



SAN DIEGO
INTERNATIONAL
AIRPORT

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
July 19, 007**

On May 17, 2007, 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 5:38 P.M.

Present: Mr. Matt Awbrey, City of San Diego, District Two; Captain (Ret.) Jack Bewley, Airline Pilot; Mr. John Bennett, County of San Diego; Mr. David Caldwell, Greater Golden Hill Planning Committee; Mr. Shane Finneran, Ocean Beach Planning Board; Mr. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Mr. William Kenton, Midway Planning Board; Mr. Lance Murphy; Peninsula Community Planning Board; Mr. Bill Stone, Little Italy Association Dr. Mark Butler, Facilitator; and Airport Authority Staff: Angela Shafer-Payne, Mr. Dan Frazee, & Mr. Garret Hollarn

Absent: Ms. Paula Jacks, Community member; Mr. Kelly Brown, Airline Representative; Mr. Cliff Myers, MCRD; Mr. Barry Sill – FAA, SDIA Tower (Excused); Mr. Jack Zimmerman, Acoustician; County Supervisor Greg Cox (ex-officio)-Vacant

Dr. Butler opened the meeting by asking each member and staff to introduce themselves and, seeing that there was no quorum present to approve the May meeting minutes, he proceeded to information items on the agenda.

Ms. Angela Shafer-Payne, Authority Vice President for Strategic Planning, informed the Committee that the updated draft Environmental Impact Report (EIR) for the SDIA Master Plan is targeted to be released in September 2007 for public comment. For the Airport Land Use Committee (ALUC), finishing six of the sixteen compatibility plans in December 2007, is now concentrating on completing eight of the ten remaining plans. The two remaining plans dealing with the two naval facilities, Greenfield and North Island, await action pending the military's update of the Air Installation Compatibility Use Zone (AICUZ) documents. Ms. Shafer-Payne expressed her appreciation to the various technical advisory group and subcommittee participants for the significant amount of informed effort put into developing draft documents that are supported by the jurisdiction as well as interested stake holders. Ms. Shafer-Payne gave a brief update regarding progress in remediating the Teledyne-Ryan property. This concluded Ms. Shafer-Payne's brief, so she opened the floor for questions. One member asked the status of the Land Use Compatibility Plan for SDIA. Ms. Shafer-Payne responded that the sub-committee studying SDIA issues is still meeting. The same member explained that he has difficulty understanding how land uses can be forecast when the Master

Plan may change depending on the new Authority Board's input. Ms. Shafer-Payne explained that SDIA's Master Plan EIR is based on a previously planned ten-gate expansion on the southwest side of the airport property. She reiterated that it does not include a second runway.

Seeing that there was now a quorum, Dr. Butler called the motion to approve the Meeting Minutes of May 17, 2007. The motion was approved and discussion ensued. One member expressed concern on how the Minutes are being written, especially on motions that are called. He clarified that the motion that he previously offered was not depicted accurately in the minutes and stated that if anything, minutes regarding motions need to be precise. Dr. Butler agreed and further stated that, when a motion is made, the Committee members should be careful to complete one motion before moving to subsequent motions. After more clarification, Dr. Butler called to accept the Minutes as corrected. The Committee approved the motion unanimously.

Dr. Butler and Mr. Frazee asked the Committee to ensure they speak clearly and loudly into the microphone to aid Authority staff members in deciphering meeting actions more accurately.

Mr. Frazee gave a short presentation on the state-mandated Quarterly Noise Report (QNR). He explained that this is a requirement of the California Noise Standards, Title 21 for all ten "noise problem" airports in California. He intends to summarize each report for the Committee at meetings following quarterly report publication to keep members aware of how Authority mitigation efforts are affecting the noise-impacted community. In highlighting the report, he explained that the noise contour is based on data on a continuous rolling one year basis. Next, Mr. Frazee compared noise complaint data from the 1st quarter of 2006 to 1st quarter 2007; it showed a 50% decrease in community complaints, possibly due to more community members using the web-based flight tracking system to help them visualize the actual flight path of aircraft. This concluded his presentation, and he opened the floor for questions. One member asked a question regarding Stage 4 aircraft. Mr. Frazee opined that 90% of all commercial service jet aircraft that transit SDIA currently meet Stage 4 noise requirements. To another question pertained to allowing Lifeguard (emergency medical aircraft) to arrive and depart during the curfew period, he explained that emergency life flights show up in the data for the QNR but are not evaluated by the Curfew Violation Review Panel (CVRP) because such operations are exempted from the curfew departure restrictions by the Authority as a matter of policy.

Mr. Frazee next informed the Committee on the result of the July CVRP. Four aircraft operations were evaluated by the Panel. Two operators were fined and two were not fined due to aircraft mechanical difficulties. Maintenance is one of several very specific extenuating circumstances the Panel uses in its evaluation process. At this time, Mr. Frazee informed the Committee that the Authority Chief Counsel, Mr. Brett Lobner, is available to answer questions that arose from the last ANAC meeting, specifically regarding Jet Blue's three noise curfew violations. Mr. Frazee informed the Committee that Jet Blue paid the \$18,000.00 fine in a timely manner; further, that the Authority staff is working with Jet Blue to avoid a similar situation in the future. In a brainstorming meeting with Authority and Jet Blue staff, the

Authority discovered it had the ability in the near future to provide Jet Blue a second gate and jet way for late night arrivals where two aircraft currently vie for a single jet way, a contributing cause to several of Jet Blue's previous late night operations. Mr. Lobner was invited to address the Committee.

Mr. Lobner identified and spoke to several issues regarding penalizing noise curfew violators and possible termination of operations due to frequent curfew violations. He explained it was a difficult issue to give advice about what airports can and can not do to enforce noise regulations. He further explained that in the U.S., control of aircraft noise is pre-empted by the federal government and only the government can adopt noise regulations. Mr. Lobner cited several examples; noted problems encountered, and discussed 1990 passage of the Airport Noise and Capacity Act in 1990 which made air carrier operators begin to modernize their fleets to assure measurably quieter aircraft. This same regulation stated that if an airport wants to adopt a new airport noise restriction, it now has to go to the Department of Transportation and is subject to FAR Part 161, the implementing guidelines for any requested new noise restriction at US airports. Mr. Lobner pointed out that Lindbergh Field's nightly departure noise curfew was grandfathered, as it pre-dates ANCA and Part 161 and was approved by FAA. Mr. Lobner then cited a few of the rules FAA imposes on restrictions requested by airports under Part 161: 1) it can not be discriminatory; 2) can not be a burden to inter-state commerce that is undue in nature; 3) it can not be arbitrary; 4) it has to be reasonable; 5) the airport must comply with prior and current Federal grand assurances; 6) it must meet its objectives; 7) it can't be of unlawful use of police power; and 8) it can not just bar the use of an airport by any air carrier operator. Regarding that last part, Mr. Lobner added that, if an airline is banned completely, the FAA will invoke requirements of ANCA and FAR Part 161 and disallow the action, threatening to bar further FAA grant funding. He further explained that termination of an operating privilege would have to be evaluated before the Authority Board and the carrier would be given an opportunity to be heard. This concluded Mr. Lobner's brief, and he opened the floor for questions.

Before Mr. Lobner could take questions, Dr. Butler called for public comment. Mr. Suhail Khalil, introduced himself as a new member of the Peninsula Community Planning Board (PCPB) and advised ANAC that he was recently installed as the new Chair for a PCPB subcommittee that will deal with SDIA airport issues, including ATAG and ANAC. He first thanked Mr. Murphy in all the transition and education in the growing concerns of the Airport Authority. Mr. Khalil stated that he looked forward to working with Authority staff and committee members to answer his constituent's questions regarding the aviation easement process and the draft boundary lines for ALUC policy. Again, he thanked Mr. Murphy and he clarified that he will be the primary ANAC representative and will quickly name an alternate.

Dr. Butler asked if there are any questions regarding Mr. Lobner's brief. One member, before asking his question, thanked Mr. Lobner for his previous statements, but still has concerns about airlines that have violated in the past six months. Mr. Lobner assured the member that no airlines want to violate curfew and that most of the time it comes down to trying to balance the carrier's customers interests with the desire to be a good neighbor to the airport's community. He further explained that the airlines are not in good shape, financially, as there

are some that have filed for bankruptcy and that sometimes the decision to depart during the curfew period is simply a business decision. More discussions ensued on the matter where it was suggested for this case not to happen again, there should be a corrective action process in place.

Mr. Frazee gave an update on the 14 CFR Part 150 study by informing the Committee that the FAA responded to the Authority's request for matching grant funding by mandating that the Authority get an independent cost analysis before deciding to fund the process. As of today, a bid request has been sent to firms that can do a program scope of work analysis as required by FAA. He asked for Committee input to form a technical advisory committee for the 30-month study. The Technical Advisory Committee (TAC) will be formed to evaluate reports and provide advisory input. Mr. Frazee went on to clarify the interaction of the contractor and TAC, noting the TAC's job being to evaluate on an ongoing basis the actions of the progress of the project. Mr. Frazee listed a number of community and technical participants he would like to see on the TAC, adding that he would prefer to keep the number of participants at 15 or under. Discussion ensued, and an ANAC member suggested adding a person from AIA who has the knowledge of building construction related to sound attenuation. This concluded Mr. Frazee's update.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP) Manager, gave a brief update on the QHP. As presented at the May meeting, boundary expansion recommendations were made to the east and west of the airport, incorporating eligible housing in the SDIA 68 and 69 CNEL decibel contour. She noted that the applications for program participation for the 69 dB area were mailed out to eligible residents. The update previously presented to ANAC will be presented to the Authority Board in September before beginning the processing of eligible homes. To date 725 homes are completed and about 30 properties are in construction in the east end, in the Columbia Terrace area. The homes being processed on the east side of the airport have on average significantly less windows and doors to replace, allowing for completion in about fourteen days instead of the 120 days it has taken for some historic homes. This accelerated process will allow crews to move back into the west in a couple of months. Ms. Knack informed the Committee that, so far, of 300 applications mailed out for the boundary expansion, only 25 applications have been received. She added that applications for the 68 dB contour will be mailed in September; 500 residents are anticipated to receive the application from the expansion list. On another note, Ms. Knack mentioned that a bid for three separate Requests for Qualifications for the MATOC (Multiple Award Task Order Contracting) was recently sent to interested general contracting, electrical, and mechanical firms to build a pool from which to draw qualified contractors. Ms. Knack also mentioned that the Authority is updating its 2001 Programmatic Agreement, an agreement with the City Historic Resource Board, to see what aspects can be streamlined and improved. This concluded Ms. Knack's presentation and she opened the floor for questions. A member asked if she had any idea why only a few residents had responded to the applications, Ms. Knack responded that possibly some of the residents had decline the program for a variety of reasons previously but that the Authority gives eligible individuals the ability to enter the program several times. She also provide her contact number, (619) 400-2639, for those who

may have questions, as well as informed the members that QHP has informational pamphlets and will be happy to provide them copies.

Mr. Steve Cummings gave a Power Point presentation on Early Turns statistics. He informed the Committee that a report is sent to the Air Traffic Control facility for evaluation each Thursday for the previous week, and that the number of early turns between May 9 – July 11: May 3-9 – 2; 10-16 – 3; 17-23 – 4; 24-30 – 3; May 31 – June 6 – 2; 7-13 – 1; 14-20 – 2; 21-27 – 0; June 28-July 4 – 3; 5-11 – 2, for a total of 22. One Committee member asked how many responses to inquiries had been received. At this point, Dr. Butler introduced Mr. Walter White, Support Manager of the Airspace and Procedure branch of Southern California TRACON to provide clarification regarding how FAA processes Authority requests for SDIA early turns. Mr. White acknowledged that he received requests for early turn information that the SDIA air traffic control (ATC) tower personnel could not explain. He pointed out that TRACON is not equipped with the comprehensive plotting and tracking tools or the requisite staff to investigate each request. TRACON's mission is the safe and efficient movement of air traffic through southern California airspace. As able, TRACON staff looks at Early Turns and matched the times to individual air traffic controllers to see if there was a pattern to those directing early turns. As controllers are identified who authorized early turns, targeted corrective action (retraining) is taken which emphasizes the importance of being good noise neighbors to the community as well as abiding by operating standards that departures are not to be turned prior to 1.5 NM off shore. Mr. White noted the significant improvement in the numbers of early turns detected and thanks his supervisors for their efforts. To improve the consistency of ground tracks for runway 27 departures, FAA is developing a precision departure procedure for runway 27 that will keep departing aircraft on a more defined path all the way to the 1.5 NM offshore turn point. Mr. White explained the procedure in detail, adding that it will be published in October of 2007 and be test flown for accuracy early next year before being initiated. Mr. Frazee emphasized that this is a procedure specifically designed for large turbojet (air carrier) aircraft and to expect to continue to see propeller and turboprop aircraft directed to a more southerly heading on departure by ATC to validate the procedure FAA uses to separate slower aircraft from larger aircraft. One member expressed his gratitude for providing this information but added that it would be nice if the information could be provided to the Committee (and thus the community) in a timelier manner. More comments were made by committee members with responses by Mr. White to complete his presentation.

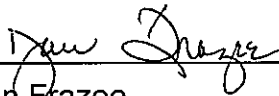
Mr. Garret Hollarn provided a power point on Missed Approaches after initially apologizing to Mr. Murphy that due to the audio malfunction, he does not recall the Missed Approaches changes or references he was referring to. He showed a comparison by year of the previous four years Missed Approaches, by month to month and that the yearly total is fairly the same. For 2007 year to date, then a comparison of 2007 by month with 33 in May and 40 missed approaches in June. A second slide depicted missed approaches during the nightly 11:30 PM – 6:30 AM curfew period versus the 6:31 AM – 11:29 PM non-curfew period as being fairly consistent with very few happening during the curfew period. A third slide showed data for missed approaches on runway 27 runway heading (272 degrees) versus non-runway heading, as being fairly consistent at a 10% total. And lastly, he showed missed approaches by month

by category with missed approaches on runway heading during the non-curfew times typically above 90% of the time.

For his next presentation, Mr. Hollarn showed the complaint statistics for the first six months of 2007. The total complaints are at 129. He then showed complaints broken down by time of day, noting that community complaints during the 7 PM – 9 PM period has been significantly reduced by significant fleet mix reductions in use of B727s from a daily average of five (5) aircraft to only one (1). He continued by showing complaints submitted by neighborhood, by number per household and by complaints relative to specific aircraft type. This concluded Mr. Hollarn's presentation and a member questioned the increased total number of callers during June. Mr. Hollarn explained that during the summer months, home windows are left open and aircraft noise is proportionately more noticeable, causing more residents to complain

There were no public comments and, seeing no further business before the Committee, Dr. Butler adjourned the meeting at 7:23 p.m.

The next meeting is scheduled for Thursday, September 20, 2007 at 5:30 p.m. in the Wright Brothers Conference Room, Third Floor, Commuter Terminal.



Dan Frazee
Deputy Director, Airport Noise Mitigation

NOTE: Please refer to the FAQ's (Frequently Asked Questions) on the Airport Noise Office website at www.san.org/airportnoise/info_noise_main.asp for the answers to commonly asked airport noise-oriented questions. ANAC members may obtain a hard copy of presentation materials by contacting Airport Noise Mitigation at (619) 400-2781.