

Quarterly Noise Report

For the California Department of Transportation

Second Quarter – Calendar Year 2024



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

Aircraft Noise

September 27, 2024

2Q 2024 Quarterly Noise Report

April 1 through June 30, 2024

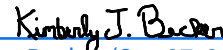
The California Department of Transportation, Division of Aeronautics, granted a Variance from the requirements of Section 5012, Chapter 2.5, Subchapter 6, Title 21, of the California Administrative Code to the San Diego County Regional Airport Authority (Airport Authority) for the operation of San Diego 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 (Sep 27, 2024 11:06 PDT)

Sjohnna Knack
Director of Planning, Noise, &
Environment



Kim Becker (Sep 27, 2024 11:15 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) – 0.375 Square Miles (240 Acres)
 - Federal Military Impact Area (F.M.I.A.) – 0.123 Square Miles (78.72 Acres)

2. Estimated number of population and dwelling units within the Noise Impact Area as defined in the Noise Standards: ¹
 - Dwelling Units – 3,061 (Population – 6,369)

3. Number of Noise Complaints and Households during the Calendar Quarter:
 - 11,154 Complaints (107 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 52,042

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

7. Number of Air Taxi Operations during the Calendar Quarter: 3,683

8. Number of General Aviation Operations during the Calendar Quarter: 2,065

9. Number of Military Operations during the Calendar Quarter: 221

10. Total number of Airport Operations during the Calendar Quarter: 58,011

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>
 2Q QNR – 2024 3

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	2Q 2024	2Q 2023¹	Change
N.I.A.	0.375	0.387	-0.012
F.M.I.A	0.123	0.138	-0.015

Notes:

1. Noise Impact Area (N.I.A.) is based on the revised 2Q 2023 contour.

Please note that the inadvertent error in applying noise measurement adjustments to the 2Q 2023 CNEL contours in the vicinity of RMT 18 has been corrected in this report.

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.

Below are the key observations contributing to the decrease in the size of the contour, based on data from the Airport Noise & Operations Monitoring System (ANOMS). This data compares aircraft operations between the periods of July 2022 – June 2023 (2Q-2023) and July 2023 – June 2024 (2Q-2024).

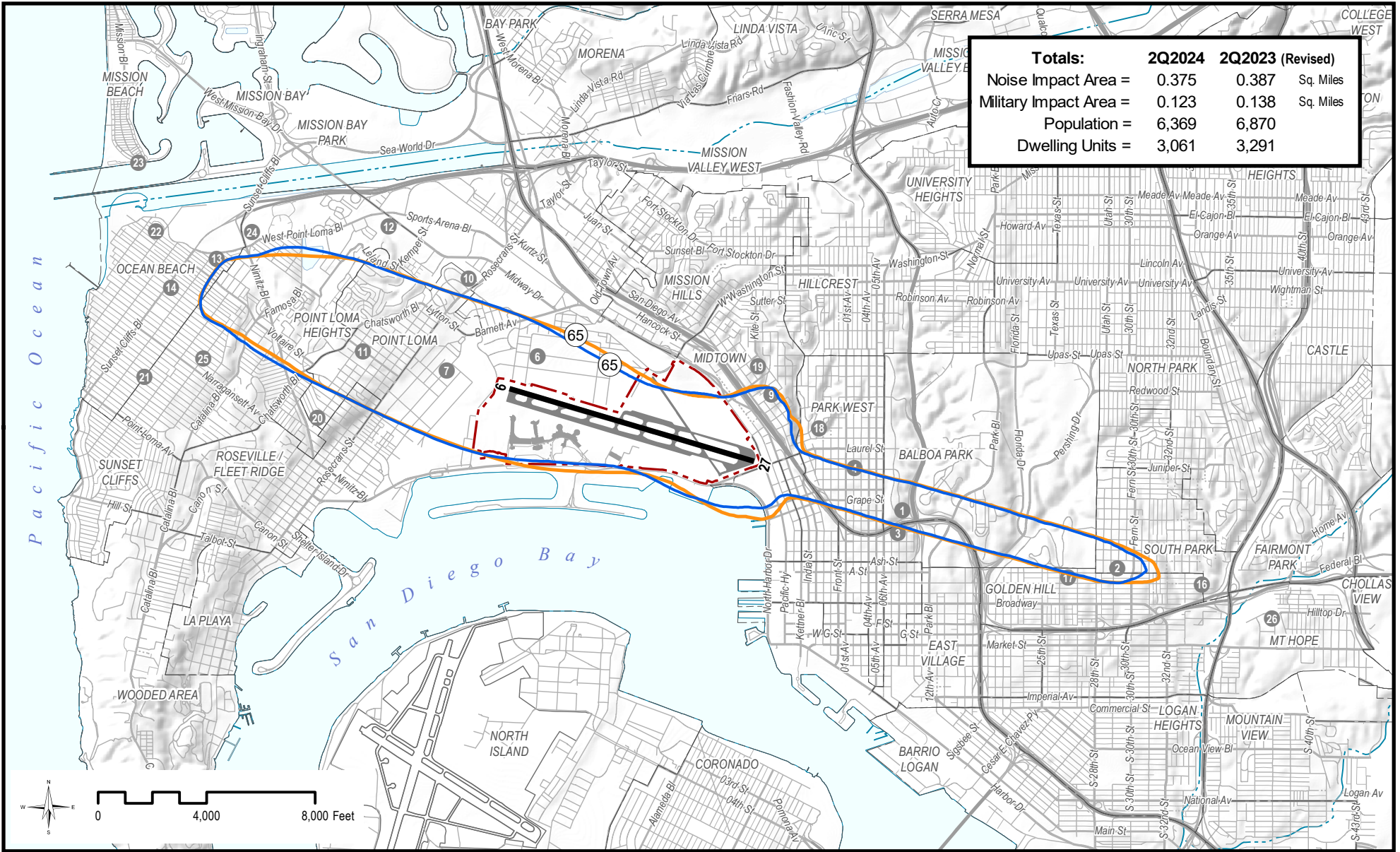
- Overall, the total flight operations increased at a slower pace by 2% based on the flight operational data comparisons between the rolling twelve-month in 2Q-2023

and 2Q-2024 from the ANOMS. This increase is consistent with the official ATCT counts for these periods.

- Evening operations (7:00 p.m. – 10:00 p.m.) increased by 7%, while nighttime operations (10:00 p.m. – 7:00 a.m.) decreased by 10%. Additionally, daytime operations (7:00 a.m. – 7:00 p.m.) saw a slight increase of 3%.
- 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 decreased by 2% in 2Q-2024. Further, the resulting daytime equivalent operations by heavy/wide body category decreased by 10% in 2Q-2024.
- The air carrier fleet mix of heavy/wide-body aircraft increased by 4% in 2Q-2024. Specifically, operations of heavy aircraft, such as the Boeing 777-200 series, increased to 727 in 2Q-2024 from 130 in the previous year.
- Similarly, operations of the air carrier narrow-body aircraft families from Airbus and Boeing increased by 2% in 2Q-2024 compared to the previous year. The Airbus family (A319, A320, A321, A220) saw an increase of 10%, while operations of narrow-body Boeing aircraft (B737-300/400/700/800, B737 MAX, B757) decreased by 2%.
- Although overall operations in 2Q-2024 increased slightly, the decrease in nighttime operations led to a 3% reduction in the Noise Impact Area (N.I.A). Similarly, the Federal Military Impact Area (F.M.I.A) decreased by 11%.

Overall, annual operations in 2Q-2024 showed a slight increase from the previous year but remain lower than the pre-pandemic levels of 2019. It is expected that operations will continue to increase next year, albeit at a slower rate.

Path: G:\Projects\10XXXX\10560_SAN_Airport_Planning_On-Call\GIS\10560_003_SAN_Quarterly_Report_2024_Q2.mxd



Totals:	2Q2024	2Q2023 (Revised)	
Noise Impact Area =	0.375	0.387	Sq. Miles
Military Impact Area =	0.123	0.138	Sq. Miles
Population =	6,369	6,870	
Dwelling Units =	3,061	3,291	



- 2024 2nd Quarter 65 dB CNEL Contour
- 2023 2nd Quarter 65 dB CNEL Contour (Revised)
- Airport Property
- Runway
- RMT Site Location
- Roads
- - - River / Stream

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

The inadvertent error in applying noise measurement adjustments to the 2Q2023 CNEL contour in the vicinity of RMT 18 has been corrected in this report.



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 2nd Quarter 2024, QHP has completed 5,748 homes, with a waitlist of 471 units.

Aircraft Noise Complaints

During the Quarter, the Aircraft Noise Office received a total of 11,154 complaints from 107 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	Q2 2024	Q2 2023	Net Change	Percent Change
Air Carrier	52,042	48,911	3,131	6.4%
Air Taxi	3,683	3,841	-158	-4.1%
General Aviation	2,065	2,482	-417	-16.8%
Military	221	311	-90	-28.9%
Total	58,011	55,545	2,466	4.4%

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 20 noise curfew violations, six of which were penalized with imposed fines totaling \$62,000.

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 ¹ (dB)
1	69.9	69.5
2	66.1	65.6
3	64.9	65.8
4	64.8	64.9
5 ²	*	*
6	68.7	68.5
7	74.2	74.0
8 ²	*	*
9	66.5	66.1
10	63.8	63.0
11	71.1	70.9
12	61.7	61.1
13	65.3	64.7
14	64.0	63.8
15 ²	*	*
16	64.2	63.9
17	64.7	64.2
18	58.2	59.4
19	62.7	62.6
20	61.3	60.8
21	57.2	56.9
22	63.5	62.9
23	61.8	61.6
24	64.6	63.8
25	61.2	60.7
26	63.2	62.9

Notes:

1. Annual CNEL data is a rolling 12-month period.
2. 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 (dB) of the loudest 25% of the Operations Survey is shown in Table 4 below.

Table 4

Operation Type	2Q 2024	2Q 2023	Change (dB)
Arrivals	96.6	96.5	0.08
Departures	101.6	101.3	0.33

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) – April – June 2024

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date and Time
B763	100.0	MEM	FDX906	6/6/2024 4:48 PM
B763	99.7	MEM	FDX1422	5/14/2024 6:06 AM
B772	98.8	LHR	BAW265	4/5/2024 3:18 PM
B763	98.3	MEM	FDX906	5/3/2024 5:00 PM
B763	98.2	SDF	UPS922	4/3/2024 4:49 AM
B772	97.8	LHR	BAW265	5/11/2024 2:59 PM
B772	97.5	LHR	BAW265	6/13/2024 3:24 PM
A321	97.3	DFW	AAL2747	4/12/2024 3:39 PM
B763	97.3	IND	FDX1754	4/19/2024 5:54 AM
B772	97.2	LHR	BAW265	5/4/2024 3:08 PM
B753	97.2	ATL	DAL894	6/27/2024 12:47 PM
B763	97.2	IND	FDX1754	4/26/2024 5:11 AM
B737	97.1	SJC	SWA1959	5/31/2024 10:44 AM
B737	97.0	STL	SWA438	6/3/2024 7:44 AM
B738	97.0	SJC	SWA4146	6/3/2024 7:42 AM
B772	96.9	LHR	BAW265	5/12/2024 2:57 PM
B772	96.9	LHR	BAW265	4/6/2024 3:26 PM
B772	96.9	LHR	BAW265	5/22/2024 3:14 PM
B753	96.9	ATL	DAL896	5/28/2024 11:24 PM
B772	96.8	LHR	BAW265	6/17/2024 3:54 PM
B753	96.7	ATL	DAL560	5/5/2024 1:22 PM
B772	96.7	LHR	BAW265	6/16/2024 3:31 PM
B739	96.7	IAH	UAL2358	4/11/2024 10:49 AM
B737	96.7	SMF	SWA4163	5/31/2024 9:21 AM
B772	96.6	LHR	BAW265	6/24/2024 3:20 PM
B772	96.6	LHR	BAW265	4/3/2024 2:34 PM
B738	96.6	SJC	SWA4146	6/3/2024 7:42 AM
B738	96.6	LIH	ASA818	6/3/2024 7:23 AM
B772	96.5	LHR	BAW265	4/12/2024 3:44 PM
B763	96.5	MEM	FDX906	5/5/2024 5:50 PM
B753	96.5	ATL	DAL894	6/26/2024 12:32 PM
B753	96.4	ATL	DAL725	6/20/2024 9:22 AM
B772	96.4	LHR	BAW265	6/26/2024 3:18 PM
B772	96.3	LHR	BAW265	4/1/2024 2:50 PM
B772	96.3	LHR	BAW265	5/23/2024 3:27 PM
B763	96.3	SDF	UPS922	4/26/2024 4:47 AM
B772	96.3	LHR	BAW265	5/8/2024 2:58 PM
B772	96.2	LHR	BAW265	5/28/2024 3:21 PM
B772	96.2	LHR	BAW265	4/28/2024 3:02 PM

Table 5 – Continued

Quarterly SENEL Survey – Arrivals (RMT #1) – April – June 2024

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date and Time
B737	96.2	SJC	SWA383	5/31/2024 8:38 AM
B738	96.2	LHR	BAW265	5/21/2024 3:16 PM
B739	96.2	IAD	UAL1930	5/25/2024 8:23 PM
B740	96.1	ATL	DAL560	5/13/2024 12:33 PM
B741	96.1	LHR	BAW265	4/2/2024 3:02 PM
B742	96.1	ATL	DAL896	5/30/2024 11:22 PM
B743	96.1	LHR	BAW265	5/26/2024 4:26 PM
B744	96.1	LHR	BAW265	6/12/2024 3:38 PM
B745	96.1	ATL	DAL560	4/24/2024 12:52 PM
B746	96.0	MEM	FDX906	4/18/2024 5:03 PM
B747	96.0	LHR	BAW265	5/17/2024 3:42 PM
B748	96.0	LHR	BAW265	6/3/2024 3:29 PM
B749	95.9	SDF	UPS922	6/20/2024 4:44 AM
B750	95.9	LHR	BAW265	6/10/2024 3:31 PM
B751	95.9	SFO	SWA5020	5/20/2024 8:56 AM
B752	95.9	MEM	FDX906	4/6/2024 6:02 PM
B753	95.9	IAD	UAL1930	5/5/2024 10:32 AM
B754	95.8	SJC	SWA383	5/31/2024 8:38 AM
B755	95.8	LHR	BAW265	5/1/2024 3:38 PM
B756	95.8	ATL	DAL560	4/15/2024 12:52 PM
B757	95.8	IAD	UAL1930	4/28/2024 10:33 AM
B758	95.8	MRY	SKW3474	6/3/2024 7:21 AM
B759	95.8	ATL	DAL560	4/16/2024 12:50 PM
B760	95.8	SDF	UPS922	5/9/2024 5:19 AM
B761	95.8	MEM	FDX906	6/20/2024 4:51 PM
B762	95.7	LHR	BAW265	4/23/2024 3:11 PM
B763	95.7	LHR	BAW265	6/7/2024 3:44 PM
B764	95.7	IND	FDX1754	5/7/2024 5:40 AM
B765	95.7	LHR	BAW265	5/13/2024 3:18 PM
B766	95.7	MEM	FDX906	4/5/2024 5:30 PM
B767	95.7	LHR	BAW265	6/28/2024 3:43 PM
B768	95.7	ATL	DAL894	6/14/2024 12:26 PM

Table 6

Quarterly SENEL Survey – Departures (RMT #7) – April – June 2024

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date and Time
A332	102.9	HNL	HAL15	6/18/2024 9:40 AM
A332	102.4	HNL	HAL15	6/5/2024 9:46 AM
B772	102.3	LHR	BAW264	4/2/2024 6:03 PM
B772	102.3	LHR	BAW264	5/23/2024 5:42 PM
B772	102.3	LHR	BAW264	6/9/2024 5:38 PM
B772	102.2	LHR	BAW264	4/12/2024 5:47 PM
B772	102.2	LHR	BAW264	6/23/2024 5:29 PM
B763	102.2	MEM	FDX821	6/26/2024 7:28 AM
A321	102.2	CLT	AAL2115	6/28/2024 10:46 PM
B772	102.1	LHR	BAW264	4/19/2024 8:11 PM
B772	102.1	LHR	BAW264	6/11/2024 5:29 PM
B772	102.0	LHR	BAW264	6/22/2024 5:52 PM
A332	101.9	HNL	HAL15	4/18/2024 10:03 AM
B772	101.9	LHR	BAW264	4/21/2024 6:11 PM
B772	101.9	LHR	BAW264	6/26/2024 5:48 PM
A332	101.9	HNL	HAL15	6/27/2024 9:44 AM
B772	101.8	LHR	BAW264	5/6/2024 5:39 PM
B772	101.8	LHR	BAW264	5/26/2024 6:46 PM
B772	101.8	LHR	BAW264	5/31/2024 6:07 PM
B772	101.8	LHR	BAW264	6/3/2024 6:02 PM
B772	101.8	LHR	BAW264	6/7/2024 5:50 PM
B772	101.8	LHR	BAW264	6/15/2024 5:37 PM
B772	101.8	LHR	BAW264	6/16/2024 5:41 PM
B772	101.8	LHR	BAW264	6/17/2024 6:01 PM
B772	101.7	LHR	BAW264	4/16/2024 6:30 PM
B772	101.7	LHR	BAW264	4/17/2024 8:40 PM
B772	101.7	LHR	BAW264	5/2/2024 5:35 PM
A321	101.7	ATL	DAL473	5/3/2024 7:49 AM
B772	101.7	LHR	BAW264	5/11/2024 5:29 PM
B772	101.7	LHR	BAW264	5/12/2024 5:40 PM
A321	101.7	PHL	AAL2758	6/8/2024 9:33 AM
A332	101.7	HNL	HAL15	6/19/2024 9:35 AM
A332	101.7	HNL	HAL15	6/25/2024 10:38 AM
B772	101.7	LHR	BAW264	6/25/2024 5:31 PM
B772	101.6	LHR	BAW264	4/10/2024 5:42 PM
B739	101.6	ORD	UAL2486	4/11/2024 5:18 PM
B772	101.6	LHR	BAW264	5/13/2024 5:29 PM
B739	101.6	HNL	ASA895	5/28/2024 10:09 AM
B772	101.5	LHR	BAW264	4/18/2024 6:23 PM

Table 6 – Continued

Quarterly SENEL Survey – Departures (RMT #7) – April – June 2024

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date and Time
B772	101.5	LHR	BAW264	5/9/2024 5:42 PM
B772	101.5	LHR	BAW264	5/30/2024 5:53 PM
B772	101.5	LHR	BAW264	6/5/2024 6:25 PM
B772	101.5	LHR	BAW264	6/12/2024 5:50 PM
B772	101.5	LHR	BAW264	6/28/2024 5:58 PM
B772	101.5	LHR	BAW264	6/30/2024 5:37 PM
B772	101.4	LHR	BAW264	4/20/2024 6:15 PM
B772	101.4	LHR	BAW264	4/28/2024 5:49 PM
B772	101.4	LHR	BAW264	5/7/2024 5:55 PM
B772	101.4	LHR	BAW264	6/1/2024 6:49 PM
B772	101.4	LHR	BAW264	6/6/2024 7:17 PM
A332	101.3	HNL	HAL15	4/21/2024 10:12 AM
B772	101.3	LHR	BAW264	4/22/2024 5:36 PM
B739	101.3	JFK	ASA24	4/28/2024 10:14 AM
B772	101.3	LHR	BAW264	4/29/2024 5:50 PM
A332	101.3	HNL	HAL15	4/30/2024 10:04 AM
B772	101.3	LHR	BAW264	5/3/2024 5:30 PM
B772	101.3	LHR	BAW264	6/2/2024 6:08 PM
A321	101.3	CLT	AAL1651	6/3/2024 6:31 AM
B772	101.3	LHR	BAW264	6/4/2024 7:06 PM
B772	101.3	LHR	BAW264	6/8/2024 5:26 PM
B772	101.3	LHR	BAW264	6/18/2024 5:40 PM
A332	101.3	HNL	HAL15	6/23/2024 9:48 AM
A321	101.3	CLT	AAL1651	6/28/2024 7:35 AM
B772	101.2	LHR	BAW264	4/7/2024 5:44 PM
B772	101.2	LHR	BAW264	5/18/2024 5:52 PM
B772	101.2	LHR	BAW264	5/20/2024 5:55 PM
B772	101.2	LHR	BAW264	5/24/2024 5:31 PM
B772	101.2	LHR	BAW264	5/27/2024 5:36 PM
B753	101.2	ATL	DAL725	6/16/2024 12:02 PM
A321	101.2	CLT	AAL1799	6/22/2024 9:36 PM
B772	101.2	LHR	BAW264	6/24/2024 5:30 PM

Table 7

Average Daily Operations ³ by Runway, Operation Type, Time of Day, and Aircraft Type
April – June 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	5	1	1	5	1	1	0	0	0	0	0	0	14
A21N	7	5	1	8	1	4	0	0	0	0	0	0	26
A223	1	0	1	1	0	0	0	0	0	0	0	0	3
A320	5	1	1	5	1	1	0	0	0	0	0	0	14
A321	22	8	5	21	5	10	0	0	0	0	0	0	71
A332	0	1	0	1	0	0	0	0	0	0	0	0	2
A359	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	16	4	3	18	3	3	0	0	0	0	0	0	47
B39M	9	6	2	12	3	2	0	0	0	0	0	0	34
B737	48	11	7	49	12	4	1	0	0	1	0	0	133
B738	29	5	4	30	4	3	0	0	0	0	0	0	75
B739	12	4	3	14	2	2	0	0	0	0	0	0	37
B752	1	0	0	0	1	0	0	0	0	0	0	0	2
B753	2	0	0	2	0	0	0	0	0	0	0	0	4
B763	2	0	2	1	2	1	0	0	0	0	0	0	8
B772	2	0	0	2	0	0	0	0	0	0	0	0	4
B788	1	0	0	1	1	0	0	0	0	0	0	0	3
BE99	1	0	0	1	0	0	0	0	0	0	0	0	2
C208	2	0	0	1	0	0	0	0	0	0	0	0	3
CRJ9	2	1	0	3	0	0	0	0	0	0	0	0	6
E75L	26	7	3	25	8	4	0	0	0	0	0	0	73
Total	195	54	33	202	44	35	1	0	0	1	0	0	565

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)

Notes:

1. RMTs #1 and #3 high threshold levels are due to high freeway and/or construction noise.
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 – April 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	69.1	65.2	67.1	63.6	68.4	74.3	66.6	63.6	71.2	64.2	66.3	64.8	63.8	64.1	56.3	63.0	62.1	58.7	64.1	61.8	64.8	62.5	62.8
2	69.7	65.8	66.9	64.3	68.4	73.7	65.9	63.4	70.8	61.0	65.2	64.1	63.9	64.3	57.9	63.0	60.9	58.3	63.7	61.3	64.4	62.2	62.9
3	70.0	65.6	66.2	64.5	68.6	73.7	67.9	63.9	70.8	62.1	64.6	63.5	63.9	64.4	62.3	64.5	61.3	57.2	62.7	60.6	63.7	61.7	62.6
4	71.2	67.5	67.1	66.0	69.8	73.7	67.4	64.9	70.8	62.8	65.8	64.4	65.5	66.2	60.2	62.4	62.2	58.8	64.3	65.2	65.1	62.2	64.6
5	71.6	67.9	69.0	66.0	69.8	72.4	67.0	64.8	69.2	62.6	65.1	63.5	66.3	66.5	63.1	64.0	61.4	58.4	63.3	62.6	64.4	61.5	65.1
6	69.8	65.9	68.6	64.0	68.1	73.3	69.2	63.3	70.3	60.8	65.0	63.6	65.3	64.4	59.8	65.9	61.2	57.7	63.4	61.8	64.1	61.3	63.0
7	70.3	66.6	65.8	65.3	68.9	73.7	66.2	64.3	70.7	61.8	65.7	63.9	64.7	65.1	57.2	63.8	61.8	58.1	63.8	61.9	64.6	61.6	63.5
8	69.7	65.9	68.2	64.1	68.8	74.0	65.3	63.8	70.9	62.4	65.4	64.0	64.9	64.4	61.3	62.0	61.7	58.5	64.4	61.4	64.4	62.4	63.0
9	69.0	64.9	68.2	63.0	68.0	73.3	64.0	63.1	69.7	59.3	63.0	62.4	63.7	63.5	60.1	58.5	60.7	56.3	61.3	59.6	62.5	60.0	61.7
10	69.2	65.1	66.2	63.9	68.8	74.1	67.0	63.1	71.0	60.8	64.9	63.7	62.9	63.8	59.4	66.0	62.1	57.9	63.1	60.9	64.1	61.2	61.9
11	69.4	65.8	66.5	65.4	68.5	74.7	66.3	63.3	71.9	61.4	65.4	65.0	63.7	64.5	58.4	60.5	61.5	57.0	63.1	61.1	64.8	60.7	62.8
12	69.7	65.9	65.9	64.4	69.3	74.7	67.2	64.1	71.6	61.8	65.5	64.5	65.1	64.4	58.2	63.9	61.2	56.5	63.5	62.0	65.0	60.3	62.9
13	69.7	65.7	66.2	63.9	68.5	73.2	66.0	63.3	70.1	64.1	64.7	62.9	64.4	64.1	56.6	62.2	60.8	56.5	62.8	61.2	63.9	60.4	62.6
14	70.2	66.5	63.8	64.7	69.3	74.0	65.5	65.9	70.9	62.1	65.9	64.2	64.5	65.2	56.3	62.4	61.8	58.3	65.1	62.7	65.0	63.7	63.3
15	70.0	66.2	66.4	64.8	68.8	73.6	67.6	67.0	70.8	62.4	65.9	64.5	64.2	65.1	56.0	63.0	62.0	58.5	65.6	62.1	64.9	62.1	63.7
16	68.9	64.9	65.3	63.6	68.0	73.3	67.7	63.6	70.3	62.4	65.0	63.6	63.5	63.5	62.4	64.4	61.3	57.5	63.3	60.6	64.0	61.4	61.8
17	69.4	65.5	65.1	64.3	68.2	73.9	67.8	63.1	70.8	62.2	64.9	63.6	63.5	64.3	62.2	63.9	61.7	57.1	62.9	61.0	64.1	60.9	62.3
18	69.9	66.2	64.9	64.5	69.3	74.2	66.2	63.9	71.0	61.3	65.2	63.5	64.4	64.7	58.0	63.2	61.1	57.5	63.2	61.8	64.7	60.2	63.1
19	70.6	66.7	68.3	65.0	68.8	73.8	66.7	64.0	71.1	61.9	65.4	63.8	64.6	65.2	58.0	62.2	62.2	57.5	63.7	61.6	64.8	61.7	63.5
20	68.5	65.0	64.7	63.7	67.6	73.0	64.9	63.1	69.9	59.8	64.4	62.9	62.8	63.6	55.8	60.1	60.3	56.1	62.5	60.8	63.8	59.9	65.0
21	69.4	65.9	62.8	64.5	68.8	74.5	65.8	63.9	71.1	59.2	63.9	62.6	63.9	64.7	55.0	60.1	60.3	53.8	61.9	60.4	63.0	58.5	62.8
22	68.9	64.9	63.3	65.2	68.5	73.7	65.7	66.6	70.5	59.9	63.5	62.4	63.2	63.7	59.1	62.3	59.6	52.7	60.7	62.1	63.0	57.9	61.9
23	69.3	65.7	63.9	64.1	68.4	72.6	65.0	63.4	69.9	61.1	65.0	63.6	63.4	64.7	58.1	61.2	60.8	57.1	63.1	61.9	64.2	60.8	62.6
24	69.8	66.0	65.5	64.6	68.2	72.9	66.3	63.4	69.9	60.9	64.9	63.5	63.7	64.7	58.3	61.8	60.9	57.6	63.4	62.0	63.9	61.2	63.2
25	70.2	66.4	65.5	65.1	69.2	73.5	67.1	64.7	70.6	61.7	65.5	64.2	64.1	65.1	60.4	62.8	61.5	58.2	63.8	62.0	64.9	61.7	63.3
26	70.8	66.8	65.3	65.1	69.6	73.7	66.6	64.7	70.9	63.4	65.7	64.2	65.2	65.4	60.1	64.2	61.6	60.2	64.1	63.5	64.9	66.7	63.8
27	67.9	64.6	66.6	62.9	67.6	73.6	66.4	62.8	70.7	62.6	65.0	63.4	62.9	62.9	56.7	62.4	61.0	57.2	63.4	61.6	63.9	60.8	62.0
28	69.4	65.8	65.4	64.4	68.9	75.1	67.5	63.9	72.0	61.9	66.5	64.7	63.9	64.4	57.2	61.2	62.3	58.0	64.5	62.5	65.3	62.1	62.6
29	69.2	65.8	64.1	64.0	68.6	74.5	65.3	64.0	71.5	61.7	66.1	64.4	64.0	64.3	55.1	61.3	62.0	57.9	64.4	62.1	65.0	61.6	62.5
30	68.8	65.1	62.5	63.5	68.1	73.7	65.8	62.9	70.5	60.6	65.7	63.0	63.6	63.6	55.3	63.2	60.3	55.8	62.1	61.8	64.9	59.5	62.0
Month	69.7	65.9	66.2	64.5	68.7	73.8	66.6	64.1	70.8	61.8	65.2	63.8	64.2	64.6	59.1	62.9	61.4	57.6	63.5	61.9	64.4	61.6	63.0

Table 10

Daily/Monthly CNEL Levels – May 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	68.8	65.4	62.0	63.8	68.8	74.3	66.2	64.1	71.2	61.5	65.5	64.4	63.6	63.7	60.9	68.6	61.7	57.9	63.9	62.4	64.5	61.6	62.2
2	69.8	66.2	63.0	64.4	69.5	75.0	66.6	64.3	72.1	62.6	65.9	64.1	64.3	64.8	56.2	63.0	61.9	57.2	63.7	61.7	65.9	61.3	63.1
3	70.0	66.6	64.3	64.8	68.8	74.3	65.9	64.1	71.6	61.7	65.9	64.3	64.7	65.1	54.9	63.3	61.7	57.4	64.5	63.0	65.0	61.4	63.5
4	68.3	64.7	62.3	63.3	67.3	72.6	64.9	62.5	69.7	60.3	64.6	63.2	64.2	63.3	56.4	61.9	60.4	56.7	62.7	60.7	63.7	60.8	61.9
5	69.9	66.4	66.6	64.6	69.6	73.7	67.4	64.5	70.6	62.4	66.1	64.2	64.8	65.1	60.2	64.6	61.7	58.4	64.4	62.8	65.1	62.7	63.9
6	69.5	65.7	63.5	64.2	68.6	74.1	67.3	64.0	71.3	62.1	65.5	64.1	63.8	64.5	59.2	61.4	61.9	57.9	63.9	62.4	64.7	61.6	63.0
7	69.3	65.7	62.0	63.9	68.6	74.0	65.9	63.7	71.2	61.4	65.2	64.0	64.2	64.1	53.3	61.9	61.3	57.3	63.4	61.6	64.0	61.1	62.7
8	69.4	65.7	61.5	64.4	68.7	74.4	66.5	64.1	71.5	61.5	65.6	64.2	64.3	64.1	58.2	63.6	61.6	57.4	63.8	63.8	64.5	61.4	62.7
9	70.2	66.5	64.3	65.1	69.2	74.4	66.9	64.1	71.4	62.9	66.1	64.6	64.8	65.0	58.0	62.9	61.9	58.3	64.4	62.8	65.1	61.9	63.7
10	70.8	66.8	67.1	65.8	68.5	73.8	65.9	63.6	71.0	62.8	65.5	63.9	64.7	65.6	57.6	59.0	61.5	56.8	63.3	61.0	64.6	61.0	63.9
11	68.3	64.9	63.9	63.1	67.4	73.2	64.7	62.5	70.1	59.8	64.0	62.2	62.6	63.4	54.5	58.8	60.3	55.2	62.3	59.7	63.4	59.3	61.9
12	69.8	66.0	63.2	65.0	68.3	74.1	65.9	63.4	71.1	60.3	64.9	63.4	63.8	64.8	56.3	60.9	60.9	56.0	62.7	60.3	63.8	59.9	63.0
13	70.0	66.4	63.3	65.1	68.1	73.6	65.9	63.7	70.5	60.1	64.7	62.9	64.1	65.1	56.2	60.9	60.6	55.4	63.8	62.2	64.7	59.5	63.3
14	69.5	65.7	61.8	63.9	68.4	73.4	66.1	63.2	70.6	60.7	65.4	63.9	64.0	64.2	56.0	63.4	60.9	57.2	63.6	61.3	64.8	60.9	62.7
15	69.7	66.0	61.7	64.4	68.5	73.9	66.0	63.6	71.2	63.2	65.9	64.4	64.1	64.9	58.3	63.1	61.7	57.9	64.0	62.2	65.1	61.6	63.0
16	70.0	66.4	64.5	65.0	68.8	73.9	66.7	63.8	71.2	62.8	65.6	63.9	63.9	65.1	58.0	61.7	61.6	57.4	63.4	62.1	64.7	61.2	63.5
17	70.8	66.7	66.8	65.9	68.3	73.9	66.1	63.4	71.0	62.0	65.5	64.0	64.4	65.3	64.4	59.3	61.7	57.4	63.7	61.4	64.9	61.3	63.5
18	68.4	65.0	64.7	63.6	67.9	73.1	65.6	62.8	70.1	62.8	64.7	63.4	63.0	63.6	56.7	61.3	60.5	56.5	62.7	61.0	63.6	60.1	66.0
19	70.0	66.4	64.6	65.2	69.0	74.3	67.0	64.0	71.4	61.7	66.3	64.5	64.3	65.1	57.1	62.1	62.3	58.1	64.6	63.2	65.4	62.0	63.5
20	69.5	65.5	62.1	65.0	68.3	73.5	66.2	64.3	70.9	61.7	65.5	63.9	64.0	64.3	55.9	62.1	61.6	57.5	63.7	62.6	64.9	61.3	63.0
21	70.0	66.0	64.3	64.7	68.1	73.8	66.7	63.1	70.9	60.9	65.5	64.2	64.3	64.9	57.0	62.1	61.5	57.9	63.9	62.6	64.7	61.7	63.6
22	69.3	65.8	62.3	64.2	68.1	73.9	66.2	63.0	71.0	61.1	65.5	64.2	64.3	64.1	56.8	63.1	61.2	57.4	63.6	65.2	65.1	62.5	63.0
23	70.8	67.0	63.5	65.4	68.9	74.2	66.8	63.9	71.4	61.7	65.7	64.4	66.0	65.6	58.6	63.8	61.0	57.4	63.7	62.4	65.1	61.1	64.1
24	70.3	66.6	65.1	66.3	68.9	74.3	66.4	66.2	71.4	62.5	65.9	64.5	64.7	65.3	57.8	61.3	61.9	57.8	64.1	62.7	65.5	61.6	63.6
25	70.0	65.9	64.7	65.0	67.1	72.3	65.8	62.3	69.7	59.8	64.0	63.2	64.5	64.5	57.2	61.8	60.4	56.4	62.2	59.7	62.9	60.5	63.1
26	68.6	64.9	64.1	63.6	67.5	73.2	65.0	62.6	70.4	60.2	64.9	63.8	62.8	63.7	54.6	57.8	61.1	57.5	63.2	62.4	64.0	61.5	62.4
27	69.5	65.9	64.5	64.6	68.7	74.0	66.3	63.6	71.0	60.9	65.0	63.5	63.8	64.8	57.2	59.2	61.0	56.1	62.9	61.3	64.3	60.7	62.9
28	70.1	66.2	62.9	65.1	68.6	73.8	66.3	62.9	70.5	61.3	64.0	62.3	64.2	65.6	59.1	62.3	59.7	53.8	61.8	59.0	64.0	58.2	63.0
29	70.0	66.4	62.5	64.8	68.2	73.7	65.8	62.6	70.7	61.8	64.5	63.0	64.9	65.1	55.7	63.6	60.5	55.3	62.5	60.3	65.8	59.9	63.7
30	70.2	66.4	63.2	65.1	68.5	74.1	66.5	63.3	71.1	61.7	64.8	63.3	64.8	65.0	58.1	63.6	60.2	55.8	62.6	61.1	64.0	59.9	63.6
31	71.1	66.5	64.0	65.1	68.8	74.5	66.8	64.0	71.3	61.6	65.4	63.9	64.9	65.3	56.6	63.5	61.2	56.0	63.3	61.3	64.7	60.8	63.5
Month	69.8	66.0	63.9	64.7	68.5	73.9	66.2	63.7	71.0	61.6	65.3	63.8	64.3	64.7	57.9	62.6	61.3	57.1	63.5	62.0	64.6	61.1	63.3

Table 11

Daily/Monthly CNEL Levels – June 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	68.6	65.2	61.8	65.4	68.0	73.5	65.4	62.8	70.8	61.1	64.6	63.5	63.6	63.8	56.1	62.1	60.6	55.9	62.5	61.8	64.0	60.0	62.9
2	69.9	66.3	62.4	65.0	69.1	74.5	66.4	64.1	71.7	62.1	66.3	65.5	64.7	65.0	58.8	63.3	61.7	58.0	64.4	62.9	65.2	62.2	63.3
3	71.5	66.2	61.9	64.6	69.1	74.9	66.7	64.4	71.9	62.6	66.0	64.6	64.4	64.7	56.8	63.7	61.8	58.0	64.9	62.2	65.2	61.7	63.1
4	69.4	65.5	61.0	64.8	68.5	74.5	66.4	63.1	71.4	60.2	64.9	63.5	63.7	64.2	57.6	63.2	60.6	55.6	62.9	60.6	64.1	59.8	62.0
5	70.0	65.5	63.5	66.1	68.5	74.5	66.4	62.2	70.4	58.2	62.9	62.6	63.2	64.8	58.0	62.0	58.6	53.7	61.1	58.6	61.7	57.9	62.2
6	70.4	66.1	64.3	66.5	68.6	74.3	66.3	61.9	70.6	58.2	63.1	64.8	63.9	65.0	59.1	62.1	58.0	52.8	60.8	59.2	63.9	57.3	63.9
7	69.7	65.5	65.6	66.8	69.5	75.4	67.0	63.2	72.3	60.5	64.6	64.8	63.8	64.5	60.8	64.6	60.3	53.9	62.4	61.2	64.0	58.7	62.0
8	70.6	65.9	65.4	66.4	68.9	74.9	66.8	63.5	71.6	60.5	64.8	64.1	64.4	64.6	58.5	63.8	61.4	55.6	62.8	60.8	64.0	60.5	62.6
9	70.1	66.5	62.6	64.8	69.2	74.6	66.5	64.1	71.6	62.1	66.0	64.2	64.7	65.2	57.6	63.3	61.7	57.3	63.8	62.5	65.2	61.2	63.6
10	69.8	66.3	63.6	64.8	69.0	74.5	66.6	64.1	71.5	64.0	65.5	64.3	63.9	64.9	57.9	62.1	61.7	57.0	63.7	61.4	66.4	61.4	63.3
11	69.3	65.7	63.1	65.2	68.7	74.8	66.9	63.1	71.6	61.1	64.3	63.8	63.6	64.2	56.9	62.2	60.6	55.0	62.3	59.7	64.2	61.8	62.5
12	69.5	65.7	63.4	64.6	68.3	74.4	66.3	62.6	70.8	60.8	64.2	63.7	64.4	64.6	56.8	60.5	60.7	57.3	62.5	60.2	63.9	60.7	62.6
13	70.4	66.6	65.7	65.5	69.2	75.5	67.2	63.9	71.8	62.3	65.3	64.3	64.3	65.3	58.6	60.9	61.3	57.0	63.4	62.4	65.5	60.2	63.5
14	70.5	66.6	65.9	65.3	69.0	74.5	66.7	64.1	71.8	62.5	66.3	65.7	64.3	65.2	57.1	59.6	62.2	60.1	64.1	63.3	65.2	62.9	63.7
15	69.8	66.1	63.5	65.1	68.4	74.7	67.2	62.4	71.3	60.2	64.9	63.6	63.9	64.4	56.9	61.8	60.8	56.0	62.8	61.0	63.9	60.4	63.4
16	70.0	66.6	63.0	65.9	69.6	75.3	67.4	63.8	72.4	61.7	65.9	64.1	64.9	65.2	60.2	63.9	61.2	55.9	63.7	64.2	65.0	59.9	63.2
17	70.2	66.8	62.6	65.0	69.2	74.9	66.9	63.8	71.9	62.9	66.0	64.8	65.1	65.1	57.2	63.7	62.2	58.1	64.1	62.1	66.2	61.6	63.9
18	69.7	66.4	62.2	64.6	68.9	75.1	67.2	66.6	72.2	62.4	65.7	65.6	64.8	64.7	57.6	64.0	61.9	57.9	64.1	61.6	64.9	61.4	63.4
19	69.9	66.2	64.8	64.9	69.2	74.7	66.9	64.4	71.5	63.1	65.7	65.5	64.1	65.0	56.4	63.0	61.8	57.4	64.0	62.0	64.8	61.7	63.3
20	70.9	66.9	66.2	65.5	68.7	74.3	66.2	63.6	71.3	61.9	65.3	64.4	64.5	65.5	54.8	57.1	61.0	57.4	63.5	62.1	65.4	61.1	63.6
21	70.3	66.4	67.3	65.2	69.3	74.8	66.9	64.0	71.8	63.2	66.0	64.4	63.8	65.1	56.4	60.2	62.0	57.6	64.2	62.2	65.5	61.3	63.3
22	69.3	65.7	66.3	64.5	68.0	74.7	66.1	62.4	71.5	61.6	65.0	63.6	63.2	64.2	55.3	59.6	61.0	56.4	63.0	61.3	64.1	60.4	62.2
23	69.9	66.5	63.1	65.1	68.7	74.7	66.1	62.7	71.1	60.5	65.1	63.1	64.3	64.7	54.4	60.9	61.2	55.9	63.5	61.9	64.3	60.5	63.4
24	69.9	66.4	62.3	64.9	68.8	74.9	66.8	63.9	72.0	62.3	65.7	64.3	64.3	64.9	55.8	61.7	62.0	57.4	64.8	61.8	64.8	61.4	63.1
25	70.1	66.5	63.6	65.2	68.1	74.0	65.2	62.8	71.0	62.6	65.1	65.7	64.7	65.1	55.1	60.7	60.7	57.0	63.3	61.5	64.3	60.8	63.7
26	70.0	66.6	62.7	65.0	68.5	74.5	66.3	63.7	71.3	61.1	65.5	65.2	64.8	65.2	57.2	62.9	61.2	57.5	63.5	61.6	64.8	61.6	63.2
27	70.9	67.0	61.5	65.4	69.2	75.0	66.9	63.9	72.1	62.9	66.0	64.5	65.0	65.5	57.9	64.0	61.6	57.9	64.2	62.5	65.3	60.8	64.3
28	70.3	66.8	66.7	65.2	69.4	75.4	67.3	64.2	72.3	61.5	65.9	64.6	65.0	65.3	56.1	63.7	62.0	56.9	64.0	62.1	65.2	60.8	63.6
29	69.9	66.1	66.4	64.8	68.5	74.4	66.2	64.3	71.3	61.0	65.0	63.7	63.7	64.8	55.4	58.6	61.1	56.3	62.7	60.6	64.8	60.8	62.8
30	70.0	66.3	63.5	64.9	68.8	74.9	66.8	64.9	71.7	61.2	65.3	63.1	64.1	65.0	56.9	61.8	61.2	55.1	62.5	60.9	64.5	60.0	63.2
Month	70.1	66.3	64.2	65.3	68.9	74.7	66.6	63.7	71.6	61.7	65.3	64.4	64.3	64.9	57.4	62.4	61.2	56.8	63.4	61.7	64.8	60.8	63.2

Table 12

Air Carrier Operations by Aircraft Type captured by the Airport Noise & Operations Monitoring System – April – June 2024

	AAL	AAY	ACA	ASA	BAW	CSB	DAL	DLH	FDX	FFT	GXA	HAL	JAL	JBU	JZA	NKS	QXE	SCX	SKW	SWA	UAL	UPS	WJA	
Aircraft Type	American Airlines	Allegiant Air	Air Canada	Alaska Airlines	British Airways	DHL Express USA	Delta Air Lines	Lufthansa	FedEx Express	Frontier Airlines	GlobalX	Hawaiian Airlines	Japan Airlines	JetBlue Airways	Jaz Aviation	Spirit Airlines	Hawaiian Airlines	Sun Country Airlines	SkyWest Airlines	Southwest Airlines	United Airlines	UPS Airlines	Westjet Airlines	Total Operations
A20N	0	0	0	0	0	0	0	0	0	754	0	0	0	0	0	553	0	0	0	0	0	0	0	1,307
A21N	827	0	0	0	0	0	948	0	0	430	0	180	0	54	0	12	0	0	0	0	2	0	0	2,453
A221	0	0	0	0	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
A223	0	0	272	0	0	0	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	360
A319	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
A320	4	70	18	0	0	0	2	0	0	136	88	0	0	128	0	818	0	0	0	0	0	0	0	1,264
A321	2,973	0	72	0	0	0	2,182	0	0	360	6	0	0	787	0	50	0	0	0	0	0	0	0	6,430
A332	0	0	0	0	0	0	0	0	0	0	0	182	0	0	0	0	0	0	0	0	0	0	0	182
A359	0	0	0	0	0	0	0	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
B38M	331	0	6	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,087	784	0	28	4,266
B39M	0	0	0	1,970	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,184	0	0	3,154
B737	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,994	1	0	68	12,075
B738	387	0	0	1,527	0	0	792	0	0	0	0	0	0	0	0	0	0	160	0	2,124	1,831	0	66	6,887
B739	0	0	0	1,974	0	0	323	0	0	0	0	0	0	0	0	0	0	0	0	0	1,048	0	0	3,345
B752	0	0	0	0	0	0	58	0	98	0	0	0	0	0	0	0	0	0	0	0	110	14	0	280
B753	0	0	0	0	0	0	430	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	434
B762	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
B763	0	0	0	0	0	58	14	0	418	0	0	0	0	0	0	0	0	0	0	0	0	214	0	704
B772	0	0	0	0	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	0	0	359
B77W	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
B788	0	0	0	0	140	0	0	0	0	0	0	0	104	0	0	0	0	0	0	0	0	0	0	244
B789	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
CRJ7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
CRJ9	0	0	0	0	0	0	0	0	0	0	0	0	0	538	0	0	0	0	0	0	0	0	0	538
E75L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	806	0	5,929	0	0	0	0	0	6,735
Jet	4,522	114	368	5,513	324	60	4,901	126	516	1,680	94	362	104	969	538	1,433	806	160	5,939	17,205	5,143	228	162	51,267
AT76	0	0	0	0	0	0	0	0	156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156
BE99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	0	0	152
C208	0	0	0	0	0	0	0	0	284	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284
Prop	0	0	0	0	0	0	0	0	440	0	0	0	0	0	0	0	0	0	0	0	0	152	0	592
All Ops	4,522	114	368	5,513	324	60	4,901	126	956	1,680	94	362	104	969	538	1,433	806	160	5,939	17,205	5,143	380	162	51,859

Table 13

Air Carrier Operations by Aircraft Type captured by the Airport Noise & Operations Monitoring System – January – June 2024

	AAL	AAY	ACA	ASA	BAW	CSB	DAL	DLH	FDX	FFT	GXA	HAL	JAL	JBU	JZA	NKS	QXE	SCX	SKW	SWA	UAL	UPS	WJA	
Aircraft Type	American Airlines	Allegiant Air	Air Canada	Alaska Airlines	British Airways	DHL Express USA	Delta Air Lines	Lufthansa	FedEx Express	Frontier Airlines	GlobalX	Hawaiian Airlines	Japan Airlines	JetBlue Airways	Jaz Aviation	Spirit Airlines	Hawaiian Airlines	Sun Country Airlines	SkyWest Airlines	Southwest Airlines	United Airlines	UPS Airlines	Westjet Airlines	Total Operations
A20N	0	0	0	0	0	0	0	0	3	1,793	0	0	0	0	0	1,201	0	0	0	0	0	0	0	2,997
A21N	1,608	0	0	0	0	0	1,831	0	8	512	0	331	0	58	0	12	0	0	0	0	2	0	0	4,362
A221	0	0	0	0	0	0	192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192
A223	0	0	289	0	0	0	281	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	570
A306	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
A319	0	46	90	0	0	0	34	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	176
A320	7	128	90	0	0	0	12	0	0	222	122	0	0	218	0	1,074	0	0	0	0	14	0	0	1,887
A321	5,826	0	81	0	0	0	4,389	0	18	514	8	0	0	1,509	0	52	0	0	0	0	0	0	0	12,397
A332	0	0	0	0	0	0	0	0	1	0	0	363	0	0	0	0	0	0	0	0	0	0	0	364
A359	0	0	0	0	0	0	0	196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196
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	694	0	8	54	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	6,654	1,432	0	38	8,893
B39M	0	0	0	3,076	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	1,962	0	0	5,050
B733	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
B734	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
B737	0	0	0	14	0	0	0	0	37	0	0	0	0	0	0	1	0	0	0	21,432	1	0	154	21,639
B738	806	0	0	2,726	0	136	1,312	0	25	0	0	0	0	0	0	0	0	292	0	5,031	2,754	0	96	13,178
B739	0	0	0	3,752	0	0	463	0	8	0	0	0	0	0	0	0	0	0	0	1	2,669	0	0	6,893
B752	0	0	0	0	0	0	73	0	198	0	0	0	0	0	0	0	0	0	0	0	300	16	0	587
B753	0	0	0	0	0	0	462	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	470
B762	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
B763	0	0	0	0	0	58	20	0	832	0	0	0	0	0	0	0	0	0	0	0	2	418	0	1,330
B772	0	0	0	0	184	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	350	0	0	535
B77W	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
B788	0	0	0	0	140	0	0	0	0	0	0	0	208	0	0	0	0	0	0	0	0	0	0	348
B789	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
CRJ2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18
CRJ7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12
CRJ9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1,072	0	0	0	0	0	0	0	0	1,073
E75L	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	1,339	0	11,489	0	0	0	0	12,848
Jet	8,941	174	558	9,622	500	217	9,069	196	1,181	3,041	130	694	208	1,785	1,072	2,346	1,339	292	11,519	33,118	9,494	434	288	96,218
AT76	0	0	0	0	0	0	0	0	308	0	0	0	0	0	0	0	0	0	0	0	0	0	0	308
BE99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	303	0	303
C208	0	0	0	0	0	0	0	0	570	0	0	0	0	0	0	0	0	0	0	0	0	0	0	570
Prop	0	0	0	0	0	0	0	0	878	0	0	0	0	0	0	0	0	0	0	0	0	303	0	1,181
All Ops	8,941	174	558	9,622	500	217	9,069	196	2,059	3,041	130	694	208	1,785	1,072	2,346	1,339	292	11,519	33,118	9,494	737	288	97,399









QUARTERLY NOISE REPORT

Final Audit Report

2024-09-27

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