

# MEETING SUMMARY

## Airport Noise Advisory Committee

*Date | Time* 04/18/2018 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                  |
| Jessica Mier               | Representative for Congresswoman Susan Davis            | Yes                  |
| Jessica Turner             | County of San Diego Airports                            | Yes                  |
| Conrad Wear                | Representative for San Diego City Council, District 2   | Yes                  |
| Carl "Rick" Huenefeld      | MCRD  | Yes                  |
| Susan Ranft                | Downtown Community Planning Council                     | No*                  |
| 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                              | No*                  |
| Victoria White             | City of San Diego, Planning Department                  | Yes                  |
|                            | FAA   | No                   |
| Kiera Galloway             | Representative for Congressman Scott Peters             | Yes                  |
| Chris Cole                 | Uptown Planners   | Yes                  |
| Justin Cook                | Acoustical Engineer                                     | Yes                  |
| Vacant                     | Commercial Airline Pilot Representative                 | No                   |
| Marshall Anderson          | Representative for San Diego County Supervisor Greg Cox | Yes                  |
| Randall LaRocco            | Midway/Pacific Highway Community Planning Board         | No                   |
| Chris McCann for Melissa   | Peninsula Steering Committee                            | Yes                  |
| Hernholm Danzo             |   |                      |
| 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. Ms. Gantwerk briefly shared the agenda.

Ms. Knack introduced Dennis Probst, Vice President of Development, for the Airport Authority.

Mr. Probst started on December 4, 2017, after 20 years at the Minneapolis International Airport. He presented recognition and appreciation to Kirk Hansen for 10 years of service and to Jack Bewley for 27 years of service on the ANAC.

## Presentation Items

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

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

**Quieter Home Program Update** – Craig Mayer, Deputy Program Manager, Quieter Home Program, provided an update on the Program's status. There are currently approximately 500 applicants on the wait list, amounting to just under 1,000 units. For February and March, 42 units were completed, it is estimated that 300 will be completed by end of 2018. Total homes completed through March 31<sup>st</sup> are just over 3,500.

Mr. Mayer mentioned Project 8.12 completed construction with 84 units. Construction contracts awarded and in the pipeline currently include 8.10, 8.11, 9.1, 9.3 and 9.4.

**Question from ANAC:** Fred Kosmos asked about the change in the number on wait list.

Mr. Mayer explained they're pulling from the wait list to create new construction groups and are in the process of replenishing the wait list with mass outreach mailer soliciting applications to the Program.

**Question from ANAC:** Chris Cole asked to how many homes the mailer was sent?

Mr. Mayer said in range of 2,000 homes.

**Missed Approach Statistics** – Roman Lanyak, Noise Specialist, presented on missed approaches. There were 45 missed approaches in February and 56 in March. YTD operations show an 11% increase over 2017 while missed approaches have decreased by about 12%. Most departures flew between noise dot #2 and noise dot #3.

**Early Turns** – Mr. Lanyak explained the definition of early turns. Numbers continue to be significantly lower, a total of 58 for first three months, which is a 74% decline from 2017. Since Metroplex procedures were implemented, we've seen a continuous decline in early turns.

Right and left early turn stats were presented. Most left early turns flying back over the peninsula fly above 6,000 feet. Significantly lower number of right early turns are attributed to adhering to the PADRZ departure procedure, which keeps flights farther south from the noise dot, and farther away from coastline. Based on the radio recordings a majority of early turns were directed by FAA ATC.

The majority of ZZOOO departures fly within 1.5 miles of the ZZOOO waypoint. About 14-15% fly between noise dots 4, 5, and ZZOOO. The departures are compliant with departure procedures. Deviations from the published routes are typically due to ATC direction.

There were four nighttime departures in February and eight in March that flew Runway heading 275. A majority of the nighttime departures flew a proper 290-degree heading. There were 12 each in February and March that flew heading 290, and turned right over La Jolla.

**Question from ANAC:** Fred Kosmos asked where a plane identified 10 days ago on a Sunday that was an early turn based on separation is listed?

Mr. Lanyak said a particular flight like that would be included in the early turn statistics and will be further defined based on the factors that were attributed to the flight.

**Question from ANAC:** Rick Huenefeld noticed that early turns left, rolling back toward Point Loma, almost all are well above 6000 feet before they approach land. If they're going right, it appears that for people in La Jolla, a lot of the lines are still "green" (under 6,000 ft.), when they're crossing overhead. Why is that?

Mr. Lanyak said that aircraft turning left have more time to climb because they go out further over the ocean and then return. Right turns are much closer to the shore and have less time to climb to a higher elevation.

Ms. Knack said the largest offender for early turns turning right are business jets, which traditionally do fly at a lower altitude, usually going up the coast; likely under the direction of FAA ATC. She reached out to the National Business Aircraft Association (NBAA), who are entering into dialogue with us to try and reduce the number to as

close to zero as possible. The challenge with General Aviation is unfamiliarity with the noise rules because they use the airport so infrequently.

**Question from ANAC:** David Swarens asked if early turns are mostly an unusual situation, why did the implementation of Metroplex would affect that statistic so dramatically?

Mr. Lanyak said it's because aircraft with updated equipment are flying more precise waypoints. A majority of early turns are vectored by FAA ATC. Right turns are mostly general aviation aircraft, flying locally, maintaining lower altitudes and turning prior to noise dot #1. Metroplex procedures contain aircraft to a narrower path to keep them from deviating from a normal departure.

Ms. Gantwerk clarified that more flights are following proper procedures, so there's less need for early turns.

Ms. Knack said efforts over the past two years working through Metroplex brought awareness at the SoCal TRACON to noise dots, helping bring numbers down. Instead of flying less accurate conventional routes aircraft are predominantly now flying more precise RNAV, satellite-based procedures.

Mr. Kosmos agreed. A year ago in January, there were 146 early turns. The public complained and Metroplex people and pilots listened.

**Question from ANAC:** Chris McCann asked regarding missed approaches, if staff follows up with FAA ATC about the causes of missed approaches?

Mr. Lanyak said they do not on missed approaches.

Mr. McCann asked if that's been brought up or considered in ANAC.

Ms. Knack explained FAA will explain those as safety issues only. Missed approaches are not researched.

**Curfew Violations** – Jimmy Vazques, Noise Specialist, presented on curfew violations. Reviews on Curfew Violations Review Panel (CVRP) meeting results were presented.

**Noise Complaints** – Chart gives breakdown of total complaints, number of households by zip code, and cause of complaints. Nine households submitted 69 percent of total complaints. Still 99% of complaints coming in are generated from a non-Authority app.

**Question from ANAC:** ANAC Member asked if there is the capability to correlate complaints to actual planes that were off course?

Ms. Knack said only for the ones submitted through the Airport Authority's website. Related to that question, we are in the process of upgrading software for Airport Noise and Operations Monitoring System. It won't be ready by June, but certainly by August, and will have significant improvements.

### **Fly Quiet Report** –

Mr. Vazques presented the changes from 4<sup>th</sup> Quarter of 2017 in comparison to 3<sup>rd</sup> Quarter. Overall total score summary reports, about the same for both quarters. Early turns, curfew violations and fleet changes shifted changes in overall scores for multiple operators.

**Question from ANAC:** Fred Kosmos suggested an award be given to operator that scores highest.

Member of ANAC asked if there is a process for acknowledging carriers that do a good job?

Ms. Knack said they're still in the process of establishing awards, but committed that in 2018 it will be accomplished. She would hope to recognize not only top performers, but also carriers that made improvements. She said with early turns it doesn't seem appropriate to penalize a carrier when they are told to do it by FAA.

**Update on ANAC Recommendations** – Ms. Knack presented the status update for ANAC recommendations. ANAC Policy changes have been approved by the Board. This is last meeting with the current membership. As of the June meeting, ANAC will include new representation from Mission Beach, Pacific Beach and La Jolla, the communities outside of the 65-dB contour that had the highest number of households filing noise complaints. Community Planning Groups will be given parameters to provide a primary representative an alternate in addition to term served limit.

Starting with the June meeting, a work plan will be established to look at initiatives that will be on the forefront of ANAC for that current year.

Recommendation # 1 – Increase in curfew penalty amounts are still being worked on. The hope is to have research done and information prepared for legal counsel within 2-3 months.

Recommendation #12 –The additional requested statistics have all been incorporated. The only two items not included in the presentation were contours: time above contours, and 55 dB contour, which were provided in membership materials distributed prior to the meeting.

The Part 150 study update will be addressing many of the recommendations that were generated out of ANAC and approved by the Board in December. As a result of discussions with the FAA, the Airport Authority will pay for and analyze flight procedures outside the 65 dB separately from the Part 150 analysis. A Citizen Advisory Committee and a Technical Advisory Committee have been established, and both have already met once.

Part 150 study is still in procurement process; submittals have been received and interviews will be conducted in May, awaiting the grant to be issued by FAA. This should be on track to have a contract for the Board's review in June.

**Question from ANAC:** Keira Galloway said that Congressman Peters would be happy to help in discussions with FAA, and their office would be happy to write letters of support.

**Question from ANAC:** Kirk Hansen asked for a summary of ideas. His understanding is that Part 150 is the only avenue for the airport and community to get airplanes to fly differently.

Ms. Knack said it is her opinion that Part 150 is best way for airports and communities to work collaboratively with FAA, airlines, and other stakeholder in the community to look at changes to flight operations. Recommendations that will be studied in Part 150 are those that are closer in to the airport that could impact the 65 dB contour. Part 150s are required to have public participation; presentations from first two meetings are on the website. Once Part 150 is under way, there will be additional ways to engage the public.

**Question from ANAC:** David Swarens suggested staff might be able to present the concept to the community planning groups.

Ms. Knack said depending on demand workshops could be designed to give that detailed information.

**Question from ANAC:** Fred Kosmos asked about results of the Citizen Advisory Committee selection.

Ms. Knack said there were over 40 applications for 15 spots. Parameters were set for all neighborhoods. Any community that had San Diego International airport traffic was included. Parameters included level of impact (inside the 65 dB), involvement on ANAC subcommittee, experience in aviation/aeronautics, and availability.

**Update on First Technical Advisory Committee and Citizen Advisory Committee Meeting –** Deborah Watkins gave a summary on the Technical Advisory and the Citizens Advisory Committee meeting. Initial study efforts were discussed that include analysis of the flight procedures outside the 65 dB. Upcoming meeting schedules were discussed. The consultant will be providing a flight procedure designs draft for review.

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## 2. Public Comment

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Len Gross thanked Airport Authority and Sjohnna for getting the flight procedure analysis task kicked off. Consultants that the Authority has selected seem excellent. Mission Beach, Pacific Beach and La Jolla couldn't do better than to have experts looking at the results of the subcommittee and seeing if they reasonably can be implemented. He wanted to point out a problem he's noticed over the last year or so, having to do with what the 295 heading is. In the presentation given, definition of early turns says that noise dot #1 is at 295. If you look at flight information nighttime departures, they show a 295 heading that is south of the noise dot #1. He said he points this out because number one, over the years, he's seen many noise dots that have been moved around over time. He's not sure which is really the right noise dot. Secondly, and very important for going forward, is the concept of basing a flight path on a heading after takeoff is a little bogus in terms of where you cross the very important boundary of Mission Beach. If you take off late, you end up crossing, and doing 295, you end up crossing in a much different place if you take off in the middle of the airport. He said he hasn't seen a definition for the noise abatement procedure, defined something like 295. He said on the presentation, 295 isn't defined

consistently, so he says we should make sure we understand where noise dots are supposed to be, and what 295 is supposed to be. He strongly advised not using headings and using waypoints because that's not ambiguous. A pilot has to head for a waypoint, and upon takeoff can start heading to that waypoint, which is unambiguous, and you try to get them to cross the right place, very important for noise abatement.

**Ursula Bauman** lives in La Jolla. She has been coming to meetings for the past two years, since Metroplex implementation. She said this is about the noise complaint statistic. Every time it's debated whether it was a curfew or an early turn, or a loud aircraft, she can tell you if you're lying in bed and you try to sleep, it doesn't matter what it is. It's just noise. And it's not an app that makes the complaint, it's a person. She said as you can see, 9118 complaints. If she looks at the chart, she sees the green line and it's going down, her eyes have to go to the left-hand side to see that the line actually is going up. She doesn't think it's a fair statistic. She said they have been giving feedback from La Jolla for almost two years. She can see that things have changed here at the table, and on paper, but she says lying in bed at night and trying to sleep, nothing has changed, and it's not going fast enough, and they are desperate.

**Action items:**

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

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### **3. Approval of February 2018 Minutes**

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Minutes were approved at beginning of meeting.

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### **4. New Business**

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There was no new business.

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### **5. Next Meeting/Adjourn**

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Next meeting is June 20.

Meeting was adjourned.