SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

MEETING AGENDA
Wednesday, April 26, 2017, 4:00 p.m.

UPSES Portuguese Hall
2818 Avenida De Portugal, San Diego, CA 92106

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1. Welcome and Introductions
2. Presentation Items
    a. Quieter Home Program Update
    b. Curfew Violation Review Panel (CVRP) Statistics
    c. Missed Approach Statistics
    d. Early Turn Statistics
    e. Metroplex Update
    f. Noise Complaint Statistics
    g. Fly Quiet Report - 4th Quarter 2016
    h. Subcommittee Update – Letter to FAA
3. Public Comment
4. Approval of April 26, 2017, Meeting Minutes
5. Information Items:
    - Guest Speaker: Eugene Riendel, HMMH – Noise Regulations for Airports
    - New Flight Tracker & Noise Complaint Entry
    - Airport Authority Update
6. New Business
7. Adjourn

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

DRAFT MINUTES

Airport Noise Advisory Committee

Date | time 2/15/2017 4:00 p.m.

Meeting called to order by: Heidi Gantwerk

In Attendance

Name	Affiliation	In Attendance
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
Rob Bates, Representing Kirk Hansen	Community at Large	Yes
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*
Robert Cook	FAA	Yes
Brian Elliott	Representative for Congressman Scott Peters	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
Angela Jamison	Authority Staff	
Sjohnna Knack	Authority Staff	
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 4:01 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 – Craig Mayer, Deputy Program Manager, Quieter Home Program (Program), provided an update on the Program's status.

Mr. Mayer said there are currently 679 applicants, or 1,449 individual units on the waitlist. No homes were completed during the months of December and January. He stated that they cannot estimate how many homes will be completed in 2017, as they have not received written approval from the FAA to move forward with forming new groups. In past years, the historical average they completed was between 300 to 500 units a year. They could anticipate half that amount, if the FAA approves the designs currently submitted to them and start with construction late spring. Total number of homes completed through January 21, 2017, is 3,453.

Question from ANAC: Mr. Webb asked if homeowners are still selected into groups based on length of ownership. He felt there was a greater priority to these new groups, and asked how long they have been part of the Program rather than someone who has lived in their home and has been waiting.

Mr. Mayer said that properties are placed into groups, dependent on their standing in the wait list, which is based on length of ownership.

Question from ANAC: Mr. Bates inquired as it has been a year of communicating with the FAA, when it would be possible to provide the community an update, including those homes on the wait list.

Mr. Mayer said that they will be sending out an email in the next few days, to indicate the status of the Program and what they hope to expect over the next few months.

Curfew Violation Review Panel (CVRP) Statistics – Sjohnna Knack, Program Manager, Airport Planning and Noise Mitigation, gave a review of the curfew violations. The 2016 top 5 offenders were: JetBlue 12, American 11, Air Canada Rouge 10, British 9 and Delta 8. The majority of these curfew violation flights are red eye flights. Ms. Knack explained that the review panel has not historically fined flights for a local mechanical issue, or local weather issues. Last year, there were 24 that were not penalized, out of the 84 violations. 72% were penalized.

Ms. Knack said violations are trending downward for early this year, and are continuing to work with the carriers. This will reflect in the Fly Quiet score that will be released in April.

Question from ANAC: Mr. Wear asked if the flights between 10:00 p.m. and 7:00 a.m. are Stage 3 or Stage 4. He asked if there was a requirement for Stage 4 planes during nighttime hours, what the process would be.

Ms. Knack said that would be considered a restriction, and to do this, the Airport would need go through a Part 161 Study. She thought it might be worthwhile to bring a consultant talk about this at the April meeting.

Question from ANAC: Ms. Danzo inquired what the procedure for nighttime flights is.

Mr. Robert Cook answered that after 10:00 p.m. aircraft fly on a 290-degree heading. He said this procedure has been in place for years.

Question from ANAC: Ms. Danzo asked if it would be possible to track the planes to confirm they are flying on the 290-degree heading between 10:30 p.m. to 7:00 a.m. She said that the complaints are greater then, and perhaps they are not flying appropriately.

Mr. Cook said they could track this, but it will be very few, as the curfew starts at 11:30 p.m.

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 reported year end totals that missed approach numbers are higher as the operation numbers have increased. There was 1.5% increase in 2016 over 2015. They took the percentages of missed approach numbers and compared them over the years, and they were very consistent with the increase in operations.

Question from ANAC: Mr. Bates asked Mr. Cook for the reason for non-compliance with the Noise Dots.

Mr. Cook said planes might need to turn for safety; they need three miles between departures, as it is difficult for a single runway, for both arrivals and departures.

Early Turns - Ms. Knack explained the definition of an early turn. Ms. Knack said they track planes that miss the Nose Dot #1 to the right, and consider that an early turn to the right, and any plane that turns before Noise Dot #3, or if they turn and fly over the peninsula at any altitude. She said that overall the early turn statistics were decreasing from this last year; there was a 66% reduction from last year for early turns to left. Early turns to the right have increased from the previous year. They also reach out to the FAA for explanations; however, workload prevents staff from having time to research and analyze every early turn.

Ms. Knack reported that early turns to the right were tracking higher in 2016, than 2015, but primarily in December, during inclement weather. Some of the more egregious turns were private jets, and Ms. Knack noted that staff contacts the pilot to discuss the FAA Noise Dots with them. There were many planes that were very close to the Noise Dots, primarily flying to northwest destinations.

Mr. Cook described the new RNAV procedure, PADRZ, which will be implemented on March 2, 2017, has a GPS point that will not be affected by the wind. Currently, the PEBLE procedure has heading of 293 degrees, which could be affected by wind, so there will be more consistency, once PADRZ is released.

Ms. Knack asked if the new procedure will make aircraft more complaint with FAA Noise Dot #1.

Mr. Cook affirmed this.

Ms. Knack noted there are various published departure routes, and pilots can choose a different route, such as POGGI instead of the ZZOOO. On March 2nd, when PADRZ starts, not all planes will fly this departure, as not every plane is equipped with satellite navigation. Ms. Knack said she is hopeful that the numbers of early turns will decrease over the next few months.

Comments from ANAC: Ms. Watkins expressed her concern about the early turn statistics over Mission Beach have doubled. She said she also attended an FAA meeting, where they discussed the new RNAV procedures over Mission Beach. She said that she has been reassured by the FAA that the new PADRZ departure route will alleviate early turns and vectoring from Mission Beach. The PADRZ utilizes the WNFLD waypoint which is 2.5 miles off shore Mission Beach.

Ms. Watkins said she was disappointed to learn that the 10:00 p.m. to 11:30 p.m. nighttime procedure of the 290-degree heading will not be affected by the new RNAV SIDS, as this is when many of the early turns or curfew violations occur over Mission Beach, and she knows that the community there has

received the brunt of noise from this procedure since the 1990's. She understands that this waypoint was situated at that time to abate the plane noise over Point Loma. There is no formal written documentation, only a letter of agreement between the Tower and TRACON. Ms. Watkins would like to propose to revisit the nighttime procedures, so they could further abate nighttime noise and early turns over Mission Beach. She would also like to get a copy of the letter agreement, to review and discuss if this procedure is applicable, as these new noise routes will be in place.

Question from ANAC: Mr. Elliott noted that there have been many concerns from the La Jolla and Bird Rock areas about additional noise and early turns, and the number of early turns are the most plausible reason for the noise, compared to flight paths from prior months and years, before the November-December period.

Ms. Knack said the noise complaints received from La Jolla are categorized in three ways: 1.) Departures, 2.) Early turns to the right and 3. Arrivals. Ms. Knack said as the complaints originate from La Jolla, it's unclear whether the flight is an arrival or a departure. The complaint does not specify if it is an arrival or departure. For a departure noise, she hopes that if the procedure is implemented and utilized by pilots, then this might alleviate some of the community's concerns because they will stay inside the Noise Dots.

Metroplex Update - Ms. Knack indicated that the next implementation is on March 2nd, 2017. She encouraged members to go to the Metroplex website, as it has been updated with new information from community workshops and webinars.

Noise Complaints Statistics – Ms. Caroline Becker, Noise Mitigation Specialist, explained her presentation of noise complaints by month. Last year, 2016, was a record at 31,000 noise complaints. In December, there were approximately 1,400, and in January, slightly more, 1,941 complaints. During the December-January time period, staff returned 41 phone calls, and answered 167 emails from residents with noise complaints.

The highest complaints by type are: curfew violation, missed approach, "heard in my home", loud over ocean, low or loud, and suspected off course. The Multiple category, which include more than one type: suspected off course low, loud, and Other. Of the complaints received, 44 percent said they heard "noise over my home," 21 percent were low or loud complaints; and 19 percent were suspected off course, and low or loud.

Ms. Becker said some of the location trends for percentages of current findings include: 84 percent of "heard at my home" came from Bird Rock, low or loud; 56 percent of those complaints came from Point Loma Heights; 94 percent from Sunset Cliffs were both suspected off course, and low and loud. There were only a small percentage for curfew violations; three (3) percent, but 94 percent of those came from Loma Portal, the area most affected by curfew violations. In the Other category, there were 173 complaints which include Montgomery Field complaints, military operations, helicopter operations, as well as blank emails that just give an address with no complaint.

There is a new trend with the breakdown of noise complaints by neighborhood, as there are more complaints from La Jolla than Point Loma, staff created a new map to adjust to the information. Identified on the map is over 1000 of complaints came from one residential home. There was also one caller in the College area posted 81 complaints.

Question from ANAC: Ms. Danzo stated as there is a new neighborhood involved, she would like WebTrak's accuracy to improve and would appreciate an opportunity to discuss this; she believes it needs to be audited, as members of our committee have had specific discussions with senior FAA management and other parties directly involved with WebTrak, and all have spoken to its inaccuracy. They mentioned that it requires regular manual editing to make it more accurate with various data

sources. Ms. Danzo acknowledged that this complicates staff's jobs, to track inaccuracies and would like resolution. She also inquired if they have ever been audited by a third party?

Ms. Knack said that she could not confirm WebTrak's inaccuracies; she was very confident in WebTrak's accuracy. Ms. Knack explained that WebTrak is just the online version of the data source received from the FAA. A missing flight may be a filtered operation, which may blocked by the FAA for security purposes. Staff have calibrated WebTrak and double-checked the tracks against other sources, and it is very accurate. She encourages anyone to send in photos, and the address of where the flight was located, as the more information the better, so they can discuss with the vendor.

Question from ANAC: Mr. Swarens asked for the nature of those complaints from South Park.

Ms. Becker said the complaints that they received from South Park, one in particular, was from a contraflow operation; however she offered to research the other eight.

Question from ANAC: Mr. Cole was impressed with the information and maps regarding the complaints. He inquired if the graph with the Top 5 Complaints could also show the flight tracks.

Ms. Becker said they could include these.

Question from ANAC: Mr. Cole said that he had heard from someone in the FAA that WebTrak's information was communicated in the East Coast, and then bounced back to this location. He is concerned the information is not accurate as the FAA's information. He understands that the FAA can't disseminate their information as they are too busy; as a result WebTrak is utilized, but believes there are some inaccuracies.

Ms. Knack said the feed utilized is organized out of Washington, D.C. She stated that she has not heard anyone from the FAA, or vendor, say that there's lapse or there is degradation in quality. She said there was an email that was distributed to Subcommittee members from someone in the FAA, but they were not referring to WebTrak. They were referring to free apps like Flightradar24, and those have a different data source. WebTrak is a much higher quality than Flightradar24.

Question from ANAC: Ms. Steuer inquired about Lemon Grove and the College Area reporting and asked if it is a new trend, as she hadn't noticed prior complaints from these communities?

Ms. Becker said it is one household that complained of aircraft over the home.

Question from ANAC: Ms. Steuer inquired if this is a result of the Metroplex implementation?

Ms. Becker said that she believes it is most likely a frequency issue; that the aircraft have always flown in the area, just frequency.

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.

Leonard Gross, a Bird Rock resident, believes there has been a degradation of the quality of life, much of which is due to aircraft noise. In addition to commercial aircraft out of SAN, there is accumulation of helicopter noise, military jets, and general aviation in La Jolla. He does not believe these are early turns and missed approaches, as these only represent one or two events per day.

Maria Jenness said the noise is not from isolated instances, as it is one plane after another, that starts early in the morning, with the delayed nighttime departures as well. She has been living in the same

house for 30 years, she said that the airplanes previously went out much further over the ocean, and noise was not a problem. She knows that recently the airplanes have moved closer to the shorelines, and feels impacted. She requested for further research as it affects the quality of life and health.

Dr. Matthew Price lives in La Jolla and is a physician. He would like to urge that the ANAC, the FAA, the City, and federal representatives recognize that there is a problem in La Jolla that must be solved. He said that last year, no one in La Jolla had heard about ANAC or waypoints, but they have heard jet engines cascading across the canyons and overhead. He believes these are not early turns or missed landings, but a systemic problem, as the airport is 14 miles away and the La Jolla community has never have considered themselves as part of an airport community. Dr. Price brought more than 300 petitions, signed by La Jollans, asking the Airport Authority and the FAA to determine the cause of the increased noise, and reduce it to previous levels. He noted that on January 28th, the day of the PGA tournament, Bird Rock residents noted how quiet it was that day and that northbound, jets were clearly farther away from the shore compared to other prior Saturdays. He said that if La Jolla can be made quiet for the PGA, it can be made quiet for the residents as well and requested that this occur.

Beatrice Pardo noted that as most of her La Jolla neighbors have already spoken for La Jolla, she wanted to offer a different perspective or a more global perspective as the problem is throughout the United States. Since there are 31,000 complaints, the issue has to be addressed. She believes that the design needs to go back to the drawing board as it is affecting communities throughout the United States, and it's definitely affecting their community.

Gillian Ackland stated that she has been in La Jolla now for 50 years and had never heard aircraft noise until late last November, and it starts at 6:30 a.m. in the morning until they stop at night at 11:30 p.m. She said she is not looking forward to summer, as they are a beach community and cannot conceive of a life inside a padded home, with sound attenuated windows to alleviate the noise.

Cameron Volker lives in La Jolla Shores she and her neighbors are asking that the FAA address the landing and takeoff patterns and procedures, which are severely impacting the quality of life. She said that although they have dual-pane windows, it does not stop the noise from entering the home. Ms. Volker asked the committee that they take swift action to modify the arrival and departure patterns. She asked that they work to make the necessary changes, so that previously quiet communities, such as La Jolla, are not completely upended by unwelcome commercial jetliner flight patterns, which are causing great disturbances to the residents.

Gary Wonacott was called, but was not present.

Mark Drozda lives in the Bird Rock/Upper Hermosa area, and has watched planes from his home for 26 years and stated that noise has never been an issue, other than the Coast Guard, military helicopters, and small aircraft flying along the coast. He noted that last fall, commercial traffic, commercial jet airliners became very noticeable all hours of the day, particularly heavy traffic times when departures are heavy in the morning and in the evening as late as 11:00 p.m. He believes it is not isolated incidents, but daily and believes it to be unacceptable and asks that the flight patterns return to previous routes.

Jill Seagren has been in the same home for 41 years. She said that until about three years ago, the flight path into Lindbergh Field used to turn at Highway 52; but, over the last three years it has migrated down to turning right over her home. She also noted that over the last 24-months, planes are coming in lower, so that the tail identification is almost evident. She believes there should be a curfew for incoming flights, as well as outgoing.

Nancy Caine stated that she understands the La Jollans' pain, as she is from Point Loma and has been representing her community for over two years. She inquired about the fines assessed, if they are collected where has the money gone? Ms. Caine feels that it is a very small amount for air carriers. She also would like to know if these are continual or first-time noise complaints.

Jen Chatten-Brown is a resident of Bird Rock, and an environmental attorney. She noted in late November and early December, she was awakened every morning shortly after 6:30 a.m. from aircraft noise. She stated that she has litigated against LAX on issues on behalf of people concerned about noise and that she knows one of the attorneys has filed a challenge to the finding of no significant impact for the Metroplex project. She is dreading summer because of the noise, and encouraged the Committee to take the complaints seriously as this is a new problem.

Chris McCann lives in La Jolla Shores Heights and is a retired Air Force test pilot. He would like to join the organization to represent La Jolla, as he believes La Jolla is having an acute problem. He stated he heard Mr. Cook mention that many of the early turns and noise complaints are related to weather events, and as a pilot, he is curious what weather events are around San Diego that cause ATC to vector airplanes over noise-sensitive areas. Mr. McCann said that as there is an increase in the concentration from the satellite system's accuracy that the airplanes are now using, the planes are almost on the exact same route; before there was some dispersion of airplanes coming in and out, so understands this problem. He knows that his neighbors in the Shores and in Bird Rock are definitely impacted by it.

4. Approval of December 21, 2016 Minutes

Ms. Gantwerk called to motion of approval of the December 21, 2016 meeting minutes. Mr. Cole approved the motion and Ms. Ranft seconded the motion.

5. Information Items

Subcommittee Update – Ms. Deborah Watkins, Chair of the ANAC Subcommittee gave a summary of the January 18th, Subcommittee meeting.

The topic for the meeting was an FAA presentation on historic versus current flight tracks in various neighborhoods surrounding the airport. Actual text from work plan: Assessment of historical vs. current arrival and depart procedures. This Includes FAA data overlay showing frequency and location over several years at specific locations (Bay Park, La Jolla Cove, Mt. Soledad, Mt. Helix, Sunset Cliffs, Wooded Area, Fleetridge, La Playa, and Mission Beach).

Ms. Watkins said that the FAA presentation did not address the historical analysis that the subcommittee was looking for, it only reviewed current operations related to noise complaints.

The FAA agreed to come back in March and present the historical analysis to include:

- Years = 2009, 2014, and 2016
- Duration = 30 days
- Month = December
- Distance = Pt. Loma Peninsula to La Jolla Shores, which encompasses Bird Rock, Mission Beach, Pacific Beach, the whole Peninsula

The Subcommittee added two meetings, July 19th and September 20, 2017. Ms. Watkins pointed out that recommendations from the ANAC Subcommittee will be considered at the scheduled meetings as warranted, and brought to the ANAC for consideration. The last meeting, September 20th, 2017, will ensure that a formal recommendation process is put in place to bring the recommendations to ANAC.

She stated that one member of the Subcommittee has submitted a resignation, so that will open up a position for a La Jolla representative to apply to sit on this ANAC Subcommittee.

Question from ANAC: Mr. Swarens thought that the Quieter Home Program was slated for discussion at the May 17th subcommittee but sees that it is scheduled for July 19. He believes a review of this program is important.

Question from ANAC: Mr. Cole stated that he thought in the past, they had added a number to this committee. Do they have to wait for resignation to add another new person to this committee?

Ms. Gantwerk noted the policy states it can have 15 members.

Question from ANAC: Mr. Cole asked if that is immutable. Can we change that with a vote?

Ms. Gantwerk stated that they cannot.

Ms. Knack said that ANAC is set up by the Airport Authority Board via board policy. If the committee decides that there needs to be a change in makeup, they would have to make a recommendation because they are Advisory to the Airport Authority.

Question from ANAC: Mr. Cole made a recommendation that the Committee add a member from the La Jolla community and that we expand and allow for another member.

Question from ANAC: Mr. Swarens seconded that motion.

Ms. Watkins stated that they have to discuss once the motion is made.

Question from ANAC: Mr. Cole stated that he represents Uptown Planners and understands that there is a gentleman here that might want volunteer as representative for the La Jolla Planners.

Question from ANAC: Mr. Webb said that he understood the desire to include people from other communities; but asked how wide of an area would they need to open this up? He stated he understood the desire for representation from La Jolla, La Jolla Shores and Bird Rock, and that the Committee and ANM staff hear their concerns, as well as asking the FAA what has changed. Mr. Webb said he has sat on the ANAC for six (6) years and their focus is to look at the areas that are most affected by noise, those communities that are within the 65-decibel contour. Mr. Webb said that he supports the idea of having La Jolla representation on the Subcommittee, for the dialogue with members of the La Jolla community, but cannot support expanding or replacing some member of the ANAC to have a La Jolla representative at this time.

Question from ANAC: Ms. Danzo requested clarification regarding the potential resignation on the Subcommittee, and that Chris McCann who spoke earlier, may be interested in having that seat, as he seems to be qualified. She stated that she understood that they have to allow others to apply, but hopes for the right person in that seat. She restated that the Committee is aware that La Jolla should have a seat on the Subcommittee; they are trying to understand the rules and regulations that are involved with that transition.

Ms. Gantwerk said that the motion on the table is a recommendation to the board for ANAC to add a La Jolla member to the Subcommittee. The Committee voted and the motion passed as Mr. Cole motioned, Mr. Swarens seconded, eight (8) opposed, no abstentions.

Question from ANAC: Ms. Watkins stated that they should continue with the same application and review process for new La Jolla representation, as the other current members on the Subcommittee.

Ms. Gantwerk asked for a second motion that the ANAC Committee recommends a 16th seat on the ANAC Subcommittee for the La Jolla community to be represented on that Subcommittee, Mr. Webb seconded the motion. Ten members (10) approved, none opposed, motion passed.

Ms. Knack reminded that the applications will be on the website tomorrow if people from the La Jolla community wish to apply. The website is at www.san.org, go to the Airport Noise page, and then Meetings.

Airport Authority Update – Ms. Angela Jamison, Acting Director of Airport Planning and Noise Mitigation, gave the end-of-year 2016 numbers. For Operations, the Airport Authority had over 197,000 operations, which was approximately a 1.5 percent increase over 2015. For passenger numbers, there were 20.7 million passengers, a 3.2 percent increase over 2015. In regards to the Airport Development Plan, to replace the aging Terminal 1, they are working on the Environmental Impact Report (EIR), a programmatic document to develop phasing to maintain an operational airport with a high level of service, and also working on a value for money analysis for the total project costs and the best procurement method. Ms. Jamison noted that CEO, Ms. Thella Bowens, will be retiring in March, and that March will be her final board meeting.

Comment from ANAC: Ms. Danzo stated that in regards to the Subcommittee Meeting, she and the committee appreciate Mr. Davis' attendance to those meetings, and there had been some discussion that he may no longer attend. She would like very much for him to continue to attend the meetings, as he has been a very consistent key player in meetings with Mayor Faulconer, Congressman Peters, as well as meetings at Point Loma Nazarene University. Ms. Danzo asked that for consistency sake, and for the purpose for what the Subcommittee was, she stated that she wanted to have on record, that they very much want Barry Davis to attend those meetings.

Question from ANAC: Mr. Webb asked for the current number of operations compared to the historic high number of operations? He believes that the Authority is still under the operation numbers from the late 1990s.

Ms. Jamison did not have historical operations data with her but thought his statement was correct. *Note: 1995 Operations = 245,000, 2007 = 234,000.*

6. New Business

There was no new business.

7. Next Meeting/Adjourn

The next meeting is scheduled for April 26, 2017, at 4:00 p.m. location to be determined, as the current conference room will be closed for construction. The meeting was adjourned at 6:11 p.m.

DRAFT

QUIETER HOME PROGRAM

Airport Noise Advisory Committee

April 26, 2017

PROGRAM STATISTICS	
Applicants / Homes on the Wait List	660/1,402
Homes Completed in February & March 2017	0
Estimated Homes to Complete in CY 2017	?
Total Homes Completed (through January 31, 2017)	3,453

Updates

- Projects submitted for comprehensive FAA review:
  8.12 - Non-historic, multi-family, ventilation only on February 15, 2017
  8.10 - Historic, single-family, HVAC on February 22, 2017
- SDCRAA/FAA meeting on April 10, 2017 to resolve ongoing delays
- Verbal approval 4/17/17 to proceed with Project 8.12 for bidding, while resolving other items

SAN DIEGO INTERNATIONAL AIRPORT
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CURFEW VIOLATION REVIEW PANEL

Airport Noise Advisory Committee

April 26, 2017

Curfew Violations for February – March 2017

Date	Time	Flight ID	Aircraft Type	Penalty Status
2/12/2017	00:00	jetBlue 530	A320	No Penalty, local maintenance
2/18/2017	00:00	American 2002	A321	No Penalty, local weather
2/18/2017	1:21	Alaska 717	B737	No Penalty, local weather

Annual Curfew Violations

Year	Total Curfew Violations
2013	60
2014	47
2015	55
2016	84
2017	11*

*Through March 31, 2017

Annual Fines Assessed

Year	Fines Assessed
2013	$ 166,000
2014	$ 178,000
2015	$ 152,165
2016	$ 564,000
2017	$ 128,000*

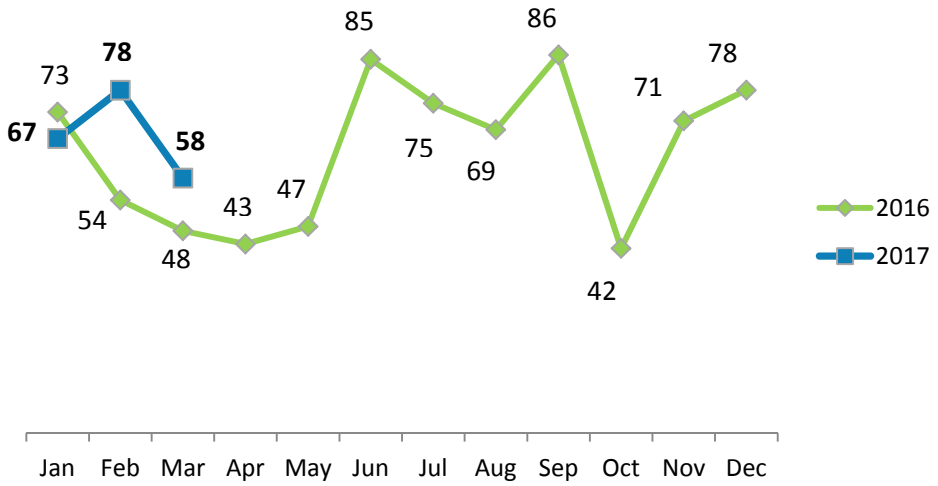
*Through March 31, 2017

MISSED APPROACH STATISTICS

Airport Noise Advisory Committee

April 26, 2017

Missed Approaches by Month



Missed Approach Compliance with FAA Noise Dots

	Compliant	Non-Compliant
February, 2017	65	13
March, 2017	49	9

YEAR	Total Missed Approaches	Total Arrivals	% of Total Arrivals that are Missed Approaches
2012	692	93,126	0.7
2013	659	93,985	0.7
2014	637	95,881	0.7
2015	748	96,856	0.8
2016	771	98,566	0.8
2017	203*	23,479**	0.9

* Through March 31, 2017

** Estimated Through March 31, 2017

SAN DIEGO INTERNATIONAL AIRPORT
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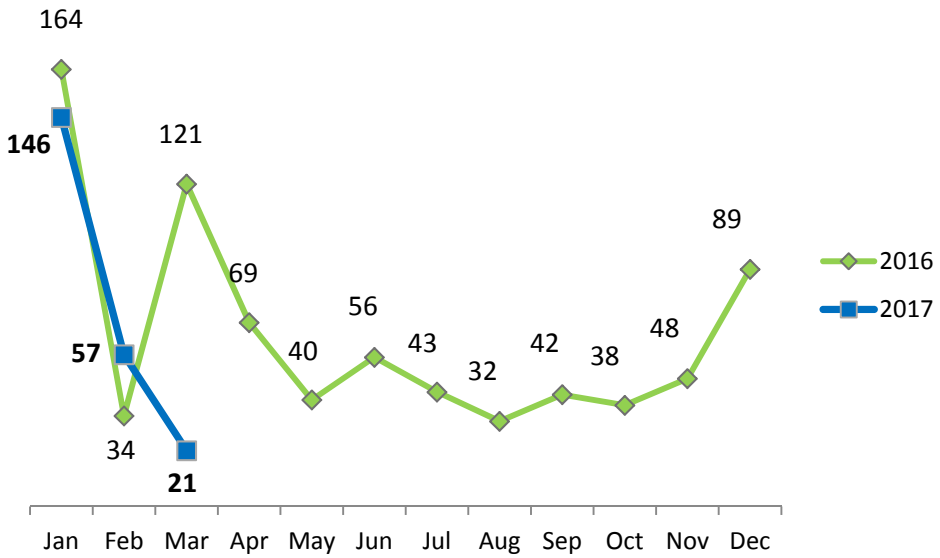
EARLY TURN STATISTICS

Airport Noise Advisory Committee

April 26, 2017

2016 – 2017 Early Turns by Month



Historical vs. Current Data

YEAR	Below 6,000'	All altitudes
2012	316	538
2013	200	829
2014	338	1,105
2015	467	1,293
2016	559	776
2017	196*	224*

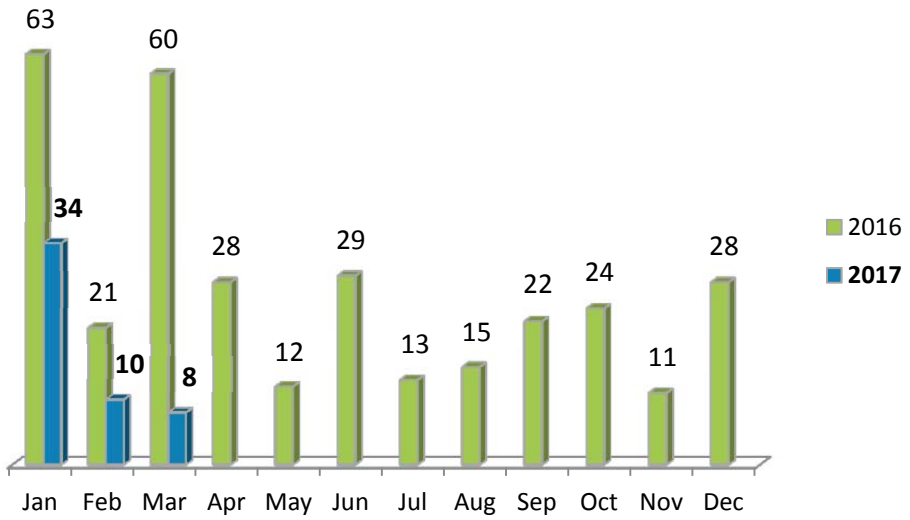
*Through March 31, 2017

EARLY TURN STATISTICS

Airport Noise Advisory Committee

April 26, 2017

Over Point Loma



Early Turns by Operator (February – March 2017)

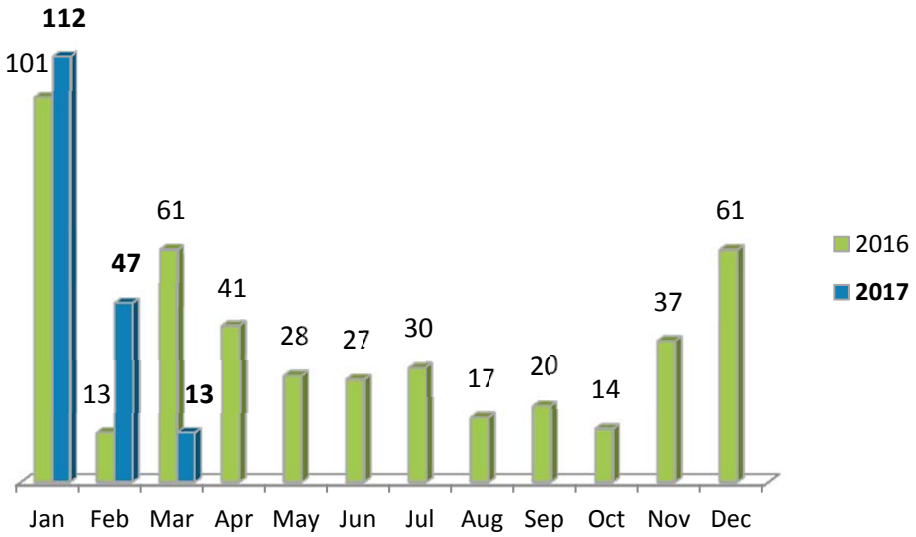
Count	Airline	Aircraft
7	General Aviation	-
3	Delta Air Lines	A319, B737
3	Southwest Airlines	B737
3	United Airlines	A320, B737
2	American Airlines	A320, B737

EARLY TURN STATISTICS

Airport Noise Advisory Committee

April 26, 2017

Over Mission Beach



Early Turns by Operator (February – March 2017)

Count	Airline	Aircraft
23	General Aviation	-
17	Southwest Airlines	B737
10	United Airlines	A319, A320, B737
3	Compass Airlines	E170, E75L
2	SkyWest Airlines	E75L
2	Virgin America	A320
1	American Airlines	A321
1	Delta Air Lines	A319
1	Japan Airlines	B787

EARLY TURN STATISTICS

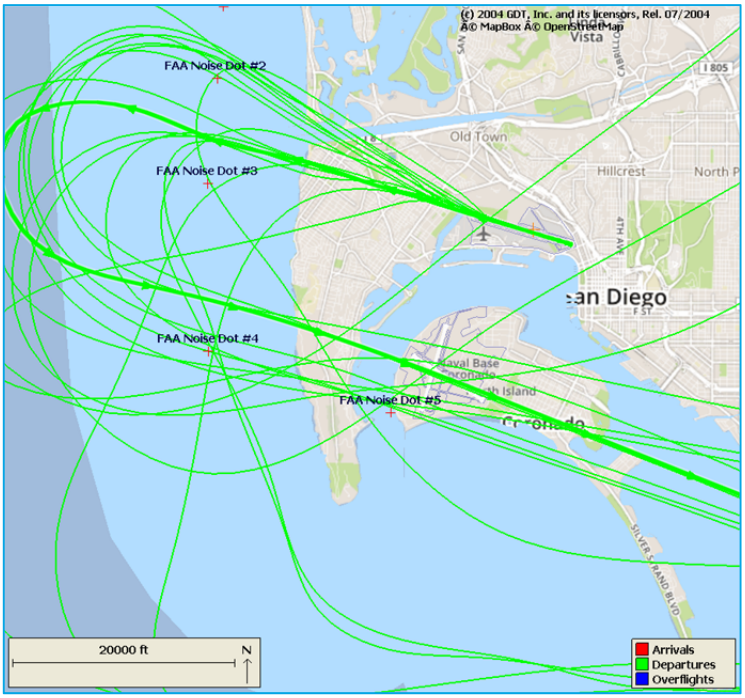
Airport Noise Advisory Committee

April 26, 2017

Breakdown of Early Turns

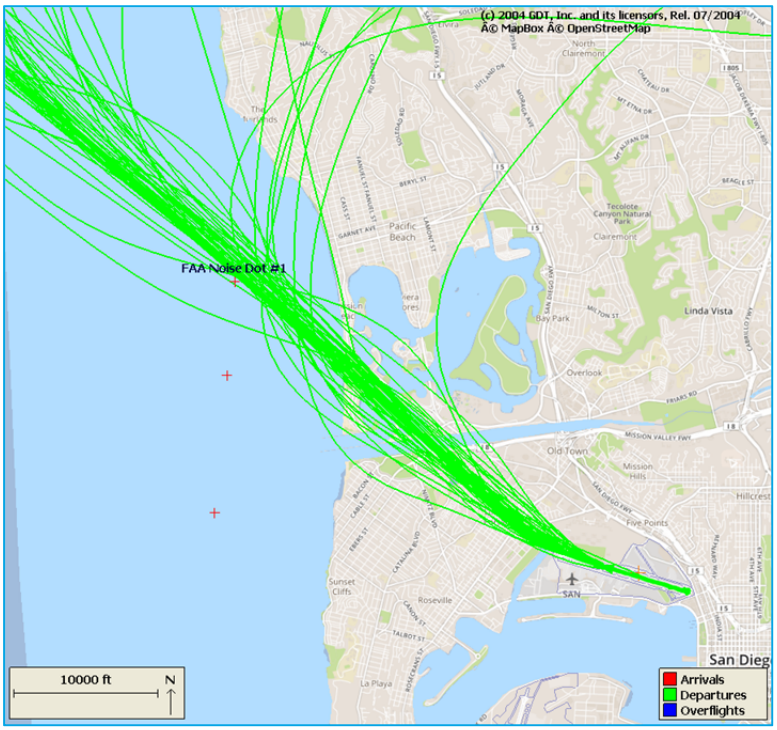
Early Turns to Left Over Pt. Loma

Close to Noise Dot (within 1,500 ft)	7	39%
Pending Investigation	6	33%
ATC	2	11%
Pilot Deviation	2	11%
Weather	1	6%
TOTAL	**18**	**100%**



Early Turns to Right Over Mission Beach

Close to Noise Dot (within 1,500 ft)	41	68%
Pilot Deviation	9	15%
Weather	6	10%
ATC	2	3%
Pending Investigation	2	3%
TOTAL	**60**	**100%**



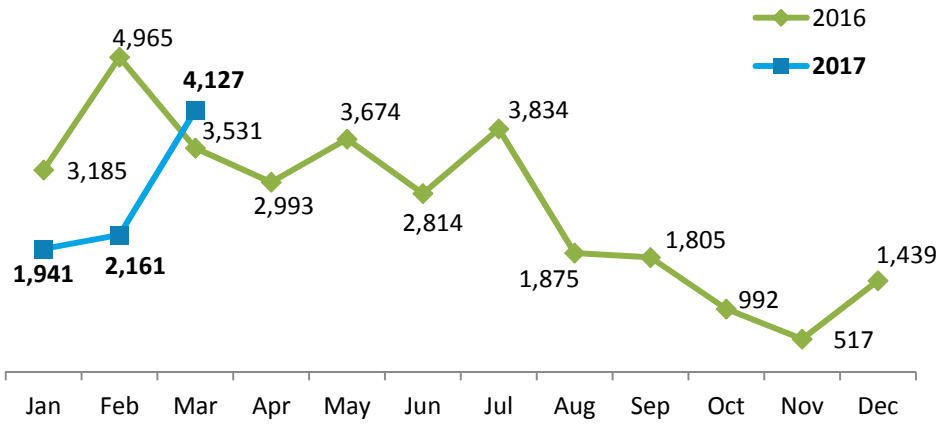
SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

NOISE COMPLAINT STATISTICS

Airport Noise Advisory Committee

April 26, 2017

Noise Complaints by Month



YEAR	Total Noise Complaints
2013	172
2014	156
2015	3,926
2016	31,624
2017	8,229*

*Through March 31, 2017

Neighborhood	Number of Households
La Jolla	44
La Jolla Mesa	21
Point Loma Heights	13
La Jolla Shores	12
Loma Portal	11
Bird Rock	8
Wooded Area	7
Pacific Beach	5
Ocean Beach	4
Golden Hill	3
Mission Beach	3
Sunset Cliffs	3
Other (<2 households)	18
Total	152

64% of complaints are from 4 households

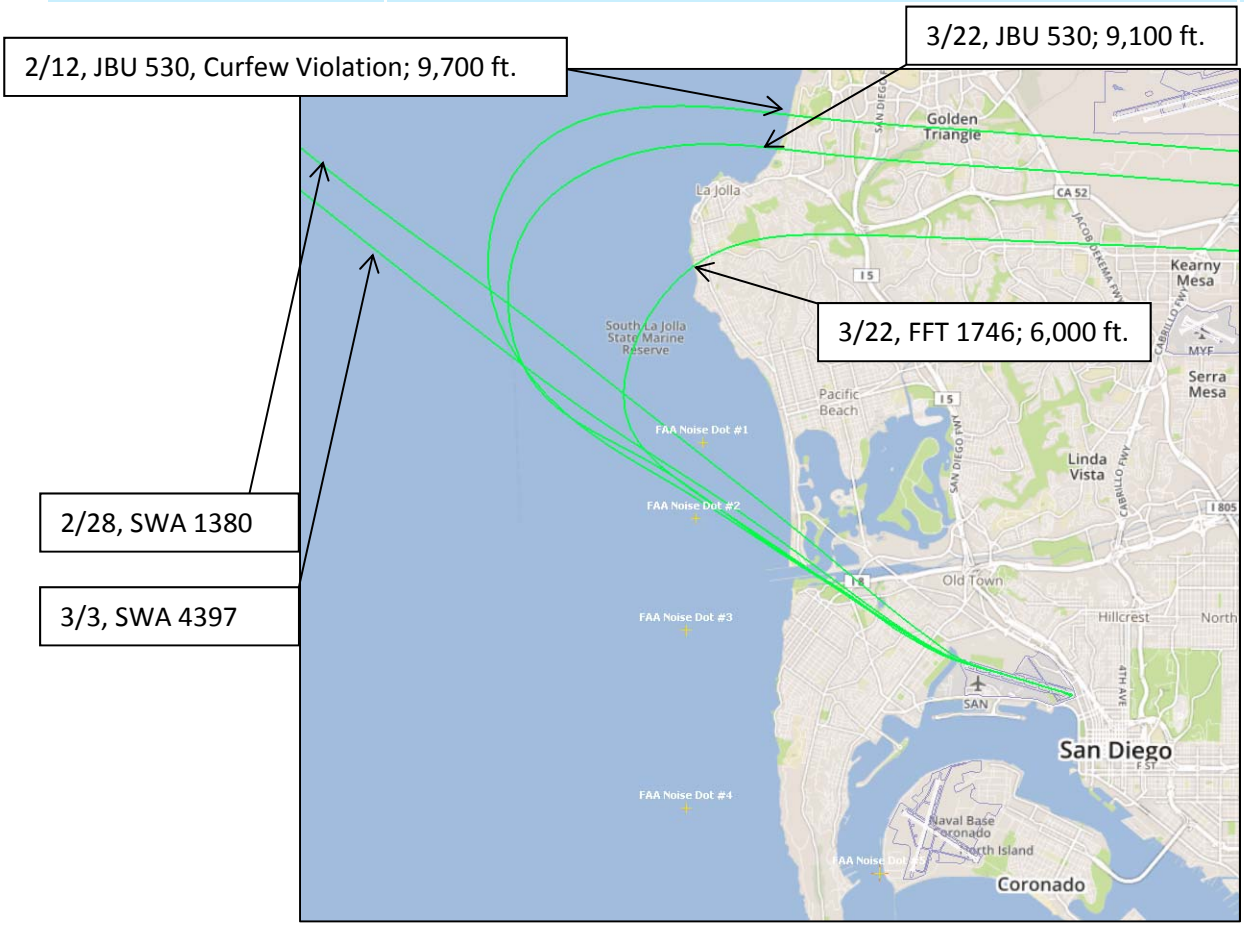
NOISE COMPLAINT EVENTS

Airport Noise Advisory Committee

April 26, 2017

Top Five Noise Concerns

Date/Time	Noise Event	Number of Complaints
3/22/17 @ 10:44 p.m.	FFT 1746; following nighttime noise abatement and made right turn over La Jolla	7
2/12/17 @ 12:00 a.m.	JBU 530; Curfew violation, no penalty, local mx	6
3/22/17 @ 10:38 p.m.	JBU 530; following nighttime noise abatement and made right turn over La Jolla	5
2/28/17 @ 7:36 a.m.	SWA 1380; Compliant with all procedures	4
3/3/17 @ 9:30 p.m.	SWA 4397; Compliant with all procedures	4

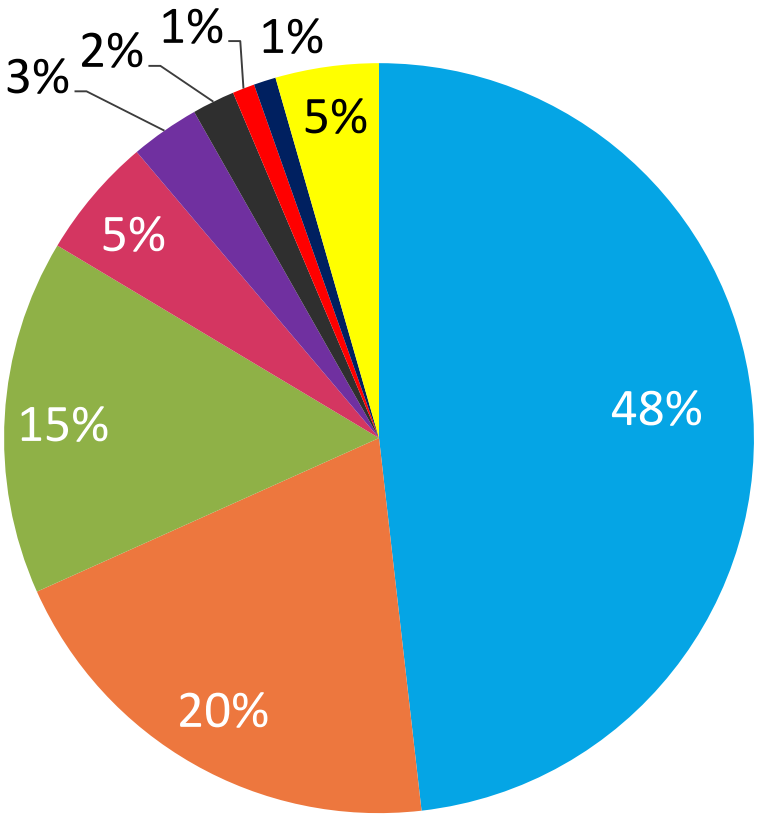


NOISE COMPLAINT BREAKDOWN

Airport Noise Advisory Committee

April 26, 2017

Breakdown of Complaint Reasons
February - March 2017



Color									
Reason	Low/ Loud	Loud over Ocean	Suspected off course and (Low and/or Loud)	Noise	Continuous/ Prolonged Noise, frequency of flights	Heard at my home	Unhappy with Nighttime procedure	Not Following Waypoints	Other/ Blank
Number of Complaints	3,030	1,264	962	329	187	116	60	60	280

SAN DIEGO INTERNATIONAL AIRPORT
AIRPORT NOISE MITIGATION

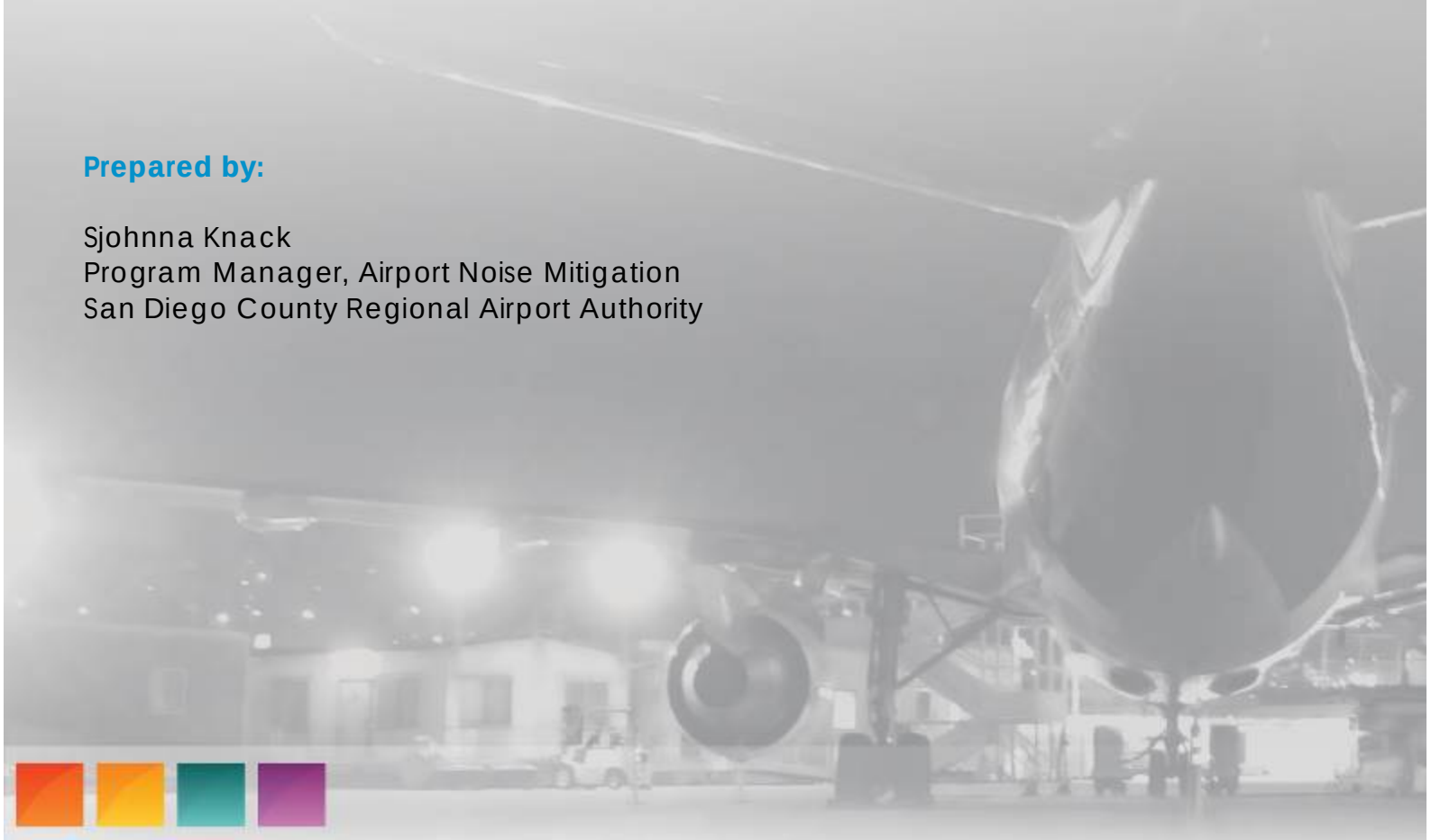
March 23, 2017

Fly Quiet Report

4th Quarter 2016

Prepared by:

Sjohnna Knack
Program Manager, Airport Noise Mitigation
San Diego County Regional Airport Authority



1.0 Summary of 4th Quarter 2016 Report

Each quarter, the Airport Noise Mitigation Office will publish this report that will outline the trends on how quietly each operator is flying in and out of San Diego international Airport (SAN.) In Section 2.0 you will find a detailed description of the elements within the Fly Quiet Program.

Specific trends that were observed in this report include:

- Spirit is our new leader in operating quietly at the airport. They had a perfect score with no early turns and no curfew violations. Their fleet mix containing quieter aircraft includes the Airbus A320 and A319 that gave them a high fleet score.

- British Airways improved their score significantly by having no curfew violations this quarter and canceling one flight instead of violating the curfew. Like the previous quarter, British Airways had no early turns. Their fleet mix includes the Boeing 747-400, the loudest departing aircraft in operation at SAN, which lowered their overall score.

- FedEx had no curfew violations; however, their fleet mix includes the Boeing 767-300, which is a louder aircraft, lowering their overall score.

- Air Canada Rouge improved their score significantly by having no curfew violations this quarter.

- United Airlines cancelled two flights instead of violating the curfew. This quarter United Airlines had 32 early turns in comparison to 17 the previous quarter.

- It should be pointed out that Delta Airlines cancelled two flights during this period instead of violating the curfew; these cancellations increased their score.

- Frontier Airlines significantly decreased their score by having an increase in curfew violations and early turns. This quarter Frontier Airlines had five curfew violations, four of which were penalized and five early turns in comparison to zero the previous quarter.

- American Airlines significantly decreased their score by having eight curfew violations this quarter. Due to weather in San Diego, none were penalized; however, they are still reflected in their score.

- Southwest Airlines score decreased due to increases in curfew violations and early turns. This quarter Southwest had five curfew violations, two of which were penalized and 41 early turns in comparison to 11 the previous quarter.

2.0 Fly Quiet Program Description

The purpose of the San Diego International Airport's (SAN) Fly Quiet Program is to encourage individual commercial operators to operate as quietly as possible in the San Diego area by acknowledging those operators that attempt to follow the noise abatement goals of the airport. The program creates a participatory atmosphere of the operators working with the airport and community to actively reduce noise by grading an operator's performance and by making the scores available to the public.

The Fly Quiet Program offers a dynamic venue for reviewing noise abatement initiatives by praising and publicizing active participation rather than a system that admonishes violations from essentially voluntary procedures.

2.1 Goals

The overall goal of the Fly Quiet Program is to influence commercial operators to operate as quietly as possible in the San Diego area by acknowledging those operators that make the greatest effort. Monitoring, collecting, and analyzing comprehensive amounts of operational and noise data highlights both airport trends and individual operator performance on specific noise abatement programs. Fly Quiet Program data is quantified and translated into quarterly reports for each operator rated in the Fly Quiet Program at SAN.

2.2 Reports

Fly Quiet reports communicate results in a clear, understandable format on a scale of 0-10, zero being poor and ten being the best. (*Note: an operator can have a score higher than 10 in the Curfew Violations element only, if they had no violations and also cancelled flights to avoid a Curfew Violation*). This allows for an easy comparison between operators over time. Individual operator scores are computed and reports are generated each quarter. These quantitative scores allow operator management and flight personnel to measure exactly how they stand compared to other operators and how their proactive involvement can positively reduce noise in the San Diego area. The overall airport score is tracked to measure the overall improvement over time.

2.3 Elements

Currently the Fly Quiet Program scores commercial operators on the following three elements that will be described in detail in the next section.

- Curfew Violations
- Early Turns
- Fleet Noise Quality

2.3.1 Curfew Violations

SAN has an existing curfew violations system in place as part of the Airport Use Regulations that may result in a monetary fine if an operator violates the curfew. All departures are restricted from 11:30 p.m. to 6:30 a.m. Stage 2 aircraft departures are restricted from 10:00 p.m. to 7:00 a.m. Any aircraft may arrive at SAN 24 hours a day.

While the authority to control aircraft in flight at airports lies solely with the FAA, prior to 1990 airports could adopt regulations to restrict hours of operations for certain aircraft types or for the airport as a

whole. SAN's curfew violations system was developed in 1989. The program is mandatory; however, there are exemptions for lifeguard and emergency flights; compliance is at the discretion of the pilot or operator. Penalties may be waived if there are local issues impacting safety (such as weather or maintenance of the aircraft).

The curfew violations system includes administrative fines: $2,000 for the first violation by a particular operator in a compliance period; $6,000 for the second violation in a compliance period, and, $10,000 for the third violation in a compliance period. Additionally, a multiplier is added to reflect the number of violations from the previous compliance period. Each compliance period six calendar months, starting in January and July. The Fly Quiet Program will formalize working with the operators to reduce the number of curfew violations of departing aircraft.

Calculation of Rating

An operator that does not log any curfew violations during the time period is automatically assigned a score of 10 points. Every operator starts with a score of 10 points. Scores are then adjusted based upon the following:

Number of Curfew Violations that are Penalized (Fined):

If the Airport's Curfew Violation Review Panel (CVRP) determines that a flight violated curfew and will be penalized, the score will be adjusted by subtracting 2 points.

Number of Curfew Violations that are Not Penalized (Fined):

If the Airport's Curfew Violation Review Panel (CVRP) determines that a flight violated curfew and will not be penalized, the score will be adjusted by subtracting 1 point.

Additionally, 1 point will be added to any operators score that cancelled a flight in order to avoid violating curfew.

2.3.2 Early Turns (FAA Noise Dots)

Aircraft departing SAN using Runway 27 are asked to fly runway heading until reaching a defined distance, in an attempt to keep aircraft from making extraneous noise, over residential areas, while turning. These areas are defined as the FAA Noise Dots. A corridor/gate was established based on the FAA Noise Dots and departing aircraft that do not pass through that corridor/gate, regardless of the time of day, are defined as turning early. The Fly Quiet Program will formalize working with the operators to reduce the number of early turns of departing aircraft. It should be noted that some of the early turns are done at the request of FAA Air Traffic Control to maintain safe operations due to poor weather conditions or traffic separation. Staff is working with the FAA to pull out those early turns that were outside the control of the airline.

Calculation of Rating

An operator that does not log any early turns during the time period is automatically assigned a score of 10 points. Every operator starts with a score of 10 points. Scores are then adjusted based upon the following.

- -0.5 Point Per Early Turn Within 1,500 Feet from Any Noise Dot
- -1.0 Point Per Early Turn Greater Than 1,500 Feet from Any Noise Dot

Missed approaches are not be counted as early turns as 1) they are not departures; and 2) the pilots are being given specific instructions by ATC that must be followed for safety reasons.

2.3.3 Fleet Noise Quality

The Fleet Noise Quality score evaluates the noise contribution of each operator's fleet as it actually operates at SAN. Operators generally own a variety of aircraft types and schedule them according to both operational and marketing considerations. The Fly Quiet Program assigns a higher rating or grade to operators operating quieter, new generation aircraft, while operators operating older, louder technology aircraft would rate lower. The goal of this measurement is to fairly compare operators – not just by the fleet they own, but by the frequency that they schedule and fly particular aircraft into SAN.

Historically airports have rated fleet noise quality by the relative percentage of Stage 2 vs. Stage 3 operations. Since the completion of the phase out of Stage 2 aircraft mandated by the Airport Noise and Capacity Act (ANCA) of 1990, all aircraft in the U.S. over 75,000 pounds meet the more stringent Stage 3 standards. However, within the allowable Stage 3 criteria, there is a wide range of noise levels, and the Federal Aviation Administration (FAA) does not distinguish between these aircraft types. There is a Stage 4 aircraft type, applicable to aircraft with a type certification issued after January 1, 2006; all aircraft manufactured today that are over 12,500 pounds meet these Stage 4 standards. The majority of the commercial aircraft fleet remains Stage 3.

The method used here bases an operator's Fleet Noise Quality Rating on established 14 CFR Part 36 noise certification data. For each aircraft type, Part 36 specifies allowable noise levels at three measurement locations: approach, departure, and sideline. Part 36 allowable noise limits increase with weight, so that larger aircraft, serving more passengers, are not penalized as compared to smaller types.
The rating method for the Fleet Noise Quality rating totals the difference between each aircraft's certified noise levels at all three measuring points and the Stage 3 standard for that weight and number of engines. Aircraft with the greatest number of decibels below Stage 3 threshold are rated the best.

Similar to and consistent with Part 36, the Fleet Noise Quality Rating allows for higher noise levels for larger aircraft. It is important to credit larger aircraft serving more passengers, because they offer more air service in fewer flights and less total noise than multiple operations in smaller aircraft types.

Calculation of Rating

The Fleet Noise Quality rating methodology looks at each operator at SAN and their specific aircraft fleet. Certifications values for each aircraft type are averaged together per operator. The certified value calculation takes the takeoff, approach and sideline noise difference of the allowable Part 36 Stage 3 limit from the Part 36 certification level and then produces a total. The Part 36 certification database for commercial aircraft is very extensive in listing many different noise values for variations on the same aircraft type depending on weight, flap settings, engine types, and other specifications.

3.0 Reports

The following pages contain the Fly Quiet Summary Report and the individual element reports for the 4th Quarter of 2016. The Fly Quiet Summary Report contains the total Fly Quiet score and ranking of the commercial operators.

Higher Number=Higher Score Summary Report ranks by "Quietest" to "Loudest" operator

Summary Report
San Diego International Airport Fly Quiet Program
4th Quarter 2016 (October 1, 2016 - December 31, 2016)

Airline Code		Number of Operations	Percent of Total Operations	Curfew Violations Score	Early Turns Score	Fleet Noise Quality Score	Total Fly Quiet Score	Ranking
NKS	spirit	926	2.3%	10.0	10.0	10.0	30.0	1
JAL	JAL JAPAN AIRLINES	184	0.5%	10.0	9.0	10.0	29.0	2
FDX	FedEx	670	1.7%	10.0	10.0	6.0	26.0	3
HAL	HAWAIIAN AIRLINES	186	0.5%	10.0	10.0	6.0	26.0	3
GTI	ATLAS AIR	128	0.3%	10.0	10.0	6.0	26.0	3
ROU	rouge	210	0.5%	10.0	8.5	7.0	25.5	6
UPS	ups	250	0.6%	10.0	10.0	5.0	25.0	7
WJA	WESTJET	150	0.4%	9.0	10.0	5.0	24.0	8
VRD	virgin america	1,024	2.5%	8.0	8.0	7.0	23.0	9
BAW	BRITISH AIRWAYS	180	0.4%	11.0	10.0	2.0	23.0	9
ASA	Alaska	3,618	9.0%	10.0	7.5	5.0	22.5	11
AAY	allegiant air	232	0.6%	6.0	9.5	7.0	22.5	11
SCX	sun country airlines	212	0.5%	6.0	10.0	5.0	21.0	13
SKW	SkyWest AIRLINES	1,362	3.4%	10.0	6.5	4.0	20.5	14
DAL	DELTA	3,308	8.2%	9.0	5.0	6.0	20.0	15
CPZ	Compass Airlines	316	0.8%	10.0	8.0	1.0	19.0	16
JBU	jetBlue AIRWAYS	864	2.1%	1.0	7.0	10.0	18.0	17
UAL	UNITED	4,636	11.5%	11.0	0.0	5.0	16.0	18
FFT	FRONTIER	480	1.2%	1.0	6.5	8.0	15.5	19
AAL	American Airlines	4,406	10.9%	3.0	4.0	4.0	11.0	20
SWA	Southwest	17,044	42.2%	2.0	0.0	4.0	6.0	21

Curfew Violations Report

San Diego International Airport Fly Quiet Program
4th Quarter 2016 (October 1, 2016 - December 31, 2016)

Higher Number=Higher Score
Airlines Sorted Alphabetically

Airline Code		Number of Operations	Percent of Total Operations	Number of Curfew Violations Penalized	Number of Curfew Violations Not Penalized	Curfew Violations Score
AAL	American Airlines	4,406	10.9%	0	8	3.0
AAY	allegiant air	232	0.6%	2	0	6.0
ASA	Alaska	3,618	9.0%	0	0	10.0
BAW	BRITISH AIRWAYS	180	0.4%	0	0	11.0
CPZ	Compass Airlines	316	0.8%	0	0	10.0
DAL	DELTA	3,308	8.2%	1	1	9.0
FDX	FedEx	670	1.7%	0	0	10.0
FFT	FRONTIER	480	1.2%	4	1	1.0
GTI	Atlas Air	128	0.3%	0	0	10.0
HAL	HAWAIIAN AIRLINES	186	0.5%	0	0	10.0
JAL	JAPAN AIRLINES	184	0.5%	0	0	10.0
JBU	jetBlue AIRWAYS	864	2.1%	3	3	1.0
NKS	spirit	926	2.3%	0	0	10.0
ROU	rouge	210	0.5%	0	0	10.0
SCX	sun country airlines	212	0.5%	2	0	6.0
SKW	SkyWest	1,362	3.4%	0	0	10.0
SWA	Southwest	17,044	42.2%	3	2	2.0
UAL	UNITED	4,636	11.5%	0	1	11.0
UPS	ups	250	0.6%	0	0	10.0
VRD	Virgin America	150	0.4%	1	0	8.0
WJA	WESTJET	1,024	2.5%	0	1	9.0
Non Scheduled Operators				1	0	-
Total		40,386	100%	17	17	-
Average		-	-	-	-	8.0

Operators Who Cancelled a Flight to Avoid a Curfew Violation

American Airlines - 1, British Airways - 1, Delta - 2, United - 2,

It should be noted that some of the early turns are done at the request of FAA Air Traffic Control to maintain safe operations due to poor weather conditions or traffic separation. Staff is working with the FAA to pull out those early turns that were outside the control of the airline.

Fleet Noise Quality Report

San Diego International Airport Fly Quiet Program

4th Quarter 2016 (October 1, 2016 - December 31, 2016)

Higher Number=Higher Score
Airlines Sorted Alphabetically

Airline Code		Number of Operations	Percent of Total Operations	Sub Score	Fleet Noise Quality Score
AAL	American Airlines	4,406	10.9%	12.4	4.0
AAY	allegiant air	232	0.6%	15.2	7.0
ASA	Alaska	3,618	9.0%	13.5	5.0
BAW	BRITISH AIRWAYS	180	0.4%	10.4	2.0
CPZ	Compass Airlines	316	0.8%	8.7	1.0
DAL	DELTA	3,308	8.2%	14.6	6.0
FDX	FedEx	670	1.7%	14.0	6.0
FFT	FRONTIER	480	1.2%	16.8	8.0
GTI	ATLAS AIR	128	0.3%	14.6	6.0
HAL	HAWAIIAN AIRLINES	186	0.5%	14.1	6.0
JAL	JAPAN AIRLINES	184	0.5%	25.2	10.0
JBU	jetBlue AIRWAYS	864	2.1%	19.5	10.0
NKS	spirit	926	2.3%	18.5	10.0
ROU	rouge	210	0.5%	15.5	7.0
SCX	sun country airlines	212	0.5%	13.1	5.0
SKW	SkyWest	1,362	3.4%	12.3	4.0
SWA	Southwest	17,044	42.2%	12.4	4.0
UAL	UNITED	4,636	11.5%	13.6	5.0
UPS	ups	250	0.6%	13.6	5.0
WJA	WESTJET	150	0.4%	13.2	5.0
VRD	Virgin America	1,024	2.5%	15.7	7.0
Total		40,386	100%	-	-
Average		-	-	14.7	5.9

Agenda Item 2.h - Subcommittee Update - Subcommittee's Letter to FAA

FINAL DRAFT TO ANAC FOR APPROVAL

April 27, 2017

Dennis E. Roberts, Regional Administrator
Federal Aviation Administration Western-Pacific Region
P. O. Box 92007
Los Angeles, CA 90009

Re: Airport Noise Advisory Committee ("ANAC") Subcommittee – FAA Representation

Dear Mr. Roberts,

We are grateful to the FAA's Southern California TRACON ("SCT") Manager, Barry Davis, for taking the time and responsibility to the ANAC Subcommittee to help us bring about resolutions to the multiple noise issues impacting our communities in San Diego.

We were shocked and disappointed to be informed in January 2017, the FAA had advised the San Diego County Regional Airport Authority ("SDCRAA") that Mr. Davis would no longer be participating in ANAC or ANAC Subcommittee meetings as his attention was now needed in Los Angeles, and was being replaced by Rob Cook, Supervisor at SCT.

Mr. Davis has a global picture of the workings of the FAA as well as authority to bring about resolutions. He has been working with us since inception and, as a result of these factors, has been able to efficiently accomplish multiple tasks to educate us toward recommendations and resolutions of noise issues impacting our communities.

At the last ANAC Subcommittee meeting held on March 15, 2017, Mr. Cook appeared as the replacement representative for Mr. Barry Davis. During the meeting, it became immediately apparent that Mr. Cook did not have the breadth of knowledge to answer the majority of questions asked of him by ANAC Subcommittee members. He repeatedly responded that he did not know the answer, and then moved on with no commitment that he was willing or capable to obtain answers. This meeting did not move us forward. Mr. Cook's lack of knowledge of the situation, authority and commitment was frustrating. Also, it is not fair to Mr. Cook as the expectations and qualifications of the position will not change.

More important, Mr. Cook lacks decision-making authority that Mr. Davis has. Also, Mr. Cook has been out-of-the-loop in our process. Bringing him up to the level of Mr. Davis would result in a regression of significant time and effort previously spent, and, it can not address his lack of authority to implement recommendations and resolutions.

The current members of the ANAC Subcommittee have a limited number of meetings ahead through September, 2017. [See: ANAC Subcommittee Work Plan established by the ANAC

Agenda Item 2.h - Subcommittee Update - Subcommittee's Letter to FAA

Subcommittee and approved by ANAC, which is attached hereto for your easy reference.] We on the ANAC Subcommittee have made a commitment to see this through; we all attend every meeting, coming prepared to work diligently toward resolutions. We need the same commitment from the FAA.

San Diego deserves the continuity of Mr. Davis's continued personal involvement at ANAC Subcommittee meetings in the effort to build good will and trust between our communities and our Subcommittee with the FAA, which is crucial to moving forward to make recommendations and resolutions.

Please recognize that time is of the essence. Therefore, we strongly urge you to reverse your decision and bring back Barry Davis, SCT Manager, as the FAA representative to the ANAC Subcommittee. While the May 17, 2017 Work Plan calls for FAA participation, we strongly request that Mr. Davis be made available for the limited meetings ahead through September 2017, to participate in and help us bring about recommendations and resolutions to the multiple noise issues in San Diego. Without substantive FAA representation, our community's recourse to noise pollution will be severely degraded.

Thank you in advance for your attention to this important matter. We look forward to your timely response to this crucial matter.

Respectfully submitted,

By: _____
Debbie Watkins, Chair
ANAC Subcommittee on Airport Noise
Member of ANAC

Attachment

cc. (w/attachment) Congressman Scott Peters
Supervisor Greg Cox
Honorable Mayor Kevin Faulconer
City Councilmember Lori Zapf, District 2
Michael Heurta, FAA Administrator
Barry Davis, FAA Southern California TRACON Manager
Angela Shafer Payne, Acting CEO SDCRAA
Airport Noise Advisory Committee
Airport Noise Advisory Committee Subcommittee Members

DRAFT

Agenda Item 2.h - Subcommittee Update - Subcommittee's Letter to FAA

ANAC Subcommittee Work Plan 2016-2017

Meeting Date:	Topic:	Tentative Presenters:
November 16, 2016	- FAA and Airline procedures for weather, safety and separation. - Accuracy of flight track data (FAA, ANOMS and Webtrak)	- FAA - B&K (WebTrak Vendor)
January 18, 2017	- Assessment of historical vs. current arrival and depart procedures. Including FAA data overlay showing frequency and location over several years at specific locations (Bay Park, La Jolla Cove, Mt. Soledad, Mt. Helix, Sunset Cliffs, Wooded Area, Fleetridge, La Playa, and Mission Beach)	- FAA
March 15, 2017	- **Assessment of historical (years 2009, 2014 and 2016) vs. current arrival and depart procedures (of communities to range from Point Loma to La Jolla Shores)**	- FAA
May 17, 2017	- Review potential for procedure modifications to limit or prevent early turns and missed approaches. - Review of FAA noise dots and applicability.	- FAA - TERPS (Procedure Development) Expert
July 19, 2017	- Curfew violation review process, including fine structure, policies for issuing fines, use of revenues in the community. - Quieter Home Program overview of eligibility, and changes in the regulations. - Noise monitors, location, costs, and results from portable monitoring.	- Airport staff, including Legal Counsel Acoustical consultant dealing with noise contours and sound insulation programs
September 20, 2017	- **Collect recommendations to make to ANAC**	