

# Airport Noise Advisory Committee (ANAC) Agenda

Wednesday, May 21, 2025  
4:00 P.M.

## LOCATION:

San Diego County Regional Airport Authority  
Administration Building  
First Floor – Tin Goose Room  
2417 McCain Road  
San Diego, CA 92101

This Agenda contains a brief general description of each item to be considered. If comments are made to the Committee without prior notice, or on topics that are not listed on the Agenda, no specific answers or responses should be expected at this meeting pursuant to State law.

## How to Participate in the Meeting:

If you would like to provide comment on a specific agenda item, please submit a completed speaker slip to the Facilitator of the ANAC prior to the commencement of the meeting. When the item upon which you wish to provide public comment is called, the Facilitator of the ANAC will call your name and you will be invited to speak. Speakers are limited to (3) minutes, unless modified by the presiding officer.

The Authority has identified a local company to provide oral interpreter and translation services for public meetings. If you require oral interpreter or translation services, please telephone the Board Services / Authority Clerk Department with your request at (619) 400 – 2400 at least three (3) working days prior to the meeting.

## WELCOME / CALL TO ORDER:

## ROLL CALL:

**Committee Members:** Will Hooper, Chris Szulewski, Ethan Paul, Melinda Lee, John Barney, Pete Shearer, Gloria Henson, John Terell, Dr. Matthew Price, Angelica Wallace, Polina Mitcheom, Jorge Rubio, Jim Gruny, Robert Bates, Carl Stallone, Phil Derner, Tim Middleton, Cesar Solis, Gita Akbarpour, Genevieve Fong, Ross Tritt, Guillermo Castillo, Larri Frelow, David Flores.

## Board Members

Gil Cabrera (Chair)  
James Sly (Vice Chair)  
Whitney Benzian  
Lidia S. Martinez  
Monica Montgomery Steppe  
Rafael Perez  
Esther C. Sanchez  
Steve Vaus  
Marni von Wilpert

## Ex-Officio Board Members

Ann Fox  
Col. R. Erik Herrmann  
Michele Perrault

## President/CEO

Kimberly J. Becker

# ANAC Meeting Agenda

Wednesday, May 21, 2025

## ACTION ITEMS:

1. **APPROVAL OF PREVIOUS MEETING SUMMARY:**  
RECOMMENDATION: Approve ANAC Meeting Summaries from November 20, 2024 and February 19, 2025.

## PRESENTATIONS:

1. Fly Quiet Program – 2024 Winners
2. Airport Authority Updates
3. Update on the Implementation of the FAA Reauthorization Act of 2024 and Status of FAA Noise Policy Review
4. Quieter Home Program – Programmatic Agreement Update

## NON-AGENDA PUBLIC COMMENT:

Non-Agenda Public Comment is reserved for members of the public wishing to address the ANAC on matters for which another opportunity to speak is **not provided on the Agenda**, and which is within the jurisdiction of the ANAC. Please submit a completed speaker slip to the Facilitator of ANAC. *Each individual speaker is limited to three (3) minutes, unless modified by the presiding officer.*

**Note:** Persons wishing to speak on specific items should make their comments when the specific item is taken up by the ANAC.

**NEXT ANAC MEETING: November 19, 2025**  
**Airport Authority Administration Building**  
**2417 McCain Road, San Diego, CA 92101**

## ADJOURNMENT

Copies of written documentation relating to each item of business on the Agenda are on file in the Airport Authority's office and are available for public inspection. This information is available in alternative formats upon request. To request an Agenda in an alternative format, or to request a sign language or oral interpreter, or an Assistive Listening Device (ALD) for the meeting, please telephone the Authority Clerk's Office at (619) 400-2550 at least three (3) working days prior to the meeting to ensure availability. For your convenience, the agenda is also available to you on our website at [www.san.org](http://www.san.org)

Date | Time 02/19/2025 4:00 p.m.

### In Attendance

Meeting called to order by: Joan Isaacson

Name	Affiliation	In Attendance
<b>Community Planning Groups Within the 65 dB contour</b>		
Will Hooper	Peninsula Community Planning Board	No
Chris Szulewski	Ocean Beach Planning Board	No*
[No representative selected]	Midway–Pacific Highway Community Planning Group	No
Ethan Paul	Downtown Community Planning Council	Yes
Melinda Lee	Greater Golden Hill Planning Committee	Yes
John Barney	Uptown Planners	Yes
Peter Shearer	Community Resident at Large within 65 dB CNEL – West	No
<b>Community Planning Groups Outside the 65 dB contour</b>		
Gloria Henson	Mission Beach Precise Planning Board	Yes
John Terell	Pacific Beach Planning Group	Yes
Dr. Matthew Price	La Jolla Community Planning Association	No
Sean Connacher	East County (La Mesa)	Yes
<b>Aviation Stakeholders</b>		
Polina Mitcheom	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	No
Jim Gruny	MCRD	Yes
Robert Bates	Airline Pilot (Active)	No
Carl Stallone	Airline Flight Operations	No*
Phil Derner	NBAA	No
<b>Ex-Officio Non-Voting Members</b>		
Tim Middleton	Acoustical Engineer	Yes
Cesar Solis for (Jason Bercovitch)	Congress, 50th District for Rep. Scott Peters	No
Gita Akbarpour	Congress, 51st District, for Rep. Sara Jacobs	No
Genevieve Fong	Congress, 52nd District, for Rep. Juan Vargas	No
Guillermo Castillo	San Diego City Council, District 2, for Jennifer Campbell	Yes
Ross Tritt	Assembly Member, District 77, for Tasha Horvath	No
Carlette Young	FAA Representative	No
David Flores	S.D. County Board of Supervisors, District 1	No
<b>SDCRAA Staff</b>		
Joan Isaacson	Facilitator (Kearns & West)	Yes
Angela Shafer–Payne	VP & Chief Development Officer	Yes
Chris Walker	Manager of Aircraft Noise	Yes
Roman Lanyak	Senior Aircraft Noise Specialist	Yes
William “Billy” Hobson	Aircraft Noise Specialist	Yes
Tyler Reince	Aircraft Noise Specialist	Yes

\*Member contacted staff ahead of time and is considered excused.

*Note For Text Below.* Names of **Airport Authority staff, presenters,** and **consultants,** are in **bold**, ANAC members are underlined, and *public commenters* are *italicized*.

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## 1. Welcome and Introductions

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**Joan Isaacson**, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. with introductions.

**Chris Walker**, manager of Aircraft Noise at the San Diego County Regional Airport Authority (SDCRAA) announced that the scheduled ANAC meeting on September 17, 2025 would be cancelled. This decision was due to the scheduled opening of the New Terminal 1 the same month.

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## 2. Roll Call

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**Joan Isaacson** called a committee member roll call for attendance. Attendance is reflected on page 1.

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## 3. Action Item: Approval of previous meeting summary

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### **November 20, 2024 Meeting Summary**

A total of eight voting members were in attendance, a quorum was not present to approve the November 20, 2024 meeting summary.

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## 3. Presentations:

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Note: The information in the presentations is posted on our website and can be accessed with the following link: <https://www.san.org/Airport-Authority/Meetings-Agendas/ANAC>

### **1. Year-End Statistics**

**Tyler Reince** and **Billy Hobson** from the San Diego County Regional Airport Authority (SDCRAA) presented a report detailing year-end noise statistics for San Diego International Airport (SAN). Tyler Reince conducted an annual review of noise complaints, early turns, and missed approaches for the calendar years 2022, 2023, and 2024. The data indicated a reduction in both the total number of noise complaints and the number of households lodging complaints over the past two years. Since a single individual can submit several thousand complaints annually, focusing on the number of households provides a more accurate reflection of the impact of aircraft noise on local communities.

Early turns, which occur when aircraft depart west and fly within a designated noise abatement area, have increased both in total numbers and as a percentage of total departures compared to the previous two years. Early turns can be made either to the right or left for westbound departures; however, there is no early turn category for eastbound

departures. There are three primary reasons for early turns: Air Traffic Control (ATC), weather conditions (WX), or pilot-in-command (PIC). ATC often issues early turns due to operational requirements. Notably, early turns to the south over Point Loma (left early turns) accounted for the majority of the increase.

Missed Approaches, when aircraft abort their initial landing and make a second landing attempt (or divert in rarer cases), were also up in total numbers and as a percentage of total arrivals over the previous two years. Missed Approaches are performed for safety and should not be viewed as a hazardous maneuver. There are many reasons why an aircraft may have to safely execute a missed approach procedure. Unlike early turns, missed approaches can occur for aircraft from both the east and the west. The procedure is either a published route or assigned by ATC for the pilot to fly.

**Billy Hobson** summarized SAN curfew statistics, noting a record number of violations over the past three years. October 2024 saw the highest monthly violations at 58, mainly due to a local weather event causing ground congestion and a Federal Aviation Administration (FAA) Ground Stop. However, operator driven curfew violations (non-maintenance or weather-related curfew violations) decreased in 2024 compared to 2023.

*Power BI* (software program) was used for an in-depth analysis of curfew statistics. Monthly comparisons of curfew violations and related fines were presented, including a breakdown by air carrier and destination of violating flights.

**Public Comment:**

[There were no public comments]

**Questions from ANAC:**

Jim Gruny noted that early turns and missed approaches both increased over the past two years, but number of noise complaints decreased. What was the assessment on this occurrence?

**Tyler Reince** noted that noise complaints tend to fluctuate over time, with variations observed from year to year. Adverse weather conditions, such as colder temperatures, were believed to contribute to this phenomenon by prompting homeowners and tenants to keep their doors and windows shut for extended periods, thereby reducing external noise and creating a quieter indoor environment. Furthermore, each year, an increasing number of dwelling units participate in the airport's Quieter Home Program (QHP), which involves treating living units near the airport with soundproofing materials, such as doors and windows, to mitigate external noise.

Importantly, the overall number of noise complaints has been impacted by a small group of residents who submit thousands of complaints annually. The noise staff observed a significant reduction in the number of complaints submitted by these residents compared to previous years.

Jim Gruny also said it could be helpful if the percentage of early turns deemed justified versus not justified was noted. Potentially saving future noise complaints.

Sean Connacher asked how early turns and missed approaches compared to a trend beyond the past three years, as a historical trend.

**Tyler Reince** stated that he could recall statistics going back five years, to 2019, as Tableau keeps data tracing back to the previous five years. 2019 was hovering between 0.6% - 0.7% level when it came to early turns. 0.8% has been the highest in the past five years.

Gloria Henson referenced a departure procedure, ZZ000 Three, utilized for aircraft departing west over the ocean, then making a lefthand turn eastbound. This departure procedure contained an update a few years back that involved extending a departure waypoint about an extra 1.5 miles west from the shoreline (before aircraft make their turn back to the east). She inquired if the early turns increasing over Point Loma, while Mission Beach stayed relatively constant, was a result of flight operations utilizing the previous waypoint closer to the shoreline before making the turn eastbound.

**Tyler Reince** suggested that the primary cause of the early turns increasing over Point Loma was due to adverse weather events at SAN. During bad weather conditions like clouds and fog, ATC may need to implement *opposite direction operations*. This means aircraft land towards the east but takeoff and depart towards the west. Consequently, aircraft must turn early upon departure to clear the airspace quickly for arriving aircraft. More flights departing from SAN have eastbound destinations compared to north or west, leading to a notable increase in early turns over Point Loma.

Ethan Paul attested, as a certified weather observer at SAN, that ATC does prefer operating with Runway 9 when the weather decreases visibility and cloud levels. Ethan wondered if there were any projections from local forecasters regarding local weather trends at SAN, was this a one-off event, or can we expect this sort of weather to occur more often?

**Tyler Reince** answered that, based upon past Runway 9 usage since his time at SAN, these related weather phenomena had occurred more often in recent years.

## **2. Weather Impacts**

**Chris Walker**, representing the SDCRAA, provided an overview of recent significant weather events at SAN and their impact on operations, particularly during the fourth quarter. The FAA implemented measures such as Flow Control, Ground Delays, and Ground Stops during this period to regulate aircraft operations and prevent airport congestion, which could lead to prolonged delays and curfew violations. At times, Air Traffic Control must operate in opposite direction flow, where departures and arrivals occur in opposite directions, further exacerbating delays and affecting daily operations.

Missed approaches increased by 114% in the fourth quarter compared to the past two years, while diverted flights saw a rise of 414% over the same period.

**Public Comment:**

[There were no public comments]

**Questions from ANAC:**

[There were no questions from ANAC]

**3. Noise Abatement Departure Profile – Update**

**Chris Walker** led by mentioning that in 2022, SAN had requested Ricondo & Associates (Ricondo) to perform a study to be conducted on a possible Noise Abatement Departure Profile (NADP).

**Steve Smith** from Ricondo provided information on a study regarding the potential implementation of the close-in NADP at SAN. FAA Airport Traffic Control Tower (ATCT) staff expressed concerns about the possible variations in speed for departing aircraft using the close-in NADP and its impact on runway throughput. The profile is designed to have aircraft climb at a steeper rate while covering ground at a slower speed. The potential runway throughput impact caused by the proposed close-in NADP was reviewed. If an aircraft departs and another aircraft is waiting behind it and is assigned the same departure procedure, FAA ATCT indicated there would be an increased waiting period before the pilot can begin the takeoff roll. This increase in hold time has a direct effect on runway throughput. Ricondo was requested to develop and simulate a fast time simulation model to assess the impact on runway efficiency. Given that SAN has only one runway, this is of primary concern. The simulation considered scenarios under "good weather" conditions only in West Flow (arrivals and departures on Runway 27).

Based upon FAA ATCT staff inputs, an aircraft would need to hold for an additional 15-20 seconds before being released for takeoff. If every aircraft follows this profile, it adds 15-20 seconds more than what is currently done. This results in more time being required to allow the same number of departures. In good weather, it may not cause issues, but in inclement weather, this additional time could be more impactful to throughput. With forecast increases in aircraft operations, the degree of impact to runway throughput would increase. The finding suggests there would likely be an operational effect from implementing the close-in departure profile. This would be a voluntary measure, so pilots or airline procedure standards would choose which profile to fly. FAA ATCT would not know which profile each pilot flies; thus, FAA ATCT would most likely assume all pilots would fly the close-in NADP profile; therefore, increasing the hold time between consecutive departures assigned to the same departure procedure.

**Chris Walker** concluded, after consulting with SAN's operations department, that SAN could not support the close-in NADP.

**Public Comment:**

*Kaitlin Bernstein* of Point Loma said she thought there may be a change in the takeoff procedure with the new terminal. Based upon the presentation, it sounded like this would not happen.

#### **Questions from ANAC:**

Sean Connacher inquired about a threshold when it came to deciding when operational impacts outweigh noise impacts for local community members.

**Chris Walker** clarified that the Noise Abatement Departure Procedure (NADP) would not impact the size of the 65-decibel contour area relevant for Quieter Home Program eligibility. The NADP could potentially result in a reduction of one to two single event noise exposure levels. However, full participation in the NADP by all the airlines operating at SAN is not anticipated. There needs to be a balance between managing regional demand and maintaining positive relations with the adjacent community. The NADP study indicated that it would not provide significant benefits without imposing substantial operational constraints on SAN overtime. With only one runway, the operational limitations are considerable, whereas having two runways might allow for some feasibility.

Sean Connacher stated, the models and projections are based upon 100% compliance. Why couldn't SAN have any control on advising pilots to take a certain profile for departure? Secondly, if the model was based upon 100% compliance, which is too much of an operational lift for SAN, could an adoption of 10% be too much?

**Steve Smith** explained that Ricondo modeled many different situations, 100% compliance, 10% compliance, every type of airplane, some flying the close-in NADP, some not flying the profile. The modeling analysis found that there is additional time to process departures on the runway. It is reasonable to conclude as operations continue to increase, the effect the additional time required would impact runway efficiency. For a single runway airport, this is critical. The other key variable was the human factor with how FAA ATCT may manage the situation. They do not know on a flight plan what departure profile a pilot will fly, they may assume more time is needed, by default. As one example of a potential impact are departures early in the morning. The nighttime departure curfew is a benefit to the community, but results in many aircraft waiting to depart at 6:30 a.m. The close-in NADP could hinder the ability to process those departures in that situation as quickly as possible. Regarding compliance monitoring, FAA ATCT does not record the NADP used and is not available in the flight plan data the Authority receives in the ANOMS system. It can also be a difficult challenge to identify the difference between a close-in and distant departure profile based on radar data alone; therefore, the ability to conduct compliance monitoring is unlikely.

Sean Connacher acknowledged Steve's information but concluded that if it was advisory rather than mandatory, a solution might still be possible.

**Steve Smith** mentioned that this measure was proposed in the Part 150 Study. The critical balance when looking at measures during the Part 150 process was not pursuing anything

that would impact efficiency at SAN. After seeing what it could do to the Airport based on FAA ATCT input and the simulation results, implementing this measure does not meet the critical balance objective. If this information was made available at the time, the likelihood of recommending it would have been very low.

**Chris Walker** addressed Kaitlin Bernstein's question, there shouldn't be any impacts to the flight routes from the opening on the new terminal. No new flight procedures were being submitted to the FAA from the new terminal.

*Kaitlin Bernstein* of Point Loma stated, to understand, to get the higher incline (like at John Wayne Airport) it would take too much time at SAN and impact operations at SAN, which is why it could not be done?

**Joan Isaacson** advised Kaitlin Bernstein that meeting procedures must be kept, and her inquiry could not be addressed at the current time.

Gloria Henson stated she understood from the presentation that the NADP could result in aircraft being backed up by as much as 20 seconds. With the poor weather, this could make delays even worse. Additionally, with pilots, NADP's are voluntary in nature. They can choose to fly them or not. What part of the noise abatement would not be able to be considered, based upon the requirements of the airport: how the planes takeoff, whether they power over houses that would create more noise, changing the curfew, etc.?

**Steve Smith** stated that the close-in NADP allows aircraft to gain altitude more quickly, resulting in higher altitudes when flying over nearby communities and reducing thrust. However, it also slows down aircraft traveling over the ground. Consequently, ATCT has needs more space to separate departures because of the reduced speed over the ground, impacting runway capacity. Given that SAN is the busiest single-runway airport in the US, maintaining a balance is crucial. Because the close-in NADP does not reduce the 65 A-weighted decibel (dBA) and higher Community Noise Equivalent Level (CNEL) exposure area, implementing the close-in NADP is not a cost-effective solution that reduces overall exposure levels and non-compatible uses with a cost associated with reducing runway throughput.

Gloria Henson mentioned that the number one priority is safety, then efficiency, then noise abatement, was this correct?

**Steve Smith** said, safety is always number one. Between efficiency and noise abatement, there has to be a balance between the two. The Airport is a critical piece of infrastructure for the San Diego region. Considering noise strategies that do not impact the efficient use of the runways is critical to maintaining the capability the single runway provides to serve the needs of the region.

Gloria Henson concluded by asking there had been any mention of reducing the curfew hours at SAN?

**Chris Walker** confirmed that leadership had not discussed changing the curfew, which is established in the airport authority code by the board.

**Steve Smith** noted that the curfew exemplifies the operational impact of implementing a close-in NADP at SAN. Delays at the Airport can cause potential curfew violations, which may not be considered violations after review. Maintaining an efficient runway throughput rate is critical to aid in managing aircraft departs prior to the curfew.

John Terrell understood the NADP would be voluntary, as pilots are responsible for the safety of the flight. What he did not understand was why ATC would not know the pilot's decision would be prior to them taking off? Is this due to the fact that pilots make this decision based upon conditions when taking off, or they are not required to report? Secondly, was this NADP like the ascent at John Wayne Airport or was it something different?

**Steve Smith** addressed the initial inquiry by stating that the only information received by ATCT is a green strip containing the flight plan details. The departure profile that will be flown is not included on the green strip, as it is not mandated by FAA regulations to produce or report this information. While the FAA establishes regulations, air carriers have discretion in how they operate within those guidelines. The departure profile at John Wayne Airport is determined by noise monitor restrictions rather than climb performance. As long as the aircraft operating over the monitor registers a noise level below the threshold, the specific manner of operation is inconsequential. In the past, when aircraft were noisier, a rapid climb was necessary to mitigate noise at the monitor. Modern aircraft, which are quieter, follow departure profiles similar to those that occur at SAN.

#### **4. Public Comment (non-agenda items)**

**Joan Isaacson** offered an opportunity for non-agenda public comment items.

*Kaitlin Bernstein* of Point Loma brought up comment fatigue with noise complaints. If there was a spike in noise complaints, what could be done and what impact would that have?

#### **Next Meeting / Adjourn**

The next ANAC meeting would be held on May 21, 2025, in the airport's administration building.

The meeting was adjourned.

## Update on Noise Mitigation Measures

### Airport Development Plan Environmental Impact Report

Date | 05/14/2025

As identified in the Airport Development Plan (ADP) Environmental Impact Report certified by the San Diego County Regional Airport Authority in 2020, several potentially significant environmental impacts were identified, including noise. As a result, five mitigation measures related to mitigating noise were adopted. Below is a summary of each mitigation measure and activity in the past year.

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#### 1. Expansion of SDCRAA's Sound Insulation Program

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The Airport Authority received a \$12M grant from the FAA in October of 2024. A grant request has been submitted for 2025 as well.

Residential Program: In CY2024, 234 homes were completed, and it is anticipated that 300 homes will be completed in CY2025. Updates on the number of units in the process can be viewed monthly on our website here:

<https://public.tableau.com/app/profile/noise.disclosure/viz/SANQHPCDashboard/SANQHP>

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#### 2. Update Noise Exposure Map Every Five Years

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The Airport Authority will update the aircraft noise exposure maps every five years, in accordance with FAA Part 150 guidelines.

The FAA accepted the Noise Exposure Maps on September 2, 2022, and issued a Record of Decision on the Noise Compatibility Program on January 1, 2023.

The next update for the Noise Exposure Map will be in 2026-27.

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#### 3. Create a Mobile Noise Monitoring Program

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A Mobile Noise Monitoring Program was launched as a pilot in 2022 to supplement the Airport Authority's network of permanent noise monitors. Now formally known as the Portable Noise Monitoring Program, the initiative has demonstrated the ability to deliver highly accurate results and has produced seven comprehensive reports to date. In 2024 there was one completed Portable Noise Monitoring Report for a member of the public. Additional details and published reports are available here: <https://www.san.org/Aircraft-Noise/Initiatives#6452350-portable-noise-program>

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#### **4. Assess the findings, and ongoing research associated with Noise Studies included in FAA Reauthorization Acts**

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The FAA Reauthorization Act has been extended through FY 2028 and includes a requirement for the FAA to complete various studies related to aircraft noise impacts. The Airport Authority will review those studies when completed to help inform and update the noise mitigation programs and policies.

Staff are monitoring the Noise Policy Review (NPR) research and any related news. A comment was submitted by the Airport Authority on Aug 31, 2023.

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#### **5. Utilize Curfew Violation Penalty Fines to Help Fund Aircraft Noise Mitigation Programs**

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The Airport Authority Finance Department has developed a process to use all curfew penalties for the Quieter Home Program. In 2024, curfew penalties amounted to \$472,000. This money goes into the Quieter Home Program budget and allows for the treatment of approximately 11 single-family homes or 16 multi-family homes.

# SAN Airport Noise Advisory Committee

May 21, 2025

# Agenda

Welcome, Roll Call, Meeting Logistics.

September ANAC Meeting – Cancelled

## ACTION ITEMS:

Approval of Meeting Summaries:

*November 20, 2024 & February 19, 2025*

## PRESENTATION ITEMS:

1. Fly Quiet Program – 2024 Winners
2. Airport Authority Updates
3. Update on the Implementation of the FAA Reauthorization Act of 2024 and Status of FAA Noise Policy Review
4. Quieter Home Program – Programmatic Agreement Update

## NON-AGENDA PUBLIC COMMENT

Adjourn – Next Meeting Date: November 19, 2025



# Approval of November 20, 2024 & February 19, 2025, Meeting Summaries



# Public Comment – Approval of Previous Meeting Summaries



# ANAC Q&A / Discussion – Approval of Previous Meeting Summaries



# Fly Quiet Program – 2024 Winners

Roman Lanyak – Senior Noise Abatement Specialist

Tyler Reince – Noise Abatement Specialist



# Scoring Elements

- *Fly Quiet Program* introduced in 2017.
- Scoring system based on specific metrics.
- Encourage operators at San Diego International Airport to fly quietly as possible.



Fleet Quality  
Index



Stage 5  
Nighttime Hours



Noise Exceedance



Curfew Compliance

# Scoring Elements



Fleet Quality  
Index

Based on cumulative certification data for aircraft.

Net average of operations by type of aircraft.



Stage 5  
Nighttime Hours

Measures quietest aircraft use during most sensitive hours:

10:00 p.m. - 6:59 a.m.



Noise Exceedance

Exceedances as a percent of operations:

Day (90 dB)  
Evening (85 dB)  
Night (80 dB)



Curfew Compliance

One point loss for a violation.

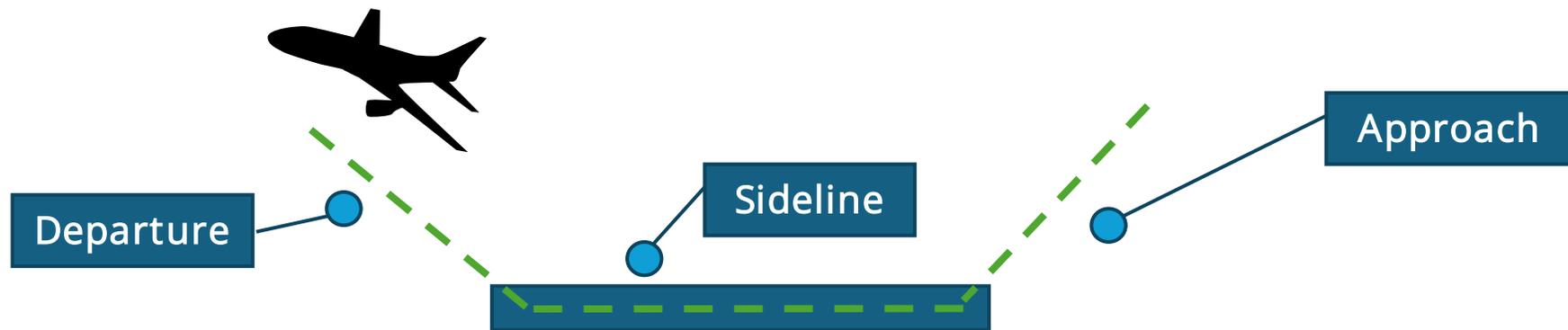
An additional point will be deducted if the violation results in a fine.

# Fly Quiet Program

## Scoring Elements



- Evaluates noise contribution.
  - Uses *Approach*, *Sideline*, and *Departure* noise.
- Based on FAA Certified Noise Levels (CFR Part 36).
- Operators receive a higher rating if flying newer generation (quieter) aircraft.

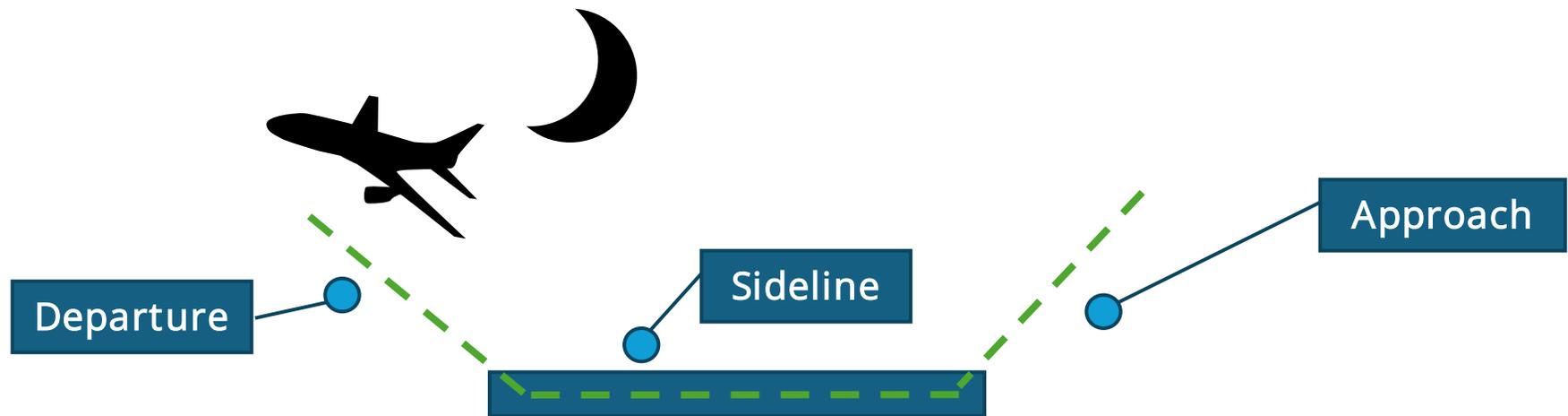


# Fly Quiet Program

## Scoring Elements



- Measures fleet quality during sensitive hours.
  - [10:00 p.m. - 6:59 a.m.]
- Based on FAA Certified Noise Levels (CFR Part 36).
- Operators receive higher score if operating newer (quieter) aircraft *during noted hours*.



# Fly Quiet Program

## Scoring Elements



- Exceedances adjusted to operations.
  - Noise Monitors: #2, #14, #24
    - Day: 90 dB
    - Evening: 85 dB
    - Night: 80 dB



# Fly Quiet Program

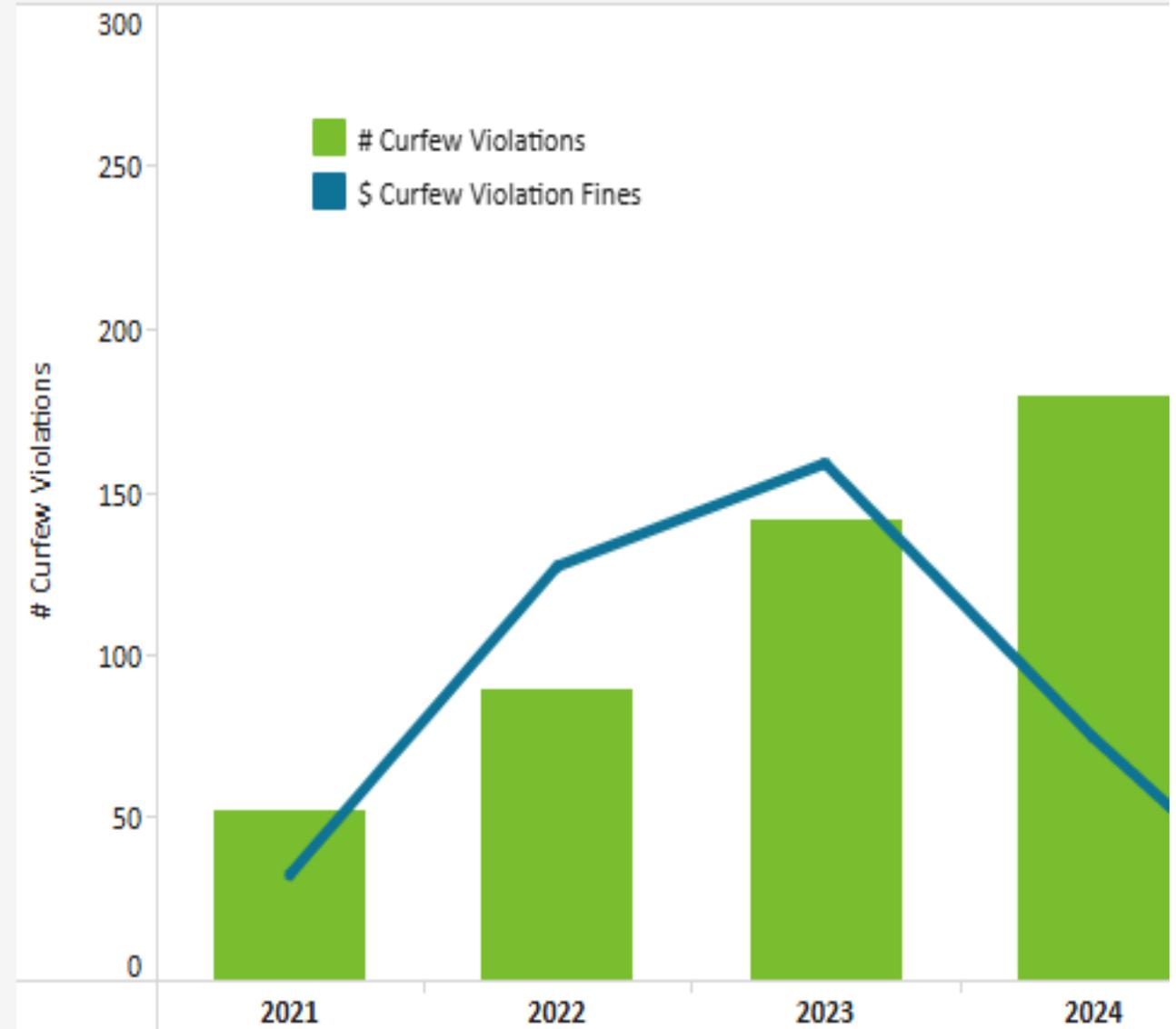
## Scoring Elements



Curfew Compliance

- No curfew departures = 10 points
- Departure penalty = minus one point
- Penalty fine imposed = minus additional point

Curfew Violations and Penalties Assessed (by Year)



# 2024 Fly Quiet Results

- Large Carrier – More than 10% of SAN Passengers
  - United Airlines
- Small Carrier – Less than 10% of SAN Passengers
  - Breeze Airways
- Cargo Carrier – non-passenger transport.
  - DHL Airlines
- International – non-U.S. based.
  - Lufthansa Airlines



# Recognition

- Advertisement in terminals for eight weeks.
- Recognition announced at future Airport Authority Board meeting.
- Awards given to the Airline Station Managers.



# Large Domestic Carrier

## United Airlines

### Reasons for Winning Category:

- Operate A321 Neo and B737 Max aircraft in fleet.
  - Stage IV (quieter) aircraft.
- Good Fleet Quality score of 8.39
- Best compliance with Noise Curfew rules.
  - Within the Large Domestic category.



# Small Domestic Carrier

## Breeze Airlines

### Reasons for Winning Category:

- Predominately operate Airbus A220-300 aircraft.
  - Stage IV (quieter) aircraft.
- Only three nighttime departures.
  - Between 10:00 p.m. - 11:30 p.m.
- No curfew violations.

**Breeze**



# Cargo Carrier

## DHL Airlines

### Reasons for Winning Category:

- Best noise exceedance score of 6.68
  - Within the Cargo category.
- Only one departure between 6:30 a.m. – 7:00 a.m.
- No departures between 10:00 p.m. - 11:30 p.m.
- No curfew violations.



# International Carrier

## Lufthansa Airlines

### Reasons for Winning Category:

- Only operate Airbus A350-900 aircraft.
  - Stage V (quietest) aircraft.
- No nighttime departures.
  - Between 10:00 p.m. - 11:30 p.m.
- No curfew violations.



**Lufthansa**



# Public Comment – Fly Quiet Program – 2024 Winners



# ANAC Q&A / Discussion – Fly Quiet Program – 2024 Winners



# Airport Authority Updates

Chris Walker – Manager of Aircraft Noise



# Airport Development Program Noise Mitigation Measures Update

*Measures identified in the Airport Development Plan Environmental Impact Report on noise.*

*This is a summary of 2024 accomplishments, a full report was provided in Meeting Materials.*

## Sound Insulation Expansion

Quieter Home Program (QHP) continues to treat eligible units within the 65-decibel contour. 234 units completed in 2024, with 300 projected for completion in 2025.

## Update Noise Exposure Maps

Noise Exposure Map accepted on 9/2/22; Noise Compatibility Program Record of Decision on 1/11/23. Airport Authority updates contours every five years, next update in 2026 – 2027.

## Portable Noise Monitoring Program

In 2024, one member of the public requested and received a completed PNM Report. The PNM program has successfully completed at seven locations; all PNM reports are available online.

## Assess Findings of FAA Reauthorization Acts (Noise)

Staff is monitoring the Noise Policy Review (NPR) research and associated news. FAA to form national Airport Noise Advisory Committee, providing guidance / recommendation on how to modernize noise mitigation efforts.

## Curfew Fines for Quieter Home Program

Procedures in place allowing airport staff to utilize curfew fines for QHP expenses.

# Public Comment – Airport Authority Updates



# ANAC Q&A / Discussion – Airport Authority Updates



# Update on the Implementation of the FAA Reauthorization Act of 2024 and Status of FAA Noise Policy Review

Presentation to the San Diego International Airport (SAN), Airport Noise Advisory Committee  
(ANAC)

Timothy Middleton, C.M., Principal Consultant – HMMH

May 21, 2025

# FAA Reauthorization Act of 2024 – Noise Sections

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- Section 364 – Hawaii air noise and safety task force
- Section 786 – Part 150 noise standards update
- Section 787 – Reducing community aircraft noise exposure
- Section 788 – Recommendations on reduction rotorcraft noise in District of Columbia
- Section 792 – Aircraft Noise Advisory Committee (ANAC)
- Section 793 – Community Collaboration Program
- Section 795 – Mechanisms to reduce helicopter noise
- Section 909 – Environmental review and noise certification

# FAA Reauthorization Act of 2024 – Noise Sections

Sec.	Title	Description	Implementation Timeline
786	PART 150 NOISE STANDARDS UPDATE	<ul style="list-style-type: none"> <li>Directs the FAA to review and revise 14 Code of Federal Regulations (CFR) Part 150, to reflect all relevant laws and regulations, including 14 CFR Part 161</li> <li>In clarifying existing and future noise policies and standards, the FAA is required to seek feedback from airports, airport users, and individuals living in the vicinity of airports</li> </ul>	<p><b>Not later than 1 year after the date of the act;</b> administrator shall review and revise Part 150.  <b>Briefing required 90 days from passage of the act, and every 6 months thereafter.</b></p>
787	REDUCING COMMUNITY AIRCRAFT NOISE EXPOSURE	<ul style="list-style-type: none"> <li>FAA shall take additional action to reduce aircraft noise when implementing or revising a new flight procedure</li> </ul>	No timeline
792	AIRCRAFT NOISE ADVISORY COMMITTEE	<ul style="list-style-type: none"> <li>Requires FAA to establish an Aircraft Noise Advisory Committee (ANAC) to advise the FAA on issues facing the aviation community that are related to aircraft noise exposure and existing FAA noise policies and regulations</li> <li>Duties will include: (1) evaluation of research on aircraft noise, (2) assessment of alternative noise metrics, (3) evaluation of 65 dB noise threshold (4) evaluation of noise mitigation strategies and community engagement</li> <li>Must be formed pursuant to the Federal Advisory Committee Act (FACA) of 1972</li> </ul>	FAA must establish the committee by <b>November 12, 2024.</b>
793 (a)	COMMUNITY COLLABORATION PROGRAM	<ul style="list-style-type: none"> <li>FAA shall establish a new “Community Collaboration Program” (CCP)</li> </ul>	No timeline
793 (b)	COMMUNITY COLLABORATION PROGRAM	<ul style="list-style-type: none"> <li>FAA must carry out engagement efforts related to air traffic procedure changes, coordinate with Regional Ombudsmen, increase the responsiveness of the FAA’s noise complaint process, and implement GAO recommendations related to improving outreach on noise.</li> </ul>	FAA must brief Congress on the CCP <b>within 2 years of implementing the GAO recommendations</b> related to improving outreach on noise.

# FAA Reauthorization Act of 2024 – Noise Sections

Sec.	Title	Description	Implementation Timeline
795	MECHANISMS TO REDUCE HELICOPTER NOISE	<ul style="list-style-type: none"><li>Requirement to conduct a GAO study on ways state and local governments can mitigate commercial helicopter noise</li></ul>	GAO must submit a report to Congress <b>by May 16, 2026</b> .
909	ENVIRONMENTAL REVIEW AND NOISE CERTIFICATION	<ul style="list-style-type: none"><li>FAA must publish NEPA guidance relating to unmanned aircraft system-specific environmental reviews. Require appropriate noise measurement procedures to certify unmanned aircraft. FAA shall establish substantive criteria and standard metrics related to the noise impacts of an unmanned aircraft</li></ul>	<b>Not later than 180 days after the act</b> , FAA shall issue environmental review guidance for unmanned systems. Nonapplication of noise certification shall continue until administrator finalized the noise certification requirements for unmanned aircraft in part 36.

# FAA Noise Policy Review

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- May 16, 2024: FAA Reauthorization signed in to law.
- September 27, 2024: FAA published 189-page narrative document with a summary of comments
- October 2024: FAA begins presenting information from the summary document
- January 15, 2025: FAA Releases two documents
  - *Charter of the Aircraft Noise Advisory Committee (ANAC): U.S. Department of Transportation*
  - *Membership Balance Plan*

Sources:

<https://www.faa.gov/noisepolicyreview/summary-of-comments>

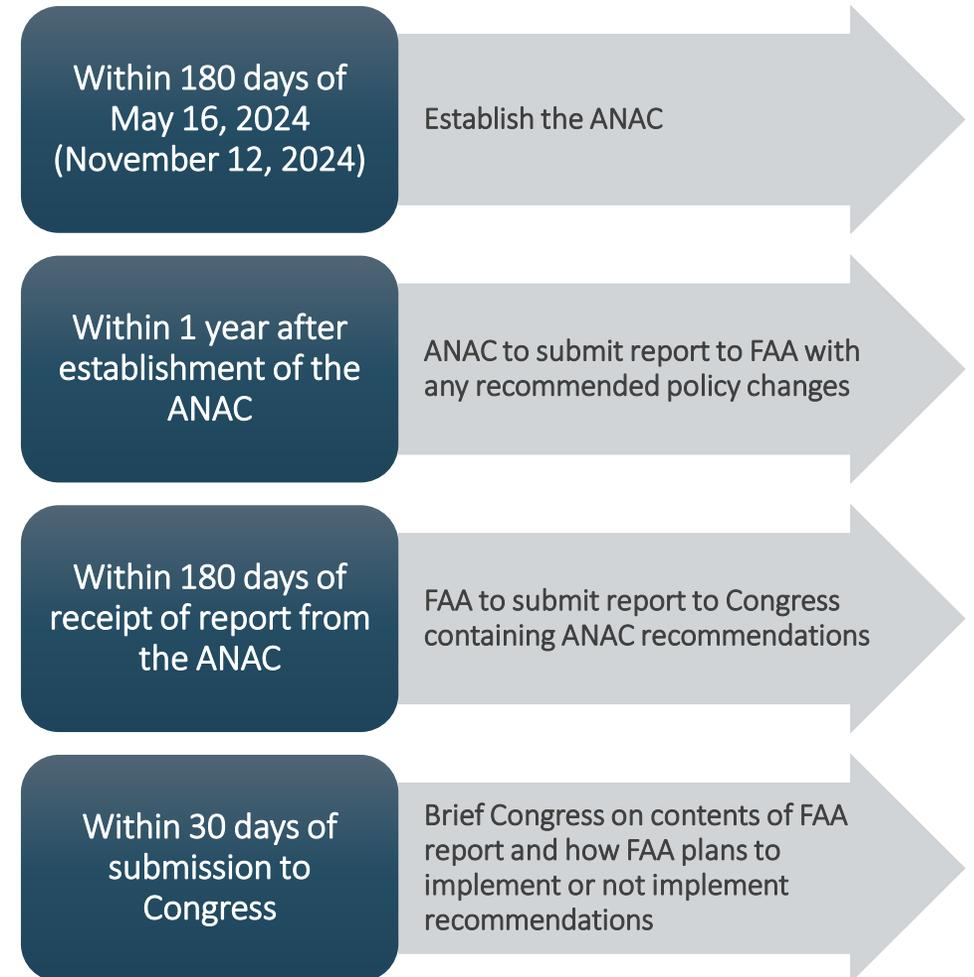
<https://www.faa.gov/regulationspolicies/rulemaking/committees/aircraft-noise-advisory-committee/membership-balance-plan.pdf>

<https://www.faa.gov/regulationspolicies/rulemaking/committees/aircraft-noise-advisory-committee/charter.pdf>



# FAA Reauthorization Section 792: AIRCRAFT Noise advisory committee (ANAC) membership and timeline(s)

- Requires FAA to establish an Aircraft Noise Advisory Committee (ANAC) to advise the FAA on issues facing the aviation community that are related to aircraft noise exposure and existing FAA noise policies and regulations
- Duties will include: (1) evaluation of research on aircraft noise, (2) assessment of alternative noise metrics, (3) evaluation of 65 dB noise threshold (4) evaluation of noise mitigation strategies and community engagement
- Must be formed pursuant to the Federal Advisory Committee Act (FACA) of 1972
- At least one representative each of:
  - Engine manufacturers
  - Air Carriers
  - Airport owners or operators
  - Aircraft manufacturers
  - AAM manufacturers or operators
  - Institutions of higher education
- Representatives of airport-adjacent communities from geographically diverse regions



# WHAT IS A FACA GROUP?

- Federal Advisory Committee Act of 1972:
  - Legal foundation defining how federal advisory committees operate
  - The law has special emphasis on open meetings, chartering, public involvement, and reporting
- FAA compliance with FACA requirements are outlined in [The Federal Aviation Administration Rulemaking and Federal Advisory Committees Manual](#)
- Outlines various requirements for creating a Federal Advisory Committee including:
  - Required documents (Charter, Membership Balance Plan, Public Notification)
  - Membership selection and solicitation
  - Member roles and responsibilities
  - Advance notice and openness of meetings
  - Public availability of meeting materials

	<b>Office of Rulemaking (ARM)</b>	Revision 41
Title: The Federal Aviation Administration Rulemaking and Federal Advisory Committees Manual		Effective: Upon Signature
		Page 1 of 55

## The Federal Aviation Administration Rulemaking and Federal Advisory Committees Manual

Approval:  Digitally signed by BRANDON LEE ROBERTS  
Date: 2024.06.06 11:19:35 -0400  
Executive Director, Office of Rulemaking

# Overview of noise policy review

- In late 2021, the FAA initiated a review of their noise policy.
  - This effort will build on work to advance the scientific understanding of noise impacts as well as the development of analytical tools and technologies.
- It will consider new evidence from the agency's noise research program, including from the Neighborhood Environmental Survey (NES), and the distribution of environmental risks, tradeoffs, or externalities across communities.
- Goals
  - Identify and implement well-reasoned, scientifically-grounded noise policy updates that incorporate FAA's updated understanding of aviation noise and human response and the development of analytical tools and technologies to better manage and reduce the environmental impacts of aviation
  - Conduct an inclusive, transparent, and participatory process that prioritizes input from substantially affected stakeholders, including local communities

# Noise policy review federal register notice

- [Published](#) on May 1, 2023, initially with a 90-day comment period ending July 31, 2023. Comment period was extended an additional 60 days and closed on September 29, 2023
  - Included a background on FAA Civil Aircraft Noise Policy, outlines next steps, and requested input on 11 questions
  - Comment period extended based on requests from the public, elected officials, and industry/trade groups
- Included link to a companion [framing paper](#), “*The Foundational Elements of the Federal Aviation Administration Civil Aviation Noise Policy: The Noise Measurement System, its Component Noise Metrics, and Noise Thresholds*”
  - Intended to be read in parallel with Federal Register Notice
  - Provides additional context and discussion around questions posed in the Federal Register Notice to help stakeholders better understand the questions and feedback sought
- Created [Noise Policy Review landing page](#) which contains educational materials and videos, webinar recordings, and updates on policy review process

The screenshot shows the top of a Federal Register notice. At the top left is the National Archives logo. To its right is the text "FEDERAL REGISTER" in large bold letters, with "The Daily Journal of the United States Government" underneath. On the far right is the seal of the Federal Aviation Administration. Below this is a blue bar with a white "N" icon and the word "Notice". The main title of the notice is "Request for Comments on the Federal Aviation Administration's Review of the Civil Aviation Noise Policy, Notice of Public Meeting". Below the title is a line of text: "A Notice by the Federal Aviation Administration on 05/01/2023". The main content area is titled "PUBLISHED DOCUMENT" and contains sections for "AGENCY:", "ACTION:", and "SUMMARY:". The "AGENCY:" section lists "Federal Aviation Administration (FAA), DOT.". The "ACTION:" section lists "Notice of public meeting; Request for comments.". The "SUMMARY:" section begins with "The FAA invites public comments from interested individuals, entities, and other parties to review four key considerations of its civil aviation noise policy; in the context of noise metrics and noise thresholds. The civil aviation noise policy sets forth how the FAA analyzes, explains, and publicly presents changes in noise exposure from aviation activity: recreational and commercial fixed wing airplanes, helicopters, commercial space transportation vehicles, unmanned aircraft systems, as well as emerging technology vehicles (newer types of vehicles that will operate in U.S. airspace). The FAA will consider how changes to the civil aviation noise policy may better inform agency decisionmaking, the types of impacts it considers in making decisions ( e.g., community annoyance, certain types of adverse health impacts highly correlated with aviation noise exposure), and potential improvements to how the FAA analyzes, explains, and presents changes in exposure to civil aviation noise." On the right side of the page is a "DOCUMENT DETAILS" sidebar containing information such as "Printed version: PDF", "Publication Date: 05/01/2023", "Agencies: Department of Transportation, Federal Aviation Administration", "Dates: Comments: Send comments on or before July 31, 2023.", "Comments Close: 07/31/2023", "Document Type: Notice", "Document Citation: 88 FR 28641", "Page: 28641-28647 (7 pages)", "Agency/Docket Number: Docket No.: FAA-2023-0855", and "Document Number: 2023-09113".

# Comment review process and status

- Upon closure of the Noise Policy Review Federal Register Notice, FAA began reviewing all 4,857 comments submitted to the docket
- Comment review process included:
  1. Developing a database of comments
  2. Categorizing the comments and generating statistical summaries of who submitted comments, where comments were submitted, and what topics were identified with regards to noise impacts and policy recommendations
  3. Identifying common themes from the comments and synthesizing relevant excerpts to aid in policy deliberations
- FAA completed the comment review and released a comment summary outlining common comment themes and statistics from stakeholders on September 27, 2024

# THEMES FROM COMMENTS ON FEDERAL REGISTER NOTICE



# Common Themes BY GROUP

- Community Groups:
  - Believe sufficient data exists to proceed with changes to policy and metrics, based on the NES
  - Several community groups made specific recommendations for metrics and thresholds of Day-Night Average Sound Level of (DNL) 55 dB for close-in communities and Number Above Ambient (NAA) for overflight communities
- Industry Groups:
  - Not opposed to other metrics or revised thresholds, but do not support changes without further study of the policy implications
  - Research needed on whether other metrics are better at predicting human response to aircraft noise
  - Analysis needed on the economic impacts of possible policy options

# Key Topics ACROSS STAKEHOLDERS

- Overflight effects on residential communities affect quality of life in some neighborhoods well outside DNL 65 dB
- FAA's noise policy should address both "close-in" and "overflight" communities. Many Community groups believe these affected communities should be treated differently
- Health impacts are a concern to many residents, and that nighttime noise has an impact on health. These factors should be considered in policy making
- Before finalizing policy changes, the FAA needs to clearly outline its policy options and provide results of detailed policy analyses, including cost-benefit analysis, and complete health effects research
- Noise data should be shared early, often, and clearly with the public to foster trust and a positive relationship with the FAA

# Common STAKEHOLDER Recommendations

- FAA needs to clarify its policy-making process
- As a decision-making metric, DNL is an adequate decision-making metric for land use compatibility for “close-in” communities
- Alternative/supplemental metrics are useful and might be appropriate for decision-making in some circumstances
- FAA needs to provide additional opportunities for stakeholder engagement

# COMMONALITY BETWEEN NOISE POLICY REVIEW AND FAA REAUTHORIZATION PROVISIONS

	Section 792 Aircraft Noise Advisory Committee	Noise Policy Review	Section 786 Part 150 Update
1	Evaluate existing impacts and annoyance research	Consider findings from ongoing noise research	14 CFR Part 150, Appendix A, Table 1 establishes land use compatibility based in part on annoyance response
2	Assess alternative metrics to supplement/replace DNL	Consider use of other metrics in lieu of or in addition to DNL	14 CFR Part 150, Appendix A, Section A150.3(b) establishes DNL as basis of analysis
3	Evaluate DNL 65 dB threshold	Review whether to continue to use DNL 65 dB threshold	14 CFR Part 150, Appendix A, Section A150.101(d) establishes DNL 65 dB threshold
	Evaluate noise mitigation strategies and FAA community engagement efforts	Seek public and stakeholder input on NPR, and consider reviewing noise policy more frequently to respond to new information	Conduct outreach on current and future noise policies before implementing any changes.

Source:

FAA Presentation to AAAE/ACI-NA Noise Conference, October 2024



# Questions?

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# Public Comment – Update on the Implementation of the FAA Reauthorization Act of 2024 and Status of FAA Noise Policy Review



# ANAC Q&A / Discussion – Update on the Implementation of the FAA Reauthorization Act of 2024 and Status of FAA Noise Policy Review



# Quieter Home Program – Programmatic Agreement Update

Tavia Doyle – Quieter Home Program Manager

# Public Comment – Quieter Home Program – Programmatic Agreement Update



# ANAC Q&A / Discussion – Quieter Home Program – Programmatic Agreement Update



# Non-Agenda Public Comment



# September ANAC Meeting Cancelled

Next Meeting Date:  
*November 19, 2025*

Administration Building  
*Tin Goose Room*  
2417 McCain Rd  
San Diego, CA 92101



# Adjourn