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Airport Noise Advisory Committee (ANAC) Agenda

Wednesday, February 18, 2026
4:00 PM

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 Office of the Authority Clerk 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, Anya Rodriguez, Gita Akbarpour, Genevieve Fong, Guillermo Castillo, Ross Tritt, David Flores, Larri Frelow.

Wednesday, February 18, 2026

ACTION ITEMS:

1. APPROVAL OF PREVIOUS MEETING SUMMARY:

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

PRESENTATIONS:

1. Noise Statistics Review
2. Curfew Update
3. Update on Noise Mitigation Measures

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: May 20, 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 11/19/2025 4:00 p.m.

In Attendance

Meeting called to order by: Joan Isaacson

Name	Affiliation	In Attendance
Community Planning Groups Within 65 dB contour		
Will Hooper	Peninsula Community Planning Board	No
Chris Szulewski	Ocean Beach Planning Board	No*
Denise Vedder	Midway-Pacific Highway Community Planning Group	No*
Ethan Paul	Downtown Community Planning Council	Yes
Melinda Lee	Greater Golden Hill Planning Committee	Yes
Scott Case	Uptown Community Planning Group	Yes
Peter Shearer	Community Resident at Large within 65 dB CNEL – West	No
Community Planning Groups Outside 65 dB contour		
Gloria Henson	Mission Beach Precise Planning Board	Yes
John Terell	Pacific Beach Planning Group	Yes
Amber Pleiss	La Jolla Community Planning Association	Yes
Angelica Wallace	Spring Valley Community Planning Group	Yes
Aviation Stakeholders		
Polina Mitcheom	San Diego County Airports	No*
Jorge Rubio	City of San Diego Airports	No
Jim Gruny	Marine Corps Recruiting Depot	No*
Robert Bates	Airline Pilot (Active)	No*
[Vacant]	Airline Flight Operations	N / A
Phil Derner	National Business Aviation Association	No
Ex-Officio Non-Voting Members		
Gene Reindel	Vice President (HMMH)	Yes
Anya Rodriguez	Congress, 50th District for Rep. Scott Peters	Yes
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
David Flores	S.D. County Board of Supervisors, District 1	No
Larri Frelow	FAA Representative	Yes
SDCRAA Staff		
Joan Isaacson	Facilitator (<i>Kearns & West</i>)	Yes
Matt Harris	Director: Government Relations	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 **bolded**, 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 announcements. 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.

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, & May 21, 2025 Meeting Summaries

A total of seven voting members attended the ANAC meeting. A quorum was not present to approve the November 20, 2024, February 19, 2025, and May 21, 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/wp-content/uploads/2025/11/ANAC_Meeting_Materials_2025_11_19.pdf

1. ACI / AAAE Noise Conference

Chris Walker from the San Diego County Regional Airport Authority (SDCRAA) presented a report on information received from the ACI / AAAE (Airport Council International / American Association of Airport Executives) Noise Conference in Naples, FL. One key topic included the recent government shutdown (which had ended by the time of this meeting). San Diego International Airport (SAN) fared well during this period, compared to other major airports. Another topic covered was the Federal Aviation Administration (FAA) Noise Policy Review. Is the day-night average sound level (CNEL in California) still the best way to measure noise levels? FAA completed a review of over 4,800 public comments and was in the process of establishing a FAA Airport Noise Advisory Committee (ANAC). Many noise offices around the country are waiting for an update from the FAA on this topic. Another

concern brought up by noise offices was the use of artificial intelligence (AI) generated noise complaints.

In Las Vegas, there has been an onslaught of noise complaints that had been originating from one AI source. This could lead to potential issues, as it takes away from meaningful noise complaints that provide detailed responses, versus spamming to get attention. No abnormalities were detected at San Diego International Airport (SAN) so far. The SAN Noise Office had reached out to its service provider [[Envirosuite](#)] to ensure the office was not getting any spam / non-human complaints.

Another key topic from the conference was regarding general aviation airports (airports that focus heavily on non-airline and non-military operations), the increase in noise complaints associated with an increase in their aircraft operations. This has resulted in a high demand for noise monitors to be established at various airports across the country. SAN currently has 23 active noise monitors, located West and East of the airfield.

A final topic discussed was ongoing health studies on the effects of aircraft noise on individuals. One being Aircraft Night Noise Effects ([ANNE](#)) in the United Kingdom (UK). This is a three-year study that has recently ended. Results were still pending, expected to be published in the Spring of 2026. There is also the FAA's [CLEEN](#) Program in the United States (U.S.).

Public Comment:

[There were no public comments]

Questions from ANAC:

Scott Case of Uptown asked if SAN had a common backend system across the FAA or was there a system unique that SAN utilized for handling noise complaints and possible AI issues.

Chris Walker stated SAN utilized a system called Airport Noise Operations Monitoring System (ANOMS), provided by the company *Envirosuite*. The noise monitors placed in the communities near SAN then measure noise, the data is collected uploaded to the server, which staff can see and analyze, as needed. ANOMS is also the same system that tracks noise complaints, including those submitted through the [WebTrak](#) software system.

Scott Case wanted to clarify that SAN was not getting hit with a bunch of spam noise complaints, such as Las Vegas currently was. Could there be a common backend solution that would apply to multiple sights geographically to provide that protection?

Chris Walker said currently no, but, could happen. Random email addresses could be generated, in theory.

Gloria Henson of Mission Beach asked when new members join ANAC, do they receive an introduction to noise related resources SAN has to offer? Secondly, regarding AI posting noise complaints, she seemed to recall a member of Mission Beach years ago having a device referred to as a 'clicker.' This allowed them to post thousands of complaints from a select few

houses. It was brought up at a Mission Beach Precise Planning Board meeting and how it put the data out of proportion.

Chris Walker clarified the 'clicker' was the third-party device created by a resident on San Diego. In the context of AI complaints, these differ because 'clicker' complaints are submitted by a member of the public who has registered their name and physical address through the device which is linked to our ANOMS. SAN knows who is submitting those responses.

Tyler Reince informed that all new ANAC members are offered the opportunity to have an onboarding session with the SAN noise staff. This can be done in the office or online, as needed. A review of the noise resources at SAN are reviewed, without unintentionally overwhelming members with new information.

Ethan Paul of Downtown asked if the AI generated complaints were along the lines of a Large Language Model (LLM), which would generate unique complaints. Or were these more obviously stating where the complaints originated from? Which would make it harder to tell if it was one person. Is this a new unique problem due to utilizing a LLM to create complaints that seem to have good quality, or is AI being used to make it more difficult to tell if it's simply one person submitting the complaints?

Chris Walker reminded ANAC that SAN had already reached out to Envirosuite (their ANOMS provider) and asked to verify on their end if they could detect any AI noise complaints from there. SAN has not seen any abnormalities as of now, and the noise office would be cognizant with their approach.

Amber Pleiss of La Jolla asked what the situation was for those AI complaints being received, were there wasted hours being spent addressing these, is it effecting quality of noise in an area, and were there penalties associated with these false complaints being submitted?

Chris Walker restated SAN was looking towards their service provider with answers, and it was not occurring at SAN right now. The primary concern would be wasting employee hours, putting a strain on staffing to sort through all the complaints requesting responses. Another potential concern would be community misrepresentation if AI generated complaints were concentrated in a certain area of the local geographic region.

Matt Harris of the SDCRAA stated it is always the goal to provide the noise staff with the best opportunity to serve the public and community. The 'clicker' button was relatively easy to sort. With AI, you can't and can lead to strains. More research and looking for operations that do not necessarily exist could arise. However, technology in operations and noise tracking has advanced over the years as well and detecting noise events that do not match up is easier than it was 20 years ago. Any potential legal penalties for submitting false AI information would be at a state and federal level.

2. Curfew Update

Billy Hobson of the SDCRAA provided an update on the latest statistics regarding curfew violations at SAN. As a review, SAN has a departure only curfew between 11:30 p.m. - 6:30 a.m. local time. An exemption is provided to aircraft operating as medical flights, per California state law. Each curfew violation is investigated and presented to a three-person review panel, comprised by airport employees in different departments. There is also a multiplier that is applied to the fine amount for repeat curfew violators from the same companies. As of October 31, 2025, there were six more curfew violations versus the same period in 2024. Weather related curfew violations were down this year, but 25 curfew violations were still pending review for the meeting in December. *Alaska Airlines* has paid the majority of the fines this year, due to their high multiplier. Concerns from the airport have been expressed to airlines with high curfew violations rates, and the airlines are aware of this. Two corporate meetings were held with *Alaska Airlines* as well. Fines collected from curfew violations go towards the SAN Quieter Home Program (QHP).

Public Comment:

[There were no public comments]

Questions from ANAC:

John Terrell of Pacific Beach asked what the total amount of operations were compared to the total number of curfew violations?

Billy Hobson said last year's SAN had about 230,000 total operations. This year, SAN was currently projected to be on pace for about 235,000 total operations. With half of these being arrivals and the other half departures, the curfew violation rate in 2025 was projected to be about one violation for every 750 departures.

Guillermo Castillo of San Diego City Council, District 2, inquired how the recent government shutdown effected curfew violations at SAN?

Billy Hobson said, as far as the curfew at SAN went, there wasn't really any noticeable effect from the government shutdown resulting in a large uptick in violations.

Angelica Wallace said a seven-times multiplier seemed high. Were explanations offered as to why airlines with this high of a multiplier kept breaking curfew?

Billy Hobson said there can be a variety of reasons, such as weather and mechanical issues arising. Notably, Alaska Airlines had two separate IT outages this year, one in July and one in October. This resulted in a nationwide ground stop for about four hours. This resulted in about eight curfew violations, ending in fines.

Angelica Wallace further clarified if the fines accumulated were only here in San Diego, or if that was nationwide?

Matt Harris stated that was only locally at SAN. There are only a few curfews in the whole country, new curfews are not allowed, but SAN is grandfathered in by a 35 year old law.

Airlines are allowed to depart though, airports cannot prevent a departure, but the fines can be issued. Airlines look at repositioning aircraft for the next day, which is often a consideration in their decision. Airlines know the rules and consequences, operations are expanding at SAN, and there is a lot still going on as staff adjust to larger airline operations. The airport is working with carriers and their schedules to avoid large headaches in the future as they grow. Additionally, if delays occur earlier in the day, there is time to catch up on their operations. Delays that occur closer to curfew time mean there is less room for recovery.

Guillermo Castillo sought clarification on when the curfew multiplier resets for air carriers.

Billy Hobson answered the multiplier updates every six calendar months, every July and January. *Alaska Airlines* was fined seven times from January 1st through June 30th, which is why they currently have a multiplier of seven. The number of times they are fined between July 1st and December 31st of this year will determine their multiplier between January 1st and June 30th of 2026. It is good to note that airlines tend to change in which ones are having the most curfew violations each year.

Matt Harris further explained the ultimate point of the curfew is to make the air carriers feel the monetary penalty for their decision.

Anya Rodriguez of Congress's 50th District, Scott Peters, asked if the multiplier was accumulated year-round, or did it reset every six months?

Billy Hobson reiterated the multiplier resets every sixth month, going back to the previous fine rate from the prior six-month compliance period.

Angelica Wallace sought specifics on when the curfew took effect. Was it wheels off the ground by 11:30 p.m. or when they were out of the airspace at 11:30 p.m.?

Billy Hobson answered it's based off when the aircraft departing thrusts up their engines. A nearby noise monitor then detects the noise event and is displayed on a radar replay screen the noise office can review to match the time.

Gloria Henson had a graph, which was submitted as public comment by a community member. She asked, based upon the data, if this indicated more peak periods in October?

Billy Hobson also said curfew violations from October had yet to be reviewed and would be reviewed in December. Curfew updates will be continuously provided to the ANAC going forward.

3. Portable Noise Monitor Report

Tyler Reince shared information from the portable noise monitor (PNM) reports that had been completed with SAN so far. The PNM program is a free service SAN offers to local residents. Allowing personalized summary of noise activity over their residence during a generic period of time. There have been 11 PNM reports published since starting the program

in 2022. The second half of 2025 saw a large uptick in requests, with four. Residents who are under the *Peninsula Community Planning Board* have made the most requests, with seven out of the eleven requests. PNM reports are published on the SAN website, which show information such as distance the PNM is from the airport, average Community Noise Equivalent Level (CNEL), number of aircraft noise events, among others. Every PNM report has supported findings from the airport's Part 150 Study as well, which determines eligibility for the Quieter Home Program (QHP). Anyone who has requested a PNM outside of the 65 decibel contour (required for the QHP) has had a noise level of below 65 decibels. The one request from inside of the 65 decibel contour, had shown average noise levels to be 66 decibels.

Public Comment:

[There were no public comments]

Questions from ANAC:

Gloria Henson queried the map displaying a line from the airport to a star located to the southwest. Stating it was not a flight path; what was the map displaying? Also, what was the 1,646 aircraft number referencing specifically?

Tyler Reince answered that the referenced map shows the distance from the airport the PNM was located for a particular study. The 1,646 aircraft was the average amount of SAN aircraft noise events over all the PNM reports. The PNM is calibrated to match the parameters of the nearest permanent noise monitor to the individual's address.

John Terell asked if the noise monitor was able to distinguish the aircraft noise from all the other noise that occurs in the area, such as when a truck drives by the street?

Tyler Reince stated the noise monitor can detect separate categories of noise events. The noise events are labeled numerically. It cannot be 100% perfect, but the noise team does listen to the loudest noise events to confirm accuracy of the noise being detected.

Gloria Henson asked, in reference to a document brought to the meeting, if the number listed on the bottom of the document was the ambient noise before an aircraft flew overhead? She said it looked like ambient levels of volume.

Tyler Reince stated the airport could not vouch for the document in question, since it was not generated by the airport staff.

Chris Walker stated staff are always happy to go out and deploy the PNM, if requested by a resident.

Gloria Henson called back to the Community Noise Equivalent Level (CNEL) data. The numbers could show average decibel levels below the 65 decibel range. However, noise events from aircraft could still create sound events up to 80 decibels.

Tyler Reince clarified that CNEL is a 24-hour average level of sound. Noise events above the CNEL average can happen throughout the day and still retain a lower CNEL average.

Gloria Henson mentioned residents may feel they are not below 65 decibels of sound if they experience multiple overflights, especially at night, with higher decibel levels.

Tyler Reince acknowledged Gloria's statement. He did remind the ANAC that this is the current way the FAA measures sound annoyance. The FAA is reviewing its current noise policy and its use of the day-night average sound level (DNL) as the sole metric. Lastly, the PNM can detect up to two noise events at the same time and receive their own noise category in the report when this occurs.

4. Quieter Home Program Programmatic Agreement

Tavia Doyle, Quieter Home Program (QHP) Manager for the SDCRAA, provided an update on the Programmatic Agreement (PA) for the QHP. The PA is essentially a guideline for how the airport can treat potentially historic homes in the flight path area. Many parameters are explored for determining if a home is historic, and what treatment would be best for construction on the historic homes. After multiple years of waiting, the PA has been approved, and historic homes can resume going forward with treatment. With one historic home group already gone through an initial orientation meeting.

Public Comment:

[There were no public comments]

Questions from ANAC:

Ethan Paul asked if the standards for noise reduction in a historic home were different than the standards for a non-historic home.

Tavia Doyle answered the standards to qualify for treatment of the home and the goals to reduce the internal house noise by at least five decibels were the same.

John Terrell gave compliments to the QHP, the homes treated are beautiful and well done. Does the airport make final determination based on input from the city, is the city the technical group for the historic?

Tavia Doyle explained that the city is essentially the final sign off for historic units. There is an internal consultant as well. The consultant pulls all the permits and records, including a viewing of the unit and neighborhoods. The architecture firm has a division dedicated to historic determination. A report is then sent to the city for concurrence. Another check is made, via reevaluation, at the permitting stage of the process.

Scott Case stated he heard there was potential changes about historic preservation and designation of historic homes in San Diego. As well as changing the historic review board.

Which would allow the city council to have veto power over what normal historians would designate. How would this impact the historic homes in the QHP?

Tavia Doyle answered that ultimately, the deciding factor is what the city decides. The airport submits the information they have collected to support their claim / suggestion that a unit is historic. However, treatment could not be started until approved as historic by the city.

Scott Case felt the process was starting to become slightly politicized. The political arm could override a historian's perspective on a particular unit. Those overrides could affect someone's home, disqualifying them for specific historic QHP supplies.

Tavia Doyle said the airport is not the designator. Usually, the city airs on the side of caution. If a unit could potentially be historic or not, it is more likely to be counted as historic.

Matt Harris added he did not believe every historical unit would have to go through city council approval. What was more likely to happen would be if there was a desire on part of the city to overrule a historic designation, then that would come forward. Which he felt did not appear pervasive at the current time.

Scott Case said the Community Planners Community, the umbrella organization over all community planning groups of San Diego, had taken a vote at their last meeting to advise the city they are very much opposed to the potential new process.

John Terrell wanted to clarify, there did not have to be a designation to go through the program?

Tavia Doyle answered that information was correct, no verdict needed to be anchored.

Matt Harris furthered the airport had already done many historic homes prior to 2020. Historic homes cost much more money than non-historic homes. Since it costs more money, the FAA wants to ensure the homes are accurately identified before designating funds for it.

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 February 18, 2026, in the airport's administration building.

Gloria Henson mentioned how the SAN ANAC did not have a quorum. How many people are out for the meeting that occurred today, and how many voting members attended the meeting today? There were several members who were inactive on a regular basis; did those votes have to be counted?

Tyler Reince stated there were a total of 18 voting members on the SAN ANAC; seven of those voting members were in attendance today.

Chris Walker said the voting members were appointed by the Airport Authority Board. A balanced approach to the SAN ANAC was felt to be best. Meaning, a mix between community representatives and aviation stakeholders. Admittedly, seats from the National Business Aviation Association (NBAA) and the Economic Development Corporation / Tourism (EDC) had been vacant for quite a while. The airport did reach out to a representative from the NBAA, who passed along a gentleman's email. After reaching out, there was not much communication from the organization. The airport would continue to reach out to these organizations, as well as communicating with the airport's external relations' department. It wasn't just the sole two organizations, as it does take a village to run an effective committee. Not having a quorum for over a year was not ideal, making it hard to take action and have a collaborative decision-making process.

Gloria Henson asked if there was a limit to how many meetings a member could miss in a year before being removed.

Tyler Reince said there was no hard rule for removing members. However, the airport does take note of member attendance. If it is noticed that a particular member has been absent for a while, then the noise staff does reach out to the appropriate personnel to follow-up. Ultimately though, it was not up to the airport who fills the positions. Additionally, it is recognized that every meeting is not always able to be attended by members. If several members miss the same meeting, it can fail to reach the quorum. For this meeting, as one example, the Airline Flight Operations position went vacant. Due to previously being filled by a Spirit Airlines pilot; Spirit Airlines no longer operates at the SAN airport, since the previous ANAC meeting. The airport was still searching for a general community member inside the 65 decibel contour position too.

Scott Case asked if the airport's by laws / operating procedures had anything regarding habitually truant members?

Chris Walker answered that on rule, there were no hard rules in the airport's use regulations. Several positions were selected by households with the highest number of noise complaints by the number of households. If a community planning group is having an issue with their member attending, then they need to address it within their community planning group.

Scott Case suggested a possible requirement being added for attendance. Using *Uptown Planners* as an example, if a member is absent for an extended period, they surrender their seat. The seat is still there, but it is essentially surrendered. This is to prevent the Board from being in a 'failure state.' Instead of leaving the seat on the committee, the seat could be removed, until it is filled. Removing the seat lowers the number needed for a quorum so the committee could continue to conduct business. This could be something the airport could implement.

Chris Walker thanked Scott for his perspective and suggestion on addressing the issue with quorum. Chris also reminded the ANAC each member could designate an alternate to serve on their behalf, if unable to attend a meeting.

Angelica Wallace mentioned she had picked a designated alternate when she joined the SAN ANAC. This designated alternate did not have to be someone who sits on the committee, just a member of their associated community planning group. It's not fair for the members that do take their time to attend the SAN ANAC, there are only four meetings a year. Individuals who volunteer to attend are saying they will be able to attend. Members should not volunteer if they cannot make the meetings.

The meeting was adjourned.

DRAFT



SAN Airport Noise Advisory Committee

February 18, 2026



Agenda

Welcome, Roll Call, Meeting Logistics

ACTION ITEMS:

Approval of Meeting Summaries:

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

PRESENTATION ITEMS:

- 1.) Noise Statistics Review
- 2.) Curfew Update
- 3.) Update on Noise Mitigation Measures

NON-AGENDA PUBLIC COMMENT

Adjourn



Approval of Previous Meeting Summaries

November 20, 2024

February 19, 2025

May 21, 2025

November 19, 2025

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



Public Comment Approval of Previous Meeting Summaries

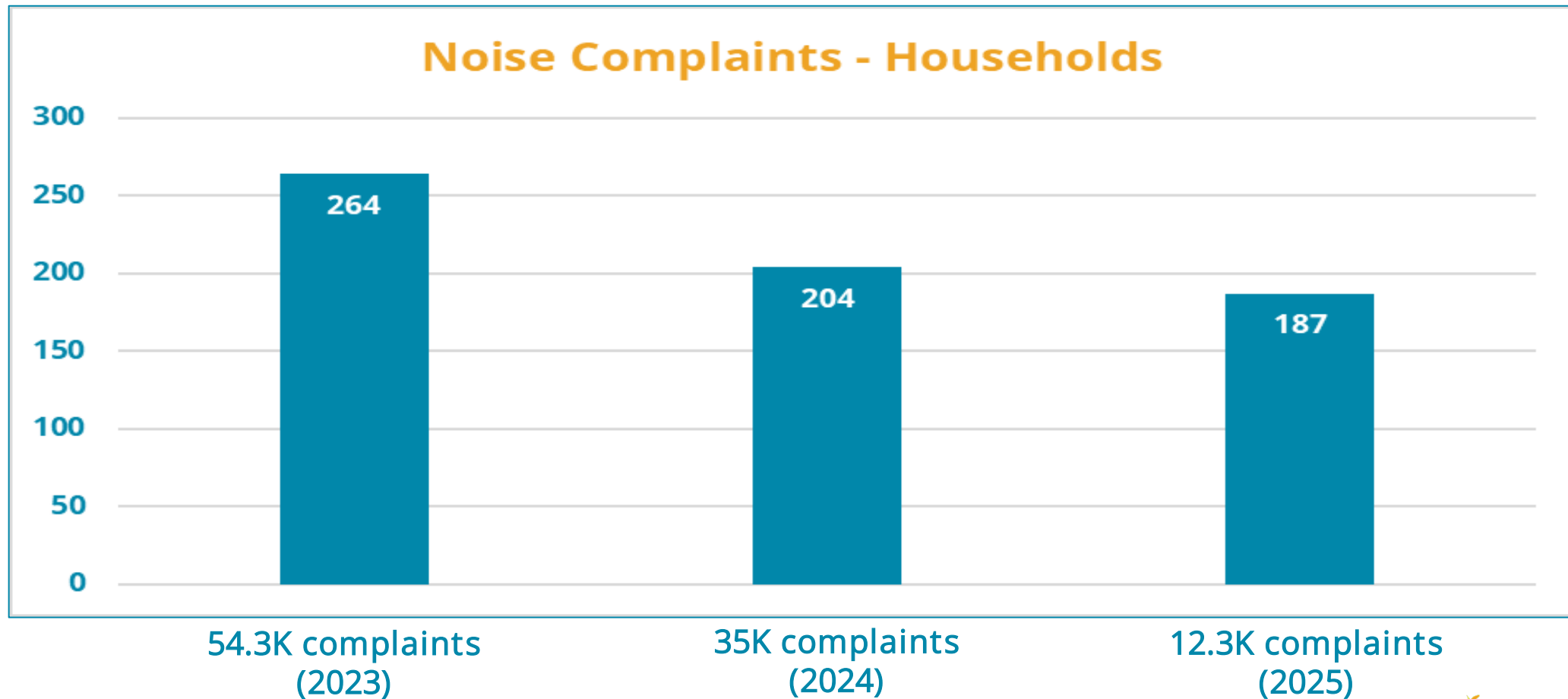


ANAC Q&A / Discussion Approval of Previous Meeting Summaries



Noise Statistics Review

Tyler Reince – Noise Abatement Specialist



77% decrease in total noise complaint submissions from 2023 to 2025.

29% decrease in households submitting noise complaints from 2023 to 2025.

Why noise complaints may be decreasing.

- SAN experiencing higher than average number of cold and rainy days during Autumn and Winter seasons last few years.
 - Residents will shut doors and windows, less noticeable noise.
- Quieter Home Program (QHP) continues to sound insulate properties every year.
 - Minimum 5 decibel reduction, a noticeable difference in noise.
- Air Traffic Control (ATC) conducting less opposite direction operations.
 - Fewer chances of certain neighborhoods experiencing increased overflights.
- Aircraft stage usage.
 - Air carriers across nation slowly moving towards quieter aircraft.
 - There are Stage III, IV, V aircraft (higher number = quieter plane).
 - Stage IV aircraft at SAN increased 5% from 2024 to 2025.

Noise Statistics Review

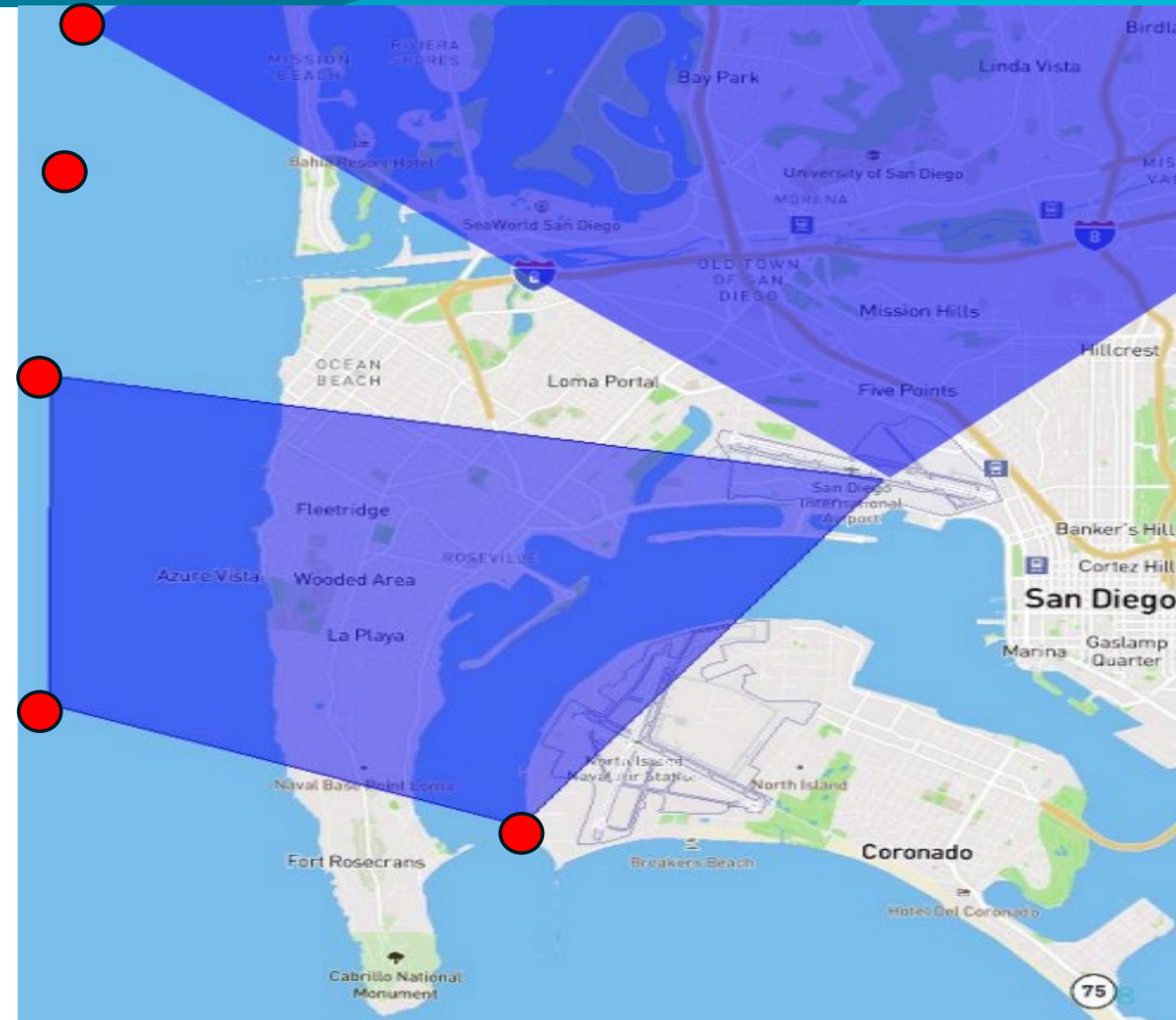
Tyler Reince – Noise Abatement Specialist



Early Turns – Westerly Takeoffs

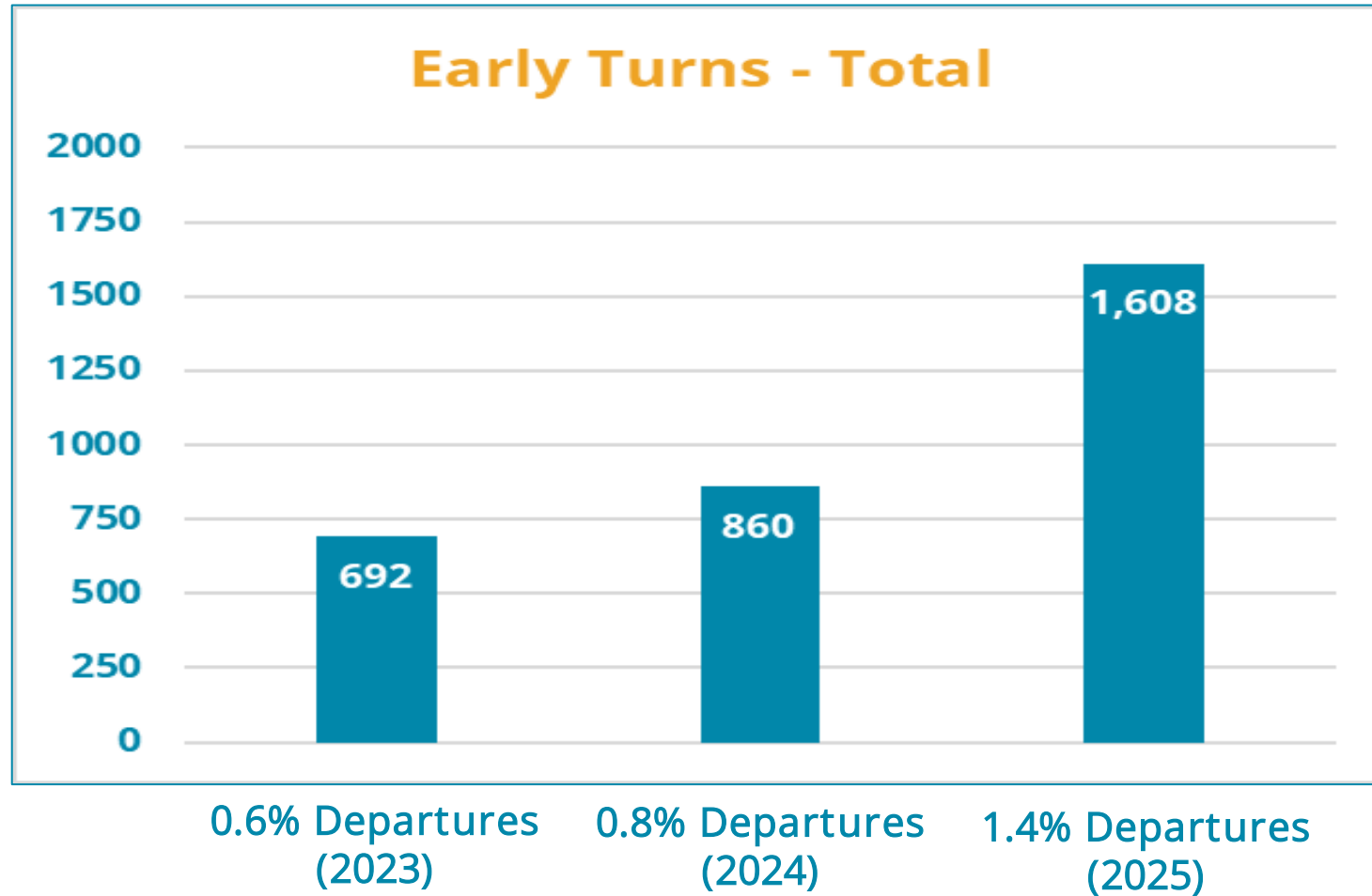
- Early Turns occur when aircraft turn outside specific departure corridor established by pre-set FAA "Noise Dots."
- Red circles display FAA Noise Dots.
- Blue regions signify Early Turn areas.
- Early Turns can occur by way of:
 - Air Traffic Control*
 - Weather
 - Pilot in Command

**ATC may turn aircraft early due to traffic conflict.*



Noise Statistics Review

Tyler Reince – Noise Abatement Specialist

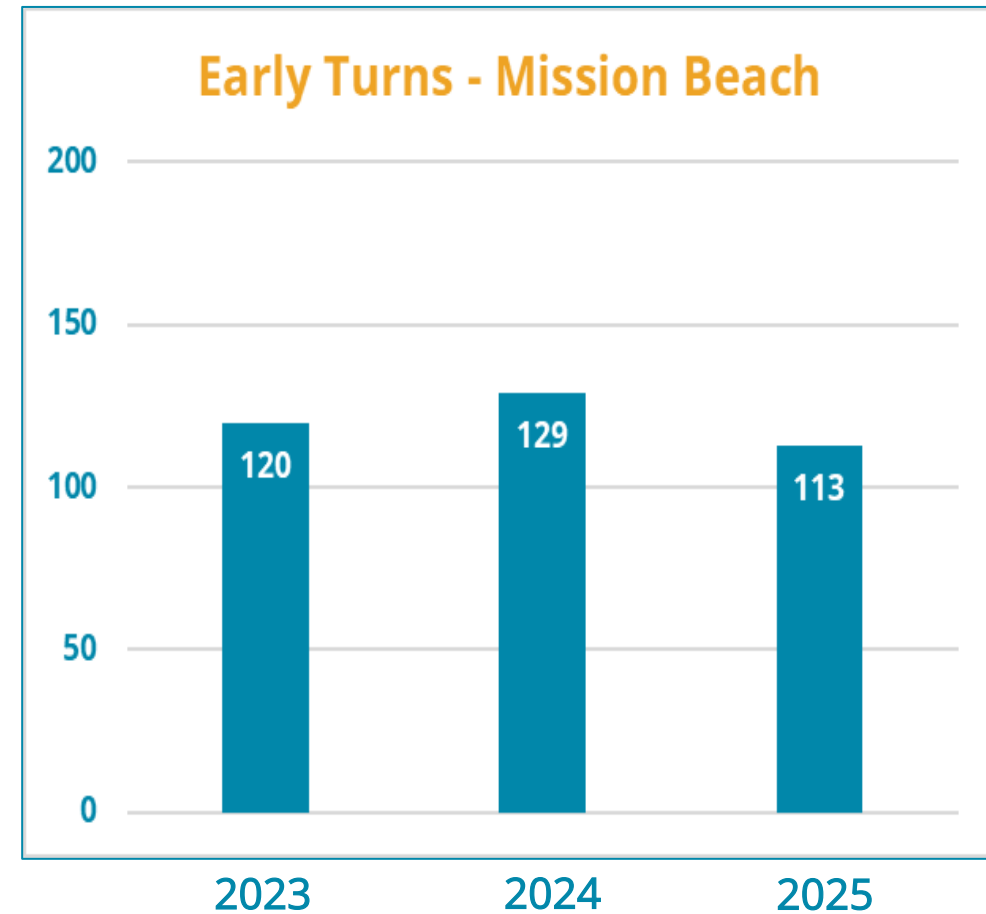
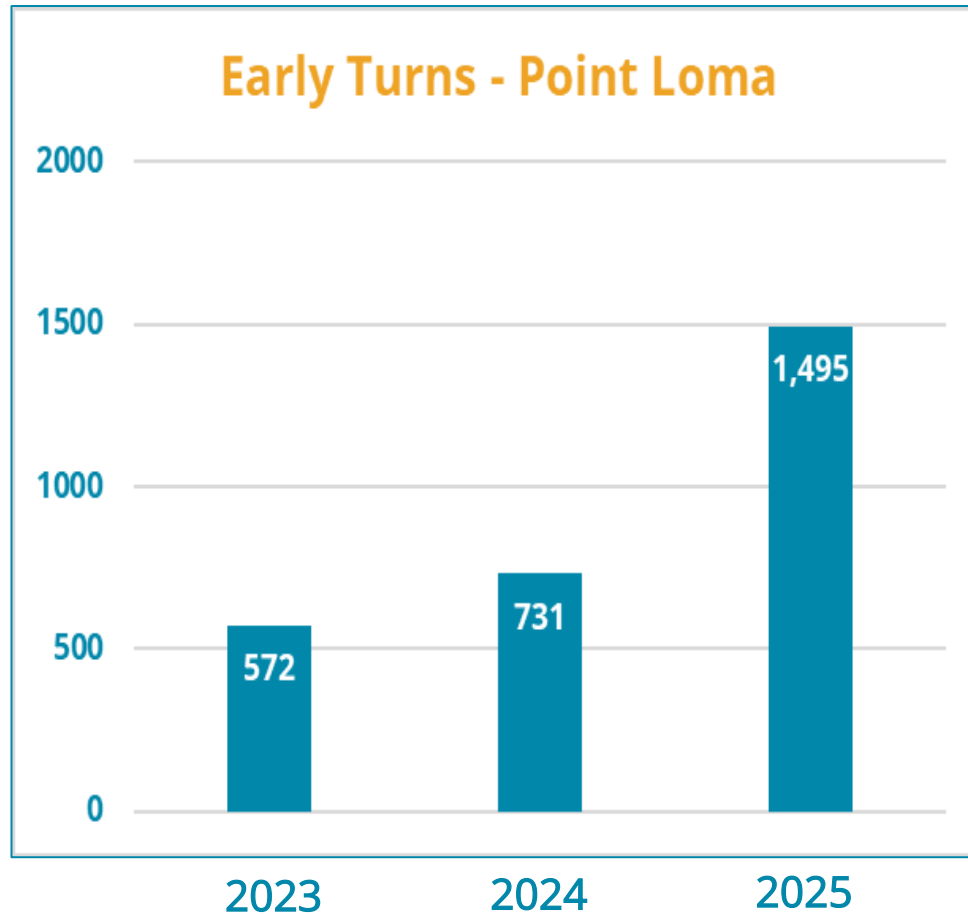


6% increase in total operations from 2023 to 2025.

132% increase in total early turns from 2023 to 2025.

Noise Statistics Review

Tyler Reince – Noise Abatement Specialist



161% increase in Pt. Loma area early turns from 2023 to 2025.

6% decrease in Mission Beach area early turns from 2023 to 2025.

Noise Statistics Review

Tyler Reince – Noise Abatement Specialist



Missed Approaches

- Maneuver conducted by pilot when instrument approach cannot be completed to landing.
- Aircraft usually attempts another landing but may divert in certain situations.
- Missed approaches are safety-driven procedures used to maintain safe flight operations.

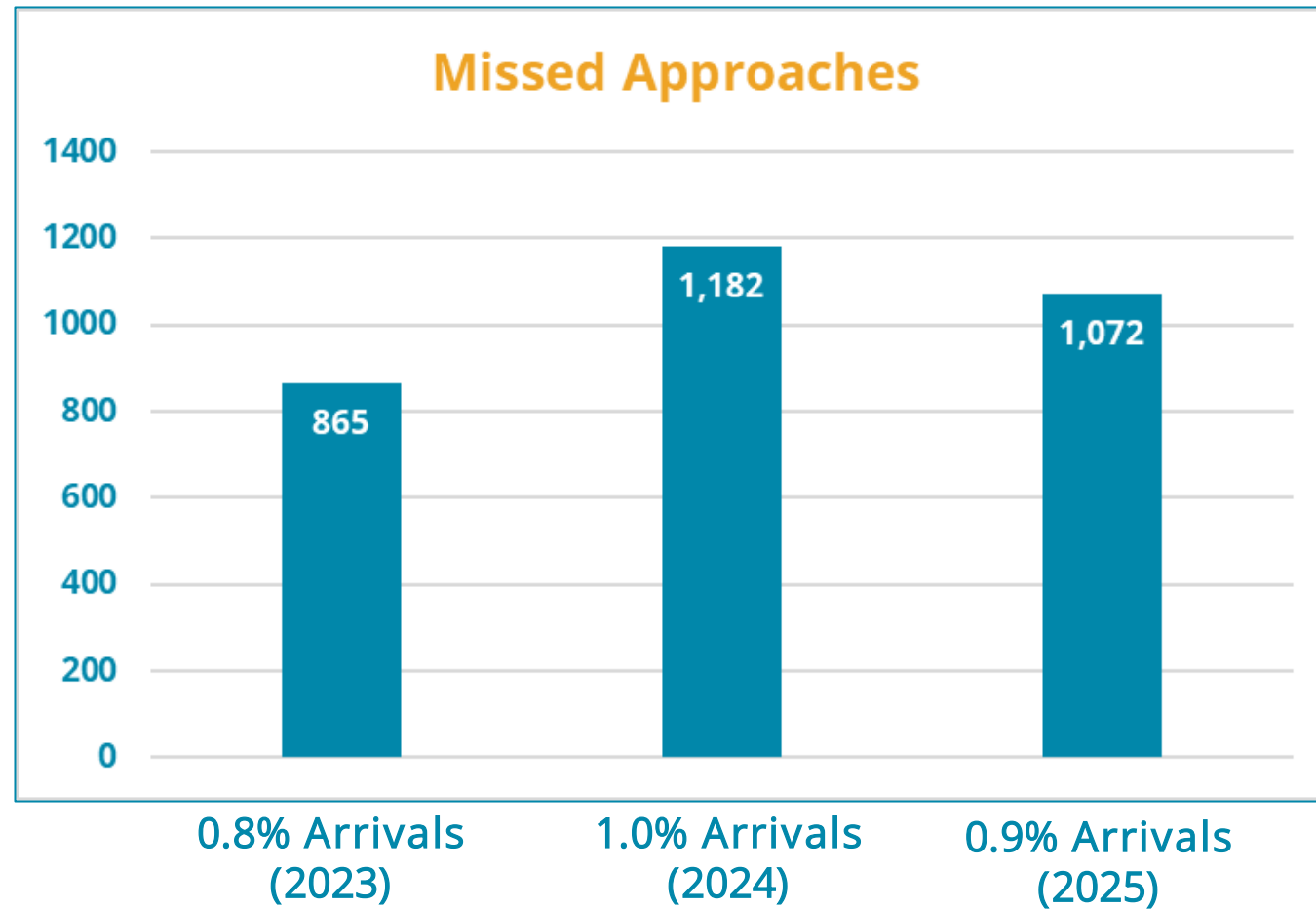
Reasons for Missed Approaches:

- Adverse weather conditions: Clouds, fog, wind change, etc.
- Landing aircraft unstable: Too fast, slow, high, low, etc.
- Obstruction on runway (aircraft or vehicle).



Noise Statistics Review

Tyler Reince – Noise Abatement Specialist



6% increase in total operations from 2023 to 2025.

24% increase in total missed approaches from 2023 to 2025.

Public Comment Noise Statistics Review



ANAC Q&A / Discussion Noise Statistics Review



Curfew Update

Billy Hobson – Noise Abatement Specialist II



SAN Curfew Facts:

- Curfew Hours: 11:30 p.m. to 6:30 a.m.
- Medical flights are exempt.
- *Airport Noise & Capacity Act* – passed by Congress in 1990.
 - Act made it illegal for public use airports to restrict operations based on noise levels.
 - Airports not allowed to physically prevent aircraft from departing, if they desire.
- Fines collected from curfew violations go towards SAN's Quieter Home Program (QHP).
 - QHP allows for sound insulating eligible properties located within 65 decibel area.

Curfew Update

Billy Hobson – Noise Abatement Specialist II



SAN Curfew Fine Structure:

- First fined offense: \$2,000
- Second fined offense: \$6,000
- Third fined offense: \$10,000
- The multiplier applies for continuous offenses, on a six-month basis:

Example: If an operator is fined five times between July – December. All fines in the next compliance period, January – June, are multiplied by five:

- First fined offense: \$10,000
- Second fined offense: \$30,000
- Third fined offense: \$50,000

EXAMPLE:

\$2,000	×	5	=	\$10,000
BASE FINE AMOUNT		MULTIPLIER (# of violations from previous compliance period)		TOTAL FINE AMOUNT

Curfew Update

Billy Hobson – Noise Abatement Specialist II



	2024	2025
Curfew Violations	179	178
Fines Assessed	\$472,000	\$1,592,000
Weather related	89	52
Mechanical	35	40
Miscellaneous	12	29
Violations Fined	43	57

- 2025 saw a decrease in total violations.
- Record year of fines assessed.
- Several airlines with high multipliers throughout 2025 that will continue into 2026.

Public Comment Curfew Update



ANAC Q&A / Discussion Curfew Update



Update on Noise Mitigation Measures

Chris Walker – Manager of Aircraft Noise



Expansion of SDCRAA's Sound Insulation Program: In 2025, SDCRAA received 19.3 million dollars in federal grant funding which can treat between 225-300 homes. Programmatic Agreement was signed October 2025. Historic groups are now in process. Monthly reporting on our website.



Update Noise Exposure Maps Every 5 years: FAA accepted the NEM in September of 2022 and the Record of Approval for the Noise Compatibility Plan was made on January 11, 2023.



Create a Mobile Noise Monitoring Program: In 2025, six portable noise monitor requests were completed.

Update on Noise Mitigation Measures (continued)

Chris Walker – Manager of Aircraft Noise



Assess the Findings of the 2024 FAA Reauthorization Act-Related Noise Studies: Monitoring of the FAA's effort is ongoing.



Utilize Curfew Violation Penalty Fines to Help Fund Aircraft Noise Mitigation Programs: Finance has established a process to use curfew penalties for QHP (Quieter Home Program) expenses. Currently, there is ongoing discussion regarding the proposal of an additional penalty structure.

Public Comment Update on Noise Mitigation Measures



ANAC Q&A / Discussion Update on Noise Mitigation Measures



Non-Agenda Public Comment



Remaining 2026 Meeting Dates



May 20th

September 16th

November 18th

Administration Building

Tin Goose Room

2417 McCain Rd

San Diego, CA 92101

4:00 p.m.

Adjourn



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INTERNATIONAL AIRPORT