

MEETING SUMMARY

Airport Noise Advisory Committee

Date/Time 6/21/2017 4:00 p.m.

Meeting called to order by: Heidi Gantwerk

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
Captain (Ret.) Jack Bewley	Airline Pilot (Retired)	Yes
Lee Steuer	Representative for Congresswoman Susan Davis	Yes
Lazaro Herrera	County of San Diego	No
Bruce Williams	Representative for San Diego City Council, District 2	Yes
Carl "Rick" Huenefeld	MCRD	No
Susan Ranft	Downtown Community Planning Council	Yes
Kirk Hansen	Community at Large	Yes
David Swarens	Greater Golden Hill Planning Committee	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Fred Kosmo	Peninsula Community Planning Board	Yes
Tom Gawronski	Ocean Beach Planning Board	Yes
Victoria White	City of San Diego, Planning Department	Yes
Rick Savage	FAA	Yes
Andrea Ortega	FAA	Yes
Kiera Galloway	Representative for Congressman Scott Peters	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustical Engineer	Yes
Vacant	Commercial Airline Pilot Representative	No
Danny Melgoza	Representative for San Diego County Supervisor Greg Cox	Yes
Randall LaRocco	Midway/Pacific Highway Community Planning Board	No
Melissa Hernholm-Danzo	Peninsula Steering Committee	Yes
Sjohnna Knack	Authority Staff	Yes
Heidi Gantwerk	Facilitator	Yes

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

1. Welcome and Introductions

Heidi Gantwerk, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. Introductions were made around the table. She outlined the agenda.

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?EntryId=10566>

Quieter Home Program Update – Craig Mayer, Deputy Program Manager, Quieter Home Program (Program), provided an update on the Program's status. Mr. Mayer said there are 1,400 homes on the wait list; none completed since last meeting, but they hope to complete 20 by end of calendar year. The FAA has approved a contract template, and have given approval on Project 8.12, with contract expected to be awarded in early July. Approval to move forward with Project 9.1 is expected. There is a backlog of around 150 homes. He indicated they are waiting for results of reviews on 8.10 and 9.1. It seems that momentum has been built in the process of working with FAA, and there is anticipation of good things moving forward.

Question from ANAC: Fred Kosmo asked whether air conditioning would be included in the new contract.

Mr. Mayer stated that based on the conversation with the FAA today, Project 8.10 will answer that question; included in Project 8.10 was air conditioning as a part of the ventilation package for homes included in that project group. The official response has not come back, but we are designing for single-family homes and condos with air conditioning. By all accounts, the FAA has acknowledged the need for air conditioning and their willingness to approve those designs.

Question from ANAC: Fred Kosmo asked if there are any recommendations for the board for things that the board can do to help push Quieter Home Program forward.

Mr. Mayer states that he believes we're already moving in the right direction, and believes we are getting back to a normal pace of 300-350 units a year.

Curfew Violation Review Panel (CVRP) Statistics – Sjohnna Knack, Program Manager, Airport Planning and Noise Mitigation, gave a review of the curfew violations.

Ms. Knack stated that looking at year-over-year statistics and violations are slightly higher this year than they were at this time last year. Last year there were 15 and this year there are 18. She addressed the concern about not punishing the airlines enough with fines assessed. This time last year, around \$60,000 had been collected. Through the end of May this year, \$130,000 has been collected. She explained how the multipliers work, and stated that she believes that the fines are enough to cause operators to stop violating. She reiterated that the Panel looks at every single violation independently and collects a comprehensive package of information on each one before making a determination.

Question from ANAC: Fred Kosmo asked about the multiplier; how did it get created, and do we have the authority to change or increase it?

Ms. Knack said that it was quite a complex process that had to be vetted not only by our legal department, the Airport Authority Board and the FAA.

Question from ANAC: Fred Kosmo asked if, other than fines, is there anything else we're doing to encourage airlines to not break curfew?

Ms. Knack explained the Fly Quiet Program, which is not a monetary penalty, but approaches the carriers to emphasize to them that this is an impact to our community. We have worked with several carriers that, because of their low scores, have worked with the Airport Authority to improve their score.

Missed Approach Statistics - Ms. Knack explained the definition of missed approaches. She clarified that a missed approach is done for safety reasons and cannot be influenced by the Airport Authority.

Ms. Knack stated that statistics have trended slightly upwards in May. They were down a little bit in April. But we did have significant weather in May caused the increase. Weather plays a big part into the amount of missed approaches. The majority of the missed approaches are still compliant with the FAA's noise dot. Total arrivals thus far through the end of May are 40,747 with less than one percent of those are missed approaches. She said the trend is slightly down for those aircraft that are non-compliant, or turning early.

Question from ANAC: Victoria White stated that at the last meeting, there was a lot of concern from Mt. Soledad residents with regard to increased noise. She questioned if, based on the complaints that you received over the last few months, if you know that the complaints that are received in the Mt. Soledad area are flights that are coming into San Diego or departing San Diego?

Ms. Knack stated that there are not that many complaints received from Mt. Soledad, but the ones that do come in are in regards to arrivals into San Diego.

Early Turns – Ms. Knack explained the difference between early turns and missed approaches. Early turns in essence are flights that are not compliant with the FAA noise dots.

Ms. Knack stated that early turns are trending downwards. In March of 2016, there were 121 and in March of 2017 there were 21. In April, we saw another significant decrease; only a small decrease in May, but overall, we are trending down for early turns. Most violators are general aviation. She stated that staff calls all the general aviation pilots and has a conversation with them to explain our noise dots, to try and educate the pilots. It's more challenging, with generally aviation because they don't operate in and out of San Diego frequently.

Ms. Knack clarified that general aviation are flights that are not commercial. She said the Airport Authority is working with the fixed base operator, Signature Aviation, which is where all the private jets operate out of, to see if there can be more signage about flying quietly out of San Diego. On May 7th, there was significant rain, thunderstorm cells, right off the coast. The new Flight Tracker site has Doppler radar. Many of the early turns are connected to weather. The majority of the decreases to the right were related to the implementation of the new SoCal Metroplex procedures. Those procedures were designed to stay within the FAA's noise dots.

Question from ANAC: Deborah Watkins asked regarding the large number on the graph for pending investigations, what it represents.

Ms. Knack stated that not all, but most are private jets.

Question from ANAC: Victoria White asked if information might be distributed to general aviation pilots through staffing agencies.

Ms. Knack stated that could be looked into. *Note: Staff has contacted the aircraft owners and pilots association (AOPA) to provide fly quiet literature.*

Question from ANAC: Ms. White asked if a notation can be made of waypoints in addition to noise dots, for a comprehensive overview of everything that's going on.

Andrea Ortega from the FAA stated Air Traffic Controllers do not control what the pilot needs to do to get to an altitude. They are given the climbing instruction to turn, not rate of climb.

Mr. Bewley, retired pilot, gave a perspective from the pilot's point of view, stating that it depends on aircraft configuration, weight, passenger load, cargo load, etc. It may seem that an airplane is loitering overhead, but a lot of factors going on in cockpit to exercise a missed approach. It's not something that

occurs rarely, but pilots are trained for it. Most pilots anticipate going around San Diego on approach because there are so many factors involved. A single runway, you have to get off of it very quickly.

Mr. Cole said that since so many of these are general aviation, that kind of makes it difficult. He said it seems obvious to him, looking at early turns and breakdowns, particularly annoying flights to people on the ground, not knowing whether those are general aviation or what they are, but if one plane on early turn can get to altitude, or even head out to sea and make its early turn over water, he doesn't understand why others can't also.

Question from ANAC: Justin Cook, acoustical engineer, recommended that maybe the early turn slides could be broken out between GA and commercial, so you could see the tracks and see how the quantity might be more useful that way.

Ms. Knack said she thinks that can be done. Often general aviation aircraft are required to turn early because they are slower than commercial jets.

Mr. Savage stated general aviation aircraft are not very noisy. AOPA is going to have a large influence on educating that part of the population, but somewhat limited. They may not be very familiar with noise concerns, Point Loma and La Jolla concerns.

Question from ANAC: Fred Kosmo said he looked at numbers and sees 242 through May, which averages out as 581 for the year, and only 200 in 2013. Other than Roman calling, is there some other kind of plan to try to get numbers back down closer to 200? There seems to be an incremental creep, and it should be our job to lower the numbers, so is there some kind of plan we could consider? Should we fine people for early turns?

Ms. Knack clarified that numbers have been going down. She believes the FAA's procedure implementation of Metroplex procedures have helped keep the aircraft on published routes. Also it is a very small percentage of total operations. She believes going to the FBO and putting more signage to educate on noise-sensitive community and reaching out to AOPA is something the airport can do.

Noise Complaints Statistics – Ms. Knack reminded everyone that last ANAC meeting the new web-based Flight Tracker was introduced, as well as a new noise complaint process. She presented statistics about how it's going. The goal is to obtain accurate and relevant information from noise complainers, so that we can have something we can use with AOPA, with FAA. The new system automatically inputs the noise complaints, reducing data entry time, which frees up staff time to do research and investigation. Some observations are that the system is functioning as intended in that we are receiving more noise complaints of value to us. We still have some work to do in obtaining relevant data in the complaints.

Ms. Knack reported that a La Jolla community member, based on frustrations that it's too complicated, has created a one-click app. Some complaints from this app do not provide the relevant data necessary to work with stakeholders. We need some information that can be used in discussions with AOPA, the FAA, and the airlines, to try and make incremental improvements on noise.

During months of May and April, analysis shows half of residents who filed a complaint used the San Diego Airport Authority's Flight Tracker, with the other half submitting complaints using the non-Authority sponsored app. One concern seen is that a large amount of complaints from the app have conflicting information that is automatically populated. The creator of the app sits on the Subcommittee. He was unable to be here tonight. We'll be talking after he returns from vacation, so we can get more relevant information. The other big thing is that there are quite a few noise complaints being submitted from aircraft operating at other airports—number one is Montgomery Airport. All of those have their

own noise management programs. We have met with them and are going to invite them to FAA meeting, and we are communicating to those residents, sending information that it's not a San Diego operation and how to lodge a complaint.

Question from ANAC: Ms. White asked regarding helicopters in La Jolla, do they take off from Montgomery Field?

Ms. Knack stated they're typically Navy helicopters coming off North Island.

Question from ANAC: Mr. Cole asked if noise complaints pertaining to Montgomery Field have been purged?

Ms Knack said no, they have not. Time constraints made it impossible to do so. We are working with the vendor to automate that, so that information can be pulled out. She reiterated that they do reach out to those when feasible, but can't dictate to other airports how they run their noise management. She provided two examples of complaints; one that doesn't give necessary information, and one that is exactly what is needed. Information from complaints that have relevant information go directly into Curfew Violation Reports, and also utilized with Fly Quiet Program.

Ms. Knack then demonstrated in detail what it takes to lodge a complaint on Flight Tracker website. She realizes that it's more than one click, but believes that the extra clicks give the information needed to have potential to reduce noise impacts.

Question from ANAC: Ms. White stated that it was valuable to know you can go backward in time in Flight Tracker.

Ms. Caroline Becker, Noise Mitigation Specialist, explained her presentation of noise complaints by month. Over the last two months, complaints have been collected from 103 households, a 32 percent decrease in the number of households reporting complaints. She noted that we do have the new complaint system, and are in the early development stages of that system, and that may be one of the reasons for the fewer complaints. There was also a downtrend of complaints at this time last year.

Ms. Becker noted that the new process of looking at households allows the Noise Office time to investigate on a case-by-case basis, and trend by neighborhood, giving the noise office a lot more information than we were getting by reporting on solely number of complaints. Ms. Becker also noted that this frees up the household from having to report hundreds of complaints, but just report one time in two months, and your household counts. Whether picking one to report or thousands, you are counted in that graphic.

Ms. Becker said that as requested, they will continue to break down what the reasons are for complaints. Loud aircraft continues to be number one complaint. The non-sponsored app only allows the user to select "loud aircraft" as the reason for the complaint. Email complaints for Low and Loud were still being accepted at this time, so a lot of people wrote low and loud rather than choosing one or the other. That will decrease. Next meeting there will be a couple less categories; more uniform reasons for complaints.

Ms. Becker said there is not the top five slide this time because there was not an event that happened which had more than four households complaining. They will continue to look for the top five in the coming ANAC meetings.

Ms. Becker said by switching to new complaint system, it freed up more of their time and they were able to respond to 82 households only in May, compared to March when only 38 were responded to.

Question from ANAC: Melissa Hernholm-Danzo asked if on the noise complaint statistics, two separate complaints from the same address at different times are still considered one?

Ms. Becker explained it's considered one household.

Ms. Danzo explained that there may be several people in a household at different times of day making complaints, but by measuring it this way, you would never know that all those complaints were registered, just that the household registered once.

Victoria White noted for the public, to make sure everyone is understanding that we do care about all of these complaints, but there was a time when there were certain households who were submitting a very significant number of complaints, and clearly they were an expression of anger or frustration, and that's also difficult in terms of problem solving, and getting at the household number was an attempt to zero in on the things where a cause could be identified rather than just acknowledging feelings of anger, and maybe there's another way to do it so that everyone feels acknowledged, in addition to being able to problem solve. She believes it would be helpful to have on the noise complaint breakdown, the reason for the complaint by area, and provide helpful information.

Fred Kosmo stated that Google Chrome wouldn't allow him to log onto the system.

Ms. Becker said that if people are having that issue, there's a fix on the website that lists out instructions about what you need to change in computer settings, otherwise people are free to contact the office for further support.

Fly Quiet Report –

Ms. Knack presented the second Fly Quiet Report for 1st Quarter 2017. Compared to 4th Quarter of 2016, no significant amount of change was seen. However, there were less curfew violations in 1st Quarter 2017, so carriers like Sun Country, Allegiant, and Southwest Airlines that did have violations in 4th Quarter did not in 1st Quarter, so their score went up. The higher the score, the quieter the operator.

Ms. Knack discussed that jetBlue, American, and Frontier increased their overall score by reducing both their number of curfew violations, as well as early turns. And on a negative side, Compass Airlines had a lower score because they had a higher number of early turns. There were a few carriers that had an increase that will impact their score. March 2nd was PADRZ implementation date for SoCal Metroplex, which reduced early turns to the right significantly.

Ms. Knack reminded everyone that Fly Quiet Program is a report card, taking elements that currently are most impactful to the community—curfew, early turns, and also the type of aircraft operators are using, or fleet—scoring those three elements and rating them; the higher the score, the quieter the operator. She explained in detail the scoring process and how points are awarded for curfew violations.

Ms. Knack pointed out that highest score for curfew violations 1st Quarter was American Airlines, with no curfew violations, and they cancelled one flight. She pointed out that the report shows that curfew violations went down. Last report, there were scores of one to three, so they did increase overall, but there is still room for improvement.

Ms. Knack pointed out that starting with 2nd Quarter 2017, early turns requested by Air Traffic Control, those flights will be pulled out of this score because it's not fair to penalize the airline for being directed by Air Traffic Control for safety reasons.

Ms. Knack stated that probably the most challenging score is fleet, or type of aircraft a carrier is using. Every operator at San Diego is reached out to, looking at model of aircraft, what series it is, what engine it uses, maximum gross takeoff weight, which all impacts how quickly they depart. The formula is utilized in other Fly Quiet programs in the nation. It's the only element that the playing field is evened, and their score is multiplied by the percentage of operations. This is only one that is equalized for operations. She stated that there was no real significant change in fleet. Fleet changes are very gradual. Airport Authority cannot dictate to a carrier what type of aircraft, but it is hoped that by publishing these numbers, it will be an incentive.

Question from ANAC: Ms. Danzo asked since our job is to mitigate noise, what is asked what ANAC could do to get Southwest to do better? She stated we're here to do something, and would like to know what the panel can actually do.

Fred Kosmo seconded Melissa's comment, and pointed out the chart that shows out of the 21 airlines, Southwest is 20th, and 44.8 percent of operations, and it would make a dramatic increase if Southwest could improve. He stated that if you add United, Delta, and American to Southwest, that's 75 percent of the operations, and those airlines rank 17th, 18th, 19th, and 20th out of 21. He asked what can we do as a board to have Southwest improve?

Ms. Knack pointed out that we will continue to work with Southwest and convey the information, that as a panel member, communicating concerns is important. She said when they reached out to Southwest, they said they fly the published procedure, except for weather or traffic separation, which is safety-related. Because they have so many flights, their early turns and high number is based on that. She feels like maybe we should equalize the early turn graphic to show the percentage of operations because it's hurting the numbers, and unduly penalizing Southwest Airlines. Fleet is different; that's a challenge because you can't dictate to Southwest what aircraft to fly. The message can be conveyed, but from early turn perspective, that's an even bigger challenge because they're going to fly the published procedure, and she feels like that graphic should be redone and multiply it times their percentage of operation, and their score will skyrocket.

Mr. Swarens said that there's a summary report in the packet, and would like to see a presentation and more discussion on that in the future.

Ms. White suggested regarding influencing fleet choices, that they could be invited to come to the meetings, and let them hear people's complaints. She wonders in regards to new Compass, if something the operations team can do to convey information regarding fleet choice not helping San Diego community.

Ms. Knack clarified that Compass is not new, but a small feeder airline for Delta, and that she works with both operations and air service assuring them that new air service is valued in the community, but also want to balance with environmental consequences, in this case noise.

Kirk Hanson asked for clarification on the Fly Quiet score, to ask if it's basically equipment, and doesn't count early turns or curfew violations? He stated he was shocked because he didn't realize that they're 48 percent of operations, which is huge number, and flying the loudest aircraft. He suggested there is the power of the purse to control the gates and encourage quieter equipment. He asked if Southwest has a fleet mix, where it could put a different fleet mix into San Diego?

Ms. Knack said we cannot prohibit or block interstate commerce because we receive federal funds, and by blocking gates, the FAA would prohibit that. We can go to Southwest and say this is where you rank, and is there anything you can do? She pointed out the score is low, but not the lowest, but closer to middle of pack of what other operators are using. She said we have to work within our confines that we have the ability to work in.

Ms. Knack said the subcommittee is going to be looking at a recommendation to review their noise abatement departure procedures. It wouldn't be the exact one used at John Wayne, but a version of it.

2. Public Comment

Ms. Gantwerk opened the public comment period. She reminded the public that each speaker would have three (3) minutes to speak and would not be able to go over the allotted time, to ensure all speakers get an opportunity.

Sjohnna Knack introduced Ms. Kim Becker as new CEO and welcomed her.

Ms. Becker thanked everyone for their time and effort and introduced herself.

Bill Edwards lives in La Mesa, Helix areas. He said the planes that are affecting him are arrival planes. He said in the past two months he has heard a difference in the frequency and noise of planes over Mt. Helix. He said it seems the planes are taking a route that is closer to going over Mt. Helix than the other route, which would take them down to intersection 125 and East 94 Martin Luther King Freeway. He said the issue is that Mt. Helix is at 1,300 feet to 800 feet. If you take the area over Martin Luther King Freeway and East 94, you not only have fewer residents there; the elevation is much lower; the noise impact is much lower, and in terms of the fact that the planes are trying to take a shorter distance for fuel economy and disturb fewer people, the flight going over Mt. Helix negates both of those issues. He said he does not understand and would like to find out more information about it. He asked if someone could contact him, or tell him who to contact to find out this information.

Matthew Price presented on behalf of La Jolla community. He referred to the goals of the committee, and read the mission statement from the website. He stated there has been an undeniable dramatic increase in the negative impact of commercial aircraft noise in La Jolla, reflected in the data presented at this committee, as well as over 300 petitions signed by La Jolla residents also submitted to committee. He stated that the negative impact is a systemic problem, not just due to early right turns. He said there has been no material action by the committee or Airport Authority to fulfill its mission and address the issues. He said despite profound negative impacts detailed by committee, and clear need for mitigation, La Jolla continues to have no representation on this committee. He said 53 percent of households at this session complained from La Jolla, majority in the San Diego area. He stated that a motion to add a La Jolla representative was voted down in a previous meeting after a statement was made that all members must be from communities within the 65 dB CNEL. He said according to the criteria of this committee posted on the website, that is false, as they have no representation here. He presented three things he feels must be addressed. First, the southern shift in lower altitude of arrivals from COMIX Star, compared with prior star procedure, which he believes is also impacting Mt. Helix. Second, the new PADRZ procedures and waypoints for northbound departures. Third, the systemic deviation from nighttime noise abatement procedures, resulting in all eastbound departures after 10 p.m., flying more north and closer along the La Jolla shore. He said he realizes that to date, the concept of noise mitigation for the committee has been to monitor the number of early turns, the curfew violations, the home refurbishments, the noise from the different airlines, etc. He said addressing new problems may be hard; doesn't fit easily into what's been done before, but is the mission of ANAC to address them. He said he still hasn't been able to get his settings on Chrome to be able to use the new complaint system. He said what is needed is action now.

Gillian Ackland said that despite contention that missed approaches and early turns are improving, if you look at item 9 and 12, the chart does show it worsening, not improving. Her main concern is that the change in the software, the demo that was shown earlier is very similar to old one. She said she doesn't see any advantage to the new system. She has not used it, and is probably one of the people that has stopped making complaints, and is part of the 32 percent decrease. She said it is not a decrease in noise. She said if she hears an aircraft once a day, and complain once, she is counted as only one person, and yet, I hear 100 aircraft a day, and yet, they're not interested in the fact that she hears it 100 times a day. She said there is an ocean at her front door, and noise comes from low altitude. She said nowhere in the discussion here is there any consideration of altitude of aircraft. She said if aircraft are higher, they hear them less, and ocean is where aircraft can safely climb and make a turn at a higher altitude. She said discussion of early turns and other things are simply not getting to heart of matter.

She asked that new procedures be looked at, and see why the ocean is not being used; it's part of the Fly Quiet program that is being used in San Francisco, and could certainly be used here.

Karen Lunt lives in Birdrock. She says she's never heard such noise in her life and she wants the committee to see the faces that it's affecting. She said she sleeps with swimmer earplugs. She said in 2013, she had to put in an air conditioning unit, which she usually doesn't use, but she can't sleep at night and it is affecting her health. She said she's hearing planes at night at 12:15, then again 6:15 a.m., and sometimes at 5:45, 5:30 a.m. She asked if she's supposed to sleep five hours because I purchased a home where wanted to live? She said she was aware of noise problems near the airport, but she can't afford to put in double pane windows. You need to inform the public; you can't bury it away. She's been on Nextdoor Birdrock for two years and never seen any reports of any hearings, any kind of changes in flight patterns. She said you can't get on the internet because the planes actually interfere with the internet. She asked that the committee listen, make it fair, and put out statistics correctly, and give them the information they need to get the problem solved.

Lila Schmidt said that a pilot that doesn't know the length of a runway should not fly into San Diego or out of San Diego. She said it makes her not want to fly out of San Diego at all. She said it is unsafe. She said with GPS, you know where those planes are, how high they are. She said she heard that there is GPS on planes. She said she stopped complaining in September, and she complained with every plane she heard, not out of anger, she thought she was trying to help. It sounds like she's being required to be at home 24/7. She said that's like saying all the cars in San Diego that are parked will not get a parking ticket unless someone complains. She asked what is the job of traffic control? She said this is your job to mitigate. She said she hears there's a downward trend of violations, but she said it's like her saying she beat you 500 times last year, this year I'm only beating you 400 times; that's good, a downward trend. She said La Jolla is complaining the most because they've got the effects most recently. She said people in Point Loma are exhausted. They get no feedback and not seeing action. She said she has double pane windows, and can still hear it.

Martha Gonzalez said she is here at ANAC and treated like air traffic navigation experts, but is not. She is here to complain about the air assault which is taking away peace and quality of life. She said La Jolla has a new systemic air noise problem; every airplane rumbling and roaring, not due to early turns or navigation errors, and this is where miscommunication starts. She said it is every flight taking off or landing, as a result of changes that have been implemented. She said it is new and recent. She said there was a huge negligence in the design of the procedure, which is that people from La Jolla have ears and can hear, too. She said planes are flying lower, closer, frequently and loud, which was not happening before. She said she used to live in an island of silence, sleeping with windows open. She said they ask ANAC to stop treating them as a statistic or air patrols, that it is not their job to patrol the sky, or provide numbers for statistics. She said they are affected citizens and ask that the noise problem be recognized as new, grave, and urgent. She said they are not a problem as a result of navigation errors.

Tony Stiegler lives in La Jolla for 30 years. He said there has never been a more dramatic impact on the quality of life. He said the issue began when the FAA implemented NextGen. Since then, he said they see commercial air traffic flying much closer to the coast, and hear it regularly, starting from 6:30 in the morning, continuing through 11:30 at night. He thinks the notion that this is an early turn issue is a misnomer. He thinks there was a lapse or failure to conduct an appropriate analysis of the environmental impact of the increased noise, prior to implementation of NextGen. He recognizes that there are data and issues that are being addressed, but to a lot of the people in the room, and who have spoken, and the community, it's a focus on the wrong issue. He said the FAA needs to be petitioned to

roll back NextGen, and take the flights back offshore; take them out over the ocean, turn right; don't fly near the coast.

Sandy Valone said she comes to as many meetings as she can over the last couple of years. She is from Point Loma Heights/Fleetridge. She said she has friends who live two blocks south of the Quieter Home Program, which is set up with a band of the 275 Corridor. She said when she first started complaining, she went to ANAC and was told when NextGen starts working, it will be a benefit. She said when Barry has come to meetings, he has said that the FAA is directing flights on the 275, and yet the early turn statistics still say 265. She lives south of 265, and is regularly still hearing and seeing planes fly south of that 275 band. She asked if the Quieter Home program can be offered to all the new affected houses that currently don't qualify? She said it's unfair that people on the 275 are laughing, when their houses have been retrofitted, and there's a whole community affected by planes flying south. She said there is clearly a second pattern that nobody is willing to admit. She said they tried to get noise monitors in the area to prove their point, and nothing has been done. She feels sorry for La Jolla residents, but she feels like she's made no impact for two years. She wonders why everybody is here on the panel, and if anybody really cares about what's going on. She said she's worn out, so there are not complaints from her household. She can't keep complaining because the website is very cumbersome, not easy, and takes too much time.

Marilyn Jaseniuk said she is a new home owner in South Mission. She said when they bought it, there was not very much noise at all, and then all of a sudden, within the last couple of months, it's been more and more jets. She said she's not familiar with flight pattern, but it seems like all the flights are going over her head, low and noisy, early morning, 11:30, 11:45 at night. She asks has that takeoff flight pattern changed recently? Does every flight out of San Diego come over her house? She looked at green lines on early turn statistics for the right turns, they were right over her condo. She said she's not going to sit outside on the patio and watch every aircraft and write down time, and figure out flight; it's not just one, it's many that are low, noisy, and affecting her life.

James Linlott lives in Loma Portal, close to Liberty Station. He said he's lived in Point Loma for 60 years, and he said it's getting a lot louder. Where he lives, the planes come in from the east that are landing, and they hit the brakes, throw it in reverse, and it's creating a lot of noise. He thinks when they put the new terminal in, it's all glass, and they hit the brakes, make a turn, and it reflects off the glass and is louder than the areas where Quieter Homes replaces windows. He thinks Quieter Homes ought to re-evaluate some of those areas, like west side of Point Loma. He said it's really, really loud on the landing.

Urs Baumann said he spoke last meeting, and nothing has changed. It's still very noisy since November-December last year, lots more noise, a lot closer to the shores, and closer and lower to Mt. Soledad coming in over the La Jolla Shores. He said for him, the question is, is this committee really pushing hard enough to the FAA? He thinks the main problem is the FAA, who changed the procedure, and now they have to deal with it. He said there has to be more push towards the FAA and say go further out, go higher up, and go over Miramar. He said sometimes they go further in and it's a lot less noise over Miramar Airport. He said he sees beautiful statistics, but doesn't change anything. He said people are complaining the noise is here, and also there were some where La Jolla was not even on it. He reported early turns at night, right over the village, and not very high, very loud.

Beatrice Pardo talked about the button that Chris McCann developed. She said it's a dream and there are some glitches, but she thinks those can be worked out, and it would benefit ANAC and the citizens if they could work together to get an accurate readout of what's happening. She showed her weekly digest from air noise from June 12 through 19th, she had 233 complaints when she was home. She said with the button, when she hears an aircraft, early in the morning or late at night, she pushes it and every

readout she has are all aircraft from San Diego Airport. She said she has a list that she would be happy to show anyone. She thinks problems should be worked out with Chris on the app because it will make it easier for people to report exactly what's happening out there. She said the FAA has to do something. She wonders why they can't be sent out a few miles over the ocean, and then move them on to the waypoints, like PADRZ or ZZOOO.

3. Approval of April 17, 2016 Minutes

Ms. Gantwerk called to motion of approval of the February 27, 2016 meeting minutes. Chris Cole approved the motion and Susan Ranft seconded the motion.

Mr. Swarens said he noted that on page six under approval of the February minutes, Victoria White's name is not capitalized, and it should be.

Motion to approve minutes was passed.

Mr. Swarens said that following the February meeting, a member of the public who is a regular attendee, who owns property on Granada near Cedar, asked about some specific concerns they had. Staff Caroline and Craig did research that, so they have a formal response, but they're still not here. He said he doesn't know them, but he wanted to commend staff for being responsive, but he hasn't had a way to get that information to that individual.

4. Information Items

Ms. Gantwerk suggested that Airport Authority Update can be emailed.

Subcommittee Update – Ms. Watkins reported that Subcommittee met on May 17 to review potential for procedure modifications to limit or prevent early turns and missed approaches, and to review FAA noise dots and applicability. There were two presenters, Mr. Barry Davis, FAA Manager of SoCal TRACON, and Grady Boyce, current airline pilot and flight procedure expert.

The day before meeting, several members of subcommittee emailed a list of eight proposed procedure changes to discuss. It was intended on being a starting point for conversations. The proposal included review of a noise abatement departure procedure, movement of FAA noise dots, modification of the nighttime noise departure procedure, and additions or relocations of waypoints to avoid noise sensitive areas.

Grady Boyce discussed the lengthy, complex process of flight procedure implementation, and talked about complexities of the San Diego airspace, and was able to answer many questions about the procedures from subcommittee members. It was mentioned that in order for a recommendation to move a noise dot, a flight procedure change would need to be recommended. Barry Davis indicated that he will not be able to attend all the meetings. He did commit that the FAA will have someone attending both ANAC and ANAC Subcommittee meetings in the future. Next meeting will be held on Wednesday July 19th at 4:00 p.m. at the Airport Noise Office at Liberty Station. Work topic includes discussions regarding curfew violation review process, including fine structure, policies for issuing fines, use of revenues in the community, the Quieter Home Program, overview of eligibility, and changes in the regulations, noise monitor location costs, and results from the portable monitors. Presenters will include airport staff and legal counsel, and an acoustical consultant dealing with noise contours and sound insulation programs.

Mr. Kosmo said his understanding is the Subcommittee is working on a series of recommendations to improve issues, and that's scheduled for September?

Ms. Watkins said it's changed from September 20th to September 27th. She said if recommendations come out at the meetings, they implement those. They will be going through work plan and coming up with recommendations to bring back to ANAC for approval.

Mr. Cole asked if it is okay for ANAC members to attend a subcommittee meeting?

Ms. Watkins said yes, everyone welcome to attend; there's no public comment, just working members.

Mr. Kosmo said there are some concerns from people that the Subcommittee is going to be disbanded after a year and asked if there have been discussions about that?

Ms. Watkins said this particular subcommittee is the first subcommittee that the Airport Authority put together, and is only a one-year term, and whether they decide to bring back another one she doesn't know; that would be up to the Airport Authority. She said their term is over in September.

Ms. Knack said she wanted to address the bigger issue, which is the Subcommittee was set up to be a dialogue for members of the community. It was a deeper dive to dialogue with stakeholders, which you can't do at ANAC. She said any recommendations out of that meeting have to be vetted at ANAC, and recommended to Airport Authority Board. She said she didn't want to discourage attendance, but wants it clear that if there are concerns about Quieter Home program, ANAC is the place to discuss that.

Mr. Swarens said he's glad to hear that, and from the beginning, he's been asking for an opportunity to focus on that through subcommittee or other format, and ANAC has not had the opportunity to review what those changes might be, and how it could be improved. He said that's been a central concern for him. He asked what the appropriate way to engage in that is.

Ms. White suggested that in the ANAC October meeting, there could be a condensed agenda for the updates on that meeting, maybe just send them out beforehand.

Mr. Cole said he requested last meeting, some meaningful statistics on the approaches, and is making the same request again, and a second request that the flights with NextGen that formerly went over Point Loma that now go over La Jolla, and also with the NextGen flight pattern changes that have impacted La Jolla specifically.

Ms. Knack clarified that the first is he wants to have a statistic added to updates that shows altitude at specific locations where complaints are received, for arrivals, looking at various locations. She clarified also that he wants to know what the changes in flight procedures were as a result of the SoCal Metroplex.

Ms. Knack said she would have to request that one through the FAA since it wasn't an initiative done by the Airport Authority. She said they will give an update if they're unable to do it prior to the meeting.

5. New Business

There was no new business.

6. Next Meeting/Adjourn

The next meeting is scheduled for August 16 at 4:00 p.m. location to be at Portuguese Hall.