

San Diego International Airport East County Working Group - Aircraft Noise Concerns

Meeting #2

PRESENTED TO:
SDIA East County Working Group

PRESENTED BY:
Stephen C. Smith

PRESENTED ON:
January 24, 2019

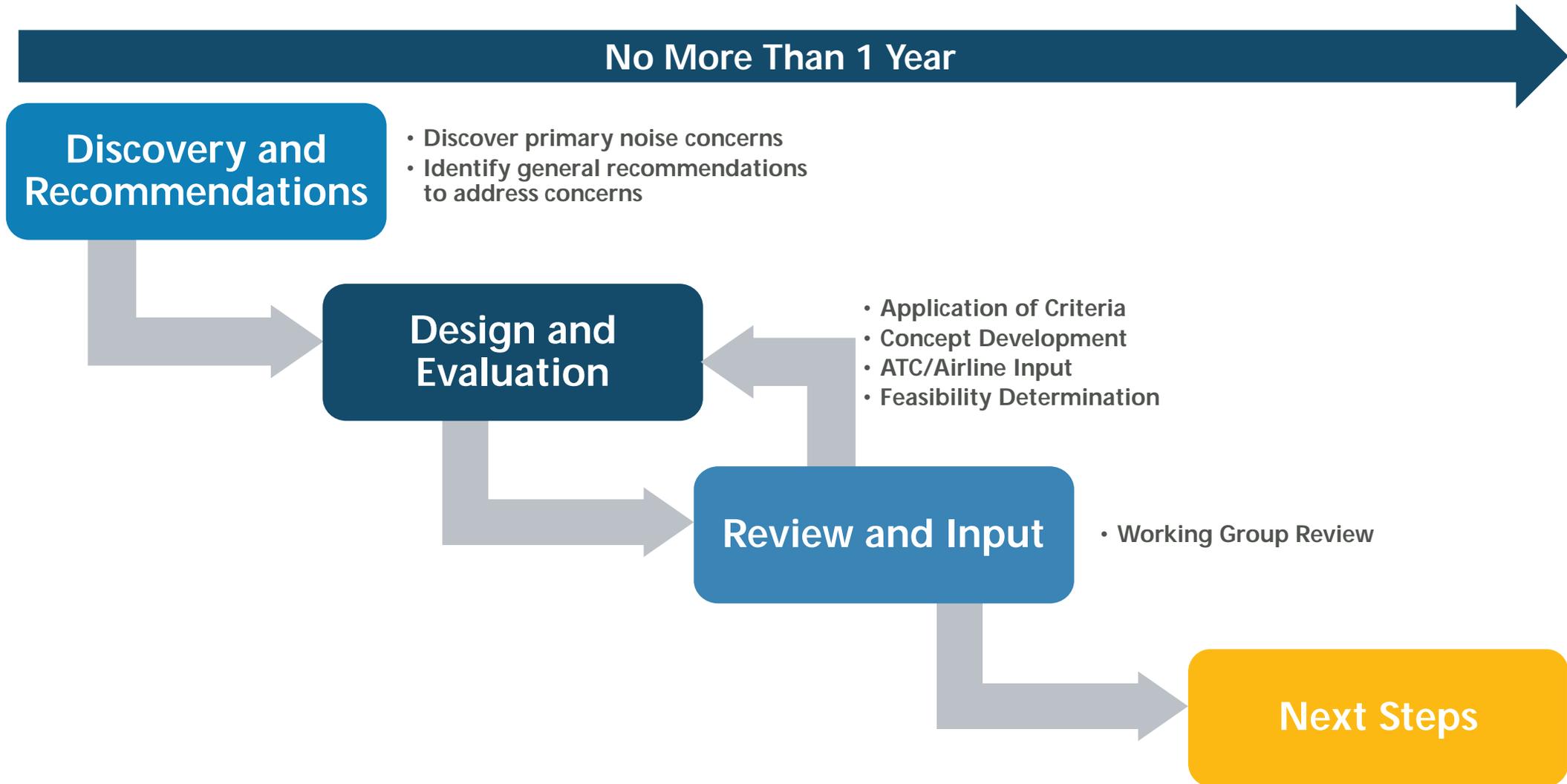
Agenda

- § Introductions
- § Process Overview Refresher
- § Meeting Objective
- § Overview of East County Concerns
- § November 2016 Arrival Procedure Change
- § Noise Abatement Options
- § Ideas to Address Concerns
- § Next Steps

Introductions

-  East County Working Group Facilitator
 - Ms. Heidi Gantwerk
-  San Diego County Regional Airport Authority (Airport Authority)
 - Owns and operates the airport
 - Main Contact: Ms. Sjohnna Knack, Program Manager
-  Flight Procedure Analysis Consultant Team
 - Project Lead: Mr. Stephen Smith
 - Ricondo & Associates, Inc.
-  East County Working Group Members

Process Overview Refresher



SOURCE: : Ricondo and Associates, Inc., November 2018.

Meeting Objective

-  Confirm overall noise concerns/issues for East County
-  Understand FAA change to arrival procedure for arrivals from the north
-  Understand approach requirements for arrivals to Runway 27
-  Understand methods to address aircraft noise concerns
-  Discover viable ideas to address concerns

Understanding East County Concerns related to Aircraft Noise and Overflights

Overview of Working Group Concerns

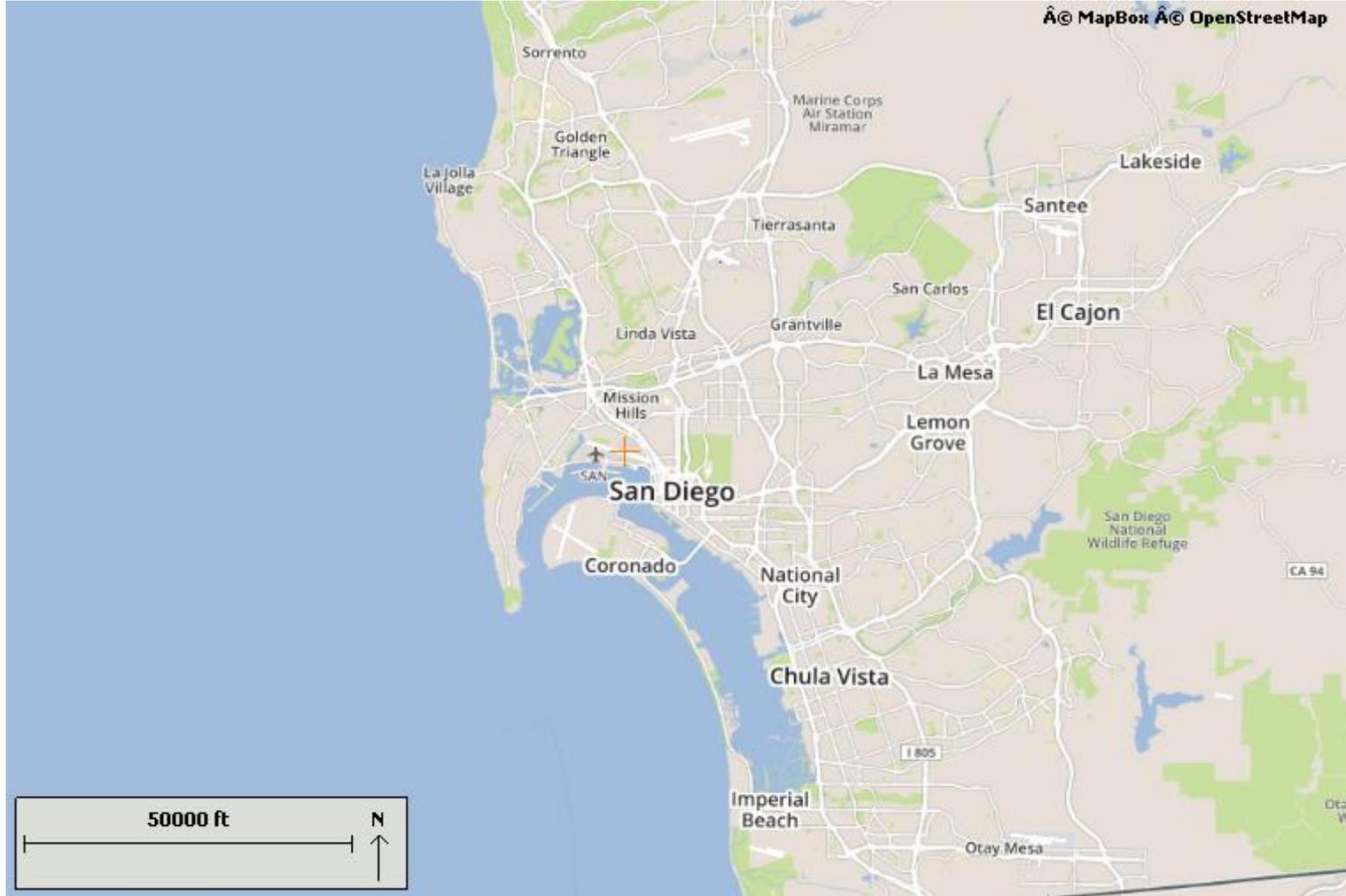
Overview of Working Group Concerns

- ⚠ Change in traffic patterns
- ⚠ Hearing more noise early morning (6:30 a.m. to 11:00 a.m.) and at night (10:00 p.m. to 11:00 p.m.)
- ⚠ Do not increase noise in other areas
- ⚠ Low flying aircraft
- ⚠ Increase in overflight frequency

Air Traffic Procedure Change on November 2016

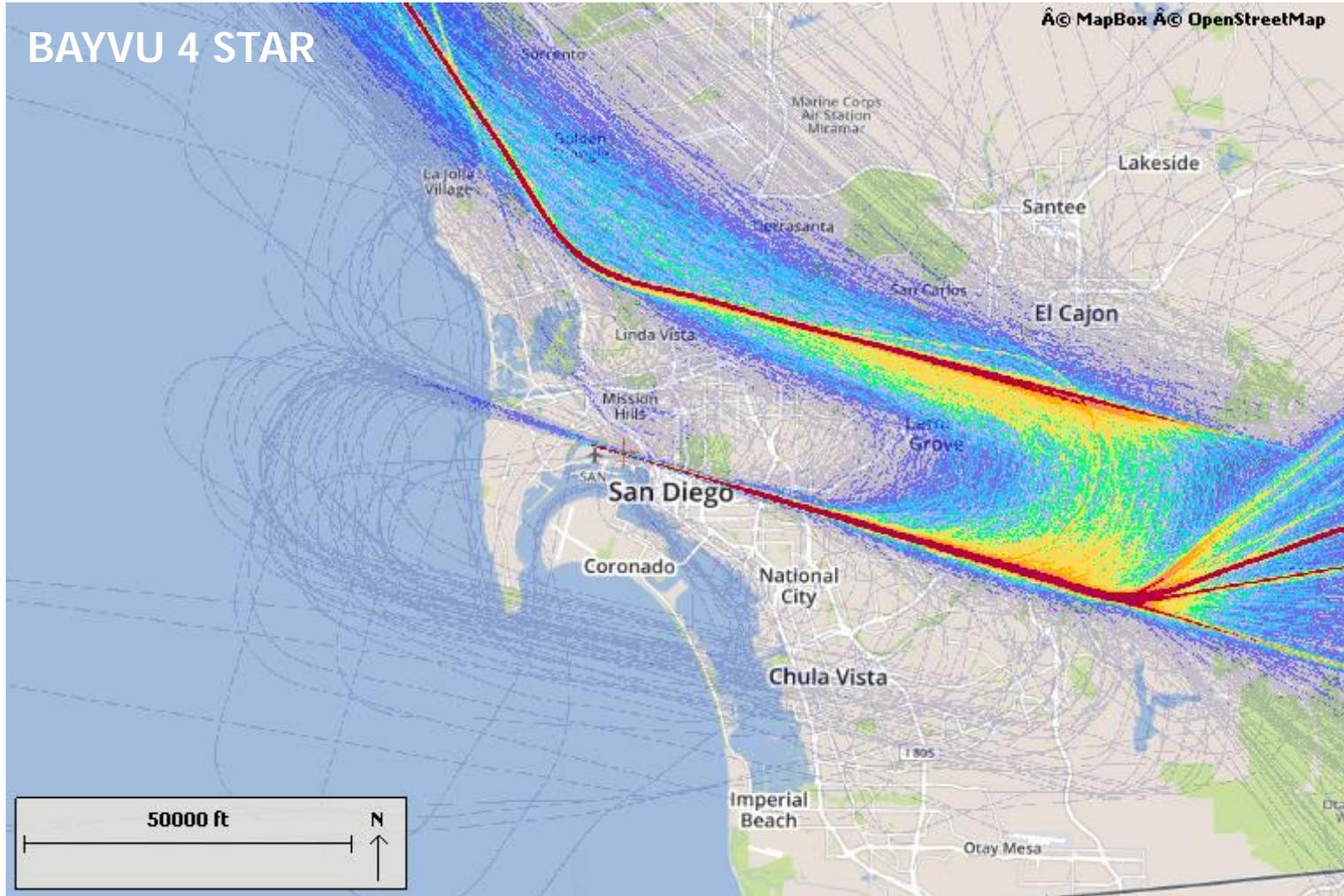
Runway 27 Arrivals - Flight Tracks

San Diego Metropolitan Area - July 2014

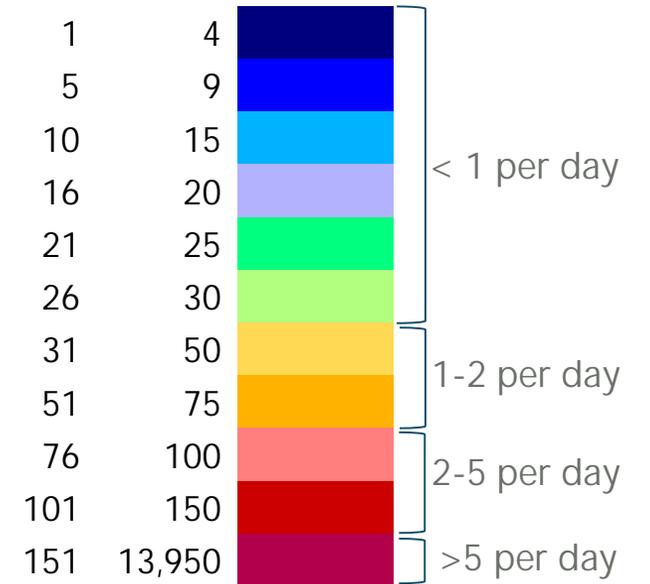


SOURCE: San Diego County Regional Airport Authority Airport Noise and Operations Management System, November 2018.

Runway 27 Arrivals - Flight Track Density Analysis San Diego Metropolitan Area - July 2016



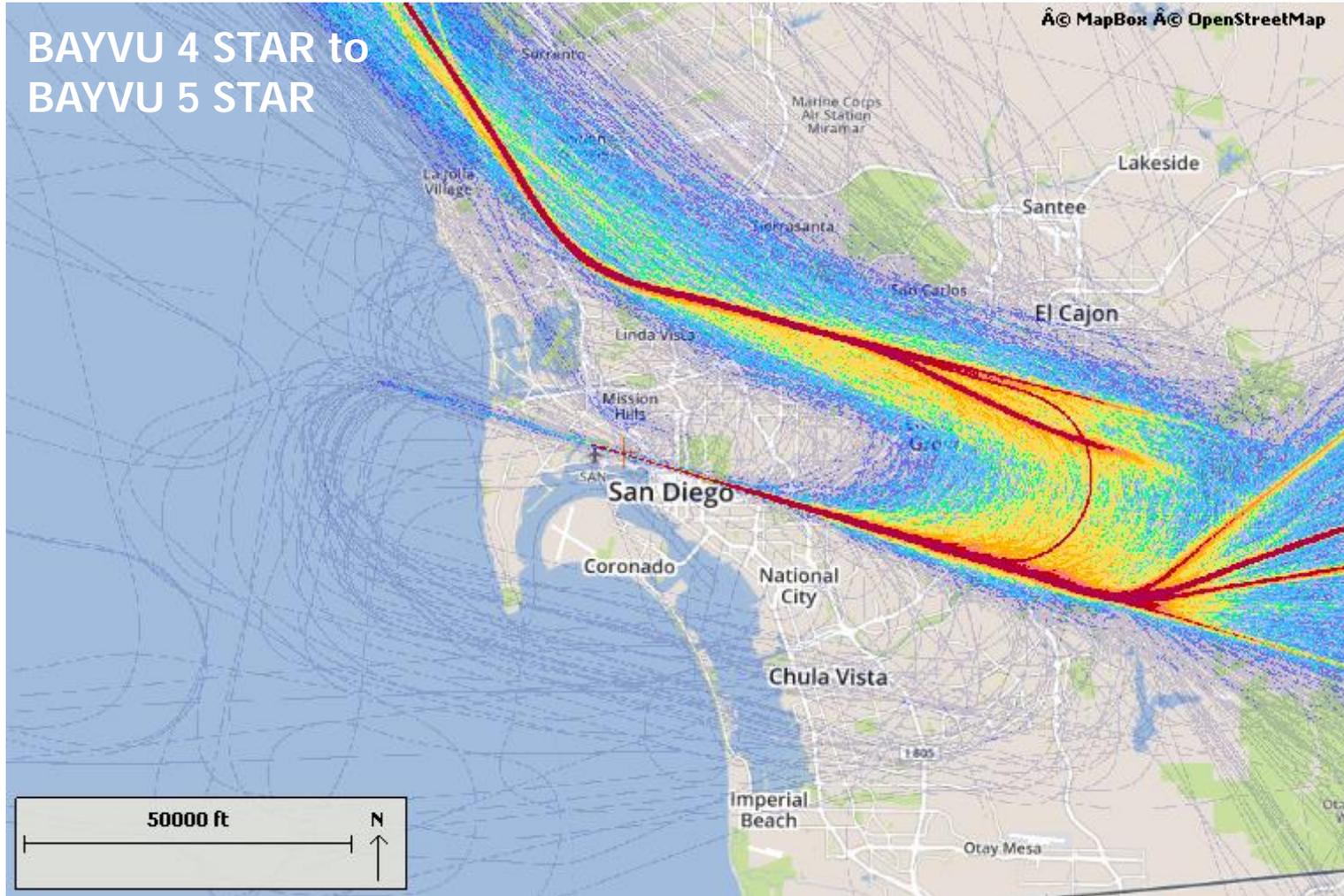
Track Density Ranges
(count of operations)



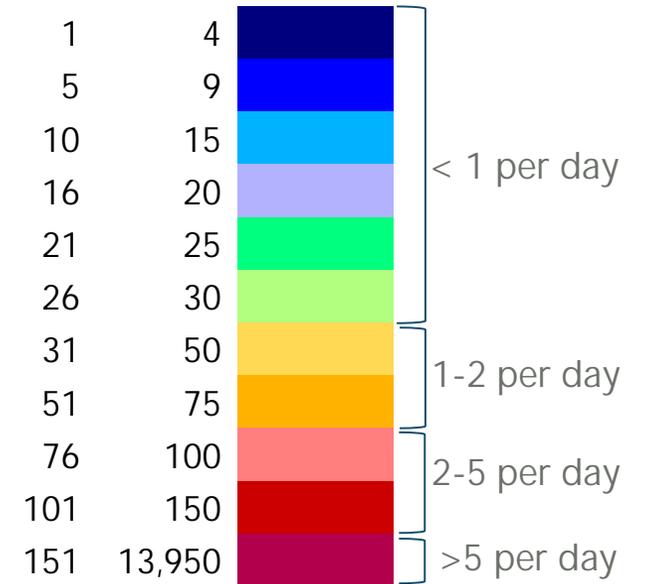
SOURCE: San Diego County Regional Airport Authority Airport Noise and Operations Management System, November 2018.

Note: Total Runway 27 arrivals was 8,887 for July 2016

Runway 27 Arrivals - Flight Track Density Analysis San Diego Metropolitan Area - November 2016



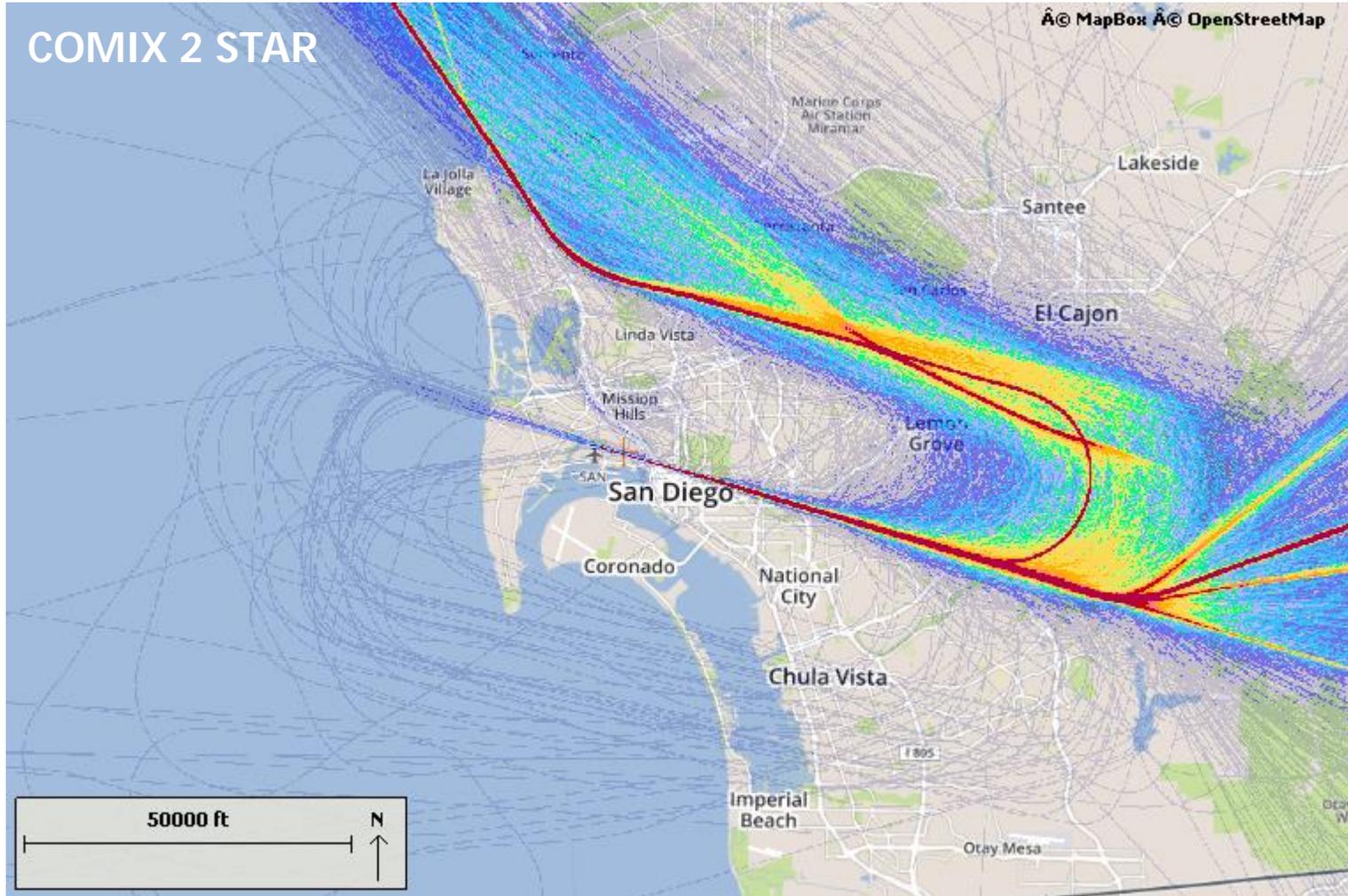
Track Density Ranges
(count of operations)



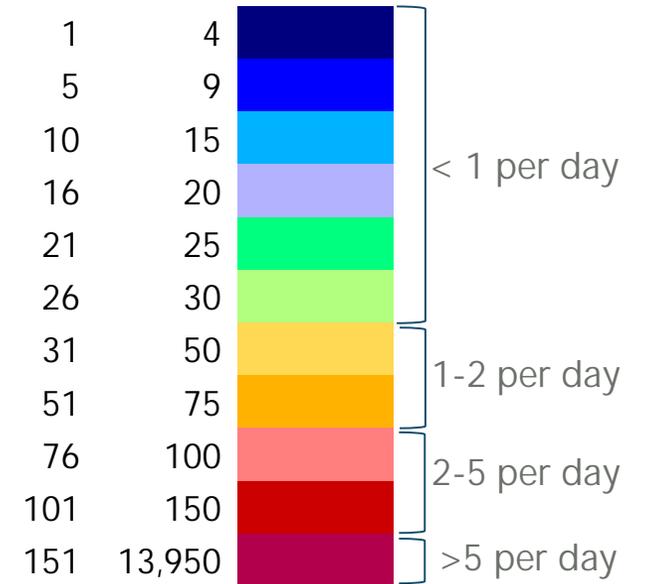
SOURCE: San Diego County Regional Airport Authority Airport Noise and Operations Management System, November 2018.

Note: Total Runway 27 arrivals was 7,547 for November 2016

Runway 27 Arrivals - Flight Track Density Analysis San Diego Metropolitan Area - July 2018



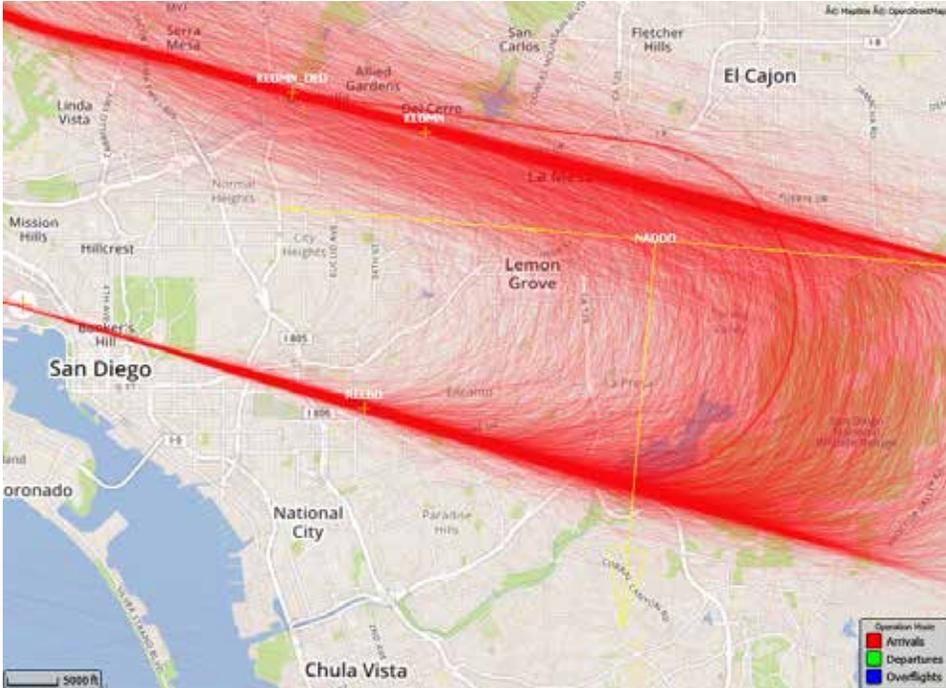
Track Density Ranges
(count of operations)



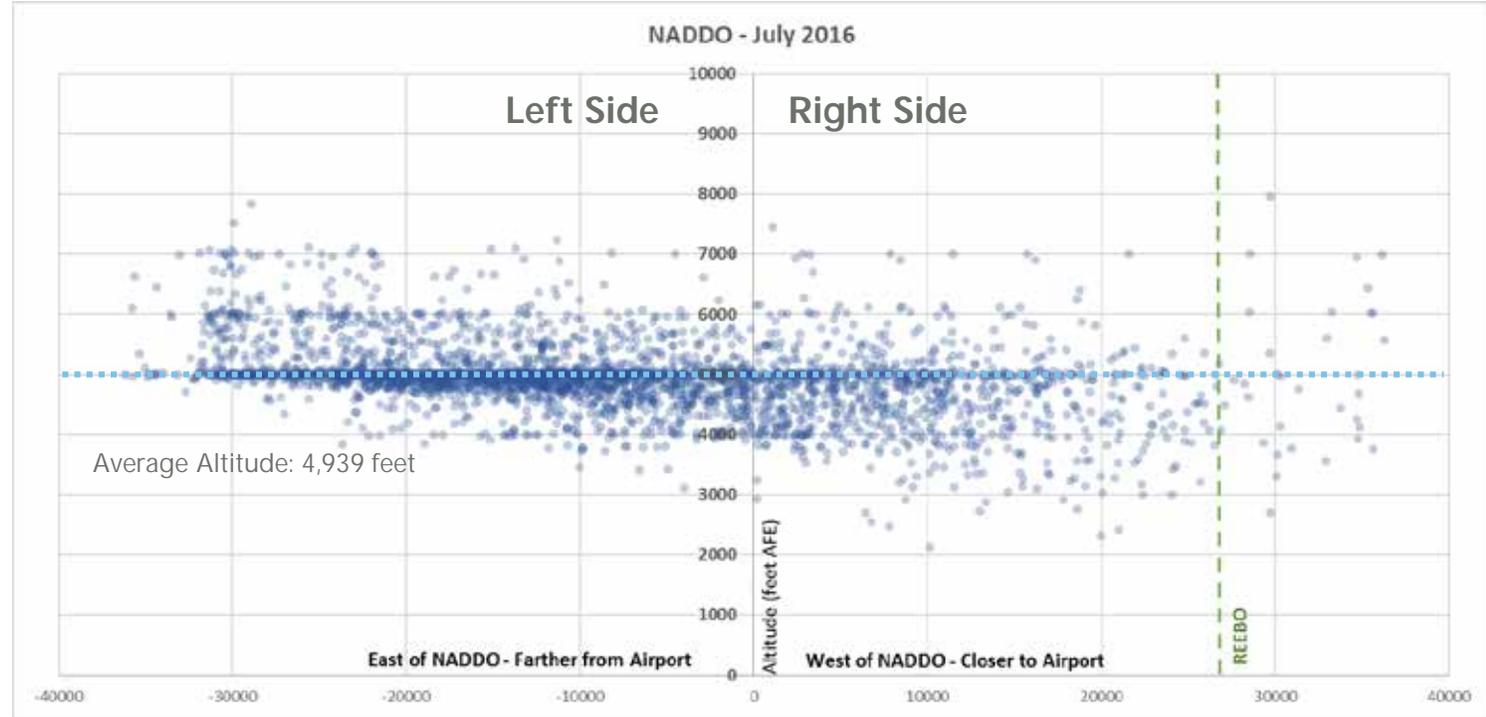
SOURCE: San Diego County Regional Airport Authority Airport Noise and Operations Management System, November 2018.

Note: Total Runway 27 arrivals was 10,012 for July 2018

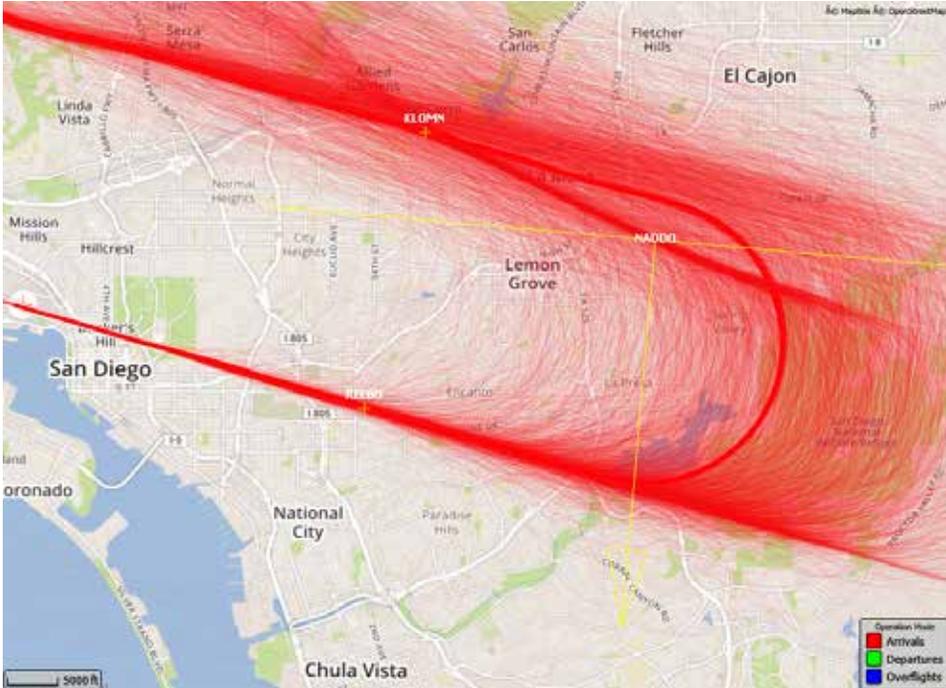
Runway 27 Arrivals – Altitude Gate Analysis Near NADDO San Diego Metropolitan Area - July 2016



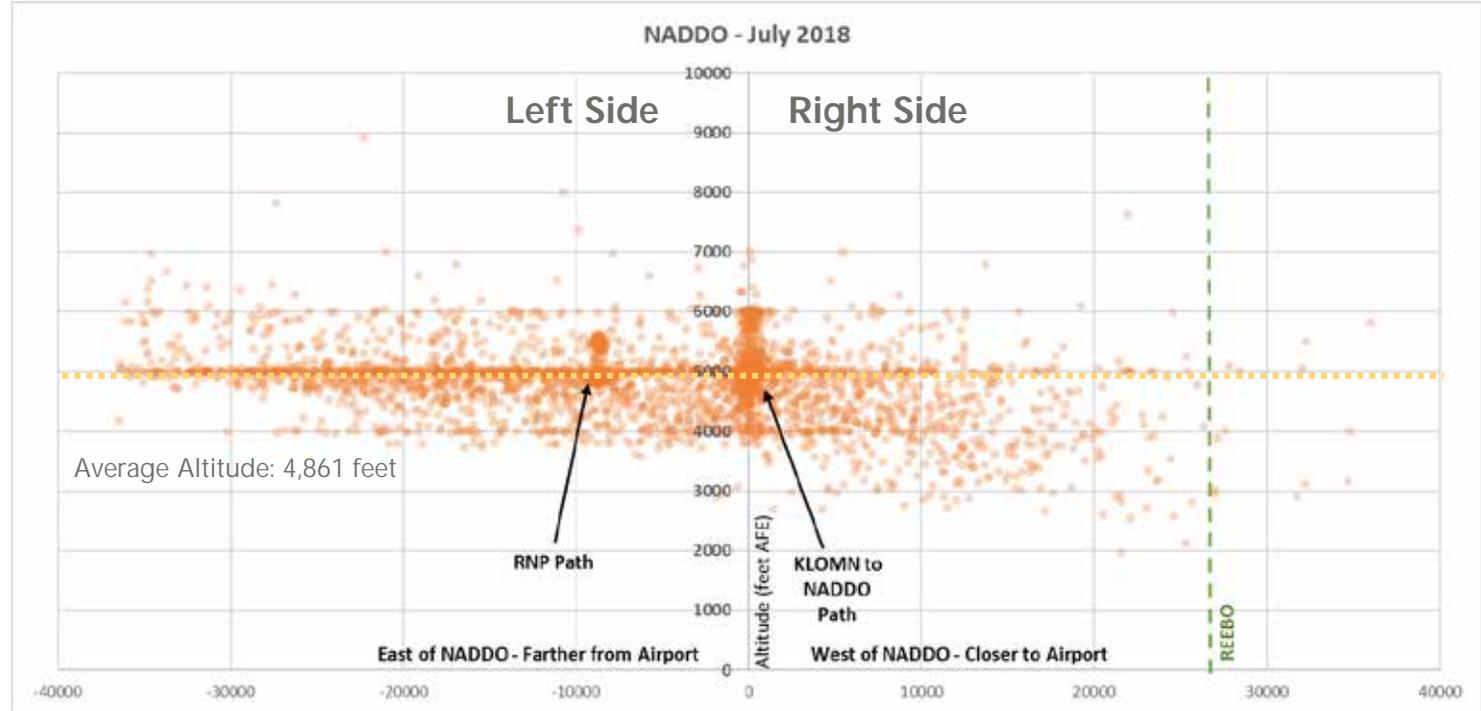
Note: track transparency set at 70%



Runway 27 Arrivals – Altitude Gate Analysis Near NADDO San Diego Metropolitan Area - July 2018

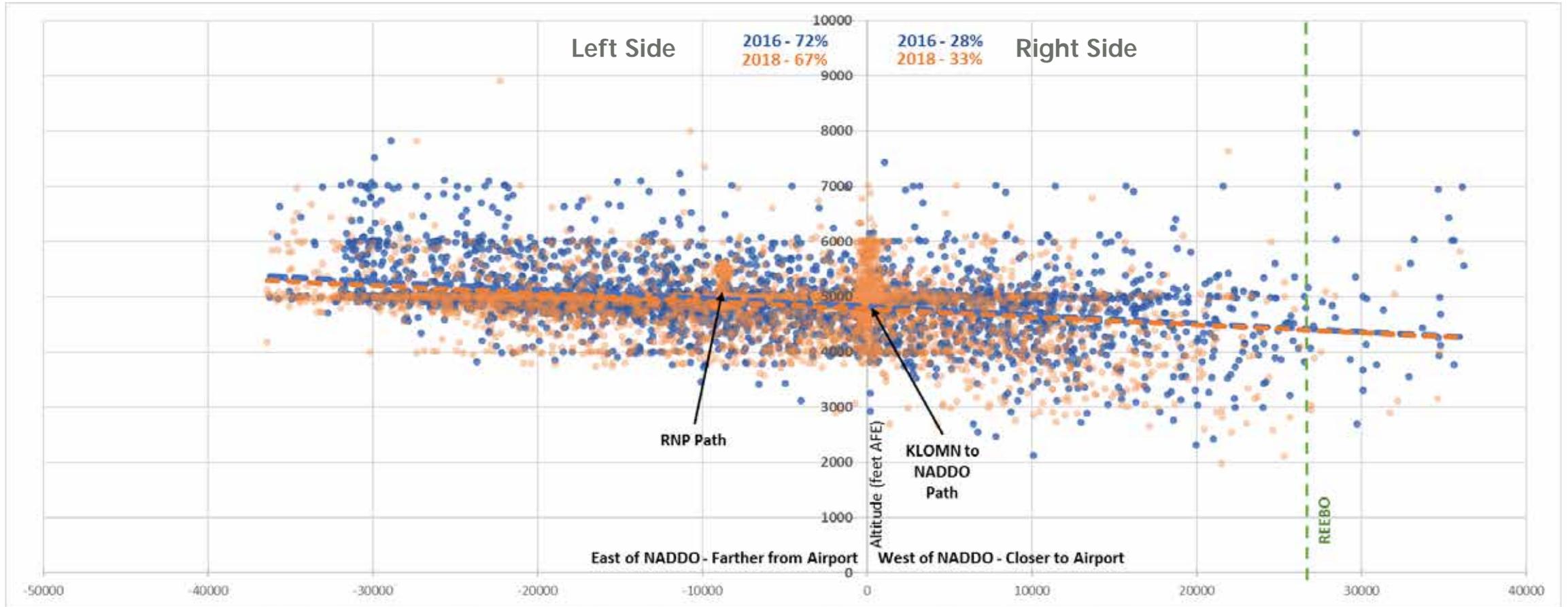


Note: track transparency set at 70%



SOURCE: : San Diego County Regional Airport Authority Airport Noise and Operations Management System, January 2019.

Runway 27 Arrivals – Altitude Gate Analysis Near NADDO San Diego Metropolitan Area - July 2018 vs July 2016



SOURCE: : San Diego County Regional Airport Authority Airport Noise and Operations Management System, January 2019.

Noise Abatement Options

Parameters

-  Do not change aircraft flight paths that affect area exposed to CNEL 65 or higher
-  Do not impact safety
-  Meet FAA design criteria and air traffic control requirements
-  Fit within existing airspace
-  Do not impact capacity of SDIA
-  Do not move noise to new non-compatible areas

Noise Abatement Options



Procedure route location



Altitude



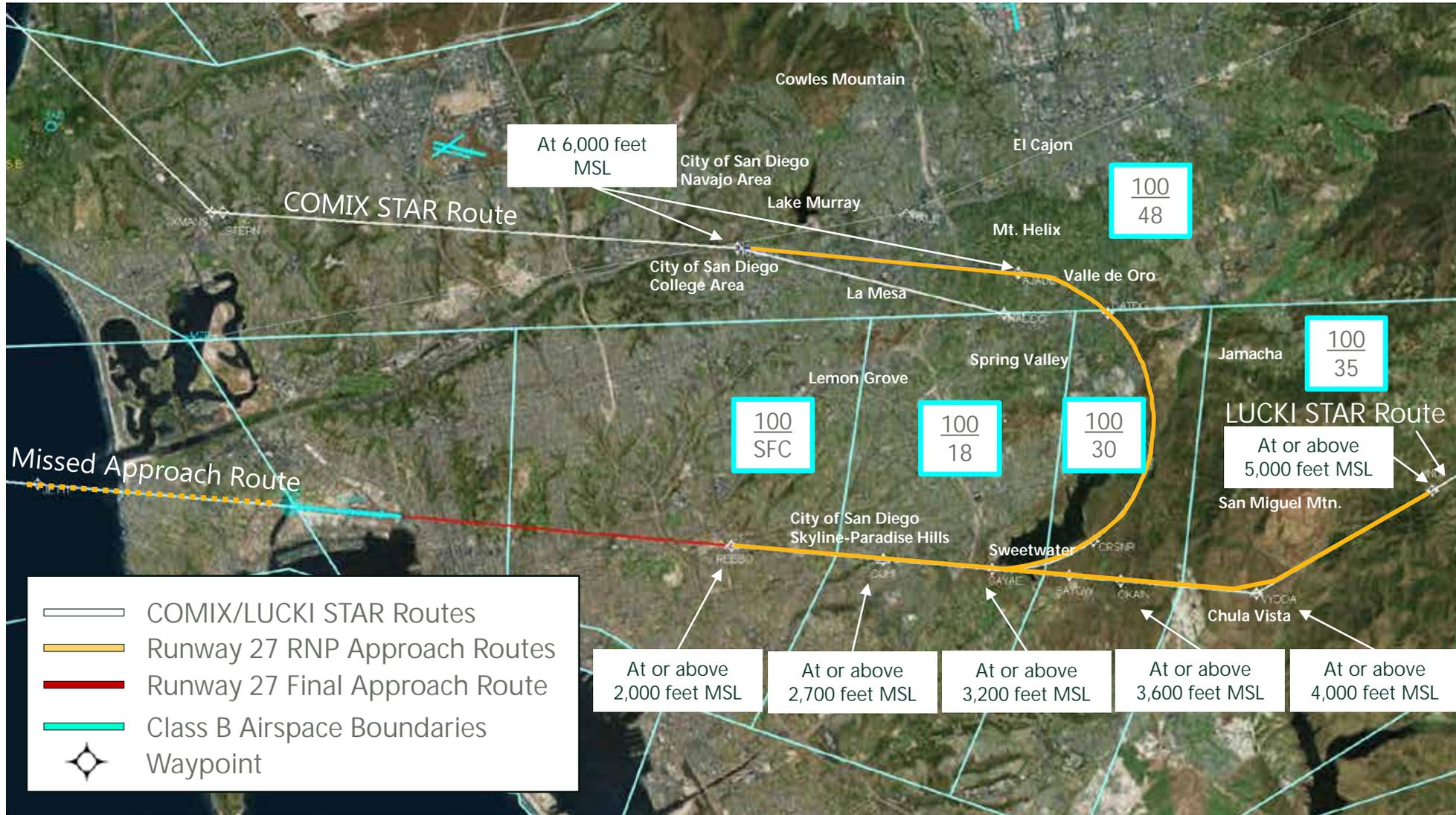
Dispersion or Concentration

Procedure Route Location



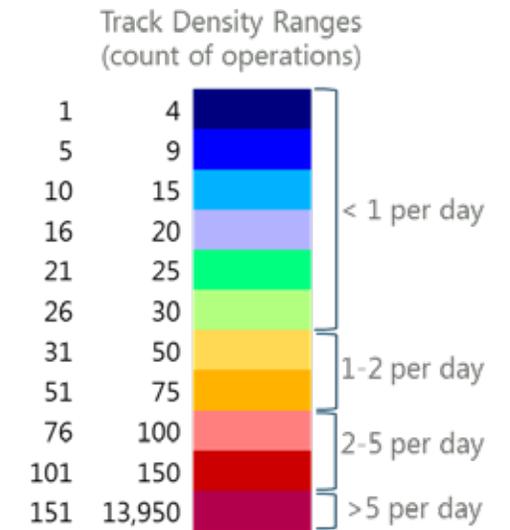
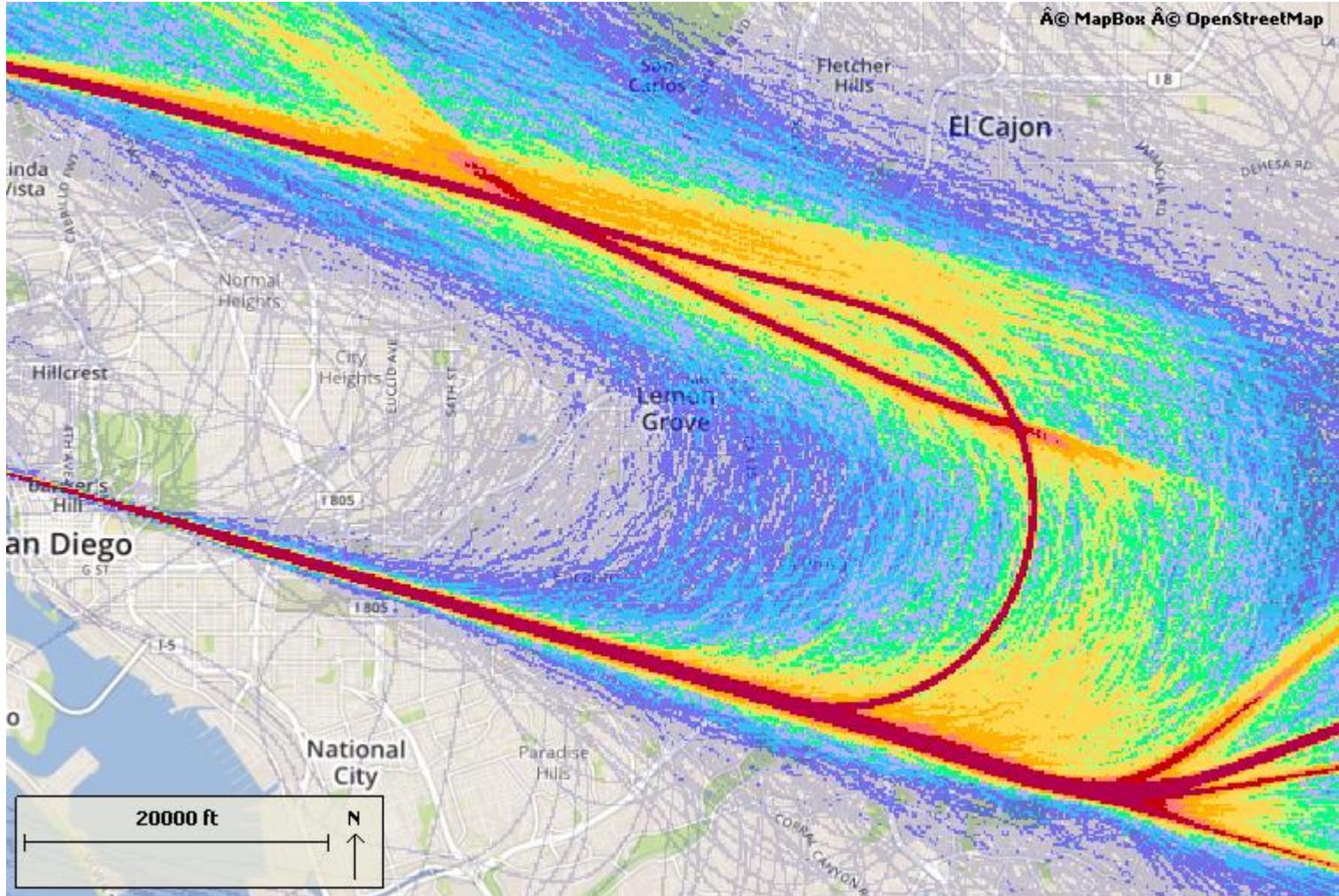
SOURCE: San Diego Geographic Information Source (SanGIS), based on SANDAG, Local City and County General and Community Plan Land Use Elements, SanGIS land base (i.e. parcels), October 2014 (planned land use); flight procedure routes based on Federal Aviation Administration, National Flight Data Center, November 2018.

Altitude



NOTE: Mean Sea Level (MSL) – height above sea level; Above Ground Level (AGL) – height above the ground
 SOURCE: Flight procedure routes based on :Federal Aviation Administration, National Flight Data Center, November 2018.

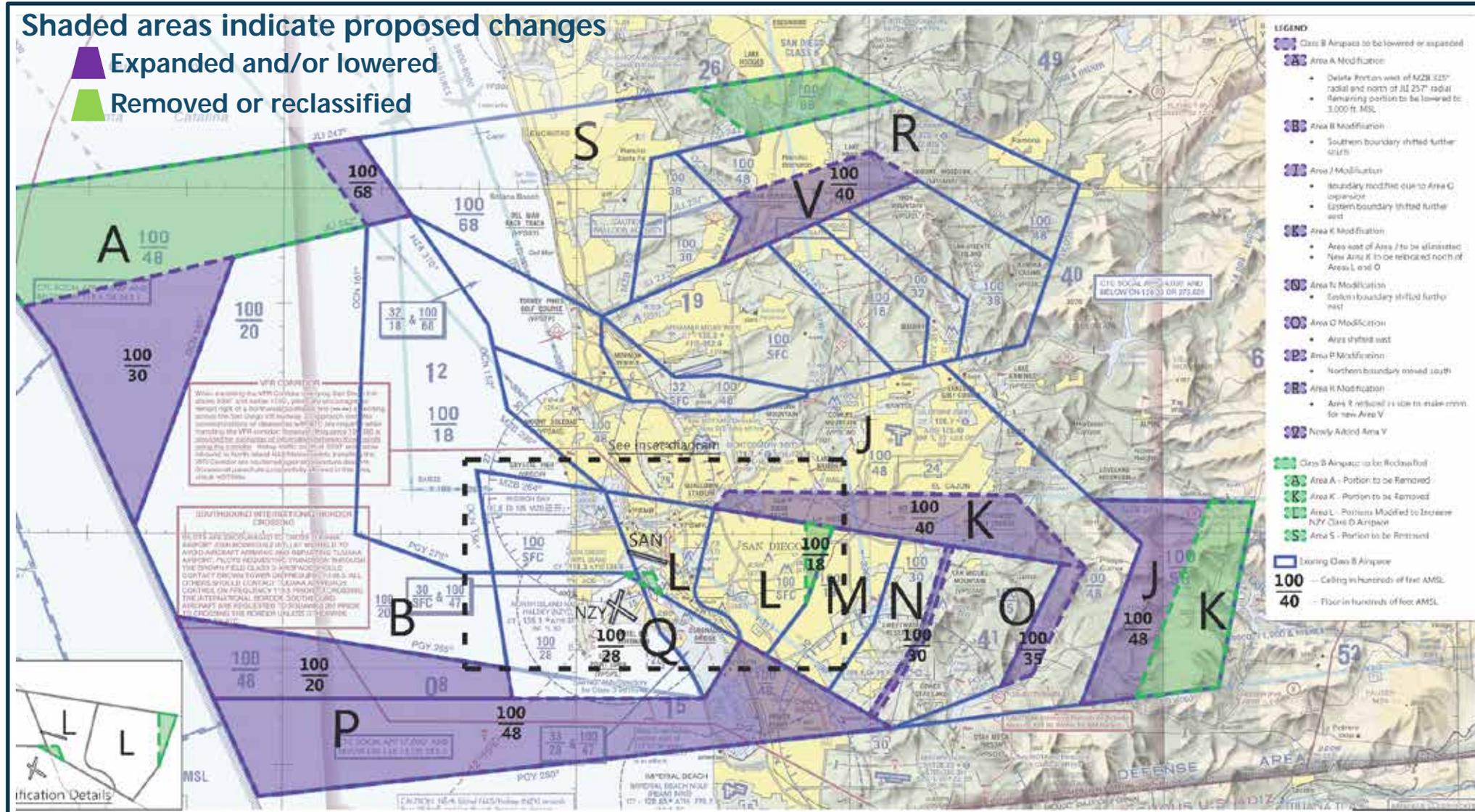
Dispersion or Concentration



NOTE: Depicts track density for all Runway 27 arrivals in July 2018
 SOURCE: : San Diego County Regional Airport Authority Airport Noise and Operations Management System, November 2018.

Ideas to Address Concerns

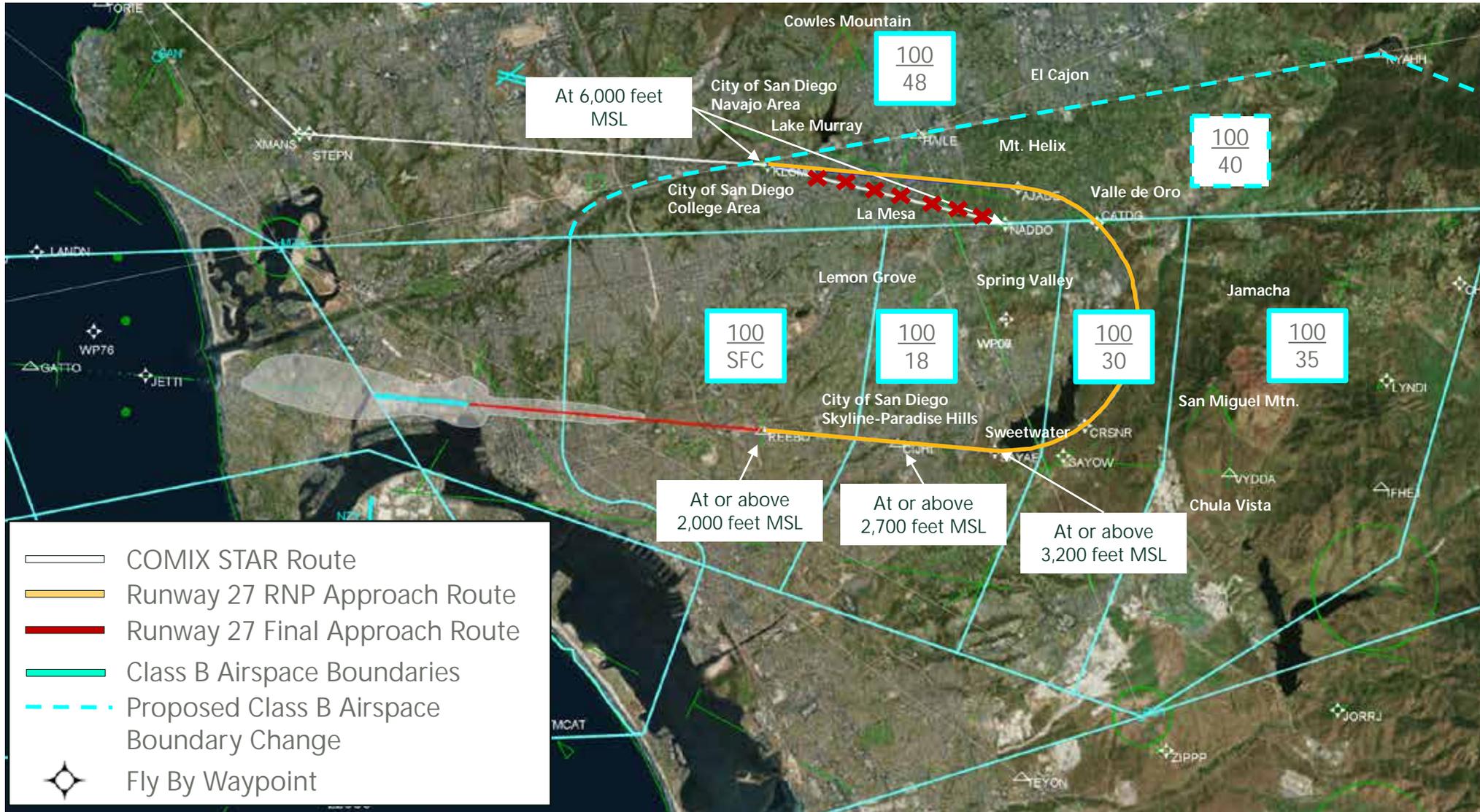
FAA Class B Airspace Proposed Redesign



NOTE: Altitudes are Mean Sea Level (MSL) – height above sea level

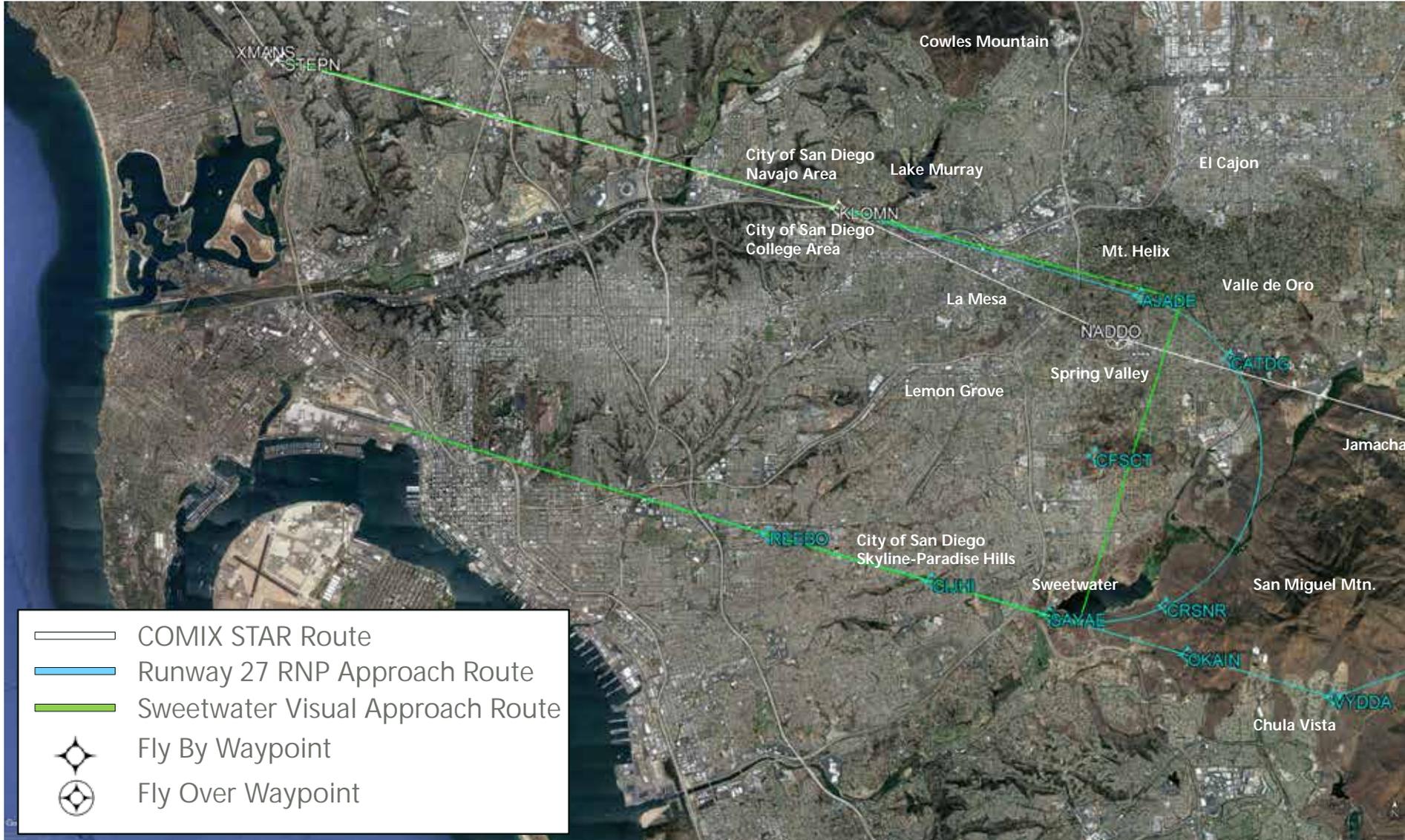
SOURCE: Proposed Class B changes based on Federal Aviation Administration, *San Diego Class B Airspace Modification Staff Study*. December 2012.

Remove Route Between KLOMN and NADDO Waypoint (after Class B Change)



NOTE: Mean Sea Level (MSL) – height above sea level; Above Ground Level (AGL) – height above the ground
 SOURCE: Flight procedure routes based on :Federal Aviation Administration, National Flight Data Center, November 2018; proposed Class B changes based on Federal Aviation Administration, *San Diego Class B Airspace Modification Staff Study*, December 2012.

Sweetwater Visual Approach



SOURCE: Flight procedure routes based on :Federal Aviation Administration, National Flight Data Center, November 2018.

Next Steps

Next Steps

- § Develop Working Group recommendations
- § Consultant Team meet with FAA Southern California Terminal Radar Approach Control to gather feedback on recommendations