

Quarterly Noise Report

For the California Department of Transportation

First Quarter – Calendar Year 2024



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

Aircraft Noise

June 6, 2024

1Q 2024 Quarterly Noise Report


January 1 through March 31, 2024

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.



Sjohnna Knack
Director of Planning Noise &
Environment


[Kim Becker \(Jun 6, 2024 15:58 PDT\)](#)

Kimberly J. Becker
President/CEO

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) – 0.370 Square Miles (236.8 Acres)
 - Federal Military Impact Area (F.M.I.A.) – 0.134 Square Miles (85.76 Acres)

2. Estimated number of population and dwelling units within the Noise Impact Area as defined in the Noise Standards: ¹
 - Dwelling Units – 3,071 (Population – 6,416)

3. Number of Noise Complaints and Households during the Calendar Quarter:
 - 10,122 Complaints (87 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 45,241

6. Percentage of Air Carrier Aircraft Stage 3 or Better:
 - 100%

7. Number of Air Taxi Operations during the Calendar Quarter: 3,521

8. Number of General Aviation Operations during the Calendar Quarter: 2,035

9. Number of Military Operations during the Calendar Quarter: 218

10. Total number of Airport Operations during the Calendar Quarter: 51,015

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	1Q 2024	1Q 2023	Change
N.I.A.	0.370	0.351	0.019
F.M.I.A	0.134	0.132	0.002

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.

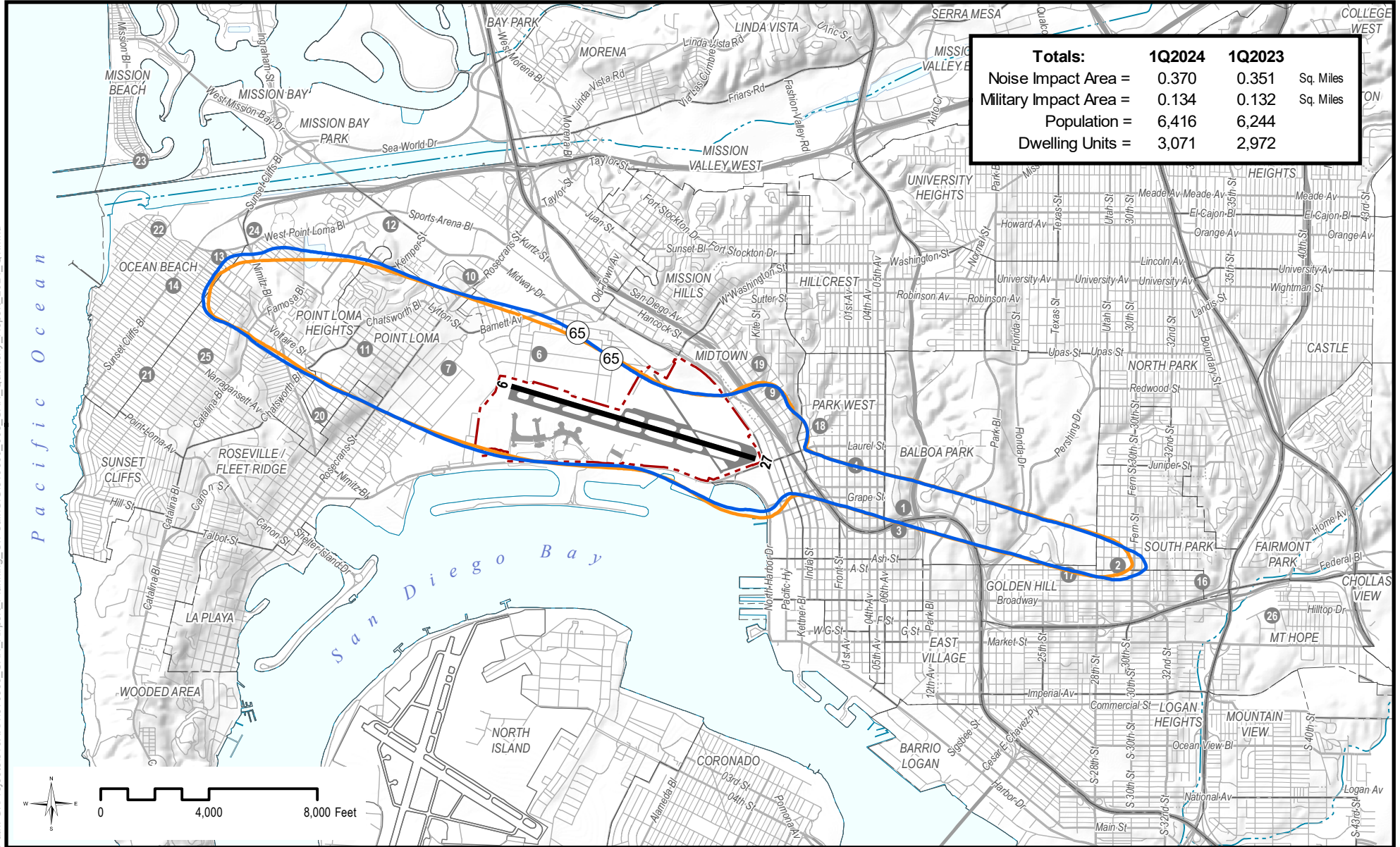
The use of GIS technology allows for direct counting of individual parcels within the Noise Contour. The modeling methodology fulfills the requirements of the State of California, Title 21, California Noise Standards. A review of measured and modeled noise levels indicates good agreement between several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

This was the ninth 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 aircraft operations between the time periods of April 2022 – March 2023 (1Q-2023) and April 2023 – March 2024 (1Q-2024).

- Total flight operations increased at a slower pace, by 2%, based on the comparison of flight operational data between the rolling twelve months in 1Q-2023 and 1Q-2024 from ANOMS. This increase is consistent with the ATCT records for these periods.
- Evening operations (7:00 p.m. – 10:00 p.m.) increased by 9%, but the Nighttime operations (10:00 p.m. – 7:00 a.m.) decreased by 5%. Additionally, operations increased during the Daytime hours (7:00 a.m. – 7:00 p.m.) by 2%.








- The increase in evening and daytime operations weighted slightly heavier in the noise model even though the nighttime operations decreased. Overall, the resulting daytime equivalent operations increased by 1% in 1Q-2024.
- The overall air carrier fleet mix of heavy/wide-body aircraft decreased by 9%. However, A350-1000 usage increased by 29%; and B777-200 operations increased to 592 from 74 the previous year.
- The combined air carrier narrow-body aircraft family of Airbus and Boeing operations increased by 4%. Airbus family (A319, A320, A321, A220) increased by 9%. Similarly, narrow-body Boeing aircraft (B737-300/400/700/800/900, B737 MAX, B757-200/300) increased by 2%.
- The increase in overall operations, coupled with the increase in Evening and Daytime operations, caused the Noise Impact Area (N.I.A) to increase by 5%. Similarly, the Federal Military Impact Area (F.M.I.A) increased by 2%.

During the first quarter of 2024, overall operations saw an increase compared to the preceding year, although they remained below the pre-pandemic levels recorded in 2019. Anticipated trends indicate a gradual but limited increase in operations for the upcoming year.



Path: G:\Projects\10XXXX\10560_SAN_Airport_Planning_On-Call\GIS\10560_003_SAN_Quarterly_Report_2024_Q1.mxd



-  2024 1st Quarter 65 dB CNEL Contour
-  2023 1st Quarter 65 dB CNEL Contour
-  Airport Property
-  Runway
-  RMT Site Location
-  Roads
-  River / Stream

Comparison of the 2023 and 2024 First Quarter 65 dB Community Noise Equivalent Level (CNEL) Contours



Community Sound Insulation Program

Per the Airport's Variance agreement requirements, the Airport Authority serves as the sponsor for an active Community Sound Insulation Program, also known as the Quieter Home Program (QHP). Additionally, in 2020, the Airport initiated a non-residential sound insulation program. One facility 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. Eligibility for the QHP is determined based on contours from FAA-accepted Noise Exposure Maps as part of the Part 150 Noise Compatibility Program.

As of the end of the 1st Quarter 2024, QHP has completed 5,657 homes, with a waitlist of 408 units.

Aircraft Noise Complaints

During the Quarter, the Aircraft Noise Office received a total of 10,122 complaints from 87 households. Whenever feasible, complaints are cross-referenced with specific flights and assessed for validity. Tabulated complaints are regularly reported on the Authority's website on a monthly basis. This information is accessible 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 2024	1st Quarter 2023	Net Change	Percent Change
Air Carrier	45,241	44,159	1,082	2.5%
Air Taxi	3,521	3,963	-442	-11.2%
General Aviation	2,035	2,361	-326	-13.8%
Military	218	366	-148	-40.4%
Total	51,015	50,849	166	0.3%

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 increase from \$10,000 to \$20,000.

During the Quarter, there were 15 noise curfew violations, two of which were penalized with imposed fines totaling \$10,000.

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), the 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 using 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	69.2	69.6
2	65.4	65.7
3	66.3	66.7
4	65.2	65.4
6	68.5	68.7
7	73.4	73.9
9	65.9	66.4
10	63.0	63.0
11	70.3	70.5
12	61.0	60.8
13	64.4	64.6
14	63.7	64.1
16	63.9	64.2
17	64.0	64.5
18	60.8	60.9
19	63.0	63.1
20	60.7	60.6
21	57.1	57.0
22	62.8	62.9
23	61.8	62.0
24	63.6	63.6
25	60.6	60.7
26	63.6	63.4

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.

Table 4

	1Q 2024	1Q 2023	Change (dB)
Arrivals	96.5	96.6	-0.14
Departures	101.3	101.1	0.16

The data used to compile this section of the report is captured through a review of 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 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) – January – March 2024

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date and Time
B763	102.2	MEM	FDX906	2/1/2024 5:15 PM
B763	99.9	SDF	UPS922	2/2/2024 4:37 AM
B739	99.4	PVR	ASA1425	1/1/2024 2:16 PM
B763	99.0	MEM	FDX906	3/24/2024 5:42 PM
B763	98.6	MEM	FDX906	3/23/2024 6:25 PM
B734	98.4	SLN	SWQ5090	3/29/2024 4:41 PM
B763	98.3	IND	FDX1754	3/19/2024 5:07 AM
B763	98.1	MEM	FDX906	1/30/2024 5:16 PM
B763	97.6	IAD	UAL1930	1/23/2024 11:07 AM
A35K	97.2	LHR	BAW82P	3/23/2024 5:28 PM
B763	96.9	IND	FDX1754	3/28/2024 5:23 AM
B733	96.7	LRD	SWQ530	2/6/2024 3:26 PM
B763	96.6	MEM	FDX906	2/21/2024 5:15 PM
B763	96.6	MEM	FDX906	3/3/2024 5:23 PM
B744	96.6	ICN	GTI8268	3/21/2024 9:18 PM
A35K	96.5	LHR	BAW82P	2/8/2024 4:20 PM
B753	96.5	EWR	UAL1826	2/25/2024 8:50 PM
B763	96.4	IND	FDX1754	2/8/2024 5:17 AM
B763	96.4	MEM	FDX906	2/13/2024 5:00 PM
B763	96.3	MEM	FDX906	1/5/2024 5:02 PM
B763	96.3	SDF	UPS922	2/9/2024 5:01 AM
B763	96.3	MEM	FDX906	3/2/2024 5:33 PM
B753	96.3	ATL	DAL560	3/14/2024 12:43 PM
B763	96.2	MEM	FDX906	2/17/2024 5:49 PM
B772	96.2	IAD	UAL1930	2/27/2024 11:03 AM
B763	96.2	ATL	DAL560A	3/29/2024 12:47 PM
B763	96.1	SDF	UPS922	1/11/2024 5:27 AM
B752	96.1	EWR	UAL1626	1/22/2024 8:22 PM
B763	96.1	MEM	FDX906	2/6/2024 5:21 PM
B738	96.0	SEA	ASA1098	2/5/2024 8:41 PM
B738	96.0	YYC	WJA1564	3/24/2024 12:50 PM
B752	96.0	PHX	DAL8887	3/24/2024 8:07 PM
B772	95.9	IAD	UAL1930	1/3/2024 10:44 AM
B763	95.9	MEM	FDX1422	1/11/2024 6:24 AM
B733	95.9	LRD	SWQ530	2/8/2024 2:47 PM
B772	95.9	IAD	UAL1930	3/7/2024 10:56 AM
B739	95.9	DTW	DAL369	3/24/2024 6:54 PM
B763	95.8	SDF	UPS922	1/3/2024 4:51 AM
B763	95.8	MEM	FDX906	1/3/2024 5:07 PM

Table 5 - Continued

Quarterly SENEL Survey – Arrivals (RMT #1) – January – March 2024

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date and Time
B763	95.8	IND	FDX1754	1/17/2024 6:07 AM
B752	95.8	EWR	UAL1626	2/2/2024 8:02 PM
B763	95.8	IND	FDX1754	2/22/2024 5:20 AM
B739	95.8	ORD	UAL2683	2/25/2024 3:15 PM
B772	95.8	IAD	UAL1930	3/2/2024 11:25 AM
B763	95.7	SDF	UPS922	2/6/2024 5:07 AM
B763	95.7	MEM	FDX906	2/15/2024 5:05 PM
B763	95.7	IND	FDX1754	3/1/2024 5:05 AM
B739	95.6	SEA	ASA1096	1/23/2024 2:08 PM
B763	95.6	MEM	FDX1422	2/7/2024 5:54 AM
B763	95.6	MEM	FDX906	2/11/2024 5:38 PM
B763	95.6	MEM	FDX906	2/18/2024 4:52 PM
B738	95.6	PDX	ASA1296	2/22/2024 1:13 PM
B752	95.5	EWR	UAL1626	1/10/2024 8:41 PM
B763	95.5	IND	FDX1754	1/23/2024 5:40 AM
B763	95.5	MEM	FDX1422	2/8/2024 5:56 AM
B737	95.5	MDW	SWA1838	2/8/2024 9:05 AM
B763	95.5	IND	FDX1754	2/9/2024 5:29 AM
B763	95.5	MEM	FDX906	2/9/2024 5:22 PM
B737	95.5	PHX	SWA4221	2/22/2024 12:42 PM
B772	95.5	IAD	UAL1930	2/26/2024 11:18 AM
A359	95.5	MUC	DLH5Y	3/3/2024 2:55 PM
B763	95.5	MEM	FDX906	3/13/2024 5:05 PM

Table 6

Quarterly SENEL Survey – Departures (RMT #7) – January – March 2024

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date and Time
A332	102.8	HNL	HAL15	2/7/2024 9:23 AM
A332	102.6	HNL	HAL15	1/10/2024 9:50 AM
A332	102.6	HNL	HAL15	2/19/2024 9:02 AM
B739	102.6	EWR	UAL427	3/2/2024 8:50 AM
A332	102.5	HNL	HAL15	1/31/2024 9:38 AM
A332	102.5	HNL	HAL15	3/13/2024 9:12 AM
A332	102.1	HNL	HAL15	3/23/2024 9:28 AM
A332	101.7	HNL	HAL15	2/15/2024 9:24 AM
A321	101.7	BOS	JBU2120	2/22/2024 8:47 PM
A332	101.6	HNL	HAL15	1/14/2024 9:42 AM
B739	101.5	IAD	UAL1873	1/19/2024 8:48 AM
A332	101.5	HNL	HAL15	1/20/2024 9:22 AM
B739	101.5	ORD	UAL418	1/20/2024 2:47 PM
A321	101.5	DFW	AAL2907	1/22/2024 8:34 AM
A321	101.5	DFW	AAL2535	1/23/2024 6:30 AM
A332	101.5	HNL	HAL15	2/21/2024 9:20 AM
B739	101.4	ORD	UAL418	1/21/2024 2:37 PM
A321	101.4	ATL	DAL2529	2/23/2024 7:41 AM
A321	101.3	CLT	AAL2807	1/9/2024 10:36 PM
A321	101.3	CLT	AAL1651	1/19/2024 6:32 AM
A321	101.3	CLT	AAL582	1/21/2024 2:26 PM
B739	101.3	IAD	UAL1873	1/31/2024 8:49 AM
A332	101.3	HNL	HAL15	2/3/2024 9:20 AM
A321	101.3	CLT	AAL582	2/19/2024 2:52 PM
A332	101.3	HNL	HAL15	3/9/2024 9:05 AM
B739	101.2	IAD	UAL2049	1/19/2024 7:13 AM
A321	101.2	CLT	AAL2807	1/19/2024 10:29 PM
B739	101.2	IAD	UAL2129	2/11/2024 9:23 PM
A321	101.2	ATL	DAL650	2/15/2024 10:06 PM
B739	101.1	IAD	UAL1873	1/21/2024 9:18 AM
B739	101.1	EWR	UAL327	1/22/2024 7:37 AM
A332	101.1	HNL	HAL15	1/24/2024 9:35 AM
B739	101.1	EWR	UAL327	1/27/2024 7:24 AM
A321	101.1	DFW	AAL2907	2/6/2024 8:58 AM
A321	101.1	CLT	AAL1651	2/11/2024 6:33 AM
A321	101.1	ORD	AAL518	2/18/2024 8:33 AM
B739	101.1	IAD	UAL2049	3/16/2024 7:12 AM
A321	101.1	CLT	AAL1651	3/25/2024 6:38 AM
A321	101.1	DFW	AAL2535	3/25/2024 6:44 AM

Table 6 - Continued

Quarterly SENEL Survey – Departures (RMT #7) – January – March 2024

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date and Time
A321	101.1	CLT	AAL1651	3/27/2024 6:48 AM
A332	101.1	HNL	HAL15	3/30/2024 11:24 AM
A321	101.0	CLT	AAL1651	1/20/2024 6:48 AM
A321	101.0	ATL	DAL2492	1/22/2024 6:54 AM
A332	101.0	HNL	HAL15	2/18/2024 9:12 AM
B739	101.0	HNL	ASA895	3/15/2024 10:49 AM
A321	101.0	CLT	AAL2807	3/29/2024 10:36 PM
B739	100.9	KOA	ASA899	1/14/2024 10:56 AM
A332	100.9	HNL	HAL15	1/18/2024 10:29 AM
A332	100.9	HNL	HAL15	1/19/2024 9:32 AM
A321	100.9	CLT	AAL1651	1/21/2024 6:39 AM
A321	100.9	DFW	AAL373	1/22/2024 8:06 AM
A332	100.9	HNL	HAL15	1/25/2024 9:34 AM
B739	100.9	EWR	UAL327	1/26/2024 7:19 AM
A321	100.9	CLT	AAL1954	2/9/2024 12:15 PM
A332	100.9	HNL	HAL15	2/10/2024 9:04 AM
A332	100.9	HNL	HAL15	2/13/2024 9:17 AM
A321	100.9	CLT	AAL1651	2/15/2024 6:37 AM
A332	100.9	HNL	HAL15	2/17/2024 9:10 AM
B739	100.9	EWR	UAL427	2/18/2024 7:40 AM
A332	100.9	HNL	HAL15	2/20/2024 9:23 AM
A321	100.9	CLT	AAL1651	3/8/2024 6:31 AM
A321	100.9	CLT	AAL2807	3/16/2024 11:08 PM

Table 7

Average Daily Operations ³ by Runway, Operation Type, Time of Day, and Aircraft Type
January – March 2024

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	6	1	2	5	2	2	1	0	0	0	0	0	19
A21N	5	4	1	7	1	2	0	0	0	0	0	0	20
A221	1	0	0	0	0	0	0	0	0	0	0	0	1
A223	1	0	0	1	0	0	0	0	0	0	0	0	2
A319	1	0	0	0	0	0	0	0	0	0	0	0	1
A320	2	1	0	2	1	1	0	0	0	0	0	0	7
A321	21	6	5	21	3	8	1	0	0	1	0	0	66
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
AT76	1	0	0	1	0	0	0	0	0	0	0	0	2
B38M	17	4	3	18	3	3	1	0	0	1	0	0	50
B39M	5	4	1	8	1	1	0	0	0	1	0	0	21
B737	37	8	3	39	6	3	3	1	0	3	1	0	104
B738	24	5	3	26	5	2	2	0	0	2	0	0	69
B739	12	5	1	16	1	1	1	0	0	1	0	0	38
B752	0	1	1	0	1	1	0	0	0	0	0	0	4
B763	1	0	2	1	2	1	0	0	0	0	0	0	7
B772	1	0	0	1	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	0	0	0	2
CRJ9	2	1	0	3	0	0	0	0	0	0	0	0	6
E75L	23	5	3	21	8	3	2	0	0	2	0	0	67
Total	164	46	25	175	34	28	11	1	0	11	1	0	496

³ Average Daily Operations include Air Carriers, and Air Taxi. Operations with less than one aircraft on a daily average basis are not shown. Totals may not be additive due to rounding.

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 for the current quarter. During the second and fourth quarters of each year, Table 13 captures the Air Carrier Operations by Aircraft Type for the six-month period (January – June and July – December).

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. Prop/turboprop operations are typically captured in the FAA Air Taxi category due to their capacity and/or weight classification. 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 2024

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	69.0	65.0	65.7	63.1	68.5	73.9	65.8	63.1	70.8	60.9	64.9	63.6	63.7	63.8	57.6	62.9	61.0	57.0	63.2	61.5	63.7	61.0	63.1
2	69.5	65.8	65.9	64.0	69.1	74.4	66.7	63.7	71.5	62.4	65.7	64.4	64.7	64.3	60.0	64.1	62.0	58.3	64.3	62.8	64.8	62.3	63.3
3	70.6	66.7	66.3	64.9	69.1	73.9	67.9	63.8	70.6	61.5	65.2	63.9	65.8	65.3	61.3	66.5	61.4	58.3	63.5	62.3	64.3	61.4	63.9
4	70.0	65.8	67.8	64.2	69.3	74.2	67.8	63.6	70.9	61.9	64.8	63.8	65.2	64.4	59.3	67.3	61.6	57.8	63.1	63.6	64.2	61.3	63.2
5	69.9	65.8	69.1	64.0	68.3	73.7	63.5	63.4	70.3	61.1	64.4	63.2	65.3	64.3	55.2	60.0	60.9	56.9	62.9	61.7	63.8	60.4	63.1
6	69.0	65.2	63.0	63.4	68.4	73.3	64.5	62.7	70.1	60.2	63.8	62.8	63.7	63.6	57.6	61.2	60.2	56.3	62.0	61.1	63.1	59.9	63.4
7	69.3	65.6	65.3	63.7	69.1	72.1	65.3	63.6	68.6	60.5	64.0	62.9	63.5	64.2	62.7	60.7	61.1	59.6	62.6	62.4	63.1	61.1	63.1
8	67.6	64.5	65.2	62.3	67.5	72.8	65.0	62.0	69.6	59.8	63.9	62.3	62.9	62.9	48.8	63.6	60.1	56.2	63.6	61.6	63.3	59.6	61.7
9	68.0	64.4	65.3	62.2	67.1	71.7	62.9	60.6	68.1	60.6	61.9	60.4	63.2	62.8	54.9	61.4	58.2	54.1	60.1	58.2	61.4	57.8	61.4
10	69.0	65.6	65.0	63.5	67.5	72.0	63.5	62.5	68.8	60.7	63.3	62.4	63.9	63.7	58.9	63.1	61.0	56.8	61.7	60.2	62.6	59.9	62.7
11	69.1	66.2	66.3	66.2	68.9	72.6	65.0	63.4	69.3	62.1	64.0	62.6	64.1	64.5	61.2	61.6	61.1	57.8	62.4	62.5	64.0	61.0	62.7
12	70.0	65.8	69.0	63.7	68.2	73.2	65.1	62.5	69.7	61.1	63.6	62.1	64.8	64.1	60.3	61.1	60.3	55.6	61.8	61.1	63.2	59.8	62.9
13	68.3	64.6	65.7	62.5	67.7	72.6	65.1	61.3	69.4	63.3	63.0	62.7	63.5	62.7	58.7	64.0	59.8	55.5	61.1	58.7	62.2	59.4	61.4
14	68.1	64.4	64.6	62.2	68.5	73.9	65.1	63.1	70.6	61.1	64.8	63.2	63.1	62.7	58.6	62.5	60.9	56.9	63.1	61.6	63.6	60.5	61.5
15	68.7	65.3	64.4	63.5	68.0	73.6	64.2	64.1	70.4	60.8	65.0	63.4	63.3	63.5	57.9	59.9	61.0	57.3	63.4	61.6	64.1	60.9	62.3
16	68.4	64.7	63.5	63.7	67.0	73.0	65.1	62.5	69.9	59.8	63.9	63.0	62.5	63.0	54.8	60.2	59.8	56.3	62.1	60.6	63.2	59.8	61.5
17	67.9	64.4	63.7	62.8	66.9	72.6	61.8	62.0	69.5	59.7	63.6	62.5	62.4	62.8	53.2	57.3	60.3	56.1	61.7	63.4	62.7	59.9	61.2
18	68.6	64.9	65.1	63.2	68.2	73.6	64.3	62.9	70.0	60.6	64.4	63.2	63.4	63.4	58.9	60.5	60.2	56.8	62.7	65.0	63.4	60.3	62.0
19	69.0	65.5	66.6	63.7	67.6	73.6	66.4	63.0	70.8	61.0	64.5	62.8	63.5	63.6	62.0	63.8	61.1	56.7	62.5	60.7	63.8	60.9	62.1
20	67.6	63.6	61.9	62.3	67.7	73.8	65.6	62.1	70.3	60.1	64.2	62.9	62.2	61.8	52.1	64.3	60.1	56.2	62.4	61.4	63.4	59.7	60.4
21	68.6	64.6	63.1	65.2	68.8	74.4	66.9	63.0	71.4	61.1	65.4	64.0	63.3	63.2	60.1	64.0	61.1	57.3	63.5	63.2	64.3	60.9	61.7
22	69.6	65.4	65.9	69.0	69.4	73.3	66.5	64.0	70.5	60.6	64.3	65.0	63.6	64.7	64.4	63.3	59.2	56.4	62.5	62.5	63.3	59.3	62.5
23	68.2	64.3	62.3	62.9	67.4	72.4	65.7	62.0	69.1	60.1	63.6	62.1	62.8	62.8	54.8	62.3	59.9	56.2	61.8	61.1	62.9	59.6	61.7
24	68.3	64.5	62.5	62.9	67.4	73.3	65.8	62.4	70.6	60.6	64.5	63.7	63.3	63.0	57.7	64.1	61.0	57.1	62.7	61.9	63.9	61.0	61.9
25	69.4	65.4	65.2	63.9	68.2	73.3	64.8	62.8	70.5	61.8	64.7	63.8	63.7	63.9	55.0	61.2	61.5	57.7	63.1	61.6	63.9	61.1	62.7
26	69.2	64.7	68.4	63.4	68.2	73.4	65.9	63.2	70.1	60.3	64.3	63.2	64.3	63.2	61.7	63.4	61.2	57.1	62.7	62.0	63.9	61.0	61.6
27	66.0	61.8	65.8	60.9	67.1	71.6	66.0	60.1	68.3	58.2	61.8	61.1	61.8	60.2	62.7	62.0	58.6	54.2	60.9	58.2	61.7	58.0	59.1
28	67.5	63.5	66.3	62.6	67.9	72.9	66.5	61.3	69.1	59.9	63.2	61.9	62.7	62.1	59.8	64.5	59.4	55.3	61.3	59.2	62.5	59.4	60.4
29	67.9	63.8	67.7	62.3	68.4	72.3	64.3	63.2	69.1	59.5	63.2	62.0	62.6	62.2	57.9	62.0	60.4	56.1	61.5	60.8	62.6	59.3	61.0
30	67.2	63.4	64.9	62.2	67.8	72.2	64.1	61.7	68.9	59.8	63.0	61.8	62.2	62.0	62.0	61.4	59.3	56.0	61.4	59.6	62.4	59.4	60.6
31	68.1	64.7	63.2	63.7	67.6	73.8	66.4	62.5	70.8	61.9	64.2	64.6	63.6	63.4	63.0	64.0	60.8	58.0	62.5	61.3	63.5	60.7	61.1
Month	68.7	64.9	65.7	63.8	68.1	73.2	65.5	62.7	70.0	60.9	64.1	63.1	63.6	63.4	59.7	63.0	60.6	56.9	62.5	61.7	63.4	60.3	62.1

Table 10

Daily/Monthly CNEL Levels – February 2024

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	70.8	66.7	68.1	70.8	70.3	71.9	66.0	61.9	68.9	61.4	61.9	63.6	65.8	66.1	67.4	63.4	57.8	54.0	60.3	62.5	60.9	57.2	63.5
2	69.9	65.8	67.9	64.2	69.0	72.1	66.3	63.8	69.3	60.9	64.3	63.0	64.8	64.4	62.4	63.6	60.5	57.6	62.6	62.5	64.0	60.9	63.0
3	67.6	64.0	64.7	62.1	67.3	71.6	65.8	61.9	68.7	59.3	63.4	62.3	62.2	62.4	57.8	62.8	59.7	56.8	61.9	60.8	62.7	59.9	61.1
4	67.4	63.6	67.1	69.7	70.4	75.0	67.3	61.3	72.7	58.1	63.6	68.2	63.8	63.7	67.3	64.4	59.3	56.8	61.9	58.9	61.1	60.5	62.6
5	70.1	65.9	68.9	71.6	69.4	72.0	64.8	61.5	70.1	59.5	62.3	64.9	65.4	65.8	67.6	61.5	57.0	52.2	61.0	60.9	60.9	55.1	63.0
6	70.1	66.2	67.7	70.1	69.1	71.1	66.0	60.6	68.2	57.8	61.4	62.6	65.5	65.5	66.4	63.4	56.9	53.1	59.5	58.0	60.2	57.5	63.1
7	68.9	65.4	62.5	63.5	68.8	72.2	66.6	63.1	68.8	60.8	63.4	62.3	64.0	63.6	61.2	63.5	60.3	57.4	61.8	62.1	63.1	60.6	62.4
8	70.2	66.4	66.0	64.3	68.6	71.7	67.3	63.5	68.7	60.7	64.1	62.2	65.0	64.8	62.7	64.8	60.1	57.3	62.4	62.2	63.7	60.2	63.7
9	69.5	65.8	66.8	63.5	68.8	73.5	66.5	63.6	70.4	61.3	64.6	64.9	65.0	64.0	53.1	65.9	61.5	57.7	62.9	61.6	64.1	61.1	62.7
10	68.1	64.2	66.3	62.4	67.3	73.1	61.9	62.2	70.0	61.7	63.5	62.8	62.9	62.7	56.2	59.2	60.5	56.5	61.9	59.9	62.9	60.3	61.2
11	68.4	64.7	65.1	62.8	68.3	73.3	67.9	62.5	69.9	60.3	63.7	62.6	63.1	63.2	57.8	65.1	60.7	56.9	62.0	59.6	62.7	60.2	62.3
12	67.9	64.0	64.7	62.5	68.0	72.8	64.6	62.3	69.6	60.5	63.9	62.8	62.9	62.5	55.4	62.5	60.2	56.2	63.1	60.6	63.3	60.0	61.0
13	68.7	63.5	65.1	63.0	68.0	72.3	66.8	62.4	68.9	60.3	63.6	62.6	63.1	63.0	61.4	64.3	60.1	57.2	62.1	60.0	63.1	60.4	62.1
14	68.5	65.6	66.2	63.4	68.2	72.7	66.2	62.8	69.7	60.6	64.3	62.7	63.9	63.1	59.5	62.8	60.7	57.2	62.6	60.2	63.5	60.3	61.9
15	69.6	65.9	66.5	64.0	68.8	74.1	64.8	63.7	70.7	61.7	65.2	63.7	63.7	64.5	54.6	58.3	61.7	58.1	63.5	61.5	64.7	61.4	62.7
16	69.6	65.7	67.1	64.1	68.5	73.9	65.2	63.0	70.3	60.2	64.0	62.6	63.4	64.1	56.0	58.5	60.8	55.8	62.0	59.8	63.9	59.7	62.5
17	68.9	64.9	66.9	63.4	67.0	73.3	66.0	62.1	69.9	60.6	63.6	62.5	63.4	63.3	57.5	61.3	60.3	55.3	61.8	59.4	62.8	59.5	76.4
18	69.0	65.3	65.3	63.6	68.0	73.9	64.8	63.1	70.7	60.8	65.3	63.6	63.6	63.9	59.1	60.7	61.2	57.7	63.5	63.3	64.2	61.6	63.3
19	69.3	65.6	63.5	63.9	68.6	74.1	66.0	62.9	71.1	60.9	65.7	63.9	64.3	63.9	54.3	63.7	61.1	57.4	63.9	64.2	64.8	60.8	62.5
20	69.1	65.2	64.3	65.9	68.5	73.1	65.5	62.4	70.5	60.2	64.3	63.8	63.7	63.8	59.3	61.8	60.1	56.4	63.2	63.7	63.2	60.3	62.3
21	68.9	65.1	64.7	63.4	68.2	72.9	67.7	62.9	69.8	60.6	64.2	63.2	63.5	63.9	58.0	64.8	60.6	57.6	62.7	62.3	63.4	60.7	62.1
22	69.8	65.7	67.2	63.9	68.6	73.8	65.0	63.1	70.8	63.1	65.2	63.9	63.9	64.2	58.9	57.4	61.5	57.7	63.6	62.7	64.2	61.3	62.8
23	69.2	65.0	67.4	64.1	68.2	73.8	66.9	63.5	71.9	61.2	64.5	63.2	63.7	63.6	62.3	64.4	60.9	56.7	62.6	60.7	63.6	60.3	62.2
24	67.9	63.8	66.3	62.4	67.6	72.8	64.5	62.2	69.6	62.7	63.3	62.2	62.5	62.1	57.3	62.7	59.8	55.8	61.3	59.3	62.2	59.3	61.7
25	69.4	65.4	64.0	63.9	68.1	73.4	66.3	62.8	70.6	60.7	65.4	63.6	63.3	63.8	60.3	62.3	61.3	57.0	63.6	61.8	64.3	60.8	62.5
26	68.8	65.2	63.1	63.1	68.3	73.8	65.4	63.0	71.2	62.6	65.6	64.1	63.2	63.5	53.6	61.4	61.8	57.8	63.6	61.6	64.6	61.4	63.9
27	68.4	64.8	65.2	63.1	67.6	72.6	64.5	62.4	69.6	61.4	63.9	62.8	62.8	63.5	52.6	61.2	60.7	56.9	62.2	60.0	62.7	60.5	62.5
28	68.3	64.5	64.2	63.2	67.7	73.0	64.1	62.5	69.8	59.5	63.6	62.2	62.7	63.0	54.5	58.6	60.3	56.0	61.6	59.1	62.6	59.5	65.0
29	69.1	65.6	64.3	63.8	68.8	73.6	65.8	63.9	70.6	62.0	65.0	63.9	63.5	63.9	56.9	62.6	61.2	57.8	63.1	61.2	64.0	61.2	62.7
Month	69.1	65.2	66.0	65.5	68.5	73.1	65.9	62.7	70.1	60.9	64.1	63.5	63.8	63.9	61.3	62.8	60.4	56.8	62.5	61.3	63.3	60.3	65.2

Table 11

Daily/Monthly CNEL Levels – March 2024

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	69.2	65.5	65.5	63.8	68.5	73.6	64.0	63.5	70.7	61.5	64.8	63.7	64.1	63.9	54.9	59.7	61.0	57.4	62.9	60.8	63.7	61.0	62.5
2	68.9	65.0	65.5	65.6	67.8	71.9	65.8	61.9	69.0	59.9	63.3	62.4	63.7	63.5	61.5	62.7	58.8	55.5	61.5	59.9	62.3	59.1	61.9
3	69.7	65.9	65.7	64.4	69.0	73.1	67.0	64.1	70.4	61.7	65.4	63.9	64.2	64.6	63.2	64.5	61.7	58.8	63.6	62.5	64.6	62.1	63.1
4	68.5	65.0	63.9	63.2	68.6	72.9	66.2	63.8	70.5	61.3	65.3	63.2	63.1	63.5	55.1	63.4	61.4	57.8	65.0	61.7	64.3	61.1	62.8
5	68.9	65.0	64.2	63.1	67.5	72.2	66.5	63.2	69.5	59.9	64.1	63.1	63.2	63.7	52.7	65.3	60.4	57.2	62.6	60.3	63.4	60.9	62.1
6	68.8	65.0	63.2	64.8	68.0	73.1	65.2	62.8	70.2	60.1	64.2	63.4	63.9	63.6	60.3	64.5	60.0	56.7	62.0	60.2	63.1	60.1	62.0
7	70.6	66.8	66.0	65.3	69.1	73.0	68.2	63.9	70.3	62.8	65.1	63.5	64.8	65.3	60.4	65.4	61.2	57.9	63.3	62.4	64.7	61.7	64.2
8	70.3	66.0	69.0	64.5	68.4	73.6	62.5	63.7	70.9	61.6	65.2	63.7	64.3	64.6	52.3	54.2	61.6	57.8	63.5	61.8	64.6	61.4	63.2
9	69.0	64.9	67.0	63.5	67.4	73.0	66.6	62.1	70.2	59.6	63.8	63.6	63.1	63.4	61.3	62.8	61.0	57.3	62.4	59.0	62.7	61.4	61.9
10	69.6	65.9	66.5	64.0	68.6	73.5	67.8	63.6	70.7	61.2	65.4	63.2	63.7	64.3	58.6	63.8	61.5	57.0	63.3	61.4	64.7	61.1	62.8
11	69.6	66.0	65.9	64.5	68.5	73.8	65.4	64.1	71.0	61.5	65.2	63.7	64.3	64.5	57.9	62.4	61.7	58.0	63.3	61.7	65.0	61.5	62.9
12	69.2	65.5	65.0	63.7	67.8	73.1	66.5	63.2	70.1	60.2	64.5	63.6	63.7	64.0	53.6	63.9	60.8	57.8	63.2	61.7	64.6	61.3	62.3
13	69.2	65.4	65.2	63.7	68.6	73.9	66.5	63.5	70.7	62.1	65.0	64.1	63.6	63.8	58.5	61.7	61.2	58.5	63.5	61.5	64.0	61.7	62.5
14	69.1	65.5	68.4	66.9	69.3	74.7	66.7	64.6	71.6	61.4	65.2	65.0	63.9	64.2	62.1	64.3	60.8	58.0	63.3	62.1	64.3	60.4	62.6
15	70.5	66.7	69.3	65.1	69.5	75.1	65.7	64.3	71.8	62.4	66.0	64.2	65.5	65.3	55.5	60.4	62.1	58.2	64.2	62.7	65.3	61.9	63.8
16	69.0	65.4	68.0	63.7	68.2	74.0	66.3	63.6	70.6	60.8	64.7	64.0	63.8	63.9	58.8	62.3	61.2	57.7	63.2	60.8	63.9	61.3	62.5
17	70.1	66.2	67.3	64.6	68.6	74.3	64.5	64.1	71.1	62.0	65.9	64.1	64.2	64.9	55.2	59.5	62.3	58.4	64.1	62.2	64.9	62.0	63.8
18	69.5	65.6	65.5	64.4	68.5	74.2	67.4	63.7	70.9	61.7	65.6	63.9	64.2	64.2	62.5	65.1	61.5	57.8	63.6	62.0	64.7	61.3	62.8
19	69.2	65.1	66.5	63.4	68.0	73.6	67.4	62.7	70.7	60.5	64.5	63.6	63.4	63.7	57.8	63.9	61.1	59.6	63.0	60.7	63.7	61.2	61.9
20	69.6	66.8	65.3	64.6	68.3	73.8	66.7	63.5	70.6	60.9	65.4	64.1	64.0	64.7	58.4	63.7	61.0	57.6	63.8	62.0	64.6	61.3	63.2
21	69.9	66.2	66.5	64.8	68.5	74.3	66.7	63.9	71.4	62.8	65.6	64.0	64.0	64.7	57.0	60.8	61.7	57.8	63.7	64.4	64.8	61.4	63.4
22	70.4	66.5	68.2	66.5	68.9	74.2	67.9	63.3	71.0	61.5	65.0	64.5	64.3	65.2	59.5	62.1	60.8	56.9	63.1	62.6	64.6	60.7	63.4
23	70.5	66.7	66.9	66.1	68.7	73.1	65.8	63.7	70.1	62.1	64.8	63.4	64.8	65.2	59.4	62.9	61.2	57.6	63.0	61.7	63.9	61.2	63.7
24	71.5	67.9	66.8	65.9	70.3	72.2	66.5	65.0	69.4	62.2	65.2	63.4	65.7	66.5	63.3	62.7	61.9	59.2	64.3	64.2	64.3	61.9	65.1
25	70.3	66.8	64.5	64.9	69.2	73.9	66.3	63.9	70.9	61.5	65.5	63.8	65.3	65.6	56.4	65.7	61.5	57.8	65.3	64.6	64.8	61.2	63.8
26	69.5	65.7	70.2	64.0	68.4	73.5	66.1	63.7	70.8	61.2	65.3	64.1	64.2	64.3	57.0	64.0	61.3	58.1	63.6	67.3	64.6	61.7	62.6
27	69.3	65.5	66.3	64.0	68.5	74.4	66.5	63.7	71.5	61.3	65.7	64.8	63.5	63.8	56.9	61.2	62.1	58.7	64.1	64.7	64.6	62.6	62.4
28	71.1	67.2	68.1	65.3	68.5	73.8	62.6	63.9	70.8	62.7	65.6	64.0	64.8	65.8	54.2	53.3	61.8	58.1	63.7	64.9	64.8	61.7	64.2
29	70.3	66.4	67.7	64.5	69.1	74.5	67.9	63.7	71.5	63.0	65.9	63.9	65.7	64.8	61.3	65.0	62.1	58.1	64.0	63.0	65.4	61.6	63.4
30	69.9	65.7	70.7	73.1	71.3	74.2	66.1	59.7	71.9	56.4	61.2	68.0	65.4	66.2	69.8	62.7	54.4	53.0	59.4	55.7	57.0	57.4	62.7
31	69.2	64.5	69.9	72.9	70.9	75.3	67.8	58.9	72.8	55.4	61.7	68.8	64.5	65.3	69.3	63.7	53.3	51.7	59.8	58.9	57.7	56.5	60.8
Month	69.7	66.0	67.1	66.1	68.8	73.7	66.4	63.5	70.8	61.3	65.0	64.3	64.3	64.6	61.3	63.1	61.1	57.7	63.4	62.4	64.1	61.2	63.0

Table 12

Air Carrier Operations by Aircraft Type captured by the Airport Noise & Operations Monitoring System – January – March 2004

	ACA	ASA	AAY	AAL	BAW	DAL	FDX	FFT	GXA	HAL	QXE	JAL	JZA	JBU	DLH	SKW	SWA	NKS	SCX	SWQ	UAL	UPS	WJA	
Aircraft Type	Air Canada	Alaska Airlines	Allegiant Air	American Airlines	British Airways	Delta Air Lines	FedEx Express	Frontier Airlines	GlobalX	Hawaiian Airlines	Horizon Air	Japan Airlines	Jaz Aviation	JetBlue Airways	Lufthansa	SkyWest Airlines	Southwest Airlines	Spirit Airlines	Sun Country Airlines	Swift Air	United Airlines	UPS Airlines	Westjet Airlines	Total Operations
A20N	0	0	0	0	0	0	0	1,041	0	0	0	0	0	0	0	0	0	647	0	0	0	0	0	1,688
A21N	0	0	0	787	0	883	0	84	0	151	0	0	0	4	0	0	0	0	0	0	0	0	0	1,909
A221	0	0	0	0	0	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128
A223	17	0	0	0	0	193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210
A306	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
A319	90	0	2	0	0	34	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	132
A320	72	0	58	3	0	10	0	86	34	0	0	0	0	90	0	0	0	256	0	0	14	0	0	623
A321	10	0	0	2,858	0	2,214	0	154	2	0	0	0	0	727	0	0	0	2	0	0	0	0	0	5,967
A332	0	0	0	0	0	0	0	0	0	182	0	0	0	0	0	0	0	0	0	0	0	0	0	182
A359	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	0	0	0	0	0	0	0	0	70
A35K	0	0	0	0	172	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172
B38M	2	24	0	363	0	0	0	0	0	0	0	0	0	0	0	0	3,569	0	0	0	646	0	10	4,614
B39M	0	1,114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	770	0	0	1,884
B733	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	18	0	0	0	19
B734	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
B737	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,442	1	0	0	0	0	86	9,531
B738	0	1,211	0	420	0	522	0	0	0	0	0	0	0	0	0	0	2,905	0	132	136	926	0	30	6,282
B739	0	1,783	0	0	0	140	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1,616	0	0	3,540
B752	0	0	0	0	0	15	98	0	0	0	0	0	0	0	0	0	0	0	0	0	190	2	0	305
B753	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	36
B763	0	0	0	0	0	6	414	0	0	0	0	0	0	0	0	0	0	0	0	0	2	204	0	626
B772	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	0	0	176
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	18	0	0	0	0	0	0	0	18
CRJ7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
CRJ9	0	0	0	0	0	0	0	0	0	0	0	0	535	0	0	0	0	0	0	0	0	0	0	535
E75L	0	0	0	0	0	0	0	0	0	0	534	0	0	0	0	5,579	0	0	0	0	0	0	0	6,113
Jet	191	4,134	60	4,431	176	4,177	516	1,365	36	333	534	104	535	821	70	5,599	15,918	912	132	156	4,340	206	126	44,872
AT76	0	0	0	0	0	0	152	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152
BE99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	0	151
C208	0	0	0	0	0	0	286	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286
Prop	0	0	0	0	0	0	438	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	0	589
All Ops	191	4,134	60	4,431	176	4,177	954	1,365	36	333	534	104	535	821	70	5,599	15,918	912	132	156	4,340	357	126	45,461









QNR - Q1 2024

Final Audit Report

2024-06-07

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