

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, July 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 April 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. Quieter Home Program (QHP) update
 - B. Flight Tracker 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
April 18, 2012**

On April 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: John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Retired Airline Pilot; Rob Cook, FAA Representative; Tait Galloway, City of San Diego; Hirsch Gottschalk, Uptown Planners; Jane Gawronski, PhD., Ocean Beach Planning Board; Congresswoman Susan Davis (ex-officio) Daniel Hazard; Kirk Hanson (Community member); Carl Huenefeld, MCRD; Joe Scaglione, (North Bay); Community Planning Board; Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Paul Webb, Peninsula Community Planning Board; Mark Butler, Facilitator; and Airport Authority Staff:: Steve Cummings.

Absent: Steven Holt, Airline Representative (ex-officio); Michael Patton, City Council District 2 (ex-officio); Jack Zimmerman (Acoustician); County Supervisor Greg Cox (ex-officio) (Vacant); Little Italy Association (Vacant); Greater Golden Hill Planning Committee (Vacant)

Prior to the meeting, Dr. Butler informed members that Dan Frazee is attending a seminar out of state. He then invited each ANAC participant to introduce him/herself. Due to not having a quorum present, Dr. Butler tabled approval of the January 18, 2012 meeting minutes.

Prior to proceeding, Dr. Butler pointed out to members that some may have a complete paper meeting presentation package to view while others will only have an agenda, per request of each member from a discussion at the last meeting regarding the Authority's paper reduction goals. He added that all discussion items and presentations will be displayed on the TV monitor and are available for download from the Authority's website at www.san.org. He also mentioned that Mr. Bob Bolton will make a presentation regarding the status of the airport's expansion project, "Green Build," in lieu of the normal Airport Authority update.

Moving on with the Agenda, Dr. Butler provided an update regarding the last two Curfew Violation Review Panel (CVRP) meetings. At the February 1st meeting, a British Airways and a Ryan International flight were fined a total of \$12,000; \$2,000 for British Airway and \$10,000 for the Ryan flight. At the April 4th CVRP, three operations were adjudicated; Alaska Airlines, a

Canadian military helicopter, and a general aviation operation were fined \$2,000 each for their violations of the airport's time-of-day restriction.

Dr. Butler then introduced Bob Bolton, Senior Program Manager for the Terminal Development Program (TDP) (Green Build), who provided an update presentation of the TDP. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/ANAC%20Presentation_2.pdf

After the presentation Mr. Bolton took questions from ANAC. A member requested that Mr. Bolton provide the presentation for his community planning organization. Dr. Butler suggested exchanging contact information to set up a date to present the materials. Mr. Bolton informed the committee that there are also other presentations available that can go into more program specifics. One member asked if the sound/blast fence is high enough to block the noise. Mr. Bolton replied that it will be able to keep the majority of aircraft noise on airport. He added that part of the effort to reduce emissions at the airport is to make less use of the aircraft's noisy Auxiliary Power Units while at the gate and to move toward airport-provided commercial power. This win-win situation for the airport also makes the airlines happy because it saves them fuel, lowers pollutants, is more efficient, and less costly. Another member asked if a golf cart type of transportation will be available for the long distance from security to the gates. Mr. Bolton replied that the distance from the ticket counters to the outlying gates is less than a 1,000 ft, which is the distance used in determining if a moving walkway needs to be built. Therefore golf cart type of transportation is currently available in Terminal 2 west for those who need this method of transport. In the future, where a moving walkway needs to be in place, necessary infrastructure is being built into the project. Several other questions regarding the new USO and possible air carrier movement from one terminal to another were asked and answered. Dr. Butler added that if other members wanted a similar presentation is for their constituents; please contact the Noise Mitigation Department to coordinate.

A quorum now present, Dr. Butler requested a motion to approve the January 18 meeting minutes. A correction to the minutes was requested by Mr. Hanson; then the amended minutes were approved unanimously.

Ms. Sjohnna Knack, Manager of the Quieter Home Program (QHP) next gave an update on the Program. Ms. Knack informed the committee that there are 27 active projects with 133 homes in construction at the moment; 144 homes are in pre-construction where contractors are measuring windows and doors to purchase the insulation product, and about 106 homes in the bidding phase. The next bid will be out on May 8th; new bid packages are released on average once per month, and presently there are 242 residences in-design, which means the property has been measured or the team is preparing to present treatment options for the homeowner owner. To date, 2,157 homes have been completed. One member asked how to get hard copy of the QHP briefing to report out to their community; Ms. Knack informed the member that the information is available in previous ANAC meeting minutes, but she is willing to provide the statistics to the member. Dr. Butler brought up the fact that last year an ANAC meeting was held at QHP, and suggested that the Authority plan this October's meeting there, as well. This item will be trailed to the scheduled July meeting for board action. Ms. Knack

also pointed out that if a tour or more information is needed to call their office and set an appointment. This was the main reason why QHP was relocated from on airport to Liberty Station; to be immediately available to the community. She also pointed out that the QHP website is under construction; updated information will include program statistics. Aside from integrating with the community and being a good neighbor, one of their goals is to educate local realtors. Sjohnna recently spoke at a Point Loma/Ocean Beach realtor's association meeting; she was well received. Because of their interest, QHP is planning an open house on May 23rd to educate realtors about the program. On another note, a question was asked if the program boundary maps shows program qualified homes. Ms. Knack explained that the website has three maps; one of homes within the program boundary (65dB CNEL contour) on the west side of the airport and two maps depicting program boundaries on the east side. Another question dealt with clarification of eligibility rules and addressed that the program is currently working within the 67decibel contour area. This completed Ms. Knack's report.

Mr. Cummings presented updated Missed Approach statistics for 1st quarter CY2012. See the PowerPoint presentation at the following link:
http://www.san.org/documents/airport_noise/anac/ANAC%20Presentation_1.pdf

Mr. Cummings 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/ANAC%20Presentation_1.pdf

An ANAC member had asked about the follow-up of the complaint callers. Per Mr. Cummings, the majority of the calls are found to be arrivals during the time-of-day curfew period that are mistakenly thought to be aircraft departures.

Mr. Cummings presented updated Early Turns operations. See the PowerPoint presentation at the following link:
http://www.san.org/documents/airport_noise/anac/ANAC%20Presentation_1.pdf

Mr. Cummings commended ATC for working diligently with its controller personnel in continue to lower the occurrence of Early Turn approaches; Dr. Butler had also pointed out that this period's chart is scaled differently and displayed as requested at the last meeting to make it easier to understand.

A participant inquired whether resident complaints have been affected by implementation of the upgraded web-base. Mr. Cummings commented that the new flight tracking system has given residents the ability to address specific issues, clarifying departure and arrival over flights and flight paths so that the resident does not feel the need to call for additional information.

Mr. Cummings next presented Contra-Flow operations. See the PowerPoint presentation at the following link:
http://www.san.org/documents/airport_noise/anac/ANAC%20Presentation_1.pdf

There was no public comment and no new business.

Hearing no more questions, Dr. Butler adjourned the meeting at 5:05 p.m. The next meeting is scheduled for Wednesday, July 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)
June 6, 2012
Record of Decision (ROD)**

Panel members: George Condon, 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), Steve Cummings (Airport Noise Mitigation Staff)

Airline, pilot, or operator representatives present: Lynn Silva (US Airways), Royal Marbut (Jet Blue Airways), John Oleynick (Delta Air Lines), Al Turner (United), and Maureen Matsumoto (British Airways)

Members of the public present: None

British Airways Flight 272; March 5, 2012 (2331L)

Written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess no penalty due to weather and ATC delay.

United Airlines Flight 238; March 15, 2012 (2340L)

Written information was provided; a representative was present.

Panel Recommendation

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

United Airlines Flight 372; March 23, 2012 (2349L)

Written information was provided; a representative was present.

Panel Recommendation

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

Delta Air Lines Flight 2200; March 26, 2012 (0007L)

Written information was provided; a representative was present.

Panel Recommendation

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

US Airways Flight 9140; April 12, 2012 (2334L)

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

Delta Air Lines Flight 1792; April 22, 2012 (2334L)

Written information was provided; a representative was present.

Panel Recommendation

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

jetBlue Airways Flight 412; April 26, 2012 (0112L)

Written information was provided; a representative was present.

Panel Recommendation

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

Spirit N528NK; May 5, 2012 (0048L)

No written information was provided; no representative was present.

Panel Recommendation

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

jetBlue Airways Flight 186; May 21, 2012 (2332L)

Written information was provided; a representative was present.

Panel Recommendation

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

Quieter Home (Residential Home Insulation)

Project Update

July 18, 2012 ANAC Meeting

Quieter Home Program – The Quieter Home Program provides acoustical attenuation to homes located in SDIA's noise-impacted area. Currently, we are working on homes within the airport's 67decibel noise contour. There are 18 projects under way, with 137 homes undergoing construction attenuation, 163 homes in pre-attenuation, 74 homes in the bidding phase and 248 homes in planning/design phase. To date, 2,203 homes have been completed, leaving approximately 8,200 remaining in the SAN 65 dB CNEL contour.

Estimated cost: Currently \$15 million/year



Come join the fun

as the Quieter Home Program and the San Diego County Regional Airport Authority celebrate an important milestone!

for directions, click address below

[2650 Worden Street San Diego, Ca. 92110](#)

Enjoy great company and delicious BBQ
at the Pt. Loma Tennis Club's Clubhouse



Please RSVP to Tracy Wilkes:
twilkes@san.org | 619-400-2309



SAN DIEGO
INTERNATIONAL
AIRPORT



Missed Approach Statistics Update

Airport Noise Advisory Committee
San Diego International Airport

July 18, 2012



Missed Approach Definition

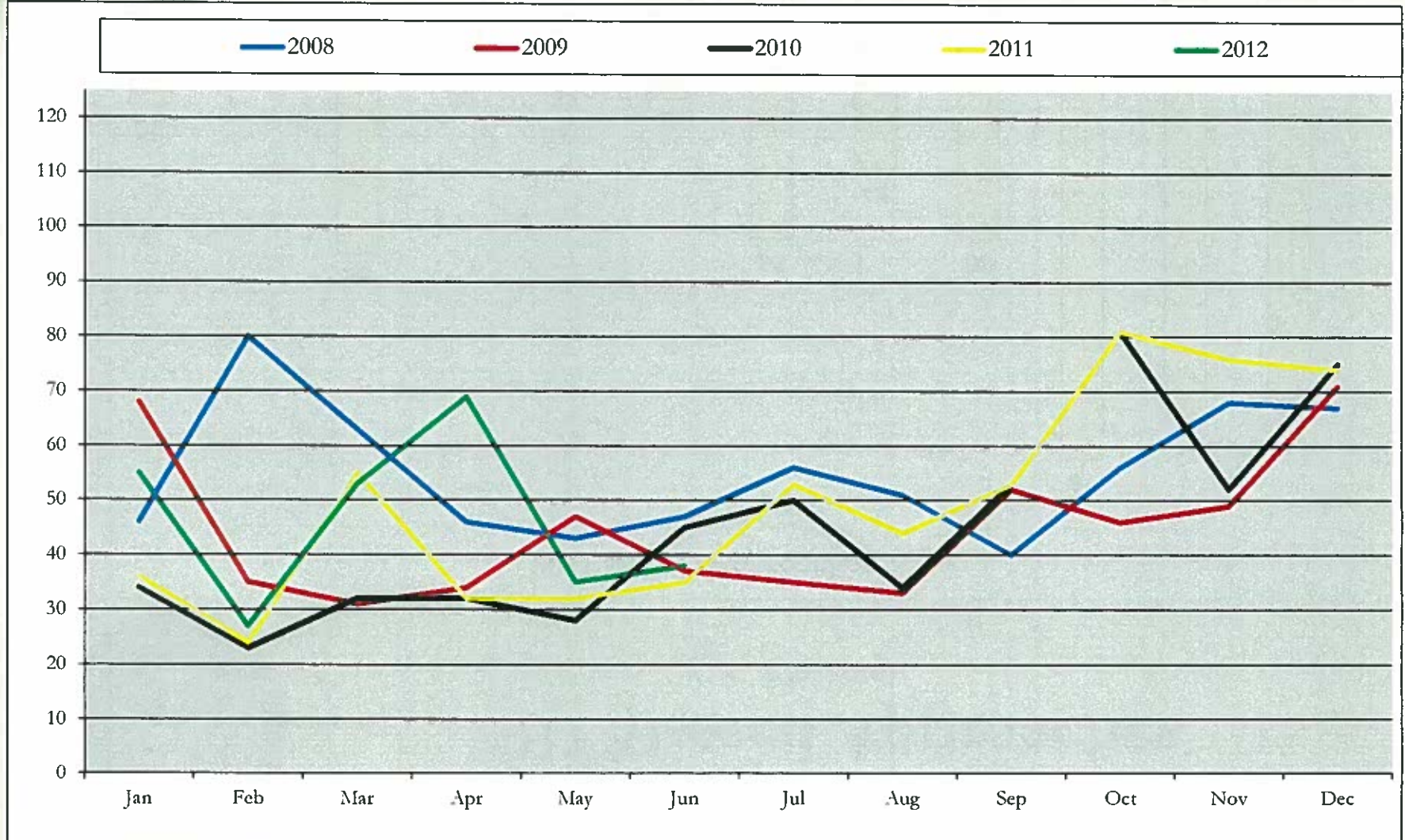
*Only the pilot and FAA have responsibility to control aircraft headings during arrivals and departures. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

- 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 approach minimums to the point that the pilot cannot safely land and execute 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

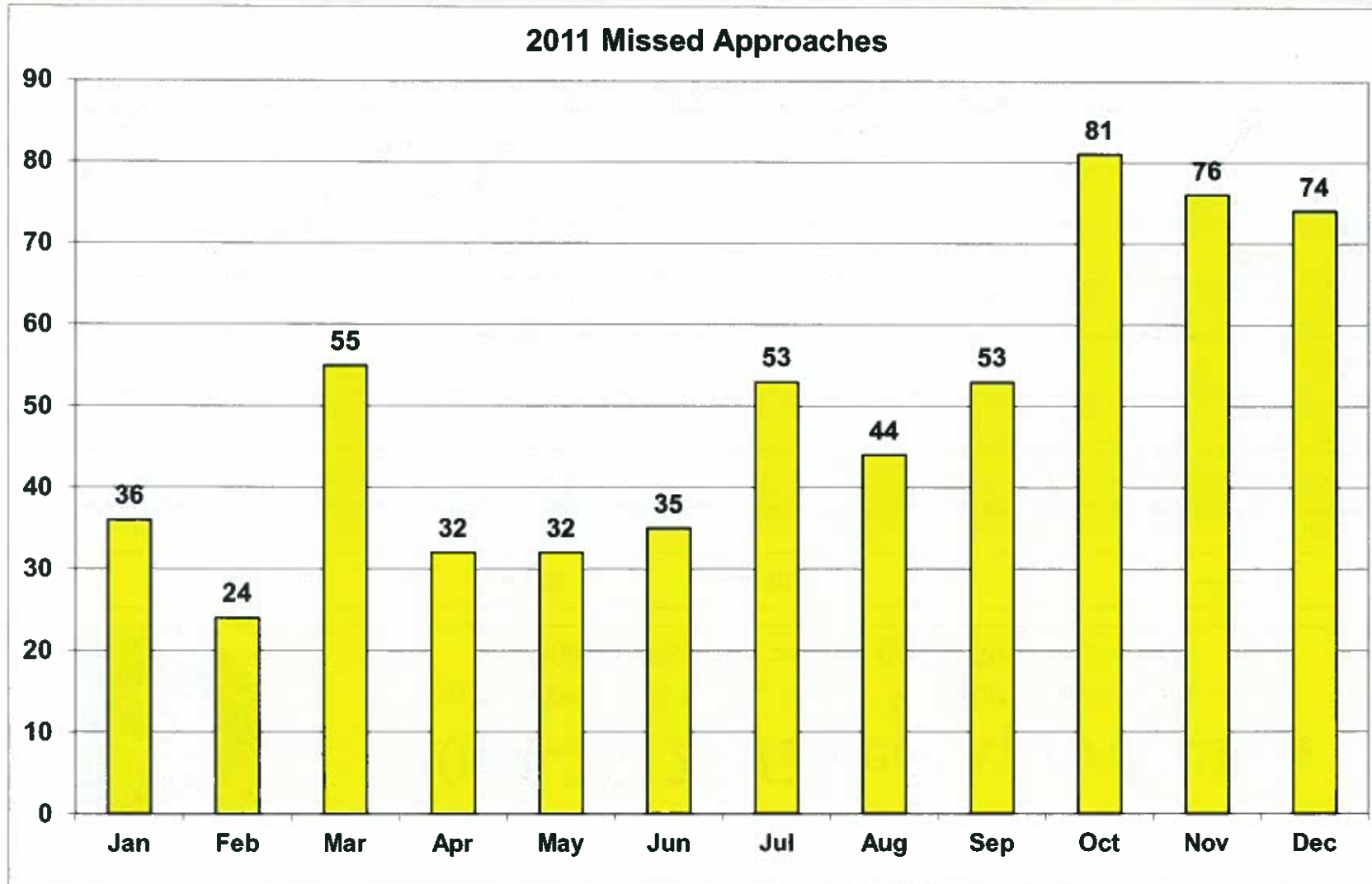
2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663
2009 = 538, 2010 = 539, 2011 = 595, 2012 = 277





2011 Missed Approaches

595 Total

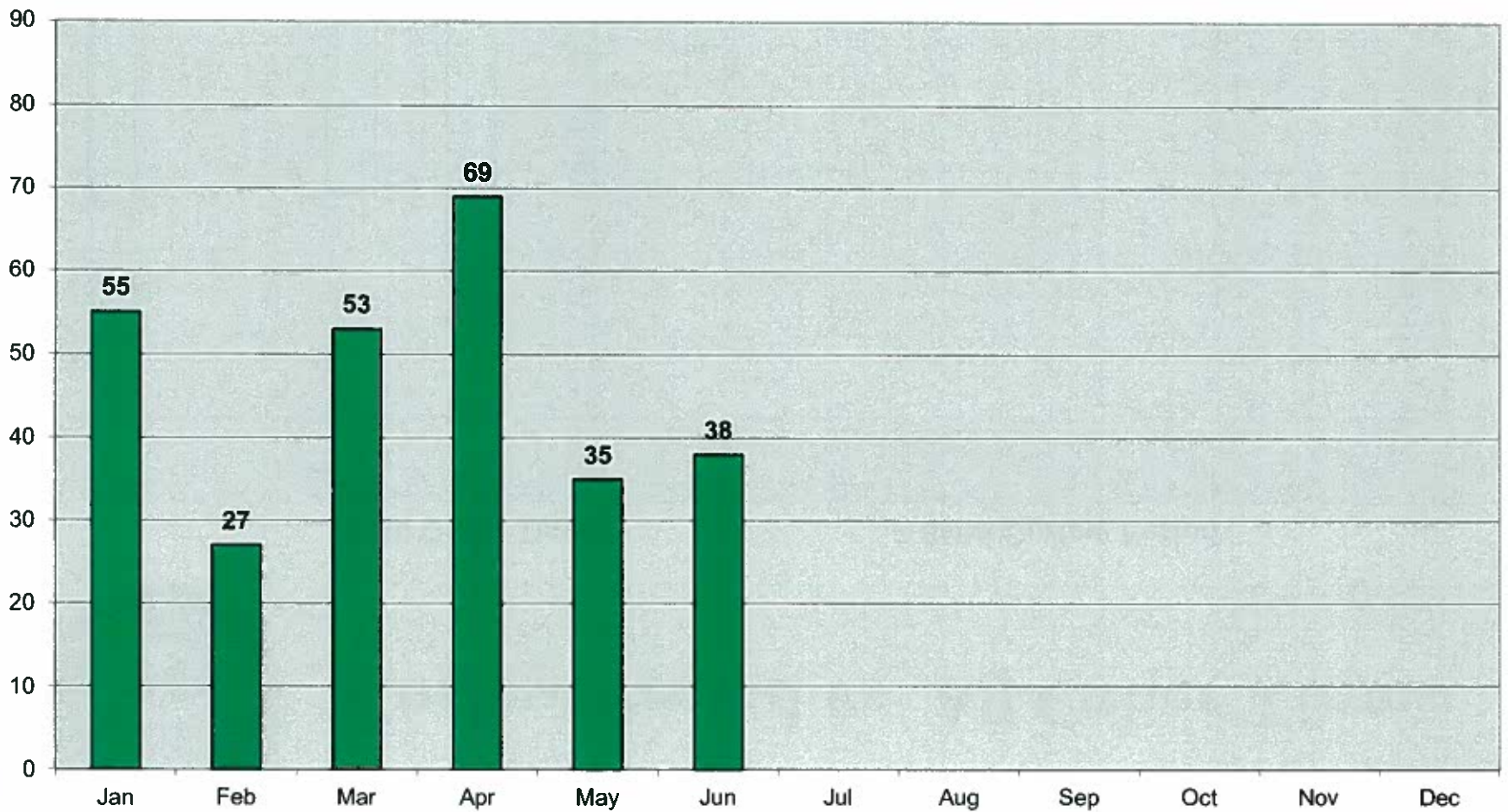




2012 Missed Approaches

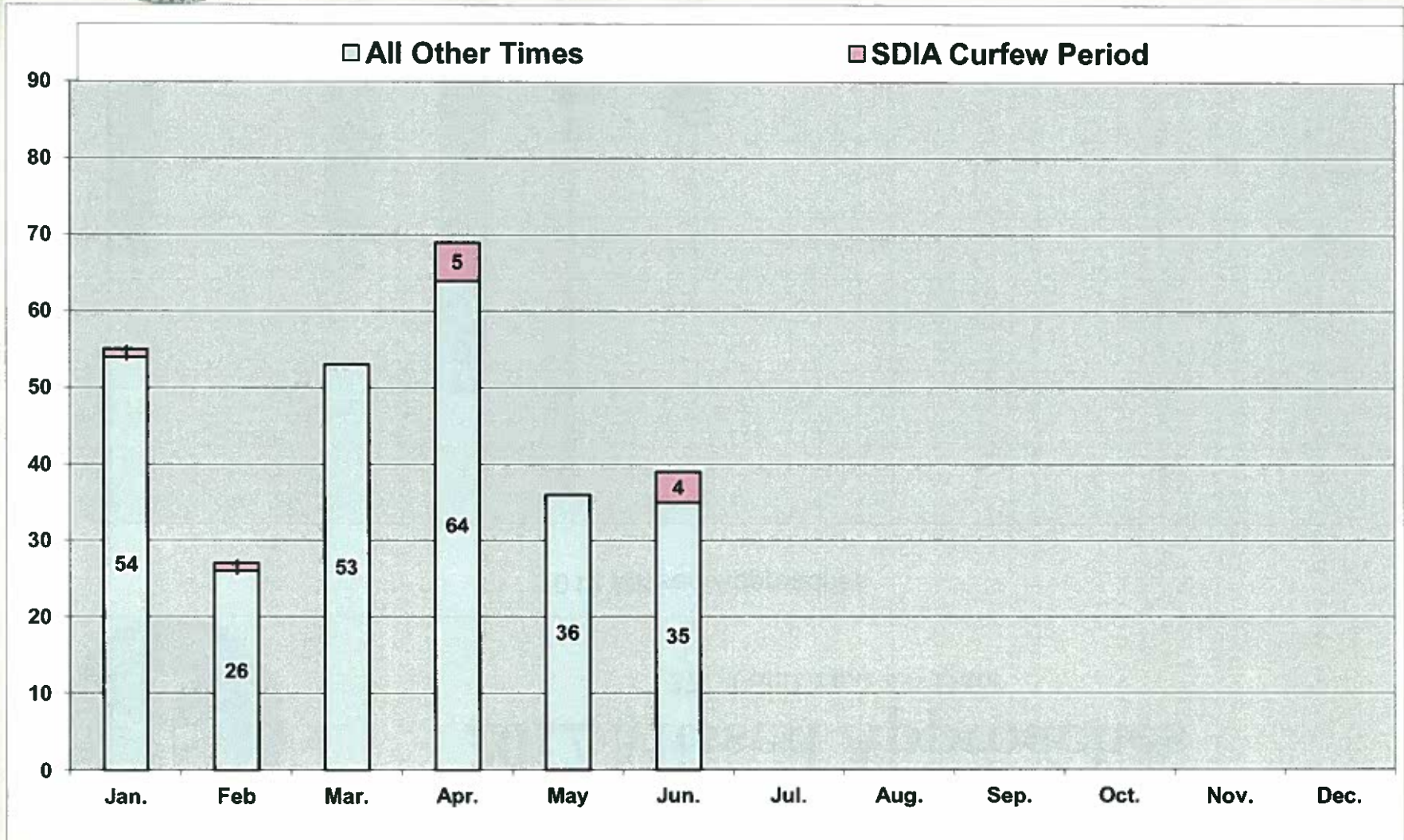
277 Total Year To Date

2012 Missed Approaches



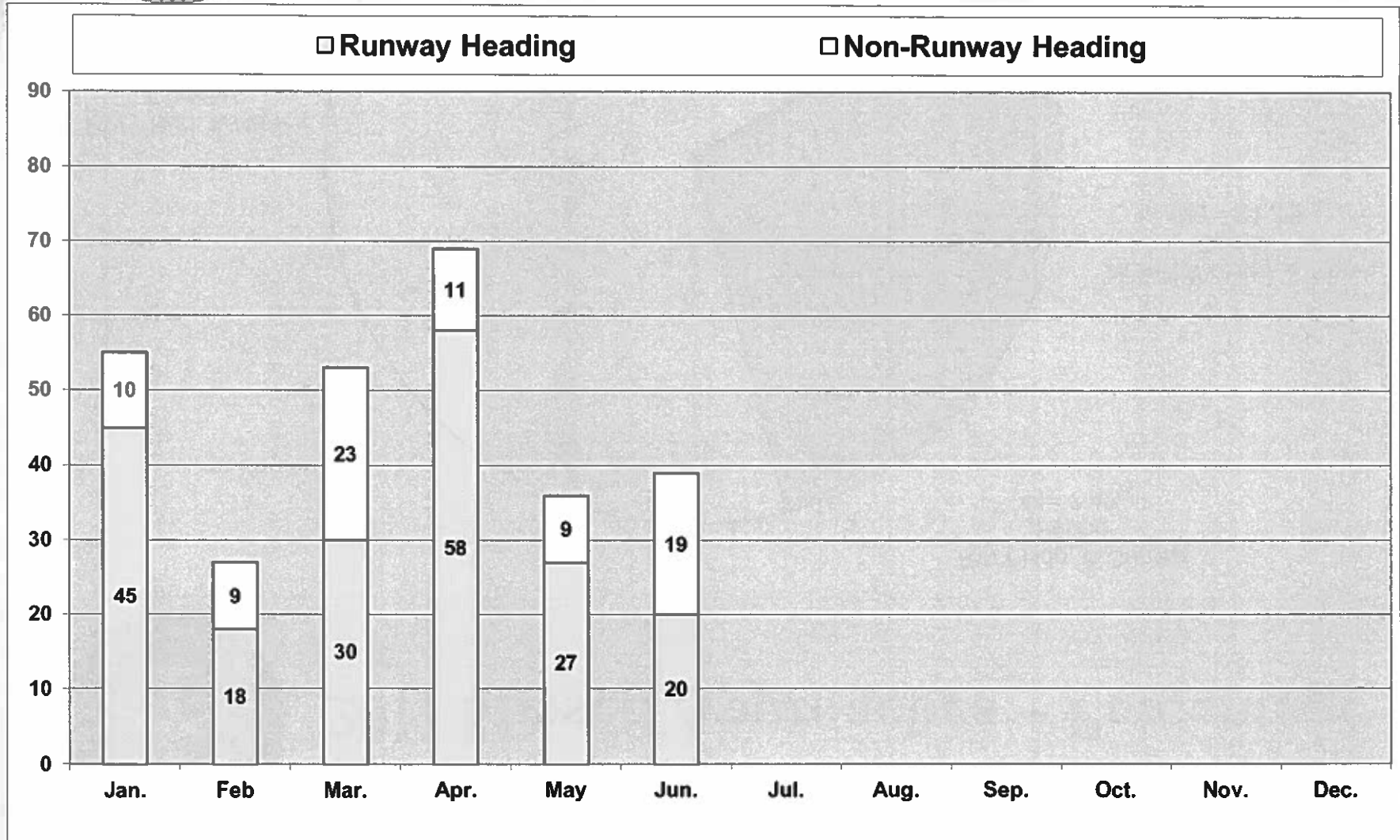


Curfew Period vs. All Other Times



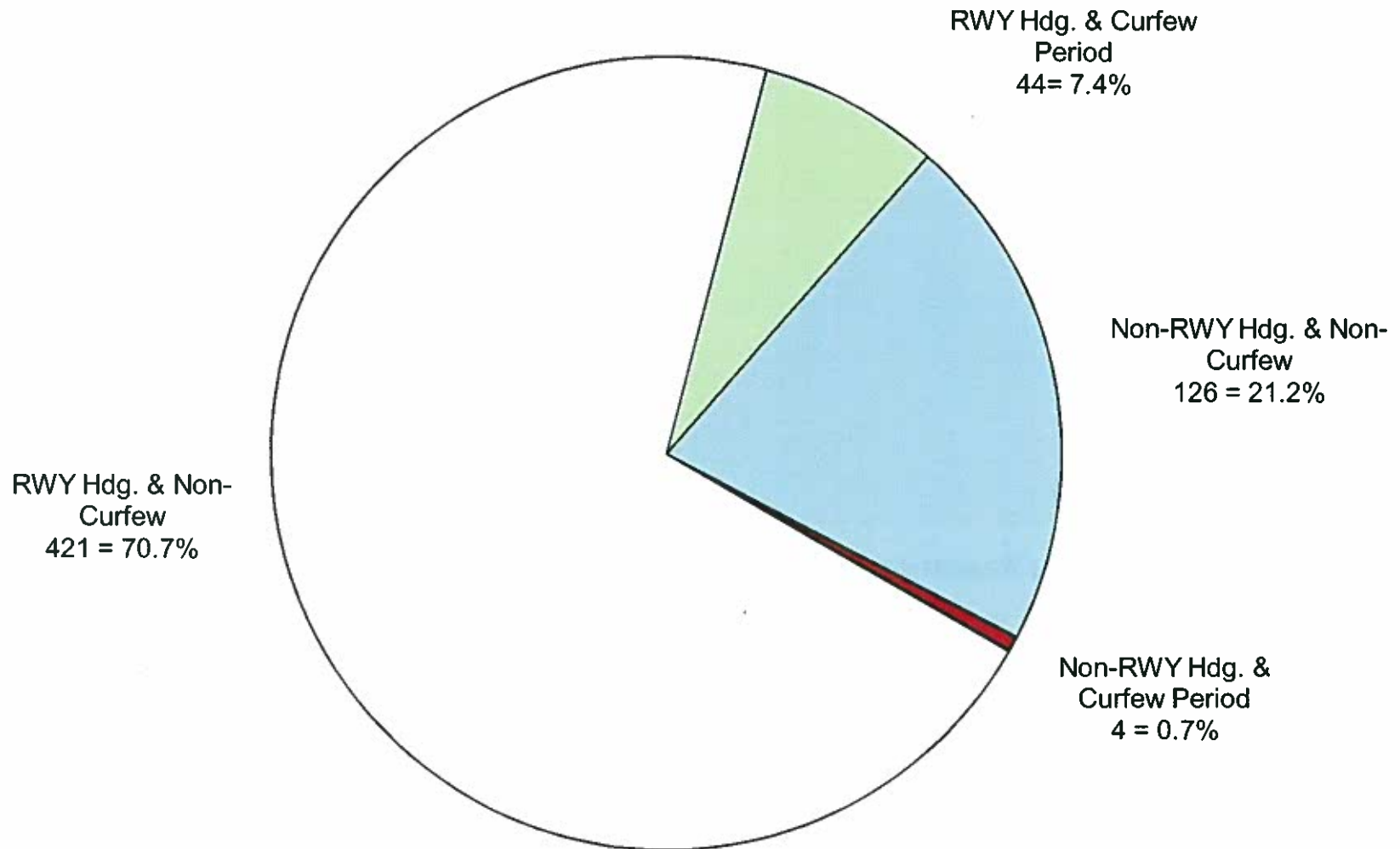


Runway Hdg. Vs. Non-Runway Hdg.



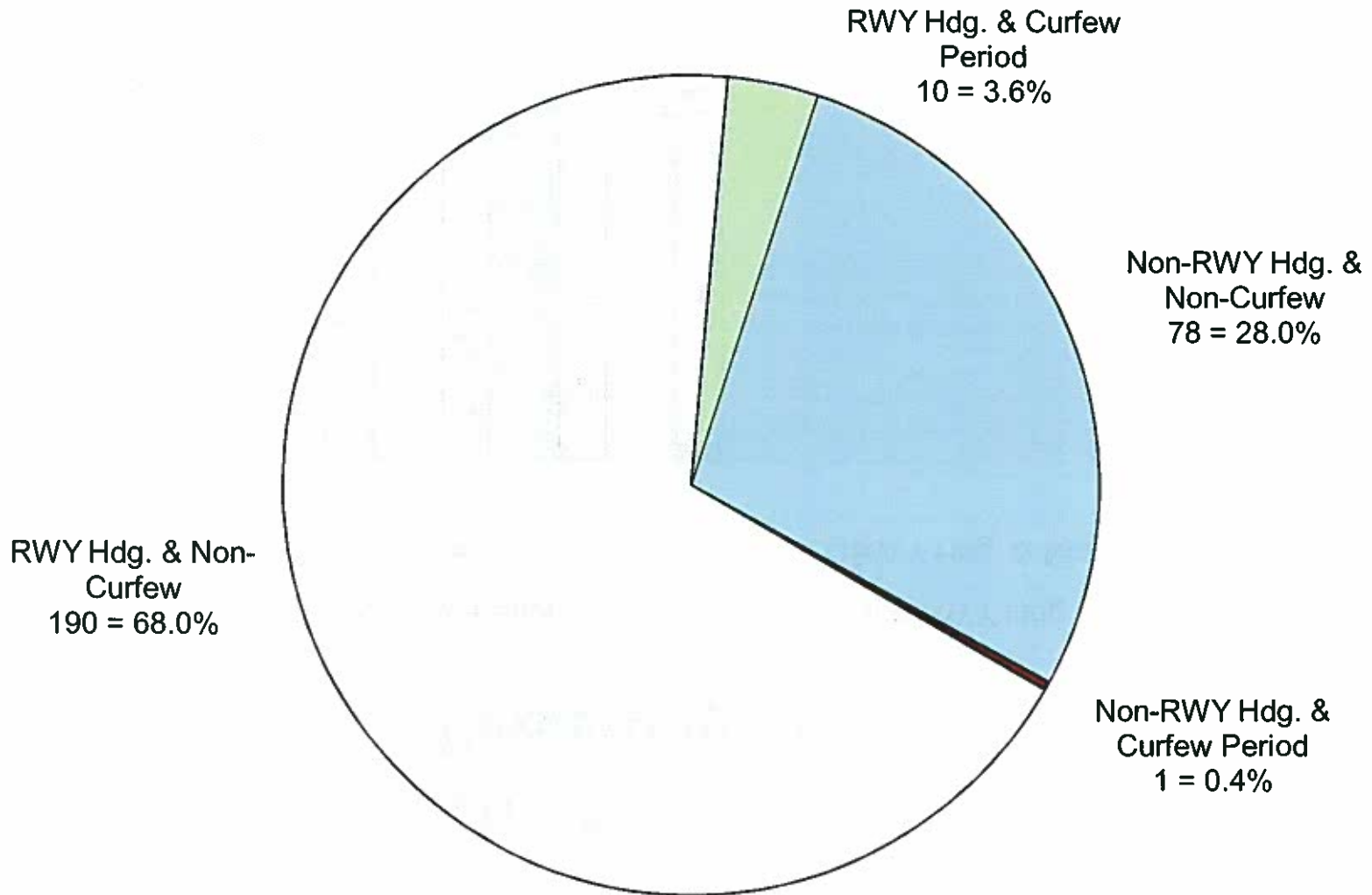


2011 Missed Approaches – Percentage





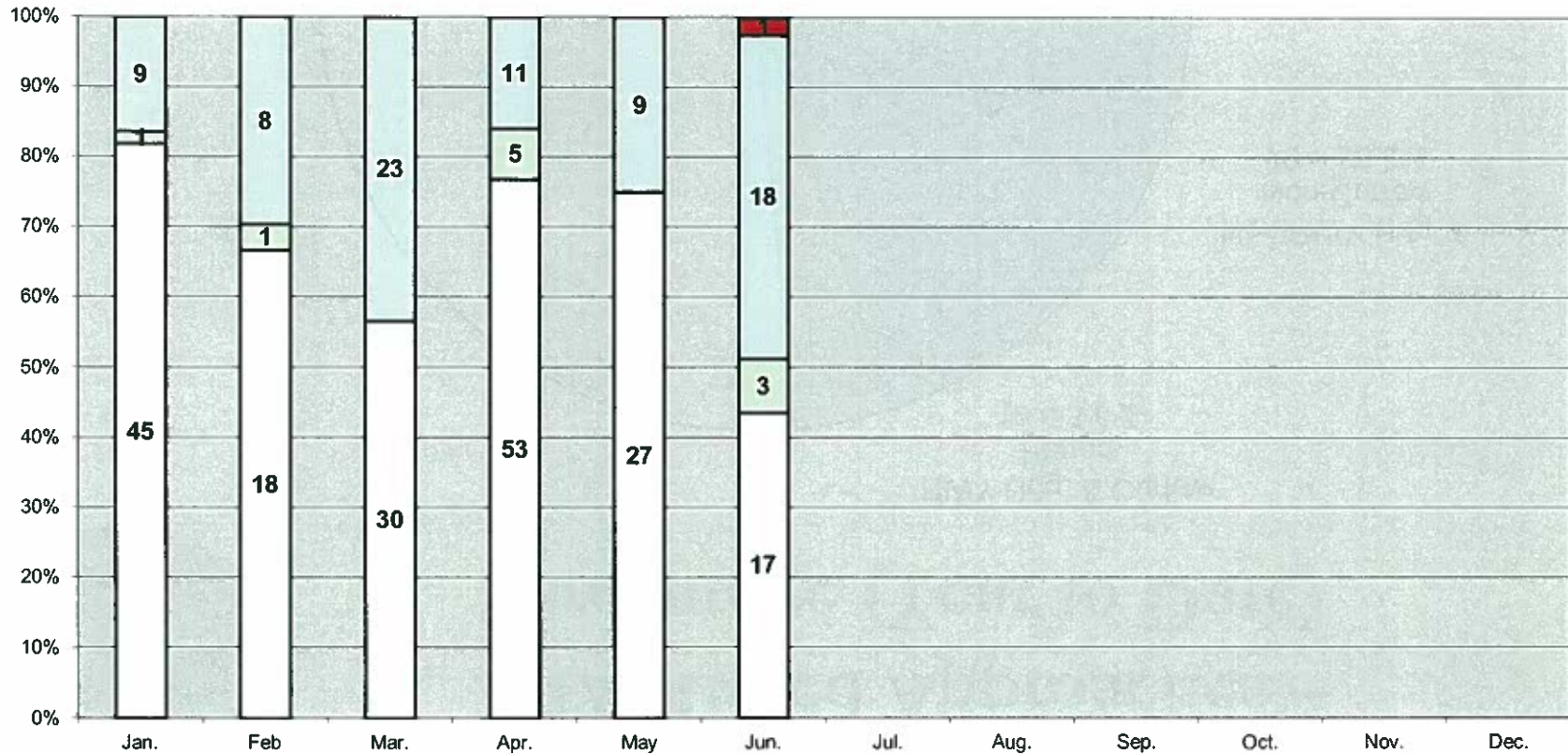
2012 Missed Approaches – Percentage (Year to Date)





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





Questions?



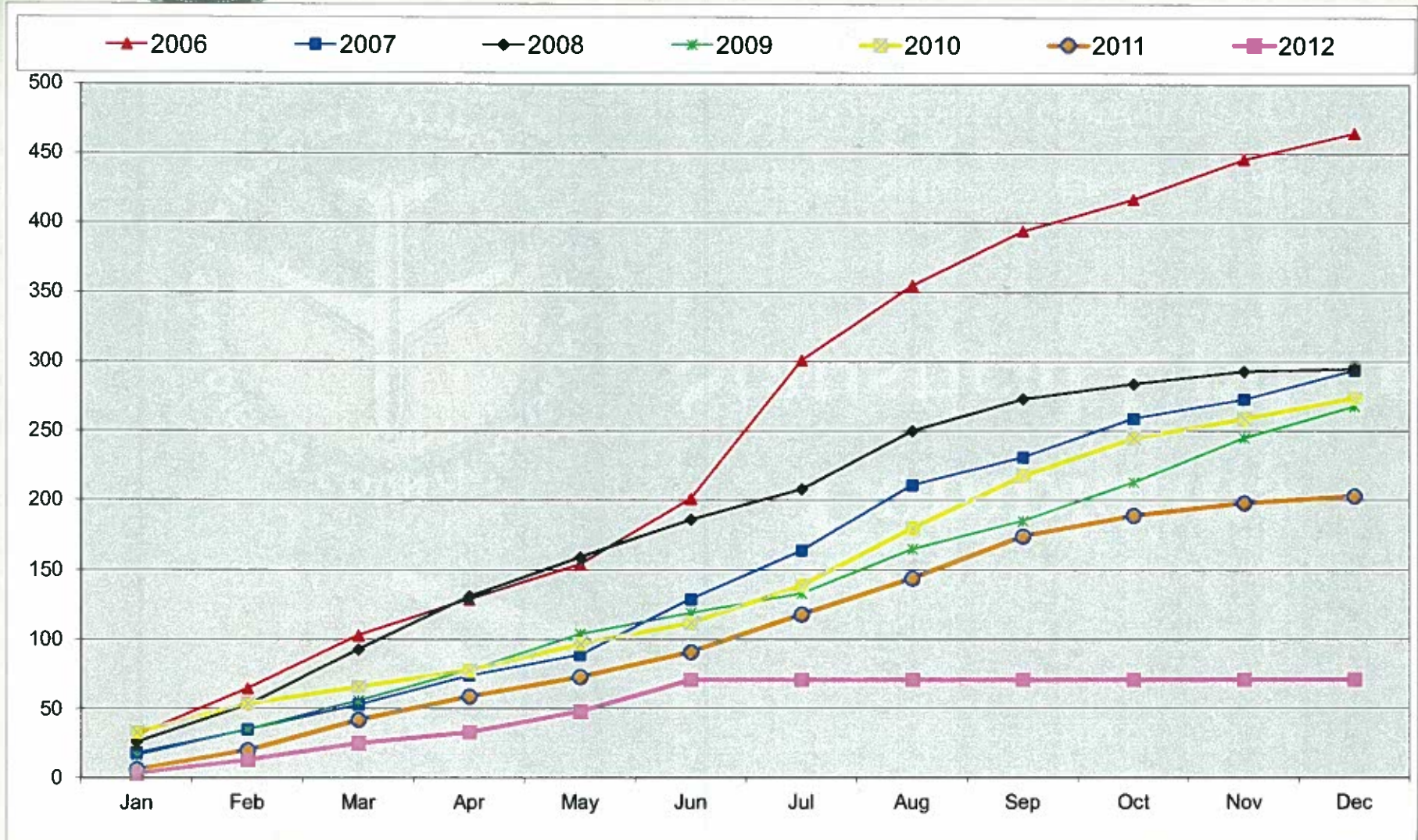
Complaints Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

July 18, 2012



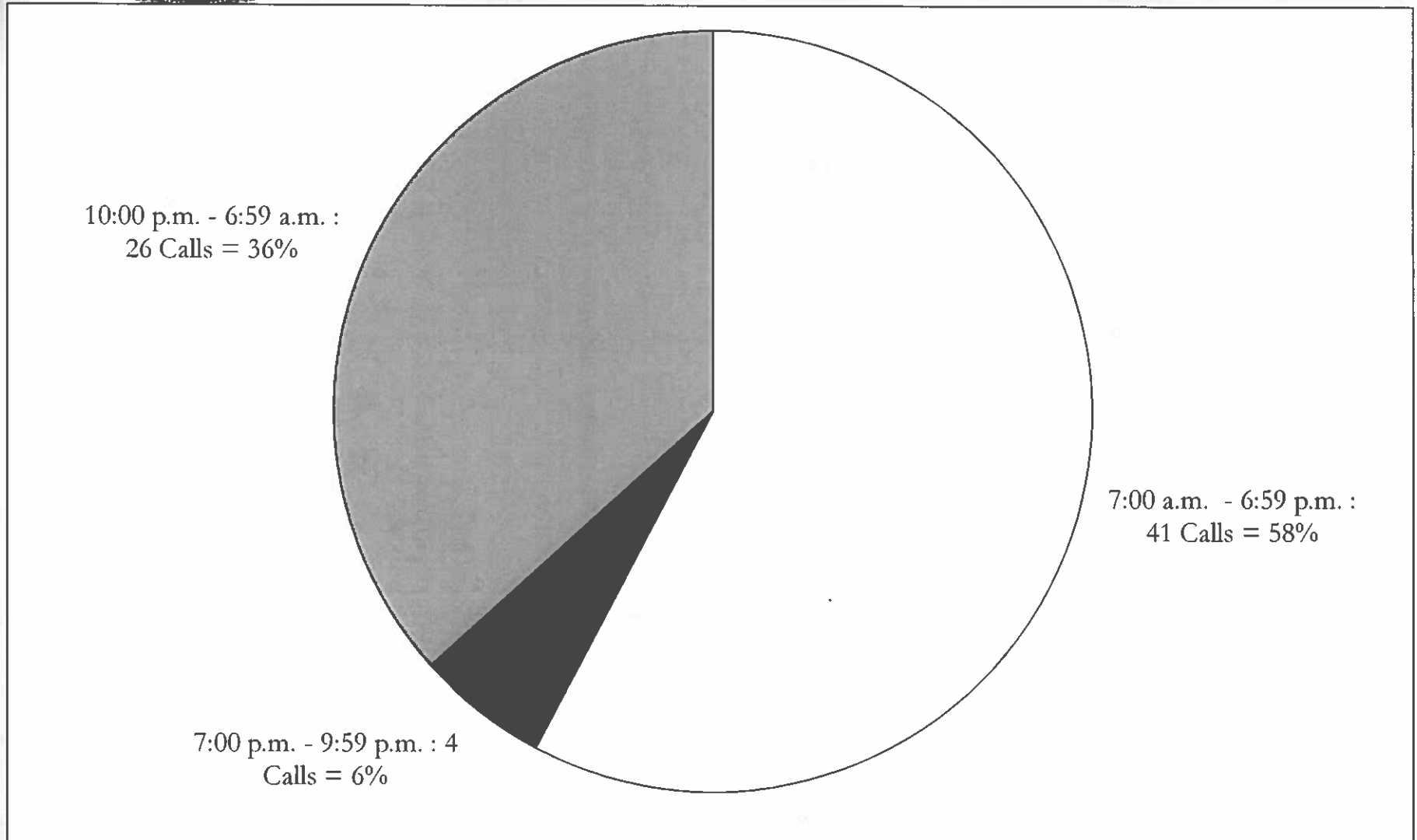
Complaint History – 2006-2012





2012 Complaints Statistics

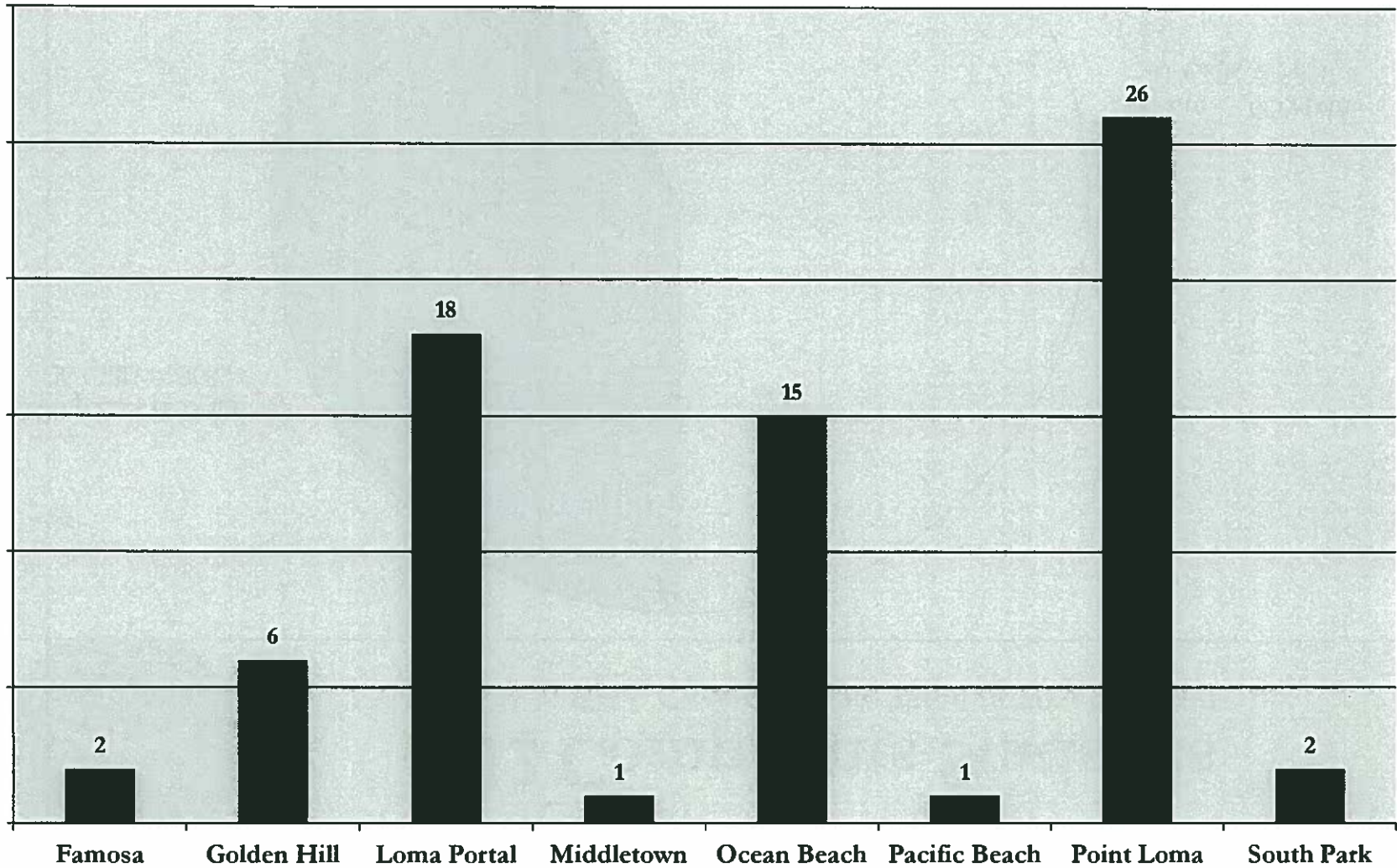
January to June, Complaints by Time of Day, 71 Total





2012 Complaints Statistics

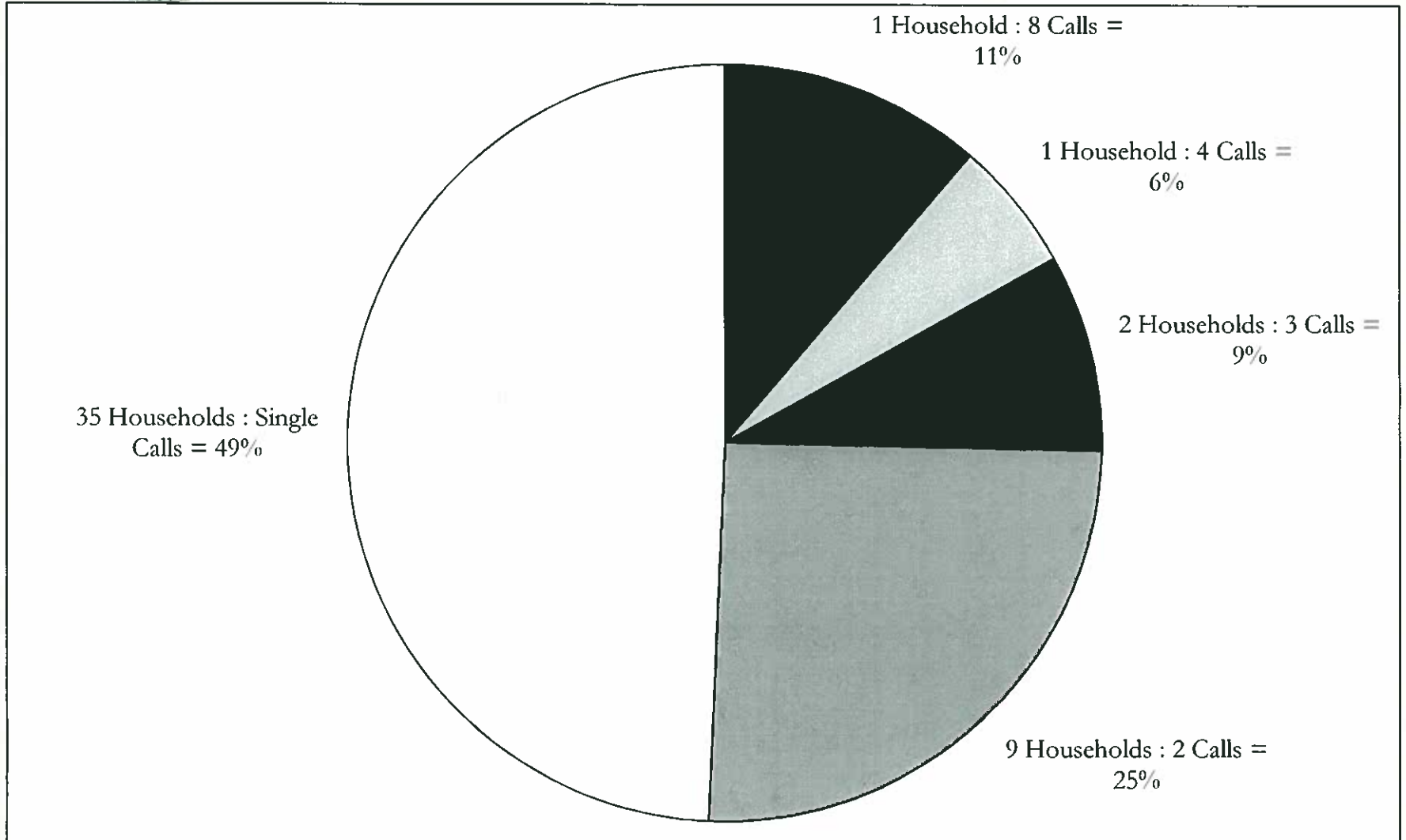
January to June, Complaints by Neighborhood, 71 Total





2012 Complaints Statistics

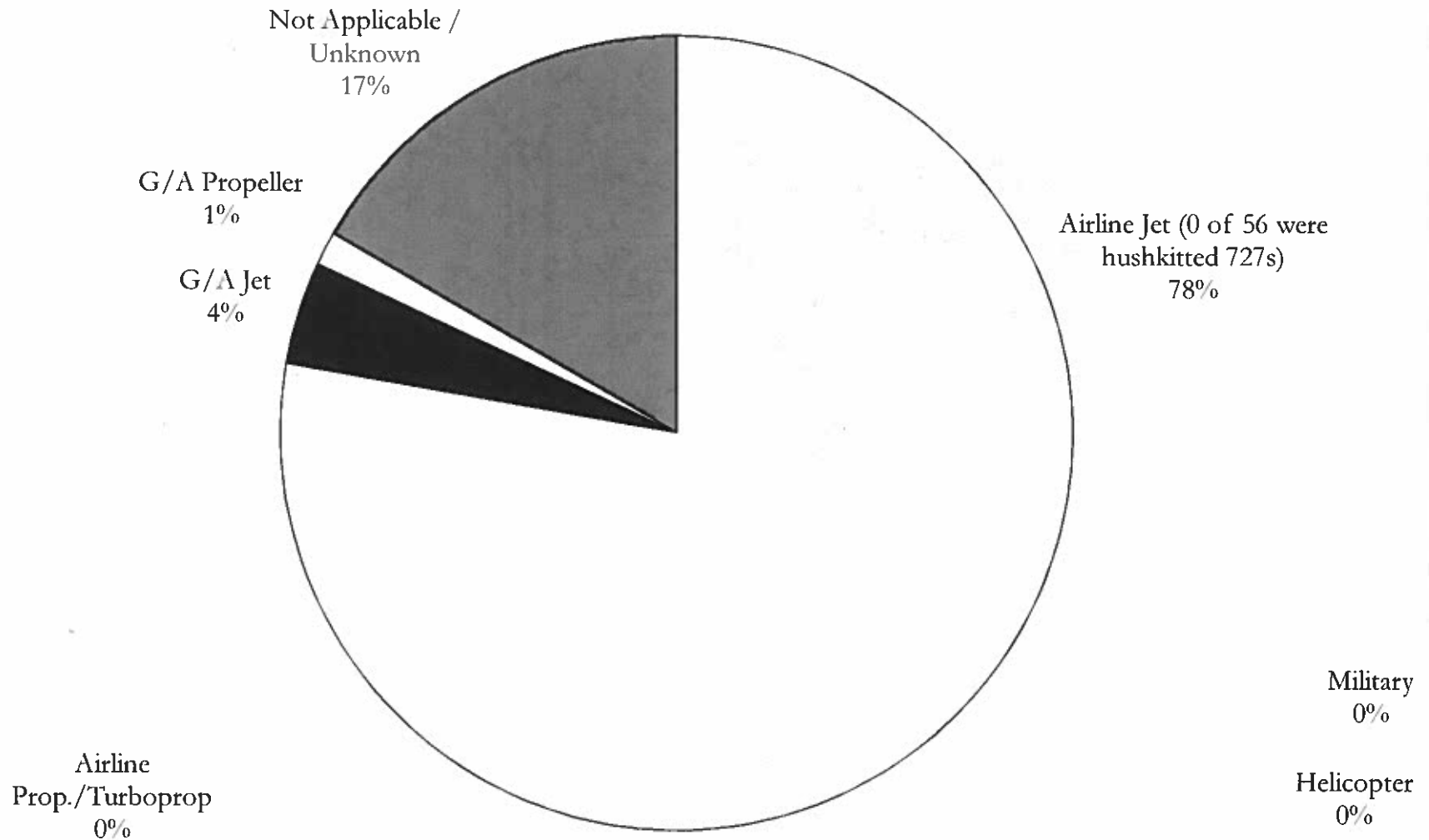
January to June, Complaints by Household, 71 Total





2012 Complaints Statistics

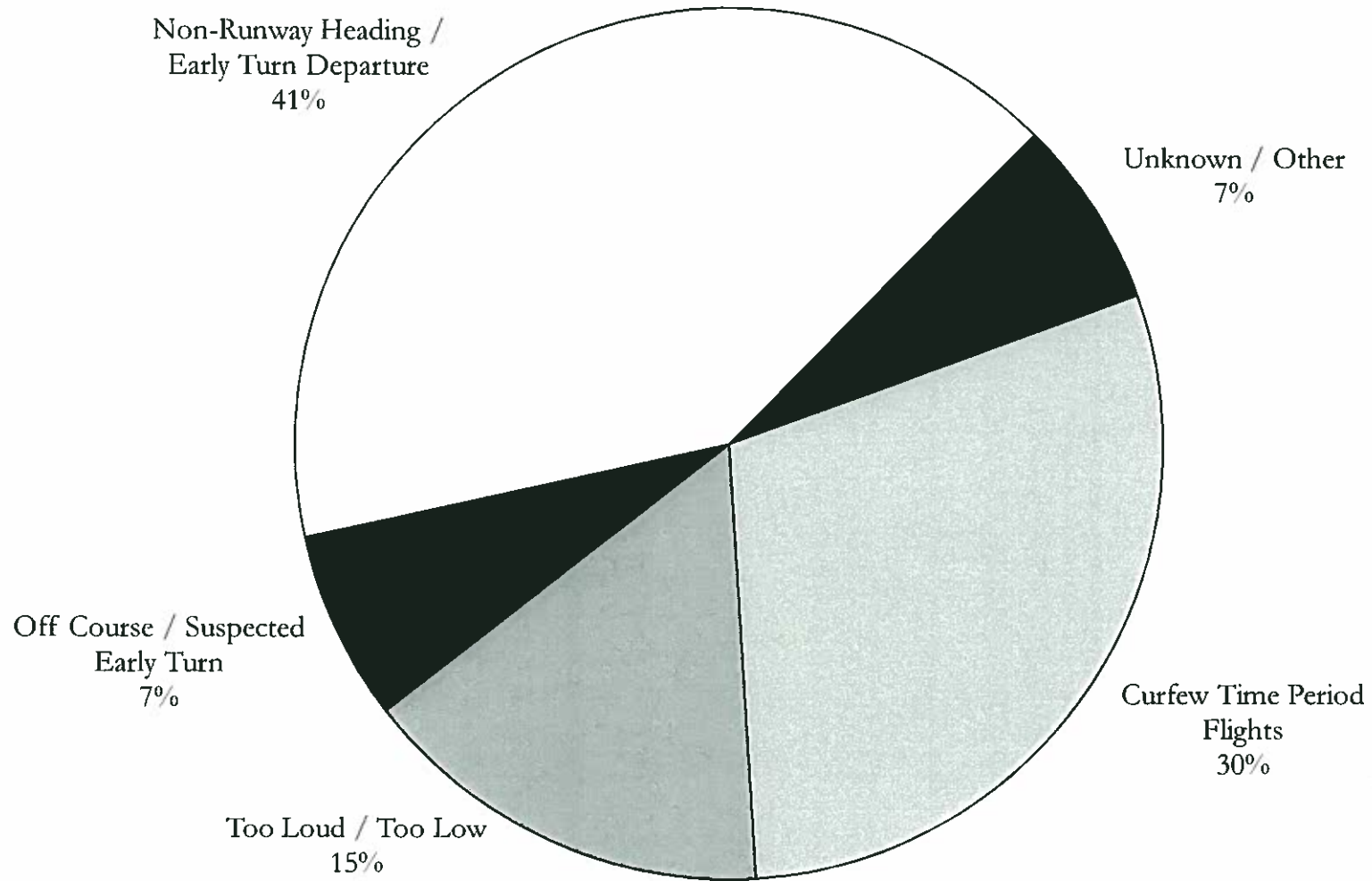
January to June, Complaints by A/C Type, 71 Total





2012 Complaints Statistics

January to June, Complaints by Cause, 71 Total





Any Questions?



“Early Turn” Statistical Update

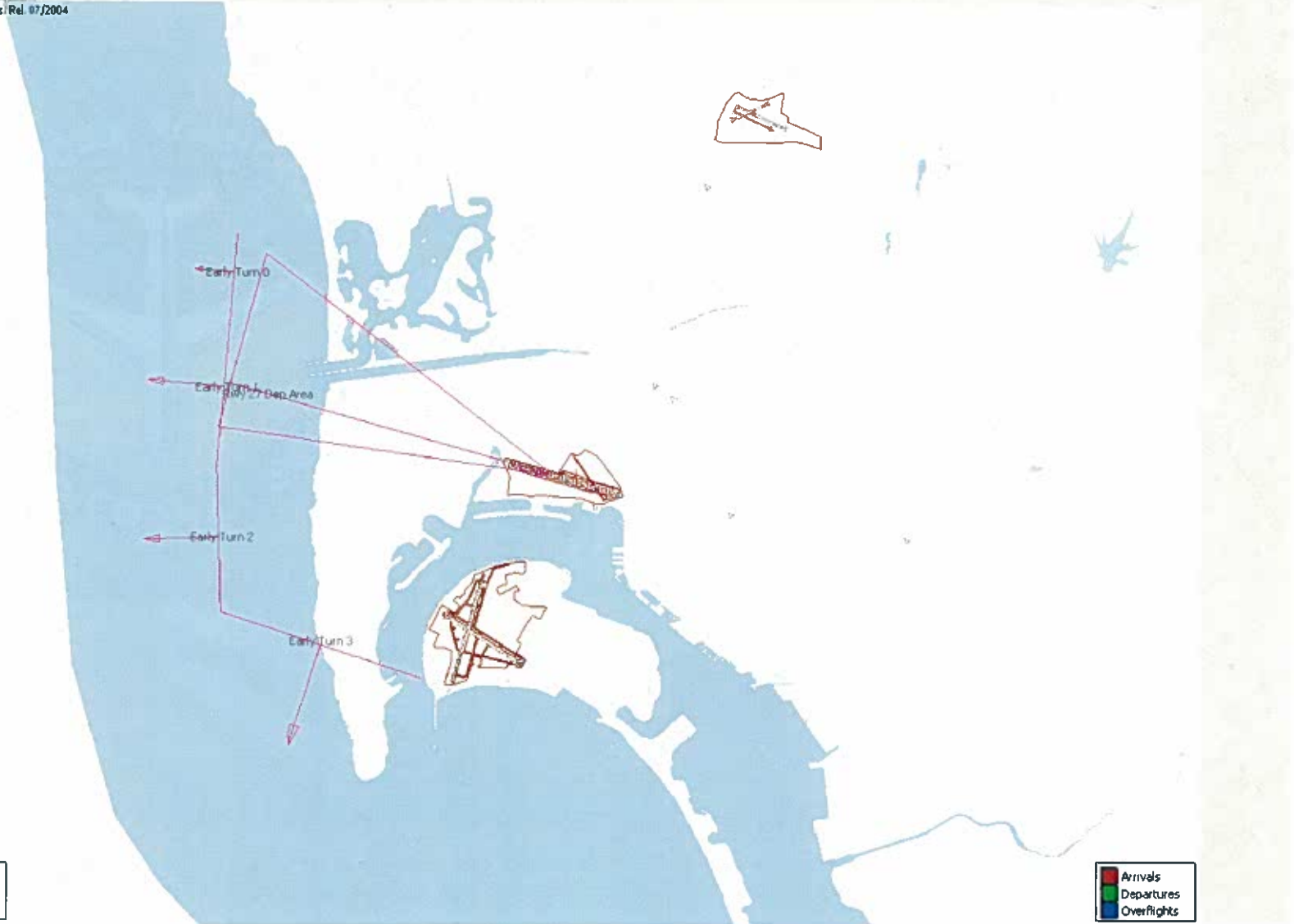
Airport Noise Advisory Committee
San Diego International Airport

July 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

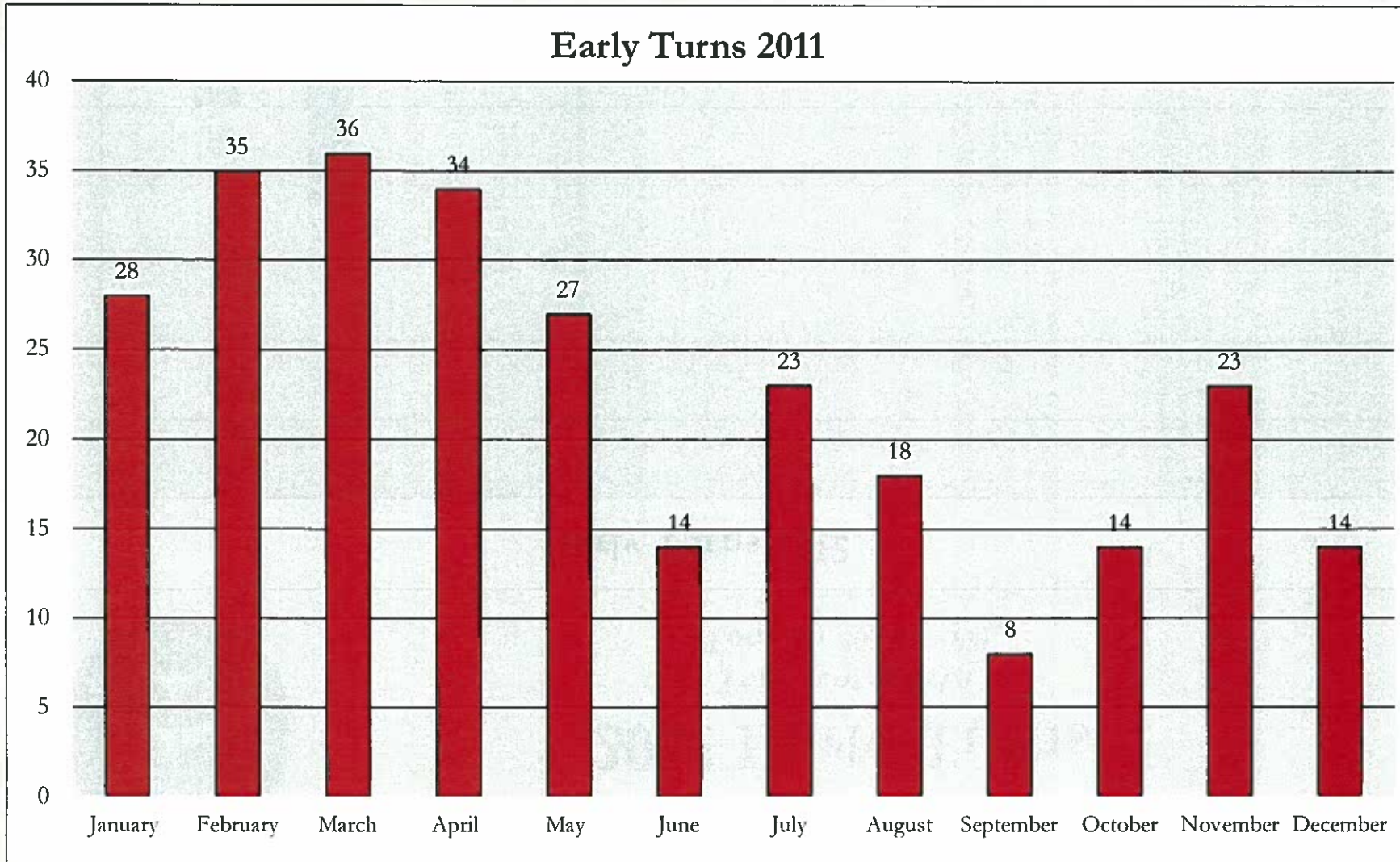
Link:http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf

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

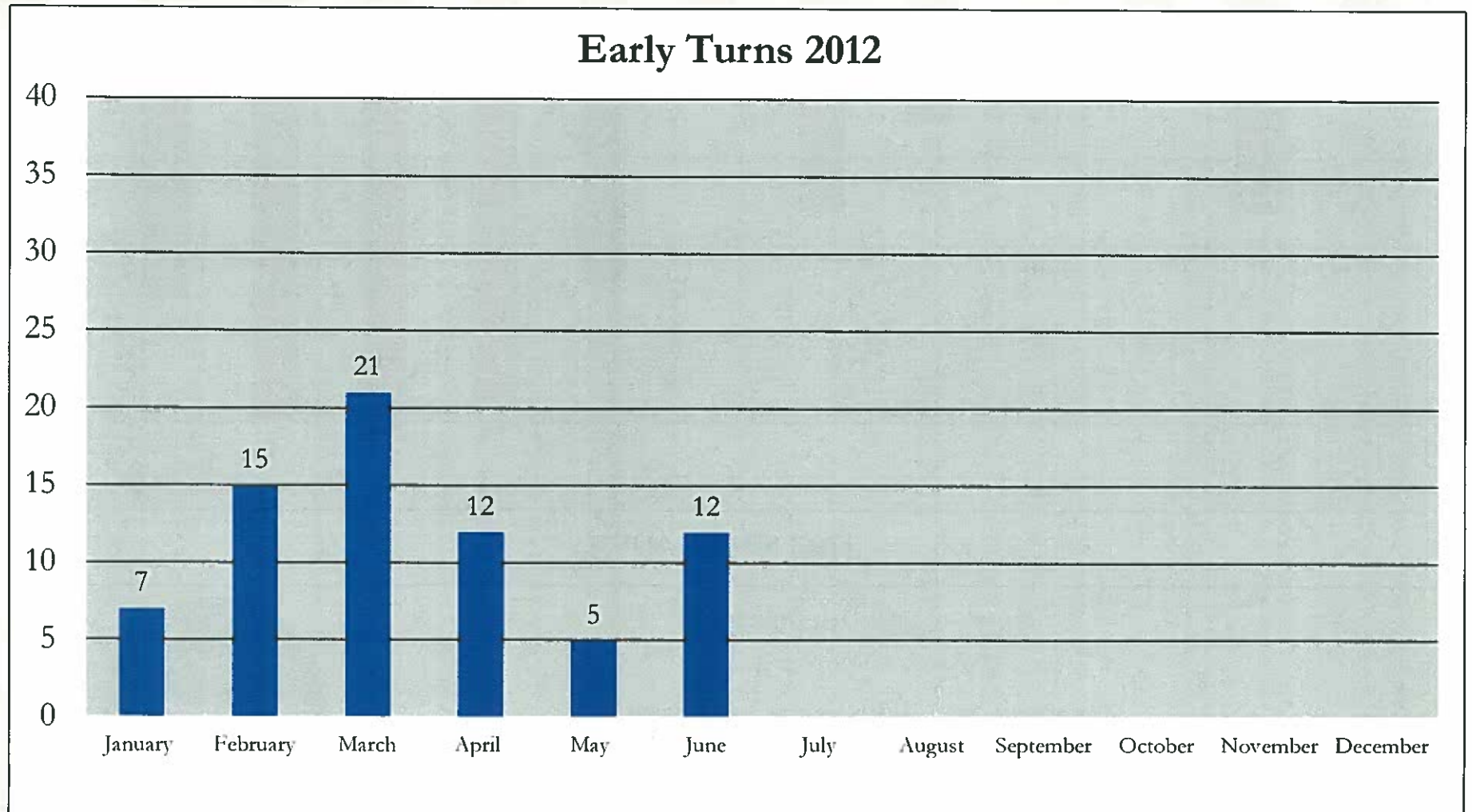
Total sent to FAA
(Total for 2011 = 274)





2012 Early Turns

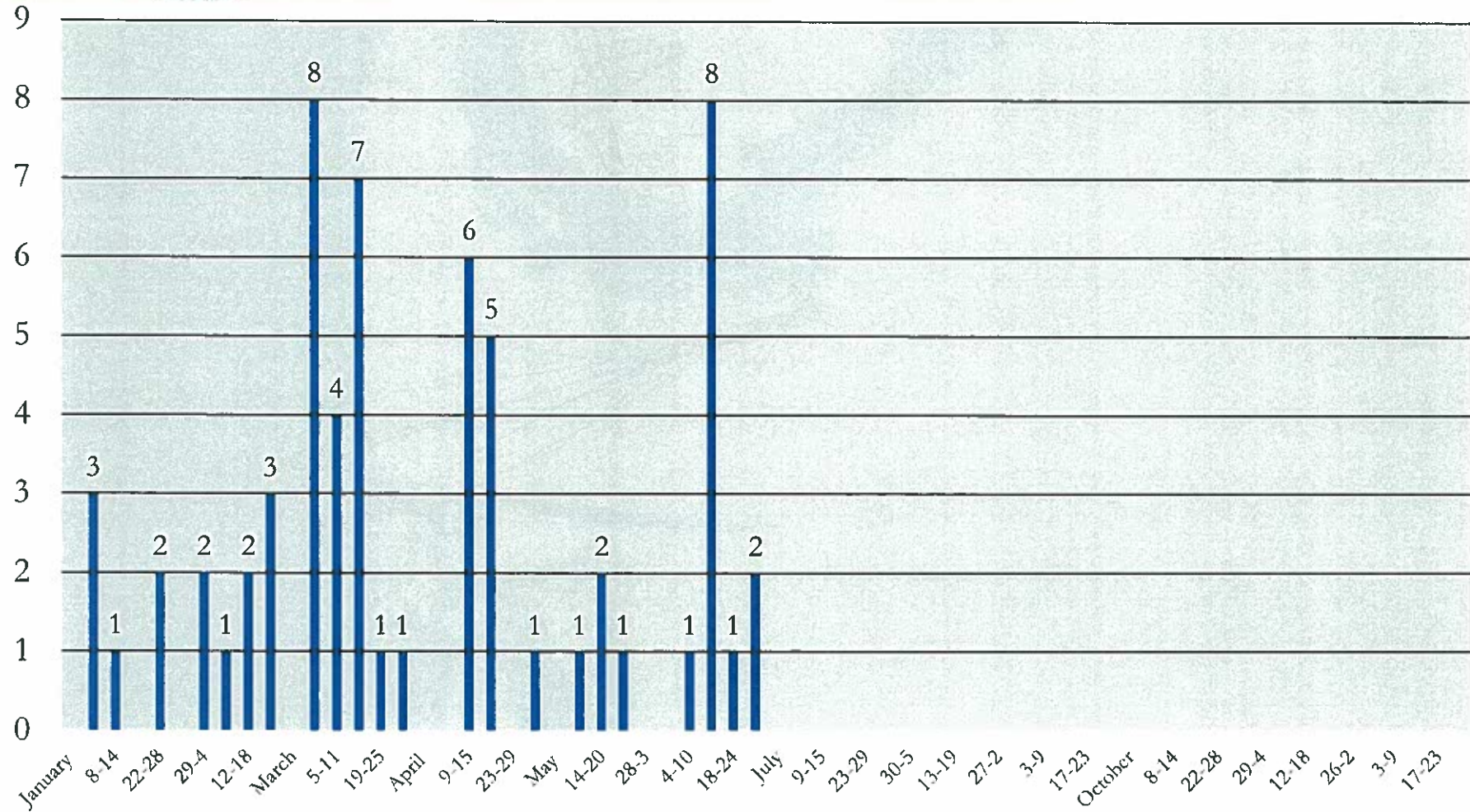
Total sent to FAA
(Total for 2012 = 72)

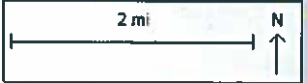
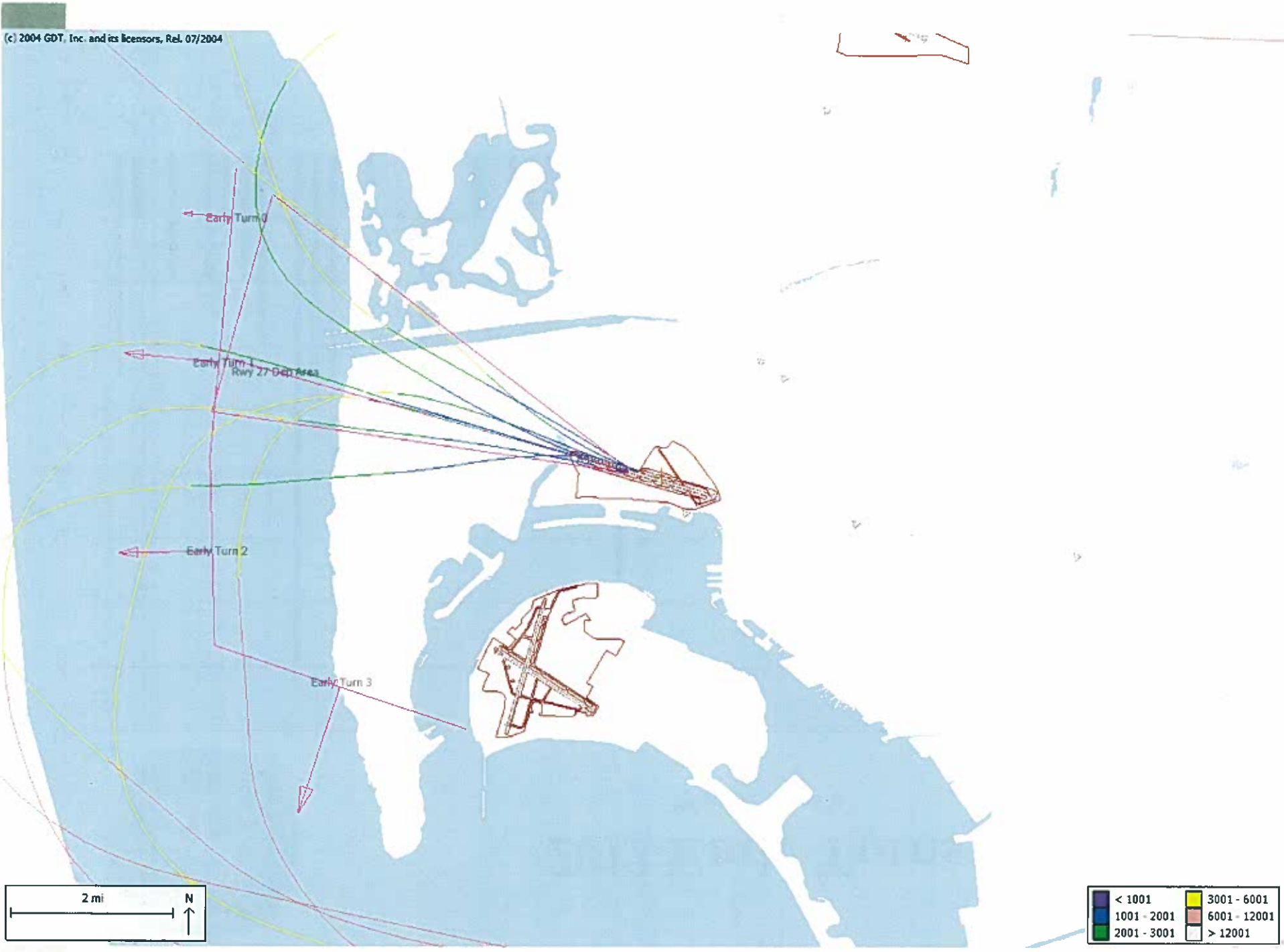




2012 Early Turns

Weekly Totals

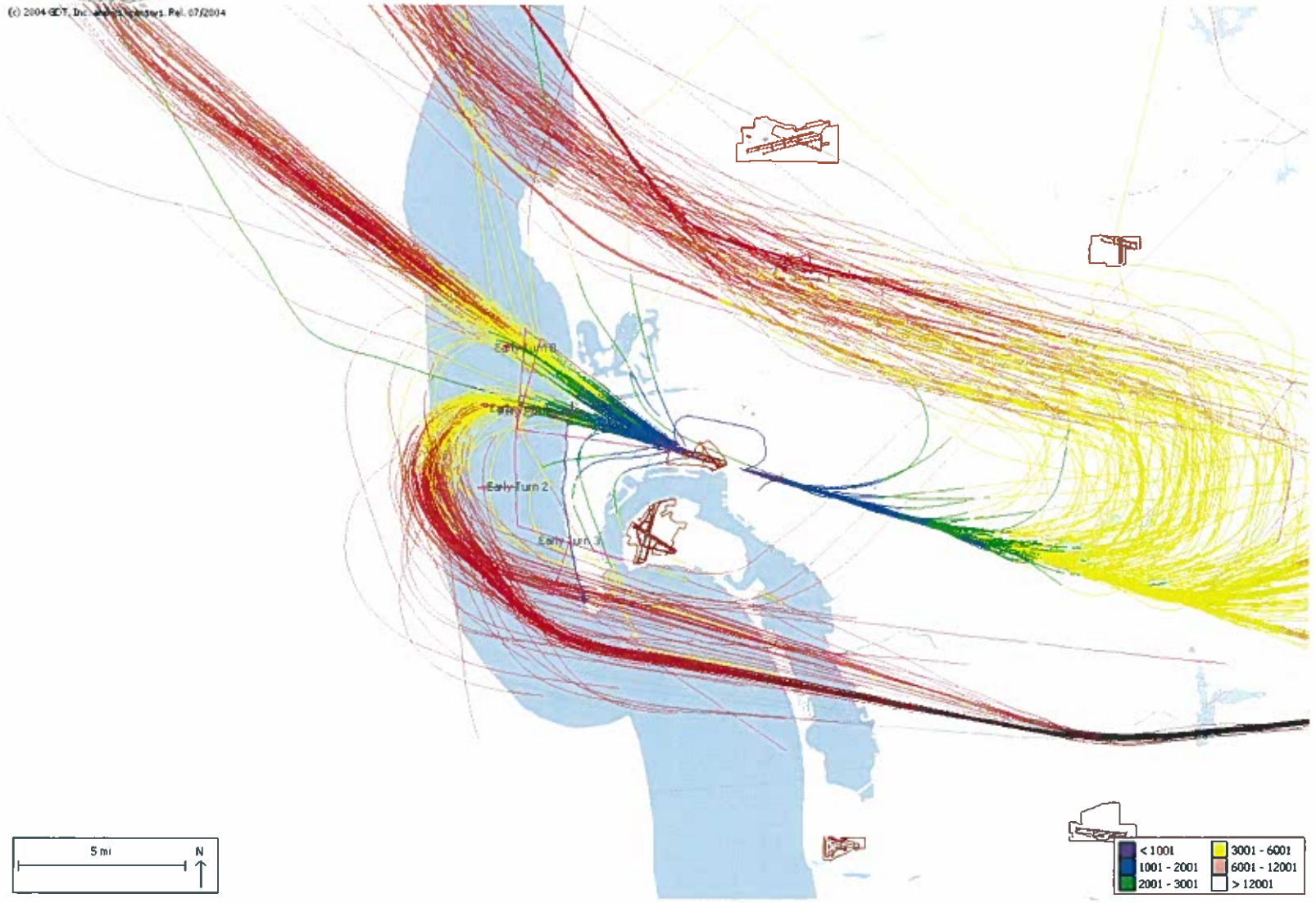




Any Questions?



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“Contra-Flow” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

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



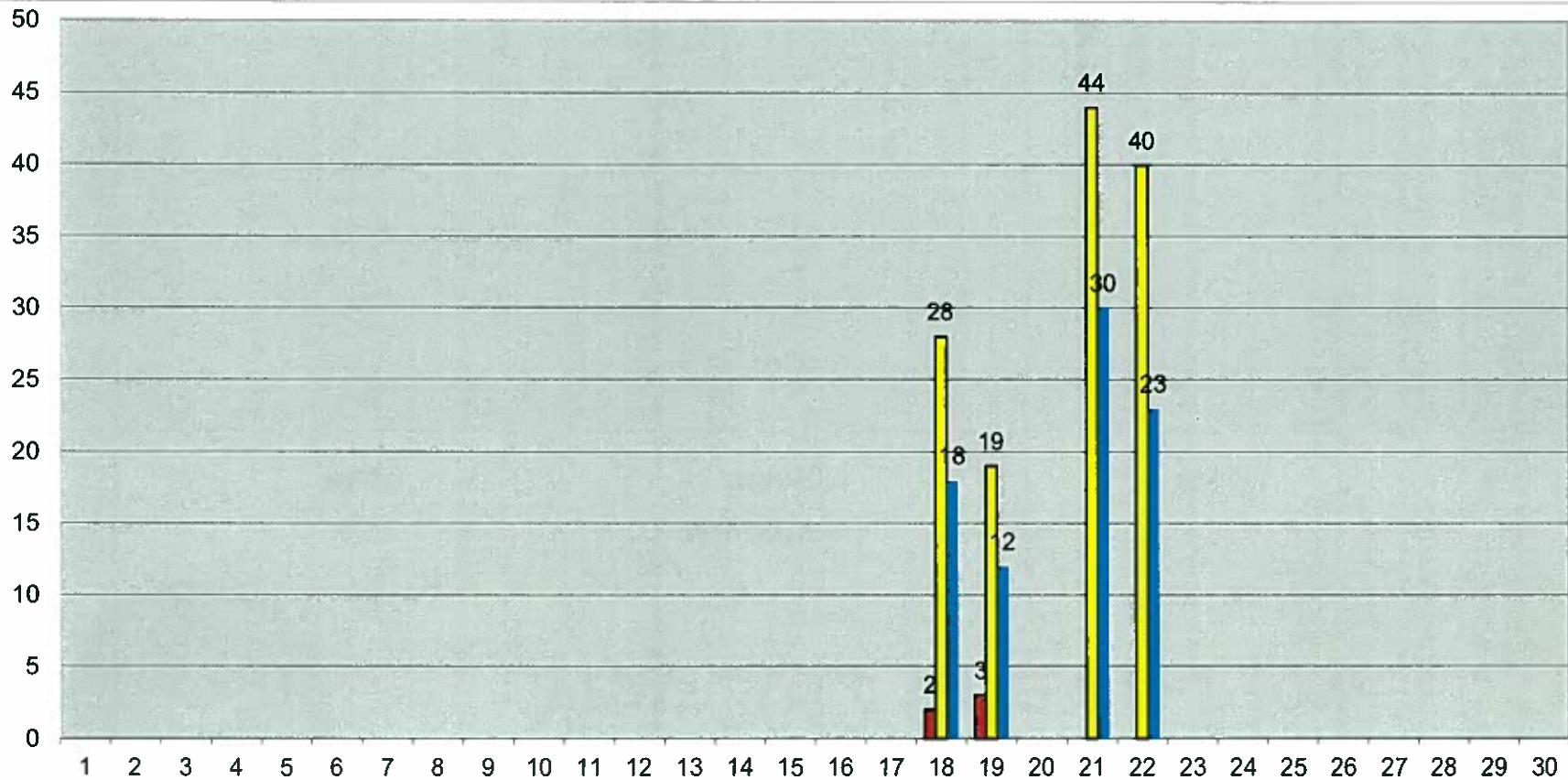
April 2012 Contra-Flow

April 2012

■ Left

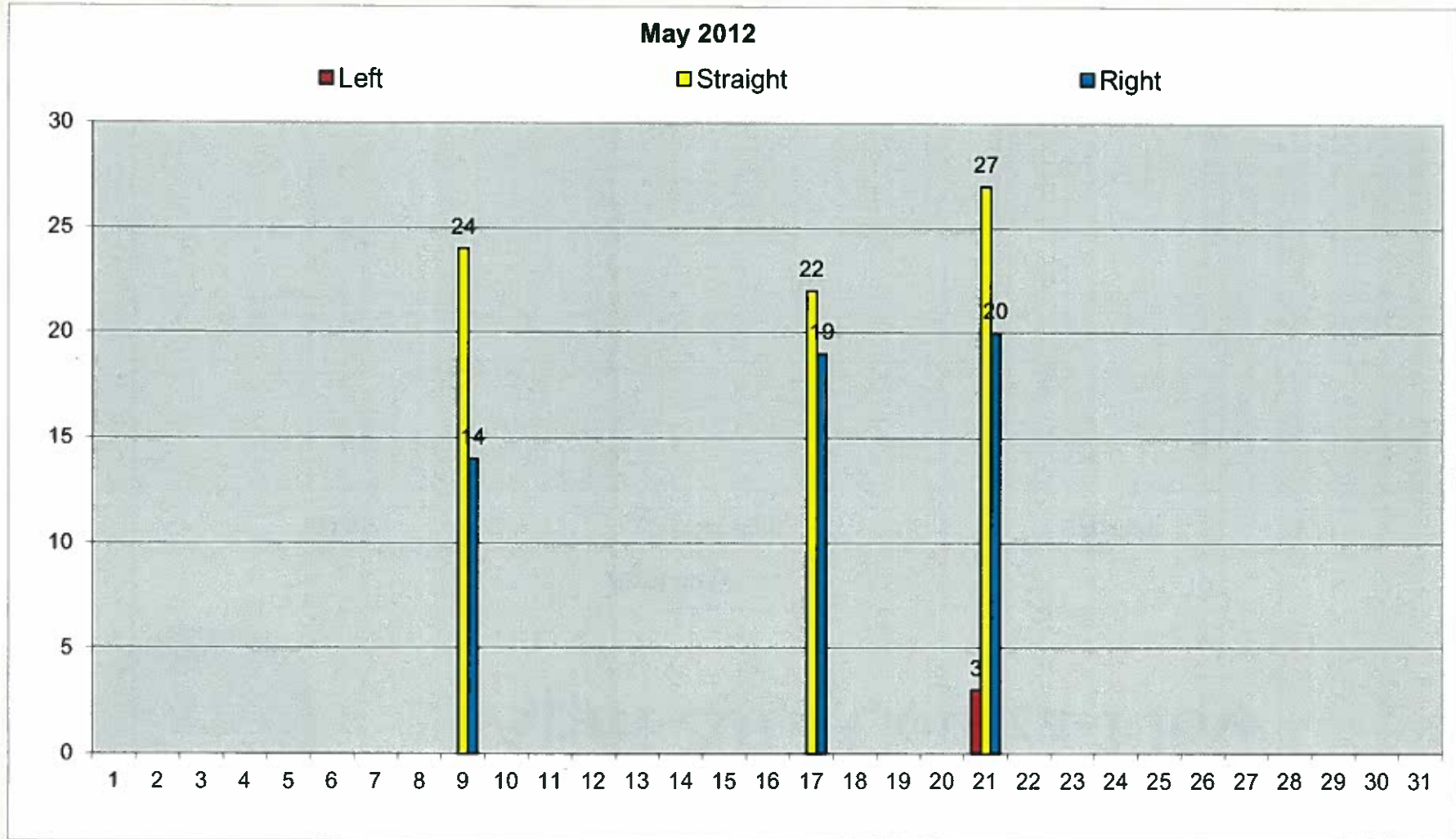
■ Straight

■ Right



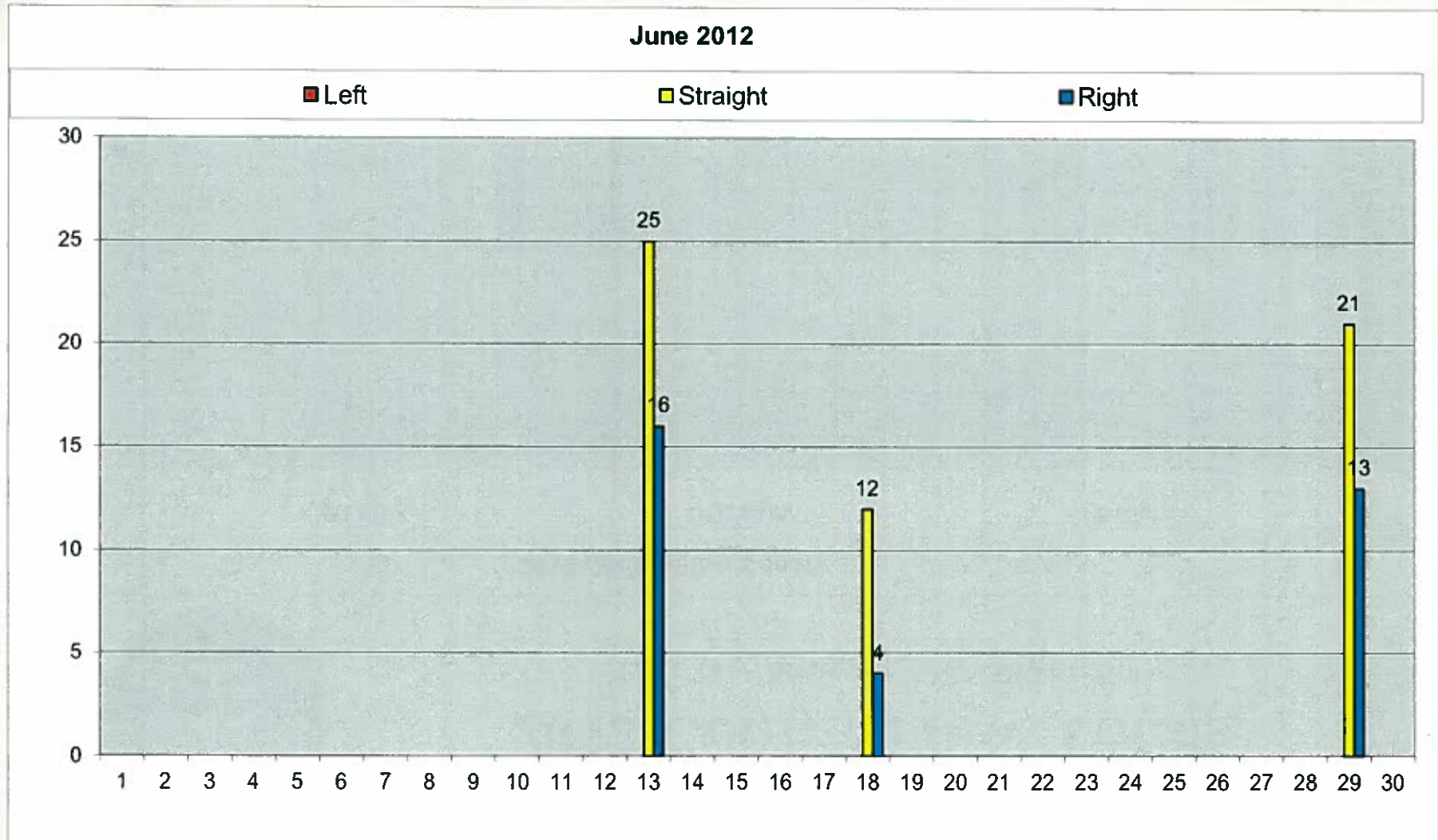


May 2012 Contra-Flow





June 2012 Contra-Flow

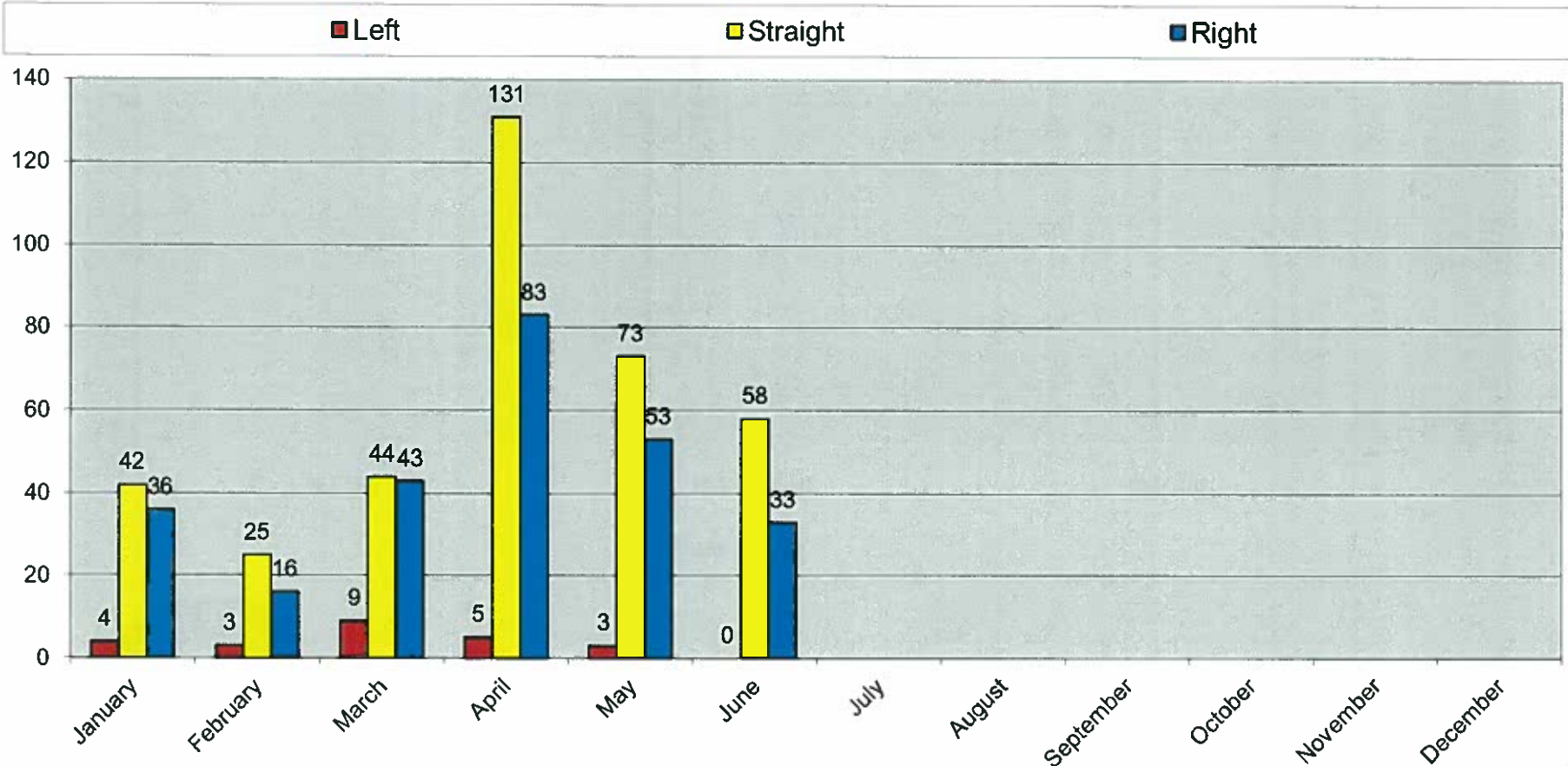




2012 Contra-Flow Totals

(Left 24 / Straight 373 / Right 264)

2012 Contra-Flow Counts





Any Questions?