

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, April 18, 2012 4:00 P.M.

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

1. Welcome and Introductions
 2. Approval of the January 18, 2012 meeting minutes
 3. Information Items:
 - A. Airport Authority Update *
 - B. Curfew Violation Review Panel (CVRP) update
 4. Public Comment on Information and Discussion Items (Time Certain – 4:30 p.m.)
 5. Presentation Items:
 - A. * Green Build Update
 - 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 – 5:25 p.m.)
 7. New Business
 8. Next meeting date
 9. Adjourn
-



SAN DIEGO
INTERNATIONAL
AIRPORT

DRAFT

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
January 18, 2012**

On January 18th, 2012, the Airport Noise Advisory Committee (Committee) met at the Commuter Building, 3225 N. Harbor Blvd, San Diego, CA 92101. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:05 p.m.

Present: Mr. John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Retired Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Rob Cook, FAA Representative; Mr. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Jane Gawronski, PhD., Ocean Beach Planning Board; Mr. Carl Huenefeld, MCRD; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Michael Patton, City Council District 2 (ex-officio); Mr. Joe Scaglione, North Bay (Midway) Community Planning Board; Jack Zimmerman (Acoustician); Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollarn, and Mr. Steve Cummings.

Absent: Congresswoman Susan Davis (ex-officio) Daniel Hazard (Excused); Mr. Steven Holt, Airline Representative (ex-officio); Mr. Bill Stone, Little Italy Association; Mr. Paul Webb, Peninsula Community Planning Board; County Supervisor Greg Cox (ex-officio) (Vacant).

Dr. Butler invited each ANAC participant to introduce him/herself. Following introductions, as a quorum was present, Dr. Butler requested a motion to approve the October 2011 meeting minutes. A correction to the minutes was requested by Mr. Zimmerman; then the amended minutes were approved unanimously.

Mr. Frazee updated the Committee with airport activity (passenger and aircraft operations) statistics for CY 2011. Passenger enplanement for 2011 increased by 3.5% over 2010 numbers. Aircraft operations in 2011 were up by 2.6% compared to 2010, with about 190,000 arrivals and departures. Compared with 2007 though, when there were 230,000 operations, we have decreased about 21%, and per day activity is about 540 operations as opposed to 620 operations per day. San Diego International continues to attract new entrants and new routings.

As for the Green Build update, Mr. Frazee continued by saying that the work on new gates, additional ramp space, a second-level roadway for Terminal 2, and increased screening and security lanes is moving along smoothly, on track for an August 2013 opening. He mentioned

that residents west of the airport are experiencing noise associated with pile driving between the hours of 12:30 to 8:30 at night, through the end of February, as the work on the second level roadway expands. The building frame for the USO is in place across from Terminal 2 East; and, when completed, it will be the largest USO in the nation, with about 10,000 sq. ft., to serve the significant flow of military personnel who travel through San Diego's airport. Mr. Frazee also informed the committee that the road access to Spanish Landing across from Terminal 2 West was closed in October 2011 and that travelers arriving from the west side of the airport will not be able to make a left-turn to access Terminal 2 until the second level roadway is completed and parking lots are reopened. On a different note, Mr. Hollarn added that construction of a 14 to 21 foot sound wall to contain aircraft noise along the western airport boundary is proceeding well. This concluded Mr. Frazee's presentation.

Next Agenda item was the annual review of the Rules and Procedures for ANAC meetings. Dr. Butler asked the Committee members if there are any modifications to be made to the Rules and Procedures, reminding them of a change made in late 2011 when the status of the FAA representative was changed from voting to non-voting. No discussion was forthcoming from the participants; thus, the Rules and Procedures for ANAC will remain as is. For the next discussion item, Dr. Butler reviewed the proposed meeting date and time schedule for 2012. The Committee members unanimously agreed that quarterly meetings during calendar year 2012 will be held on the third Wednesday of the months of January, April, July and October at 4:00 p.m. in the Noise Monitoring Room.

Mr. Frazee updated the Committee on the latest Curfew Violation Review Panel (CVRP) meeting. The last CVRP for 2011 was held on December 7. He noted that a local news television station attended and filmed the meeting, then ran a 5-minute segment on the process. Three operations were evaluated; a British Airways and two Ryan International Airlines violations. The Panel deferred a decision on British Airways to the next scheduled CVRP due to insufficient information. Ryan International Airlines was assessed penalties totaling \$8,000 for their two violations.. Mr. Frazee informed members that Ryan International Airlines is a charter airline for the US Department of Justice that transports federal and international detainees from San Diego. The next CVRP will be held February 1st, 2012. Mr. Frazee added that at the next ANAC meeting, he will report out on the total curfews for CY2011. One member asked if staff knew reason behind Ryan International's breaking curfew, to which Mr. Frazee responded that the aircrew mistakenly thought that this operation was exempt from curfew regulation since they are performing at the bequest of the federal government.

In regards to FAR Part 150 Noise Compatibility Program update, Mr. Frazee reiterated that the Federal Aviation Administration accepted the Authority's submission in 2011 but there were several elements not approved, especially that regarding the airport's request to add to the noise contour 173 homes located on the northeast side of the airport that needed more extensive technical justification to be included in the area eligible for residential sound insulation. FAA was not convinced with the technical information the vendor provided. As we move forward, there is a completed noise compatibility program in place at SDIA that includes approval of 15 of the 18 submitted elements.

Ms. Sjohnna Knack, Manager of the Quieter Home Program (QHP) next gave an update on the Program. She reported that as of today, QHP has completed about 2,078 homes, having reached the milestone of 2,000 homes in November 2011. In calendar year 2011, bids were received for nine (9) separate home projects took place, valued from one half million dollars to 2.7 million dollars; and that about 400 homes were completed; 61 on the east side and 339 on the west side. Specifically, a large tract of condominiums in Pt. Loma – Pt. Loma Tennis Club and Park Pt. Loma are pretty much done; the Tennis Club complex is in progress and they are just initiating the first bid on the Sea Colony complex. On a different note, Ms. Knack informed the committee that a new Programmatic Agreement, coordinated with the City of San Diego, the California State Historic Preservation Organization, the advisory committee and FAA was signed in October. In regards to the architectural engineering firm contracted by the Authority, the Authority made the decision to retain only one of two firms due to reduced federal program funding.

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/12Jan_Presentation_Items.pdf

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

http://www.san.org/documents/airport_noise/anac/12Jan_Presentation_Items.pdf

A member inquired about the staff process when a community member makes a noise complaint. Mr. Hollarn explained that staff enters the provided information into the noise complaint database, investigates each complaint, then calls the community member back with information relevant to the complaint within two working days if the caller asks for a call back and provides contact information. Staff also forwards to the caller a link to a web-based flight tracking system to provide the complainer the ability to independently confirm staff's information.

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

http://www.san.org/documents/airport_noise/anac/12Jan_Presentation_Items.pdf

Mr. Cummings next presented Contra-Flow operations. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/12Jan_Presentation_Items.pdf

A committee member inquired what the standard is for switching operations to a contra-flow, asking if it is a subjective decision or based on visibility. Staff explained that more than one condition could require the arrival and departure pattern to change. Inclement weather is the most common, with a significant wind shift favoring the opposite runway as another.

Under New Business: Dr. Butler reminded the committee regarding a continuation of the deferred discussion from the last meeting regarding staff's desire to reduce the amount of paper associated with the meetings and presentations; the questions was posed if the committee would prefer to have presentations and statistics made available to each electronically or continue to print all documentation for each committee member at each scheduled meeting. The reasoning behind the request is because one of the Noise Mitigation Department's goals is to reduce cost associated with paper production and to be sustainable. A motion was made and the floor opened for further discussion. One suggestion was to have the Agenda and presentations on-line 72 hours prior to the meeting where the public and members could download it on their own. Discussion ensued where there are some members would like to keep it the way it is so that they have specific documentation to take back to their respective constituents. Other participants prefer to only have an Agenda forwarded to them, while some would prefer the 72-hour advance upload prior to the meeting. Seeing the mixed ideas regarding this matter, Dr. Butler suggested a motion such that staff will forward an email to all ANAC participants requesting them to confirm his/her specific technology/paper requirement needs before the next meeting by replying to the email. Staff clarified that the meeting agenda is currently posted in accordance with the Brown Act as well as on the Authority website. Motion passed unanimously.

Under Public comment: Debbie, an Ocean Beach resident, requested clarification of the SAN curfew. Specifically, she advised that she hears arriving aircraft at all times of the night, and asked if they are an exception to the curfew. Mr. Frazee explained that the SAN noise curfew is a departure curfew only, and that arrivals are permitted 24-hours a day. He reminded the group of the daily departure curfew times of 10:00 p.m. until 7 a.m. for the noisiest aircraft and from 11:30 p.m. until 6:30 a.m. for the vast majority of aircraft.

Hearing no more questions, Dr. Butler adjourned the meeting at 5:05 p.m. The next meeting is scheduled for Wednesday, April 18, 2012 at 4:00 p.m. in the Noise Monitoring 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 (SAN)
Curfew Violation Review Panel (Panel)
February 1, 2012
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), Garret Hollarn, and Steve Cummings (Airport Noise Mitigation Staff)

Airline, pilot, or operator representatives present: Maureen Matsumoto (British Airways)

Members of the public present: None

British Airways Flight 272; September 11, 2011 (0027L)

Written information was provided; a representative was present.

Panel Recommendation

The Panel voted 2:1 to assess a penalty in the amount of \$2,000.

Ryan International Flight 3521; November 15, 2011 (2340L)

No written information was provided; no representative was present.

Panel Recommendation

The Panel voted unanimously to assess penalty in the amount of \$10,000.

British Airways Flight 272; December 28, 2011 (2351L)

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 4, 2012
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), Steve Cummings (Airport Noise Mitigation Staff)

Airline, pilot, or operator representatives present: None

Members of the public present: None

Alaska Airlines Flight 485; January 20, 2012 (0018L)

Written information was provided; no representative was present.

Panel Recommendation

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

Canadian Military Stinger 13 (CFC-13, SH3); February 17, 2012 (2311L)

Written information was provided; no representative was present.

Panel Recommendation

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

N155AN (GLF5); February 21, 2012 (2340L)

Written information was provided; no representative was present.

Panel Recommendation

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

Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

April 18, 2012





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.

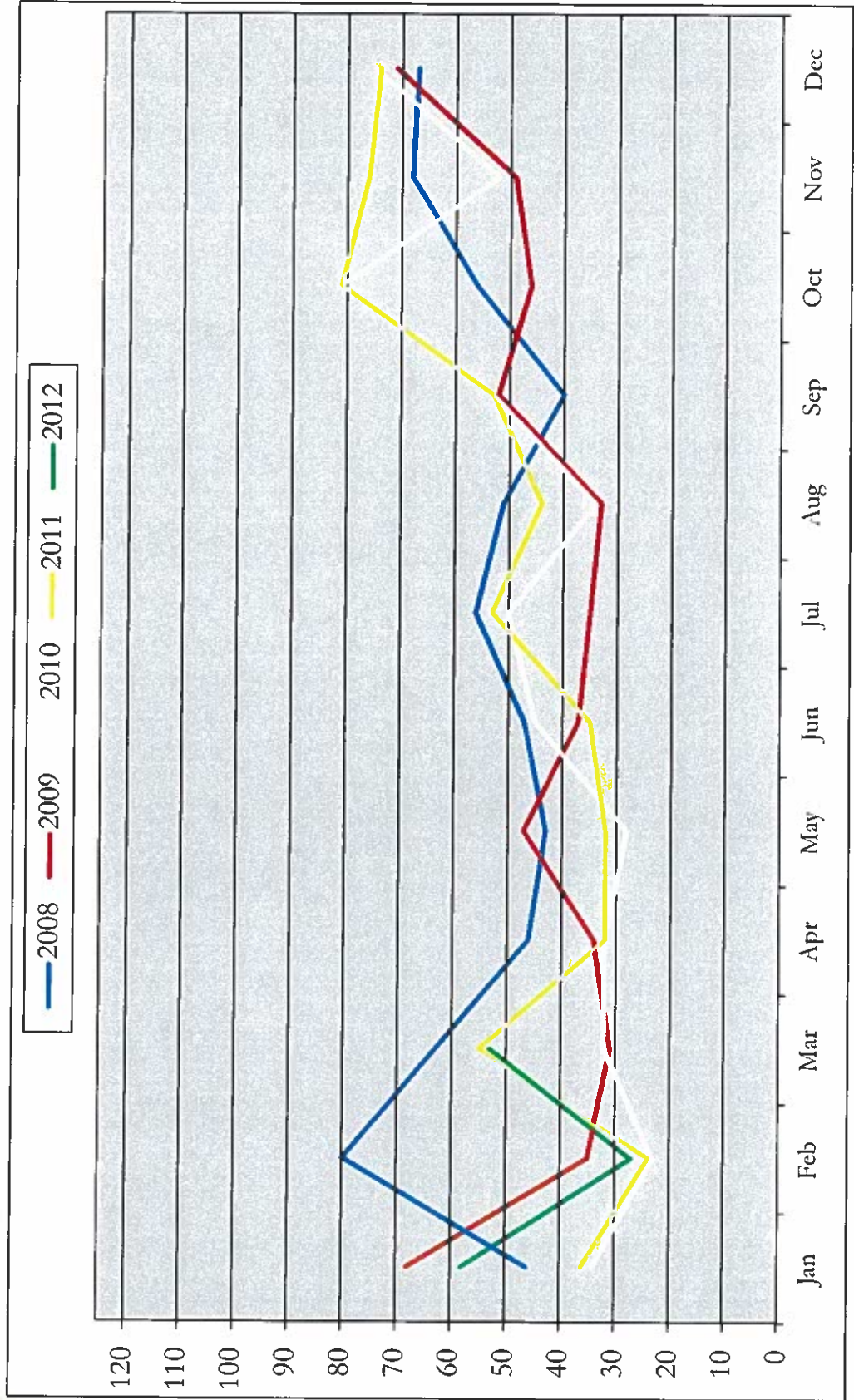
- A departing aircraft is exiting the airspace/runway slower than an arriving aircraft is entering the airspace/runway. In an effort to ensure safe separation of each aircraft, a missed approach is executed.
- A change in weather conditions has reduced minimums to the point that the pilot must terminate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



2004-2012 Missed Approaches

2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663

2009 = 538, 2010 = 539, 2011 = 595, 2012 = 135

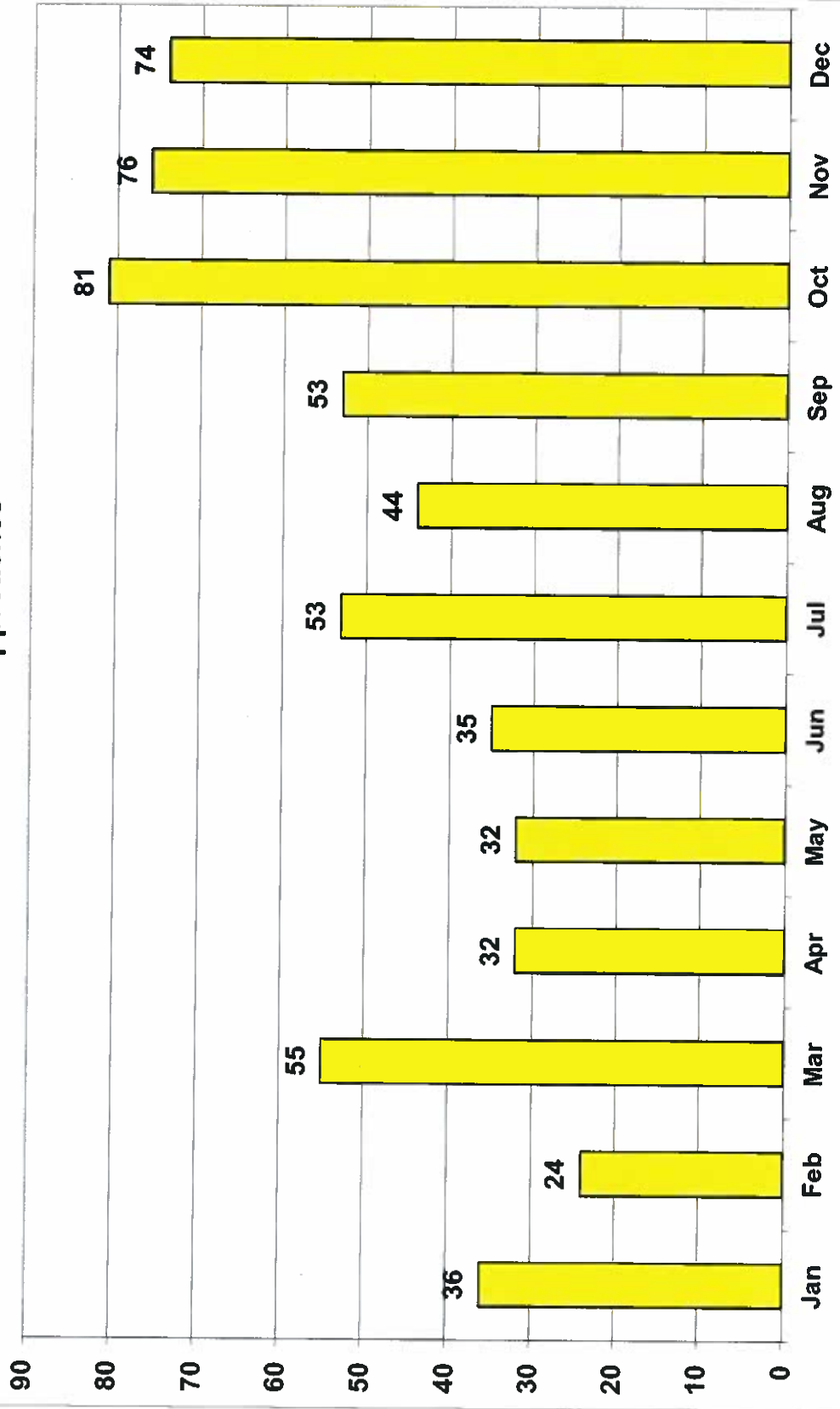




2011 Missed Approaches

595 Total

2011 Missed Approaches

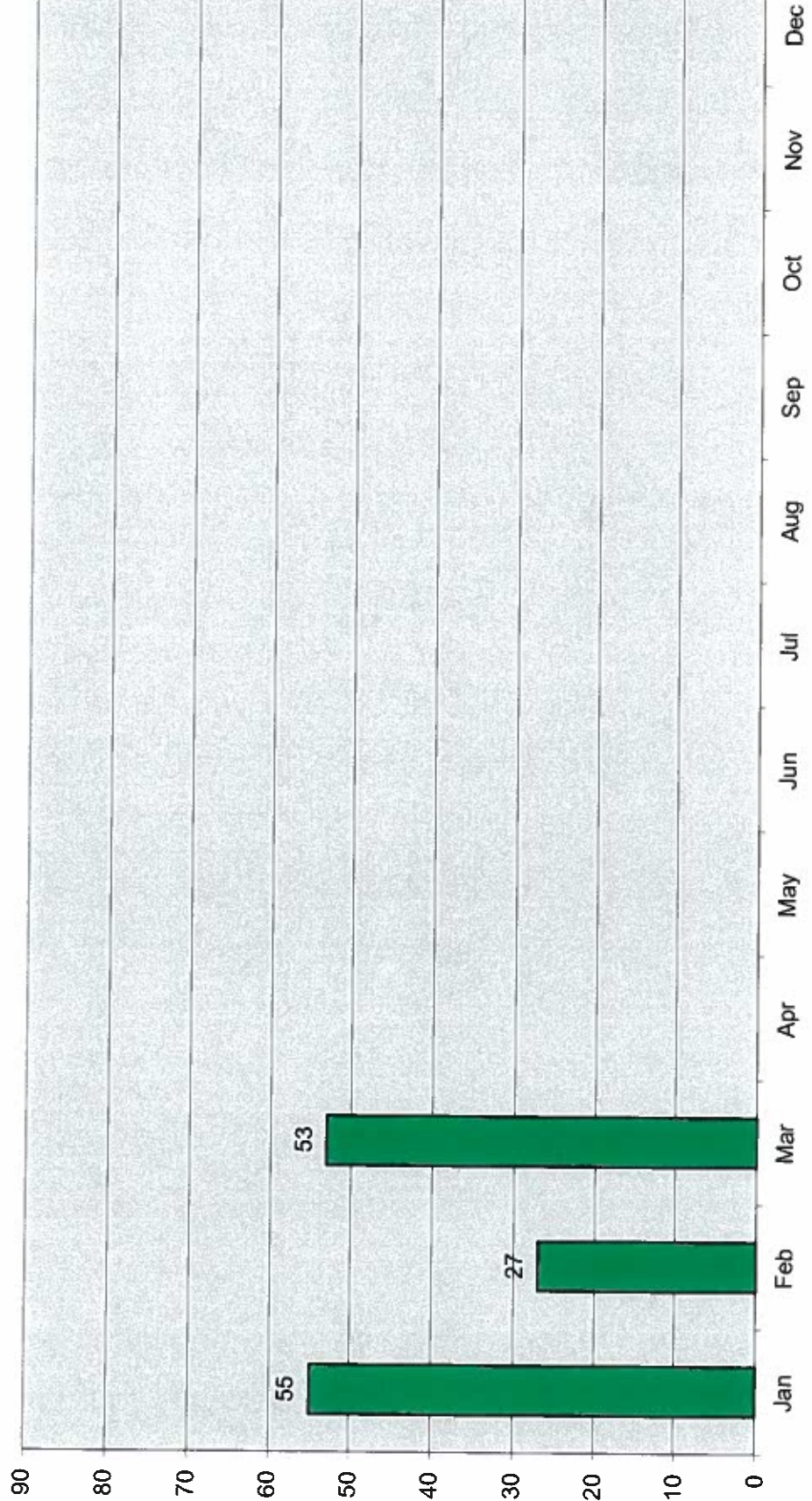




2012 Missed Approaches

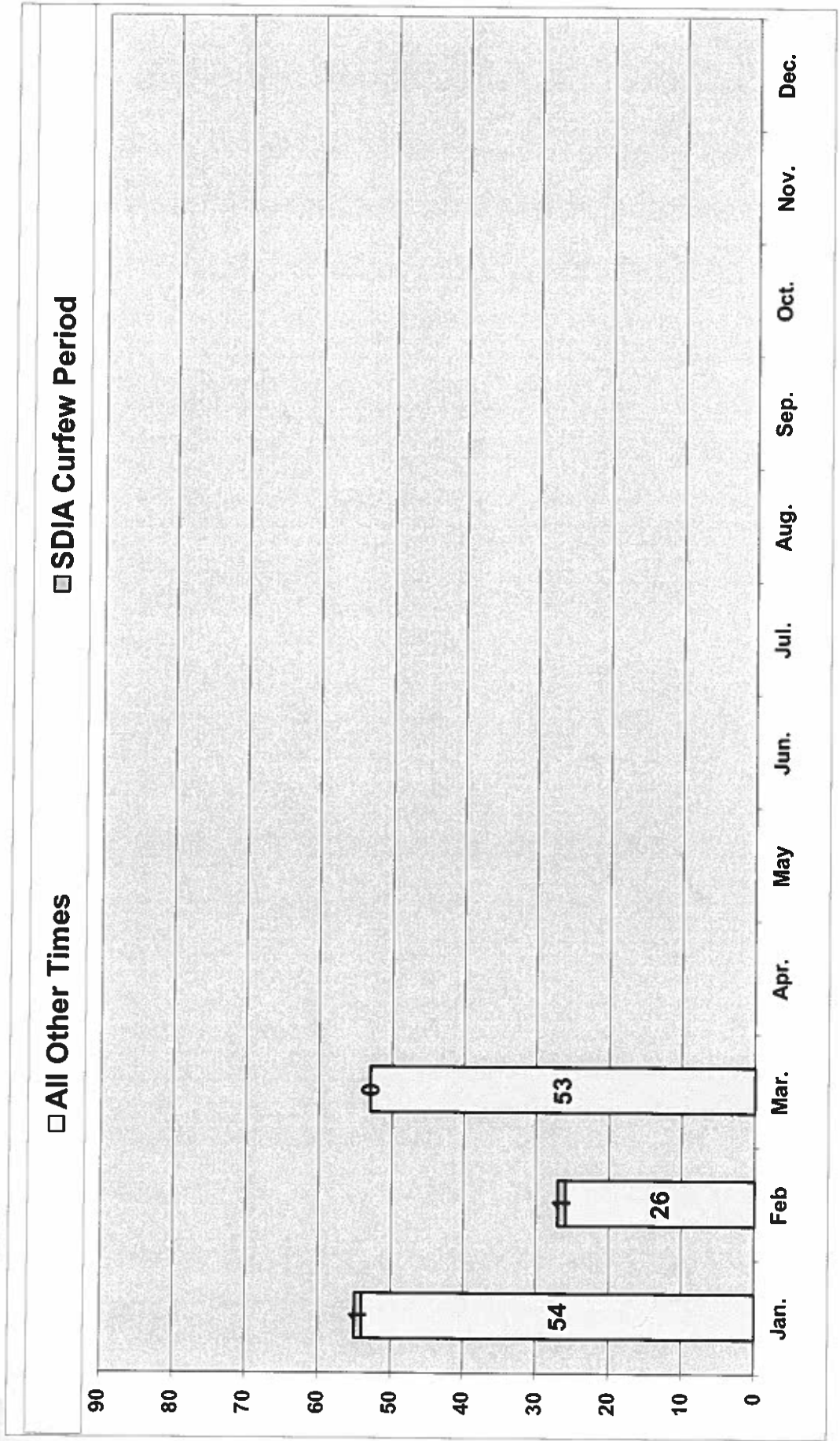
135 Total Year To Date

2012 Missed Approaches



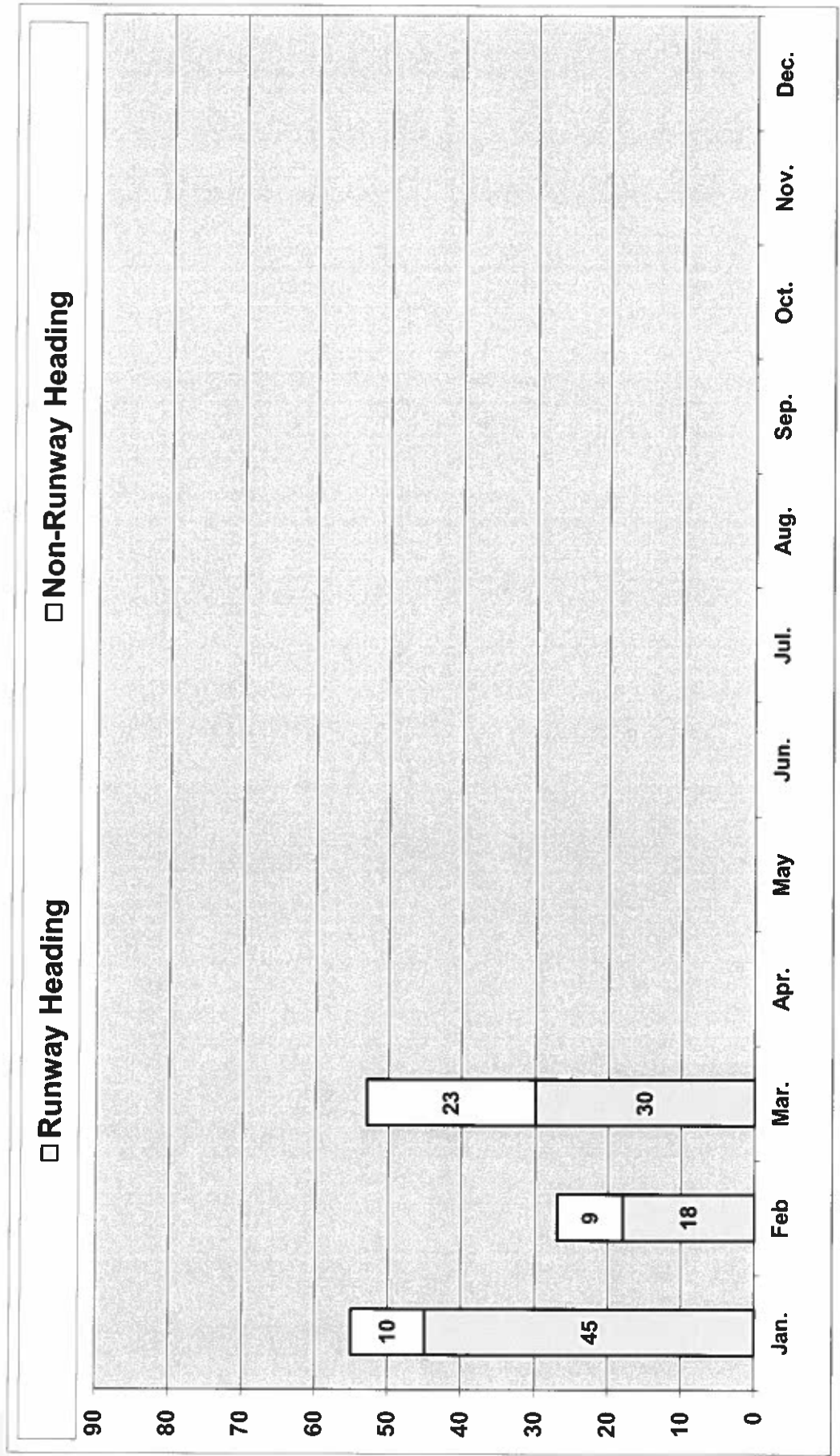


Curfew Period vs. All Other Times



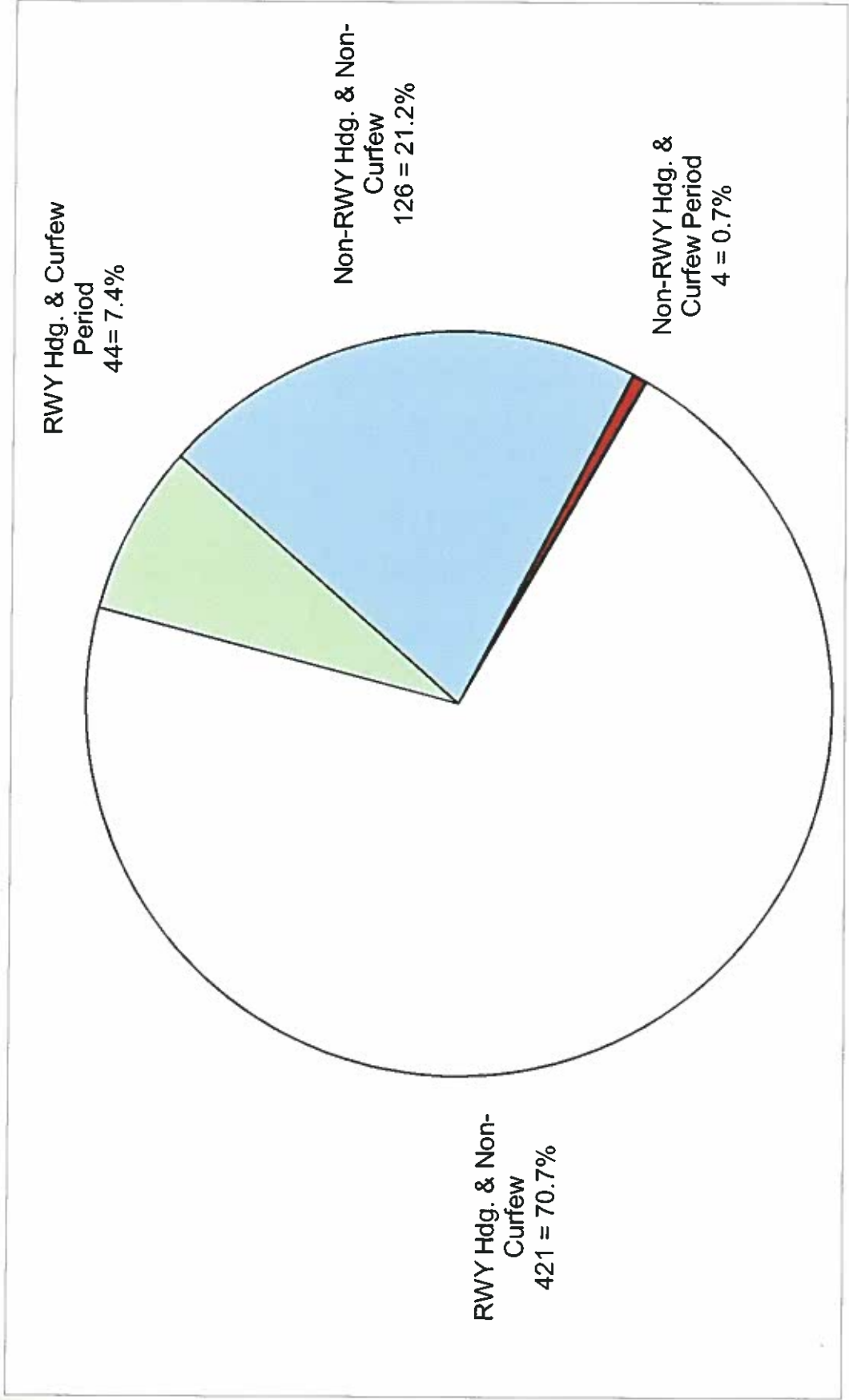


Runway Hdg. Vs. Non-Runway Hdg.



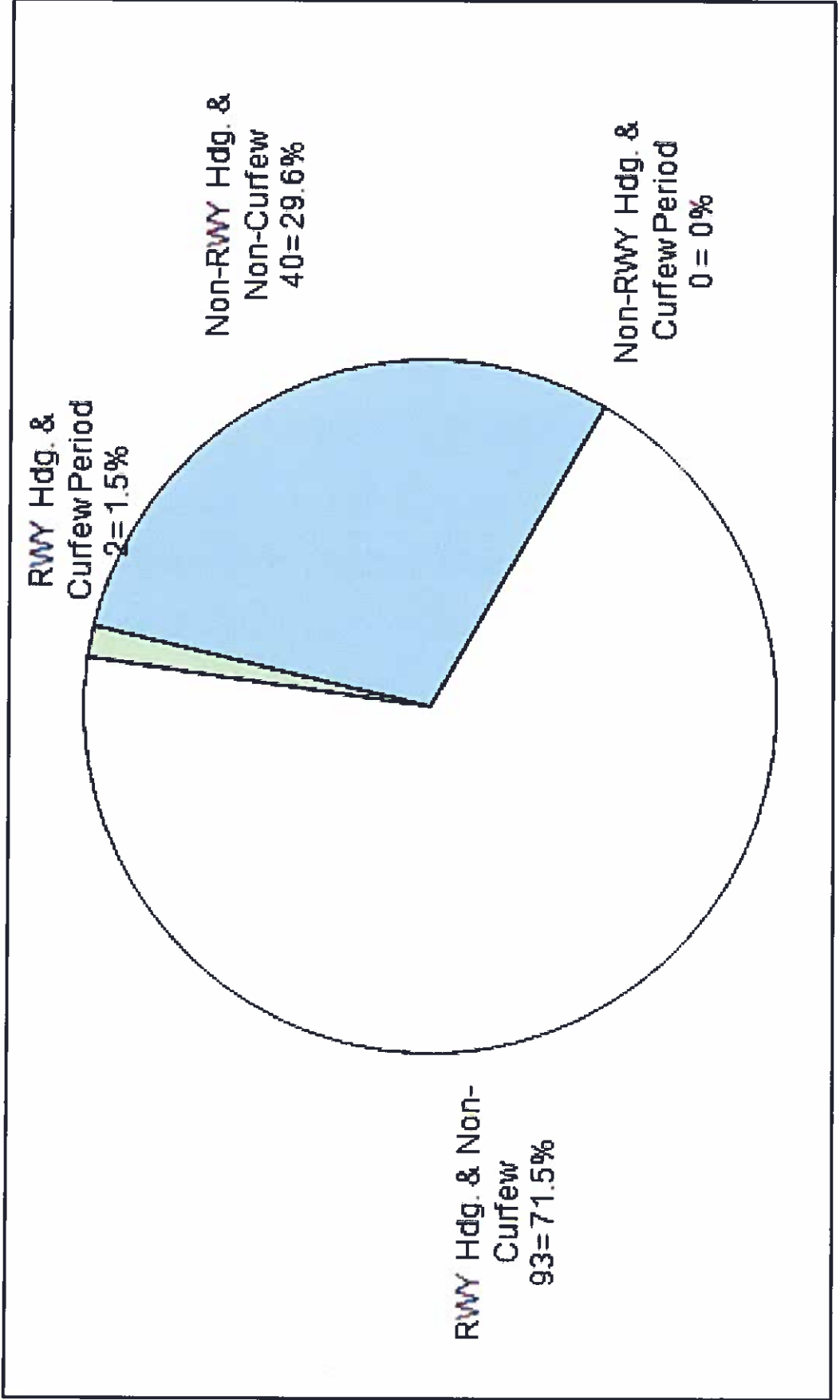


2011 Missed Approaches – Percentage





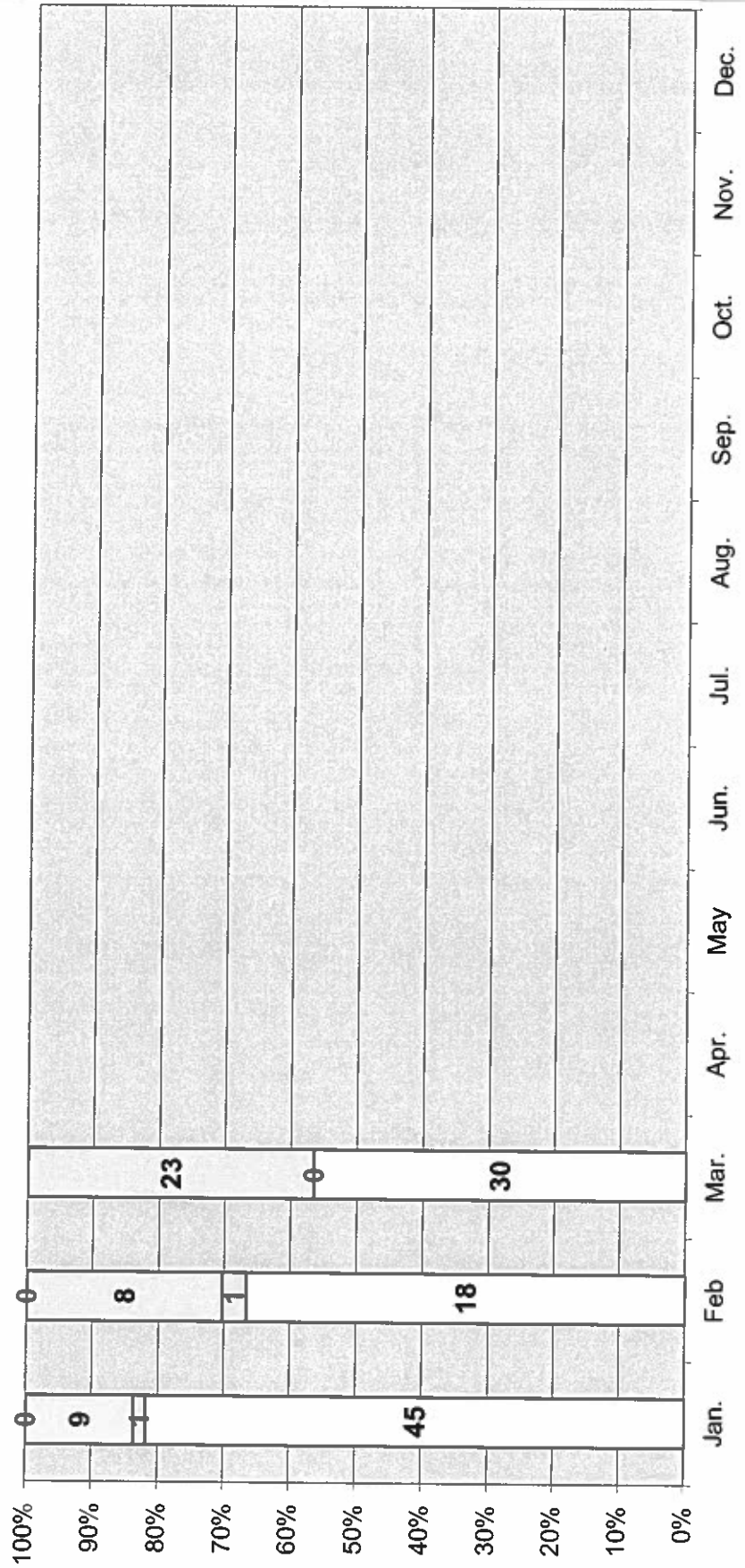
2012 Missed Approaches – Percentage (Year to Date)





2012 Missed Approaches – Percentage (Year to Date)

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





Any Questions?

Complaints Statistical Update

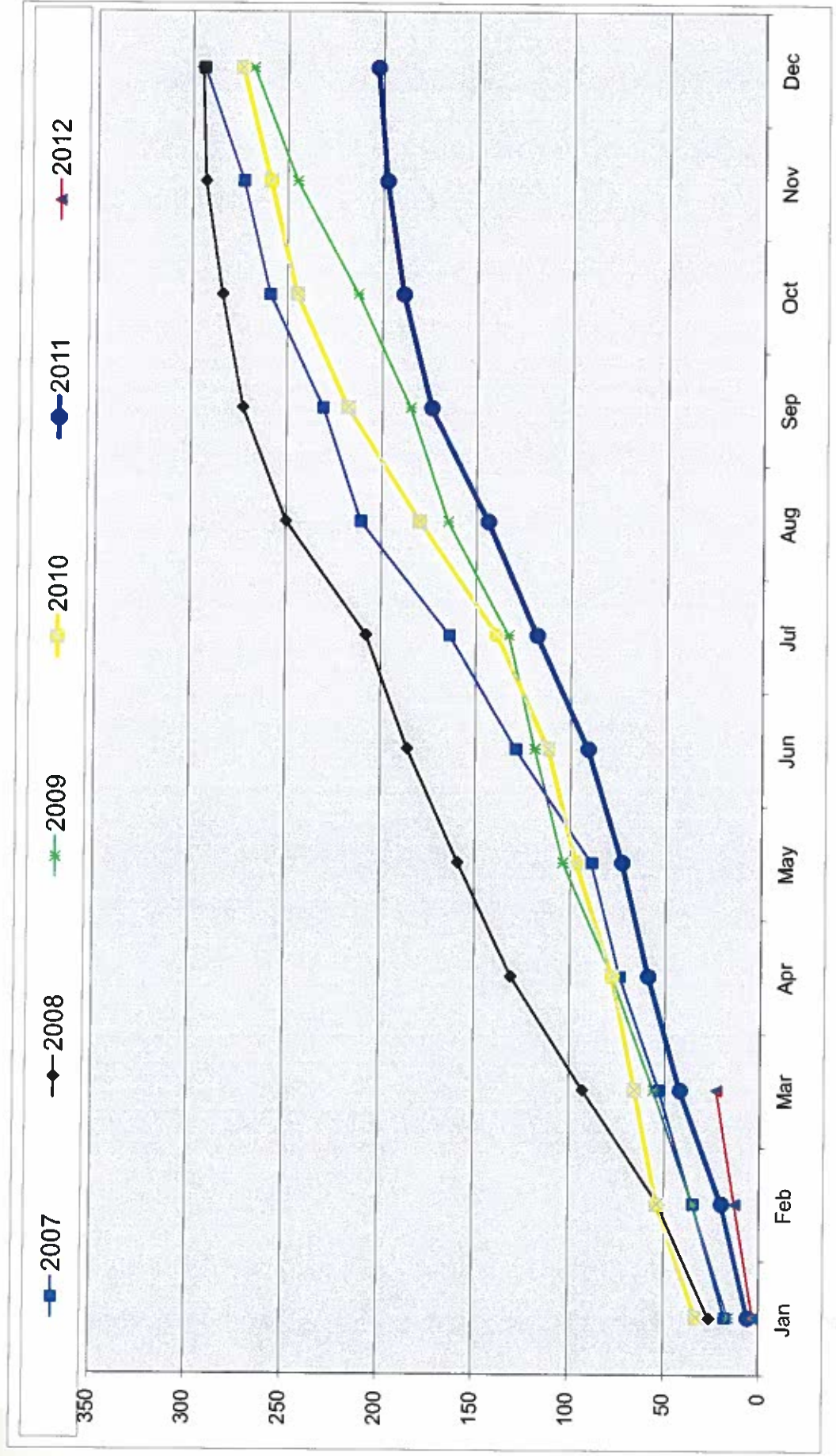
Airport Noise Advisory Committee
San Diego International Airport

April 18, 2012





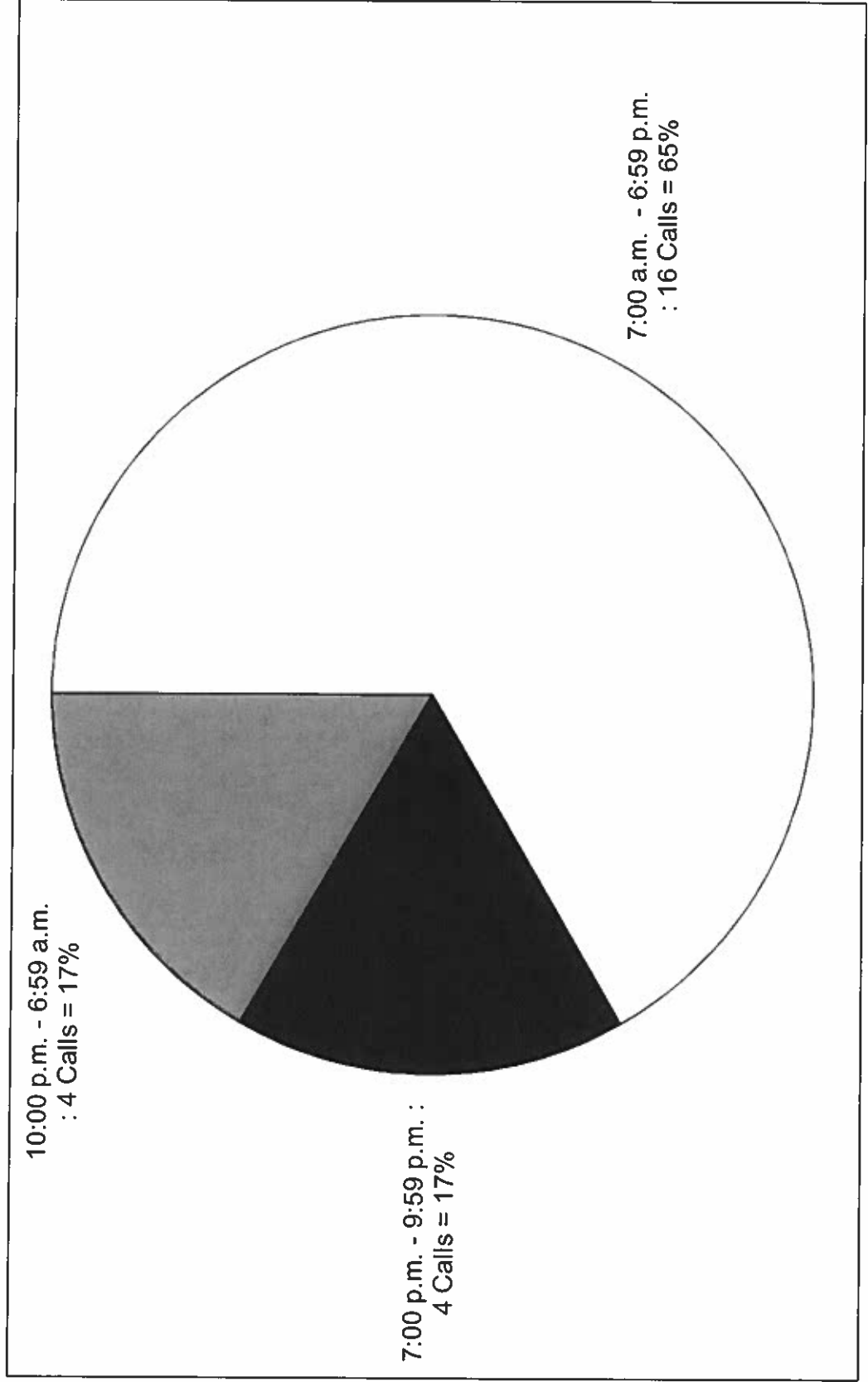
Complaint History – 2007-2012





2012 Complaints Statistics

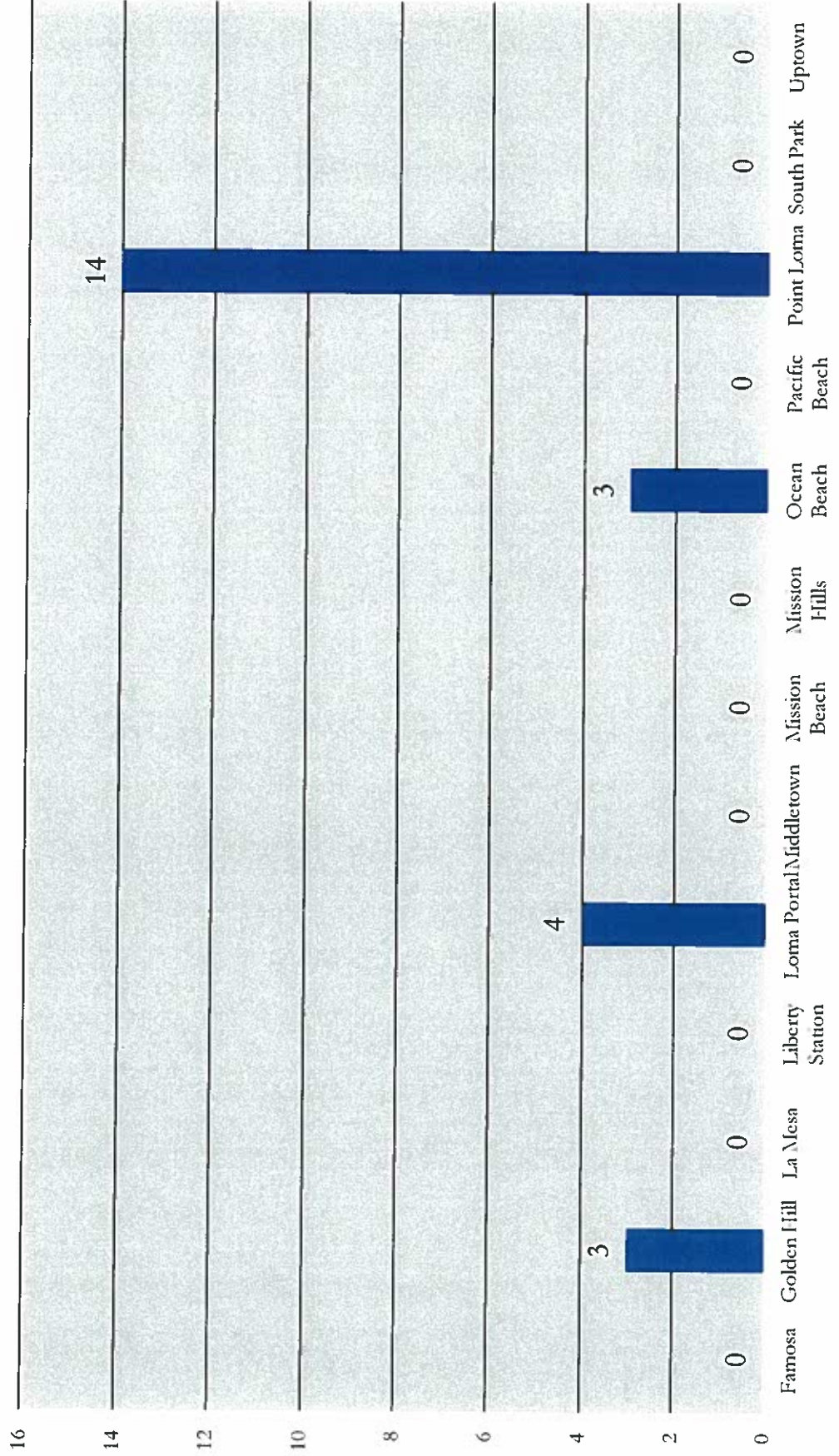
January to March, Complaints by Time of Day, 24 Total





2012 Complaints Statistics

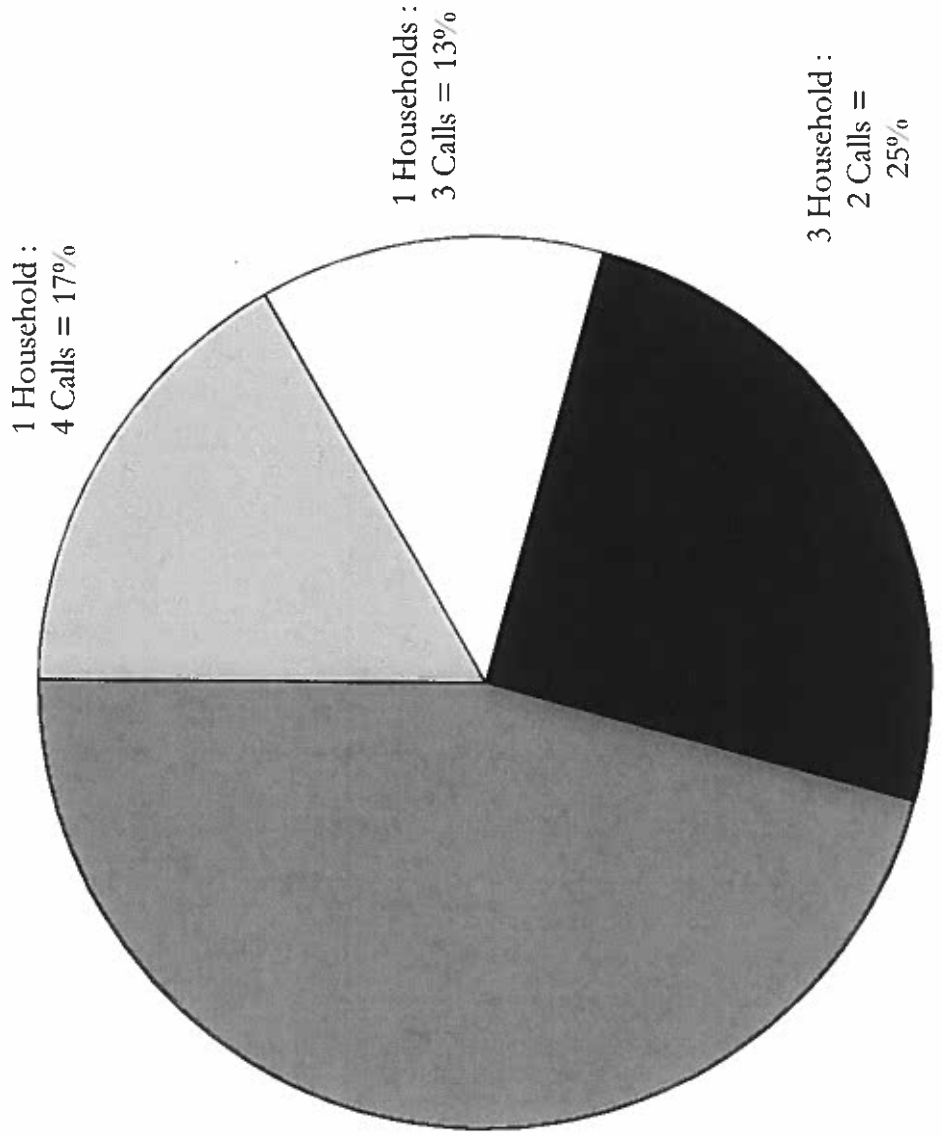
January to March, Complaints by Neighborhood, 24 Total





2012 Complaints Statistics

January to March, Complaints by Household, 24 Total



11 Household :
Single Call =
46%

1 Household :
4 Calls = 17%

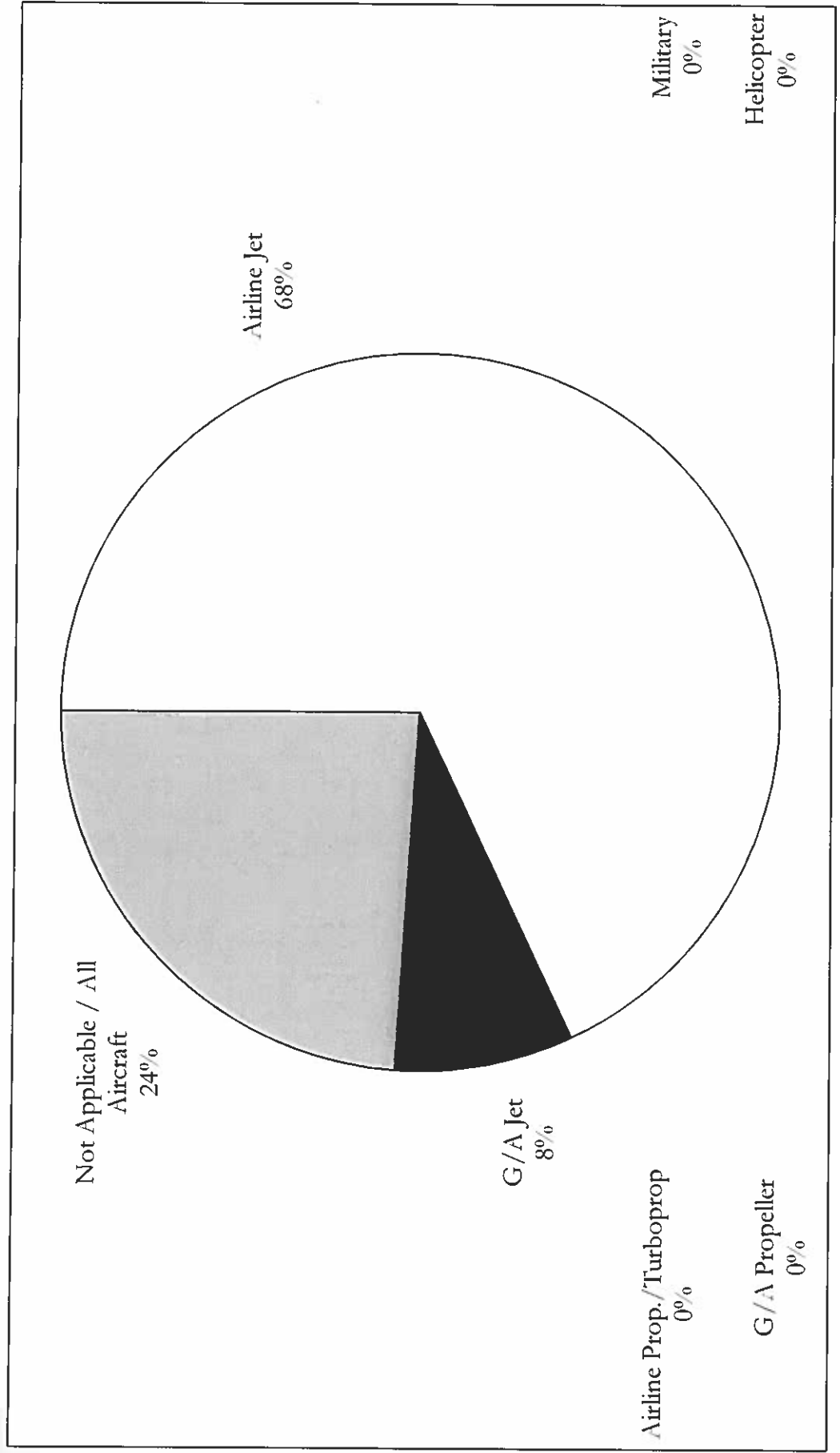
1 Households :
3 Calls = 13%

3 Household :
2 Calls =
25%



2012 Complaints Statistics

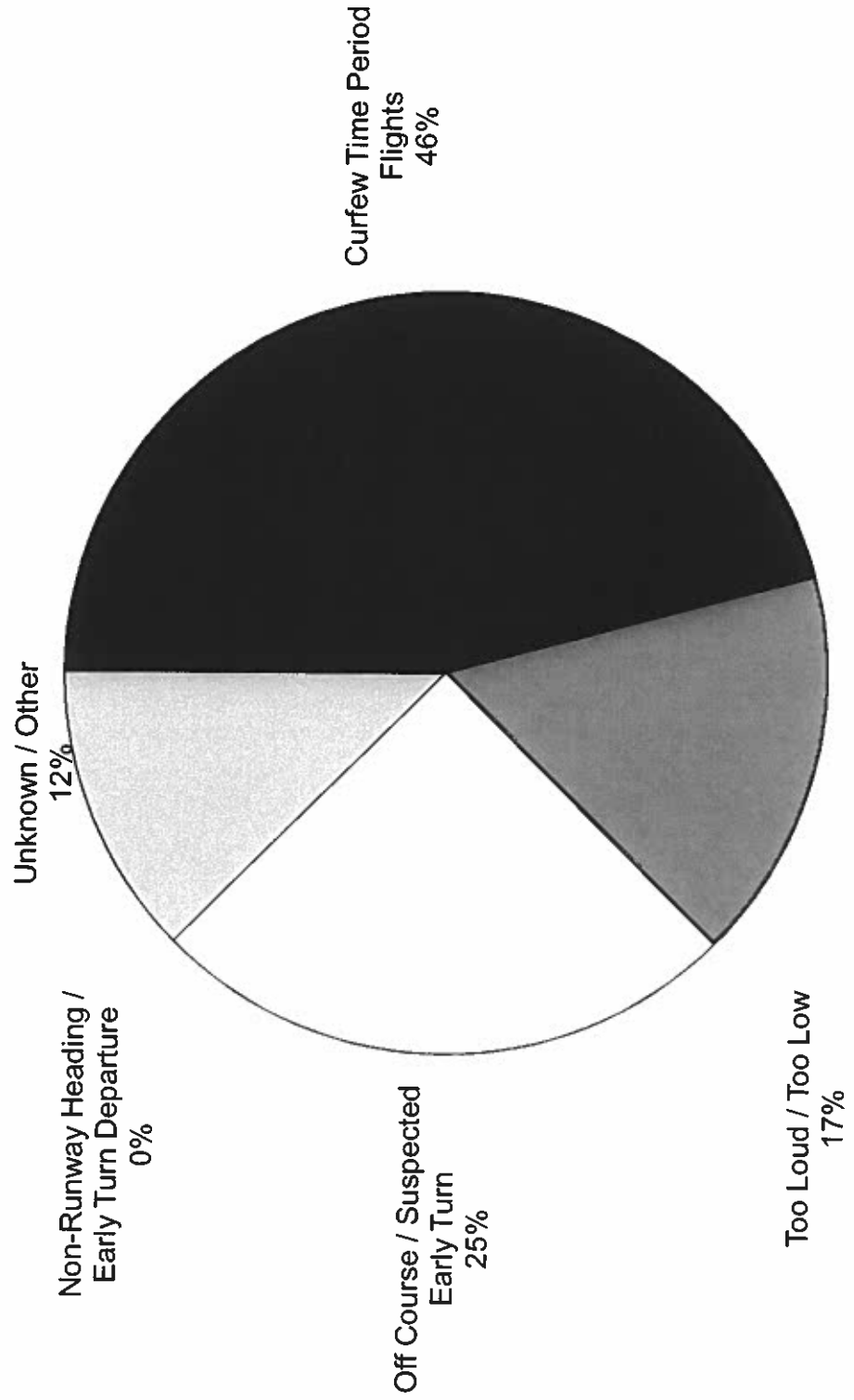
January to March, Complaints by Aircraft Type, 24 Total





2012 Complaints Statistics

January to March, Complaints by Flight Activity, 24 Total





Any Questions?

“Contra-Flow” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

April 18, 2012





Contra-Flow Definition

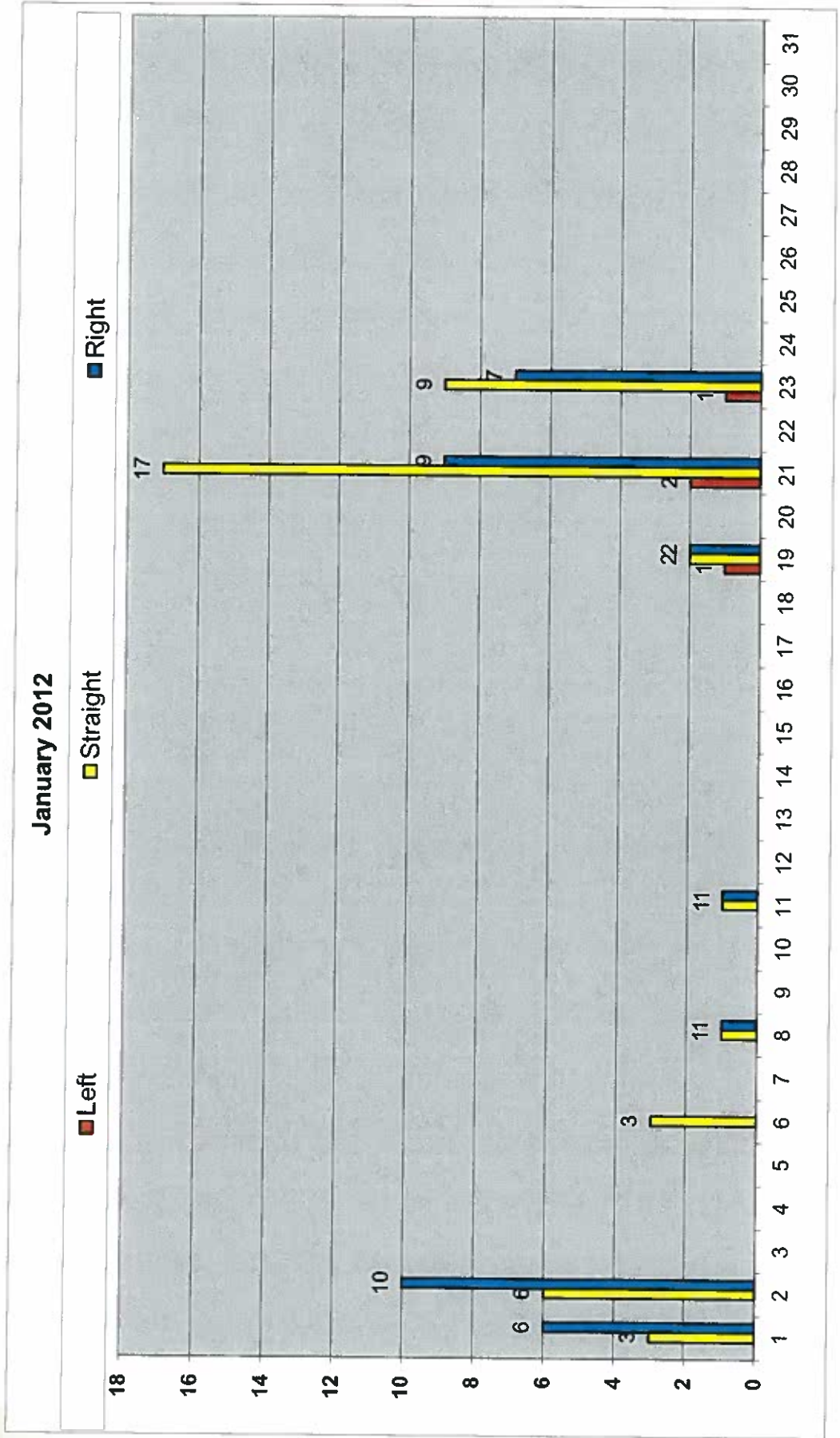
What are “Contra-Flow” Air Traffic Operations?

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



January 2012 Contra-Flow



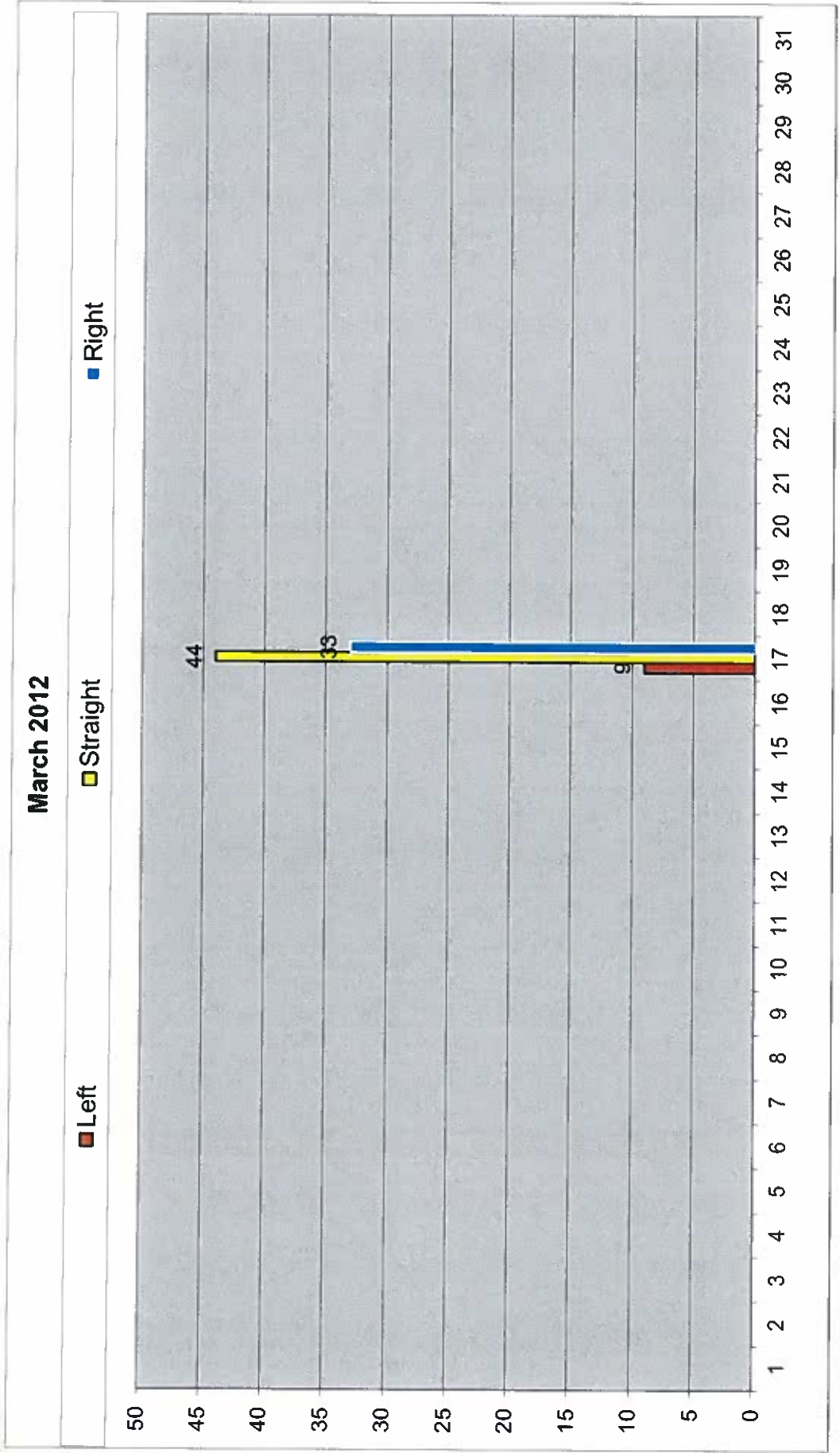


February 2012 Contra-Flow





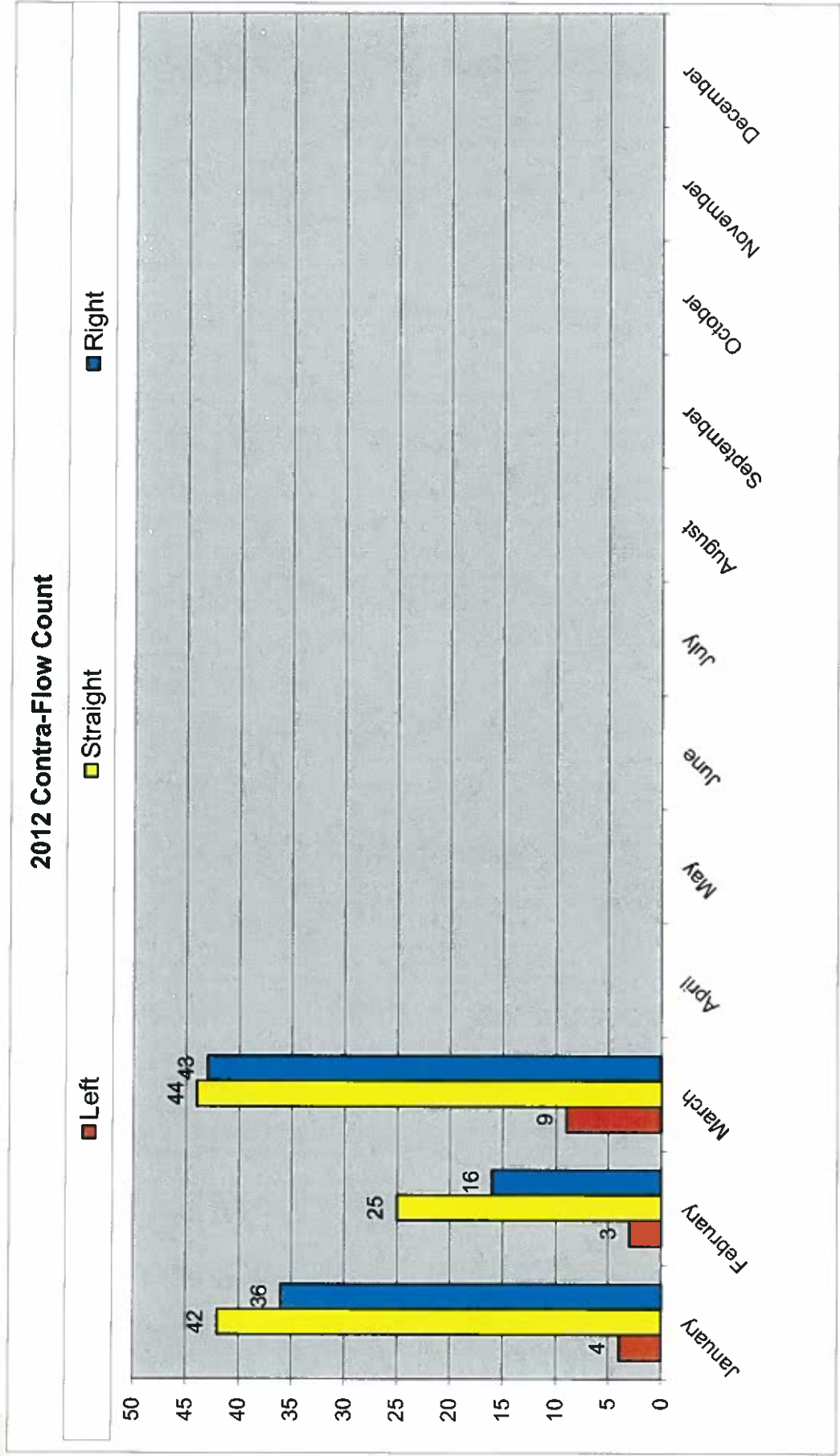
March 2012 Contra-Flow





2012 Contra-Flow Totals

(Left 16 / Straight 111 / Right 95)





Any Questions?

“Early Turn” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

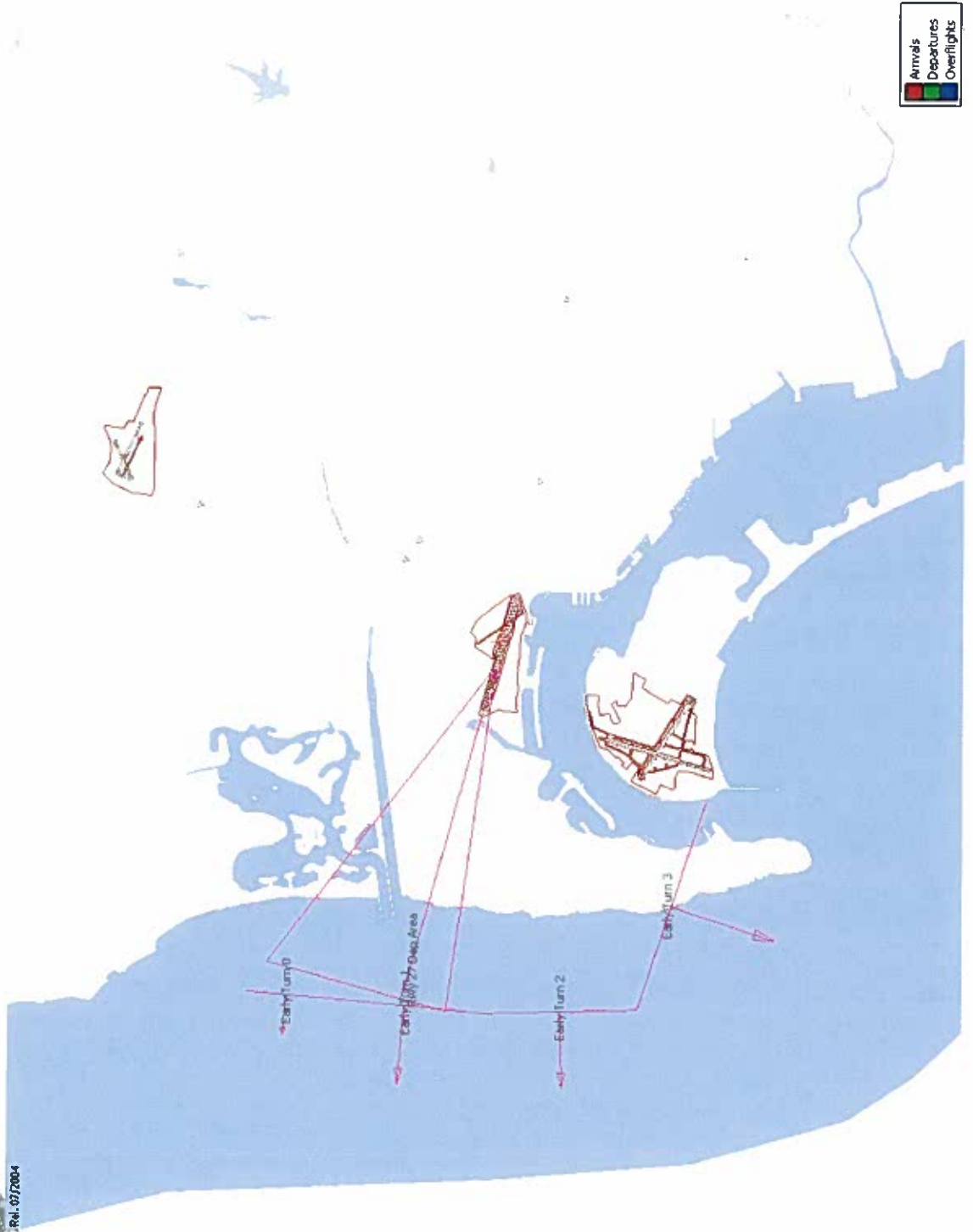
April 18, 2012



Boundary Definition



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Definition

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



Definition

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

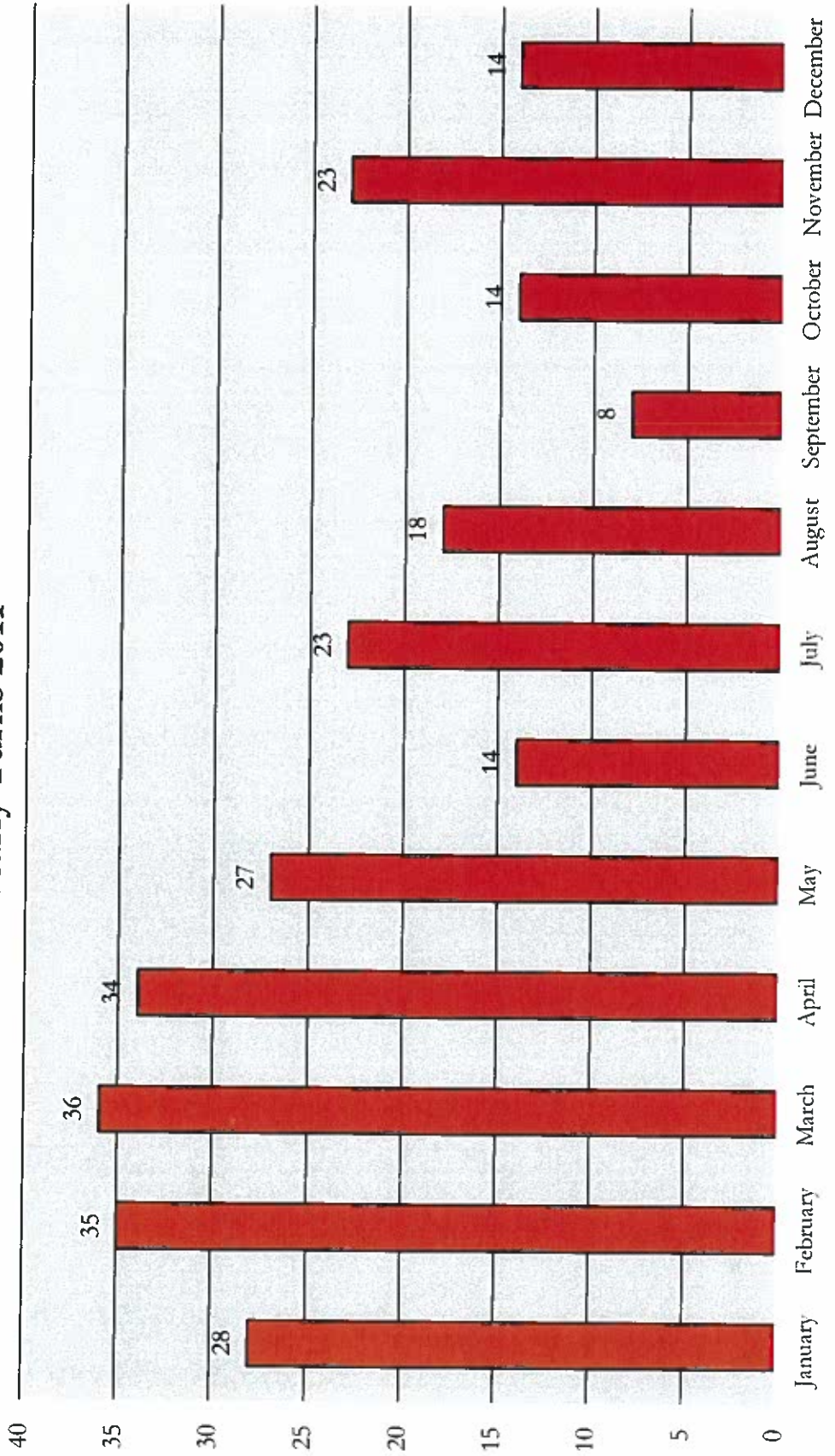
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the SID corridor that aircraft normally fly when departing SAN. When aircraft fail to transit this corridor, a printout of the radar flight track showing this deviation is sent to the FAA **TRACON** for review.



2011 Early Turns

Total sent to FAA
(Total for 2011 = 274)

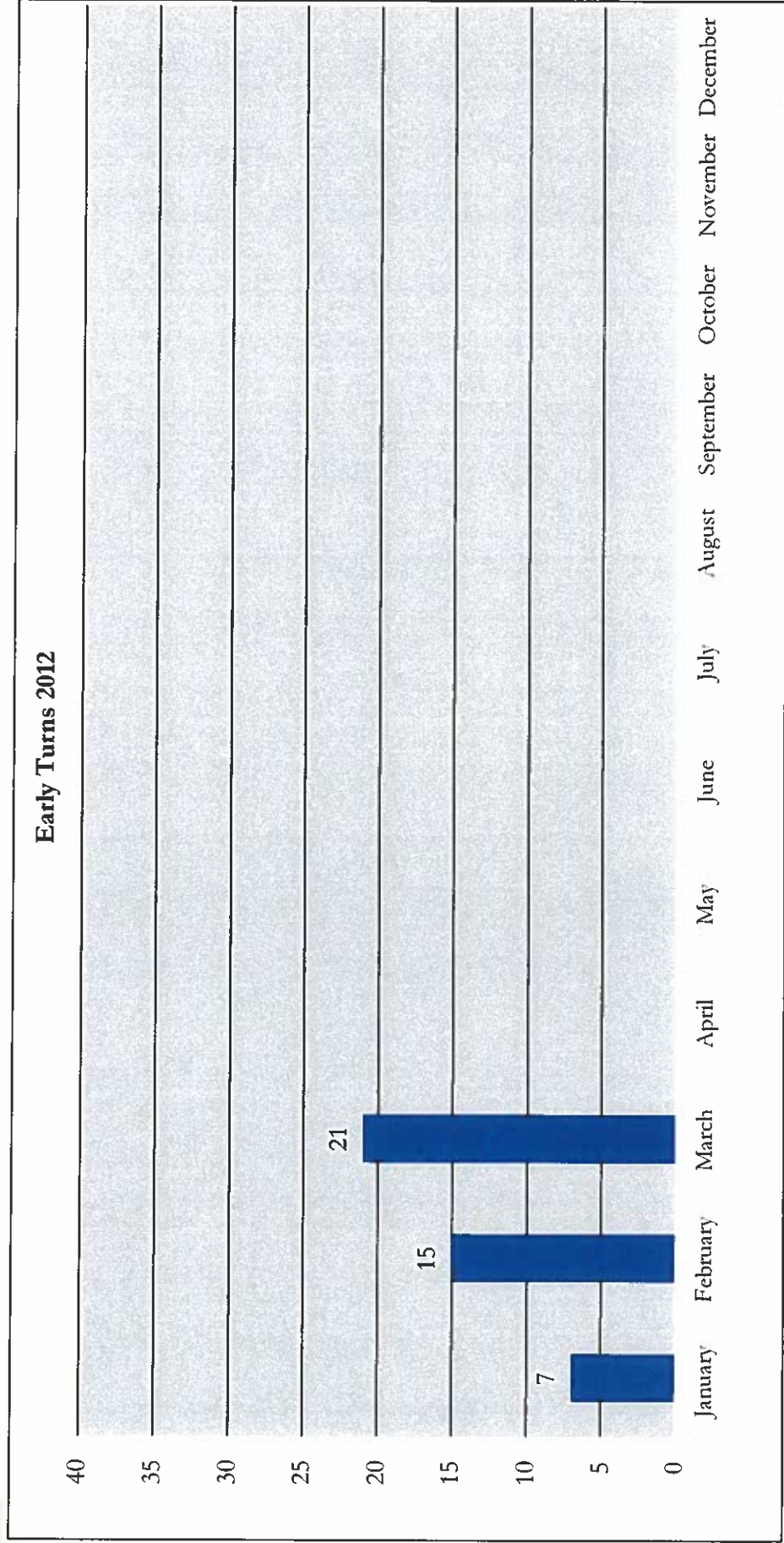
Early Turns 2011





2012 Early Turns

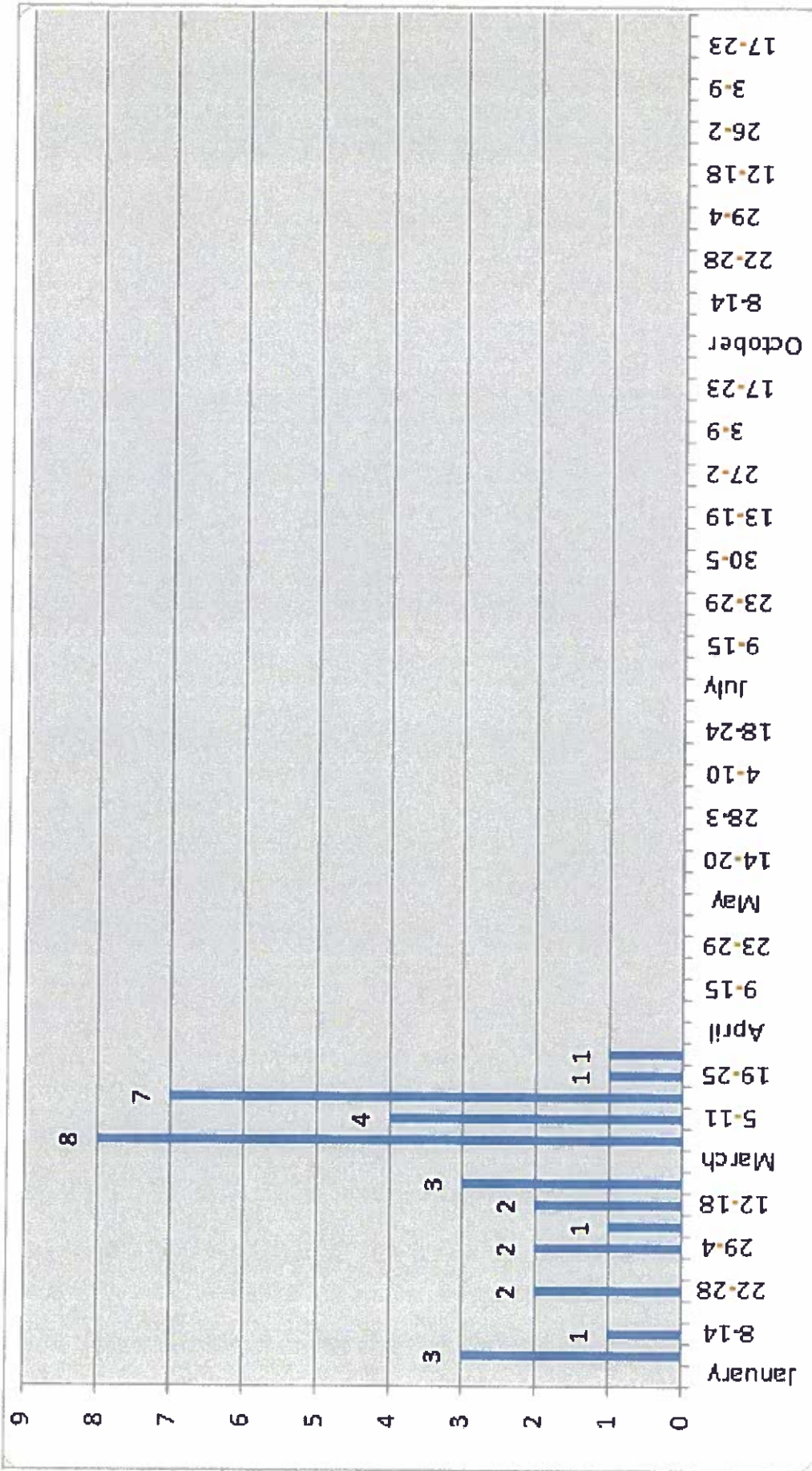
Total sent to FAA
(Total for 2012 = 43)



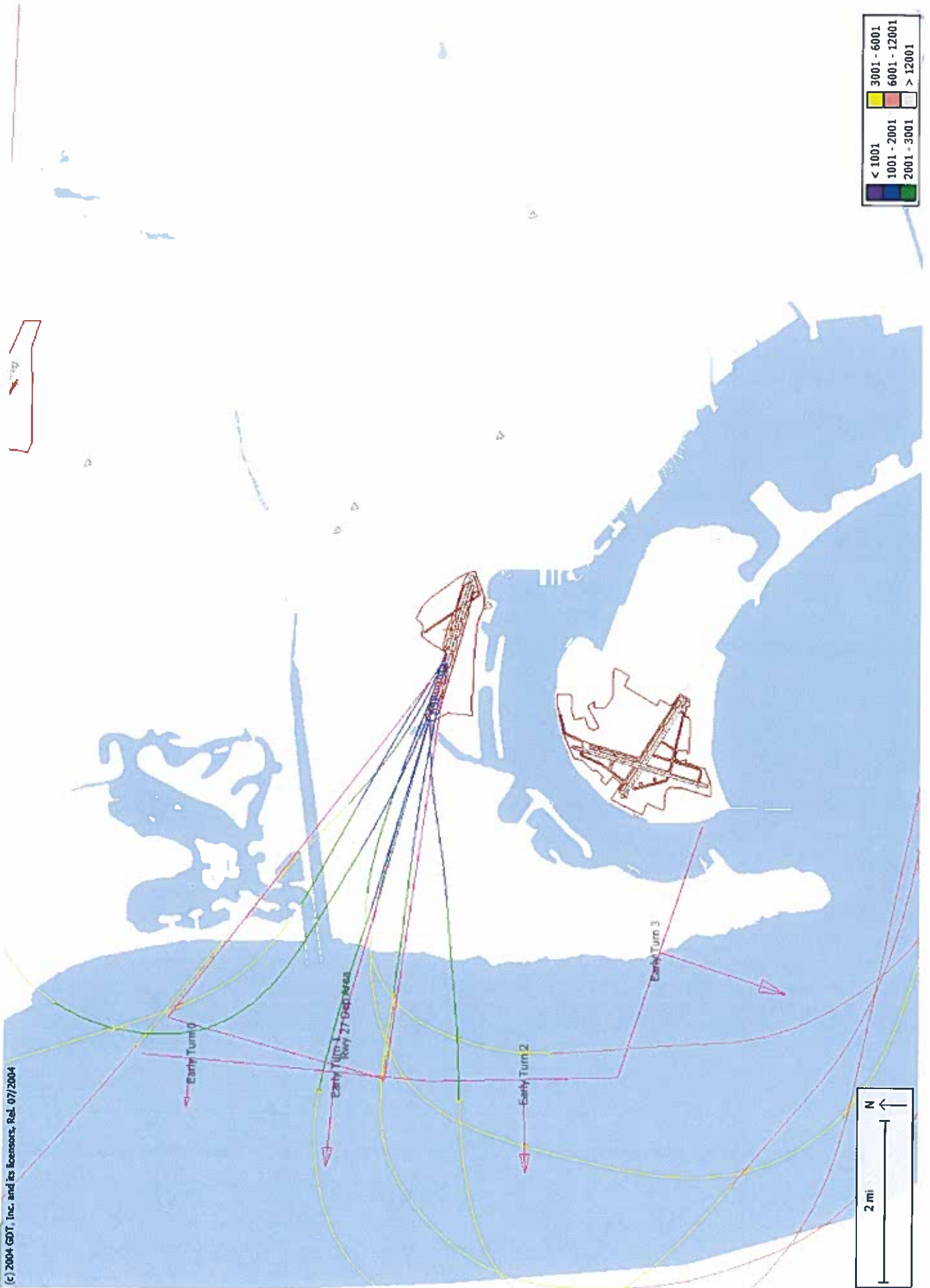


2012 Early Turns

Weekly Totals



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Any Questions?



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