

# Airport Noise Advisory Committee (ANAC) Agenda

Wednesday, May 17, 2023  
4:00 P.M.

**Aircraft Noise / QHP Office (IN PERSON)**  
2722 Truxtun Rd  
San Diego, CA 92106

## Board Members

Gil Cabrera (Chair)  
Mary Casillas Salas (Vice Chair)  
Nathan Fletcher  
Lidia S. Martinez  
Paul McNamara  
Rafael Perez  
Esther C. Sanchez  
James Sly  
Marni von Wilpert

## Ex-Officio Board Members

Col. Thomas M. Bedell  
Gustavo Dallarda  
Gayle Miller

## President/CEO

Kimberly J. Becker

This Agenda contains a brief general description of each item to be considered. If comments are made to the Committee without prior notice, or on topics that are not listed on the Agenda, no specific answers or responses should be expected at this meeting pursuant to State law.

### How to Participate in the Meeting:

If you would like to provide comment on a specific agenda item, please submit a completed speaker slip to the Facilitator of the ANAC prior to the commencement of the meeting. When the item upon which you wish to provide public comment is called, the Facilitator of the ANAC will call your name and you will be invited to speak. Speakers are limited to (3) minutes, unless modified by the presiding officer.

The Authority has identified a local company to provide oral interpreter and translation services for public meetings. If you require oral interpreter or translation services, please telephone the Board Services / Authority Clerk Department with your request at (619) 400-2400 at least three (3) working days prior to the meeting.

### How to Listen to the Meeting

The following link:

[https://teams.microsoft.com/l/meetup-join/19%3ameeting\\_M2M0ODYxOTgtNzcyYS00ZDgyLWI0NGYtYjYwZDU5NDRjYjgx%40thread.v2/0?context=%7B%22Tid%22%3A%22a87ab59c-02b1-470f-b316-4a3649f06dbf%22%2C%22Oid%22%3A%22b3addf33-b604-4e66-8933-b8d093f339d2%22%2C%22IsBroadcastMeeting%22%3Atrue%2C%22role%22%3A%22a%22%7D&btype=a&role=a](https://teams.microsoft.com/l/meetup-join/19%3ameeting_M2M0ODYxOTgtNzcyYS00ZDgyLWI0NGYtYjYwZDU5NDRjYjgx%40thread.v2/0?context=%7B%22Tid%22%3A%22a87ab59c-02b1-470f-b316-4a3649f06dbf%22%2C%22Oid%22%3A%22b3addf33-b604-4e66-8933-b8d093f339d2%22%2C%22IsBroadcastMeeting%22%3Atrue%2C%22role%22%3A%22a%22%7D&btype=a&role=a)

This link will allow the public to view the presentation and listen to the audio. If you want to make a public comment, you must attend the meeting in person.

# ANAC Meeting Agenda

Wednesday, May 17, 2023

## WELCOME / CALL TO ORDER:

## ROLL CALL:

## ACTION ITEMS:

1. **APPROVAL OF MEETING SUMMARY:**  
RECOMMENDATION: Approve the ANAC meeting summary from *February 15, 2023*.

## PRESENTATIONS:

2. **Aircraft Noise Trends:**
  - a. Runway 9 Usage
  - b. Curfew Violations
3. **Staff Updates:**
  - a. Quieter Home Program
  - b. New T1 Environmental Impact Report Noise Mitigation Measures
  - c. Part 150
  - d. Flight Procedures
  - e. State of California Variance Application
  - f. FAA Noise Environmental Survey

## 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 Facilitator of ANAC. ***Each individual speaker is limited to three (3) minutes, unless modified by the presiding officer.***

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

**NEXT ANAC MEETING: September 20, 2023 (In-Person, Aircraft Noise / QHP Office)**

## ADJOURNMENT

Copies of written documentation relating to each item of business on the Agenda are on file in the Airport Authority's office and are available for public inspection. This information is available in alternative formats upon request. To request an Agenda in an alternative format, or to request a sign language or oral interpreter, or an Assistive Listening Device (ALD) for the meeting, please telephone the Authority Clerk's Office at (619) 400-2550 at least three (3) working days prior to the meeting to ensure availability. For your convenience, the agenda is also available to you on our website at [www.san.org](http://www.san.org)

# MEETING SUMMARY

## Airport Noise Advisory Committee

Date | Time 02/15/2022 4:00 p.m.

Meeting called to order by: Jill Monroe

### In Attendance

<u>Name</u>	<u>Affiliation</u>	<u>In Attendance</u>
<b>Community Planning Groups Within the 65 dB contour</b>		
Fred Kosmo (as alternate)	Peninsula Community Planning Board	Yes
Anthony Ciulla	Ocean Beach Planning Board	Yes
Judy Holiday	Midway-Pacific Highway Community Planning Group	Yes
Tania Fragomeno	Downtown Community Planning Council	Yes
Celestin Fausino	Greater Golden Hill Planning Committee	No
Chris Cole	Uptown Planners	Yes
Peter Shearer	Community Resident at Large within 65 dB CNEL - East	Yes
<b>Community Planning Groups Outside the 65 dB contour</b>		
Gloria Henson	Mission Beach Precise Planning Board	Yes
Iain Richardson	Pacific Beach Planning Group	Yes
Matthew Price	La Jolla Community Planning Association	Yes
(No representative selected)	East County (La Mesa)	No
<b>Aviation Stakeholders</b>		
Olivier Brackett	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	Yes
Jim Gruny	MCRD	Yes
Robert Bates	Airline Pilot (Active)	No*
Alexander Leslie (as alternate)	Performance Engineer, Delta Air Lines	Yes
Dave Ryan	NBAA	No
<b>Ex-Officio Non-Voting Members</b>		
Tim Middleton	Acoustical Engineer	Yes
Korral Taylor	Congress, 53rd District for Rep. Sara Jacobs	No
Randy Reyes	San Diego City Council, District 2, for Jennifer Campbell	Yes
Carlette Young, Larri Frelow	FAA Representatives	Yes
David Flores	S.D. County Board of Supervisors, District 1	No
Cesar Solis for (Jason Bercovitch)	Congress, 50th District for Rep. Scott Peters	Yes
<b>SDCRAA Staff</b>		
Jill Monroe	Facilitator	Yes
Sjohnna Knack	Interim Department Director	Yes
Josh Covell	Interim Program Manager	Yes
Roman Lanyak	Sr. Aircraft Noise Specialist	Yes
William "Billy" Hobson	Aircraft Noise Specialist	Yes
Tyler Reince	Aircraft Noise Specialist	Yes

11 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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**Jill Monroe**, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. with introductions.

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## 2. Roll Call

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

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## 3. Continuance of Virtual Meetings

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**Jill Monroe** asked ANAC for consideration to continue today's meeting virtually pursuant to California Assembly Bill 361. It was noted that discussion on the status of future meetings would be at the end of the meeting, and this was strictly to continue today's meeting.

Chris Cole made the motion to continue the current meeting virtually and Anthony Ciulla seconded this motion. ANAC members that voted to approve the continuation of this virtual meeting were Fred Kosmo, Judy Holiday, Tania Fragomeno, Gloria Henson, Iain Richardson, Matthew Price, Olivier Brackett, Jorge Rubio, Jim Gruny, and Alexander Leslie. Peter Shearer originally voted "no," but changed his vote to "yes" as he initially misunderstood the purpose of the vote.

**Jill Monroe** informed the ANAC Committee that the next meeting would more than likely meet in person unless determined otherwise.

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## 4. Action Item: Approval of meeting previous meeting summary

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### **December 21, 2022 Meeting Summary**

Anthony Ciulla made a motion to approve the meeting summary from the December 21, 2022 meeting. It was seconded by Judy Holiday, the motion was passed, with Fred Kosmo, Iain Richardson, Matthew Price, Jorge Rubio, and Alexander Leslie abstaining.

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## 5. 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=16081>

### **a. 2022 Year in Review**

**Billy Hobson** provided a review of the 2022 curfew violations, stating that this year was a new record for San Diego International Airport (SAN) both in the number of violations as well as total fines assessed. Billy explained how the Curfew Violation Review Panel (CVRP) meets bimonthly to decide whether a company is assessed a financial penalty. Billy stated that despite financially penalizing only 54% of all curfew violations in 2022 (as compared to 71% in 2016), total fines were roughly \$250,000 higher for 2022. This was attributed to the multiplier for curfew violations, where fines are multiplied by how many curfew violations a company had in the previous six-month period. Billy went on to give various reasons why the CVRP may waive fines for violating curfew, including local mechanical, local weather, and operational difficulties. The statistics from 2016, 2019, and 2022 were shared.

**Sjohnna Knack** explained that back in 2017, an ANAC Subcommittee recommended increasing the financial penalties for violating curfew. Staff investigated this and decided if numbers reached 2016 levels again, then an increase in fines per penalty would be reviewed by the Airport Authority. Sjohnna discussed that 2022 was a COVID recovery year for operators and with labor shortages, violations were higher than normal. She expressed that staff would be working with operators in 2023 to reduce their violations.

**Tyler Reince** gave a summary of the past three years relating to noise complaint information. The primary takeaway was that despite the number of operations steadily increasing at SAN since COVID, noise complaints continued to trickle down. However, when correlating to the number of operations, early turns did see a rise.

**Josh Covell** provided an update of the Quieter Home Program (QHP). Highlights included expended spending (over \$20,000,000 in 2022), almost 500 homes treated the last year, and finishing the QHP's first non-residential property (a church / preschool). Designs for completing the program's second non-residential property are in the works.

### **Public Comment:**

Gary Wonacott, a Mission Beach resident, stated that there was an average of 18 to 20 departures between 6:30 a.m. – 7:00 a.m., and an average of three departures between 11:00 p.m. – 11:30 p.m. He asked how many of the curfew violations for those three departures were scheduled after 11:00 p.m.? Secondly, would it make any sense to push all departures so they are scheduled prior to 11:00 p.m., but still list the curfew as 11:30 p.m.?

### **Questions from ANAC:**

Matthew Price asked how many early turns there were in 2019 (pre-pandemic) compared to 2022, a breakdown of north vs. south early turns, as well as the relationship between curfew violations and associated early turns. He also said it seemed that most curfew violations were unexplained, in terms of mechanical and weather, and would like a report back on the increase in fees. Josh Covell informed the ANAC committee that data relating to the previously discussed topics could be found under Tableau on the Airport's website. A link could be sent out to find those statistics.

Iain Richardson asked which airline has the most number of flights fined and / or the fines paid. Iain also noticed that *jetBlue* had a significant multiplier and was getting charged \$40,000 per fine, were they also the highest frequency of fines in terms of this new period or was that just the dollar that made them much bigger? Billy Hobson stated that the top two airlines relating to fines were *jetBlue* and *Alaska*, combined, they paid roughly \$700,000 in fines (estimated). Billy stated (answering Iain's second question) he believed it was a little of both, but *Alaska* had slightly more total number of violations. *jetBlue* had 11 violations but suffered from a higher multiplier (11 to begin the year and four for the second half of the year), *jetBlue* paid \$460,000 in fines in 2022.

Judy Holiday stated that she felt people would submit more noise complaints if it were easier to do so, asking what year the noise 'clickers' were discontinued. Sjohnna Knack answered that the 'clickers' were discontinued by 2019.

Peter Shearer asked if the Quieter Home Program (QHP) were to conclude, or if fines were to exceed its spending, what would be the plan for handling the excess money? Sjohnna Knack stated that QHP was a long way from ending, with many homes to treat. However, if the program were to end, the money would go towards operating the aircraft noise office.

Gloria Henson mentioned that out of 4,000+ noise complaints in the San Diego neighborhoods, Mission Beach had 1,827 of them, and all came from one household. Additionally, the majority of all the neighborhoods had complaints from a single household. Gloria wanted to know, if it's so difficult to submit noise complaints, then how does one household submit over 1,800 noise complaints? Matthew Price suggested automated possibilities. Matthew also said that the number of complaints as well as households were probably a fraction of people who are bothered by aircraft noise.

Chris Cole stated that complaints are helpful for two different reasons. One, it lets people who are impacted by aircraft noise know that they are listened to and that their complaints are heard. Secondly, it helps enable the ANAC Committee and Airport Authority to impact / make changes, which Chris stated he has seen accomplished since he joined the committee. Chris then made a note that the report shows Mission Beach being outside of the 65 decibel (dB) contour. He was surprised by that result, stating that he has been to Mission Beach a couple of times and said "it was really loud." It was hard to believe they weren't in the 65 dB contour.

Fred Kosmo mentioned that he was on ANAC back in 2016 / 2017, he supported Sjohnna Knack's comments [pertaining to increasing fines for companies who choose to violate curfew hours]. The fines should be increased if there was an increase in curfew violations, he understood why it wasn't done at the time. Looking at the current data, as operations increase, there are more curfew violations, missed approaches, and early turns. This is troubling for the community, and even though the Airport Authority will be speaking with the airlines, what could be done about reducing the aforementioned events? Using early turns as an example, Fred stated that 98% of early turns were caused by *air traffic control vectors*. Fred wanted to know if the Airport Authority could speak with the air traffic controllers or the FAA and find out why they are turning the aircraft early?

## **b. Project Updates**

**Josh Covell** stated the Airport Authority received a [Record of Approval](#) from the FAA for the Part 150 Noise Compatibility Program, 16 out of the 17 recommendations submitted by the airport were approved. The only recommendation not approved was for the Ground-Based Augmentation System, reason being that it had no effect on the noise contours and not many aircraft had the onboard technology to use it. Continued work is being done for the Environmental Impact Report (EIR) noise mitigation measures; more information could be reported at the next ANAC meeting. The State of California variance (Title 21) was still in review and would be reported once there was an update. The Quieter Home Program (QHP) just completed its first non-residential unit, a preschool / church. The design review for a second non-residential unit is planned to be completed by the end of this year.

### **Public Comment:**

**Jill Monroe** offered an opportunity for the Public to call-in with a public comment.

[There were no public comments]

### **Questions from ANAC:**

[There were no questions]

## **c. Fly Quiet Program**

**Roman Lanyak**, Senior Aircraft Noise Specialist, announced the winners of SAN's 2022 Fly Quiet Program. The three factors for determining the Fly Quiet Program winners are: Fleet Quality index, Noise Exceedance, and Curfew Compliance. The four categories of winners are: large carrier (more than 10% of passengers flown at SAN), small carrier (less than 10% of passengers flown), cargo carrier, and international carrier. *Southwest Airlines* took the large carrier category award, *Spirit Airlines* took the small carrier award, *iAero Airways* (operating as *DHL Express*) took the cargo award, and *Lufthansa* took the international air carrier award.

*Southwest Airlines* won due to their increased use of Stage 4 aircraft, using 72% more Boeing 737 MAX's in 2022. Additionally, 13% of all their operations out of SAN utilize the Boeing 737 MAX aircraft. *Spirit Airlines* won due to their use of Stage 4 aircraft as well, with Stage 4 aircraft being used for 54% of all their flights. Furthermore, they had only one curfew violation in 2022. *iAero Airways* (operating as *DHL Express*) won for flying daytime operations schedule, having 63% of their fleet comprised of Boeing 737-800 aircraft, and not a single curfew violation. *Lufthansa* won by having the best aircraft as far as fleet quality pertaining to noise, all operations utilize an Airbus A350-900 (Stage 5) aircraft. 98% of their departures were between 2:00 p.m. – 7:00 p.m., which provided very little chance of violating curfew.

### **Public Comment:**

**Jill Monroe** offered an opportunity for the Public to call-in with a public comment.

[There were no public comments]

## Questions from ANAC:

Peter Shearer asked if the Airport Authority would be updating the Airport Use Code to higher stage aircraft. Roman stated the airport does not operate anything less than Stage 3.

Sjohnna Knack commented that airports are not allowed to restrict operators by aircraft type or set new restrictions after passage of the Airport Noise Capacity Act of 1990. She mentioned airports can create programs to acknowledge the aircraft that choose to operate quieter aircraft (which is where Fly Quiet Program comes into play). Peter asked if the Fly Quiet Program could track the stage of aircraft that fly during the restrictive hours. With hopes that this could incentives airlines to utilize quieter aircraft later at night. Sjohnna replied that she believed that could be track, the Airport's Noise Team would take note and follow-up.

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## 6. Public Comment (non-agenda items)

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**Jill Monroe** offered an opportunity for the Public to call-in with a public comment on non-agenda items.

Gary Wonacott, a Mission Beach resident, stated the ANAC representative for Mission Beach, was a resident of north Mission Beach and not subject to the same noise levels residents of south Mission Beach were. This especially increased after the FAA implemented their satellite navigation program. Gary mentioned that he had acquired a portable noise monitor and set it up, running 24 hours at a time. He stated that the device was giving higher CNEL levels compared to portable noise monitor #23. For this reason, Gary felt there should be an additional noise monitor added, or to move noise monitor #23 further north. He felt this would do a much better job regarding accuracy when it comes to monitoring / mapping noise levels in Mission Beach.

Gary also mentioned that the state of California's quarterly noise contours are required by Caltrans to be verified with actual aircraft noise measurements. When reviewing the 2012 to current California Quarterly Noise Reports (QNR's) he saw no mention of using actual noise monitors. In the last report it was mentioned, but there were no details provided with it. Gary felt he believed it was important that the public be able to understand how the noise monitors are being used in Title 21 (CA QNR) and the effect they have.

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## 7. Next Meeting / Adjourn

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**Jill Monroe** mentioned that future ANAC meetings would now more than likely be in-person. This is due to the governor's Covid emergency declaration expiring by the end of February of the current year. A location is yet to be determined, but the Airport Noise Team would reach out and inform the ANAC committee prior to the next meeting. The next ANAC meeting will be May 17, 2023.

The meeting was adjourned.

*Date* | 05/10/2023

As identified in the Airport Development Plan (ADP) Environmental Impact Report certified by the San Diego County Regional Airport Authority in 2020, several potentially significant environmental impacts were identified, including noise. As a result, five mitigation measures related to mitigating noise were adopted. Below is a summary of each mitigation measure and activity in the past year.

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### **1. Expansion of SDCRAA's Sound Insulation Program**

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In August 2022, the FAA awarded the Airport Authority an additional \$14 million in grants for the sound insulation program. This grant and previous large grants in 2020 – 2021, secure the ability for the Airport Authority to increase the pace of sound insulation.

Non-residential Program: Finished work on a church/preschool (Seventh Day Adventist Church) and currently working on another church/preschool facility (Point Loma Presbyterian).

Residential Program: In CY2022, 482 homes were completed and it is anticipated that another 400 homes will be completed in CY2023. Updates on the number of units in the process can be viewed monthly on our website here:

<https://public.tableau.com/app/profile/noise.disclosure/viz/SANQHPDashboard/SANQHP>

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### **2. Update Noise Exposure Map Every Five Years**

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The Airport Authority will update the aircraft noise exposure maps every five years, in accordance with FAA Part 150 guidelines.

The FAA accepted the Noise Exposure Maps on September 2, 2022, and issued a Record of Decision on the Noise Compatibility Program on January 1, 2023.

Noise Exposure Maps will be updated every five years, with the next update in 2026-27.

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### **3. Create a Mobile Noise Monitoring Program**

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A mobile noise monitoring program was established with a pilot program in 2022 to augment the Airport Authority's permanent noise monitors. Since it was established, staff have conducted 4 portable noise measures.

Copies of the reports from these measures can be found here:

<https://www.san.org/Aircraft-Noise/Initiatives#6452350-portable-noise-program>

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#### **4. Assess the Findings of the 2018 FAA Reauthorization Act – Related Noise Studies**

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The 2018 FAA Reauthorization Act includes a requirement for the FAA to complete various studies related to aircraft noise impacts. The Airport Authority will review those studies when completed to help inform and update the noise mitigation programs and policies.

Staff continues to monitor ongoing FAA noise research studies. The major update this year is the FAA's request for comments to help formulate a new Noise Policy after completing the Neighborhood Environmental Study.

At the May 17, 2023, ANAC meeting, a consultant will be presenting more details on the FAA's Federal Register Notice and requested comments.

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#### **5. Utilize Curfew Violation Penalty Fines to Help Fund Aircraft Noise Mitigation Programs**

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The Airport Authority Finance Department has developed a process to use all curfew penalties for the Quieter Home Program. In 2022, curfew penalties were \$804,000, which is a significant increase from last year. This money goes into the Quieter Home Program budget and allows for the treatment of approximately 20 single-family homes or 28 multi-family homes.

# Airport Noise Advisory Committee

May 17, 2023



Meeting will start at 4:00 p.m.

# Agenda

Welcome & Roll Call

## ACTION ITEMS:

1. Approval of Meeting Summary from February 17, 2023

## PRESENTATION ITEMS:

### 2. Aircraft Noise Trends:

- Statistics & Runway 9 - Tyler Reince, Airport Authority
- Curfew Violations - Billy Hobson, Airport Authority

### 3. Project Updates:

- Quieter Home Program - Tavia Doyle, Airport Authority / QHP
- New T1 Environmental Impact Report Noise Mitigation Measures, Part 150, Flight Procedures, and State of California Variance Application, Sjohnna Knack, Airport Authority
- FAA Noise Environmental Survey - Mary Ellen Eagan, ME Eagan Consulting
- Fly Quiet Program Recognition - Roman Lanyak, Airport Authority

## NON-AGENDA PUBLIC COMMENT

- Adjourn - Next Meeting September 20, 2023 (In-Person, Aircraft Noise / QHP Office)



# Approval of February 17, 2023 Meeting Summary



**PUBLIC COMMENTS  
NOW BEING ACCEPTED**

# PUBLIC COMMENT

# Certificate of Recognition

AWARDED TO

**Kallie Glover**

For Providing Five Years of Excellent Service on the

**Airport Noise Advisory Committee**



May 2023

Date



*Kimberly J. Becker*

Signed: **Kimberly Becker**  
Chief Executive Officer



# ANAC Q&A / Discussion



# Aircraft Noise Trends

Runway 9 Statistics: Tyler Reince - Aircraft Noise Specialist



Curfew Violations: Billy Hobson - Aircraft Noise Specialist

# Why We Use Runway 9

## Runway 27

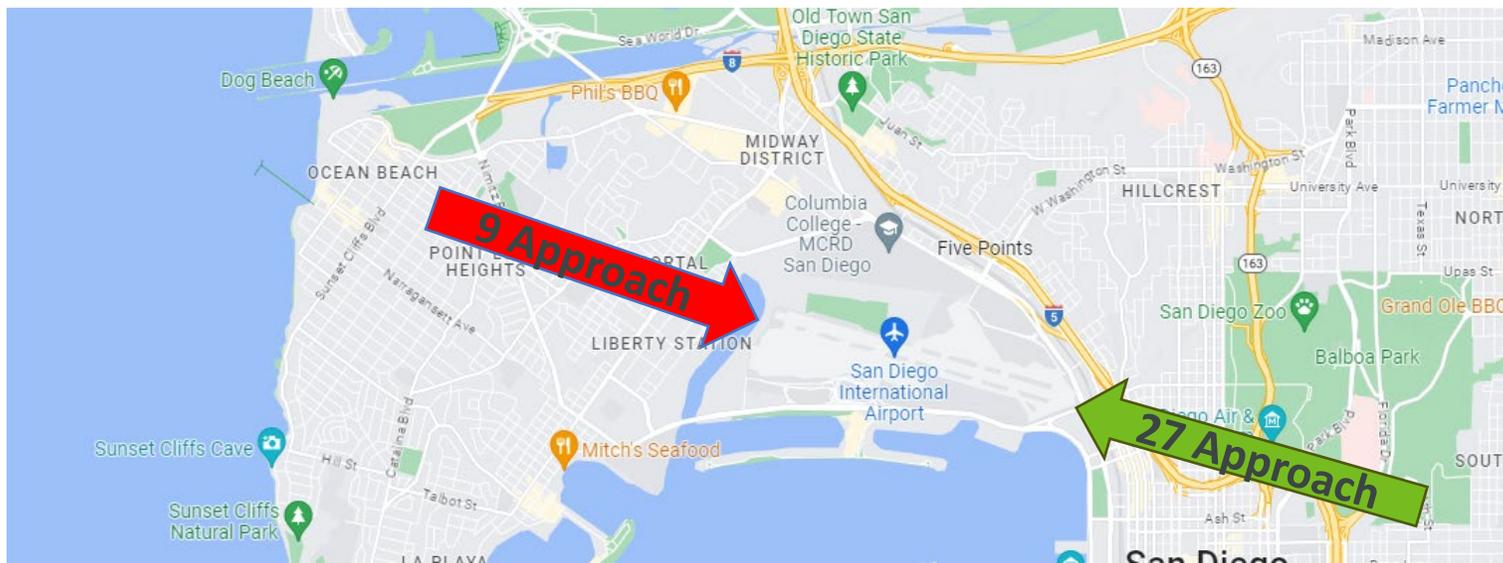


- Usually utilized, 96 - 98% of the time
- Good weather, prevailing winds (west)  
Higher clouds and good visibility
- Lowest approach = *600 feet* above the ground and *1.5 miles* visibility

## Runway 9



- Rarely utilized, 2 - 4% of the time
- Poor weather, east winds  
Low cloud ceilings and poor visibility
- Lowest approach = *200 feet* above the ground and *.5 mile* visibility



# 2023 (1st Quarter): Statistics & Runway 9

Runway 9 has seen a *six-fold* increase in usage the first quarter, when compared to 2022.

**Year-to-Year Comparison of Operations and Runway 9 Usage**

Jan. - Mar.	Total Ops (Arrivals & Departures)	RWY 9 Ops (% of total ops)	RWY 9 Ops - During curfew
2021	27,221	942 (3.5%)	(37 / 942) 4%
2022	42,469	801 (1.9%)	(57 / 801) 7%
<b>2023</b>	<b>49,958</b>	<b>5,167 (10.3%)</b>	<b>(212 / 5,167) 4%</b>

# 2023 Curfew Violations

## Summary of Violations Fined

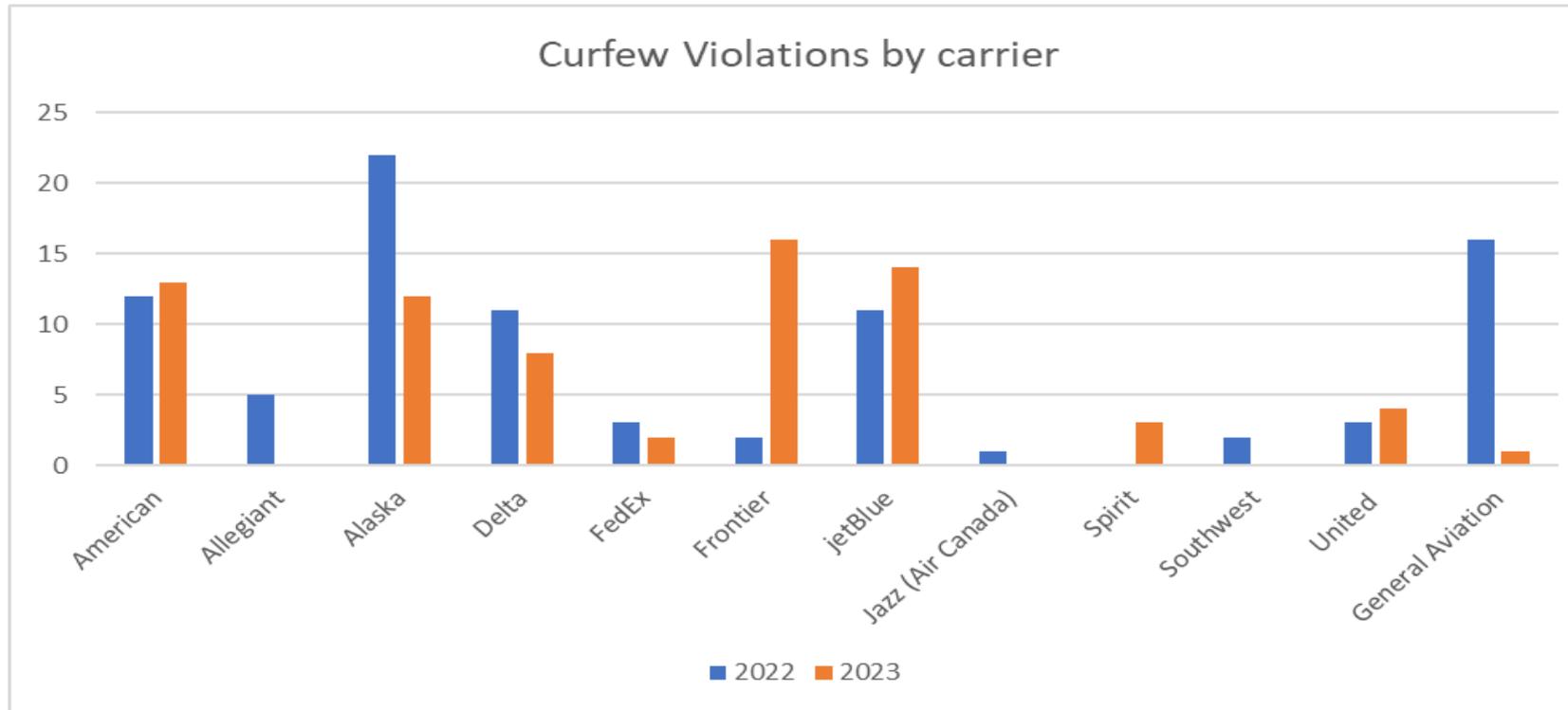
Year	# of Violations reviewed	Total Fines
2022	89	\$804,000
2023	28*	\$246,000

\* 46 violations will be reviewed at the next meeting of the Curfew Violation Review Panel on June 7, 2023.

## Summary of Violations

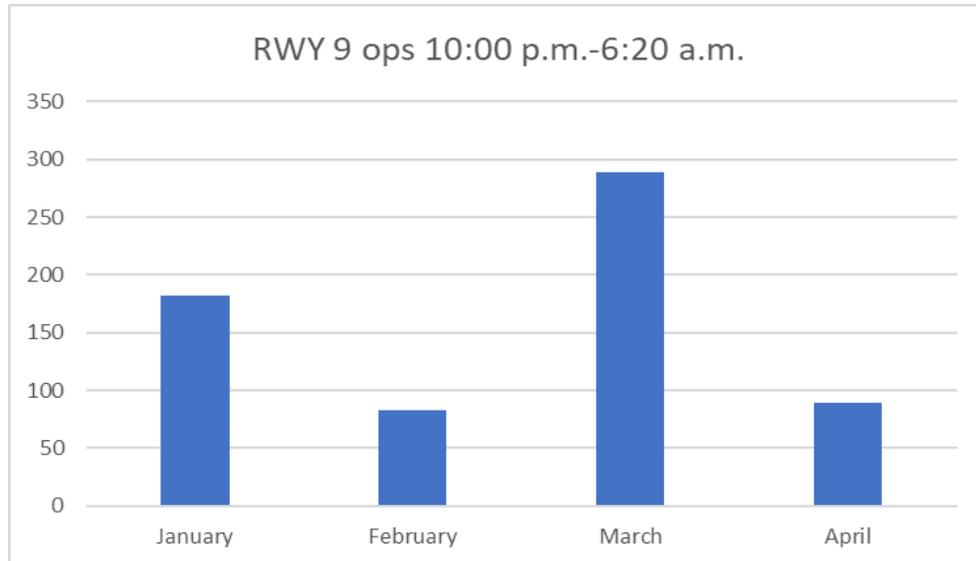
Year	Total	Weather/Operational	Maintenance	Operator Driven
2022	89	10	31	48
2023 (Through 4/30/23)	74	30	15	29

# Curfew Violations by Carrier



- Less General Aviation violations this year
- Several carriers have surpassed their total violations from 2022
- Weather has heavily impacted violations in 2023

# Runway 9 Nighttime Operations and Curfew Impacts



- Runway 9 nighttime operations have contributed to increase in curfew.
- Two nights in March accounted for 18 violations (weather related)

# Positive Curfew Prospects

- Violations trending down since March as bad weather days have decreased.
- Weather-related violations decreasing as we move into late Spring / early Summer.
- Carriers have canceled flights and postponed to the next day to avoid violating the curfew.
- JetBlue has used a spare west coast airplane for aircraft swaps to avoid violations.
- Staff continues to reach out to operators on a corporate level to discuss ways, such as scheduling flights earlier, to reduce the number of violations.



**PUBLIC COMMENTS  
NOW BEING ACCEPTED**

# PUBLIC COMMENT



# ANAC Q&A / Discussion



# Project Updates

Tavia Doyle - QHP Program Coordinator (Swinerton)

Sjohnna Knack - Airport Planning & Environmental Affairs Department Director

# Update on Quieter Home Program

- Nearing completion of our largest apartment complex (500+ units)
- On track to complete sound attenuation on over 400 homes for 2023
- 2023 Year to Date spending is \$7 million

## A peek inside the stats of our window and door products:

- Typical Wood Door: STC 28-30                      Quieter Home Wood Door: STC 37
- Typical Single Pane Window: STC 15-21                      Quieter Home Vinyl Window: STC 40
- Four-point STC improvement can cause clear perceptible change in your home's acoustics.
- 10-point improvement can reduce sound by 50 percent.
  - Keep in mind other exterior barriers (walls and roofs) will impact the overall interior noise.

# Airport Development Program Noise Mitigation Measures Update

*Measures Identified in the Airport Development Plan Environmental Impact Report on noise. This is a summary of 2022 accomplishments. A full Report was provided in Meeting Materials.*

## Expansion of Sound Insulation

Continued funding allowed for continued acceleration of the Quieter Home Program (QHP). 482 units in 2022 with 400 anticipated in 2023. Finished one church/preschool, starting another in 2023.

## Update Noise Exposure Maps

Noise Exposure Map Acceptance on 9/2/22. Noise Compatibility Program Record of Decision on 1/11/23. Airport Authority will update contours every five years, next update in 2026-27.

## Portable Noise Monitoring Program

Portable program ongoing, completed testing at four locations. All monitoring reports are online.

## Assess Findings of 2018 FAA Reauthorization (Noise)

Update to be provided by consultant on FAA Reauthorization and the FAA's Federal Register Notice requesting comments on new Noise Policy as a result of the Neighborhood Environmental Survey (NES).

## Use Curfew Fines for Quieter Home Program

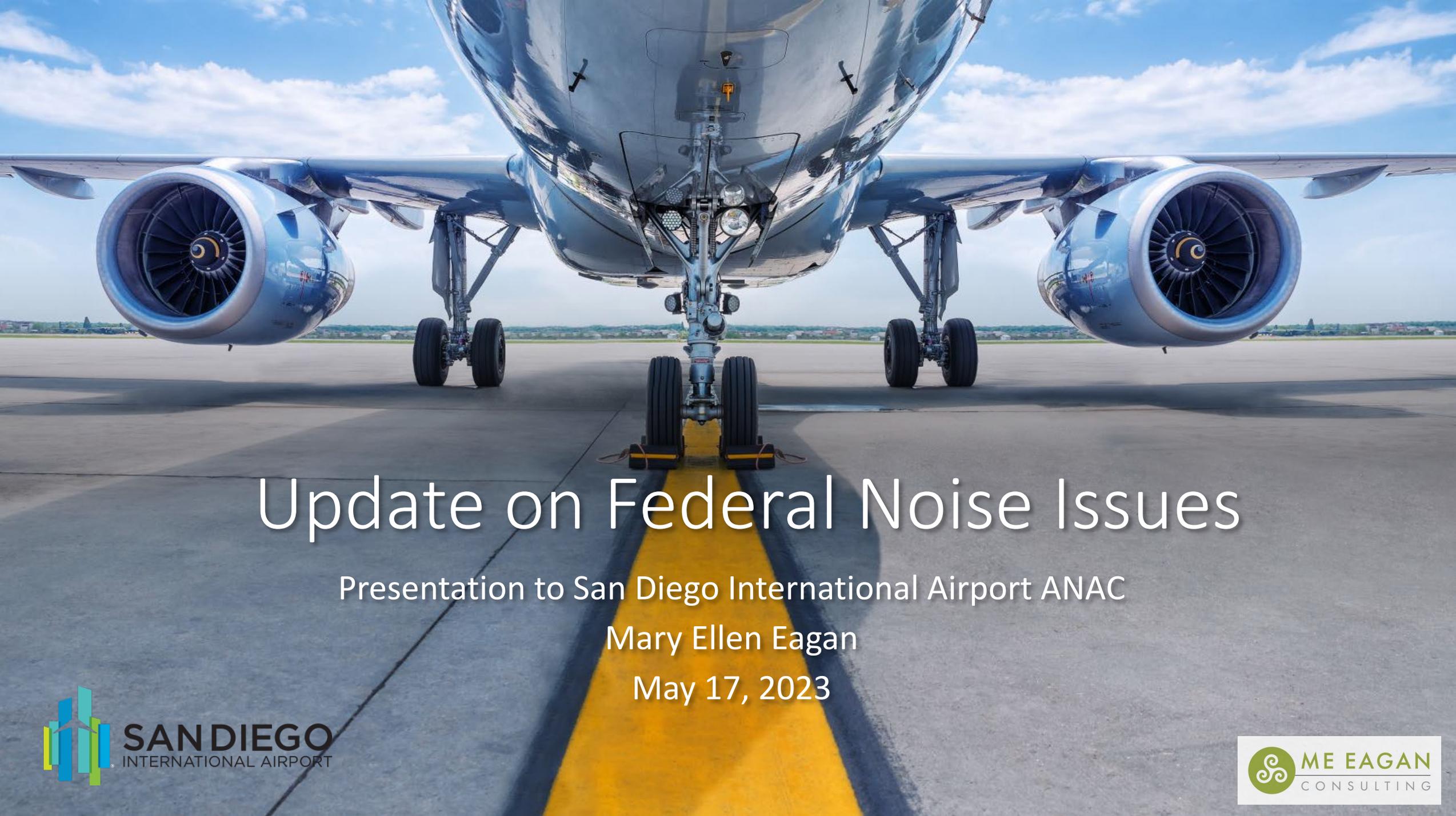
Procedures are in place and staff is currently using curfew fines for QHP expenses.

# Project Updates (Continued)

- **Part 150** - Continued Quieter Home Program, reviewing other measures for implementation.
- **Proposed Flight Procedures** - Received a response from the FAA on the Nighttime “PADRZ” procedure request, indicating it was not feasible to move forward. FAA continuing its review of the nighttime “ZZ000” procedure.

To allow more time for review of the FAA’s letter on the Nighttime “PADRZ” procedure, the discussion was moved to the September meeting where an FAA subject matter expert will be invited. **ANAC members must submit questions for the FAA on this letter to Tyler by August 18, 2023.**

- **State of California Variance** - Still under review by Caltrans staff. Operating under existing Variance until Caltrans completes their review.

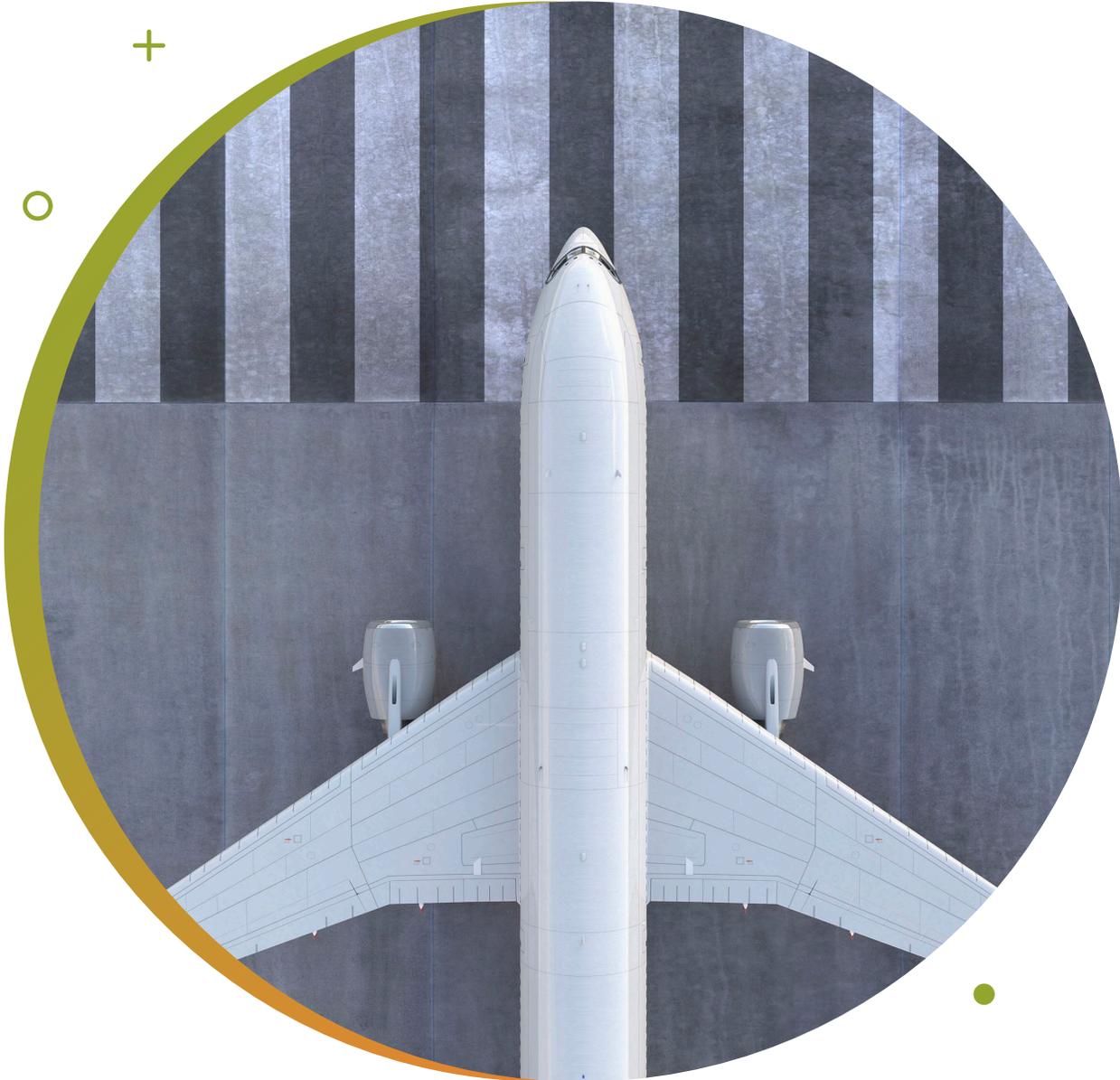


# Update on Federal Noise Issues

Presentation to San Diego International Airport ANAC

Mary Ellen Eagan

May 17, 2023



# TOPICS

- Status of 2018 FAA Authorization Noise Provisions
- FAA Noise Policy Review
- 2023 FAA Reauthorization

	Section	Topic
✓	173	Alternative Airplane Noise Metric Evaluation Deadline
✓	174	Updating Airport Noise Exposure Maps
	175	Addressing Community Noise Concerns
✓	176	Community Involvement in FAA NextGen Projects Located in Metroplexes
✓	179	Airport Noise Mitigation and Safety Study
✓	180	Regional Ombudsmen
✓	181	Leadership on Civil Supersonic Aircraft
✓	186	Stage 3 Aircraft Study GAO Report
	187	Aircraft Noise Exposure (Neighborhood Environmental Survey)
✓	188	Study Regarding Day-Night Average Sound Levels
	189	Potential Health and Economic Impacts of Overflight Noise
✓	190	Environmental Mitigation Pilot Program Pilot program

# 2018 FAA AUTHORIZATION NOISE PROVISIONS



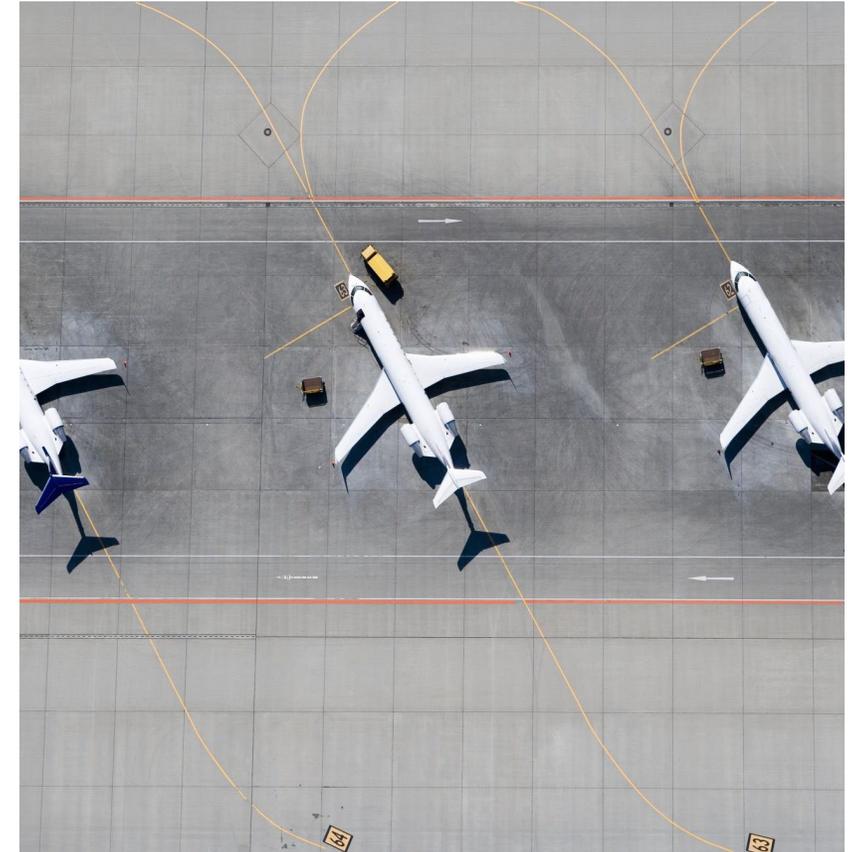
# FAA Noise Policy Review

- The FAA issued a Federal Register Notice (FRN) on May 1, 2023, announcing its Noise Policy Review (NPR).
- The primary purpose of the NPR is to solicit stakeholder feedback on a range of possible noise policy options that the FAA is considering.
- The primary question of interest that FAA is seeking input on is the following: **Should FAA transition away from a monolithic noise policy with a single metric comprising the system in favor of an expanded system of metrics?**

# NPR Additional Details

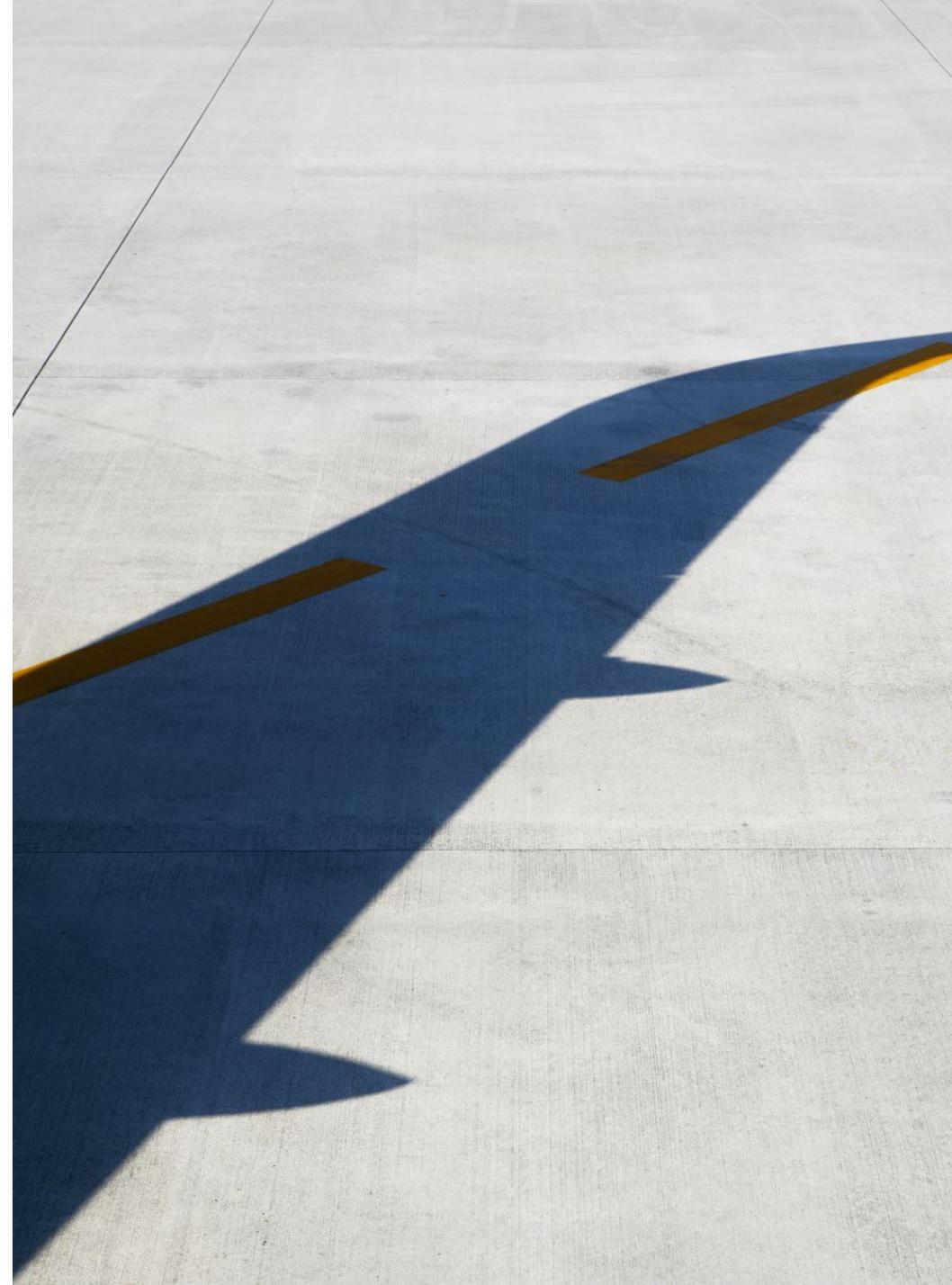
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- The FAA is considering an expanded system of noise metrics and thresholds that might address a range of situations, including:
  - different vehicle types (e.g., aircraft, helicopters, rockets);
  - different analysis purposes (e.g., environmental review, land use planning, eligibility requirements); and/or
  - different types of projects (e.g., airfield, airspace, new entrants).
- The FAA is also seeking input on whether an expanded system of metrics could or should be used to address cumulative, operational/single-event, and impulsive events alone, in combination, or in lieu of another metric, e.g., Day-Night Average Sound Level (DNL) in combination with Number Above, Lmax (NA), or others.



# The FAA is considering the following possible changes to its noise policy:

1. Revisit the elements of the Day-Night Average Sound Level (DNL) by exploring the methods used for calculating it.
2. Examine existing significance thresholds and consider whether to:
  - Retain the current threshold, with no change;
  - Set a threshold for any, some, or all the noise metrics in the system; and/or
  - Change the metric and level used to define the threshold of significance and reportable impacts.
3. Consider reviewing the noise policy at least once every 3-5 years to determine whether updates or revisions are necessary to respond to new information.



Tuesday, May 16 <sup>th</sup>	1:00 pm - 3:00 pm ET
Thursday, May 18 <sup>th</sup>	6:00 pm - 8:00 pm ET
Tuesday, May 23 <sup>rd</sup>	9:00 pm - 11:00 pm ET
Thursday, May 25 <sup>th</sup>	4:00 pm - 6:00 pm ET

# Public webinars

<https://www.faa.gov/noisepolicyreview>

Comments are due by July  
31, 2023

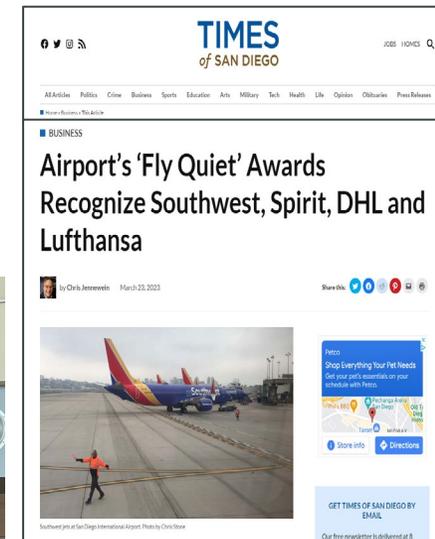
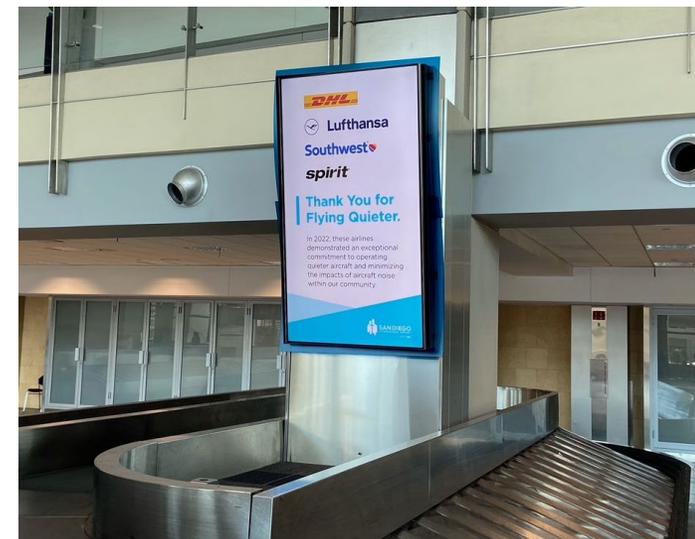
# 2023 FAA Reauthorization

- Current FAA Authorization expires in 2023
- Draft FAA Reauthorization language is expected in June 2023, for consideration by House and Senate
- Several House and Senate bills proposed by WA delegation may be incorporated as noise provisions

# Fly Quiet Program Recognition

## 2022 Fly Quiet Award Winners Recognition

- Starting March 28, 2023
- Duration - 8 weeks
- Terminal 2 Baggage Claim area
- Recognition letters sent to  
Airline Station Managers
- Press release (*Times of San Diego* article)





**PUBLIC COMMENTS  
NOW BEING ACCEPTED**

# PUBLIC COMMENT



# ANAC Q&A / Discussion



**PUBLIC COMMENTS  
NOW BEING ACCEPTED**

# NON-AGENDA PUBLIC COMMENT



# Questions?

# Meeting Dates For 2023

All future meetings will be held in person

September 20, 2023 - Aircraft Noise Offices

November 15, 2023 - New Administration Offices



UT  
San Diego  
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# Adjourn

