

MINUTES OF THE AIR CARRIER SERVICE - MARKETING - COMMUNITY RELATIONS COMMITTEE MEETING OF THE MONTEREY PENINSULA AIRPORT DISTRICT BOARD OF DIRECTORS

September 10, 2024 – 10:00 AM Pacific Time

NOTICE REGARDING A RETURN TO IN-PERSON PUBLIC PARTICIPATION AT MONTEREY PENINSULA AIRPORT DISTRICT BOARD AND COMMITTEE MEETINGS

Due to the expiration of the COVID-19 California State of Emergency, the Monterey Peninsula Airport District will return to holding meetings at the Airport Board Room, with in-person attendance. Members of the public may attend the Committee Meeting in person and request to speak to the Committee Members when the Chair calls for public comment.

Alternatively, members of the public who desire to provide input as to any item can send an email to info@montereyairport.com and include the following subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)." Written comments should be received by 8:00 AM on the day of the meeting. All submitted comments will be provided to the Committee Members for consideration and will be compiled as part of the record.

A. CALL TO ORDER

The meeting of the Air Carrier Service – Marketing – Community Relations Committee was called to order at 10:03 AM Pacific time. Directors Leffel and Pick, Executive Director La Pier, District Counsel Huber, Deputy Executive Director Robare, and Acting Board Secretary Adams were present. Director Leffel attended by videoconference from the alternate location noticed on the agenda.

B. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

None.

C. REGULAR AGENDA – ACTION ITEMS

Discuss 1. Presentation of Findings Related to Overflight Information and Community Noise Concerns Previously Relayed by the Monterey Fly Safe Coalition

District Counsel Huber gave a presentation of findings from his research into the "screen grabs" he had received, from members of the Monterey Fly Safe Coalition, of specific instances of planes overflying New Monterey. He explained that Standard Instrument Departure (SID) procedures are air traffic control procedures used for Instrument Flight Rule (IFR) flights and there are three authorized deviations: safety, traffic, and weather.

District Counsel Huber reviewed the steps he took to research each flight example he had been given. He found in the first two instances the deviation from the standard departure path (known as Monterey 5) was due to traffic, and the need to create a safe separation of aircraft so as not to encounter wake turbulence, which can be very dangerous to the airplane flying into it. He explained how traffic often cannot be avoided due to the "release time" window for aircraft that are being controlled by Air Traffic Control at the destination airport, to ensure they are able to land when they arrive.

District Counsel Huber reviewed flight radar screen shots showing one flight did fly the standard departure path. Three other flights in question were cleared by air traffic control for the standard departure, but the permission changed right before take-off, most likely due to the weather conditions, which included scattered clouds and winds that could shift the cloud cover.

District Counsel Huber answered questions from members of the public in attendance. There was a question about the Phoenix airport being sued by the public for changing its flight path. District Counsel Huber explained it wasn't the airport that was sued; the city of Phoenix sued the Federal Aviation

Administration (FAA), and they did prevail because it was found the flight path was changed without the proper National Environmental Policy Act (NEPA) review process.

In response to questions raised at prior meetings, District Counsel Huber reviewed the Airport Noise and Capacity Act of 1990 (ANCA), the fact that Monterey Airport had no noise curfews or flight paths mandated prior to the passage of ANCA, and that military aircraft are exempt from noise regulations.

In response to a letter received on August 19, 2024, from the Monterey Fly Safe Coalition, suggesting additional measures be adopted by the Airport, District Counsel Huber stated ANCA prohibits local noise regulations related to aircraft.

Public Comment:

Joyce Haferman, a member of the public, disagreed with District Counsel Huber that Monterey Airport did not have an existing mandatory flight path prior to 1990.

Nancy Runyon, a member of the public, referred to page 48 of the Grand Jury Report – “Monterey Regional Airport: Understanding Noise” and read the paragraph related to noise. She disagreed with the sentence in the report that said, “General laws of aerodynamics dictate that aircraft land and take off into the wind.” She handed District Counsel Huber a document entitled “6 Hazards of Tailwinds During Takeoff and Landing” found on a digital blog for pilots.

Howard Fosler, a member of the public, stated he is learning a lot and yet has still seen many departures deviate from the standard procedure in what appears to be good weather. He asked that the airport make sure that Air Traffic Control in the tower know how disconcerting it is to the neighborhood when there is a deviation from “Monterey 5”.

Kathy Grzanowski, a member of the public and Pasadera resident, commented she has noise issues with landings, especially in the evenings. She stated neighbors believe the noise was more tolerable prior to 2015 and she asked what might have changed at that time.

Public Comment was closed at 11:12 AM.

Director Pick thanked all the members of the Public for participating and giving this committee the opportunity to do due diligence. He stated that a shared understanding of the issues is the goal, and that will take some time. He invited the public to continue to participate in this meeting and asked staff to continue to answer the questions.

Director Leffel suggested staff communicate the schedule for the U.S. Airforce Thunderbirds when it is known, as they will be arriving for the Salinas Airshow in October.

Discuss 2. August Noise Report

Director Leffel was pleased to see detailed responses on the August Noise Report.

No Public Comment.

Discuss 3. Air Carrier Service & Development Update

Executive Director La Pier reviewed the Monterey Regional Airport (MRY) Update prepared by SEH, the MRY air service development consultant, which included a very favorable leakage report for Monterey, a look at the fastest growing airports in the region and the top 25 seat capacity declines in the region, neither of which included Monterey.

There was a discussion about airline routes and airport capacity in larger markets.

Discuss 4. Local Marketing and Digital Outreach Update

In response to a question, Executive Director La Pier stated the total reach for the website and social media channels was at its highest level in March due to advertising and Spring Break.

Discuss 5. Passenger Comments, Services and Amenities Update

There was a discussion about the passenger comment regarding the walk from long-term parking being a more difficult journey since it has been relocated.

D. ADJOURNMENT

The meeting adjourned at 11:34 AM.

*Approved at the
Meeting of September 18, 2024*



Mary Ann Leffel, Chair

ATTEST



*Michael La Pier
District Secretary*