

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, October 19, 2011 4:00 P.M.

Commuter Terminal, 3rd Floor
3225 North Harbor Drive, San Diego, CA 92101

1. Welcome, introductions
 2. Approval of the July 20, 2011 meeting minutes
 3. Information Items:
 - A. Airport Authority update
 - B. ANAC Policy change
 - C. FAA Program Guidance letter (QHP)
 - D. Curfew Violation Review Panel (CVRP) update
 - E. Noise Compatibility Program (Part 150) update
 4. Public Comment on Information and Discussion Items (Time Certain – 4:30 p.m.)
 5. Presentation Items:
 - A. Quieter Home Program (QHP) update
 - B. Missed approach statistics
 - C. Complaint statistics
 - D. Early Turn and Contra-Flow Operations statistics
 6. Public Comment (Time Certain – 5:30 p.m.)
 7. New Business
 8. Next meeting date
 9. Adjourn
-



SAN DIEGO
INTERNATIONAL
AIRPORT

**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
July 20, 2011**

On July 20, 2011, the Airport Noise Advisory Committee (Committee) met at the Commuter Building, 3225 N. Harbor Blvd, San Diego, CA 92101. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:05 p.m.

Present: Mr. John Bennett, County of San Diego; Mr. Tait Galloway, City of San Diego; Mr. Hirsch Gottschalk, Uptown Planners; Jane Gawronski, PhD., Ocean Beach Planning Board; Congresswoman Susan Davis (ex-officio) Daniel Hazard, Mr. Carl Huenefeld, MCRD; District Two (ex-officio) Michael Patton; Mr. Joe Scaglione, North Bay (Midway) Community Planning Board; Ms. Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Mr. Paul Webb, Peninsula Community Planning Board; Dr. Mark Butler, Facilitator; and Airport Authority Staff: Mr. Dan Frazee, Mr. Garret Hollarn

Absent: Captain (Ret.) Jack Bewley, Retired Airline Pilot; Ms. Carole Caffey, Greater Golden Hill Planning Committee (Excused); Mr. Steven Holt, Airline Representative (ex-officio); Mr. Bill Stone, Little Italy Association (Excused); County Supervisor Greg Cox (ex-officio) (Vacant)

Dr. Butler informed the Committee that Ms. Betsy Eskridge from CalTrans Aeronautics will be presenting a briefing on the ongoing aircraft noise variance process (to the California Noise Standards) via conference call. Before the presentation, Dr. Butler invited each ANAC participant to introduce him/herself. As there was no quorum present to approve meeting minutes, Dr. Butler invited Ms. Eskridge to proceed with her presentation.

Mr. Frazee introduced Ms. Eskridge in her position as an Airport Environmental Specialist for CalTrans Aeronautics. He explained that with the Airport's request for further variance from the California Noise Standards, Ms. Eskridge presentation will educate the Committee members about the process and respond to any questions that may arise. Prior to her presentation, she introduced staff from her office that will be participating in the presentation. Per Ms. Eskridge, San Diego International Airport (SDIA) is a designated "noise problem airport" and was designated such by the County of San Diego, in 1972. Because of that designation it is subject to increased aircraft noise abatement measures (such as continuous noise monitoring and in-depth quarterly reports) as described in the California Noise Standards. For more information, please see Ms. Eskridge's full presentation at the following link.

http://www.san.org/documents/airport_noise/anac/11July_Presentation_Items.pdf

Following the presentation, Mr. Frazee asked what the implication is if CalTrans disapproves the Authority's application for further variance. Ms. Eskridge summarized a paragraph of the Noise Standards which indicated that failure to get approval results in possible revocation of the airport's State operating permit. Dr. Butler asked if Ms. Eskridge will allow members of ANAC that relay information to their constituents to contact her should questions arise from future community meetings. Ms. Eskridge replied that she prefers to be contacted via telephone at (916) - 654-5203 with any question relevant to aircraft noise from operations at SDIA.

Following the presentation and seeing a quorum is available, Dr. Butler requested a motion to approve the January 2011 and April 2011 meeting minutes. Both minutes were approved with no discussion from the members.

Before continuing Mr. Frazee informed and congratulated the Committee members as the Authority celebrates the 30th anniversary of the formation of SDIA's ANAC. He reminded the group that the first meeting was in July 1981, making this deliberative body probably the oldest continuously meeting Airport Noise Advisory Committee in the United States. He reiterated several of the Committee's significant achievements toward mitigating and attenuating unnecessary aircraft noise for the residential communities surrounding San Diego International Airport and thanked each member for his/her continued support, participation and contribution.

As an Airport Authority programs and projects update, Mr. Frazee informed the Committee that the Terminal 2 West expansion, second level roadway and aircraft parking apron on the west side of the airport is on schedule for a 2013 opening. He added that a revision to the original concept added a 14 foot high "noise wall" intended to block the majority of noise from up to 22 idling and taxiing aircraft that did not exist west of Terminal 2 prior to this project. This addition will specifically address aircraft noise issues that may come up from transient aircraft noise that has not previously existed for the residents living in the Liberty Station area. As for the terminal expansion, the last cross beam for the Green Build was put in place several weeks ago. AS the work continues, we apologize for the disruption to our passengers at the temporary relocation of 1100 parking places from in front of the west terminals to a temporary lot west of the construction site to allow for progress on the second level roadway. Mr. Frazee also mentioned that the airport's website, www.san.org, has several links the community is invited to use to monitor the project's progress.

Additionally, British Airways initiated its non-stop service from San Diego to London, England in June. Passenger interest in direct European service is very strong, with passenger loads through October running a little ahead of that predicted. Also, Volaris, a low cost Mexican carrier, begins daily air service to Guadalajara and Mexico City in early September.

For the Curfew Violation Review Panel (CRVP) update, the Record of Decision from the August curfew panel identified five air carrier operations that were delayed by an airport power outage; they all departed during the curfew period yet were not penalized because the delay was beyond the carriers' control. Additionally, Delta Airlines and Jet Blue Airways each violated curfew twice and each carrier was penalized for these curfew violations. Mr. Frazee

explained that the collected curfew fines are used to augment the residential sound installation program and to subscribe to a web-based flight tracking system requested by the community.

Continuing, Mr. Frazee gave an update on the Federal Noise Compatibility Program (FAR Part 150) update study. Mr. Frazee recapped that an FAR Part 150 study is an examination of an airport's aircraft noise and land use compatibility. The study recently completed presents aircraft operations noise at San Diego International Airport based on 1) current conditions and 2) predicted aircraft activity five years in the future. The study dates examined were 2009 – 2014. There are two technical elements to the Part 150 study; the first being the noise exposure maps, which provide eligibility criterion for the airport's Residential Sound Insulation Program (RSIP). The second part of the study update contains actions proposed by an airport to minimize existing and future aircraft noise in the airport's noise impact area. Draft program documentation was forwarded to FAA for review on June 2010 and was accepted for review in January 2011; it was returned with recommendations on June 30, 2011. The results for update included 19 proposed elements – three noise abatement elements, three noise mitigation elements, three land use planning elements and 10 program management elements.

Two of the three sound attenuation elements and all 10 program management elements were approved and all three noise abatement elements were disapproved. Mr. Frazee read the reason for disapproval on the three noise abatement elements as well the three elements that were submitted to FAA for noise abatement. Another element that was disapproved applied to homes located at the north side of the airport. Acoustical consultant investigation into rising terrain northeast of the airport identified approximately 200 additional homes that the airport requested is added to the residential sound insulation eligibility boundary for SDIA. FAA decided that there was insufficient information provided and has asked that acoustical consultant provide additional information. All the information provided can be found on the Airport Noise webpage of the SAN website (www.san.org) under the Part 150 study of the Committee discussion ensued following the update regarding disapproval of the noise abatement elements. Mr. Frazee, with the help of ANAC member Mr. Paul Webb, (the Authority Project Manager of the Part 150 study before retiring) described the study process. Mr. Webb pointed out that some of the measures disapproved by FAA would benefit communities that were outside the Noise Impact Area (SDIA 65dB contour).

For the Quieter Home Program (QHP) update, Mr. Mark Gagne gave the report. Mr. Gagne thanked the members for giving the QHP staff a chance to show them around during the April meeting held at their facility. QHP program budget decreased to \$15 Million from the \$18 Million dollars received last FY, which meant fewer homes will be under construction compared to last year. 300 parcels were sound insulated this Fiscal year, including eligible condominiums, single family homes and apartment buildings. 75 dwellings are anticipated to be completed between July and October 2011. Additionally, the Program has expanded into the Golden Hill area for the first time. As of this meeting 1900 units are completed of an estimated 12,000 parcels. As of July, a 250 condominium complex on the west side of Point Loma is now 100% complete; the Point Loma Tennis Club is about 50% complete. QHP staff is beginning the design process for the Sea Colony condominiums on the west side of the airport and is still actively accepting applications from smaller condominiums on the airport's east side. A member of the Committee asked if QHP was ready to expand the eligibility boundary further. Mr. Gagne answered that about 9000 units are still remaining, yet the list of eligible residents

for the current phase is sufficient to hold off in expanding the boundary further at this time. This concluded Mr. Gagne's update.

Mr. Hollarn presented an update of year-to-date Noise Complaints. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11July_Presentation_Items.pdf

A member asked if there have been any recent aircraft flight path changes by air traffic control, since participants at her last town council meeting complained about noise from aircraft they felt were turning too early and flying over Mission Beach. Mr. Hollarn had said that there have been no changes, and that more information will be provided by Mr. Cummings during his presentation on Early Turns.

Mr. Hollarn presented updated Missed Approach statistics for 2011 to-date. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11July_Presentation_Items.pdf

Mr. Cummings presented updated Early Turns operations. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11July_Presentation_Items.pdf

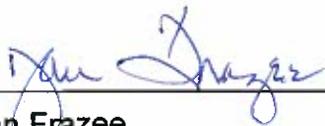
One member asked the status of the letter previously forwarded to FAA requesting reconsideration of an FAA representative to ANAC. Mr. Frazee responded that up to this date no response has been received. Dr. Butler added that at some point, with no representation from the FAA, there may have to be a policy change in the Committee whether to eliminate the position, affecting the quorum necessary for conducting the meetings; or to move the position from a voting to an ex-officio status and to forward another letter requesting representation. Dr. Butler pointed out that further discussion can be done during the New Business agenda item of the meeting.

Mr. Cummings next presented Contra-flow operations. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/11July_Presentation_Items.pdf

There was no public comment.

As New Business, Dr. Butler requested a motion from the Committee to draft another letter to FAA requesting action on the first letter. A motion was made, seconded, and passed unanimously. A letter will be prepared and circulated to members for comment. Additionally, a motion was initiated to move FAA membership from regular voting member to ex-officio status. The motion was withdrawn when a member suggested to "trail" such a motion to the October meeting pending possible FAA action on the two letters. Hearing no more questions, Dr. Butler adjourned the meeting at 5:30 p.m. The next meeting is scheduled for Wednesday, October 19, 2011 at 4:00 p.m. in the Noise Monitoring Room at the Commuter Terminal.



Dan Frazee
Director, Airport Noise Mitigation

NOTE: 1) Please refer to the Frequently Asked Questions (FAQ's) on the Airport Noise Office website at www.san.org/airportnoise/info_noise_main.asp for the answers to commonly asked aircraft noise-oriented questions at SDIA.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
October 5, 2011
Record of Decision (ROD)**

Panel members: George Condon, representing Planning and Operations Division; Mike Kulis, representing Marketing and Communications Division; Troy Ann Leech, representing Facilities Development Division; Dan Frazee, Airport Noise Mitigation (Facilitator), Garret Hollarn, and Steve Cummings (Airport Noise Mitigation Staff)

Airline, pilot, or operator representatives present: Joseph Aguilera (Jet Blue Airways)

Members of the public present: None

United Airlines Flight 300; July 22, 2011 (0000L)

Written information was provided; no representative was present.

Panel Recommendation

The Panel voted unanimously to assess no penalty due to maintenance.

jetBlue Airlines Flight 412; July 30, 2011 (0059L)

Written information was provided; a representative was present.

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$10,000.

jetBlue Airlines Flight 412; August 17, 2011 (0233L)

Written information was provided; no representative was present.

Panel Recommendation

The Panel voted unanimously to assess no penalty due to outside air carrier control.



Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

July 20, 2011



Missed Approach Definition

*Only the FAA has the knowledge and control of aircraft headings, and actual headings flown. Some examples of when air carriers may execute a missed approach are listed below. Please note that this list is not inclusive.

-A departing aircraft is exiting the airspace/runway slower than an arriving aircraft is entering the airspace/runway. In an effort to ensure safe separation of each aircraft, a missed approach is executed.

-A change in weather conditions has reduced minimums to the point that the pilot must terminate the descent and executes a missed approach.

-A pilot is approaching the field at a speed or altitude that would not permit the aircraft to touch down at a reasonable distance past the displaced threshold (landing line) and still have enough runway remaining for braking and/or reverse thrust.

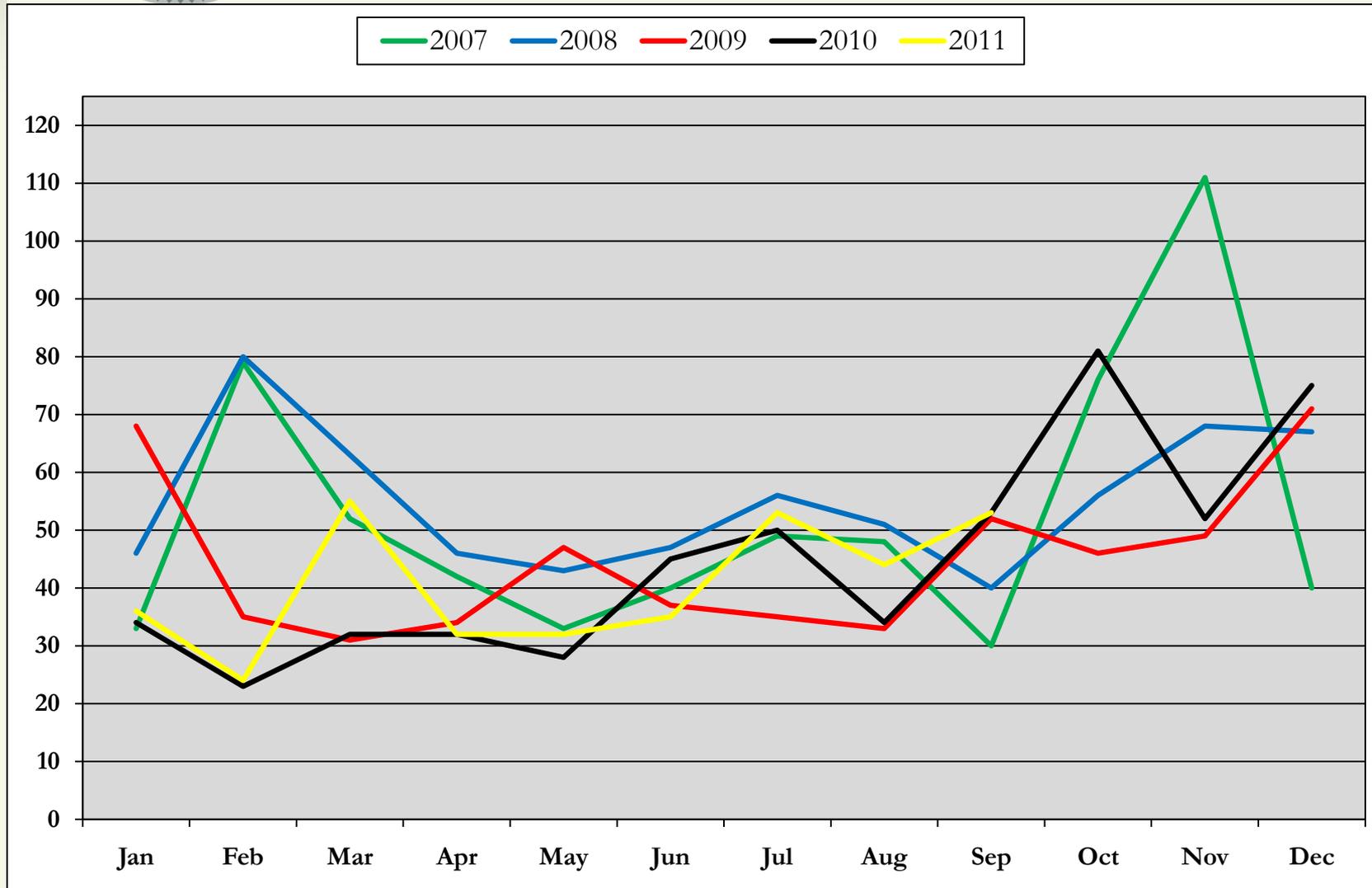
-Operations have been halted because foreign object debris (FOD) has been spotted on the runway and must be removed prior to resuming operations.

-Slow flow of departures and/or arrivals.



2003-2010 Missed Approaches

2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663
2009 = 538, 2010 = 539

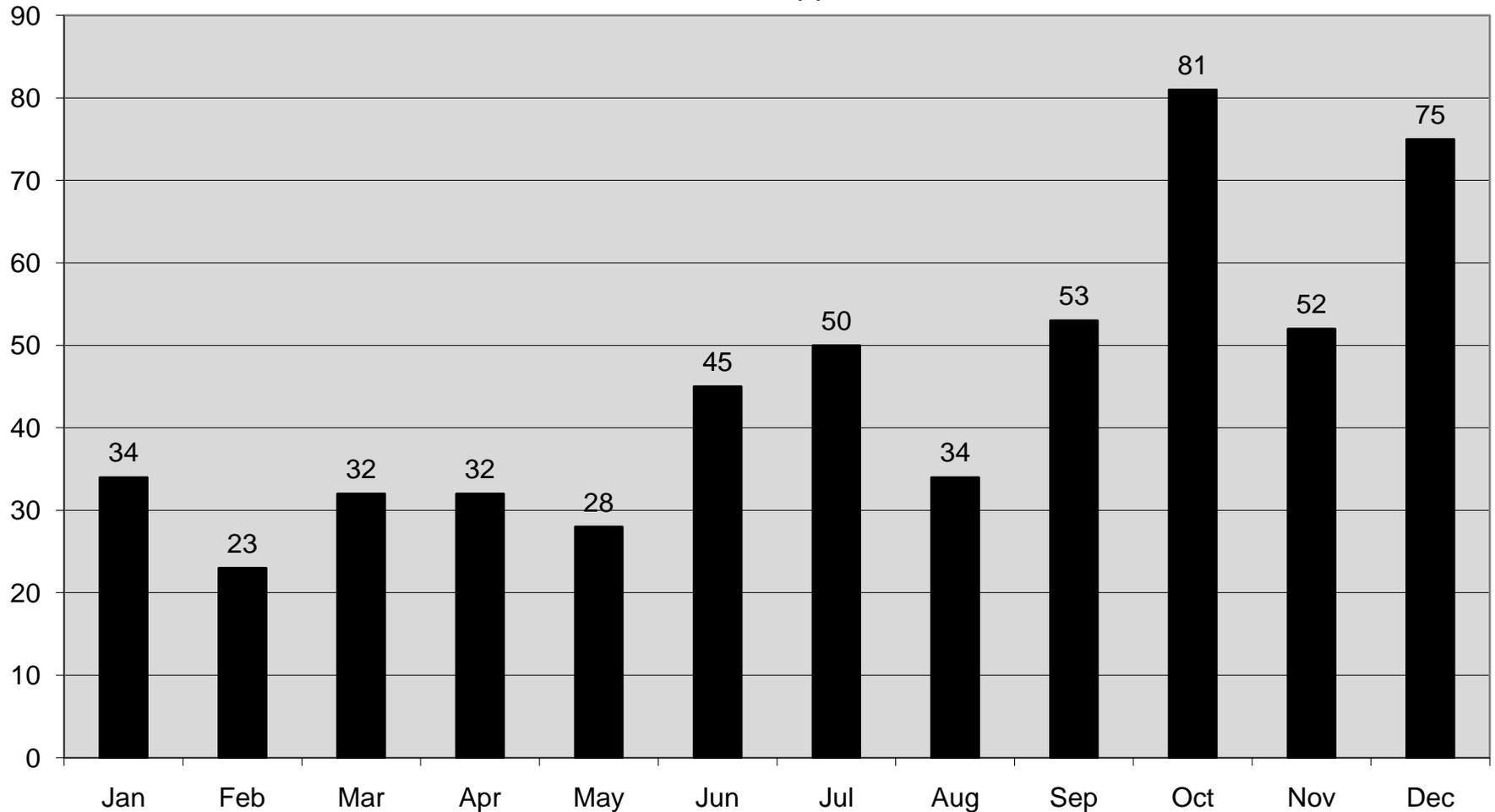




2010 Missed Approaches

539 Total

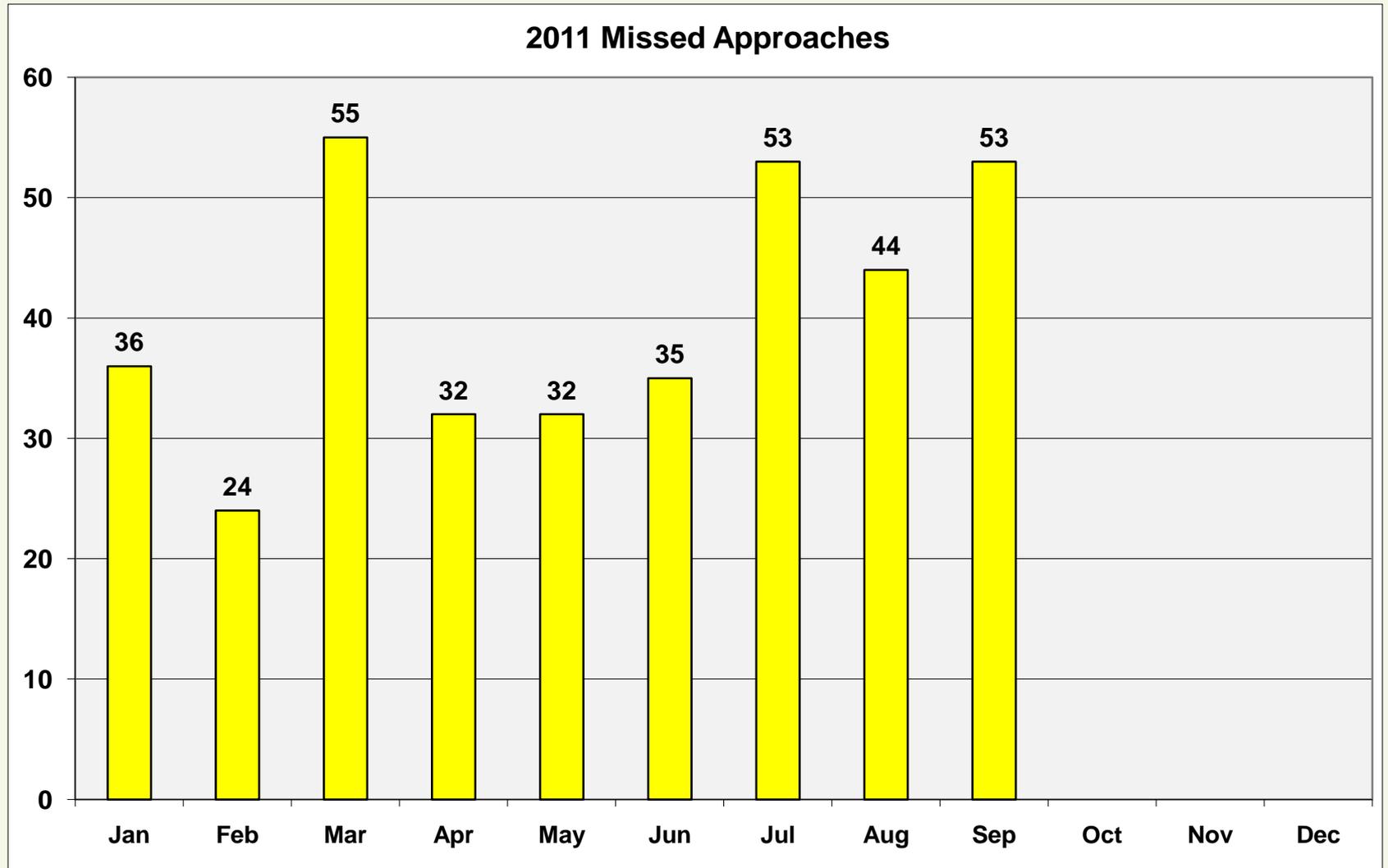
2010 Missed Approaches





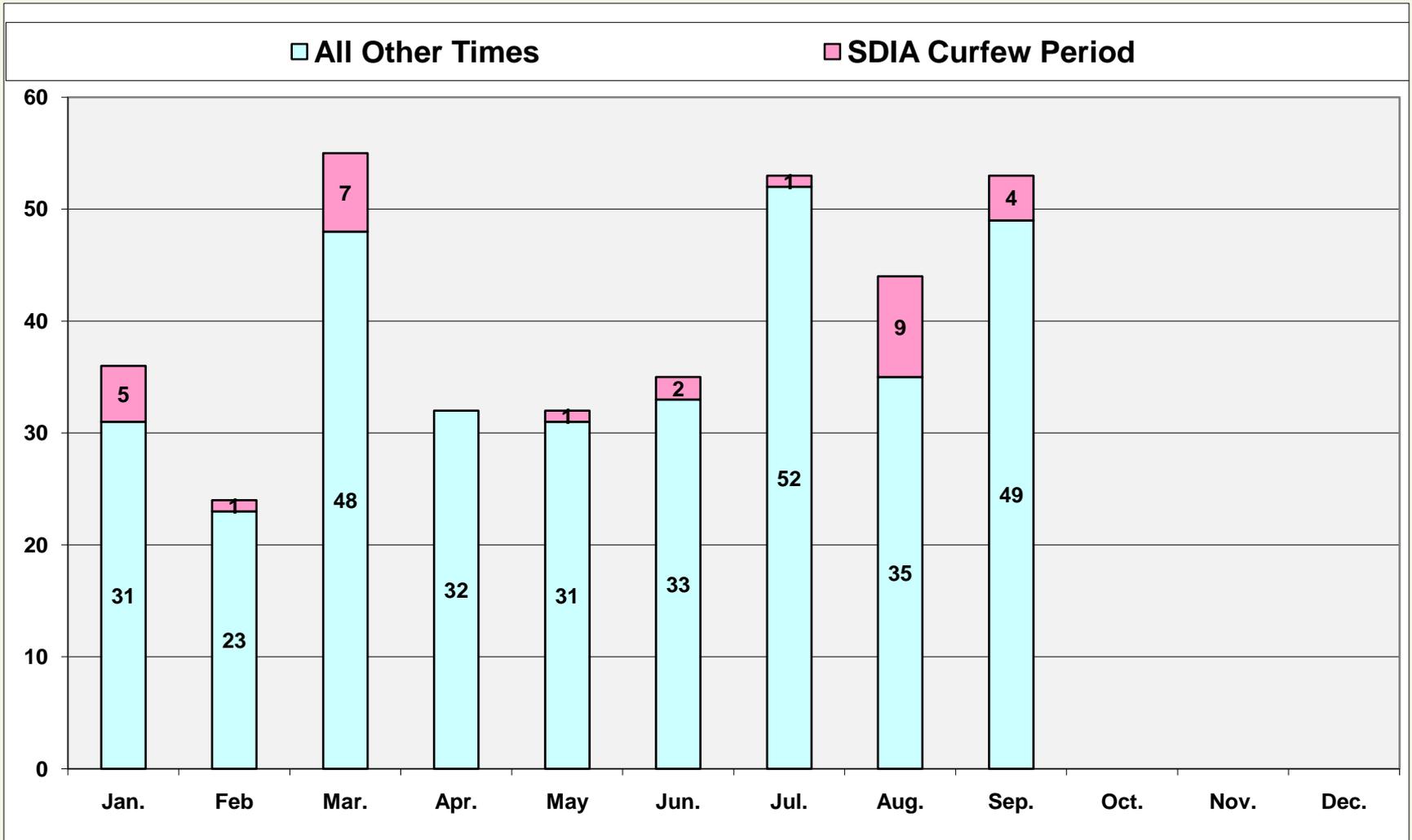
2011 Missed Approaches

364 Total Year To Date



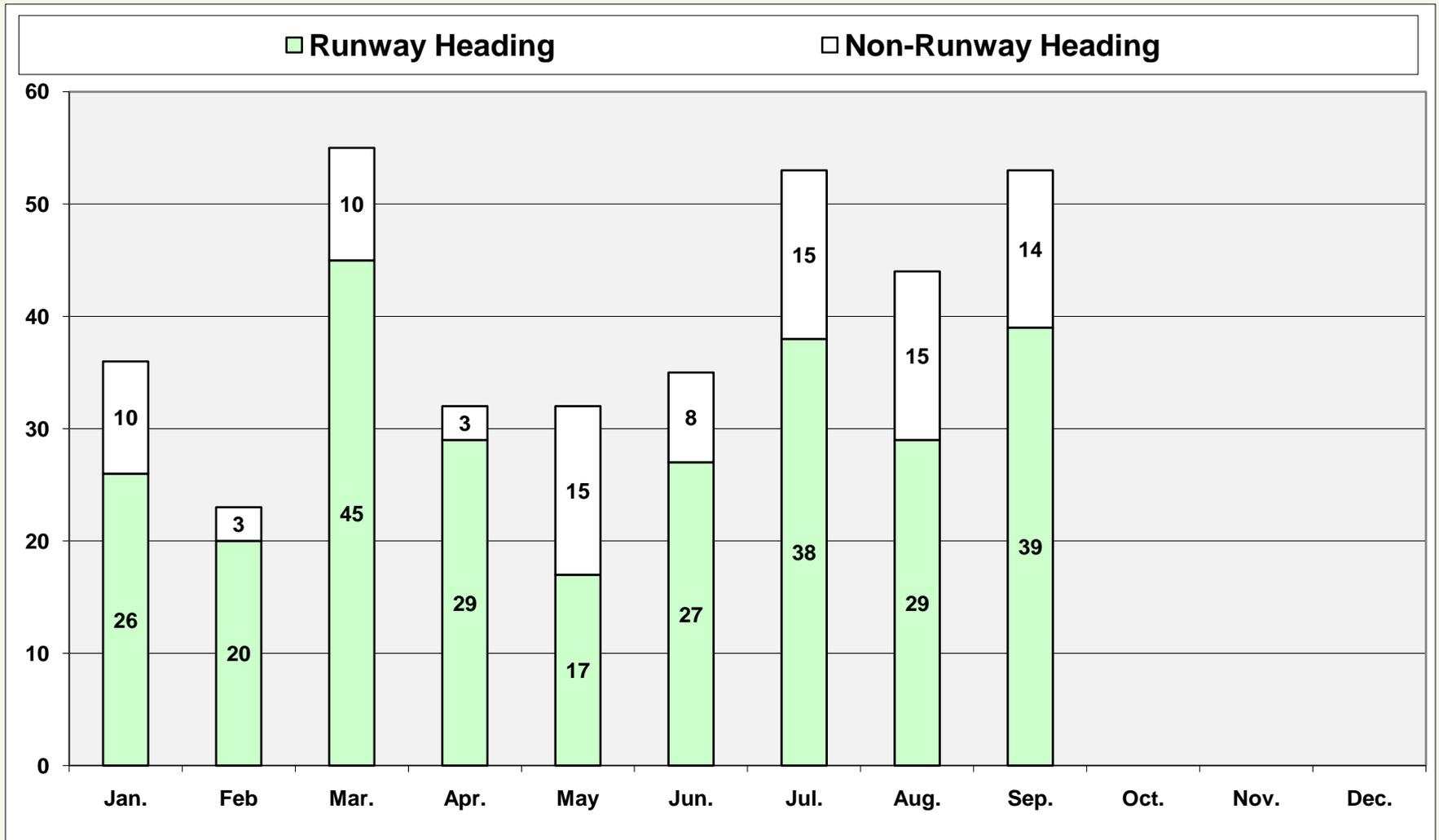


Curfew Period vs. All Other Times



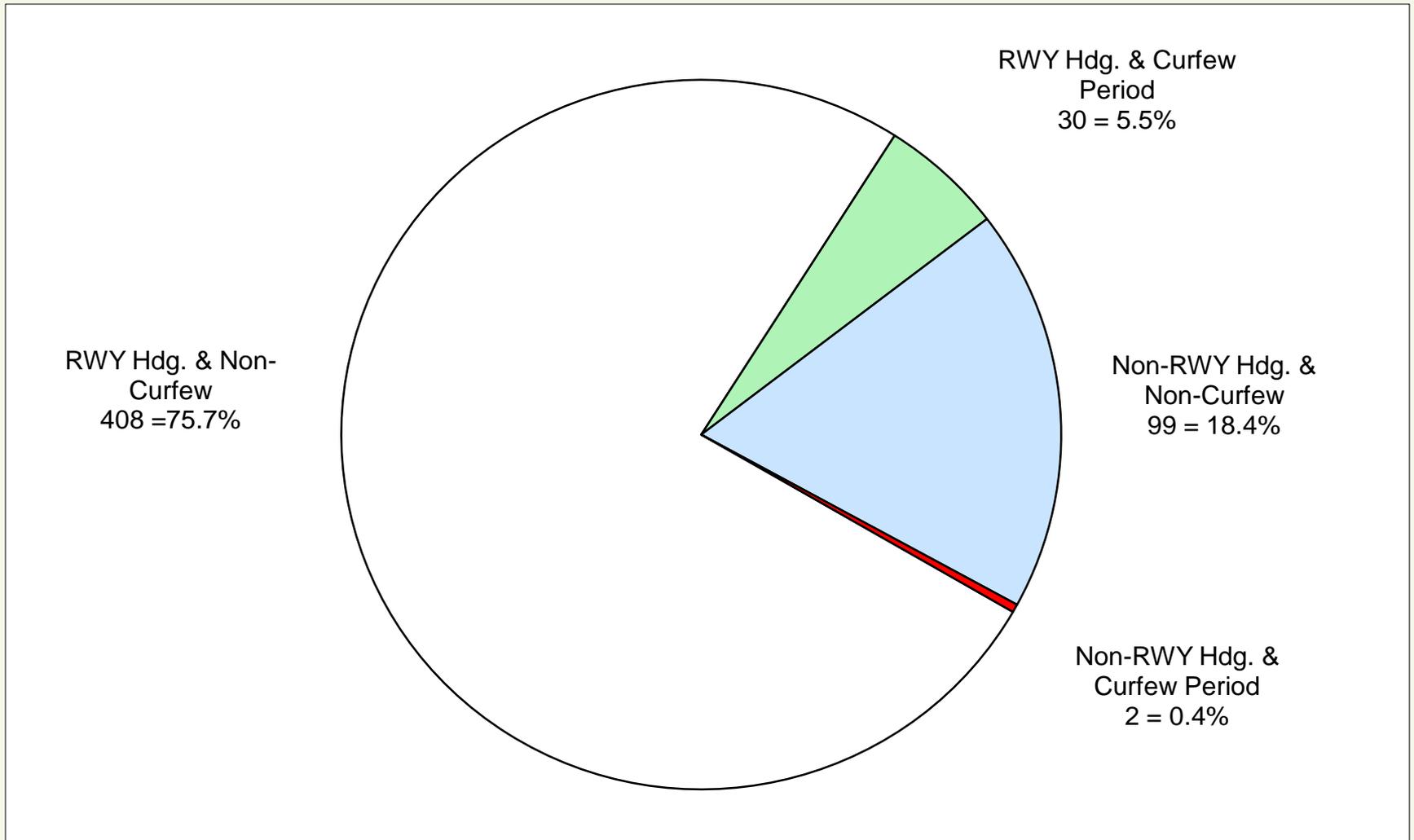


Runway Hdg. Vs. Non-Runway Hdg.



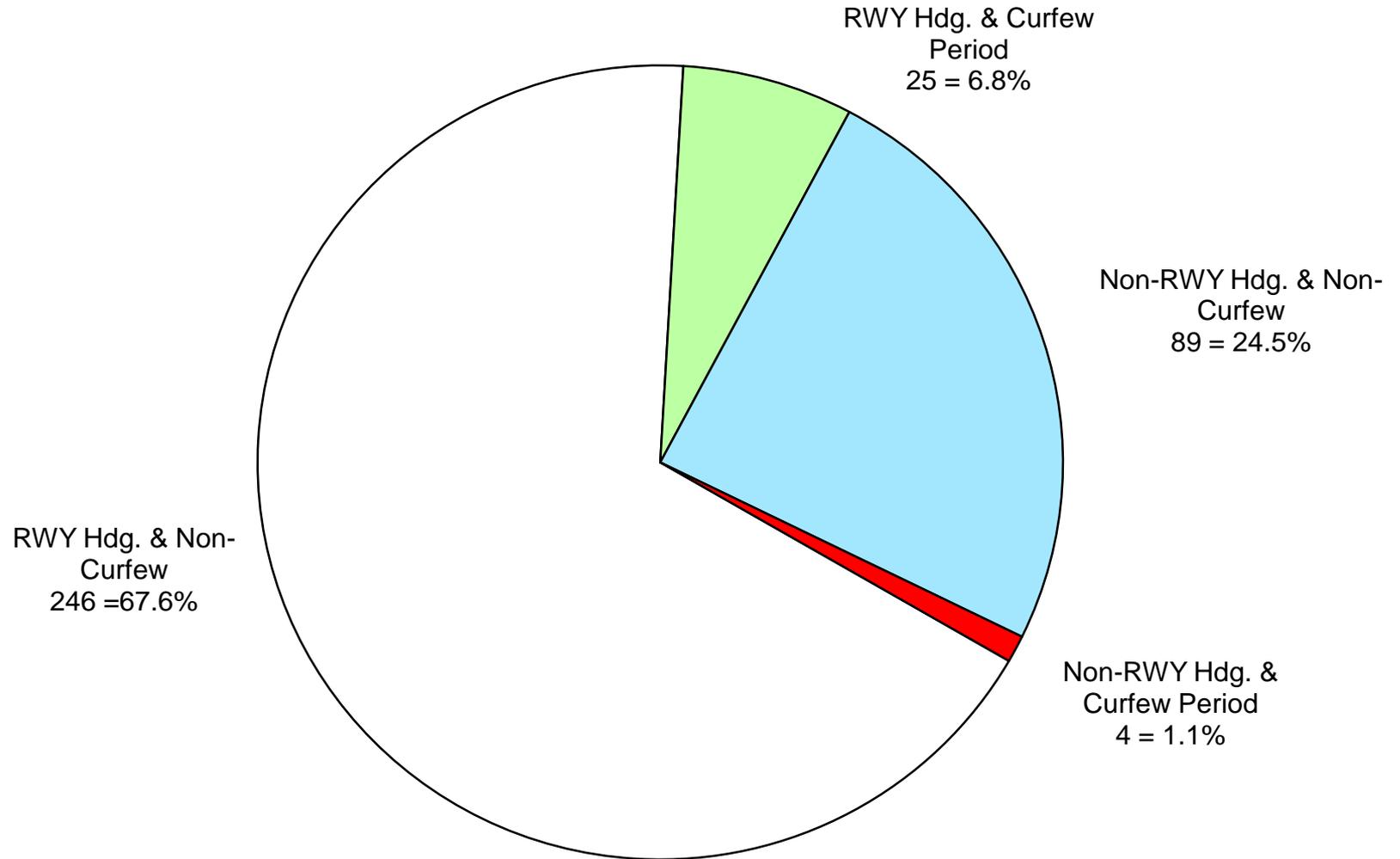


2010 Missed Approaches – Percentage





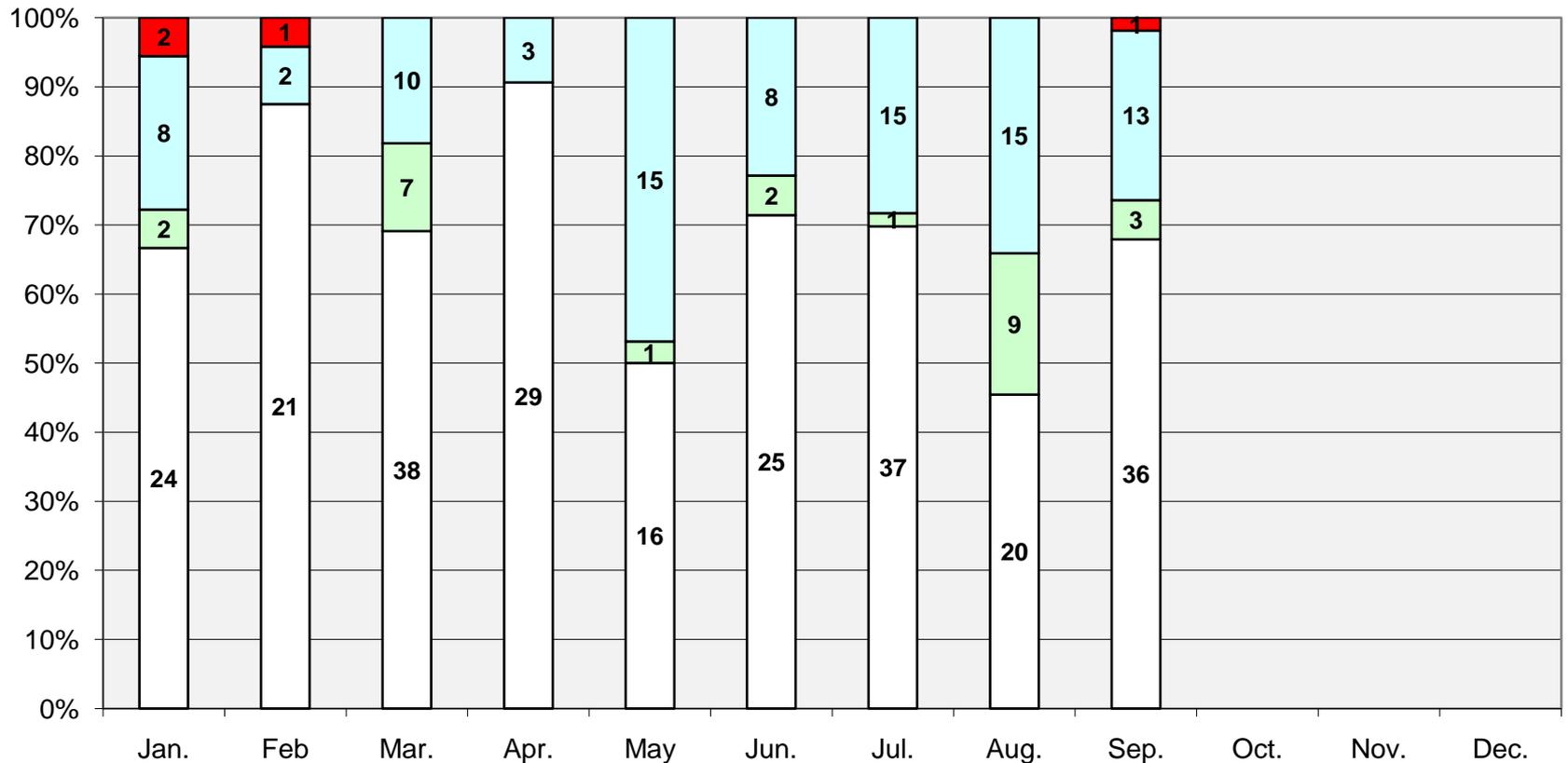
2011 Missed Approaches – Percentage (Year to Date)





2011 Missed Approaches – Percentage (Year to Date)

- Non-RWY Hdg. & Curfew Period
- Non-RWY Hdg. & Non-Curfew
- RWY Hdg. & Curfew Period
- RWY Hdg. & Non-Curfew





Any Questions?



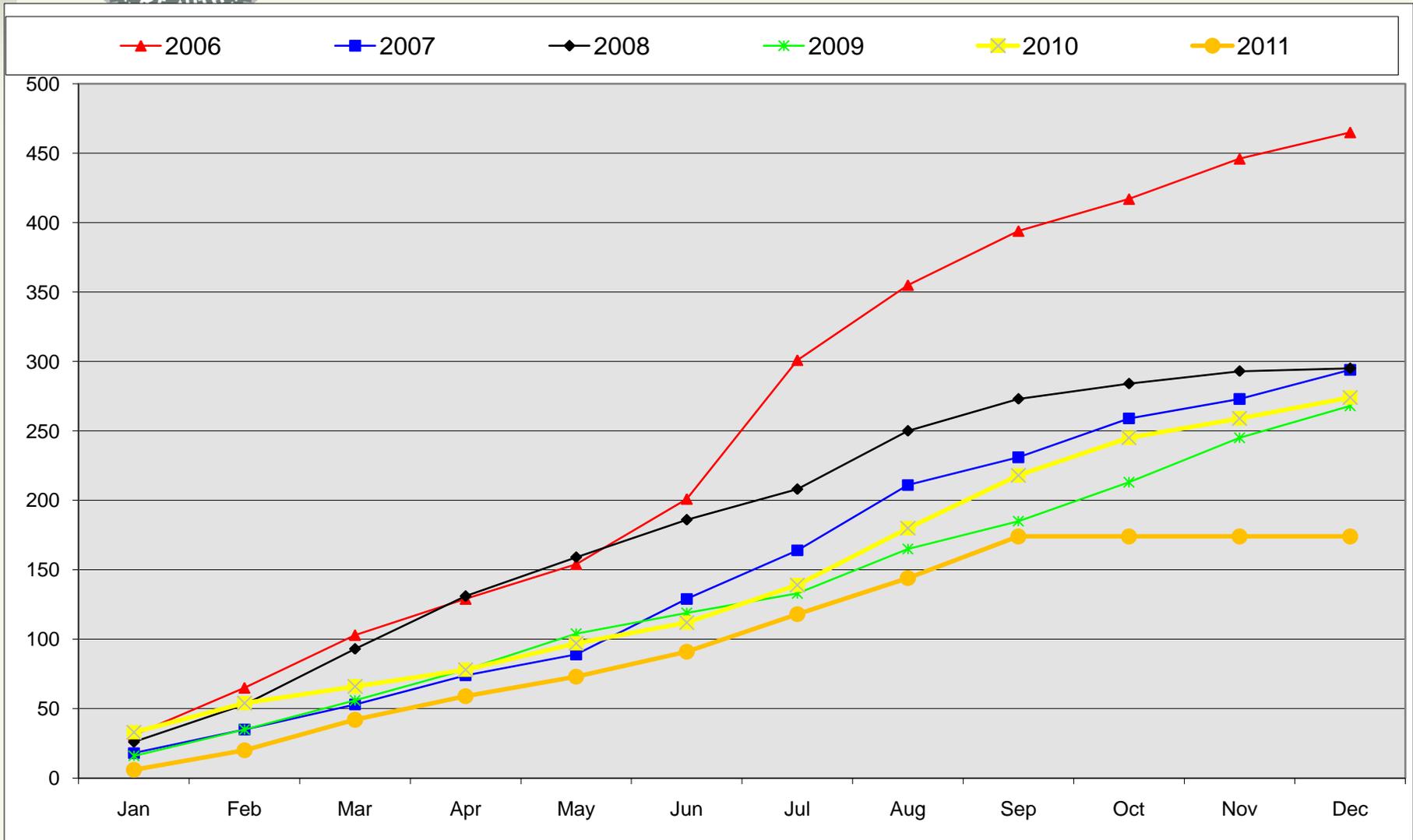
Complaints Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

October 19, 2011



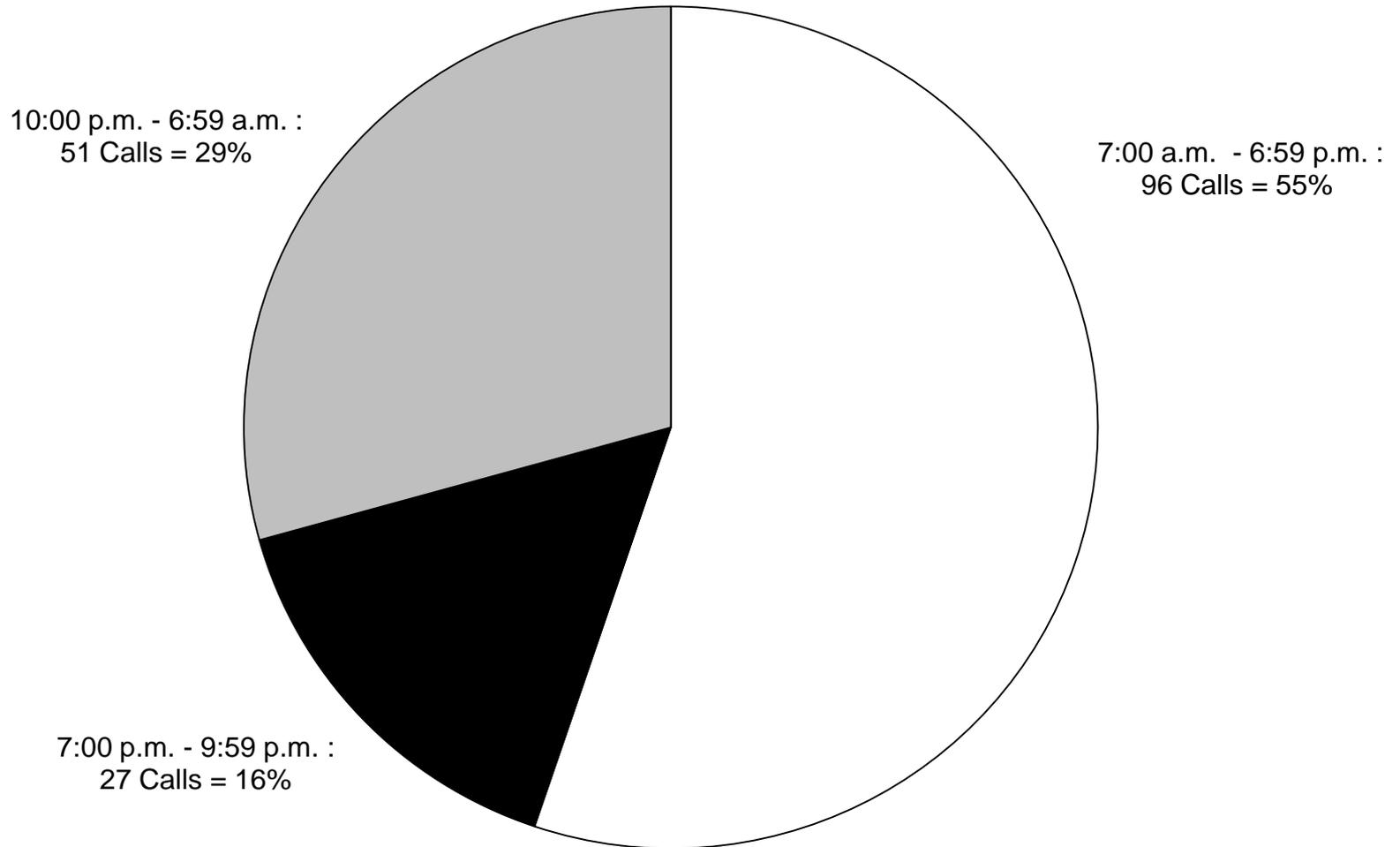
Complaint History – 2006-2011





2011 Complaints Statistics

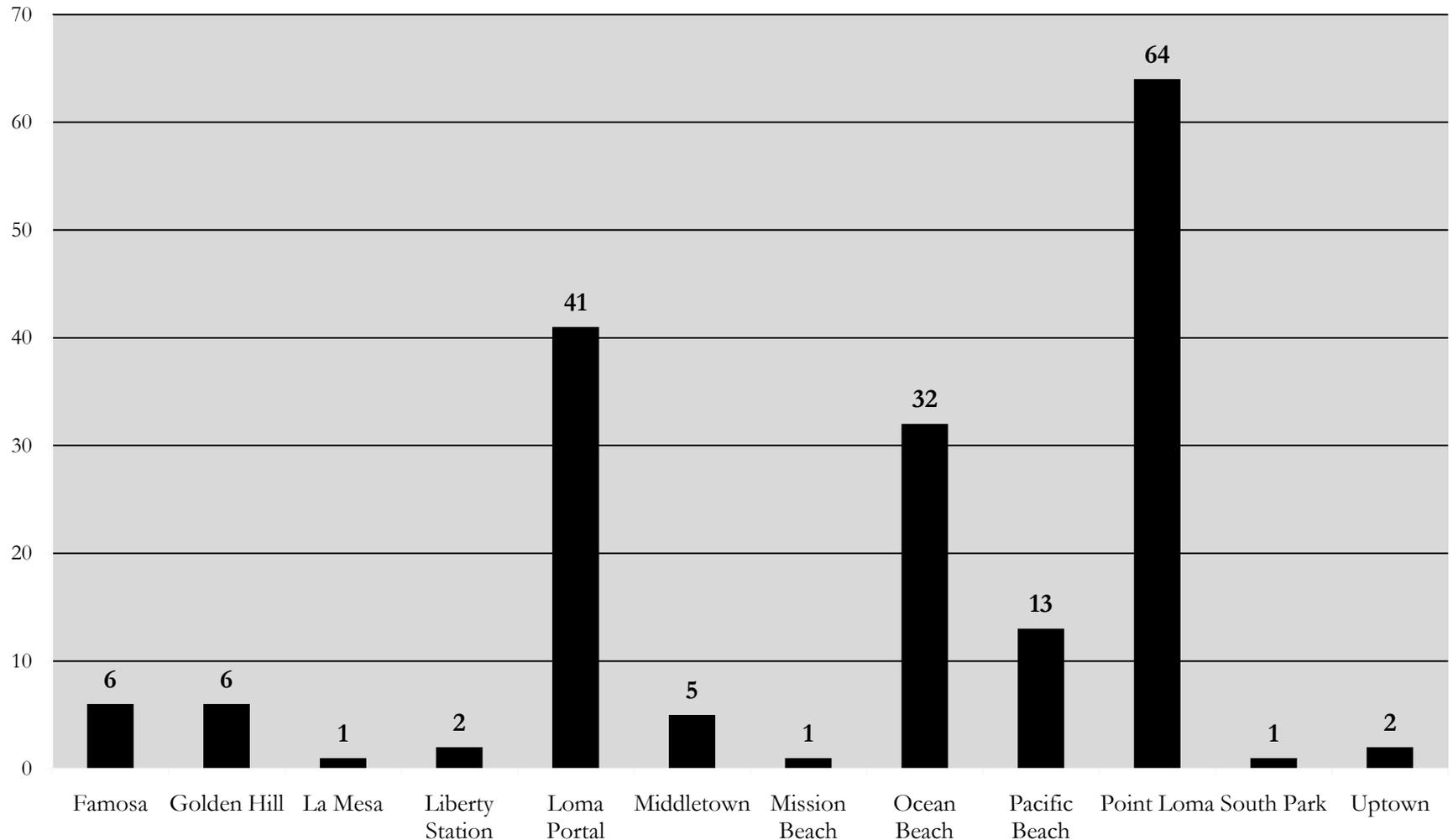
January to September, Complaints by Time of Day, 174 Total





2011 Complaints Statistics

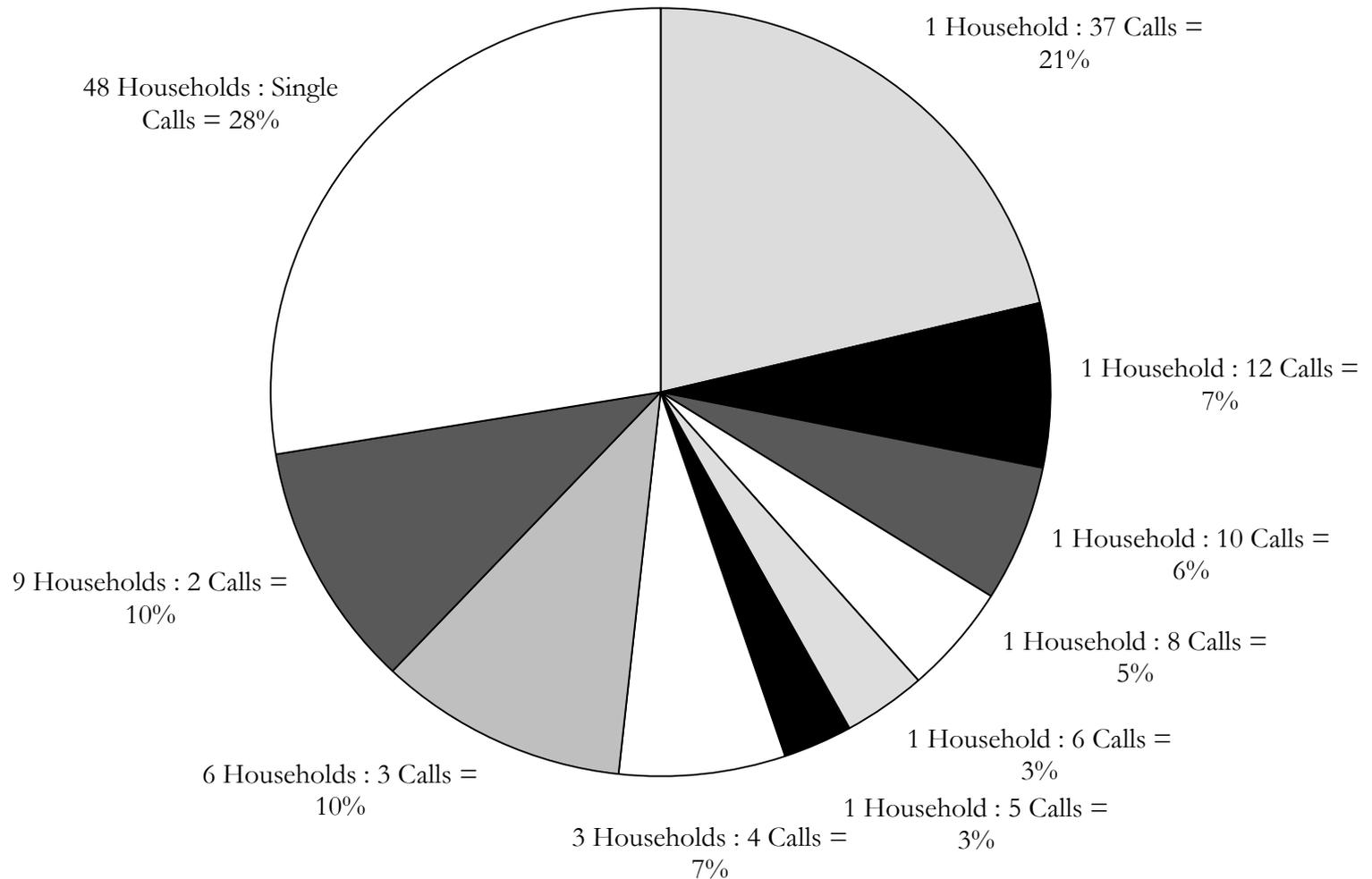
January to September, Complaints by Neighborhood, 174 Total





2011 Complaints Statistics

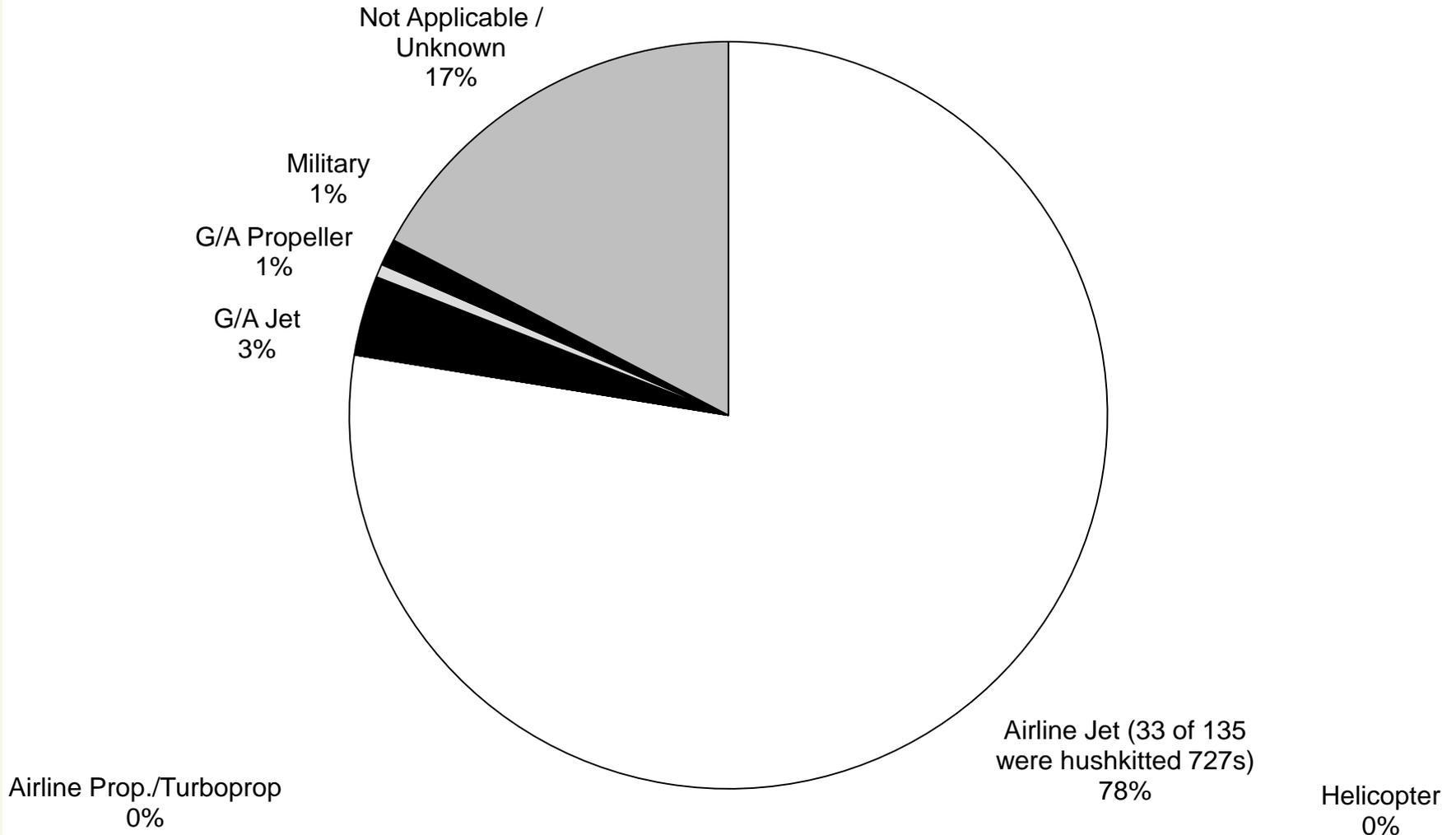
January to September, Complaints by Household, 174 Total





2011 Complaints Statistics

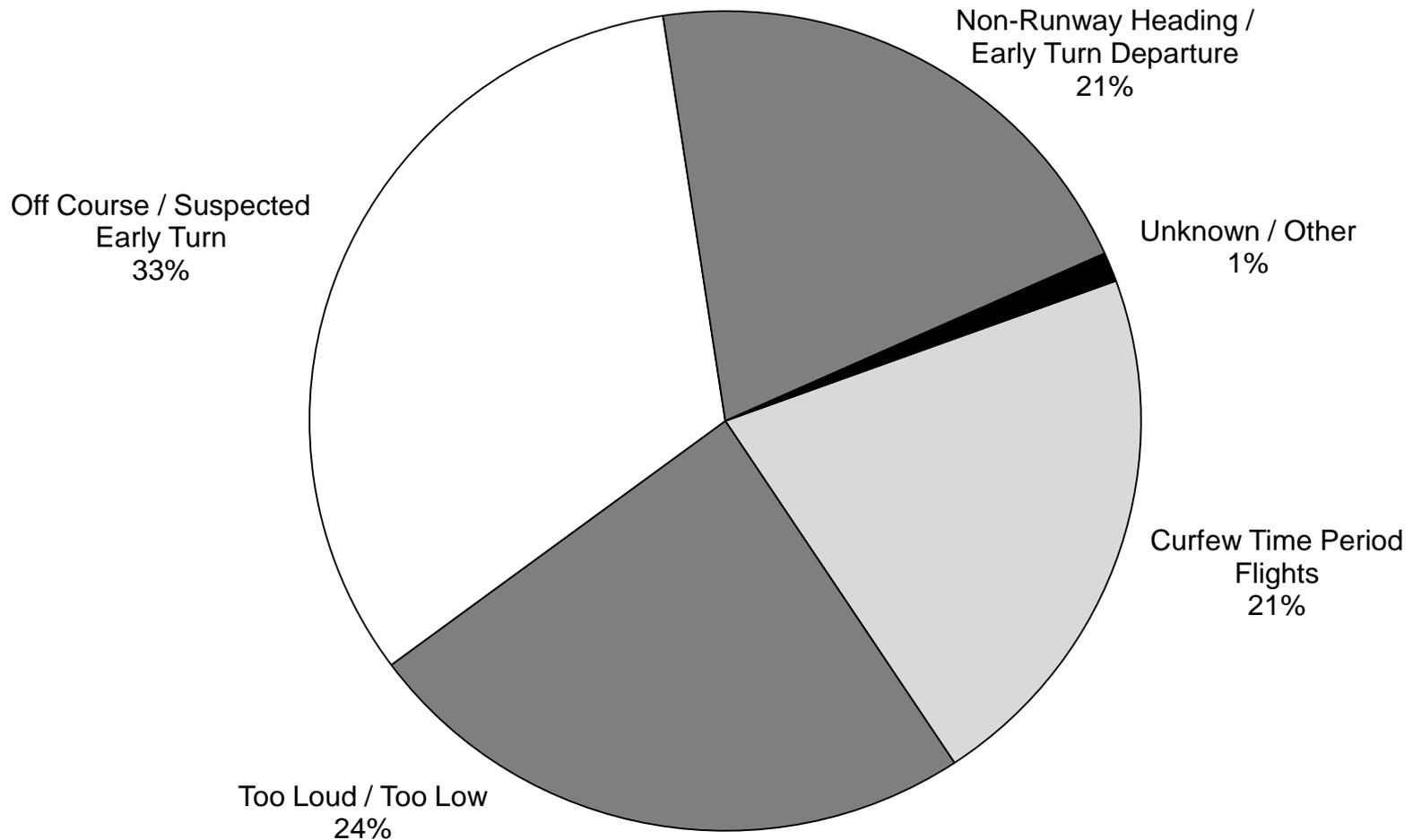
January to September, Complaints by A/C Type, 174 Total





2011 Complaints Statistics

January to September, Complaints by Cause, 174 Total





Any Questions?



“Early Turn” Statistical Update

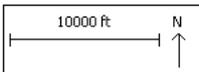
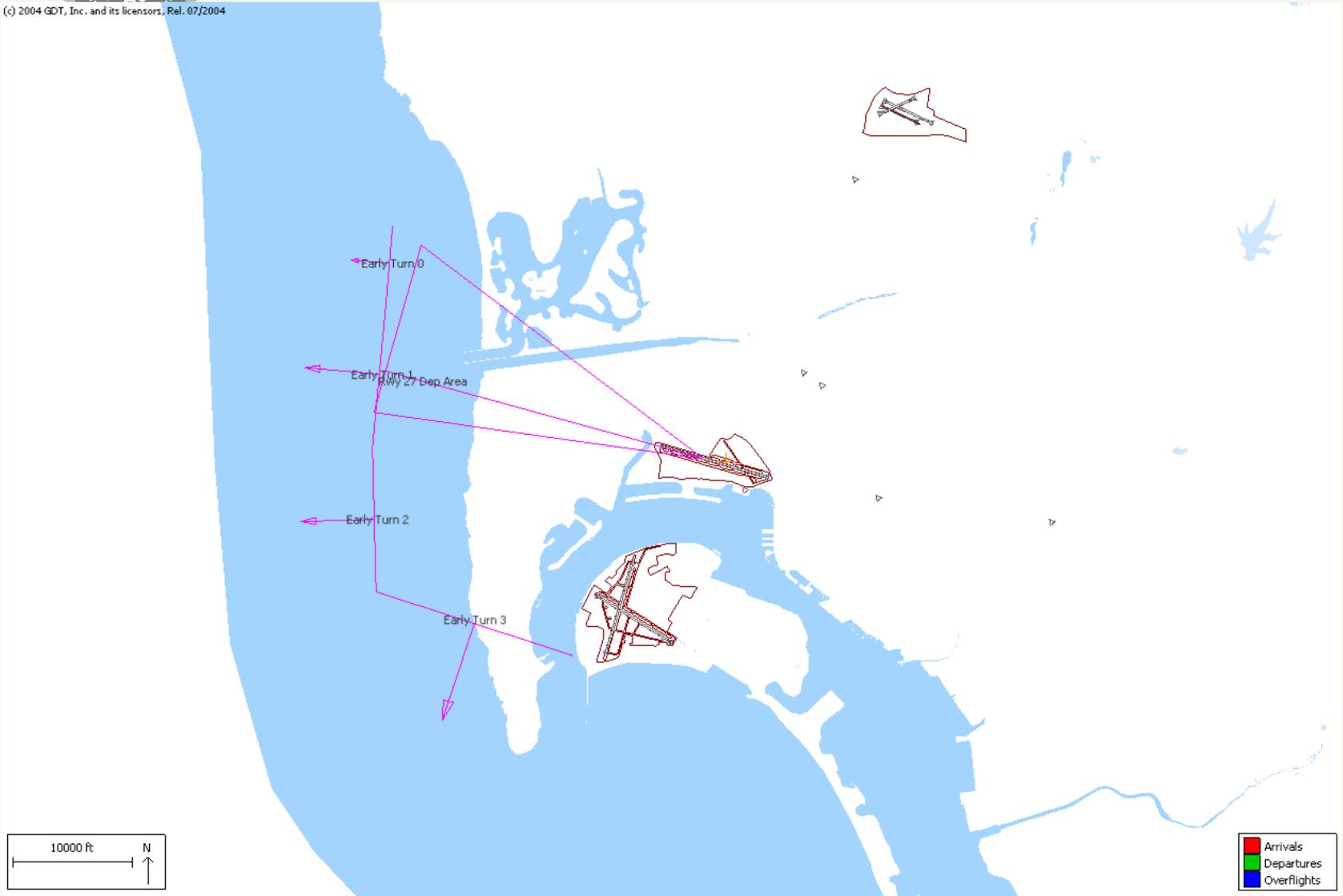
Airport Noise Advisory Committee
San Diego International Airport

October 19, 2011



Boundary Definition

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Definition

- An aircraft that deviates from the standard departure procedures to a new prescribed departure path, to insure the safe and efficient flow of all aircraft. These early turns are solely conducted at the FAA Control Tower's discretion.



Definition

Link:[http://www.san.org/documents/airport_noise/Airport Noise FAQs 2006.pdf](http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf)

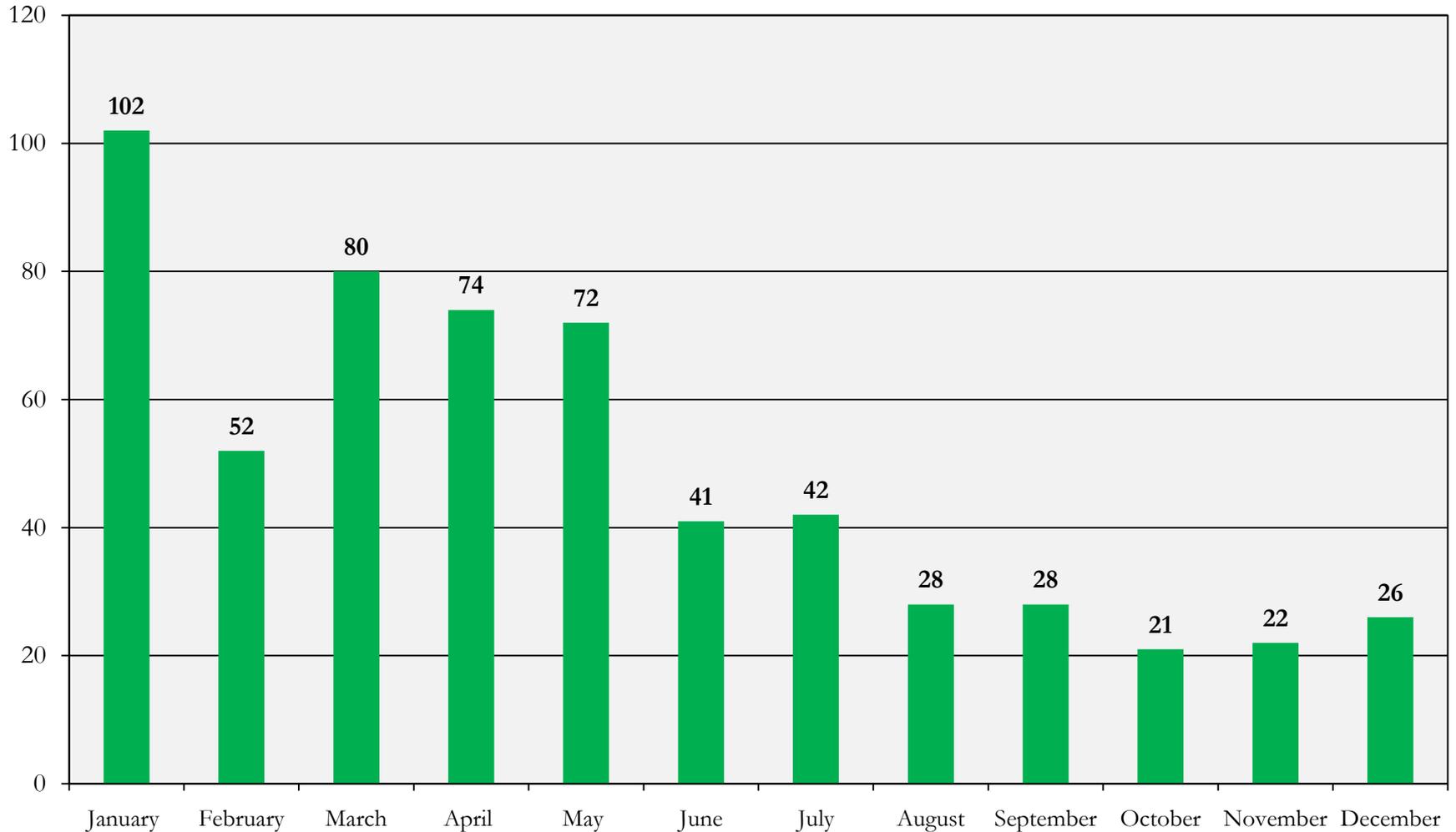
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the SID corridor that aircraft normally fly when departing SAN. When aircraft fail to transit this corridor, a printout of the radar flight track showing this deviation is sent to the FAA **TRACON** for review.



2010 Early Turns

Total sent to FAA
(Total for 2010 = 588)

Early Turns 2010

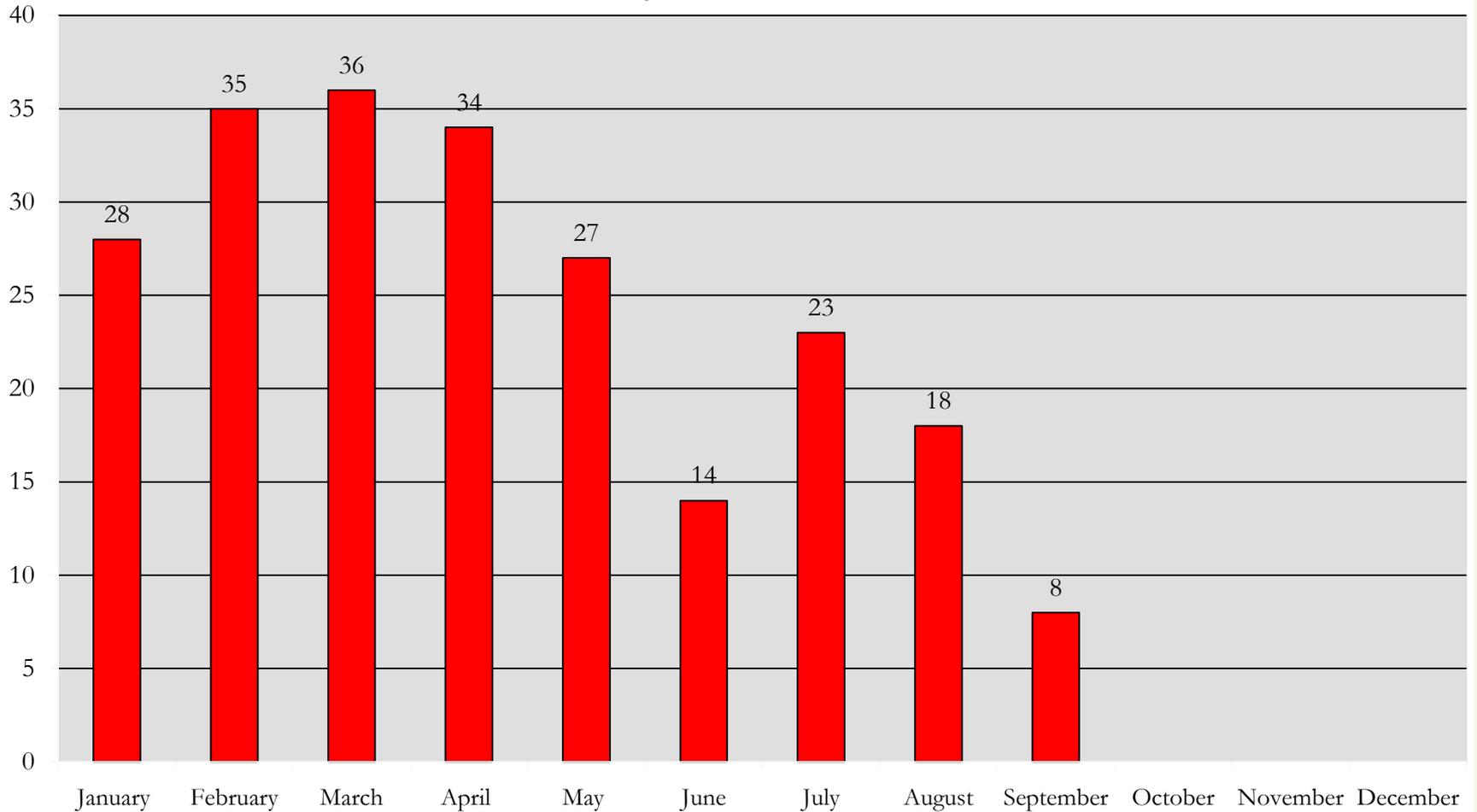




2011 Early Turns

Total sent to FAA
(Total for 2011 = 223)

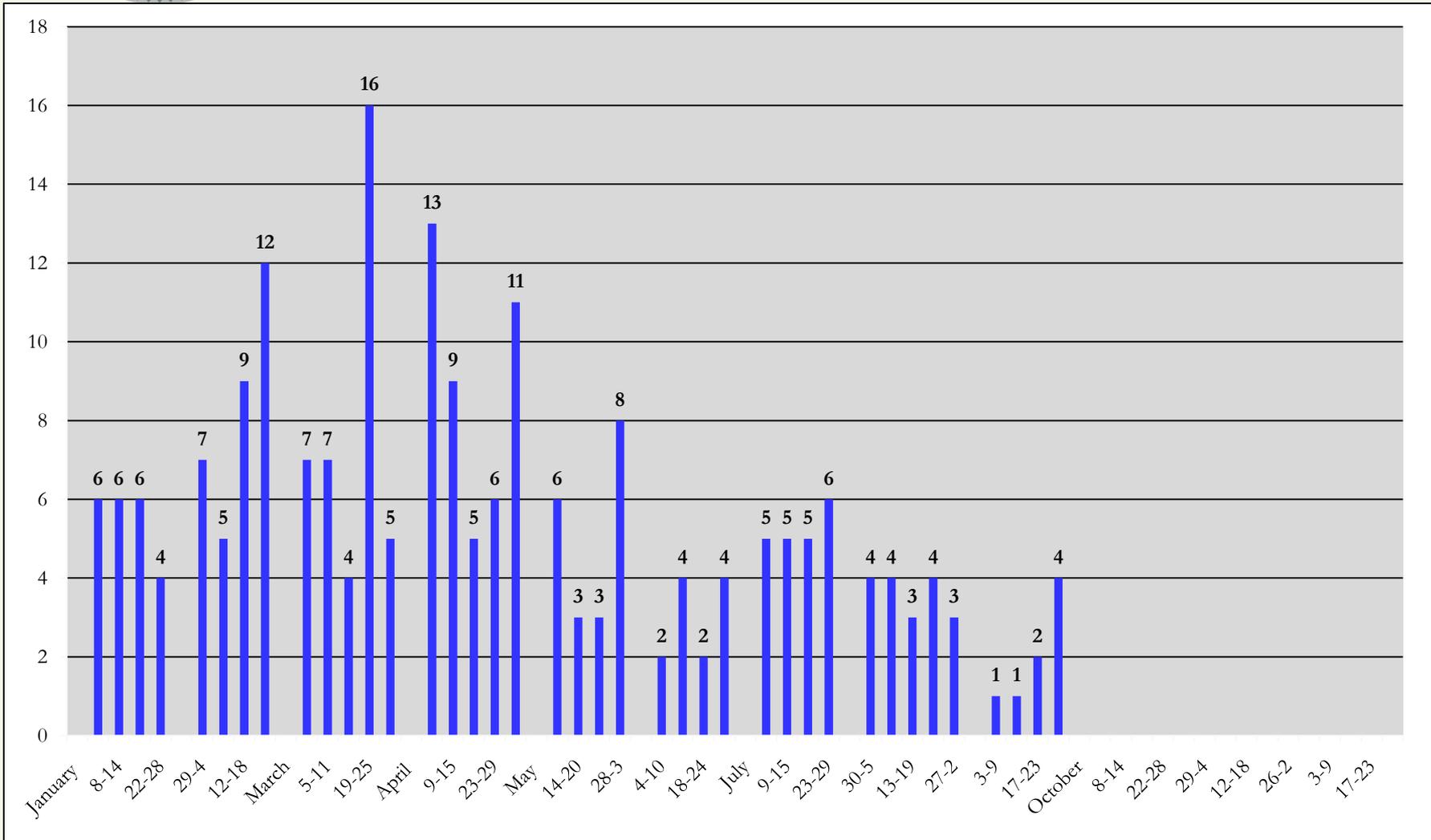
Early Turns 2011





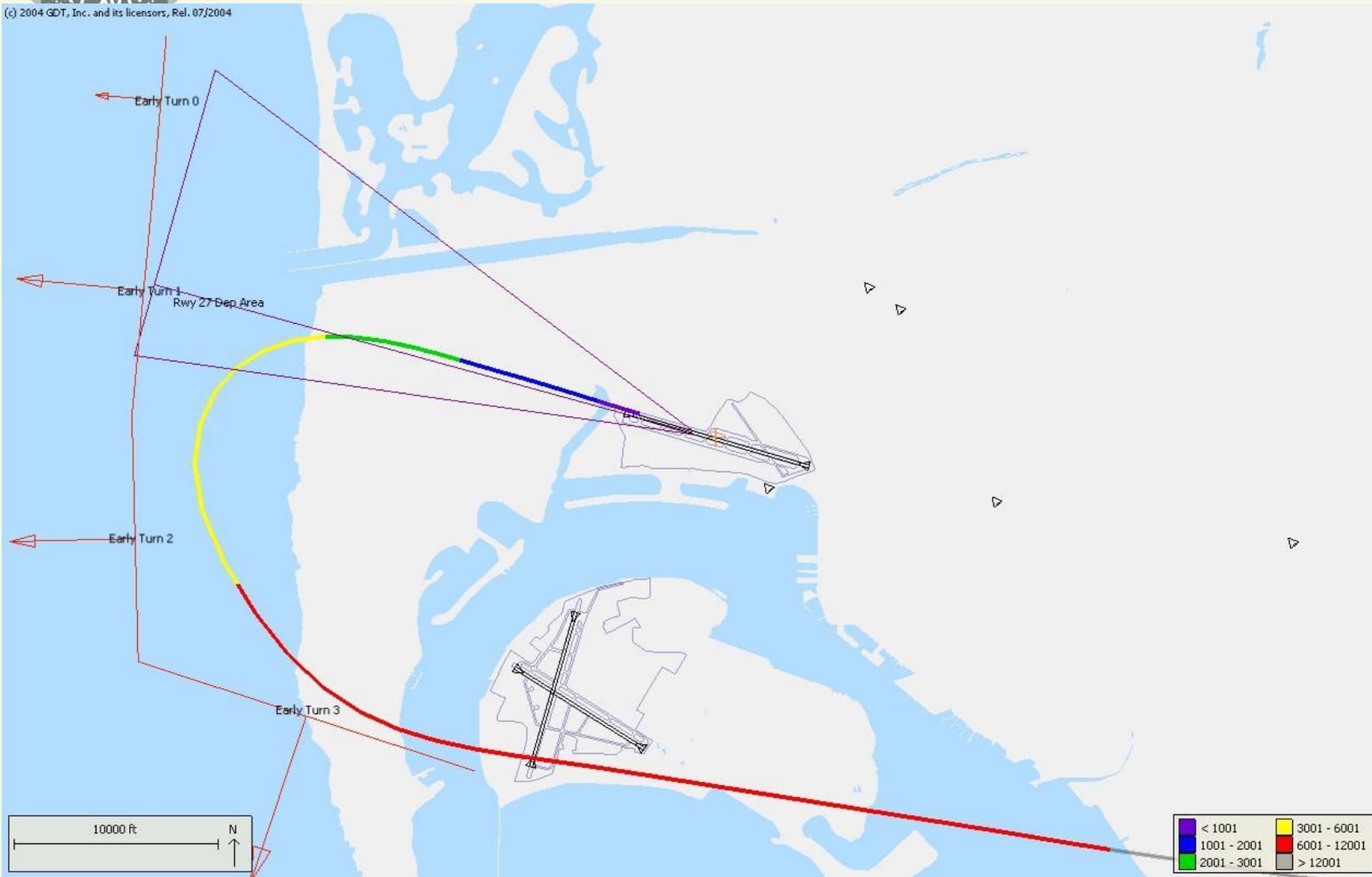
2011 Early Turns

Weekly Totals



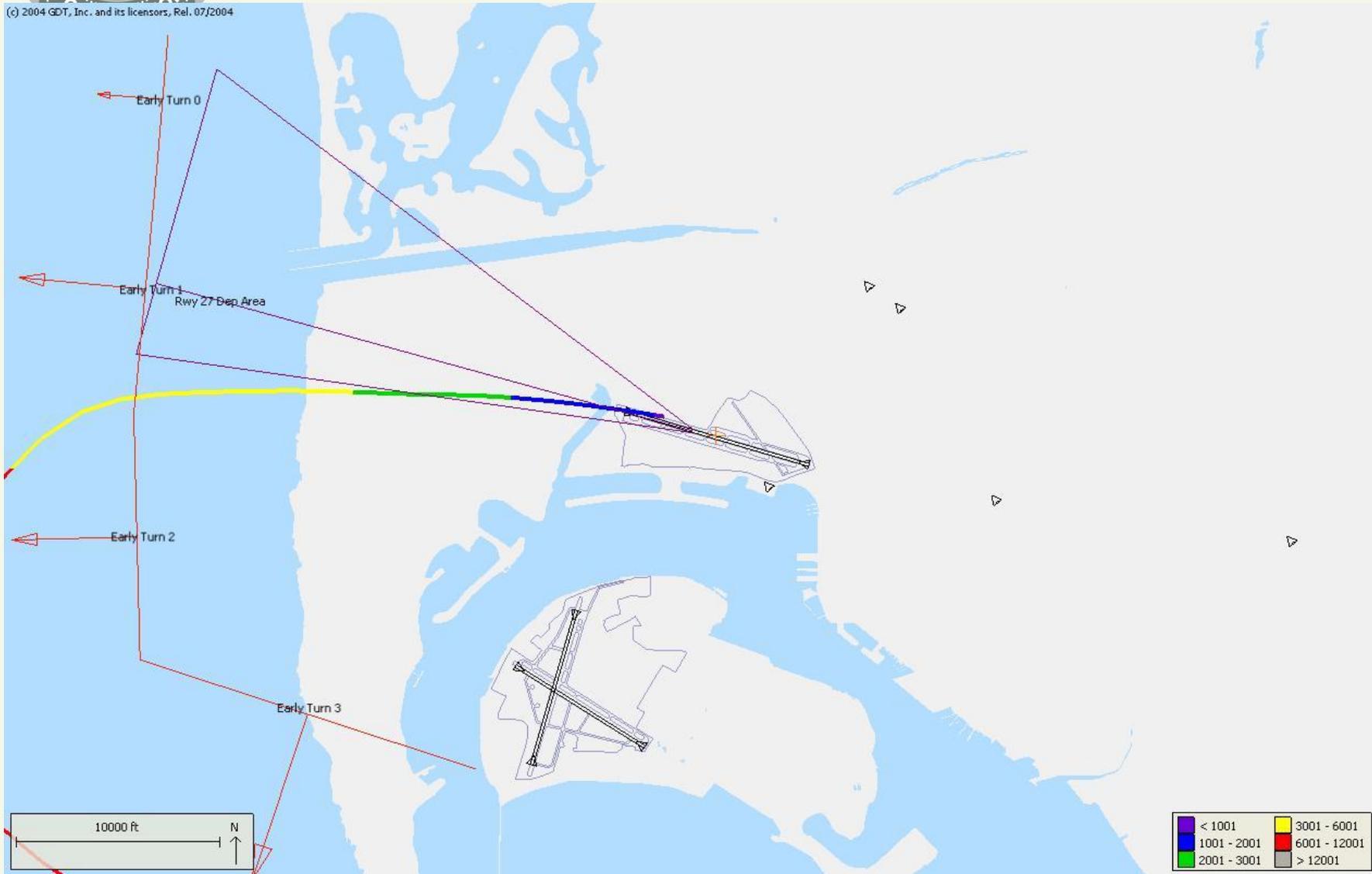


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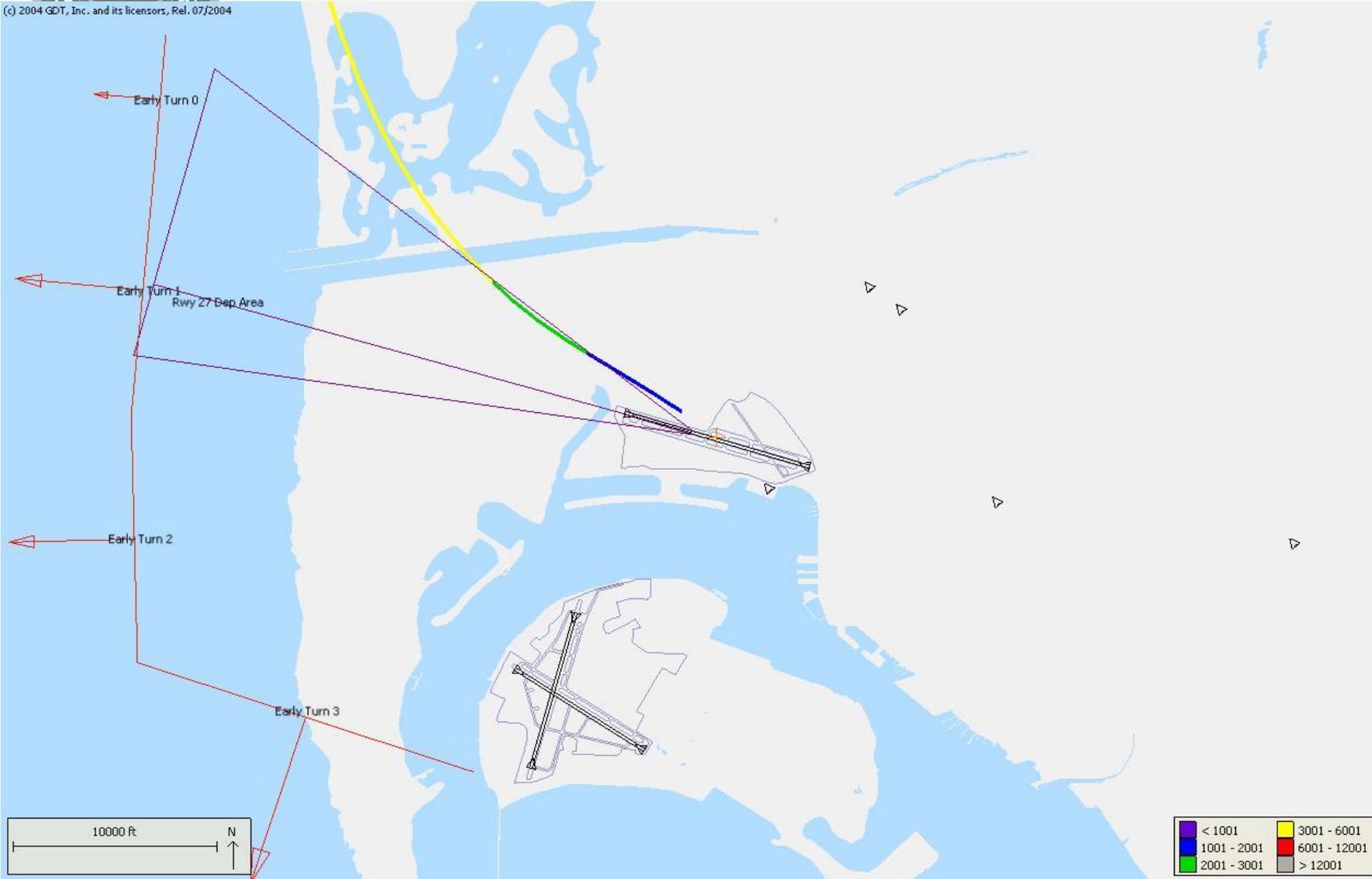


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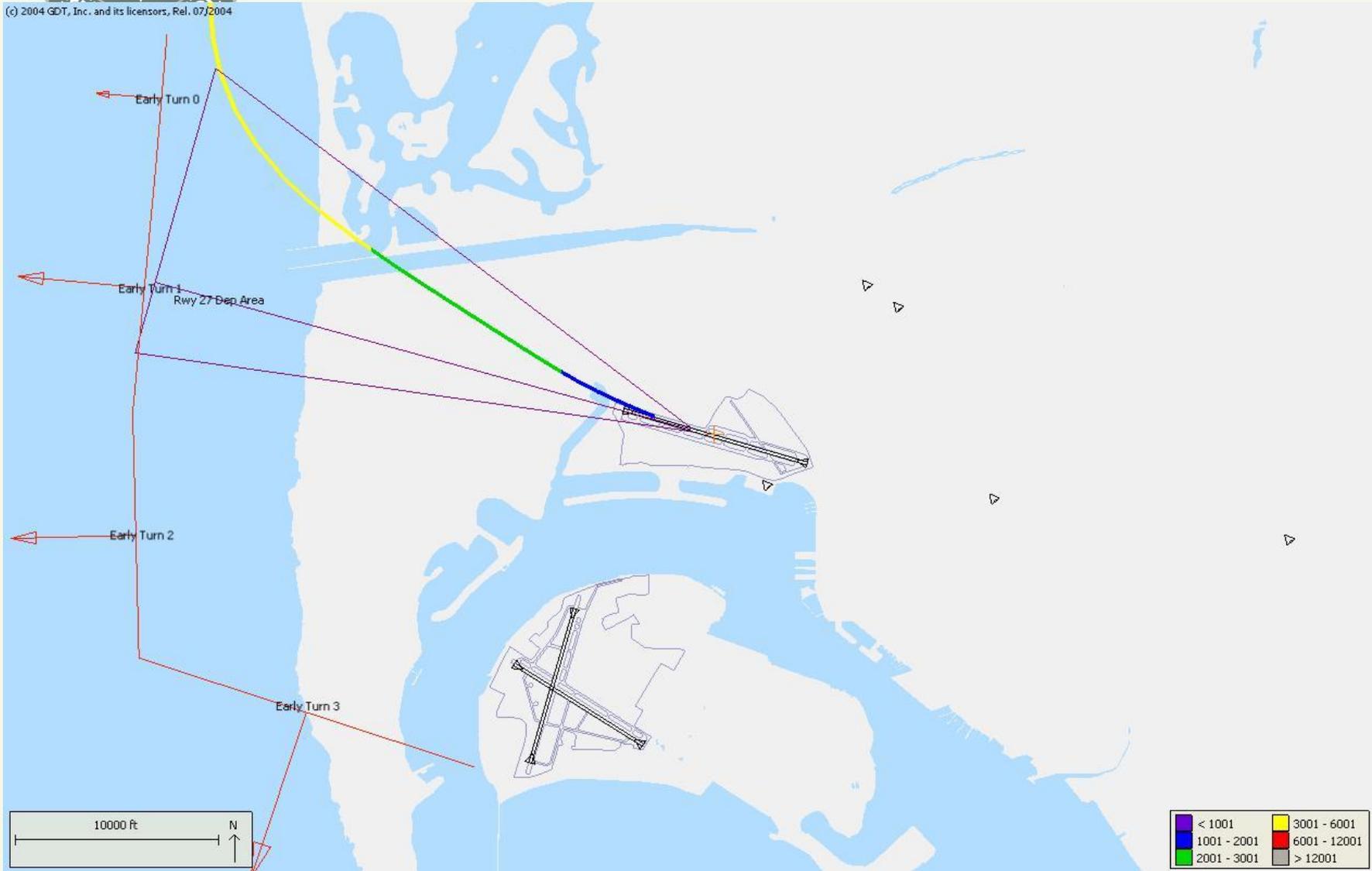


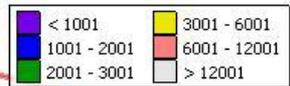
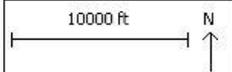
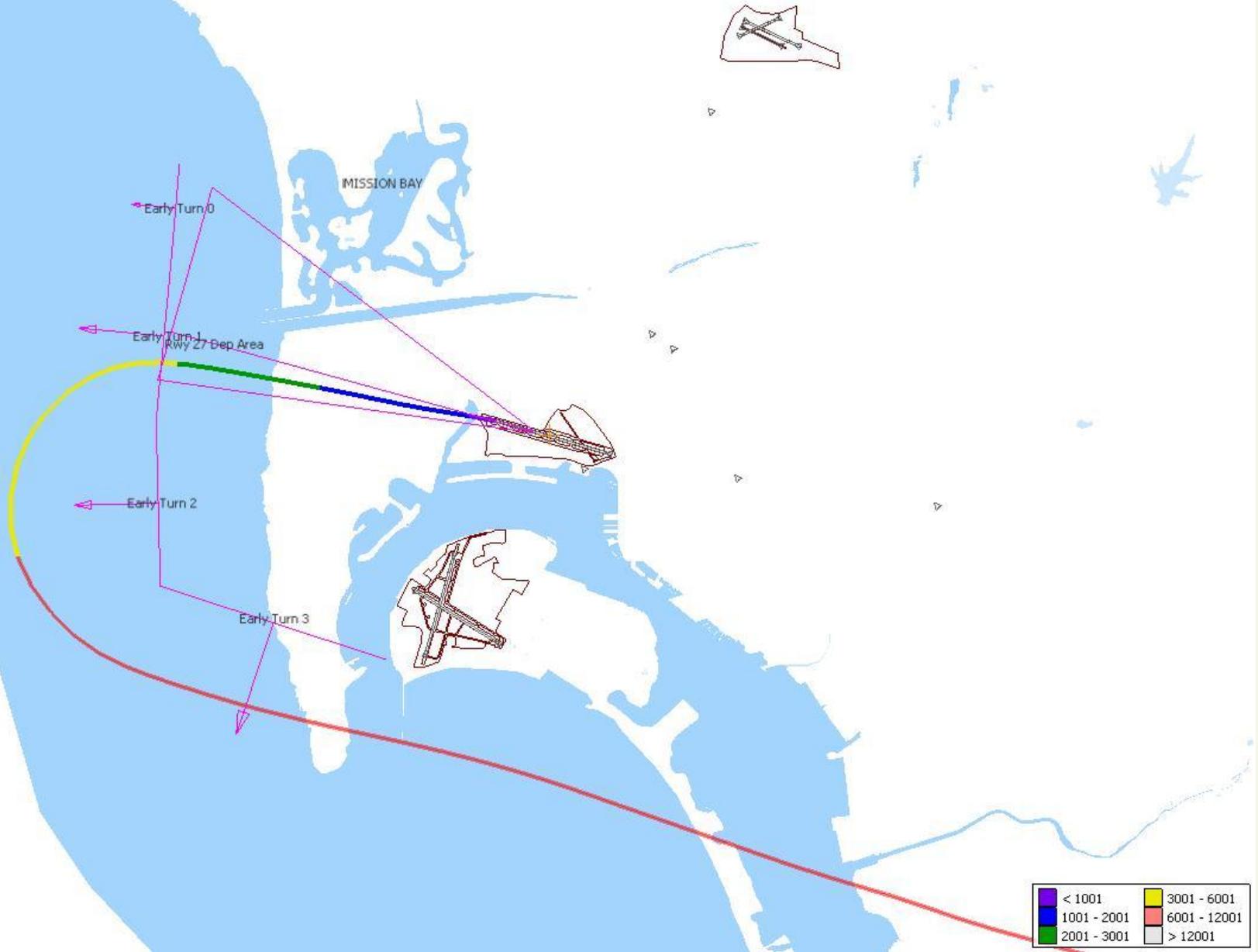
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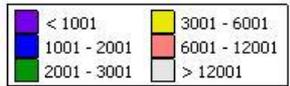
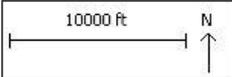
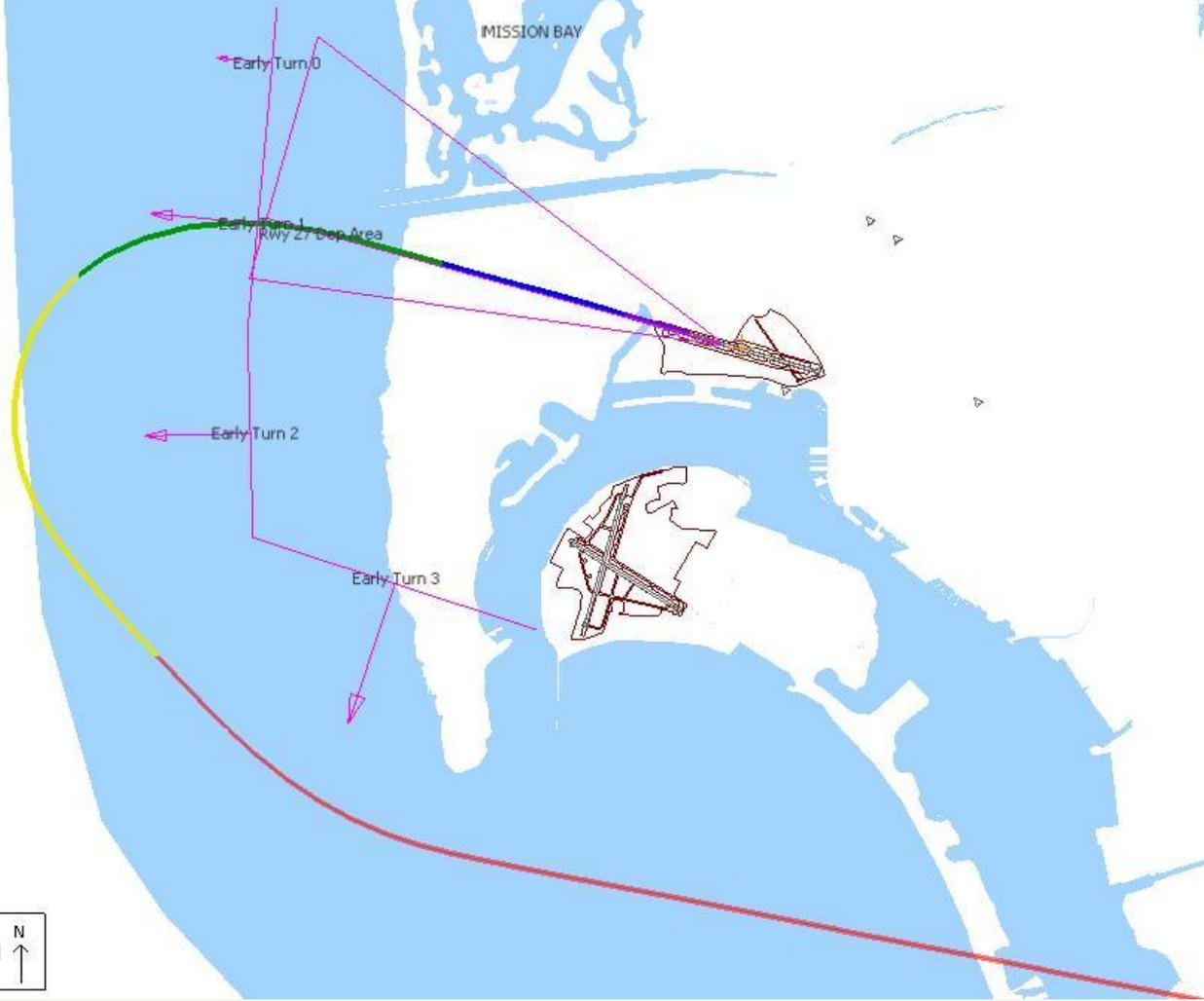




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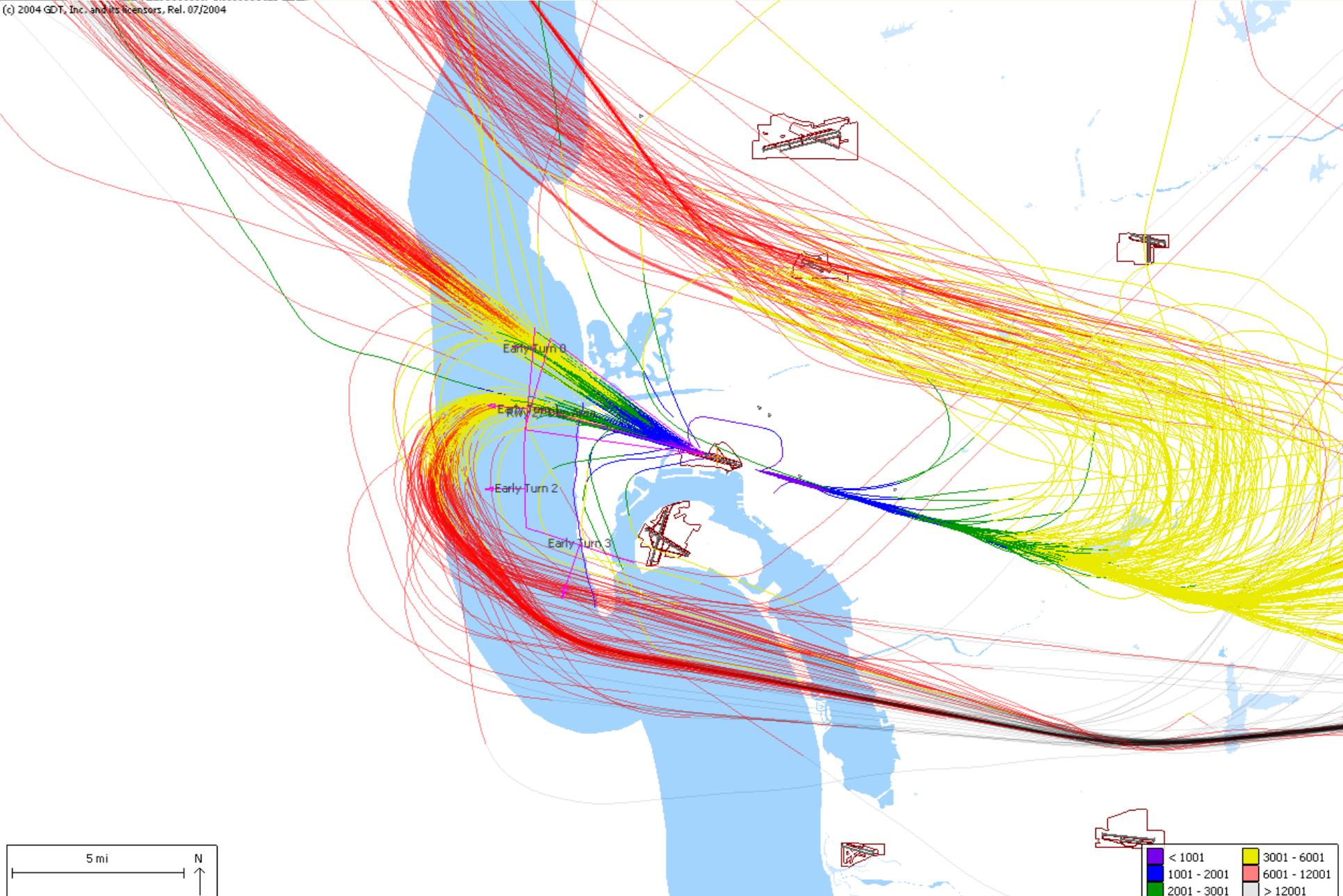








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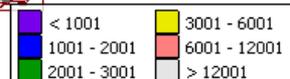
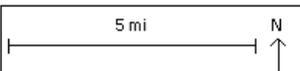


Early Turn 0

Early Turn 1

Early Turn 2

Early Turn 3





Any Questions?



“Contra-Flow” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

October 19, 2011



Contra-Flow Definition

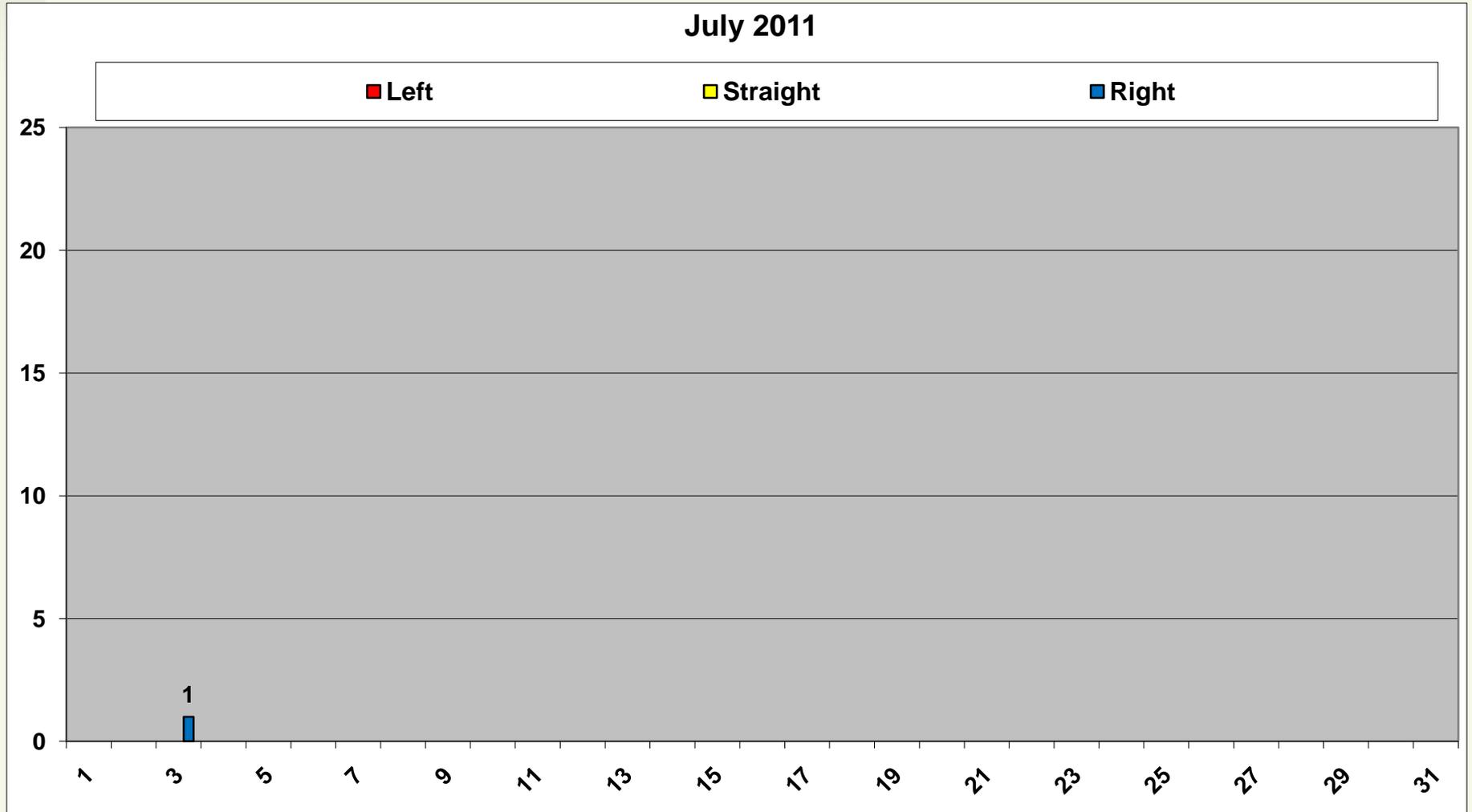
What are “Contra-Flow” Air Traffic Operations?

Contra-Flow operations is a air traffic control procedure used at SDIA when weather and/or aircraft weight play a factor in the arrival and departing phase of flight. Normal operations at SDIA consist of arrivals from the east and departures to the west. During Contra-Flow operations, aircraft arrive from the west and depart to the west on a reciprocal heading. Once airborne, departing aircraft are vectored south (over Point Loma) or north (over Mission Beach) to clear the airspace for arrivals into SDIA. These operations occur rarely and, for safety reasons, significantly reduce the operational capacity of the airport when they occur.

Link: http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf

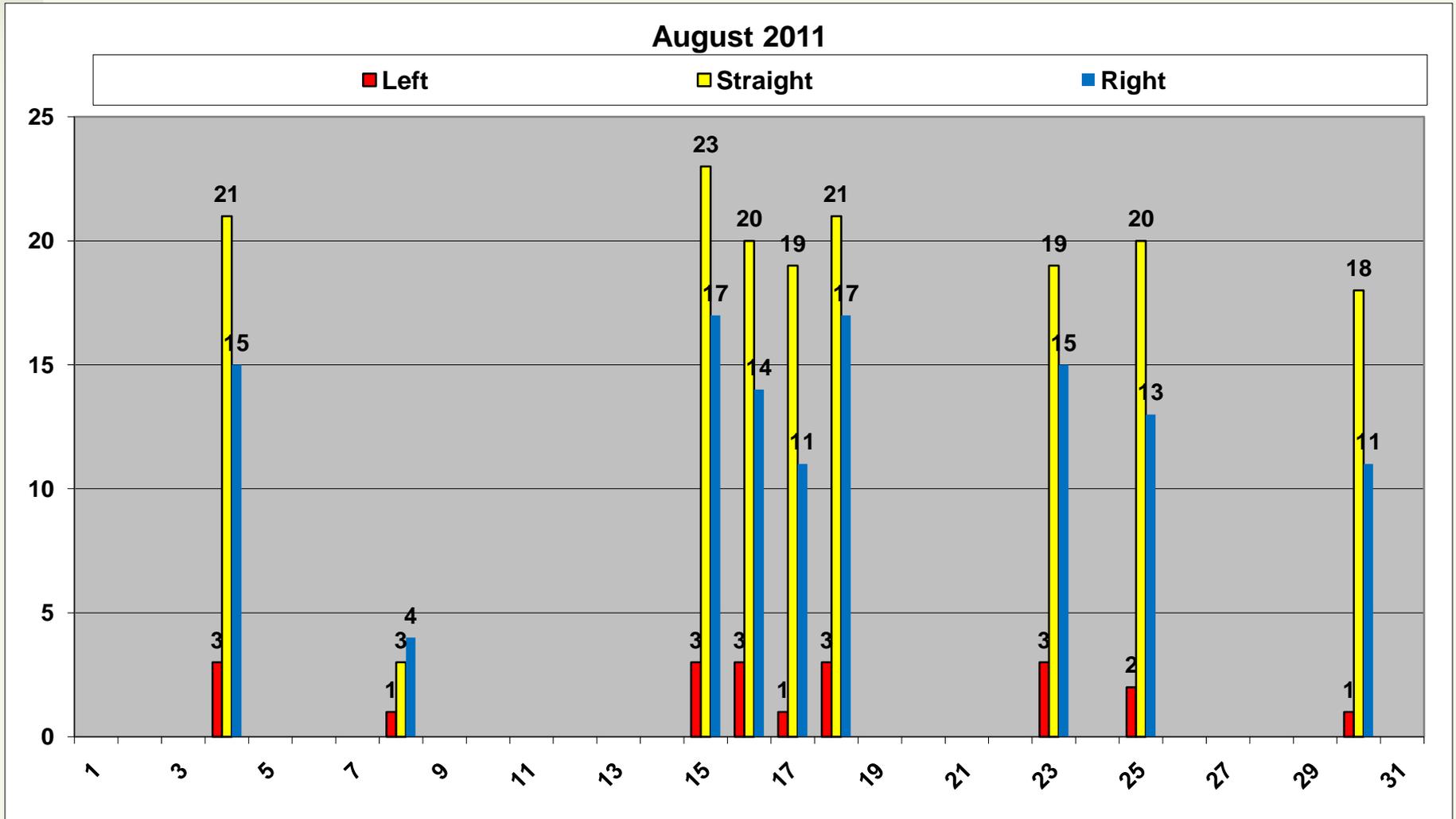


July 2011 Contra-Flow



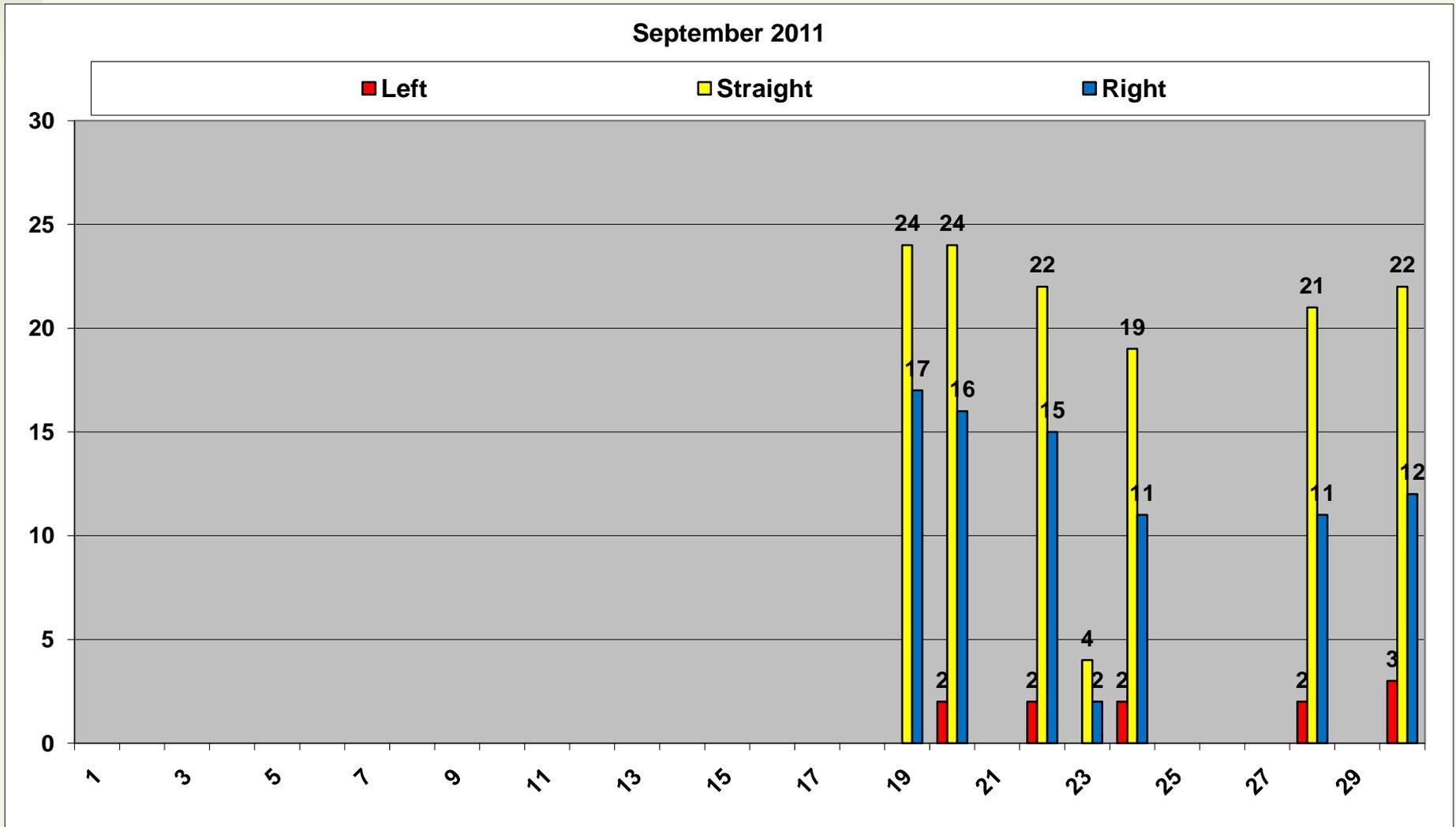


August 2011 Contra-Flow





September 2011 Contra-Flow



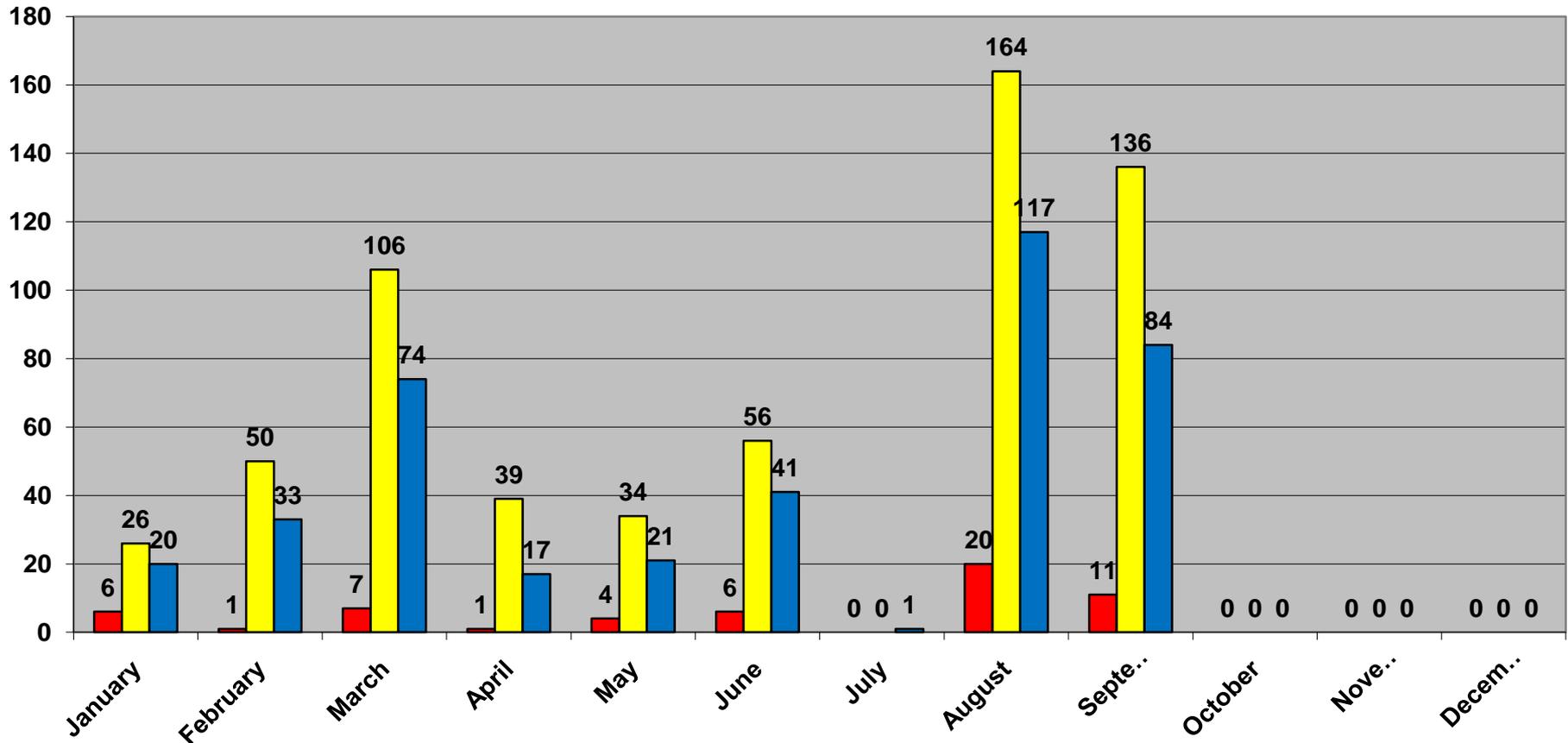


2011 Contra-Flow Totals

(Left 56 / Straight 611 / Right 408)

2011 Contra-Flow Counts

■ Left ■ Straight ■ Right





Any Questions?