Quarterly Noise Report

For the California Department of Transportation

Third Quarter – Calendar Year 2024

SAN DIEGO
INTERNATIONAL AIRPORT
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Aircraft Noise

December 16, 2024

3Q 2024 Quarterly Noise Report

July 1 through September 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 (Dec 16, 2024 13:59 PST)

Sjohnna Knack
Director of Planning, Noise, &
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Kim Becker (Dec 16, 2024 18:17 EST)

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 (NIA) – 0.387 Square Miles (247.68 Acres)
    - Federal Military Impact Area (FMIA) – 0.113 Square Miles (72.32 Acres)

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

    - Dwelling Units – 3,144 (Population – 6,322)

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

    - 8,545 Complaints (99 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:

    - Boeing 777 -200 (364 Operations)

5. Number of Air Carrier Operations during the Calendar Quarter: [2] 54,648

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

    - 100%

7. Number of Air Taxi Operations during the Calendar Quarter: 3,786

8. Number of General Aviation Operations during the Calendar Quarter: 1,931

9. Number of Military Operations during the Calendar Quarter: 127

10. Total number of Airport Operations during the Calendar Quarter: 60,492

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 (NIA) and the Federal Military Impact Area (FMIA). Table 1 below shows square mile area for the Quarter compared to the same period last year.

Table 1

Impact Area (sq mi)	3Q 2024	3Q 2023[1]	Change (sq mi)
NIA	0.387	0.377	0.010
FMIA	0.113	0.142	-0.029

Notes:

1. Noise Impact Area (NIA) is based on the revised 3Q 2023 contour.

Please note that the inadvertent error in applying noise measurement adjustments to the 3Q 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 comply with 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 Title 21 of the California Code of Regulations, 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 increase in the size of the contour, based on data from the Airport Noise & Operations Monitoring System (ANOMS). This data compares aircraft operations on a rolling 12-month basis between the periods of October 2022 – September 2023 (3Q 2023) and October 2023 – September 2024 (3Q 2024).

- Overall, total flight operations increased by 4%. This increase is consistent with the official Air Traffic Control Tower (ATCT) counts for these periods.

- Operations during both the evening hours (7:00 p.m. – 10:00 p.m.) and the daytime hours (7:00 a.m. – 7:00 p.m.) each increased by 6%. However, nighttime operations (10:00 p.m. – 7:00 a.m.) decreased by 10%.

- Total daytime equivalent operations decreased by 1% due to a 10% reduction in nighttime flights. However, heavy/wide-body jet activity during the evening hours increased, contributing to the expansion of the noise contour compared to 3Q 2023.

- The air carrier fleet mix of heavy/wide-body aircraft increased by 10%, equivalent to approximately 2 additional daily operations. Notably, operations of the Boeing 777-200 series surged by 351%, adding about 3 daily operations year-over-year. This significant increase is primarily attributed to British Airways' transition from the Airbus A350 to the Boeing 777-200 and 787-8 series aircraft. In contrast, operations of other heavy aircraft, including the Airbus A306, A330, and A350, decreased by 30% in 3Q 2024 compared to the same period last year.

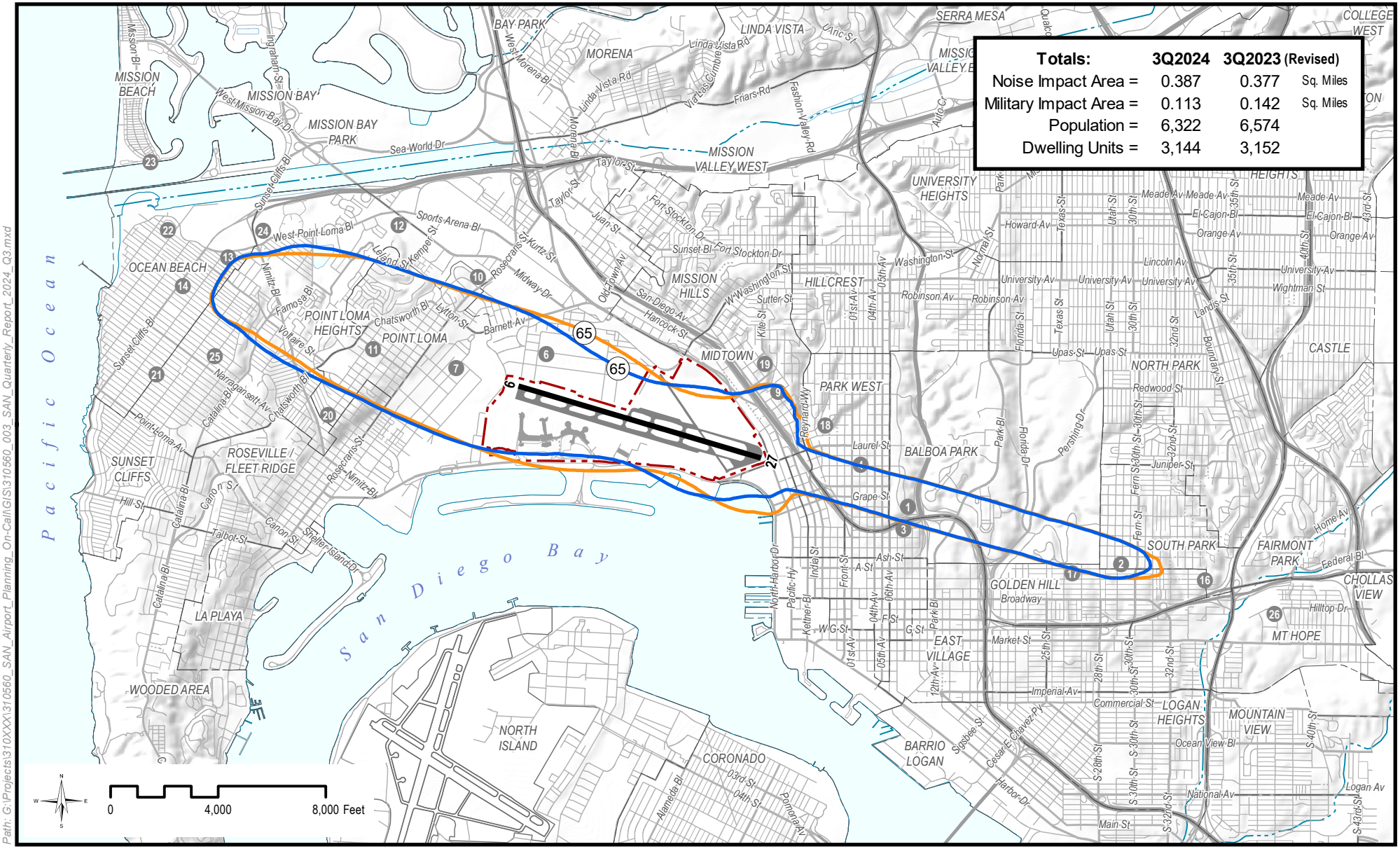
- Combined operations of narrow-body aircraft from Airbus and Boeing increased by 3%. The Airbus narrow-body family (A319, A320, A321, and A220) grew by 9%, while Boeing narrow-body aircraft (737-300/400/700/800, 737 MAX, and 757) saw a more modest increase of 1%.

- Operations on Runway 9 decreased by approximately 44% in 3Q 2024 compared to the same period in 2023. This decline contributed to a narrowing of the noise contour on both the north and south sides of the runway. Additionally, changes in the fleet mix also influenced the sideline noise characteristics.

- The overall increase in SDIA operations led to a 3% expansion of the Noise Impact Area (NIA). In contrast, the Federal Military Impact Area (FMIA) saw a 20% reduction.

In summary, rolling 12-month operations in 3Q 2024 showed an increase compared to the previous year but remain below pre-pandemic levels from 2019. Operations are expected to continue growing next year, albeit at a slower pace.

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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2024 3rd Quarter 65 dB CNEL Contour
2023 3rd Quarter 65 dB CNEL Contour (Revised)
Airport Property
Runway
RMT Site Location
Roads
River / Stream

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

The inadvertent error in applying noise measurement adjustments to the 3Q2023 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 3rd Quarter 2024, QHP has completed 5,789 homes, with a waitlist of 448 units.

Aircraft Noise Complaints

During the Quarter, the Aircraft Noise Office received a total of 8,545 complaints from 99 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	3Q 2024	3Q 2023	Net Change	Percent Change
Air Carrier	54,648	50,880	3,768	7.4%
Air Taxi	3,786	4,033	-247	-6.1%
General Aviation	1,931	2,544	-613	-24.1%
Military	127	245	-118	-48.2%
Total	60,492	57,702	2,790	4.8%

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 Manager, Aircraft Noise, for the disposition of the violation.

Monetary fine levels, as outlined in the Airport Use Regulations, are based on the number of violations in 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 penalized violation in the previous evaluation period, the base fine is multiplied by the number of penalized violations from that period.

Example:

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

During 3Q 2024, there were 42 noise curfew violations, 22 of which were penalized with imposed fines totaling $156,000.

Airport Noise Advisory Committee (ANAC)

The Airport Authority recognizes that neighborhoods surrounding SDIA are affected by noise from aircraft operations. An Airport Noise Advisory Committee (ANAC), consisting of representatives 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 Community Noise Equivalent Level (CNEL) data is shown in Table 3 below. The levels are calculated using data from the Airport Noise & Operations Monitoring System (ANOMS), which captures the Remote Monitoring Terminals (RMT) thresholds and the Daily/Monthly CNEL logs.

Table 3

RMT #	Quarter CNEL (dB)	Annual CNEL[1] (dB)
1	70.3	69.6
2	65.7	65.6
3	63.6	65.4
4	64.8	64.8
5 [2]	*	*
6	68.2	68.5
7	74.3	74.0
8 [2]	*	*
9	65.9	66.1
10	62.7	63.1
11	71.1	70.9
12	61.1	61.2
13	64.7	64.8
14	63.8	63.8
15 [2]	*	*
16	63.5	63.9
17	64.3	64.2
18	56.7	59.3
19	60.7	62.5
20	69.7	65.1
21	56.7	56.9
22	62.8	63.0
23	61.0	61.6
24	64.1	64.0
25	60.2	60.7
26	62.6	62.9

Notes:

1. Annual CNEL data covers 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 SENEL (dB) of the loudest 25% of the Operations Survey is shown in Table 4 below.

Table 4

Operation Type	3Q 2024	3Q 2023	Change (dB)
Arrivals	96.3	95.4	0.88
Departures	101.7	101.6	0.08

The data used to compile this section of the report is gathered through a review of the entire quarter to determine the loudest aircraft. The supporting data is presented in Tables 5 through 7 on subsequent pages. Tables 5 and 6 display the top 25% of operations during the capture period, while 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) – July –September 2024

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date and Time
B753	101.0	ATL	DAL947	8/1/2024 10:45 AM
B763	99.2	MEM	FDX906	7/12/2024 4:47 PM
B772	97.9	LHR	BAW265	9/19/2024 4:05 PM
B772	97.6	LHR	BAW265	7/1/2024 3:01 PM
B772	97.5	LHR	BAW265	9/25/2024 3:26 PM
B772	97.3	IAD	UAL1831	9/28/2024 7:48 PM
B772	97.2	LHR	BAW265	7/6/2024 4:56 PM
B772	97.2	LHR	BAW265	7/17/2024 3:40 PM
B772	97.2	LHR	BAW265	8/29/2024 3:58 PM
B763	97.1	MEM	FDX1422	8/27/2024 5:09 AM
B763	97.1	MEM	FDX1422	8/29/2024 5:12 AM
B763	97.1	MEM	FDX1422	9/11/2024 6:07 AM
B753	97.0	DTW	DAL369	7/28/2024 9:32 PM
B763	97.0	SDF	UPS922	9/10/2024 4:53 AM
B763	96.9	MEM	FDX1422	8/24/2024 5:05 AM
B763	96.9	MEM	FDX906	9/17/2024 5:05 PM
B772	96.8	LHR	BAW265	9/22/2024 3:32 PM
B753	96.7	ATL	DAL947	7/16/2024 10:49 AM
B737	96.7	SMF	SWA571	8/5/2024 8:43 AM
B772	96.7	LHR	BAW82P	8/14/2024 8:34 PM
B772	96.6	LHR	BAW265	7/16/2024 3:00 PM
B39M	96.6	ORD	UAL264	7/17/2024 9:23 AM
B753	96.6	ATL	DAL725	7/24/2024 10:59 AM
B752	96.6	ORD	UAL2683	9/25/2024 2:52 PM
B39M	96.5	ORD	UAL264	7/17/2024 9:23 AM
B739	96.5	GEG	ASA1146	7/17/2024 9:27 AM
B772	96.5	LHR	BAW265	8/9/2024 3:44 PM
B753	96.5	DTW	DAL369	8/11/2024 6:16 PM
B38M	96.5	IAH	UAL1917	9/5/2024 12:55 PM
B772	96.4	LHR	BAW265	7/4/2024 3:11 PM
B772	96.4	LHR	BAW265	7/8/2024 3:00 PM
A321	90.6	DFW	AAL1399	7/19/2024 12:03 AM
B772	96.4	LHR	BAW265	9/2/2024 3:15 PM
B772	96.4	LHR	BAW265	9/24/2024 3:41 PM
A320	89.8	PDX	NKS2881	7/19/2024 12:06 AM
B753	96.3	ATL	DAL894	7/27/2024 12:18 PM
B772	96.3	LHR	BAW265	9/21/2024 3:07 PM
B753	96.2	ATL	DAL725	8/11/2024 9:19 AM
B763	96.2	SDF	UPS5922	8/11/2024 5:24 PM

Table 5 – Continued

Quarterly SENEL Survey – Arrivals (RMT #1) – July –September 2024

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date and Time
B753	96.2	ATL	DAL894	8/29/2024 12:26 PM
B772	96.1	LHR	BAW265	7/5/2024 3:17 PM
B772	96.1	LHR	BAW265	8/26/2024 3:37 PM
B763	96.1	IND	FDX1754	9/10/2024 5:02 AM
B772	96.1	LHR	BAW265	9/12/2024 3:56 PM
B753	96.1	ATL	DAL725	9/22/2024 9:38 AM
B772	96.0	LHR	BAW265	7/15/2024 3:03 PM
B739	92.4	PDX	ASA1122	7/19/2024 12:09 AM
E75L	96.0	SFO	SKW3499	8/27/2024 7:33 AM
B772	96.0	LHR	BAW265	9/15/2024 4:28 PM
B772	95.9	IAD	UAL2107	7/3/2024 7:58 PM
B772	95.9	LHR	BAW265	8/23/2024 3:48 PM
B772	95.9	IAD	UAL1831	9/9/2024 8:09 PM
B752	95.9	ORD	UAL2683	9/22/2024 3:31 PM
B753	95.8	ATL	DAL725	7/15/2024 9:19 AM
B772	95.8	LHR	BAW265	8/10/2024 3:35 PM
B752	95.8	DAL	DAL8881	8/18/2024 7:32 PM
B753	95.8	ATL	DAL947	8/23/2024 10:48 AM
E75L	95.8	SFO	SKW3499	8/27/2024 7:33 AM
B772	95.7	LHR	BAW265	7/12/2024 3:55 PM
A321	90.6	DFW	AAL1634	7/19/2024 12:13 AM
B753	95.7	ATL	DAL725	8/8/2024 9:16 AM
B763	95.7	SDF	UPS922	8/23/2024 4:27 AM
B753	95.7	ATL	DAL894	8/30/2024 12:24 PM
B772	95.7	LHR	BAW265	9/1/2024 2:55 PM
B763	95.7	MEM	FDX1422	9/10/2024 5:17 AM
B763	95.7	MEM	FDX906	9/26/2024 4:49 PM
B772	95.6	IAD	UAL2107	7/14/2024 7:56 PM
B772	95.6	LHR	BAW265	8/1/2024 3:27 PM
B763	95.6	MEM	FDX906	8/7/2024 4:30 PM
B772	95.5	LHR	BAW265	7/2/2024 3:37 PM
B737	91.2	SJC	SWA1643	7/19/2024 12:35 AM
B753	95.5	ATL	DAL725	7/30/2024 9:12 AM
B753	95.5	ORD	UAL2683	8/8/2024 3:27 PM
B772	95.5	LHR	BAW265	8/22/2024 3:39 PM

Table 6

Quarterly SENEL Survey – Departures (RMT #7) – July –September 2024

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date and Time
B772	103.2	LHR	BAW9SW	8/13/2024 8:32 PM
B772	103.0	LHR	BAW264	9/20/2024 9:37 PM
B772	102.6	LHR	BAW264	9/12/2024 6:51 PM
A332	102.5	HNL	HAL15	8/14/2024 10:03 AM
B772	102.5	LHR	BAW264	8/28/2024 5:37 PM
B772	102.4	LHR	BAW264	8/7/2024 5:45 PM
B772	102.3	LHR	BAW264	7/8/2024 10:32 PM
B772	102.3	LHR	BAW264	7/18/2024 5:45 PM
B772	102.3	LHR	BAW264	8/10/2024 5:51 PM
B772	102.3	LHR	BAW9SW	8/16/2024 9:39 PM
A332	102.2	HNL	HAL15	7/6/2024 10:57 AM
B772	102.2	LHR	BAW264	7/17/2024 6:06 PM
B772	102.2	LHR	BAW264	7/22/2024 6:12 PM
B772	102.2	LHR	BAW264	9/21/2024 5:50 PM
B772	102.1	LHR	BAW264	8/3/2024 6:09 PM
B772	102.0	LHR	BAW9SW	8/14/2024 10:48 PM
B772	102.0	LHR	BAW264	9/2/2024 5:38 PM
B772	101.9	LHR	BAW264	7/24/2024 5:39 PM
B772	101.9	LHR	BAW264	8/23/2024 6:01 PM
B772	101.9	LHR	BAW264	9/24/2024 5:50 PM
B772	101.8	LHR	BAW264	7/9/2024 5:34 PM
B772	101.8	LHR	BAW264	7/10/2024 5:40 PM
B772	101.8	LHR	BAW264	8/2/2024 5:46 PM
B772	101.8	LHR	BAW264	9/5/2024 6:35 PM
B772	101.8	LHR	BAW264	9/13/2024 6:09 PM
A321	101.7	CLT	AAL2056	7/6/2024 10:33 PM
B772	101.7	LHR	BAW9SW	8/15/2024 8:55 PM
B772	101.7	LHR	BAW264	8/29/2024 6:01 PM
A332	101.6	HNL	HAL15	7/12/2024 10:39 AM
B772	101.6	LHR	BAW264	7/20/2024 5:35 PM
B772	101.6	LHR	BAW9SW	8/12/2024 8:43 PM
B772	101.6	LHR	BAW264	8/19/2024 5:51 PM
B772	101.6	LHR	BAW264	9/11/2024 5:50 PM
B772	101.5	LHR	BAW264	7/6/2024 7:14 PM
A332	101.5	HNL	HAL15	7/13/2024 10:10 AM
B772	101.5	LHR	BAW264	7/16/2024 5:25 PM
B772	101.5	LHR	BAW264	7/27/2024 5:42 PM
B772	101.5	LHR	BAW264	8/5/2024 5:38 PM
B772	101.5	LHR	BAW9SW	8/17/2024 8:59 PM

Table 6 – Continued

Quarterly SENEL Survey – Departures (RMT #7) – July –September 2024

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date and Time
B772	101.5	LHR	BAW264	8/20/2024 5:54 PM
B772	101.5	LHR	BAW264	8/22/2024 5:41 PM
B772	101.5	LHR	BAW264	9/18/2024 5:40 PM
B739	101.4	EWR	UAL427	7/1/2024 9:16 PM
B772	101.4	LHR	BAW264	7/12/2024 6:08 PM
A321	101.4	MSP	DAL2134	7/22/2024 7:51 AM
A332	101.4	HNL	HAL15	8/6/2024 10:25 AM
B772	101.4	LHR	BAW264	8/6/2024 5:28 PM
B772	101.4	LHR	BAW9SW	8/11/2024 8:22 PM
B739	101.4	OGG	ASA829	8/25/2024 11:28 AM
B739	101.4	EWR	UAL427	8/29/2024 9:15 PM
B739	101.4	KOA	ASA899	9/1/2024 11:47 AM
B772	101.4	LHR	BAW264	9/6/2024 6:35 PM
A332	101.4	HNL	HAL15	9/11/2024 9:49 AM
A332	101.4	HNL	HAL15	9/14/2024 9:47 AM
B772	101.3	LHR	BAW264	7/4/2024 5:38 PM
B739	101.3	EWR	UAL427	7/8/2024 9:19 PM
B772	101.3	LHR	BAW264	7/11/2024 5:44 PM
B772	101.3	LHR	BAW264	7/13/2024 5:45 PM
B772	101.3	LHR	BAW264	7/15/2024 5:24 PM
A332	101.3	HNL	HAL15	7/20/2024 10:25 AM
B772	101.3	LHR	BAW264	7/21/2024 7:36 PM
B772	101.3	LHR	BAW264	7/30/2024 5:48 PM
A332	101.3	HNL	HAL15	8/21/2024 11:04 AM
B772	101.3	LHR	BAW264	8/21/2024 5:52 PM
B739	101.3	EWR	UAL1594	8/22/2024 7:38 AM
B772	101.3	LHR	BAW264	8/26/2024 5:54 PM
B772	101.3	LHR	BAW264	8/30/2024 5:42 PM
B772	101.3	LHR	BAW264	9/1/2024 5:31 PM
B772	101.3	LHR	BAW264	9/4/2024 5:34 PM
B772	101.3	LHR	BAW264	9/17/2024 5:51 PM
B737	101.3	LAS	SWA341	9/19/2024 7:17 AM
B772	101.3	LHR	BAW264	9/27/2024 6:20 PM
B772	101.2	LHR	BAW264	7/3/2024 5:40 PM
B753	101.2	ATL	DAL894	7/6/2024 2:27 PM
B753	101.2	ATL	DAL725	7/23/2024 2:29 PM

Table 7

Average Daily Operations [3] by Runway, Operation Type, Time of Day, and Aircraft Type
July – September 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	8	2	1	8	1	1	0	0	0	0	0	0	**21**
A21N	7	4	2	7	1	5	0	0	0	0	0	0	**26**
A223	2	0	1	3	0	0	0	0	0	0	0	0	**6**
A320	6	2	1	6	1	2	0	0	0	0	0	0	**18**
A321	22	7	5	22	5	9	1	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	17	3	3	19	2	3	1	0	0	0	0	0	**48**
B39M	9	5	2	12	3	2	1	0	0	0	0	0	**34**
B737	51	13	6	54	14	4	2	0	0	1	0	0	**145**
B738	27	5	5	30	4	3	1	0	0	0	0	0	**75**
B739	11	5	2	13	4	2	0	0	0	0	0	0	**37**
B752	1	0	0	1	1	0	0	0	0	0	0	0	**3**
B753	3	0	0	3	0	0	0	0	0	0	0	0	**6**
B763	2	0	2	1	2	1	0	0	0	0	0	0	**8**
B772	1	1	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	24	8	3	25	8	4	1	0	0	0	0	0	**73**
Total	**199**	**57**	**33**	**215**	**47**	**36**	**7**	**0**	**0**	**1**	**0**	**0**	**595**

[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 present the Remote Monitoring Terminal (RMT) data associated with this report. Table 8 provides the RMT thresholds, Tables 9 through 11 present the Daily and Monthly CNEL levels for each month in the quarter, and Table 12 shows the Air Carrier Operations by Aircraft Type for the current quarter. During the second and fourth quarters of each year, Table 13 (not included in this report) presents the Air Carrier Operations by Aircraft Type for the six-month periods (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 different ways aircraft operating at the airport are categorized as Air Carrier or Air Taxi Operations. Propeller/turboprop operations are typically categorized 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, its seating configuration (60-seat boundary) can affect the category in which the operation is classified.

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 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 – July 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	69.6	65.9	62.4	64.7	68.9	74.8	66.6	64.6	71.2	61.9	64.8	62.9	64.0	64.4	56.0	63.9	60.0	54.6	63.9	60.7	64.5	58.9	62.5
2	69.4	64.7	62.8	64.3	68.2	74.5	66.3	64.8	71.8	62.6	65.7	64.7	63.8	64.2	55.5	61.6	61.6	56.9	64.1	62.0	65.1	61.4	62.7
3	70.2	66.3	65.2	65.2	68.7	74.5	66.4	63.5	71.0	62.0	64.7	63.4	64.1	65.1	56.0	60.4	60.7	55.0	62.6	61.1	64.8	59.8	63.1
4	67.5	64.1	59.8	62.7	66.9	72.5	65.1	61.7	69.0	58.6	63.0	61.5	61.8	64.2	52.4	58.7	58.4	63.4	61.6	60.1	62.6	57.9	62.3
5	68.1	64.7	61.3	63.7	68.8	75.0	67.5	64.0	71.5	61.2	64.7	65.0	62.3	62.7	56.0	61.2	60.2	55.5	62.6	60.6	63.8	60.1	61.0
6	68.8	65.0	64.7	65.3	68.9	75.5	67.6	62.1	71.8	59.6	65.0	64.9	63.1	63.7	59.2	64.6	59.6	54.9	63.1	62.1	64.1	59.6	61.9
7	70.2	66.3	64.4	65.1	68.7	74.5	66.2	63.6	71.4	61.1	65.6	63.9	63.8	64.8	56.6	61.5	60.8	58.3	63.7	62.5	64.9	60.3	63.0
8	69.6	66.2	62.5	64.8	68.7	75.0	66.2	64.3	71.3	60.2	64.5	63.4	63.9	64.9	55.2	59.7	60.2	54.3	62.5	60.7	63.9	60.2	63.1
9	69.8	66.1	63.6	65.0	68.4	74.2	65.8	61.8	70.5	61.9	63.4	62.4	63.6	64.7	53.2	57.8	59.1	53.2	61.1	58.5	62.9	57.9	62.9
10	68.0	64.2	62.9	65.8	68.2	74.8	66.1	60.7	70.9	58.3	63.0	64.7	62.4	62.8	59.6	61.1	57.4	52.3	60.7	65.8	62.5	56.8	60.9
11	69.4	65.5	63.1	64.4	68.8	75.4	67.3	62.1	72.0	62.0	64.3	64.9	63.4	64.0	57.9	63.5	59.3	56.5	61.7	60.3	64.0	59.0	62.3
12	69.8	65.9	64.4	65.1	69.2	75.0	67.0	63.4	72.1	61.0	65.1	64.3	63.5	64.6	57.4	62.4	60.9	57.3	62.9	60.9	64.6	60.6	62.9
13	69.5	65.8	65.9	64.9	68.4	74.5	66.1	62.7	71.3	61.5	65.3	64.0	63.6	64.4	56.1	60.0	60.7	57.2	63.9	62.4	64.3	60.6	62.8
14	70.0	66.3	64.5	65.0	68.9	74.8	67.0	63.3	71.6	61.5	65.9	63.9	63.9	64.9	56.5	61.4	61.1	56.4	64.2	62.8	65.0	60.3	63.2
15	70.5	66.8	63.0	65.5	69.1	74.1	66.5	64.1	71.1	60.5	64.9	63.3	64.3	65.6	59.1	60.5	60.5	55.3	63.7	60.3	64.2	59.5	64.2
16	70.1	66.1	63.1	65.0	68.2	73.8	66.1	62.9	70.8	62.2	65.0	63.4	63.8	64.8	56.9	61.5	60.3	55.9	63.0	60.9	64.9	59.9	63.2
17	70.0	66.3	62.2	64.9	68.4	74.0	66.5	63.1	70.9	62.2	65.2	64.7	64.0	64.9	56.9	61.7	60.7	56.3	63.4	61.6	64.6	60.8	63.4
18	70.6	66.8	64.0	65.5	68.4	74.2	65.8	62.9	70.9	62.1	65.2	63.8	64.9	65.5	56.2	61.6	60.9	56.6	63.2	61.4	64.4	60.3	63.7
19	70.4	66.6	66.4	64.9	68.1	73.8	65.6	62.8	70.3	62.1	64.3	64.7	64.2	64.8	59.6	57.3	60.4	54.8	62.2	62.2	63.9	59.1	63.5
20	80.6	65.6	66.9	64.5	67.8	74.2	66.2	61.8	71.1	59.6	64.2	63.7	63.1	64.1	55.9	59.6	60.7	54.7	62.1	61.0	63.6	58.5	61.9
21	78.0	66.2	63.0	65.5	68.4	75.0	66.4	62.3	71.5	60.5	65.8	64.0	64.1	64.8	56.9	62.5	60.5	56.3	63.7	62.7	65.0	60.3	64.4
22	69.7	66.2	61.9	64.8	68.0	74.7	66.6	62.9	71.4	60.6	66.4	64.2	64.2	64.8	55.9	62.1	60.9	57.0	64.8	62.7	65.4	60.8	63.1
23	70.2	66.7	63.3	65.5	68.6	75.0	67.2	63.2	72.1	61.3	65.7	64.5	64.4	65.5	59.0	60.3	61.7	57.6	63.8	61.4	64.5	61.8	63.4
24	69.8	66.4	63.9	65.1	68.4	74.4	66.4	62.7	71.3	61.5	65.0	63.6	63.9	65.0	61.5	59.8	60.9	56.9	63.1	61.0	64.1	60.9	63.0
25	70.2	66.6	64.7	65.4	68.6	74.2	66.6	62.9	71.1	60.8	64.8	63.3	64.3	65.4	57.5	57.9	61.3	56.6	62.9	60.5	63.9	60.5	63.1
26	70.8	66.8	65.7	65.7	68.8	74.4	66.9	63.1	71.3	61.0	65.8	64.5	64.2	65.1	57.2	60.2	61.5	58.0	64.0	62.0	65.0	61.7	63.8
27	69.5	65.7	65.2	64.5	68.3	74.1	65.4	62.4	70.9	61.1	64.7	63.1	63.2	64.2	55.2	59.0	60.5	56.6	62.4	60.4	64.1	59.9	62.4
28	69.9	66.1	64.1	65.2	69.1	74.8	66.8	63.7	71.7	61.7	66.3	64.4	63.6	64.8	57.6	59.4	61.7	57.3	64.2	63.4	65.3	61.4	63.0
29	70.5	66.6	64.0	65.3	69.4	75.1	66.4	64.3	72.1	61.8	65.8	64.3	64.1	65.2	56.7	58.8	62.2	58.3	63.7	61.8	65.1	61.4	63.4
30	69.8	65.9	64.7	64.6	68.5	74.4	66.5	63.0	71.1	61.8	64.5	63.3	63.6	64.6	53.3	57.8	60.9	55.8	62.5	60.2	65.4	60.5	62.8
31	70.2	66.2	63.5	65.1	68.4	74.6	66.9	62.5	71.4	60.3	65.2	63.8	63.8	64.9	57.8	60.6	60.5	56.1	63.4	61.7	64.2	60.3	63.2
Month	**71.7**	**66.0**	**64.0**	**65.0**	**68.5**	**74.5**	**66.5**	**63.1**	**71.3**	**61.2**	**65.0**	**64.0**	**63.8**	**64.7**	**57.2**	**61.0**	**60.6**	**56.8**	**63.2**	**61.7**	**64.4**	**60.2**	**63.0**

Table 10

Daily/Monthly CNEL Levels – August 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	70.2	66.5	64.1	65.9	69.2	74.8	66.3	63.6	72.1	62.8	66.1	65.1	63.9	65.0	57.2	59.4	62.0	58.4	64.3	62.7	65.2	61.7	64.1
2	70.6	66.2	64.9	66.2	68.7	75.0	66.8	62.7	71.9	62.1	65.1	64.2	63.5	64.9	57.2	59.6	61.8	57.1	63.2	61.5	64.1	59.9	63.0
3	69.5	65.7	66.1	65.1	67.9	74.4	65.9	62.2	71.4	60.9	63.7	63.7	63.0	64.6	55.0	58.1	60.6	55.4	62.1	59.4	62.3	59.7	61.5
4	69.8	65.8	63.2	66.3	68.5	74.8	66.3	62.9	72.0	60.6	65.4	63.9	63.4	64.3	57.4	59.2	61.3	55.9	63.3	61.8	64.4	60.4	62.4
5	69.9	66.1	62.2	65.1	67.9	74.6	65.8	62.8	71.5	61.1	64.4	63.0	63.9	64.6	57.1	60.8	61.9	55.6	62.5	60.6	63.3	60.0	63.0
6	68.3	64.5	61.0	63.2	68.2	75.4	66.1	62.0	72.3	61.8	64.6	65.1	62.5	62.8	56.3	62.9	60.4	56.0	62.4	60.3	63.4	60.3	61.5
7	68.5	64.9	61.1	63.5	68.3	75.0	65.7	61.9	71.5	60.2	64.6	64.8	62.7	63.3	56.1	62.7	59.5	55.9	62.5	62.3	63.8	59.7	61.4
8	70.0	66.3	63.3	65.0	68.7	74.6	67.1	63.2	71.8	62.5	65.4	64.0	64.0	64.8	58.6	62.5	61.4	56.8	63.2	61.5	64.5	60.8	63.3
9	70.8	67.0	66.2	66.4	68.2	74.4	66.7	63.0	71.5	61.6	65.5	64.3	64.9	65.4	57.3	60.9	61.7	57.6	63.7	62.0	64.4	61.8	63.7
10	68.9	65.3	62.6	63.9	67.9	74.1	66.0	62.0	71.0	60.5	65.1	63.6	63.2	63.7	55.4	61.1	60.8	56.2	63.1	61.4	64.6	60.4	63.5
11	69.7	66.1	63.2	65.0	68.7	75.4	66.8	63.1	72.3	61.1	66.4	64.3	64.0	64.6	55.1	62.0	61.8	56.8	64.4	62.7	65.4	61.2	63.4
12	69.6	66.0	61.5	65.1	67.8	74.5	66.2	63.3	71.5	60.4	65.3	64.0	63.6	64.4	57.0	60.2	61.2	57.5	63.5	61.2	65.1	60.7	62.7
13	69.0	65.4	63.3	64.2	67.8	73.9	65.1	62.2	70.9	61.9	64.3	65.0	63.1	64.0	53.5	58.2	59.7	56.0	62.8	60.3	64.4	60.1	62.0
14	69.0	65.5	62.0	64.2	67.8	74.2	66.6	62.2	71.1	61.7	64.6	65.2	63.2	64.2	57.1	62.8	60.1	55.8	62.9	60.7	63.7	60.1	62.3
15	70.0	66.0	63.2	64.8	67.8	74.5	65.6	62.1	71.6	61.6	65.1	63.8	63.8	64.5	55.3	60.2	60.9	56.5	63.2	61.7	64.3	60.7	62.8
16	70.0	66.1	64.0	64.8	68.5	74.8	66.7	62.6	71.5	61.8	65.0	63.4	64.1	64.9	55.8	63.8	60.3	55.5	63.0	61.0	64.3	60.1	62.5
17	69.3	65.4	64.9	64.0	67.8	74.2	66.2	62.7	71.2	60.9	65.2	63.6	63.5	63.9	54.8	62.1	60.8	56.0	63.3	61.6	64.4	60.2	62.3
18	69.6	65.8	62.5	64.7	68.3	74.8	66.7	63.0	71.5	60.8	65.5	63.8	63.7	64.6	57.0	58.5	61.4	56.5	63.7	62.1	64.7	60.7	62.7
19	70.4	66.1	63.7	65.2	67.7	73.8	65.2	62.2	70.5	61.7	64.2	63.1	63.6	65.1	57.6	58.2	60.8	55.9	62.2	59.0	63.3	60.0	62.8
20	69.1	65.1	62.5	64.3	67.1	73.0	65.3	60.9	69.7	59.6	61.8	61.2	62.5	64.0	54.5	56.9	59.3	54.1	59.7	56.8	61.3	58.2	61.4
21	68.7	65.1	60.9	63.7	67.9	74.4	65.6	62.5	71.2	59.9	64.2	62.4	63.0	63.6	56.1	63.0	60.3	55.1	61.8	59.7	64.0	59.5	61.8
22	70.2	66.4	62.9	66.2	69.0	74.4	66.6	63.4	71.7	62.1	65.4	63.9	64.1	65.1	55.8	62.1	61.5	56.9	63.5	61.8	64.7	61.0	63.2
23	70.0	66.4	66.7	68.0	0.0	74.2	66.4	63.1	71.2	61.8	65.3	64.6	64.5	65.1	55.3	62.1	61.4	57.4	63.7	61.3	64.6	61.2	63.5
24	68.1	64.4	64.4	63.7	67.8	73.5	65.1	62.1	70.5	61.8	64.5	63.1	62.4	63.0	53.4	59.5	60.7	56.5	62.8	60.7	63.6	60.5	61.2
25	69.3	66.0	63.1	64.1	68.2	74.7	64.7	62.7	71.7	60.9	65.5	64.2	63.8	64.6	54.8	56.0	61.7	57.1	63.6	61.5	64.4	61.4	62.6
26	69.3	65.5	62.7	65.2	68.0	73.7	65.1	63.5	71.0	61.9	65.3	63.7	63.2	64.1	57.3	60.8	60.9	57.0	63.3	61.2	65.1	61.1	62.4
27	68.5	64.8	61.5	63.5	67.3	73.1	64.0	61.6	70.2	61.4	63.7	62.6	62.8	63.5	52.8	58.0	59.9	55.5	62.0	59.7	63.6	59.7	61.6
28	68.2	64.8	62.5	64.0	67.9	74.2	65.9	62.8	71.5	62.3	64.8	64.4	62.6	63.2	55.4	60.4	61.2	56.7	63.2	60.4	63.9	61.4	61.8
29	70.6	66.5	65.1	65.1	68.7	74.8	66.4	63.3	71.9	62.9	65.8	64.2	64.8	65.0	54.7	57.8	62.0	57.8	64.0	62.3	65.0	61.7	63.3
30	70.6	66.6	67.4	65.2	68.8	74.5	66.0	63.4	71.6	62.5	65.6	64.9	64.4	65.2	54.8	58.8	69.6	56.7	63.8	61.9	64.9	61.0	63.5
31	68.2	64.5	62.0	63.2	66.5	72.7	64.6	60.7	69.2	59.0	62.8	61.5	62.2	62.9	52.6	59.9	70.0	53.0	60.5	58.9	62.3	57.6	61.8
Month	**69.6**	**65.8**	**63.7**	**64.9**	**68.0**	**74.4**	**66.0**	**62.6**	**71.4**	**61.5**	**64.9**	**63.9**	**63.5**	**64.3**	**56.0**	**60.7**	**62.5**	**56.4**	**63.0**	**61.1**	**64.2**	**60.5**	**62.6**

Table 11

Daily/Monthly CNEL Levels – September 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	68.4	64.7	61.5	63.4	67.4	73.6	65.0	61.4	70.1	58.6	63.5	61.4	63.3	63.2	53.8	61.5	61.0	53.3	61.4	59.9	62.6	57.9	61.4
2	68.8	65.1	61.2	64.8	68.0	74.4	66.0	61.7	71.3	60.5	64.8	63.6	63.4	63.5	57.1	62.1	65.5	55.6	62.9	60.9	64.1	60.1	61.8
3	67.7	64.5	60.5	63.0	66.9	72.9	65.1	61.1	69.7	60.7	63.3	62.2	62.4	63.2	54.9	57.1	70.8	55.1	61.6	58.6	62.5	58.9	61.2
4	68.5	64.3	63.3	65.7	66.8	73.0	64.9	60.8	69.8	60.5	62.3	63.0	62.5	62.9	56.4	56.1	75.8	54.7	60.5	57.6	61.3	58.6	61.3
5	68.7	65.2	63.2	64.0	67.6	73.5	65.7	61.2	70.4	58.1	62.8	62.0	63.1	63.8	60.0	63.0	78.1	55.2	60.9	60.6	62.2	58.6	61.5
6	69.4	65.9	63.9	64.7	67.4	73.3	64.9	61.3	70.2	58.9	63.1	62.1	63.4	64.2	54.8	60.0	61.3	57.4	60.9	59.0	64.9	59.1	62.2
7	66.9	63.3	62.9	62.3	66.2	72.5	64.0	60.0	69.2	58.5	62.3	60.7	61.0	61.8	54.4	58.3	72.2	52.7	60.3	59.2	61.9	57.0	59.7
8	68.9	65.2	62.3	64.3	67.2	73.5	62.6	60.4	70.2	57.8	63.6	62.4	62.8	64.0	54.2	54.5	76.9	53.8	61.8	60.0	62.5	58.2	62.6
9	68.5	65.2	61.7	63.9	67.2	73.1	63.1	61.0	69.8	59.9	62.8	62.0	62.6	64.0	55.2	56.3	78.2	55.6	61.3	59.0	62.4	58.6	61.6
10	68.5	64.4	61.8	63.4	67.1	72.3	62.4	61.2	69.2	60.2	62.2	62.5	61.7	63.2	56.3	54.2	78.6	54.5	60.2	58.4	62.7	58.2	61.7
11	69.1	65.5	61.7	66.0	68.0	73.4	65.0	62.4	70.7	61.4	64.5	64.3	63.7	63.9	57.6	62.3	69.7	56.5	62.6	60.4	63.7	61.2	62.4
12	69.9	66.4	61.8	64.7	68.6	74.4	65.6	62.9	71.7	62.3	65.4	64.0	64.5	64.8	57.0	63.0	66.6	57.1	63.2	61.3	64.4	61.3	63.5
13	69.8	66.0	62.9	64.6	68.9	74.5	65.9	63.2	71.8	61.1	65.8	64.6	64.4	64.6	59.8	63.3	65.7	58.4	63.9	61.8	65.1	61.6	62.9
14	67.9	64.7	60.0	63.0	66.9	72.7	64.6	61.5	69.9	60.6	63.8	62.5	62.3	63.1	54.3	60.8	69.1	55.5	61.9	60.2	63.1	59.5	61.5
15	69.9	66.3	61.6	64.5	69.3	74.4	66.2	64.2	71.3	62.0	65.8	64.2	64.0	64.8	58.7	63.0	70.6	57.0	63.9	62.3	65.2	61.2	63.2
16	69.7	66.4	62.6	64.8	68.7	73.4	66.0	64.0	70.8	61.7	65.8	64.5	64.4	65.0	57.6	63.0	76.8	58.1	64.0	61.7	65.3	61.5	63.3
17	69.5	65.6	62.7	63.9	67.7	72.6	65.4	62.9	69.7	60.6	64.3	63.7	63.6	64.1	53.6	63.8	71.1	57.0	62.6	60.6	64.6	60.2	62.6
18	69.5	65.8	61.4	64.5	67.9	73.8	64.6	62.8	70.7	60.3	64.7	63.8	63.9	64.2	55.8	62.7	72.1	57.2	62.9	60.9	64.4	60.9	62.8
19	70.3	66.6	64.7	65.0	68.9	74.4	66.1	63.6	71.6	61.4	65.4	64.6	64.2	65.2	57.8	62.0	71.2	58.3	63.8	61.8	64.7	61.4	63.9
20	70.5	66.8	66.5	65.1	69.2	74.7	66.3	63.5	72.0	61.8	66.0	65.0	64.7	65.3	55.2	60.9	74.4	58.7	64.2	62.0	65.4	62.8	63.9
21	68.2	64.4	63.4	62.9	67.3	73.9	64.1	62.2	70.9	60.9	64.6	62.7	62.4	62.8	53.6	56.8	71.5	56.0	62.7	60.6	63.9	60.1	61.8
22	69.5	65.6	62.8	64.4	68.9	74.7	65.3	63.1	71.4	60.3	64.6	62.9	63.2	64.3	57.0	54.9	75.6	54.9	62.5	60.3	63.9	59.6	62.4
23	68.8	64.8	63.2	66.0	68.2	74.3	66.6	62.4	71.0	58.8	62.3	63.4	61.9	63.9	59.6	59.9	75.7	55.0	60.2	56.9	61.7	56.9	61.0
24	69.4	65.4	62.4	64.0	68.5	74.1	66.2	62.5	70.8	59.7	63.5	64.8	63.0	64.1	55.3	58.9	73.2	56.1	61.7	59.3	62.9	58.9	62.3
25	69.9	65.6	63.3	64.9	68.3	74.4	64.7	62.7	71.3	61.9	63.8	63.9	62.9	64.1	56.4	57.7	73.7	55.7	61.7	59.0	63.5	59.9	62.2
26	70.5	66.5	65.0	65.3	68.5	73.9	65.6	62.5	70.4	59.4	63.8	63.6	63.9	65.0	55.4	56.5	72.6	55.3	61.4	58.6	63.1	59.4	63.1
27	69.6	65.6	65.3	64.5	69.1	74.5	65.7	62.6	71.4	61.0	64.5	64.9	63.0	64.3	55.2	56.5	73.2	57.5	62.3	60.1	64.1	59.5	62.2
28	67.9	63.9	64.9	64.4	66.8	72.9	63.7	60.9	69.8	58.7	62.8	62.4	61.3	62.5	54.6	55.7	74.7	63.3	60.6	59.4	62.0	56.8	60.7
29	69.8	66.2	64.9	65.5	69.0	75.0	66.1	62.4	71.9	60.3	63.8	63.3	63.6	64.6	59.4	59.0	78.1	54.3	61.3	58.8	63.4	58.8	62.4
30	68.9	64.7	62.9	65.2	68.5	74.6	65.9	63.2	71.9	61.9	64.9	64.5	62.7	63.4	56.8	59.6	69.3	58.2	62.8	60.1	64.2	60.2	61.6
Month	**69.2**	**65.4**	**63.1**	**64.5**	**68.0**	**73.8**	**65.2**	**62.3**	**70.8**	**60.5**	**64.2**	**63.5**	**63.2**	**64.0**	**56.7**	**60.4**	**74.0**	**56.8**	**62.2**	**60.2**	**63.7**	**59.8**	**62.3**

Table 12

Air Carrier Operations by Aircraft Type captured by the Airport Noise & Operations Monitoring System – July – September 2024

	AAL	AAY	ACA	ASA	BAW	CSB	DAL	DLH	FDX	FFT	GXA	HAL	JAL	JBU	JZA	MXY	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**	**Breeze Airways**	**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	1,172	0	0	0	0	0	0	853	0	0	0	0	0	0	0	**2,025**
A21N	909	0	0	0	0	0	742	0	0	374	0	184	0	26	0	0	78	0	0	0	0	70	0	0	**2,383**
A221	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**8**
A223	0	0	290	0	0	0	6	0	0	0	0	0	0	0	0	318	0	0	0	0	0	0	0	0	**614**
A319	0	62	16	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**90**
A320	64	78	102	0	0	0	6	0	0	102	140	0	0	182	0	0	955	0	0	0	0	26	0	0	**1,655**
A321	2,841	0	6	0	0	0	2,663	0	0	248	40	0	0	684	0	0	44	0	0	0	0	0	0	0	**6,526**
A332	0	0	0	0	0	0	0	0	0	0	0	184	0	0	0	0	0	0	0	0	0	0	0	0	**184**
A359	0	0	0	0	0	0	0	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**131**
B38M	266	0	59	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,868	1,034	0	70	**4,408**
B39M	0	0	0	2,358	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	792	0	0	**3,151**
B737	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,188	0	0	88	**13,321**
B738	539	0	0	1,491	0	0	850	0	0	0	0	0	0	0	0	0	0	0	148	0	1,910	1,694	0	106	**6,738**
B739	0	0	0	1,956	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1,304	0	0	**3,326**
B752	0	0	0	0	0	0	45	0	101	0	0	0	0	0	0	0	0	0	0	0	0	163	0	0	**309**
B753	0	0	0	0	0	0	538	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	**546**
B763	0	0	0	0	0	132	2	0	410	0	0	0	0	0	0	0	0	0	0	0	0	0	256	0	**800**
B764	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
B772	0	0	0	0	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	0	0	**364**
B77W	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
B788	0	0	0	0	164	0	0	0	0	0	0	0	128	0	0	0	0	0	0	0	0	0	0	0	**292**
B789	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**
CRJ9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	490	0	0	0	0	0	0	0	0	0	**490**
E75L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	330	0	6,375	0	0	0	0	**6,705**
Jet	**4,619**	**140**	**473**	**5,961**	**354**	**132**	**4,939**	**131**	**511**	**1,896**	**180**	**368**	**128**	**892**	**490**	**318**	**1,930**	**330**	**148**	**6,375**	**17,968**	**5,275**	**256**	**264**	**54,078**
AT76	0	0	0	0	0	0	0	0	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**170**
BE99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	0	**154**
C208	0	0	0	0	0	0	0	0	284	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**284**
SF34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	**1**
Prop	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**454**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**155**	**0**	**609**
All Ops	**4,619**	**140**	**473**	**5,961**	**354**	**132**	**4,939**	**131**	**965**	**1,896**	**180**	**368**	**128**	**892**	**490**	**318**	**1,930**	**330**	**148**	**6,375**	**17,968**	**5,275**	**411**	**264**	**54,687**

QNR_3Q2024_route_for_signatures

Final Audit Report 2024-12-16

Created:	2024-12-16 (Pacific Standard Time)
By:	Maribel Oros (moros@san.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAQd_XdvT9fswKquyxYGmzItrK1HB8hp06

"QNR_3Q2024_route_for_signatures" History

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