# Quarterly Noise Report

## For the California Department of Transportation

## Quarter One – Calendar Year 2025

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## Aircraft Noise

June 26, 2025

# 1Q 2025 Quarterly Noise Report

January 1 through March 31, 2025

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 (Jun 26, 2025 16:17 PDT)

Sjohnna Knack
Director of Planning, Noise, & Environment

Kim Becker (Jun 27, 2025 10:03 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 (NIA) – 0.365 square miles (233.6 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 – 3,102 (Population – 6,443)

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

    - 2,376 Complaints (63 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 (180 Operations)

5. Number of Air Carrier Operations during the Calendar Quarter: [2] 46,969

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

    - 100%

7. Number of Air Taxi Operations during the Calendar Quarter: 3,344

8. Number of General Aviation Operations during the Calendar Quarter: 1,880

9. Number of Military Operations during the Calendar Quarter: 83

10. Total number of Airport Operations during the Calendar Quarter: 52,276

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Reference form DOA 617, 10/89.

[1] Population and dwelling unit calculations are based upon 2020 Census Block Boundary Data.
[2] Airport Operation counts are taken from the FAA Operations & Performance Data, Operations Network (OPSNET) https://aspm.faa.gov/opsnet/sys/Airport.asp

## Noise Impact Areas

Using data generated from the Airport Noise and Operations Monitoring System (ANOMS) and Geographic Information System (GIS), the Airport Noise consultant Harris, Miller, Miller & Hanson Inc. (HMMH) developed the Noise Contour and determined the current Noise Impact Area (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) | 1Q 2025 | 1Q 2024[1] | Change (sq mi) |
|---|---|---|---|
| NIA | 0.365 | 0.367 | -0.002 |
| FMIA | 0.133 | 0.135 | -0.002 |

**Notes:**

1. Noise Impact Area (NIA) is based on the revised 1Q 2024 contour.

Please note that the inadvertent error in applying noise measurement adjustments to the 1Q 2024 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 first quarter reflects a marginal increase in the total area of the CNEL 65 dBA contour. However, both the Noise Impact Area (NIA) and the Military Impact Area (MIA) show slight decreases. These reductions are attributable to the completion of parcels under the Quieter Homes Program (QHP), which has lowered the number of noise-impacted residences and underscores the continued effectiveness of QHP mitigation measures.

The following key observations explain the increase in the physical size of the noise contour, based on data from the Airport Noise and Operations Monitoring System (ANOMS).

This analysis compares aircraft operations across two rolling 12-month periods: April 2023–March 2024 (ending in Q1 2024) and April 2024–March 2025 (ending in 1Q 2025).

- ANOMS data accounted for more than 99% of total 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. to 10:00 p.m.) increased by 4%, and daytime operations (7:00 a.m. to 7:00 p.m.) also increased by 4%. However, nighttime operations (10:00 p.m. to 7:00 a.m.) decreased by 1%.

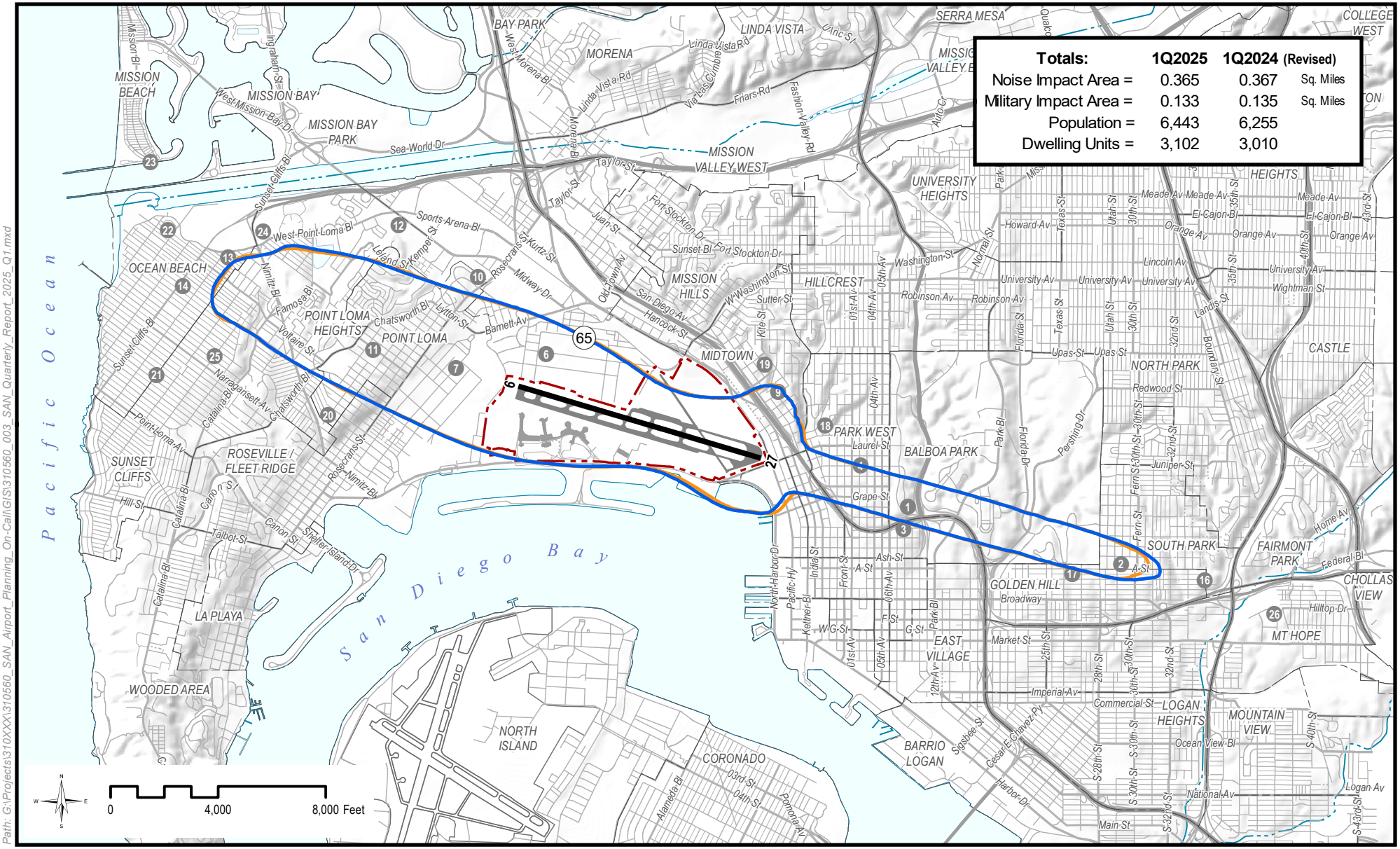
- Daytime equivalent operations increased by 2% in 1Q 2025. The increase in evening and daytime operations carried greater weight in the noise model, despite a decrease in nighttime operations.

- The air carrier fleet mix in the heavy and wide-body category increased by 21% in 2025, equating to approximately 18 daily operations. This represents an increase of three daily operations compared to 2024. Operations of heavy aircraft, namely the Boeing 777-200 series, increased by 92%, or about two daily operations, compared to the previous year. This growth was primarily driven by British Airways and United Airlines. Operations of other heavy aircraft, including the A306, A330, A350, and B788/B789, increased by 16% in 2025 compared to the previous year.

- Overall, air carrier operations by narrow-body aircraft from the Airbus and Boeing families increased by 3% in 2025 compared to the previous year. The Airbus fleet (A319, A320, A321, A220) increased by 8%, while the Boeing narrow-body fleet (B737-300, B737-400, B737-800, B737 MAX, B757) showed modest growth of less than 1%.

- The overall increase in operations, combined with growth in the heavy and wide-body category, contributed to a slight expansion of the physical contour area of 0.02 square miles. However, the Noise Impact Area (NIA) decreased by 0.5%, and the Military Impact Area (MIA) decreased by 1.5%.

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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# Comparison of the 2024 and 2025 First Quarter 65 dB Community Noise Equivalent Level (CNEL) Contours

## Community Sound Insulation Program

Per the Airport's Variance agreement requirements, the Airport Authority serves as the sponsor for an active Community Sound Insulation Program, also known as the Quieter Home Program (QHP). Additionally, in 2020, the Airport initiated a non-residential sound insulation program. One facility has been completed, and the QHP team is currently working on the second non-residential facility. Funding for the program is provided by grants awarded from the Airport Improvement Plan (AIP) component of the FAA's Airport and Airway Trust Fund (AATF), Airport Operating Revenues, and fines imposed for non-compliance with Airport Authority Code 9.40, Airport Use Regulations. Eligibility for the QHP is determined based on contours from FAA-accepted Noise Exposure Maps as part of the Part 150 Noise Compatibility Program.

As of the end of the First Quarter 2025, QHP has completed 5,874 homes, with a waitlist of 1,205 units.

## Aircraft Noise Complaints

During the Quarter, the Aircraft Noise Office received a total of 2,376 complaints from 63 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 accessed at the following website: https://aspm.faa.gov/opsnet/sys/Airport.asp. Table 2 below presents statistics on itinerant aircraft operations by FAA category for the current calendar year quarter, compared to the same period last year.

**Table 2**

| Operations | 1Q 2025 | 1Q 2024 | Net Change | Percent Change |
|---|---|---|---|---|
| Air Carrier | 46,969 | 45,241 | 1,728 | 3.8% |
| Air Taxi | 3,344 | 3,521 | -177 | -5.0% |
| General Aviation | 1,880 | 2,035 | -155 | -7.6% |
| Military | 83 | 218 | -135 | -61.9% |
| **Total** | **52,276** | **51,015** | **1,261** | **2.5%** |

## 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 40 noise curfew violations were recorded. Four violations resulted in a $28,000 penalty.

## 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 # | Quarterly CNEL[1] (dB) | Annual CNEL[1] (dB) |
|---|---|---|
| RMT 1 | 69.1 | 69.6 |
| RMT 2 | 65.1 | 65.5 |
| RMT 3 | 66.2 | 65.3 |
| RMT 4 | 65.4 | 65.0 |
| RMT 5[2] | * | * |
| RMT 6 | 68.4 | 68.5 |
| RMT 7 | 73.1 | 73.9 |
| RMT 8[2] | * | * |
| RMT 9 | 66.0 | 66.2 |
| RMT 10 | 63.2 | 63.2 |
| RMT 11 | 70.0 | 70.9 |
| RMT 12 | 60.6 | 61.1 |
| RMT 13 | 64.2 | 64.7 |
| RMT 14 | 64.0 | 64.0 |
| RMT 15[2] | * | * |
| RMT 16 | 63.7 | 63.8 |
| RMT 17 | 63.8 | 64.2 |
| RMT 18 | 61.3 | 59.7 |
| RMT 19 | 63.2 | 62.5 |
| RMT 20 | 81.0 | 75.8 |
| RMT 21 | 57.2 | 58.4 |
| RMT 22 | 62.4 | 62.9 |
| RMT 23 | 61.0 | 61.2 |
| RMT 24 | 63.7 | 64.1 |
| RMT 25 | 60.0 | 60.4 |
| RMT 26 | 62.8 | 62.7 |

**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 | 1Q 2025 | 1Q 2024 | Change (dB) |
|---|---|---|---|
| Arrivals | 95.9 | 96.5 | -0.6 |
| Departures | 100.7 | 101.3 | -0.6 |

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 present 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), January – March 2025

| Aircraft Type | SENEL (dB) | Origin | Flight Number | Date Time |
|---|---|---|---|---|
| B764 | 98.7 | ATL | DAL712 | 3/31/2025 8:09:19 PM |
| B764 | 97.9 | JFK | DAL683 | 3/15/2025 1:52:22 PM |
| B772 | 97.7 | IAD | UAL1831 | 3/2/2025 8:31:17 PM |
| B763 | 97.1 | ELP | CSB529 | 3/3/2025 3:30:41 AM |
| B763 | 96.8 | MEM | FDX1422 | 3/13/2025 5:52:03 AM |
| B764 | 96.7 | JFK | DAL683 | 3/18/2025 11:46:46 AM |
| B763 | 96.6 | SDF | UPS922 | 3/15/2025 5:11:47 AM |
| B763 | 96.4 | SDF | UPS964 | 1/19/2025 5:45:59 PM |
| B763 | 96.3 | SDF | UPS922 | 3/6/2025 5:55:42 AM |
| A321 | 96.2 | PHX | AAL1557 | 3/8/2025 12:24:20 PM |
| B763 | 96.2 | ATL | DAL712 | 3/25/2025 6:31:35 PM |
| B763 | 96.2 | SDF | UPS2636 | 3/13/2025 5:12:36 PM |
| B772 | 96.2 | IAD | UAL1831 | 2/2/2025 8:39:55 PM |
| B772 | 96.1 | IAD | UAL1831 | 1/4/2025 9:02:11 PM |
| B763 | 96.1 | JFK | DAL683 | 1/11/2025 1:03:50 PM |
| B739 | 96.1 | SFO | UAL264 | 3/13/2025 9:52:05 AM |
| B763 | 96.0 | SDF | UPS922 | 2/14/2025 5:22:26 AM |
| B763 | 96.0 | ATL | DAL712 | 3/29/2025 6:21:29 PM |
| B763 | 96.0 | ATL | DAL731 | 2/19/2025 8:53:25 PM |
| B764 | 96.0 | ATL | DAL712 | 3/30/2025 7:09:51 PM |
| B763 | 96.0 | JFK | DAL683 | 2/15/2025 1:55:29 PM |
| B738 | 95.9 | ORD | UAL2683 | 3/13/2025 3:35:39 PM |
| B772 | 95.9 | IAD | UAL2054 | 3/31/2025 11:02:24 PM |
| A35K | 95.9 | LHR | BAW82P | 3/18/2025 4:14:01 PM |
| B753 | 95.8 | ATL | DAL725 | 2/16/2025 1:48:15 PM |
| B772 | 95.7 | IAD | UAL1831 | 3/14/2025 10:37:02 PM |
| B763 | 95.7 | JFK | DAL683 | 3/1/2025 11:23:04 AM |
| B763 | 95.7 | JFK | DAL683 | 1/4/2025 11:49:56 AM |
| B738 | 95.7 | ORD | AAL2131 | 3/13/2025 12:47:03 PM |
| B763 | 95.6 | SDF | UPS922 | 3/7/2025 5:19:54 AM |
| A35K | 95.6 | LHR | BAW82P | 2/7/2025 4:32:23 PM |
| B763 | 95.6 | MEM | FDX1422 | 1/17/2025 5:36:27 AM |

## Table 5 – Continued

Quarterly SENEL Survey — Arrivals (RMT #1), January – March 2025

| Aircraft Type | SENEL (dB) | Origin | Flight Number | Date Time |
|---|---|---|---|---|
| A35K | 95.6 | LHR | BAW82P | 2/17/2025 3:34:06 PM |
| B739 | 95.6 | IAD | UAL2029 | 1/30/2025 3:43:19 PM |
| B763 | 95.6 | IND | FDX1754 | 3/6/2025 6:29:13 AM |
| B772 | 95.6 | IAD | UAL1831 | 3/6/2025 11:06:53 PM |
| B763 | 95.6 | MEM | FDX1422 | 2/11/2025 6:10:29 AM |
| B763 | 95.6 | IND | FDX1754 | 2/18/2025 6:34:40 AM |
| B739 | 95.6 | HNL | ASA892 | 3/13/2025 6:55:01 AM |
| B763 | 95.5 | SDF | UPS2636 | 3/6/2025 5:38:19 PM |
| B77W | 95.5 | LHR | BAW265 | 3/30/2025 2:39:25 PM |
| B763 | 95.5 | ELP | CSB529 | 2/6/2025 10:16:49 AM |
| B737 | 95.5 | MDW | SWA2272 | 3/13/2025 2:33:13 PM |
| B772 | 95.5 | IAD | UAL1831 | 1/16/2025 11:17:13 PM |
| B763 | 95.4 | SDF | UPS2636 | 2/12/2025 5:13:18 PM |
| B739 | 95.4 | IAH | UAL222 | 3/3/2025 4:11:44 PM |
| B752 | 95.4 | EWR | UAL1626 | 3/12/2025 8:17:00 PM |
| B763 | 95.4 | MEM | FDX1422 | 3/27/2025 5:32:34 AM |
| A35K | 95.4 | LHR | BAW82P | 1/11/2025 4:38:33 PM |
| B752 | 95.3 | EWR | UAL1726 | 2/20/2025 8:22:27 PM |
| B763 | 95.3 | ELP | CSB529 | 1/29/2025 10:06:50 AM |
| B763 | 95.3 | SDF | UPS5636 | 1/10/2025 5:21:43 PM |
| B763 | 95.3 | MEM | FDX1422 | 3/29/2025 5:18:04 AM |
| B752 | 95.3 | OAK | FDX1889 | 3/6/2025 4:11:02 AM |
| B763 | 95.3 | ELP | CSB529 | 3/13/2025 9:33:23 AM |
| E75L | 95.2 | LAX | SKW4087 | 3/15/2025 4:44:28 PM |
| B763 | 95.2 | MEM | FDX1422 | 2/12/2025 6:00:44 AM |
| B739 | 95.2 | IAD | UAL2029 | 3/4/2025 3:29:24 PM |
| B738 | 95.2 | SEA | DAL2672 | 3/6/2025 10:03:34 PM |
| B753 | 95.2 | ATL | DAL894 | 2/20/2025 1:12:25 PM |
| B763 | 95.1 | IND | FDX1754 | 1/29/2025 5:19:06 AM |
| B763 | 95.1 | SDF | UPS2636 | 2/27/2025 4:36:17 PM |
| B772 | 95.1 | IAD | UAL1831 | 2/14/2025 9:04:28 PM |
| B763 | 95.1 | ATL | DAL712 | 3/17/2025 6:37:20 PM |

## Table 6

Quarterly SENEL Survey — Departures (RMT #7), January – March 2025

| Aircraft Type | SENEL (dB) | Destination | Flight Number | Date Time |
|---|---|---|---|---|
| A332 | 102.6 | HNL | HAL15 | 3/5/2025 7:50:59 AM |
| A332 | 101.9 | HNL | HAL15 | 2/12/2025 8:20:48 AM |
| A332 | 101.9 | HNL | HAL15 | 2/6/2025 9:22:06 AM |
| B764 | 101.5 | ATL | DAL762 | 3/31/2025 8:21:42 AM |
| B739 | 101.3 | IAD | UAL2129 | 1/30/2025 9:40:47 PM |
| A332 | 101.2 | HNL | HAL15 | 2/5/2025 7:41:23 AM |
| B739 | 101.2 | IAD | UAL2129 | 2/6/2025 10:19:34 PM |
| A332 | 101.2 | HNL | HAL15 | 1/5/2025 8:29:42 AM |
| A321 | 101.1 | CLT | AAL488 | 1/31/2025 6:35:13 AM |
| A35K | 101.1 | LHR | BAW9SW | 3/22/2025 8:57:39 PM |
| B739 | 101.0 | EWR | UAL427 | 1/3/2025 10:39:44 PM |
| A332 | 101.0 | HNL | HAL15 | 1/31/2025 8:03:51 AM |
| A332 | 101.0 | HNL | HAL15 | 2/8/2025 7:49:33 AM |
| A332 | 100.9 | HNL | HAL15 | 1/4/2025 8:05:38 AM |
| A321 | 100.9 | CLT | AAL1482 | 3/15/2025 11:22:15 PM |
| A321 | 100.9 | CLT | AAL1482 | 2/15/2025 10:19:41 PM |
| A321 | 100.8 | ATL | DAL729 | 2/2/2025 6:39:29 AM |
| B739 | 100.8 | BOS | ASA390 | 3/15/2025 12:06:15 PM |
| A321 | 100.8 | PHL | AAL2974 | 3/1/2025 9:49:35 AM |
| A332 | 100.8 | HNL | HAL15 | 2/28/2025 7:51:40 AM |
| A321 | 100.7 | ATL | DAL729 | 1/31/2025 6:39:38 AM |
| A321 | 100.6 | CLT | AAL482Q | 3/28/2025 10:24:45 PM |
| B739 | 100.6 | BOS | ASA390 | 1/7/2025 8:42:11 AM |
| A321 | 100.6 | CLT | AAL1482 | 1/16/2025 10:12:27 PM |
| A332 | 100.6 | HNL | HAL15 | 1/18/2025 7:53:41 AM |
| A332 | 100.6 | HNL | HAL15 | 3/7/2025 8:05:48 AM |
| A321 | 100.6 | CLT | AAL582 | 3/14/2025 2:14:51 PM |
| B739 | 100.6 | EWR | UAL427 | 2/22/2025 8:03:25 AM |
| B772 | 100.5 | LHR | BAW264 | 3/31/2025 8:48:32 PM |
| B739 | 100.5 | HNL | ASA895 | 3/25/2025 7:42:04 PM |
| A321 | 100.5 | DFW | AAL2542 | 1/30/2025 8:47:05 AM |
| A332 | 100.5 | HNL | HAL15 | 2/15/2025 8:11:41 AM |

## Table 6 – Continued

Quarterly SENEL Survey — Departures (RMT #7), January – March 2025

| Aircraft Type | SENEL (dB) | Destination | Flight Number | Date Time |
|---|---|---|---|---|
| A321 | 100.5 | ATL | DAL729 | 3/31/2025 6:32:41 AM |
| A321 | 100.5 | CLT | AAL488 | 2/7/2025 6:52:20 AM |
| A321 | 100.5 | CLT | AAL1150 | 2/8/2025 7:54:52 AM |
| B739 | 100.4 | HNL | ASA897 | 1/3/2025 5:24:31 PM |
| A332 | 100.4 | HNL | HAL15 | 1/27/2025 7:40:00 AM |
| A321 | 100.4 | CLT | AAL1482 | 2/12/2025 10:15:03 PM |
| B739 | 100.4 | EWR | UAL427 | 2/15/2025 7:16:26 AM |
| A332 | 100.4 | HNL | HAL15 | 3/15/2025 7:22:05 AM |
| A321 | 100.4 | CLT | AAL1482 | 1/3/2025 10:14:45 PM |
| A321 | 100.4 | CLT | AAL1150 | 3/15/2025 7:48:55 AM |
| A321 | 100.4 | DTW | DAL492 | 3/22/2025 12:37:24 PM |
| B739 | 100.4 | EWR | ASA302 | 2/17/2025 11:05:38 AM |
| B739 | 100.3 | JFK | ASA36 | 3/30/2025 11:25:58 PM |
| A321 | 100.3 | CLT | AAL488 | 1/19/2025 6:33:38 AM |
| A321 | 100.3 | CLT | AAL1651 | 3/31/2025 7:13:36 AM |
| B739 | 100.3 | BOS | ASA390 | 2/16/2025 11:05:34 AM |
| A332 | 100.3 | HNL | HAL15 | 1/17/2025 7:54:26 AM |
| B739 | 100.3 | IAD | UAL2129 | 2/17/2025 9:57:16 PM |
| A332 | 100.3 | HNL | HAL15 | 1/7/2025 8:06:09 AM |
| A332 | 100.3 | HNL | HAL15 | 3/31/2025 7:24:48 AM |
| B739 | 100.3 | EWR | ASA282 | 1/3/2025 7:23:20 AM |
| A332 | 100.3 | HNL | HAL15 | 3/21/2025 7:26:23 AM |
| B739 | 100.3 | OGG | ASA829 | 3/16/2025 10:12:07 AM |
| A321 | 100.3 | PHL | AAL1308 | 2/8/2025 7:11:42 AM |
| A321 | 100.2 | CLT | AAL488 | 3/16/2025 7:01:06 AM |
| A321 | 100.2 | CLT | AAL1482 | 1/25/2025 10:12:17 PM |
| A321 | 100.2 | PHL | AAL2974 | 3/29/2025 10:00:49 AM |
| A321 | 100.2 | CLT | AAL1954 | 3/22/2025 12:56:21 PM |
| A332 | 100.2 | HNL | HAL15 | 2/9/2025 7:51:08 AM |
| A35K | 100.2 | LHR | BAW9SW | 2/12/2025 6:37:40 PM |
| B739 | 100.2 | IAD | UAL2129 | 1/31/2025 9:37:13 PM |
| A332 | 100.2 | HNL | HAL15 | 2/14/2025 7:58:17 AM |

## Table 7

Average Daily Operations [3] by Runway, Operation Type, Time of Day, and Aircraft Type
January – March 2025

| | Runway 27 | | | | | | Runway 9 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Arrivals | | | Departures | | | Arrivals | | | Departures | | | |
| Aircraft Type | 7:00-18:59 | 19:00-21:59 | 22:00-6:59 | 7:00-18:59 | 19:00-21:59 | 22:00-6:59 | 7:00-18:59 | 19:00-21:59 | 22:00-6:59 | 7:00-18:59 | 19:00-21:59 | 22:00-6:59 | Total |
| A20N | 4 | 1 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| A21N | 7 | 4 | 3 | 9 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 30 |
| A223 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| A320 | 3 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| A321 | 20 | 7 | 4 | 20 | 2 | 9 | 2 | 1 | 1 | 1 | 0 | 0 | 67 |
| A332 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| A359 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| A35K | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| AT76 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| B38M | 16 | 5 | 3 | 19 | 2 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 52 |
| B39M | 7 | 4 | 1 | 10 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 27 |
| B737 | 37 | 9 | 3 | 39 | 8 | 3 | 4 | 1 | 0 | 3 | 1 | 0 | 108 |
| B738 | 20 | 4 | 3 | 22 | 3 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 58 |
| B739 | 11 | 4 | 2 | 14 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 37 |
| B752 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| B763 | 2 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 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 |
| C208 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| CRJ9 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| E295 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| E75L | 27 | 8 | 3 | 27 | 7 | 4 | 3 | 1 | 0 | 2 | 1 | 0 | 83 |
| **Total** | **163** | **49** | **25** | **178** | **32** | **32** | **16** | **3** | **1** | **13** | **2** | **0** | **514** |

[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) | Day Duration (sec) | SENEL Evening Threshold (dB) | Evening Duration (sec) | SENEL Night Threshold (dB) | Night 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 and Monthly CNEL Levels — January 2025

| Day | RMT 1 | RMT 2 | RMT 3 | RMT 4 | RMT 6 | RMT 7 | RMT 9 | RMT 10 | RMT 11 | RMT 12 | RMT 13 | RMT 14 | RMT 16 | RMT 17 | RMT 18 | RMT 19 | RMT 20 | RMT 21 | RMT 22 | RMT 23 | RMT 24 | RMT 25 | RMT 26 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 68.6 | 64.6 | 64.9 | 64.4 | 67.8 | 73.7 | 65.2 | 61.9 | 70.2 | 59.0 | 64.0 | 63.0 | 63.0 | 63.5 | 57.0 | 58.6 | 71.0 | 55.1 | 62.0 | 59.9 | 62.8 | 59.2 | 61.6 |
| 2 | 68.3 | 62.5 | 61.7 | 63.0 | 67.9 | 73.5 | 66.4 | 61.9 | 69.6 | 64.1 | 63.3 | 62.3 | 61.9 | 61.2 | 62.9 | 63.7 | 63.1 | 56.0 | 62.2 | 59.3 | 63.2 | 58.7 | 59.1 |
| 3 | 70.4 | 66.3 | 67.1 | 66.2 | 68.9 | 75.2 | 65.4 | 65.7 | 71.8 | 61.2 | 65.2 | 64.2 | 65.7 | 65.0 | 60.7 | 62.6 | 70.2 | 56.1 | 63.6 | 61.7 | 64.7 | 59.6 | 63.6 |
| 4 | 70.2 | 66.1 | 68.1 | 66.3 | 68.6 | 74.4 | 62.3 | 63.5 | 71.4 | 61.5 | 65.8 | 64.3 | 64.3 | 64.8 | 56.0 | 55.2 | 67.0 | 58.5 | 64.1 | 62.6 | 65.0 | 61.8 | 63.6 |
| 5 | 69.5 | 65.2 | 66.5 | 64.3 | 69.1 | 74.1 | 68.0 | 63.9 | 70.3 | 61.6 | 64.3 | 62.4 | 64.0 | 64.1 | 64.9 | 64.6 | 64.2 | 55.6 | 62.6 | 62.1 | 64.0 | 59.1 | 62.3 |
| 6 | 69.3 | 64.9 | 63.3 | 63.3 | 68.6 | 73.4 | 67.0 | 62.8 | 70.1 | 62.1 | 64.3 | 62.5 | 63.9 | 63.3 | 62.3 | 64.1 | 63.3 | 56.3 | 62.2 | 61.1 | 63.8 | 59.2 | 61.8 |
| 7 | 67.1 | 62.7 | 64.8 | 65.7 | 65.9 | 72.0 | 60.0 | 60.9 | 69.5 | 58.8 | 62.7 | 64.3 | 61.4 | 61.6 | 58.8 | 55.9 | 72.7 | 56.2 | 61.0 | 59.5 | 61.7 | 59.5 | 60.2 |
| 8 | 66.6 | 62.5 | 64.5 | 61.6 | 67.0 | 71.9 | 62.9 | 60.2 | 68.2 | 58.8 | 62.2 | 61.4 | 61.2 | 61.2 | 58.7 | 60.1 | 75.3 | 55.6 | 60.3 | 58.7 | 61.8 | 58.1 | 60.1 |
| 9 | 66.8 | 62.7 | 66.5 | 62.3 | 68.0 | 72.1 | 62.3 | 60.6 | 68.5 | 57.9 | 61.4 | 60.3 | 62.1 | 61.0 | 56.5 | 59.8 | 62.4 | 53.5 | 59.4 | 57.2 | 61.3 | 56.8 | 59.4 |
| 10 | 68.4 | 63.8 | 67.9 | 62.5 | 66.9 | 70.9 | 62.3 | 68.3 | 67.2 | 57.1 | 61.1 | 59.8 | 63.5 | 62.4 | 57.9 | 59.1 | 74.6 | 54.1 | 59.1 | 56.2 | 61.4 | 57.2 | 60.7 |
| 11 | 67.6 | 63.5 | 66.5 | 61.8 | 66.5 | 71.6 | 62.4 | 60.9 | 68.3 | 59.3 | 62.7 | 60.6 | 62.8 | 61.9 | 55.2 | 59.8 | 65.1 | 54.4 | 60.8 | 59.2 | 62.5 | 57.8 | 61.2 |
| 12 | 67.3 | 63.5 | 66.2 | 62.0 | 68.4 | 71.8 | 64.5 | 60.6 | 68.1 | 59.0 | 62.0 | 60.8 | 62.3 | 62.2 | 57.9 | 61.7 | 65.2 | 54.0 | 60.1 | 59.2 | 62.2 | 59.0 | 60.3 |
| 13 | 64.0 | 61.6 | 63.8 | 60.6 | 67.1 | 70.6 | 60.0 | 65.2 | 67.0 | 60.2 | 61.7 | 60.2 | 59.9 | 59.9 | 47.6 | 55.4 | 63.4 | 55.0 | 61.8 | 56.7 | 61.0 | 56.1 | 58.4 |
| 14 | 63.6 | 59.4 | 63.5 | 64.4 | 67.4 | 69.8 | 60.5 | 62.6 | 67.4 | 53.4 | 59.4 | 63.4 | 58.3 | 59.2 | 60.7 | 56.5 | 68.0 | 51.5 | 55.4 | 58.1 | 57.5 | 52.9 | 55.9 |
| 15 | 67.0 | 62.3 | 66.1 | 61.4 | 66.8 | 70.7 | 64.5 | 60.3 | 66.9 | 60.1 | 60.7 | 60.1 | 62.8 | 60.8 | 60.0 | 62.5 | 62.5 | 53.7 | 59.3 | 56.1 | 60.8 | 56.3 | 58.9 |
| 16 | 69.8 | 65.8 | 66.3 | 63.8 | 68.8 | 73.0 | 66.1 | 63.7 | 70.0 | 60.3 | 63.9 | 62.0 | 64.8 | 64.1 | 60.7 | 64.9 | 60.3 | 57.0 | 61.9 | 60.1 | 63.7 | 59.3 | 63.0 |
| 17 | 69.8 | 66.0 | 67.8 | 64.4 | 69.3 | 73.7 | 65.7 | 63.6 | 71.1 | 61.6 | 65.6 | 63.8 | 65.3 | 64.4 | 63.0 | 64.9 | 64.0 | 58.6 | 63.7 | 61.7 | 64.6 | 61.1 | 63.2 |
| 18 | 68.3 | 64.4 | 64.7 | 62.4 | 67.2 | 72.2 | 62.3 | 61.8 | 69.1 | 61.0 | 63.8 | 62.0 | 63.1 | 62.7 | 55.8 | 58.1 | 65.6 | 55.7 | 62.3 | 60.4 | 63.7 | 59.0 | 61.5 |
| 19 | 68.9 | 65.1 | 63.5 | 64.0 | 67.6 | 72.5 | 65.2 | 62.5 | 69.8 | 60.3 | 64.6 | 63.0 | 62.8 | 63.4 | 56.3 | 62.2 | 70.0 | 56.8 | 62.7 | 61.0 | 64.3 | 60.4 | 62.2 |
| 20 | 65.5 | 62.3 | 62.8 | 63.7 | 67.0 | 73.1 | 63.9 | 61.7 | 70.2 | 60.8 | 63.6 | 63.9 | 60.3 | 60.8 | 58.8 | 56.7 | 74.2 | 56.7 | 62.8 | 59.7 | 62.5 | 59.7 | 58.9 |
| 21 | 64.1 | 60.3 | 62.9 | 59.3 | 64.3 | 69.2 | 61.4 | 56.9 | 64.8 | 51.9 | 59.2 | 56.3 | 59.4 | 58.4 | 54.2 | 58.4 | 72.8 | 53.4 | 53.9 | 51.0 | 58.2 | 49.3 | 56.7 |
| 22 | 66.7 | 61.7 | 65.4 | 61.0 | 65.8 | 69.7 | 64.6 | 58.2 | 65.1 | 57.9 | 58.2 | 58.1 | 61.7 | 60.5 | 61.2 | 62.6 | 62.9 | 50.4 | 55.5 | 53.1 | 59.8 | 53.3 | 57.6 |
| 23 | 66.0 | 60.9 | 67.1 | 60.8 | 67.5 | 70.5 | 65.6 | 58.3 | 65.3 | 55.7 | 58.1 | 57.1 | 61.1 | 58.7 | 65.1 | 62.5 | 66.0 | 49.2 | 55.1 | 52.3 | 59.8 | 51.0 | 56.4 |
| 24 | 67.8 | 61.9 | 68.2 | 61.5 | 67.0 | 70.9 | 63.7 | 58.6 | 65.9 | 58.6 | 58.3 | 56.7 | 62.3 | 59.8 | 61.1 | 62.7 | 62.6 | 52.2 | 55.7 | 54.7 | 60.1 | 52.8 | 56.8 |
| 25 | 67.2 | 63.4 | 62.9 | 64.8 | 66.7 | 71.9 | 66.4 | 60.5 | 69.0 | 59.2 | 62.3 | 62.0 | 62.9 | 61.9 | 60.7 | 64.0 | 73.3 | 54.7 | 60.5 | 59.2 | 62.5 | 56.7 | 60.8 |
| 26 | 69.1 | 65.6 | 61.8 | 63.8 | 68.7 | 72.5 | 66.1 | 63.1 | 69.5 | 60.9 | 64.6 | 62.7 | 64.2 | 64.0 | 53.7 | 64.4 | 75.1 | 56.8 | 62.8 | 61.2 | 64.5 | 60.1 | 62.5 |
| 27 | 69.1 | 65.2 | 64.7 | 63.3 | 67.8 | 72.3 | 63.9 | 62.9 | 69.8 | 60.6 | 64.7 | 63.1 | 64.0 | 63.7 | 54.4 | 63.3 | 65.5 | 58.4 | 62.9 | 60.9 | 64.0 | 60.7 | 62.6 |
| 28 | 69.4 | 65.0 | 64.2 | 64.5 | 67.4 | 71.5 | 65.3 | 62.1 | 68.3 | 61.3 | 63.6 | 62.2 | 63.9 | 63.0 | 56.2 | 64.1 | 60.6 | 58.5 | 61.8 | 59.9 | 63.2 | 59.6 | 62.3 |
| 29 | 68.5 | 64.6 | 63.9 | 63.0 | 67.2 | 72.8 | 64.6 | 62.6 | 69.8 | 60.9 | 64.1 | 62.8 | 63.3 | 62.9 | 53.1 | 61.6 | 67.3 | 58.0 | 62.5 | 60.9 | 63.3 | 60.6 | 62.2 |
| 30 | 69.5 | 65.5 | 66.7 | 63.9 | 68.2 | 73.7 | 68.6 | 63.2 | 70.1 | 61.8 | 64.9 | 63.6 | 64.1 | 63.9 | 60.4 | 64.7 | 70.1 | 58.8 | 63.5 | 61.2 | 64.8 | 60.9 | 63.1 |
| 31 | 70.0 | 65.8 | 67.5 | 64.1 | 68.2 | 73.5 | 65.6 | 63.2 | 70.5 | 62.2 | 65.3 | 63.6 | 64.4 | 64.3 | 61.5 | 62.5 | 75.4 | 57.7 | 63.5 | 62.0 | 64.9 | 60.6 | 62.9 |
| Month CNEL | 68.2 | 64.1 | 65.6 | 63.5 | 67.7 | 72.4 | 64.8 | 62.6 | 69.1 | 60.2 | 63.3 | 62.2 | 63.0 | 62.6 | 59.9 | 62.1 | 70.1 | 56.0 | 61.5 | 59.7 | 62.9 | 58.8 | 61.2 |

**Table 10**

Daily and Monthly CNEL Levels — February 2025

| 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 | 67.1 | 63.3 | 64.3 | 61.7 | 67.1 | 72.0 | 64.8 | 61.2 | 68.6 | 59.9 | 63.1 | 61.7 | 62.0 | 61.7 | 59.1 | 61.7 | 69.1 | 56.4 | 61.3 | 58.5 | 63.3 | 59.0 | 60.1 |
| 2 | 68.3 | 64.4 | 64.8 | 66.9 | 67.4 | 73.7 | 65.3 | 61.5 | 70.7 | 58.8 | 63.7 | 65.1 | 62.4 | 63.2 | 61.6 | 60.1 | 75.3 | 56.1 | 61.7 | 59.6 | 64.0 | 59.8 | 61.5 |
| 3 | 66.1 | 61.9 | 64.7 | 68.0 | 67.2 | 73.2 | 64.0 | 58.8 | 70.5 | 56.0 | 60.7 | 65.6 | 59.4 | 61.7 | 63.7 | 58.7 | 79.6 | 54.6 | 61.1 | 54.8 | 59.5 | 56.9 | 58.3 |
| 4 | 67.7 | 64.2 | 63.8 | 62.1 | 67.1 | 71.9 | 65.2 | 61.8 | 69.1 | 59.4 | 63.9 | 62.8 | 62.9 | 62.5 | 47.9 | 63.9 | 59.5 | 57.0 | 62.0 | 60.3 | 63.1 | 59.7 | 61.4 |
| 5 | 68.0 | 63.2 | 65.0 | 66.6 | 66.9 | 73.5 | 63.8 | 60.8 | 71.0 | 58.5 | 63.4 | 65.5 | 61.4 | 62.0 | 60.8 | 60.2 | 71.7 | 57.4 | 61.2 | 59.4 | 62.2 | 59.8 | 60.5 |
| 6 | 68.9 | 64.4 | 69.1 | 71.4 | 68.9 | 74.8 | 66.5 | 61.3 | 72.4 | 57.0 | 62.8 | 67.3 | 63.4 | 64.9 | 66.9 | 64.8 | 59.3 | 56.6 | 60.6 | 57.8 | 60.6 | 57.9 | 61.3 |
| 7 | 69.2 | 65.1 | 67.9 | 67.5 | 68.7 | 74.6 | 66.3 | 62.7 | 72.0 | 60.1 | 65.1 | 65.9 | 63.5 | 64.3 | 61.9 | 62.9 | 77.5 | 56.5 | 63.4 | 61.3 | 64.8 | 60.2 | 62.5 |
| 8 | 68.2 | 64.1 | 65.0 | 63.1 | 66.7 | 71.8 | 63.4 | 61.5 | 68.7 | 59.2 | 64.1 | 62.0 | 62.4 | 62.6 | 50.9 | 59.7 | 71.5 | 55.6 | 61.9 | 60.1 | 63.0 | 59.0 | 61.3 |
| 9 | 68.1 | 64.7 | 63.3 | 63.0 | 68.1 | 72.4 | 65.8 | 62.3 | 69.4 | 60.1 | 64.0 | 62.2 | 62.7 | 63.0 | 59.1 | 62.7 | 69.6 | 56.0 | 62.0 | 60.1 | 63.6 | 59.9 | 62.2 |
| 10 | 68.6 | 65.3 | 61.9 | 63.6 | 68.5 | 72.4 | 64.5 | 64.4 | 69.8 | 62.0 | 64.7 | 63.2 | 63.7 | 64.0 | 55.5 | 60.4 | 70.0 | 57.9 | 62.8 | 60.8 | 64.2 | 60.6 | 62.8 |
| 11 | 68.4 | 64.9 | 62.2 | 63.1 | 67.5 | 71.0 | 65.3 | 62.2 | 68.0 | 59.3 | 63.5 | 61.9 | 63.4 | 63.2 | 59.1 | 62.4 | 77.9 | 58.8 | 61.8 | 60.4 | 63.2 | 59.7 | 61.9 |
| 12 | 69.0 | 65.1 | 64.2 | 66.9 | 69.2 | 73.5 | 66.5 | 62.5 | 70.1 | 59.5 | 63.6 | 64.5 | 64.2 | 64.1 | 63.5 | 64.0 | 81.7 | 56.1 | 62.0 | 60.7 | 62.7 | 59.0 | 62.1 |
| 13 | 70.1 | 65.8 | 69.5 | 74.5 | 73.0 | 75.2 | 68.8 | 63.2 | 73.1 | 56.5 | 59.6 | 68.7 | 66.1 | 65.9 | 71.7 | 66.5 | 96.0 | 57.7 | 58.1 | 57.0 | 51.0 | 54.1 | 63.0 |
| 14 | 70.2 | 66.2 | 67.6 | 65.2 | 69.8 | 75.1 | 68.2 | 65.0 | 72.5 | 63.1 | 66.5 | 67.0 | 64.4 | 64.8 | 61.6 | 65.8 | 76.3 | 59.0 | 64.6 | 64.6 | 65.8 | 62.8 | 63.1 |
| 15 | 69.5 | 65.5 | 67.6 | 63.7 | 68.6 | 73.9 | 64.1 | 63.0 | 70.7 | 61.6 | 65.0 | 65.0 | 63.7 | 64.1 | 51.3 | 69.5 | 74.4 | 58.8 | 63.4 | 62.5 | 64.4 | 61.8 | 73.6 |
| 16 | 69.0 | 65.1 | 66.8 | 63.6 | 68.3 | 73.1 | 66.3 | 62.8 | 69.8 | 60.4 | 64.0 | 62.7 | 63.5 | 63.7 | 60.0 | 0.0 | 71.7 | 56.3 | 62.1 | 60.3 | 63.9 | 60.0 | 61.9 |
| 17 | 68.7 | 65.0 | 62.8 | 64.3 | 68.7 | 75.0 | 66.7 | 63.1 | 71.9 | 60.2 | 65.4 | 65.9 | 63.0 | 63.4 | 55.6 | 64.2 | 70.9 | 57.8 | 63.7 | 61.4 | 64.6 | 60.6 | 61.7 |
| 18 | 68.9 | 65.0 | 64.4 | 63.3 | 67.8 | 73.8 | 63.5 | 62.4 | 70.8 | 59.5 | 64.8 | 64.9 | 63.4 | 63.6 | 51.1 | 60.0 | 66.4 | 59.2 | 63.3 | 62.0 | 63.9 | 60.9 | 62.1 |
| 19 | 68.9 | 65.0 | 66.0 | 63.8 | 67.9 | 72.7 | 67.4 | 62.5 | 69.7 | 61.8 | 63.9 | 62.9 | 63.7 | 63.5 | 59.2 | 65.3 | 72.3 | 57.1 | 62.2 | 60.3 | 63.7 | 60.2 | 62.0 |
| 20 | 70.2 | 65.7 | 65.4 | 66.7 | 69.1 | 73.9 | 68.6 | 63.0 | 70.9 | 60.5 | 64.8 | 64.4 | 64.1 | 64.1 | 59.0 | 65.7 | 64.5 | 58.0 | 63.2 | 61.1 | 64.4 | 59.9 | 62.6 |
| 21 | 69.3 | 65.5 | 68.3 | 65.5 | 68.0 | 73.1 | 66.6 | 62.0 | 70.0 | 62.1 | 64.0 | 64.0 | 64.4 | 64.2 | 60.5 | 61.7 | 65.6 | 57.1 | 62.3 | 60.8 | 64.0 | 62.2 | 62.6 |
| 22 | 68.5 | 63.3 | 67.3 | 62.3 | 67.0 | 72.5 | 66.7 | 65.1 | 68.9 | 59.6 | 62.6 | 62.6 | 62.8 | 62.0 | 59.6 | 65.0 | 74.7 | 55.6 | 60.9 | 59.4 | 63.0 | 58.6 | 60.6 |
| 23 | 69.0 | 64.8 | 66.3 | 63.7 | 68.2 | 73.2 | 66.1 | 62.5 | 69.5 | 59.8 | 64.1 | 62.4 | 63.4 | 63.7 | 61.7 | 62.5 | 74.1 | 56.0 | 62.2 | 60.4 | 63.9 | 59.5 | 61.8 |
| 24 | 68.8 | 65.1 | 65.2 | 63.6 | 68.1 | 72.9 | 66.9 | 62.9 | 69.7 | 60.3 | 64.3 | 62.9 | 63.2 | 63.9 | 61.6 | 64.9 | 73.7 | 58.1 | 62.5 | 62.0 | 63.7 | 60.2 | 61.7 |
| 25 | 67.0 | 62.0 | 64.9 | 67.7 | 66.3 | 73.5 | 63.9 | 60.0 | 71.8 | 57.4 | 61.8 | 66.0 | 60.2 | 61.5 | 62.9 | 60.1 | 70.3 | 56.7 | 59.9 | 60.1 | 60.7 | 58.7 | 60.1 |
| 26 | 67.6 | 63.3 | 64.3 | 64.7 | 67.3 | 73.6 | 66.3 | 62.6 | 70.5 | 61.4 | 62.8 | 64.1 | 61.7 | 62.3 | 60.9 | 63.2 | 69.7 | 57.2 | 60.6 | 59.2 | 62.3 | 58.6 | 60.3 |
| 27 | 67.3 | 62.9 | 66.3 | 65.3 | 69.4 | 73.6 | 66.8 | 61.9 | 70.3 | 58.6 | 62.0 | 62.9 | 61.7 | 61.5 | 61.0 | 63.3 | 70.0 | 57.6 | 59.8 | 59.0 | 62.4 | 59.0 | 58.9 |
| 28 | 70.0 | 66.1 | 66.4 | 64.7 | 68.7 | 74.3 | 66.2 | 63.7 | 71.2 | 62.4 | 65.3 | 64.2 | 64.4 | 64.7 | 56.0 | 63.2 | 72.9 | 58.4 | 63.6 | 63.4 | 65.0 | 60.9 | 63.1 |
| Month (CNEL) | 68.7 | 64.7 | 66.0 | 66.5 | 68.4 | 73.5 | 66.1 | 62.6 | 70.6 | 60.1 | 63.9 | 64.6 | 63.2 | 63.5 | 62.2 | 63.8 | 82.2 | 57.3 | 62.1 | 60.6 | 63.4 | 59.9 | 63.5 |

## Table 11

Daily and Monthly CNEL Levels — March 2025

| 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 21 | RMT 22 | RMT 23 | RMT 24 | RMT 25 | RMT 26 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 68.5 | 64.8 | 62.4 | 63.1 | 67.7 | 72.5 | 65.2 | 62.2 | 69.5 | 60.5 | 64.5 | 63.3 | 63.3 | 63.1 | 57.4 | 62.1 | 67.1 | 57.4 | 57.4 | 62.8 | 62.0 | 64.1 | 60.6 | 61.5 |
| 2 | 70.5 | 66.9 | 64.5 | 65.6 | 69.4 | 72.3 | 66.2 | 64.2 | 69.3 | 61.9 | 65.0 | 63.5 | 65.0 | 65.6 | 60.9 | 63.5 | 87.0 | 57.9 | 57.9 | 63.3 | 63.4 | 64.8 | 61.2 | 64.1 |
| 3 | 69.8 | 65.9 | 66.2 | 64.1 | 69.4 | 71.8 | 67.5 | 63.6 | 69.0 | 61.1 | 64.8 | 63.1 | 64.6 | 64.4 | 63.3 | 64.8 | 87.4 | 59.1 | 59.1 | 64.0 | 63.7 | 64.2 | 61.4 | 63.2 |
| 4 | 68.0 | 64.5 | 65.4 | 62.7 | 67.1 | 72.4 | 62.8 | 62.4 | 69.6 | 59.9 | 64.1 | 63.1 | 62.9 | 62.8 | 53.9 | 56.7 | 72.4 | 57.9 | 57.9 | 62.5 | 60.5 | 63.5 | 60.3 | 61.5 |
| 5 | 69.6 | 65.4 | 62.7 | 66.1 | 68.2 | 72.7 | 64.5 | 63.0 | 69.5 | 61.2 | 64.5 | 63.4 | 63.7 | 63.9 | 57.9 | 61.7 | 82.8 | 57.6 | 57.6 | 62.6 | 60.7 | 63.9 | 60.7 | 62.5 |
| 6 | 71.5 | 67.9 | 65.6 | 66.9 | 70.1 | 72.8 | 67.8 | 66.8 | 69.6 | 63.4 | 66.4 | 71.8 | 66.2 | 66.5 | 64.1 | 65.2 | 92.0 | 62.0 | 62.0 | 65.8 | 63.3 | 65.6 | 64.2 | 65.0 |
| 7 | 71.2 | 67.4 | 69.1 | 65.3 | 69.8 | 73.7 | 68.3 | 64.8 | 70.5 | 62.7 | 65.8 | 64.0 | 66.7 | 65.9 | 56.8 | 66.1 | 73.6 | 58.3 | 58.3 | 63.8 | 63.3 | 65.5 | 61.7 | 64.6 |
| 8 | 69.3 | 65.4 | 67.8 | 64.0 | 67.6 | 71.9 | 63.7 | 62.0 | 69.0 | 59.8 | 63.6 | 62.9 | 63.7 | 63.7 | 56.4 | 59.2 | 73.8 | 56.9 | 56.9 | 62.4 | 59.7 | 63.2 | 60.5 | 62.4 |
| 9 | 69.6 | 65.4 | 68.1 | 64.1 | 68.8 | 73.4 | 64.4 | 63.4 | 69.7 | 60.4 | 64.9 | 63.7 | 63.7 | 64.2 | 55.8 | 62.5 | 67.5 | 56.9 | 56.9 | 63.2 | 61.3 | 64.6 | 60.4 | 62.3 |
| 10 | 69.8 | 66.0 | 64.9 | 64.2 | 68.6 | 72.4 | 67.1 | 64.1 | 69.4 | 61.4 | 64.6 | 62.8 | 64.5 | 64.5 | 61.5 | 64.9 | 63.9 | 58.2 | 58.2 | 63.5 | 61.0 | 64.3 | 60.2 | 63.0 |
| 11 | 68.0 | 64.0 | 68.0 | 70.6 | 70.2 | 74.4 | 67.1 | 61.2 | 70.0 | 57.7 | 62.2 | 68.1 | 63.8 | 64.2 | 67.8 | 64.2 | 84.6 | 57.8 | 57.8 | 60.9 | 58.4 | 58.6 | 59.6 | 61.4 |
| 12 | 70.3 | 66.1 | 67.0 | 69.6 | 69.3 | 73.0 | 66.4 | 61.5 | 0.0 | 58.9 | 63.2 | 64.4 | 65.5 | 65.3 | 65.5 | 63.5 | 76.0 | 56.4 | 56.4 | 61.2 | 60.0 | 62.6 | 57.9 | 63.4 |
| 13 | 71.3 | 67.7 | 66.9 | 65.8 | 71.2 | 73.5 | 67.7 | 65.9 | 71.2 | 63.6 | 65.5 | 64.7 | 65.8 | 66.2 | 64.2 | 64.5 | 92.9 | 58.9 | 58.9 | 63.9 | 64.2 | 65.6 | 61.6 | 65.0 |
| 14 | 71.7 | 67.8 | 68.4 | 68.7 | 71.0 | 74.2 | 68.3 | 65.4 | 70.7 | 62.6 | 65.8 | 65.3 | 66.3 | 66.5 | 66.0 | 65.4 | 86.1 | 58.1 | 58.1 | 64.0 | 64.0 | 65.2 | 61.2 | 64.5 |
| 15 | 70.7 | 66.7 | 69.0 | 65.0 | 68.0 | 73.3 | 68.3 | 63.6 | 70.9 | 60.9 | 65.1 | 63.7 | 65.3 | 65.2 | 59.5 | 64.6 | 71.4 | 57.7 | 57.7 | 63.5 | 62.0 | 64.7 | 61.4 | 63.7 |
| 16 | 70.0 | 66.0 | 66.3 | 64.7 | 69.2 | 74.0 | 68.1 | 64.3 | 71.0 | 61.8 | 66.1 | 64.0 | 64.0 | 64.6 | 60.3 | 63.5 | 71.1 | 57.3 | 57.3 | 64.0 | 62.9 | 66.4 | 60.9 | 63.1 |
| 17 | 71.2 | 67.8 | 66.4 | 66.0 | 69.6 | 72.6 | 67.3 | 65.3 | 70.0 | 63.2 | 65.8 | 63.8 | 65.3 | 66.2 | 62.6 | 62.4 | 85.0 | 58.9 | 58.9 | 65.0 | 62.6 | 65.4 | 61.7 | 64.4 |
| 18 | 70.0 | 66.7 | 67.0 | 64.7 | 68.3 | 71.8 | 64.1 | 63.0 | 69.1 | 61.2 | 64.3 | 63.3 | 64.5 | 65.4 | 57.6 | 56.0 | 81.4 | 58.9 | 58.9 | 62.9 | 61.0 | 64.0 | 61.5 | 64.1 |
| 19 | 69.6 | 64.9 | 67.3 | 64.2 | 68.3 | 73.2 | 63.9 | 62.8 | 69.7 | 62.0 | 64.4 | 63.8 | 62.8 | 63.8 | 58.3 | 59.7 | 73.3 | 57.8 | 57.8 | 62.8 | 60.7 | 63.8 | 61.1 | 62.0 |
| 20 | 70.6 | 66.4 | 67.8 | 64.8 | 69.2 | 73.6 | 67.7 | 63.8 | 70.3 | 60.7 | 64.7 | 63.3 | 65.1 | 65.1 | 62.6 | 65.0 | 73.2 | 56.9 | 56.9 | 62.7 | 60.9 | 64.7 | 60.1 | 63.5 |
| 21 | 70.5 | 66.6 | 68.7 | 64.9 | 69.1 | 74.0 | 68.4 | 63.7 | 70.4 | 60.2 | 64.7 | 63.0 | 65.6 | 65.0 | 62.3 | 66.0 | 63.6 | 56.8 | 56.8 | 62.6 | 61.5 | 64.5 | 59.8 | 63.2 |
| 22 | 69.5 | 65.7 | 64.6 | 64.0 | 68.8 | 74.2 | 67.1 | 63.2 | 70.8 | 60.7 | 65.1 | 64.2 | 64.1 | 64.0 | 56.7 | 66.2 | 62.7 | 57.6 | 57.6 | 63.4 | 62.0 | 64.6 | 61.1 | 63.4 |
| 23 | 69.6 | 66.2 | 65.4 | 64.9 | 69.1 | 74.5 | 67.4 | 63.9 | 71.4 | 61.2 | 65.8 | 64.1 | 64.0 | 64.5 | 57.3 | 62.8 | 66.3 | 57.2 | 57.2 | 64.1 | 62.9 | 65.4 | 60.8 | 63.3 |
| 24 | 69.8 | 66.5 | 64.8 | 64.5 | 68.5 | 73.6 | 67.8 | 64.3 | 70.8 | 60.7 | 65.6 | 64.0 | 64.9 | 65.0 | 61.6 | 64.4 | 71.5 | 57.5 | 57.5 | 64.3 | 62.4 | 65.0 | 60.9 | 63.4 |
| 25 | 68.6 | 65.0 | 64.3 | 65.1 | 68.1 | 73.6 | 65.9 | 62.8 | 70.1 | 57.6 | 61.7 | 63.6 | 62.6 | 63.6 | 58.3 | 59.8 | 67.1 | 53.2 | 53.2 | 59.4 | 56.2 | 61.5 | 56.6 | 61.6 |
| 26 | 69.5 | 66.0 | 66.4 | 64.4 | 68.9 | 73.9 | 66.8 | 65.1 | 70.9 | 61.2 | 65.7 | 64.9 | 63.6 | 64.5 | 59.0 | 62.4 | 68.8 | 58.5 | 58.5 | 63.9 | 62.0 | 64.9 | 62.0 | 62.9 |
| 27 | 70.2 | 66.6 | 71.8 | 65.1 | 69.3 | 74.1 | 67.1 | 64.2 | 70.9 | 61.5 | 65.6 | 64.5 | 64.2 | 65.3 | 58.2 | 60.8 | 74.6 | 58.4 | 58.4 | 63.9 | 62.3 | 65.3 | 61.5 | 63.4 |
| 28 | 70.5 | 67.0 | 67.3 | 65.5 | 69.6 | 73.7 | 67.2 | 65.5 | 70.4 | 61.8 | 66.0 | 64.1 | 65.3 | 65.7 | 60.4 | 63.9 | 72.5 | 58.0 | 58.0 | 64.2 | 66.7 | 65.8 | 61.3 | 63.9 |
| 29 | 69.4 | 65.9 | 65.1 | 63.9 | 68.5 | 73.9 | 66.5 | 64.8 | 70.7 | 61.9 | 65.3 | 63.9 | 64.4 | 64.1 | 57.4 | 63.7 | 65.9 | 57.4 | 57.4 | 63.5 | 63.2 | 65.3 | 61.0 | 63.0 |
| 30 | 69.7 | 66.2 | 65.3 | 64.7 | 69.8 | 74.8 | 69.3 | 65.2 | 71.8 | 62.3 | 66.6 | 64.7 | 64.0 | 64.8 | 59.0 | 63.7 | 74.0 | 58.5 | 58.5 | 64.9 | 63.7 | 66.5 | 62.1 | 63.7 |
| 31 | 70.8 | 66.7 | 67.0 | 69.3 | 69.8 | 74.2 | 67.4 | 63.9 | 71.4 | 61.2 | 65.7 | 65.0 | 65.0 | 65.9 | 64.5 | 64.4 | 76.7 | 56.4 | 56.4 | 65.0 | 62.1 | 64.8 | 59.6 | 64.5 |
| Month (CNEL) | 70.1 | 66.3 | 66.9 | 65.8 | 69.1 | 73.4 | 66.9 | 64.1 | 70.3 | 61.3 | 65.1 | 64.8 | 64.7 | 64.9 | 61.6 | 63.6 | 83.1 | 58.0 | 58.0 | 63.5 | 62.3 | 64.7 | 61.0 | 63.4 |

**Table 12**

Air Carrier Operations by Aircraft Type – Captured by the Airport Noise & Operations Monitoring System – January – March 2025

| Aircraft Type | AAL | AAY | ACA | ASA | BAW | BBQ | CSB | DAL | DLH | FDX | FFT | GXA | HAL | JAL | JBU | JZA | MXY | NKS | POE | QXE | SCW | SCX | SKW | SWA | UAL | UPS | WJA | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A20N | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 732 | 0 | 0 | 0 | 0 | 0 | 0 | 433 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1,165** |
| A21N | 722 | 0 | 0 | 0 | 0 | 0 | 0 | 842 | 0 | 0 | 277 | 0 | 180 | 0 | 26 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 636 | 0 | 0 | **2,685** |
| A221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** |
| A223 | 0 | 0 | 168 | 0 | 0 | 0 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **389** |
| A306 | 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 | **6** |
| A319 | 2 | 2 | 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 | **6** |
| A320 | 2 | 54 | 12 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 56 | 78 | 0 | 0 | 14 | 0 | 0 | 428 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | **662** |
| A321 | 2,999 | 0 | 34 | 0 | 0 | 0 | 0 | 2,367 | 0 | 0 | 102 | 4 | 0 | 0 | 652 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6,158** |
| A332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **180** |
| A333 | 0 | 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 | **14** |
| A339 | 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 | **2** |
| A359 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| A35K | 0 | 0 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **166** |
| AT76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **158** |
| B38M | 370 | 0 | 8 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,496 | 769 | 0 | 24 | **4,725** |
| B39M | 0 | 0 | 0 | 1,932 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 599 | 0 | 0 | **2,531** |
| B733 | 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** |
| B734 | 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** |
| B737 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,644 | 1 | 0 | 52 | **9,724** |
| B738 | 233 | 0 | 0 | 785 | 0 | 4 | 0 | 584 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 0 | 2,537 | 892 | 0 | 52 | **5,247** |
| B739 | 0 | 0 | 0 | 1,906 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,482 | 0 | 0 | **3,416** |
| B752 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 0 | 0 | **317** |
| B753 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | **20** |
| B762 | 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** |
| B763 | 0 | 0 | 2 | 0 | 0 | 0 | 118 | 91 | 0 | 258 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 0 | **749** |
| B764 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** |
| B772 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 0 | **175** |
| B77W | 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** |
| B788 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **108** |
| C208 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **312** |
| CRJ2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | **20** |
| CRJ9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **245** |
| E295 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** |
| E75L | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,029 | 0 | 0 | 6,558 | 0 | 0 | 0 | 0 | **7,587** |
| **Total** | **4,328** | **56** | **224** | **4,681** | **174** | **34** | **122** | **4,298** | **95** | **828** | **1,167** | **84** | **360** | **104** | **693** | **245** | **14** | **863** | **104** | **1,029** | **20** | **160** | **6,558** | **15,677** | **4,763** | **280** | **128** | **47,089** |

# QNR_1Q_2025

Final Audit Report 2025-06-27

| | |
|---|---|
| Created: | 2025-06-26 (Pacific Daylight Time) |
| By: | Maribel Oros (moros@san.org) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAAC8Be1aUvxkCjYDAnuWGNs2KnugVDxH7h |

## "QNR_1Q_2025" History

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