

# MEETING SUMMARY

## Airport Noise Advisory Committee

*Date | Time* 02/21/2018 4:00 p.m.

*Meeting called to order by:* Heidi Gantwerk

### In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
Captain (Ret.) Jack Bewley	Airline Pilot (Retired)	Yes
Jessica Mier	Representative for Congresswoman Susan Davis	Yes
Jessica Turner	County of San Diego Airports	Yes
Bruce Williams	Representative for San Diego City Council, District 2	Yes
Carl "Rick" Huenefeld	MCRD	No*
Susan Ranft	Downtown Community Planning Council	Yes
Kirk Hansen	Community at Large	Yes
David Swarens	Greater Golden Hill Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Fred Kosmo	Peninsula Community Planning Board	Yes
Tom Gawronski	Ocean Beach Planning Board	Yes
Victoria White	City of San Diego, Planning Department	Yes
Richard Sullivan/ Tracey Johnson	FAA	No*
Kiera Galloway	Representative for Congressman Scott Peters	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustical Engineer	Yes
Vacant	Commercial Airline Pilot Representative	No
Danny Melgoza	Representative for San Diego County Supervisor Greg Cox	Yes
Randall LaRocco	Midway/Pacific Highway Community Planning Board	No
Melissa Hernholm-Danzo	Peninsula Steering Committee	Yes
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 began by asking for approval of the December meeting minutes, which were approved with two edits.

## 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, provided an update on the Program's status. There are currently just over 600 applicants on the wait list, amounting to roughly 1,300 units. For December and January, 28 units were completed, and an estimated 300 will be completed by end of 2018. Total homes completed through January 31<sup>st</sup> are just under 3,500.

Mr. Mayer mentioned we are still working with the FAA on a small number of unresolved items, namely, eligibility of commercial zoning. There are a total of seven properties in process that are commercially zoned, which amounts to 67 units. There are 21 properties on the wait list representing 131 units that are currently ineligible based on their commercial zoning.

**Question from ANAC:** David Swarens asked if there's a way to differentiate between the types of zoned properties?

Mr. Mayer indicated that they are working with the FAA to determine what information could be provided to see if any of these properties are eligible.

**Question from ANAC:** Fred Kosmo asked if projection of completing 300 homes a year is still realistic?

Mr. Mayer confirmed that he has construction forecasts that indicate we will finish 300 homes in calendar year 2018.

Mr. Kosmo reported hearing complaints that that construction completed on their houses over last 5-7 years is starting to fall apart, and they're not very happy, and asked if the noise office had received similar complaints?

Mr. Mayer stated that is not typical, but if owners are having concerns with their products they should contact airport staff at (619) 400-2309.

**Presentation on ANAC Recommendation #8, Alternative Funding for QHP** – Mr. Mayer presented his research, which included contacting a consultant who deals with funding for airport projects. In speaking with this consultant, he was told that airports have been seeking alternative funding for residential sound insulation programs, with little success. Federally, there is the American Reinvestment and Recovery Act, but there has been no success in obtaining funding when programs have reached out.

On State level, CalTrans indicated to that their limited funding is predominantly reserved for general aviation projects. On a local level, Mr. Mayer spoke with City of San Diego Community Development Block Grant Program, and was told that money is typically used for low-income housing redevelopment, and very unlikely that those funds could be used.

**Comment from ANAC: Kiera Galloway (Congressman Peters),** said her office and other federal offices are happy to write letters of support if grants are found that would be helpful, or if there are federal grants that clarification is needed.

**Missed Approach Statistics** – Roman Lanyak, Noise Specialist, presented on missed approaches. Overall, there were 781 missed approaches in 2017, a 1.3% increase over 2016. Total operations and total arrivals increased by 6.2%, so the increase in missed approaches is significantly less than the increase in overall operations. There were 13 non-compliant missed approaches in December 2017, and eight in January 2018.

Further analysis was conducted as to where and when missed approaches are flown. The majority of missed approaches are flown between Noise Dot # 2 and #3, and fly a normal (published) departure path.

**Early Turns** – Mr. Lanyak explained the definition of early turns. There was a decrease in December of 84%, and 90% in January as compared to those months in 2016. This significant change is attributed to new satellite-based departure procedures and efforts working with airlines and general aviation. There were 420 early turns in 2017, a decrease of 45%, over 2016.

Reasons for early turns: Most were initiated by ATC, which was confirmed by listening to voice recorders. All tracks have been reviewed internally but the reasons have not been confirmed to be caused by the FAA. Some early turns are attributed to pilot error. A few are flown close to noise dots, within about 1,500 feet.

Only 7% of departing aircraft flew are not flying all the way to the ZZOOO waypoint. Most fly within a mile of waypoint ZZOOO. Mr. Lanyak noted that those departures are flying published departure procedures and are considered on-course.

Nighttime departures after 10 p.m. predominantly comply with the 290-departure heading. There were four in December 2017 and three in January 2018 that flew a runway heading of 275. There was one early turn in contraflow operations which was turned left to give way to arriving aircraft on Runway 09.

**Question from ANAC:** Deborah Watkins asked what the low number of nighttime violations is attributed to.

Mr. Lanyak said ATC gives pilots instruction to fly the 290-heading and they are complying.

**Question from ANAC:** David Swarens asked what the correlation is with curfew and nighttime departures?

Mr. Lanyak said nighttime departures begin at 10:00 p.m. and most aircraft depart between 10:00 and 11:30.

**Question from ANAC:** Fred Kosmo asked about flights between ZZOOO waypoint, shouldn't the number be compared to only flights that turn left?

Mr. Lanyak said that he could take a look at that request and only show left turning aircraft (presumably using the ZZOOO departure) for that statistic.

**Question from ANAC:** Melissa Hernholm-Danzo asked at what point is the airport at capacity for conducting missed approaches?

Ms. Knack said missed approaches will occur regardless of capacity if it is required for safety. There's no correlation between capacity and number of missed approaches.

Chris Cole commented that he sees no correlation between missed approaches, early turns, and total complaints.

Ms. Knack said they have found correlation between missed approaches that are flying a non-compliant route, because those are more concerning to the public. The FAA does receive the information. Unlike early turns, where operators are contacted, they are not contacted on missed approaches because they are done for safety.

**Curfew Violations** – Jimmy Vazques, Noise Specialist, presented on curfew violations, for the month of December 2017 and January 2018. Increases in violations in December, were mostly due to inclement weather between 28<sup>th</sup>-30<sup>th</sup>.

**Noise Complaints** – Based on the ANAC recommendations, total noise complaints are now included as part of the statistics. 99% of complaints filed come from a non-authority app, which only allows for loud aircraft as a complaint option. Overall, nine households generated 65% of complaints for December-January 2017.

**Update on ANAC Recommendations** – Ms. Knack presented the status update for ANAC recommendations. On October 2017, committee approved 21 recommendations, and she presented an action plan to address the recommendations to Airport Authority Board in December 2017. The action plan was accepted.

Recommendation #1 is to increase curfew penalties. We are still researching and plan to work with internal legal counsel to determine the next course of action.

Recommendation #5 was completed as radio communications with SoCal TRACON can be streamed online via LiveATC.net.

Recommendation #7 requested to add new community members on ANAC from Pacific Beach, La Jolla and Point Loma Heights. A comprehensive review of the board policy and modifications to that policy have been made to modify the committee structure, which will be taken to the Board in March for approval.

The membership modifications include adding four new members to ANAC from outside of 65 decibel contour. Three would come from City of San Diego Planning Groups because that is where the vast majority flight tracks are. One member will be selected to represent communities in East County or in the unincorporated county.

Neighborhoods will be selected based on communities that have the highest number of households submitting complaints over the past 12-months.

Based on 2017 data, the three communities being recommended are Mission Beach, Pacific Beach and La Jolla within the City of San Diego and La Mesa, representing the area outside of the City.

The community group members within the 65 dB contour would remain and terms for those individuals would be two-year, with one two-year reappointment, for a possible total of four years. The terms for members outside the 65 dB contour would be two-year terms, at which time airport staff would review the prior year's noise complaint locations.

It's also being proposed to add aviation industry members, one from National Business Aircraft Association (NBAA), who represents all general aviation aircraft; two airline positions, an active pilot, and an airline flight operations person; and one from Economic Development Council, or someone representing tourism.

Currently, there are 13 members. The modifications would bring the total number of voting members to 18, with the voting majority community members. A modification is being made to the position of the general community member; to be rotated from east and west representation, with a two-year term, starting with west and switching every two years. Ex-officio members are not affected.

We want greater clarity in purpose of ANAC, and the role of members, so our recommendation is create a work plan at the June meeting to guide ANAC for the year.

We're proposing that the last meeting of this membership be April, where we would recognize two long-term members that will no longer be on the new membership.

Ms. Knack continued with Recommendation #2, to use curfew penalties to pay for noise. She gave an overview of the noise budget showing that more than the amount of money collected from curfew penalties is used to run the noise office.

Recommendation #12 included a group of items requesting more data presented to ANAC. Most of the data has already been incorporated.

Ms. Knack explained there are exceptions, where it was not feasible to provide the data.

With regards to the independent audit of web-based flight tracking system, she explained that they are currently out to bid for a software upgrade to the current noise monitoring system. The new system will require rigorous State of California Acceptance Testing. Results will be presented to this committee.

For the recommendation to implement a way to educate the community to use FlightTracker, she indicated staff is considering a range of approaches, including having staff visit local libraries on a quarterly basis to provide demonstrations on the use of web-based flight tracking.

Staff continues to work on the recommendation to report on time above metric and the 55 dB contour.

**Update on Part 150 process** – Ms. Knack reached out to the FAA (Airports Division) to start the Part 150 update Request for Proposal, since FAA has to accept every milestone of the process. The FAA expressed that procedures outside the 65 could not be studied within the Part 150 document. To address those procedures, The Airport Authority will conduct a separate study and use Airport Authority funding.

We are collecting applications to build the Citizen Advisory Committee and the Technical Advisory Committee, and kick that off with flight procedure analysis, then roll right into Part 150. CAC applications are open till February 28; we currently have 27 applications for a 15-member committee. Selection will be made in early March. The first Citizen Meeting is March 22, at 2 p.m. First Technical Meeting is April 5, at 1:30 p.m.

**Question from ANAC:** What is the separate study for under 65?

Ms. Knack said Federal funding will only cover a Part 150 study if it's within the 65 contour. Therefore, that task will be pulled out and paid for by the airport. CAC and TAC will work on both studies simultaneously.

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## 2. Public Comment

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**Gary Wonacott**, representing the Mission Beach Town Council. He referred to the comment that there were no procedural changes made to nighttime departures pre and post Next Gen, and Ms. Watkins' question, why have right turns decreased? The answer was because these planes are now following published procedures, which is the PADRZ SID. He believes that there has been a change pre and post Next Gen, that the nighttime departures are also following the PADRZ SID. He said he's been looking at the tracker, and confirmed virtually every nighttime departure goes over the WNFLD waypoint, so those procedures follow the PADRZ SID. He said last week, Mission Beach Town Council passed a resolution requesting the San Diego County Regional Airport Authority to make a formal request of the FAA for them to do a parallel or concurrent 41A study. He believes a formal request is important to minimize the time. So, having them on board, getting a formal request into them so they can start it, he thinks would minimize the amount of time to get these procedures evaluated.

**Gillian Ackland** said she thinks there has been an increase in the number of flights and the loudness of flights. She said she's said it many times before, but it really is the truth. And with the expansion of the aircraft here, this is only going to increase. What we find is that we have a very strong emphasis on complaints. Making complaints is not easy, it's very stressful. If you miss one that means something didn't get counted, etc. So, when we see a decrease in the number of complaints, she doesn't think that is really any indication of the quietness or the less aircraft or etcetera, it's just business as usual, and people are getting really tired and fed up with the continual problem. She said she's glad to see we are making a little progress with doing something about it. She wants to emphasize the number of complaints is not correlated in any way to noise and aircraft movement. She said also, one of the aspects that has never been discussed is the health aspect. There have been studies for 10-20 years; a recent one was given in the February 6 edition of the Washington Post, where the link between aircraft noise, or noise in general—but for us it's mostly aircraft noise—and health is considerable. It really ends up in cardiovascular disease, etcetera. They cite two people; one is from Germany, and another from Mayo Clinic, so they are both cardiologists. In addition to the noise, there is also the air particle pollution. That again has not been addressed and continues to be a problem. She said she has seen a big increase in the last 18 months of aircraft with—of the pollution. She sees it in her house. She sees that the dirt and the dust is no longer just ordinary dust you can easily wipe away. It's now black and ingrained, and this is from the aircraft. She thinks we still have a big problem, and we need a great deal of work on it.

**Marie Knox** lives in La Mesa, not around Mt. Helix. She lives by Helix High School off University Avenue. She's been a resident of La Mesa since 1986. She and her husband bought their home in 2015. There were never any airplanes flying over their home. And in November of last year, it started where there are 737s flying continuously over their home, the yard, the neighborhood. She came here to report that La Mesa is being severely impacted with the new changes in flight path. She and her husband can't enjoy their yard. They can't leave their windows open when the weather is nice because the noise comes through their double-paned windows. It rattles their house. It starts at 6:30 in the morning, and continues till 11:30 at night. Sometimes the flights are farther away, sometimes they're directly over their home and very low. They come on either side of the house, and she's noticed it all over La Mesa. She knows she's not the only one that has a home in La Mesa that has 737s flying over. When she goes to the store, she sees them there, and when she's in the village having outside coffee with a friend, they're flying over there. When she's at the park with her dog, they're flying over. She wants to make it known that it is severely impacting us, and she hopes something can be done. She addressed La Mesa City Council this month, and all members agree that they've noticed an increase, and that something needs to be done.

**Bea Pardo** dittoed all of that.

#### **Action items:**

Ms. Gantwerk asked for nominations of two members of ANAC to serve on Technical Advisory Committee, both for Flight Procedure Analysis and for the Part 150 study update. After multiple nominations, there was a motion and approval to nominate Deborah Watkins and Melissa Hernholm-Danzo to be representatives on the Technical Advisory Committee.

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### **3. Approval of December 2017 Minutes**

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Minutes were approved at beginning of meeting.

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#### **4. New Business**

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There was no new business.

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#### **5. Next Meeting/Adjourn**

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The location of the April 18 meeting is being changed to San Diego Holiday Inn Bayside. Further information will be provided.

Meeting was adjourned.