Reince Tyler

Subject: FW: Question for Ms. Knack at next ANAC meeting

-----Original Message-----
From: Gary Wonacott <wildcatwonacott@gmail.com>
Sent: Wednesday, June 26, 2024 11:57 PM
To: SDCRAA clerk <clerk@san.org>
Subject: Question for Ms. Knack at next ANAC meeting

According to Flightradar24, there were 35 aircraft scheduled to depart by 7 am and yet less than 20 actually departed. Why are these aircraft allowed to schedule so early knowing that there is no chance they will get away on time? The number of departures was maximized during the first half hour by delaying arrivals until 7 am, but still the maximum number of departures is 25 according to the FAA document, but the numbers.

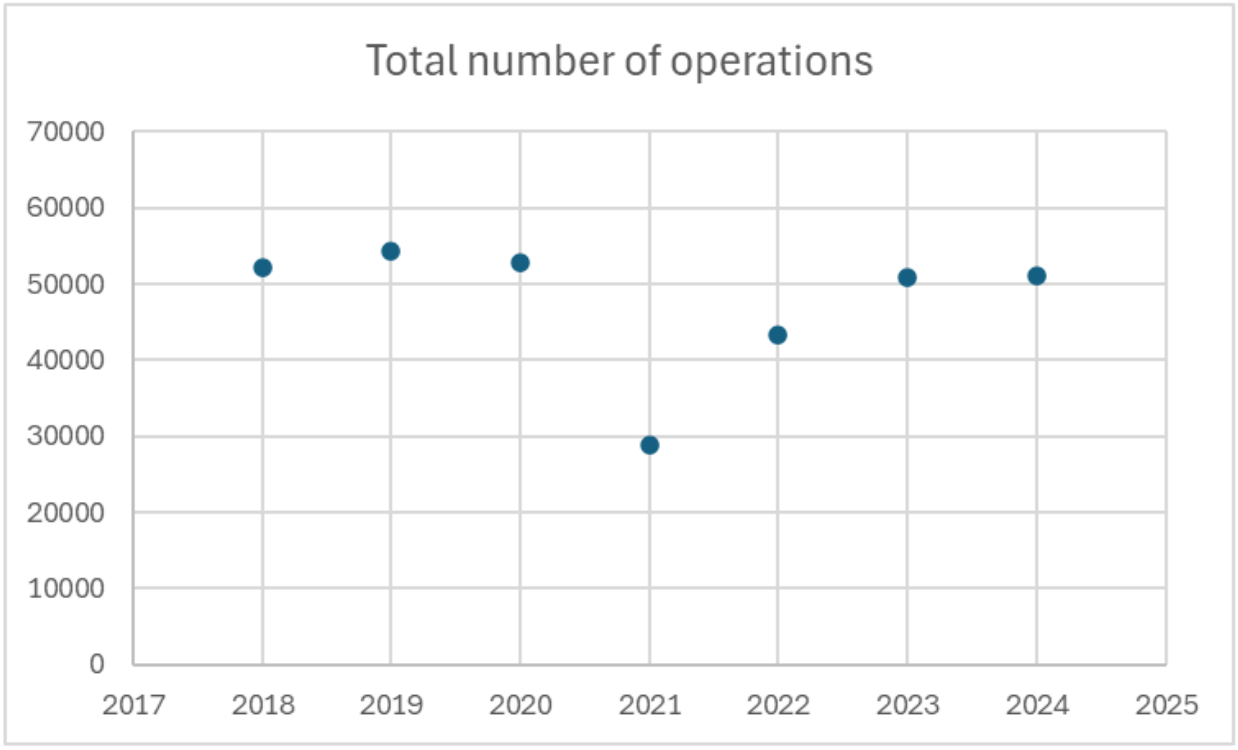
Sent from my iPad

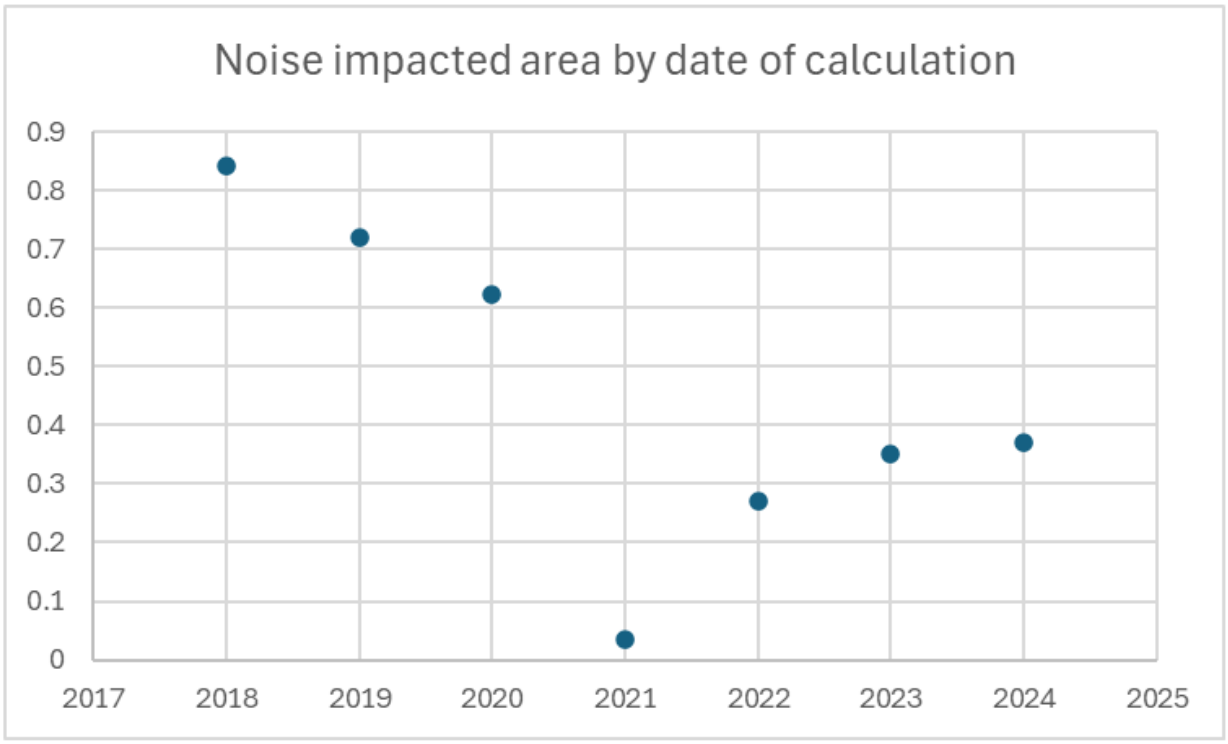
Reince Tyler

Subject: FW: Discontinuity in noise impacted area

From: Gary Wonacott <wildcatwonacott@gmail.com>
Sent: Tuesday, July 9, 2024 4:11 PM
To: SDCRAA clerk <clerk@san.org>
Subject: Discontinuity in noise impacted area

Please distribute to ANAC members. Discounting the effect from the pandemic, can you please explain the discontinuity in the noise impacted area after the pandemic?




Noise impacted area by date of calculation
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
2017
2018
2019
2020
2021
2022
2023
2024
2025

Reince Tyler

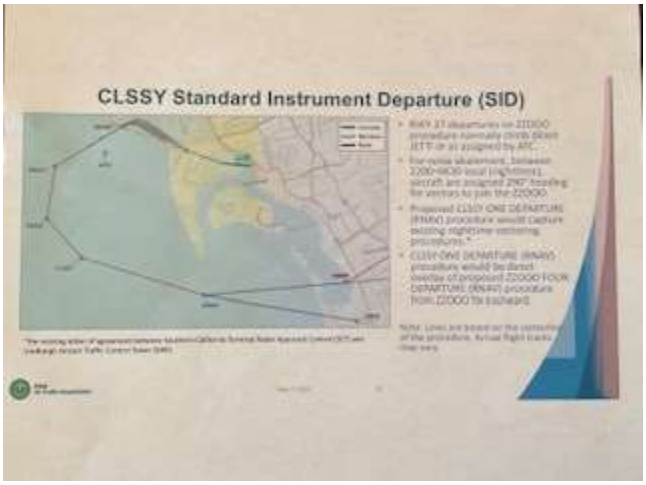
Subject: FW: Discontinuity in noise impacted area

From: Gary Wonacott <wildcatwonacott@gmail.com>
Sent: Friday, July 12, 2024 2:27 PM
To: SDCRAA clerk <clerk@san.org>
Cc: Morales Shawna <smorales@san.org>
Subject: Re: Discontinuity in noise impacted area

According to your words below, there can be variations in the tracks. Are the tracks that I have drawn in feasible? Are there any constraints that would preclude what I have drawn?

Also, I don't see any reference to any environmental assessment associated with CLSSY using ZZOOO as the reference departure.

Gary



Sent from my iPad

Reince Tyler

Subject: FW: Please distribute to ANAC members before the September meeting

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From: Gary Wonacott <gwonacott@hotmail.com>
Sent: Tuesday, July 16, 2024 9:20 AM
To: SDCRAA clerk <clerk@san.org>
Subject: Please distribute to ANAC members before the September meeting

Note that the original noise abatement plan in the 1970's included putting 70 percent of the departures on a right turn to 290 degrees as well as moving all of the nighttime departures to 290 degrees. These changes were made informally, meaning there was no formalization of the departures that would require a comprehensive environmental assessment. Any formalization of this nighttime departure would now require a NEPA assessment as aircraft post 10 pm are moved from ZZOOO to the 290 vector.

In addition, there is the additional environmental issue associated with the magnetic shift. The current nominal crossing point for the 290 nighttime is about 0.1 miles north of the southern most tip of Mission Beach. But 50 years ago, the crossing point was different.

To determine the crossing point 50 years ago, we need to account for the 2-degree shift in magnetic declination. Here's how we can calculate it:

1. Current Situation:
    - Current magnetic heading: 290 degrees
    - Current declination: 11 degrees
    - Crossing point: 0.1 miles north of a reference point
2. 50 Years Ago:
    - Declination 50 years ago: 13 degrees (11 degrees + 2 degrees shift)
    - Adjusted magnetic heading 50 years ago: 290 degrees - 2 degrees = 288 degrees

Given the 2-degree shift, the departure path would have been slightly different. To find the new crossing point, we can use basic trigonometry:

- The difference in heading is 2 degrees.
- Over a distance of 3.5 miles, the lateral shift can be calculated using the sine of the angle difference.

So, the crossing point 50 years ago would have been approximately 0.13 miles (or south of the current crossing point, which would have been the center of the channel.. Fifty years from now, there will be another 0.13 mile shift north. If there was a NEPA assessment 50 years ago (and there wasn't), it would now be invalid since the crossing point has now moved north.

Gary Wonacott
731 Avalon Court

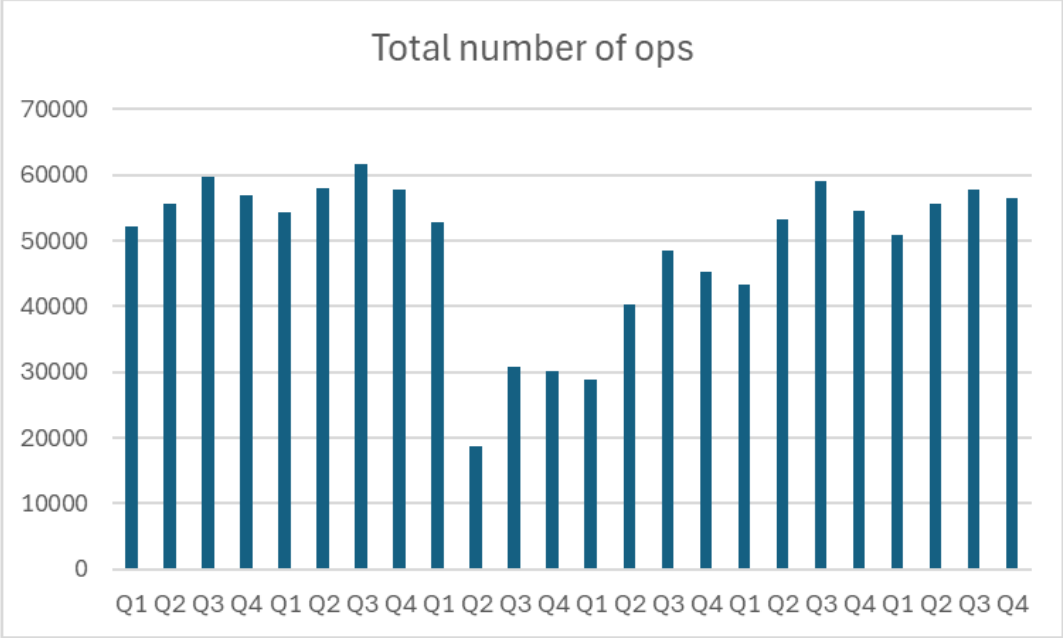
San Diego CA 92109
8586100181

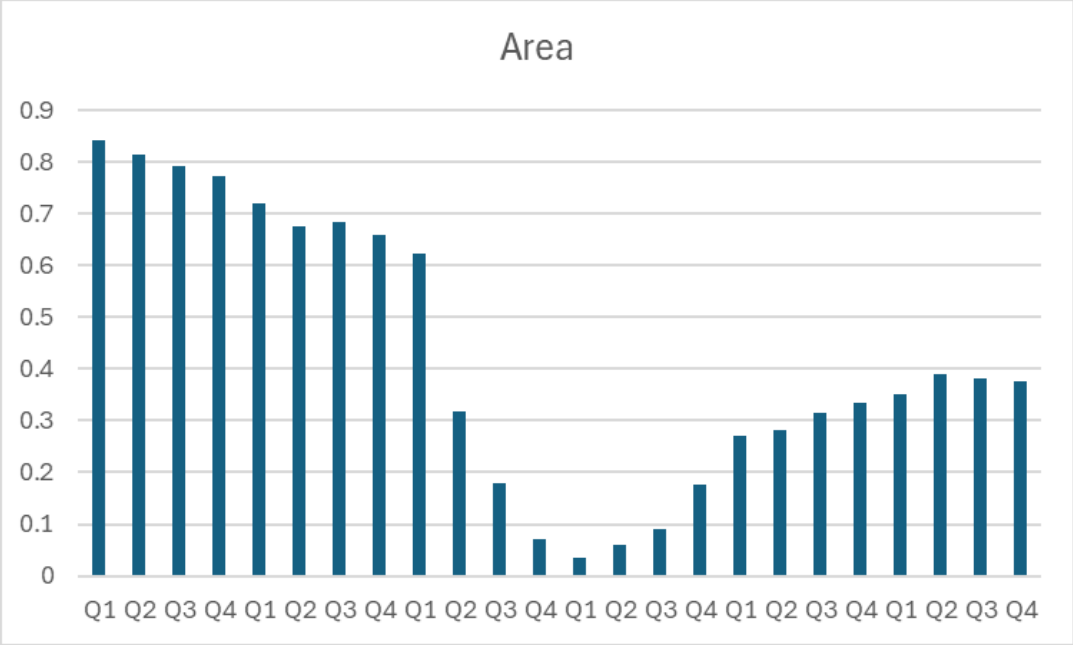
Sent from my iPad

Reince Tyler

Subject: FW: Please distribute to ANAC members before Sept ANAC meeting.

From: Gary Wonacott <wildcatwonacott@gmail.com>
Sent: Tuesday, July 16, 2024 9:47 AM
To: SDCRAA clerk <clerk@san.org>; Casey Schnoor <casey.schnoor4@gmail.com>; Gloria Henson <glohenson@san.rr.com>; lengross@san.rr.com
Subject: Please distribute to ANAC members before Sept ANAC meeting.





How do you account for the dramatic decrease in the impacted area even though the number of operations is about the same.

Reince Tyler

Subject: FW: Noise abatement? Please distribute to ANAC members

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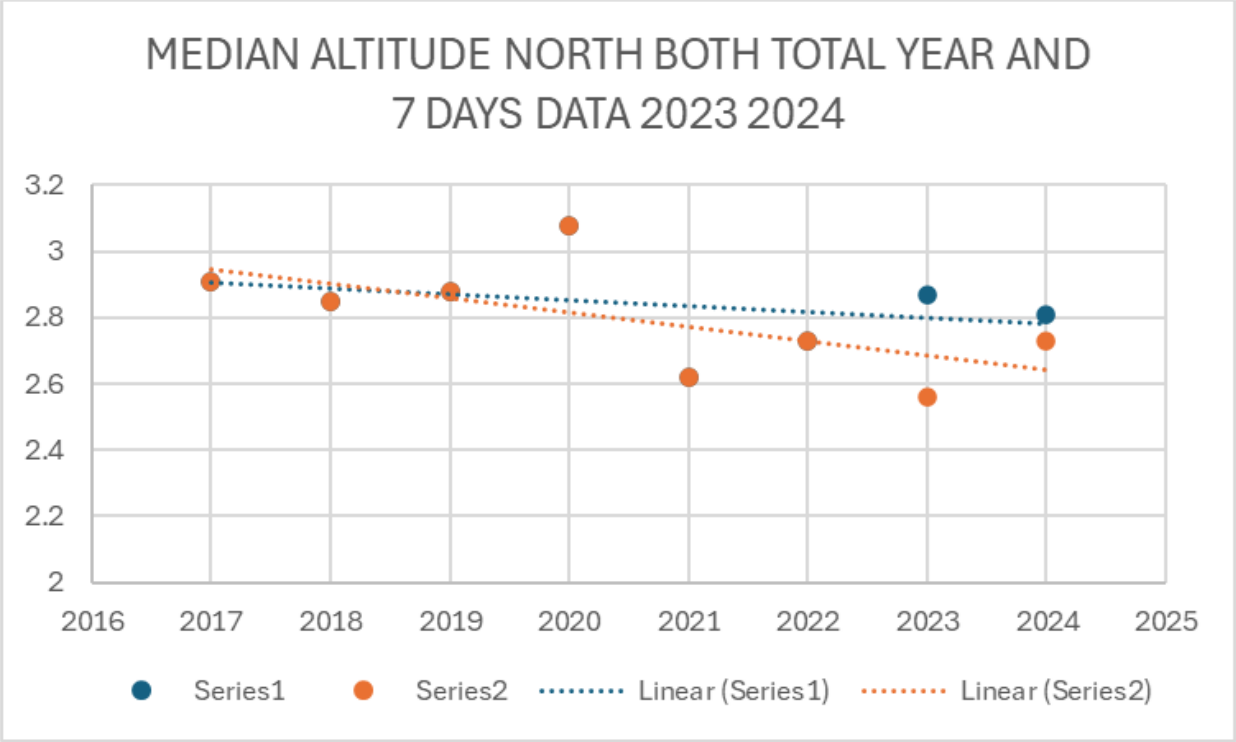
From: Gary Wonacott <wildcatwonacott@gmail.com>
Sent: Friday, August 9, 2024 12:53 PM
To: SDCRAA clerk <clerk@san.org>
Subject: Noise abatement? Please distribute to ANAC members

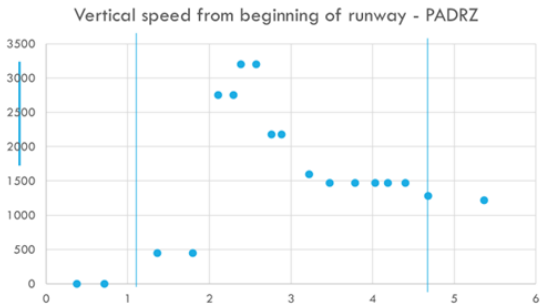
The first chart shows the average altitude for aircraft as they pass over the coast for departures to the north (PADRZ after 2017). There were a number of older aircraft retired during the pandemic in 2021, but not clear why there is a downward trend in altitude?

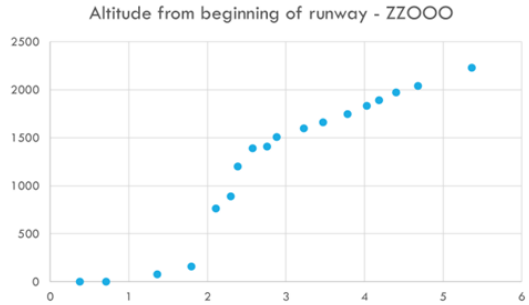
I have also taken snapshots from Flightradar24 of departures on ZZOOO and on PADRZ (beyond the coast line). I then plotted a number of metrics, distance from beginning of runway, speed, altitude, and vertical speed and plotted the metrics as a function of distance from the beginning of the runway for the two departures.

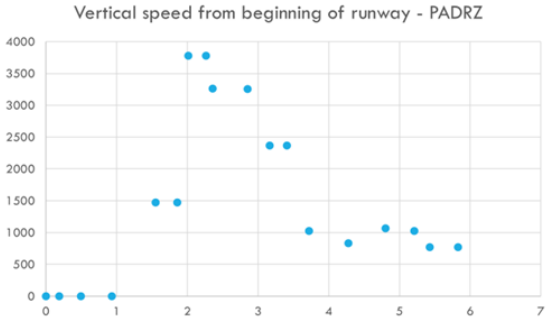
The first chart shows vertical speed (proportional to thrust) and the second one altitude. Do these charts reflect a change in the NADP, and if so, was there a noise abatement benefit in Mission Beach, given that lower thrusts result in noise reduction, but, noise levels on the ground are most sensitive to distance above the ground. If there was a change to the NADP, were noise measurements on the ground taken before and after?

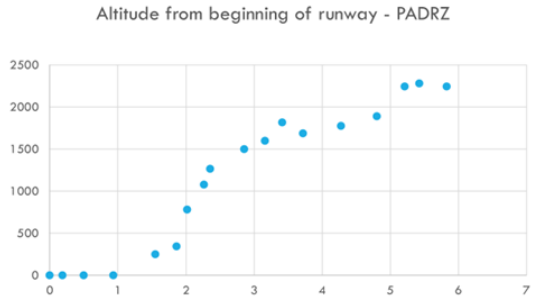
Gary Wonacott
Mission Beach


MEDIAN ALTITUDE NORTH BOTH TOTAL YEAR AND 7 DAYS DATA 2023 2024
3.2
3
2.8
2.6
2.4
2.2
2
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
Series1
Series2
Linear (Series1)
Linear (Series2)


Vertical speed from beginning of runway - PADRZ


Altitude from beginning of runway - ZZOOO


Vertical speed from beginning of runway - PADRZ


Altitude from beginning of runway - PADRZ

Reince Tyler

Subject: FW: airportcapacity

From: Gary Wonacott <wildcatwonacott@gmail.com>
Sent: Thursday, August 29, 2024 1:05 PM
To: SDCRAA clerk <clerk@san.org>
Subject: Fwd: airportcapacity

The increase in quarterly operations at SDIA is presented below. It is important to evaluate the capacity issue at the quarter, or even monthly level, because of the seasonality of San Diego. SDIA in spite of spending $3.8 B, is marching inexorably toward capacity potentially in 2025. In the meantime, airlines are beating at the constrained airport door as we speak. A constrained airport is one where there are delays associated with the large number of departures concentrated during certain time periods, and we are there.

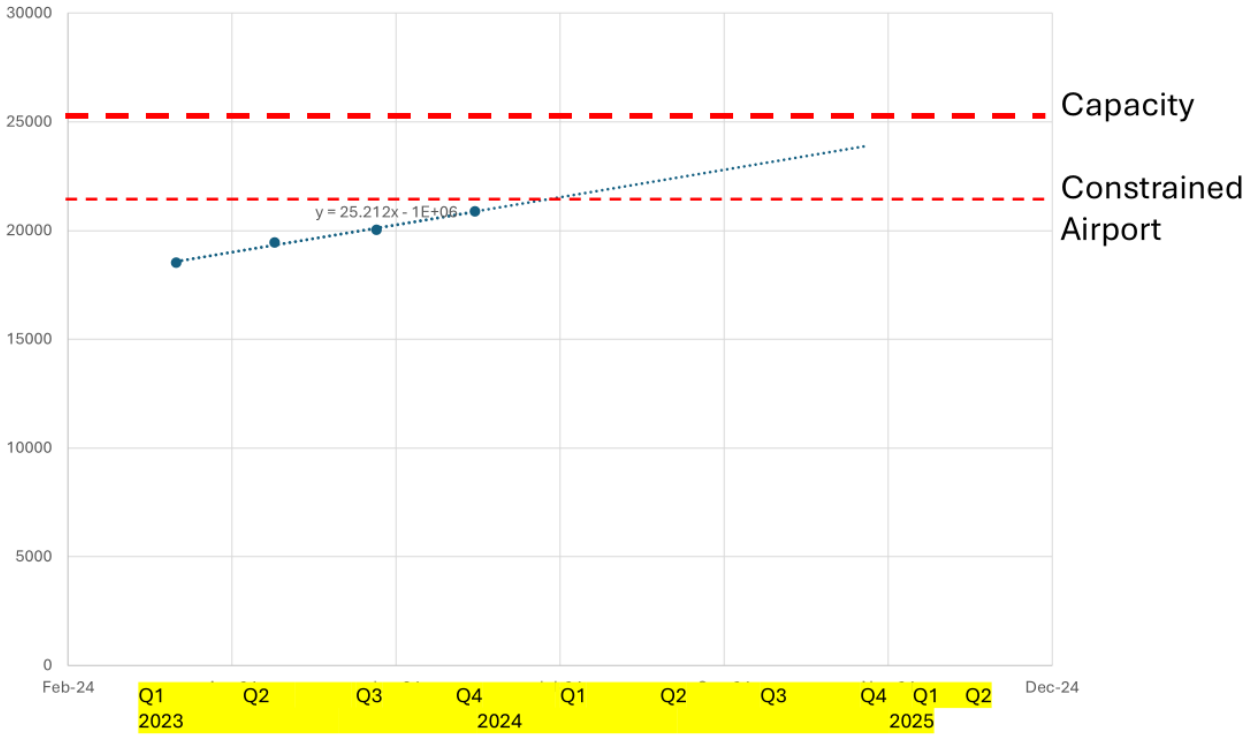
Revenue increases with number of operations, but if the number of operations flattens out, so will the revenue. When this happens in the next couple of years, and it will happen, the other debacles of San Diego (Aah Street building) will pale in comparison with the lost revenues at SDIA.

Gary Wonacott
Mission Beach

Sent from my iPad

Begin forwarded message:

> **From:** Gary Wonacott <wildcatwonacott@gmail.com>
> **Date:** August 29, 2024 at 6:43:23 AM HST
> **To:** Gary Wonacott <gwonacott@hotmail.com>
> **Subject: airportcapacity**


Comparison of current operations with Capacity and Constrained Airport limits
30000
25000
20000
15000
10000
5000
0
y = 25.212x - 1E+06
Capacity
Constrained Airport
Feb-24
Dec-24
Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2
2023
2024
2025