

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA

Wednesday, January 16, 2013 4:00 P.M.

**San Diego International Airport
Noise Monitoring Room
Commuter Terminal, Third Floor
3225 North Harbor Drive, San Diego, CA 92101**

1. Welcome and Introductions
 2. Approval of the October 17, 2012 meeting minutes
 3. Information Items:
 - A. Airport Authority Update
 - B. ANAC Rules of Procedure (Annual Review- proposed change)
 - C. 2013 ANAC Meeting Dates (Proposed)
 - D. Curfew Violation Review Panel (CVRP) Statistics (CY 2012 to-date)
 4. Public Comment on Information and Discussion Items (Time Certain – 4:30 p.m.)
 5. Presentation Items:
 - A. Quieter Home Program (QHP) update (CY 2012 Statistics)
 - B. Missed Approach Statistics (CY 2012)
 - C. Complaint Statistics (CY 2012)
 - D. Early Turn and Contra-Flow Operations Statistics (CY 2012)
 6. Public Comment (Time Certain – 5:10 p.m.)
 7. New business
 8. Next meeting date
 9. Adjourn
-



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**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)
Meeting Minutes
October 17, 2012**

On October 17th, 2012, the Airport Noise Advisory Committee (Committee) met at the Quieter Home Program Offices, located at 2722 Truxtun Road, San Diego, CA 92106. The facilitator, Mark Butler, Ph.D., commenced the meeting at 4:05 p.m.

Present: John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Retired Airline Pilot; Jane Gawronski, PhD., Ocean Beach Planning Board; Kirk Hanson Community member; Congresswoman Susan Davis (ex-officio) representative Daniel Hazard; David Swarens, Greater Golden Hill Planning Committee; Carl Huenefeld, MCRD; Paul Webb, Peninsula Community Planning Board; Jack Zimmerman Acoustician; Mark Butler, Facilitator; and Airport Authority Staff: Steve Cummings.

Absent: Rob Cook, FAA Representative (Excused); Hirsch Gottschalk, Uptown Planners (Excused); Steven Holt, Airline Representative (ex-officio); Tait Galloway, City of San Diego; City Council District 2 (ex-officio) representative Michael Patton; Joe Scaglione, North Bay Community Advisory Planning Board (Excused); Deborah Watkins, Mission Beach Precise Planning Board (ex-officio) (Excused); County Supervisor Greg Cox (ex-officio) (Vacant); Little Italy Association (Vacant)

Dr. Butler invited each ANAC participant to introduce him/herself. Because there was no quorum present, Dr. Butler tabled approval of the July 18, 2012 meeting minutes.

Before proceeding, Mr. Frazee informed the committee of Jack Zimmerman's coming retirement as the volunteer professional Acoustician for ANAC; and acknowledged him with a Certificate of Appreciation for his contribution and participation on ANAC from July 2007 to October 2012.

Mr. Frazee introduced the latest version of the Authority's Noise Matters Newsletter that was sent in October to 38,000 residences within the SDIA Noise Impact Area, and pointed out an article regarding FAA's amended eligibility guidelines for the airport's residential sound insulation program. Current and previous newsletters are accessible in electronic format at www.san.org.

As for the Airport Authority, Mr. Frazee provided three quick updates, 1) Green Built Project- the 10 gate expansion is on schedule and under budget. In the near future, the wholesale

replacement of food and beverage tenants at all three terminals will undoubtedly make for traveler inconvenience, especially in T2 east and west. Final touches to the new upper level roadway and ticket counter serving the Terminal 2 complex are underway; sail masts are up in both locations and the sail structure will be completed by spring of 2013; 2) Airport Development Plan (ADP) (Master Plan) – north side, will have several concept meetings the week of October 21, with public meetings scheduled on Monday, October 22 at 4:00, 5:00, and 6:00 p.m. on the Commuter Terminal's second floor; 3) the persistent fog that rolled in on October 16 in the late afternoon caused significant cancellations for inbound flights.

Mr. Frazee then reviewed the Records of Decision from two Curfew Violation Review Panel (CVRP) meetings held since the July ANAC meeting. At the first, held August 1, of six operations evaluated by the Panel, three were assessed penalties for a total of \$16,000.00, and three were assessed no penalty due to aircraft maintenance issues beyond the operator's control discovered prior to pushback or during taxi. The second meeting, on October 3, reviewed three operations: one general aviation and two air carrier departures, where one was penalized \$2,000.00, one was not penalized due to maintenance, and one was deferred until the December CVRP due to the incomplete documentation by the air carrier. ANAC was informed that CVRP meets on a bi-monthly schedule on the first Monday of the month starting in February; a public meeting beginning at 2:00 PM in the Noise Monitoring Room on the third floor of the Commuter Terminal. A question was asked regarding what criteria the Panel uses that could lead to operator exoneration. Mr. Frazee gave the following criteria for a curfew operation to be exempted from fines. The Panel does not review emergencies or medical flights of necessity (LifeFlight) which transport medical patients or human organs to San Diego hospitals. These operators, however, are required to complete a form with the Authority within 72-hours stating the purpose of the flight to be exempted from the curfew. Additionally, the Federal Aviation Administration (FAA) asks the Panel to review three conditions in their evaluation of extenuating circumstances – Air Traffic Control delays (ground hold) at San Diego, adverse or extreme weather condition at San Diego which delay the departure, and aircraft maintenance issues discovered close to scheduled departure time and outside of the operator's control. A member asked if the Airport Authority could exclude a particular type of aircraft from operating at the airport. Mr. Frazee responded that we lack that ability due to FAA rules – as long as an aircraft meets the minimum noise standards required by FAA, we cannot prohibit the aircraft from operating at San Diego. However, Noise Mitigation staff works continuously with the air carriers and business jet operators to ensure aircraft that fly into SAN meet established criteria and use flight procedures consistent with quiet operation. It was also reiterated that the SDIA curfew is a departure curfew only (from 11:30 p.m. until 6:30 a.m.) and that arrivals are permitted 24-hours daily. This concluded Mr. Frazee's presentation.

A quorum now present, Dr. Butler requested a motion to approve the July 18 draft meeting minutes. The minutes were approved by a majority of the Committee, with one abstention, without discussion.

For the initial presentation item, Dr. Butler introduced Ms. Sjohnna Knack, Program Manager of the Quieter Home Program (QHP), who together with Mr. Frazee discussed the impact/guidelines of a recent FAA Program Guidance Letter (PGL). Mr. Frazee started the presentation by explaining what and how the PGL might impact eligibility criteria for residents

not currently under contract for residential sound insulation. The most significant change is that airports will be required to submit airport-specific testing criteria that will exclude homes whose average interior noise level is greater than 45 decibels on the Community Noise Equivalent Level (CNEL) metric.

Ms. Knack emphasized that QHP staff is working closely with the FAA to find out more about what type of methodology FAA will accept. Discussion ensued among members and staff as well as by community members present. Dr. Butler recommended that further discussion be taken on the side and assured the audience that staff will be available following the meeting to answer concerns and questions regarding this issue. Background documentation is available at the following site: http://www.san.org/sdcraa/airport_initiatives/qhp/faa_letter.aspx

A resident asked if there will be more flights at the airport because of the terminal expansion (Green Build) project. Mr. Frazee responded that arrivals and departures at the airport are down over 12 percent from the height of operations in 2007. From 650 flights per day in 2007, the airport is experiencing less than 500 operations daily now. The reference was to make the point that the airport has seen a decrease in transportation opportunities due to the merger of air carriers and the turndown in the economy. The past few years has brought a consolidation of flights, with operators opting for larger (but fewer) aircraft. We look forward to the addition of a flight to Tokyo's Narita airport beginning in December to add to San Diego's economy. The reason for the 10 gate expansion is to avoid overcrowding the terminals as we continue to move back to our 2007 operations numbers.

Ms. Knack then updated the group regarding the QHP. As of this date, QHP has completed 2,350 homes; since July, 80 homes were completed, including 26 condominium units. 597 units are in process, which could mean being in design, bidding or pre-construction phases; in construction there are over a hundred homes. Additionally, on the airport's east side, QHP is moving forward with insulating three historical homes in the Golden Hills neighborhood. Ms. Knack mentioned that staff has received about 50 phone calls and emails related to the Noise Matters (eligibility change) article, and has sent out explanatory letters to homeowners under contract and on the waiting list for residential insulation. This concluded Ms. Knack's presentation.

Mr. Hollarn presented updated Missed Approach statistics. See the PowerPoint presentation at the following link:

http://www.san.org/documents/airport_noise/anac/12Oct_presentation_items.pdf

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

http://www.san.org/documents/airport_noise/anac/12Oct_presentation_items.pdf

A member asked whether complaints about military flights are included in the report. Mr. Hollarn responded that complaints about flights determined not to be destined for or originating out of San Diego International are referred to the correct agency, i.e., military aircraft to North Island NAS, and helicopter overflights to either the police department or military agency.

However, since the airport's 23 community-placed noise monitors do not discriminate, any aircraft noise event collected is included, for reporting purposes.

Mr. Hollarn also responded to one members question on the availability of the presentation items, explaining that all meeting documentation is posted to and is now available on the SAN website.

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

http://www.san.org/documents/airport_noise/anac/12Oct_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/12Oct_presentation_items.pdf

Mr. Hollarn presented and discussed two additional new slides added to the presentation that show the direction of Early Turns and the time of day of such operations. Discussion ensued regarding how the information was presented on the Early Turn slides. Additionally, ANAC members acknowledged tower and TRACON personnel on their adherence to the offshore turn protocol and the decrease in early turns during the last year, but noted that the numbers were starting to increase and inquired if new controllers not advised about the procedure might be the reason. Mr. Frazee said he would inquire regarding this issue with the FAA representative, who was unable to participate at this meeting.

Public comment: A Loma Portal resident asked if noise testing is being conducted at residences and, if so, how can a community member request a noise test of her residence. Mr. Hollarn responded that noise testing can be requested but is performed outside of the residence, not indoor. Questions and discussion ensued regarding the airport's noise contour boundary lines and how they are determined.

New business: Dr. Butler informed the members that the next meeting is scheduled for January 16, 2013 at the Commuter Terminal and since it is the first meeting of the year, discussion will include the proposed dates and times for 2013 meetings; possible changes to established Authority policy, rules and procedures, and member's input regarding staff presentation of statistical data.

Dr. Butler adjourned the meeting at 5:12 p.m. The next meeting is scheduled for Wednesday, January 16, 2013 at 4:00 p.m. at the Airport Noise Monitoring, located in 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 clarification of commonly asked aircraft noise-oriented questions at SDIA.



AIRPORT NOISE ADVISORY COMMITTEE (ANAC) RULES OF PROCEDURE

The following RULES OF PROCEDURE have been adopted by the Airport Noise Advisory Committee (ANAC). These RULES OF PROCEDURE and San Diego County Regional Airport Authority Board Policy 9.20, shall govern the ANAC.

1. **ATTENDANCE**: The Committee shall meet at least quarterly. Committee member attendance will be recorded and minutes taken at each meeting. Excused absences shall be entered into the minutes of the meeting. Members may be removed for lack of attendance, which is defined as the failure to attend three consecutive meetings. Members who must be absent from a meeting may designate, in writing and in advance, an Alternate to represent him/her at a meeting. If a Community Planning Board member has two consecutive unexcused absences from meetings, the respective planning board president will be contacted.
2. **QUORUM**: A quorum of the ANAC shall consist of at least 50%+1 of its voting members. The ANAC shall be composed of no more than twelve (12) voting members: 1) Commercial Airline Pilot; 2) Acoustician; 3) Military; 4) At-Large community member residing in 65db CNEL contour; 5) Greater Golden Hill Planning Board, 6) Little Italy Association; 7) North Bay Community Planning Group; 8) Ocean Beach Planning Board; 9) Peninsula Community Planning Board; 10) Uptown Planners; 11) City of San Diego; and 12) County of San Diego.

The Committee may also include ex-officio members representing the United States Congress, (or alternate designee), Federal Aviation Administration, the State of California legislature, (or designated representative), the County of San Diego Board of Supervisor (or alternate designee), the San Diego City Council (or alternate designee), Air Transport Association (A4A) representative, an airline representative selected by the Board, and an appointee from the Mission Beach Precise Planning Board with oversight of a residential community outside the SDIA Federally designated noise-impact area (65dB CNEL contour) yet within the current SDIA 60 dB CNEL noise contour Ex-officio members are subject to approval by the San Diego County Regional Authority

3. **MEETING PROCEDURES**: The ANAC shall follow these rules of procedure and shall apply Roberts Rules of Order for issues not specifically covered here.
4. **PUBLIC COMMENT**: Any citizens wishing to address the ANAC must complete a speaker's request form prior to the Public Comment agenda item. The time limit per speaker is three minutes.
5. **AGENDAS**: The Facilitator and Director, Airport Noise Mitigation shall prepare meeting agendas with input from ANAC. Committee members wishing to submit agenda items for the next scheduled ANAC meeting must do so via the Director,



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Airport Noise Mitigation at least one week prior to the meeting.

6. **MEETING TIME/LOCATION:** Meetings are normally scheduled quarterly on the third Wednesday of January, April, July, and October at 4:00 p.m. in the Noise Monitoring Conference Room at the Commuter Building, 3225 N. Harbor Drive, 3rd Floor.



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ANAC 2013 Meeting Date Options

Presently –

ANAC meets quarterly from 4:00 until 5:30 p.m. on the third Wednesday in January, April, July, and October.

Current Variance to the California Noise Standards (CA PUC, Title 21, Sub 5002) specifies that "...the frequency of the Airport Noise Advisory Committee (ANAC), specified in paragraph 1(c), page two, of Attachment C to the variance stipulation, requires that the ANAC meet not less frequently than quarterly.

Option 1:

Continue to meet quarterly on the previously agreed day (third Wednesday in Jan, Apr, Jul, Oct) and time (4:00 until 5:30 p.m.):

January 16
April 17
Jul 17
October 16

Option 2: Change either of the following:

Time

Day

Any change requires a motion by and a majority vote of ANAC.

**San Diego International Airport (SAN)
Curfew Violation Review Panel (Panel)
December 5, 2012
Record of Decision (ROD)**

Panel members: George Condon, representing Planning and Operations Division; Howard Kourik, representing Administration 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: Lynn Silva and Matt Holt (US Airways); Royal Marbut (Jet Blue Airways); Judith McCoy (Hawaiian Air)

Members of the public present: None

US Airways Flight 199; August 21, 2012 (2343L)

No written information was provided; representatives were present.

Panel Recommendation

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

Jet Blue Airways Flight 412; September 28, 2012 (2357L)

Written information was provided; a representative was present.

Panel Recommendation

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

Jet Blue Airways Flight 186; October 10, 2012 (2352L)

Written information was provided; a representative was present.

Panel Recommendation

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

Alaska Airlines Flight 762; October 12, 2012 (2336L)

Written information was provided; no representative was present.

Panel Recommendation

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

US Airways Flight 66; October 18, 2012 (2352L)

No written information was provided; representatives were present.

Panel Recommendation

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

Hawaiian Airlines Flight 15; October 20, 2012 (0026L)

No written information was provided; a representative was present.

Panel Recommendation

The Panel voted to defer decision until the next CVRP (February 6, 2012).

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2012 Quieter Home Program Summary

2012 Homes Completed = 333

East	125
West	208
Historic	33
Non-Historic	300
Multi-Family	228
Single-Family	105
Homes Completed to Date	2,416
Homes Remaining in the 67+ Contour	2,492

2012 Quieter Home Program Summary

Spending to Date = Approximately \$135 Million

Challenges

- FAA Program Guidance Letter (affects program eligibility)

Accomplishments

- Completion of 2,000th Home
- Completion of Pt. Loma Tennis Club Condo Complex

Survey Results

- 96% Overall Satisfaction
- 100% Recommend the Program





Missed Approach Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

January 16, 2013



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.

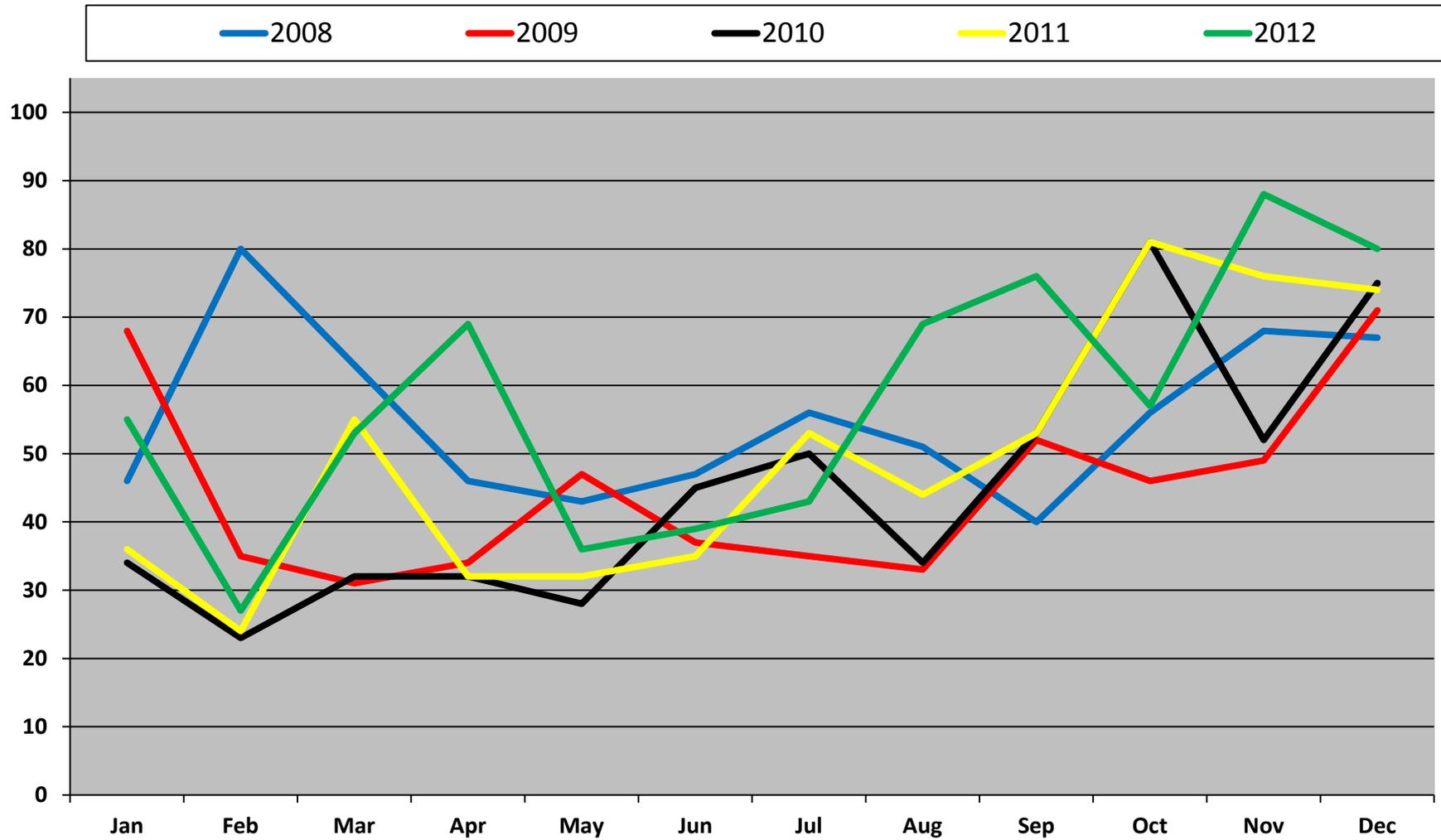
-Operations have been halted because foreign object debris (FOD) has been spotted on the runway and must be removed prior to resuming operations.

-Slow flow of departures and/or arrivals.



2003-2012 Missed Approaches

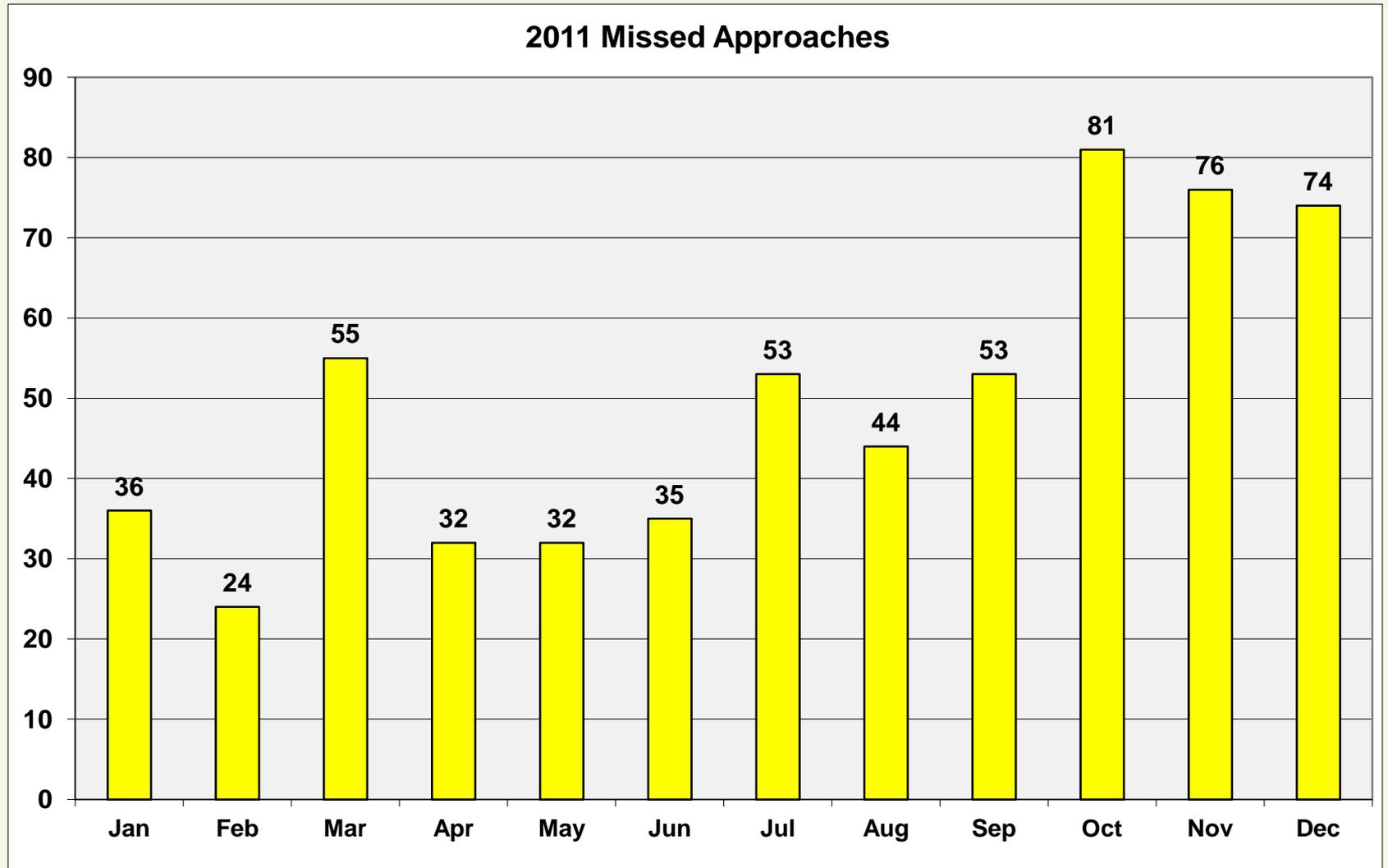
2003 = 569, 2004 = 589, 2005 = 696, 2006 = 594, 2007 = 633, 2008 = 663
2009 = 538, 2010 = 539, 2011 = 595, 2012 = 692





2011 Missed Approaches

595 Total

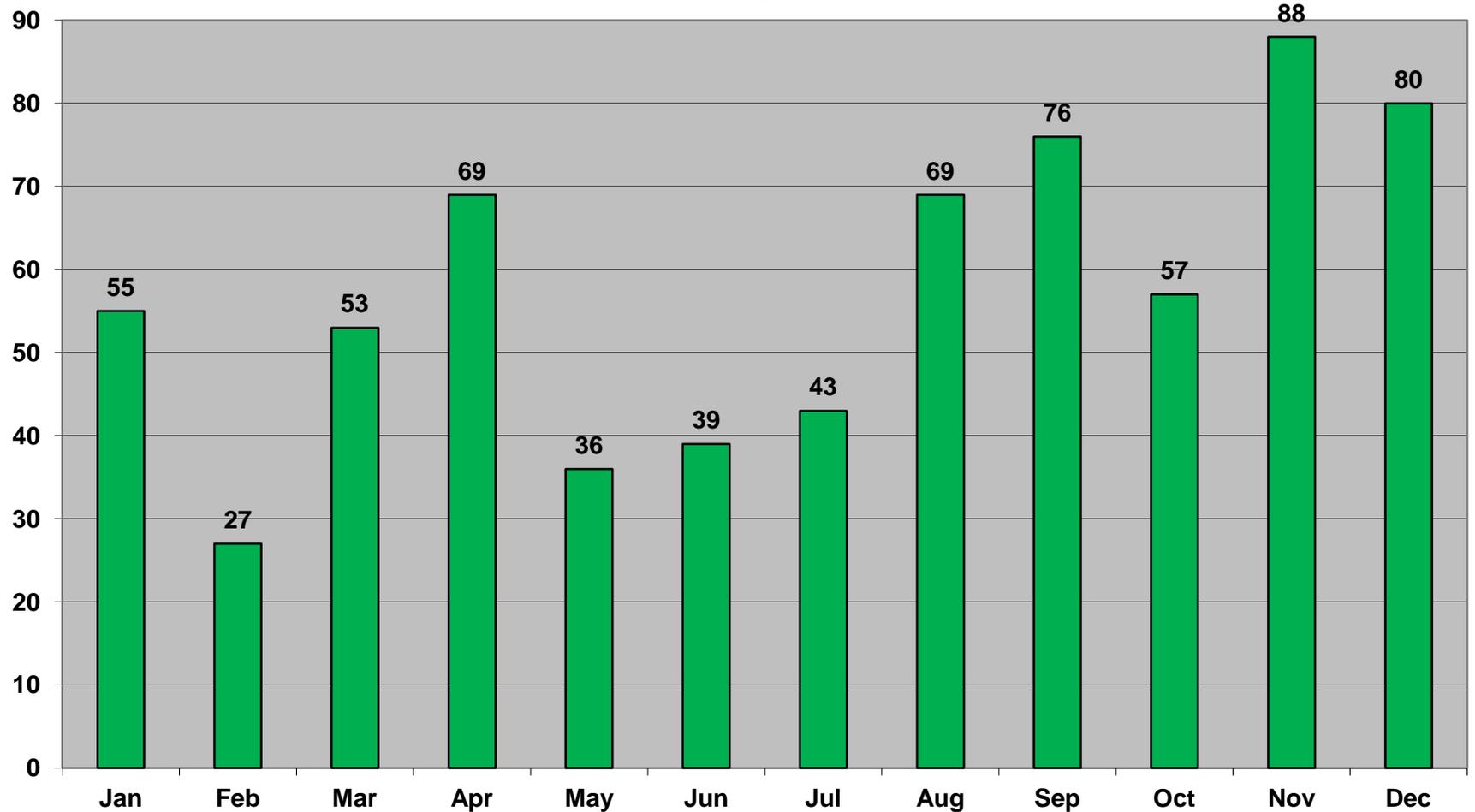




2012 Missed Approaches

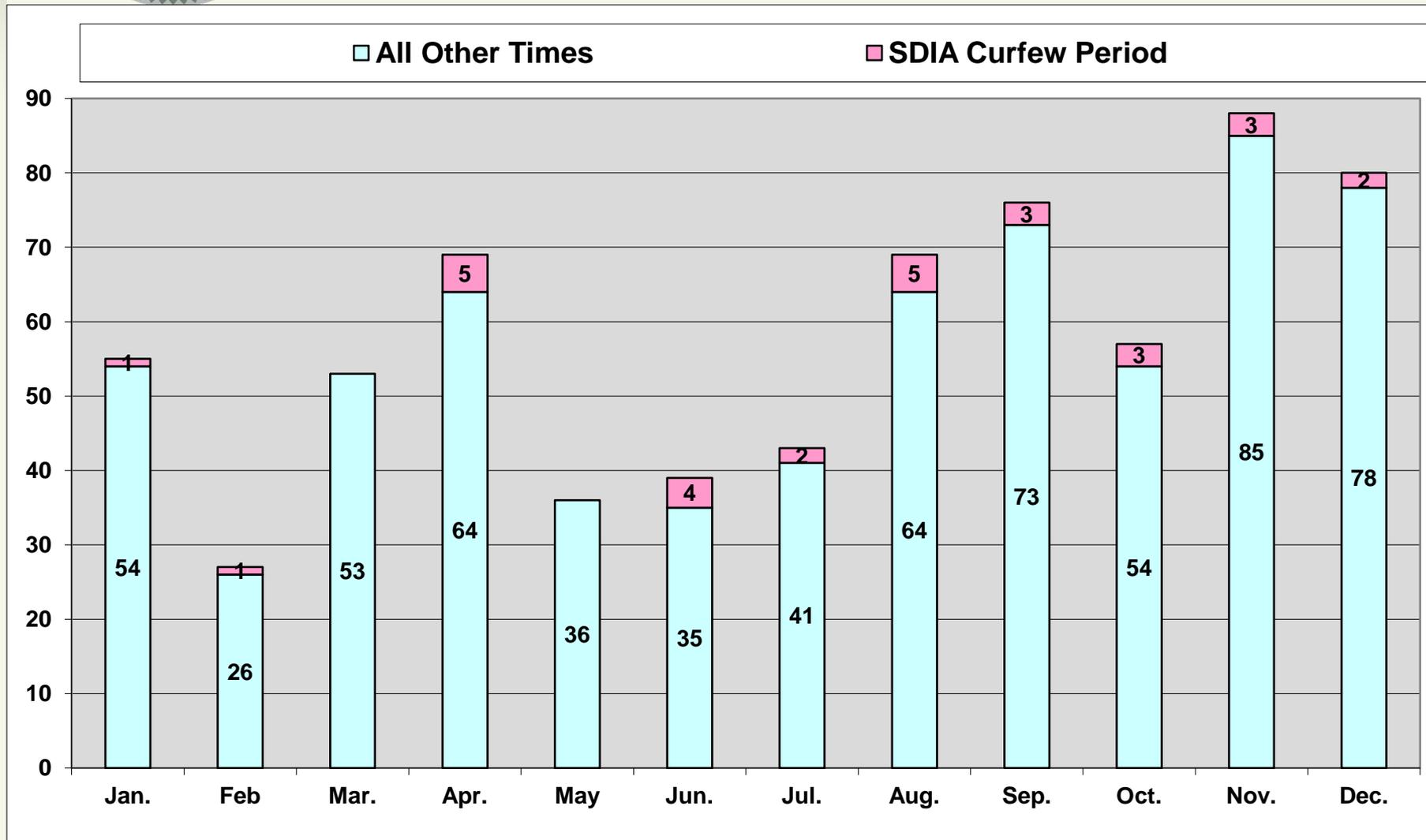
692 Total

2012 Missed Approaches



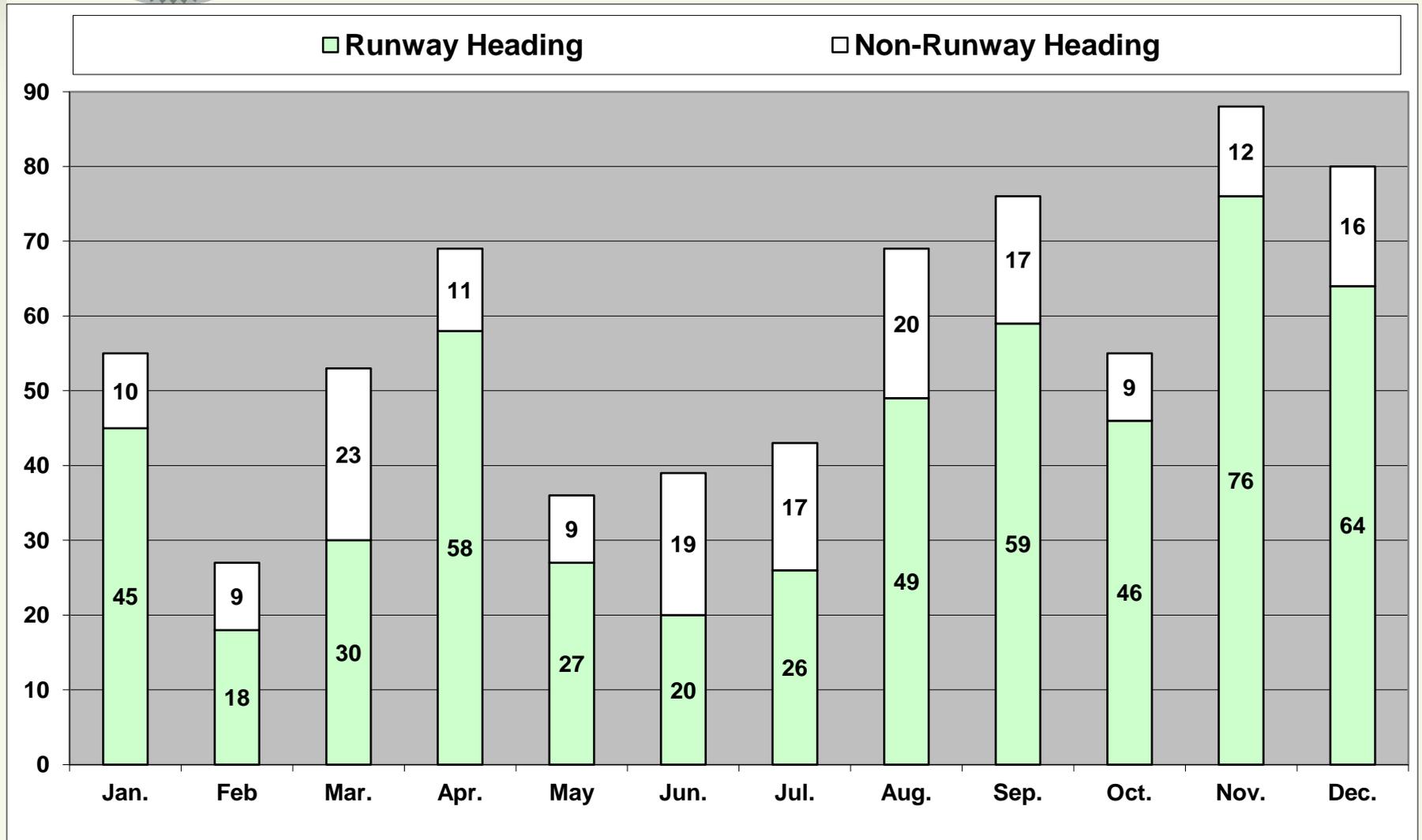


Curfew Period vs. All Other Times



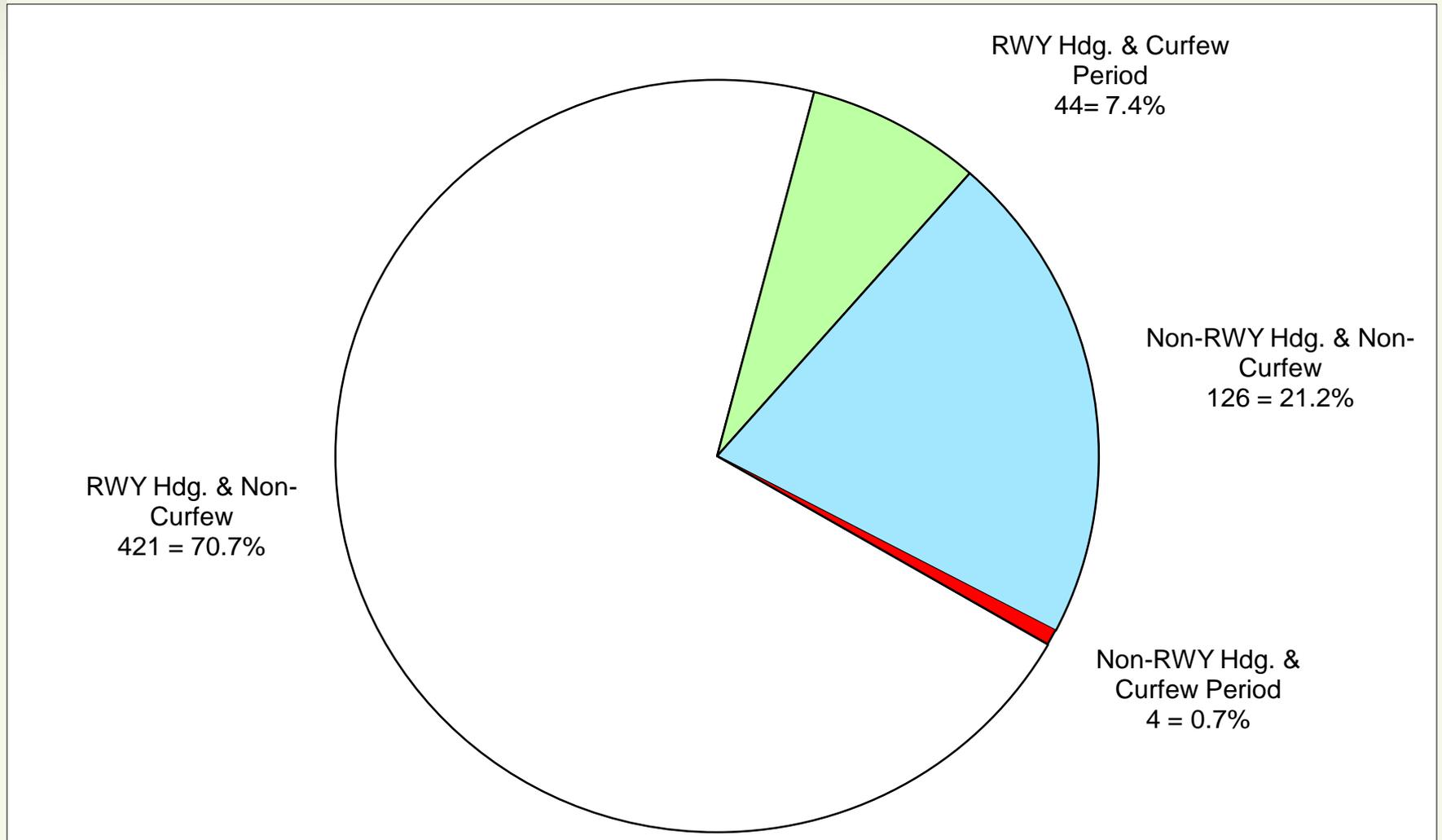


Runway Hdg. Vs. Non-Runway Hdg.



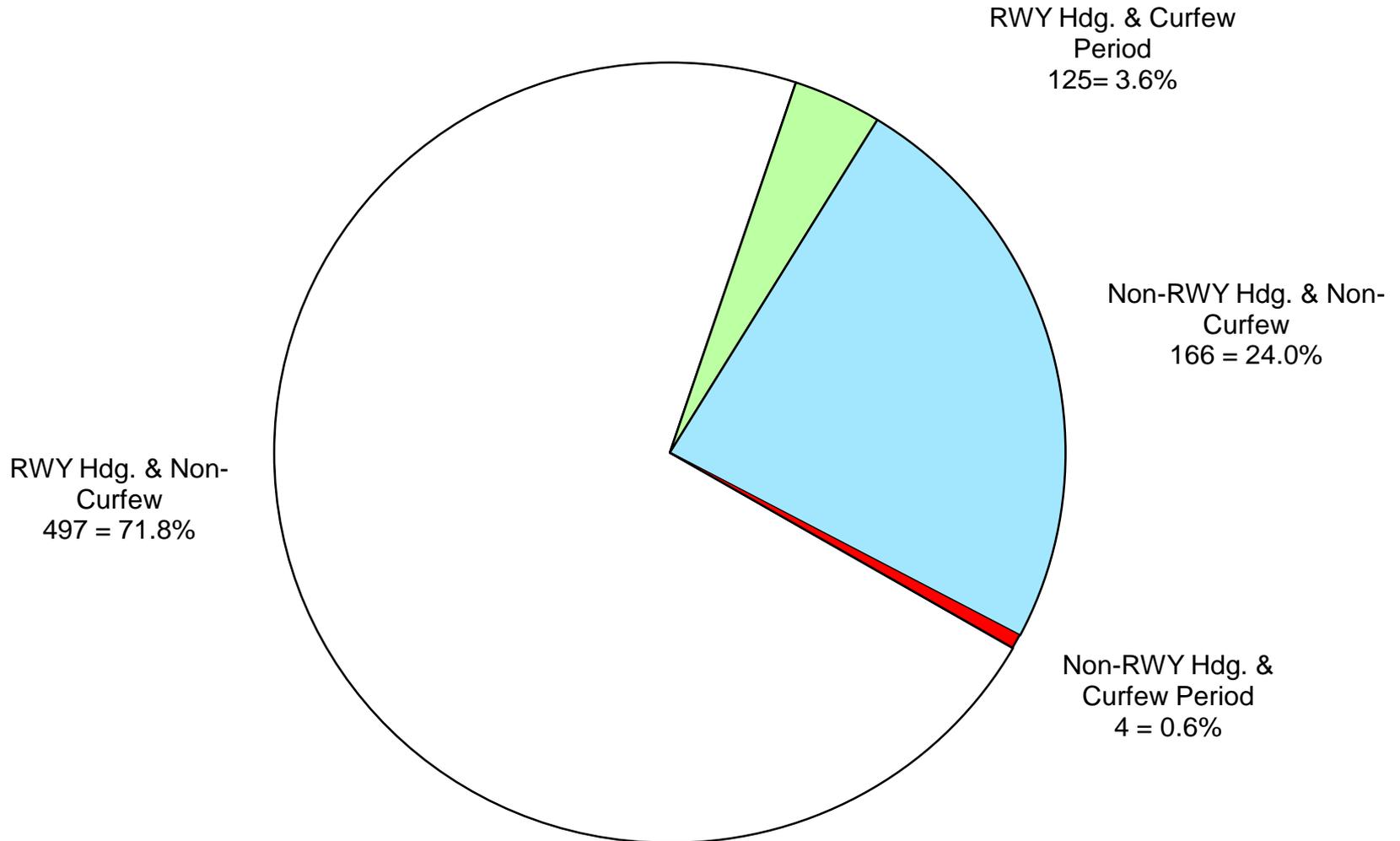


2011 Missed Approaches – Percentage





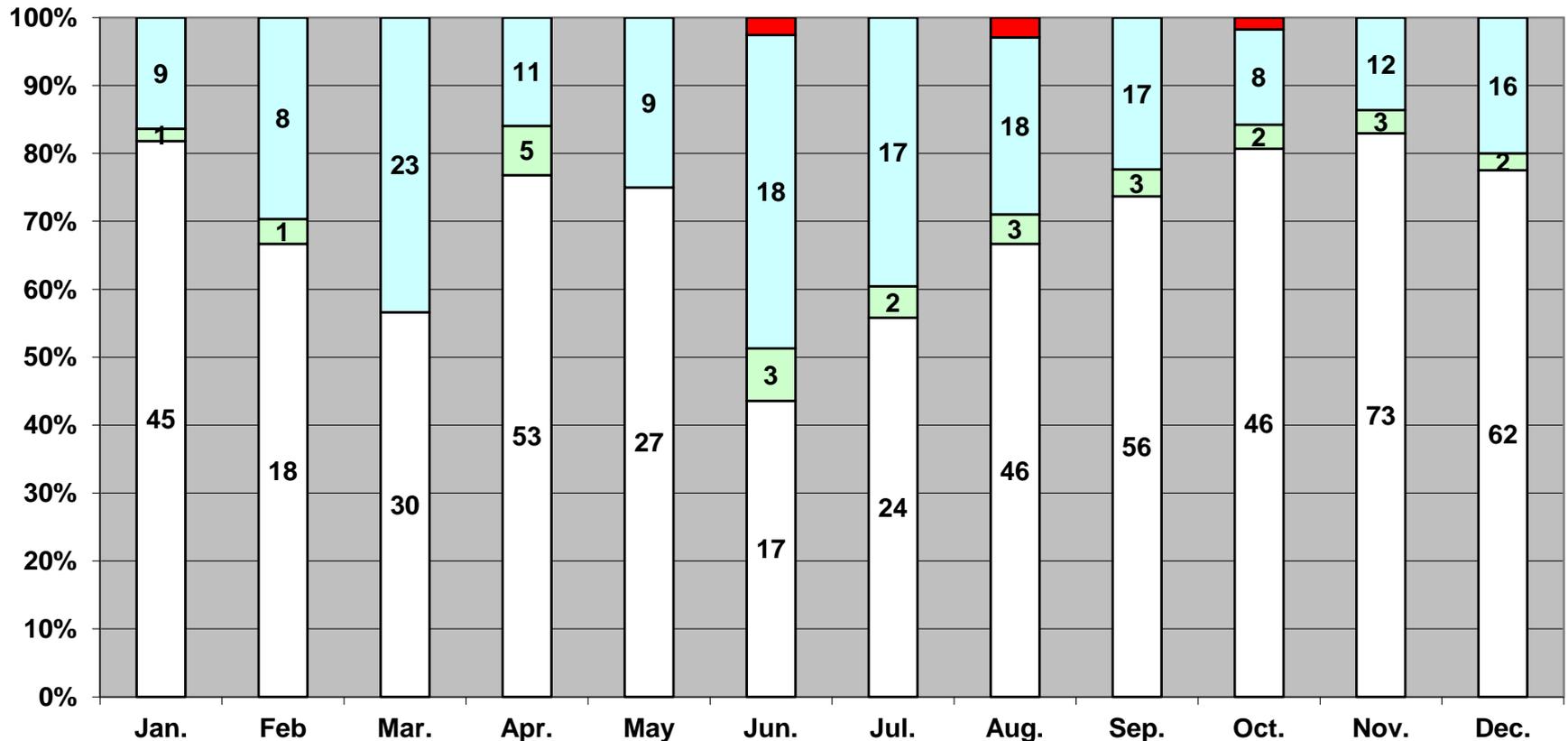
2012 Missed Approaches – Percentage





2012 Missed Approaches – Percentage

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





Any Questions?



“Early Turn” Statistical Update

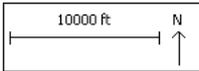
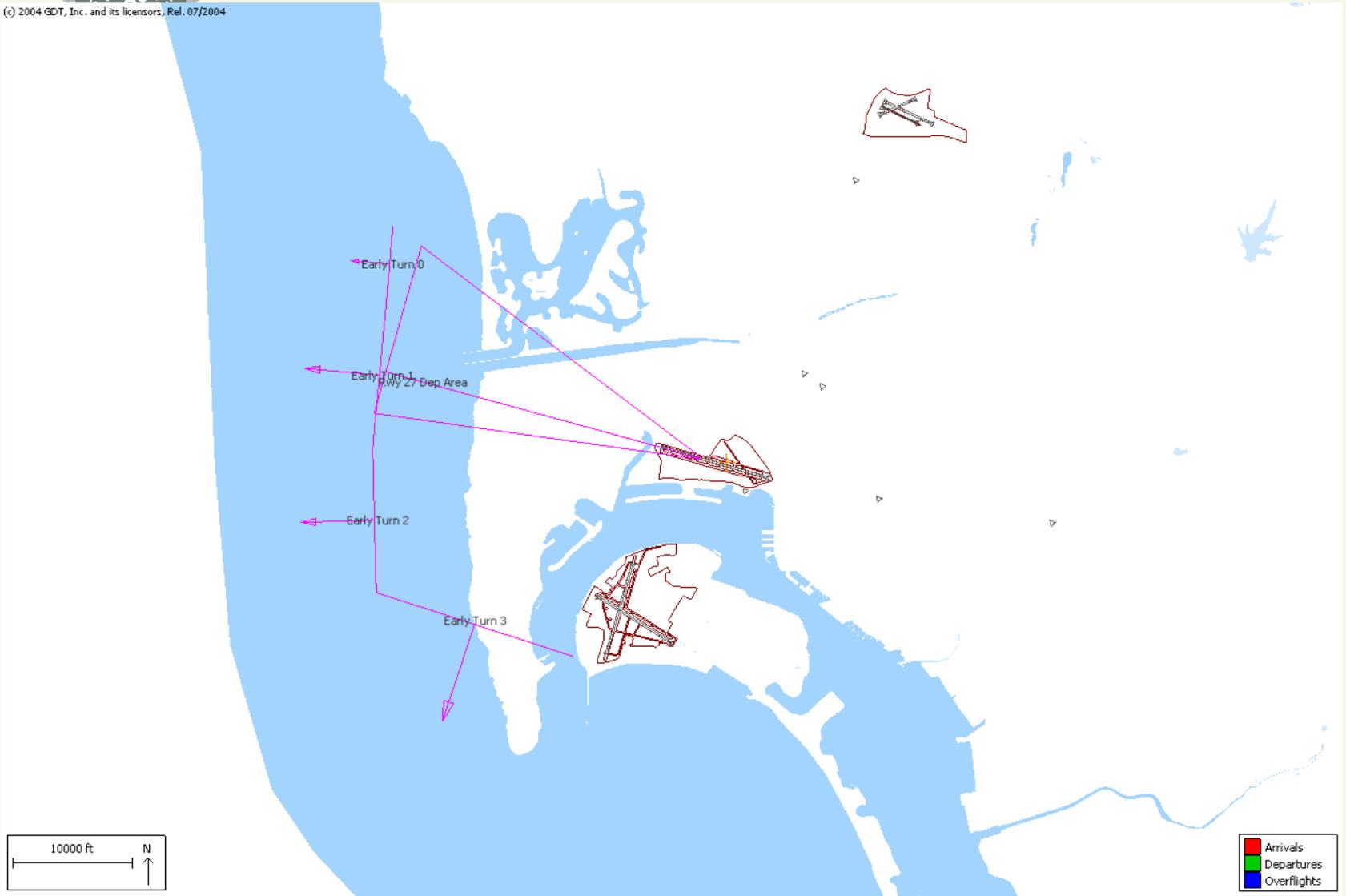
Airport Noise Advisory Committee
San Diego International Airport

January 16, 2013



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)

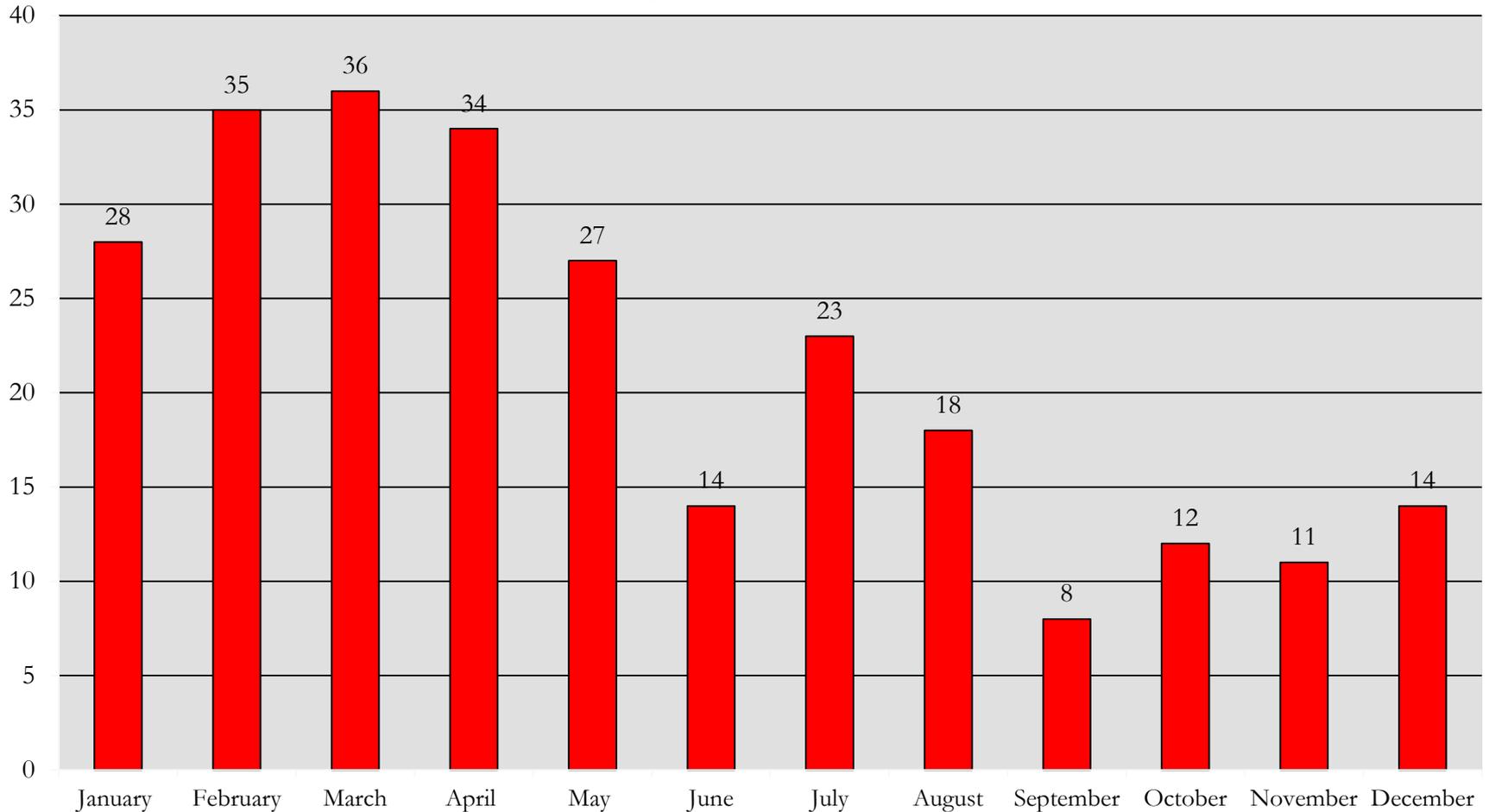
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the 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.



2011 Early Turns

Total sent to FAA
(Total for 2011 = 260)

Early Turns 2011

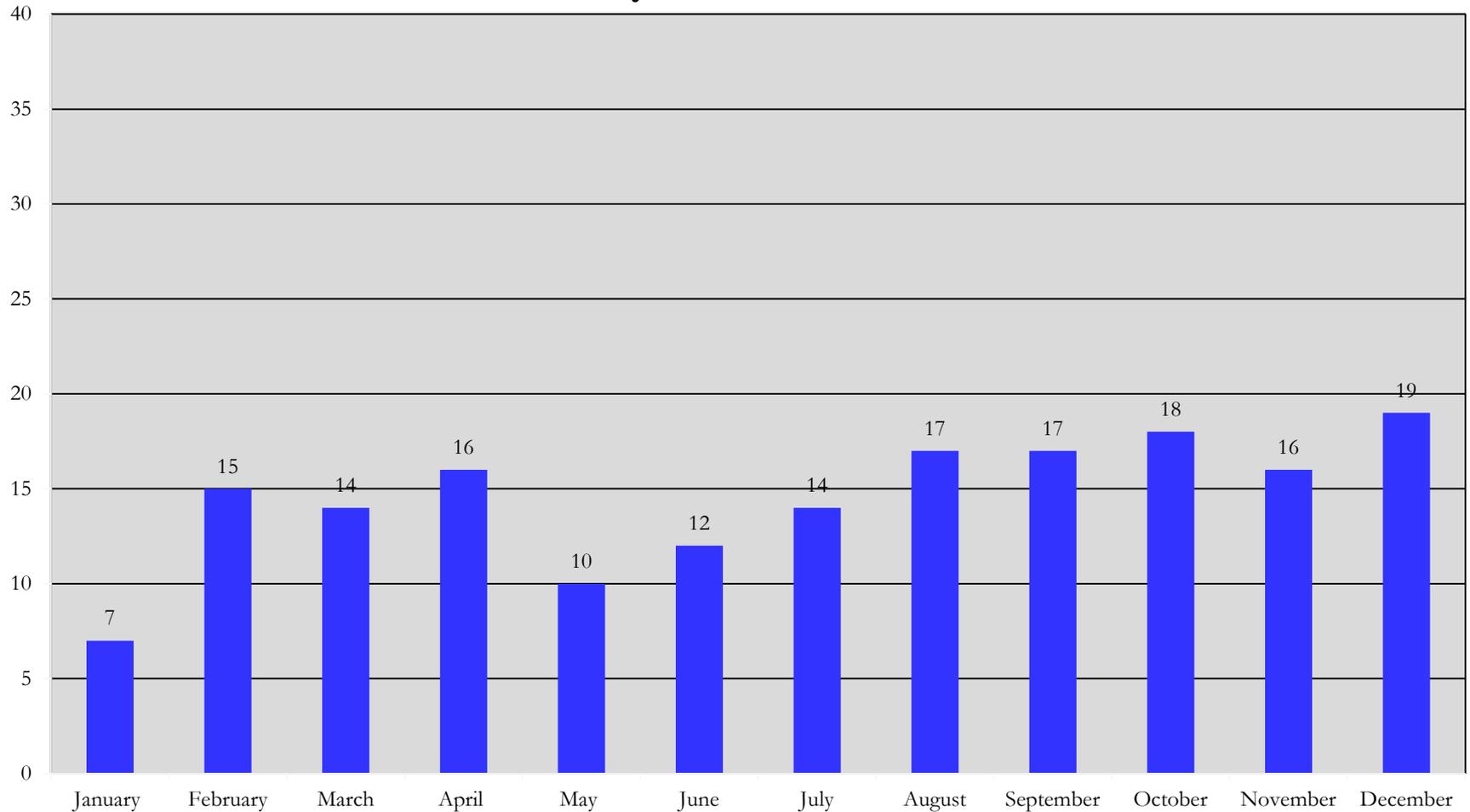




2012 Early Turns

Total sent to FAA
(Total for 2012 = 175)

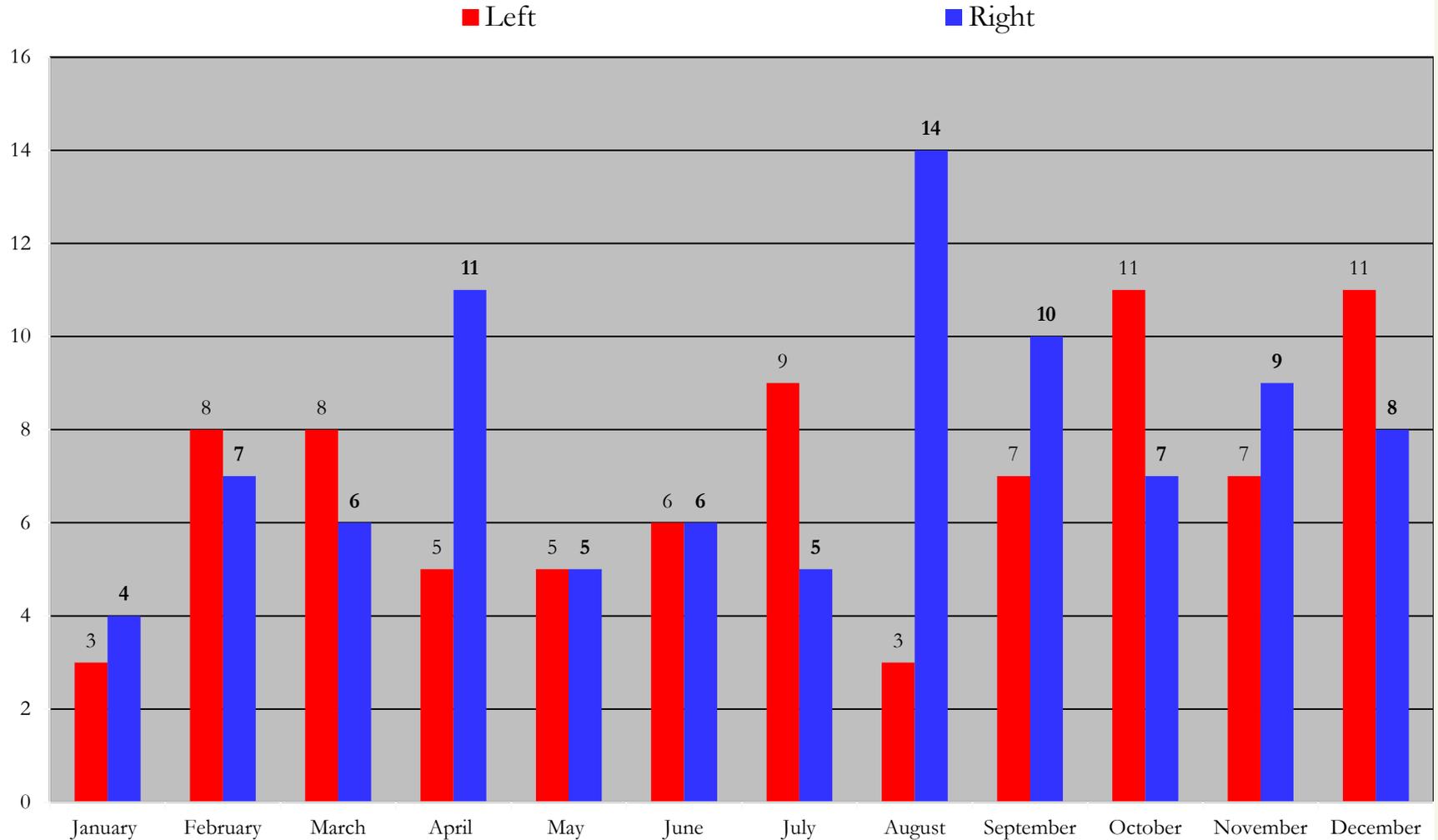
Early Turns 2012





2012 Early Turns

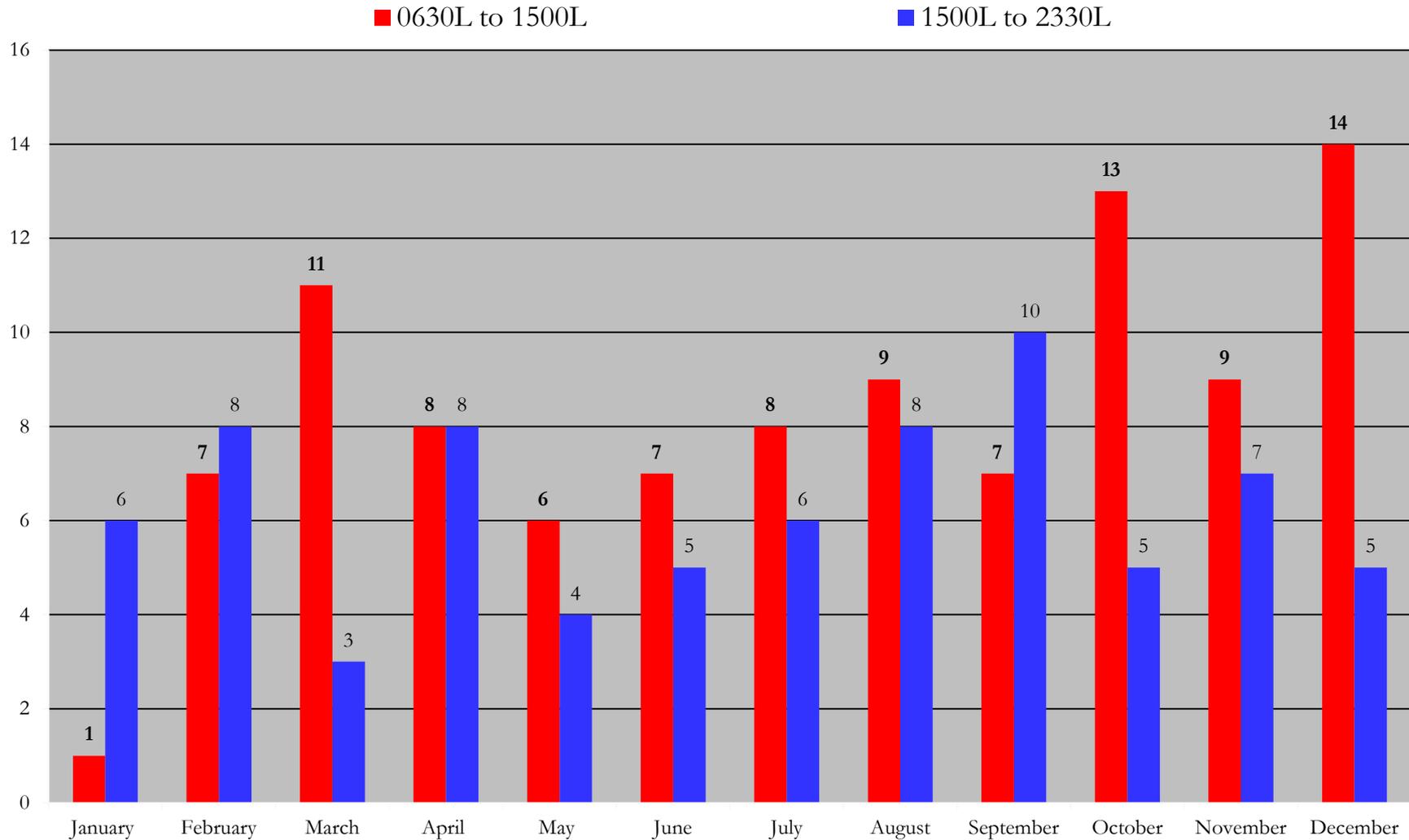
Direction (Left, Right)





2012 Early Turns

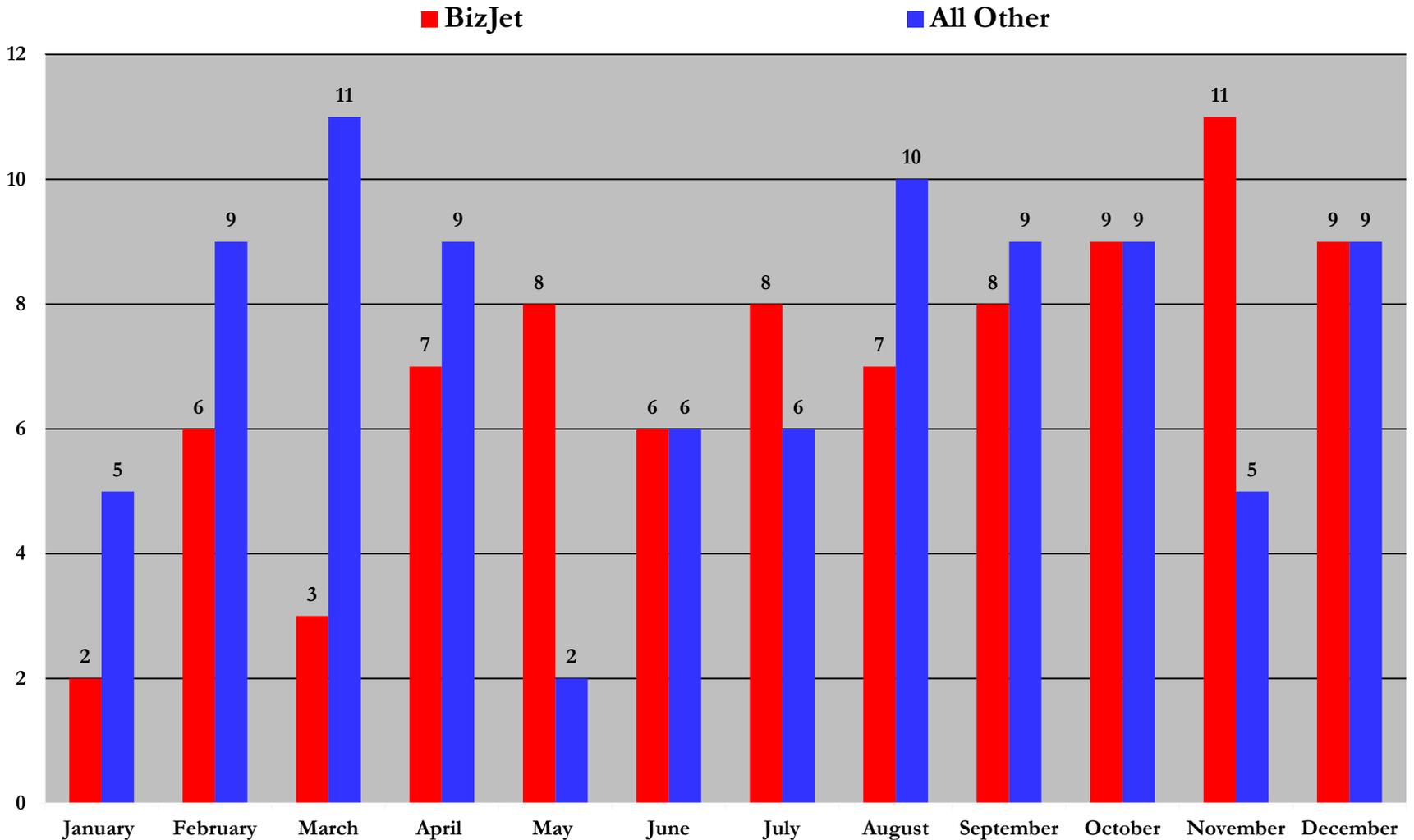
Time of day (0630-1500 and 1500-2330)





2012 Early Turns

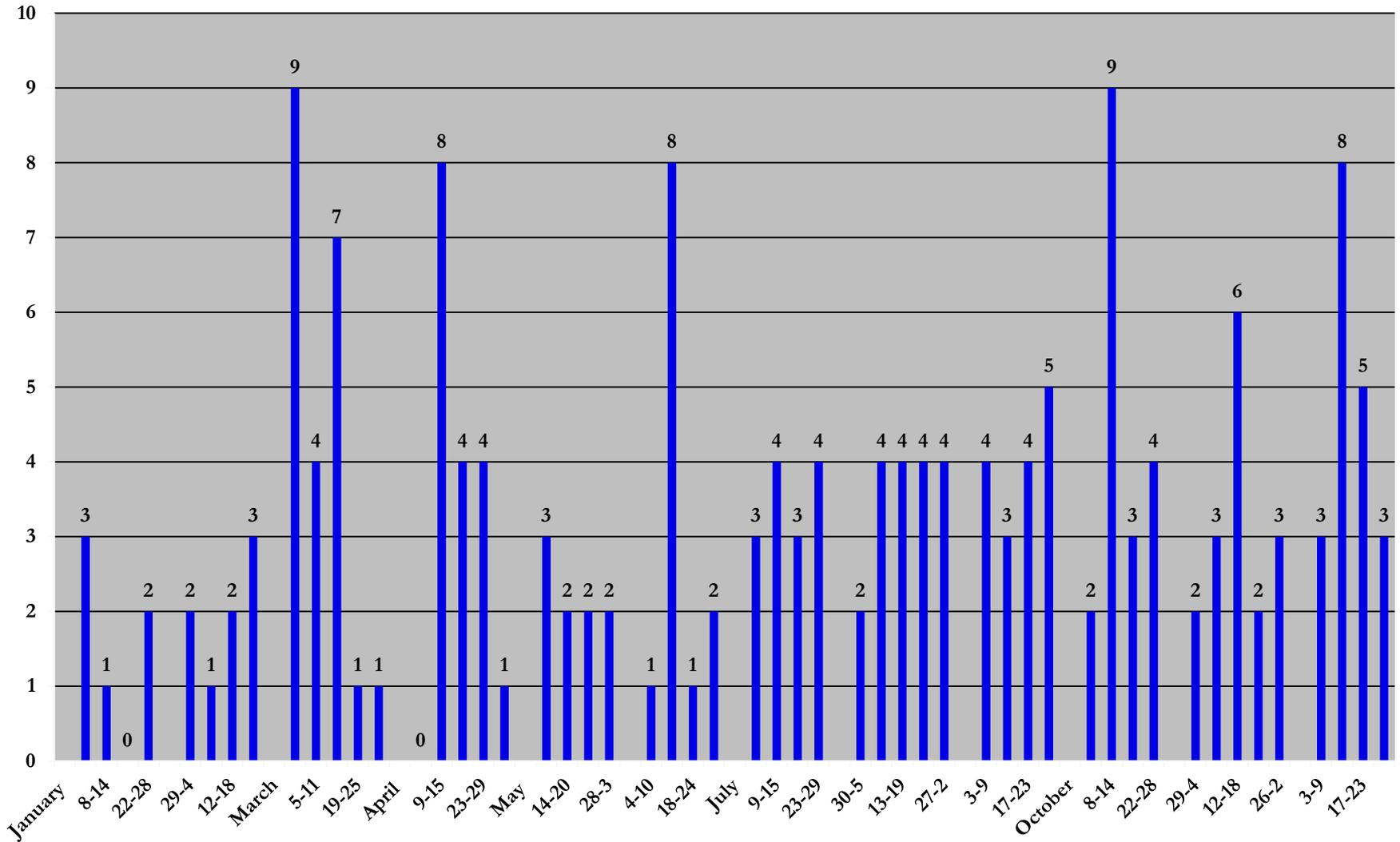
Aircraft Type (Business Jets vs. All Other Jets)

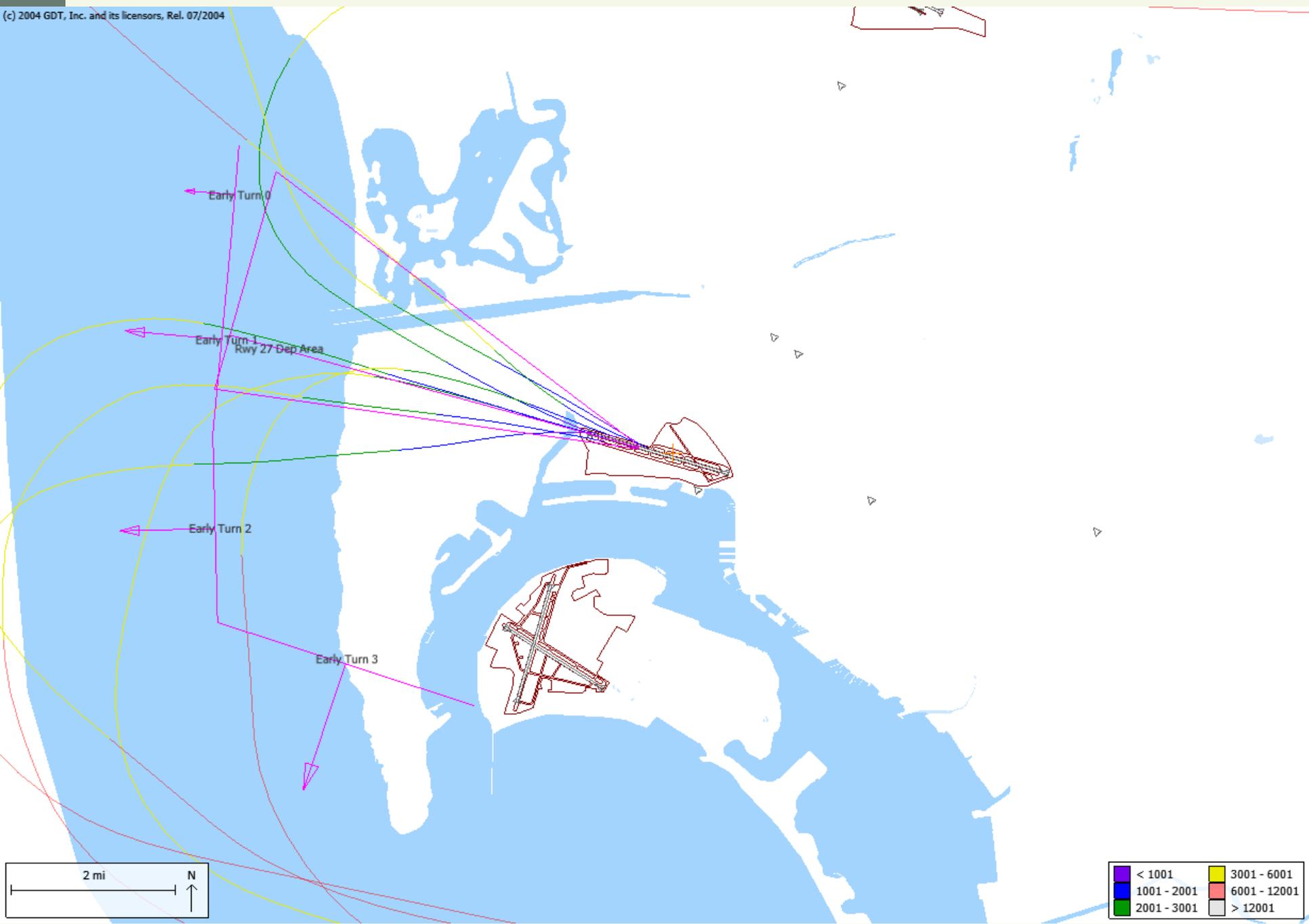




2012 Early Turns

Weekly Totals

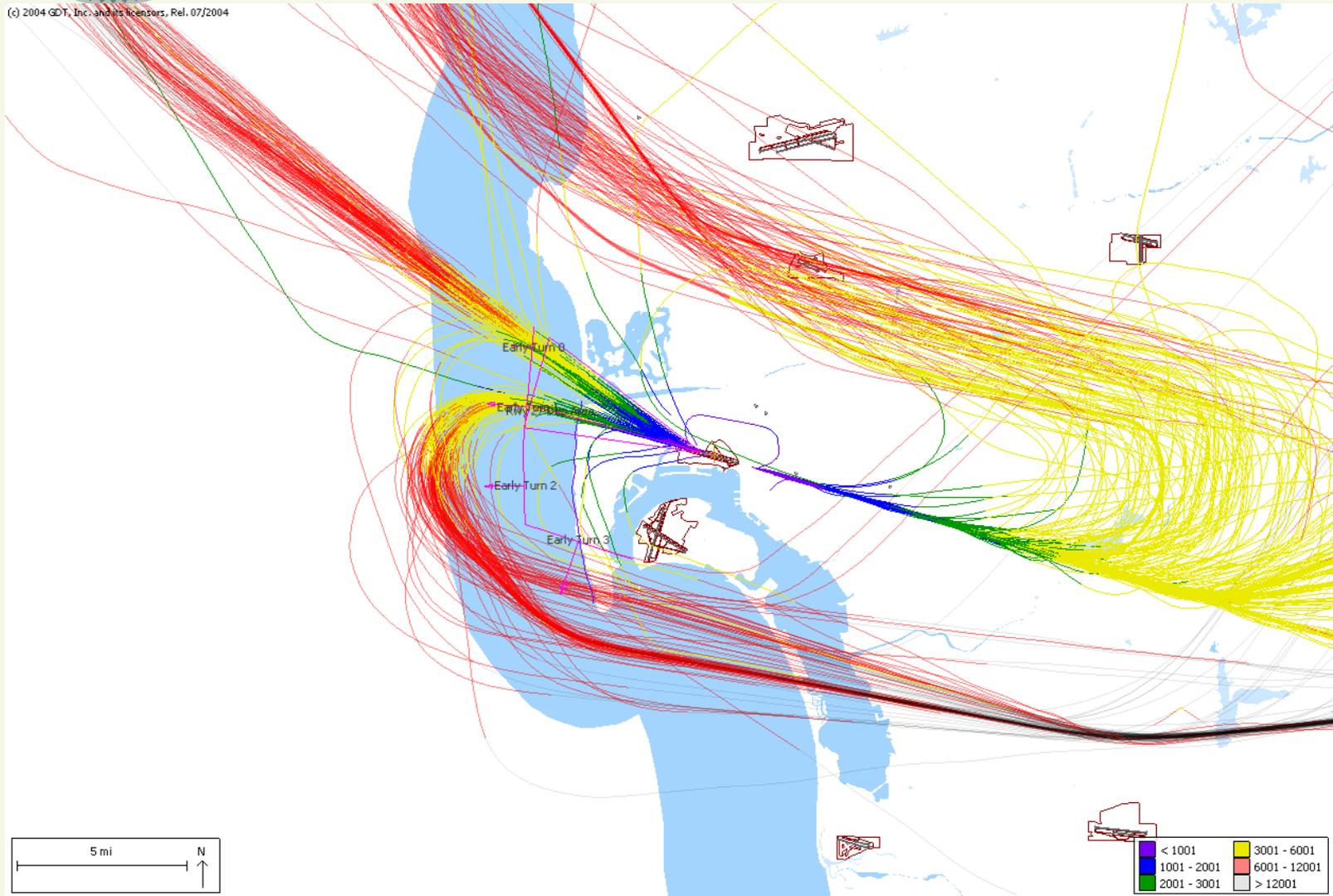






Any Questions?

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“Contra-Flow” Statistical Update

Airport Noise Advisory Committee
San Diego International Airport

January 16, 2013



Contra-Flow Definition

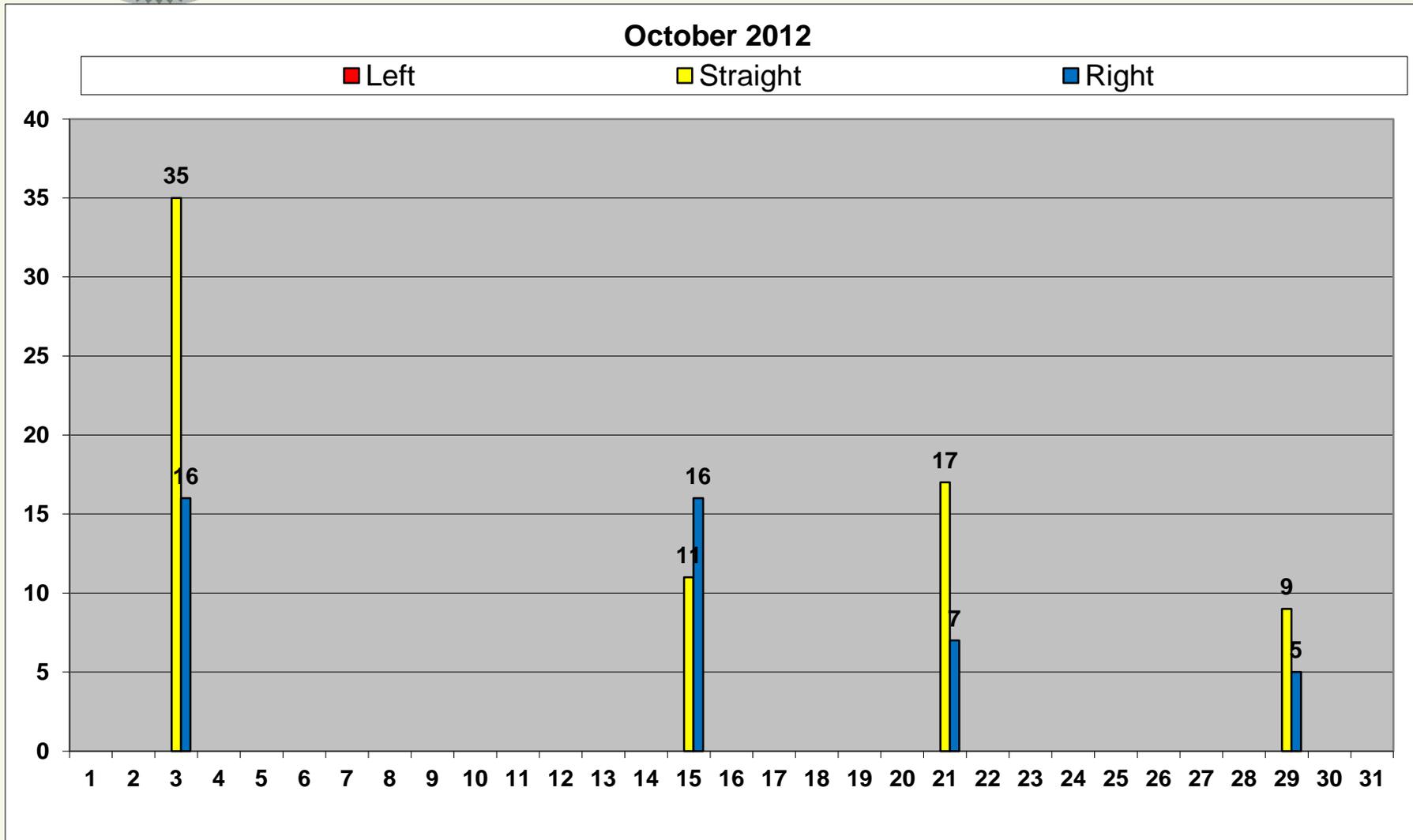
What are “Contra-Flow” Air Traffic Operations?

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



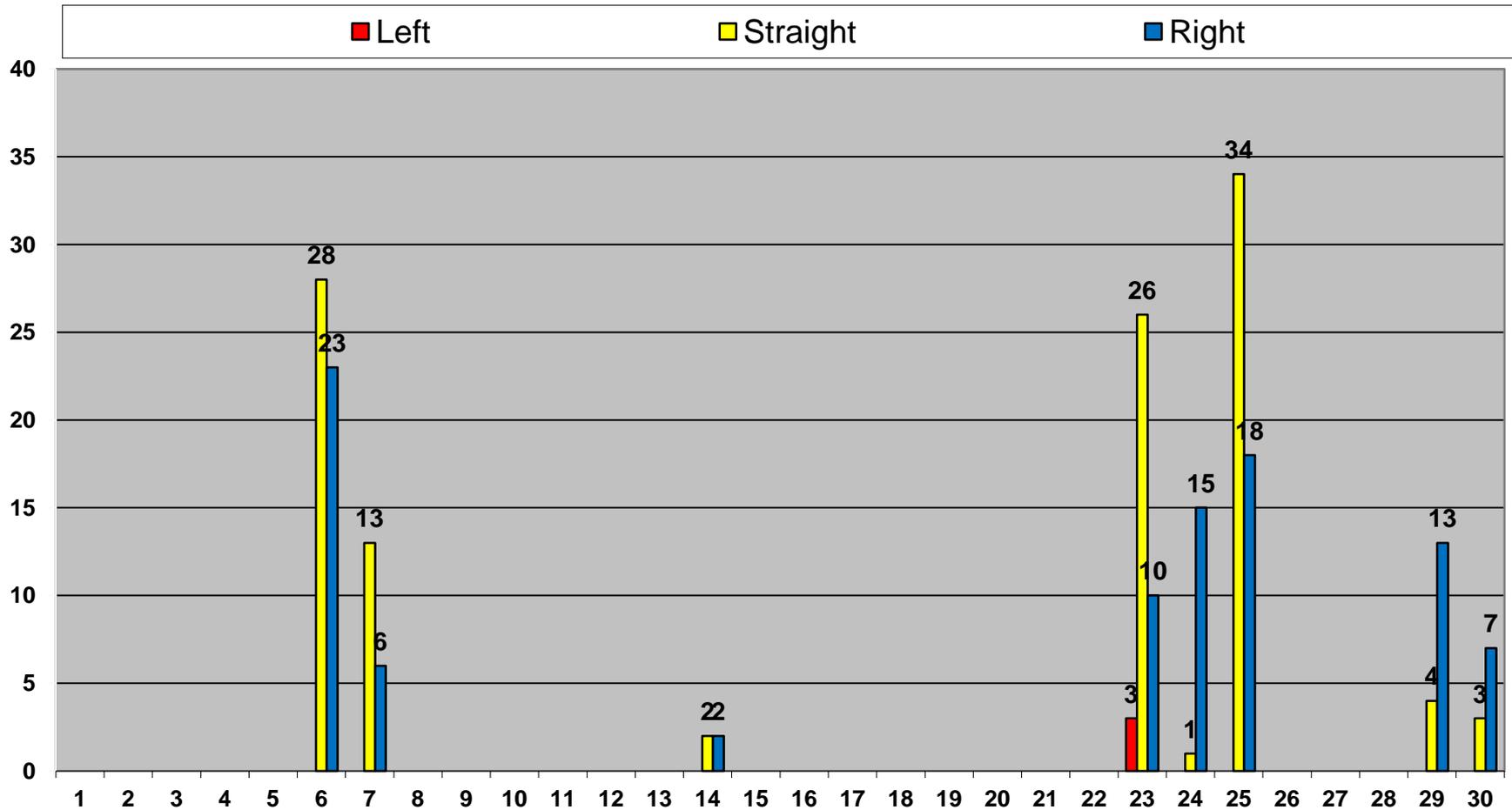
October 2012 Contra-Flow





November 2012 Contra-Flow

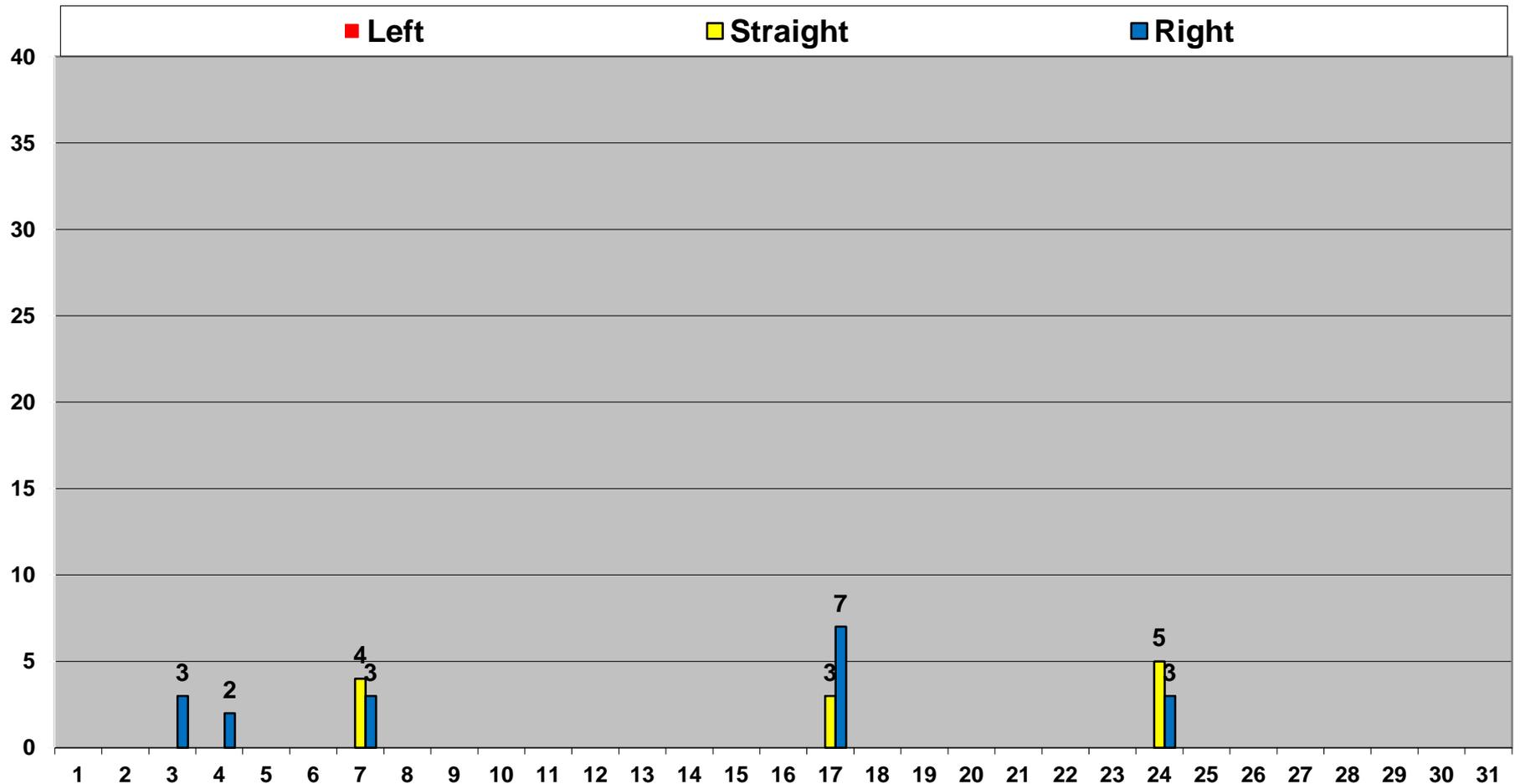
November 2012





December 2012 Contra-Flow

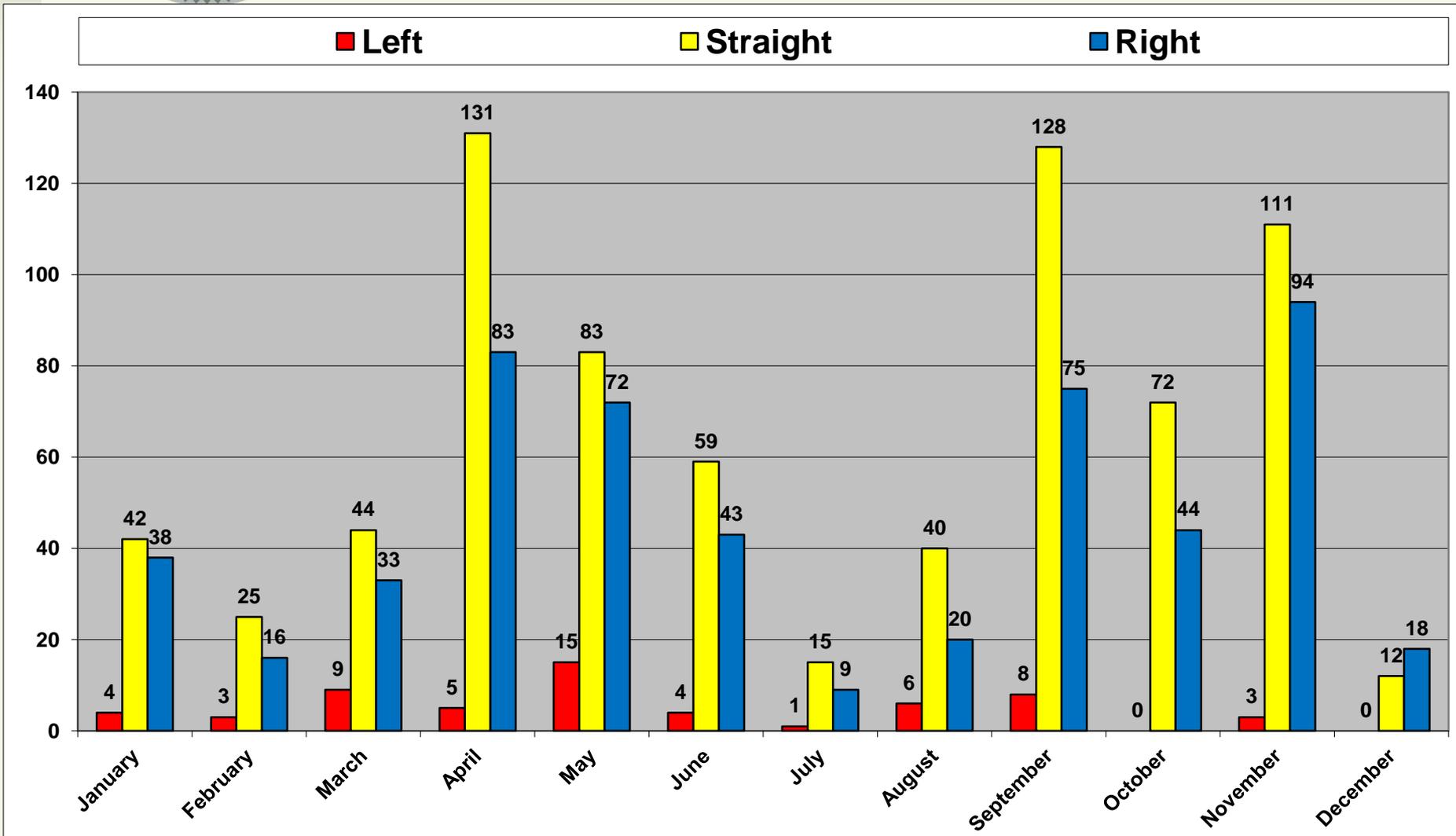
December 2012





2012 Contra-Flow Totals

(Left 58 / Straight 762 / Right 545)





Any Questions?