

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



## **AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING AGENDA**

**Wednesday, July 17, 2013 @ 4:00 P.M.**

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

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1. Welcome and Introductions
  2. Approval of the April 17, 2013 meeting minutes
  3. Information Items:
    - A. Airport Authority Update
    - B. Curfew Violation Review Panel (CVRP) Statistics
  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
    - E. SDCRAA Policy 9.20: SDIA ANAC update
  6. Public Comment (Time Certain – 5:10 p.m.)
  7. New business
  8. Next meeting date: October 23, 2013
  9. Adjourn
-



SAN DIEGO  
INTERNATIONAL  
AIRPORT

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**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
Meeting Minutes  
April 17, 2013**

On April 17<sup>th</sup> 2013, 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 4:00 p.m.

Present: John Bennett, County of San Diego; Captain (Ret.) Jack Bewley, Retired Airline Pilot Rob Cook, FAA Representative; Hirsch Gottschalk, Uptown Planners; Tait Galloway, City of San Diego; Jane Gawronski, PhD., Ocean Beach Planning Board; John Ly, City Council District 2 (ex-officio); Joe Scaglione, North Bay; Community Planning Board David Swarens, Greater Golden Hill Planning Committee; Deborah Watkins, Mission Beach Precise Planning Board (ex-officio); Paul Webb, Peninsula Community Planning Board; Mark Butler, Facilitator; and Airport Authority Staff

Absent: Steven Holt, Airline Representative (ex-officio); Kirk Hanson (Community member); Congresswoman Susan Davis (ex-officio) Daniel Hazard (Excused); Carl Huenefeld, MCRD; Acoustician (Vacant); 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 deferred approval of the January 16, 2013 meeting minutes. Dr. Butler informed the members that Dr. Jane Gawronski will no longer be representing Ocean Beach Planning Board; Mr. Frazee presented her with a Certificate of Appreciation for being an active committee member and for her contributions as an Ocean Beach community representative.

Mr. Frazee provided an update on Airport Authority issues. For the Green Build expansion update, Mr. Frazee informed the committee that new gates 42-47 opened on Tuesday, and that Delta Air Lines was the first aircraft to use the new gate 42. Mr. Frazee went on to describe the new changes and upgrades in the terminals, and that the airport is building the terminal to LEED Gold specifications. August 13 will be the terminal's grand opening, when all ten new gates will be opened, as well new artwork and upgraded seating. Although dining is not at its best with the temporary food concessions, this will definitely change in the near term as new full service accommodations open; Mr. Frazee added that the whole project is on schedule and 45 million dollars under budget. On another note, all on-airport rental car operators will be relocated from present locations on Harbor Island to a new consolidated

rental facility located at the on the north side of the airport; Landmark Aviation, the airport's fixed base (general aviation) operator and three air cargo carriers will be moving to a different location on the airport's north side. Construction Requests for Proposals (RFPs) are being solicited for the consolidated rental car facility. Improvements already in use at Terminal 2 West include a 12 lane security check point, customer seating with beverage holders and electrical outlets, and striking new art work. There's even an indoor pet restroom. Mr. Frazee gave an update on the noise monitoring pole replacement project. He explained that the remaining 12 (of 22) wooden poles housing monitoring equipment will be replaced in a project that is just beginning. These noise monitoring poles are the only ones not replaced in 2006, and will operate using solar vice commercial power.

Next, Mr. Frazee provided an update of the latest Curfew Violation Review Panel meetings. A scheduled public meeting was held February 6 to assess 11 violations, an increase compared to other recent CVRP; six of the operators were penalized and the five that were not penalized were either due to aircraft maintenance issues discovered proximate to departure or adverse weather conditions delaying the aircraft departures. Additionally, at the April 3rd meeting, there were nine violations; of which five were penalized. Spirit Airlines has the most violations since they started their operations here about a year ago, and Mr. Frazee informed the committee that he visited Spirit corporate office in Ft. Lauderdale, Fl. In April to discuss ways to alleviate violating the departure curfew. Spirit, as a growing air carrier, doesn't have the luxury of making significant changes in their flight schedule or proactive positioning of their aircraft, unlike the bigger airlines, but discussed other reasons they could consider in order to be a friendlier neighbor to the community. One member pointed out that community members have noticed the increase in curfew violations; this input was acknowledged by airport staff and will be passed to Authority Board members as well as to the airline station managers.

Seeing no more comments on CVRP, Dr. Butler introduced a new ANAC member, representing SAN Diego City District Two Councilman Faulconer, Mr. John Ly. Dr. Butler then announced that a quorum of members was present, so he requested a motion to approve the January 16 meeting minutes. The minutes were unanimously approved by the Committee, without discussion.

Mr. Mark Gagne, representing the Quieter Home Program (QHP) gave a program update. Since the January 2013 meeting, QHP has completed residential sound insulation of 97 residents; the majority being condominiums, with more work on west side at the Sea Colony condominium complex. Two construction phases of historic homes have also been completed since the last meeting, consisting of multi-family and single-family historic home in all three program areas, – the west side, east side, Banker's Middletown area as well as the Golden Hill south area. A new historic phase will begin in June, consisting of single-family homes mainly on the west side with a few on the east side. For planning purposes, the second annual realtor open house is forthcoming; last year's open house was successful, as it gave an opportunity for prospective homeowners and real estate professionals to become familiar with the program and to learn the eligibility boundaries in their areas. Mr. Gagne then explained a new approach QHP is using in approaching smaller local business contractors interested in the program. At present, there are two projects planned where smaller local business contractors can be

involved; this in response to the Authority's desire to provide DBE and local contractors opportunities to bid on smaller contract packages, helping the community and getting more local businesses involved instead of using one major company that is not local. Participants asked where they could find out more information regarding this project and were informed that the Authority's Small Business Development (SBD) Department is available to provide such information. As for the change in how FAA's guidelines regarding participant eligibility for the sound attenuation program, it was suggested that Ms. Knack provide a substantive update at a future ANAC meeting.

No public comment.

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

[http://www.san.org/documents/airport\\_noise/anac/13April\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/13April_Presentation_Items.pdf)

Mr. Cummings 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/13April\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/13April_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/13April\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/13April_Presentation_Items.pdf)

Comments were made that Early Turns are happening too often; that more are being noticed by the public; it was reiterated though that if an Early Turn occurs, it is due definitely due to weather or air traffic.

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

[http://www.san.org/documents/airport\\_noise/anac/13April\\_Presentation\\_Items.pdf](http://www.san.org/documents/airport_noise/anac/13April_Presentation_Items.pdf)

This concluded Mr. Cummings' presentation with no further questions.

The last item on the Agenda dealt with changes discussed at the last meeting regarding the Committee's Rules and Procedures; to align the operating rules with a motion requesting that the Authority Board consider amending SDCRAA Policy 9.20. A motion was made to accept the revision to the draft Rules and Procedures and, further, to ask that the Airport Authority Board consider amending the wording of SDCRAA Policy 9.20 to allow more flexibility in the appointment of ex-officio (non-voting) members. The motion was accepted, and in discussion, it was requested that a link be added to the electronic draft document to reference the Policy and Rules and Procedures. The motion to accept the proposed changes and request to the Authority Board was passed with no further discussion.

Airport Noise Advisory Committee

April 17, 2013

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Hearing no more questions, Dr. Butler adjourned the meeting at 5:15 p.m. The next meeting is scheduled for Wednesday, July 17, 2013 at 4:00 p.m. at the Commuter Terminal in the Airport Noise Mitigation Noise Room.

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Dan Frazee

Director, Airport Noise Mitigation

NOTE: 1) Please refer to the Frequently Asked Questions (FAQ's) on the Airport Noise Office website at [http://www.san.org/sdcraa/airport\\_initiatives/noise/default.aspx](http://www.san.org/sdcraa/airport_initiatives/noise/default.aspx) for the answers to commonly asked aircraft noise-oriented questions at SDIA.

**San Diego International Airport (SAN)  
Curfew Violation Review Panel (Panel)  
June 5, 2013  
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: Ken Cody (American Airlines/British Airways) and Bassel Sakkab (Delta Air Lines)

Members of the public present: None

**United Airlines Flight 849; March 10, 2013 (2339L)**

Written information was provided; no representative was present

Panel Recommendation

The Panel voted 1:2 to assess no penalty due to maintenance

**Delta Air Lines Flight 1792 ; March 13, 2013 (2340L)**

No written information was provided; a representative was present

Panel Recommendation

The Panel voted unanimously to assess no penalty due to weather conditions

**British Airways Flight 272 ; March 25, 2013 (2349L)**

Written information was provided; a representative was present

Panel Recommendation

The Panel voted unanimously to assess penalty in the amount of \$6,000

**British Airways Flight 272 ; March 27, 2013 (0108L)**

Written information was provided; a representative was present

Panel Recommendation

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

**Delta Air Lines Flight 1248 ; April 1, 2013 (2356L)**

Written information was provided; a representative was present

Panel Recommendation

The Panel voted unanimously to assess no penalty due to maintenance

**United Airlines Flight 1802; April 12, 2013 (0046L)**

Written information was provided; no representative was present

Panel Recommendation

The Panel voted 2:1 to assess penalty in the amount of \$2,000

**Delta Air Lines Flight 1792; April 18, 2013 (2340L)**

Written information was provided; a representative was present

Panel Recommendation

The Panel voted unanimously to assess no penalty due to maintenance

**Spirit Airlines Flight 245; April 20, 2013 (0012L)**

Written information was provided; a representative was present

Panel Recommendation

The Panel voted unanimously to assess a penalty in the amount of \$6,000

**British Airways Flight 272 ; April 27, 2013 (0112L)**

Written information was provided; a representative was present

Panel Recommendation

The Panel voted 1:2 to assess no penalty due to medical

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

## POLICIES

**ARTICLE 9** - **SAN DIEGO INTERNATIONAL AIRPORT**  
**PART 9.2** - **NOISE REGULATION**  
**SECTION 9.20** - **SAN DIEGO INTERNATIONAL AIRPORT NOISE ADVISORY COMMITTEE**

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**PURPOSE:** To establish an airport noise advisory committee for the San Diego County Regional Airport Authority (the “**Authority**”) for community input and involvement relating to noise issues relating to the San Diego International Airport (the “**Airport**”).

### **POLICY STATEMENT:**

- (1) The Authority’s Board of Directors (the “**Board**”) recognizes that neighborhoods surrounding the Airport are affected by noise from aircraft operations. An Airport Noise Advisory Committee (the “**Committee**”), consisting of individuals from various organizations, residential areas, and professional associations, shall be formed in accordance with this policy.
- (2) The intent of the Committee is to provide airport noise-impacted communities (defined as those within the FAA - approved Noise Impact Area (NIA) – 65 decibel Community Noise Exposure Level noise contour) the opportunity to provide input to the Board regarding the various San Diego International Airport aircraft noise-related projects. Community Planning Boards that underlay the 60-65 dB CNEL contour are welcome to submit a request for participation on the Committee in an ex officio (non-voting) capacity.
  - (a) The Committee shall be composed of no more than 12 voting members. Committee members shall be comprised of representatives of the following agencies, industries or interested groups: Acoustician; Airline Pilot; City of San Diego; County of San Diego; General Community Member (from noise-impacted area); Greater Golden Hill Planning Board; Little Italy Association; North Bay Community Planning Group; US Military; Ocean Beach Planning Board; Peninsula Community Planning Board; and Uptown Planners.
  - (b) The United States Congress, 53<sup>rd</sup> District Representative, (or alternate designee), Federal Aviation Administration Representative, County of San Diego, District One Supervisor, ( or alternate designee), City of San Diego, District Two Councilmember, (or alternate designee), Air Transport Association 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, shall serve as ex-officio members of the Committee.

(c) Committee members representing planning boards shall serve a two-year term with an automatic two year renewal if approved by the respective planning board. All remaining Committee members shall serve three year terms until replaced. Replacement Committee members shall represent only the defined Committee structure represented in this policy. The Airport Authority will accept input from the Airport Coalition when the “at-large community member who resides inside the 65db CNEL noise contour” position becomes vacant. However, the Airport Authority shall base selection of this participant on equitability.

(d) A “**Meeting Facilitator**”, hired by the Authority, shall facilitate all meetings of the Committee.

(e) Airport Noise Mitigation shall maintain a roster and record of appointment of Committee members.

(f) Airport Noise Mitigation shall provide staff support to the Committee.

(2) The Committee shall meet at least every quarter. At the beginning of each calendar year, the Committee shall establish the dates of Committee meetings. Agendas for each Committee meeting shall be distributed by the Authority’s Clerk (the “**Clerk**”) after consultation with the Committee. Committee meetings shall be noticed and open to the public. Committee meetings shall be conducted according to applicable California State Rules and Regulations, Public Meetings Laws and the policies, procedures and codes adopted by the Board.

(3) The Committee is advisory in nature and shall have no authority to negotiate for, represent, or commit the Authority in any respect.

(4) The Committee is encouraged to consider and make recommendations regarding:

- (a) Residential Sound Attenuation (Quieter Home) Program;
- (b) 14 CFR Part 150 - Airport Noise & Land Use Compatibility Plan;
- (c) Airport Noise Monitoring and Mitigation Efforts;
- (d) Community Outreach Programs; and
- (e) Other Airport Noise Issues.

(5) Presentation to the full Board by the Committee may be scheduled upon request of the Committee or the Chair of the Board at a mutually convenient time.

(6) Minutes of each meeting shall be prepared by the Clerk and shall be submitted to the Committee for approval. The Clerk will distribute meeting notes accordingly.

[Amended by Resolution No. 2011-0119 dated October 6, 2011]  
[Amended by Resolution No. 2008-0110 dated September 4, 2008]  
[Adopted by Resolution No. 2002-02 dated September 20, 2002.]

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

## POLICIES

- ARTICLE 9** - **SAN DIEGO INTERNATIONAL AIRPORT**  
**PART 9.2** - **NOISE REGULATION**  
**SECTION 9.20** - **SAN DIEGO INTERNATIONAL AIRPORT NOISE ADVISORY COMMITTEE**
- 

**PURPOSE:** To establish a community noise advisory committee for the San Diego County Regional Airport Authority (“**Authority**”) for resident and community input and involvement relating to aircraft noise issues at San Diego International Airport (“**Airport**”).

### **POLICY STATEMENT:**

The Authority’s Board of Directors (“**Board**”) recognizes that neighborhoods surrounding the Airport are affected by noise from aircraft operations. An Airport Noise Advisory Committee (“**Committee**”), consisting of individuals from various organizations, residential areas, and professional associations, shall be formed in accordance with this policy.

### **COMMITTEE COMPOSITION:**

(1) The intent in forming the Committee is to provide airport noise-impacted residents and communities (defined as those within the State of California-designated Airport Noise Impact Area (NIA) – 65 decibel (dB) Community Noise Exposure Level (CNEL) noise contour, as accepted by the Federal Aviation Administration (FAA)) the opportunity to provide input to the Board regarding various Aircraft Noise-Related Projects.

(a) The Authority President/CEO (or designated representative) shall appoint no more than 12 voting members to the Committee. Voting members may include representatives of the following agencies, industries or interested groups: Acoustician, Airline Pilot, City of San Diego, County of San Diego, general community member (from NIA), Greater Golden Hill Planning Board, Little Italy Association, North Bay Community Planning Group, Ocean Beach Planning Board, Peninsula Community Planning Board, Uptown Planners, and the United States military.

(b) The President/CEO may also appoint *ex-officio* (non-voting) members representing the United States Congress, (or designees), the State of California legislature, (or designee), the County of San Diego Board of Supervisors (or designee), the San Diego City Council (or designees), the FAA, an airline industry representative, and the Mission Beach Precise Planning Board. Additionally, upon request of a community planning board representing areas with residents residing within the San Diego International Airport, FAA-accepted 60-65 dB CNEL noise contour, the President/CEO may appoint a representative to participate on the Committee in an *ex-officio* (non-voting) capacity.

(c) Committee members shall serve three (3) year terms until replaced. Committee members shall represent only the defined agencies identified in this policy. Members may only serve on the Committee while an approved member of the entity or organization they represent. The President/CEO may set staggered terms for committee members. Committee members may be re-appointed at the discretion of the President/CEO.

**MEETING PROCEDURES:**

- (2) A Meeting Facilitator, hired by the Authority, may facilitate meetings of the Committee.
- (3) The Committee shall meet at least quarterly. At the first meeting each calendar year, the Committee shall establish the dates for Committee meetings for that calendar year. Agendas for each Committee meeting shall be distributed by the Authority's Clerk ("Clerk"). Meetings shall be noticed and open to the public. Meetings shall be conducted in accordance with the Ralph M. Brown Act and applicable policies, procedures and codes adopted by the Board.
- (4) The Committee is advisory in nature. The Committee and its members shall have no authority to negotiate for, represent, or commit the Authority in any respect.
- (5) The Committee will consider and make recommendations regarding the following aircraft noise-related projects:
  - (a) Residential Sound Attenuation ("Quieter Home") Program;
  - (b) Airport Noise & Land Use Compatibility Plan (14 CFR Part 150);
  - (c) Airport noise monitoring and mitigation efforts;
  - (d) Community Outreach Programs; and
  - (e) Other aircraft noise issues.
- (6) Presentations to the Board by the Committee may be scheduled upon request of the Committee, President/CEO, or the Chair of the Board.
- (7) The Airport Noise Mitigation Department shall maintain a roster and record of the appointment of Committee members and shall provide staff support to the Committee.
- (8) Minutes of each meeting shall be maintained by the Clerk and shall be submitted to the Committee for approval.

[Amended by Resolution No. 2013-

[Amended by Resolution No. 2011-0119 dated October 6, 2011]

[Amended by Resolution No. 2008-0110 dated September 4, 2008]

[Adopted by Resolution No. 2002-02 dated September 20, 2002.]



# Missed Approach Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

July 17, 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 approach 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.

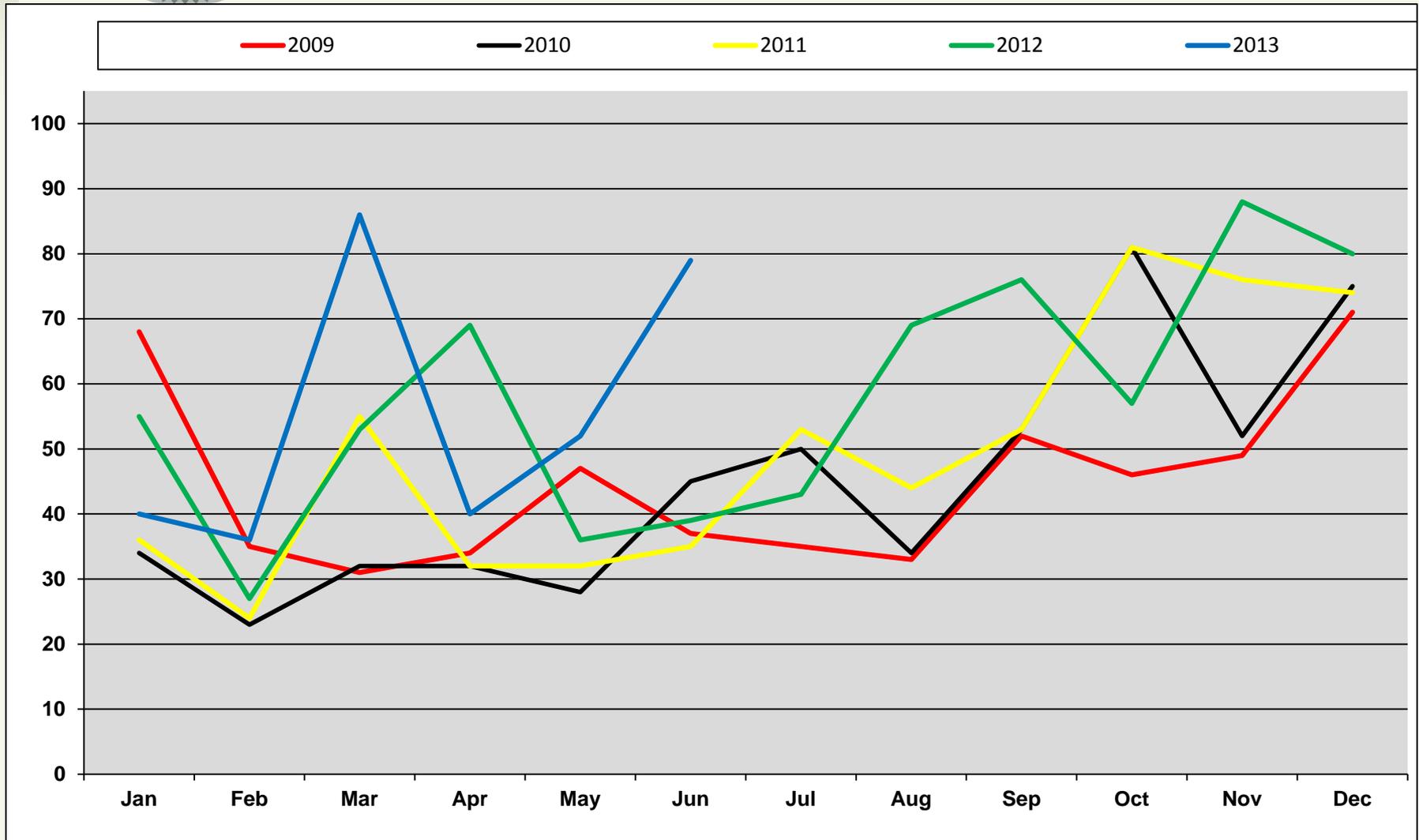
-Operations have been halted because foreign object debris (FOD) has been spotted on the runway and must be removed prior to resuming operations.

-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

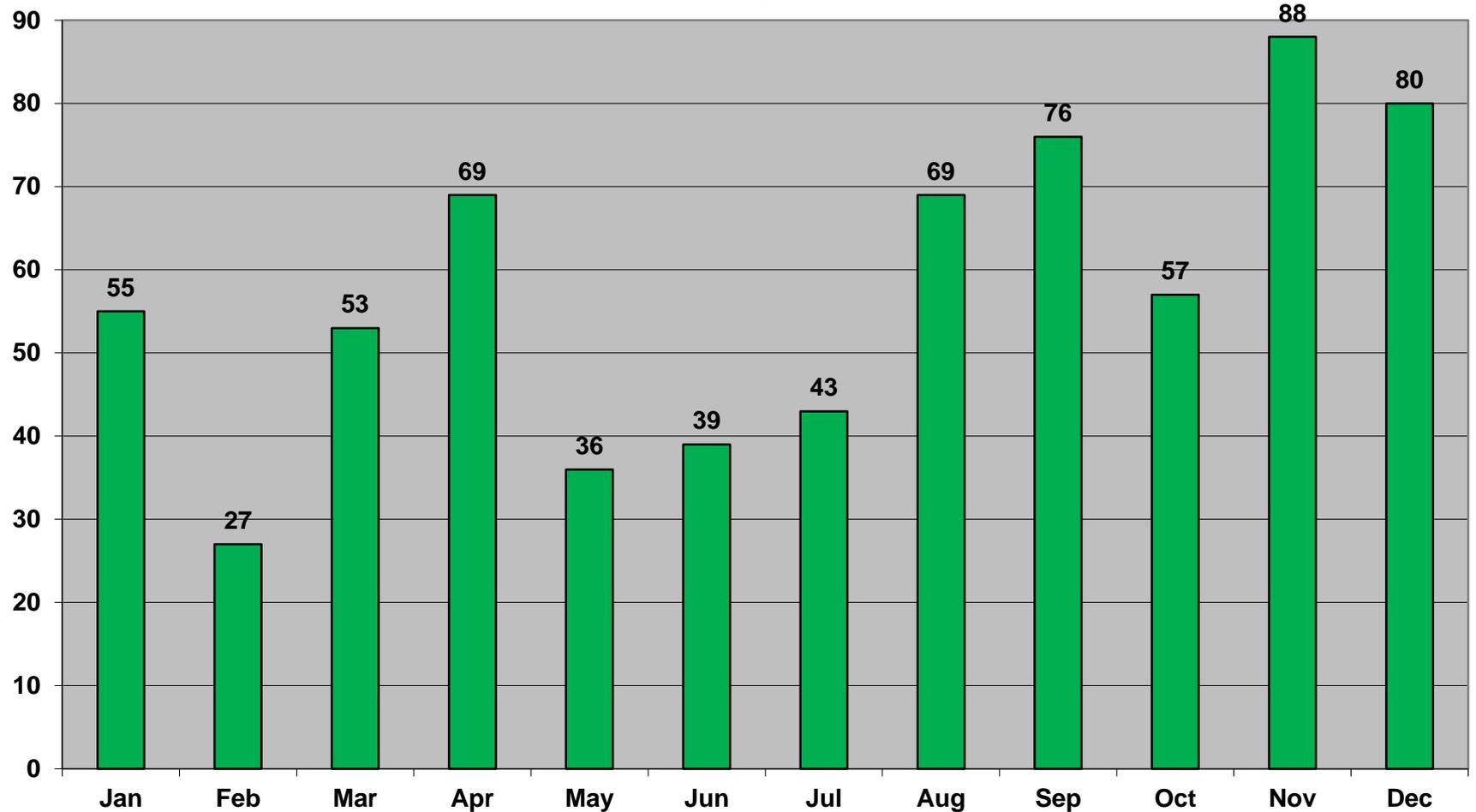




# 2012 Missed Approaches

692 Total

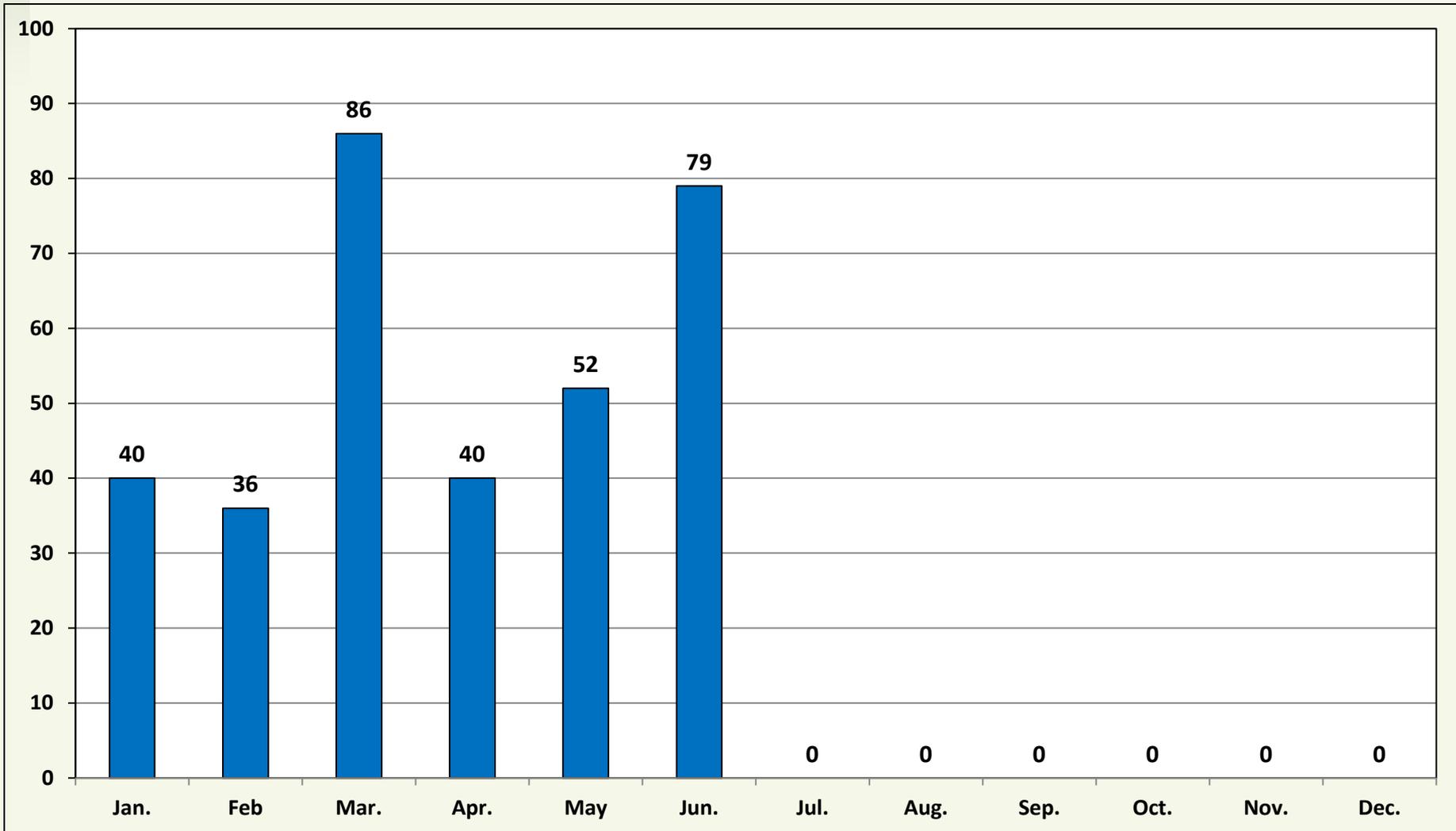
2012 Missed Approaches





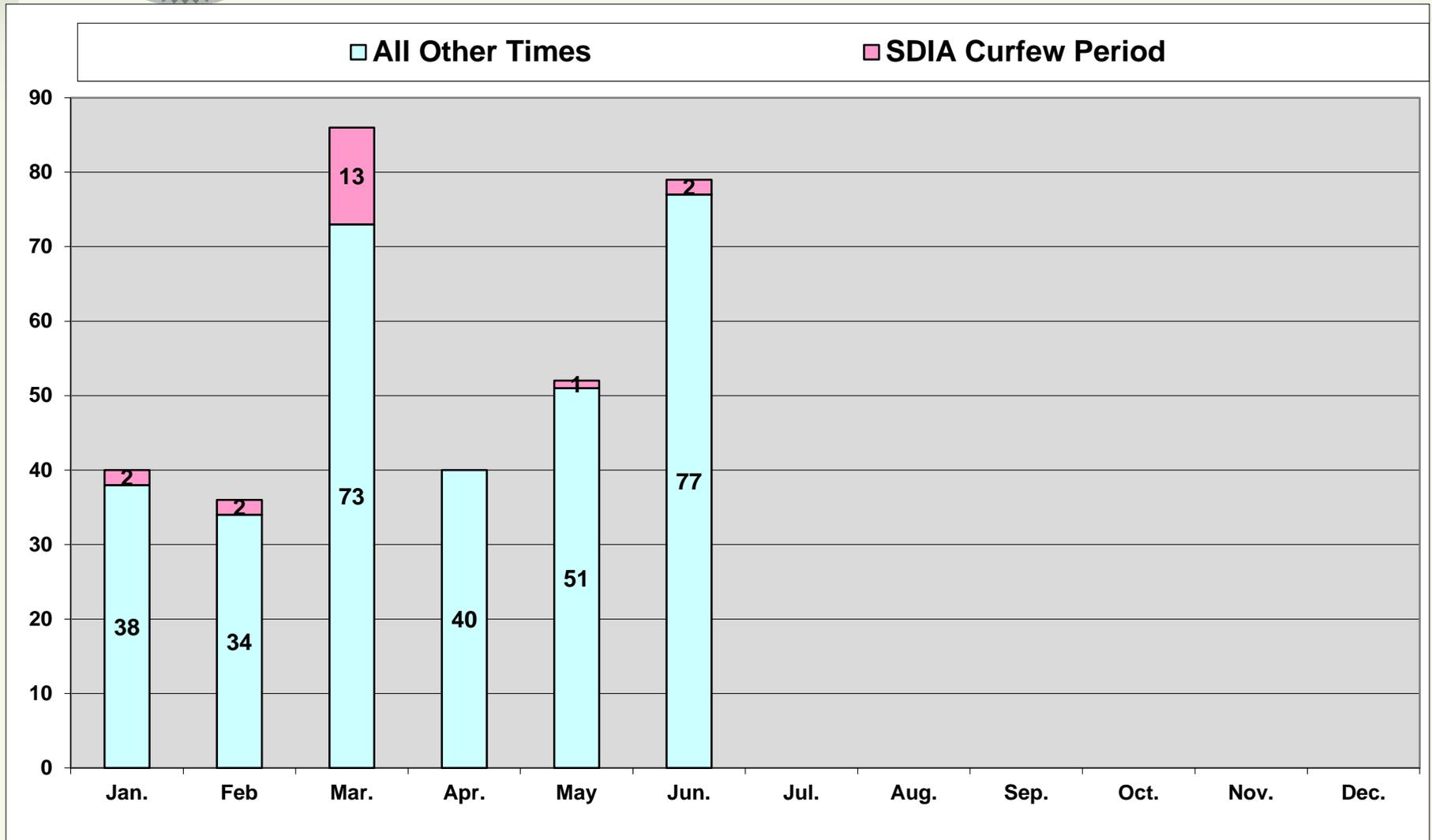
# 2013 Missed Approaches

333 Total Year-To-Date



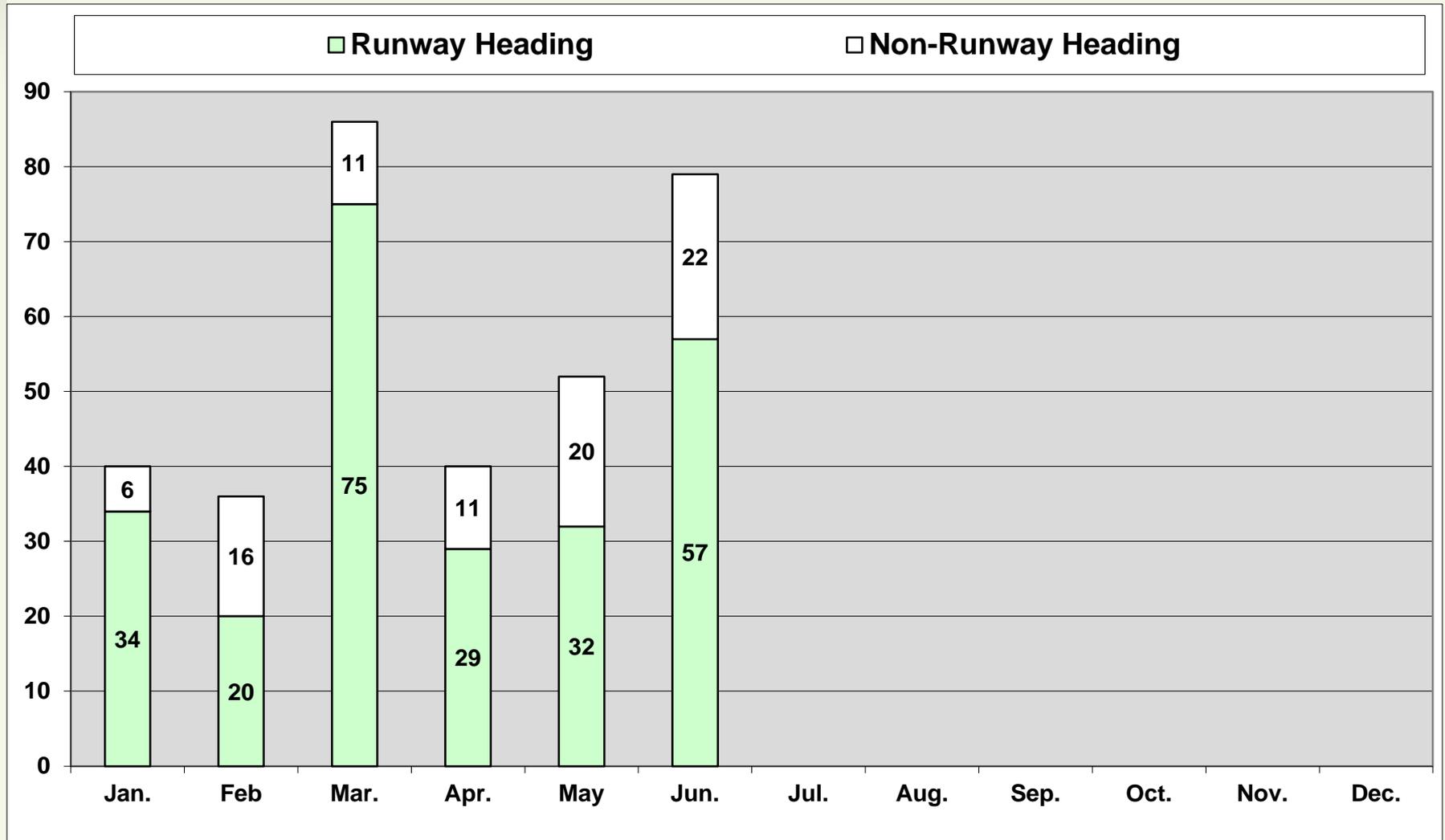


# Curfew Period vs. All Other Times



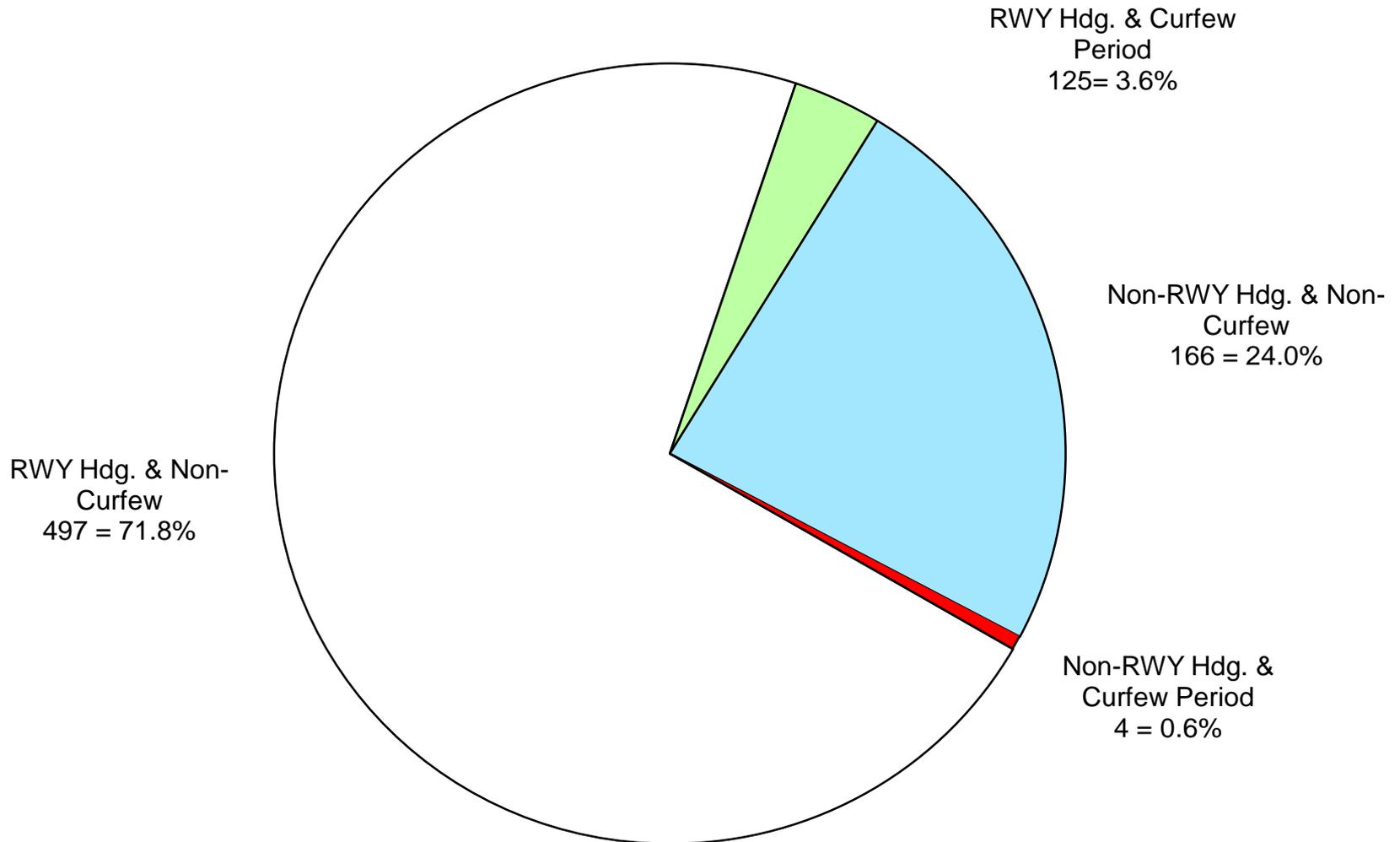


# Runway Hdg. Vs. Non-Runway Hdg.



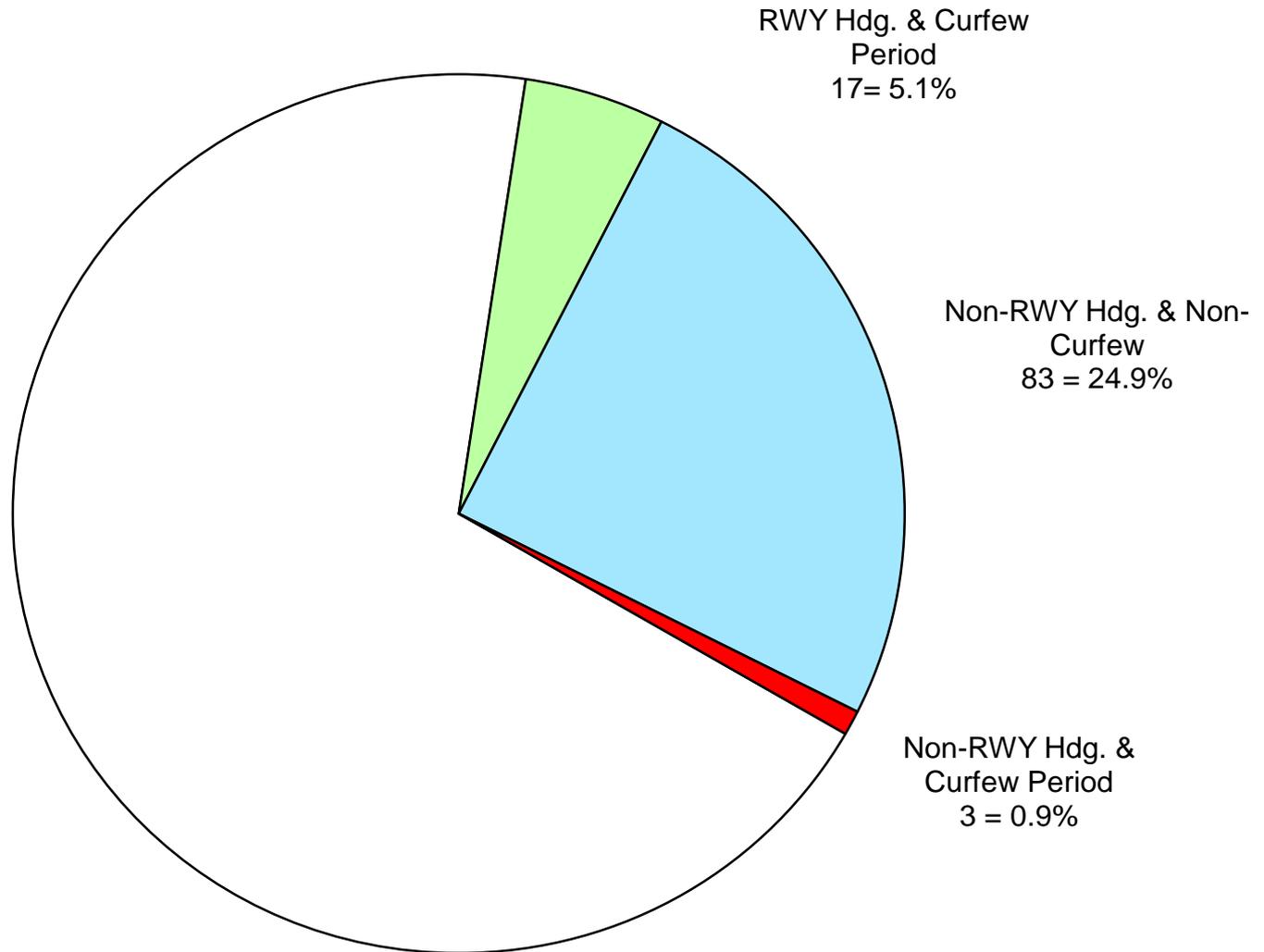


# 2012 Missed Approaches – Percentage





# 2013 Missed Approaches – Percentage





*Any Questions?*



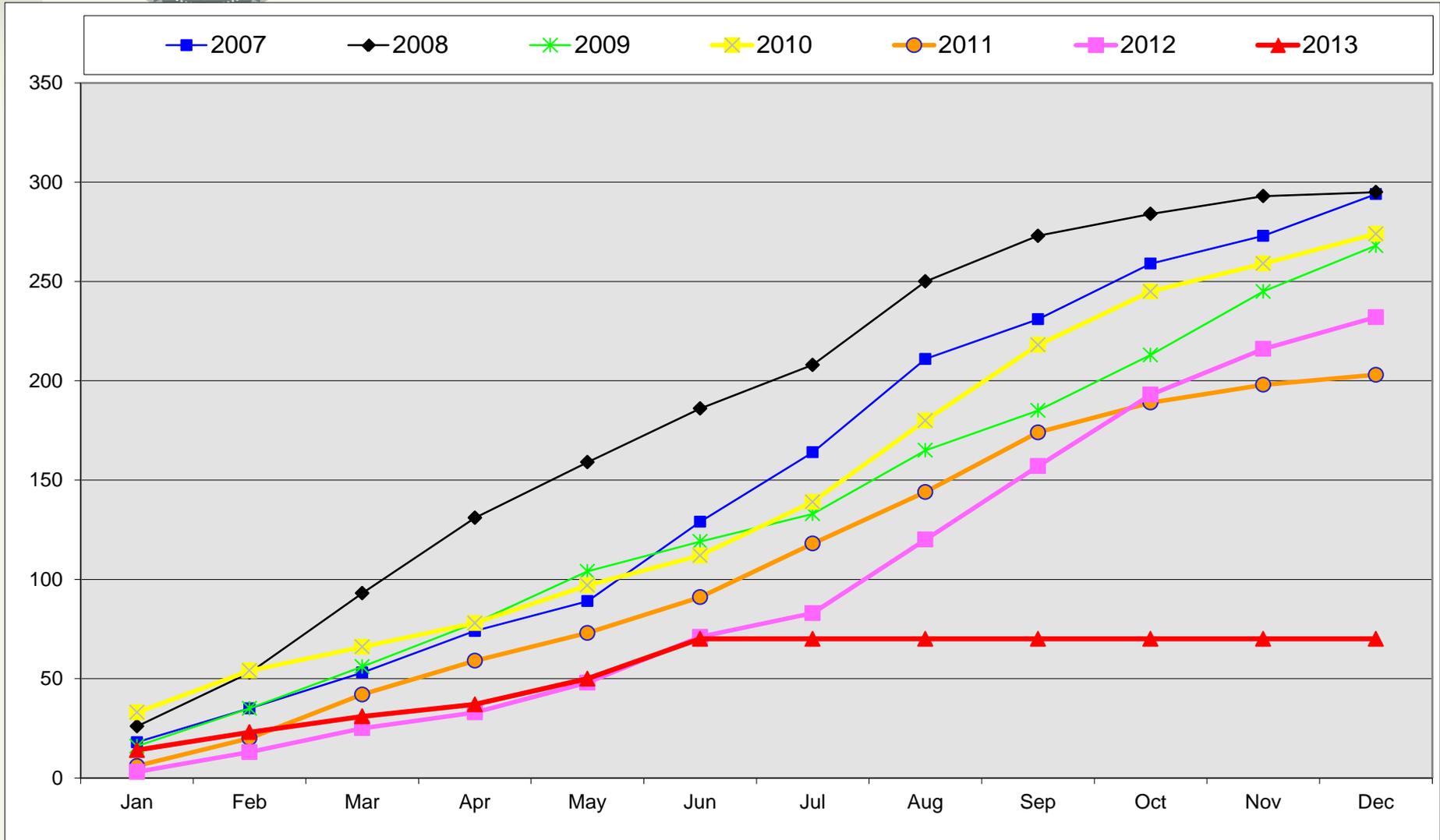
# Complaints Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

July 17, 2013



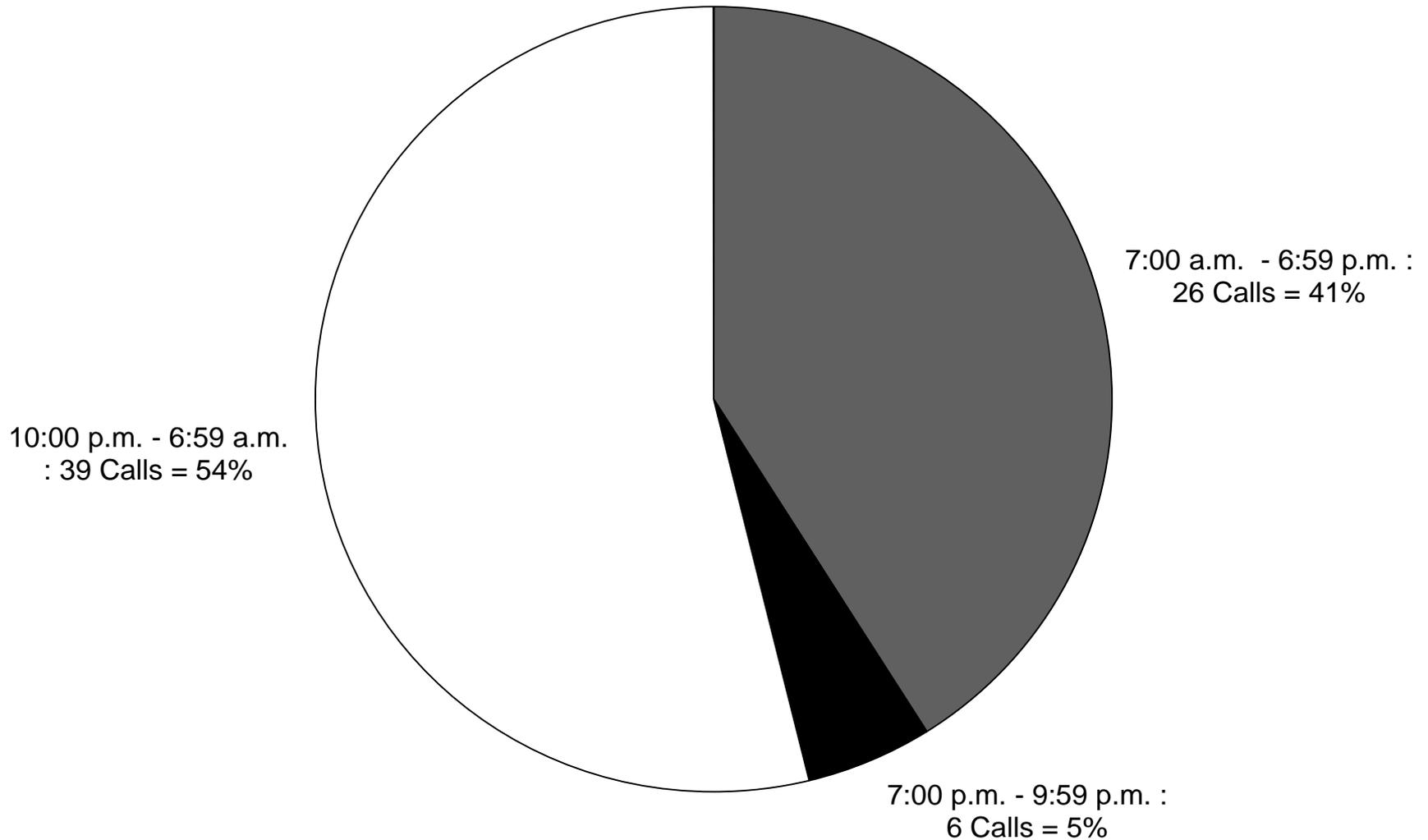
# Complaint History – 2007-2013





# 2013 Complaints Statistics

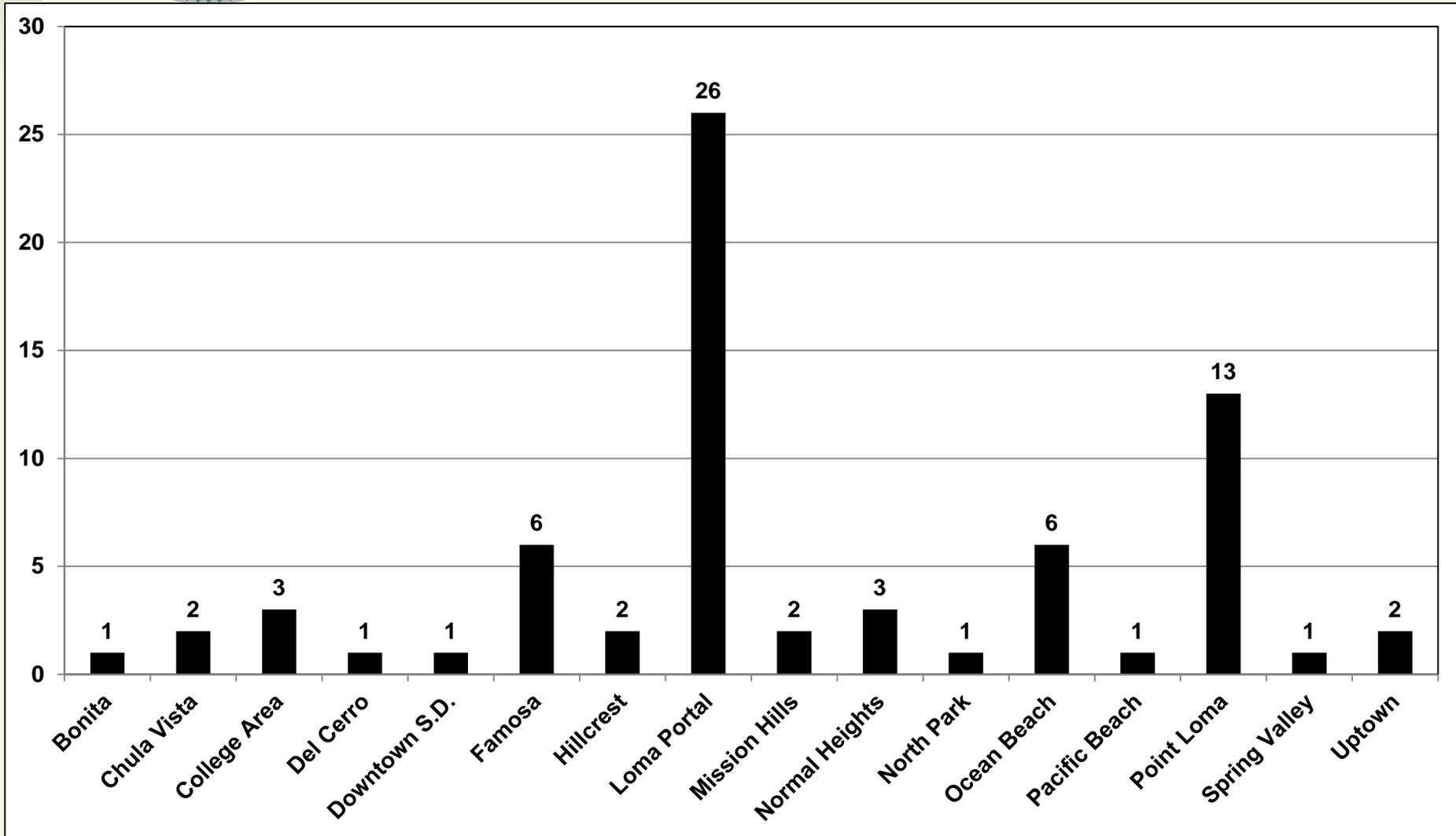
January to June, Complaints by Time of Day, 71 Total





# 2013 Complaints Statistics

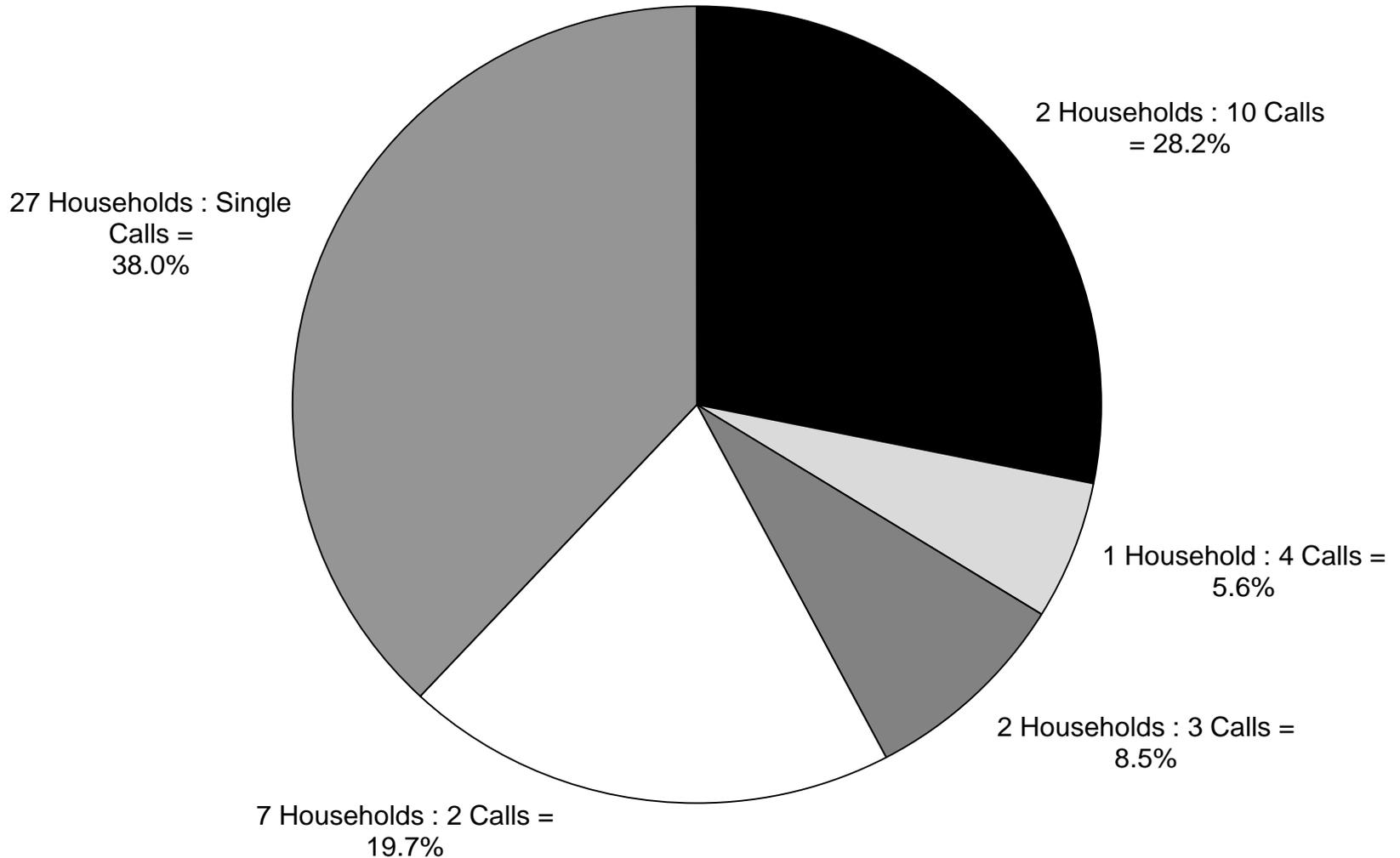
January to June, Complaints by Neighborhood, 71 Total





# 2013 Complaints Statistics

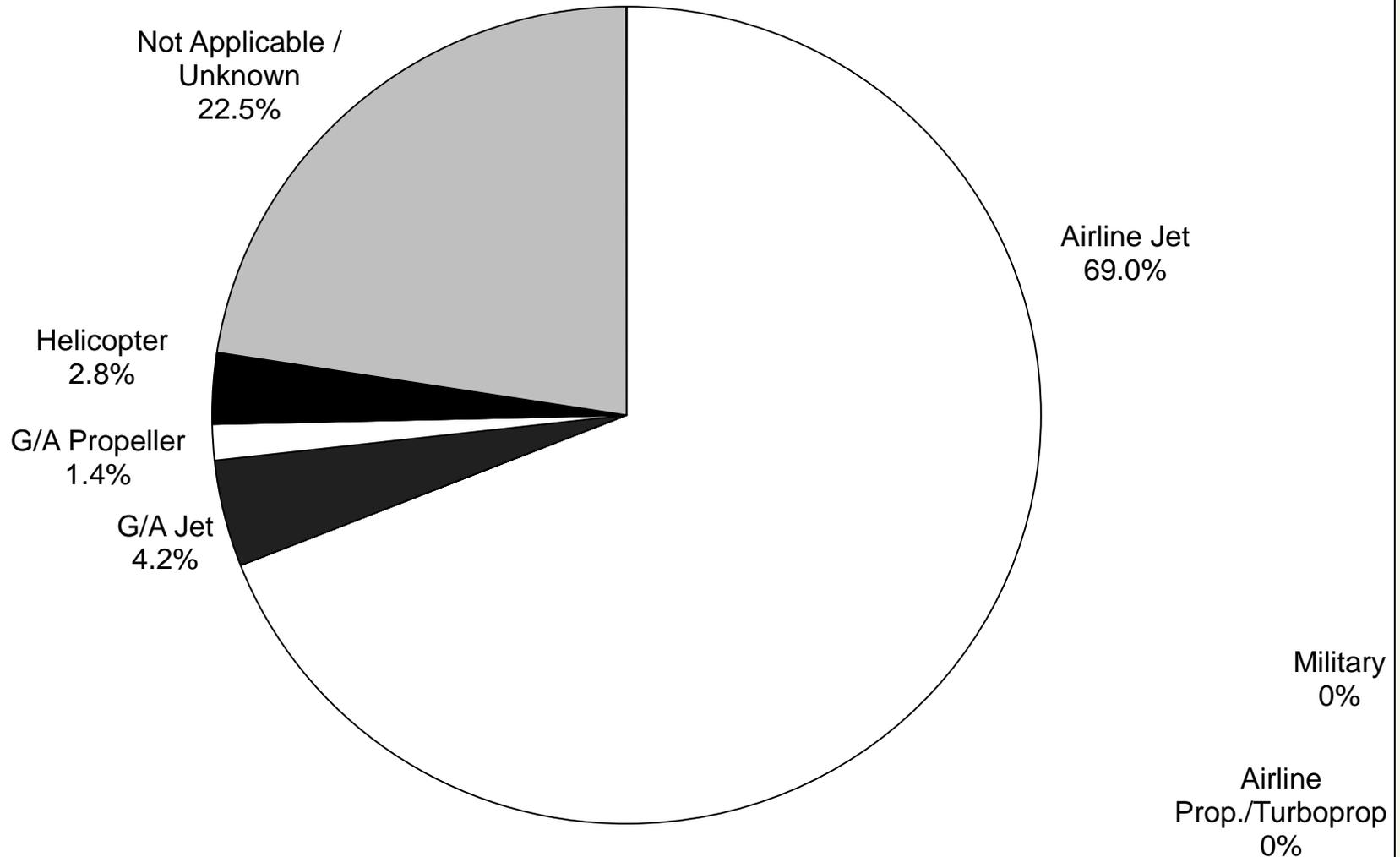
January to June, Complaints by Household, 71 Total





# 2013 Complaints Statistics

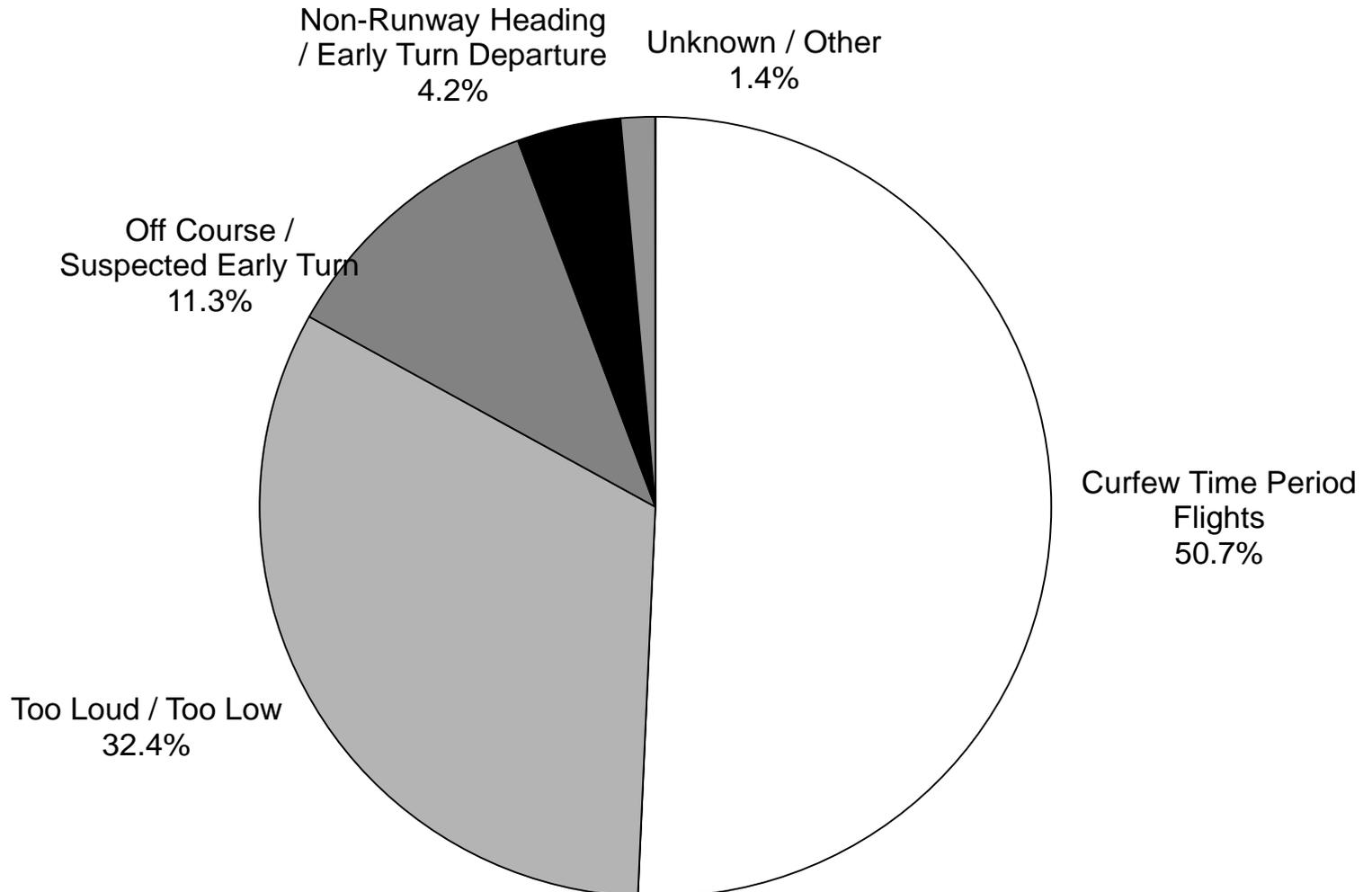
January to June, Complaints by A/C Type, 71 Total





# 2013 Complaints Statistics

January to June, Complaints by Cause, 71 Total





*Any Questions?*



# “Early Turn” Statistical Update

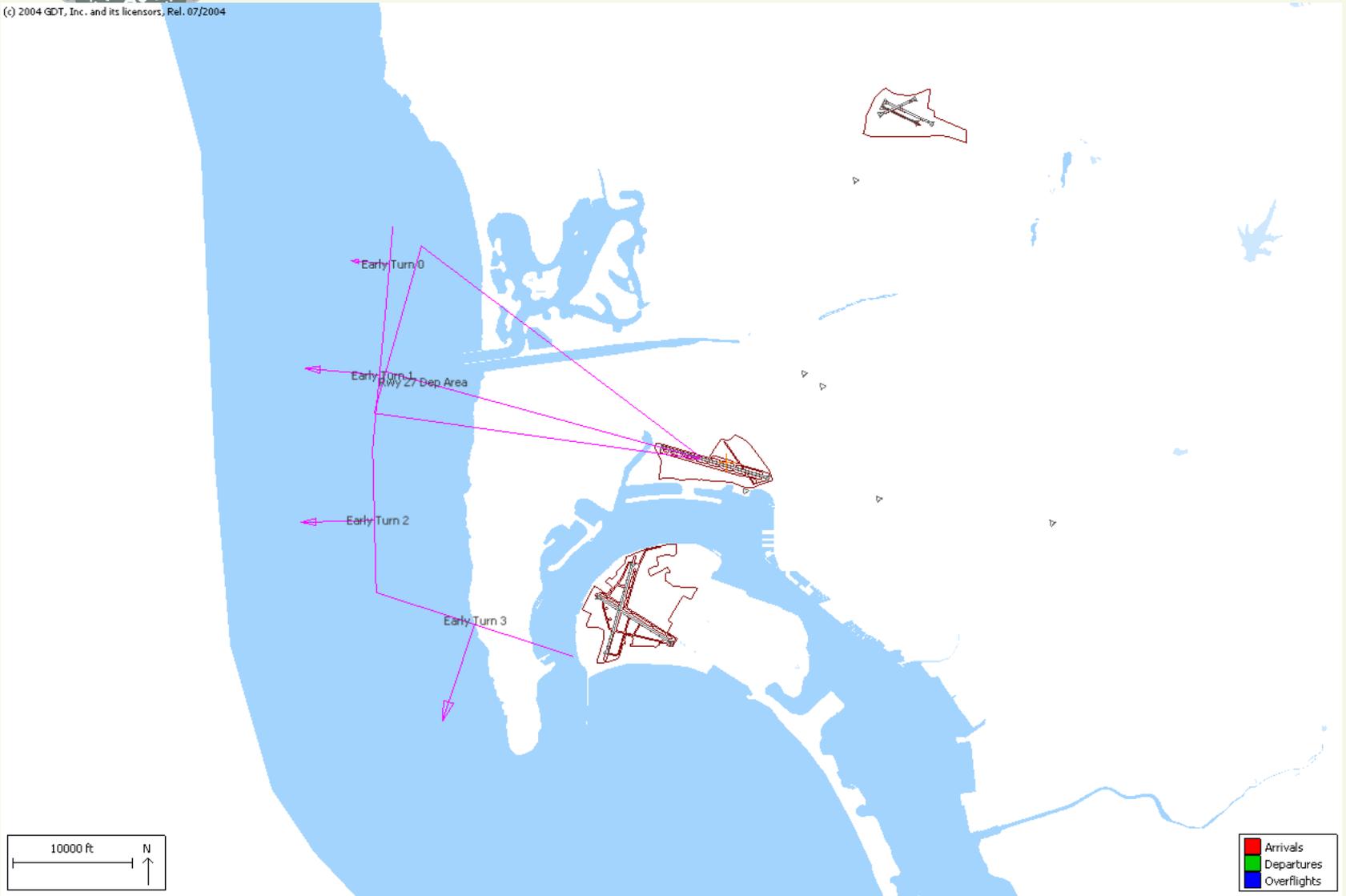
Airport Noise Advisory Committee  
San Diego International Airport

July 17, 2013



# Boundary Definition

(c) 2004 GDT, Inc. and its licensors, Rel. 07/2004





# 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)

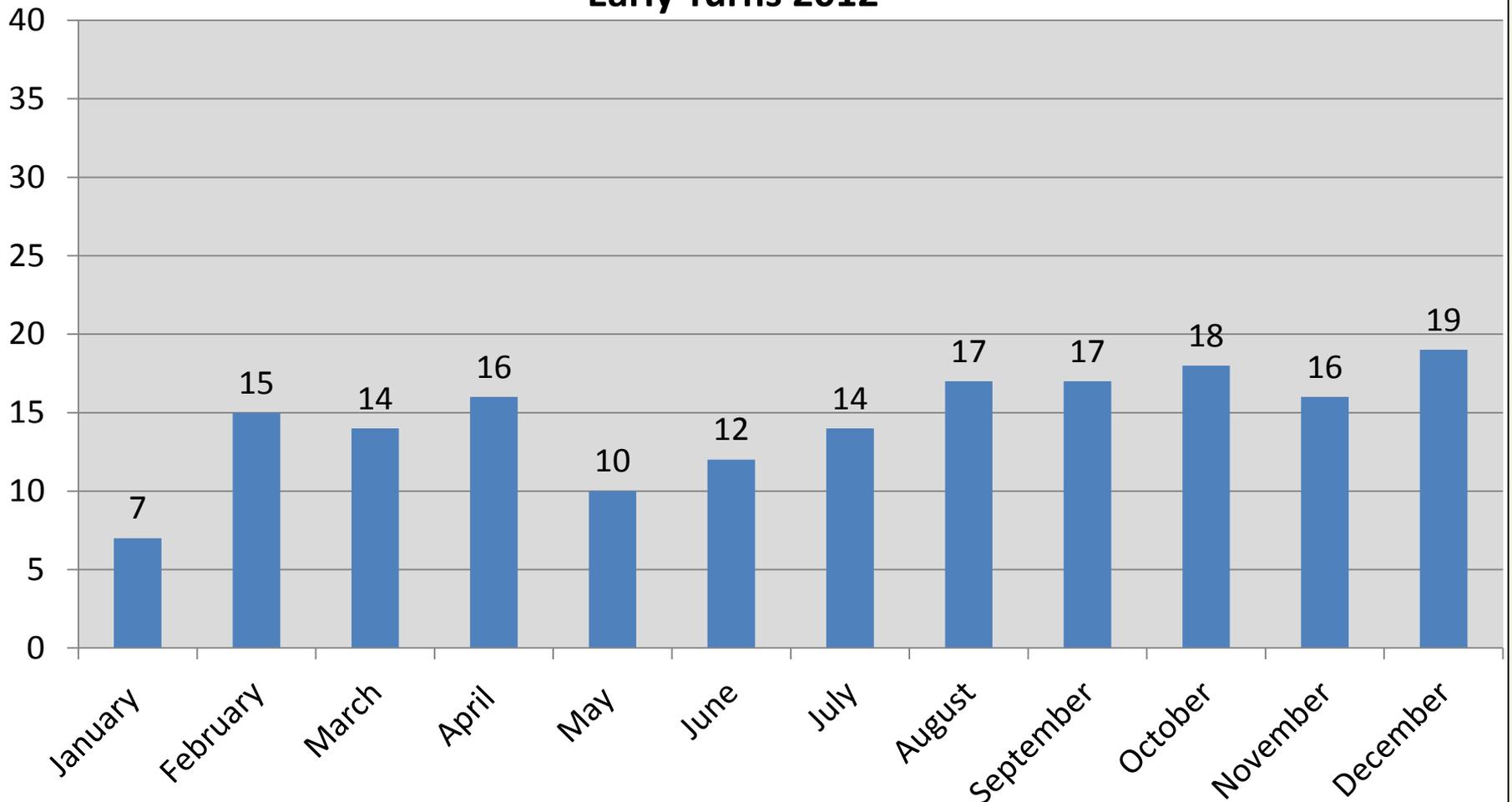
Only the FAA has the capability of determining what precise headings aircraft use when departing SDIA. However Airport staff can use the available computerized system to determine if departing aircraft utilized a standard instrument departure (SID). The ANOMS-GIS software is capable of overlaying the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



# 2012 Early Turns

Total = 175

## Early Turns 2012

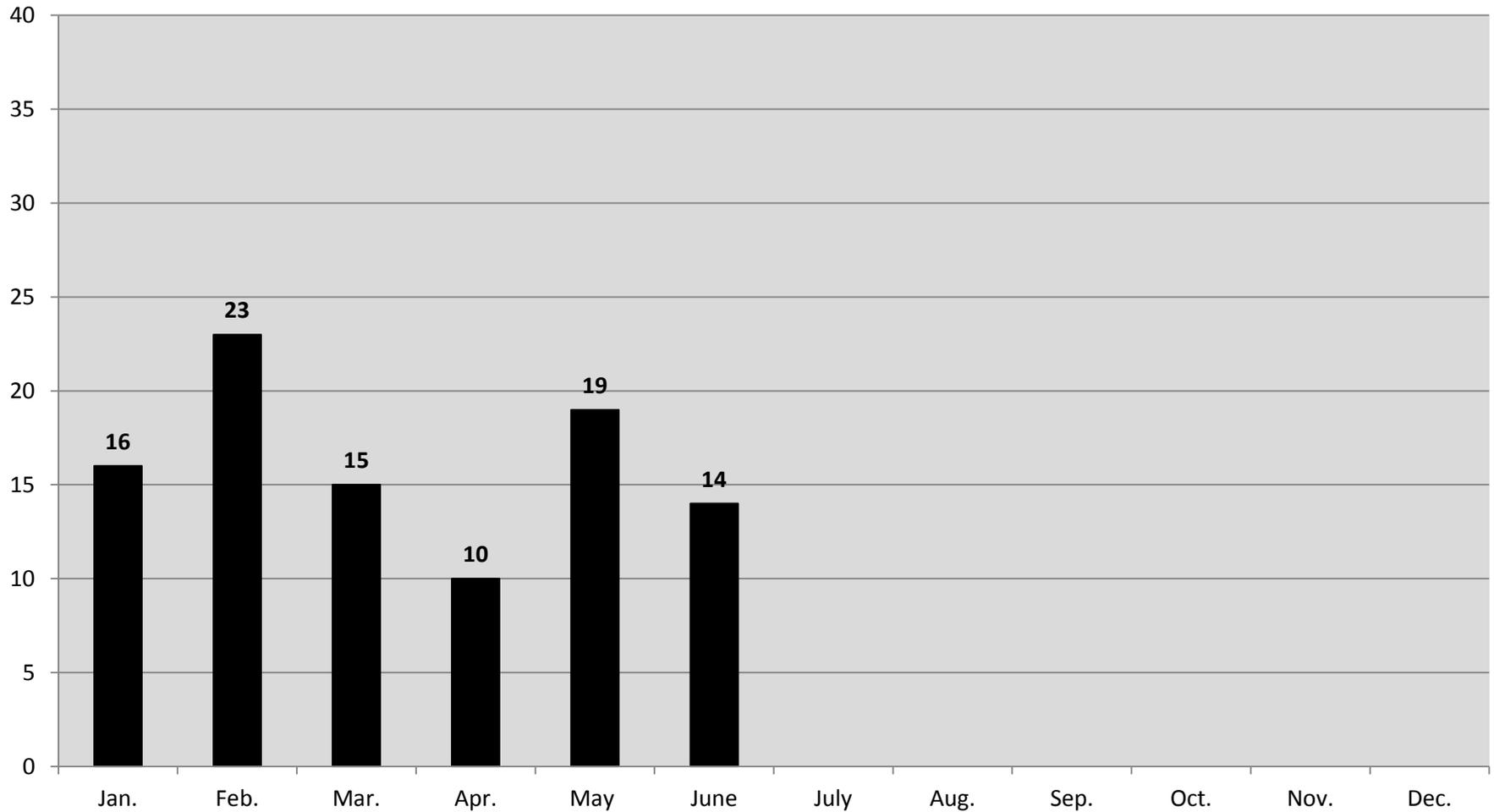




# 2013 Early Turns

Total YTD = 97

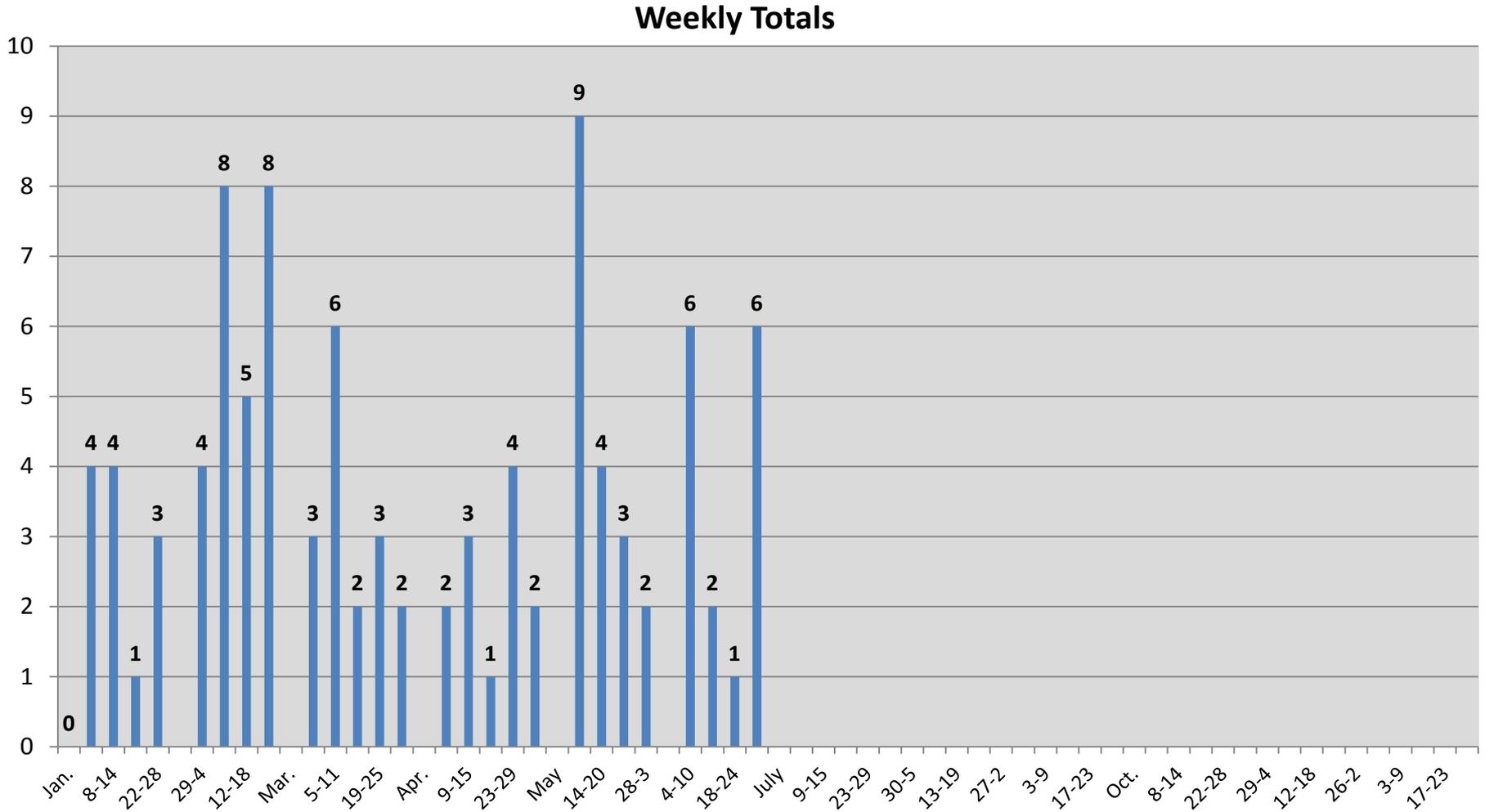
## Early Turns 2013





# 2013 Early Turns

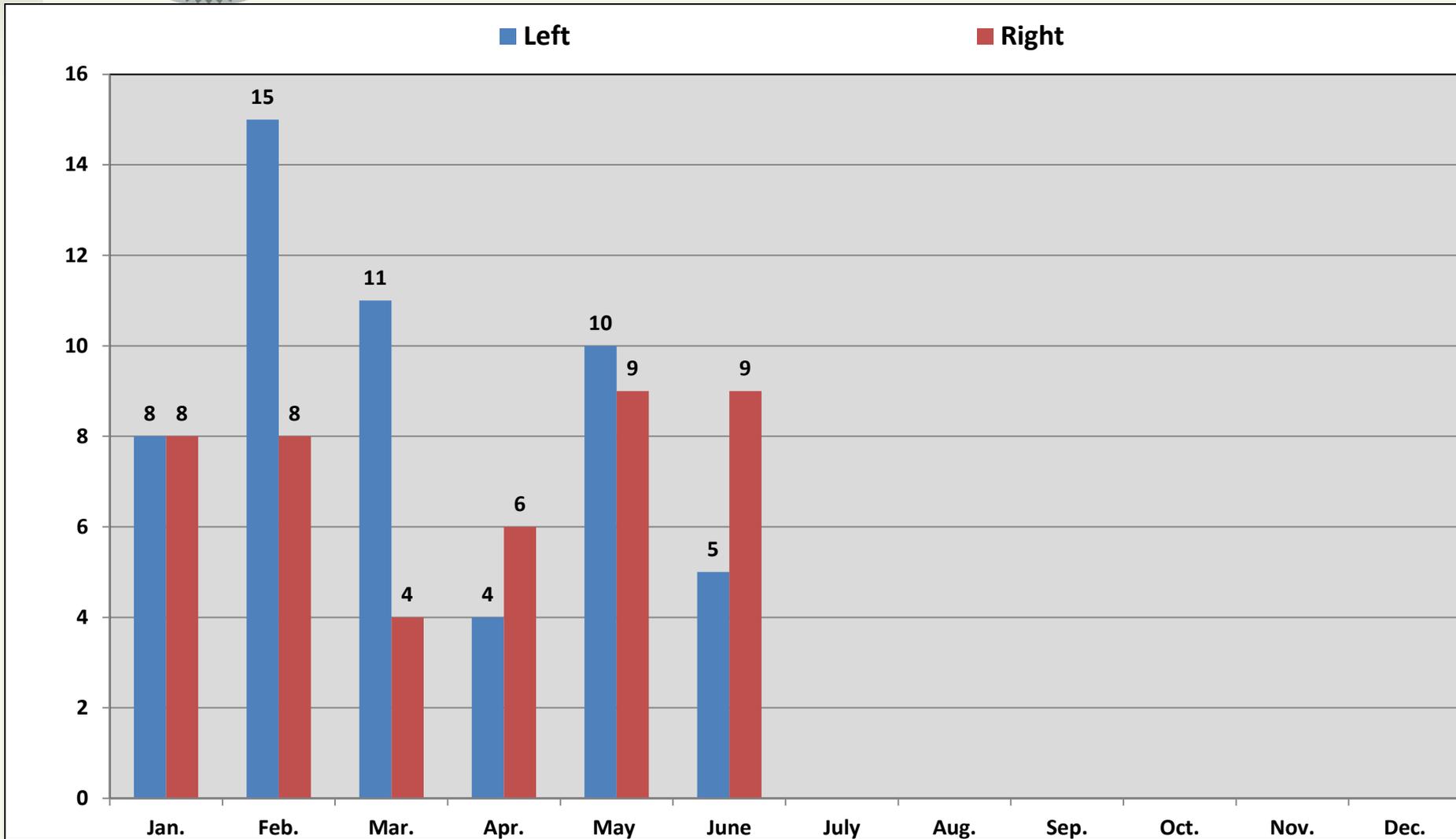
## Weekly Totals





# 2013 Early Turns

Direction (Left vs. Right)



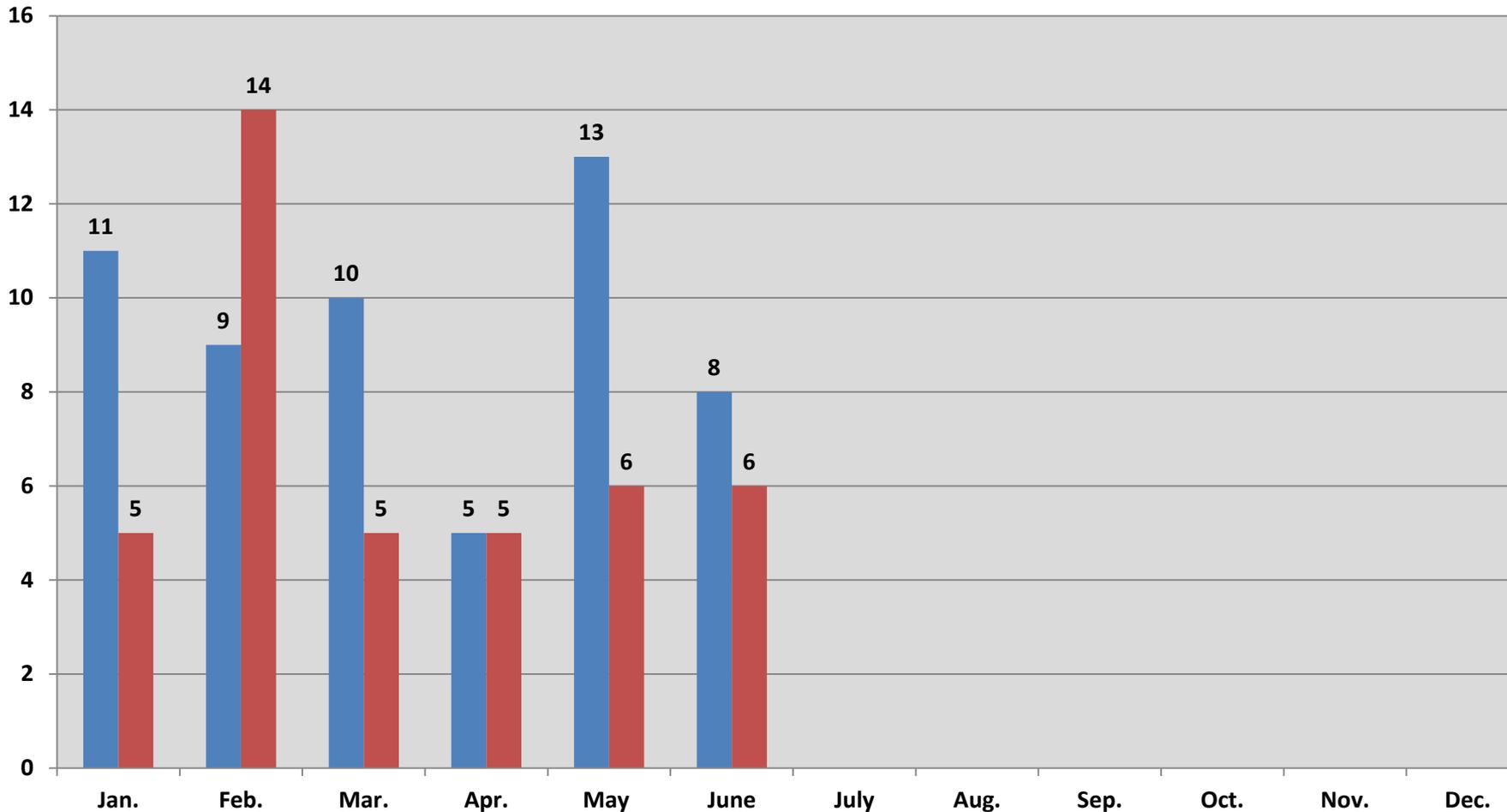


# 2013 Early Turns

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

■ 0630L to 1500L

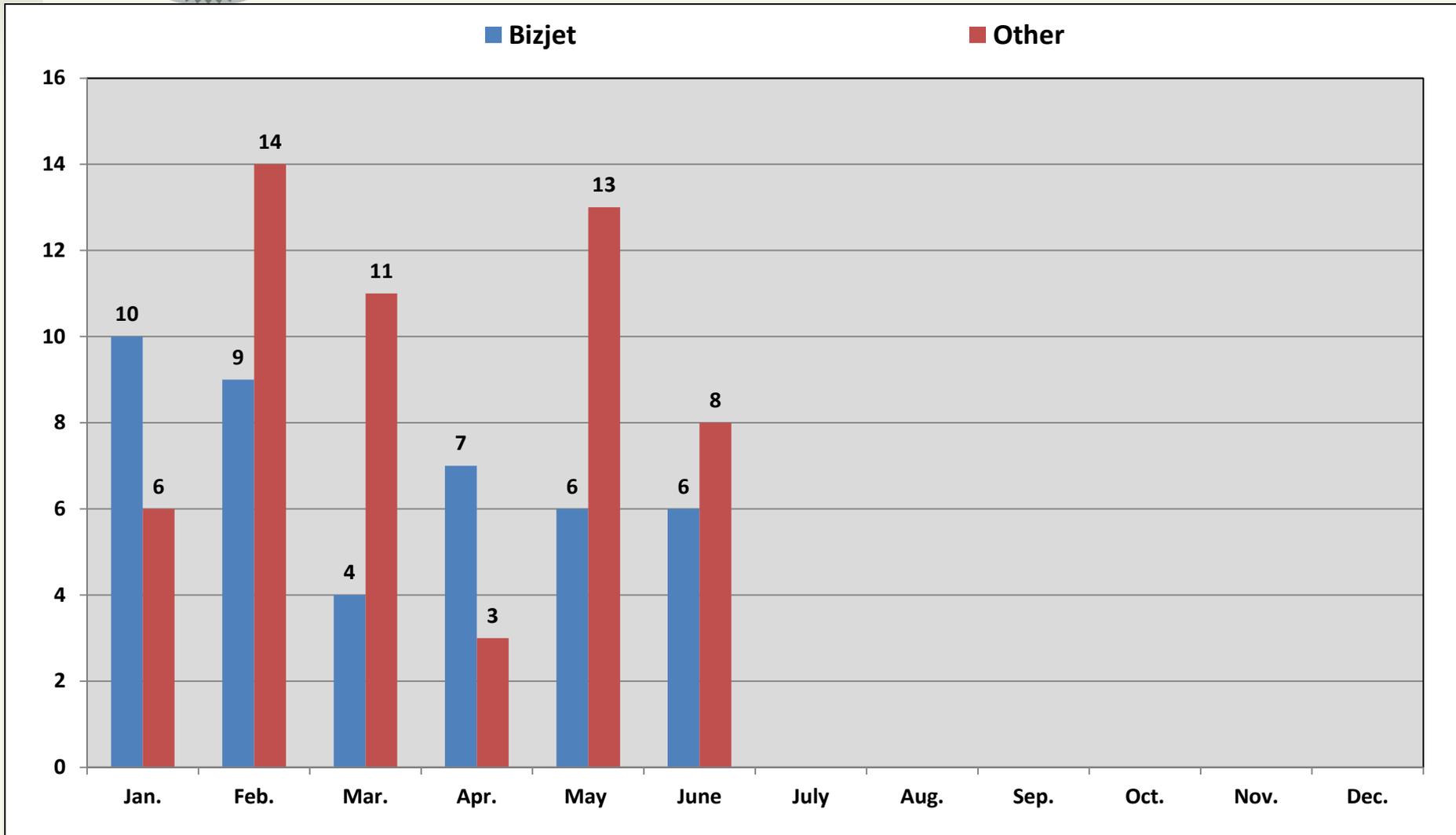
■ 1500L to 2330L

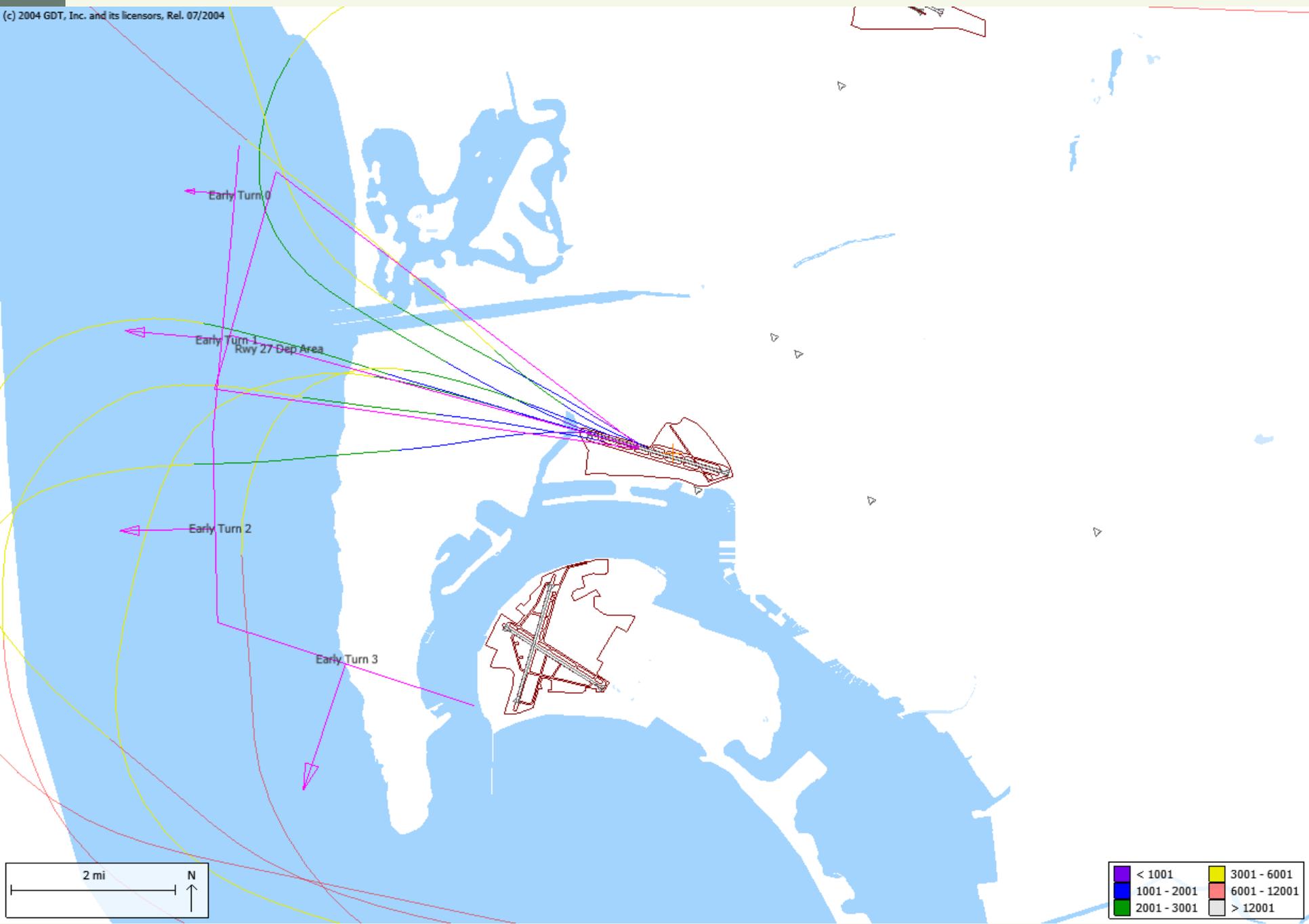




# 2013 Early Turns

Aircraft Type (Business Jets vs. All Other Jets)

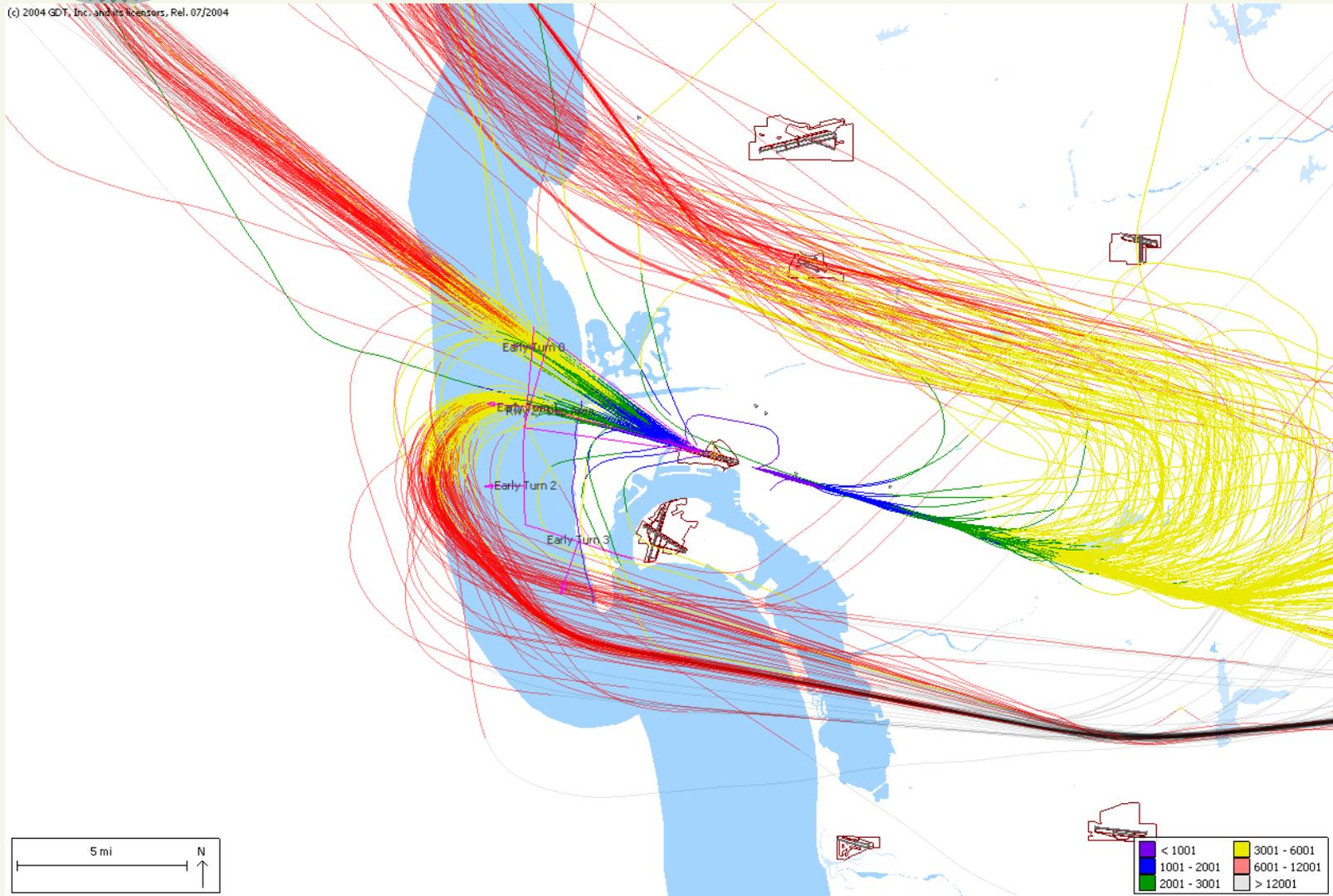






# Any Questions?

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# “Contra-Flow” Statistical Update

Airport Noise Advisory Committee  
San Diego International Airport

July 17, 2013



# Contra-Flow Definition

What is “Contra-Flow” Air Traffic Operations?

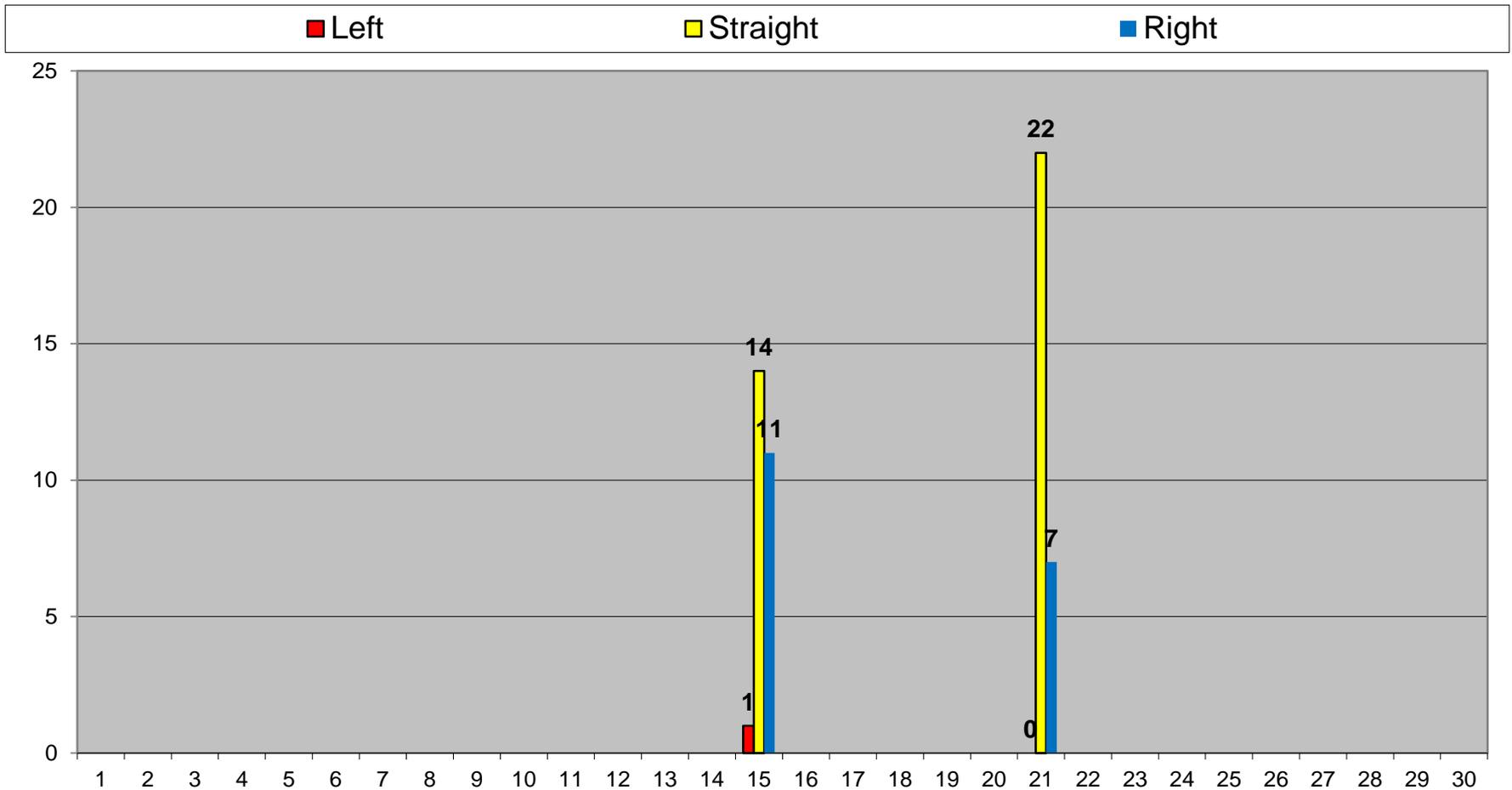
**Contra-Flow operations** is a air traffic control procedure used at SDIA when weather and/or aircraft weight play a factor in the arrival and departing phase of flight. Normal operations at SDIA consist of arrivals from the east and departures to the west. During Contra-Flow operations, aircraft arrive 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](http://www.san.org/documents/airport_noise/Airport_Noise_FAQs_2006.pdf)



# April 2013 Contra-Flow

April 2013





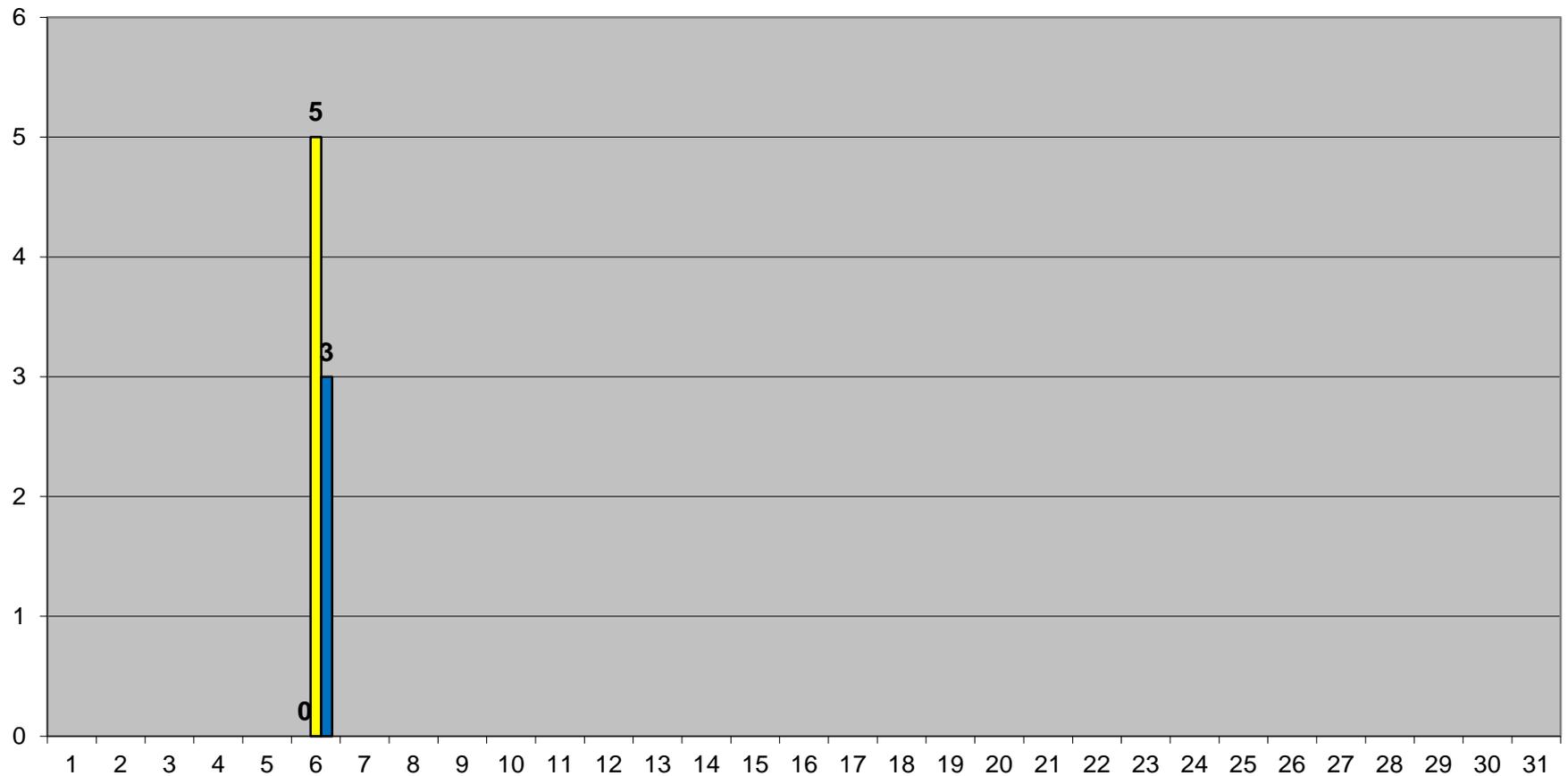
# May 2013 Contra-Flow

May 2013

■ Left

■ Straight

■ Right





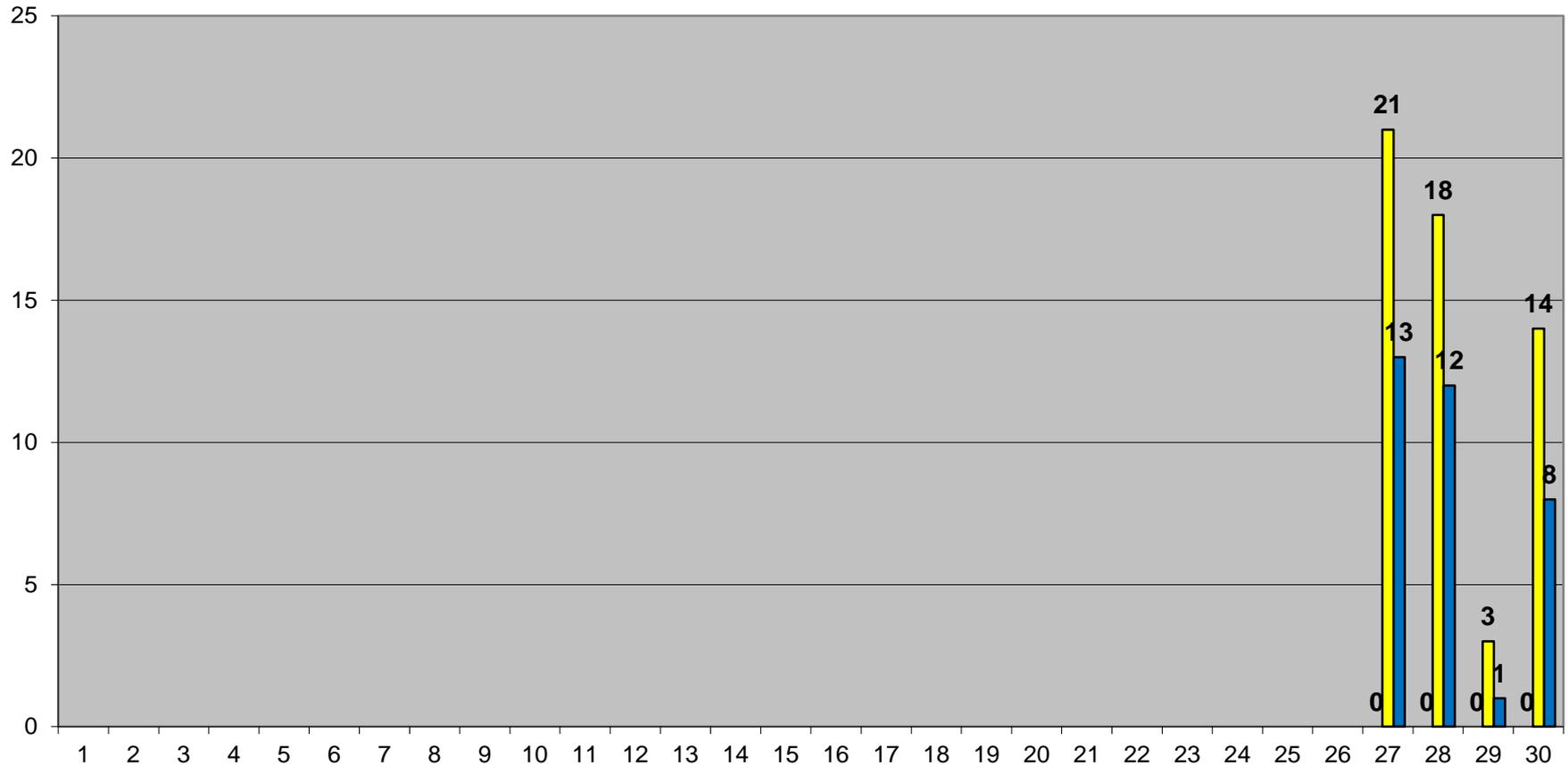
# June 2013 Contra-Flow

June 2013

■ Left

■ Straight

■ Right

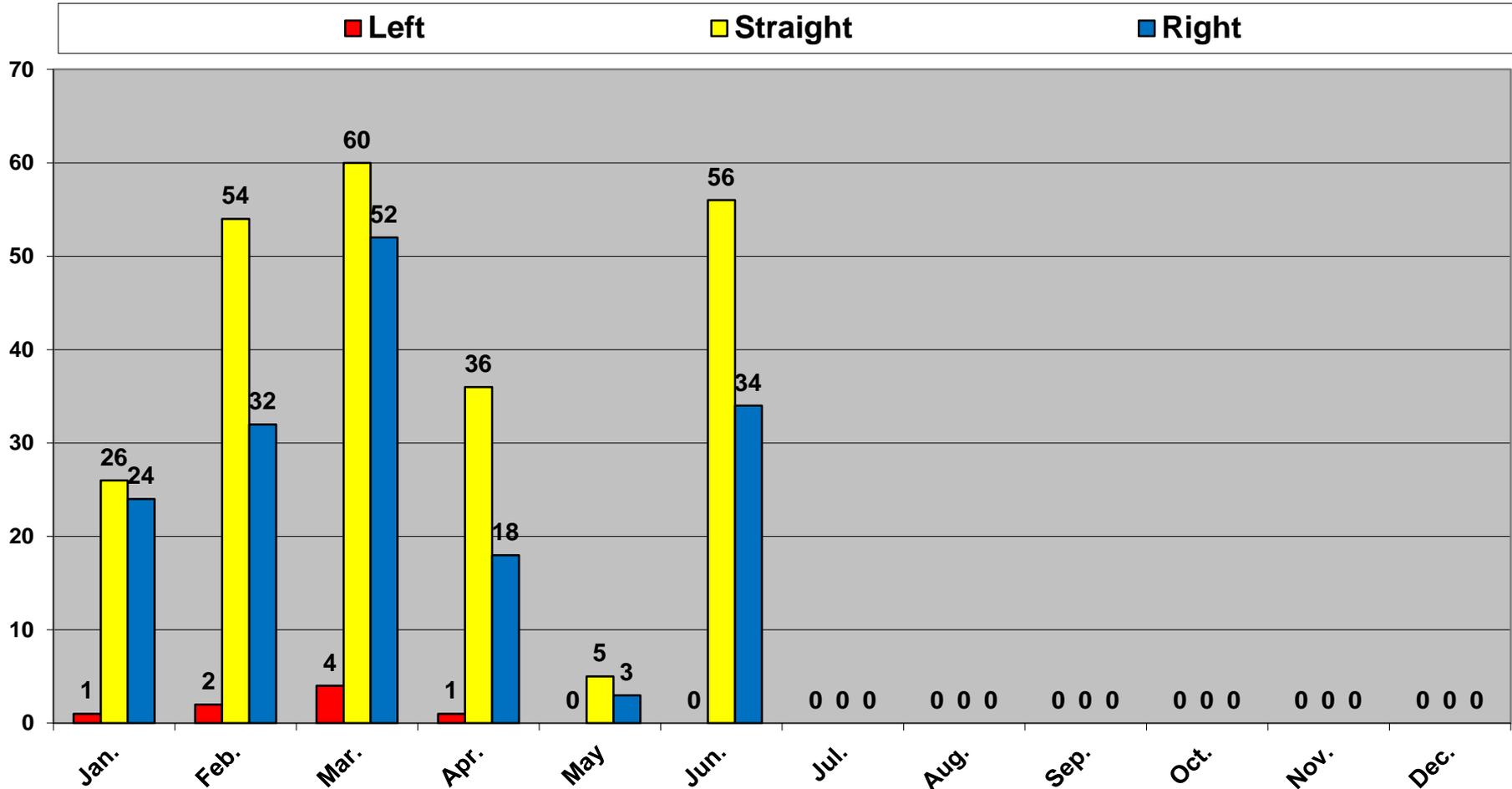




# 2013 Contra-Flow Totals

(Left 8 / Straight 237 / Right 163)

## 2013 Contra-Flow Counts





*Any Questions?*