

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, October 21, 2008 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. Introductions
 2. Approval of the Jul 15 DRAFT meeting minutes
 3. Information Items:
 - A. Airport Authority Update
 - B. 2010 ANAC meeting dates
 - C. Results of October Curfew Violation Review Panel (CVRP)
 - D. FAR Part 150 (Noise Compatibility) Study update
 4. Public Comment on Information Items (Time Certain – 6:15 p.m.)
 5. Discussion Items
 - A. Quieter Home Program update
 - B. Missed Approach statistics
 - C. Noise Complaint Data
 - D. Early Turn statistics
 6. Public Comment on Discussion Items (Time Certain – 6:45 p.m.)
 7. New Business
 8. Next meeting date **TBD**
 9. Adjourn
-



SAN DIEGO
INTERNATIONAL
AIRPORT

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
July 15, 2009**

On July 15th, 2009, the Airport Noise Advisory Committee (Committee) met at the Commuter Terminal, San Diego International Airport, 3225 N. Harbor Drive, San Diego, CA. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:10 p.m.

Present: Mr. John Bennett, County of San Diego; Mr. David Borcalli, FAA-SDIA Tower; Captain (Ret.) Jack Bewley, Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Bill Cegelka, representing Congresswoman Susan Davis (ex-officio); Mr. Suhail Khalil, Peninsula Community Planning Board; Mr. William Kenton, North Bay (Midway) Community Planning Board; Mr. Kirk Hanson, Community member; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee & Mr. Garret Hollarn

Absent: Mr. Matt Awbrey, City of San Diego, District Two (ex-officio) (Excused); Mr. Tait Galloway, City of San Diego (Excused); Mr. Tom Gowranski, Ocean Beach Planning Board (Excused); Mr. Hirsch Gottschalk, Uptown Planners; Mr. Steven Holt, Airline Representative (ex-officio) (Excused); Mr. Cliff Myers, MCRD (Excused); Mr. Bill Stone, Little Italy Association (Excused); County Supervisor Greg Cox (ex-officio) (Vacant)

Dr. Butler opened the meeting by inviting each member and staff to introduce him/herself. A motion to approve the April 15, 2009 meeting minutes was tabled until a quorum became available.

Mr. Frazee gave the Airport Authority update. He informed the committee that the Master Plan Project previously called the Terminal Development Plan (TDP) recently received a name change, and is now called the "Green Build." About 300 people attended the ground-breaking for the first phase of the project, a concrete apron that will be used for ten (10) aircraft gate locations at the new terminal and 12 Remain Over Night (RON) parking spots to the west of Terminal 2. The apron site, a reclaimed and "clean filled" municipal *trash* dump for the former Naval Training Center, cost the Airport Authority in excess of 45 million dollars to prepare. The concrete overlay will take approximately eight months to complete.

Mr. George Condon, Director of the Airside Operations Department, discussed two upcoming airfield projects that have a potential to impact residents to the southwest of the airport. He informed the group about a remediation project for the north side taxiway, Taxiway Charlie, that will begin about August 10, 2009 and is scheduled for completion in May 2010. Mr. Condon explained that about 4500 feet of taxiway will be reconstructed to address issues caused by 30 years of use. The \$2.2 million,

four-phase project is scheduled to last about 280 days. The work will be mostly done during the day, with approximately 30 days of work at night. Mr. Condon also explained that simultaneously with the reconstruction of the taxiway, will be a second project to replace all runway and taxiway lighting and signage. Mr. Frazee added that, with the construction of the north field taxiway, concerns on how to most efficiently move arriving and departing aircraft along only the south field taxiway arose. He introduced Mr. David Borcalli, representing the San Diego Air Traffic Control Tower, to explain how aircraft movement may be affected and what measures Air Traffic Control plans to implement to keep ground and air delays to an absolute minimum. Mr. Borcalli restated that with all the construction going on, safety is of prime concern as aircraft become more congested on the abbreviated airfield taxiway structure. Long aircraft lines cueing for departure can block taxiway exits for arriving aircraft and potentially cause slowdowns for arrivals because there is no place for landing aircraft to taxi clear of the runway. Mr. Borcalli explained that more than 15 minutes delay on the taxiway is not efficient or acceptable. He went on to explain the procedures ATC will be implementing in order to avoid departure delays. Specifically, starting sometime after August 10th, residents in the south Peninsula area may see an increase of jet aircraft over-flights and hear an increase in air traffic as aircraft are directed on the 250-degree departure heading to avoid extensive ground and air delays. An article explaining this possibility will be forthcoming in next week's community newspaper (Beacon) and postcards with a short explanation will be sent to those most likely to be affected (approximately 7,800 residents). Mr. Frazee will attend the July 17th PCPB Airport subcommittee meeting to address any questions. To make clear the explanation, Mr. Frazee noted that San Diego International Airport has two aircraft departure procedures that are normally sufficient to efficiently space departing aircraft. One is straight out from Runway 27 (the 275-degree departure heading) and the other is oriented slightly northwest (the 290-degree departure heading). He added, however, that Air Traffic Control has available and uses, on a daily basis, a 250-degree departure heading and a 310-degree departure heading as conditions warrant, for aircraft speed differences and spacing, inclement weather, and aircraft executing go-arounds (missed approaches). Mr. Khalil (PCPB representative) was absent during this presentation and did not have any opportunity to address any community concerns regarding the use of a 250 degree departure heading.

Dr. Butler informed the committee that a quorum is now available and motion to approve the April 15, 2009 meeting was requested. The minutes were approved unanimously, without discussion.

Next on the agenda is the Curfew Violation Review Panel (CVRP) which was held on June 3rd. Mr. Frazee informed the committee that three aircraft operations went before the Panel; two operations received fines and one operation was not fined. The next CVRP will be on August 5th when two operations will be evaluated by the Panel. Mr. Frazee invited the committee and public to attend the next CVRP to see the process.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP), next gave an update on the airport's Residential Sound Insulation Program. Ms. Knack noted that the program continues to accelerate, with seven projects in construction of 200 homes. She added that there are another 70 homes in pre-construction activity, explaining that custom-made windows and doors take about 8-12 weeks to procure. She informed the committee that there are 230 homes that are in the bid process and was

happy to inform them that there are more bidders now than two years ago. They have just opened the first bid on construction of a 220 unit condo complex. In total, the QHP has 700 homes in the design phase. On a pleasant note, she added that one of the homeowners who is a reporter wrote a very positive review on the program that was published in the British version of the Airport magazine. Dr. Butler suggested sending a copy of the article to all ANAC members. This concluded Ms. Knack's presentation.

Mr. Paul Webb, Project Manager for the FAA 14 CFR Part 150 Airport Noise and Land Use Compatibility Program Study, provided an update. Mr. Webb informed the group that FAA was still evaluating the Noise Exposure Maps submitted for acceptance. He added that eight new Noise Compatibility Program measures are in the final stages of evaluation prior to being re-released for public input before submittal to the FAA later this year for its 120-day review and possible approval. Mr. Webb gave a recap on the Part 150 study and explained that it is composed of two parts, the first are the Noise Exposure Maps (NEMs) which define the area exposed to significant aircraft noise, the 65 decibel CNEL contour; and the second is the overall noise compatibility program which defines approved measures to reduce the number of incompatible land uses in the 65 decibel area. He added that the three categories of the noise compatibility program are prevention, abatement, and mitigation. The QHP and SDIA's nightly noise curfew are a few examples of noise compatibility program measures. He mentioned several other measures being evaluated and noted that they may or may not be included in the final product. Discussion followed regarding the Part 150 study. One member asked about the airport evaluating a possible departure procedure similar to that in use at John Wayne Airport. Mr. Frazee explained that the consultants evaluated a similar procedure, but found that use of this procedure could cause noise to increase in other areas adjacent to the airport. This concluded Mr. Webb's presentation.

Mr. Garret Hollarn presented Missed Approach (MA) operations. Comparing the month by month from the last couple of years, he explained that Missed Approaches tend to be higher during winter periods because of marginal weather during that timeframe. He showed the Missed Approaches for the following months: April = 34, May = 47, and June = 37. The weather during those months was consistently good with little fog except for May. The year to date MA total is 252, a decrease of 100 operations from last year. Mr. Hollarn continued, saying that most Missed Approaches do not occur during the curfew hours of 6:30 a.m. – 11:30 p.m. Also, most MA operations are on runway heading vs. non-runway heading, where non-runway heading is outside the "Early Turn" boundaries. Lastly, looking at the missed approaches by percentage, most occur during the normal operating hours and maintain Runway Heading.

For the noise complaint update, Mr. Hollarn showed the total complaint number from April, May, and June 2009 as 63; this is a decrease of 30 complaints from the same quarter last year. A series of slides followed, with the first highlighting complaints by time of day. During this period, complaints were evenly split between a 7-10 p.m. and 10 p.m. – 7 a.m. By neighborhood, complaints were received from as far away as Spring Valley and Chula Vista, yet predominantly between 60-70% were received from the Peninsula communities west of the airport. One household accounted for 25% of the calls, yet the majority remains single callers. For type of aircraft, callers complain predominantly about air

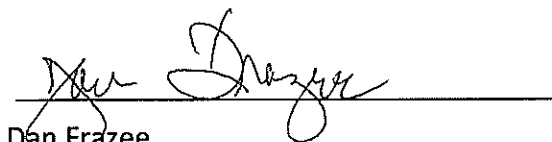
carrier aircraft, with a very few mentioning military and police helicopters. One member suggested adding, for comparison and scale, the total number of arrivals and departures for each quarter to see the successful rate of decreasing complaints. Mr. Frazee explained that noise complaints help identify aircraft that are potentially not following procedures; he further explained that a staff technician matches each complaint received with a flight track and within 48 hours the technician will call the complainant to provide feedback regarding the actual operation of the aircraft in question. Dr. Butler agreed with the member to include the arrival/departure information at future meetings.

Mr. Steve Cummings gave a presentation on "Early Turn" operations. For his update, he showed the total numbers for 2009: April = 10, May = 28, June = 0, and for July to date = 4. For the last four months, total is 93. It showed a spike in May due to inclement weather, safety, and separation issues.

Mr. Cummings then reported on "Contra-flow" operations. During inclement weather the airport must change the arrival and departure patterns to allow takeoffs into the prevailing wind and/or to take advantage of the precision instrument arrival procedure specific to Runway 09. Some aircraft are not able to depart to the east due to high terrain and aircraft climb-out performance, so they must wait until there is a pause in easterly arrivals to allow them a westerly departure. Broken out month by month, in January there were 17 aircraft who departed "Contra-flow, Feb - 14, Mar - 19, April - 2, May - 19, and Jun - 0. With no questions, this concluded Mr. Cummings presentation.

For new business, Mr. Frazee advised the Committee that the final Part 150 Noise Technical Advisory Group (NTAG) and public meeting, planned for September, is delayed until a date to be determined in October. He said that Noise Mitigation Department staff will send out an email when the date is finalized.

Hearing no more questions, Dr. Butler called for a motion to adjourn the meeting. The meeting adjourned at 5:15 p.m. The next meeting is scheduled for Wednesday, October 21st, 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 Frequently Asked Questions (FAQ's) on the Airport Noise Office website at www.san.org/airportnoise/info_noise_main.asp for the answers to commonly asked airport noise-oriented questions.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
October 7, 2009
Record of Decision (ROD)**

Panel members: George Condon, representing Planning and Operations Division; Michael Kulis, representing Marketing and Communications Division; Troy Ann Leech, representing Facilities Development Division; Dan Frazee, Airport Noise Mitigation (Facilitator); Garret Hollarn, Steve Cummings (Staff members)

Airline, pilot, or operator representatives present: Joseph Aguilera (Jet Blue Airways) and Bassel Sakkab (Delta Air Lines)

Members of the public present: None

Delta Air Lines Flight 1048; July 23, 2009 (0102L)

Written information was provided; a representative was present.

Panel Recommendation

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

Jet Blue Airways Flight 412; July 31, 2009 (2335L)

No written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$2,000.00.

Delta Air Lines Flight 1048; August 01, 2009 (0146L)

Written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$2,000.00.

Delta Air Lines Flight 748; August 03, 2009 (2331L)

Written information was provided; a representative was present.

Panel Recommendation

The Panel voted on a vote of 2:1 to assess a penalty in the amount of \$6,000.00.

SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY

P. O. BOX 82776, SAN DIEGO, CA 92138-2776
619.400.2400 619.400.2789 FAX WWW.SAN.ORG

Proposed ANAC Meeting Dates for 2010

**Quarterly Meetings are scheduled for the 3rd Wednesday of
January, April, July and October**

January 20, 2010

April 21, 2010

July 21, 2010

October 20, 2010

Meetings are held from 4:00 p.m. until 5:30 p.m. in the Noise Monitoring Room, 3rd floor, Commuter Building (3225 N. Harbor Drive)

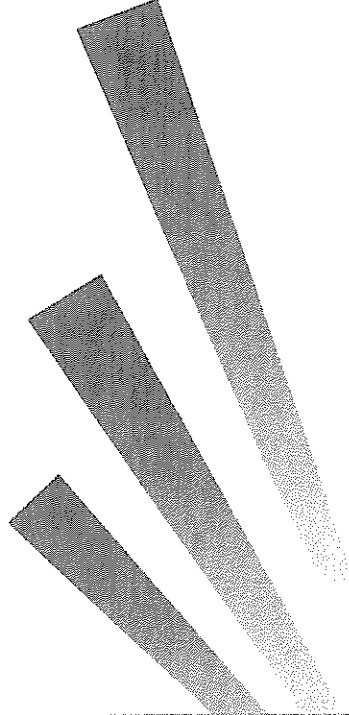


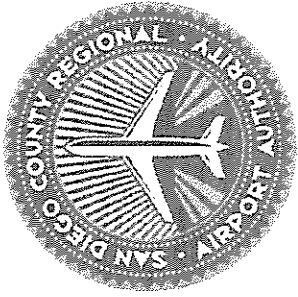
SAN DIEGO
INTERNATIONAL
AIRPORT

Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

October 21, 2009

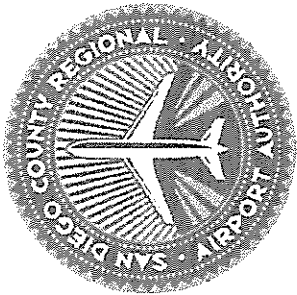




Missed Approach Definition

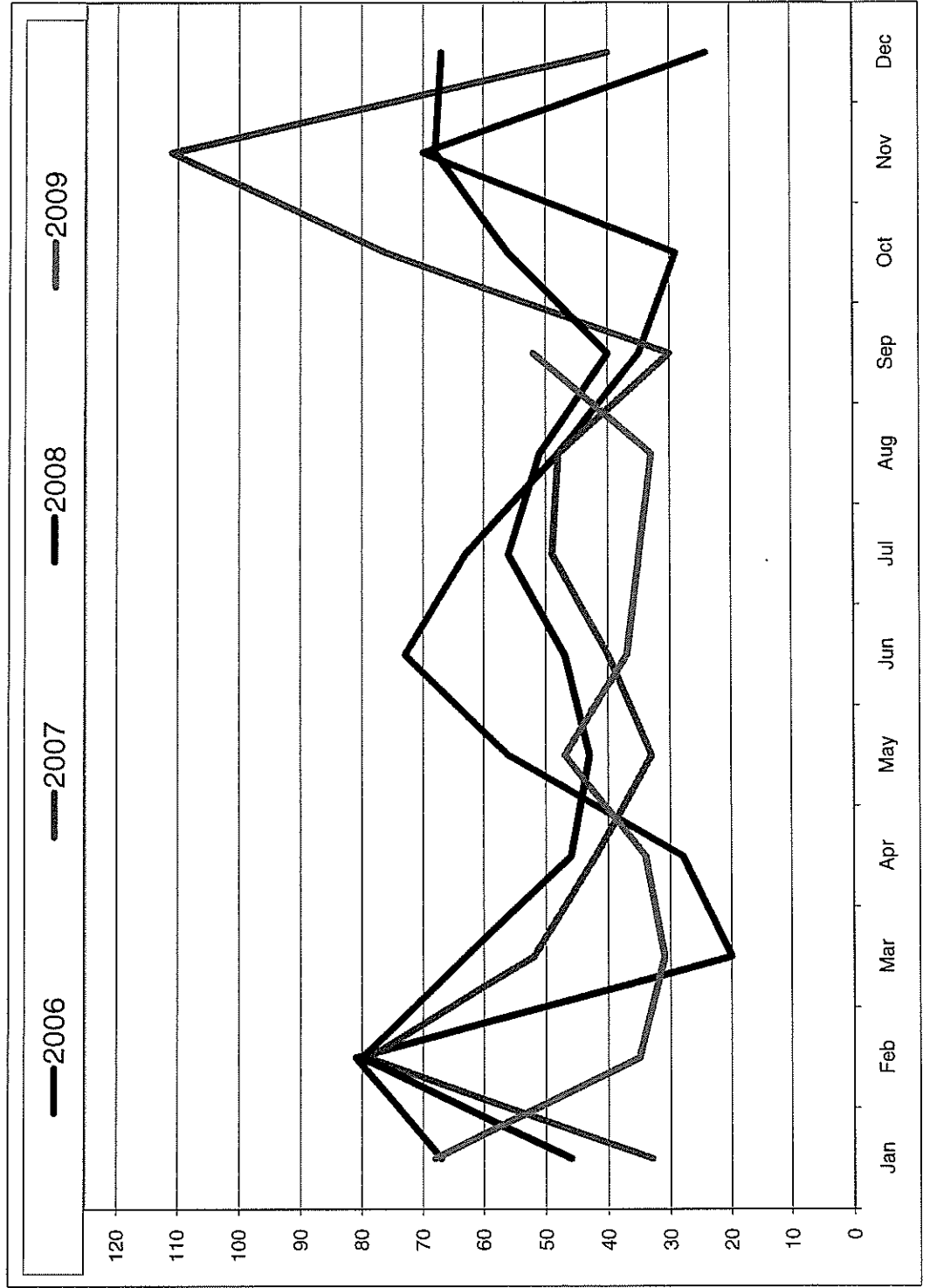
*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

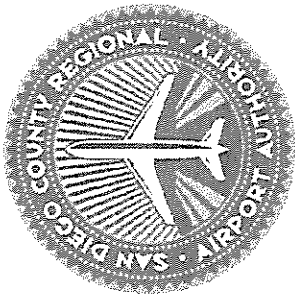
- A departing aircraft is exiting the airspace/runway slower than an arriving aircraft is entering the airspace/runway. In an effort to ensure safe separation of each aircraft, a missed approach is executed.
- A change in weather conditions has reduced minimums to the point that the pilot must terminate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

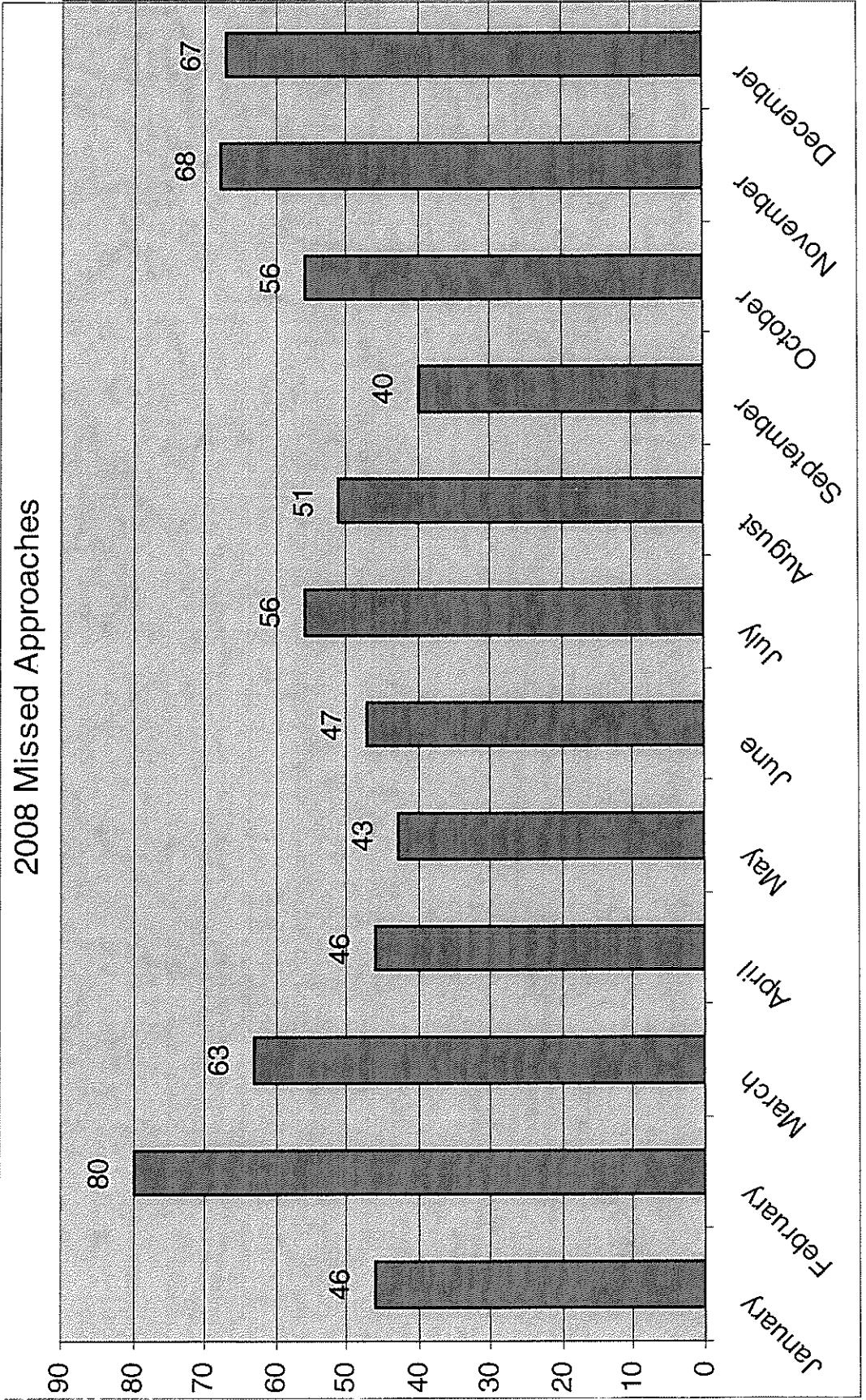
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663

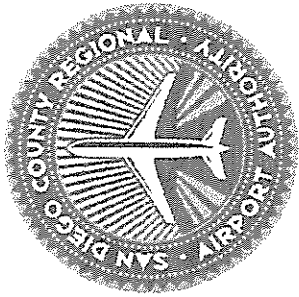




2008 Missed Approaches

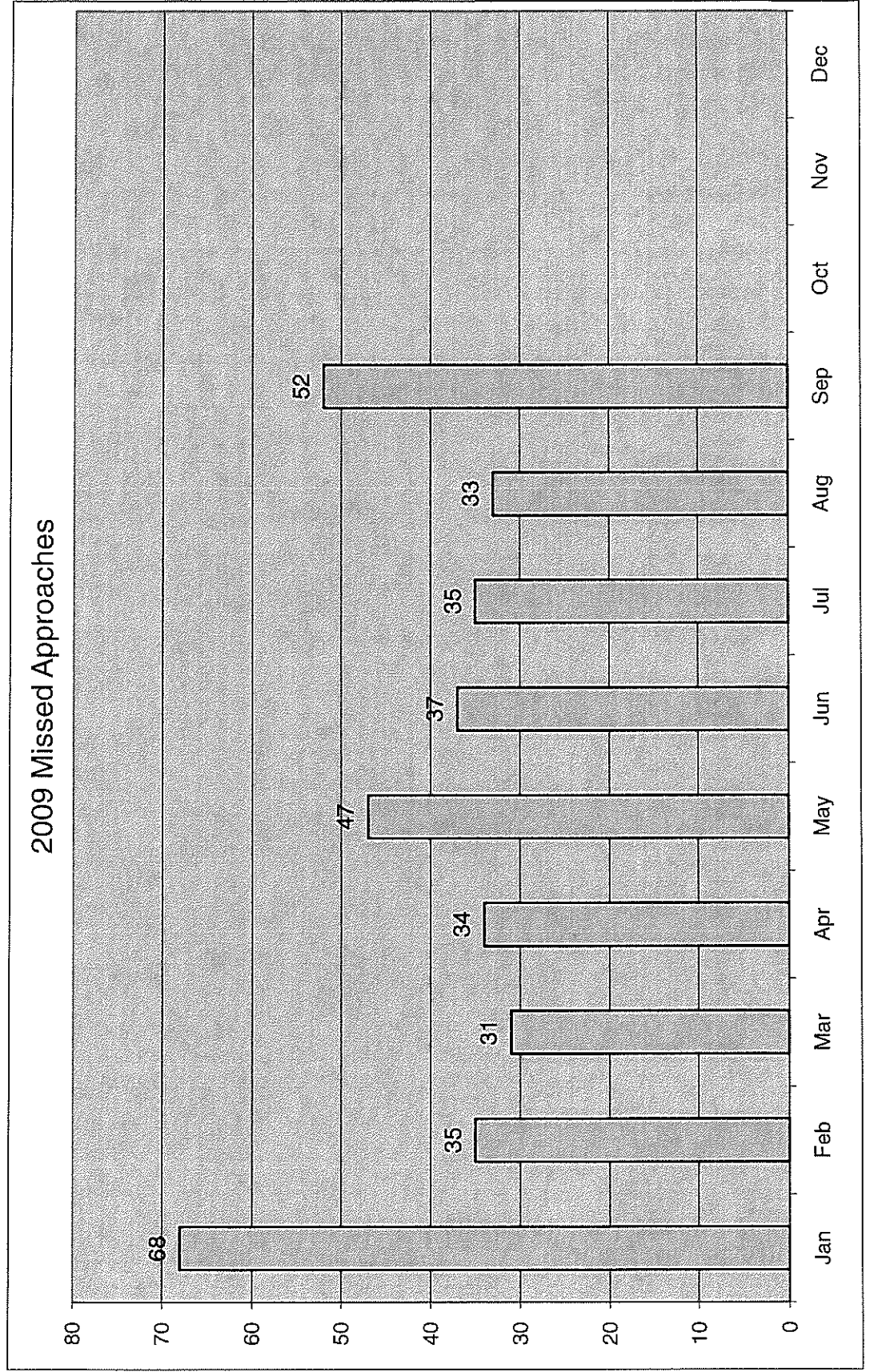
663 Total

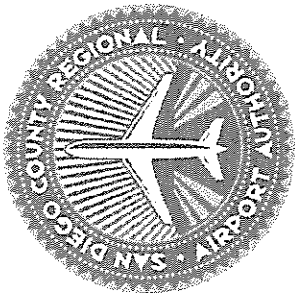




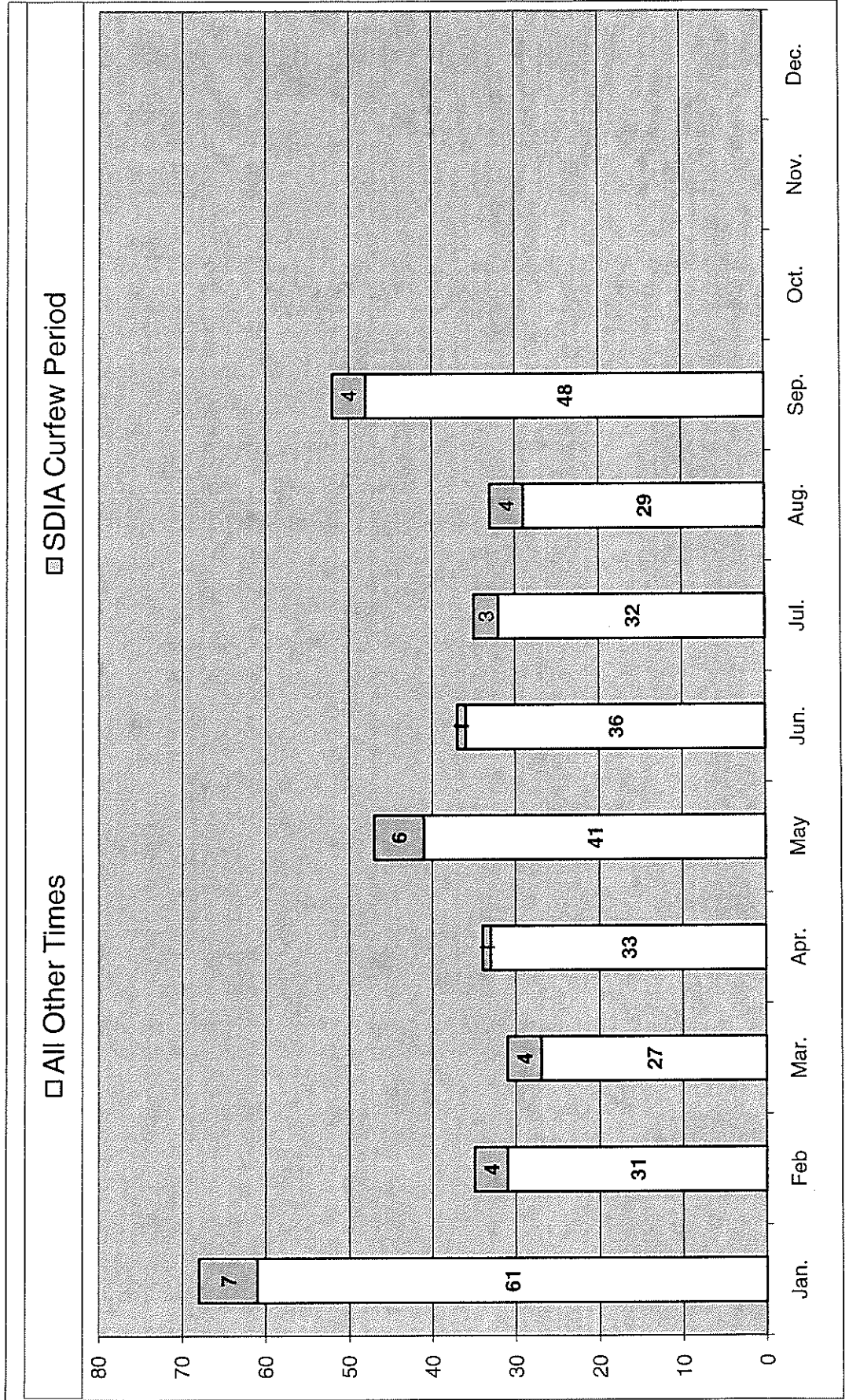
2009 Missed Approaches

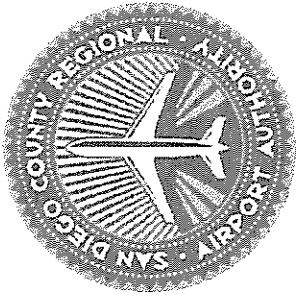
372 Total Year To Date



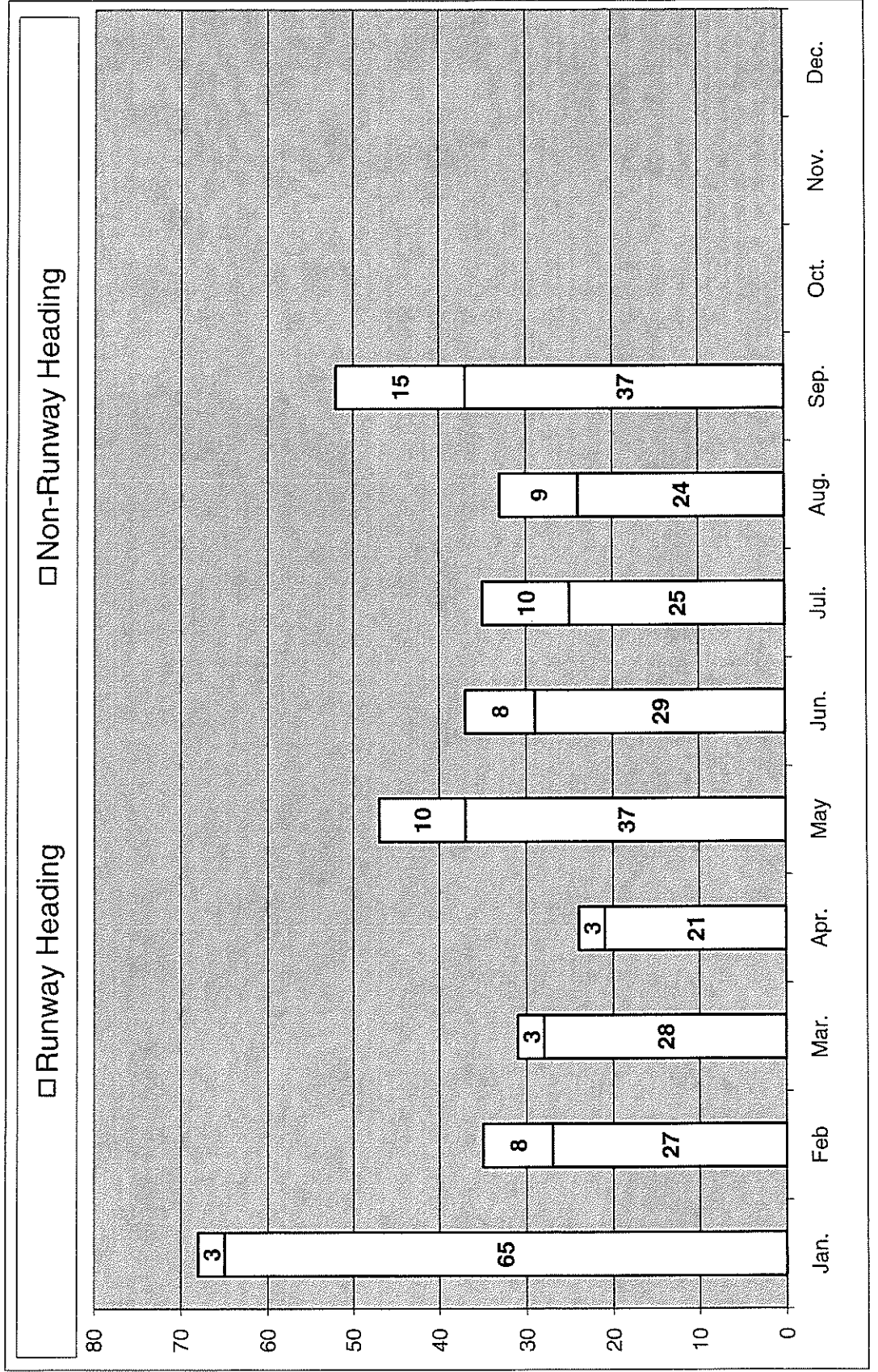


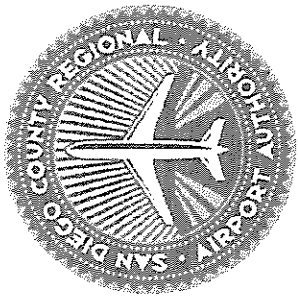
Curfew Period vs. All Other Times



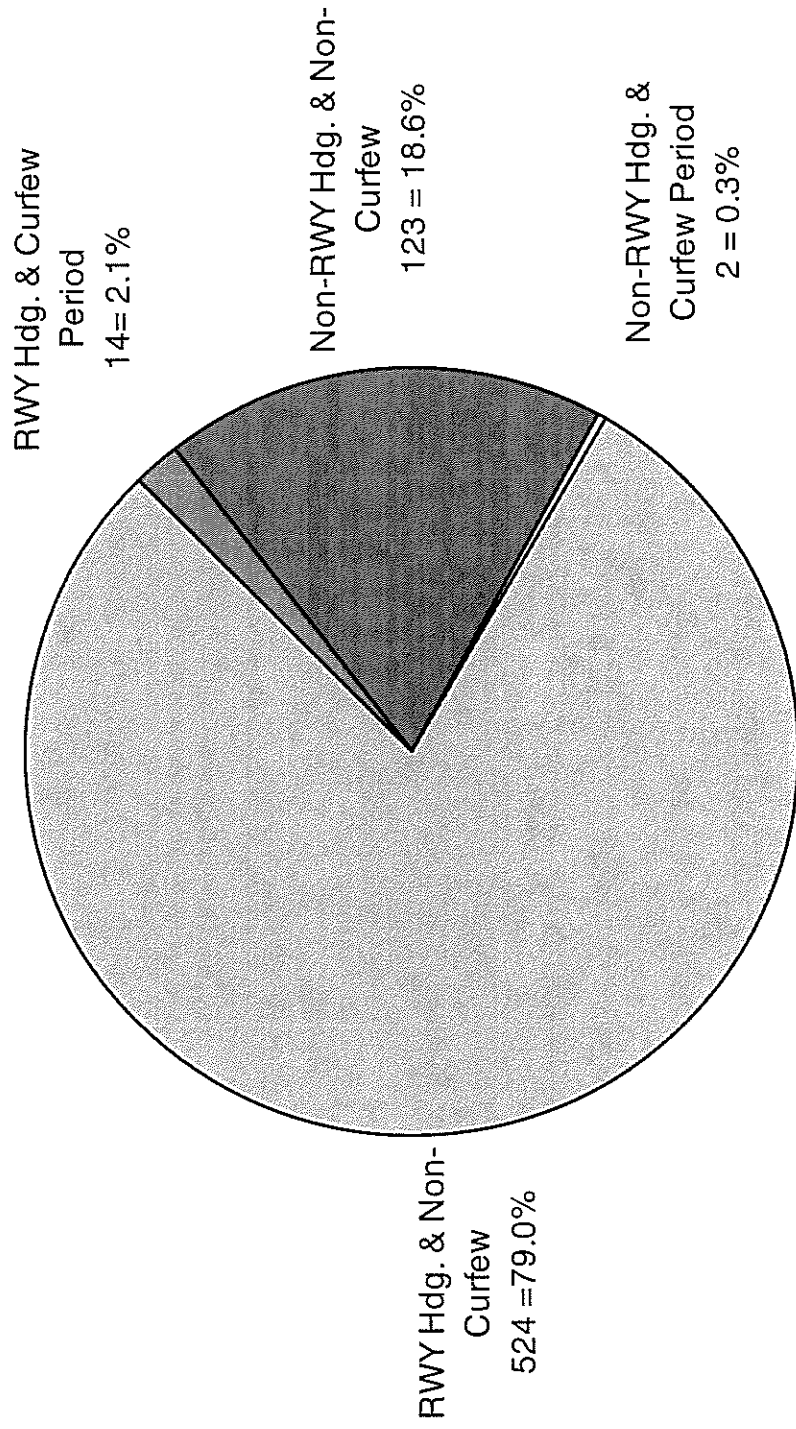


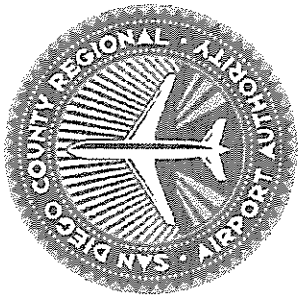
Runway Hdg. Vs. Non-Runway Hdg.



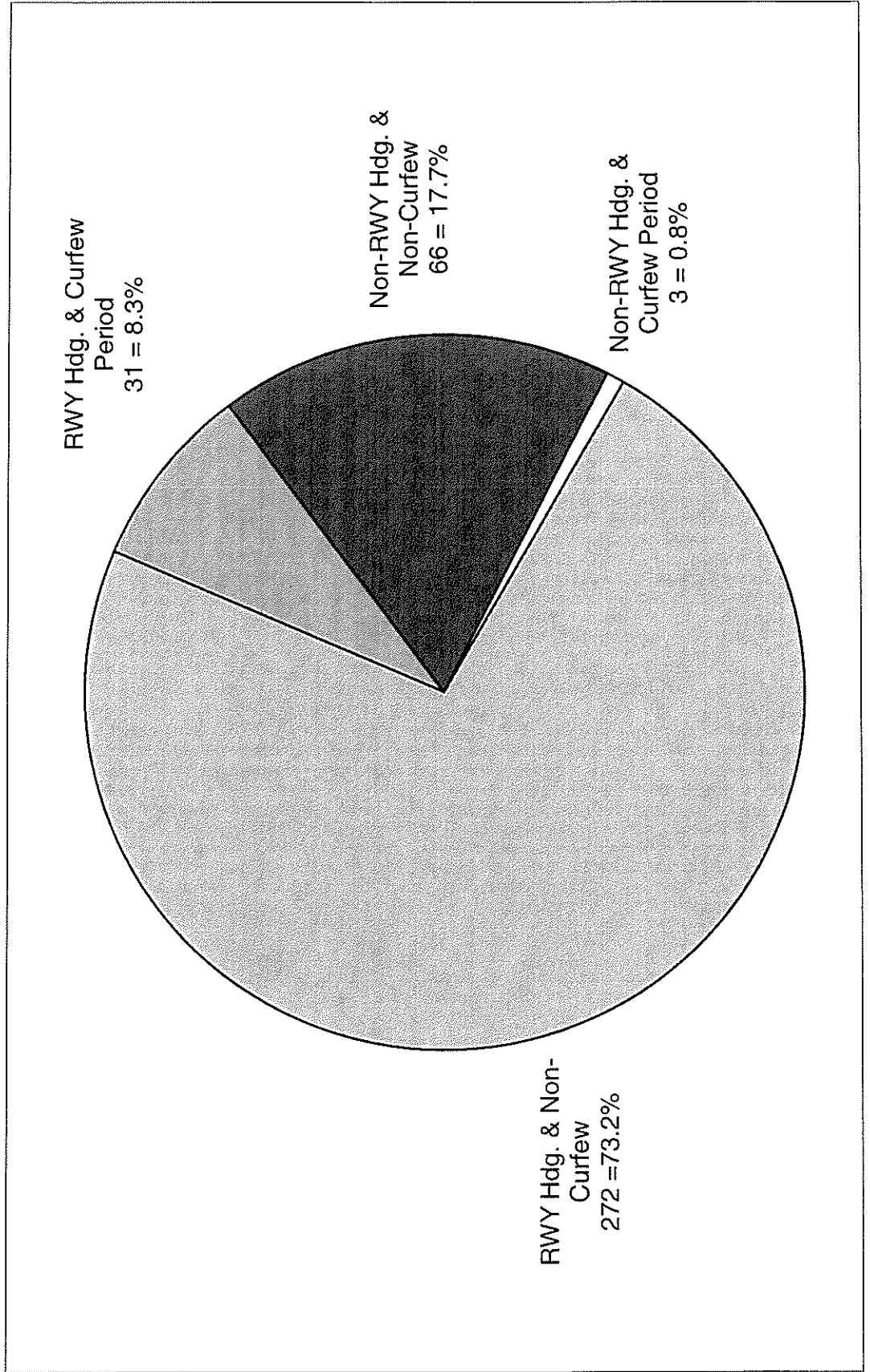


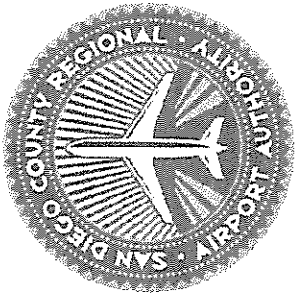
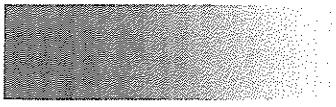
2008 Missed Approaches - Percentage





2009 Missed Approaches - Percentage





Any Questions?

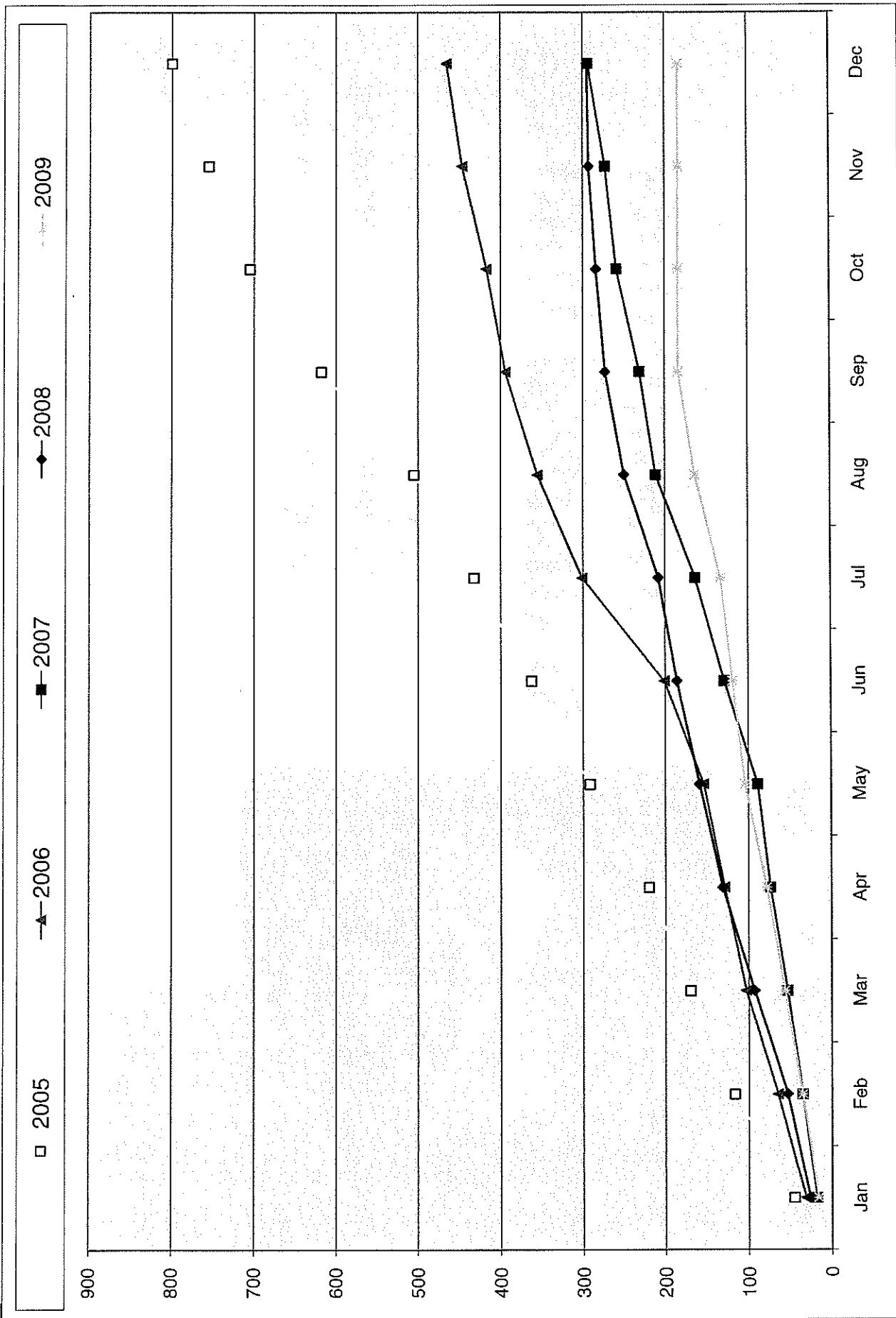


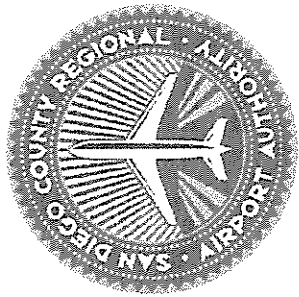
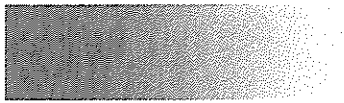
Complaints Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

October 21, 2009

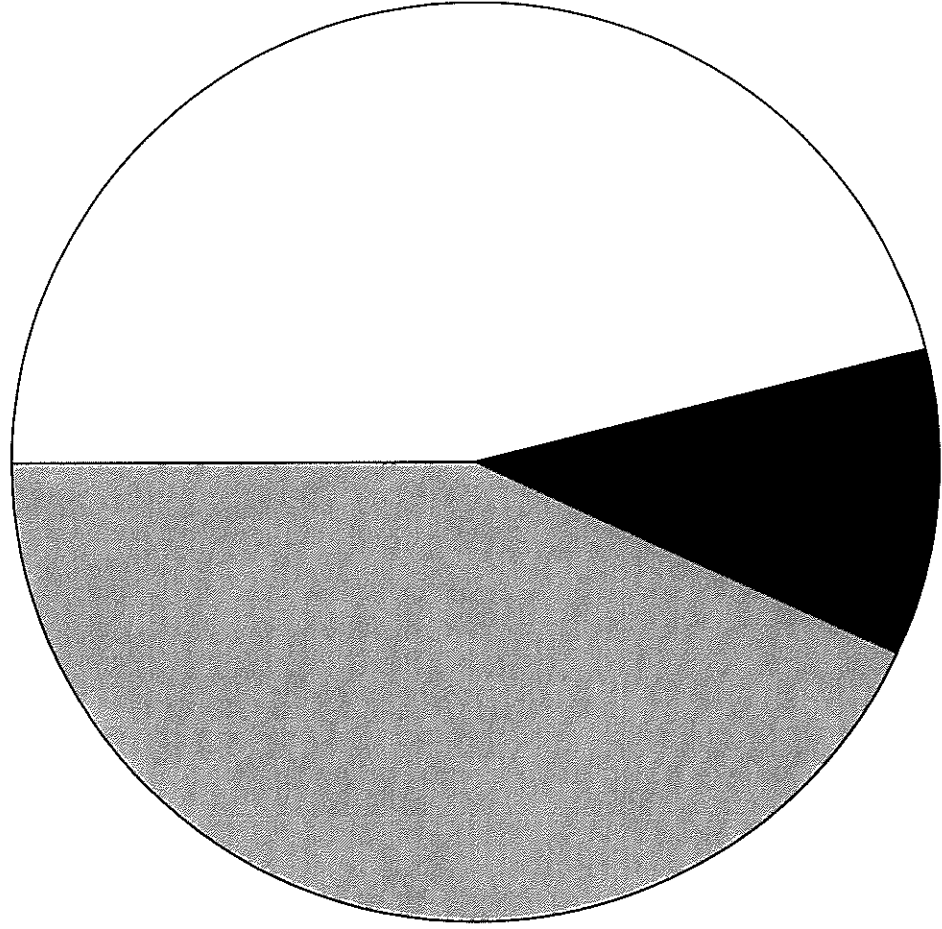






2009 Complaints Statistics

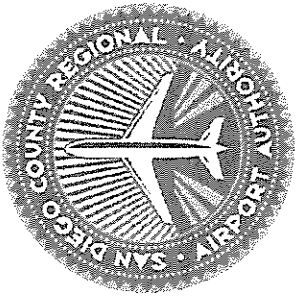
July to September, Complaints by Time of Day, 65 Total



10:00 p.m. - 6:59 a.m. :
28 Calls = 43%

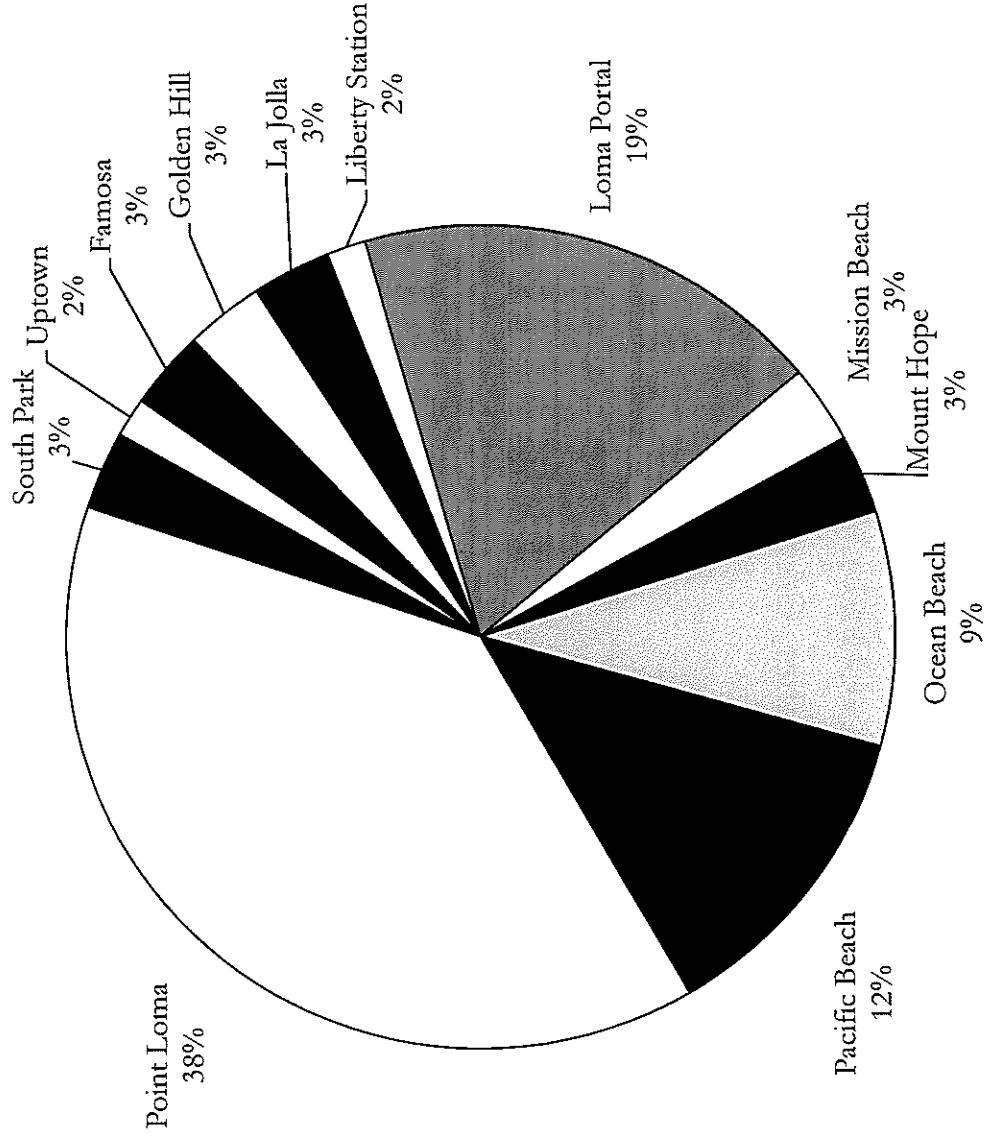
7:00 a.m. - 6:59 p.m. :
30 Calls = 46%

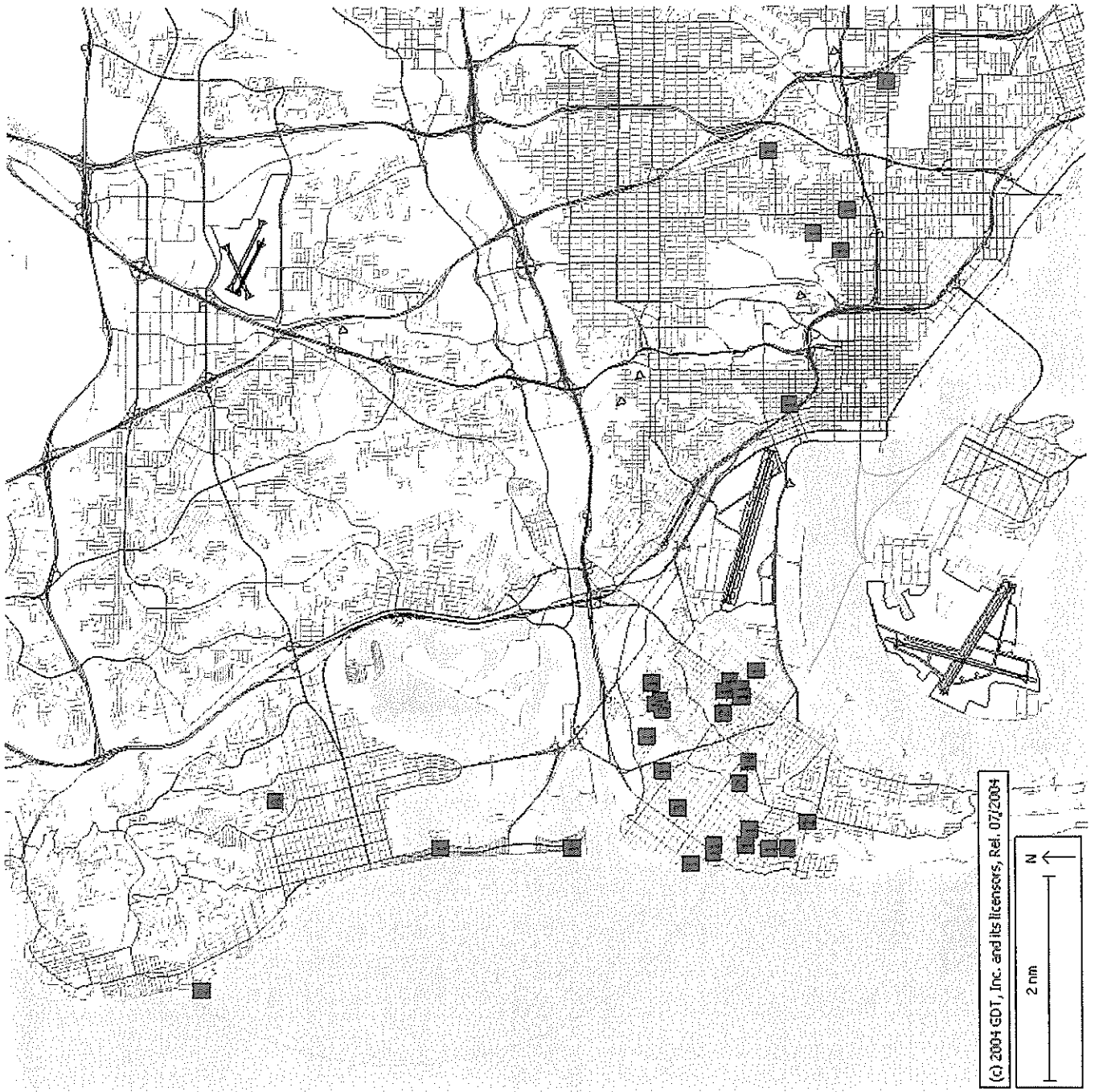
7:00 p.m. - 9:59 p.m. : 7
Calls = 11%



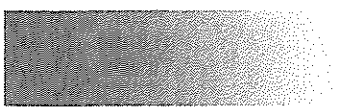
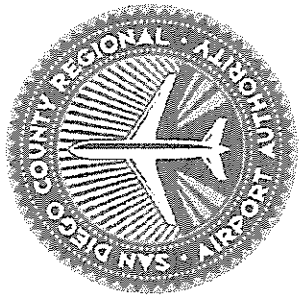
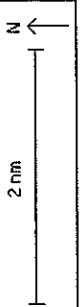
2009 Complaints Statistics

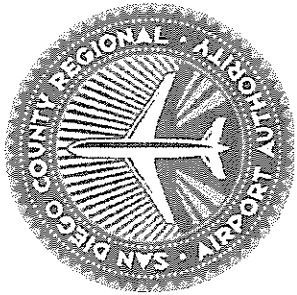
April to June, Complaints by Neighborhood, 65 Total





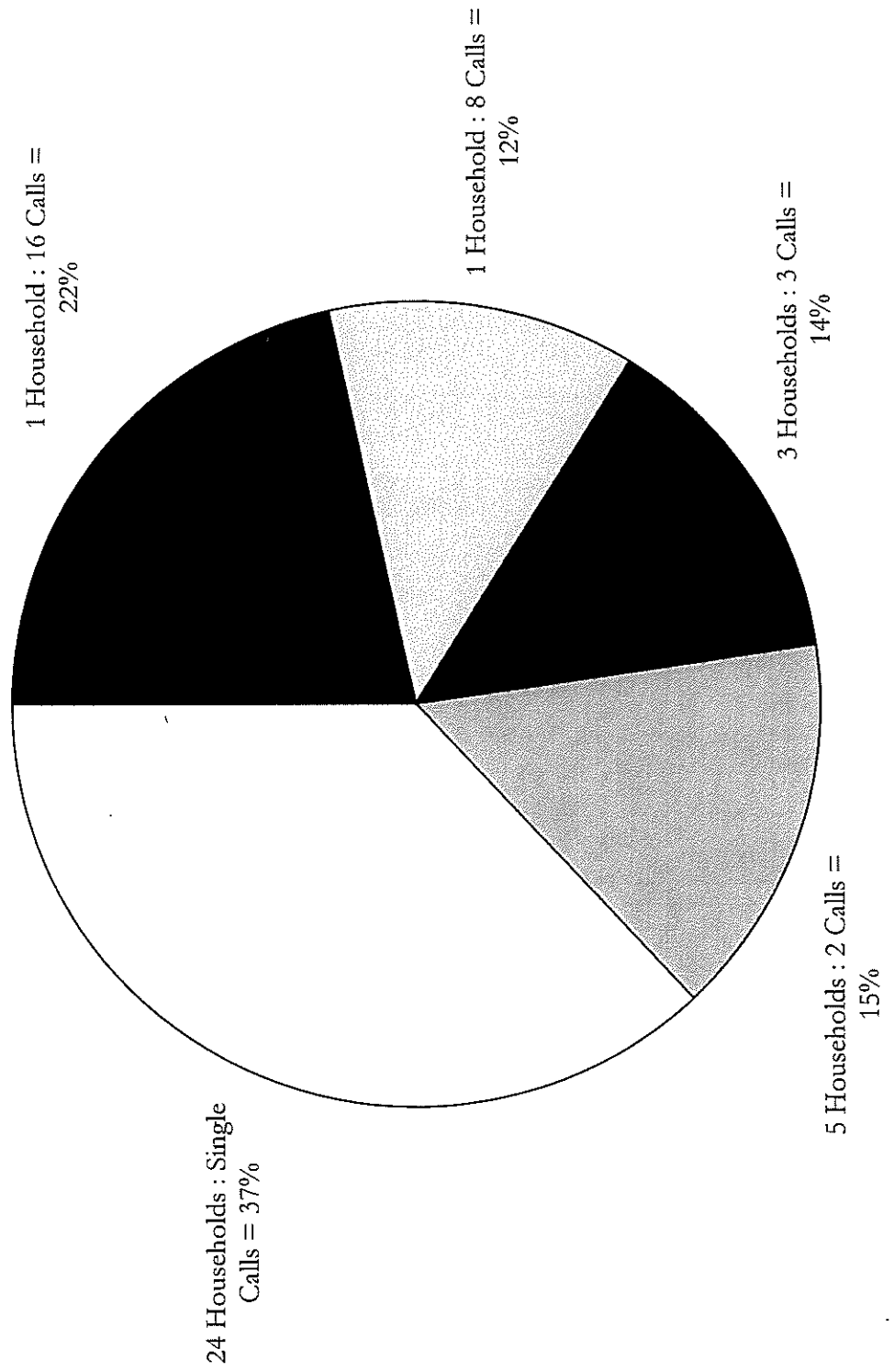
(c) 2004 GDT, Inc. and its licensors; Ref. 07/2004

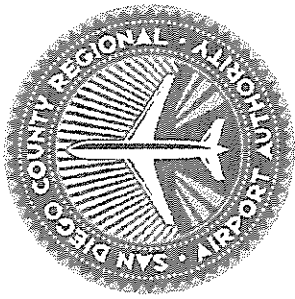




2009 Complaints Statistics

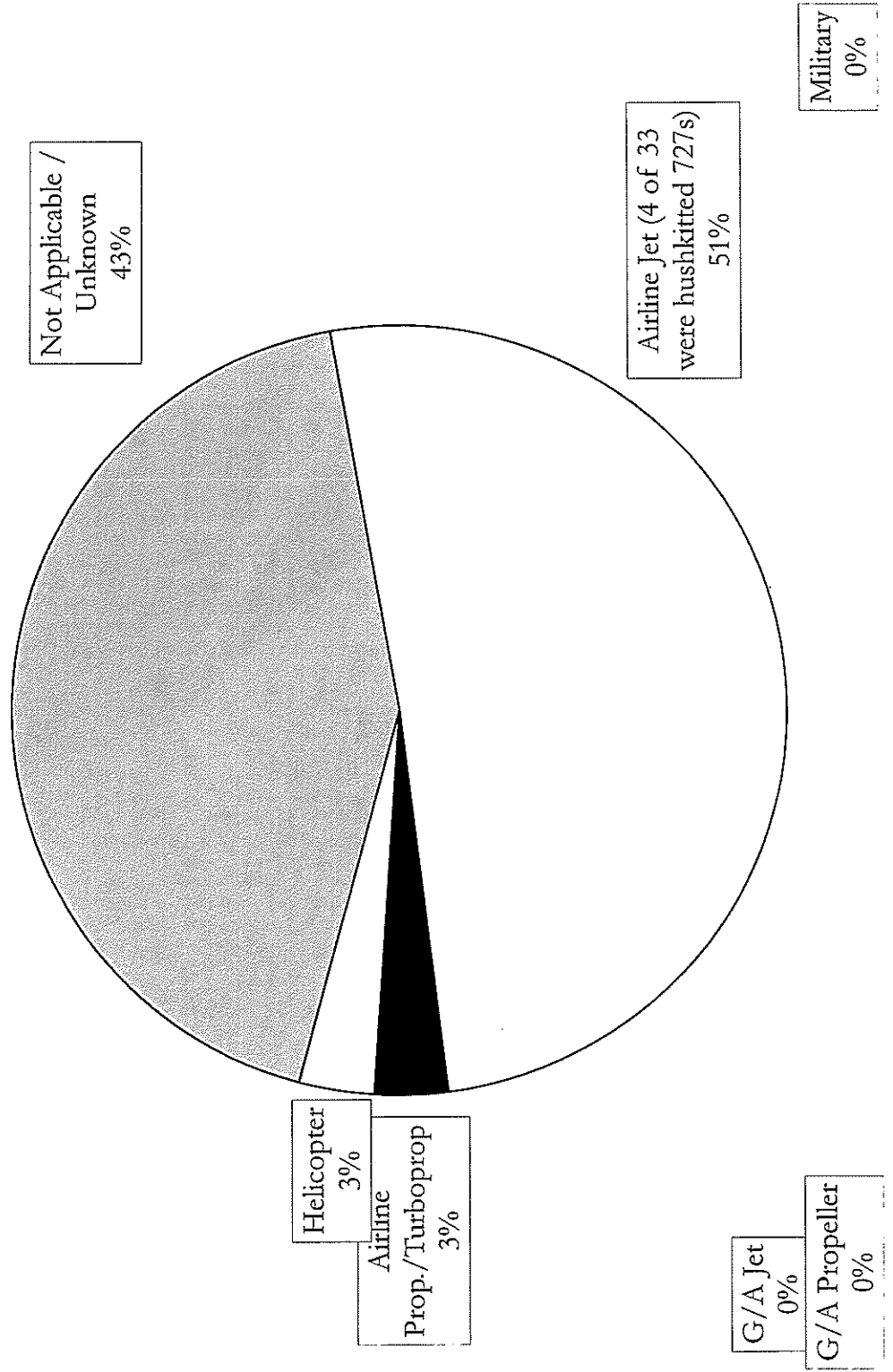
April to June, Complaints by Household, 65 Total

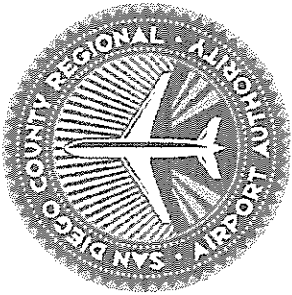




2009 Complaints Statistics

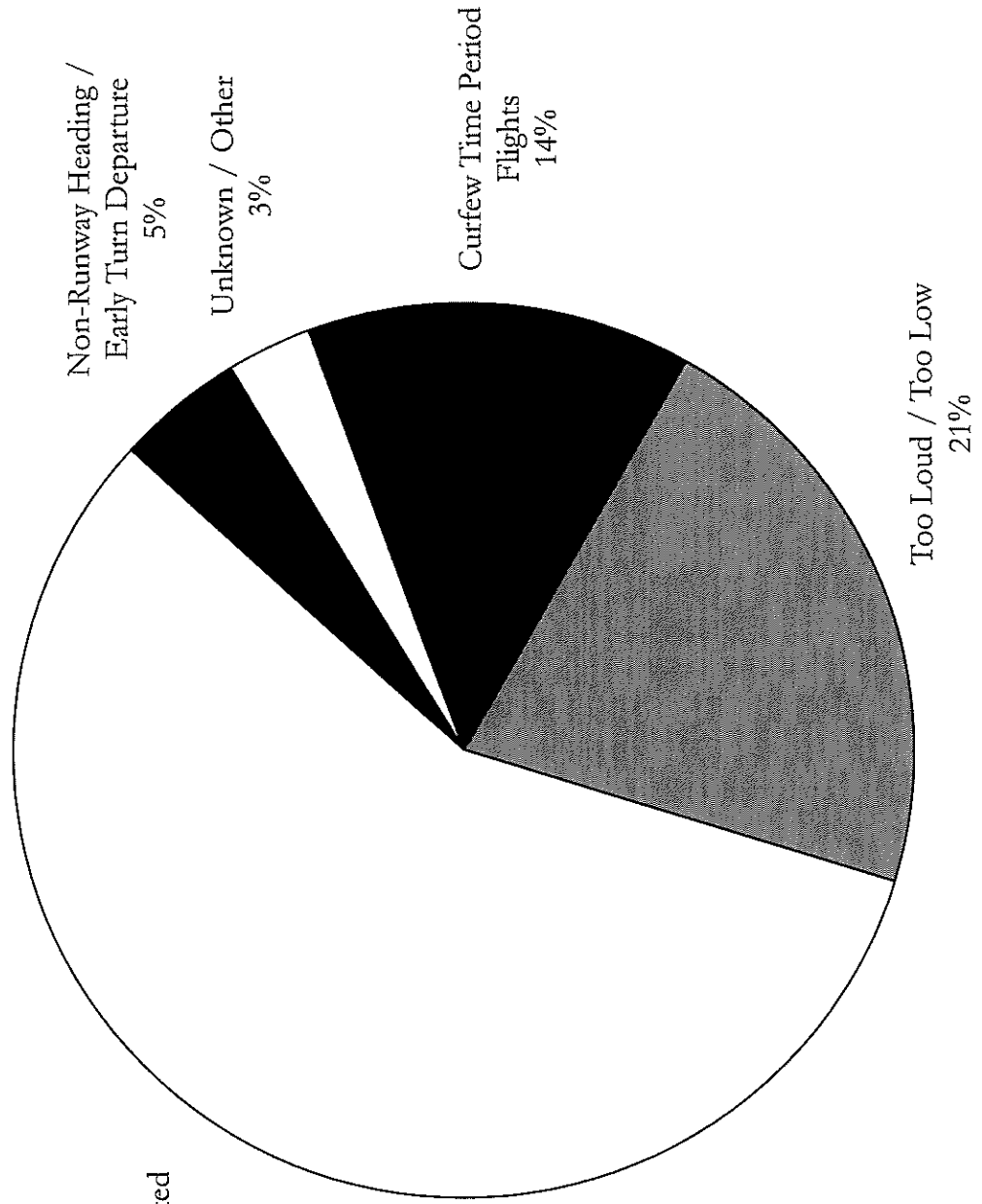
April to June, Complaints by A/C Type, 65 Total



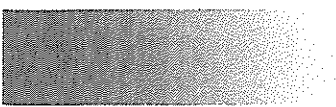
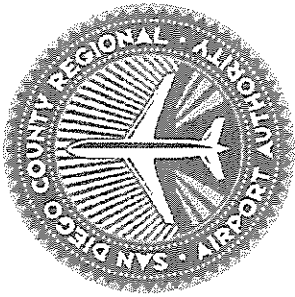


2009 Complaints Statistics

April to June, Complaints by Action, 65 Total



Any Questions?



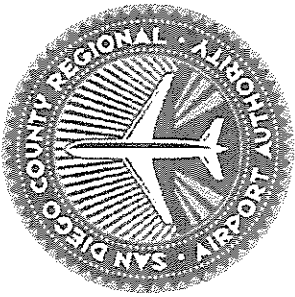


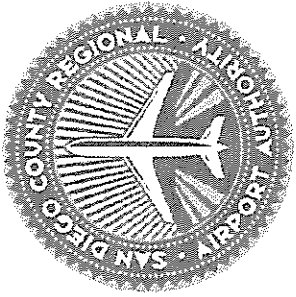
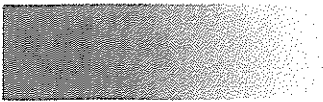
“Early Turn” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

October 21, 2009

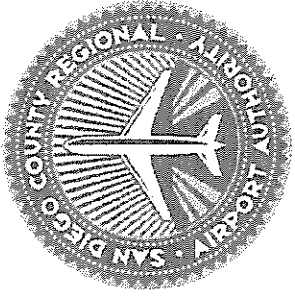






Definition

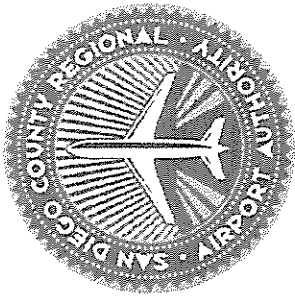
- An aircraft that deviates from the standard departure procedures to a new prescribed departure path, to insure the safe and efficient flow of all aircraft. These early turns are solely conducted at the FAA Control Tower's discretion.



Definition

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

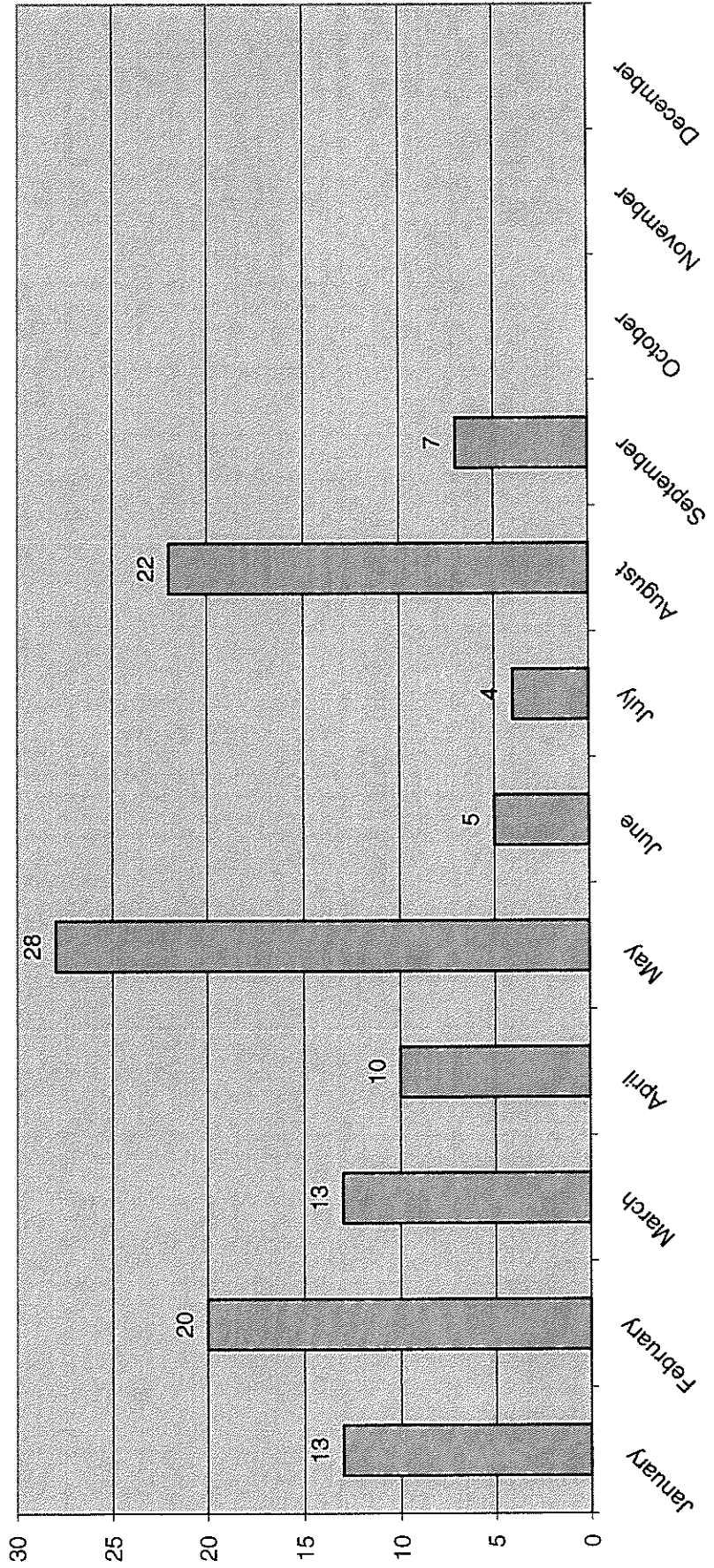
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the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

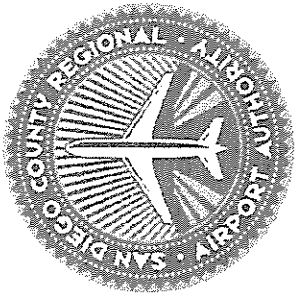


2009 Early Turns

Total sent to FAA
(Total for 2009 = 93)

Early Turns Monthly Totals

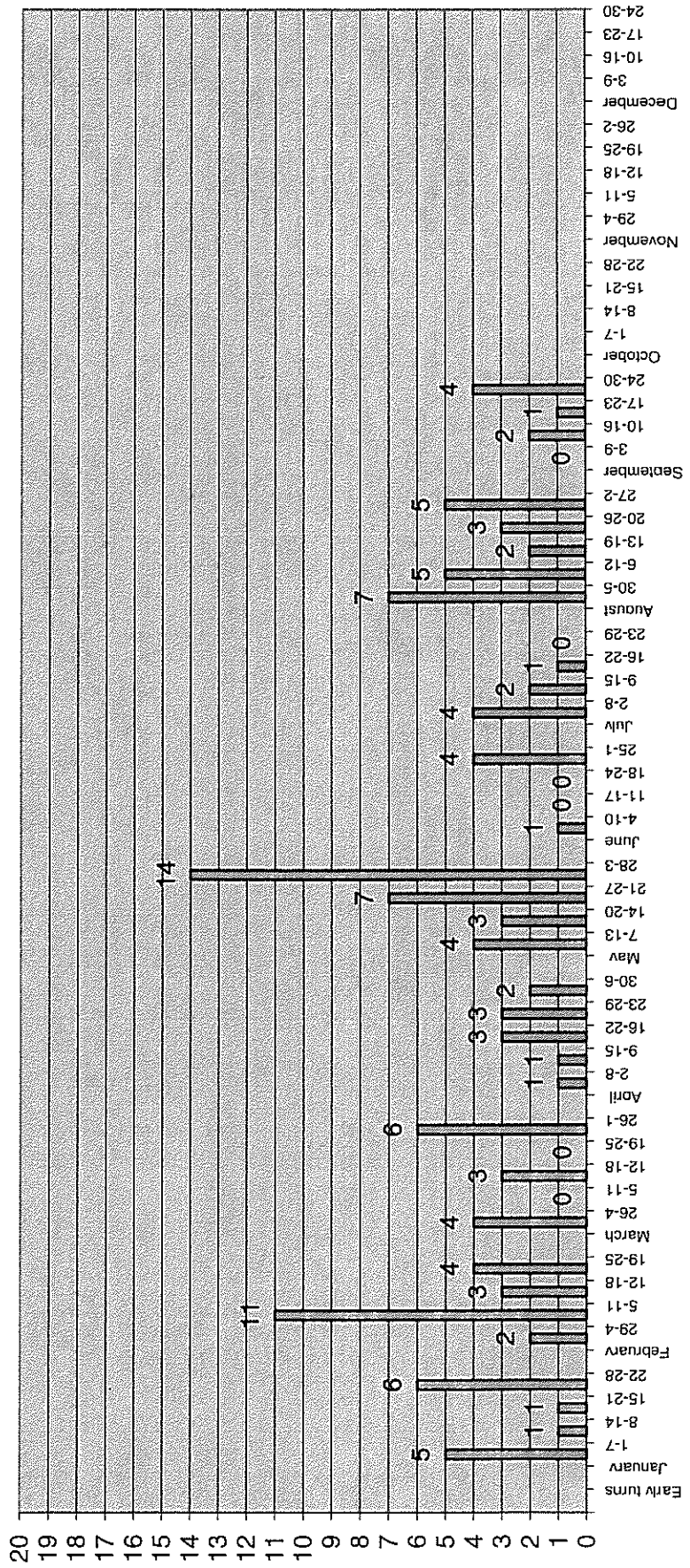


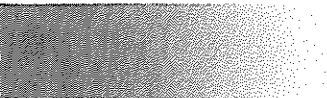
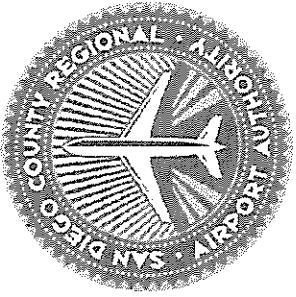


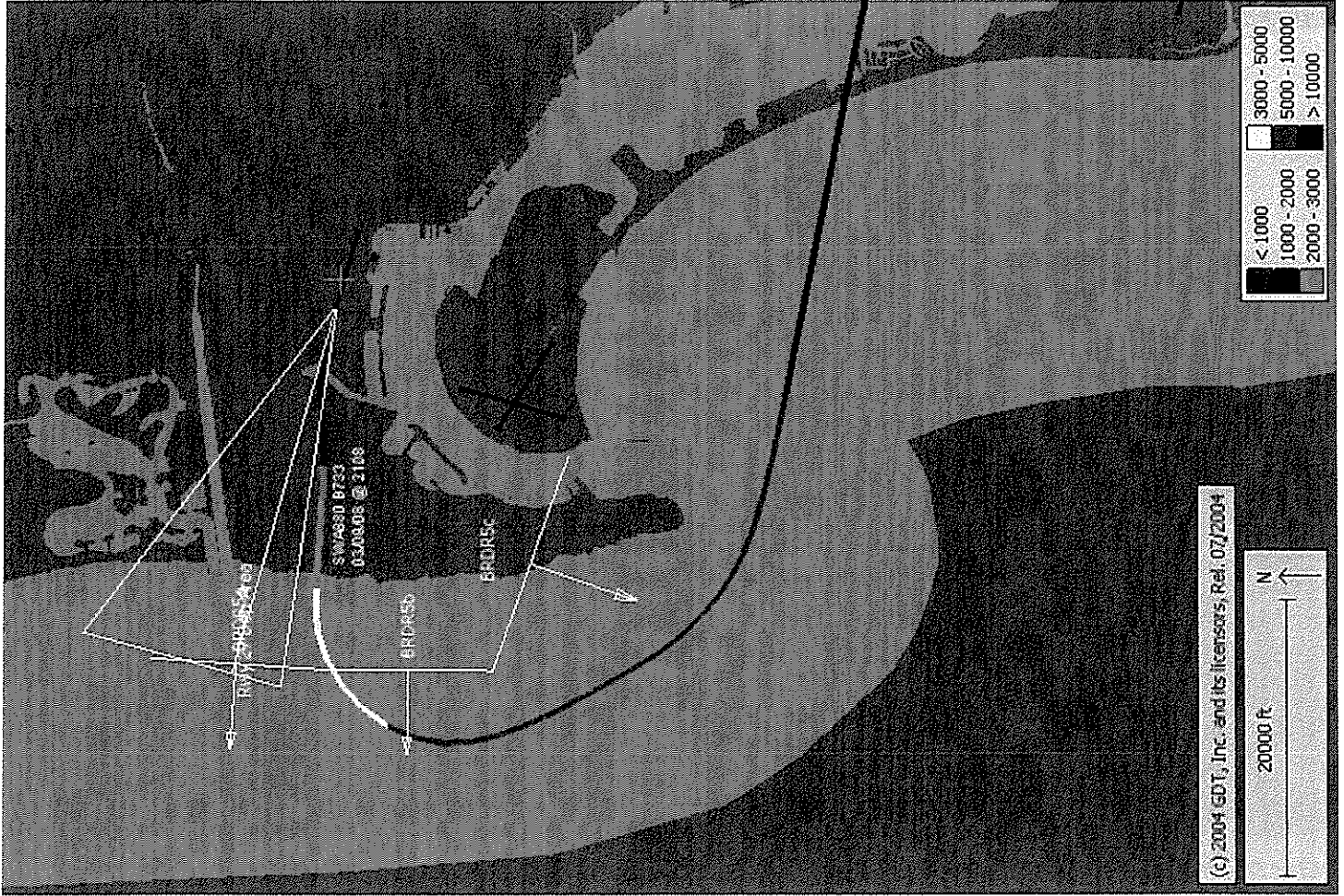
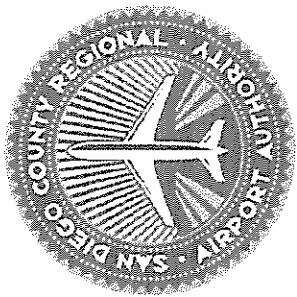
2009 Early Turns

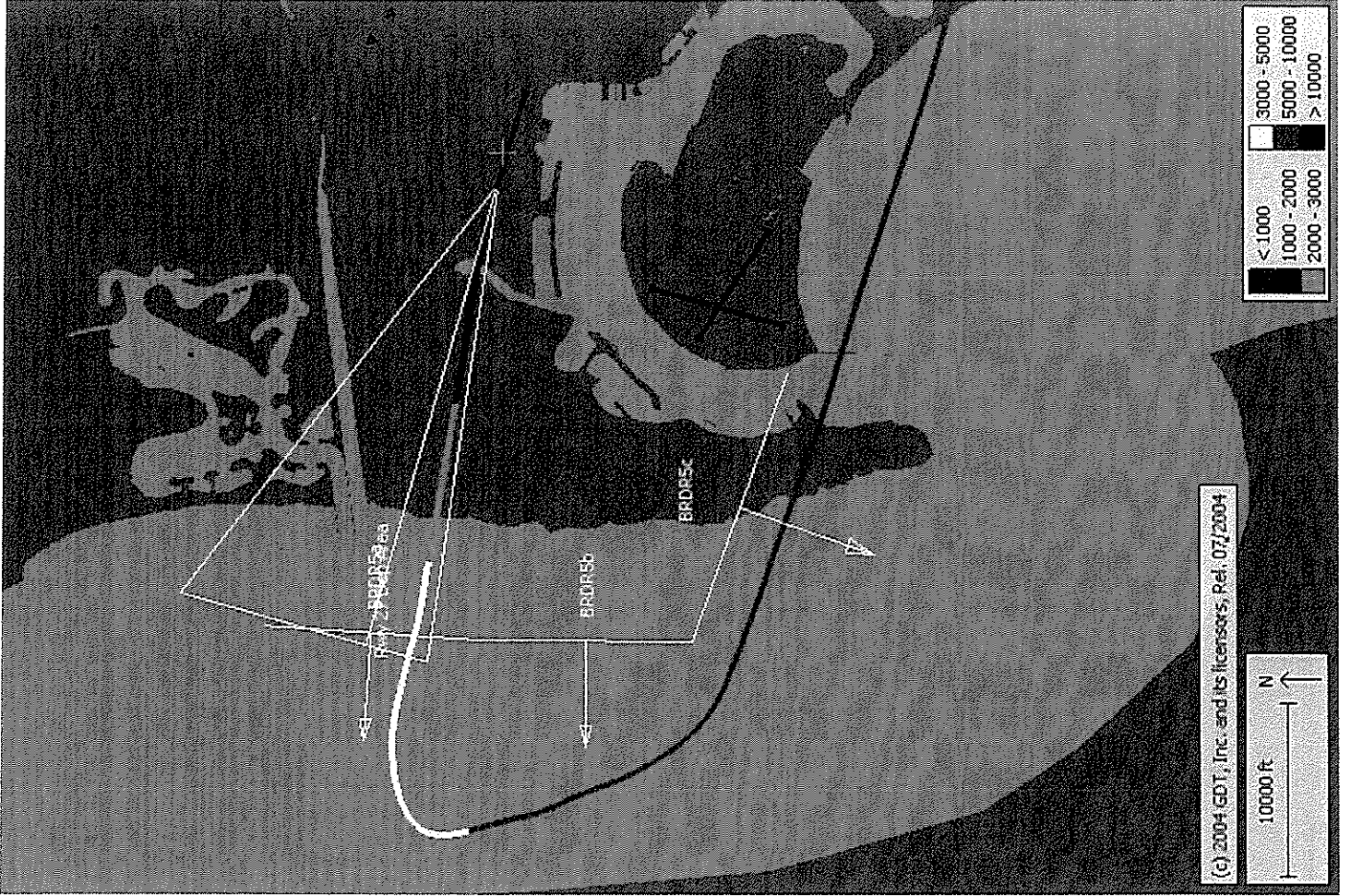
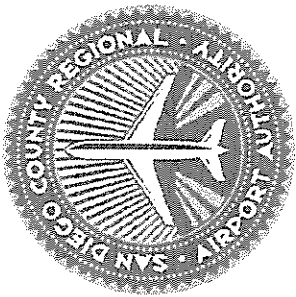
Total sent to FAA

Early Turns Totals

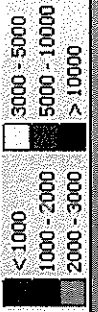


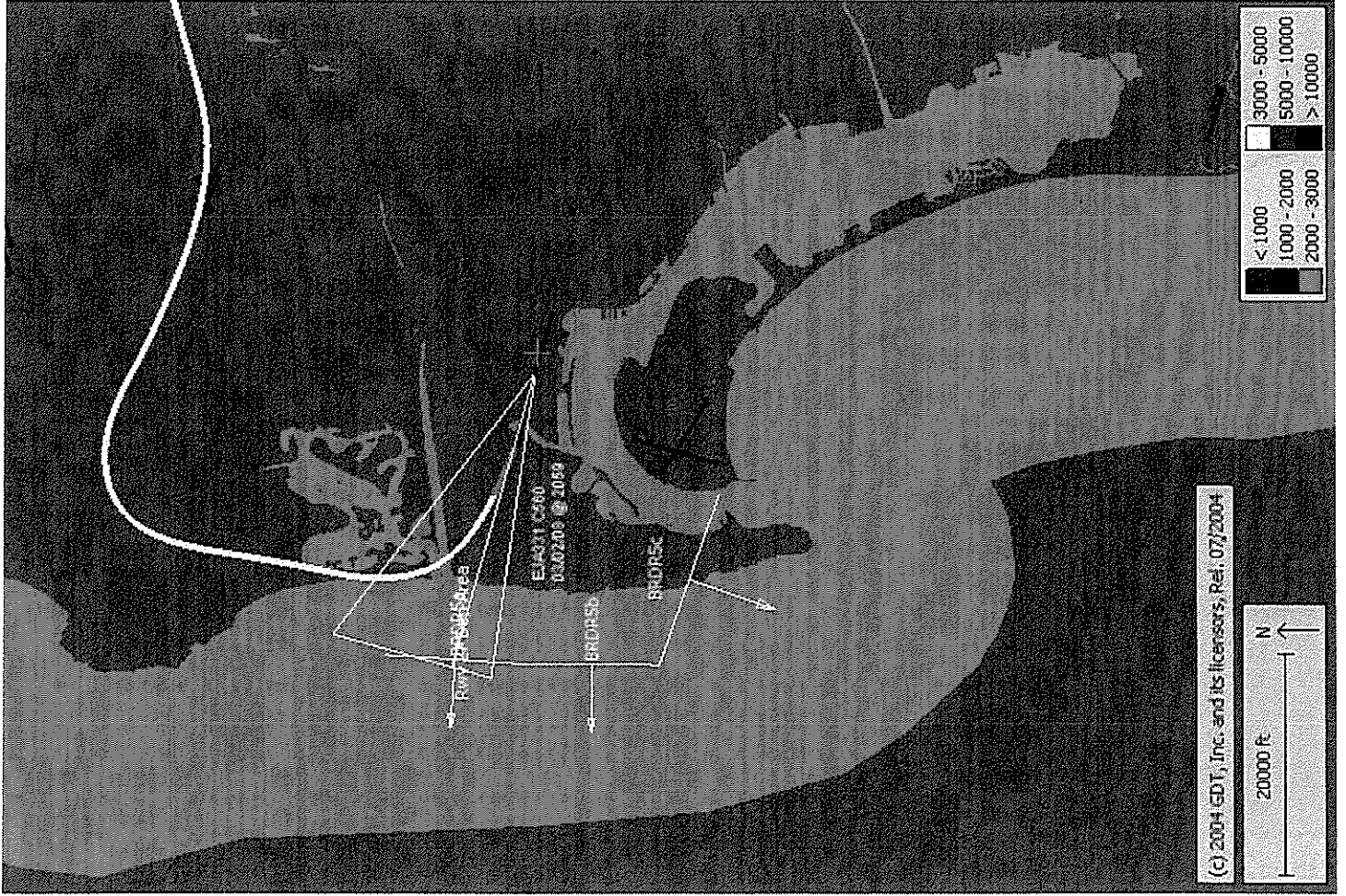


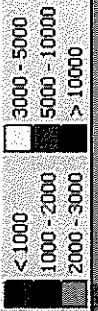
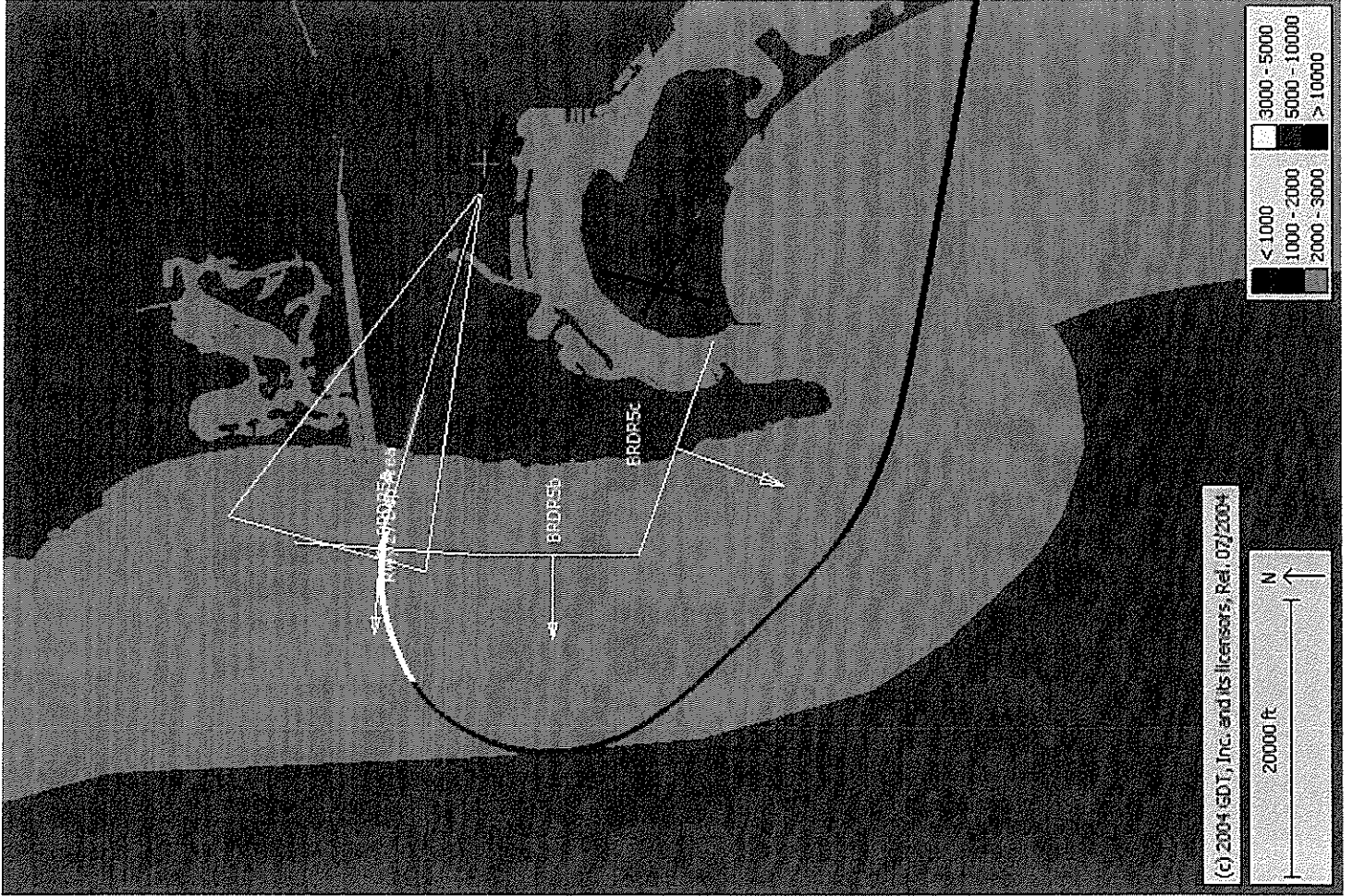
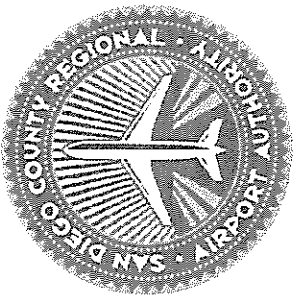




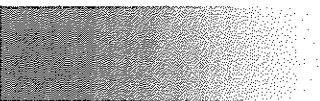
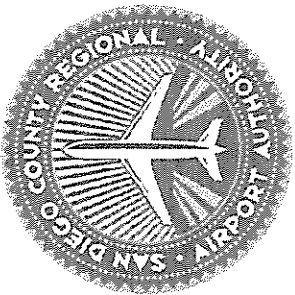
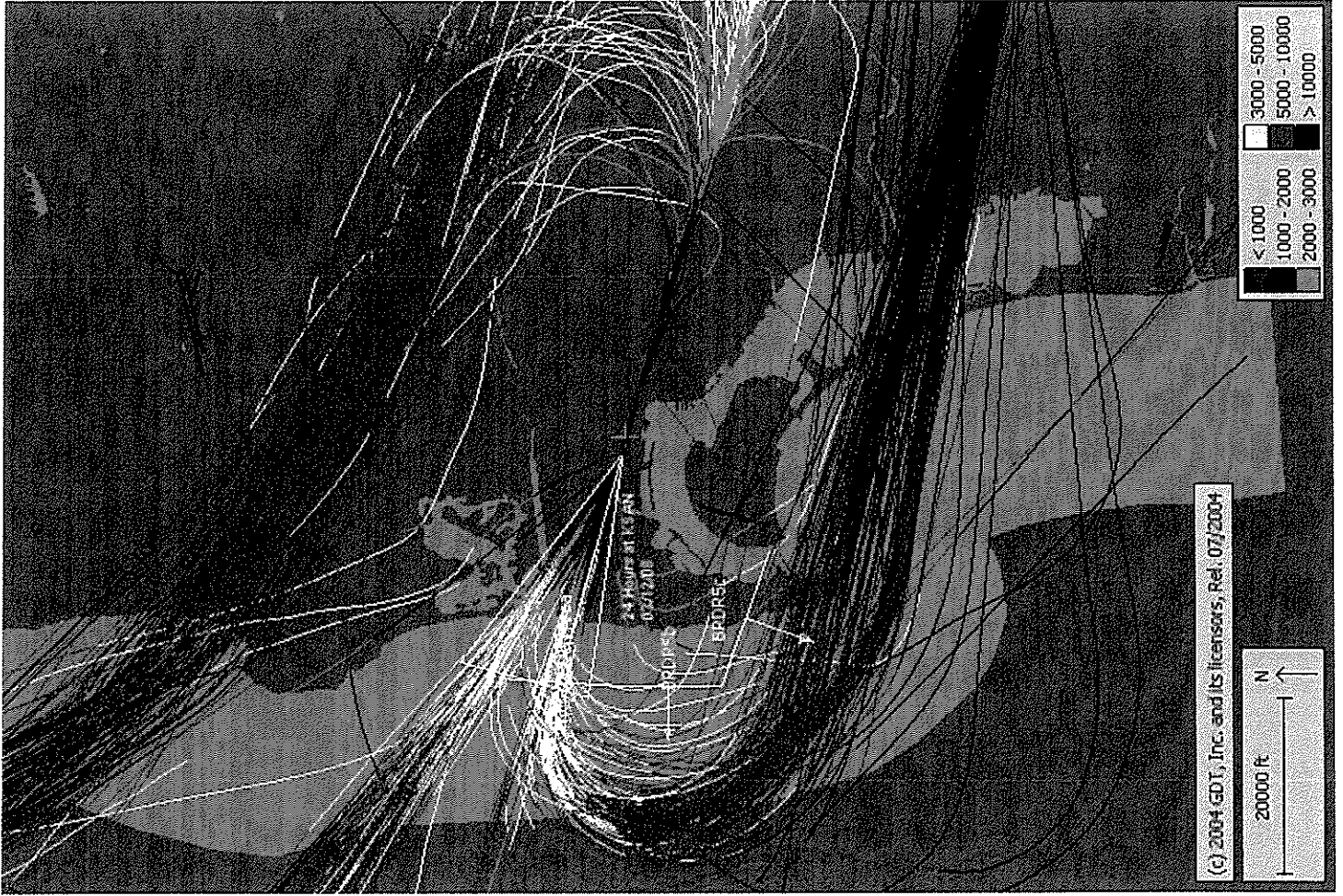
(c) 2004 GDT, Inc. and its licensors. Ref: 07/2004



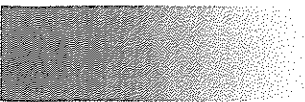
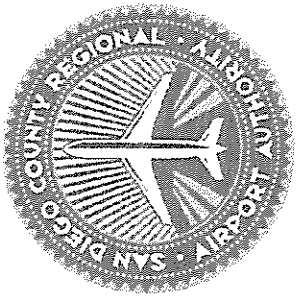




(c) 2004 GDT, Inc. and its licensors. Ref. 07/2004



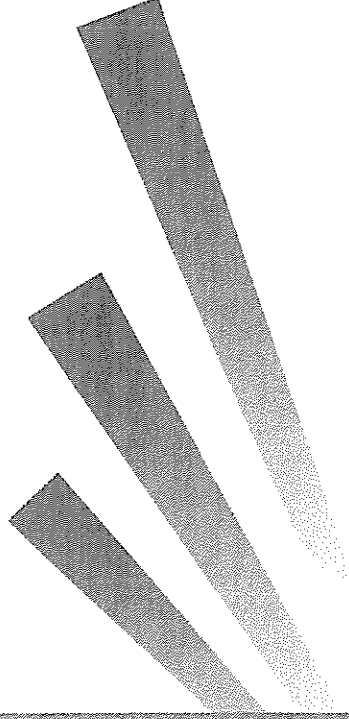
Any Questions?

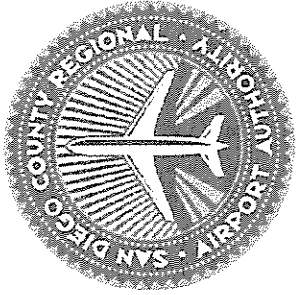


“Contra-Flow” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

October 21, 2009





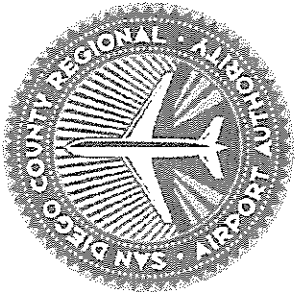
Contra-Flow Definition

What are “Contra-Flow” air traffic operations?

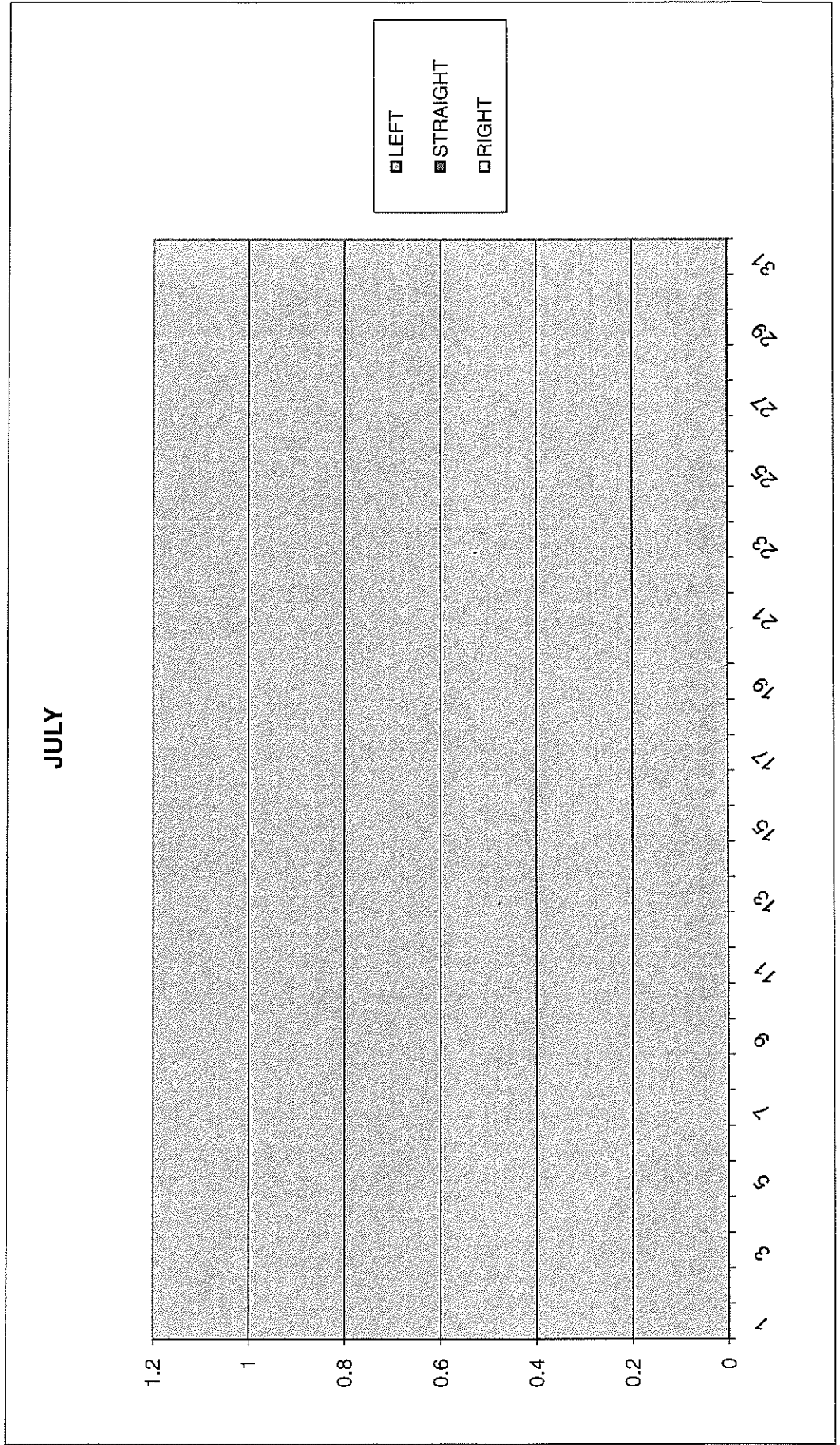
Contra-Flow operations is a air traffic control procedure used at SDIA when weather and/or aircraft weight play a factor in the arrival and departing phase of flight. Normal operations at SDIA consist of arrivals from the east, and departures to the west. During Contra-Flow operations, aircraft arrive from the west, and depart to the west on a reciprocal heading. Once airborne, departing aircraft are vectored south (over 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.

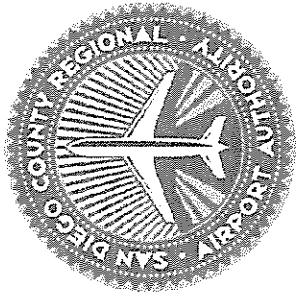
Link:http://www.san.org/documents/airport_noise/Airport_Noise

[FAQs 2006.pdf](#)

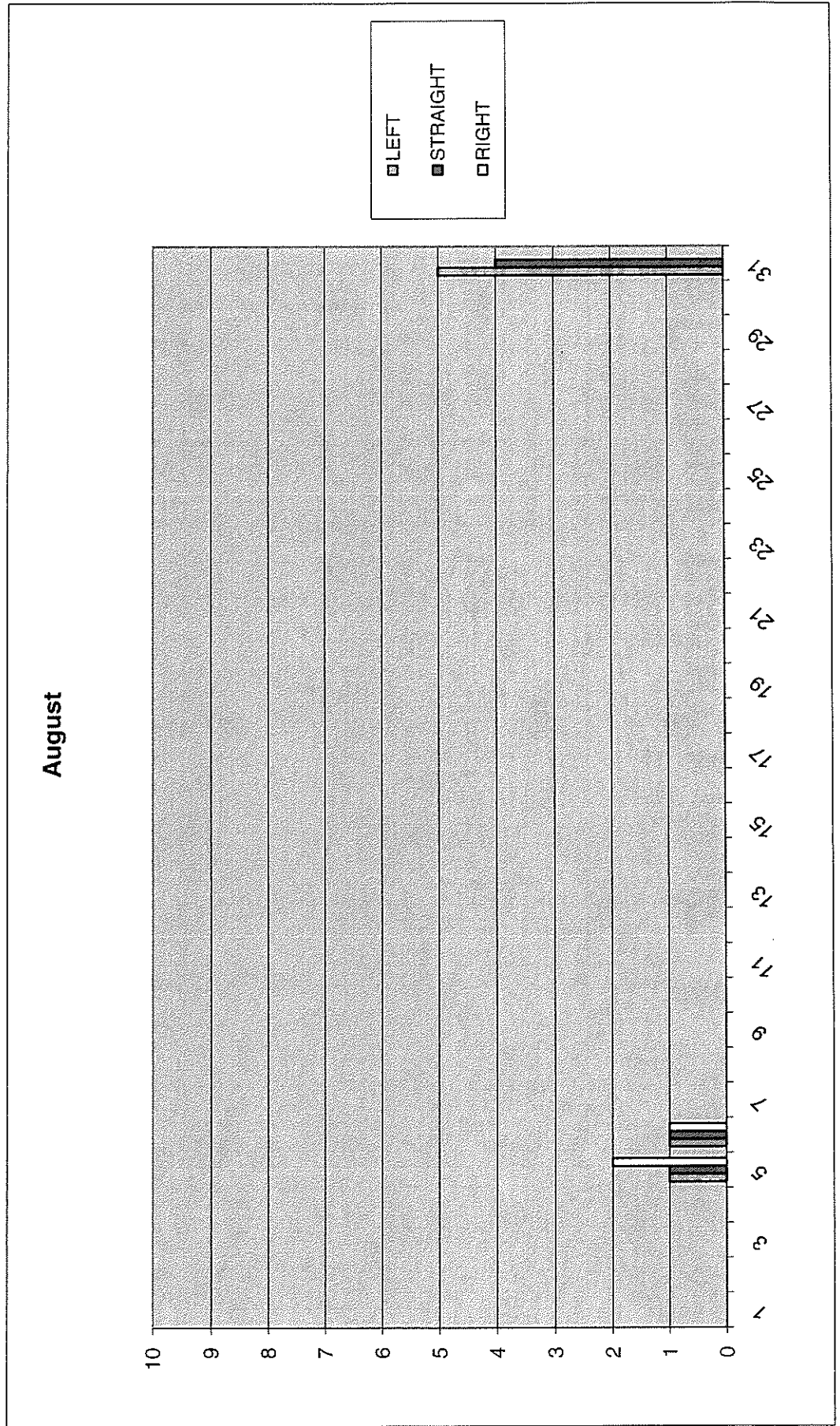


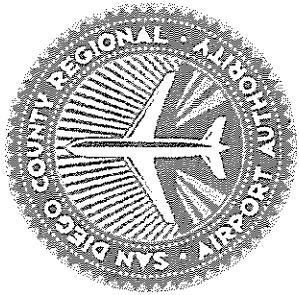
2009 Contra-Flow July



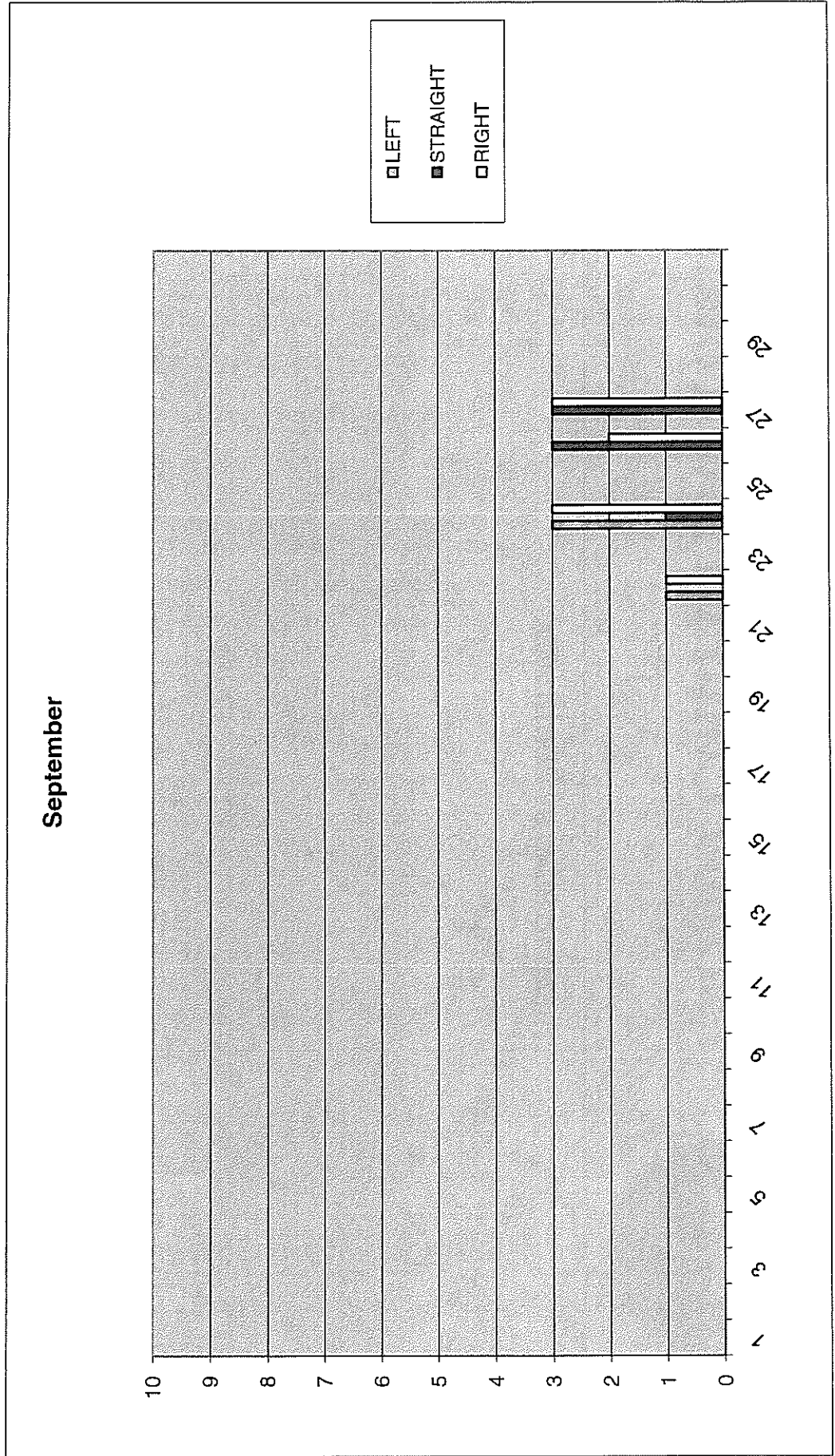


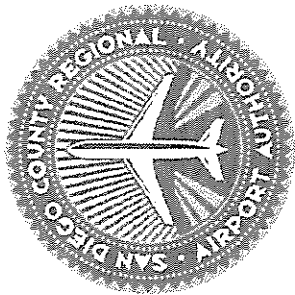
2009 Contra-Flow August





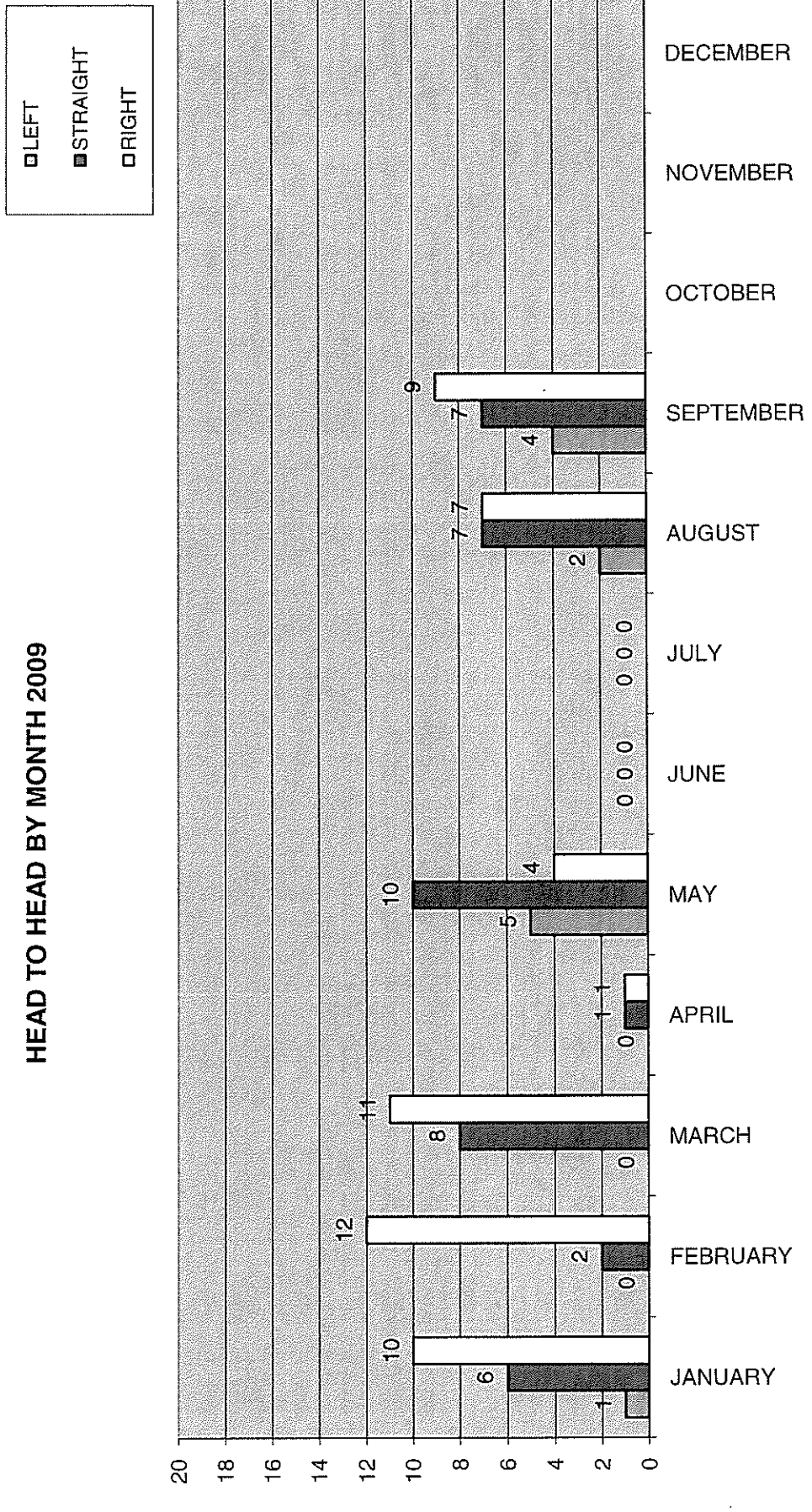
2009 Contra-Flow September

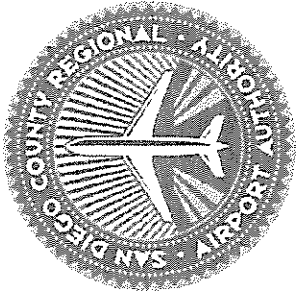
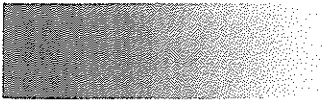




2009 Contra-Flow Totals

HEAD TO HEAD BY MONTH 2009





Any Questions?