SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

Airport Noise Advisory Committee (ANAC) Agenda

Wednesday, November 20, 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.

WELCOME / CALL TO ORDER:

ROLL CALL:

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

ANAC Meeting Agenda

Wednesday, November 20, 2024

ACTION ITEMS:

1. APPROVAL OF PREVIOUS MEETING SUMMARIES:
   RECOMMENDATION: Approve ANAC Meeting Summaries from May 15, 2024 and September 18, 2024.

PRESENTATIONS:

1. October Weather Irregular Operations
2. Curfew Update
3. Quieter Home Program (QHP) Update

NON-AGENDA PUBLIC COMMENT:

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

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

NEXT ANAC MEETING: TENTATIVE - February 19, 2025 (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

MEETING SUMMARY

Airport Noise Advisory Committee

Date | *Time* 09/18/2024 4:00 p.m.

In Attendance

Meeting called to order by: Joan Isaacson

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

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

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

1. Welcome and Introductions

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

2. Roll Call

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

3. Action Item: Approval of previous meeting summary

May 15, 2024, Meeting Summary

A total of eight voting members were in attendance, a quorum was not present to approve the May 15, 2024 meeting summary.

3. Presentations:

Note: The information in the presentations is posted on our website and can be accessed with the following link: https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=17278

1. Airport Land Use Compatibility Plan (ALUCP) Update

Ralph Redman from the San Diego County Regional Airport Authority (SDCRAA) explained how the Airport Authority serves as the Airport Land Use Commission (ALUC), a role inherited from the San Diego Association of Governments (SANDAG) when the Airport Authority formed in 2003. Under state law, the Airport Authority needs to update ALUCPs with all sixteen airports within their jurisdiction. Guidance for ACP updates come from CalTrans, a state law requirement. The goal of ACP is to protect people and property from noise and safety impact from aircraft, as well as protect the airport from the encroachment of non–compatible land use. Existing land uses will not be impacted, only new development and proposed changes of land uses (residential to non–residential, as one example). ACP has no oversight on airport development or aircraft operations, only off airport development. Airport Land Use Commission (ALUC) can only provide *advisory* guidance to agencies that do have authority over land use / building and zoning authority. These agencies can choose to accept or overrule advice provided by the ALUC.

In 2021, a new layout plan for the airport was accepted by the Federal Aviation Administration (FAA). Modification to runway protection zones (RPZs) and new aviation demand forecast / changes in aircraft fleet mix were approved for the airport layout plan. The ALUCP process is currently under environmental review. There are four component factors of ALUCP: Overflight – information must be disclosed to those purchasing property that they may have overflights, Airspace Protection – ensuring heights of structures do not create a hazard to flight procedures, Noise – prevent noise sensitive land use from coming too close to the airport (hospitals, schools, etc.), Safety – limit concentration of people, density of residential units (avoid catastrophic accidents).

A 20–year forecast was created to predict a 65–decibel noise contour for the year 2050, accounting for a little over 290,000 operations. Maximum height threshold protects the area where pilots are aiming to land the aircraft. If a structure penetrated that maximum height limit then the landing threshold would have to be displaced further up the runway, limiting runway available for an aircraft to land. This area is required to be protected in case an aircraft had an engine that failed and had to operate on one engine only. It's important to avoid any penetration to this area so air carriers can avoid having to make decisions such as flying specific aircraft type or adjusting payload (fuel, passenger, luggage, etc.) to safely operate within the airspace. There is a Runway Protection Zone (RPZ) as well, this is a two dimensional zone to protect approaches and departures from the runway (for people on the ground). The FAA requested that SAN try and stop any new land development in the RPZs [RPZs is ALUCP lingo for *Safety Zone 1*]. For overflight notifications, areas that contain the highest concentration of overflights require notice to buyers of said overflights.

Public Comment:

[There were no public comments]

Questions from ANAC:

Gloria Henson sought clarification on the image of the overflight tracks, were they projected (future) or actual (current) flight tracks? What if flight tracks were consolidated, would that result in an increase in noise over certain areas and a change in the contour?

Ralph Redman clarified that the image show of the flight tracks of the San Diego area were of current operations. The noise contour modeled for the ACP is different than the one modeled for the FAA Part 150 Study [which is used to determine Quieter Home Program (QHP) qualifications]. The ACP is modeled for a 20–year projection, while the Part 150 is used as a five–year projection. However, both analyze data based upon current flight track information.

Chris Walker explained that the Quarterly Noise Report (QNR) is accomplished on a quarterly basis and does not reflect the FAA's 65 decibel level for the Part 150.

Time Middleton offered further explanation that the map presented reflecting the flight tracks from Ralph Redman's presentation did not display altitudes on the aircraft along their tracks. If an aircraft is high enough, their altitude would not affect the 65–decibel level measurement utilized for the QHP. The map simply displays overflights of aircraft. The flights shown on Ralph Redman's map are already incorporated into the contours ANAC members are familiar with.

Jorge Rubio wanted to know, if someone tries to develop land (regarding maximum height limits), is it to assume the city be incorporated into the land use code? Form 7460, provided to the FAA, are they already reviewing for this when somebody is required to submit Form 7460?

Ralp Redman answered that when they see the 7460 the FAA is reviewing it, but they are not reviewing the OEI surface or Runway End Sighting Surface (RESS) either. Those are two surfaces, they want to include in the ALUCP, because the FAA does not include those in their 7460 review process.

Jorge Rubio mentioned the overflight notification was over one of the city airports as well. What happens if the property is designated a rental, is the tenant notified as well?

Ralp Redman said that question could be directed to city development services, but there currently was no requirement in the ACP to notify renters.

Robert Bates clarified the runway safety zone (RSZ) was now being expanded to include both the arrival and departure corridor, as well as one engine inoperative (OEI) procedures, was that correct?

Ralph Redman answered that RPZ guidance was updated by the FAA, that expanded the RPZ out and included the departure RPZ. The OEI service was a separate issue, it's new to the ALUCP that the airport is folding it in, but it has existed for quite some time. A developer is required to submit an airspace review with the FAA. The FAA will look at it for all the other surfaces they are concerned with, then open it up to all the airlines / airport to comment. That's when ACP would catch any concerns with penetration of the OEI surface. The FAA did not look at it, ACP did, and the FAA allowed for the opportunity to comment on it.

Robert Bates requested further clarification between the differences of slides displaying *Airspace Compatibility – Maximum Height Limits* and *SZ1*. Is the former slide a height restriction and the latter a development restriction?

Ralph Redman stated RPZ is flat with the surface, it doesn't climb as it moves out from the runways. The FAA guidance here is to clear from any above ground objects, which is simply not feasible for SAN, there are developmental conflicts. The airport tries to work with the city to ensure no *new* developments occur inside the RPZ.

Robert Bates concluded by clarifying that Ralph Redman was under the direction of CalTrans / state of California, who directs him on how to formulate the ALUCP. It is then up to the city council whether that wish to override it or not with a two–thirds vote.

Ralph Redman solidified Robert Bates' statement, essentially the airport is advisory guidance only. They are required to create the ALUCP, and then work with local land use jurisdictions to try and get them to adopt the policies and standards into code for their own land development.

Ethan Paul inquired if there will be restrictions on the kind of existing developments, like the changes to the way those developments are used (such as the number of people using that different type of development, such as a hotel vs museum)?

Ralph Redman gave an example of a hotel that could be converted into a structure with less use, that would be allowable. Converting a development like a hotel to a school (with much more intense use) would not be allowed in Safet Zone 1.

Will Hooper sought explanation on how *Airspace Compatibility – Maximum Height Limits* related to the ground height right off the end of the runway versus the shoreline. Does it consider the ground level the aircraft would have to clear to get that far out?

Ralph Redman mentioned that the impact would be minimal to the west side of the airport due to a height restriction already being in place. For the coastal areas, this is believed to be a 35-foot restriction, that area would probably not apply further restrictions. Due to other surfaces to that end of the runway, it is highly protected since it is the one end of the runway that allows for an instrument approach procedure. Overlaying an OEI surface on those already protected surfaces then they may go down a couple of feet. It's much more of an impact to the east side of the airport, possibly 20 to 30 feet.

Gloria Henson wanted to clarify, if flight paths are becoming more concentrated, there must be smaller areas of San Diego with noisier spots. If there was an average noise level measurement, if the flight paths were spread out, would this result in a lower decibel level? What is the result for the individuals living under more concentrated flight paths?

Chris Walker stated that a new contour would be created in a couple of years. The airport did not anticipate much being different than what is already being flown. Flight procedures set to take effect were shared at the previous ANAC meeting and could be shared / referenced. No changes were anticipated, but the airport would be monitoring performance to see / compare results.

Gloria Henson stated that Joe Bert had stressed the new CLSSY One Departure Procedure would not impact residents living below its flight path.

2. Curfew Update

Billy Hobson from the San Diego County Regional Airport Authority (SDCRAA) gave an update on the current curfew status at SAN. SAN curfew only applies to departures, between the hours of 11:30 p.m. to 6:30 a.m. (local time). Medical flights are exempt from curfew, per CA state law. Curfew violations are reviewed on a bi–monthly basis by the airport's curfew violation review panel (CVRP), to determine if a fine is appropriate to the violation.

In 2023 (up to August 1st), SAN had 111 curfew violations, a record year. In 2024, SAN had 71 curfew violations up to August 1st, a reduction of 37%. As a whole (within fifteen–year period at the airport), curfew violations were still high. The airport is in the process of modifying the current curfew structure regarding violations. Airport legal counsel sent a legal opinion to the FAA on July 18th, SAN is waiting to hear back from the FAA at this time. Since the passage of the Airport Noise Capacity ACT (ANCA – 1990), airports are limited on restricting operations based upon noise levels of aircraft.

Public Comment:

[There were no public comments]

Questions from ANAC:

Will Hooper said it would be of interest to have a breakdown of specific operations type for curfew (cargo, commercial, medical, Signature Air, etc.). This may help provide a clearer analysis of curfew operations. This could help show any progress being made, and what areas of violations can be dismissed.

Billy Hobson answered that a more detailed analysis could be provided. When the airport reports curfew violations, medical flights are not listed (since they are exempt). However, this information could be analyzed as well. Some of this information requested was available on the airport's *Tableau* webpage.

Will Hooper also inquired about the curfew fine update, what percentage of increase was being looked at with the airport?

Billy Hobson explained that the airport's primary concern was with repeat offenders of the curfew (violating multiple times). For 2024 (thus far), 88% of violations were from operators who violated four or more times. Ideally, the structure should stay the same but adding a fourth and fifth level to the fines (above $10,000). There are roughly 20 airlines who operate at the airport, and the top four or five of them make up 65% of the violations.

Will Hooper concluded by stating it looked like the fines assessed were lower (on a per violation basis). Was this due to the number of excusable violations?

Billy Hobson mentioned there were two factors at play. 39 of the violations had yet to be reviewed (only 41 had been reviewed), the fine amount should rise, the ANAC would be

updated. The fine rate is roughly 50% in a given year. Lastly, the effort to adjust the curfew structure to reflect a more modern approach came from the suggestion of ANAC.

Gloria Henson wanted confirmation that the 39 violations yet to be reviewed were a part of the 71 total for the year thus far.

Billy Hobson confirmed the 39 violations yet to be reviewed were included with the 71 total violations for the calendar year.

Chris Szulewski asked if air carriers were legally obligated to pay their fines, do they always, and what would be the penalty if they do not?

Billy Hobson stated that all regularly scheduled air carriers at SAN do pay their fines. For the most part, the general aviation operators at SAN pay their fines too.

Chris Walker informed the committee that at the CVRP meetings, each carrier does (or is allowed) to have a chance to respond to their fines. Fines are waived for *local* mechanical or weather–related issues. When fines are implemented, air carriers know and honor those fines.

Carl Stallone stated that looking at the data, it was a substantial decrease from last year. Some of it was attributed to weather, as noted. Across the board, was the decrease to all the carriers, or was it to one of the violators making a change.

Billy Hobson responded that the decrease was more spread out across all the air carriers. Not that all carriers were lower than the previous year, but overall, have decreased across the board. After an abnormally high year in 2024, many of the air carriers had multipliers.

3. Portable Noise Monitor Program

Chris Walker from the San Diego County Regional Airport Authority (SDCRAA) provided an informational moment on the SAN's Portable Noise Monitor Program. SAN has 23 permanent remote noise monitors, located both east and west of the airport. SAN also has a 24th noise monitor, a portable one, which can be set–up at any residential unit (provided it can be placed outside, in a semi–secured area, with a power outlet nearby). A full report can be generated with details such as aircraft types flying overhead. As a reminder, this will not qualify a homeowner for the Quieter Home Program but does provide great insight to specific sound information in their area. It is free of cost, and usually can last around 10 days.

Public Comment:

[There were no public comments]

Questions from ANAC:

Gloria Henson sought information on how a homeowner could best acquire the portable noise monitor for set–up at their house. Was there anything that could make the data in the area effected in an unrelated manner?

Chris Walker said contacting the noise office directly would be fine. The data is coordinated through our Airport Noise Operations Monitoring System (ANOMS), it will match up the noise events with the aircraft flying over.

Ethan Paul asked if there would be a new web portal / webpage on the new airport website where individuals could find information on how to contact appropriate personnel or provide their information to the noise office.

Chris Walker stated that on the current airport noise mitigation page, there is a tab where the portable noise monitor can be requested. Past reports can be viewed as well (specific address information is left off, but streets are listed). This information would also be in the new / updated website as well.

4. Public Comment (non-agenda items)

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

Next Meeting / Adjourn

It was stated the next ANAC meeting would occur on November 20, 2024, at 4:00 p.m. in the same location.

The meeting was adjourned.

SAN Airport Noise Advisory Committee

November 20, 2024

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Agenda

Welcome, Roll Call, Meeting Logistics

ACTION ITEMS:
Approval of Meeting Summaries from: *May 15, 2024* and *September 18, 2024*

PRESENTATION ITEMS:

1. October Weather Irregular Operations
2. Curfew Update
3. Quieter Home Program (QHP) Update

NON-AGENDA PUBLIC COMMENT

Adjourn – Tentative 2025 Meeting Dates:
Feb. 19 / May 21 / Sept. 17 / Nov. 19
(Airport Administration Building)

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Approval of May 15th and September 18th Meeting Summaries

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Public Comment – Approval of Previous Meeting Summaries

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

ANAC Q&A / Discussion - Approval of Previous Meeting Summaries

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

October Weather Irregular Operations

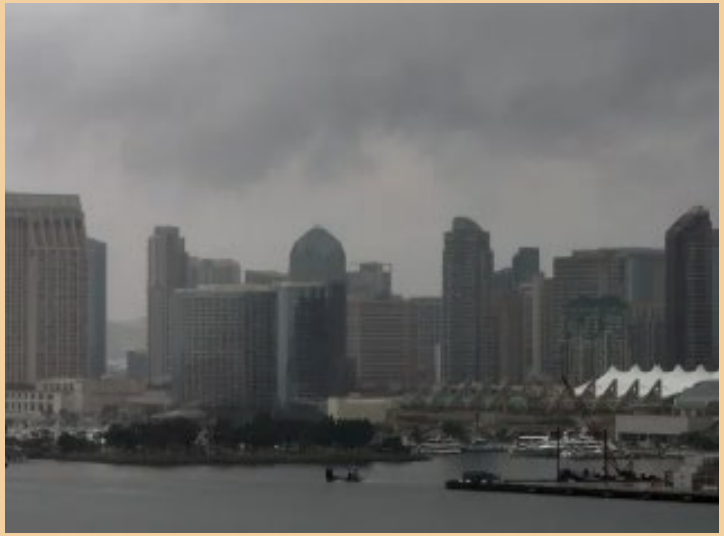
Tyler Reince – Aircraft Noise Specialist

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Runways at SAN (Runway 9 = East; Runway 27 = West)

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

When is Runway 9 utilized?



Poor Weather

Low clouds & fog.

Forces arrivals from over ocean (lower landing minimums on approach).

Santa Ana Winds

Winds from the East vs the West.

Requires arrivals into the wind.

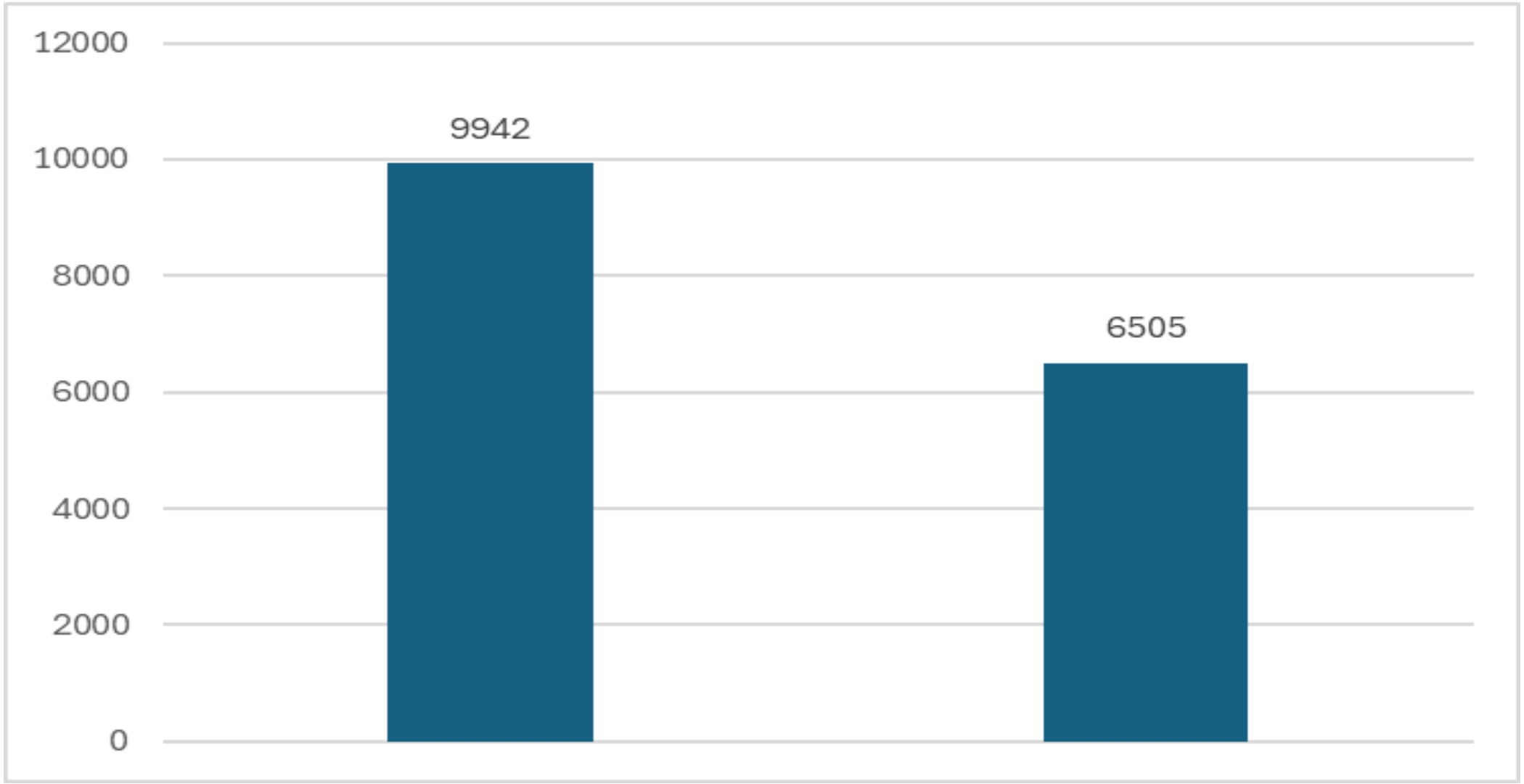
Operational Need

Air Traffic Control has domain over airspace.

Utilize Runway 9 for safety.

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Runway 9 Operations (January – October):

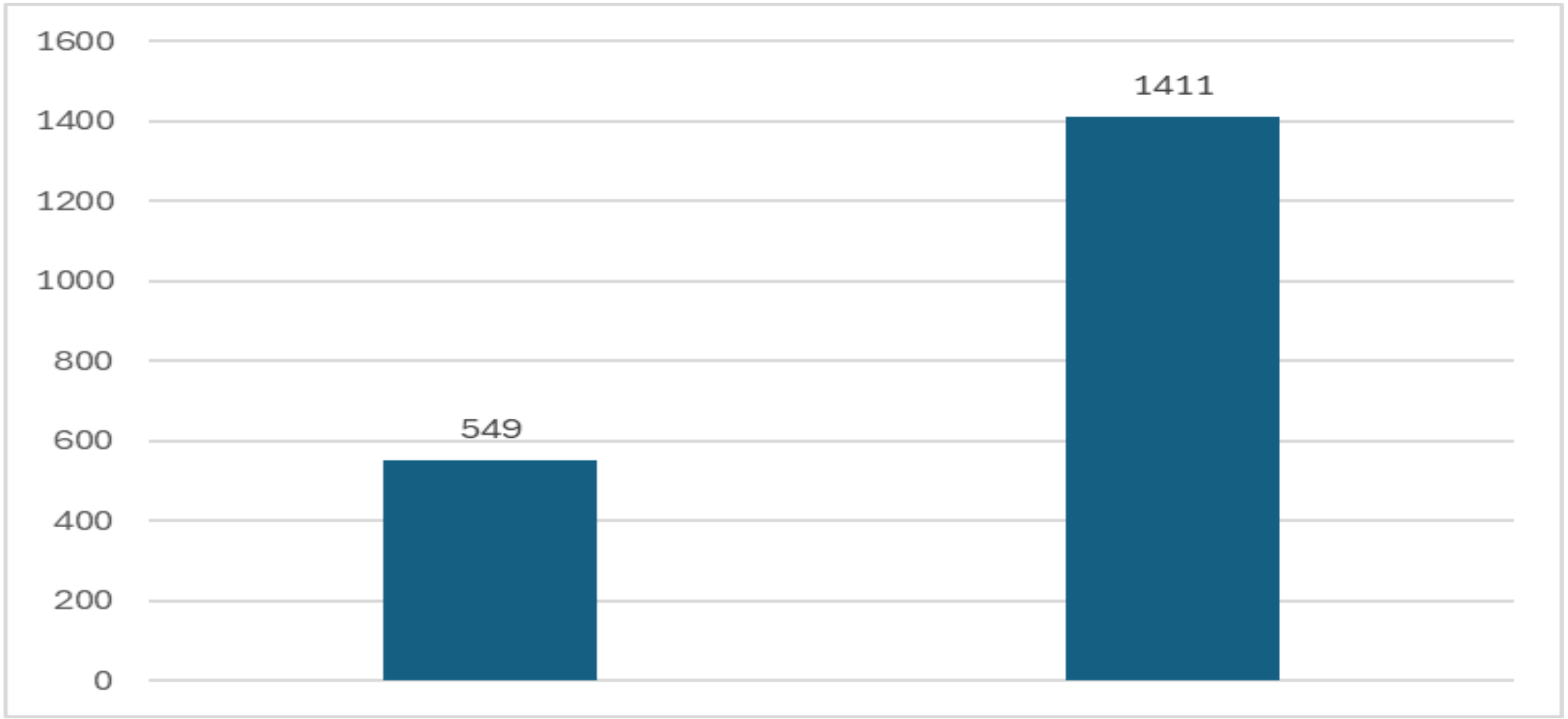


% = Percentage of total operations (January – October)

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Runway 9 Total Operations:

October 2023 October 2024



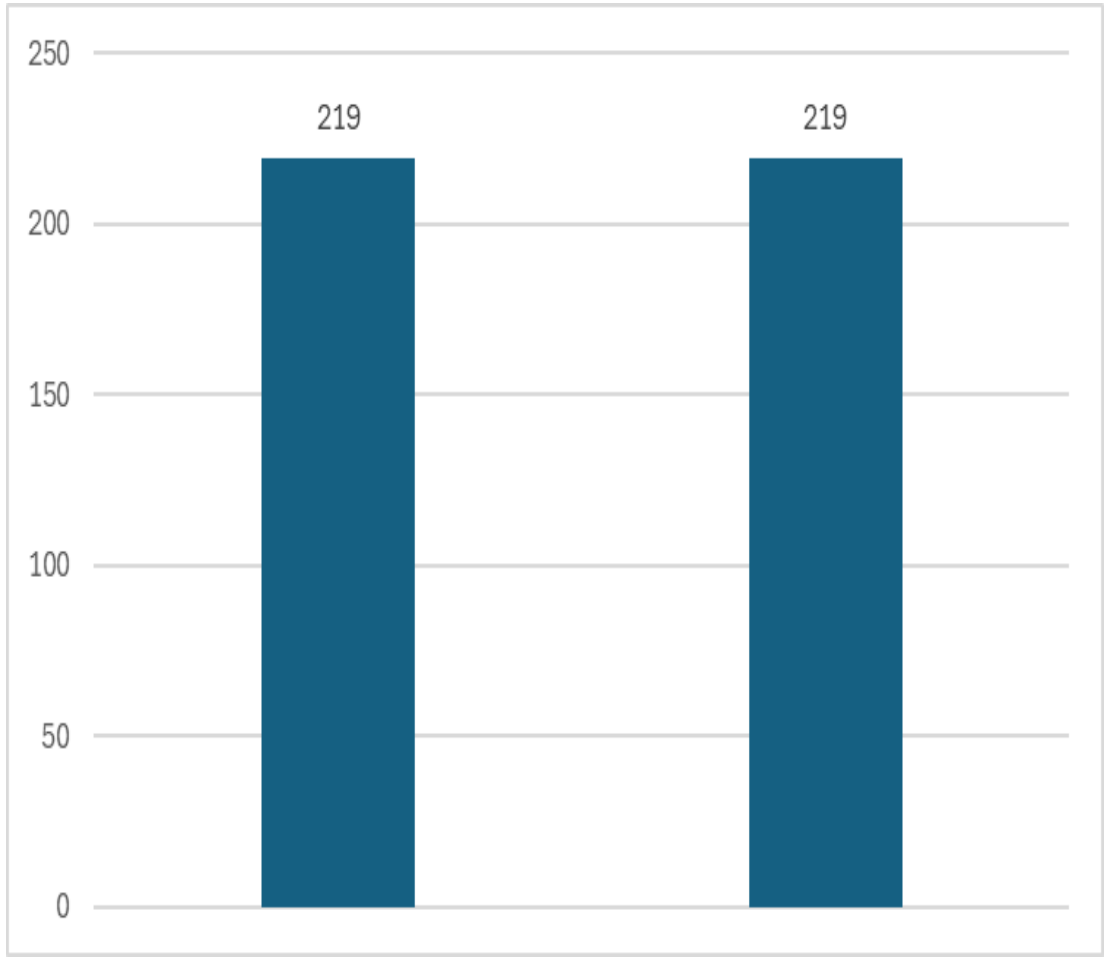
2.9%
(2023)

7.1%
(2024)

% = Percentage of total operations (October)

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

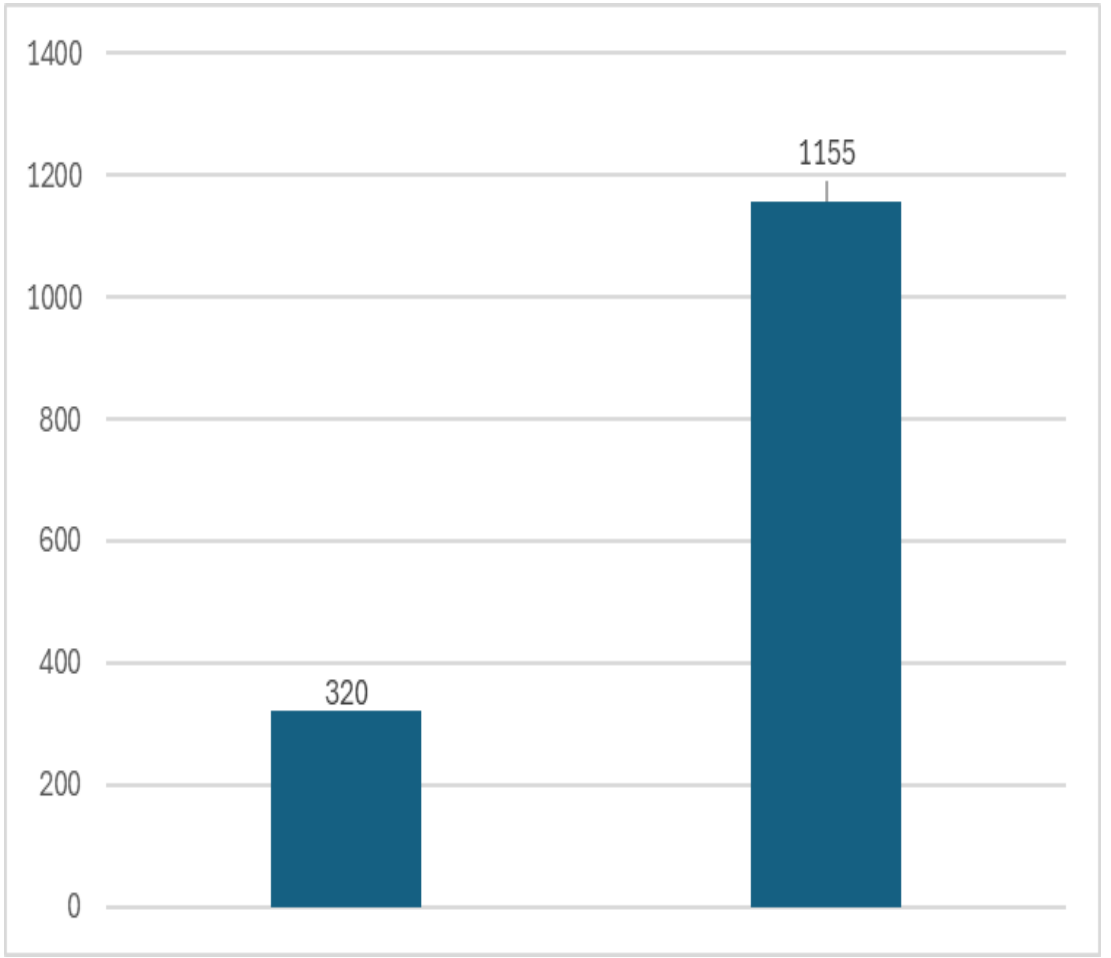
Runway 9 *Departures*: October 2023 vs October 2024



2.3% (2023)

2.2% (2024)

Runway 9 *Arrivals*: October 2023 vs October 2024



3.4% (2023)

11.7% (2024)

% = Percentage of total departures & arrivals, respectively (October)

*Arrivals and departures exclude diverted operations, which are accounted for in total aircraft operations on the previous slide.

SAN DIEGO INTERNATIONAL AIRPORT LET'S GO.

Public Comment – October Weather Irregular Operations

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

ANAC Q&A / Discussion - October Weather Irregular Operations

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

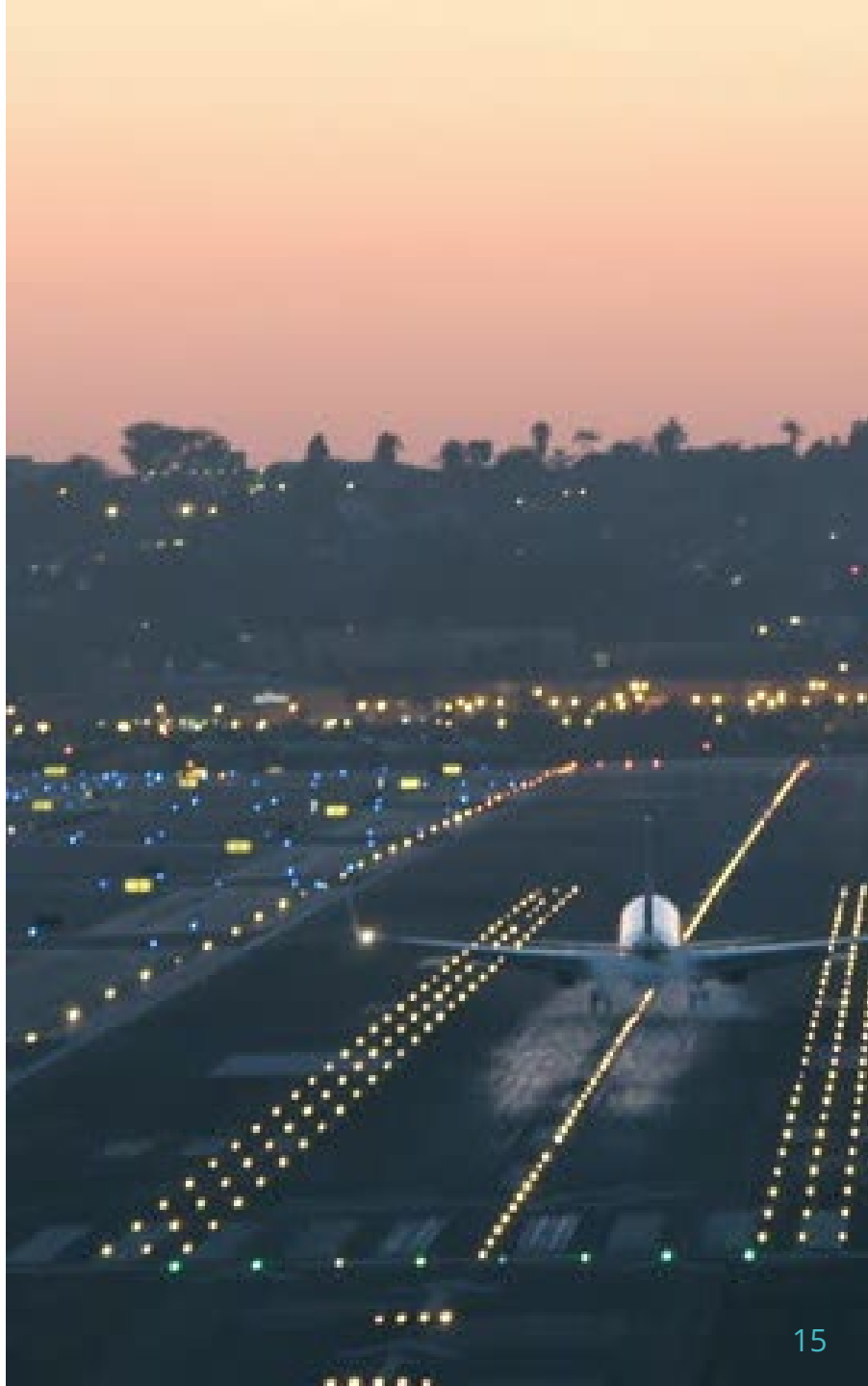
Curfew Update

Billy Hobson – Aircraft Noise Specialist

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Curfew Update

- October weather event led to a rapid increase in curfew violations.
- There were 50 curfew violations in a five–day stretch.
  - Most curfew violations in a single month to date (56).
  - 50 / 56 are attributed to the local weather issues.
  - These violations are set to be reviewed by the Curfew Violation Review Panel on December 4th.



SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Curfew Statistics: 2023 vs 2024

January – October (2023)

- 125 curfew violations.
- 55 fined violations for $966,000.
- 69 flights had fines waived.
  - 33 due to local maintenance.
  - 34 due to local weather.
  - 2 due to miscellaneous.

January – October (2024)

- 135 curfew violations.
- 36 fined for $360,000.
- 63 flights pending review in December (50 related to October weather event).
- 36 flights had fines waived.
  - 25 due to local maintenance.
  - 11 due to miscellaneous (Security, ground stop, medical).

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Public Comment – Curfew Update

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

ANAC Q&A / Discussion - Curfew Update

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LET'S GO.

Quieter Home Program (QHP) Update

Tavia Doyle – Construction Manager

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

QHP Update

November 2023 – October 2024:

- 236 units completed!
- Completed Non–Historic Phase 1 Point Loma Community Presbyterian Church.

September 2024:

- $12 million funding grant awarded to SAN from FAA.
    - Allows treating of homes through early 2026.

Programmatic Agreement in process.

- FAA pursing other government agencies who have input on document.

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.

Public Comment – QHP Update

ANAC Q&A / Discussion - QHP Update

SAN DIEGO INTERNATIONAL AIRPORT
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Non–Agenda Public Comment

SAN DIEGO INTERNATIONAL AIRPORT
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Tentative 2025 Meeting Dates:

February 19th

May 21st

September 17th

November 19th

Administration Building

Tin Goose Room

2417 McCain Rd

San Diego, CA 92101

SAN DIEGO INTERNATIONAL AIRPORT

LET'S GO.

Adjourn

SAN DIEGO INTERNATIONAL AIRPORT
LET'S GO.