

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM



SAN DIEGO INTERNATIONAL AIRPORT

SAN DIEGO, CALIFORNIA

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Record of Approval
San Diego International Airport
San Diego, California
Noise Compatibility Program

INTRODUCTION

The San Diego International Airport (Airport), San Diego, California, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters established in Title 14, Code of Federal Regulations (CFR), Part 150, *Airport Noise Compatibility Planning*. The San Diego County Regional Airport Authority (Airport Authority), the airport sponsor, initiated the preparation of an update to its 2010 NCP in 2019 because of changes in operations, fleet mix and the implementation of the Federal Aviation Administration's (FAA) Southern California Metroplex Area Navigation (RNAV) flight procedures that resulted in potential changes in the noise contours. In response to community concerns, the local Airport Noise Advisory Committee (ANAC) made several recommendations to the San Diego County Regional Airport Authority Board (Board) to look at additional procedural changes that could affect the 65 Community Noise Equivalent Level (CNEL) contour. In the NCP update, the Board is recommending 17 (seventeen) measures to minimize the impacts of aviation noise to people who live in significantly noise-impacted areas. The recommendations include 1 (one) Noise Abatement measure, 1 (one) Facility Management Measure, 2 (two) Remedial Land Use measures, 3 (three) Land Use Planning/Control Measures, and ten (10) Program Management measures. These measures in this NCP update replaces measures in the FAA previously approved on June 30, 2010.

The Airport Authority submitted noise exposure maps and the updated NCP on May 12, 2022. FAA accepted the NEM and initiated its review of the NCP on September 1, 2022. FAA approval listed herein is for the approval of actions the Board recommends be taken. These approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. These approvals do not constitute decisions to implement the actions. These approvals do not constitute a commitment by the FAA to provide federal financial assistance for these actions. In addition, later decisions concerning possible implementation of the actions may be subject to applicable environmental or other procedures or requirements.

The summary of the Board's recommendations is described as closely as possible to the 2022 NCP update. These measures are identified by the type and referenced by the page number per the 2022 NCP update. The details for the Board's recommendations are in Chapters 8 and 9 and in Appendices C and H of the 2022 NCP Update. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT MEASURES

1. Voluntary Noise Abatement Departure Profile (NADP).

Description: This measure recommends the use of a noise abatement departure procedure (NDAP) for aircraft departing Runway 27 to reduce thrust when approximately 1,500 feet Above the Field Elevation (AFE). Given that there are sensitive land uses starting about one-quarter mile from the runway end, it is not possible to avoid overflying these land uses, but it is possible to attempt to minimize noise from departure operations over areas within the 65 CNEL. This measure would use the “Close-in NADP” as defined in AC 91-53. This measure is new and was not previously approved by the FAA as an element of the 2010 NCP. (2022 NCP Page 9.9 and 9.10, Appendix C - page 14, and Appendix H – page 8).

FAA Action: Approved as Voluntary Only.

FACILITY MANAGEMENT MEASURE

1. Ground Based Augmentation System (GBAS)

Description: This measure focuses on implementing new technology to support future development of new instrument approach procedures. These procedures, which are guided using ground equipment in conjunction with GPS [Global Positioning System], are precise and have more flexibility than existing procedures based upon conventional technology, thus allowing for more opportunities to create noise abatement procedures. The focus of this measure is using Ground Based Augmentation System, or GBAS, technology to provide for new instrument approach procedure alternatives. This measure is new. (2022 NCP Pages 8.12, 8.13, 8.14, 9.10, 9.11, and Figure 8.3).

FAA Action: Disapproved. When considering the approval criteria described in 14 CFR § 150.35 the analysis in the NCP does not demonstrate the measure is reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and of preventing the introduction of additional non-compatible land uses. There is no effect or benefit on the CNEL 65 dB contour as there is no decrease in the overall affected residential population within this noise contour. Further, the analysis states that many aircraft are not equipped to use the new technology equipment and FAA is not funding the GBAS systems. The analysis in the 2022 NCP also indicates this measure would not likely achieve a reduction in noise that is easily noticeable in the 65 CNEL contour.

REMEDIAL LAND USE MEASURES

1. Sound Attenuation of Eligible Non-Residential Noise Sensitive Buildings.

Description: This measure recommends sound attenuation of non-residential noise sensitive land uses through the Quieter Non-Residential Program. These are for non-compatible land uses located within the approved 65 CNEL or greater noise eligibility boundary that experience measured interior noise levels of 45 dB or higher, meet municipal and State building code, and have been constructed prior to October 1, 1998. This measure is a continuation of FAA approved Noise Mitigation Element No. 1 in the 2010 NCP. (2022 NCP Pages 8.15, 8.16, 9.11, 9.12, Figures 9.3, 9.4, and 9.5).

FAA Action: Approved. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for federal funding. This element would improve land use compatibility near the airport. Noise level reductions (NLR) must meet guidelines included in Appendix A of 14 CFR Part 150 (see Table 1). In order to be eligible for federal funding, the project is subject to compliance with FAA Order 5100.38D, *Airport Improvement Program Handbook*. The FAA's policy published in the *Federal Register* April 3, 1998 (Volume 63, Number 64), states that the FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998. Prior to the start of the Sound Insulation Program the sponsor shall develop an acoustical test procedure and Sound Insulation Program Protocol for review by FAA. The acoustical test procedure and protocol can be combined with those developed for Remedial Land Use Measure 2.

2. Sound Attenuation of Eligible Residential Units.

Description: This recommendation would sound attenuate eligible residential units through the Quieter Home Program (QHP). Contingent upon FAA funding, the habitable rooms in eligible structures within the 65 CNEL or greater noise contour would be sound insulated with a minimum 5 dB noise reduction for owners that are eligible and volunteer for the program. To be eligible for sound insulation, the structure must be a noise sensitive land use located within the approved 65 CNEL or greater noise eligibility boundary, experience measured interior noise levels of 45 dB or higher, meet code prior to installation of sound insulation, and must have been constructed prior to October 1, 1998. In consideration of FAA's previous decisions on the Airport Operator's recommended sound insulation programs, insulating residential properties in areas zoned for commercial use will not be allowed by FAA. The Authority has provided sound insulation for over 4,000 properties within the previous QHP boundary. This measure is a continuation of Noise Mitigation Element No. 2 from the 2010 NCP, and also Program Element Measure 8.2 of the 1998 NCP. (2022

NCP Pages 8.16, 8.17, 8.18, 9.17, 9.18, Table 8.2, Figures 9.3, 9.4, and 9.5, Appendix C – page 3).

FAA Action: Approved. Approved for homes constructed before October 1, 1998. The FAA's policy published in the Federal Register April 3, 1998 (Volume 63, Number 64), states that the FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding. FAA notes that some military housing at the adjacent Marine Corps Recruiting Depot (MCRD) is within the 65 CNEL noise contour for SAN. Due to Federal budget augmentation prohibitions, FAA is unable to fund sound insulation of military housing. As noted in the 2022 NCP on page 5-2, housing units at the adjacent MCRD are not included in the Census housing unit counts. Additionally, the Airport Authority has acknowledged in an email dated July 11, 2022, that the military housing is not eligible to receive FAA funding for sound insulation. Prior to the start of the Sound Insulation Program the Airport Authority shall develop an acoustical test procedure and Sound Insulation Program Protocol for review by FAA. The acoustical test procedure and protocol can be combined with those developed for Remedial Land Use Measure 1.

LAND USE PLANNING MEASURES

1. Prevent New Non-Compatible Land Use Development.

Description: This continued action recommends that SDCRAA continue to urge the City of San Diego and all other jurisdictions to prevent new non-compatible land use development within the SDIA environs. SDCRAA, would continue to advocate to prevent non-compatible land uses from being established within the SDIA environs, as recommended in the SDIA Airport Land Use Compatibility Plan (ALUCP). These efforts require ongoing coordination with the City of San Diego and other local agencies through their implementation of the SDIA ALUCP or when development project proposals are submitted to the Airport Land Use Commission (ALUC) for review. Such coordination would aim at ensuring that the SDIA ALUCP policies and standards are implemented by the City of San Diego when amending their General Plan and other applicable local plans (e.g., Municipal Code which includes the Airport Environs Overlay Zone [AEOZ])

This measure was previously approved by the FAA as Land Use Planning Element No. 1 in the 2010 NCP and Program Measure Element No. 9 in the 1991 NCP. (2022 NCP pages 8.18, 8.19, 9.18, and 9.19).

FAA Action: Approved. The Federal government has no control over local land use planning. This measure is within the authority of the Airport Authority and local planning jurisdictions.

2. San Diego County Airport Land Use Commission (ALUC).

Description: This continued action recommends that SDCRAA continue to urge the City of San Diego and all other jurisdictions to prevent new non-compatible land use development within the SDIA environs. SDCRAA, would continue to advocate to prevent non-compatible land uses from being established within the SDIA environs, as recommended in the SDIA Airport Land Use Compatibility Plan (ALUCP). These efforts require ongoing coordination with the City of San Diego and other local agencies through their implementation of the SDIA ALUCP or when development project proposals are submitted to the Airport Land Use Commission (ALUC) for review. Such coordination would aim at ensuring that the SDIA ALUCP policies and standards are implemented by the City of San Diego when amending their General Plan and other applicable local plans (e.g., Municipal Code which includes the Airport Environs Overlay Zone [AEOZ]).

This measure was previously approved by the FAA as Land Use Planning Element No. 2 in the 2010 NCP and Program Measure Element No. 10 in the 1991 NCP (2022 NCP pages 8.19, 8.20, and 9.19).

FAA Action: Approved. The Federal government has no control over local land use planning. This measure is within the authority of the Airport Authority and local planning jurisdictions.

3. Support Compatible Planning Process.

Description: This continued action recommends that SDCRAA continue to urge the City of San Diego and all other jurisdictions to prevent new non-compatible land use development within the SDIA environs. SDCRAA, would continue to advocate to prevent non-compatible land uses from being established within the SDIA environs, as recommended in the SDIA Airport Land Use Compatibility Plan (ALUCP). These efforts require ongoing coordination with the City of San Diego and other local agencies through their implementation of the SDIA ALUCP or when development project proposals are submitted to the Airport Land Use Commission (ALUC) for review. Such coordination would aim at ensuring that the SDIA ALUCP policies and standards are implemented by the City of San Diego when amending their General Plan and other applicable local plans (e.g., Municipal Code which includes the Airport Environs Overlay Zone [AEOZ]).

This measure would continue the Airport Land Use Compatibility Plan recommendation that new housing units would need to be insulated when they are constructed. This measure would ensure future land use compatibility within the 65 CNEL noise contour for San Diego International Airport. This measure was previously approved by the FAA as Land Use Planning Element No. 3 in the 2010 NCP. (2022 NCP pages 8.20, 8.21, and 9.20)

FAA Action: Approved. The Federal government has no control over local land uses. This measure is within the authority of the Airport Authority and local

planning jurisdictions. Amending the Airport Authority's ALUCP is within the authority of the land use planning departments and approval does not extend to or necessarily endorse decisions of the ALUC.

PROGRAM MANAGEMENT MEASURES

1. Aircraft Noise Office and Program Manager

Description: This measure recommends the Airport Authority continue use of the noise monitoring and flight track system to provide general information to the public and airport users upon request. This measure also recommends that the Airport Authority maintain the noise complaint phone number to log aircraft noise complaints and better respond to area residents. This measure was previously approved by the FAA as Program Management Element No. 1 of the 2010 NCP and Program Measures 15 and 17 from the 1991 NCP. (2022 NCP Pages 8.22, 8.23, and 9.21).

FAA Action: **Approved.** This measure is within the authority of the Airport Authority.

2. Airport Noise and Operations Monitoring System (ANOMS).

Description: This measure recommends that the Airport Authority monitor implementation and compliance with the Noise Abatement Element of the Noise Compatibility Plan through periodic communications with the FAA Airport Traffic Control Tower, airport users, and planning officials of the cities of San Diego and Los Angeles. This measure also recommends that the Airport Authority develop informational and promotional materials explaining the noise abatement program to pilots. This measure was previously approved by the FAA as Program Management Measure 2 of the 2010 NCP. (2022 NCP Pages 8.23, 8.24, 9.21 and 9.22).

FAA Action: **Approved for the purposes of Part 150.** This measure is within the authority of the Airport Authority. This measure would continue to provide data to the airport on existing noise and flight procedures and flight track adherence and implementation, and enable the Airport Authority to improve its ability to monitor the effectiveness of its Part 150 Program. FAA notes the Airport system has been upgraded several times since it was originally installed in 1974. Approval of this measure does not obligate the FAA to participate in funding the acquisition or installation of the permanent noise monitors and associated equipment upgrades. Note, for the purpose of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.

3. Portable Noise Monitoring

Description: This measure recommends that the Airport Authority purchase portable noise monitors to provide supplemental metrics and tracking for use by SDCRAA. Portable noise monitoring at SDIA would provide flexibility in data collection and enhance the capabilities of the existing ANOMS. This system would allow for a targeted approach to addressing noise concerns by placing monitors based on community concerns with the guidance of an acoustician, weather patterns, and operational conditions. This measure is new. (2022 NCP Pages 8.24, 8.25, 9.22 and 9.23, Appendix C – page 3).

FAA Action: Approved. This measure is within the authority of the Airport Authority. For reasons of aviation safety, this approval does not extend to use of the noise monitoring equipment for enforcement purposes by in situ measurement of any pre-determined noise thresholds.

4. Fly Quiet Program.

Description: This measure recommends that the Airport Authority continue to encourage individual airlines and business jet operations to voluntarily operate as quietly as possible at SDIA by recognizing those airlines that attempt to follow the noise abatement goals of SDCRAA. The program may have different award categories for different categories of operators. These metrics are continually reevaluated and updated as needed based on the evolving considerations. Current metrics include curfew adherence, fleet quality and noise exceedance, which could assist in tracking transition to Stage 4 and Stage 5 aircraft. This measure was previously approved by the FAA as Program Management Element No. 3 in the 2010 NCP. This measure expanded on FAA approved Noise Measure No. 22 in the 1991 NCP. (2022 NCP Pages 8.25, 8.26, 8.27 and 9.23).

FAA Action: Approved. This measure is within the authority of the Airport Authority. This approval does not imply approval of any enforcement actions to ensure compliance with flight procedures by the Airport Authority. Any recommended change to existing flight procedures not approved in this NCP and any flight procedures or flight tracks not already in place at the Airport are disapproved for inclusion in the handbook. Such changes would need to be separately reviewed, for reasons of aviation safety and efficiency, by the FAA. Noise mitigation measures must be accompanied by an analysis demonstrating their noise benefits. Changes in flight procedures normally also need appropriate environmental analysis. Any new procedures proposed for noise abatement at the Airport may not be implemented prior to a study to determine whether they can be implemented safely and efficiently, and whether they are noise beneficial. Wording for publications and signage, and location of any on-airport sign age, must be coordinated with the FAA before final issuance. Approval of this measure does not obligate the FAA to participate in funding the acquisition or installation of the permanent noise monitors and associated equipment.

5. Airport Noise Advisory Committee (ANAC).

Description: This measure recommends that the Airport Authority continue the Airport Noise Advisory Committee (ANAC), a committee established for informing various noise polices within the SDIA environs. This measure recognizes the importance for the Airport Authority to maintain the partnership between the airport staff and the ANAC and that noise concerns continue to be addressed through committee meetings. The committee is comprised of no more than 18 individuals with voting authority that represent members of various community and aviation stakeholders, and aviation business interest groups. This measure was previously approved by the FAA as Program Management Element No. 4 the 2010 NCP which was a combination and update of Program Measure Element 14 of the 1991 NCP and No. 14 of the 1998 NCP. (2022 NCP Pages 8.27, 8.28, 9.23, and 9.24).

FAA Action: Approved. This measure is within the authority of the San Diego County Regional Airport Authority.

6. Communicate Noise Issues with Airlines.

Description: This measure recommends continuing the practice of the Airport Authority's Aircraft Noise Office Program Manager to coordinate meetings with representatives from the air carriers, air cargo tenants, and General Aviation representatives that use SDIA facilities. Based on trends of high turnover with these stakeholders, the Airport Authority is required to provide education about the SDIA noise program and corresponding requirements on a recurring basis. This measure was previously approved by the FAA as Program Management Element No. 5 in the 2010 NCP and Program Measure Element No. 18 of the 1991 NCP. (2022 NCP Pages 8.28, 8.29, 9.24).

FAA Action: Approved. This measure is within the authority of the Airport Authority. Note FAA's approval does not require the air carriers to participate in meetings on this subject.

7. Administer Airport Use Regulations.

Description: This measure recommends that the Airport Authority continue to deliver documentation and information regarding the Airport Use Regulations to the scheduled air carriers that service SDIA as part of the contract signed with SDCRAA in order to provide noise control for the community surrounding the airport. This measure identifies Airport Authority Code 9.40 Airport Use Regulations, a statute that defines a curfew for aircraft operations at SAN that has been in place since 1976 to account for heightened sensitivity to noise during nighttime hours due to low levels of ambient noise. No changes to the Airport Use Regulations are recommended as it would require a study pursuant to 14 CFR Part 161. This measure was previously approved by the FAA as Program

Management Measure 6 in the 2010 NCP and Program Measure Element No. 19 in the 1991 NCP. (2022 NCP Pages 8.29, 9.25).

FAA Action: Approved. This measure is within the authority of the Airport Authority. Note FAA's approval does not require the air carriers to participate in meetings on this subject.

8. California Quarterly Noise Reports.

Description: This recommendation requires that SDCRAA continue to author and submit the California Quarterly Noise Reports to the State of California in order to provide the most accurate depiction of SDIA's operations regarding aircraft noise. This measure was previously approved by the FAA as Program Management Measure 7 of the 2010 NCP and Program Measure Element 20 in the 1991 NCP. (2022 NCP Pages 8.30, and 9.25).

FAA Action: Approved. This measure is within the authority of the Airport Authority. Note, for the purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.

9. Update Noise Exposure Maps (NEMs).

Description: This measure recommends that the Airport Authority review the Noise Exposure Maps. This measure was previously approved by the FAA as Program Management Measure 9 of the 2010 NCP. (2022 NCP Pages 8.30, 8.31, 9.26 and 14 CFR § 150.21(d)).

FAA Action: Approved.

10. Update Noise Compatibility Program (NCP).

Description: This measure recommends that the Airport Authority review the Noise Compatibility Program and consider revisions and refinements as necessary. This measure was previously approved by the FAA as Program Management Measures 10 of the 2010 NCP and Program Measure Element No. 24 of the 1991 NCP. (2022 NCP Pages 8.31, 9.26 and 9.27).

FAA Action: Approved. The program should be updated to respond to changing conditions in the local area and in the aviation industry. Any update, or changes to the NCP should be reviewed by the FAA, all affected aircraft operators, and local agencies. In order to comply with 14 CFR Part 150, the proposed changes should be submitted to FAA for approval after local consultation and a public hearing has been conducted.

END OF RECORD OF APPROVAL