

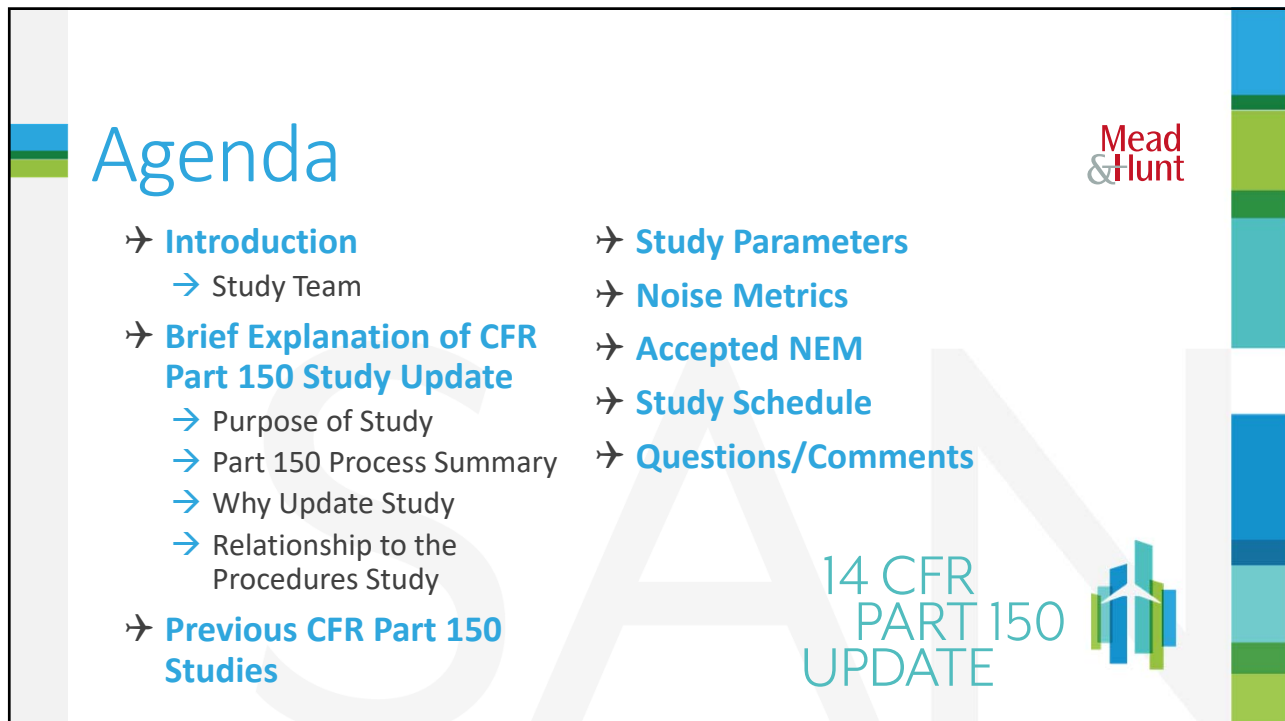


14 CFR
PART 150
UPDATE TAC/CAC MEETING
OCT.25.2018

Mead & Hunt



SAN DIEGO
INTERNATIONAL AIRPORT




Agenda

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- **Introduction**
 - Study Team
- **Brief Explanation of CFR Part 150 Study Update**
 - Purpose of Study
 - Part 150 Process Summary
 - Why Update Study
 - Relationship to the Procedures Study
- **Previous CFR Part 150 Studies**
- **Study Parameters**
- **Noise Metrics**
- **Accepted NEM**
- **Study Schedule**
- **Questions/Comments**

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Introduction



- **Mead & Hunt**
TULSA, OKLAHOMA AND DENVER, COLORADO
- **Ricondo Associates**
CARLSBAD, CALIFORNIA
- **Synergy Consultants**
SEATTLE, WASHINGTON
- **BridgeNet International**
NEWPORT BEACH, CALIFORNIA
- **HG Consulting**
SAN DIEGO, CALIFORNIA

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Purpose of Study



- An update to the 2011 FAR Part 150 Study.
- The Noise Exposure Maps (NEMs) were recertified in November 2016.
- This Part 150 Study is in response to ANAC recommendations which may change the 65 CNEL.
- Determine if we need to make adjustments.

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Purpose of Study (CONTINUED)

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- The Study identifies and evaluates two components: *Aircraft noise and land use, both existing and future.*
- The Study consists of two distinct, but complementary portions: *Noise Exposure Maps and a Noise Compatibility Program.*
- The Study generally has a five-year planning horizon.

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Purpose of Study (CONTINUED)

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- The *Noise Exposure Maps (NEMs)* are accepted by the Federal Aviation Administration.
- The *Noise Compatibility Program (NCP)* measures are either approved or disapproved by the FAA. Approved measures contained in the Noise Compatibility Program are eligible for Federal funding.

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150 Study Process

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1. *Inventory of Existing Conditions*
2. *Generate Existing & Future Base Case Noise Contours*
3. *Noise/Land Use Effects—Develop Feasible Alternatives*
4. *Evaluate Feasible Alternatives*
5. *Combine and Refine Feasible Alternatives*
6. *Recommend Alternatives for Implementation*
7. *Prioritize Recommendations*
8. *Develop Noise Exposure Maps*
9. *Develop Noise Compatibility Program*
10. *Public Hearing and Adoption*
11. *Submit Program to Federal Aviation Administration (FAA)*
12. *FAA Accepts Noise Exposure Maps*
13. *FAA Approves Noise Compatibility Program*

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Why Update Study?

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- **Respond to ANAC Recommendations, specifically those that may impact the 65 CNEL contour.**
- **Changes Over Time**
 - Change in Aircraft Fleet Mix
 - Aircraft Noise Levels Reduced
 - Change in Aircraft Activity Levels
 - Updated Noise Model

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Relationship to Procedures Study

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- The Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) were formed to as part of the Flight Procedures Evaluation Study to address alternatives beyond the 65 CNEL.
- Are expected to continue to act as a major resource for the Airport Staff and Consultants in developing alternatives within the 65 CNEL for the Part 150 and ultimately recommendations for action.

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Relationship to Procedures Study (CONTINUED)

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- Several alternatives identified in the Procedures Study will be carried forward in the Part 150.
- It is expected that additional alternatives may be identified for evaluation.
- CFR Part 150 identifies several alternatives that must be evaluated.

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Study Protocol

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- Comments from the committee members will be considered throughout the process and will be included as an appendix. However, only those comments received as a result of the official review process will be responded to.
- Members of the general public are welcome to attend the Committee meetings. However, only committee member comments will be recognized.

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Study Parameters

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- Do Not Shift Noise to new non-compatible areas
- Do Not impact safety
- Do Not impact capacity
- Do Not Modify or Change Existing Curfew
- Do Not Evaluate Alternatives that Would Trigger Part 161
- Try to Reduce the Number of People Affected by Noise

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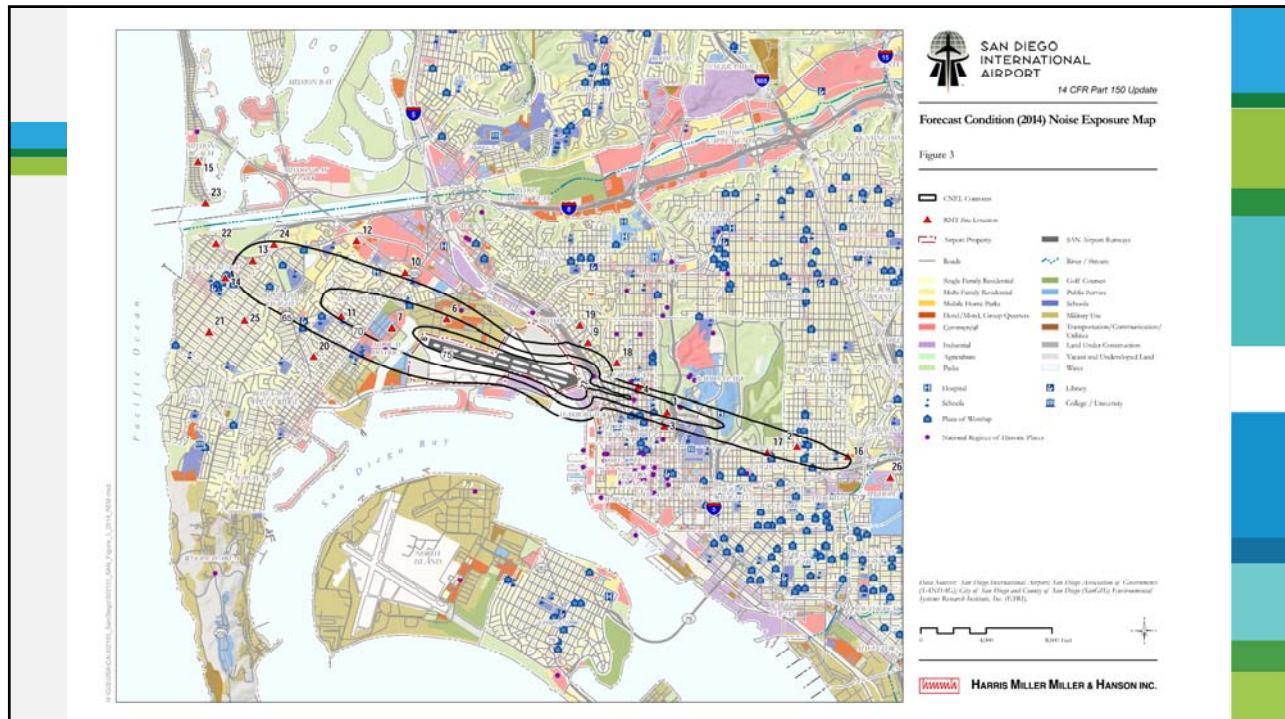


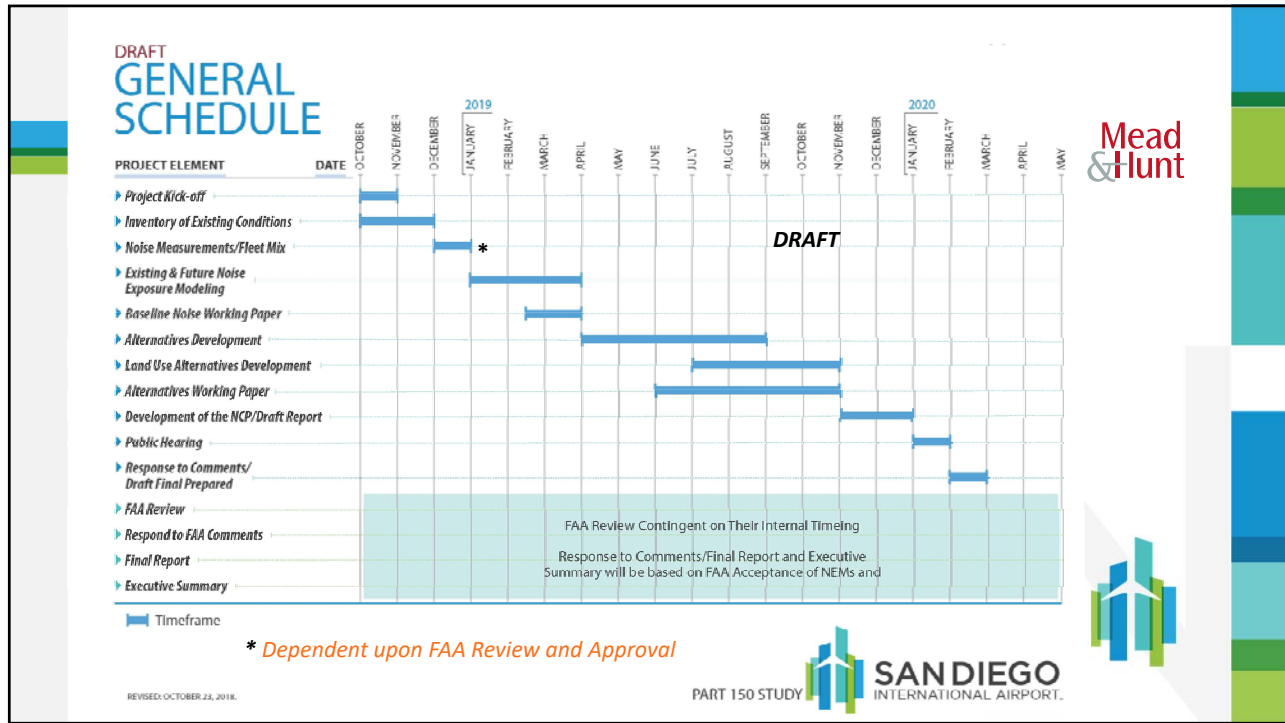
Noise Metrics



- ➔ **CNEL – Community Noise Equivalent Level**
 - ➔ Existing Noise Contour—2018
 - ➔ Short-Term Contour—2025
- ➔ **CNEL – Annual Average Cumulative Noise Contour**
 - ➔ Evening penalty—7pm to 10pm
 - ➔ Night penalty—10pm to 7am
- ➔ **The 65 CNEL is the threshold contour for compatibility**

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Questions & Comments

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Contact

COMMENTS & ADDITIONAL INFORMATION

→ **Mr. Ryk Dunkelberg**
EMAIL: ryk.dunkelberg@meadhunt.com

→ **Ms. Kate Andrus**
EMAIL: kate.andrus@meadhunt.com

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Thank you!



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