

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 05/17/2023 4:00 p.m.

In Attendance

Meeting called to order by: Joan Isaacson

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
Community Planning Groups Within the 65 dB contour		
Paul Webb	Peninsula Community Planning Board	No
Anthony Ciulla	Ocean Beach Planning Board	Yes
Judy Holiday	Midway-Pacific Highway Community Planning Group	Yes
Tania Fragomeno	Downtown Community Planning Council	Yes
Celestin Fausino	Greater Golden Hill Planning Committee	No
Chris Cole	Uptown Planners	No*
Peter Shearer	Community Resident at Large within 65 dB CNEL - East	Yes
Community Planning Groups Outside the 65 dB contour		
Gloria Henson	Mission Beach Precise Planning Board	Yes
Iain Richardson	Pacific Beach Planning Group	Yes
Matthew Price	La Jolla Community Planning Association	No*
Sean Connacher	East County (La Mesa)	Yes
Aviation Stakeholders		
John Otto	San Diego County Airports	No*
Jorge Rubio	City of San Diego Airports	No
Jim Gruny	MCRD	No*
Robert Bates	Airline Pilot (Active)	No*
Kallie Glover	Performance Engineer, Delta Air Lines	Yes
Dave Ryan	NBAA	No
Ex-Officio Non-Voting Members		
Tim Middleton	Acoustical Engineer	No
Korral Taylor	Congress, 53rd District, for Rep. Sara Jacobs	No
Randy Reyes	San Diego City Council, District 2, for Jennifer Campbell	Yes
Margaret Doyle	Assembly Member, District 77, for Tasha Horvath	Yes
Carlette Young, Larri Frelow	FAA Representatives	Yes - remote
David Flores	S.D. County Board of Supervisors, District 1	No
Cesar Solis for (Jason Bercovitch)	Congress, 50th District for Rep. Scott Peters	Yes
SDCRAA Staff		
Joan Isaacson	Facilitator	Yes
Angela-Shafer Payne	V.P. & Chief Development Officer	Yes
Sjohnna Knack	Director, Planning & Environmental Affairs	Yes
Roman Lanyak	Sr. Aircraft Noise Specialist	Yes
William "Billy" Hobson	Aircraft Noise Specialist	Yes
Tyler Reince	Aircraft Noise Specialist	Yes
Tavia Doyle	Program Coordinator, Swinerton	Yes
*Members contacted staff ahead of time and are considered excused.		

1. Welcome and Introductions

Joan Isaacson, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. with introductions.

2. Roll Call

Joan Isaacson called a committee member roll call for attendance. Attendance is reflected on page 1.

3. Action Item: Approval of meeting previous meeting summary

February 15, 2023 Meeting Summary

There were not enough voting members in attendance to constitute a quorum. A vote could not be held to approve the previous meeting summary from the February 15, 2023, ANAC meeting.

3. Presentations:

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

<https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=16082>

a. Aircraft Noise Trends

Tyler Reince started by stating that there has been a large uptick in Runway 9 usage this year. He went on to explain the difference between Runway 9 and Runway 27 operations. Runway 27 tends to be the good weather Runway, while Runway 9 is utilized much more in poor weather. This is primarily since Runway 9 allows aircraft to descend lower beneath the cloud layers.

First Quarter statistics were shared of 2021, 2022, and 2023 when it came to Runway 9 usage vs total operations at San Diego International Airport (SAN). Emphasis was placed on 2023, that over 10% of the Runway operations at SAN for the first quarter were off Runway 9, compared to 2% - 4% with any other given year.

Billy Hobson Billy Hobson gave a review of curfew violations for 2022 vs 2023 through April 30, 2023. It was noted that not all violations have been reviewed yet, since the Curfew Violation Review Panel (CVRP) only meets on a bi-monthly basis. Specifics on the reasons aircraft violate curfew could be broken down into three major issues: weather / operational,

maintenance, and operator driven. There have been three times as many weather / operational curfew violation events in 2023 vs 2022 (30 vs 10).

A brief review of violations by carrier for 2022 vs 2023 was looked at as well. Additionally, Runway 9 operations compared to curfew violations were compared side-by-side for the first four months of 2022 vs 2023. This helped display how there is a correlation between Runway 9 usage and curfew violations. Runway 9 tends to lead to more delays, due to the airport logistics in its layout.

Billy summed up curfew information by listing a few final trends. Violations were down in March, due to better weather occurring at SAN compared to the previous winter months. Some airlines are cancelling / postponing flights to the next day. Notably, jetBlue utilized a spare jet from the west coast and flew it to SAN to be able to avoid violating curfew when facing delays due to mechanical issues.

Public Comment:

No members of the public were in attendance.

Questions from ANAC:

Pete Shearer asked why Runway 27 was preferred over Runway 9. Tyler Reince answered that the primary factor for aircraft is the wind, planes takeoff and land into the wind. Since SAN faces a sea breeze so often due to its geographical location, 27 is used the most often. Peter followed up by asking which Runway would be utilized on a no-wind day. Tyler responded with Runway 27 as being the airport's primary Runway.

Tony Ciulla wanted clarification, stating that he thought the Runways were parallel to one another. Tyler clarified that SAN has one airstrip, but there are two Runways that utilize the single airstrip. Runway 27 faces westbound (on a rounded magnetic 270-degree heading, rounded to the nearest 10 degrees), while Runway 9 faces eastbound (on a rounded magnetic 090-degree heading, rounded to the nearest 10 degrees).

Pete Shearer asked why jetBlue chose to swap out planes. Billy gave an example, if jetBlue knows an inbound plane will be late, then the airline can plan ahead and use a spare aircraft. They can fly a plane down from Los Angeles, for example, and avoid having a curfew violation later in the night. Pete responded by saying that the cost to swap the plane, he would imagine, would be less than the curfew fine which is why they would do it. Billy couldn't speak on behalf of jetBlue, but from both the airline's and committee's perspective, Billy said it was a positive action. Pete then asked how the curfew fine amount was determined. Billy responded by stating the current fine structure, the curfew panel members, and the multiplier of the fine structure.

Sjohnna Knack clarified, Pete's question was how the fines were set. Originally, the airport began with a first, second, third, violation. The most recent change was in (2006), when the multiplier was established, this was to tackle repeat offenders. Sjohnna stated that this has worked and has helped curb the repeat offenders. Sjohnna also mentioned how aircraft could take a heavier load off Runway 27 as compared to Runway 9, it is the preferred Runway

by airlines too. If taking Runway 9, sometimes cargo and passengers need to be offloaded to accept Runway 9.

Iain Richardson asked Billy, if an airline was going transcontinental, would an airline wait for Runway 27 to open, or would they choose to unload and accept Runway 9? Billy responded that aircraft could taxi down and wait on Runway 27, wait times can vary. If "head-to-head" operations are being used, ATC needs to find a gap for aircraft to depart. Iain followed-up by asking, if the gap is after 11:30 p.m., will they take off? Billy responded that it is on a case-by-case basis, with the airline making the choice. ATC does not ever prohibit an aircraft from departing, but always warns an airline of the curfew fine prior to the airline making their decision.

Tania Fragomeno thanked airport staff for their clarification on the Runway 9 usage, as she had definitely noticed the increase flight activity near her home. She asked, how quickly ATC can switch runways when called for? Tyler stated that he did not have any immediate information on that, but he did understand the process that went into it. Sjohnna Knack chimed in and said it could be up to an hour or more, it really depends on the number of aircraft on the ground or in the air. Tania then asked how the funds collected from curfew fines were spent. Billy mentioned that those fines went to the Quieter Home Program.

Sean Connacher inquired about whether market conditions were looked at for curfew fines, since the last time it was reviewed was 2016. If prices for tickets have gone up, what is the right amount to fine the airlines comparatively? Sjohnna gave a background, it was developed by a subcommittee years ago (2017) to increase the penalties. At the time, penalties were low due to runway construction. ANAC would monitor, if the airport ever hit pre-2016 levels when it came to curfew violations, the penalties would be reviewed. Last ANAC meeting, it was acknowledged that we had hit those levels, but it was still a recovery year for the airlines, and we would see how 2023 went before deciding. It was stated (as displayed earlier in the meeting) that 2023 was off to a poor start for curfew violations (number of violations were high). Sjohnna has attended four meetings with corporate representatives to discuss the curfew issue. If by the end of the year a curfew record was broken, we would revisit the fine structure. ANAC is always involved when looking at changes to the curfew.

Pete Shearer was curious if there were bounds on curfew, or if it was something that the curfew panel simply gets to determine. Sjohnna stated that legally speaking, there were no specific bounds, but it was still a challenging situation. SAN is one of only six airports in the nation that even has a curfew, since SAN was grandfathered in in the 1970s. FAA would have to approve any changes if a change is made by the airport. Legal counsel would have to look at any decisions in this regard in conjunction.

Iain Richardson mentioned how there were some statistics at the last meeting with medevac flights (flights on medical-related missions). He wanted to know what the trend was with those. Billy mentioned that the medevac was continuing with a lower trend, mid-30s, at about once a week since the previous meeting.

Gloria Henson stated that she remembered reading about how the fines were set-up for curfew and asked if this was available on the website. It was acknowledged that the document in question was on the airport website but can be very tough to find depending on where you are looking, it's not easy to search for. This document could be emailed / provided to ANAC members sometime after the meeting.

Iain Richardson, looking forward, what could the airport anticipate as far as curfew violations? Sjohnna stated that it was hard to predict and not something we could do. However, she honestly felt that airlines were making an effort to address curfew problems. There would be another update at the next meeting, and all this information was published on the Tableau webpage on the noise page on the airport website.

Tony Ciulla mentioned he occasionally notices Stage 2 aircraft return from time-to-time, was there any sort of incentive program utilized to get aircraft to use higher Stage aircraft here at SAN? Sjohnna explained that airports are restrictive to what aircraft they can tell air carriers to fly. SAN's Fly Quiet Program helps encourage air carriers to utilize quieter planes when operating into and out of SAN.

Judy Holiday commented that when she saw the announcement of the Fly Quiet winners at SAN's terminal that it looked good. Airlines fight for market share, having free advertisement on display to passengers is a useful tool for promotion.

b. Project Updates

Tavia Doyle, Program Coordinator for the airport's Quieter Home Program (QHP), gave an overview of the number of units completed and products the QHP utilizes for homeowners who qualify. QHP year-to-date spending was \$7 million this year. Tavia gave an overview of some of the products used in the program and offered a tour to any member of ANAC that wanted to view the showroom with these products.

Sjohnna Knack provided an update on Noise Mitigation Measures as they related to the Environmental impact Report that was conducted for the Airport Developmental Program. These updates included: Expansion of the Quieter Home Program, The Part 150 update, Portable Noise Monitoring Program, assess findings of 2018 FAA Reauthorization (noise), and curfew fines utilized for the Quieter Home Program (QHP). Also, ANAC was reminded that any questions related to the proposed PADRZ departure procedure, from the ANAC Subcommittee in 2021, would need to be submitted in writing by August 18th of this year. Larri Frelow, from the FAA, affirmed this statement.

Mary Ellen Eagan, from ME Eagan Consulting, gave a few updates on noise-related topics. A pilot program from the FAA included a noise project focused on Louisville Muhammad Ali International Airport. This involved installing three active noise control systems, with the goal of reducing departing aircraft noise by as much as 10 decibels for three communities near the airfield. The FAA issued a Federal Register Notice on May 1, 2023, to announce its Noise Policy Review. The primary purpose of this Noise Policy Review is to solicit stakeholder feedback on a range of possible noise policy options the FAA is currently looking into. The primary question the FAA is focused on is whether the FAA should transition away from their current noise policy to a more modern, expanded policy on noise. The current policy was

formed in the 1970s, and since that time, aircraft noise exposure has changed significantly. Noise levels from individual aircraft have decreased by as much as 30 or 40 decibels, but the number and frequency of noise events from individual aircraft has grown tremendously. The FAA would hold public workshops on this topic, and public comments on this would be due by July 31, 2023.

Public Comment:

No members of the public were in attendance.

Questions from ANAC:

Judy Holiday wanted to know how designated historic properties were dealt with for the Quieter Home Program (QHP). Tavia Doyle stated that building permits are reviewed when properties apply. A consultant provides the initial designation and sends them to the city for concurrence.

Iain Richardson asked if the FAA (regarding consultation) was seeking input from other entities other than public webinars, was there something ANAC would want to do to support their position or the airport's position? Sjohnna Knack mentioned that there are a group of SAN personnel that work with Airport Council International (ACI) to provide consultation on the FAA Noise Policy Review, to address items listed that are sensitive to the San Diego communities.

Peter Shearer asked if there was additional information that could be shared about the Louisville International Airport Study. Mary Ellen Eagan stated that active noise cancellation has been around for years, but not in an outside 'environmental' environment. There were no results yet on the current study, but Sjohnna Knack could follow-up on the schedule for the release of the study.

Peter Shearer then asked Tavia Doyle if properties who have installed their own upgrades are eligible for reimbursement at all. Tavia answered that properties who have done their own updates are not eligible for reimbursement. Peter also asked if there had been any projects accomplished at any other schools or churches. Sjohnna replied that for SAN, schools were done first, in the early 80s / 90s.

Sean Connacher wanted to know where the best place was to acquire information on the proposed PADRZ and ZZOOO flight procedures. Sjohnna stated that more information on those would be provided to him after the meeting. An email was sent on May 19, 2023, containing this information.

Roman Lanyak then gave recognition to the Fly Quiet Program winners. Covered at the last ANAC meeting, he shared the display of the winners in Terminal Two baggage claim, and an article that was sent to the San Diego Times newspaper.

Public Comment:

No members of the public were in attendance.

Questions from ANAC:

Gloria Henson clarified that Lufthansa Airlines had no flights close to the curfew hours. Roman stated no, Lufthansa does not have a flight that departs close to the curfew. Curfew score is one of the three scores we use when calculating points for the awards. Fleet Quality and Noise Exceedance Levels were the other two parameters.

Peter Shearer inquired if there were any way airlines could be incentivized to fly quieter planes during the late and early morning hours, could the criteria to Fly Quiet be changed at all? Sjohnna stated that the formula could be adjusted, the noise team will look at the Fly Quiet parameters and discuss possible adjustments to the scoring system.

Sean Connacher asked which aircraft are reviewed for curfew violations (airlines, cargo, charter, everyone, etc.). Sjohnna stated that the only flights exempt from curfew are medevac flights and the FAA (if they are conducting flight tests).

4. Public Comment (non-agenda items)

Joan Isaacson offered an opportunity for non-agenda public comment items, no members of the public were in attendance.

Next Meeting / Adjourn

Sjohnna Knack mentioned that the next ANAC meeting would be in the same location, the Aircraft Noise / QHP offices. The meeting after is planned to be in the new airport administrative building. The next ANAC meeting will be September 20, 2023.

The meeting was adjourned.

AK  11/16/2023