Quarterly Noise Report

For the California Department of Transportation

Third Quarter – Calendar Year 2025

SAN DIEGO
INTERNATIONAL AIRPORT

Aircraft Noise

February 19, 2026

3Q 2025 Quarterly Noise Report

July1 through September 30, 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 (Feb 19, 2026 15:06:12 PST)

Sjohnna Knack
Director of Planning, Noise, &
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Kim Becker (Feb 20, 2026 16:25:37 PST)

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) – 0.368 square miles (235.52 acres)
    - Federal Military Impact Area (FMIA) – 0.136 square miles (87.04 acres)

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

    - Dwelling Units – 3,140 (Population – 6,520)

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

    - 4,592 Complaints (84 Households)

4. Aircraft type with 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 (188 Operations)

5. Number of Air Carrier Operations during the Calendar Quarter: [2] 54,303

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

    - 100%

7. Number of Air Taxi Operations during the Calendar Quarter: 3,731

8. Number of General Aviation Operations during the Calendar Quarter: 2,137

9. Number of Military Operations during the Calendar Quarter: 132

10. Total number of Airport Operations during the Calendar Quarter: 60,303

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)	3Q 2025	3Q 2024	Change (sq mi)
NIA	0.368	0.389	-0.021
FMIA	0.136	0.134	0.002

Note:
Due to a displaced-threshold modeling inconsistency identified in AEDT version 3f, the 65 dB Community Noise Equivalent Level (CNEL) contour values presented in this report and in the prior 2Q 2025 Quarterly Noise Report have been revised and recalculated using AEDT version 3g.

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 version 3g 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 third quarter reflects a marginal increase in the total area of the CNEL 65 dBA contour. During this period, the Noise Impact Area (NIA) decreased, while the Military Impact Area (MIA) remained effectively unchanged. The reduction in NIA is attributable to the completion of parcels under the Quieter Homes Program (QHP), which reduced the number of residences classified as noise-impacted and reflects the continued effectiveness of QHP mitigation measures. Detailed quantitative values supporting these observations are provided in the tables that follow.

The following key observations explain the marginal increase in the physical size of the CNEL 65 dBA noise contour, based on data from the Airport Noise and Operations Monitoring System (ANOMS).

This analysis compares aircraft operations on a rolling 12-month basis between the following periods:

- October 2023 through September 2024 (Third Quarter 2024)
- October 2024 through September 2025 (Third Quarter 2025)

ANOMS data accounted for more than 99 percent of total flight operations at San Diego International Airport during both periods.

Total flight operations increased by approximately 1.2 percent based on ANOMS data, which is consistent with official Air Traffic Control Tower counts indicating an increase of approximately 1.9 percent over the same periods.

Evening operations (7:00 p.m. to 9:59 p.m.) increased by approximately 1 percent, daytime operations (7:00 a.m. to 6:59 p.m.) remained generally stable with less than one percent change, and nighttime operations (10:00 p.m. to 6:59 a.m.) increased by approximately 9 percent.

The increase in evening and nighttime operations, which are weighted more heavily in the noise model, combined with the overall increase in operations, resulted in an approximate 4 percent increase in daytime-equivalent operations in Third Quarter 2025 compared to the previous year.[3]

The use of the heavy and wide-body aircraft category by air carriers increased by approximately 7 percent in 2025, equating to roughly one additional daily operation compared to the same period in 2024. Operations of heavy aircraft in the Boeing 767-200, -300, and -400 series increased by more than 8 percent over the previous year. Operations of other heavy aircraft, including the Airbus A300-600, A330, A350, and Boeing 787-8/-9/-10 series, increased by approximately 18 percent in 2025 relative to the prior year. In contrast, Boeing 777 series operations decreased by nearly 19 percent during the third quarter, primarily attributable to service changes by British Airways and United Airlines.

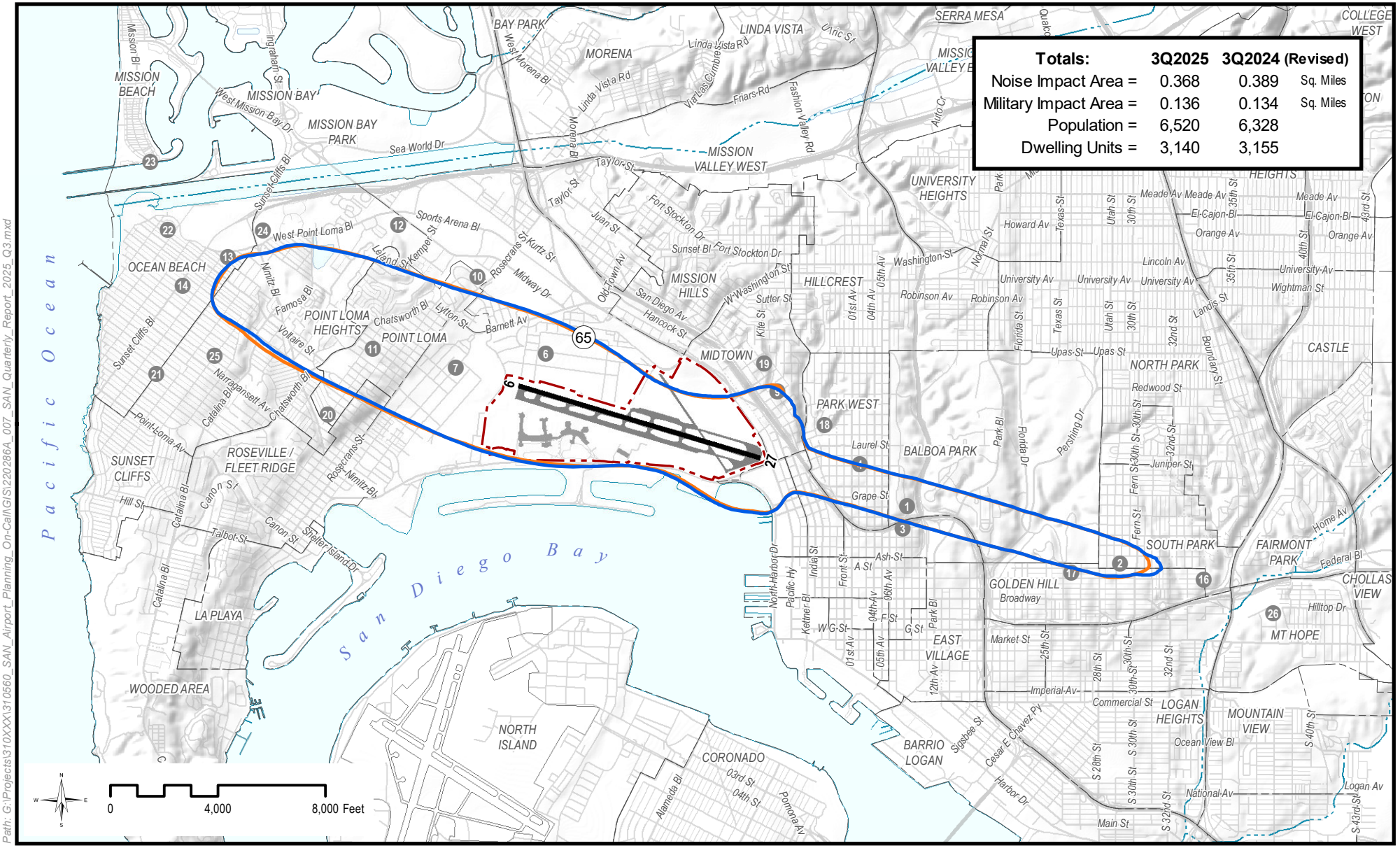
The combined operations of the Airbus and Boeing narrow-body aircraft families decreased by approximately 1.5 percent in 2025 compared to the previous year. Operations of the Airbus narrow-body family, including the A319, A320, A321, and A220, increased by approximately 1 percent, while operations of the Boeing narrow-body fleet, including the B737-300, -400, -800, B737 MAX, and B757, decreased by approximately 2.5 percent. In contrast, operations by commuter aircraft, including Canadair Regional Jets (CRJ700/900) and the Embraer E-Jet family (E170, E175, E190, and E195), increased by approximately 18 percent

[3] Daytime-equivalent operations are calculated using CNEL weighting factors per FAA AEDT methodology.

relative to the prior year.

The overall increase in aircraft operations, combined with changes in the distribution of operations by time of day and aircraft type, is the primary contributor to the marginal increase in the CNEL 65 dBA contour area observed in Third Quarter 2025 relative to the same quarter in the prior year.

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



2025 3rd Quarter 65 dB CNEL Contour

2024 3rd Quarter 65 dB CNEL Contour (Revised)

Airport Property

Runway

RMT Site Location

Roads

River / Stream

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

The previous 3Q 2024 contour in the 3Q 2024 Quarterly Noise Report was incorrect due to an AEDT 3f displaced-threshold glitch that shifted the contour eastward, and the contour was subsequently recalculated correctly using AEDT 3g as reflected in this SAN 3Q 2025 QNR.

Path: G:\Projects\310XXX\310560_SAN_Airport_Planning_On-Call\GIS\220286A_007_SAN_Quarterly_Report_2025_Q3.mxd

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 Third Quarter 2025, QHP has completed 5,983 homes, with a waitlist of 1,235 units.

Aircraft Noise Complaints

During the Quarter, the Aircraft Noise Office received a total of 4,592 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/aircraft-noise/#filecomplaint

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	3Q 2025	3Q 2024	Net Change	Percent Change
Air Carrier	54,303	54,648	-345	-0.6%
Air Taxi	3,731	3,786	-55	-1.5%
General Aviation	2,137	1,931	206	10.7%
Military	132	127	5	3.9%
Total	**60,303**	**60,492**	**-189**	**-0.3%**

Airport Use Regulations

Airport Authority Code 9.40, Airport Use Regulations, defines Time of Day Use Restrictions (Curfew) for all Airport operators at SDIA. The Regulations restrict daily departures between the hours of 11:30 p.m. and 6:30 a.m. the following morning for Stage 3 (or better) compliant aircraft, and between 10:00 p.m. and 7:00 a.m. for non-complaint aircraft. Additionally, Air Carriers are only permitted to publish scheduled gate departure times between the hours 6:15 a.m. and 11:15 p.m. daily. Medical Evacuation/Lifeguard departures are exempt from the Restrictions.

Curfew violations are reported to the Curfew Violation Review Panel (CVRP) comprised of three (3) staff members appointed by the Executive Leadership Team of the Authority. The membership includes one (1) representative from each of the following Divisions: Airport Operations, Airport Development, and Finance. The Panel examines data and documentation collected during an investigation of alleged violations, and makes recommendations to the Program Manager, Aircraft Noise, for the disposition of the violation.

Monetary fine levels, associated with the Airport Use Regulations, are based on the number of violations in the two evaluation periods (January through June and July through December each year). The fines are subject to a multiplier for each penalized violation in the previous evaluation period. The base fines are $2,000 for the first penalized violation, $6,000 for the second penalized violation, and $10,000 for each subsequent violation in the given evaluation period. If a carrier has a fined violation in the previous evaluation period, the base fine is multiplied by the number of penalized violations in the previous evaluation period.

Example:

An operator has two (2) fined violations 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 53 noise curfew violations were recorded. Twelve violations resulted in a $766,000 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/aircraft-noise/#anaccurfew

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	70.0	69.6
RMT 2	66.1	65.7
RMT 3	65.9	66.2
RMT 4	64.8	65.2
RMT 5[2]	*	*
RMT 6	68.7	68.7
RMT 7	74.3	74.0
RMT 8[2]	*	*
RMT 9	64.9	65.7
RMT 10	63.2	63.4
RMT 11	71.0	70.8
RMT 12	60.7	61.0
RMT 13	65.4	64.9
RMT 14	64.0	64.1
RMT 15[2]	*	*
RMT 16	63.8	63.9
RMT 17	64.7	64.3
RMT 18	56.8	59.8
RMT 19	60.7	62.3
RMT 20	60.5	75.9
RMT 21	58.0	58.9
RMT 22	63.6	63.1
RMT 23	61.8	61.5
RMT 24	64.8	64.3
RMT 25	60.6	60.5
RMT 26	63.6	63.0

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	3Q 2025	3Q 2024	Change (dB)
Arrivals	97.7	96.3	1.4
Departures	101.1	101.7	-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), July – September 2025

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date Time
B753	105.9	ATL	DAL924	9/1/2025 18:06
B763	101.4	SDF	UPS922	7/9/2025 4:37
B763	99.6	SDF	UPS922	8/1/2025 4:56
B753	99.6	DTW	DAL492	9/21/2025 10:16
B763	99.3	SDF	UPS2636	7/8/2025 16:53
B763	99.3	MEM	FDX1422	8/23/2025 5:16
B763	98.6	IND	FDX1754	9/25/2025 4:55
B763	98.5	SDF	UPS922	7/30/2025 4:42
B752	98.5	OAK	FDX1889	8/1/2025 4:06
B763	98.5	MEM	FDX1422	8/22/2025 5:14
B752	98.4	OAK	FDX1889	9/23/2025 4:03
B752	98.2	OAK	FDX1889	7/11/2025 4:02
B763	98.2	IND	FDX1754	8/1/2025 5:02
A306	98.2	OAK	FDX1889	9/4/2025 4:23
B752	98.1	OAK	FDX1889	9/25/2025 4:03
B763	98.0	SDF	UPS922	7/11/2025 4:55
A306	97.9	OAK	FDX1889	9/3/2025 5:01
B763	97.9	MEM	FDX1422	9/19/2025 5:32
B753	97.9	ATL	DAL725	9/21/2025 9:34
B763	97.9	MEM	FDX1422	9/25/2025 5:57
B752	97.8	OAK	FDX1889	8/5/2025 4:08
B752	97.8	OAK	FDX1889	8/7/2025 4:09
B763	97.7	IND	FDX1754	7/30/2025 4:58
B763	97.7	IND	FDX1754	8/19/2025 5:08
B752	97.6	OAK	FDX1889	8/13/2025 4:20
B739	97.6	BOS	ASA260	9/21/2025 10:49
B763	97.5	MEM	FDX1422	8/7/2025 5:16
B763	97.5	IND	FDX1754	9/19/2025 4:59
B753	97.5	ATL	DAL819	9/24/2025 20:25
B752	97.4	OAK	FDX1889	8/8/2025 4:12
B738	97.4	SFO	UAL1712	8/22/2025 7:38
B753	97.4	ATL	DAL924	9/19/2025 18:45
B763	97.3	IND	FDX1754	8/7/2025 4:52
B752	97.3	OAK	FDX1889	8/15/2025 3:56
B738	97.2	SEA	DAL2672	8/10/2025 23:25
B763	97.2	SDF	UPS922	9/19/2025 4:49
B737	97.1	SMF	SWA2464	8/7/2025 7:51

Table 5 – Continued

Quarterly SENEL Survey — Arrivals (RMT #1), July – September 2025

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date Time
B738	97.1	SFO	ASA912	9/15/2025 8:46
B738	96.9	SEA	ASA1109	8/19/2025 8:51
B752	96.9	OAK	FDX1889	9/5/2025 4:01
B753	96.9	ATL	DAL725	9/18/2025 9:33
B737	96.8	AUS	SWA769	8/20/2025 7:59
B738	96.8	DEN	UAL2309	8/22/2025 8:56
A332	96.7	HNL	HAL16	7/1/2025 21:21
B762	96.7	ELP	CSB529	9/9/2025 10:05
B752	96.7	OAK	FDX1889	9/19/2025 4:11
B763	96.6	SDF	UPS922	8/7/2025 4:39
B763	96.6	ONT	FDX1889	8/23/2025 4:28
B763	96.6	SDF	UPS922	8/23/2025 5:14
B77W	96.5	LHR	BAW265	9/5/2025 14:50
B753	96.5	ATL	DAL819	9/28/2025 20:16
B739	96.4	IAH	UAL2491	9/21/2025 10:51
B753	96.4	DTW	DAL492	9/22/2025 10:25
B752	96.3	OAK	FDX1889	7/1/2025 4:21
B752	96.3	OAK	FDX1889	8/12/2025 4:06
B763	96.3	ELP	CSB529	8/22/2025 9:28
B738	96.3	TPA	ASA433	8/22/2025 9:46
B737	96.3	SAT	SWA4215	9/18/2025 8:31
B738	96.3	DEN	SWA2621	9/18/2025 9:00
B738	96.3	PDX	ASA1074	9/21/2025 10:02
B753	96.2	ATL	DAL725	8/2/2025 9:22
B753	96.2	ATL	DAL819	9/25/2025 21:01
B77W	96.1	LHR	BAW265	7/7/2025 15:10
B763	96.1	MEM	FDX1422	9/24/2025 6:38
B763	96.0	MEM	FDX1422	7/9/2025 5:08
B763	96.0	SDF	UPS2636	7/10/2025 16:43
B763	96.0	SDF	UPS5636	7/13/2025 17:12
B738	96.0	DEN	SWA2621	8/22/2025 9:03
B753	96.0	ATL	DAL819	9/21/2025 20:36
B77W	95.9	LHR	BAW265	7/1/2025 15:59
B77W	95.9	LHR	BAW265	7/24/2025 14:22
B739	95.9	IAH	UAL2491	8/5/2025 10:32
B77W	95.9	LHR	BAW265	8/5/2025 14:45

Table 6

Quarterly SENEL Survey — Departures (RMT #7), July – September 2025

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date Time
A332	102.9	HNL	HAL15	7/3/2025 9:35
B77W	102.4	LHR	BAW264	9/21/2025 16:51
B739	102.0	IAD	UAL2129	8/15/2025 22:13
B739	101.9	IAD	UAL1071	8/10/2025 8:01
B739	101.7	IAD	UAL1071	8/21/2025 8:14
B753	101.7	DTW	DAL492	9/26/2025 11:57
B77W	101.6	LHR	BAW264	8/23/2025 16:57
B739	101.5	IAD	UAL2129	7/7/2025 22:25
A321	101.4	MIA	AAL2808	8/18/2025 22:34
A321	101.4	MIA	AAL1673	9/12/2025 23:05
B739	101.3	EWR	UAL327	7/21/2025 8:07
B739	101.3	JFK	ASA36	7/31/2025 23:00
B739	101.3	JFK	ASA24	8/21/2025 8:02
B77W	101.3	LHR	BAW264	8/26/2025 16:49
A332	101.3	HNL	HAL15	9/4/2025 9:40
B739	101.3	BOS	ASA390	9/12/2025 9:37
B753	101.3	ATL	DAL725	9/20/2025 11:45
A321	101.2	CLT	AAL2056	7/6/2025 23:04
B77W	101.2	LHR	BAW264	7/11/2025 16:55
B753	101.2	ATL	DAL1179	7/12/2025 8:24
B739	101.2	EWR	UAL1115	8/13/2025 7:30
B77W	101.2	LHR	BAW264	8/16/2025 17:03
A321	101.2	CLT	AAL1651	8/23/2025 7:26
B739	101.2	EWR	ASA288	8/28/2025 9:00
B739	101.2	IAD	UAL2129	9/18/2025 22:53
B739	101.1	ORD	UAL2343	7/1/2025 7:15
B739	101.1	IAD	UAL2129	7/2/2025 22:08
B753	101.1	ATL	DAL1179	7/21/2025 8:34
A321	101.1	CLT	AAL2056	8/16/2025 22:44
B739	101.1	IAD	UAL2129	8/20/2025 22:11
B739	101.1	IAD	UAL1071	8/28/2025 8:17
A321	101.1	CLT	AAL1651	9/12/2025 7:35
B77W	101.1	LHR	BAW264	9/12/2025 16:58
B739	101.1	JFK	ASA24	9/26/2025 7:36
B753	101.0	ATL	DAL1179	7/11/2025 8:21
B753	101.0	ATL	DAL725	7/18/2025 11:23
A321	101.0	CLT	AAL582	7/18/2025 13:43

Table 6 – Continued

Quarterly SENEL Survey — Departures (RMT #7), July – September 2025

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date Time
B739	101.0	EWR	UAL1115	8/12/2025 7:21
A321	101.0	CLT	AAL1651	8/17/2025 7:24
B739	101.0	IAD	UAL1071	8/19/2025 9:32
B739	101.0	ORD	UAL1712	9/20/2025 11:20
B77W	101.0	LHR	BAW264	9/26/2025 17:21
B739	101.0	BOS	ASA390	9/27/2025 9:11
A332	100.9	HNL	HAL15	8/10/2025 9:21
B77W	100.9	LHR	BAW264	8/13/2025 16:50
B739	100.9	EWR	ASA288	8/21/2025 10:00
A332	100.9	HNL	HAL15	9/12/2025 9:57
B739	100.9	IAD	UAL1071	9/16/2025 8:20
B753	100.9	ATL	DAL1349	9/24/2025 22:57
A321	100.8	CLT	AAL1954	7/3/2025 11:48
B739	100.8	IAD	UAL755	7/3/2025 13:06
B739	100.8	IAD	UAL2129	7/5/2025 22:11
B739	100.8	EWR	ASA233	7/7/2025 8:24
B739	100.8	IAD	UAL755	7/11/2025 13:33
B739	100.8	EWR	UAL1115	8/5/2025 7:17
B739	100.8	IAD	UAL1071	8/20/2025 8:21
B77W	100.8	LHR	BAW264	8/21/2025 17:04
B739	100.8	IAD	UAL755	8/22/2025 13:15
B739	100.8	IAD	UAL2129	8/23/2025 21:53
B77W	100.8	LHR	BAW264	9/4/2025 17:26
B739	100.8	IAD	UAL1071	9/5/2025 8:25
A332	100.8	HNL	HAL15	9/5/2025 9:50
B739	100.8	IAD	UAL1071	9/22/2025 8:21
A321	100.8	CLT	AAL1651	9/26/2025 7:32
B753	100.8	ATL	DAL725	9/26/2025 11:47
A321	100.7	CLT	AAL1651	7/3/2025 8:04
B739	100.7	IAD	UAL2129	7/11/2025 22:04
A332	100.7	HNL	HAL15	7/15/2025 10:04
B77W	100.7	LHR	BAW264	7/16/2025 16:59
B739	100.7	EWR	UAL327	7/28/2025 7:36
B753	100.7	ATL	DAL1179	8/1/2025 8:35
B739	100.7	ORD	UAL2343	8/10/2025 7:02
B739	100.7	EWR	UAL375	8/16/2025 15:20
A321	100.7	CLT	AAL1651	8/24/2025 7:39

Table 7

Average Daily Operations [4] by Runway, Operation Type, Time of Day, and Aircraft Type
July – September 2025

Aircraft Type	Runway 27						Runway 9						Total
	Arrivals			Departures			Arrivals			Departures			
	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	
A20N	3	1	2	3	1	2	0	0	0	0	0	0	12
A21N	10	5	3	12	1	5	0	0	0	0	0	0	36
A223	2	1	0	3	0	0	0	0	0	0	0	0	6
A319	1	0	0	0	1	0	0	0	0	0	0	0	2
A320	2	0	1	2	0	1	0	0	0	0	0	0	6
A321	22	7	5	21	4	9	0	0	0	0	0	0	68
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
B38M	21	5	2	23	4	2	0	0	0	0	0	0	57
B39M	10	6	2	12	4	2	0	0	0	0	0	0	36
B737	42	10	6	43	10	5	1	0	0	1	0	0	118
B738	31	5	4	32	5	4	0	0	0	0	0	0	81
B739	13	6	2	15	3	3	0	0	0	0	0	0	42
B752	1	0	0	1	1	0	0	0	0	0	0	0	3
B753	2	0	0	2	0	0	0	0	0	0	0	0	4
B763	1	0	2	1	2	1	0	0	0	0	0	0	7
B77W	1	0	0	1	0	0	0	0	0	0	0	0	2
B788	1	0	0	1	1	0	0	0	0	0	0	0	3
B789	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	1	0	1	0	1	0	0	0	0	0	0	4
E75L	32	8	5	30	7	8	1	0	0	0	0	0	91
Total	**199**	**56**	**34**	**207**	**44**	**43**	**2**	**0**	**0**	**1**	**0**	**0**	**586**

[4] Average Daily Operations include Air Carrier and Air Taxi operations. Minor differences of one to two operations reflect standard rounding of daily averages. Total values are derived from raw quarterly operation counts.

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:
RMTs #1 and #3 high threshold levels are due to high freeway and/or construction noise.
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 — July 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	70.5	66.7	67.5	65.3	69.0	74.6	65.5	63.7	71.4	63.3	65.7	64.2	64.1	65.4	56.7	58.4	61.0	56.2	63.6	62.0	65.0	60.6	63.5
2	70.5	67.0	65.5	65.4	69.0	75.6	66.2	63.3	72.3	61.2	66.3	64.6	64.9	65.4	58.7	63.3	62.0	56.8	64.2	62.4	65.7	61.2	63.6
3	71.5	67.3	66.9	65.5	69.4	75.4	66.1	63.9	72.3	62.2	66.4	64.3	65.2	65.8	57.8	64.3	61.5	57.0	64.2	62.9	66.0	60.9	63.9
4	66.9	63.9	63.7	62.2	67.5	73.1	63.5	62.0	70.2	59.3	65.0	63.9	62.2	62.1	55.2	60.4	60.1	71.2	63.4	64.3	63.7	60.7	72.4
5	69.2	65.5	66.3	64.2	68.3	74.5	66.0	62.8	71.1	60.7	65.5	63.9	63.2	63.9	56.0	60.3	60.7	56.4	63.8	62.6	65.1	60.7	62.7
6	70.0	66.6	66.0	64.9	69.3	74.9	65.7	63.8	71.3	60.5	66.1	64.1	64.2	65.2	56.2	60.4	60.9	56.5	64.1	63.0	65.7	60.5	63.2
7	70.4	66.8	67.1	65.0	69.2	74.7	65.8	64.5	71.7	63.5	66.8	64.8	64.4	65.1	56.7	59.8	61.7	57.7	65.6	63.3	66.3	61.6	63.5
8	70.4	66.7	67.3	65.1	68.8	74.3	62.8	63.8	70.9	60.8	65.3	64.3	64.5	65.4	54.6	53.0	61.5	57.1	63.4	60.6	65.3	61.3	63.5
9	70.8	66.6	66.8	65.3	68.5	73.7	64.0	64.4	70.3	61.1	64.7	63.5	64.2	65.4	56.8	55.3	60.5	57.0	62.8	60.5	64.2	60.8	63.2
10	70.7	66.9	66.9	66.2	69.1	74.7	65.3	63.3	71.2	62.1	65.8	64.1	64.8	65.3	55.9	60.7	60.8	56.4	63.6	61.8	65.2	60.5	63.3
11	70.8	66.9	67.2	65.3	69.4	75.1	65.5	64.0	71.5	60.5	65.5	63.9	65.0	65.4	59.0	63.8	60.1	55.8	63.3	62.1	66.0	59.4	63.2
12	70.1	66.4	68.0	64.7	68.3	74.4	66.3	63.4	71.5	62.2	64.7	63.4	64.1	64.8	56.6	62.4	60.4	55.4	62.8	61.4	64.4	59.7	63.0
13	70.4	66.9	66.3	65.5	69.0	74.9	65.9	63.4	71.6	60.5	65.7	63.5	64.3	65.5	56.6	60.4	61.0	55.2	63.6	62.3	65.3	59.9	63.2
14	70.4	66.9	65.5	65.5	69.1	74.8	66.0	63.7	71.6	60.8	65.8	63.7	64.6	65.4	56.4	59.2	61.1	56.0	64.9	61.5	65.2	60.0	63.8
15	70.3	66.9	64.5	65.1	68.4	73.5	64.6	63.0	70.5	60.4	64.8	63.2	64.9	65.1	56.0	62.7	60.1	55.7	62.7	61.1	64.3	59.8	63.5
16	70.3	66.7	66.2	64.9	68.5	74.6	65.9	63.3	71.3	61.6	66.2	64.5	64.5	65.2	56.9	62.7	60.9	57.3	64.4	62.4	65.4	61.1	63.5
17	70.9	66.9	68.0	65.5	69.7	74.9	65.1	64.3	71.6	61.9	66.8	65.1	64.6	65.6	57.0	59.2	61.5	58.0	64.8	63.4	66.1	61.5	63.5
18	70.9	67.3	69.1	65.7	68.8	74.9	65.8	63.7	71.3	61.2	65.7	63.9	65.2	65.7	57.2	61.6	61.2	56.8	63.9	61.8	65.3	60.7	63.9
19	76.2	66.0	65.1	64.6	68.4	74.3	64.9	62.9	70.7	60.3	65.0	63.6	64.1	64.3	59.1	62.9	61.0	56.5	62.9	60.9	64.3	60.1	62.6
20	75.0	66.2	64.1	64.9	68.6	74.6	64.8	63.4	71.4	61.3	65.9	64.4	64.3	64.8	57.1	63.0	60.9	56.2	63.8	62.8	65.9	60.8	62.8
21	70.6	67.1	65.2	65.3	69.9	75.3	66.1	64.4	71.9	61.6	67.2	65.3	65.0	65.4	58.2	64.3	61.8	58.2	65.6	63.4	66.3	62.1	63.8
22	70.0	66.2	66.3	64.6	69.0	73.7	64.3	63.8	70.4	61.4	66.1	64.5	63.9	64.8	56.4	60.0	60.8	57.6	64.2	62.1	65.3	61.6	62.9
23	70.6	66.8	67.9	65.6	68.8	74.4	64.4	65.0	70.8	61.1	66.0	64.8	65.9	65.4	56.9	55.0	61.4	58.8	64.3	61.6	65.2	62.4	63.6
24	71.0	67.2	68.0	65.5	69.1	74.1	65.0	64.7	70.6	61.2	65.5	63.8	64.5	68.8	57.3	57.3	60.5	56.9	63.6	61.8	65.6	60.1	64.0
25	70.6	67.2	68.1	65.6	69.4	74.6	65.4	64.8	71.0	62.1	66.7	64.8	64.7	65.8	58.7	61.4	61.6	60.8	64.8	63.3	66.2	61.8	63.7
26	70.4	66.7	68.4	65.2	68.1	73.7	66.1	63.0	70.5	60.7	65.5	64.1	64.3	65.2	58.3	61.1	60.6	56.8	63.9	62.2	64.8	60.9	68.2
27	70.1	66.5	66.8	65.1	68.9	74.4	65.2	63.5	71.0	61.3	66.3	64.2	64.1	65.1	57.8	59.9	61.2	57.1	64.5	63.2	65.9	60.8	63.1
28	71.3	67.2	67.0	65.6	69.4	74.8	66.2	65.4	71.5	61.5	66.7	65.1	64.6	65.7	58.3	60.6	61.5	59.1	65.1	64.3	66.4	61.8	63.7
29	70.6	66.6	67.5	65.0	68.4	73.5	64.5	62.9	70.7	60.1	65.4	63.5	64.0	65.1	55.2	57.9	60.4	56.7	63.4	61.7	64.9	60.4	63.1
30	70.5	66.5	67.7	66.5	69.1	74.9	65.7	63.5	71.6	61.0	65.7	64.2	63.9	65.0	58.2	59.9	60.9	56.1	63.8	62.1	65.9	60.0	62.9
31	70.7	67.1	66.2	65.8	69.3	75.2	66.1	63.8	71.9	61.7	66.2	64.3	64.8	65.4	56.7	62.4	61.3	57.0	64.1	62.3	66.0	61.0	63.3
Month CNEL	**71.1**	**66.7**	**66.9**	**65.2**	**68.9**	**74.6**	**65.4**	**63.8**	**71.2**	**61.4**	**65.9**	**64.2**	**64.5**	**65.4**	**57.2**	**61.1**	**61.0**	**59.7**	**64.0**	**62.4**	**65.4**	**60.9**	**64.5**

Table 10

Daily and Monthly CNEL Levels — August 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	70.8	67.3	68.8	65.5	69.4	75.2	66.1	63.7	71.8	60.6	66.0	64.5	65.0	65.8	56.0	61.2	60.9	55.8	63.7	63.1	65.6	59.9	64.1
2	70.1	66.4	69.0	65.1	68.7	74.7	65.5	62.9	70.9	66.3	65.3	63.3	63.9	65.0	57.5	60.2	60.1	56.0	63.2	61.5	64.3	59.4	63.1
3	70.0	66.6	64.7	65.1	68.9	75.0	65.5	63.2	71.9	61.0	65.9	64.3	64.1	65.1	56.0	60.6	61.1	55.6	63.7	62.9	65.0	60.1	62.9
4	70.2	66.5	65.4	65.0	68.8	74.4	64.8	66.8	71.0	60.3	65.6	64.0	64.4	65.2	57.7	62.8	60.2	60.9	64.6	61.8	64.6	60.2	63.0
5	69.2	65.8	64.1	64.1	68.2	74.1	64.4	63.1	70.5	60.6	65.2	63.9	63.7	64.1	55.9	62.5	59.5	56.0	63.3	61.7	64.3	59.9	62.4
6	69.1	65.5	66.0	64.2	70.1	74.0	64.6	62.5	71.1	60.7	65.8	64.4	63.0	63.9	58.4	60.5	60.5	57.3	63.9	62.0	64.5	61.0	62.0
7	69.5	66.1	66.0	65.8	69.0	75.0	65.6	63.6	71.6	60.0	65.1	64.8	63.5	64.8	57.1	58.9	61.1	56.2	63.3	61.6	63.7	60.1	62.5
8	70.0	66.3	66.7	64.9	69.0	74.8	65.7	62.8	71.1	59.5	65.2	63.7	64.3	64.9	56.2	62.3	60.3	55.4	63.0	61.4	64.1	60.0	62.5
9	69.1	65.5	67.1	64.1	67.7	74.2	66.5	61.7	70.5	58.0	63.6	63.3	63.0	64.0	55.4	59.6	59.4	54.7	61.6	59.0	62.2	59.2	63.6
10	68.9	65.8	65.4	64.6	68.8	75.0	65.9	62.6	71.4	60.3	65.9	64.6	63.2	64.2	56.2	61.0	60.0	55.6	63.6	62.1	64.8	59.9	62.6
11	70.0	66.6	64.0	65.0	72.9	74.7	65.9	63.0	71.7	61.2	66.3	64.4	64.2	64.9	58.4	63.2	60.8	57.4	66.0	62.5	65.6	60.8	63.0
12	68.5	65.0	61.2	63.4	68.6	74.9	65.3	62.0	71.2	58.7	64.5	63.3	62.7	63.5	55.7	63.8	59.3	54.2	62.3	61.5	64.0	58.5	61.2
13	69.6	66.2	63.8	64.4	68.3	75.0	65.9	62.3	71.4	58.7	64.2	62.8	64.2	64.6	57.8	63.0	59.6	52.9	62.0	60.3	64.6	59.6	62.6
14	69.6	66.3	64.5	64.7	70.2	74.5	64.6	64.3	71.2	60.7	64.8	62.6	64.2	64.9	58.5	62.9	60.3	53.6	62.1	60.7	64.6	59.0	62.9
15	70.6	66.7	65.4	65.0	68.9	74.4	64.9	63.2	71.2	60.4	65.3	63.7	65.2	65.0	57.7	62.8	60.5	56.5	62.8	61.2	65.3	60.7	63.6
16	68.7	65.3	64.5	63.5	68.3	74.5	64.9	62.8	70.9	59.9	65.6	64.5	63.4	63.6	56.3	63.0	60.5	57.3	63.9	62.0	65.0	60.6	62.0
17	69.7	66.1	65.8	64.5	68.8	74.8	65.3	63.3	71.8	61.1	66.0	63.7	63.7	64.9	54.8	59.9	61.2	56.0	64.0	62.4	65.7	60.0	62.7
18	69.9	66.4	65.3	64.9	69.6	74.6	65.2	63.0	71.3	60.1	65.8	63.9	64.4	64.7	54.9	59.9	60.7	57.5	65.2	61.5	65.1	60.6	63.2
19	69.0	65.3	66.4	66.8	69.7	73.6	64.2	61.7	70.5	59.8	64.7	63.5	62.8	64.0	57.9	58.1	59.3	55.5	62.7	61.2	63.9	59.8	62.4
20	69.1	65.3	66.2	65.7	69.5	73.7	64.5	61.4	70.7	59.2	64.1	63.5	63.0	64.0	57.1	59.9	60.0	56.5	62.2	59.9	64.2	59.8	62.0
21	69.7	66.1	64.5	65.2	68.9	74.4	65.0	62.3	71.0	60.5	64.5	63.4	63.8	64.5	55.2	63.8	60.1	57.4	62.4	60.2	63.6	62.2	62.4
22	69.5	65.8	65.9	65.4	68.3	74.6	64.7	61.9	71.4	59.2	64.5	64.3	63.6	64.2	57.3	62.7	59.8	57.4	62.5	60.1	64.3	59.5	62.1
23	67.2	64.1	63.5	62.6	67.4	74.4	63.9	62.4	71.3	58.8	64.3	63.2	62.0	62.2	53.9	60.2	60.0	56.2	62.4	60.4	64.3	59.4	60.4
24	69.6	66.3	65.2	64.7	68.6	74.4	64.9	62.6	71.1	60.1	65.7	64.0	64.0	64.6	56.3	61.2	60.3	56.5	63.6	61.8	65.1	60.4	63.5
25	69.3	66.2	63.5	64.5	70.2	73.7	63.8	62.5	70.4	60.2	65.6	63.2	63.8	64.6	56.7	61.2	60.0	63.3	64.3	62.2	65.1	59.6	62.6
26	67.8	64.7	64.5	63.2	67.7	73.0	63.4	61.6	69.9	59.2	63.8	62.5	63.3	63.1	56.5	60.5	58.8	55.0	61.8	59.8	63.8	60.9	62.0
27	68.4	64.8	64.5	63.7	69.4	73.6	64.0	61.9	70.8	62.0	64.5	63.5	62.4	63.5	53.3	58.0	60.0	56.4	62.6	60.2	63.8	60.5	62.2
28	69.7	65.8	65.8	64.7	69.9	74.8	63.4	62.7	72.0	60.9	65.8	64.6	63.4	64.3	55.5	59.0	61.1	59.7	64.0	61.6	64.7	61.5	62.3
29	69.4	66.0	67.8	64.5	68.5	74.7	67.0	63.7	71.3	60.3	65.2	63.7	63.8	64.6	58.5	63.5	60.6	57.6	63.6	61.7	64.9	60.6	62.5
30	67.8	64.3	64.9	63.1	66.5	73.2	63.5	60.9	69.8	60.0	63.7	62.3	62.0	62.9	56.7	56.6	58.9	55.1	62.0	60.2	62.8	59.2	60.8
31	68.1	64.5	65.8	64.3	67.1	73.3	63.2	61.6	70.0	59.0	64.3	63.0	62.1	63.1	55.0	56.3	59.4	55.4	62.4	60.9	63.6	59.4	61.0
Month CNEL	**69.4**	**65.9**	**65.6**	**64.7**	**69.1**	**74.4**	**65.0**	**62.9**	**71.1**	**60.5**	**65.1**	**63.7**	**63.6**	**64.3**	**56.7**	**61.4**	**60.2**	**57.1**	**63.3**	**61.4**	**64.5**	**60.1**	**62.5**

Table 11

Daily and Monthly CNEL Levels — September 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	69.4	65.6	64.1	66.0	68.0	74.5	63.5	62.4	71.2	60.1	65.3	63.7	63.2	64.4	57.6	56.8	60.6	56.3	63.4	61.6	64.7	60.6	63.2
2	68.0	64.4	63.6	63.3	67.7	73.5	62.7	63.9	70.2	58.8	64.4	63.3	62.0	63.1	53.8	55.1	59.9	55.6	62.6	60.2	63.4	59.7	62.0
3	68.3	64.8	63.9	63.7	69.2	72.7	62.9	61.0	69.7	59.3	64.0	62.9	62.5	63.4	53.9	55.9	58.8	55.2	62.0	59.8	63.4	59.6	61.5
4	69.1	65.5	64.5	64.5	68.6	73.7	64.8	62.8	70.6	60.1	65.2	63.8	63.2	64.0	56.9	58.6	59.9	55.9	63.1	61.1	64.5	60.1	62.4
5	69.6	65.6	66.4	64.4	67.6	73.5	64.8	62.2	70.5	60.2	64.6	63.5	63.2	64.2	54.3	59.1	60.0	55.8	62.3	60.4	64.1	60.3	62.6
6	67.8	64.1	64.3	63.0	67.2	73.2	64.7	61.3	70.1	58.8	63.6	62.3	63.6	62.6	54.0	57.0	59.5	54.8	61.3	59.6	63.6	59.0	61.0
7	69.1	65.6	64.3	64.3	67.6	74.1	64.3	61.7	70.7	59.2	64.4	63.1	63.0	64.5	55.8	57.0	59.9	55.4	62.5	60.2	64.3	59.3	63.4
8	69.3	65.6	64.7	64.6	68.3	72.9	64.1	62.7	69.9	60.0	64.7	63.4	63.1	64.2	55.4	57.2	60.2	56.9	63.2	60.3	64.3	60.6	62.5
9	68.7	65.1	63.2	63.8	67.5	72.2	63.5	62.1	69.4	60.5	64.2	62.9	62.7	63.9	57.6	59.4	59.4	56.1	62.1	59.7	63.7	60.2	61.7
10	68.8	65.2	64.4	63.6	68.1	73.4	64.7	63.1	70.6	60.6	65.4	64.0	63.0	63.6	57.5	61.0	60.5	57.7	63.7	61.6	64.7	61.0	63.8
11	69.7	66.1	65.8	64.5	68.4	74.6	65.0	63.5	71.4	61.6	66.1	64.7	63.7	64.7	58.3	60.3	61.3	58.4	64.2	62.1	65.2	62.0	64.5
12	70.8	66.7	66.6	65.3	68.6	74.6	65.7	63.2	71.5	60.8	66.0	64.7	64.8	65.1	57.1	62.3	60.9	57.9	64.3	62.3	66.0	61.7	63.4
13	68.3	64.9	64.9	63.3	66.8	73.0	62.8	61.7	70.1	60.6	64.5	63.7	62.6	63.3	53.1	59.4	59.7	56.5	62.8	60.6	64.6	60.6	62.2
14	69.8	66.2	63.8	64.7	68.2	74.8	64.9	62.9	71.4	60.4	66.0	64.7	63.9	64.8	54.2	61.2	60.9	56.8	64.0	62.7	65.3	61.2	62.9
15	68.7	65.6	64.3	64.3	68.2	73.5	63.7	62.2	70.6	60.7	64.7	63.4	63.0	64.1	53.6	55.9	60.4	55.8	64.0	60.3	64.1	59.7	62.2
16	68.0	64.4	63.3	63.5	67.1	73.1	62.8	61.6	70.4	60.4	64.2	62.9	61.7	63.4	52.6	55.5	59.6	54.9	62.5	60.7	63.4	59.4	62.9
17	65.7	62.5	59.4	61.4	66.5	72.0	62.9	68.2	68.5	57.7	62.8	62.5	60.3	61.1	57.8	57.8	59.2	56.1	61.0	58.5	61.8	59.8	59.1
18	71.1	67.6	66.6	66.9	68.4	75.2	66.5	63.1	72.2	60.9	66.3	64.9	64.8	66.2	58.5	60.9	60.8	57.2	64.5	63.2	65.7	61.1	64.8
19	69.9	66.2	67.8	64.7	68.4	75.1	65.4	62.9	71.6	60.5	66.0	65.3	63.6	64.9	56.3	59.1	60.6	57.0	64.3	63.9	65.6	61.5	62.9
20	68.5	65.0	65.4	63.1	67.1	73.5	62.9	61.5	69.5	57.8	63.6	62.7	62.1	63.4	53.5	53.0	58.7	54.2	61.6	59.3	62.7	58.8	61.2
21	69.4	65.4	65.5	66.1	68.0	74.4	63.3	61.7	71.0	59.6	65.2	64.1	63.2	64.5	58.6	56.1	59.6	55.3	63.3	62.0	64.4	59.7	71.1
22	69.8	66.0	66.0	65.4	68.4	73.8	63.2	62.6	70.5	59.4	65.2	64.8	63.5	64.6	57.2	57.4	60.4	57.8	63.9	60.7	64.3	62.2	63.1
23	68.1	64.7	63.7	63.2	67.7	73.1	63.1	61.7	70.1	60.0	64.4	63.7	62.3	63.3	54.0	57.6	59.7	56.8	62.6	60.5	63.7	60.3	61.6
24	69.0	65.5	65.2	64.5	68.4	73.6	63.9	62.2	70.6	60.4	65.0	63.6	62.6	63.9	54.5	58.9	60.1	58.2	63.2	61.0	64.3	60.6	62.0
25	70.3	66.5	66.2	65.6	69.5	74.9	65.2	63.2	71.8	60.5	65.5	65.0	63.8	64.8	62.1	59.9	60.6	57.5	63.5	64.4	64.7	60.9	64.6
26	69.7	66.2	63.9	64.6	68.7	74.9	65.3	63.8	71.8	60.9	66.1	64.8	64.8	64.6	56.6	63.2	61.5	58.8	64.2	63.3	65.4	61.5	62.8
27	68.7	65.2	65.8	63.6	67.2	73.4	63.3	61.9	70.4	61.3	65.0	63.7	63.2	63.6	52.0	60.0	59.7	56.5	63.2	61.6	64.2	60.5	61.7
28	69.7	66.2	65.6	64.3	68.1	74.4	65.5	63.0	71.5	60.8	66.3	64.9	63.6	64.7	55.2	61.4	60.9	57.6	64.5	63.1	65.4	61.5	62.7
29	69.7	66.0	65.1	64.4	70.2	73.7	63.3	64.6	70.5	60.6	65.7	64.5	63.5	64.6	56.9	55.9	60.8	57.7	64.7	62.0	64.9	61.6	62.7
30	69.0	65.4	65.4	63.6	69.2	72.7	65.4	62.3	70.0	60.6	65.0	63.9	62.9	64.0	56.8	61.7	60.2	57.3	63.1	61.4	64.2	61.0	62.9
Month CNEL	**69.2**	**65.6**	**65.0**	**64.4**	**68.2**	**73.8**	**64.3**	**63.0**	**70.7**	**60.2**	**65.1**	**63.9**	**63.2**	**64.1**	**56.5**	**59.1**	**60.2**	**56.7**	**63.3**	**61.5**	**64.4**	**60.6**	**63.5**

Table 12

Air Carrier Operations by Aircraft Type – Captured by the Airport Noise & Operations Monitoring System — July – September 2025

Aircraft Type	AAL	AAY	ACA	ASA	BAW	CMP	CSB	DAL	DLH	FDX	FFT	HAL	JAL	JBU	JZA	KLM	MXY	NKS	QXE	ROU	SCW	SCX	SKW	SWA	UAL	UPS	WJA	Total
A20N	0	0	0	0	0	0	0	0	0	0	790	0	0	0	0	0	0	359	0	0	0	0	0	0	0	0	0	**1,149**
A21N	1,156	0	0	0	0	0	0	838	0	0	460	312	0	14	0	0	0	72	0	0	0	0	0	0	590	0	0	**3,442**
A223	0	0	206	0	0	0	0	0	0	0	0	0	0	0	0	0	312	0	0	0	0	0	0	0	0	0	0	**518**
A306	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	**4**
A319	2	52	0	0	0	0	0	86	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	0	0	0	0	**196**
A320	14	78	58	0	0	0	0	42	0	0	65	0	0	0	0	0	0	326	0	2	0	0	0	0	10	0	0	**595**
A321	2,572	0	0	0	0	0	0	2,706	0	0	112	0	0	812	0	0	0	8	0	2	0	0	0	0	0	0	0	**6,212**
A332	0	0	0	0	0	0	0	0	0	0	0	188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**188**
A359	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	**178**
B38M	219	0	52	130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,279	589	0	92	**5,363**
B39M	0	0	0	2,226	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,076	0	0	**3,392**
B737	1	0	0	74	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,665	0	0	98	**10,839**
B738	739	0	0	1,500	0	0	0	675	0	0	0	0	0	0	0	0	0	0	0	0	0	196	0	2,806	1,490	1	84	**7,491**
B739	0	0	0	2,110	0	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,614	0	0	**3,814**
B752	0	0	0	0	0	0	0	135	0	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	**239**
B753	0	0	0	0	0	0	0	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	**373**
B762	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	**12**
B763	0	0	0	0	0	0	114	2	0	264	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284	0	**664**
B764	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**
B77W	0	0	0	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**184**
B788	0	0	0	0	136	0	0	0	0	0	0	0	152	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**288**
B789	0	0	0	0	16	0	0	0	0	0	0	0	32	0	0	66	0	0	0	0	0	0	0	0	0	0	0	**114**
B78X	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	**16**
C208	0	0	0	0	0	0	0	0	0	279	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**279**
CRJ2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	**8**
CRJ9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	380	0	0	0	0	0	0	0	0	0	0	0	0	**381**
E75L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	712	0	0	0	7,534	0	0	0	0	**8,246**
Total	**4,703**	**130**	**316**	**6,040**	**338**	**92**	**126**	**4,948**	**178**	**641**	**1,427**	**501**	**184**	**826**	**380**	**80**	**312**	**765**	**712**	**60**	**4**	**196**	**7,534**	**17,750**	**5,385**	**285**	**274**	**54,187**

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Final Audit Report 2026-02-21

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