

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 12/16/2020 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 | | |
| Erika Espinosa Araiza | Greater Golden Hill Planning Committee | Yes |
| Tania Fragomeno | Downtown Community Planning Council | Yes |
| Anthony Ciulla | Ocean Beach Planning Board | Yes |
| Chris Cole | Uptown Planners | Yes |
| Judy Holiday | Midway-Pacific Highway Community Planning Group | Yes |
| Char-Lou Benedict | Community Resident at Large within 65 dB CNEL - East | Yes |
| Fred Kosmo | Peninsula Community Planning Board | Yes |
| Community Planning Groups Outside the 65 dB contour | | |
| Jonathan Cole | Pacific Beach Planning Group | No |
| Michael Herron | Valley De Oro Community Planning Group | No |
| Matthew Price | La Jolla Community Planning Association | Yes |
| Deborah Watkins | Mission Beach Precise Planning Board | Yes |
| Aviation Stakeholders | | |
| Olivier Brackett | San Diego County Airports | Yes |
| Jorge Rubio | City of San Diego Airports | No* |
| Carl "Rick" Huenefeld | MCRD | Yes |
| Robert Bates | Airline Pilot (Active) | Yes |
| Kallie Glover | Performance Engineer, Delta Air Lines | Yes |
| Dave Ryan | NBAA | No |
| Ex-Officio Non-Voting Members | | |
| Justin Cook | Acoustical Engineer | Yes |
| Maria Bojorquez-Gomez | Congress, 53rd District, for Rep. Susan Davis | No* |
| Joshua Coyne | San Diego City Council, District 2, for Jennifer Campbell | Yes |
| Anthony Nguyen | Congress, 52nd District for Rep. Scott Peters | Yes |
| Genevieve Fong | S.D. County Board of Supervisors, District 1, for Sup. Greg Cox | Yes |
| Keith Lusk | FAA Representative | Yes |
| John Nelson | FAA Representative | Yes |
| Rodney Lindbeck | FAA Representative | Yes |
| Ivan Gutierrez | FAA Representative | No* |
| Presenters | | |
| Heidi Gantwerk | Facilitator | Yes |
| Jim Payne | SDCRAA | Yes |
| Sjohnna Knack | SDCRAA | Yes |

Staff Dennis Probst (SDCRAA), McKinna Dartez (SDCRAA), Roman Lanyak (SDCRAA)

13 voting members in attendance

*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. with introductions. Ms. Gantwerk briefly shared the agenda and read the Executive Order N-29-20.

2. Roll Call

Heidi Gantwerk called a committee member roll call for attendance. Attendance is reflected on page 1.

3. Presentations

Note: A copy of the information in the presentation can be found via our website using the following link:

<https://www.san.org/Airport-Authority/Meetings-Agendas/Archive?EntryId=13330>

a. Fly Quiet Program Update

Jim Payne gave an update on the Fly Quiet Program and some enhancements made to better reflect the impact of the operations on the community as a whole. The Fly Quiet Program uses a competitive “report card” to encourage carriers to improve noise impacts, based on the type of aircraft used, overflight noise levels, and compliance with the curfew.

The curfew cancellation bonus was removed due to the inability to tie all cancellations to curfew violations.

The fleet quality captures the FAA’s certified cumulative noise margin below the allowed limits of a given fleet operating at the Airport and provides a baseline for determining the noise impacts of a given carrier within the Program.

The noise exceedance measurement used to be measured close to the airport, assessing a percentage of the noisiest planes, however the standard was changed, as many of these planes are less noisy when farther out over the surrounding community. The metric now includes single event measurements 3.5 nautical miles from the start of the takeoff roll, putting the evaluation point near the end of the 65 decibel noise contour, reflecting the impacts on a larger area.

The fleet quality improved due to the retirement of older aircraft and removal of some wide-body aircraft from the market, a process accelerated by COVID-19. The noise exceedance improved about 38 percent due to the use of new aircraft and lighter payloads.

There are substantial changes in long-term fleet use, about 300 domestic aircraft are being retired early. Delta Air Lines retired their MD-80s and 90s and accelerated the retirement of their B717 and B767 aircraft by 2025. American Airlines retired their B757, B767 and A330 fleet. British Airways permanently retired their B747 and plans to return the B787 when travel restrictions are released along with the Stage 5 A350 in the fall.

Due to the significant reduction in operations, awards weren’t presented for 2020. Four carriers were recognized for the pre-COVID evaluation period, including a new category of air cargo. Sky West Airlines for Small Domestic Carrier, Southwest Airlines for Large Domestic Carrier, Japan Airlines for International Carrier, and Airborne Express for Air Cargo Carrier. More information on the Fly Quiet Program can be found on our website.¹

¹ Fly Quiet Program, <https://www.san.org/Airport-Noise/Initiatives#6452230-the-fly-quiet-program>

b. Current Noise Concerns and Trends

Jim Payne reported on the spike in medical Emergency/Mercy flights and departures vectored over La Jolla. The spike in Emergency/Mercy flights (5 in December) are due to COVID-19 and are exempted from the curfew. Next he reviewed the departures being vectored over La Jolla and explained that they do not represent a change in FAA policy. In 2015, pre-Metroplex, there were 40 to 50 departures a month vectored over La Jolla, which wasn't uncommon.

Jim then explained why the FAA's noise dot agreement would not prevent the FAA from turning aircraft over either La Jolla or Point Loma (off the course of the flight path). He discussed that currently there is no nighttime procedure for departures on the ZZOOO flight path. He stated that a nighttime flight procedure, like ANAC Recommendation 17², is one of the best solutions to help reduce aircraft from turning over La Jolla or Point Loma.

He reported there was a 45 percent reduction in the size of the current noise contour due to COVID-19. The noise impact area, which includes non-compatible uses, was down about 80 percent. It is the smallest contour that they know of since jet service at SDIA.

Questions from ANAC:

Matthew Price suggested coming up with a solution for planes to fly appropriately without an increasing amount of planes flying over La Jolla.

Chris Cole asked if there's been recommendations to take planes further out to sea, to gain more altitude before turning back east, if so what are the results of those requests?

Sjohnna Knack said yes, as part of the Flight Procedure Study, in 2018 a recommendation was submitted to the FAA, via the IFP Gateway, which is the FAA's portal to make changes to flight procedures, to amend the ZZOOO departure, having aircraft fly out two miles before making the turn.

She said the Nighttime Departure Procedure recommendation 17, that's currently on hold, in her opinion is the most viable solution to reducing the number of La Jolla departure overflights, and asked ANAC how they would like to proceed.

Rob Bates made a recommendation to avoid the vectors and come up with a procedure, like the FALCC ONE or modify one that's on or near the 290-degree heading in order for everyone to have a published flight procedure to follow.

Jim Payne said FALCC ONE is the conventional SID used for contraflow operations, which is overlaid by the ECHHO TWO SID (RNAV). He explained that the 290-degree does create controller workload (amendment issuance and vectoring). At night all aircraft on the ZZOOO departure are issued an amendment (by the Air Traffic Control Tower) before departing to take the 290-degree heading coming off the runway, then once they pass the noise dot, it's up to the controller to make a decision which way to vector aircraft to get back on the ZZOOO SID (back to the ZZOOO waypoint or to PIEZZ over Julian).

Deb Watkins also promoted a published procedure for the nighttime noise departure procedure.

Public Comment:

Anthony Stiegler submitted a public comment to read into the record. He read it into the record. His public comment is located on our website.³

² ANAC Recommendation 17: Nighttime Noise Abatement Procedure, pg.13 DRAFT Appendix C – ANAC Recommendations – October 2020 <https://sannoisestudy.com/2619/widgets/10429/documents/14831>

³ ANAC December 16, 2020 Public Comment, <https://www.san.org/Airport-Authority/Meetings-Agendas/Archive?EntryId=13330>

c. Airport Authority Updates

Sjohnna Knack reminded ANAC that the Part 150 study is an FAA regulatory process. It outlines what consultants must do when they are conducting these studies for airports. The goal is to reduce the incompatible uses within the 65 decibel contour without introducing any new non-compatible uses. Consultants develop contours that look at both baseline and a five year outlook ahead contour, as well as any potential abatement or mitigation measures. This is the third time the Airport has conducted a Part 150 Study. The intent of the next TAC/CAC⁴ meeting on January 7th is to review the different operational measures and land use measures included in the consultant's recommendations they intend to put forward, pending the outcome of the discussion at the January 7th meeting and public workshop. All materials will be posted on the SAN Noise Study website, sannoisestudy.com.

The second public workshop (January 21, 2021 from 4-6 p.m.) will be held virtually via Zoom, and will include five virtual breakout rooms, where attendees will have the opportunity to ask one-on-one questions to technical experts regarding issues like noise contours, magnetic variation, operational alternatives, land use and administrative alternatives, preliminary recommendations, as well as next steps in the Study.

Ms. Knack then reported the Quieter Home Program continues to proceed forward with construction with no major impacts. They are in the process of scheduling acoustical testing for their first non-residential facility, Dewey Elementary School, to ensure that the interior noise meets the FAA's criteria.

She reported SDIA has been running at about 50 percent of their operation levels from this time last year, pre-COVID-19. Passenger levels are lower. The Airport saw the highest travel day occur over the Thanksgiving holiday, but there has been a subsequent decrease due to the surge of COVID-19 cases. With vaccinations starting, they're hoping to see some growth in passenger levels.

Heidi Gantwerk said she will send an email to ANAC members when the TAC/CAC meeting materials have been updated with a link to materials and the public workshop meeting information so that members can encourage people to attend and participate, along with the letter from the FAA discussing their position against noise shifting. She also reminded members to update their Zoom software to the latest version in order to participate in the public workshop breakout rooms.

Questions from ANAC:

Chris Cole asked about the status of the mound of dirt art project south of the Rental Car Center.

Dennis Probst said the art group is still looking at opportunities, currently nothing is on the books primarily due to the lack of funding.

Tania Fragomeno asked for content to promote the public workshop.

Heidi Gantwerk said she will include that when e-mailing meeting information and materials.

Matthew Price asked for clarification on the recommendation process for ANAC. He emphasized the importance to provide ANAC sufficient time to discuss the proposals after the public comment period.

Ms. Knack explained that there has to be a public hearing before ANAC votes. At the next TAC/CAC meeting, the consultant will talk about which recommendations they're proposing and the only new information that will be provided at the meeting is the results of one additional modeling effort completed at the request of Point Loma and Ocean Beach residents. She suggested waiting until after the

⁴ TAC/CAC – Technical Advisory Committee and the Citizens Advisory Committee, <https://www.san.org/Airport-Noise/FAR-Part-150?EntryId=12406>

public workshop to begin discussions with members of the community. Additional information to clarify the timeline will be included in Heidi's email.

4. Action Items

a. Approval of October 21, 2020 Meeting Summary

Olivier Brackett made a motion to approve the meeting summary from the October 2020 meeting, it was seconded by Chris Cole. The motion was approved. Rob Bates requested that his question to Ryk Dunkelberg be rephrased for public record to indicate that when he asked about the timeframe for Noise Abatement Departure Profile (NADP) modeling, he was referring to the NADP vertical profile modeling⁵.

5. Public Comment

Tony Russell (SDCRAA staff) reported there were two Public Comments that were emailed to the Authority Clerk by the deadline posted on the agenda. The Public Comments were distributed to staff and Committee members and posted online⁶.

6. Next Meeting/Adjourn

Next meeting is February 17, 2021.

Meeting was adjourned.



Sjohnna Knack (Feb 18, 2021 13:11 PST)

⁵ ANAC Approved Meeting Summary 102120; Rob Bates' rephrased question (pg. 3)
https://www.san.org/DesktopModules/Bring2mind/DMX/API/Entries/Download?EntryId=13984&Command=Core_Download&language=en-US&PortalId=0&TabId=348

⁶ ANAC December 16, 2020 Public Comment, <https://www.san.org/Airport-Authority/Meetings-Agendas/Archive?EntryId=13330>