# Quarterly Noise Report

## For the California Department of Transportation

## First Quarter – Calendar Year 2023

SAN DIEGO
INTERNATIONAL AIRPORT
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## Aircraft Noise Mitigation

July 17, 2023

# Q1 2023 Quarterly Noise Report

January 1 through March 31, 2023

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.

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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) – 0.351 Square Miles (224.64 Acres)
    - Federal Military Impact Area (F.M.I.A.) – 0.132 Square Miles (84.48 Acres)

2. Estimated number of population and dwelling units within the Noise Impact Area as defined in the Noise Standards: [1]

    - Dwelling Units – 2,972 (Population – 6,244)

3. Number of Noise Complaints and Households during the Calendar Quarter:

    - 11,440 Complaints (117 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 A332 (182 Operations)

5. Number of Air Carrier Operations during the Calendar Quarter: [2] 44,159

6. Percentage of Air Carrier Aircraft Stage 3 or Better:

    - 100%

7. Number of Air Taxi Operations during the Calendar Quarter: 3,963

8. Number of General Aviation Operations during the Calendar Quarter: 2,361

9. Number of Military Operations during the Calendar Quarter: 366

10. Total number of Airport Operations during the Calendar Quarter: 50,849

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Reference form DOA 617, 10/89.

[1] Population and dwelling unit calculations are based upon 2020 Census Block Boundary Data.
[2] Airport Operation counts are taken from the FAA Operations & Performance Data, Operations Network (OPSNET) 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. (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 2023 | Q1 2022 | Change |
|---|---|---|---|
| N.I.A. | 0.351 | 0.270 | 0.081 |
| F.M.I.A | 0.132 | 0.141 | -0.009 |

## Noise Contour

The Noise Contour on the subsequent page is prepared for the Airport Authority by 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 extents of the contours are adjusted based on actual noise measurements from permanent noise monitors to meet Section 5032 of the California Noise Standards.

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 fifth contour, since the COVID-19 pandemic, that increased in size. Below are the key observations causing the increase of the contour based on the Airport Noise & Operations Monitoring System (ANOMS) data. The data compares the aircraft operations between the time periods of April 2021 – March 2022 (1Q-2022) and April 2022 - March 2023 (1Q-2023).

- Total operations increased by 23%.

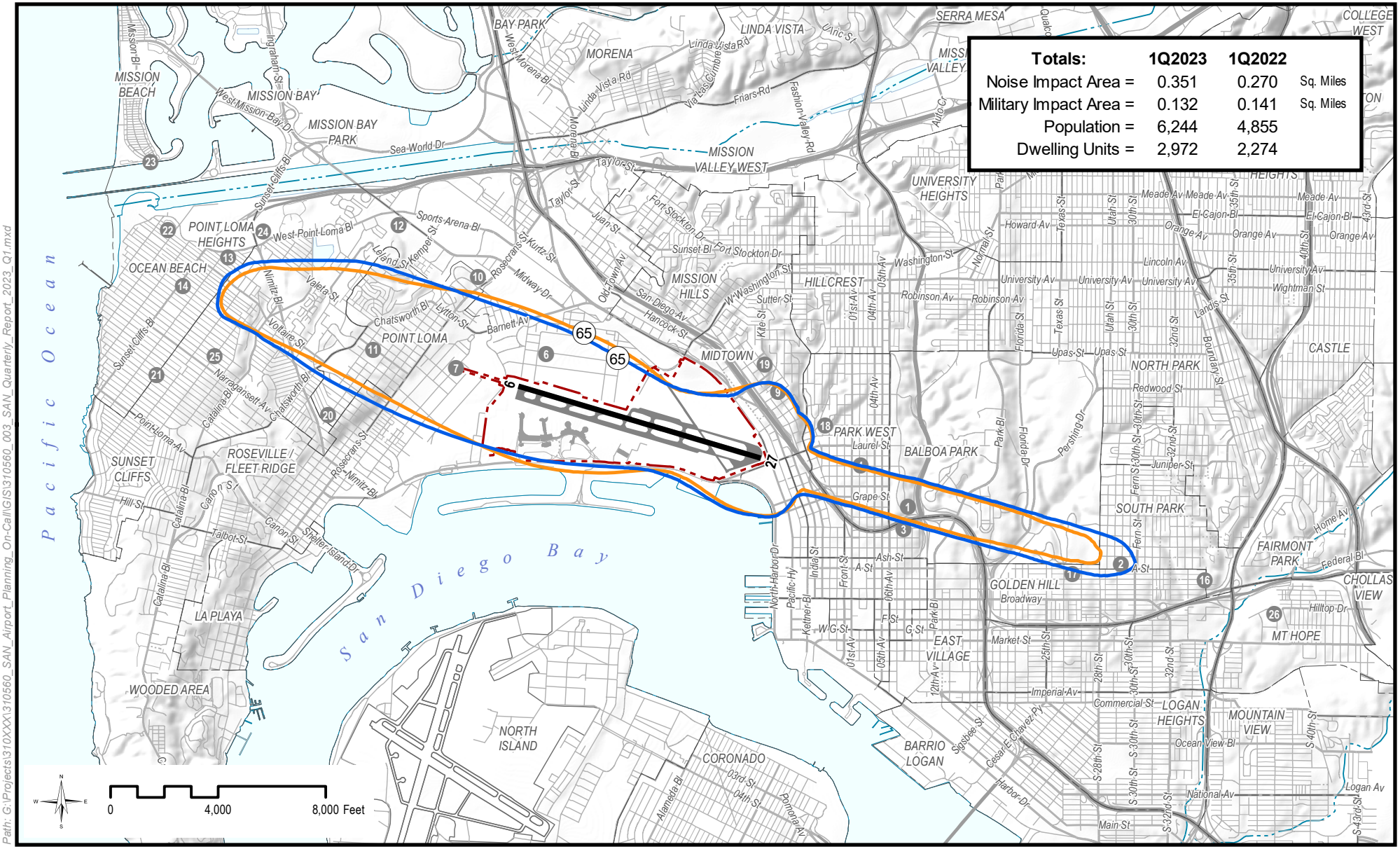
- Evening Operations (7:00 p.m. – 10:00 p.m.) increased by 17% and Nighttime Operations (10:00 p.m. – 7:00 a.m.) increased by 39%. These operations are weighted heavier in the model and were a significant reason for the increased size of the contour.

- As a result of evening and nighttime percent increase, the overall operations weighted heavier in the noise model (the daytime equivalent operations increased by 28% in 1Q-2023).

- Overall use of narrow-body Airbus aircraft like A319, 320, 321 and A220 increased by 39%. Similarly, the use of narrow-body Boeing aircraft like B737, B757, increased by 35%.

While the size of the 65 dB Noise Contour continues to increase, the rate of increase is slowing down as operations normalize to pre-pandemic levels.

Data Sources: San Diego International Airport; San Diego Association of Governments (SANDAG); City of San Diego and County of San Diego (SanGIS); Environmental Systems Research Institute, Inc. (ESRI); U.S. Census Blocks 2010

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SAN DIEGO INTERNATIONAL AIRPORT
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2023 1st Quarter 65 dB CNEL Contour
2022 1st Quarter 65 dB CNEL Contour
Airport Property
Runway
RMT Site Location
Roads
River / Stream

**Comparison of the 2022 and 2023 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. One of the facilities has been completed, and the QHP team is currently working on the second non-residential facility. 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. Contours used for QHP eligibility are based on FAA-accepted Noise Exposure Maps as part of the Part 150 Noise Compatibility Program.

To date, QHP has completed 5,243 homes with a current waitlist of 484 units.

## Aircraft Noise Complaints

During the Quarter, the Aircraft Noise Office received a total of 11,440 complaints from 117 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://www.san.org/Airport-Authority/Meetings-Agendas/ANAC

## Quarterly Airport Operations Statistics

The Federal Aviation Administration captures Air Traffic Control Tower Counts on a monthly basis, in its Operations & Performance Data, Operations Network (OPSNET) database. OPSNET 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. 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 2023 | 1st Quarter 2022 | Net Change | Percent Change |
|---|---|---|---|---|
| **Air Carrier** | 44,159 | 36,451 | 7,708 | 21.1% |
| **Air Taxi** | 3,963 | 3,630 | 333 | 9.2% |
| **General Aviation** | 2,361 | 2,956 | (595) | -20.1% |
| **Military** | 366 | 348 | 18 | 5.2% |
| **Total** | **50,849** | **43,385** | **7,464** | **17.2%** |

## 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 65 noise curfew violations, 19 of which were penalized with imposed fines totaling $372,000.

## 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 | 69.9 | 69.9 |
| 2 | 65.8 | 65.8 |
| 3 | 67.4 | 66.4 |
| 4 | 66.1 | 65.2 |
| 6 | 68.8 | 68.8 |
| 7 | 73.7 | 74.1 |
| 9 | 66.7 | 66.5 |
| 10 | 62.9 | 63.3 |
| 11 | 70.1 | 70.5 |
| 12 | 60.4 | 60.7 |
| 13 | 64.3 | 64.7 |
| 14 | 64.5 | 63.9 |
| 16 | 64.6 | 64.1 |
| 17 | 64.7 | 64.5 |
| 18 | 62.5 | 60.3 |
| 19 | 63.9 | 63.4 |
| 20 | 60.0 | 60.2 |
| 21 | 57.0 | 56.7 |
| 22 | 62.8 | 63.0 |
| 23 | 61.8 | 61.6 |
| 24 | 63.1 | 63.4 |
| 25 | 60.6 | 60.4 |
| 26 | 64.3 | 63.1 |

**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 up due to an increase in the overall number of operations (Arrivals and Departures), as compared to the same time last year.

**Table 4**

| | Q1 2023 | Q1 2022 | Change (dB) |
|---|---|---|---|
| **Arrivals** | 96.6 | 92.4 | 4.21 |
| **Departures** | 101.1 | 96.9 | 4.18 |

The data used to compile this section of the report is captured by reviewing the entire quarter to determine the loudest aircraft. The supporting data is listed in Tables 5 through 7 on subsequent pages. Tables 5 and 6 show 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) – January – March, 2023

| Aircraft Type | SENEL (dB) | Origin | Flight Number | Date and Time |
|---|---|---|---|---|
| B763 | 101.2 | PHX | FDX979 | 1/25/2023 5:31 PM |
| B763 | 100.9 | IND | FDX1754 | 3/1/2023 5:55 AM |
| B763 | 98.9 | MEM | FDX906 | 1/13/2023 4:51 PM |
| B763 | 98.6 | MEM | FDX906 | 3/25/2023 6:20 PM |
| B763 | 98.4 | MEM | FDX1422 | 2/25/2023 6:06 AM |
| B763 | 98.2 | SDF | UPS922 | 3/1/2023 5:15 AM |
| B753 | 98.0 | ATL | DAL843 | 3/20/2023 5:34 PM |
| B764 | 97.5 | ATL | DAL8871 | 1/28/2023 12:40 PM |
| B763 | 97.4 | MEM | FDX906 | 3/1/2023 5:39 PM |
| B763 | 97.4 | MEM | FDX1422 | 1/17/2023 6:30 AM |
| B764 | 97.3 | ATL | DAL8874 | 1/29/2023 12:54 PM |
| B737 | 97.1 | DAL | SWA2162 | 3/1/2023 11:19 AM |
| B763 | 97.0 | IND | FDX1754 | 1/11/2023 5:26 AM |
| B763 | 97.0 | MEM | FDX1422 | 3/22/2023 6:29 AM |
| B753 | 96.9 | ATL | DAL937 | 3/23/2023 11:08 PM |
| B763 | 96.8 | MEM | FDX906 | 1/15/2023 5:31 PM |
| B763 | 96.8 | SDF | UPS922 | 1/17/2023 5:26 AM |
| B737 | 96.7 | PHX | SWA4333 | 1/14/2023 8:07 PM |
| A306 | 96.7 | OAK | FDX1889 | 2/22/2023 3:46 AM |
| B753 | 96.7 | ATL | DAL947 | 3/30/2023 7:13 PM |
| B753 | 96.6 | ATL | DAL843 | 3/13/2023 6:18 PM |
| B763 | 96.6 | MEM | FDX1422 | 3/1/2023 6:03 AM |
| E75L | 96.6 | SLC | SKW3362 | 2/21/2023 12:27 PM |
| B733 | 96.5 | LAS | SWQ3319 | 1/10/2023 3:24 PM |
| B763 | 96.5 | SDF | UPS922 | 3/17/2023 5:18 AM |
| B763 | 96.4 | IND | FDX1754 | 2/23/2023 6:33 AM |
| B763 | 96.4 | IND | FDX1754 | 1/31/2023 7:34 AM |
| A306 | 96.4 | OAK | FDX1889 | 2/14/2023 4:51 AM |
| B763 | 96.3 | IND | FDX1754 | 1/17/2023 5:52 AM |
| B763 | 96.3 | SDF | UPS922 | 2/22/2023 5:12 AM |
| B763 | 96.3 | SDF | UPS2636 | 3/1/2023 5:32 PM |
| B763 | 96.3 | MEM | FDX1422 | 1/13/2023 5:48 AM |
| B737 | 96.3 | MSY | SWA1446 | 2/12/2023 9:10 PM |
| B763 | 96.2 | SDF | UPS2636 | 3/23/2023 5:09 PM |
| A321 | 96.2 | DFW | AAL1939 | 3/26/2023 2:08 PM |
| B763 | 96.2 | MEM | FDX906 | 1/8/2023 5:32 PM |
| A321 | 96.2 | DFW | AAL2747 | 3/5/2023 4:22 PM |
| B763 | 96.2 | MEM | FDX906 | 3/23/2023 5:24 PM |
| B764 | 96.1 | ATL | DAL8875 | 2/2/2023 12:44 PM |

## Table 5 – Continued

Quarterly SENEL Survey – Arrivals (RMT #1) – January – March, 2023

| Aircraft Type | SENEL (dB) | Origin | Flight Number | Date and Time |
|---|---|---|---|---|
| B763 | 96.1 | MEM | FDX906 | 1/19/2023 5:43 PM |
| A35K | 96.1 | LHR | BAW44N | 3/25/2023 5:28 PM |
| B763 | 96.1 | IND | FDX1754 | 2/22/2023 5:58 AM |
| A332 | 96.0 | HNL | HAL16 | 3/21/2023 8:21 PM |
| B753 | 96.0 | ATL | DAL937 | 3/29/2023 11:18 PM |
| B753 | 95.9 | ATL | DAL725 | 3/24/2023 10:14 AM |
| B763 | 95.9 | SDF | UPS922 | 1/20/2023 4:57 AM |
| B738 | 95.8 | SJC | SWA702 | 1/16/2023 11:25 AM |
| A332 | 95.8 | HNL | HAL16 | 2/2/2023 8:43 PM |
| B763 | 95.8 | SDF | UPS922 | 3/14/2023 5:08 AM |
| B763 | 95.8 | MEM | FDX906 | 3/30/2023 5:18 PM |
| B763 | 95.8 | MEM | FDX906 | 2/21/2023 4:50 PM |
| B763 | 95.8 | SDF | UPS922 | 3/30/2023 4:49 AM |
| B763 | 95.8 | SDF | UPS922 | 3/10/2023 5:04 AM |
| B737 | 95.8 | DEN | SWA2440 | 1/16/2023 7:47 PM |
| B738 | 95.8 | SEA | ASA1098 | 1/14/2023 7:30 PM |
| B763 | 95.7 | SDF | UPS922 | 3/21/2023 5:05 AM |
| A306 | 95.7 | OAK | FDX1889 | 3/9/2023 3:51 AM |
| B763 | 95.7 | SDF | UPS922 | 2/28/2023 5:04 AM |
| B737 | 95.7 | SMF | SWA1530 | 1/1/2023 4:57 PM |
| B752 | 95.7 | EWR | UAL794 | 2/5/2023 12:58 PM |
| B763 | 95.7 | MEM | FDX906 | 2/12/2023 5:29 PM |

## Table 6

Quarterly SENEL Survey – Departures (RMT #7) – January – March, 2023

| Aircraft Type | SENEL (dB) | Destination | Flight Number | Date and Time |
|---|---|---|---|---|
| A332 | 103.8 | HNL | HAL15 | 3/15/2023 10:30 AM |
| B739 | 102.3 | ORD | UAL2478 | 2/26/2023 10:41 PM |
| A332 | 101.9 | HNL | HAL15 | 1/6/2023 8:19 AM |
| A332 | 101.9 | HNL | HAL15 | 1/19/2023 8:29 AM |
| A332 | 101.8 | HNL | HAL15 | 3/14/2023 8:53 AM |
| A332 | 101.7 | HNL | HAL15 | 3/29/2023 8:42 AM |
| A332 | 101.7 | HNL | HAL15 | 1/16/2023 9:21 AM |
| A332 | 101.6 | HNL | HAL15 | 1/4/2023 9:28 AM |
| A321 | 101.6 | CLT | AAL2545 | 3/27/2023 6:30 AM |
| A332 | 101.5 | HNL | HAL15 | 1/21/2023 8:24 AM |
| A321 | 101.4 | CLT | AAL2239 | 1/30/2023 7:50 AM |
| A332 | 101.4 | HNL | HAL15 | 3/4/2023 7:45 AM |
| A332 | 101.4 | HNL | HAL15 | 2/25/2023 9:45 AM |
| A321 | 101.3 | CLT | AAL2545 | 3/15/2023 6:50 AM |
| A332 | 101.3 | HNL | HAL15 | 3/22/2023 8:40 AM |
| A332 | 101.2 | HNL | HAL15 | 3/17/2023 9:10 AM |
| B739 | 101.2 | ORD | UAL1575 | 1/12/2023 6:55 AM |
| A332 | 101.2 | HNL | HAL15 | 3/23/2023 8:57 AM |
| A332 | 101.2 | HNL | HAL15 | 1/9/2023 8:27 AM |
| A332 | 101.2 | HNL | HAL15 | 1/8/2023 8:17 AM |
| B739 | 101.1 | IAH | UAL1794 | 3/30/2023 2:50 PM |
| A321 | 101.1 | CLT | AAL378 | 3/31/2023 12:30 AM |
| B738 | 101.1 | ORD | AAL518 | 1/16/2023 6:31 AM |
| A332 | 101.1 | HNL | HAL15 | 1/18/2023 9:01 AM |
| A332 | 101.1 | HNL | HAL15 | 1/13/2023 8:30 AM |
| A321 | 101.0 | CLT | AAL2545 | 3/31/2023 6:40 AM |
| B738 | 101.0 | ORD | AAL644 | 1/20/2023 12:58 PM |
| A321 | 101.0 | CLT | AAL1651 | 1/16/2023 7:49 AM |
| A321 | 101.0 | CLT | AAL378 | 3/9/2023 10:23 PM |
| B738 | 101.0 | OGG | ASA829 | 3/21/2023 1:15 PM |
| B739 | 101.0 | IAH | UAL2210 | 3/16/2023 3:23 PM |
| A332 | 100.9 | HNL | HAL15 | 1/24/2023 8:45 AM |
| A321 | 100.9 | CLT | AAL378 | 3/31/2023 10:39 PM |
| A321 | 100.9 | CLT | AAL2545 | 2/6/2023 6:30 AM |
| A332 | 100.9 | HNL | HAL15 | 1/7/2023 8:09 AM |
| B739 | 100.9 | EWR | UAL2641 | 3/19/2023 11:52 PM |
| B753 | 100.9 | ATL | DAL990 | 3/12/2023 8:51 AM |
| A321 | 100.9 | CLT | AAL2935 | 1/22/2023 2:36 PM |
| B739 | 100.9 | ORD | UAL2325 | 3/15/2023 11:23 AM |

## Table 6 – Continued

Quarterly SENEL Survey – Departures (RMT #7) – January – March, 2023

| Aircraft Type | SENEL (dB) | Destination | Flight Number | Date and Time |
|---|---|---|---|---|
| A321 | 100.9 | CLT | AAL1651 | 1/30/2023 8:21 AM |
| A322 | 100.9 | HNL | HAL15 | 1/20/2023 8:30 AM |
| A323 | 100.9 | EWR | UAL2641 | 3/26/2023 10:34 PM |
| A324 | 100.9 | EWR | UAL2669 | 3/21/2023 2:16 PM |
| A325 | 100.9 | IAD | UAL1217 | 1/22/2023 1:23 PM |
| A326 | 100.8 | HNL | HAL15 | 2/11/2023 8:20 AM |
| A327 | 100.8 | HNL | HAL15 | 3/28/2023 9:11 AM |
| A328 | 100.8 | HNL | HAL15A | 3/13/2023 7:31 AM |
| A329 | 100.8 | LHR | BAW72A | 1/6/2023 6:31 PM |
| A330 | 100.8 | CLT | AAL378 | 3/14/2023 10:20 PM |
| A331 | 100.8 | HNL | HAL15 | 1/15/2023 8:57 AM |
| A332 | 100.8 | JFK | DAL384 | 1/22/2023 10:12 PM |
| A333 | 100.8 | HNL | HAL15 | 3/18/2023 8:51 AM |
| A334 | 100.8 | HNL | HAL15 | 1/11/2023 1:09 PM |
| A335 | 100.8 | HNL | HAL15 | 3/10/2023 8:00 AM |
| A336 | 100.7 | HNL | HAL15 | 1/31/2023 8:23 AM |
| A337 | 100.7 | JFK | DAL358 | 1/8/2023 7:39 AM |
| A338 | 100.7 | HNL | HAL15 | 3/25/2023 8:54 AM |
| A339 | 100.7 | ATL | DAL725 | 3/29/2023 12:17 PM |
| A340 | 100.7 | MCO | ASA396 | 3/29/2023 11:40 AM |
| A341 | 100.7 | CLT | AAL378 | 3/20/2023 12:20 AM |
| A332 | 100.7 | HNL | HAL15 | 2/1/2023 8:19 AM |

## Table 7

Average Daily Operations [3] by Runway, Operation Type, Time of Day and Aircraft Type
January – March, 2023

| 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 | |
| A223 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| A20N | 4 | 1 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| A21N | 2 | 3 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| A306 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| A319 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| A320 | 5 | 2 | 1 | 5 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | **18** |
| A321 | 14 | 5 | 5 | 15 | 1 | 7 | 1 | 0 | 1 | 2 | 0 | 0 | **51** |
| A332 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| A35K | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| B38M | 13 | 3 | 2 | 14 | 3 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | **41** |
| B39M | 5 | 3 | 1 | 7 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | **21** |
| B737 | 33 | 9 | 4 | 33 | 10 | 4 | 4 | 1 | 1 | 4 | 1 | 0 | **104** |
| B738 | 27 | 7 | 6 | 33 | 4 | 4 | 3 | 1 | 1 | 3 | 1 | 0 | **90** |
| B739 | 12 | 5 | 3 | 16 | 2 | 2 | 2 | 1 | 0 | 2 | 0 | 0 | **45** |
| B752 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| B753 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| B763 | 2 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| B788 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 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 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| E135 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| E145 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| E75L | 18 | 3 | 2 | 19 | 3 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | **50** |
| **Total** | **148** | **44** | **30** | **164** | **31** | **30** | **16** | **3** | **3** | **17** | **2** | **0** | **488** |

[3] Average Daily Operations include Air Carriers, and Air Taxi operations.

## 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 OPSNET data reported in the summary and Quarterly Airport Operations, 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 Air Taxi category due to their capacity and/or weight classification. The Air Taxi data captured by the FAA OPSNET 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, 2023

| 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 | 70.9 | 67.0 | 63.7 | 65.3 | 70.2 | 72.1 | 65.4 | 64.2 | 68.7 | 62.1 | 63.9 | 63.0 | 65.0 | 65.8 | 61.4 | 62.3 | 60.8 | 57.2 | 62.3 | 64.1 | 63.7 | 60.2 | 64.1 |
| 2 | 70.6 | 66.9 | 64.6 | 64.9 | 69.3 | 74.3 | 68.6 | 63.8 | 71.1 | 61.8 | 66.0 | 64.2 | 65.2 | 65.3 | 62.8 | 66.9 | 61.5 | 58.2 | 65.2 | 63.7 | 65.0 | 61.5 | 63.8 |
| 3 | 70.0 | 65.8 | 69.8 | 72.6 | 71.4 | 75.6 | 66.9 | 58.8 | 73.0 | 54.4 | 62.2 | 69.4 | 65.9 | 66.2 | 69.6 | 63.6 | 51.5 | 52.7 | 60.7 | 58.5 | 57.2 | 57.7 | 62.8 |
| 4 | 70.4 | 66.6 | 66.0 | 67.9 | 69.6 | 75.0 | 67.3 | 62.8 | 72.0 | 60.7 | 65.0 | 66.1 | 65.1 | 65.3 | 62.5 | 64.4 | 59.7 | 56.5 | 63.2 | 62.8 | 64.0 | 60.3 | 63.7 |
| 5 | 71.1 | 67.1 | 68.7 | 70.8 | 70.1 | 72.8 | 66.6 | 61.4 | 70.0 | 58.9 | 62.9 | 64.9 | 66.6 | 66.4 | 67.2 | 63.5 | 57.2 | 54.5 | 61.4 | 62.9 | 61.4 | 58.0 | 63.8 |
| 6 | 70.9 | 66.6 | 69.0 | 65.1 | 68.3 | 73.6 | 67.6 | 63.6 | 70.0 | 60.9 | 65.2 | 64.1 | 64.9 | 65.1 | 64.2 | 63.5 | 60.8 | 57.7 | 63.5 | 64.6 | 64.1 | 61.4 | 65.8 |
| 7 | 68.5 | 64.3 | 68.1 | 62.8 | 67.5 | 72.9 | 68.1 | 61.9 | 69.0 | 59.2 | 63.7 | 62.8 | 63.5 | 62.8 | 64.1 | 66.0 | 59.3 | 56.3 | 61.9 | 61.6 | 62.4 | 59.9 | 61.7 |
| 8 | 70.0 | 65.4 | 67.4 | 63.9 | 68.9 | 74.0 | 68.4 | 62.6 | 70.2 | 60.0 | 64.5 | 63.4 | 63.9 | 64.1 | 62.3 | 65.9 | 60.1 | 56.6 | 62.6 | 61.4 | 63.3 | 60.5 | 62.3 |
| 9 | 68.2 | 64.2 | 65.1 | 67.3 | 69.4 | 74.5 | 67.8 | 63.3 | 71.6 | 59.5 | 63.8 | 66.4 | 63.6 | 63.5 | 63.2 | 64.9 | 58.9 | 55.9 | 62.0 | 61.3 | 61.8 | 59.6 | 61.1 |
| 10 | 70.1 | 66.0 | 68.4 | 70.3 | 69.9 | 73.3 | 66.6 | 60.8 | 70.3 | 58.3 | 62.4 | 65.1 | 65.3 | 65.3 | 66.9 | 64.6 | 57.1 | 53.4 | 60.7 | 60.5 | 60.5 | 57.0 | 63.3 |
| 11 | 70.0 | 65.7 | 66.9 | 64.1 | 67.5 | 72.8 | 63.9 | 61.9 | 69.1 | 59.0 | 63.7 | 63.1 | 63.8 | 64.6 | 56.6 | 60.3 | 59.4 | 56.6 | 63.7 | 62.3 | 62.4 | 61.0 | 63.1 |
| 12 | 70.6 | 65.3 | 69.1 | 63.8 | 69.1 | 73.8 | 69.1 | 63.4 | 70.2 | 60.3 | 64.1 | 63.4 | 65.0 | 63.8 | 64.7 | 65.9 | 60.4 | 56.9 | 62.5 | 61.8 | 62.9 | 60.0 | 62.3 |
| 13 | 70.9 | 66.3 | 68.9 | 64.7 | 69.9 | 73.8 | 67.2 | 63.3 | 70.0 | 61.1 | 64.8 | 63.9 | 65.6 | 64.8 | 64.0 | 64.5 | 60.5 | 57.2 | 63.3 | 63.5 | 64.0 | 60.9 | 63.3 |
| 14 | 68.6 | 63.4 | 64.1 | 67.3 | 68.2 | 73.2 | 67.4 | 61.3 | 69.9 | 58.2 | 62.9 | 65.3 | 62.3 | 62.2 | 63.9 | 64.7 | 58.7 | 57.8 | 61.6 | 63.0 | 60.9 | 59.7 | 60.3 |
| 15 | 69.4 | 64.9 | 62.4 | 65.1 | 69.8 | 75.1 | 66.8 | 63.8 | 71.8 | 61.8 | 66.1 | 66.7 | 62.7 | 63.4 | 61.7 | 64.2 | 60.9 | 58.5 | 64.4 | 65.0 | 65.0 | 62.1 | 61.6 |
| 16 | 70.8 | 66.7 | 65.2 | 65.8 | 69.6 | 74.0 | 67.9 | 64.3 | 70.2 | 61.8 | 65.6 | 65.2 | 65.0 | 65.4 | 63.1 | 65.0 | 61.2 | 58.9 | 63.9 | 64.1 | 64.4 | 61.9 | 63.6 |
| 17 | 70.3 | 66.2 | 67.1 | 64.6 | 69.2 | 71.7 | 66.7 | 63.2 | 68.3 | 60.3 | 64.0 | 63.3 | 64.9 | 64.9 | 63.0 | 63.8 | 60.1 | 57.9 | 62.6 | 62.5 | 63.2 | 61.1 | 63.4 |
| 18 | 69.8 | 65.7 | 68.1 | 64.1 | 67.8 | 72.9 | 62.3 | 63.0 | 69.7 | 60.7 | 64.2 | 63.2 | 64.2 | 64.4 | 55.3 | 60.2 | 60.2 | 57.0 | 62.6 | 61.4 | 63.1 | 60.6 | 62.9 |
| 19 | 70.5 | 66.5 | 65.9 | 64.7 | 68.9 | 72.8 | 65.7 | 63.7 | 69.1 | 61.4 | 64.6 | 63.7 | 65.0 | 65.1 | 58.6 | 65.9 | 60.2 | 57.8 | 63.0 | 61.9 | 63.7 | 61.1 | 63.6 |
| 20 | 70.8 | 66.6 | 70.1 | 64.6 | 68.9 | 73.9 | 64.6 | 63.9 | 70.1 | 61.0 | 65.1 | 64.0 | 65.9 | 65.1 | 56.1 | 65.9 | 60.5 | 57.6 | 63.5 | 61.8 | 63.9 | 61.5 | 63.6 |
| 21 | 68.2 | 63.8 | 66.8 | 61.6 | 67.0 | 72.2 | 62.5 | 61.0 | 68.3 | 58.6 | 62.6 | 62.4 | 63.4 | 62.1 | 58.0 | 58.3 | 58.8 | 55.4 | 61.2 | 58.9 | 61.1 | 59.4 | 60.9 |
| 22 | 69.6 | 65.6 | 67.3 | 63.8 | 69.1 | 74.9 | 67.8 | 63.7 | 70.8 | 61.1 | 65.6 | 64.5 | 64.4 | 64.1 | 62.1 | 64.9 | 60.8 | 58.0 | 64.1 | 62.4 | 64.3 | 62.8 | 63.6 |
| 23 | 68.5 | 64.5 | 67.2 | 62.6 | 68.2 | 72.4 | 62.9 | 63.0 | 68.3 | 59.4 | 63.5 | 62.1 | 63.7 | 63.2 | 53.4 | 59.3 | 58.4 | 55.7 | 61.4 | 59.1 | 62.3 | 61.5 | 61.8 |
| 24 | 68.9 | 64.5 | 67.1 | 62.8 | 67.9 | 71.9 | 65.8 | 62.1 | 68.1 | 59.3 | 62.6 | 62.0 | 63.3 | 63.2 | 55.6 | 65.2 | 58.5 | 55.5 | 60.9 | 59.5 | 61.5 | 59.1 | 61.5 |
| 25 | 68.7 | 63.7 | 66.5 | 62.4 | 68.7 | 72.6 | 67.0 | 61.9 | 68.9 | 59.5 | 63.2 | 62.4 | 63.7 | 62.2 | 60.5 | 64.7 | 58.5 | 55.2 | 61.6 | 59.9 | 62.0 | 58.6 | 60.6 |
| 26 | 66.9 | 62.3 | 68.1 | 67.3 | 65.7 | 72.7 | 59.2 | 59.0 | 70.4 | 56.4 | 60.4 | 65.5 | 61.8 | 62.0 | 62.1 | 55.0 | 56.9 | 52.9 | 58.7 | 55.7 | 59.0 | 58.8 | 58.7 |
| 27 | 70.2 | 65.0 | 68.9 | 63.4 | 68.5 | 73.2 | 65.6 | 62.1 | 69.3 | 59.7 | 63.2 | 62.9 | 65.4 | 63.3 | 60.8 | 64.2 | 59.8 | 55.3 | 61.4 | 59.3 | 62.2 | 59.8 | 61.7 |
| 28 | 67.9 | 64.2 | 61.6 | 62.0 | 67.2 | 72.6 | 63.9 | 61.8 | 69.5 | 59.0 | 64.0 | 63.6 | 63.4 | 62.3 | 51.9 | 64.3 | 59.3 | 56.5 | 62.3 | 60.3 | 62.5 | 60.0 | 61.0 |
| 29 | 70.0 | 66.3 | 65.9 | 66.8 | 69.2 | 74.1 | 68.0 | 63.4 | 71.0 | 60.6 | 65.2 | 64.7 | 65.0 | 65.0 | 60.7 | 65.7 | 60.7 | 57.4 | 64.8 | 61.3 | 63.7 | 60.9 | 63.3 |
| 30 | 70.3 | 66.6 | 68.9 | 70.2 | 68.2 | 71.8 | 65.1 | 62.6 | 69.0 | 59.6 | 63.5 | 63.0 | 66.0 | 65.9 | 65.7 | 63.2 | 58.2 | 55.4 | 61.9 | 60.5 | 62.2 | 57.7 | 63.5 |
| 31 | 68.8 | 64.4 | 68.1 | 63.1 | 67.9 | 72.5 | 68.4 | 62.6 | 69.2 | 60.8 | 64.1 | 63.6 | 64.0 | 63.1 | 61.9 | 65.3 | 60.1 | 57.3 | 62.8 | 60.0 | 62.9 | 61.0 | 61.6 |
| **Month** | **69.8** | **65.6** | **67.4** | **66.4** | **68.9** | **73.4** | **66.6** | **62.7** | **70.1** | **60.1** | **64.1** | **64.5** | **64.6** | **64.4** | **63.0** | **64.3** | **59.6** | **56.7** | **62.6** | **61.9** | **62.9** | **60.4** | **62.7** |

## Table 10

Daily/Monthly CNEL Levels – February, 2023

| 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 | 68.6 | 64.1 | 67.5 | 62.5 | 68.1 | 72.2 | 65.6 | 61.6 | 68.3 | 59.9 | 63.1 | 62.6 | 63.2 | 63.2 | 61.8 | 62.9 | 60.0 | 56.5 | 61.4 | 58.7 | 61.8 | 61.5 | 61.2 |
| 2 | 70.1 | 64.6 | 69.2 | 63.7 | 68.6 | 72.6 | 66.6 | 61.8 | 68.6 | 59.1 | 62.6 | 62.1 | 63.8 | 63.2 | 62.1 | 65.2 | 58.2 | 54.8 | 61.0 | 58.7 | 61.7 | 58.3 | 61.5 |
| 3 | 69.9 | 65.6 | 68.7 | 64.3 | 68.6 | 72.8 | 65.3 | 62.4 | 68.9 | 59.6 | 63.3 | 62.7 | 64.7 | 63.9 | 59.9 | 62.8 | 58.9 | 55.6 | 62.1 | 59.7 | 62.4 | 59.2 | 62.5 |
| 4 | 67.4 | 63.8 | 65.8 | 61.8 | 67.3 | 71.9 | 64.8 | 61.2 | 68.5 | 58.8 | 62.9 | 62.5 | 62.5 | 62.1 | 59.5 | 61.6 | 59.2 | 55.8 | 61.4 | 59.1 | 61.5 | 59.6 | 60.5 |
| 5 | 70.0 | 66.4 | 65.1 | 64.5 | 68.3 | 73.3 | 68.5 | 63.2 | 69.5 | 60.5 | 64.7 | 63.7 | 64.6 | 64.9 | 60.4 | 65.9 | 60.2 | 57.0 | 63.0 | 61.9 | 63.5 | 60.9 | 63.6 |
| 6 | 69.6 | 66.2 | 67.5 | 67.1 | 67.8 | 72.6 | 60.2 | 63.1 | 68.7 | 59.8 | 63.6 | 63.0 | 64.4 | 64.7 | 51.3 | 55.7 | 60.6 | 59.0 | 62.5 | 60.5 | 62.4 | 62.2 | 75.6 |
| 7 | 69.3 | 64.4 | 68.0 | 63.2 | 68.4 | 72.6 | 66.7 | 61.4 | 68.1 | 59.1 | 62.6 | 62.6 | 63.4 | 63.2 | 61.1 | 61.6 | 58.6 | 56.1 | 61.2 | 61.5 | 61.5 | 59.2 | 74.2 |
| 8 | 69.3 | 64.2 | 68.4 | 62.9 | 68.4 | 72.6 | 64.2 | 61.8 | 68.5 | 59.5 | 63.1 | 62.6 | 63.2 | 62.8 | 61.4 | 61.4 | 58.8 | 56.0 | 61.7 | 61.6 | 61.8 | 59.6 | 61.2 |
| 9 | 69.0 | 63.9 | 66.1 | 62.9 | 68.4 | 73.6 | 66.1 | 61.8 | 69.9 | 59.8 | 63.3 | 63.2 | 64.1 | 62.3 | 63.6 | 63.0 | 59.4 | 55.9 | 61.7 | 61.1 | 61.9 | 59.6 | 60.7 |
| 10 | 68.0 | 64.0 | 66.6 | 63.7 | 66.9 | 72.6 | 62.4 | 60.6 | 69.0 | 57.6 | 62.0 | 61.2 | 63.4 | 62.6 | 56.9 | 57.4 | 57.3 | 54.5 | 60.3 | 58.3 | 60.8 | 57.7 | 60.3 |
| 11 | 67.9 | 64.0 | 66.5 | 62.3 | 67.1 | 72.2 | 65.5 | 61.6 | 68.7 | 59.0 | 64.0 | 63.6 | 63.3 | 62.5 | 60.0 | 63.3 | 59.3 | 57.2 | 62.6 | 62.5 | 62.5 | 60.4 | 60.9 |
| 12 | 70.1 | 66.3 | 62.5 | 64.3 | 68.6 | 73.5 | 65.6 | 63.1 | 70.0 | 60.8 | 64.7 | 63.8 | 64.7 | 64.7 | 54.0 | 61.8 | 60.2 | 57.4 | 63.5 | 62.0 | 63.6 | 60.8 | 63.1 |
| 13 | 69.7 | 65.9 | 63.8 | 64.2 | 68.7 | 73.6 | 68.2 | 63.3 | 69.8 | 60.8 | 65.0 | 63.6 | 64.7 | 64.7 | 54.9 | 65.8 | 60.3 | 58.2 | 63.3 | 61.9 | 63.9 | 60.7 | 63.0 |
| 14 | 69.8 | 67.1 | 66.6 | 64.3 | 68.4 | 70.8 | 65.2 | 63.1 | 67.6 | 61.0 | 63.4 | 62.9 | 64.7 | 64.9 | 60.3 | 63.0 | 59.5 | 57.6 | 62.1 | 62.0 | 62.2 | 61.1 | 63.4 |
| 15 | 69.8 | 65.8 | 68.6 | 63.6 | 67.8 | 72.5 | 63.0 | 62.1 | 68.8 | 60.1 | 63.2 | 62.5 | 64.5 | 64.8 | 53.9 | 57.0 | 59.4 | 55.9 | 61.8 | 59.9 | 62.1 | 59.7 | 62.6 |
| 16 | 68.8 | 63.7 | 68.1 | 64.8 | 66.3 | 72.7 | 66.3 | 60.8 | 69.0 | 58.1 | 62.3 | 62.2 | 62.3 | 62.9 | 62.0 | 64.7 | 57.2 | 53.9 | 60.4 | 58.8 | 61.3 | 56.5 | 60.5 |
| 17 | 69.6 | 65.4 | 69.4 | 63.9 | 68.7 | 73.1 | 64.8 | 62.4 | 68.5 | 58.8 | 63.2 | 62.0 | 64.3 | 66.1 | 58.6 | 63.4 | 57.7 | 53.9 | 61.5 | 60.0 | 62.3 | 57.8 | 62.5 |
| 18 | 67.9 | 63.6 | 67.5 | 61.9 | 67.0 | 71.8 | 64.2 | 60.5 | 67.4 | 57.0 | 61.7 | 61.3 | 62.9 | 61.9 | 54.7 | 61.9 | 57.3 | 53.8 | 60.0 | 58.2 | 60.2 | 57.8 | 60.3 |
| 19 | 69.7 | 65.7 | 67.4 | 63.9 | 67.6 | 73.7 | 64.0 | 62.9 | 69.8 | 60.4 | 65.0 | 63.5 | 64.2 | 64.3 | 51.7 | 63.5 | 60.0 | 56.8 | 63.3 | 61.4 | 63.6 | 60.7 | 62.9 |
| 20 | 70.0 | 66.0 | 66.5 | 64.5 | 68.7 | 74.1 | 67.3 | 63.5 | 70.1 | 60.7 | 64.7 | 63.6 | 64.6 | 64.6 | 60.0 | 66.9 | 60.7 | 56.8 | 63.2 | 61.6 | 63.4 | 60.6 | 63.0 |
| 21 | 71.2 | 67.4 | 64.8 | 65.4 | 69.4 | 73.4 | 69.2 | 64.1 | 69.7 | 61.7 | 64.5 | 63.8 | 66.1 | 66.5 | 61.5 | 67.1 | 61.3 | 57.6 | 62.8 | 62.2 | 63.6 | 61.1 | 64.3 |
| 22 | 70.7 | 67.5 | 65.0 | 65.8 | 70.3 | 71.0 | 67.2 | 64.3 | 67.8 | 62.1 | 64.0 | 62.8 | 65.7 | 66.1 | 64.3 | 63.7 | 63.7 | 58.8 | 62.8 | 64.3 | 64.1 | 63.0 | 64.9 |
| 23 | 70.3 | 66.9 | 64.9 | 64.8 | 69.2 | 73.7 | 67.4 | 64.3 | 70.3 | 63.0 | 65.4 | 63.8 | 65.8 | 65.0 | 61.8 | 64.9 | 60.8 | 57.8 | 63.6 | 62.9 | 64.6 | 61.0 | 64.1 |
| 24 | 69.9 | 65.9 | 70.0 | 72.6 | 71.9 | 75.5 | 67.3 | 60.5 | 73.0 | 54.6 | 61.1 | 69.5 | 67.2 | 66.1 | 70.2 | 64.5 | 54.6 | 55.2 | 60.3 | 58.6 | 54.6 | 58.0 | 62.6 |
| 25 | 70.1 | 66.0 | 65.7 | 65.4 | 68.5 | 74.1 | 66.9 | 62.9 | 71.0 | 60.1 | 64.7 | 66.3 | 64.8 | 64.6 | 61.1 | 64.3 | 59.8 | 57.5 | 63.2 | 62.8 | 63.3 | 61.0 | 62.9 |
| 26 | 70.1 | 66.3 | 68.4 | 64.3 | 69.3 | 74.5 | 70.0 | 64.5 | 70.4 | 61.0 | 65.6 | 64.3 | 64.9 | 64.9 | 65.1 | 66.9 | 61.6 | 58.5 | 64.2 | 62.4 | 64.5 | 62.1 | 63.3 |
| 27 | 70.5 | 66.8 | 65.6 | 64.8 | 69.0 | 73.7 | 65.2 | 63.6 | 70.4 | 61.2 | 65.3 | 64.2 | 64.9 | 65.2 | 58.1 | 61.4 | 60.8 | 58.0 | 63.8 | 62.6 | 64.1 | 61.2 | 63.6 |
| 28 | 70.4 | 66.7 | 64.3 | 64.7 | 68.9 | 72.7 | 66.5 | 63.6 | 69.4 | 61.0 | 64.6 | 63.7 | 65.0 | 65.2 | 59.8 | 63.4 | 60.2 | 57.6 | 62.9 | 62.0 | 63.8 | 61.0 | 63.5 |
| **Month** | **69.6** | **65.7** | **67.1** | **65.0** | **68.6** | **73.1** | **66.3** | **62.7** | **69.4** | **60.1** | **63.9** | **63.7** | **64.5** | **64.4** | **61.6** | **63.8** | **59.8** | **56.8** | **62.3** | **61.3** | **62.7** | **60.3** | **65.9** |

## Table 11

Daily/Monthly CNEL Levels – March, 2023

| 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 | 71.5 | 67.3 | 68.3 | 65.7 | 70.4 | 71.6 | 67.9 | 64.8 | 68.4 | 62.1 | 64.2 | 63.5 | 65.5 | 66.3 | 64.8 | 64.8 | 62.9 | 59.7 | 63.0 | 64.4 | 63.6 | 62.4 | 64.8 |
| 2 | 70.1 | 66.1 | 68.5 | 64.2 | 68.8 | 74.0 | 67.4 | 63.5 | 70.2 | 61.6 | 64.9 | 63.8 | 65.4 | 64.6 | 58.2 | 64.4 | 60.8 | 57.4 | 63.3 | 62.3 | 63.9 | 60.6 | 64.2 |
| 3 | 70.6 | 66.4 | 69.4 | 64.7 | 68.1 | 74.0 | 67.3 | 63.1 | 70.4 | 60.8 | 64.8 | 63.6 | 65.6 | 64.8 | 59.7 | 63.3 | 60.4 | 56.9 | 63.0 | 62.6 | 63.7 | 60.5 | 63.6 |
| 4 | 68.8 | 65.2 | 65.7 | 64.0 | 67.4 | 72.4 | 66.3 | 61.9 | 68.8 | 60.4 | 64.1 | 63.3 | 63.3 | 63.5 | 55.7 | 64.2 | 59.5 | 56.8 | 62.5 | 60.7 | 62.7 | 60.5 | 61.9 |
| 5 | 69.9 | 66.2 | 66.7 | 64.1 | 68.9 | 73.5 | 67.6 | 64.0 | 70.2 | 61.2 | 65.4 | 64.3 | 64.5 | 64.8 | 59.1 | 63.5 | 61.1 | 58.1 | 63.8 | 61.8 | 64.2 | 61.7 | 63.1 |
| 6 | 70.2 | 66.4 | 66.5 | 64.4 | 68.3 | 72.8 | 67.0 | 63.7 | 69.7 | 60.5 | 64.6 | 63.5 | 64.5 | 64.9 | 59.5 | 62.8 | 60.8 | 57.7 | 63.1 | 61.4 | 64.0 | 60.9 | 63.7 |
| 7 | 69.9 | 66.0 | 66.7 | 64.0 | 67.8 | 72.5 | 66.8 | 63.0 | 69.0 | 60.6 | 64.2 | 63.6 | 64.6 | 64.6 | 60.7 | 61.5 | 60.6 | 59.2 | 62.7 | 61.0 | 62.9 | 61.3 | 63.2 |
| 8 | 70.1 | 65.8 | 67.6 | 64.4 | 67.9 | 73.0 | 63.5 | 63.3 | 69.6 | 60.5 | 64.5 | 63.6 | 63.9 | 64.8 | 56.3 | 57.6 | 60.7 | 57.3 | 63.1 | 61.0 | 63.4 | 60.9 | 63.0 |
| 9 | 70.8 | 66.9 | 68.5 | 65.4 | 69.0 | 74.2 | 67.2 | 64.1 | 70.5 | 61.1 | 65.3 | 64.2 | 65.3 | 65.7 | 61.2 | 62.1 | 61.3 | 57.7 | 63.6 | 61.4 | 64.0 | 61.2 | 64.0 |
| 10 | 68.7 | 64.7 | 67.2 | 69.6 | 70.0 | 76.9 | 67.2 | 61.8 | 73.6 | 58.6 | 64.8 | 68.3 | 63.7 | 64.8 | 67.0 | 64.0 | 59.3 | 57.1 | 63.1 | 60.0 | 62.5 | 60.3 | 61.5 |
| 11 | 66.1 | 62.1 | 67.8 | 70.1 | 68.4 | 76.1 | 66.7 | 57.2 | 72.7 | 54.5 | 61.4 | 68.3 | 61.3 | 63.1 | 66.1 | 62.5 | 53.9 | 51.1 | 61.5 | 63.3 | 57.3 | 55.3 | 58.6 |
| 12 | 68.5 | 64.0 | 68.4 | 68.7 | 68.0 | 76.3 | 66.6 | 61.7 | 73.2 | 58.6 | 65.4 | 68.5 | 61.9 | 63.5 | 63.4 | 59.5 | 60.8 | 57.6 | 63.8 | 61.5 | 63.4 | 62.2 | 60.8 |
| 13 | 69.5 | 66.0 | 66.1 | 65.8 | 68.8 | 74.7 | 67.1 | 62.9 | 71.2 | 59.6 | 64.8 | 65.5 | 63.9 | 64.5 | 61.1 | 60.9 | 59.7 | 56.4 | 63.5 | 61.4 | 63.1 | 60.1 | 62.8 |
| 14 | 70.1 | 66.2 | 64.3 | 64.7 | 68.5 | 74.3 | 65.7 | 62.8 | 70.8 | 61.5 | 65.2 | 64.7 | 64.4 | 65.0 | 53.4 | 62.7 | 60.2 | 57.4 | 63.5 | 62.4 | 64.2 | 61.2 | 62.9 |
| 15 | 69.4 | 65.7 | 68.1 | 72.0 | 70.4 | 74.7 | 67.8 | 61.1 | 71.7 | 58.3 | 62.7 | 66.5 | 64.7 | 65.7 | 68.7 | 64.8 | 55.5 | 53.0 | 61.0 | 59.7 | 61.2 | 55.2 | 62.7 |
| 16 | 70.4 | 66.8 | 67.5 | 64.8 | 69.5 | 74.5 | 67.9 | 64.1 | 70.8 | 61.6 | 65.9 | 64.9 | 65.5 | 65.7 | 61.1 | 65.0 | 61.1 | 58.1 | 64.4 | 63.0 | 64.7 | 61.6 | 67.0 |
| 17 | 70.8 | 66.8 | 69.3 | 65.4 | 68.3 | 74.3 | 65.9 | 63.8 | 70.4 | 60.6 | 65.1 | 64.4 | 64.9 | 65.6 | 56.1 | 55.8 | 60.9 | 56.8 | 63.7 | 61.1 | 64.0 | 60.7 | 63.5 |
| 18 | 69.3 | 64.7 | 68.4 | 63.9 | 67.7 | 74.1 | 67.2 | 62.2 | 70.5 | 59.6 | 64.2 | 64.3 | 63.4 | 63.2 | 64.2 | 65.4 | 62.1 | 56.1 | 62.7 | 60.1 | 62.7 | 61.5 | 62.5 |
| 19 | 68.0 | 63.9 | 66.6 | 70.0 | 70.5 | 76.0 | 66.9 | 63.3 | 72.9 | 61.0 | 64.1 | 67.8 | 63.0 | 63.9 | 66.4 | 63.5 | 58.7 | 55.9 | 62.4 | 59.0 | 61.6 | 59.7 | 60.7 |
| 20 | 69.9 | 66.2 | 64.2 | 66.8 | 69.9 | 75.6 | 67.6 | 64.2 | 72.0 | 61.9 | 65.9 | 65.8 | 64.6 | 65.0 | 61.1 | 64.7 | 60.8 | 57.0 | 64.1 | 62.5 | 64.8 | 61.1 | 63.1 |
| 21 | 71.3 | 67.4 | 67.4 | 70.3 | 71.2 | 73.1 | 68.1 | 63.6 | 69.6 | 61.3 | 62.6 | 64.4 | 66.7 | 66.6 | 67.8 | 64.4 | 59.1 | 57.0 | 61.1 | 63.7 | 62.2 | 58.0 | 64.4 |
| 22 | 70.9 | 67.2 | 66.4 | 65.8 | 68.9 | 73.5 | 67.8 | 63.9 | 69.7 | 61.2 | 65.4 | 64.3 | 65.7 | 65.9 | 62.5 | 64.4 | 61.1 | 58.2 | 63.9 | 65.3 | 64.3 | 61.6 | 64.1 |
| 23 | 71.5 | 67.5 | 67.0 | 65.7 | 69.5 | 73.5 | 67.8 | 64.3 | 70.1 | 61.6 | 65.6 | 64.4 | 65.5 | 66.7 | 61.6 | 64.2 | 61.3 | 58.4 | 63.9 | 63.7 | 64.5 | 61.8 | 64.6 |
| 24 | 70.9 | 67.0 | 69.1 | 65.5 | 70.1 | 74.6 | 68.5 | 64.0 | 70.6 | 61.5 | 66.0 | 64.7 | 66.0 | 65.7 | 61.0 | 67.3 | 61.3 | 58.0 | 64.4 | 63.2 | 65.0 | 61.5 | 64.2 |
| 25 | 70.0 | 65.9 | 69.1 | 64.3 | 68.3 | 74.0 | 67.4 | 62.8 | 70.1 | 60.3 | 64.8 | 64.0 | 65.2 | 66.6 | 59.6 | 64.5 | 60.2 | 57.1 | 63.5 | 61.6 | 63.3 | 60.8 | 62.9 |
| 26 | 69.8 | 65.9 | 67.2 | 64.1 | 68.5 | 74.3 | 64.4 | 63.3 | 70.8 | 61.3 | 65.7 | 64.2 | 64.2 | 64.4 | 54.1 | 59.7 | 61.3 | 57.9 | 64.1 | 62.3 | 64.3 | 61.5 | 62.9 |
| 27 | 70.1 | 66.0 | 68.5 | 64.4 | 68.6 | 74.5 | 65.1 | 63.9 | 70.4 | 61.1 | 65.0 | 63.8 | 64.4 | 65.3 | 60.7 | 61.8 | 60.5 | 57.1 | 63.4 | 61.3 | 63.8 | 60.9 | 62.9 |
| 28 | 69.5 | 65.6 | 66.7 | 63.9 | 68.0 | 73.7 | 68.1 | 62.5 | 69.5 | 59.9 | 63.8 | 63.2 | 63.8 | 65.9 | 60.7 | 64.5 | 59.5 | 55.8 | 62.0 | 59.6 | 62.4 | 59.8 | 62.5 |
| 29 | 71.0 | 67.3 | 66.5 | 66.1 | 69.0 | 74.5 | 67.2 | 64.0 | 70.6 | 61.7 | 65.6 | 64.9 | 65.6 | 66.2 | 61.4 | 65.7 | 60.9 | 58.0 | 63.8 | 61.9 | 64.5 | 61.5 | 64.0 |
| 30 | 71.3 | 67.5 | 69.0 | 65.5 | 69.1 | 73.3 | 68.5 | 63.9 | 69.7 | 62.7 | 65.2 | 63.9 | 66.8 | 66.3 | 62.8 | 64.9 | 60.8 | 58.3 | 63.7 | 62.5 | 64.1 | 63.0 | 64.5 |
| 31 | 71.5 | 67.4 | 70.8 | 65.8 | 68.9 | 75.2 | 65.7 | 63.8 | 71.0 | 61.9 | 65.8 | 64.4 | 65.8 | 66.4 | 59.9 | 58.3 | 61.3 | 57.6 | 64.3 | 62.6 | 64.7 | 61.5 | 64.6 |
| **Month** | **70.1** | **66.2** | **67.8** | **66.6** | **69.0** | **74.3** | **67.1** | **63.3** | **70.8** | **60.8** | **64.9** | **65.1** | **64.8** | **65.3** | **62.7** | **63.6** | **60.5** | **57.4** | **63.3** | **62.1** | **63.6** | **60.9** | **63.4** |

## Table 12

Air Carrier Operations by Aircraft Type captured by the Airport Noise & Operations Monitoring System – January – March, 2023

| | ACA | ASA | AAY | AAL | BAW | DAL | FDX | FFT | HAL | QXE | SWQ | JAL | JZA | JBU | JSX | DLH | SKW | SWA | NKS | SCX | UAL | UPS | WJA | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Aircraft Type** | **Air Canada** | **Alaska Airlines** | **Allegiant Air** | **American Airlines** | **British Airways** | **Delta Air Lines** | **FedEx Express** | **Frontier Airlines** | **Hawaiian Airlines** | **Horizon Air** | **iAero Airways (Swift Air)** | **Japan Airlines** | **Jaz Aviation** | **jetBlue Airways** | **JSX** | **Lufthansa** | **SkyWest Airlines** | **Southwest Airlines** | **Spirit Airlines** | **Sun Country Airlines** | **United Airlines** | **UPS Airlines** | **WestJet Airlines** | **Total Operations** |
| **A20N** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 834 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 480 | 0 | 0 | 0 | 0 | **1,314** |
| **A21N** | 0 | 2 | 0 | 895 | 0 | 198 | 0 | 4 | 178 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1,357** |
| **A221** | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** |
| **A223** | 60 | 0 | 0 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **236** |
| **A306** | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **143** |
| **A319** | 2 | 0 | 22 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 150 | 0 | 0 | **312** |
| **A320** | 0 | 21 | 98 | 58 | 0 | 157 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 289 | 0 | 0 | 0 | 0 | 360 | 0 | 511 | 0 | 0 | **1,583** |
| **A321** | 0 | 0 | 0 | 2,195 | 0 | 1,689 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 534 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | **4,602** |
| **A332** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **182** |
| **A333** | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| **A359** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** |
| **A35K** | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **180** |
| **B38M** | 177 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,105 | 0 | 0 | 336 | 0 | 26 | **3,698** |
| **B39M** | 0 | 912 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 961 | 0 | 0 | **1,873** |
| **B733** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| **B734** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| **B737** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,243 | 0 | 0 | 24 | 0 | 14 | **9,283** |
| **B738** | 0 | 1,273 | 0 | 677 | 0 | 1,264 | 0 | 0 | 0 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 4,101 | 0 | 104 | 625 | 0 | 62 | **8,251** |
| **B739** | 0 | 2,389 | 0 | 0 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,492 | 0 | 0 | **4,072** |
| **B752** | 0 | 0 | 0 | 0 | 0 | 133 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 2 | 0 | **312** |
| **B753** | 0 | 0 | 0 | 0 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | **231** |
| **B763** | 0 | 0 | 0 | 0 | 0 | 2 | 453 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 0 | **661** |
| **B764** | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| **B788** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** |
| **CRJ2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **CRJ7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | **32** |
| **CRJ9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **400** |
| **E135** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 436 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **436** |
| **E145** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **186** |
| **E75L** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 4,508 | 0 | 0 | 0 | 0 | 0 | 0 | **4,744** |
| **MD11** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| **Jet** | **239** | **4,599** | **120** | **3,879** | **180** | **4,261** | **630** | **977** | **360** | **236** | **189** | **104** | **400** | **903** | **622** | **92** | **4,540** | **16,449** | **978** | **104** | **4,254** | **208** | **102** | **44,426** |
| **BE99** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | **149** |
| **C208** | 0 | 0 | 0 | 0 | 0 | 0 | 377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **377** |
| **Prop** | **0** | **0** | **0** | **0** | **0** | **0** | **377** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **149** | **0** | **526** |
| **All Ops** | **239** | **4,599** | **120** | **3,879** | **180** | **4,261** | **1,007** | **977** | **360** | **236** | **189** | **104** | **400** | **903** | **622** | **92** | **4,540** | **16,449** | **978** | **104** | **4,254** | **357** | **102** | **44,952** |

# Q1 2023 QNR_for-signatures

Final Audit Report 2023-07-18

| | |
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| Created: | 2023-07-18 |
| By: | Emily Kuhn (ekuhn@san.org) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAAaTsaTWEu5z536rAbRrJ7r1bVpEvu5gls |

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