

## Reince Tyler

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**Subject:** FW: Several points (please distribute to ANAC staff)

**From:** Gary Wonacott <[wildcatwonacott@gmail.com](mailto:wildcatwonacott@gmail.com)>

**Sent:** Saturday, October 26, 2024 7:04 AM

**To:** Knack Sjohnna <[sknack@san.org](mailto:sknack@san.org)>; Gloria Henson <[glohenson@san.rr.com](mailto:glohenson@san.rr.com)>; Debbie Watkins <[dkwatks@aol.com](mailto:dkwatks@aol.com)>; Ray Steinberger <[ray.steinberger@gmail.com](mailto:ray.steinberger@gmail.com)>; SDCRAA clerk <[clerk@san.org](mailto:clerk@san.org)>

**Subject:** Several points (please distribute to ANAC staff)

Sjohnna:

If we go back to our first meeting in 2016 (pre-PADRZ), if I recall correctly, you were trying to tell me that all of the nighttime departures were on the same heading. Even after PADRZ was introduced in 2017, you and your staff continued to put 290 heading on PADRZ departures implying that they are all the same.

Now we have PADRZ and CLSSY (pre-formal announcement) departures, which appear to be close and yet different. Were we not told that there must be a minimum of 10 degrees between closely spaced departures? Why are aircraft on CLSSY turning right crossing over tracks of aircraft on PADRZ. Is this not exactly what could lead to a mid-air collision? Do the folks living in La Jolla and the shores know that they can expect aircraft on CLSSY to cause noise all night?

And once again, where is the NEPA assessment for CLSSY. There are many people living under CLSSY close to the end of the runway in Loma Portal, Pt. Loma Heights, Midway district, La Jolla and the Shores and Mission Beach who are being subjected to far more noise with CLSSY SID with no environmental assessment. Had Ms. Watkins and Ms. Henson done their job on ANAC, this should never have happened, which of course is why you and the SDCRAAA ensured that they be there (so you could give them misinformation).

Gary



Sent from my iPad

## Reince Tyler

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**Subject:** FW: Distribute to ANAC members  
**Attachments:** Document (4).docx

**From:** Gary Wonacott <[wildcatwonacott@gmail.com](mailto:wildcatwonacott@gmail.com)>

**Date:** November 11, 2024 at 6:25:57 AM PST

**To:** SDCRAA clerk <[clerk@san.org](mailto:clerk@san.org)>

**Cc:** Nancy Palmtag <[Npalmtag@msn.com](mailto:Npalmtag@msn.com)>, Knack Sjohnna <[sknack@san.org](mailto:sknack@san.org)>, Gloria Henson <[glohenson@san.rr.com](mailto:glohenson@san.rr.com)>

**Subject: Distribute to ANAC members**

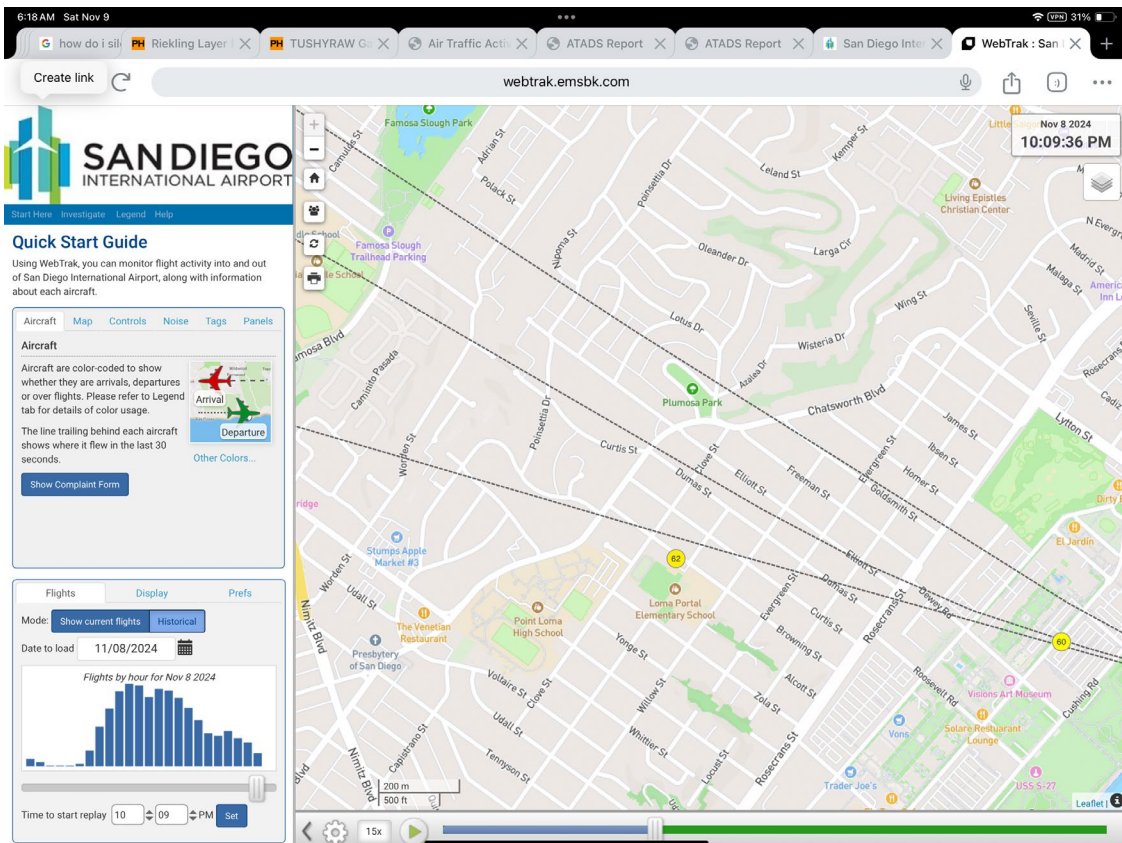
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The National Environmental Policy Act (NEPA) plays a crucial role in today's political landscape, especially in the context of the Federal Aviation Administration (FAA). NEPA requires federal agencies to assess the environmental impacts of their proposed actions, ensuring that decisions are made with consideration for environmental protection. This is particularly significant as the FAA navigates the complexities of modern aviation. In an era where environmental concerns are increasingly at the forefront of political discourse, NEPA serves as a vital tool for balancing development with sustainability, fostering transparency, and encouraging public participation in the decision-making process.

In the case of CLSSY, the FAA failed to incorporate the most crucial tenants of NEPA. There was no public participation in the decision-making process, and there was no transparency. The public was given the opportunity to submit comments, but the FAA to even respond to any of the comments as though the people living under CLSSY did not exist. In addition, the FAA failed to protect those in the minority who were most impacted, whose lives and health will be disrupted nightly by the roar of aircraft departing from SDIA between the hours of 10 pm to 7 am.

The picture below shows three aircraft tracks:

1. Top track is aircraft departing on PADRZ SID
2. The middle track is an aircraft departing on the CLSSY SID



3. And the bottom track is an aircraft departing on the ZZOOO SID.

It is a travesty that those who live under the new CLSSY SID will experience greater noise disruption than if these aircraft stayed on the ZZOOO SID. The health impact on people living under the departing aircraft is cumulative. Neither the FAA nor the SDCRAA has made any effort to track the health impact on individuals whose nights are disrupted even with the so called Quiet Home Program. And the difference in noise levels between houses on the ZZOOO track versus the new CLSSY SID track were never quantified, not back in the 1970's when the 290 nighttime noise abatement agreement was implemented nor more recently when the CLSSY SID was implemented on October 31, 2024.

To be absolutely clear, a NEPA assessment at any level was never performed such that those living under the CLSSY SID were never given any consideration by the FAA nor the SDCRAA. The only benefit in reference to noise abatement was the SDCRAA whose 65 dB CNEL decreased in magnitude.

I guarantee that moving the nighttime departures from ZZOOO to CLSSY results in a shift of the 65 dB CNEL. While the use of this criterion during the Part 150 was completely bastardized by any standards (certainly the letter from the FAA does not support the way it was abused in the Part 150 study).

If any analyses were performed by the FAA in the CLSSY SID development, it was never revealed to those people living on Dumas or Curtis Streets. Perhaps at some point, there might be some consideration to these residents of San Diego.

## Reince Tyler

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**Subject:** FW: CLSSY SID NEPA Assessment

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**From:** Gary Wonacott <[gwonacott@hotmail.com](mailto:gwonacott@hotmail.com)>

**Sent:** Tuesday, November 19, 2024 10:42 PM

**To:** SDCRAA clerk <[clerk@san.org](mailto:clerk@san.org)>

**Subject:** CLSSY SID NEPA Assessment

Based on the information provided below from the FAA, it was the Airport Authority who on behalf of ANAC submitted the procedure design. Can you provide the following:

1. Given the SID was developed by the airport authority on behalf of the ANAC, please provide the documentation of the review by ANAC.  
a Provide the sign-off by the Mission Beach representative on ANAC to the CLSSY procedure.
2. Please provide the NEPA assessment performed as stated below.

Gary Wonacott  
Mission beach

The procedure design was submitted by the San Diego County Regional Airport Authority (The Authority) on behalf of the Airport Noise Advisory Committee (ANAC) as part of the Authority's-sponsored flight procedure study, which—with technical and citizen advisory group input—reviewed the potential feasibility of various standard instrument procedure modifications developed to reduce noise. The original proposal, submitted by the Authority on behalf of ANAC, directed aircraft to a waypoint after reaching 520 feet, as designed in the PADRZ DEPARTURE SID. This design was intended also to include the proposed change to the PADRZ DEPARTURE SID at night. The FAA determined that the proposed nighttime SID was not feasible; therefore, a design change to the CLSSY DEPARTURE SID initial heading to direct aircraft where they currently are today. The proposed final design would automate what is now verbally issued (the 290-degree heading). The CLSSY procedure is undergoing an environmental review per the National Environmental Policy Act (NEPA); this procedure will not move forward without a completed environmental review.

If you have additional questions or concerns regarding CLSSY, please contact the San Diego County Regional Airport Authority or the Airport Noise Advisory Committee (ANAC), as we work with them on these requests. You may also continue to monitor the status of this procedure on the website at [IFP Information Gateway Search Results \(faa.gov\)](#).

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