



**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 Hollarn

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 Built, 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 Built 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

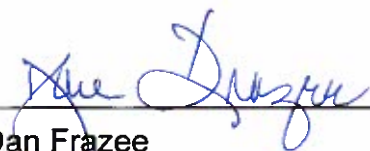
Mr. Hollarn next presented Contra-flow operations. See the PowerPoint presentation at the following link:

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.