February 17, 2021
Airport Noise Advisory Committee Meeting (ANAC)

ADDITIONAL PUBLIC COMMENTS RECEIVED

Item 4 b.
Review and possible action on Nighttime Departure Procedures

From: Lee Louis
To: SDCRAA clerk
Subject: Airplane routing
Date: Tuesday, February 16, 2021 5:05:47 PM

It is imperative that the departure route be as far west as possible, NOT directly over Mission Beach.

From: Doug Diamond
To: SDCRAA clerk
Subject: AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING
Date: Tuesday, February 16, 2021 6:22:33 PM

RE: **AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING, Wednesday, February 17, 2021, 4:00 p.m.**

Stop the 290 move to Mission Beach/PADRZ

Darn it, Mission Beach is a perfectly nice California beach town. Why are you sending more particulates and noise on top of us? The current crop of late night departures are already annoying enough, along with the fuel flecks. You had better have a darn good reason to add more, and good analysis and enforcement to back it up.

As an economist and long-time user of cost-benefit analysis, I wonder where the benefits are that justify the additional significant health and discomfort costs by the hundreds of residents and tourists living below the South Mission Beach flight path.

Thanks,

Douglas Diamond

From: atdiamond [redacted]
To: SDCRAA clerk
Subject: ANAC Meeting on 2-17-2021
Date: Tuesday, February 16, 2021 6:31:52 PM

RE: **AIRPORT NOISE ADVISORY COMMITTEE (ANAC) MEETING, Wednesday, February 17, 2021, 4:00 p.m.**

Stop the 290 move to Mission Beach/PADRZ

I am writing in opposition to the proposal to add more flights over South Mission Beach. Many, including us, do not have or need AC here on the beach, and we keep our windows open much of the year. The noise from nighttime jets is already bothersome, and we strongly object to any steps that would increase it. It definitely gives a big city feel to what should be a beach town vibe.

Respectfully,

Alice Diamond

From: Debbie Craigo
To: SDCRAA clerk
Subject: Airplane Flight Path Rejection - Mission Beach
Date: Tuesday, February 16, 2021 6:36:45 PM

To Whom it May Concern:

As residents of Mission Beach we have noticed the noise from the airplanes departing San Diego International Airport have grown louder over the last few years. One example (last week) late in the evening an extremely large airplane flew westbound over south mission beach and turned north early barely over the ocean making the noise extremely loud and audible inside our beach home on the beach side.

The airplanes used to go far out in the ocean before turning northbound. We are now finding that many of the planes have not only turned north early, but are even on a northward path while still to the east of us in Mission Beach. We are only somewhat familiar with the flight patterns, but do know that the noise issues have gotten very bad for us and our even worse for our neighbors in South Mission Beach.

Please eliminate the path that is flying over Mission Beach and have the planes make their turns out through the Mission Bay Channel and well over the ocean.

Thank You ,
Deborah & David Craigo
Mission beach residents since 1998’

From:	Tarlton
To:	SDCRAA clerk; Heidi Gantwerk; Knack Sjohnna; Casey Schnoor; Bob Herrin; Nancy Palmtag; Maria Campbell; Marc Adelman; David Kujawa
Subject:	Re: Public Comment Form - [Subject]
Date:	Tuesday, February 16, 2021 7:40:29 PM
Attachments:	ANAC Public Comments on Nighttime Procedure 16 Feb 21.pdf

Sir:

Per the guidance in the ANAC meeting agenda, please accept the attached PDF document as comments from members of the CAC that live in Point Loma and Ocean Beach for submittal into the public record and for distribution to the Committee members for discussion tomorrow.

If you cannot open the PDF, or need the data put into an email, please let me know.

Thanks,

Mike Tarlton

Comments on Agenda Items
Public comment on agenda items may be submitted to the Authority clerk at clerk@san.org. Comments received no later than 8:00 a.m. on the day of the meeting will be distributed to the Committee and included in the record.

[redacted]

[redacted]

[redacted]

- [redacted]
- [redacted]
- [redacted]

February 16, 2021

Dear Dennis, Sjohnna and Heidi,

CC: Kim Becker CEO

Pursuant to the February 17, 2021 Airport Noise Advisory Committee (ANAC) meeting agenda, we submit the following thoughts into public record as members of the Part 150 Citizen Advisory Committee ("CAC") and Technical Advisory Committee (TAC) that live in Ocean Beach, Loma Portal and Point Loma.

As you are aware, over the course of the Part 150 study and the Flight Path Procedures Study previously, citizens from all affected communities spent countless hours working in good faith to find viable noise mitigation alternatives across the entire San Diego area. We discussed, evaluated, and had consultants from Ricondo (during the FPA) and Mead & Hunt (during the Part 150) model noise contours for every idea to determine their effectiveness at reducing non-compatible land use AND not demonstrating a material shift of noise from one affected community to another. The results of this long and arduous process are in their final stages with a final Part 150 report for ANAC action expected in March.

As a members of both the CAC and TAC Committees and part of the SDCRAA process for the past two years, we have significant concerns with the placement of Action Options #1 and #2 on the February 17, 2021 ANAC agenda without disclosure to the Part 150 CAC\TAC.
Action Option #1 and #2, *"Submit to FAA a Refined Nighttime RNAV Jet Departure to East (ZZOOO)and Northwest (PADRZ) As Designed"* will both result in a very large shift of aircraft noise from Mission Beach into Ocean Beach, and will materially change the lives of those that live on the 275-flight path in Loma Portal. This would be readily apparent if there was an attached CNEL analysis. Additionally, they are not consistent with the explicit text and the intent of ANAC Recommendation 17, which was to specifically ensure "compliance" with the current Nighttime Noise abatement Procedure that calls for a 290 departure heading for both left and right turns. Thus, we urge this committee to not put forward what appears to be a complete and total end run of the entire multi-year process.

Below are several of our objections:

1. Overall, the results in the Ricondo chart directly contradict hundreds of hours of analysis and alternatives accomplished during the 14 CFR Part 150 Study by Mead & Hunt. Further, Ricondo left out the CNEL contour analysis that would clearly show a shift south of noise into Point Loma and Ocean Beach, in direct violation of FAA mandate. (FAA letter to the SDCRAA dated Oct 15, 2020 signed by Holly Dixon)
2. One of the salient findings from the FPA and Part 150 Studies is that dispersion decreases noise. Dispersion can come in lateral and vertical forms. During the Part 150 study, multiple alternatives were analyzed where departures were all directed to fly runway heading (275) for a minimum of 1NM plus before their initial turn. They were all dismissed after CNEL analysis due to the material shifting of noise into Point Loma and Ocean Beach and a significant over concentration of flights over the Point Loma High School and Loma Portal Elementary school Loma Portal neighborhoods. It is only 3NM from the end of the runway to the coast, so a proposal that requires 100% of all aircraft to drive 1.5NM on the exact same heading before any dispersion takes place, ultimately drives CNEL noise contours to be more concentrated and focused on Point Loma and Ocean Beach.

3. This proposal will materially shift noise from one community to another. It does not meet 14 CFR Part 150's purpose by SDCRAA or the FAA, and is why something similar was not brought forward out of that study.
4. **NIGHTTIME PROCEDURE HISTORY** - With respect to the longstanding Nighttime Noise Abatement Agreement, the ANAC records show that the explicit text, as approved by ANAC and the SDCRAA Board of Directors, and the intent of ANAC Recommendation 17 was to specifically ensure "compliance" with the current Nighttime Noise Abatement Procedure that calls for a 290 departure heading for both left and right turns. Additionally, we believe the longstanding Nighttime Noise Abatement Agreement and the 290 magnetic heading was actually meant to drive aircraft over the channel at night. That said, and as documented in the recent SDCRAA workshop, in order to remain compliant with the original purpose and intent of the agreement, the heading should be adjusted every ten years to correct for changes in the local magnetic variation to maintain the same relative 290° heading that existed at time of implementation. Presently, the circa 1985 Nighttime departure heading of 290 degrees must be adjusted to approximately 293 to account for approximately 3 degrees of magnetic variation shift since the procedure was put in place over 30 years ago.

SUMMARY

We thank the SDCRAA, the ANAC, and their consultants for the hard work put into this analysis. Reducing individuals and noncompatible land uses, and preventing introduction of additional non-compatible land or shifting noise from one San Diego community to another has always been the goal of our entire community. That said, we strongly urge the ANAC to not submit procedural changes to the FAA outside of the FPA and Part 150 process – especially those that would that violate multiple tenants of the ANAC charter.

To date, our mutual commitment to reduce individual and noncompatible land uses across the entire San Diego community has been pursued through the ANAC, Flight Procedure Analysis and Part 150 process benefitting from CAC, and TAC input, with the goal of reducing non-compatible land use AND not demonstrating a material shift of noise from one affected community to another. We believe both Action Option #1 and #2, *"Submit to FAA a Refined Nighttime RNAV Jet Departure to East (ZZOOO)and Northwest (PADRZ) As Designed*," as proposed violate those principles and would negate over two years of work by the citizens of San Diego who participated in the Flight Procedures Analysis and CFR 15 Part 150 studies. Additionally, they do not conform to the original intent of ANAC Recommendation 17, which was to specifically ensure "compliance" with the current Nighttime Noise abatement Procedure that calls for a 290 departure heading for both left and right turns.

Bottom line: We object to SDCRAA's submission of a proposal to ANAC without the completion of or at least the consensus of the Part 150 CAC\TAC members, given the Nighttime procedures topic is very much under current evaluation and consideration. **We request that no proposals be pursued or put forward from ANAC until they have been thoroughly modeled, complete with CNEL contours, and discussed openly within the ANAC greater Part 150\CAC \ TAC Process.**

Respectfully submitted,

_____ _____

Michael Tarlton, CAC\TAC Member Robert Herrin, CAC Member

_____ _____

Marc Adelman, CAC Member

David Kujawa, CAC Member

_____

Robin Taylor, CAC Member

_____

Nancy Palmtag, CAC Member

_____

Casey Schnoor, CAC Member

From:	Nicki Zimmerman
To:	SDCRAA clerk
Cc:	nicki Zimmerman
Subject:	Oppose change in departure plans/ No formal proposals or notifications to owners or residents of South Mission Beach of this change affecting our home values and quality of life
Date:	Wednesday, February 17, 2021 7:51:04 AM

To whom this may concern,
We oppose the proposal for departure plans, this needs to be delayed and studied, we have not been notified of change, please read my letter below:

We have been South Mission Beach owners and full time resident for over 30 years and 65 years. We have raised two children here and currently have a business here as well.
My husband has severe lung damage which his doctor thinks might be due to the pollution caused by the jets departing over our family home.

My husband Marty and I are the Area 1 Representatives for Mission Beach Town Council from the Jetty to Balboa Court, the most impacted zone by this proposal.
I am also on the board of Mission Beach Town Council and Police advisory Committee, Neighborhood Watch Committee with Pacific Beach. We also serve on the Beach Fire Task Force with Pacific Beach and La Jolla and am on Mission Beach Improvement Committee with Sarah Mattison of Olive Cafe and Bakery. We have owned a television news and documentary video production company for over 38 years, we have measured the levels of loud jet sound with our video sound equipment. Our company HVS Productions, and HVS-SLoan Communications has worked for national and international productions for CBS, NBC, 60 minutes, KPBS, ESPN, Olympics, TVNZ Americas Cup to name a few.
Please look at our videos and credentials, we specialize in aerial video production so are very aware of FAA rules etc., we need a voice in this proposal.
We filmed and produced San Diego Above All San Diego Above and Beyond, two aerial pieces/documentaries for KPBS.

****We have NEVER had any notices in the mail from the FAA or Airport Authority about the change in departure patterns. This will greatly affect our home value and our quality of life will be even worse. The impact on our family with these low departures right over our homes has caused serious pollution all over our home and the noise interrupts our sleep and enjoyment of our home which we plan on spending our retirement in. We built our home in 1996 which has white stucco and have massive amounts of black soot on our stucco and decks that can not even removed by a professional power washer companies. Imagine what the pollution is doing to our health. The noise impact is so bad we have to pause conversations inside our home on telephone calls and turn up television so you don't miss the script of the show or movie.

As Area 1 representatives we have NEVER been approached by the Mission Beach Planning Board representatives who are supposed to be representing our committee, they live in North Mission Beach. She brushes over our concerns and loses her temper at the meetings in a very unprofessional manner to the community members and her board so no one can voice what they would like her to relay to your board.

*****Regarding the new proposed procedure we have NOT been represented by a South Mission Beach owner or resident.
When asked at the planning board meetings our community questions are not answered.

She has never come to see the black soot on our home from the jet fuel or witnessed the unbearable noise inside our home with the double paned windows closed.

I am asking that you please delay the decision until critical analyses are completed.
The flight path should all be directed over the channel which absorbs the sound levels of the jets.
Thank you for your time,
Nicki and Marty Zimmerman
Area1 Reps. Jetty to Balboa Ct., South Mission Beach for Mission Beach Town Council
Board Members, Mission Beach Town Council
Full time owners and residents 30 years and 65 years
Native San Diegans
MBIC
Police Advisory Committee
Beach Fire Task Force MB,PB, La Jolla

February 17, 2021
Airport Noise Advisory Committee Meeting (ANAC)

ADDITIONAL PUBLIC COMMENTS RECEIVED

Item 4 b.
Review and possible action on Nighttime Departure Procedures

From: Tim San Felice
To: SDCRAA clerk
Subject: Airplane Noise in Mission Beach
Date: Wednesday, February 17, 2021 1:25:45 PM

To Whom it May Concern:

As a resident of Mission Beach, we have greatly noticed the noise of the airplanes has grown louder and louder, particularly over the last 5 years. It used to be that the planes would go far out in the ocean before turning north. We are now finding that many of the planes have not only turned north early but are even on a northward path while still to the east of us in Mission Beach. I am only somewhat familiar with all the flight patterns, but do know that the noise issues have gotten very bad for us and even worse for our neighbors in South Mission Beach.

We have many clients in Arizona, several of them spend time in Mission Beach and one of their biggest complaints is the amount of airplane noise. That to me would translate to a common complaint by Short Term Rental customers throughout Mission Beach. Not good for tourists.

Mission Beach is constantly being considered "less than" because of the wrongful perception that there are not as many full-time residents here. That simply is not true. Check the latest census.

I have been told several times that it comes down to fuel efficiency. Why does that have to be OUR problem? We should not have to sacrifice our comfort and our health for the airlines. In fact, they should be accommodating us.

I've been told we can get assistance with replacing our windows to help reduce the noise. I live at the beach, I do not want to have my doors and windows closed all the time. I want the sound of the waves and the smell of the sea air. That is the biggest reason I live here. Why should I have to lose that?

Please eliminate the path that is flying over Mission Beach and have the planes make their turns out through the Mission Bay Channel and well over the ocean.

We are counting on you to be fair to everyone and do what is right for the residence first.

From:	Tony Felice
To:	SDCRAA clerk
Subject:	Airplane noise in Mission Beach
Date:	Wednesday, February 17, 2021 1:36:27 PM

To Whom it May Concern:

As residents of Mission Beach, we have greatly noticed the noise of the airplanes has grown louder and louder, particularly over the last 5 years. It used to be that the planes would go far out in the ocean before turning north. We are now finding that many of the planes have not only turned north early but are even on a northward path while still to the east of us in Mission Beach. I am only somewhat familiar with all the flight patterns, but do know that the noise issues have gotten very bad for us and even worse for our neighbors in South Mission Beach.

Mission Beach is constantly being considered "less than" because of the wrongful perception that there are not as many full-time residents here. That simply is not true. Check the latest census.

We have been told several times that it comes down to fuel efficiency. Why does that have to be the problem for the residents of Mission Beach? They should not have to sacrifice comfort and health for the airlines. In fact, they should be accommodating the residents.

Please eliminate the path that is flying over Mission Beach and have the planes make their turns out through the Mission Bay Channel and well over the ocean.

We are counting on you to be fair to everyone and do what is right for the residence first.

Thank you,

Don't Trash Mission Beach
Cathy Ives
Tony Sanfelice
Tim Sanfelice
www.donttrashmissionbeach.com
info@donttrashmissionbeach.com

Thank you,

Tim San Felice

Mission Beach
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Tim San Felice
Chief Operations Officer

Top 10 PR firms in Arizona (#4 - Ranking Arizona AZ Big Media Magazine)
Top 10 Advertising Agencies (#6 - Ranking Arizona)
"One of 20 People to Know in Marketing & Advertising" --Phoenix Business Journal

[redacted]