SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

MEETING AGENDA
Wednesday, April 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

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1. Welcome and Introductions
2. Approval of January 20, 2016 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. Missed Approach Statistics
    d. Early Turn Statistics
    e. Noise Complaint Statistics
    f. Metroplex Update
    g. Noise Dot Clarification
    h. Ground Noise
    i. Additional Noise Efforts
5. Public Comment
6. New Business
7. Adjourn

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

DRAFT MINUTES

Airport Noise Advisory Committee

Date | time 1/20/2016 4:00 PM

Meeting called to order by: Jennifer Lilley

In Attendance

Name	Affiliation	In Attendance?
John Bennett	County of San Diego	Yes
Captain (Ret.) Jack Bewley	Airline Pilot (Retired)	Yes
Bret Freeman/Brad Davis	FAA Representative	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Conrad Wear	San Diego City Council, District 2	Yes
Susan Ranft	Downtown Community Planning Council	Yes
Vacant	Midway/Pacific Highway Community Planning Board	No
David Swarens	Greater Golden Hill Community Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	No*
Paul Webb	Peninsula Community Planning Board	Yes
Tom Gawaronski	Ocean Beach Planning Board	Yes
Victoria White	City of San Diego	No*
Lee Steuer	Congresswoman Susan Davis	Yes
Victor Avina	County Supervisor Greg Cox	Yes
Kirk Hanson	Community at Large	Yes
Hugo Carmona	Congressman Scott Peters	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustician	Yes
Grady Boyce	Airline Representative	Yes
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. Ms. Lilley welcomed the members and public and reminded everyone of the procedures of the meeting. She introduced Congressman Scott Peters who addressed the committee and public. Congressman Peters thanked the panel and community for allowing him to speak at the meeting; he gave a brief comment on FAA's H.R. 3965 Community Accountability Act of 2015, which is to improve the process for establishing and revising flight paths and procedures. Congressman Peters informed the committee and public that several outreach measures were made, (i.e. meeting with TRACON, a letter was sent to Mr. Huerta, FAA Administrator regarding the community's concern).

needs assistance. The Congressman also proposed the frequency of ANAC meetings be increased to every other month.

2. Approval of Minutes

A quorum was established, and prior to approval of Minutes Ms. Lilley explained that not all responses to public comments were included in the Minutes. Many responses are still being worked on and as soon information is collected they will be responded to. Ms. Lilley called to motion approval of Minutes from October 15, 2015. Mr. Cole approved the motion and Mr. Swarens seconded the motion. 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. The Rental Car Center (RCC) opened today; this is the first day it will be operational after a three year process. The public has had an opportunity to see it and provided a lot of positive comments, especially about there being less traffic on Harbor Drive.

The number of passengers that came to the airport increased by 5% for the month of December; the 2015 number of passengers was up about 7% from 2014; and December 2015 marked 20 million passengers passing through the airport. The number of take-off and landing operations has not increased in rate due to airlines taking more passengers in aircrafts which resulted in a decline of 1.9% in December 2015 vs. 2014, for the year it increased by 3% in 2015 vs. 2014.

Question from ANAC: Mr. Swarens asked about shuttles. Mr. Wilschetz responded that the shuttles increased drastically and that 81 shuttles were operating the night before and today there are 16 shuttles operating in the airport, and that the shuttles has a lane solely for their use.

Seeing no more inquiries, Ms. Lilley moved on to the next item which is to confirm the meeting dates for 2016. Meetings are scheduled in January, April, July, and October from 4:00 – 5:00 p.m. at Truxtun Rd. Prior to voting, Ms. Lilley opened the floor for the committee to discuss the proposal by Congressman Peters to increase the frequency of the meeting from quarterly to every other month.

Mr. Swarens agreed on the comments made by Congressman Peters and to the frequency of the meetings. Mr. Carmona agreed with every other month meetings. Mr. Huenefeld disagreed stating that if there is a significant community interest that only pertains to a specific issue that warrants attention, a special meeting could be called to address the specific issue. Mr. Webb asked that before agreeing or disagreeing to this, representatives should have the opportunity to discuss with their communities whether increasing the frequency of meetings is called for. Mr. Swarens asked what can be accomplished in six times that cannot be accomplished in four times. Mr. Cole's concern is if the meeting frequency is increased, it will give a false impression to the community. Mr. Boyce feels with the Metroplex occurring this year, this warrants an increase of meetings. Mr. Hanson commented that an increase in the frequency of meetings, especially with the potential changes of the flight path, will give a good impression to the neighborhood.

Ms. Lilley mentioned another suggestion was to stay with the traditional schedule, but a special meeting can be established as needed. A 30 day notice would be given and if this is sufficient time for members to attend the meeting. Ms. Lilley advised the members if the increase of frequency of the meeting occurs the schedule would be January, March, May, July, September and November. Mr. Huenefeld with Ms. Lilley's approval made a motion to do a quarterly meeting schedule, but in accordance with Mr. Webb's suggestion to revisit this issue at the next meeting to give him and other representatives a chance to get feedback from their communities. Mr. Cole seconded the motion, with the understanding to meet in April, 20th Wednesday at 4:00 p.m. in the same location. The motion was approved unanimously.

4. Presentation items

Note: A copy of the presentations can be found via our website 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. As of December 31, 2015, there 663 applicants on just over 1,300 units on the wait list. In the calendar year 2015, the Program completed 254 homes, 66 of the homes were during the 4th quarter which brings the grand total to 3,317 homes completed. Notable issues as mentioned in the last meeting regarding the transition to the new Airport Improvement Program (AIP) Guidance that governs how we run the Program; 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, the 14 homes are put on hold and awaiting clarification or guidance on what to do next. With the increased level of scrutiny from the FAA regarding the treatment packages designed to each individual home, the delay in construction would account for a decline in the annual number of homes completed, especially in the 4th quarter. Program staff is optimistic that they will receive clarity on how to proceed with treatment of homes in the near future. Still working with the FAA on the mechanical system and associated electrical requirements.

Question from ANAC: Mr. Swarens wanted to know the status of what has been put on hold.

Mr. Mayer stated that he was hopeful a response will be received in a few weeks regarding the new designs that were submitted in December based on the information received from the FAA.

Question from ANAC: Mr. Webb asked to give a brief explanation regarding the testing protocol and wondered why the 14 homes did not qualify, and what the basis of their disqualification is.

Mr. Mayer replied that the testing and result would be referred to Mr. Justin Cook, Acoustician, but gave a brief explanation on how the testing is done and did say that the interior noise levels of the homes determines the eligibility of the process, and that a home needs an average of 45 decibel or above in order to be eligible for treatment. Mr. Mayer pointed out that there is no exact explanation on why homes are tested below 45 decibel, but likely is due to the existing conditions of the home. Mr. Cook went on to give a more detailed explanation on how the results of the test are obtained. Mr. Mayer agreed to provide a detailed breakdown of major characteristics that contributed to the homes testing under 45 decibel for the next meeting.

Question from ANAC: Mr. Swarens had a follow up question recalling early last year's comment regarding some of the homes built in first, third of the century which were Spanish type homes were it did not exceed the threshold, how many of the homes were vintage homes and how many were new homes.

Mr. Cook responded that the information is not available at the moment but will research the information and will have the answer by the next meeting.

Curfew Violation Review Panel (CVRP) Statistics – Ms. Sjohnna Knack, Program Manager, Airport Planning & Noise Mitigation, gave a review of the total violations from October to December, 2015, as well as the year end summary. The total violations for the year is 55, which is higher than last year. For the 4th quarter there was 25 violations, which is common during the holiday period. The Curfew Violation Review Panel will be on February 6th where a total of 19 violations will be heard. Ms. Knack pointed out that the common reasons for some of the violations, either commercial or general airlines, are weather or mechanical issues.

Question from ANAC: Mr. Hanson asked who the main perpetrators for 2015 curfew violations are; the reason for asking is because information is not on the presentation.

Ms. Knack explained that they are not interpreted to violating curfew, there is not one carrier, i.e. Delta Air Lines and American Airlines each had four, SkyWest had one, four different general aviator operators, and Jet Blue had

one. As in the past, we will continue to meet with the airlines to find ways to be a better neighbor. Ms. Knack informed members that the information can be found in the meeting package, it also can be found on line.

Question from ANAC: Mr. Cole noticed that in the past presentation that some airlines were not penalized. Is it because of the reason behind the violation?

Ms. Lilley explained especially for the audience not aware of the CVRP process that a violation is not a penalty until presented to the Panel. There it is determined if a violation did occur. There are mitigating factors considered such as safety issues, like mechanical or weather or other circumstances that may merit the violation to not be penalized. Ms. Knack added that the penalty structure is $2,000 for 1st, $6,000 for 2nd, $10,000 for third and a multiplier is added in the six month occurrence. Ms. Knack further explained the whole process of CVRP.

Flight Operation Statistics – Ms. Knack presented updated flight operation statistics. Ms. Knack gave a brief explanation of a Missed Approach (MA), is also referred to as a "go-around", as when an airplane cannot complete its landing and is required to make another attempt. Some of the reasons for a MA is inclement weather, debris on runway and aircraft separation. Ms. Knack referred to the presentation slide for MAs showing that at year end it has ended at the highest level, further noting the fact that a MA is not considered a curfew violation since it is not considered a departure. October showed a high amount of 72, likely due to weather, and dropped down in November and December. Ms. Knack informed the committee of another contributing factor in which the FAA is required to certify some of the equipment, namely the instrument landing system, that requires an aircraft to certify it. 52 of Missed Approaches where from aircraft certifying the equipment.

She defined early turns (ET) as which used by the Airport Authority since the mid 90's which is established from the Red Dot Agreement, which is the voluntary agreement initiated by Cong. Brian Bilbray. It is a point, about two and a half miles short of the 295 heading, and another at the 265 heading. Any aircraft that turns before reaching the dot, or stays within the corridor but comes back around flying below 6,000 feet, would be considered an early turn.

It was noted that a record number of ETs were entered in the year at 395. Data analysis showed high numbers of 67 in November and 76 in December. ETs can turn right over Mission Beach, or left over the Pt. Loma Peninsula. Over 70% of ETs went over Mission Beach. Information in collaboration with the FAA will be provided on a weekly basis to try to reduce the number by next week.

Question from ANAC: Mr. Cole asked if the normal altitude followed or a different bearing for an Early Turn.

Ms. Knack responded that there are only few aircrafts that go straight out and turn around below 6,000 feet. Although it has happened in the past, average altitude over the peninsula is over 9,000 feet.

Question from ANAC: Mr. Swarens questioned if there is any correlation between Missed Approaches and Early Turns.

Mr. Davis, representative from FAA responded that there could be a relationship but different variances. Early Turns are more prominently determined by traffic and weather; and their task is to provide safe, orderly and expeditious air traffic. But things can change, orderly means complying with procedures FAA has placed in relation to air traffic which also involves being a good neighbor by meeting the Red Dot Agreement. As for the 6,000 feet, no matter what the altitude is aircraft will stay clear of the noise dots.

Mr. Swarens stated that the question does not have to do with altitudes but a comparison on both the materials. Mr. Davis explained that weather may cause an aircraft to do a missed approach, but that does not necessarily mean it would also result in an early turn. He did mention that one of the intentions is to work with the Noise Office to review it on a weekly basis to have a better look at it. Mr. Boyce pointed out that it is a different mode of operation between departures and arrival; missed approaches are highly dynamic procedures while in early turns can be affected by environmental factors and are separated by events and not be correlation.

Question from ANAC: Mr. Avina asked about the significance of the 6,000 feet.

Mr. Hollarn stated that this is based on a technical perspective whether it will be an issue on the noise perspective versus a traffic separation issue and it was an ATC agreement that 6,000 feet will be the limit which will allow them to separate airplanes and not be restrictive.

Question from ANAC: Mr. Huenefeld noted that the numbers are worse than before, and maybe about 30% worse than the prior year. It was requested that on the next meeting an in-depth analysis be presented on the reason for the high numbers in the three criteria: curfew violations, Early Turns and Missed Approaches. Present on what is being done to deal with it. Mr. Swarens also added to the report the actual number of carriers, actual flight plus the passenger loads and Mr. Carmona asked with the increase in number of Early Turns, to add if it is weather related or otherwise.

Complaint Statistics – Ms. Knack presented an update on noise complaints. There was an increase in noise complaints in the fourth quarter, averaging from one or two complaints a day to 30-50 complaints a day, which started around late September. She pointed out that 90% of the complaints are from the Point Loma area, a total 3,623 for the 4th quarter, and 55% of the complaints, or about 1,993, came from one household. A total of 289 households made complaints and the complaints were consistently about things like, increase over flight over the peninsula, low flying aircraft, not meeting the Red Dot Agreement, and not following the LOWMA waypoint.

Question from ANAC: Mr. Carmona asked about noise measurement and how it is being collected by the Airport Authority and will there be a re-analysis or any updates on it.

Ms. Knack responded that a portable noise measurement was recently conducted and will be discussed later in the presentation.

Comment from ANAC: Mr. Webb apologized for the comment made by a member from his community from the last meeting stating that the noise complaints were not accurate and the Airport Authority is not communicating the true number of noise complaints.

Ms. Knack appreciated the comment and acknowledged her staff who are taking all of the complaints from listening to voice mails, reading emails and monitoring the Webtrak system, but because of the high volume have not had the opportunity to respond to all. However, all are being downloaded and inputted in the Airport Noise Operational Monitors for follow up responses.

Question from ANAC: Mr. Huenefeld asked if any of the complaints are correlated with Early Turns or Missed Approaches where it could be understood that something is happening outside of the threshold of normal operations.

Some of the complaints can be correlated according to Ms. Knack. We do not have the exact numbers as of now, but will be able to provide the information at the next meeting.

Per ANAC members request from last meeting, Ms. Knack presented the results conducted on 11 year flight operations analysis from 2005 to 2015. Information was gathered by the noise monitoring system from the 265^{0} heading to the tip of the peninsula. The analysis is from the operation on the airport and peninsula operation, type of aircraft, altitudes and noise levels. She explained how the average total numbers of operations were achieved, for altitudes, the only one that was looked at were jets because propeller aircrafts are required because of their size, which are smaller, slower and turn early and flies lower, the next statistics was on aircraft type. Ms. Knack turned over the rest of the presentation to Mr. Cook.

Prior to his presentation, Ms. Knack explained that the noise measurement are the typical standard average community noise equivalent level which is a metric that is set for aircraft operations on a 24 hour bases and penalizes events of the noisiest noise. FAA utilizes this metric and requires the airport to use in regards to present environmental documentation. Mr. Cook gave his presentation regarding portable noise measurement that was conducted on the wooded area. Mr. Cook informed the committee that two tasks have been asked to be identified, one was to measure noise levels at the western side of Point Loma and two was to measure noise levels to determine low frequency noise on the ground. For the first task, three locations were picked which were PLNU,

Sunset Cliffs, and an area between the RCC facility and airfield which was used the ground noise site. He went on to explain to methodology used to gather the information mainly noise level from SAN aircraft only, other noise sources that could be roadway noise, other aircraft overflight or anything that could be going on in the community, and the total noise to determine the difference between the two. He went on to show the results of the analysis. For the second part, the three same locations were used from 6 A.M.-6 P.M. and this is to correlate aircraft from the ground and how the low frequency noise is affecting the community. He went on to explain the findings and presented it to the committee and community. The complete presentation can be found in www.san.org.

Question from ANAC: Mr. Cole asked about the impact of atmospheric conditions and requested that information be given regarding the relationship between the complaints and flight statistics.

For clarification, Ms. Knack asked if what is wanted is how many correlated events and of the correlated events if it can be analyzed to find out the altitude impact that could be lower than the average, agreeing that this what is requested, Ms. Knack agreed that the information will be presented. Mr. Cook responded to the first question that if there is a weather condition the noise would spread further.

5. Public Comment

Ms. Lilley opened the floor at 5:35 P.M. for public comment, asked that the questions or comments be clear and kept under three minutes.

Casey Schnoor requested that a complete list of questions from the last meeting be answered. He disagrees with the 6,000 foot issue with Early Turns, and that the noise dots and Early Turn boundaries have changed since it began in 1998.

Alan Gordon wanted to know what changed since last September and asked what averaging the noise means.

Lyndee Logan asked about the 275 versus the 265 degrees and needed more clarification since the numbers presented are showing that flights are heading more south; and she feels that there should be more of an outreach program that would help communities understand more about the noise since she only recently found out about the WebTrak.

Bruce Bailey is concerned about Early Turns and was asking where ATC decides on when an aircraft is allowed to do an Early Turn since Early Turns has been up 52%.

Barb Franklin made a comment about why would it matter who made the noise complaints. She would like an outreach meeting in Pt Loma on how to track planes or log complaints and was wondering why propeller planes are not counted.

Dan Frankel asked why noise complaints are not being returned. ANAC meetings should increase in frequency and the start time should be later since people have work. Home mitigations should increase in construction, the RMTs do not match the complaint locations, and we should provide duration of noise and not just the decibel.

David Johnson 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 our 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.

Debra Turner asked why there is no noise measurement on the east facing the slope of the peninsula and that the curfew fine of $2,000 is too low.

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

Mr. Gawronski had asked Mr. Cook if the measurements on the west side could be done on the wooded area to make additional readings. Ms. Knack mentioned that there are people that are recording as of today and answers will be given on the next meeting.

6. New Business

None

7. Next Meeting/Adjourn

The next meeting is scheduled for Wednesday, April 20, 2016 at 4:00 p.m. at the Administrative Building, 3225 N. Harbor Dr., San Diego, CA. Ms. Lilley adjourned the meeting at 6.04 p.m.

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Sjohnna Knack

Program Manager, Airport Noise Mitigation

QUIETER HOME PROGRAM

Airport Noise Advisory Committee

April 20, 2016

PROGRAM STATISTICS	
Applicants / Homes on the Wait List	670/1,371
Homes Completed in 1st Quarter 2016	53
Estimated Homes to Complete in CY 2016	196
Total Homes Tested Ineligible (<45 dB)	25

AIP Handbook & Allowable Treatments

- Continued delay with FAA over eligible vs. ineligible treatments now includes maximum allowable spending on eligible electrical work ($1,000).
- Considering Program policy changes to address FAA restrictions.
- Working on separating project groups to bid new work.
- Of the homes that tested below 45 dB, existing windows and doors were sealed tight and provided noise level reduction similar to QHP products.
- Of the homes that tested below 45 dB, all non-historic, in Pt. Loma, most around Plumosa Park neighborhoods.

SAN DIEGO INTERNATIONAL AIRPORT
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CURFEW VIOLATION REVIEW PANEL

Airport Noise Advisory Committee

April 20, 2016

Curfew Violations for 1st Quarter 2016 (January 1 – March 30)

Date	Time	RWY	Operator / Flight ID	Aircraft	Amount Fined
1/2/2016	2331	27	jetBlue Airways 20	Airbus A320-232 (A320)	No Penalty (1)
1/3/2016	2342	27	American Airlines 579	Airbus A321-211 (A321)	$2,000
2/8/2016	0216	27	Volaris Airlines 957	Airbus A320-232 (A320)	No Penalty (2)
2/15/2016	0150	27	Spirit Airlines 1104	Airbus A319 (A319)	$2,000
2/16/2016	0032	27	Air Canada Rouge 1886	Airbus A319-114 (A319)	$2,000
2/16/2016	0041	27	jetBlue Airways 90	Airbus A320-232 (A320)	$4,000
2/24/2016	0012	27	Spirit Airlines 8504	Airbus A319-132 (A319)	$6,000
3/10/2016	2347	27	Virgin American 969	Airbus A3230-214 (A320	Pot. $2,000 (CVRP 6/1/16)
3/16/2016	0012	27	Spirit Airlines 108	Airbus A319-132 (A319)	Pot. $10,000 (CVRP 6/1/2016)

Year	Total Curfew Violations
2012	36
2013	60
2014	47
2015	30
2016*	9

*Through 3/31/2016

1. The Panel voted unanimously to assess no penalty (mechanical issue in San Diego, RNP panel unresponsive).
2. The Panel voted unanimously to assess no penalty (mechanical issue, cut in the number 3 main landing gear tire).

SAN DIEGO INTERNATIONAL AIRPORT
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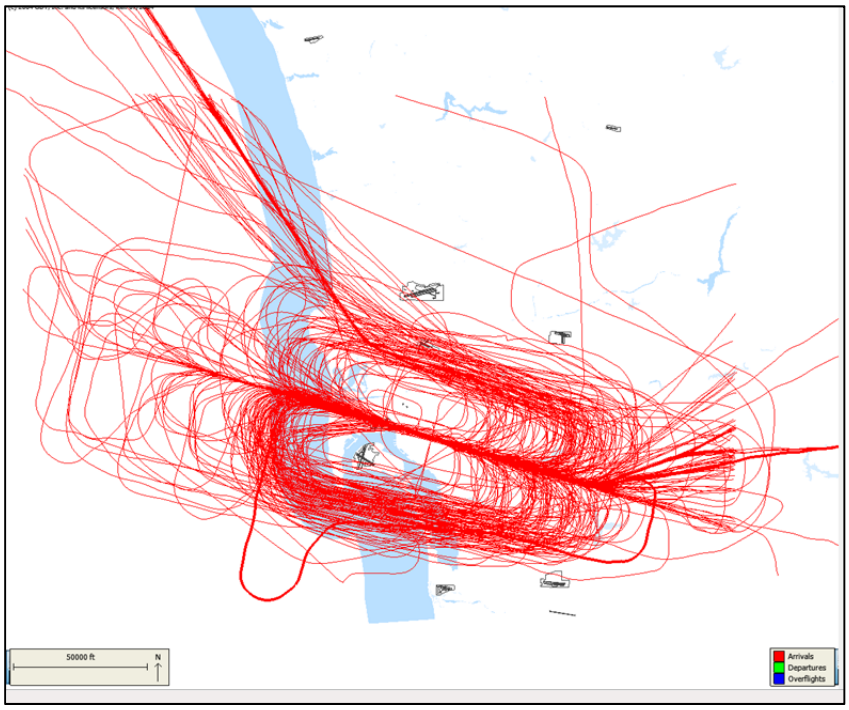
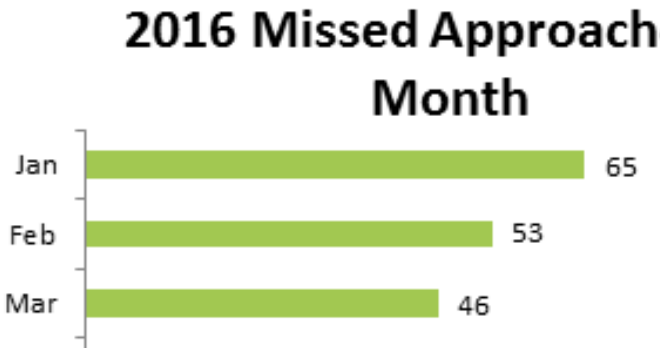
MISSED APPROACH STATISTICS

Airport Noise Advisory Committee

April 20, 2016



Missed Approaches
January 1 – March 31, 2016



YEAR	Total Missed Approaches
2012	692
2013	659
2014	637
2015	748
2016*	164

*Through March 31, 2016

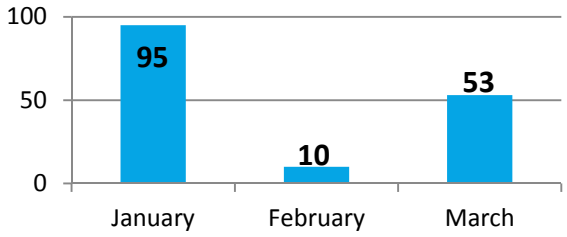
EARLY TURN STATISTICS

Airport Noise Advisory Committee

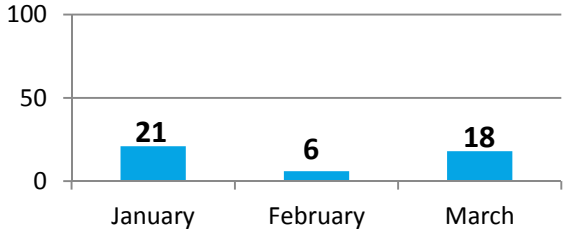
April 20, 2016

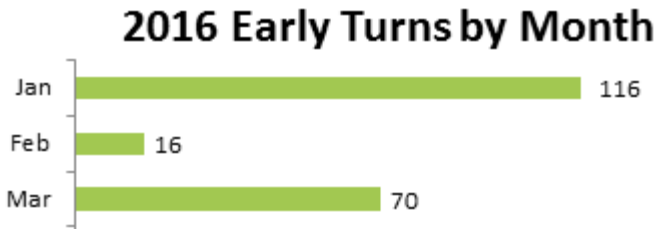
2016 Early Turns by Month

RIGHT *(Over Mission Beach)



LEFT (Over Pt. Loma Peninsula)





*Early Right Turn numbers may be adjusted for Mag Var Changes

Left Early Turns for 1st Quarter 2016 (January 1 - March 31)

Count	Airline	Aircraft
5	American Airlines	Airbus A321 or Boeing B752
5	Delta Airlines	Airbus A320, Boeing B738, or Douglas MD90
1	Frontier Flight	Airbus A319
1	Spirit Wings	Airbus A319
10	SouthWest Airlines	Boeing B737 or B738
5	United Airlines	Boeing B739 or Airbus A320
18	General Aviation	-

YEAR	Total Early Turns
2012	175
2013	196
2014	260
2015	395
2016*	203

*Through March 31, 2016

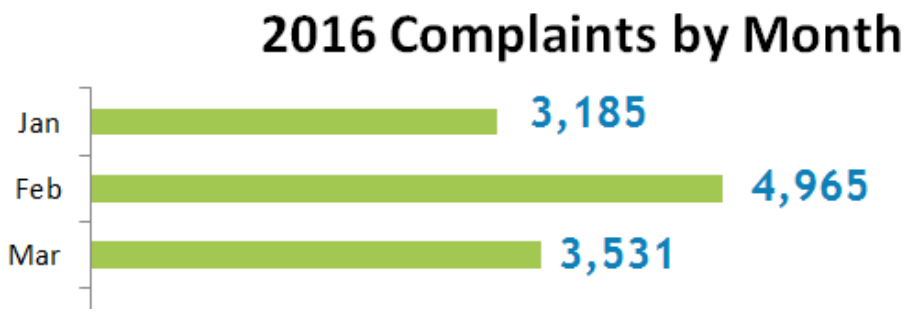
NOISE COMPLAINTS STATISTICS

Airport Noise Advisory Committee

April 20, 2016

YEAR	Total Complaints
2012	232
2013	172
2014	156
2015	3,926
2016	11,681*

*Through March 31, 2016



6,697 (57%) Noise Complaints were correlated to a noise event associated with San Diego International Airport

Noise Complaints By Household

(Jan. 1 - March 31, 2016)

From January 1, 2016 - March 31, 2016 the noise office has received a total of

11,681 Noise Complaints

99% Are from residents in Pt. Loma

83% | One Household

One household (individual) made 9,653 complaints via the web, phone or email.

11% | 4 Households

4 households made between 66-667 complaints.

4% | 26 Households

26 households made between 6-65 complaints.

2% | 126 Households

126 households made between 1-5 complaints.