

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 02/19/2020 4:00 p.m.

Meeting called to order by: Heidi Gantwerk

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
Community Planning Groups Within the 65 dB contour		
Anthony Bernal	Downtown Community Planning Council	No
Melissa Hernholm-Danzo	Community Resident at Large within 65 dB CNEL	Yes
Judy Holiday	Midway-Pacific Highway Community Planning Group	Yes
John Kroll	Greater Golden Hill Planning Committee	No
Chris Cole	Uptown Planners	Yes
Anthony Ciulla	Ocean Beach Planning Board	No*
Fred Kosmo	Peninsula Community Planning Board	Yes
Community Planning Groups Outside the 65 dB contour		
Matthew Price	La Jolla Community Planning Association	No
Lori Myers	Grossmont-Mt. Helix Improvement Association	Yes
Jim Morrison	Pacific Beach Planning Group	No
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Aviation Stakeholders		
Olivier Brackett	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	Yes
Carl "Rick" Huenefeld	MCRD	No
Robert Bates	Airline Pilot (Active)	No
Kallie Glover	Performance Engineer, Delta Airlines	Yes
Dave Ryan	NBAA	Yes
Ex-Officio Non-Voting Members		
Justin Cook	Acoustical Engineer	No*
Maria Bojorquez-Gomez	Congress, 53rd District, for Rep. Susan Davis	No*
Joshua Coyne	San Diego City Council, District 2, for Jennifer Campbell	Yes
Kiera Galloway	Congress, 52nd District for Rep. Scott Peters	Yes
Marvin Mayorga	S.D. County Board of Supervisors, District 1, for Sup. Greg Cox	No
Keith Lusk	FAA Representative, Western Pacific Regional Office	Yes
Heidi Gantwerk	Facilitator	Yes
Staff/Presenters		
Steve Smith (Ricondo), Dennis Probst (SDCRAA), Sjohnna Knack (SDCRAA), Jim Payne (SDCRAA), Roman Lanyak (SDCRAA).		

*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 briefly shared the agenda.

2. Action 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>

East County Working Group Update

Steve Smith from Ricondo presented regarding the East County Working Group (ECWG) Flight Procedure Evaluation. The ECWG followed a similar process to the Flight Procedure Study, exploring existing noise concerns and identifying any feasible procedural changes recommended to alleviate noise. The ECWG conducted five meetings over the course of about a year, first gathering data about noise concerns, identifying possible procedural changes and analyzing them before making final recommendations. The ECWG had observed a change in traffic patterns, in particular following the implementation of Metroplex in 2016, which they feel has led to more noise, specifically in the morning and evenings. They wanted to make sure that no matter what comes out of this study, that any new noise would not be created in other areas. They also expressed concern about low flying planes and overflight frequency.

The group's objectives were focused on the arrival procedures where they wanted to maintain flight path dispersion (to "spread out the noise"), to raise altitudes over the populated areas, and if possible, extend them as far east as possible, and then turn south over a less populated area. After discussing a number of ideas, the group identified two options for analysis. The first is a modified version of the current COMIX arrival procedure, removing the route that goes from the KLOMN waypoint to the NADDO waypoint, to be used when operations are not very busy. The second would happen when operations are lower, primarily at night. Aircraft would continue to the east much further, and then turn south over a less populated area and then join the approach. This would provide some respite by moving the arrivals and the aircraft would stay at 6,000 feet.

(Details on the proposed approaches and the analysis can be found at https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=13446&Command=Core_Download) Noise analysis demonstrated that both options shifted noise onto other communities, and as such were not recommended. Instead, the group agreed to draft a letter to the FAA requesting that traffic be kept at or above 6,000 feet, which is written into the current procedure, but any deviation below 6,000 feet causes noise disturbances, and the group wanted to stress the importance of following the procedure, and encourage the Airport Authority to work with the FAA to emphasize this point.

Heidi Gantwerk suggested a motion be made asking ANAC staff to take the letter to the FAA. She pointed out there may be other letters of support, including one from Diane Jacobs' office, with Congresswoman Susan Davis CC'd, which will accompany this letter.

Lori Myers went to both the Valle De Oro Community Planning Group and the Sweetwater Community Planning Group and got unanimous vote supporting the letter. She does not have letters but got their permission to put their Planning Group name on the letter.

Chris Cole made a motion to direct staff to present the ECWG letter to the FAA. Deborah Watkins seconded the motion and the motion was unanimously approved by ANAC.

Fly Quiet Program Awards

Jim Payne reviewed the goal of Fly Quiet Program, introduced in 2017, to encourage operators to fly as quietly as possible by urging the use of quieter aircraft and improvement in maintaining the curfew. He reviewed the metric categories of curfew compliance, fleet quality index, and noise exceedance (a newly added measure that looks at actual noise measurements off the runway rather than only fleet standard noise measurements.)

For 2019, the large domestic carrier winner is United Airlines. They only had one curfew violation fined, but they canceled 14 departures that otherwise would have been a violation. Allegiant Airlines won for the small carrier because they swapped out the MD80 for the quieter A319. The international carrier winner was Japan Airlines who had no curfew violations even in the face of mechanical issues and weather conditions. He also noted that Air Canada scored highly. The most improved carrier was American Airlines. Last year they had a high amount of curfew violations. Staff worked with them to bring attention to the issue and their violations have gone down by 70 percent. Staff requested a motion from the committee to recognize these airlines publicly in front of the Airport Authority Board. Pending the outcome of a vote, they'd like to take this to the Airport Authority Board on March 5 and present each airline with an elegant crystal award the Airport Authority can display in the hope of encouraging other airlines to do the same.

Questions from ANAC:

Fred Kosmo stated that he agrees with that the awards and asked if anything can be identified that Southwest has done to lessen noise impact?

Jim Payne said Southwest was within a tenth of a point of United in fleet mix.

Chris Cole asked if the Airport PR Department will be reaching out to media?

Sjohnna Knack said she is already working with PR to get some press and social media on these awards.

Melissa Hernholm-Danzo asked if they'll be on display in the actual airport?

Sjohnna Knack said that was a good idea and she would look into it.

Fred Kosmo made a motion to publicly acknowledge airlines at the March Authority Board Meeting and also through public relations efforts. Olivier Beckett seconded and the motion carried unanimously.

Part 150 Update

Sjohnna Knack said she's met with the FAA to go through assumptions as they generate the draft noise contour at the end of January. They are still in the process of reviewing that and must provide feedback before she can take the next steps. She doesn't believe it will happen before June at this point.

Mr. Kosmo expressed concerns about the Part 150 and ongoing concerns for missed approaches, as it appeared there were more missed approaches last year than ever, and the airport capacity is increasing.

Jim Payne said the high amount of missed approaches are predominantly due to weather, causing spikes in the missed approach rate.

3. Approval of Meeting Summary

Judy Holiday made a motion to approve the meeting summary from the December meeting, it was seconded by Fred Kosmo with Jorge Rubio, Dave Ryan and Lori Myers abstaining. The motion passed.

4. Public Comment

Carol Knott lives in South Mission Beach. She doesn't want the committee to think because nobody from South Mission Beach is speaking that they're accepting the noise and learning to live with it. That is not the case. The airplanes start every single morning at 6:31. She still has a problem with 100% of flights being over South Mission Beach mornings and evenings. She asked the committee to disperse the planes and put them back where they used to be.

Tony Stiegler of Quiet Skies San Diego wanted to ensure that everybody is aware that Quiet Skies San Diego. They filed a lawsuit against the San Diego County Regional Airport Authority, challenging the Environmental Impact Report, and in particular, the adequacy of the EIR with regard to the Airport Development Plan, and the adverse consequences of noise on the communities that are impacted. He's happy to speak with any members of the committee or public afterwards.

Marly da Rosa lives in Point Loma. The flight paths don't show airplanes flying over her home but it happens all the time. Between 6:30 and 6:39, eight planes take off. When they were looking for a house, all the flights were going in Loma Portal area. She's 70 years old, supposed to be losing her hearing, but somehow, she hears more now. When she stays home, the whole day is a buzz of planes over and over. It's very annoying and she calls many times to complain. Things changed and it has gotten much worse.

Andrea da Rosa, also a resident of Point Loma in the Fleetridge area. They lived on Newport Avenue and they had issues with noise there so they decided to move. It took them five years to find a home. It wasn't ideal, but it worked for their budget and allowed them to stay here since they both grew up in Point Loma and allowed them to take care of elderly parents. They invested a lot in the home. There was no noise there. Then just before they moved in, all of a sudden, plane after plane after plane. She understands that all these great things are happening, but if people have lived here their whole lives and they live in homes that are of significant value, they should be paid attention to.

5. Next Meeting/Adjourn

Next meeting is April 15, 2020.

Meeting was adjourned.

Note: the April 15, 2020
ANAC meeting was
cancelled due to COVID-19.