

August 19, 2019

VIA EMAIL/USPS

Mr. Frank Lias  
Acting Traffic Manager, Southern California TRACON  
Federal Aviation Administration  
9175 Kearny Villa Road  
San Diego, CA 92126

Re: **Request to Move FAA Noise Dots #4 and #5 – San Diego International Airport**

Dear Mr. Lias:

The San Diego County Regional Airport Authority (Airport Authority) collaborates with the Airport Noise Advisory Committee (ANAC) to address noise impacts around San Diego International Airport (SAN). On behalf of ANAC, this letter is requesting a modification to the existing FAA Noise Dots, specifically to move Noise Dots #4 and #5 further south to ensure that departing aircraft from San Diego International Airport (SAN) are flying over the ocean and away from noise sensitive areas (Point Loma neighborhoods, Fort Rosecrans National Cemetery, Sunset Cliffs Natural Park and Cabrillo National Monument).

SAN's Airport Noise Advisory Committee, which includes representatives from community planning groups, business and industry organizations, and local government agencies, has developed a list of 20 recommendations to help reduce aircraft noise impacts on communities inside and outside the 65 dB community noise equivalent contour (CNEL). One of these recommendations included modifications to the FAA Noise Dots that are currently placed on the FAA Southern California Terminal Approach Radar Control (SCT TRACON) radar video maps. These Dots essentially request that when able, controllers deciding to manage traffic using radar vectors instead of keeping jet aircraft on the published Area Navigation (RNAV) Standard Instrument Departure (SID) procedures will wait to turn departing aircraft until passing Dots #1-3 and, when then heading east, to keep departing aircraft south of Dots #4-5 and noise-sensitive areas on the Point Loma Peninsula (green dots on Page 2 graphic).

The specific intent of the FAA Noise Dots #4 and #5 relocation request is to adjust eastbound jet aircraft departures from SAN Runway 27 that are not operating on the ZZOOO RNAV SID, such that they would no longer cross any portion of the Point Loma Peninsula, possibly reducing jet aircraft noise exposure levels over noise-sensitive

areas. This would directly address Point Loma community member concerns that a high number of jet departures assigned to the existing ZZ000 RNAV SID are being directed off the SID due to controller-directed vector headings, which often result in jet aircraft flying over noise sensitive areas. The requested relocation of FAA Noise Dots #4 and #5 (blue dots on graphic below) is to a location farther south to a point, where the line between both points is just south of the Point Loma Peninsula, maintaining parallel geometry to the course between the ZZ000 to JORRJ waypoints.

### Proposed FAA Noise Dot #4 and #5 Locations



SOURCE: Ricondo & Associates, Inc.

Specifically, Noise Dot #4 would be moved south to a point located approximately 1.5 statute miles west of the shoreline and slightly south of the Point Loma Peninsula. Noise Dot #5 would move south to align with a course from Noise Dot #4 parallel to the course between the ZZOOO to JORRJ waypoints. **Table 1** includes the latitude and longitude for the proposed locations.

**Table 1 – Proposed Noise Dot #4 and #5 Location Data**

Proposed FAA Noise Dot	Latitude	Longitude
Noise Dot #4	32°40'05.9448"N	117°16'13.0836W
Noise Dot #5	32°39'47.6064"N	117°13'48.5796"W

Source: Ricondo & Associates, Inc., August 2019.

The Airport Authority, on behalf of ANAC, requests that FAA assess the feasibility of directing jet aircraft, which are either directed off or were not assigned the ZZOOO RNAV SID, to stay south of the proposed Noise Dots, and consider the implementation of the two FAA Noise Dot relocations by modifying the current SCT TRACON video map. The Airport Authority understands that the proposed FAA Noise Dot locations may need to be slightly re-aligned or adjusted to conform to the air traffic control environment and is flexible in our request, provided that the general intent of the measure is preserved.

I appreciate your consideration and continued efforts to help reduce noise impacts in communities surrounding our Airport. If FAA decides to proceed forward with relocating Noise Dot #4 and #5, we request a draft map to review to confirm locations on the SCT TRACON radar video map are correct. If FAA decides not to proceed forward, the Airport Authority respectfully requests a response from FAA describing the reasons so that this may be communicated to the members of ANAC. If you have any questions regarding this request, please feel free to contact Sjohnna Knack, SAN Noise Program Manager, at (619) 400-2639.

Sincerely,



For Kimberly Becker  
President & CEO

cc: Denny Probst, San Diego County Regional Airport Authority  
Brendan Reed, San Diego County Regional Airport Authority  
Sjohnna Knack, San Diego County Regional Airport Authority