



SAN DIEGO
INTERNATIONAL
AIRPORT

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
September 20, 2007**

On September 20, 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. Shane Finneran, Ocean Beach Planning Board; Mr. Tait Galloway, City of San Diego; Ms. Paula Jacks, Community member; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Ms. Marilee Kapsa (Alternate), Uptown Planners; Mr. Lance Murphy; Peninsula Community Planning Board; Mr. Barry Sill – FAA, SDIA Tower; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, & Mr. Garret Hollarn

Absent: Mr. John Bennett, County of San Diego (Excused); Mr. David Caldwell, Greater Golden Hill Planning Committee (Excused); Mr. William Kenton, Midway Planning Board (Excused); Mr. Kelly Brown, Airline Representative; Mr. Cliff Myers, MCRD (Excused); Mr. Bill Stone, Little Italy Association; Mr. Jack Zimmerman, Acoustician (Excused); County Supervisor Greg Cox (ex-officio)-Vacant

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

Mr. Frazee explained to the Committee that the Quarterly Noise Report was not yet signed by the President/CEO; the information will be provided to the members at the November meeting.

Mr. Frazee then proceeded to update the members with results of the September 5th Curfew Violation Review Panel (CVRP). Mr. Frazee pointed out documents in the member packets for review purposes. First document showed individual violations by date, time of violation, operator, penalty assessed, whether or not the operator was represented at the meeting and whether the operator responded to the notification of violation letter. A subsequent document showed all operations submitted for review by CVRP at the September 5 2007 meeting. He explained that eight air carrier operations were not penalized due to a security incident which occurred at Terminal 2. Specifically, electrical power was inadvertently turned off at a Transportation Security Administration (TSA) checkpoint while maintenance was being conducted on certain machinery. The power was also lost to the reverse sensing mechanism at an exit point and was not noticed until approximately 20 minutes later. The power loss also affected surveillance video cameras used to review any possible security violation. Because of the uncertainty, TSA decided that it was in the best interest of security to remove passengers from the "sterile" area and re-screen. This included "de-plane-ing" six aircraft in the

boarding/departure process, ultimately resulting in the delay of eight flights departures scheduled for the late evening of June 12. In the resulting confusion, air carrier supervisors incorrectly assumed that the nightly departure curfew has been lifted to allow their departure without penalty. The Panel reviewed this incident and decided not to penalize the air carriers due to circumstances outside their control. This concluded Mr. Frazee's presentation and there were no questions from the members.

Upon seeing that there was now a quorum, Dr. Butler called for a motion to approve the meeting minutes of July 19, 2007. The Committee made and seconded, then approved the motion unanimously. Dr. Butler also clarified that, since the last meeting, Mr. Murphy has regained his position as the primary ANAC representative for Peninsula Community Planning Board and confirmed Mr. Kahlil as that Board's designated alternate.

Mr. Frazee informed the Committee that the Part 150 determination is still with FAA; Authority is negotiating scope of work issues relevant to the Part 150 update study. Hopefully there will be more information to give out in November. A member asked how the Technical Advisory Committee selection process will work. Mr. Frazee explained that once the study vendor is onboard and take time to collaborate, invitations will be proffered to those with the required experience and expertise needed to add value to the study.

Mr. Keith Wilschetz, Director, Airport Systems Planning, provided an update on the Airport Master Plan and status of the EIR. Mr. Wilschetz informed the Committee that the draft EIR is in the final stage of preparation and will be re-released in early October for a 60-day comment period. As for the Airport Master Plan, it is to be divided into two parts; the first part will be an Airport Implementation Plan that will add 10 new gates, an expanded apron area for Remain Over Night parking and vehicle parking and roadway infrastructure improvements that may include a parking garage and elevated roadway. He clarified that the "cell phone" waiting area will remain. He added that the second segment of the program will be an Airport Land Use Compatibility Plan to optimize the limited space at Lindbergh Field. An objective is to establish a transportation hub on the north side of the airport that will interface with ground transportation alternatives (rail, bus, trolley, etc.) and provide for consolidation of rental car activities. This can eliminate rental car traffic presently adding to the congestion on North Harbor Boulevard. Members asked several questions which were addressed by Mr. Wilschetz. Before ending the discussion, Dr. Butler invited Mr. Wilschetz to return at the January 2008 meeting to update ANAC, to which he readily agreed.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP), gave a brief update to the members. Ms. Knack stated that acceleration of the Quieter Home Program construction pace is progressing well; that there are 144 homes in design, of which one group is now in construction. At the end of August the Authority opened a bid for design and construction of yet another set of homes that attracted four bidders.

Ms. Knack also mentioned she made a presentation to the Authority Board Executive Committee last month asking that they consider approving removal of a restriction which presently limits program eligibility to multi-family residences with less than seven units. Ms.

Knack will return to the full Authority Board for consideration of her request at their scheduled November 2007 meeting. As she concluded her brief, Ms. Knack mentioned that the QHP is hosting an American Association of Airport Executives (AAAE) Airport Noise Mitigation Symposium in San Diego from October 8-10 that will showcase the airport's residential sound insulation program.

Mr. Steve Cummings gave a Power Point update of Early Departure Turns statistics. The presentation indicated that for week of July 19th-25th there was only one unexplained early departure turn that met the parameters, and no unexplained early turns from July 26th until August 8; August 9th-15th there were two; and zero since then. Early Turn monthly totals for 2007 to date are four in January; 11 in February; 16 in March; 39 in April; 12 in May; five in June; six in July; two in August and none to date in September.

In conjunction with Mr. Cummings presentation, Mr. Barry Sill (FAA control tower manager) described a new FAA precision aircraft departure procedure implemented that very day that takes the place of the westerly straight out procedure currently in use at SDIA. The procedure will use technology advances in aircraft cockpit navigation instrumentation and Air Traffic Control airspace usage to further narrow the corridor of aircraft departures to the west and south from SDIA. He thanked the members of ANAC for their patience with FAA during the last 16 months. Mr. Sill gave each member a paper copy of the new departure procedure. He explained that utilizing the new procedure, aircraft fly directly to a point 1½ mile off shore before initiating a southbound turn. Mr. Sill cautioned the group that not all aircraft flying out of SDIA are equipped to fly the new procedure, so that there will still be aircraft that, for a variety of reasons, will be directed to fly a more southerly route on departure. He added that he will present a report on how many aircrafts are actually flying the new procedure at the November meeting. Discussion ensued and, at the end, a member commended the FAA for acting so quickly and efficiently on the original request from the Committee to address early departure turns from an airspace use.

Mr. Garret Hollarn provided a presentation on Missed Approaches. He showed a statistical count by month of the previous four years (2002-2006) and another document showing 2007 missed approaches to date. He compared statistics of 376 missed approaches by the end of August 2007s to 436 during the same time in 2006. During the curfew hours of 11:30 p.m. to 6:30 a.m., Mr. Hollarn noted that missed approaches comprise only 6% of the yearly total departures. He next showed a new chart, requested by ANAC that described the percentage number of non-runway heading departure turns to the left. During the July and August 2007 year to date, as seen in all categories, it showed zero non-runway heading departures during the curfew period. Additionally, during non-curfew hours, 87% of all Missed Approaches from January to August departed on runway heading.

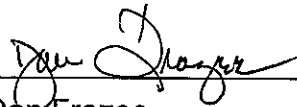
Continuing on, Mr. Hollarn gave a brief presentation on noise complaints. He explained that final figures for the third quarter 2007 are not yet compiled, and he will present that updated report for the 3rd quarter at the November 2007 ANAC meeting. He took this opportunity to compare the July and August 2006 – 2007 complaint data. Airport Noise Mitigation received 206 noise complaints to date in 2007 as opposed to 355 during the same period in 2006, with

a total of 35 noise complaints in July 2007 and 42 in August 2007. Responding to a question about the complaint number increase from July to August 2007, Mr. Hollarn explained that during the summer months in communities around the airport, noise complaints historically show an increase as residents tend to leave their windows open to capture the westerly breeze. Mr. Galloway noticed the decrease in complaints and attributed it to the tracking system on line; Mr. Hollarn did say it may have something to do with it, and Dr. Butler also added that it could be due to the increased use of quieter airplanes. This concluded Mr. Hollarn's presentation.

Before adjoining the meeting, Dr. Butler asked the Committee to check out the Aviation Matters Report which is included in their packet. He explained that it has a lot of information on a variety of SDIA issues.

There were no public comments and, seeing no further business before the Committee, Dr. Butler adjourned the meeting at 6:35 p.m.

The next meeting is scheduled for Thursday, November 15, 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.