

**DECEMBER 16, 2020  
AIRPORT NOISE ADVISORY  
COMMITTEE (ANAC)  
MEETING**

**ITEM 3**

**PUBLIC COMMENT**

**From:** [Gary Wonacott](#)  
**To:** [SDCRAA clerk](#)  
**Subject:** FPA and Part 150  
**Date:** Tuesday, December 15, 2020 5:21:08 AM

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The Mission Beach Residents Association endorses the noise mitigation approaches advocated in a public comment from Anthony Stiegler to ANAC for the December 16 ANAC meeting. Further, the MB residents support points made in a letter from those living in or around the 65 dB CNEL advocating for an in-depth assessment of NADP to mitigate noise in Mission Beach and to use the Fleet Quiet Score as the primary incentive for airlines to operate more “quieter” aircraft at SDIA.

More importantly, we have determined that we must advocate for noise benefits for Mission Beach to the Airport Authority using TAC and CAC members from other communities, as the Airport Authority has effectively blocked Mission Beach residents’s participation. This has been accomplished by propping up the Mission Beach representative, Ms. Deborah Watkins, and using her as a communications barrier.

These steps, and others, apparently were taken by the Airport Authority to allow a process to be pursued, the FPA and the Part 150, that would rectify the illegalities associated with the nighttime noise abatement agreement implemented several decades ago. It is further believed that the end goal of this process would result in substantially more noise over Mission Beach. It is time for the Airport Authority to stop this charade and allow Mission Beach residents to fully participate directly on their own behalf.

Gary Wonacott  
Mission Beach

## Public Comment of Anthony M. Stiegler for Dec. 16, 2020 ANAC Meeting

My name is Anthony Stiegler and I am a member of the CAC.

The Airport Authority is expected to deliver its Part 150 Study noise mitigation recommendations to ANAC in February 2021 for your approval. We ask that you carefully consider the recommendations to ensure that they are in sync with our community requests before they are submitted to the FAA. The solutions are based on two fundamental design principles.

The first design principle is to make effective use of the Pacific Ocean, by routing departing planes further over the ocean before turning left or right. We have requested that three waypoints be extended further offshore, called JETTI-NEW, LNDN-NEW and WNFLD-NEW. These waypoints are a “win/win”, because they won’t cost airlines much time or fuel but they will dramatically reduce known serious diseases associated with jet noise, like stress, cardiovascular disease, heart attacks and strokes.

The second design principle is “noise dispersion”. We have proposed that the FAA implement one of its latest state of the art technologies in San Diego, called “Equivalent Lateral Spacing Operations” or “ELSO”. ELSO laterally disperses noise by routing departures onto three distinct headings separated by 10 degrees. ELSO has already been deployed at airports like Hartsfield in Atlanta and leverages the satellite technology that enabled NextGen Metroplex. The Airport Authority should also recommend to you and the FAA what are called Alternatives 1B and 1D addressing departures over the Mission Bay Channel to help with noise in Mission Beach and Ocean Beach. We also support vertical dispersion as requested by Ocean Beach.

We have asked that a new noise dot be placed at the latitude of La Jolla Village to prevent departing planes from making early turns directly over Pacific Beach and La Jolla, other than for safety. Point Loma, Ocean Beach and Mission Beach all have noise dots to protect them from direct overflights, and since NextGen Metroplex was implemented, Pacific Beach and La Jolla now need one too.

Finally, it is time to sit down with the FAA to transparently discuss what is feasible practical. The Airport Authority, the impacted communities, the airlines, ANAC and the FAA must collaboratively work together to achieve real noise mitigation for the coastal communities, who drive tourism and business for San Diego. We are in favor of “Smart Growth”, and an economic rebound tempered by noise mitigation measures for those who live near the airport and its flight paths.

If you would like to further discuss anything, I can be reached at \_\_\_\_\_. We wish everyone a safe and healthy holiday season.

Anthony M. Stiegler