

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

MEETING AGENDA

Wednesday, October 21, 2020, 4:00 p.m.

Electronically Via YouTube Livestream

<https://youtu.be/w12TnBBakoY>

This meeting of the Airport Noise Advisory Committee will be conducted pursuant to the provisions of California Executive Order N-29-20 which suspends certain requirements of the Ralph M. Brown Act. During the current State of Emergency and in the interest of public health, all Committee members will be participating in the meeting electronically. In accordance with the Executive Order, there will be no members of the public in attendance at the Committee Meeting. We are providing alternatives to in-person attendance for viewing and participating in the meeting.

Comments on Non-Agenda Items

Public comments on non-agenda items must be submitted to the Authority Clerk at clerk@san.org, no later than 4:00 p.m. the day prior to the posted meeting in order to be eligible to be read into the record. The Authority Clerk will read the first 30 comments received by 4:00 p.m. the day prior to the meeting into the record; each of these comments will be read for up to three minutes or for the time determined by the Facilitator. The maximum number of comments to be read into the record on a single issue will be 16. All other comments submitted, including those received after 4:00 p.m. the day prior and before 8:00 a.m. the day of the meeting, will be provided to the Committee and submitted into the written record for the meeting.

Comments on Agenda Items

Public comment on agenda items may be submitted to the Authority clerk at clerk@san.org. Comments received no later than 8:00 a.m. on the day of the meeting will be distributed to the Committee and included in the record.

Live Comments on Agenda and Non-Agenda Items

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

- **Step 1:** Fill out the online [Request to Speak Form](#) to speak during the meeting via Zoom. The form must be submitted by 4:00 p.m. the day before the meeting.

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

- **Step 2:** Watch the meeting via the YouTube link <https://youtu.be/w12TnBBakoY> and call into the number listed below followed by the Meeting ID. There is no participation code, just press #.
Dial +1 669-900-9128
Meeting ID: 872 9364 1368

NOTE: There is a delay between the Zoom meeting and the YouTube livestream. **You must mute the YouTube livestream** before speaking.

- **Step 3:** The Facilitator will request public comment during each Item. Once the Facilitator has announced the public comment period for the item on which you would like to speak, please do the following.

USING A REGULAR PHONE:

- You must mute the YouTube livestream before speaking.
- Facilitator will notify you when it is your turn to provide public comment (you will be identified by the phone number you provided in the Request to Speak Form).
- You will have three minutes to provide public comment, an audible ding will be made to identify when you have 30 seconds left.
- Once your public comment has ended, you will be muted. You may hang up and return to YouTube livestream.

How to Watch the Meeting

You may view the meeting online at the following link:

<https://youtu.be/w12TnBBakoY>

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.

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

AIRPORT NOISE ADVISORY COMMITTEE (ANAC)

MEETING AGENDA

Wednesday, October 21, 2020, 4:00 p.m.

1. Welcome and Introductions
2. Roll Call
3. Presentations
 - a. Part 150 Update
 - b. GAO Report – Stage 3 Phase Out & Operational Trends
 - c. Current Noise Concerns (Departures over La Jolla, early turns over Point Loma and FedEx arrival from TIJ)
 - d. Airport Authority Updates
4. Action Items
 - a. Approval of August 19, 2020 – Meeting Summary
5. Public Comment
6. Next Meeting: December 16, 2020
7. Adjourn

Please note: Noise Statistics are now found on the Airport's Website at:
www.san.org/Airport-Noise

SAN NOISE STUDY ANAC MEETING

OCT.21.2020



SAN DIEGO
INTERNATIONAL AIRPORT

Agenda

- Purpose of Study
- What we have accomplished to date
- Where we are in Study process
- Next Steps
- Questions/Comments

SAN NOISE STUDY



Purpose of Study

- Original Part 150 Study by Port of San Diego was accepted by FAA in 1991
- An update to the FAR Part 150 Study was completed in 2011
- The Noise Exposure Maps (NEMs) were recertified in November 2016
- This Part 150 Study is in response to the 2017 ANAC recommendations which may change the 65 CNEL

SAN NOISE STUDY



Purpose of Study (CONTINUED)

- The Part 150 Study addresses aircraft noise issues within the 65 CNEL noise contour only
- To address concerns from residents outside the 65 CNEL contour, the Airport Authority conducted the Flight Procedures Study, completed in 2019
- To address community concerns about flight path changes and increases in airport operations, impacting the 65 CNEL, staff initiated the Part 150 Update in 2018

SAN NOISE STUDY



To Date

- Discussed Purpose of the Part 150 Study (Oct 2018)
- Discussed Forecasts of Aviation Activity (May 2019)
- Generated Existing and Future Base Case noise contours (Aug 2019)
- Presented Existing and Future Base Case land use, population and housing units within 65 CNEL (Nov 2019)
- Identified preliminary reasonable alternatives for evaluation (Nov 2019)
*Held a Public Workshop
- Presented Draft Operational Alternatives to the TAC/CAC (May 2020)
- Additional Operational Alternatives Discussion CAC Meeting (June 2020)
- Presented Refined and New Alternatives TAC/CAC (October 2020)

SAN NOISE STUDY



Categories of Alternatives

- **Operational Alternatives—Federal Control**
 - Operational changes: flight track, climb profiles
 - Noise restrictions/Curfew
- **Land Use Alternatives—Local and State Control**
 - Preventative: Land Use Restrictions
 - Remedial: Sound Attenuation (Quieter Home Program)
- **Administrative Alternatives—Airport Proprietor**
 - Noise Monitoring/Flight Track Monitoring
 - Fly Quiet Program
 - Part 150 Updates



Progress Since Last ANAC

- Received Comments on Operational Alternatives
- Evaluated Reasonable Comments and Suggestions
- Revised and Updated Base Case Contours
- Generated and Modeled Additional Operational Alternatives based on Comments
- Modeled NADP and Noise Barrier Alternatives
- Presented Additional Operational Alternatives and Draft Land Use Alternatives to the TAC/CAC in October

SAN NOISE STUDY



Where we are in the Process

SAN NOISE STUDY



- June 2020**
CAC virtual committee meeting to continue discussion on preliminary alternatives.
- Summer 2020**
Public and Committee Outreach on Alternatives
- October 2020**
TAC and CAC virtual committee meeting to discuss additional alternatives.
- December 2020**
CAC and TAC meetings to discuss preliminary recommendations.
- December 2020**
Public Workshop
- March 2021**
Public hearing

- November 2019**
CAC and TAC committee meetings to discuss alternatives development
- November 2019**
Public Workshop
- Fall 2019**
Alternatives refinement
- February 2020**
FAA Approval of Modeling Inputs
- Spring 2020**
Evaluation and Modeling of Alternatives
- May 2020**
TAC and CAC virtual committee meetings to discuss preliminary modeled alternatives

- October 2018**
Project starts and first meetings with Citizen Advisory Committee and Technical Advisory Committee.
- December 2018**
Consultants will be developing future forecasts of aviation activity for use in the modeling of future conditions.
- May 2019**
ANAC, CAC, and TAC committee meetings to discuss aviation forecasts
- Aug 2019**
ANAC, CAC and TAC committee meetings to discuss inventory and baseline noise contours.

Next Steps

- **December 2020 – Committee Meeting/Public Workshop**
 - Preliminary Recommendations
- **February 2021 – Draft Report**
- **March 2021 – Public Hearing**

SAN NOISE STUDY



Questions & Comments

→ <https://sannoisestudy.com/>

SAN NOISE STUDY



GAO Report on Potential Mandated Stage 3 Phase-Out

Presentation to San Diego International Airport
Airport Noise Advisory Committee

Presented by Justin W. Cook, HMMH
October 21, 2020

14 CFR 36 Background

- FAA regulates the maximum noise level that an individual civil aircraft can emit by requiring aircraft to meet certain noise certification standards
- Each standard is designated as a different stage
- U.S. stages and noise standards are defined in the Code of Federal Regulations (CFR), 14 CFR 36 (Part 36) - Noise Standards: Aircraft Type and Airworthiness Certification
- Any aircraft that is certified for airworthiness in the U.S. needs to comply with the noise standard requirements to receive a noise certification

14 CFR 36 Purpose

The prime purpose of noise certification is to ensure that the latest available noise reduction technology is incorporated into aircraft design demonstrated by procedures which are relevant to day to day operations, to ensure that noise reduction offered by technology is reflected in reductions around airports.

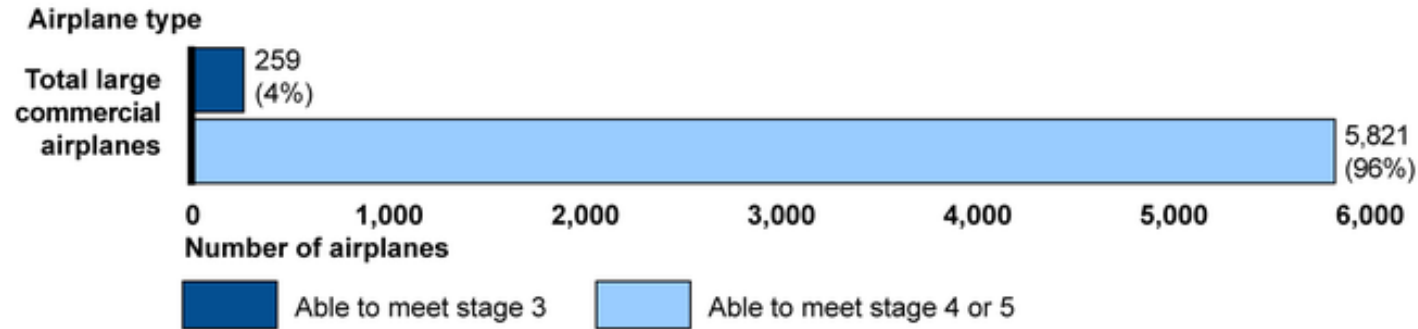
Source: *The seventh meeting of the Committee on Aviation Environment Protection (CAEP/7), 2007*

14 CFR 36 Stages

- Latest noise standard is Stage 5 – applies to large jets with a maximum takeoff weight greater than or equal to 121,254 pounds manufactured on or after December 31, 2017 (less than 121,254 pounds on or after December 31, 2020)
- Stage 5 noise standard requires a cumulative reduction of 7 EPNdB from the Stage 4 noise standard
- Stage 4 noise standard required a cumulative reduction of 10 EPNdB from the Stage 3 noise standard
- Therefore, Stage 5 compliant aircraft require a cumulative reduction of 17 EPNdB from the Stage 3 noise standard

GAO Report Introduction

- U.S. Government Accountability Office (GAO) published a report on August 20th titled, “AIRCRAFT NOISE: Information on a Potential Mandated Transition to Quieter Airplanes”
- Report conducted based on provision of the FAA Reauthorization Act of 2018 for the GAO to review a potential mandatory phase-out of Stage 3 aircraft
- GAO reviewed FAA’s analysis of fleet data and fleet data from select airlines and airframe/engine manufacturers; interviews were also conducted with FAA officials and 35 other stakeholders



Source: GAO assessment of December 2017 Federal Aviation Administration (FAA) noise-based fleet composition analysis and January 2020 aviation stakeholder data. | GAO-20-661

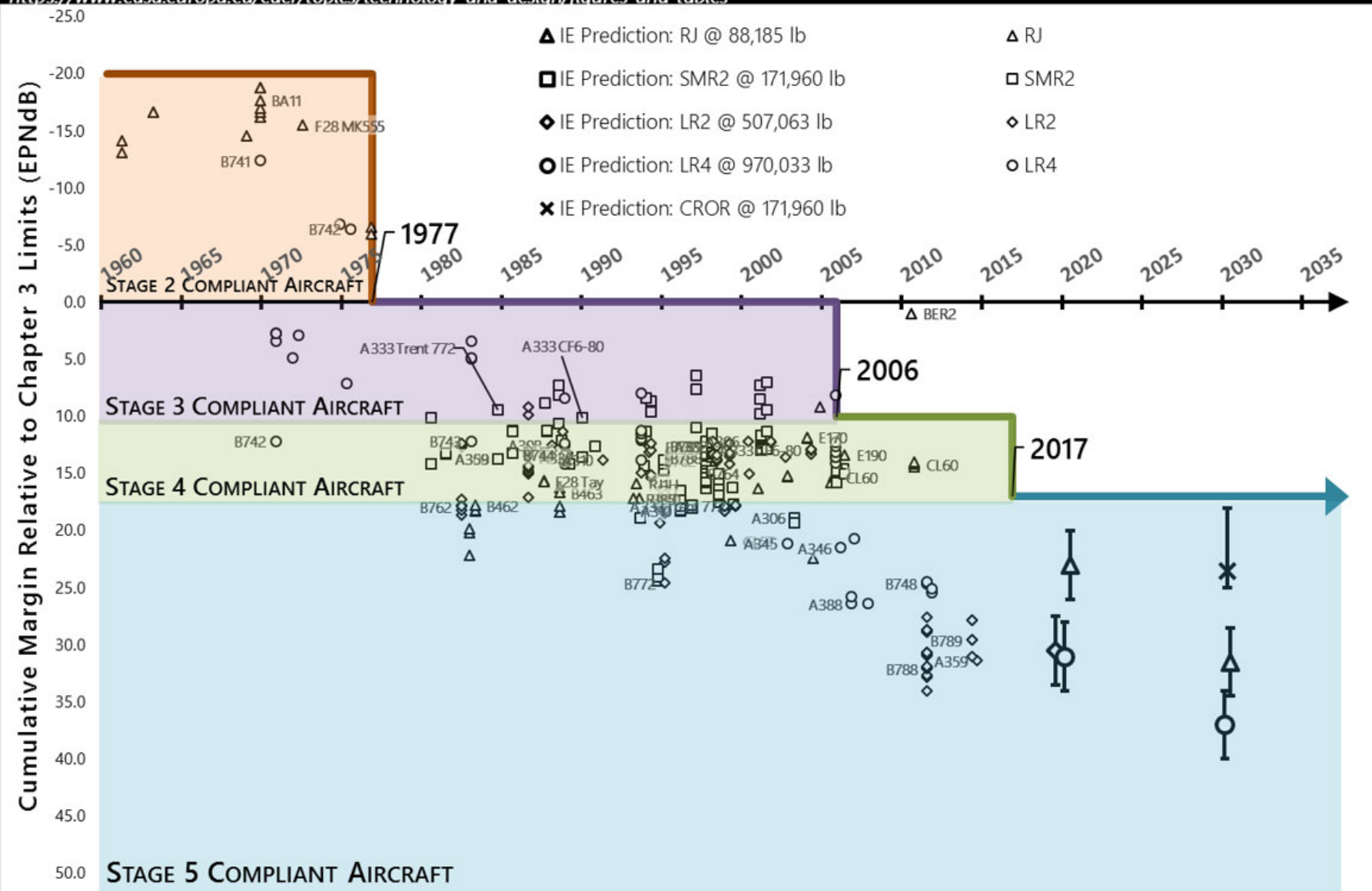
GAO Report Findings

- GAO found that most commercial jet aircraft are certified as Stage 3, but most (96 percent) of those can meet more stringent (Stage 4/5) noise standards

EASA Certified Aircraft Noise Levels vs. Chapter 3 Limit

Source: HMMH modified EASA jet aeroplanes noise database (Issue 24 of 10/12/2015), January 22, 2016; updated March 2017

<https://www.easa.europa.eu/eaer/topics/technology-and-design/figures-and-tables>



GAO Report Findings

- Innovation of aircraft technology has outpaced the implementation of noise standards
- Most 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

Thank you!

Justin W. Cook

JCook@hmmh.com



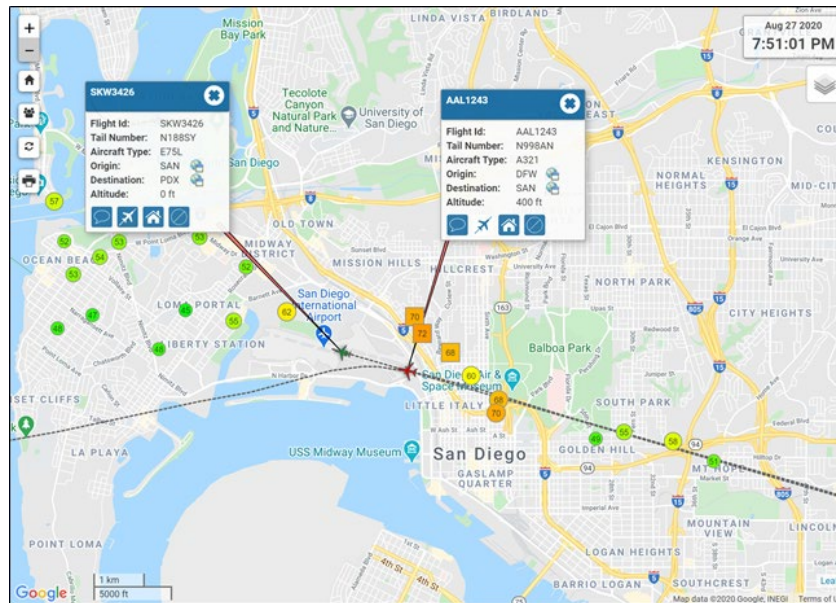
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LET'S **GO.**

Current Noise Concerns

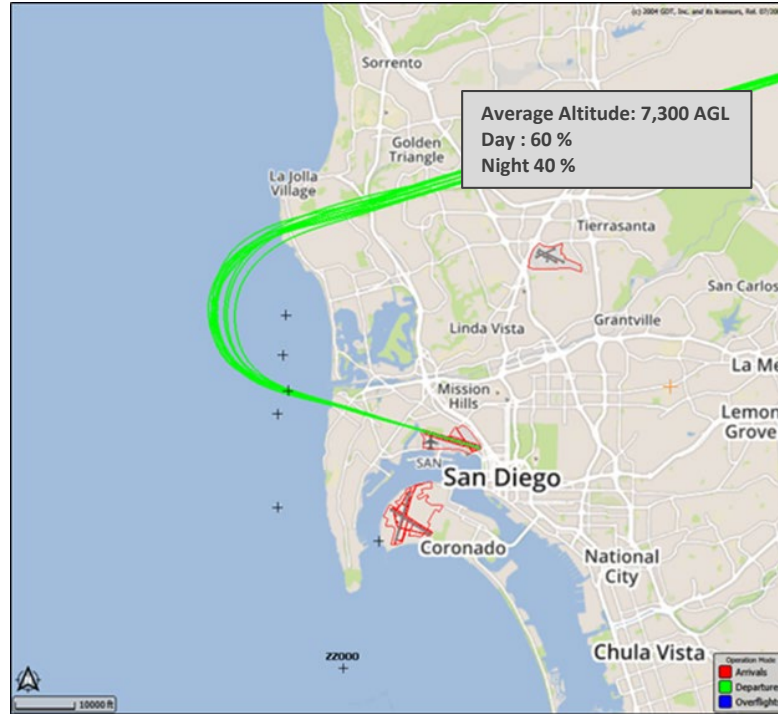
October 21, 2020

Early Turns over Point Loma



*Met with the FAA on September 30, 2020. FAA is reviewing incidences.

ZZ000 Departures Vectored Over La Jolla

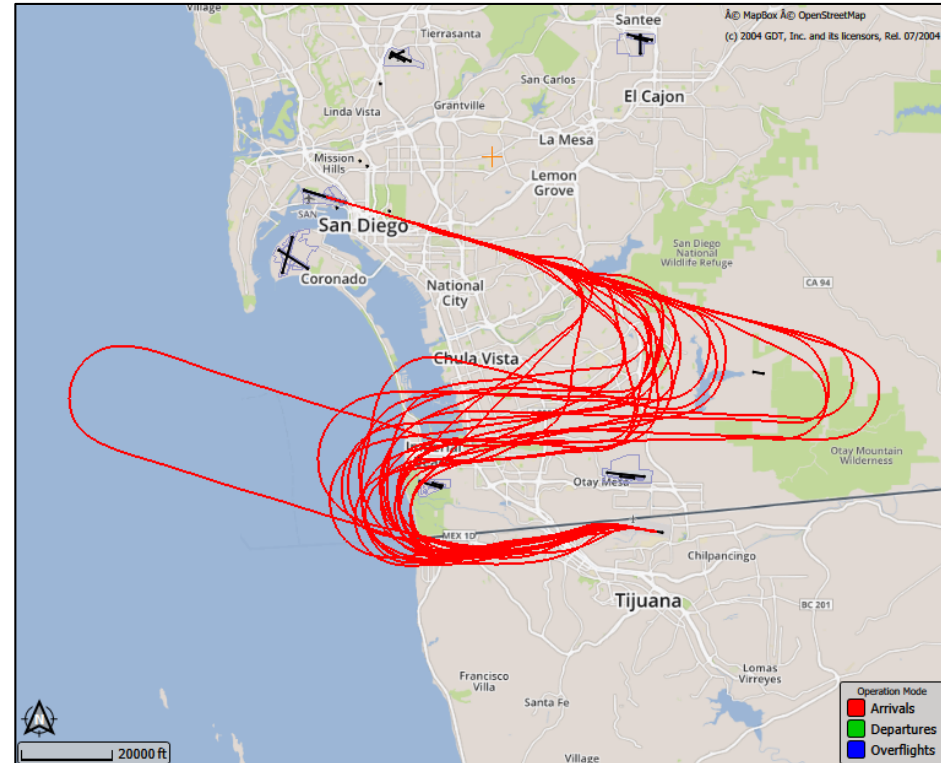
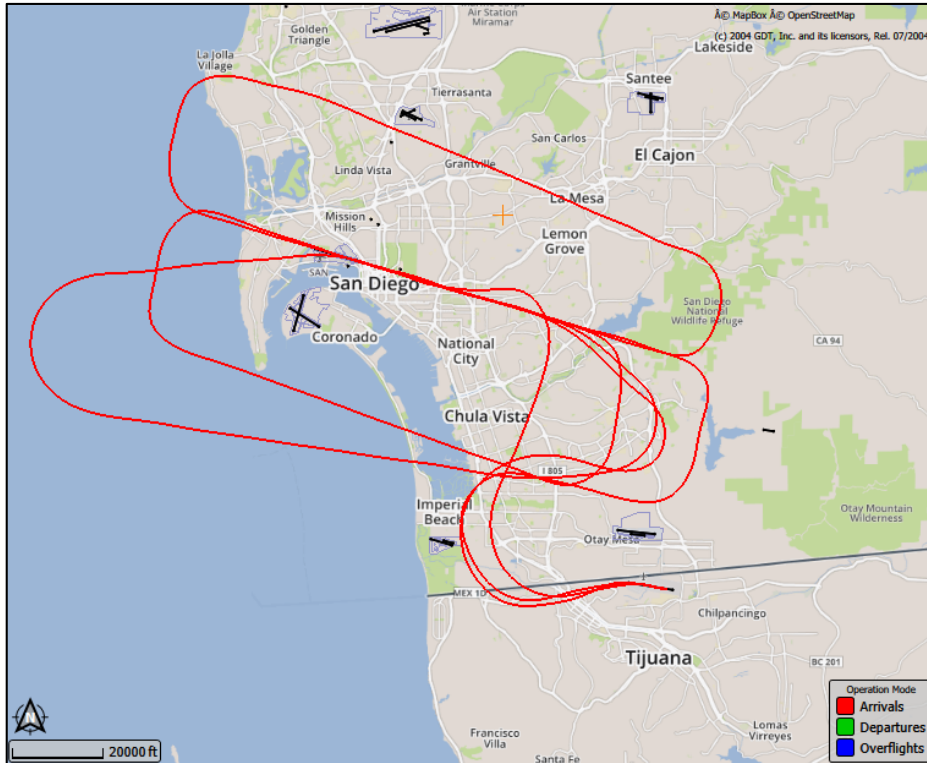


*Met with the FAA on September 30, 2020. FAA is reviewing incidences.

FDX69 evening operation from Tijuana

Unstable Missed Approaches

Stable Approaches



Revised 10/15/2020

October 21, 2020 ANAC Meeting

Communications Received from the Public

Item 3.c

-----Original Message-----

From: Lance Murphy

Sent: Thursday, October 15, 2020 9:42 AM

To: Heick Dustin

Subject: Re: Distribution: October 21, 2020 Airport Noise Advisory Committee (ANAC) Meeting

Hi, I'm unable to attend the ANAC meeting but would like to make the following comment regarding Missed Approaches:

If possible, I would like the comments in their entirety included in the minutes of this meeting.

=====

The missed-approach statistics should be of great concern, they are a leading indicator of possible operational risks or crowding of the airport's capacity.

This is particularly risky when they occur in fog or anytime there are under head-to-head operations.

I'm also concerned when they occur during the time that people are sleeping - it is as loud as a curfew violation.

I suggest the following additions and changes to the Missed Approach reporting:

1. There should be a pie chart or similar graphic to display the conditions that affect a missed approach - wind, fog, other external cause, or none (pilot may have been too hot on approach?)
2. There should be a breakdown for number of missed approach based on time of day. The noise data (peak dB?) should also be reported for the overflowed area as well as the complaints generated by that event. This data should be presented to the airline so that they can better manage their impact on the community.
3. If there are ANY missed approaches during head-to-head operations, they have an extremely high risk of potential collision over populated area. Each event should be individually reported with all comments and data required if it had resulted in a near-miss or possible collision. I would recommend that these be forwarded by Airport management to the FAA region for fault analysis and reporting back to Airport Safety Officer.

=====

Best regards,
Lance Murphy
San Diego

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 08/19/2020 4:00 p.m.

Meeting called to order by: Heidi Gantwerk

In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
Community Planning Groups Within the 65 dB contour		
Erika Espinosa Araiza	Greater Golden Hill Planning Committee	Yes
Tania Fragomeno	Downtown Community Planning Council	Yes
Anthony Ciulla	Ocean Beach Planning Board	Yes
Chris Cole	Uptown Planners	Yes
Judy Holiday	Midway-Pacific Highway Community Planning Group	Yes
Char-Lou Benedict	Community Resident at Large within 65 dB CNEL - East	Yes
Fred Kosmo	Peninsula Community Planning Board	Yes
Community Planning Groups Outside the 65 dB contour		
Jonathan Cole	Pacific Beach Planning Group	Yes
Michael Herron	Valley De Oro Community Planning Group	No
Matthew Price	La Jolla Community Planning Association	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
Aviation Stakeholders		
Olivier Brackett	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	Yes
Carl "Rick" Huenefeld	MCRD	Yes
Robert Bates	Airline Pilot (Active)	Yes
Kallie Glover	Performance Engineer, Delta Airlines	Yes
Dave Ryan	NBAA	No
Ex-Officio Non-Voting Members		
Justin Cook	Acoustical Engineer	Yes
Maria Bojorquez-Gomez	Congress, 53rd District, for Rep. Susan Davis	No
Joshua Coyne	San Diego City Council, District 2, for Jennifer Campbell	Yes
Anthony Nguyen	Congress, 52nd District for Rep. Scott Peters	No
Genevieve Fong	S.D. County Board of Supervisors, District 1, for Sup. Greg Cox	Yes
Keith Lusk	FAA Representative	Yes
John Nelson	FAA Representative	Yes
Faviola Garcia	FAA Representative	Yes
Presenters		
Heidi Gantwerk	Facilitator	Yes
Ryk Dunkelberg	Mead & Hunt	Yes
Sjohnna Knack	SDCRAA	Yes
Staff Dennis Probst (SDCRAA), McKinna Dartez (SDCRAA), Roman Lanyak (SDCRAA)		
15 voting members in attendance		

1. Welcome and Introductions

Heidi Gantwerk, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. with introductions. Ms. Gantwerk briefly shared the agenda and read the Executive Order N-29-20.

2. Roll Call

Heidi Gantwerk called the committee member names for attendance.

3. Presentations

Note: A copy of the information in the presentation can be found via our website using the following link:

<http://www.san.org/Airport-Authority/Meetings-Agendas/ANAC>

a. Part 150 Update

Ryk Dunkelberg from Mead & Hunt shared where they are in the overall study process and they're next steps with the FAR Part 150 study. The Noise Exposure Maps (NEMs), one of the two components of a Part 150 study, were recertified in November of 2016. The current updated Part 150 study was initiated in 2018 (toward the end of the Flight Procedures Analysis Study that was started in 2017) following the ANAC recommendations that might impact the 65 CNEL contour. The Part 150 study addresses aircraft noise issues within the 65 or greater Community Noise Equivalent Level (CNEL) noise contour. The Airport Authority completed the Flight Procedure study in 2019 to address concerns from residents outside the 65 CNEL contour.

Mr. Dunkelberg then explained the three categories of alternatives, Operational Alternatives (under control of the FAA), Land Use Alternatives (under the control of the state and local governments), and Administrative Alternatives (under control of the Airport proprietor). In May 2019, the Technical Advisory Committee (TAC) and the Community Advisory Committee (CAC) reviewed aviation activity forecast, aircraft operations and fleet mix. In August 2019, existing and future base case noise contours were generated, representing the full 2018 calendar year. In November 2019, the land use and population analysis within the 65 CNEL contour along with identified preliminary reasonable alternatives (including several resulting from ANAC alternatives) were presented to the TAC and CAC and a public open house. In May 2020, the draft operational alternatives were presented to the TAC and CAC. Additional operational alternatives are now being generating and will be presented in the fall at the next TAC/CAC meeting and public workshop along with draft land use and administrative alternatives.

Questions from ANAC:

Matthew Price asked if there has been a resolution to the timeline concern of the Part 150 study moving too fast.

Ryk Dunkelberg explained with the evaluation and review of the additional alternatives and the chapters from the FAA and the committee, the team will be very close to the requested timeline.

Judy Holiday asked if the meeting and public workshop dates have been finalized.

Ryk Dunkelberg said those dates have not been finalized but they're looking at early October for the next CAC/TAC meeting. Heidi will make sure to notify ANAC members about the dates of those meetings¹.

¹ Part 150 and TAC/CAC meeting October 15, 2020.

Heidi Gantwerk said if any new members would like more background information on the Part 150, information and all documents are available on the study website at sannoisestudy.com and can also reach out to her or the noise team for an orientation.

b. Status of ANAC Recommendations

Sjohnna Knack gave a high level overview on the ANAC recommendations, categorized by whether they could be implemented by staff or required technical analysis. All feasible recommendations under the purview of staff have been completed or are in process. The technical recommendations for outside the 65 CNEL were analyzed through the Flight Procedure Analysis, and within the 65 CNEL through the Part 150. She reviewed the status of all recommendations, which can be found in the meeting materials at: [August 2020 Member Materials](#)

Ms. Knack mentioned there were three recommendations that came out of the Flight Procedures study, two of which have already been submitted to the FAA. One, still pending with the FAA, was to move the noise dots and request to move the ZZ000 departure further out into the ocean. The FAA acknowledged they reviewing but have some delays due to COVID. The final remaining procedure is potentially feasible and is awaiting additional analysis in the Part 150 study before being submitted.

Questions from ANAC:

Deborah Watkins asked where the noise monitoring site was located in Mission Beach.

Sjohnna Knack explained they have not started monitoring. It will be done in the Part 150. The decision on the site location will be made by the consultant in order to get the best results.

Matthew Price asked when ANAC expanded by four community members, was there an increase or change in the number of non-community voting members.

Sjohnna Knack replied yes there were several industry stakeholders, an airline operator, an active airline pilot and several more, but there are 11 more community voting members.

Rob Bates asked for clarity on why the recommendation to increase the curfew violations penalty wasn't being increased.

Sjohnna Knack explained that an internal review concluded that as curfew violations have dramatically dropped off, it is difficult to make a case to increase the penalties when there are so few (only one at the last review panel meeting). They are also concerned about running the risk of losing the ability to impose fines altogether.

c. Airport Authority Updates

Sjohnna Knack indicated the noise office team has been working hard on analyzing unusual or unique things they've seen through noise complaints or just flight tracks. She mentioned an increase in emergency operations, particularly helicopter flights, and reported that the team is looking at operations off course by listening to the ATC transcriptions and reaching out to the FAA. She thanked their FAA partners for providing information on some of those operations.

Dennis Probst, VP of Development at SDCRAA, reported they've been running about 30 percent of their former operation traffic levels and over the weekend they hit about 35 percent. San Diego is doing reasonably well compared to other airports around the country. They're also ahead of what they forecasted on the Authority's budget this year.

Ms. Knack suggested postponing Fly Quiet awards for 2020 given the extremely low flight operations and lack of any international carriers operating.

Questions from ANAC:

Matthew Price asked for the status on getting the analysis on Early Turns from the FAA.

Keith Lusk stated John Nelson had looked into the incidents Sjohnna and Roman sent over. They're still looking into additional data on one.

John Nelson explained one was a result of a pilot deviation. Another was due to controller error and they're dealing with that issue. He said they take Early Turns seriously and look at them anytime they're sent in.

Justin Cook agreed with not scoring or awarding airlines for the Fly Quiet Program. He would like to see the trends, especially in regards to noise levels and fleet as it changes.

Fred Kosmo also agreed with not scoring the airline for the Fly Quiet Program.

Sjohnna Knack mentioned some carriers are phasing out some of their older fleet which they expect to result in some noise reduction.

Kallie Glover confirmed Delta retired their MD80s and MD90s from their fleet.

4. Action Items

a. Approval of February 19, 2020 Meeting Summary

Fred Kosmo made a motion to approve the meeting summary from the February meeting, it was seconded by Rick Huenefeld. The motion was passed.

b. Approval of June 17, 2020 Meeting Summary

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

c. Discussion and Possible Direction to Staff Regarding the General Community Member Within 65 dB Contour

Sjohnna Knack reviewed the history of and the purpose behind the General Community Member position within the 65 decibel contour that shifts between the East and the West sides of the airport. She explained it was important when they were revising the policy to not only add the quantity, but also make sure they had a balanced conversation. She pointed out the communities of ANAC and CAC/TAC members were well represented in Point Loma and the beach communities. The Airport Authority felt it important to make sure the General Community Member position was rotated and is at the discretion of the President/CEO.

Heidi Gantwerk reminded the committee that the previous general community member is continuing her involvement as a member of the TAC.

Char-Lou Benedict asked if they need to file more complaints to get more representation on the East side of the airport.

Sjohnna Knack explained there are three City of San Diego Community Planning Groups east of the airport within the 65 decibel contour represented on ANAC, the Greater Golden Hill Planning Committee, Downtown Planning Council, and Uptown Planners. The Board policy rotates the general community member from the west of the airport to east of the airport for a two year term.

5. Public Comment

Tony Russell (SDCRAA staff) reported there was one Public Comment emailed to the Authority Clerk after the deadline posted on the agenda. The Public Comment will be distributed to staff and committee members.

6. Next Meeting/Adjourn

Next meeting is October 21, 2020.

Meeting was adjourned.

DRAFT