

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

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

**Commuter Terminal, 3rd Floor
3225 North Harbor Drive, San Diego, CA 92101**

1. Welcome, introductions and acknowledgements
 2. Approval of the January 19 and April 20, 2011 meeting minutes
 3. Information Items:
 - A. Airport Authority update
 - B. Curfew Violation Review Panel (CVRP) update
 - C. Noise Compatibility Program (Part 150) update
 4. Public Comment on Information and Discussion Items (Time Certain – 4:30 p.m.)
 5. Presentation Items:
 - A. San Diego International Airport Variance to the California Noise Standards
 - B. Quieter Home Program (QHP) update
 - C. Missed approach statistics
 - D. Complaint statistics
 - E. Early Turn and Contra-Flow Operations statistics
 6. Public Comment (Time Certain – 5:30 p.m.)
 7. New Business
 8. Next meeting date
 9. Adjourn
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SAN DIEGO
INTERNATIONAL
AIRPORT

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
April 20, 2011**

On April 20, 2011, the Airport Noise Advisory Committee (Committee) met at the Quieter Home Program (QHP) Offices, 2722 Truxtun Road, San Diego, CA 92108. 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; Mr. Hirsch Gottschalk, Uptown Planners; Jane Gawronski, PhD., Ocean Beach Planning Board; Congresswoman Susan Davis (ex-officio) Daniel Hazard, Mr. Joe Scaglione, North Bay (Midway) Community Planning Board; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollan

Absent: Captain (Ret.) Jack Bewley (Excused), Retired Airline Pilot; Mr. Steven Holt, Airline Representative (ex-officio); Mr. Suhail Khalil, Peninsula Community Planning Board; Mr. Cliff Myers, MCRD; Mr. Bill Stone, Little Italy Association; Mr. Jack Zimmerman, Acoustician (Excused); County Supervisor Greg Cox (ex-officio) (Vacant); District Two (ex-officio) (Vacant)

The meeting began with a brief introduction of QHP staff by Ms. Sjohnna Knack, QHP Project Manager, followed by a tour of the QHP facility. She informed the members that the Airport Authority purchased the building almost two years ago and QHP moved into the off-airport site just over a year ago to give the Program a community presence. The highlight was a tour of recently completed showroom that provides homeowners realistic visages of how residential insulation products look as installed in a home. Following the 15 minute tour, a member asked if the showroom is open to the public, to which Ms. Knack answered that the showroom is open to the public anytime the QHP offices are open. Dr. Butler suggested that an ANAC meeting be scheduled at the QHP Facility on an annual basis to benefit newly appointed ANAC members. Members unanimously agreed. Authority staff will take for action.

Dr. Butler then invited each ANAC participant to introduce themselves. As there was no quorum, Dr. Butler proceeded to the next agenda item.

Mr. Frazee informed the committee that Mr. William Kenton, North Bay Community Planning Board resigned his position due to health and Mr. Joe Scaglione is the new representative. Mr. Scaglione was present at the meeting, so he was acknowledged and welcomed.

Mr. Frazee also informed Mr. Scaglione that a certificate of appreciation for Mr. Kenton's dedication and participation was to be presented at the meeting but, due to Mr. Kenton's absence, the certificate will be forwarded to his office.

Mr. Frazee next provided an Airport Authority update, beginning with a construction issue. Regarding customer parking at Terminal 2; the parking lot directly across from the terminal is closed to facilitate storing building construction equipment and to continue construction of a second level roadway that will service Terminal 2. A temporary new customer parking area to serve Terminal 2E and 2W will be located west of the building construction site on newly paved apron intended eventually as an aircraft parking ramp area. Way-finding signs will be located along North Harbor Boulevard to direct traffic to the relocated parking area. Passengers can either walk on pathways or take a timely and convenient shuttle bus to and from the terminal.

Regarding the terminal expansion (Green Build) project, the 10-gate extension is proceeding on schedule. Mr. Frazee reminded the members that the plan for the Green Build, a billion dollar project, includes increased security queuing, new gate hold areas and vendor space, 10 jet gates and additional apron to house airplanes currently parked on the north side of the runway to an area more conducive to efficient operation. A sound wall will be built on the west side at the airport property line to attenuate aircraft noise for community areas west of the airport. Mr. Frazee extended an invitation to members as well as the public to participate in an airport tour of both terminals, progress of the Green Build and a tour of the runway and taxiway system. Airport tours are offered on a weekly basis. April 2013 is the planned soft opening of the terminal enhancement project.

Mr. Frazee also informed the members of an in progress Airport Land Use Compatibility Plan (ALUCP) specific to San Diego International Airport. The second in a series of stake holder meetings, specifically dealing with aircraft noise as it relates to land use planning, is scheduled for April 28, 2011 at the Airport Authority. The members will receive information specific to the ALUCP; Mr. Frazee also cautioned the members to take into account differences between the presented ALUCP noise exposure map with a 20-year forecast and the Authority's federally accepted noise exposure map with a 5-year horizon. The meetings, on the second floor of the Commuter Building, are open to the public, and include a steering committee meeting from 1:00 – 5:00 p.m. and an open house from 6:00 – 8:30 p.m.

The second update Mr. Frazee brought up is the Committee's letter of request to FAA regarding FAA participation at ANAC. As of this date, there is no response on their decision regarding participation at ANAC. Mr. Frazee has placed numerous telephone calls and was informed that the letter of request has been sent to a FAA headquarters for review and possible action. As soon as a decision is made, Mr. Frazee will inform the members. If a decision is made not to allow FAA participation, the Committee will need to consider a change to the SDCRAA ANAC policy to remove that active membership and to adjust the quorum accordingly. Mr. Frazee suggested that we carry this action forward to the scheduled July meeting.

Mr. Frazee then provided an update of actions of the Curfew Violation Review Panel (CVRP). CVRP meets on a bi-monthly basis, reviewing and recommending action against operators

who violate the airport's departure noise curfew. The noise curfew hours are 11:30 p.m. – 6:30 a.m. daily. The only exemptions to this restriction are emergency flights, whose arrivals and departures are permitted 24 hours a day. All aircraft from helicopter to the largest aircraft are restricted and are assessed by the panel. Two Records of Decision were reviewed by the Committee, one for the February 2011 meeting where five operations were reviewed, with two receiving administrative penalties; the other three aircraft were not penalized either due to maintenance or an on-board medical emergency. For April, there were four operators who met the panel; two were penalized and the other two were not penalized due to maintenance issues beyond the operator's control. Dr. Butler added that the Frequently Asked Questions (FAQs) found on the SDCRAA website provides historical information concerning the curfew violation review process.

As an information item, Mr. Frazee gave an update on the status of the Federal Noise Compatibility (Part 150) Program. As recalled back in January, 2011 the FAA accepted the updated Noise Compatibility Program elements for review; FAA has 180 days to review it and has advised that they will take the entire time to process the request and to expect a decision on July 3, 2011.

There was no additional update from the Quieter Home Program (QHP) staff.

Mr. Hollarn presented updated Missed Approach statistics for 2011 to date. See the PowerPoint presentation at the following link:

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

Mr. Hollarn then continued with an update of year-to-date Noise Complaints. See the PowerPoint presentation at the following link:

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

Member questions followed Mr. Hollarn's presentation. The first asked if staff is aware whether the FAA has plans to accelerate the introduction of more stringent (Stage 4) noise standards for commercial and private aircraft in the US. Mr. Hollarn explained that Stage 4 standards have already been approved and are in effect in Europe, that the vast majority of air carrier aircraft that operate into SDIA already meet those more stringent standards, and that FAA has not formally adopted the European standards. Another member asked if an information sheet could be included in meeting documentation to correlate complaints to the type of weather being experienced. Mr. Frazee clarified that such correlation is available in the expanded monthly complaint logs forwarded electronically to ANAC members and available on the noise website at www.san.org. Another member inquired how we determine and report community boundaries in the Noise Complaint documents. Mr. Hollarn explained that the determination of the boundaries is based on the City's community planning area designation.

Mr. Hollarn presented updated Early Turns operations. See the PowerPoint presentation at the following link:

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

Mr. Hollarn next presented Contra-flow operations. See the PowerPoint presentation at the following link:

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

There was no public comment.

Under new business, Mr. Frazee informed the committee about the upcoming Variance process by providing history on how the requirement came to pass. The standard for an acceptable level of aircraft noise for persons living in the vicinity of an airport was established by the California Department of Transportation (CalTrans) as an acoustical metric called the community noise equivalent level (CNEL). The specific level was set at 65 Decibels (65dB). The bottom line was that a designated "noise problem" airport must have received a variance to the regulation to continue operation of an airport whose noise impact area extends beyond the airport boundaries. San Diego International was so designated by the San Diego County Board of Supervisors in 1976, and the airport has received variances since that time because of its efforts to mitigate noise from aircraft operations to the maximum extent possible. A variance is valid for a three year period and may be extended as long as a request for further variance is received by CalTrans. The current Variance expires on July 11, 2011. Because of the airport's urban location and small footprint, the only viable method to mitigate aircraft noise in the airport's 65dB noise contour is to sound attenuate (insulate) homes. Until all homes within the 65dB CNEL contour are attenuated, the airport is required to apply for further variance to the regulation. The Authority will apply for further variance in mid-May 2011. All interested parties within the SDIA 65dB noise contour who meet the eligibility requirements will have an opportunity to comment on the application to the state. Information regarding the Variance will be available on the Authority's website: http://www.san.org/sdcraa/airport_initiatives/noise/variance.aspx. The public can be involved in the process provided one resides or owns residential property within the recognized 65dB CNEL contour. A CalTrans representative is invited to participate at our scheduled July meeting to answer member questions and clarify eligibility criteria. A member inquired whether area schools, churches, and hospitals are to be attenuated under the Quieter Home Program. Mr. Frazee clarified that all public schools in the San Diego Unified School District were attenuated under a similar program between 1995 and 1997 and an aviation easement was attached. New schools built within the noise impact area since 1997 will have to meet more stringent City and State interior noise levels when built, so they would not be program eligible. Private schools fall within the same category. Hospitals and churches are eligible, and may be sound attenuated following completion of the remaining 9000+ residences, probably 20+ years in the future.

Hearing no more questions, Dr. Butler adjourned the meeting at 5:30 p.m. The next meeting is scheduled for Wednesday, July 20th, 2011 at 4:00 p.m. in the Noise Room at the Commuter Terminal.



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 aircraft noise-oriented questions at SDIA.



**SAN DIEGO
INTERNATIONAL
AIRPORT**

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

On January 19TH, 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; Daniel Hazard, Congresswoman Susan Davis' office (ex-officio); 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; & 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); City Council District 2 (ex-officio) (Vacant);

As the first item, Mr. Frazee presented a Certificate of Appreciation to Mr. Matt Awbrey for his service as an ANAC member representing City of San Diego Council 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 themselves. 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 25th 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 12th, 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 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 20th, 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 have occurred during this most recent period have not been reviewed yet, and the FAA are still reviewing the ones sent from the last quarter. FAA reviews the data to determine whether it is Air Traffic Controller (ATC) "initiated" or "pilot ititiated" 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 were about 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 to 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 Exposure Maps are available for download on the Authority's website; acceptance of the Noise Monitoring 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 be 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.

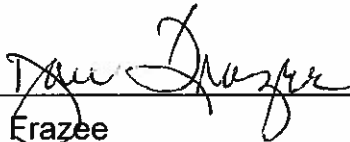
During this time, Mr. Bolton arrived and made his presentation on the Green Build. See the PowerPoint presentation at the following link:

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)
June 1, 2011
Record of Decision (ROD)**

Panel members: Murray Bauer, representing Planning and Operations Division; Mike Kulis, representing Marketing and Communications Division; Troy Ann Leech, representing Facilities Development Division; Dan Frazee, Airport Noise Mitigation (Facilitator) and Garret Hollarn

Airline, pilot, or operator representatives present: Brian M. Towle (Jet Blue Airways); Lynn Silva (US Airways); Bassell Sakkab (Delta Air Lines)

Members of the public present: None

Delta Air Lines Flight 1792; March 18, 2011 (2333L)

Written information was provided; a representative was present.

Panel Recommendation

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

jetBlue Airlines Flight 412; March 20, 2011 (2333L)

No written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess no penalty due to terminal power outage.

US Airways Flight 199; March 20, 2011 (2336L)

No written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess no penalty due to terminal power outage.

Delta Air Lines Flight 1792; March 20, 2011 (2337L)

Written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess no penalty due to terminal power outage.

US Airways Flight 154; March 20, 2011 (2346L)

No written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess no penalty due to terminal power outage.

Delta Air Lines Flight 2748; March 20, 2011 (2348L)

Written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess no penalty due to terminal power outage.

jetBlue Airlines Flight 412; April 8, 2011 (0008L)

No written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$12,000.

Delta Air Lines Flight 951; April 11, 2011 (2340L)

No written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$6,000.

jetBlue Airlines Flight 412; April 19, 2011 (0006L)

No written information was provided; a representative was present.

Panel Recommendation

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

jetBlue Airlines Flight 412; April 21, 2011 (2340L)

No written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$20,000.



NOISE STANDARDS FOR AIRPORTS IN CALIFORNIA

**(California Code of Regulations,
Title 21, Sections 5000-5090)**

History of Legislation/Regulations

- **Legislature passed
Assembly Bill 645 in
1969**
 - required Department
“adopt noise standards
governing the operation of
aircraft and aircraft
engines...”
 - found in California Public
Utilities Code
- **Department adopted
noise standards in 1970**
 - implementation delayed by
legislation until 12/1/72
 - known as “Title 21” or
“Airport Noise Standards”
 - found in California Code of
Regulations, Title 21,
Sections 5000-5090

Legislative Requirements

- **Law requires Airport Noise Standards:**
 - “based upon the level of noise acceptable to a reasonable person residing in the vicinity of the airport”
 - **not prohibited by federal law**
 - **original regulations established aircraft single event noise limit**
 - **struck down in federal court (ATA v Crotti, 1975)**

Legislative Guidelines

- Law also provides:
 - guidance that in developing standards, Department shall:
 - consider economic and technologic feasibility of compliance with standards
 - permit maximum amount of local control and enforcement
 - enforcer of the standards shall be the county wherein the airport is located

Key Elements (cont.)

- **Establishes CNEL (Community Noise Equivalent Level) noise description methodology for measuring aircraft noise**
 - **considers elements of aircraft noise events:**
 - **number of events, loudness, duration, and time of day**
 - **penalty weighting for evening and nighttime noise events**
 - **similar to LDN**
 - **CNEL has additional 3 times penalty for evening events**
 - **represents aircraft noise for an average day**

Key Elements of Standards

- Establishes 65dB CNEL as acceptable level of aircraft noise for regulatory threshold
 - chosen for “reasonable” persons living in urban residential areas near airports
 - based upon existing studies of:
 - community reaction
 - interference with speech and sleep
 - noise induced hearing loss

Key Elements (cont.)

- **Application limited to “noise problem” airports**
 - **county determines whether airport has a “noise problem”**
 - **“noise problem” designation triggers specific responsibilities for airport, county, and Department**

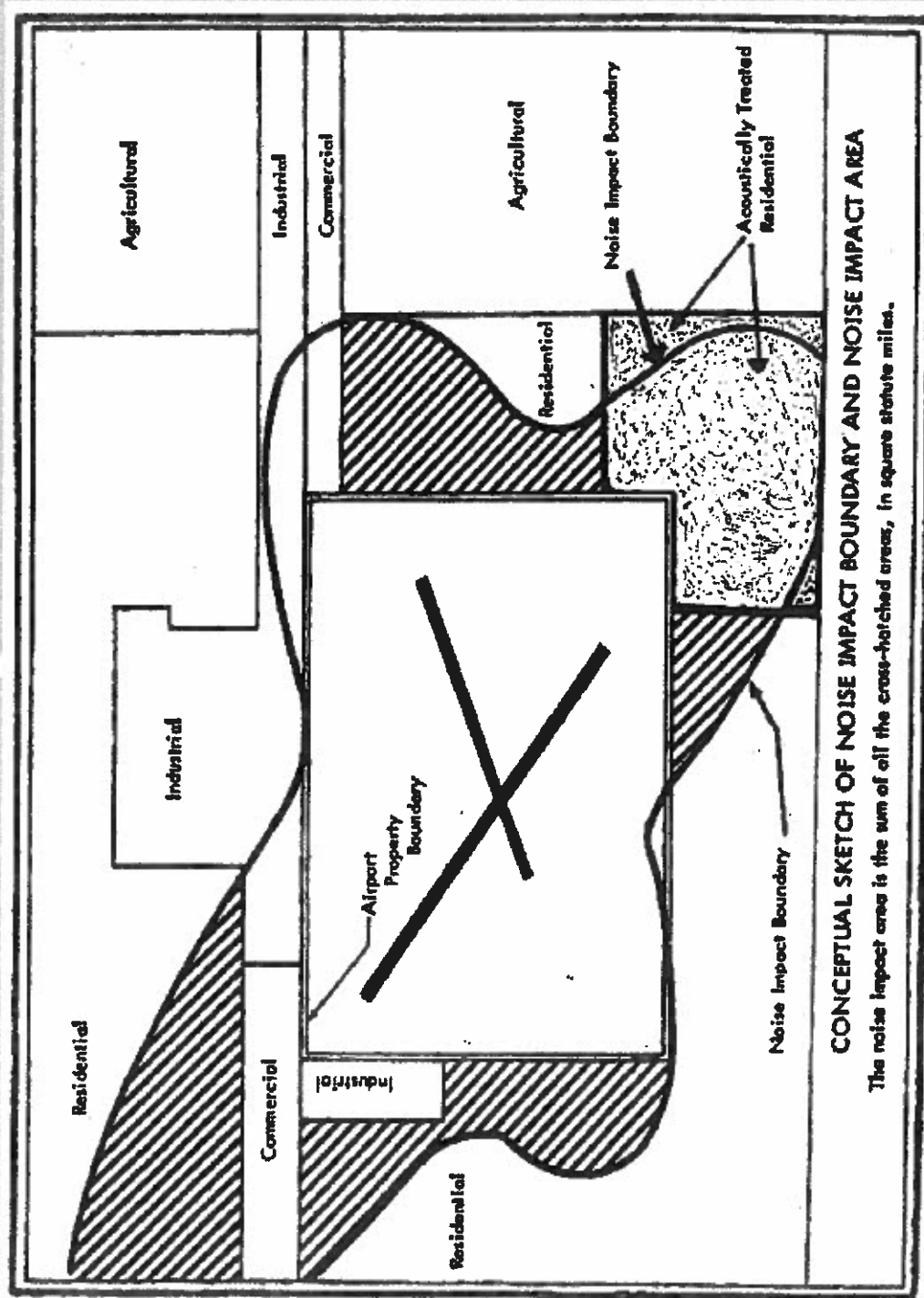
Key Elements (cont.)

- **Noise Problem Airport**
 - establish aircraft noise monitoring
 - measure, establish, and validate 65dB CNEL for aircraft
 - provide data to county
 - apply for variance, if necessary
- **County**
 - review and audit airport's monitoring data
 - submit quarterly report to Department
 - enforce Noise Standards
- **Department**
 - review/approve airport's noise monitoring plan
 - review reports/assess progress reducing "noise impact area"
 - consider applications for variance

Key Elements (cont.)

- **Defines "noise impact area" for noise problem airports**
 - area within the 65dB CNEL contour composed of "incompatible land uses", which are:
 - residential
 - schools
 - hospitals
 - places of worship
- **"incompatible uses" generally removed from noise impact area by:**
 - acoustic insulation
 - aviation easement for aircraft noise

Noise Impact Area



Basic Standard

- **“Noise problem” airport cannot operate with a “noise impact area” based on 65dB CNEL**
 - **if noise impact area exists, airport proprietor must:**
 - **apply for a variance**
 - **develop/implement programs to reduce noise impact area**
 - **Department may grant variance if in public interest considering:**
 - **economic and technologic feasibility**
 - **noise impact of granting variance**
 - **value to public of services**
 - **good faith measures of airport**

Resources

Contact Info:

Betsy Eskridge, Airport Environmental Specialist

State of California

Department of Transportation

Division of Aeronautics, MS 40

P.O. Box 942874

Sacramento, CA 94274-0001

916-654-5203

Elizabeth.Eskridge@dot.ca.gov

Visit the Aviation Noise page of the Division of Aeronautics' website to see Airport Noise Standards, enabling State law, and other noise related links:

<http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/avnoise.php>



Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

July 20, 2011





Missed Approach Definition

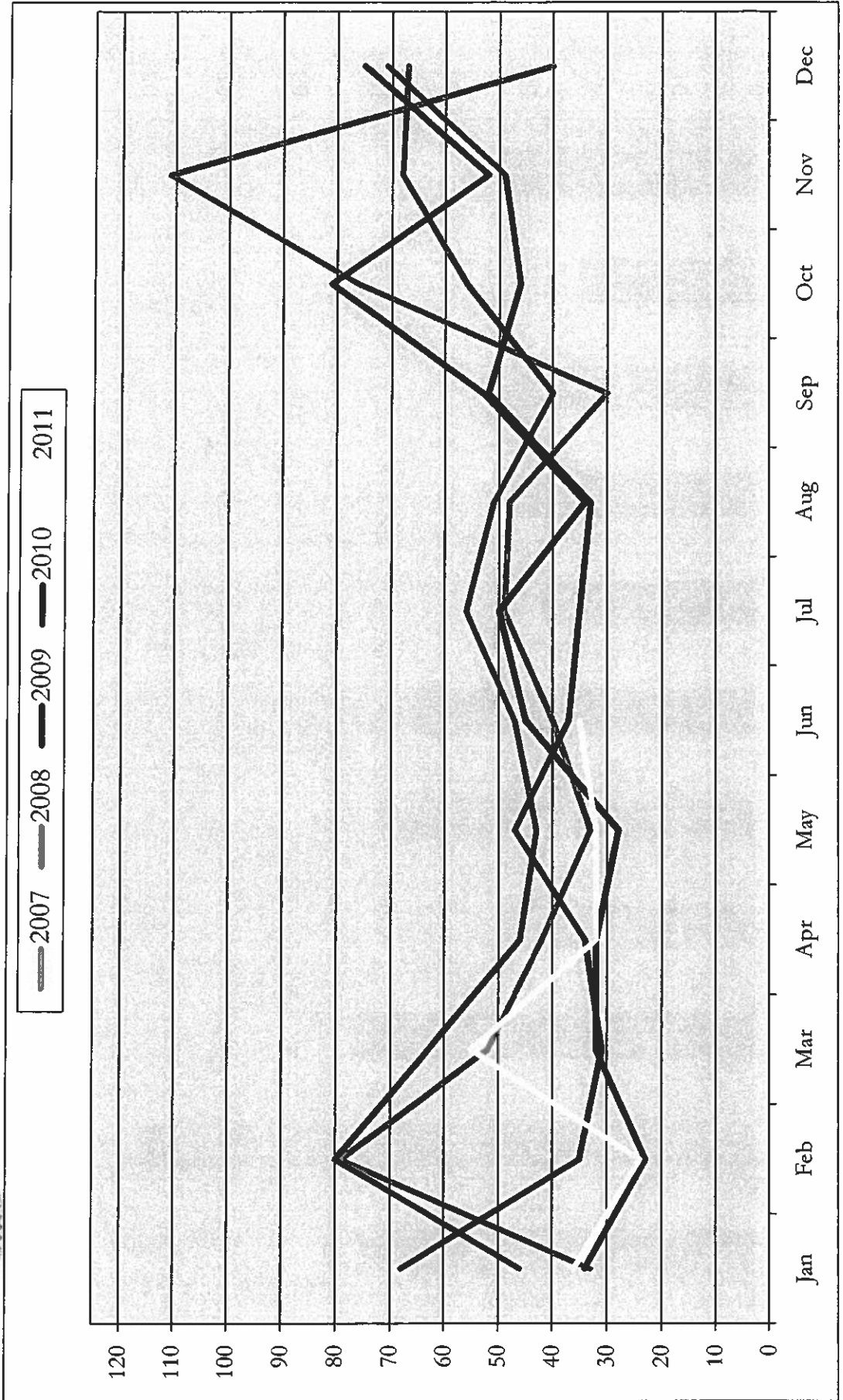
*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

- 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

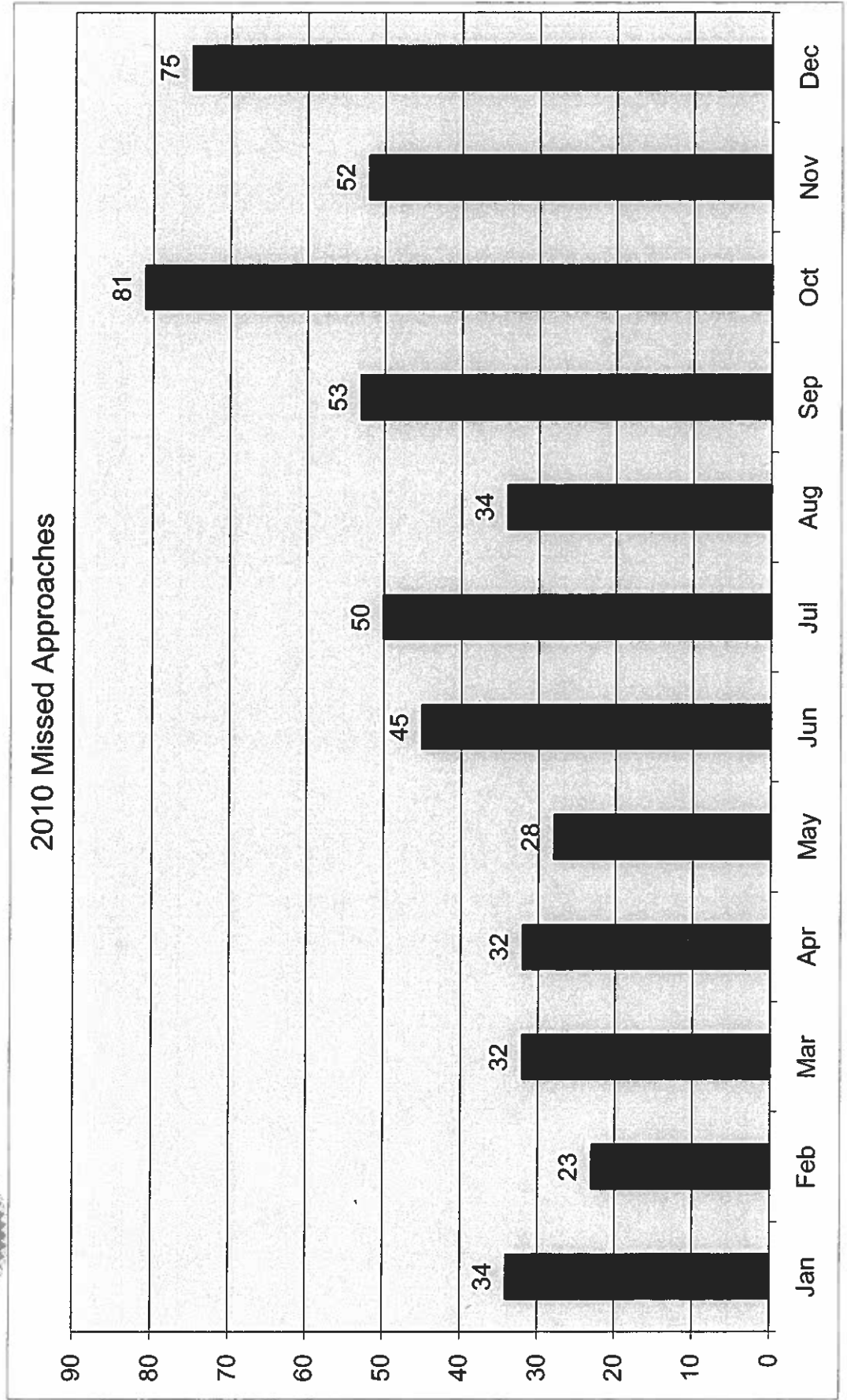
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663
2009 = 538, 2010 = 539





2010 Missed Approaches

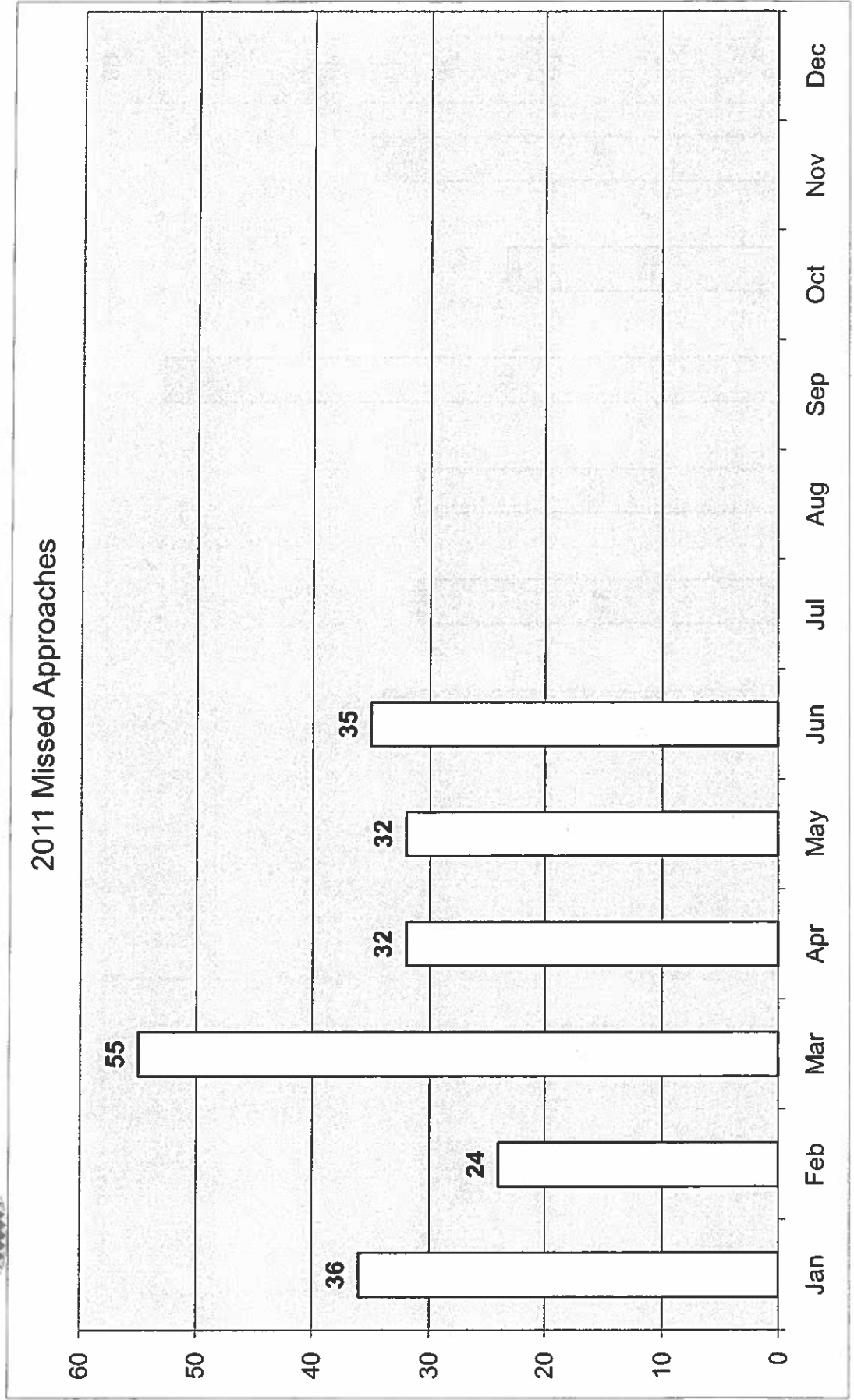
539 Total Year To Date





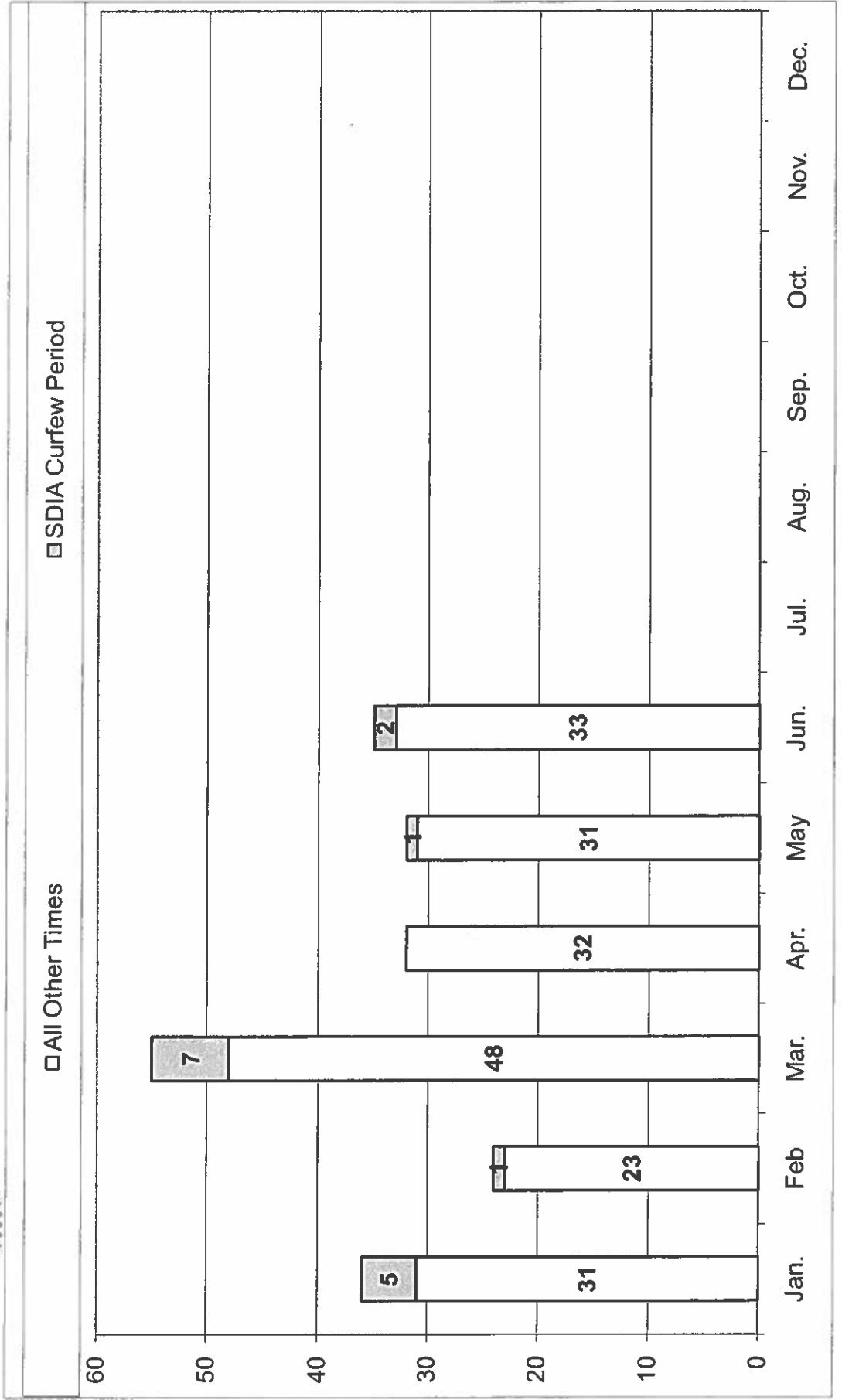
2011 Missed Approaches

115 Total Year To Date



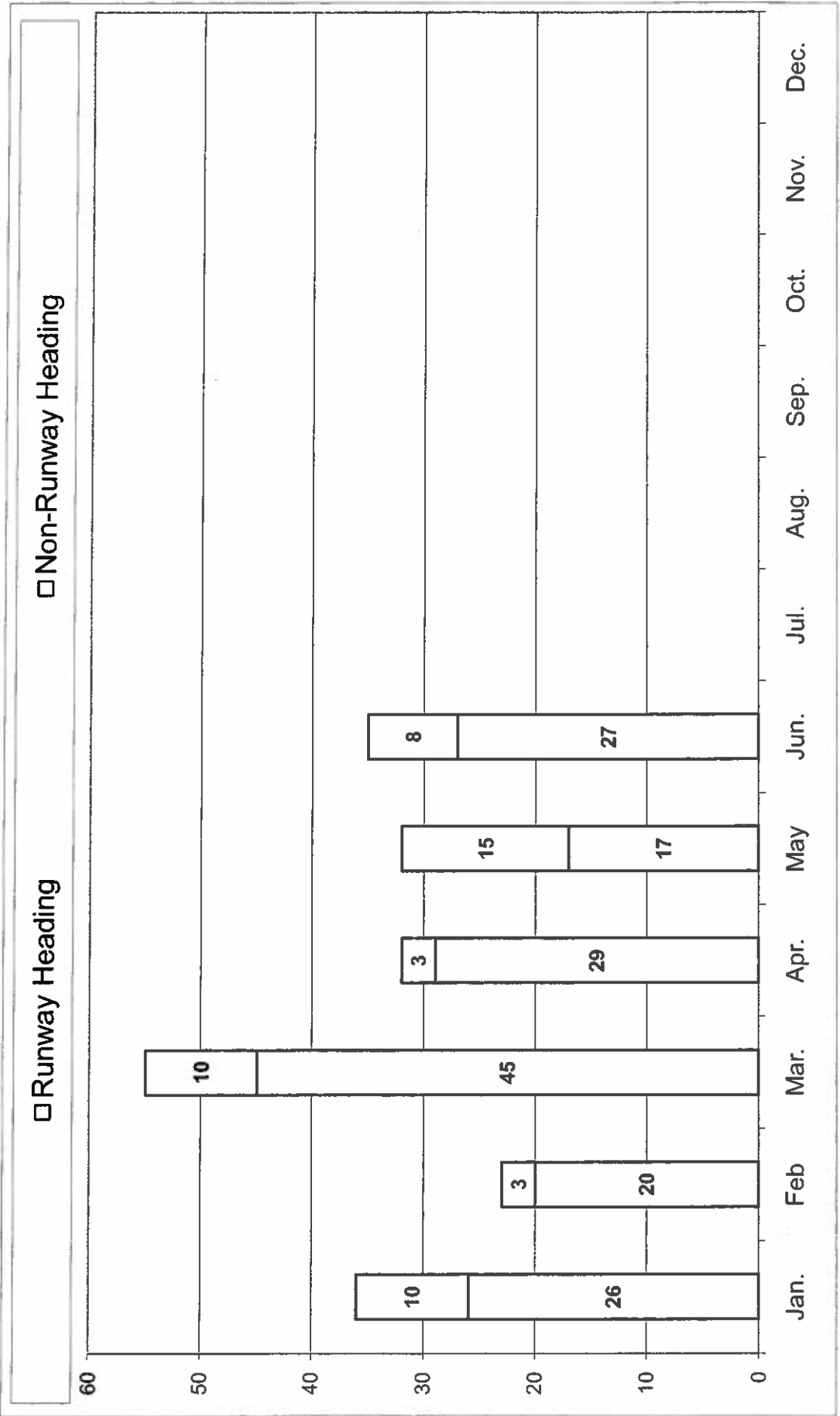


Curfew Period vs. All Other Times



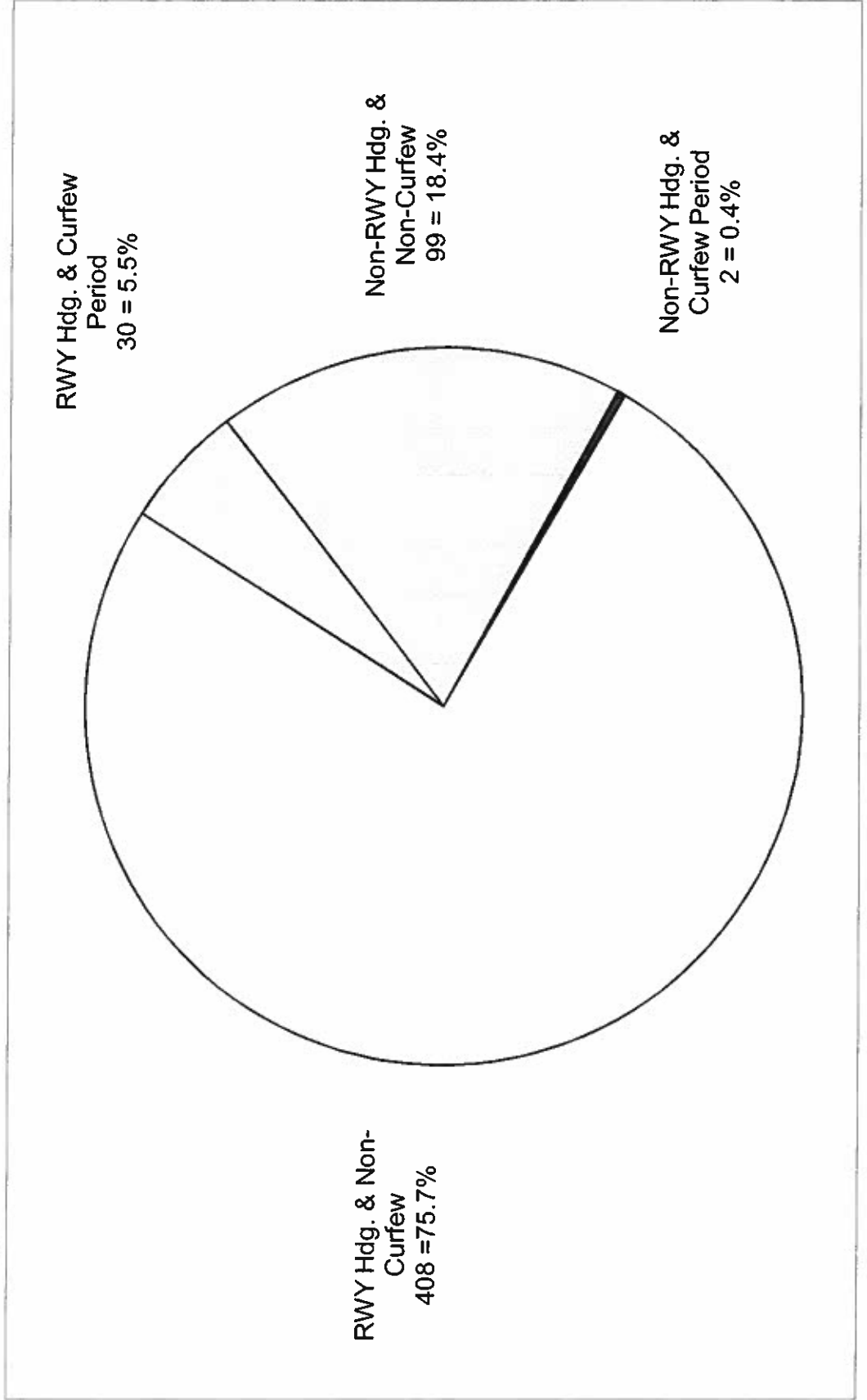


Runway Hdg. Vs. Non-Runway Hdg.



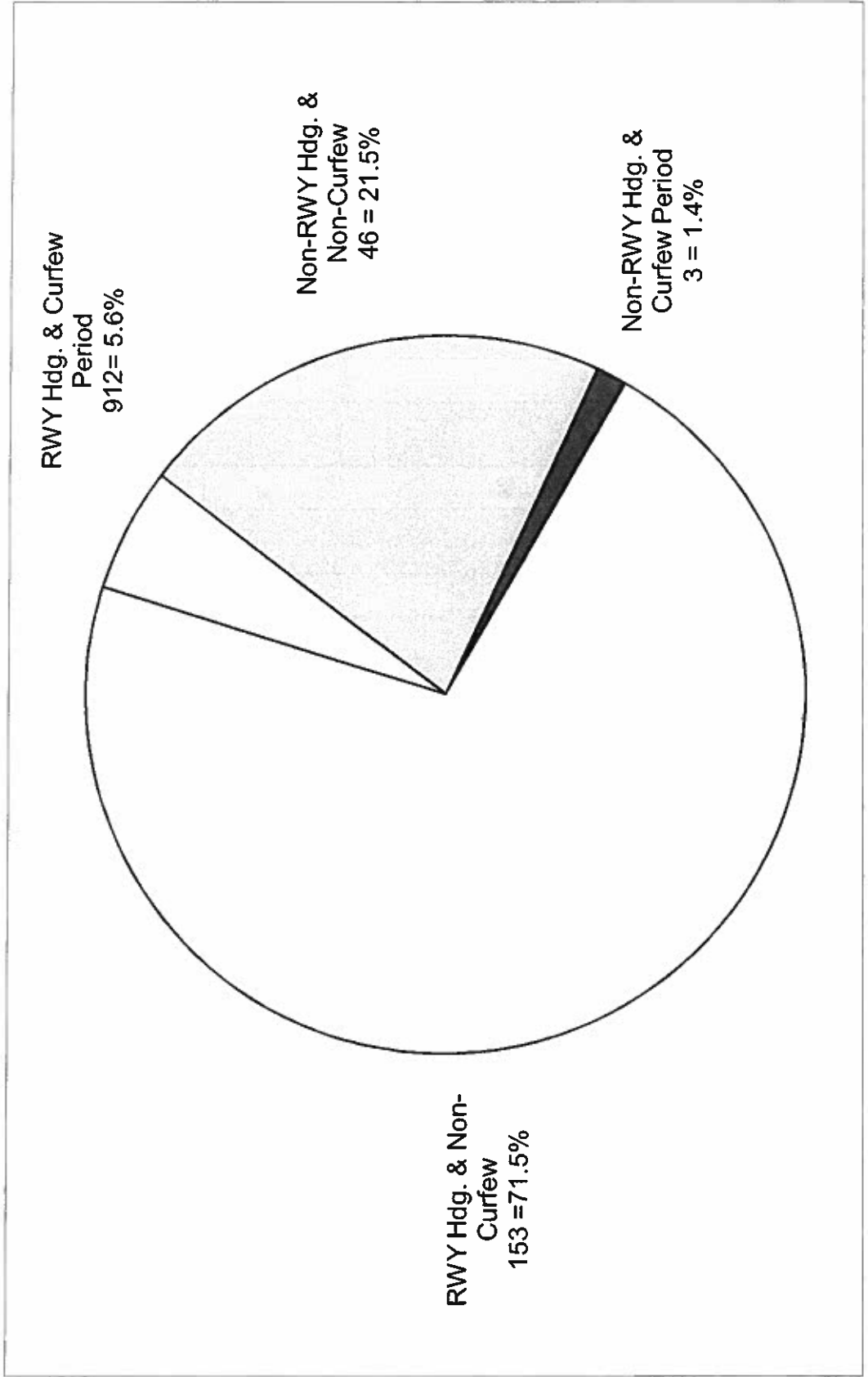


2010 Missed Approaches – Percentage



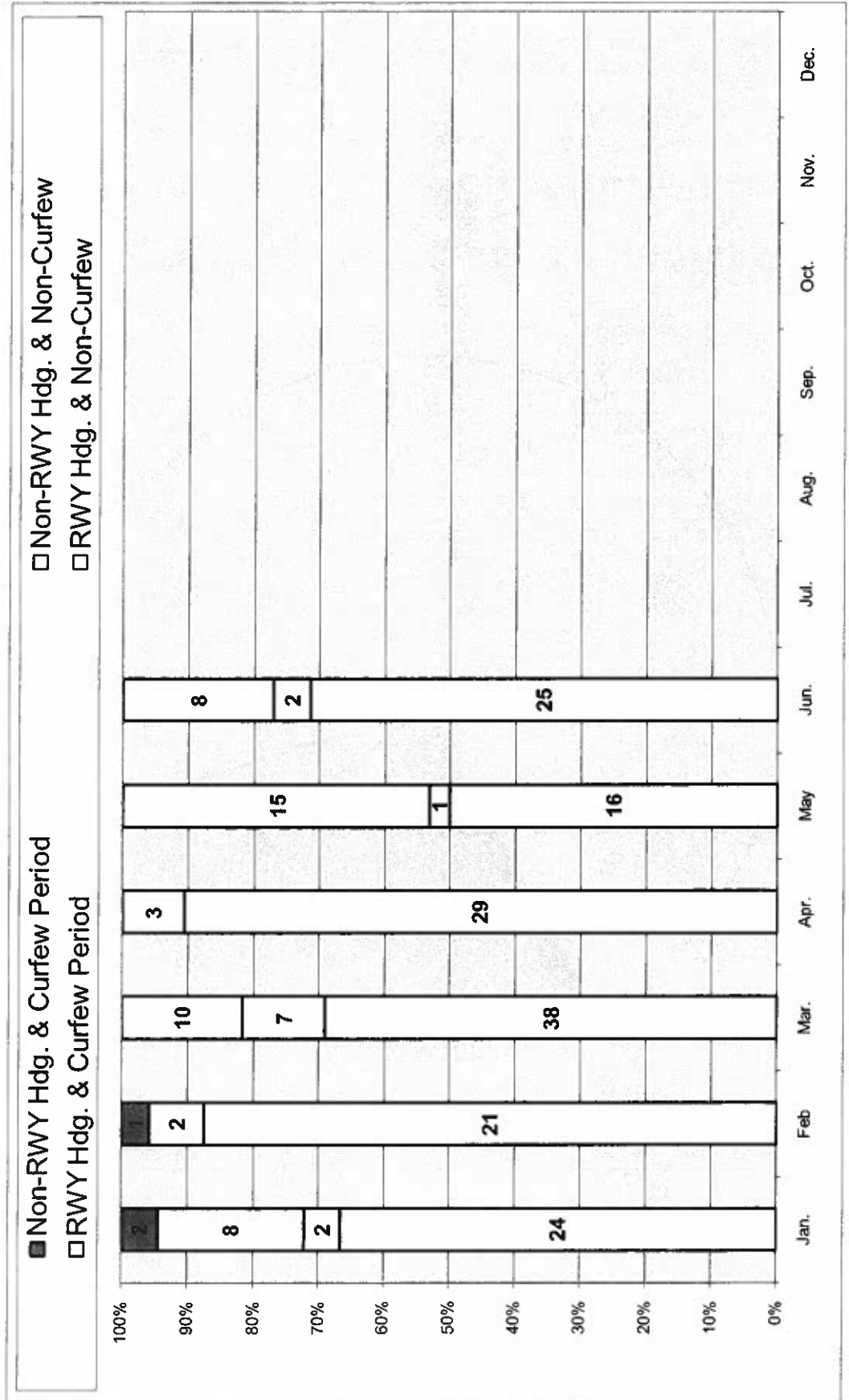


2011 Missed Approaches – Percentage (Year to Date)





2011 Missed Approaches – Percentage (Year to Date)



Any Questions?



Complaints Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

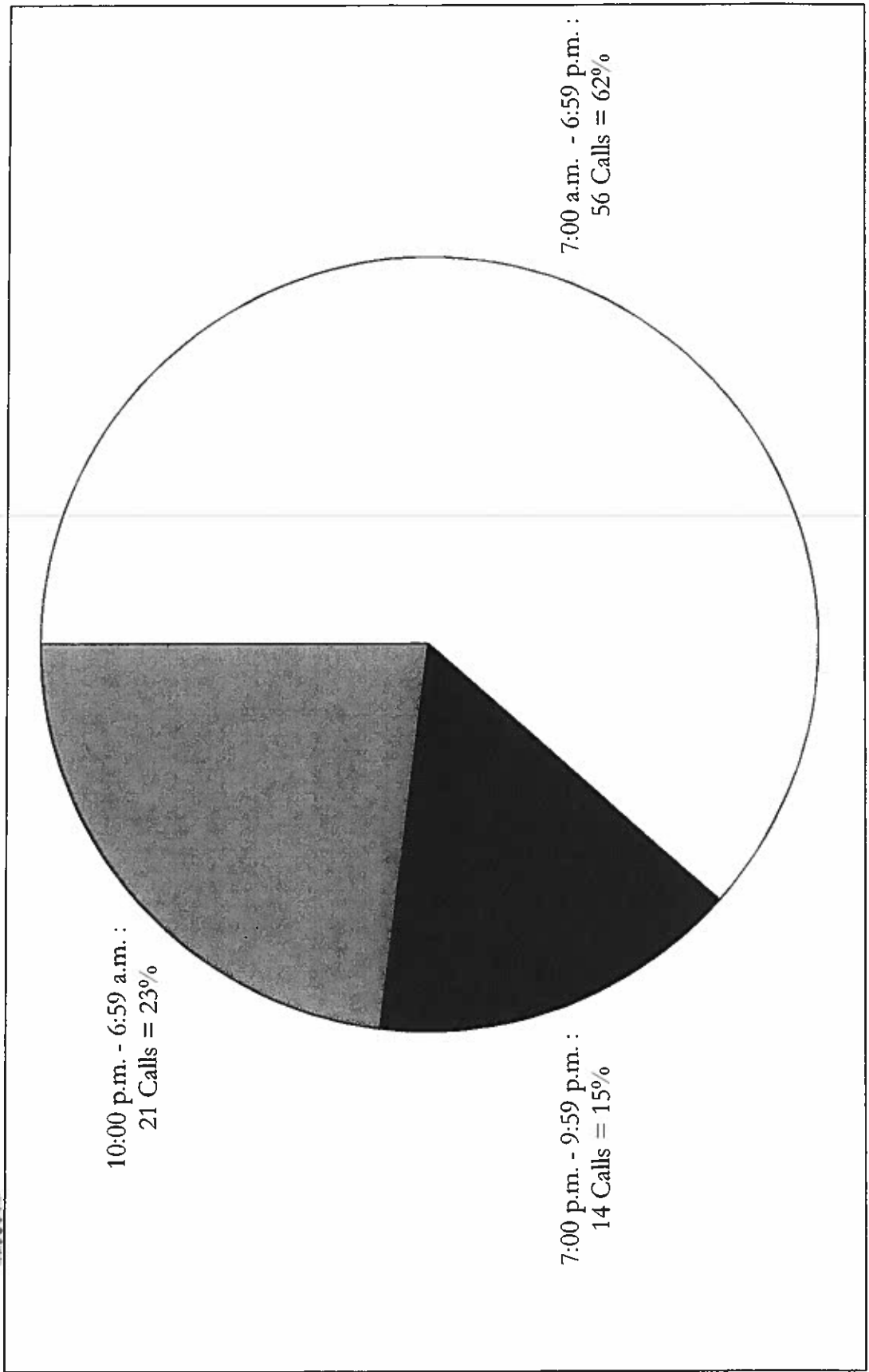
July 20, 2011





2011 Complaints Statistics

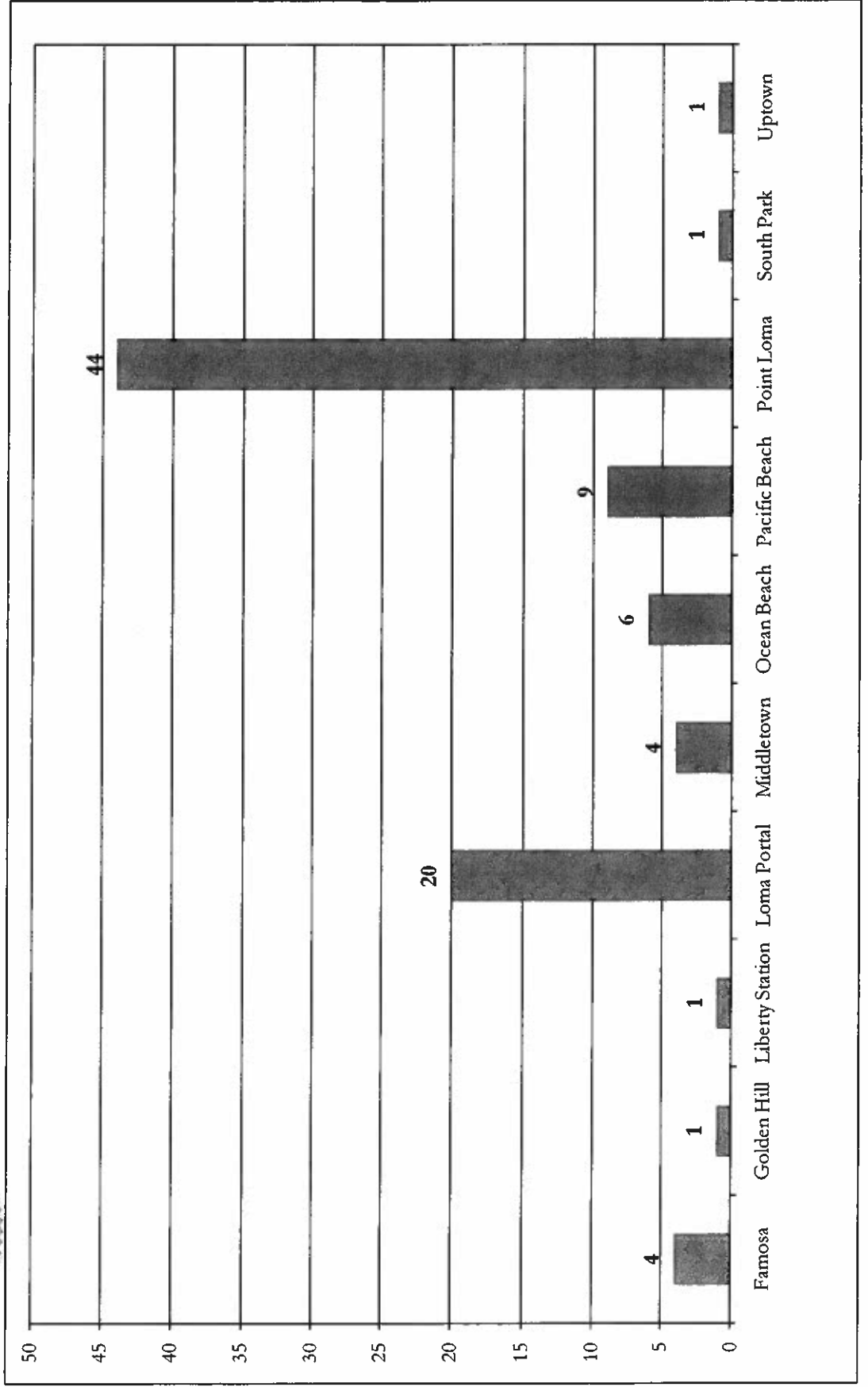
January to June, Complaints by Time of Day, 91 Total





2011 Complaints Statistics

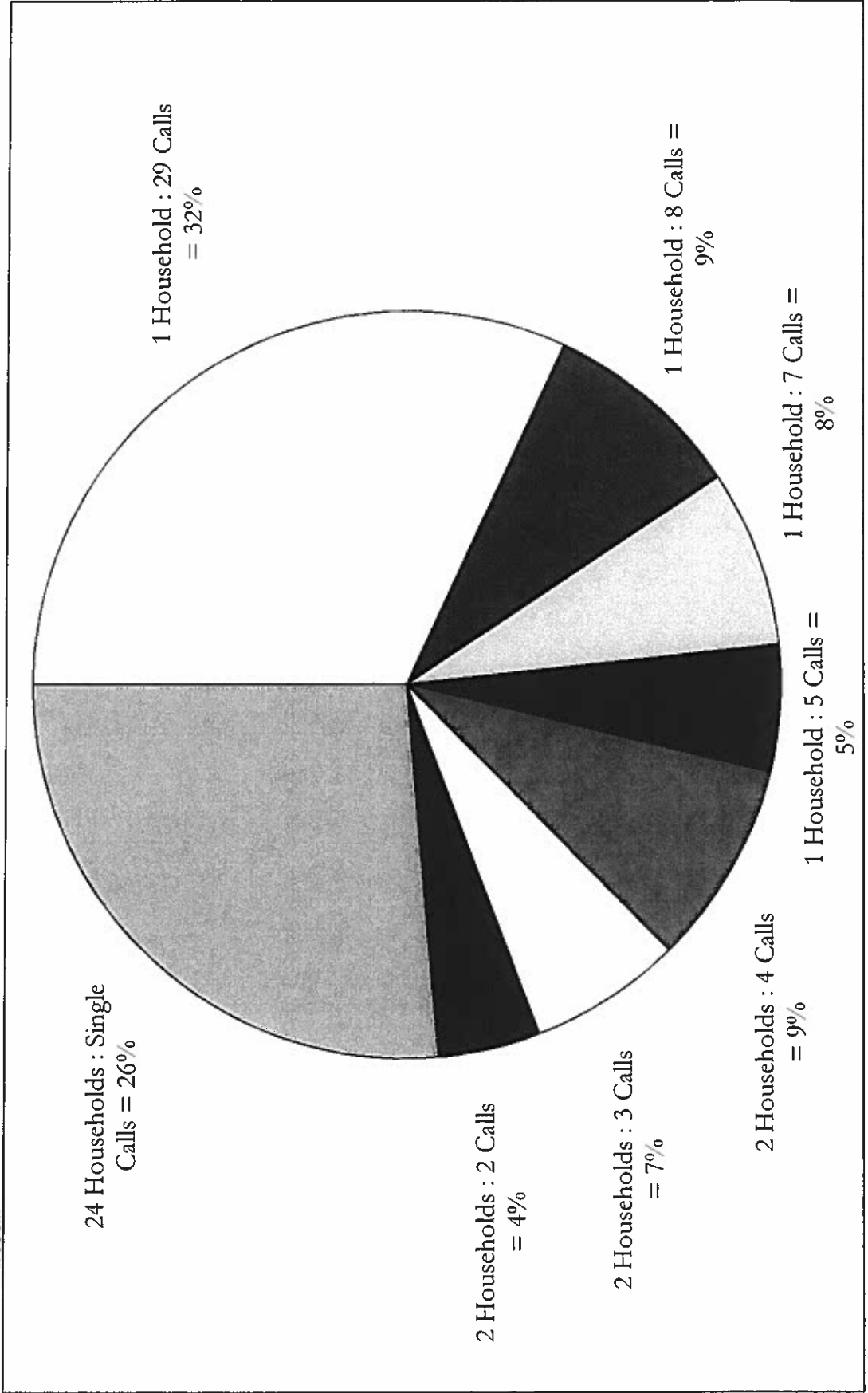
January to June, Complaints by Neighborhood, 91 Total





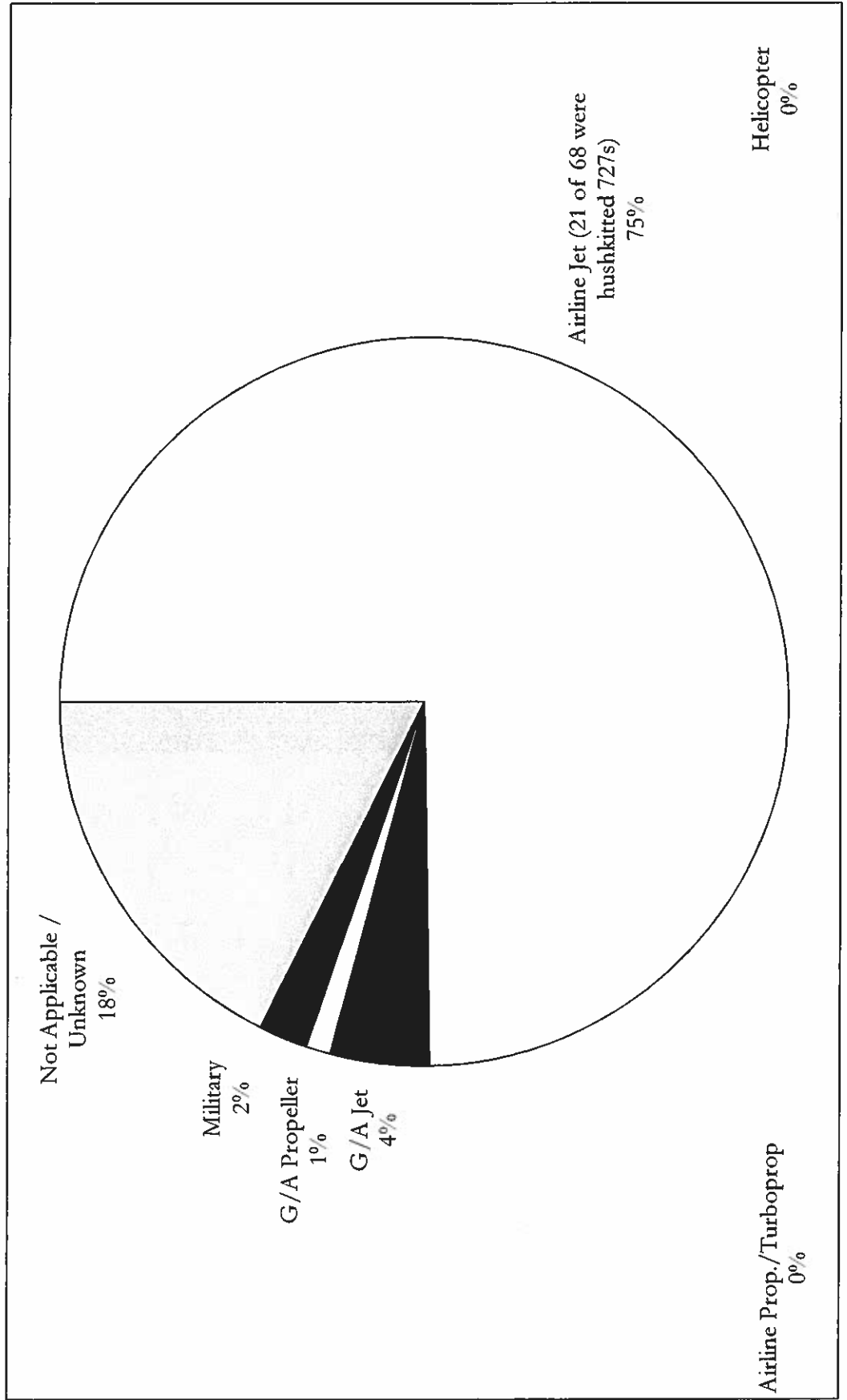
2011 Complaints Statistics

January to June, Complaints by Household, 91 Total



2011 Complaints Statistics

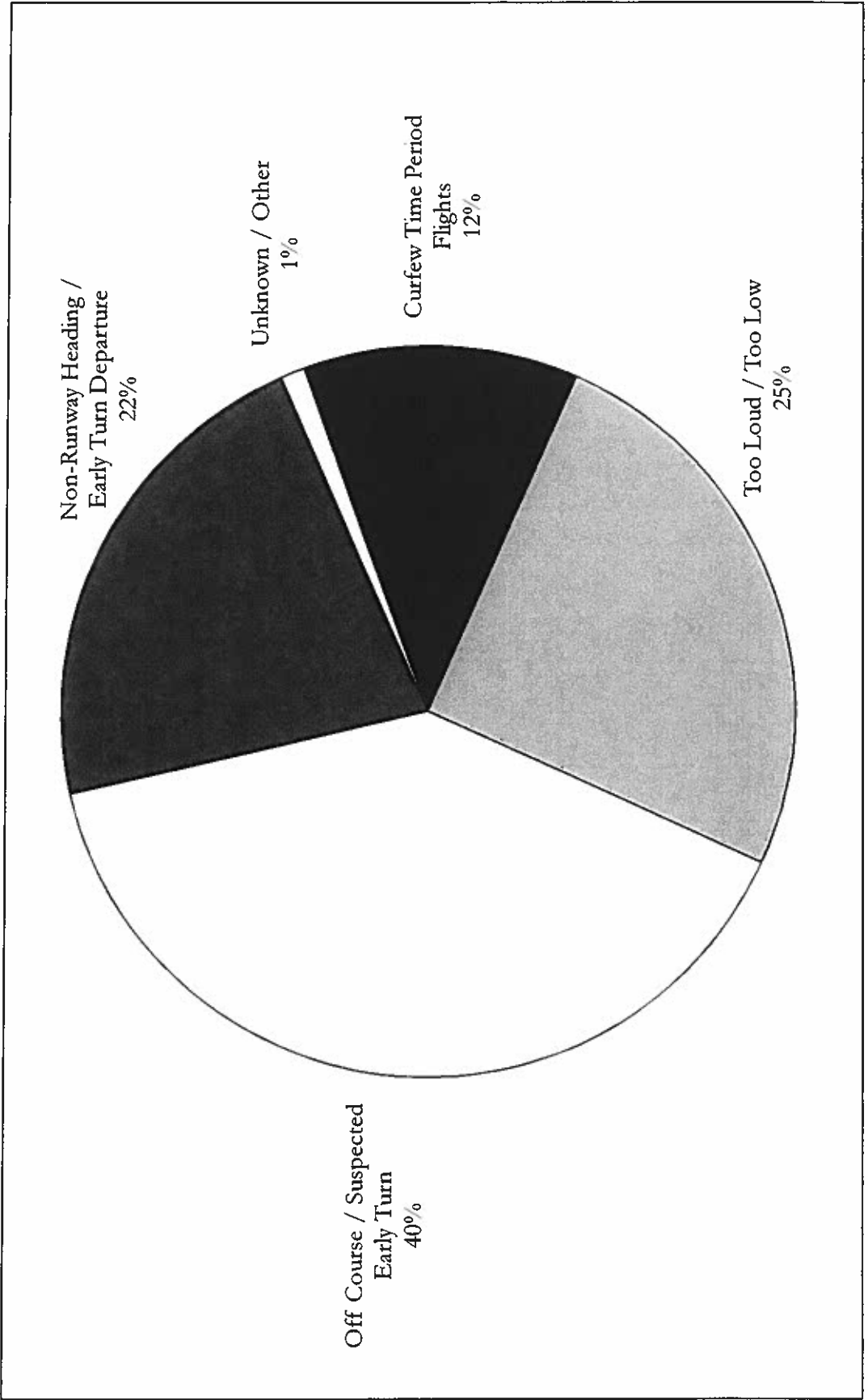
January to June, Complaints by A/C Type, 91 Total





2011 Complaints Statistics

January to June, Complaints by Cause, 91 Total





Any Questions?



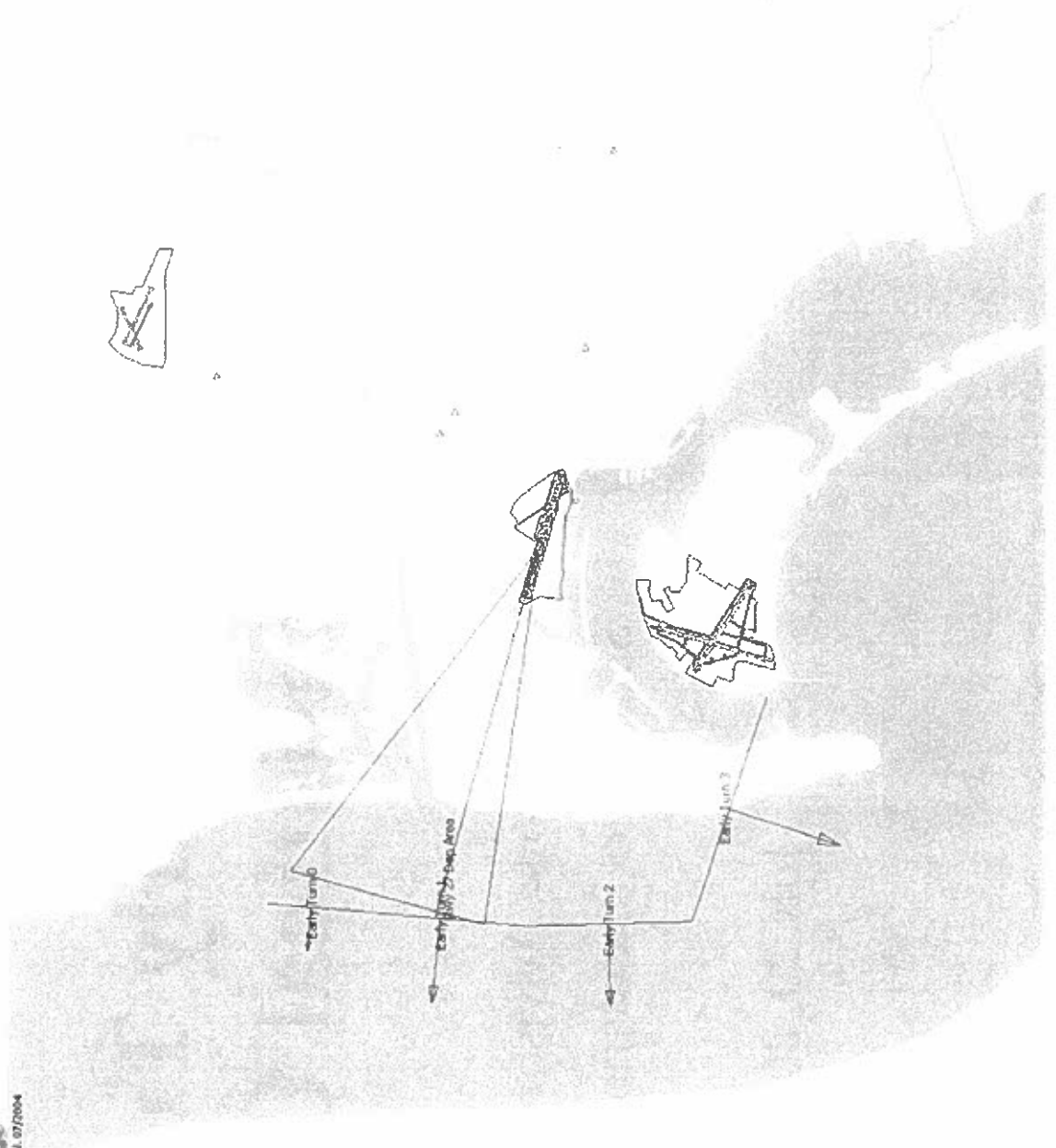
“Early Turn” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

July 20, 2011

Boundary Definition

Arrivals
Departures
Overflights



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Definition

- An aircraft that deviates from the standard departure procedures to a new prescribed departure path, to insure the safe and efficient flow of all aircraft. These early turns are solely conducted at the FAA Control Tower's discretion.



Definition

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

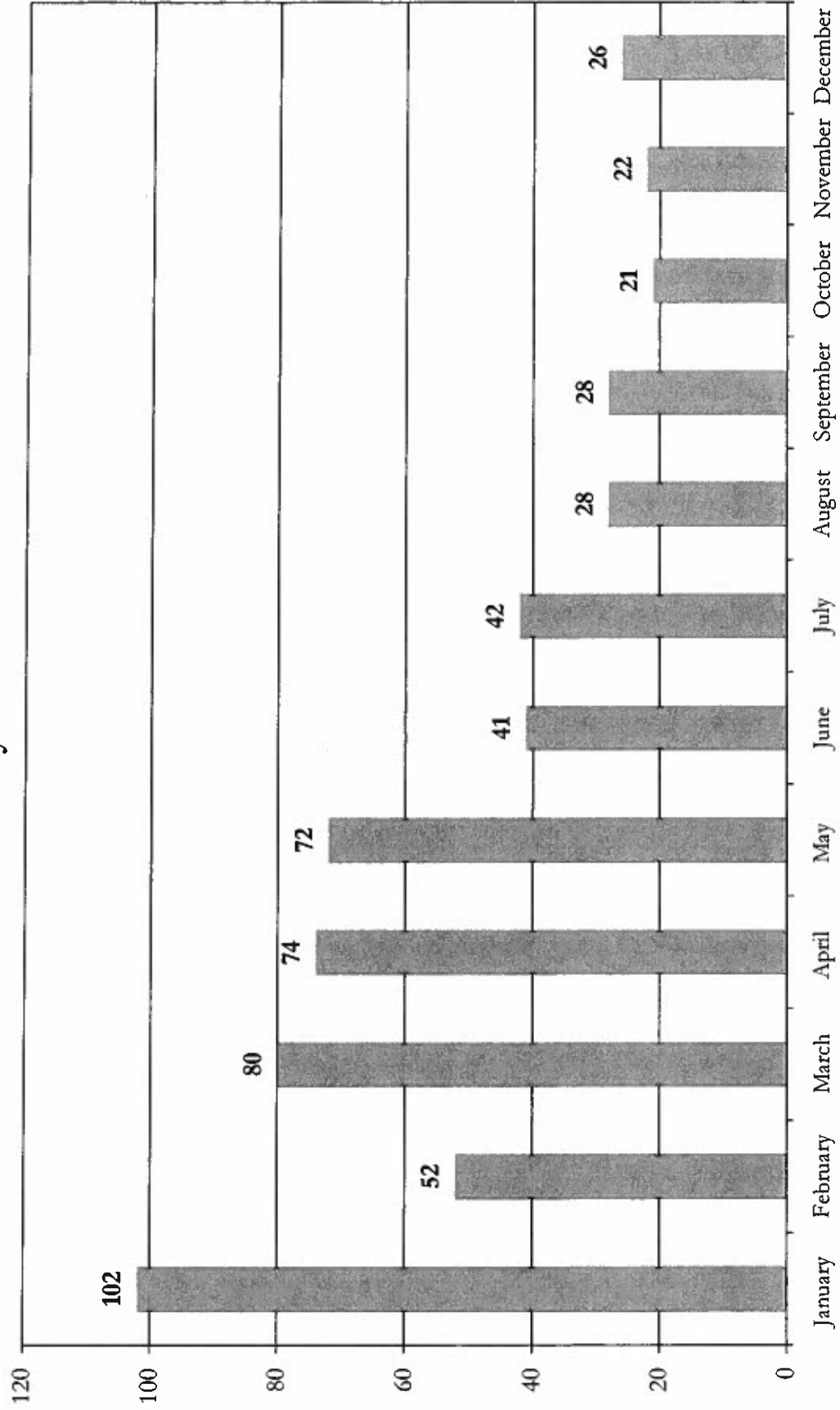
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the 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)

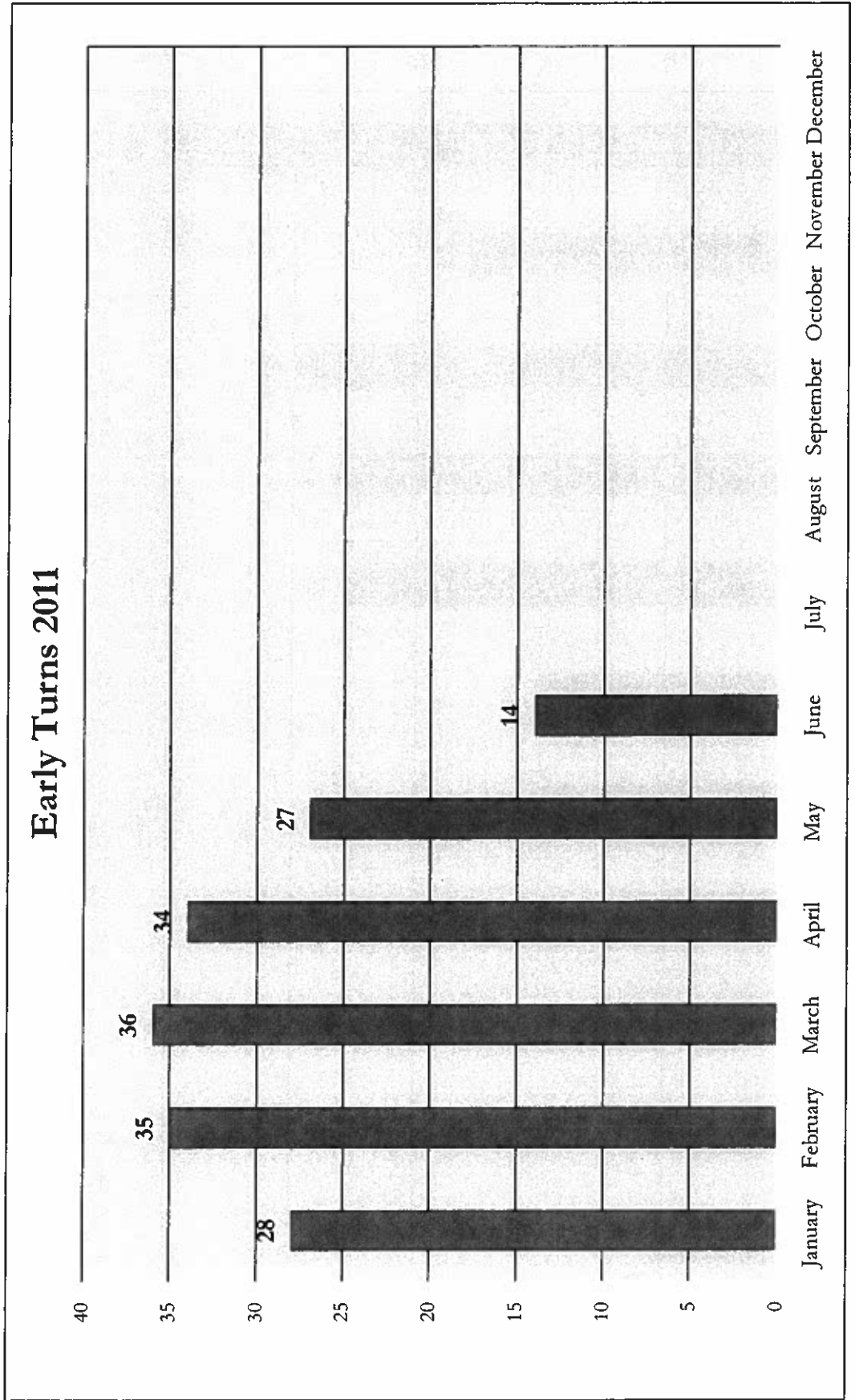
Early Turns 2010

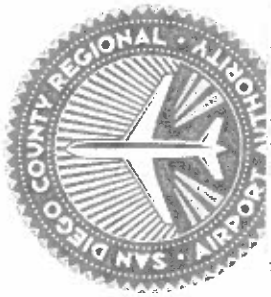




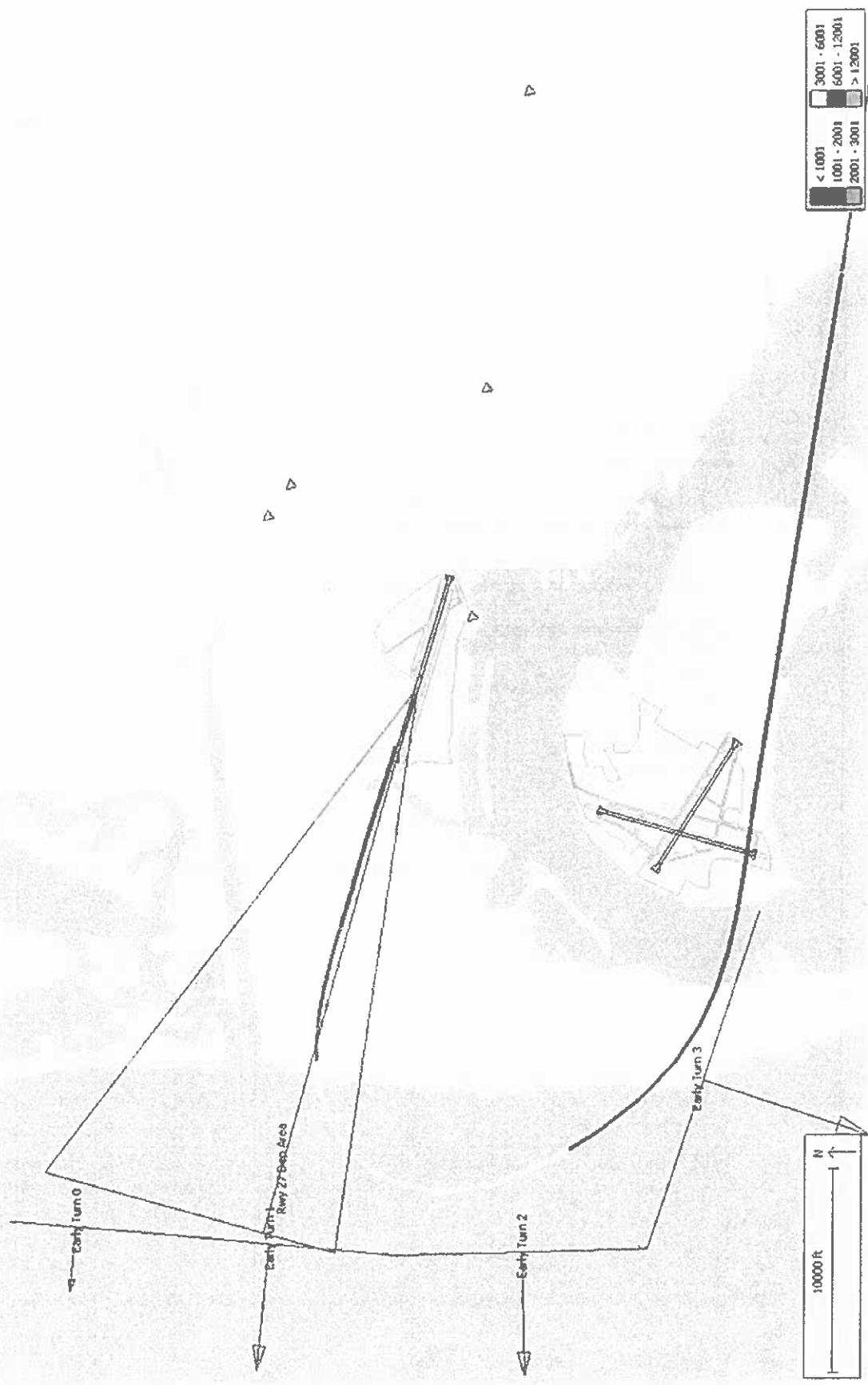
2011 Early Turns

Total sent to FAA
(Total for 2011 = 174)



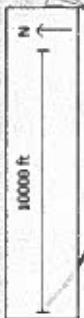
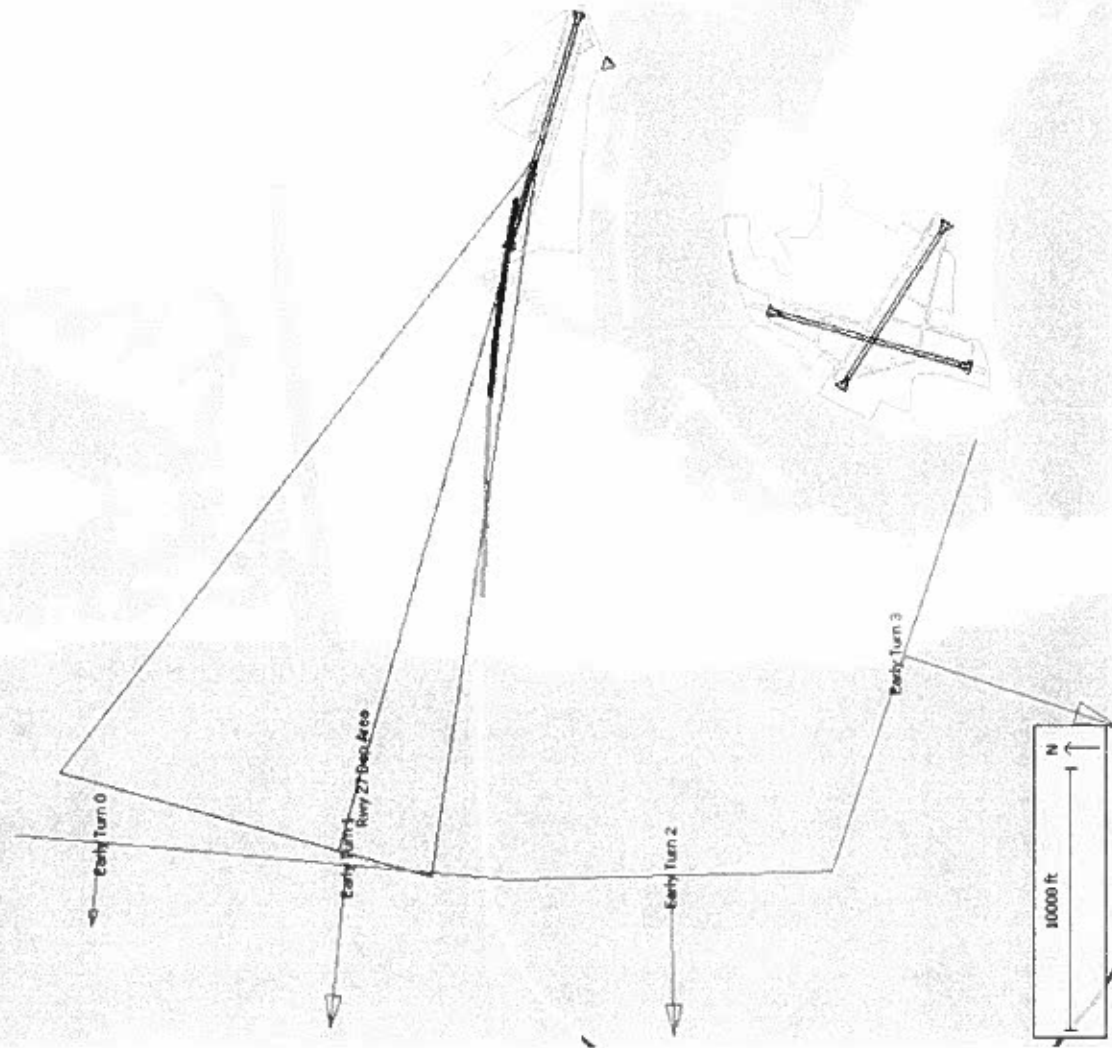


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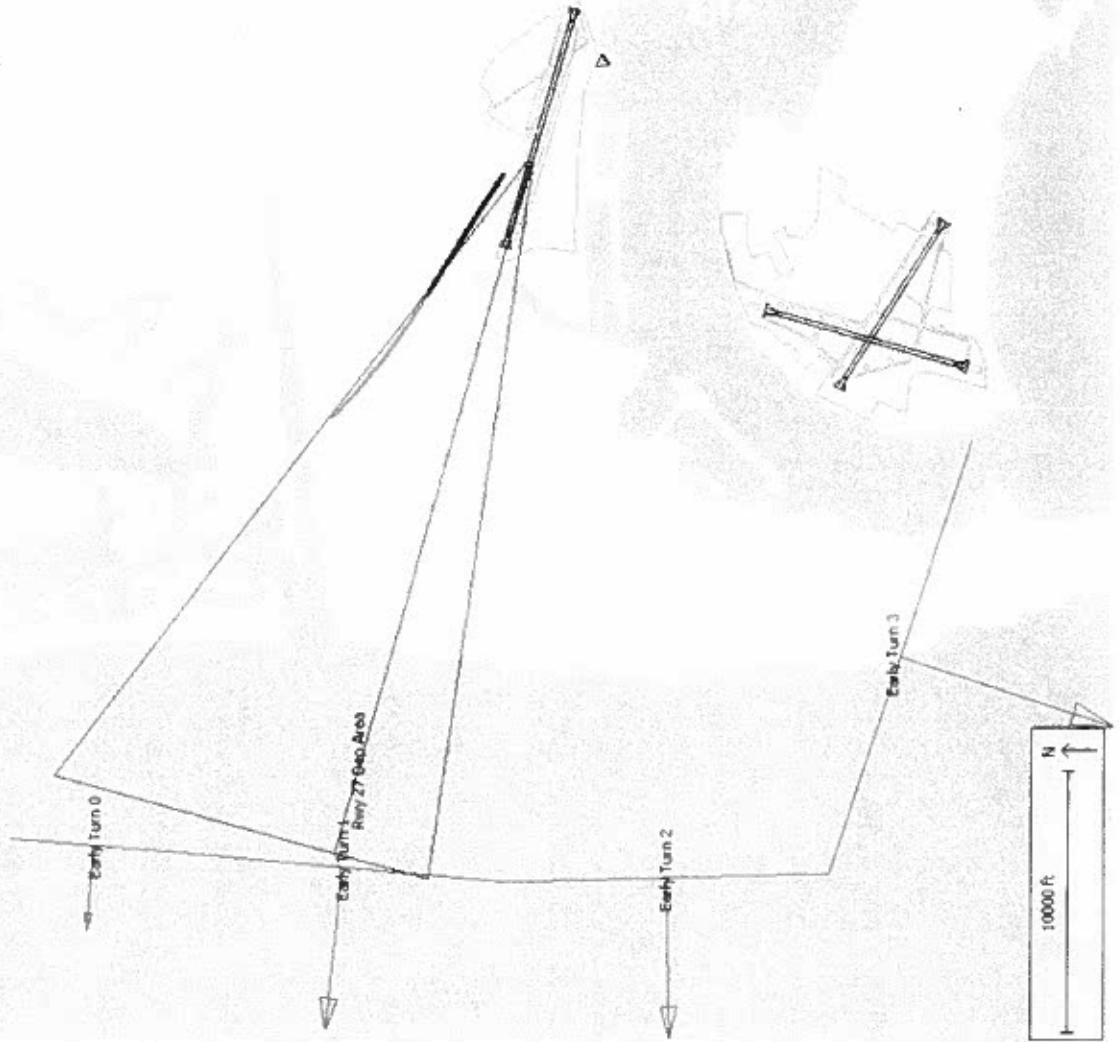


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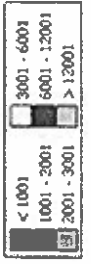
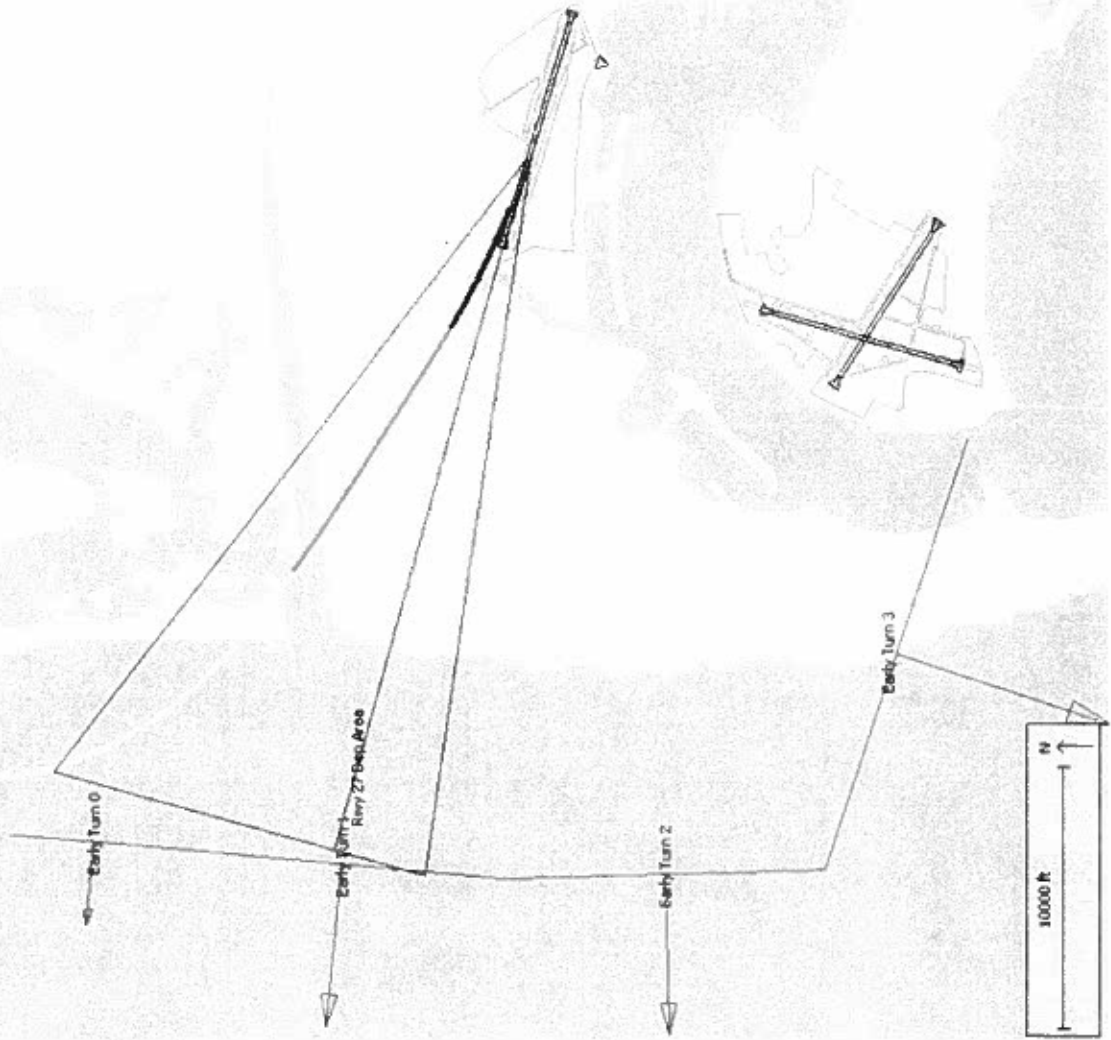


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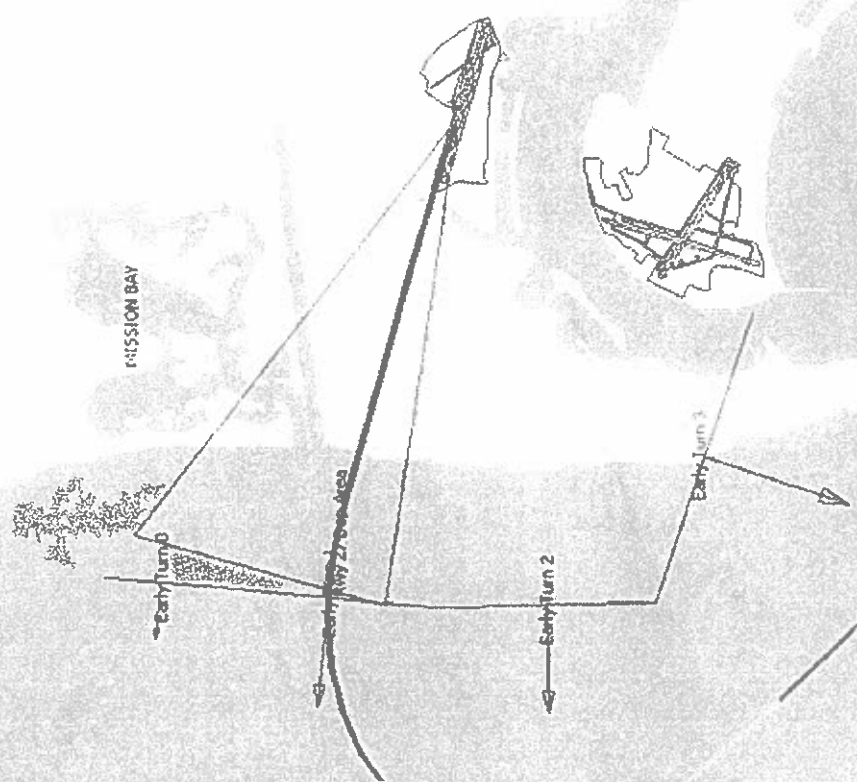


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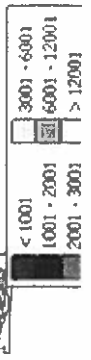
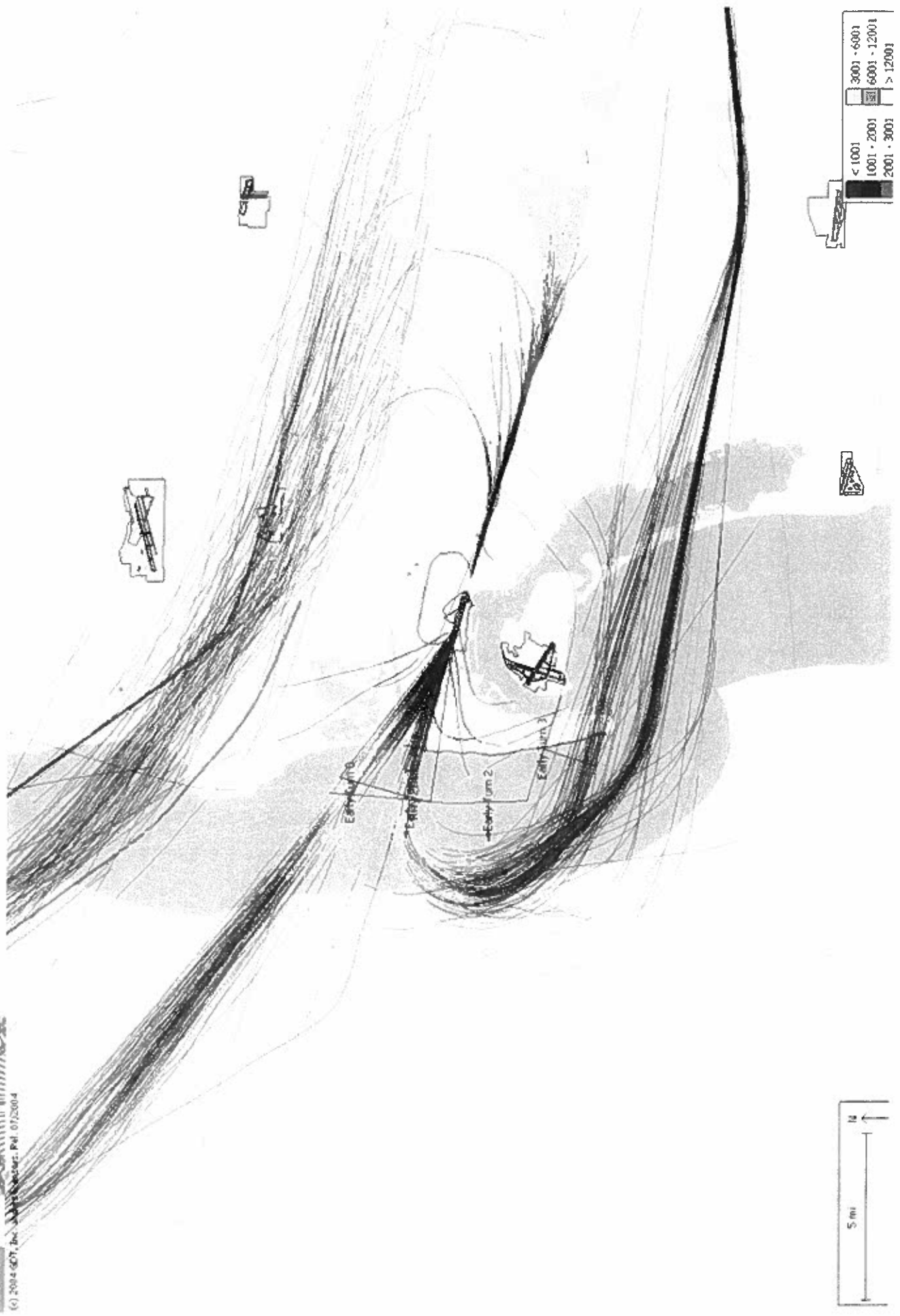


MISSION BAY





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Any Questions?

“Contra-Flow” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

July 20, 2011





Contra-Flow Definition

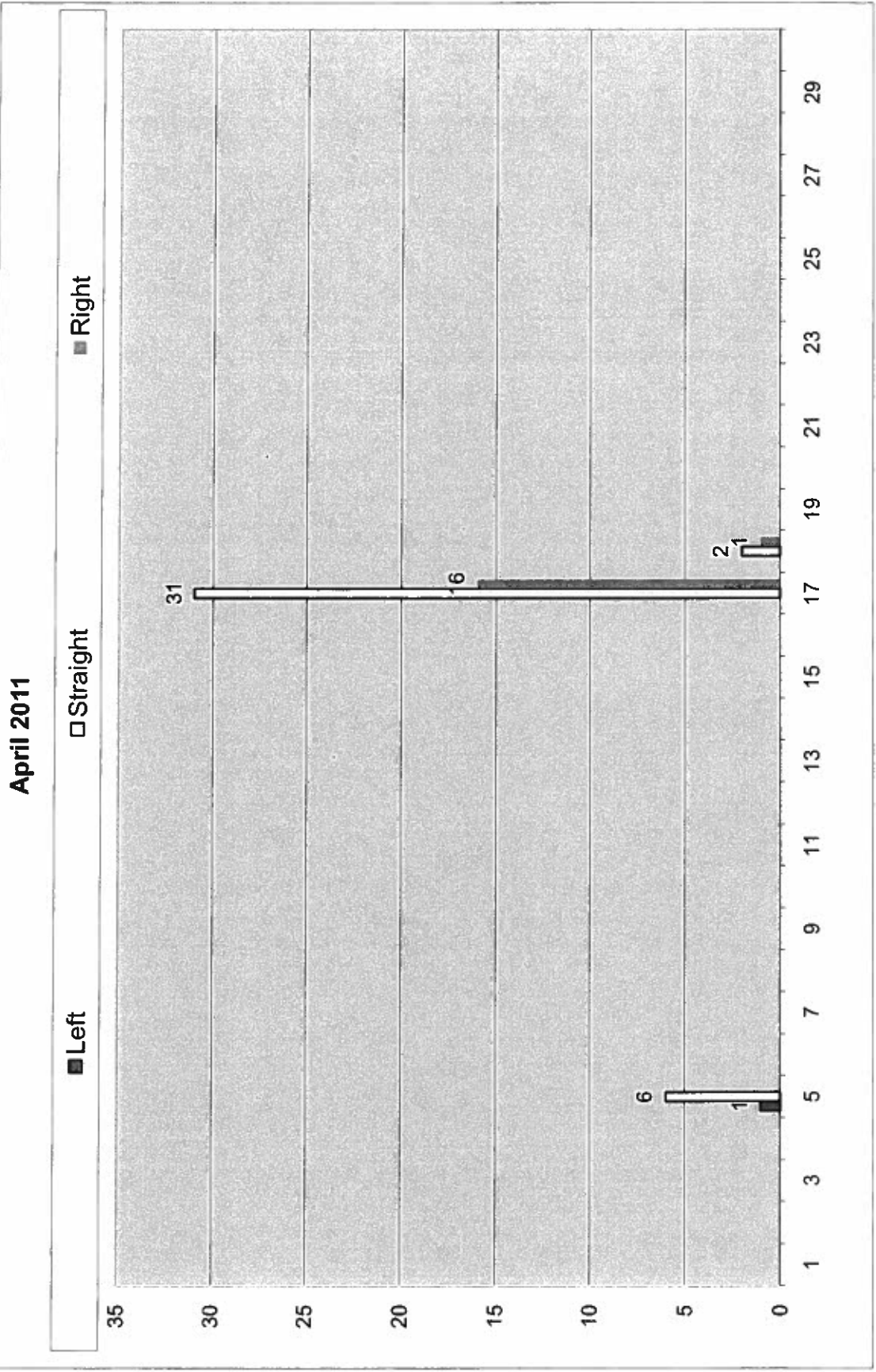
What are “Contra-Flow” Air Traffic Operations?

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 Point Loma) or north (over Mission Beach) to clear the airspace for arrivals into SDIA. These operations occur rarely and, for safety reasons, significantly reduce the operational capacity of the airport when they occur.

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

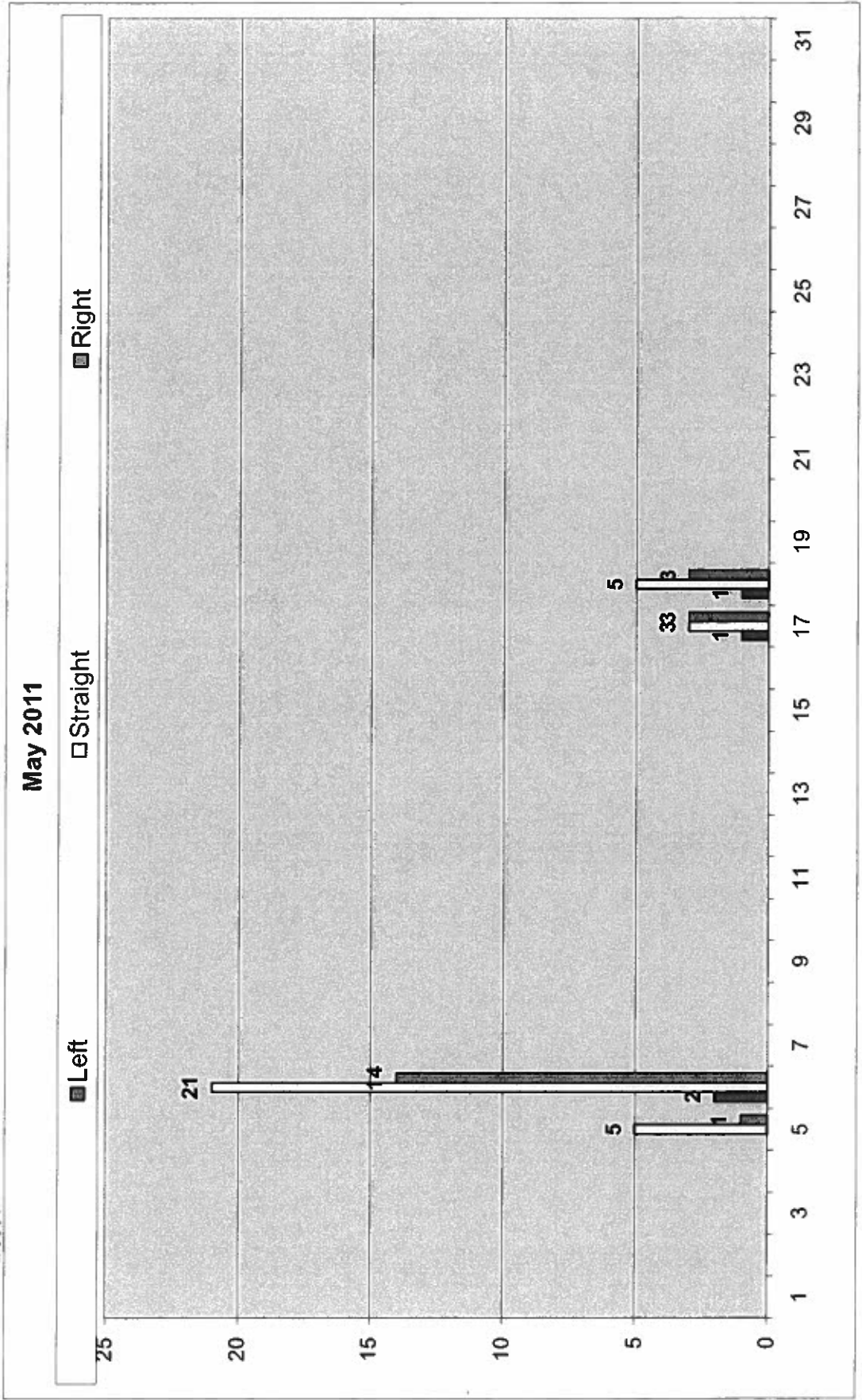


April 2011 Contra-Flow





May 2011 Contra-Flow

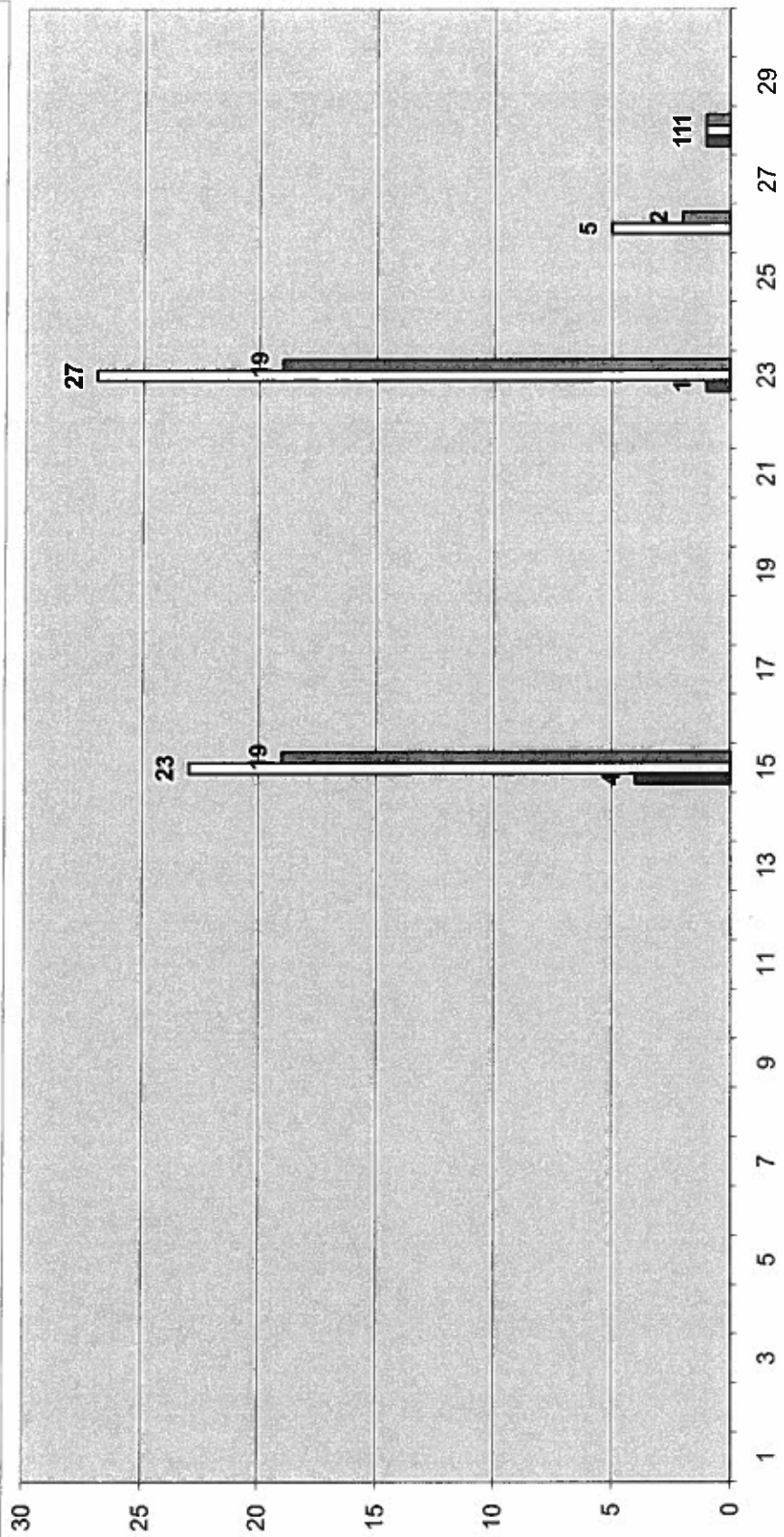




June 2011 Contra-Flow

June 2011

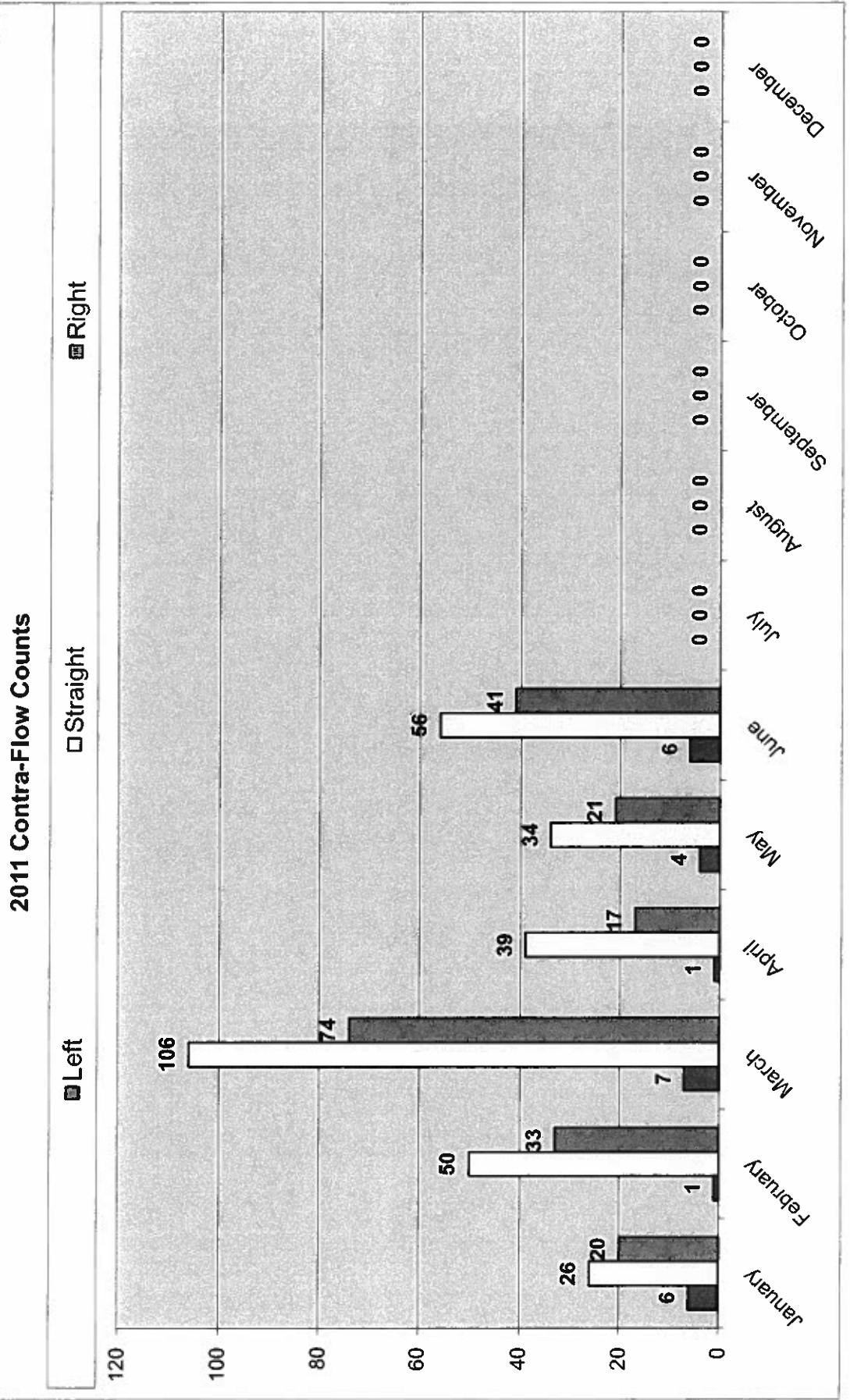
■ Left □ Straight □ Right





2011 Contra-Flow Totals

(Left 25 / Straight 311 / Right 206)





Any Questions?