

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 12/19/2018 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 | | |
| Anthony Bernal | Downtown Community Planning Council | Yes |
| Melissa Hernholm-Danzo | Community Resident at Large within 65 dB CNEL | Yes |
| Dawn Reilly | Midway-Pacific Highway Community Planning Group | No |
| Kathy Vandenheuvel | Greater Golden Hill Planning Committee (Alternate) | 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 | | |
| Cindy Greatrex | La Jolla Community Planning Association | Yes |
| Susan Nichols | Grossmont-Mt. Helix Improvement Association | Yes |
| Jason Legros | Pacific Beach Planning Group | No* |
| Deborah Watkins | Mission Beach Precise Planning Board | Yes |
| Aviation Stakeholders | | |
| Vacant | San Diego County Airports | No |
| Wayne Reiter | City of San Diego Airports | No* |
| Carl "Rick" Huenefeld | MCRD | Yes |
| Robert Bates | Airline Pilot (Active) | Yes |
| Kallie Glover | Airline Flight Operations | Yes |
| Phil Derner | NBAA | No |
| Ex-Officio Non-Voting Members | | |
| Justin Cook | Acoustical Engineer | Yes |
| Jessica Meir | Congress, 53 rd District, for Rep. Susan Davis | No* |
| Conrad Wear | San Diego City Council, District 2, for Lorie Zapf | No* |
| Kiera Galloway | Congress, 52 nd District, for Rep. Scott Peters | No* |
| Marshall Anderson | S.D. County Board of Supervisors, District 1, for Sup. Greg Cox | Yes |
| Keith Lusk & 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.

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. Over the last two months, 24 units were completed and the Program spent around \$2.7 million. Staff met with over 600 homeowners at various stages in the process. There are a little over 1,000 units on wait list at this time. At the end of 2018, we will have completed 270 homes, which is slightly low compared to average of about 300 a year.

Looking forward, there are eight new construction projects that will start by summer of 2019, which is roughly 460 new units in construction, well above the yearly average of units in construction. We are on track to create a new project group every other month, based on the assumption that funding will remain as it currently is. Feedback from participants around whether Program could be improved is about 50/50 yes and no. The suggestions for improvement were mostly based around timing, schedule, how long it takes to get through Program, and whether there are opportunities to allow for upgrades.

Question from ANAC: Kathy Vandenheuvell asked what the difference is between 525 applicants versus 1,000 on wait list.

Mr. Mayer stated that an applicant could have multiple units within an application. Any multi-family property each unit is counted per one application.

Anthony Bernal asked what the size was for the survey regarding improvements

Mr. Mayer said over 400 have been surveyed.

Missed Approach Statistics

Roman Lanyak, Noise Specialist, presented on missed approaches. There were quite a few poor weather days in October and November, causing more missed approaches and early turns. As an example, on 10/12/18, the weather was very bad and at one point during the storm, there were eight aircraft sitting on runway waiting to depart. There were 113 missed approaches in October and November, which is 6% higher than the same period last year. As an annual total, missed approaches are 10% lower in 2018 compared to 2017. The percentage of aircraft that fly missed approaches remains steady at less than 1%, which is fairly stable, taking into account that operations have increased by about 8% year-to-date. Nearly 80% of missed approaches take standard path, flying straight out on runway heading, turning beyond noise dots.

Early Turns

Mr. Lanyak presented on early turns. There were 63 early turns for October and November, which is 40% higher than this two month period last year. As mentioned before, this increase is related to the weather, on 10/12/18, 10 aircraft turned early to avoid a thunderstorm cell near the Ocean Beach pier. There were 253 total early turns for the year, which is about 38% lower than this time last year (year to date). He

showed breakdown of left turns over Point Loma versus right turns over Mission Beach, and compared some airlines' early turns as a fraction of their total departures. Edelweiss had 1 early turn, 6 departures, which is 17%. Southwest had 18 early turns, but 6,500 departures, so their early turns are a very small percentage compared to their total operations. For ZZOOO departures, early turns were about 15% on average of all left-turning departures. Nighttime departures, there were 18 aircraft that took the runway heading instead of taking 290 prescribed nighttime departure. Four aircraft turned left in October and November; 17 out of 647 aircraft turned to the right over La Jolla and Del Mar area.

Question from ANAC: Melissa Hernholm-Danzo asked why the increase in November between ZZOOO and the noise dots but a decrease in jets turning left.

Dave Foyle, representing Air Traffic Control (ATC), stated they are directed by the FAA ATC.

Curfew Violations

Jim Payne, Sr. Noise Specialist, reported that in October and November, there have been 19 curfew violations. Year-over-year, curfew violations are down 5%. Of the 56 violations reviewed this year, 32 have been penalized. At the last meeting, 18 violations were reviewed, 12 of which occurred in one night due to thunderstorms off the coast. Those were waived. Two others were waived for maintenance items. Four were penalized for other reasons. So far this year, \$254,000 in penalties has been collected.

Question from ANAC: Kathy Vandenheuvel asked where the money collected goes.

Ms. Knack said traditionally it goes to the General Fund, which pays for many things including noise staff salaries, noise monitoring equipment, maintenance, etc. However, as part of an ANAC Subcommittee recommendation that was adopted by ANAC in October 2017 we're looking to have that spent specifically on the Quieter Home Program. We have met with half of the accounting team, and now need to meet with finance team to figure out how to run the accounting. We are working towards having the amount of money devoted directly to the Program.

Fly Quiet Program

Mr. Payne said there are three quarters' worth of data in the packet. Staff has been working on a new metric, noise exceedance, which reviews the actual noise levels of aircraft at one of our noise monitoring sites.

Early turn criteria was removed because they're either done for safety or directed by ATC.

Fleet quality criteria includes specific engines types by aircraft. Different carriers can operate the same aircraft and have different engines, which create a different noise signature. One impact this year is the reduction of scheduled MD-80s into the airport, and should be eliminated from schedule operations by December 2018. That doesn't mean they won't be used as a substitute aircraft. We've seen an increased utilization of the 737 MAX and the A32neo replacing older aircraft.

Overall, there have been fewer curfew violations by the carriers that scored poorly in 2017.

Because of refinement of fleet quality data, we're getting a much better reflection of the aircraft making the most amount of noise at our airport. We're also comparing two different methods against each other, so this year will be a baseline for going forward.

In the first three quarters, the best carrier overall was Spirit twice and United once. United because of the flights they canceled in lieu of leaving after the curfew. Most improved was Southwest in the first quarter, SkyWest in the second quarter, and because of canceled flights, United in the third quarter. Southwest showed fleet quality index improvement and no curfew violations; same with SkyWest, with an engine refinement. Quietest fleet remains Japan Airlines. Lowest scores were JetBlue because of curfew violations. Atlas was the worst in the second quarter, because of the noise exceedance. Delta was the

worst in the third quarter because of curfew violations. Noise exceedance score is compared to the carrier's number of operations, and a percentage score is created.

Question from ANAC: Robert Bates asked for clarification of fleet quality pertains to engines on the jet or the whole airframe?

Mr. Payne said yes, engines are taken into account, as well as weight and size, which is where the noise exceedance comes into play.

Justin Cook, ANAC Acoustician, said for noise certification, it's based on three different points, with each point having a certain level that you have to be under, and that's based off of engine and weight. Aircraft that weigh more aren't going to meet certain levels, so they factor weight into that equation. All those differences determine how well a fleet is scored.

Melissa Hernholm-Danzo asked if early turns were always done for safety, or is that just some of the time? She said she's been on flights where she's been told by pilots that they can request to turn early and that can be granted.

Dave Foyle confirmed that is true. They can request to turn early and ATC could approve it. Our guidance to the controllers is safety first, and if there is a safety need to turn the aircraft early, we will do that. Outside of that, it's our expectation that we're going to comply with noise procedures that are in the SOP for Southern California TRACON.

Ms. Hernholm-Danzo said she wouldn't totally dismiss based on safety, but more airline efficiency, as was implied by the pilots she's spoken with.

Noise Complaints

Ms. Knack stated she had received feedback from people in the community indicating that she had made statements that the Airport Authority will not be accepting third-party application complaints. As she clarified at the last ANAC meeting, that is not the case. All third-party complaints are, and will continue, to be accepted

McKinna Dartz, Noise Specialist, presented on noise complaints. There was a rise in the total number of complaints for October and November. Possible contributors to the increase were related to the weather events discussed previously. There were 106 new households filing complaints, compared to September and August. The majority of complaints are coming from the third-party application, compared to 7% coming from the Airport Authority tools, which are our App, WebTrak, and the hotline. "Too loud" continues to be the top disturbance type; 90% of those are from the third-party application. There was also an increase in suspected off-course, due to the significant weather events. She showed a density location map, where red indicates 1,000 or more noise complaints. The majority of complaints continue to come from La Jolla, Mission Beach, Ocean Beach, and Point Loma; 73% of those complaints are coming from 19 households. There are nine households that are filing 1,000 or more complaints each.

Question from ANAC: Chris Cole asked if the 106 new households are from a new area.

Ms. Dartz said they are the same. There were no complaints coming from new zip codes.

Deborah Watkins represents Mission Beach, and she said when you divide the statistics out, Mission Beach and Pacific Beach included in the same count of 21. Can those be specified exactly where they're from?

Ms. Knack said that with quantities being received, it's extremely difficult to do analysis down to a finite level, so they're culled based on zip code. Unfortunately, Mission Beach and Pacific Beach are the same zip code.

Ms. Watkins said her concern is that each representation on this committee are based on noise complaints; Pacific Beach has a rep, Mission Beach has a rep. She requested for her constituency to get an actual count of how many are coming from Mission Beach.

Ms. Knack said she would look into that and follow up with Ms. Watkins.

Update on ANAC Recommendations

Sjohnna Knack presented the status update for ANAC recommendations. She already mentioned the curfew penalties. With regards to the Part 150 update, they met on October 25, to kick off the Part 150 study. The Flight Procedure analysis is towards the end of the analysis. The Flight Procedure Analysis was done to address noise concerns and any potential feasible flight procedure changes outside the 65 dB contour. A Part 150 study is very regulatory and only allows the analysis of procedures within the 65 dB contour. All of the ANAC Subcommittee recommendations have been reviewed for operational consideration, safety considerations, and noise impacts. They were deemed either not feasible, or to possible impact the 65, so they will be reviewed in the Part 150; or they're continuing forward to have noise analysis conducted on them. They're hoping the next meeting will be in February. She's requested that Part 150 consultant come and brief ANAC at the February meeting.

2. Public Comment

Marilyn Jasnik has a condo right at the JETTY waypoint and Mission Boulevard. When they bought the condo a year and a half ago, she was there during regular hours and didn't notice all of the planes that do fly between 6:30 – 8:30 a.m. They're very loud and bothersome because they're trying to sleep. There are a lot of very noisy planes that are coming over between 10:00 and 11:30 p.m. Planes are low, constant and have changed in their flight patterns. She asked if someone could explain these issues to her in layman's terms so she could understand and determine if she is eligible for the Program.

Ms. Gantwerk said there is a promise that someone is going to talk her through it and help her understand it.

Chris Cole said there seems to be a high degree of interest in the EIR on Terminal 1, what's going on. He would like someone to come and keep the committee up on that.

Ms. Knack said February will probably be a really long meeting, so she'll look at it for the next meeting.

3. Action items

Ms. Gantwerk asked for approval of meeting summary from October meeting. There was a motion, a second and no discussion. Meeting summary was approved unanimously.

4. Next Meeting/Adjourn

Next meeting is February 20, 2019.

Meeting was adjourned.