

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 02/15/2023 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		
Fred Kosmo (as alternate)	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	No
Chris Cole	Uptown Planners	Yes
Peter Shearer	Community Resident at Large within 65 dB CNEL - East	Yes
Community Planning Groups Outside the 65 dB contour		
Gloria Henson	Mission Beach Precise Planning Board	Yes
Iain Richardson	Pacific Beach Planning Group	Yes
Matthew Price	La Jolla Community Planning Association	Yes
(No representative selected)	East County (La Mesa)	No
Aviation Stakeholders		
Olivier Brackett	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	Yes
Jim Gruny	MCRD	Yes
Robert Bates	Airline Pilot (Active)	No*
Alexander Leslie (as alternate)	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
Randy Reyes	San Diego City Council, District 2, for Jennifer Campbell	Yes
Carlette Young, Larri Frelow	FAA Representatives	Yes
David Flores	S.D. County Board of Supervisors, District 1	No
Cesar Solis for (Jason Bercovitch)	Congress, 50th District for Rep. Scott Peters	Yes
SDCRAA Staff		
Jill Monroe	Facilitator	Yes
Sjohnna Knack	Interim Department Director	Yes
Josh Covell	Interim Program Manager	Yes
Roman Lanyak	Sr. Aircraft Noise Specialist	Yes
William "Billy" Hobson	Aircraft Noise Specialist	Yes
Tyler Reince	Aircraft Noise Specialist	Yes

11 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.

Chris Cole made the motion to continue the current meeting virtually and Anthony Ciulla seconded this motion. ANAC members that voted to approve the continuation of this virtual meeting were Fred Kosmo, Judy Holiday, Tania Fragomeno, Gloria Henson, Iain Richardson, Matthew Price, Olivier Brackett, Jorge Rubio, Jim Gruny, and Alexander Leslie. Peter Shearer originally voted "no," but changed his vote to "yes" as he initially misunderstood the purpose of the vote.

Jill Monroe informed the ANAC Committee that the next meeting would more than likely meet in person unless determined otherwise.

4. Action Item: Approval of meeting previous meeting summary

December 21, 2022 Meeting Summary

Anthony Ciulla made a motion to approve the meeting summary from the December 21, 2022 meeting. It was seconded by Judy Holiday, the motion was passed, with Fred Kosmo, Iain Richardson, Matthew Price, Jorge Rubio, and Alexander Leslie abstaining.

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=16081>

a. 2022 Year in Review

Billy Hobson provided a review of the 2022 curfew violations, stating that this year was a new record for San Diego International Airport (SAN) both in the number of violations as well as total fines assessed. Billy explained how the Curfew Violation Review Panel (CVRP) meets bimonthly to decide whether a company is assessed a financial penalty. Billy stated that despite financially penalizing only 54% of all curfew violations in 2022 (as compared to 71% in 2016), total fines were roughly \$250,000 higher for 2022. This was attributed to the multiplier for curfew violations, where fines are multiplied by how many curfew violations a company had in the previous six-month period. Billy went on to give various reasons why the CVRP may waive fines for violating curfew, including local mechanical, local weather, and operational difficulties. The statistics from 2016, 2019, and 2022 were shared.

Sjohnna Knack explained that back in 2017, an ANAC Subcommittee recommended increasing the financial penalties for violating curfew. Staff investigated this and decided if numbers reached 2016 levels again, then an increase in fines per penalty would be reviewed by the Airport Authority. Sjohnna discussed that 2022 was a COVID recovery year for operators and with labor shortages, violations were higher than normal. She expressed that staff would be working with operators in 2023 to reduce their violations.

Tyler Reince gave a summary of the past three years relating to noise complaint information. The primary takeaway was that despite the number of operations steadily increasing at SAN since COVID, noise complaints continued to trickle down. However, when correlating to the number of operations, early turns did see a rise.

Josh Covell provided an update of the Quieter Home Program (QHP). Highlights included expended spending (over \$20,000,000 in 2022), almost 500 homes treated the last year, and finishing the QHP's first non-residential property (a church / preschool). Designs for completing the program's second non-residential property are in the works.

Public Comment:

Gary Wonacott, a Mission Beach resident, stated that there was an average of 18 to 20 departures between 6:30 a.m. – 7:00 a.m., and an average of three departures between 11:00 p.m. – 11:30 p.m. He asked how many of the curfew violations for those three departures were scheduled after 11:00 p.m.? Secondly, would it make any sense to push all departures so they are scheduled prior to 11:00 p.m., but still list the curfew as 11:30 p.m.?

Questions from ANAC:

Matthew Price asked how many early turns there were in 2019 (pre-pandemic) compared to 2022, a breakdown of north vs. south early turns, as well as the relationship between curfew violations and associated early turns. He also said it seemed that most curfew violations were unexplained, in terms of mechanical and weather, and would like a report back on the increase in fees. Josh Covell informed the ANAC committee that data relating to the previously discussed topics could be found under Tableau on the Airport's website. A link could be sent out to find those statistics.

Iain Richardson asked which airline has the most number of flights fined and / or the fines paid. Iain also noticed that *jetBlue* had a significant multiplier and was getting charged \$40,000 per fine, were they also the highest frequency of fines in terms of this new period or was that just the dollar that made them much bigger? Billy Hobson stated that the top two airlines relating to fines were *jetBlue* and *Alaska*, combined, they paid roughly \$700,000 in fines (estimated). Billy stated (answering Iain's second question) he believed it was a little of both, but *Alaska* had slightly more total number of violations. *jetBlue* had 11 violations but suffered from a higher multiplier (11 to begin the year and four for the second half of the year), *jetBlue* paid \$460,000 in fines in 2022.

Judy Holiday stated that she felt people would submit more noise complaints if it were easier to do so, asking what year the noise 'clickers' were discontinued. Sjohnna Knack answered that the 'clickers' were discontinued by 2019.

Peter Shearer asked if the Quieter Home Program (QHP) were to conclude, or if fines were to exceed its spending, what would be the plan for handling the excess money? Sjohnna Knack stated that QHP was a long way from ending, with many homes to treat. However, if the program were to end, the money would go towards operating the aircraft noise office.

Gloria Henson mentioned that out of 4,000+ noise complaints in the San Diego neighborhoods, Mission Beach had 1,827 of them, and all came from one household. Additionally, the majority of all the neighborhoods had complaints from a single household. Gloria wanted to know, if it's so difficult to submit noise complaints, then how does one household submit over 1,800 noise complaints? Matthew Price suggested automated possibilities. Matthew also said that the number of complaints as well as households were probably a fraction of people who are bothered by aircraft noise.

Chris Cole stated that complaints are helpful for two different reasons. One, it lets people who are impacted by aircraft noise know that they are listened to and that their complaints are heard. Secondly, it helps enable the ANAC Committee and Airport Authority to impact / make changes, which Chris stated he has seen accomplished since he joined the committee. Chris then made a note that the report shows Mission Beach being outside of the 65 decibel (dB) contour. He was surprised by that result, stating that he has been to Mission Beach a couple of times and said "it was really loud." It was hard to believe they weren't in the 65 dB contour.

Fred Kosmo mentioned that he was on ANAC back in 2016 / 2017, he supported Sjohnna Knack's comments [pertaining to increasing fines for companies who choose to violate curfew hours]. The fines should be increased if there was an increase in curfew violations, he understood why it wasn't done at the time. Looking at the current data, as operations increase, there are more curfew violations, missed approaches, and early turns. This is troubling for the community, and even though the Airport Authority will be speaking with the airlines, what could be done about reducing the aforementioned events? Using early turns as an example, Fred stated that 98% of early turns were caused by *air traffic control vectors*. Fred wanted to know if the Airport Authority could speak with the air traffic controllers or the FAA and find out why they are turning the aircraft early?

b. Project Updates

Josh Covell stated the Airport Authority received a [Record of Approval](#) from the FAA for the Part 150 Noise Compatibility Program, 16 out of the 17 recommendations submitted by the airport were approved. The only recommendation not approved was for the Ground-Based Augmentation System, reason being that it had no effect on the noise contours and not many aircraft had the onboard technology to use it. Continued work is being done for the Environmental Impact Report (EIR) noise mitigation measures; more information could be reported at the next ANAC meeting. The State of California variance (Title 21) was still in review and would be reported once there was an update. The Quieter Home Program (QHP) just completed its first non-residential unit, a preschool / church. The design review for a second non-residential unit is planned to be completed by the end of this year.

Public Comment:

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

[There were no public comments]

Questions from ANAC:

[There were no questions]

c. Fly Quiet Program

Roman Lanyak, Senior Aircraft Noise Specialist, announced the winners of SAN's 2022 Fly Quiet Program. The three factors for determining the Fly Quiet Program winners are: Fleet Quality index, Noise Exceedance, and Curfew Compliance. The four categories of winners are: large carrier (more than 10% of passengers flown at SAN), small carrier (less than 10% of passengers flown), cargo carrier, and international carrier. *Southwest Airlines* took the large carrier category award, *Spirit Airlines* took the small carrier award, *iAero Airways* (operating as *DHL Express*) took the cargo award, and *Lufthansa* took the international air carrier award.

Southwest Airlines won due to their increased use of Stage 4 aircraft, using 72% more Boeing 737 MAX's in 2022. Additionally, 13% of all their operations out of SAN utilize the Boeing 737 MAX aircraft. *Spirit Airlines* won due to their use of Stage 4 aircraft as well, with Stage 4 aircraft being used for 54% of all their flights. Furthermore, they had only one curfew violation in 2022. *iAero Airways* (operating as *DHL Express*) won for flying daytime operations schedule, having 63% of their fleet comprised of Boeing 737-800 aircraft, and not a single curfew violation. *Lufthansa* won by having the best aircraft as far as fleet quality pertaining to noise, all operations utilize an Airbus A350-900 (Stage 5) aircraft. 98% of their departures were between 2:00 p.m. – 7:00 p.m., which provided very little chance of violating curfew.

Public Comment:

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

[There were no public comments]

Questions from ANAC:

Peter Shearer asked if the Airport Authority would be updating the Airport Use Code to higher stage aircraft. Roman stated the airport does not operate anything less than Stage 3.

Sjohnna Knack commented that airports are not allowed to restrict operators by aircraft type or set new restrictions after passage of the Airport Noise Capacity Act of 1990. She mentioned airports can create programs to acknowledge the aircraft that choose to operate quieter aircraft (which is where Fly Quiet Program comes into play). Peter asked if the Fly Quiet Program could track the stage of aircraft that fly during the restrictive hours. With hopes that this could incentivize airlines to utilize quieter aircraft later at night. Sjohnna replied that she believed that could be track, the Airport's Noise Team would take note and follow-up.

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, a Mission Beach resident, stated the ANAC representative for Mission Beach, was a resident of north Mission Beach and not subject to the same noise levels residents of south Mission Beach were. This especially increased after the FAA implemented their satellite navigation program. Gary mentioned that he had acquired a portable noise monitor and set it up, running 24 hours at a time. He stated that the device was giving higher CNEL levels compared to portable noise monitor #23. For this reason, Gary felt there should be an additional noise monitor added, or to move noise monitor #23 further north. He felt this would do a much better job regarding accuracy when it comes to monitoring / mapping noise levels in Mission Beach.

Gary also mentioned that the state of California's quarterly noise contours are required by Caltrans to be verified with actual aircraft noise measurements. When reviewing the 2012 to current California Quarterly Noise Reports (QNR's) he saw no mention of using actual noise monitors. In the last report it was mentioned, but there were no details provided with it. Gary felt he believed it was important that the public be able to understand how the noise monitors are being used in Title 21 (CA QNR) and the effect they have.

7. Next Meeting / Adjourn

Jill Monroe mentioned that future ANAC meetings would now more than likely be in-person. This is due to the governor's Covid emergency declaration expiring by the end of February of the current year. A location is yet to be determined, but the Airport Noise Team would reach out and inform the ANAC committee prior to the next meeting. The next ANAC meeting will be May 17, 2023.

The meeting was adjourned.

 11/16/2023