

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 6/15/2022 4:00 p.m.

Meeting called to order by: Jill Monroe

In Attendance

Name	Affiliation	In Attendance
Community Planning Groups Within the 65 dB contour		
Fred Kosmo	Peninsula Community Planning Board	Yes
Anthony Ciulla	Ocean Beach Planning Board	Yes
Judy Holiday	Midway-Pacific Highway Community Planning Group	Yes
Tania Fragomeno	Downtown Community Planning Council	Yes
Celestin Fausino	Greater Golden Hill Planning Committee	Yes
Chris Cole	Uptown Planners	Yes
Char-Lou Benedict	Community Resident at Large within 65 dB CNEL - East	No*
Community Planning Groups Outside the 65 dB contour		
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Jonathan Cole	Pacific Beach Planning Group	No*
Matthew Price	La Jolla Community Planning Association	No*
Michael Herron	Valley De Oro Community Planning Group	Yes
Aviation Stakeholders		
Olivier Brackett	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	Yes
Jim Gruny	MCRD	Yes
Robert Bates	Airline Pilot (Active)	Yes
Kallie Glover	Performance Engineer, Delta Air Lines	Yes
Dave Ryan	NBAA	No
Ex-Officio Non-Voting Members		
Eugene Reindel	Acoustical Engineer	Yes
Korral Taylor	Congress, 53rd District for Rep. Sara Jacobs	No
Makana Rowan	San Diego City Council, District 2, for Jennifer Campbell	Yes
Tamara Swann, Joseph Bert	FAA Representatives	Yes
David Flores	S.D. County Board of Supervisors, District 1	No
Jason Bercovitch	Congress, 52nd District for Rep. Scott Peters	No
SDCRAA Staff		
Jill Monroe	Facilitator	Yes
Sjohnna Knack	QHP/Noise Program Manager	Yes
Roman Lanyak	Sr. Aircraft Noise Specialist	Yes
William "Billy" Hobson	Aircraft Noise Specialist	Yes
Angela Shafer-Payne	Chief Development Officer	Yes

13 voting members in attendance.

*Members contacted staff ahead of time and are considered excused.

1. Welcome and Introductions

Jill Monroe, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. with introductions. Ms. Monroe briefly shared the agenda and read applicable provisions of California Assembly Bill 361, which suspends certain requirements of the Ralph M. Brown Act. SDCRAA Board Resolution #2022-0049 finding was also mentioned, stating that it is in the best interest of the Authority and the public that it serves to continue to hold virtual public meetings of the Board and its Committee Procedures to submit public comments were also outlined.

2. Roll Call

Jill Monroe called a committee member roll call for attendance. Attendance is reflected on page 1. Agenda items were reviewed.

3. Presentations

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

<https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=13990>

Sjohnna Knack started with staff announcements and introduced Billy Hobson, the new Aircraft Noise Specialist. Angela Shafer-Payne was also introduced as the Chief Development Officer the Airport.

a. Update on ZZOOO THREE Departure

Joseph Bert, Team Manager with the FAA, talked about the ZZOOO THREE Departure Procedure, which was submitted to the FAA as a Part 150 Study recommendation. JETTI way point was moved farther west-northwest, approximately 2 miles. The procedure is on scheduled to be published on 7/14/2022. Mr. Bert also showed a graphic of what the current ZZOOO TWO and the future ZZOOO THREE would look like. Aircraft actual turns and paths will vary, and the depiction was only a schematic. A previous altitude restriction at JETTI was removed, and a new speed and altitude restrictions at ZZOOO waypoint were implemented. This was done to ensure that faster aircraft do not overtake slower planes, on departure.

Public Comment:

Jill Monroe offered an opportunity for the Public to call-in with a public comment.

Gary Wonacott, a Mission Beach resident, asked if the departing vector would remain "Direct to" to the waypoint (JETTI) or if there is a possibility to have aircraft turn right, after departure, and then come in to the waypoint at an angle?

Questions from ANAC:

Fred Kosmo thanked the former Sr. Aircraft Noise Specialist, Mr. Jim Payne, for all of his work, while at the Noise Office. Mr. Kosmo also thanked Mr. Bert and the FAA for considerations and support regarding the ZZOOO THREE Departure Procedure changes, and was looking towards the implementation on 7/14/2022. Mr. Bert acknowledged and said that he would pass this on to the team.

Deborah Watkins thanked Mr. Bert asked to confirm that the waypoint JETTI would be taken two miles farther from its current location into the ocean. Mr. Bert confirmed. Ms. Watkins ask if aircraft would be flying higher. Mr. Bert replied that aircraft should be higher from where they are flying today, in the context of waypoint JETTI relocation. Ms. Watkins also speculated and asked to confirm that with the waypoint JETTI relocation, the noise in Mission Beach should be reduced. Mr. Bert was not able to confirm the specifics of noise impact, as he was not privy to environmental studies on this particular change. Ms. Watkins asked whether the Power Point presentation would be made available on the Airport website. Ms. Knack confirmed that it would be posed, after the meeting.

b. Update on Part 150 and EIR Noise Mitigation Measures

Sjohnna Knack started with Part 150 Updated and said that it has been one year since the Study was approved by the ANAC, the Airport Board and sent to the FAA. The Airport Authority received the first set of comments back from the FAA in December of 2021, responding to those in January of 2022. The second set of corrections was received by the Authority in March of 2022, which were addressed and returned back to the FAA in in May, 2022. The FAA acknowledge the receipt via a letter, in which they stated that the FAA would respond with a decision for the Noise Exposure Map (NEM) within 90 days, which would be August, 2022. Following the regulatory process, once the NEM is received and accepted, it would start the clock to review the Noise Compatibility Program (NCP). NCP is where all of the recommendations are located, such as continuation of the Quieter Home Program, Portable Noise Monitoring Program, Noise Abatement Departure Procedure, etc. The FAA will spend the aforementioned 180 days to review each measure, and each measure will be either accepted or denied. Upon completion of the review, the Airport Authority will get a Record of Decision. Ms. Knack also mentioned that the Authority is continuing to work on the Noise Abatement Departure Procedure (NADP) as well as starting a Portable Noise Monitoring Program. The Authority has also retained Mr. Stephen Smith, a consultant with Ricondo, who is working individually with the airlines on NADP.

The new Terminal 1 EIR Noise Mitigation Measures have also been highlighted. The first measure was the expansion of the Sound Insulation Program, which was met with the largest FAA grant of \$26M. The pace of the program has been greatly increased. The additional FAA grant funding also allowed the Authority to increase its Non-residential Insulation Program. A construction start on a first non-residential facility and design for a second facility are currently in the works.

The second measure was to update the Noise Exposure Maps. The Airport Authority is on track and will be updating those in 2026.

The next measure is the Portable Noise Program, and will be briefed later today.

The fourth mitigation measure was to Assess Findings of the 2018 FAA Reauthorization (Noise). No current changes that would impact San Diego International Airport, at this time. It is possible that within one year, findings on the noise & health research, undertaken by the FAA could be released.

The fifth and final measure was to use noise curfew fines for the Quieter Home Program. \$16K from 2020 fines was used in 2021, and \$204k from year 2021 will be used in in 2022. This money is a line item in the Airport's budget, specifically for the QHP.

Public Comment:

Jill Monroe offered an opportunity for the Public to call-in with a public comment.

Cathy Ives, a Mission Beach resident, stated that she did not believe any change would be achieved with the new (ZZOOO THREE) procedure. Ms. Ives said that flights are continuous from 6:30 a.m. to 11:20 p.m., and that she lives directly under that flight path. Ms. Ives wanted to know why Mission Beach was not in the QHP especially that most of the flights are over Mission Beach.

Gary Wonacott highlighted a few areas from a twelve-page paper, which was distributed to ANAC members, earlier.

Questions from ANAC:

Chris Cole asked if there are any noise studies, associated with the new Terminal 1 and parking garage construction. Ms. Knack replied that this was reviewed within the EIR, and that she would verify and get back to this particular question.

b. Update on Current Aircraft Noise Trends

William Hobson, Aircraft Noise Specialist, provided an overview of curfew violation, which were trending up; early turns, which remained the same; missed approaches, which were trending down; and noise complaints, which increased by about 13% as compared to the same time, last year. Increase in noise complaints is largely attributed to an increase in overall aircraft operations, as the post-COVID recovery takes place. Noise staff has been working continuously with Alaska and jetBlue to encourage the airlines to reschedule late night departures, in order to reduce the number of curfew violations. Mr. Hobson also reviewed changes in airlines' fleet mix, which was showing a decrease in domestic wide-body aircraft use. New and recovered air service to markets in Oakland, Vancouver, Montreal and Toronto was also mentioned. Overall operations at the Airport were reported at about 82% of pre-COVID levels. Passengers' numbers are also steadily increasing and are at 85% of pre-COVID levels.

Public Comment:

Jill Monroe offered an opportunity for the Public to call-in with a public comment.

William Shustle, a Mission Beach resident, expressed his opposition against the plan to make a 100% of nighttime departures go over Mission Beach. On the contrary, he offered

to support a new assessment of the original FAA operational nighttime noise abatement procedure that moved all of the 10 p.m. departures over Mission Beach.

Questions from ANAC:

Fred Kosmo offered a comment on the early turns and missed approaches, and emphasized that the total numbers were not going down. Both, the missed approaches and early turns are very disturbing to people, and are considered a violation of their space. Mr. Kosmo also stated that it was disingenuous to talk about missed approaches and early turns constituting only a small number of overall operations, and that further steps should be taken in an attempt to reduce those infractions.

Tania Fragomeno asked to remind what the curfew was and whether the airlines were scheduling flight during the curfew time. Ms. Knack answered the questions and stated that the curfew hours were between 6:30 a.m., and 11:30 p.m. The airlines are not allowed to schedule any departures during this noise curfew period, however, sometimes do make a business decision to leave. Ms. Fragomeno also asked what a wide-body aircraft was and how those might impact noise. Ms. Knack answered that a wide-body aircraft would, generally, have a greater noise footprint vs a narrow-body aircraft.

c. Update on Pilot Program: Portable Noise Monitoring

Roman Lanyak, Sr. Aircraft Noise Specialist, reminded that the Portable Noise Program will allow to find out noise levels at a residence, and also compare those results to a permanent noise monitor, where applicable. The obtained noise data can also be used for further evaluation and analysis. Mr. Lanyak also outlined the application process and provided information about a portable Agreement, which will need to be signed by the requesting resident. Some of the main site qualification items are availability of a secure, fenced area, as well as an electrical power outlet, in order to run the equipment. Generally, the equipment will be deployed on a Monday, and retrieved two weeks later on a Friday. In order to move the program further, Mr. Lanyak offered two of the Members of ANAC to volunteer for the portable noise measurements, and outlined the process on how to apply. Finally, the portable measurements report was reviewed and Mr. Lanyak provided an example of some of the elements and data that will be included in the final report, which, in turn, will be provided to the homeowner and made available to the public, on the Airport's website.

Public Comment:

Jill Monroe offered an opportunity for the Public to call-in with a public comment. There was no public comment on this item.

Chris Cole asked what the size of the portable monitor was. Mr. Lanyak replied that the a Pelican case-type container was about two feet by one foot and the microphone boom will be at a height of about five and a half feet, when installed.

Michael Herron asked what the intention of the "Pilot" Portable Program was, and suggested that the noise monitoring procedures and the report creation steps are clearly outlined and are well documented. Mr. Lanyak concurred. Ms. Knack also added that the

Pilot Portable Program was just to run through all of the steps, starting from an initial request, to setup, to the final report, and that ANAC Member volunteers would greatly assist in this effort, before the Program is rolled out to the general public.

Anthony Ciulla asked to clarify whether the data from the Pilot program will be the actual aircraft and ambient noise data, or if the Pilot program was designed to only run through the setup procedures. He also asked if the monitor will be elevated above the ground. Mr. Lanyak clarified that the report would contain the actual (not simulated) data at the resident's location, and that the optimal monitor setup will be determined at the actual site. Ms. Knack also helped to clarify that, even though this Portable Monitor data cannot be used as a regulatory tool or for QHP qualification, the final report will be provided to the public, and will contain the actual noise level data, which will aid in further research and development of trends.

Fred Kosmo stated that he would be interested to volunteer and also asked to provide the actual portable monitor detentions. Ms. Knack confirmed that the portable monitor dimensions will be sent out to all the ANAC Members.

Jim Gruny also thanked Ms. Knack in clarifying the purpose for the Portable Noise Monitor Program.

Deborah Watkins asked if she could ask people from her community to participate in the Portable Monitoring Program. Ms. Knack replied that, as of right now, we just are looking for general interest in the Program, and that with time, staff should be able to accommodate all request.

4. Public Comment (non-agenda items)

Jill Monroe offered an opportunity for the Public to call-in with a public comment on non-agenda items. There was no public comment on this item

5. Action Items

Jill Monroe offered an opportunity for the Public to call-in with a public comment on March 16, 2022 Meeting Summary. There was no public comment on this item

Ms. Monroe moved to the approval of March 16, 2022 Meeting Summary, and asked for a Member of ANAC to make a motion to approve.

Anthony Ciulla made the motion to approve the March 16, 2022 Meeting Summary, and Chris Cole seconded this motion. ANAC members that voted to approve the March 16, 2022 Meeting Summary were: Fred Kosmo, Anthony Ciulla, Judy Holiday, Tania Fragomeno, Celestin Fausino, Chris Cole, Deborah Watkins, Michael Herron, Olivier Brackett, Jorge Rubio, Jim Gruny, Robert Bates, Kallie Glover. March 16, 2022 Meeting Summary was approved.

Char-Lou Benedict, Jonathan Cole, and Dr. Mathew Price and Dave Ryan did not vote, as they were absent.

6. Next Meeting/Adjourn

Sjohnna Knack, in closing, discussed ANAC Member's term limits that will be expiring in June, 2022. Airport staff will be contacting local community planning group, both the inside and outside of the 65dB CNEL contour, for new memberships. In the next couple of weeks, the updated 2022 Quarterly Noise Report (QNR) will also be distributed. This is the first time, since the pandemic had started, that there is a significant increase in the 65dB CNEL contour. Reasons for this increase will be outlined in the report, but one of those reasons is a 100% increase in nighttime (10:00 p.m. – 11:30 p.m.) operations. There is also a big increase in wide-body aircraft. In addition, staff has been working on the Airport Variance application, which is submitted every three years.

Next meeting is September 21, 2022.

Meeting was adjourned.

J. W. Clark 2/28/23