

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



## **AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA**

**Wednesday, January 18, 2012 4:00 P.M.**

**San Diego International Airport  
Noise Monitoring Room  
Commuter Terminal, Third Floor  
3225 N. Harbor Drive, San Diego, CA 92101**

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1. Welcome and Introductions
  2. Approval of the October 19, 2011 meeting minutes
  3. Information Items:
    - A. Airport Authority Update
    - B. ANAC Rules of Procedure (Annual Review)
    - C. 2012 Meeting Dates (Proposed)
    - D. Curfew Violation Review Panel (CVRP) Statistics CY2011 to date
    - E. Noise Compatibility Program (Part 150) update
  4. Public Comment on Information and Discussion Items (Time Certain – 4:30 p.m.)
  5. Presentation Items:
    - A. Quieter Home Program (QHP) update (2011 Synopsis)
    - B. Missed approach statistics (CY2011)
    - C. Complaint statistics (CY 2011)
    - D. Early Turn and Contra-Flow Operations Statistics (CY 2011)
  6. Public Comment (Time Certain – 5:25 p.m.)
  7. New Business
  8. Next meeting date
  9. Adjourn
-



**SAN DIEGO  
INTERNATIONAL  
AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
Meeting Minutes  
October 19, 2011**

On October 19<sup>th</sup>, 2011, the Airport Noise Advisory Committee (Committee) met at the Commuter Building, 3225 N. Harbor Blvd, San Diego, CA 92101. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:05 p.m.

**Present:** Mr. John Bennett, County of San Diego; Ms. Carole Caffey, Greater Golden Hill Planning Committee; Mr. Rob Cook, FAA Representative; Mr. Hirsch Gottschalk, Uptown Planners; Jane Gawronski, PhD., Ocean Beach Planning Board; Mr. Carl Huenefeld, MCRD; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Mr. Paul Webb, Peninsula Community Planning Board; Mr. Jack Zimmerman (Acoustician); Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollarn, and Mr. Steve Cummings.

**Absent:** Captain (Ret.) Jack Bewley, Retired Airline Pilot; Mr. Tait Galloway, City of San Diego (Excused); Congresswoman Susan Davis (ex-officio) Daniel Hazard (Excused); Mr. Steven Holt, Airline Representative (ex-officio); Michael Patton, City Council District 2 (ex-officio); Mr. Joe Scaglione, North Bay (Midway) Community Planning Board; Mr. Bill Stone, Little Italy Association; County Supervisor Greg Cox (ex-officio) (Vacant).

Dr. Butler invited each ANAC participant to introduce him/herself. Dr. Butler introduced Mr. Rob Cook as the new FAA representative and had him provide some business background for the Committee members. As there was no quorum present to approve the July meeting minutes, Dr. Butler altered the Agenda to allow Ms. Sjohnna Knack, Project Manager, Quieter Home Program (QHP), to begin the meeting with her program update.

Ms. Knack noted that since the July ANAC meeting, 82 additional parcels have been completed, bringing the total to 1,982. She added that she anticipates completion of the 2,000<sup>th</sup> home in late November 2011; a formidable achievement for QHP. In the Golden Hill area, east of Balboa Park, QHP recently completed two units and is receiving very positive feedbacks from those homeowners. QHP continues work on three condominium complexes in the Point Loma area; Park Point Loma, the Point Loma Tennis Club and Sea Colony. The QHP is nearing completion of properties in Park Point Loma complex and is working on the third and fourth construction packages (of approximately 50 parcels per package) for the Point Loma Tennis Club, anticipating completion in early summer 2012. Ms. Knack pointed out that sound insulation of eligible homes is voluntarily, with some homeowners opting out. It is important to note that future owners of the opted-out eligible residences will be eligible for the

program. The Sea Colony complex is scheduled to begin construction in 2012, but because of the program budget reductions this year, trying to maintain a level phasing of construction bid packages and keeping construction timely, is a challenge. Of note, a second historical home treatment programmatic agreement, a four year effort, has recently been achieved. The agreement required close coordination between the San Diego Historical Resources Board, the State, the FAA, and preservation advisory council in Washington, D.C. A Committee member noticed that the new agreement is not available on the airport's website, and recommended that it be posted so that newly eligible customers could view it. Another ANAC member asked what would be the reason for a homeowner to decline the program. Ms. Knack replied that about 5% of homeowners decline the program, for a variety of reasons. The most common reason historically is that the timing is not right for the homeowner – timing of the construction and inconvenience to the homeowner. Hearing no more questions, Ms. Knack concluded her presentation.

Noting that a quorum was now present, Dr. Butler requested a motion to approve the July 2012 ANAC meeting minutes. The motion to approve was unanimous, with no discussion.

Mr. Frazee made two announcements; First, Ms. Thella Bowens, President/CEO of the Airport Authority, was recently installed as Chair of the Airport's Council International, North America (ACI-NA) for 2012. Mr. Frazee explained that ACI/NA advocates on behalf of 300 major air carrier airports in the U.S. and Canada. Those airports enplane 95% of all domestic, all international passengers, as well as the majority of air cargo shipments in North America. Ms. Bowens will be involved in determining policy while working with FAA and legislators regarding issues important to airports, like airport improvement program funding and a more standardized long term budget for FAA. Secondly, San Diego International Airport was awarded a two million dollar (\$2,000,000) FAA grant to fund aircraft electrical power and air conditioning units for the ten new air carrier gates being added to Terminal 2. As explained, this will mitigate the need to keep the aircraft onboard auxiliary power unit operating while aircraft are at the gates, obviating the noise and air pollution during passenger loading and unloading.

As for the airport operations update, Mr. Frazee informed members that air operations declined less than one percent (<1%) in September 2011 as compared to September 2010. The year to date aircraft operations have declined 3.7% from the same period in 2010; aircraft operations have declined about 20% from the airport's peak in 2007. According to Mr. Frazee, there are about 502 operations per day now compared to 602 operations per day in 2007, the decline attributable primarily to air carrier consolidation and the air carriers trying to "right size" the airplanes for particular airport markets. Two positive notes include the removal of Capitol Cargo International's Boeing 727 aircraft from daily operations at SAN and that American Airlines is slowly replacing their MD-80 operations at SAN with a quieter B737.

And lastly, as update to the Green Build; the ten gate expansion is on track. Mr. Hollarn showed a short video clip that describes the Green Build project. After the clip was shown, Mr. Frazee referred to the airport as "the little airport that could," for this is how the airport is seen with only 661 acres and the smallest and only single runway major commercial air service

airport in the U.S. A member asked if the 41 existing air carrier gates provide alternate power to the aircraft. Mr. Frazee replied that approximately 25% currently have this capability.

Briefly, Mr. Frazee announced that the latest Noise Matters Newsletter is out on the street and has information regarding the enforcement of curfew; SAN being ranked as one of the nation's safest airports; the Variance; QHP information; and an update on the federal noise compatibility program process (Part 150).

Mr. Frazee called the Committee members' attention to a change to Authority Policy 9.20, which covers ANAC. Briefly, Mr. Frazee described a change requested by the Federal Aviation Administration (FAA) that changed the FAA's ANAC representative from a voting member to an ex-officio member. Additionally, the amended Policy reflects a name change of two participating community planning groups. The amended policy will be available on the website as soon as it is processed by the Authority legal staff. Dr. Butler added that the changes will be effective for the January 2012 ANAC meeting.

Mr. Frazee advised the Committee regarding an issue that might affect the airport's noise impacted community in the future. The FAA is proposing an amendment to "clarify" eligibility criteria for all residential sound insulation programs subsidized with federal funds. Historically, any parcel within an airport's 65 decibel noise contour, that meets certain criteria, has been eligible. A proposed Program Guidance Letter (PGL) would further limit eligibility based on additional criteria not presently clarified. The airport industry association (ACI/NA) has asked FAA to prepare a draft document of proposed changes for airport comment prior to release of the PGL. Mr. Frazee will keep the Committee updated.

As for the Curfew Violation Review Panel (CVRP), CVRP met and evaluated three operations. Two operators were not assessed a penalty; one due to maintenance and one due to an issue out of the air carrier's control; jetBlue was assessed a penalty for their violation.

The Noise Mitigation Department continues to work with FAA's Western Pacific Region to evaluate additional work necessary to approve an element of the airport's FAR Part 150 Noise Compatibility Program.

Mr. Hollam presented an update of year-to-date Noise Complaints. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/11Oct\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/11Oct_Presentation_Items.pdf)

Mr. Hollam presented updated Missed Approach statistics for 2011 to-date. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/11Oct\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/11Oct_Presentation_Items.pdf)

Mr. Cummings presented updated Early Turns operations. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/11Oct\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/11Oct_Presentation_Items.pdf)

Mr. Cummings next presented Contra-Flow operations. See the PowerPoint presentation at the following link:

[http://www.san.org/documents/airport\\_noise/anac/11Oct\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/11Oct_Presentation_Items.pdf)

Public comment: Mr. Michael Jones, a Loma Portal resident, inquired about a loud aircraft departing most mornings about 6:35 a.m., curious if it is a cargo plane. Mr. Hollarn volunteered to speak with Mr. Jones following the meeting to answer his question.

There are two items under New Business. Dr. Butler asked the members to consider whether to eliminate "hard copy" documentation normally provided in member packets for discussion of statistics, trends, and presentation items, as the Noise Mitigation Department is considering ways to be more sustainable and to minimize wasted resources, and noticed that a majority of members do not take the hard copies with them following meetings. A motion was made to discontinue photocopying of materials and discussion ensued. Since the response was mixed, Dr. Butler asked if members present will agree to table the motion to the January 2012 meeting where more members will be available to discuss the issue in detail. All members agreed to table the discussion until January 2012.

As a second item, Mr. Hollarn informed members that the web-based aircraft flight tracking system presently being used is off-line as a different vendor works to implement the new replacement system. Mr. Hollarn explained that the new system will be very similar to one that has been in place since 2006, but that it will be more "user friendly" and offers newer technology to provide noise levels and flight track data. The new system will go live with an approximate twenty minute delay as soon as the airport is able to sign a Memorandum of Understanding for the use of FAA data.

Hearing no more questions, Dr. Butler adjourned the meeting at 5:05 p.m. The next meeting is scheduled for Wednesday, January 18, 2012 at 4:00 p.m. in the Noise Monitoring Room at the Commuter Terminal.

  
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Dan Frazee  
Director, Airport Noise Mitigation

NOTE: 1) Please refer to the Frequently Asked Questions (FAQ's) on the Airport Noise Office website at [www.san.org/airportnoise/info\\_noise\\_main.asp](http://www.san.org/airportnoise/info_noise_main.asp) for the answers to commonly asked aircraft noise-oriented questions at SDIA.



## 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 Community 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 twelve (12) voting members: 1) Commercial Airline Pilot; 2) Acoustician; 3) Military; 4) At-Large community member residing in 65db CNEL contour; 5) Greater Golden Hill Planning Board; 6) Little Italy Association; 7) North Bay Community Planning Group; 8) Ocean Beach Planning Board; 9) Peninsula Community Planning Board; 10) Uptown Planners; 11) City of San Diego; and 12) County of San Diego.

In addition, the United States Congress 53<sup>rd</sup> District Representative, or appointee; County of San Diego District One Supervisor, or appointee; City of San Diego District Two Councilmember, or appointee, a representative of the Mission Beach Precise Planning board, an air carrier representative selected by the Board, and an FAA representative shall serve as ex-officio (non-voting) members of the Committee.

3. **MEETING PROCEDURES**: The ANAC shall follow these rules of procedure and shall apply Roberts Rules of Order for issues not specifically covered here.
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 scheduled 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 quarterly on the third Wednesday of January, April, July, and October at 4:00 p.m. in the Noise Monitoring Conference Room at the Commuter Building, 3225 N. Harbor Drive, 3<sup>rd</sup> Floor.



SAN DIEGO  
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# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

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## Proposed Meeting Dates 2012 Airport Noise Advisory Committee (ANAC)

By a unanimous vote of the members, the San Diego County Regional Airport Authority's Airport Noise Advisory Committee (ANAC) met during 2012 on the third Wednesday of the months of January, April, July and October in the Noise Mitigation Room, Commuter Terminal, 3<sup>rd</sup> Floor, from 4:00 p.m. until 5:30 p.m.

Should the ANAC members approve (at the scheduled January 18, 2012 meeting), the remaining meeting dates/time for 2012 are:

- Wednesday, April 18, 2012, from 4:00 p.m. until 5:30 p.m.
- Wednesday, July 18, 2012, from 4:00 p.m. until 5:30 p.m.
- Wednesday, October 18, 2012, from 4:00 p.m. until 5:30 p.m.



SAN DIEGO  
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**San Diego International Airport (SAN)  
Curfew Violation Review Panel (Panel)  
December 7, 2011  
Record of Decision (ROD)**

Panel members: Richard Kwiatkowski, representing Planning and Operations Division; Mike Kulis, representing Marketing and Communications Division; Troy Ann Leech, representing Facilities Development Division; Dan Frazee, Airport Noise Mitigation (Facilitator), Garret Hollam, and Steve Cummings (Airport Noise Mitigation Staff)

Airline, pilot, or operator representatives present: Michael O'Donnell (British Airways)

Members of the public present: John Langeler and Paul Navarro of KSWB-TV

**British Airways Flight 272; September 11, 2011 (0027L)**

No written information was provided; a representative was present.

**Panel Recommendation**

The Panel voted unanimously to defer decision until next CVRP (February 1, 2012).

**Ryan International Flight 3520; September 21, 2011 (0010L)**

Written information was provided; no representative was present.

**Panel Recommendation**

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

**Ryan International Flight 3520; October 25, 2011 (2335L)**

No written information was provided; no representative was present.

**Panel Recommendation**

The Panel voted 2:1 to assess penalty in the amount of \$6,000.





# Missed Approach Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

January 18, 2012



# Missed Approach Definition

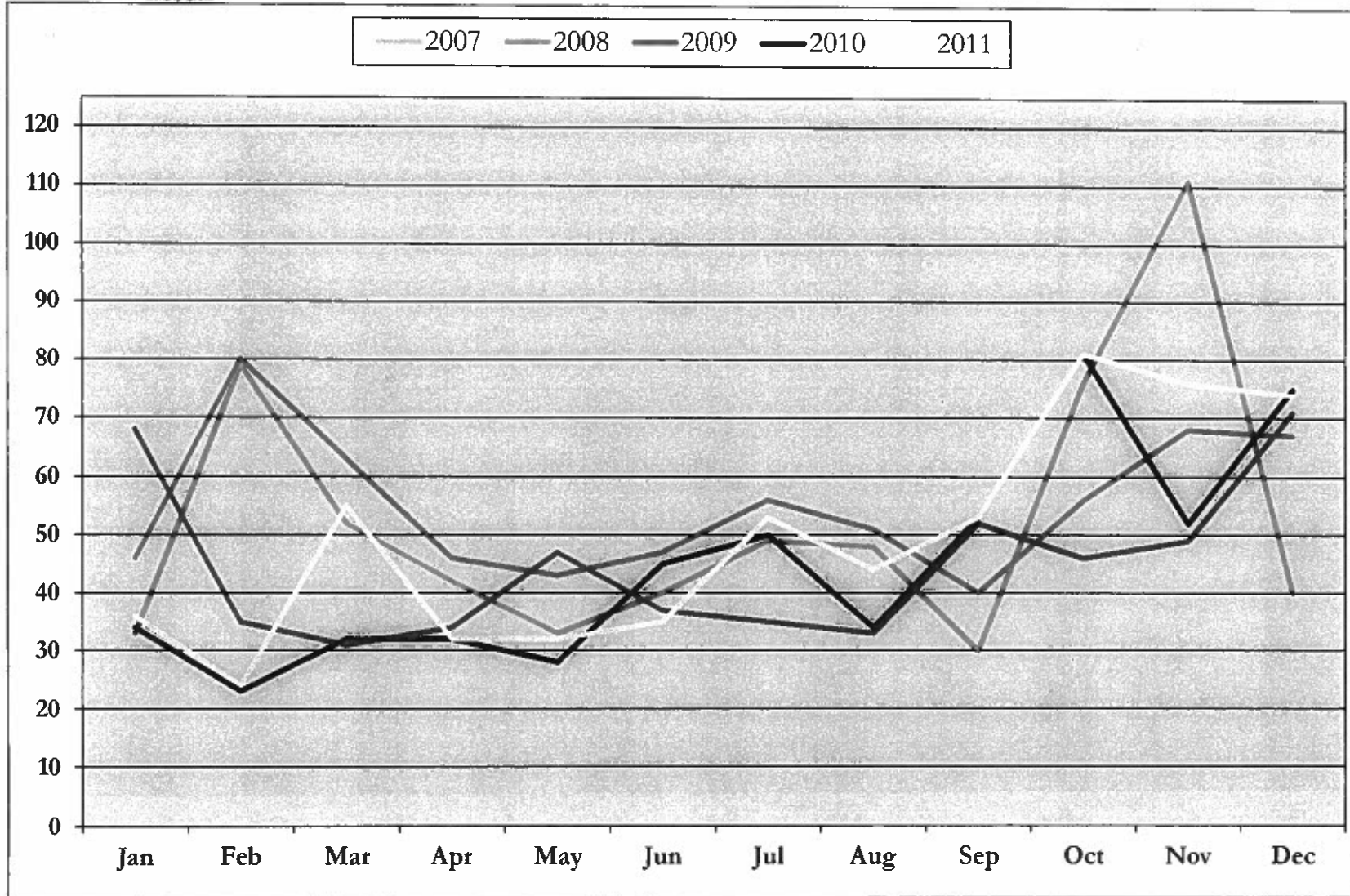
\*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

- 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.



# 2003-2010 Missed Approaches

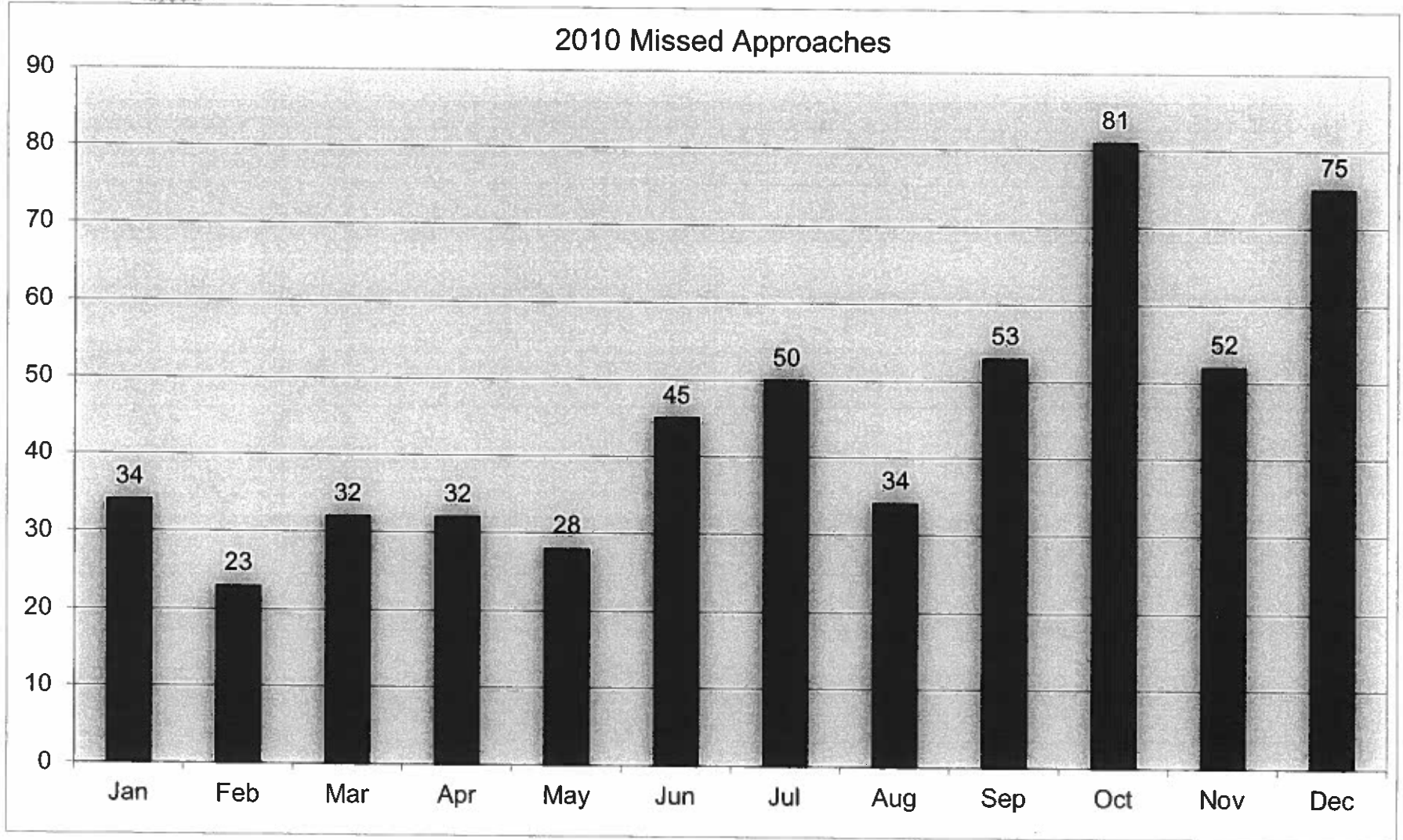
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663  
2009 = 538, 2010 = 539, 2011 = 595





# 2010 Missed Approaches

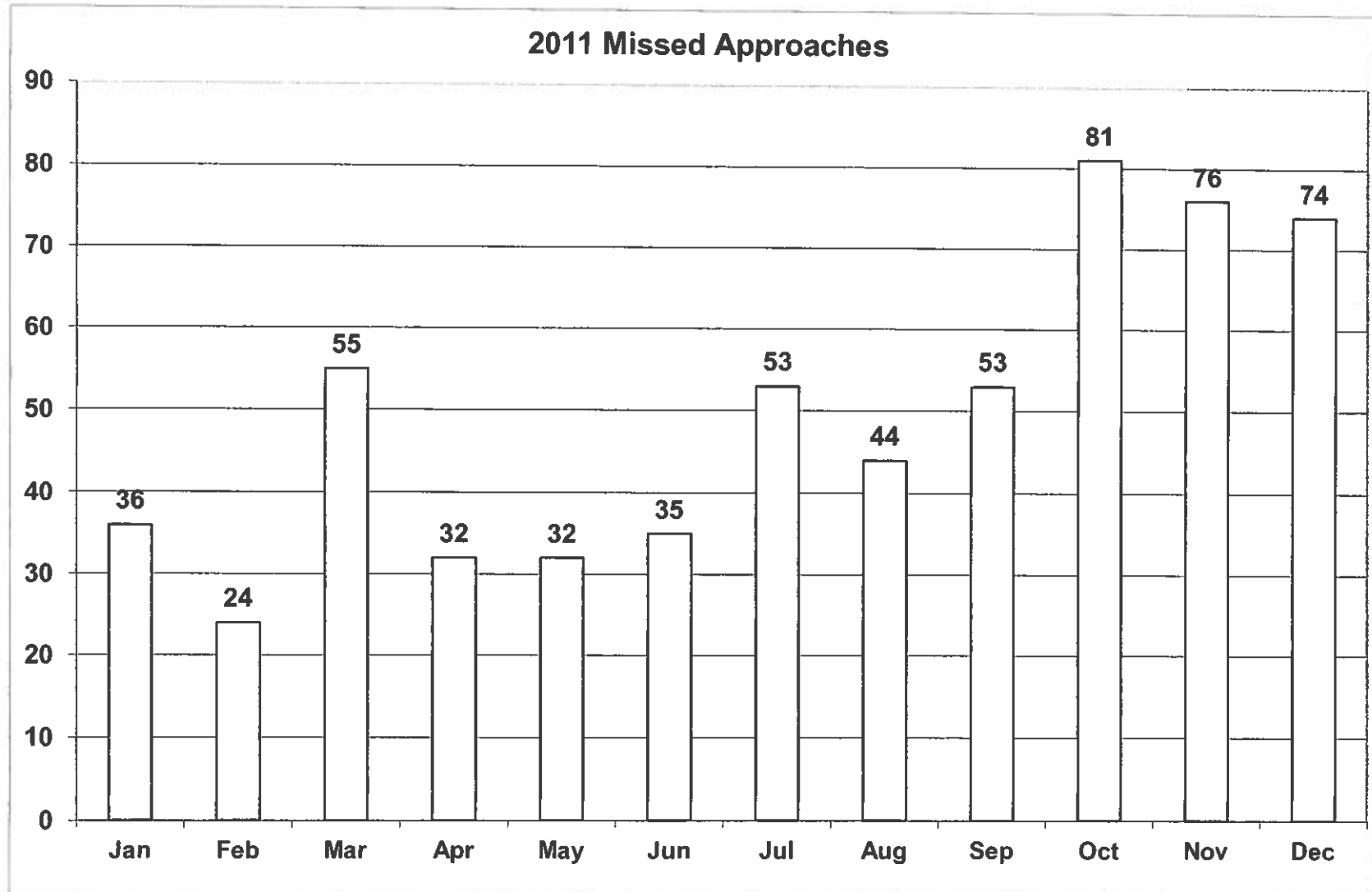
539 Total





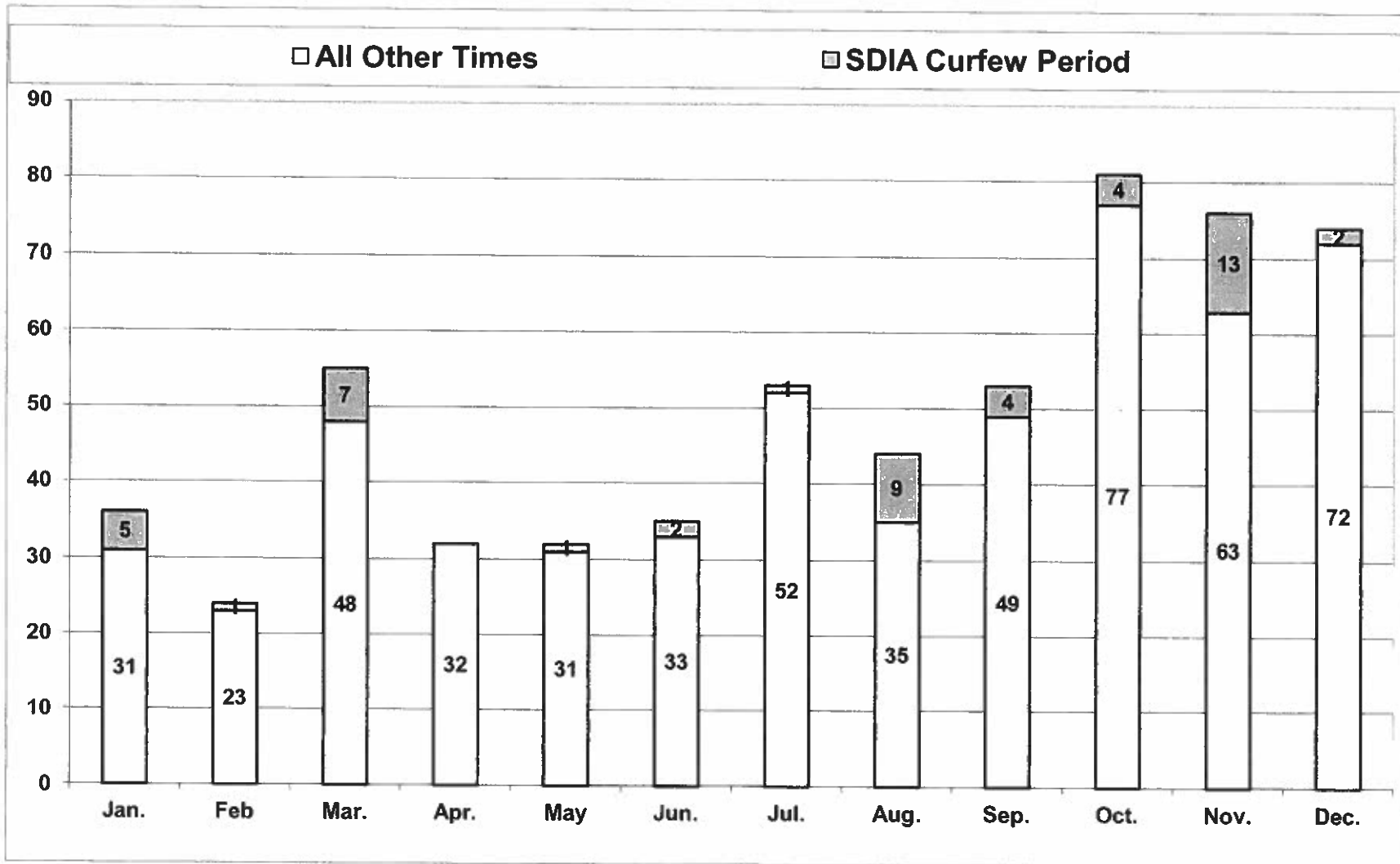
# 2011 Missed Approaches

595 Total Year To Date



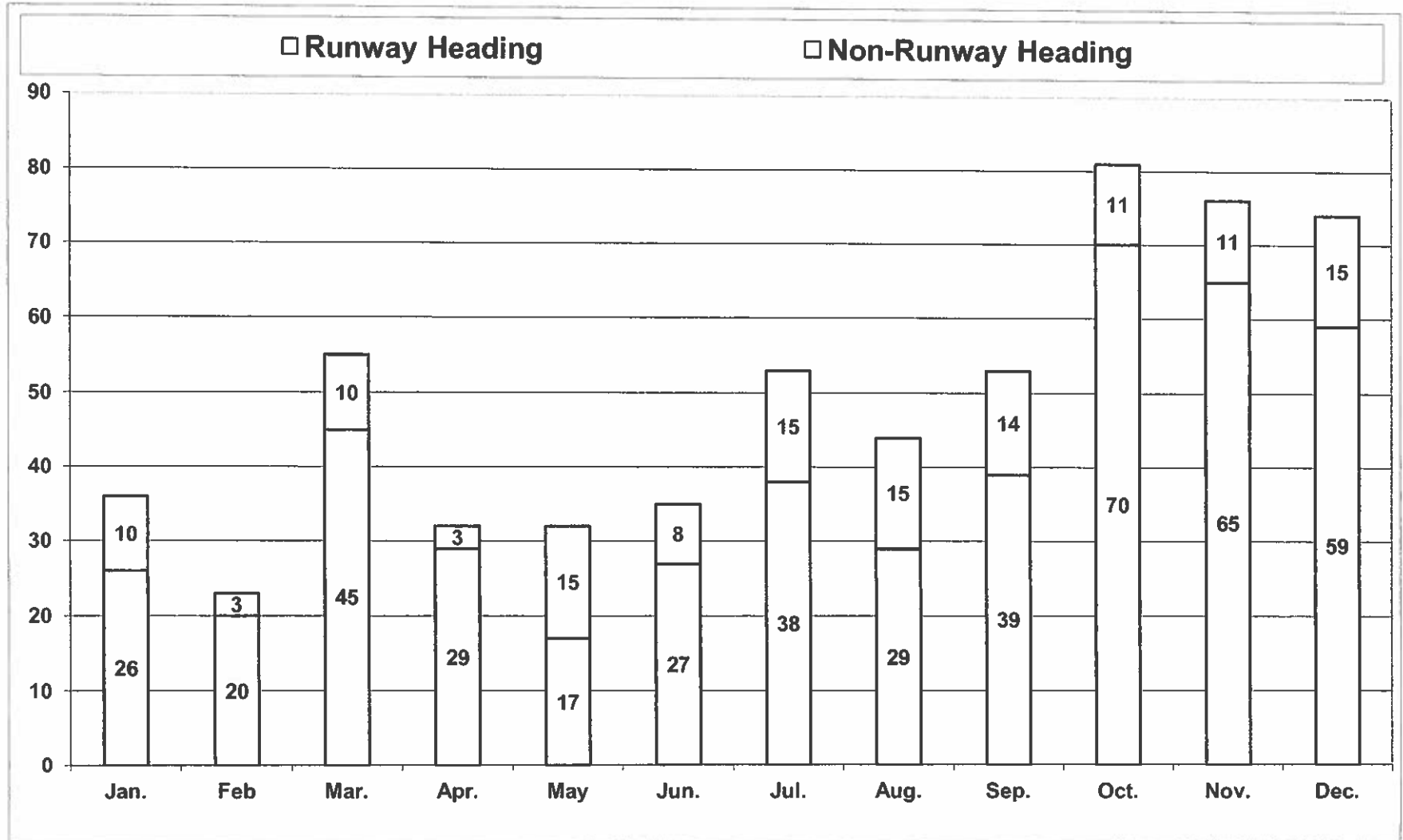


# Curfew Period vs. All Other Times



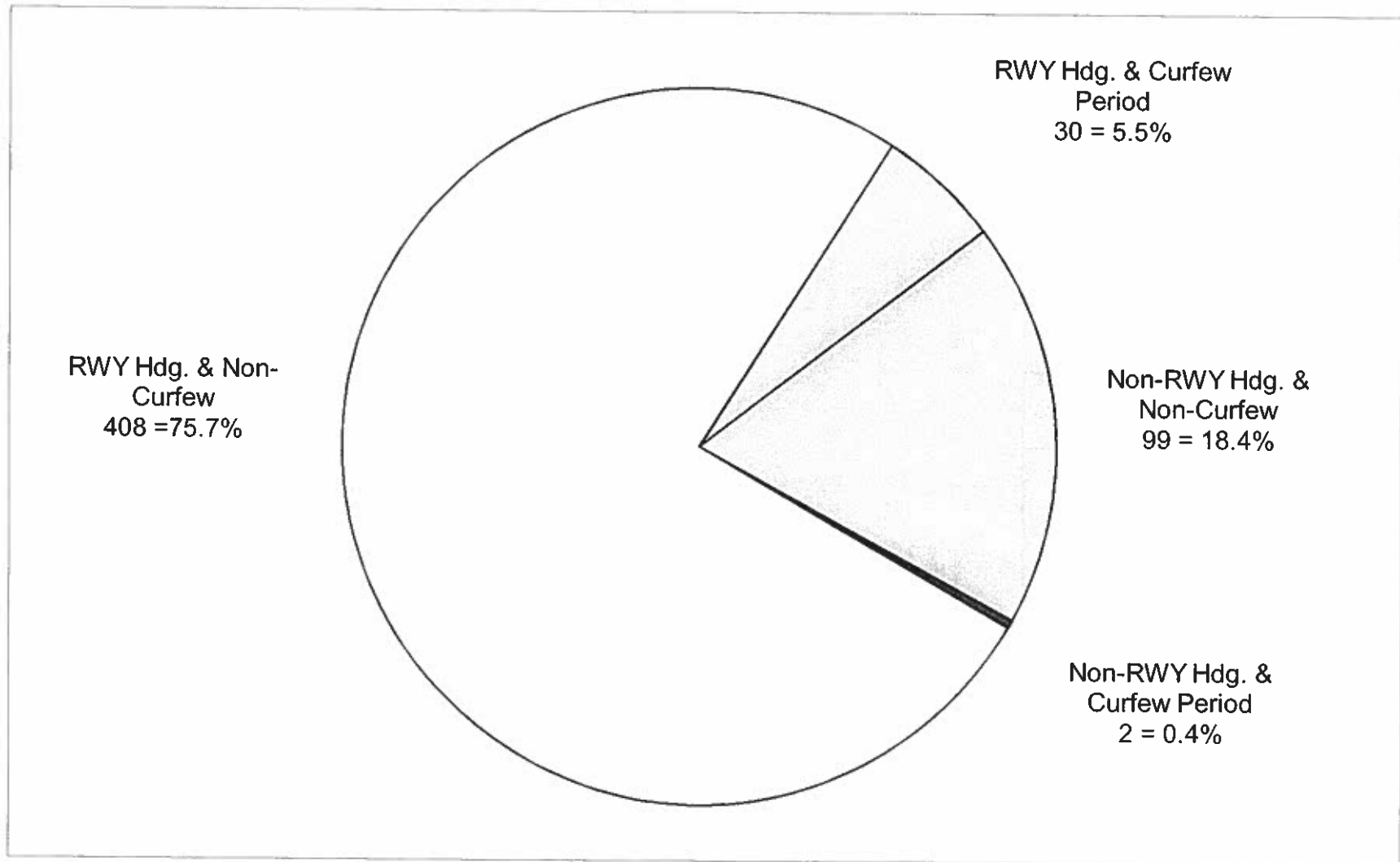


# Runway Hdg. Vs. Non-Runway Hdg.





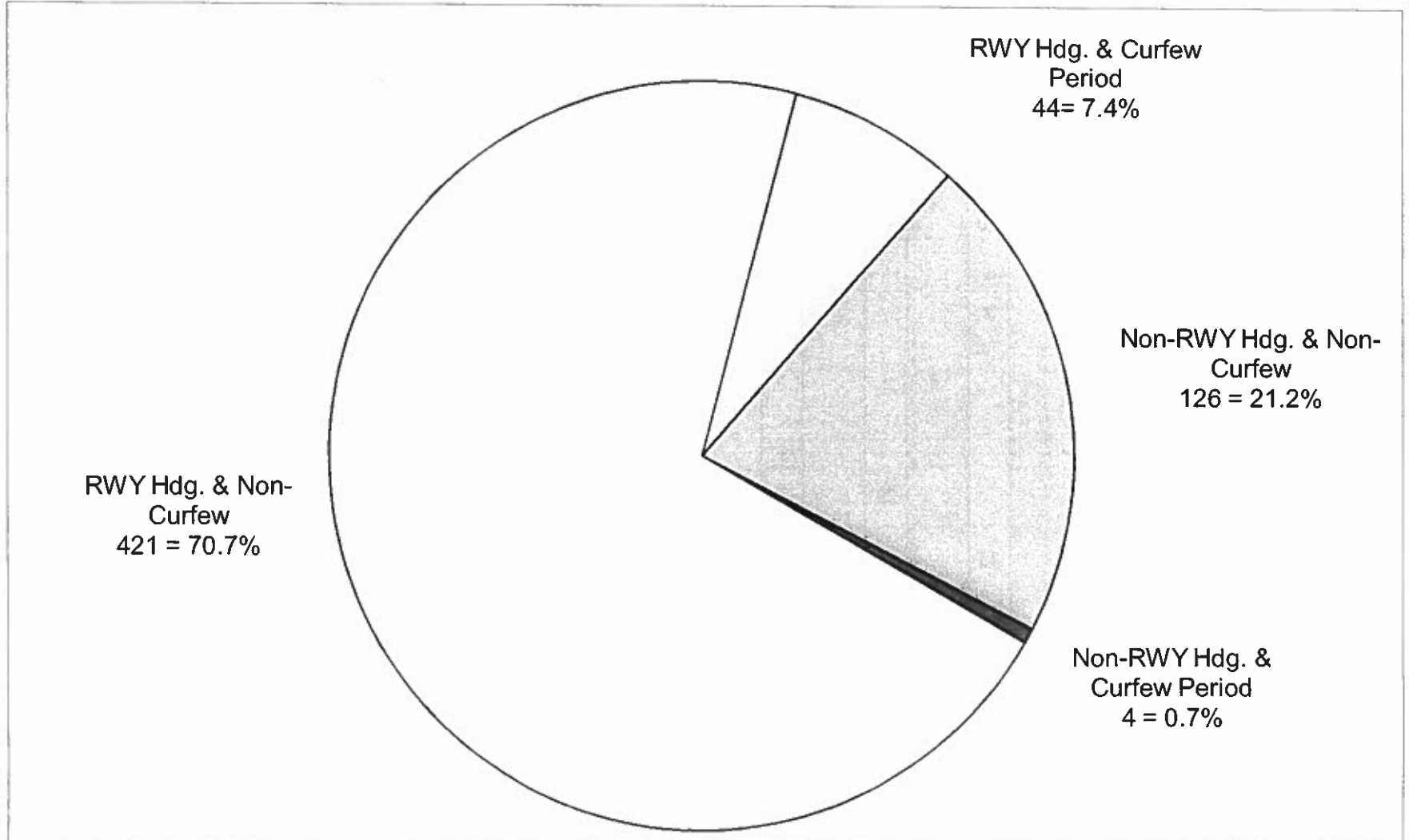
## 2010 Missed Approaches – Percentage





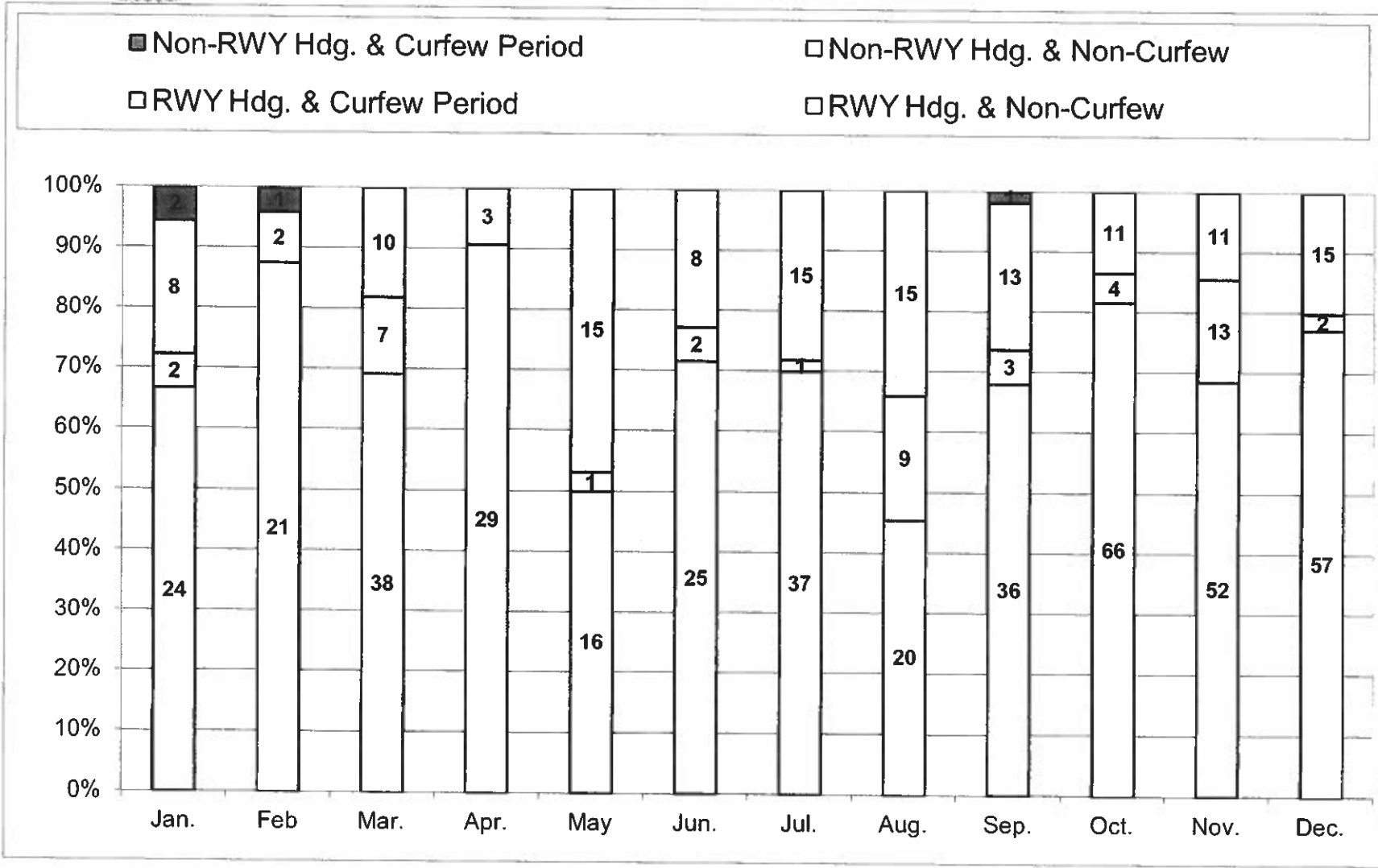


## 2011 Missed Approaches – Percentage (Year to Date)





# 2011 Missed Approaches – Percentage (Year to Date)





**Any Questions?**



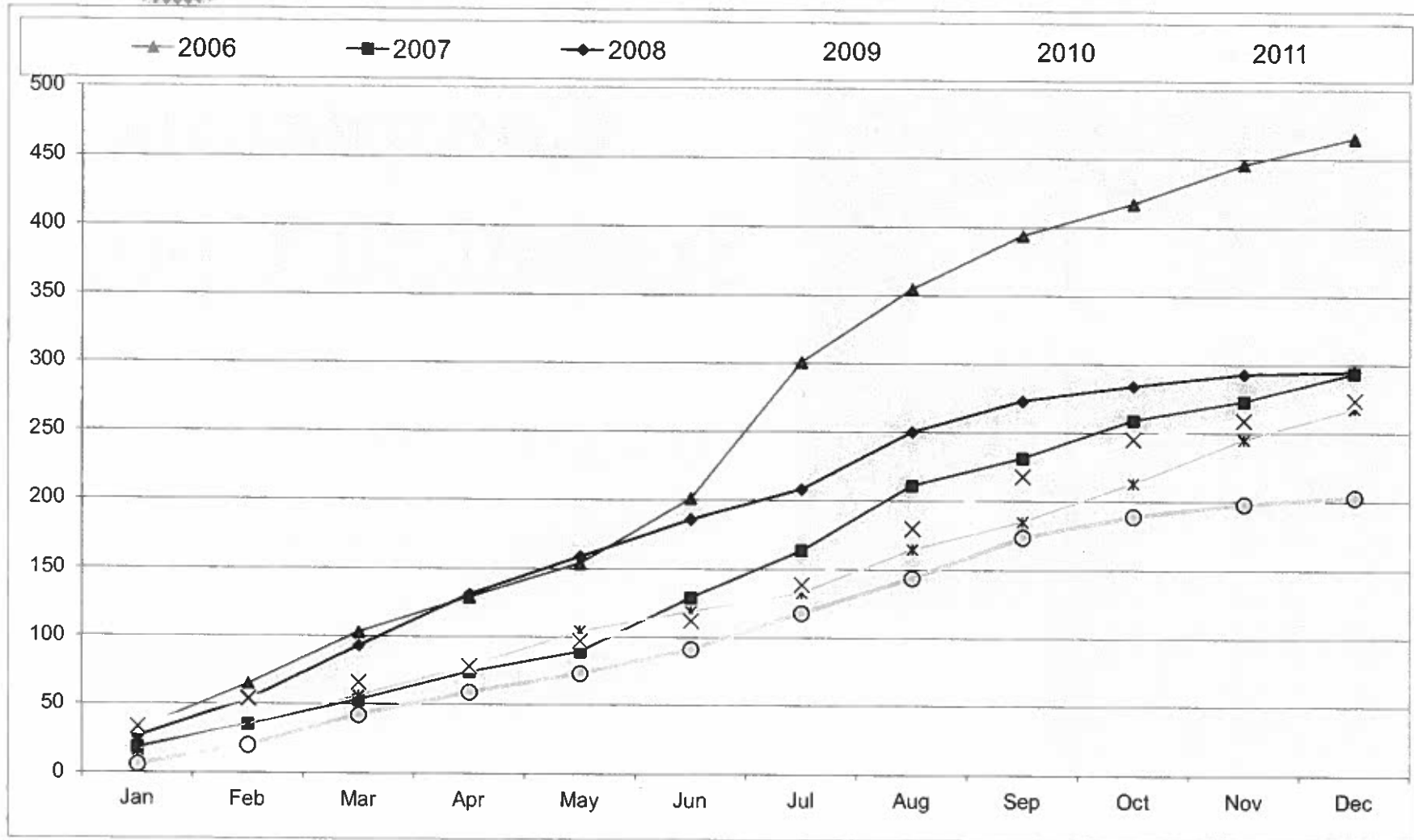
# Complaints Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

January 18, 2012



# Complaint History – 2006-2011

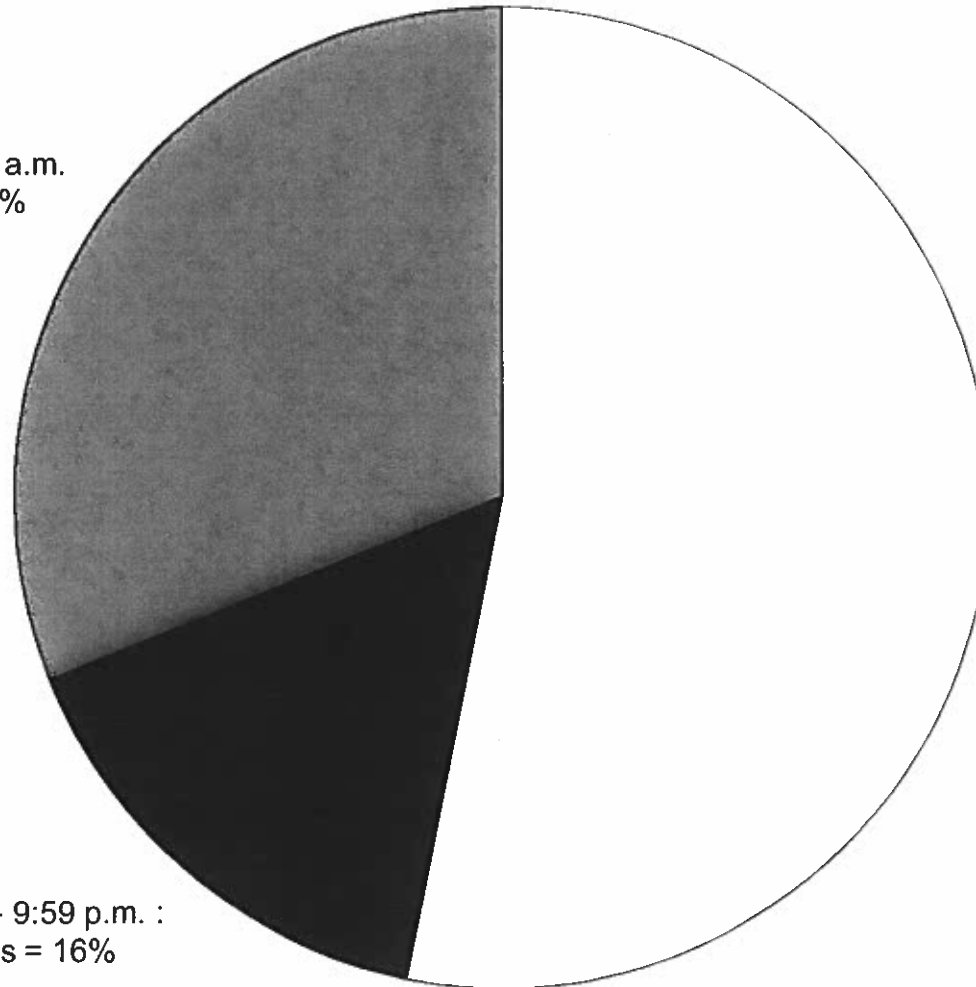




# 2011 Complaints Statistics

January to December, Complaints by Time of Day, 203 Total

10:00 p.m. - 6:59 a.m.  
: 63 Calls = 31%



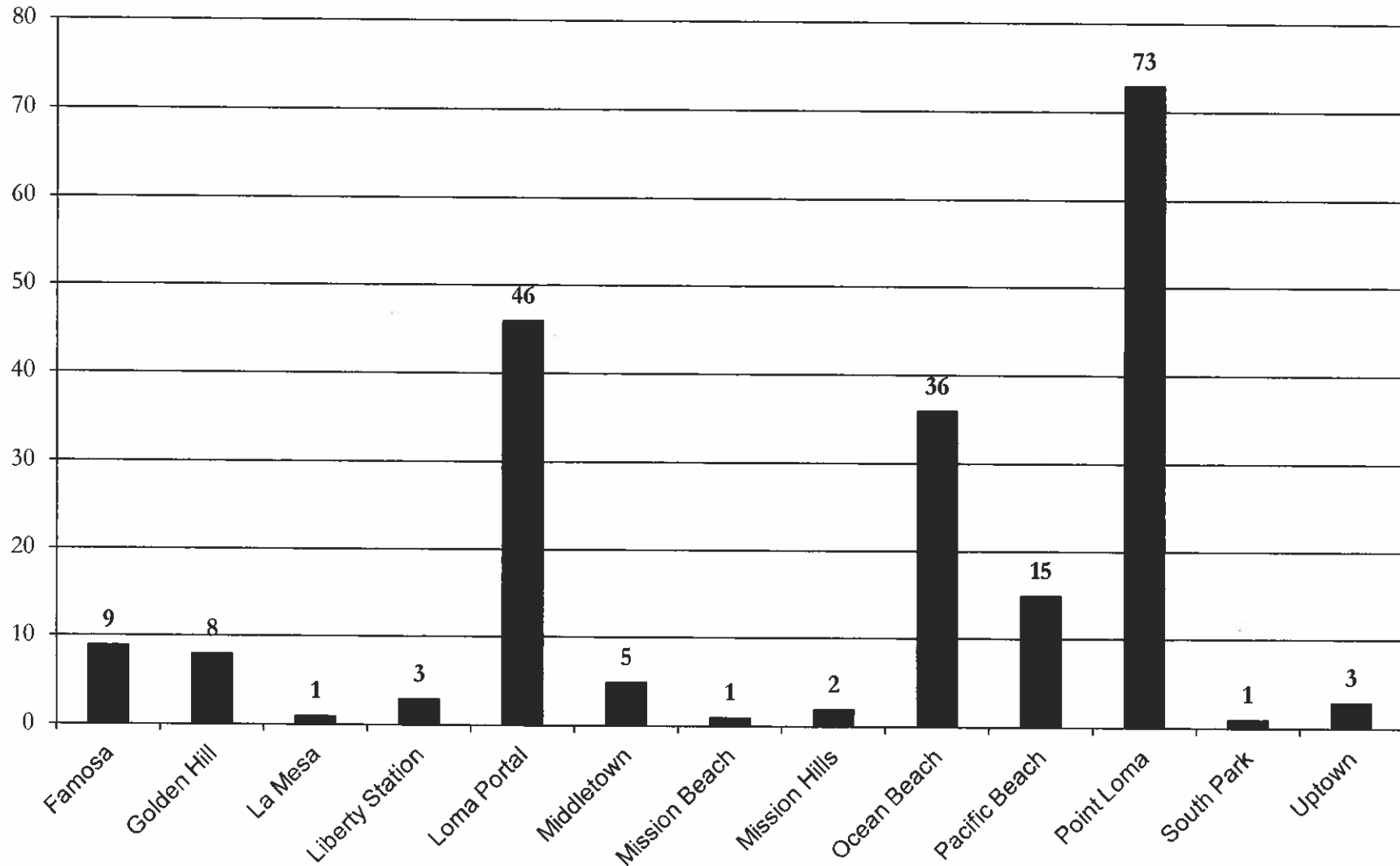
7:00 a.m. - 6:59 p.m.  
: 108 Calls = 53%

7:00 p.m. - 9:59 p.m. :  
32 Calls = 16%



# 2011 Complaints Statistics

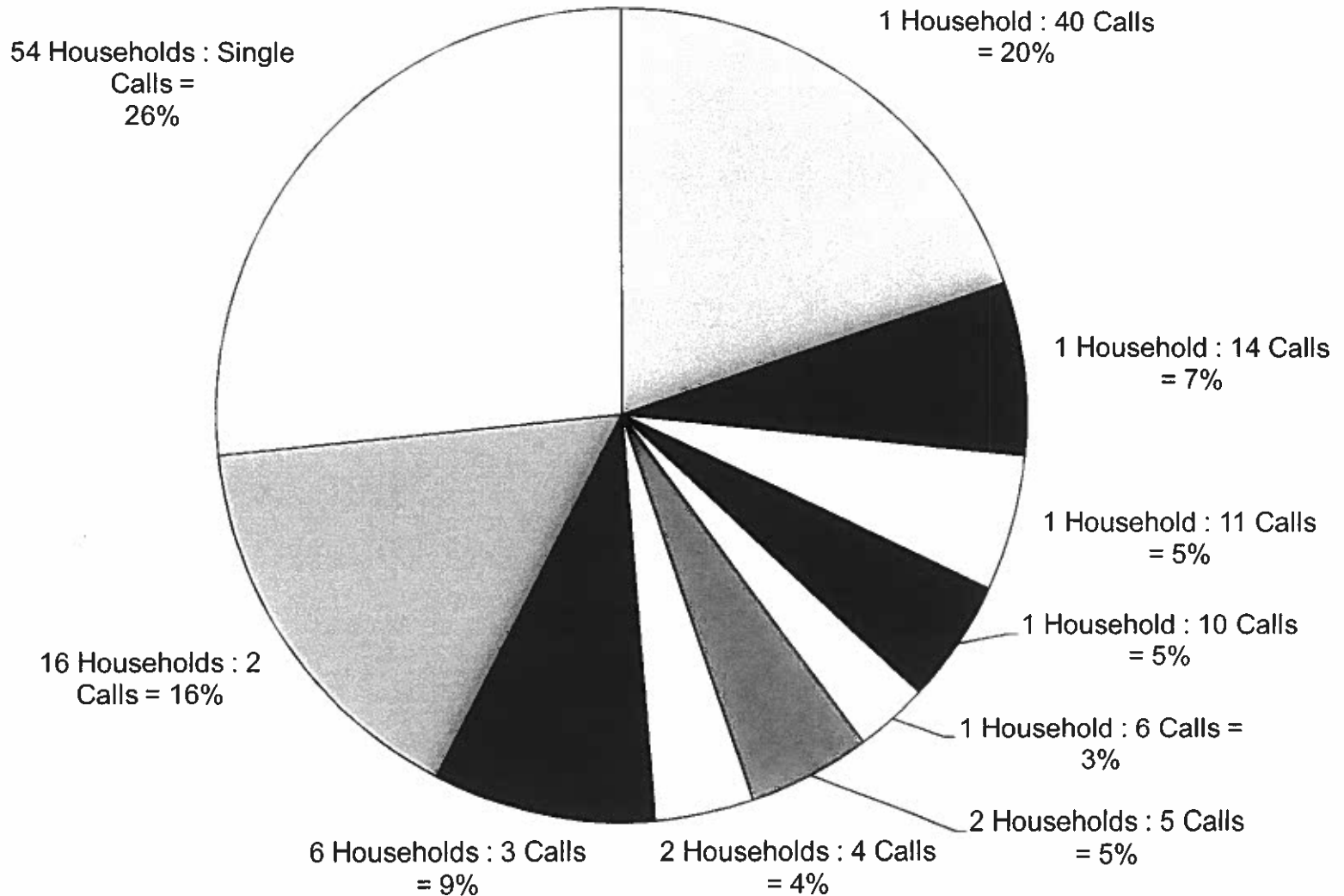
January to December, Complaints by Neighborhood, 203 Total





# 2011 Complaints Statistics

January to December, Complaints by Household, 203 Total

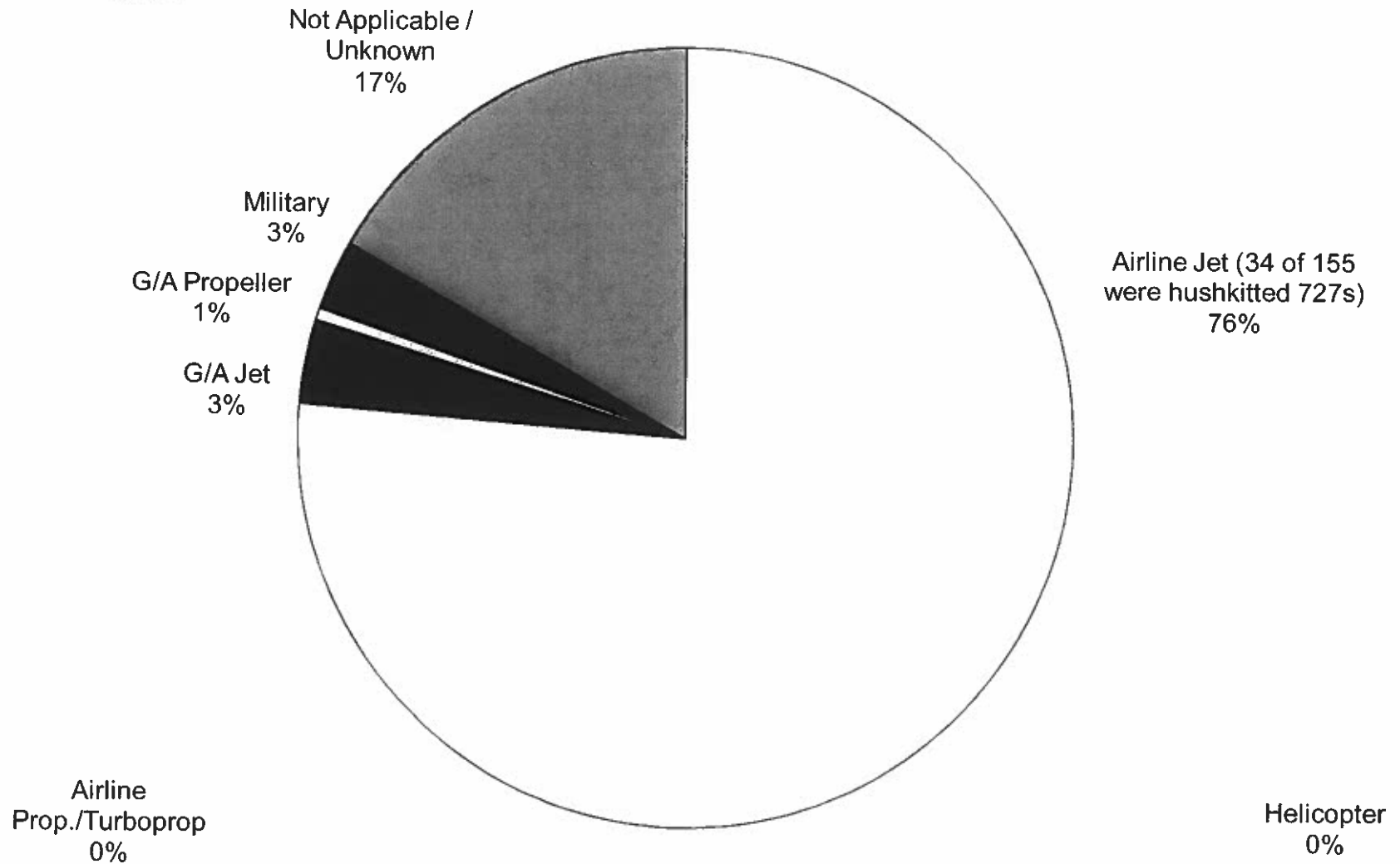






# 2011 Complaints Statistics

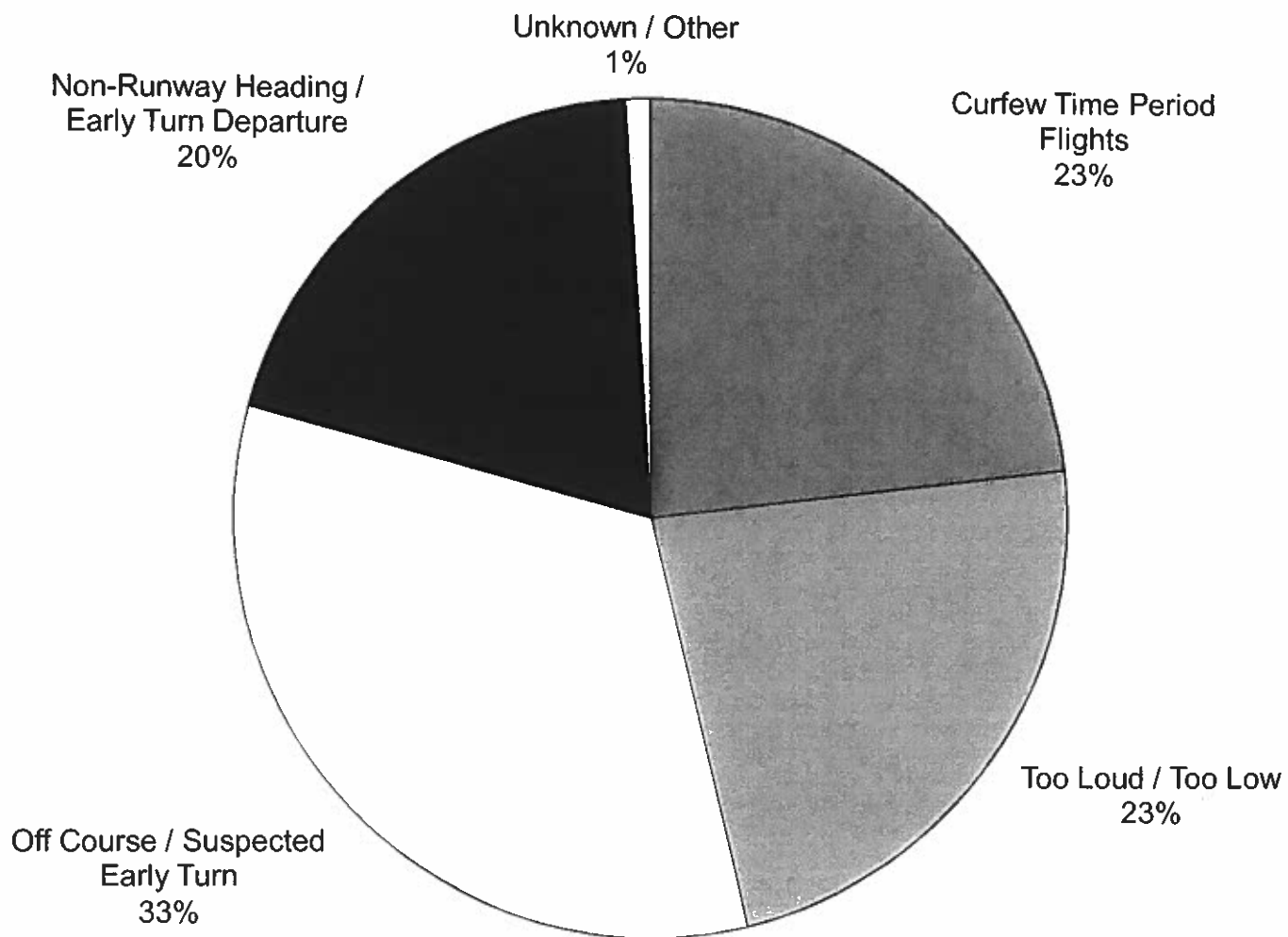
January to December, Complaints by Aircraft Type, 203 Total





# 2011 Complaints Statistics

January to December, Complaints by Flight Activity, 203 Total





***Any Questions?***



# **“Early Turn” Statistical Update**

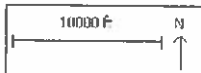
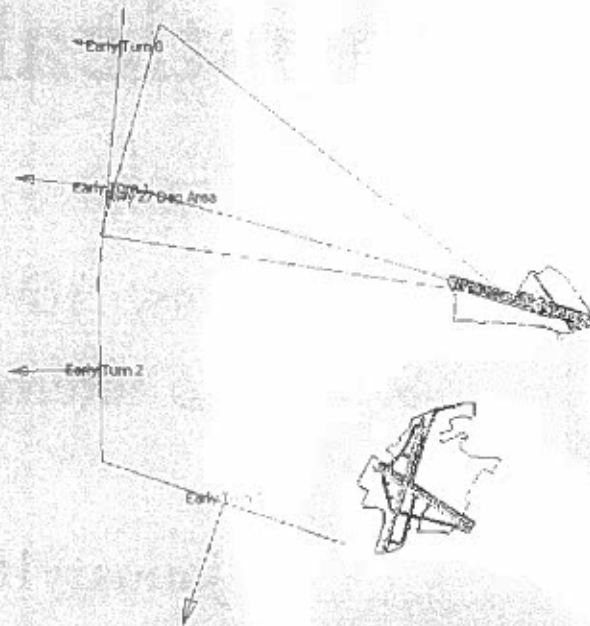
Airport Noise Advisory Committee  
San Diego International Airport

January 18, 2012



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# Boundary Definition





## Definition

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



## Definition

Link:[http://www.san.org/documents/airport\\_noise/Airport Noise FAQs 2006.pdf](http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf)

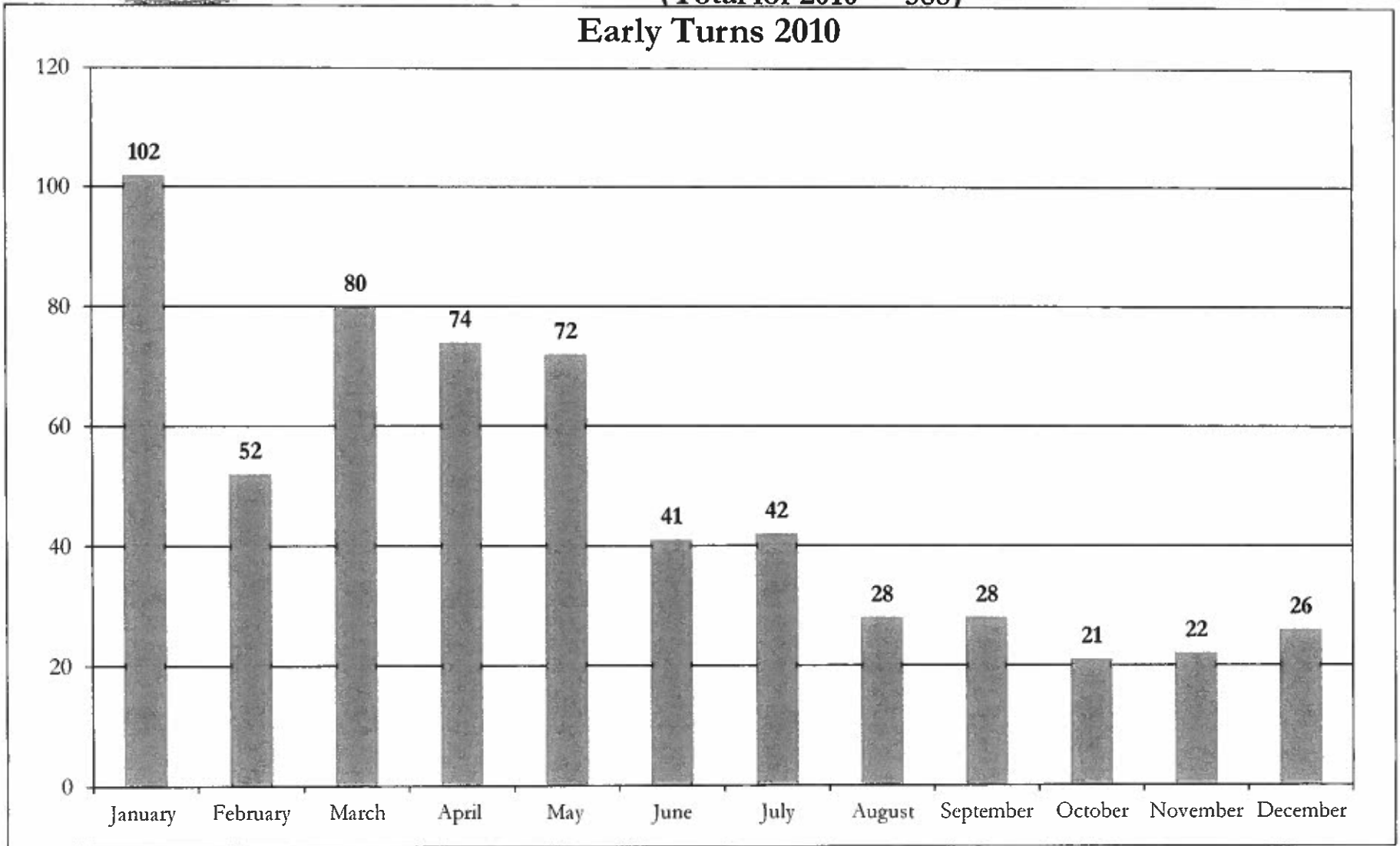
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the SID corridor that aircraft normally fly when departing SAN. When aircraft fail to transit this corridor, a printout of the radar flight track showing this deviation is sent to the FAA **TRACON** for review.



# 2010 Early Turns

Total sent to FAA  
(Total for 2010 = 588)

Early Turns 2010



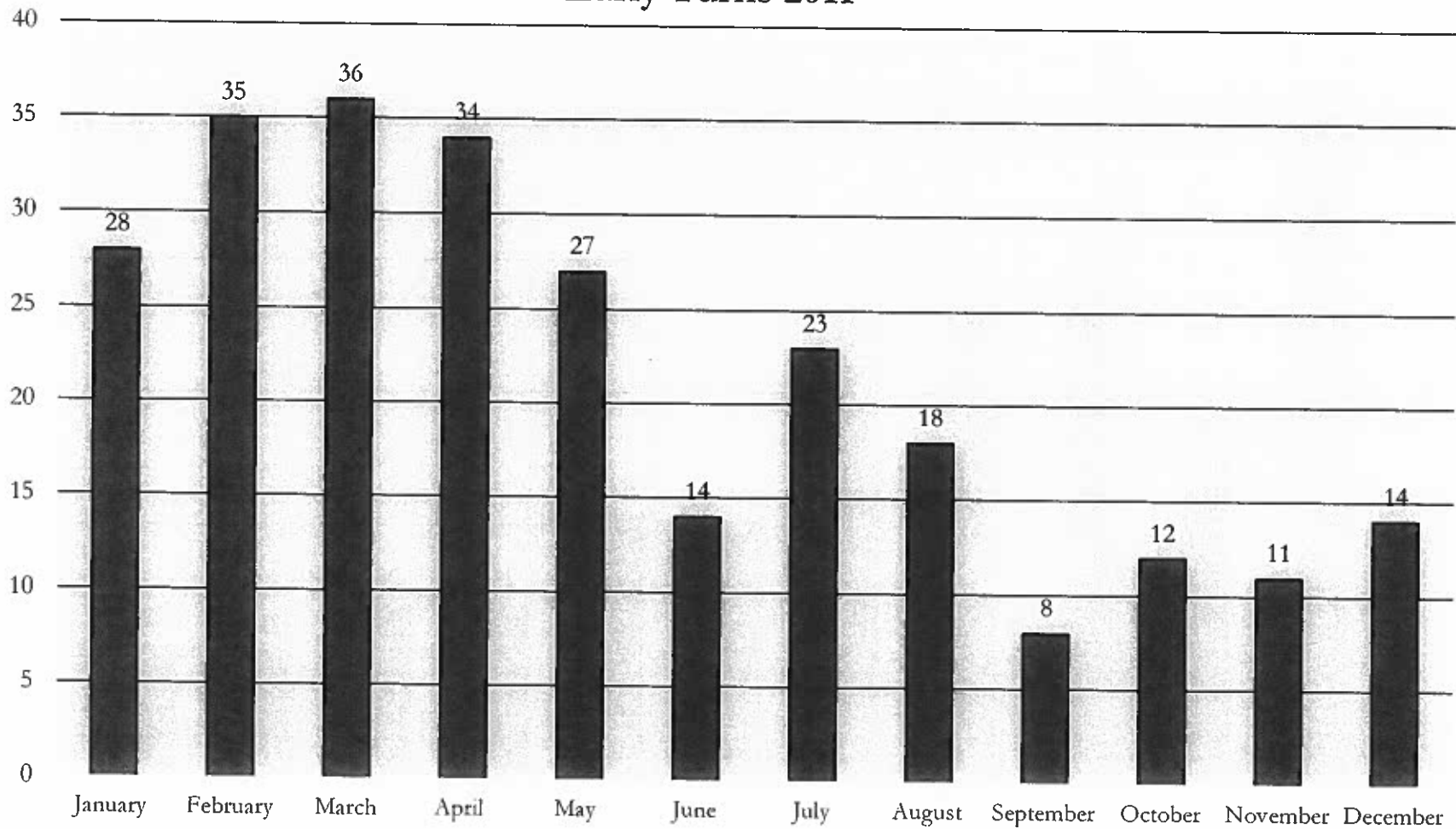




# 2011 Early Turns

Total sent to FAA  
(Total for 2011 = 260)

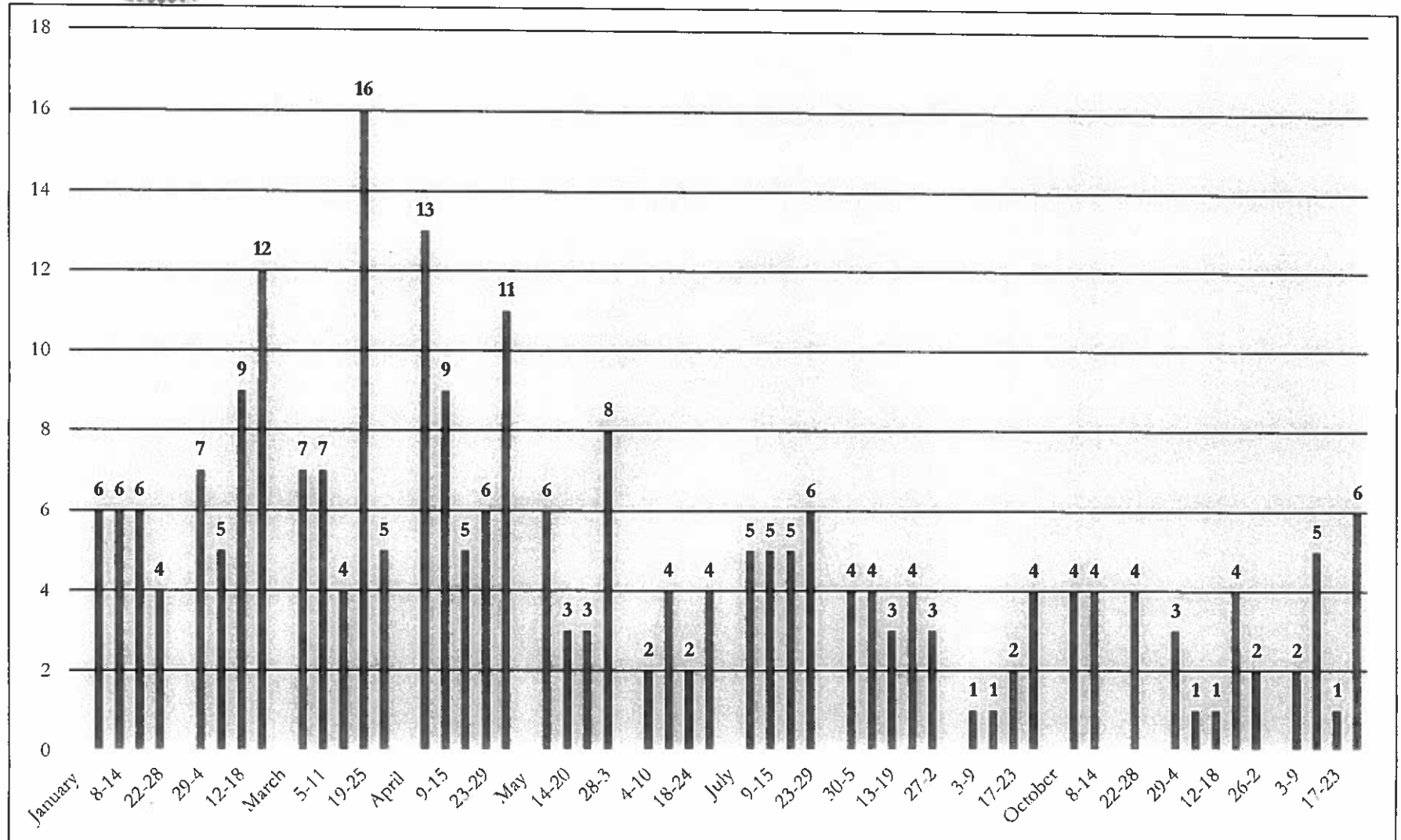
Early Turns 2011

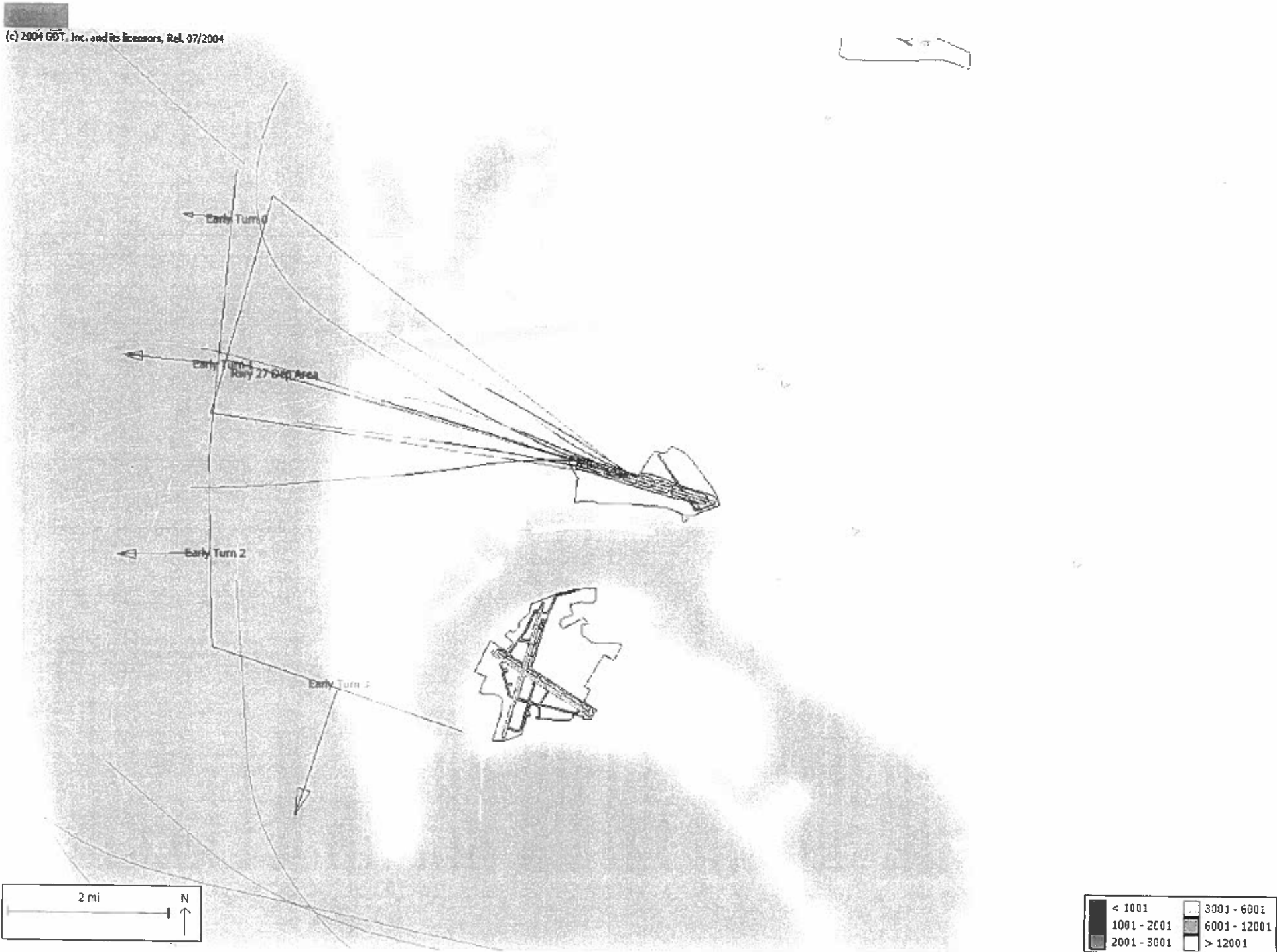




# 2011 Early Turns

## Weekly Totals

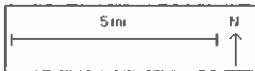
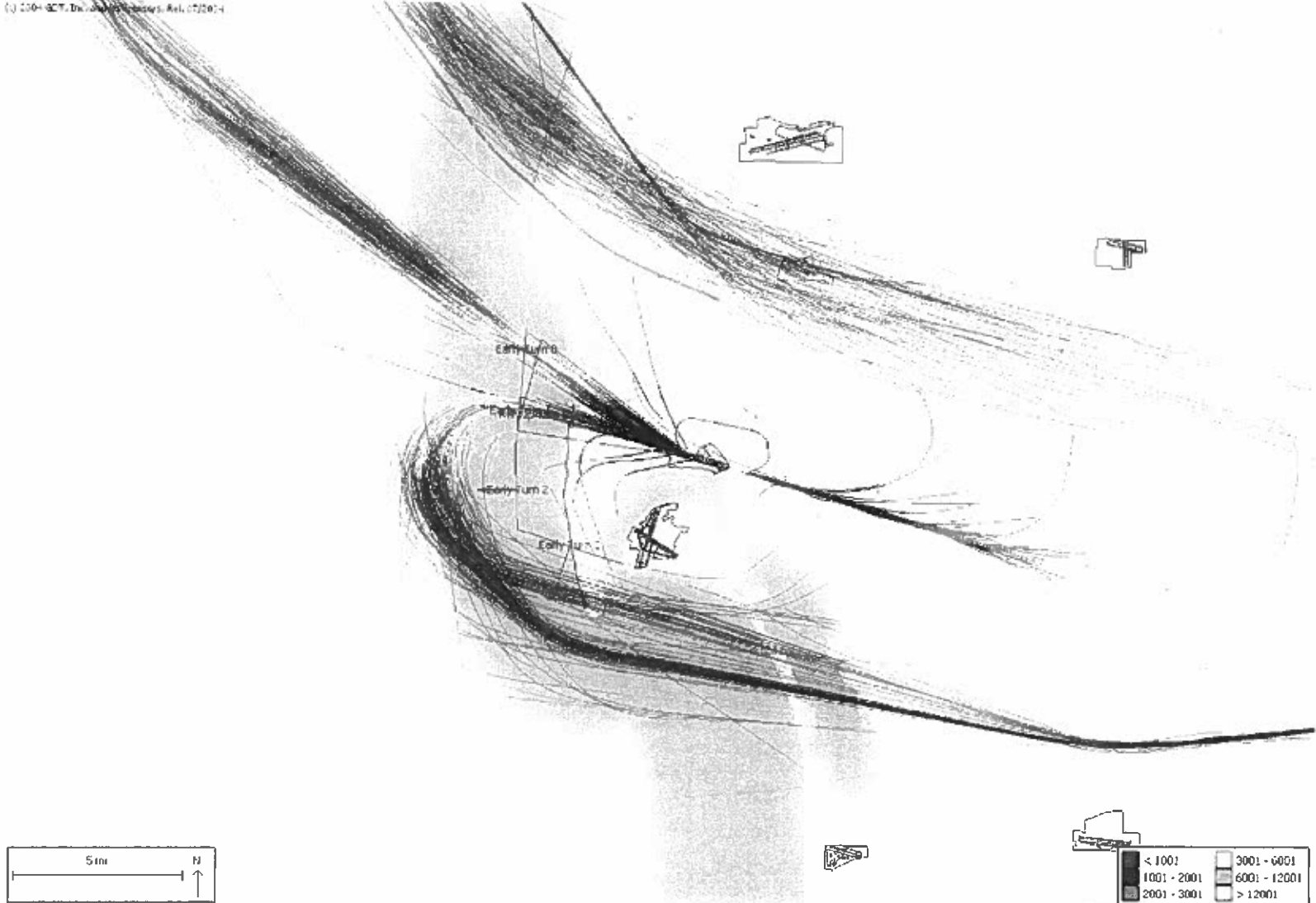




# Any Questions?



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# **“Contra-Flow” Statistical Update**

Airport Noise Advisory Committee  
San Diego International Airport

January 18, 2012



## Contra-Flow Definition

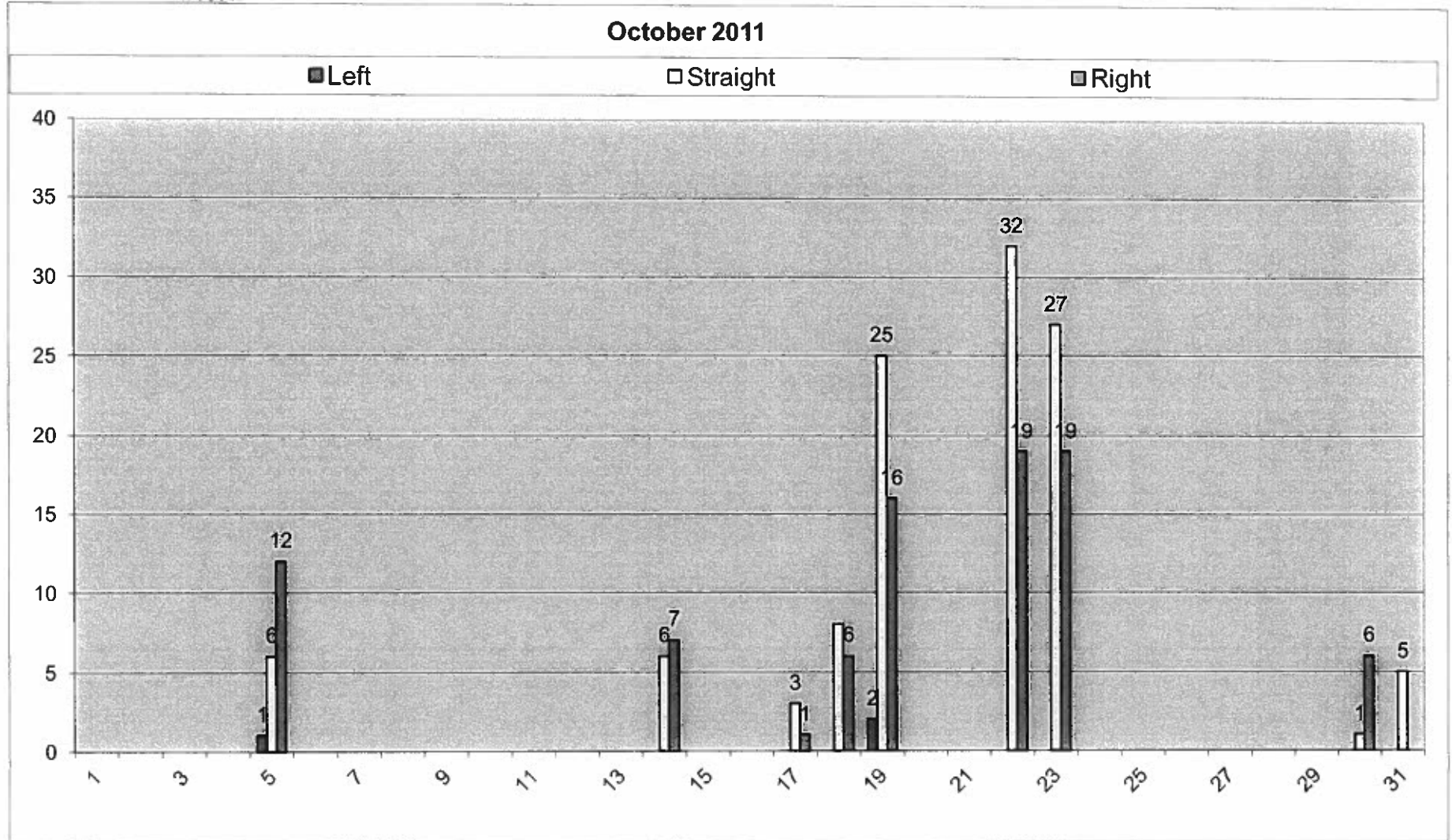
What are “Contra-Flow” Air Traffic Operations?

**Contra-Flow operations** is a air traffic control procedure used at SDIA when weather and/or aircraft weight play a factor in the arrival and departing phase of flight. Normal operations at SDIA consist of arrivals from the east and departures to the west. During Contra-Flow operations, aircraft arrive from the west and depart to the west on a reciprocal heading. Once airborne, departing aircraft are vectored south (over Point Loma) or north (over Mission Beach) to clear the airspace for arrivals into SDIA. These operations occur rarely and, for safety reasons, significantly reduce the operational capacity of the airport when they occur.

Link: [http://www.san.org/documents/airport\\_noise/Airport Noise FAQs 2006.pdf](http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf)

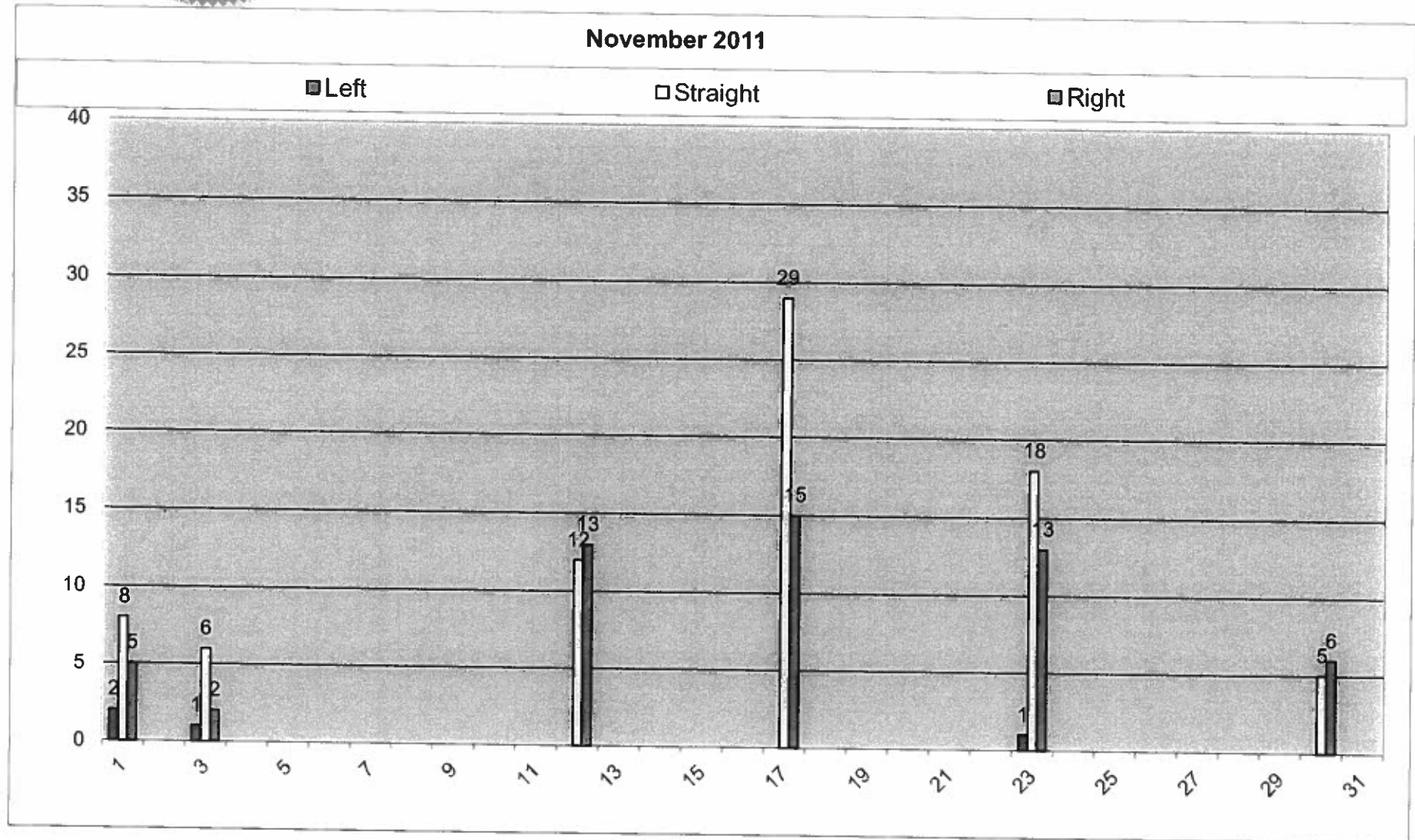


# October 2011 Contra-Flow





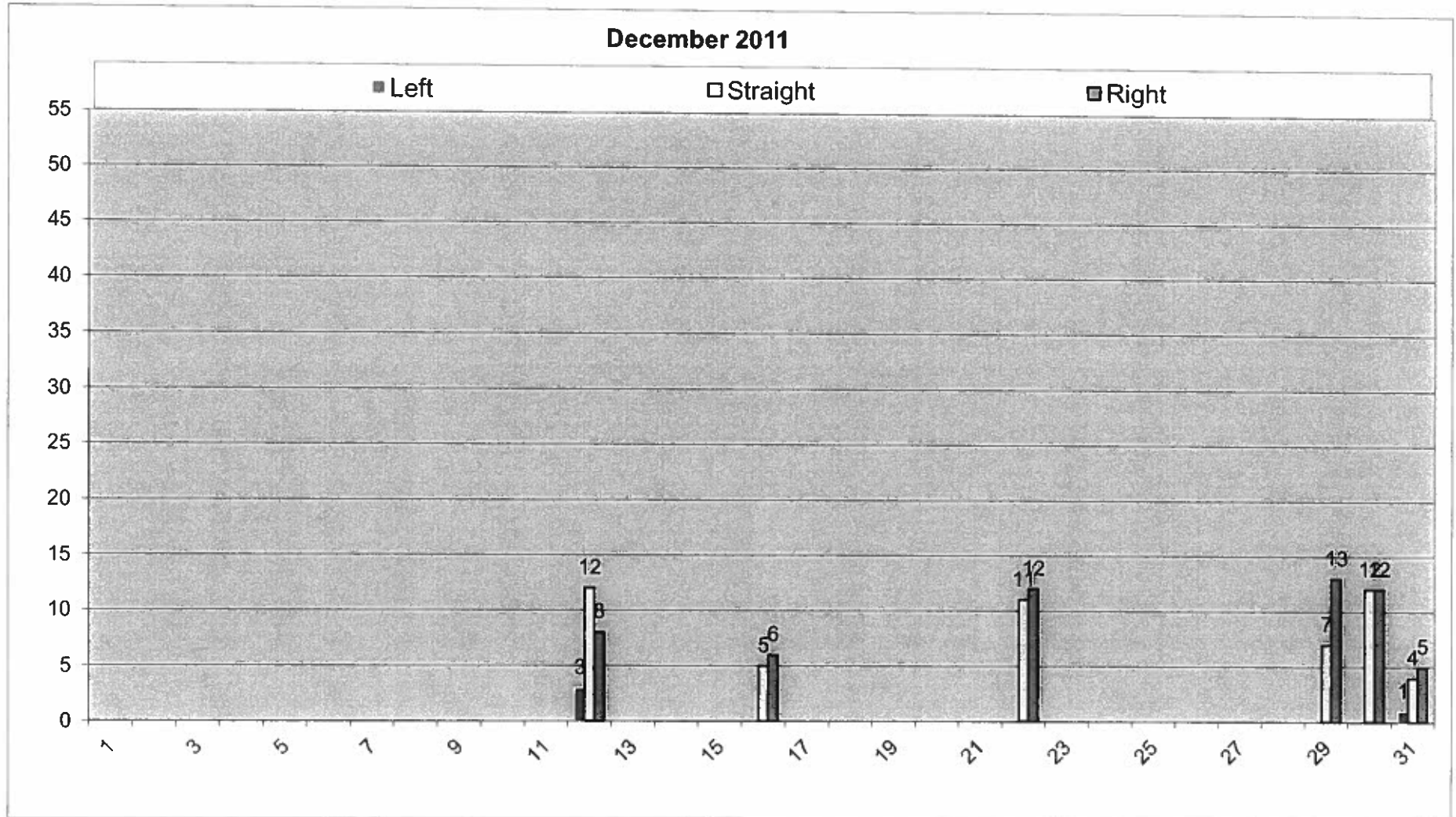
# November 2011 Contra-Flow







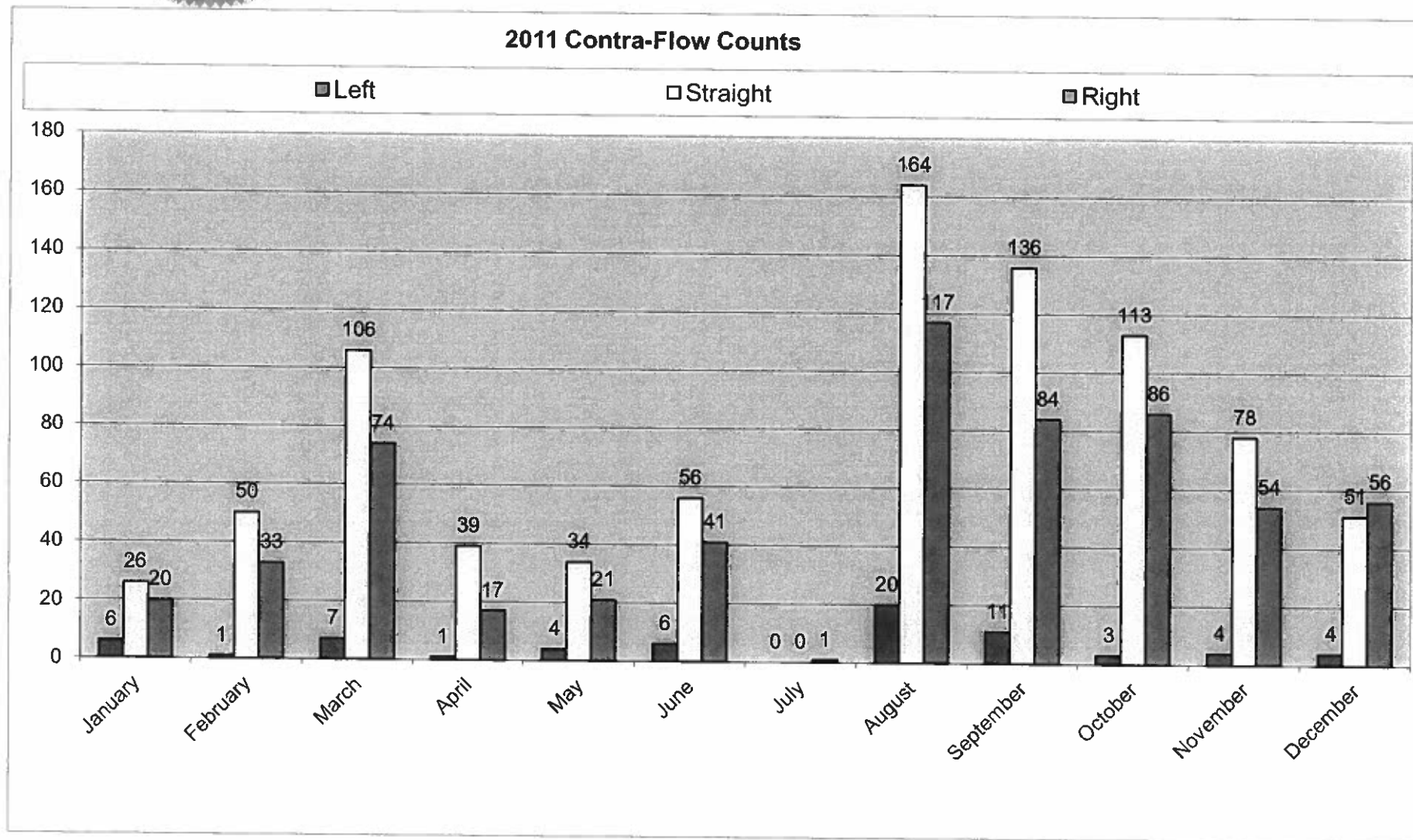
# December 2011 Contra-Flow





# 2011 Contra-Flow Totals

(Left 67 / Straight 853 / Right 604)





**Any Questions?**