

**JUNE 17, 2020**

**AIRPORT NOISE ADVISORY  
COMMITTEE (ANAC) MEETING**

**ITEM 3 – PRESENTATION**

**PUBLIC COMMENT:**

**(C) PART 150 UPDATE**

Comments of Anthony M. Stiegler  
Quiet Skies San Diego  
ANAC Meeting June 17, 2020

My name is Anthony Stiegler and I offer these comments:

**1. The Part 150 Study Requires More Time for Community Engagement:**

Flight operations and passenger traffic at San Diego International Airport are down 85% since COVID-19. If the airline industry recovers and there is a return to pre-COVID-19 passenger traffic and flight operations, commercial jet noise will return with serious consequences for human cardiovascular and cognitive health. We have asked the Airport Authority for sufficient time for community engagement on the Part 150 Study. The Airport Authority's proposed schedule would prejudice the impacted communities by sharply limiting the time for community participation and foreclosing meaningful future engagement. This is egregious in context of the 20 months taken so far by the Airport Authority for their part of the Part 150 Study and the ten months taken by the FAA to approve the Airport Authority's forecasts.

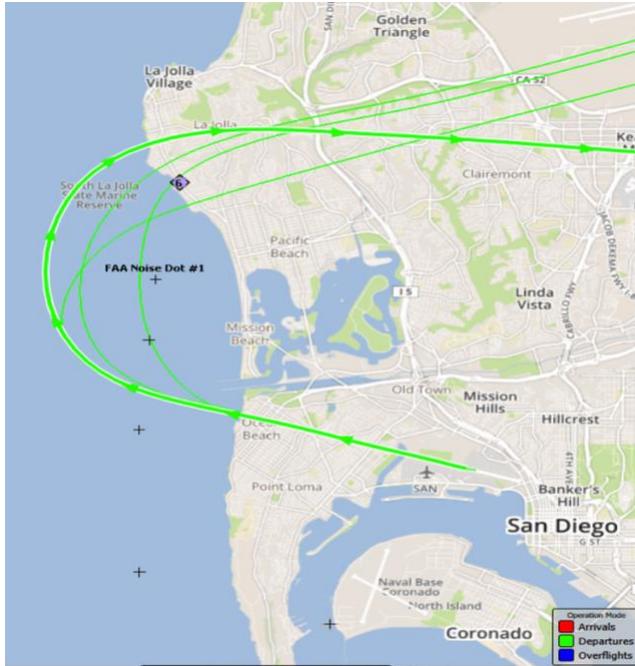
**2. The SDCRAA's Airport Development Plan Should Be Withdrawn in Light of the COVID-19 Pandemic and Airline Industry Economic Collapse:**

According to Tori Barnes, of the U.S. Travel Association "while the rest of the country is moving into a recession, the travel industry is already in a depression". Industry insiders predict a much smaller airline industry if and when consumer demand returns. On April 17, the San Diego Airport Authority declared a local emergency. CARE Act airline industry taxpayer dollars are being used to give at least \$38M in fee waivers to the airlines in San Diego. But the airline usage fees were projected by SDCRAA's President & CEO Kim Becker to "pay for a good part of the \$3B Airport Development Plan" ("ADP"). Remarkably against this backdrop the SDCRAA is moving forward with its Airport Development Plan to add eleven new gates and Remain Overnight jet parking places. Groundbreaking is scheduled for 2021. SDCRAA's plan is imprudent at best.

The Airport Authority's disregard for human health and disconnection from economic reality regretfully requires Quiet Skies San Diego to continue its California Environmental Quality Act ("CEQA") legal challenge to the Airport Development Plan. The lawsuit says that the SDCRAA puts profit above human health. SDCRAA calls the noise "significant but unavoidable". We say otherwise. If you support what we're doing, thank you, and please consider a contribution by going to our GoFundMe page at: <https://www.gofundme.com/f/quiet-skies-san-diego-ceqa-challenge> or our website at [www.quietskieslajolla.org](http://www.quietskieslajolla.org).

**3. Early Turns Over La Jolla:** Even with the 85% fewer planes in the sky over the last three months, the FAA is now routing commercial jets directly over La Jolla. The skies are

wide open, there is no need to fly new paths directly over highly concentrated residential areas. Why? Is there an untoward motive? Is this a case of being tone deaf to the community or retribution for exercising La Jolla's legal rights? The path looks like this:



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ADVISORY COMMITTEE  
(ANAC) MEETING**

**ITEM 5**

**PUBLIC COMMENT**

**From:** [Michelle Marie Barnett](#)  
**To:** [SDCRAA clerk](#)  
**Subject:** Non Agenda Item / Airport Noise Advisory Committee  
**Date:** Monday, June 15, 2020 10:53:05 AM

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Hello,

I have recently moved to our family home in Pt. Loma to care for an elderly parent who has Alzheimer's disease. Our family purchased this home in the late 60's. I have lived my life in the busy Mission District of San Francisco for the past 30 plus years, so I am used to much activity around me.

I would like the Airport Noise Advisory Committee to know that it is shocking the amount of air traffic that comes over our house. I had no idea my poor family member was being subject to this amount of both noise pollution and pollution. It's a shame what you have done to this community. My neighbors say they don't even go into their yard due to the amount of air traffic. I don't either.

I find myself constantly needing to hose off windows, screens, walls, cars and plants from the black soot that covers our home. I wonder if this has contributed to my family members demise. I wonder how this is impacting mine.

Thank you.

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Michelle M. Barnett



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