

# MEETING SUMMARY

## Airport Noise Advisory Committee

*Date | Time* 12/20/2017 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
Jessica Mier	Representative for Congresswoman Susan Davis	Yes
Jessica Turner	County of San Diego Airports	Yes
Bruce Williams	Representative for San Diego City Council, District 2	Yes
Carl "Rick" Huenefeld	MCRD	No*
Susan Ranft	Downtown Community Planning Council	No*
Kirk Hansen	Community at Large	Yes
David Swarens	Greater Golden Hill 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
Tait Galloway	City of San Diego, Planning Department	Yes
Richard Sullivan	FAA	Yes
Tracey Johnson	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. As minutes had not been approved for the past three meetings, Ms. Gantwerk began by asking for approval of June, August, and October meeting minutes, which were unanimously approved. She explained the agenda, and introduced Tracey Johnson from the FAA, who described her background as Airspace and Procedures Manager in the Regional Office, and with the Operation Support Group. The Metroplex project also falls under her department.

Ms. Knack introduced Jimmy Vazques, Airport Noise Specialist, who is replacing Caroline Becker.

### **Presentation Items**

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

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

**Quieter Home Program Update** – Craig Mayer, Deputy Program Manager, Quieter Home Program (Program), provided an update on the Program's status. There are approximately 630 applicants on wait list, which accounts for around 1,300 units. By the end of 2017, construction will have been completed on a 26-unit apartment building, bringing the total of completed units to date to just over 3,500.

Project 8.12 is currently in construction; a large multi-family, non-historic project. Projects 9.1, 8.10, and 8.11, have all been awarded and preconstruction efforts are underway. Several other projects are going through design, feedback from the FAA for projects submitted to date has been positive.

The Airport Authority is still waiting for approval from the FAA on several issues, including treatment of properties within the 75 decibel contour and treating residential properties on commercially zoned parcels. Currently, if a home is in 75 decibel contour, or on a commercially zoned parcel, we are not allowed to move forward with treatment.

**Question from ANAC:** David Swarens strongly encouraged the Airport Authority to pursue residential developments on commercially zoned properties. He believes current regulations are arbitrary and exclude properties that should be included in the QHP. He thanked Mr. Mayer for quality of written reports, which provided very comprehensive information.

**Question from ANAC:** Kirk Hansen asked how many units are in the commercially zoned parcels?

Mr. Mayer said it's a handful—doesn't have exact number, but will have information at next meeting.

Mr. Hansen agreed with David Swaren's comment.

**Question from ANAC:** Conrad Wear asked how many homes are completed in a calendar year?

Mr. Mayer said average is 300-350, depending on size.

Mr. Wear asked how many total units were included in Projects 8.12, 9.1, 8.11,?

Mr. Mayer said each project is around 30 units.

Mr. Wear asked if mixed-use is eligible? For example, first floor commercial, second floor residential?

Mr. Mayer said that official response has not been received, but that it is a scenario FAA is looking at.

**Question from ANAC:** Fred Kosmo asked if there is forecast for 2018 number of homes anticipated to be completed?

Mr. Mayer said 26 represents the number of projects completed from FAA approval and that this year was an anomaly. He anticipates returning to a normal pace next year and is planning to complete between 300-350 units.

**Missed Approach Statistics** – Roman Lanyak, Noise Specialist, presented on missed approaches. He stated that while August was high, the numbers for September – November trended down, similar to the previous year. The downward trend continues for non-compliant missed approaches. Missed approaches are not subject to FAA noise dot agreement. Also included in the report is a day and night breakdown per the request in the ANAC recommendations.

**Early Turns** – Mr. Lanyak explained that early turns in 2017 are lower than last year. Some improvement is attributed to work with airlines and general aviation operators, but most of the change is due to the new procedures that have aircraft flying more precise routes which adhere to the noise dots. Early turns to right were down significantly. Overall General Aviation and Charter flights accounted for many of the early turns, but again in total early turns totaled, less than 1% of total departures.

Staff also reviewed departures that were flying over non-residential Point Loma. This analysis looked at total departures flying between noise dots 4 and 5 and the ZZOOO waypoint. Out of all departures, only 5-6% of

aircraft flew within that area. These are not considered early turns as they are following published procedure. Some aircraft are not equipped to fly satellite procedures so they still fly standard procedures, which do not go to ZZOOO.

**Question from ANAC:** Melissa Hernholm-Danzo commented on missed approach statistics noting that while the graphs trend downward, the chart trends upward.

Ms. Knack said the presentation was given on four months, and compares 2017 to 2016, but when looking at historic years there is an upward trend, consistent with growth in operations.

**Question from ANAC:** Fred Kosmo said he's heard cutting between ZOOO waypoint and noise dots is discretionary for controllers, and could that be investigated? Is that equipment issue or flight control issue?

Mr. Lanyak said he would find out from FAA.

Mr. Kosmo asked regarding early turns, do we know why ATC is telling planes to turn early over Point Loma and La Jolla? He doesn't understand why it's done if it's not safety.

Mr. Lanyak said it could be related to separation or weather.

Ms. Johnson, FAA, said with ZZOOO being a flyover, controllers are briefed repeatedly to leave planes on departure. They do internal checks. Her facility conducts internal checks to see how often controllers are not complying, and then briefs controllers again about it. Any early turns outside of that area would be because of spacing safety or traffic. Santa Ana winds were also a factor.

Mr. Wear asked about early turns by operator— over Point Loma there were 13 by Southwest out of 12,000 departures, but general aviation had almost same amount for only 2,000 operations. Mission Beach was similar— 17 for 2,000, and Southwest only 3 out of 12,000 for early turns. He asked if this could be improved by educating the general aviation pilots.

Ms. Knack said they have taken recent steps to educate the general aviation community but will continue to look for more opportunities. The challenge is many general aviation pilots only fly into San Diego a few times.

**Curfew Violations** – Sjohnna Knack said for August-November 2017, there were 20 curfew violations, 15 of which were penalized. Those not penalized were all mechanical safety issues. Staff is trying to look at trends and work with carriers, balancing the needs of customers and communities impacted by noise. The Airport has begun runway construction, with an expected completion date of October, 2018, which puts a hard closure on the runway overnight. Curfew violations will drop as a result due to night construction. The fines assessed were lower because the offending carriers do not have multipliers in place. More flight cancelations were seen to avoid curfew.

**Noise Complaints** –Ms. Knack said the number of households filing complaints was about the same in 2017 as compared to 2016. There has been an increase in concerns coming from La Mesa, as well as a few from North Park. Per the request in the ANAC Recommendations, Ms. Knack has added back in the total number of complaints, showing a significant increase in 2017. A primary reason for that increase is an app that was created by a subcommittee member. The app is not sponsored by Airport Authority.

**Fly Quiet Report** – Ms. Knack reviewed third quarter 2017 results and compared them to second quarter 2017. Overall scores were similar, in some categories they improved slightly. 3<sup>rd</sup> quarter saw three added airlines; Jazz (Air Canada), Condor, and Edelweiss. Curfew scores are significantly improving. jet Blue went from zero in 2<sup>nd</sup> quarter, to nine in the 3<sup>rd</sup> quarter. Southwest has been improving their score by upgrading their fleet to quieter aircraft. Fleet score overall is trending up. For fourth quarter, some will be moving down (i.e., British brought back the 747). They are looking at ways to recognize operators that have improved their overall Fly Quiet scores in 2018.

**Question from ANAC:** David Swarens stated that 99% of complaints came from non-authority app. If that information is non-specific, it's challenging to use. Could a follow-up be created to incorporate that more usefully?

Ms. Knack clarified they do get specific information. What isn't specific is why they are complaining about any specific aircraft. She said the coming upgrade to the current software should address this.

**Comment from ANAC:** Fred Kosmo suggested creating some competition among airlines to improve scores between airlines.

**ANAC Recommendations Update** – Ms. Knack presented staff recommendations to address the ANAC recommendations from the October 18<sup>th</sup> ANAC meeting. Staff grouped the recommendations into two categories, first those that require minimal technical involvement, limited stakeholder analysis, and can be done reasonably quickly. Recommendation #1 was to look at increasing curfew penalties. Staff is working with legal counsel to determine feasibility. If feasible, the proposal would also have to go to FAA legal counsel, then back to the board because it is an Airport Use Regulation controlled by the board.

Recommendation #2 was to use curfew fines to pay for noise mitigation efforts. At the February ANAC meeting staff will present a budget breakdown, demonstrating that the current budget exceeds the amount of penalties taken in.

Recommendation #5, to provide public access to SoCal TRACON live radio is complete. Both frequencies are now on LiveATC.net.

Recommendation #7 was to modify ANAC membership to include additional communities, Pacific Beach, Bird Rock, La Jolla, Point Loma Heights, and others. Ms. Knack is currently drafting a modified policy, and will take it back to the board in February. *Note: This item will be brought first before ANAC at the February 21<sup>st</sup> meeting and then to the Airport Authority Board in March.*

Recommendation #8 requested the review of alternative funding sources for Quieter Home Program. Craig Mayer is reaching out to various organizations to find other funding sources. Findings will be presented in February.

Recommendations #9 and #12 included a number of items to be added to the data reported to ANAC. At the February meeting, staff will report what can be included, and what cannot and why.

The second category includes items that require significant technical analysis and stakeholder coordination efforts, predominantly flight procedure changes. Staff wanted to find the quickest, most thorough way to assess the feasibility and accomplish these changes. The FAA has a process called Part 150, a noise compatibility planning effort, which has already been undertaken here at San Diego airport, and was updated in 2007.

The next update was previously scheduled for 2019. However, given the recommendations and concerns by the community, staff felt this was appropriate to expedite this study to review the remaining recommendations. Ms. Knack is working on an RFQ to hire consultants that she plans to advertise by end of January.

The Part 150 and the RFQ will include all flight procedure changes suggested in the ANAC recommendations. ANAC recommendations will be attached to scope of work. The thing heard most loud and clear was that the continuation of the Subcommittee is important to members of the community, and to ANAC. Staff is proposing to create a Citizen Advisory Committee, which will, in essence, allow a new iteration of the Subcommittee to continue, but in a more elevated status, working with the consultant in the Part 150 study. Their role will be to work alongside a Technical Advisory Committee, to make sure that all recommendations are being appropriately covered, and to make sure that any new issues are incorporated into the study process. Applications for that committee will be on website on February 1.

The CAC will include representation from all communities that have been submitting noise concerns. The timeline of the Part 150 study projects completion in one year from beginning the process, with a that the timeline does not include FAA review. At board meeting was a concern that Part 150 only looks at 65 decibel contour but the majority of complaints are coming from residents who live outside of the 65 db contour. Ms. Knack delineated FAA Airports and FAA Air Traffic. FAA Air Traffic has already made changes outside of 65, with moving of ZZOOO. This will be written into RFQ.

**Question from ANAC:** Deb Watkins asked how many representatives from each community will sit on the Citizen Advisory Board?

Ms. Knack said that has not been determined yet. When looking at the applications, it will be important to have a broad representation of communities impacted by noise.

**Question from ANAC:** David Swarens ask for more information on the timeline of the Part 150?

Ms. Knack said the timeline is included in the staff report to the board, which is available online. She plans to advertise in January, create the Advisory Committee in February, and to go back to the board to award a consultant contract sometime in March or April. The study should start in May with a first draft complete in March 2019, with final the presentation to the Board sometime between July-December. The Citizen Advisory Committee is critical, and will be the centerpiece of a significant community engagement effort. At a minimum, there will be meetings in communities, as well as some sort of web-based location for documentation, submitting public comment, etc.

**Question from ANAC:** Fred Kosmo asked that 41A process be explained and how it fits in with 150 study.

Ms. Knack said that's an FAA internal process. In speaking with the FAA's Southern California District Manager indicated there may be some opportunities for public involvement, but that the Part 150 was the place to pursue these measures. We could be running them in parallel.

Tracey Johnson said there are requirements for engagement with the 41A process. It's a procedural change process, which entails community engagement, meetings, etc., similar to the Metroplex effort.

Mr. Kosmo asked if there is a parallel 41A process going on at FAA?

Tracey Johnson said Metroplex is still settling, so no 41A process is underway at the moment. Where it could be helpful is when the study is coming out, and they're looking at procedures, by then they will have been settled, and that will be the time for the Air Traffic side to decide are there some changes that can be made or modified.

Ms. Knack said FAA Air Traffic will be on Technical Advisory Committee member. The selected consultant will be asked to engage Air Traffic in starting the 7100 process, in parallel. The bottom line is that the FAA and the Airport Authority believe these processes can occur simultaneously.

Mr. Kosmo suggested an official role for ANAC in Citizen's Advisory Committee, or in Part 150 process, and asked if there should be an authorized representative assigned to Part 150?

Ms. Knack said traditionally, there are members of ANAC on Technical Advisory Committee, so that can be looked at. She strongly encouraged members to bring suggestions like this up at ANAC for discussion and potential implementation.

**Question from ANAC:** Conrad Wear asked about Quieter Home Program, and more funding. Is there capacity to actually spend money quickly if it came in? Is more staff needed, not just money?

Ms. Knack said yes, it can be done. It will take a significant amount of effort. There are public procurement steps, bidding, and contracts.

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## 2. Public Comment

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**Sandy Valone** has been representing Fleetridge and Point Loma Heights for the last few years. She requested that everyone go to page six, slide 12, left graph. She said FAA built a noise-affected contour for Point Loma area, modeling an established departure pattern, which part of ZZOOO departure is the Jetty flyover waypoint, at 275-degrees 20 years and millions of dollars were spent retrofitting homes under established flight patterns. Every home purchaser in the noise contour must sign a document acknowledging they're under the flight path. She said she lives at the 255, and if you look at the red noise dot, and notice green lines under red dot, which is relaxed 265, so basically Jetty waypoint is 275, where flights are supposed to be going. The graph makes it clear that there are many flights flying south of that. Whether inadvertent due to noise dot controversy or part of moving ZZOOO down, this has made departing flights move South. She said not only do flights start at 6:30 a.m. in the morning, but now they're violating nighttime departures, flying 10:53, 10:57, right by her house. She said we spent millions of dollars to protect homes in the contour, and the flight pattern has been shifted south, now they are flying planes over unprotected houses; this makes no sense to her. She thinks rather than move flight pattern down, why not move it back to where it's supposed to be? Just comply with already established flight procedures.

**Patty Davidson** lives in La Jolla. She said before Metroplex, her home was much quieter, and would like to have her quieter home back again. If flights could go out further over the ocean—she uses the application that Chris McCann created, and has also use Flight Tracker. You hear the noise, you push the button. When she hears it, she

pushes the button. She hears it from 6:30 a.m. to 11:30 p.m., and flights wake her up in the morning, and keep her awake at night.

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

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Minutes were approved at beginning of meeting.

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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 February 21<sup>st</sup>, 2018.



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