

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

MEETING AGENDA

Wednesday, August 17, 2016, 4:00 p.m.

**San Diego International Airport
SDCRAA Administration Building, First Floor
3225 N. Harbor Drive, San Diego, CA 92101**

1. Welcome and Introductions
2. Presentation Items
 - a. Quieter Home Program Update
 - b. Curfew Violation Review Panel (CVRP) Statistics
 - c. Missed Approach Statistics
 - d. Early Turn Statistics
 - e. Noise Complaint Statistics
 - f. Metroplex Update
3. Public Comment
4. Approval of June 15, 2016, Meeting Minutes
5. Information Items:
 - Airport Authority Update
 - ANAC Policy 9.20 Update
6. New Business
 - a. Election of Community Group Member
 - b. Election of Chair of Subcommittee
7. Adjourn

DRAFT MINUTES

Airport Noise Advisory Committee

Date | time 6/15/2016 4:00 PM

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
Emmet Aquino	County of San Diego	Yes
Lee Steuer	Representative for Susan Davis	Yes
Conrad Wear	San Diego City Council, District 2	Yes
Carl "Rick" Huenefeld	MCRD	No*
Susan Ranft	Downtown Community Planning Council	Yes
Kurt Hansen	Community at Large	No
David Swarens	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Paul Webb	Peninsula Community Planning Board	No*
Tom Gawronski	Ocean Beach Planning Board	Yes
Victoria White	City of San Diego, Planning Department	Yes
Rick Savage	FAA	Yes
Barry Davis	FAA	No*
Robert Cook	FAA	Yes
Andrea Ortega	FAA	Yes
Hugo Carmona	Congressman Scott Peters	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustical Engineer	Yes
Grady Boyce	Commercial Airline Representative	No*
Victor Avina	Superintendent Greg Cox	Yes
Randall LaRocco	Midway/Pacific Highway Community Planning Board	Yes
Authority Staff	Keith Wilschetz, Sjohnna Knack, Craig Mayer, Roman Lanyak	
Heidi Gantwerk	Facilitator	

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

1. Welcome and Introductions

Heidi Gantwerk, facilitator for the Airport Noise Advisory Committee, opened the meeting at 4:01 pm. The meeting began with a brief overview of the agenda and the process. Ms. Gantwerk explained the public comment portion of the meeting will follow the presentation items. She explained the minutes are provided in a summary format rather than verbatim style. New ANAC members introduced themselves.

2. 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, provided an update on the program status.

Mr. Mayer stated there are currently 643 applicants, or 1,400 homes, on the waitlist. During the months of April and May, 14 homes were completed. The Program anticipates fewer than 200 homes will be completed this calendar year. A Total of 3,388 homes completed to date.

The Program is working through some policy interpretation changes with the FAA regarding allowable treatments. Discussions with the representation of the LA district office are in progress.

Questions from ANAC: How many new applicants are you currently receiving?

Mr. Mayer explained we are constantly receiving applications.

Curfew Violation Review Panel (CVRP) Statistics – Sjohnna Knack, Program Manager, Airport Noise Mitigation, gave a review of the first quarter curfew violations. There were a total of six (6) violations for April/May, 2016, which will be reviewed in the August meeting. There have been a few additional violations so far in June. The number of curfew violations is down by three (3) from the past year, and that is positive news.

British Airways had three (3) violations. All three were due to either delays or a mechanical issues in London. The community has expressed concerns with British Airways' change in aircraft from a Boeing 777 (B777) to a Boeing 747 (B747), as this aircraft is much louder. The changed occurred because the smaller B777 was full every flight, so British Airways switched to the B747s to allow for more passengers.

The curfew violation review panel will determine if there will be an assessment of penalties for the violations. United Airlines canceled a flight in order to ensure that they did not break curfew. It is important to recognize when air carriers cancel a flight so as not to break the curfew.

Ms. Knack introduced Roman Lanyak as a new team member. Mr. Lanyak is a Marine with a background in aerospace.

Missed Approach - Ms. Knack explained the definition of missed approaches. She clarified that a missed approach is done for safety reasons and cannot be influenced by the Authority. The data shows missed approaches are down slightly in comparison to the first quarter of 2015.

Ms. Knack explained airplanes that have to turn around will either go over Point Loma or Mission Beach in order to land properly. Ms. Knack clarified that contraflow operations are when the airport has to switch the direction of arrival and departure flow.

Early Turns - Ms. Knack explained the definition of an early turn. Airport Staff is meeting with all airlines and their Chief Pilots, in order to educate them on the noise concerns in the communities surrounding the Airport. Ms. Knack indicated that she hoped by continually meeting with the carriers, early turns may be reduced.

Ms. Knack reported that, as normal, there are more early turns to the right than to the left, however, the number of early turns to the right has gone down slightly since this time last year. There are many early turns to the right that are only missing the noise dot between 600-900 feet, staff is trying to determine the cause.

For early turns to the left, the number has decreased for the months of May and June and in May there were only two early turns total. When reviewing early turns compared to the total operations, this was a very small percentage of early turns for the months of May and June. There were a total of 16,090 departures during those two months and a total of 67 early turns, which is only .4% of total departures.

Questions from ANAC: *Are there efforts to update the procedures to reduce early turns to the right, or to refuse some of these early turns to the right?*

Ms. Knack stated that staff is working on those efforts and the committee will be updated. Ms. White asked if staff was planning to meet with the general aviation operators regarding early turns.

Ms. Knack noted that it would be very challenging to meet with general aviation operators as they often only use our airport a few times a year. Staff is preparing fly quiet literature so that the pilots can use review this information when filing their flight plans.

Noise Complaints Statistics - Ms. Knack shared that there continues to be a large number of complaints beginning fall 2015 to present. Some days there are as many as 300 complaints a day. Ms. Knack requested that if members of the community use a mobile "app" to lodge noise complaints, to please indicate the date, time and airline, as well the name, address and contact information. This information is necessary for any research to be conducted on the flight and for any potential noise reductions to be made. Ms. Knack stated Web Tracker is very useful and it gives information that is needed like the time, date and address and even specific airlines being noted. Common noise complaints include adherence to the noise dot agreement, nighttime operations and flying over the Point Loma peninsula.

Questions from ANAC: Mr. Avina asked if a e-mails including multiple complaints, are counted as one complaint or is there a separate complaint recorded for each aircraft in the email?

Ms. Knack answered that it is considered as one complaint, and it would be more helpful if the public would submit these complaints separately and give more specific information on each event so that the issues could be addressed. She requested that the public use Web Track.

Metroplex Update - Ms. Knack stated the Metroplex for SoCal is still under FAA review and from the last monthly meeting, the FAA stated that some procedures will be implemented in November, with the remainder following in March.

3. Public Comment

Ms. Gantwerk opened the public comment period. She reminded the public that each speaker would have three (3) minutes to speak and would not be able to go over the allotted time, so that she could ensure that all speakers get to have an opportunity to speak. She reminded speakers to obtain a request card and write out their comments on the card.

Nancy Caine: Requested to know if general aviation is addressing the issues with the Fed-Ex plane noise complaints.

Response: Ms. Knack stated the FedEx planes have not been included in noise complaints reports as they are flying within regulation. Staff will meet with FedEx to ensure that they are following the safety guidelines and the FAA noise dots.

Unidentified Member of the Public said that he lives near Dana Middle School and noted the planes in the last nine (9) months have been flying closer to his home. Has the flight path changed already, because the neighborhood is starting to notice the change?

Response: Mr. Bewley stated that noise carries great distances and with wind direction may make the plane seem louder.

Response: Ms. Knack states there have been no changes to the flight paths. However, there has been a change in the fleet, or types of aircraft. It may be because of the larger aircrafts that the planes seem louder and closer. Early turns and missed approaches are also a main reason why the planes may seem louder and on different flight paths. Staff is currently in the process of updating the quarterly noise reports.

Dave Christopher: Mr. Christopher requested to know who started the flight path change. He would like to know who is going to be responsible for the noise in his new home that he moved to in order to get away from the noisy airplanes.

Unidentified Member of the Public stated they wanted to know who thought it was a great idea to change the flight paths? Who is responsible for the airplanes changing direction and affecting our lives?

Response: Ms. Knack stated the Metroplex procedures have not yet been implemented. She said that the Airport Authority agrees with the public in that that the LOWMA waypoint should be retained. She stated that they will present more information about Metroplex as soon as they know more.

Response: Mr. Cole said that if there is a change in flight patterns, we should be able to show this. The public would like to see that type of information.

Sandy Valone: Is there anyone on this panel who resides and represents the neighborhood of Point Loma High Central and Point Loma High South and Fletridge, because according to the log, staff has obligations mandated for this area, so does anyone represent it?

Response: Ms. Knack discussed the Pt. Loma representatives on the panel.

Unidentified Member of the Public wanted to know if the airport can begin to give penalties for early turns, as they do for curfew, and how do you determine the accuracy of the Web Tracker?

Response: Ms. Knack stated in order to initiate a penalty you have to conduct a very comprehensive study that confirms you are not restricting an operator. There are a lot of people asking about the accuracy of the WebTrak system, and as of late there has been a lot of effort in FAA headquarters in Washington to get a consistent data feed to all airports.

Sue Sprague: Stated that on the corner of Canon and Del Mar, Southwest Airlines flies in very close, and she looked it up on her flight tracker and there were no planes stated on the tracker, although she sees the plane at the same time she is looking it up on her application. She also stated that Fed Ex planes need to be addressed.

Response: Ms. Knack stated if using a third party application to track the flights, there might be a delay in the information received on where the airplane actually is located.

Lila Schmidt: Ms. Schmidt stated that the planes are flying lower, taking a very long time to take off and are flying more south. She stated she would like to start a lawsuit to get this fixed.

Response: Ms. Knack stated the airplanes are not violating any procedures. Average altitudes of aircraft that cross back over the Point Loma Peninsula are most often between 6,000 - 9,000 feet.

Dick Wilson: Mr. Wilson asked what needs to be met for a sound improvement program. Why is there no Point Loma representative here today?

Barb Franklin: Stated that she has been in her area for over 60 years and she doesn't live within the area that will be mitigated by the Quieter Home Program, so what can be done for her? Web tracker is not that accurate; she believes the most accurate is coming from the FAA.

Response: Ms. Knack stated the Information WebTrak data is coming directly from the FAA. There may be some issues within the FAA data and we are working to get better data to give to the community.

Chad Wallen: My question is regarding the previous presentation on what amendment is happening with Metroplex?

Response: Ms. Knack stated it was never stated that there is an amendment regarding Metroplex, the Airport Authority doesn't know what procedures within the Metroplex the FAA will implement, but we do know they are looking at implementation in early November. Some new procedures may be implemented in November with the remainder in March, but that may change.

Chad Wallen: How do we go about, or who do we contact to receive sound equipment for our area?

Response: Ms. Knack stated you can put a request to our office.

Chad Wallen: Mr. Wallen stated he has lived in his home on Coronado for 13 years and has never heard the planes until now. The aircraft are flying close to his home and are now very loud. Starting last September, he estimates 10 planes fly over his home for duration of thirty minutes after 6:30 AM. He stated that planes are flying at an altitude that is now waking up people in the neighborhood. Mr. Wallen stated that he will organize a federal lawsuit that is an injunction towards planes for outrageous conduct, intentional infliction of emotional injury, and fraud. He explained that the Airport Authority's official document states in the environmental impact section that there will be no effect on the public. He feels that with the changes, one hundred percent of the public is affected.

David Swarens: Mr. Swarens inquired if early turn violations and penalty fees could be taken seriously, if the airport can make this an actual penalty, like curfews.

Response: Ms. Knack stated the Airport Authority would have to conduct a study, called a FAR Part 161, in order to confirm there are no restrictions to the operator. Any restrictions that were made in the early 1970s with the curfew violation was grandfathered in, early turns were not discussed for violations until 1998 which was too late to grandfather in.

4. Approval of Minutes

Mr. Cole motioned to approve the minutes from April 20, 2016.

Ms. Ranft seconded the motion.

The minutes were approved with no further discussion.

5. Information Items

Airport Authority Update – Keith Wilschetz gave an update on the activity at the airport for the month of April, compared to a year ago we are up on total in enplanements, which is passengers going through the airport, by about 1.8%. The total aircraft operations, arriving and departing from this airport, are actually down compared to April of last year very slightly at 0.6%. However, the big change is in smaller planes; we are down on the number of small planes because most airlines switched them out for larger aircraft.

ANAC Policy Update: Ms. Knack stated board members requested some changes to the panel. There are three (3) basic changes the Board felt are necessary. First, the community needs to be better represented by the panel; so they have requested a position be added to represent a community group specifically for aircraft noise issues. Second, the bylaw states all members must live within a 50-65 decibel of aircraft noise. There are obviously a lot of people with aircraft noise issues who live outside of that 50-65 decibels, so we have decided to move Ms. Watkins (Mission Beach Precise Planning Board) into a voting position, and the new member who represents the community for aircraft noise issues will be moved into voting as well.

Third, we are eliminating 60-65 decibel community members and replacing the ex-officio role with other positions. We will be monitoring and confirming the positions represent the community and tracking attendance closely. Members can present a recommendation to make a change to the bylaws as well and the Board will either approve or deny it.

6. New Business

None

7. Next Meeting/Adjourn

The next meeting is scheduled for August 17, 2016 at 4:00 PM at the Administrative Building, 3225 N. Harbor Dr., San Diego, CA. Mr. Cole made the motion, which was seconded. The meeting was adjourned at 6:45 pm.

PROGRAM STATISTICS

Applicants / Homes on the Wait List	652/1,396
Homes Completed in June & July 2016	45
Estimated Homes to Complete in CY 2016	136
Total Homes Completed (through July 31, 2016)	3,444

Updates

- Continued coordination with the FAA on allowable treatments for the Program – HVAC and electrical scopes of work.
- Revised construction contract documents, submitted Buy American waivers to meet requirements of FAA.

August 17, 2016

Curfew Violations for June - July, 2016

Date	Time	RWY	Operator / Flight ID	Aircraft	Amount Fined
6/02/16	2344	9	Golden State Air Charter (N38JV)	Beech King Air (B200)	\$0
6/04/16	0016	27	Zetta Jet (N688ZJ)	Bombardier Global Express (GLEX)	\$2,000
6/06/16	0110	27	jetBlue Airways Flt 90	Airbus A320-232 (A320)	\$12,000
6/06/16	0137	27	Air Canada Rouge Flt 1884	Airbus A319-114 (A319)	\$6,000
6/09/16	0114	27	British Airways Flt 72A	Boeing 747-400 (B744)	\$10,000
6/24/16	2344	27	American Airlines Flt 579	Airbus A321-231 (A320)	\$6,000
7/03/16	0009	27	British Airways Flt 72A	Boeing 747-436 (B744)	\$6,000
7/07/16	2333	27	Air Canada Rouge Flt 1884	Airbus A319-113(A319)	\$4,000
7/09/16	0018	27	British Airways Flt 72A	Boeing 747-436 (B744)	\$18,000
7/11/16	0003	27	Pegasus Elite Aviation (N472MM)	Gulfstream IV (G-IV)	Pot. \$2,000
7/18/16	0038	27	Air Canada Rouge Flt 1884	Airbus A319-113 (A319)	Pot. \$12,000
7/20/16	0138	27	Delta Air Lines Flt 102	Boeing 757-351 (B757)	Pot. \$4,000
7/21/16	0047	27	N525DE	Cessna 525B (C525B)	Pot. \$2,000
7/21/16	0120	27	Eastern Airlines Flt 6533	Boeing 737-7L9 (B737)	Pot. \$2,000

Date	Time	RWY	Operator / Flight ID	Aircraft	Amount Fined
7/21/16	2342	27	Delta Air Lines Flt 102	Boeing 767-332 (B763)	Pot. \$12,000
7/21/16	0026	27	Paramount Pictures Corp (N75VB)	Gulfstream IV (G-IV)	Pot. \$2,000
7/26/16	0031	27	Delta Air Lines Flt 901	Boeing 757-232 (B752)	Pot. \$20,000
7/26/16	0150	27	jetBlue Airways Flt 530	Airbus A320-232 (A320)	Pot. \$4,000
7/31/16	2330	27	Southwest Airlines Flt 9028	Boeing 737-3H4 (B733)	Pot. \$2,000
7/31/16	2335	27	Delta Air Lines Flt 102	Boeing 737-932 (B739)	Pot. \$20,000

Year	Total Curfew Violations
2012	36
2013	60
2014	47
2015	30
2016*	35

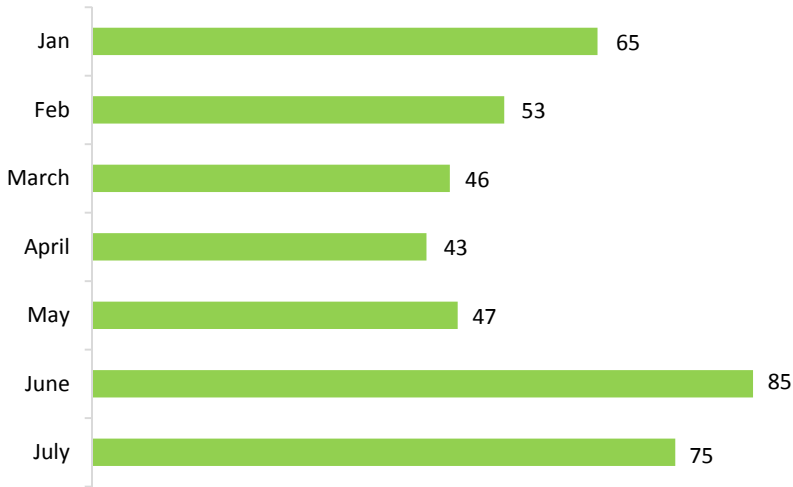
*Through July 31, 2016

MISSED APPROACH STATISTICS

Airport Noise Advisory Committee

August 17, 2016

2016 Missed Approaches by Month



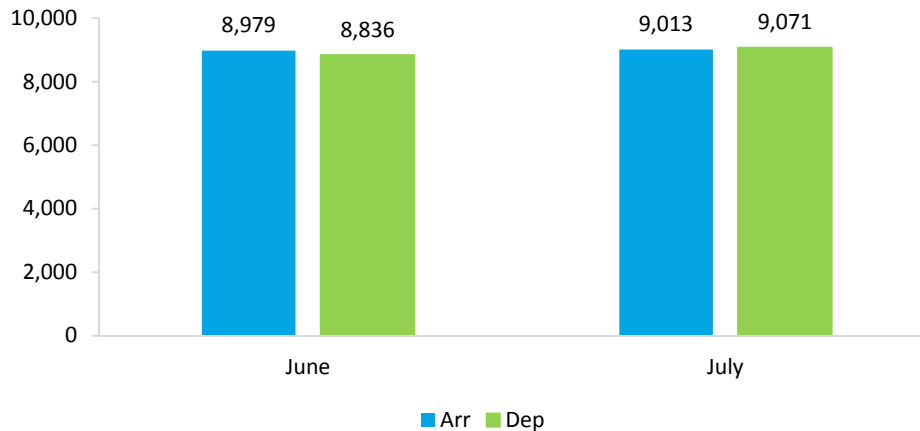
YEAR	Total Missed Approaches
2012	692
2013	659
2014	637
2015	748
2016*	414*

*Through July 31, 2016

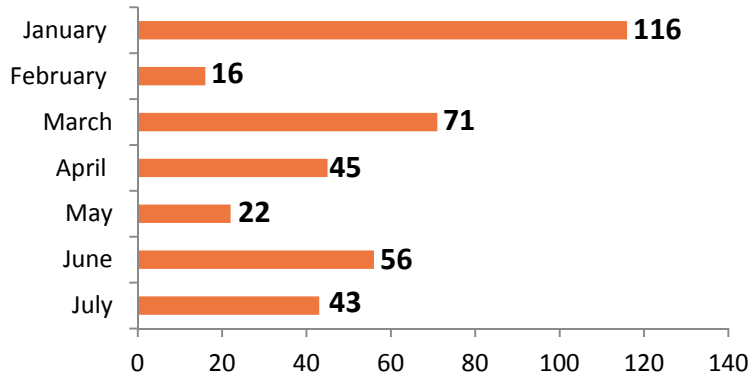
NOTE:

- In June there were 29 missed approaches that did not comply with the FAA Noise Dots.
- In July there were 25 missed approaches that did not comply with the FAA Noise Dots.
- In June there was 1 missed approach due to contra-flow, or head-to-head operations.

Total Operations

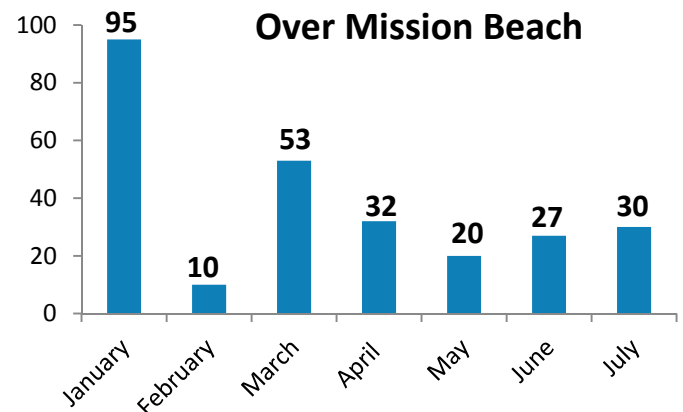
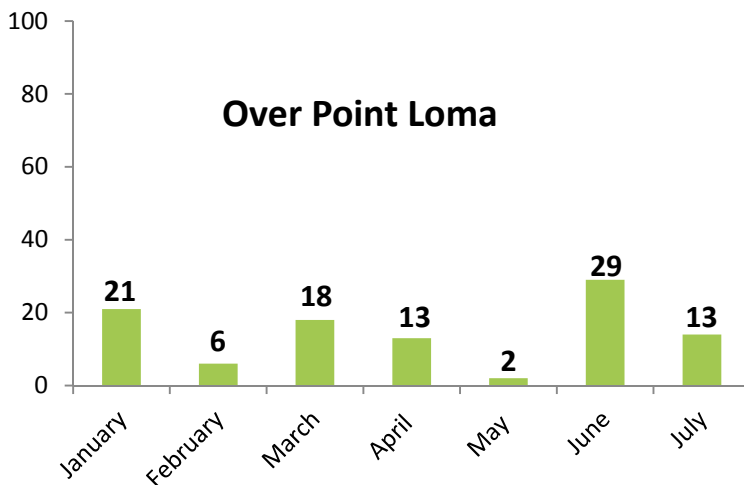


2016 Early Turns by Month



YEAR	Total Early Turns
2012	175
2013	196
2014	260
2015	395
2016*	369

*Through July 31, 2016



Count	Airline	Aircraft
13	General Aviation	-
8	Southwest Airlines	B737
6	United Airlines	B739, A319, A320, B738
6	Delta Air Lines	MD90, B739, B752
6	American Airlines	A321, B738
2	jetBlue	A320
1	Skywest	CRJ

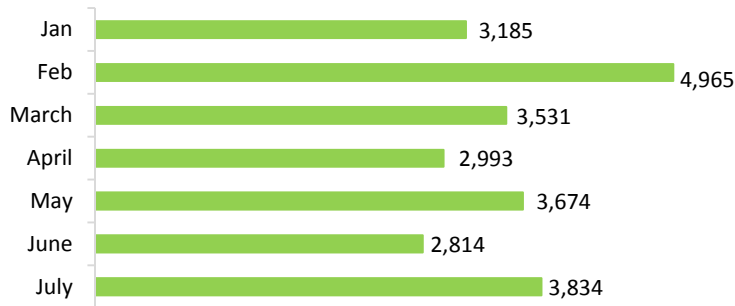
Count	Airline	Aircraft
41	General Aviation	-
9	United Airlines	B739, A319, A320, B738
3	Southwest Airlines	B737
2	American Airlines	A321, B738
1	Air Canada Rouge	A319
1	Skywest	E175

NOISE COMPLAINTS STATISTICS

Airport Noise Advisory Committee

August 17, 2016

2016 Complaints by Month



YEAR	Total Complaints
2012	232
2013	172
2014	156
2015	3,926
2016*	24,996

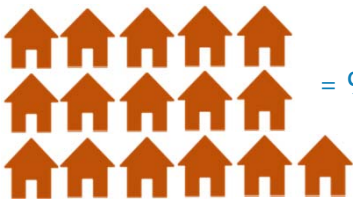
*Through July 31, 2016

During June - July, 2016: 974 (14%) Noise Complaints were correlated to a noise event associated with San Diego International Airport aircraft operation.



= 84% or 5,555 Complaints

Noise Complaints By Household (June 1 - July 31, 2016)



= 9% or 590 Complaints

Examples of Complaints:

- Too low
- Aircraft off course
- Curfew violation
- Frequency of overflights
- Too loud



= 7% or 503 Complaints

(186 Homes)

Over 99% of the noise complaints came from the Pt. Loma neighborhoods.