



In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance?</u>
John Bennett	County of San Diego	Yes
Captain (Ret.) Jack Bewley	Airline Pilot (Retired)	Yes
Rob Cook	FAA Representative	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Conrad Wear	San Diego City Council, District 2	No*
Kyle Peterson	Downtown Community Planning Council	No*
Victor Ravago	Midway/Pacific Highway Community Planning Board	Yes
David Swarens	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Paul Webb	Peninsula Community Planning Board	Yes
Tom Gawaronski	Ocean Beach Planning Board	Yes
Tait Galloway	City of San Diego	No*
Lee Steuer	Congresswoman Susan Davis	No
Greg Murphy	County Supervisor Greg Cox	No*
Kirk Hanson	Community at Large	No
Vacant	Uptown Planners	No
Vacant	Acoustician	No
Vacant	Little Italy Association	No
Vacant	Airline Representative	No
Authority Staff	Sjohnna Knack, Garret Hollarn, Steve Cummings, Craig Mayer	
Jennifer Lilley	Facilitator/Lilley Planning Group	

*Members contacted staff ahead of the meeting and are considered "excused"

1. Welcome and Introductions

Meeting began at 4:03 p.m. Jennifer Lilley, Facilitator, began the meeting, and she asked that the ANAC members introduce themselves.

2. Approval of Minutes

Quorum was established at 4:37 p.m.

As there was no quorum at the previous meeting, minutes for the last two meetings were heard.

July 16, 2014 minutes were approved unanimously: Motion = David Swarens Second = Carl Huenefeld

The October 15, 2014 minutes were approved unanimously with one correction - Peninsula Planning Board was represented by their alternate member, Pete Nystrom. Motion = Carl Huenefeld Second = David Swarens

3. Information Items

Airport Authority Update – Keith Wilschetz, Director of Airport Planning and Noise Mitigation, was not able to make it to the meeting and sent his apologies. Ms. Knack gave a brief airport update. Mr. Wilschetz presented to the Board in January the Airport Development Plan, the long-term plan to replace Terminal 1 and the Commuter Terminal, and continued tie-in with the north side developments. Four concepts were presented and it was received well by the Board. The north side developments are on schedule, and the Authority is looking forward to the opening of the Rental Car Center, roadway improvements, and FBO.

More details on airport projects can be found at: <http://www.san.org/Airport-Projects>

4. Presentation items

Note: A copy of the presentations can be found under “Noise Advisory Committee” click under “Latest Meeting January 21, 2015”; the following link will take you there:

<http://www.san.org/Airport-Projects/Airport-Noise-Mitigation#131493-noise-advisory-committee>

Quieter Home Program (Program) Update – Mr. Craig Mayer, Sr. Project Manager, provided the committee with an update on the Program status. Mr. Mayer indicated that currently there are 287 applicants on the waiting list, or 587 “homes.” The current waitlist does not include new applicants from the recent 66 dB boundary expansion. For calendar year 2014, 330 homes were completed, 47 during the 4th quarter. Of the 330 homes completed, 215 were single family homes and 115 were multi-family homes. As for the Program Guidance Letter, there is still no update on the acoustical testing plan; it is still in the review process to be approved by the FAA. While waiting for the approval, the new testing requirements have been implemented and five projects have been completed using the new testing criteria. Out of 100 homes tested, only two homes were below the 45 dB criteria. The owners of these homes were notified of the results and were placed in a holding category until the final approval from the FAA is received as to how to proceed.

For the boundary expansion, 1,500 applications for approximately 2,800 homes were mailed out to owners within the 66 dB contour (the recent boundary expansion.) Since the mail out in December, Staff has received more than 300 new applications to the Program.

Questions by ANAC: Mr. Huenefeld asked of the 2,800 applications sent out, how many homeowners would ultimately file an application?

Ms. Knack indicated that compared to other boundary expansions, many homeowners have decided not to wait for QHP and have replaced their windows themselves, so she anticipates the return rate could be lower than previous boundary expansions.

Questions by ANAC: Mr. Swarens asked how the mail-out was 1,500 but there were 2,800 homes? He also asked if the new boundary expansion shows the north side area with the previous boundary expansion.

Mr. Mayer responded that some properties have one owner but multiple units (like a large apartment complex), that’s why there are only 1,500 applications and not 2,800. For the second question, the new boundary expansion will be on the website, and currently the older boundaries are displayed in the QHP showroom.

Questions by ANAC: Ms. Watkins asked how about the breakdown of east vs. south for completed homes. She also asked what condo associations the Program has worked with recently.

Mr. Mayer informed the committee that 132 homes were completed on the east side of the airport, and 201 on the west side. He also indicated that the only condo association we have worked with recently is Sea Colony, on the west side of the airport. Construction in the majority of the complex has been completed in the past year.

Mr. Mayer informed the committee that the 3,000th Home Celebration that was scheduled on January 28th, 2015 has been postponed and a new date will be re-scheduled. As soon as a new date is established, the invitation will be sent out to ANAC members.

Ms. Lilley had asked the committee if there is any information or data that would be helpful for the next meeting. Mr. Huenefeld mentioned the maps and data previously suggested. Ms. Knack wanted to clarify if they wanted all of the boundary expansions, as there have been many. Mr. Swarens stated that what is requested is just the last two boundaries.

Fly Quiet Program – Sjohnna Knack, Program Manager, Airport Noise Mitigation, presented a draft report of the Fly Quiet Program (Program). She reminded the committee that the Program scores/ranks operators (commercial air carriers, G/A, cargo, & regional/commuter) on how quietly they operate in and out of the Airport. The three ranking elements are based on the community's concerns, which are: Curfew Violations, Fleet Mix (how loud/quiet the aircraft is) and the Early Turns for departures flying to the west. The Program is neither a penalty nor a reward, but strictly a reporting system that will acknowledge operators. Staff has been reaching out to operators in the Program report to explain the purpose of the Program. Ms. Knack mentioned that the Program provides a collaborative approach for the community and operators to discuss opportunities to fly quieter. She also mentioned that this "quieter flying" could result in shrinking noise contours, which would mean less homes would be eligible for the Quieter Home Program, and homeowners that are now eligible, may not be eligible in the future. She went on to explain that the noise exposure map is updated every five years per FAA regulations and when the noise exposure map is updated, most likely it will be much smaller, which could result in some of the committee's constituents not being eligible for the program.

Questions by ANAC: Mr. Webb asked about Southwest's making the Early Turns. Ms. Knack responded that about 70% of the time the Air Traffic Controller's direct the operator to make the early turn. Mr. Cook, FAA Representative, indicated he is committed to inform the controllers of this information to reduce Early Turns.

Ms. Watkins suggested adding a scale or legend to make the report clearer. Staff agreed to make changes on the reports so that it is more clear.

Mr. Huenefeld pointed out that overall there was a very low number of early turns, especially compared to the high amount of departures by the operators. He felt the numbers could be misleading. Ms. Knack suggested they could include the percentage of early turns in comparison to the operator's total departures. Ms. Lilley, based on the discussion, clarified that the ranking for the operator will not change with this percentage, it will just provide context.

Flight Operation Statistics - Mr. Hollarn presented updated flight operation statistics, covering missed approaches, "Early Turns", and operational facts and figures. Mr. Hollarn stated that the missed approaches for the 4th quarter have increased, mainly due to weather. Overall numbers are in line with previous years; "Early Turn" stats for 2014 were 261, a slight increase from last year, but still less than 2011 or 2010. Contra-flow numbers are still steadily decreasing, due predominantly to aircraft type/fleet changes occurring. For example, American Airlines no longer uses MD-80 aircraft to Chicago, which always necessitated a Contra-Flow departure.

Complaint Statistics - Mr. Cummings presented an update of Noise Complaints. The total complaints for 2014 were 156, down 14% from last year. Mr. Cummings also reviewed the complaint statistics as they relate to type of

call and calls by neighborhood. A large portion of calls were related to flights during the Curfew time period (11:30 p.m. to 6:30 a.m.), and most calls still come from neighborhoods west of the airport.

Curfew Violation Review Panel (CVRP) Statistics - Mr. Cummings informed the committee that the numbers of Curfew Violations were down about 20% from last year, down by 13. Total violations for 2014 were 47. Mr. Cummings informed the committee that the Noise office has been reaching out to airlines. These communications have resulted in operators turning over their airplanes quicker, changing their flight schedules, and other time saving measures. Mr. Cummings reminded the ANAC that the next CVRP meeting is February 4th, 2015.

5. Public Comment

There was no public comment.

6. New Business

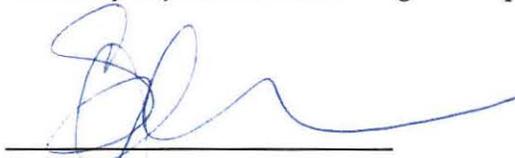
Before the meeting adjourned, Ms. Watkins asked how many meetings a member can miss before being released as a member of the committee. Ms. Lilley replied it is two unexcused absences to take action.

Ms. Knack asked the committee if the ANAC meetings scheduled on the 3rd Wednesday of January, April, July, and October is still acceptable. Mr. Ravago mentioned that Midway/Pacific Highway Planning Group holds their meetings Wednesdays at 3:00 p.m., so that may impact his attendance, especially if presentations are very long at their meetings. All other members agreed to stay with the current ANAC meeting schedule.

7. Next Meeting/Adjourn

The next meeting is scheduled for Wednesday, April 15, 2015 at 4:00 p.m. at the Noise Mitigation offices located at 2722 Truxtun Road.

Ms. Lilley adjourned the meeting at 4:54 p.m.



Sjohnna Knack
Program Manager, Airport Noise Mitigation