

# Airport Noise Advisory Committee (ANAC) Agenda

Wednesday, May 20, 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 Terrell, Amber Pleiss, Angelica Wallace, Polina Mitcheom, Jorge Rubio, Jim Gruny, Jean Luc Binnert, Rick Hines, Phil Derner, Mariano Sarrate, Anya Rodriguez, Gita Akbarpour, Genevieve Fong, Guillermo Castillo, Ross Tritt, David Flores, Larri Frelow.

## Board Members

Lydia Ball (Chair)  
James Sly (Vice Chair)  
Daniel Kuperschmid  
Esther C. Sanchez  
Marni von Wilpert  
Monica Montgomery Steppe  
Rafael Perez  
Steve Vaus  
Whitney Benzian

## Ex-Officio Board Members

Ann Fox  
Col. R. Erik Herrmann  
Michele Perrault

## President / CEO

Atif Saeed

Wednesday, May 20, 2026

## ACTION ITEMS:

### 1. APPROVAL OF PREVIOUS MEETING SUMMARY:

RECOMMENDATION: Approve ANAC Meeting Summary from February 18, 2026

## PRESENTATIONS:

1. Terminal 2 East Modernization Project – Environmental Review
2. Fly Quiet Program – 2025 Winners
3. CLSSY III Departure Procedure
4. Curfew 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: September 16, 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](http://www.san.org)



# MEETING SUMMARY

## Airport Noise Advisory Committee

Date | Time 02/18/2026 4:00 p.m.

### In Attendance

Meeting called to order by: Joan Isaacson

Name	Affiliation	In Attendance
<b>Community Planning Groups Within 65 dB contour</b>		
Will Hooper	Peninsula Community Planning Board	No
Chris Szulewski	Ocean Beach Planning Board	No
Denise Vedder	Midway–Pacific Highway Community Planning Group	Yes
Ethan Paul	Downtown Community Planning Council	Yes
Melinda Lee	Greater Golden Hill Planning Committee	No*
Scott Case	Uptown Community Planning Group	Yes
Peter Shearer	Community Resident at Large within 65 dB CNEL – West	No
<b>Community Planning Groups Outside 65 dB contour</b>		
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
<b>Aviation Stakeholders</b>		
Polina Mitcheom	San Diego County Airports	Yes
Jorge Rubio	City of San Diego Airports	Yes
Jim Gruny	Marine Corps Recruiting Depot	Yes
Robert Bates	Airline Pilot (Active)	No*
[Vacant]	Airline Flight Operations	N / A
Phil Derner	National Business Aviation Association	No
<b>Ex-Officio Non-Voting Members</b>		
Mariano Sarrate	Senior Technical Analyst (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
<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 Noise Abatement Specialist	Yes
William “Billy” Hobson	Noise Abatement Specialist II	Yes
Tyler Reince	Noise Abatement 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 **bolded,** 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 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.

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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 summaries

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### **November 20, 2024, February 19, 2025, May 21, 2025, & November 19, 2025 Meeting Summaries**

A quorum was present to approve previous draft meeting summaries.

Scott Case of Uptown wanted to clarify his statement in the pervious draft summary. Airport staff took note and an adjustment to the November 19, 2025 meeting summary would be applied.

John Terell of Pacific Beach voted to approve all previous draft meeting summaries, with a second vote from Angelica Wallace of Spring Valley.

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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/wp-content/uploads/2026/02/ANAC\\_Meeting\\_Materials\\_2026\\_02\\_18.pdf](https://www.san.org/wp-content/uploads/2026/02/ANAC_Meeting_Materials_2026_02_18.pdf)

### **1. Noise Statistics Review**

**Tyler Reince** from the San Diego County Regional Airport Authority (SDCRAA) gave a year – end review of noise statistics. Total noise complaints and number of households complaining both had a downward trend in the previous three calendar years. Reasons for this decrease may include continued residential sound insulation, Air Traffic Control possibly conducting less opposite direction operations, and a continued increase in quieter aircraft usage in recent years at SAN.

Early Turns, when an aircraft operates in a pre-designated area marked by noise dots, has been steadily increasing in the past three years. In 2025, 1.4% of departures were considered an early turn, compared to a mere 0.6% in 2023. Pt. Loma neighborhoods have seen a large increase in early turns since 2023, while Mission Beach neighborhoods saw a decrease between 2024 to 2025.

Missed Approaches, when an aircraft aborts its landing for safety related reasons, saw a decrease from 2024 to 2025, but still an increase since 2023. This was as a percentage of arrivals, not just total missed approaches.

**Public Comment:**

[There were no public comments]

**Questions from ANAC:**

John Terell of Pacific Beach asked about the opposite direction of operations. Was that related to weather or another phenomenon?

**Tyler Reince** confirmed that the opposite direction of operations was due to local weather events.

Angelica Wallace of Spring Valley noticed there were 12,000 complaints from 187 households. Did each household make multiple complaints?

**Tyler Reince** said the number of complaints submitted by each household can vary significantly. With some submitting a single complaint for the year, while others submitting several thousand.

Anya Rodriguez, of Congress District 50<sup>th</sup>, asked if there was a statistic on how many homes were outfitted for the QHP in 2025.

**Tyler Reince** said that number was available on SAN's Tableau webpage.

**2. Curfew Update**

**Billy Hobson**, SDCRAA, supplied facts on the SAN curfew. The Airport Noise Capacity Act (ANCA) restricted airports from implementing new curfew rules. Fines collected from curfew violations at SAN go towards the QHP. The curfew fine structure is designed to impose the highest fines towards air carriers that violate more often.

SAN saw a drop in curfew violations from 2024 to 2025, by one. Total curfew fine amounts increased in 2025 by over three times the amount compared to 2024. Primarily due to far less local weather-related events in 2025. Currently, SAN is at about 15 curfew violations, about half the number of the previous year at the same time.

**Public Comment:**

[There were no public comments]

**Questions from ANAC:**

Angelica Wallace asked if the 57 curfew violations that were fined in 2025 were out of the 178 total. Also, out of those 57, did the airport collect around \$1,500,000 in fines? Was it known which air carrier had the most fines in 2025?

**Billy Hobson** answered that was correct; the rest of the curfew violations on the chart did not receive a fine. Due to occurrences such as local mechanical or local weather. The airport did collect around \$1,500,000 in fines in 2025. Alaska Airlines received the largest portion of fines in 2025, due to a high multiplier.

John Terrell asked if staff had an idea of how early or late the violations were occurring?

**Billy Hobson** said the majority of violations occurred within the first 30 minutes to an hour of the curfew taking effect.

**Rick Hines**, Managing Director of Alaska Airlines, took the opportunity to address ANAC on Alaska Airline's high number of curfew violations. IT outages, ground delay programs, and weather can complicate operations for an airline. The decision to operate during curfew hours came out of necessity. Rick stated he felt their curfew violation rate was unacceptable. They are working to reduce their number of curfew violations.

Angelica Wallace asked Alaska Airlines if they felt anything was unfair from their perspective that could be corrected.

**Rick Hines** said he felt there was nothing unfair, since they are aware of the curfew rules.

Ethan Paul asked what role the fines play in Alaska Airlines' decision-making process.

**Rick Hines** answered the fines significantly impact their decision making. The destination of the physical aircraft, as well as its operations the next day, can outweigh the immediate fine for violating curfew.

Amber Pleiss asked if there was a maximum amount the multiplier could be applied each year for curfew violations; when does the multiplier reset?

**Billy Hobson** stated the multiplier and fine levels reset on a six-month basis, when the next compliance period takes effect.

### **3. Update on Noise Mitigation Measures**

**Chris Walker** shared updates on the current SAN noise mitigation efforts. The sound insulation program (QHP) received over \$9,000,000 in grant funding from the FAA in 2025, which could be used to treat up to 300 homes. Over 6,000 residential units have been completed to date, with over 1,200 additional units on the waitlist.

The current noise exposure map will be reevaluated in 2027. The portable noise monitoring program had six completed deployments in 2025. The 2024 FAA Reauthorization Act hasn't had much movement, but a Federal ANAC is in the process of forming.

### **Public Comment:**

[There were no public comments]

### **Questions from ANAC:**

Gloria Henson stated the CNEL is an average level of noise, but there are peak noise events that occur. These peak noise events can be upsetting to communities. Is everything the FAA is looking at already been submitted, or is there still action to submit ideas?

**Chris Walker** replied there were thousands of public comments on their current national noise policy. SAN submitted their own public comment, based upon scientific research methods. For now, SAN goes off state and federal mandates, which is the CNEL measurement.

Ethan Paul wanted to know about the QHP budget for 2026. What money is coming from curfew fines, federal grants, or any other areas of collection?

**Angela Shafer-Payne** of the SDCRAA stated that SAN receives grant money and the airport matches the funding.

Jim Gruny of MCRD requested clarification on who the discussion was with regarding modifying SAN's curfew program.

**Chris Walker** stated curfew modification discussions were being held with the FAA. The FAA has requested more information from SAN.

John Terell asked what percentage of potential homes eligible for the QHP had been completed. Also, with the grant funding to be able to treat a certain number of homes, will those homes be treated this year or the following year?

**Angela Shafer-Payne** said the number of homes remaining in the program was not a static number. There are thousands of homes that still need to be sound attenuated. Grant funding isn't for a specific number of homes; waitlists for homes can last over a year.

Ethan Paul asked when the last time factors determining an individual's position on the waitlist were reviewed.

**Angela Shafer-Payne** stated that the reevaluation of the noise exposure maps (every five years) is when the waitlist process is reviewed.

### **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 May 20, 2026, in the airport's administration building. The meeting was adjourned.



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# SAN Airport Noise Advisory Committee

May 20, 2026



# Agenda

Welcome, Roll Call, Meeting Logistics

## ACTION ITEMS:

Approval of Meeting Summary: *February 18, 2026*

## PRESENTATION ITEMS:

- 1.) Terminal 2 East Modernization Project – Environmental Review
- 2.) Fly Quiet Program – 2025 Winners
- 3.) CLSSY III Departure Procedure
- 4.) Curfew Update

## NON-AGENDA PUBLIC COMMENT

Adjourn





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# Terminal 2 East Modernization Project – Environmental Review

Ted Anasis – Manager of Airport Planning

Materials To Be Added





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# Fly Quiet Program – 2025 Winners

Roman Lanyak – Senior Noise Abatement Specialist



# Fly Quiet Program – 2025 Winners



## Background:

- *Fly Quiet Program* introduced in 2017.
- Encourages operators to fly as quietly as able.
- Four winners across four separate categories.
- Scoring system based on specific metrics.
- Near impossible to win if operator accumulates high number of curfew violations.



# Fly Quiet Program – 2025 Winners



## Scoring Elements



### Fleet Quality Index

Based on cumulative certification data for aircraft.

Net average of operations by type of aircraft.



### Stage V 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.

Additional point deducted if violation results in fine.

# Fly Quiet Program – 2025 Winners



Same winners as last year!

- Large Carrier – handles over 10% of SAN passengers.
- Small Carrier – handles under 10% of SAN passengers.
- International Carrier – non-U.S. based airline.
- Cargo Carrier – non-passenger transport.



# Fly Quiet Program – 2025 Winners



## Large Carrier: United Airlines

### Reasons why they won:

- Best fleet quality score in category.
  - United received score of 8.15 / 20.00
  - Lowest carrier received score of 3.56 / 20.00
- Best curfew violation score in category.



# Fly Quiet Program – 2025 Winners



## Small Carrier: Breeze Airways

### Reasons why they won:

- Only operate Stage IV (quieter) aircraft.
  - Fleet Quality Score of 15.39 / 20.00
- Best noise exceedance score in category.
- Best curfew violation score in category.

**Breeze**



# Fly Quiet Program – 2025 Winners



## International Carrier: Lufthansa Airlines

### Reasons why they won:

- Only operate Stage V (quietest) aircraft.
  - Results in highest score achievable, 20.00
  - Aircraft size & engine rating adjustment accounted for in stage certification.
- No nighttime operations.
- No curfew violations.



# Lufthansa



# Fly Quiet Program – 2025 Winners



Cargo Carrier: DHL Aviation

Reasons why they won:

- Fewest nighttime operations in category.
- No curfew violations.
- Best noise exceedance score in category.



# Fly Quiet Program – 2025 Winners



## Fly Quiet Recognition

- Free advertisement in terminals for eight weeks.
- Recognition announced at future Airport Authority Board meeting.
- Announcement made on Airport's social media platforms.
- Awards given to the Airline Station Managers.





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# CLSSY III Departure Procedure

Chris Walker – Manager of Aircraft Noise

Tyler Reince – Noise Abatement Specialist I



# CLSSY III Departure Procedure



## CLSSY III Departure Procedure Facts:

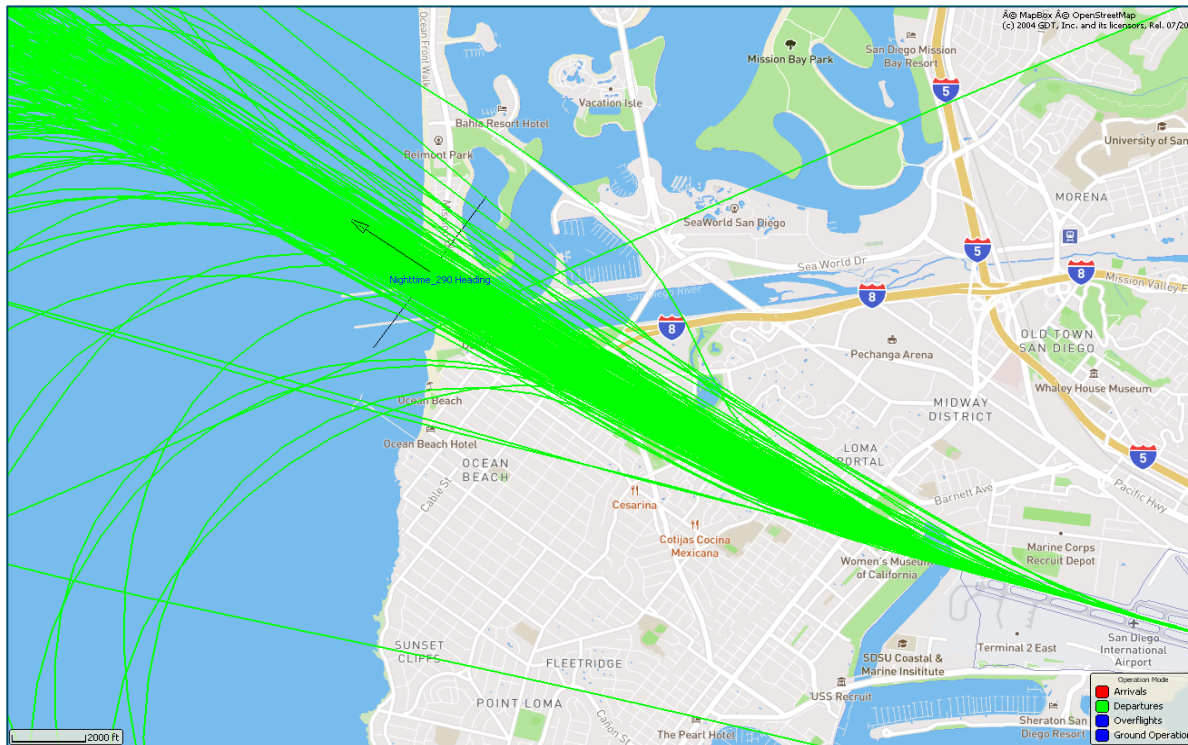
- Updated procedure took effect in late January.
  - CLSSY I–II change: Waypoint name change from YOOUU to LLAMP.
  - CLSSY II–III change: Initial turn to first waypoint now programmed into flight computer.  
First waypoint on procedure, RRONN, relocated 1,256 feet west.
- Hours in effect: 10:00 p.m. to 6:29 a.m.
- All departing aircraft with an *eastbound destination* during hours above.
- Purpose: captures former practices by air traffic control (ATC).
- Benefits:
  - Alleviates workload for ATC, by not needing to assign aircraft specific headings.
  - Alleviates workload for pilots, route now programmed into aircraft's onboard computer.
  - Reduces unintended operations over northern Mission Beach and all of Point Loma.

\*Medical flights may be assigned specific headings to expedite departure.

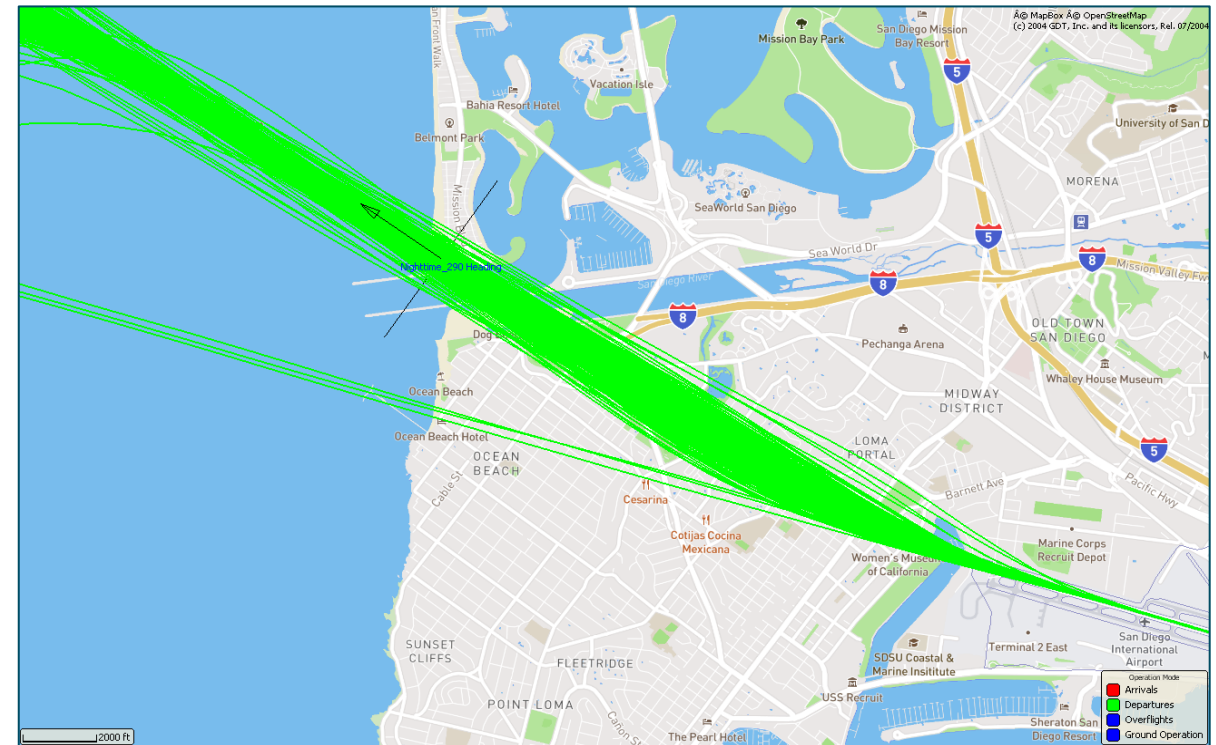
# CLSSY III Departure Procedure



Pre CLSSY – February (2024)



Post CLSSY III – February (2026)



Less unintended overflights over Ocean Beach and Mission Beach.

# CLSSY III Departure Procedure

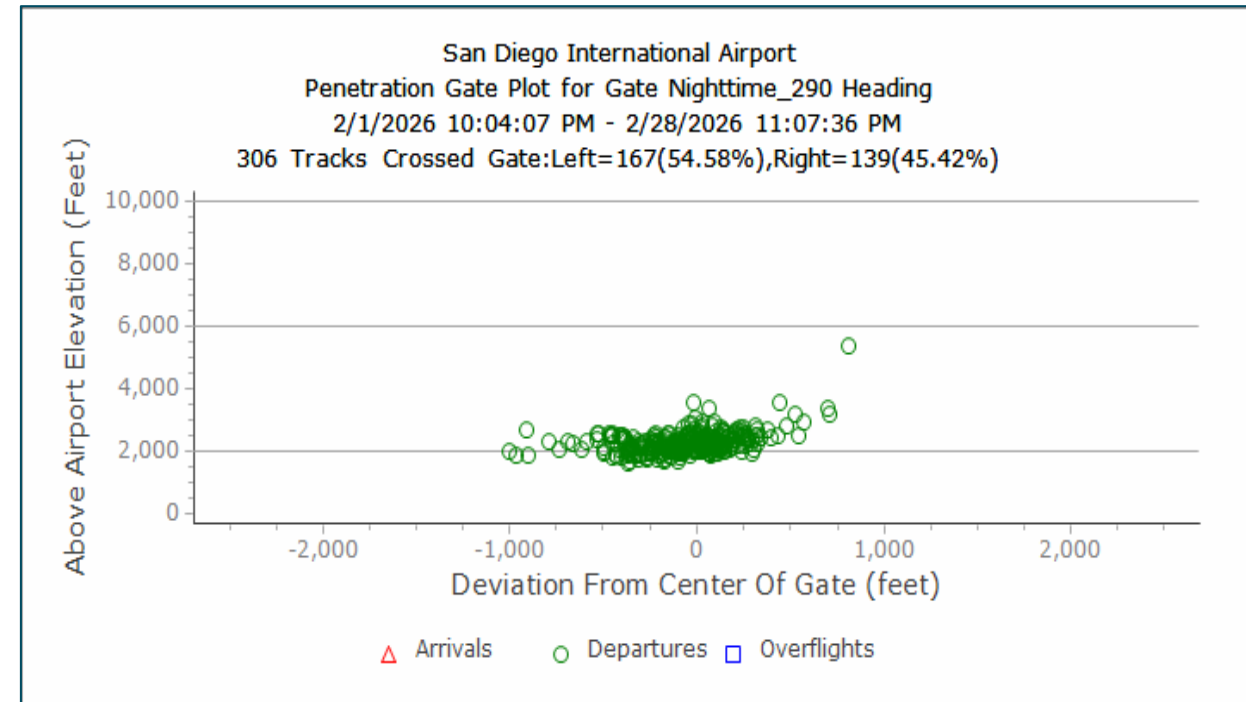
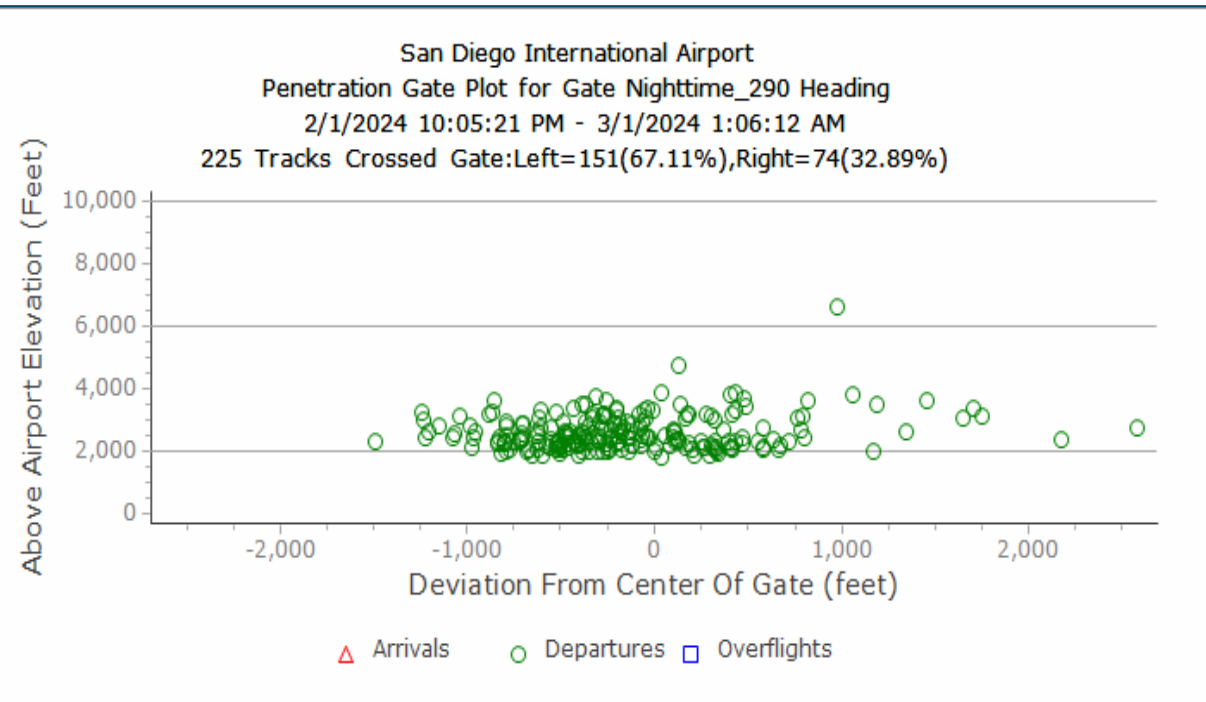


Pre CLSSY

February 2024

Post CLSSY III

February 2026



More consistent flight path; less deviations.



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# Curfew Update

**Billy Hobson – Noise Abatement Specialist II**



# Curfew Update



## SAN Curfew Facts:

- Update – trending lower!
- Curfew Hours: 11:30 p.m. to 6:30 a.m.
- Medical flights are exempt, per CA state law.
- Several Operators with high multipliers.

	2025	2026
Curfew Violations (Jan 1-April 30)	51	41
Fines Assessed	\$34,000	\$42,000
Weather related	36	12
Mechanical	4	2
Miscellaneous	6	0
Pending Review	0	22
Violations Fined	5	5

# Remaining 2026 Meeting Dates



September 16<sup>th</sup>

November 18<sup>th</sup>

Location:

Administration Building

*Tin Goose Room*

2417 McCain Rd

San Diego, CA 92101

4:00 p.m.