

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
Captain (Ret.) Jack Bewley	Airline Pilot (Retired)	Yes
Conrad Wear	San Diego City Council, District 2	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Susan Ranft	Downtown Community Planning Council	Yes
Kurt Hansen	Community at Large	Yes
David Swarens	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Paul Webb	Peninsula Community Planning Board	Yes
Tom Gawaronski	Ocean Beach Planning Board	Yes
Victoria White	City of San Diego, Planning Department	Yes
Rick Savage	FAA	Yes
Barry Davis	FAA	Yes
Robert Cook	FAA	Yes
Andrea Ortega	FAA	Yes
Hugo Carmona	Congressman Scott Peters	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustical Engineer	Yes
Grady Boyce	Commercial Airline Representative	Yes
Vacant	Midway/Pacific Highway Community Planning Board	No
Authority Staff	Jeffrey Woodson, Sjohnna Knack, Craig Mayer, Corinne Reed	
Jennifer Lilley	Facilitator/Lilley Planning Group	

1. Welcome and Introductions

Jennifer Lilley, facilitator for the Airport Noise Advisory Committee, opened the meeting at 4:01 pm. The meeting began with a brief overview of the agenda and the process. Ms. Lilley explained the public comment portion of the meeting follows the reports and discussion items. Further explanation was given to request the use of speaker cards, time limitation on speakers and the potential for questions being raised that will not be responded to given the lack of available information limits of the Committee's purview. Finally, it was explained the formal end time for the meeting is 6:00 pm but all effort would be made to get to as many speakers as possible. Ms. Lilley introduced the minute clerk and explained the minutes are provided in a summary format rather than verbatim style. ANAC members introduced themselves.

2. Approval of Minutes

Mr. Swarens requested a correction on page 2 of the minutes under "Information Items" regarding his inquiry related to the number of shuttles removed from public roads and the opening of the new center to relieve traffic from Harbor Drive and public right-of-ways. Sjohnna Knack indicated the detail would be added. The minutes will be modified to reflect the change.

Mr. Cole motioned to approve the minutes from January 20, 2016.

Mr. Swarens seconded the motion.

Ms. Victoria White abstained.

The minutes were approved with no further discussion.

3. Information Items

Airport Authority Update – Mr. Jeffrey Woodson gave a statistical update and progress report for the airport projects. He reported a 6.8% growth in passengers and a 4.6% growth in airport traffic year to date. He shared the validation phase for the Parking Plaza in front of terminal 2 is complete and the next phase will be the schematic designs. A maximum program budget is expected to be before the Board in May 2016. The Airport development plan, plan 5, was approved in December 2015. The Programmatic document is ready to proceed providing costing and design for the program.

Questions from ANAC: Mr. Cole asked if there was a way to track the project progress online.

Mr. Woodson directed inquiries to <http://www.san.org/Airport-Projects/Airport-Development-Plan> for updates.

Mr. Carmona wanted clarification on statistics given. Clarification was given for both passenger numbers and air traffic growth.

2016 Meeting Schedule - Ms. Lilley stated at the January meeting the Committee agreed to consider increasing the ANAC meetings from quarterly to every other month for the remainder of 2016. The purpose of the increase in meetings is to allow for the Committee to have additional opportunities to engage with the data, reports and staff as well as to offer community members additional opportunities to provide input related to ANAC business.

Ms. White expressed challenges with the schedule for the ANAC meetings given other standing meetings.

Mr. Swarens asked what could be accomplished in six meetings that could not be handled in four meetings.

Mr. Huenefeld stated he is not a fan of additional meetings, as it has not been typical for the public to attend ANAC meetings prior to the Metroplex project and ANAC does not have jurisdiction over the movement and direction of aircraft. He shared this committee does not have oversight or a role in the issues related to the major concerns affecting the public attending recent meetings.

The Committee discussed pros and cons of increasing meetings.

Mr. Paul Webb shared feedback from his constituents. They have expressed an interest in increasing the meeting frequency.

Ms. Knack reminded committee members their role is to make recommendations and suggestions to the staff on issues discussed.

Ms. Lilley recommended the Committee increase the meetings to every other month to allow additional information and input. Mr. Boyce concurred with the suggestion and recommended the increase to an every other month schedule for the remainder of the calendar year.

Mr. Swarens clarified the Committee has no jurisdiction over the Metroplex plan and he did not want there to be confusion or any misinterpretation that additional meetings would be able to have an effect on Metroplex issues.

Mr. Cole shared his support to change meetings to every other month for the remainder of the year.

Ms. Ranft also expressed her support.

The majority of the Committee agreed to increase meetings to every other month.

Ms. White stated a personal conflict with the third Wednesday of the month. She asked for consideration to another date or time. The committee discussed but agreed the meeting time and date should stand.

4. 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-Noise/Initiatives?EntryId=8666&Command=Core_Download

Quieter Home Program Update - Craig Mayer provided an update on the program status. Mr. Mayer stated there is some delay in implementing improvements due to a change in the program, initiated by the FAA, to now include a cost limitation on electrical work on mechanical systems. Staff is looking for ways to overcome challenges to implementation. There are 25 homes currently considered ineligible due to sound testing. This is typically due to newer doors and windows installed in these homes causing the same or better result in sound reduction. All ineligible homes are non-historic homes.

Questions from ANAC: Ms. White asked what qualifications affected the installation of air conditioning under the program. Mr. Mayer explained the maximum allowable spending limitation on electrical work, improvement and home eligibility as well as proper ventilation and qualification for air conditioning installation in homes.

Questions from ANAC: Mr. Swarens asked for clarification on the determination of a non-historic home.

Mr. Mayer stated the Quieter Home Program has categories of homes as historic or non-historic. He shared he would review the data prior to the next meeting and provide specifics on the type of home and the year of construction for ineligible homes.

Questions from ANAC: Mr. Cook wanted clarification on the 25 homes determined to not meet standards. What constitutes a sealed window and door.

Mr. Mayer explained that sealed refers to the window and/or door being closed at the time of testing. Also it is common that newer windows and doors are installed in a manner ensuring a better seal providing sound buffering.

Curfew Violation Review Panel (CVRP) Statistics – Sjohnna Knack gave a review of the first quarter curfew violations. Violations are down in comparison to first quarter of 2015. It was noted Spirit Airlines had three violations during this time frame. This is unusual for this carrier and staff will be meeting with Spirit Airlines to discuss efforts to decrease violations.

Missed Approach - Ms. Knack explained the definition of missed approaches. She clarified that a missed approach is a safety consideration and cannot be influenced by the Authority. The data shows missed approaches are down slightly in comparison to the first quarter of 2015.

Questions from ANAC: Ms. White asked for a clarification of a heading, Ms. Knack shared she would provide greater detail later in the presentation but offered a short explanation of heading.

Early Turns - Ms. Knack explained the definition of an early turn. The data shows there is an increase in early turns from first quarter, 2015. A list of early turn carriers was provided in the report. There are significant violations related to early turns to the right over Mission Beach as opposed to Point Loma. Staff will be meeting with the FAA and the Airlines to work on reducing the number of early turns.

Questions from ANAC: Ms. Watkins asked why not all early turns are represented on the slide.

Ms. Knack stated she would include missed turns in future meetings understanding the interest in seeing those turns to the right.

Mr. Swarens supported the report showing both early turns to the left and right to show the impact to the different areas. He also asked why propeller planes are not covered in the statistics.

Ms. Knack stated propeller planes are not included because they are slower aircraft and for safety reasons they must turn early to ensure separation for the larger aircraft. This maneuver for this aircraft is not considered an early turn.

Noise Complaints Statistics - Ms. Knack shared data showing a large increase in the number of complaints beginning fall 2015 to the present. The information shows 99% of complaints are coming from Point Loma residents. Of the

complaints received; 83% are coming from one household, 11% from 4 households, 4% from 26 households and 2% from 126 households, this is a significant increase in the number of households expressing concerns. Common complaints include adherence to the noise dot agreement, nighttime operations and flying over the peninsula.

Questions from ANAC: Mr. Carmona asked if early turns are using an altitude of 6,000 feet.

Ms. Knack answered yes, but the 6,000 foot altitude will be removed from the statistic going forward.

Questions from ANAC: Ms. White asked how complaints are vetted.

Ms. Knack stated complaints are not vetted. Every complaint is considered valid and staff works to identify the aircraft, condition or circumstances related to the complaint where possible. She further explained complaints are received in three ways: on line, by phone or email. The authority works to respond to all requests for a response to a complaint within 48 hours. Although the increased number has presented challenges to the response time.

Mr. Webb expressed concern related to early turns being undercounted.

Ms. Knack offered to share data with anyone interested. She explained there are several maneuvers which appear are not counted as an early turn, for instance when an early turn is initiated due to weather or what is considered a missed approach. Ms. Knack stated activities or maneuvers due to contraflow will be added to this report but will be shaded to show the action without identifying it as an official early turn.

Questions from ANAC: Mr. Cole asked if the tower or pilots arbitrarily choose to take an early turn.

Mr. Savage stated there would be no advantage to deviate from the norm.

Mr. Boyce shared flight operations and the purpose and procedures of flight approach and take off.

Mr. Bewley explained auto-pilot and tracking as opposed to flying headings.

Mr. Cole shared if there are arbitrary conditions in place the Committee might have the ability to make a recommendation to influence those conditions.

Questions from ANAC: Mr. Carmona asked if traffic controllers are on a schedule each week and if there may be one or two controllers "Acting like cowboys" and not adhering to Noise Dot Agreement.

Mr. Savage stated there would not be an interest or advantage to controllers arbitrarily initiating an early turn. He further stated supervisors and review of flight operations would identify rogue activity.

Metroplex Update - Ms. Knack stated the plan is still under FAA review and no procedures have been implemented. Ms. Knack reported the Airport Authority Board took action supporting the CEO letter requesting retention of the Loma Way Point.

Noise Dot Clarification - Ms. Knack clarified the Noise Dot Agreement. In researching the history of this information it was determined there was no official documentation memorializing the actual agreement. There are two documents referencing the agreement. A request from then Congressman Bilbray, encouraged the FAA to review ways to reduce aircraft noise over the peninsula. In a CA Stated Audit on the SAN noise office there is language and a map showing dots, known as noise dots. Ms. Knack clarified the location of the original Noise Dots and the added/relocated Noise Dots.

In 2005, a dot was added to avoid aircraft from veering to the north over Mission Beach. Dot 3 was moved to eliminate a challenging aircraft maneuver. The dot was moved by about a quarter mile allowing for an easier turning radius. The FAA has been asked to move the dot 3 to reflect the more restrictive corridor of 265.

Mr. Davis said the FAA is reviewing the request to move dot 3 but there may still be occasions for what would be perceived as an early turn for safety reasons. The commitment to the community is to ensure the aircraft will not make the turn until a mile and a half off shore.

Ms. Knack discussed RNAV, explaining that aircraft that can use RNAV or waypoints. Approximately 40% of aircraft utilize the satellite procedures. Ms. Knack provided some illustrations of typical flight patterns to show compliant and noncompliant flights. Historically flights have flown over the peninsula in a compliant manner.

Ground Noise - Mr. Paul Dunholter, acoustical engineering consultant for the Authority, provided clarification on the data received and analysis performed. Measurement and modeling were provided for ground noise. The noise modeling covers take offs and engine noise. The results show there has not been a significant increase in noise. The

model also does not show a significant change. The cumulative noise at Point Loma Nazarene University was not influenced by overall cumulative noise impacts. Sunset Cliffs increased the overall noise levels by approximately one decibel and the La Playa noise monitoring results did not show a significant increase over the ambient noise sources.

Ms. Knack stated community complaints are being taken very seriously and additional efforts to address concerns are being implemented. This includes:

- a) The launch of an update to the Airport Noise Webpage;
- b) Meeting with airlines to discuss early turns, curfews and noise concerns;
- c) Increasing pilot awareness;
- d) Holding regularly scheduled monthly meetings with the FAA; and
- e) Launching the Fly Quiet Program, providing accountability to the public and offering a bi-monthly (is this actually bi-monthly or meant to be every other month?) report scoring those air carriers not adhering to noise procedures.

Ms. Knack will be making recommendations at the Airport Authority meeting on April 21st. Two recommendations will be made:

1. Requesting the FAA abandon Noise Dot 3 and begin using the more restrictive 265 degree dot to measure "non-compliance" consistent with Airport Authority practices; and
2. To implement the Fly-Quiet Program.

Questions from ANAC: Mr. Cole asked for future reports to include the reason a flight pattern deviation was necessary.

Ms. Knack agreed the reports will include the information if it is available. Although she noted the information cannot be guaranteed as it will be coming from the airlines and is outside staff's control, staff will make every effort to provide the information.

Mr. Swarens recommended the FAA make the Red Dot Agreement formal.

Mr. Davis stated the FAA would seek counsel on how to make the Red Dot Agreement formal.

Ms. Knack offered her experience with other issues and provided voluntary agreements have the ability to be as successful as formal agreements.

1. Public Comment

Ms. Lilley opened the public comment period. She reminded the public that although it was 5:50 pm the Committee would do its best to get to as many speakers as possible. She reminded speakers to obtain a request card and write out their comment where possible. She also reminded the group there may not be a response available to topics or question presented tonight, but where possible and appropriate information will be gathered to try and give answers and pass along information.

Alan Gordon: The flight path has changed, what changed last September to make the path change? Are complaints forwarded to the FAA so they can be addressed? How are complaints counted, is it by aircraft activity or by complainant? Why is averaging used for noise measurements, it does not give an accurate account of what's happening? Peak measurements should be shown.

Response: The FAA confirmed there has been no procedural changes. Ms. Knack confirmed the comments and complaints will be forwarded to the FAA during monthly meetings with the Authority. She confirmed each complaint is counted as a separate action. She further addressed a question raised at the January meeting by Committee member Cole regarding correlating flights to complaints received and it is confirmed approximately 50% of all complaints are correlated to a specific flight. Mr. Dunholter addressed why noise measurements use averages. This is the current modeling used although it is being reviewed. There are issues with this measurement but it is the current standard in the industry.

Ed Zell: Does ANAC maintain data on payment dates and fines for air carriers? Can you provide the amount of time from the fine being assessed and the payment? How is a violation waived for mechanical issues?

Response: Ms. Knack answered all fines are recorded and on average all fines are paid within 30-60 days. The Curfew Violation and Review Panel review all violations and the extensive operational information and substantiating

information related to the issue. The panel determines to waive or not waive the penalty. Typically the assessment is waived if there are conditions outside of the control of the carrier or mechanical issues related to safety.

Barbara Franklin: Regarding curfew violations it would be helpful if a report could be provided showing the detail: times and dates of the violation; amount of the fine; if the fine has been paid. The funds should be used for the community since the violations impact the community. Can the FAA look into a business transport plane flying down the spine of the peninsula late at night? How accurate is WebTrack 5? Photos were referenced showing variations in information. Why does the report to the Committee identify where a complaint comes from? Instead of counting the complaints document the actual concerns. It feels like the public has to defend itself. All early turns should be shown. Metroplex is going to make the situation worse. I want to know why the landing I complained about was aborted.

Response: Ms. Knack shared with the public the curfew violation information is currently available to the public on the Authority's website including the operator, the violation and the assessment.

Lisa Murzic: Are there comparisons to comparable airports for missed approaches? This seem like a large number for an airport of this size. Also when was the last increase in the amount of fines? Can the fines be increased to encourage greater compliance? One runway poses a serious safety concern and contributes to the number of missed approaches?

Response: Mr. Savage says there are no comparisons data to other airports available but offered on average there is approximately two missed approaches a day. A single runway requires multiple movements to ensure safety and efficiency.

Dan Frankel: Appreciates the manner the meeting is run and the efforts of the staff and ANAC. Who from the FAA will respond to the program needs and HVAC changes for the Quieter Home Program and what is the timing so the delay can be ended? When will the FAA provide an answer regarding changes to the Noise Dot Agreement? The information from the FAA is not accurate. Asking the governmental representatives to look hard at the information to ensure accountability and accuracy in the information.

Nancy Caine: Planes are too low over my neighborhood, why don't they climb earlier as they do in other cities?

Sandy Valone: At some point in the past there were no flights over neighborhood, more recently the planes fly directly over her home, so something has changed and to say it hasn't is not accurate. Tracking flights on one day last week, 37 flights over this neighborhood. Noise monitors should be located by Dana Middle school and around this neighborhood to gather this data. Early turns should be fined. Early turns have doubled based on the information indicated in comparison to 4 years of data previously shown. This is a problem.

Carolyn Laub: Flight paths have changed. There is a drone flying in the neighborhood and does the FAA have any equipment to track drones?

Lila Schmidt: What are the physical addresses and their respective elevations where you are monitoring sound? The statistics are not in the area near Canyon and Catalina. The sample size is too small and is not capturing what is happening on the other side of Point Loma. The FAA is not following the Agreement and is not being honest in the data and reporting. The FAA should be working for the public not the airlines. Also noise sampling should be done at other elevations. Sample at 323 feet above sea level. Monitor at the top of the hill. The planes are flying low and the FAA is not being honest about what is happening.

Response: Ms. Knack stated noise sampling is taken at 23 permanent sites. The report provided shows five additional sites where samples are being gathered based on the input and direction of the community. Noise monitoring is occurring at 23 locations and the additional 5 sites 24/7. The public can view the full map of sampling sites on WebTrack.

Casey Schnoor: The information stating there have been no procedural changes is accurate, however operationally things have changed and the FAA now is simply hiding behind the definition of a procedural change. Thank you to the Airport Noise Authority for recognizing the changes to the Noise Agreement, however, that was done in 2005 that was initiated by Trecon without the public's knowledge or any oversight. This change has an effect on the community and broadened the impact. Changes to the north and south bringing the noise closer to the residents still needs to be addressed. Planes are being routed due to traffic and congestion pattern of the operational issues. The community would like to have an opportunity to directly dialogue with the FAA rather than simply at the ANAC meetings. There are

outstanding questions from previous meetings that have not been addressed. Also outstanding board member questions not addressed from previous meetings. While there is not an obligation from the FAA to respond, the purpose of the ANAC is to reduce noise on the community and that is what the expectation is.

Lanz Correia: The averages for February 2016 did not include new planes. Please provide this information.

Julie Connolly: Was the revision of the Noise Dot in 2005 made in a public setting? Was the contour revised in 2005 to reflect the greater impact on homes that should qualify for the Quieter Home Program?

Unidentified Member of Public: there is a significant noise level for those at the top of the hill. Is there a technology solution for the airlines to adopt to reduce engine noise? Could this be implemented on a 2-5 year program to phase out outdated technology?

Debra Turner: When will the airport build a wall by the rental car building? Why is the County Supervisor not taking legal action against the SDCRAA to force them to build a wall to buffer the noise generated by the rental car building? When will our County Supervisor force the SDCRAA to work for our community instead of against it? When will WebTrak5 be accurate?

2. New Business

None

3. Next Meeting/Adjourn

The next meeting is scheduled for Wednesday June 15th, 2016 at 4:00 PM at the Administrative Building, 3225 N. Harbor Dr., San Diego, CA. Mr. Cole made the motion, which was seconded. The meeting was adjourned at 6:42 pm.



Sjohnna Knack

Program Manager, Airport Noise Mitigation

