

Revised 10/15/2020

October 21, 2020 ANAC Meeting

Communications Received from the Public

Item 3.c

-----Original Message-----

From: Lance Murphy

Sent: Thursday, October 15, 2020 9:42 AM

To: Heick Dustin

Subject: Re: Distribution: October 21, 2020 Airport Noise Advisory Committee (ANAC) Meeting

Hi, I'm unable to attend the ANAC meeting but would like to make the following comment regarding Missed Approaches:

If possible, I would like the comments in their entirety included in the minutes of this meeting.

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The missed-approach statistics should be of great concern, they are a leading indicator of possible operational risks or crowding of the airport's capacity.

This is particularly risky when they occur in fog or anytime there are under head-to-head operations.

I'm also concerned when they occur during the time that people are sleeping - it is as loud as a curfew violation.

I suggest the following additions and changes to the Missed Approach reporting:

1. There should be a pie chart or similar graphic to display the conditions that affect a missed approach - wind, fog, other external cause, or none (pilot may have been too hot on approach?)
2. There should be a breakdown for number of missed approach based on time of day. The noise data (peak dB?) should also be reported for the overflowed area as well as the complaints generated by that event. This data should be presented to the airline so that they can better manage their impact on the community.
3. If there are ANY missed approaches during head-to-head operations, they have an extremely high risk of potential collision over populated area. Each event should be individually reported with all comments and data required if it had resulted in a near-miss or possible collision. I would recommend that these be forwarded by Airport management to the FAA region for fault analysis and reporting back to Airport Safety Officer.

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Best regards,
Lance Murphy
San Diego