

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance?</u>
John Bennett	County of San Diego	No
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	Yes
Vacant	Downtown Community Planning Council	No
Vacant	Midway/Pacific Highway Community Planning Board	No
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
Victoria White	City of San Diego	No*
Daniel Hazard	Congresswoman Susan Davis	Yes
Greg Murphy	County Supervisor Greg Cox	No*
Kirk Hanson	Community at Large	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustician	Yes
Grady Boyce	Airline Representative	No*
Authority Staff	Keith Wilschetz, Sjohnna Knack, Garret Hollarn, Craig Mayer	
Jennifer Lilley	Facilitator/Lilley Planning Group	

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

1. Welcome and Introductions

Jennifer Lilley, Facilitator, began the meeting and asked that ANAC members introduce themselves. She stated that this is the quarterly Airport Noise Advisory Committee (ANAC) and that the FAA Metroplex is not in the Agenda since comment time has ended.

2. Approval of Minutes

A quorum was established, Ms. Lilley called to motion approval of July 15, 2015, Mr. Huenefeld approved the motion which was seconded by Mr. Cole. The Minutes were unanimously approved with no discussion.

3. Information Items

Airport Authority Update – Keith Wilschetz, Director of Airport Planning and Noise Mitigation, gave an airport update. He reported that operations in the airport are doing quite well and up 4.2 percent. Passenger enplanements are up 6.5 percent which is higher from last year.

The Rental Car Center (RCC) project at the north side of the airport is going well and is scheduled to open in January of 2016.

4. Presentation items

Note: A copy of the presentations can be found via our website using the following link:

http://www.san.org/Airport-Projects/Airport-Noise-Mitigation?EntryId=8293&Command=Core_Download

Quieter Home Program (Program) Update – Craig Mayer, Deputy Program Manager, provided the committee an update on the Program status. Mr. Mayer stated that currently there are 755 applicants which equates to 1,299 units on the waiting list. He stated that 315 homes will be completed by the end of the year, December 31, 2015, which is lower than previous years due to majority of the homes being single-family homes. The total completed homes to date are 3,251 homes.

Mr. Mayer explained that since September 30, 2015, the Program has transitioned into the new Airport Improvement Program (AIP) Guidance that governs how we run the Program. The differences include a two-step process to determine the home's eligibility and other treatments that are now considered non allowable. Since the Program initiated the new two-step process, 177 homes have been acoustically tested and 14 homes have tested below the 45 decibel (dB) threshold.

Question from ANAC: Mr. Swarens had asked about treatments of the homes tested below 45 dB and the ramifications of the delays.

Mr. Mayer explained that a home that tests below 45 dB is compatible according to FAA. The Program has asked the FAA if the home can be treated with a ventilation system and is still waiting for a response. With regards to the second question, the Program is uncertain about the impacts of the delays but hoping that a resolution will be reached soon.

Question from ANAC: Mr. Hanson wanted to know what the Airport Authority is going to do to sound attenuate new homes since the proposed flight changes path will have a larger noise footprint, especially around the Pt. Loma area. He asked if the funding would change if the noise footprint expanded and will the Authority submit comments regarding this to the FAA.

Mr. Wilschetz replied that they are not able to talk about impacts to draft procedures as it would only be speculation. However, if noise impacts increase the contours for the Program, boundaries will be reviewed. The Airport Authority did provide comments on the draft SoCal Metroplex Environmental Assessment and they can be found on our website.

Curfew Violation Review Panel (CVRP) Statistics – Ms. Sjohnna Knack, Program Manager, Airport Planning & Noise Mitigation, gave a review of the total violations from July 1 to September 30, 2015. The total violations through September 30, 2015 are 30, which is down by nine violations from this time last year. From the past quarter, there were seven violations, and four are scheduled for the December meeting.

Flight Operation Statistics – Ms. Knack presented updated flight operation statistics. The total missed approaches (MA) through September 30, 2015 were 540 as compared to last year at this time when it was 482. In September alone there were 63 MAs which has increased from last year's 38 for the same month. One reason for the increase is due to the FAA testing new instrument landing system equipment. This equipment allows aircraft to operate in inclement weather. 21 of these MAs were related to the flight testing back in September.

She went on to explain early turns can go two different directions, either to the right, over Mission Beach, or the left over the Pt. Loma Peninsula. The early turn corridor is based on the headings of 295 to the right and 265 to the left, which is based on the Red Dot Agreement.

In July through September of 2015 there were 27 early turns to the left over Pt. Loma and 30 to the right over Mission Beach. When looking at the types of aircraft making the early turns, there was a large amount of general aviation aircraft, which is something Staff will be looking into.

She reiterated that early turns do not include propeller aircraft. Staff will be coordinating with ANAC FAA Member, Rob Cook, to review operators that frequently turn early to see if there are ways to decrease MAs in the future.

Complaint Statistics – Ms. Knack presented an update on noise complaints. Through September 30, 2015, 303 noise complaints have been received. In September alone, 225 complaints were received with 90 percent of the complaint locations coming from the Pt. Loma area near Point Loma Nazarene University (PLNU). The complaints are primarily on flight path changes, low altitude flights, and negative impacts of health. Ms. Knack explained that she conducted analysis on flights crossing over the Peninsula from April through September of this year. Based on that analysis, there were no significant increases in flights. The Airport has an average total of 520 operations (arrivals and departures) a day. The analysis showed on average, 35 flights a day cross over the Peninsula. Finally, when reviewing average altitudes, when looking at those Peninsula overflights, most flights are at 8,000 feet or higher.

Question from ANAC: Mr. Cole questioned why the bulk of the complaints are in the Pt. Loma area and not Mission Beach for Early Turns. He also asked why the complaints have increased when according to the FAA the Metroplex has not been implemented.

Ms. Knack responded that she couldn't comment as to why there were more complaints coming from Pt. Loma but that every complaint received is counted. She also stated she couldn't comment as to why complaints increased when the Metroplex has not been implemented.

Question from ANAC: Ms. Watkins asked about the increase of flights at Mission Beach.

Ms. Knack responded that there is an increase on business jets. Mr. Cook stated that the FAA will look in to it.

Question from ANAC: Mr. Swarens asked if there is any progress with air carriers being a better citizen, and not violating the curfew.

Ms. Knack responded that Staff works with all operators to see if they can either move their departure times earlier or work with their team to see if there are alternatives, such as switching aircraft, to reduce the number of curfew violations.

Question from ANAC: Mr. Huenefeld asked about the noise monitors recording noise level data and if a group of concerned citizens outside the high impact area will qualify to get a noise monitor installed?

Ms. Knack described that noise monitors are intended to validate the noise contours and should be placed under predominate departure and arrival paths. She stated that it would be very difficult to obtain accurate noise level results in the wooded area as that site only receives occasional overflights.

Request from ANAC: Mr. Hugo Carmon requested for the flight analysis data for the Peninsula for the past ten years. Mr. Swarens also asked to include noise monitor levels.

5. Public Comment

Ms. Lilley opened the floor at 4:48 P.M. for public comment and reiterated that ANAC is not part of the FAA and will not be responding to any FAA Metroplex related questions since the comment period is now closed. She asked that the questions be clear and that three minutes is allowed for any comment or questions.

Lynn Borkenhagen stated the early morning noise must be from the buildings along the runway that were demolished.

Staff indicated an analysis will be conducted to determine if there were any impacts due to the removal of those buildings.

Joe Watkins, Executive Vice President of Pt. Loma Nazarene University and resident, stated he willingly purchased a home in Pt. Loma and he appreciates what the committee is doing. He asked about the increased Missed Approaches, and with expansion of arrivals at the airport, do we anticipate an increase of missed approaches? What the protocols are for turns and what altitudes should be reached.

Ms. Knack stated we can't speculate on future missed approaches, however, we will continue to collect statistical information. As it relates to protocols of missed approaches, ANAC FAA Member Rob Cook stated that missed approaches are required by either ATC or the pilot when there are separation or weather issues.

Julie Connolly asked why missed approaches are not routed over commercial areas. She said shifting the procedure towards the San Diego River would impact less people and be safer. She also asked if there was a plan to measure sound on the southern end of the point and how can impacts in that area be measured without a baseline. Ms. Connolly was interested in DNL vs. CNEL.

Mr. Cook stated that missed approaches are safe procedures. Ms. Knack said that the noise monitors are placed in the most noise impacted areas to support the modeled noise contours.

Casey Schnoor said he looks forward to seeing the Peninsula data request and wants to make sure we look at the Peninsula as a whole, not just the wooded area. He asked about the history on the red dot agreement and who has the authority on allowing early turns.

Ms. Knack explained that the "Red Dot Agreement" which is a voluntary FAA agreement established by local elected officials, members of the community and the FAA back in the late 1990's. This agreement includes informal procedures that have aircraft fly around the Pt. Loma Peninsula. She asked ANAC FAA Member Rob Cook to confirm, which he did.

Jill Monroe asked about the impact of maximizing Lindbergh Field compared to ten years ago.

Ms. Knack responded that impacts are reported on a quarterly basis and that data is collected and analyzed with stakeholders.

Jeffrey Ramos asked if webtrak will be added to the noise monitor on Talbot St. He said that data cannot be correlated between noise complaints and measurements if there is no monitoring site. He was concerned that our system could not distinguish between a dog barking and an aircraft flying over.

Ms. Knack clarified that the monitor is not on Talbot St but on Froude and Del Mar. ANAC member, Mr. Justin Cook, Acoustician explained that noise can be distinguished by setting different thresholds to detect an aircraft.

Bruce Bailey walks around PLNU daily. He thanked ANAC for their efforts and asked who makes the decision on the NextGen? Will the FAA follow recommendations by the Airport Authority? Where is the final stop? He also mentioned that the 65 dB is an old standard and the 55 dB is the modern standard, why not modernize it to give better information for all San Diego.

Staff was unable to answer his questions regarding the Metroplex. Ms. Knack replied that the noise level data has been audited by the State of California and is accurate, and the 65 CNEL average levels are set by the FAA.

Ms. Lilley advised the audience that it is now 5:20 P.M.

John Bauer stated that he had noticed an increase of flight take offs constantly and significantly to the southerly routes and thanked Mr. Cook's explanation but feels that the current modeling does not model the current reality, he also mentioned that he is partially deaf and the noise does not annoy him as much as it does the neighbors and invited Ms. Knack for a 6:30 AM coffee.

Neil Esterly asked about take offs, according to Next Door and Facebook is advocating for flights to be low and slow, he asked if this is accurate and correct.

ANAC FAA Member, Mr. Cook responded that this is not correct.

Cynthia Conger stated that the number of calls is not accurate that there should be more in Pt. Loma and an increase in head-to-head flights in the past eight to nine years, which increases the risks since there are two fail safe system in place, both human, pilots and the tower. For ALUCP, where are the safety issues accounted for? Lindbergh is a dangerous airfield, with the NextGen many things will happen in the peninsula and that this is such a small runway.

Ms. Knack responded that information is provided quarterly and safety on ground and in aircraft is accounted for. Mr.

Wilschetz added that ALUCP is to protect people on ground and in aircraft and had asked to talk off line.

Terri Johnson, comment about the impact study on the peninsula, comparing October 2012 with no noise to October 2015 with a lot of noise, what did the authority do to cause the noise? The wooded area experiences continuous noise. Where is the environmental study for 40 dB where the majority of complaints are?

Mr. Wilschetz responded that according to the 2008 Master Plan a full environment report outlined these concerns and there are no answers as of yet.

Dan Frankel requested the committee should measure the duration and amount of contaminants. Collect and analyze data, something has changed and the data should be audited. One has to question the data method. Map the early turns and noisy airplanes, and he volunteered his time and acoustic devices to monitor noise level.

Ms. Lilley advised the audience that it is now 5:47 and will take one more speaker.

Russ Valone asked to see the altitudes graphic and questioned how it is possible those altitudes are correct when he can see the windows of planes climbing low and slow. He would like to see departures categorized by altitude.

At this time Ms. Lilley asked the committee for any comments:

Mr. Cole commented to the public that the committee will work on the data breakdown for the past 10-years on number of flights, altitude, and type of planes.

Mr. Hanson noticed that every public comment is referring to airplanes that are louder and frequent and that not everyone can be wrong.

Ms. Lilley informed the audience that Mr. Wilschetz and Ms. Knack are totally engaged and committed to the community and also advised new members to review the policies and procedures about advisory roles and is looking forward to the ANAC meeting in January.

Mr. Wilschetz thanked the audience and mentioned that Peggy Cooper is the liaison and is always available to them.

6. New Business

None

7. Next Meeting/Adjourn

The next meeting is scheduled for Wednesday, January 20, 2016 at 4:00 p.m. at the Airport Noise Mitigation offices located at 2722 Truxtun St.

Ms. Lilley called to adjourn the meeting; Mr. Gawronski motioned to adjourn which was seconded by Mr. Swarens, the meeting adjourned at 6:02 p.m.

Sjohnna Knack

Program Manager, Airport Noise Mitigation