

MEETING SUMMARY

Airport Noise Advisory Committee

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 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 5th, 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 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 16th, 20th, and 21st 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 3rd and 25th, and July 3rd and 25th; 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, 3rd and 25th 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 2nd, 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 2nd 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.

2. Public Comment

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

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.

3. Approval of Minutes

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.

4. New Business

There was no new business.

5. Next Meeting/Adjourn

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