

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 9/21/2022 4:00 p.m.

Meeting called to order by: Jill Monroe

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
Community Planning Groups Within the 65 dB contour		
Paul Webb	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
Peter Shearer	Community Resident at Large within 65 dB CNEL - East	No*
Community Planning Groups Outside the 65 dB contour		
Gloria Henson	Mission Beach Precise Planning Board	Yes
	Pacific Beach Planning Group	No
Matthew Price	La Jolla Community Planning Association	Yes
Michael Herron	Valley De Oro Community Planning Group	No
Aviation Stakeholders		
John Otto	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	No*
Jim Gruny	MCRD	Yes
Robert Bates	Airline Pilot (Active)	No*
Kallie Glover	Performance Engineer, Delta Air Lines	Yes
Dave Ryan	NBAA	No
Ex-Officio Non-Voting Members		
Tim Middleton	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	Program Manager	Yes
Roman Lanyak	Sr. Aircraft Noise Specialist	No*
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.

2. Roll Call

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

3. Continuance of Virtual Meetings

Jill Monroe asked ANAC for consideration to continue today's meeting virtually pursuant to California Assembly Bill 361. It was noted that discussion on the status of future meetings would be at the end of the meeting and this was strictly to continue today's meeting.

Anthony Ciulla made the motion to continue the current meeting virtually and Chris Cole seconded this motion. ANAC members that voted to approve the continuation of this virtual meeting were Paul Webb, Anthony Ciulla, Judy Holiday, Tania Fragomeno, Celestin Faustino, Chris Cole, Gloria Henson, Matthew Price, John Otto, Jim Gruny, and Kallie Glover.

4. Action Item: Approval of meeting previous meeting summary

June 15, 2022 Meeting Summary

Chris Cole made a motion to approve the meeting summary from the June 2021 meeting, it was seconded by Gloria Henson. The motion was passed.

5. 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=15065>

Angela Shafer-Payne started by recognizing the new members and the three outgoing members of the committee, Deborah Watkins, Fred Kosmo, and Char-Lou Benedict. She thanked them for volunteering and serving on ANAC.

a. ZZ000 Three departure 30 day Update

Stephen Smith, with Ricondo, presented an update on the ZZ000 THREE Standard Instrument Departure Procedure (SID) and provided updates on the first 30 days of the departure procedure. He also compared the first 30 days of the ZZ000 THREE versus the last 30 days of ZZ000 TWO. He explained the biggest difference between the two

procedures is moving the JETTI waypoint further west to have the jets fly runway heading longer. In the initial comparison he noted the average aircraft altitudes are higher by about 2,300 feet at the ZZOOO waypoint. Aircraft are flying closer to the ZZOOO waypoint and further west from Point Loma.

Mr. Smith also noted that a smaller percentage of aircraft are staying on the SID than previously (78% vs 87%). This number is still encouraging as a large majority are staying on the SID but there is room for improvement. Mr. Smith also mentioned that with the new procedure, more aircraft are turning prior to reaching the new JETTI waypoint. Previously less than 1% turned prior to JETTI and now it is about 25%. However, he noted that with the waypoint being further out he thought this percentage would be higher. For the first 30 days though, this number being 25% is a positive takeaway, but there is room for improvement.

Finally, Mr. Smith spoke about the initial departure path dispersion. He noted the dispersion should not have been significantly different. In looking at the data there were no major changes and the distribution stayed same, except for British Airways Boeing 777 departures, which on initial heading started flying further south than previously. He noted that this should not be a persistent issue, as British Airways has switched to the Airbus A350 aircraft, which has been departing on the normal straight-out path. The FAA has been alerted to this and were looking into this at the time of the meeting. Mr. Smith emphasized that this issue was specific to British Airways B777 aircraft, which are not currently flying out of the airport.

Public Comment:

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

Gary Wonacott, a Mission Beach resident, stated his concern about not seeing any noise level benefit for the new procedure. He said at the last meetings he was told there would be a comparison of noise monitor readings for ZZOOO TWO and ZZOOO THREE. He said from a noise standpoint he did not see any benefit to moving the approach fix. He said saving fuel and the higher altitude when reaching ZZOOO is not very beneficial.

Questions from ANAC:

Chris Cole expressed his happiness with the new change and expressed his gratitude that it is being tracked. He mentioned that he hadn't heard about using the data from the noise monitors and that it may come later, he wants to make sure that the changes will be tracked and that any issues we see will be followed up on.

Matthew Price congratulated Stephen on a great presentation and said it would be interesting to see the effect of the noise on the noise monitors. He also was hoping for a status update on the other proposals sent to the FAA. Sjohnna Knack mentioned that all other recommendations were submitted to the FAA and Joe Bert of the FAA said he did not know specifically where the FAA was on that procedure but would investigate.

Paul Webb said he is looking forward to seeing this progress, and that flights can stay on the procedure more often.

Judy Holiday asked for confirmation that noise levels would be tracked, moving forward. Sjohnna Knack explained that preliminary noise monitoring was done in the peninsula prior

to the procedure and that aircraft noise was not loud enough to be captured by the monitor. Since aircraft fly even further west now, it is expected that with the ZZ000 THREE implementation no noise events would be captured. She explained that in the analysis done prior to implementation, the procedure was modeled and even though there was a not a significant noise reduction, the analysis pointed to a one decibel decrease. Stephen Smith confirmed the model showed a reduction. Mr. Smith mentioned there was not a noise reduction on the initial departure path for this procedure, the procedure mainly makes a difference for those on the southern portion of the peninsula as aircraft turn back around to the East.

b. Update on Projects

Sjohnna Knack started with an update on the Part 150 study. She said that the FAA has accepted the first component of the Part 150 study, the noise exposure map, which was accepted on September 2, 2022. Ms. Knack mentioned the FAA is in the process of a 180-day review of the recommendations of the Noise Compatibility Program. Once the recommendations are approved, the Airport Authority will continue to be able to seek continued funding for the Quieter Home Program as well as other projects such as the Portable Noise Monitors.

Ms. Knack also mentioned that the airport's acoustical consultant, HMMH, will be giving an update at the December ANAC on the FAA Reauthorization, specifically as it relates to noise issues.

An update was provided on the Variance application, which is a state of California requirement for "noisy" airports. The State of California accepted the airport's 13th Variance application as of July 1, 2022. The 12th Variance application still applies, and the 13th will take over once approved by the state.

Ms. Knack also provided an update on the Portable Noise Monitoring program. To follow up on Roman Lanyak's previous presentation, pilot testing and copies of the draft report of the monitoring were included in the member materials. She thanked Anthony Ciulla of Ocean Beach and Michael Herron of East County for volunteering for the pilot program. The draft report is the planned template for future noise monitoring. In October, the application for the portable noise monitor will go live for the public and an email will be sent to ANAC members once it is open.

Lastly, Ms. Knack mentioned that the Airport received another grant for just over \$14 million. The money comes from the Airport Improvement Program (AIP) fund which is funded by ticket taxes.

Public Comment:

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

Gary Wonacott called with a comment on the third item, the state of California Variance. He expressed his concerns with the fact that the Authority does not use noise monitors to adjust the contour that is submitted as part of the Variance. He also suggested adding a grid to help

adjust the AEDT contour to help see how noise monitor data compares with AEDT tool projections and the quarterly report.

Questions from ANAC:

Matthew Price had a question for the FAA representative. He wanted to know why the FAA does not include real time noise monitoring in their 65 CNEL, if that comment was accurate. Joe Bert said he did not have an answer for that.

Judy Holliday had a similar question and thought what Mr. Wonacott said in his comment was a valid question, and that it needs a response. She says she thinks it would make a difference for some people. Ms. Knack responded and said that all ANAC members were sent an email in June of 2022 meeting that described the difference between the FAA required contours and state of California Contours. Ms. Knack said she would be happy to resend that email, but the bottom line is that the Airport is following all the proper procedures and guidelines set out by each agency.

Chris Cole asked if the Airport is considering the new building in the Midway district and how the Airport takes that into consideration. Ms. Knack clarified that the variance is a recurring document that is updated every 3 years. As for the FAA, Ms. Knack said the Airport is working with the local planning authorities and the City to incorporate future land uses. The Noise Exposure Map (NEM) is updated every 5 years and shares what is compatible and not compatible with Airport land use. Mr. Cole said that there seems like there will be a large impact, going forward. Ms. Knack clarified that the land use has always been in the Part 150.

b. Update on Current Aircraft Noise Trends

William Hobson, Aircraft Noise Specialist, provided an update on aircraft noise trends at the Airport over the last few months. He mentioned that medical flights after the Airport's curfew have increased. Medical flights that are conducted for emergency/medical purposes and are exempt from the Airport's noise curfew. They have increased from 19 in 2019, 51 in 2021, and 88 so far in 2022. Initially, the increase in 2020 and 2021 was attributed to COVID. After speaking with four operators, Mr. Hobson said it was found that most of the medical flights were for UCSD and that there were new transplant surgeries, requiring organs to be transported.

Mr. Hobson also went over new and recovered air service to markets in Orlando and Provo. Overall operations at the Airport were reported at about 91% of pre-COVID levels. Passengers' numbers are also steadily increasing and are at 95% of pre-COVID levels.

Questions from ANAC:

Judy Holliday wanted to know if there was a way to verify that there was a need for the increase from the hospital in these late medical flights. Mr. Hobson said that each of these flights require a form to be submitted for confirmation that it was an emergency/medevac, which verifies this type of operation. Ms. Holiday requested to look further into this with the hospitals and if there is an increase in accidents or medical emergencies.

Paul Webb wanted to know if other Airports have seen a corresponding drop in medical flights and if something else is going on at hospitals. Sjohnna Knack said that the Airport

does not have a legal right to prevent these operations. Public law requires the Airport to allow these operations and the Airport won't have any ability to dissuade these flights. She also wanted to mention that these are small aircraft and that we do not receive many complaints regarding these.

Matthew Price, a doctor, added that for the last five years the number of transplants at UCSD in Hillcrest has increased, which would correlate to more medical departures. He also mentioned that 80 medical flights a year does not surprise him. He spoke to the medevac process and how it looks on the doctor's end and how many steps are involved.

Gloria Henson said she was very impressed with the amount of tracking that the Noise Office does. She said that these medical flights are a very small number of flights. Furthermore, investigating these flights, may take away from the ability to investigate other trends. These medical flights are often very important. She said if anyone has questions on this, they should call a hospital and not have the staff investigate this.

6. Public Comment (non-agenda items)

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

Gary Wonacott called to express his concerns about the new Mission Beach ANAC member. He said the previous member did not live in South Mission Beach and was not as affected by aircraft noise, and that many people signed a petition to remove her. He said Ms. Henson is substantially north of the flight path and that he and some other people feel that she is not the right choice to represent Mission Beach.

7. Next Meeting/Adjourn

Sjohnna Knack mentioned the next meeting is December 21, 2022, and that it may be an in-person meeting.

Amy Gonzalez, from Airport Legal Counsel, discussed the future of the meetings. She discussed the Brown Act and its provisions.

Next meeting is December 21, 2022.

The meeting was adjourned.

