

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

MEETING AGENDA

Wednesday, January 20, 2016 4:00-5:00 p.m.

**San Diego International Airport
SDCRAA Administration Building, First Floor
(Formerly Commuter Terminal)
3225 N. Harbor Drive, San Diego, CA 92101**

1. Welcome and Introductions
2. Approval of October 21, 2015 Meeting Minutes
3. Information Items:
 - a. Airport Authority Update
 - b. 2016 Meeting Schedule
4. Presentation Items
 - a. Quieter Home Program Update
 - b. Curfew Violation Review Panel (CVRP) Statistics
 - c. Flight Operations Statistics
 - d. Noise Complaint Statistics
 - e. 10-Year Pt. Loma Peninsula Data Analysis
5. Public Comment
6. New Business
7. Adjourn

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance?</u>
John Bennett	County of San Diego	No
Captain (Ret.) Jack Bewley	Airline Pilot (Retired)	Yes
Rob Cook	FAA Representative	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Conrad Wear	San Diego City Council, District 2	Yes
Vacant	Downtown Community Planning Council	No
Vacant	Midway/Pacific Highway Community Planning Board	No
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	No*
Daniel Hazard	Congresswoman Susan Davis	Yes
Greg Murphy	County Supervisor Greg Cox	No*
Kirk Hanson	Community at Large	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustician	Yes
Grady Boyce	Airline Representative	No*
Authority Staff	Keith Wilschetz, Sjohnna Knack, Garret Hollarn, Craig Mayer	
Jennifer Lilley	Facilitator/Lilley Planning Group	

*Members contacted staff ahead of the meeting and are considered "excused"

1. Welcome and Introductions

Jennifer Lilley, Facilitator, began the meeting and asked that ANAC members introduce themselves. She stated that this is the quarterly Airport Noise Advisory Committee (ANAC) and that the FAA Metroplex is not on the Agenda since the comment period has ended.

2. Approval of Minutes

A quorum was established, Mr. Huenefeld moved to approve the minutes of July 15, 2015, seconded by Mr. Cole. The Minutes were unanimously approved with no discussion.

3. Information Items

Airport Authority Update – Keith Wilschetz, Director of Airport Planning and Noise Mitigation, gave an airport update. He reported that operations in the airport are doing quite well and up 4.2 percent. Passenger enplanements are up 6.5 percent higher from last year.

The Rental Car Center (RCC) project at the north side of the airport is going well and is scheduled to open in January of 2016.

4. Presentation items

Note: A copy of the presentations can be found using the following link:

http://www.san.org/Airport-Projects/Airport-Noise-Mitigation?EntryId=8293&Command=Core_Download

Quieter Home Program (Program) Update – Craig Mayer, Deputy Program Manager, provided the committee an update on the Program status. Mr. Mayer stated that currently there are 755 applicants which equates to 1,299 units on the waiting list. He stated that 315 homes will be completed by December 31, 2015. This is lower than previous years due to a majority of the applicants being single-family homes. The total completed homes to date are 3,251.

Mr. Mayer explained that since September 30, 2015, the Program has transitioned into the new Airport Improvement Program (AIP) guidance that governs how we run the Program. The differences include a two-step process to determine the home's eligibility and other treatments that are now considered non-allowable. Since the Program initiated the new two-step process, 177 homes have been acoustically tested and 14 homes have tested below the 45 decibel (dB) threshold.

Question from ANAC: Mr. Swarens asked about treatments of the homes testing below 45 dB and the ramifications of the delays.

Mr. Mayer explained that a home that tests below 45 dB is compatible according to the FAA. The Program has asked the FAA if the home can be treated with a ventilation system and is still waiting for a response. With regards to the second question, the Program is uncertain about the impacts of the delays but hoping that a resolution will be reached soon.

Question from ANAC: Mr. Hanson wanted to know what the Airport Authority is going to do to sound attenuate new homes since the proposed flight paths will have a larger noise footprint, especially around the Pt. Loma area. He asked if the funding would change if the noise footprint expanded and will the Authority submit comments regarding this to the FAA

Mr. Wilschetz replied that they are not able to talk about impacts to draft procedures as it would only be speculation. However, if noise impacts increase the contours for the Program boundaries will be reviewed. The Airport Authority did provide comments on the draft SoCal Metroplex Environmental Assessment and they can be found on our website.

Curfew Violation Review Panel (CVRP) Statistics – Ms. Sjohnna Knack, Program Manager, Airport Planning & Noise Mitigation, gave a review of the total violations from July 1 to September 30, 2015. The total violations through September 30, 2015 are 30, which is down by nine violations from this same time last year. From the past quarter, there were seven violations, and four are scheduled for review at the December meeting.

Flight Operation Statistics – Ms. Knack presented updated flight operation statistics. The total missed approaches (MA) through September 30, 2015 were 540 as compared to last year at this time when it was 482. In September

alone there were 63 MAs which has increased from last year's 38 for the same time period. One reason for the increase is due to the FAA testing new instrument landing system equipment. This equipment allows aircraft to operate in inclement weather. 21 of these MAs were related to the flight testing in September.

She went on to explain early turns can go two different directions, either to the right, over Mission Beach, or the left over the Pt. Loma Peninsula. The early turn corridor is based on the headings of 295 to the right and 265 to the left, which is based on the Red Dot Agreement.

In July through September of 2015 there were 27 early turns to the left over Pt. Loma and 30 to the right over Mission Beach. When looking at the types of aircraft making the early turns, there was a large amount of general aviation aircraft, which is something Staff will be looking into.

She reiterated that early turns do not include propeller aircraft. Staff will be coordinating with ANAC FAA Member, Rob Cook, to review operators that frequently turn early to see if there are ways to decrease MAs in the future.

Complaint Statistics – Ms. Knack presented an update on noise complaints. Through September 30, 2015, 303 noise complaints have been received. In September alone, 225 complaints were received with 90 percent of the complaint locations coming from the Pt. Loma area near Point Loma Nazarene University (PLNU). The complaints are primarily on flight path changes, low altitude flights, and negative impacts of health. Ms. Knack explained that she conducted analysis on flights crossing over the Peninsula from April through September of this year. Based on that analysis, there were no significant increases in flights. The Airport has an average of 520 operations (arrivals and departures) a day. The analysis showed on average, 35 flights a day cross over the Peninsula. Finally, when reviewing average altitudes, when looking at those Peninsula overflights, most flights are at 8,000 feet or higher.

Question from ANAC: Mr. Cole questioned why the bulk of the complaints are in the Pt. Loma area and not Mission Beach for Early Turns. He also asked why the complaints have increased when according to the FAA the Metroplex has not been implemented.

Ms. Knack responded that she couldn't comment as to why there were more complaints coming from Pt. Loma but that every complaint received is counted. She also stated she couldn't comment as to why complaints increased when the Metroplex has not been implemented.

Question from ANAC: Ms. Watkins asked about the increase of flights at Mission Beach.

Ms. Knack responded that there is an increase on business jets. Mr. Cook stated that the FAA will look in to it.

Question from ANAC: Mr. Swarens asked if there is any progress with air carriers being better citizens, and not violating the curfew.

Ms. Knack responded that Staff works with all operators to see if they can either move their departure times earlier or work with their team to see if there are alternatives, such as switching aircraft, to reduce the number of curfew violations.

Question from ANAC: Mr. Huenefeld asked about the noise monitors recording noise level data and if a group of concerned citizens outside the high impact area will qualify to get a noise monitor installed?

Ms. Knack described that noise monitors are intended to validate the noise contours and should be placed under predominate departure and arrival paths. She stated that it would be very difficult to obtain accurate noise level results in the wooded area as that site only receives occasional overflights.

Request from ANAC: Mr. Hugo Carmona requested the flight analysis data for the Peninsula for the past ten years. Mr. Swarens also asked to include noise monitor levels.

5. Public Comment

Ms. Lilley opened the floor at 4:48 P.M. for public comment and reiterated that ANAC is not part of the FAA and will not be responding to any FAA Metroplex related questions since the comment period is now closed. She asked that three minutes be allowed for any comment or questions.

Lynn Borkenhagen stated the early morning noise must be from the buildings along the runway that were demolished.

Staff indicated an analysis will be conducted to determine if there were any impacts due to the removal of those buildings.

Joe Watkins, Executive Vice President of Pt. Loma Nazarene University and resident, stated he willingly purchased a home in Pt. Loma and he appreciates what the committee is doing. He asked about the increased missed approaches, and with expansion of arrivals at the airport, do we anticipate an increase of missed approaches? What are the protocols for turns and what altitudes should be reached.

Ms. Knack stated we can't speculate on future missed approaches, however, we will continue to collect statistical information. As it relates to protocols of missed approaches, ANAC FAA Member Rob Cook stated that missed approaches are required by either ATC or the pilot when there are separation or weather issues.

Julie Connolly asked why missed approaches are not routed over commercial areas. She said shifting the procedure towards the San Diego River would impact less people and be safer. She also asked if there was a plan to measure sound on the southern end of the point and how can impacts in that area be measured without a baseline. Ms. Connolly was interested in DNL vs. CNEL.

Mr. Cook stated that missed approaches are safe procedures. Ms. Knack said that the noise monitors are placed in the most noise impacted areas to support the modeled noise contours.

Casey Schnoor said he looks forward to seeing the Peninsula data requested and wants to make sure we look at the Peninsula as a whole, not just the wooded area. He asked about the history on the red dot agreement and who has the authority on allowing early turns.

Ms. Knack explained that the "Red Dot Agreement" is a voluntary FAA agreement established by local elected officials, members of the community and the FAA back in the late 1990's. The agreement includes informal procedures that have aircraft fly around the Pt. Loma Peninsula. She asked ANAC FAA Member Rob Cook to confirm, which he did.

Jill Monroe asked about the impact of maximizing Lindbergh Field compared to ten years ago.

Ms. Knack responded that impacts are reported on a quarterly basis and that data is collected and analyzed with stakeholders.

Jeffrey Ramos asked if webtrak will be added to the noise monitor on Talbot St. He said that data cannot be correlated between noise complaints and measurements if there is no monitoring site. He was concerned that the system could not distinguish between a dog barking and an aircraft flying over.

Ms. Knack clarified that the monitor is not on Talbot St but on Froude and Del Mar. ANAC member, Mr. Justin Cook, Acoustician explained that noise can be distinguished by setting different thresholds to detect an aircraft.

Bruce Bailey. He thanked ANAC for their efforts and asked who makes the decision on the NextGen? Will the FAA follow recommendations by the Airport Authority? Where is the final stop? He also mentioned that the 65 dB is an old standard and the 55 dB is the modern standard, why not modernize it to give better information for all San Diego.

Staff was unable to answer his questions regarding the Metroplex. Ms. Knack replied that the noise level data has been audited by the State of California and is accurate, and the 65 CNEL average levels are set by the FAA.

John Bauer stated that he had noticed an increase of flight take offs constantly and significantly to the southerly routes and thanked Mr. Cook's explanation but feels that the current modeling does not model the current reality, he also mentioned that he is partially deaf and the noise does not annoy him as much as it does the neighbors and invited Ms. Knack for a 6:30 AM coffee.

Neil Esterly asked about take offs, according to Next Door and Facebook is advocating for flights to be low and slow, he asked if this is accurate and correct.

ANAC FAA Member, Mr. Cook responded that this is not correct.

Cynthia Conger stated that the number of calls is not accurate that there should be more in Pt. Loma and an increase in head-to-head flights in the past eight to nine years, which increases the risks since there are two fail safe system in place, both pilots and the tower. For ALUCP, where are the safety issues accounted for? Lindbergh is a dangerous airfield, with the NextGen many things will happen in the peninsula and this is such a small runway.

Ms. Knack responded that information is provided quarterly and safety on ground and in aircraft is accounted for.

Mr. Wilschetz added that ALUCP is to protect people on ground and in aircraft and had asked to talk off line.

Terri Johnson, commented about the impact study on the peninsula, comparing October 2012 with no noise to October 2015 with a lot of noise, what did the authority do to cause the noise? The wooded area experiences continuous noise. Where is the environmental study for 40 dB where the majority of complaints are?

Mr. Wilschetz responded that according to the 2008 Master Plan a full environment report outlined these concerns and there are no answers as of yet.

Dan Frankel requested the committee should measure the duration and amount of contaminants. Collect and analyze data, something has changed and the data should be audited. One has to question the data method. Map the early turns and noisy airplanes, and he volunteered his time and acoustic devices to monitor noise level.

Ms. Lilley advised the audience that the time is 5:47 p.m. and there was time for one more speaker.

Russ Valone asked to see the altitudes graphic and questioned how it is possible those altitudes are correct when he can see the windows of planes climbing low and slow. He would like to see departures categorized by altitude.

At this time Ms. Lilley asked the committee for any comments:

Mr. Cole commented to the public that the committee will work on the data breakdown for the past 10-years for number of flights, altitude, and type of planes.

Mr. Hanson noticed that every public comment is referring to airplanes that are louder and more frequent and that not everyone can be wrong.

Ms. Lilley informed the audience that Mr. Wilschetz and Ms. Knack are totally engaged and committed to the community and also advised new members to review the policies and procedures about their advisory roles and is looking forward to the ANAC meeting in January.

Mr. Wilschetz thanked the audience and mentioned that Peggy Cooper is the liaison and is always available to them.

6. New Business

None

7. Next Meeting/Adjourn

The next meeting is scheduled for Wednesday, January 20, 2016 at 4:00 p.m. at the Airport Noise Mitigation offices located at 2722 Truxtun St.

Ms. Lilley called to adjourn the meeting; Mr. Gawronski motioned to adjourn which was seconded by Mr. Swarens, the meeting adjourned at 6:02 p.m.

Sjohnna Knack
Program Manager, Airport Noise Mitigation

DRAFT

PROGRAM STATISTICS	
Applicants / Homes on the Wait List	662/1,364
Homes Completed in 2015	254
Homes Completed in 4 th Quarter 2015	66
Total Homes Completed in the Program	3,317

AIP Handbook & Allowable Treatments

Effective September 30, 2015, AIP Handbook supersedes Program Guidance Letter 12-09, requiring all projects in process post-September 30th must adhere to new guidelines.

- Two-step eligibility process – Acoustical Test Plan includes pre-testing 100% of diverse and 20% of uniform housing stock. Approximately 8% tested under 45 dB (14/177).
- Increased review and scrutiny of program treatment packages has resulted in delay to projects not in construction prior to September 30th. Multiple projects on hold pending FAA review of designs.
- Ongoing dialogue with FAA regarding allowable treatments. Limited to windows, doors, caulking and weather stripping in habitable rooms only; mechanical systems and corresponding electrical work being defined.



CURFEW VIOLATION REVIEW PANEL

Airport Noise Advisory Committee

January 20, 2016

Curfew Violations for 4th Quarter 2015 (October 1 - December 30)

Date	Time	RWY	Operator / Flight ID	Aircraft	Amount Fined
11/18/2015	2335	27	Surf Airlines 849	Pilatus PC-12/47E (PC12)	Pot. \$2,000 (CVRP 2/3/16)
11/23/2015	2358	27	United Airlines 240	Boeing 737-824 (B738)	Pot. \$2,000 (CVRP 2/3/16)
11/25/2015	2344	27	SkyWest Airlines 3472	Bombardier CL-600-2C10 (CRJ7)	Pot. \$6,000 (CVRP 2/3/16)
11/29/2015	0109	27	Sun Country Airlines 8662	Boeing 737-8BK (B738)	Pot. \$2,000 (CVRP 2/3/16)
12/12/2015	0253	27	Sunset Aviation 22	Bombardier Global Express (GLEX)	Pot. \$2,000 (CVRP 2/3/16)
12/21/2015	2330	27	American Airlines 579	Airbus A321-231 (A321)	Pot. \$4,000 (CVRP 2/3/16)
12/23/2015	0037	27	Delta Air Lines 2331	Boeing 767-332 (B763)	Pot. \$10,000 (CVRP 2/3/16)
12/24/2015	0117	27	Delta Air Lines 1635	Airbus A320-212 (A320)	Pot. \$10,000 (CVRP 2/3/16)
12/26/2015	2332	27	American Airlines 579	Airbus A321-211 (A321)	Pot. \$12,000 (CVRP 2/3/16)
12/26/2015	2354	27	American Airlines 1042	Airbus A321-231 (A321)	Pot. \$20,000 (CVRP 2/3/16)
12/26/2015	2358	09	Delta Air Lines 2331	Boeing 767-332 (B763)	Pot. \$10,000 (CVRP 2/3/16)
12/27/2015	0019	27	Delta Air Lines 1635	Airbus A320-211 (A320)	Pot. \$10,000 (CVRP 2/3/16)
12/28/2015	2330	27	United Airlines 238	Boeing 737-924ER (B739)	Pot. \$6,000 (CVRP 2/3/16)
12/29/2015	2330	27	jetBlue Airways 20	Airbus A320-232 (A320)	Pot. \$6,000 (CVRP 2/3/16)

12/29/2015	2334	27	United Airlines 238	Boeing 737-924ER (B739)	Pot. \$10,000 (CVRP 2/3/16)
12/29/2015	2344	27	NetJets 682	Cessna 560XL Citation XLS (C56X)	Pot. \$2,000 (CVRP 2/3/16)
12/31/2015	2332	27	Global Jet Corp (N111GJ)	Cessna Citation 550 (C550)	Pot. \$2,000 (CVRP 2/3/16)
1/2/16	2331	27	jetBlue Airways 20	Airbus A320-232 (A320)	Pot. \$6,000 (CVRP 2/3/16)
1/3/16	2342	27	American Airlines 579	Airbus A321-211 (A321)	Pot. \$4,000 (CVRP 2/3/16)

Year	Total Curfew Violations
2011	25
2012	36
2013	60
2014	47
2015	55
2016*	2

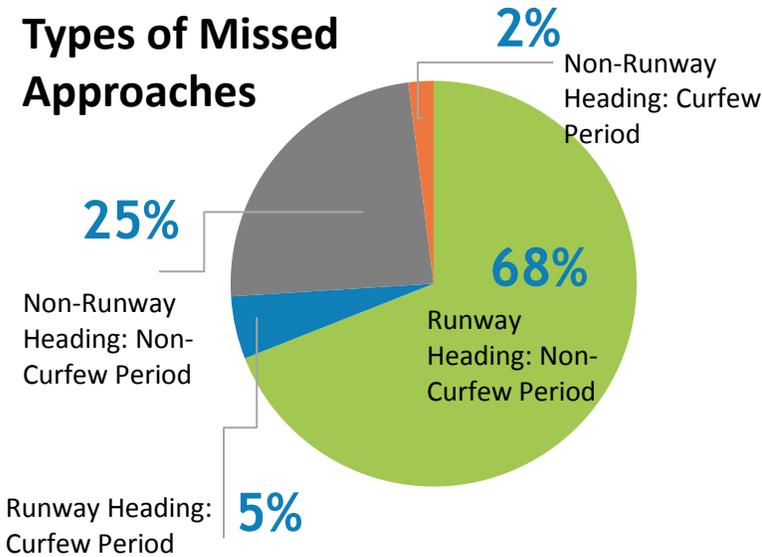
*Through 1/3/16

MISSED APPROACH STATISTICS

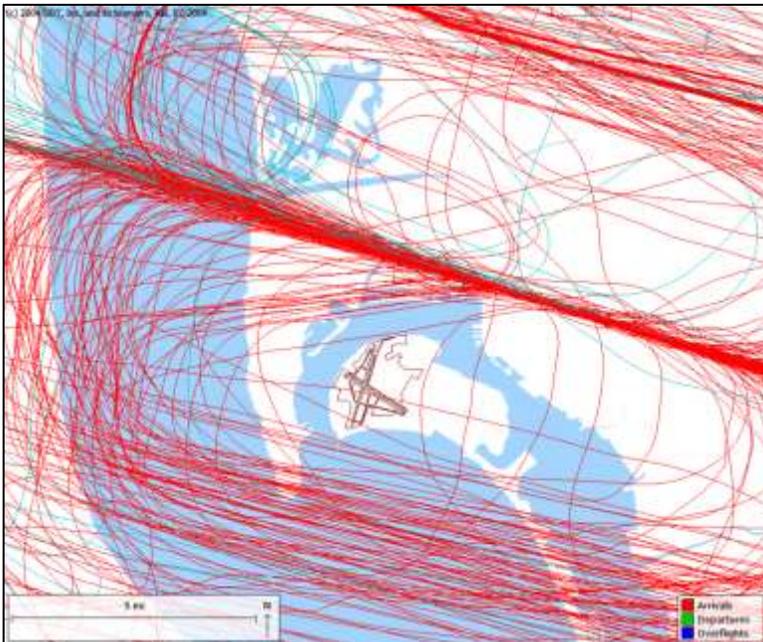
Airport Noise Advisory Committee

January 20, 2016

Types of Missed Approaches

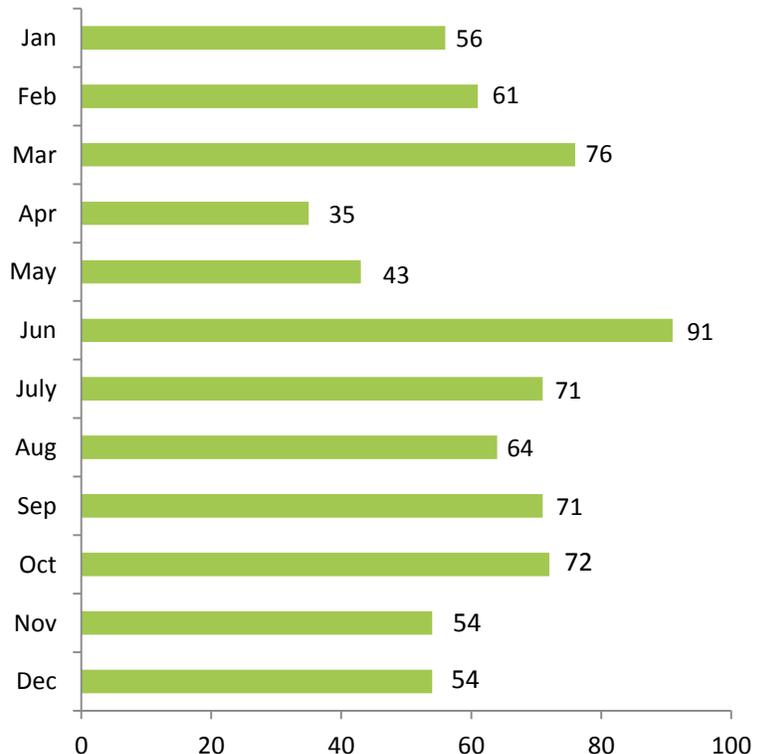


YEAR	Total Missed Approaches
2011	595
2012	692
2013	659
2014	637
2015	748



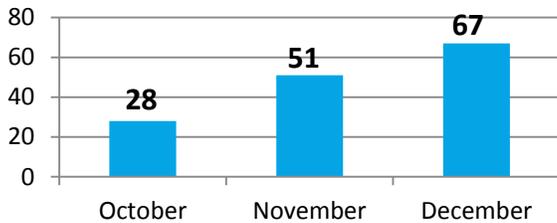
October 1 – December 31, 2015 Missed Approaches

2015 Missed Approaches by Month

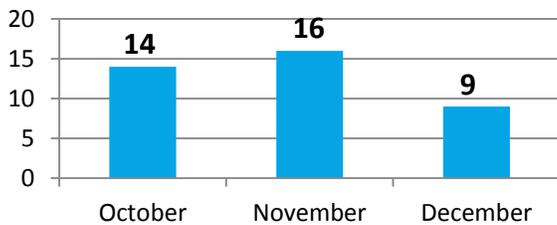


Early Turns by Month

RIGHT (Over Mission Beach)

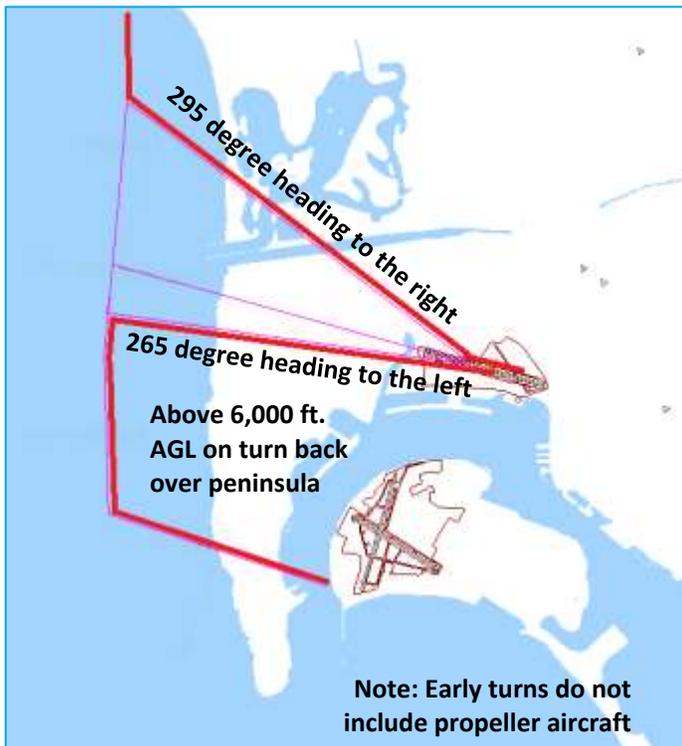
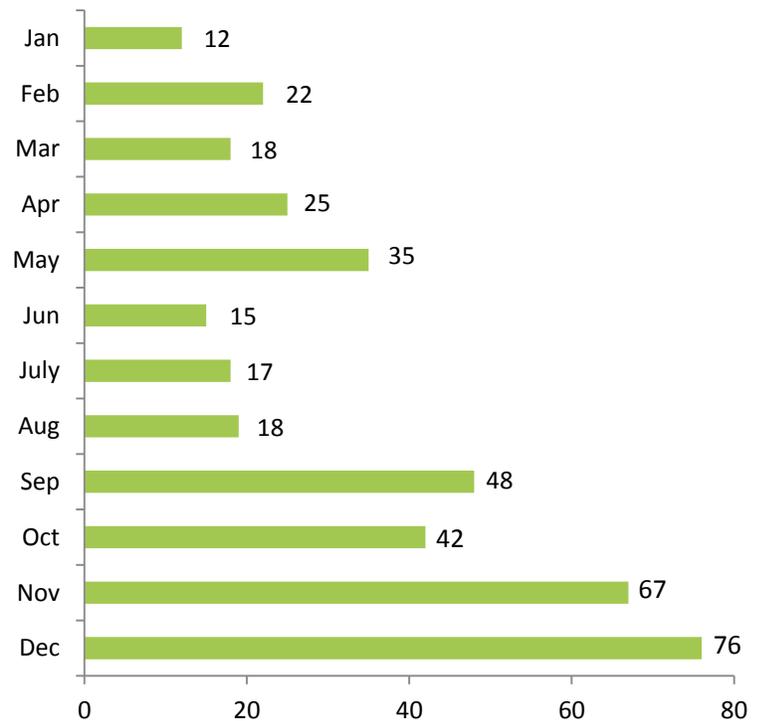


LEFT (Over Pt. Loma Peninsula)



YEAR	Total Early Turns
2011	274
2012	175
2013	196
2014	260
2015	395

2015 Early Turns by Month

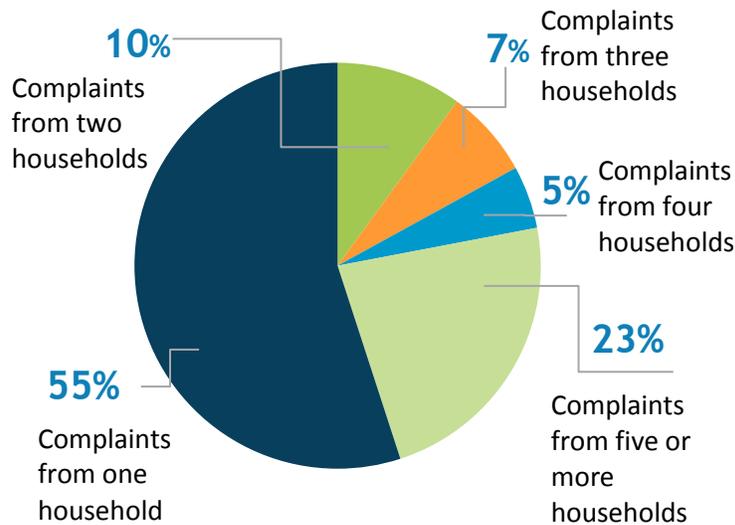


Early Turn Definition

NOISE COMPLAINTS STATISTICS

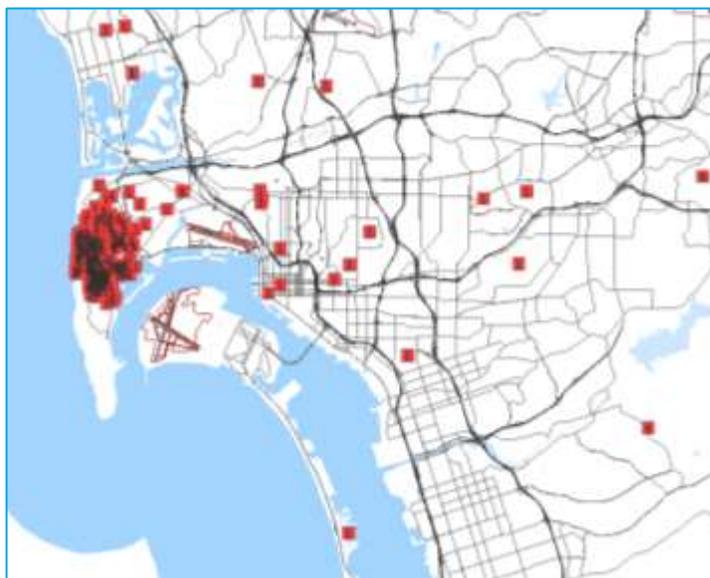
Airport Noise Advisory Committee

January 20, 2016



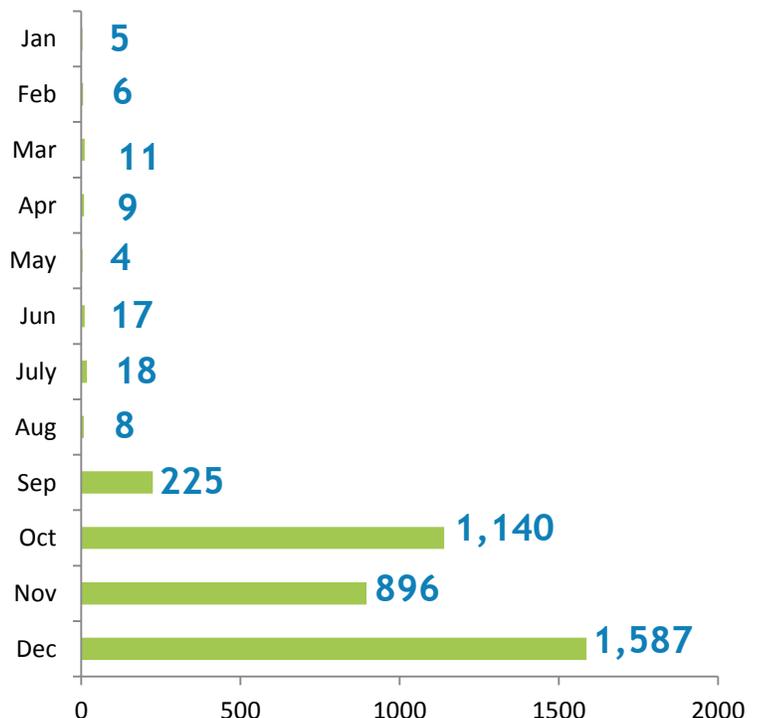
Number of Complaints by Household (October – December)

YEAR	Total Complaints
2011	203
2012	232
2013	172
2014	156
2015	3,926



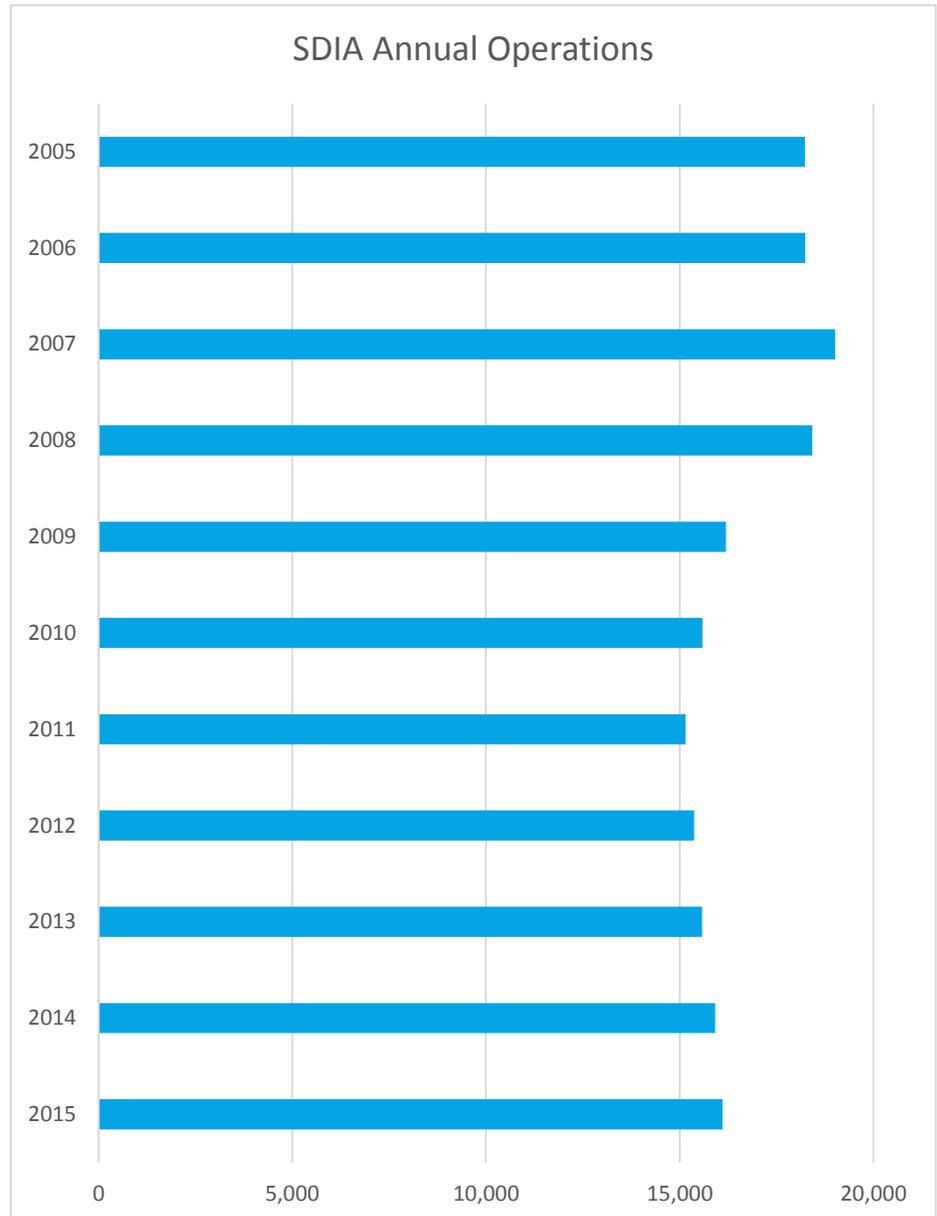
Complaints by Location (October – December)

2015 Complaints by Month



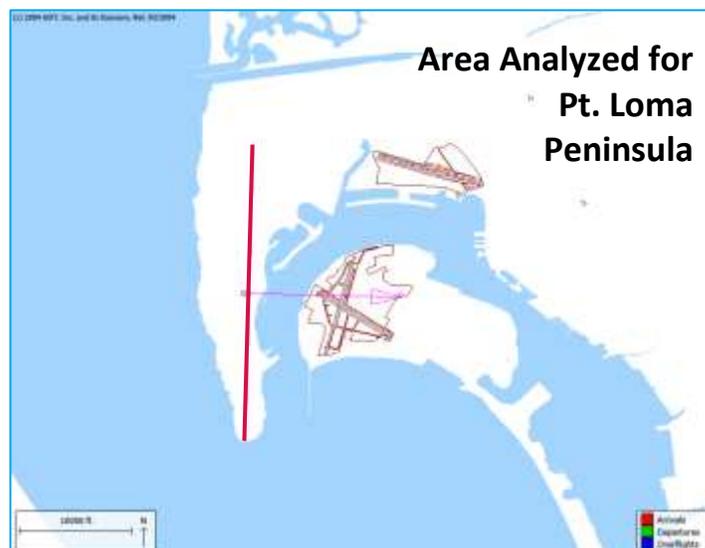
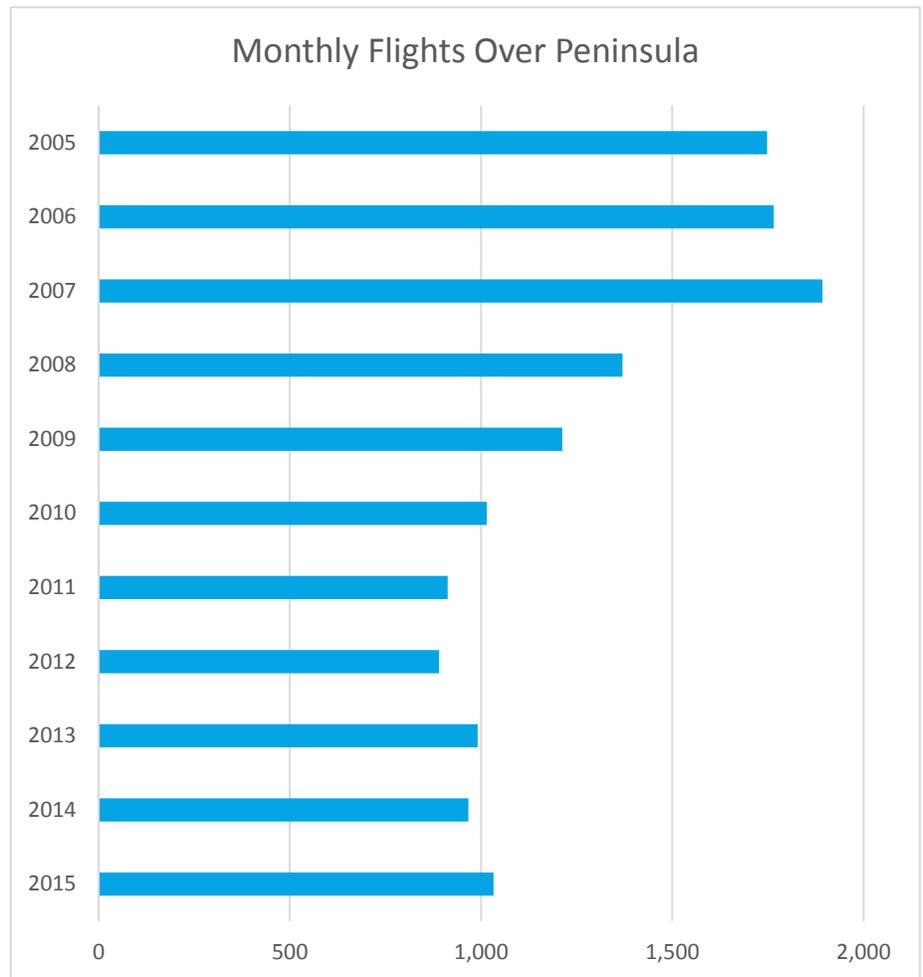
TOTAL AIRCRAFT OPERATIONS – MONTHLY TOTALS AVERAGED OVER YEAR

YEAR	Average Monthly Operations
2005	18,233
2006	18,238
2007	19,010
2008	18,419
2009	16,196
2010	15,588
2011	15,152
2012	15,374
2013	15,574
2014	15,919
2015	16,103



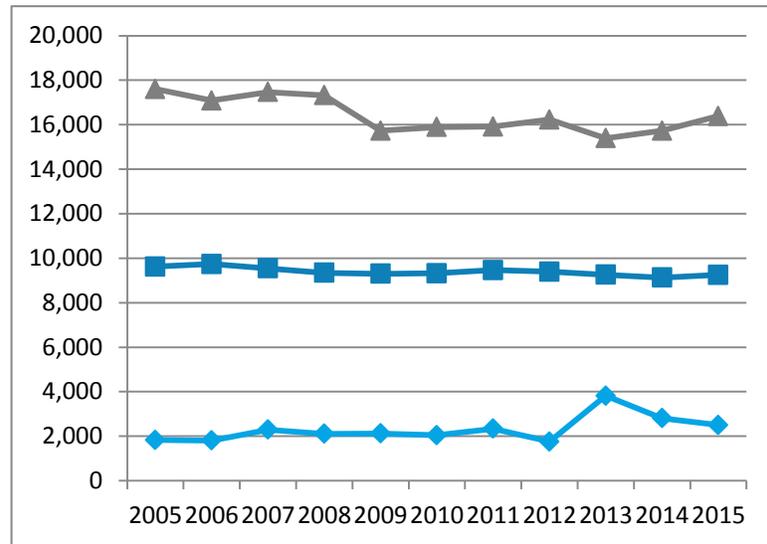
AIRCRAFT OPERATIONS OVER PENINSULA – MONTHLY TOTALS AVERAGED OVER YEAR

YEAR	Average Monthly Peninsula Only Ops
2005	1,748
2006	1,765
2007	1,893
2008	1,370
2009	1,212
2010	1,015
2011	913
2012	890
2013	991
2014	967
2015	1,032

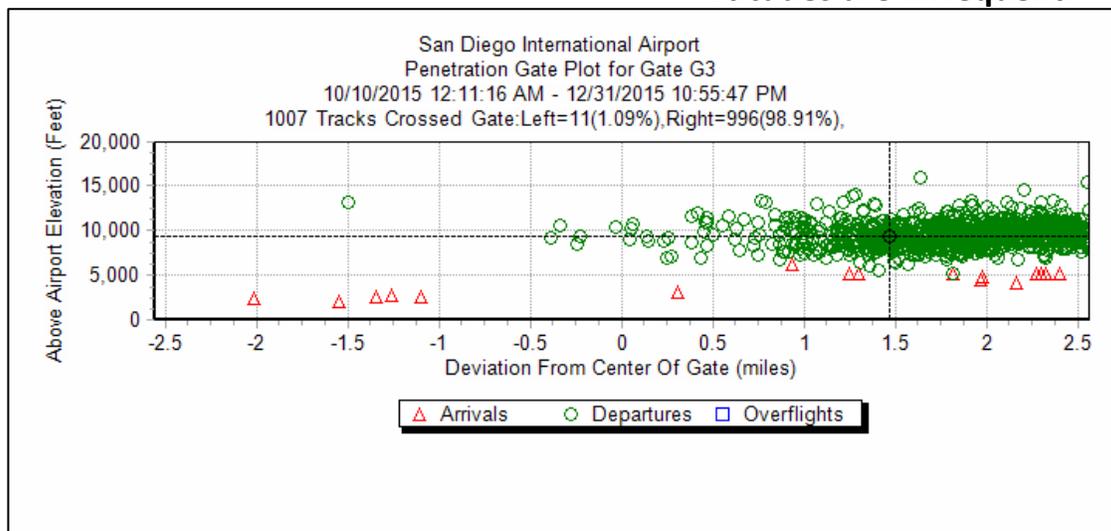


ALTITUDES OVER PENINSULA – MONTHLY TOTALS AVERAGED OVER YEAR

YEAR	Minimum	Average	Maximum
2005	1,829	9,625	17,601
2006	1,808	9,740	17,090
2007	2,297	9,544	17,467
2008	2,106	9,341	17,324
2009	2,120	9,300	15,729
2010	2,046	9,322	15,892
2011	2,338	9,467	15,914
2012	1,760	9,391	16,231
2013	3,820	9,259	15,391
2014	2,809	9,130	15,728
2015	2,500	9,248	16,389

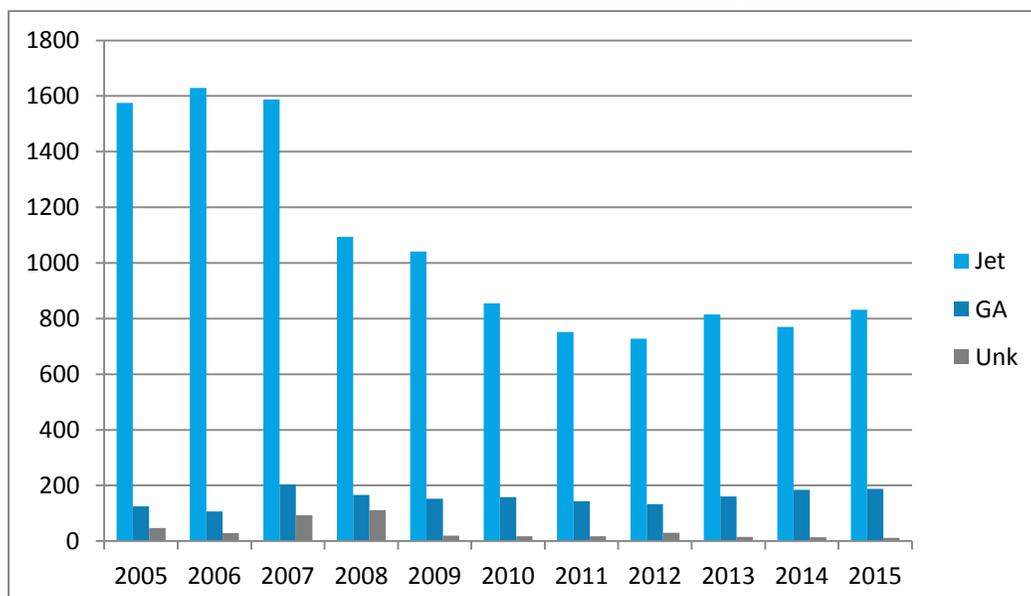


**Minimum and Maximum
Altitudes are infrequent.**



AIRCRAFT TYPES OVER PENINSULA – MONTHLY TOTALS AVERAGED OVER YEAR

YEAR	Jet/Air Carrier Ops	General Aviation Ops	Unknown or Other Ops
2005	1,575	125	48
2006	1,629	107	29
2007	1,596	204	93
2008	1,092	166	112
2009	1,040	152	20
2010	847	150	18
2011	751	144	18
2012	727	133	30
2013	815	160	16
2014	793	184	14
2015	832	188	12



January 20, 2016

NOISE LEVELS – MONTHLY TOTALS AVERAGED OVER YEAR

YEAR	#20 Del Mar @ Froude	#25 Niagara @ Santa Barbara	#21 Quimby @ Plumb
2005	58.4	-	61.4
2006	58.5	62.6	60.8
2007	58.5	62.7	60.1
2008	59.4	63.3	60.5
2009	58.6	62.9	60.9
2010	58.8	62.0	61.2
2011	58.8	61.8	61.6
2012	58.5	62.8	61.5
2013	59.0	62.5	61.0
2014	58.2	61.6	60.9
2015	57.8	60.8	61.1

Noise is measured in decibels (dB) utilizing the Community Noise Equivalent Level (CNEL) metric.

