

ANAC Subcommittee Recommendations (ANAC Approval)

CURFEW PENALTIES

Recommendation - PASSED: In Favor = 7 Opposed = 1
1. Increase the amount of fines assessed on the airlines for curfew violations commensurate with the increase in cost of living. Continue to maintain the multiplier.
2. Use 100% of curfew violations fines for noise mitigation efforts, including but not limited to, additional noise monitoring, home upgrades not covered by QHP, engineering studies, community awareness, etc. In addition, the San Diego County Regional Airport Authority (SDCRAA) should make community members aware of these fines and how they are being used to reduce noise impacts.

SUBCOMMITTEE CONTINUATION

Recommendation - PASSED: In Favor = 4 Opposed = 3 Abstain = 1
3. Continue the subcommittee to ensure continued community input from affected neighborhoods. Post applications on the website for 2017/18 seats.

FAA AIR TRAFFIC CONTROL RADIO FREQUENCIES

Recommendation - PASSED: Unanimous
4. FAA to provide full public access to TRACON So Cal Arrivals and Departures live radio broadcast frequencies including live FAA feeds (as is provided at LAX) via LiveATC.net or similar.
5. SDCRAA to archive and make publically available on its website ATC of Clearance Delivery, Ground Control, Tower and Approach/Departure, SoCal Arrival and Departure Control radio communications for prior 6 month period.

ANAC COMMITTEE

Recommendation - PASSED: Unanimous
6. SDCRAA to make all raw noise related data available to the public.
7. Modify ANAC Committee Policy to add one representative each from Pacific Beach, Bird Rock, La Jolla, Point Loma Heights and other directly impacted communities.

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QUIETER HOME PROGRAM

Recommendation - PASSED: Unanimous

8. Review alternative funding sources to expand the homes treated by the Quieter Home Program (QHP) to noise-impacted homes outside the current noise contour.
9. SDCRAA to track and report to ANAC at each meeting the count and specific circumstances where applicants are denied Air Conditioning (AC) installations in their QHP applications so that ANAC may consider recommendations to pursue the FAA reconsider the terms of the AC prohibitions.

NOISE MONITORING AND MITIGATION

RECOMMENDATION - PASSED: Unanimous

10. Conduct portable noise monitoring in areas that express concerns about aircraft noise that do not have a permanent noise monitoring site close by. Initially these locations should include: Mission Beach parallel to Noise Dot #1, Fleetridge, South Fleetridge, Point Loma Heights, Dana Middle School or the Wooded Area on the bayside of the Point.
11. Study the feasibility and benefit of noise barriers/airport noise mitigation on the water side of the airport and runways across from the Car Rental agency.

ADDITIONAL SDCRAA ANALYSIS

Recommendation - PASSED: Unanimous

12. SDCRAA to conduct additional analysis and publish this data as part of ANAC data package, this information should include:
 - a. Missed approaches as it relates to the noise dots (compliant versus non-compliant both left and right), by time of day.
 - b. Missed approaches to the left of the JETTI waypoint, in between JETTI and the original noise dot #1 (which is now Noise dot 2) and to the right of the original Noise Dot #1 (which is now Noise Dot #2.)
 - c. Include in the definition and calculation of early turns departures to the left of the JETTI waypoint and to the right of the original Noise Dot #1 (which is now Noise Dot #2.).
 - d. ZZOOO departures that are outside/south of ZZOOO waypoint, noise dot compliant but not outside the ZZOOO waypoint, early turns to the left and aircraft that are cleared direct to the MTBAL waypoint.
 - e. Include airline information associated with missed approaches, curfew violations, and early turns.
 - f. Report on noise events using the number above (Nx or N65) to indicate how many loud aircraft noise events are occurring.
 - g. Report all noise complaints by time, date, flight number, and neighborhood (reinstate historical noise complaint reporting).
 - h. SDCRAA to publish 55 dB CNEL contour on their website.
 - i. Conduct an independent audit of the accuracy of web-based Flight Tracking system.
 - j. Implement a range of ways to educate the community on how to use Flight Tracker.

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k. Track conformance to the “the 290 degree” departure heading (from end of runway 27) to the Nighttime Noise Abatement Procedure.

FLIGHT PROCEDURE CHANGES – OVERALL

RECOMMENDATION – Combined Recommendations 13 – 21 **PASSED: Unanimous**

13. SDCRAA will engage an independent third party consultant, with public involvement, to provide a full and honest analysis and evaluation of the overall alignment of current SID’s, STAR’s and Procedures and Agreements. Note: ANAC would like to stay involved in the process to remain informed and provide input.

FLIGHT PROCEDURE CHANGES – PADRZ SID

RECOMMENDATION (to be included as a subset of #13)

14. Revise PADRZ or create a new procedure to reduce increased noise in La Jolla, Mission Beach and Pacific Beach.

PROCEDURE SUGGESTIONS-PADRZ SID:

Several members of the subcommittee worked to develop potential revised procedures designed to reduce noise impacts. The suggestions below are included as, and meant to be, examples to clarify the desired outcome and to bring up potential alternatives to the current procedure.

- Move the **WNFLD and LANDN** waypoints due south so as to align with the relocated Noise Dot #1 at 290 (15 degree separation from JETTI at 275 degrees) and designate as “Flyover” waypoints in their respective SID’s, consistent with JETTI
- Establish within the PADRZ SID procedure a horizontal distance from end of runway (1.0 miles) along a fixed heading which must be satisfied along with altitude before a right turn can be initiated to preclude flights that quickly attain the current minimum 520’ altitude and turn right of and prior to Noise Dot #1 before correcting to WYNFLD which results in aircraft flying farther north over Mission Beach
- PADRZ ONE SID As currently designed the PADRZ ONE departure leaves aircraft very close to and almost paralleling the coast along La Jolla, increasing noise impacts significantly. We recommend moving the WNFLD and KERNL waypoints 1.5NM south of their current positions. This will ensure aircraft proceed more directly off the coast without paralleling the shore and adds less than a mile of track distance to PADRZ.
- Create a new procedure: BROCK-2 (alternative 1) Request FAA to revise PADRZ SID and establish new waypoint BROCK1. Adds min increased flight time and takes aircraft further offshore before turning to northern destinations. This will help all coastal neighborhoods with noise issues.
- Create a new procedure: BROCK-1 (alternative 2 - preferred) Relocate Waypoints WNFLD and LANDN 0.75 miles directly south or adopt BROCK recommendation. Maintain 274 Departure until Altitude 520 or greater. Maintain 274 departure heading until 520 foot altitude or greater and the aircraft have reached (new) flyover waypoint 0.25 to 0.5 miles from the end of the runway before turning towards WNFLD, LANDN or new BROCK Waypoint.
- Do not move the PADRZ SID further south to avoid negative noise impacts on the south side communities of the Point Loma Peninsula.

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FLIGHT PROFLIGHT PROCEDURE CHANGES – ZZOOO SID

RECOMMENDATION (to be included as a subset of #13)

15. Revise ZZOOO to significantly reduce or eliminate flights over the Point Loma Peninsula, including Cabrillo National Park and reduce or eliminate eastbound turns over La Jolla.

PROCEDURE SUGGESTIONS-ZZOOO SID:

Several members of the subcommittee worked to develop potential revised procedures designed to reduce noise and enforce compliance with Noise Dots and the ZZOOO procedure over Point Loma. Those suggestions are included as, and meant to be, examples to clarify the desired outcome and to bring up potential alternatives to the current procedure

- East bound flights should reach a minimum of 8K feet before crossing over ZOOO to minimize thrusters and reduce duration of noise impacts over Point Loma.
- FAA\TRACON to discourage the practice of redirecting flights off of their filed ZZOOO flight plan departure, to turn north then east over La Jolla. FAA to increase minimum SID flyover\flyby altitudes to encourage increased climb rates.
- FAA\TRACON to direct that ALL SAN departure separation be limited to between JETTI (275 degrees) and the historical Red Noise Dot #1 (290 degree vectors from the end of runway 27) for LNSAY, BORDER, PEBLE and ZZOOO, etc. (plus all new Metroplex SID's); Prohibit 250 to 275 departure vector range, except for specific safety events ("Runway 27 STAR Missed Approach Wave Off").
- Follow ZZOOO procedure, comply with the JETTI flyover waypoint and consider the establishment of a minimum vectoring altitude for Eastbound turns
- The ZZOOO ONE departure as currently designed puts departing aircraft too close to the Point Loma peninsula and the southern end of coastal La Jolla, subjecting residents to increased and at times incessant noise from departing aircraft. Aircraft need to be further offshore before beginning the turn south to the ZZOOO waypoint. We recommend replacing the JETTI waypoint with a waypoint along the same track from the departure end of runway 27 that is 2 NM further west, located at approximately 32.75360N -117.25755W.

FLIGHT PROCEDURE CHANGES – COMIX STAR

RECOMMENDATION (to be included as a subset of #13)

16. Reassess and revise the entire arrival corridor in a manner that more appropriately "shares the noise" instead of concentrating arrivals from the North in a very narrow corridor.

PROCEDURE SUGGESTIONS-COMIX STAR SID:

Several members of the subcommittee worked to develop potential revised procedures to COMIX STAR designed to reduce the increased noise that has resulted from the implementation of Metroplex and NextGen. Those suggestions are included as, and meant to be, examples to clarify the desired outcome and to bring up potential alternatives to the current procedure.

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<ul style="list-style-type: none"> • Revise COMIX STAR procedure in order to shift flights that Metroplex has moved and concentrated farther South (the downwind leg) over less populated areas and restore prior altitude.
<ul style="list-style-type: none"> • Shift the way point XMANS on the COMIX STAR north to a location that is over the interstate freeway 805 and 52 with the constraint to remain clear of MCAS Miramar's airspace. It would come ashore over Torrey Pines State Park before connecting with KLOMN.
<ul style="list-style-type: none"> • Increase Min. Altitude at LNTRN (LCOVE) at or above 10,000. This change would result in aircraft flying over less populated areas, including industrial businesses, thus reducing the noise impact and saving time/fuel. This proposed path is closer to the historical flights pre-NextGen.
<ul style="list-style-type: none"> • COMIX ONE STAR The RNAV-only COMIX ONE arrival is very similar to the existing non-RNAV BAYVU arrival in terms of ground track with a key difference being that the COMIX arrival has an “at or above 8,000 feet” altitude restriction on its last offshore waypoint (LANTRN). The BAYVU arrival has an “at or above 9,000 feet” restriction at its nearly identically-located LCOVE waypoint. This has resulted in aircraft being lower and noisier over La Jolla. We recommend changing the LANTRN waypoint’s altitude restriction to “at or above 9,000 feet”.

NIGHTTIME NOISE ABATEMENT PROCEDURE

<p>Recommendation - PASSED: Unanimous (Review procedure changes in described under Item 13, this recommendation is specifically focused on increasing current compliance)</p>
<p>17. Determine methods to increase current compliance in Nighttime Noise Abatement Procedures to improve noise impacts for affected communities and ensure that ATC is only turning aircraft off this procedure for safety reasons only.</p>

FAA NOISE DOTS

<p>Recommendation (to be included as a subset of #13)</p>
<p>18. Review if the current definition of an early turn, define what an early turn means and conduct comparative analysis to actual flight paths</p>
<p>19. Work with FAA/ATC to modify flight procedures to increase compliance and reduce early turns, with consideration of aircraft performance.</p>
<p>20. FAA\TRACON to incorporate Red Dot waypoint locations into current and future SID’s as part of the formal SID and STAR Procedures, so that Red Dots become waypoints on departure procedures and data is collected on waypoints.</p>
<ul style="list-style-type: none"> a. Reposition FAA Noise Dot #1 from its current position at 295 degrees (implemented by FAA\AA without public notice) to its “original” pre 2005 position at 290 degrees from end of SAN Runway 27 and 1.5 miles off of the coast b. Reposition FAA Noise Dot #3 from its current position at 265 degrees (implemented by FAA\AA without public notice) to its “original” pre 2005 position of 275 degrees (JETTI) and 1.5 miles off of the coast c. Reposition FAA Noise Dot #4 from its current location (west of Fort Rosecrans) to coincide with the ZZOOO waypoint to deter regular Early left turns inside of ZZOOO which continue to occur at the direction of ATC in direct conflict with the SID routing. ZZOOO was specifically designed by FAA to provide an efficient and cost effective departure for eastbound traffic and to mitigate impacts to affected DOT Section 4(f) recourses (including Fort Rosecrans, Cabrillo National Monument) and the peninsula community

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NOISE ABATEMENT DEPARTURE PROCEDURE (NADP)

Recommendation (to be included as a subset of #13)
21. Have SDCRAA conduct an engineering analysis of modification to the Noise Abatement Departure Procedure to assess the potential improvement to noise contours around the airport.