

# MEETING SUMMARY

## Airport Noise Advisory Committee

*Date | Time* 10/17/2018 4:00 p.m.

*Meeting called to order by:* Cindy Lewis

### In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
<b>Community Planning Groups Within the 65 dB contour</b>		
Vacant	Downtown Community Planning Council	No
Melissa Hernholm-Danzo	Community Resident at Large within 65 dB CNEL	Yes
Dawn Reilly	Midway-Pacific Highway Community Planning Group	Yes
David Swarens	Greater Golden Hill Planning Committee	Yes
Chris Cole	Uptown Planners	Yes
Tom Gawronski	Ocean Beach Planning Board	Yes
Fred Kosmo	Peninsula Community Planning Board	Yes
<b>Community Planning Groups Outside the 65 dB contour</b>		
Cindy Greatrex	La Jolla Community Planning Association	Yes
Susan Nichols	Grossmont-Mt. Helix Improvement Association	Yes
Jason Legros	Pacific Beach Planning Group	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
<b>Aviation Stakeholders</b>		
Jessica Turner	San Diego County Airports	Yes
Wayne Reiter	City of San Diego Airports	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Robert Bates	Airline Pilot (Active)	Yes
Kallie Glover	Airline Flight Operations	No*
Phil Derner	NBAA	No
<b>Ex-Officio Non-Voting Members</b>		
Justin Cook	Acoustical Engineer	No*
Jessica Meir	Congress, 53 <sup>rd</sup> District, for Rep. Susan Davis	No*
Bruce Williams	San Diego City Council, District 2, for Lorie Zapf	Yes
Kiera Galloway	Congress, 52 <sup>nd</sup> District, for Rep. Scott Peters	Yes
Danny Melgoza	S.D. County Board of Supervisors, District 1, for Sup.	No*
	Greg Cox	
Keith Lusk	FAA Representative	Yes
<b>Staff</b>		
Sjohnna Knack, Craig Mayer, Roman Lanyak, Jim Payne & McKinna Dartez	Authority Staff	Yes
Cindy Lewis	Facilitator	Yes

\*Members contacted staff ahead of time and are considered excused.

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## 1. Welcome and Introductions

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Cindy Lewis, Manager, Learning & Capability, filled in for Heidi Gantwerk as facilitator for the Airport Noise Advisory Committee (ANAC). She opened the meeting at 4:00 p.m. Introductions were made around the table. Ms. Lewis briefly shared the agenda.

Sjohnna Knack, Program Manager, Airport Noise Mitigation, explained that presentation will look different. Modifications are being made to make sure relevant information is provided. She asked for feedback from the panel on any additions, or modifications. She introduced the FAA rep, Keith Lusk, from the Western Pacific Regional office and noted that if there were questions he couldn't answer, there would be follow-up via email.

**Question from ANAC: Fred Kosmo** said he noticed some statistics are gone that were previously included, specifically traffic between noise dot four and ZZOOO Waypoint, and wonders why it's not being tracked anymore.

Ms. Knack said at the August meeting, there was a discussion about focusing the statistics on relevant information that can be used to influence change with the stakeholders (FAA and airlines). She asked that after the presentations be made, if there is a belief that members feel certain things should be added back in, then we should have that discussion.

Melissa Hernholm-Danzo said she didn't notice anything in the (August) minutes about certain things being removed, she finds the removal of certain things perplexing.

### Presentation Items

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

<http://www.san.org/Airport-Authority/Meetings-Agendas/ANAC>

### Quieter Home Program Update

Craig Mayer, Deputy Program Manager, Quieter Home Program (Program), provided an update on the Program's status. Over the last two months, 81 units were completed and the Program spent just under \$2 million, which is generally on par with where we should be on a monthly basis. Staff met with over 300 homeowners at various stages in the process. That's roughly 660 units or homes involved in the Program right now. At the end of construction, each homeowner is given a survey which includes 15-20 questions about their experience throughout the Program. Responses from the survey are overwhelmingly positive.

**Question from ANAC:** Rick Huenefeld asked if there is about 3.5 year backlog. Is there estimate of, if everyone who qualified for the program, when would it all be done?

Mr. Mayer said, the Program completed 300-350 units a year based on funding levels. There is approximately 4,000-5,000 units left in the program that could be eligible. Beyond residential, there are other opportunities to treat other non-compatible properties such as churches, hospitals, schools.

Mr. Huenefeld said then 12-15 years left on primary residential level.

**Question from ANAC:** Melissa Hernholm-Danzo asked if presentation format could include number added to wait list in the two-month period, etc.

Mr. Mayer said that information was provided in the member's package.

Ms. Hernholm-Danzo clarified the satisfaction survey is for people already assisted, not people waiting or applying.

Mr. Mayer agreed those that have been on the wait list for a long time are not satisfied with length of time it takes to get to them, but that's all predicated on grant money received and amount of groups we can put together in a year.

**Question from ANAC:** Fred Kosmo Mr. Kosmo asked how many were done this year.

Mr. Mayer said currently about 225 completed for year; with projects already been awarded, it could go beyond 300. Challenge is having a limited contractor pool, and their lack of ability to perform all the construction contracts in required timeline. He's confident 300 will be hit by end of year, if contractors don't delay construction starts.

**Question from ANAC:** David Swarens asked what might be the shortest wait that's been experienced.

Mr. Mayer said it depends on timing of submission of application, could be only two months.

Mr. Swarens asked about homeowners who expressed they are unsatisfied, is dissatisfaction with product or process or both?

Mr. Mayer said the predominant complaint is the process took too long, which has a lot to do with 2.5 year delay while sorting things out with FAA. The other thing, consistent with that, was they're not happy that they're not getting the same treatments that people prior to them were getting for similar type homes. Other comments are regarding "lots of dust, more attention to detailed work, more frequent updates." These are all being addressed to help manage expectations.

**Question from ANAC:** Mr. Swarens asked that the equity program be explained again for those not at last meeting.

Mr. Mayer explained there's an eligibility process; first step is being inside the 65 dB CNEL contour; the second step is to demonstrate that the interior noise level is 45 dB or higher, and if after testing the interior of the home it is 45 dB or higher, the home is considered noisy enough to get full residential sound insulation treatment package. If home is below 45 dB, "Neighborhood Equity" treatments can be provided, which means home is already quiet enough, and we want to encourage homeowners to keep windows and doors closed because it's helping keep noise out. Neighborhood Equity packages will typically be some sort of ventilation system, which in many cases may be air conditioning. Recently, the Program has started to implement those properties into existing construction groups.

### **Missed Approach Statistics**

Roman Lanyak, Noise Specialist, gave the definition of and presented on missed approaches. There were over 20,000 arrivals for September and August. Out of those, 127 were missed approach. Compared with last year, it's about 14% fewer, with an operations increase of about 8%, year-to-date. There is no direct correlation between the increase in operations and missed approaches. The number of missed approaches depends on the day, weather, winds, and visibility. Over 80% of missed approaches fly the standard departure path. San Diego is single surface runway with one of the tougher approaches and lowest landing minimums in the country.

### **Early Turns**

Mr. Lanyak gave the definition of and presented on early turns. There were 42 early turns for August and September, which is a little higher as when compared to 2017. There were only seven early turns to the right over Mission Beach, and 35 turning left over Point Loma. There are more general aviation aircraft turning early so staff is working with National Business Aviation Association (NBAA) and operators specifically to figure out why.

He mentioned that on Friday, October 12<sup>th</sup> there was significant weather, specifically thunderstorms which greatly impacted FAA Air Traffic Control (ATC). FAA ATC directed 15 total early turns, 7 of which were executed within 7:30 to 8:00 p.m., all were weather-related, to safely avoid the thunderstorm cells.

**Question from ANAC:** Melissa Hernholm-Danzo asked what accounted for big jump in missed approaches, from 51 in August, to 76 in September.

Mr. Lanyak said most of the missed approaches were required for aircraft traffic separation.

Ms. Knack said they're noticing that some airlines (Southwest, Jet Blue, United) are bringing in quieter Boeing 737 MAX and Airbus Neo, which are quieter than older models. The noise reduction is positive, but pilots have indicated that with these aircraft there has been considerable challenge in landing the aircraft because they are so efficient with flap and winglet settings, it's very difficult to getting their altitude down.

**Question from ANAC:** Chris Cole asked if with new airplanes, there is a learning curve in flying them or is this a permanent situation?

Robert Bates, Professional Pilot ANAC Member, added that based on his experience the increased efficiency of aircraft is true. With Metroplex design, more modern efficient planes are a bit challenging, depending on winds, etc., to fly the standard arrivals, which means on approach, you might a be a little fast or high coming into San Diego, which might cause a missed approach that we're trying to avoid, but sometimes is necessary. He said there will be some improvement with learning curve, but the published arrivals and approaches are going to remain constant and still challenging to some pilots. He wouldn't be surprised if larger proportion of missed approaches will be with the NEO and MAX, the new aircraft.

Mr. Kosmo requested to see stats of early turns between Dot 4 and ZZOOO when they cut the corner because they definitely impact Point Loma. He feels if those are not watched closely, they'll be taken advantage of.

Ms. Knack clarified that they're not cutting the corner. Every single early turn is being reported. She understands the concern to Point Loma is between Noise Dot 4 and 5 and ZZOOO, but those are all legal, and oftentimes directed by ATC. They can be looked at, but they're not off-course, they are flying normal procedures.

Mr. Kosmo respectfully disagreed and believes as of Part 150, ANAC Subcommittee has looked at those recommendations to try to make sure those planes fly farther south and closer to ZZOOO, not over people's houses. He thinks seeing those stats are the only way to tell how many there are.

### **Curfew Violations**

Jim Payne, Sr. Noise Specialist, reported there was an increase of one violation over the same period last year. Year-to-date there have been 43 curfew violations through September, which is a 16% decrease. To-date, 37 violations have been reviewed with 27 penalized for a total of \$246,000. 10 violations were not penalized, mainly due to local San Diego weather or maintenance issues. At the December CVRP, meeting there are currently 16 violations to review. Of the 16, 10 violations occurred recently on Friday as Roman discussed, due to weather. Mr. Payne expressed that he was surprised to see the continued decrease in curfew violations, given the Runway was not under construction all summer (it was open due to high seasonal traffic levels). As of October 11, the Runway will be closed at night again until Thanksgiving week, closed for a couple weeks, then open again for Christmas.

### **Noise Complaints**

McKinna Dartez, Noise Specialist, presented on noise complaints. There was an average of 121 households for month of August and September, which is a decrease compared to last year. There was an increase for

the month of September. The increase in households seems to be from the media reporting the third-party non-Airport Authority app around the last week of August and first week of September. The location of the complaints largely remains the same, higher areas are Point Loma, Ocean Beach, La Jolla. For August and September, 80% of complaints are coming from third-party non-Airport Authority app, which is a decrease from the previous two months of 99%. This was expected due to the outreach the airport authority did with our new noise complaint app.

**Question from ANAC:** Deborah Watkins asked how many third-party, non-Airport Authority applications there were?

Ms. Dartez said only the one.

Ms. Watkins asked to be able to see breakdown of number of complaints per community and breakdown of type of complaint (i.e., from 3<sup>rd</sup> party non-Airport Authority app versus Airport Authority App). She also asked if the Airport Authority is going to come out with a clickable app?

Ms. Knack said the Airport Authority is currently testing a beta version of a clicker that is connected to ANOMS, and the FAA radar data feed. The data feed through the third-party app is not as accurate, but complaints from both are counted. She emphasized that the clicker would augment the suite of noise complaint products.

Cindy Greatrex said she thinks it's a great idea, that way data can be aggregated in many different ways and you can control how it is aggregated in a positive way.

Wayne Reiter added that in September, there was a front-page article that may have contributed to increase of noise complaints also.

Ms. Hernholm-Danzo noted that she agrees with Ms. Watkins to see the neighborhoods again, but completely disagree in regards to the breakdown of how the complaint is submitted (i.e., from 3<sup>rd</sup> party non-Airport Authority app versus Airport Authority App). She agrees that a complaint is a complaint and she doesn't need to see them parceled out. If somebody hears noise, somebody hears noise, and it's their prerogative to stop and go to website or click. She feels it's completely irrelevant how the complaint comes in.

### **Update on ANAC Recommendations**

Sjohnna Knack presented the status update for ANAC recommendations. In the last couple months, with regards to spending curfew penalties on QHP, legal counsel has determined that is feasible. Next step is to go to Accounting and Finance Departments to see how to do it from that perspective, which could be more challenging. In the meantime, that money pays for a good portion of noise programs, we are paid through our general fund and that is where our penalties go to.

The curfew penalty increase was reviewed with legal counsel, who recommends that if we want to be successful in a curfew penalty increase, we should wait until things are normalized without hard Runway closures due to construction, which will be completed in May 2019. Violations will continue to be monitored. If we get curfew violations close to 2016 levels, she will come back to re-engage effort to increase curfew penalties.

Ms. Knack acknowledged there was no Fly Quiet Report in the member materials. She had previously mentioned that early turn score was going to be removed. It's very rare for pilot to request to turn early, which is predominantly at the request of FAA ATC. Staff is working on replacing that measure with a Noise Exceedance report using real noise measurements both east and west of airport, and number of times an airline exceeds the threshold at the noise monitor. That will show how quietly each airline is flying out of the airport. Ms. Knack also indicated they would like to add to the report any actions that have happened

over last quarter that airline has done, such as switching aircraft out, moving a flight earlier, etc., in an effort to fly quieter. She would like ANAC members, at first meeting of the year, to look at previous four reports from previous calendar year and make a recommendation for an operator or airline that they felt flew the quietest. This award will be based on a myriad of factors, such as steps taken to reduce noise impacts, not just the highest scores. That operator would receive an award and recognition in front of ANAC and the Airport Authority Board.

**Question from ANAC:** Melissa Hernholm-Danzo asked if it will be determined if airline exceeds noise outside the 65?

Ms. Knack said no, they'll look at the specific noise monitors and count how many times airline exceeded threshold. That will be calibrated against number of operations.

Kiera Galloway asked regarding transition of aircraft to quieter ones, is that already being done? Timeline for that?

Ms. Knack said they're seeing that being done now; not all airlines have them. She would also like to have more guest speakers regarding those kinds of things.

### **Update on Part 150 update**

Deborah Watkins reported on Part 150 Update's Technical Advisory Committee (TAC), which met on August 30th, to discuss the final draft flight procedures for departures and arrivals and to provide input on which procedures should move forward to next step, which is noise modeling. Consultants added discussions regarding East County impacts from arrivals from northwest. The next meeting of TAC will be October 25, 10:00 a.m. to noon. CAC will meet 2:00-4:00 p.m. same day, where Part 150 will be kicked off. This will be a joint Flight Procedure Analysis and Part 150 meeting.

Ms. Lewis asked that members send an email to Sjohnna with any components that they felt were missing from tonight's presentation.

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## **2. Public Comment**

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**Tony Stiegler** is Secretary of Quiet Skies La Jolla and member of the CAC representing La Jolla, a lower Hermosa/La Jolla resident. He thanked Mr. Lusk for attending. He discussed the desire to add back the stats showing La Jolla. He said he's troubled by suggestion to omit data from third-party app. He talked about the importance of the Flight Procedure Analysis and Part 150 update and potential to reduce noise by modifying flight paths. He suggested that ANAC consider the draft EIR and provide a comment.

**Note from Airport Authority Staff: There was no mention of omitting complaints from the 3<sup>rd</sup> Party Non-Airport Authority App. Those complaints will be received and quantities reported to ANAC.**

**Martha Gonzalez** is a resident of La Jolla. She expressed concerns about the arrivals and departures that create noise over her home and that she hopes noise mitigation and noise abatement measures in La Jolla are discussed. She said that she has been attending meetings and submitting noise complaints for two years but nothing has improved. She said the Airport Authority has changed its reporting system twice since she became involved, which discourages users from relying on the San Diego Airport reporting system. She uses the third-party app, which is reliable and easy to use. She said she would like the ANAC meetings in La Jolla.

**Patty Davidson** is from La Jolla, she is concerned about the noise over her home. She used to use the flight tracker but the third-party app is much easier to use. She doesn't want to take the time to figure out what the reason is, she just knows that it wakes her up very early in the morning and continues all day long. She believes the aircraft could fly out further before they turn, which could reduce the noise in her community.

**Beatrice Pardo** said she's probably number one user of the McCann button. She thinks she has close to 15,000 complaints, and that may be funny, but that's 15,000 times she wishes she could do something else to get that plane to get it out of my area. She expressed how frequently she complains and how annoying it is to take time out of her day to complain. She was glad an FAA representative was present but feels much more needs to be done locally and nationally as the NextGen program was not well designed. She's hoping that FAA rep is able to do something.

**Steve Johnston** said he's a new resident in La Jolla, purchased his house in 2015, done a major remodel, and is just moving in now. He talked about how when he first bought the house he didn't even think about aircraft noise but now he can see and hear them all the time. He talked about not having the time to submit all the details in a noise complaint but how easy it is to press the button. He thinks the flight path should be adjusted so that it doesn't fly close to Bird Rock any longer.

**Gillian Ackland** said she lives in Bird Rock as well, been there over 50 years, so she's really seen a change. She has stopped complaining because she stated there has been no positive change. Since October of 2016, the noise started and has gotten worse. She doesn't understand residential sound insulation as we all love to be outdoors and that program doesn't help with that. She thinks it is difficult to enjoy the things that make San Diego beautiful with all the aircraft noise.

**Len Gross** said he's a long-time La Jolla resident, and member of CAC. He's aware that there is no magic wand to wave, as some might hope, on noise problems. He talked about the efforts the TAC and CAC have taken to look at various flight procedure options. He thinks that with regards to the button that 99% of the time the flight is a "normal operation" and not an aborted landing or early turn. He thinks that the aircraft are flying too close to people. He doesn't think it is right to put the burden on the public to determine what type of concern the complaint is.

**Casey Schnoor** is from Point Loma. He's been on the ANAC Subcommittee and on CAC, and involved in process since August 2015. He thanked Mr. Flusk for attending. Over three-plus years he's been involved, the primary focus has been to try and engage the FAA in dialogue. He asked Mr. Lusk to get involved because he feels that he has been pushed into processes when he thinks that just one-on-one discussions could resolve the problems. He expressed concerns about the data that was removed from the ANAC member materials.

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### 3. Action items

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Ms. Lewis asked for approval of meeting summary from August meeting. There was a motion, a second and no discussion. Meeting summary was approved unanimously.

**Note from Airport Authority Staff: Statistical data that was not included in the October ANAC member materials was distributed on October 30, 2018 and can be found on the website at this link: [https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=12327&Command=Core\\_Download](https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=12327&Command=Core_Download)**

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### 4. Next Meeting/Adjourn

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Next meeting is December 19, 2018.

Meeting was adjourned.