

# MEETING SUMMARY

## Airport Noise Advisory Committee

*Date | Time* 08/15/2018 4:00 p.m.

*Meeting called to order by:* Heidi Gantwerk

### In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
<b>Community Planning Groups Within the 65 dB contour</b>		
Joseph Ocampo	Downtown Community Planning Council	Yes
Melissa Hernholm-Danzo	Community at Large – 65 dB contour	No*
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	No
<b>Community Planning Groups Outside the 65 dB contour</b>		
Cindy Greatrex	La Jolla Community Planning Association	No*
Susan Nichols	East County Communities	Yes
Jason Legros	Pacific Beach Planning Group	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
<b>Stakeholders</b>		
Carl "Rick" Huenefeld	MCRD	Yes
Robert Bates	Airline Pilot	Yes
Jessica Turner	County of San Diego Airports	Yes
Wayne Reiter	City of San Diego, Airports	Yes
Phil Derner	National Business Aviation Association	Yes
Kallie Glover	Commercial Airline Flight Operations	Yes
<b>Ex-Officio Non-Voting Members</b>		
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	Yes
Justin Cook	Acoustical Engineer	Yes
Michael Valencia	FAA	Yes
<b>Staff</b>		
Sjohnna Knack	Authority Staff	Yes
Heidi Gantwerk	Facilitator	Yes

\*Members contacted staff ahead of time and are considered excused.

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## 1. Welcome and Introductions

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Heidi Gantwerk, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. She introduced new ANAC member, Phil Derner representing the National Business Aviation Association (NBAA), and Michael Valencia from FAA, who attended to listen to concerns, not answer direct questions.

Mr. Valencia introduced himself as the District Manager for Southern California, overseeing about 900 air traffic controllers and managers.

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?EntryId=12196>

Sjohnna Knack explained -the meeting's focus, per the agreed upon ANAC work plan, was the upgraded Airport Noise and Operations Monitoring System.

### **Quieter Home Program Update**

Fernanda Talley, Construction Manager II, provided an update on the Program's status. For June and July, 39 units were completed with an estimated 300 units completed by end of 2018. Total homes completed through July 31 is 3,600. There are currently 546 owners on the wait list, which amount to about 1,000 units.

The FAA has officially approved the Neighborhood Equity Plan, so we are moving forward with design and assessments of those homes. Treatments that have been approved are ventilation, weather stripping and caulking.

The only unresolved issue that still exists with the FAA is how we treat residential properties that are on commercially zoned parcels. Staff continues to work with the FAA on this issue.

**Question from ANAC:** David Swarens asked if the equity program includes air conditioning?

Ms. Talley said potentially. An assessment is done on the home to determine what ventilation options are applicable.

### **Missed Approach Statistics**

Roman Lanyak, Noise Specialist, presented on missed approaches. There were 30% fewer missed approaches in June and July as compared to last year, with operations increasing by about 5% (as compared to last year). Based on staff's research most missed approaches are due to separation requirements between arriving and departing aircraft. In the previous two months, about 25% of missed approaches fly outside of noise dots, and about 5% occur east of the airport, which means that about 70% of missed approaches fly a standard departure heading.

### **Early Turns**

There were 22 early turns in June; 27 in July, about the same as last year. None of those are weather-related; most are due to ATC issuing instructions to turn early.

Out of 49 early turns, about 38 were to the left over-flying Point Loma and 11 turned right over Mission Beach. To the left, most early turns are aircraft flying back over Point Loma. When they fly back over Pt. Loma the aircraft altitudes are about 10,000 feet. For the right side, over Mission Beach, most are general

aviation aircraft flying to nearby destinations and ATC turns them early to set up for arrival to either Montgomery, Palomar, or Ontario International.

**Question from ANAC:** Rick Huenefeld clarified that it's 11 early turns out of a total of 5,100 departures a month.

**Question from ANAC:** Phil Derner asked how reasons for missed approaches are determined?

Mr. Lanyak said ATC communications are monitored and internal ANOMS system is used to visually see the track.

### **Other Flight Ops Statistics**

Mr. Lanyak said there were 1,100 nighttime departures for June and July; only 3 of those flew a straight ahead (runway departure heading) rather than 290 degree departure heading (nighttime procedure), most likely as a result of not being issued amendment to clearance. 17 flights turned right overflying La Jolla and Del Mar on ZZOOO departure. About 11% of ZZOOO left turn aircraft did not fly directly to ZZOOO waypoint, and flew between that and noise dot 4 and 5 line.

**Question from ANAC:** David Swarens pointed out that the key shows arrivals, departures and overflights, but that the map seems to only have departures.

Mr. Lanyak explained it's just a schematic. For nighttime, staff primarily looks at departures.

### **Noise Complaints**

Sjohnna Knack presented on noise complaints. It is normal to see increases in the number of complaints in the summer when people have their windows open. June saw a small increase, and a small decrease in the total number of complaints came in in July, yet the number of households had a sizeable increase in July. The majority of households complaining are still coming from La Jolla/Point Loma, primarily through the 3<sup>rd</sup> party app, but Ms. Knack noted an increase from the east in neighborhoods including Golden Hill, South Park, and others. That trend is being monitored, and concerns are being noted.

### **Curfew Violations**

In June and July of 2018 there were 15 violations. This time last year there were 20. Last year there were more carriers with a multiplier. Runway construction starts up again on October 10<sup>th</sup>, and we're hoping for even more reductions in violations due to hard runway closures.

### **Update on ANAC Recommendations**

Ms. Knack presented the status update for ANAC recommendations. There is no update for TAC, as there was no meeting.

Included in member packet is update of status of all recommendations. The suggested curfew penalty increase is still with legal counsel. Efforts over last two months have been focused heavily on the Flight Procedure Analysis. The Flight Procedure Analysis looks at changes requested by this committee outside of 65 dB contour. FAA does not allow us to study those inside the Part 150. Participants in the CAC meeting discussed the draft procedures and initial analysis on procedures. A consultant firm has been selected for Part 150 study. Contract negotiations are being finalized with firm, and depending on FAA approval to start, it will be kicked off September-October. There will be a Joint CAC/TAC meeting August 30<sup>th</sup>.

**Question from ANAC:** Robert Bates asked for explanation regarding penalty monies and whether those funds could be directed to community with improvements in line with Quieter Home Program, how that was determined.

Ms. Knack explained that Noise Office is funded through the general fund, so to take money for Quieter Home Program isn't feasible. Instead staff is considering using the curfew penalty for some efforts in the office such as noise monitoring. The total cost of the flight procedure analysis is more than that collected in curfew penalties in 2017.

**Question from ANAC:** David Swarens state that the concept of the recommendation was to dedicate an income stream as supplement to current funding for noise mitigation efforts

### **ANOMS Upgrade Project**

Greg Bracci, Vice President, EMS (Briel & Kjaer) explained the ANOMS consists of several components. ANOMS is the fundamental software running at the airport. There are 23 noise monitors, all upgraded, out in the community, recording real-time noise data and transmitting back to ANOMS in real time. FAA radar data is integrated and correlated to aircraft events. At the backend of the software there's a lot of functionality that can be used to analyze flight tracks. There are also some new public-facing tools. In order to correlate flight tracks to noise, there's a sphere around each noise monitor, and when plane go by it, there are algorithms to determine if that aircraft created that noise.

WebTrak is available again, and all noise and flight track data is there in real time with a five- minute delay being shown on the web page. Besides WebTrak there is now a smartphone app available also for filing complaints. There is a new tool which allows a deeper analysis on complaints that come in. Mr. Bracci conducted a live demonstration of how to file a complaint on WebTrak, and on the new app.

William Hobson, Summer Noise Intern, presented the three fliers that will be distributed to assist with instructing the public how to use the new upgrade. Fliers can be viewed on the SAN.org website. Instructional workshops will be held during the first three weeks of September at local libraries and rec centers throughout the counties with the highest rates of complaints.

Sjohnna Knack demonstrated the newly designed airport website, and explained how to easily find WebTrak and app links.

**Question from ANAC:** Susan Nichols asked if there is a method to request additional workshops in other outlying areas?

Ms. Knack said if a community member that can't make one of the five, they are welcome to come into the office for an individual meeting.

**Question from ANAC:** David Swarens commented that most workshops are during conventional workday; maybe in the future have more evening sessions.

Ms. Knack said detailed step-by-step instructions are being developed that will be put on the website.

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## **2. Public Comment**

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**Daniel Axelrod** from South Park stated that a few years ago, he lived on Hawthorne Street, where if you walked out to the block, you could see a plane and hear it. As of six months ago, living on Grape Street, the planes are a lot louder. He thought that if he moved a few blocks north, planes wouldn't be an issue. Now that's not the case. Sometime in the last six months, you go on Juniper, see planes flying. They look like they're almost flying in slow motion, flying lower and louder. It's getting to the point where South Park residents might have to resign that we are now Golden Hill or Bankers Hill. All the regulations and complaints and technology are appreciated, but it does absolutely nothing if the planes are just allowed to keep expanding and cover more areas until all of Central San Diego is fair game.

**Peter Brown** lives on Dale Street in South Park. Other people are noticing. He lives between Cedar and Date, and he and his neighbors have noticed many of the exact same things. There are three households here today and others that couldn't make it to this meeting. They're feeling that the noise levels are

definitely going up. They're not only going up, but it appears that the planes are coming in further north than they did previously. Previously, they were a few blocks down. They're not even within a noise abatement zone at this time, even though it feels like the planes are only maybe a block off. He said the question they're coming with is how do they discuss a rezoning of that noise abatement zones when they in South Park are experiencing so much more noise?

**Marie Knox** lives in La Mesa. She is on the Community Advisory Committee representing La Mesa in East County. She came specifically to tell everyone on ANAC that at the July 19 meeting, she was told that East County noise would not be addressed until a Class B Airspace Redesign Study by the FAA is completed. She stated that if East County is not addressed in this noise study, it will be years before another one, and before the noise is addressed. She lives in East County. She is being impacted every day with low flying, loud aircraft over her home and neighborhood, and she is asking to please make sure that the Community Advisory Committee input is being heard. She just looked on the website for the notes of the July 19 Community Advisory Committee meeting, and there is absolutely no mention about East County. It would fall under the recommendation number 16, and she also reminds everyone that when the ANAC Subcommittee was going over all the recommendations last year, East County was not included in any of that. She asks on behalf of East County to make sure that they are being represented in the study and that the noise problems they are having will be addressed.

**Patty Davidson** lives in La Jolla. She said thank you for new flight tracking. Flight Tracker online had a delay of 15minutes. She uses the special app and she hears it, so she clicks. She feels like in parts of La Jolla is that they've been Metroplexed. Used to be she had a deck, she could go out, watch the stars, relax. On occasion, she could hear the ocean. Now it's just flights, flights especially outbound that are closer. She thinks the waypoints should be changed to send the flights out further on the ocean. Right now they are turning and then they see the backend of the planes quite a bit, and those are noisy, and they see the stat flights coming in on inbound flights. She grew up in LA under the flight path, and that's where they are. They didn't have this pre-Metroplex. Just this week, they went out to do stargazing, and they went out to see the meteor shower, and it was all about planes.

**Shelley Schreiber** owns in South Park, but doesn't live there. She bought it in '97, and of course, planes flew over, but it's getting really bad. She is neighbor to folks that have spoken. She asked to know when the next FAA Contour Review is. She understands it's every five years.

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### 3. Action Items

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Ms. Gantwerk asked for approval of meeting summary from June meeting. There was a motion, a second and no discussion. Meeting summary was approved unanimously.

Sjohnna Knack provided Airport updates sharing that the 90<sup>th</sup> Anniversary of San Diego International Airport is tomorrow. She mentioned that regarding the draft EIR, public comment has been extended an additional two weeks, putting it at September 7. She stated that Susan, new member representing East County, and Marie, from Citizen Advisory Committee, there will be a meeting with both of them on Friday to understand their concerns. There are significant limitations to procedural changes due to Class B Airspace Redesign that limits what can be done as far as recommending procedure changes. That does not mean impacts will not be looked at. Part 150 requires to look at all impacts surrounding the entire airport.

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### 4. Next Meeting/Adjourn

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Next meeting is October 17.

Meeting was adjourned.