

Quarterly Noise Report

For the California Department of Transportation

First Quarter – Calendar Year 2022



SAN DIEGO
INTERNATIONAL AIRPORT
LET'S **GO.**

Aircraft Noise Mitigation

June 29, 2022

Q1 2022 Quarterly Noise Report

January 1 through March 31, 2022

The California Department of Transportation, Division of Aeronautics, granted a Variance from the requirements of Section 5012, Chapter 2.5, Subchapter 6, Title 21, of the California Administrative Code to the San Diego County Regional Airport Authority (Airport Authority) for the operation of San Diego International Airport (SDIA) on September 2, 2019.

This Quarterly Report was prepared by Aircraft Noise Staff at San Diego International Airport, in accordance with the Airport Noise Standards, State of California.



[Brendan Reed \(Jul 1, 2022 07:57 PDT\)](#)

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Summary of Statistical Information for the California Department of Transportation

1. Size of Noise Impact Area as defined in the Noise Standards for the Quarter (California Code of Regulations, Title 21, Chapter 2.5, Subchapter 6).
 - Noise Impact Area (N.I.A) – 0.270 Square Miles (172.8 Acres)
 - Federal Military Impact Area (F.M.I.A.) – 0.141 Square Miles (90.24 Acres)
2. Estimated number of dwelling units and population within the Noise Impact Area as defined in the Noise Standards:
 - Dwelling Units – 2,274* (Population – 4,855*)
3. Number of Noise Complaints and Households during the Calendar Quarter:
 - 16,245 Complaints (108 Households)
4. Aircraft type having the greatest takeoff noise level operating at this airport together with the estimated number of operations by this aircraft type during the calendar quarter reporting period:
 - Airbus A321 (3,856 Operations)
5. Number of Air Carrier Operations during the Calendar Quarter: 36,451
6. Percentage of Air Carrier Aircraft Stage 3 or Better:
 - 100%
7. Number of Air Taxi Operations during the Calendar Quarter: 3,630
8. Number of General Aviation Operations during the Calendar Quarter: 2,956
9. Number of Military Operations during the Calendar Quarter: 348
10. Total number of Airport Operations during the Calendar Quarter: 43,385

Reference: Form DOA 617, 10/89

* Population and dwelling unit calculations are based upon 2020 Census Block Boundary Data.

Note: Airport Operation counts are taken from the FAA Air Traffic Activity Data System (ATADS)
<https://aspm.faa.gov/opsnet/sys/Airport.asp>

Noise Impact Areas

Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), the Airport Noise consultant Harris, Miller, Miller & Hanson Inc.'s (HMMH) developed the Noise Contour and determined the current Noise Impact Area (N.I.A.) and the Federal Military Impact Area (F.M.I.A.). Table 1 below contains square mile area for the Quarter compared to the same period last year.

Table 1

Impact Area	Q1 2022	Q1 2021	Change
N.I.A.	0.270	0.035	0.235
F.M.I.A.	0.141	0.056	0.085

Noise Contour

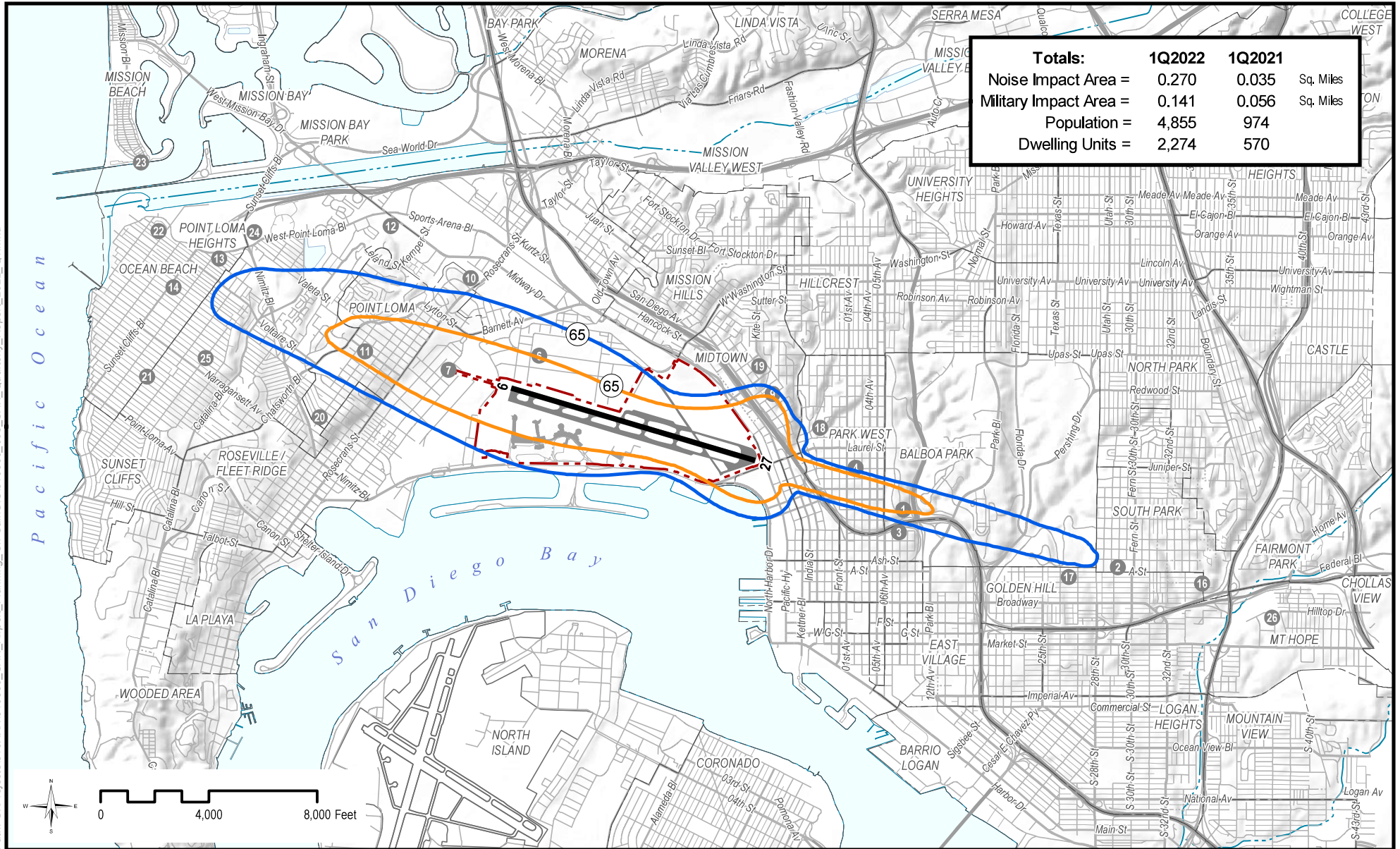
The Noise Contour on the subsequent page is prepared for the Airport Authority by their consultant HMMH Inc., using their RealContours for Aviation Environmental Design Tool (AEDT) software. AEDT is a state of the art software system that models aircraft performance in space and time to estimate fuel consumption, emissions, noise, and air quality consequences.

The use of GIS technology allows for direct counting of individual parcels within the Noise Contour. The modeling methodology fulfills the requirements of the State of California, Title 21, California Noise Standards. A review of measured and modeled noise levels indicate good agreement between several key measurement locations.

This was the first contour, since the COVID-19 pandemic, that increased substantially in size. Key observations (when reviewing the Airport Noise & Operations Monitoring System data) contributing to the increase, compared to the same time last year are:

- Total operations increased by 66%. This is based on a rolling 12 months, ending in the first Quarter (April 1, 2021 – March 31, 2022).
- Evening Operations (7:00 p.m. – 10:00 p.m.) increased by 85% and Nighttime Operations (10:00 p.m. – 7:00 a.m.) increased by 128%. These operations are weighted heavier in the model and were a significant reason for the increased size of the contour.
- Fleet mix changed substantially with a 97% increase of heavy aircraft such as the A330, A350, and B767. As an example, Hawaiian Airlines increased their A330 operations from 101 to 1,388 flights, when comparing the same time last year.

This level of increase is expected for at least one more quarter (Q2, 2022), as the aviation demand recovers towards pre-pandemic levels. After that, it is anticipated that the level of change in noise exposure, compared to the previous year, will begin to normalize.



Totals:	1Q2022	1Q2021	
Noise Impact Area =	0.270	0.035	Sq. Miles
Military Impact Area =	0.141	0.056	Sq. Miles
Population =	4,855	974	
Dwelling Units =	2,274	570	

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- 2022 1st Quarter 65 dB CNEL Contour
- 2021 1st Quarter 65 dB CNEL Contour
- Airport Property
- Runway
- # RMT Site Location
- Roads
- - - River / Stream

Comparison of the 2021 and 2022 First Quarter 65 dB Community Noise Equivalent Level (CNEL) Contours



Community Sound Insulation Program

Per the requirements of the Airport's Variance agreement, the Airport Authority is the sponsor to an active Community Sound Insulation Program, also known as the Quieter Home Program (QHP). In 2020, the Airport also initiated a non-residential sound insulation program and is currently working on two church/pre-school facilities. Funding for the program is provided by grants awarded from the Airport Improvement Plan (AIP) component of the FAA's Airport and Airway Trust Fund (AATF), Airport Operating Revenues, and fines imposed for non-compliance with Airport Authority Code 9.40, Airport Use Regulations.

To date, QHP has completed 4,734 homes with a current waitlist of 644 units.

Aircraft Noise Complaints

During the Quarter, the Aircraft Noise Office received a total of 16,245 complaints from 108 households. Where possible, complaints are correlated with a specific flight and examined for validity. Complaints are tabulated and reported on the Authority website on a monthly basis. This information can be retrieved by visiting the following website:

<https://public.tableau.com/profile/noise.disclosure#!/vizhome/SANQHPCDashboard/SANQHP>

Quarterly Airport Operations Statistics

The Federal Aviation Administration captures and makes available to the public Air Traffic Control Tower Counts on a monthly basis in its Air Traffic Activity Data System (ATADS) database. Table 2, below, contains statistics of itinerant aircraft operations by FAA category for the Calendar Year Quarter compared to the same period last year.

Table 2

Operations	1st Quarter 2022	1st Quarter 2021	Net Change	Percent Change
Air Carrier	36,451	23,807	12,644	53.1%
Air Taxi	3,630	2,757	873	31.7%
General Aviation	2,956	1,951	1,005	51.5%
Military	348	294	54	18.4%
Total	43,385	28,809	14,576	50.6%

Note: ATADS data is typically available to the public by the third week of the following month. Current and historical operations data can be extracted at the following website:

<https://aspm.faa.gov/opsnet/sys/Airport.asp>

Airport Use Regulations

Airport Authority Code 9.40, Airport Use Regulations, defines Time of Day Use Restrictions (Curfew) for all Airport operators at SDIA. The Regulations restrict daily departures between the hours of 11:30 p.m. and 6:30 a.m. the following morning for Stage 3 (or better) compliant aircraft, and between 10:00 p.m. and 7:00 a.m. for non-complaint aircraft. Additionally, Air Carriers are only permitted to publish scheduled gate departure times between the hours 6:15 a.m. and 11:15 p.m., daily. Medical Evacuation/Lifeguard departures are exempt from the Restrictions.

Curfew violations are reported to the Curfew Violation Review Panel (CVRP) comprised of three (3) staff members appointed by the Executive Leadership Team of the Authority. The membership includes one (1) representative from each of the following Divisions: Airport Operations, Airport Development, and Finance. The Panel examines data and documentation collected during an investigation of alleged violations, and makes recommendations to the Program Manager, Aircraft Noise, for the disposition of the violation.

Monetary fine levels, associated with the Airport Use Regulations, are based on the number of violations in the two evaluation periods (January through June and July through December each year). The fines are subject to a multiplier for each penalized violation in the previous evaluation period. The base fines are \$2,000 for the first penalized violation, \$6,000 for the second penalized violation, and \$10,000 for each subsequent violation in the given evaluation period. If a carrier has a fined violation in the previous evaluation period, the base fine is multiplied by the number of penalized violations in the previous evaluation period.

Example:

An operator has two (2) fined violations in the January through June period. If they have a violation between July and December, the base fine level of \$2,000 would increase to \$4,000, a second violation increases from \$6,000 to \$12,000 and a third or any subsequent violations increases from \$10,000 to \$20,000.

During the Quarter, there were 18 curfew violations, with imposed fines totaling \$112,000.

Airport Noise Advisory Committee (ANAC)

The Airport Authority recognizes that neighborhoods surrounding SAN are affected by noise from aircraft operations. An Airport Noise Advisory Committee (ANAC), consisting of individuals from various organizations, residential areas, and professional associations, was formed in 1981 under the San Diego Unified Port District (SDUPD), previous proprietor of San Diego International Airport. ANAC is formally adopted as Airport Authority Policy 9.20.

Further information regarding Airport Noise Advisory Committee can be found at the following website:

<https://www.san.org/Airport-Noise/Initiatives>

Quarterly and Annual CNEL Data

A summary of the Quarterly and Annual CNEL data is shown in Table 3 below. The levels are calculated utilizing the data found in the Airport Noise & Operations Monitoring System (ANOMS) section, which captures the Remote Monitoring Terminals (RMT) thresholds and Daily/Monthly CNEL Logs.

Table 3

RMT#	Quarter CNEL (dB)	Annual CNEL (dB)
1	68.7	66.2
2	64.3	62.0
3	65.8	61.8
4	63.1	61.2
6	67.7	65.3
7	72.6	69.9
9	65.6	62.4
10	61.7	59.2
11	68.9	66.4
12	59.3	57.4
13	63.6	61.0
14	63.9	61.4
16	63.0	60.4
17	62.9	60.5
18	59.8	56.0
19	64.8	60.5
20	59.1	56.7
21	56.3	54.3
22	62.1	59.7
23	60.0	57.5
24	61.8	58.9
25	60.0	57.9
26	62.0	59.3

Notes:

- Annual CNEL data is a rolling 12-month period.
- RMTs #5, #8 and #15 are no longer operational as the noise impact boundary has decreased in size.

Single Event Noise Exposure Level (SENEL) Comparison

The average Single Event Noise Exposure Level (SENEL) of the loudest 25% of the Operations Survey is shown in Table 4 below. SENEL levels went down due to the higher quantity of Stage 4 & 5 aircraft, as compared to the same time last year.

Table 4

	Q1 2022	Q1 2021	Change (dB)
Departures	96.9	97.9	-1.0
Arrivals	92.4	94.0	-1.6

For each Quarter, the data used to compile this section of the report is captured on Tuesday through Thursday during the second week of February, May, August and November (Quarterly midpoint). The supporting data is listed in Tables 5 through 7 on subsequent pages. Tables 5 and 6 show the top 25% of operations during the capture period. Table 7 contains the average daily operations by runway, time of day, operation type, and aircraft type.

Table 5

Quarterly SENEL Survey – Arrivals (RMT #1) – February 8-10, 2022

Aircraft Type	SENEL (dB)	Arriving From	Flight Number	Date and Time
B764	98.5	ATL	DAL965	2/9/2022 9:49 AM
B764	95.6	ATL	DAL1375	2/8/2022 1:07 PM
B763	95.0	MEM	FDX906	2/9/2022 5:58 PM
B733	94.6	DEN	SWQ3512	2/8/2022 2:05 PM
B739	94.5	SEA	ASA1198	2/8/2022 6:43 PM
B764	93.8	ATL	DAL2379	2/9/2022 6:10 PM
B764	93.4	ATL	DAL918	2/8/2022 9:19 PM
B763	93.3	PHX	FDX979	2/10/2022 4:58 PM
A306	93.2	IND	FDX2754	2/10/2022 10:34 AM
B738	93.1	MCO	ASA463	2/8/2022 7:07 PM
B763	93.1	MEM	FDX906	2/10/2022 4:53 PM
B763	93.0	MEM	FDX1422	2/9/2022 6:32 AM
B738	93.0	ORD	AAL1543	2/9/2022 5:27 PM
B764	92.9	ATL	DAL1375	2/10/2022 12:20 PM
B763	92.9	MEM	FDX1422	2/8/2022 6:47 AM
B764	92.9	ATL	DAL918	2/9/2022 9:17 PM
B738	92.8	DAL	SWA1368	2/8/2022 8:05 PM
B738	92.7	DEN	SWA1831	2/9/2022 6:58 AM
B763	92.6	PHX	FDX979	2/9/2022 5:34 PM
B763	92.6	IND	FDX1754	2/9/2022 5:34 AM
B764	92.5	ATL	DAL965	2/9/2022 9:49 AM
B752	92.5	TIJ	FDX69	2/10/2022 5:28 PM
B739	92.5	SEA	ASA1198	2/9/2022 6:30 PM
B739	92.4	DEN	UAL710	2/10/2022 5:05 PM
A332	92.3	JFK	DAL350	2/10/2022 10:40 AM
B737	92.1	OAK	SWA484	2/9/2022 7:23 AM
B738	92.0	EWR	UAL2200	2/10/2022 7:26 PM
B763	91.9	MEM	FDX906	2/8/2022 6:24 PM
B739	91.9	DEN	UAL347	2/8/2022 12:52 PM
B764	91.9	ATL	DAL965	2/8/2022 9:43 AM
A20N	91.8	LAS	FFT2127	2/9/2022 6:55 AM
B738	91.8	PHX	SWA2012	2/9/2022 5:25 PM
A21N	91.8	OGG	HAL38	2/8/2022 8:35 PM
A332	91.8	HNL	HAL16	2/9/2022 7:41 PM
B739	91.8	SFO	UAL2449	2/10/2022 9:54 AM
A332	91.7	HNL	HAL16	2/8/2022 7:32 PM
A332	91.7	HNL	HAL16	2/10/2022 7:46 PM
A333	91.7	ATL	DAL2379	2/8/2022 6:17 PM
A320	91.7	LAS	FFT2127	2/8/2022 6:57 AM

Table 5 - Continued

Quarterly SENEL Survey – Arrivals (RMT #1) – February 8-10, 2022

Aircraft Type	SENEL (dB)	Departing To	Flight Number	Date and Time
A306	91.6	IND	FDX2754	2/9/2022 10:31 AM
B738	91.6	PHX	SWA2003	2/9/2022 7:00 AM
A320	91.6	PHX	AAL480	2/10/2022 6:33 PM
B739	91.6	SEA	ASA1478	2/8/2022 3:22 PM
B739	91.5	DEN	UAL347	2/10/2022 12:14 PM
B752	91.5	JFK	DAL338	2/8/2022 7:41 PM
B763	91.5	ATL	DAL918	2/10/2022 9:03 PM
B738	91.5	MSP	SCX407	2/10/2022 4:55 PM
B763	91.4	MEM	FDX1422	2/10/2022 5:57 AM
B738	91.4	DEN	SWA2335	2/10/2022 2:14 PM
B739	91.4	SEA	ASA1478	2/9/2022 3:22 PM

Table 6

Quarterly SENEL Survey – Departures (RMT #7) – February 8-10, 2022

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date and Time
A321	99.9	CLT	AAL2569	2/10/2022 10:52 PM
B764	98.7	ATL	DAL831	2/10/2022 10:33 PM
A332	98.6	HNL	HAL15	2/10/2022 7:23 AM
B739	98.5	BOS	ASA1048	2/10/2022 8:08 AM
B739	98.2	SEA	ASA1199	2/10/2022 8:49 PM
A321	98.1	CLT	AAL1651	2/10/2022 7:53 AM
B738	98.0	KOA	ASA899	2/9/2022 10:47 AM
B739	97.9	JFK	ASA180	2/10/2022 7:57 AM
A321	97.9	CLT	AAL2569	2/9/2022 10:49 PM
B738	97.9	ORD	AAL518	2/10/2022 7:36 AM
B738	97.6	MIA	AAL2578	2/8/2022 11:06 PM
B739	97.6	ORD	UAL2325	2/8/2022 11:06 AM
A321	97.6	JFK	JBU90	2/10/2022 9:29 PM
B739	97.6	ORD	UAL2325	2/9/2022 11:20 AM
B764	97.6	ATL	DAL820	2/10/2022 6:43 AM
A321	97.6	CLT	AAL1651	2/8/2022 7:44 AM
B738	97.4	MIA	AAL2578	2/9/2022 11:09 PM
B739	97.3	ORD	UAL2325	2/10/2022 11:16 AM
B739	97.1	SEA	ASA1135	2/9/2022 4:22 PM
A321	97.1	DFW	AAL1955	2/10/2022 1:15 PM
B739	97.1	IAH	UAL2472	2/10/2022 8:18 AM
A321	97.1	BOS	JBU2120	2/10/2022 9:07 PM
B738	97.0	OGG	ASA829	2/9/2022 11:02 AM
B739	97.0	SEA	ASA579	2/10/2022 8:15 AM
A321	97.0	DFW	AAL671	2/10/2022 8:19 AM
B738	97.0	MCO	ASA760	2/10/2022 8:12 AM
B738	97.0	HNL	SWA2148	2/9/2022 8:47 AM
A321	97.0	DTW	DAL913	2/10/2022 1:13 PM
B738	97.0	HNL	ASA895	2/10/2022 9:41 AM
A321	96.9	DFW	AAL1055	2/10/2022 7:19 AM
B739	96.9	BOS	ASA1048	2/8/2022 8:03 AM
B738	96.9	KOA	ASA899	2/10/2022 11:50 AM
B738	96.9	HNL	ASA895	2/9/2022 11:18 AM
B738	96.8	MCO	ASA760	2/8/2022 8:12 AM
A321	96.7	MSP	DAL914	2/10/2022 6:50 AM
B738	96.6	MDW	SWA194	2/10/2022 6:39 AM
B738	96.6	KOA	ASA899	2/8/2022 10:44 AM
B738	96.6	JFK	ASA392	2/9/2022 11:07 PM
A321	96.6	DTW	DAL1048	2/10/2022 10:21 PM

Table 6 - Continued

Quarterly SENEL Survey – Departures (RMT #7) – February 8-10, 2022

Aircraft Type	SENEL (dB)	Departing To	Flight Number	Date and Time
A321	96.6	DFW	AAL1939	2/10/2022 2:59 PM
A321	96.5	CLT	AAL2569	2/8/2022 10:43 PM
B739	96.5	BOS	ASA1048	2/9/2022 8:11 AM
A332	96.4	HNL	HAL15	2/8/2022 7:17 AM
A332	96.4	HNL	HAL15	2/9/2022 7:24 AM
A321	96.4	CLT	AAL1954	2/10/2022 12:11 PM
B739	96.3	SLC	DAL2423	2/10/2022 6:36 AM
A321	96.3	CLT	AAL1651	2/9/2022 7:40 AM
A321	96.2	CLT	AAL2935	2/10/2022 2:44 PM
B739	96.2	DEN	UAL2476	2/10/2022 9:04 AM
B739	96.1	JFK	ASA392	2/10/2022 11:00 PM
A306	96.1	IND	FDX2654	2/10/2022 11:09 PM
B739	96.0	DEN	UAL1985	2/10/2022 7:01 AM
B739	96.0	IAD	UAL2282	2/10/2022 1:44 PM

Table 7

Average Daily Operations by Runway, Operation Type, Time of Day and Aircraft Type
January – March, 2022

Aircraft Type	Runway 27						Runway 9						Total
	Arrivals			Departures			Arrivals			Departures			
	7:00	19:00	22:00	7:00	19:00	22:00	7:00	19:00	22:00	7:00	19:00	22:00	
	18:59	21:59	6:59	18:59	21:59	6:59	18:59	21:59	6:59	18:59	21:59	6:59	
A20N	3	1	1	0	1	1	0	0	0	3	0	0	10
A21N	1	1	0	2	0	0	0	0	0	0	0	0	4
A306	1	0	0	2	0	1	0	0	0	0	0	0	4
A319	3	0	0	0	1	0	0	0	0	0	0	0	4
A320	5	2	1	5	13	2	0	0	0	0	0	0	28
A321	13	5	2	14	0	5	0	0	0	0	0	0	39
A332	1	1	0	2	0	0	0	0	0	0	0	0	4
A333	1	0	0	0	0	1	0	0	0	0	0	0	2
B38M	7	4	2	10	1	2	0	0	0	0	0	0	26
B39M	2	0	0	3	0	0	0	0	0	0	0	0	5
B737	24	5	3	25	5	2	1	0	0	0	0	0	65
B738	29	8	8	35	7	5	1	0	0	0	0	0	93
B739	11	5	3	15	1	3	0	0	0	0	0	0	38
B752	1	1	0	1	1	0	0	0	0	0	0	0	4
B763	2	1	0	1	2	1	0	0	0	0	0	0	7
B764	2	0	0	1	0	1	0	0	0	0	0	0	4
B788	1	0	0	1	0	0	0	0	0	0	0	0	2
B789	1	0	0	0	0	0	0	0	0	0	0	0	1
BE99	1	0	0	1	0	0	0	0	0	0	0	0	2
C208	2	0	0	2	0	0	0	0	0	0	0	0	4
CRJ9	1	0	1	2	0	0	0	0	0	0	0	0	4
E170	7	1	1	7	1	1	0	0	0	0	0	0	18
E75L	15	4	1	16	3	1	0	0	0	0	0	0	40
Total	134	39	23	145	36	26	2	0	0	3	0	0	408

Airport Noise & Operations Monitoring System (ANOMS)

The following tables capture the Remote Monitoring Terminal (RMT) data associated with this report. Table 8 provides the RMT thresholds, Tables 9 through 11 capture the Daily and Monthly CNEL levels for each month in the Quarter and Table 12 captures the Air Carrier Operations by Aircraft Type.

There are variances in Table 12 between the ANOMS data and the FAA ATADS data reported in the summary and Quarterly Airport Operation due to the way aircraft operating at the airport are categorized between Air Carrier and Air Taxi Operations. The prop/turboprop operations are typically captured in the FAA's Air Taxi category due to their capacity and/or weight classification. The Air Taxi data captured by the FAA ATADS system also includes fractional ownership operations (Business Jets) and small Regional Jets operated by the Air Carrier's Regional Airline partners. If a Regional Jet meets the payload weight limitation of 18,000 pounds or less, then the seating configuration (60 seat boundary) can alter the category that the operation falls into.

The FAA operator categories are defined as follows:

- **Air Carrier (AC):** Aircraft with seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds, carrying passengers or cargo for hire or compensation. This includes US and foreign-flagged carriers.
- **Air Taxi (AT):** Aircraft designed to have a maximum seating capacity of 60 seats or less or a maximum payload capacity of 18,000 pounds or less, carrying passengers or cargo for hire or compensation.
- **General Aviation (GA):** Takeoffs and landings of all civil aircraft, except those classified as air carriers or air taxis.
- **Military:** All classes of military takeoffs and landings.

Table 8

Remote Monitoring Terminals (RMTs) Thresholds

RMT #	SENEL Day Threshold (dB)	Duration (sec)	SENEL Evening Threshold (dB)	Duration (sec)	SENEL Night Threshold (dB)	Duration (sec)
1	73*	9	73	9	72*	10
2	63	10	60	12	58	14
3	74*	9	73	10	72*	10
4	64*	10	63	12	60*	12
6	68*	8	67	9	65*	10
7	65	12	63	12	62	15
9	68*	8	67	9	65*	10
10	65*	8	62	12	60*	13
11	65*	12	63	13	60*	15
12	64*	10	62	12	60*	14
13	65*	8	62	12	60*	13
14	65*	10	62	12	60*	13
16	67*	8	66	9	65*	10
17	64	9	62	12	58	15
18	65	8	65	8	62	12
19	64*	8	64	8	63*	8
20	62	11	62	11	60	13
21	60	10	58	12	55	18
22	65	8	63	10	60	12
23	65*	8	63	10	60*	12
24	65*	8	65	8	63*	10
25	65*	10	62	10	60*	12
26	65*	10	64	12	62*	14

Day: From 7:00 a.m. to 6:59 p.m. (* = change occurs at 0500L)

Evening: From 7:00 p.m. to 9:59 p.m.

Night: From 10:00 p.m. to 6:59 a.m. (* = change occurs at 0500L)

Note 1: RMTs #1 and #3 high threshold levels are due to high freeway and/or construction noise.

Note 2: Noise monitors comply with all applicable settings as specified in the California Noise Standards (Title 21). Noise events must meet both threshold criteria to be considered for further review.

Table 9

Daily/Monthly CNEL Levels – January, 2022

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	67.8	63.8	63.7	61.8	66.6	72.0	64.6	61.0	68.3	58.4	63.7	62.8	62.7	62.2	53.7	63.8	59.0	56.2	62.2	60.4	61.8	60.0	60.7
2	69.0	64.9	65.5	62.8	67.9	72.7	65.0	60.7	68.5	58.1	63.1	62.5	63.5	63.2	59.7	61.1	58.9	55.7	61.8	59.0	61.3	59.9	62.0
3	70.4	65.8	66.4	63.8	68.3	73.1	64.4	62.0	69.2	60.1	64.4	63.0	64.1	64.6	56.0	63.7	60.0	57.1	63.1	60.3	62.7	60.8	63.4
4	69.7	65.2	65.5	63.6	67.7	72.0	65.8	61.9	68.4	59.1	63.2	62.3	63.4	64.9	57.2	61.6	59.4	56.3	61.8	59.1	61.4	59.9	62.3
5	69.0	64.7	65.1	62.8	67.7	72.5	66.9	61.3	68.8	59.2	63.9	62.6	63.7	63.1	61.5	63.3	58.9	56.1	62.3	60.6	62.3	59.6	61.7
6	68.4	63.6	64.2	62.4	67.6	72.9	65.9	61.1	69.3	58.5	63.2	63.7	62.2	62.2	61.6	62.8	58.5	56.0	62.1	59.2	61.2	59.5	60.5
7	67.8	63.9	62.3	62.0	66.4	72.1	65.8	60.4	68.7	58.4	63.1	63.3	62.4	62.1	52.5	62.2	58.3	55.7	61.4	59.0	61.4	59.1	60.6
8	67.4	63.6	63.9	61.6	65.7	72.1	63.8	60.5	68.1	58.5	63.0	62.4	62.0	61.9	46.5	62.1	58.3	55.8	61.4	58.8	60.9	59.7	60.5
9	67.8	63.4	65.4	61.9	66.8	72.2	63.9	60.7	68.3	58.2	63.4	62.7	63.4	61.7	60.0	60.5	58.5	55.7	61.8	60.1	61.5	59.5	60.1
10	66.8	61.6	63.2	60.1	66.5	71.0	64.0	60.2	67.5	57.4	62.4	61.5	61.0	60.9	58.8	60.6	57.6	54.7	61.6	59.2	60.5	57.9	59.2
11	67.1	62.1	65.5	60.7	67.0	70.4	63.5	59.0	66.7	58.1	61.7	61.4	61.8	60.8	57.2	60.7	56.6	54.1	60.4	58.5	60.0	57.9	59.0
12	67.8	62.1	65.8	60.9	66.3	70.3	64.1	59.2	66.6	57.2	61.1	60.4	61.3	60.8	58.8	62.7	56.3	53.5	59.6	58.5	59.6	57.1	59.0
13	67.3	62.6	62.9	61.7	66.4	70.9	65.0	60.6	66.9	57.8	61.6	60.7	60.7	61.3	58.9	62.5	57.0	54.0	60.1	58.5	60.0	57.5	59.2
14	68.6	64.0	65.2	63.0	67.1	72.1	66.4	61.3	68.2	59.7	63.2	61.9	62.5	62.4	59.4	62.0	58.5	55.2	61.4	60.0	61.5	59.0	60.9
15	64.7	60.2	62.9	61.9	65.1	71.8	60.9	59.6	68.6	56.7	62.1	63.7	59.3	58.8	56.8	57.5	57.1	54.7	60.4	58.4	59.4	58.5	57.1
16	67.0	63.0	61.4	61.3	66.4	71.2	62.8	59.9	67.6	57.3	62.6	62.1	61.1	61.4	55.7	61.1	57.7	55.4	61.1	58.9	60.6	59.1	59.6
17	68.2	64.6	61.6	62.7	68.0	73.2	64.7	63.4	69.5	60.6	64.8	63.6	62.6	62.9	50.9	60.1	59.9	57.3	63.2	61.4	63.1	61.0	61.5
18	68.6	64.8	63.1	62.8	66.7	71.9	63.7	61.3	68.8	59.1	63.8	63.3	62.7	63.3	52.2	58.4	59.5	57.2	62.5	60.1	61.9	60.7	61.8
19	68.9	64.5	65.5	63.8	67.0	72.1	63.5	63.8	69.1	59.8	64.4	64.1	62.7	63.4	52.7	55.0	59.8	57.5	63.0	60.6	62.4	61.2	61.7
20	69.3	64.4	66.9	62.8	68.2	72.6	66.3	62.4	68.7	59.4	63.6	63.6	63.9	63.2	63.8	64.2	59.6	57.0	62.2	59.1	61.5	60.7	61.7
21	69.4	64.5	66.9	62.5	67.4	72.3	65.7	61.7	68.9	59.9	64.3	63.8	64.1	62.9	61.6	62.5	59.5	57.1	62.8	59.9	62.3	61.1	61.8
22	66.5	61.5	65.3	59.8	65.5	70.5	61.9	59.3	66.7	57.6	62.4	62.0	61.8	60.0	57.0	56.9	57.2	54.6	60.2	57.2	59.4	58.3	58.7
23	67.6	63.7	66.5	61.7	67.7	71.7	63.7	60.6	67.7	58.0	63.2	62.7	62.9	62.7	62.6	59.4	58.7	55.8	61.7	58.6	60.9	59.5	60.6
24	69.0	64.0	65.3	62.3	67.8	71.6	63.4	61.5	68.1	58.9	62.8	61.9	63.3	62.2	59.8	62.1	58.2	55.4	63.9	58.9	61.2	59.0	61.1
25	68.4	64.3	65.7	63.4	68.1	71.7	66.5	62.6	68.5	62.9	63.9	63.3	63.5	62.8	54.9	64.7	58.9	57.0	62.5	60.8	62.0	60.8	61.6
26	67.8	63.7	65.8	62.6	67.0	72.1	64.9	61.3	68.7	59.1	63.4	63.2	62.6	62.3	58.5	61.9	58.9	56.1	61.8	59.6	61.7	59.8	60.6
27	69.8	63.9	68.0	63.0	68.2	72.2	63.2	60.8	68.5	58.5	62.8	62.1	63.6	62.9	59.1	58.5	58.2	56.3	61.2	59.0	61.0	59.4	61.0
28	68.2	62.2	68.8	60.7	68.7	71.5	61.9	59.7	67.9	58.0	61.6	61.5	62.1	60.4	57.1	58.2	56.5	53.6	59.8	58.1	59.9	57.7	59.3
29	65.9	60.7	65.7	59.9	64.5	69.1	62.1	57.4	65.1	55.1	61.2	60.1	60.1	59.2	53.7	60.7	54.6	52.8	58.4	55.8	58.4	56.5	57.5
30	68.0	64.3	65.4	62.3	67.6	72.9	66.6	61.8	69.1	58.9	63.1	62.1	63.0	62.8	60.1	63.9	59.5	55.9	61.4	59.1	61.6	59.6	60.8
31	68.2	63.9	63.3	62.2	67.6	72.3	65.6	63.0	69.0	59.7	64.1	62.9	62.9	62.4	62.0	63.4	59.6	56.9	62.2	60.4	62.6	60.1	61.2
Month	68.2	63.7	65.3	62.2	67.2	71.9	64.7	61.2	68.3	58.9	63.2	62.6	62.6	62.3	58.8	61.8	58.5	55.9	61.7	59.4	61.3	59.5	60.7

Table 10

Daily/Monthly CNEL Levels – February, 2022

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	68.3	64.4	64.2	62.5	67.8	72.2	66.5	61.8	68.9	59.5	64.1	63.3	63.5	62.8	51.0	65.8	59.0	57.1	62.6	60.9	62.1	60.5	61.5
2	66.7	62.3	64.2	60.6	67.0	72.0	64.9	60.9	68.3	58.1	62.9	63.1	61.0	60.4	60.8	62.8	58.9	57.7	61.4	58.3	60.6	60.3	58.8
3	68.3	63.6	66.8	61.9	66.3	71.0	63.1	59.8	67.3	57.5	62.0	61.0	62.5	62.4	55.6	58.5	57.2	55.2	60.5	57.6	60.3	58.9	60.7
4	70.1	63.8	69.1	62.6	68.7	71.9	67.5	61.1	68.0	58.9	62.8	62.2	63.8	62.4	63.9	64.8	58.3	55.3	61.3	58.2	61.0	58.9	60.5
5	65.4	61.2	65.2	59.6	64.9	68.8	61.6	56.6	64.4	54.1	58.9	59.5	60.2	59.8	58.5	59.6	54.4	51.9	57.4	54.0	57.7	55.7	57.5
6	67.0	62.6	64.9	62.0	67.0	71.8	65.3	60.6	67.4	57.7	62.2	61.3	62.2	61.3	59.8	62.1	57.1	54.3	60.3	58.2	60.3	58.0	58.4
7	66.0	61.7	63.6	60.1	66.2	70.8	61.7	60.9	67.6	57.5	61.5	61.5	60.4	60.5	57.2	60.1	56.3	54.6	61.8	57.2	59.9	58.4	58.1
8	66.6	61.7	64.9	61.1	65.7	70.1	60.3	59.1	66.2	56.5	60.7	60.5	61.5	60.6	57.7	57.6	56.0	53.4	59.2	56.4	58.8	57.2	58.2
9	68.3	61.7	65.6	61.1	67.2	71.0	63.5	59.1	66.9	56.4	60.9	61.0	61.4	60.3	61.0	61.6	56.2	53.5	59.8	56.5	59.1	59.2	58.4
10	68.6	63.6	68.6	62.4	67.5	72.5	66.4	61.0	68.2	58.6	63.0	62.6	62.7	62.3	62.8	64.7	58.4	55.7	61.6	59.2	61.7	59.3	60.5
11	69.7	64.0	69.1	62.9	67.7	72.7	64.1	61.1	68.6	58.8	62.7	62.4	63.9	62.6	60.0	61.6	58.4	54.7	61.3	58.6	60.9	60.2	61.2
12	66.6	61.3	66.0	60.6	66.2	71.0	63.7	58.8	67.1	56.4	61.4	60.9	61.5	59.8	58.1	61.3	56.2	53.6	59.6	57.4	59.3	57.7	59.8
13	64.6	61.4	63.9	59.9	65.5	71.1	58.9	56.9	67.0	54.3	60.5	59.7	59.6	60.0	53.5	53.8	55.1	51.4	58.8	55.5	58.6	55.7	58.2
14	68.9	64.8	64.5	63.2	66.5	71.7	65.5	62.3	68.5	57.9	62.7	62.0	62.9	63.3	61.5	61.1	59.0	55.8	61.1	57.9	61.0	58.9	61.3
15	69.7	66.0	63.0	65.3	68.6	71.8	66.2	62.8	68.6	60.1	64.0	63.8	64.3	64.6	61.3	69.9	59.3	57.2	62.8	61.0	62.3	60.6	63.1
16	68.5	64.5	66.3	62.8	67.5	73.7	66.1	62.5	70.0	60.0	64.6	63.7	63.9	62.8	54.9	66.0	60.2	57.5	62.9	61.1	62.7	61.0	61.8
17	69.7	64.9	67.8	63.6	67.9	73.2	65.0	62.5	69.8	60.1	64.2	63.6	63.3	63.7	59.2	63.6	60.2	57.2	62.9	60.3	63.2	61.5	61.9
18	69.7	64.7	69.1	63.1	68.0	73.1	67.6	61.4	68.7	58.2	63.1	62.4	64.0	63.4	62.3	65.0	58.4	54.9	61.9	59.3	61.3	58.7	61.4
19	68.3	64.2	66.1	62.5	66.3	72.4	66.8	60.0	68.2	63.1	62.8	62.7	62.8	62.8	62.4	63.1	58.8	55.1	60.9	58.1	60.7	59.0	60.9
20	68.6	64.7	63.3	64.6	67.2	72.8	65.3	61.8	69.4	59.3	64.5	63.7	62.5	63.4	57.2	61.9	59.5	56.7	62.6	60.3	62.7	60.2	61.7
21	69.2	65.3	62.3	63.6	69.0	73.1	66.0	63.5	69.3	61.1	65.4	64.4	63.4	63.8	60.2	64.4	61.0	58.6	64.2	62.4	63.8	64.5	62.4
22	70.8	67.2	65.3	65.3	69.3	71.6	66.1	63.5	68.3	60.6	64.3	63.7	65.4	65.6	61.3	67.6	60.0	58.1	62.8	60.6	62.9	61.8	64.3
23	69.3	65.2	64.7	63.7	68.5	72.0	65.7	62.6	68.8	60.2	64.1	63.3	63.4	63.7	61.4	65.1	60.6	58.4	62.8	60.9	62.4	61.5	62.6
24	69.7	65.5	67.0	63.5	67.4	72.4	62.3	61.9	68.6	59.4	63.7	63.3	63.9	64.2	55.2	58.9	59.7	57.4	62.4	59.6	61.8	60.8	62.5
25	70.1	65.5	68.8	63.8	68.5	72.7	65.6	62.3	68.9	59.8	64.0	62.9	64.2	64.1	54.0	62.1	59.6	56.4	62.5	59.9	62.4	60.3	62.6
26	67.7	63.3	66.2	62.0	66.7	72.0	65.9	60.7	68.1	57.6	62.4	62.2	62.5	62.1	61.5	61.8	58.5	55.4	61.1	57.9	60.3	59.2	60.2
27	67.9	63.2	65.9	62.2	67.5	72.3	64.6	60.4	67.4	57.0	62.0	60.9	61.6	62.1	59.5	61.1	57.2	53.7	60.4	58.0	60.4	57.5	59.6
28	67.7	62.6	66.4	62.1	67.4	72.3	67.1	61.1	67.8	58.6	61.7	61.4	61.3	61.2	63.4	64.5	57.6	54.5	62.7	58.4	59.9	57.6	58.7
Month	68.5	64.0	66.2	62.7	67.4	72.0	65.2	61.3	68.2	58.9	63.0	62.4	62.8	62.6	60.1	63.6	58.6	55.9	61.7	59.1	61.3	59.8	61.0

Table 11

Daily/Monthly CNEL Levels – March, 2022

Day	RMT 1	RMT 2	RMT 3	RMT 4	RMT 6	RMT 7	RMT 9	RMT 10	RMT 11	RMT 12	RMT 13	RMT 14	RMT 16	RMT 17	RMT 18	RMT 19	RMT 20	RMT 21	RMT 22	RMT 23	RMT 24	RMT 25	RMT 26
1	67.5	62.9	65.9	62.0	67.1	72.2	67.5	60.1	67.7	58.7	61.1	61.8	61.6	61.1	63.2	65.0	57.6	54.4	59.7	56.9	59.1	58.2	59.0
2	67.8	63.2	64.3	63.2	67.8	73.3	66.1	61.4	69.4	59.1	63.4	64.2	61.7	61.7	62.2	62.7	58.5	55.6	61.6	59.9	61.4	59.7	59.5
3	68.8	65.2	62.5	63.9	68.2	74.0	66.6	61.7	70.2	59.4	64.1	64.2	64.0	63.2	56.5	75.3	58.5	55.7	62.2	61.4	62.7	59.4	61.7
4	70.5	66.8	68.0	68.7	68.8	71.9	65.8	62.3	68.4	59.4	63.4	63.0	65.3	65.9	64.5	69.2	58.5	56.0	61.7	60.9	62.0	59.1	63.9
5	69.5	65.7	65.6	63.7	67.4	69.9	64.2	61.8	66.3	59.3	62.4	62.4	63.7	64.0	59.2	64.0	58.3	56.5	61.1	59.5	60.5	59.7	62.6
6	69.1	64.9	66.4	63.1	68.3	73.9	67.8	63.2	69.9	60.2	65.2	63.9	63.4	63.4	58.2	66.4	60.6	57.9	63.7	61.7	63.5	61.4	62.0
7	69.1	65.1	65.6	63.8	69.7	73.4	68.4	62.8	69.5	60.8	64.7	63.5	63.3	63.4	61.6	65.9	60.7	57.6	63.1	60.6	62.9	61.3	63.3
8	68.7	63.6	65.3	62.1	67.6	72.0	66.9	61.0	67.5	58.0	62.2	61.5	62.5	62.1	63.1	63.0	58.1	54.8	60.6	57.8	60.3	58.4	61.7
9	68.9	64.9	62.4	63.4	68.1	73.5	65.8	62.3	69.8	60.3	64.6	63.7	63.6	63.1	60.1	65.2	60.7	56.9	62.9	60.5	62.7	60.4	62.2
10	69.7	65.7	65.9	64.1	69.2	74.0	66.9	63.8	70.3	60.8	65.7	65.0	64.3	64.3	59.6	66.5	61.0	58.9	64.4	61.9	63.8	62.0	73.5
11	69.2	64.2	68.5	62.9	67.8	72.9	65.4	61.6	68.3	58.5	62.0	61.5	62.9	62.8	59.4	58.6	57.9	54.0	60.5	57.5	60.4	58.3	61.6
12	68.6	64.3	67.7	63.1	67.3	71.8	66.4	60.7	67.4	57.6	61.7	61.3	63.0	63.0	59.8	63.4	57.5	54.0	60.1	56.9	59.9	58.0	61.7
13	70.0	66.0	65.6	64.3	68.7	74.0	67.5	63.0	70.5	60.6	65.5	63.7	64.6	64.5	54.8	66.2	60.5	57.5	63.5	64.9	63.7	61.0	62.8
14	69.1	64.6	65.7	63.6	68.3	73.8	63.8	63.0	70.1	60.7	65.2	64.2	62.7	63.6	53.7	58.5	60.6	57.4	63.7	61.6	63.5	61.3	61.4
15	68.7	64.8	64.0	63.4	67.0	73.0	66.3	61.6	69.8	58.8	63.9	64.4	63.0	63.3	57.3	63.1	59.0	57.0	62.3	60.3	61.8	60.4	61.6
16	69.2	65.3	64.6	63.8	67.8	73.7	66.2	62.3	70.0	59.7	64.7	64.3	63.3	63.7	53.8	62.8	60.1	56.9	63.0	61.4	62.6	60.6	62.0
17	69.8	65.3	67.4	64.0	68.3	73.9	66.3	62.7	70.2	60.7	64.7	65.4	63.6	64.0	62.7	61.8	60.4	57.5	63.2	61.2	62.9	61.5	64.9
18	69.5	65.3	67.6	64.2	68.7	74.2	67.6	62.6	70.3	60.2	64.8	64.3	63.4	63.7	60.8	62.9	60.7	57.0	63.1	61.2	63.0	60.7	61.7
19	69.5	65.8	65.8	64.0	67.3	73.4	66.8	62.4	69.8	59.9	64.9	64.0	63.6	64.1	55.4	64.1	60.1	57.1	63.1	60.8	62.8	60.9	62.4
20	69.4	65.8	65.7	64.3	69.3	74.0	67.5	63.4	70.6	61.1	66.1	64.7	64.1	64.2	61.7	65.0	61.3	58.8	64.5	63.3	64.4	62.3	62.6
21	69.2	65.3	66.0	63.6	68.8	74.9	67.3	63.6	71.2	60.8	65.7	64.7	63.9	63.8	54.6	67.8	61.0	58.3	64.4	62.2	63.6	61.8	62.3
22	68.7	64.2	67.6	62.9	67.8	73.5	66.9	62.1	69.6	60.4	64.0	63.7	62.7	63.0	62.2	64.3	61.3	57.3	62.4	59.9	62.0	60.6	61.5
23	68.4	63.9	67.8	63.0	67.9	73.7	67.3	62.3	70.0	59.3	63.9	63.4	62.5	62.7	62.4	64.5	60.1	56.2	62.6	59.8	62.2	60.2	60.8
24	68.8	65.0	65.2	64.1	68.4	74.0	68.2	62.7	70.2	60.1	64.7	64.3	63.2	63.6	64.0	64.2	60.4	58.1	63.2	61.1	63.1	60.8	61.6
25	67.3	63.7	66.1	65.3	68.2	75.3	66.7	61.3	72.0	58.8	64.4	66.8	61.4	62.4	60.1	59.8	61.3	56.4	62.6	59.6	61.9	60.8	60.0
26	68.6	64.7	64.1	64.3	67.9	73.3	66.1	61.0	69.4	58.4	63.8	63.5	62.5	63.2	59.9	62.0	58.4	54.8	61.9	59.7	62.1	59.2	61.0
27	69.1	65.1	62.5	63.7	68.1	74.2	66.2	62.7	70.7	60.2	65.8	64.4	63.7	63.4	55.8	65.3	60.6	57.4	63.9	62.3	64.1	61.0	62.2
28	70.0	65.6	65.1	67.3	69.9	74.9	67.0	63.5	71.5	61.8	65.9	66.3	64.3	64.3	63.5	76.7	60.5	58.0	64.1	62.8	64.2	61.5	62.1
29	70.0	66.2	65.2	64.2	68.1	73.5	66.8	62.6	69.9	60.6	65.3	64.1	64.4	64.6	57.6	64.4	60.5	57.7	63.6	62.9	63.7	61.5	63.0
30	69.6	65.8	64.1	64.2	68.6	74.4	65.1	63.2	70.4	61.1	65.6	64.7	63.7	64.2	54.5	60.6	61.1	58.3	63.8	62.2	63.9	62.0	62.7
31	69.9	66.1	63.7	64.2	68.7	74.2	66.7	63.3	70.4	60.9	65.7	76.0	64.7	64.3	58.4	66.9	60.4	57.7	64.1	62.3	64.1	61.2	62.8
Month	69.2	65.1	65.8	64.2	68.3	73.6	66.7	62.4	69.9	60.0	64.5	65.7	63.5	63.6	60.4	67.2	60.0	57.0	62.9	61.2	62.7	60.6	63.6

Table 12

Air Carrier Operations by Aircraft Type captured by the Airport Noise & Operations Monitoring System – January-March, 2022

Aircraft Type	Air Canada Jazz	Air Canada	Alaska Airlines	Allegiant Air	American	British Airways	Compass Airlines	Delta Air Lines	Edelweiss	Frontier Airlines	Hawaiian	Horizon Air	Japan Airlines	JetBlue	Lufthansa	SkyWest Airlines	Southwest Airlines	Spirit Airlines	Sun Country Airlines	Swoop	United Airlines	Westjet	FedEx Express	Swift Air	UPS Airlines	Total Operations
A20N	0	0	0	0	0	0	0	0	0	635	0	0	0	0	0	0	0	278	0	0	0	0	0	0	0	913
A21N	0	0	6	0	196	0	0	0	0	0	180	0	0	6	0	0	0	0	0	0	0	0	0	0	0	388
A221	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
A306	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	0	0	105
A319	0	0	0	22	0	0	0	143	0	0	0	0	0	0	0	0	0	76	0	0	455	0	0	0	0	696
A320	0	46	245	34	68	0	0	140	0	160	0	0	0	237	0	0	0	114	0	0	452	0	0	0	0	1,496
A321	0	0	0	0	2,361	0	0	995	0	18	0	0	0	482	0	0	0	0	0	0	0	0	0	0	0	3,856
A332	0	0	0	0	0	0	0	176	0	0	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	356
A333	0	0	0	0	0	0	0	177	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177
A339	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
A359	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
A35K	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
B38M	0	1	0	0	58	0	0	0	0	0	0	0	0	0	0	0	1,882	0	0	0	407	2	0	0	0	2,350
B39M	0	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	334	0	0	0	0	539
B733	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	0	76
B734	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	26
B737	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	5,837	0	4	0	22	14	0	0	0	5,891
B738	0	0	1,166	0	815	0	0	719	0	0	0	0	0	0	0	0	4,451	0	104	24	844	31	0	136	0	8,290
B739	0	0	1,810	0	0	0	0	363	0	0	0	0	0	0	0	0	0	0	0	0	1,320	0	0	0	0	3,493
B752	0	0	0	0	0	0	0	195	0	0	0	0	0	0	0	0	0	0	0	0	10	0	213	0	0	418
B753	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	17
B762	0	0	0	0	0	0	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
B763	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	480	0	206	686
B764	0	0	0	0	0	0	0	369	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	369
B788	0	0	0	0	0	0	0	0	0	0	0	0	106	0	0	0	0	0	0	0	0	0	0	0	0	106
B789	0	0	0	0	0	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131
CRJ2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	0	0	0	0	0	0	0	0	0	90
CRJ7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	0	0	0	0	0	0	0	54
CRJ9	328	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	328
E170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,520	0	0	0	0	0	0	0	0	0	0	1,520
E175	0	0	456	0	0	0	0	0	0	0	0	0	0	0	3,286	0	0	0	0	0	0	0	0	0	0	3,742
MD11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Jet	328	47	3,902	56	3,498	141	0	3,419	0	813	360	0	106	725	0	4,950	12,170	468	108	24	3,846	47	800	238	206	36,252
BE99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	420	0	150	570
C208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Prop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	420	0	150	570
All Ops	328	47	3,902	56	3,498	141	0	3,419	0	813	360	0	106	725	0	4,950	12,170	468	108	24	3,846	47	1,220	238	356	36,822










Q1 2022 QNR - Final Signatures - 2022.06.29

Final Audit Report

2022-07-02

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