

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 06/17/2020 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 | | |
| Erika Espinosa Araiza | Greater Golden Hill Planning Committee | Yes |
| Anthony Bernal | Downtown Community Planning Council | No |
| Anthony Ciulla | Ocean Beach Planning Board | Yes |
| Chris Cole | Uptown Planners | Yes |
| Judy Holiday | Midway-Pacific Highway Community Planning Group | Yes |
| Melissa Hernholm-Danzo | Community Resident at Large within 65 dB CNEL | Yes |
| Fred Kosmo | Peninsula Community Planning Board | Yes |
| Community Planning Groups Outside the 65 dB contour | | |
| Jonathan Cole | Pacific Beach Planning Group | Yes |
| Michael Herron | Valley De Oro Community Planning Group | Yes |
| Matthew Price | La Jolla Community Planning Association | Yes |
| Deborah Watkins | Mission Beach Precise Planning Board | Yes |
| Aviation Stakeholders | | |
| Olivier Brackett | San Diego County Airports | Yes |
| Jorge Rubio | City of San Diego Airports | Yes |
| Carl "Rick" Huenefeld | MCRD | Yes |
| Robert Bates | Airline Pilot (Active) | Yes |
| Kallie Glover | Performance Engineer, Delta Airlines | Yes |
| Dave Ryan | NBAA | Yes |
| Ex-Officio Non-Voting Members | | |
| Justin Cook | Acoustical Engineer | Yes |
| Maria Bojorquez-Gomez | Congress, 53rd District, for Rep. Susan Davis | Yes |
| Joshua Coyne | San Diego City Council, District 2, for Jennifer Campbell | Yes |
| Anthony Nguyen | Congress, 52nd District for Rep. Scott Peters | No |
| Genevieve Fong | S.D. County Board of Supervisors, District 1, for Sup. Greg Cox | Yes |
| Keith Lusk | FAA Representative | Yes |
| Dave Foyle | FAA Representative | Yes |
| Presenters | | |
| Heidi Gantwerk | Facilitator | Yes |
| Jim Payne | SDCRAA | Yes |
| Sjohnna Knack | SDCRAA | Yes |
| Staff McKinna Dartez (SDCRAA), Roman Lanyak (SDCRAA) | | |

*Members contacted staff ahead of time and are considered excused.
16 voting members in attendance

1. Welcome and Introductions

Heidi Gantwerk, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. with roll call and introductions. Ms. Gantwerk briefly shared the agenda and read the Executive Order N-29-20.

2. Roll Call

Heidi Gantwerk called the committee member names for attendance.

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>

a. Noise Statistics Review

Jim Payne reviewed noise statistics and the impacts on noise with COVID-19. Passenger levels were down 95 percent as compared to prior to the pandemic. However, weeks just prior to the ANAC meeting passenger enplanements were up significantly to about 1,000 passengers a day, still far below pre-COVID levels. Currently, about 52 percent of US fleet is parked and operations are down 70 percent but are picking up slightly. Air service recovery is unpredictable due to continual schedule changes. At the end of the month, approximately 200 operations were scheduled but noise staff observed about a 10 percent cancel rate. Several carriers limited their capacity by implementing social distancing standards for their operations, in particular not selling middle seats. He stated as things recover, for at least some carriers, they may see a little spike in their operations as the carriers add service to meet capacity. In terms of the peak hour, the scheduling parameters have changed significantly.

Seven nonstop international and 22 domestic operations have been suspended, and demand will dictate when they come back. The industry is suggesting there will likely be about a three to five percent reduction in the aircraft fleet, mainly in older aircraft. American is phasing out their 757s 767s, Embraer 190s and some of their older 737-800s. Delta has retired the last of the MD80s. LaGuardia was the hardest hit airport, at one point dipping under 40 operations a day at an airport that normally operates 80 to 85 percent capacity for 10 hours a day. Currently SAN has more operations than Newark, LaGuardia, DCA, and Kennedy.

Complaints per operation saw a reduction with a small spike due to weather. There were four curfew violations all from one charter company. At the last Curfew Violation Review Panel, two violations were waived for maintenance, two for an Instrument Landing System (ILS) outage, one was fined, and the other waived was due to a medical emergency. The four violations that are under review may be subject to at least to \$28,000 in fines.

With regards to aircraft noise levels starting in mid-April, decreases in aircraft operations resulted in community noise levels (cars, lawnmowers, etc.) higher than aircraft noise levels.

Missed Approach rates follow a baseline about 0.2 to 0.3 percent and peaks due to weather. The missed approach rate for June is 0.7 percent. Several members reached out to the Airport Noise team about early turns. The team reached out to the FAA and brought to their attention the spike in late April.

Questions from ANAC:

Justin Cook asked what the FAA's response was in regard to the early turns.

Dave Foyle stated they received a number of specific flights they were asked to look into by the Authority Noise office. He committed to the ANAC has been that if staff provides specific call signs and flights, they will look into whether the FAA complied with noise abatement procedures in Southern California TRACON.

Mr. Foyle stated that the left turns they were asked to review were, generally speaking, not in compliance so controllers were reminded that the reduced traffic does not affect the need to comply with existing noise abatement procedures. He also stated they were looking into a couple right turns right over La Jolla but noted they were in compliance with the noise dots.

Chris Cole asked if he was reading the data correctly on the complaints per operations graph and that there's more complaints than operations no matter whether operations go down the complaints stay almost 100% of the operations.

Jim Payne stated yes, part of it is people that file a significant number of complaints, sometimes on a single operation.

Matthew Price asked the FAA, why do they have Standard Instrument Departures (SIDs) if SIDs will not be followed? They were told that it's for weather making sure that there's enough dispersion between aircraft and here we have ZZOOO departures going over La Jolla when there's hardly any aircraft in the air. He asked how can they be sure that it's due to just weather impacts or dispersion if those are present and these flights are being directed over La Jolla?

Dave Foyle stated the two most recent, both were in the jump zone where parachute jumping activity was in play 10,000 feet and below in the vicinity of Brown Field. They can occasionally go left and get around that, but they're extraordinarily cautious when there are parachutists in the air, they want to route aircraft around that. There can be a variety of different factors for an aircraft to be taken off the SID. He pointed out that if the community of La Jolla has additional concerns, the FAA would consider modifications of noise abatement procedures when presented to us by the Airport Authority.

Fred Kosmo thanked Jim for the detailed report and Sjohnna and Dave from the FAA for investigating and addressing that issue. He reminded the committee to reach out to the noise department to report an issue. He asked the FAA if it was accurate to say the reason for fewer missed approaches because there are fewer operations.

Dave Foyle stated it was certainly a leading factor in the lower number of missed approaches. There's less pressure on the runway. When volume is in the upper 500s or 600s for daily traffic count, there isn't a lot of room between arrivals for departure and if there is anything that goes slightly awry with the timing then we're left with this way to maintain safe operations to send the arrival around. There are circumstances where weather minimum may be down and the aircraft cannot complete the approach because at the decision height they still can't see the runway in which case is a pilot executes a go-around and volume doesn't affect that piece.

b. Quieter Home Program Update

Sjohnna Knack reported that the entire Quieter Home Program (QHP) Team have been working hard over the past few months following all local and State health guidelines while working with homeowners in QHP. Because construction was deemed an essential service, QHP work was able to continue, which

allowed them to continue spending down funds so they can retain the qualified contractors that are necessary to make this program successful.

QHP staff works closely with owners and tenants that occupy properties, requiring them to sign waivers before entering properties. Continuing to spend down grant funding is important as we have yet to receive our federal fiscal year grant for this year. They made a request to the FAA that they maintain the same funding and asked for additional funding so that they may have the opportunity to start what's called a Non-Residential sound insulation program, a measure approved in our existing Part 150 plan back in 2011, to start looking at facilities such as places of worship, educational facilities and nationally designated historic properties.

Questions from ANAC:

Fred Kosmo asked how much money they think they'll get next year for the Quieter Home Program.

Sjohnna Knack explained they average about \$14.7 million a year in grant funding but couldn't speculate on the future of funding.

c. Part 150 Update

Sjohnna Knack shared that the Part 150 consultant would give a more in-depth presentation at the next meeting in August. Since they last met in February, the FAA approved a version of the aircraft noise model the consultants are using to move forward with some of their analysis. In May, a virtual Zoom meeting was held with both the Citizen and Technical Advisory Committees. Another Citizens Advisory Committee meeting will be held next Thursday to provide clarity on some of the analysis for land use density, population and housing counts, how the modeling was conducted on certain alternatives and how the both the TAC and CAC are going to receive documentation and provide further comments.

It's anticipated that this summer the consultants will finalize the alternatives along with the remaining chapters which will essentially complete the Noise Compatibility Plan. The documentation for the Noise Exposure Maps has been completed. A draft was submitted to the FAA and anticipate providing that to the members this summer. Hinging on multiple FAA approvals, a public hearing, additional CAC/TAC meetings, and a public hearing /public workshop will be held by the end of this calendar year with the hope they could submit the Part 150 by the end of the year.

Questions from ANAC:

Matthew Price asked in terms of the base case model for the Part 150 study and the 65 CNEL, what's the impact of the pandemic on the long-term 65 CNEL and whether those models still apply?

Sjohnna Knack explained that this is a planning document and in a planning effort you don't want to be shortsighted and base your planning efforts on something temporary, but it is something that they are taking into consideration.

Fred Kosmo agreed with having the consultant come to our August meeting. He asked where they stand with the ANAC recommendations being considered as part of the Part 150.

Sjohnna Knack said they received a request on Monday from several CAC members and are in the process of reviewing every ANAC recommendation and providing a status update. She encouraged members to attend the CAC meeting.

The Part 150 Study update has a separate website where information about the meetings and all documentation from the TAC and CAC meetings are uploaded. The site address is: sannoisestudy.com

d. Membership Term Limits – New Appointments

Heidi Gantwerk reported due to COVID, many planning groups have not met to provide them with their new representatives. Both the Downtown Community Planning Council and the Peninsula Community Planning Board have members whose terms are up. Erica Espinosa Araiza is the new representative from the Greater Golden Hill Planning Committee for the next two years. The amended Airport Authority Board policy for ANAC rotates the general community resident position from west of the airport to east of the airport for a two year term, and is appointed by the President/CEO, Kim Becker. The representatives outside of the 65 CNEL with the most households filing complaints, for the next two years are Mission Beach Community Precise Planning Board and Pacific Beach Planning Group, and Valle De Oro Community Planning Group from outside the City of San Diego.

Questions from ANAC:

Melissa Hernholm-Danzo said she doesn't understand why her seat on ANAC is transferring over to a member east of the airport with the timing of the Part 150 as it pertains almost entirely to communities to the west.

Heidi Gantwerk explained it was an amendment in the last ANAC Membership Policy update to have a balance of members both east and west of the airport so it was presented to alternate the "general community member" every two years. (Note: This has been a position for many years) There are candidates who are interested in representing the seat east of the airport. She also indicated that she would be welcome to continue on the Technical Advisory Committee until the Part 150 study is completed.

Fred Kosmo echoed Melissa's concern about the loss of institutional knowledge.

Deborah Watkins voiced her concern that when the ANAC membership term limits were proposed they weren't in the process of the Part 150 Study. She asked if there's any way to push back the switching of the east and the west for a year.

Chris Cole said he fears representation taken away from the landing track noise impacted areas on the east side. If anything is to be done, it would be to add another person.

Heidi Gantwerk indicated that this could be added to the August agenda to further discuss and make a determination on the community seat from West to East. Then it would go to the Airport Authority Board because it is board policy.

4. Action Items Approval of Meeting Summary

a. Approval of Meeting Summary

Fred Kosmo made a motion to approve the meeting summary from the February meeting, it was seconded by Olivier Brackett. However, because a quorum was not present, the motion was tabled until the August meeting.

5. Public Comment

There were four Public Comments emailed to the Authority Clerk. All were distributed to committee members as well as posted on the website, and read into the record by Tony Russell (SDCRAA staff).

JUNE 17, 2020

**AIRPORT NOISE ADVISORY
COMMITTEE (ANAC) MEETING**

ITEM 3 – PRESENTATION

PUBLIC COMMENT:

(C) PART 150 UPDATE

Comments of Anthony M. Stiegler
Quiet Skies San Diego
ANAC Meeting June 17, 2020

My name is Anthony Stiegler and I offer these comments:

1. The Part 150 Study Requires More Time for Community Engagement:

Flight operations and passenger traffic at San Diego International Airport are down 85% since COVID-19. If the airline industry recovers and there is a return to pre-COVID-19 passenger traffic and flight operations, commercial jet noise will return with serious consequences for human cardiovascular and cognitive health. We have asked the Airport Authority for sufficient time for community engagement on the Part 150 Study. The Airport Authority's proposed schedule would prejudice the impacted communities by sharply limiting the time for community participation and foreclosing meaningful future engagement. This is egregious in context of the 20 months taken so far by the Airport Authority for their part of the Part 150 Study and the ten months taken by the FAA to approve the Airport Authority's forecasts.

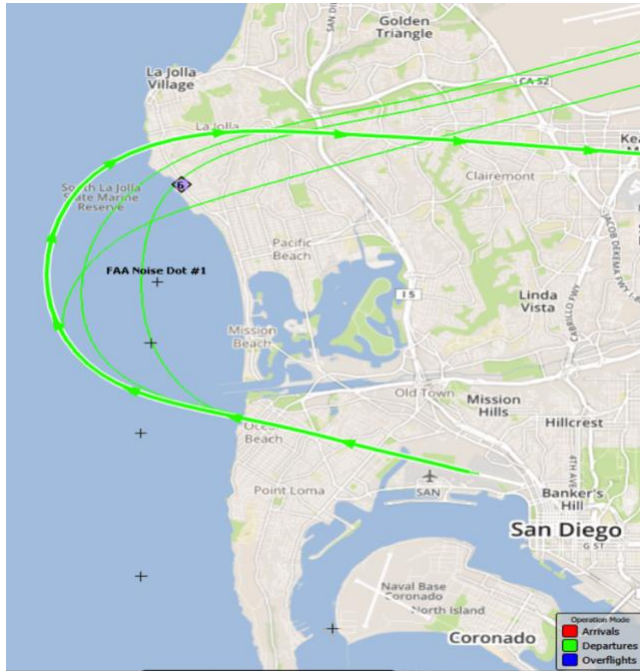
2. The SDCRAA's Airport Development Plan Should Be Withdrawn in Light of the COVID-19 Pandemic and Airline Industry Economic Collapse:

According to Tori Barnes, of the U.S. Travel Association "while the rest of the country is moving into a recession, the travel industry is already in a depression". Industry insiders predict a much smaller airline industry if and when consumer demand returns. On April 17, the San Diego Airport Authority declared a local emergency. CARE Act airline industry taxpayer dollars are being used to give at least \$38M in fee waivers to the airlines in San Diego. But the airline usage fees were projected by SDCRAA's President & CEO Kim Becker to "pay for a good part of the \$3B Airport Development Plan" ("ADP"). Remarkably against this backdrop the SDCRAA is moving forward with its Airport Development Plan to add eleven new gates and Remain Overnight jet parking places. Groundbreaking is scheduled for 2021. SDCRAA's plan is imprudent at best.

The Airport Authority's disregard for human health and disconnection from economic reality regretfully requires Quiet Skies San Diego to continue its California Environmental Quality Act ("CEQA") legal challenge to the Airport Development Plan. The lawsuit says that the SDCRAA puts profit above human health. SDCRAA calls the noise "significant but unavoidable". We say otherwise. If you support what we're doing, thank you, and please consider a contribution by going to our GoFundMe page at: <https://www.gofundme.com/f/quiet-skies-san-diego-ceqa-challenge> or our website at www.quietskieslajolla.org.

3. Early Turns Over La Jolla: Even with the 85% fewer planes in the sky over the last three months, the FAA is now routing commercial jets directly over La Jolla. The skies are

wide open, there is no need to fly new paths directly over highly concentrated residential areas. Why? Is there an untoward motive? Is this a case of being tone deaf to the community or retribution for exercising La Jolla's legal rights? The path looks like this:



JUNE 17, 2020

AIRPORT NOISE
ADVISORY COMMITTEE
(ANAC) MEETING

ITEM 5

PUBLIC COMMENT

From: [Michelle Marie Barnett](#)
To: [SDCRAA clerk](#)
Subject: Non Agenda Item / Airport Noise Advisory Committee
Date: Monday, June 15, 2020 10:53:05 AM

Hello,

I have recently moved to our family home in Pt. Loma to care for an elderly parent who has Alzheimer's disease. Our family purchased this home in the late 60's. I have lived my life in the busy Mission District of San Francisco for the past 30 plus years, so I am used to much activity around me.

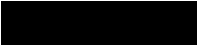
I would like the Airport Noise Advisory Committee to know that it is shocking the amount of air traffic that comes over our house. I had no idea my poor family member was being subject to this amount of both noise pollution and pollution. It's a shame what you have done to this community. My neighbors say they don't even go into their yard due to the amount of air traffic. I don't either.

I find myself constantly needing to hose off windows, screens, walls, cars and plants from the black soot that covers our home. I wonder if this has contributed to my family members demise. I wonder how this is impacting mine.

Thank you.

--

Michelle M. Barnett



6. Next Meeting/Adjourn

Next meeting is August 19, 2020.

Meeting was adjourned.