

MEETING SUMMARY

Airport Noise Advisory Committee

Date/Time 2/20/2019 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		
Anthony Bernal	Downtown Community Planning Council	No*
Melissa Hernholm-Danzo	Community Resident at Large within 65 dB CNEL	Yes
Dawn Reilly	Midway-Pacific Highway Community Planning Group	No*
David Swarens	Greater Golden Hill Planning Committee	Yes
Chris Cole	Uptown Planners	Yes
Tom Gawronski	Ocean Beach Planning Board	No
Fred Kosmo	Peninsula Community Planning Board	Yes
Community Planning Groups Outside the 65 dB contour		
Matthew Price	La Jolla Community Planning Association	Yes
Susan Nichols	Grossmont-Mt. Helix Improvement Association	Yes
Jason Legros	Pacific Beach Planning Group	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Aviation Stakeholders		
Olivier Brackett	San Diego County Airports	Yes
Wayne Reiter	City of San Diego Airports	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Robert Bates	Airline Pilot (Active)	No*
Kallie Glover	Airline Flight Operations	No*
Phil Derner	NBAA	No
Ex-Officio Non-Voting Members		
Justin Cook	Acoustical Engineer	Yes
Ashley Campbell	Congress, 53rd District, for Rep. Susan Davis	Yes
Joshua Coyne	San Diego City Council, District 2, for Jennifer Campbell	Yes
Kiera Galloway	Congress, 52nd District, for Rep. Scott Peters	Yes
Marshall Anderson	S.D. County Board of Supervisors, District 1, for Sup. Greg Cox	No*
Dave Foyle	FAA Representatives	Yes
Staff		
Sjohnna Knack, Craig Mayer, Roman Lanyak, Jim Payne & McKinna Dartez	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.

2. Action items (taken out of order of agenda)

Ms. Gantwerk asked for approval of meeting summary from December meeting. With a motion by Chris Cole and a second by Rick Huenefeld the meeting summary was approved.

3. Presentations

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, provided an update on the Program's status. There are just over 1,600 units on the waitlist. During December & January, 34 units were completed for a total of 270 units completed in 2018, which is slightly below average. Completion of all units planned for 2019 will allow us to achieve a major milestone of 4,000 units. In the last two months, we've been contacted by a large apartment complex in Point Loma interested in participating in the program, and we're currently identifying eligibility factors, etc., to get that property on the wait list.

In reviewing recent survey responses, the vast majority of QHP participants reported that the program made a significant improvement to their living conditions.

Question from ANAC: David Swarens asked about program participants who did not receive ventilation.

Mr. Mayer stated homeowners have the option of waiving the ventilation treatments if they don't like what the program can provide.

Rick Huenefeld asked to clarify that there are 1,600 homes on waiting list, and 300 will be finished this year, which means five years of backlog at that completion rate. So, this 548-unit piece would be in years six and seven from now?

Mr. Mayer said not necessarily because the wait list is ranked by location, with noisiest properties higher up on wait list, and then within the one-decibel increments, they're ranked in order of length of ownership.

Fred Kosmo asked if there's been any study undertaken to figure out what's going to happen to noise with Terminal 1 expansion.

Sjohnna Knack explained the airport is currently in the process of modifying the forecasts for the Airport Development Plan (ADP) Environmental Impact Review (EIR). Since they are still in process, it was decided it was better to wait until April 17th meeting. At the April ANAC meeting the ADP EIR project manager will give an overview of the EIR as it relates to noise, along with consultants who are working on Part 150, to share how we're best addressing noise impacts into the future.

Mr. Kosmo asked if there's been any study on how noise is going to change when there's a 25% increase in operations?

Ms. Gantwerk said as soon as the forecasts are approved and available, noise impacts will be studied in the EIR and the Part 150.

Mr. Kosmo said he's skeptical on behalf of the community, since in the original EIR there was nothing in there about the Quieter Home Program or protecting the affected communities related to noise. He said on behalf of the Airport Noise Advisory Committee, he believes we should be doing something, and as opposed to treating people five years out, we should be proactively trying to develop a program that addresses those needs more rapidly.

Ms. Hernholm-Danzo requested that the wait list be monitored for how homes were added, for example, in December and January, rather than in groups, because numbers seem to be jumping quite a bit at each meeting.

Ms. Kiera Galloway asked if the small contractor pool is the primary barrier to completing more homes faster?

Mr. Mayer said it is really the funding that dictates how many homes we complete.

Mr. Kosmo asked if alternative funding is being explored?

Mr. Mayer said there was no new sources of additional funding available, either at federal, state or local level. QHP was able to access curfew violation funds go directly towards the Quieter Home Program treatments.

Chris Cole asked if anything can be done to make the contractor pool more enthusiastic about the projects? Or is it they are just so busy, or we're not giving them enough of an incentive?

Mr. Mayer said yes to both. Currently, the construction industry is busy, and this is a niche market. Several local small businesses have tried their hand at it, but this is high-volume, and they're not set up to handle the infrastructure and administrative needs that the program requires. There's an experienced team that works side-by-side with contractors, but it's hard to get local small businesses interested, when they could do other work with more lucrative outcomes.

Ms. Knack said the Airport Authority partners with Turner Construction to run small business workshops multiple times a year, where we present the program, but it's very challenging to take federal funds through a local government agency, with federal and local requirements going into a private home.

Mr. Swarens asked if any thought had been given to try to "grow your own," with training programs.

Mr. Mayer said there are two good contractors working in the program, and it has been an involved and time-consuming process to get them to that point. A third contractor is back for the second time, and is being groomed to be a viable option moving forward for the bidder's pool. Mr. Mayer also meets with local contractors to give them insight on what the program is about and asks for recommendations for contractors who might be interested.

Missed Approach Statistics

Roman Lanyak, Noise Specialist, presented on missed approaches. There were 140 missed approaches in the last two months, about 10% lower than this time last year. Annually, missed approaches were approximately 10% lower in 2018 as compared to 2017. The percentage of aircraft that fly missed approaches on arrival is less than 1% of total arrivals, and this percentage has stayed consistent. Operations are increasing at about 7.5-8% per year, but percentage of missed approaches is very low. It's significant to make that comparison, and to be able to see that there was no correlation between increased operations and missed approaches. The Metroplex and satellite-based procedures have made a significant impact in reducing the number of missed approaches.

Most missed approaches fly a standard departure path, turning about 1.5 miles from shore, which is beyond the noise dots. Aircraft that turned early on missed approaches make up about 10% of the total missed approaches.

Early turns left or right, in relation to noise dots, there is a day and night breakdown, and some missed approaches occur east of the airport, with nighttime being 10 p.m. until 6:30 a.m. the following morning.

Early Turns

Mr. Lanyak next presented on early turns. There were 53 early turns in the last two months, which is about 89% higher than this time last year. Weather has been a major contributor, specifically January 17, 2019. The increase in early turns is partially attributed to aircraft bypassing ZZ000 waypoint and flying to other waypoints.

Early turns in 2018 have decreased by 36% compared to 2017. When we looked at pre-Metroplex environment, 2015, and last year, 2018, that decrease has been almost 80%. That is directly tied to the new Metroplex satellite-based procedures.

Mr. Lanyak showed an image of departing aircraft turning left and then getting instructions from ATC to proceed directly to either waypoint GRIDR, or PIEZZ, , which would cut across Point Loma Peninsula. This also contributes to aircraft that are not early turns and fly between the ZZ000 waypoint and Noise Dots 4 and 5. He showed the breakdown of left early turns over Point Loma versus right over Mission Beach, and the four operators with the highest number of early turns as compared to their operations. Air Canada had the highest percentage with one early turn per 55 departures.

Flights on ZZ000 departure, flying between the ZZ000 waypoint and Noise Dots 4 and 5, have increased from 15% to 22% since the last ANAC. Some of those aircraft are not on satellite procedure, but on conventional, so they don't have to fly straight to ZZ000. All aircraft flying in that manner are in compliance with the FAA Noise Dots.

In reviewing nighttime departures for December and January, he noted 16 aircraft that flew the runway heading after 10 p.m., instead of taking the 290 nighttime departure. Two aircraft turned early at night, and 32 out of 631 aircraft turned to the right and overflew La Jolla and Del Mar area.

Question from ANAC: Melissa Hernholm-Danzo asked regarding missed approaches, 94% stat, what is considered standard departure path? And where does the 94% come from?

Mr. Lanyak said standard departure is everything flying between Noise Dot #1 and Noise Dot #3.

Mr. Dave Foyle said missed approaches are not on a SID (Standard Instrument Departure). They are radar-vectored aircraft that do their very best to comply with noise procedures, but are not on an instrument departure procedure.

Ms. Hernholm-Danzo asked in regard to early turns, why would reverse traffic using Runway 09 create an early turn?

Mr. Lanyak stated that when aircraft on landing on Runway 09, coming from the ocean, there are some aircraft in head-to-head operations departing on Runway 27. In order to land aircraft, ATC may turn the departing aircraft a little bit early, to have enough separation for the landing aircraft to land safely.

Mr. Foyle, representing Air Traffic Control (ATC), stated that when in that configuration, they're nose-to-nose with aircraft, so they have separation requirements, and sometimes that will require us to turn the aircraft earlier than they would otherwise in a normal operation.

Ms. Hernholm-Danzo asked where the 37% decrease in early turns comes from?

Mr. Lanyak said the 36% decrease is overall for both left and right early turns for 2017 and 2018.

Ms. Hernholm-Danzo suggested it be divided right and left.

Mr. Lanyak said that could be done.

Matthew Price asked regarding missed approaches, does data include all hours of operations? And he asked for explanation of nighttime departure flights at 275 heading.

Mr. Lanyak indicated that the graphic for nighttime departures only shows flights from 10:00 p.m. until 6:30 a.m.

David Swarens asked if graphics could be adjusted to allow a larger font?

There was a discussion about increasing the presentation size to be easier to view.

Mr. Fred Kosmo asked if a study has ever been undertaken to determine how missed approaches compare with other airports?

Jim Payne said the FAA puts out a benchmark every four or five years. It can be downloaded from their website. San Diego does have a higher rate due to our non-precision and unstable approaches on Runway 27.

Mr. Kosmo asked why San Diego's rates weren't lower like at Tampa, Florida?

Mr. Payne said it's because they have an Instrument Landing approach to both runway ends at all times; we do not.

Mr. Foyle, FAA, agreed with Jim's statements about lack of precision approach but also added that it's also about being a single runway operation with a significant volume of traffic. Between two arrivals, if there's a decent amount of arrival and departure demand, they need to get a departure out in that brief period between arrivals. That creates challenges from an ATC perspective that are unique, and is going to result in a slightly higher number of go-arounds than would be seen at locations such as LAX.

Mr. Kosmo asked, in light of Terminal 1 expansion and an anticipated 25% increase in operations, what is being done to make sure there won't be more congestion on the one runway, leading to increased safety challenges with missed approaches?

Ms. Knack said that's not a question that can be answered at this meeting. It's important and needs to be addressed, but it needs to be addressed when the information is available, which would be at the next meeting in April.

Mr. Foyle added that missed approaches are not an unsafe operation. An ATC missed approach is executed to ensure that the appropriate level of safety is maintained.

Mr. Kosmo reiterated that with 25% more flights, there will be more planes, so spacing is going to be tighter, which increases risk for missed approaches.

Mr. Foyle said it increases the traffic management challenges, they can only handle so many airplanes per hour without backing up departures to the point of unacceptable, so arrivals need to be metered or slowed down to ensure that 22-24 arrivals are delivered per hour. The challenge will be more on the departure end, and on the in-route end, in order to ensure that aircraft are spaced out enough to not overwhelm the airport.

Mr. Kosmo stated that within the ANAC Subcommittee recommendations that passed, we wanted the FAA and TRACON to help with revising flight paths, so planes flew the ZZOOO departure and did not cut over the Point Loma Peninsula. Based on chart, flights between ZZOOO and noise dots are increasing from 16% to 24%.

Ms. Knack said the Flight Procedure Analysis is still ongoing and is looking at all potential flight procedure changes outside of the 65 CNEL contour, including ways to increase the number of aircraft flying to the ZZOOO. Noise modeling is currently being completed on six possible procedures. March 28th is the next

Flight Procedure Analysis meeting, to go over those results, and then a decision will need to be made if any of the six don't show a noise increase on any new residential community.

Mr. Kosmo asked if he could tell Point Loma Planning Board that one of the six recommendations being considered is for all (or most) aircraft to fly the ZZOOO route and stop flying over the peninsula?

Ms. Knack said she could provide a copy of the last presentation showing the six procedures¹ being modeled. She asked Dave Foyle, FAA, for explanation of why aircraft might be cleared to next fix and overflying the end of the Point Loma Peninsula.

Mr. Foyle said there are a variety of reasons this might occur, and it's easier if a number of aircraft are looked at specifically in advance of the meeting. Some aircraft may not be RNAV capable so they wouldn't fly over ZZOOO. They would be guided by the air traffic controller at TRACON to ensure compliance with the noise dots. Some may fly over Fort Rosecrans, yet still be complaint with the noise dots.

Mr. Kosmo asked for an explanation to take back to his community regarding the jump from 16% to 24%?

Mr. Foyle said he has no answer.

Ms. Knack said on behalf of noise office, information is being put together and they're going to be more regular with Roman and Jim putting together packages of information with specific more egregious flights making early turns. Can that be brought back to next ANAC meeting?²

Mr. Foyle said it is possible to speak to some specifics, maybe 15-20 flights of particular concern.

Curfew Violations

Jim Payne, Sr. Noise Specialist, reported that in December and January there were five violations. At the January CVRP, four were reviewed, which could be a record low number of violations for a holiday season. None of those flights were penalized due to weather and maintenance. As of today, two violations will be reviewed in April. For 2018, there were 59 violations and 31 were penalized, versus 72 violations in 2017 with 59 penalized. Primary reasons for violations were local maintenance and weather. Airlines also were more aggressive about avoiding late departures in situations where the flight comes in late and decide they're going to go anyway. Penalties for the year were \$254,000 versus \$376,000 last year.

Mr. Payne reported on year-end statistics looking at annual operations. He showed a 10-year comparison, demonstrating a sharp decrease in early turns attributable to the ZZOOO departure. Planes are simply being taken further away from the peninsula. In the last three years a couple things have changed with regard to approaches; for Runway 09, landing threshold was relocated and a new ILS system was installed, taking the landing minimums for Runway 09 from one mile of visibility to half a mile, and brought decision height down from 353 ft. to 217 ft. That is equivalent of moving the decision point for the pilots from Chatsworth to Rosecrans, so they're more likely to stick that landing in bad weather. For Runway 27, Metroplex introduced a RNP approach, which is an ILS type approach under GPS rules. Never in the history of this airport has there been a vertically guided approach to Runway 27. However, widespread uptake on that will take some time. In its first year there was a 5% uptake, and this year about 20% uptake. It requires specialized equipment onboard the aircraft and crew training. As new aircraft come online, that use will increase and have a positive impact on missed approaches.

Mr. Huenefeld asked regarding curfew violations, in 2018, 52% were penalized, versus 82% the prior year, so the only thing changed was that arbitrary decisions? And is the 30% change simply because of that?

¹ https://www.san.org/Airport-Noise/FAR-Part-150?EntryId=12527&Command=Core_Download

² Since the ANAC meeting, the Airport Noise Team has sent the FAA all information on January and February 2019 Early Turns. The FAA has tentatively agreed to present at the June 2019 ANAC meeting.

Mr. Payne said there has been a sharp increase in the filing of reports cancelling flights instead of violating the curfew. The Runway closure has also been a contributor, but in general, they're not leaving where before they would have, which has to do with curfew structure increases.

Fly Quiet Program

Mr. Payne presented on the Fly Quiet Program. With the first 4 quarters complete, there's now a baseline with the new metrics. The program is not regulatory, and carriers can't be forced to make changes in fleet mix, or other actions that impact noise, but they need to be encouraged to use newer, quieter aircraft. He asked that the committee, at the end of each year, come up with an award, to encourage participation.

Mr. Payne said the Boeing 777 returns March 31st for British Airways. The Boeing 747 is likely to continue to operate in off-season. They set a fleet retirement date of 2024 for the 744.

There was a 5.2% increase in scheduled operations for Q1 2018 versus an 11.4% increase for Q1 2017. Boeing will be making a decision later this year about a new aircraft, with a profile somewhere between their 737 and the 787.

Airlines have taken actions to improve on Fly Quiet: The MD-80 has been removed from all schedules. Allegiant has already parked them, American will in September 2019. They're seeing continued increases in utilization of the 737 Max and A320neo family. Frontier has 23% of operations in the Airbus neo, but they're also operating the A321, which has replaced the MD-80, now the worst narrowbody aircraft at this airport.

For fourth quarter, best overall and most improved was Spirit Airlines. They made improvements, had no curfew violations, they're also an A320neo user, they've taken A321s out of the market which improved their fleet quality score overall. The quietest fleet remains Japan Airlines.

Noise Complaints

McKinna Darte, Noise Specialist, presented noise complaint statistics. For year-end, complaints were up 62% in 2018, compared to 2017. Contributing factors were increased media coverage on the third-party application, and the Metroplex. The more frequent complaints were for aircraft flying the COMIX arrival path; British Airways and Lufthansa flying low and loud, especially during peak season; and aircraft departing before curfew between 10 p.m. and 11:30 p.m. All of the operations previously mentioned were in compliance with the Noise Dot Agreement and flew the published procedure. Non-compliant flights that generated complaints were due to early turns and curfew violations.

In the last two months, there was a decrease in total number of households filing complaints, compared to October and November. The most significant decrease came from Ocean Beach, Sunset Cliffs and Point Loma areas, each down 50%. Research showed a number of people who filed in October and November did not file in December and January.

There were 9 households filing 1,000 or more complaints in December and January, which accounted for 57% of total complaints received during that period.

There were a total of 416 households that filed noise complaints in the year 2018.

Question from ANAC: Mr. Swarens asked if there was any update on the Clicker prototype launch.

Ms. Knack said they've not seen any usage. They are available for anyone that wants one. Another round of community meetings is planned to work with individuals with them. She would like ANAC members to test and feel comfortable using before launching more publicly.

Matthew Price made a suggestion for the PowerPoint, to maybe break up statistics into several slides. He asked how does the 9 households/1,000 complaints compare to prior months? He thinks it's critical that

EIR addresses the potential noise impact both within the CNEL and outlying areas affected by noise, and it is incumbent on ANAC to collaborate with the community and the airport to understand those impacts.

Melissa Hernholm-Danzo asked if anyone else was able to use their Clicker; hers did not work. She says Point Loma households have declined because it's been two years; it's not that noise is decreasing; it's that people are tired of complaining.

Deborah Watkins asked if there's a way to separate Mission Beach households from Pacific Beach?

Ms. Knack said density map is not for detailed information. But the map McKinna sent could be used instead. Does ANAC as a group want that?

Ms. Watkins said she thinks it's important to see that number.

Mr. Price agreed.

Mr. Swarens suggested it be augmented with a roster of neighborhoods.

Update on ANAC Recommendations

Sjohnna Knack presented the status update for ANAC recommendations. Everything has been completed or will be completed in Part 150/Flight Procedure analysis, with one exception. The finance department for at least the next two fiscal years, starting July 1, will plug in an extra \$350,000 for QHP, which represents curfew penalties. The only way it wouldn't happen is if we are able to secure additional funding for Quieter Home Program that exceeds \$350,000.

Update Part 150 /EIR

Ms. Knack stated that when the Airport Authority reviewed the draft EIR comments, we made a decision to revise the forecasts and recirculate the EIR. The revised forecasts are not yet completed but will be completed by our next meeting, which is why we delayed the presentation of ADP, EIR, Part 150 and Flight Procedure Analysis until April 17th. The normal member materials will be provided ahead of the April ANAC meeting, but the presentation of those statistics will be condensed to focus on ADP, EIR, and Part 150.

Question from ANAC: Mr. Kosmo asked if there is an update on each of the 21 recommendations.

Ms. Knack said it was in the previous member package. She will update and bring to April meeting.³

4. Public Comment

Don Cary, La Mesa, spoke about the impact of jet plane noise in East County communities. He explained his concerns related to the changes that happened in the flight path after the FAA's Metroplex project. He discussed the impact to his daily life and the frustrations in getting information on how to get his voice heard. He is hopeful that with the help of the Airport Authority and the East County Airport Advisory Board, they the lifestyles they enjoy be maintained and not be changed to the detriment of so many.

Tony Stiegler, La Jolla, spoke about the fact that reporting households is not relevant and that total complaints should be focused on without a distinction between the third-party and Airport apps. He strongly emphasize the points that Fred Kosmo was making throughout the night regarding the EIR came and suggests that there be a motion from this committee to proactively address this with the San Diego

³ Provided after the meeting: https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=12703&Command=Core_Download

County Regional Airport Authority, to alert them that ANAC will have recommendations to address future noise stemming from the airport expansion.

Cathy Austin, Mission Beach, spoke about how she has lived at her home for 30 years and started working at home the past four years and has heard such a dramatic increase in the amount of flyovers and deafening noise at her home. She wanted to know what could be done to reduce the noise impacts at her home.

ANAC Discussion

Mr. Kosmo ask to make a motion that ANAC present to the Airport Authority that they are concerned about the noise impact of the Terminal 1 expansion, and that we request that the airport take action in the new revised EIR to address those noise issues appropriately for the affected communities.

Ms. Gantwerk asked if it would be worth seeing the report first, and then responding?

Mr. Kosmo said no, that what always happens is it's too late. He thinks they should be proactive rather than reactive. He wants to make the motion so the airport knows in advance that we think they should address the noise impacts to the community.

Ms. Gantwerk said in terms of the Brown Act, this would need to be put on agenda for next meeting as an action item.

Mr. Kosmo requested to move forward with his motion as stated: That ANAC is concerned with the increased noise impacts associated with the Terminal 1 expansion. As such, we are asking the airport to address the noise impacts related to the Terminal 1 expansion on all the affected communities and what they're doing to mitigate that. All affected communities means all communities represented in ANAC, within the EIR. Melissa Hernholm-Danzo seconded.

Rick Huenefeld, MCRD, said he felt it's not justified; it's not a time emergency. The EIR has not been released and it is not known what's going to be in it. He said it's not known that there is a connection between an increase in what is defined as noise, and Terminal 1 expansion. His understanding is that the number of flights coming in is not a function of Terminal 1 having a few more gates or being designed to be more user-friendly. The flight projection is based on market demand for this market, and if there is that demand, and an increased number of flights, and those flights are creating either average or less than average amount of noise per, you won't have a significant change in the contours.

Ms. Knack summarized that the motion made by Fred, and seconded by Melissa, is that ANAC is concerned with an increase in noise impacts in a broad community, not just within the 65, and they want to be sure that the EIR addresses these impacts and provides abatement and mitigation measures.

Ms. Knack said if after April meeting, what is presented doesn't include what is in the motion, then ANAC will have another position to take at the end of that presentation.

Members who voted for motion: Fred, Deborah, Matthew, Chris, Susan, Melissa, Jason, Susan and David.

Members opposed: Rick and Wayne. No abstaining members. Motion passed.

5. Next Meeting/Adjourn

Next meeting is April 17, 2019.

Meeting was adjourned.