

MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 11/15/2023 4:00 p.m.

In Attendance

Meeting called to order by: Joan Isaacson

Name	Affiliation	In Attendance
Community Planning Groups Within the 65 dB contour		
Paul Webb	Peninsula Community Planning Board	Yes
Anthony Ciulla	Ocean Beach Planning Board	Yes
(No representative selected)	Midway-Pacific Highway Community Planning Group	No
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 – West	Yes
Community Planning Groups Outside the 65 dB contour		
Gloria Henson	Mission Beach Precise Planning Board	Yes
Iain Richardson	Pacific Beach Planning Group	Yes
Dr. Matthew Price	La Jolla Community Planning Association	No*
Sean Connacher	East County (La Mesa)	Yes
Aviation Stakeholders		
John Otto	San Diego County Airports	No
Jorge Rubio	City of San Diego Airports	Yes
Jim Gruny	MCRD	No*
Robert Bates	Airline Pilot (Active)	No*
Carl Stallone	Airline Flight Operations	Yes
Phil Derner	NBAA	No
Ex-Officio Non-Voting Members		
Tim Middleton	Acoustical Engineer	Yes
Cesar Solis for (Jason Bercovitch)	Congress, 50th District for Rep. Scott Peters	No
Paola Guzman	Congress, 51st District, for Rep. Sara Jacobs	No
Genevieve Fong	Congress, 52nd District, for Rep. Juan Vargas	Yes
Randy Reyes	San Diego City Council, District 2, for Jennifer Campbell	No
Margaret Doyle	Assembly Member, District 77, for Tasha Horvath	No
Larri Frelow, Carlette Young	FAA Representatives	Yes
David Flores	S.D. County Board of Supervisors, District 1	No
SDCRAA Staff		
Joan Isaacson	Facilitator (Kearns & West)	Yes
Sjohnna Knack	Director, Planning & Environmental Affairs	Yes
William "Billy" Hobson	Interim-Senior Aircraft Noise Specialist	Yes
Roman Lanyak	Senior Aircraft Noise Specialist	Yes
Tyler Reince	Aircraft Noise Specialist	Yes
Tavia Doyle	Construction Manager	Yes

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

Note For Text Below: Names of Airport Authority staff, presenters, and consultants, are in bold, ANAC members are underlined, and public commenters are italicized.

1. Welcome and Introductions

Joan Isaacson, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. with introductions.

2. Roll Call

Joan Isaacson called a committee member roll call for attendance. Attendance is reflected on page 1.

3. Action Item: Approval of meeting previous meeting summaries

February 15, May 17, and September 20, 2023, Meeting Summaries

A quorum was present. Tony Ciulla called for the vote to approve the three previous meeting summaries; Chris Cole seconded the motion. A vote was passed to approve the meeting summaries from the February 15, May 17, and September 20, 2023, ANAC meetings.

3. Presentations:

Note: The information in the presentations is posted on our website and can be accessed with the following link:

<https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC?EntryId=16084>

1. Runway 9 Usage

Tyler Reince gave a brief background on when San Diego International Airport (SAN) uses Runway 9 (departing east over downtown) as opposed to Runway 27 (departing west over Point Loma), the predominately used runway at SAN. This can include low cloud layers, strong easterly winds (e.g. Santa Ana Winds), or operationally necessary by air traffic control (ATC). He shared a comparison of Runway 9 usage at SAN, between the months of January – October, for the years 2019, 2022, and 2023. Between January – March of 2023, Runway 9 was used for over 10% of operations at SAN. The entire 2023 year through October was above the normal average of 2% of operations.

Public Comment:

[There were no public comments]

Questions from ANAC:

Tony Ciulla asked how long it takes airport operations to switch runways and to handle the arriving and departing aircraft.

Tyler Reince did not have an exact time parameter on switching runways to provide. He explained that the process involves substantial coordination and takes some time, and it does not happen instantly.

Billy Hobson added that it could take up to an hour to make the decision and implement switching runways. The decision comes from FAA ATC, not airport operations. Also, some aircraft still need Runway 27 for departure regardless of the switch, due to their heavy weight and needing the full length of Runway 27 to depart, which is longer than Runway 9.

Peter Shearer asked how many homes are within the 65 decibel (dB) contour, east and west of the airport. Also, does it matter if the runways were switched for usage?

Tavia Doyle mentioned that there are around 12,000 homes within the current 65 dB contour for the Quieter Home Program (QHP).

Tyler Reince further clarified that the Part 150 Study considers runway utilization in both directions. The Part 150 Study states runway utilization data is acquired through interviews with airport operators and air traffic control personnel. All SAN operations will be accounted for in the next update to the Part 150 Study in determining the 65 dB contour.

2. Curfew Update

Billy Hobson gave an update on 2023 curfew violation numbers at SAN. 2023 has been a record year for curfew violations. There have been 125 curfew violations this year so far, which is more than last year's total violation count of 89. The first three months of 2023 had the most curfew violations, which coincided with the highest amount of Runway 9 usage. The current fine rate at SAN for 2023 is 44%, which was normal for a given year. This rate is based on the violations reviewed so far and reviews of 12 violations are still pending. The two primary reasons for waiving a violation were local weather and local maintenance issues.

Public Comment:

[There were no public comments]

Questions from ANAC:

Tim Middleton asked about total curfew violations vs. total operations comparison.

Billy Hobson stated that the percentage was not available on hand but could be researched. SAN's peak year in operations was in the 1990s, and 2019 was higher in operations than the current year and had fewer violations.

Tony Ciulla asked for clarification on why there were less curfew violations in August.

Billy Hobson said that there can be several factors, but staff believes that the curfew's fine structure utilizing a multiplier is the primary factor. The multiplier can increase fine amounts, which takes effect every six months.

Chris Cole asked if each carrier has the same department to report to for curfew fines and if each carrier has the same level of interest in their curfew violations.

Billy Hobson stated that there are monthly meetings with the air-carrier line station managers at the airport, which include updates on curfew violations. These managers should have a general idea of where they stand with their curfew violations. If a carrier has an unusually high number of violations, the Airport Authority will meet with the air carrier's corporate team to discuss the increase in violations.

Iain Richardson asked which carrier leads in number of violations and total dollar amount in fines.

Billy Hobson responded that Frontier Airlines had the highest number of total violations for 2023 but was unsure which air carrier had the highest amount in terms of monetary penalties. SAN has a Tableau webpage, which provides various noise parameters at the airport, including SAN curfew data.

Gloria Henson looked for clarification on the multiplier's effect on air carriers. Was it true that the multiplier was causing the decrease in number of violations in August since the air carriers were getting hit with the multiplier from their past curfew violations?

Billy Hobson said it was a fair assumption that the multiplier helps to decrease curfew violations. Breaks in bad weather also help to reduce curfew violations. As the Fall season progresses, operational constraints can occur and create a gradual uptick in violations too.

Sean Connacher wanted to know if the Airport would provide an update to ANAC on available options for altering the curfew structure at SAN.

Billy Hobson mentioned that there had been meetings between the Airport Authority and the FAA, along with aviation stakeholders. Updates will be provided to ANAC.

3. Quieter Home Program Update

Tavia Doyle provided the latest numbers regarding the Quieter Home Program (QHP). There are now 12,000 properties in the most recently updated 65 dB contour. QHP will treat 5,600 homes by the end of 2023. QHP is set to start work in early December at the Point Loma Community Presbyterian Church. Program treatments for QHP are carefully selected for acoustical reduction values.

A historic programmatic agreement needs to be updated for QHP to treat properties that have designations for historic preservation. The agreement is currently with the FAA, and QHP is hopeful they can begin treating these homes by the 2nd quarter of 2024.

Public Comment:

[There were no public comments]

Questions from ANAC:

Tony Ciulla asked if other funding sources are available for QHP, in addition to the funding received from curfew violations. He also asked about how the budget looks for next year and will QHP receive funding grants from the FAA?

Sjohnna Knack mentioned that the program received a record grant of \$26 million two years ago; QHP did not receive an FAA grant this year. The program has always had consistent funding, and there was enough money to continue the current pace of the program.

Chris Cole wanted to know if any outreach was done for the QHP, or do individuals have to self-discover the program?

Tavia Doyle said that a good amount of outreach is done. Postcards are sent to all addresses potentially eligible to apply for the program. When sound testing is done at properties, postcards are provided to individuals who ask questions or wish to know more.

Tania Fragomeno asked for a reminder on what makes a home eligible for the QHP. Also, does the program treat all kinds of homes such as single-family, multi-family homes, etc.?

Tavia Doyle mentioned there are several qualifications. First, the property must be located within the 65 dB contour. Secondly, the property must have been built before 1998. Lastly, the property must be sound tested to determine if the property qualifies for treatment. QHP does treat all kinds of homes. However, if a property is in an area zoned for commercial, then the property may not be eligible for treatment.

Iain Richardson wanted to know if QHP goes to town council / planning groups to provide outreach?

Tavia Doyle answered that staff members have gone out to different realtor boards to explain the QHP. Having representatives on ANAC share the information with their respective planning boards can be quite helpful in spreading the word of QHP.

Gloria Henson wanted to know if there was a list of streets and address range for which properties qualify for the QHP.

Tavia Doyle mentioned that maps of the current QHP boundaries are available on the airport website. Block-rounding is used for the program maps, listing specific streets and addresses is difficult. Part of a street may qualify, but not the entire street.

Sjohnna Knack added it may not be appropriate for QHP to attend community planning group meetings. A sizable portion of certain areas may be out of the QHP boundary, and presenting on the program may lead to confusion for homeowners in that area. QHP has already conducted outreach in significant portions of certain planning group areas. If questions from residents arise in certain planning groups, the best thing to do would be to refer them to the Airport Authority and QHP team for further information and follow-up.

Iain Richardson asked about the 6,500 homes, where they are located.

Sjohnna Knack answered that many of the 6,500 homes are multi-family, located both east and west of the airport in various planning group areas.

4. Airport Authority Updates

Billy Hobson mentioned that the California (CA) Variance application was submitted on July 1, 2022, to Caltrans. It is still being reviewed for approval as of the meeting date and we are still operating under the previous Variance.

The New Terminal 1 Environmental Impact Report (EIR) Noise Mitigation Measures work is currently in progress and is scheduled to be completed by opening day of NT1. Noise Mitigation Measures outlined as part of the EIR will be updated again in May 2024.

The Part 150 Study recommendations are also in progress, and an update could be provided in May as well.

For the 2024 ANAC meeting dates, the Airport Authority will keep these meetings on a modified-quarterly schedule, on the third Wednesday at 4:00 p.m. of the selected months. If there is significant concern about these dates, then a change in the schedule could be looked at. The dates for the 2024 ANAC meetings will be: February 21st, May 15th, September 18th, and November 20th.

Public Comment:

[There were no public comments]

Questions from ANAC:

Iain Richardson mentioned he would have conflict with the Pacific Beach Town Council meeting night and would be in favor of changing dates for the ANAC meetings. He also recognized that each town council may have different meeting dates and there might not be a perfect date for everyone.

Billy Hobson said requests would be considered.

4. Public Comment (non-agenda items)

Joan Isaacson offered an opportunity for non-agenda public comment items.

[There were no public comments]

Next Meeting / Adjourn

Billy Hobson announced that finalized meeting dates for 2024 would be sent shortly after the ANAC meeting.

The meeting was adjourned.

 2/22/24