

PENINSULA COMMUNITY PLANNING BOARD AIRPORT COMMITTEE

FAA & SDCRAA meeting with Jeff Tittle & Dan Frazee

September 25, 2009

3:30 PM – 5:00 PM

Meeting held at SDIA Commuter Terminal 3rd Floor (Noise Mitigation Conf. Room)

Meeting called to order by Chair Suhail Khalil at 3:30 p.m. and open discussions to address PCPB Editorial dated August 2, 2009 regarding fanning departure profiles at SDIA.

Attendance: Jeff Tittle (FAA Traffic Manager), Dan Frazee (SDCRAA Noise Mitigation Director), Ryan Hall (SDCRAA Manager of Strategic Planning), Garret Hollarn (Senior Airport Noise Specialist & Geographic Information Systems Coordinator) Suhail Khalil, Jay Shumaker, Paul Grimes, Doug Cohen, Donna Kaup (PCPB) and Joel Siegfried (Airport Examiner).

Non Agenda Public Comments: About a dozen members of the community were present and offered comments. Some raised concerns over potential air quality impact from jet fuel residue. There were also suspicions about the increased departures being a way to accustom the public to more future flights departing south of normal 275 degree heading.

Agenda:

- 1.) **SDCRAA technical presentations** - informative and insightful. San Diego International Airport (SAN) sits on 661 acres, compared with 20,000 acres for [Dallas - Ft. Worth](#) (DFW), and 14 square miles for [Denver International Airport](#) (DEN). Its single runway handles about 300 departures and 50,000 passengers a day.
- 2.) **SDIA ground space** – is all about flow control. The current 42 gates, which will be upped to 52 after the [Green Build Terminal Development Program](#) finishes in 2012 and must be constantly accessible. There can't be aircraft grid lock on the ground, or runway incursions. The single East/West runway 27/9 must remain clear for arrivals as well as departures. Controlling flow is all about aircraft speed, efficiency, and above all else, safety. That's the FAA's mandate.
- 3.) **FAA's Traffic Manager (Jeff Tittle)**, a veteran of over 30 years experience managing aircraft movement stated candidly, "*This airport is too small for this City.*" Yet he also added that his controllers are doing a magnificent job, safety is never compromised, and realistically, as many as 50 departures and arrivals an hour may be accommodated.
- 4.) **250 degree departure heading:** Tittle added, "*I don't think we would need to use this*" Vector 250 is used for protection, as a feed off to slower moving traffic, to expedite departures when there is taxiway congestion on the ground and aircraft start to clog runway access, and for missed approaches, bad weather and go rounds. The resurfacing of taxiway Charlie also impacts ground congestion. There are assertions this currently happens no more than 10 times each day. The FAA manager added, "*The 250 degree heading is not a long term solution.*"
- 5.) **CA Auditors report in 2000** – Committee member Paul Grimes brought up agreements made by FAA & SDCRAA to limit use of 250 degree heading and maintain departure profiles that follow noise mitigation gates. Tittle stated he was unaware of any agreements or gates.

Agenda Public Comments: Many Residents of Point Loma, south of the Ocean Beach fishing pier, which is approximately on the 275 degree departure vector, disagreed with Tittle. Members of the community spoke out and state over 15 aircraft fly over their homes in a given morning between 6:30 a.m.-7:20 a.m.

Meeting Adjourned at 5:00 p.m.