



**SAN DIEGO  
INTERNATIONAL  
AIRPORT**

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
Meeting Minutes  
May 17, 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. 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; Ms. Paula Jacks, Community member; Mr. William Kenton, Midway Planning Board; Mr. Cliff Myers, MCRD; Mr. Lance Murphy; Peninsula Community Planning Board; Mr. Bill Stone, Little Italy Association; Mr. Jack Zimmerman, Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Angela Shafer-Payne, Mr. Dan Frazee, & Mr. Garret Hollarn

**Absent:** Mr. Matt Awbrey, City of San Diego, District Two; Captain (Ret.) Jack Bewley, Airline Pilot (Excused); Mr. Kelly Brown, Airline Representative; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Mr. Barry Sill – FAA, SDIA Tower (Excused); County Supervisor Greg Cox (ex-officio)-Vacant

Dr. Butler open the meeting by asking each member and staff to introduce themselves and, seeing that a quorum of members is present, asked for a motion to approve the March 15, 2007 meeting minutes. A motion to approve the minutes was offered, seconded and approved unanimously with no corrections noted.

Ms. Angela Shafer-Payne, Authority Vice President for Strategic Planning, updated the Committee on the San Diego International Airport (SDIA) Master Plan (AMP), status of the Teledyne-Ryan property and the Airport Land Use Compatibility Plan (ALUCP) for SDIA. She began with a Master Plan update, speaking of the draft Environmental Impact Report (EIR). She recapped the EIR's status, reminding the members that the original AMP draft EIR was published for comment during the summer of 2006 and was closed in October 2006. However, seven new (replacement) members joined the Authority Board in January 2007. The new members decided they would benefit from additional time to familiarize themselves with the draft EIR. The Board received several workshops to educate themselves more on how the Airport Master Plan was conceived. Following the workshops, at the May 2007 Board meeting, the Authority Board asked staff to review several additional ideas. The concepts centered on the possible use of the north field (former General Dynamics) area for consolidation of tenant rental car facilities in conjunction with an inter-modal transit center to bring surface transit options and ultimately have some sort of a people mover system from the north side of the airfield to the south side (terminal) area. The Board also asked staff to initiate a study of the surface traffic impact and environmental concerns in both areas. Staff

was also tasked to study a slight change to the Preferred Alternative to the SDIA ALUCP; to research the planned ten additional gate alternative at the airport's west side without the planned parking structure connected to Terminal 2 West. Results of these studies, which will take several months, will be forwarded to the Board for direction and possible inclusion in a revised EIR. Such EIR is planned to be ready for re-circulation and comment about October or November 2007, for a 120-day period. Ms. Shafer-Payne explained that she cannot predict which concepts might be included in the revised draft EIR. However, she informed the Committee that, if asked, she will return to update ANAC on these issues at the July meeting. The ANAC members acknowledged her update and requested this information item be placed on the July ANAC agenda. On another note, Ms. Shafer-Payne informed the members that an agreement has been reached with Teledyne-Ryan and the Unified Port District regarding remediation of a vacant 47-acre parcel off Harbor Boulevard across from the Coast Guard Base. The Airport Authority will provide staff support for an environmental document in cooperation with the Unified Port District, the lead agency in the environmental process for the demolition of buildings on the site. The process will take place during 2008. A Request for Qualification (RFQ) will be released in the coming months for a contractor to assist the Authority in preparing the environmental documents. Ms. Shafer-Payne advised the committee that in the next few years, expect to see changes on the south side of the airfield as the demolition and remediation of the Teledyne-Ryan property moves forward. As her final information item, Ms. Shafer-Payne gave a brief status update regarding the SDIA and remaining nine (9) Airport Land Use Compatibility Plans. She informed the Committee that Authority Planning staff continues to seek input from the Authority's Airport Technical Advisory Group (ATAG) and expressed her gratitude to the Little Italy and other neighboring communities who provide valuable input to produce the plans. She maintains confidence that she can bring ATAG policy advice to the Authority Board in early fall (2007) and seek their direction. Once Authority staff obtains Board policy direction they will move into the environmental phase for all ten (10) of the compatibility plans. Ms. Shafer-Payne added that she expects that the various plans will take on various different shapes and sizes; certainly for SDIA she expects to accomplish a full EIR process. She said she is unclear at this time what level of environmental review might be necessary for the other nine (9) airports. Those issues will unfold as staff sees what changes are forthcoming in the specific compatibility plans. She added that the Authority is looking forward to the next couple of year's worth of work on those issues and again offered to attend a meeting in fall 2007 to keep ANAC posted on progress from ATAG toward resolution of compatibility plan issues. At this point, Ms. Shafer-Payne opened the floor for question. A member asked what the status is of the bill (SB10) to reform the Airport Authority Board. Ms. Shafer-Payne gave a brief summary of the most current version of SB10 and its perceived impact on the Airport Authority. At this point, Dr. Butler requested that Ms. Shafer-Payne present ANAC with noise-specific issues being considered to elicit ANAC input for the Authority Board. She replied that if there are any reviews pertaining to ANAC that she will be at the July meeting to present the information. As for the question regarding Teledyne-Ryan's usage, Ms. Shafer-Payne explained that she expects it would take several years to clean-up the property and, as of today, the Authority has no specific plan for the Teledyne-Ryan. To a question regarding the draft SDIA Master Plan EIR, Ms. Shafer-Payne anticipates a full recirculation for 120 days. However, pending policy direction from the Board in the fall, she said she is not able to answer what new issues the EIR will contain.

Mr. Frazee informed the Committee that the 9<sup>th</sup> Variance (to the California Noise Standards) pre-hearing was held last week and that the presiding Administrative Law Judge ruled that the issue will receive a full hearing from September 18<sup>th</sup> through the 28<sup>th</sup>, 2007 due to inability of the Authority to reach accommodation with an intervenor who represents the Greater Golden Hill Community Planning Board east of the airport. Mr. Frazee addressed a question regarding the Airport Coalition by replying that the Coalition continues as an intervenor in the process, adding that negotiations with the Airport Coalition have been successfully addressed.

Mr. Frazee continued with a slide presentation of SDIA noise curfew violations, information contained in documents in the member meeting packets. The first slide showed the noise curfew operations from 1989 to present; for 2007, there have been 10 violations to date, 8 by air carrier operators. Seven of the ten violations received administrative penalties, including five air carrier and two general aviation operations. One air carrier operation was not penalized due to unforeseen maintenance required after push back from the loading gate. The total amount of administrative penalties so far this year is \$26,000.00, and two pending air carrier operations will be assessed at the next scheduled review panel meeting on July 11<sup>th</sup>. The second slide showed the annual violations so far in 2007 in a table format. The third slide showed violation statistics for 2007 to date as compared with 2005 and 2006. Mr. Frazee noted that the ten violations to date for the violation compliance period are in line with the previous two years. The fourth slide reflected more detailed information regarding the 2007 curfew violations. The fifth slide showed information on multiple curfew violations by year, compliance period and air carrier. This concluded Mr. Frazee's presentation. Dr. Butler opened the floor for questions. A concern was raised by an ANAC member regarding the recent multiple violations by one of the air carriers. Discussion ensued on what action might be appropriate for the Committee to recommend be taken with this airline. A motion was made and seconded that the ANAC would recommend to the Authority Board to counsel JetBlue that they were at strong risk of losing their privilege to operate at SAN if they violated again in the six month period. Another member asked to amend the motion to wait and see what the airline plan of action will be since penalty correspondence regarding their violation was just recently sent out. More discussion ensued, resulting in a vote to accept the amended motion pending action by the air carrier's response to address the administrative penalties. A majority of the members agreed and the amended motion passed. The discussion then addressed the legal methods that would be used to suspend the privilege. It was agreed that Mr. Frazee would forward the issue to Airport Counsel for their response at the next meeting.

Mr. Frazee next updated ANAC on the FAR Part 150 study update. He informed the committee that the contract is for \$1.38 million dollars and that Authority executive staff is assessing whether the contract should be sent to the Authority Board for their approval prior to execution. If necessary, the contract will be reviewed at the June 7 meeting, after which staff will forward a Notice to Proceed. The contractor will move forward with the first step of the Part 150 study, updating the Noise Exposure Map (NEM). Mr. Frazee informed the members he will request input for the study's Technical Advisory Group membership at the July meeting.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP), reviewed a recommended expansion of the QHP boundary to ensure that sufficient homes are available "in the pipeline"

to allow for program acceleration. She gave a brief history of the boundary expansion program, explaining that eligibility is within the SDIA 65 dB CNEL noise contour. Additionally, under a stipulation to SDIA's current variance to the California Noise Standards home insulation is accomplished for those most impacted by aircraft noise (closest to the runway) to those least impacted (furthest away from the runway) within each 1 dB noise contour. To date, there have been four program noise boundaries expansions, with the current expansion (about to be completed) defined by the 70 dB contour. Along this line, Ms. Knack requested expanding the boundaries to include both the 69 dB and the 68 dB. She said that the reason for expansion of two contour areas is to accelerate the pace to insulate homes from the current 100-150 a year to about 300-600 a year. Expanding by a single contour does not provide sufficient homes for an accelerated program. Presently, there are only 100 homes within the current defined boundary left to be completed. Ms. Knack detailed how the boundary line is created. Specifically, Airport Noise Mitigation provided a 2006 annual noise contour with 1 dB increment and overlaid it on a parcel map. A decision was made that if the (contour) line touches a parcel (or if that parcel is within the area between the preceding contour line and the newly defined line) that parcel will be eligible for the program; a minor exception is a large condominium development on the west side of airport. The entire parcel was not included due to association restrictions. The ranking within boundaries is based on the date of application, length of ownership, owner-occupied or rental and, according to a variance stipulation, for multiple residences we are currently only allowed to insulate parcels with 6 or fewer units per building. At this point, Ms. Knack presented two maps depicting the planned additional parcels that would be evaluated against eligibility criteria. She began with an explanation of what additional parcels are contained within the 69 dB contour on the east side of the airport, i.e. 5 single units and 11 multi-family units for a total of 16 units. On the west side, 111 single family units and 2 multi family units are included in the contour. Properties found to have been torn down and recently rebuilt are not eligible for sound insulation. Ms. Knack added that 129 homes should be completed in about 3-4 months. This is the reason for the recommendation for further expansion into the 68 db contour. On the east side, 21 additional single family and 44 multi-family units are available. The 68 dB contour on the west side will see the biggest expansion; estimated 315 single family and 33 multi-family units for a total of 348 units. This additional expansion will keep the Authority busy insulating homes for about one year, based in the desire to insulate in the range of 300-600 homes within the next year. Following Ms. Knack's presentation, Dr. Butler called for a motion to move forward with the 69 and 68 dB expansion boundaries. The motion was made and question and answer followed. After Ms. Knack answered all questions and concerns by the Committee, Dr. Butler asked for the approval to pass the 69 and 68 dB expansion boundaries; the Committee unanimously approved separate motions for the expansion to include eligible parcels in the SDIA 69 and 68 db contour.

Mr. Hollarn gave a presentation on SDIA Missed Approach (MA) operations. His first slide depicted the previous four years (2003-2006) data by month. To date, in 2007, we tracked 206 total MAs, on pace with last year with 42 last month (April). He then showed MAs broken down by time periods per day; curfew period (11:30 PM through 6:30 AM) vs. all other times and MAs on runway heading vs. non-runway heading. This concluded his presentation. One member noted that the legend on one slide is incorrect. Another member suggested that a pie

chart be included showing the current year and previous year information comparison of the time of curfew; Mr. Hollarn will include a pie chart, and depict the time of curfew as a note on the chart so the presentation will not be too cluttered.

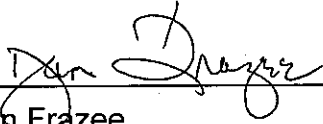
Mr. Steve Cummings presented "early turn" data. Mr. Cummings explained that Noise Mitigation was asked by ANAC to keep track of flight profiles that met "early turn" criteria from the departure end of Runway 27. Noise Mitigation sends a report to Lindbergh Tower on a weekly basis, Thursday – Wednesday for Act's review and comment. Flight profiles that tower personnel cannot explain are then forwarded to TRACON. The power point presentation showed a total of 91 early turns to date in 2007. The break-down review is from March 1-7 – 3; 8-14 – 5; 15-21 – 7; 22-28 – 8; March 29 – April 4 – 15; 5-11 – 20; 12-18 – 24; 19-25 – 6; April 26 – May 2 – 0 and May 3-9 – 3. This concluded the presentation. Discussion ensued that led to one member voicing his viewpoint and concerns regarding the MAs. Noise Mitigation staff explained that the ATCT responds on a weekly basis to profiles they could address, but that we had not had a response to any inquiry sent to TRACON. Dr. Butler suggested holding off on specific questions until Mr. Barry Sill is present to respond to his questions and concerns. The members agreed and asked Noise Mitigation staff to request Mr. Sill attend the next meeting prepared to respond to what he feels might encourage TRACON staff to be more responsive to the request for answers. Further, Noise Mitigation staff will invite TRACON staff to attend the July meeting to address this issue.

Mr. Hollarn gave a brief presentation on Noise Complaint. He mentioned that the 12 year average for complaint is approximately 720. CY 2006 complaints were down substantially, to a total of 465. CY 2007 year to date there have been only 74 complaints received. Discussion ensued following the presentation. One member commended the fact that there are less complaints now compared to previous years. Mr. Frazee mentioned that the Flight Tracking website seems to have helped in diminishing the noise complaints.

One member asked if a summary of curfew violations with aircraft identification can be added to the flight tracking website, Mr. Frazee said it is something that will be looked into. On another note, one member asked why residents complaining about military aircraft are asked to call the military installation themselves and asserted he feels that the Noise Office that should be doing this. Mr. Frazee explained that he has advised his staff to refer the callers to the military installation for their complaints since they would be able to give a more accurate explanation to the complainer. Mr. Frazee said that Noise Mitigation staff will forward any future complaints and complainer contact information relating to military operations to the appropriate military installation so that the complainer does not need to place the call twice.

There were no public comments and seeing no further business before the Committee, Dr. Butler adjourned the meeting at 7:01 p.m.

The next meeting is scheduled for Thursday, July 19, 2007 at 5:30 p.m. in the Wright Brothers Conference Room, Third Floor, Commuter Terminal.



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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](http://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.