

Quarterly Noise Report

For the California Department of Transportation

Quarter Four – Calendar Year 2024



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

Aircraft Noise

March 20, 2025

4Q 2024 Quarterly Noise Report

October 1 through December 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 (Mar 20, 2025 10:00 PDT)

Sjohnna Knack
Director of Planning, Noise, &
Environment



Kim Becker (Mar 21, 2025 08:10 GMT+9)

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) – 0.372 square miles (238.08 acres)
 - Federal Military Impact Area (FMIA) – 0.133 square miles (85.12 acres)

2. Estimated number of population and dwelling units within the Noise Impact Area as defined in the Noise Standards: ¹
 - Dwelling Units – 3,348 (Population – 6,967)

3. Number of Noise Complaints and Households during the Calendar Quarter:
 - 5,168 Complaints (84 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 (236 Operations)

5. Number of Air Carrier Operations during the Calendar Quarter: ² 52,392

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

7. Number of Air Taxi Operations during the Calendar Quarter: 3,620

8. Number of General Aviation Operations during the Calendar Quarter: 1,961

9. Number of Military Operations during the Calendar Quarter: 101

10. Total number of Airport Operations during the Calendar Quarter: 58,074

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 contains square mile area for the Quarter compared to the same period last year.

Table 1

Impact Area (sq mi)	4Q 2024	4Q 2023¹	Change (sq mi)
NIA	0.372	0.371	0.001
FMIA	0.133	0.142	-0.009

Notes:

1. Noise Impact Area (NIA) is based on the revised 4Q 2023 contour.

Please note that the inadvertent error in applying noise measurement adjustments to the 4Q 2023 CNEL contours in the vicinity of RMT 18 has been corrected in this report.

Noise Contour

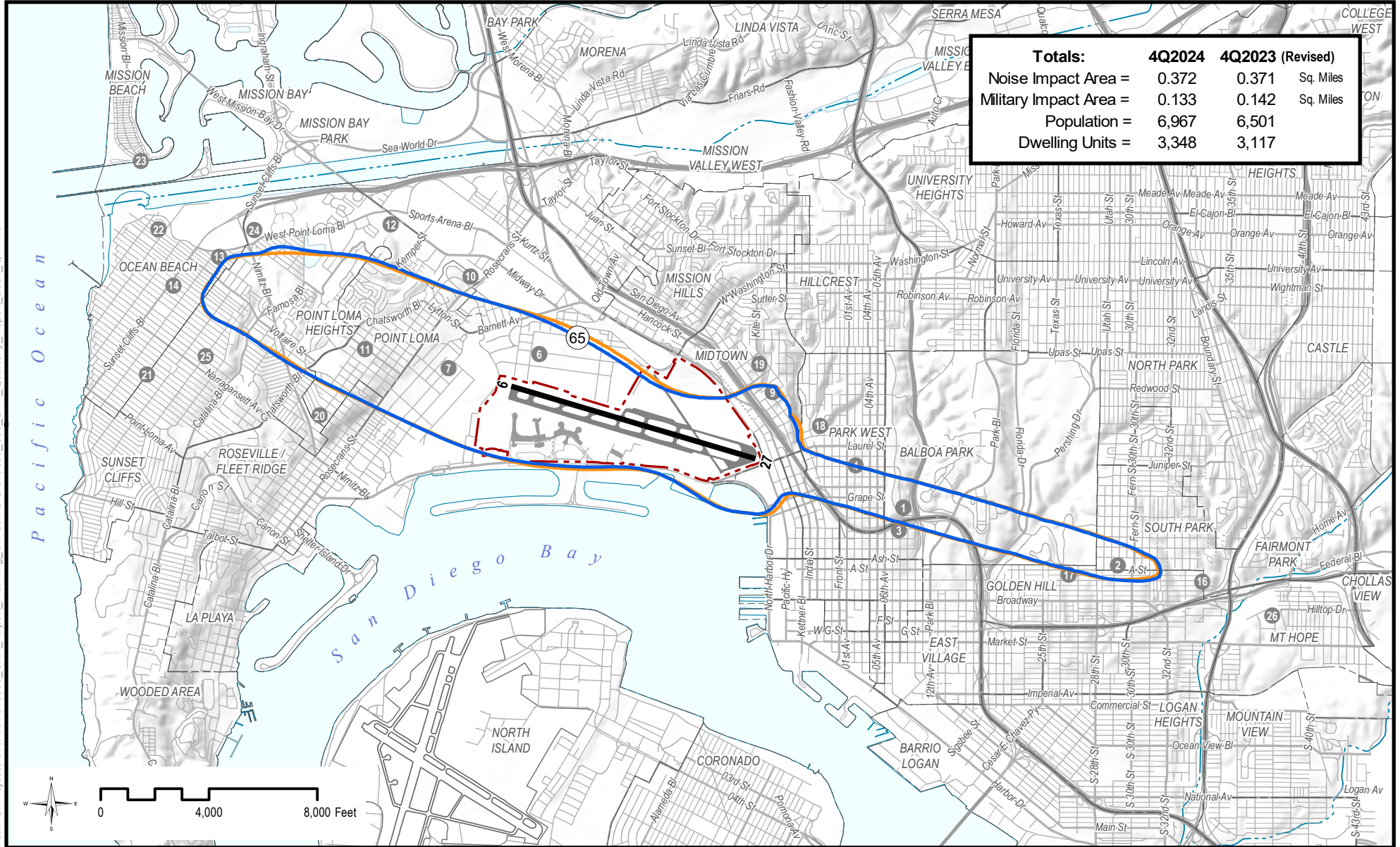
The Noise Contour on the subsequent page is prepared for the Airport Authority by consultant HMMH Inc., using their RealContours for Aviation Environmental Design Tool (AEDT) software. AEDT is a state-of-the-art software system that models aircraft performance in space and time to estimate fuel consumption,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

The Fourth Quarter shows a slight increase in overall area of the CNEL 65 dBA contour. 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 January – December 2023 (4Q 2023) and January – December 2024 (4Q 2024).

- The ANOMS system data accounted for more than 99% of the flight operations at SAN.
- Total flight operations increased by 4%. This increase aligns with the official Air Traffic Control Tower counts for these periods.
- Operations during evening hours (7:00 p.m. – 10:00 p.m.) increased by 4%, while daytime operations (7:00 a.m. – 7:00 p.m.) rose by 6%. However, nighttime operations (10:00 p.m. – 7:00 a.m.) decreased by 8%.
- Total daytime equivalent operations decreased by 1% due to an 8% reduction in nighttime flights. However, overall heavy/wide-body jet activity during the day and evening hours increased, likely contributing to the expansion of the noise contour compared to 4Q 2023.
- The air carrier fleet mix in the heavy/wide-body category increased by 16% in 2024, which equates to approximately 17 additional daily operations. This represents an increase of 2 daily operations compared to 2023. Heavy aircraft, particularly the Boeing 777-200 series, saw a 175% increase in operations, adding about 2 daily operations compared to the previous year. The significant increase in B777 operations was primarily driven by British Airways (BAW) and United Airlines. Operations by other heavy aircraft, mainly the A306, A330, and A350, decreased by 27% in 2024 compared to the previous year.
- Overall, combined operations of the air carrier narrow-body aircraft families from Airbus and Boeing increased by 2% in 2024 compared to the previous year. The Airbus family (A319, A320, A321, A220) saw a 10% increase. However, narrow-body Boeing aircraft (B737-300/400/800, B737 MAX, B757) showed a slight decrease of less than 1%.
- The overall increase in SDIA operations, along with the growth in the heavy/wide-body category, contributed to a 0.3% expansion in the overall Noise Impact Area (NIA). However, the Military Impact Area (FMIA) decreased by 6.3%.

The annual operations in 4Q 2024 showed a slight increase compared to the previous year and are almost at the pre-pandemic levels of 2019. Operations in the Fourth Quarter of 2024 represent about 98.4% of the operations during the same period in 2019. It is expected that operations will continue to increase next year, although at a slower rate. The FAA considers an airport to have fully recovered when annual operations meet or exceed those of 2019.



Totals:	4Q2024	4Q2023 (Revised)	
Noise Impact Area =	0.372	0.371	Sq. Miles
Military Impact Area =	0.133	0.142	Sq. Miles
Population =	6,967	6,501	
Dwelling Units =	3,348	3,117	

Path: G:\Projects\10XXXX\10560_SAN_Airport_Planning_On-Call\GIS\10560_003_SAN_Quarterly_Report_2024_Q4.mxd



- 2024 4th Quarter 65 dB CNEL Contour
- 2023 4th Quarter 65 dB CNEL Contour (Revised)
- Airport Property
- Runway
- RMT Site Location
- Roads
- River / Stream

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

The inadvertent error in applying noise measurement adjustments to the 4Q2023 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 Fourth Quarter 2024, QHP has completed 5,836 homes, with a waitlist of 515 units.

Aircraft Noise Complaints

During the Quarter, the Aircraft Noise Office received a total of 5,168 complaints from 84 households. Whenever feasible, complaints are cross-referenced with specific flights and assessed for validity. Tabulated complaints are regularly reported on the Authority's website monthly. 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 monthly, 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	4Q 2024	4Q 2023	Net Change	Percent Change
Air Carrier	52,392	50,586	1,806	3.6%
Air Taxi	3,620	3,557	63	1.8%
General Aviation	1,961	2,175	-214	-9.8%
Military	101	207	-106	-51.2%
Total	58,074	56,525	1,549	2.7%

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 during the January–June period. If they receive a violation between July and December, the base fine of \$2,000 increases to \$4,000. A second violation in this period increases from \$6,000 to \$12,000, and a third or any subsequent violations increase from \$10,000 to \$20,000.

During the Quarter, a total of 102 noise curfew violations were recorded, with four resulting in fines totaling \$30,000. Notably, 89 curfew violations (87%) were attributed to inclement weather conditions.

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 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 on 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	69.1	69.6
2	65.0	65.6
3	65.9	65.3
4	64.9	64.9
5 ²	*	*
6	68.6	68.5
7	74.2	74.0
8 ²	*	*
9	66.3	66.2
10	63.1	63.2
11	71.1	70.9
12	61.2	61.3
13	64.4	64.7
14	64.3	63.9
15 ²	*	*
16	63.6	63.8
17	63.7	64.2
18	61.1	59.6
19	63.0	62.4
20	71.8	68.3
21	61.0	58.4
22	62.7	62.9
23	61.0	61.4
24	63.7	64.0
25	60.3	60.6
26	62.0	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	4Q 2024	4Q 2023	Change (dB)
Arrivals	95.7	96.0	-0.30
Departures	101.2	101.3	-0.09

The data in this section was compiled through a review of the entire Quarter to identify the loudest aircraft. Supporting data is provided in Tables 5 through 7. Tables 5 and 6 show the top 25% of operations during the capture period, while Table 7 details average daily operations by runway, time of day, operation type, and aircraft type.

Table 5

Quarterly SENEL Survey – Arrivals (RMT #1) – October – December 2024

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date and Time
B763	102.0	IND	FDX1754	11/15/2024 5:14 AM
B763	97.5	MEM	FDX1422	11/16/2024 5:57 AM
B763	96.9	MEM	FDX1422	11/1/2024 5:34 AM
B763	96.8	MEM	FDX1422	10/16/2024 5:30 AM
A332	96.7	HNL	HAL16	12/21/2024 7:38 PM
B763	96.4	JFK	DAL683	12/21/2024 12:38 PM
B763	96.4	MEM	FDX1422	11/20/2024 5:40 AM
B772	96.4	LHR	BAW265	10/16/2024 3:16 PM
B737	96.3	OAK	SWA1762	10/2/2024 12:38 PM
B763	96.2	ATL	DAL447	12/16/2024 6:00 PM
B772	96.2	LHR	BAW265	10/4/2024 3:13 PM
B763	96.1	PHX	ABX505	11/15/2024 10:34 AM
CRJ9	96.1	YVR	JZA766	10/6/2024 7:33 PM
A35K	96.1	LHR	BAW82P	11/16/2024 4:18 PM
B763	96.0	ATL	DAL447	12/13/2024 6:14 PM
B763	95.9	MEM	FDX1422	10/29/2024 6:07 AM
A35K	95.8	LHR	BAW82P	12/29/2024 4:44 PM
B763	95.8	IND	FDX1754	11/5/2024 4:56 AM
B763	95.8	MEM	FDX1422	12/3/2024 5:58 AM
B763	95.8	SDF	UPS922	10/29/2024 5:14 AM
B763	95.7	MEM	FDX1422	11/12/2024 5:36 AM
B772	95.6	IAD	UAL1831	10/17/2024 8:12 PM
B763	95.6	MEM	FDX1422	11/27/2024 5:58 AM
B738	95.6	SFO	UAL2626	12/14/2024 6:15 PM
A332	95.5	ATL	DAL712	12/21/2024 7:02 PM
B763	95.5	ATL	DAL447	12/8/2024 6:13 PM
B772	95.5	LHR	BAW265	10/19/2024 3:03 PM
B763	95.5	MEM	FDX1422	12/18/2024 5:57 AM
B772	95.4	LHR	BAW265	10/15/2024 3:00 PM
B739	95.4	HNL	ASA892	12/17/2024 7:07 PM
B772	95.4	LHR	BAW265	10/25/2024 3:28 PM
B772	95.4	IAD	UAL1831	12/2/2024 8:31 PM
A35K	95.3	LHR	BAW82P	11/15/2024 4:41 PM
B763	95.3	ATL	DAL447	12/5/2024 5:54 PM
B763	95.3	MEM	FDX1422	12/17/2024 6:07 AM
B772	95.3	LHR	BAW265	10/14/2024 3:05 PM
B772	95.3	IAD	UAL1831	10/28/2024 8:22 PM
B739	95.3	IAH	UAL2486	11/17/2024 1:30 PM
B737	95.2	LAS	SWA1706	11/29/2024 7:33 PM

Table 5 – Continued

Quarterly SENEL Survey – Arrivals (RMT #1) – October – December 2024

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date and Time
B39M	95.2	GEG	ASA113	10/28/2024 9:41 AM
B737	95.2	SFO	SWA4276	10/6/2024 7:05 PM
A332	95.2	ATL	DAL712	12/28/2024 7:18 PM
B772	95.2	LHR	BAW265	10/21/2024 3:48 PM
B772	95.2	IAD	UAL1831	10/1/2024 8:27 PM
B739	95.2	IAH	UAL2486	11/15/2024 1:29 PM
B764	95.2	ATL	DAL447	12/2/2024 6:03 PM
B772	95.2	IAD	UAL1831	10/31/2024 8:29 PM
B752	95.2	EWR	UAL1626	10/13/2024 8:23 PM
B772	95.2	LHR	BAW265	10/13/2024 2:46 PM
B772	95.1	LHR	BAW265	10/8/2024 3:38 PM
B763	95.1	MEM	FDX1422	10/15/2024 5:21 AM
B763	95.1	IND	FDX1754	12/17/2024 5:21 AM
B772	95.1	IAD	UAL1831	12/30/2024 9:20 PM
B772	95.1	LHR	BAW265	10/9/2024 3:16 PM
B738	95.1	DEN	SWA1535	12/2/2024 10:43 AM
B738	95.1	SEA	DAL2508	12/6/2024 9:55 AM
B763	95.1	MEM	FDX1422	12/7/2024 5:42 AM
A35K	95.1	LHR	BAW82P	12/28/2024 3:53 PM
B763	95.1	MEM	FDX1422	12/14/2024 5:42 AM
B763	95.0	SDF	UPS2636	12/12/2024 5:28 PM
B762	95.0	PHX	ABX505	12/16/2024 3:46 AM
B772	95.0	LHR	BAW265	10/24/2024 3:57 PM
B772	95.0	IAD	UAL1831	12/31/2024 9:15 PM
A359	95.0	MUC	DLH5Y	10/24/2024 3:21 PM
A333	95.0	ATL	DAL447	12/12/2024 6:19 PM
B772	95.0	IAD	UAL1831	12/21/2024 8:54 PM
B752	95.0	OAK	FDX1889	12/18/2024 4:10 AM
B772	95.0	IAD	UAL1831	12/26/2024 8:40 PM
B763	95.0	MEM	FDX1422	11/2/2024 5:23 AM
A321	94.9	DFW	AAL1055	10/26/2024 11:30 AM

Table 6

Quarterly SENEL Survey – Departures (RMT #7) – October – December 2024

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date and Time
B772	102.2	LHR	BAW264	10/8/2024 5:53 PM
B772	102.1	LHR	BAW264	10/25/2024 5:42 PM
B772	102.0	LHR	BAW264	10/4/2024 5:33 PM
B772	101.9	LHR	BAW264	10/1/2024 5:41 PM
B772	101.9	LHR	BAW264	10/18/2024 6:47 PM
B739	101.9	EWR	UAL327	11/2/2024 7:32 AM
B772	101.8	LHR	BAW264	10/14/2024 5:19 PM
A332	101.8	HNL	HAL15	12/14/2024 7:51 AM
B772	101.7	LHR	BAW264	10/6/2024 5:28 PM
B772	101.7	LHR	BAW264	10/9/2024 5:29 PM
B772	101.7	LHR	BAW264	10/10/2024 5:57 PM
B772	101.7	LHR	BAW264	10/15/2024 5:09 PM
B772	101.7	LHR	BAW264	10/22/2024 5:22 PM
B739	101.7	SEA	ASA1265	11/27/2024 7:20 AM
B772	101.6	LHR	BAW264	10/24/2024 6:11 PM
B772	101.4	LHR	BAW264	10/3/2024 6:05 PM
B772	101.4	LHR	BAW264	10/17/2024 6:00 PM
A332	101.4	HNL	HAL15	11/23/2024 7:44 AM
A332	101.4	HNL	HAL15	11/26/2024 8:15 AM
A321	101.4	DTW	DAL492	12/8/2024 12:35 PM
A332	101.4	HNL	HAL15	12/19/2024 8:20 AM
B739	101.4	EWR	UAL427	12/21/2024 10:56 PM
A332	101.4	HNL	HAL15	12/23/2024 9:18 AM
A332	101.4	HNL	HAL15	12/25/2024 7:54 AM
A332	101.3	HNL	HAL15	10/1/2024 10:21 AM
B772	101.3	LHR	BAW264	10/11/2024 5:59 PM
B772	101.3	LHR	BAW264	10/12/2024 5:45 PM
B772	101.3	LHR	BAW264	10/13/2024 5:21 PM
B739	101.3	EWR	UAL1827	10/16/2024 10:29 PM
A332	101.3	HNL	HAL15	11/6/2024 7:44 AM
A21N	101.3	JFK	DAL367	11/27/2024 7:19 AM
A321	101.3	ATL	DAL729	12/30/2024 6:30 AM
A332	101.3	HNL	HAL15	12/31/2024 8:10 AM
A321	101.2	CLT	AAL598	10/17/2024 7:05 AM
A332	101.2	HNL	HAL15	10/24/2024 9:55 AM
A321	101.2	ATL	DAL729	11/4/2024 6:37 AM
A321	101.2	CLT	AAL1706	11/26/2024 10:41 PM
B772	101.1	LHR	BAW264	10/2/2024 6:16 PM
A332	101.1	HNL	HAL15	10/4/2024 11:30 AM

Table 6 – Continued

Quarterly SENEL Survey – Departures (RMT #7) – October – December 2024

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date and Time
A35K	101.1	LHR	BAW9SW	11/2/2024 7:57 PM
A332	101.1	HNL	HAL15	12/5/2024 8:36 AM
A332	101.1	HNL	HAL15	12/28/2024 8:38 AM
A332	101.0	HNL	HAL15	10/12/2024 10:18 AM
A321	101.0	CLT	AAL598	11/2/2024 6:57 AM
A332	101.0	HNL	HAL15	11/19/2024 7:58 AM
A332	100.9	HNL	HAL15	10/3/2024 11:43 AM
B772	100.9	LHR	BAW264	10/16/2024 5:31 PM
A321	100.9	CLT	AAL598	10/18/2024 7:07 AM
A332	100.9	HNL	HAL15	10/18/2024 9:58 AM
A321	100.9	ATL	DAL729	10/27/2024 6:40 AM
B739	100.9	EWR	UAL327	10/30/2024 7:26 AM
A321	100.9	ORD	AAL518	11/3/2024 6:40 AM
A332	100.9	HNL	HAL15	11/22/2024 7:49 AM
A332	100.9	HNL	HAL15	12/7/2024 8:41 AM
A332	100.9	HNL	HAL15	12/12/2024 8:22 AM
B739	100.9	EWR	UAL1827	12/13/2024 9:28 PM
B739	100.9	EWR	UAL427	12/27/2024 11:03 PM
A332	100.8	HNL	HAL15	10/8/2024 10:13 AM
B739	100.8	JFK	ASA36	10/9/2024 10:47 PM
B739	100.8	IAD	ASA322	10/14/2024 8:57 AM
A321	100.8	ORD	AAL518	10/15/2024 6:31 AM
B739	100.8	EWR	UAL327	11/3/2024 8:22 AM
A321	100.8	CLT	AAL488	11/19/2024 6:33 AM
B739	100.8	EWR	UAL327	11/23/2024 7:37 AM
B737	100.8	STL	SWA4014	11/27/2024 7:17 AM
A321	100.8	PHL	AAL2974	12/8/2024 9:45 AM
A321	100.8	CLT	AAL1482	12/13/2024 10:07 PM
A321	100.8	ATL	DAL731	12/21/2024 11:04 PM
B739	100.8	KOA	ASA899	12/27/2024 12:08 PM
B772	100.7	LHR	BAW264	10/5/2024 5:37 PM

Table 7

Average Daily Operations ³ by Runway, Operation Type, Time of Day, and Aircraft Type
October – December 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	7	1	1	7	2	1	0	0	0	0	0	0	19
A221	1	0	0	1	0	0	0	0	0	0	0	0	2
A21N	6	4	2	9	1	4	0	1	0	0	0	0	27
A223	2	0	0	2	0	0	0	0	0	0	0	0	4
A320	4	1	0	4	1	1	0	0	0	0	0	0	11
A321	25	5	3	24	3	10	1	1	1	0	0	0	73
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
A35K	1	0	0	0	0	0	0	0	0	0	0	0	1
AT76	1	0	0	1	0	0	0	0	0	0	0	0	2
B38M	18	4	4	22	2	3	1	0	1	0	0	0	55
B39M	9	4	1	11	3	2	1	1	0	0	0	0	32
B737	43	9	4	45	10	4	3	1	1	1	1	0	122
B738	25	4	3	28	4	2	1	1	1	1	0	0	70
B739	12	4	2	15	2	2	1	1	1	0	0	0	40
B752	0	0	0	0	1	0	0	0	0	0	0	0	1
B763	2	0	2	1	2	1	0	0	1	0	0	0	9
B772	0	1	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	1	0	0	1	1	0	0	0	0	0	0	0	3
E75L	25	7	3	25	8	4	2	1	1	1	1	0	78
Total	186	45	25	202	40	34	10	7	7	3	2	0	561

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 a 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 with a seating capacity of 60 seats or fewer or a maximum payload capacity of 18,000 pounds or less, carrying passengers or cargo for hire or compensation.
- **General Aviation (GA):** Aircraft operations that include all civil aircraft, except those classified as air carriers or air taxis.
- **Military:** Aircraft operations for 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 – October 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	67.8	63.0	64.3	67.2	66.9	73.8	65.3	62.2	71.0	59.6	62.2	64.8	60.9	62.3	59.5	55.8	77.0	65.1	60.4	57.7	61.4	58.8	59.4
2	67.6	63.1	64.3	67.9	68.2	75.1	66.7	61.6	72.3	58.8	62.5	66.0	61.1	62.4	63.8	62.2	73.6	60.1	60.4	56.4	61.4	59.4	59.7
3	66.5	60.4	66.0	69.6	70.1	75.6	66.9	63.1	73.3	56.4	62.5	68.3	58.7	61.1	65.4	63.5	60.9	57.2	60.7	56.9	60.4	58.3	56.5
4	69.5	65.6	64.5	64.4	69.1	75.5	66.4	62.7	72.1	59.7	64.4	64.8	63.6	64.2	55.5	61.3	60.8	53.1	61.9	61.5	64.2	58.4	62.3
5	61.8	59.0	58.8	57.7	66.9	74.8	64.9	59.9	72.2	59.2	63.1	66.1	57.0	57.0	52.6	56.4	69.6	55.4	60.8	58.5	62.1	58.6	56.0
6	64.4	60.6	58.9	61.6	67.6	75.3	65.4	60.5	72.7	58.3	63.5	66.4	57.9	59.2	59.3	59.7	73.9	53.4	60.9	60.2	62.4	58.7	56.8
7	63.0	59.5	55.6	60.1	68.2	76.3	65.8	62.6	73.7	59.4	63.9	67.4	57.2	58.3	52.9	57.0	76.7	54.3	63.2	59.6	63.1	58.2	56.4
8	64.5	61.3	59.2	62.2	68.2	75.9	66.4	61.2	73.2	61.1	64.1	67.9	59.2	60.3	57.7	59.6	74.7	55.9	61.8	59.9	63.1	58.8	58.2
9	68.6	64.7	61.8	63.9	68.2	74.2	66.7	61.9	70.7	58.8	63.7	63.5	63.1	63.2	56.3	60.2	67.6	54.2	61.5	63.6	63.1	59.0	61.7
10	70.0	66.0	63.7	64.7	68.8	75.0	65.4	63.2	72.0	62.6	65.2	63.7	63.9	64.5	55.3	56.2	74.6	69.6	63.2	62.2	64.7	60.3	62.5
11	68.9	64.9	65.9	64.7	68.6	74.6	67.5	62.4	71.8	61.4	64.4	65.2	63.7	64.0	60.0	58.7	78.5	66.3	62.2	60.8	64.0	59.0	61.5
12	67.2	63.7	63.2	62.3	67.1	73.1	64.9	61.3	70.4	59.1	63.3	63.4	61.3	62.1	55.0	58.3	76.2	55.7	61.1	58.8	62.6	58.7	60.8
13	69.9	66.5	64.1	64.7	68.6	74.4	66.1	63.4	71.3	61.3	65.5	63.3	64.5	65.0	52.9	61.1	63.8	56.4	63.5	62.1	64.7	60.3	63.3
14	70.3	66.6	62.3	64.9	68.9	74.4	67.1	63.4	71.7	61.4	65.5	64.1	64.6	65.0	54.8	62.7	66.7	58.0	64.5	61.8	64.7	61.3	63.6
15	69.2	65.5	61.7	63.8	68.0	73.9	65.9	63.0	70.9	62.2	65.1	63.5	63.6	64.0	55.3	61.9	64.3	58.2	63.1	61.4	64.4	60.6	62.6
16	69.4	65.6	62.6	63.9	67.8	74.0	65.0	62.5	71.1	60.7	64.8	63.7	63.7	64.2	55.6	61.6	61.4	60.7	63.0	61.1	64.3	60.7	62.5
17	70.3	66.7	62.5	65.2	69.5	74.8	66.8	64.6	72.0	63.6	66.0	64.5	64.8	65.3	59.2	64.0	67.1	58.3	64.2	63.1	65.6	61.8	63.6
18	70.3	66.3	67.8	64.7	68.9	75.0	68.1	63.8	71.9	62.8	66.0	64.5	65.3	65.0	60.5	64.9	70.9	58.1	63.9	62.0	65.4	62.2	63.3
19	67.0	62.9	67.1	61.5	67.9	73.9	65.9	62.6	70.3	61.1	63.4	63.2	61.0	61.6	59.5	62.2	65.8	55.7	61.7	59.3	62.7	59.5	59.5
20	68.0	64.6	66.2	63.4	69.0	75.0	67.1	63.5	72.0	61.0	65.4	64.7	63.1	63.5	63.4	64.6	76.5	57.0	63.7	61.3	64.5	60.9	61.4
21	69.2	64.0	68.6	70.0	68.0	75.2	67.5	62.8	72.4	58.7	63.5	67.2	62.8	63.8	66.0	63.3	72.9	63.7	62.1	58.6	61.9	59.4	60.7
22	68.7	64.9	63.6	63.2	68.0	73.7	65.4	62.7	70.4	61.9	63.6	63.4	63.1	63.8	63.0	61.7	70.8	63.6	61.9	59.4	62.9	60.2	61.8
23	69.2	65.0	65.1	63.7	68.2	74.1	65.4	62.6	70.7	59.8	63.8	62.6	63.4	63.5	62.7	63.2	64.0	56.0	62.2	59.9	63.3	59.9	61.9
24	69.9	66.0	65.6	64.5	68.5	74.7	67.6	63.6	72.1	62.1	64.8	64.5	64.6	64.5	63.5	65.0	62.4	68.0	62.9	60.3	64.0	60.9	62.7
25	69.6	65.7	67.3	65.4	68.0	74.5	66.5	62.8	71.5	61.8	64.6	64.7	64.5	64.5	57.6	60.6	63.2	62.9	62.3	60.2	64.0	59.9	62.6
26	68.6	64.3	64.8	63.8	67.7	73.9	64.2	61.7	71.0	63.1	63.6	62.9	62.5	62.9	55.6	58.2	73.1	55.4	61.5	58.9	63.2	59.9	60.9
27	69.6	65.7	63.5	64.6	68.4	74.8	66.8	63.0	71.8	61.0	65.4	63.1	63.7	64.3	62.0	63.7	62.9	55.9	63.2	61.5	64.5	60.1	62.5
28	70.0	66.5	62.2	64.9	68.9	73.2	67.0	64.1	70.3	62.7	65.1	63.3	64.6	65.0	60.0	64.1	79.9	57.4	63.3	62.9	64.4	60.4	63.6
29	69.2	65.4	62.3	63.8	68.1	72.3	67.1	62.5	69.6	61.4	64.4	63.8	63.9	63.9	59.8	64.7	73.9	63.0	62.9	62.2	63.5	60.9	62.5
30	69.2	65.2	65.5	63.8	68.1	73.9	66.0	63.3	70.9	62.2	64.7	63.7	63.6	63.7	62.7	62.6	74.7	65.8	62.9	60.8	63.8	60.8	62.5
31	68.8	64.8	64.7	63.0	68.1	73.4	66.8	62.8	70.4	61.9	64.2	62.9	62.8	63.3	64.3	63.4	73.2	58.4	62.3	60.2	63.3	60.9	61.8
Month	68.7	64.7	64.4	64.9	68.3	74.5	66.4	62.7	71.6	61.1	64.4	64.9	63.0	63.4	60.7	62.1	73.2	61.8	62.5	60.8	63.6	60.0	61.6

Table 10

Daily/Monthly CNEL Levels – November 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	70.3	66.4	66.8	64.7	68.8	73.8	64.4	63.1	70.9	63.1	65.4	63.4	64.7	64.7	57.0	59.5	68.4	57.7	63.4	61.9	64.7	61.0	63.5
2	68.6	65.1	61.9	63.4	68.2	73.2	67.6	62.6	70.0	61.2	64.2	63.2	63.5	63.5	55.7	65.1	75.0	57.0	62.4	60.3	63.4	60.8	62.6
3	69.3	65.6	65.4	64.0	69.7	74.5	66.6	63.2	71.5	61.3	65.7	64.0	64.2	64.4	57.8	68.5	73.1	57.8	63.9	62.4	64.9	62.5	62.9
4	68.6	64.4	65.8	65.7	69.4	74.5	65.9	63.7	71.4	60.6	64.4	63.2	63.1	62.9	59.2	62.6	73.0	57.2	63.5	60.8	63.8	62.3	61.4
5	67.8	63.5	63.9	62.4	67.7	72.5	66.5	61.2	68.9	61.0	62.8	61.6	62.6	61.9	62.2	63.7	62.5	55.2	61.0	59.4	62.2	58.9	60.5
6	64.6	61.3	64.1	62.7	67.8	73.2	67.3	61.7	69.7	60.7	62.3	64.3	59.5	59.8	63.5	62.8	62.4	71.4	60.8	58.1	61.6	59.4	58.2
7	69.3	65.0	67.8	63.5	70.1	73.8	67.0	62.6	69.9	59.8	63.4	62.1	64.7	63.5	64.1	65.7	71.2	61.0	61.6	58.7	63.2	60.7	61.7
8	69.2	64.6	68.6	63.4	69.5	73.4	63.9	62.2	69.5	61.1	62.8	61.6	63.1	63.5	59.1	61.6	71.5	60.6	60.8	57.3	62.5	58.7	60.9
9	67.5	63.3	65.3	61.8	67.6	72.5	64.4	60.5	68.9	58.8	62.0	61.2	62.1	61.8	58.6	60.9	68.7	61.5	60.2	57.3	61.8	58.1	59.6
10	69.3	65.0	66.8	63.9	69.4	73.9	66.4	62.6	70.5	60.8	64.2	62.8	63.8	63.6	63.0	62.7	65.1	56.1	62.4	60.3	63.3	60.2	61.8
11	70.2	66.3	65.2	64.6	68.7	74.2	68.5	64.2	71.2	61.1	65.5	64.0	64.8	64.9	63.3	66.3	69.9	60.2	64.3	61.9	64.6	61.5	63.3
12	68.8	64.8	65.4	63.3	67.8	73.2	64.9	62.7	70.3	60.8	64.8	63.6	63.0	63.4	55.6	63.6	73.1	57.2	63.1	61.1	64.1	61.2	61.7
13	69.2	64.2	68.6	62.8	68.6	73.2	66.5	62.2	69.2	59.7	63.0	62.2	63.4	63.2	59.9	63.2	71.3	55.4	61.4	59.5	62.6	59.4	61.6
14	70.0	66.4	68.6	64.7	69.7	73.4	67.3	63.7	70.0	62.1	64.5	63.4	64.9	65.3	63.4	64.8	73.6	70.7	63.1	61.4	64.0	60.7	63.4
15	71.7	67.6	66.0	66.2	69.9	72.3	66.6	64.7	69.6	62.5	64.9	63.7	65.7	66.3	62.9	63.7	82.3	67.9	64.1	63.5	64.5	61.5	64.5
16	68.2	64.2	66.9	62.4	67.8	72.8	63.6	62.5	69.7	60.4	63.8	62.7	63.0	62.7	50.2	64.5	69.9	56.9	62.4	61.6	63.1	60.7	61.6
17	69.8	66.0	66.1	64.3	69.6	74.1	67.1	63.8	71.1	61.2	64.8	63.3	64.8	64.7	60.4	64.3	71.7	57.3	63.0	61.2	64.0	61.0	63.0
18	69.8	66.3	64.7	64.5	69.2	74.1	65.5	67.8	71.2	63.0	65.6	64.1	65.9	64.7	54.2	66.9	67.0	65.3	64.7	62.0	64.9	61.4	63.6
19	68.8	64.8	66.6	63.3	68.5	73.5	61.6	65.1	70.4	60.9	64.5	64.0	63.2	63.4	54.2	57.1	75.3	64.4	62.9	60.8	64.4	61.4	62.7
20	68.7	64.0	66.3	62.8	68.0	73.1	66.6	63.8	70.0	62.2	63.9	63.0	63.5	62.6	60.8	64.2	65.9	56.2	62.2	60.2	63.2	60.4	61.3
21	71.1	65.9	69.4	65.0	69.3	74.0	66.0	64.4	70.4	61.8	64.0	62.4	65.8	64.9	64.7	60.3	75.0	56.0	61.9	59.7	64.2	59.7	63.0
22	71.5	66.7	67.7	65.6	70.0	75.2	68.9	65.1	71.4	62.8	64.8	62.9	66.0	65.4	64.8	63.9	74.1	55.6	62.9	60.8	64.4	60.2	63.7
23	70.7	67.3	65.9	67.6	69.2	74.3	65.4	64.7	71.0	62.3	65.4	64.4	64.1	64.8	58.1	58.4	70.5	57.7	63.5	61.5	64.7	61.4	63.1
24	70.2	66.1	65.3	65.6	68.9	73.6	62.9	63.7	70.6	61.2	65.3	63.9	64.4	65.0	56.6	59.0	66.8	57.2	63.6	61.9	64.6	60.8	63.4
25	69.9	65.6	66.1	64.1	69.4	74.4	66.4	65.0	71.4	62.6	65.7	64.3	64.1	64.5	60.4	60.6	72.2	58.3	64.0	61.5	65.0	62.0	63.1
26	71.0	66.5	66.9	65.1	68.7	74.4	65.7	64.7	71.3	61.4	65.8	64.7	65.0	65.3	64.6	60.3	70.4	64.5	64.1	62.2	65.0	61.9	63.9
27	66.5	62.5	62.0	61.6	68.8	75.7	66.4	62.5	72.9	60.4	65.6	66.9	61.0	61.1	62.9	60.6	69.5	59.7	63.6	61.5	64.8	60.9	59.7
28	63.9	60.2	57.7	60.1	65.5	73.2	63.9	59.4	70.7	57.2	62.4	64.6	58.3	59.1	54.1	57.6	72.0	53.0	60.3	58.2	61.3	57.5	57.3
29	68.6	64.3	67.2	62.8	68.9	74.8	64.6	63.3	70.7	62.6	64.7	63.3	63.8	63.0	58.6	60.4	62.0	56.3	63.0	60.9	63.9	60.1	61.5
30	69.2	65.1	67.6	63.5	69.1	74.1	65.1	63.1	70.8	60.7	65.0	63.4	64.5	63.7	59.7	62.8	62.3	56.3	63.2	61.4	64.4	60.1	62.5
Month	69.4	65.2	66.4	64.1	68.9	73.8	66.1	63.6	70.6	61.3	64.5	63.6	64.0	63.9	61.0	63.4	72.7	62.7	62.9	60.9	63.9	60.7	62.3

Table 11

Daily/Monthly CNEL Levels – December 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	70.1	65.9	67.0	64.8	69.9	74.3	67.2	63.4	70.6	61.0	65.1	63.4	64.5	64.6	62.1	67.6	65.3	56.8	63.5	62.4	64.8	60.6	62.8
2	70.8	65.9	66.4	64.5	69.7	74.3	67.8	65.7	70.5	63.0	65.1	63.8	64.5	64.6	61.2	63.6	71.9	57.2	63.9	61.5	64.3	60.7	62.8
3	69.1	65.0	62.9	63.3	68.4	73.8	67.1	63.0	70.8	61.7	64.5	64.4	63.9	63.4	62.2	65.2	61.5	56.7	62.5	60.6	63.8	60.5	62.1
4	69.1	65.1	64.3	64.2	67.5	72.8	64.9	62.2	69.9	62.1	64.4	63.4	63.4	63.8	56.8	58.4	65.5	57.3	62.6	60.3	63.6	60.7	62.2
5	68.0	63.2	66.1	67.3	67.2	74.5	65.1	60.5	71.5	57.9	63.5	66.5	61.4	62.5	61.2	59.1	68.2	56.7	61.6	58.3	62.0	59.6	60.2
6	69.6	64.7	68.7	64.6	68.9	74.7	66.9	63.3	70.7	60.6	63.7	64.1	65.0	63.8	63.0	63.4	72.9	57.6	61.7	59.8	63.1	58.8	61.8
7	66.7	62.2	67.0	61.1	68.1	71.8	63.2	60.3	67.9	59.1	61.8	60.9	62.5	60.9	60.1	60.4	59.3	54.2	60.3	58.1	61.5	57.7	59.5
8	69.3	65.7	64.1	64.0	68.9	73.7	66.2	63.0	70.6	60.6	64.8	63.3	63.5	64.1	58.1	64.2	61.6	56.2	62.9	61.0	63.9	60.1	62.0
9	68.9	64.9	64.4	63.6	69.1	74.0	64.5	63.5	71.2	62.5	65.5	64.1	63.1	63.4	53.5	57.5	67.6	57.3	64.2	61.5	64.7	61.1	62.1
10	66.2	61.1	64.4	59.9	68.6	71.7	63.9	59.3	66.9	56.5	59.8	59.4	61.0	59.2	62.7	60.0	66.3	51.2	57.7	55.3	60.7	54.9	57.7
11	67.1	62.1	64.3	61.5	66.6	71.8	62.9	59.0	67.5	56.3	60.3	59.3	60.9	60.9	60.7	58.2	69.0	49.9	58.1	56.9	60.2	53.1	58.4
12	70.4	66.1	67.1	65.3	69.5	73.8	67.6	63.4	70.5	62.1	64.7	62.9	65.2	64.8	61.7	67.0	63.3	57.6	62.7	61.9	64.0	60.5	63.3
13	70.6	66.6	69.3	65.1	69.3	74.7	70.9	65.2	71.6	63.3	66.3	64.7	66.1	65.2	61.5	68.6	65.5	58.9	64.5	63.2	65.5	62.2	64.0
14	68.4	64.6	66.2	62.8	67.5	72.8	65.3	62.2	69.4	60.2	63.8	62.4	63.2	63.2	57.6	62.5	70.5	58.9	62.1	60.5	63.0	60.0	61.8
15	69.7	65.6	65.7	64.2	68.8	74.0	62.9	63.8	71.1	61.7	65.9	64.6	64.2	64.4	52.4	57.8	69.2	58.6	64.1	62.9	65.8	62.4	63.3
16	69.0	64.7	67.3	65.0	68.7	73.7	62.6	63.4	70.2	62.3	64.0	62.9	63.4	63.6	56.5	57.7	67.1	56.5	62.1	60.7	63.4	60.3	61.9
17	69.4	64.6	66.7	63.6	68.5	73.3	67.6	62.8	70.1	61.7	64.1	63.1	63.7	63.2	64.2	64.3	67.8	56.6	62.3	60.5	64.0	60.4	61.9
18	68.6	62.2	71.2	66.6	68.9	75.0	66.0	61.1	71.7	60.7	62.7	66.6	61.3	62.3	64.5	65.0	59.0	55.3	61.1	57.8	61.0	59.1	59.0
19	66.2	62.3	63.3	65.1	68.5	75.4	67.7	62.8	72.2	60.9	63.7	66.2	61.5	61.2	63.6	64.9	60.5	58.3	62.1	59.6	62.6	59.7	58.6
20	68.4	64.2	66.7	67.3	66.4	72.9	65.4	61.0	69.7	59.2	62.2	63.6	63.5	63.7	62.9	60.8	66.6	54.4	60.5	57.8	61.6	58.1	61.0
21	71.3	66.8	69.5	68.0	68.2	74.4	64.9	63.4	71.0	60.8	64.8	63.6	65.0	65.6	61.6	61.0	73.5	56.6	62.6	61.0	64.1	60.0	64.1
22	70.3	66.4	64.9	66.4	68.9	74.6	67.5	63.2	71.5	60.7	65.4	64.9	64.3	65.1	63.0	63.1	66.9	56.8	64.1	64.0	64.3	60.6	63.2
23	70.0	66.0	66.8	66.7	68.3	74.6	67.3	63.1	71.6	62.0	65.0	64.6	64.1	64.6	61.1	62.2	68.3	56.6	63.1	63.8	64.4	60.1	63.1
24	66.2	62.0	64.2	67.0	68.1	74.3	66.1	60.9	71.3	57.1	62.7	65.4	60.6	61.9	62.7	63.3	68.1	53.3	61.2	61.9	61.4	56.2	60.0
25	66.6	62.5	65.2	68.4	66.3	73.0	63.6	60.3	70.4	57.5	63.0	65.5	60.9	62.3	62.7	61.6	66.3	55.9	61.6	60.1	60.6	59.7	59.8
26	70.4	66.3	66.4	64.8	69.6	75.0	68.4	64.5	71.5	62.6	65.8	64.3	65.5	65.0	59.0	67.9	61.6	57.6	63.8	63.4	65.1	61.3	63.7
27	69.2	65.1	68.0	68.5	69.3	76.6	68.9	63.2	73.6	62.1	65.6	68.0	64.3	65.0	65.2	66.1	61.4	57.6	63.7	62.4	64.1	61.6	62.3
28	70.6	66.2	67.9	67.4	69.2	75.1	66.5	63.8	72.1	61.4	65.5	64.4	64.9	65.1	63.8	61.4	67.0	56.3	63.5	62.9	64.9	60.7	64.7
29	71.0	66.9	66.5	67.9	69.4	75.1	66.2	63.6	71.9	61.5	65.8	64.7	65.3	65.6	59.2	60.0	70.4	56.7	64.0	63.5	64.9	60.5	64.2
30	70.6	66.4	67.0	65.2	69.1	74.8	65.4	63.6	71.7	61.3	65.6	65.1	64.5	65.2	55.0	56.2	67.9	56.6	63.6	62.5	64.9	60.9	63.2
31	68.7	64.6	64.7	64.1	68.1	73.9	65.4	62.4	71.4	61.0	64.5	64.0	62.8	63.1	55.4	58.3	60.1	55.2	62.5	61.0	63.3	59.9	62.4
Month	69.3	65.0	66.7	65.6	68.6	74.1	66.4	62.9	70.9	61.0	64.4	64.4	63.7	63.8	61.5	63.5	67.7	56.7	62.7	61.3	63.7	60.1	62.2

Table 12

Air Carrier Operations by Aircraft Type – Captured by the Airport Noise & Operations Monitoring System – October – December 2024

Aircraft Type	AAL	AAY	ABX	ACA	AFR	ASA	BAW	CKS	CSB	DAL	DLH	FDX	FFT	GXA	HAL	JAL	JBU	JSX	JZA	MXY	NKS	POE	QTR	QXE	SCX	SKW	SWA	UAL	UPS	VXP	WJA	Total Operations
A20N	0	0	0	0	0	0	0	0	0	0	0	0	990	0	0	0	0	0	0	0	832	0	0	0	0	0	1	0	0	0	0	1,823
A21N	809	0	0	0	0	0	0	0	0	797	0	0	367	0	184	0	22	0	0	0	4	0	0	0	0	0	0	315	0	0	0	2,498
A221	0	0	0	0	0	0	0	0	0	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116
A223	0	0	0	100	0	0	0	0	0	112	0	0	0	0	0	0	0	0	0	186	0	0	0	0	0	0	0	0	0	0	0	398
A306	0	0	0	0	0	0	0	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
A319	64	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
A320	48	56	0	0	0	0	0	0	0	10	0	0	130	172	0	0	100	0	0	0	566	0	0	0	0	0	0	2	0	0	0	1,084
A321	2,925	0	0	2	0	0	0	0	0	2,954	0	0	200	14	0	0	741	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6,839
A332	0	0	0	0	0	0	0	0	0	20	0	0	0	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204
A333	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
A339	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
A359	0	0	0	0	4	0	0	0	0	0	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131
A35K	0	0	0	0	0	0	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129
B38M	410	0	0	155	0	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,420	1,021	0	0	24	5,138
B39M	0	0	0	0	0	2,176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	709	0	0	0	2,885
B737	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,192	1	0	4	40	11,253	
B738	383	0	0	0	0	1,379	0	0	0	668	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	0	2,257	1,586	1	0	64	6,498
B739	0	0	0	0	0	2,073	0	0	0	141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,445	0	0	0	3,659
B752	0	0	0	0	0	0	0	0	0	7	0	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	7	0	0	206
B753	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
B762	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
B763	0	0	57	0	0	0	0	1	38	56	0	267	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	302	0	0	721
B764	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
B772	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186	0	0	0	236
B77L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
B788	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156
B789	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
CRJ9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	299	0	0	0	0	0	0	0	0	0	0	0	0	299
E75L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	430	0	6,656	0	0	0	0	0	0	7,086
E135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
E145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
E190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6
E295	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	26
Jet	4,639	58	91	257	4	5,752	231	1	38	4,927	127	368	1,687	186	368	106	863	10	299	192	1,405	26	2	430	160	6,656	16,870	5,360	310	4	128	51,555
AT76	0	0	0	0	0	0	0	0	0	0	0	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178
BE99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	0	0	139
C208	0	0	0	0	0	0	0	0	0	0	0	278	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278
SF34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Prop	0	0	0	0	0	0	0	0	0	0	0	456	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	0	0	595
All Ops	4,639	58	91	257	4	5,752	231	1	38	4,927	127	824	1,687	186	368	106	863	10	299	192	1,405	26	2	430	160	6,656	16,870	5,360	449	4	128	52,150

Table 13

Air Carrier Operations by Aircraft Type - Captured by the Airport Noise & Operations Monitoring System - July - December 2024

Aircraft Type	AAL	AAY	ABX	ACA	AFR	ASA	BAW	BBQ	CKS	CSB	DAL	DLH	FDX	FFT	GXA	HAL	JAL	JBU	JSX	JZA	KAL	IMXY	NKS	POE	QTR	QXE	SCX	SKW	SWA	UAL	UPS	VXP	WJA	Total Operations
Aircraft Type	American Airlines	Allegiant Air	ABX Air	Air Canada	Air France	Alaska Airlines	British Airways	Eastern Air Express	Kalitta Air	DHL Express USA	Delta Air Lines	Lufthansa	FedEx Express	Frontier Airlines	GlobalX	Hawaiian Airlines	Japan Airlines	jetBlue Airways	JetSuiteX	Jaz Aviation	Korean Air	Breeze Airways	Spirit Airlines	Porter airlines	Qatar Airways	Hawaiian Airlines	Sun Country Airlines	SkyWest Airlines	Southwest Airlines	United Airlines	UPS Airlines	Avelo Airlines	Westjet Airlines	Total Operations
73W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	
A20N	0	0	0	0	0	0	0	0	0	0	0	0	0	2,162	0	0	0	0	0	0	0	0	1,689	0	0	0	0	0	1	0	0	0	0	3,852
A21N	1,718	0	0	0	0	0	0	0	0	0	1,539	0	0	741	0	368	0	48	0	0	0	0	84	0	0	0	0	0	385	0	0	0	0	4,883
A221	0	0	0	0	0	0	0	0	0	0	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124
A223	0	0	0	390	0	0	0	0	0	0	118	0	0	0	0	0	0	0	0	0	0	504	0	0	0	0	0	0	0	0	0	0	0	1,012
A306	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
A319	64	64	0	16	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158
A320	112	134	0	102	0	0	0	0	0	0	16	0	0	232	312	0	0	282	0	0	0	0	1,526	0	0	0	0	0	0	28	0	0	0	2,744
A321	5,766	0	0	8	0	0	0	0	0	0	5,617	0	0	448	54	0	0	1,425	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	13,367
A332	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	368	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	388
A333	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
A339	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
A359	0	0	0	0	4	0	0	0	0	0	0	258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262
A35K	0	0	0	0	0	0	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129
B38M	676	0	0	214	0	219	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,288	2,060	0	0	94	9,551	
B39M	0	0	0	0	0	4,534	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1,502	0	0	0	6,037	
B737	0	0	0	0	0	61	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24,468	2	0	4	128	24,669	
B738	922	0	0	0	0	2,870	0	0	0	0	1,518	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	308	4,171	3,297	1	0	170	13,257	
B739	0	0	0	0	0	4,029	0	0	0	0	206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2,783	0	0	0	0	7,019	
B752	0	0	0	0	0	0	0	0	0	0	52	0	198	0	0	0	0	0	0	0	0	0	0	0	0	0	0	258	7	0	0	0	515	
B753	0	0	0	0	0	0	0	0	0	0	550	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	558	
B762	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
B763	0	0	57	0	0	0	0	0	1	170	58	0	677	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	558	0	0	0	1,521	
B764	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
B772	0	0	0	0	0	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	370	0	0	0	0	600
B77L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
B77W	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
B788	0	0	0	0	0	0	214	0	0	0	0	0	0	0	0	0	234	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	450
B789	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
CRJ9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	789	0	0	0	0	0	0	0	0	0	0	0	0	0	0	789
E75L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	760	0	13,031	0	0	0	0	0	0	13,791
E135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
E145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
E190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6
E295	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	26
Jet	9,258	198	91	730	4	11,713	585	6	1	170	9,866	258	879	3,583	366	736	234	1,755	20	789	2	510	3,348	26	2	760	308	13,031	34,934	10,693	566	4	392	105,818
AT76	0	0	0	0	0	0	0	0	0	0	0	0	348	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	348
BE99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	293	0	0	0	293
C208	0	0	0	0	0	0	0	0	0	0	0	0	562	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	562
SF34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Prop	0	0	0	0	0	0	0	0	0	0	0	0	910	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	294	0	0	0	1,204
All Ops	9,258	198	91	730	4	11,713	585	6	1	170	9,866	258	1,789	3,583	366	736	234	1,755	20	789	2	510	3,348	26	2	760	308	13,031	34,934	10,693	860	4	392	107,022









4Q_2024_QNR

Final Audit Report

2025-03-20

Created:	2025-03-20 (Pacific Daylight Time)
By:	Maribel Oros (moros@san.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAEk-8CQ59GCYCqLdcgnMJA_llvO5JpS1G

"4Q_2024_QNR" History

-  Document created by Maribel Oros (moros@san.org)
2025-03-20 - 9:39:04 AM PDT
-  Document emailed to Sjohnna Knack (sknack@san.org) for signature
2025-03-20 - 9:39:53 AM PDT
-  Email viewed by Sjohnna Knack (sknack@san.org)
2025-03-20 - 9:40:02 AM PDT
-  Document e-signed by Sjohnna Knack (sknack@san.org)
Signature Date: 2025-03-20 - 10:00:03 AM PDT - Time Source: server
-  Document emailed to Kim Becker (kbecker@san.org) for signature
2025-03-20 - 10:00:05 AM PDT
-  Email viewed by Kim Becker (kbecker@san.org)
2025-03-20 - 10:00:33 AM PDT
-  Document e-signed by Kim Becker (kbecker@san.org)
Signature Date: 2025-03-20 - 4:10:24 PM PDT - Time Source: server
-  Agreement completed.
2025-03-20 - 4:10:24 PM PDT