



**SAN DIEGO
INTERNATIONAL
AIRPORT**

AIRPORT NOISE ADVISORY COMMITTEE (ANAC) Meeting Minutes

On March 15, 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; Captain (Ret.) Jack Bewley, Airline Pilot; Mr. David Caldwell, Greater Golden Hill Planning Committee; Mr. Shane Finneran, Ocean Beach Planning Board; Mr. Ricardo Flores, representing Congresswoman Susan Davis (ex-officio); Mr. Tait Galloway, City of San Diego; Ms. Paula Jacks, Community member; Ms. Marilee Kapsa, Uptown Planners; Mr. William Kenton, Midway Planning Board; Mr. Cliff Myers, MCRD; Mr. Lance Murphy; Peninsula Community Planning Board; Mr. Barry Sill - FAA, SDIA Tower; Mr. Jack Zimmerman Acoustician; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Ted Sexton, Mr. Dan Frazee, & Mr. Garret Hollarn

Absent: Mr. Matt Awbrey, City of San Diego, District Two; Mr. Kelly Brown, Airline Representative; County Supervisor Greg Cox (ex-officio)-Vacant; Little Italy Association-Vacant

Dr. Butler explained that since there is presently no quorum, the November 16, 2006 and January 18, 2007 minutes meeting can not be discussed or approved until a Committee quorum is available. On this note, Mr. Butler invited Mr. Sexton to update the members regarding the SDIA issues.

Mr. Ted Sexton, Authority Vice President for Regulated and Executive Operations, informed the Committee that the Airport Authority Board has recently been joined by Ms. Charlene Zettel, who became the ninth and final member sworn in on the Airport Authority Board, specifically as the third member of the Executive Committee. Mr. Sexton presented background information about Ms. Zettel, informing them that Ms. Zettel was a member of the Airport Authority's governing body for two years soon after the Airport Authority was formed in 2003; thus she is somewhat familiar with the airport activities. Moving on, Mr. Sexton gave an update of the SDIA Airport Master Plan, informing the Committee that a draft Environmental Impact Report (EIR) is in circulation and that the circulation period will be concluding shortly. That majority of comments received are coming from the County and City transit agencies. Their comments point out that the planned 10 gate terminal addition on the southwest side of the airport as well as planning for expanded and enhanced parking facilities and roadway access need to consider better connectivity with the local transit; defined as bus, trolley and coaster activities. That connectivity is not presently available with the Airport terminal facilities in their present location. There are a series of measures the Authority can and will take to improve its connectivity with local transit. Because expanded or enhanced transit activity would add non-aviation noise issues to the total equation, the Authority feels it is important that ANAC becomes educated to how any proposed roadway and railway transit activities

could affect the community's quality of life. Staff will program an update presentation on the draft EIR as it moves forward. He further explained that the Authority Board is well aware of and takes into account the impact to the public of adding more gates to the airport. Authority staff's job is to educate the Authority Board by making informed recommendations about how the Airport may best mitigate any increase in noise. Recommendations might include installation of sound walls or a reduction in daily trips through the parking structures. One member asked if the draft EIR under discussion in this conversation is the same proposal as last year regarding no increase in activity with the added gates. Mr. Sexton explained that it is forecasted that an increase will incur in ground traffic but will not affect the forecast (2.5% increase per year) for air operations expected in the normal course of growth. With this, Mr. Sexton ended his report to the Committee.

At this point, Dr. Butler informed the Committee that a quorum is reached and asked for a motion to approve the November 16, 2006 minutes and the January 18, 2007 minutes. Both motions were approved by the members present without correction, with two members abstaining.

Moving forward, Mr. Frazee presented a review of several issues previously voiced regarding the ANAC Rules of Procedures. He reiterated issues that occurred at the January meeting regarding the number of voting members required on the Committee. At present, that number is required by by-laws to be not more than fifteen (15). He reminded the members that the Committee also has three ex-officio, non-voting members, for a total of eighteen (18) overall to address issues on an ongoing basis. He explained that the Committee has leeway to recommend to the Authority Board a change to the ANAC by-laws, if that is their desire. Members of the Committee have voiced concern regarding the overwhelming lack of attendance of two current voting member positions, Airline Transport Association (ATA) and Commercial Air representative. Additionally, a representative from Little Italy Association has not been named although numerous attempt have been made by Authority staff to fill the position. Further, the position for the County of San Diego District One Supervisor was vacated only last month. Mr. Frazee informed the Committee that letters were sent to the respective Planning Boards requesting replacements. Additionally, a search is underway to fill ANAC's Commercial Air representative, someone who could speak for SDIA's tenant air carriers. A member moved that the ATA be removed due to lack of attendance; the motion was seconded. Following discussion and clarification, the motion to remove the Airline Transport Association (ATA) from the committee was approved unanimously. A second motion was made to again approach SDIA's tenant air carrier station managers at their monthly meeting and request that they select a representative from their organization (LAMC) to attend bi-monthly meetings with ANAC empowered to address air carrier issues specific to SDIA and to report back with issues important to the noise-impacted community. Should that group be unable to arrive at a satisfactory replacement as a Commercial Air representative, that voting position will be removed from the Committee at the May meeting. Mr. Frazee explained to the members that if both positions are removed ANAC will be left without the air carrier's voice in deliberations and decisions that could affect them. The point was made by a member that we have been in this position since ATA stopped attending meetings over a year ago. Mr. Frazee added that he will renew his efforts to find a representative before next meeting's voting to

remove the Commercial Air representative. A friendly amendment was made to move the Commercial Air representative position at ANAC from voting to non-voting (ex-officio) status. Dr. Butler called the motion to move the Commercial Air representative to ex-officio (non-voting) status if representation from the LAMC is not forthcoming by the May ANAC meeting. The motion passed unanimously. Discussion was then initiated regarding the non-representative of the Little Italy organization. A motion was made that, for the next 60 days, Authority staff and Committee members will attempt to get a representative from the Little Italy Association to commit to attendance and regular participation in the ANAC meeting; otherwise that representation will be moved to a non-voting status. All members voted aye, with one abstention. This completed the ANAC Rules of Procedure discussion.

Ms. Sjohnna Knack, Manager, Quieter Home Program (QHP), provided an update regarding the residential sound insulation program. She explained that her staff has been busy creating a new database to hold individual parcel information as well as homeowner information and issues in a centralized location. She added that she would be again updating the ANAC members at the May meeting with acceleration plans for the program as well as a request for two additional boundary expansion plans that include the 69 and 68 Decibel noise contours. This expansion will help accelerate the pace of the program by making more parcels eligible for insulation. She also informed the members that the work on the project continues on track. That concluded Ms. Knack's presentation.

Mr. Frazee gave an update on the Remote Noise Monitoring System (RMS). He offered a brief history regarding the placement of the RMS and informed the committee that as of October 25, 2006, twenty-five (25) of the planned twenty-six (26) remote monitoring terminals are in place and collecting data to validate the State mandate. He explained that in regards to the 26th RMS, the Authority has reached an impasse on situating the remote monitor in a Point Loma neighborhood as planned due to community opposition to equipment placement adjacent to an individual's property in City right-of-way. The Authority undertook significant efforts to find a suitable alternate location. Two hundred and fifty-eight (258) mailers were sent to residents in the selected area; 13 responded that are willing to have their property evaluated for placement. None of the locations was as suitable as the location initially identified. Mr. Frazee told the committee that he will advise the Peninsula Community Planning Board at their April meeting of the Authority's actions and next steps. A discussion ensued regarding how the monitor might be used. Mr. Frazee said that if the Airport Authority cannot find a suitable location in the selected area, the monitor will function as a spare for any unforeseen contingency with the RMS constellation. Mr. Frazee reiterated that the RMS in question is not necessary for measuring the SDIA 65 CNEL noise contour and that the community will be well served by the 25 remote monitors currently in place.

Mr. Frazee continued his presentation with a slide presentation of SDIA noise curfew violations, information contained in documents in the member packets. The first slide showed a running comparison of curfew operations since the program's inception in 1989. In 2006, there were 27 total violations, 21 by air carrier and 6 by general aviation operators. He noted that the percentage of air carrier to general aviation operations during the curfew period (11:30 PM until 6:30 AM daily) has stayed relatively consistent during the past 19 years. He explained

that, historically, operational violations of the SDIA time-of-day restriction have averaged about 26 per year; or just over two per month. Mr. Frazee noted the peak year for violations was 1998. Another slide depicted violation calendar year 2006, the associated monetary penalty as applicable, generalized reason if no penalty assigned and the responsiveness of the operator by responding to the letter of violation and by being present at the review panel meeting to present any extenuating circumstances. A third slide reflected the year end percentage (of total violations) penalized and a comparison of the last few years data. Mr. Frazee asked the committee to note that in 2006 and to date in 2007 there has been no operator with multiple penalized violations in any compliance period. This concluded Mr. Frazee's presentation.

Mr. Frazee next updated ANAC on the FAR Part 150 study update. He informed the committee that negotiations continue with the vendor. He said he expected by the next ANAC meeting a Notice To Proceed will be given. He added that the first action by the Authority of the noise compatibility program update study is pulling together a technical advisory committee from the community and other relevant other areas. The consultant is a team led by the acoustical consulting firm Harris Miller Miller & Hanson. An ANC member made a recommendation that ANAC be consulted regarding who would be the most relevant community representatives to the advisory committee. Mr. Frazee said he is open to ANAC members' input and will continue to update ANAC with a standing agenda item.

Mr. Hollarn gave a presentation on SDIA Missed Approach (MA) operations. In his power point show, he quickly reviewed annual MA numbers - CY2003 – 569; 2004 – 589; 2005 – 696; 2006 – 594; and, to date in 2007 – 112, with January at 33 and February at 79. Mr. Hollarn advised the Committee that in February, approximately 40% of the February MA operations are attributed to low cloud conditions on February 6th when fog rolled in late in the evening, just like what had happened a few weeks ago when the fog conditions closed the airport around 9:00 p.m.; and that 25 of the missed approaches were to Runway 09 (missed approaches to the east instead of to the west). Mr. Hollarn then showed a Time of Day break down with curfew hours (11:30 p.m. to 6:30 a.m.) as well as the breakdown of missed approaches divided into those which departed on runway versus non-runway heading (where the non runway heading is turning to the south).

Mr. Barry Sill, ATC Lindbergh Tower Manager, expanded the prior discussion with a power point presentation on the similarities and differences of "go-around" and "missed approach" procedures.. Mr. Sill explained that a "go around" is an action, initiated either by a pilot on final approach to an airport or an air traffic controller in contact with the pilot, taken to abort a landing at the last minute due to some unsafe condition that affects the ability of the pilot to execute a safe landing. A "missed approach" is a written and depicted procedure the pilot follows as he executes the "go around" in lieu of alternate departure heading or altitude instructions from air traffic control. Its purpose is to ensure that the pilot is aware of what is expected of him during his departure in case of a loss of communications. Mr. Sill continued to explain go-around procedures and different circumstances that a go-around will be needed. For example, at SDIA, a majority of the "go arounds" are due to low clouds or fog blocking a pilot's view of the runway in time to safely land the airplane. He therefore immediately climbs to a safe altitude as directed by air traffic control and either returns again to try and land or

diverts to another airport where the weather conditions are better. Headings other than straight out (non-standard) are issued to safely separate aircraft that may be a factor contributing to the “go-around” action. Discussion and questions followed Mr. Sill’s presentation.

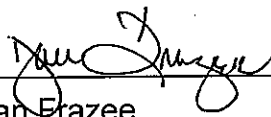
Mr. Hollarn then presented “Early Turn” statistics. He explained that since the Noise office is now fully staffed, reviewing the Early Turns has started in the beginning of the year. He gave the following tally from the review, January – 4; February – 11 and to date, March – 7. What would happen is that these statistics will be forward to FAA so they can respond to them in a timely manner. One of the members asked what Early Turn, Mr. Hollarn responded that it is a left (south) turn by an aircraft on departure from Runway 27 (heading 275 degrees) prior to reaching 1.5 nm off the coast. Questions and discussion ensued following Mr. Hollarn’s presentation.

The last agenda item, Item “E” – Non-Monetary Incentives to Honor Curfew was presented to the Committee. Mr. Frazee informed that Committee that the revised items was sent to the Authority’s General Counsel who advised that he found no legal problems with implementing any of the noted incentives. As requested, Items 1, 2, and 3 will be voted on and not be discussed since discussion of said Items were already done on previous meetings. Dr. Butler called the motion to accept Item E, as drafted, and the motion was seconded. The committee went on to discuss Items 1, 2, and 3. Dr. Butler moved the question to adopt and forward to the Board for consideration the Non-Monetary Incentives to Honor Curfew, Items 1, 2, & 3 as written. The members voted to pass the motion with one member dissenting.

Before adjourning the meeting, one member asked if it would be feasible to put more information regarding the violation that has occurred or at least recognize it on the website. Mr. Frazee explained that he would have to do some research on it and see what amount of time this would cause the staff, but for sure he would have an answer at the next meeting.

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, May 17, 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.