

# MEETING SUMMARY

## Airport Noise Advisory Committee

Date | Time 02/21/2024 4:00 p.m.

### In Attendance

Meeting called to order by: Joan Isaacson

<b>Name</b>	<b>Affiliation</b>	<b>In Attendance</b>
<b>Community Planning Groups Within the 65 dB contour</b>		
Paul Webb	Peninsula Community Planning Board	Yes
Anthony Ciulla	Ocean Beach Planning Board	Yes
[No representative selected]	Midway–Pacific Highway Community Planning Group	No
Tania Fragomeno	Downtown Community Planning Council	No*
Melinda Lee	Greater Golden Hill Planning Committee	No
Chris Cole	Uptown Planners	Yes
Peter Shearer	Community Resident at Large within 65 dB CNEL – West	No
<b>Community Planning Groups Outside the 65 dB contour</b>		
Gloria Henson	Mission Beach Precise Planning Board	Yes
Iain Richardson	Pacific Beach Planning Group	No*
Dr. Matthew Price	La Jolla Community Planning Association	No
Sean Connacher	East County (La Mesa)	Yes
<b>Aviation Stakeholders</b>		
John Otto	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	Yes
Jim Gruny	MCRD	Yes
Robert Bates	Airline Pilot (Active)	Yes
Carl Stallone	Airline Flight Operations	Yes
Phil Derner	NBAA	No
<b>Ex-Officio Non-Voting Members</b>		
Tim Middleton	Acoustical Engineer	No*
Cesar Solis for (Jason Bercovitch)	Congress, 50th District for Rep. Scott Peters	No
Paola Guzman	Congress, 51st District, for Rep. Sara Jacobs	No
Genevieve Fong	Congress, 52nd District, for Rep. Juan Vargas	Yes
Manuel Reyes	San Diego City Council, District 2, for Jennifer Campbell	Yes
Margaret Doyle	Assembly Member, District 77, for Tasha Horvath	Yes
Larri Frelow, Carlette Young	FAA Representatives	Yes
David Flores	S.D. County Board of Supervisors, District 1	No
<b>SDCRAA Staff</b>		
Joan Isaacson	Facilitator (Kearns & West)	Yes
Sjohnna Knack	Director, Planning & Environmental Affairs	Yes
Chris Walker	Manager of Aircraft Noise	Yes
William "Billy" Hobson	Interim–Senior Aircraft Noise Specialist	Yes
Roman Lanyak	Senior Aircraft Noise Specialist	Yes
Tyler Reince	Aircraft Noise Specialist	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.

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## 1. Welcome and Introductions

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

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## 2. Roll Call

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

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## 3. Action Item: Approval of meeting previous meeting summaries

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### **November 15, 2023, Meeting Summary**

A quorum was present. Tony Ciulla called for the vote to approve the previous meeting summary; Paul Webb seconded the motion. A vote was passed to approve the meeting summary from the November 15, 2024, ANAC meetings.

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## 3. Presentations:

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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=17276>

### **1. Noise Statistics: 2023 Review**

**Tyler Reince** gave a year-end review on the noise statistics as it pertained to the San Diego International Airport (SAN) in 2023. This included the total number of noise complaints and number of associated households. In 2023, there was a drop of over 20,000 noise complaints compared to 2022, but an increase in the number of households from 239 to 264.

The number of missed approaches was also reviewed in 2023. The big emphasis here was, in 2022, the missed approach rate was 0.6% compared to total number of arrivals. Whereas, in 2023, the missed approach rate rose to 0.8%. This equated to roughly four additional missed approaches every seven days.

Early turns were also examined. In 2023, there was an increase in early turns over Point Loma by over 150. Early turns at Mission Beach were almost the same as the previous year, totaling 120.

Lastly, a review of the Runway 9 operations at San Diego was looked at for the past three years. In 2021, Runway 9 was used for 2.7% of total operations, in 2022 Runway 9 was used for 2.3% of total operations, and in 2023 Runway 9 was utilized for almost 5% of SAN operations. This has been a significant increase when compared to the average use of Runway 9 operations, which is normally around 2%. It was stated that the strongest association with Runway 9 came from poor weather conditions at the airport. These conditions include low clouds, easterly winds, and rainy seasonal storms. It was recognized that San Diego experienced an unusually high amount of rain and wintry weather compared to average years. This could explain the significant increase in Runway 9 operations, especially in 2023, which totaled 10,564 operations for the calendar year.

**Public Comment:**

*Lance Murphy* of Ocean Beach / Point Loma said it would be helpful if missed approaches were differentiated between curfew and non-curfew hours. He also requested pilot driven early turns should not be allowed and gave further comment on Runway 9 and Runway 27 operations.

**Questions from ANAC:**

Tony Ciulla, Ocean Beach Planning Council, asked if there were heat maps associated with the number of households for noise complaints on Tableau (SAN's webpage for posting noise statistics). As an example, this would show not only the number of households that are complaining, but if they are concentrated in one particular area, which might provide a better picture when it comes to noise complaints.

**Tyler Reince** stated that Tableau does have an associated heat map. The heat map is displayed as bubbles, if more households complain from particular areas, then the bubble is larger on the map, which indicates more complaints from a pinpointed location. Tyler also mentioned that the airport does have access to which specific areas submit most noise complaints.

Gloria Henson said she remembered looking on the airport website and seeing that statistics were posted on which households were submitting the most noise complaints. She asked where that could be located.

**Tyler Reince** mentioned that this information was on the website as well. There are five tabs for Tableau and the tab labeled noise complaints contains this information. After ANAC, Tyler would provide a link to the Tableau webpage.

Robert Bates mentioned there are a variety of reasons for missed approaches, one of which is separation problems resulting in aircraft coming too close together. When compared to 2022, operations at SAN increased by approximately 10% but missed approaches increased by roughly 30%. Robert felt a good point for comparison would be to see how many missed approaches are due to pilots feeling they were in an unsafe position and shouldn't land,

compared to instances where aircraft come too close together, resulting in air traffic control initiating the missed approach. As SAN operations continue to increase, we may see more missed approaches associated with increased aircraft activity.

Sean Connacher asked if there were different tiers or methods when it came to addressing noise complaints. He stated how some households might complain hundreds of times while others might complain once, what determines how the airport reaches out to noise complainers in response?

**Tyler Reince** mentioned that a handful noise complainers can be responsible for thousands of noise complaints. As an example, three of the top noise complainers left several thousand less noise complaints in 2023 as compared to 2022. Another thing the Airport Authority does is look at the number of noise complaints outside the 65 decibel (dB) contour every three years. This helps determine the communities that are most affected by noise from the SAN but are not within the FAA 65 dB criteria. Lastly, Tyler stated there were two primary factors that determine which noise complainers will receive responses. The primary factor is if the noise complainer requests a response, they can do this by mentioning it in a voicemail or by checking a box for online complaints. Secondly, the details can help narrow down what to look for when searching for noise complaints, which help formulate better responses. If a noise complainer submits 1,000 complaints and just states "too loud" for each one, then that can be vague and hard to track. If a noise complainer submits specific data on specific aircraft, unusual events, or decibel levels, that can make responses a lot easier to find.

Further, if it is determined that noise complainers are not new and past communications have been made in efforts to explain noise then we're less likely to respond. However, if it turns out that this is a new noise complainer or there has not been much communication with them then we're more likely to respond. It can be assumed that this person is not familiar with SAN operations.

**Billy Hobson** additionally mentioned that Tableau does keep track of how many households submit over 500 complaints each month. The noise office did see a drop in several noise complainers who had submitted thousands of complaints the year prior, and appropriate efforts are always made to reach out to noise complainers when necessary.

## **2. Curfew: 2023 Review & Update**

**Billy Hobson** gave a review of the curfew at SAN. 2023 was a record year for curfew violations with 141 violations in total. Compared to 2022, which was also a record year, having 89. In 2023, there was a large increase in weather related curfew violations, which would correspond to the increase in Runway 9 usage. There was also an increase in the number of maintenance and operator-driven violations. Weather related delays and maintenance issues were the least likely to be penalized by the Curfew Violation Review Panel (CVRP), whereas operator-driven delays were most likely to be penalized by the CVRP.

In a given year, approximately 50% of curfew violations result in a financial penalty. Total fines for 2023 were just over \$1,000,000. There were also 144 medevac flights in 2023, compared to 120 the year prior. There were four airlines that committed over 20 curfew violations in 2023, which coincided with the fact that 96% of violations were by repeat offenders.

**Tyler Reince** continued the curfew discussion by sharing some numbers from other airports in the nation that also had a curfew program. San Jose Mineta International Airport (SJC) had the highest number of curfew violations for 2023 (out of the six, including SAN) with 605. While Hollywood Burbank Airport (BUR) and Ronald Reagan Washington National Airport (DCA) had zero violations. SJC curfew program is like SAN in that departures are restricted between 11:30 p.m. and 6:30 a.m. While BUR and DCA curfew programs were based upon noise levels reported from their remote noise monitors located around the airport, as opposed to set curfew hours.

**Billy Hobson** stated there had been eight curfew violations so far in 2024. Four of these were on one night when SAN had a security incident that resulted in delays for the airlines. The number of curfew violations for the year so far was down substantially compared to 2023.

**Chris Walker** provided an update on the current process of modifying the SAN curfew program. SAN personnel met with the Federal Aviation Administration (FAA) and presented a fine structure that was shown to the Airport Noise Advisory Committee (ANAC) at a prior meeting. The FAA was receptive to it and requested additional information. The process will take some time, but a legal opinion is being drafted for the time being. Updates will continue to be relayed to the ANAC.

**Sjohnna Knack** added that curfew at SAN was an Airport Use Regulation (AUR). This means the final step of the process, if FAA approves, would have to also be approved by the Airport Authority Board. Although SAN does not need airline approval for this, they will also relay information to the airlines as well.

**Public Comment:**

*Lance Murphy* of Ocean Beach / Point Loma mentioned last time there was an increase in the curfew violation fines there was a marked improvement. He inquired about the use of curfew funds and expressed his support for medical flight exemptions with the caveat that they should not be allowed to return to base after completing a medical flight.

**Questions from ANAC:**

Jorge Rubio mentioned that having curfew comparisons with various airports can be good for background information but felt no two airports will be the same. Curfews are different, and when comparing any two airports, there can be so many different factors that a comparison may not accurately reflect / compare to what is happening at SAN.

Jim Grunny asked if the airlines knew that ANAC and the Airport Authority were discussing a potential rate change with the curfew. With that, did the noise team feel this may be one reason why the curfew violation rate had been down the last couple of months, how long might it take to see better results reflected regarding violations of the curfew?

**Billy Hobson** mentioned there had been a meeting with the airline station managers, as well as airline corporate partners, at a quarterly meeting. Billy stated it was difficult to say specifically if that had been influencing airlines' current decision.

Robert Bates mentioned that AUR 9.40 listed exceptions to the curfew, which included emergency / mercy flights. Robert wanted to clarify, the CVRP can apply common sense when deciding to fine an air carrier / operator, does SAN CVRP compare similar in their decision making to other airport's CVRP equivalent? As a follow-up, going off Lance's public comment, where does the one million dollars in curfew violations go to?

**Billy Hobson** stated the curfew fines go towards the Quieter Home Program (QHP) as part of the new terminal one noise mitigation measure. The AURs allows the CVRP to have the authority to determine if a penalty will be assigned for violating curfew. Specific incidents are reviewed to make that determination. Other airports with curfews have similar practices regarding weather and maintenance. However, comparing other airports to one another may be tough since each airport operates within their own means.

**Tyler Reince** added that specific details for each airport about how they determine whether to fine operators was not explored. This information could potentially be explored, if interested by ANAC. Tyler also believed the airports did have parallels to SAN when it came to excusing violations pertaining to weather and maintenance delays.

**Sjohnna Knack** cautioned that it would not be appropriate to compare SAN's CVRP to any other airports. SAN has had the curfew since 1976, consistency is important. SAN is only taking a modification of the penalty to the FAA, potentially adding a fourth and fifth tier. Any significant changes proposed to curfew fines may be met with rejection by the FAA. Consistency in decisions is very important.

Chris Cole commented that two hospitals near Hillcrest are being affected by ongoing, major construction projects. He believed this may continue for another year / year-and-a-half. This might include where the aircraft go, land, and overnight.

Sean Connacher was curious if there was an overlap between curfew violations due to weather and weather conditions that result in a Runway 9 operation.

**Billy Hobson** said there was a correlation between bad weather leading to Runway 9 usage and corresponding weather delays resulting in curfew violations.

Jorge Rubio did not feel it was fair to put all noise complaints on SAN. There are two additional general aviation airports for the city that act as reliever airports, taking away

smaller aircraft from SAN. This helps commercial operations at SAN to be conducted efficiently and safely. Montgomery-Gibbs Executive Airport (MYF) has many medevacs that come through the airport throughout the day and night. Medevacs serve an important role for the greater San Diego community and shouldn't be an issue.

### **3. Airport Authority Updates**

**Billy Hobson** concluded the meeting by providing Airport Authority updates. The SAN Variance application (to operate the airport) was submitted on July 1, 2022, the application is still being reviewed by CalTrans for approval. The New Terminal 1 noise mitigation measure work is in progress. The next meeting will have a more in-depth review, along with a document with tangible numbers. This includes items such as the portable noise program, which allows the airport to measure noise levels at an individuals' house who requests it. The measure also includes curfew funds for the QHP and accelerating the QHP pace. Lastly, the Part 150 Study Update, which was updated in 2021. The Airport Authority will update the contours every five years.

#### **Public Comment:**

[There were no public comments]

#### **Questions from ANAC:**

Robert Bates asked to clarify if the Part 150 recommendations in progress included the Noise Abatement Departure Profile (NADP) discussed last year. Robert requested feedback on how the progress was going for the next meeting.

**Billy Hobson** said that was correct, the NADP is beginning to be reviewed.

**Sjohnna Knack** added that the process has been slow due to staffing. The airport will have to reach out to every operator at SAN. Sjohnna was unsure if there would be an update by the next meeting but could provide one by the end of the calendar year, with an itemized list of everything accomplished.

**Billy Hobson** clarified that the Part 150 Study has to do with Noise Compatibility and Land Use (NCLU) Study. It encompasses noise and land use at SAN. This involves the creation of noise exposure maps as well as a noise compatibility program, to show how the airport can limit noise exposure. 16 out of 17 recommendations to the FAA on noise mitigation were approved with the last Part 150 Update. The most recent update was submitted in the year 2021.

### **4. Public Comment (non-agenda items)**

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

*Lance Murphy* of Ocean Beach / Point Loma gave public comment regarding medevac flights and the flights returning to base as a non-medevac flight. He also provided comments on the Airport Land Use Commission (ALUC) and asked if ANAC or the Noise Office ever advises

them? He then gave comments on the H-Barracks project which is set to be built near the airport. He requested noise analysis be done on this project. Regarding land use at the airport, part of the obligation of the Airport Board is to manage the Airport Land Use Committee (ALUC).

**Next Meeting / Adjourn**

It was stated the next ANAC meeting would occur on May 15, 2024 at 4:00 p.m. in the same location.

The meeting was adjourned.



5/22/24