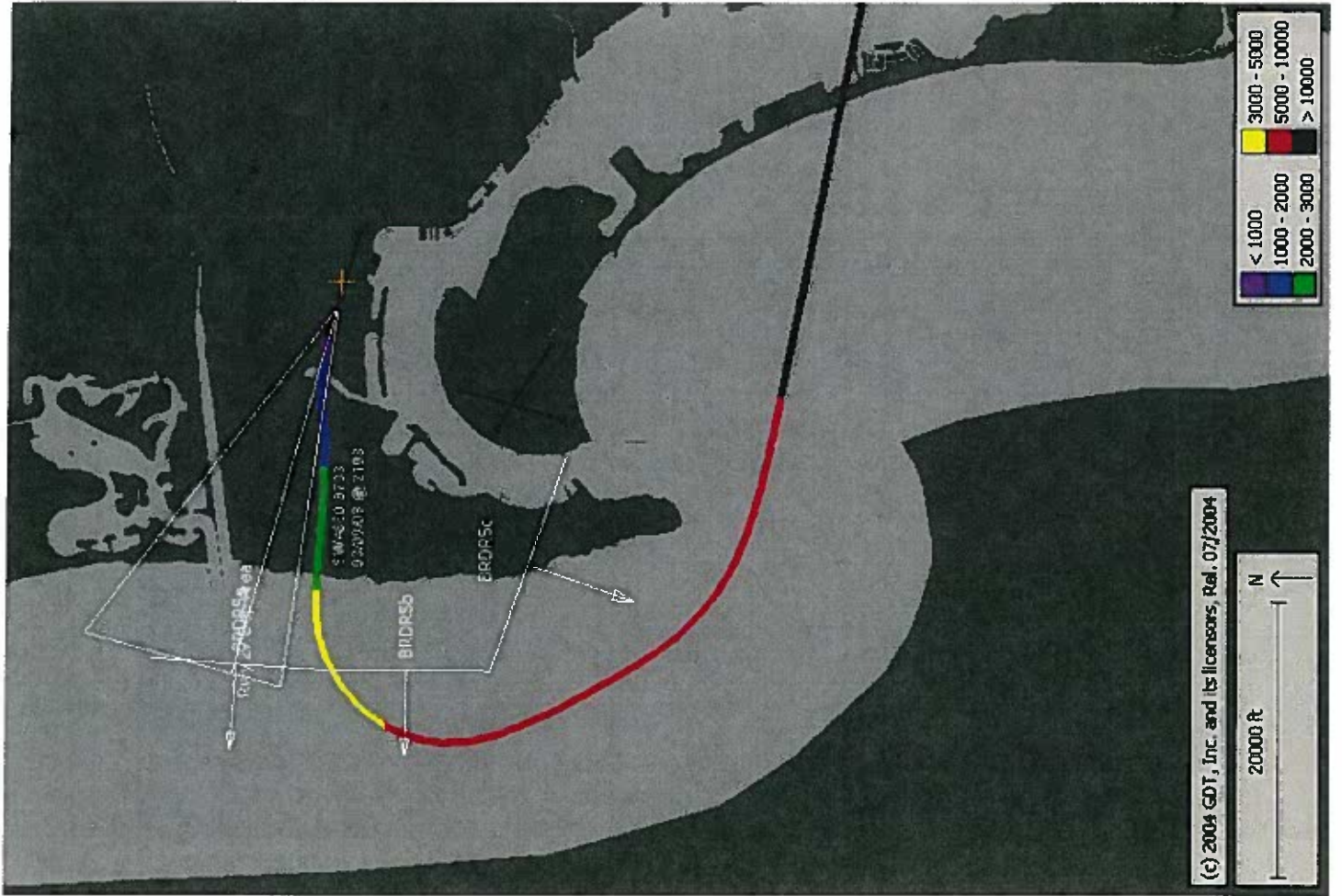
# 2010 Early Turns

Total sent to FAA  
(Total for 2010 = 588)

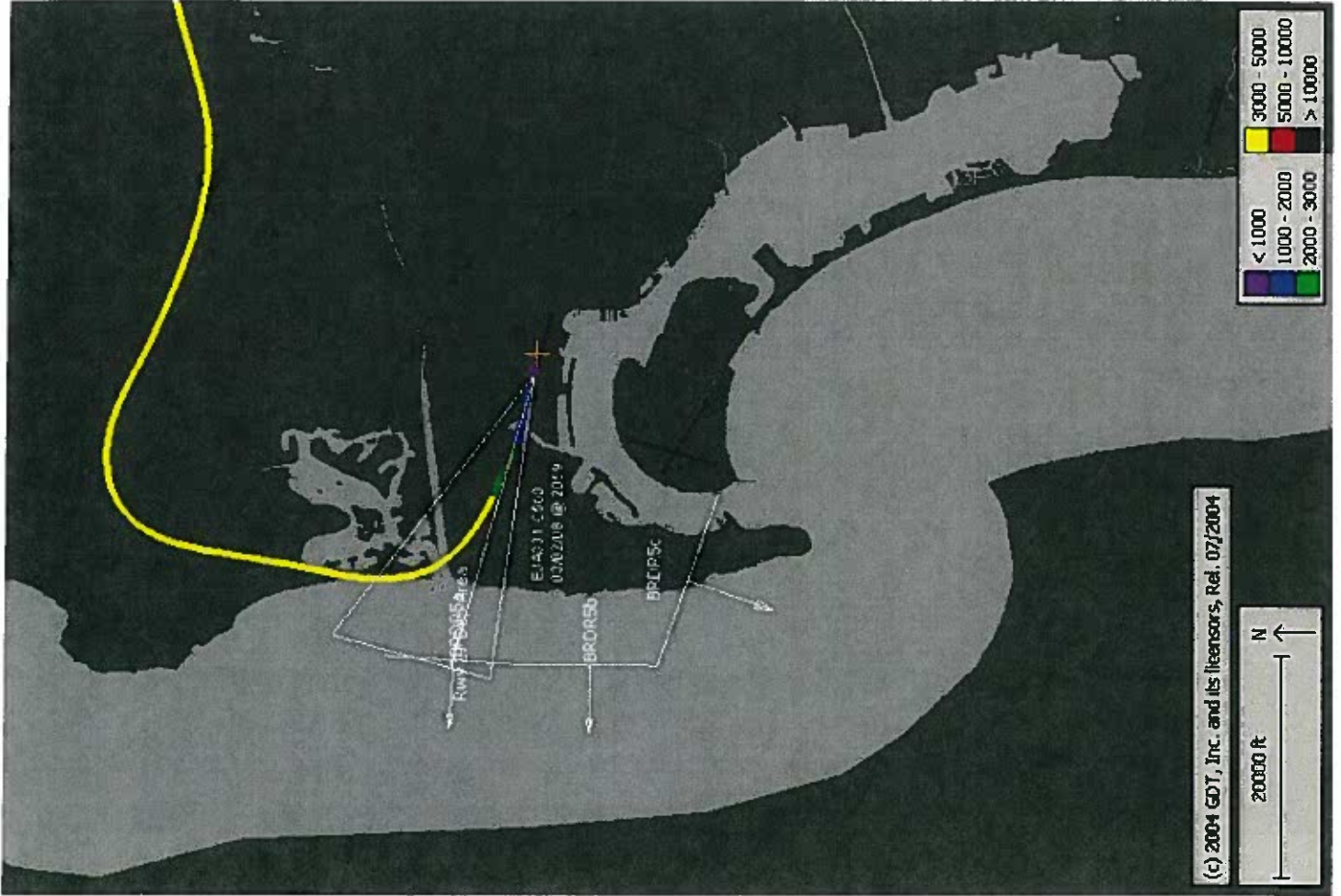


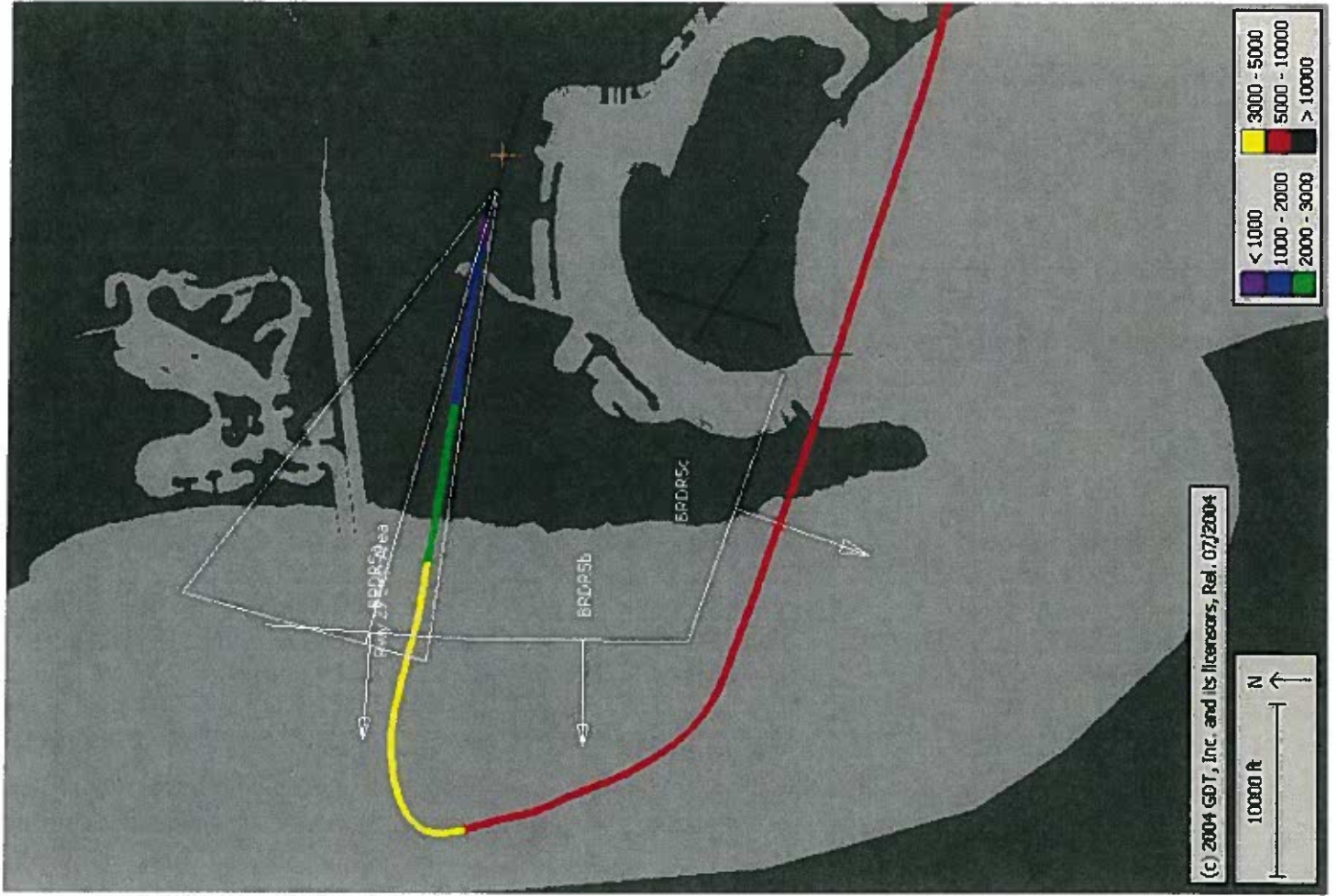


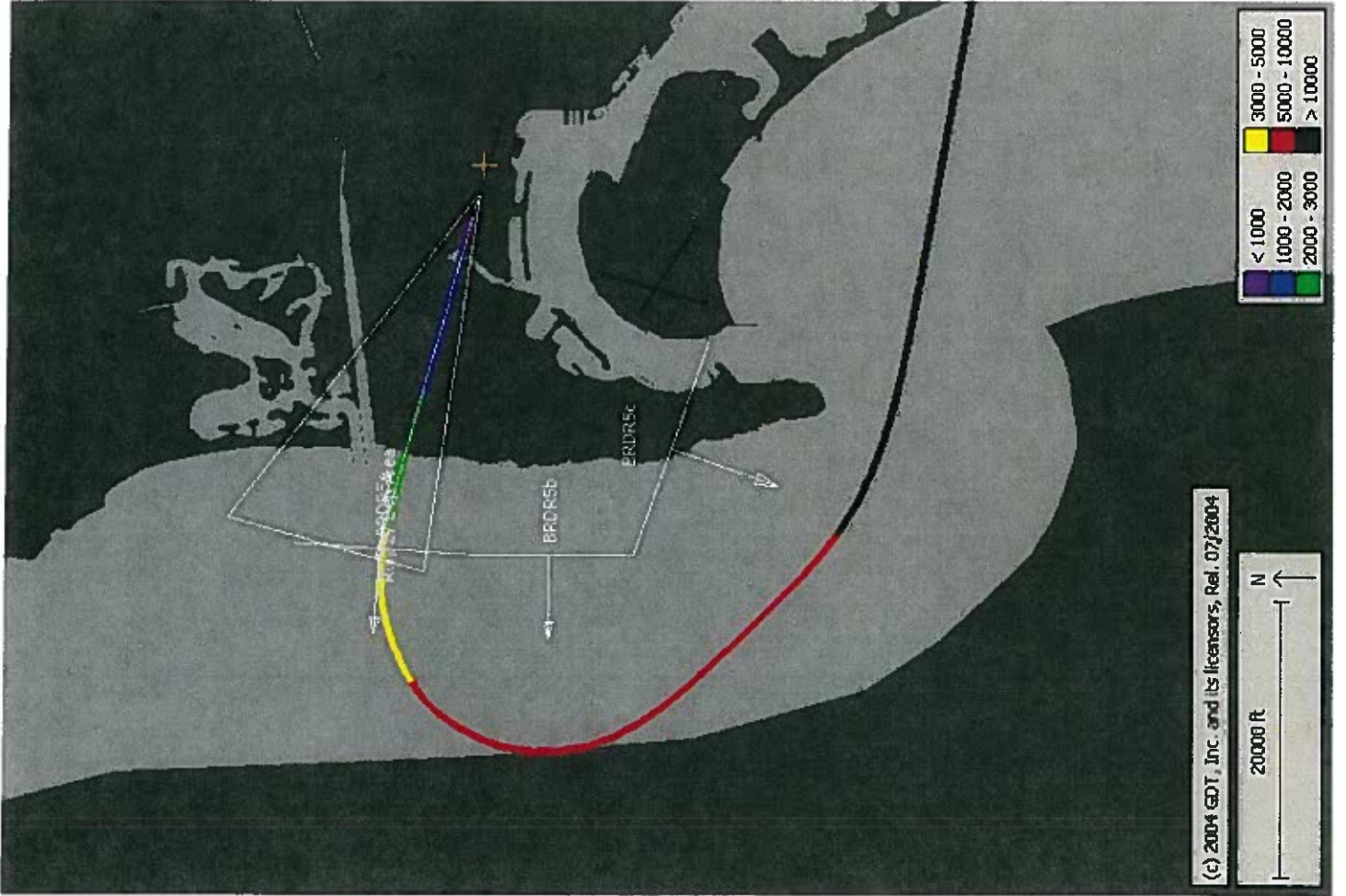






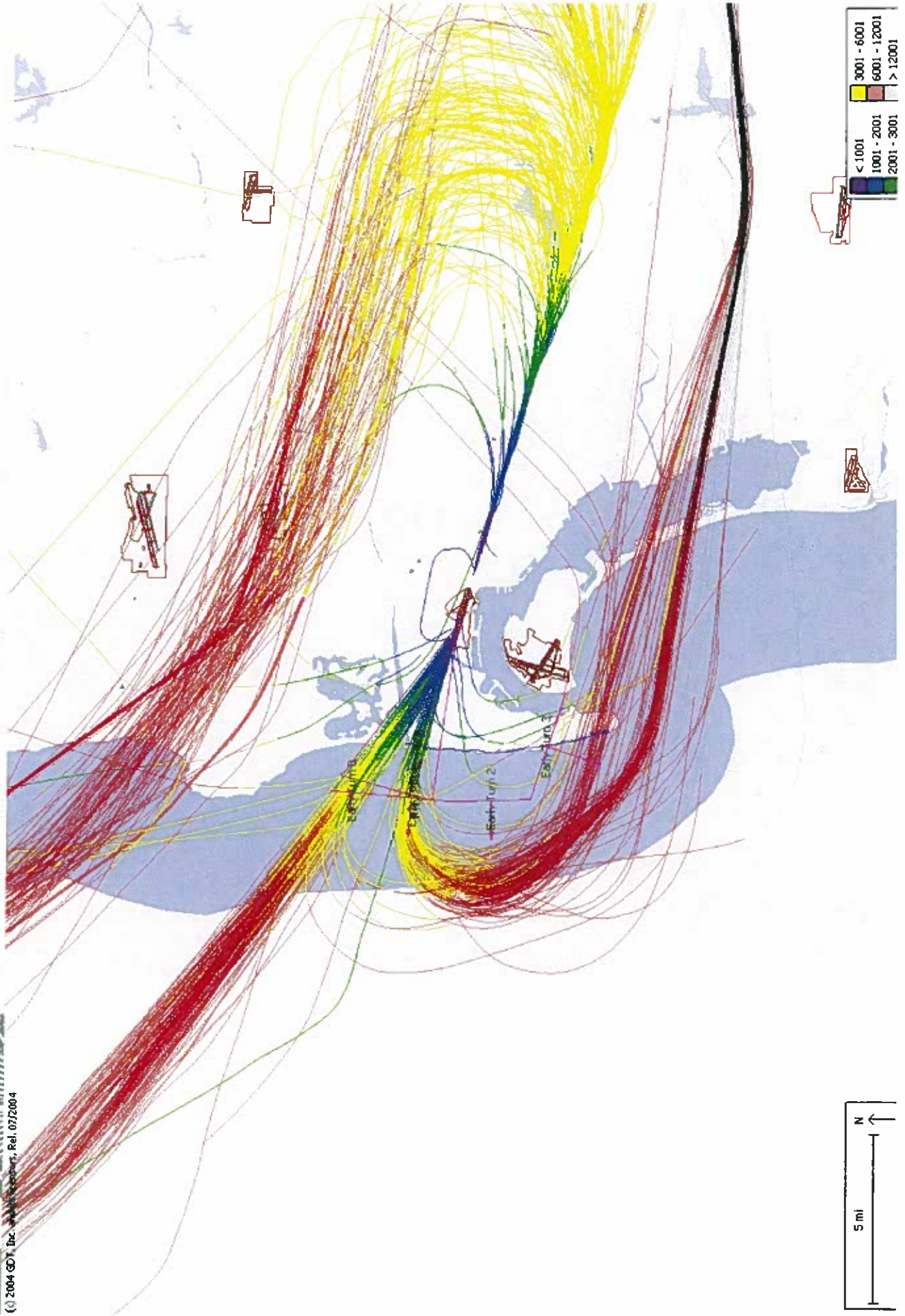








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**Any Questions?**



# “Contra-Flow” Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

January 19, 2011





## Contra-Flow Definition

What are “Contra-Flow” air traffic operations?

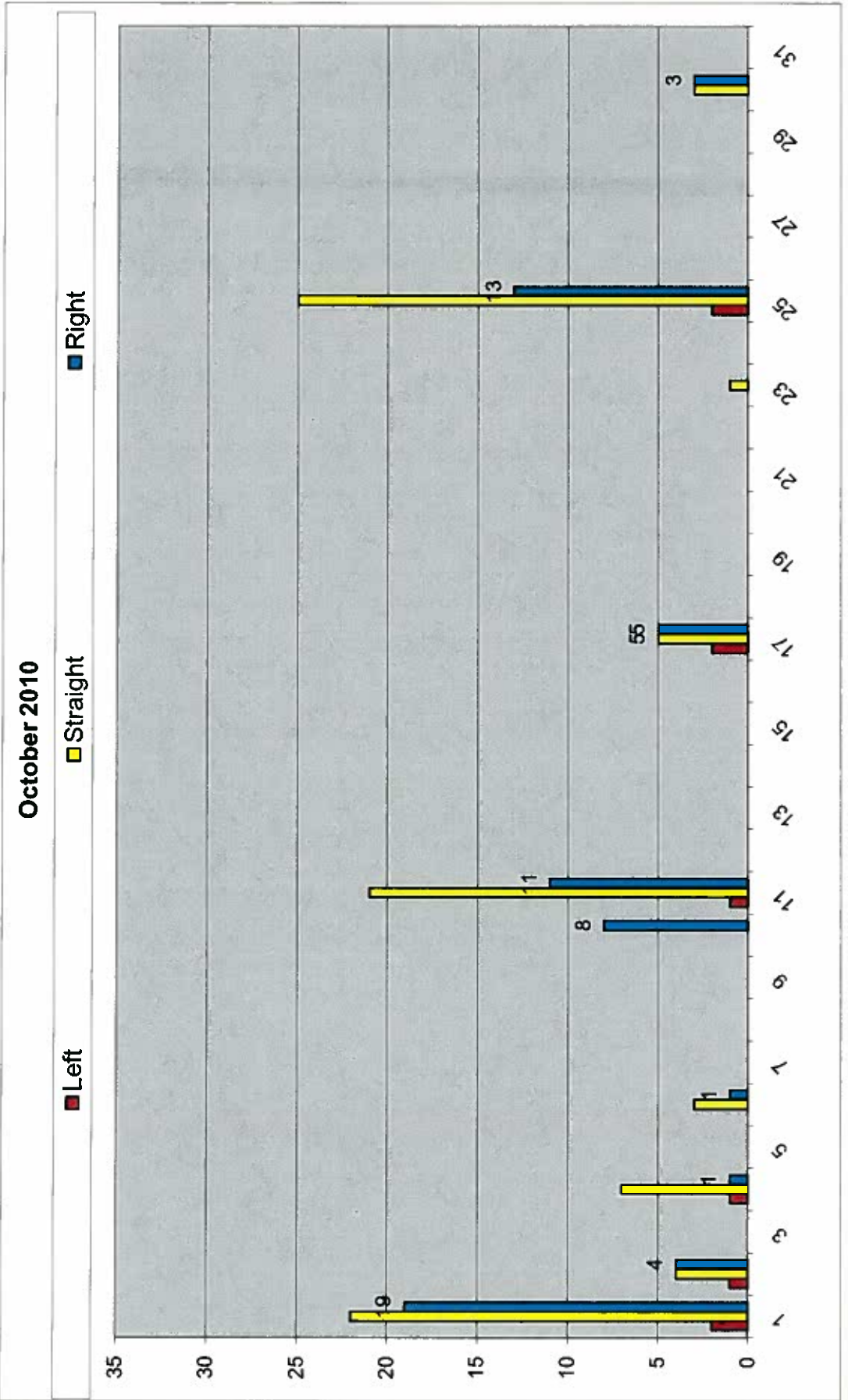
**Contra-Flow operations** is a air traffic control procedure used at SDIA when weather and/or aircraft weight play a factor in the arrival and departing phase of flight. Normal operations at SDIA consist of arrivals from the east, and departures to the west. During Contra-Flow operations, aircraft arrive 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](http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf)



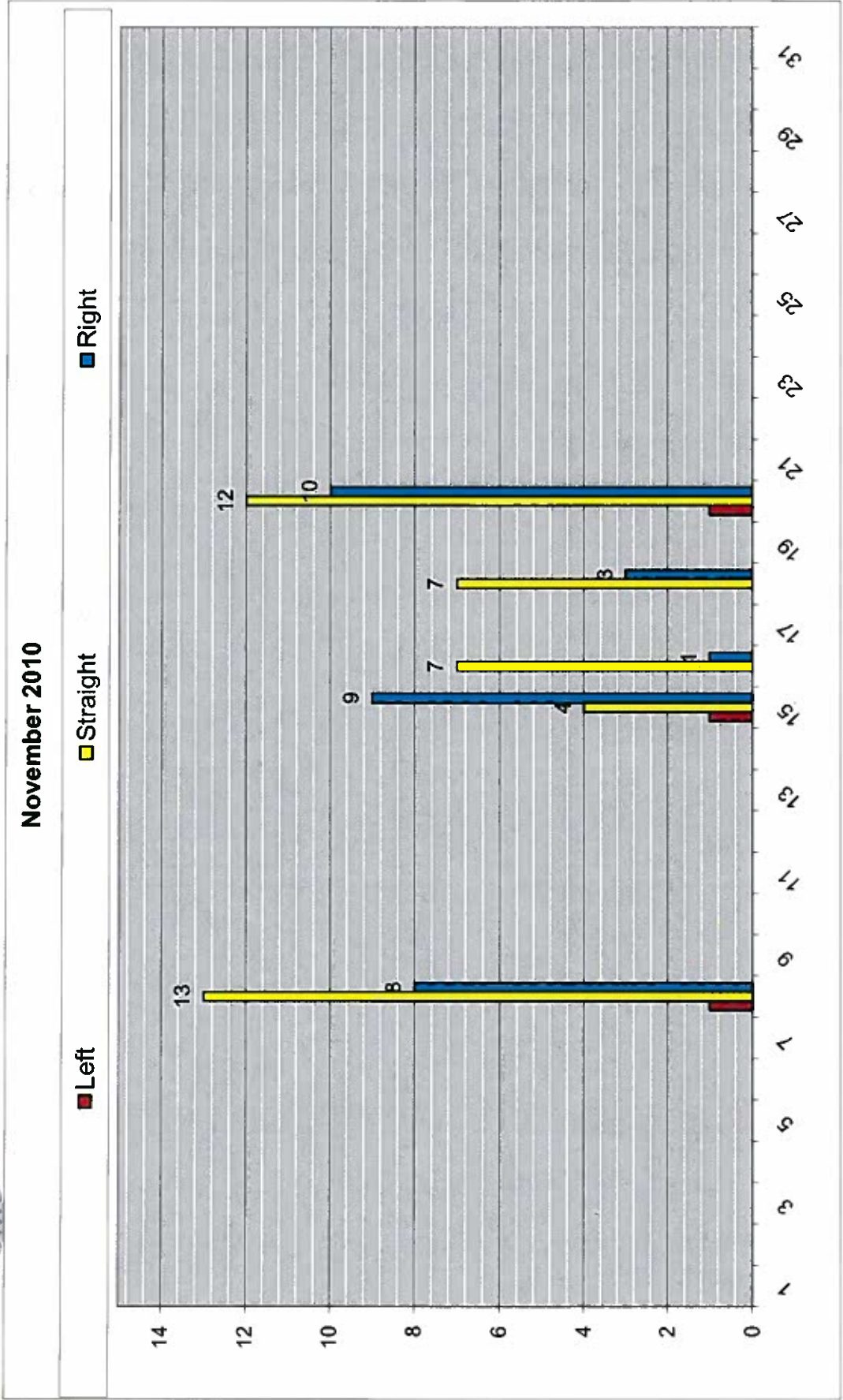


# October 2010 Contra-Flow



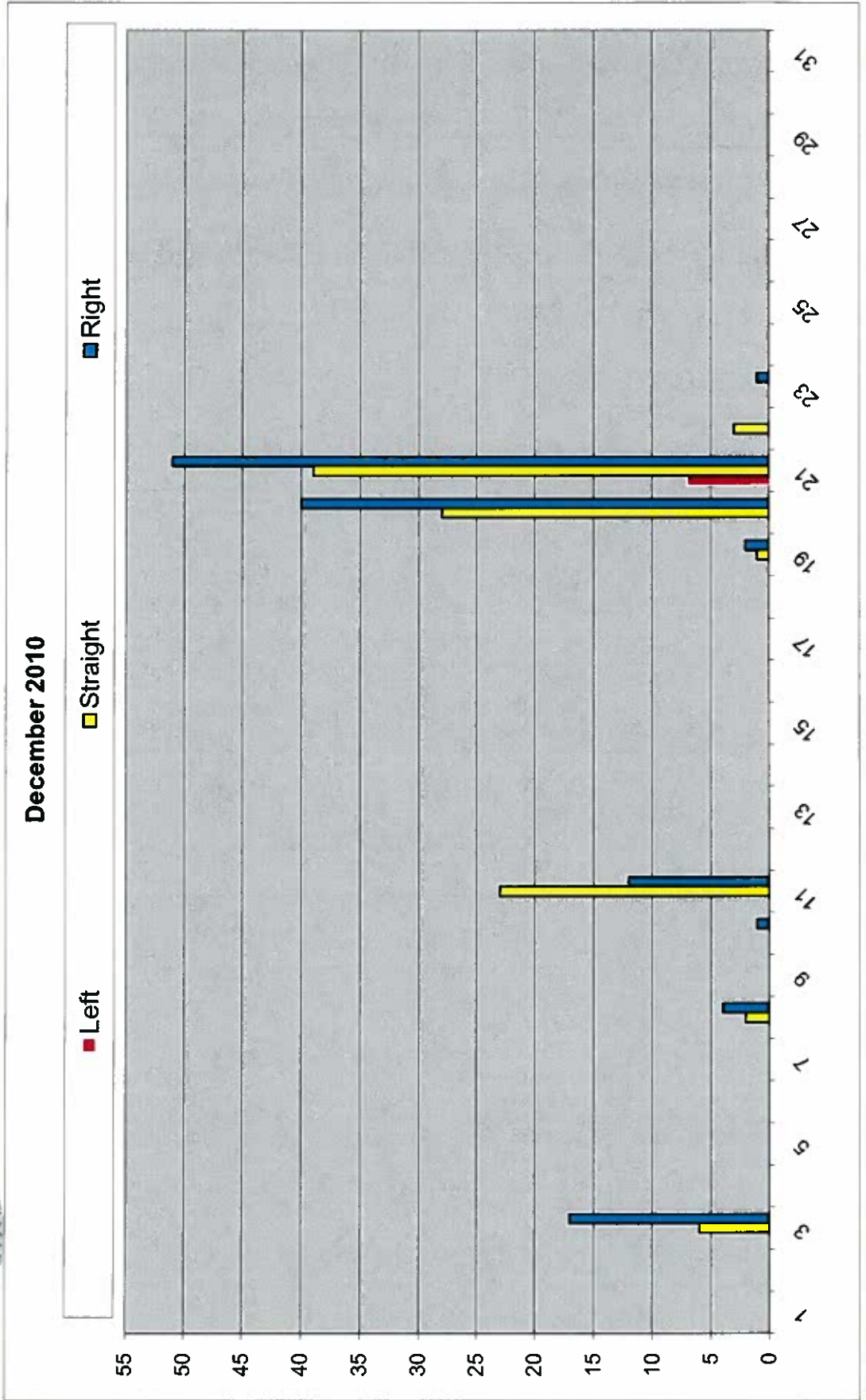


# November 2010 Contra-Flow



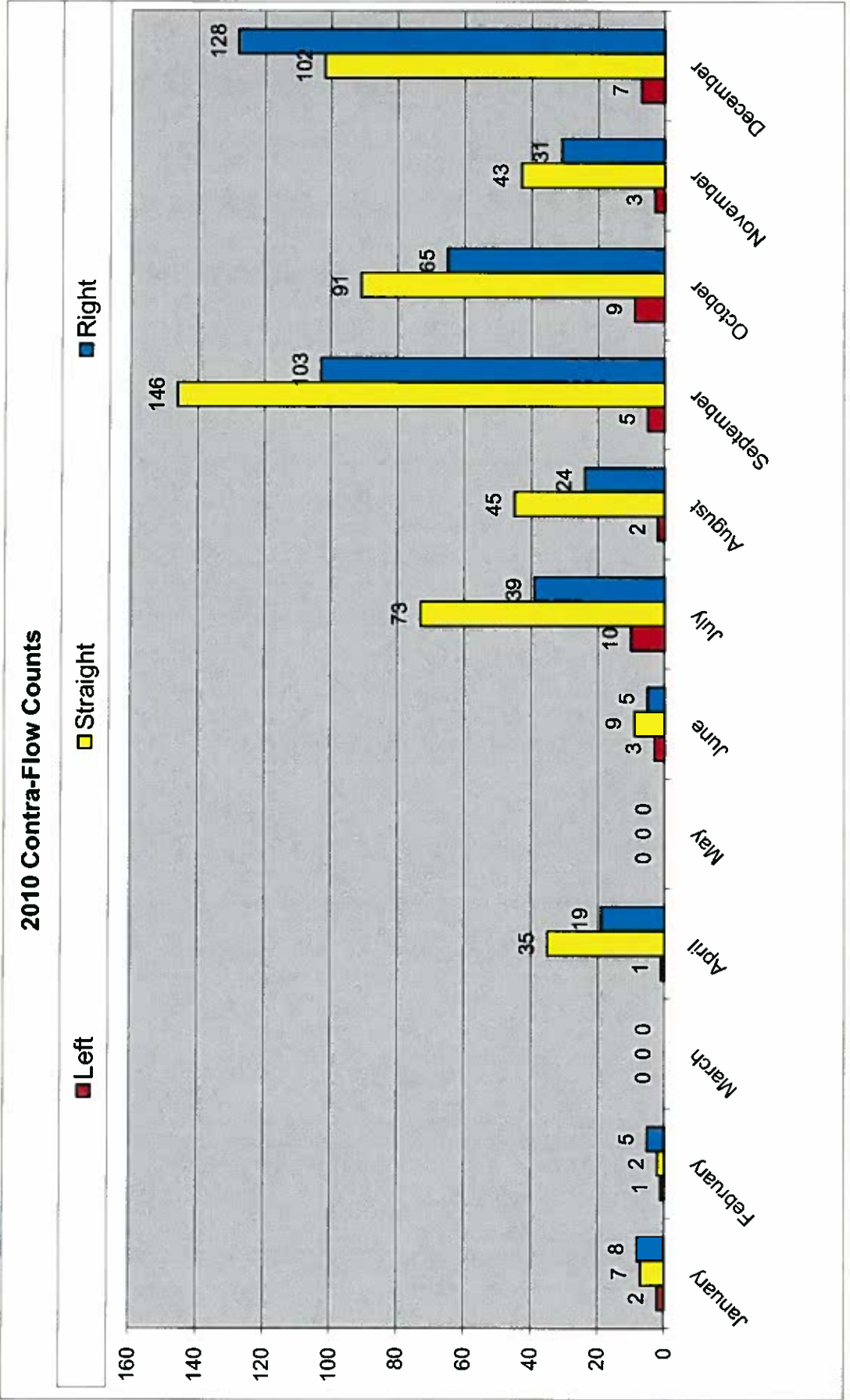


# December 2010 Contra-Flow





# 2010 Contra-Flow Totals





**Any Questions?**

San Diego International Airport  
**The Green Build**  
Moving Forward. Soaring Higher.



SAN\_ORG

# Program Update

December 2010



MARINE CORPS  
RECRUIT DEPOT

INTERSTATE 8

NORTH HARBOR DRIVE

PROJECT LOCATION

LIBERTY  
STATION

SAN DIEGO BAY

San Diego International Airport

# The Green Build

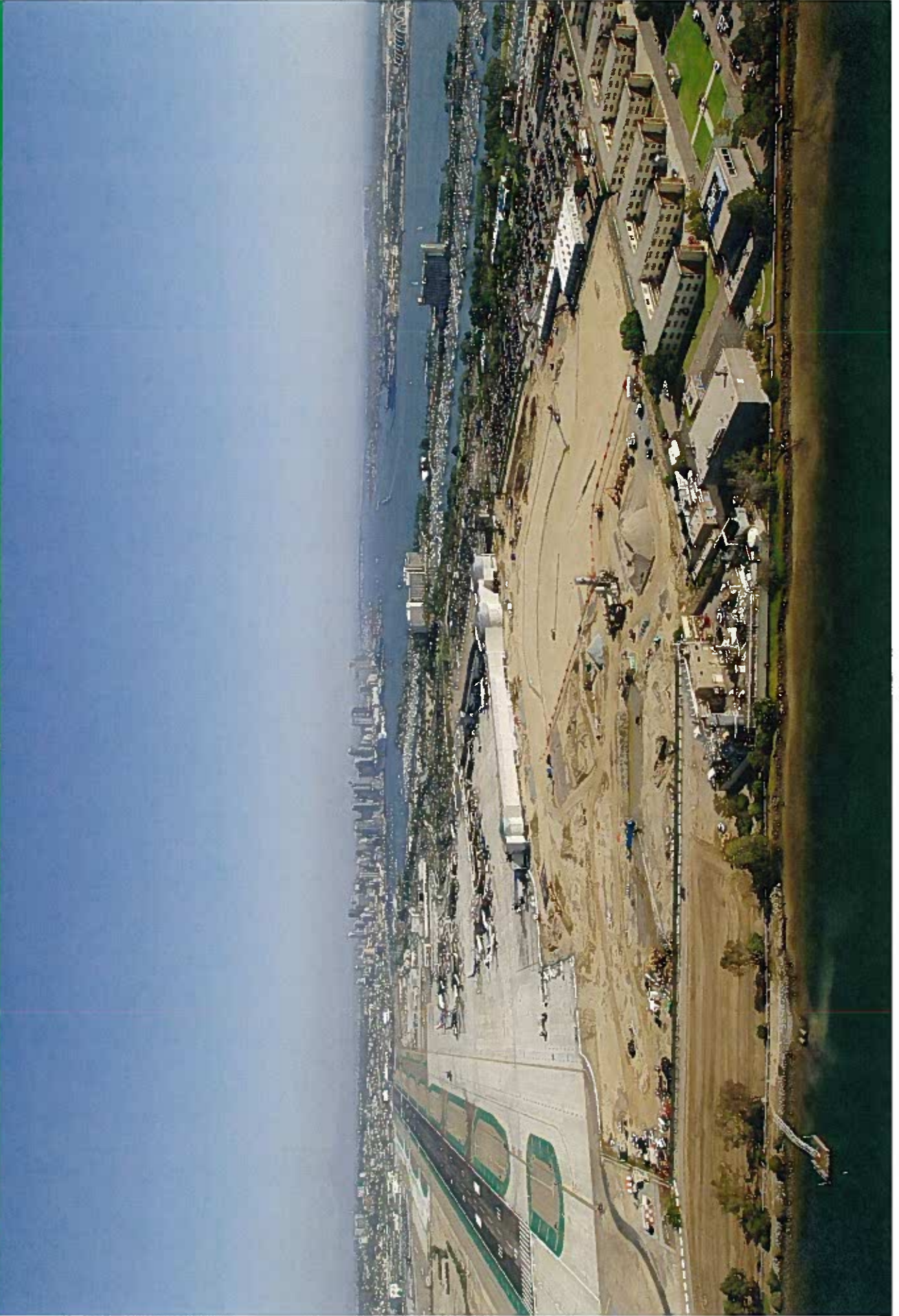
Moving Forward. Soaring Higher.



SAM.ORG

# Program Update

December 2010





- Lindbergh Field Superlatives:
  - One of the Country's Top Destination Markets
  - America's Busiest Commercial Airport with a Single Runway (9,400 feet x 200 feet)
  - One of the Smallest Commercial Airports Measured in Area (661 Acres)
  - In 1976 SAN Became the Nation's First Airport to Enact a Curfew (No Departures from 11:30pm to 6:30 am)





## Why Expand What We Already Have?

- Lindbergh Field – 2010
  - 17.5 Million Annual Passengers (MAP)
  - 545 Operations per Day (Approximately 195,000/year)
  - 41 Jet Gates (3 International)
- 2025 Forecast (2030 – 30 MAP Maximum)
  - 25 Million Annual Passengers
  - 770 Operations per Day (Maximum – 300,000/year)
  - 51 Jet Gates (4 International)



# Program Facts

- **Program Budget - \$865 Million** (Board Approved)
- **Expansion - 3.3 Million Square Feet** (Airside, Terminal & Landside)
- **TDP Percentage of Airport = 11%** (76 of 661 Acres)
- **Project Need Identified & Planning Began - 1998**
- **Design & Construction - 2009 to 2013**



## Program Delivery

- Design-Build – Permits Fast Track Project Delivery
- Two Joint Venture Teams Under Contract
- Co-Located Offices – Authority and DB Contractors
- Total 153 Design & Management Staff on Site
- Nearly 40 Major Firms Involved
- Over 100 Subconsultants, Subcontractors & Vendors

# Program Overview



- Airside Expansion
- Terminal 2 West Expansion
- Central Utility Plant (CUP) Expansion



- Landside Infrastructure Improvements
- Smart Curb
- USO / PMO



San Diego International Airport

# The Green Build

Moving Forward. Soaring Higher.



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# Contract 1 Overview



A Joint Venture

**Airside Expansion**

**Terminal 2 West Expansion**

**Central Utility Plant (CUP) Expansion**



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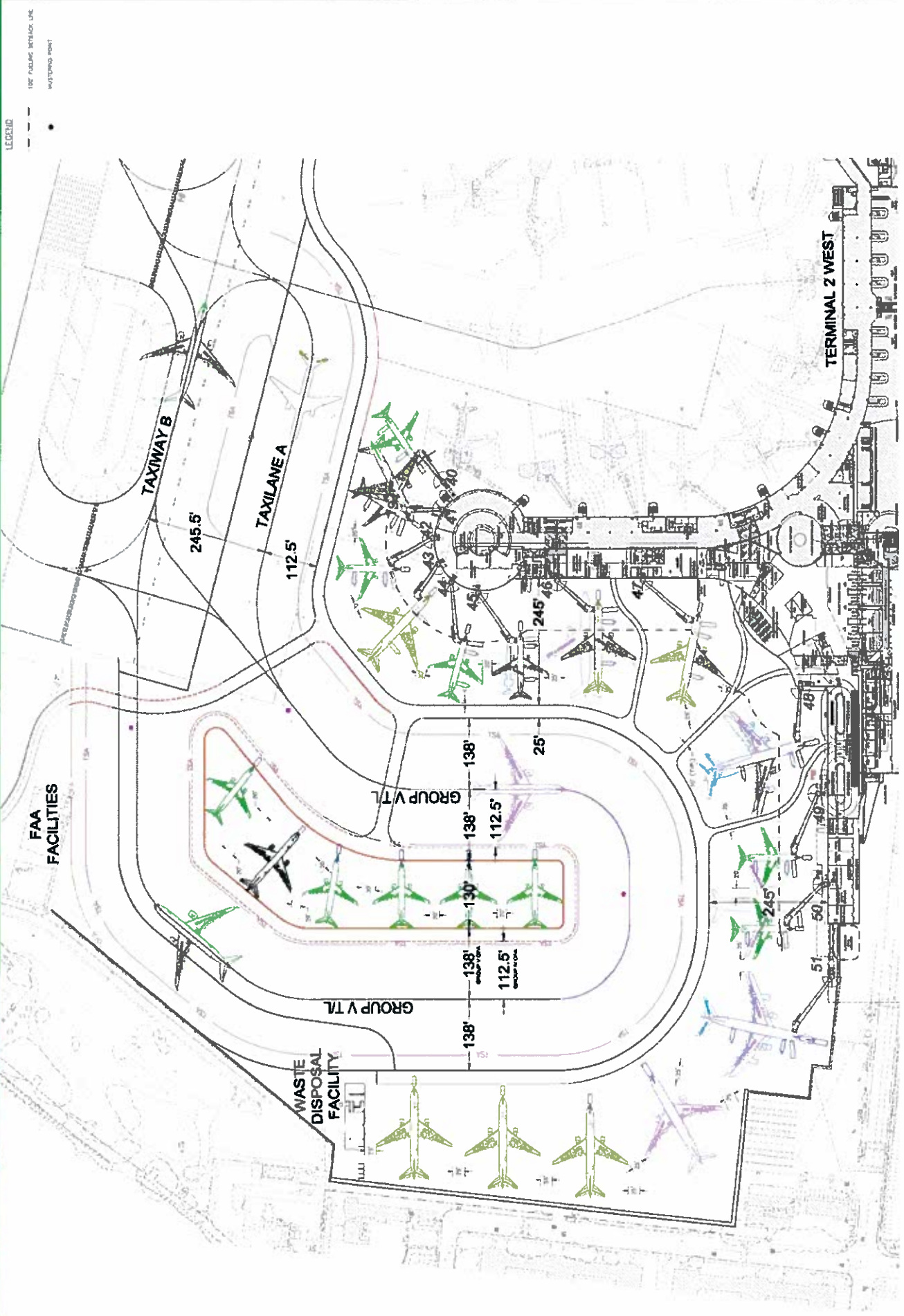
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# Airside



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# Airside – Step 1

## Underground Utilities – Now Completed





## Airside – Step 2

- **Aircraft/RON Apron:**
  - 5 Inch Cement Treated Porous Base (CTPB) - 100%
  - 6 Inch Econo-Crete - Projected to Complete 12/10/2010
  - 17 Inch Portland Cement Concrete (PCC) – Begins 12/13/10
  - 28 Inches Total
- **Temporary Apron Parking** – Opens Late February



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# CTPB Placement



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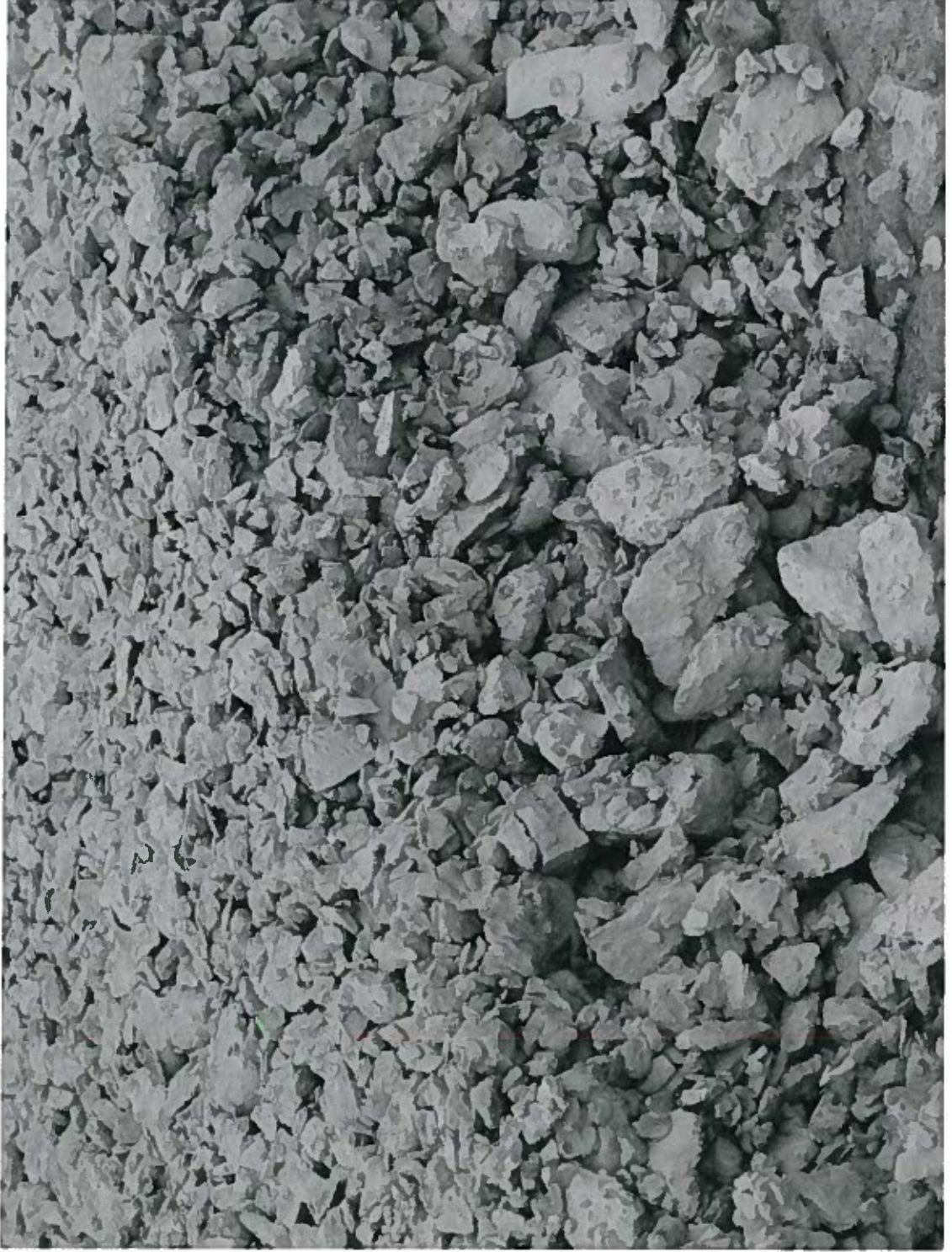
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## CTPB Up Close



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# CTPB Placement



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# Econocrete Placement



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[SAM.ORG](http://SAM.ORG)

# Econocrete Placement



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## Terminal Rendering



## Sunset Cove Exterior

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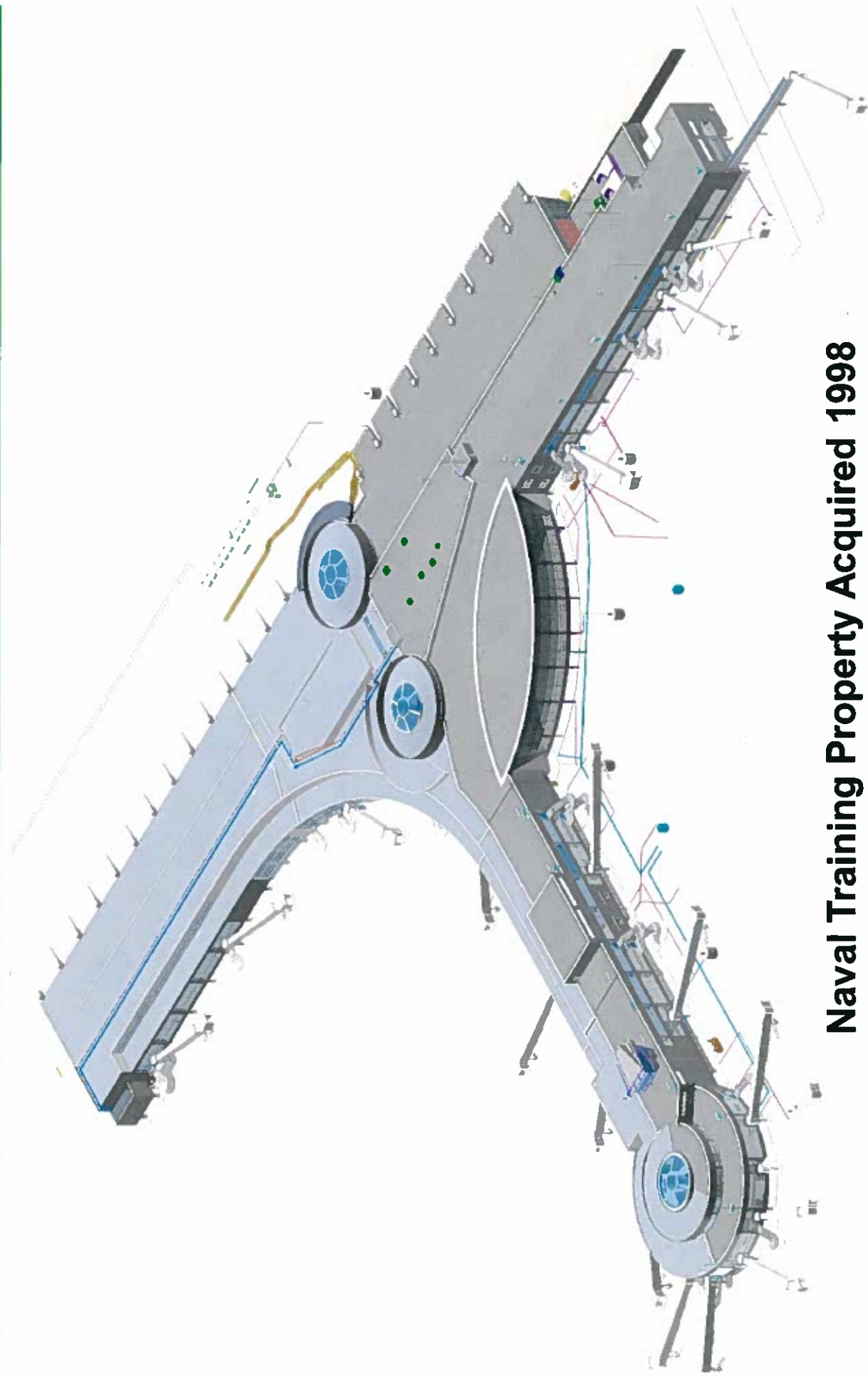
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## Terminal 2 West Expansion



Naval Training Property Acquired 1998



- **Piles**
  - 784 Piles Driven – Varied from 45’ to 55’ Long
  - Work Completed Before Thanksgiving
- **Concrete/Foundations**
  - Waterproofing in Baggage Tunnel – Began 11/22/10
  - Pour 1<sup>st</sup> Tunnel Structural Slab on Grade (SOG) – 1/12/11
  - Form Tunnel Walls – Work Commences 1/3/11



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# Pre-Drilled Pile Operation



12 4:50PM

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# Pre-Drilled Pile Operation



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# Site View From Roof of T2W



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# Site View After The Rain



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# Tunnel Wall Reinforcing



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# Grade Beam Installation





- **Mechanical/Electrical/Plumbing (MEP)**
  - Underground Permits – Received 11/19/10
  - Underground Electrical & Plumbing – Started 1/3/11
- **Structural Steel**
  - Total Steel Required – 5,000 Tons
  - 3,000 Tons Already at Fabricator's Shop in Arizona
  - Delivery & Erection – Commences 2/14/11

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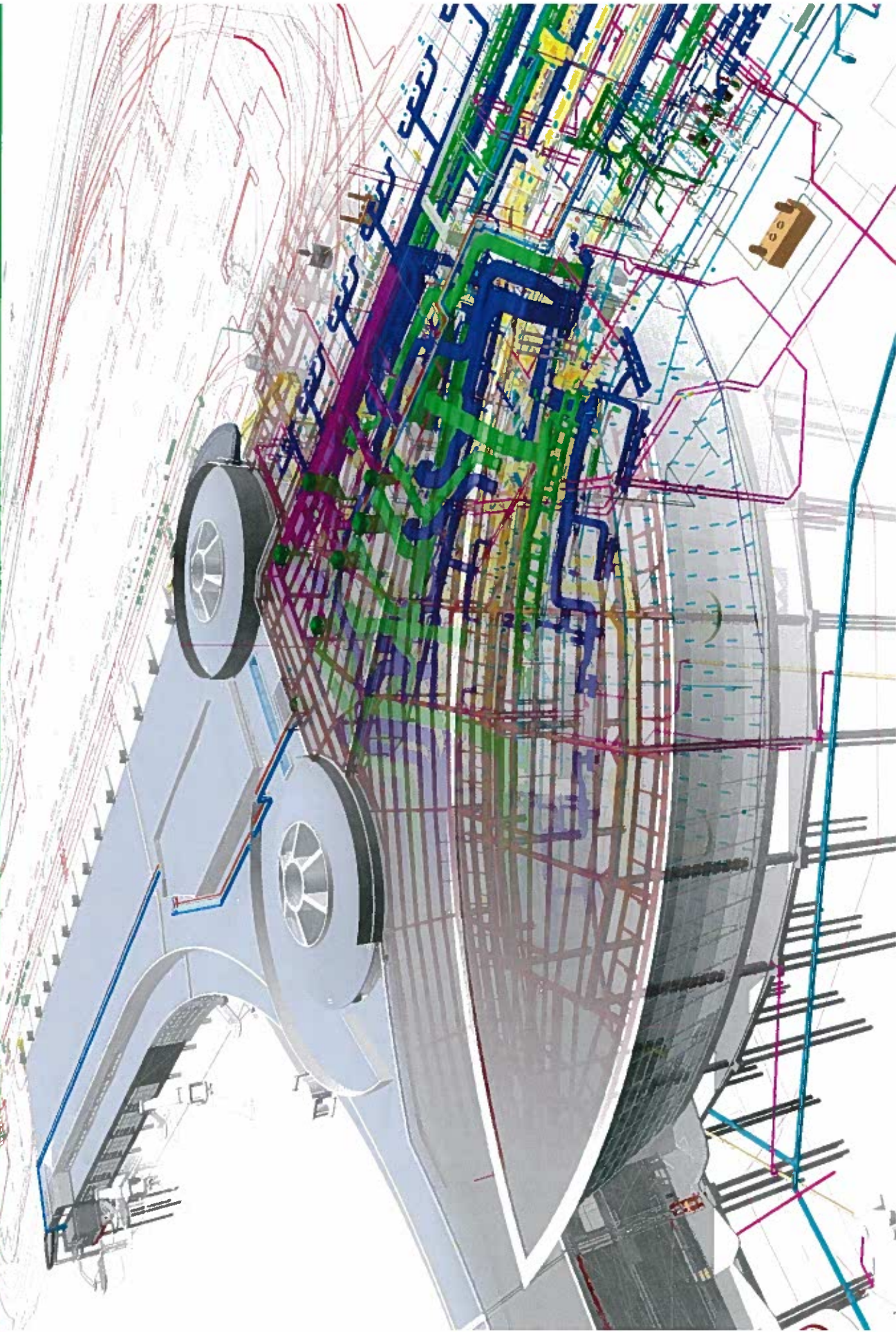
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# Computer Modeling (BIM)







# LEED Overview

- **LEED (Leadership in Energy & Environmental Design)**
- **The Green Build is utilizing LEED NCv2.2 as the certification standard. (Version 3 just released.)**
- **LEED NCv2.2 - Total of 69 potential points available and 4 levels**



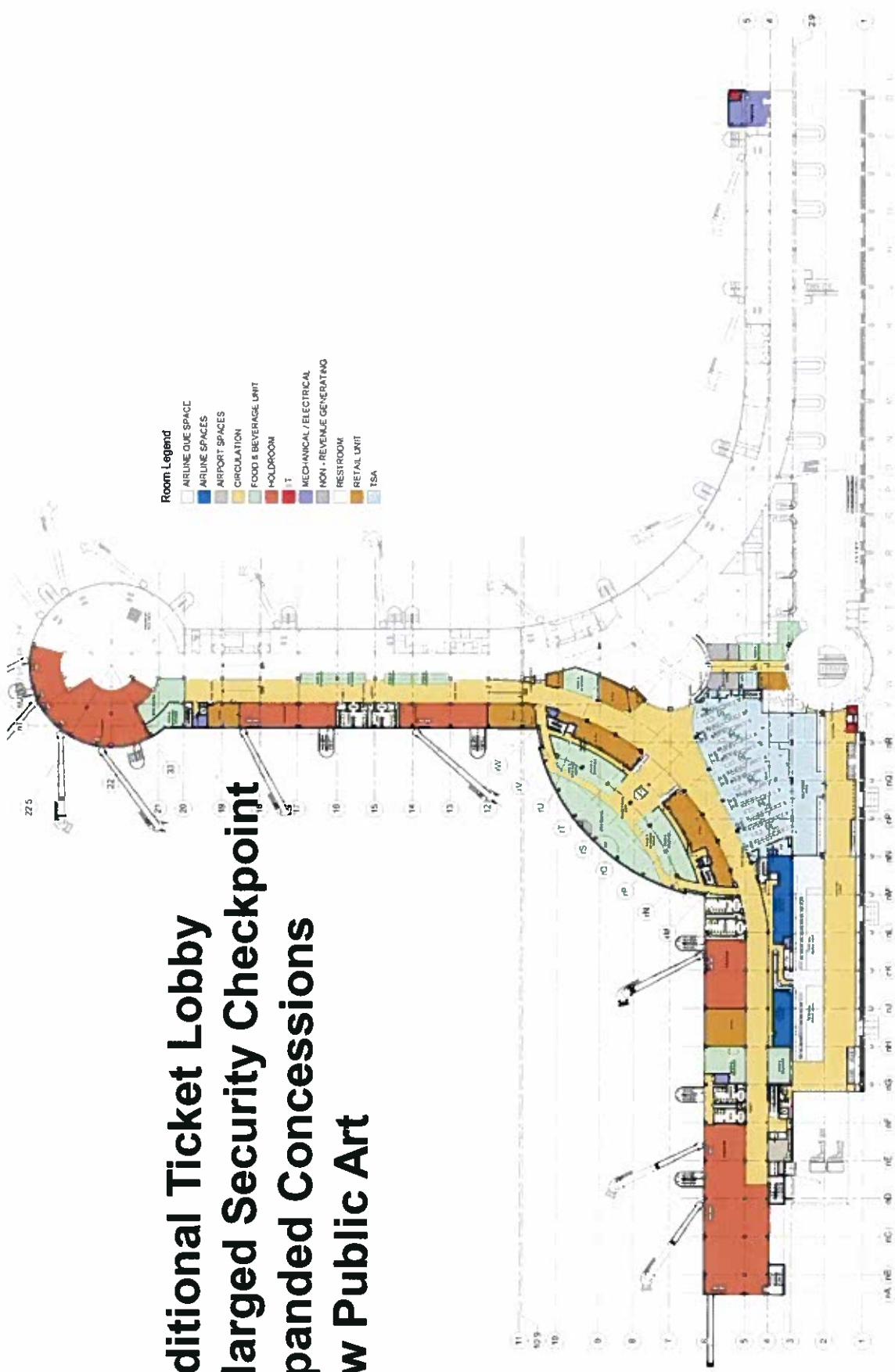
- Platinum: 49 + pts.**
- Gold: 39 – 48 pts.**
- Silver: 33 – 38 pts.**
- Certified: 26 – 32 pts.**



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# Terminal

## Additional Ticket Lobby Enlarged Security Checkpoint Expanded Concessions New Public Art



SAN DIEGO INTERNATIONAL AIRPORT  
TERMINAL 2 WEST BUILDING AND AIRSIDE EXPANSION

TITLE LEVEL 2 PLAN  
DATE SEPTEMBER 30, 2010  
SCALE: 1" = 40'-0"  
PAGE 2 OF 3  
DRAWN BY:

San Diego International Airport

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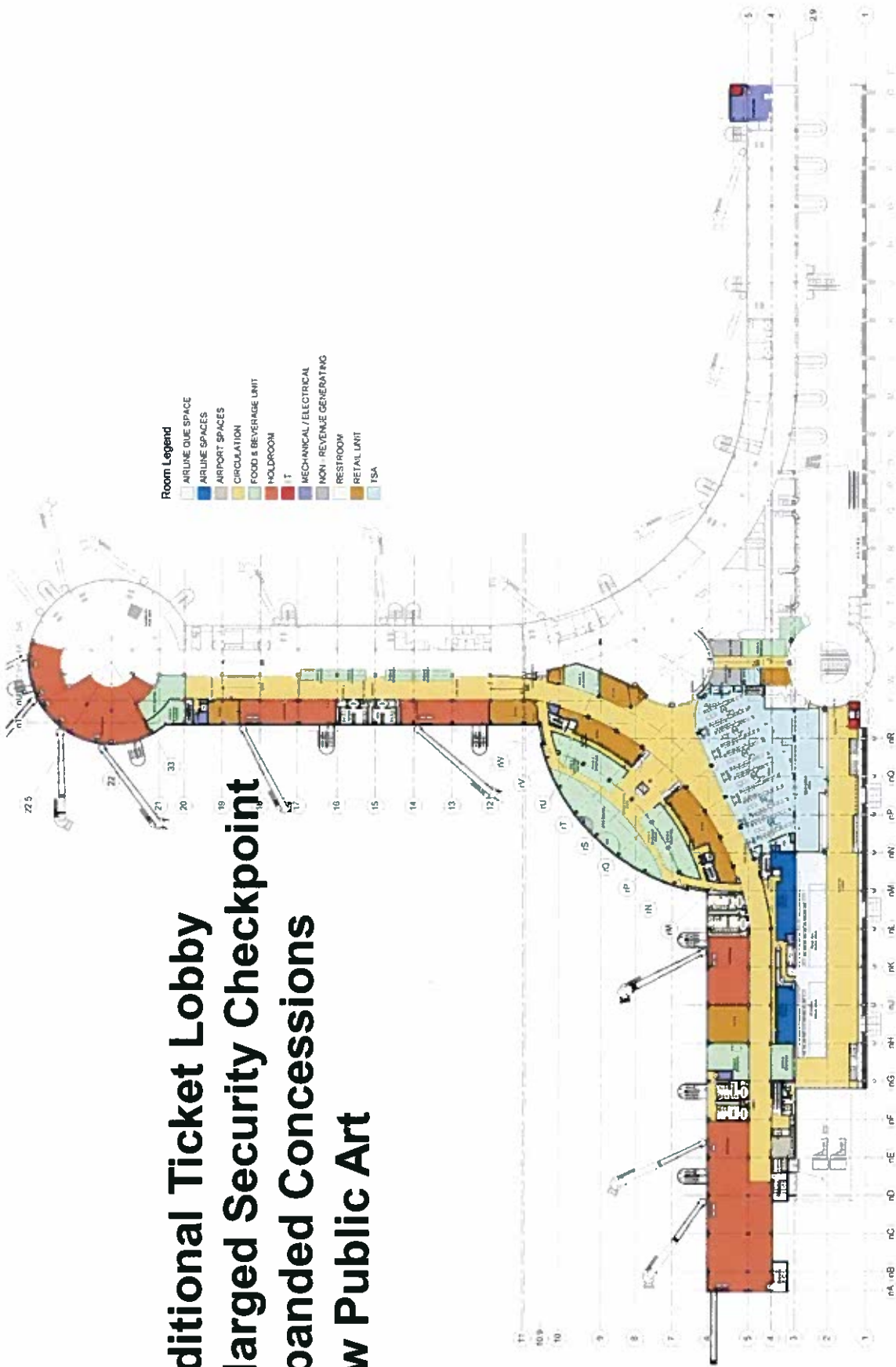
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# Terminal

## Additional Ticket Lobby Enlarged Security Checkpoint Expanded Concessions New Public Art



- Room Legend**
- AIRLINE QUE SPACE
  - AIRLINE SPACES
  - AIRPORT SPACES
  - CIRCULATION
  - FOOD & BEVERAGE UNIT
  - HOLDROOM
  - MET
  - MECHANICAL/ELECTRICAL
  - NON-REVENUE GENERATING
  - RESTROOM
  - RETAIL UNIT
  - TSA

SAN DIEGO INTERNATIONAL AIRPORT  
TERMINAL 2 WEST BUILDING AND AIRSIDE EXPANSION  
TITLE: LEVEL 2 PLAN  
DATE: SEPTEMBER 30, 2010  
SCALE: 1" = 40'-0"  
PAGE: 2 OF 3  
DRAWN BY:



Turner PCFL FLATIRON  
A JOY VENTURE

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# CONCESSIONS CORE SCHEME B



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## Interior Rendering



## Sunset Cove Interior

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# Interior Rendering



## Central Concourse

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## Interior Rendering



## North Concourse



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# Contract 2 Overview



**Landside Infrastructure Improvements**

**Smart Curb**

**USO / PMO**



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# Landside



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# Landside



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# Landside



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# Smart Curb Test Pile



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# Smart Curb Test Pile



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# Parking Lot Rotunda Demo



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# Parking Lot Rotunda Demo



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# Pedestrian Bridge Demo





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# Pedestrian Bridge Demo



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# Pedestrian Bridge Demo



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# Passenger Bridge Demo



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# Questions?

