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Sent: Thursday, June 9, 2022 7:22 AM
To: SDCRAA clerk <clerk@san.org>
Subject: Origin of temporary measure for nighttime noise abatement

Please distribute to ANAC Members before the next meeting on June 15th.

Also, until now no one has known the origin of the post 10 pm nighttime departure; now it appears to have been implemented in or around 1980 along with the unusual 30-70 split on runway flightpaths. These two noise mitigation approaches, which are far from mitigation for Mission Beach were implemented, it is believed, as temporary measures so that the 1986 65 dB CNEL contour area requirement could be met. Apparently, because these were temporary measures, they did not violate the 1970 NEPA Act. The 70/30 split was stopped in the early 1990's going back to a destination driven departure SID; however, the post 10 pm departures, 100 percent to 295, continued to be enforced without a NEPA to this day.

What we have referred to as the 290 degree nighttime noise abatement agreement is in fact a FAA procedure identified in the 1981 "Noise Abatement Implementation Plan" called, a FAA operational noise abatement procedure. Presumably, this procedure was also implemented as a temporary measure to achieve a specific noise abatement objective in 1986, since there is no history of this departure being subject to NEPA. Given that the FAA has not been able to identify any evidence of this FAA operational noise abatement procedure being subject to NEPA, its continuation beyond the 1990's violates NEPA and should be stopped.

RESTRICTED NUMBER OF OPERATIONS

The number of major (greater than 75,000 lbs.) aircraft jet operations (either landing or takeoff) for the calendar year 1986 shall not exceed 87,000 unless the Board of Port Commissioners expressly consents to additional operations.

CONTROL OF FLIGHT PATHS AND AIRCRAFT OPERATIONS

Control of aircraft on the ground and in flight is at the discretion of the pilot as regulated by the Federal Aviation Administration (FAA). The prevailing noise abatement operational procedures are expected to be continued unless a more effective means is developed and implemented by the FAA. To achieve the 1986 non-compatible noise impact area, it is necessary that the 1979 flight pattern be maintained (approximately 90 percent departures on Runway 27 of which 30 percent continue straight out, while 70 percent are cleared for a heading of 295 degrees after takeoff; approximately 90 percent arrivals occur on Runway 27 and 10 percent on Runway 9, primarily on the basis of weather conditions).

FAA operational noise abatement procedures are directing all aircraft departing Runway 27 after 10 p.m. to a heading of 295 degrees.

By voluntary agreement, no military operations or practice involving Lindbergh Field are carried out during the nighttime period.