

Airport expands influence area by fanning departures during construction

On July 31st Peninsula Community Planning Board's Airport Committee met and learned that San Diego International Airport will be starting a nine month capital improvement project on August 10th, 2009 to rebuild the north taxiway "C" and install new lights and signage. The north taxiway needs resurfacing, which may result in a wider fanning of departures to relieve cueing on the south taxiway at critical times of the day during the construction period. The FAA will need to sequence aircraft departure patterns south of the normal 275 degree heading.

The Union Tribune reported on July 12, 2009 this seemingly routine project received \$5 million of FAA stimulus funding. However, according the Regional Airport Authority contracts, these capital improvement projects add up to over \$25 million in total and will increase the influence of the airport without community input.

The Airport Authority is sending out a letter and map (attached) to thousands of residences on the south end of Point Loma and Sunset Cliffs to advise of aircraft noise that may be increased due to this project beginning next week. The Airport Authority states that the FAA may need to fan out departures onto a currently approved 250 degree heading due to this project. Some flights will be departing on this rarely used 250 degree heading (headed to the east coast) flying directly over Dana Middle School, Silvergate Elementary School and Warren Walker School. Peninsula Community Planning Board's Airport Committee reviewed FAA documents confirming the 250 degree heading is non-standard and the FAA has assured the State of California it will minimize its use for noise abatement purposes.

Our community should be aware that the fanning of departures may eventually be needed to accommodate future additional flights as SDIA expands. Flights at Lindbergh are expected to grow based on demand and will be accommodated by the 10 new gates being constructed at Terminal 2. The additional flights may impact FAA aircraft sequencing as projected growth would dwarf the few aircraft that now depart from the north taxiway.

The PCPB Airport Committee strongly suggests that the Airport Authority consider the following measures to help mitigate the airport's noise influence during this temporary project:

- 1.) Utilize the concrete ramp near the General Aviation facility as an alternative path for aircraft to access the east end of the north taxiway beginning at 6:30 am.
- 2.) Construct the eastern half of the taxiway during curfew hours 11:30 pm - 6:30 am. (Lindbergh's entire runway was previously resurfaced during these same hours.)
- 3.) Segment project construction to minimize length of time east end of taxiway is unavailable.
- 4.) Sequence departures from the north taxiway into the south taxiway's flow before aircraft cross runway 27.
- 5.) Only allow the 250 degree departure heading between 7 am and 7 pm.
- 6.) Do not allow any MD80 aircraft to depart on the 250 heading at any time.

Similar cueing and fanning departures south of normal 275 degree heading will increase as SDIA at Lindbergh reaches its capacity, first in the early mornings, then all day long. Thus, this "temporary program" may be an introduction to our future.

PCPB Airport Committee plans to present a draft letter to Senator Kehoe and Congresswomen Davis at PCPB regular meeting August 20th regarding our community's growing concerns with SDIA expansion.

Peninsula Community Planning Board Airport Committee
<http://www.pcpb.net/airport.html>