

# SAN NOISE STUDY ANAC MEETING

AUG.21.2019



**SAN DIEGO**  
INTERNATIONAL AIRPORT

# Agenda

- Purpose of Study
- Forecasts
- Existing and Future Noise:  
Draft Contours/Land Use
- Questions/Comments

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# Purpose of Study

- Original Part 150 Study by Port of San Diego was accepted by FAA in 1991.
- An update to the 2011 FAR Part 150 Study was completed.
- The Noise Exposure Maps (NEMs) were recertified in November 2016.
- This Part 150 Study is in response to ANAC recommendations which may change the 65 Community Noise Equivalent Level (CNEL).

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# Purpose of Study (CONTINUED)

- The Part 150 Study addresses aircraft noise issues within the 65 CNEL noise contour only.
- To address concerns from residents outside the 65 CNEL contour, the Airport Authority conducted the Flight Procedures Study in March 2018.
- As a result and in response to community concerns about flight path changes and increases in airport operations, staff initiated the Part 150 Update one year earlier than scheduled.

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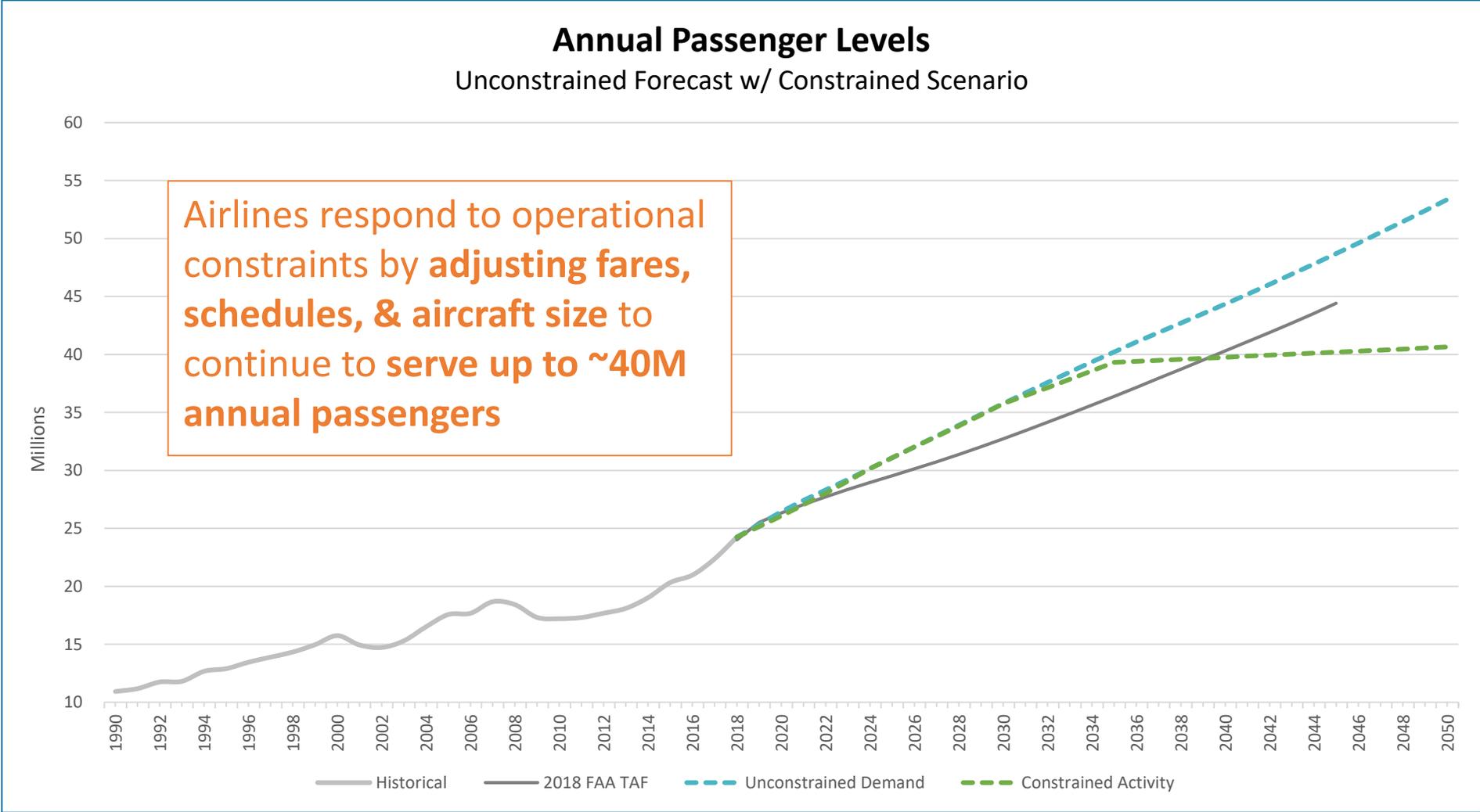
# Forecasts

- Use the Aviation Forecasts Developed by Leigh Fisher as part of the Airport Development Plan (ADP).
- Accounts for constrained airfield at San Diego International Airport (single runway and curfew).
- Ensures consistency between Part 150 Study update and ADP Environmental Analyses.

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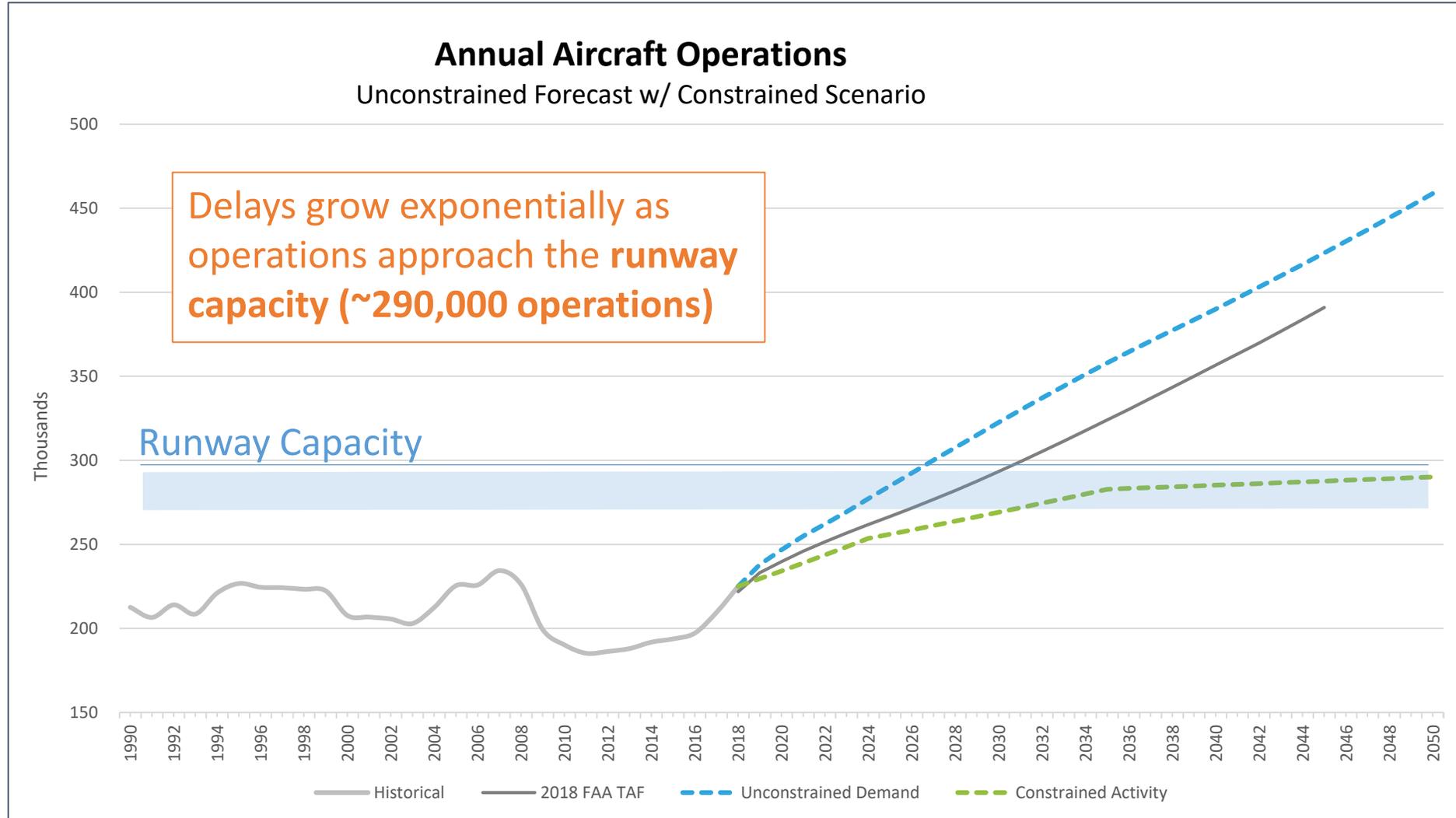


# Updated Aviation Activity Forecast



Formal FAA Approval received on June 19, 2019

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## Existing and Future Operations

Aircraft Category	2018 Existing Operations*	2026 Forecast Operations**
Commercial/Cargo	212,430	247,105
Air Taxi/Charter	365	730
General Aviation	11,680	9,855
Military	730	730
Helicopter	365	365
<b>Total</b>	<b>225,570</b>	<b>258,785</b>

\*Source: Airport ANOM Data, 2018, Leigh Fisher and HMMH Analysis

\*\*Source: 2018 Aviation Activity Forecast Update, LeighFisher June 2019

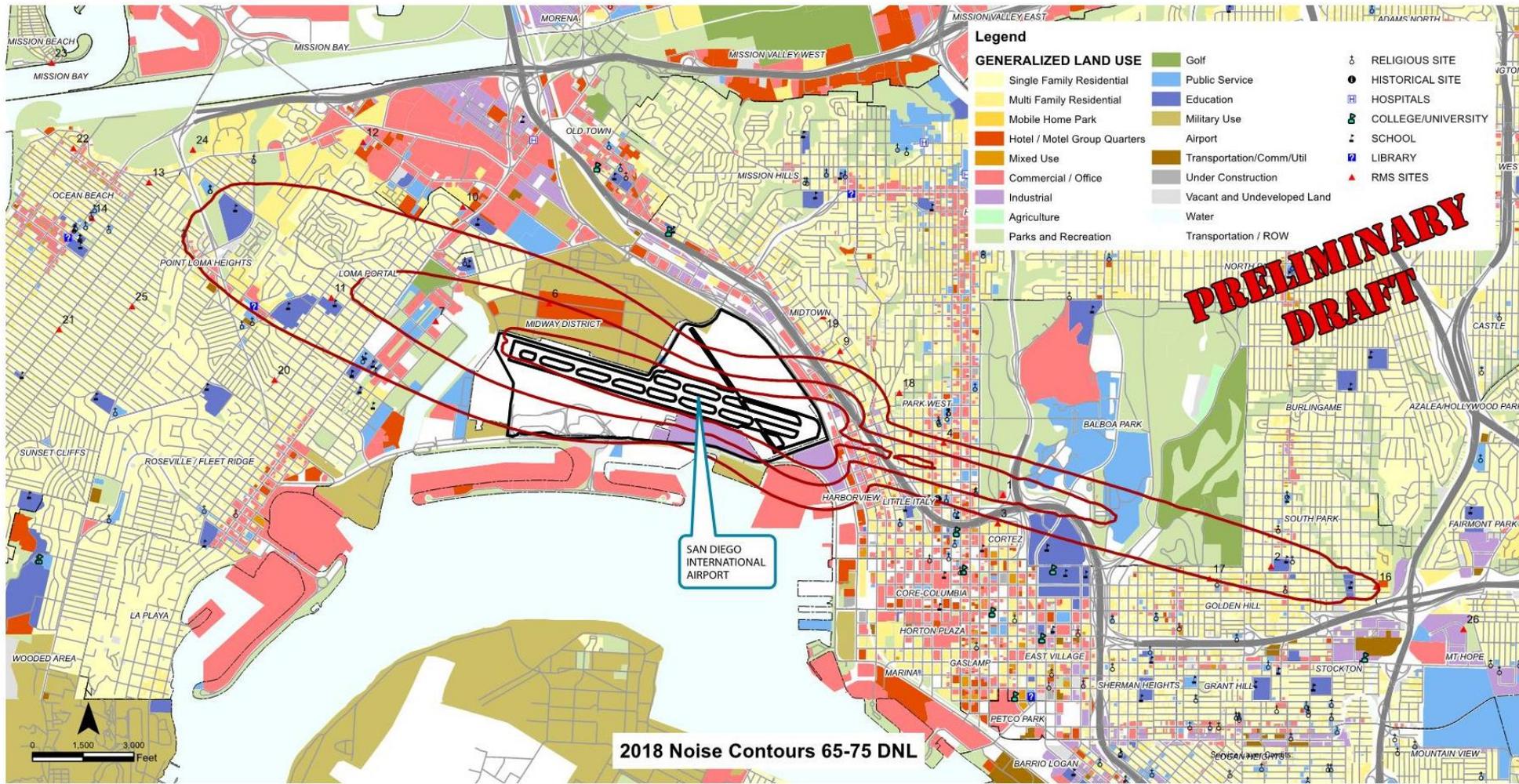
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# Noise Metrics

- **CNEL – Community Noise Equivalent Level**
  - Existing Noise Contour—2018
  - Short-Term Contour—2026
- **CNEL – Annual Average Cumulative Noise Contour**
  - Evening penalty—7pm to 10pm, 5 dB penalty
  - Night penalty—10pm to 7am, 10 dB penalty
- **The 65 CNEL is the threshold contour for compatibility**

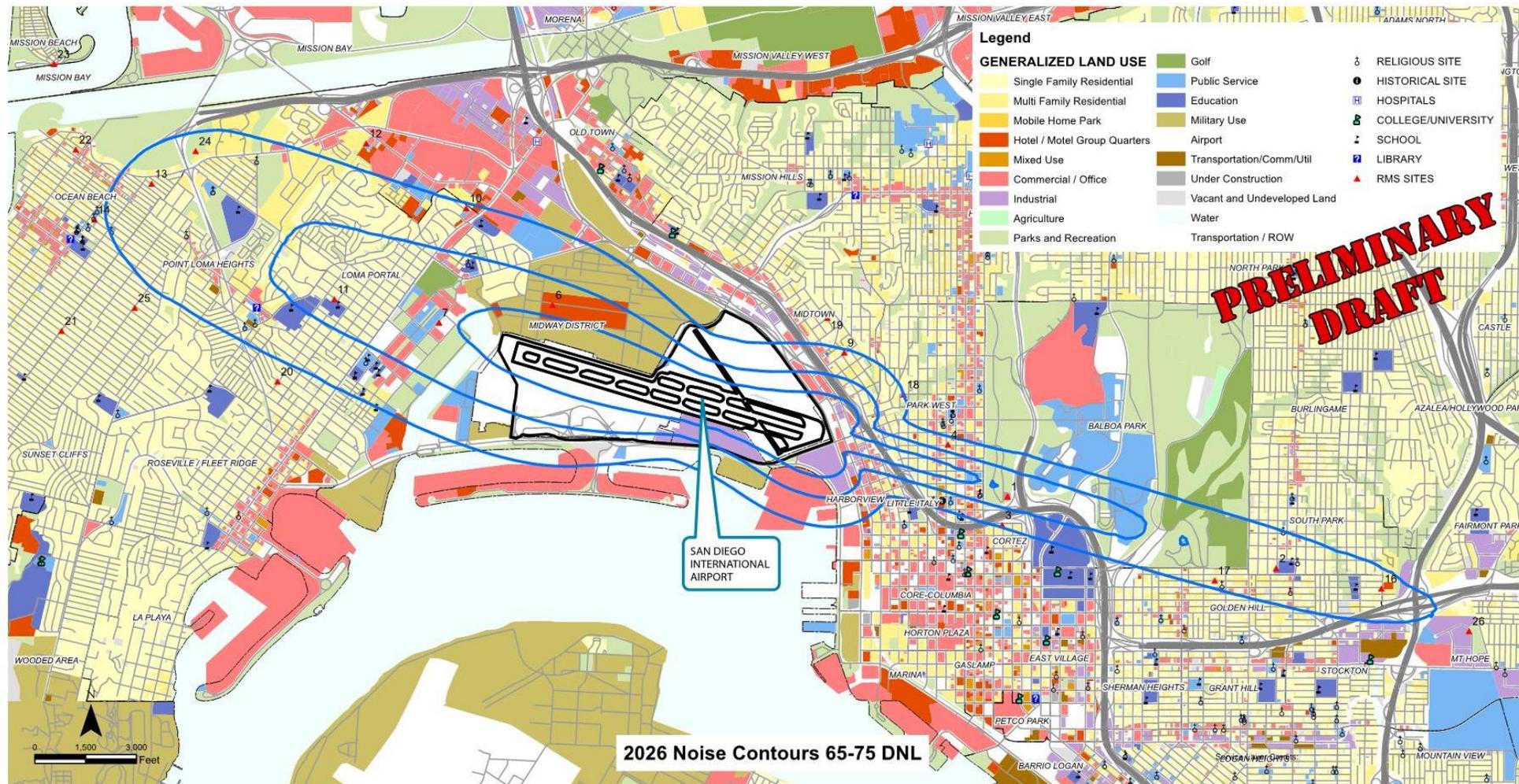




Draft Existing 2018 Noise Contours

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# Draft Future 2026 Noise Contours

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## Land Use Analysis 2018 and 2026

2018	Population	Housing Units
65-70 CNEL	16,198	6,527
70-75 CNEL	2,960	1,107
>75 CNEL	181	132
<b>TOTAL</b>	<b>19,339</b>	<b>7,766</b>

2026	Population	Housing Units
65-70 CNEL	26,310	12,447
70-75 CNEL	7,172	2,109
>75 CNEL	794	515
<b>TOTAL</b>	<b>34,276</b>	<b>15,071</b>

Source: US Census 2010, HMMH Analysis

Note These numbers include homes that have been sound attenuated or were built after October 1, 1998 and therefore considered compatible (Approx. 4,000 homes have been sound attenuated)

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## NEXT STEPS

- Document Existing Conditions and Existing/Future Noise
- TAC/CAC Meeting to Discuss/Brainstorm Range of Alternatives in November
  - ANAC Recommended Alternatives
  - TAC/CAC Recommended Alternatives
  - Part 150 Required Alternatives
  - Others
- Public Workshop to Present Existing Conditions, Draft Contours and Broad Range of Possible Alternatives, also in early November
- Prioritize and Model Alternatives to address Noise

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# Questions & Comments

→ <https://sannoisestudy.com/>

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*Thank you!*



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