

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

From: [Frazee Dan](#)

To: '[Morning Star](#)'; Jeff.Tittle@faa.gov; [Webb Paul](#); [David J. Borcalli](#); '[Eugene M. Reindel](#)'; [Robert D. Behr](#); [Buma Brent](#)

Cc: [Mark Hoppe](#); [Donna Kaup](#); [Chris Veum](#); [Tait Galloway](#); [Matt Awbrey](#); [Dee Wylie](#); '[Paul Grimes](#)'; [Robert MacCulloch](#); [Charles Mellor](#); [T. A. Shumaker, Jr.](#); [Bill Cegelka](#)

Sent: Friday, May 14, 2010 8:33 AM

Subject: RE: Alternate Noise Abatement Procedure - commercial carriers departing SDIA (FAA Part 150 Study - public workshop today)

Suhail –

Thank you for your comment submitted for SDCRAA's Noise Compatibility Program (Part 150) update study. You will receive a written response to your suggestion in the near future.

Dan Frazee

Director

Airport Noise Mitigation

SDCRAA

San Diego International Airport

San Diego, CA 92101

(619) 400-2785

dfrazee@san.org

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From: [Morning Star](#)

To: [Frazee Dan](#); Jeff.Tittle@faa.gov; [Paul Webb](#); [David J. Borcalli](#)

Cc: [Mark Hoppe](#); [Donna Kaup](#); [Chris Veum](#); [Tait Galloway](#); [Matt Awbrey](#); [Dee Wylie](#); '[Paul Grimes](#)'; [Robert MacCulloch](#); [Charles Mellor](#); [T. A. Shumaker, Jr.](#); [Bill Cegelka](#)

Sent: Thursday, May 13, 2010 2:56 PM

Subject: Alternate Noise Abatement Procedure - commercial carriers departing SDIA (FAA Part 150 Study - public workshop today)

Gentlemen,

Please accept Peninsula Community Planning Board's request to add **Alternate Noise Abatement Procedure** (ANAP) to all commercial carriers departing SDIA as part of FAR Part 150 Study update. The departure procedure PCPB is suggesting appears to be in line with SDIA CDA procedure being proposed for arriving carriers. The ANAP is currently in use by other commercial carriers and proven to be effective. ANAP is slightly more aggressive than Boston, Logan International procedure approved by FAA (attached) and less aggressive than Orange County, John Wayne International. The procedure PCPB suggests is described as follows:

- **1500 ft AFE select climb mode and climb at V2 +15. 3000 AFE retract flap and accelerate to enroute climb speed**

Please confirm receipt, as I will not be available to personally present this to you at FAR Part 150 workshop today. PCPB will be discussing this request at its regular meeting May 20th (agenda to be posted www.pcpb.net). PCPB will also post this request online at www.pcpb.net/airport Thank you.

Sincerely,

Suhail Khalil

Airport Committee Chair

Peninsula Community Planning Board

Morning Star Real Estate Services

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

From: [Frazee Dan](#)
To: 'Jeff.Tittle@faa.gov'
Cc: '[Morning Star](#)'
Sent: Thursday, April 29, 2010 10:40 AM
Subject: RE: SDIA - Airport Noise Mitigation measures

Jeff –

Thanks for taking time out of your busy schedule to take time to reply. I certainly appreciate your controllers taking appropriate action to avoid prolonged low level flying that would more adversely affect our noise impacted community.

Your point that the “noise dots” are not applicable to any other than SDIA departures (the transitioning aircraft at 4100’ is an example) is well taken. I will share this information with my advisory committee participants at the next meeting.

I appreciate your continued vigilance.

Dan Frazee
Director
Airport Noise Mitigation
X2785

From: Jeff.Tittle@faa.gov [<mailto:Jeff.Tittle@faa.gov>]
Sent: Thursday, April 29, 2010 10:30 AM
To: Frazee Dan
Subject: Fw: SDIA - Airport Noise Mitigation measures

Good Morning

The Citation flight between Brown Field and Carlsbad is on a normal route. If the SDM - CRQ flight is vectored further west of the shoreline the SAN departure climbs must be restricted to low altitudes. It is best for the carriers and the local neighbors for the depts to climb as high as possible on initial departure. The noise dots are applied to the SAN departures. There is no agreement for the noise dots and other enroute aircraft.

As usual, nice job Sir with your responses to our friends.

Jeff Tittle
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