

Airport Noise Advisory Committee (ANAC) Agenda

Wednesday, February 19, 2025
4:00 P.M.

LOCATION:

San Diego County Regional Airport Authority
Administration Building
First Floor – Tin Goose Room
2417 McCain Road
San Diego, CA 92101

This Agenda contains a brief general description of each item to be considered. If comments are made to the Committee without prior notice, or on topics that are not listed on the Agenda, no specific answers or responses should be expected at this meeting pursuant to State law.

How to Participate in the Meeting:

If you would like to provide comment on a specific agenda item, please submit a completed speaker slip to the Facilitator of the ANAC prior to the commencement of the meeting. When the item upon which you wish to provide public comment is called, the Facilitator of the ANAC will call your name and you will be invited to speak. Speakers are limited to (3) minutes, unless modified by the presiding officer.

The Authority has identified a local company to provide oral interpreter and translation services for public meetings. If you require oral interpreter or translation services, please telephone the Board Services / Authority Clerk Department with your request at (619) 400 – 2400 at least three (3) working days prior to the meeting.

WELCOME / CALL TO ORDER:

ROLL CALL:

Committee Members: Will Hooper, Chris Szulewski, Ethan Paul, Melinda Lee, John Barney, Pete Shearer, Gloria Henson, John Terell, Dr. Matthew Price, Sean Connacher, Polina Mitcheom, Jorge Rubio, Jim Gruny, Robert Bates, Carl Stallone, Phil Derner, Tim Middleton, Cesar Solis, Gita Akbarpour, Genevieve Fong, Ross Tritt, Guillermo Castillo, Larri Frelow, David Flores.

Board Members

Gil Cabrera (Chair)
James Sly (Vice Chair)
Whitney Benzian
Lidia S. Martinez
Monica Montgomery Steppe
Rafael Perez
Esther C. Sanchez
Steve Vaus
Marni von Wilpert

Ex-Officio Board Members

Ann Fox
Col. R. Erik Herrmann
Michele Perrault

President/CEO

Kimberly J. Becker

ANAC Meeting Agenda

Wednesday, February 19, 2025

ACTION ITEMS:

1. **APPROVAL OF PREVIOUS MEETING SUMMARY:**

RECOMMENDATION: Approve ANAC Meeting Summary from November 20, 2024.

PRESENTATIONS:

1. **Year-End Statistics**
2. **Weather Impacts**
3. **Noise Abatement Departure Profile – Update**

NON-AGENDA PUBLIC COMMENT:

Non-Agenda Public Comment is reserved for members of the public wishing to address the ANAC on matters for which another opportunity to speak **is not provided on the Agenda**, and which is within the jurisdiction of the ANAC. Please submit a completed speaker slip to the Facilitator of ANAC. ***Each individual speaker is limited to three (3) minutes, unless modified by the presiding officer.***

Note: Persons wishing to speak on specific items should make their comments when the specific item is taken up by the ANAC.

NEXT ANAC MEETING: May 21, 2025

**Airport Authority Administration Building
2417 McCain Road, San Diego, CA 92101**

ADJOURNMENT

Copies of written documentation relating to each item of business on the Agenda are on file in the Airport Authority's office and are available for public inspection. This information is available in alternative formats upon request. To request an Agenda in an alternative format, or to request a sign language or oral interpreter, or an Assistive Listening Device (ALD) for the meeting, please telephone the Authority Clerk's Office at (619) 400-2550 at least three (3) working days prior to the meeting to ensure availability. For your convenience, the agenda is also available to you on our website at www.san.org

Date | Time 11/20/2024 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		
Kelsey Wurl	Peninsula Community Planning Board	Yes
Chris Szulewski	Ocean Beach Planning Board	Yes
[No representative selected]	Midway–Pacific Highway Community Planning Group	No
Ethan Paul	Downtown Community Planning Council	Yes
Melinda Lee	Greater Golden Hill Planning Committee	Yes
John Barney	Uptown Planners	No
Peter Shearer	Community Resident at Large within 65 dB CNEL – West	No
Community Planning Groups Outside the 65 dB contour		
Gloria Henson	Mission Beach Precise Planning Board	No*
John Terell	Pacific Beach Planning Group	Yes
Dr. Matthew Price	La Jolla Community Planning Association	No
Sean Connacher	East County (La Mesa)	Yes
Aviation Stakeholders		
Polina Mitcheom	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	No
Jim Gruny	MCRD	Yes
Robert Bates	Airline Pilot (Active)	Yes
Carl Stallone	Airline Flight Operations	Yes
Phil Derner	NBAA	No
Ex-Officio Non-Voting Members		
Tim Middleton	Acoustical Engineer	Yes
Cesar Solis for (Jason Bercovitch)	Congress, 50th District for Rep. Scott Peters	No
Gita Akbarpour	Congress, 51st District, for Rep. Sara Jacobs	No
Genevieve Fong	Congress, 52nd District, for Rep. Juan Vargas	Yes
Guillermo Castillo	San Diego City Council, District 2, for Jennifer Campbell	Yes
Ross Tritt	Assembly Member, District 77, for Tasha Horvath	No
Carlette Young	FAA Representative	Yes
David Flores	S.D. County Board of Supervisors, District 1	No
SDCRAA Staff		
Joan Isaacson	Facilitator (Kearns & West)	Yes
Angela Shafer–Payne	VP & Chief Development Officer	Yes
Chris Walker	Manager of Aircraft Noise	Yes
Roman Lanyak	Senior Aircraft Noise Specialist	Yes
William “Billy” Hobson	Aircraft Noise Specialist	Yes
Tyler Reince	Aircraft Noise Specialist	Yes
Tavia Doyle	Quieter Home Program Manager	Yes

**Members contacted staff ahead of time and are considered excused.*

Note For Text Below: Names of **Airport Authority staff**, presenters, and consultants, are in **bold**, ANAC members are underlined, and *public commenters* are *italicized*.

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 previous meeting summary

May 15, 2024 & September 18, 2024 Meeting Summaries

A total of ten voting members were in attendance, a quorum was present to approve the May 15, 2024 and September 18, 2024 meeting summaries. Chris Szulewski and Robert Bates voted to approve the two previous meeting summaries, Melinda Lee seconded the vote.

3. Presentations:

Note: The information in the presentations is posted on our website and can be accessed with the following link: <https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=17279>

1. October Irregular Weather Operations

Tyler Reince from the San Diego County Regional Airport Authority (SDCRAA) gave a report on Runway 9 operations at SAN. SAN has one airstrip serving as two runways. Runway 27, which is a west direction runway (historically used about 98% of the time in a year). Runway 9, which is an east direction runway (historically used about 2% of the time in a year). Runway 9 is primarily utilized when there are low clouds and / or dense fog at the airport. Aircraft can descend lower using Runway 9 as opposed to Runway 27.

A comparison between January 1st – October 31st of 2023 to 2024 was given, as well as a comparison of just October for both years. 2024 had a drop in Runway 9 operations for the calendar year, accounting for 5.5% of total operations in 2023 and 3.5% in 2024 (for January – October). In the month of October however, Runway 9 accounted for over 7% of SAN's total operations this year, compared to under 3% in October of last year. Runway 9 departures in October were the same in 2023 vs 2024, but arrivals increased from over 3% in 2023 to over 11% of operations in 2024. This was primarily due to air traffic control (ATC) reducing Runway

9 departures and continuing with consistent Runway 27 departures instead. Essentially, ATC was doing much greater contra-flow this year, compared to the previous October.

Public Comment:

[There were no public comments]

Questions from ANAC:

Melinda Lee wanted to clarify that the 11.7% of Runway 9 statistic meant that aircraft were arriving from the West and left for the East?

Tyler Reince explained the 11.7% statistics were for arrivals and meant that they arrived from over the ocean and landed towards the East. While departures stayed about the same, compared to the previous October.

2. Curfew Update

Billy Hobson from the SDCRAA gave an update on the current curfew status at SAN. Curfew at SAN is for departing aircraft only, between the hours of 11:30 p.m. - 6:30 a.m. Medical flights are exempt, per CA state law, and violations are reviewed with the curfew violation review panel (CVRP) on a bi-monthly basis. Severe weather in October, pertaining to fog, led to a five day stretch of 50 curfew violations, out of the 56 total for the month of October. Fog creates congestion as arrivals are limited, and departures have to wait longer to leave while air traffic control (ATC) brings in the waiting arrivals. Although currently below last calendar year's total, it is projected that SAN will exceed total number of curfew violations for three years in a row. 63 curfew violations are still pending review. Last year, the fine rate was around 45%, compared to 50% this year.

Billy Hobson shared *Power BI* (PBI) software that the airport plans to start utilizing in 2025. PBI is planning to replace the airport's *Tableau* software currently being used to track past data pertaining to noise-related statistics. PBI will allow for interactive / specific data to be shared with users seeking specific information on noise statistics at SAN.

Public Comment:

Nancy Palmtag of Loma Portal asked if there were other airports in the United States that currently had curfews. Are curfew violations, due to maintenance, always forgiven? Why was there a large difference between curfew fines in 2023 vs. 2024, why was this? If there are other airports with similar curfews and issue fines, how does SAN compare to those other airports?

Questions from ANAC:

John Terrell asked which complaints / violations are usually forgiven and the process that goes into the decision?

Billy Hobson stated that the office prepares investigation reports for curfew violations, including transcribing air traffic control (ATC) communications from the flight. Each party (CVRP panel and airline / operator) gets a chance to review these packets prior to the meetings. Maintenance logs are encouraged to be submitted if an air carrier / operator believes maintenance played a primary role in their departure delay. Security issues and medical issues can also be reasons to waive fines for aircraft departing after curfew, in addition to the local weather. There are six airports in the nation that have a curfew (including SAN). Three of those other five airports have a curfew program that models SAN's. Ronald Reagan and Burbank airports have their curfew violations based upon noise levels. Santa Ana and San Jose have set hours for curfew such as San Diego. Long Beach utilizes a hybrid of noise levels corresponding to set hours at specific noise monitor locations. SAN has one of the highest curfew fine structures, with a multiplier established to address repeat offenders of the curfew.

Chris Walker from the SDCRAA added that the airport does not fine airlines out of safety, meaning maintenance. The key factor is the airline making a business decision in choosing to depart during active curfew hours at SAN. A review of the curfew's fine structure is in process at SAN, and the airport is working closely with the Federal Aviation Administration (FAA) to get the curfew fine structure modified.

Sean Connacher asked if the number of curfew violations shown previously on PBI included waived curfew violations, or just the curfew violations that resulted in a fine? Last year, it looked like the multiplier played more of a greater role. What can be expected as an outcome of the October situation, will more fines be waived, or what will the CVRP do?

Billy Hobson answered it was the total amount of violations by an airline that was presented on PBI. He suspected that since many of the October violations were due to poor weather, a majority of fines would be waived.

Chris Walker added that during the five-day stretch of poor October weather, many of the flights were batched, causing delays in getting out of the airport. Many flights diverted, and the FAA implemented flow control, delaying incoming aircraft into SAN. It does not decrease the annoyance of curfew violations, but it is beyond the airlines' control.

Melinda Lee requested clarification on the multiplier for curfew violations at SAN.

Billy Hobson elaborated on the curfew fine structure at SAN. The first fined violation is \$2,000, second is \$6,000, and third is \$10,000. Every six months, the number of fined violations results in an air carriers' multiplier. If an air carrier violates three times in a previous established six-month period, then that air carriers' fines are multiplied by three in the following established six-month period.

Robert Bates asked if the airport was waiting for legal opinion from the FAA on the curfew that was related to the record October curfew operations, or the SAN curfew in general. What would be the potential outcome / implications?

Chris Walker informed the ANAC that the airport had to ensure it was not overstepping its boundaries [by violating the [Airport Noise and Capacity Act \(ANCA\)](#) of 1990] which may put the current curfew in jeopardy. The airport's general counsel formed a letter to ask for a legal opinion from the FAA. The FAA is currently requesting additional information from SAN at this time. Since SAN had its curfew grandfathered in, established prior to ANCA. The airport wants the FAA to conquer what they are attempting to do when it comes to modifying the curfew penalty structure.

Sjohnna Knack from the SDCRAA stated the airport's letter to the FAA explained what SAN was proposing to modify its curfew, adding a fourth and a fifth-tier multiplier. SAN's legal counsel then wrote to the FAA, stating why they believed the proposal did not violate the ANCA. SAN is waiting for a concurrence, but FAA wants more information before it will render its decision.

Ethan Paul added information, based upon his profession as a weather observer for San Diego Tower. He mentioned that the duration of the fog in October was much longer than typically a weather observer experiences at San Diego Tower. This would make sense that the curfew violations, and proportion of associated fines, would be what the ANAC reported. Conditions at SAN in October were the worst Ethan had ever seen as a weather observer.

3. QHP Update

Tavia Doyle from the SDCRAA provided information on the most recent statistics of homes treated under the Quieter Home Program (QHP). QHP had completed 236 units over the previous 12 months, including finishing Phase 1 of the non-historic Presbyterian Church. \$12 million in grant funding had been secured, the program had enough funding (as of now) to treat homes through the year 2026. The Programmatic Agreement, which allows the program to treat homes designated as 'historic' within the 65-decibel contour, was currently in discussion with the various government agencies involved.

Public Comment:

Nancy Palmtag of Loma Portal asked if the Programmatic Agreement was available to the public.

Questions from ANAC:

Kesey Wurl inquired what would be the next step in treating historic homes again, was there a general time range? Also, would historic homes take precedence over other homes on the list? Could the December regroup be possible to share, once posted out?

Tavia Doyle responded that it was something the program could pick up right away, once the document was signed. Groups are created to project a fiscal size; historic homes can adjust the size of those fiscal groups. It's believed that adjustments can be made in the next month of whenever the Programmatic Agreement does get signed. Wait list times were crafted based upon home ownership. Often, historic homes tend to have more longevity from the homeowners. Historic homes cannot be mixed with non-historic homes within the same group. Historic homes may get put ahead, once approved, but that would primarily be due to the length of being on the waitlist. An update could be given at the next meeting, homeowners can always call the QHP office for updates as well. Note, the Programmatic Agreement can be found on our website here: [QHP Programmatic Agreement](#)

Genevieve Fong asked if there would be any anticipated changes of the radius of eligible home within the QHP radius over time / in the future?

Chris Walker explained the area of eligible homes for the program is based upon the airport's latest noise exposure maps from the Part 150 Study. A new one would be drafted in 2027, updating the 65-decibel contour, which determines QHP eligibility.

John Terell asked what the threshold was for historic under the Programmatic Agreement document?

Tavia Doyle explained an architect will take various notes on the property. A primary factor that would take a home out of historic would be major alterations to the home. A report is generated by the architect that goes to the city and state resources board to sign off.

Sean Connacher was curious how often the noise exposure maps get updated, what factors determine the program's boundary?

Chris Walker replied that maps are typically updated every five years. However, factors can play a role in how often maps are produced, Covid, as one example can play a factor.

Tim Middleton from Harris Miller Miller & Hanson (HMMH) stated that maps are updated every five years, or if there is a significant change to the airfield the study is done for. Noise exposure maps look at the existing year as well as future years (for a forecast). Data is based upon the preceding year, a 2027 map would involve 2026 statistics as base data, but a forecast of five years out (year 2032) would be utilized in the updated maps too. Fleet mix / aircraft types are looked at for the data, and a forecasted change of the airlines' fleet changes that could occur. Also, the airport's operations (which runways being used) are considered. The noise exposure map contour is different than the Title 21 (Quarterly Noise Report) contours.

4. Public Comment (non-agenda items)

Joan Isaacson offered an opportunity for non-agenda public comment items.

Next Meeting / Adjourn

Tentative ANAC meeting dates for the 2025 calendar year were announced. ANAC members could contact the SDCRAA noise staff if there were conflicts with the dates provided. These dates could be changed if there was a conflict with the majority of ANAC members. If not, then the posted tentative dates would be finalized.

The meeting was adjourned.

DRAFT

SAN Airport Noise Advisory Committee

February 19, 2025

Agenda

Welcome, Roll Call, Meeting Logistics.

ACTION ITEMS:

Approval of Meeting Summary: *November 20, 2024*

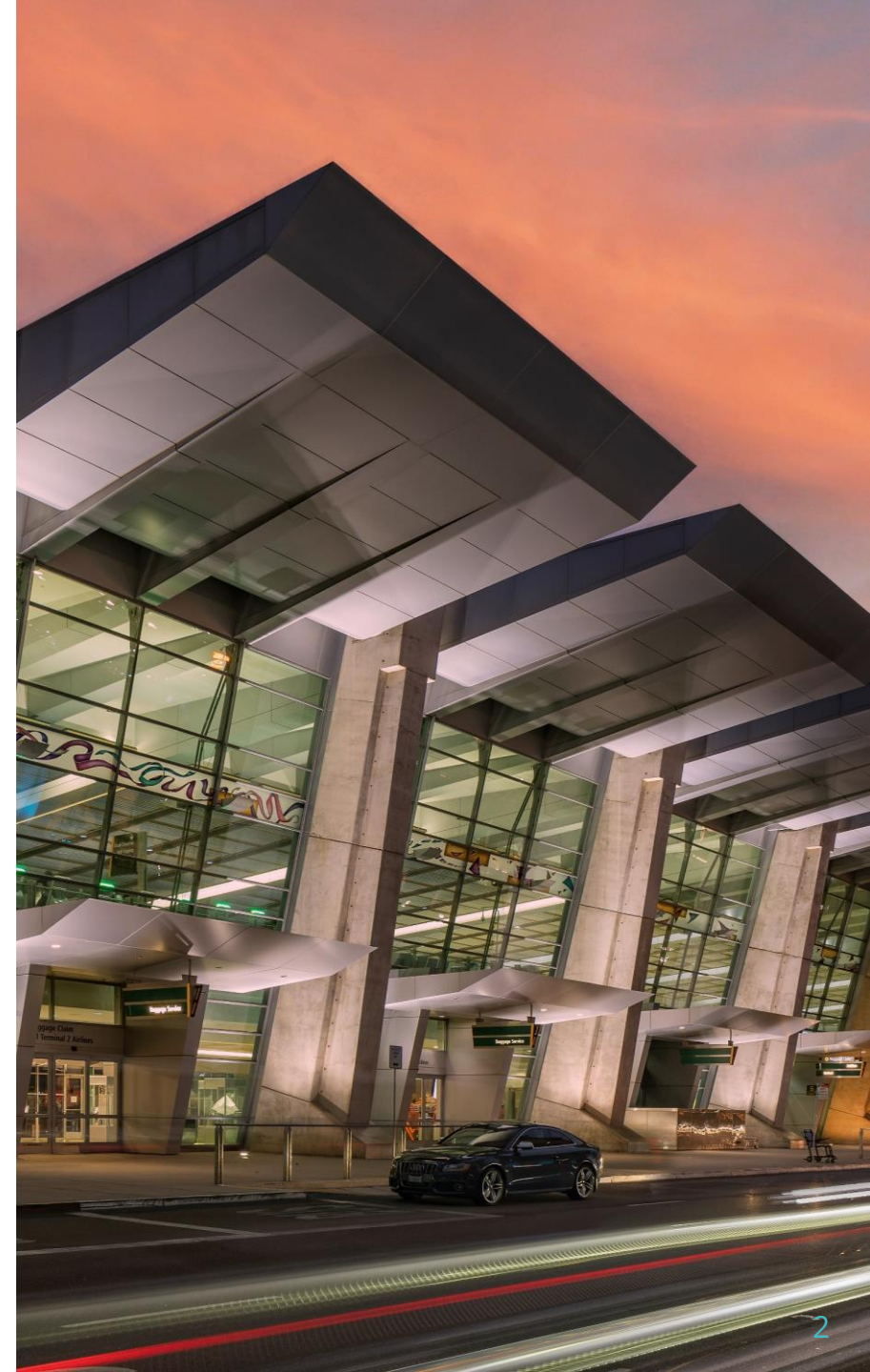
PRESENTATION ITEMS:

1. Year-End Statistics
2. Weather Impacts
3. Noise Abatement Departure Profile - Update

NON-AGENDA PUBLIC COMMENT

Adjourn - Next Meeting Date: May 21, 2025

[Airport Administration Building]



Approval of November 20, 2024 Meeting Summary



Public Comment – Approval of Previous Meeting Summary



ANAC Q&A / Discussion – Approval of Previous Meeting Summary

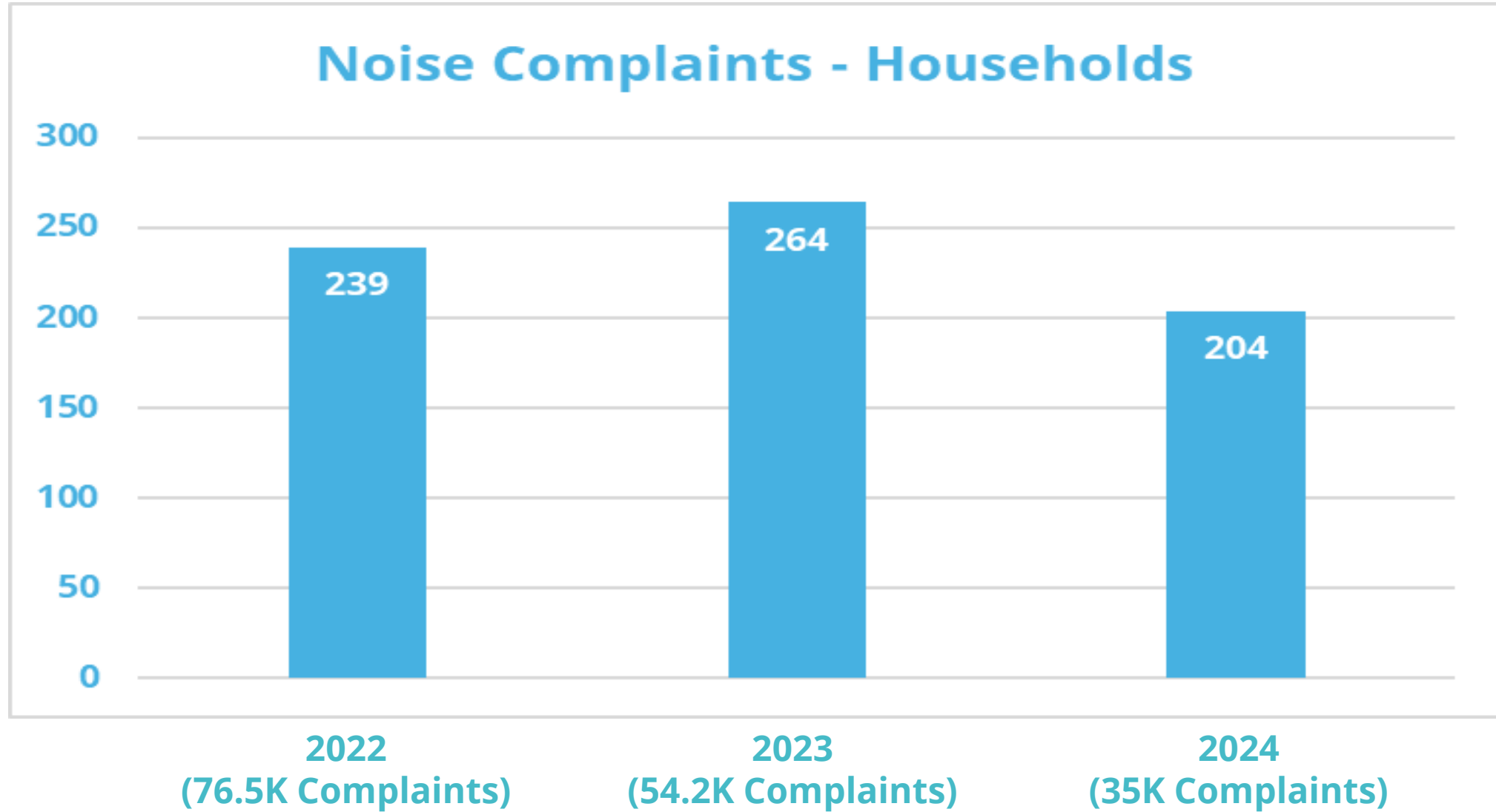


Year-End Statistics

Tyler Reince – Aircraft Noise Specialist

Billy Hobson – Aircraft Noise Specialist

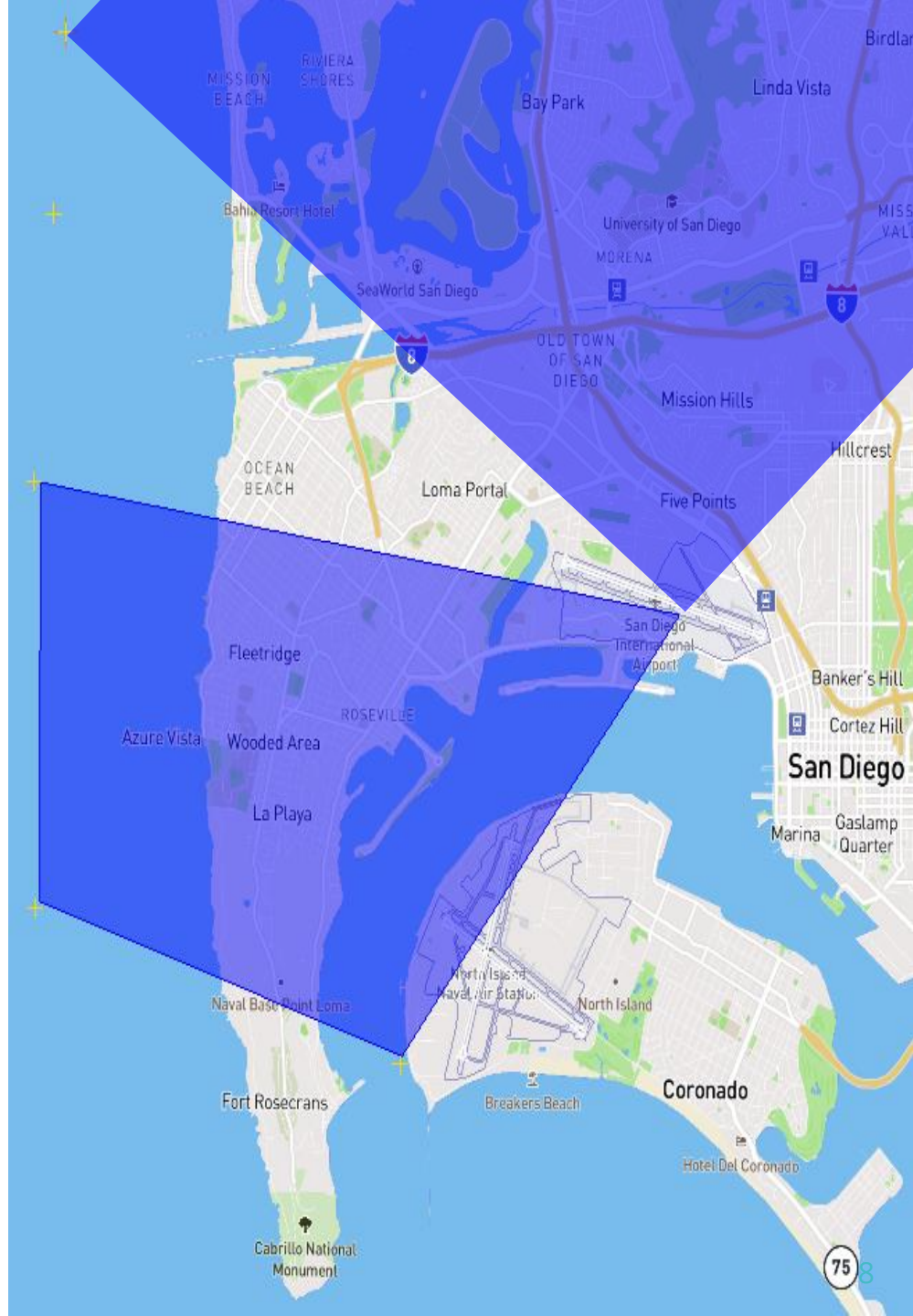
Noise Statistics: Year-to-Year Comparison



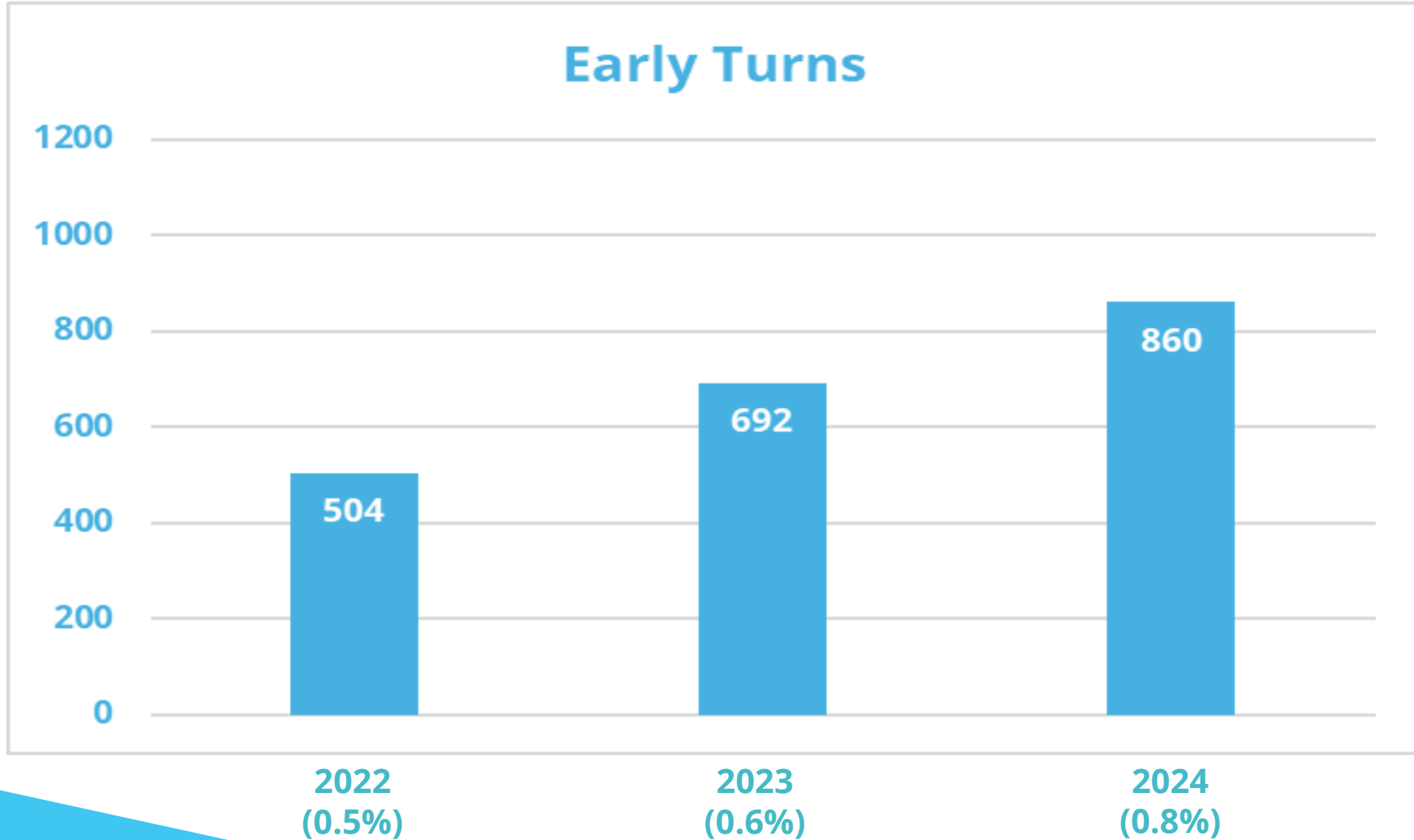
Early Turns – Westerly Takeoffs

- Early Turns occur when aircraft turn outside a specific departure corridor established by pre-set FAA "Noise Dots."
- Dark blue areas within immediate airspace signify Early Turn criteria.
- Early Turns can occur by way of:
 - Air Traffic Control*
 - Weather
 - Pilot in Command

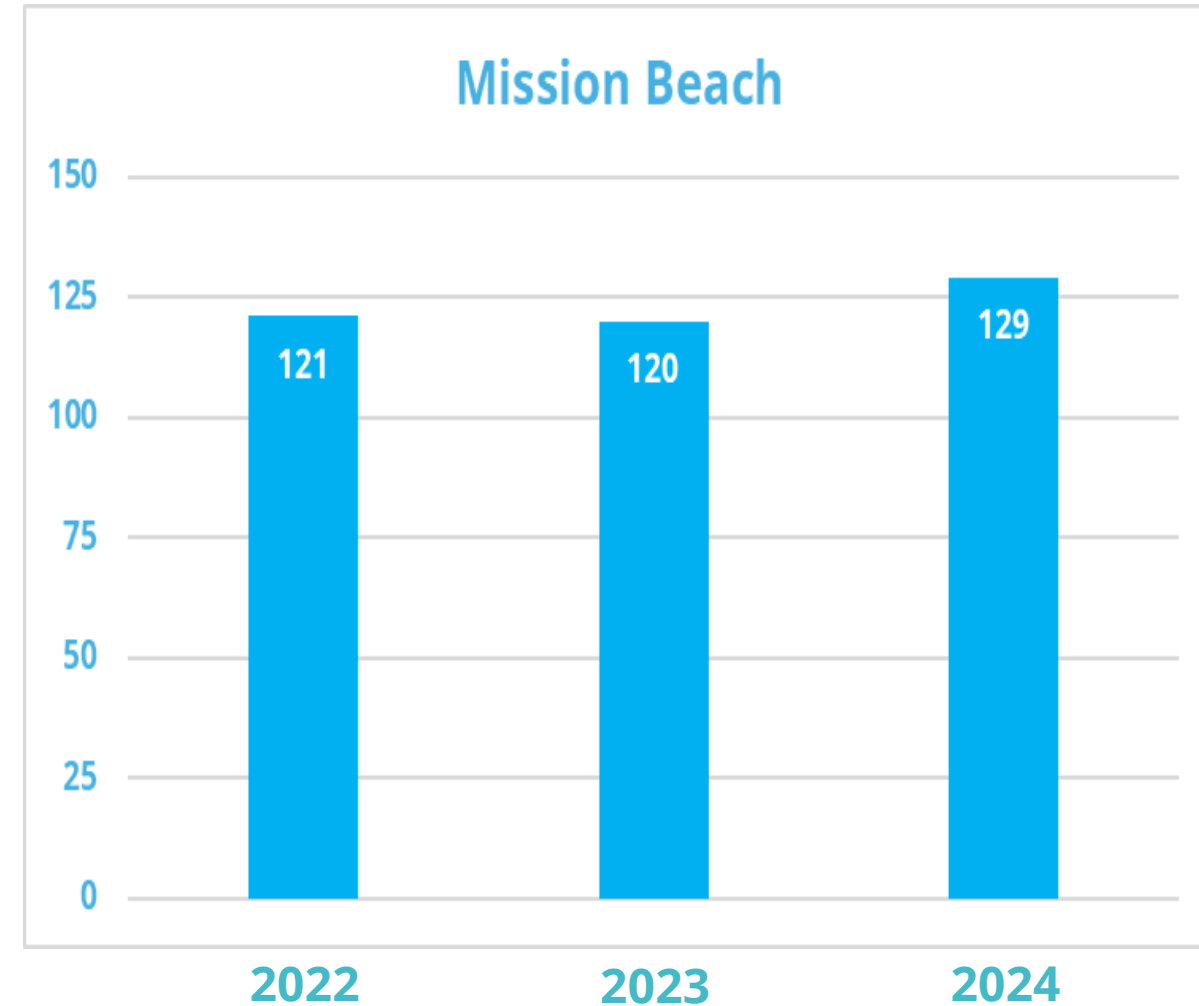
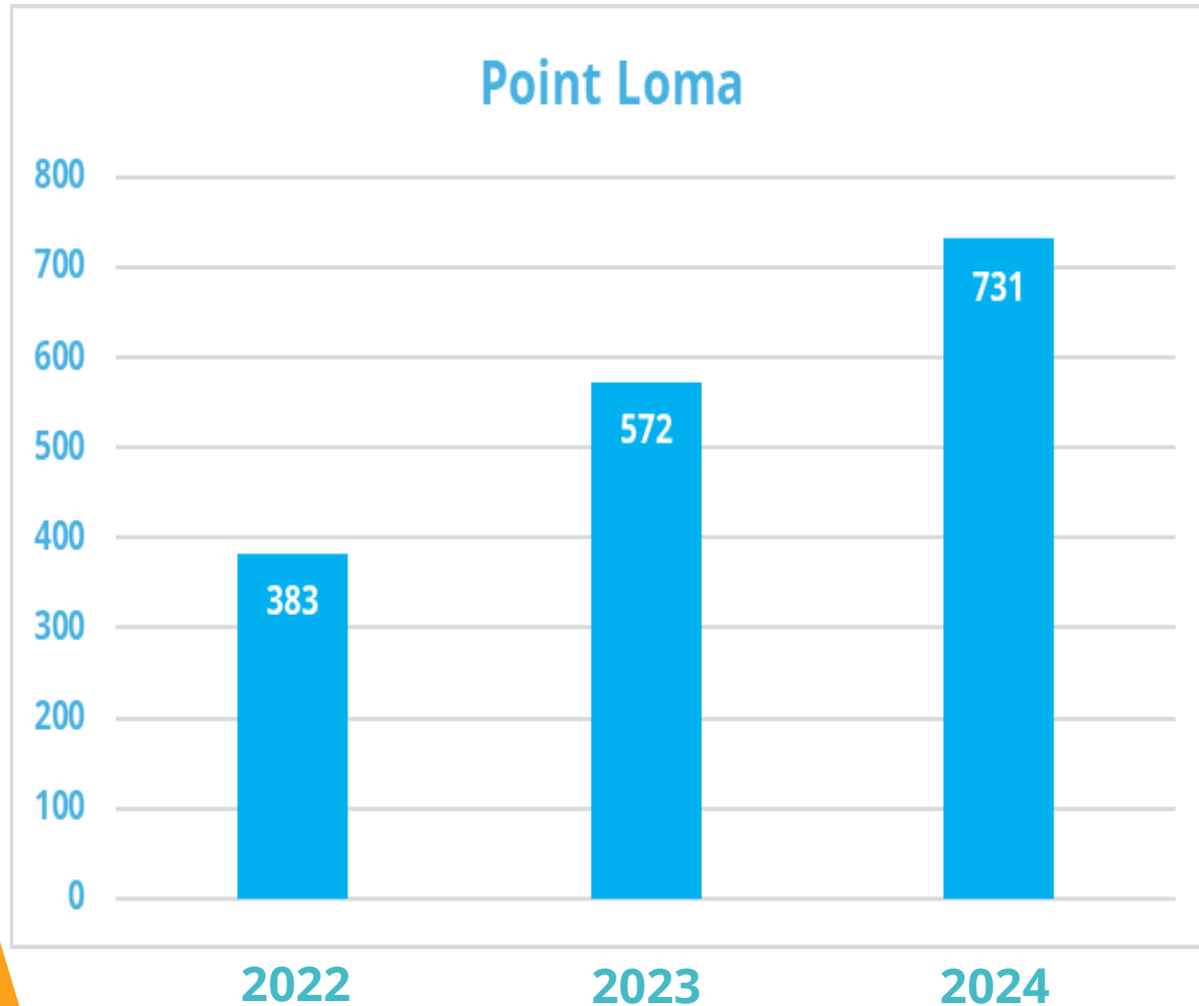
**ATC may turn aircraft early due to traffic conflict.*



Noise Statistics: Year-to-Year Comparison



Noise Statistics: Early Turns by Region



91% increase in early turns over Point Loma from 2022 to 2024.

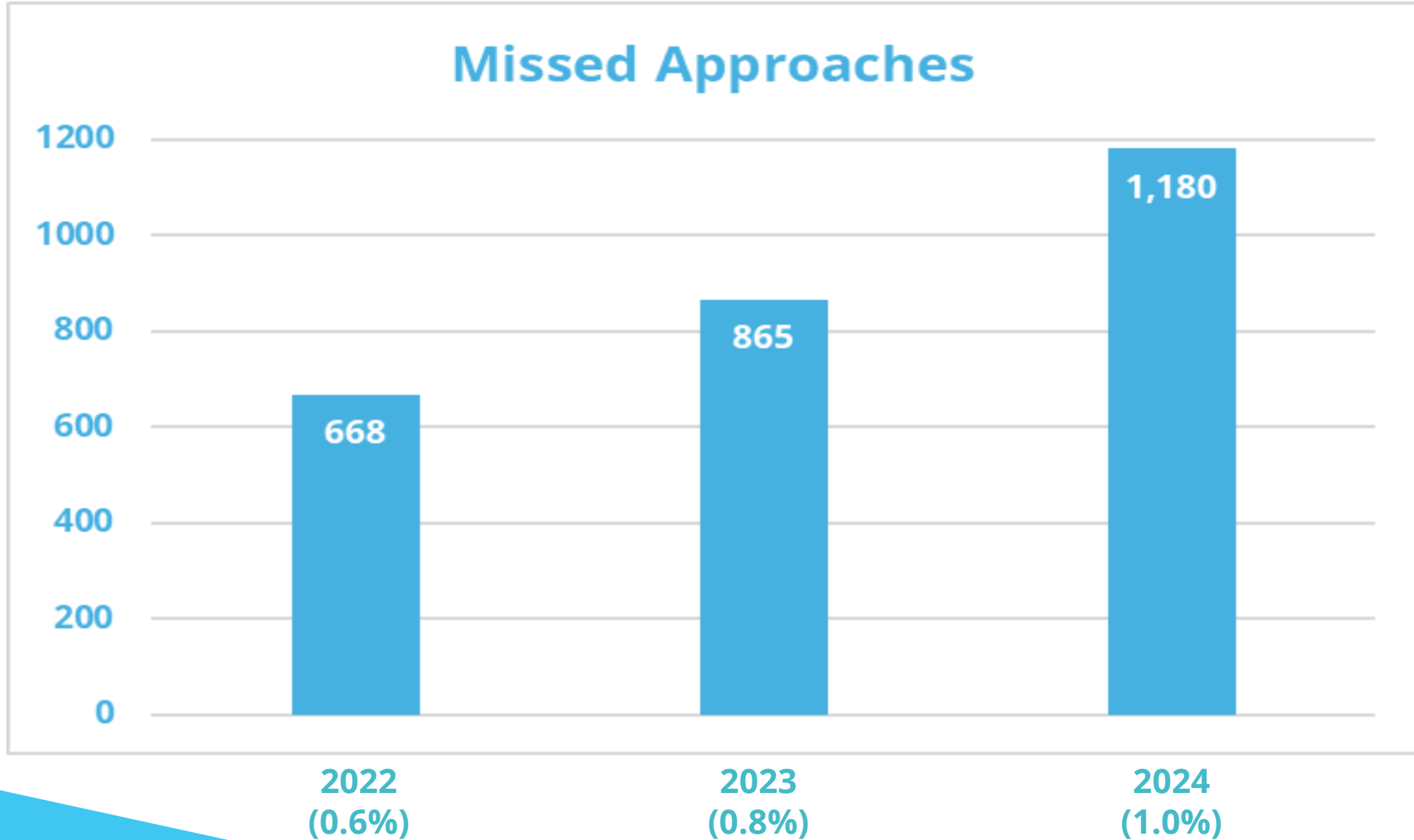
7% increase in early turns over Mission Beach from 2022 to 2024.

Missed Approaches

- A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing.
- Aircraft will most likely attempt another landing at SAN but may divert in certain situations.
- Reasons for Missed Approaches:
 - Adverse weather conditions (clouds & fog; wind change).
 - Obstruction on runway (aircraft or vehicle).
 - Landing aircraft unstable (too fast, slow, high, low, etc.).



Noise Statistics: Year-to-Year Comparison



Curfew Statistics Update

- **Record year of violations, primarily due to an increase in local weather events.**
- **October 2024 recorded the highest number of curfew violations in a single month.**
- **Significant impacts during the holiday travel season.**



Curfew Statistics: 2023 vs 2024

2023

- 141 curfew violations.
- 60 fined violations for \$1,004,000
- 81 flights had fines waived:
 - 43 due to local maintenance.
 - 38 due to local weather.
 - 2 due to operational.
 - (Security, ground stop, medical).

2024

- 179 curfew violations.
- 43 fined violations for \$472,000
- 136 flights had fines waived:
 - 35 due to local maintenance.
 - 89 due to local weather.
 - 12 due to Miscellaneous.
 - (Security, ground stop, medical).

Public Comment – Year-End Statistics



ANAC Q&A / Discussion - Year-End Statistics



Weather Impacts

Chris Walker – Manager of Aircraft Noise

Opposite Direction Operations

- **Depart / Arrive over Point Loma.**
 - **Used during poor weather.**
- **Significant weather during 4th Quarter 2024 brought in heavy fog.**
- **Airspace Flow Programs, Ground Delay Programs, & Ground Stops were issued during severe cases of inclement weather.**
- **Fog led to an increase in missed approaches, diverted flights, and cancellations.**
- **Arrivals / Departures were “batched.”**
 - **Result: Significant congestion, delays, and reduced operations at SAN. 214 cancellations in December 2024.**

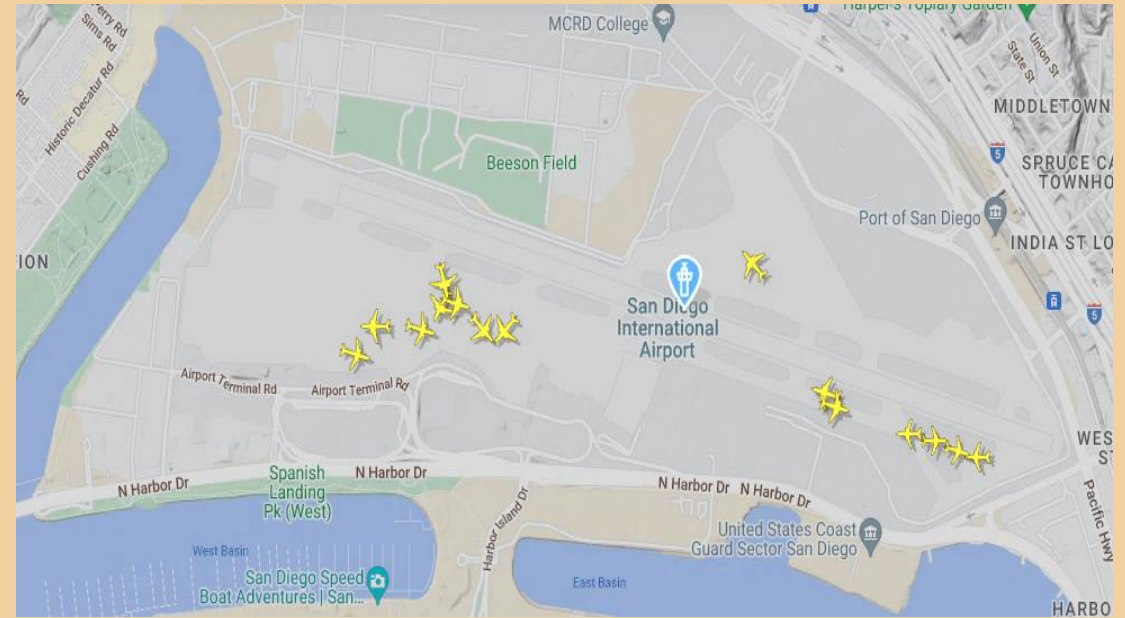


Comparison of Ground Traffic



December 27, 2024 (Friday)

Reverse Flow

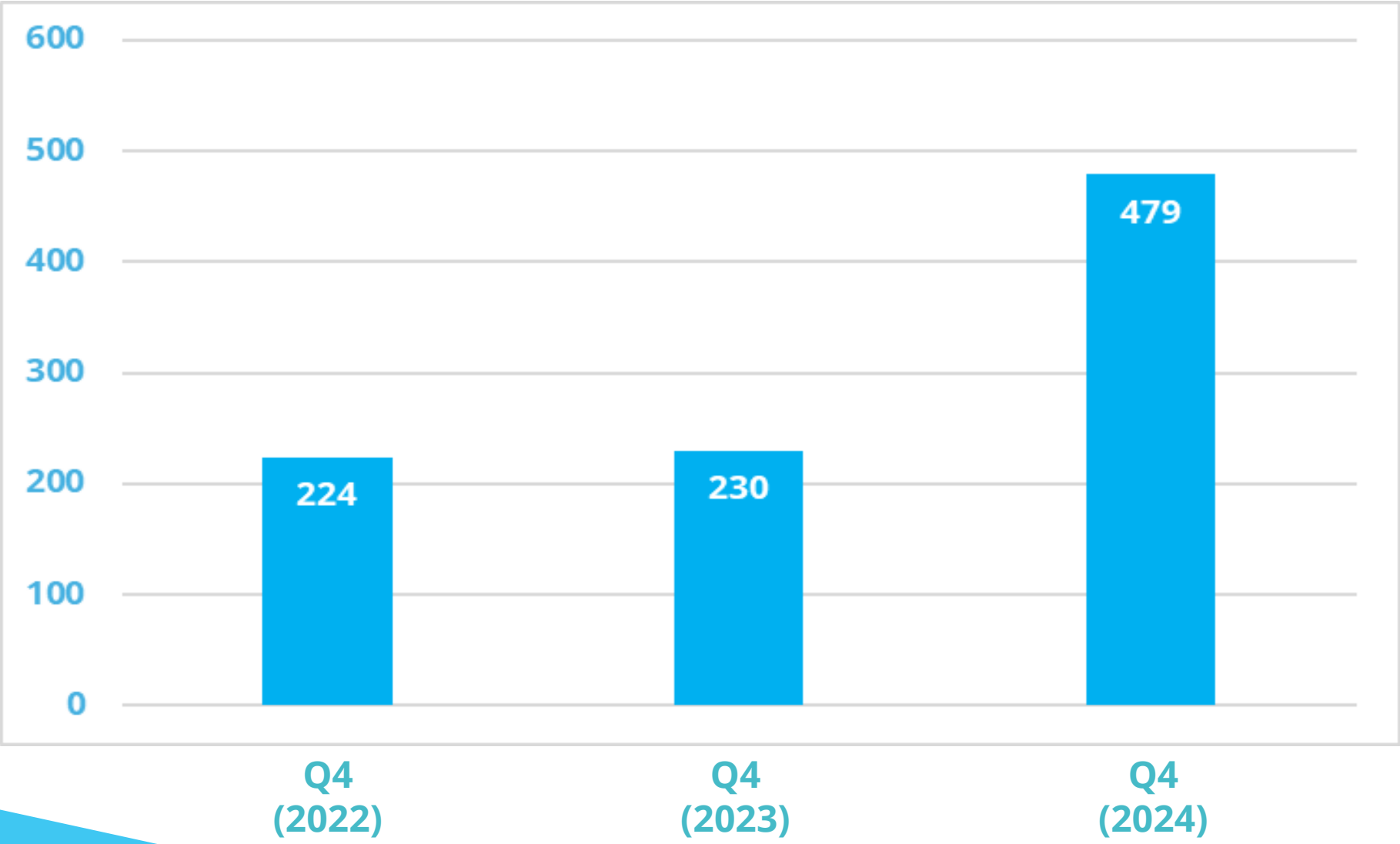


January 24, 2025 (Friday)

Normal Operations

Missed Approaches – 4th Quarter

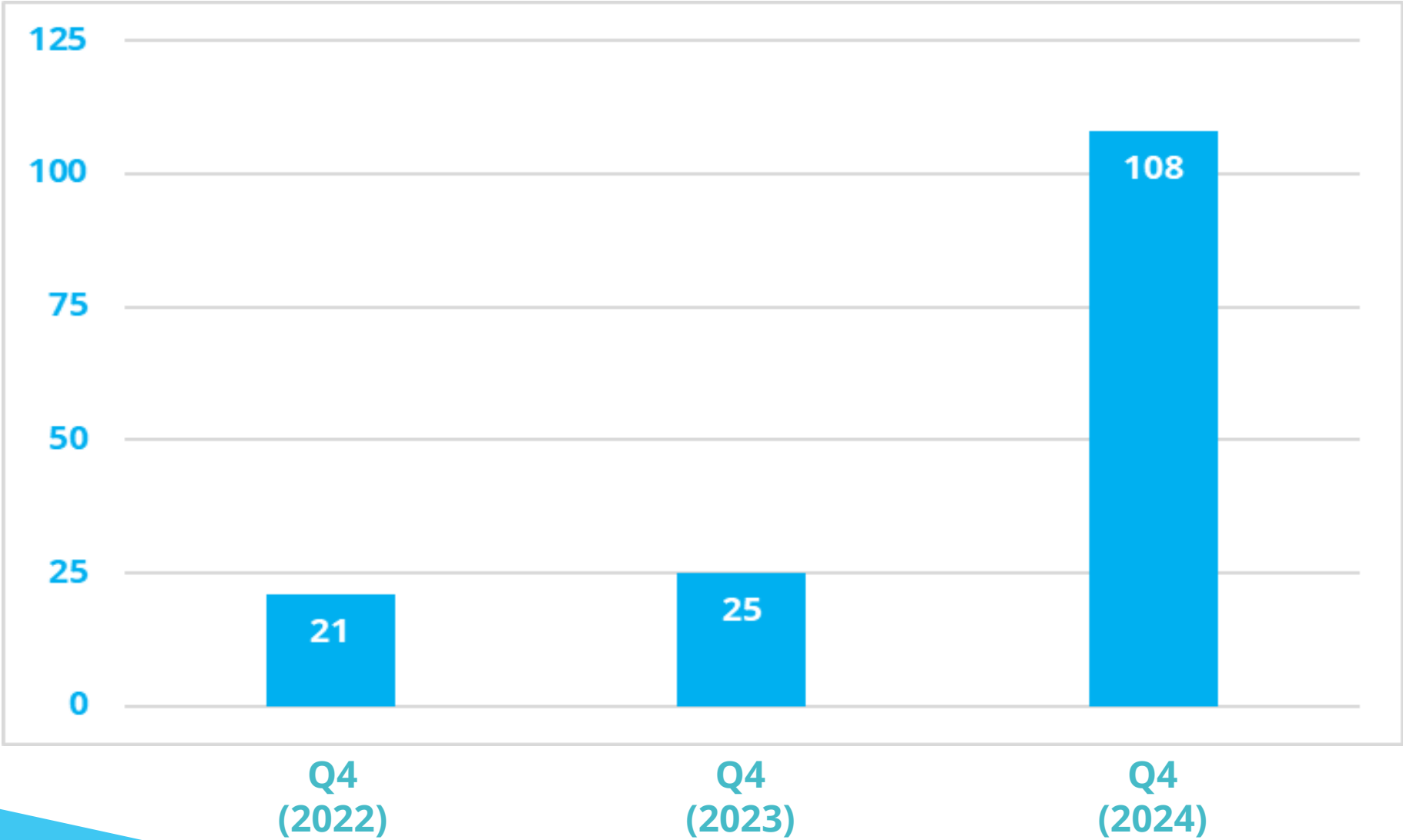
Low clouds; dense fog = limited landings.
Results in arriving aircraft executing missed approaches.



114% increase in missed approaches from 2022 to 2024.

Diverted Flights - 4th Quarter

Low clouds; dense fog = limited landings.
Results in arriving aircraft diverting.



414% increase in diversions from 2022 to 2024.

Public Comment – Weather Impacts



ANAC Q&A / Discussion – Weather Impacts



Noise Abatement Departure Profile – Update

Steve Smith – Ricondo

Chris Walker – Manager of Aircraft Noise

Public Comment – Noise Abatement Departure Profile – Update



ANAC Q&A / Discussion – Noise Abatement Departure Profile – Update



Non-Agenda Public Comment



Next Meeting Date:
May 21, 2025

Administration Building
Tin Goose Room
2417 McCain Rd
San Diego, CA 92101



Adjourn