

Quiet Skies San Diego

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- Medical studies correlate serious and substantial stress, increased cardiovascular disease, debilitating sleep disturbances and cognitive learning deficits with increased jet noise.
- People on the ground pay the price for jet noise
- The Airport Authority's Airport Development Plan for San Diego International Airport ("SDIA") will lead to much more jet noise, much sooner.
 - 50 landings and take offs per hour compared to 36 now.
 - More during early morning and late-night hours
- Quiet Skies San Diego is in favor of "Smart Growth" at San Diego International Airport, meaning flight path and procedure changes to mitigate noise caused by more flight operations.
 - Fly departures further west over ocean before turning left or right
 - Minimize "early turns" over residential areas
 - Fly arrivals at higher altitudes and away from residential areas
- The Airport Development Plan puts the cart before the horse, advancing the plan to build 11 new gates and additional "Remain Overnight" jet parking spaces before the noise mitigation measures are implemented and harm to human health becomes irreparable.
- Quiet Skies San Diego will file a California Environmental Quality Act ("CEQA") petition to challenge the Airport Development Plan, but financial support is necessary.

On January 9, 2020 the San Diego County Regional Airport Authority (“SDCRAA”) approved its \$3B Airport Development Plan (“ADP”) and related Environmental Impact Report (“EIR”)., paid for by the airlines that service San Diego. Among other things, the ADP will result in eleven new additional gates and an undisclosed number of “Remain Overnight” (“RONs”) jet parking places.

Medical studies correlate serious and substantial cardiovascular health, stress, sleep disturbance and cognitive learning deficit issues with jet noise. The World Health Organization “strongly recommends” significantly reducing jet noise on impacted residential communities to reduce harm to human health. The SDCRAA’s EIR downplays these human health risks, calling them “**significant but unavoidable**”. We disagree—they can be avoided or reduced. The ADP approval also comes before finishing the ongoing Flight Path & Procedure and “Part 150” noise mitigation studies, which recommend noise mitigation measures, like making efficient use of the Pacific Ocean by flying departures further west before turning right or left out of San Diego International Airport (“SDIA”) along our coastal communities. Indeed, the FAA Reauthorization Act of 2018 required these studies as a condition of reauthorized funding for the FAA.

The additional gates and RONs will dramatically accelerate the pace to maximum airport capacity, increasing departure and arrival flight operations from an average of 36 per hour in 2019 to 50 per hour in several years. Many of these additional flights will occur between 6:30-9:30 a.m. and late at night, when there is no curfew on arrivals. The additional flight operations will be concentrated in the new “superhighways in the sky” created by the 2017 NextGen/Metroplex, which routes departures much closer to and sometimes directly over, Point Loma, Ocean Beach, Mission Beach, Pacific Beach, and La Jolla, plus arrivals over La Jolla to East County all the way back to SDIA. Homeowners, residents and users of spaces under and around these flight paths will pay the price for this expansion if done the wrong way.

Quiet Skies San Diego is in favor of “smart growth”, where we have increased airport capacity that is tempered by noise mitigation for the impacted communities. The SDCRAA has it exactly backwards: The human health risks must be addressed by implementing noise mitigation measures before the ADP proceeds and the harm to human health becomes irreparable.

The time to take action is now and your financial support is urgently needed: A California Environmental Quality Act (“CEQA”) challenge is required to ask the court to set aside plans to expand the airport capacity until appropriate noise mitigation measures are implemented to protect our residents’ health. A legal “Petition” is necessary, followed by an administrative record review, analysis and formal legal briefing about the adequacy of the EIR, followed court hearings. Counsel is engaged but significant funds are needed. Please donate at our GoFundMe page: https://www.gofundme.com/f/quiet-skies-san-diego-ceqa-challenge?utm_source=customer&utm_medium=copy_link-tip&utm_campaign=m_pd+share-sheet and/or contact us at info@quietskieslajolla.org. We need your help now.