

San Diego's Efforts to Mitigate Noise Impacts for Community Stakeholders

Dan Frazee, Director of Airport Noise Mitigation at San Diego International Airport (SAN) has a 3-part professional mission—to better understand his community and the concerns the community has regarding airport noise, to better inform his community of measures implemented at SAN to address their noise concerns, and to seek collaborative airport noise solutions that positively impact all stakeholders.

“We’ve been focused on community education regarding airport noise since 1976. Our airport noise office has worked diligently to identify community stakeholders and proactively involve these stakeholders in the process. And, our community stakeholders have educated themselves about airport noise,” stated Frazee.

Frazee and his noise mitigation team are constantly looking to verify that their current efforts are effective and are searching for new tools that may improve their efforts. “*ACRP Report 15: Aircraft Noise: A Toolkit for Managing Community Expectations* and *ACRP Synthesis 16: Compilation of Noise Programs in Areas Outside DNL 65* have provided me insights, ideas, perspectives, and tools that make me and my team more effective,” noted Frazee.

San Diego International Airport's remote noise monitoring terminals. The new terminals are solar powered and use wireless technology to download data.

Photo courtesy of San Diego County Regional Airport Authority

ACRP Report 15 identifies “best practices” in airport communication, explains how building relationships with the public can be beneficial to the airport as well as the public, and discusses outcomes an airport should expect if it does build a good relationship with the surrounding community.

For smaller airports staffed perhaps only by the airport manager, the Report provides ideas to consider and basic direction for a communications approach

that can be successful immediately. For medium-sized airports, basic guidance is augmented with suggestions on staffing and basic communication techniques. For large airports, there are ideas for refinement of the basic approach, as well as ideas for improving techniques or strategies that may already be in place. “Regardless of size, the report provides information that helps airports and communities co-exist,” said Frazee.

“The Report provides a toolkit and self-assessment instrument which have helped us assess programs, sound insulation, noise metrics, and community response at San Diego. The Federal Aviation Administration states that airport-related noise is the primary deterrent to airport expansion. This ACRP report contains information that can help airports and communities co-exist,” Frazee noted.

ACRP Synthesis Report 16 provides airport operators, stakeholders, and policymakers information about alternative actions currently used by airports to address noise outside the DNL (Day-Night Average Noise Level) 65 contour.

According to Frazee, “airports across the country are receiving increased complaints about airport noise from stakeholders who reside outside the 65DNL.” For many in the industry, inquiries and complaints from stakeholders who reside such a distance from the airport raise a variety of unanswered questions.

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Noise—continued

- Which stakeholders outside the 65DNL are voicing concerns about airport noise?
- What do these stakeholders want?
- What measures do these stakeholders want the airport to take?
- How do we help community stakeholders better understand the limitations we face in mitigating aircraft noise outside the 65DNL?

According to Dan Frazee, “*ACRP Synthesis 16* provides some answers.”

Whether at the state, regional or local level, both ACRP reports have aided Frazee in his work.

Dan was 1 of 5 airport representatives who testified recently before the California Legislature regarding airport noise issues. He utilized findings from *ACRP Report 15* and *ACRP Synthesis 16* to help inform and educate California’s legislators. “The results of these reports helped me convey that a cookie cutter approach to noise mitigation is not appropriate. California’s legislature now recognizes that each airport must customize their approach,” stated Frazee.

On a quarterly basis, Frazee joins 40 other airport noise specialists from California to identify and address airport noise issues. “The ACRP reports have been instrumental in validating that my colleagues and I are utilizing all measures available to effectively deal with airport noise issues in local communities. The reports also help me and my California colleagues improve our community outreach,” he said.

The San Diego County Regional Airport has an Airport Noise Advisory Committee which consists of individuals from various organizations, residential areas, and professional associations. The

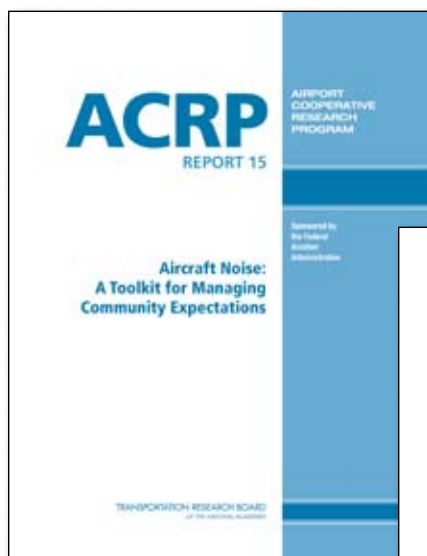
Committee—composed of 18 members, including Frazee—provides a forum for collaborative discussion of airport noise issues and other related matters.

Frazee shared the ACRP reports with Committee members to help them dispatch their duties more efficiently and creatively. “We have been doing this for 30 years and sometimes we need to step back and evaluate what we are doing,” Frazee said.

“These ACRP reports are of tremendous benefit to me and our community. They have impacted the way we address airport noise issues and they have helped us assess additional actions we can implement that we have not previously considered,” stated Frazee.

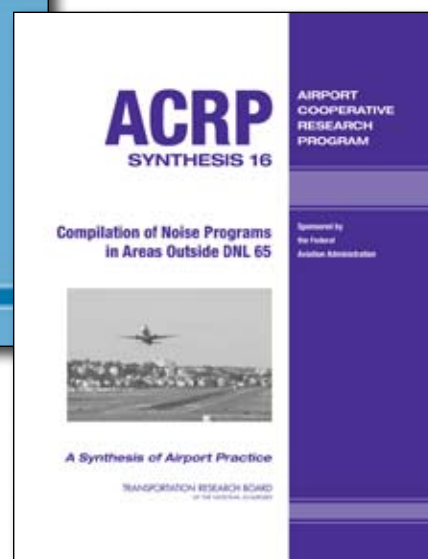
“This is a win-win for us and the community, as the technology saves us money and upgrades our capability while doing away with the inconvenience we cause when tunneling in the community to provide power and phone lines to the terminals.”

Dan Frazee



ACRP Report 15:

http://www.trb.org/Publications/Blurbs/Aircraft_Noise_A_Toolkit_for_Managing_Community_Ex_162800.aspx



ACRP Synthesis 16:

http://www.trb.org/Publications/Blurbs/Compilation_of_Noise_Programs_in_Areas_Outside_DNL_162086.aspx

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