

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, January 21, 2009 4:00 P.M.- 5:30 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 November 20, 2008 meeting minutes
 3. Information Items:
 - A. Airport Authority Update
 - B. ANAC Rules of Procedure and SDCRAA Code 9.20 (Annual Review)
 - C. Curfew Violation Review Panel (CVRP) update
 - D. 14CFR Part 150 study update
 4. Public Comment on Information and Discussion Items (Time Certain – 4:30 p.m.)
 5. Presentation Items:
 - A. Quieter Home Program (QHP) update (2008 Synopsis)
 - B. Missed approach statistics (CY2008)
 - C. Complaint statistics (CY 2008)
 - D. Early Turn and Head to Head Statistics (CY 2008)
 6. Public Comment (Time Certain – 5:10 p.m.)
 7. New Business
 8. Next meeting date
 9. Adjourn
-



SAN DIEGO
INTERNATIONAL
AIRPORT

DRAFT

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
DRAFT Meeting Minutes
November 20, 2008**

On November 20, 2008, 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 5:30 P.M.

Present: Mr. John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Airline Pilot; Mr. Hirsch Gottschalk, Uptown Planners; Ms. Paula Jacks, Community member; Mr. William Kenton, Midway Planning Board; Mr. Suhail Khalil, Peninsula Community Planning Board; Mr. Cliff Myers, MCRD; Ms. Debra Watkins, Mission Beach Precise Planning Board; Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollarn, & Mr. Steve Cummings

Absent: Mr. Matt Awbrey, City of San Diego, District Two; Ms. Carole Caffey, Greater Golden Hill Planning Committee (Excused); Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio) (Excused); Mr. Tait Galloway, City of San Diego (Excused); Mr. Tom Gowranski, Ocean Beach Planning Board; Mr. Bill Stone, Little Italy Association; FAA, SDIA Tower-Vacant; County Supervisor Greg Cox (ex-officio)-Vacant; Airline Representative (ex-officio)-Vacant

Dr. Butler opened the meeting by asking each member and staff to introduce him and herself. Dr. Butler called for a motion to approve the July 17 and September 18, 2008 meeting minutes; the minutes were approved with one change on the September minutes to insert the word "minutes" to the second to the last line on Page 3.

For the Airport Authority update, Mr. Frazee first asked Mr. Khalil to share with the Committee his assessment of the collaborative Ad Hoc Airport Regional Policy Committee ("Destination Lindbergh") meeting he participated at earlier that morning. Mr. Khalil informed the committee that the meeting was focused on further refining Inter-Modal Transportation issues related to Concepts "A" and "B." He mentioned that Concept "B" was shelved by the Committee who felt that it was predicated on the need to acquire additional lands from the Department of the Navy (MCRD) for a north field taxiway extension. The military has consistently maintained that the required land is not available at this time nor in the foreseeable future. Mr. Kahlil also mentioned that SANDAG was showing increased interest in integration of high speed rail into mass transit options for the future airport plan. Mr. Frazee added that Destination Lindbergh members include the Mayor of San Diego, Chair of the Airport Authority Board, SANDAG, MTS, MCRD, and are the driving force behind this endeavor to "optimize" the 661 acres of Lindbergh

Lindbergh Field to address future commercial air service in San Diego for the next 20-30 years. He explained that the reasoning behind the interest in adding an inter-modal transportation center is to provide convenient mass transit access while removing vehicular traffic trips that significantly impact North Harbor Boulevard. A recommended direction on how best to move forward is due to be released by February 28, 2009. The Committee decision will be forwarded to the Airport Authority Board for its consideration and possible action. Mr. Frazee explained that the airport optimization plan is in addition to issues related to the previously approved 10-gate terminal expansion, addition of a west end ramp area for aircraft overnight parking, and the proposed 5-story parking garage and roadway improvements. Hearing no questions, Dr. Butler moved on to the next item.

The next agenda item addressed 2009 ANAC meeting options. Dr. Butler outlined three options for consideration: Option 1, no action necessary, bi-monthly meetings would continue at the same day (Thursday) and time (5:30 – 7:00 p.m.); Option 2, change the meetings from bi-monthly to quarterly meetings but keep the day (Thursday) and time the same (5:30 – 7:00 p.m.); and Option 3, alter day and/or time. Discussions ensued where members of the committee considered changing meetings from six to four annual meetings with the provision that a special meeting could be called as necessary in case issues arise that require Committee attention before the next scheduled meeting; additionally, that the day of the meeting be changed from Thursdays to Wednesdays, and the time changed to 4:00 – 5:30 p.m. due to member conflicts with other scheduled meetings. After discussion, a motion was made and seconded to change the meeting from bi-monthly to quarterly, with the understanding that an early meeting could be called if there are special issues that need be discussed; the motion passed unanimously. A subsequent motion changed the meeting day from the third Thursday to the third Wednesday and the meeting time at 4:00 p.m. - 5:30 p.m. ANAC will meet on a quarterly basis in 2009, every third Wednesday of the month from 4:00 -5:30 p.m. With the motion approved the new meeting dates are: January 21, April 15, July 15, and October 21, 2009. One other thing that was discussed was the possibility of an Airport Authority staff member attending each member's monthly community planning meetings. Mr. Frazee said he is always willing to attend any of the seven Community Planning Board monthly meetings when invited to address aircraft noise-specific agenda items.

Next on the Agenda was an update by Project Manager Paul Webb regarding the status of the ongoing 14 CFR Part 150 study for SDIA. Mr. Webb informed the committee that the SDIA Noise Exposure Maps (NEMs) submitted to the FAA for review and acceptance in June 2008 have not been accepted by FAA. FAA continues to question the need for an adjustment to the noise model to more accurately address how aircraft noise propagates on terrain to the north of the airport. Regarding the second portion of the 14 CFR Part 150 study, the consultants are evaluating 16 separate noise compatibility initiatives which will be forwarded to the FAA for approval or disapproval following NTAG and community input. Mr. Webb announced that the next NTAG meeting will be on January 15, 2009; with a separate community input meeting to be scheduled in February or early March. On another note, Mr. Webb informed the committee that aside from the aircraft noise issues, airport planning issues are also a concern in the community and that the Airport Planning staff is available to discuss any concerns that the

community may have. Seeing that there are no questions, this concluded Mr. Webb's update on the study update.

Ms. Sjohnna Knack, Manager of the Quieter Home Program (QHP), then gave an update on the Quieter Home Program. She reported that the boundary expansion previously approved by ANAC will be presented to the Authority Board at the scheduled December 4th meeting. With this new expansion, approximately 2500 additional dwelling units are added to the QHP eligibility area; and that as soon as this is presented to the Board, QHP will mail out program application forms to the affected property owners. She informed the committee, with the holidays coming up, QHP staff will be occupied trying to get as much construction work accomplished as possible, as construction will cease about December 19th for the holiday period. As of now, there are 18 active projects, and around 800 homeowners in the works; 220 of the working homes are condominiums, of which approximately 194 eligible homeowners applied for residential sound insulation. Ms. Knack also informed the committee that there were seven firms who bid on recent contracts, a significant increase from earlier contracts where bidders averaged two per package. Further, Ms. Knack mentioned that the San Diego NBC affiliate, Channel 7/39, filmed and aired a QHP program segment called "Noisy Neighborhood Study", with quite favorable community comments.

Mr. Frazee provided the participants with an update of the October 3 Curfew Violation Review Panel (CVRP). At that CVRP, five operations were evaluated by the Panel. Results of the CVRP were two operations penalized and two not penalized; one due to a mechanical issue and another to a temporary runway closure. One operation was tabled until the next CVRP, scheduled for December 3rd. The Panel recommended that the "holdover" incident, which involved a helicopter departure, be investigated further. The helicopter departed the airport during restricted Stage 2 operating hours (10:00 p.m. – 7:00 a.m.) and FAA documentation showed that the aircraft did not meet the FAA requirements for Stage 3 operation. The operator was able to provide documentation showing that the aircraft met the international Stage 3 requirement, however, FAA representatives explained to Noise Mitigation Department staff that applicable FAA documents have not been updated since 2001. Because of this, the Panel agreed to revisit the case at the next CVRP. Mr. Frazee informed the ANAC that CVRP meets bi-monthly on the first Wednesday of the applicable month at 2:00 p.m. in public session. Mr. Khalil expressed his appreciation for the quick response provided by the Airport Authority regarding Peninsula Community Planning Board's request to place a community member as an ex-officio member of CVRP. He clarified that the Authority letter clearly stated the legal reasons the Authority cited for not allowing a community representative as a member of the Panel.

Mr. Garret Hollarn then gave an update on aircraft missed approaches. Showing the slides, he explained that most of the missed approaches occur around the March – October timeframe due to inclement weather, with the occurrences most prevalent in the fall and spring. In 2007, the highest numbers were found in February, October, and November; the 2008 year-to-date total is 528 and the highest timeframe has been between February – October. By time of day, only 3% are during the curfew period and 97% are from 6:30 a.m. – 11:30 p.m. For runway heading vs. non-runway heading, the split is about 80-20, where 80% are runway heading and

are runway heading and 20% is non-runway heading. Since the last meeting in September, in October percentages 2.5% is during curfew period; compared to last year, the statistics were much better showing 90% was non-runway and 10% runway heading. Mr. Khalil asked if a comparison of other airports could be made, in which Mr. Hollarn and Mr. Frazee explained that it would be difficult to make a comparison to other airports due to the different factors that need to be looked at. But Mr. Frazee agreed to present the different factors involved that has the potential to cause missed approaches at SDIA.

Next, Mr. Hollarn gave a brief presentation on the noise complaint statistics. The review report period was from January – September 2008, and showed as low as 22-42 complaints per month, with the complaints count being pretty stable all the way through the year. By Time of Day, most complaints are from the hours of 10:00 p.m. – 7:00 a.m., and majority of the calls are from the Runway 09 approaches. By neighborhood, the Peninsula Community Planning Board areas are the majority of the calls, with about 70% of overall noise complaints. By household, roughly a third of the calls are single calls from one person in one household, as opposed to one household making 23 calls. By aircraft type, 179c complaints on commercial flights, 44 were on the hushkitted 727s. By cause, the curfew time period of 24% is much larger than last year. This concluded Mr. Hollarn's presentation.

Mr. Steve Cummings then gave a presentation on Early Turn operations. Because of new people in the room, Mr. Cummings showed and explained the definition of Early Turns, as well as slides depicting different angles of an Early Turn. He showed that there were 17 Early Turns in October and nine in November.

Additionally, Mr. Cummings gave an update on "Head-to-Head" operations. He explained that some weather issues in September 2008 led to a couple of Head-to-Head operations on the 15th, 16th and 17th, and between the 25th – 29th there were several additional. There were also a few in the month of October due to rain. This concluded Mr. Cummings' presentation.

There was no new business to present. Dr. Butler had asked Mr. Jeff Tittle, Manager of the San Diego International Airport Air Traffic Control Tower (ATCT), and Mr. David Borcalli, Front Line Manager, SDIA ATCT to introduce themselves. Dr. Butler explained that hopefully by the next ANAC meeting one of them will participate as one of the committee members, upon clearing from proper FAA authority, specifically to address any FAA questions that would arise from the committee.

Before asking for a motion to adjourn, Dr. Butler wished the other committee members a happy and very safe holiday season.

The meeting adjourned at 6:25 p.m. The next meeting is scheduled for Wednesday, January 21, 2009 at 4:00 p.m. in the Noise Monitoring Room, Third Floor, Commuter Terminal.

Dan Frazee
Director, Airport Noise Mitigation

NOTE: Please refer to the FAQ's (Frequently Asked Questions) 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.

ANAC Accomplishments 2008

The Committee makes recommendations to the Airport Authority Board regarding:

- The Residential Sound Attenuation Program (Quieter Home)
- F.A.R. Part 150 — Airport Noise & Land Use Compatibility Program
- Airport Noise Monitoring and Mitigation Efforts
- Community Outreach Programs
- Other Airport Noise-Related Issues

2008

- Reviewed and accepted, with significant input, newest Quieter Home Program boundary extension, adding 2400+ dwelling units in communities to the east, north and west
- At Committee request, additional meeting documentation (presentation materials) is added to the Authority's Noise website (Publications) to better inform the community
- At Committee request, the Authority now maintains on its website a comprehensive public meeting calendar to better inform the community of scheduled public meetings
- An additional member of a community representing a City planning board located outside the mandated noise impact area (Mission Beach PPB) was added to the Committee in an ex-officio capacity
- At Committee request, Noise Mitigation staff added information meant to clarify definitions of presented materials (head to head and early turn operations)
- At Committee request, presented information regarding complaint caller satisfaction is tracked and reported

2009 Goals

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) RULES OF PROCEDURE

The following RULES OF PROCEDURE have been adopted by the Airport Noise Advisory Committee (ANAC). These RULE OF PROCEDURE and San Diego County Regional Airport Authority Board Policy, adopted as Resolution 2002-02, shall govern the ANAC.

1. **ATTENDANCE**: The Committee shall meet at least quarterly. Committee member attendance will be recorded at each meeting. Members shall be automatically removed for lack of attendance, which is defined as the failure to attend three consecutive meetings. Members who must be absent from a meeting may designate, in advance, in writing, an Alternate to represent him/her at a meeting. If a Planning Board member has two consecutive unexcused absences from meetings, the respective planning board president will be contacted. Excused absences shall be entered into the minutes of the meeting.

2. **QUORUM**: A quorum of the ANAC shall consist of at least 50% of its members. The ANAC shall be composed of no more than thirteen (13) voting members:

1) Commercial Airline Pilot; 2) Acoustician; 3) Military; 4) Federal Aviation Administration; 5) At-Large community member residing in 65db CNEL contour; 6) Greater Golden Hill Planning Board, 7) Little Italy Association; 8) Midway Community Plan Advisory Committee; 9) Ocean Beach Planning Board; 10) Peninsula Community Planning Board; 11) Uptown Planners; 12) City of San Diego; and 13) County of San Diego;

In addition, the United States Congress 53rd District Representative, or appointee; County of San Diego District One Supervisor, or appointee; City of San Diego District Two Councilmember, or appointee, Air Carrier Representative and Mission Beach Precise Planning Board representative shall serve as ex officio (non-voting) members of the Committee.

3. **MEETING PROCEDURES**: The ANAC shall follow Roberts Rules of Order.

4. **PUBLIC COMMENT**: Any citizen wishing to address the ANAC must complete a speaker's request form prior to the Public Comment agenda item. The time limit per speaker is three minutes.

5. **AGENDAS**: The Facilitator and Director, Airport Noise Mitigation shall prepare meeting agendas. Committee members wishing to submit agenda items for the next ANAC meeting must do so via the Director, Airport Noise Mitigation at least two weeks prior to the meeting.

6. **MEETING TIME/LOCATION**: Meetings are normally scheduled quarterly on the third Wednesday of January, April, July and October at 4:00 p.m.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
December 03, 2008
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); Garret Hollarn (Staff member)

Airline, pilot, or operator representatives present: None

Members of the public present: None

N338BP (EC120B); August 05, 2008 (2218L)

Written information was provided; no representative was present.

Panel Recommendation

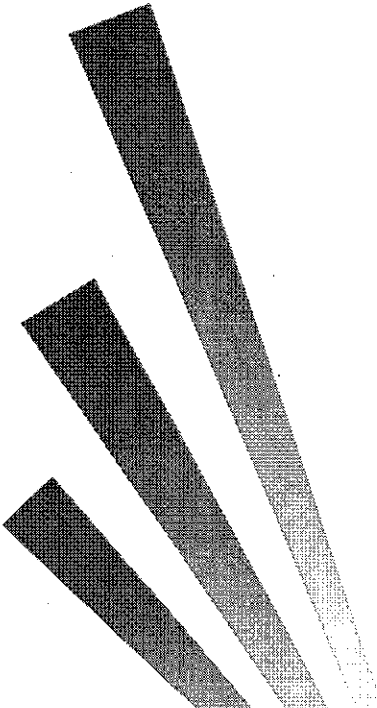
The Panel voted unanimously to assess a penalty in the amount of \$2,000.

RYN109 (B763); September 15, 2008 (0137L)

Written information was provided; no representative was present.

Panel Recommendation

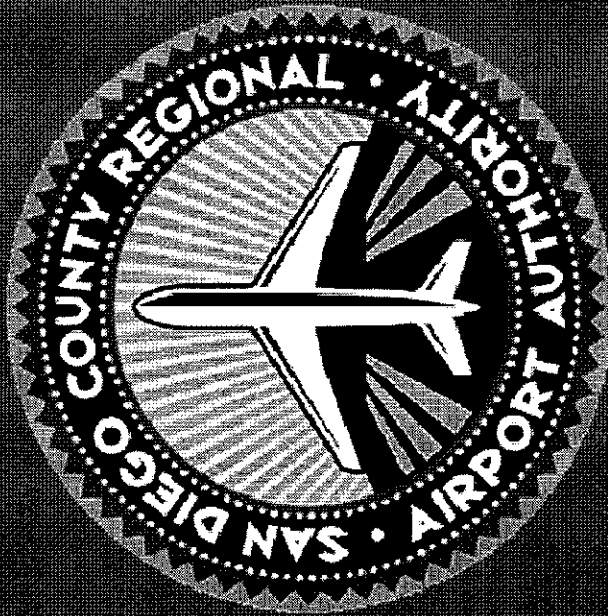
The Panel voted unanimously to assess a penalty in the amount of \$2,000.

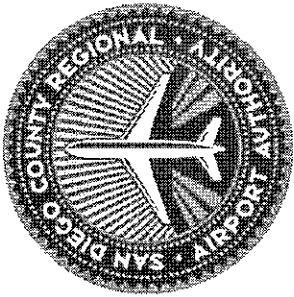


Complaints Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

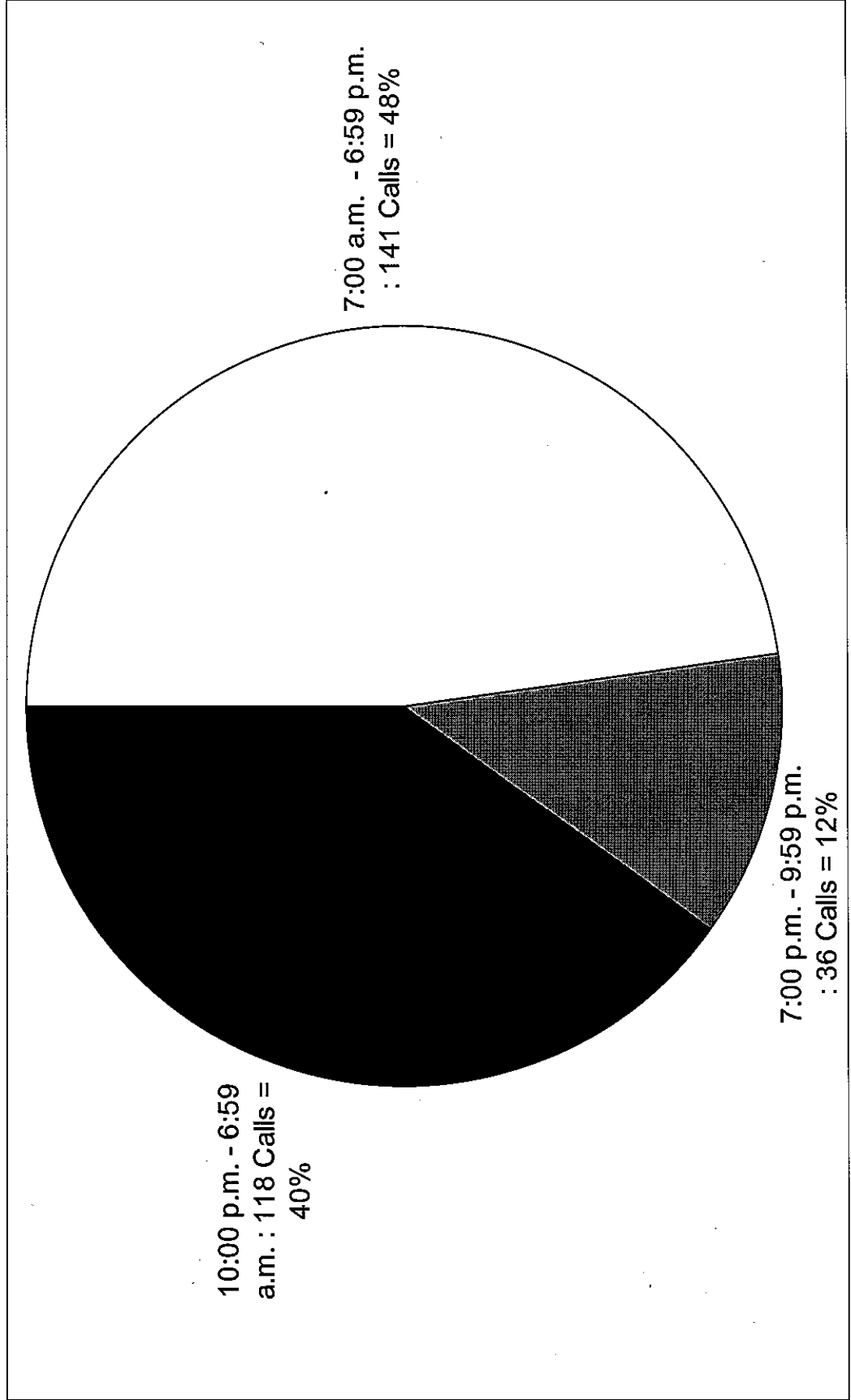
January 21, 2009

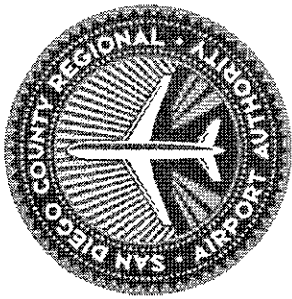




2008 Complaints Statistics

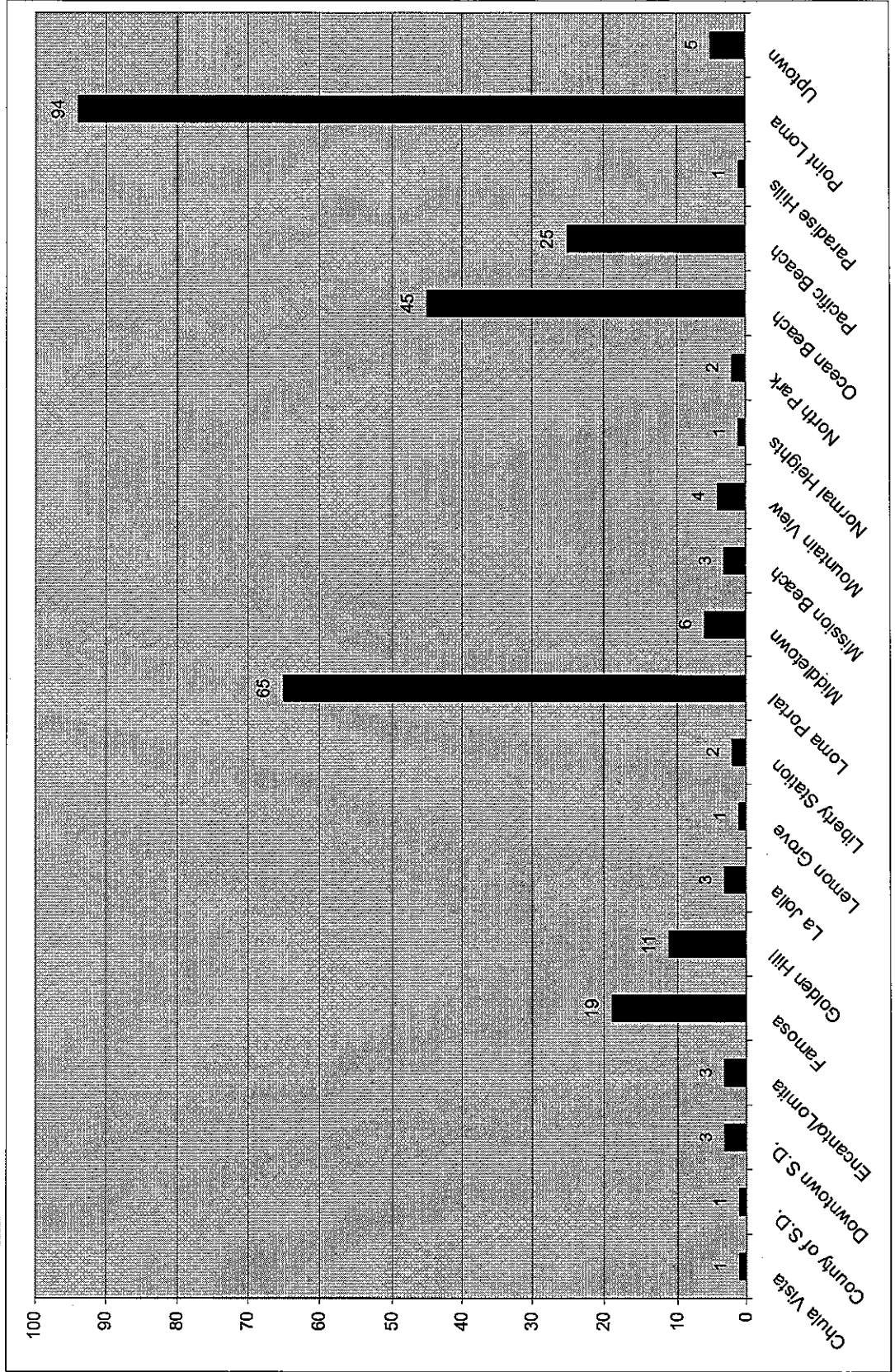
January to December, Complaints by Time of Day, 295 Total

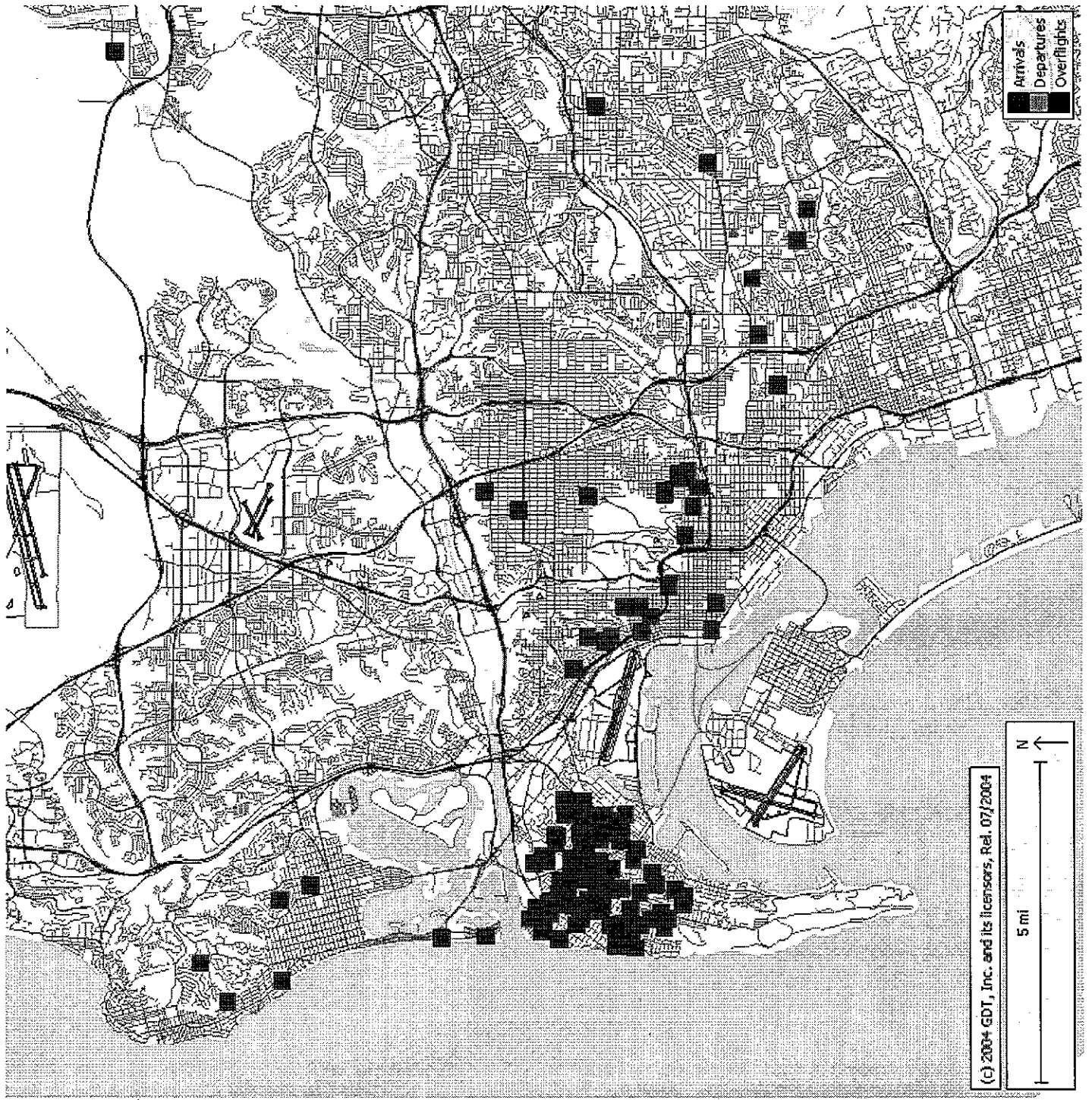


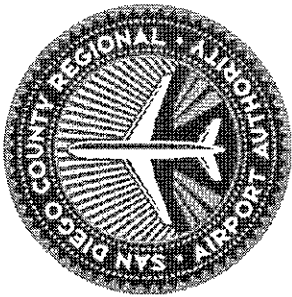


2008 Complaints Statistics

January to December, Complaints by Neighborhood, 295 Total

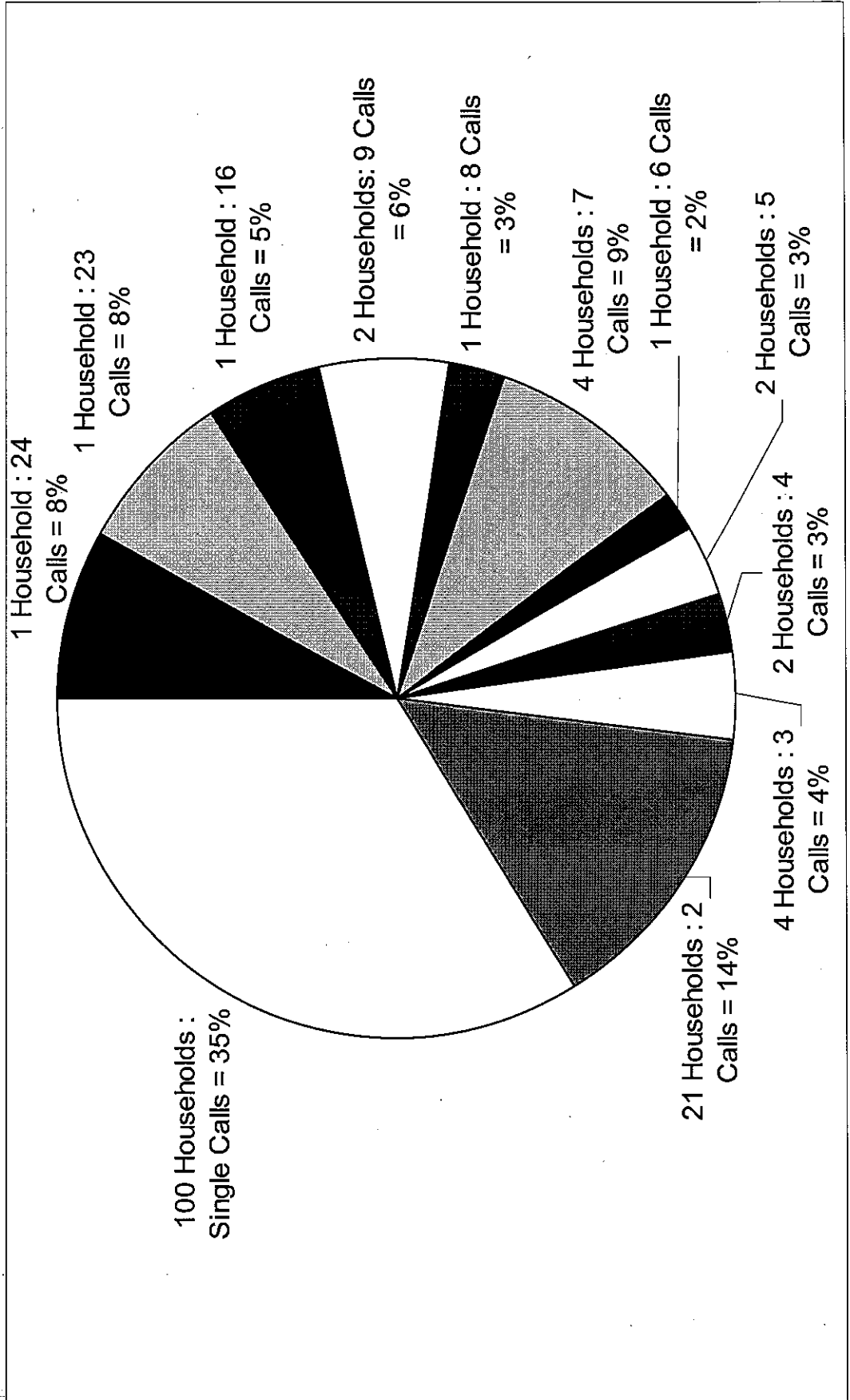


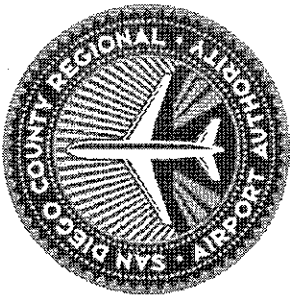




2008 Complaints Statistics

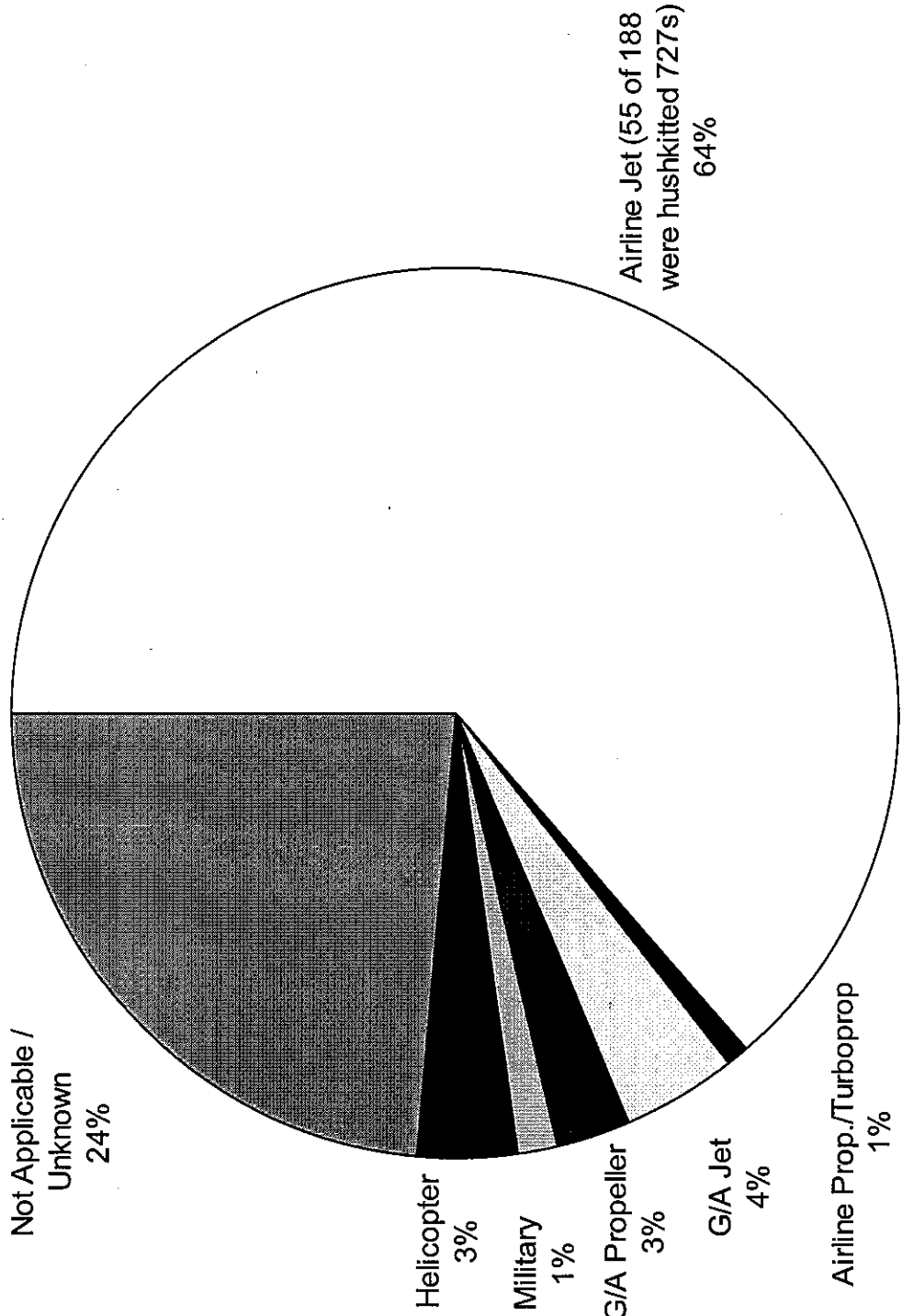
January to December, Complaints by Household, 295 Total





2008 Complaints Statistics

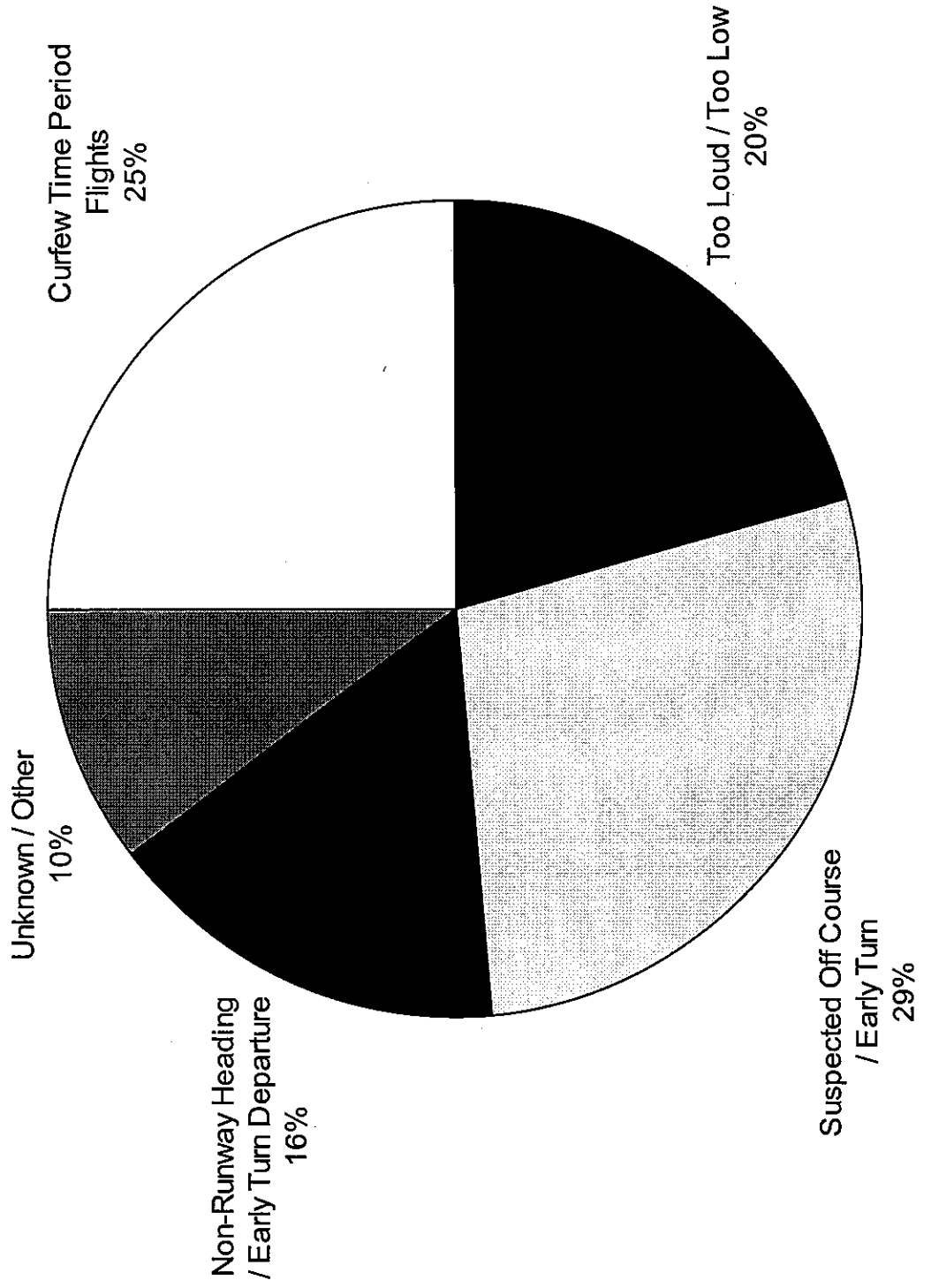
January to December, Complaints by A/C Type, 295 Total



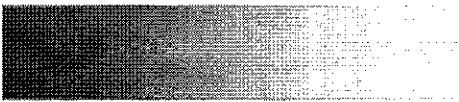
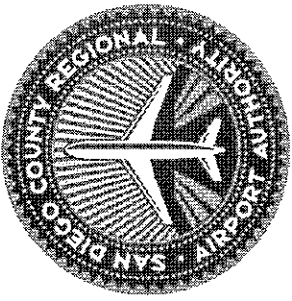


2008 Complaints Statistics

January to December, Complaints by Action, 295 Total



Any Questions?



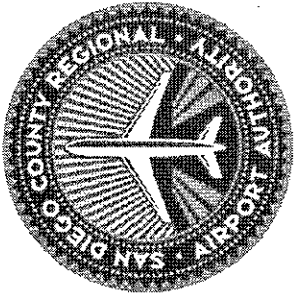


Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

January 21, 2009

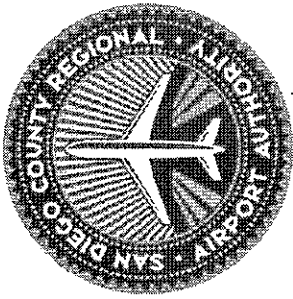




Missed Approach Definition

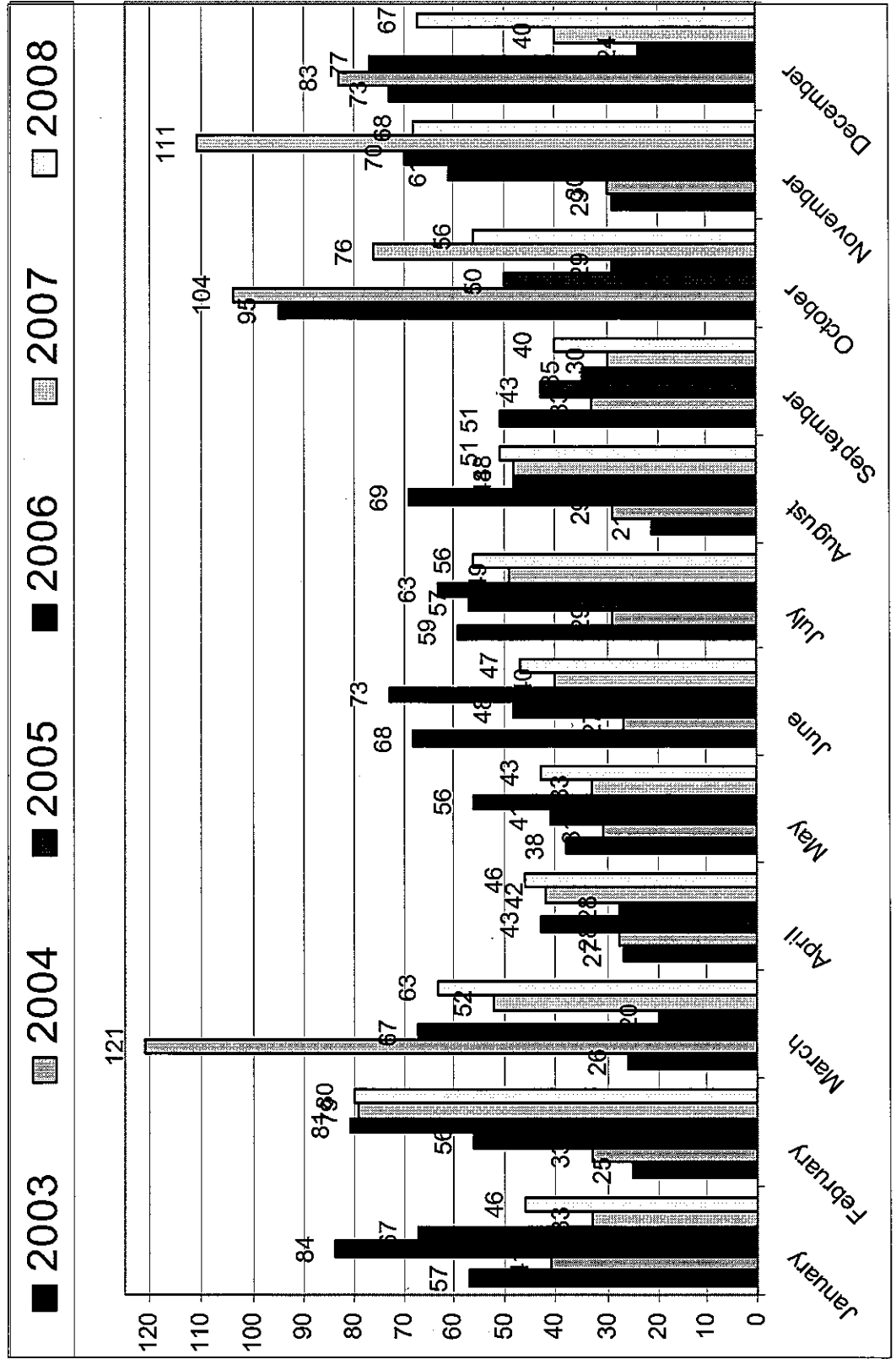
*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

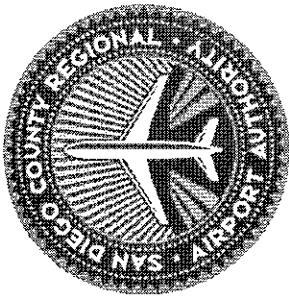
- A departing aircraft is exiting the airspace/runway slower than an arriving aircraft is entering the airspace/runway. In an effort to ensure safe separation of each aircraft, a missed approach is executed.
- A change in weather conditions has reduced minimums to the point that the pilot must terminate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



2003-08 Missed Approaches

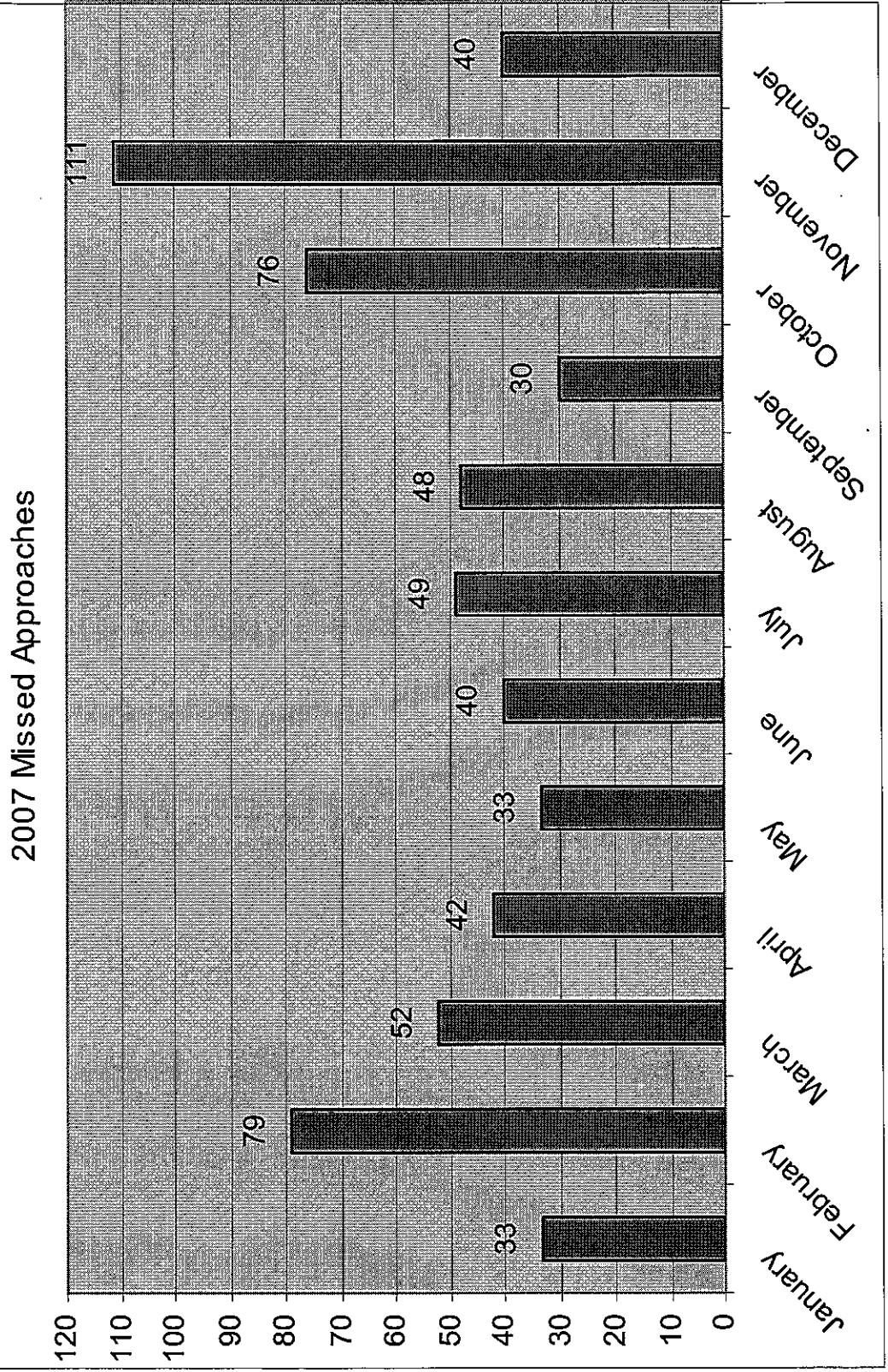
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663





2007 Missed Approaches

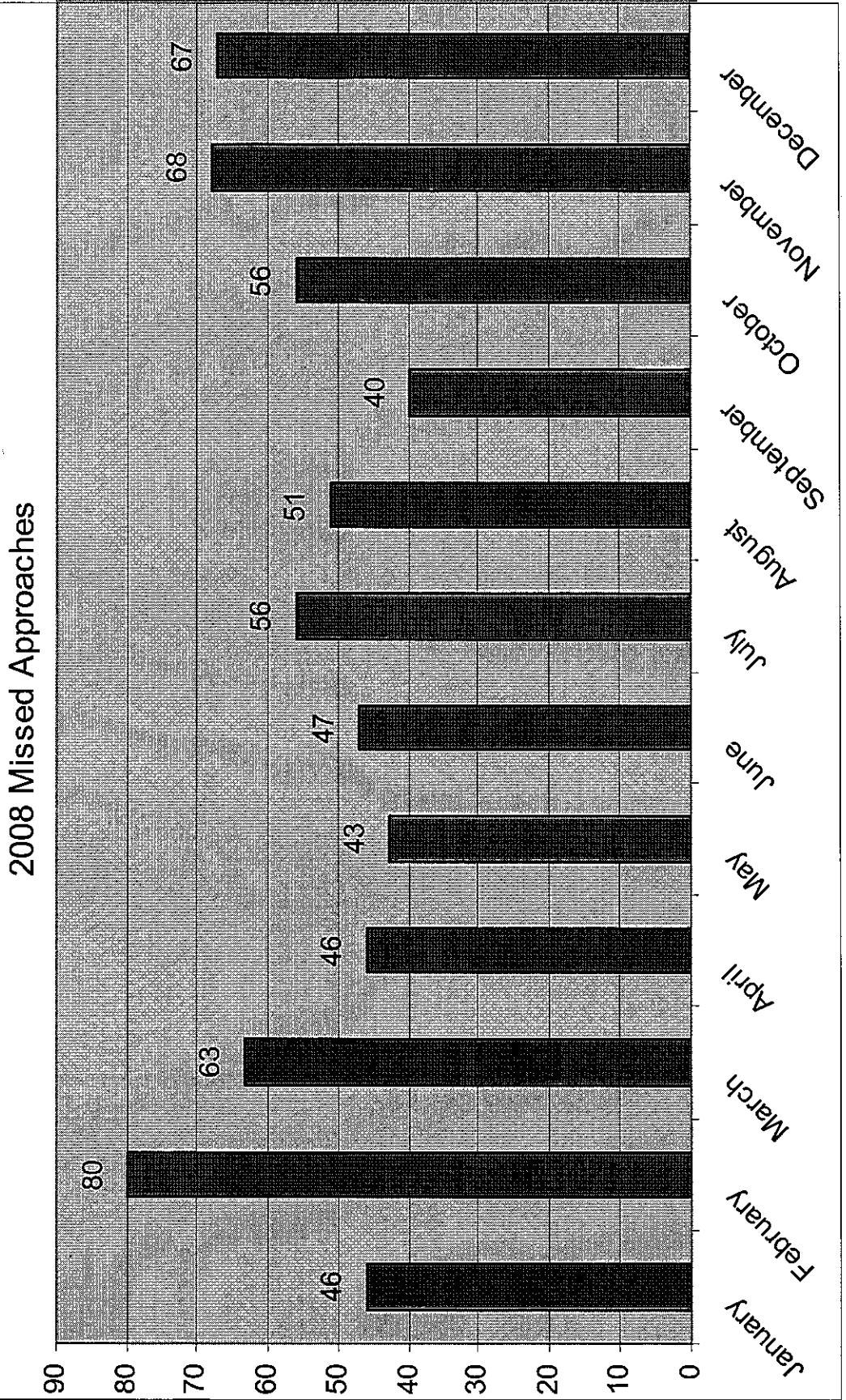
633 Total

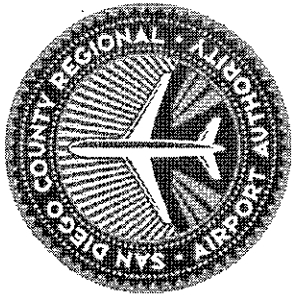




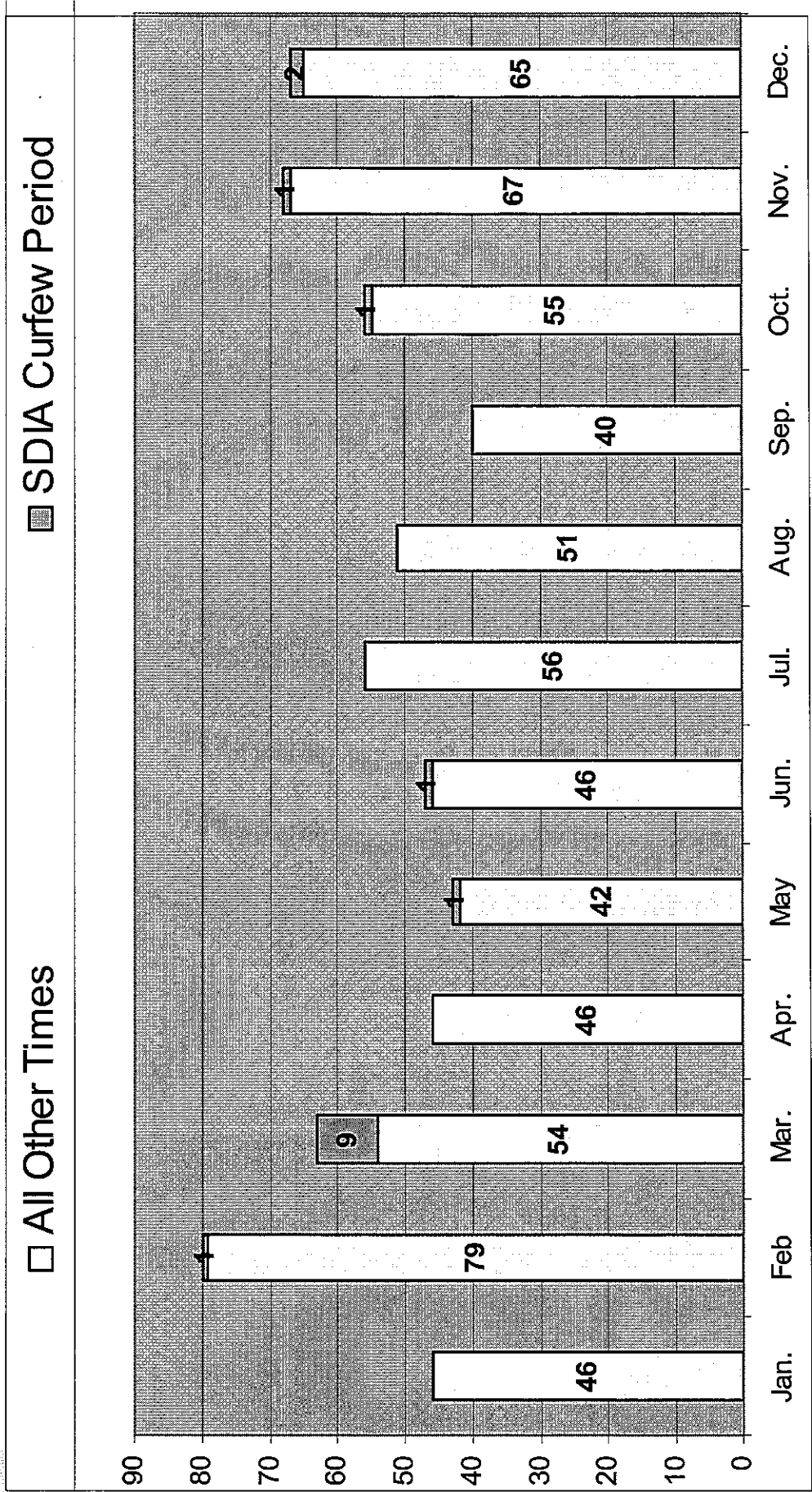
2008 Missed Approaches

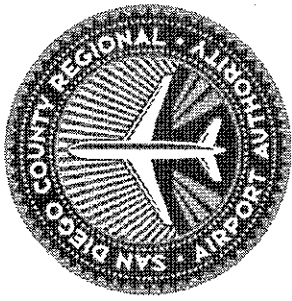
663 Total



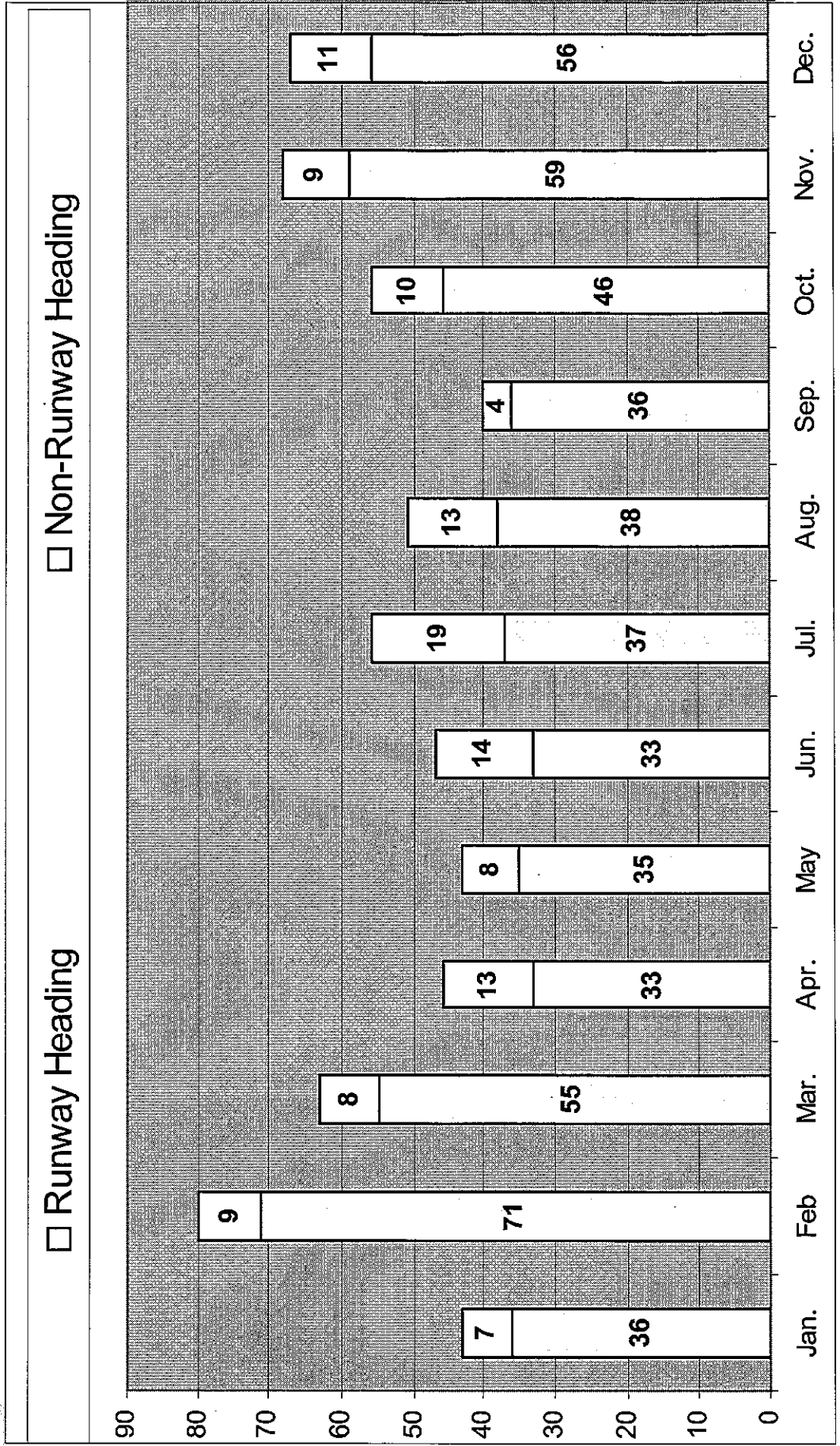


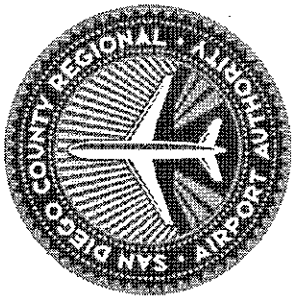
Curfew Period vs. All Other Times



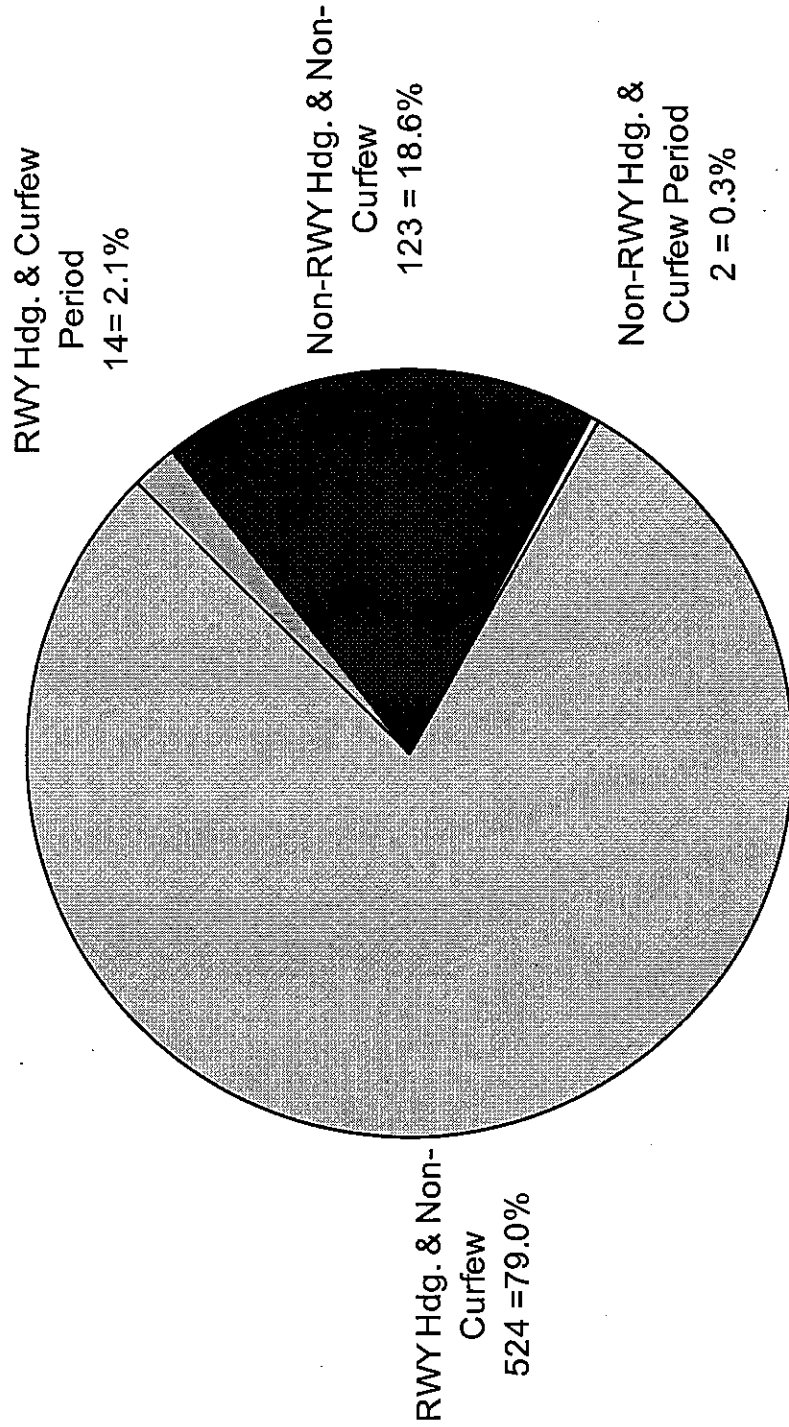


Runway Hdg. Vs. Non-Runway Hdg.



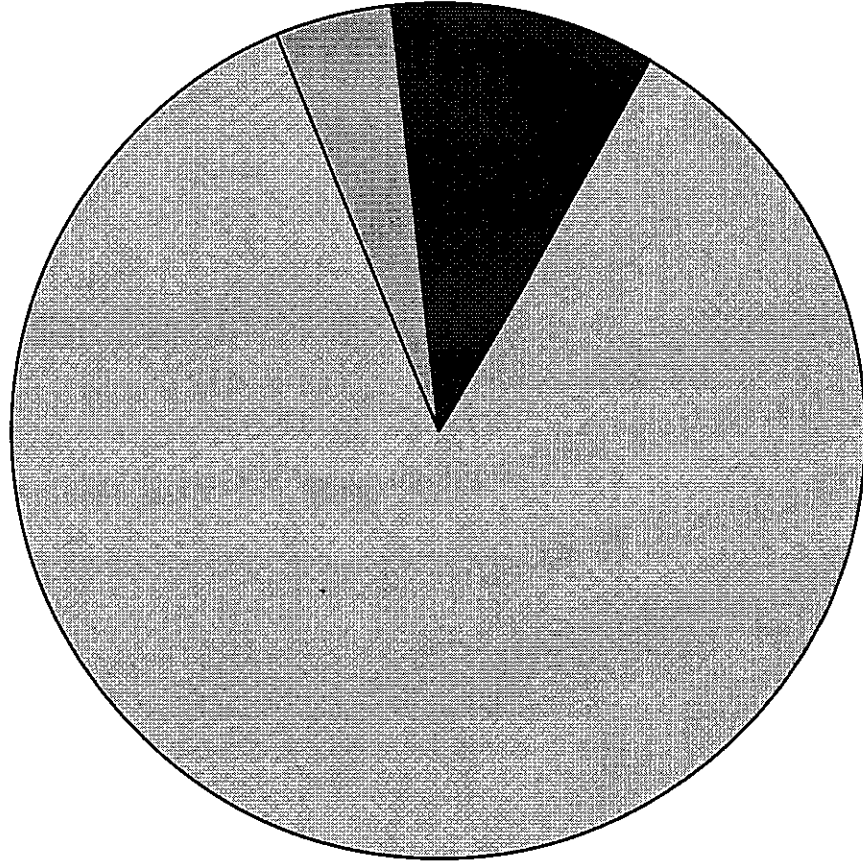


2008 Missed Approaches - Percentage





2007 Missed Approaches - Percentage



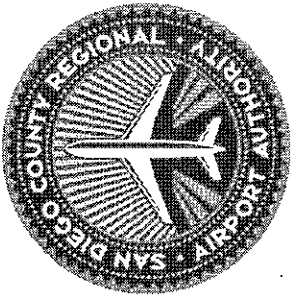
RWY Hdg. & Non-Curfew
542 = 86%

RWY Hdg. & Curfew Period
27 = 4%

Non-RWY Hdg. & Non-Curfew
64 = 10%

Non-RWY Hdg. & Curfew Period
0%

Any Questions?



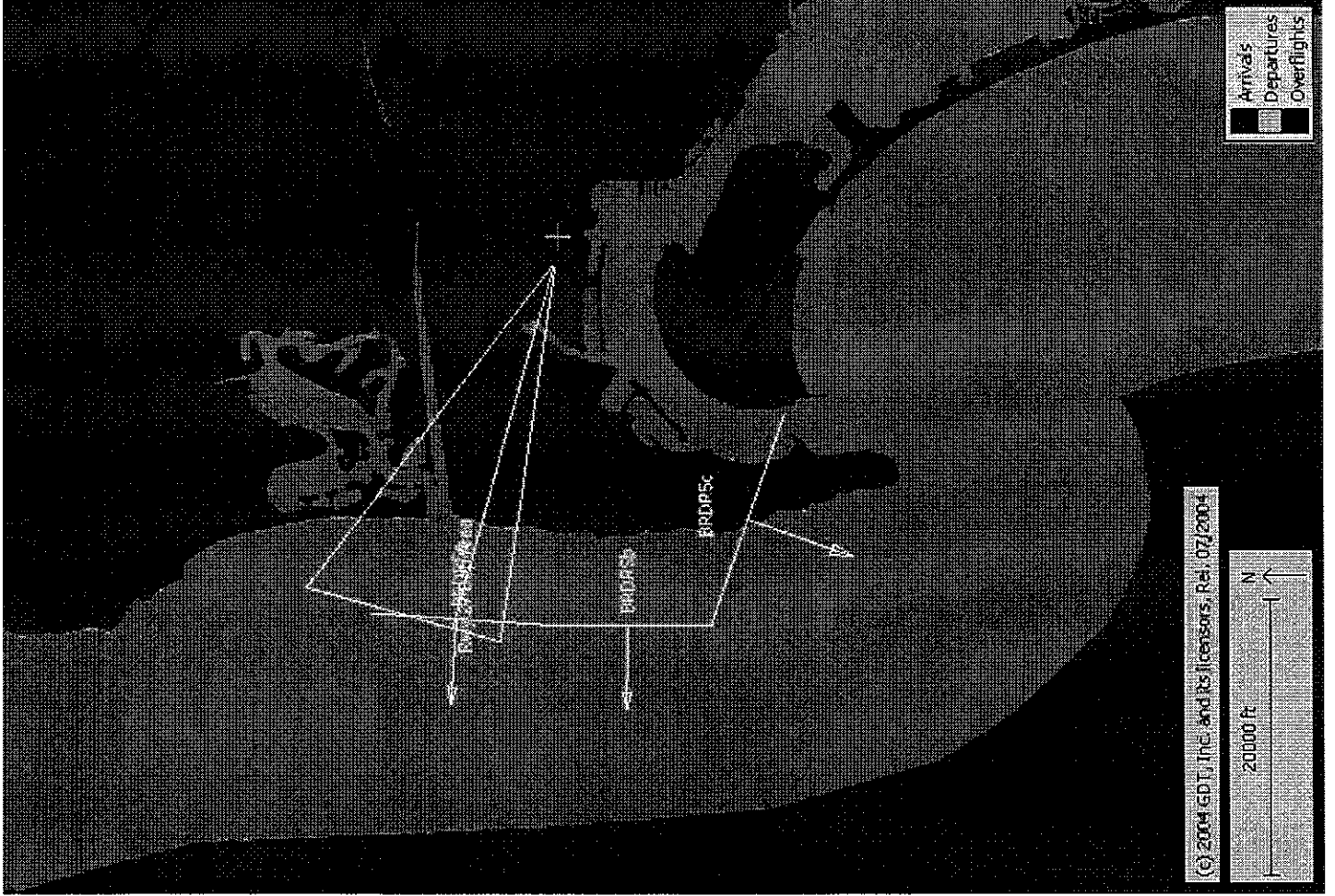


“Early Turn” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

January 21, 2009

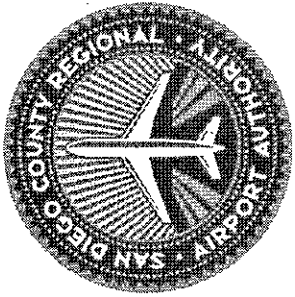




Arrivals
Departures
Overflights

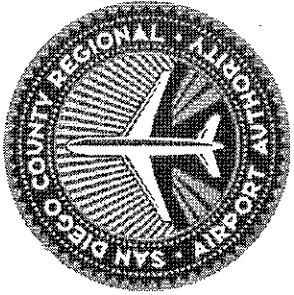
(C) 2004 GDT, Inc. and its licensors. Rev. 07/2004

20000 ft
N



Definition

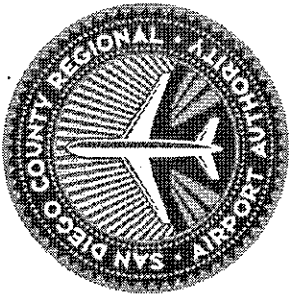
- An aircraft that deviates from the standard departure procedures to a new prescribed departure path, to insure the safe and efficient flow of all aircraft. These early turns are solely conducted at the FAA Control Tower's discretion.



Definition

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

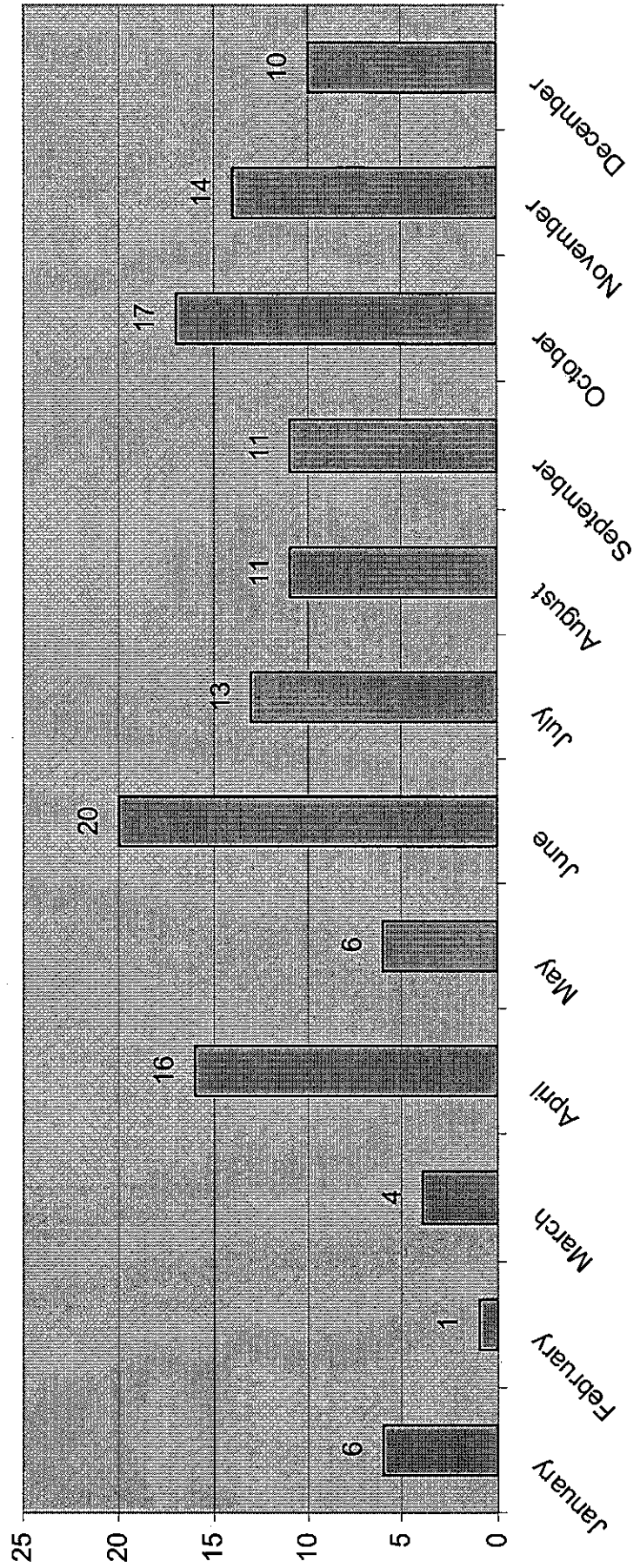
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the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

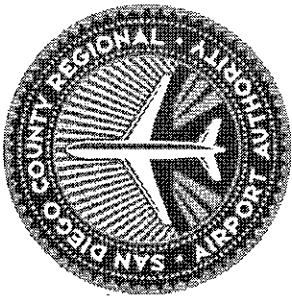


2008 Early Turns

Total sent to FAA
(Total for 2008 = 129)

Early Turns Monthly Totals

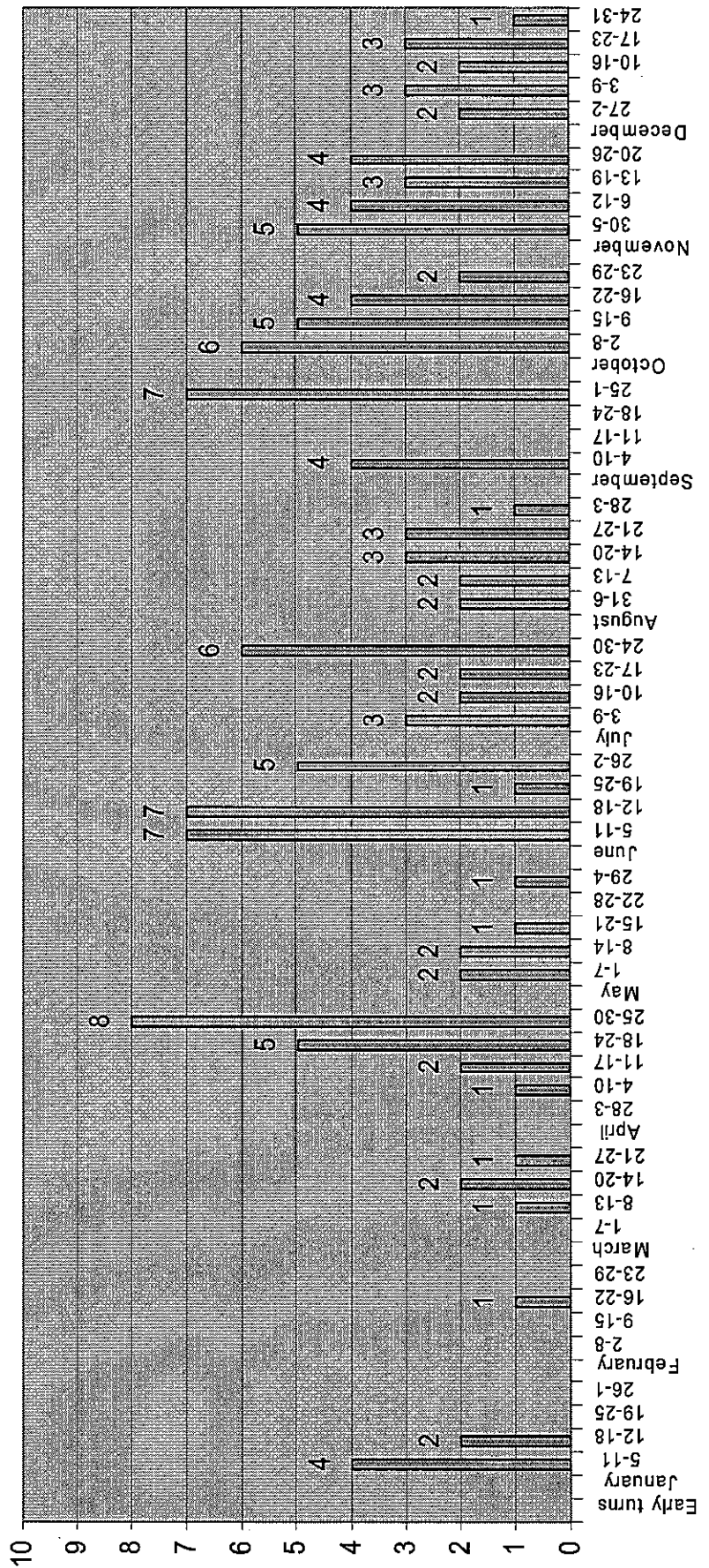


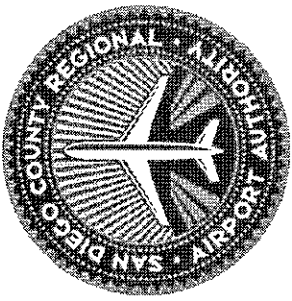


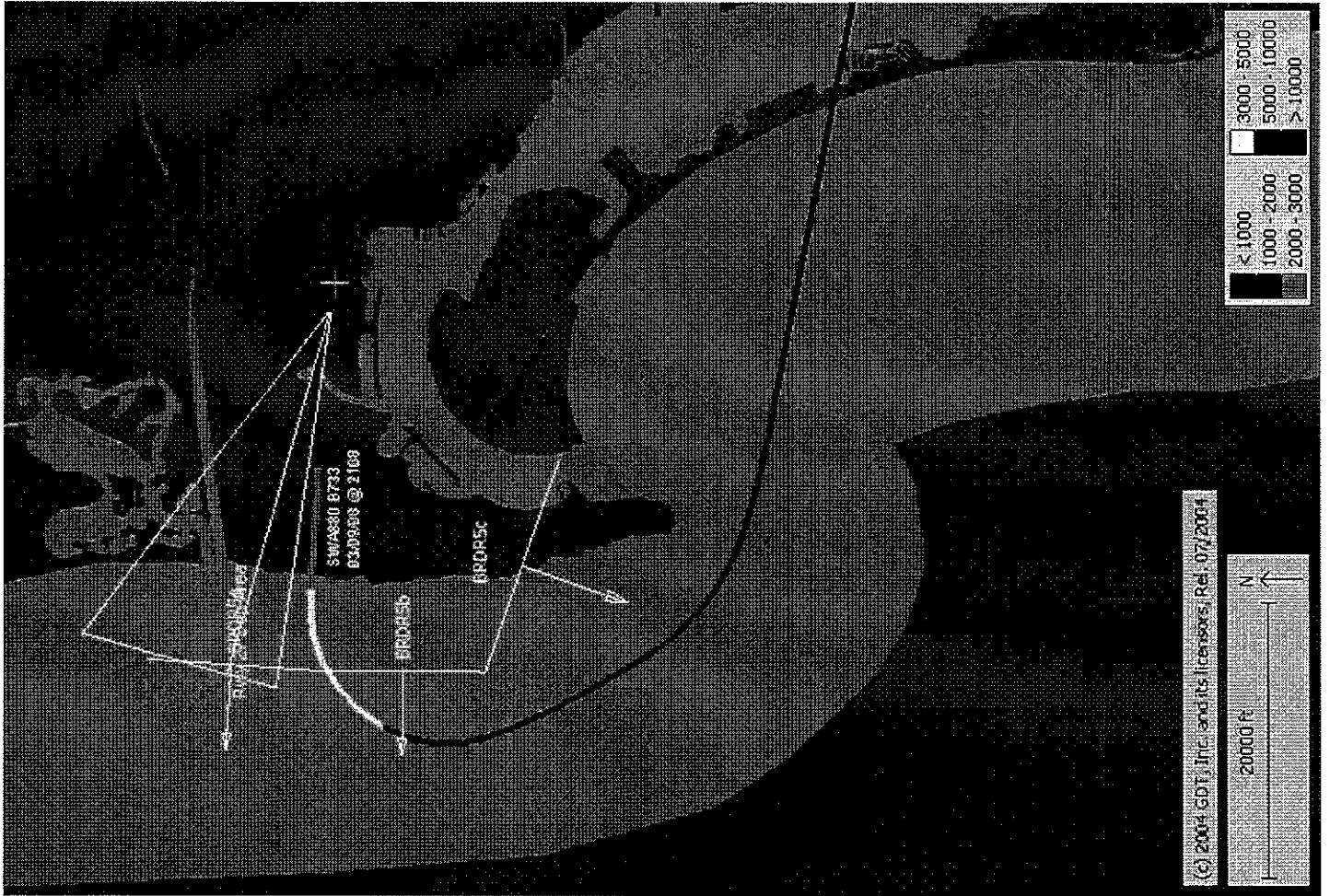
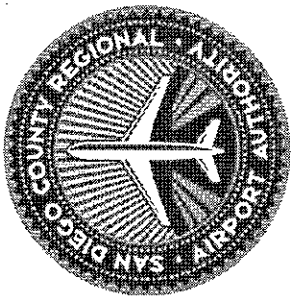
2008 Early Turns

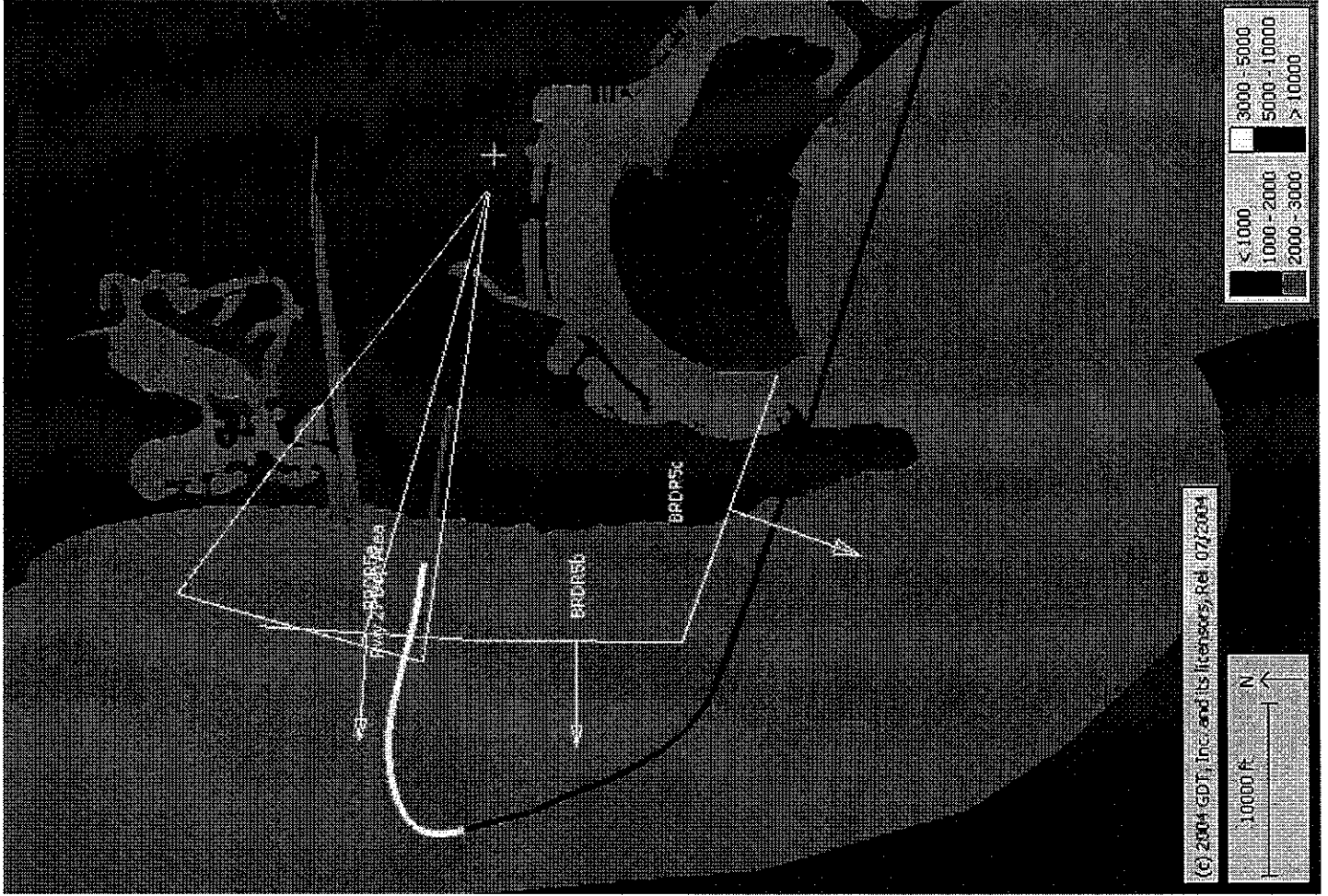
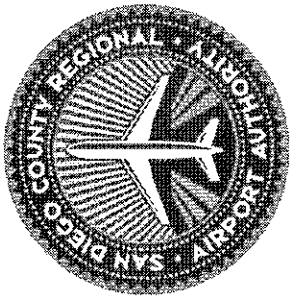
Total sent to FAA

Early Turns Totals

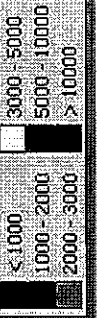
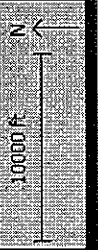


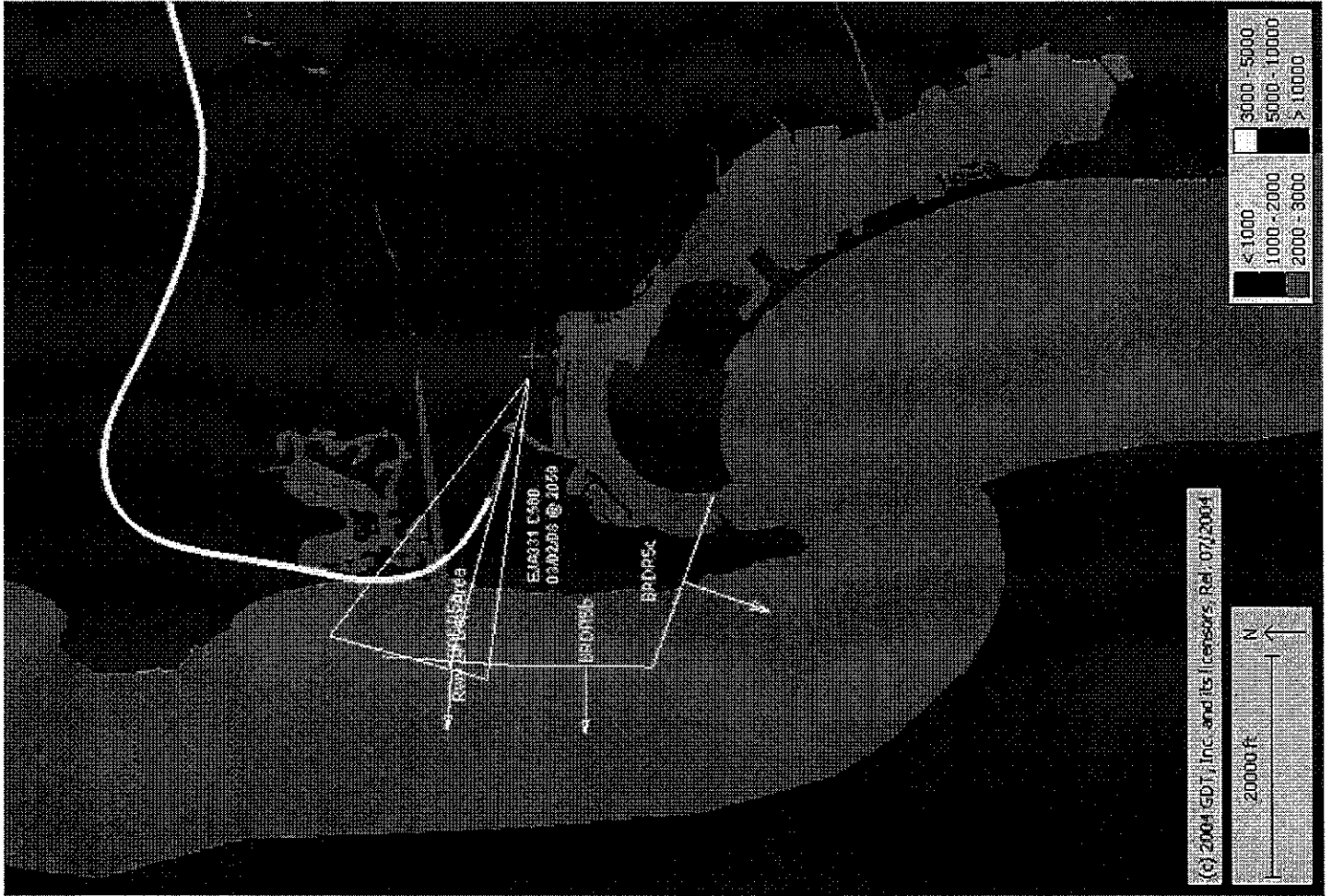
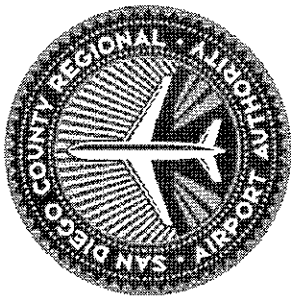


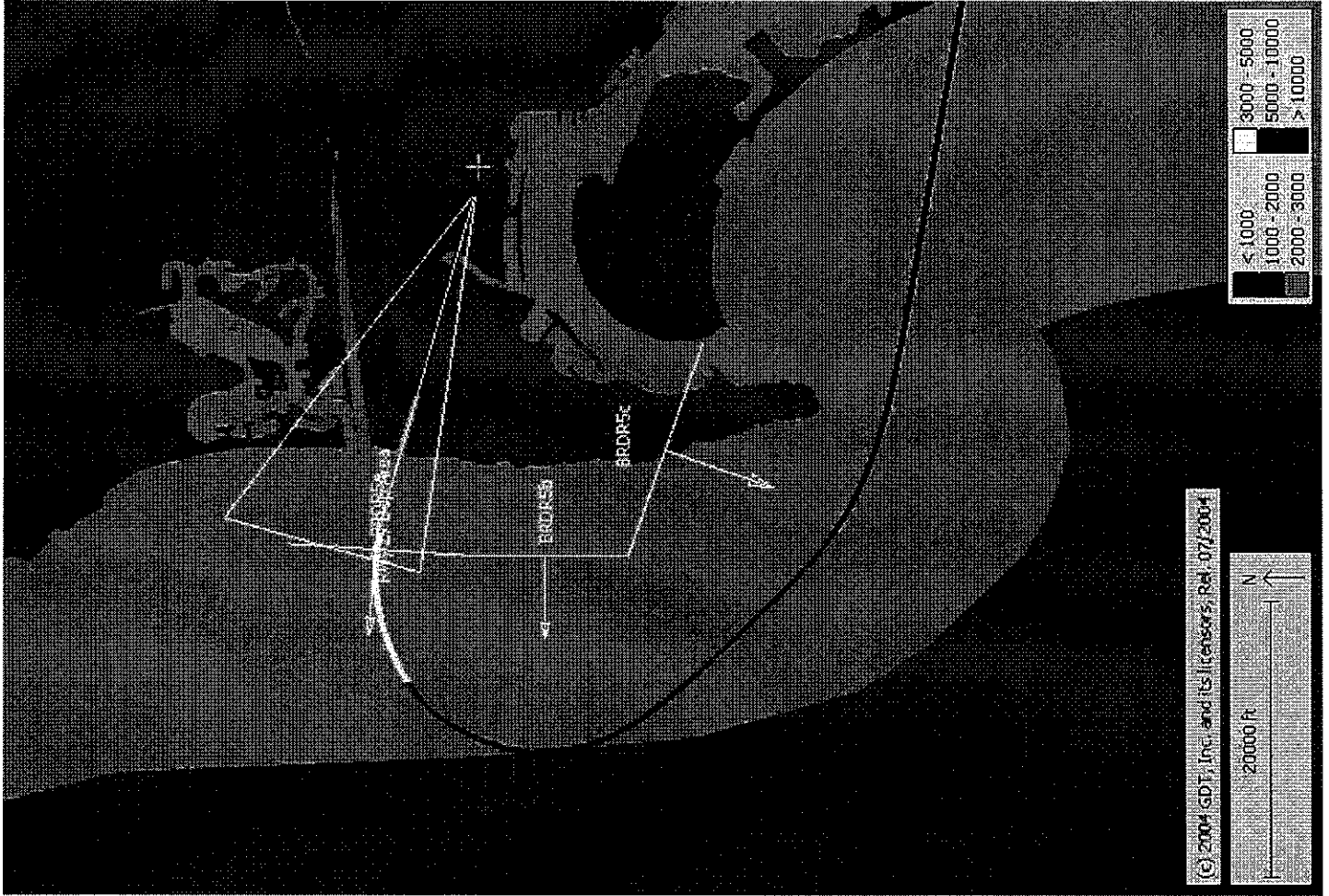


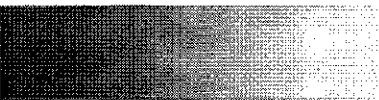
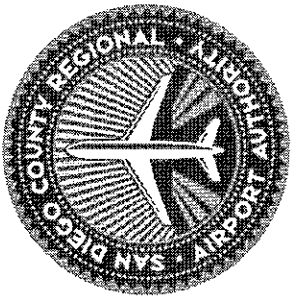
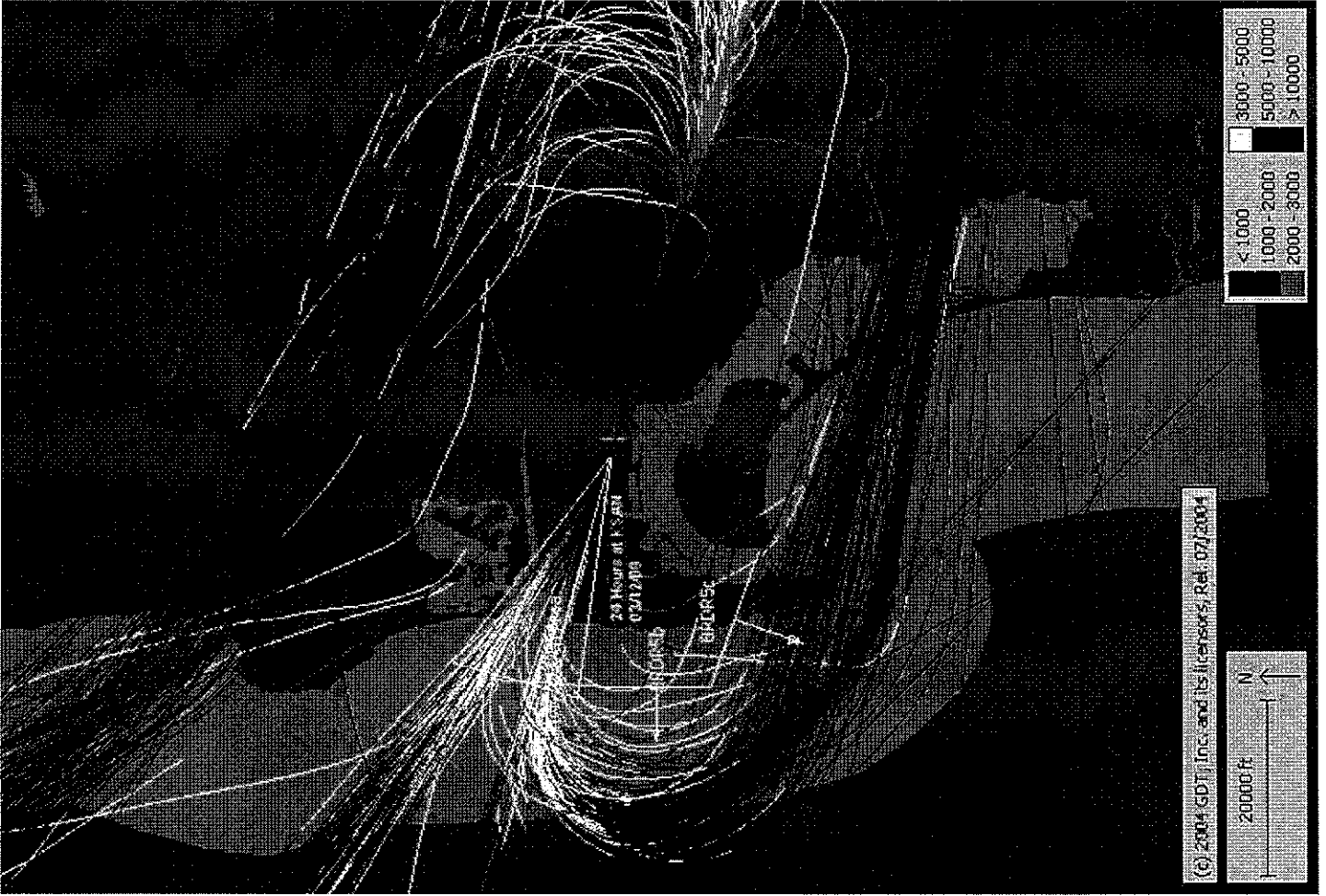


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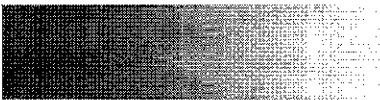
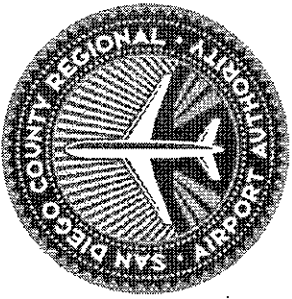


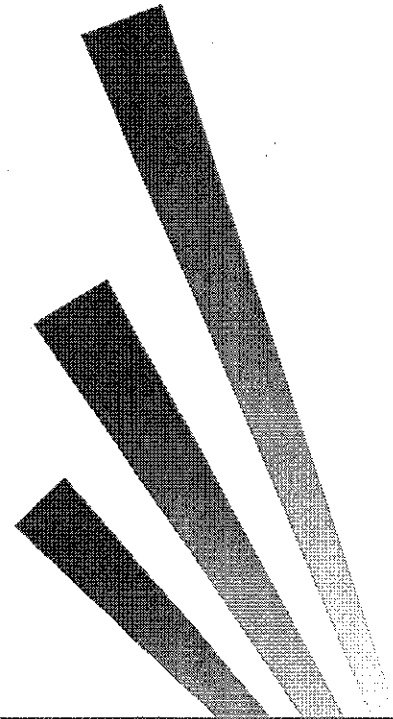






Any Questions?



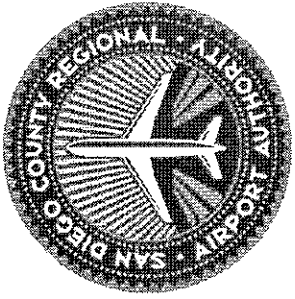


“Head to Head” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

January 21, 2009





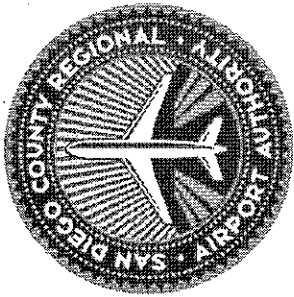
Head to Head Definition

What are “Head-to-Head” air traffic operations?

Head-to-Head operations are an 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 Head-to-Head operations, aircraft arrive from the west, and depart to the west on a reciprocal heading. Once airborne, departing aircraft are vectored south (over south Pt. Loma) or north to clear the airspace for arrivals into SDIA. These operations occur rarely and, for safety reasons, significantly reduce the operational capacity of the airport when they occur.

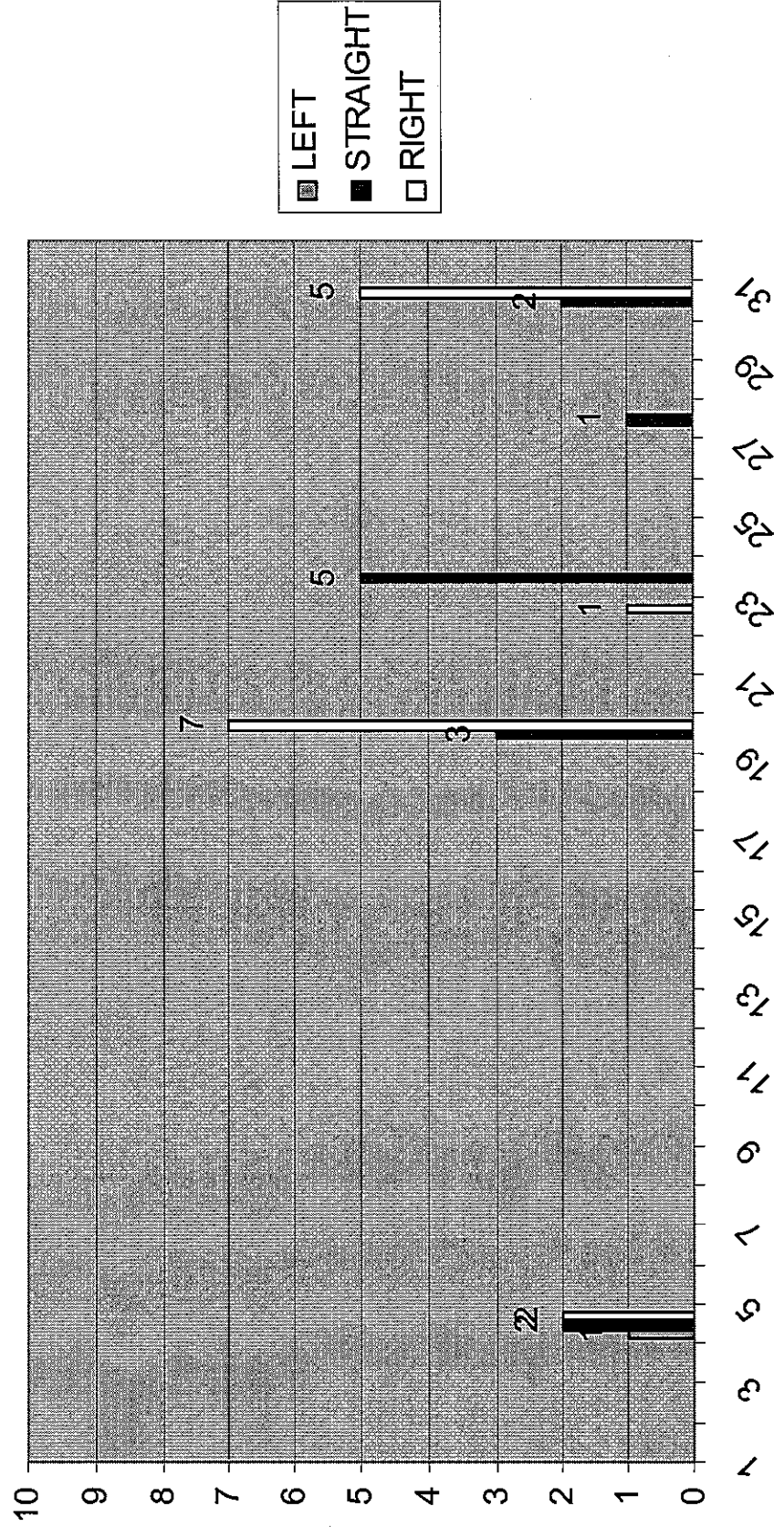
Link:http://www.san.org/documents/airport_noise/Airport_Noise

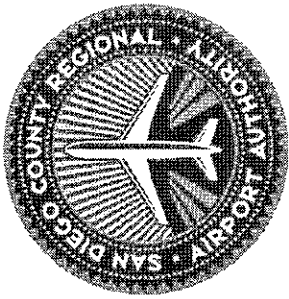
FAQs 2006.pdf



2008 Head to Head November

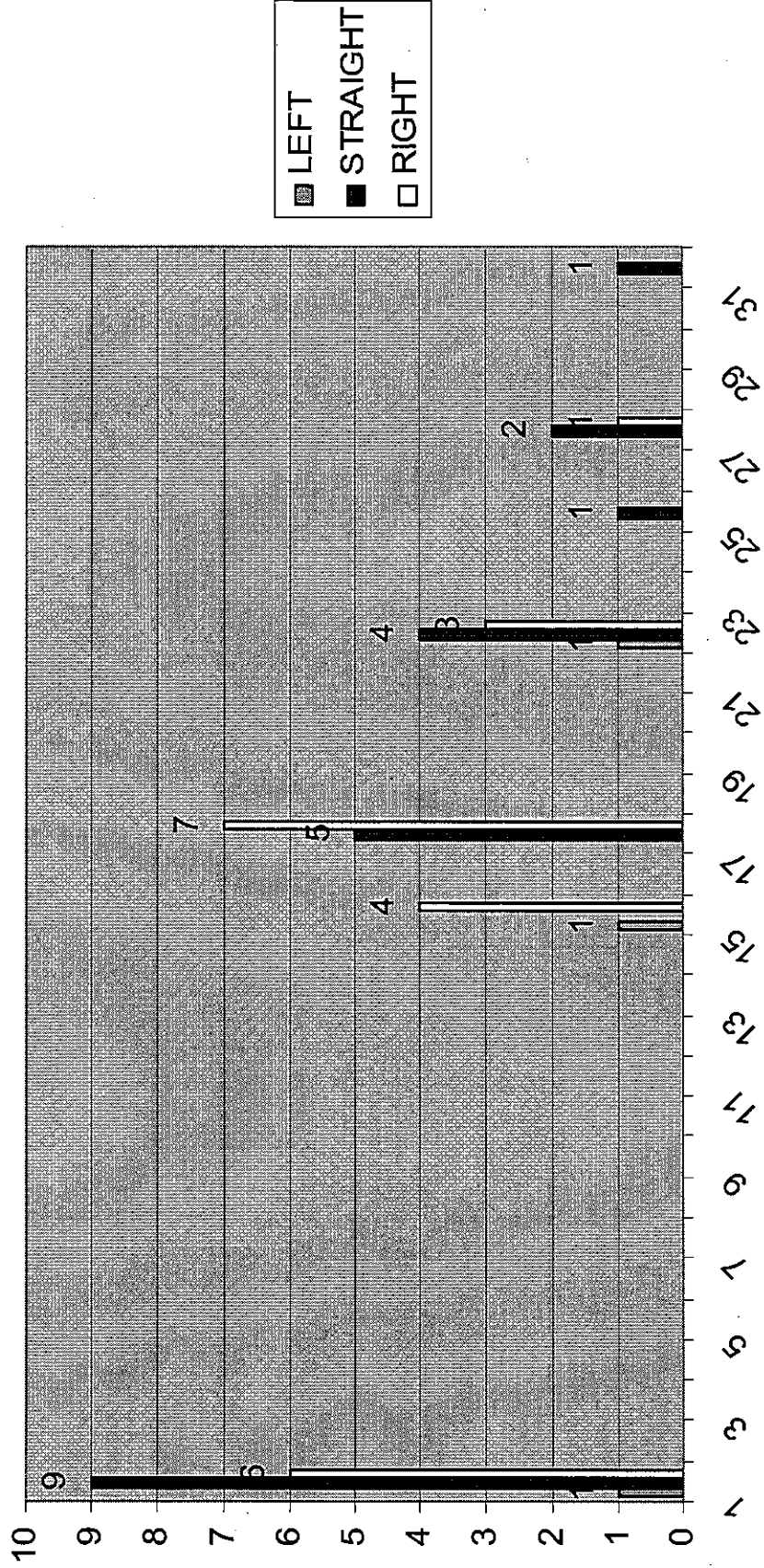
November

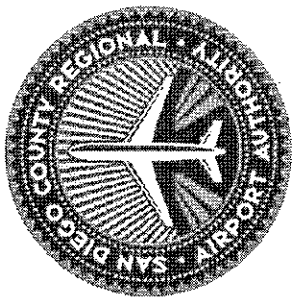




2008 Head to Head December

December



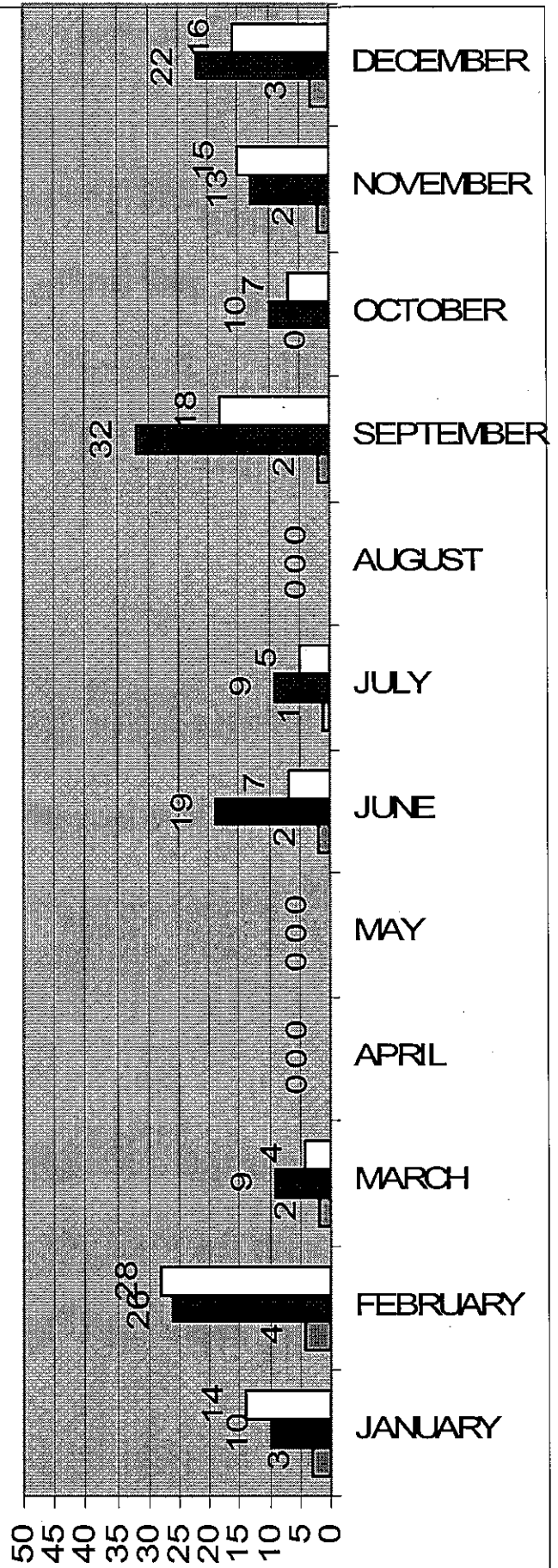


2008 Head to Head Totals

HEAD TO HEAD BY MONTH 2008

Total for 2008 = 279

- ▣ LEFT
- ▣ STRAIGHT
- ▣ RIGHT



Any Questions?

