

Airport Noise Advisory Committee (ANAC) Agenda

Wednesday, December 21, 2022
4:00 P.M.

Board Members

Gil Cabrera (Chair)
Mary Casillas Salas (Vice Chair)
Catherine Blakespear
Paul McNamara
Paul Robinson
Johanna Schiavoni
James Sly
Nora E. Vargas
Marni von Wilpert

Ex-Officio Board Members

Col. Thomas M. Bedell
Gustavo Dallarda
Gayle Miller

President/CEO

Kimberly J. Becker

This meeting of the Airport Noise Advisory Committee (ANAC) of the San Diego County Regional Airport Authority Board will be conducted pursuant to the provisions of California Assembly Bill 361 which suspends certain requirements of the Ralph M. Brown Act. Previously, the San Diego County Regional Airport Authority Board found that meeting in person presents imminent risks to the health and safety of attendees and that it is in the best interest of the Airport Authority and the public to conduct meetings of the Board and Committees virtually pursuant to AB 361. Recent circumstances require that the ANAC consider making a finding pursuant to AB 361, that it is in the interest of public health that all Committee Members participate in the meeting electronically. If the ANAC makes these findings and in accordance with Assembly Bill 361, there will be no members of the public in attendance at the Meeting. We are providing alternatives to in-person attendance for viewing and participating in the meeting. In lieu of in-person attendance, members of the public may submit their comments in the following manner:

Public Comment during Board / Committee Meetings

If you'd like to speak live during the meeting, please follow these steps to request to speak:

- **Step 1:** Watch the meeting via YouTube at the following link, <https://youtu.be/ol2gtN3hnnM>

PLEASE NOTE: There is approximately 10 seconds of lag time between the meeting and the YouTube livestream.

- **Step 2:** When the Facilitator introduces the item you would like to comment on (*or indicates it is time for Public Comment*) call in to the conference line below, you will be placed in a waiting area. ***Please do not call until the item you want to comment on is being discussed.***
 - **Dial 1-669-900-9128. When prompted, input Conference ID: 816 2714 7250#**

ANAC Meeting Agenda

Wednesday, December 21, 2022

- **Step 3:** When it is time for public comment on the item you want to comment on (or Non-Agenda Public Comment), Facilitator will invite you into the meeting and ask you to unmute your phone and introduce yourself. **Note: There is a delay between the meeting and the YouTube livestream. You must mute the YouTube livestream before speaking.**

Written Non-Agenda Public comment and/or Public Comment on agenda items may be submitted to the Authority Clerk at clerk@san.org. Comments received no later than 8:30 a.m. on the day of the meeting will be distributed to the Committee and included in the record.

How to Watch the Meeting

You may view the meeting online at the following link: <https://youtu.be/ol2gtN3hnnM>

Requests for Accessibility Modifications or Accommodations

As required by the Americans with Disabilities Act (ADA), requests for agenda information to be made available in alternative formats, and any requests for disability-related modifications or accommodations required to facilitate meeting participation, including requests for alternatives to observing meetings and offering public comment as noted above, may be made by contacting the Authority Clerk at (619) 400-2550 or clerk@san.org. The Authority is committed to resolving accessibility requests swiftly in order to maximize accessibility.

This Agenda contains a brief general description of each item to be considered. The indication of a recommended action does not indicate what action (if any) may be taken. **Please note that agenda items may be taken out of order.** If comments are made to the ANAC without prior notice or are not listed on the Agenda, no specific answers or responses should be expected at this meeting pursuant to State law.

Note: Pursuant to Authority Code Section 2.15, all Lobbyists shall register as an Authority Lobbyist with the Authority Clerk within ten (10) days of qualifying as a lobbyist. A qualifying lobbyist is any individual who receives \$100 or more in any calendar month to lobby any Board Member or employee of the Authority for the purpose of influencing any action of the Authority. To obtain Lobbyist Registration Statement Forms, contact the Board Services/Authority Clerk Department.

ANAC Meeting Agenda

Wednesday, December 21, 2022

WELCOME:

ROLL CALL:

ACTION ITEMS:

1. CONSIDERATION OF WHETHER TO CONTINUE VIRTUAL MEETINGS OF THE ANAC PURSUANT TO AB 361:

RECOMMENDATION: Make a finding that it is in the best interest of the ANAC and the public it serves to hold virtual public meetings of the ANAC because meeting in person presents imminent risks to the health and safety of ANAC members and attendees, meeting virtually provides safer and increased public access and participation in the meeting, and it is in the best interest of the ANAC to continue to meet virtually to ensure the safety of ANAC members and the public.

2. APPROVAL OF MEETING SUMMARY:

RECOMMENDATION: Approve the meeting summary of the *September 21, 2022*

PRESENTATIONS:

- **FAA Reauthorization Related to Aircraft Noise**
Tim Middleton, HMMH
- **Projects Updates: Part 150, EIR Noise Mitigation Measures, Variance Application, & Quieter Home Program grant**
Sjohnna Knack, Airport Authority
- **Current Aircraft Noise Trends**
Roman Lanyak, Airport Authority
- **2023 ANAC Meeting Dates**

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 Authority Clerk. ***Each individual speaker is limited to three (3) minutes.***

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

NEXT ANAC MEETING: February 15, 2023

ADJOURNMENT

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 9/21/2022 4:00 p.m.

Meeting called to order by: Jill Monroe

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
Community Planning Groups Within the 65 dB contour		
Paul Webb	Peninsula Community Planning Board	Yes
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	Yes
Chris Cole	Uptown Planners	Yes
Peter Shearer	Community Resident at Large within 65 dB CNEL - East	No*
Community Planning Groups Outside the 65 dB contour		
Gloria Henson	Mission Beach Precise Planning Board	Yes
	Pacific Beach Planning Group	No
Matthew Price	La Jolla Community Planning Association	Yes
Michael Herron	Valley De Oro Community Planning Group	No
Aviation Stakeholders		
John Otto	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	No*
Jim Gruny	MCRD	Yes
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	Yes
Korral Taylor	Congress, 53rd District for Rep. Sara Jacobs	No
Makana Rowan	San Diego City Council, District 2, for Jennifer Campbell	Yes
Tamara Swann, Joseph Bert	FAA Representatives	Yes
David Flores	S.D. County Board of Supervisors, District 1	No
Jason Bercovitch	Congress, 52nd District for Rep. Scott Peters	No
SDCRAA Staff		
Jill Monroe	Facilitator	Yes
Sjohnna Knack	Program Manager	Yes
Roman Lanyak	Sr. Aircraft Noise Specialist	No
William "Billy" Hobson	Aircraft Noise Specialist	Yes
Angela Shafer-Payne	Chief Development Officer	Yes

13 voting members in attendance.

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

1. Welcome and Introductions

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

2. Roll Call

Jill Monroe called a committee member roll call for attendance. Attendance is reflected on page 1.

3. Continuance of Virtual Meetings

Jill Monroe asked ANAC for consideration to continue today's meeting virtually pursuant to California Assembly Bill 361. It was noted that discussion on the status of future meetings would be at the end of the meeting, and this was strictly to continue today's meeting.

Anthony Ciulla made the motion to continue the current meeting virtually and Chris Cole seconded this motion. ANAC members that voted to approve the continuation of this virtual meeting were Paul Webb, Anthony Ciulla, Judy Holiday, Tania Fragomeno, Celestin Faustino, Chris Cole, Gloria Henson, Matthew Price, John Otto, Jim Gruny, and Kallie Glover.

4. Action Item: Approval of meeting previous meeting summary

June 15, 2022 Meeting Summary

Chris Cole made a motion to approve the meeting summary from the June 2021 meeting, it was seconded by Gloria Henson. The motion was passed.

5. 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=15065>

Angela Shafer-Payne started by recognizing the new members and the three outgoing members of the committee, Deborah Watkins, Fred Kosmo, and Char-Lou Benedict. She thanked them for volunteering and serving on ANAC.

a. ZZOOO Three departure 30 day Update

Stephen Smith, with Ricondo, presented an update on the ZZOOO THREE Standard Instrument Departure Procedure (SID) and provided updates on the first 30 days of the departure procedure. He also compared the first 30 days of the ZZOOO THREE versus the last 30 days of ZZOOO TWO. He explained the biggest difference between the two

procedures is moving the JETTI waypoint further west to have the jets fly runway heading longer. In the initial comparison he noted the average aircraft altitudes are higher by about 2,300 feet at the ZZOOO waypoint. Aircraft are flying closer to the ZZOOO waypoint and further west from Point Loma.

Mr. Smith also noted that a smaller percentage of aircraft are staying on the SID than previously (78% vs 87%). This number is still encouraging as a large majority are staying on the SID but there is room for improvement. Mr. Smith also mentioned that with the new procedure, more aircraft are turning prior to reaching the new JETTI waypoint. Previously less than 1% turned prior to JETTI and now it is about 25%. However, he noted that with the waypoint being further out he thought this percentage would be higher. For the first 30 days though, this number being 25% is a positive takeaway, but there is room for improvement.

Finally, Mr. Smith spoke about the initial departure path dispersion. He noted the dispersion should not have been significantly different. In looking at the data there were no major changes and the distribution stayed same, except for British Airways Boeing 777 departures, which on initial heading started flying further south than previously. He noted that this should not be a persistent issue, as British Airways has switched to the Airbus A350 aircraft, which has been departing on the normal straight-out path. The FAA has been alerted to this and were looking into this at the time of the meeting. Mr. Smith emphasized that this issue was specific to British Airways B777 aircraft, which are not currently flying out of the airport.

Public Comment:

Jill Monroe offered an opportunity for the Public to call-in with a public comment.

Gary Wonacott, a Mission Beach resident, stated his concern about not seeing any noise level benefit for the new procedure. He said at the last meetings he was told there would be a comparison of noise monitor readings for ZZOOO TWO and ZZOOO THREE. He said from a noise standpoint he did not see any benefit to moving the approach fix. He said saving fuel and the higher altitude when reaching ZZOOO is not very beneficial.

Questions from ANAC:

Chris Cole expressed his happiness with the new change and expressed his gratitude that it is being tracked. He mentioned that he hadn't heard about using the data from the noise monitors and that it may come later, he wants to make sure that the changes will be tracked and that any issues we see will be followed up on.

Matthew Price congratulated Stephen on a great presentation and said it would be interesting to see the effect of the noise on the noise monitors. He also was hoping for a status update on the other proposals sent to the FAA. Sjohnna Knack mentioned that all other recommendations were submitted to the FAA and Joe Bert of the FAA said he did not know specifically where the FAA was on that procedure but would investigate.

Paul Webb said he is looking forward to seeing this progress, and that flights can stay on the procedure more often.

Judy Holiday asked for confirmation that noise levels would be tracked, moving forward. Sjohnna Knack explained that preliminary noise monitoring was done in the peninsula prior

to the procedure and that aircraft noise was not loud enough to be captured by the monitor. Since aircraft fly even further west now, it is expected that with the ZZOOO THREE implementation no noise events would be captured. She explained that in the analysis done prior to implementation, the procedure was modeled and even though there was a not a significant noise reduction, the analysis pointed to a one decibel decrease. Stephen Smith confirmed the model showed a reduction. Mr. Smith mentioned there was not a noise reduction on the initial departure path for this procedure, the procedure mainly makes a difference for those on the southern portion of the peninsula as aircraft turn back around to the East.

b. Update on Projects

Sjohnna Knack started with an update on the Part 150 study. She said that the FAA has accepted the first component of the Part 150 study, the noise exposure map, which was accepted on September 2, 2022. Ms. Knack mentioned the FAA is in the process of a 180-day review of the recommendations of the Noise Compatibility Program. Once the recommendations are approved, the Airport Authority will continue to be able to seek continued funding for the Quieter Home Program as well as other projects such as the Portable Noise Monitors.

Ms. Knack also mentioned that the airports acoustical consultant, HMMH, will be giving an update at the December ANAC on the FAA Reauthorization, specifically as it relates to noise issues.

An update was provided on the Variance application, which is a state of California requirement for “noisy” airports. The State of California accepted the airport’s 13th Variance application as of July 1, 2022. The 12th Variance application still applies, and the 13th will take over once approved by the state.

Ms. Knack also provided an update on the Portable Noise Monitoring program. To follow up on Roman Lanyak’s previous presentation, pilot testing and copies of the draft report of the monitoring were included in the member materials. She thanked Anthony Ciulla of Ocean Beach and Michael Herron of East County for volunteering for the pilot program. The draft report is the planned template for future noise monitoring. In October, the application for the portable noise monitor will go live for the public and an email will be sent to ANAC members once it is open.

Lastly, Ms. Knack mentioned that the Airport received another grant for just over \$14 million. The money comes from the Airport Improvement Program (AIP) fund which is funded by ticket taxes.

Public Comment:

Jill Monroe offered an opportunity for the Public to call-in with a public comment.

Gary Wonacott called with a comment on the third item, the state of California Variance. He expressed his concerns with the fact that the Authority does not use noise monitors to adjust the contour that is submitted as part of the Variance. He also suggested adding a grid to help

adjust the AEDT contour to help see how noise monitor data compares with AEDT tool projections and the quarterly report.

Questions from ANAC:

Matthew Price had a question for the FAA representative. He wanted to know why the FAA does not include real time noise monitoring in their 65 CNEL, if that comment was accurate. Joe Bert said he did not have an answer for that.

Judy Holliday had a similar question and thought what Mr. Wonacott said in his comment was a valid question, and that it needs a response. She says she thinks it would make a difference for some people. Ms. Knack responded and said that all ANAC members were sent an email in June of 2022 meeting that described the difference between the FAA required contours and state of California Contours. Ms. Knack said she would be happy to resend that email, but the bottom line is that the Airport is following all the proper procedures and guidelines set out by each agency.

Chris Cole asked if the Airport is considering the new building in the Midway district and how the Airport takes that into consideration. Ms. Knack clarified that the variance is a recurring document that is updated every 3 years. As for the FAA, Ms. Knack said the Airport is working with the local planning authorities and the City to incorporate future land uses. The Noise Exposure Map (NEM) is updated every 5 years and shares what is compatible and not compatible with Airport land use. Mr. Cole said that there seems like there will be a large impact, going forward. Ms. Knack clarified that the land use has always been in the Part 150.

b. Update on Current Aircraft Noise Trends

William Hobson, Aircraft Noise Specialist, provided an update on aircraft noise trends at the Airport over the last few months. He mentioned that medical flights after the Airport's curfew have increased. Medical flights that are conducted for emergency/medical purposes and are exempt from the Airport's noise curfew. They have increased from 19 in 2019, 51 in 2021, and 88 so far in 2022. Initially, the increase in 2020 and 2021 was attributed to COVID. After speaking with four operators, Mr. Hobson said it was found that most of the medical flights were for UCSD and that there were new transplant surgeries, requiring organs to be transported.

Mr. Hobson also went over new and recovered air service to markets in Orlando and Provo. Overall operations at the Airport were reported at about 91% of pre-COVID levels. Passengers' numbers are also steadily increasing and are at 95% of pre-COVID levels.

Questions from ANAC:

Judy Holliday wanted to know if there was a way to verify that there was a need for the increase from the hospital in these late medical flights. Mr. Hobson said that each of these flights require a form to be submitted for confirmation that it was an emergency/medevac, which verifies this type of operation. Ms. Holiday requested to look further into this with the hospitals and if there is an increase in accidents or medical emergencies.

Paul Webb wanted to know if other Airports have seen a corresponding drop in medical flights and if something else is going on at hospitals. Sjohnna Knack said that the Airport

does not have a legal right to prevent these operations. Public law requires the Airport to allow these operations and the Airport won't have any ability to dissuade these flights. She also wanted to mention that these are small aircraft and that we do not receive many complaints regarding these.

Matthew Price, a doctor, added that for the last five years the number of transplants at UCSD in Hillcrest has increased, which would correlate to more medical departures. He also mentioned that 80 medical flights a year does not surprise him. He spoke to the medevac process and how it looks on the doctor's end and how many steps are involved.

Gloria Henson said she was very impressed with the amount of tracking that the Noise Office does. She said that these medical flights are a very small number of flights. Furthermore, investigating these flights, may take away from the ability to investigate other trends. These medical flights are often very important. She said if anyone has questions on this, they should call a hospital and not have the staff investigate this.

6. Public Comment (non-agenda items)

Jill Monroe offered an opportunity for the Public to call-in with a public comment on non-agenda items.

Gary Wonacott called to express his concerns about the new Mission Beach ANAC member. He said the previous member did not live in South Mission Beach and was not as affected by aircraft noise, and that many people signed a petition to remove her. He said Ms. Henson is substantially north of the flight path and that he and some other people feel that she is not the right choice to represent Mission Beach.

7. Next Meeting/Adjourn

Sjohnna Knack mentioned the next meeting is December 21, 2022, and that it may be an in-person meeting.

Amy Gonzalez, from Airport Legal Counsel, discussed the future of the meetings. She discussed the Brown Act and its provisions.

Next meeting is December 21, 2022.

The meeting was adjourned.

Airport Noise Advisory Committee

December 21, 2022



Meeting will start at 4:00 p.m.

Agenda

Welcome & Roll Call

ACTION ITEMS:

- Approval of Consideration of Whether to Continue Virtual Meetings of the ANAC pursuant to AB 361
- Approval of Meeting Summary from September 21, 2022

PRESENTATION ITEMS:

- Update on FAA Reauthorization Related to Aircraft Noise
- Project Updates: Part 150, EIR Noise Mitigation Measures, Variance Application, & Quieter Home Program
- Current Aircraft Noise Trends
- 2023 ANAC Meeting dates

Adjourn - Next Meeting February 15, 2023



Consideration of Whether To Continue Virtual Meetings of the ANAC Pursuant to AB 361

Public Comment on Consideration of Whether to Continue Virtual Meetings of the ANAC Pursuant to AB 361

Please remember to wait to call into the meeting until the Facilitator introduces the item that you would like to comment on.

- To provide your public comment on this item:
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- Turn off YouTube to avoid feedback
- Before speaking, state your name and begin your comments



Approval of September 21, 2022 Meeting Summary

Public Comment on September 21, 2022, Meeting Summary

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FAA Reauthorization Related to Aircraft Noise

Update on FAA Reauthorization (2018) Initiatives

Presentation to the Airport Noise Advisory Committee

Presented by Timothy Middleton, C.M.,

December 2022

HMMH UPDATE

- Status of FAA Reauthorization Sections on Noise
- Status of FAA Noise Research and Development Update
- Status of FAA Noise Policy Review Status



FAA Reauthorization

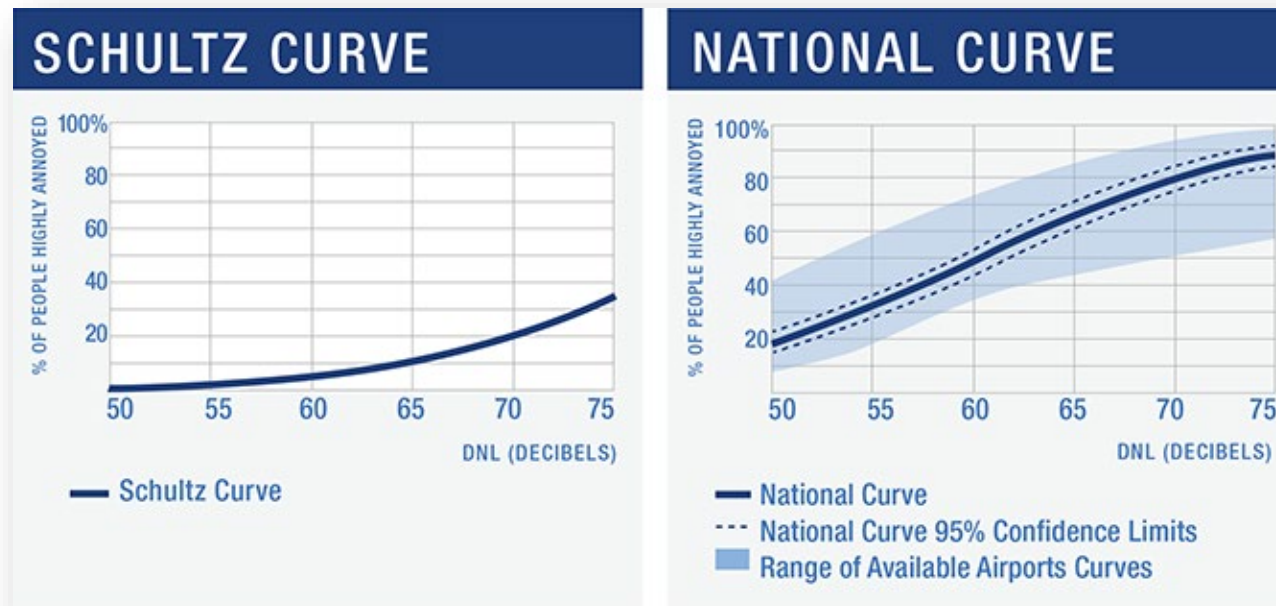
Section	Topic	Status
Section 173	Alternative Airplane Noise Metric Evaluation Deadline	Report to Congress 2020
Section 174	Updating Airport Noise Exposure Maps	Completed
Section 175	Addressing Community Noise Concerns	Ongoing
Section 176	Community Involvement in FAA NextGen Projects Located in Metroplexes	Report to Congress 2020
Section 179	Airport Noise Mitigation and Safety Study	Report to Congress 2020
Section 180	Regional Ombudsmen	Completed
Section 181	Leadership on Civil Supersonic Aircraft	Report to Congress 2020
Section 186	Stage 3 Aircraft Study	GAO Report Completed
Section 187	Aircraft Noise Exposure (Neighborhood Environmental Survey)	Report published 2021, Comment Responses pending
Section 188	Study Regarding Day-Night Average Sound Levels	Report to Congress 2020
Section 189	Potential Health and Economic Impacts of Overflight Noise	Ongoing Study with BU and MIT
Section 190	Environmental Mitigation Pilot Program	Pilot program began 2021; status ongoing

Reports to Congress resource: https://www.faa.gov/about/plans_reports/congress



Section 187 – Aircraft Noise Exposure

- FAA Neighborhood Environmental Survey (NES) published January 13, 2021
- Received 4,162 Comments
- Expanded the aviation noise website to include details on the noise survey
 - https://www.faa.gov/regulations_policies/policy_guidance/noise/survey



ASCENT Projects – Noise focus

- 003 Cardiovascular Disease and Aircraft Noise Exposure
- 010 Aircraft Technology Modeling and Assessment
- 038 Rotorcraft Noise Abatement Procedure Development
- 041 Identification of Noise Acceptance Onset for Noise Certification Standards of Supersonic Airplanes
- 047 Clean Sheet Supersonic Aircraft Engine Design and Performance
- 049 Urban Air Mobility Noise Reduction Modeling
- 050 Over-Wing Engine Placement Evaluation
- 053 Validation Of Low-Exposure Noise Modeling By Open-Source Data Management And Visualization Systems Integrated With AEDT
- 055 Noise Generation and Propagation from Advanced Combustors
- 057 Support for Supersonic Aircraft Noise Efforts in ICAO CAEP
- 059 Jet Noise Modeling to Support Low Noise Supersonic Aircraft Technology Development
- 061 Noise Certification Streamlining
- 063 Parametric Noise Modeling For Boundary Layer Ingesting Propulsors
- 072 Aircraft Noise Exposure and Market Outcomes in the US
- 075 Improved Engine Fan Broadband Noise Prediction Capabilities
- 076 Improved Open Rotor Noise Prediction Capabilities
- 077 Measurements to Support Noise Certification for UAS/UAM Vehicles and Identify Noise Reduction Opportunities
- 079 Novel Noise Liner Development Enabled by Advanced Manufacturing

Latest Update

- New ASCENT program (GT and MIT) being set up to support Dual Standard (CO2 / Noise) Development for CAEP 13
- In development – additional work on UAS/AAM and noise impacts research including evaluating white noise as countermeasure for effects of noise



FAA Noise Policy Review Status

FAA Noise Policy Review Status

The FAA's noise policy review (NPR) provides an opportunity to review and consider updates to the FAA's longstanding civil aircraft noise policy in response to recent research findings and to position the FAA to make additional updates as ongoing research matures

- **Reevaluation of the FAA's primary noise metric and significance threshold**
 - Analyzing existing policy and scientific information, and the potential effects of changes to noise metrics and thresholds
 - Evaluating whether unique considerations associated with commercial space and new entrant aircraft can be addressed in this reevaluation
- **Planning for regular external communication and engagement with stakeholders**
 - Will support meaningful public involvement regarding potential future policy options
 - Will increase FAA's efforts to build a strong foundation of technical understanding across stakeholder communities by building awareness of aviation noise, FAA's role in regulating noise, FAA's existing policy, and the noise policy review
 - The first phase of communications and engagement is expected to begin in early 2023



Thank You

Public Comment FAA Reauthorization Related to Aircraft Noise

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Questions?



Project Updates

Sjohnna Knack Program Manager



Aircraft Noise Project Updates

- On September 2, 2022, the FAA accepted the Part 150 Noise Exposure Map, 180-day review of the Noise Compatibility Program ends in February 2023.
- Work on the EIR Noise Mitigation Measures continues, presentation at the December ANAC on FAA Reauthorization as it relates to noise issues.
- The State of CA has accepted our Variance application as of July 1, 2022. They will review our application for approval.
- On 12/5/22, started sound insulation construction on the first non-residential facility, preschool and church. 5,000 homes Completed in QHP!

Public Comment on Aircraft Noise Project Updates

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Questions?



Current Aircraft Noise Trends

Roman Lanyak Sr. Aircraft Noise Specialist

Noise Trends

Recovery Of Operations/Passengers

- 96% of October 2019 Operations
- 97% of October 2019 Passengers
- Quarterly operations increased by 38%
- Evening operations (7:00 p.m. - 10:00p.m.) increased by 37%
- Nighttime operations (10:00 p.m. -7:00 a.m.) increased by 67%

Portable Noise Monitoring Program

- One measurement in Point Loma (near Point Loma Nazarene University)
- Report will be online by the end of the month

Fleet Update

- 22% increase of larger aircraft
- 9% reduction in FedEx operations because they are using a larger aircraft
- Heathrow and Munich International flights served by A350
- Increased use of Airbus Neo (larger)

Public Comment on Current Aircraft Noise Trends

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Questions?

Public Comment on Non-Agenda Items

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Meeting Dates For 2023

February 15, 2023

May 17, 2023

September 20, 2023

November 15, 2023



Adjourn

Next Meeting February 15, 2023