

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

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

### **MEETING AGENDA**

**Wednesday, December 20, 2017, 4:00 p.m.**

**UPSES Portuguese Hall**

**2818 Avenida De Portugal, San Diego, CA 92106**

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1. Welcome and Introductions
2. Presentation Items
  - a. FAA Southern California Air Traffic Control – General Overview/Video
  - b. Quieter Home Program Update
  - c. Missed Approach Statistics
  - d. Early Turn Statistics
  - e. Curfew Violation Review Panel (CVRP) Statistics
  - f. Noise Complaint Statistics
  - g. Fly Quiet Report – 3<sup>rd</sup> Quarter 2017
  - h. Update on ANAC Recommendations
3. Public Comment
4. Action Items
  - a. Approval of June 21, 2017, August 16, 2017 and October 18, Meeting Minutes
5. Next Meeting: February 21, 2018
6. Adjourn

*Date/Time* 6/21/2017 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
Lazaro Herrera	County of San Diego	No
Bruce Williams	Representative for San Diego City Council, District 2	Yes
Carl "Rick" Huenefeld	MCRD	No
Susan Ranft	Downtown Community Planning Council	Yes
Kirk Hansen	Community at Large	Yes
David Swarens	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Fred Kosmo	Peninsula Community Planning Board	Yes
Tom Gawronski	Ocean Beach Planning Board	Yes
Victoria White	City of San Diego, Planning Department	Yes
Rick Savage	FAA	Yes
Andrea Ortega	FAA	Yes
Kiera Galloway	Representative for Congressman Scott Peters	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustical Engineer	Yes
Vacant	Commercial Airline Pilot Representative	No
Danny Melgoza	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
Sjohnna Knack	Authority Staff	Yes
Heidi Gantwerk	Facilitator	Yes

\*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 4:00 p.m. Introductions were made around the table. She outlined the agenda.

#### 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-Authority/Meetings-Agendas/ANAC?EntryId=10566>

**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 1,400 homes on the wait list; none completed since last meeting, but they hope to complete 20 by end of calendar year. The FAA has approved a contract template, and have given approval on Project 8.12, with contract expected to be awarded in early July. Approval to move forward with Project 9.1 is expected. There is a backlog of around 150 homes. He indicated they are waiting for results of reviews on 8.10 and 9.1. It seems that momentum has been built in the process of working with FAA, and there is anticipation of good things moving forward.

**Question from ANAC:** Fred Kosmo asked whether air conditioning would be included in the new contract.

Mr. Mayer stated that based on the conversation with the FAA today, Project 8.10 will answer that question; included in Project 8.10 was air conditioning as a part of the ventilation package for homes included in that project group. The official response has not come back, but we are designing for single-family homes and condos with air conditioning. By all accounts, the FAA has acknowledged the need for air conditioning and their willingness to approve those designs.

**Question from ANAC:** Fred Kosmo asked if there are any recommendations for the board for things that the board can do to help push Quieter Home Program forward.

Mr. Mayer states that he believes we're already moving in the right direction, and believes we are getting back to a normal pace of 300-350 units a year.

**Curfew Violation Review Panel (CVRP) Statistics** – Sjohnna Knack, Program Manager, Airport Planning and Noise Mitigation, gave a review of the curfew violations.

Ms. Knack stated that looking at year-over-year statistics and violations are slightly higher this year than they were at this time last year. Last year there were 15 and this year there are 18. She addressed the concern about not punishing the airlines enough with fines assessed. This time last year, around \$60,000 had been collected. Through the end of May this year, \$130,000 has been collected. She explained how the multipliers work, and stated that she believes that the fines are enough to cause operators to stop violating. She reiterated that the Panel looks at every single violation independently and collects a comprehensive package of information on each one before making a determination.

**Question from ANAC:** Fred Kosmo asked about the multiplier; how did it get created, and do we have the authority to change or increase it?

Ms. Knack said that it was quite a complex process that had to be vetted not only by our legal department, the Airport Authority Board and the FAA.

**Question from ANAC:** Fred Kosmo asked if, other than fines, is there anything else we're doing to encourage airlines to not break curfew?

Ms. Knack explained the Fly Quiet Program, which is not a monetary penalty, but approaches the carriers to emphasize to them that this is an impact to our community. We have worked with several carriers that, because of their low scores, have worked with the Airport Authority to improve their score.

**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 stated that statistics have trended slightly upwards in May. They were down a little bit in April. But we did have significant weather in May caused the increase. Weather plays a big part into the amount of missed approaches. The majority of the missed approaches are still compliant with the FAA's noise dot. Total arrivals thus far through the end of May are 40,747 with less than one percent of those are missed approaches. She said the trend is slightly down for those aircraft that are non-compliant, or turning early.

**Question from ANAC:** Victoria White stated that at the last meeting, there was a lot of concern from Mt. Soledad residents with regard to increased noise. She questioned if, based on the complaints that you received over the last few months, if you know that the complaints that are received in the Mt. Soledad area are flights that are coming into San Diego or departing San Diego?

Ms. Knack stated that there are not that many complaints received from Mt. Soledad, but the ones that do come in are in regards to arrivals into San Diego.

**Early Turns** – Ms. Knack explained the difference between early turns and missed approaches. Early turns in essence are flights that are not compliant with the FAA noise dots.

Ms. Knack stated that early turns are trending downwards. In March of 2016, there were 121 and in March of 2017 there were 21. In April, we saw another significant decrease; only a small decrease in May, but overall, we are trending down for early turns. Most violators are general aviation. She stated that staff calls all the general aviation pilots and has a conversation with them to explain our noise dots, to try and educate the pilots. It's more challenging, with generally aviation because they don't operate in and out of San Diego frequently.

Ms. Knack clarified that general aviation are flights that are not commercial. She said the Airport Authority is working with the fixed base operator, Signature Aviation, which is where all the private jets operate out of, to see if there can be more signage about flying quietly out of San Diego. On May 7<sup>th</sup>, there was significant rain, thunderstorm cells, right off the coast. The new Flight Tracker site has Doppler radar. Many of the early turns are connected to weather. The majority of the decreases to the right were related to the implementation of the new SoCal Metroplex procedures. Those procedures were designed to stay within the FAA's noise dots.

**Question from ANAC:** Deborah Watkins asked regarding the large number on the graph for pending investigations, what it represents.

Ms. Knack stated that not all, but most are private jets.

**Question from ANAC:** Victoria White asked if information might be distributed to general aviation pilots through staffing agencies.

Ms. Knack stated that could be looked into. *Note: Staff has contacted the aircraft owners and pilots association (AOPA) to provide fly quiet literature.*

**Question from ANAC:** Ms. White asked if a notation can be made of waypoints in addition to noise dots, for a comprehensive overview of everything that's going on.

Andrea Ortega from the FAA stated Air Traffic Controllers do not control what the pilot needs to do to get to an altitude. They are given the climbing instruction to turn, not rate of climb.

Mr. Bewley, retired pilot, gave a perspective from the pilot's point of view, stating that it depends on aircraft configuration, weight, passenger load, cargo load, etc. It may seem that an airplane is loitering overhead, but a lot of factors going on in cockpit to exercise a missed approach. It's not something that occurs rarely, but pilots are trained for it. Most pilots anticipate going around San Diego on approach because there are so many factors involved. A single runway, you have to get off of it very quickly.

Mr. Cole said that since so many of these are general aviation, that kind of makes it difficult. He said it seems obvious to him, looking at early turns and breakdowns, particularly annoying flights to people on the ground, not knowing whether those are general aviation or what they are, but if one plane on early turn can get to altitude, or even head out to sea and make its early turn over water, he doesn't understand why others can't also.

**Question from ANAC:** Justin Cook, acoustical engineer, recommended that maybe the early turn slides could be broken out between GA and commercial, so you could see the tracks and see how the quantity might be more useful that way.

Ms. Knack said she thinks that can be done. Often general aviation aircraft are required to turn early because they are slower than commercial jets.

Mr. Savage stated general aviation aircraft are not very noisy. AOPA is going to have a large influence on educating that part of the population, but somewhat limited. They may not be very familiar with noise concerns, Point Loma and La Jolla concerns.

**Question from ANAC:** Fred Kosmo said he looked at numbers and sees 242 through May, which averages out as 581 for the year, and only 200 in 2013. Other than Roman calling, is there some other kind of plan to try to get numbers back down closer to 200? There seems to be an incremental creep, and it should be our job to lower the numbers, so is there some kind of plan we could consider? Should we fine people for early turns?

Ms. Knack clarified that numbers have been going down. She believes the FAA's procedure implementation of Metroplex procedures have helped keep the aircraft on published routes. Also it is a very small percentage of total operations. She believes going to the FBO and putting more signage to educate on noise-sensitive community and reaching out to AOPA is something the airport can do.

**Noise Complaints Statistics** – Ms. Knack reminded everyone that last ANAC meeting the new web-based Flight Tracker was introduced, as well as a new noise complaint process. She presented statistics about how it's going. The goal is to obtain accurate and relevant information from noise complainers, so that we can have something we can use with AOPA, with FAA. The new system automatically inputs the noise complaints, reducing data entry time, which frees up staff time to do research and investigation. Some observations are that the system is functioning as intended in that we are receiving more noise complaints of value to us. We still have some work to do in obtaining relevant data in the complaints.

Ms. Knack reported that a La Jolla community member, based on frustrations that it's too complicated, has created a one-click app. Some complaints from this app do not provide the relevant data necessary to work with stakeholders. We need some information that can be used in discussions with AOPA, the FAA, and the airlines, to try and make incremental improvements on noise.

During months of May and April, analysis shows half of residents who filed a complaint used the San Diego Airport Authority's Flight Tracker, with the other half submitting complaints using the non-Authority sponsored app. One concern seen is that a large amount of complaints from the app have conflicting information that is automatically populated. The creator of the app sits on the Subcommittee. He was unable to be here tonight. We'll be talking after he returns from vacation, so we can get more relevant information. The other big thing is that there are quite a few noise complaints being submitted from aircraft operating at other airports—number one is Montgomery Airport. All of those have their own noise management programs. We have met with them and are going to invite them to FAA meeting, and we are communicating to those residents, sending information that it's not a San Diego operation and how to lodge a complaint.

**Question from ANAC:** Ms. White asked regarding helicopters in La Jolla, do they take off from Montgomery Field?

Ms. Knack stated they're typically Navy helicopters coming off North Island.

**Question from ANAC:** Mr. Cole asked if noise complaints pertaining to Montgomery Field have been purged?

Ms. Knack said no, they have not. Time constraints made it impossible to do so. We are working with the vendor to automate that, so that information can be pulled out. She reiterated that they do reach out to those when feasible, but can't dictate to other airports how they run their noise management. She provided two examples of complaints; one that doesn't give necessary information, and one that is exactly what is needed. Information from complaints that have relevant information go directly into Curfew Violation Reports, and also utilized with Fly Quiet Program.

Ms. Knack then demonstrated in detail what it takes to lodge a complaint on Flight Tracker website. She realizes that it's more than one click, but believes that the extra clicks give the information needed to have potential to reduce noise impacts.

**Question from ANAC:** Ms. White stated that it was valuable to know you can go backward in time in Flight Tracker.

Ms. Caroline Becker, Noise Mitigation Specialist, explained her presentation of noise complaints by month. Over the last two months, complaints have been collected from 103 households, a 32 percent decrease in the number of households reporting complaints. She noted that we do have the new complaint system, and are in the early development stages of that system, and that may be one of the reasons for the fewer complaints. There was also a downtrend of complaints at this time last year.

Ms. Becker noted that the new process of looking at households allows the Noise Office time to investigate on a case-by-case basis, and trend by neighborhood, giving the noise office a lot more information than we were getting by reporting on solely number of complaints. Ms. Becker also noted that this frees up the household from having to report hundreds of complaints, but just report one time in two months, and your household counts. Whether picking one to report or thousands, you are counted in that graphic.

Ms. Becker said that as requested, they will continue to break down what the reasons are for complaints. Loud aircraft continues to be number one complaint. The non-sponsored app only allows the user to select "loud aircraft" as the reason for the complaint. Email complaints for Low and Loud were still being accepted at this time, so a lot of people wrote low and loud rather than choosing one or the other. That will decrease. Next meeting there will be a couple less categories; more uniform reasons for complaints.

Ms. Becker said there is not the top five slide this time because there was not an event that happened which had more than four households complaining. They will continue to look for the top five in the coming ANAC meetings.

Ms. Becker said by switching to new complaint system, it freed up more of their time and they were able to respond to 82 households only in May, compared to March when only 38 were responded to.

**Question from ANAC:** Melissa Hernholm-Danzo asked if on the noise complaint statistics, two separate complaints from the same address at different times are still considered one?

Ms. Becker explained it's considered one household.

Ms. Danzo explained that there may be several people in a household at different times of day making complaints, but by measuring it this way, you would never know that all those complaints were registered, just that the household registered once.

Victoria White noted for the public, to make sure everyone is understanding that we do care about all of these complaints, but there was a time when there were certain households who were submitting a very significant number of complaints, and clearly they were an expression of anger or frustration, and that's also difficult in terms of problem solving, and getting at the household number was an attempt to zero in on the things where a cause could be identified rather than just acknowledging feelings of anger, and maybe there's another way to do it so that everyone feels acknowledged, in addition to being able to problem solve. She believes it would be helpful to have on the noise complaint breakdown, the reason for the complaint by area, and provide helpful information.

Fred Kosmo stated that Google Chrome wouldn't allow him to log onto the system.

Ms. Becker said that if people are having that issue, there's a fix on the website that lists out instructions about what you need to change in computer settings, otherwise people are free to contact the office for further support.

### **Fly Quiet Report –**

Ms. Knack presented the second Fly Quiet Report for 1st Quarter 2017. Compared to 4<sup>th</sup> Quarter of 2016, no significant amount of change was seen. However, there were less curfew violations in 1<sup>st</sup> Quarter 2017, so carriers like Sun Country, Allegiant, and Southwest Airlines that did have violations in 4<sup>th</sup> Quarter did not in 1<sup>st</sup> Quarter, so their score went up. The higher the score, the quieter the operator.

Ms. Knack discussed that jetBlue, American, and Frontier increased their overall score by reducing both their number of curfew violations, as well as early turns. And on a negative side, Compass Airlines had a lower score because they had a higher number of early turns. There were a few carriers that had an increase that will impact their score. March 2<sup>nd</sup> was PADRZ implementation date for SoCal Metroplex, which reduced early turns to the right significantly.

Ms. Knack reminded everyone that Fly Quiet Program is a report card, taking elements that currently are most impactful to the community—curfew, early turns, and also the type of aircraft operators are using, or fleet—scoring those three elements and rating them; the higher the score, the quieter the operator. She explained in detail the scoring process and how points are awarded for curfew violations.

Ms. Knack pointed out that highest score for curfew violations 1<sup>st</sup> Quarter was American Airlines, with no curfew violations, and they cancelled one flight. She pointed out that the report shows that curfew violations went down. Last report, there were scores of one to three, so they did increase overall, but there is still room for improvement.

Ms. Knack pointed out that starting with 2<sup>nd</sup> Quarter 2017, early turns requested by Air Traffic Control, those flights will be pulled out of this score because it's not fair to penalize the airline for being directed by Air Traffic Control for safety reasons.

Ms. Knack stated that probably the most challenging score is fleet, or type of aircraft a carrier is using. Every operator at San Diego is reached out to, looking at model of aircraft, what series it is, what engine it uses, maximum gross takeoff weight, which all impacts how quickly they depart. The formula is utilized in other Fly Quiet programs in the nation. It's the only element that the playing field is evened, and their score is multiplied by the percentage of operations. This is only one that is equalized for operations. She stated that there was no real significant change in fleet. Fleet changes are very gradual. Airport Authority cannot dictate to a carrier what type of aircraft, but it is hoped that by publishing these numbers, it will be an incentive.

**Question from ANAC:** Ms. Danzo asked since our job is to mitigate noise, what is asked what ANAC could do to get Southwest to do better? She stated we're here to do something, and would like to know what the panel can actually do.

Fred Kosmo seconded Melissa's comment, and pointed out the chart that shows out of the 21 airlines, Southwest is 20<sup>th</sup>, and 44.8 percent of operations, and it would make a dramatic increase if Southwest could improve. He stated that if you add United, Delta, and American to Southwest, that's 75 percent of the operations, and those airlines rank 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, and 20<sup>th</sup> out of 21. He asked what can we do as a board to have Southwest improve?

Ms. Knack pointed out that we will continue to work with Southwest and convey the information, that as a panel member, communicating concerns is important. She said when they reached out to Southwest, they said they fly the published procedure, except for weather or traffic separation, which is safety-related. Because they have so many flights, their early turns and high number is based on that. She feels like maybe we should equalize the early turn graphic to show the percentage of operations because it's hurting the numbers, and unduly penalizing Southwest Airlines. Fleet is different; that's a challenge because you can't dictate to Southwest what aircraft to fly. The message can be conveyed, but from early turn perspective, that's an even bigger challenge because they're going to fly the published procedure, and she feels like that graphic should be redone and multiply it times their percentage of operation, and their score will skyrocket.

Mr. Swarens said that there's a summary report in the packet, and would like to see a presentation and more discussion on that in the future.

Ms. White suggested regarding influencing fleet choices, that they could be invited to come to the meetings, and let them hear people's complaints. She wonders in regards to new Compass, if something the operations team can do to convey information regarding fleet choice not helping San Diego community.

Ms. Knack clarified that Compass is not new, but a small feeder airline for Delta, and that she works with both operations and air service assuring them that new air service is valued in the community, but also want to balance with environmental consequences, in this case noise.

Kirk Hanson asked for clarification on the Fly Quiet score, to ask if it's basically equipment, and doesn't count early turns or curfew violations? He stated he was shocked because he didn't realize that they're 48 percent of operations, which is huge number, and flying the loudest aircraft. He suggested there is the power of the purse to control the gates and encourage quieter equipment. He asked if Southwest has a fleet mix, where it could put a different fleet mix into San Diego?

Ms. Knack said we cannot prohibit or block interstate commerce because we receive federal funds, and by blocking gates, the FAA would prohibit that. We can go to Southwest and say this is where you rank, and is there anything you can do? She pointed out the score is low, but not the lowest, but closer to middle of pack of what other operators are using. She said we have to work within our confines that we have the ability to work in.

Ms. Knack said the subcommittee is going to be looking at a recommendation to review their noise abatement departure procedures. It wouldn't be the exact one used at John Wayne, but a version of it.

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## 2. Public Comment

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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.

Sjohnna Knack introduced Ms. Kim Becker as new CEO and welcomed her.

Ms. Becker thanked everyone for their time and effort and introduced herself.

**Bill Edwards** lives in Le Mesa, Helix areas. He said the planes that are affecting him are arrival planes. He said in the past two months he has heard a difference in the frequency and noise of planes over Mt. Helix. He said it seems the planes are taking a route that is closer to going over Mt. Helix than the other route, which would take them down to intersection 125 and East 84 Mt. Luther Freeway. He said the issue is that Mt. Helix is at 1,300 feet to 800 feet. If you take the area over Martin Luther King Freeway and East 94, you not only have fewer residents there; the elevation is much lower; the noise impact is much lower, and in terms of the fact that the planes are trying to take a shorter distance for fuel economy and disturb fewer people, the flight going over Mt. Helix negates both of those issues. He said he does not understand and would like to find out more information about it. He asked if someone could contact him, or tell him who to contact to find out this information.

**Matthew Price** presented on behalf of La Jolla community. He referred to the goals of the committee, and read the mission statement from the website. He stated there has been an undeniable dramatic increase in the negative impact of commercial aircraft noise in La Jolla, reflected in the data presented at this committee, as well as over 300 petitions signed by La Jolla residents also submitted to committee. He stated that the negative impact is a systemic problem, not just due to early right turns. He said there has been no material action by the committee or Airport Authority to fulfill its mission and address the issues. He said despite profound negative impacts detailed by committee, and clear need for mitigation, La Jolla continues to have no representation on this committee. He said 53 percent of households at this session complained from La Jolla, majority in the San Diego area. He stated that a motion to add a La Jolla representative was voted down in a previous meeting after a statement was made that all members must be from communities within the 65 dB CNEL. He said according to the criteria of this committee posted on the website, that is false, as they have no representation here. He presented three things he feels must be addressed. First, the southern shift in lower altitude of arrivals from COMIX Star, compared with prior star procedure, which he believes is also impacting Mt. Helix. Second, the new PADRZ procedures and waypoints for northbound departures. Third, the systemic deviation from nighttime noise abatement procedures, resulting in all eastbound departures after 10 p.m., flying more north and closer along the La Jolla shore. He said he realizes that to date, the concept of noise mitigation for the committee has been to monitor the number of early turns, the curfew violations, the home refurbishments, the noise from the different airlines, etc. He said addressing new problems may be hard, doesn't fit easily into what's been done before, but is the mission of ANAC to address them. He said he still hasn't been able to get his settings on Chrome to be able to use the new complaint system. He said what is needed is action now.

**Gillian Ackland** said that despite contention that missed approaches and early turns are improving, if you look at item 9 and 12, the chart does show it worsening, not improving. Her main concern is that the change in the software, the demo that was shown earlier is very similar to old one. She said she doesn't see any advantage to the new system. She has not used it, and is probably one of the people that has stopped making complaints, and is part of the 32 percent decrease. She said it is not a decrease in noise. She said if she hears an aircraft once a day, and complain once, she is counted as only one person, and yet, I hear 100 aircraft a day, and yet, they're not interested in the fact that she hears it 100 times a day. She said there is an ocean at her front door, and noise comes from low altitude. She said nowhere in the discussion here is there any consideration of altitude of aircraft. She said if aircraft are higher, they hear them less, and ocean is where aircraft can safely climb and make a turn at a higher altitude. She said discussion of early turns and other things are simply not getting to heart of matter. She asked that new procedures be looked at, and see why the ocean is not being used; it's part of the Fly Quiet program that is being used in San Francisco, and could certainly be used here.

**Karen Lunt** lives in Birdrock. She says she's never heard such noise in her life and she wants the committee to see the faces that it's affecting. She said she sleeps with swimmer earplugs. She said in 2013, she had to put in an air conditioning unit, which she usually doesn't use, but she can't sleep at night and it is affecting her health. She said she's hearing planes at night at 12:15, then again 6:15 a.m., and sometimes at 5:45, 5:30 a.m. She asked if she's supposed to sleep five hours because I purchased a home where wanted to live? She said she was aware of noise problems near the airport, but she can't afford to put in double pane windows. You need to inform the public; you can't bury it away. She's been on Nextdoor Birdrock for two years and never seen any reports of any hearings, any kind of changes in flight patterns. She said you can't get on the internet because the planes actually interfere with



the internet. She asked that the committee listen, make it fair, and put out statistics correctly, and give them the information they need to get the problem solved.

**Lila Schmidt** said that a pilot that doesn't know the length of a runway should not fly into San Diego or out of San Diego. She said it makes her not want to fly out of San Diego at all. She said it is unsafe. She said with GPS, you know where those planes are, how high they are. She said she heard that there is GPS on planes. She said she stopped complaining in September, and she complained with every plane she heard, not out of anger, she thought she was trying to help. It sounds like she's being required to be at home 24/7. She said that's like saying all the cars in San Diego that are parked will not get a parking ticket unless someone complains. She asked what is the job of traffic control? She said this is your job to mitigate. She said she hears there's a downward trend of violations, but she said it's like her saying she beat you 500 times last year, this year I'm only beating you 400 times; that's good, a downward trend. She said La Jolla is complaining the most because they've got the effects most recently. She said people in Point Loma are exhausted. They get no feedback and not seeing action. She said she has double pane windows, and can still hear it.

**Martha Gonzalez** said she is here at ANAC and treated like air traffic navigation experts, but is not. She is here to complain about the air assault which is taking away peace and quality of life. She said La Jolla has a new systemic air noise problem; every airplane rumbling and roaring, not due to early turns or navigation errors, and this is where miscommunication starts. She said it is every flight taking off or landing, as a result of changes that have been implemented. She said it is new and recent. She said there was a huge negligence in the design of the procedure, which is that people from La Jolla have ears and can hear, too. She said planes are flying lower, closer, frequently and loud, which was not happening before. She said she used to live in an island of silence, sleeping with windows open. She said they ask ANAC to stop treating them as a statistic or air patrols, that it is not their job to patrol the sky, or provide numbers for statistics. She said they are affected citizens and ask that the noise problem be recognized as new, grave, and urgent. She said they are not a problem as a result of navigation errors.

**Tony Stiegler** lives in La Jolla for 30 years. He said there has never been a more dramatic impact on the quality of life. He said the issue began when the FAA implemented NextGen. Since then, he said they see commercial air traffic flying much closer to the coast, and hear it regularly, starting from 6:30 in the morning, continuing through 11:30 at night. He thinks the notion that this is an early turn issue is a misnomer. He thinks there was a lapse or failure to conduct an appropriate analysis of the environmental impact of the increased noise, prior to implementation of NextGen. He recognizes that there are data and issues that are being addressed, but to a lot of the people in the room, and who have spoken, and the community, it's a focus on the wrong issue. He said the FAA needs to be petitioned to roll back NextGen, and take the flights back offshore; take them out over the ocean, turn right; don't fly near the coast.

**Sandy Valone** said she comes to as many meetings as she can over the last couple of years. She is from Point Loma Heights/Fleetridge. She said she has friends who live two blocks south of the Quieter Home Program, which is set up with a band of the 275 Corridor. She said when she first started complaining, she went to ANAC and was told when NextGen starts working, it will be a benefit. She said when Barry has come to meetings, he has said that the FAA is directing flights on the 275, and yet the early turn statistics still say 265. She lives south of 265, and is regularly still hearing and seeing planes fly south of that 275 band. She asked if the Quieter Home program can be offered to all the new affected houses that currently don't qualify? She said it's unfair that people on the 275 are laughing, when their houses have been retrofitted, and there's a whole community affected by planes flying south. She said there is clearly a second pattern that nobody is willing to admit. She said they tried to get noise monitors in the area to prove their point, and nothing has been done. She feels sorry for La Jolla residents, but she feels like she's made no impact for two years. She wonders why everybody is here on the panel, and if anybody really cares about what's going on. She said she's worn out, so there are not complaints from her household. She can't keep complaining because the website is very cumbersome, not easy, and takes too much time.

**Marilyn Jaseniuk** said she is a new home owner in South Mission. She said when they bought it, there was not very much noise at all, and then all of a sudden, within the last couple of months, it's been more and more jets. She said she's not familiar with flight pattern, but it seems like all the flights are going over her head, low and noisy, early morning, 11:30, 11:45 at night. She asks has that takeoff flight pattern changed recently? Does every flight out of San Diego come over her house? She looked at green lines on early turn statistics for the right turns,

they were right over her condo. She said she's not going to sit outside on the patio and watch every aircraft and write down time, and figure out flight; it's not just one, it's many that are low, noisy, and affecting her life.

**James Linlott** lives in Loma Portal, close to Liberty Station. He said he's lived in Point Loma for 60 years, and he said it's getting a lot louder. Where he lives, the planes come in from the east that are landing, and they hit the brakes, throw it in reverse, and it's creating a lot of noise. He thinks when they put the new terminal in, it's all glass, and they hit the brakes, make a turn, and it reflects off the glass and is louder than the areas where Quieter Homes replaces windows. He thinks Quieter Homes ought to re-evaluate some of those areas, like west side of Point Loma. He said it's really, really loud on the landing.

**Urs Baumann** said he spoke last meeting, and nothing has changed. It's still very noisy since November-December last year, lots more noise, a lot closer to the shores, and closer and lower to Mt. Soledad coming in over the La Jolla Shores. He said for him, the question is, is this committee really pushing hard enough to the FAA? He thinks the main problem is the FAA, who changed the procedure, and now they have to deal with it. He said there has to be more push towards the FAA and say go further out, go higher up, and go over Miramar. He said sometimes they go further in and it's a lot less noise over Miramar Airport. He said he sees beautiful statistics, but doesn't change anything. He said people are complaining the noise is here, and also there were some where La Jolla was not even on it. He reported early turns at night, right over the village, and not very high, very loud.

**Beatrice Pardo** talked about the button that Chris McCann developed. She said it's a dream and there are some glitches, but she thinks those can be worked out, and it would benefit ANAC and the citizens if they could work together to get an accurate readout of what's happening. She showed her weekly digest from air noise from June 12 through 19<sup>th</sup>, she had 233 complaints when she was home. She said with the button, when she hears an aircraft, early in the morning or late at night, she pushes it and every readout she has are all aircraft from San Diego Airport. She said she has a list that she would be happy to show anyone. She thinks problems should be worked out with Chris on the app because it will make it easier for people to report exactly what's happening out there. She said the FAA has to do something. She wonders why they can't be sent out a few miles over the ocean, and then move them on to the waypoints, like PADRZ or ZZOOO.

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### 3. Approval of April 17, 2016 Minutes

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Ms. Gantwerk called to motion of approval of the February 27, 2016 meeting minutes. Chris Cole approved the motion and Susan Ranft seconded the motion.

Mr. Swarens said he noted that on page six under approval of the February minutes, Victoria White's name is not capitalized, and it should be.

Motion to approve minutes was passed.

Mr. Swarens said that following the February meeting, a member of the public who is a regular attendee, who owns property on Granada near Cedar, asked about some specific concerns they had. Staff Caroline and Craig did research that, so they have a formal response, but they're still not here. He said he doesn't know them, but he wanted to commend staff for being responsive, but he hasn't had a way to get that information to that individual.

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### 4. Information Items

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Ms. Gantwerk suggested that Airport Authority Update can be emailed.

**Subcommittee Update** – Ms. Watkins reported that Subcommittee met on May 17 to review potential for procedure modifications to limit or prevent early turns and missed approaches, and to review FAA noise dots and applicability. There were two presenters, Mr. Barry Davis, FAA Manager of SoCal TRACON, and Grady Boyce, current airline pilot and flight procedure expert.

The day before meeting, several members of subcommittee emailed a list of eight proposed procedure changes to discuss. It was intended on being a starting point for conversations. The proposal included review of a noise abatement departure procedure, movement of FAA noise dots, modification of the nighttime noise departure procedure, and additions or relocations of waypoints to avoid noise sensitive areas.

Grady Boyce discussed the lengthy, complex process of flight procedure implementation, and talked about complexities of the San Diego airspace, and was able to answer many questions about the procedures from subcommittee members. It was mentioned that in order for a recommendation to move a noise dot, a flight procedure change would need to be recommended. Barry Davis indicated that he will not be able to attend all the meetings. He did commit that the FAA will have someone attending both ANAC and ANAC Subcommittee meetings in the future. Next meeting will be held on Wednesday July 19<sup>th</sup> at 4:00 p.m. at the Airport Noise Office at Liberty Station. Work topic includes discussions regarding curfew violation review process, including fine structure, policies for issuing fines, use of revenues in the community, the Quieter Home Program, overview of eligibility, and changes in the regulations, noise monitor location costs, and results from the portable monitors. Presenters will include airport staff and legal counsel, and an acoustical consultant dealing with noise contours and sound insulation programs.

Mr. Kosmo said his understanding is the Subcommittee is working on a series of recommendations to improve issues, and that's scheduled for September?

Ms. Watkins said it's changed from September 20<sup>th</sup> to September 27<sup>th</sup>. She said if recommendations come out at the meetings, they implement those. They will be going through work plan and coming up with recommendations to bring back to ANAC for approval.

Mr. Cole asked if it is okay for ANAC members to attend a subcommittee meeting?

Ms. Watkins said yes, everyone welcome to attend; there's no public comment, just working members.

Mr. Kosmo said there are some concerns from people that the Subcommittee is going to be disbanded after a year and asked if there have been discussions about that?

Ms. Watkins said this particular subcommittee is the first subcommittee that the Airport Authority put together, and is only a one-year term, and whether they decide to bring back another one she doesn't know; that would be up to the Airport Authority. She said their term is over in September.

Ms. Knack said she wanted to address the bigger issue, which is the Subcommittee was set up to be a dialogue for members of the community. It was a deeper dive to dialogue with stakeholders, which you can't do at ANAC. She said any recommendations out of that meeting have to be vetted at ANAC, and recommended to Airport Authority Board. She said she didn't want to discourage attendance, but wants it clear that if there are concerns about Quieter Home program, ANAC is the place to discuss that.

Mr. Swarens said he's glad to hear that, and from the beginning, he's been asking for an opportunity to focus on that through subcommittee or other format, and ANAC has not had the opportunity to review what those changes might be, and how it could be improved. He said that's been a central concern for him. He asked what the appropriate way to engage in that is.

Ms. White suggested that in the ANAC October meeting, there could be a condensed agenda for the updates on that meeting, maybe just send them out beforehand.

Mr. Cole said he requested last meeting, some meaningful statistics on the approaches, and is making the same request again, and a second request that the flights with NextGen that formerly went over Point Loma that now go over La Jolla, and also with the NextGen flight pattern changes that have impacted La Jolla specifically.

Ms. Knack clarified that the first is he wants to have a statistic added to updates that shows altitude at specific locations where complaints are received, for arrivals, looking at various locations. She clarified also that he wants to know what the changes in flight procedures were as a result of the SoCal Metroplex.

Ms. Knack said she would have to request that one through the FAA since it wasn't an initiative done by the Airport Authority. She said they will give an update if they're unable to do it prior to the meeting.

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## 5. New Business

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There was no new business.

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## 6. Next Meeting/Adjourn

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The next meeting is scheduled for August 16 at 4:00 p.m. location to be at Portuguese Hall.

DRAFT

*Date/Time* 08/16/17 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
Jessica Mier	Representative for Congresswoman Susan Davis	Yes
Lazaro Herrera	County of San Diego	No
Bruce Williams	Representative for San Diego City Council, District 2	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Susan Ranft	Downtown Community Planning Council	Yes
Rob Bates for Kirk Hansen	Community at Large	Yes
David Swarens	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Jay Lohla for Fred Kosmo	Peninsula Community Planning Board	Yes
Tom Gawronski	Ocean Beach Planning Board	No
Victoria White	City of San Diego, Planning Department	No
	FAA	No
Kiera Galloway	Representative for Congressman Scott Peters	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustical Engineer	Yes
Vacant	Commercial Airline Pilot Representative	No
Danny Melgoza	Representative for San Diego County Supervisor Greg Cox	No
Vacant	Midway/Pacific Highway Community Planning Board	No
Chris McCann for Melissa Hernholm-Danzo	Peninsula Steering Committee	Yes
Sjohnna Knack	Authority Staff	Yes
Heidi Gantwerk	Facilitator	Yes

\*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 4:00 p.m. Introductions were made around the table. She outlined the agenda.

#### 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-Authority/Meetings-Agendas/ANAC>

Ms. Gantwerk introduced Airport Authority Board Chair April Boling, who asked to speak to the committee.

Ms. Boling spoke about a concern that she (as Chair) and the rest of the Board have regarding the noise complaints staff receives. -Lately, staff has been receiving profane and threatening communications. She asked that ANAC members take an active role letting people know that the Airport Authority has been working on aircraft noise issues for a long time and wants to continue working in a proactive and constructive way with the community.- She asked for help in keeping conversations civil, and to focus on getting things done. -Chris McCann, representative for an ANAC member, asked the reasons behind the increasingly negative tone.- Ms. Boling said she realizes there is frustration, but there's an appropriate and inappropriate way to vent that, and profane and threatening complaints are not appropriate.

**Quieter Home Program Update** – Craig Mayer, Deputy Program Manager, Quieter Home Program (Program), said stats haven't changed since last meeting. He reported that the program is moving forward; they've awarded one contract, project 8.12, currently underway, with treatment of 84 non-historic multifamily units. The Program has also received written authorization from the FAA on project 9.1, 35 non-historic units. They are in the process on two additional projects, 8.10 and 8.11, each with 13 historic single-family and 48 non-historic units. There are more projects pending that they anticipate submitting to FAA for approval, totaling approximately 120 units on backlog to get through before starting a new group. They anticipate project 9.5 starting on September 5<sup>th</sup>, with initial meeting to get that underway.

**Missed Approach Statistics** – Roman Lanyak, Noise Specialist, explained the definition of missed approaches. He clarified that a missed approach happens for safety reasons and cannot be influenced by the Airport Authority.

Mr. Lanyak stated that for the month of June and July 2017, there was a reduction in missed approaches from previous reports with 76 in June and 74 in July. Overall, missed approaches total 0.7% of all arrivals. Most missed approaches are noise dot compliant. For missed approaches that are non-compliant with FAA noise dots, the number is also down, with 20 in June, and 17 in July. These are not classified as early turns because they are arrivals, not departures.

**Early Turns** – Mr. Lanyak explained the definition of early turns. He reported a significant reduction in early turns, 25 for June, and 25 for July, compared to the high 50s last year in June, and mid-40s for July. The reduction is attributed to the new FAA post-Metroplex departure procedure called ZZOOO ONE, where aircraft stay much better aligned with noise dots and fly farther away from the coast. Turns to the left over Point Loma dropped from 29 to 14 in each June and July this year, most of them are general aviation aircraft.

Early turns to right also decreased to 11 in June and July, about a third of last year's total. This is attributed to new FAA post-Metroplex departure procedure called PADRZ ONE, in which aircraft are better able to correct for the wind, making for more precise navigation, and flying just south of noise dot #1, which puts them farther away from the coast.

He reviewed the reasons behind many early turns over Point Loma and the Airport Authority's staff's efforts to work with Signature Aviation to make improvements in the number of early turns by GA Aircraft.

He showed that early turns over Mission Beach where about 32% were within 1,500 feet of noise dot; 23% were attributed to weather, or the contra flow operations. Specifically, on June 16<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup> there was very bad weather, low visibility, and ATC controllers had to turn aircraft away from arriving aircraft traffic.

He stated that they reached out to the Aircraft Owners and Pilots Association (AOPA), and they have agreed to distribute our materials.

Finally, he reported on San Diego International Airport aircraft altitudes, which was a request from the last ANAC meeting. The study reviewed data from four days in 2016, two in June, two in July, and four days this year, in the post- Metroplex environment, and it showed that average altitudes remain about the same for Mission Beach and Point Loma, and increased a little bit over La Jolla—about 400 feet.

**Question from ANAC:** Chris McCann asked when the post-Metroplex measurement was done.

Mr. Lanyak said in June 3<sup>rd</sup> and 25<sup>th</sup>, and July 3<sup>rd</sup> and 25<sup>th</sup>; two days in each month.

**Question from ANAC:** Chris McCann asked why navigational waypoints on new arrivals are 1,000 feet lower?

Mr. Lanyak said he's not sure how that arrival profile looks, but from where they measure it flying through the gate, that is the average. Some aircraft actually do fly lower. This is for arrivals, La Jolla specifically.

**Question from ANAC:** Chris Cole said he'd like raw numbers of arrivals over La Jolla in those time periods.

Mr. Lanyak said that daily there are about 500 to 600 operations all together; half are arrivals, over La Jolla and from the east, with La Jolla a little over 100 per day.

**Question from ANAC:** Rob Bates asked what the time period was for the pre- Metroplex data.

Mr. Lanyak said it was the same, 3<sup>rd</sup> and 25<sup>th</sup> of June and July both years. Both June and July of '16 were prior to any of the new procedures; 2017 is post-Metroplex environment.

**Question from ANAC:** Jerry Lohla said he doesn't understand why pilot deviation and equipment error are combined.

Mr. Lanyak said most of those are related to equipment.

**Question from ANAC:** Jerry asked if there's a way, after the fact, to make sure it was equipment error?

Mr. Lanyak said he does reach out to pilot in command to get more information.

**Question from ANAC:** Chris Cole said he takes sitting on this panel very seriously, and tries to focus on those things over which you have control to make changes. He said he would like to apologize to the staff for whatever they've been getting because every time he's asked for anything, staff has gone out of their way to get it.

**Question from ANAC:** Deborah Watkins said that she is impressed with numbers for early turns, and wants to publicly commend Airport Noise Office because they pick up the early turns even if residents aren't complaining, and numbers are accurate.

**Question from ANAC:** Justin Cook suggested that staff might follow up with pilots and see if there are any updates or changes that they see coming with the flight management system that could be shared.

**Curfew Violations** – Caroline Becker, Noise Specialist, said that since last meeting, there have been 38 curfew violations, comparable to last year, when there were 36. However, fines assessed have increased considerably, jumping from \$124,000 to almost \$300,000, due to the multiply placed on repeat violators.

She said last Curfew Violation Review Panel meeting was August 2<sup>nd</sup>, where they reviewed 11 curfew violations on three separate days that were due to weather and contra flow operations. Three violations weren't penalized due to "no-go" maintenance items. They had two other violations during that time, and those will be heard at October meeting.

She showed a sample of what airlines have been fined. They collected \$166,000 for eight curfew violations at the August 2<sup>nd</sup> meeting. jetBlue was fined \$100,000 for two violations. Frontier Airlines was fined \$40,000 for one violation. She said they are seeing that the multipliers work. British Airways and Air Canada are no longer on the list. Last year, they were the heavy hitters in curfew violations. Once they get to a certain multiplier, they start canceling flights. Staff is seeing a record number of curfew cancellations.

**Noise Complaints** – Ms. Becker reported that 157 households had submitted complaints over last two months, which is up from 103. The increase may be due to increased familiarity with the new complaint system.

Per ANAC request, she showed a breakdown per household; 39% of complaining households report loud aircraft; 21% curfew violations, 14% suspected off-course, (usually a flight over their home which is not in flight path). Households can be in multiple categories because each household can submit multiple complaints.

She showed noise complaints by neighborhood, with 57% of households in Point Loma, and 29% from La Jolla.

**Fly Quiet Report** – Ms. Becker reviewed the purpose and content of the Fly Quiet Program. She noted that in the past year scores have gone up one full point on average for all air carriers, due to Metroplex, early turns reduction, and the introduction of some newer, quieter aircraft (i.e., British Airlines replacing their B747 with a quieter B777). In addition, there have been more curfew cancellations and early turns directed by ATC no longer count against carriers for their Fly Quiet score.

Operators are making notable changes so that they don't break curfew. Two of the airlines have started rerouting aircraft, not bringing red-eye flights from east coast, bringing them from somewhere closer, so late night flights can get out quicker.

She said air carriers try to improve their scores, which shows that the Fly Quiet Program has gained traction over the last year.

**Question from ANAC:** Jerry Lohla asked when a fine is assessed, what is deadline for payment, and is 100% collected?

Ms. Becker said that 100% is collected, or they go to legal department. She believes they're given 30 days to pay.

**Question from ANAC:** Mr. Lohla asked if those assessments go into general fund, and if there's any chance they could go into a local Quieter Homes program?

Ms. Becker said they do go into the general fund which is how Airport Noise efforts are funded.

**Question from ANAC:** Rob Bates asked about Condor Airlines not showing in the data.

Ms. Becker said they are under 0.01 of operations. At the time the report was being put together, they had about 20 operations. They will be included in the next report, but there wasn't enough data for this quarter.

**Question from ANAC:** Rob Bates asked about contra flow, when airlines are not penalized for curfew, do those airlines still need to be represented and explain at the curfew panel, and is there written policy on which curfews are penalized and which are not?

Ms. Becker said they go through the same process as any curfew violation. The packet is put together the same way and each case is reviewed on a case-by-case basis.

**Question from ANAC:** Rob Bates asked if those two days were very unusual, or somewhat unusual, compared to all other months?

Ms. Becker said they are only similar to one other day in of December last year, due to contra flow.

**Question from ANAC:** Chris McCann commented on noise complaints by household, noting from last meeting minutes, there seems to be a change in reporting statistics; instead of reporting numbers of complaints, now households are reported. He said today it looks like a better situation than last year. Does she agree?

Ms. Becker said that looking at a case-by-case basis, households complaining have gone down.

**Question from ANAC:** Mr. McCann asked about number of complaints received.

Ms. Becker said that it is not being reported anymore.

**Question from ANAC:** Mr. McCann asked before the last meeting in June, how long were complaint statistics by sheer numbers reported?

Sjohnna Knack stated there was a meeting in April, where the new system was introduced and it was explained why numbers were no longer being reported.

Mr. McCann said he was there, but wonders how long before deciding to make that change, they had been reporting statistics by numbers?

Ms. Knack said it's been done for the four years she's been overseeing noise.

**Question from ANAC:** Mr. McCann said it's been since January 2008, and is curious why after nine-plus years, when there seems to be a sudden increase in the order of magnitude of complaints, why suddenly a decision was made to change the way numbers are reported. He said the numbers have been changed, and it doesn't seem to be painting a picture compared to every year for the last nine years. He asked why the change?



Ms. Knack said, as was presented in April, the system was changed from a quantity-based complaint system to an individual household case management system, which is typical for a lot of airports. Quite a few are moving to a case management system. Quantity is not as important as the quality of the individual household's concerns.

**Question from ANAC:** Mr. McCann asked if they called once in the month, that's a complaint that registers a tally. So, if 157 households called on the same day, or if 157 households called every single day for an entire month, the number would be the same?

Ms. Becker said yes, because each case matters. A household matters whether they submit one or 2,000 complaints.

**Question from ANAC:** Chris Cole said it sounds as if the areas where you can have an impact on the noise are starting to take effect, which is exciting, and suggests that we are looking in the right areas. He heard a plane at 4:00 a.m. this morning, and did not bother to do anything about it. If it was a departure or an arrival, would you know about that anyway?

Ms. Becker said they look for curfew violations every night.

**Question from ANAC:** David Swarens asked for clarification on the "other" category in noise complaints by neighborhood; He asked if she could give further exposition on what those households were, either specifically, or what part of town.

Ms. Becker said it's any neighborhood that complained three times or less, and that they are located all over the region.

**Question from ANAC:** Conrad Wear asked if there was a flight that came in that was a quality of life issue, you still reach out to that aircraft? And on early turns, if no one complains, do you still reach out?

Ms. Becker that is correct, they don't wait for complaints to take action. She clarified that medical flights are exempt, but they have to fill out a form which has to be validated.

**Question from ANAC:** Justin Cook asked what are the two airlines bringing in flights other than East Coast?

Ms. Becker said both Spirit and Frontier have decided to change routing to improve their curfew violations.

**La Jolla Monitoring** – Ms. Gantwerk introduced Paul Dunholter from Bridgenet, to talk about La Jolla noise monitoring methodology.

Mr. Dunholter introduced himself, President of BridgeNet, a noise consultant that works for the airport, who has been retained to evaluate noise levels in La Jolla, pre and post Metroplex.

The goal of the study is to document the changes in noise, any operational changes that have occurred, how flights are flown, altitude, and any other changes in flight tracks. The study will also determine if there's a measurable difference in noise before and after the Metroplex implementation.

He said the Metroplex was implemented in a three phases, two of which affected San Diego. The first phase was Point Loma related to the ZZOOO ONE departure. The second phase which occurred in early March, is where arrival procedure over La Jolla changed, and departure procedure for airplanes going north (PADRZ ONE). There was an uptick in noise complaints around October 2016.

He reviewed all the sites in the study (UCSD for the pre- and post- Metroplex, and Revelle and Calumet Park, post only) and explained the specific monitoring procedures.

He said they will present the change in how loud the planes are using Lmax, which is how loud the aircraft was.

Mr. Dunholter stated they trying to determine noise from all airports and classify them, giving that information separately (SDIA and Non-SDIA operations). They want to determine not just how many operations, but the character of each operation. Have more night flights started to occur than there were before? They'll have that data to support that. He said the economy is booming on the West Coast, so there may be an uptick of traffic on this route versus other routes. He said that will be presented. They will also provide information regarding the changes in aircraft airlines are using. West Coast tend to have more evening and early night flights.

He stated that the arrival flight path over La Jolla implemented in early March shifted 1,200 feet South. Distribution of planes on that path will be reported in a scatter plot. He said the two-week period has about 1,500 flights, which is the sample size that will be shown. He said they're in the middle of collecting and analyzing the

data. He said the plan is to present this information in October, prior to presenting to the recommendation for the Subcommittee as well.

**Question from ANAC:** Chris McCann asked if they're purely measuring loudness? Are they doing any kind of spectral analysis on frequencies of the sound?

Mr. Dunholter said at this point in time, they've just collected a weighted data; there may be some spectral data they could show samples of, but it is the human ear weighted that is measured.

**Question from ANAC:** Mr. McCann asked if they're trying to correlate sound measurements directly to complaints that WebTracker has?

Mr. Dunholter said they are looking at purely noise.

**Question from ANAC:** Mr. McCann said it would interesting to do at least a sample of correlations of complaints, maybe finding particular planes at particular altitudes are causing a lot of issues.

**Question from ANAC:** Chris Cole said he attended early FAA meetings, and the summary was that there'd be no measureable sound differential. But that made no sense to him if it's shifting one foot left or right, somebody is going to have less noise, and somebody else will have more. He said it appears this study is picking up practical details, picking up also noise from other airports and other flights that are not San Diego. He asked if there is a way when complaints come in, to let people know they should be directed at a different airport?

Ms. Knack said when a complaint is received for an operation at another airport they are provided information on how to submit a complaint for that airport.

**Subcommittee Update** – Deborah Watkins reported that the Subcommittee met July 19th, covering the Quieter Home Program, curfew violations, and noise monitoring. The next meeting will be held in September, where members will refine their list of potential changes in noise mitigation or abatement procedures. It is anticipated that this will be a longer meeting, to make sure they encompass all members' recommendations. They will be providing the list to ANAC in the member materials a week before the October meeting.

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## 2. Public Comment

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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.

**Beatrice Pardo** said is one of the pros pushing the button. She asked what is case management? She said they want help, something done about the noise. She doesn't want to keep pushing the button and coming to these meetings. She wants the airplanes to be moved offshore. She said she's embarrassed to bring people to stay at her home because it is no longer a sanctuary, and all because airlines are saving money? She says it's poor design in the routes.

**Bruce Bailey**, a member of the subcommittee, said he's been working on these issues for about two years. What he wants to accomplish today is to let members of this ANAC Committee know where the frustration is coming from. He said the Subcommittee is not being treated the way they should. He said the committee is now arguing about the issue of whether or not the subcommittee is going to continue. He said it's his opinion and those who he talks to all the time, that it's incorrect what they're being told. He spoke against those using profanity or threats, but expressed serious concern that obstacles were being placed in the subcommittee's way. He believes current policy is being misinterpreted and that the subcommittee should continue without interruption, and that was the original intent. .

**Sandy Valone** said she is from Point Loma Heights and Fleetridge and expressed frustration because she's been attending these meetings for two years now, and gotten absolutely nowhere. She felt the noise contour that identifies eligibility for QHP does not include impacted areas, and that noise has moved eastbound out of Point Loma way over houses that are unprotected, and they're getting blasted day in and day out, particularly between hours of 6:30 a.m. and 8:00 a.m., in particular FedEx, UPS and DHL .She said she's asked for noise monitors in the affected areas, and gotten nowhere, while La Jolla has gotten results very quickly. In addition, she expressed displeasure with the system for recording noise complaints by household.

**Alan Harris** was concerned about a “case management” approach to noise complaints, and felt the information was not being shared with the FAA and was not benefitting residents. He said many neighbors there notice a change, but don’t quite know what it was and don’t know how to do the reporting. He said there will be a lot of complaints from the community, but if they’re not going to the FAA, how do they know whether one household was reporting one plane, or 100 planes post-Metroplex?

**Gale Brian** said she is a 20 year resident of La Jolla. She said their home and peaceful enjoyment of it has been disrupted by airplane noise, starting in November of last year. She said they’re affected by both departures and arrivals. She said they can see departures now, something they never saw, from their back yard. She said in recent months, she said she and her husband have experienced many frighteningly loud noise incidents from planes, where they feared a plane was falling from the sky, and she cannot escape it anywhere around her home. She hopes for a return to the quiet and peaceful skies they once enjoyed.

**Bruce Cromer** said he noticed that data is not being collected on the pilots that are turning early. He thinks that’s something to consider. He said computer error is meaningless; it’s the pilots that are supposed to be flying the planes. He said he’s started using an app on his cell phone to report issues in the neighborhood, and it’s very effective. He suggested that there may be something like that, that would allow him to file complaints, and would collect data automatically. He also wants to suggest politely the airport must go elsewhere.

**Gillian Ackland** said she takes issue with the noise monitoring report going on right now, and the fact that it’s going to be presented to ANAC before the Subcommittee even sees it. She expressed concerns about the limited data being collected; the short duration, the hours of the day, etc. She said she has lived in her house for 50 years, and this is the first year she’s ever heard noise like it is right now. She said a lot of people don’t have the time to complain or have gotten too frustrated to continue. She said the procedure has been changed; a lot of people are not familiar with it and counting households instead of complaints was not enough.

**Gary Wonacott** said he’s president of Mission Beach Town Council, and he wants to address the nighttime noise abatement procedure. He said when there is not compliance with that procedure, or when there are changes to it, that impacts Mission Beach. He believes the data indicates there has been a change, that the flights that are going to northern destinations are flying on PADRZ ONE after 10:00 p.m. He asks If there have been changes, how were changes made? And who authorized the change? He said these are things that are very important to Mission Beach.

**Karen Lunt** is from Bird Rock, and has lived in her home almost 20 years. She was concerned that she had never heard anything about Metroplex until it was complete. The noise is affecting her sleep, and her work as she works from home. She said she can’t afford to put in central air. She said she got on the button, Air Noise IO, and she counted 400 complaints just from the time that she’d been on it in the last week and a half. She said it’s impacting her life, especially as a distance runner. She’s hitting the button every time; can’t even enjoy a run. She wonders if her complaints are even being counted.

**Greg Anderson** has lived in Pacific Beach for 15 years and has watched the inbound plane traffic move further and further south. What used to be out there, like North County, now there’s times where there are planes literally flying over his house. There were no planes flying over 15 years ago. He said he’s lived in Point Loma, but didn’t want to deal with the plane noise. He said they’re getting squeezed because Point Loma is complaining. He said he used to think small planes flying over his house was cool, but is not happy with larger carriers.

**Lila Schmidt** said flights were not sticking to flight paths and agreements in Point Loma. She said many people do not complain because they don’t have time. She expressed concern about pollution from air traffic over homes and the potential for serious health and environmental risks, which were being disregarded for profit. She did a study in 2014, the lowest CEO of the airlines, five major ones in San Diego was \$5 million; highest was \$26 million. She’s hearing profit versus people.

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### 3. Approval of Minutes

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Ms. Gantwerk apologized on behalf of the Airport Authority that minutes were not distributed. Minutes are complete and everyone will get them with the next member package. If there are any comments, please report them. Ms. Knack said she will also make sure the website is updated as well.

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#### **4. New Business**

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There was no new business.

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#### **5. Next Meeting/Adjourn**

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The next meeting is scheduled for October 18<sup>th</sup> at 4:00 p.m. location to be at Portuguese Hall.

DRAFT

*Date/Time* 10/18/17 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
Jessica Mier	Representative for Congresswoman Susan Davis	No*
Jessica Turner	County of San Diego	Yes
Conrad Wear	Representative for San Diego City Council, District 2	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Susan Ranft	Downtown Community Planning Council	No*
Kirk Hansen	Community at Large	No*
David Swarens	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Fred Kosmo	Peninsula Community Planning Board	Yes
Tom Gawronski	Ocean Beach Planning Board	No
Victoria White	City of San Diego, Planning Department	Yes
Richard Sullivan	FAA	Yes
Kiera Galloway	Representative for Congressman Scott Peters	Yes
Chris Cole	Uptown Planners	No*
Justin Cook	Acoustical Engineer	Yes
Grady Boyce	Commercial Airline Pilot Representative	Yes
Danny Melgoza	Representative for San Diego County Supervisor Greg Cox	Yes
Vacant	Midway/Pacific Highway Community Planning Board	No
Melissa Hernholm-Danzo	Peninsula Steering Committee	Yes
Sjohnna Knack	Authority Staff	Yes
Heidi Gantwerk	Facilitator	Yes

\*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 4:00 p.m. Introductions were made around the table. She explained that the agenda was very full and the topics were very important so requested that public comment be concise, and that any members of the public willing to state their reinforcement of a previously made point would be recognized and recorded. She also requested that members of the public wishing to speak on more than one topic do so within the three-minute limit if possible. She also explained how the ANAC subcommittee recommendations would be reviewed and how ANAC would determine which recommendations to send on to the Airport Authority Board.

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## 2. Presentation Items

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Note: A copy of the presentation and original report can be found via our website using the following link:

<http://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=10729>

**La Jolla Aircraft Noise and Flight Track Analysis** – Paul Dunholter, P.E., BridgeNet International

Mr. Dunholter presented the results from the La Jolla noise measurements and FAA radar analysis. He reminded the audience that at the August meeting he presented the purpose and methodology for the study, which was to obtain a better understanding about potential factors contributing to the increase in noise complaints from the La Jolla community. He stated the study looked at both noise measurement data as well as over one million FAA radar flight tracks from 2014-2017 to determine if there were measurable differences in noise or operational changes in the aircraft flying in and out of San Diego International Airport (SDIA).

He stated that after the August presentation, based on public input, two additional measurement sites were added for longer durations. They also included additional flight procedure departure analysis and a review of the noise complaint locations.

Results indicated that the FAA SoCal Metroplex (Metroplex) procedure shifted the arrival path over La Jolla 1,200 feet to the south (as it crossed over the shoreline); however, the average altitudes after the Metroplex were approximately 150 feet higher. On average altitudes after Metroplex were 8,610 feet above ground level.

Additionally, with the implementation of new satellite-based procedures in 2012, aircraft have followed a more precise and narrower path. In review of the path from 2014 to present, there was a gradual increase in the precision since the procedures were already implemented in 2012.

In reviewing the flight track data it was also noted that after 10:00 p.m. some flights were not following the published procedures and were turning over La Jolla. This was not a frequent occurrence, but a noted concern of La Jolla residents.

Mr. Dunholter explained the noise monitoring results showed that based on La Jolla's location, aircraft noise is generated by over flights from multiple airports. He indicated that generally the SDIA operations were quieter than the other airport operations but started earlier in the morning and went late into the evening. He also emphasized that the flights could have a greater impact on the residents of La Jolla because the ambient noise levels in the community are very low. Pre and post Metroplex noise measurements at UCSD did not show any measurement differences in noise. The UCSD location was selected as it was close to the 1,2000 foot shift in the Metroplex procedure. There are other meteorological conditions (i.e., water and humidity) that can also higher SDIA noise.

Finally, Mr. Dunholter explained that additional impacts could be perceived based on the overall increase in SDIA operations. Since 2014, operations have increased approximately 8%. In addition, fleet mix changes from propeller and small regional jets shifted to larger regional jets and narrow body jets that are typically louder.

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## 3. Action Items

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### **ANAC Subcommittee Recommendations**

Ms. Gantwerk explained that first she was going to read through the ANAC Subcommittee recommendations prior to public comment. Then after public comment they would discuss the recommendations more in-depth.

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## 4. Public Comment

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Ms. Gantwerk reminded the public of the requests she made at the beginning of the meeting to keep comments concise and to avoid repeating statements.

**Urs Baumann** a resident from La Jolla felt there was data missing from the La Jolla Noise monitoring report and that the locations selected may not accurately represent the issue. He spoke of general concerns about noise in the La Jolla community.

**Jim Mittermiller** a resident from La Jolla spoke of general concerns about noise in the La Jolla community.

**Jan Chatten-Brown** a resident from Bird Rock, La Jolla discussed general concerns about noise in the La Jolla community and expressed that she enjoyed the one-click app to lodge her complaints.

**Matthew Price** representing the La Jolla Town Council spoke strongly in favor of the subcommittee recommendations, and also expressed praise for the La Jolla Noise Monitoring study, which he believed vindicated the aircraft noise concerns expressed by La Jollans.

**Cameron Volker** a resident from La Jolla Shores expressed her continued concerns regarding aircraft noise in La Jolla.

**Martha Gonzalez** a resident from La Jolla expressed great frustration with what she described as continuous and extremely loud noise from aircraft that has made her fearful at times, and dramatically reduced her quality of her and her family's life.

**Tony Stiegler** a resident from La Jolla spoke of the major economic and quality of life impacts to La Jolla due to the significant increase in aircraft noise, which he believes is affecting tourism and economic activity. He also spoke in support of the subcommittee recommendations.

**Larry Davidson** a resident from La Jolla spoke of general concerns about noise in the La Jolla community.

**Bea Pardo** a resident from Bird Rock, La Jolla spoke in support of the subcommittee recommendations, and of the need for immediate action.

**Gillian Auckland** a resident from Bird Rock, La Jolla I think just general frustration with the number, timing and volume of flights, and her feeling that no action is being taken.

**Lee Ann Raddatz** a resident from Point Loma Heights South said it was her she the one who said it was her first time commenting on aircraft noise, which should be an indication of how significant the problem is. She and her husband just completed a remodel and were shocked by the change in noise since moving back into their home.

**Alan Harris** a resident from Pacific Beach is a member of the Subcommittee and expressed that he hoped ANAC moves all of their recommendations forward.

**Vicki Bodack** a resident from South Mission @ Jetty St. stated she was happy that the recommendations are doing something to reduce the noise impacts at her home. She told the public more people should use the flight tracker website as this is how their voices can be heard.

**Lila Schmidt** a resident from Fleetridge, Pt. Loma spoke in favor of the subcommittee recommendations and expressed concerns about the health risks posed to those living under a flight path, as well as concerns over declining property values and the airlines focus on profit over quality of life.

**Len Gross** a resident from La Jolla who is an aerospace engineer, expressed gratitude for the work on the La Jolla report. He feels that we should focus efforts on solutions rather than address what happened. He has spent time developing proposed procedure improvements that are included in the recommendations. He hoped ANAC approved those recommendations. He requested a meeting with BridgeNet to go over the details of the La Jolla report.

**Julie Connolly** a resident from Point Loma she founded the San Diego Air Route Forum on Facebook. She felt it was a big issue that the FAA does not have SoCal TRACON data available, like at LAX and other major airports. She has reached out to the liveatc.net staff and is working with them to try and get SoCal TRACON on their website.

**Todd Curry** a resident from Del Cerro something changed with the COMIX STAR on 9/1/17 – what happened that he is experiencing something different? He is willing to gather residents to form opposition, unless something is changed to reduce their noise impacts.

**Larry Gutafson** a resident from Sunset Cliffs talked about the increase in noise and number of flights and its effect on his quality of life, including fear of flights that seemed much lower than in prior years.

**Chris McCann** a resident from La Jolla spoke in favor of the subcommittee recommendations and the general results of the La Jolla report presented earlier.

**Marilyn Jaseniuk** a resident from South Mission Beach expressed her concern over the constancy of flights overhead from early in the morning until late and night. She spoke of how the increase in both constancy and volume of airplane noise was impacting her life, and asked that action be taken immediately to address the situation.

### **ANAC Subcommittee Recommendations (Continued for Discussion)**

Before beginning the discussion of the subcommittee recommendations, Ms. Gantwerk thanked the members of the subcommittee for their dedication and thoughtful work. She informed ANAC members that they had the option of tabling specific recommendations if they could not get through all of them at once. She explained that they would take the recommendations section by section, and would take a vote on each section, and specific recommendations as needed. She introduced Grady Boyce, an airline representative with expertise in procedure development and members of the subcommittee, Sandy Valone, Chris McCann and Casey Schnorr who would be available to address any questions that arose. And she explained that Richard Sullivan, the FAA representative, had assured the Airport Authority that the FAA would be fully engaged in reviewing these recommendations, however due to pending litigation, he would not be able to comment on the merits or feasibility of any procedural changes during the ANAC discussion.

Final version of the recommendations can be found: <http://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=10729>

**Recommendations #1&2 – Curfew Penalties: Passed** (one opposed).

There was a discussion surrounding the cost of living index and whether that was the appropriate measure to increase penalties. It was also requested that Airport staff review if current penalties were high enough for airlines to avoid curfew violations and if it was necessary to have an increase.

**Recommendation #3 – Subcommittee Continuation: Passed** (4 in favor, 3 opposed, 1 abstain)

There was a substantial discussion about continuing the Subcommittee with some members feeling that the Subcommittee efforts were complete and that implementation of the recommendations was the responsibility of ANAC. Other members felt that the Subcommittee was more effective than ANAC.

**Recommendations #4&5 – FAA Air Traffic Control Radio Frequencies: Passed** (unanimous)

**Recommendations #6&7 – ANAC Committee – Passed** (unanimous)

**Recommendations #8&9 – Quieter Home Program – Passed** (unanimous)

**Recommendations #10&11 – Noise Monitoring and Mitigation - Passed** (unanimous)

A request was made to add Pt. Loma Heights to the list.

**Recommendation #12 – Additional SDCRAA Analysis - Passed** (unanimous)

**Recommendation #13 – 21 – Flight Procedure Changes - Passed** (unanimous)

The members felt that all procedural changes fell under recommendation number 13 and should be pursued as a global approach, rather than individually.

**Recommendation #17 – Nighttime Noise Abatement Procedure - Passed** (unanimous)

There was a distinction that while reviewing the Nighttime procedure in Item #13 was important, this recommendation should be kept separate to focus on ways to increase adherence to the procedure.



**Approval of Minutes:**

**Approval of June 21, 2017 Minutes**

**Approval of August 16, 2017 Minutes**

These items were not covered in the meeting.

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**5. Next Meeting/Adjourn**

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The next meeting is scheduled for December 20<sup>th</sup> at 4:00 p.m. location to be at Portuguese Hall.

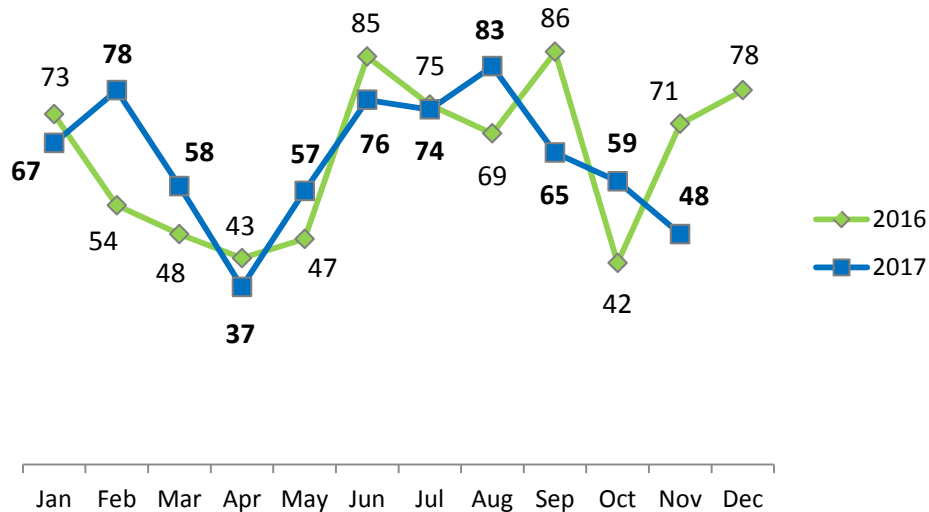
DRAFT

PROGRAM STATISTICS	
Applicants / Homes on the Wait List	638/1,339
Homes Completed in Aug, Sep, Oct, Nov 2017	6
Estimated Homes to Complete in CY 2017	26
Total Homes Completed (through Nov 30, 2017)	3,459

## Updates

- **8.12** – Construction underway.
- **9.1, 8.10** and **8.11** construction contract awarded by Authority Board.
- Several projects in process; indications are positive. Aligned with FAA expectations.
- Under FAA review: Commercially zoned parcels, 75 dB contour
- No HEAT included in ventilation designs. Single-family homes offered air conditioning.

## Missed Approaches by Month



## Compliance with FAA Noise Dots <sup>1</sup>

Month	Compliant	Non-Compliant	East of Airport	Day	Night
August, 2017	64	16	3	79	4
September, 2017	51	14	0	63	2
October, 2017	44	15	0	56	3
November, 2017	39	7	2	34	14

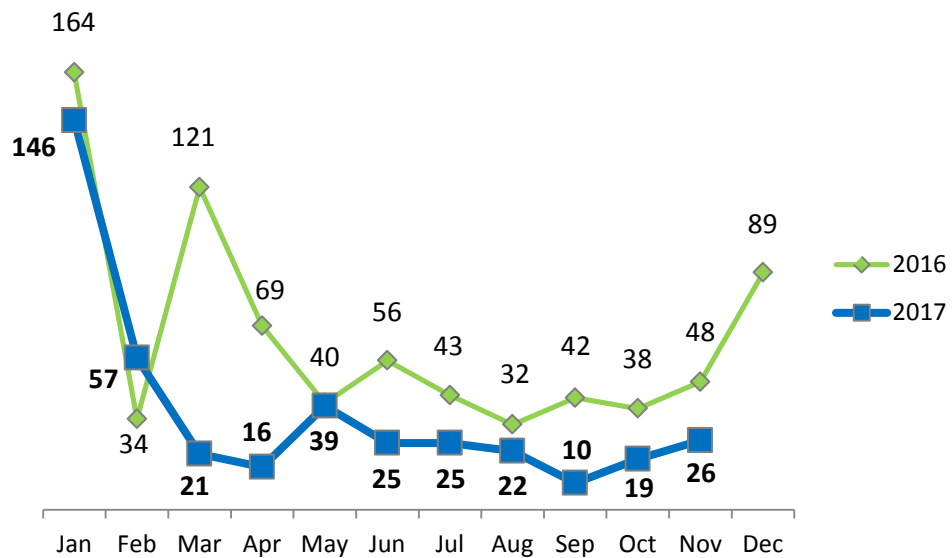
<sup>1</sup> Missed Approaches are safety-related operations and are not subject to FAA Noise Dot agreement

YEAR	Total Missed Approaches	Total Arrivals	% of Total Arrivals that are Missed Approaches
2012	692	93,126	0.7
2013	659	93,985	0.7
2014	637	95,881	0.7
2015	748	96,856	0.8
2016	771	98,566	0.8
2017	702 <sup>2</sup>	95,755 <sup>3</sup>	0.7

<sup>2</sup> Through November 30, 2017

<sup>3</sup> Estimated Through November 30, 2017

## Early Turns by Month

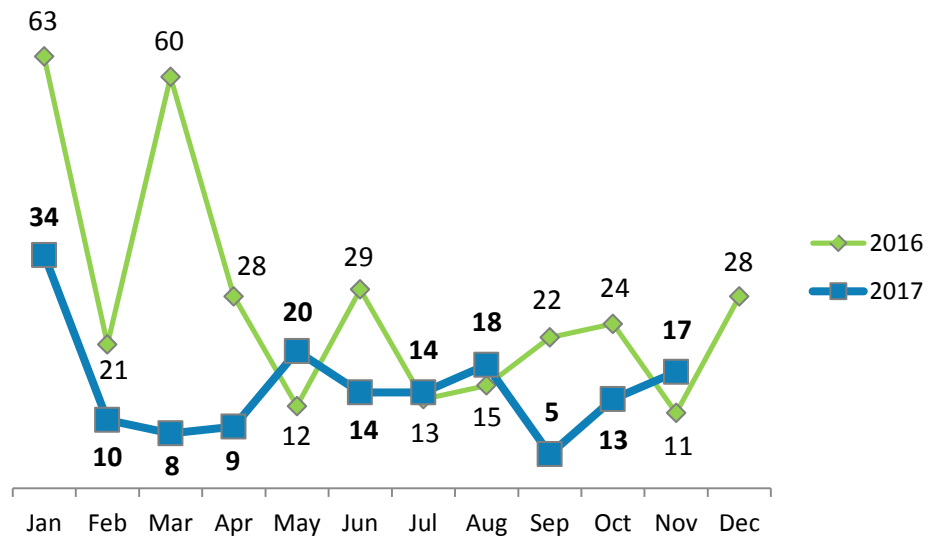


## Historical vs. Current Data

YEAR	Below 6,000 (ft.)	All altitudes
2012	316	538
2013	200	829
2014	338	1,105
2015	467	1,293
2016	559	776
2017	319*	406*

\*Through November 30, 2017

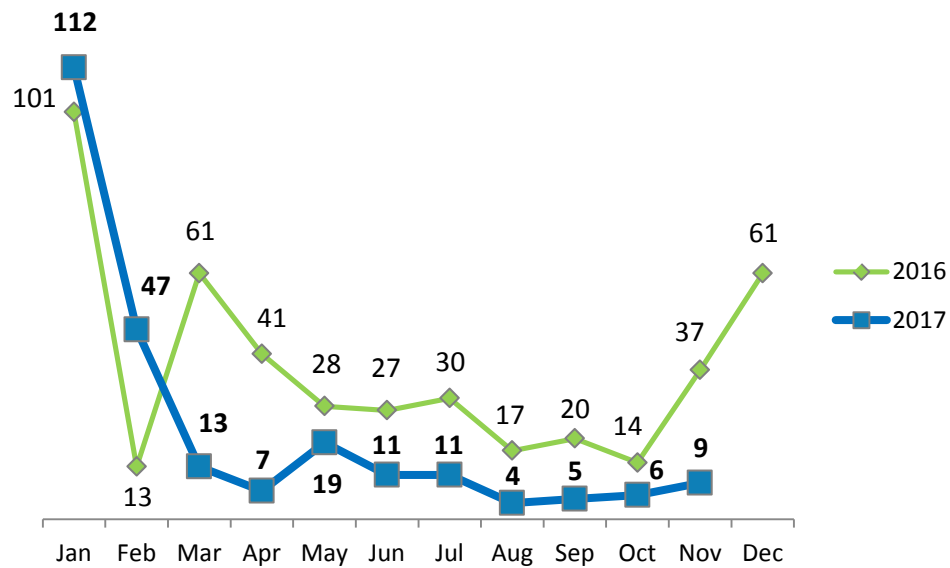
## Over Point Loma



## Early Turns by Operator (Aug – Nov 2017)

Count	Airline	Aircraft	Total Operator Departures
13	Southwest Airlines	B737	12,281
12	General Aviation	--	2,234
8	Delta Air Lines	A320, B738, B739	2,300
7	American Airlines	A321, B738	3,054
3	Alaska Airlines	B738, B739	2,378
3	Edelweiss Air	A343	14
3	United Airlines	A319, A320, B739	3,475
1	Frontier Airlines	A320	578
1	Horizon Air	E75L	407
1	SkyWest Airlines	E75L	3,034
1	Spirit Airlines	A319	761

## Over Mission Beach



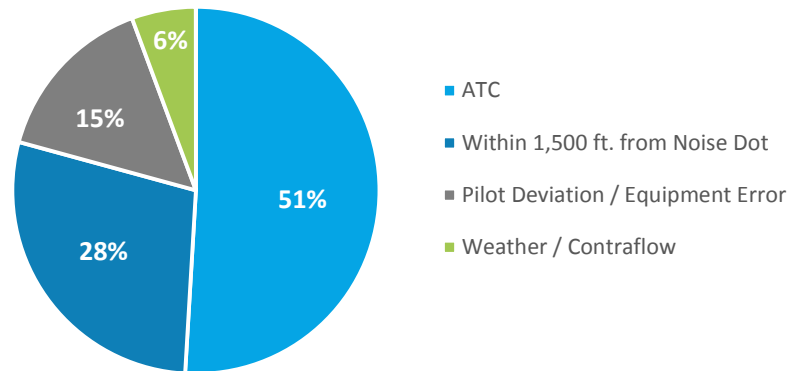
## Early Turns by Operator (Aug – Nov, 2017)

Count	Airline	Aircraft	Total Operator Departures
17	General Aviation	--	2,234
3	Southwest Airlines	B737	12,281
2	Jaz Air	CRJ9	235
1	Kalitta Charters	B722	1
1	Virgin America	A320	692

## Over Point Loma (E.T.L)

Reason	Count	%
ATC (estimated)	27	51%
Within 1,500 ft. from Noise Dot	15	28%
Pilot Deviation / Equipment Error	8	15%
Weather / Contraflow	3	6%
<b>TOTAL</b>	<b>53</b>	<b>100%</b>

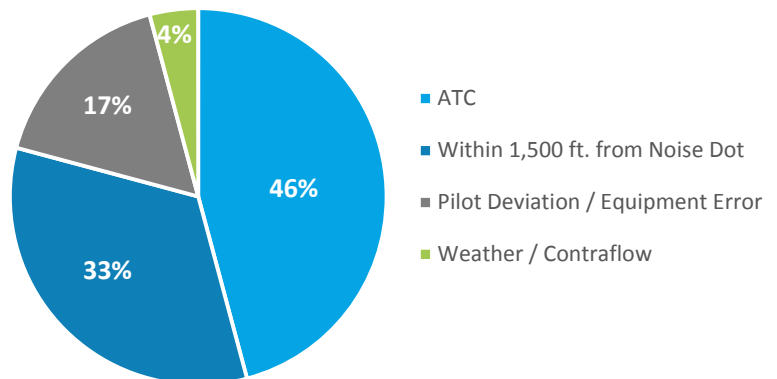
Chart Title



**Note: Cause breakdown is based on SDCRAA review of flight track replay and has not been confirmed by the Federal Aviation Administration.**

## Over Mission Beach (E.T.R)

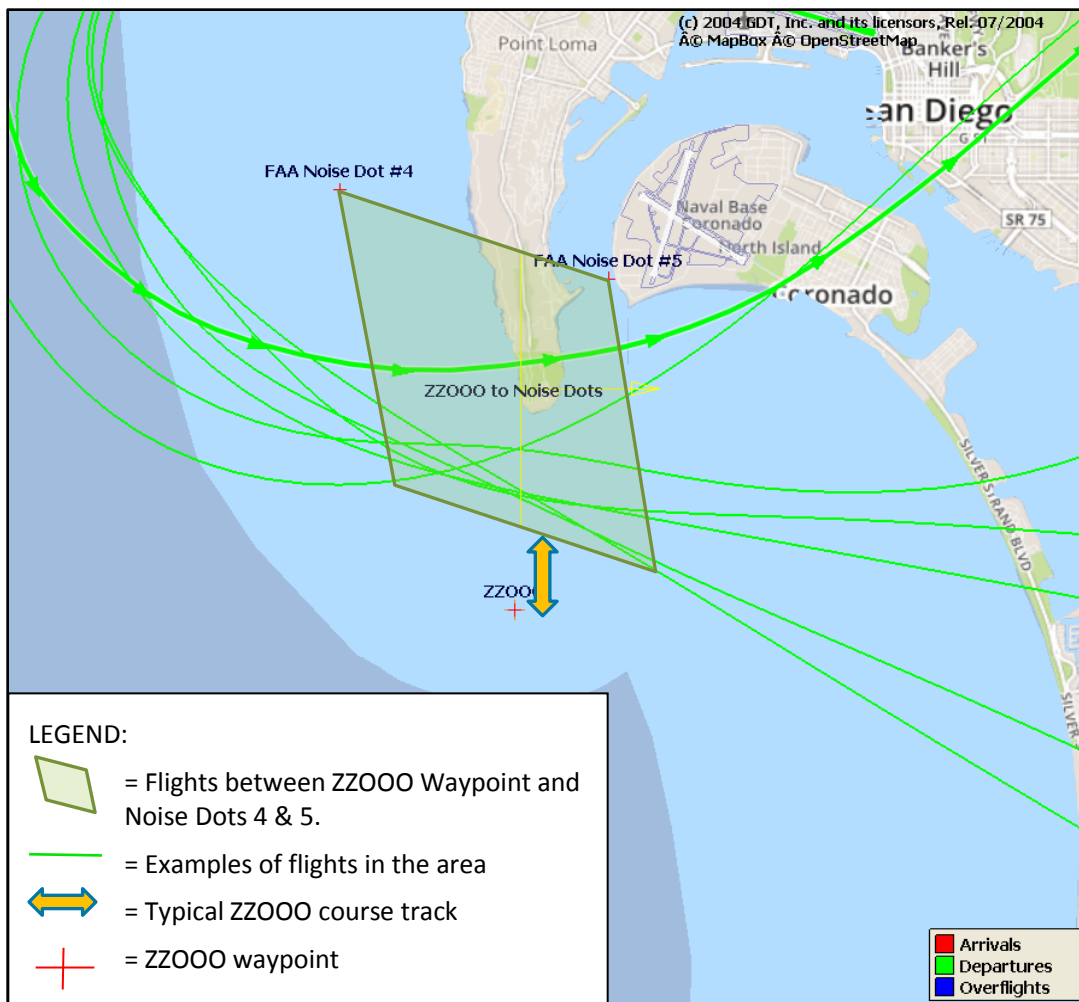
Reason	Count	%
ATC (estimated)	11	46%
Within 1,500 ft. from Noise Dot	8	33%
Pilot Deviation / Equipment Error	4	17%
Weather / Contraflow	1	4%
<b>TOTAL</b>	<b>24</b>	<b>100%</b>



## Flights Between ZZ000 Waypoint and Noise Dots

Note: These flights are all following published flight routes and are not off course

2017	Total Jet Departures	Between ZZ000 and Noise Dot	% of Total Jet Departures
August	9,253	596	6%
September	8,274	448	5%
October	8,543	507	6%
November	8,336	539	6%





# CURFEW VIOLATION REVIEW PANEL

Airport Noise Advisory Committee

*December 20, 2017*

## Curfew Violations for August-November 2017

Date	Time	Flight ID	Aircraft	Penalty Status
8/4/2017	23:31	Southwest Airlines 9019	B738	\$2,000
8/18/2017	23:30	Delta Air Lines 2497	B738	\$2,000
8/18/2017	23:36	Delta Air Lines 1798	B752	\$6,000
8/20/2017	01:26	jetBlue 90	A321	\$8,000
8/21/2017	00:43	Air Canada Jazz 669	CRJ	\$2,000
8/29/2017	23:58	American Airlines 1275	B738	4,000
9/17/2017	00:16	JetSuiteX 254	EMB-135LR	\$2,000
9/22/2017	00:15	American Airlines 1275	B738	local mechanical, fuel system issue
9/23/2017	00:24	EXCEL Jet 20	C25A	\$2,000
9/23/2017	00:57	Kaiser Air 206	B735	\$2,000
9/24/2017	23:43	Alaska Airlines 785	B738	Local mechanical, lavatory issue
9/26/2017	23:41	Frontier Airlines 1746	A320	\$8,000
10/1/2017	01:22	Allegiant Air 4206	MD83	\$2,000
10/7/2017	23:56	Alaska Airlines 785	B738	Local mechanical, seat issue
10/9/2017	23:53	United Airlines 240	B739	Local mechanical, brake issue
10/12/2017	04:30	Sierra West Airlines 662	SA227-AC	\$2,000

10/20/2017	02:48	jetBlue Airways 20	A320	\$24,000
10/29/2017	02:16	Cargolux Airlines 774	B744	\$2,000
11/11/2017	00:59	Alaska Airlines 785	B738	\$2,000
11/12/2017	0:18	XA-MAX	E35L	Penalty to be determined on 2/7/18

### Annual Curfew Violations

Year	Total Curfew Violations
2013	60
2014	47
2015	55
2016	84
2017	58*

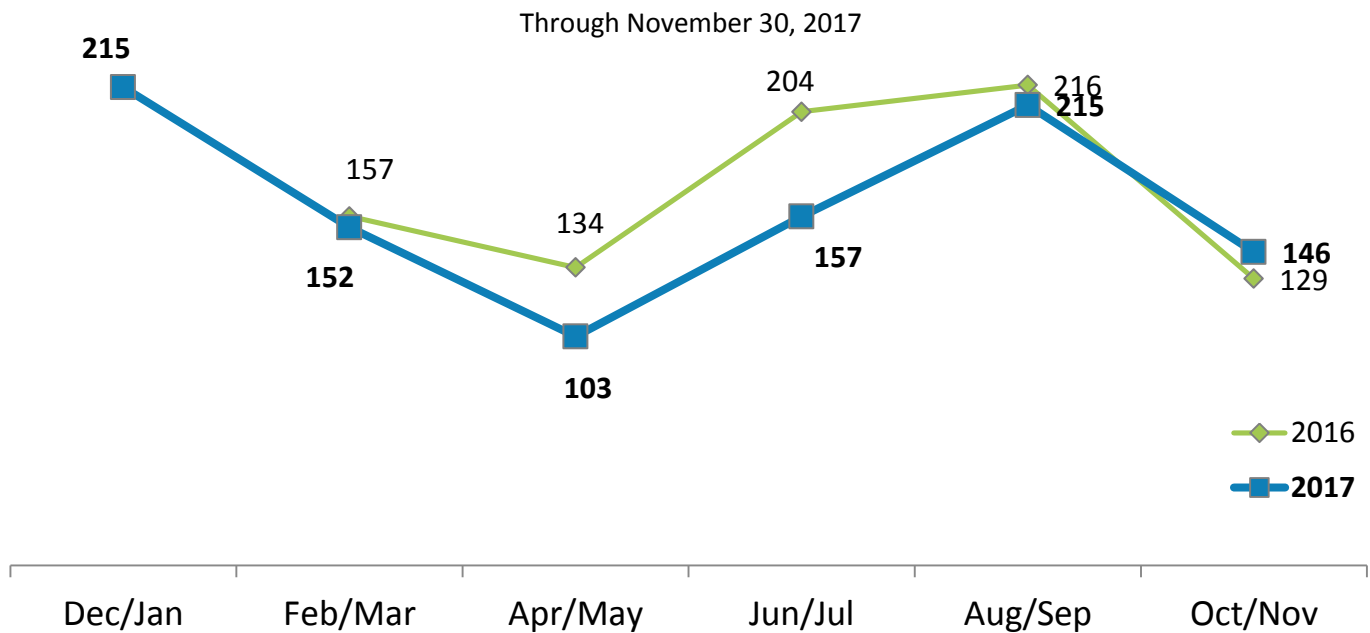
\*Through November 30, 2017

### Annual Fines Assessed

Year	Fines Assessed
2013	\$ 166,000
2014	\$ 178,000
2015	\$ 152,165
2016	\$ 564,000
2017	\$ 370,000*

\*Through November 11, 2017

## Household Complaints



## Complaint Locations (Oct.- Nov 2017)

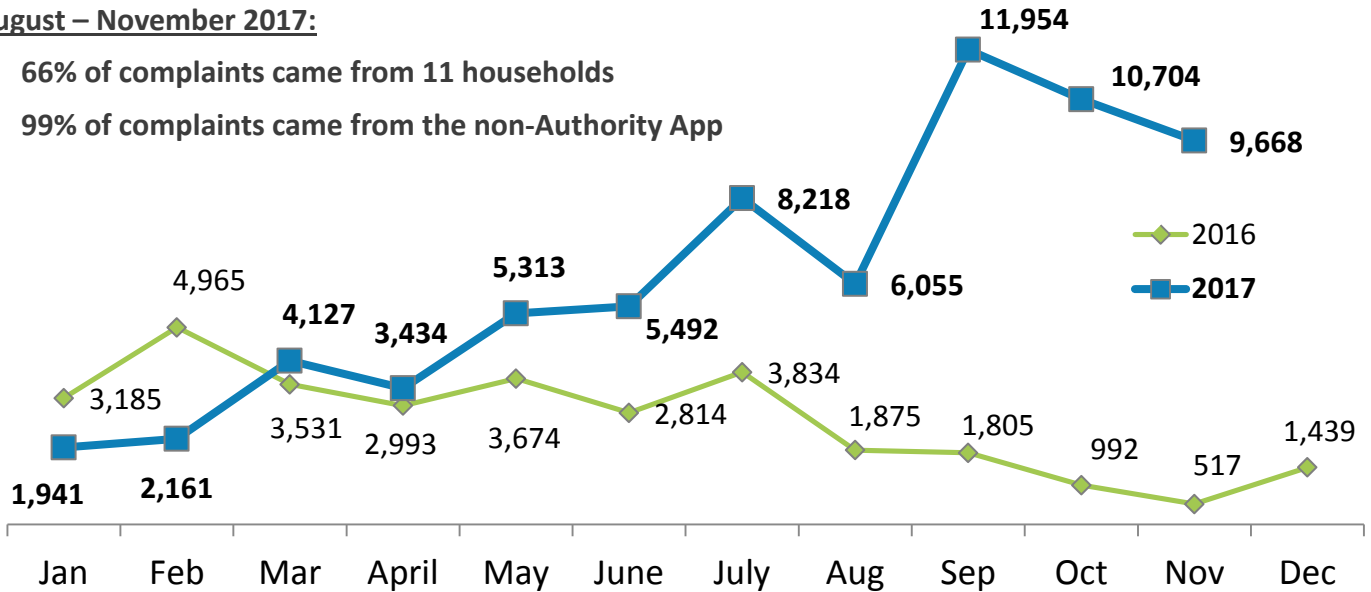
Neighborhood	Number of Households
Pt. Loma - 92106	45
La Jolla – 92037	45
OB/Sunset Cliffs - 92107	29
Mission Beach/PB - 92109	6
La Mesa - 91942	3
North Park - 92104	3
Pt. Loma/Midway - 92110	3
Other (less than 2 complaints)	12
<b>Total</b>	<b>146</b>

## Total Complaints

Through November 30, 2017

### August – November 2017:

- 66% of complaints came from 11 households
- 99% of complaints came from the non-Authority App



## Complaint Reason Breakdown: August - November 2017

Reason	Number of Complaints	Percentage
Loud Aircraft	37,845	98.6%
Curfew Violation	97	.25%
Suspected Off-Course	122	.32%
Low Flying	158	.41%
Increased Flight Volume	92	.24%
Early Turn	29	.08%
Missed Approach	21	.05%
Other	17	.04%



# SAN DIEGO INTERNATIONAL AIRPORT

## AIRPORT NOISE MITIGATION

November 27, 2017

# Fly Quiet Report

*3<sup>rd</sup> Quarter 2017*

### Prepared by:

Sjohnna Knack  
Program Manager, Airport Noise Mitigation  
Planning & Environmental Affairs  
San Diego County Regional Airport Authority



## 1.0 Summary of 3<sup>rd</sup> Quarter 2017 Report

Each quarter, the Airport Noise Mitigation Office will publish this report that will outline the trends on how quietly each operator is flying in and out of San Diego International Airport (SDIA). In Section 2.0 you will find a detailed description of the elements within the Fly Quiet Program.

Specific trends that were observed in this report include:

- Overall, the total scores in the summary report remained the same with a slight increase over 2<sup>nd</sup> Quarter 2017.
- The following airlines were included this quarter because they began service at SDIA: Jazz, Condor and Edelweiss.
- Early turn scores have improved because of the decrease in early turns due to:
  - Implementation and strict adherence to the NextGen Southern California Metroplex procedures.
  - Early turns because of specific instructions given by ATC (such as being provided in certain weather conditions) are not to be counted as early turns as the pilots are following them for safety reasons.
- jetBlue Airways improved their curfew violations score of 0 from last quarter to 9 this quarter; they had less curfew violations and they cancelled one flight to avoid violating curfew.
- Delta Air Lines decreased their overall score by having more curfew violations and early turns than the previous quarter.
- Southwest Airlines increased their fleet noise quality score this quarter by utilizing more Boeing 738 aircraft and less Boeing 733 aircraft.

## 2.0 Fly Quiet Program Description

The purpose of the San Diego International Airport's (SDIA) Fly Quiet Program is to encourage individual commercial operators to operate as quietly as possible in the San Diego area by acknowledging those operators that attempt to follow the noise abatement goals of the airport. The program creates a participatory atmosphere of the operators working with the airport and community to actively reduce noise by grading an operator's performance and by making the scores available to the public.

The Fly Quiet Program offers a dynamic venue for reviewing noise abatement initiatives by praising and publicizing active participation rather than a system that admonishes violations from essentially voluntary procedures.

### 2.1 Goals

The overall goal of the Fly Quiet Program is to influence commercial operators to operate as quietly as possible in the San Diego area by acknowledging those operators that make the greatest effort. Monitoring, collecting, and analyzing comprehensive amounts of operational and noise data highlights both airport trends and individual operator performance on specific noise abatement programs. Fly Quiet Program data is quantified and translated into quarterly reports for each operator rated in the Fly Quiet Program at SDIA.

### 2.2 Reports

Fly Quiet reports communicate results in a clear, understandable format on a scale of 0-10, zero being poor and ten being the best. (*Note: an operator can have a score higher than 10 in the Curfew Violations element only, if they had no violations and also cancelled flights to avoid a Curfew Violation*). This allows for an easy comparison between operators over time. Individual operator scores are computed and reports are generated each quarter. These quantitative scores allow operator management and flight personnel to measure exactly how they stand compared to other operators and how their proactive involvement can positively reduce noise in the San Diego area. The overall airport score is tracked to measure the overall improvement over time.

### 2.3 Elements

Currently the Fly Quiet Program scores commercial operators on the following three elements that will be described in detail in the next section.

- Curfew Violations
- Early Turns
- Fleet Noise Quality

### 2.3.1 Curfew Violations

SDIA has an existing curfew violations system in place as part of the Airport Use Regulations that may result in a monetary fine if an operator violates the curfew. All departures are restricted from 11:30 p.m. to 6:30 a.m. Stage 2 aircraft departures are restricted from 10:00 p.m. to 7:00 a.m. Any aircraft may arrive at SDIA 24 hours a day.

While the authority to control aircraft in flight at airports lies solely with the FAA, prior to 1990 airports could adopt regulations to restrict hours of operations for certain aircraft types or for the airport as a whole. SDIA's curfew violations system was developed in 1989. The program is mandatory; however, there are exemptions for lifeguard and emergency flights; compliance is at the discretion of the pilot or operator. Penalties may be waived if there are local issues impacting safety (such as weather or maintenance of the aircraft).

The curfew violations system includes administrative fines: \$2,000 for the first violation by a particular operator in a compliance period; \$6,000 for the second violation in a compliance period, and, \$10,000 for the third violation in a compliance period. Additionally, a multiplier is added to reflect the number of violations from the previous compliance period. Each compliance period six (6) calendar months, starting in January and July. The Fly Quiet Program will formalize working with the operators to reduce the number of curfew violations of departing aircraft. The airport's noise monitoring system documents which operator and aircraft type depart between the curfew times, so the point value can be accurately assigned for each operation.

#### Calculation of Rating

An operator that does not log any curfew violations during the time period is automatically assigned a score of 10 points. Every operator starts with a score of 10 points. Scores are then adjusted based upon the following:

Number of Curfew Violations that are Penalized (Fined):

If the Airport's Curfew Violation Review Panel (CVRP) determines that a flight violated curfew and will be penalized, the score will be adjusted by subtracting 2 points.

Number of Curfew Violations that are Not Penalized (Fined):

If the Airport's Curfew Violation Review Panel (CVRP) determines that a flight violated curfew and will not be penalized, the score will be adjusted by subtracting 1 point.

Additionally, 1 point will be added to any operator's score that cancelled a flight in order to avoid violating curfew.



### 2.3.2 Early Turns (FAA Noise Dots)

Aircraft departing SDIA using Runway 27 are asked to fly runway heading until reaching a defined distance in an attempt to keep aircraft from making extraneous noise, over residential areas, while turning. These areas are defined as the FAA Noise Dots. A corridor/gate was established based on the FAA Noise Dots and departing aircraft that do not pass through that corridor/gate, regardless of the time of day, are defined as turning early. The Fly Quiet Program will formalize working with the operators to reduce the number of early turns of departing aircraft.

#### Calculation of Rating

An operator that does not log any early turns during the time period is automatically assigned a score of 10 points. Every operator starts with a score of 10 points. Scores are then normalized based upon the number of early turns within 1,500 feet and greater than 1,500 feet from any noise dot and the percent of total operations by airline and then adjusted based upon the following.

- Subtract 0.5 Point Per Early Turn Within 1,500 Feet from Any Noise Dot
- Subtract 1.0 Point Per Early Turn Greater Than 1,500 Feet from Any Noise Dot

Missed approaches are not to be counted as early turns as 1) they are not departures; and 2) the pilots are being given specific instructions by ATC that must be followed for safety reasons. Early turns because of specific instructions given by ATC (such as being provided in certain weather conditions) are not to be counted as early turns as the pilots are following them for safety reasons.

### 2.3.3 Fleet Noise Quality

The Fleet Noise Quality score evaluates the noise contribution of each operator's fleet as it actually operates at SDIA. Operators generally own a variety of aircraft types and schedule them according to both operational and marketing considerations. The Fly Quiet Program assigns a higher rating or grade to operators operating quieter, new generation aircraft, while operators operating older, louder technology aircraft would rate lower. The goal of this measurement is to fairly compare operators – not just by the fleet they own, but by the frequency that they schedule and fly particular aircraft into SDIA.

Historically airports have rated fleet noise quality by the relative percentage of Stage 2 vs. Stage 3 operations<sup>1</sup>. Since the completion of the phase out of Stage 2 aircraft mandated by the Airport Noise and Capacity Act (ANCA) of 1990, all aircraft in the U.S. over 75,000 pounds meet the more stringent Stage 3 standards. However, within the allowable Stage 3 criteria, there is a wide range of noise levels, and the Federal Aviation Administration (FAA) does not distinguish between these aircraft types. There is a Stage 4 aircraft type, applicable to aircraft with a type certification issued after January 1, 2006; all aircraft manufactured today that are over 12,500 pounds meet these Stage 4 standards. The majority of the commercial aircraft fleet remains Stage 3.

The method used here bases an operator's Fleet Noise Quality Rating on aircraft manufacturer noise certification data. For each aircraft type, 14 CFR Part 36 specifies allowable noise levels at three measurement locations: approach, departure, and sideline<sup>2</sup>. 14 CFR Part 36 allowable noise limits

<sup>1</sup> Stages 1-4 were established by a Federal Aviation Regulation called 14 CFR Part 36 which mandated the allowable noise levels for the manufacture of aircraft. Over time both Stage 1 and Stage 2 aircraft have been phased out of operation in the U.S. as a result of subsequent federal regulations.

<sup>2</sup> 14 CFR Part 36 standards are measured in terms of the single event metric Effective Perceived Noise Level (EPNdB), which accounts for different frequency characteristics of noise, such as low frequency.

increase with weight, so that larger aircraft, serving more passengers, are not penalized as compared to smaller types.

The rating method for the Fleet Noise Quality rating totals the difference between each aircraft’s certified noise levels at all three measuring points and the Stage 3 standard for that weight and number of engines. Aircraft with the greatest number of decibels below Stage 3 threshold are rated the best.

Similar to and consistent with 14 CFR Part 36, the Fleet Noise Quality Rating allows for higher noise levels for larger aircraft. It is important to credit larger aircraft serving more passengers, because they offer more air service in fewer flights and less total noise than multiple operations in smaller aircraft types.

Calculation of Rating

The Fleet Noise Quality rating calculation takes the takeoff, approach and sideline noise difference of the allowable Part 36 Stage 3 limit from the Part 36 certification level and then produces a total. Table 1 demonstrates this methodology for a B737-700 aircraft where the difference between the Stage 3 limit and certificated value is 4.1 dB on takeoff, 3.8 dB on approach and 6.8 dB for sideline noise; for a total difference of 14.7 dB.

**Table 1 – B737-700 Aircraft Example**

<b>B737-700 Aircraft</b>	<b>Takeoff (EPNdB)</b>	<b>Approach (EPNdB)</b>	<b>Sideline (EPNdB)</b>	<b>Total dB Below Stage 3 Limits</b>
Part 36 Stage 3 Limit	91.2	99.7	96.6	-
Part 36 Certification Level	87.1	95.9	89.8	-
Difference	4.1	3.8	6.8	<b>14.7</b>

The Part 36 certification database for commercial aircraft is very extensive in listing many different noise values for variations on the same aircraft type depending on weight, flap settings, engine types, and other specifications. The Fleet Noise Quality rating methodology looks at each operator at SDIA and their specific aircraft fleet. Certifications values for each aircraft type are averaged together per operator.

Table 2 provides an example for commuting the Fleet Noise Quality Sub Score. Airline A has four different aircraft types in their fleet that operate at SDIA. The percent of total operations for each aircraft type is calculated based upon the total quarterly operations per aircraft type and the total number of operations for Operator A. The average certification values for each aircraft type are calculated from the Part 36 certification database for commercial aircraft and the resulting values are then calculated per aircraft type. The Fleet Noise Quality Sub Score is calculated by summing all of the resulting values per aircraft type.

**Table 2** – Example for Commuting the Fleet Noise Quality Sub Score

Operator A - Aircraft Types	Total Quarterly Operations	Percent of Total Operations	Average Total dB Below Stage 3 Limits	Resulting Value
B733	3066	21.1%	9.4	21.1% * 9.4 = 1.99
B735	14	0.1%	11.3	0.1% * 11.3 = 0.01
B737	10046	69.2%	13.9	69.2% * 13.9 = 9.62
B738	1386	9.6%	12.5	9.6% * 12.5 = 1.19
Total	14512	100%	<b>Fleet Noise Quality Sub Score</b>	<b>12.8</b>





















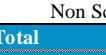
The Fleet Noise Quality Score for each operator is determined based upon what range the sub score falls under. The following is a list of the Fleet Noise Quality Scores and corresponding sub score ranges.

























- 0 Points; Sub Score between 0 and 5.
- 1 Point; Sub Score between 5 and 10.
- 2 Points; Sub Score between 10 and 11.
- 3 Points; Sub Score between 11 and 12.
- 4 Points; Sub Score between 12 and 13.
- 5 Points; Sub Score between 13 and 14.
- 6 Points; Sub Score between 14 and 15.
- 7 Points; Sub Score between 15 and 16.
- 8 Points; Sub Score between 16 and 17.
- 9 Points; Sub Score between 17 and 18.
- 10 Points; Sub Score 18 or Greater.























In the example of Table 2, the sub score is 12.8 and therefore the operator's final Fleet Noise Quality score would be 4.

### 3.0 Reports

The following pages contain the individual element reports and summary report for the 3<sup>rd</sup> Quarter of 2017. The Fly Quiet Summary Report contains the total Fly Quiet score and ranking of the commercial operators.


Curfew Violations Report							
San Diego International Airport's Fly Quiet Program						Higher Number=Higher Score	
3rd Quarter 2017 (July 1, 2017 - September 30, 2017)							
Airline Code		Number of Operations	Percent of Total Operations	Number of Curfew Violations Penalized	Number of Curfew Violations Not Penalized	Number of Cancellations	Curfew Violations Score
SWA		18,834	37.6%	1	0	0	8.0
FFT		1,058	2.1%	1	0	1	9.0
JAL		182	0.4%	0	0	0	10.0
HAL		182	0.4%	0	0	0	10.0
ROU		180	0.4%	0	0	0	10.0
WJA		174	0.3%	0	0	0	10.0
AAY		218	0.4%	0	0	0	10.0
AAL		4,898	9.8%	2	1	3	8.0
NKS		1,274	2.5%	0	0	0	10.0
UAL		5,034	10.1%	0	0	1	11.0
DAL		3,880	7.7%	2	0	1	7.0
ASA		4,194	8.4%	1	0	0	8.0
VRD		1,048	2.1%	1	0	0	8.0
BAW		182	0.4%	0	0	0	10.0
SCX		220	0.4%	0	0	0	10.0
JBU		848	1.7%	1	0	1	9.0
FDX		616	1.2%	0	0	0	10.0
UPS		232	0.5%	0	0	0	10.0
CPZ		1,292	2.6%	0	0	0	10.0
SKW		4,928	9.8%	0	0	0	10.0
GTI		128	0.3%	0	0	0	10.0
JZA		364	0.7%	1	0	0	8.0
CFG		72	0.1%	0	0	0	10.0
EDW		46	0.1%	0	0	0	10.0
Non Scheduled Operators				3	0	0	-
<b>Total</b>		50,084	100%	13	1	7	-
<b>Average</b>		-	-	-	-	-	9.4

Early Turns Report						
San Diego International Airport's Fly Quiet Program						Higher Number=Higher Score
3rd Quarter 2017 (July 1, 2017 - September 30, 2017)						
Airline Code		Number of Operations	Percent of Total Operations	Number of Early Turns	Percent of Early Turns from Number of Departures	Early Turns Score
SWA		18,834	37.6%	7	0.1%	7.0
FFT		1,058	2.1%	1	0.2%	9.5
JAL		182	0.4%	1	1.1%	9.0
HAL		182	0.4%	0	0.0%	10.0
ROU		180	0.4%	0	0.0%	10.0
WJA		174	0.3%	0	0.0%	10.0
AAY		218	0.4%	1	0.9%	9.5
AAL		4,898	9.8%	7	0.3%	6.0
NKS		1,274	2.5%	0	0.0%	10.0
UAL		5,034	10.1%	3	0.1%	8.0
DAL		3,880	7.7%	3	0.2%	8.5
ASA		4,194	8.4%	1	0.0%	9.5
VRD		1,048	2.1%	0	0.0%	10.0
BAW		182	0.4%	0	0.0%	10.0
SCX		220	0.4%	0	0.0%	10.0
JBU		848	1.7%	0	0.0%	10.0
FDX		616	1.2%	0	0.0%	10.0
UPS		232	0.5%	1	0.9%	9.0
CPZ		1,292	2.6%	0	0.0%	10.0
SKW		4,928	9.8%	0	0.0%	10.0
GTI		128	0.3%	0	0.0%	10.0
JZA		364	0.7%	0	0.0%	10.0
CFG		72	0.1%	0	0.0%	10.0
EDW		46	0.1%	4	17.4%	8.0
Non Scheduled Operators				20	-	-
<b>Total</b>		50,084	100%	49	-	-
<b>Average</b>		-	-	-	-	9.3

Fleet Noise Quality Report					
San Diego International Airport's Fly Quiet Program 3rd Quarter 2017 (July 1, 2017 - September 30, 2017)					Higher Number=Higher Score
Airline Code		Number of Operations	Percent of Total Operations	Sub Score	Fleet Noise Quality Score
SWA		18,834	37.6%	14.0	6.0
FFT		1,058	2.1%	15.9	7.0
JAL		182	0.4%	27.7	10.0
HAL		182	0.4%	17.6	9.0
ROU		180	0.4%	10.9	2.0
WJA		174	0.3%	14.3	6.0
AAV		218	0.4%	16.1	8.0
AAL		4,898	9.8%	11.1	3.0
NKS		1,274	2.5%	15.7	7.0
UAL		5,034	10.1%	14.3	6.0
DAL		3,880	7.7%	14.0	6.0
ASA		4,194	8.4%	13.3	5.0
VRD		1,048	2.1%	16.4	8.0
BAW		182	0.4%	16.7	8.0
SCX		220	0.4%	14.1	6.0
JBU		848	1.7%	17.6	9.0
FDX		616	1.2%	14.1	6.0
UPS		232	0.5%	15.9	7.0
CPZ		1,292	2.6%	9.4	1.0
SKW		4,928	9.8%	11.4	3.0
GTI		128	0.3%	14.3	6.0
JZA		364	0.7%	14.2	6.0
CFG		72	0.1%	13.7	5.0
EDW		46	0.1%	21.4	10.0
<b>Total</b>		50,084	100%	-	-
<b>Average</b>		-	-	15.2	6.3

**Higher Number=Higher Score  
Summary Report Ranks by “Quietest”  
to “Loudest” Operator**

**Summary Report**  
San Diego International Airport's Fly Quiet Program  
3rd Quarter 2017 (July 1, 2017 - September 30, 2017)

Airline Code	Number of Operations	Percent of Total Operations	Curfew Violations Score	Early Turns Score	Fleet Noise Quality Score	Total Fly Quiet Score	Ranking
JAL 	182	0.4%	10.0	9.0	10.0	29.0	1
HAL 	182	0.4%	10.0	10.0	9.0	29.0	1
JBU 	848	1.7%	9.0	10.0	9.0	28.0	3
BAW 	182	0.4%	10.0	10.0	8.0	28.0	3
EDW 	46	0.1%	10.0	8.0	10.0	28.0	3
AAY 	218	0.4%	10.0	9.5	8.0	27.5	6
NKS 	1,274	2.5%	10.0	10.0	7.0	27.0	7
VRD 	1,048	2.1%	8.0	10.0	8.0	26.0	8
FDX 	616	1.2%	10.0	10.0	6.0	26.0	8
UPS 	232	0.5%	10.0	9.0	7.0	26.0	8
SCX 	220	0.4%	10.0	10.0	6.0	26.0	8
WJA 	174	0.3%	10.0	10.0	6.0	26.0	8
GTI 	128	0.3%	10.0	10.0	6.0	26.0	8
FFT 	1,058	2.1%	9.0	9.5	7.0	25.5	14
UAL 	5,034	10.1%	11.0	8.0	6.0	25.0	15
CFG 	72	0.1%	10.0	10.0	5.0	25.0	15
JZA 	364	0.7%	8.0	10.0	6.0	24.0	17
SKW 	4,928	9.8%	10.0	10.0	3.0	23.0	18
ASA 	4,194	8.4%	8.0	9.5	5.0	22.5	19
ROU 	180	0.4%	10.0	10.0	2.0	22.0	20
DAL 	3,880	7.7%	7.0	8.5	6.0	21.5	21
SWA 	18,834	37.6%	8.0	7.0	6.0	21.0	22
CPZ 	1,292	2.6%	10.0	10.0	1.0	21.0	22
AAL 	4,898	9.8%	8.0	6.0	3.0	17.0	24