

MEETING SUMMARY

Airport Noise Advisory Committee

Date/Time 06/20/2018 4:00 p.m.

Meeting called to order by: Heidi Gantwerk

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
Community Planning Groups Within the 65 dB contour		
Joseph Ocampo	Downtown Community Planning Council	Yes
Melissa Hernholm-Danzo	Community at Large – 65 dB contour	Yes
Dawn Reilly	Midway/Pacific Highway Community Planning Board	Yes
David Swarens	Greater Golden Hill Planning Committee	Yes
Chris Cole	Uptown Planners	Yes
Tom Gawronski	Ocean Beach Planning Board	Yes
Fred Kosmo	Peninsula Community Planning Board	Yes
Community Planning Groups Outside the 65 dB contour		
Cindy Greatrex	La Jolla Community Planning Association	Yes
Susan Nichols	East County Communities	Yes
Jason Legros	Pacific Beach Planning Group	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Stakeholders		
Carl "Rick" Huenefeld	MCRD	Yes
Robert Bates	Airline Pilot	Yes
Jessica Turner	County of San Diego Airports	No*
Wayne Reiter	City of San Diego, Airports	Yes
Alex Gersten	National Business Aircraft Association	No*
Kallie Glover	Commercial Airline Flight Operations	Yes
Ex-Officio Non-Voting Members		
Marshal Anderson	Representative for San Diego County Supervisor Greg Cox	Yes
Jessica Mier	Representative for Congresswoman Susan Davis	Yes
Conrad Wear	Representative for San Diego City Council, District 2	Yes
Kiera Galloway	Representative for Congressman Scott Peters	No*
Justin Cook	Acoustical Engineer	Yes
	FAA	No*
Staff		
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. Ms. Gantwerk briefly shared 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>

Quieter Home Program Update

Craig Mayer, Deputy Program Manager, Quieter Home Program (Program), provided an update on the Program's status. There are currently approximately 500 applicants on the wait list, amounting to just over 1,000 units. For April and May, 32 units were completed and an estimated approximately 300 will be completed by end of 2018. Total homes completed through May is just over 3,500.

Mr. Mayer reported positive feedback continues from FAA on efforts to realign, current design activities, and from program participants (homeowners) in the program. A project that recently completed has been post-tested with noise level reductions between 10 and 16 dB (5 dB is required), so we are exceeding the expectations.

Unresolved issues still exist with FAA, including how we treat residential properties that are on commercially zoned parcels and the neighborhood equity plan. We are required to provide treatments to homes that test at 45 dB or above. Those homes under 45 dB interior noise, FAA is allowing us to move forward with a neighborhood equity plan which allows for a secondary treatment package likely to include some sort of ventilation so windows and doors can be kept closed.

One project has been completed, with three projects currently underway, and about 10 other projects in the pipeline from early stages through construction.

Question from ANAC: David Swarens asked regarding secondary treatment, are those within contour map zones or can they be anywhere?

Mr. Mayer said they must be located within the 65 dB contours.

Missed Approach Statistics

Roman Lanyak, Noise Specialist, gave the definition of and presented on missed approaches. There were 54 missed approaches in April; 53 in May. Overall for the year missed approaches are less than 1% of total arrivals. There was a slight increase in April, due to inclement weather. Over 80% of missed approaches are flown on regular departure and arrival paths.

Early Turns

Mr. Lanyak explained the definition of early turns. There were 20 early turns in April; 21 in May. So far there have been 99 total early turns through May 31, 2018, out of approximately 45,000 departures in this timeframe. He explained the graph representing breakdown of left early turns versus right early turns, showing a slight increase with 15 early turns for left over Point Loma, which is consistent with increase in missed approaches due to inclement weather. Right early turns, over Mission Beach, were very low; 5 in April; 7 in May. All of these turns were FAA ATC-initiated, flying to nearby airports.

Overall in April and May, there were 2,001 nighttime jet departures; only 3 did not comply with the 290- degree departure heading (nighttime procedure). Out of those three, two departed right at 10:00 p.m. 24 out of the 2,001 departing aircraft overflew La Jolla. On average, 14% of the ZZ000 departures did not fly by the ZZ000 waypoint, crossing south of tip of Point Loma peninsula.

Question from ANAC: Fred Kosmos commended the progress. Regarding ZZ000 turns, he asked if those are weather related. Whenever 13-15% of flights are diverted seems higher than it should be. He asked if there is something that could be done to talk to ATC and encourage them to follow ZZ000 waypoints.

Sjohnna Knack said staff will be working with the FAA to present this information to them and express the public's concern that flights are not flying by (or close to) the ZZ000 waypoint.

Question from ANAC: Conrad Wear asked why they're not penalized for flying to the ZZ000 waypoint.

Ms. Knack said the challenge in discussing with the FAA is they're all compliant flights, yet it's a concern to the community. One mile either side of a waypoint is legally on-course, arrivals or departures. Staff will be analyzing this further in the flight procedures/ Part 150 study. It's understood that public would prefer all aircraft fly right over ZZ000.

Noise Complaints

Jimmy Vazques, Noise Specialist presented on noise complaints. Total noise complaints for April 8,268, May 8,112. Overall, as of December of last year, complaints have leveled out to average 8,000 a month. 99.5% of complaints are registered as loud aircraft, largely through the non-authority app. Of all complaints, 9 households generated 70% of complaints. Household complaints for April were 86 and May were 72, which have also leveled out. Since December, average of about 80 households complaining per month, which is a decrease from September 2017. Predominant zip codes are La Jolla, OB, and Point Loma. Others are coming from Lemon Grove, Spring Valley, South Park, North Park, Linda Vista, and San Carlos.

Curfew Violations

For last two months, the June CVRP had two penalized violations, and one to be reviewed in August CVRP. Year-to-date, 15 curfew violations, and \$84,000 collected fines. Airlines involved were Southwest, Jet Blue, and American.

Sjohnna Knack reminded everyone about the runway construction, which requires hard closures at night, which helps reduce curfew violations. She congratulated Jimmy for promotion to Ops. New Noise Specialist is McKinna Darte, coming from Quieter Home Program.

Question from ANAC: Chris Cole asked if complaints are recorded to specific airline, or specific flights?

Mr. Vazques said complaints coming through offsite app are very difficult to track. Complaints not coming from the app were about 250 and could easily pinpoint airlines on those.

David Swarens asked if it would be possible to provide particular information on complaints to individual board members for areas they represent?

Ms. Knack said yes, it's possible.

Deborah Watkins asked if Mission Beach and Pacific Beach could be broken out rather than combined.

Ms. Knack said currently the limit is just zip code, so would need more detail than a zip code.

Conrad Wear and Melissa Hernholm-Danzo requested curfew and missed approaches data be shown back to 2010, rather than just 2014.

Chris Cole requested to see flight path over La Jolla and time of day, numbers of complaints.

David Swarens would like to see some of the general material included in previous packet regarding noise contours periodically presented.

Update on ANAC Recommendations

Ms. Knack presented the status update for ANAC recommendations. Every recommendation has either been completed or is in process. The one item not part of Part 150 of Flight Procedure Analysis is the request to increase curfew penalty. Information was provided to legal counsel who are still reviewing that. As soon as their opinion is released, it will be reported. In the next meeting a chart will be included in member materials showing progress on everything. The non-technical ones have been addressed, i.e. new membership on panel, increasing statistics,

presenting more data. Items requiring technical analysis, FAA approval and stakeholder involvement are in process with the Flight Procedure Analysis and Part 150 update.

For the Part 150 Study the Airport Authority Board approved the contract. Mead & Hunt has been chosen to conduct the study. Staff is still waiting for FAA grant to start the Part 150 update, hopefully to be received in August.

Technical Advisory Committee Update

Melissa Hernholm-Danzo reported that last meeting was May 31st. The Consultant reported on proposed recommendations, many of which were not feasible so the Consultant recommended alternatives. Technical members in attendance, such as the airlines, FAA, Ops, discussed merits and gave in-depth analysis to why something would be feasible or not. Final draft recommendations will be discussed again on August 30th when both the TAC and CAC will meet. ZZOOO was gone over in great detail, and several things proposed and discussed in terms of making it compulsory.

Ms. Knack commented that TAC will be 10:00-12:00, and CAC is 2:00-4:00. Location, date, and details are on the website.

ANOMS Upgrade Project

Sjohnna Knack explained the Airport Noise and Operations Monitoring System (ANOMS) upgrade is about 35-50% complete. A suite of products are being looked at that will allow public easier ability to issue complaints, and give the ability to correlate, so that there is valid detailed data to present to airlines and the FAA. At the August ANAC meeting EMS (Previously Bruel & Kjaer) will present the rollout.

2. Public Comment

Gary Wonacott from Mission Beach spoke as resident of Mission Beach, not as Town Council or Planning Board member. He expressed concerns with the Mission Beach representation on ANAC.

Mr. Wonacott believes there's confusion about nighttime noise abatement agreement. A curve is shown, one going out at 290 degrees, but from ATC, we know that pilots report either being on a 290 after 10 p.m., or on PADRZ. We also know from Flight Tracker and other information that when the pilots turn right on PADRZ, they turn to 295 to 300, not 290. He thinks it's a misrepresentation to say that those on PADRZ are on 290.

Regarding the Fly Quiet that's usually presented, he has some concerns. He thinks the concept is great. He's submitted some ideas to Ms. Knack, but was told her staff didn't have time to review them. He thinks it's important we have peer review. This is a key piece of information that potentially could be used for mitigation. He also believes that it is misrepresenting a couple of points; one, that having fewer operations with larger aircraft is going to result in less noise than having smaller aircraft, and that there is information in the literature to support that. He thinks a peer review would be in order to really look at that and give it a good shakedown.

Marilyn Jaseniuk said she comes to meetings, listening to all the technical things, with no idea what's being said. The only thing she knows is we need to be better represented in Mission Beach. They have a lot of noise.

Ms. Jaseniuk explained that over a year ago when she was buying her home there were just a few airplanes but now after they have moved in there are many more planes, one after another from early morning until night. They are especially loud in the summer with all the windows open.

She is having difficulty sleeping which is impacting her health. She said the problem is getting worse and described several days where she wrote down complaints, some within one minute of another. She said on average there are 16-20 planes per hour flying low over her head. She wants to see if the flight paths can be

fanned out so they don't get the brunt of the noise or if there could be a way to get planes up higher like they do at John Wayne Airport in Orange County.

3. Action Items

Ms. Gantwerk asked for approval of meeting summary from April meeting.

ANAC member noted the footer date is incorrect. Should say April 18th.

There was a motion, a second and no discussion. Meeting summary was approved unanimously.

4. Workplan

Ms. Gantwerk then asked to come up with a work plan for next five meetings. Ideas suggested:

1. More in-depth conversation about data and statistics that best support work.
2. In-depth Fly Quiet review and update.
3. Part 150 in-depth update.

Suggestions from ANAC:

- Susan Nichols asked that committee consider reviewing East County problems and complaints. Ms. Knack said that will be captured under Part 150 update.
- Fred Kosmos suggested it would be better had ongoing presentations on Part 150, as opposed to just seeing it all at the end. Ms. Knack said in addition, there will be public workshops as part of Part 150, but could commit to two in-depth updates, possibly one in December and April.
- Rob Bates suggested everyone share some responsibility in getting the information out more to the community, how to submit noise complaints, etc.
- David Swarens said low-hanging fruit on that topic would be to develop a statement through the Authority that individual reps could distribute.
- It was suggested that a more detailed overview of the Fly Quiet Program would be helpful. Ms. Gantwerk put that on October Agenda. David Swarens concurred.

Ms. Gantwerk recapped:

August – talking about upgrade of ANOMS and about how that will be communicated. A plan will be presented about how public will engage around noise and how ANAC can help to support, promote that engagement.

October – look at Fly Quiet; some of the challenges, ways to improve

December – In-depth Part 150 update.

February – look at results of Flight Procedure Analysis and any important findings from 2018 as a whole.

April – Come back to Part 150.

2. Next Meeting/Adjourn

Next meeting is August 15.

Meeting was adjourned.