

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, April 15, 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 and January 21, 2009 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
 - B. Missed approach statistics
 - C. Complaint statistics
 - D. Early Turn and Head to Head Statistics
 6. Public Comment (Time Certain – 5:10 p.m.)
 7. New Business
 8. Next meeting date
 9. Adjourn
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**SAN DIEGO
INTERNATIONAL
AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
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. Khalil 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 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 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 omplaints 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.



**SAN DIEGO
INTERNATIONAL
AIRPORT**

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) Meeting Minutes January 21, 2009

On January 21, 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 4:05 p.m.

Present: Mr. Suhail Khalil, Peninsula Community Planning Board, Mr. William Kenton, Midway Planning Board; Mr. Cliff Myers, MCRD; Ms. Deborah Watkins, Mission Beach Precise Planning Board; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee & Mr. Garret Hollarn

Absent: Mr. Matt Awbrey, City of San Diego, District Two (Excused); Mr. John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Tom Gowranski, Ocean Beach Planning Board; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Tait Galloway, City of San Diego; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Ms. Paula Jacks, Community member (Excused); Mr. Bill Stone, Little Italy Association (Excused); Mr. Jack Zimmerman, Acoustician (Excused); 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. Due to not having a quorum, a motion to approve the November 20, 2008 meeting minutes was tabled until a quorum is in place.

Mr. Frazee first informed the members that included in their member packet is a list of ANAC accomplishments for 2008. The listed accomplishments are: recommendations made to the Airport Authority Board regarding the Residential Sound Attenuation (Quieter Home) Program which authorized the program eligibility boundary expansion adding 2,400+ dwelling units in the communities to the east, north, and west of the airport; initiation and participation with the FAA 14 CFR Part 150 Airport Noise and Land Use Compatibility Program study update; continued support for airport noise monitoring and mitigation efforts by the Authority; and enhancement of the community information and outreach program. Other accomplishments include adding to the Authority website all ANAC meeting documentation and presentation materials; establishing and maintaining a comprehensive public meeting calendar to better inform the community of scheduled public meetings; and approving the addition of a new ANAC member, in an ex-officio capacity, representing a city planning board located outside the recognized "noise impact area". Staff also added information meant to clarify the definitions of presented items such as "Head-to-Head" and "Early Turn" operations; and, finally, presented information regarding complaint callers on how satisfaction is tracked and reported to the committee. Mr. Frazee applauded the committee for accomplishments during the past year and invited the participants to establish Committee goals for CY 2009.

Mr. Frazee provided an update on 2008 SDIA air traffic and passenger enplanement statistics. Mr. Frazee informed the members that the average overall reduction in operations and passengers in the final six months of 2008 at large airports in the US is approximately 10-15%. A compilation of SDIA's operational statistics showed a total reduction of about -7.7% in passenger for December 2008 vs. December 2007; and CY2008 an overall -

1.1% passenger decrease compared to CY2007, with a total of 18,326,761 in CY2007 vs. 18,128,093 in CY2008. Total operations in the 4th quarter showed an overall decline of -15%; and the total decline was -2.1% for the CY2008. A three month outlook for 2009 was given relating to the airport's capacity reduction (the number of outbound air carrier seats available); for January 2009; that number is -9.5% in relation to January 2008, the number for February 2009 is -12%; and March 2009 is projected to be -10%. An ANAC member inquired how the forecast capacity reduction relates to the number of reduced aircraft operations per month at SDIA. Mr. Frazee explained that there is no direct correlation. Air carriers could balance the seat availability with reduced operations if they used larger aircraft (more seats) or increased the number of smaller aircraft operations per day. The economy is forcing the air carriers to reduce the operations and not change the fleet mix.

Mr. Frazee then updated the Committee about ongoing Airport Authority issues. He informed the members that a Regional Aviation Strategic Plan (RASP) committee, formed as a subcommittee of the Airport Advisory Committee, will begin meeting as soon as Destination Lindbergh is completed in late February. He explained that RASP is yet another requirement of the CA Senate Bill that created SDCRAA in 2002. RASP will evaluate operations and interoperability of the 16 airports (12 civilian, 4 military) located in San Diego County to evaluate how to improve the overall performance of the County's system of individual airports. Mr. Frazee explained that airports within the County are owned by the Authority, cities of San Diego and Oceanside, County, and the military. One member asked about the role of the Airport Land Use Commission (ALUC) regarding the airports. Mr. Frazee explained that in the 1960s the California legislature created a system of county commissions to regulate land planning in the vicinity of airports. Each county in California that includes an airport served by a scheduled airline or operated for the benefit of the general public must establish an Airport Land Use Commission. The state legislature's purpose in requiring these commissions was to "protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to the extent that these areas are not already devoted to incompatible uses." The ALUC's chief business is to prepare and enforce a land use plan for the area surrounding each airport in its jurisdiction. In San Diego County, the Airport Authority acquired that responsibility in January 2003.

The RASP subcommittee will have representative stakeholders that will address issues from all 18 incorporated cities in San Diego county represented by SANDAG, civilian airport operators in the San Diego county, which are the City of San Diego, County of San Diego, and the City of Oceanside, federal and state agencies like FAA and the California Division of Aeronautics; and airport operators in adjacent regions. The two year process will develop long range recommendations for the 12 civilian airports in the county, with a goal of improving the performance of the region's airport system. Further information regarding this subcommittee can be found at the following location: http://www.san.org/airport_authority/rasp/index.asp

Mr. Frazee then provided an information item regarding the Ad Hoc Airport Regional Policy Committee (Destination Lindbergh) which will be meet tomorrow (January 22); and that it was originally scheduled at 7:15 a.m. but has moved up to 8:45 a.m.. On the Agenda, included in the discussion are parking, preliminary financial analysis, distribution of preliminary summary report, and conclusions. The meeting is open to the public and ANAC members were encouraged to attend.

Dr. Butler explained that annually, at the first scheduled meeting, ANAC reviews its Rules of Procedure for acceptability. The Rules includes attendance, defining a meeting quorum, meeting procedures, and other parliamentary rules. Dr. Butler pointed out that included in the 2009 Rules of Procedure is a committee-initiated change in frequency of future meetings, as well as the time and day of ANAC meetings. Since there is no quorum in place, Dr. Butler suggested that the members present review the Rules of Procedures, consider what changes are necessary and forward those recommendations to Noise Mitigation staff prior to the April 15 meeting.

Particular attention should be placed on the committee attendance requirements. Dr. Butler informed the members that Mr. Frazee will be sending an electronic copy to all members for inputs and that it will be added as an action item at the next meeting.

For Curfew Violation Review Panel (CVRP), Mr. Frazee informed the members that the most recent CVRP was held on December 3, 2008, that two air carrier operations were evaluated by the Panel, and both were assessed penalties. He informed the members that the next CVRP will be on February 4, 2009 and that four airlines and a general aviation operation will be before the Panel. He also informed the members that after the February CVRP, he will be able to provide a list of the total operations penalized in 2008. One member has asked if there is any plan in raising the fine structure. Dr. Butler, as well as Mr. Frazee, explained a doubling of the penalty structure and addition of a "multiplier" was accomplished about two years ago and that further increase would require significant FAA interaction and time. Dr. Butler suggested that the member speak with him after the meeting for an explanation of the process history.

Mr. Paul Webb, Project Manager for the FAA 14 CFR Part 150 Airport Noise and Land Use Compatibility Program study, provided an update. He informed the members that last Thursday (Jan. 15), the Noise Technical Advisory Group (NTAG) met to discuss ongoing issues, such as the draft Noise Exposure Maps (NEMs) and proposed program elements that could lead to further mitigation of aircraft noise to the noise-impacted community. He encouraged the members to review presentation documents on the Airport's website. Concluding his presentation, Mr. Webb informed the members that the next public meeting prior to submitting the NEMs to FAA for acceptance will be on March 10, 2009 from 5:00 – 7:00 p.m. in this room (Noise Monitoring Room, Commuter Building, 3rd Floor). http://www.san.org/airport_authority/airport_noise/part150.asp

Ms. Sjohnna Knack gave an update on the Quieter Home (Residential Insulation) Program. She informed the members that 270 homes were completed during 2008, the reason that there weren't more homes completed is because a majority of the homes were more complex historic homes, but that there are expected to be about 300-600 homes in different phases of design and construction during 2009. In 2008 they have bid 11 construction packages. Over 800 aviation easements have been processed and many homes are in design now. The Authority has approved the 12 new Phase 5 projects; FAA has provided an additional \$6 million dollars in grant funding. The Authority Board has approved an additional \$17 million in the 2009 budget, which bring the total to \$34.7 million. She informed the members that they have just closed the oldest grant, Grant #43. She explained that the FAA has strict guidelines on how long and how quickly an airport has to "spend down" each grant. She mentioned that she is excited that a shift of construction from historic home to multiple condominium units on the west side will keep the pace of construction at a high level, meaning more properties will be able to be sound insulated quicker. With this shift it reduces the cost per unit from approximately \$65,000 to about \$20,000 each. Mr. Frazee added that the overriding issue is the program eligibility boundary, the 65 dB CNEL noise contour, and that the FAR Part 150 update study may expand or contract that boundary.

Mr. Garret Hollarn gave a year end summary presentation regarding Missed Approach operations. He explained that missed approaches most often are associated with inclement weather, with the highest occurrences during the months of January, February, March, October, November, and December. For the year 2008 the spikes in this activity took place in February, March, November and December due to low visibility due to fog or adverse weather. As an example, Mr. Hollarn explained that on December 15th a total of 16 missed approaches occurred on this one day due to heavy fog. The data showed that 90% of missed approaches happened during the non-curfew time period (6:30 a.m. – 11:30 p.m.) Regarding departure headings for missed approaches, about 15% departed on a heading other than straight during the entire period. Overall for CY2008, approximately 80% of all missed approaches were straight out and during the non-curfew period.

For the noise complaint update, Mr. Hollarn showed data that continued a trend of decreasing complaints received. In CY2008 a total of 295 complaints were received. He pointed out that there has been a big change for this year on the number of calls during the night time period (10:00 p.m. – 7:00 a.m.) with 40% of complaints received

being for operations during this timeframe, compared to 15% in 2007. When reviewing complainer locations, west of the airport accounts for most of the noise complaints, with the neighborhoods of Loma Portal, Pt. Loma, and Ocean Beach being the three highest, but some calls have come from as far away as Chula Vista, but about 70% of all complaints are from within the Peninsula Community Planning Board boundary. When referencing complaints by household, 35% are by single callers, and that 19 households account for 51% of the complaint calls. Complaints relating to aircraft type show that a majority (64%) are on commercial jet aircraft, with about a third of those being on the single hushkitted B727 operation. To address a question posed at a previous meeting by an ANAC member, Mr. Hollarn stated that the number times there were multiple complaints on a same operation was 25 times. There were 67 complaints for those 25 operations.

Mr. Steve Cummings gave a presentation on "Early Turn" operations. In terms of numbers, for 2008 the months of April, June, and October showed highest number of Early Turns, and that the total is 129, compared with 102 for 2007. During his presentation he showed explanatory slides depicting how the Noise Mitigation Department determines what constitutes this an "Early Turn" operation.

For Head-to-Head operations, Mr. Cummings explained that this local phenomenon is attributable to inclement weather and sustained winds from the east. Mr. Cummings provided an update since last ANAC meeting for November and December, as well as CY2008 totals. November had 29, with November 19th as the worst day with 10 operations. December had 46 total, with 16 occurring on December 1st and 12 on December 18th. Mr. Cummings informed the members that the total Head-to-Head operations for 2008 were 279, and a majority were either in a straight out or to the right direction.

Seeing that there is still no quorum, Dr. Butler informed the members that no new business can be brought forward. Dr. Butler mentioned that Mr. Frazee will send a reminder to all members to forward agenda item requests at least two weeks before the Agenda for the next scheduled meeting. He also said that the Rules of Procedures will be on the next Agenda for any possible changes.

The meeting adjourned at 5:15 p.m. The next meeting is scheduled for Wednesday, April 15, 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.

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

RULES OF PROCEDURE

The following RULES OF PROCEDURE have been adopted by the Airport Noise Advisory Committee (ANAC). These RULES OF PROCEDURE and San Diego County Regional Airport Authority Board Policy 9.20, shall govern the ANAC.

1. **ATTENDANCE**: The Committee shall meet at least quarterly. Committee member attendance will be recorded and minutes taken at each meeting. Excused absences shall be entered into the minutes of the meeting. Members may be 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 writing and in advance, 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.
2. **QUORUM**: A quorum of the ANAC shall consist of at least 50%+1 of its voting 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, Commercial Air Carrier Representative and representative of the Mission Beach Precise Planning board 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 citizens 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 with input from ANAC. Committee members wishing to submit agenda items for the next ANAC meeting must do so via the Director, Airport Noise Mitigation at least one week prior to the meeting.
6. **MEETING TIME/LOCATION**: Meetings are normally scheduled on the third Wednesday of January, April, July, and October at 4:00 p.m.

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

POLICIES

- ARTICLE 9** - **SAN DIEGO INTERNATIONAL AIRPORT**
PART 9.2 - **NOISE REGULATION**
SECTION 9.20 - **SAN DIEGO INTERNATIONAL AIRPORT NOISE ADVISORY COMMITTEE**
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PURPOSE: To establish an airport noise advisory committee for the San Diego County Regional Airport Authority (the "Authority") for community input and involvement relating to noise issues relating to the San Diego International Airport (the "Airport").

POLICY STATEMENT:

- (1) The Authority's Board of Directors (the "Board") recognizes that neighborhoods surrounding the Airport are affected by noise from aircraft operations. An Airport Noise Advisory Committee (the "Committee"), consisting of individuals from various organizations, residential areas, and professional associations, shall be formed in accordance with this policy.
- (2) The intent of the Committee is to provide airport noise-impacted communities (defined as those within the FAA - approved Noise Impact Area (NIA) - 65 decibel Community Noise Exposure Level noise contour) the opportunity to provide input to the Board regarding the various San Diego International Airport aircraft noise-related projects. Community Planning Boards that underlay the 60-65 dB CNEL contour are welcome to submit a request for participation on the Committee in an ex officio (non-voting) capacity.
 - (a) The Committee shall be composed of no more than 13 voting members. Committee members shall be comprised of representatives of the following agencies, industries or interested groups: Acoustician; Airline Pilot; City of San Diego; County of San Diego; Federal Aviation Administration; General Community Member (from noise-impacted area); Greater Golden Hill Planning Board; Little Italy Association; Midway Community Plan Advisory Committee; US Military; Ocean Beach Planning Board; Peninsula Community Planning Board; and Uptown Planners.
 - (b) 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 Transport Association, an airline representative selected by the Board, and an appointee from City of San Diego community planning groups with oversight of residential communities outside the SDIA Federally designated noise-impact area (65dB CNEL contour) yet within the current SDIA 60 dB CNEL noise contour, shall serve as ex-officio members of the Committee.

(c) Committee members representing planning boards shall serve a two-year term with an automatic two year renewal if approved by the respective planning board. All remaining Committee members shall serve three year terms until replaced. Replacement Committee members shall represent only the defined Committee structure represented in this policy. The Airport Authority will accept input from the Airport Coalition when the "at-large community member who resides inside the 65db CNEL noise contour" position becomes vacant. However, the Airport Authority shall base selection of this participant on equitability.

(d) A "Meeting Facilitator", hired by the Authority, shall facilitate all meetings of the Committee.

(e) Airport Noise Mitigation shall maintain a roster and record of appointment of Committee members.

(f) Airport Noise Mitigation shall provide staff support to the Committee.

(2) The Committee shall meet at least every quarter. At the beginning of each calendar year, the Committee shall establish the dates of Committee meetings. Agendas for each Committee meeting shall be distributed by the Authority's Clerk (the "Clerk") after consultation with the Committee. Committee meetings shall be noticed and open to the public. Committee meetings shall be conducted according to applicable California State Rules and Regulations, Public Meetings Laws and the policies, procedures and codes adopted by the Board.

(3) The Committee is advisory in nature and shall have no authority to negotiate for, represent, or commit the Authority in any respect.

(4) The Committee is encouraged to consider and make recommendations regarding:

- (a) Residential Sound Attenuation (Quieter Home) Program;
- (b) 14 CFR Part 150 - Airport Noise & Land Use Compatibility Plan;
- (c) Airport Noise Monitoring and Mitigation Efforts;
- (d) Community Outreach Programs; and
- (e) Other Airport Noise Issues.

(5) Presentation to the full Board by the Committee may be scheduled upon request of the Committee or the Chair of the Board at a mutually convenient time.

(6) Minutes of each meeting shall be prepared by the Clerk and shall be submitted to the Committee for approval. The Clerk will distribute meeting notes accordingly.

[Amended by Resolution No. 2008-0110 dated September 4, 2008]
[Resolution No. 2002-02 dated September 20, 2002.]

San Diego County Regional Airport Authority

SUBJECT: Airport Use Regulation (SDCRAA Code 9.40) Administrative Guidelines

PURPOSE: Establish administrative procedures to implement San Diego County Regional Airport Authority, SDCRAA Code 9.40 to define the purpose, function and membership of the Curfew Violation Review Panel (Panel), provide guidelines for the assessment of administrative penalties and establish a process for appeal and reconsideration.

Background

The Airport Use Regulations ("Regulations"), SDCRAA Code 9.40, contain certain Time of Day Restrictions (curfew) that became effective April 1, 1989. The Regulations were adopted by the San Diego County Regional Airport Authority in furtherance of, and consistent with, the transfer of the Airport from the Port of San Diego to the Authority, as provided in the San Diego County Regional Airport Authority Act. The transfer occurred on January 1, 2003. The Airport Use Regulations include a mechanism for levying administrative penalties against those Aircraft Operators who violate the Regulations.

Among other restrictions, the Airport Use Regulations, Time of Day Restrictions, prohibit engine run-up activity or aircraft departures from 11:30 pm until 6:30 am for Stage 3 aircraft and 10:00 pm until 7:00 am for Stage 2 aircraft. The Regulations provide for the assessment of administrative penalties against an Aircraft Operator found in violation of the Time of Day Restrictions, as to first, second and third offenses (See Exhibit A). For any additional violations of the curfew a greater fine amount may be assessed and/or the operating privileges of an Aircraft Operator may be terminated or limited by the Authority Board, after given notice and opportunity to be heard.

A Time of Day Restriction violation or "curfew violation" is defined as a departure or engine run-up activity that occurs outside the operating hours permitted by the Airport Use Regulations.

Procedures:

Definitions:

SDCRAA or Authority:	San Diego County Regional Airport Authority
President/CEO:	President/CEO and Executive Director of SDCRAA
Director:	Director, Airport Noise Mitigation, SDCRAA
Airport Noise Mitigation:	Airport Noise Mitigation Department, SDCRAA
Aircraft Operator:	An individual, entity, corporation or company responsible for the operation of an aircraft at San Diego International Airport
Meeting:	An informal administrative proceeding
ALJ:	Administrative Law Judge from the State of California Office of Administrative Meetings

1.0 Curfew Violation Review Panel

The Curfew Violation Review Panel ("Panel") is established to evaluate and monitor aircraft operator compliance with the Airport Use Regulation, Time of Day Restrictions (curfew), and to make determinations on the appropriate disposition of these incidents.

1.1 The Curfew Violation Review Panel shall be a three (3) member panel and be represented as follows:

- Vice President, Planning and Operations, SDCRAA
- Vice President, Development, SDCRAA
- Vice President, Marketing & Public Communications, SDCRAA

- 1.2 The Panel shall normally meet the first Wednesday of February, April, June, August, October and December, at 2:00 p.m., on the third floor of the Commuter Terminal Building located at 3225 North Harbor Drive, San Diego, CA, or at a time and place authorized by the President/CEO. Panel members may designate a staff member within his/her Division to attend Meetings in his/her absence and act as a voting member for that particular Meeting, including the individual hearings conducted.
- 1.3 The Director, Airport Noise Mitigation, shall convene a pre-agenda meeting prior to the Panel meeting. This meeting will discuss matters before the Panel, and the time, place and duration of the Meeting.
- 1.4 The Director shall facilitate the Meetings of the Panel.
- 1.5 All Panel Meetings shall be open to the public and noticed by posting 72 hours in advance.
- 1.6 Public comment is limited to 3 minutes per person (per agenda item).
- 1.7 Aircraft Operators will have sufficient time to present their position on the issue and respond to all questions regarding any alleged curfew violations and any other specific issues regarding these proceedings.
- 1.8 Airport Noise Mitigation shall maintain a record of all violation actions, Panel recommended enforcement actions, and violation dispositions.
- 1.9 The Director shall provide to the President/CEO a report on each administrative penalty action taken against an Aircraft Operator.

2.0 Review Panel Administrative Process for Notice of Violation

- 2.1 **NOTICE OF SUSPECTED VIOLATION:** The Director shall notify an Aircraft Operator, in writing, of a suspected violation of the curfew within ten (10) business days after the infraction has occurred. The Aircraft Operator must provide to the Director, at the address on the letter of notification, information on the circumstances within thirty (30) calendar days from the date of notice.

- 2.2 The Director shall provide each Panel member with copies of all violation correspondence and other supporting data.
- 2.3 The Director shall convene a Meeting of the Panel as specified in Para. 1.2 to review and take action in matters involving alleged violations of the curfew and make administrative penalty decisions, as warranted. The Meeting of any curfew violation shall not be scheduled for a date less than thirty (30) days following the issuance of a notice of violation.
- 2.4 **HEARING NOTICE:** At least ten (10) business days in advance of a scheduled Meeting, the Director shall notify the Aircraft Operator alleged to have violated the curfew, in writing, of the date, time, and location of the Panel Meeting at which the matter will be heard. The Aircraft Operator will be offered an opportunity to present information at the Panel Meeting.
- 2.5 **REQUEST FOR EXTENSION:** An Aircraft Operator may request an extension of any deadline specified in this policy. Such a request is subject to the following requirements and conditions:
- (a) The request must be made in writing to the Director.
 - (b) The request must clearly state the basis for the Aircraft Operator's inability to comply with the original deadline and must state the period of time for which an extension is being requested.
- 2.6 **CONTINUANCE:** The Director shall notify the Aircraft Operator in writing within ten (10) business days of a request for extension whether the Authority has extended its deadline, and, if an extension is granted, the continuance date.
- 2.7 **DETERMINATION:** The Panel shall make administrative penalty decisions in accordance with the provisions of the Airport Use Regulations and adopt a written decision.
- 2.8 The Director shall notify the Aircraft Operator found in violation of the curfew, in writing, within ten (10) business days after the Panel meets, of the administrative penalty decision made by the Panel. Should an administrative penalty be assessed, the Aircraft Operator shall be given thirty (30) calendar days from the date of that notice to remit said penalty.

- 2.9 Any Aircraft Operator failing to remit the administrative penalty may be subject to legal action in the manner described in Section 4.0.

3.0 Appeal of Review Panel's Determination

It is the purpose of these guidelines to provide a reasonable, fair, and expeditious means by which Aircraft Operators contesting administrative decisions imposed by the Panel can obtain review and reconsideration of the decision by administrative means.

APPEAL TO THE CEO / PRESIDENT

- 3.1 Any Aircraft Operator who is assessed an administrative penalty may request review and reconsideration by the Authority through the President/ CEO.
- 3.2 A written request for review and reconsideration shall be submitted by the Aircraft Operator to the Director within twenty (20) business days from the notification of the administrative penalty by the Panel. If no appeal is filed within the said twenty days, it shall be grounds to deny further review and shall constitute a knowing waiver and consent by the Aircraft Operator from further challenging the penalty in either an administrative or court proceeding.
- 3.3 Upon receipt of a timely appeal, the Director, within five (5) days, shall forward the appeal to the President/CEO.
- 3.4 The President/CEO shall provide a written determination of the appeal to the Aircraft Operator within twenty (20) business days.

HEARING BEFORE AN ADMINISTRATIVE LAW JUDGE (ALJ)

- 3.5 Any Aircraft Operator assessed an administrative penalty may, within thirty (30) days following denial of appeal to the President/CEO, request reconsideration by an Administrative Law Judge at an informal hearing, conducted under the California Administrative Meeting Procedures. When an appeal is filed, the Director shall cause the request for review to be assigned to an ALJ. The ALJ shall notify the parties in writing of the time, date and place of the hearing within 60 days.

- 3.6 The hearing before the ALJ shall be a new evidentiary proceeding to determine both whether a violation did occur and if an appropriate penalty has been assessed.
- 3.7 The determination by the ALJ in connection with any such proceeding may be:
- (i) A determination that the administrative penalty should not be imposed, or should be rescinded, in whole or in part; or
 - (ii) A modification of the administrative penalty, including the imposition of a greater penalty.
- 3.8 Any written request by the Aircraft Operator for reconsideration by an ALJ under this policy must include all of the following:
- (a) Statement of Facts containing a full and complete account of the facts, evidence and actions of the Aircraft Operator pertaining to the alleged violation.
 - (b) Statement of Disputed Issues with a concise statement of:
 - (i) Each issue relevant to the administrative penalty that is contested by the Aircraft Operator submitting the request; and
 - (ii) A summary of the basic contentions of the Aircraft Operator seeking review as to why the administrative penalty should not be imposed, or why it should be modified.
 - (c) Statement of Relief Requested containing a concise statement of the relief sought by the Aircraft Operator.
- 3.8.1 If an ALJ conducts a hearing, the ALJ selected to preside over the hearing shall hear the case alone, and exercise all powers related to the conduct of the hearing.
- 3.9 The Aircraft Operator and the President/CEO (or designee) shall each have the right to appear in person and be represented by legal counsel or appointed representation, to receive notice, to present evidence, to call and cross examine witnesses under oath, and to present argument.

- 3.10 The ALJ shall file a written statement of findings of fact, conclusions or law and a decision with the President/CEO within thirty (30) business days from the date of the hearing.
- 3.11 The decision of the Hearing Officer will be final. Any further appeal must be filed with the Superior Court, State of California pursuant to the California Code of Civil Procedures Sections 1094.5 and 1094.6.

4.0 **Legal Proceedings**

- 4.1 The Authority, through the General Counsel, may file action in a court of competent jurisdiction for collection of administrative penalties against any Aircraft Operator failing to remit the administrative penalty assessed under the Airport Use Regulations and these Guidelines.
- 4.2 In the event an administrative penalty collection action proceeds to court and the court finds in favor of the Authority, the Aircraft Operator shall remit the administrative penalty to the Authority in accordance with the judgment. Additionally, the Aircraft Operator shall reimburse the Airport Authority for all legal fees and/or costs incurred.

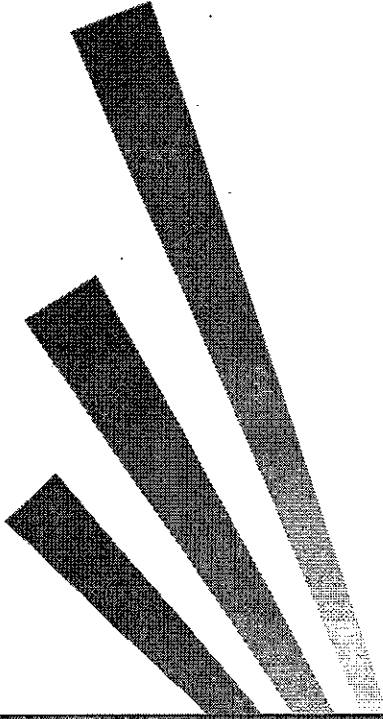
Exhibit A

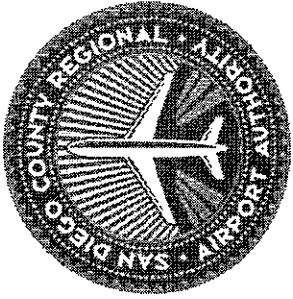
Noise Curfew Fine Schedule
\$2,000 for the first occurrence in a compliance period of six (6) calendar months.
\$6,000 for the second occurrence in a compliance period of six (6) calendar months.
\$10,000 for the third occurrence in a compliance period of six (6) calendar months.
Additionally, each penalized violation of the Regulation, Section 9.40(h) (2) shall be multiplied by the number of penalized violations in the previous six calendar months' compliance period.
For any additional violations of the curfew greater than three (3) in a six (6) calendar month compliance period, a greater fine amount may be assessed and/or the operating privileges of an operator may be terminated or limited by the Airport Authority Board.

Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

April 15, 2009

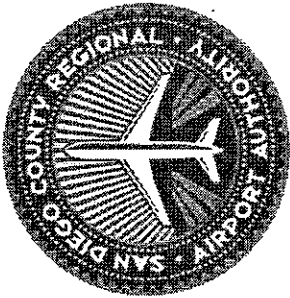




Missed Approach Definition

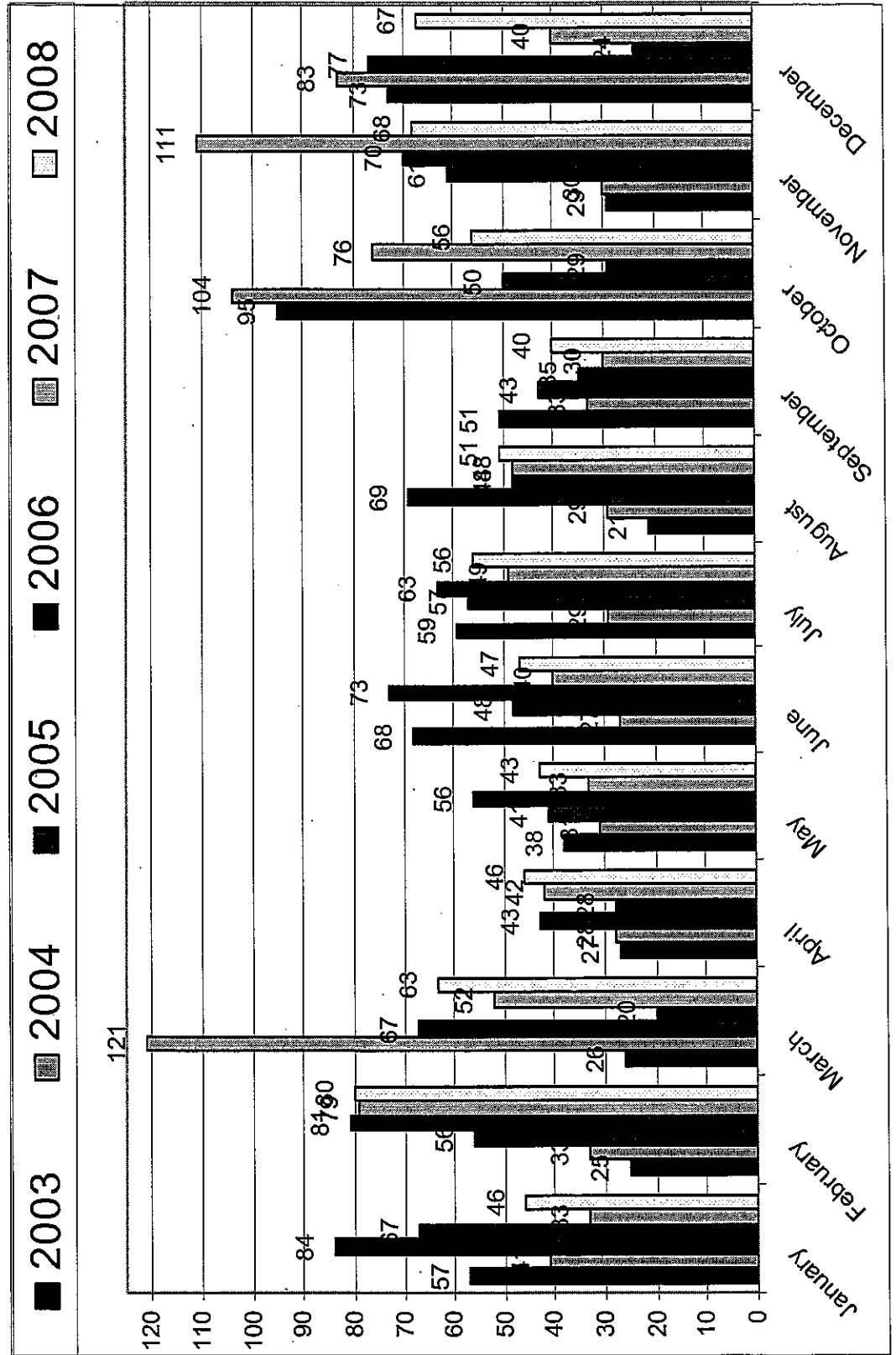
*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

- 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

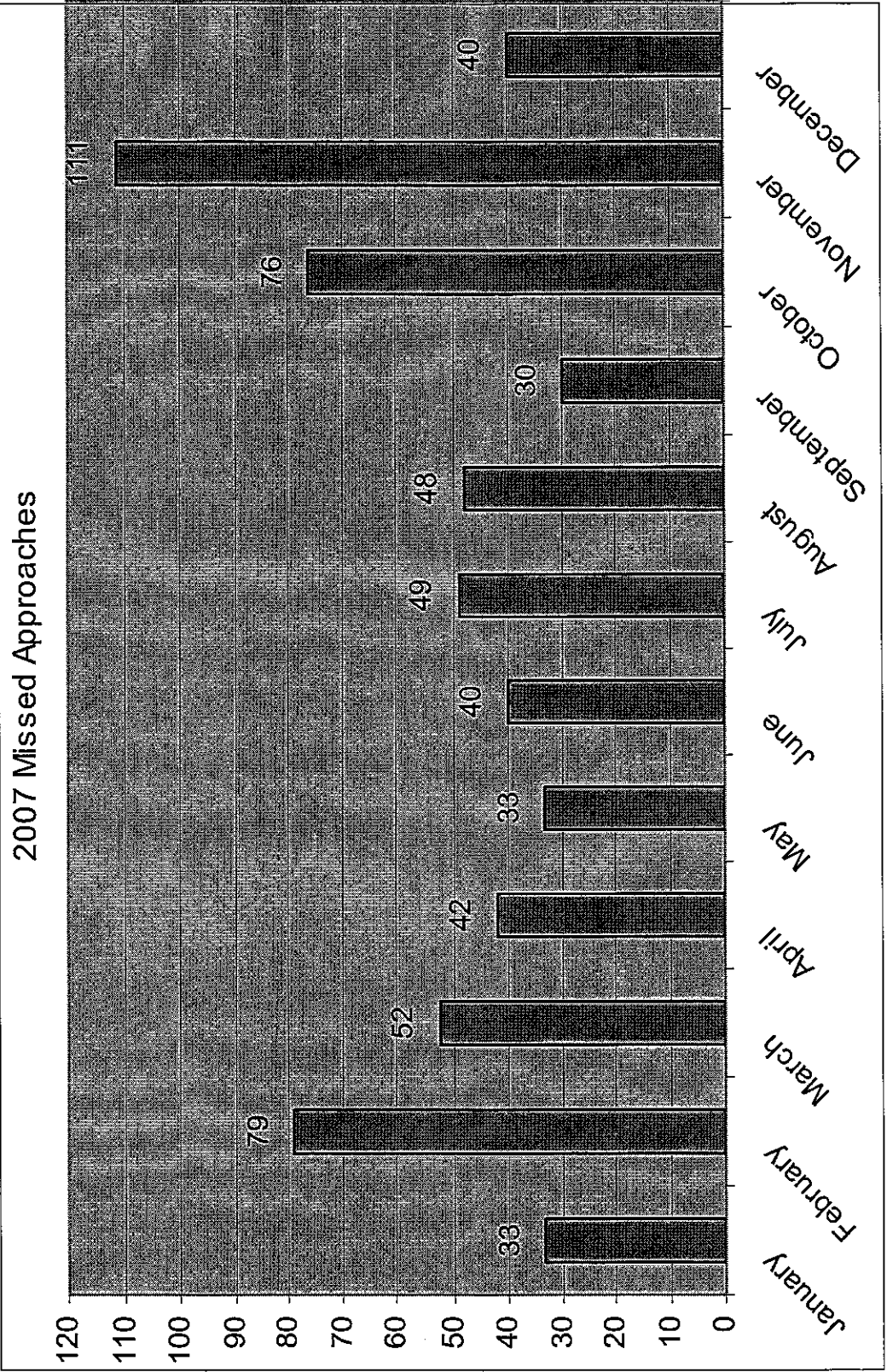
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663





2007 Missed Approaches

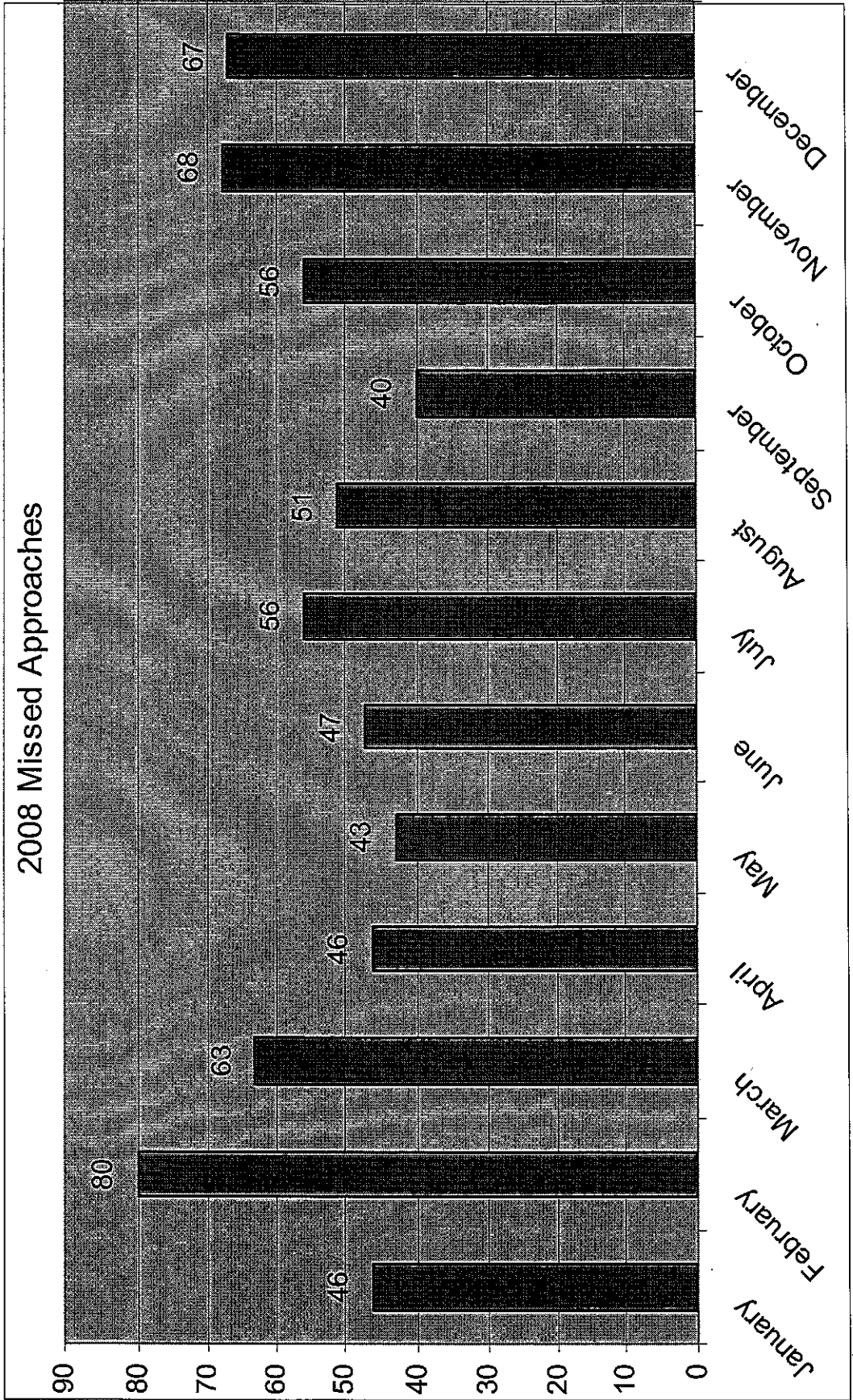
633 Total

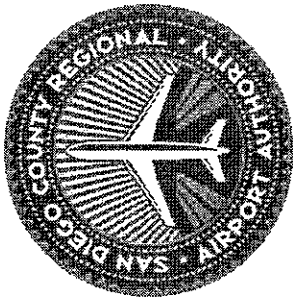




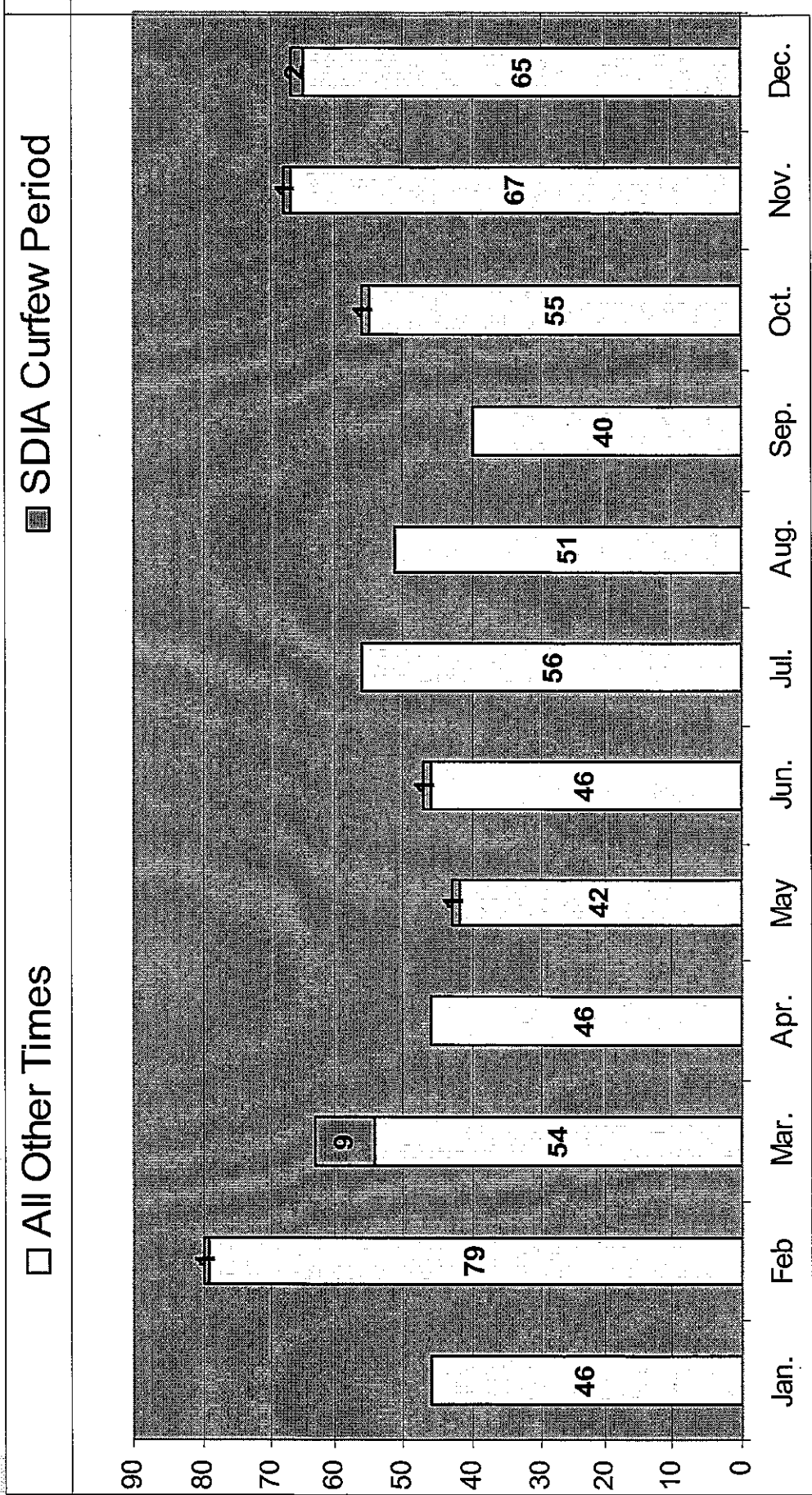
2008 Missed Approaches

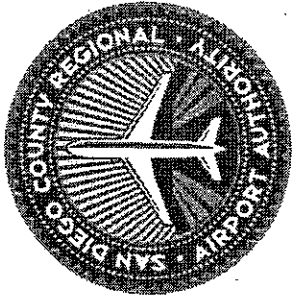
663 Total



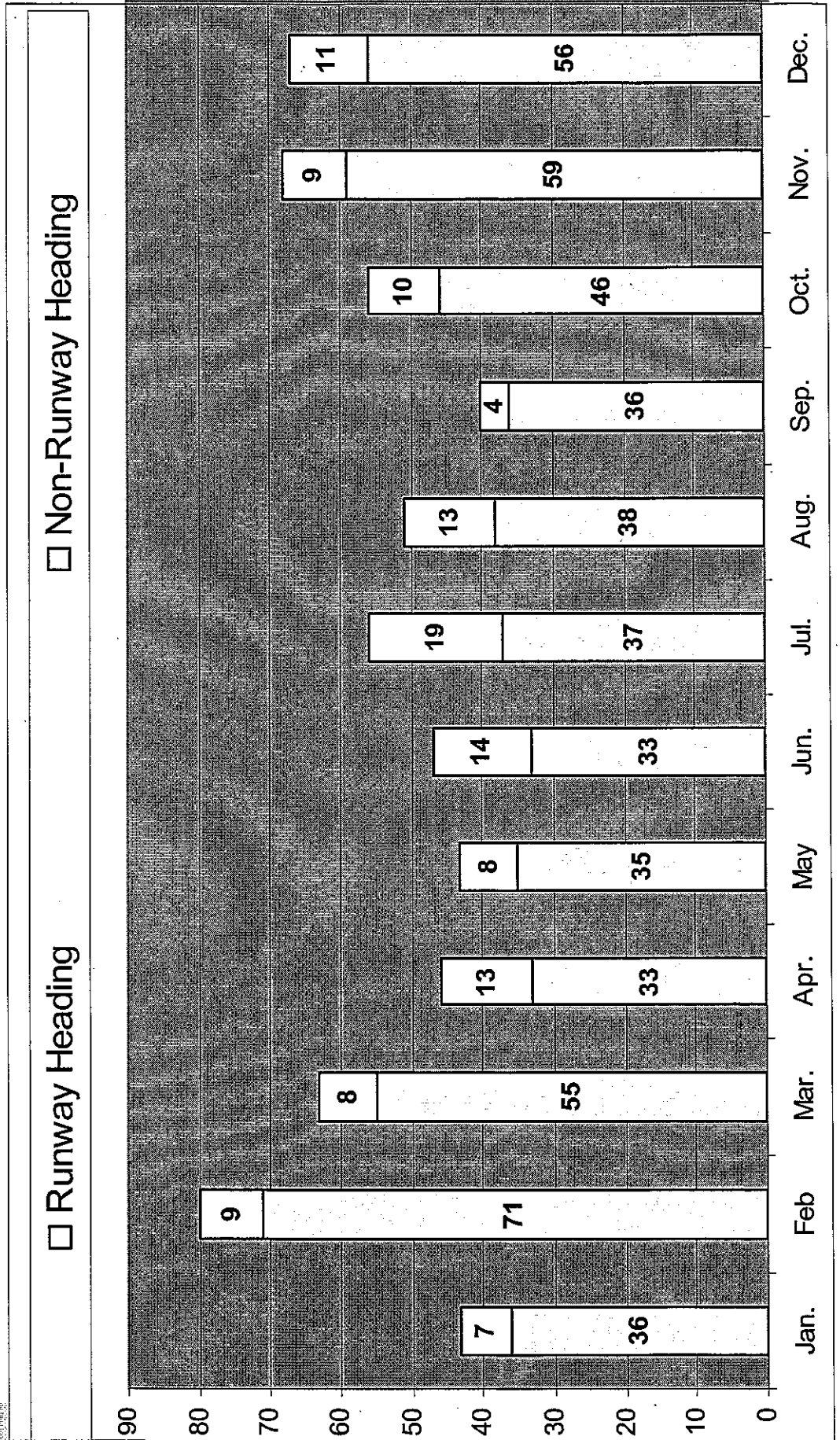


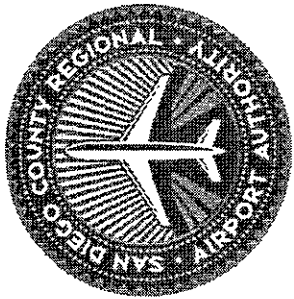
Curfew Period vs. All Other Times



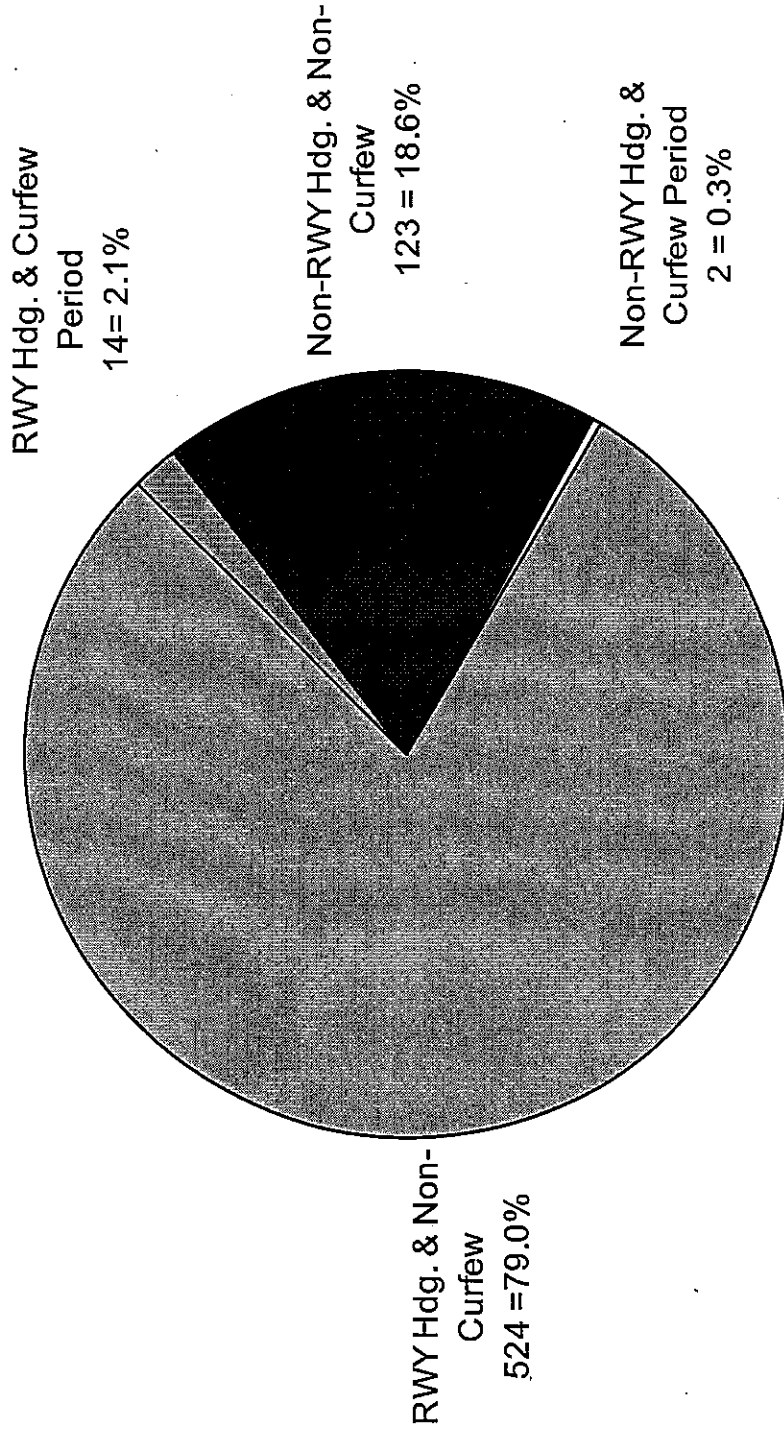


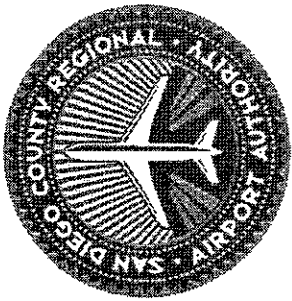
Runway Hdg. Vs. Non-Runway Hdg.



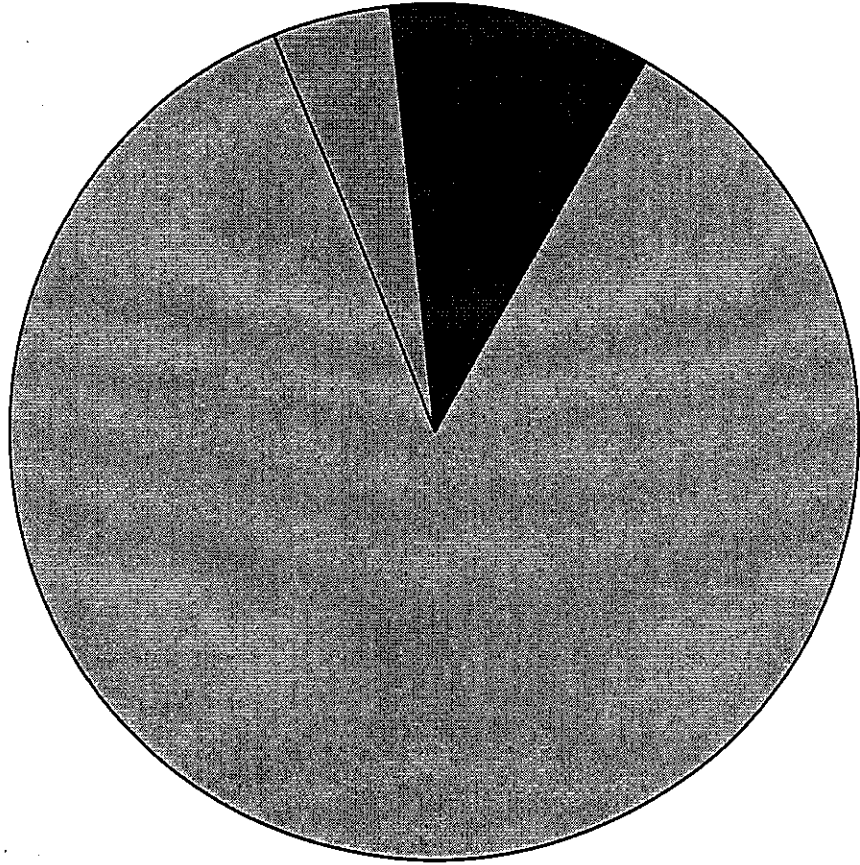


2008 Missed Approaches - Percentage





2007 Missed Approaches - Percentage



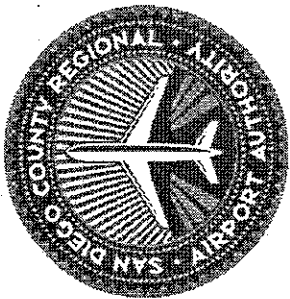
RWY Hdg. & Non-Curfew
542 = 86%

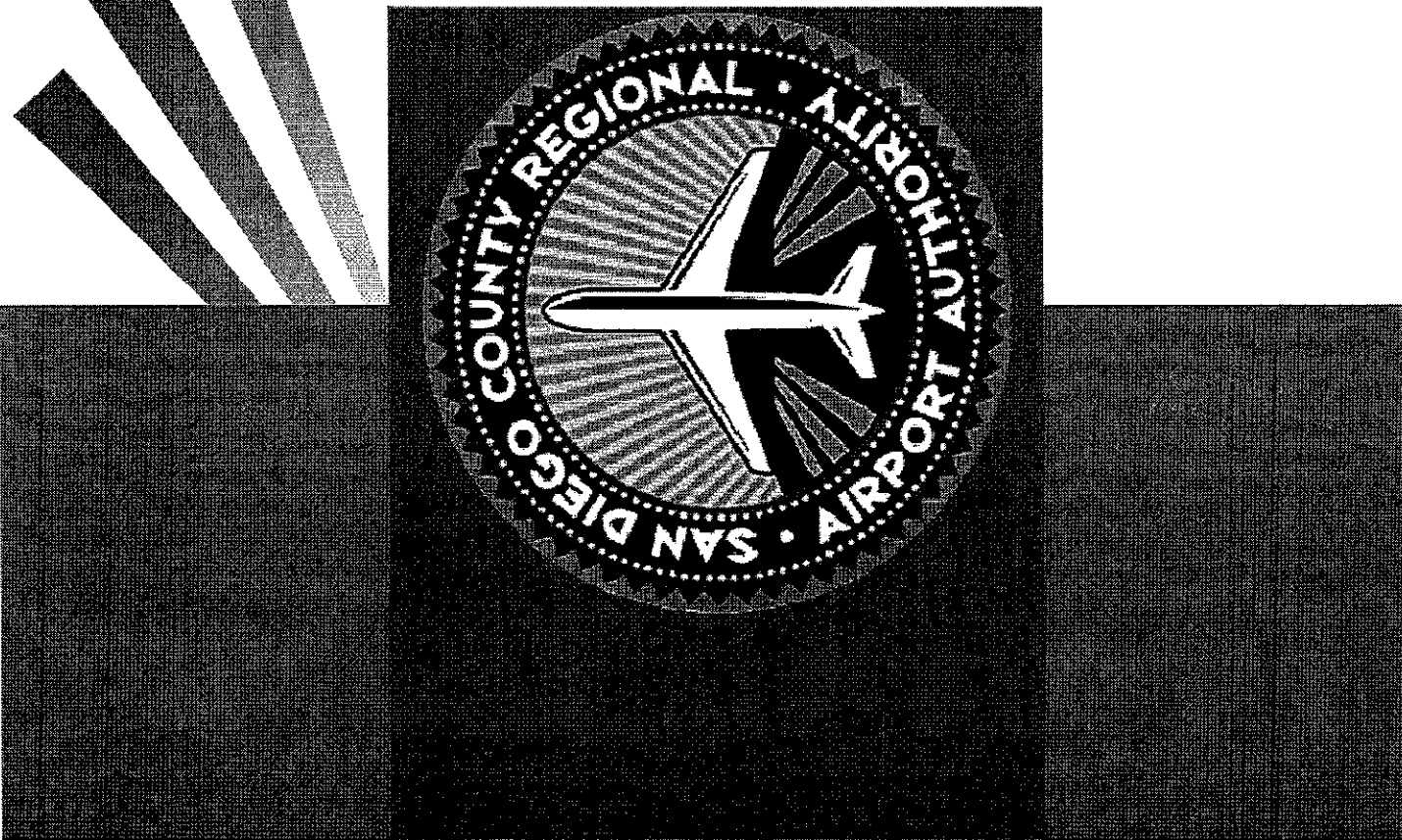
RWY Hdg. & Curfew Period
27 = 4%

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

Non-RWY Hdg. & Curfew Period
0%

Any Questions?

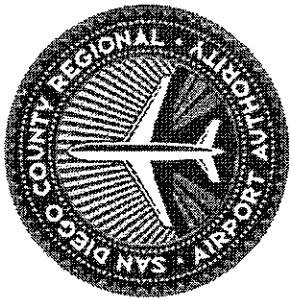




Complaints Statistical Update

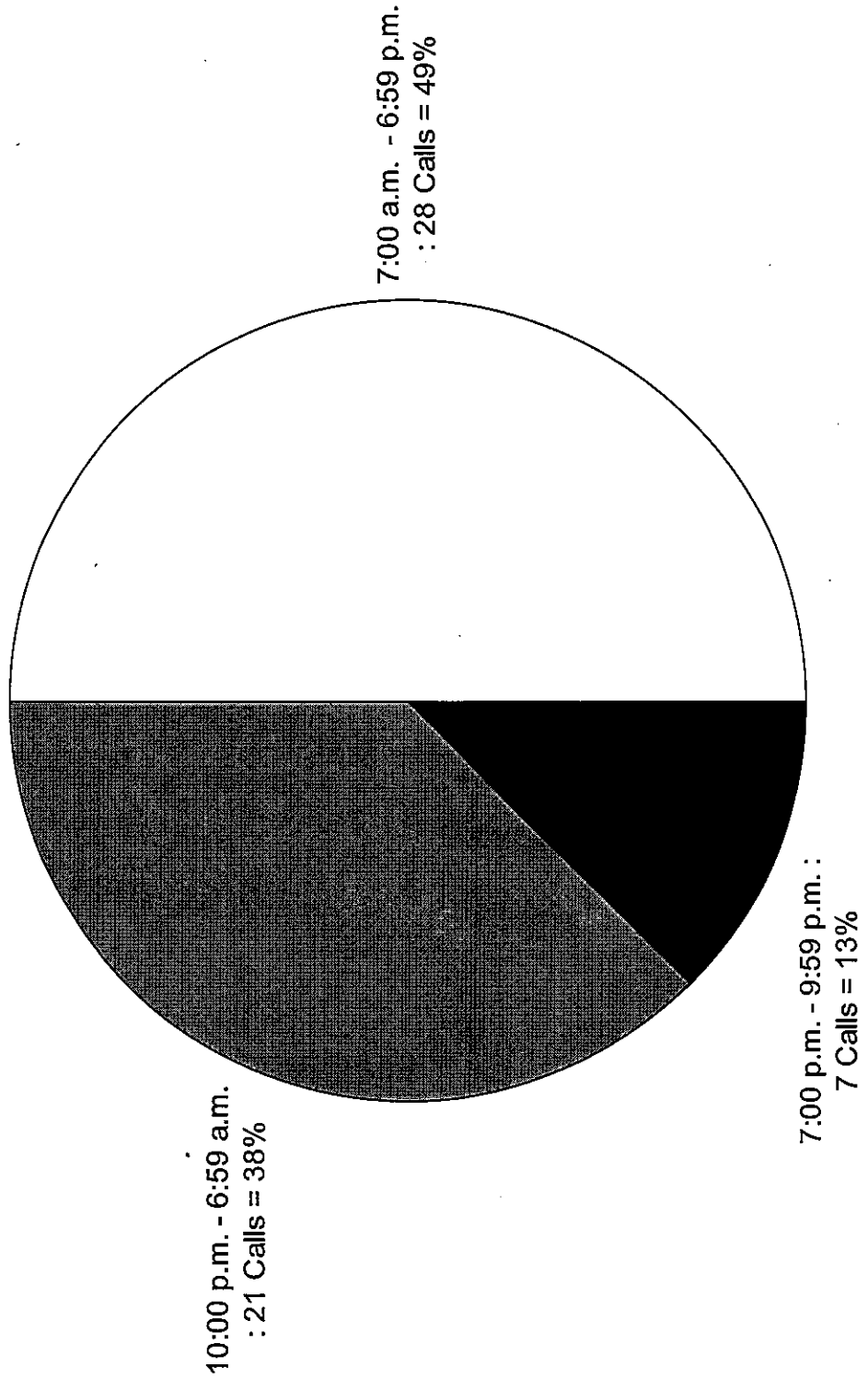
Airport Noise Advisory Committee
San Diego International Airport

April 15, 2009



2009 Complaints Statistics

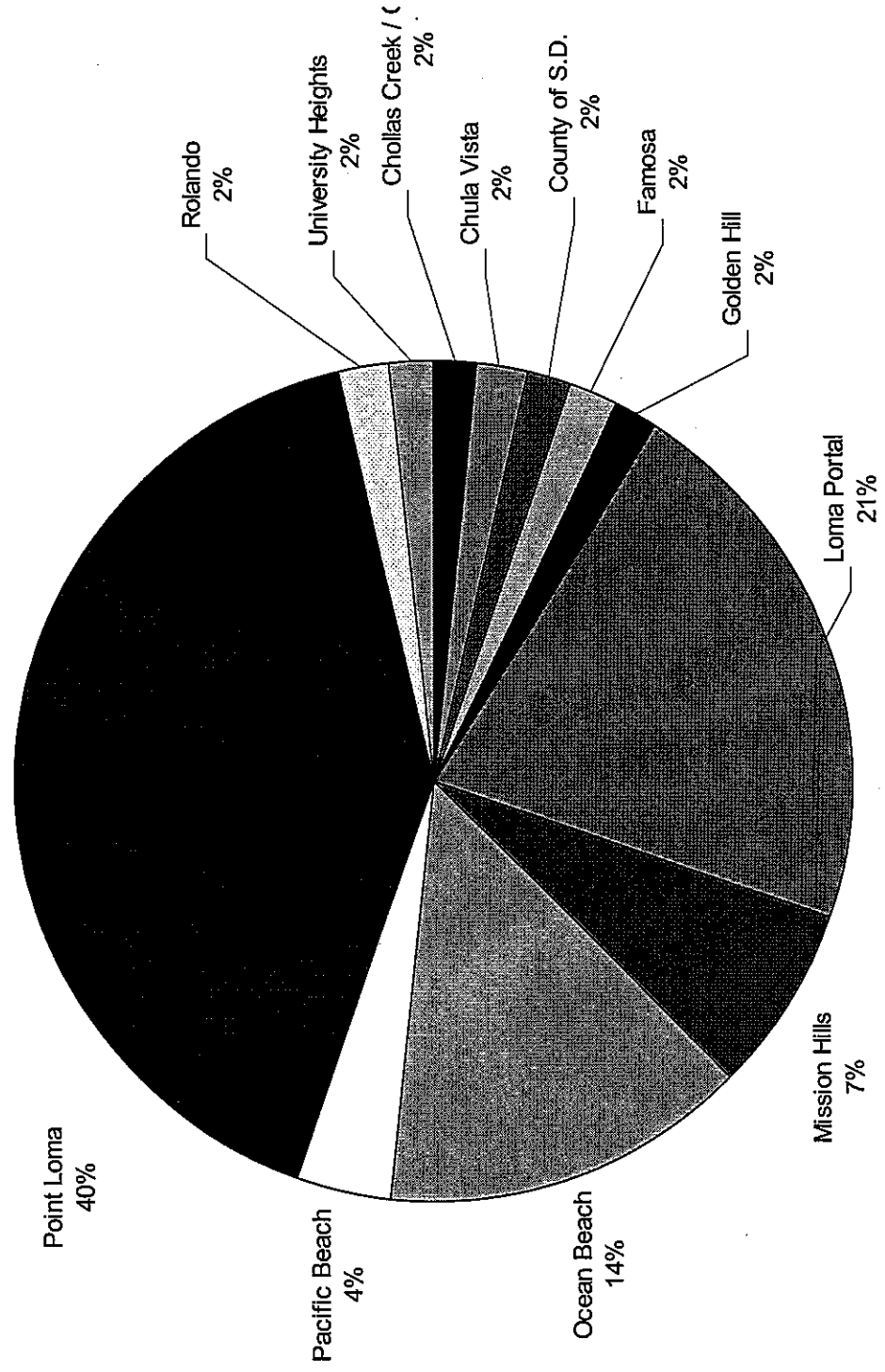
January to March, Complaints by Time of Day, 56 Total

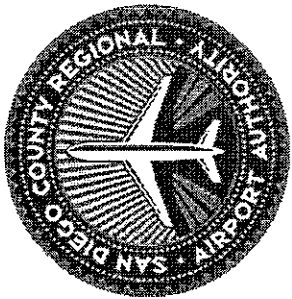
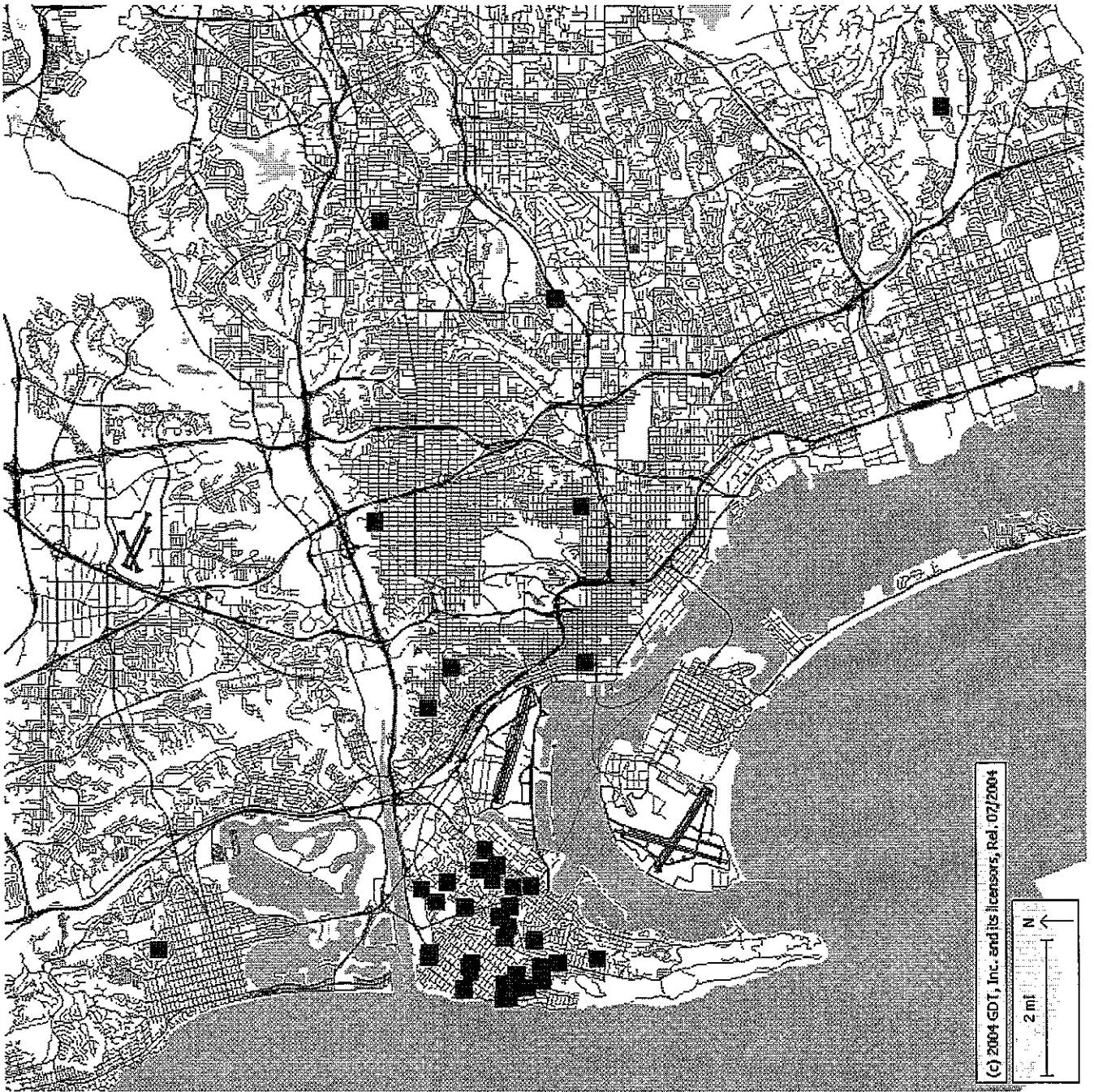




2009 Complaints Statistics

January to March, Complaints by Neighborhood, 56 Total

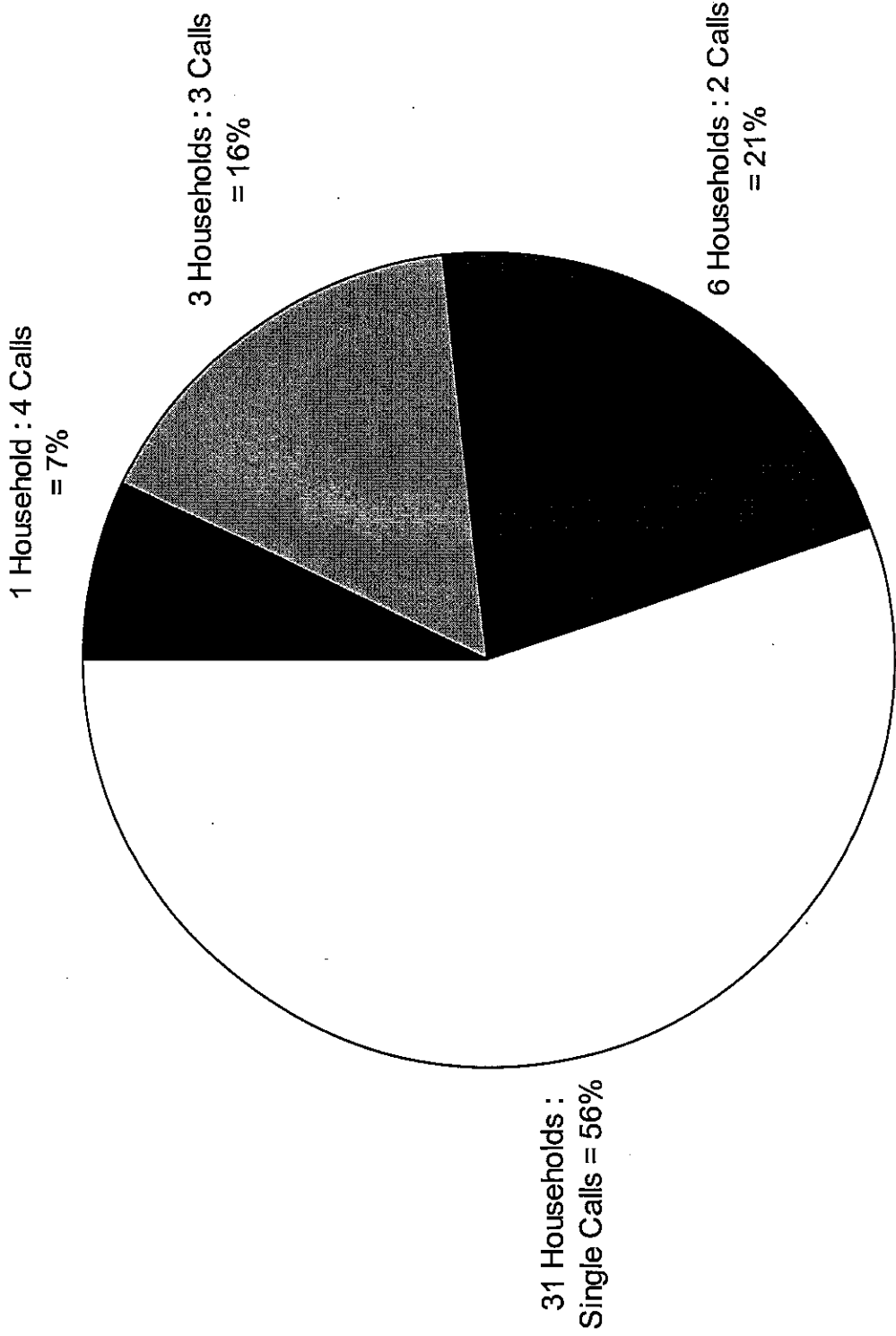






2009 Complaints Statistics

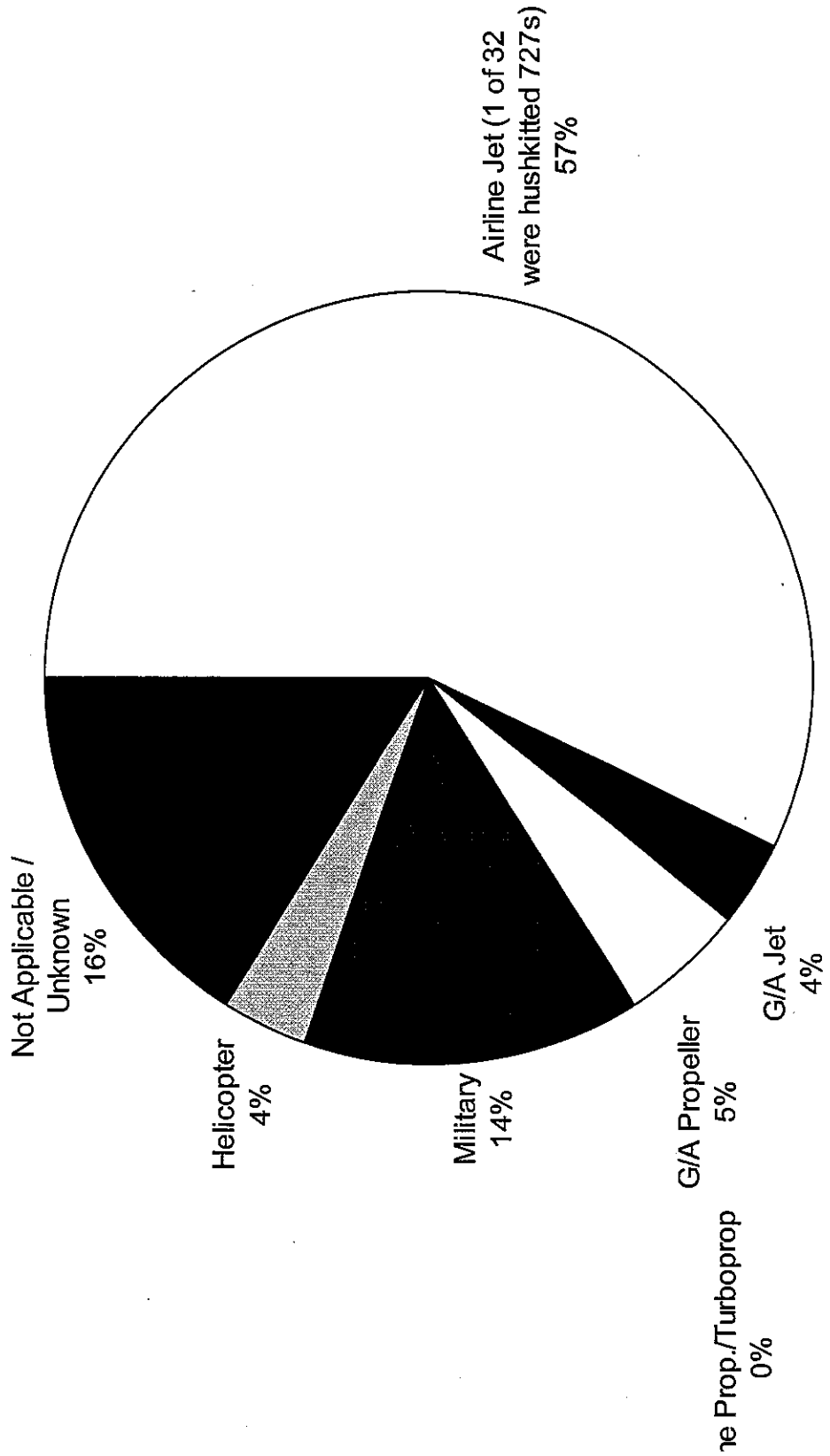
January to March, Complaints by Household, 56 Total





2009 Complaints Statistics

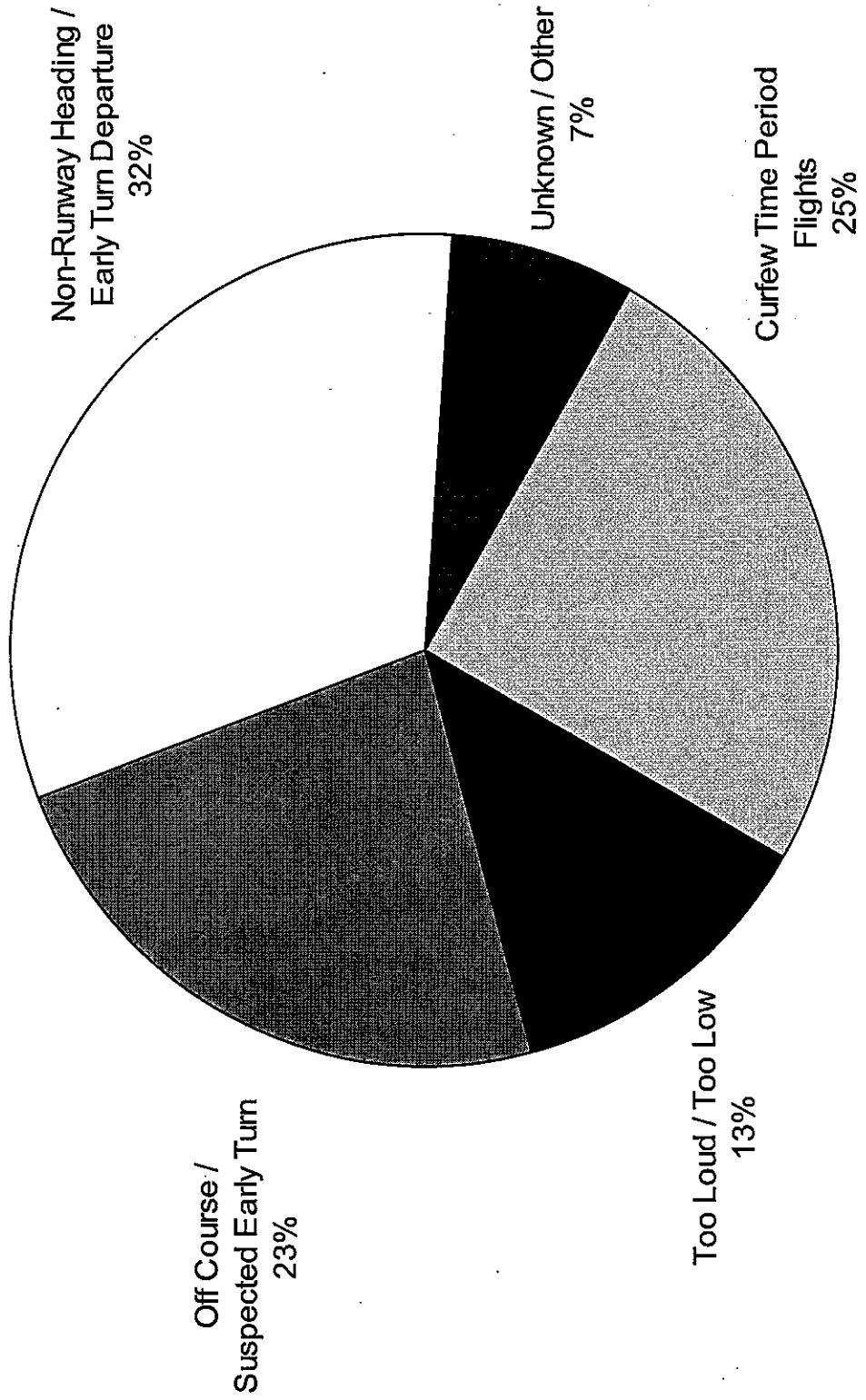
January to March, Complaints by A/C Type, 56 Total

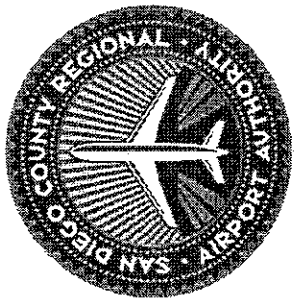




2009 Complaints Statistics

January to March, Complaints by Action, 56 Total





Any Questions?

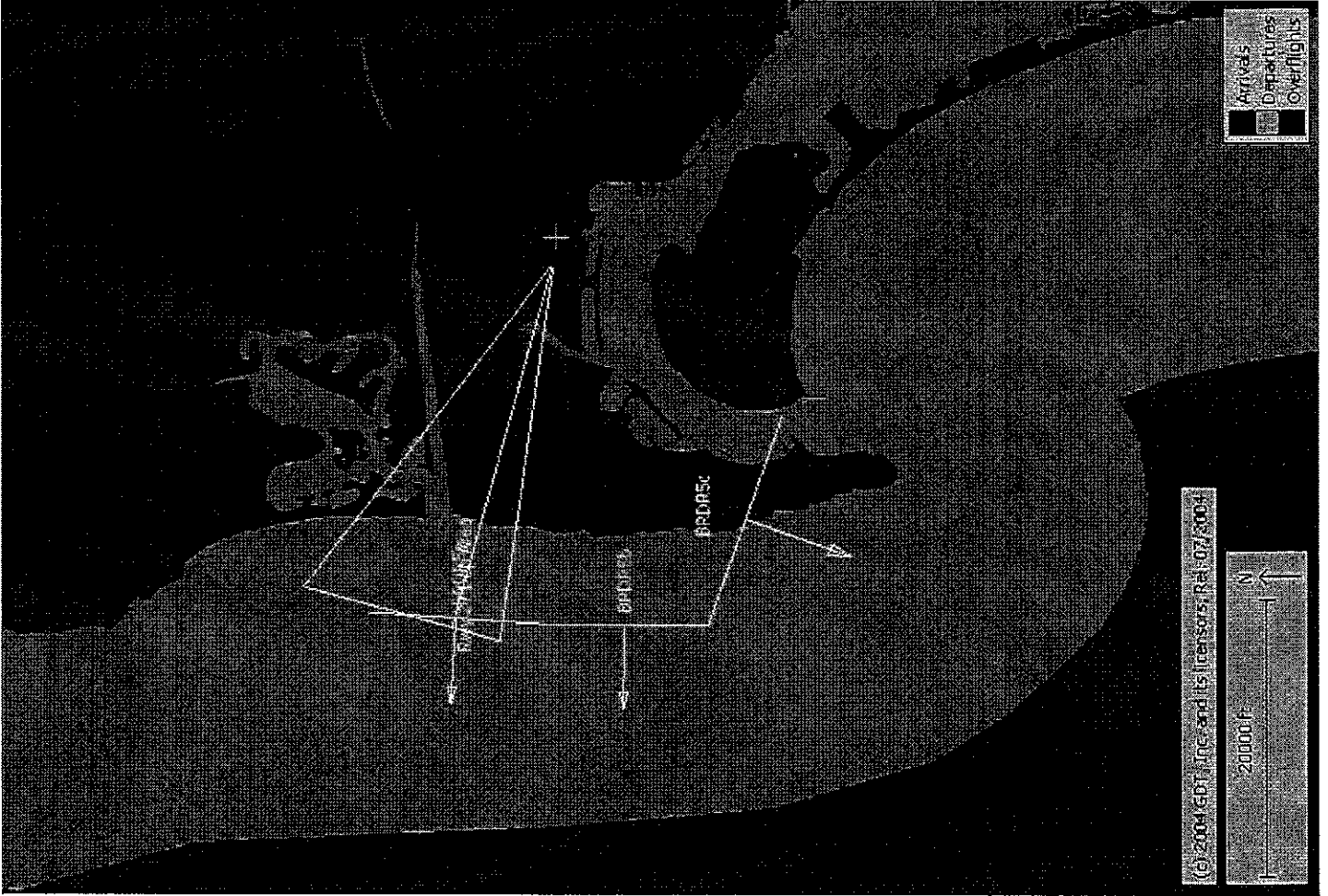


“Early Turn” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

April 15, 2009

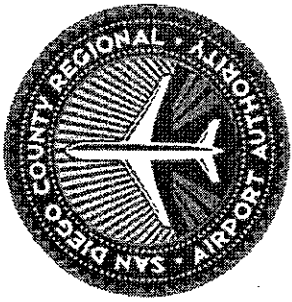




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Arrivals
Departures
Overflights



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

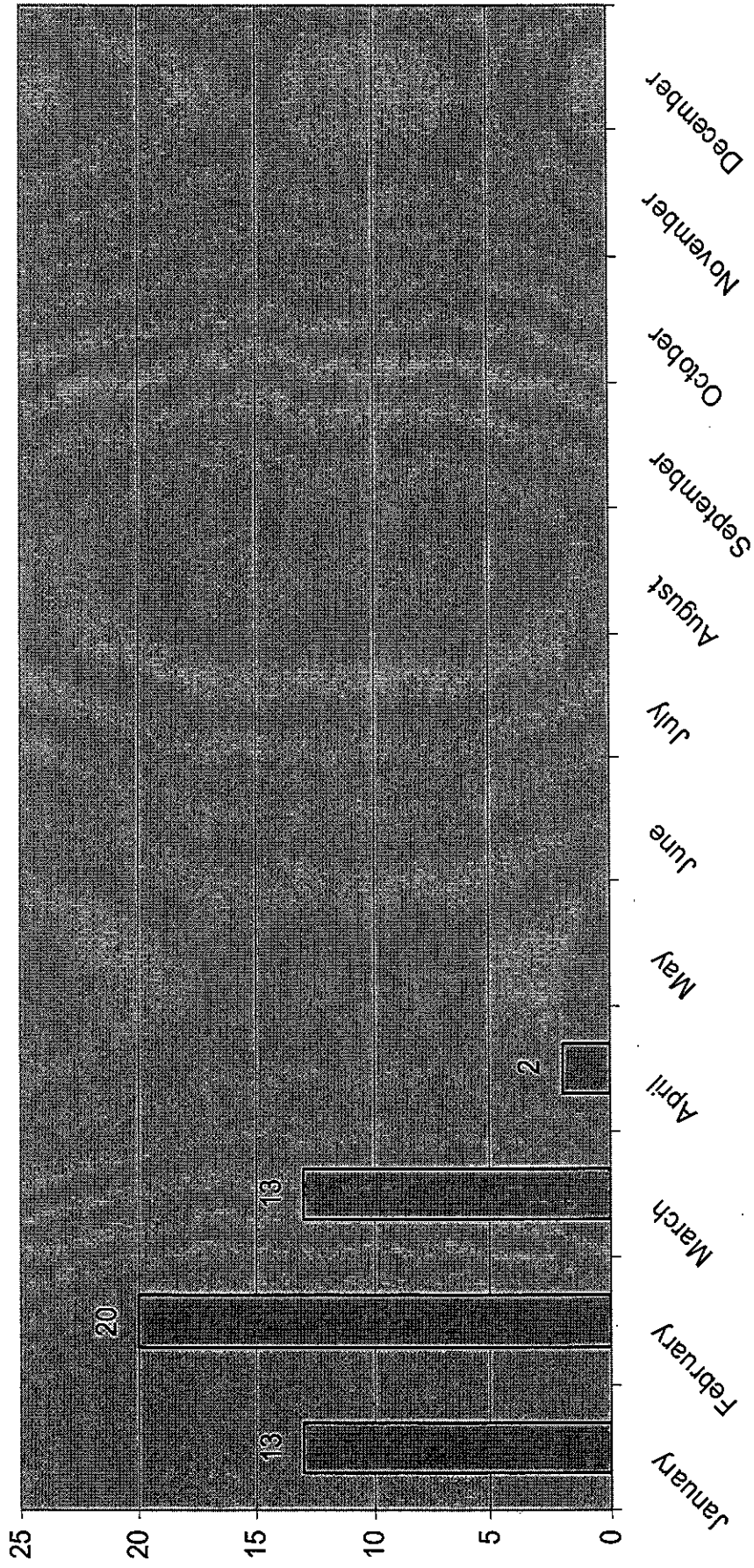
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the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

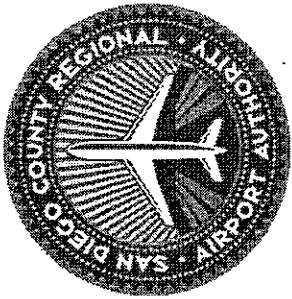


2009 Early Turns

Total sent to FAA
(Total for 2009 = 48)

Early Turns Monthly Totals

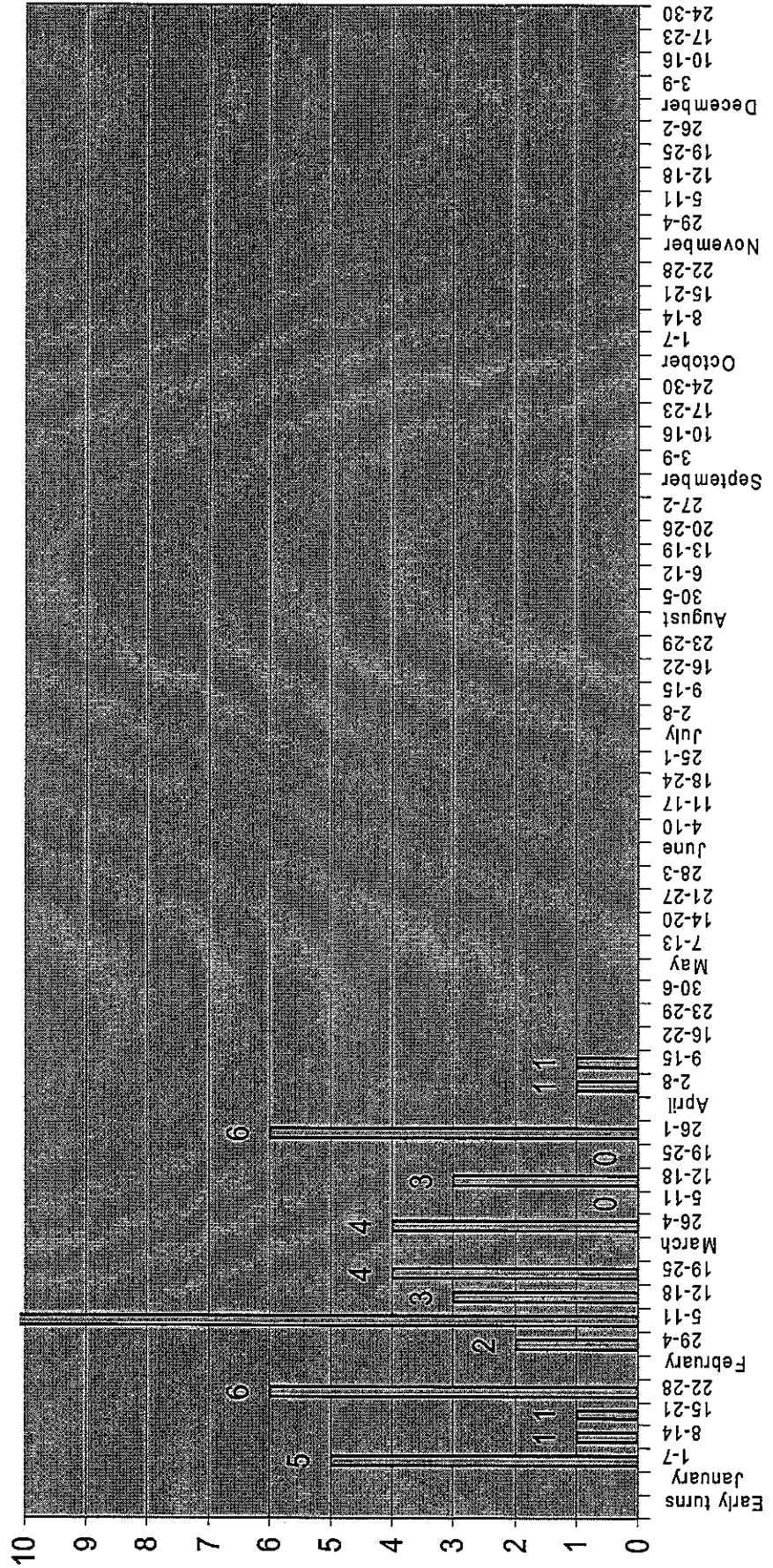


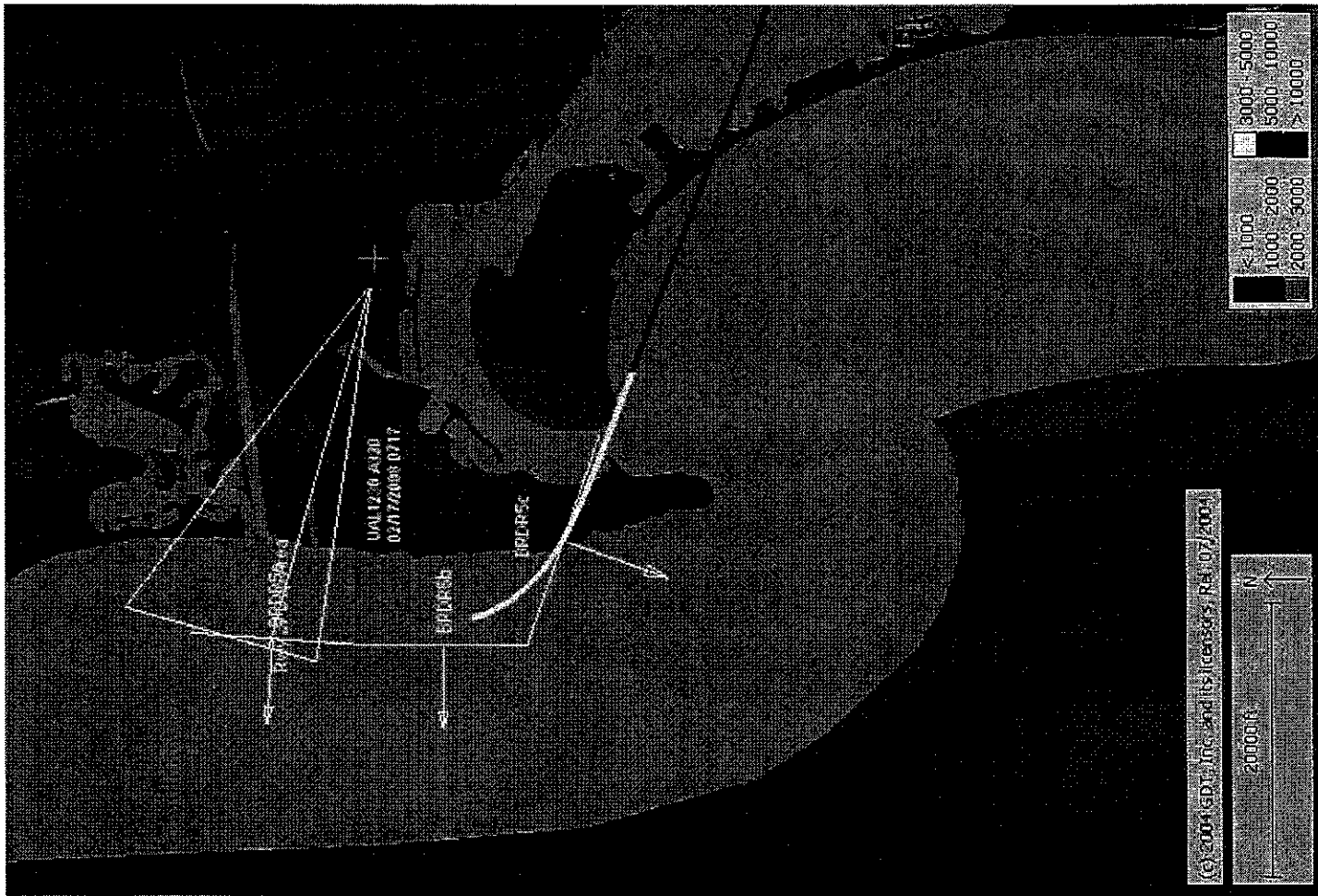
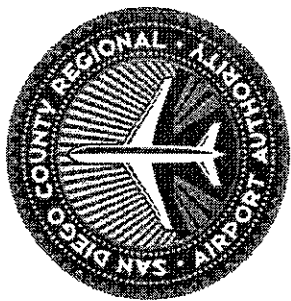


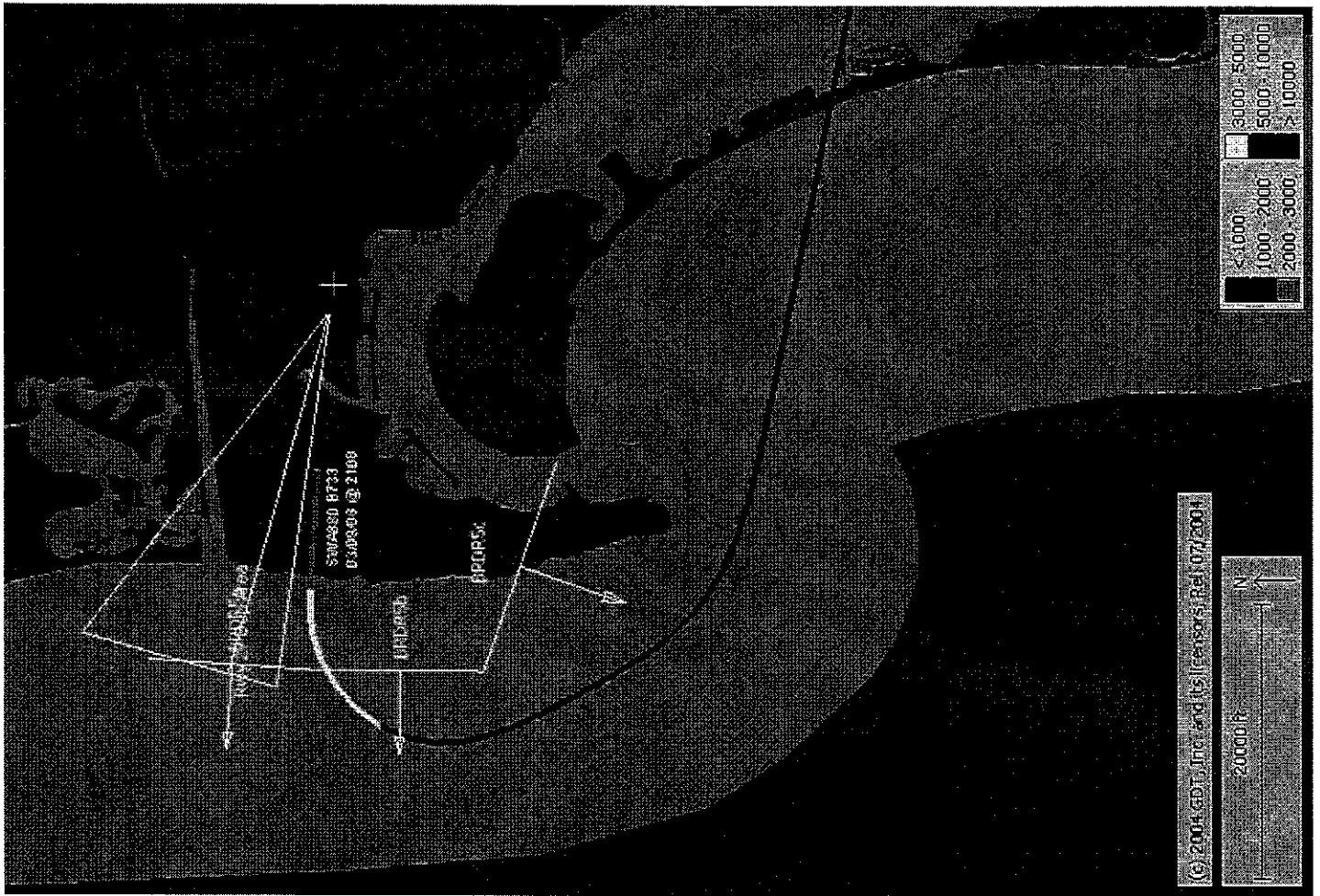
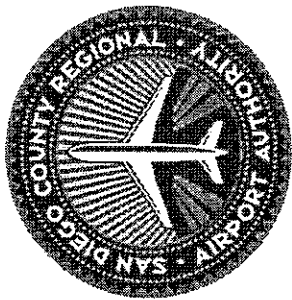
2009 Early Turns

Total sent to FAA

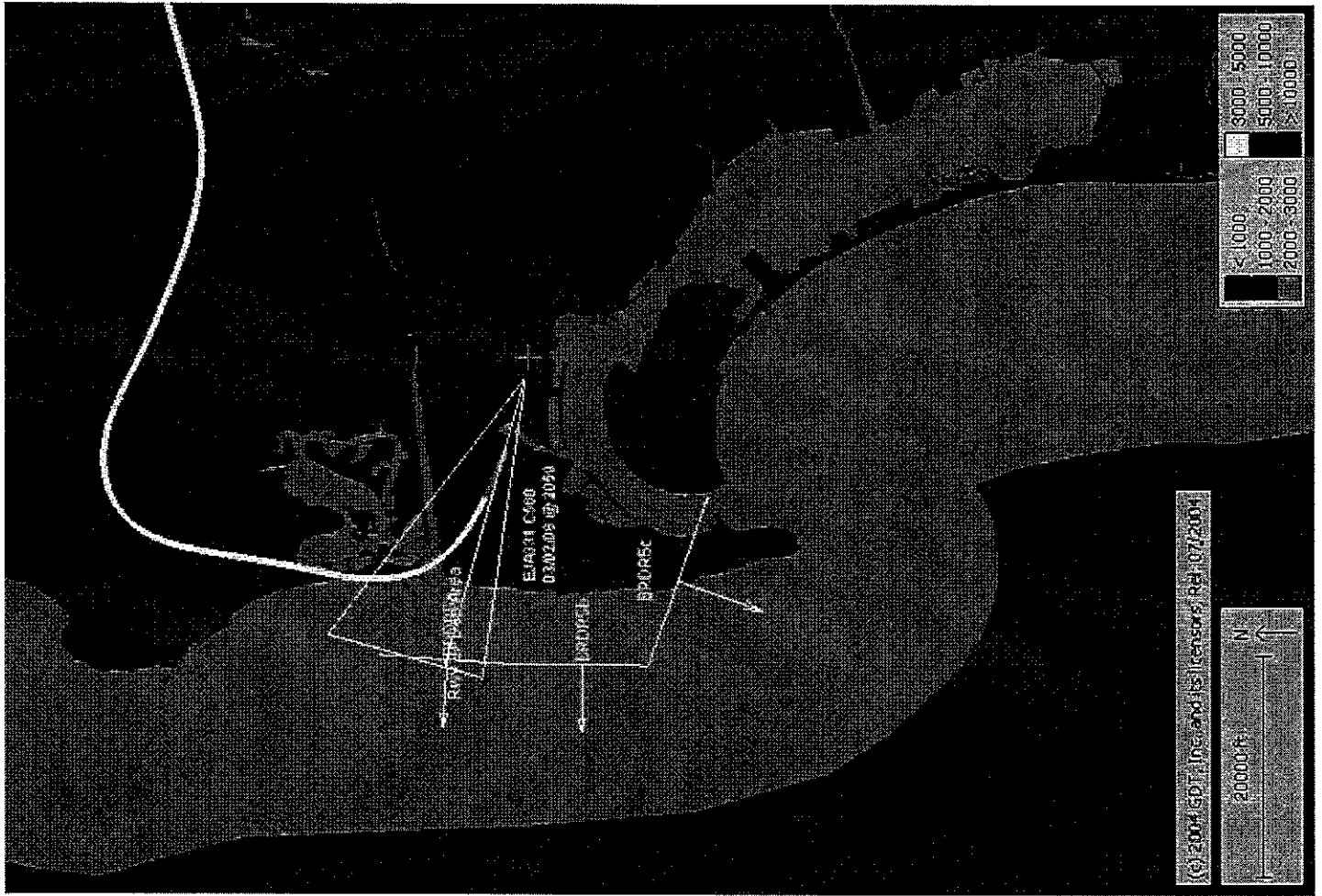
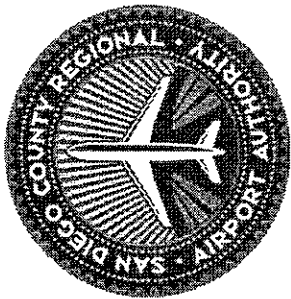
Early Turns Totals

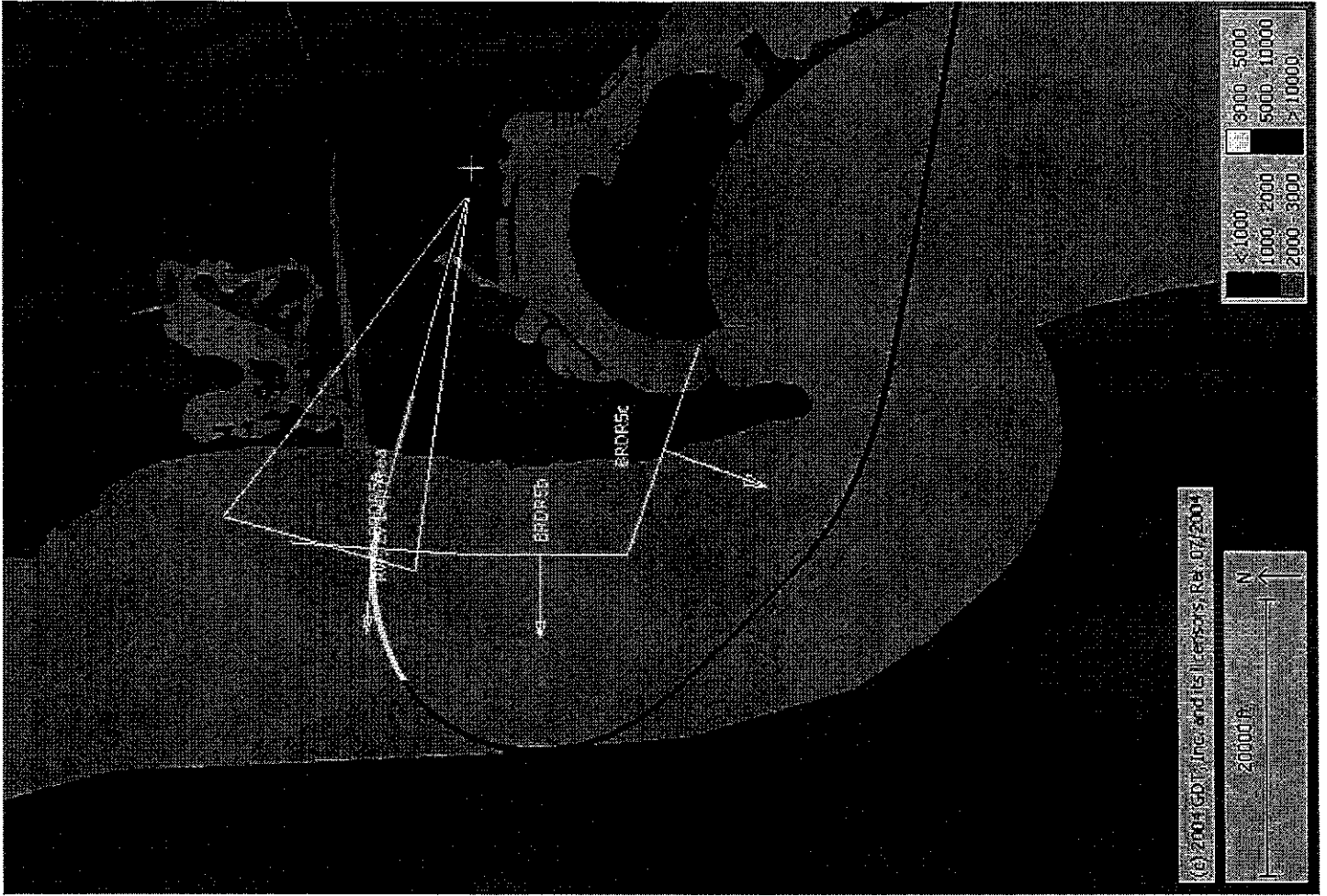
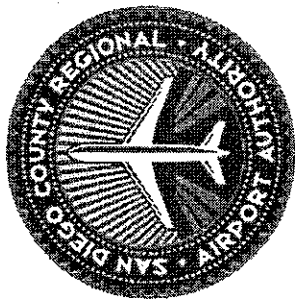






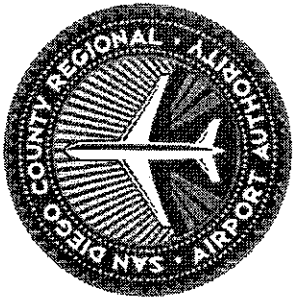




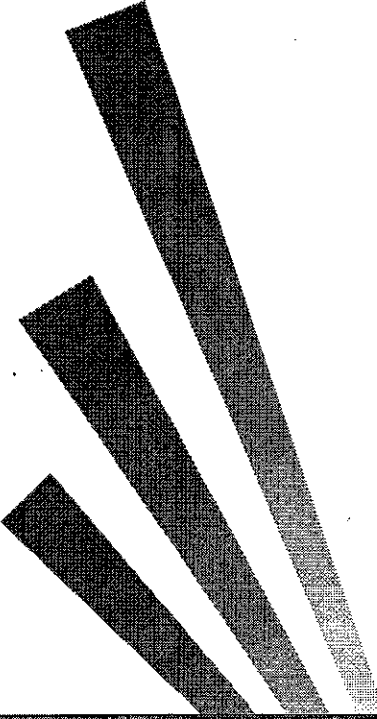


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Any Questions?



“Head to Head” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

April 15, 2009





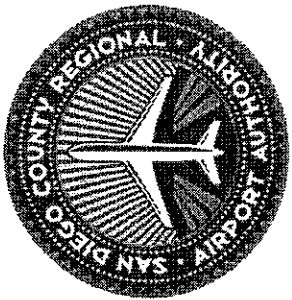
Head to Head Definition

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

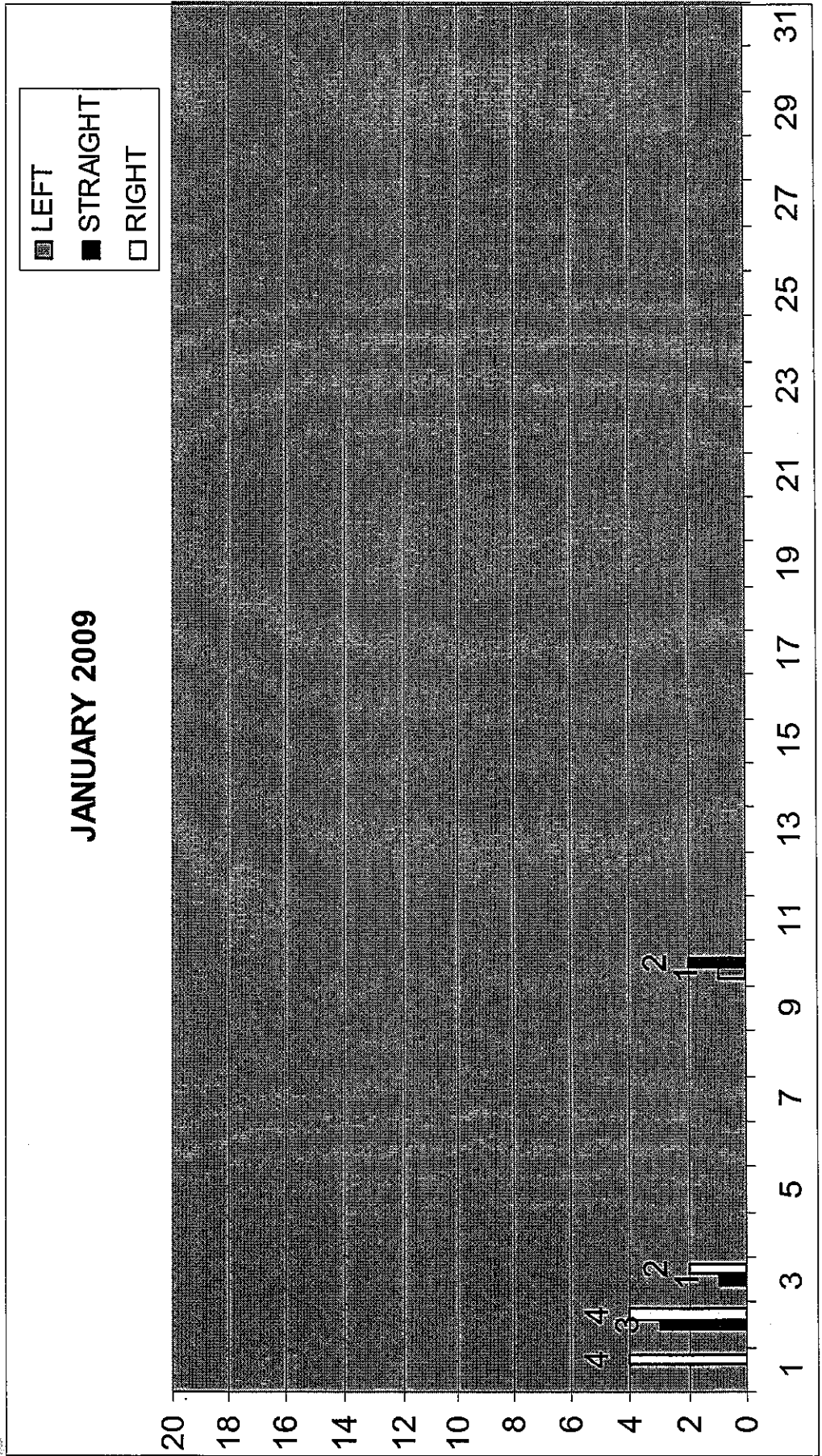
Head-to-Head operations are an air traffic control procedure used at SDIA when weather and/or aircraft weight play a factor in the arrival and departing phase of flight. Normal operations at SDIA consist of arrivals from the east, and departures to the west. During Head-to-Head operations, aircraft arrive 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.

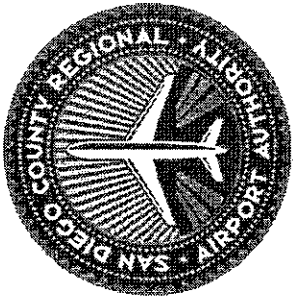
Link:http://www.san.org/documents/airport_noise/Airport_Noise

FAQs 2006.pdf

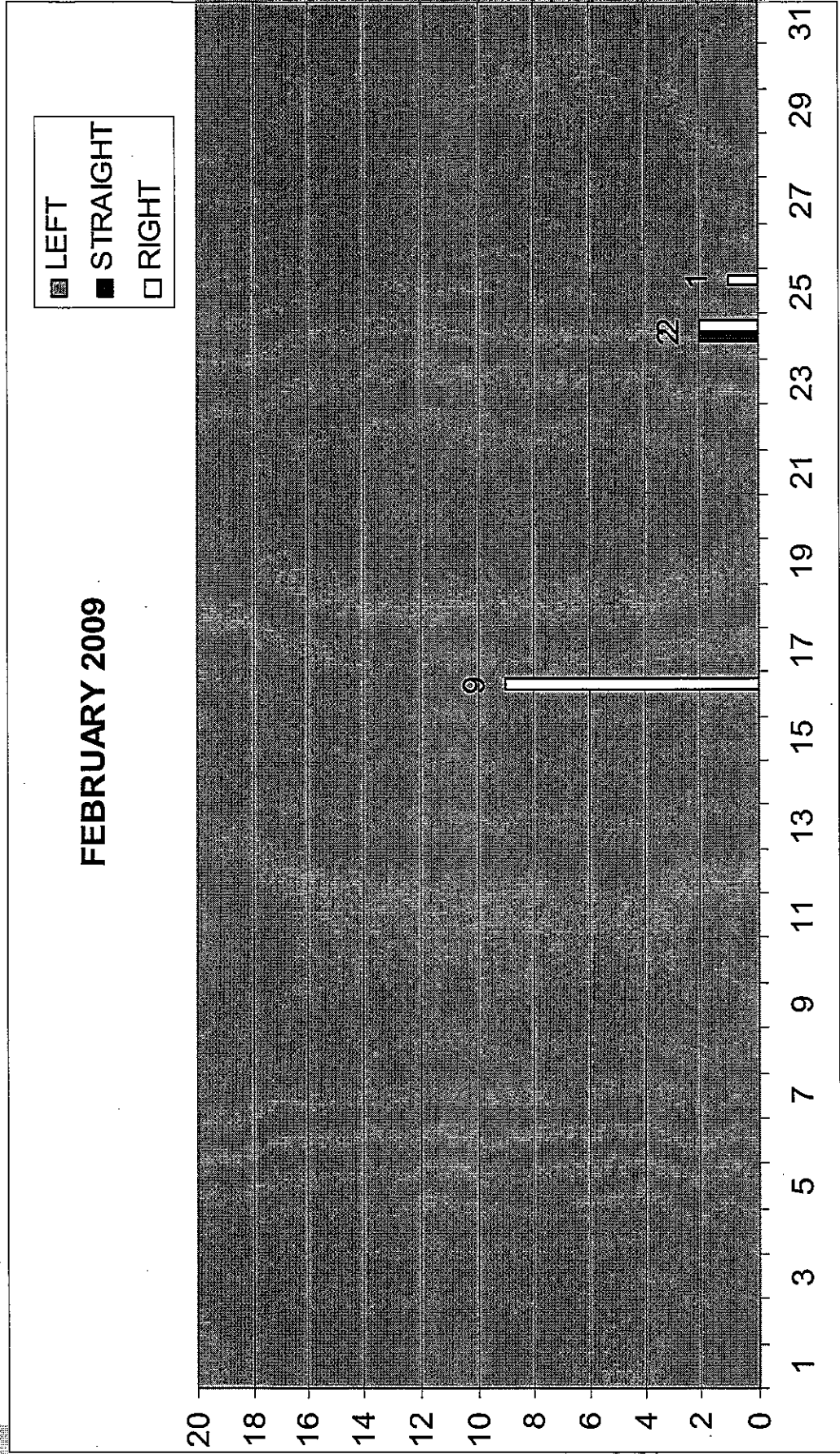


2009 Head to Head January





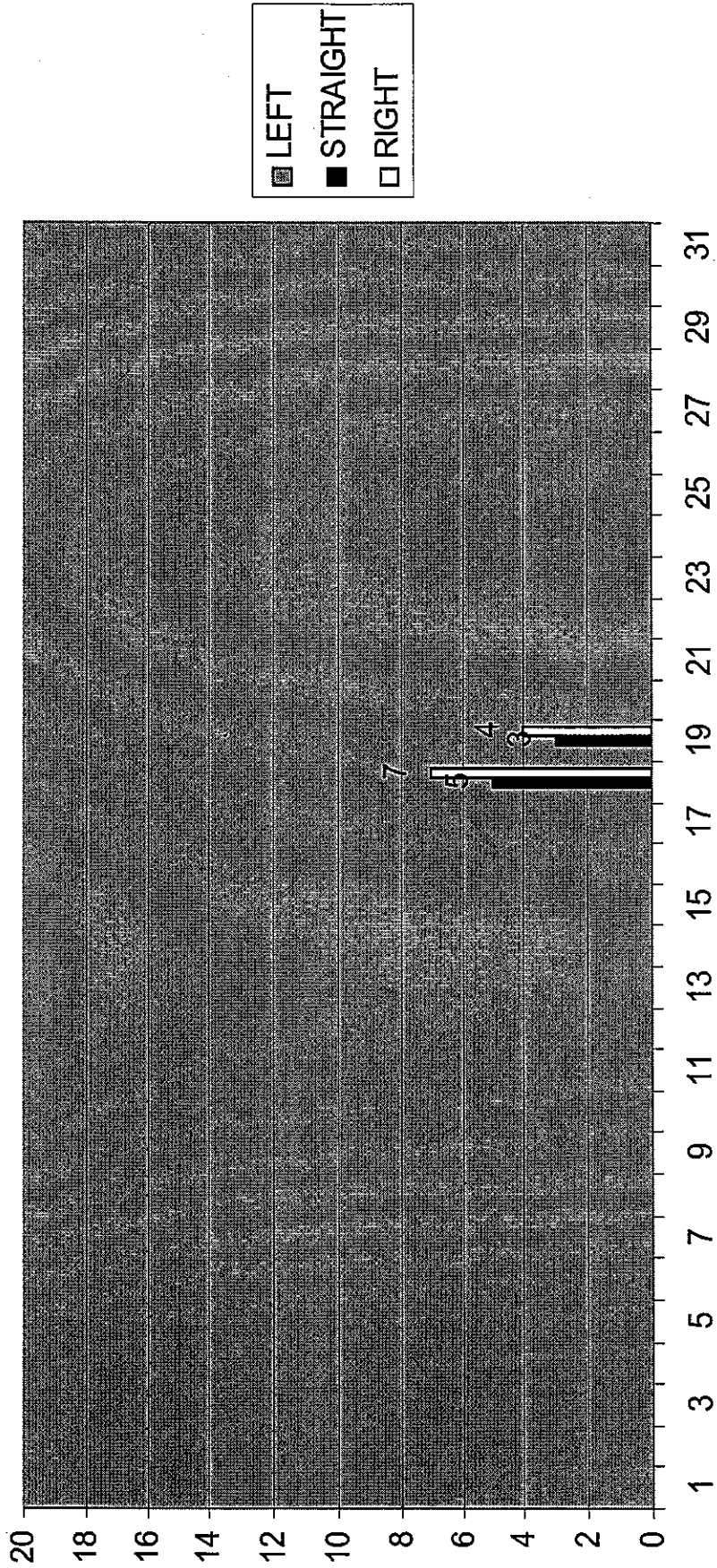
2009 Head to Head February





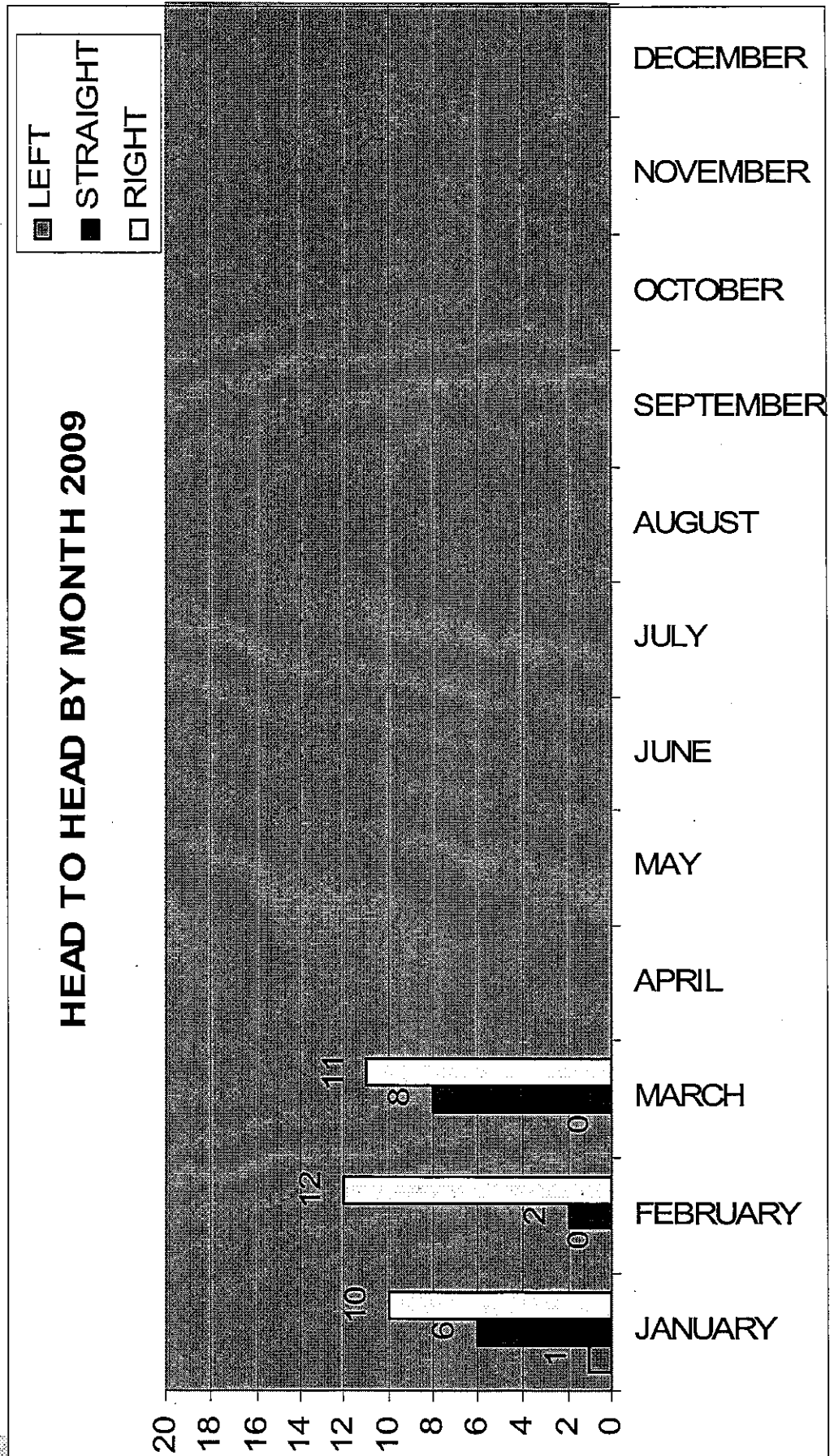
2009 Head to Head March

MARCH 2009





2009 Head to Head Totals





Any Questions?