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Airport Noise Advisory Committee (ANAC) Agenda

Wednesday, November 19, 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, Denise Vedder, Ethan Paul, Melinda Lee, Scott Case, Pete Shearer, Gloria Henson, John Terell, Amber Pleiss, Angelica Wallace, Polina Mitcheom, Jorge Rubio, Jim Gruny, Robert Bates, Phil Derner, Mariano Sarrate, Cesar Solis, Gita Akbarpour, Genevieve Fong, Ross Tritt, Guillermo Castillo, Larri Frelow, David Flores.

ACTION ITEMS:

1. APPROVAL OF PREVIOUS MEETING SUMMARY:

RECOMMENDATION: Approve ANAC Meeting Summaries from November 20, 2024, February 19, 2025, & May 21, 2025

PRESENTATIONS:

1. ACI / AAAE Noise Conference
2. Curfew Update
3. Portable Noise Monitor Reports
4. Quieter Home Programmatic Agreement

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: February 18, 2026

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



MEETING SUMMARY

Airport Noise Advisory Committee

Date | Time 05/21/2025 4:00 p.m.

In Attendance

Meeting called to order by: Joan Isaacson

Name	Affiliation	In Attendance
Community Planning Groups Within the 65 dB contour		
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
Community Planning Groups Outside the 65 dB contour		
Gloria Henson	Mission Beach Precise Planning Board	No
John Terell	Pacific Beach Planning Group	Yes
Dr. Matthew Price	La Jolla Community Planning Association	No*
Angelica Wallace	Spring Valley Community Planning Group	Yes
Aviation Stakeholders		
Polina Mitcheom	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	Yes
Jim Gruny	MCRD	Yes
Robert Bates	Airline Pilot (Active)	No*
Carl Stallone	Airline Flight Operations	Yes
Phil Derner	NBAA	No
Ex-Officio Non-Voting Members		
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	No*
Ross Tritt	Assembly Member, District 77, for Tasha Horvath	No
Larri Frelow	FAA Representative	No
David Flores	S.D. County Board of Supervisors, District 1	No
SDCRAA Staff		
Joan Isaacson	Facilitator (Kearns & West)	Yes
Angela Shafer-Payne	VP & Chief Development Officer	Yes
Chris Walker	Manager of Aircraft Noise	Yes
Roman Lanyak	Senior Noise Abatement Specialist	Yes
William "Billy" Hobson	Noise Abatement Specialist II	Yes
Tyler Reince	Noise Abatement Specialist	Yes
Tavia Doyle	Quieter Home Program Manager	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.*

1. Welcome and Introductions

Joan Isaacson, facilitator for the Airport Noise Advisory Committee (ANAC), opened the meeting at 4:00 p.m. with introductions. The SAN ANAC is currently searching for an individual to fill the *General community Member Within the 65 Decibel Contour – East* position. ANAC members are welcome to share this information with interested parties and encourage them to apply for the position. Airport staff can verify if they meet the criteria to fill the vacant position.

Chris Walker, manager of Aircraft Noise at the San Diego County Regional Airport Authority (SDCRAA) reminded members the 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. There would be an invite only community event for ANAC members though, with information to follow in the coming months.

2. Roll Call

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

3. Action Item: Approval of previous meeting summaries

November 20, 2024 & February 19, 2025 Meeting Summaries

A total of nine voting members attended the ANAC meeting. A quorum was not present to approve the November 20, 2024 and February 19, 2025 meeting summaries.

3. Presentations:

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?EntryId=17958>

1. Fly Quiet Program – 2024 Winners

Roman Lanyak from the San Diego County Regional Airport Authority (SDCRAA) presented a report detailing the winners of the Fly Quiet Program (FQP) for 2024. The FQP was established in 2017 to compare air carriers that operate at the San Diego International Airport (SAN), measuring which ones operate the quietest throughout the year. The FQP contains three primary measuring metrics: fleet quality [established by the Federal Aviation Administration (FAA)], noise exceedance levels (registered by noise monitors located east

and west of SAN), and curfew violations (non-medical aircraft departing between 11:30 p.m. - 6:30 a.m.). A fourth element, fleet quality during nighttime hours (10:00 p.m. - 7:00 a.m.) is also measured in the scoring element. There are four categories of winners for the FQP: Large Domestic Carrier (serving greater than 10% of SAN passengers), Small Domestic Carrier (serving less than 10% of SAN passengers), Cargo Carrier, and International Carrier.

United Airlines won the Large Domestic category, Breeze Airways won the Small Domestic category, DHL Airlines won the Cargo category, and Lufthansa Airlines won the International Category. These were each due to a combination of good fleet quality scores (operating quieter aircraft), limited nighttime departures, and great compliance with curfew regulations. Winners are notified, presented with an award, recognition from the airport CEO, and free advertisements in the baggage claim area of terminal two.

Chris Walker added the full report would be available online in the coming weeks. Curfew violations play a factor when all other scores are similar between air carriers for the FQP.

Public Comment:

[There were no public comments]

Questions from ANAC:

Ethan Paul asked if curfew violations due to factors such as weather would have been included in the scoring element for the FQP, or if only violations explained by the air carriers behavior.

Roman Lanyak assured that all curfew violations are added to the scoring parameters. If there was a departure during curfew hours, it was added as a deduction.

Melinda Lee stated the FQP has not made anything quieter in the Golden Hill area.

Jorge Rubio thanked the SAN staff for the report. Having information on which airlines are complying, and which ones are not, is helpful.

Tyler Reince expanded that the winners can be consistent or change each year. The Cargo and International categories had the same winners as the previous year, but Large Domestic and Small Domestic had different winners this year.

Angelic Wallace asked what winning air carriers receive as an award, and how do they qualify?

Roman Lanyak answered the winning carriers receive public recognition. Advertisement is provided, and a letter signed by the SAN CEO acknowledges their efforts too.

John Barney wanted to know if airport staff was finding more compliance from the carriers over time, compared to prior winners.

Roman Lanyak mentioned the airport does not receive much feedback from the airlines, it is a voluntary program.

Tyler Reince added a common tie to all the winners was having either no curfew violations, or a high curfew compliance score. It is very hard to fly quiet if a carrier consistently violates curfew hours at SAN.

John Barney also mentioned airlines like Lufthansa only have one or two flights daily. Is it truly a fair comparison when scoring the FQP when an airline's operations are so limited?

Roman Lanyak did say the number of operations is taken into account when comparing fleet quality. It can be hard to compare two airlines with such drastic differences in yearly operations, but the formula for scoring does account for this to a degree.

Jorge Rubio queried if the airport was aware of any incentives or motivators the airlines conduct for their employees to turn flights around on time for departure?

Roman Lanyak believed this mostly had to do with curfew compliance. Airlines who have violated curfew more in the past do begin looking at fixing their operations to improve their curfew compliance going forward. Points can start deducting quickly from the air carriers FQP score once the curfew violations start to pop up.

Ethan Paul asked if the winners this year had better or worse scores on the fleet composition, compared to prior years?

Roman Lanyak said he would have to look at the prior year's report to compare.

Chris Walker said airport staff could follow-up with ANAC to answer that question.

2. Airport Authority Updates

Chris Walker provided updates on mitigation measures set forth by the airport. When a major project is conducted at an airport, environmental impacts must be reported, including noise measures. These would be for the 2024 calendar year.

The airport's sound insulation program [otherwise known as the Quieter Home Program (QHP)] completed 234 units in 2024, with a projection of 300 units to be completed by the end of 2025. The noise exposure map will begin being updated in 2027, showing a five-year projection to the year 2032. This is the map that displays initial qualification factors for the QHP. The portable noise monitor program completed one report in 2024. The airport has had multiple inquiries on this program, but few follow-ups. The FAA Reauthorization Act passed by Congress and shares noise policies on a federal level that may roll out in coming years. Lastly, fines occurred from curfew violations are put towards the QHP for SAN.

Public Comment:

[There were no public comments]

Questions from ANAC:

[There were no questions from ANAC members]

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

Tim Middleton, consultant with Harris Miller Miller & Hanson Inc (HMMH), provided an update on the recent passage of the FAA Reauthorization Act (2024). This act was passed by Congress, where rules and regulations are changed to match modernization and direct the FAA where to address topics. Pertaining to noise related areas, this includes instructions on how to change flight procedures, establishing a national airport noise advisory committee, continuing a community engagement officer program, uncrewed aircraft system certification noise policies, among others.

In 1979, Congress directed the FAA to establish a single system for measuring noise and levels for non-compatible land use. The FAA has been reviewing their noise policy since 2021. Two documents were published in January 2025, a charter and membership plan for the planned national ANAC. Duties from this ANAC will potentially include looking at evaluations of research efforts having to do with noise, assessing alternate noise metrics, evaluating the 65-decibel threshold and noise mitigation strategies. The FAA will have to follow guidelines set by the Federal Advisory Committee Act (FACA) of 1972.

In 2014, the FAA began the neighborhood environmental survey (NES), looking at 20 airports around the country to analyze how communities around airports were affected by noise, compared to the current 65 decibel contours in place. This information was published. With much more data available now compared to the 1980s, the FAA wants to see where modernization efforts in this regard can be accomplished. Public comment was taken on a nationwide level with this NES. Findings showed that individuals are annoyed by noise at lower decibel levels than the established 65 decibel level sets. With the FAA Reauthorization, this study is being coupled with the FAA ANAC, to potentially address solutions for modern noise issues. The FAA would like to outline all potential policy options, with a cost / benefit analysis, before making new recommendations.

Chris Walker supplemented Tim's report by stating SAN provided comment to the FAA during the NES comment period. If SAN were to lower the threshold for the QHP from 65 decibels to 60 decibels, it would add an additional 14,000 units.

Tim Middleton concluded by verifying the FAA does have authority to create noise policy. The FAA can change their policy without an act of Congress; Congress is capable of changing the policy as well. Current FAA Reauthorization goes to September 30, 2028; this would be a reasonable expectation for a timeline for reports pertaining to this act.

Public Comment:

[There were no public comments]

Questions from ANAC:

John Terrell asked if the 65-decibel standard had been the standard since 1982, was this the minimal standard or has any airport gone to a lower standard on their own?

Tim Middleton stated the 65-decibel was the standard. There is one airport, Minneapolis-Saint Paul International Airport (MSP), sound insulating out to 60 decibels. However, any funding for insulation below the 65-decibel threshold cannot come from the federal level.

Ethan Paul inquired if the SAN ANAC could do (such as sending a letter) to the FAA know they approve or disapprove of their findings?

Tim Middleton advised it is not uncommon for airport advisory committees to come together and state what they support. Groups around the country do this, and the SAN ANAC could work with Chris Walker's group to manage this.

Angela Shafer-Payne, VP & Chief Development Officer for the SDCRAA, stated the airport would consider any letter provided. SAN still has thousands of homes in the current QHP, it would be years before consideration of lowering the 65-decibel threshold would be considered.

John Terrell asked if health and safety impacts regarding the noise could be discussed. Are public comments coming from a more emotional or rational standpoint?

Tim Middleton mentioned the FAA has looked at health impacts when it comes to noise, as do international organizations such as the International Civil Aviation Organization (ICAO). ICAO published a report in 2019, where there are generally correlations, but not immediate causations. Congress does fund the FAA to do research on it and continues to be reviewed.

4. Quieter Home Program – Programmatic Agreement Update

Tavia Doyle, Quieter Home Program Manager for the SDCRAA, provided an update on the Programmatic Agreement that has been under review in reference to the QHP. This document outlines how to treat homes designated historic in the 65-decibel contour area. Routing for signature would hopefully commence July 7, 2025. Routing could potentially be challenging, as different departments can have different ideas regarding requirements to sign.

Public Comment:

[There were no public comments]

Questions from ANAC:

[There were no questions from ANAC members]

4. Public Comment (non-agenda items)

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

Next Meeting / Adjourn

The next ANAC meeting would be held on November 19, 2025, in the airport's administration building.

The meeting was adjourned.

DRAFT



SAN Airport Noise Advisory Committee

November 19, 2025



Agenda

Welcome, Roll Call, Meeting Logistics.

ACTION ITEMS:

Approval of Meeting Summaries:

November 20, 2024, February 19, 2025, & May 21, 2025.

PRESENTATION ITEMS:

- 1.) ACI / AAAE Noise Conference
- 2.) Curfew Update
- 3.) Portable Noise Monitor Reports
- 4.) Quieter Home Program Programmatic Agreement

NON-AGENDA PUBLIC COMMENT

Adjourn – 2026 Meeting Dates:

February 18th, May 20th, September 16th, November 18th



Approval of Previous Meeting Summaries

November 20, 2024
February 19, 2025
May 21, 2025

Note: ANAC Members are not required to have attended previous meetings to vote on approval.



Public Comment Approval of Previous Meeting Summaries



ANAC Q&A / Discussion Approval of Previous Meeting Summaries



ACI / AAAE Noise Conference

Chris Walker – Manager of Aircraft Noise



Materials will be added.

Public Comment ACI / AAAE Noise Conference



ANAC Q&A / Discussion
ACI / AAAE Noise Conference



Curfew Update

Billy Hobson–Noise Abatement Specialist II



	2024	2025
Curfew Violations (as of 10.31)	133	139
Fines Assessed	\$448,000	\$966,000
Weather related	53	37
Mechanical	29	25
Miscellaneous	11	12
Pending	0	25
Violations Fined	40	40

- Violations higher than this time last year.
- Several Airlines with high multipliers that will continue into the new year.
- Concerns regarding the rise in violations has been communicated to carriers.

Public Comment Curfew Update



ANAC Q&A / Discussion Curfew Update



Portable Noise Monitor Reports

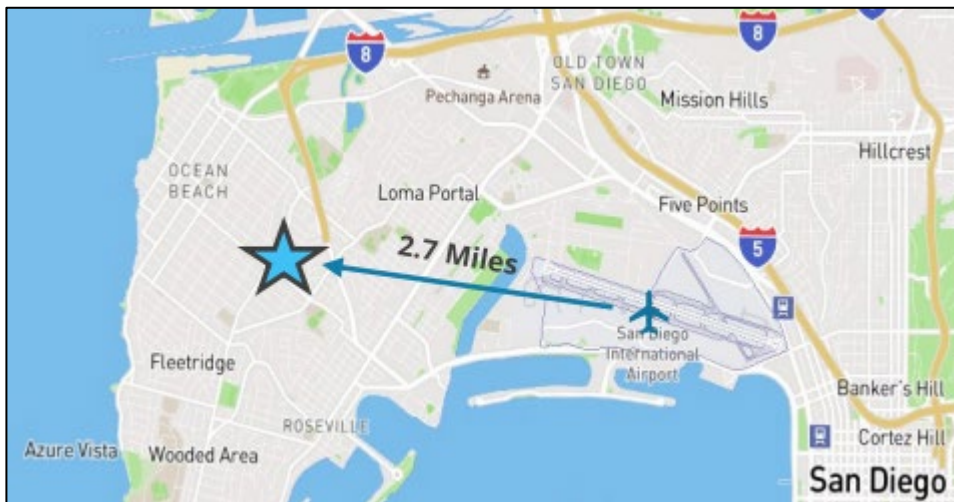
Tyler Reince – Noise Abatement Specialist



Completed reports to date: 11
Reports completed in 2025: 4

Community with most reports: *Peninsula Community Planning Group (7)*

Average Distance from SAN Airport to PNM location – 3.7 miles
Average SAN aircraft overflights during PNM monitoring period – 1,646 aircraft



Portable Noise Monitor Reports

Tyler Reince – Noise Abatement Specialist



Report Date	Community Group	Street Location	Distance from SAN	65 dB Contour Area	Average CNEL over 65 dBs
October 20, 2022	Ocean Beach	Muir Ave	3.5 miles	Outside	No -- 64
October 20, 2022	Valle de Oro	Avoyer Pl	12.4 miles	Outside	No -- 53
December 15, 2022	Peninsula	Tarento Dr	3.9 miles	Outside	No -- 50
January 26, 2023	Peninsula	Saratoga Ave	3.2 miles	Outside	No -- 63
May 26, 2023	Mission Beach	Avalon Ct	4.3 miles	Outside	No -- 63
June 16, 2023	Peninsula	Loma Riviera Dr	2.7 miles	Outside	No -- 60
April 16, 2024	Peninsula	Russell St	2.0 miles	Outside	No -- 62
August 15, 2025	Peninsula	Milan St	2.5 miles	Outside	No -- 60
September 16, 2025	Peninsula	Barnard St	2.5 miles	Inside	Yes -- 66
September 29, 2025	Peninsula	Narragansett Ave	2.7 miles	Outside	No -- 61
October 23, 2025	Uptown	Hawk St	1.2 miles	Outside	No -- 55

PNM Application Link: <https://www.san.org/aircraft-noise/portable-noise-monitoring-application/>

Public Comment Portable Noise Monitor Reports



ANAC Q&A / Discussion Portable Noise Monitor Reports



Quieter Home Program Update

Tavia Doyle – Construction Manager, Quieter Home Program



Quieter Home Program Update

Tavia Doyle – Construction Manager: Quieter Home Program



Programmatic Agreement Update:

- The Programmatic Agreement, which outlines how potentially historic homes are treated in the Quieter Home Program, has been signed by all required parties.
- We have launched our first historic group.



Updated QHP Homeowner Video:

- QHP has recently updated its homeowner video.
- Designed to provide a general Program overview to the public.
- Aid in onboarding homeowners enrolled in the Program.

Public Comment Quieter Home Program Programmatic Agreement



ANAC Q&A / Discussion Quieter Home Program Programmatic Agreement



Non-Agenda Public Comment



Meeting Dates – 2026



February 18th

May 20th

September 16th

November 18th

Administration Building

Tin Goose Room

2417 McCain Rd

San Diego, CA 92101

Adjourn



SAN DIEGO
INTERNATIONAL AIRPORT