

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 05/15/2024 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
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	Yes
John Barney	Uptown Planners	Yes
Peter Shearer	Community Resident at Large within 65 dB CNEL – West	Yes
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	Yes
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
Paola Guzman	Congress, 51st District, for Rep. Sara Jacobs	No
Genevieve Fong	Congress, 52nd District, for Rep. Juan Vargas	No
Manuel Reyes	San Diego City Council, District 2, for Jennifer Campbell	No
Ross Tritt	Assembly Member, District 77, for Tasha Horvath	Yes
Larri Frelow	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
Sjohnna Knack	Director, Planning, Noise, & Environment	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.

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

February 21, 2024, Meeting Summary

A quorum was present. Tony Ciulla called for the vote to approve the previous meeting summary; Jim Gruny seconded the motion. A vote was passed to approve the meeting summary from the February 21, 2024, ANAC meeting.

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=17277>

1. FAA Presentation on Flight Procedures

Joe Bert from the Federal Aviation Administration (FAA) reviewed proposed changes to three different flight procedures at the San Diego International Airport (SAN), scheduled to take effect by November 1, 2024. A workgroup was held on October 26, 2022, consisting of various aviation stakeholders. This was to discuss procedure changes to ZZOOO Three Departure, PLYYA One Arrival, and designate a nighttime departure procedure that currently mirrors the current nighttime procedure (proceduralize it). The ZZOOO Three change will result in a shift on departure north when over the Jamul area. The [new] CLSSY One departure procedure will mimic what already occurs between 10:00 p.m. - 6:30 a.m. PLYYA One arrival procedure changes will occur over the ocean, not affecting any communities on the mainland.

Public Comment:

Daniel Axelrod of Mission Hills asked what areas of San Diego will be getting louder or less loud, based upon these changes?

Questions from ANAC:

Gloria Henson, Mission Beach Precise Planning Board, sought clarification on the CLSSY One Departure on what changes will affect the Mission Bay area.

Joe Bert clarified that practically nothing will change with this new procedure, the only difference is instead of air traffic control (ATC) instructing pilots where to fly, there will be a procedure already in place within their flight computer system. CLSSY One is designed to mirror what is being done today.

Tony Ciulla, Ocean Beach, wanted confirmation that the implemented changes wouldn't result in significant changes to airport operations and subsequent noise impacts to those routes. It was again clarified by **Joe Bert** that there were not any significant noise changes from these changes to San Diego.

2. Fly Quiet Report (2023)

Tyler Reince reviewed the parameters of the annual Fly Quiet Report, as well as announced the winners for the 2023 calendar year. Fly Quiet relies on four different factors to determine which operators have flown the quietest each year: Fleet Quality, Stage Five (at night), Noise Exceedances, and Curfew Violations. There are four categories of winners, large carrier [over 10%] and small carrier [less than 10%] (based upon number of passengers handled at SAN), cargo carrier, as well as international carrier. *Southwest* won large carrier, *Hawaiian* won small carrier, *DHL* won cargo, and *Lufthansa* won international. Winners receive free advertisement in the terminal area, a press release, and mention at the airport board meeting.

Public Comment:

[There were no public comments]

Questions from ANAC:

Robert Bates thought Fly Quiet was a great program and winners should be recognized. He mentioned that some of the factors are out of the control of the operation. Perhaps the program could be tweaked to incentivize carriers who do not have an operation similar to the already established four categories. The curfew is an important area of concern to residents, so it's nice to have that emphasized as a component for the winners.

Gloria Henson was curious what other categories could be included? Southwest flies more passengers than any other carrier and had zero curfew violations for the year.

Robert Bates mentioned that Southwest does not have red-eye flights (flights that depart late at night for the east coast). Perhaps a category for those carriers that do have red-eyes could have their own category, as one example.

3. Curfew Updates

Billy Hobson reminded the ANAC that SAN has an active departure curfew between the hours of 11:30 p.m. - 6:30 a.m., medical flights are exempt, per California state law. If a carrier violates curfew, a report is prepared for and reviewed by the curfew violation review panel (CVRP) on a bi-monthly basis. Fines are then issued, if deemed appropriate. Between January 1st to April 30th of 2024, there had been 20 curfew violations, compared to 74 during the same period in 2023. Weather, mechanical, and operator driven reasons for curfew violations had each dropped during this time when compared to the previous year.

The airport continues to work on implementing an updated curfew structure. This must meet legal approval by the FAA before moving forward. Meetings will continue being held with air carriers, airport authority board, as well as the FAA.

Public Comment:

[There were no public comments]

Questions from ANAC:

Melinda Lee noted that there were no regulations that addressed curfew for arriving / landing aircraft into SAN, which adversely effects communities on the eastside of the airport. With this, why can't an arrival curfew be implemented at SAN?

Billy Hobson stated the passage of the 1990 *Airport Noise & Capacity Act* by Congress resulted in airports being unable to implement restrictions to air carriers based upon noise.

Tyler Reince offered to share additional information with Melinda Lee after the current ANAC meeting, regarding the *Airport Noise & Capacity Act*.

Pete Shearer mentioned that there are two arrivals every morning, around 5:00 a.m. - 5:30 a.m. that always seem to take Runway 9 and wanted to know why that happens.

Billy Hobson explained how cargo aircraft park towards the northeast side of the airfield, it's easier/quicker for these aircraft to land eastbound and roll off to the north parking area once on the ground. Some cargo aircraft fly in from the north too, for these, it's more efficient for Air Traffic Control (ATC) to bring them in on Runway 9 vs Runway 27. Also, if there are low cloud ceilings, this will result in Runway 9 being utilized as well.

Tony Ciulla asked if anyone knew the average difference in decibel levels between arriving versus departing aircraft.

Tim Middleton shared that the profiles of each aircraft vary. There are certain aircraft where the departure profiles are louder than their arrival profiles, but the opposite can be true too. There is not an average, but one could compare aircraft type to aircraft type.

Across the national fleet, arrival noise is starting to dominate noise contours. With Stage Four & Five aircraft, the engines and airframes are very slippery, meaning they are very aerodynamic, allowing them to climb to altitude more quickly. Arrival contours, from airframe

noise, are consistently present. With that, Stage Five (newest) aircraft tend to have their arrival profiles be louder than their departure profiles. Noise still needs to be compared by aircraft to aircraft though, so the statement should be marked as a more generalization.

Pete Shearer asked, with the study of the 65-decibel noise contour, when the runway usage changes (Runway 27 vs Runway 9) does the corresponding contour grow or shrink with the number of people effected? How about with a no wind scenario?

Tim Middleton said the scenario would have to be modeled, as the population is different towards the east versus west. The scenario would have to be defined as well since the contour cannot simply be flipped, which aircraft/fleet type are arriving? The flow of the airport is usually the same, westbound. Scenario planning for an east flow is not the most practical concept.

With a no wind scenario, the radar controlling agencies that direct aircraft into and out of the San Diego control the flow. This can be based upon weather at other airports that these radar controlling agencies are sorting aircraft. SAN tower cannot just flip the runway since it has effect on the rest of the airspace.

4. Airport Authority Updates

Chris Walker concluded the meeting by providing the annual update for the mitigation measures for the New T1 Environmental Impact Report (EIR). Noise mitigation measures included continuance of the airport's Quieter Home Program (QHP), updating the Part 150 Study noise exposure maps every five years (next update being in 2026 - 2027), offering a portable noise monitoring program to interested residents, assessing findings from the FAA 2018 Reauthorization (currently undergoing a national noise policy review), and using fines collected from curfew violations for the airport's QHP.

Additionally, a Noise Abatement Departure Profile (NADP) was undertaken by the noise office in 2022 but had to halt due to various factors. This has since been taken up again and an update would be provided to ANAC by the end of the year.

Public Comment:

[There were no public comments]

Questions from ANAC:

Gloria Henson asked if the QHP progress would slow down due to the decrease in fines collected from curfew violations in 2024 (currently) compared to the same time in 2023.

Billy Hobson pointed out that the fines from the curfew violations can be thought of as supplemental money for the QHP. The primary sources of funding for QHP come from airport grants provided by the FAA. In 2021, SAN received a \$25 million grant, in 2022, a \$14 million grant. No grant was received in 2023, but funding from the previous grants should last over the next several years.

Sjohnna Knack further added that the types of residential units completed under QHP included many multi-family units (such as apartments) in 2023, which cost less and can be completed quicker than single-family units. The noise mitigation measures presented just now were from the New T1 Environmental Impact Report (EIR). Once the New T1 project is over, the airport will go back to its normal rate, approximately \$14.7 million / year, but this is based upon federal funding availability.

4. Public Comment (non-agenda items)

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

Daniel Axelrod of Mission Hills expressed concern that noise was getting worse in his community. Even with windows closed, noise appears to be getting worse. Daniel wanted to know which areas would get better, stay the same, or worsen in the future with noise, do we [residents] have any control over that?


Work conducted by airport noise staff is appreciated, but Daniel felt there wasn't much of an incentive program to get air carriers to fly quieter. The Fly Quiet Program is good from a positive standpoint, but there wasn't any notice of shaming carrier who flew the loudest. Unless a carrier has an incentive to fly quieter, they probably wouldn't.

There is a fine for flying too late, but not one for flying too loud, which is a problem. Will anything only change if litigation is in place, and is there a way to measure if things are getting better?

Next Meeting / Adjourn

It was stated the next ANAC meeting would occur on September 18, 2024, at 4:00 p.m. in the same location.

The meeting was adjourned.

 11/21/24