

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

MEETING AGENDA

Wednesday, August 15, 2018, 4:00 p.m.

**LOCATION: Holiday Inn Bayside
4875 N Harbor Drive, San Diego, CA 92106**

1. Welcome and Introductions
2. Presentation Items
 - a. Quieter Home Program Update
 - b. Missed Approach Statistics
 - c. Early Turn & Other Flight Ops Statistics
 - d. Curfew Violation Review Panel (CVRP) Statistics
 - e. Noise Complaint Statistics
 - f. Update on ANAC Recommendations
 - g. Part 150 TAC Update
 - h. ANOMS Upgrade
3. Public Comment
4. Action Items
 - a. Approval of June 20, 2018 meeting summary
5. Next Meeting: October 17, 2018
6. Adjourn



Please note: There is a free City Parking lot next to the hotel, we will not reimburse for parking at the hotel.

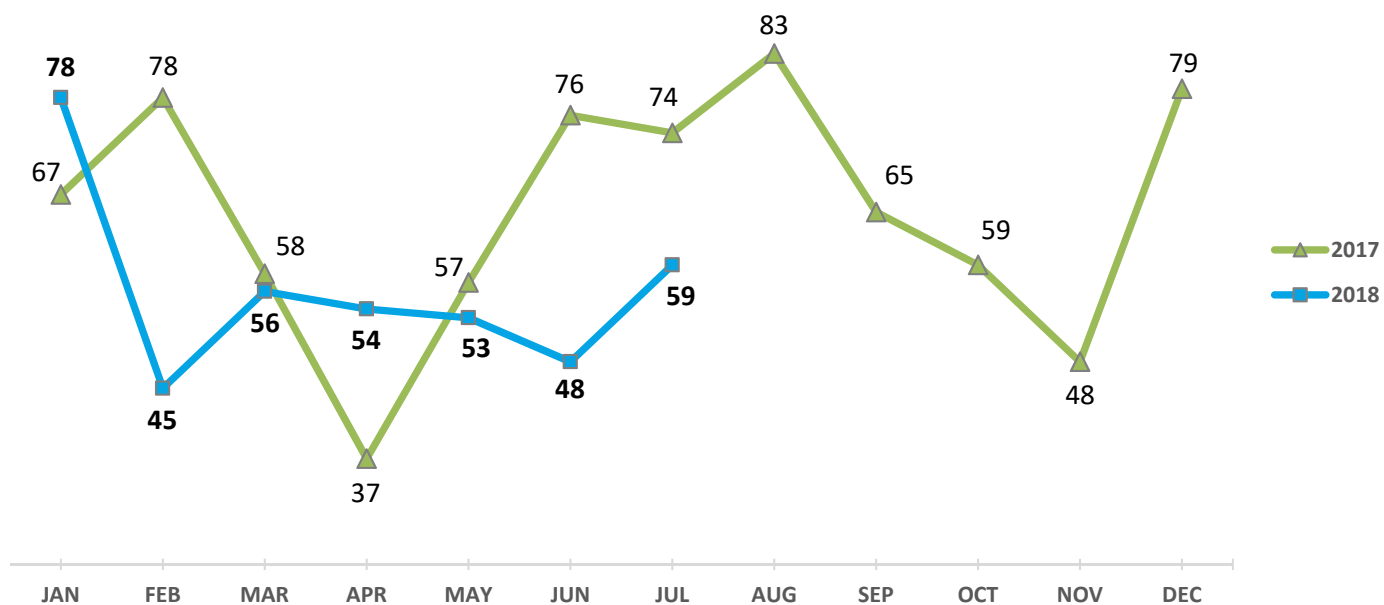
PROGRAM STATISTICS	
Applicants / Homes on the Wait List	546/1,064
Homes Completed in June & July	39
Estimated Homes to Complete in CY 2018	300
Total Homes Completed (through July 31, 2018)	3,600

Updates

- Neighborhood Equity plan approved, moving forward with homes tested below 45 dB (ventilation, weather stripping windows/doors)
- Continue to work on unresolved issues (Commercial Zoning)
- Forecasted Construction Schedule:

Project	# Units	Estimated Construction Start
9.1	35	Underway
9.2/3	68	Underway
9.4	34	October
9.5	16	October
9.6	41	November
9.7	23	January 2019
9.8	178	February 2019
9.9	134	February 2019
9.10	59	Spring 2019
9.11	65	Spring 2019
9.12	25	Summer 2019

Missed Approaches by Month

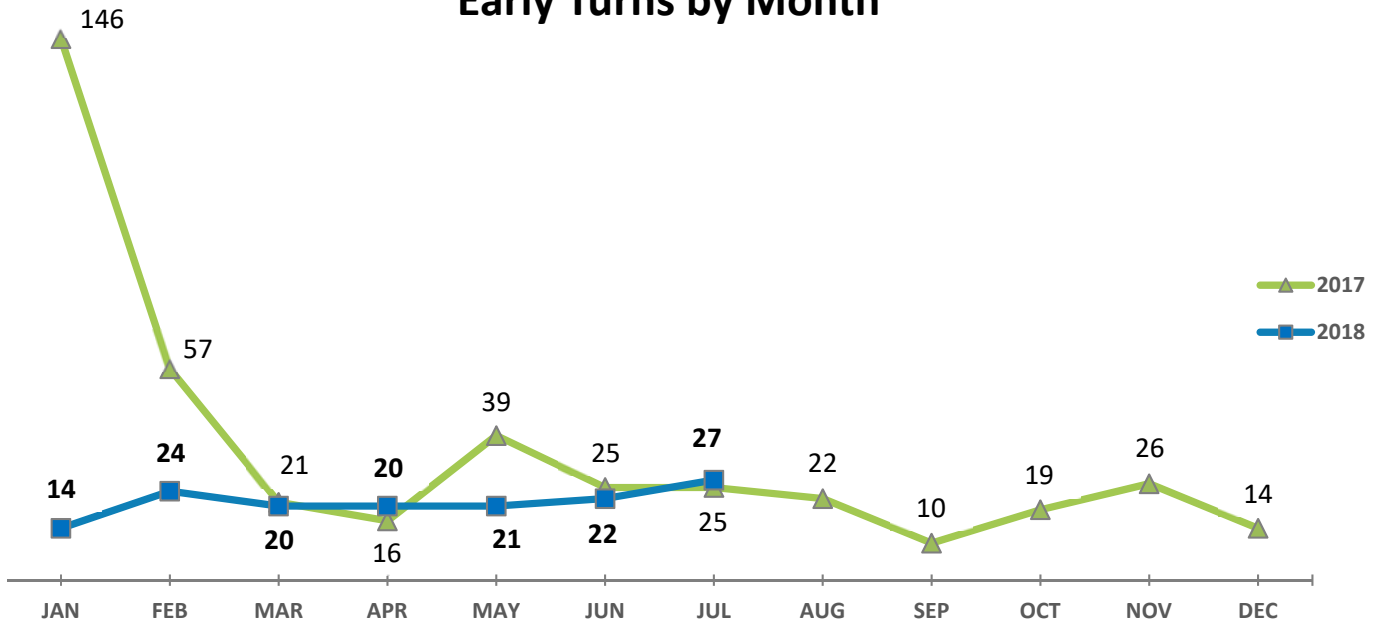


Missed Approaches by Year

Year	Total Missed Approaches	% of Total Arrivals that are Missed Approaches
2013	659	0.7
2014	637	0.7
2015	748	0.8
2016	771	0.8
2017	781	0.7
2018	393*	0.6

* Through July 31, 2018

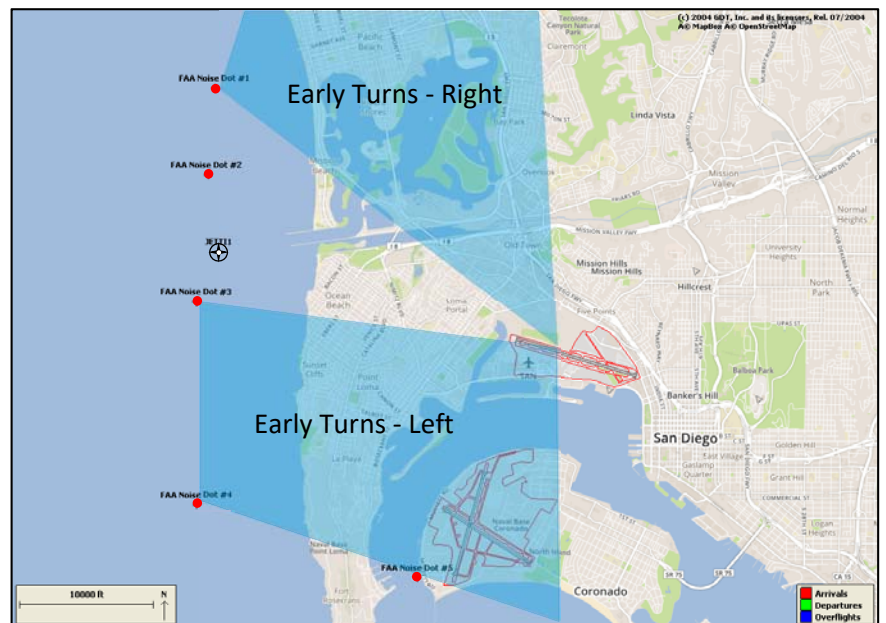
Early Turns by Month



Early Turns by Year

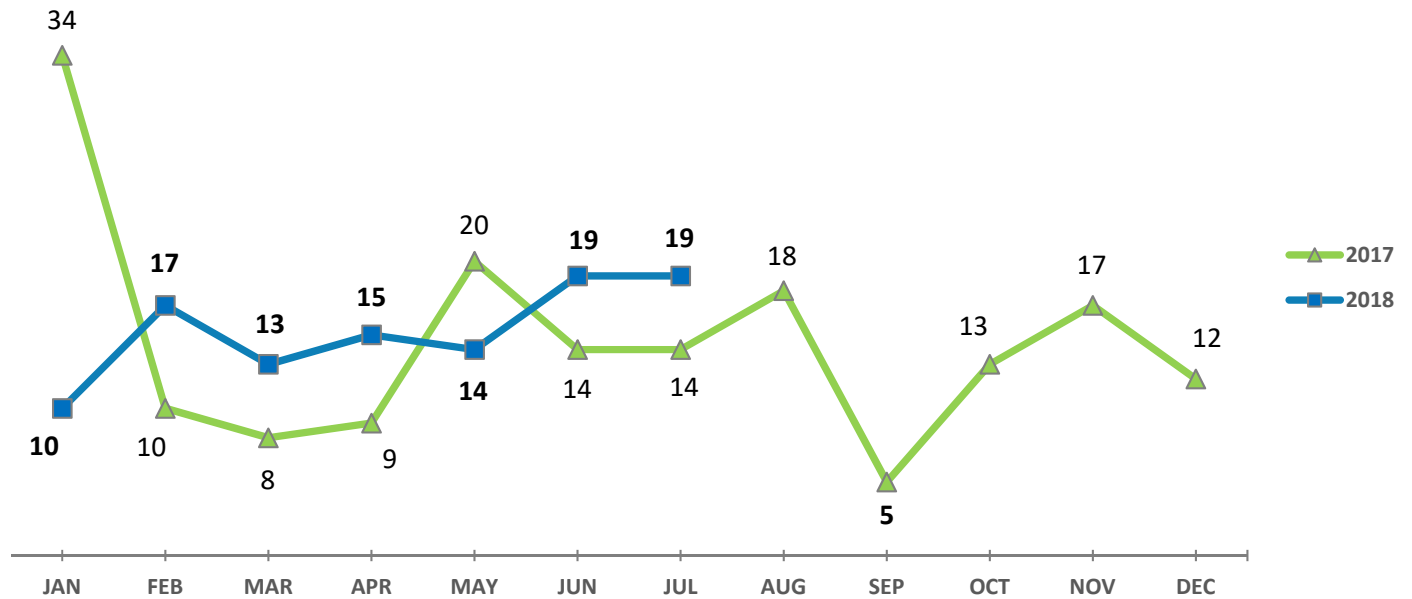
YEAR	Early Turns
2013	829
2014	1,105
2015	1,293
2016	776
2017	420
2018	148*

* Through July 31, 2018

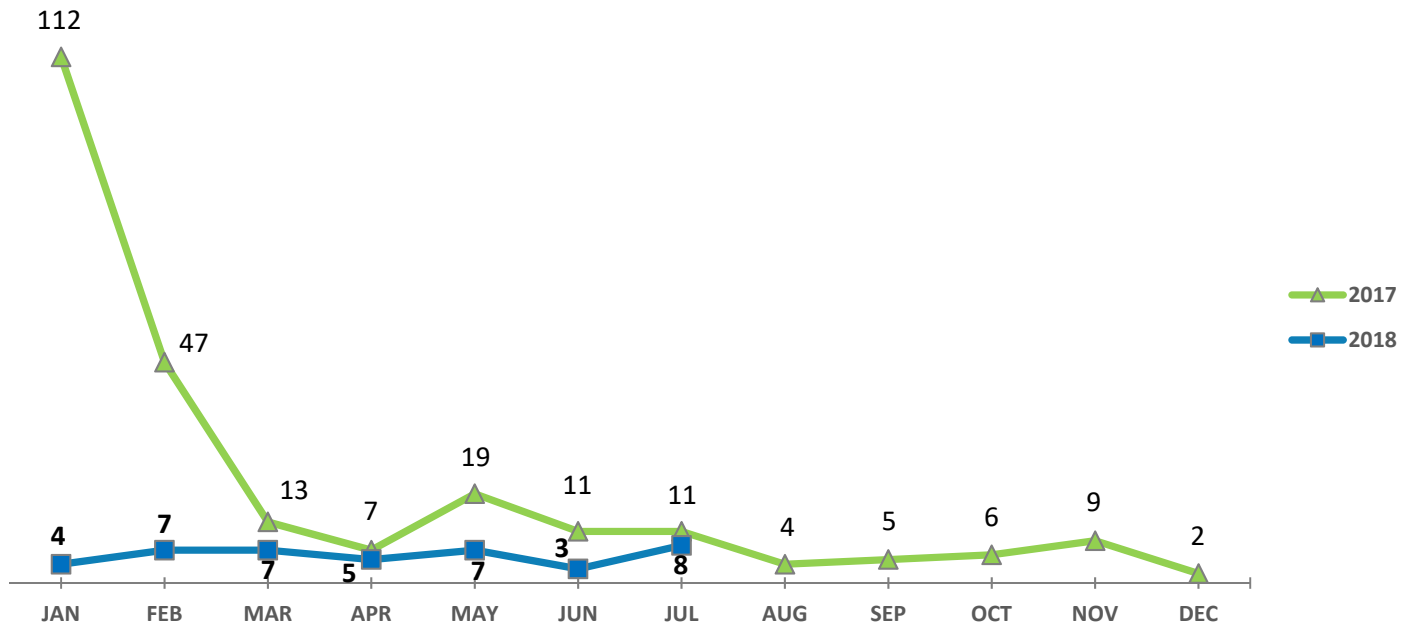


Departures that turn before reaching the FAA Noise Dots or turn back over the peninsula are considered Early Turns.

Over Point Loma

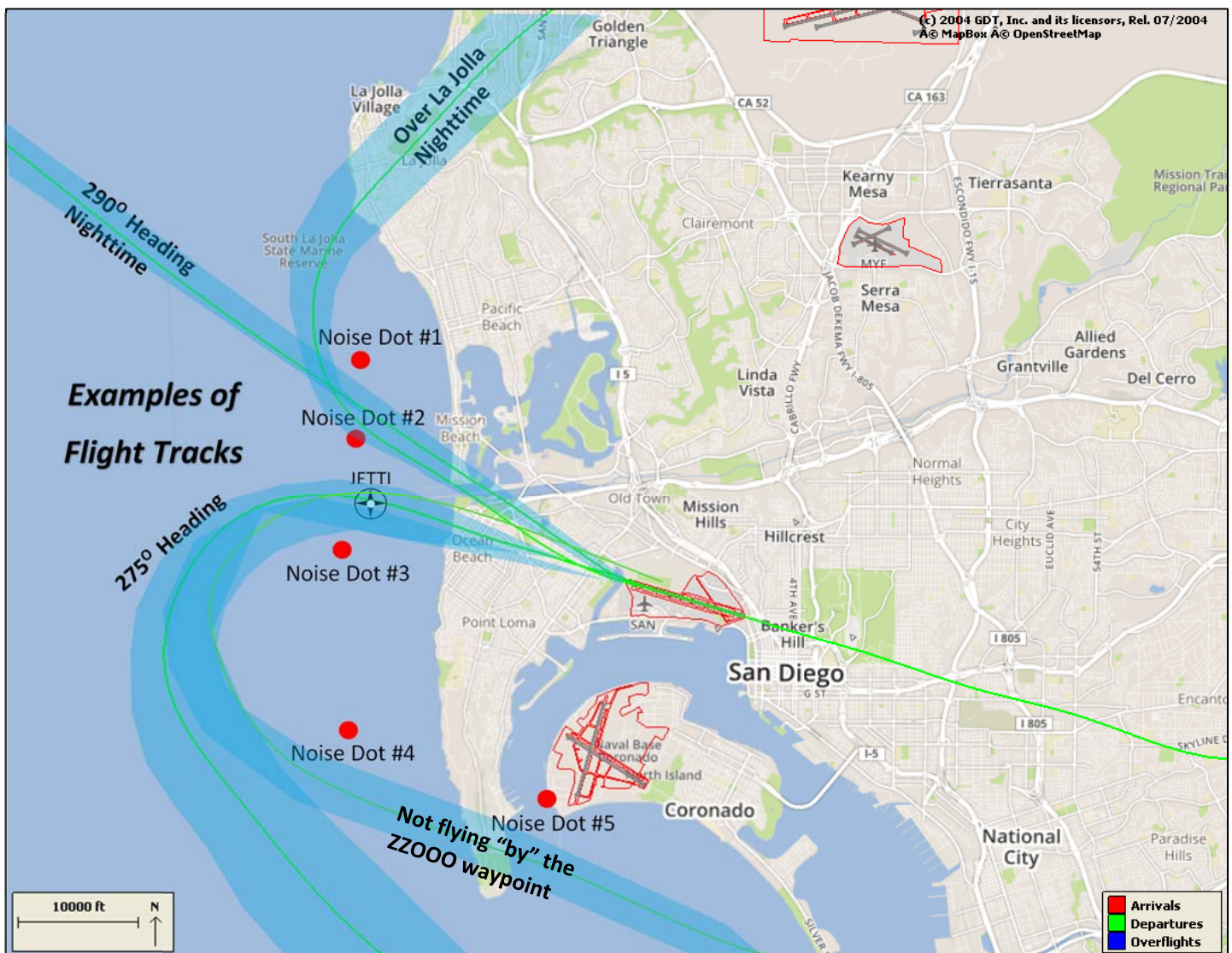


Over Mission Beach



Common Flight Ops Concerns

Date	Not compliant with Nighttime Procedures (290° Heading)	Over La Jolla Nighttime (compliant)	% of Z000 not flying "by" Z000 (compliant)
June	1	12	10%
July	3	5	12%



CURFEW VIOLATION REVIEW PANEL

Airport Noise Advisory Committee

August 15, 2018

Curfew Violations for June - July 2018

Date	Time	Flight ID	Aircraft	Penalty Status
06/04/2018	23:42	JetBlue 530	A321	No Penalty, FAA unable to receive Flight Plan
06/23/2018	23:34	Clay Lacy N364CL	L35	Fined - \$2,000
06/26/2018	02:07	Delta Air Lines 2213	B753	Fined - \$4,000
06/29/2018	23:59	American Airlines 2078	A321	No Penalty, Weather (wind shift)
07/04/2018	23:44	Frontier Airlines 956	A320	Fined - \$2,000
07/06/2018	23:49	Delta Air Lines 2213	B753	No Penalty, Security incident at T2
07/11/2018	23:45	Delta Air Lines 2213	B753	Fined - \$2,000
07/13/2018	23:53	Delta Air Lines 2213	B753	Penalty to be determined 10/3/18
07/14/2018	23:32	M-PLUS	G650	Penalty to be determined 10/3/18
07/16/2018	23:39	Delta Air Lines 2213	B753	Penalty to be determined 10/3/18
07/18/2018	00:04	Delta Air Lines 1798	B752	Penalty to be determined 10/3/18
07/22/2018	22:33	Spirit Airlines 189	A320	Penalty to be determined 10/3/18
07/22/2018	23:46	American Airlines 596	A321	Penalty to be determined 10/3/18
07/24/2018	01:29	American Airlines 1606	B738	Penalty to be determined 10/3/18
07/29/2018	23:37	American Airlines 2078	A321	Penalty to be determined 10/3/18

Annual Curfew Violations

Year	Total Curfew Violations
2014	47
2015	55
2016	84
2017	72
2018	29*

Annual Fines Assessed

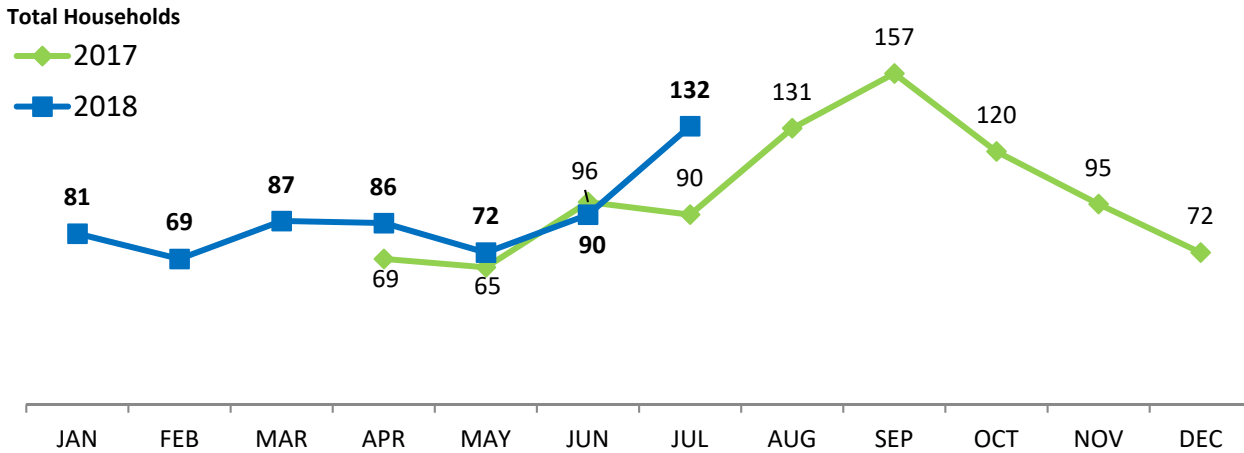
Year	Fines Assessed
2014	\$ 178,000
2015	\$ 152,165
2016	\$ 564,000
2017	\$ 376,000
2018	\$ 100,000*

*Through July 31, 2018

Note: Curfew violations are trending lower in 2018 due to runway closures for construction.

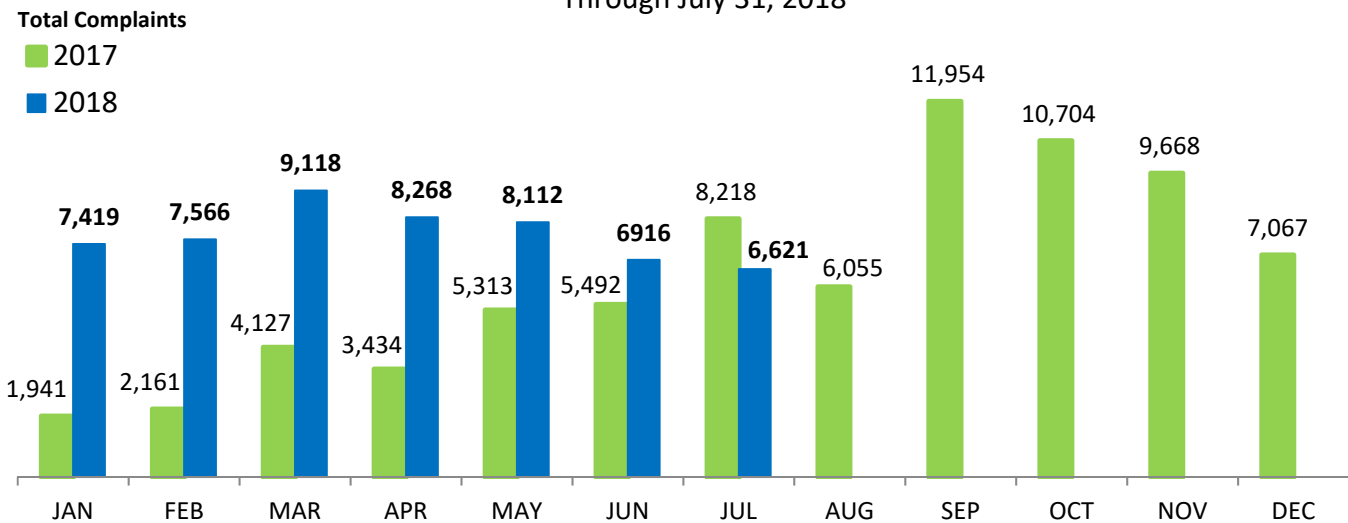
Number of Households

Through July 31, 2018



Total Complaints

Through July 31, 2018



ANAC Subcommittee Recommendations

CURFEW PENALTIES

Recommendation – PASSED: In Favor = 7, Opposed = 1	STATUS
1. Increase the amount of fines assessed on the airlines for curfew violations commensurate with the increase in cost of living. Continue to maintain multiplier.	In Review by SDCRAA Legal Counsel
2. Use 100% of curfew violations fines for noise mitigation efforts, including but not limited to, additional noise monitoring, home upgrades not covered by QHP, engineering studies, community awareness, etc. In addition, the San Diego County Regional Airport Authority (SDCRAA) should make community members aware of these fines and how they are being used to reduce noise impacts.	Complete: Presentation by SDCRAA at 2/21/18 ANAC mtg. Costs of Noise Office exceed curfew violation fines.

SUBCOMMITTEE CONTINUATION

Recommendation - PASSED: In Favor = 4, Opposed = 2, Abstain = 1	STATUS
3. Continue the subcommittee to ensure continued community input from affected neighborhoods. Post applications on the website for 2017/2018 seats.	Complete: SDCRAA created CAC for Part 150.

FAA AIR TRAFFIC CONTROL RADIO FREQUENCIES

Recommendation - PASSED: Unanimous	STATUS
4. FAA to provide full public access to TRACON SoCal Arrivals and Departures live radio broadcast frequencies including the live FAA feeds (as provided at LAX) via LiveATC.net or similar.	Complete: online in December 2017.

5. SDCRAA to archive and make publically available on its website ATC of Clearance Delivery, Ground Control, Tower and Approach/Departure, SoCal Arrival and Departure Control radio communications for prior 6-month period.	Complete: online in December 2017. 30-day history.
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ANAC COMMITTEE

Recommendation - PASSED: Unanimous	STATUS
6. SDCRAA to make all raw noise related data available to the public.	Complete: Available via request to Noise Office and online flight tracking.
7. Modify ANAC Committee Policy to add one representative each from Pacific Beach, Bird Rock, La Jolla, Point Loma Heights, and other directly impacted communities.	Complete: Policy updated in March of 2018. New members started in June 2018.

QUIETER HOME PROGRAM

Recommendation - PASSED: Unanimous	STATUS
8. Review alternative funding sources to expand the homes treated by the Quieter Home Program (QHP) to noise-impacted homes outside the current noise contour.	Complete: Presentation by SDCRAA at 2/21/18 ANAC mtg. No known alternative sources for funding.

<p>9. SDCRAA to track and report to ANAC at each meeting the count and specific circumstances where applicants are denied Air Conditioning (AC) installations in their QHP applications so that ANAC may consider recommendations to pursue the FAA reconsider the terms of the FAA recommendations.</p>	<p>Complete: All owners are offered ventilation options consistent with FAA eligibility.</p>
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NOISE MONITORING AND MITIGATION

Recommendation	STATUS
<p>10. Conduct portable noise monitoring in areas that express concerns about aircraft noise that do not have a permanent noise monitoring site close by. Initially these locations would include Mission Beach parallel to Noise Dot #1, Fleetridge, South Fleetridge, Point Loma Heights, Dana Middle School or the Wooded Area on the bayside of the Point.</p>	<p>In Process: Noise monitoring will be conducted during the Part 150 Study.</p>
<p>11. Study the feasibility and benefit of noise barriers/airport noise mitigation on the water side of the airport and runways across from the Car Rental agency.</p>	<p>In Process: This will be analyzed in Part 150 Study.</p>

ADDITIONAL SDCRAA ANALYSIS

Recommendation	STATUS
<p>12. SDCRAA to conduct additional analysis and publish this data as part of ANAC data package, this information should include:</p> <ul style="list-style-type: none"> a. Missed approaches as it relates to the noise dots (complaint vs. non-compliant both left and right), by time of day. b. Missed approaches left of the JETTI waypoint, in between JETTI and the original Noise Dot #1 (which is now Noise Dot #2) and to the right of the original Noise Dot #1 (which is now Noise Dot #2). 	<p>Complete: Statistics were presented in February and April of 2018.</p>

- c. Include the definition and calculation of early turn's departures to the left of the JETTI waypoint and to the right of the original Noise Dot #1 (which is now Noise Dot #2).
- d. ZZ000 departures that are outside/south of ZZ00 waypoint, noise dot compliant but not outside ZZ000 waypoint, early turns to the left and aircraft that are cleared direct to the MTBAL waypoint.
- e. Include airline information associated with missed approaches, curfew violations, and early turns.
- f. Report on noise events using the number above (Nx or N65) to indicate how many noise events are occurring.
- g. Report all noise complaints by time, date, flight number, and neighborhood (reinstate historical noise complaint reporting).
- h. SDCRAA to publish 55dB CNEL contour on their website.
- i. Conduct an independent audit of the accuracy of web-based Flight Tracking system.
- j. Implement a range of ways to educate the community on how to use the Flight Tracker.
- k. Track conformance to the "290 degree" departure heading (from end of Runway 27) to the Nighttime Noise Abatement Procedure.

FLIGHT PROCEDURE CHANGES - OVERALL

Recommendation	STATUS
13. SDCRAA will engage an independent third party consultant, with public involvement, to provide a full and honest analysis and evaluation of the overall alignment of current SID's, STAR's and Procedures and Agreements.	In Process: Consultant will be reviewing this in the Flight Procedure Analysis and Part 150 Study update.

FLIGHT PROCEEDURE CHANGES – PADRZ SID

Recommendation (to be included as a subset of #13)	STATUS
<p>14. Revise PADRZ or create a new procedure to reduce noise in La Jolla, Mission Beach and Pacific Beach.</p>	<p>In Process: Consultant will be reviewing this in the Flight Procedure Analysis and Part 150 Study update.</p>
<p><u>PROCEDURE SUGGESTIONS – PADRZ SID:</u> Several members of the subcommittee worked to develop potential revised procedures to reduce noise impacts. The suggestions below are included as, and meant to be, examples to clarify the desired outcome and to bring up potential alternatives to the current procedure.</p>	
<ul style="list-style-type: none"> • Move the WNFLD and LNDND waypoints south as to align with the relocated Noise Dot #1 at 290 (15 degree separation from JETTI at 275 degrees) and designate as “Flyover” waypoints in the respective SID’s, consistent with JETTI. 	
<ul style="list-style-type: none"> • Establish within the PADRZ SID procedure a horizontal distance from end of runway (1.0 miles) along a fixed heading which must be satisfied along with altitude before a right turn can be initiated to preclude flights that quickly attain the current 520’ altitude and turn right of and prior to the Noise Dot #1 before correcting to WYNFLD which results in aircraft flying farther north over Mission Beach. 	
<ul style="list-style-type: none"> • PADRZ ONE SID As currently designed the PADRZ ONE departure leaves aircraft very close to and almost paralleling the coast along La Jolla, increasing noise impacts significantly. We recommend moving WNFLD and KERNL waypoints 1.5NM south of their current positions. This will ensure aircraft proceed more directly off the coast without paralleling the shore and adds less than a mile of track distance to PADRZ. 	

FLIGHT PROCEEDURE CHANGES – PADRZ SID (Continued)

Recommendation (to be included as a subset of #13)	STATUS
14. Revise PADRZ or create a new procedure to reduce noise in La Jolla, Mission Beach and Pacific Beach.	In Process: Consultant will be reviewing this in the Flight Procedure Analysis and Part 150 Study update.
<p><u>PROCEEDURE SUGGESTIONS – PADRZ SID:</u></p> <p>Several members of the subcommittee worked to develop potential revised procedures to reduce noise impacts. The suggestions below are included as, and meant to be, examples to clarify the desired outcome and to bring up potential alternatives to the current procedure.</p>	
<ul style="list-style-type: none"> • Create a new procedure BROCK-1 (alternative 1) Request FAA to revise PADRZ SID and establish new waypoint BROCK1. Adds min increased flight time and take aircraft further off shore before turning to northern destinations. This will help all coastal neighborhoods with noise issues. 	
<ul style="list-style-type: none"> • Create a new procedure BROCK-2 (alternative 2 – preferred) Relocate waypoints WNFLD and LNDN .75 miles directly south or adopt BROXK recommendation. Maintain 274 departure until Altitude 520 or greater. Maintain 274 departure heading until 520-foot altitude or greater and the aircraft have reached (new) flyover waypoint 0.25 to 0.5 miles from the end of the runway before turning toward WNFLD, LANDN or new BROCK Waypoint. 	
<ul style="list-style-type: none"> • Do not move the PADRZ SID further south to avoid negative noise impacts on the south side communities of the Point Loma Peninsula. 	

FLIGHT PROCEEDURE CHANGES – ZZ000 SID

Recommendation (to be included as a subset of #13)	STATUS
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<p>15. Revise ZZ000 to significantly reduce or eliminate flights over the Point Loma Peninsula, including Cabrillo National Park and reduce or eliminate eastbound turns over La Jolla.</p>	<p>In Process: Consultant will be reviewing this in the Flight Procedure Analysis and Part 150 Study update.</p>
<p><u>PROCEDURE SUGGESTIONS – ZZ000 SID:</u> Several members of the subcommittee worked to develop potential revised procedures designed to reduce noise and enforce compliance with Noise Dots and the ZZ000 procedure over Point Loma. Those suggestions are included as, and meant to be, examples to clarify the desired outcome and to bring up potential alternatives to the current procedure.</p>	
<ul style="list-style-type: none"> • Eastbound flights should reach a minimum of 8K feet before crossing over ZZ000 to minimize thrusters and reduce duration of noise impacts over Point Loma. 	
<ul style="list-style-type: none"> • FAA/TRACON to discourage the practice of redirecting flights off their filed ZZ000 flight plan departure, to turn north then east over La Jolla. 	
<ul style="list-style-type: none"> • FAA/TRACON to direct that ALL SAN departure separation be limited to between JETTI (275 degrees) and the historical Red Noise Dot #1 (290 degree vectors from the end of Runway 27) for LNSAY, BRODER, PEBLE and ZZ000, etc. (plus all new Metroplex SID's) Prohibit 250 to 275 departure vector range, except for specific safety events ("Runway 27 STAR Missed Approach Wave Off"). 	
<ul style="list-style-type: none"> • Follow ZZ000 procedure, comply with the JETTI flyover waypoint and consider the establishment of minimum vectoring altitude for Eastbound turns. 	
<ul style="list-style-type: none"> • The ZZ000 ONE departure as currently designed puts departing aircraft close to Point Loma peninsula and the southern end of coastal La Jolla, subjecting residents to increased and at times incessant noise from departing aircraft. Aircraft need to be further offshore before beginning the turn south to the ZZ000 waypoint. We recommend replacing the JETTI 	

waypoint with a waypoint along the same track from the departure end of Runway 27 that is 2NM further west, located at approximately 32.75360N by -117.25755W.

FLIGHT PROCEDURE CHANGES – COMIX STAR

Recommendation (to be included as a subset of #13)	STATUS
<p>16. Reassess and revise the entire arrival corridor in a manner that more appropriately “shares the noise” instead of concentrating arrivals from the North in a very narrow corridor.</p>	<p>In Process: Consultant will be reviewing this in the Flight Procedure Analysis and Part 150 Study update.</p>
<p><u>PROCEDURE SUGGESTIONS – COMIX STAR:</u> Several members of the subcommittee worked to develop revised procedures to COMIX STAR designed to reduce the increased noise that has resulted from the implementation of Metroplex and NextGen. Those suggestions are included as, and meant to be, examples to clarify the desired outcome and to bring up potential alternatives to the current procedure.</p>	
<ul style="list-style-type: none"> • Revise COMIX STAR procedure in order to shift flights that Metroplex has moved and concentrated further South (the downwind leg) over less populated areas and restore prior altitude. 	
<ul style="list-style-type: none"> • Shift waypoint XMANS on the COMIX STAR north to a location that is over the interstate freeway 805 and 52 with the constraint to remain clear of MCAS Miramar’s airspace. It would come ashore over Torrey Pines State Park before connecting with KLOMN. 	
<ul style="list-style-type: none"> • Increase Min. Altitude at LNTRN (LCOVE) at or above 10,000’. This change would result in aircraft flying over less populated areas, including industrial businesses, thus reducing the noise impact and saving time/fuel. This proposed path is closer to the historical flights pre-NextGen. 	

- COMIX ONE STAR The RNAV-only COMIX ONE arrival is very similar to the existing non-RNAV BAYVU arrival in terms of ground track with a key difference being that COMIX arrival has an “at or above 8,000” altitude restriction on its last offshore waypoint (LANTRN). The BAYVI arrival has an “at or above 9,000 feet” restriction at its nearly identical-located LCOVE waypoint. This has resulted in aircraft being lower and noisier over La Jolla. We recommend changing LANTRN waypoint’s altitude restriction to “at or above 9,000 feet”.

NIGHTTIME NOISE ABATEMENT PROCEDURE

Recommendation	STATUS
17. Determine methods to increase current Nighttime Noise Abatement Procedures to improve noise impacts for affected communities and ensure that ATC is only turning aircraft off this procedure for safety reasons only.	In Process: Consultant will be reviewing this in the Part 150 Study update.

FAA NOISE DOTS

Recommendation	STATUS
18. Review if the current definition of an early turn, and define what an early turn means, and conduct comparative analysis of actual flight paths.	In Process: Consultant will be reviewing this in the Flight Procedure Analysis
19. Work with FAA/ATC to modify flight procedures to increase compliance and reduce early turns, with consideration of aircraft performance.	
20. FAA/TRACON to incorporate Red Dot waypoint locations into current and future SID’s as part of the formal SID and STAR Procedures, so that Red Dots become waypoints on departure procedures and data is collected on waypoints.	

- a. Reposition Noise DOT #1 from its current position at 296 degrees (implemented by FAA/AA without public notice) to its “original” pre 2005 position at 290 degrees from the end of SAN Runway 27 and 1.5 miles off the coast.
- b. Reposition FAA noise Dot #3 from its current position at 265 degrees (implemented by the FAA/AA without public notice) to its “original” pre 2005 position of 275 degrees (JETTI) and 1/5 miles off of the coast.
- c. Reposition FAA Noise Dot #4 from its current location (west of Fort Rosecrans) to coincide with the ZZOO waypoint to deter regular early left turns inside of ZZOOO which continue to occur at the direction of ATC in direct conflict with the SID routing. ZZOOO was specifically designed by the FAA to provide an efficient and cost effective departure for eastbound traffic and to mitigate impacts to affected DOT Section 4(f) resources (including Fort Rosecrans, Cabrillo National Monument) and the peninsula community.

NOISE ABATEMENT PROCEDURE (NADP)

Recommendation	STATUS
21. Have SDCRAA conduct and engineering analysis of modification to the Noise Abatement Departure Procedure to assess the potential improvement to noise contours around the airport.	In Process: Consultant will be reviewing this in the Part 150 Study update.

MEETING SUMMARY

Airport Noise Advisory Committee

Date/Time 06/20/2018 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		
Joseph Ocampo	Downtown Community Planning Council	Yes
Melissa Hernholm-Danzo	Community at Large – 65 dB contour	Yes
Dawn Reilly	Midway/Pacific Highway Community Planning Board	Yes
David Swarens	Greater Golden Hill Planning Committee	Yes
Chris Cole	Uptown Planners	Yes
Tom Gawronski	Ocean Beach Planning Board	Yes
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	East County Communities	Yes
Jason Legros	Pacific Beach Planning Group	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Stakeholders		
Carl "Rick" Huenefeld	MCRD	Yes
Robert Bates	Airline Pilot	Yes
Jessica Turner	County of San Diego Airports	No*
Wayne Reiter	City of San Diego, Airports	Yes
Alex Gersten	National Business Aircraft Association	No*
Kallie Glover	Commercial Airline Flight Operations	Yes
Ex-Officio Non-Voting Members		
Marshal Anderson	Representative for San Diego County Supervisor Greg Cox	Yes
Jessica Mier	Representative for Congresswoman Susan Davis	Yes
Conrad Wear	Representative for San Diego City Council, District 2	Yes
Kiera Galloway	Representative for Congressman Scott Peters	No*
Justin Cook	Acoustical Engineer	Yes
	FAA	No*
Staff		
Sjohnna Knack	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. There are currently approximately 500 applicants on the wait list, amounting to just over 1,000 units. For April and May, 32 units were completed and an estimated approximately 300 will be completed by end of 2018. Total homes completed through May is just over 3,500.

Mr. Mayer reported positive feedback continues from FAA on efforts to realign, current design activities, and from program participants (homeowners) in the program. A project that recently completed has been post-tested with noise level reductions between 10 and 16 dB (5 dB is required), so we are exceeding the expectations.

Unresolved issues still exist with FAA, including how we treat residential properties that are on commercially zoned parcels and the neighborhood equity plan. We are required to provide treatments to homes that test at 45 dB or above. Those homes under 45 dB interior noise, FAA is allowing us to move forward with a neighborhood equity plan which allows for a secondary treatment package likely to include some sort of ventilation so windows and doors can be kept closed.

One project has been completed, with three projects currently underway, and about 10 other projects in the pipeline from early stages through construction.

Question from ANAC: David Swarens asked regarding secondary treatment, are those within contour map zones or can they be anywhere?

Mr. Mayer said they must be located within the 65 dB contours.

Missed Approach Statistics

Roman Lanyak, Noise Specialist, gave the definition of and presented on missed approaches. There were 54 missed approaches in April; 53 in May. Overall for the year missed approaches are less than 1% of total arrivals. There was a slight increase in April, due to inclement weather. Over 80% of missed approaches are flown on regular departure and arrival paths.

Early Turns

Mr. Lanyak explained the definition of early turns. There were 20 early turns in April; 21 in May. So far there have been 99 total early turns through May 31, 2018, out of approximately 45,000 departures in this timeframe. He explained the graph representing breakdown of left early turns versus right early turns, showing a slight increase with 15 early turns for left over Point Loma, which is consistent with increase in missed approaches due to inclement weather. Right early turns, over Mission Beach, were very low; 5 in April; 7 in May. All of these turns were FAA ATC-initiated, flying to nearby airports.

Overall in April and May, there were 2,001 nighttime jet departures; only 3 did not comply with the 290- degree departure heading (nighttime procedure). Out of those three, two departed right at 10:00 p.m. 24 out of the 2,001 departing aircraft overflew La Jolla. On average, 14% of the ZZ000 departures did not fly by the ZZ000 waypoint, crossing south of tip of Point Loma peninsula.

Question from ANAC: Fred Kosmos commended the progress. Regarding ZZ000 turns, he asked if those are weather related. Whenever 13-15% of flights are diverted seems higher than it should be. He asked if there is something that could be done to talk to ATC and encourage them to follow ZZ000 waypoints.

Sjohnna Knack said staff will be working with the FAA to present this information to them and express the public's concern that flights are not flying by (or close to) the ZZ000 waypoint.

Question from ANAC: Conrad Wear asked why they're not penalized for flying to the ZZ000 waypoint.

Ms. Knack said the challenge in discussing with the FAA is they're all compliant flights, yet it's a concern to the community. One mile either side of a waypoint is legally on-course, arrivals or departures. Staff will be analyzing this further in the flight procedures/ Part 150 study. It's understood that public would prefer all aircraft fly right over ZZ000.

Noise Complaints

Jimmy Vazques, Noise Specialist presented on noise complaints. Total noise complaints for April 8,268, May 8,112. Overall, as of December of last year, complaints have leveled out to average 8,000 a month. 99.5% of complaints are registered as loud aircraft, largely through the non-authority app. Of all complaints, 9 households generated 70% of complaints. Household complaints for April were 86 and May were 72, which have also leveled out. Since December, average of about 80 households complaining per month, which is a decrease from September 2017. Predominant zip codes are La Jolla, OB, and Point Loma. Others are coming from Lemon Grove, Spring Valley, South Park, North Park, Linda Vista, and San Carlos.

Curfew Violations

For last two months, the June CVRP had two penalized violations, and one to be reviewed in August CVRP. Year-to-date, 15 curfew violations, and \$84,000 collected fines. Airlines involved were Southwest, Jet Blue, and American.

Sjohnna Knack reminded everyone about the runway construction, which requires hard closures at night, which helps reduce curfew violations. She congratulated Jimmy for promotion to Ops. New Noise Specialist is McKinna Darte, coming from Quieter Home Program.

Question from ANAC: Chris Cole asked if complaints are recorded to specific airline, or specific flights?

Mr. Vazques said complaints coming through offsite app are very difficult to track. Complaints not coming from the app were about 250 and could easily pinpoint airlines on those.

David Swarens asked if it would be possible to provide particular information on complaints to individual board members for areas they represent?

Ms. Knack said yes, it's possible.

Deborah Watkins asked if Mission Beach and Pacific Beach could be broken out rather than combined.

Ms. Knack said currently the limit is just zip code, so would need more detail than a zip code.

Conrad Wear and Melissa Hernholm-Danzo requested curfew and missed approaches data be shown back to 2010, rather than just 2014.

Chris Cole requested to see flight path over La Jolla and time of day, numbers of complaints.

David Swarens would like to see some of the general material included in previous packet regarding noise contours periodically presented.

Update on ANAC Recommendations

Ms. Knack presented the status update for ANAC recommendations. Every recommendation has either been completed or is in process. The one item not part of Part 150 of Flight Procedure Analysis is the request to increase curfew penalty. Information was provided to legal counsel who are still reviewing that. As soon as their opinion is released, it will be reported. In the next meeting a chart will be included in member materials showing progress on everything. The non-technical ones have been addressed, i.e. new membership on panel, increasing statistics,

presenting more data. Items requiring technical analysis, FAA approval and stakeholder involvement are in process with the Flight Procedure Analysis and Part 150 update.

For the Part 150 Study the Airport Authority Board approved the contract. Mead & Hunt has been chosen to conduct the study. Staff is still waiting for FAA grant to start the Part 150 update, hopefully to be received in August.

Technical Advisory Committee Update

Melissa Hernholm-Danzo reported that last meeting was May 31st. The Consultant reported on proposed recommendations, many of which were not feasible so the Consultant recommended alternatives. Technical members in attendance, such as the airlines, FAA, Ops, discussed merits and gave in-depth analysis to why something would be feasible or not. Final draft recommendations will be discussed again on August 30th when both the TAC and CAC will meet. ZZOOO was gone over in great detail, and several things proposed and discussed in terms of making it compulsory.

Ms. Knack commented that TAC will be 10:00-12:00, and CAC is 2:00-4:00. Location, date, and details are on the website.

ANOMS Upgrade Project

Sjohnna Knack explained the Airport Noise and Operations Monitoring System (ANOMS) upgrade is about 35-50% complete. A suite of products are being looked at that will allow public easier ability to issue complaints, and give the ability to correlate, so that there is valid detailed data to present to airlines and the FAA. At the August ANAC meeting EMS (Previously Bruel & Kjaer) will present the rollout.

2. Public Comment

Gary Wonacott from Mission Beach spoke as resident of Mission Beach, not as Town Council or Planning Board member. He expressed concerns with the Mission Beach representation on ANAC.

Mr. Wonacott believes there's confusion about nighttime noise abatement agreement. A curve is shown, one going out at 290 degrees, but from ATC, we know that pilots report either being on a 290 after 10 p.m., or on PADRZ. We also know from Flight Tracker and other information that when the pilots turn right on PADRZ, they turn to 295 to 300, not 290. He thinks it's a misrepresentation to say that those on PADRZ are on 290.

Regarding the Fly Quiet that's usually presented, he has some concerns. He thinks the concept is great. He's submitted some ideas to Ms. Knack, but was told her staff didn't have time to review them. He thinks it's important we have peer review. This is a key piece of information that potentially could be used for mitigation. He also believes that it is misrepresenting a couple of points; one, that having fewer operations with larger aircraft is going to result in less noise than having smaller aircraft, and that there is information in the literature to support that. He thinks a peer review would be in order to really look at that and give it a good shakedown.

Marilyn Jaseniuk said she comes to meetings, listening to all the technical things, with no idea what's being said. The only thing she knows is we need to be better represented in Mission Beach. They have a lot of noise.

Ms. Jaseniuk explained that over a year ago when she was buying her home there were just a few airplanes but now after they have moved in there are many more planes, one after another from early morning until night. They are especially loud in the summer with all the windows open.

She is having difficulty sleeping which is impacting her health. She said the problem is getting worse and described several days where she wrote down complaints, some within one minute of another. She said on average there are 16-20 planes per hour flying low over her head. She wants to see if the flight paths can be

fanned out so they don't get the brunt of the noise or if there could be a way to get planes up higher like they do at John Wayne Airport in Orange County.

3. Action Items

Ms. Gantwerk asked for approval of meeting summary from April meeting.

ANAC member noted the footer date is incorrect. Should say April 18th.

There was a motion, a second and no discussion. Meeting summary was approved unanimously.

4. Workplan

Ms. Gantwerk then asked to come up with a work plan for next five meetings. Ideas suggested:

1. More in-depth conversation about data and statistics that best support work.
2. In-depth Fly Quiet review and update.
3. Part 150 in-depth update.

Suggestions from ANAC:

- Susan Nichols asked that committee consider reviewing East County problems and complaints. Ms. Knack said that will be captured under Part 150 update.
- Fred Kosmos suggested it would be better had ongoing presentations on Part 150, as opposed to just seeing it all at the end. Ms. Knack said in addition, there will be public workshops as part of Part 150, but could commit to two in-depth updates, possibly one in December and April.
- Rob Bates suggested everyone share some responsibility in getting the information out more to the community, how to submit noise complaints, etc.
- David Swarens said low-hanging fruit on that topic would be to develop a statement through the Authority that individual reps could distribute.
- It was suggested that a more detailed overview of the Fly Quiet Program would be helpful. Ms. Gantwerk put that on October Agenda. David Swarens concurred.

Ms. Gantwerk recapped:

August – talking about upgrade of ANOMS and about how that will be communicated. A plan will be presented about how public will engage around noise and how ANAC can help to support, promote that engagement.

October – look at Fly Quiet; some of the challenges, ways to improve

December – In-depth Part 150 update.

February – look at results of Flight Procedure Analysis and any important findings from 2018 as a whole.

April – Come back to Part 150.

2. Next Meeting/Adjourn

Next meeting is August 15.

Meeting was adjourned.