

# Airport Noise Advisory Committee (ANAC) Agenda

Wednesday, October 20, 2021  
4:00 P.M.

## Board Members

Gil Cabrera (Chair)  
Paul Robinson (Vice Chair)  
Catherine Blakespear  
Mary Casillas Salas  
Robert T. Lloyd  
Paul McNamara  
Johanna Schiavoni  
Nora E. Vargas  
Marni von Wilpert

## Ex-Officio Board Members

Gustavo Dallarda  
Col. Charles B. Dockery  
Gayle Miller

## President/CEO

Kimberly J. Becker

This meeting of the Airport Noise Advisory Committee (ANAC) will be conducted pursuant to the provisions of California Assembly Bill 361 which suspends certain requirements of the Ralph M. Brown Act. During the current State of Emergency and in the interest of public health, all Board members will be participating in the meeting electronically. In accordance with the Assembly Bill, there will be no members of the public in attendance at the ANAC Meeting. We are providing alternatives to in-person attendance for viewing and participating in the meeting. In lieu of in-person attendance, members of the public may submit their comments in the following manner.

## Public Comment during Board/Committee Meetings

If you'd like to speak to the Board live during the meeting, please follow these steps to request to speak:

- **Step 1:** Watch the meeting via YouTube at the following link, <https://youtu.be/H-7RKXXv5R8>
- **Step 2:** When the Facilitator introduces the item you would like to comment on (*or indicates it is time for Non-Agenda Public Comment*) call in to the conference line below, you will be placed in a waiting area. **Please do not call until the item you want to comment on is being discussed.**
  - **Dial 1-669-900-9128. When prompted, input Conference ID: 865 7997 3586#**
- **Step 3:** When it is time for public comment on the item you want to comment on (*or Non-Agenda Public Comment*), Facilitator will invite you into the meeting and unmute your phone. **Note: There is a delay between the ANAC meeting and the YouTube livestream. You must mute the YouTube livestream before speaking.**

Wednesday, October 20, 2021

Written Non-Agenda Public comment and/or Public Comment on agenda items may be submitted to the Authority Clerk at [clerk@san.org](mailto:clerk@san.org). Comments received no later than 3:30 p.m. on the day of the meeting will be distributed to the Committee and included in the record.

## How to Watch the Meeting

You may view the meeting online at the following link: <https://youtu.be/H-7RKXXv5R8>

## Requests for Accessibility Modifications or Accommodations

As required by the Americans with Disabilities Act (ADA), requests for agenda information to be made available in alternative formats, and any requests for disability-related modifications or accommodations required to facilitate meeting participation, including requests for alternatives to observing meetings and offering public comment as noted above, may be made by contacting the Authority Clerk at (619) 400-2550 or [clerk@san.org](mailto:clerk@san.org). The Authority is committed to resolving accessibility requests swiftly in order to maximize accessibility.

This Agenda contains a brief general description of each item to be considered. The indication of a recommended action does not indicate what action (if any) may be taken. ***Please note that agenda items may be taken out of order.*** If comments are made to the ANAC without prior notice or are not listed on the Agenda, no specific answers or responses should be expected at this meeting pursuant to State law.

## WELCOME:

## ROLL CALL:

## PRESENTATIONS:

- **Update on Part 150**  
Sjohnna Knack, Airport Authority
- **Current Aircraft Noise Trends**  
Jim Payne, Airport Authority
- **Quieter Home Program Update**  
Joshua Covell, Airport Authority

## 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 Authority Clerk. ***Each individual speaker is limited to three (3) minutes.***

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

## ACTION ITEMS

- 1. APPROVAL OF MEETING SUMMARY:**  
RECOMMENDATION: Approve the meeting summary of the May 5, 2021, ANAC meeting.
- 2. APPROVAL OF MEETING SUMMARY:**  
RECOMMENDATION: Approve the meeting summary of the June 16, 2021, ANAC meeting.

## NEXT ANAC MEETING December 15, 2021

## ADJOURNMENT

# MEETING SUMMARY

## Airport Noise Advisory Committee

Date | Time 05/05/2021 4:00 p.m.

Meeting called to order by: Heidi Gantwerk

### In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
<b>Community Planning Groups Within the 65 dB contour</b>		
Celestin Fausino	Greater Golden Hill Planning Committee	No
Tania Fragomeno	Downtown Community Planning Council	Yes
Anthony Ciulla	Ocean Beach Planning Board	Yes
Chris Cole	Uptown Planners	Yes
Judy Holiday	Midway-Pacific Highway Community Planning Group	Yes
Char-Lou Benedict	Community Resident at Large within 65 dB CNEL - East	Yes
Fred Kosmo	Peninsula Community Planning Board	Yes
<b>Community Planning Groups Outside the 65 dB contour</b>		
Jonathan Cole	Pacific Beach Planning Group	No
Michael Herron	Valley De Oro Community Planning Group	No
Matthew Price	La Jolla Community Planning Association	Yes
Deborah Watkins	Mission Beach Precise Planning Board	Yes
<b>Aviation Stakeholders</b>		
Olivier Brackett	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	No
Carl "Rick" Huenefeld	MCRD	Yes
Robert Bates	Airline Pilot (Active)	Yes
Kallie Glover	Performance Engineer, Delta Air Lines	Yes
Dave Ryan	NBAA	Yes
<b>Ex-Officio Non-Voting Members</b>		
Justin Cook	Acoustical Engineer	Yes
Jawad Al Baghdadi	Congress, 53rd District for Rep. Sara Jacobs	Yes
Joshua Coyne	San Diego City Council, District 2, for Jennifer Campbell	No*
Anthony Nguyen	Congress, 52nd District for Rep. Scott Peters	Yes
David Flores	S.D. County Board of Supervisors, District 1	No
John Nelson	FAA Representative	Yes
Ivan Gutierrez	FAA Representative	Yes
<b>Presenters</b>		
Steve Smith	Ricondo	Yes
Kate Andrus	Mead & Hunt	Yes
Heidi Gantwerk	Facilitator	Yes

### SDCRAA Staff

Dennis Probst, Brendan Reed, Sjohnna Knack, Roman Lanyak, Jim Payne

13 voting members in attendance

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

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## 1. Welcome and Introductions

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**Note: This meeting was rescheduled after the April 21<sup>st</sup>, 2021 had to be postponed due to technical issues.**

**Heidi Gantwerk**, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. with introductions. Ms. Gantwerk briefly shared the agenda and read the Executive Order N-29-20.

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## 2. Roll Call

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**Heidi Gantwerk** called a committee member roll call for attendance. Attendance is reflected on page 1.

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## 3. Action Items

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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=13986>

### **a. Additional Data Review and Possible Action on Nighttime Departure**

#### **Procedures**

**Steve Smith, Ricondo**, presented an update of the two nighttime RNAV departure procedures. The Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC) had asked that ANAC place the two procedures on hold pending results of the Part 150 and any potential procedures that might change the initial departure heading. Steve presented results for final review by ANAC.

#### **Public Comment:**

**Gary Wonacott, resident of South Mission Beach**, read his submitted public comment into the record on agenda item 3.a. His public comment is located on the san.org website.<sup>1</sup>

#### **Questions from ANAC:**

Deborah Watkins asked for clarification on what the ANAC was voting on and clarification on the two procedures.

Steve Smith explained the proposed nighttime (10:00 p.m. to 6:30 a.m.) RNAV departure procedure to the Northwest (PADRZ) is the same as what was originally proposed in the Flight Procedure Study. He then explained the nighttime RNAV departure procedure to the East (ZZOOO) was modified because during the requested noise assessment they found that it exposed new people to the 65 CNEL when the initial leg followed the PADRZ route. To avoid new noise exposures, a modification to the nighttime RNAV departure to the East

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<sup>1</sup> ANAC Public Comment 042121; pg. 2,  
[https://www.san.org/DesktopModules/Bring2mind/DMX/API/Entries/Download?EntryId=14356&Command=Core\\_Download&language=en-US&PortalId=0&TabId=487](https://www.san.org/DesktopModules/Bring2mind/DMX/API/Entries/Download?EntryId=14356&Command=Core_Download&language=en-US&PortalId=0&TabId=487)

(ZZOOO) was made so that the initial leg mimics the 290 heading, in order to maintain current conditions.

Deborah Watkins recommended that ANAC look at ways to improve the proposed options. She suggested the development of a nighttime RNAV departure procedure over the channel or the 290 utilizing the proposed BROCK waypoint for East and Northwest flights with appropriate noise modeling study assessing effects on Mission Beach to help eliminate constant thunder of airplane noise. She stated that she is not ready to vote for the proposed procedure as it does nothing for Mission Beach.

Matthew Price said he thinks there will be an element of relief to Mission Beach with the proposed modification for the ZZOOO pathway. He asked if the procedure will formalize a turn at AN14-1 with the nighttime ZZOOO design.

Steve Smith said yes, as long as they're assigned, they will turn inside of AN14-1 waypoint, then join the track and continue on. By formalizing the procedure, they expect the right turns over La Jolla to be reduced.

Matthew Price said he believes the proposed option provides some relief at night for all the communities and supports to move forward given the limited flexibility to make any changes.

Sjohnna Knack reminded ANAC that with the implementation of the RNAV procedures ZZOOO and PADRZ in 2016 and 2017, early turns in Mission Beach and Point Loma were reduced.

Robert Bates stated that he believes the proposal is the best solution to maintain the status quo given the limited resources and space. In his opinion, codifying the departures will decrease the early turns. He asked if there's a way to make the vectored RNAV procedure for eastbound traffic simpler for the pilots and if there's been discussion with the FAA on what the best coding for that procedure might be.

Steve Smith said regarding the design it's not necessary based on the criteria to have a fixed point and that the details will get worked out through the procedure development process. He said they have not spoken to the FAA regarding best coding because when it's submitted, the FAA will process it and address concerns that pilots may have. He explained that the term codify is not a requirement or restriction and most likely used because you load coding into the navigation boxes of the aircraft.

Char-Lou Benedict asked if there were any more detailed satellite maps showing how many homes are located under the path.

Sjohnna Knack said impacts inside the 65 CNEL contour will be discussed in the Part 150 presentation.

Fred Kosmo said he supports the proposal and asked if there would be more impacts to Ocean Beach with the magnetic shift. He suggested that if they move the proposal forward, it should be revised periodically so that the 290 vector does not move farther South and further impact Ocean Beach.

Sjohnna Knack stated the proposal is to maintain the existing nighttime flight paths over Ocean Beach. She reassured that if the procedure was approved and implemented by the FAA, the Authority's Noise staff monitors those regular updates on a daily basis through their airport noise and operations monitoring system (ANOMS).

John Nelson, with the FAA, said the FAA does adjust procedures in accordance with magnetic variation reviews.

Jim Payne stated once you have a flight procedure, it will receive the magnetic variation updates as the other procedures do, and we won't have to worry about the drift anymore.

Judy Holiday asked if the FAA moves forward with the proposed nighttime departure procedures, is it possible to do some noise modeling outside of the 65. She believes it's a good idea to have an established procedure and asked if there can be ongoing conversations on ways to mitigate the noise in the Mission Beach area outside the 65.

Sjohnna Knack stated that there was noise analysis done outside the 65 dB CNEL and based on that modeling, they were unable to find a specific flight path change that did not shift noise. She explained that it would be an ongoing effort of Noise staff to look at new and emerging technologies and what other airports are doing to reduce noise.

Tania Fragomeno asked, as it relates to the shading on the eastbound departures slide, if it alleviates the concern expressed in the public comments and Deborah's comments earlier.

Sjohnna Knack said the shading was done specifically to address those concerns and that they are keeping it as is today instead of having all aircraft fly on the same route as the PADRZ.

Justin Cook echoed and supports Matthew Price's comments that no further insight could be gained from doing additional noise modeling given all the different alternatives the Part 150 team looked at.

Dave Ryan said operationally he sees no issues with either of the proposals.

Heidi Gantwerk proposed a motion to request that the Airport Authority staff submit the two nighttime RNAV departure procedures to the FAA for their review in the IFP gateway.

Matthew Price put forward the motion, it was seconded by Anthony Ciulla.

Fred Kosmo proposed an amendment that the FAA conduct magnetic variation testing now and in the future to make sure that the path stays in the same spot. He requested that ANAC give a specific directive to the FAA to ask them to take magnetic variation into consideration.

John Nelson stated that's something that would not be submitted through the IFP gateway.

Steve Smith concurred with John Nelson, that it's not something that gets submitted through the IFP gateway, it's not a part of PBN design process. He stated that the proposed procedures all have fixed waypoints and don't rely on a magnetic heading, even though they're put in as reference. The eastbound proposal includes a heading that is issued by air traffic control and the heading is based on a magnetic heading. Mr. Smith also stated this is

something that the Airport Authority has always monitored and when they see trends, they communicate this with the FAA.

Matthew Price proposed to leave the current motion and to take up consideration at the next meeting, a letter to the FAA for them to review procedures that may have been impacted by magnetic drift.

John Nelson said that would be a request that the FAA would be happy to consider.

Deborah Watkins said she appreciates the fact that they do need an established nighttime noise procedure. She supports the eastbound departure procedure for this particular procedure, but she cannot support the Northwest procedure for the PADRZ.

**ACTION:** Moved by Matthew Price and seconded by Anthony Ciulla to request that the Airport Authority staff submit the two nighttime RNAV departure procedures to the FAA for their review in the IFP gateway. Motion carried by the following votes: YES – Kosmo, Ciulla, Holiday, Fragomeno, Cole, Benedict, Price, Brackett, Huenefeld, Bates, Glover, Ryan; NO – Watkins. The motion was approved.

### **b. Part 150 Noise Compatibility Study Update - Review and Recommendation to Send to Airport Authority Board**

**Kate Andrus from Mead & Hunt** presented on the Part 150 study draft recommendations, as well as the process they have been through the last couple months, review of the public comments, the last meeting with the CAC/TAC, and what they're hearing from everybody about the study and the recommendations.

#### **Public Comment:**

**Nancy Palmtag, resident of Loma Portal and member of the Citizens Advisory Committee**, read her submitted public comment into the record on agenda item 3.b. Her public comment is located on the san.org website.<sup>2</sup>

#### **Questions from ANAC:**

Anthony Ciulla thanked Nancy for her comments and thought her perspective was valuable. He said living just outside the 65 decibel (dB) contour at the moment, he can appreciate the headaches that people have living in it. He stated he has the information he needs to make a vote.

Fred Kosmo said he thinks that they should form a new ANAC subcommittee for highly technical issues so that ANAC can continue to follow these recommendations as they go to the FAA. He believed having a group of concerned citizens to help the process move forward and inform ANAC is something they should consider.

Sjohnna Knack stated the Authority Noise staff will include the Part 150 recommendations as a standing agenda item and discuss progress at all ANAC meetings.

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<sup>2</sup> ANAC Public Comment 042121; pg. 5,  
[https://www.san.org/DesktopModules/Bring2mind/DMX/API/Entries/Download?EntryId=14356&Command=Core\\_Download&language=en-US&PortalId=0&TabId=487](https://www.san.org/DesktopModules/Bring2mind/DMX/API/Entries/Download?EntryId=14356&Command=Core_Download&language=en-US&PortalId=0&TabId=487)

Matthew Price thanked CAC/TAC and consultants for their work, supports the NADP, GBAS and a Subcommittee. He does not agree with the FAA's noise shifting position and feels that many of the rejected alternatives should be moved forward.

Chris Cole thanked the consultants, committee, and CAC/TAC for their work. He requested that in the future, especially when the ANAC has to vote on items with noise impacts, anticipated noise impacts on particular areas are included in the presentations.

Deborah Watkins thanked everyone that participated in the Part 150. She said that she agrees that the noise abatement departure procedure is something good and will push it forward.

Robert Bates stated that he has been a big supporter of looking at working with the airlines to modify the vertical portion of the departure and NADP. He asked Kallie Glover if she could speak to Delta as far as the performance factor and how the airlines choose which runways, aircraft, and airports to switch from a distant NADP to a closer in NADP. From his experience, he believes it's something that will have a lot of benefits to the 65 CNEL area, as well as other areas.

Rick Huenefeld agrees with the consultants that SAN is located in a mature environment and that this is not the first time these things have been discussed, He made one strong supportive argument for one of the administrative recommendations, that it's absolutely critical that there be a deployable mobile noise monitoring system, and that the community should direct where that system goes.

Olivier Brackett expressed his appreciation to the staff, consultants, and committee and is impressed with the hard work put into the study.

Dave Ryan on behalf of the business aviation community thanked everyone for all the hard work that went into the study. They appreciate being able to participate.

Kallie Glover commented to Robert Bates about how Delta chooses an NADP 1 versus 2, that they review each regular airport, usually twice a year, and whatever is in the AIP determines where they get NADP 1 or 2.

Heidi Gantwerk proposed a motion to request that the Part 150 Noise Exposure Map and Noise Compatibility Program be sent to the Airport Authority Board to accept and submit to the FAA for their assessment.

**ACTION:** Moved by Fred Kosmo and seconded by Rick Huenefeld to request that the Part 150 Noise Exposure Map and Noise Compatibility Program be sent to the Airport Authority Board to accept and submit to the FAA for their assessment.

Motion carried by the following votes: YES – Kosmo, Ciulla, Watkins, Fragomeno, Cole, Benedict, Brackett, Huenefeld, Bates, Glover, Ryan; ABSTAIN: Price; ABSENT: Holiday. The motion was approved.

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#### **4. Action Items**

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##### **a. Approval of February 17, 2021 Meeting Summary**

Chris Cole made a motion to approve the meeting summary from the February 17, 2021 meeting. It was seconded by Char-Lou Benedict. Motion carried by the following votes: YES - Kosmo, Ciulla, Watkins, Fragomeno, Cole, Benedict, Price, Brackett, Huenefeld, Bates, Glover, Ryan. The motion was approved.

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#### **5. Public Comment**

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There were six public comments that were emailed to the Authority Clerk by the deadline posted on the agenda. The public comments were distributed to the ANAC members and posted online<sup>3</sup>.

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#### **6. Next Meeting/Adjourn**

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Next meeting is June 16, 2021.

Meeting was adjourned.

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<sup>3</sup> ANAC May 5, 2021 Public Comment, <https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=13986>

# MEETING SUMMARY

## Airport Noise Advisory Committee

Date | Time 06/16/2021 4:00 p.m.

Meeting called to order by: Heidi Gantwerk

### In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
<b>Community Planning Groups Within the 65 dB contour</b>		
Celestin Fausino	Greater Golden Hill Planning Committee	Yes
Tania Fragomeno	Downtown Community Planning Council	Yes
Anthony Ciulla	Ocean Beach Planning Board	No*
Chris Cole	Uptown Planners	Yes
Judy Holiday	Midway-Pacific Highway Community Planning Group	Yes
Char-Lou Benedict	Community Resident at Large within 65 dB CNEL - East	No
Fred Kosmo	Peninsula Community Planning Board	Yes
<b>Community Planning Groups Outside the 65 dB contour</b>		
Jonathan Cole	Pacific Beach Planning Group	No
Michael Herron	Valley De Oro Community Planning Group	No
Matthew Price	La Jolla Community Planning Association	No*
Deborah Watkins	Mission Beach Precise Planning Board	Yes
<b>Aviation Stakeholders</b>		
Olivier Brackett	San Diego County Airports	No*
Jorge Rubio	City of San Diego Airports	Yes
Carl "Rick" Huenefeld	MCRD	No
Robert Bates	Airline Pilot (Active)	Yes
Kallie Glover	Performance Engineer, Delta Air Lines	No
Dave Ryan	NBAA	No
<b>Ex-Officio Non-Voting Members</b>		
Justin Cook	Acoustical Engineer	Yes
Jawad Al Baghdadi	Congress, 53rd District for Rep. Sara Jacobs	Yes
Joshua Coyne	San Diego City Council, District 2, for Jennifer Campbell	Yes
Anthony Nguyen	Congress, 52nd District for Rep. Scott Peters	No
David Flores	S.D. County Board of Supervisors, District 1	No
John Nelson	FAA Representative	No
Ivan Gutierrez	FAA Representative	Yes
<b>Presenters</b>		
Heidi Gantwerk	Facilitator	Yes
Sjohnna Knack	SDCRAA	Yes
Jim Payne	SDCRAA	Yes

### SDCRAA Staff

Dennis Probst, Brendan Reed, McKinna Dartez, Roman Lanyak

8 voting members in attendance

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

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## 1. Welcome and Introductions

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**Heidi Gantwerk**, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. with introductions. Ms. Gantwerk briefly shared the agenda and read the Executive Order N-29-20.

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## 2. Roll Call

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**Heidi Gantwerk** called a committee member roll call for attendance. Attendance is reflected on page 1.

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## 3. Presentations

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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=13987>

### **a. Update on ANAC Recommendations/Part 150**

**Sjohnna Knack** presented an update on the remaining completed ANAC Recommendations that were under review in the Part 150 update and new developments in the Part 150 study.

Recommendation 10, Portable Noise Monitoring: Noise monitoring was conducted in Point Loma and Mission Beach and results were consistent with the modeled data. It was recommended in the Part 150 to start a portable noise monitoring program and if approved, the Airport Authority will seek grant funding by the FAA.

Recommendation 11, adding Noise Barriers, was deemed infeasible as there are no residential areas close enough to the Airport for the noise barriers to reduce the noise impacts. This is covered in Chapter 8 in the Part 150<sup>1</sup>.

As part of the Flight Procedure Study, four recommendations were deemed feasible. Two were submitted in August of 2019 and the remaining two nighttime RNAV departure procedures were recommended by ANAC on May 5, 2021 and submitted to the FAA on May 26, 2021.

In early June 2021, the FAA acknowledged the submittal of the two nighttime RNAV procedures and reported they were in the process of reviewing the ZZOOO amendment that was submitted in August 2019. This amendment has a tentative publication date of July 2022.

The noise staff is currently working on implementing the Noise Abatement Departure Procedure (NADP) that was recommended in the Part 150 update. Jim Payne will be working with technical experts Rob Bates and Kallie Glover from the ANAC, and Rob Herrin

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<sup>1</sup> Part 150 Update: Chapter 8-Land Use Alternatives, <https://www.san.org/Airport-Noise/FAR-Part-150>

from the Part 150 Citizens Advisory Committee (CAC), to help create the framework that each individual air carrier will use.

Ms. Knack reported that the Authority Board approved the Part 150 update on June 3, 2021, and it was submitted to the FAA for review on June 10, 2021. She stated that the Authority Noise staff will provide updates on the Part 150 recommendations at future ANAC meetings.

### **Questions from ANAC:**

Fred Kosmo thanked Sjohnna for the progress made with the FAA for the nighttime ZZOOO procedures.

Deborah Watkins asked for the portable noise monitoring report.

Note: The "SAN Noise Measurement Report 2021" was upload on the noise website, along with the ANAC meeting presentation.

Chris Cole thanked Sjohnna for her update. He requested that in the future when something is being proposed to the ANAC with noise impacts, that it's noted in the presentation the level of impact for each area.

Celestin Fausino asked which communities are impacted when aircraft operate on Runway 9.

Sjohnna Knack stated that while it occurs less than 10% of the time, communities like Little Italy, Bankers Hill, South Park and Golden Hill are impacted when operations use Runway 9 on departure.

### **b. Update on New T1 Environmental Impact Report, Noise Mitigation Measures**

**Sjohnna Knack** presented the noise mitigation measures that were addressed in the Environmental Impact Report for the new Terminal 1 (referred to as the New T1).

**Justin Cook, ANAC Acoustician from HMMH**, presented on the overview and status update of the FAA Reauthorization Act of 2018 – Noise Provisions, a detailed report on what steps the FAA is taking regarding aircraft noise.

### **Questions from ANAC:**

Celestin Fausino asked for clarification on Section 180, the Regional Ombudsmen.

Ivan Gutierrez stated he is the Western-Pacific Regional Ombudsmen, which is the Community Engagement Officer for the FAA that covers Southern California and Arizona. He said people can submit their complaints to the email address provided in the presentation<sup>2</sup> but that the FAA prefers that complaints come through the FAA's Noise Portal<sup>3</sup>, which allows for more detailed information that will help them provide a better response.

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<sup>2</sup> SAN's FAA Regional Community Engagement Officer, Ivan Gutierrez, [9-awp-noise@faa.gov](mailto:9-awp-noise@faa.gov)

<sup>3</sup> FAA's Noise Portal <https://noise.faa.gov/noise/pages/noise.html>

Judy Holiday asked if there was a resource online that could provide more information on Potential Health and Economic Impact of Overflight Noise study in Section 189.

Sjohnna Knack stated the link to the study is located on page 37 of the ANAC meeting materials, footnote number 17<sup>4</sup>.

Robert Bates thanked Justin for the summary on the report. He asked if those households that fall outside of the 65 dB CNEL Quieter Home Program boundary, will have to wait another five years for the FAA approval of a new noise exposure map to become eligible for the Program. And if so, is that something the ANAC should consider doing every two, three, or four years?

Sjohnna Knack confirmed that they would have to wait another five years until another exposure map is approved. She said unless operations change significantly (from pre-pandemic levels) it would not be a good use of grant funds to run another contour. It is not common for an airport's contour to change significantly in five years unless there is a significant change in the operations. It is possible that in five years our contours may get smaller due to the quieter fleet of aircraft some airlines are using.

Justin Cook confirmed that at most airports when contours are re-modeled, they become smaller.

Chris Cole thanked Justin and team for all their hard work and solutions they have developed for the communities in San Diego.

### **c. Current Aircraft Noise Trends**

Jim Payne presented the scheduled operations for 2020 and 2021 and how operations are responding to the lifted COVID-19 restrictions. By October 2021, operations are estimated to be at 80-90 percent of where they were pre-COVID-19.

In June 2021, there was an uptick in contraflow operations due to the weather events, fog, and one of the instrument landing components for Runway 27 being out of service, but that instrument is expected to be back online July 2021.

### **Questions from ANAC:**

Fred Kosmo asked about the status of international flights returning.

Jim Payne stated Japan Airlines returned a couple of months ago. He believes there is a lot of pent-up demand for international travel. The return of operations to Canada and Europe will depend on when travel restrictions are lifted. He predicts that during the initial return smaller and quieter aircraft will be used. British Airways retired their Boeing 747 fleet and Lufthansa has an accelerated aircraft replacement scheduled for their Airbus A340, but it is unknown when they will make the replacement at SAN.

Celestin Fausino asked if there are any expected fleet changes from FedEx or UPS.

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<sup>4</sup> SEC. 189. Study on Potential Health and Economic Impact of Overflight Noise, FAA Reauthorization Noise Provisions  
<https://www.federalregister.gov/documents/2021/01/13/2021-00564/overview-of-faa-aircraft-noise-policy-and-researchefforts-request-for-input-on-research-activities>

Jim Payne stated they don't expect any changes from the cargo carriers because they use their aircraft for a long period of time and don't fly a large number of flights daily and can get around 25-30 years out use out of those aircraft.

Justin Cook asked if they are still tracking the fleet changes in the Fly Quiet Program.

Jim Payne stated they are tracking the fleet changes and will probably present on the Fly Quiet Program at the next ANAC meeting.

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#### **4. Public Comment**

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There were no public comments.

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#### **5. Action Items**

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##### **a. Approval of May 5, 2021 Meeting Summary**

There was not a quorum to approve the May 5, 2021 ANAC meeting summary. It will be tabled for the next ANAC meeting.

##### **b. Discussion and Possible Action on FAA Request to Review Magnetic Drift**

Heidi Gantwerk gave an update on the proposal to send the FAA a letter to request they review magnetic drift. She reported that Airport Authority staff and the FAA have confirmed that they will consider magnetic drift during their review of all procedures and to make sure that there's no shift and correct for it over time.

Judy Holiday stated she doesn't think a letter to the FAA on magnetic drift is needed. She asked if the FAA would give regular updates on topic.

Heidi Gantwerk said they will be reporting on it as the FAA reviews them. It's not going to be a regular agenda item.

Ivan Gutierrez agreed with Heidi and confirmed it is a part of the process.

Sjohnna Knack stated it is a part of her team's daily efforts. They frequently communicate with the FAA on if there is a drift and will report back to the ANAC is there are.

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#### **6. Next Meeting/Adjourn**

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Next meeting is August 18, 2021<sup>5</sup>.

Meeting was adjourned.

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<sup>5</sup> August 18, 2021 ANAC meeting was canceled. Next ANAC meeting will be on October 20, 2021.

# Airport Noise Advisory Committee

October 20, 2021



SAN DIEGO  
COUNTY  
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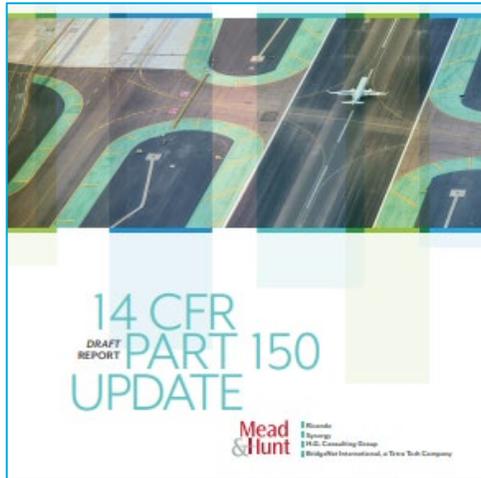
# Agenda

- Welcome & Roll Call
- Update on Part 150
- Current Aircraft Noise Trends
- Update on the Quieter Home Program
- Public Comment
- Approval of Meeting Summary from May 5, 2021
- Approval of Meeting Summary from June 16, 2021
- Adjourn - Next Meeting December 15, 2021

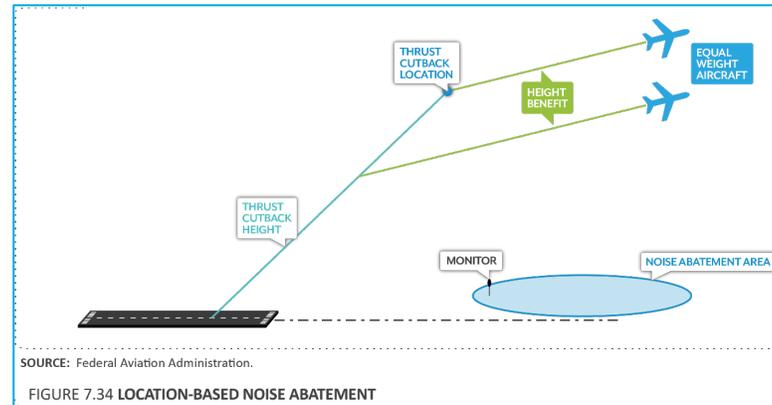


# Update on Part 150

Every meeting staff will provide an update on the Part 150 Update Recommendations. Current Actions include:



On June 3, 2021, The Airport Authority Board approved the Part 150 update and on June 10<sup>th</sup>, staff submitted the study to the FAA for their review. Waiting for their comments.



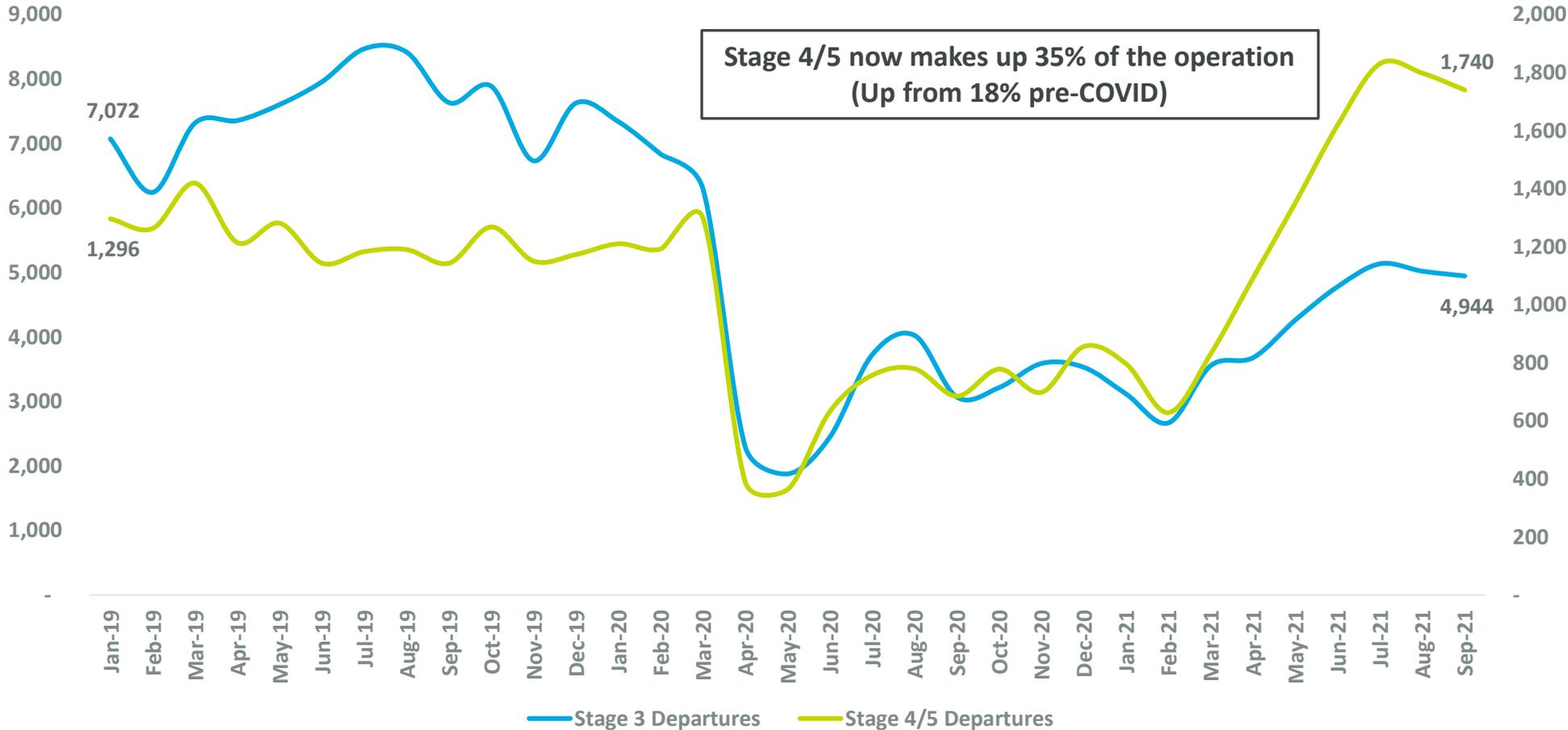
Staff is working with the Air Carriers regarding the implementation of Noise Abatement Departure Procedure (NADP). Waiting for FAA comment.



FAA flight procedure database shows that the relocation of JETTI further west is in review for Summer 2022 rollout. FAA acknowledged receipt of the two nighttime departure procedures.

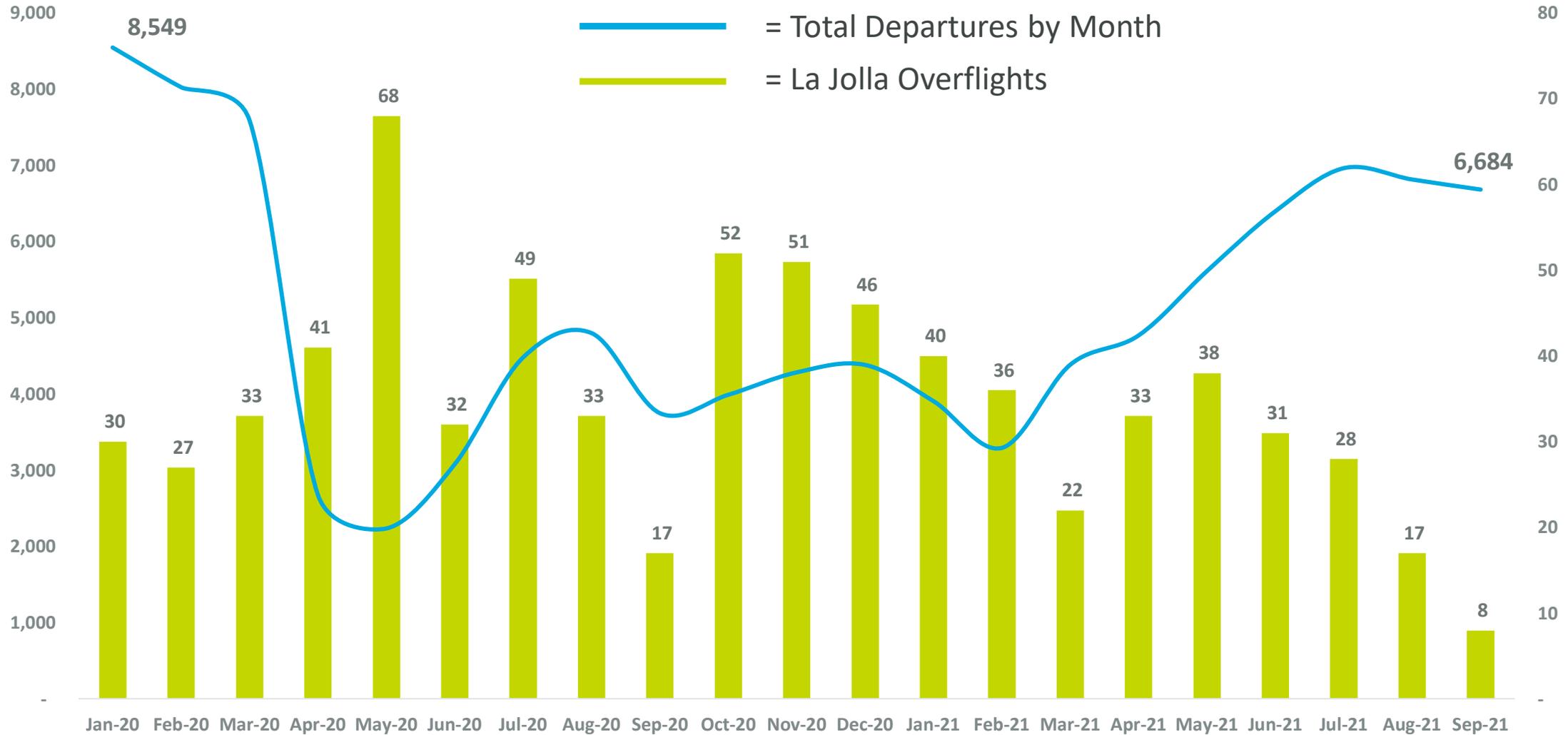
# Current Aircraft Noise Trends

## INCREASED STAGE 4 AIRCRAFT USAGE



# Current Aircraft Noise Trends

## LA JOLLA OVERFLIGHTS



# Air Service Changes

## International

- Air Canada has resumed service to Vancouver
- British Airways has returned with a 777
  - Scheduled to switch to a 787 at the end of the month (October 31)
- Swoop - New airline and market - Edmonton (October 31)
- WestJet has resumed service to Calgary

## Domestic

- Frontier has added Dallas/Ft. Worth
- Southwest has added Bozeman (also returned to New Orleans)

**Operations are at approximately 75% of pre-COVID levels**

# Current Aircraft Noise Trends

## REALTOR OUTREACH

- Presentations to Realtor Association to provide aircraft noise and Quieter Home Program Information.
- Reviewed resources available to realtors to help with clients.



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QUIETER HOME PROGRAM

### Information for Realtors

When working with your clients, please note these important Program items:

The Quieter Home Program (Program) is the San Diego County Regional Airport Authority's Residential Sound Insulation Program. Homes within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour map around San Diego International Airport may be eligible for sound insulation treatments to reduce aircraft noise.

Our goal is to reduce the interior noise level within residences by at least five decibels (dB). The Program may:

- Retrofit exterior doors
- Retrofit windows
- Install a ventilation system, and
- Provide other miscellaneous treatments; however, the actual treatments in the home may vary.

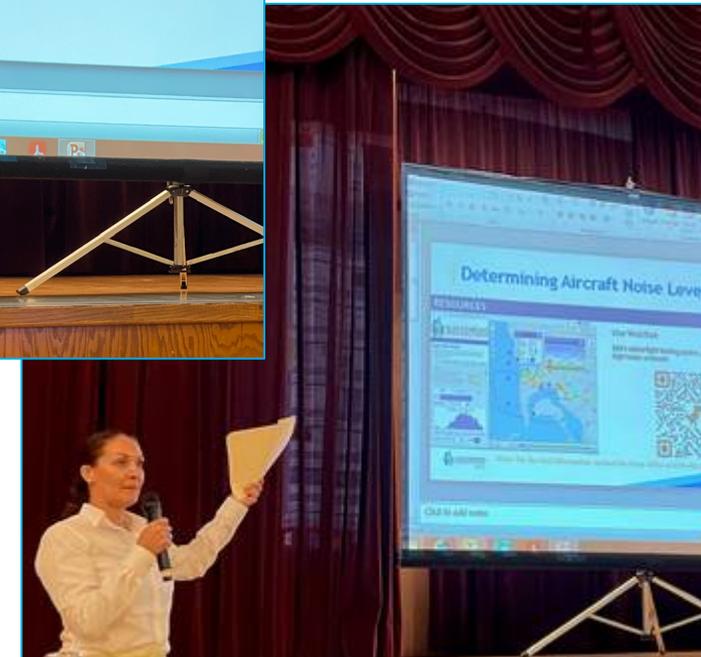
The Program is required to conduct an historical evaluation on homes that apply to determine how a property is treated. Following this evaluation, the home will be designated as either 'Historic' or 'Non-Historic' only in the context of the Program.



To date, the Program has completed over **4,500** dwelling units.

Priority is given to those in the loudest noise impacted areas and then those with the longest length of ownership.

- If a property is sold or changes ownership, the new owner will inherit the previous owners' waiting list position, as long as the previous owner completed an application with us prior to the sale. The new owner must complete a Participant Application.





# Community Sound Insulation Programs

ANAC Meeting - October 20, 2021

**Joshua Covell, Construction Manager**  
**Quieter Home Program**

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# Quieter Home Program (QHP)

SAN's Residential Sound Insulation Program

## Who is Eligible?



### Residentially-Zoned Properties

- Single-Family
- Condos
- Multi-Family Units

### Within 65 decibel contour

- Ocean Beach
- Loma Portal/Point Loma Heights
- Bankers Hill/Middletown
- Golden Hill/South Park



### Within 65 decibel contour

- Bankers Hill/Middletown
- Golden Hill/South Park

- Ocean Beach
- Loma Portal
- Point Loma Heights

**Note: 2<sup>nd</sup> eligibility criteria, must test above 45dB in interior habitable rooms.**

# Non-Residential Program

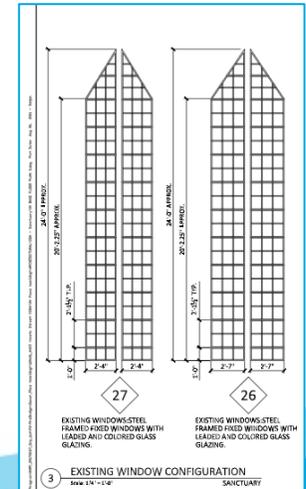
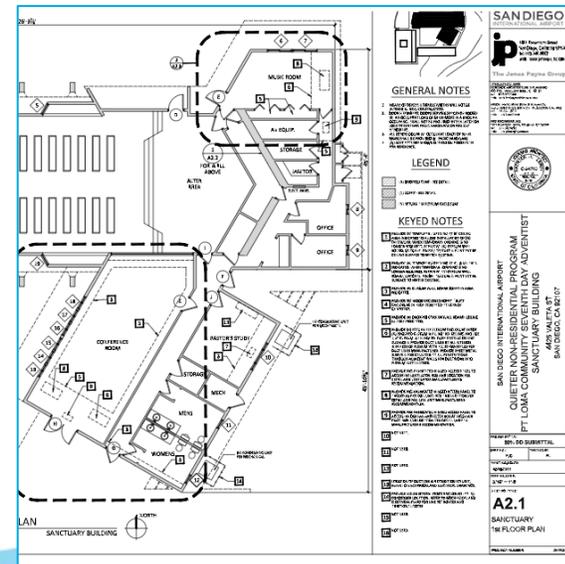
## Noise Sensitive Facilities

- Same eligibility criteria as QHP
- Churches, schools, daycare or medical (*where learning or sleep occur*)



## Current Activities

- Working with two church & preschool facilities in Point Loma
- Design, acoustical testing



# Determining Aircraft Noise Levels

## Acoustical Testing



### Pre-Construction Testing

Determines eligibility and baseline noise conditions



### Post-Construction Testing

Ensures FAA criteria of 5 dB reduction is met



**Note: Average person can hear a difference in noise at 3 dB**

# Average Costs

SAN's Community Sound Insulation Programs

## Costs Per Home

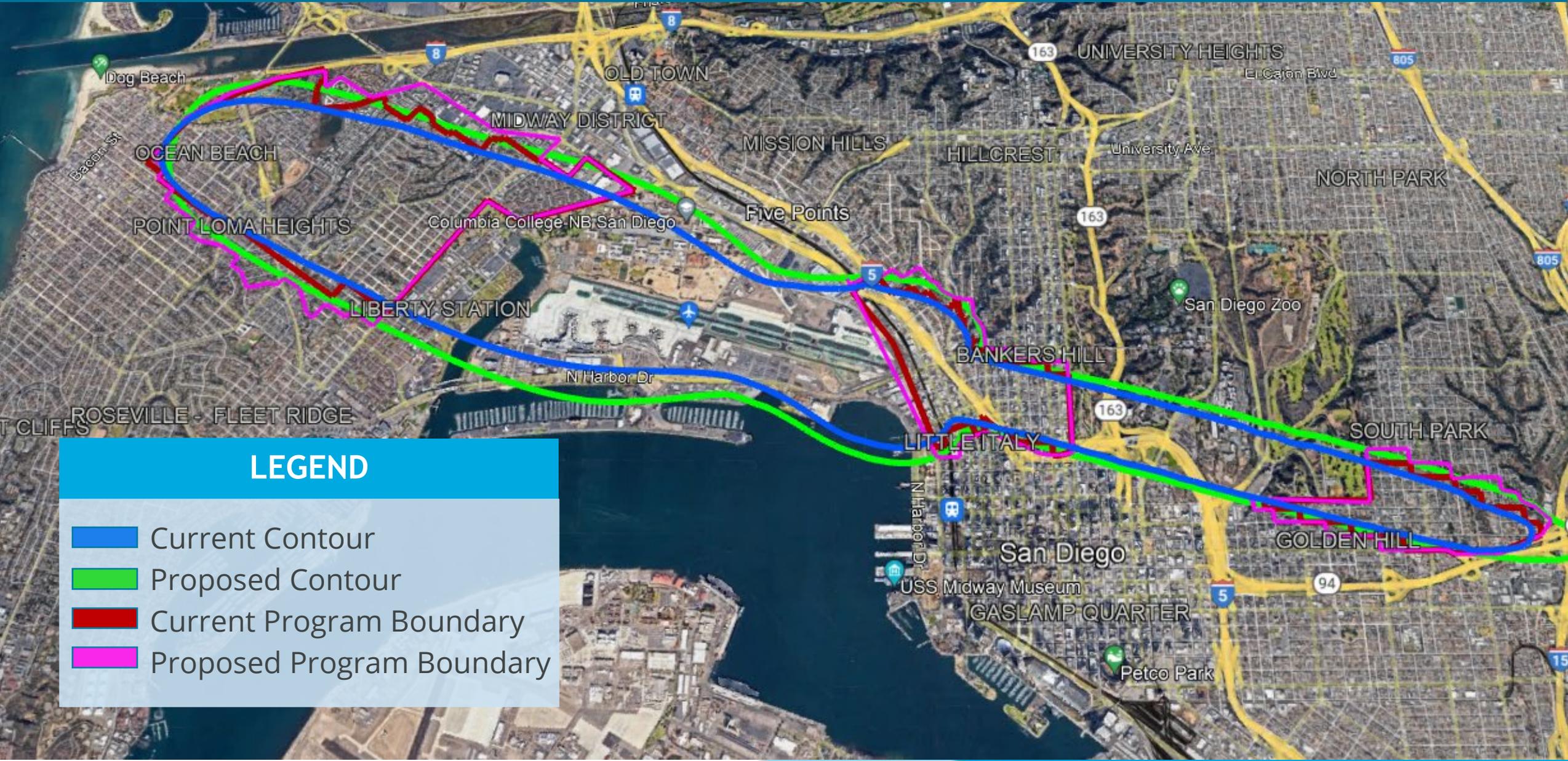


### FAA Grant and Airport Authority Funded

- Average Upgrade Value per Unit
  - Single Family - \$32K
  - Historic Single Family - \$87K
  - Multi-Family - \$25K
- Non-Residential Will Vary Based on Size

**Exempt from new construction reassessment.  
Added property value without increase in taxes.**

# Current and Proposed Contours and Program Boundaries



# Increased Funding / Items Monitoring

SAN's Community Sound Insulation Programs

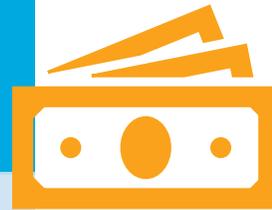
## Spending Plan

### Increase Pace

- Bid more projects
- Working on a 570-unit apartment complex

### Non-Residential Facilities

- Complete one facility
- Start efforts on a second facility



## Monitoring

### Increased Costs

- Limited labor
- Material costs

### Supply Chain Issues

- Delivery delays
- Shortages



# For More Information

## Website & Resources

- Homeowner Information Video
- Application
- Maps
- Forms & Documents
- Realtor Brochure
- Showroom – Liberty Station Office



[www.san.org/airport-noise/quieter-home-program](http://www.san.org/airport-noise/quieter-home-program)



**Next Meeting:  
December 15, 2021**

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