

Airport Noise Advisory Committee

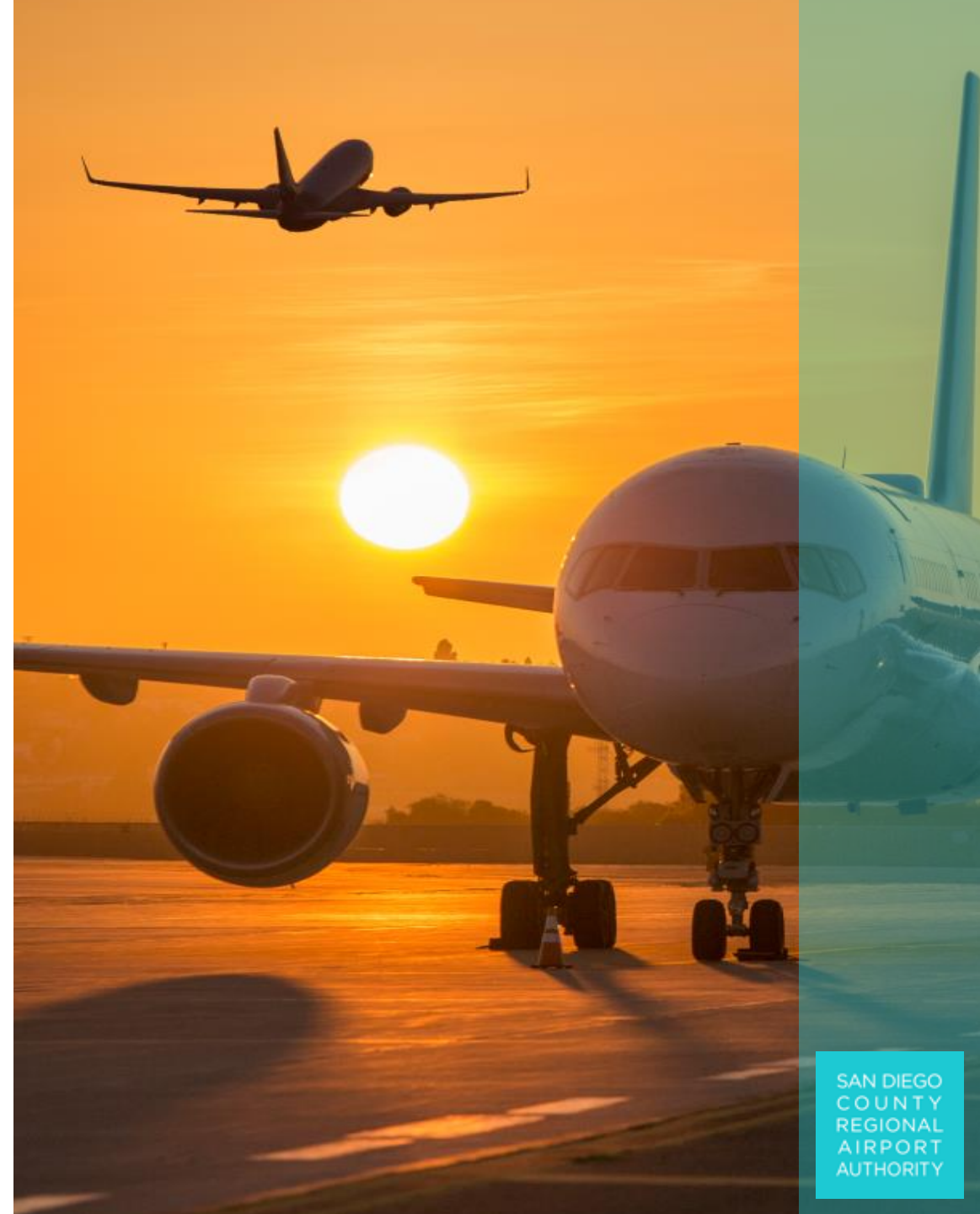
June 16, 2021



SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

Agenda

- Welcome & Roll Call
- Update on ANAC Recommendations/Part 150
- Update on New T1 Environmental Impact Report, Noise Mitigation Measures
- Current Aircraft Noise Trends
- Approval of Meeting Summary from May 5, 2021
- Discussion and Possible Action on FAA Request to Review Magnetic Drift
- Public Comment
- Adjourn – Next Meeting August 18, 2021



ANAC Recommendations Update

Portable Noise Monitoring

- Noise monitoring in Point Loma and Mission Beach.
- Portable Noise Monitoring Program recommended in Part 150.

Noise Barriers

- Analyzed in the Part 150 update and determined they did not reduce the noise impacts to noise sensitive uses.

Flight Procedures

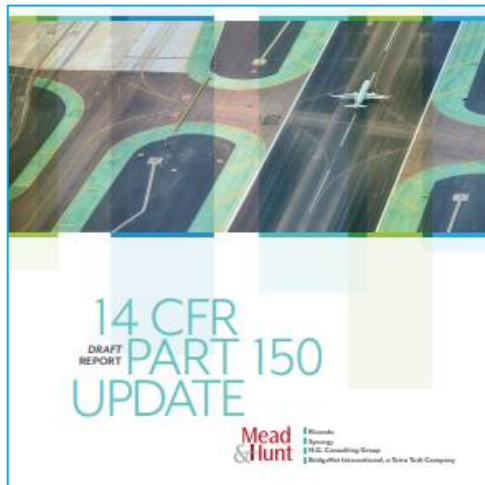
- Two nighttime procedures recommended at 5/5/21 ANAC.
- Submitted to FAA on 5/26/21.

NADP

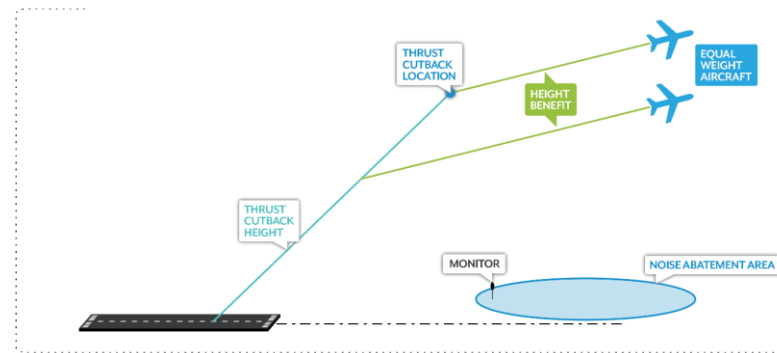
- Noise Abatement Departure Procedure (NADP) is recommended in the Part 150 update.

Part 150 Update

Every meeting staff will provide an update on the Part 150 Update Recommendations. Current Actions include:



On June 3, 2021, The Airport Authority Board approved the Part 150 update and on June 10th, staff submitted the study to the FAA for their review.



SOURCE: Federal Aviation Administration.

FIGURE 7.34 LOCATION-BASED NOISE ABATEMENT

Staff is working on a plan to reach out to all the air carriers to discuss and implement the Noise Abatement Departure Procedure (NADP).



FAA has acknowledged receipt of the two nighttime RNAV departures and has indicated that the ZZOOO amendment (to move the JETTI waypoint out) is in review and has a tentative implementation date of next summer.

New T1 Noise Mitigation Measures

Expansion of Sound Insulation

- Based on funding, increase number of homes and expand to include non-residential.
- 350 units in 2021 with 500 in 2022. Started on two churches and two preschools.

Update Noise Exposure Maps

- Airport Authority will update contours every five years.
- 5/26/21 submittal, anticipating update in 2026.

Mobile Noise Monitoring Program

- Recommendation in Part 150 Update, if approved by FAA, we will apply for a Federal grant.

Assess Findings of 2018 FAA Reauthorization Act - Noise Studies

- No current changes that would impact San Diego International Airport.
- HMMH to present more details on studies.

Use Curfew Fines for Quieter Home Program

- Procedures are in place and staff is currently using curfew fines for QHP expenses.

Status of FAA Reauthorization Act of 2018 - Noise Provisions

Presentation to San Diego International Airport
Airport Noise Advisory Committee (ANAC)

Presented by Justin Cook, HMMH
June 16, 2021

FAA Reauthorization Act of 2018: Overview

“This bi-partisan, five-year authorization of the FAA represents the first significant multi-year reauthorization since the FAA Modernization and Reform Act of 2012, and the first five-year reauthorization since 1982.”

- Extended Funding and Authorities for the FAA and Other Programs Until the End of Fiscal Year 2023
- Introduced in the House on January 5, 2017
- Passed by Congress on October 3, 2018
- Signed by President Trump on October 5, 2018



Section 173, Alternative Airplane Noise Metric Evaluation Deadline & Section 188, Study Regarding Day-Night Average Sound Levels

Summary of Report to Congress (April 2020)



No single noise metric covers all situations.



DNL (CNEL in California) is the recommended metric and should continue to be used as the primary metric for aircraft noise exposure.



Noise modeling is the only practical way to predict geospatial aviation noise effects in a surrounding community and other proposed federal actions such as airfield/airspace changes.



Supplementary metrics can be used to support further disclosure and aid in the public understanding of community noise effects.

- SAN is actively involved with the ACI-NA's Airport Noise Working Group; tracking the FAA's progress
- Members of Congress continue to push for further action/analysis; is still on the FAA's Aircraft Noise Policy road map
- FAA Response to Quiet Skies Caucus, May 10, 2021:
 - “Regarding next steps, the FAA is continuing to lay additional foundation for the policy review. We are bringing on board the Federal Mediation and Conciliation Service (FMCS) to assist with designing an inclusive and participatory policy review framework and process that prioritizes input from substantially affected stakeholders, including local communities.”

Section 180, Regional Ombudsmen

- FAA has posted contact information for the ombudsman for each region on its website. Community engagement officers are the regional ombudsmen
- SAN continues to work closely with the western-pacific regional ombudsmen
- Contact for SAN is:
 - Ivan Gutierrez, 9-awp-noise@faa.gov, 424-405-8020
 - Ivan covers Southern California, Nevada and Arizona

Section 174, Updating Airport Noise Exposure Maps

- Airports are required to update their noise exposure maps every five years
- SAN already complies with this voluntary provision
- Submitted to FAA on May 26, 2021
- The draft Part 150 noise compatibility study update is available at www.sannoisestudy.com

Section 175, Addressing Community Noise Concerns

- Massport is currently pursuing development of dispersed RNAV procedures as part of the Logan Airport Block 2 recommendations study
 - Collaboration with the FAA, MIT, HMMH and Massport
 - They plan to present the recommendations study at a June 24, 2021, meeting
 - Note that the recommendations study was started before the passing of the 2018 FAA Reauthorization Act and has the potential to shift noise, and frequency of aircraft operations

Section 181, Leadership on Civil Supersonic Aircraft

- The FAA published a report to Congress on April 27, 2020, on the progress in meeting the requirements
- SAN actively worked with the ACI-NA's Airport Noise Working Group; helping draft the response to the FAA Notice of Proposed Rule Making (NPRM) for Noise Certification of Supersonic Airplanes (FAA-2020-0316)
 - Stating that: *"...it is critical that FAA consider the costs to airports and communities of increasing noise impacts. Additionally, FAA must resolve the technical concerns of testing and certification..."*
 - *"...many ACI-NA member airports oppose the FAA's proposed SSL1 noise certification standard because it is lower than the current Stage 5 noise certification standard for subsonic aircraft..."*
- *A total of 284 comments/responses were received by the FAA*

Section 186, Stage 3 Aircraft Study

- Reported the detailed to ANAC on October 21, 2020
 - *GAO Report on Potential Mandated Stage 3 Phase-Out*
 - Most (96 percent) aircraft certified as Stage 3 despite being able to meet Stage 4/5 because the process of recertification is costly and would provide little to no noise reduction benefit
 - A mandatory phase-out of Stage 3 aircraft would mean some operators would incur costs for replacement aircraft sooner than originally planned
 - Based on the interviews conducted with stakeholders, a mandatory phase-out of Stage 3 certified aircraft would provide limited noise reduction and other benefits
 - In addition to this, the decrease in travel during COVID-19 pandemic has led to operators accelerating the retirement of some older Stage 3 aircraft; like the MD-80 family and the British Airways B744 to/from SAN

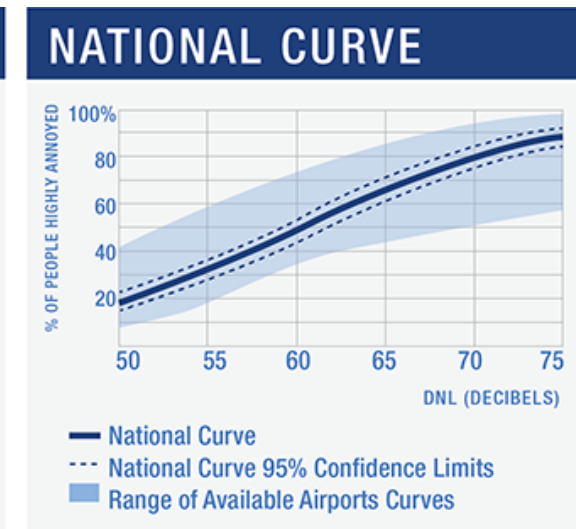
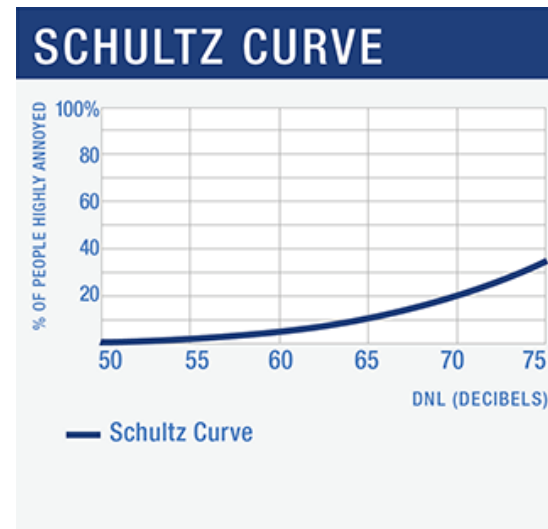
Section 187, Aircraft Noise Exposure

- The FAA published the Neighborhood Environmental Survey (NES) on January 13, 2021. A webinar was hosted by the FAA on February 22, 2021
- The FAA is reviewing comments received on the NES and will continue to provide updates as to what, if any influence the results have

NES results show ~66% of respondents were highly annoyed at 65 DNL compared to ~12% in the Shultz Curve

SAN is actively involved with the ACI-NA's Airport Noise Working Group; helping draft a response to FAA Docket #2021-0037 (over 4,000 response were received)

SAN, PDX, and BOS were excluded from the 20 select airports because they were previously selected for ACRP 02-35 – Research Methods for Understanding Aircraft Noise Annoyance and Sleep Disturbance (Completed June 30, 2014)



Other Sections (Applicable to SAN)

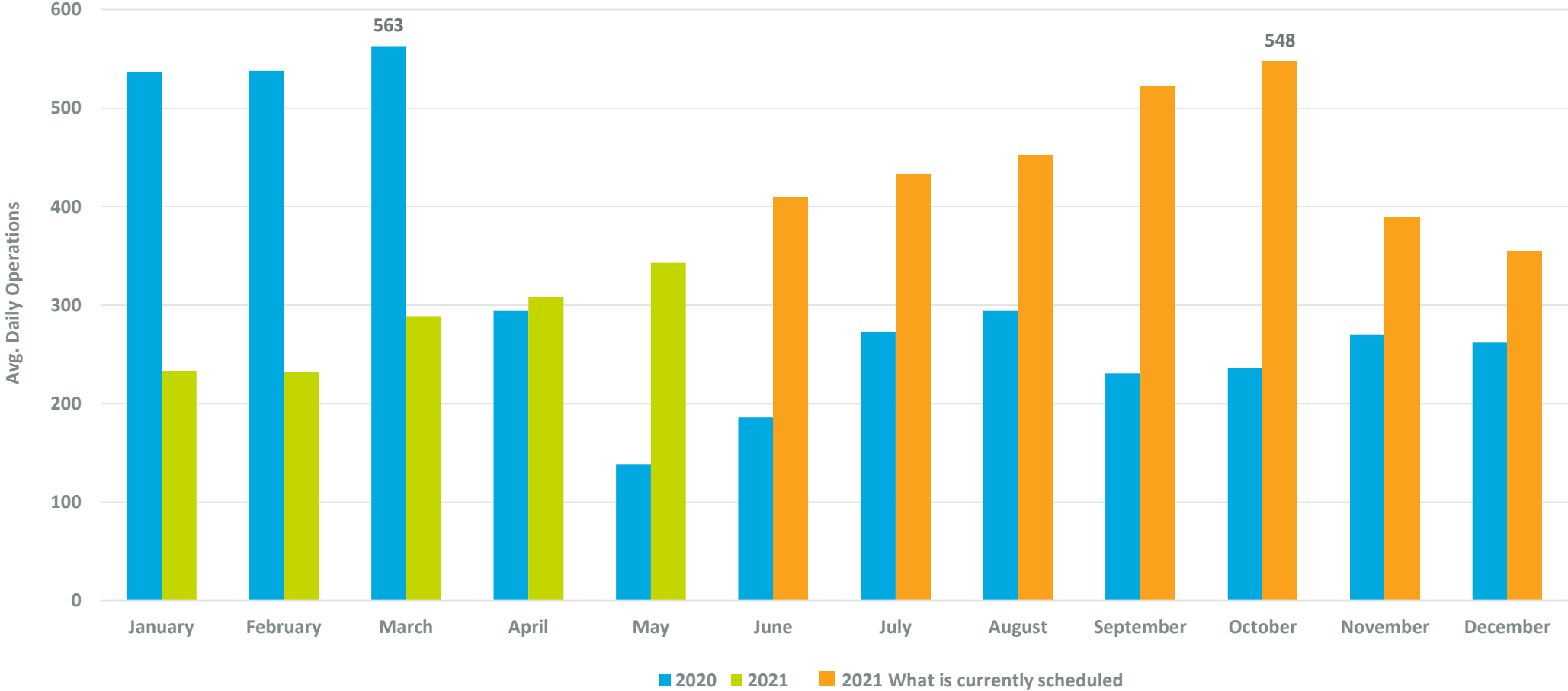
- Section 176, Community Involvement in FAA NextGen Projects Located in Metroplexes
 - FAA issued a report to Congress on July 1, 2020
- Section 179, Airport Noise Mitigation and Safety Study
 - FAA issued a report to Congress on December 23, 2020. Some potential benefits were identified but additional research is needed and going to be continued through ASCENT Center of Excellence
- Section 189, Potential Health and Economic Impacts of Overflight Noise
 - Study is ongoing: Boston University leading health effects section, MIT leading economic impacts section; a brief update was provided by the FAA with the release of the NES in January 2021
- Section 190, Environmental Mitigation Pilot Program
 - On May 5, 2021, the FAA released a federal notice of funding opportunity for Environmental Mitigation Pilot Program. Pre-applications are due by July 9, 2021
 - SAN already has FAA AIP funding at 80% for the Quieter Home Program. On September 1, 2020, SAN was awarded \$18 million in noise mitigation grants

Thank you!

Justin Cook

JCook@hmmh.com

Scheduled Flights Are Beginning To Recover



The background of the slide features a teal-tinted photograph. In the foreground, the dark silhouettes of three people are visible from behind, looking out a window. Their hands are raised, suggesting they are waving or pointing at something outside. In the upper right portion of the window, a white commercial airplane is captured in flight against a bright sky. Below the window, a cityscape with various buildings and structures is visible, though slightly out of focus. A large, semi-transparent teal rectangle is overlaid on the left and center of the image, containing the meeting information in white text.

**Next Meeting:
August 18, 2021**

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