

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 12/21/2022 4:00 p.m.

Meeting called to order by: Jill Monroe

In Attendance

Name	Affiliation	In Attendance
Community Planning Groups Within the 65 dB contour		
Paul Webb	Peninsula Community Planning Board	Yes
Anthony Ciulla	Ocean Beach Planning Board	Yes
Judy Holiday	Midway-Pacific Highway Community Planning Group	Yes
Tania Fragomeno	Downtown Community Planning Council	No*
Celestin Fausino	Greater Golden Hill Planning Committee	Yes
Chris Cole	Uptown Planners	Yes
Peter Shearer	Community Resident at Large within 65 dB CNEL - East	Yes
Community Planning Groups Outside the 65 dB contour		
Gloria Henson	Mission Beach Precise Planning Board	Yes
(No representative selected)	Pacific Beach Planning Group	N/A
Matthew Price	La Jolla Community Planning Association	No*
Lauren Cazares	East County (La Mesa)	Yes
Aviation Stakeholders		
Olivier Brackett	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	No*
Jim Gruny	MCRD	Yes
Robert Bates	Airline Pilot (Active)	Yes
Kallie Glover	Performance Engineer, Delta Air Lines	No*
Dave Ryan	NBAA	No
Ex-Officio Non-Voting Members		
Tim Middleton	Acoustical Engineer	Yes
Korral Taylor	Congress, 53rd District for Rep. Sara Jacobs	No
Randy Reyes	San Diego City Council, District 2, for Jennifer Campbell	Yes
Carlette Young, Larry Frelow	FAA Representatives	Yes
David Flores	S.D. County Board of Supervisors, District 1	No
Jason Bercovitch	Congress, 52nd District for Rep. Scott Peters	No
SDCRAA Staff		
Jill Monroe	Facilitator	Yes
Sjohnna Knack	Program Manager	Yes
Roman Lanyak	Sr. Aircraft Noise Specialist	Yes
William "Billy" Hobson	Aircraft Noise Specialist	Yes
Tyler Reince	Aircraft Noise Specialist	Yes

11 voting members in attendance.

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

1. Welcome and Introductions

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

2. Roll Call

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

3. Continuance of Virtual Meetings

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

Chris Cole made the motion to continue the current meeting virtually and Gloria Henson seconded this motion. ANAC members that voted to approve the continuation of this virtual meeting were Paul Webb, Anthony Ciulla, Judy Holiday, Celestin Faustino, Chris Cole, Gloria Henson, Lauren Cazares, Olivier Brackett, Jim Gruny, Robert Bates, and Peter Shearer.

Sjohnna Knack informed the ANAC Committee that the next meeting would more than likely meet in person. *Note: The February 2023 Meeting will be the last virtual meeting.*

4. Action Item: Approval of meeting previous meeting summary

September 21, 2022 Meeting Summary

Judy Holiday made a motion to approve the meeting summary from the September 2022 meeting, it was seconded by Gloria Henson; the motion was passed, with Robert Bates abstaining.

5. Presentations:

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

<https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=15066>

a. FAA Reauthorization Related to Aircraft Noise

Tim Middleton provided an update on the FAA Reauthorization (2018) Initiatives. This included three topics: FAA Reauthorization, FAA Noise & Research Development update, and the status of the FAA Noise Policy review. He explained the various sections of the FAA's Reauthorization that dealt with aircraft noise and noise issues, as well as noise related research the FAA was asked to conduct and report to Congress. He mentioned that every five years Congress reauthorizes the FAA and provides updates, part of this included updating policies. He also noted that the reauthorization is up for renewal in 2023.

Tim went over Section 187 – Aircraft Noise Exposure. The FAA Neighborhood Environmental Survey was published in 2021, receiving over 4,000 comments. The study's takeaway showed more people “highly annoyed” at lower DNL levels than the Schultz Curve displayed. With this, the FAA is looking at how they can update their noise policy to affect future changes in legislation.

Tim stated that as part of this, the FAA is working with and continues to fund research for the *Center of Excellence for Alternative Jet Fuels and Environment*, also known as the *Aviation Sustainability Center (ASCENT)*. ASCENT is a group among different federal government departments to push technology, manufactures, and operators of aircraft to develop alternate fuels as well as engine technologies that are better for the environment.

Lastly, Tim mentioned the FAA was currently undergoing a Noise Policy Review (NPR). As part of that, in 2023, the FAA planned to have more discussions with airports and community groups to discuss noise policies. This included addressing how engagement with stakeholders would occur. The FAA is looking to address the results of the neighborhood environmental survey, Stage III operations, and how noise policy could be updated to reflect the current environment.

Public Comment:

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

[There were no public comments]

Questions from ANAC:

Judy Holiday asked if the FAA Reauthorization was every five years and included funding. Tim confirmed that, on average, it has been every five years and that the FAA will sometimes do a continuing resolution, where they take existing legislation and go three or six months forward with an update, which also includes funding.

Judy Holiday then wanted to clarify if it was the Transportation Committee. Tim answered there was an equal Transportation Committee in both the House and Senate and that he could collect that information after the meeting. She wanted to know if the studies' metrics were already reported in 2020 for the 2023 report. Tim answered that it was published in 2020 because that was the deadline provided in the 2018 reauthorization. The 2023 date is when the five-year term of the reauthorization ends, but in the 2018 legislation there were

some dates that they were to provide the reports by. Some of those had 2020 dates, and one had a 2021 day.

Judy Holiday asked if the reauthorization addressed environmental pollution. Tim replied that the FAA Reauthorization reauthorizes almost all the elements associated with Title 14 and the actual funding and operation of the FAA. Tim explained the 2012 reauthorization had a lot about NextGen and funding for technologies for advanced navigation and avionics. Every five years, different initiatives come through, allowing funding for the FAA to operate safely and efficiently. Tim noted one could find more info online at the Government Accountability Office (GAO).

Robert Bates asked if aircraft noise was the same as pollution and wanted to know if ANAC should not be thought of as a noise advisory committee, but a pollution advisory committee. Also, if the committee rebranding the mission could include looking at other pollutants from the aircraft besides noise. Tim answered that noise itself is a very specific phenomenon and would not be a good thing to change. Noise is unwanted sound, and the committee is specifically looking at unwanted sound.

Paul Webb responded that Robert could mention other environmental concerns with the Peninsula Community Planning Board.

b. Update on Projects

Sjohnna Knack started by mentioning the FAA is currently under its 180-day review period for the Part 150 Noise Compatibility Study that was submitted on September 2, 2022, this review period will end in February of 2023. She mentioned a record of decision, if available, could be presented at the next meeting. EIR Noise Mitigation Measures, a presentation was just given on one of the measures by Tim Middleton, and the Airport Noise Office will continue to update them as time moves forward. The state of California has accepted the Title 21 variance that was submitted with no additional current action items. The Quieter Home Program (QHP) just completed its 5,000th home milestone, QHP has started (and almost finished) its first preschool and church, which are non-residential projects.

Public Comment:

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

[There were no public comments]

Questions from ANAC:

[There were no questions]

c. Update on Current Aircraft Noise Trends

Roman Lanyak, Senior Aircraft Noise Specialist, provided an update on aircraft noise trends at the Airport over the last few months. He went over the operation and passenger counts compared to October, 2019 (pre-COVID) levels. Roman also provided an analysis of evening and nighttime operations.

Roman also provided a fleet update in heavy aircraft operations (which includes Airbus A300, A330, A350, and Boeing 787). On a quarterly basis, the overall operations of the A350 have

increased to over 450 flights, serving Heathrow and Munich International Airports. This was compared to zero operations by this aircraft the same time the previous year. The A320 / A321 Neo aircraft usage has increased by 89%. The combined usage of Airbus A320 family of aircraft has increased by 49%.

Lastly, Roman mentioned the Portable Noise Monitoring Program (PNMP) had successfully completed one measurement near Point Loma Nazarene University. The next PNMP measurements are being conducted near Point Loma Heights.

Public Comment:

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

[There were no public comments]

Questions from ANAC:

Paul Webb asked why there was such an increase in nighttime operations. Roman stated that it was an increase in overall operations between 10:00 p.m. - 11:30 p.m., before the noise curfew begins. He further mentioned the evening and nighttime operations have more impact on the contour. When looking at the quarterly contours, the nighttime operations affect the contour increase, by a large amount. Paul requested if a further breakdown on who is flying what during those hours. Roman said more information was in the Quarterly Noise Report. He also clarified that this comparison was between operations during COVID, when a lot less airplanes flew, and current operations. This is why the 67% increase in nighttime operations is so significant.

Anthony Ciulla asked that since FedEx had a decrease in their operations but was utilizing larger aircraft, what was the net-effect on noise and the effect on the community? Roman responded that the noise impacts of a single aircraft are not normally studied. A single larger aircraft may have a larger Maximum Noise (Lmax) level, but overall CNEL level may not be as significant. Anthony asked would it be possible to incentivize cargo aircraft to do the same through the Fly Quiet Program? Sjohnna Knack clarified that cargo carriers are looked at in the Fly Quiet Program. The results of the Fly Quiet Report will be presented at the next meeting. Sjohnna further stated that it was not uncommon for larger cargo aircraft to arrive during the holidays as well.

Sjohnna Knack then, directing to Paul Webb's earlier point, acknowledged the 67% increase in nighttime operations. This was a third quarter in a row with an increase in noise contour. We are still in a recovery period and not quite at the same levels as before COVID. She also suggested in 2023 to start looking at 2022 numbers, instead of pre-COVID and post-COVID comparisons. Lastly, Sjohnna mentioned some older aircraft have been replaced. British Airways no longer flies the Boeing 747, and instead they fly an Airbus A330. Japan Airlines is operating the quieter Boeing 787 Dreamliner. A much more diverse fleet can be expected at the next Fly Quiet Awards meeting.

Gloria Henson asked if the approval for the Variance was automatically given and if the airport would shut down if not. Sjohnna explained how the Airport Authority must apply with the state of California (Caltrans) for review, during which current variance (12th variance)

stands until the new variance is approved. Gloria replied that within the quarterly report it showed that the contour grew. The community she represents, Mission Beach, has people complaining about how the noise contours have increased since COVID. Gloria wanted to confirm the noise contours were still smaller than the pre-COVID size contours. Sjohnna confirmed that the contours are smaller than they were in April 2019.

Peter Shearer asked for a comparison of the increase of nighttime vs early morning operations. Roman Lanyak stated that most of the increase was at nighttime, 10:00 p.m. - 7:00 a.m. If we have a curfew violation, then that would be included. Most of the flights, however, were from 10:00 p.m. - 11:30 p.m. Peter clarified further that in the nighttime hour rhetoric it captures the first 30 minutes in the morning and wanted to know if there was a further breakdown between the p.m. and the a.m. operations. Roman stated that there was no such breakdown analysis.

Peter Shearer inquired about the late-night flights being the last ones to come back. He asked if it was reasonable to infer from that statement that those are less desirable for the carriers themselves. That the carriers flying at night flew during the day when there was a time of availability for them. Sjohnna responded she could conduct further research, but she would not assume it is more desirable. Peter concluded that it was unfortunate the heavier, louder, bigger aircraft tend to fly early in the morning and late at night. If there was any way to get the newer and quieter jets during the nighttime hours, then the residents would appreciate that.

6. Public Comment (non-agenda items)

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

[There were no public comments]

7. Next Meeting/Adjourn

Jill Monroe mentioned the ANAC meeting dates of 2/15/23, 5/17/23, 9/20/23, and 11/15/23 for the following year. They have shifted off our traditional ANAC meeting months to avoid August and December meetings. The next ANAC meeting will be February 15, 2023, and we would more than likely meet in-person and that more clarity would be provided by the clerk.

Next meeting is February 15, 2023.

The meeting was adjourned.

