

Date | time 2/15/2017 4:00 p.m.

Meeting called to order by: Heidi Gantwerk

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
Captain (Ret.) Jack Bewley	Airline Pilot (Retired)	Yes
Lee Steuer	Representative for Congresswoman Susan Davis	Yes
Emmet Aquino	County of San Diego	No
Conrad Wear	Representative for San Diego City Council, District 2	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Susan Ranft	Downtown Community Planning Council	Yes
Rob Bates, Representing Kirk Hansen	Community at Large	Yes
David Swarens	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Paul Webb	Peninsula Community Planning Board	Yes
Tom Gawronski	Ocean Beach Planning Board	Yes
Victoria White	City of San Diego, Planning Department	No*
Robert Cook	FAA	Yes
Brian Elliott	Representative for Congressman Scott Peters	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustical Engineer	Yes
Vacant	Commercial Airline Pilot Representative	No
Victor Avina	Representative for San Diego County Supervisor Greg Cox	Yes
Randall LaRocco	Midway/Pacific Highway Community Planning Board	No
Melissa Hernholm-Danzo	Peninsula Steering Committee	Yes
Angela Jamison	Authority Staff	
Sjohnna Knack	Authority Staff	
Heidi Gantwerk	Facilitator	

*Members contacted staff ahead of time and are considered excused.

1. Welcome and Introductions

Heidi Gantwerk, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:01 p.m. The meeting began with a brief overview of the agenda and the process. Ms. Gantwerk explained the minutes are provided in a summary format rather than verbatim style. ANAC members introduced themselves.

2. Presentation Items

Note: A copy of the information in the presentation can be found via our website using the following link:

<http://www.san.org/Airport-Noise/Initiatives#405494-meeting-schedule>

Quieter Home Program Update – Craig Mayer, Deputy Program Manager, Quieter Home Program (Program), provided an update on the Program’s status.

Mr. Mayer said there are currently 679 applicants, or 1,449 individual units on the waitlist. No homes were completed during the months of December and January. He stated that they cannot estimate how many homes will be completed in 2017, as they have not received written approval from the FAA to move forward with forming new groups. In past years, the historical average they completed was between 300 to 500 units a year. They could anticipate half that amount, if the FAA approves the designs currently submitted to them and start with construction late spring. Total number of homes completed through January 21, 2017, is 3,453.

Question from ANAC: Mr. Webb asked if homeowners are still selected into groups based on length of ownership. He felt there was a greater priority to these new groups, and asked how long they have been part of the Program rather than someone who has lived in their home and has been waiting.

Mr. Mayer said that properties are placed into groups, dependent on their standing in the wait list, which is based on length of ownership.

Question from ANAC: Mr. Bates inquired as it has been a year of communicating with the FAA, when it would be possible to provide the community an update, including those homes on the wait list.

Mr. Mayer said that they will be sending out an email in the next few days, to indicate the status of the Program and what they hope to expect over the next few months.

Curfew Violation Review Panel (CVRP) Statistics – Sjohnna Knack, Program Manager, Airport Planning and Noise Mitigation, gave a review of the curfew violations. The 2016 top 5 offenders were: JetBlue 12, American 11, Air Canada Rouge 10, British 9 and Delta 8. The majority of these curfew violation flights are red eye flights. Ms. Knack explained that the review panel has not historically fined flights for a local mechanical issue, or local weather issues. Last year, there were 24 that were not penalized, out of the 84 violations. 72% were penalized.

Ms. Knack said violations are trending downward for early this year, and are continuing to work with the carriers. This will reflect in the Fly Quiet score that will be released in April.

Question from ANAC: Mr. Wear asked if the flights between 10:00 p.m. and 7:00 a.m. are Stage 3 or Stage 4. He asked if there was a requirement for Stage 4 planes during nighttime hours, what the process would be.

Ms. Knack said that would be considered a restriction, and to do this, the Airport would need go through a Part 161 Study. She thought it might be worthwhile to bring a consultant talk about this at the April meeting.

Question from ANAC: Ms. Danzo inquired what the procedure for nighttime flights is.

Mr. Robert Cook answered that after 10:00 p.m. aircraft fly on a 290-degree heading. He said this procedure has been in place for years.

Question from ANAC: Ms. Danzo asked if it would be possible to track the planes to confirm they are flying on the 290-degree heading between 10:30 p.m. to 7:00 a.m. She said that the complaints are greater then, and perhaps they are not flying appropriately.

Mr. Cook said they could track this, but it will be very few, as the curfew starts at 11:30 p.m.

Missed Approach Statistics - Ms. Knack explained the definition of missed approaches. She clarified that a missed approach is done for safety reasons and cannot be influenced by the Airport Authority.

Ms. Knack reported year end totals that missed approach numbers are higher as the operation numbers have increased. There was 1.5% increase in 2016 over 2015. They took the percentages of missed approach numbers and compared them over the years, and they were very consistent with the increase in operations.

Question from ANAC: Mr. Bates asked Mr. Cook for the reason for non-compliance with the Noise Dots.

Mr. Cook said planes might need to turn for safety; they need three miles between departures, as it is difficult for a single runway, for both arrivals and departures.

Early Turns - Ms. Knack explained the definition of an early turn. Ms. Knack said they track planes that miss the Nose Dot #1 to the right, and consider that an early turn to the right, and any plane that turns before Noise Dot #3, or if they turn and fly over the peninsula at any altitude. She said that overall the early turn statistics were decreasing from this last year; there was a 66% reduction from last year for early turns to left. Early turns to the right have increased from the previous year. They also reach out to the FAA for explanations; however, workload prevents staff from having time to research and analyze every early turn.

Ms. Knack reported that early turns to the right were tracking higher in 2016, than 2015, but primarily in December, during inclement weather. Some of the more egregious turns were private jets, and Ms. Knack noted that staff contacts the pilot to discuss the FAA Noise Dots with them. There were many planes that were very close to the Noise Dots, primarily flying to northwest destinations.

Mr. Cook described the new RNAV procedure, PADRZ, which will be implemented on March 2, 2017, has a GPS point that will not be affected by the wind. Currently, the PEBLE procedure has heading of 293 degrees, which could be affected by wind, so there will be more consistency, once PADRZ is released.

Ms. Knack asked if the new procedure will make aircraft more complaint with FAA Noise Dot #1.

Mr. Cook affirmed this.

Ms. Knack noted there are various published departure routes, and pilots can choose a different route, such as POGGI instead of the ZZOOO. On March 2nd, when PADRZ starts, not all planes will fly this departure, as not every plane is equipped with satellite navigation. Ms. Knack said she is hopeful that the numbers of early turns will decrease over the next few months.

Comments from ANAC: Ms. Watkins expressed her concern about the early turn statistics over Mission Beach have doubled. She said she also attended an FAA meeting, where they discussed the new RNAV procedures over Mission Beach. She said that she has been reassured by the FAA that the new PADRZ departure route will alleviate early turns and vectoring from Mission Beach. The PADRZ utilizes the WNFLD waypoint which is 2.5 miles off shore Mission Beach.

Ms. Watkins said she was disappointed to learn that the 10:00 p.m. to 11:30 p.m. nighttime procedure of the 290-degree heading will not be affected by the new RNAV SIDS, as this is when many of the early turns or curfew violations occur over Mission Beach, and she knows that the community there has received the brunt of noise from this procedure since the 1990's. She understands that this waypoint was situated at that time to abate the plane noise over Point Loma. There is no formal written documentation, only a letter of agreement between the Tower and TRACON. Ms. Watkins would like to propose to revisit the nighttime procedures, so they could further abate nighttime noise and early turns over Mission Beach. She would also like to get a copy of the letter agreement, to review and discuss if this procedure is applicable, as these new noise routes will be in place.

Question from ANAC: Mr. Elliott noted that there have been many concerns from the La Jolla and Bird Rock areas about additional noise and early turns, and the number of early turns are the most plausible reason for the noise, compared to flight paths from prior months and years, before the November-December period.

Ms. Knack said the noise complaints received from La Jolla are categorized in three ways: 1.) Departures, 2.) Early turns to the right and 3. Arrivals. Ms. Knack said as the complaints originate from La Jolla, it's unclear whether the flight is an arrival or a departure. The complaint does not specify if it is an arrival or departure. For a departure noise, she hopes that if the procedure is implemented and utilized by pilots, then this might alleviate some of the community's concerns because they will stay inside the Noise Dots.

Metroplex Update - Ms. Knack indicated that the next implementation is on March 2nd, 2017. She encouraged members to go to the Metroplex website, as it has been updated with new information from community workshops and webinars.

Noise Complaints Statistics – Ms. Caroline Becker, Noise Mitigation Specialist, explained her presentation of noise complaints by month. Last year, 2016, was a record at 31,000 noise complaints. In December, there were approximately 1,400, and in January, slightly more, 1,941 complaints. During the December-January time period, staff returned 41 phone calls, and answered 167 emails from residents with noise complaints.

The highest complaints by type are: curfew violation, missed approach, “heard in my home”, loud over ocean, low or loud, and suspected off course. The Multiple category, which include more than one type: suspected off course low, loud, and Other. Of the complaints received, 44 percent said they heard “noise over my home,” 21 percent were low or loud complaints; and 19 percent were suspected off course, and low or loud.

Ms. Becker said some of the location trends for percentages of current findings include: 84 percent of “heard at my home” came from Bird Rock, low or loud; 56 percent of those complaints came from Point Loma Heights; 94 percent from Sunset Cliffs were both suspected off course, and low and loud. There were only a small percentage for curfew violations; three (3) percent, but 94 percent of those came from Loma Portal, the area most affected by curfew violations. In the Other category, there were 173 complaints which include Montgomery Field complaints, military operations, helicopter operations, as well as blank emails that just give an address with no complaint.

There is a new trend with the breakdown of noise complaints by neighborhood, as there are more complaints from La Jolla than Point Loma, staff created a new map to adjust to the information. Identified on the map is over 1000 of complaints came from one residential home. There was also one caller in the College area posted 81 complaints.

Question from ANAC: Ms. Danzo stated as there is a new neighborhood involved, she would like WebTrak’s accuracy to improve and would appreciate an opportunity to discuss this; she believes it needs to be audited, as members of our committee have had specific discussions with senior FAA management and other parties directly involved with WebTrak, and all have spoken to its inaccuracy. They mentioned that it requires regular manual editing to make it more accurate with various data sources. Ms. Danzo acknowledged that this complicates staff’s jobs, to track inaccuracies and would like resolution. She also inquired if they have ever been audited by a third party?

Ms. Knack said that she could not confirm WebTrak’s inaccuracies; she was very confident in WebTrak’s accuracy. Ms. Knack explained that WebTrak is just the online version of the data source received from the FAA. A missing flight may be a filtered operation, which may be blocked by the FAA for security purposes. Staff have calibrated WebTrak and double-checked the tracks against other sources, and it is very accurate. She encourages anyone to send in photos, and the address of where the flight was located, as the more information the better, so they can discuss with the vendor.

Question from ANAC: Mr. Swarens asked for the nature of those complaints from South Park.

Ms. Becker said the complaints that they received from South Park, one in particular, was from a contraflow operation; however she offered to research the other eight.

Question from ANAC: Mr. Cole was impressed with the information and maps regarding the complaints. He inquired if the graph with the Top 5 Complaints could also show the flight tracks.

Ms. Becker said they could include these.

Question from ANAC: Mr. Cole said that he had heard from someone in the FAA that WebTrak’s information was communicated in the East Coast, and then bounced back to this location. He is concerned the information is not accurate as the FAA’s information. He understands that the FAA can’t disseminate their information as they are too busy; as a result WebTrak is utilized, but believes there are some inaccuracies.

Ms. Knack said the feed utilized is organized out of Washington, D.C. She stated that she has not heard anyone from the FAA, or vendor, say that there’s lapse or there is degradation in quality. She said there was an email that was distributed to Subcommittee members from someone in the FAA, but they were not referring to WebTrak. They were referring to free apps like Flightradar24, and those have a different data source. WebTrak is a much higher quality than Flightradar24.

Question from ANAC: Ms. Steuer inquired about Lemon Grove and the College Area reporting and asked if it is a new trend, as she hadn’t noticed prior complaints from these communities?

Ms. Becker said it is one household that complained of aircraft over the home.

Question from ANAC: Ms. Steuer inquired if this is a result of the Metroplex implementation?

Ms. Becker said that she believes it is most likely a frequency issue; that the aircraft have always flown in the area, just frequency.

3. Public Comment

Ms. Gantwerk opened the public comment period. She reminded the public that each speaker would have three (3) minutes to speak and would not be able to go over the allotted time, to ensure all speakers get an opportunity.

Leonard Gross, a Bird Rock resident, believes there has been a degradation of the quality of life, much of which is due to aircraft noise. In addition to commercial aircraft out of SAN, there is accumulation of helicopter noise, military jets, and general aviation in La Jolla. He does not believe these are early turns and missed approaches, as these only represent one or two events per day.

Maria Jenness said the noise is not from isolated instances, as it is one plane after another, that starts early in the morning, with the delayed nighttime departures as well. She has been living in the same house for 30 years, she said that the airplanes previously went out much further over the ocean, and noise was not a problem. She knows that recently the airplanes have moved closer to the shorelines, and feels impacted. She requested for further research as it affects the quality of life and health.

Dr. Matthew Price lives in La Jolla and is a physician. He would like to urge that the ANAC, the FAA, the City, and federal representatives recognize that there is a problem in La Jolla that must be solved. He said that last year, no one in La Jolla had heard about ANAC or waypoints, but they have heard jet engines cascading across the canyons and overhead. He believes these are not early turns or missed landings, but a systemic problem, as the airport is 14 miles away and the La Jolla community has never have considered themselves as part of an airport community. Dr. Price brought more than 300 petitions, signed by La Jollans, asking the Airport Authority and the FAA to determine the cause of the increased noise, and reduce it to previous levels. He noted that on January 28th, the day of the PGA tournament, Bird Rock residents noted how quiet it was that day and that northbound, jets were clearly farther away from the shore compared to other prior Saturdays. He said that if La Jolla can be made quiet for the PGA, it can be made quiet for the residents as well and requested that this occur.

Beatrice Pardo noted that as most of her La Jolla neighbors have already spoken for La Jolla, she wanted to offer a different perspective or a more global perspective as the problem is throughout the United States. Since there are 31,000 complaints, the issue has to be addressed. She believes that the design needs to go back to the drawing board as it is affecting communities throughout the United States, and it's definitely affecting their community.

Gillian Ackland stated that she has been in La Jolla now for 50 years and had never heard aircraft noise until late last November, and it starts at 6:30 a.m. in the morning until they stop at night at 11:30 p.m. She said she is not looking forward to summer, as they are a beach community and cannot conceive of a life inside a padded home, with sound attenuated windows to alleviate the noise.

Cameron Volker lives in La Jolla Shores she and her neighbors are asking that the FAA address the landing and takeoff patterns and procedures, which are severely impacting the quality of life. She said that although they have dual-pane windows, it does not stop the noise from entering the home. Ms. Volker asked the committee that they take swift action to modify the arrival and departure patterns. She asked that they work to make the necessary changes, so that previously quiet communities, such as La Jolla, are not completely upended by unwelcome commercial jetliner flight patterns, which are causing great disturbances to the residents.

Gary Wonacott was called, but was not present.

Mark Drozda lives in the Bird Rock/Upper Hermosa area, and has watched planes from his home for 26 years and stated that noise has never been an issue, other than the Coast Guard, military helicopters, and small aircraft flying along the coast. He noted that last fall, commercial traffic, commercial jet airliners became very noticeable

all hours of the day, particularly heavy traffic times when departures are heavy in the morning and in the evening as late as 11:00 p.m. He believes it is not isolated incidents, but daily and believes it to be unacceptable and asks that the flight patterns return to previous routes.

Jill Seagren has been in the same home for 41 years. She said that until about three years ago, the flight path into Lindbergh Field used to turn at Highway 52; but, over the last three years it has migrated down to turning right over her home. She also noted that over the last 24-months, planes are coming in lower, so that the tail identification is almost evident. She believes there should be a curfew for incoming flights, as well as outgoing.

Nancy Caine stated that she understands the La Jollans' pain, as she is from Point Loma and has been representing her community for over two years. She inquired about the fines assessed, if they are collected where has the money gone? Ms. Caine feels that it is a very small amount for air carriers. She also would like to know if these are continual or first-time noise complaints.

Jen Chatten-Brown is a resident of Bird Rock, and an environmental attorney. She noted in late November and early December, she was awakened every morning shortly after 6:30 a.m. from aircraft noise. She stated that she has litigated against LAX on issues on behalf of people concerned about noise and that she knows one of the attorneys has filed a challenge to the finding of no significant impact for the Metroplex project. She is dreading summer because of the noise, and encouraged the Committee to take the complaints seriously as this is a new problem.

Chris McCann lives in La Jolla Shores Heights and is a retired Air Force test pilot. He would like to join the organization to represent La Jolla, as he believes La Jolla is having an acute problem. He stated he heard Mr. Cook mention that many of the early turns and noise complaints are related to weather events, and as a pilot, he is curious what weather events are around San Diego that cause ATC to vector airplanes over noise-sensitive areas. Mr. McCann said that as there is an increase in the concentration from the satellite system's accuracy that the airplanes are now using, the planes are almost on the exact same route; before there was some dispersion of airplanes coming in and out, so understands this problem. He knows that his neighbors in the Shores and in Bird Rock are definitely impacted by it.

4. Approval of December 21, 2016 Minutes

Ms. Gantwerk called to motion of approval of the December 21, 2016 meeting minutes. Mr. Cole approved the motion and Ms. Ranft seconded the motion.

5. Information Items

Subcommittee Update – Ms. Deborah Watkins, Chair of the ANAC Subcommittee gave a summary of the January 18th, Subcommittee meeting.

The topic for the meeting was an FAA presentation on historic versus current flight tracks in various neighborhoods surrounding the airport. Actual text from work plan: Assessment of historical vs. current arrival and depart procedures. This Includes FAA data overlay showing frequency and location over several years at specific locations (Bay Park, La Jolla Cove, Mt. Soledad, Mt. Helix, Sunset Cliffs, Wooded Area, Fleetridge, La Playa, and Mission Beach).

Ms. Watkins said that the FAA presentation did not address the historical analysis that the subcommittee was looking for, it only reviewed current operations related to noise complaints.

The FAA agreed to come back in March and present the historical analysis to include:

- Years = 2009, 2014, and 2016
- Duration = 30 days
- Month = December
- Distance = Pt. Loma Peninsula to La Jolla Shores, which encompasses Bird Rock, Mission Beach, Pacific Beach, the whole Peninsula

The Subcommittee added two meetings, July 19th and September 20, 2017. Ms. Watkins pointed out that recommendations from the ANAC Subcommittee will be considered at the scheduled meetings as warranted, and brought to the ANAC for consideration. The last meeting, September 20th, 2017, will ensure that a formal recommendation process is put in place to bring the recommendations to ANAC.

She stated that one member of the Subcommittee has submitted a resignation, so that will open up a position for a La Jolla representative to apply to sit on this ANAC Subcommittee.

Question from ANAC: Mr. Swarens thought that the Quieter Home Program was slated for discussion at the May 17th subcommittee but sees that it is scheduled for July 19. He believes a review of this program is important.

Question from ANAC: Mr. Cole stated that he thought in the past, they had added a number to this committee. Do they have to wait for resignation to add another new person to this committee?

Ms. Gantwerk noted the policy states it can have 15 members.

Question from ANAC: Mr. Cole asked if that is immutable. Can we change that with a vote?

Ms. Gantwerk stated that they cannot.

Ms. Knack said that ANAC is set up by the Airport Authority Board via board policy. If the committee decides that there needs to be a change in makeup, they would have to make a recommendation because they are Advisory to the Airport Authority.

Question from ANAC: Mr. Cole made a recommendation that the Committee add a member from the La Jolla community and that we expand and allow for another member.

Question from ANAC: Mr. Swarens seconded that motion.

Ms. Watkins stated that they have to discuss once the motion is made.

Question from ANAC: Mr. Cole stated that he represents Uptown Planners and understands that there is a gentleman here that might want volunteer as representative for the La Jolla Planners.

Question from ANAC: Mr. Webb said that he understood the desire to include people from other communities; but asked how wide of an area would they need to open this up? He stated he understood the desire for representation from La Jolla, La Jolla Shores and Bird Rock, and that the Committee and ANM staff hear their concerns, as well as asking the FAA what has changed. Mr. Webb said he has sat on the ANAC for six (6) years and their focus is to look at the areas that are most affected by noise, those communities that are within the 65-decibel contour. Mr. Webb said that he supports the idea of having La Jolla representation on the Subcommittee, for the dialogue with members of the La Jolla community, but cannot support expanding or replacing some member of the ANAC to have a La Jolla representative at this time.

Question from ANAC: Ms. Danzo requested clarification regarding the potential resignation on the Subcommittee, and that Chris McCann who spoke earlier, may be interested in having that seat, as he seems to be qualified. She stated that she understood that they have to allow others to apply, but hopes for the right person in that seat. She restated that the Committee is aware that La Jolla should have a seat on the Subcommittee; they are trying to understand the rules and regulations that are involved with that transition.

Ms. Gantwerk said that the motion on the table is a recommendation to the board for ANAC to add a La Jolla member to the Subcommittee. The Committee voted and the motion passed as Mr. Cole motioned, Mr. Swarens seconded, eight (8) opposed, no abstentions.

Question from ANAC: Ms. Watkins stated that they should continue with the same application and review process for new La Jolla representation, as the other current members on the Subcommittee.

Ms. Gantwerk asked for a second motion that the ANAC Committee recommends a 16th seat on the ANAC Subcommittee for the La Jolla community to be represented on that Subcommittee, Mr. Webb seconded the motion. Ten members (10) approved, none opposed, motion passed.

Ms. Knack reminded that the applications will be on the website tomorrow if people from the La Jolla community wish to apply. The website is at www.san.org, go to the Airport Noise page, and then Meetings.

Airport Authority Update – Ms. Angela Jamison, Acting Director of Airport Planning and Noise Mitigation, gave the end-of-year 2016 numbers. For Operations, the Airport Authority had over 197,000 operations, which was

approximately a 1.5 percent increase over 2015. For passenger numbers, there were 20.7 million passengers, a 3.2 percent increase over 2015. In regards to the Airport Development Plan, to replace the aging Terminal 1, they are working on the Environmental Impact Report (EIR), a programmatic document to develop phasing to maintain an operational airport with a high level of service, and also working on a value for money analysis for the total project costs and the best procurement method. Ms. Jamison noted that CEO, Ms. Thella Bowens, will be retiring in March, and that March will be her final board meeting.

Comment from ANAC: Ms. Danzo stated that in regards to the Subcommittee Meeting, she and the committee appreciate Mr. Davis' attendance to those meetings, and there had been some discussion that he may no longer attend. She would like very much for him to continue to attend the meetings, as he has been a very consistent key player in meetings with Mayor Faulconer, Congressman Peters, as well as meetings at Point Loma Nazarene University. Ms. Danzo asked that for consistency sake, and for the purpose for what the Subcommittee was, she stated that she wanted to have on record, that they very much want Barry Davis to attend those meetings.

Question from ANAC: Mr. Webb asked for the current number of operations compared to the historic high number of operations? He believes that the Authority is still under the operation numbers from the late 1990s.

Ms. Jamison did not have historical operations data with her but thought his statement was correct. **Note: 1995 Operations = 245,000, 2007 = 234,000.**

6. New Business

There was no new business.

7. Next Meeting/Adjourn

The next meeting is scheduled for April 26, 2017, at 4:00 p.m. location to be determined, as the current conference room will be closed for construction. The meeting was adjourned at 6:11 p.m.

Sjohnna Knack
Program Manager, Airport Noise Mitigation