

JET NOISE COMMISSION
Tuesday, May 23, 2023
5:00 PM - Regular Meeting
Minutes

Council Liaisons
TONY STRICKLAND, Mayor
CASEY McKEON, Council Member



City of Huntington Beach
2000 Main Street, Lower Level,
Room B7

DAVE PORTER, Chair
PHIL BURTIS, Vice Chair
KEITH BOHR, Commissioner
CHRIS KUNZE, Commissioner
JEFF MORIN, Commissioner
MARIO TABERNIG, Commissioner
MICHAEL BOURGEAULT, Commissioner

CALL TO ORDER

Meeting called to order at 5:03 pm.

ROLL CALL

Present: Porter, Burtis, Bohr, Kunze, Morin, Tabernig
Absent: Bourgeault
Staff: Hopkins
Liaison: Strickland

PUBLIC COMMENTS

There were no public comments

APPROVAL OF THE MINUTES

April 25, 2023 Jet Noise Commission meeting Minutes approved as amended

DISCUSSION ITEMS

1. Board, Committee, Commission One-Day Citizens Academy
2. Updates:
 - a. Air Traffic Report
 - b. Airlines and Long Beach Airport Update

Commissioner Burtis provided the Air Traffic Report. The arrivals and departures into Long Beach Airport (LGB) in April and May were down due to Hawaiian Airlines (HAL) canceling flights due to runway 30 (the main runway) being closed due to upgrades to the runway lighting. HAL didn't operate on Tuesday and Wednesday possibly due to the change in runways caused by the maintenance.

3. FAA Federal Register Notice: Request for Comments on the Noise Policy Review

The Commission discussed the FAA request for comments and the approach the JNC would in forming the comments. Through discussion the Committee would like to prepare recommended comments to the City Council for approval so that the comments would come from the City of Huntington Beach. It was noted that the FAA request for comments allows any member of the public to provide comments as well. The committee discussed the available noise metrics and how they are calculated including the SEL, SENEL, DNL, CNEL metrics. The committee discussed how to measure the specific impacts to the residents of Huntington Beach due to the multiple planes and the "drip, drip, drip" impacts of flying over our

city. Additionally the elevation of the approach was discussed as an issue increasing the impact. The committee discussed answering the FAA questionnaire specific questions and also provide recommendations on methods to reduce the impact on the city by utilizing the continuous glide slope or 3 degree glide slope approach and adjusting the arrival approach further north.

Commissioner Bohr made a motion to form an Ad-hoc committee to review and prepare a draft response to the FAA request for comments on the Noise Policy Review. Commissioner Burtis seconded the motion. The motion passed 6-0-1 (Bourgeault absent). Chair Porter and Commissioners Tabernig and Morin volunteered and were appointed to the Ad-hoc committee.

The JNC agreed to hold a Special meeting on Tuesday, June 13 at 5:00 pm to further discuss the proposed response to the FAA and consider the Ad-hoc committee recommendations.

4. Strategy and Goals for the Jet Noise Commission for upcoming year

The Committee reviewed the goals for the upcoming year goals and approach to meet them. After discussion a motion was made by Commissioner Morin and seconded by Chair Porter for the following:

- a. Continue to hold monthly JNC meetings.*
- b. Continue to track commercial traffic and provide quarterly reports to the JNC for review.*
- c. Request regular meetings with LGB on a quarterly basis to occur prior to the JNC meetings. Set meeting ideally the week before the Commission meeting so we have the latest information.*
- d. Continue to develop and maintain relationships with the airlines that service LGB.*
- e. Continue to monitor actions of the FAA to ensure the JNC is aware and can review and respond to any upcoming actions that impact the City of Huntington Beach residents.*
- f. Consider reaching out to other Cities to determine if they have a shared concern with commercial airlines impacts.*

The motion passed 6-0-1 (Bourgeault absent).

The commission requested the FAA Request for information on Advanced Air Mobility to be placed on the upcoming agenda for discussion.

ADJOURNMENT

Adjourned at 6:08 pm

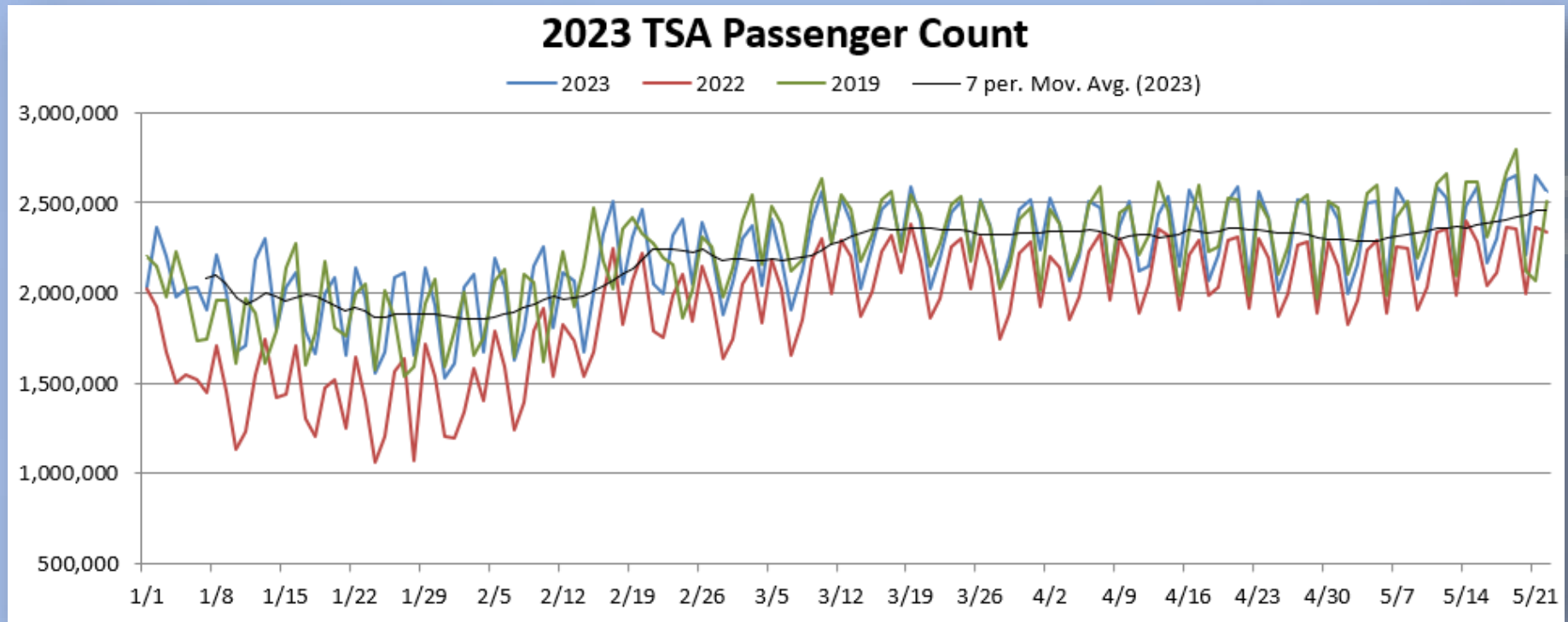
The next meeting of the JET NOISE COMMISSION is a special meeting on JUNE 13, 2023 at 5:00 P.M. in Conference Room B-7.

May 2023 JNC Update

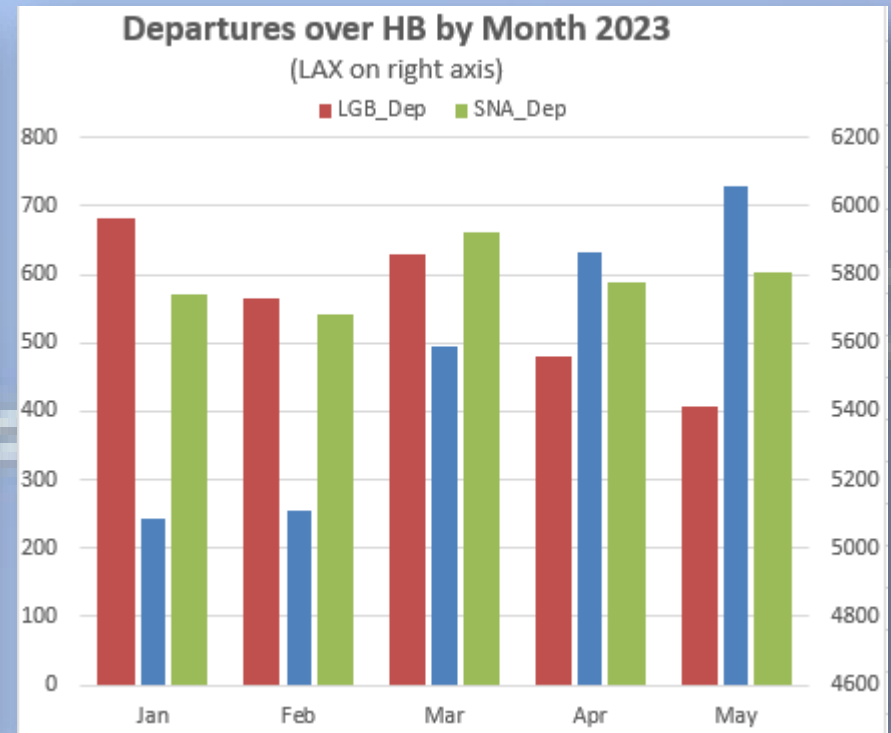
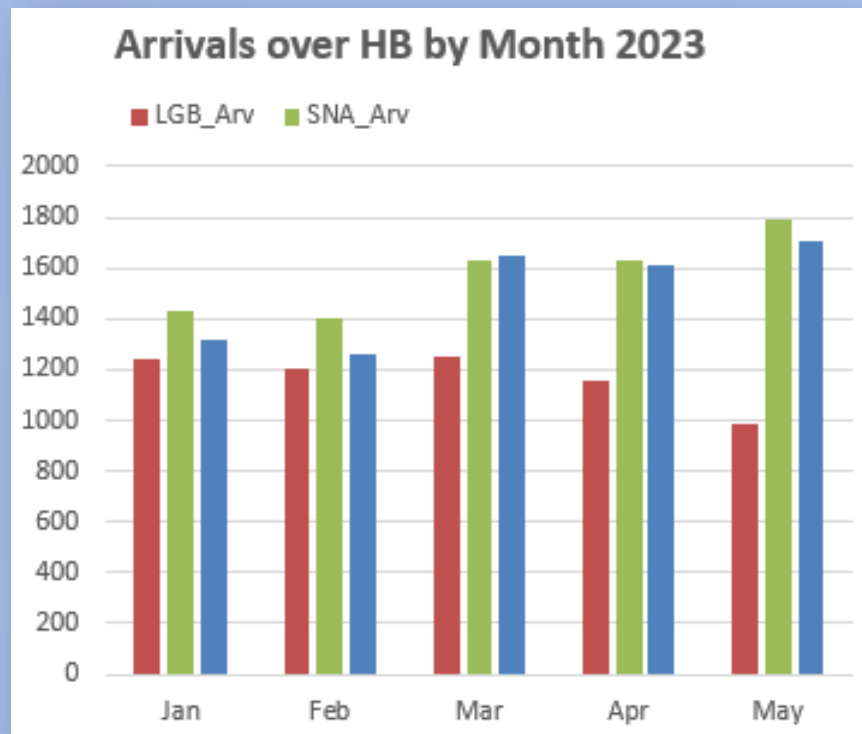
- TSA Update
- HB Update
- LGB Update

TSA Passenger Count YTD 2023

❖ 2023 exceeds 2022 count every day so far



Flights over HB by Month

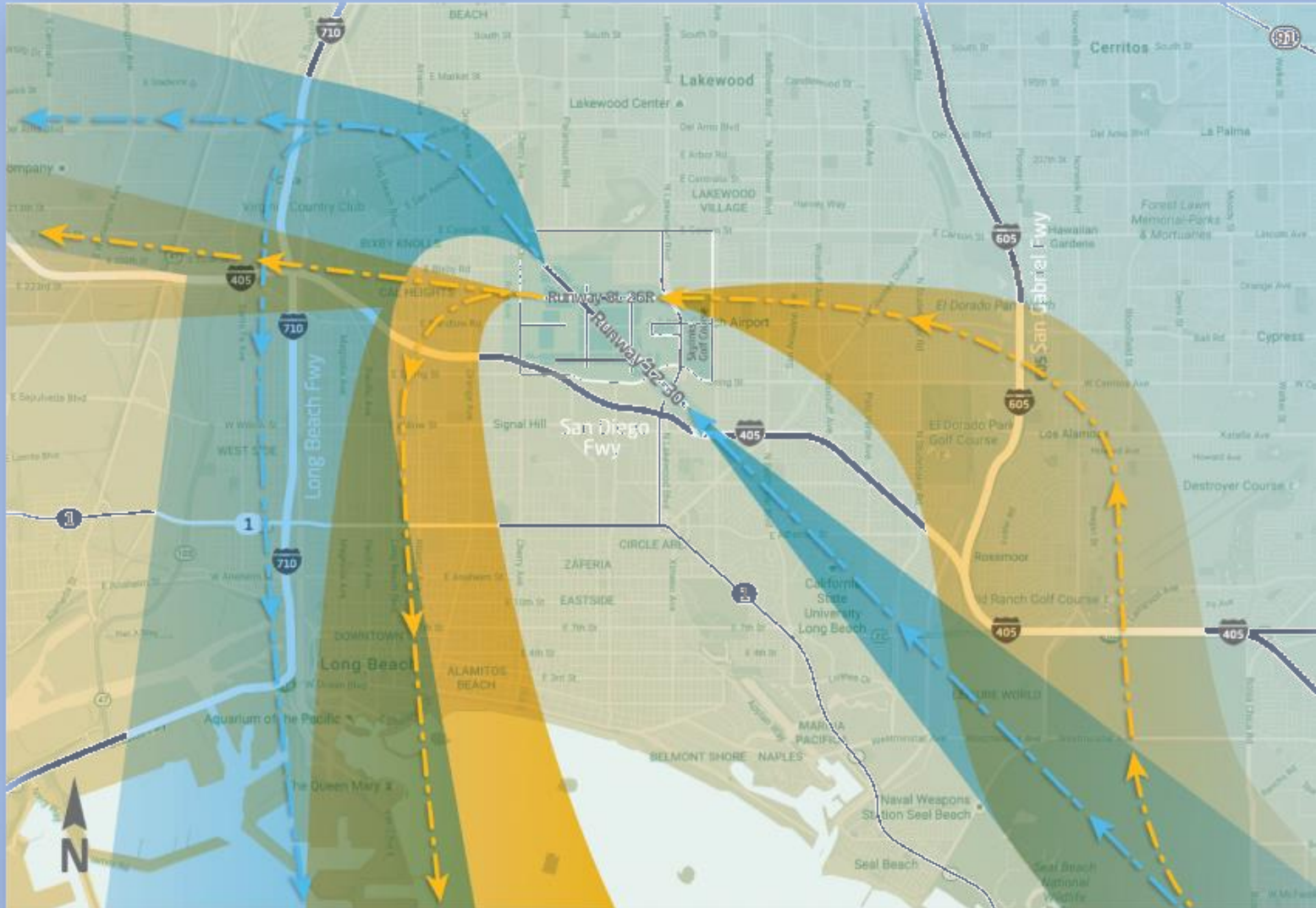


** May is estimated best-guess

*** for LGB, HAL did not operate on Tue/Wed (see next slide)

LGB Update

- ✓ Runway 12-30 will be **CLOSED DAILY**, Tuesdays and Wednesdays, from April 18 to May 24. HAL decided to not utilize LGB.



JNC Charter

2.104.020 Purpose

- A. To continually monitor issues related to jet noise from commercial aviation traffic flying over the City.
- B. To act as an advisory body to the City Council on matters pertaining to jet noise from commercial aviation traffic flying over the City of Huntington Beach.
- C. To engage with neighboring cities, regulatory bodies, airlines, and staff regarding the impact of air traffic activities on the quality of life in Huntington Beach.

2.104.050 Authority and Responsibilities

- A. To study, interpret, and report to City Council on commercial aviation activities related to the City

“Noise”

- ❖ Stop here until agenda item 3: FAA Federal Register Notice:
Request for comments on the Noise Policy review

“Noise”

- ❖ Sound is any pressure variation a human ear can detect
 - An objective quantity
- ❖ Noise is “unwanted sound”
 - A subjective quantity
- ❖ We relate sound to noise by considering effects:
 - Annoyance
 - Speech interference
 - Sleep disruption

Measurement

- ❖ We use a logarithmic scale - decibels (dB) - to express sound levels and noise levels
- ❖ The decibel scale matches the way our ear and brain “auditory system” interprets sound pressures
- ❖ In general we hear from 0 to 140 dB



Metrics

❖ Single Event Metrics

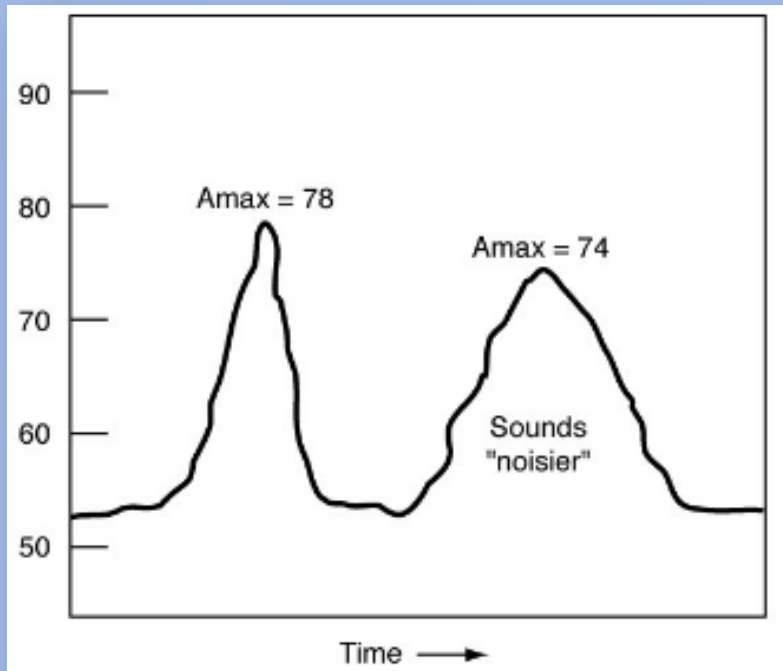
- SEL
- SENEL

❖ Cumulative Metrics

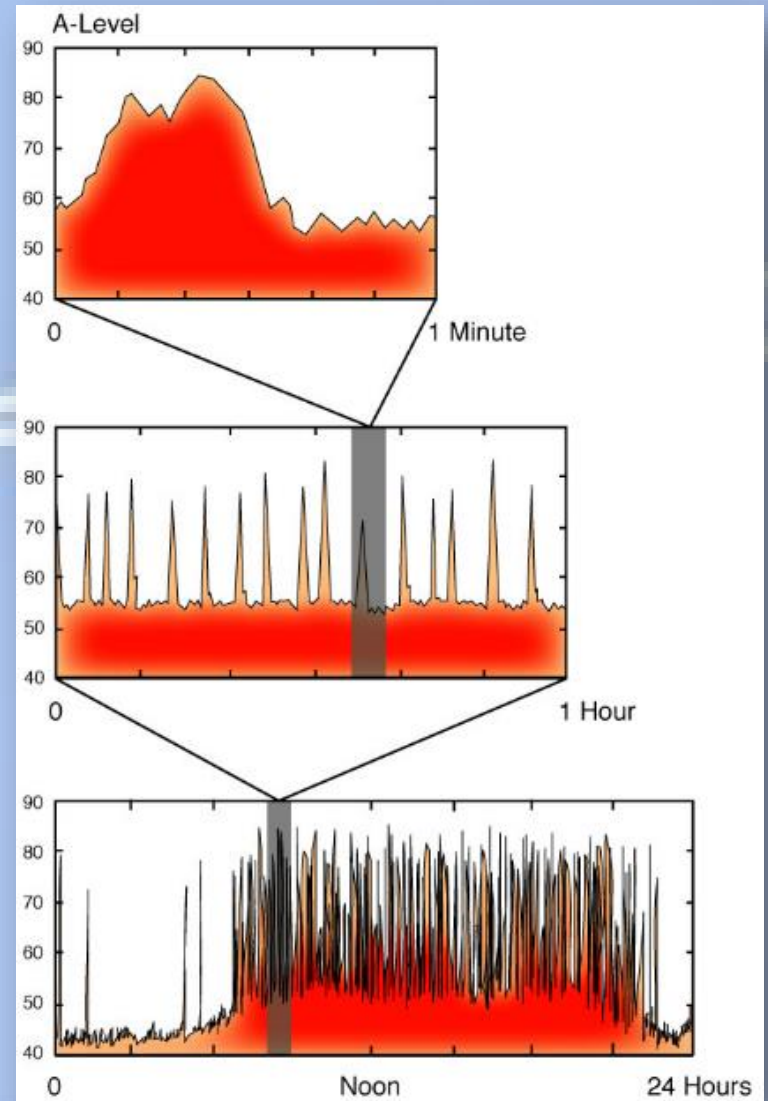
- DNL
 - A way to describe a 24-hour noise dose
 - Noise between 10 pm and 7 am is factored up by 10 dB
 - CNEL
 - similar to DNL, but considers three time periods:
 - 7 am - 7 pm: No weighting or penalty
 - 7 - 10 pm: 3 times weighting (approx. 4.8 dB penalty)
 - 10 pm - 7 am: 10 times weighting (10 dB penalty)
- Note that LGB and SNA are “closed” 10 pm to 7 am curfew

Metrics

❖ Single Event Metrics



❖ Cumulative Metrics



Changes in dB

- ❖ 0 - 2 dB change in level
 - May be noticeable
 - Abatement may be beneficial
- ❖ 2 - 5 dB change in level
 - Generally noticeable
 - Abatement should be beneficial
- ❖ Over 5 dB change in level
 - A change in community reaction is likely
 - Abatement definitely beneficial
- ❖ FAA and EPA use 65 DNL for environmental analysis limit
 - California uses the slightly more refined CNEL metric
- ❖ FAA considers a 1.5 dB the minimum **significant change** where cumulative exposure is **above 65 CNEL or DNL**

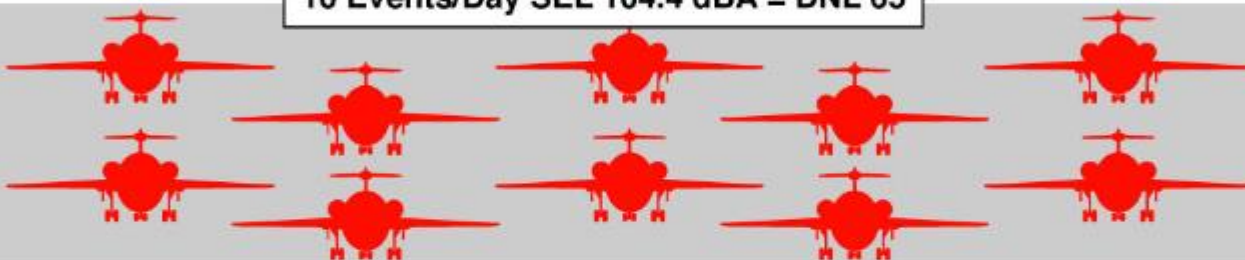
65 DNL

Identical DNL Levels

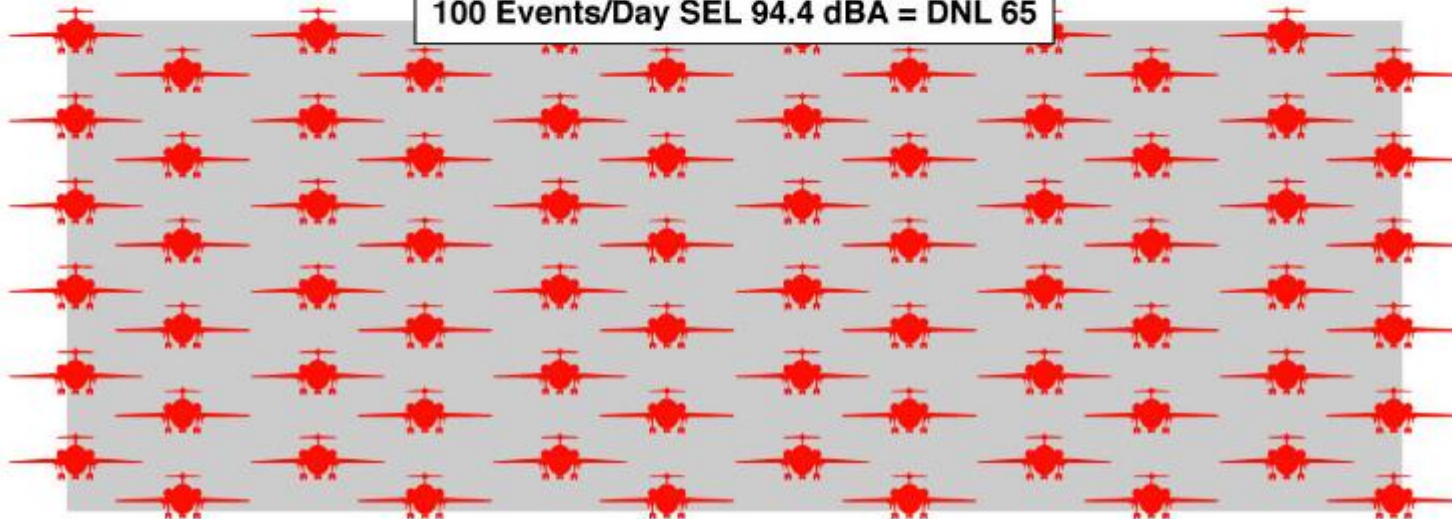
1 Event/Day SEL 114.4 dBA = DNL 65



10 Events/Day SEL 104.4 dBA = DNL 65



100 Events/Day SEL 94.4 dBA = DNL 65



Other Metrics

❖ Time above threshold (TA)

- Measures the total time or percentage of time that the A-weighted aircraft noise level exceeds a defined sound level threshold (L) over the desired time period (X).

❖ A vs C Weighting

- Adjusts for frequency spectral response

❖ Effective Perceived Noise Level (EPNL)

- A measure of human annoyance to aircraft noise which has special spectral characteristics and persistence of sounds

❖ Number above threshold (NA)

- The Number-of-events Above a Specified Level

What is our Case? Drip, drip, drip...

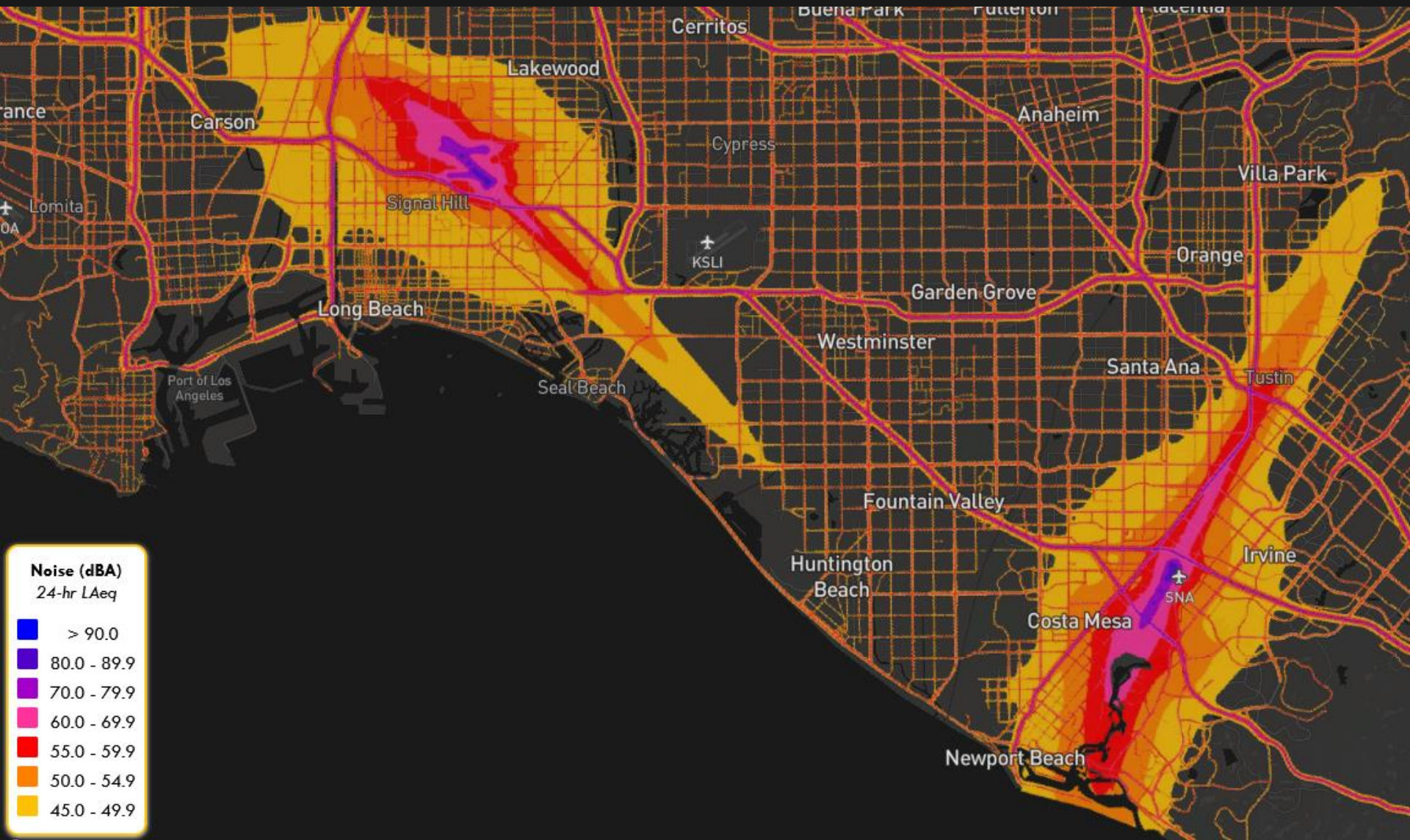
- ❖ Too many planes
 - NA
- ❖ Almost constant noise
 - NA per hour
- ❖ Wakes us up at 5am
 - NA with penalties

STRENGTHS: The **NA** metric is the only metric that combines single-event noise levels with the number of aircraft operations. This metric is used to answer the question, "How many aircraft fly over a given area above a selected noise level?" The **NA** metric is a good indicator of the effects that airport noise will have on human activities, such as speech or sleep

Other Places

- ❖ The WHO in Europe recommends (since 2019):
 - 45 DNEL (normal)
 - 40 DNEL (night)
- ❖ Heathrow (and much of Europe) currently uses:
 - 55 DNEL (normal)
 - 50 DNEL (night)

National Noise Map (2020)



Our Response

- ❖ We are not noise experts
- ❖ We don't have enough time to really get a 'professional' evaluation
- ❖ We can say we support all other metrics than would limit aircraft noise over our City, including:
 - Adopting European 55/50 DNEL
 - Adopting WHO proposed 45/40 DNEL
 - Incorporating either TA or NA (or both)
- ❖ We can also say that besides changes in metrics, which may have limited effect, the items would reduce noise over the City:
 - Returning to pre-NextGen dispersion for coastal approaches
 - Make the default altitude at waypoint LUCIG be 3000' not 1600'

Links

https://www.lawa.org/-/media/lawa-web/environment/lax-community-noise-roundtable/noise_management_presentations/noise_management_presentation/noisert_090311_noise-101-presentation.ashx

<https://www.icao.int/Meetings/ENVSymposium/Presentations/Truls%20Gjestland%20Session%204.pdf>

<https://www.ncbi.nlm.nih.gov/books/NBK535301/table/ch8.tab11/>

[https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/local-community/noise/making-heathrow-quiter/noise-action-plan/Noise Action Plan 2019-2023.pdf](https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/local-community/noise/making-heathrow-quiter/noise-action-plan/Noise_Action_Plan_2019-2023.pdf)

From: [Frakes, Sandie](#)
Cc: [Hopkins, Travis](#)
Bcc: [Chris Kunze](#); [David Porter](#); [Jeff Morin](#); [Keith Bohr](#); [Mario Tabernig](#); [Mario Tabernig](#); [Michael Bourgeault](#); [Phil Burtis](#)
Subject: FW: FAA's Noise Policy Review
Date: Monday, May 22, 2023 7:35:00 AM

Hello Jet Noise Commissioners,

Please see a late communication for this week's Jet Noise Meeting. A copy of this will be included with the minutes of this meeting.

Sincerely,

Sandie Frakes
City Manager's Office
City of Huntington Beach
direct phone: 714.536.5249



Save A Tree - please consider the environment before printing this message.

From: philburtis@gmail.com
Date: May 19, 2023 at 11:45:08 AM PDT
To: "Hopkins, Travis" <thopkins@surfcity-hb.org>
Cc: dporter@dporterlaw.com
Subject: **FW: FAA's Noise Policy Review**

Late communication: from James Baker

From: JAMES BAKER <jbuniluv@aol.com>
Sent: Thursday, May 18, 2023 4:12 PM
To: philburtis@gmail.com
Subject: Re: FAA's Noise Policy Review

The city's position should be:

1) FAA model fidelity showed exact houses to be impacted, but chose not to notify the affected public. Instead they sent the city a benign sounding letter stating that the city may experience noise impacts (which was basically ignored by hb city manager's office). Put in contrast to the Phoenix city manager's response to the FAA notification. HB needs to step up regardless of arbitrary "time to file" constraints.

2) FAA admitted that the nextgen impact would be exponential over a concentrated path. Their logic was that the reduction of flights over a greater area would offset the

negative impact experienced by a smaller area. They actually thought that the happiness of those folks who went from single digit over-flights per day to zero per day would offset the massive impact of the affected houses going from single digit to hundreds per day. Consequently, Huntington Beach is a victim of externalities. There is no airport here. No fiscal upside from massive flight concentration increases. Only environmental and quality of life downsides for residents.

3) Demand return to pre-nextgen “wide spread” take offs and approaches as oppos to the new narrow corridor. Adopt high altitude approaches (ascent and decent) such as John Wayne has had for decades. Return to steep altitude gains from large loops over the ocean before beginning the over land path (again pre nextgen).

Jim