

# Airport Noise Advisory Committee (ANAC) Agenda

Wednesday, May 15, 2024  
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.

## How to Listen to the Meeting

The following link: [https://teams.microsoft.com/l/meetup-join/19%3ameeting\\_ZjcwNzBiMTMtNzYzOC00OGFkLWFhMmltZjFlMmI3OThiYTgz%40thread.v2/0?context=%7b%22id%22%3a%22a87ab59c-02b1-470f-b316-4a3649f06dbf%22%2c%22oid%22%3a%229ebd41b5-17b7-43d7-8e5a-fe8d47645662%22%2c%22isBroadcastMeeting%22%3atrue%7d](https://teams.microsoft.com/l/meetup-join/19%3ameeting_ZjcwNzBiMTMtNzYzOC00OGFkLWFhMmltZjFlMmI3OThiYTgz%40thread.v2/0?context=%7b%22id%22%3a%22a87ab59c-02b1-470f-b316-4a3649f06dbf%22%2c%22oid%22%3a%229ebd41b5-17b7-43d7-8e5a-fe8d47645662%22%2c%22isBroadcastMeeting%22%3atrue%7d)

This link will allow the public to view the presentation and listen to the audio. If you want to make a public comment, you must attend the meeting in person.

## 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

Col. Thomas M. Bedell  
Michele Perrault  
Everett Townsend

## President/CEO

Kimberly J. Becker

# ANAC Meeting Agenda

Wednesday, May 15, 2024

## WELCOME / CALL TO ORDER:

## ROLL CALL:

**Committee Members:** Paul Webb, Anthony Ciulla, Tania Fragomeno, Melinda Lee, Pete Shearer, Gloria Henson, Iain Richardson, Dr. Matthew Price, Sean Connacher, John Otto, Jorge Rubio, Jim Gruny, Robert Bates, Carl Stallone, Phil Derner, Tim Middleton, Cesar Solis, Paola Guzman, Genevieve Fong, Ross Tritt, Manuel Reyes, Larri Frelow, David Flores.

## ACTION ITEMS:

1. **APPROVAL OF MEETING SUMMARY:**  
RECOMMENDATION: Approve ANAC Meeting Summary from February 21, 2024.

## PRESENTATIONS:

1. FAA Presentation on Flight Procedures
2. Fly Quiet Report 2023
3. Curfew Update
4. Airport Authority Updates

## 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: September 18, 2024 (In-Person, 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](http://www.san.org)

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

### In Attendance

Meeting called to order by: Joan Isaacson

Name	Affiliation	In Attendance
<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.

DRAFT

As identified in the Airport Development Plan (ADP) Environmental Impact Report certified by the San Diego County Regional Airport Authority in 2020, several potentially significant environmental impacts were identified, including noise. As a result, five mitigation measures related to mitigating noise were adopted. Below is a summary of each mitigation measure and activity in the past year.

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#### 1. Expansion of SDCRAA's Sound Insulation Program

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The FAA did not grant the Airport Authority additional funds in 2023 due to the high amount of grant funding previously received. A grant has been requested for future years to continue this accelerated pace.

Non-residential Program: Finished phase 1 of a church / preschool facility (Point Loma Presbyterian).

Residential Program: In CY2023, 455 homes were completed, and it is anticipated that 300 homes will be completed in CY2024. Updates on the number of units in the process can be viewed monthly on our website here:

<https://public.tableau.com/app/profile/noise.disclosure/viz/SANQHPCDashboard/SANQHP>

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#### 2. Update Noise Exposure Map Every Five Years

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The Airport Authority will update the aircraft noise exposure maps every five years, in accordance with FAA Part 150 guidelines.

The FAA accepted the Noise Exposure Maps on September 2, 2022, and issued a Record of Decision on the Noise Compatibility Program on January 1, 2023.

The next update for the Noise Exposure Map will be in 2026-27.

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#### 3. Create a Mobile Noise Monitoring Program

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A mobile noise monitoring program was established with a pilot program in 2022 to augment the Airport Authority's permanent noise monitors. In 2023, staff had conducted two portable noise measurements.

Copies of the reports from these measures can be found here:

<https://www.san.org/Aircraft-Noise/Initiatives#6452350-portable-noise-program>

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#### **4. Assess the Findings of the 2018 FAA Reauthorization Act – Related Noise Studies**

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The 2018 FAA Reauthorization Act includes a requirement for the FAA to complete various studies related to aircraft noise impacts. The Airport Authority will review those studies when completed to help inform and update the noise mitigation programs and policies.

Staff are monitoring the Noise Policy Review (NPR) research and any related news. A comment was submitted by the Airport Authority on Aug 31, 2023. A consultant will present at a future ANAC meeting with an update on the Noise Policy Review (NPR).

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#### **5. Utilize Curfew Violation Penalty Fines to Help Fund Aircraft Noise Mitigation Programs**

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The Airport Authority Finance Department has developed a process to use all curfew penalties for the Quieter Home Program. In 2023, curfew penalties amounted to \$1,004,000, which is a significant increase from \$804,000 last year. This money goes into the Quieter Home Program budget and allows for the treatment of approximately 14 single-family homes or 21 multi-family homes.



# Airport Noise Advisory Committee

May 15, 2024

Meeting will start at 4:00 p.m.

# Agenda

Welcome & Roll Call

## ACTION ITEMS:

Approval of Meeting Summary from: February 21, 2024

## PRESENTATION ITEMS:

1. FAA Presentation on Flight Procedures
2. Fly Quiet Report (2023)
3. Curfew Update
4. Airport Authority Updates

## NON-AGENDA PUBLIC COMMENT

Adjourn – Next meeting: September 18, 2024  
(Airport Administration Building)



# Approval of February 21, 2024 Meeting Summary

**Public**



**Comment**



**Period**

**PUBLIC COMMENT –  
Approval of previous Meeting Summary**





# ANAC Q&A / Discussion – Approval of previous Meeting Summary



# FAA Presentation on Flight Procedures

Joe Bert – Federal Aviation Administration

**Public**



**Comment**



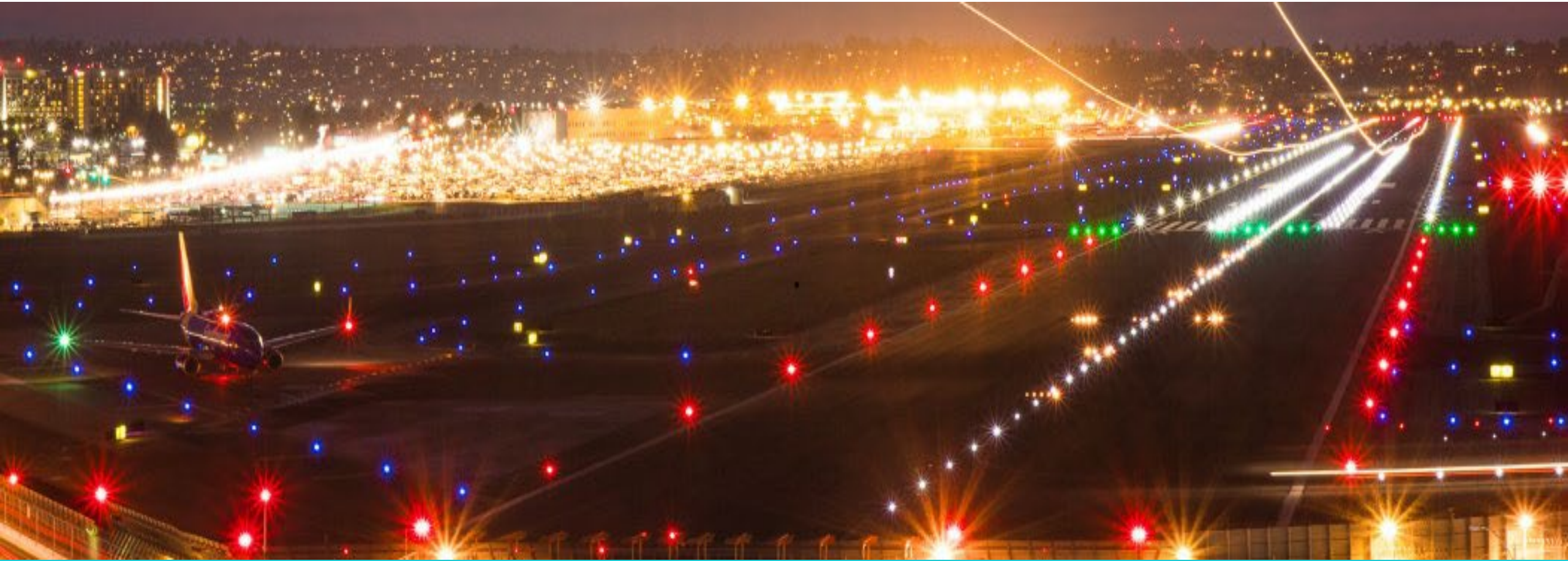
**Period**

# PUBLIC COMMENT – FAA Presentation on Flight Procedures



# ANAC Q&A / Discussion - FAA Presentation on Flight Procedures





# Fly Quiet Report

Roman Lanyak – Senior Aircraft Noise Specialist  
Tyler Reince – Aircraft Noise Specialist



# Fly Quiet Program

## Scoring Elements



Fleet Quality  
Index



Stage 5  
Nighttime Hours



Noise Exceedance



Curfew Compliance

The Fly Quiet Program was introduced in 2017 as a scoring system based on specific metrics to encourage operators at San Diego International Airport to fly as quietly as possible.

# Fly Quiet Program

## Scoring Elements

### Fleet Quality

- Based on cumulative certification data for aircraft
- Net average of operations by type of aircraft

### Stage 5 (New)

- Measures quietest aircraft use during most sensitive hours  
(10:00 p.m. - 6:59 a.m.)

### Noise Exceedance

- Exceedances as a percent of operations
- Day (90 dB)
- Evening (85 dB)
- Night (80 dB)

### Curfew

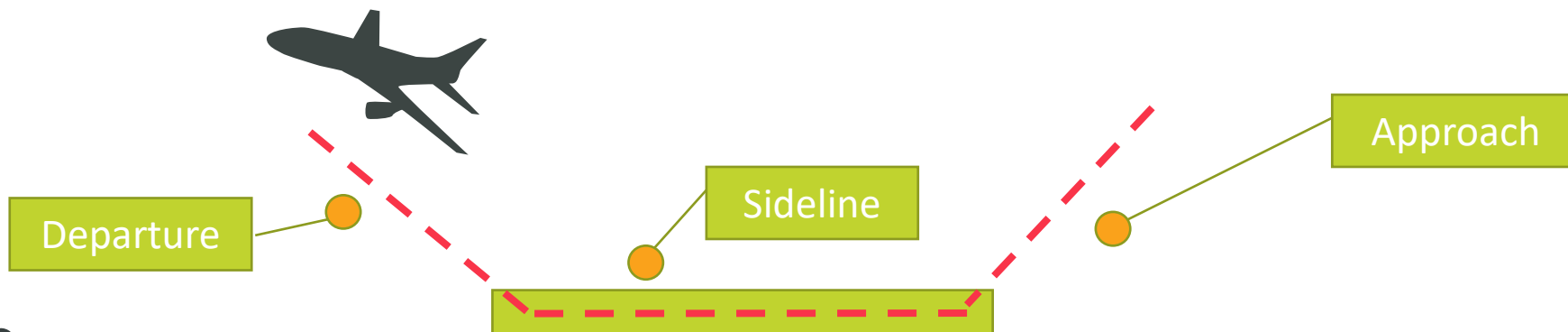
- 1 point loss for a violation
- If fined, incur an additional loss of 1 point

# Fly Quiet Program

## Scoring Elements



- Evaluates noise contribution
- Uses *Approach*, *Sideline* and *Departure* noise
- Based on FAA Certified Noise Levels CFR Part 36)
- Operators receive a higher rating if they fly new generation (quieter) aircraft



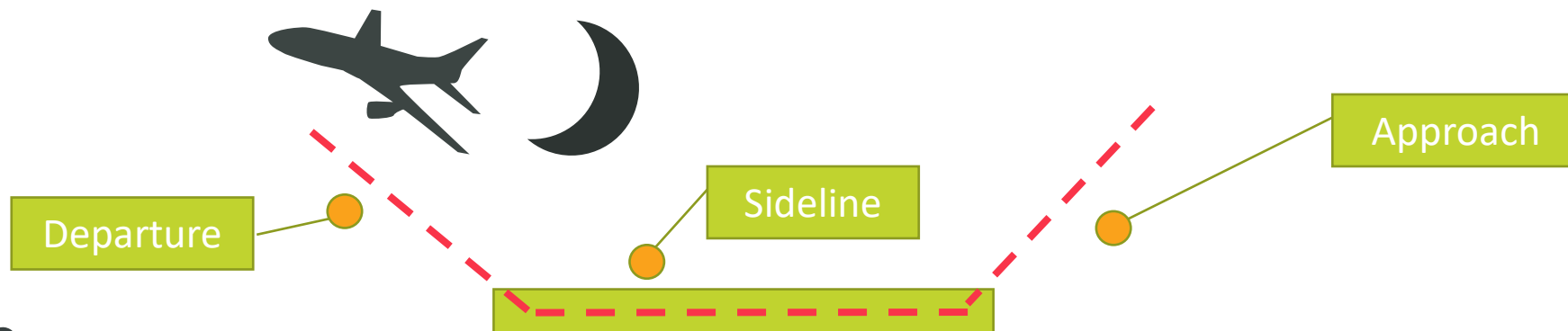


# Fly Quiet Program

## Scoring Elements



- Measures fleet quality during sensitive hours
  - [10:00 p.m. - 6:59 a.m.]
- Based on FAA Certified Noise Levels (CFR Part 36)
- Operators receive higher score if operating newer (quieter) aircraft during noted hours



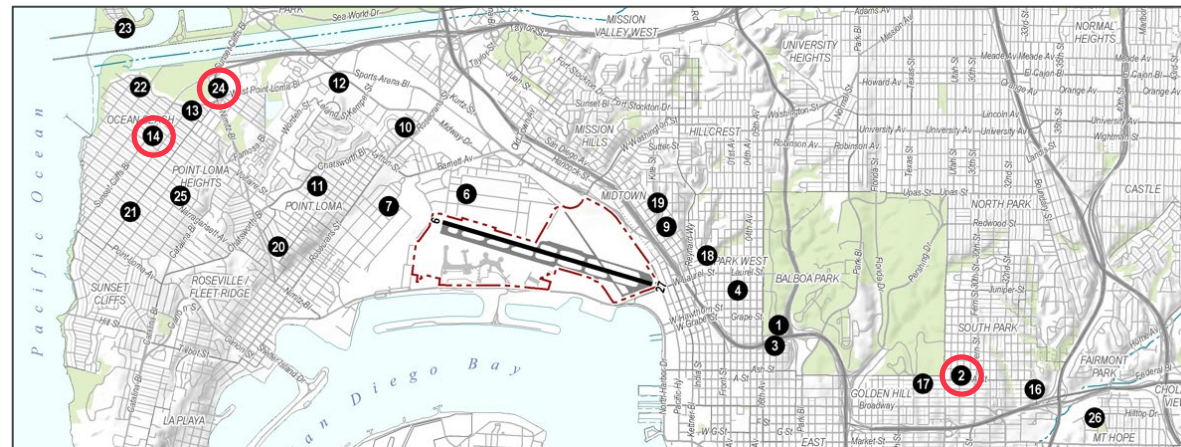
# Fly Quiet Program

## Scoring Elements



Noise Exceedance

- Exceedances adjusted to operations
- Noise Monitors: #2, #14, #24
- Thresholds:
  - Day: 90 dB
  - Evening: 85 dB
  - Night: 80 dB



Remote Monitoring Locations  
Sources: SANDAG; SanGIS; ESRI

# Fly Quiet Program

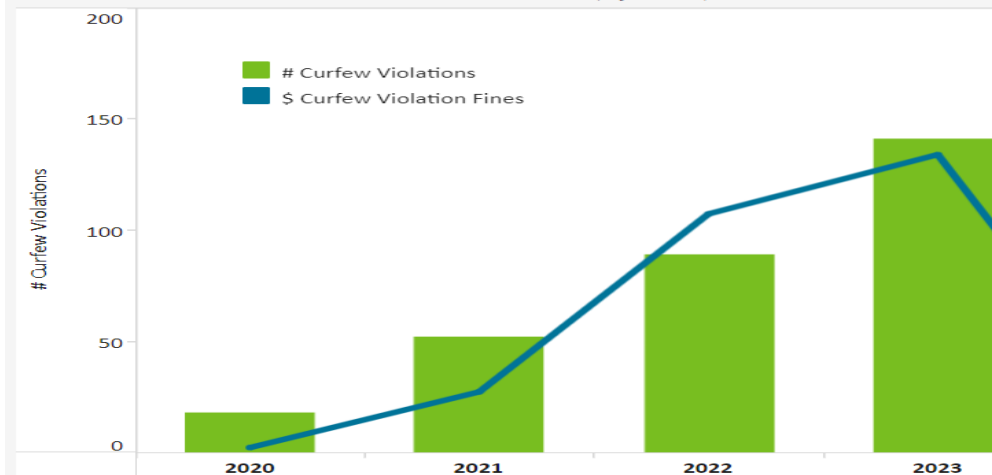
## Scoring Elements



Curfew  
Compliance

- Noise Curfew established in 1976
- 10 points – No curfew departures
- -1 pt. Departure penalty
- -1 pt. Imposed fine penalty

Curfew Violations and Penalties Assessed (by Year)



Sources: SAN Tableau

# 2023 Fly Quiet Results

- Large Carrier – More than 10% of Passengers

## Southwest Airlines

- Small Carrier – Less than 10% of Passengers

## Hawaiian Airlines

- Cargo Carrier

## DHL

- International

## Lufthansa



**HAWAIIAN**  
AIRLINES.



**Lufthansa**

# Fly Quiet Program Large Domestic Carrier Award Winner

## Southwest Airlines

### Award winning because:

- 63% more Boeing 737 MAX in 2023 vs. 2022
- 737 MAX is 20% of all Southwest operations at SAN
- No curfew violations in 2023



# Fly Quiet Program Small Domestic Carrier Award Winner

## Hawaiian Airlines

### Award winning because:

- Good Fleet Quality
- High Nighttime score
- 50% A321neo operations
- No curfew violations 2023



Source: [simpleflying.com](https://simpleflying.com)

# Fly Quiet Program Air Cargo Award Winner

DHL

Award winning because:

- 100% B737-800 operations
- 86% daytime flights
- Best Exceedance score (cargo)
- No curfew violations 2023



# Fly Quiet Program International Award Winner

## Lufthansa

### Award winning because:

- Best overall Fleet Quality score
- All A350-900 (Stage 5) operations
- 95.5% of departures prior to 9 p.m.
- No curfew violations in 2023





**Public**



**Comment**



**Period**

# PUBLIC COMMENT – Fly Quiet Report



# ANAC Q&A / Discussion - Fly Quiet Report



# Curfew Update

Billy Hobson – Interim-Senior Aircraft Noise Specialist



# Curfew Violations Update

Year	Violations (Jan 1 - Apr 30)	Fines Assessed
2023	74	\$504,000
2024	20	\$10,000*

\*10 violations are pending review

Curfew violations have decreased by 73% compared to the same period last year (January 1 to April 30).

This reduction indicates improved compliance with curfew by carriers, as well as weather and maintenance factors.

Staff continues to express concerns over curfew violations in meetings with carriers.

# Curfew Fine Increase



Held preliminary meetings with FAA on potential fine increase.



Airport Legal counsel working on legal opinion.



Coordination with FAA and Airlines, then approval by FAA and Airport Authority Board.



Updates will continue to be provided at future meetings.

# Reminder on Medevac Flights



- Always exempt from curfew
  - Per California state law
- State law includes:
  - Transportation of patient
  - Organ transplant
  - Aircraft & crew returning to base, after completion of a mission

**Public**



**Comment**



**Period**

**PUBLIC COMMENT –  
Curfew Update**



# ANAC Q&A / Discussion – Curfew Update





# Airport Authority Updates

Chris Walker – Manager of Aircraft Noise

# Airport Development Program Noise Mitigation Measures Update

*Measures Identified in the Airport Development Plan Environmental Impact Report on noise. This is a summary of 2023 accomplishments. A full Report was provided in Meeting Materials.*

## Expansion of Sound Insulation

Continued funding has allowed for continued acceleration of the Quieter Home Program (QHP). 455 units in 2023 with 300 anticipated in 2024. Completed Phase 1 of the Point Loma Presbyterian Church March of 2024.

## Update Noise Exposure Maps

Noise Exposure Map Acceptance on 9/2/22. Noise Compatibility Program Record of Decision on 1/11/23. Airport Authority will update contours every five years, next update in 2026 – 2027.

## Portable Noise Monitoring Program

PNM program ongoing with testing completed at seven locations; all monitoring reports are available online.

## Assess Findings of 2018 FAA Reauthorization (Noise)

Staff is monitoring the Noise Policy Review (NPR) research and any news. Comment was submitted by the Airport Authority on Aug 31, 2023. Comment period closed Sep 29, 2023. 4,857 comments submitted.

## Use Curfew Fines for Quieter Home Program

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

**Public**



**Comment**



**Period**

# PUBLIC COMMENT – Airport Authority Updates



# ANAC Q&A / Discussion – Airport Authority Updates

**Public**



**Comment**



**Period**

**NON-AGENDA PUBLIC COMMENT**

# Next Meeting:

*September 18, 2024*

*Administration Building  
First Floor – Tin Goose Room  
2417 McCain Road  
San Diego, CA  
92101*



Adjourn