

Airport Noise Advisory Committee

Date | time 12/21/2016 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
Emmet Aquino	County of San Diego	No
Conrad Wear	Representative for San Diego City Council, District 2	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Susan Ranft	Downtown Community Planning Council	Yes
Kirk Hansen	Community at Large	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 Gawronski	Ocean Beach Planning Board	Yes
Victoria White	City of San Diego, Planning Department	No*
Barry Davis	FAA	Yes
Robert Cook	FAA	Yes
Brian Elliott	Representative for Congressman Scott Peters FAA	Yes
Chris Cole	Uptown Planners	Yes
Justin Cook	Acoustical Engineer	Yes
Vacant	Commercial Airline Pilot Representative	No
Victor Avina	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
Authority Staff	Angela Jamison, Sjohnna Knack	Yes
Heidi Gantwerk	Facilitator	

*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 4:04 p.m. The meeting began with a brief overview of the agenda and the process. Ms. Gantwerk explained the minutes are provided in a summary format rather than verbatim style. ANAC members introduced themselves.

2. Presentation Items

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

<http://www.san.org/Airport-Noise/Initiatives#405494-meeting-schedule>

Quieter Home Program Update – Brandon Thomas, Construction Manager, Quieter Home Program (Program), provided an update on the Program's status.

Mr. Thomas stated there are currently 672 applicants, or 1,441 individual units on the waitlist. No homes were completed during the months of October and November. Total number of homes completed through November 30, 2016, is 3,453.

The Program continues to work with local FAA representation to resolve the delay of projects. The Program revised construction contract documents to the FAA's specifications, and Mr. Thomas reported that Craig Mayer, Deputy Program Manager, met with FAA ADO representatives earlier today to discuss designs, contract documents and potential plans to move forward over the next few months. Mr. Thomas stated that the meeting went well.

Question from ANAC: Mr. Webb asked for the nature of the positive news.

Ms. Knack said that the news is not specific; but, that there was enough information conveyed from the FAA District Office Manager, Assistant Manager, and the FAA Regional Office representative indicating that they will be sending clear, written direction to move forward. Ms. Knack stated that as soon as she receives this information, she will report to the Committee.

Question from ANAC: Ms. Watkins inquired if air conditioning would be allowed in the Program, as this was a concern.

Ms. Knack said that the Program hopes that air conditioning will be approved for some homes, although they do not have the written direction from the FAA yet.

Mr. Swarens asked if there were any new projects? He noted that the Subcommittee was going to discuss the Program in their May 2017 meeting and inquired if this topic should be pushed earlier?

Ms. Knack stated that today's progression with the FAA is positive, but there are no new projects yet.

Ms. Gantwerk said that if it warranted discussion before May, the Subcommittee could vote to shift the timeframe.

Curfew Violation Review Panel (CVRP) Statistics – Sjohnna Knack, Program Manager, Airport Planning and Noise Mitigation, gave a review of the curfew violations. There were five (5) violations in October and November, a reduction from twelve (12) violations this time last year. There were no Air Canada and British Airways violations. She is hopeful there will be fewer curfews in 2017 as Air Canada Rouge to Toronto has moved to an earlier schedule, and British has been working to improve their schedule.

Question from ANAC: Mr. Avina asked when British started service at San Diego? Has the airline affected the curfew violation data largely since they began service in San Diego?

Ms. Knack believes British Airways started two years ago, but understands that they did not affect the curfew violation numbers. She stated that their last violation was in 2014, before they brought in the 747.

Question from ANAC: Mr. Webb inquired if this was a function of change, from their older equipment to the 747?

Ms. Knack said that British Airways changed to the 747 because there was an increase in passenger demand for that flight. She noted that after the flight lands at 8:40 p.m., it is approximately three or more hours to turn the flight around, as there is much cargo to unload, and then load with new cargo and passengers.

Question from ANAC: Mr. Wear asked if a curfew violation is specified only during departure, or also landing?

Ms. Knack stated that there are no restrictions on landing, but airlines are subject to a fine if they depart after the curfew time. Medical flights are exempt from curfew.

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. Airplanes that have to turn around will either fly over Point Loma or Mission Beach in order to land properly. Missed approaches are at the discretion of the pilot or of the FAA, usually the percentage is 50/50 split. Causes for missed approach are for safety reasons; the pilot may call FAA and state they don't feel comfortable landing and want to go around again; they can go straight out or may turn early.

Ms. Knack reported missed approach numbers are lower; 155 missed approaches in August and September, and 113 in October and November. Last year there were 748, so this year's numbers are also lower.

Question from ANAC: Ms. Danzo said that she had witnessed a missed approach over her home on December 18 at 12:11 p.m. and it is not listed on WebTrak. She determined that the missed approach was not because of traffic separation, as there were no other aircraft for about four minutes.

Ms. Knack asked Ms. Danzo to email the office regarding this flight, as they are only reviewing the October and November statistics in this meeting. She also said that the majority of complaints are early turns, not missed approaches. This particular flight could be an anomaly, and staff would like to research it.

Early Turns - Ms. Knack explained the definition of an early turn. She reported that there has been a decrease in early turns to the left from the previous months, less than one early turn per day. Ms. Knack stated that last month, Mr. Wear had asked if staff could research early turns below 6,000 feet. She said that upon reviewing the historical data, many of the early turns were in close proximity to the noise dots, but were not included as early turns. In order to provide the most accurate data, they decided to include these in the statistics. The data showed that trends did not change over the years, and she believes statistics will drop by end of year, mainly due to Mr. Davis' efforts educating his team and Airport Authority staff efforts working with the chief pilots' group for commercial and pilot operators.

Ms. Knack reported that during the last two months, there were 15,811 departures to the west and less than half a percent were early turns. There were 35 early turns left over Point Loma for the months of October and November; a decrease from last year's number of 107.

She reported that early turns to the right over Mission Beach are slightly higher than August and September's, with a peak in November of 37. Most of the early turns were close to the noise dot. Ms. Knack and Mr. Davis are currently working on a plan that would assist to eliminate these early turns which are very close to the noise dot.

Question from ANAC: Ms. Watkins noted that Mission Beach had higher numbers, but is happy that Ms. Knack is working with the FAA to resolve these early turns. She asked if the noise dot will change to 290 in March?

Ms. Knack said that she is not aware of this.

Mr. Davis said that there will be two Metroplex RNAV departure routes which may help with early turn compliance to the right. PETCO will be implemented on March 2, 2017 and PADRZ on April 27, 2017.

Question from ANAC: Mr. Wear stated he is appreciative of the staff's efforts, and he is curious to see the data from the new waypoint ZZOOO.

Ms. Knack said that ZZOOO was implemented on November 10, 2016. After implementation, staff did not note any early turns until the rainstorms in late November.

Question from ANAC: Mr. Cole inquired if there was anything in particular during discussions with airlines that caused the numbers to drop, or was it coincidental?

Mr. Davis believes the numbers have dropped because of the team approach: through discussions with Airport Authority, others at the FAA, engagement with the community and the airlines has caused a greater awareness and adherence to the noise dots.

Metroplex Update – Mr. Davis recommended to the committee and community to visit the FAA's SoCal Metroplex website. They are committed to offer communication and they expect positive feedback, but will not know the outcome until the after the implementation dates.

Ms. Knack said that they are well aware of the new noise concern in La Jolla, and will bring this information to the FAA, so they can investigate if there is an opportunity to resolve this concern.

Noise Complaints Statistics – Ms. Caroline Becker, Noise Mitigation Specialist, stated that the trending noise complaints are down for October and November. She noted that the FAA feed was down from October 1-17, 2016, and this may have attributed to October's decline of complaints. The Top Five Noise Event results were curfew violations and a medical emergency flight.

Ms. Becker explained the new noise complaint slide that analyzed complaint statistics for the months of October and November. The breakdown is available on the presentation link.

Question from ANAC: Mr. Avina asked if there is a systematic way that the noise team communicates with public? He said during the two and a half weeks that the feed was down his office received calls and would like to point them to a place that would help the public with information, such as a noise page on www.san.org.

Ms. Knack stated that there was a message on www.san.org/Airport-Noise for the public which she updated during the time the feed was down. The community is also welcome to email staff directly if WebTrak is down.

Question from ANAC: Mr. Avina pointed out that the chart depicts that 41% of the complaints suspect that the plane was off course. He inquired if this describes the nature of the complaint, or is this actual event? He referred to the Top Five Noise Events slide and stated that the statistics surprised him and that the maximum amount of complaints totaled to five (5), for these top five incidents. Mr. Avina believes this infers that most of the public submitting complaints heard an airplane noise, not that there was an actual plane event that violates the rules.

Ms. Knack said for his first question, that it describes the nature of the complaint, not the actual event.

Question from ANAC: Mr. Avina referred to the map of noise location, and asked if it could also be combined in a pie chart with the types of complaints?

Ms. Becker said it would be possible to create by neighborhood, not by house.

Ms. Knack requested that when committee members discuss ANAC with their community groups, they encourage residents to be more detailed in their noise complaints. She acknowledged the time and effort it takes to research the details, but this helps to clarify the concerns when she meets with Mr. Davis and the operators. Ms. Knack said that 70-80% of the complaints have the same content, except with the time changed, and that this type of complaint does not help them research the actual event. She asked for detailed information that she can take to the FAA, so they can take action. She recapped that it would be helpful to include the following: if the plane is an arrival or departure, timing of event, propeller or jet, the carrier or color of plane, any other identifiable information. She is in process of researching a new data feed, but currently the best way is to submit complaints through WebTrak.

Question from ANAC: Mr. Swarens suggested that location of the person is important, with their street address.

Ms. Knack said that to log a complaint with the Airport Authority, there must be a street address, as well as email or phone so staff can respond to their complaint.

Question from ANAC: Mr. Wear stated that there is a growing problem with La Jolla area, and suggested it would be interesting to look historically back 2-3 years at altitudes.

Question from ANAC: Ms. Danzo stated that after 15 months, she is tired of emailing complaints. However, she still feels it is important to complain.

Fly Quiet Report – Ms. Knack stated that this is the first Fly Quiet Report which sets a baseline for the program, as it is intended to be fluid, meant to grow with the current concerns of the communities that surround the airport, and to be modified based on the stakeholders. Current elements include: 1. Early Turns to the west, both left and right, 2. Curfew Violations and 3. Fleet Mix. Ms. Knack explained that the fleet mix is a vast amount of information which includes the type of engine that the aircraft is using - loud or quiet and take-off weight. They have met with each operator in advance to inform them that they will be rate the carrier on each of these three areas, specifically to verify the fleet information.

Question from ANAC: Mr. Avina inquired what is reasonable forecast for this report?

Ms. Knack said that it will vary from carrier to carrier. It may take 5-10 years for a carrier to replace their fleet, but this report offers an opportunity to open discussions with the carrier. The old 707s as stage 2 had to be retrofitted into stage 3 aircraft.

Question from ANAC: Mr. Webb asked for BAWs stage?

Mr. Cook stated that they are a stage 3. The 777s which they have flown in the past still are stage 3, but are quieter.

Question from ANAC: Ms. Danzo asked about United's egregious flights and if Ms. Knack will talk to them?

Ms. Knack stated that they will research and work with Mr. Davis to determine if the causes for these early turns were by the FAA. If the cause was from the pilot's decision, they will return to the contact they have made and educate them.

Ms. Knack explained Fly Quiet's Curfew Violations. If the operator violates curfew, but was not penalized, they deduct one (1) point. Two (2) points are deducted for a violation with penalty and one (1) point is given if operator cancels a flight to avoid a curfew violation. An example is that United scored 16 points, as they had no curfew violations and cancelled six (6) flights to avoid violating the curfew.

Question from ANAC: Mr. Avina appreciated the data in this report and stated this will be helpful to the communities. He was optimistic that already the airlines were responding to the report.

Ms. Knack stated the report is available on the website.

Question from ANAC: Mr. Cole inquired how often is the report released?

Ms. Knack said it is released quarterly.

3. 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. She reminded speakers to obtain a request card and write out their comments on the card.

Cathy Kanter commented that her La Jolla neighborhood, once quiet, now is very noisy and requested that a task force be developed with local residents. She would be willing to serve on this committee.

Karen Marshall lives in La Jolla, and inquired how the FAA could change the flights without asking the residents? She had lived in Point Loma for 27 years and was also a flight attendant, so she understands aircraft noise. She

moved to La Jolla for the quiet, but now she cannot enjoy her surroundings as the noise is outside her home. Ms. Marshall would like information on the Environmental Assessment, as she cannot believe the changes are approved by the Scripps Oceanography institute, and that it will have no effect on the Torrey Pines. She stated that they have asked for local representatives, but have not received any response.

Gary Wonacott represents the Mission Beach Town Council. He stated he appreciates the Fly Quiet Report, but requested a score for nighttime operations, as those are more disturbing than flights during daytime hours. The town council has been meeting to determine ways to mitigate noise. In the 1980's, along with Mission Hills and Point Loma residents, they worked to create a noise abatement action plan which required only stage 3 aircraft for nighttime operations. They did not receive support from the Port Authority staff or the FAA. However, as there was substantial benefit by analyzing, he recommended that nighttime aircrafts are elevated to stage 4 from 10:00 p.m. to 7:00 a.m., and urged the committee to quantify the benefits for the community. Mr. Wonacott said that previously, United had attended those meetings and said they would be willing to change their fleet to a higher stage during nighttime flights. The community would benefit from these changes.

Leonard Gross, a Bird Rock resident for 14 years and has aerospace engineering expertise. He indicated that during November 2016, Metroplex transformed his neighborhood into an aircraft thoroughfare. He said now they can see and hear an airplane every 2.5 minutes, and this has degraded the quality of life, as well as an extreme negative impact on the environment. Mr. Gross requested feedback from the FAA, as he is aware of the Environmental Assessment, and also aware that Culver City, Newport Beach, Boston, New York, and other cities are challenging this in court.

He stated that WebTrak is not an efficient way to file against a systemic problem, and requests a method to look at historical data that could better identify current aircraft altitudes from land and from homes, and compare this with the new Metroplex routes. Would like answer to several questions:

1. What is the reason the residents were not notified about the potential noise changes from NextGen? They notified Point Loma residents, but not La Jolla residents.
2. What can we do in the meantime?
3. What will happen in March and April, when the new procedures take place?

Beatrice Pardo, a La Jolla resident, said that approximately October 21, she began to notice plane noise and would like the FAA to return to the previous program, as she feels there are too many planes and too much noise from 6:30 a.m. to after midnight. Can the FAA allow the planes to fly everywhere? Can the flight path return to what it was before? What is the next step?

Dr. Lila Schmidt, a Point Loma resident and a member of the ANAC Subcommittee, discussed the negative health effects living close to an airport. Dr. Schmidt believes that all decisions are based on finances, and as she has attended several meetings, as well as asked the FAA to present at the last Subcommittee meeting, she knows there are too many flights with increasing numbers. She indicated a chart given to them from the FAA which shows the international flights will increase by 180% from 2017-2025. She analyzed that the planes are taking off every 1.3 minutes, which she believes are too many flights, and said that the Airport and carriers should slow down.

Dr. Schmidt talked about the effort it takes to enter noise complaints and even created a cut and paste app on Next Door so that residents can use this to send in noise complaints. She noted that staff had asked that she only use one complaint per event, and since then, she has realized the complaint numbers overall should be higher, as she would send in multiple events on one complaint. She commented that she purchased her home in Point Loma, based on the "gentleman's promise" that the planes would fly around Point Loma, and only for safety, separation and weather would they fly over Point Loma. Dr. Schmidt believes that if the number of flights decreased, there would be no safety or separation issues. She stated as La Jolla now has this issue maybe they will help resolve the noise issue.

Casey Schnoor, an OB resident, stated that every one of the statistics has increased; however there was not a presentation on early turns with a comparison to prior years from 2013-2016, the old data indicated there were 1,600 violations and the new data, states there are 4,500 violations. This is a 2,900 increase between the data that was presented last quarter and this quarter, and 250 of those were reflected in the 6,000 foot altitude change. He said that an additional 2,661 violations are result, and indicated to the bottom of the page that is as “a result of the change in the accuracy”. He believes that this is a disservice to the community, as this change indicates that early turns are starting to improve, but it is a misrepresentation from the earlier data and deserves a more thorough explanation, what the true causes of the changes are. Mr. Schnoor said that he talked to the ATC about this perception, and the ATC said that this is not the case. The committee and the community deserve a better explanation on the early turn data.

Sandy Valone, a Point Loma resident, stated that Ms. Knack had previously reported that there was a court order with the FAA in the 1990s that departure would take place between the 275 and 295 headings. At the November meeting when the FAA talked about NextGen, she said all presentation screens showed the 275 to 295 headings. Ms. Valone said there is a discrepancy, even though there is no data and no agreement that states that they agree on the 265 heading, as now all the early turn statistics are based on the 265 heading. 1. She would like a statement that it is supposed to be 275 to 295. 2. Ms. Valone requested that the Noise Complaints by Area map highlight the line-in for the 275 to 295. She was optimistic that that NextGen would help more, although there has been an improvement; however, as she swims at 6:30 a.m. under the 255 heading, and sees planes such as FDX, SWA, AA, which fly right over her on a regular basis, she feels abused. 3. She inquired who is directing the pilot?

Kamran Khaligh is a resident of El Cerrito, stated that the planes are flying at a much lower elevation, and can hear planes at rapid intervals over his house starting at 5:00 a.m. in the morning. He originally purchased his home away from the aircraft noise, and requested that the flight path return to its original route. He stated that their community did not hear about Metroplex before it started, and as his neighbors are affected by this as well, they are contemplating a lawsuit.

Nancy Caine is a resident of Point Loma and is a member on the Subcommittee and still has a question about WebTrak often being down. Frequently, she will hear and see a plane, and it does not show up on WebTrak. She would like to know the annual cost of WebTrak program as the community is not getting their money’s worth.

4. Information Items

Subcommittee Update – Ms. Deborah Watkins, Chair of the ANAC Subcommittee gave a summary of the November 16, 2016 meeting. She stated they focused on two main topics: explanation by FAA on weather, safety and separation of aircraft, and accuracy of flight track data by the FAA, ANOMS and WebTrak. Representatives from the FAA and the WebTrak vendor B&K were present.

The Airport Authority will be looking closely at the more egregious turns, and will also contact the FAA, Airline or Operator to attempt to discern why, and to prevent early turns. The FAA agreed to review the egregious early turns sent by the Airport Authority, but indicated in some cases it will be difficult to get reasons. The FAA also expressed willingness to work with individual controllers to ensure they understand the concerns of the public with regards to early turns. The Subcommittee learned that the airlines control the airline schedules and number of flights, not the FAA or Airport Authority.

The Subcommittee, with the FAA and the B&K representative, discussed the WebTrak data sources, the reliability of the data, and the fact that as additional data is received and incorporated, the path can be adjusted after the event and information is entered. The speakers also clarified that many major airports in the United States use a WebTrak-type program, which receives the same FAA data feed. Applications available online, such as Flightradar24, utilize another data source, which is not as reliable as WebTrak. The Subcommittee learned that the Airport Authority is researching ways to make WebTrak data more credible.

The next Subcommittee meeting will be held on January 18, 2017. The discussion topic will be the assessment of historical vs. current arrival and departure procedures. This will include the FAA data overlay showing frequency and location over several years at specific locations: Bay Park, La Jolla Cove, La Jolla Mesa, La Jolla Shores, Mt. Soledad, Mt. Helix, Sunset Cliffs, Wooded Area, Fleetridge, La Playa, El Cerrito, Pacific Beach and Mission Beach.

Airport Authority Update – Ms. Knack stated that as Keith Wilschetz had accepted a position as VP Operations at LAX, Ms. Angela Jamison is the Interim Director of Airport Planning and Noise Mitigation.

Ms. Jamison gave an update on operations and passenger traffic. She stated that passenger traffic is up slightly over 3%, and that operations, take-off and landing, is up 1.4% over 2015. Ms. Jamison gave an update on the Airport Development Plan project to replace Terminal 1, as Terminal 1 is 50 years old. After giving over 200 presentations in the community, the Terminal 1–Alternative 5 Design is the design preferred by the community. Currently, they are working on three items: implementation to build in a way that maintains and serves the traveling public, an environmental analysis to minimize the impact to the environment, and they are conducting a value for money assessment to determine the best way to pay for this new terminal. If committee members requested, she offered to present a review of the Alternative 5 Design at the next meeting.

5. Approval of October 19, 2016 Minutes

Ms. Gentwerk called to motion of approval of the October 19, 2016 meeting minutes. Mr. Huenefeld approved the motion and Mr. Webb seconded the motion.

6. New Business

As there was no new business, Ms. Gantwerk wished everyone an enjoyable holiday and new year.

7. Next Meeting/Adjourn

The next meeting is scheduled for February 15, 2017, at 4:00 p.m. at the UPSES Portuguese Hall, 2818 Avenida De Portugal, San Diego, CA 92106. The meeting was adjourned at 5:48 p.m.