

I | FAA NOISE
SHIFTING LETTER

APPENDIX X

14 CFR
PART 150
UPDATE





U.S. Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite #150
El Segundo, CA 90245

October 15, 2020

Ms. Sjohnna Knack
San Diego County Regional Airport Authority
Planning and Environmental Affairs (Noise)
P.O. Box 82776
San Diego, California 92138-2776

Dear Ms. Knack:

This is in response to your request regarding the Federal Aviation administration (FAA) policy on noise shifting. The public has requested that the San Diego County Regional Airport Authority (SDCRAA) review Alternative 1A as a measure of the Part 150 Study.

Alternative 1A would modify the flight departure path slightly to the west over a coastal inlet near Mission Beach. This would reduce the population size and number of dwellings impacted by noise. This path would remove 1,120 housing units (HU) out of the 65 CNEL and 240 HUs out of the 70 CNEL contours; however, it would bring 860 HUs into the 65 CNEL and 190 HUs into the 70 CNEL contours. This alternative reduces noise levels for areas such as Mission Beach; however, a total of 1050 housing units will be newly included in the 65 and 70 CNEL contours.

FAA staff researched FAA policies on the matter and could not identify a specific policy that restricts “shifting noise.” While there is no specific reference in FAA Orders or Advisory Circulars (AC) to “shifting noise,” FAA’s practice is to reduce noise over non-compatible areas or prevent the introduction of new non-compatible land uses, not create new noise impacts.

The Noise Compatibility Plan (NCP) at SAN must combine the proposed Part 150 NCP with Air Traffic Control Tower (ATCT) requirements to ensure the safe and expeditious handling of air traffic. While safety is paramount to aircraft operation, noise sensitivity to the surrounding communities is also of key importance in airport operations.

AC 150/5020-1 mentions that Airport noise compatibility planning has the goals of reducing existing non-compatible land uses around airports and of preventing the introduction of additional non-compatible land uses through the cooperative efforts of all those involved. There is no mention in FAA policy about shifting noise. Keep in mind, the noise contours should use current operational information to the extent possible.

In general, the FAA will not arbitrarily shift noise. To have Alternative 1A considered, the SDCRAA should coordinate with ATCT to determine their operational requirements for handling of air traffic in relation to any flight path changes. Alternative 1A would need to be adequately vetted in the Part 150 process. The Technical Advisory Committee (TAC)

and Citizen Advisory Committee (CAC) would need to unanimously agree to the recommendation of this alternative. Then SDCRAA can share the specific noise reduction benefits of Alternative 1A with ATCT for their consideration.

FAA's statutory mission is to ensure the safe and efficient use of navigable airspace. SDCRAA should be advised that there may be any number of reasons that prevent the Air Traffic Organization (ATO) from approving Alternative 1A (e.g., technical/operational, the complexity of air space around SAN, etc.).

If you have any questions concerning this matter, please contact Gail Campos, Environmental Protection Specialist at (424) 405-7269 or gail.campos@faa.gov.

Sincerely,

Holly L Dixon Digitally signed by Holly L Dixon
Date: 2020.10.15 09:12:02 -07'00'

Holly L. Dixon
Acting Manager, Los Angeles Airports District Office