

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, April 20, 2011 4:00 P.M.

**Quieter Home Program Offices
2722 Truxtun Road, San Diego, CA 92106**

1. QHP Facility Tour
 2. Welcome, Introductions and Acknowledgement
 3. Approval of the January 19, 2011 meeting minutes
 4. Information Items:
 - A. Airport Authority Update
 - B. FAA ANAC Participation Letter update
 - C. Curfew Violation Review Panel (CVRP) update
 - D. Noise Compatibility Program (Part 150) update
 5. Public Comment on Information and Discussion Items (Time Certain – 4:30 p.m.)
 6. Presentation Items:
 - A. Quieter Home Program (QHP) update
 - B. Missed approach statistics
 - C. Complaint statistics
 - D. Early Turn and Contra-Flow Operations Statistics
 7. Public Comment (Time Certain – 5:25 p.m.)
 8. New Business
 9. Next meeting date
 10. Adjourn
-



**SAN DIEGO
INTERNATIONAL
AIRPORT**

D R A F T

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) Meeting Minutes January 19, 2011

On January 19, 2011, the Airport Noise Advisory Committee (Committee) met at the Commuter Terminal, San Diego International Airport, 3225 N. Harbor Drive, San Diego, CA. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:05 p.m.

Present: Mr. Matt Awbrey, City of San Diego, Captain (Ret.) Jack Bewley, Airline Pilot; 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. Kirk Hanson, Community member; Congresswoman Susan Davis (ex-officio) Daniel Hazard, 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. Hirsch Gottschalk, Uptown Planners; Mr. Steven Holt, Airline Representative (ex-officio) (Excused); Mr. Bill Stone, Little Italy Association; County Supervisor Greg Cox (ex-officio) (Vacant); District Two (ex-officio) (Vacant);

As the first item, Mr. Frazee presented a Certificate of Appreciation to Mr. Matt Awbrey for his service as ANAC member representing City of San Diego, District 2 (Council President Pro-Tem Kevin Faulconer). Mr. Awbrey's new responsibilities with District 2 preclude his representation on ANAC. Dr. Butler opened the meeting by inviting each member and staff to introduce himself. As there was no quorum, Dr. Butler proceeded to the next agenda item.

Dr. Butler announced that, due to presenter time constraints, the Quieter Home Program (QHP) update will lead off the agenda items. Ms. Sjohnna Knack, QHP Project Manager, informed the Committee that the Program is as busy as ever, even taking into account the recent rains and past holiday. There are 5 active construction projects and 6 in planning; the team recently completed 30 homes, with about 200 homes in process. As was mentioned at the last meeting, the Authority budget for QHP was scaled back from \$20 million to \$15 million; Ms. Knack is working with the Finance Department to stabilize the budget for at least the next 3 years to allow for continuing acceleration of the program. Because of the budget cut, Ms. Knack explained that bids for projects are now done every two month as opposed to once a

month. At the last meeting, members asked how the community feels about the program. Ms. Knack provided the results of a November 2010 survey of owners and tenants of recently completed homes. The survey received 155 homeowner responses. From these results, 76% of residences were owner occupied vs. 24% rental. 94% of homeowners are satisfied with the work done. Ms. Knack mentioned the Top 5 resident concerns and the Top 5 resident compliments, documentation of which can be found on the SDCRAA website at http://www.san.org/documents/airport_noise/anac/11Jan_Presentation_Items.pdf. Ms. Knack added that the single largest challenge her staff faces is the interaction (or lack thereof) with the City's Inspection Department. Because of reduced staff, inspectors are not timely or consistent when contractors contact the department for a required inspection. A Committee member asked if there is a difference in dealing with homeowners versus tenants. Ms. Knack responded that there is when owners fail to inform tenants about what to expect when construction begins. She added that about 100 condominiums are nearing completion. The Park Point Loma complex (with about 200+ units) is expected to be finished by the end of March. Additionally, 70 units in the Point Loma Tennis Club are about finished. She added that photos of the newly completed QHP showroom are attached to the Construction survey she handed out, and she also invited members to come by and visit QHP at their new location at the former Naval Training Center. Dr. Butler recalled from the last meeting that members suggested that an ANAC meeting be scheduled at the QHP offices during this calendar year. Dr. Butler asked members to discuss when this year a meeting will take place at QHP.

At this time a quorum became available. A motion to approve the October 2010 meeting minutes was made and seconded. There were no corrections. The motion passed unanimously.

Mr. Frazee announced a couple of SDCRAA workshops that might be of interest to the Committee. The first is the SDIA Airport Land Use Capability Program (ALUCP) conducted in an open house format with several stations containing ALUCP information. Authority Noise Mitigation staff will be available to respond to aircraft noise-specific issues. The workshop is scheduled for Tuesday, January 25 from 5:00-8:00 p.m. at the Marriott Courtyard located at Liberty Station. Also, steering Committee meetings for differing areas of the ALUCP, open to anyone wishing to participate, will be held in the near future. The first meeting will focus on the airport surrounding environment, which will set the stage for future steering meetings focusing on airport noise, safety, air space protection and overflight; the first area-specific meeting is scheduled on Wednesday, February 23rd from 1:00-5:00 p.m. at the Marriott Courtyard, San Diego. After the ALUCP on the 25th of January, the next day, January 26th from 5:30-7:30 p.m. there will be an open house Regional Airport System Plan (RASP) meeting in Board Room. Mr. Frazee will ensure that all members will have a copy of the scheduled workshops via email.

As for the Green Build, a presentation by Mr. Bob Bolton will be provided later in this meeting.

As additional information, Mr. Frazee informed the Committee that on Saturday, February 12, 2011 an open house and fly-by will be conducted at North Island Naval Air Station in commemoration of 100 years of naval aviation. The fly-by will start at about 1:00 p.m. It will feature approximately 41 vintage Navy/Marine Corps aircraft in addition to the most current fleet aircraft. The impact on air operations will be a 7-10 minute window of no arrival and

departures to facilitate the transition of the 40 ship fly-over scheduled at the end of the event. Mr. Frazee also informed Committee members that this might affect many residents in the south peninsula area, as the aircraft will form out over the ocean and commence a counter-clockwise fly-by around North Island exiting to the southwest. Mr. Frazee asked relevant members to inform his/her constituents, even though the event is to be publicized in area newspapers. Mr. Frazee will email members the event website.

Dr. Butler then addressed two Agenda issues, the first being an annual review of Committee Rules and Procedures. The relevant issue for consideration regards the stated quorum. As recalled, the FAA representative recently forwarded a letter to Mr. Frazee stating that he was advised by his superiors to no longer participate as a member of ANAC. The question to the Committee is whether to eliminate the position. Since members feel strongly that FAA representation is necessary and desirable, a letter was drafted by Ms. Watkins and Mr. Zimmerman to asking FAA to re-consider the representation on ANAC. Dr. Butler suggested that this issue be returned at the April meeting hoping for a response from FAA. If the request is denied, Paragraph 2 of the Rules and Procedures can be changed to delete this membership, which has implication for a quorum. The matter will be taken up as old business and be included on the April 2011 agenda. Mr. Frazee requested that members submit any input to him as soon as possible so that the FAA letter can be transmitted.

The other issue Dr. Butler brought to the members' attention is the proposed 2011 meeting dates, including today, and the third Wednesday of the months of April (20), July (20) and October (19). There was no further input by the members. By acclamation, the next meeting, April 20, will be held at the Quieter Home Program offices. Directions to the location will follow by email.

Mr. Frazee then provided a Curfew Violation Review Panel (CVRP) update for calendar year 2010. A total of 23 violations occurred in 2010; the lowest count since tracking began in 1989. For comparison, in 2009 there were 29 violations recorded among the 194,500 takeoff and landing operations. Mr. Frazee informed the Committee that there are 5 pending violations from 2010 which will be reviewed at the next CVRP in February 2011. Just to remind the Committee, CVRP meets at 2:00 p.m. on the first Wednesday of every other month starting in February. By next meeting, a complete compilation of how many penalized violations occurred in 2010 will be presented to the Committee. From the prepared documentation, one member asked how to tell which operators had multiple violations. Mr. Frazee pointed out some "bolded" operations and explained that those in bold characters were multiple penalized violators. He explained further that penalized violations are counted in each six-month period; where for the 1st offense was fined at \$2,000, 2nd offense at \$6,000, and 3rd offense at \$10,000. A member asked where the penalty monies go. Mr. Frazee explained that all penalty assessments are deposited to the Authority general fund where Mr. Frazee budgets for the web based flight tracking system and other noise programs specifically for the community.

Mr. Frazee then updated the Committee on the Part 150 Noise Compatibility Study. The noise compatibility study was submitted to FAA in June 2010 for consideration. On January 5th 2011, the Authority received a letter from FAA stating that the initial review is completed and

determined that the documentation is now sufficient to initiate the 180-day review period. Action regarding the Noise Compatibility Study is expected by July 2011. Documentation location on the Authority's web site, www.san.org shows elements of the study.

Mr. Hollarn presented updated Missed Approach statistics for 2010. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11Jan_Presentation_Items.pdf.

Mr. Hollarn then continued with the presentation of Noise Complaints for the 4th Quarter 2010. Monthly statistics for October, November, and December are as follows: October, 27 noise complaints; November, 14 noise complaints and December, 15 noise complaints. The year to date total is 274 versus 2009's 268 total complaints; and there were no changes on the flight operations.

Mr. Hollarn next presented "Early Turn" operations. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11Jan_Presentation_Items.pdf.

Before continuing to the next presentation there were questions from the Committee members regarding what happen when an Early Turn occurs. Mr. Hollarn explained that a snap shot is taken and is sent to FAA via email for review. The Early Turns that has just occurred during this period has not been reviewed yet for FAA are still reviewing the ones sent from the last quarter. FAA reviews the data to determine whether it is Air Traffic Controller (ATC) error or pilot error for the Early Turns. It was pointed out that Early Turns decreased by 50% during 2010 directly due to our inquiries to FAA. Air Traffic Controller training and emphasis of the departure procedures were responsible for the decrease.

Regarding Contra-Flow operations, Mr. Hollarn pointed out that this occurs when Runway 09 is used because of inclement weather conditions. Contra-flow occurred in October on the 9, 10 and 11; on November 15; and on December 7, 10, 19, 20 and 21 because of poor weather. December 19 and 21 were the days when the huge storm came through and Runway 09 was used all day. There was a total of 80 or 90 Contra-flow during this period. This concluded Mr. Hollarn's presentations.

Mr. Bolton was the next presenter because he was not available earlier. Because earlier presentations did not run full time, the meeting was ahead of the timeline. Dr. Butler asked if members would wait until Mr. Bolton show or adjourn and Mr. Bolton could present his presentation at the next meeting. The consensus was to hold the presentation over to the April meeting.

Before the meeting adjourned, a member asked the following questions: 1) if the updated Part 150 Noise Disclosure maps (NEMs) are available; 2) if the 24 noise monitors been certified/recertified; 3) if the airport would consider the use of a new type of approach (OPD/WASP) procedure. Mr. Frazee and Mr. Hollarn responded to the questions; (1) Noise Disclosure maps are available for download on the Authority's website; acceptance of the Noise Compatibility Program is currently at the state level for acceptance. Mr. Khalil said that

he was told by State DOT officials that the relevant County (San Diego County) is responsible for reviewing noise information on a quarterly basis, and, due to the conflicting information, Dr. Butler suggested that the member verify the information with the County representative after the meeting. Regarding the last question, Mr. Frazee informed Mr. Khalil that (3) the procedure he recommended is a segment of an element currently undergoing review at FAA for the airport's Part 150 NCP. Due to misunderstandings on the whole meaning of WASP, it was asked to put on the side until full understanding of it has been reached and will be included on a future agenda if the rest of the Committee is interested in understanding its function and also bring in an expert on the matter to get a full understanding of it.

During this time, Mr. Bolton arrived and made his presentation on the Green Build. See the PowerPoint presentation at the following link:
http://www.san.org/documents/airport_noise/anac/11Jan_Presentation_Items.pdf.

A number of questions arose after the presentation which Mr. Bolton explained to the questioners' satisfaction.

There was no public comment.

Hearing no more questions, and noting no new business, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:30 p.m. The next meeting is scheduled for Wednesday, April 20th, 2011 at 4:00 p.m. in the Quieter Home Program's offices at Liberty Station.

Dan Frazee
Director, Airport Noise Mitigation

- NOTE:
- 1) 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.
 - 2) The link to the presentation items includes the missing PowerPoint presentation by Mr. Hollarn since the computer issues have been fixed since last meeting.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
February 2, 2011
Record of Decision (ROD)**

Panel members: George Condon, representing Planning and Operations Division; Richard Kwiatkowski, 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) and Ron Gruner (Delta Air Lines)

Members of the public present: None

jetBlue Airlines Flight 412; November 23, 2010 (2352L)

Written information was provided; a representative was present.

Panel Recommendation

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

Continental Airlines Flight 1510; (December 20, 2010 (0013L)

Written information was provided; no representative was present.

Panel Recommendation

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

jetBlue Airlines Flight 412; December 21, 2010 (0047L)

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 1792 (B763); December 22, 2010 (0001L)

Written information was provided; a representative was present.

Panel Recommendation

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

jetBlue Airlines Flight 412; December 30, 2010 (2331L)

No written information was provided; a representative was present.

Panel Recommendation

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

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
April 6, 2011
Record of Decision (ROD)**

Panel members: George Condon, representing Planning and Operations Division; Richard Kwiatkowski, 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

jetBlue Airlines Flight 412; January 8, 2011 (0010L)

Written information was provided; a representative was present.

Panel Recommendation

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

N158SL (P180); February 7, 2011 (0022L)

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.

jetBlue Airlines Flight 412; February 18, 2011 (0018L)

Written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$4,000.

jetBlue Airlines Flight 412; February 24, 2011 (2344L)

Written information was provided; a representative was present.

Panel Recommendation

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

PUBLIC NOTICE

FURTHER VARIANCE PROCESS FOR SAN DIEGO INTERNATIONAL AIRPORT

What is the "Variance" Process for SDIA?

All California airports which impact their surrounding communities with a cumulative noise levels of 65 decibels Community Noise Equivalent Level (CNEL) or greater must receive a variance from certain provisions of the California Noise Standards provided by the State of California, Division of Aeronautics (State). The California Noise Standards use the 65-decibel CNEL contour as the definition of a noise impact boundary. It is the ultimate objective of the California Noise Standards that there will be no incompatible land uses (i.e., residential, schools, churches, hospitals) located within the 65 decibel CNEL contour. Since the late 1970s, the owner and operator of SDIA has received continuing variances to the California Noise Standards.

What Mitigation Programs have Resulted from the Variance Process?

The California Noise Standards are designed to bring the airport proprietor and the local noise impacted community together to work cooperatively to diminish airport noise impacts. Some of the SDIA noise compatibility programs resulting from this process include the Airport Use Regulations, Time of Day Restrictions (daily departure curfew) and the Residential and School Sound Attenuation (Insulation) Programs.

What is the status of the Current SDIA Variance?

The current variance expires on July 11, 2011. In mid-May 2011, the Authority will apply for a subsequent variance from the State. All interested parties within SDIA's Noise Impact Boundary, such as homeowners, planning boards and community groups will have the opportunity to comment on the application to the State.

For further general information about the California noise variance process, contact California Department of Transportation, Division of Aeronautics at (916) 654-4959 or internet: <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/avnoise.php>

For further information on the variance process at SDIA, please visit the Noise Mitigation Department website:

http://www.san.org/airport_authority/airport_noise/variance.asp or contact Dan Frazee, Director, Airport Noise Mitigation at (619) 400-2781.

Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

April 20, 2011





Missed Approach Definition

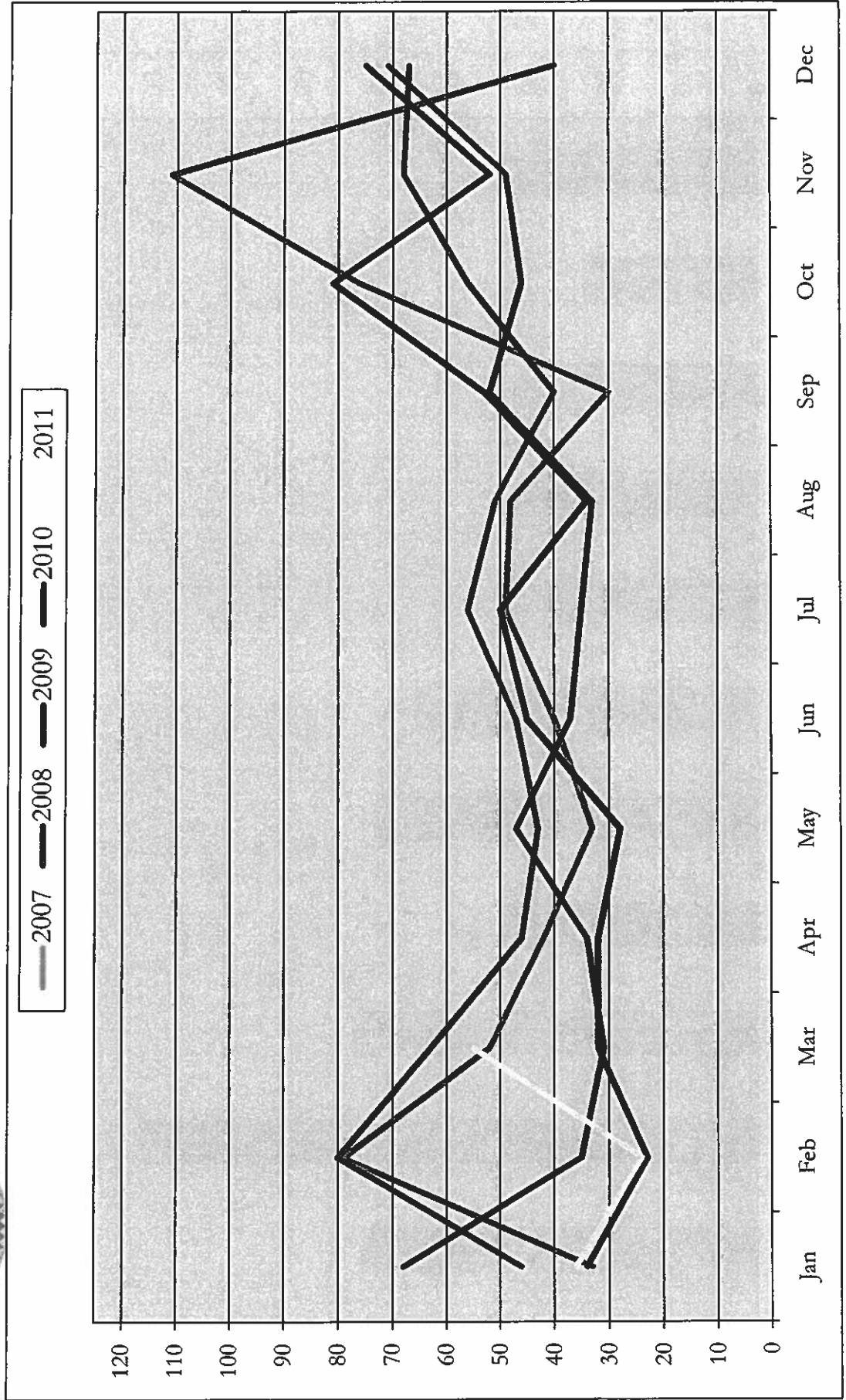
*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

- 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.



2003-2010 Missed Approaches

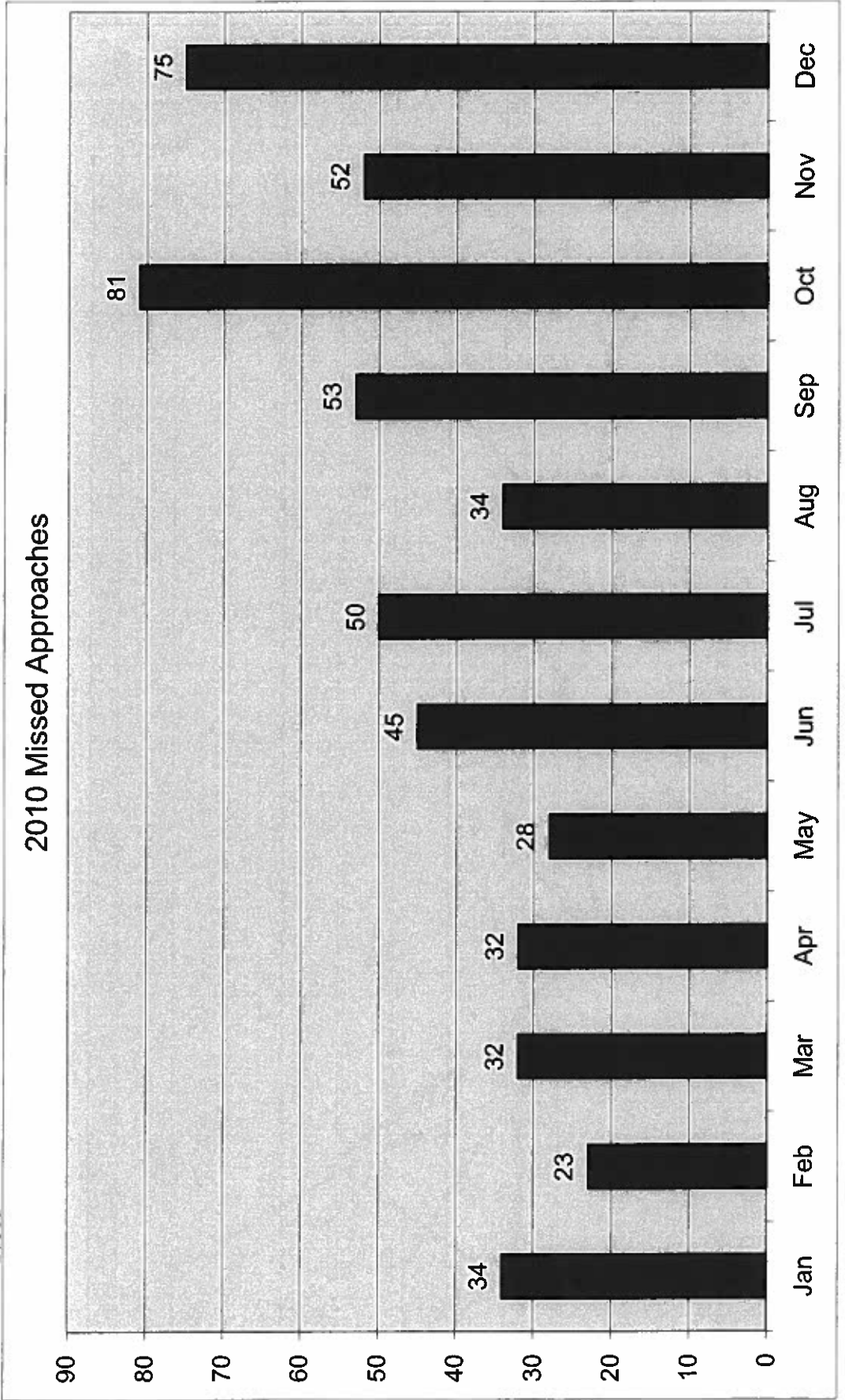
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663
2009 = 538, 2010 = 539





2010 Missed Approaches

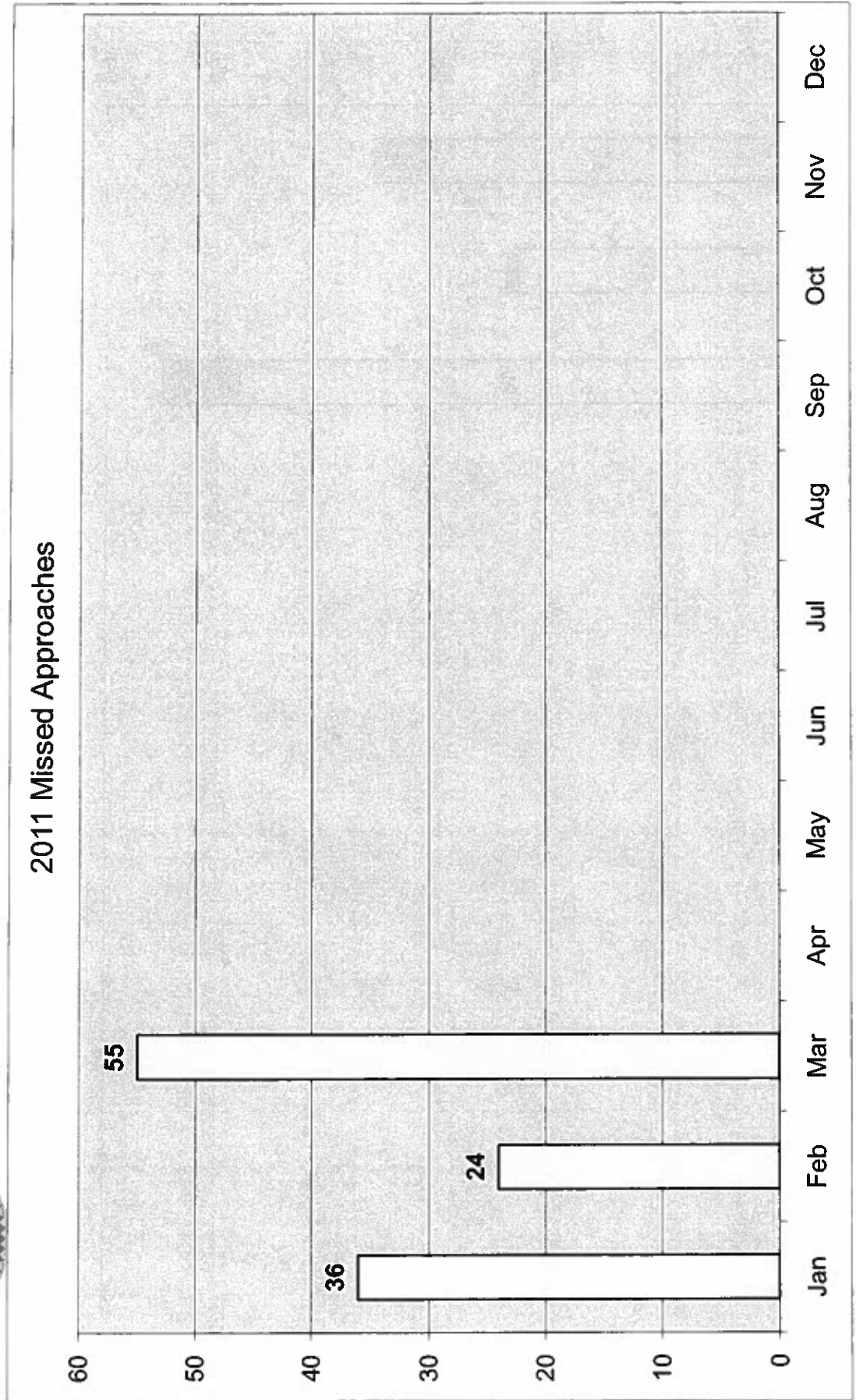
539 Total Year To Date





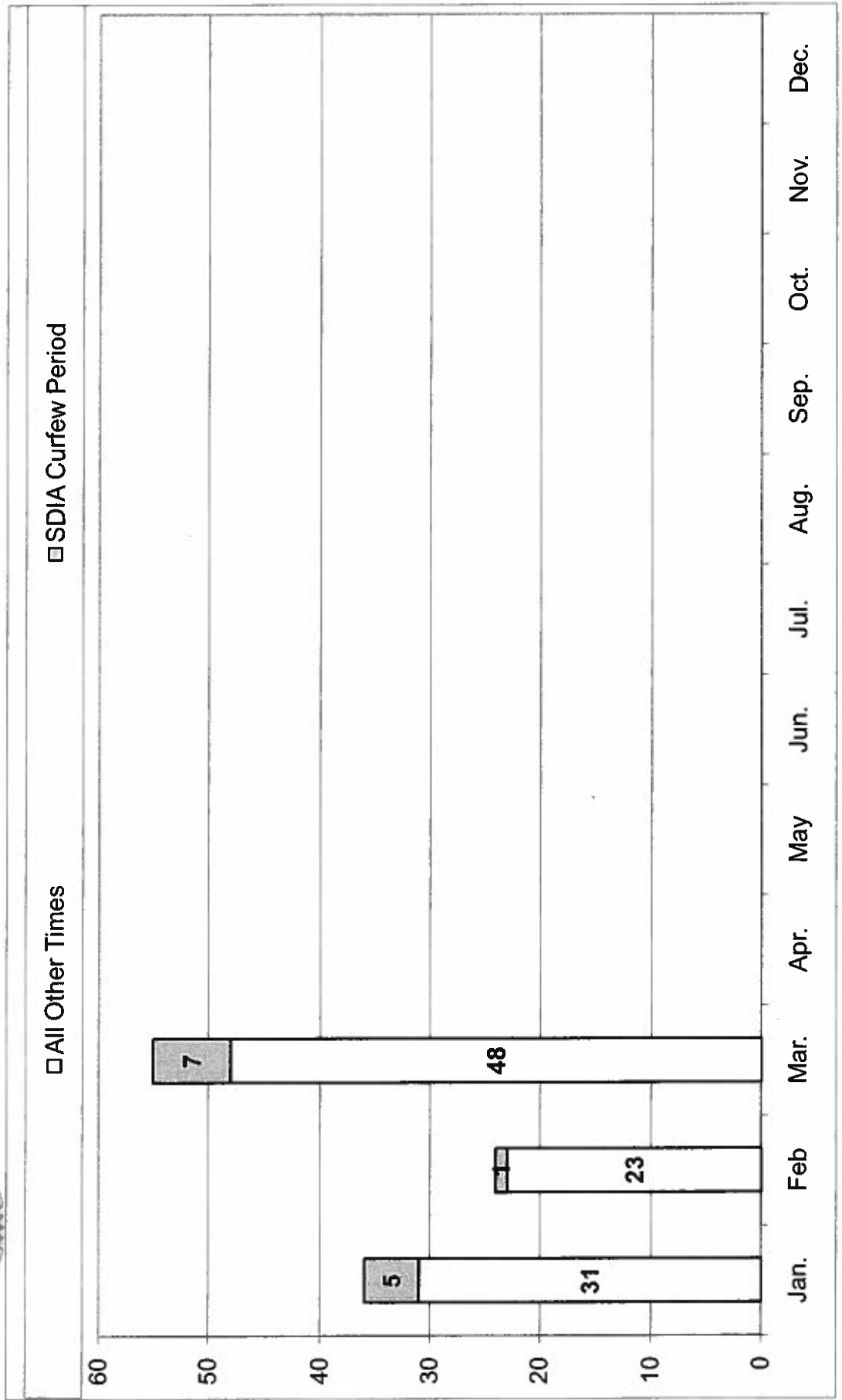
2011 Missed Approaches

115 Total Year To Date



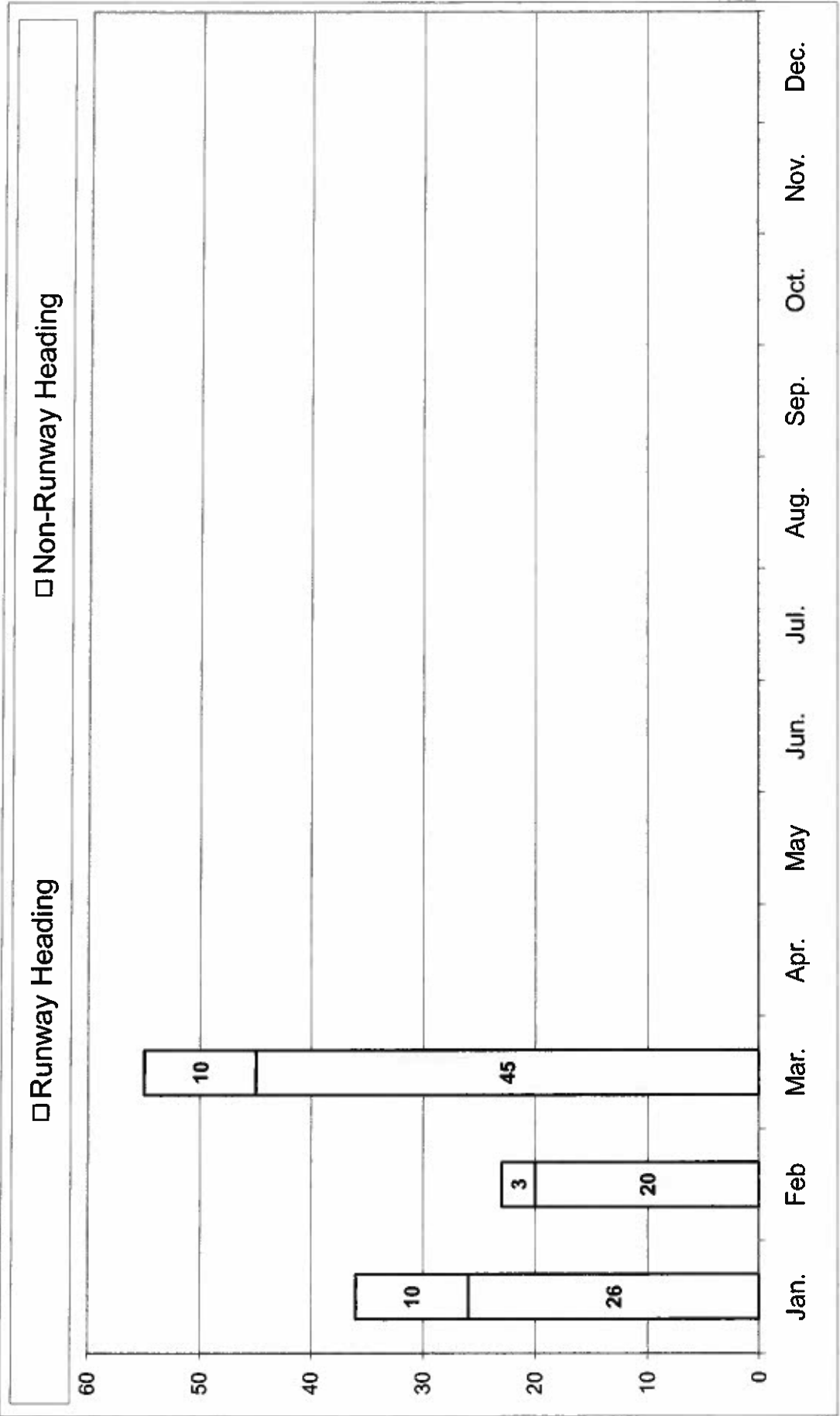


Curfew Period vs. All Other Times



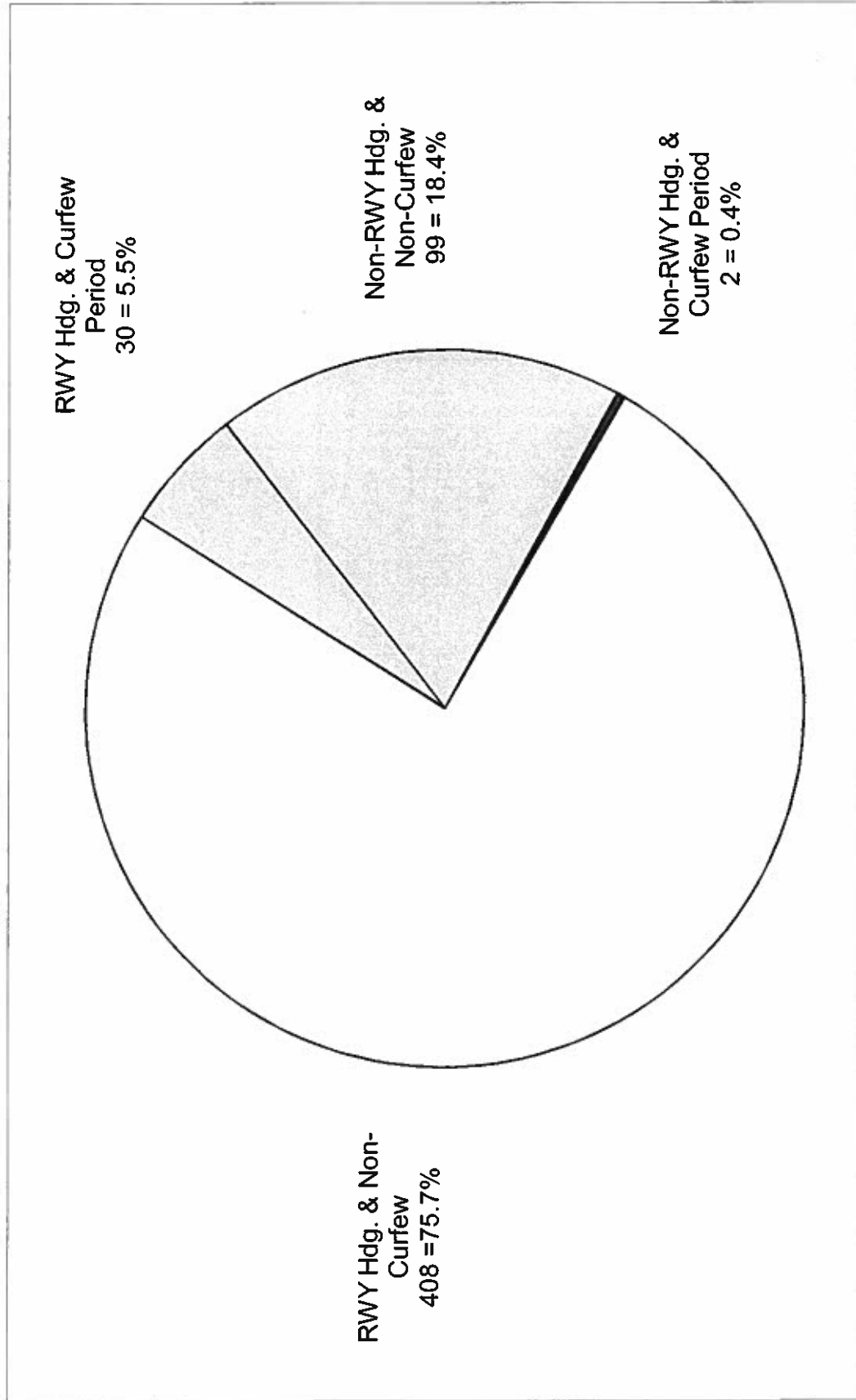


Runway Hdg. Vs. Non-Runway Hdg.



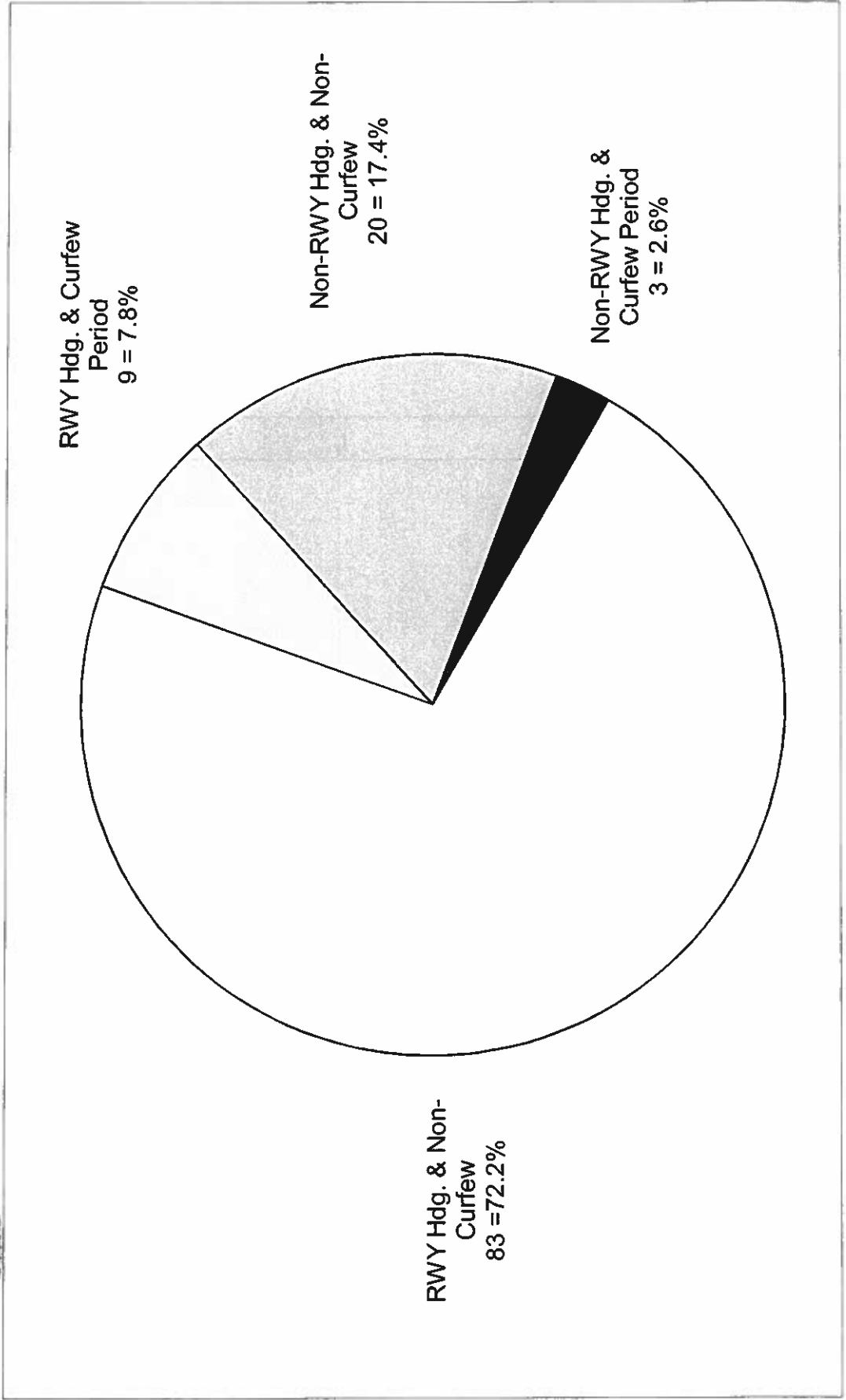


2010 Missed Approaches – Percentage





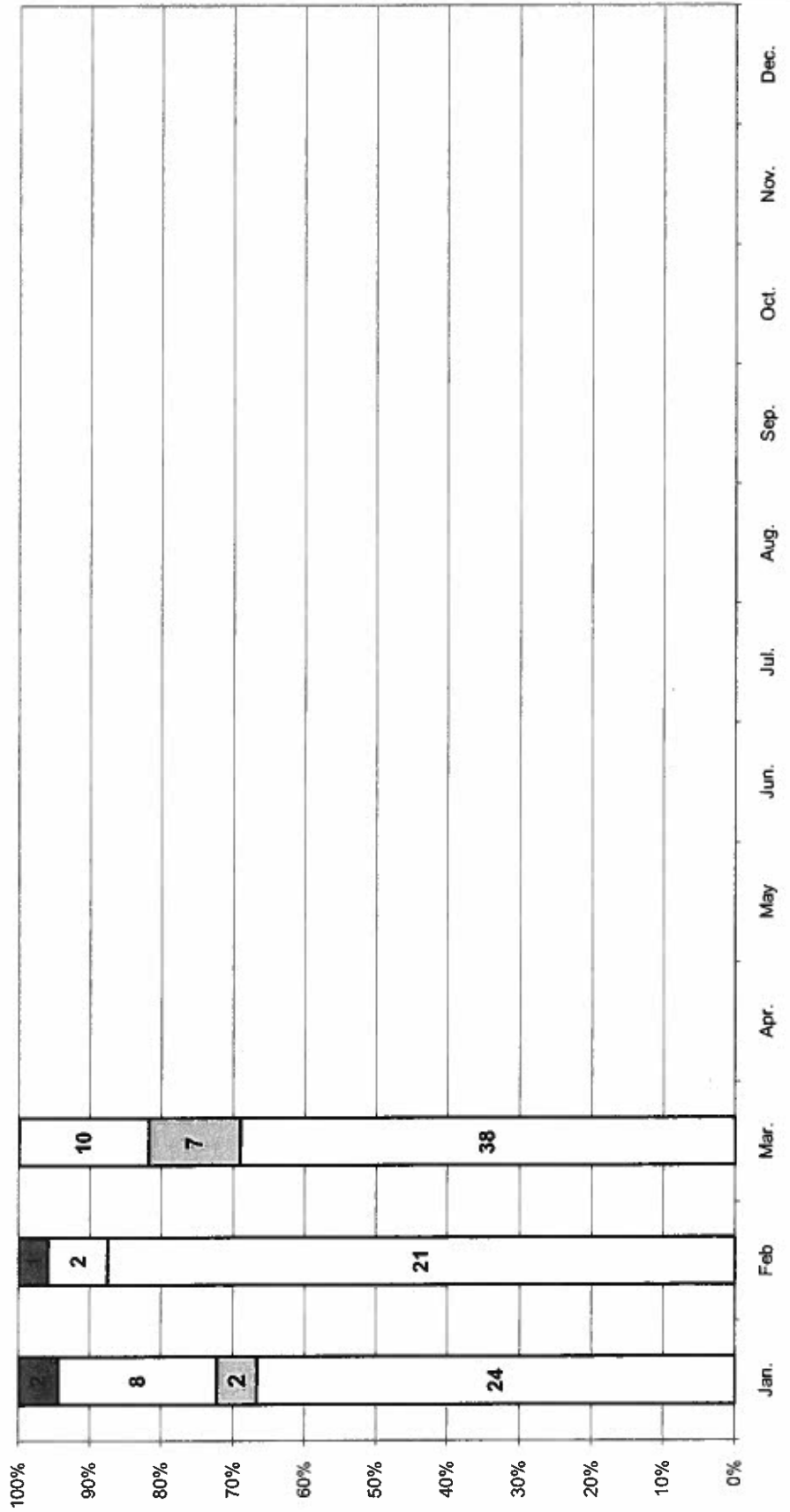
2011 Missed Approaches – Percentage (Year to Date)





2011 Missed Approaches – Percentage (Year to Date)

- Non-RWY Hdg. & Curfew Period
- RWY Hdg. & Curfew Period
- Non-RWY Hdg. & Non-Curfew
- RWY Hdg. & Non-Curfew





Any Questions?

Complaints Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

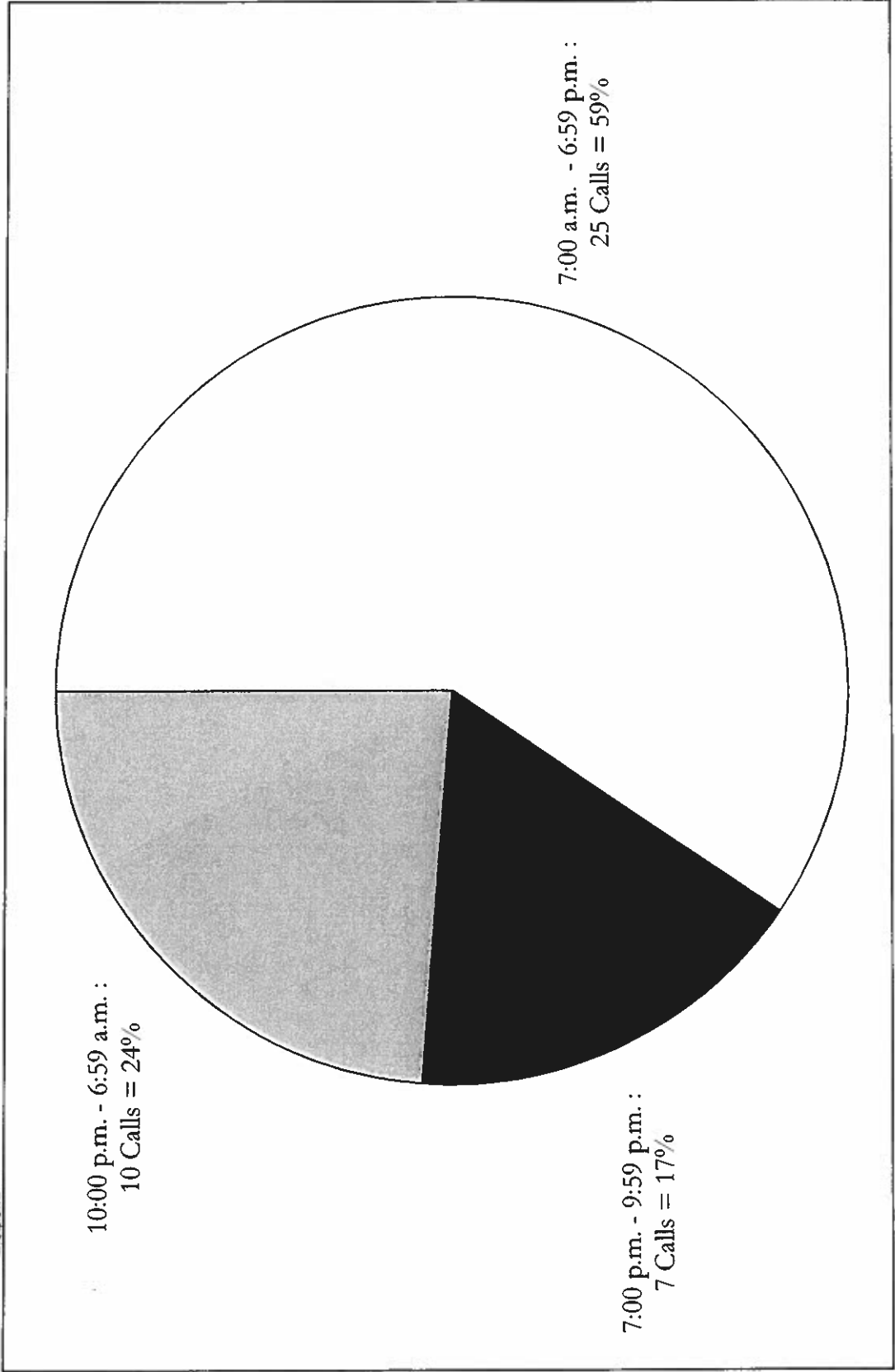
April 20, 2011





2011 Complaints Statistics

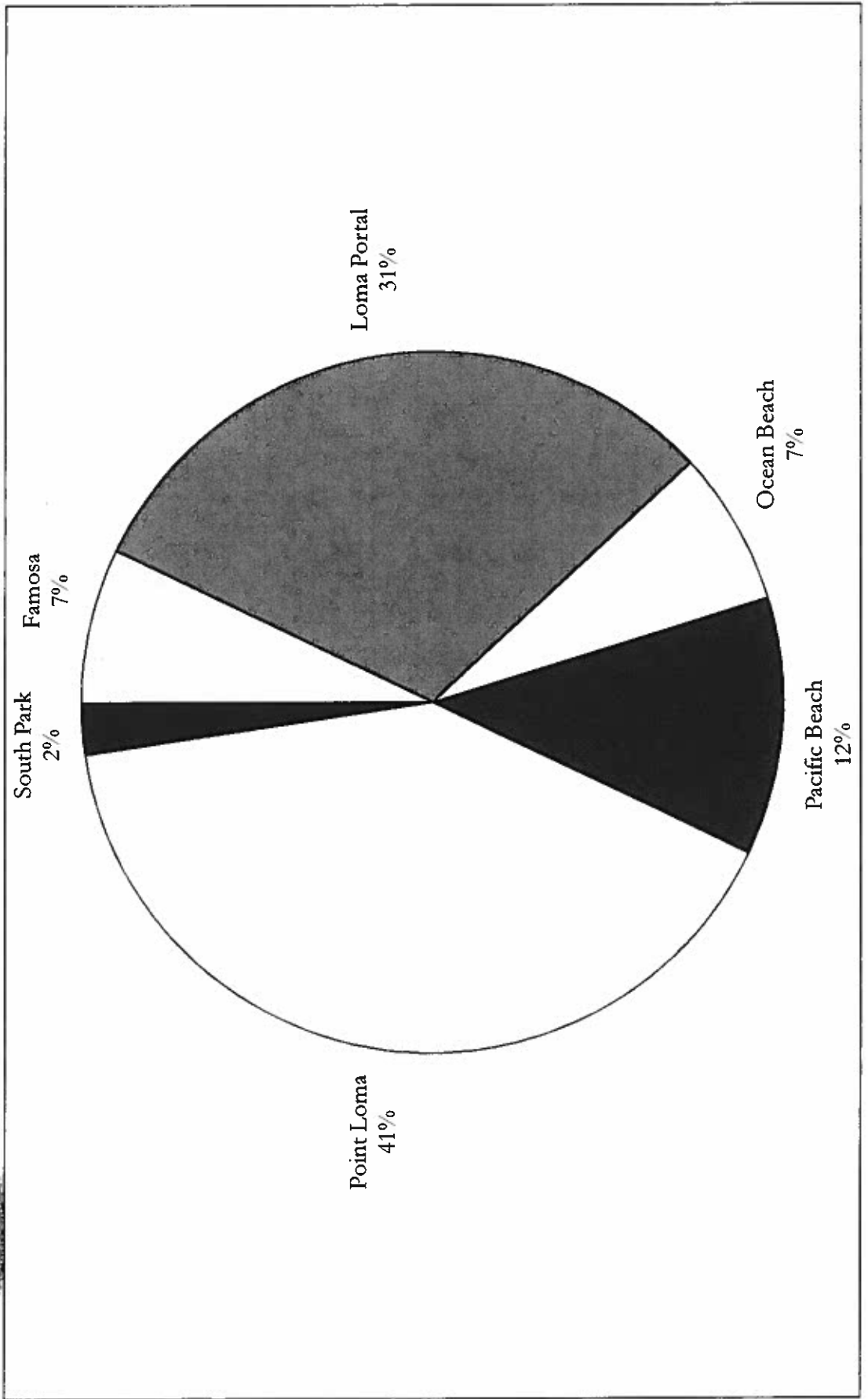
January to March, Complaints by Time of Day, 42 Total





2011 Complaints Statistics

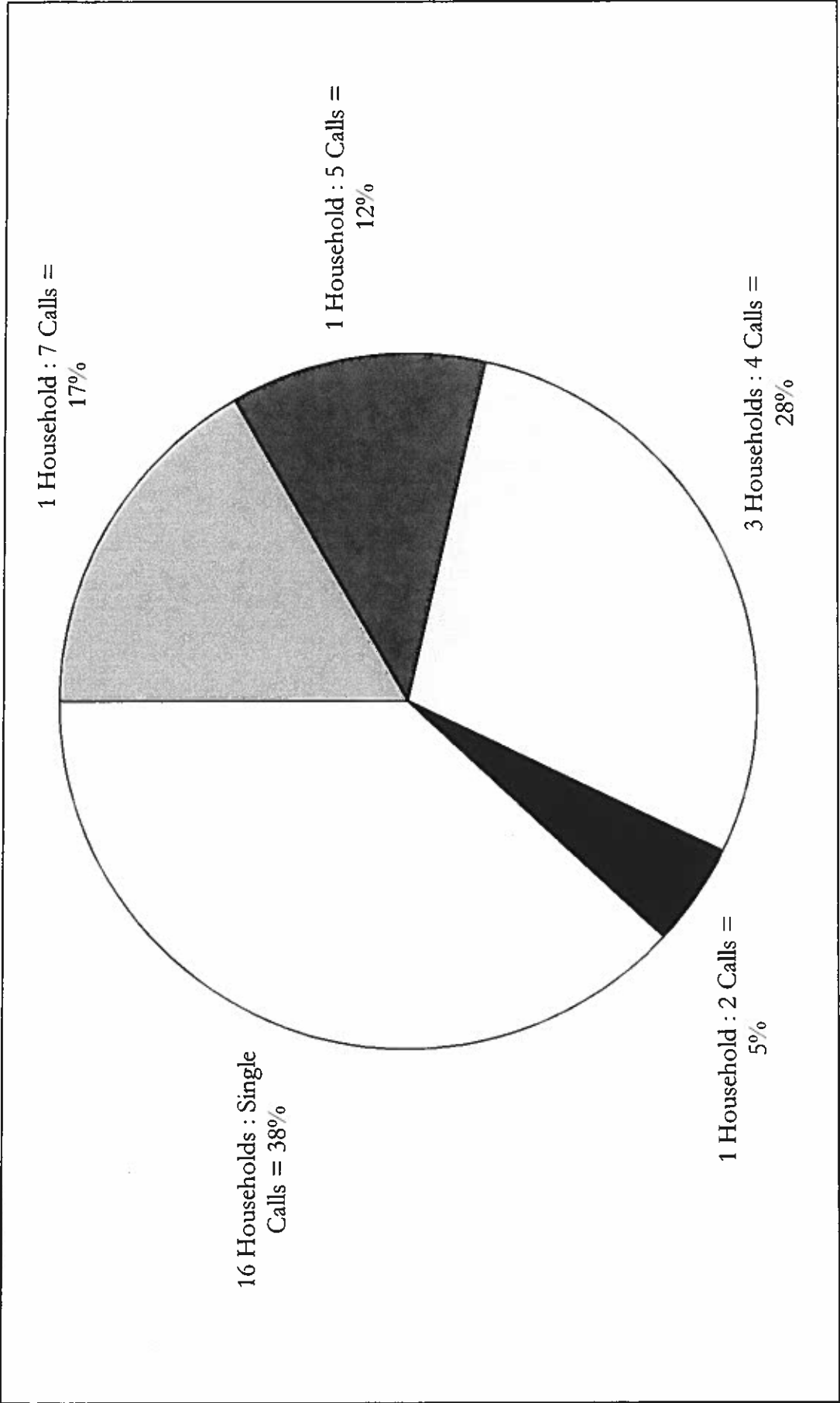
January to March, Complaints by Neighborhood, 42 Total





2011 Complaints Statistics

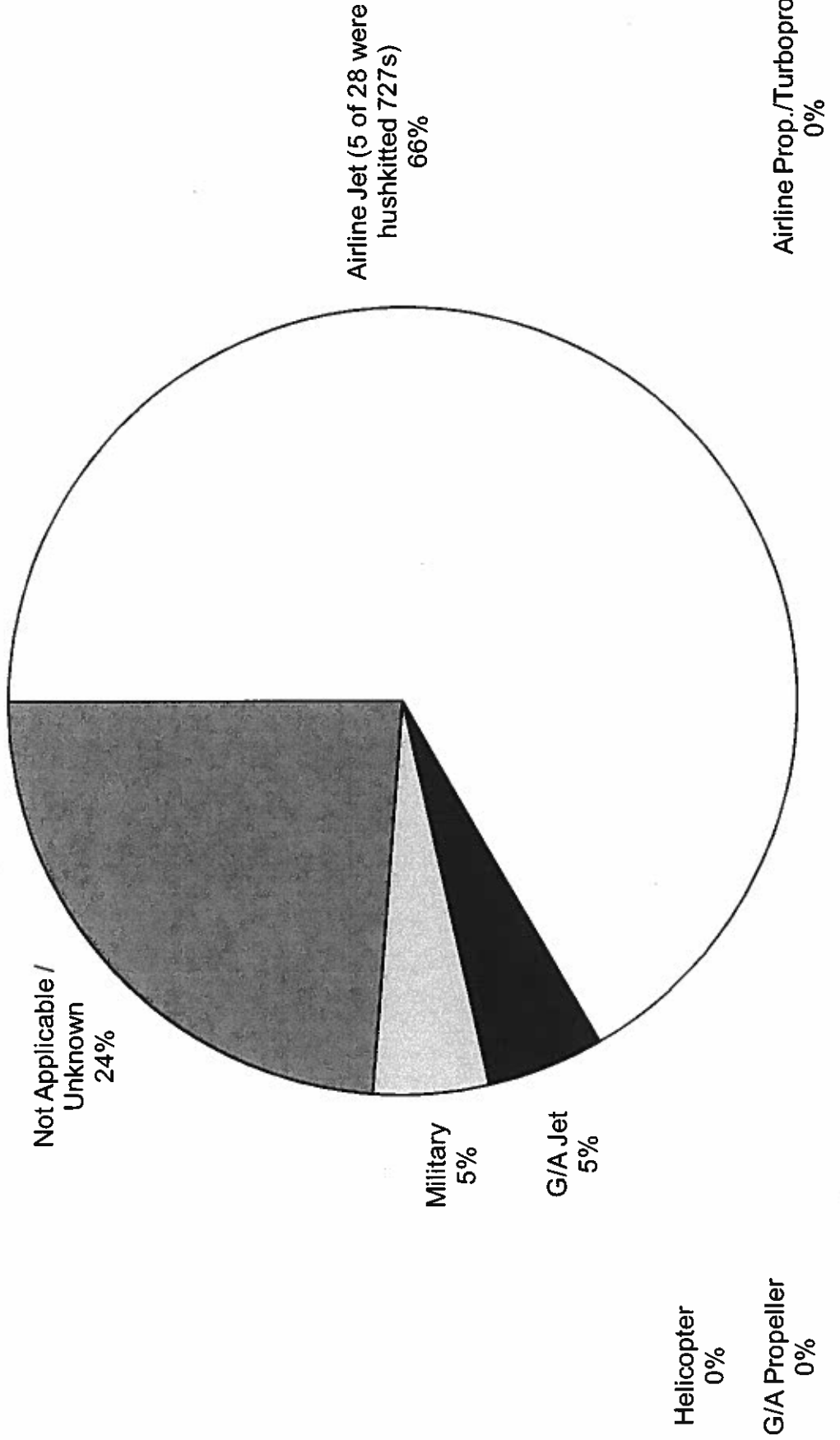
January to March, Complaints by Household, 42 Total





2011 Complaints Statistics

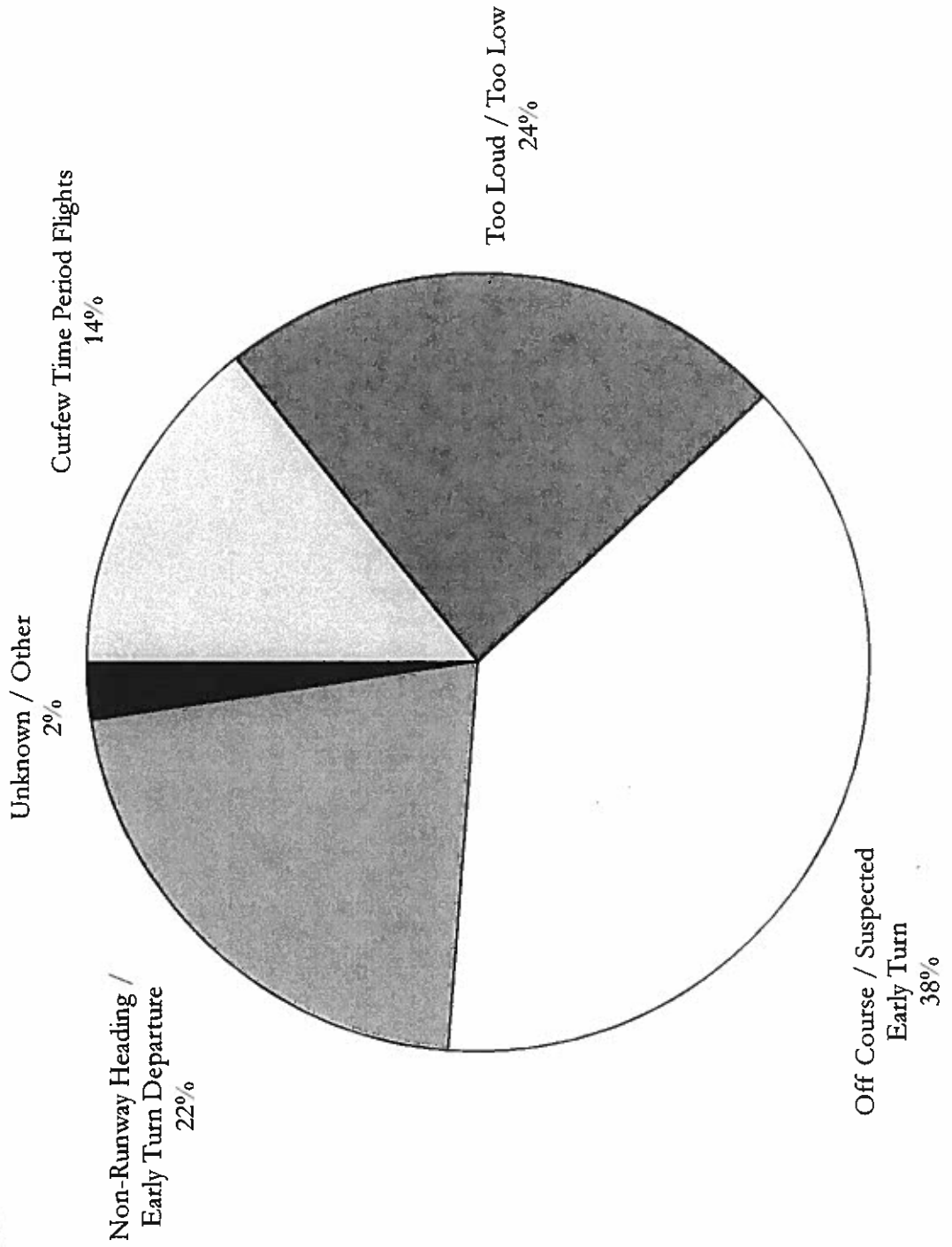
January to March, Complaints by A/C Type, 42 Total





2011 Complaints Statistics

January to March, Complaints by Cause, 42 Total





Any Questions?



“Early Turn” Statistical Update

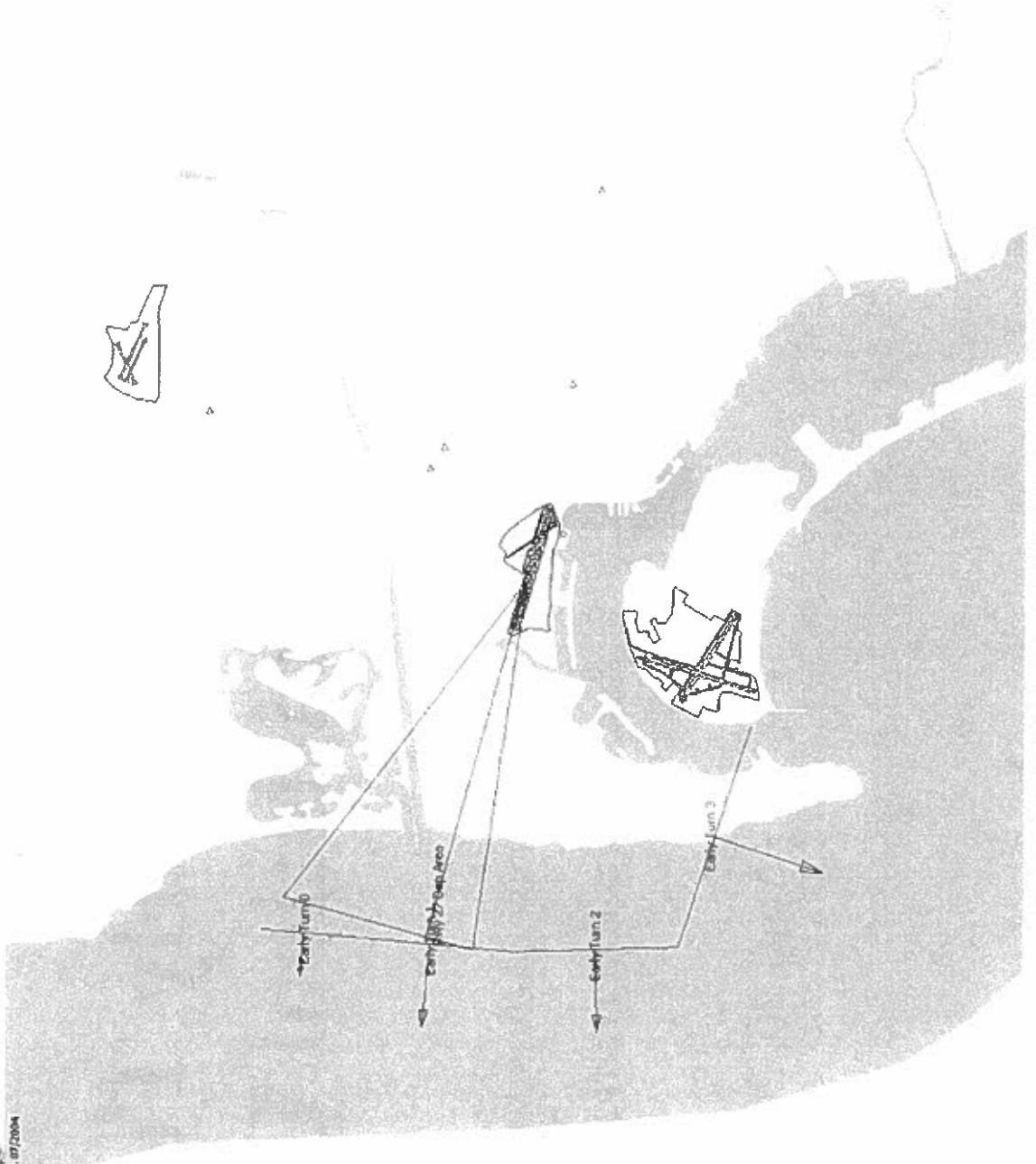
Airport Noise Advisory Committee
San Diego International Airport

April 20, 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_e/Airport_Noise_FAQs_2006.pdf](http://www.san.org/documents/airport_noise_e/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.

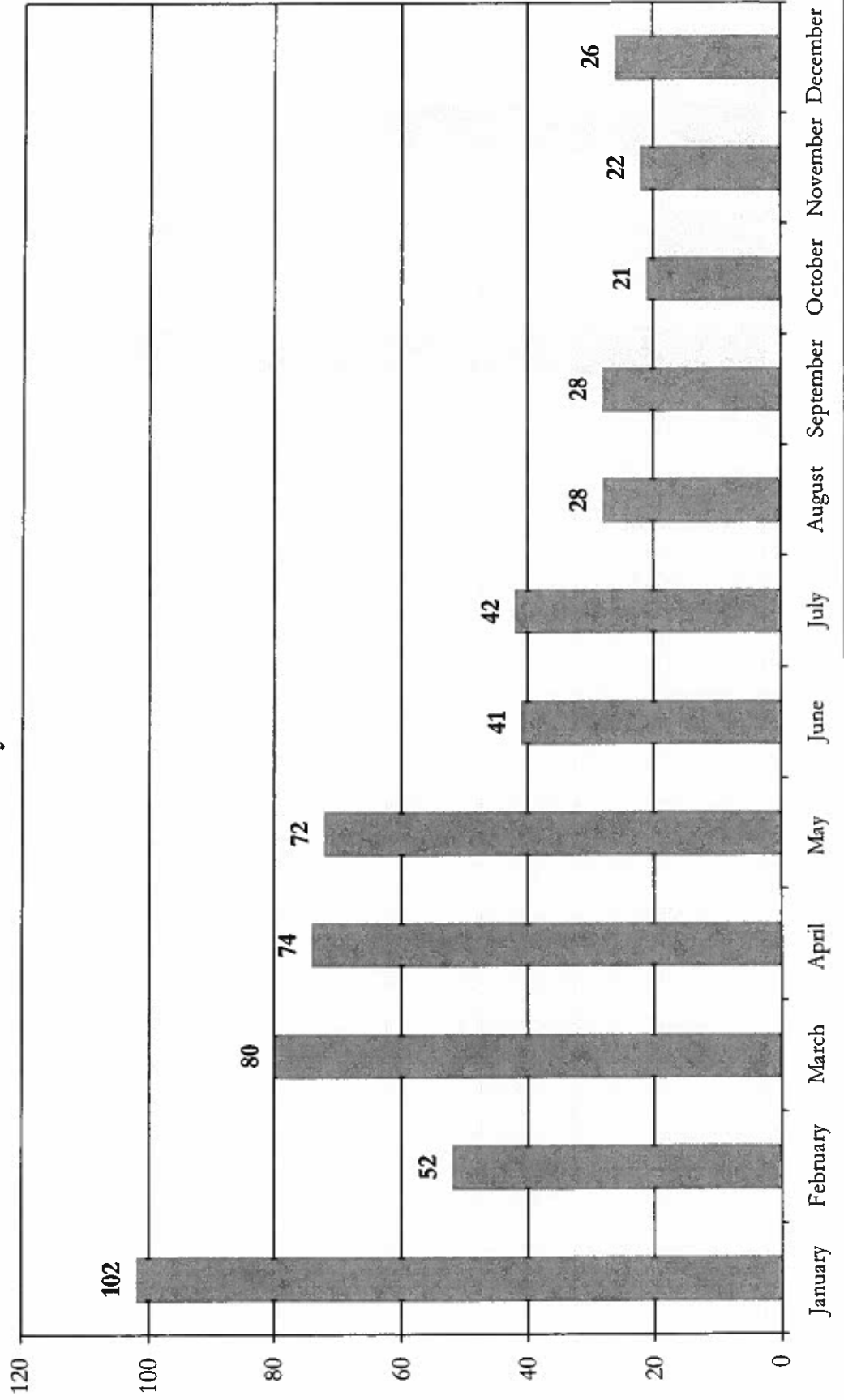


2010 Early Turns

Total sent to FAA

(Total for 2010 = 588)

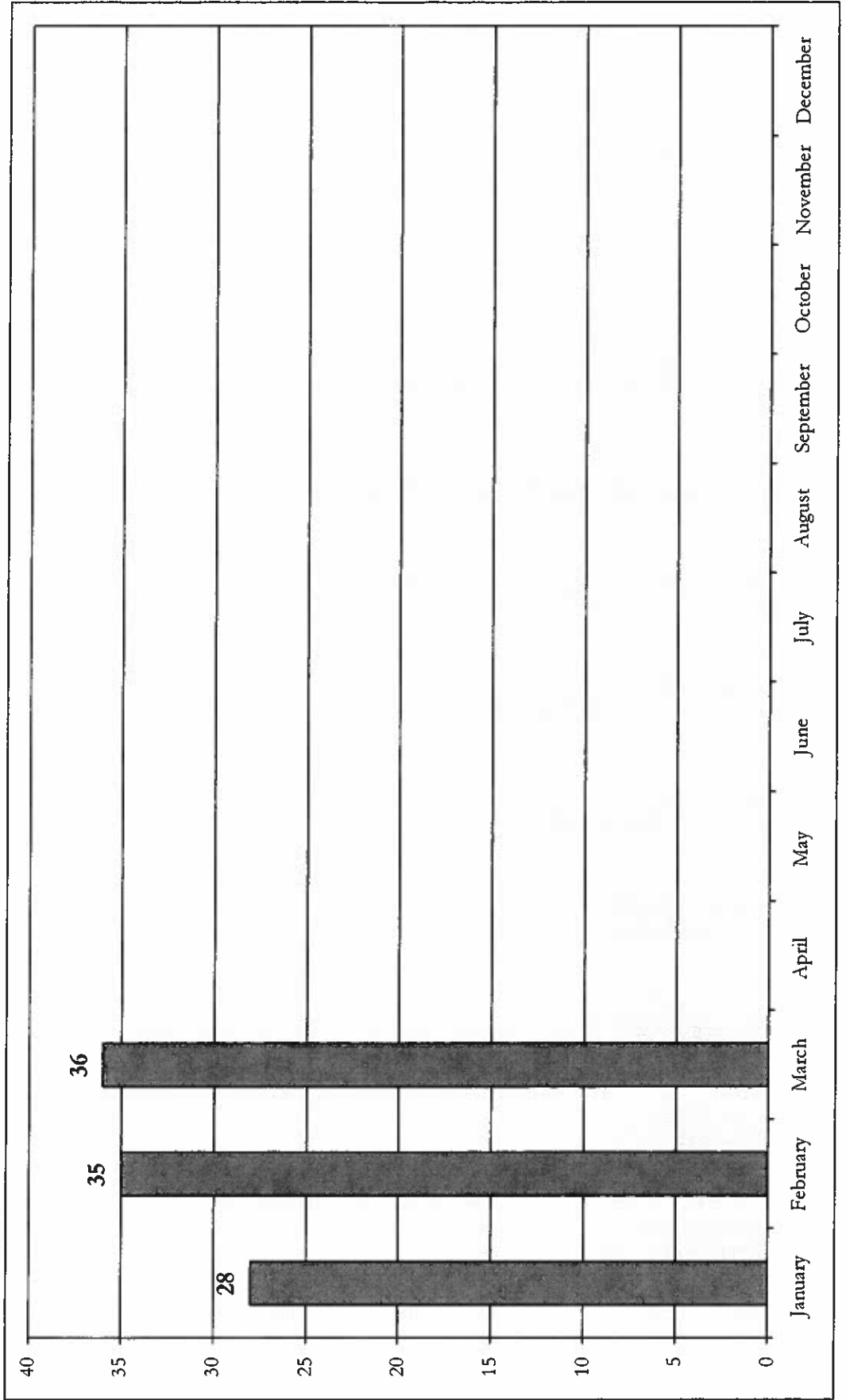
Early Turns 2010





2011 Early Turns

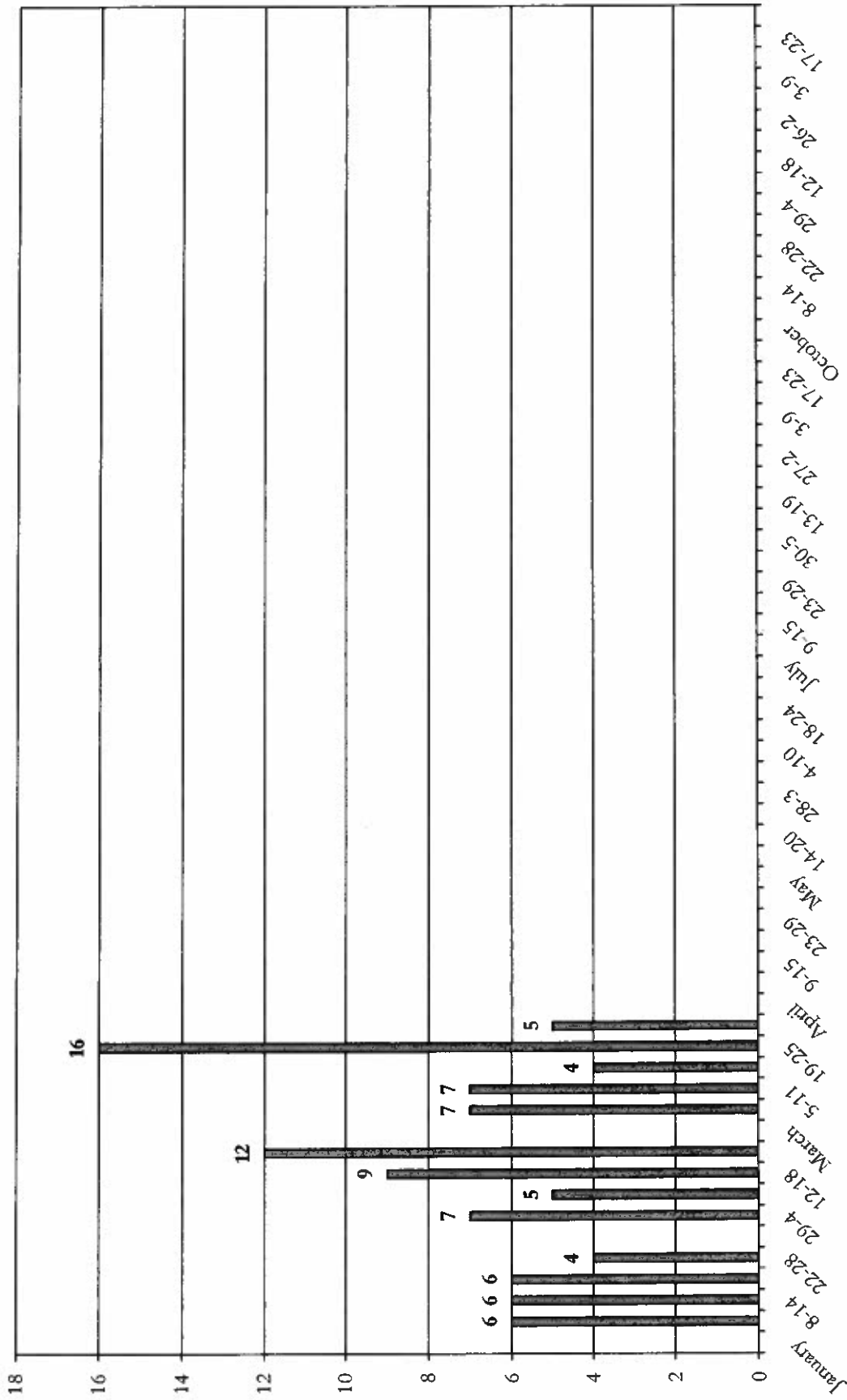
Total sent to FAA
(Total for 2011 = 99)





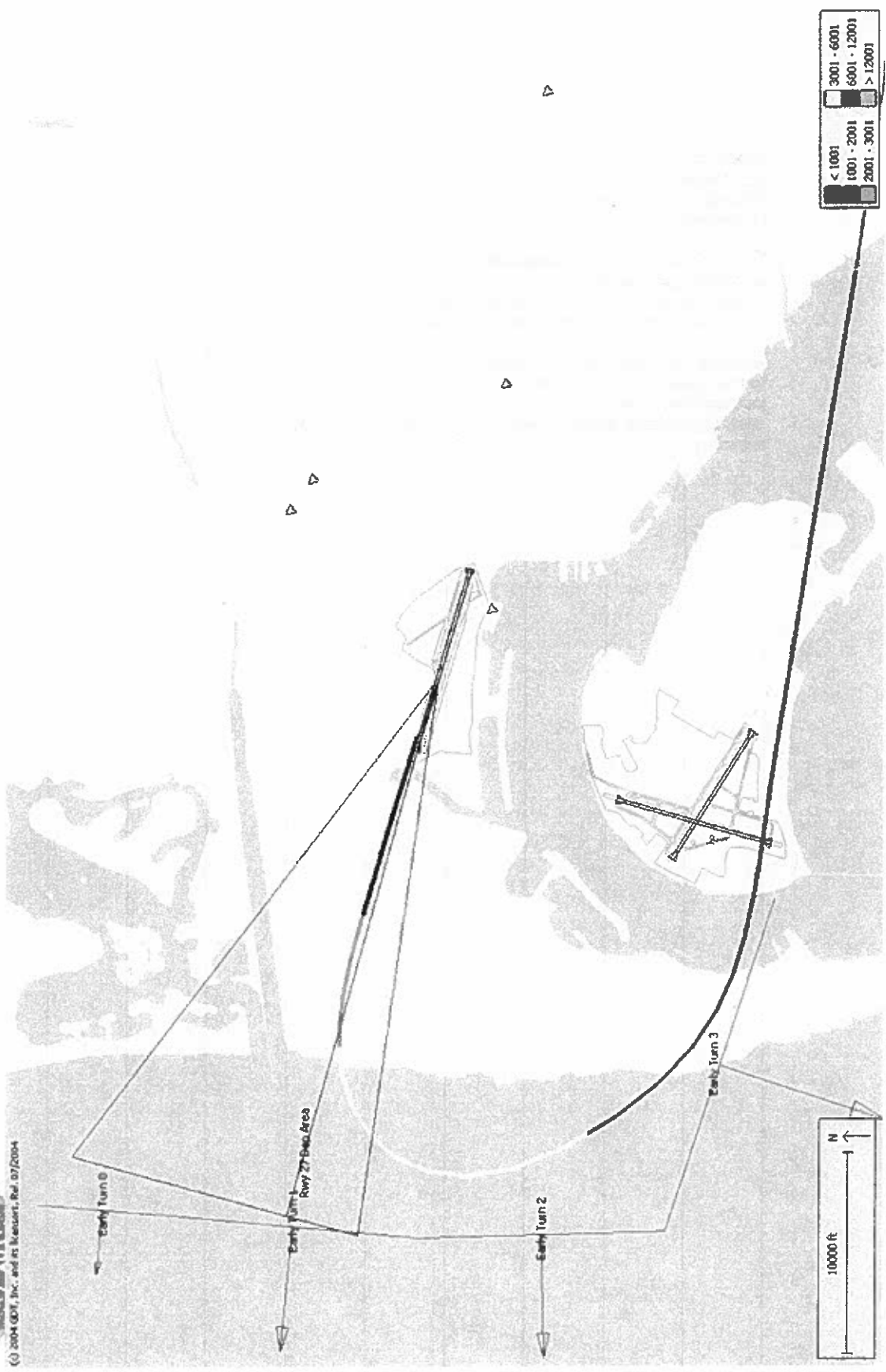
2011 Early Turns

Weekly Totals



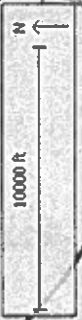
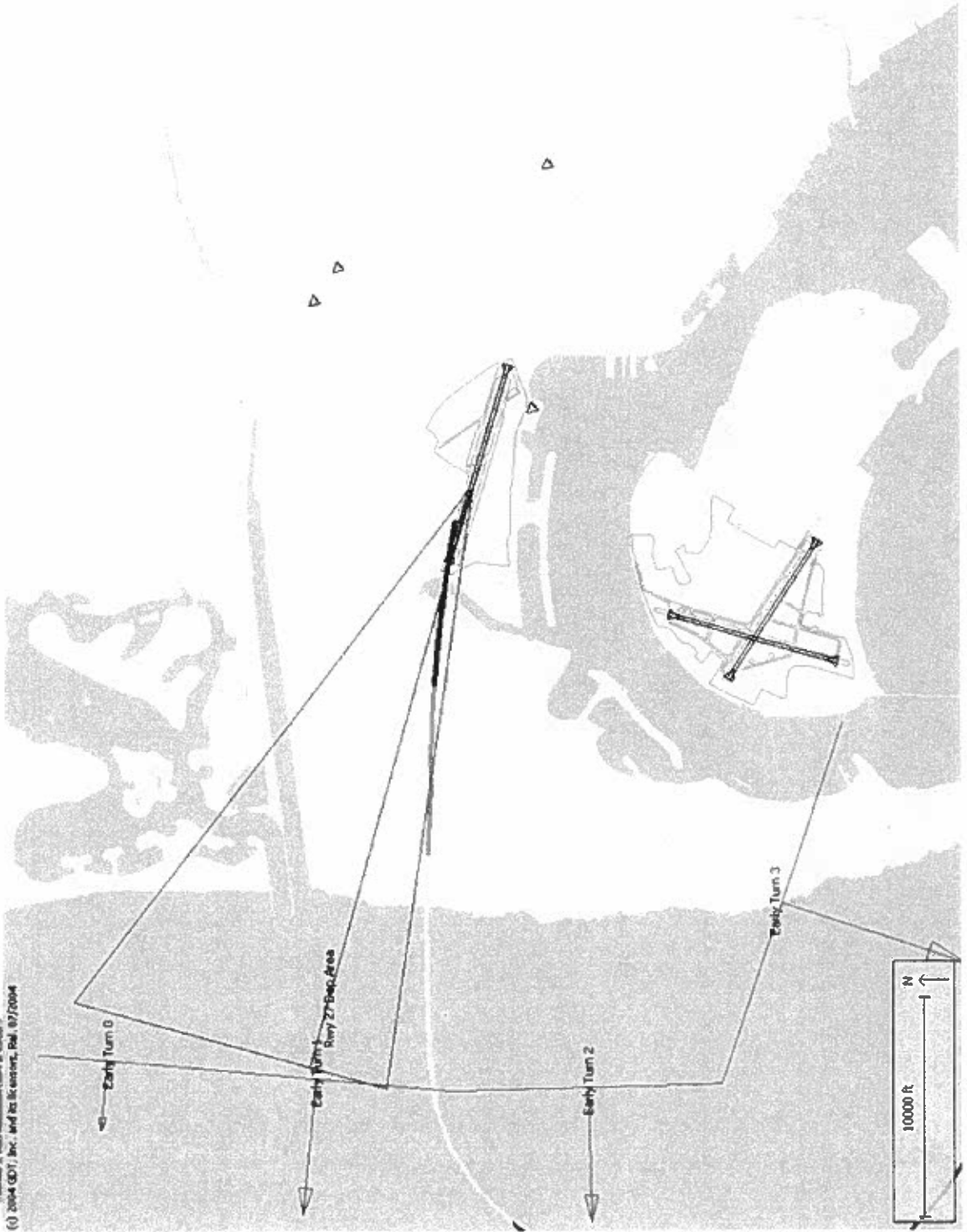


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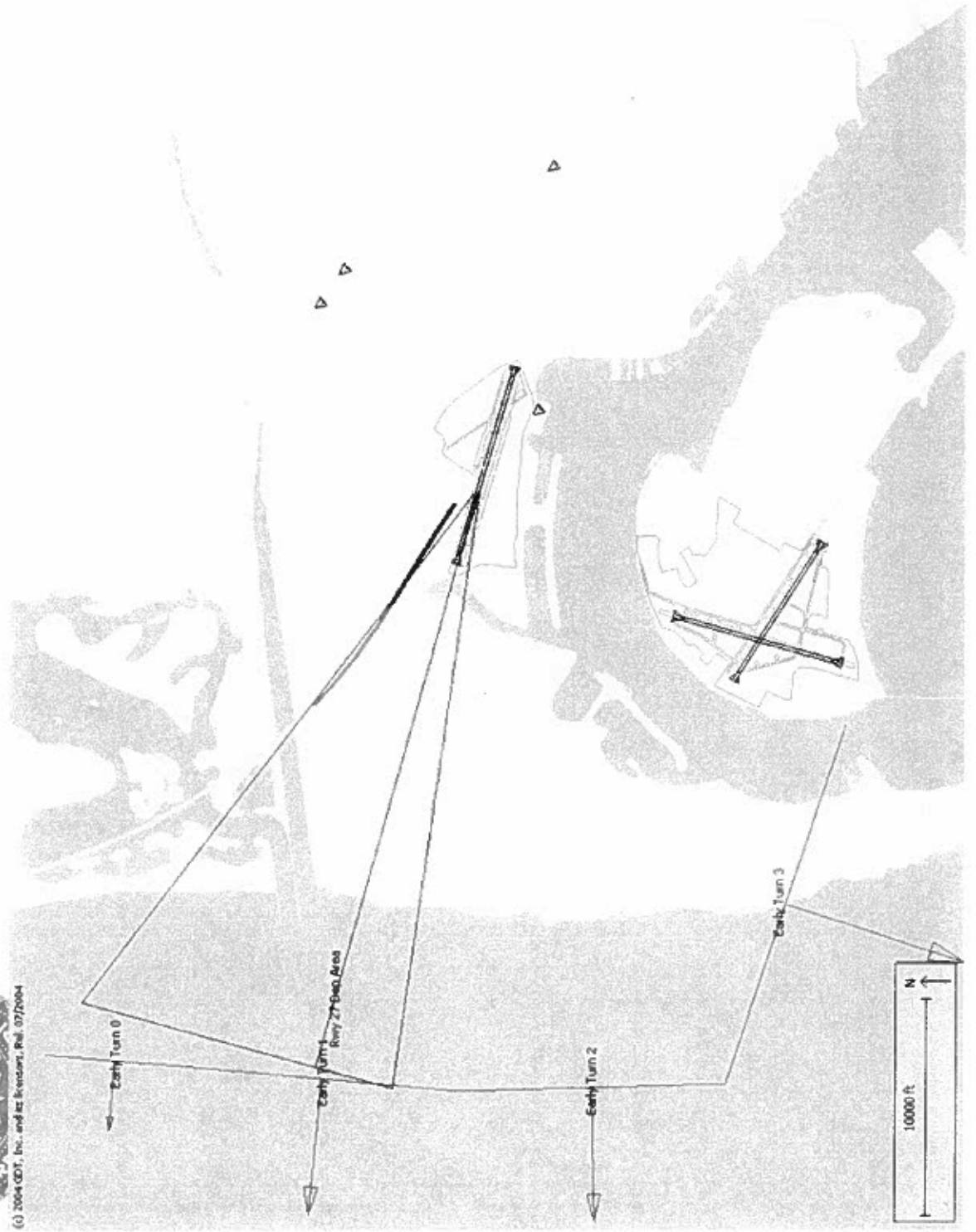


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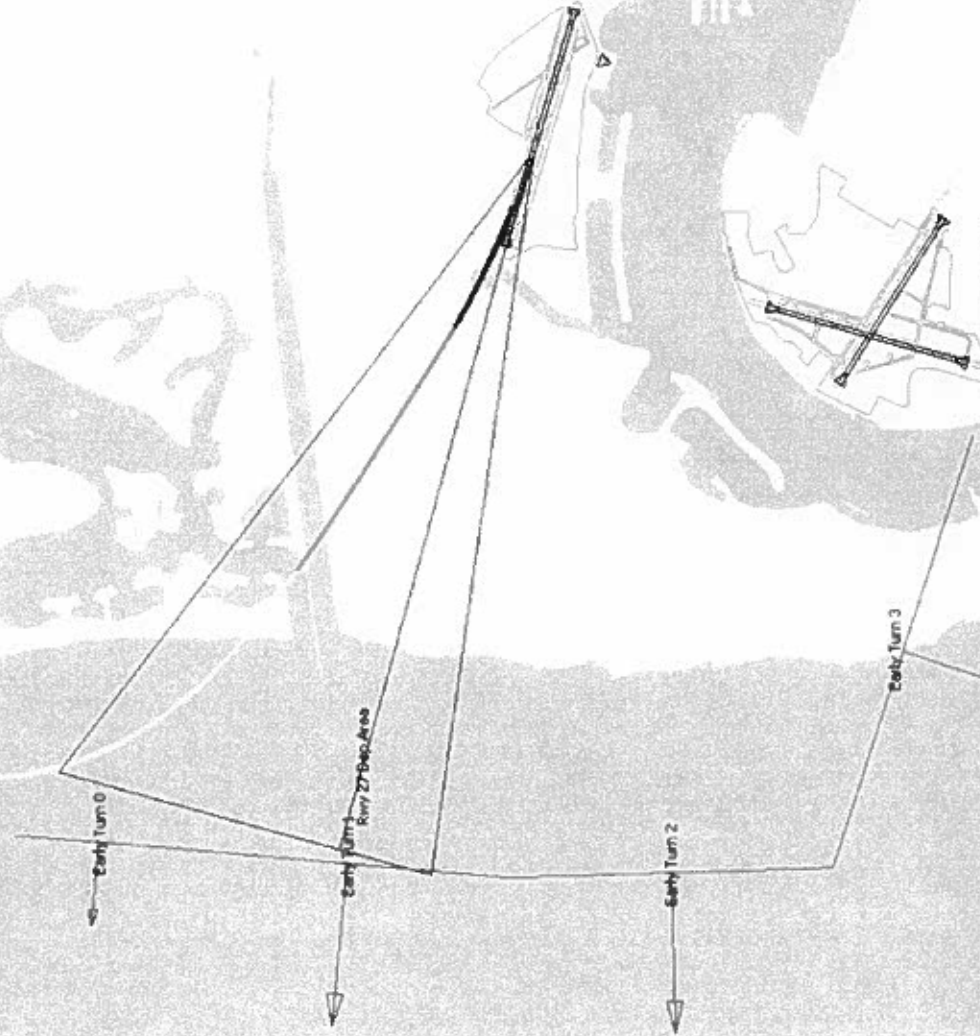


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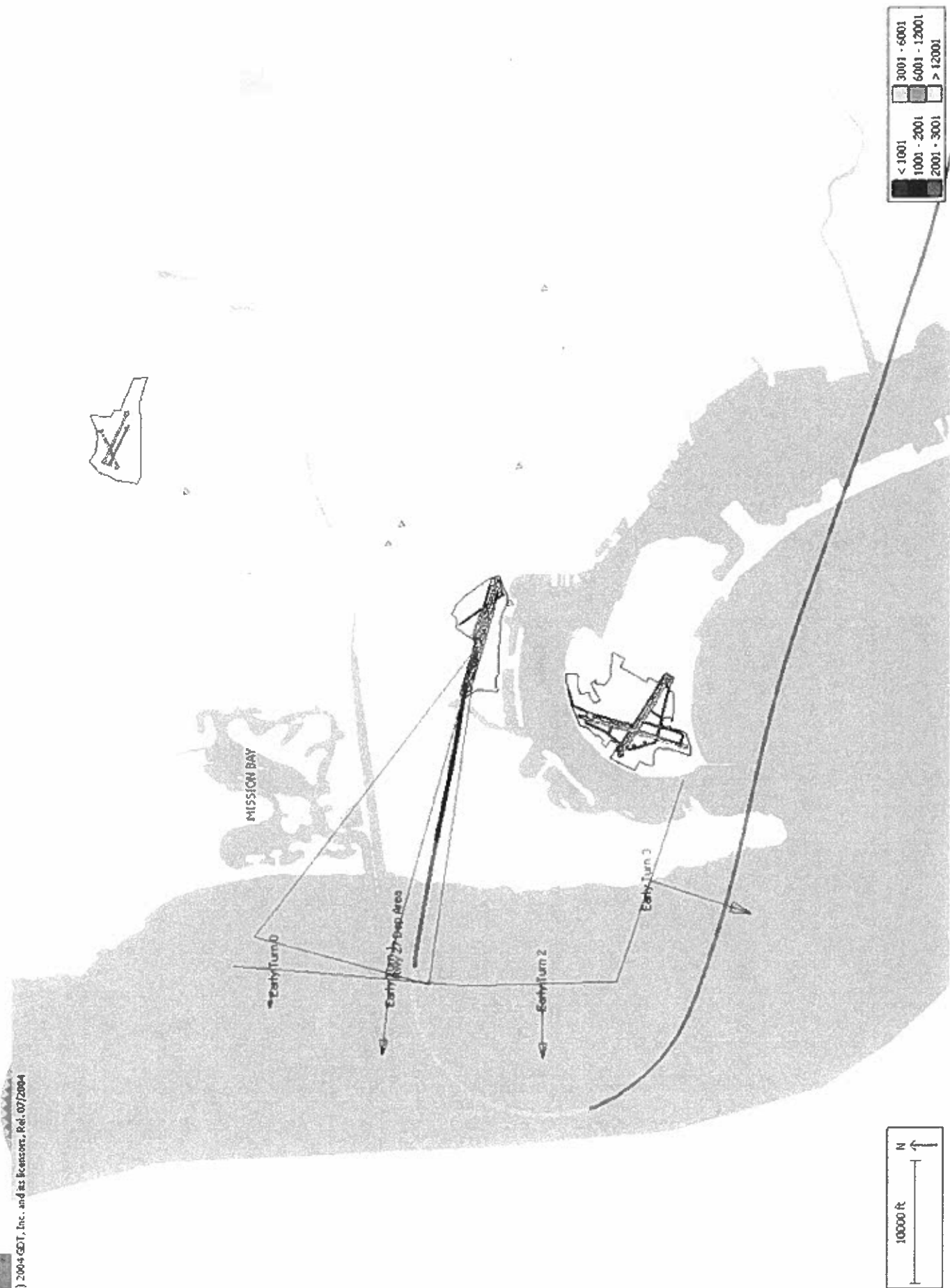




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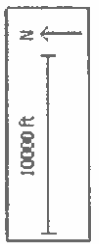
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Any Questions?



“Contra-Flow” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

April 20, 2011



Contra-Flow Definition

What are “Contra-Flow” air traffic operations?

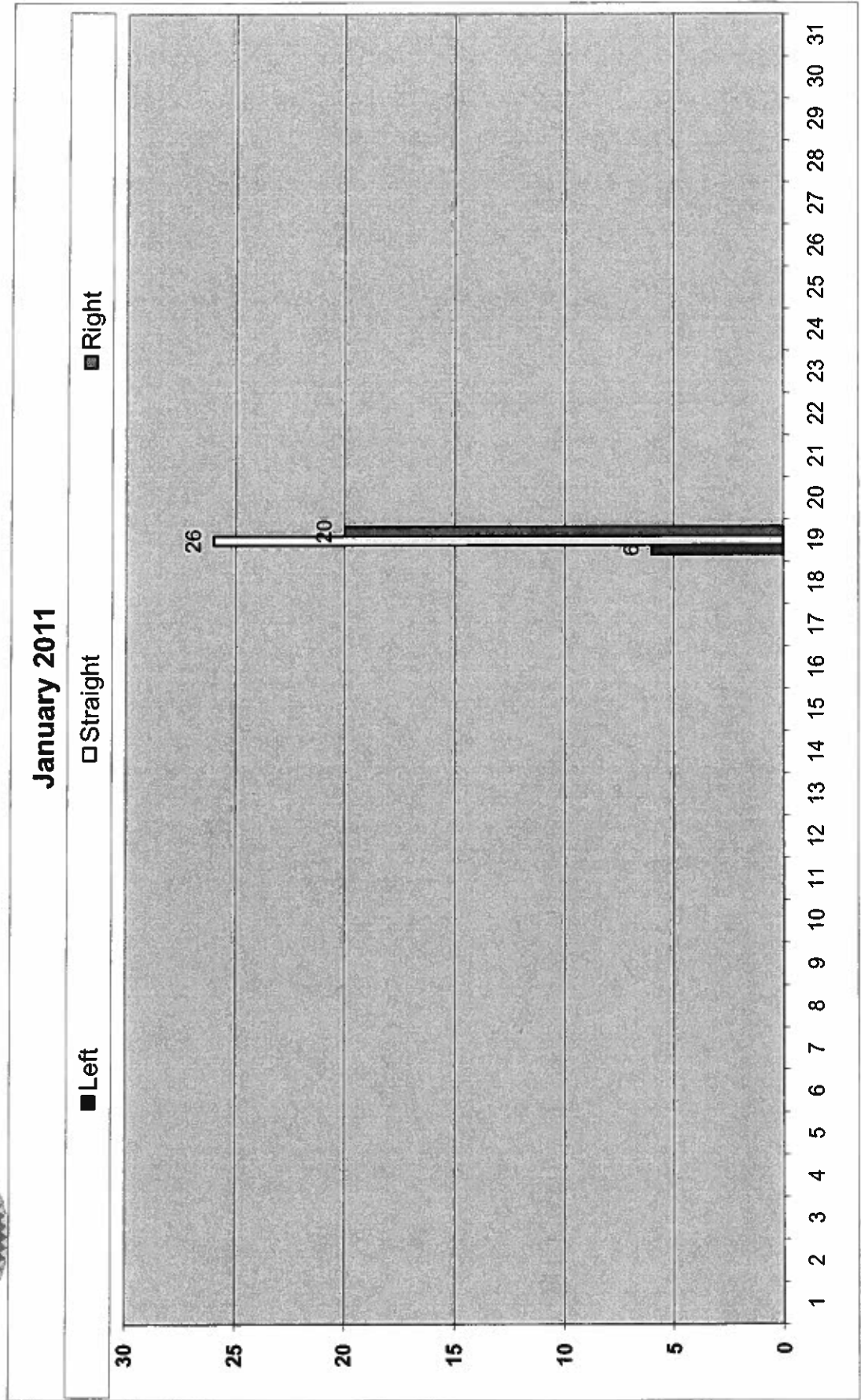
Contra-Flow operations is a air traffic control procedure used at SDIA when weather and/or aircraft weight play a factor in the arrival and departing phase of flight. Normal operations at SDIA consist of arrivals from the east, and departures to the west. During Contra-Flow operations, aircraft arrive 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

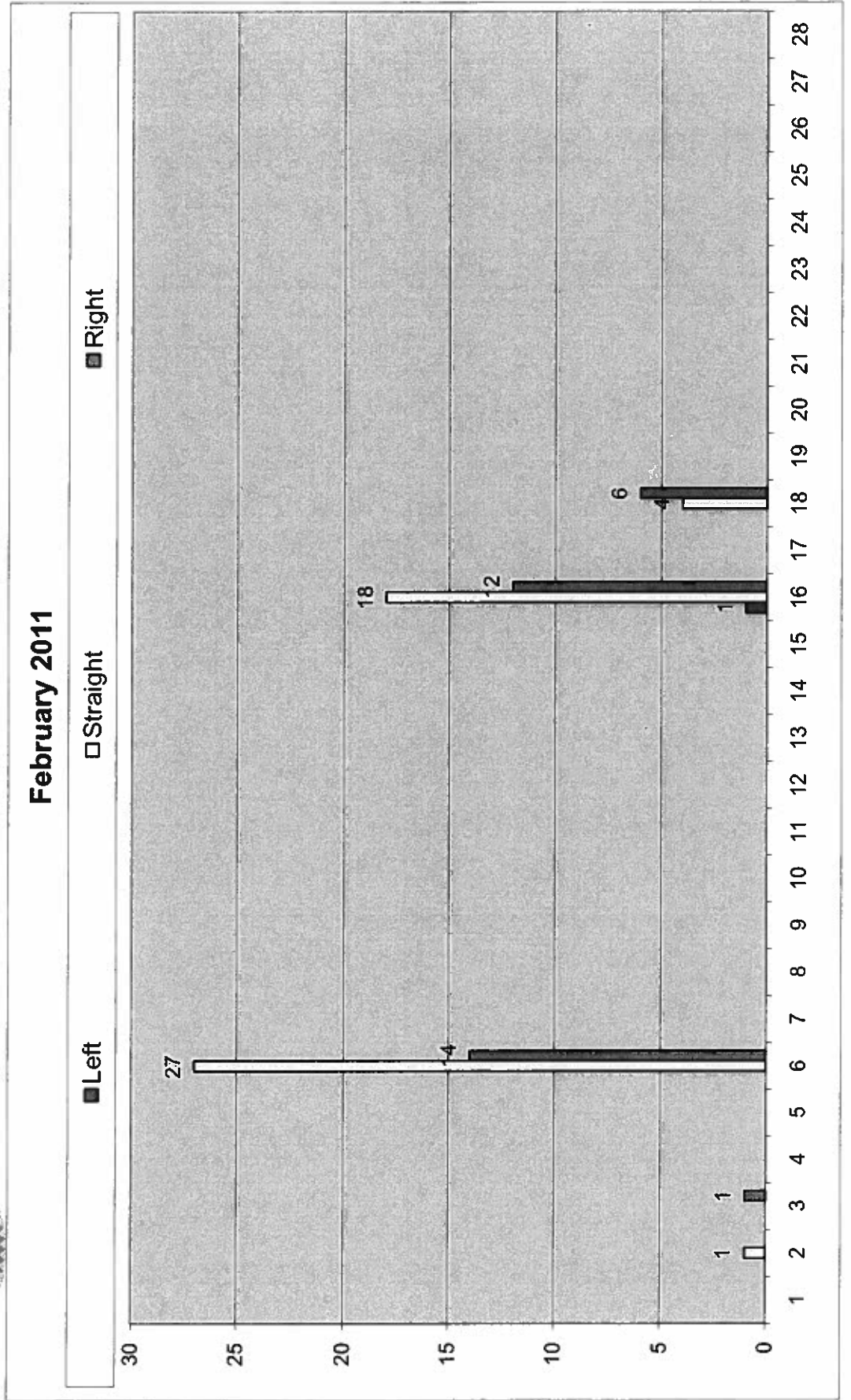


January 2011 Contra-Flow





February 2011 Contra-Flow

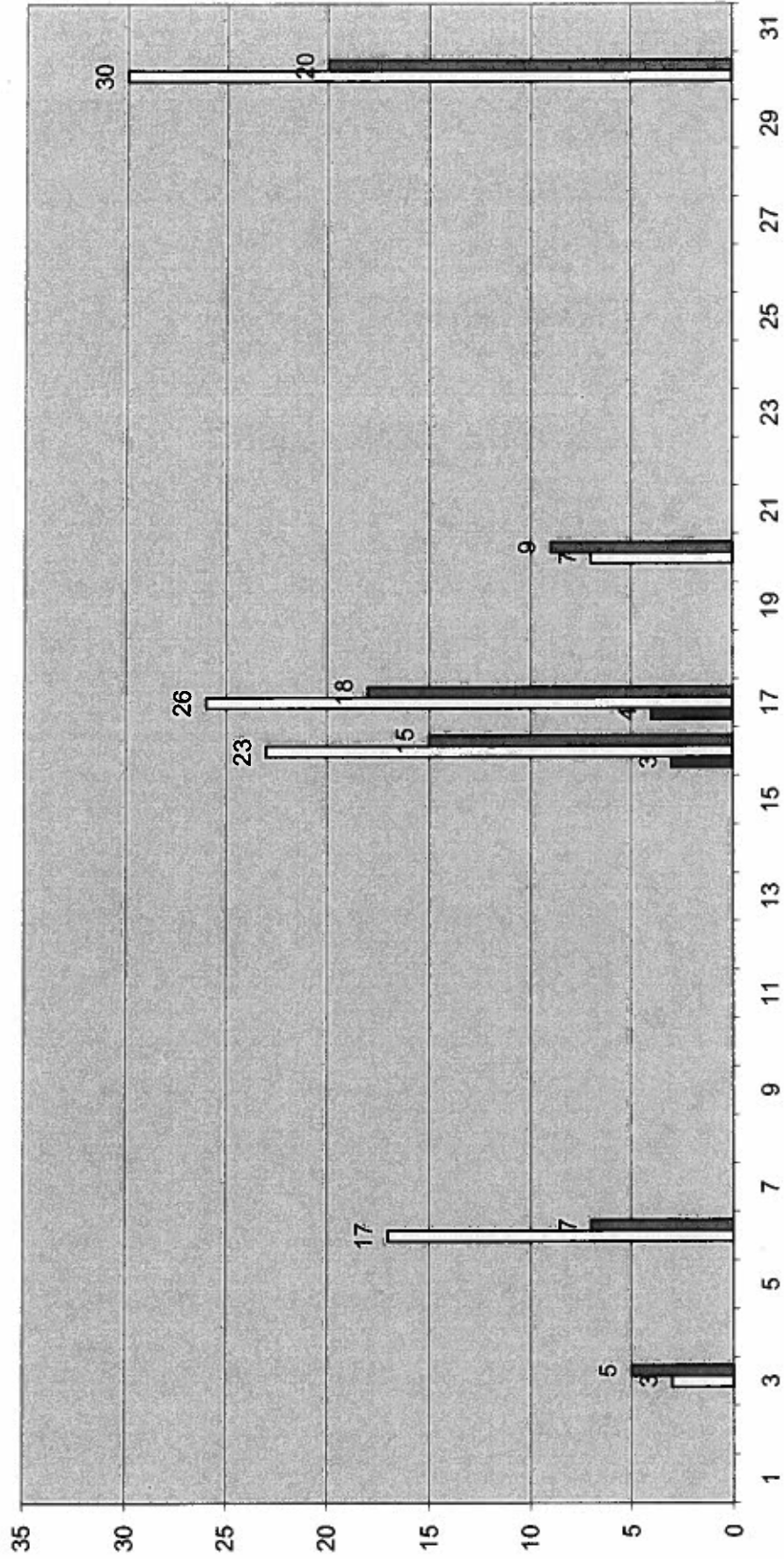




March 2011 Contra-Flow

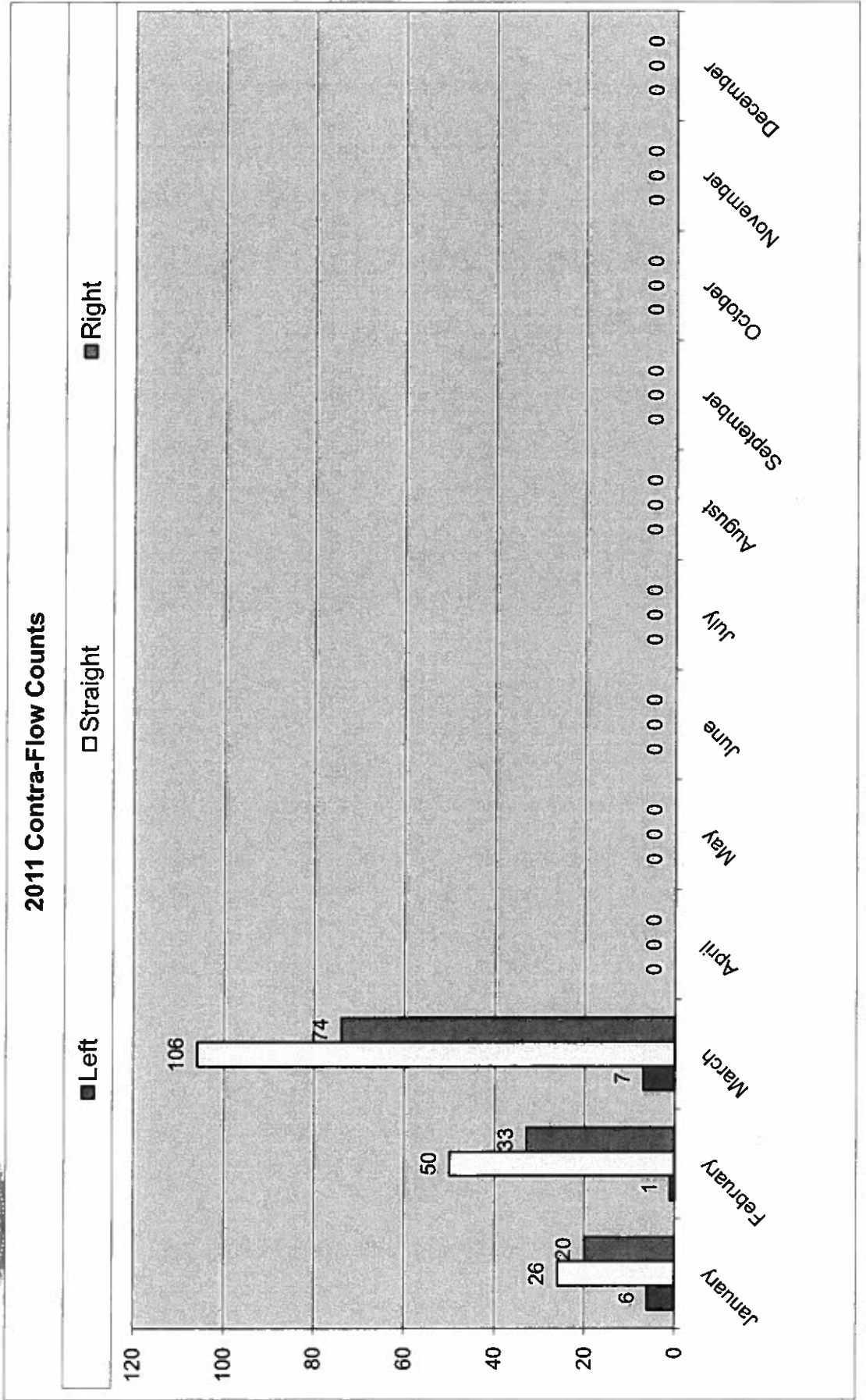
March 2011

Left
 Straight
 Right





2011 Contra-Flow Totals





Any Questions?