

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 12/15/2021 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		
Celestin Fausino	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	No
Paul Webb for 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	No
Deborah Watkins	Mission Beach Precise Planning Board	No*
Aviation Stakeholders		
Olivier Brackett	San Diego County Airports	No*
Jorge Rubio	City of San Diego Airports	Yes
Jim Gruny	MCRD	Yes
Robert Bates	Airline Pilot (Active)	No*
Kallie Glover	Performance Engineer, Delta Air Lines	Yes
Dave Ryan	NBAA	No
Ex-Officio Non-Voting Members		
Eugene (Gene) Reindel	Acoustical Engineer	Yes
Jawad Al Baghdadi	Congress, 53rd District for Rep. Sara Jacobs	Yes
Makana Rowan	San Diego City Council, District 2, for Jennifer Campbell	No*
Anthony Nguyen	Congress, 52nd District for Rep. Scott Peters	No*
David Flores	S.D. County Board of Supervisors, District 1	No
Faviola Garcia	Supervisory Senior Advisor, FAA	Yes
Presenters		
Heidi Gantwerk	Facilitator	Yes
Sjohnna Knack	SDCRAA	Yes
Jim Payne	SDCRAA	Yes

SDCRAA Staff

Dennis Probst, Brendan Reed, Roman Lanyak

9 voting members in attendance (no quorum)

*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 applicable provisions of California Assembly Bill 361, which suspends certain requirements of the Ralph M. Brown Act. Procedures to submit public comments were also outlined.

2. Roll Call

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

3. Presentations

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

<https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=13990>

a. Update on Part 150

Sjohnna Knack provided an update on the Part 150 process, stating on June 3rd, 2021, the Airport Authority Board authorized staff to submit the Part 150 study, which was sent to the FAA for review, on June 10th. The Airport has received some comments on the noise exposure map, which will be reviewed and returned to the FAA.

The Noise Abatement Departure Procedure (NADP) is still in process with air carriers.

Ms. Knack gave an update on the three flight procedure amendments that were submitted to the FAA. The first one was to move waypoint JETTI further west, so that aircraft turn even farther over the ocean and fly around the Peninsula. The FAA has a tentative publication date of July, 2022, for this procedure. There were no updates on the other two nighttime procedures.

Public Comment:

Heidi Gantwerk offered an opportunity for the Public to call-in with a public comment. There was no public comment on this item.

b. Update on Current Aircraft Noise Trends

Jim Payne presented on current aircraft noise trends and stated that number of households stayed relatively unchanged, whereas the operations have increased.

He explained that the use of Stage 4 aircraft is at 25% for the current month. It is estimated that the percentage use of Stage 4 and Stage 5 aircraft is even higher than what is being reported by the Airport Noise and Operations Monitoring System (ANOMS). The discrepancy comes from ANOMS not getting current, timely aircraft stage certification updates, when air carriers implement upgrades to their aircraft. Thus, the actual use of

Stage 4 and Stage 5 aircraft is likely to be around 50%, although, some data from Southwest Airlines is still pending.

Mr. Payne discussed air service changes. British Airways has already switched to Boeing 787, with an upcoming switch to Airbus A350 (Stage 5), in the spring, 2022.

Swoop, a Canadian low-cost carrier, added new air service to Edmonton, Canada, flying Boeing 737. Westjet restarted service to Calgary. Lufthansa will be switching aircraft from Airbus A340 to Airbus A350 (Stage 5), and changing air services from Frankfurt to Munich.

Aircraft usage, in terms of Stage 4 and Stage 5 on international services look very positive. Stage 3 wide-body aircraft uses seem to be going away, completely.

Public Comment:

Heidi Gantwerk offered an opportunity for the Public to call-in with a public comment. There was no public comment on this item.

Questions from ANAC:

Chris Cole thanked staff for providing a 65 dB contour map, which was requested at the last meeting. Mr. Cole asked if there was a breakdown of noise complains coming from within vs. outside of the 65 dB CNEL contour, how many complaints came from homes that had been retrofitted by the QHP, and also how the complains are handled, in general.

Staff indicated that inside/outside 65 dB CNEL complaint analysis, being a new request, is quite robust and has not been previously performed. However, Ms. Knack encouraged to use Tableau website, which among many other statistics, has the complaints location information, although CNEL contour overlay is not offered in Tableau.

<https://public.tableau.com/app/profile/noise.disclosure/viz/SANQHPDashboard/SANQHP>

Judy Holiday expressed that it has been more difficult to file noise complaints, after the Airport-provided 'clicker' for registering complaints had been discontinued.

Ms. Knack appreciated the frustration, and pointed out that in order for the Noise Office to be able to work with stakeholders, like the FAA and airlines, meaningful data must be subjected. The 'clicker' did not provide any relevant information, besides just registering a complaint. It is very difficult to facilitate a solution, without really understanding the problem. Ms. Knack, also provided some suggestions on how to better file 'meaningful' noise complaints, and she emphasized that the Noise Office registers and reports every single noise complaint.

Paul Webb expressed that the Tableau website and the complaints location map was extremely helpful.

Chris Cole asked further clarifying questions about third-party tools, and was informed that the Noise Office does not provide information on non-Airport registered noise complaint tools.

c. Update on Fly Quiet Program

Jim Payne started that there were no changes to the Curfew, Nose Exceedance and Fleet Quality components. However, for Stage 4 and Stage 5 aircraft use, bonus points will be added within the Curfew component of the Fly Quiet Program.

Fly Quiet Program Award Winners: Southwest Airlines (large carrier); Spirit Airlines (small carrier); FedEx (air-cargo carrier).

Public Comment:

Heidi Gantwerk offered an opportunity for the Public to call-in with a public comment. There was no public comment on this item.

Questions from ANAC:

Chris Cole asked if there was any public recognition for the airlines that participated and received Fly Quiet awards. Mr. Payne explained that awards are, usually, presented at the public Airport Board meetings, however, due to current epidemiological situation, this practice was put on hold. Next year, the recognition will also be provide to the airlines at the Airport terminals.

Judy Holiday asked if the Fly Quiet recognition could be offered via social media, press releases or radio, and requested that the ANAC members would be informed, when those come out. Mr. Payne said that the press releases and other means to recognize airlines are likely to be implemented, next year.

Anthony Ciulla reiterated that a substantial reduction in noise is noticed in North Ocean Beach, with regards to Southwest Airlines flying B737 MAX.

Paul Webb, who lives inside a 65 dB CNEL contour, also stated that the change in fleet mix is very noticeable, for example when comparing new A350 and B737 MAX aircraft with old B747.

Public Comment:

Heidi Gantwerk offered an opportunity for the Public to call-in with a public comment. There was no public comment on this item.

ANAC Facilitator Farewell:

ANAC Facilitator **Heidi Gantwerk**, was admired for her years of service on the Committee with a letter from SDCRAA CEO, Kimberly Becker, ANAC members and all staff. She announced this was her last ANAC meeting as she accepted a new job.

Public Comment:

Heidi Gantwerk offered an opportunity for the Public to call-in with a public comment. There was no public comment on this item.

Meeting Schedule Discussion:

Sjohnna Knack offered for discussion 2022 ANAC meeting schedule, covering the ideas for moving ANAC from bi-monthly to quarterly meetings. Even though there was no quorum, most of the ANAC members reflected positively on the new proposed schedule.

4. Public Comment (non-agenda items)

Heidi Gantwerk offered an opportunity for the Public to call-in with a public comment. There was no public comment on this item.

5. Action Items

There were no Action Items, due to the absence of a quorum.

6. Next Meeting/Adjourn

Next meeting is March 16, 2021 (New Quarterly Schedule)

Meeting was adjourned.

A handwritten signature in black ink, appearing to be 'J.K.' or similar, located at the bottom left of the page.