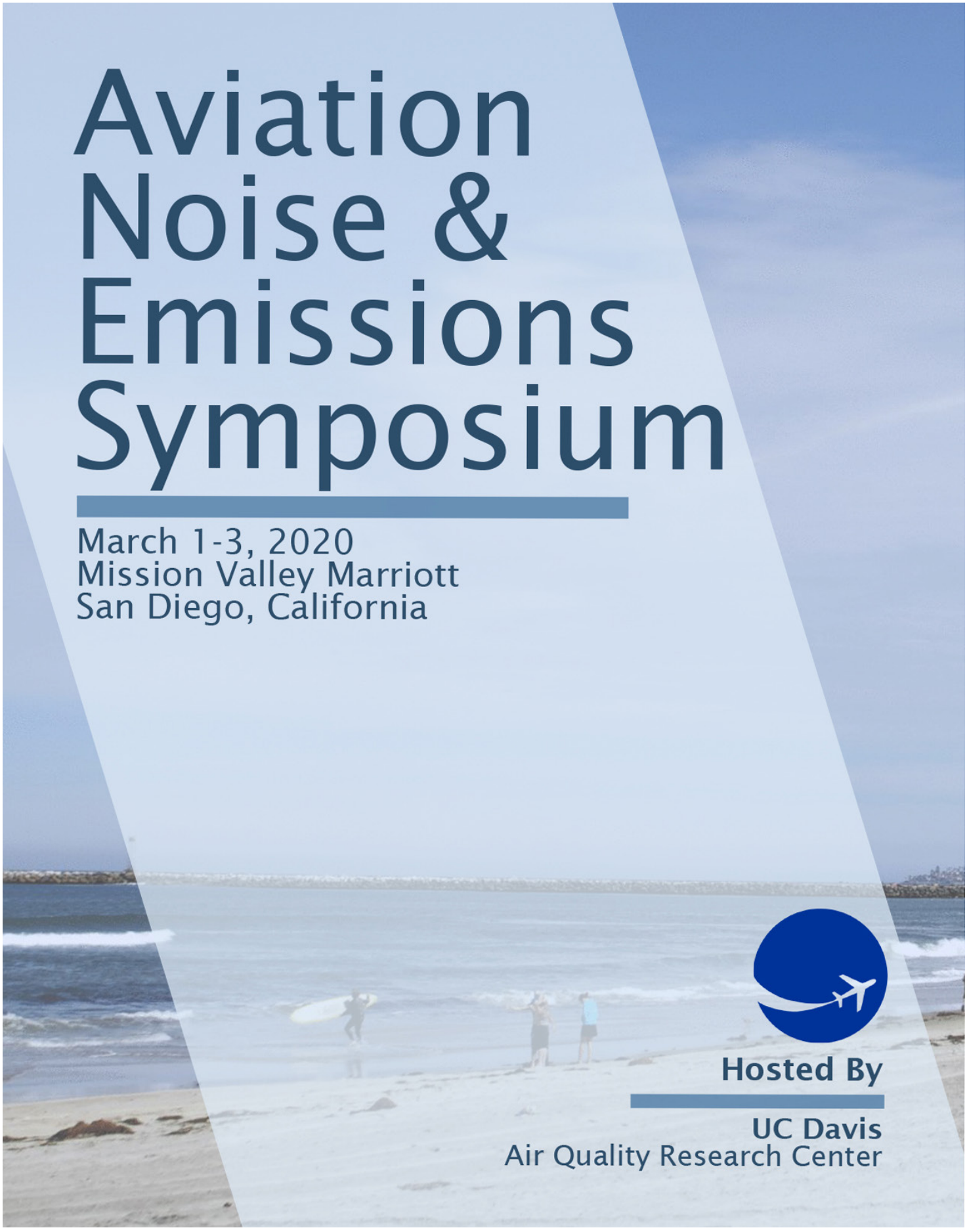

Source:
https://anesymposium.aqrc.ucdavis.edu/sites/g/files/dgvnsk3916/files/inline-files/ANE%20Program%202020%20v5_0.pdf

Welcome to sunny San Diego for the 34th annual Aviation Noise & Emissions Symposium!

Unique in bringing together national and international stakeholders, this symposium has for three decades offered a venue for insightful and productive discussions on ways to reduce impacts from aviation noise and emissions.

This year our Technical Program Planning Committee has developed a program focusing on successful efforts within each segment of the aviation industry to mitigate aircraft noise and emissions. Symposium sessions also will provide the most current findings on the effects of aircraft noise on health, details of legislation aimed at reducing aviation noise and emissions, guidance on working on behalf of communities seeking to reduce aircraft noise impacts, and updates on exciting new aviation noise abatement technologies.

Our goal is to have speakers share real-word experiences that attendees can learn from and apply to their own aviation noise and emissions issues. Those making presentation at this year's symposium in San Diego join us from as near as across town to as far as across the broad Atlantic to share their knowledge and experience.

Our stellar Program Planning Committee is excited to bring you back to Southern California where you can interact and network with the diverse audience that attends the symposium: from airport staff to researchers; from government regulators to vendors of technologies, services and solutions; and from concerned community members to established community groups.

So, enjoy your stay in the beautiful city of San Diego. We look forward to an exciting symposium.

- Sandra Hall, Symposium Manager

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Source:
https://anesymposium.aqrc.ucdavis.edu/sites/g/files/dgvnsk3916/files/inline-files/ANE%20Program%202020%20v5_0.pdf

Better Together … Seriously!: Observations on Collaboration to Address Aviation Noise & Emissions

By: Dennis Probst, San Diego International Airport

Airports and surrounding communities have a herculean task ahead of them – how to address growing aviation noise and emission impacts as air travel demand from those same communities increase as well. While there are no quick and easy solutions to solving these issues, there are some critical ways that all stakeholders can collaborate to make progress on them. Dennis Probst, an executive leader at the San Diego County Regional Airport Authority, will share observations from his 20-plus years' experience spearheading airport programs and policies at San Diego International Airport and Minneapolis-St. Paul International Airport that have focused on noise mitigation and air quality improvement. In addition to highlighting successes, Dennis will speak to important lessons learned, especially related to effectively engaging community members and other key stakeholders.

Development of a Climate Resilience Plan – San Diego International Airport

By: Ralph Redman, San Diego County Regional Airport Authority

Summary: In 2019, the San Diego County Regional Airport Authority (Authority) prepared a Climate Resilience Plan (CRP) using funding from the Federal Aviation Administration. The CRP was prepared to provide the Authority a strategy for achieving uninterrupted business continuity under uncertain future climate conditions. This presentation will focus on the Authority's motivation for preparing the CRP, the status of its implementation and lessons that have been learned throughout the process.

Source:
https://anesymposium.aqrc.ucdavis.edu/2020-program

Flying to Zero: Opportunities for Reaching Zero Net Carbon Emissions at Airports

By: Brendan Reed, San Diego Airport Authority

The San Diego International Airport (SAN) is an industry leader in managing and reducing carbon emissions. Last year, it became only the 2nd airport in North America to reach “carbon neutrality” status for emissions under its control through the Airport Carbon Accreditation program. Now, the Airport is actively pursuing programs and policies to help airlines, rideshare companies, and others reduce their emissions at SAN. The presentation will summarize these current initiatives and highlight emerging initiatives to help the Airport align with long-term global targets of "Zero Net Emissions" by 2050.

Aviation Emission Reduction Efforts

Chaired By: Eric Lu, *Ramboll,* Brendan Reed, *San Diego County Regional Airport Authority,* & Rachel Burbidge, *EUROCONTROL*

The aviation industry has implemented numerous measures over the last decade to reduce its carbon emissions, such as improving aircraft fuel efficiency, electrifying ground vehicles and equipment, and installing solar energy systems. However, the industry must now amplify its efforts to meet Year 2050 global emission reduction goals to align with the IPCC’s 1.5°C target. This session will explore - from multiple industry stakeholders’ perspectives - the “Big Moves” that are being pursued to decarbonize aviation. The session will also highlight how the industry is preparing for the likely impacts from climate change, to reduce future risks and improve operational resiliency.

Source:
https://anesymposium.aqrc.ucdavis.edu/2020-program

Size distribution and resolution of aircraft and roadway ultrafine particles in communities located near and under flight paths

By: Elena Austin, University of Washington

Summary: The Mobile ObserVations of Ultrafine Particles (MOV-UP) Study is a two-year project (2017-19), funded by the State of Washington, with the aim to study air quality impacts of aircraft traffic for communities located near, and underneath the flight paths of Seattle-Tacoma International (Sea-Tac) Airport. The study assessed ultrafine particle (UFP) concentrations within 10 miles of the airport in the directions of aircraft flight. This study was designed to investigate the implications of aircraft traffic at Sea-Tac by (1) assessing the concentrations of UFPs in areas surrounding and directly impacted by aircraft traffic; (2) distinguishing and comparing UFP concentrations attributable to aircraft-related and other sources and (3) coordinating with local governments, and sharing results and soliciting feedback from community stakeholders. Over the course of four seasons, both fixed site and mobile sampling schemes were conducted to collect time-resolved measures of UFP concentrations, UFP size distributions, CO2 and black carbon (BC) concentrations. Two distinct UFP features were identified corresponding to traffic and aircraft sources, using a principal component analysis approach. Together these components accounted for 61% of the observed variability in the mobile monitoring data. These unique features allowed for separation of the spatial impact of traffic and aircraft UFP emissions. Total concentrations of UFP alone (10 - 1000 nm) did not distinguish roadway and aircraft features. Fixed site monitoring confirmed that aircraft landing activity is associated with a large fraction of particles in the range of 10-20 nm (ultra-UFP). The MOV-UP study findings demonstrate there are two clear and consistent spatial features of ultrafine particles independently associated with traffic and aircraft emissions.

Source:
https://anesymposium.aqrc.ucdavis.edu/2020-program

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