

# Quarterly Noise Report

**For the California Department of Transportation**

**Fourth Quarter - Calendar Year 2025**



**SAN DIEGO  
INTERNATIONAL AIRPORT**

## **Aircraft Noise**

May 7, 2026

# 4Q 2025 Quarterly Noise Report

October 1 through December 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 \(May 22, 2026 15:58:53 PDT\)](#)

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Sjohnna Knack  
Director of Planning, Noise, &  
Environment



[Atif Saeed \(May 22, 2026 20:48:33 PDT\)](#)

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Atif Saeed  
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) – 0.371 square miles (237.44 acres)
  - Federal Military Impact Area (FMIA) – 0.139 square miles (88.96 acres)
2. Estimated number of population and dwelling units within the Noise Impact Area as defined in the Noise Standards:<sup>1</sup>
  - Dwelling Units – 3,256 (Population – 6,747)
3. Number of Noise Complaints and Households during the Calendar Quarter:
  - 2,706 Complaints (77 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 (178 Operations)
5. Number of Air Carrier Operations during the Calendar Quarter: 55,419<sup>2</sup>
6. Percentage of Air Carrier Aircraft Stage 3 or Better:
  - 100%
7. Number of Air Taxi Operations during the Calendar Quarter: 3,448
8. Number of General Aviation Operations during the Calendar Quarter: 1,980
9. Number of Military Operations during the Calendar Quarter: 79
10. Total number of Airport Operations during the Calendar Quarter: 60,926

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1 Reference form DOA 617, 10/89.

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**

<b>Impact Area (sq mi)</b>	<b>4Q 2025</b>	<b>4Q 2024</b>	<b>Change (sq mi)</b>
NIA	0.371	0.373	-0.002
FMIA	0.139	0.136	0.003

## Noise Contour

A quality control review identified contour modeling errors affecting SAN quarterly noise contours during the prior reporting period, associated with Runway 27 coordinate positioning and AEDT displaced threshold configuration inputs. The affected rolling 12-month CNEL 65 dB contours were recalculated using AEDT 3g with corrected runway endpoint and threshold data. Corrected contour values reflected in this report and associated figures are presented in the accompanying tables and the contour map.

The Noise Contour presented on the following contour 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 Fourth Quarter of 2025 reflects a marginal decrease in the total area of the CNEL 65 dBA contour compared to the same period in 2024. During this period, the Noise Impact Area (NIA) decreased by 0.002 square miles, while the Federal Military Impact Area (FMIA) increased by 0.003 square miles. 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 decrease 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:

- January 2024 through December 2024 (Fourth Quarter 2024)
- January 2025 through December 2025 (Fourth Quarter 2025)

ANOMS data accounted for more than 99 percent of total flight operations at San Diego International Airport during the reporting period.

Total flight operations increased by approximately 1.5 percent, which is generally consistent with official Air Traffic Control Tower counts indicating an increase of approximately 2.5 percent over the same period.

Evening operations (7:00 p.m. to 9:59 p.m.) increased by approximately 0.4 percent, daytime operations (7:00 a.m. to 6:59 p.m.) remained stable with an increase of approximately 0.3 percent, and nighttime operations (10:00 p.m. to 6:59 a.m.) increased by approximately 10 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 4.5 percent increase in daytime-equivalent operations<sup>3</sup>. This increase was partially offset by the increased use of newer and quieter air carrier aircraft, including the Airbus A321neo and Boeing 737 MAX models.

The use of heavy and wide-body aircraft by air carriers remained consistent between the two periods, increasing by approximately 0.6 percent in 2025, which equates to less than one additional weekly operation compared to the same period in 2024. Operations of heavy aircraft in the Boeing 767-200, -300, and -400 series also remained relatively constant compared to the previous year. Operations of other heavy aircraft, including the Airbus A300-600, A330, A350, and Boeing 787-8 and -9 series, increased by approximately 16 percent in 2025 relative to 2024. In contrast, Boeing 777 series operations decreased by approximately 29 percent in 2025, primarily attributable to service changes by British Airways and United Airlines.

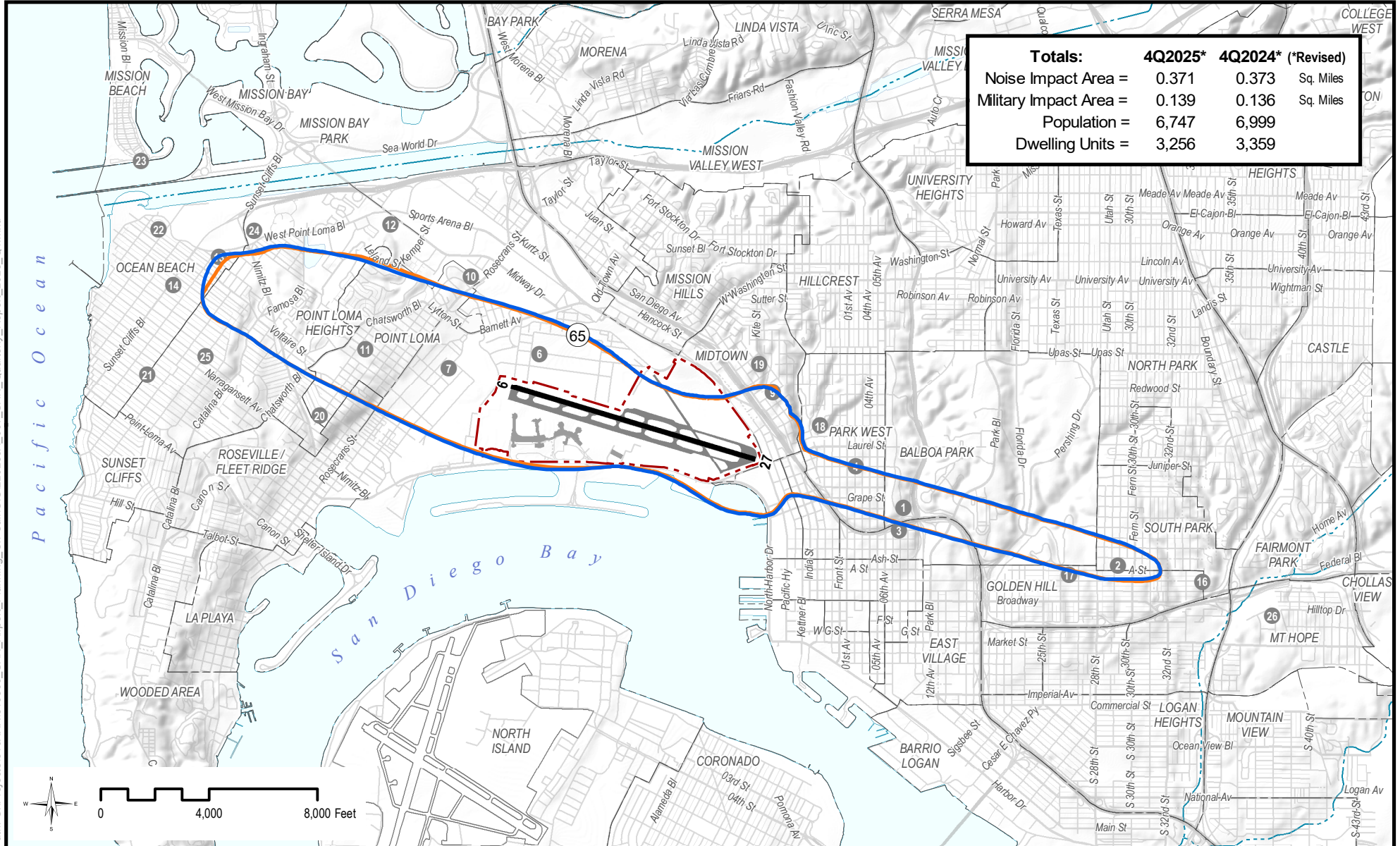
The combined operations of Airbus and Boeing narrow-body aircraft decreased by approximately 1.6 percent in 2025 compared to 2024. Operations of the Airbus narrow-body family (A319, A320, A321, and A220) decreased by approximately 8 percent, while operations

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<sup>3</sup> Daytime-equivalent operations are calculated using CNEL weighting factors per FAA AEDT methodology.








of the Boeing narrow-body fleet (B737-300, -400, -800, B737 MAX, and B757) remained relatively stable, with a slight increase of approximately 0.7 percent. In contrast, commuter aircraft operations, including Canadair Regional Jets (CRJ700/900) and the Embraer E-Jet family (E170, E175, E190, and E195), increased by approximately 23 percent relative to 2024.

Although total operations in Fourth Quarter 2025 increased by approximately 1.5 percent compared to 2024, the CNEL 65 dBA contour area decreased slightly by 0.002 square miles (approximately 0.5 percent). This reduction is primarily attributable to operational factors, including increased use of newer, quieter aircraft (e.g., Airbus A321neo and Boeing 737 MAX) and reduced use of louder aircraft types such as the Boeing 777-200 series and B757-200 and -300 series.



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-  2025 4th Quarter 65 dB CNEL Contour (Revised, AEDT Version 3g)
-  2024 4th Quarter 65 dB CNEL Contour (Revised, AEDT Version 3g)
-  Airport Property
-  Runway
-  RMT Site Location
-  Roads
-  River / Stream

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

• The previous 4Q2024 contour in the 4Q2024 Quarterly Noise Report was incorrect due to an AEDT 3f displaced threshold error, the contour was recalculated correctly using AEDT 3g as reflected in this SAN 4Q2025 QNR.  
 • The 4Q2025 and 4Q2024 Quarterly Noise Report were incorrect due to a Runway 27 coordinate error. The contour has now been correctly recalculated in AEDT 3g.



## **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 2025, QHP has completed 6,037 homes, with a waitlist of 1,198 units.

## **Aircraft Noise Complaints**

During the Quarter, the Aircraft Noise Office received a total of 2,706 complaints from 77 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**

<b>Operations</b>	<b>4Q 2025</b>	<b>4Q 2024</b>	<b>Net Change</b>	<b>Percent Change</b>
Air Carrier	55,419	52,392	3,027	5.8%
Air Taxi	3,448	3,620	-172	-4.8%
General Aviation	1,980	1,961	19	1.0%
Military	79	101	-22	-21.8%
<b>Total</b>	<b>60,926</b>	<b>58,075</b>	<b>2,851</b>	<b>4.9%</b>

## **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. Fifteen violations

resulted in a \$606,000 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 <sup>1</sup> (dB)	Annual CNEL <sup>1</sup> (dB)
RMT 1	69.8	69.8
RMT 2	65.7	65.9
RMT 3	67.5	66.6
RMT 4	65.9	65.4
RMT 5 <sup>2</sup>	*	*
RMT 6	69.1	68.8
RMT 7	74.1	73.9
RMT 8 <sup>2</sup>	*	*
RMT 9	65.9	65.6
RMT 10	75.1	69.9
RMT 11	71.0	70.8
RMT 12	60.7	60.9
RMT 13	65.2	65.1
RMT 14	64.7	64.3
RMT 15 <sup>2</sup>	*	*
RMT 16	64.2	64.1
RMT 17	64.8	64.6
RMT 18	61.1	59.8
RMT 19	62.8	62.3
RMT 20	60.3	75.5
RMT 21	58.6	58.0
RMT 22	63.5	63.3
RMT 23	61.5	61.6
RMT 24	64.7	64.5
RMT 25	60.9	60.6
RMT 26	62.8	63.2

**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 2025	4Q 2024	Change (dB)
Arrivals	98.9	95.7	3.2
Departures	101.9	101.2	0.7

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), October – December 2025

<b>Aircraft Type</b>	<b>SENEL (dB)</b>	<b>Origin</b>	<b>Flight Number</b>	<b>Date Time</b>
B763	103.8	MEM	FDX1422	12/16/2025 6:04
B772	101.3	LHR	BAW82P	11/28/2025 18:12
B763	100.9	MEM	FDX1422	11/29/2025 5:54
B763	100.9	ELP	CSB529	12/24/2025 12:23
B772	100.8	LHR	BAW82P	12/19/2025 16:46
B763	100.4	MEM	FDX1422	10/4/2025 5:18
B762	99.7	ELP	CSB529	10/3/2025 10:52
A332	99.7	HNL	ASA816	12/3/2025 20:47
B763	99.5	IND	FDX1754	12/16/2025 6:01
B763	99.5	MEM	FDX1422	12/17/2025 5:41
A332	99.2	HNL	ASA816	11/20/2025 20:23
A306	99.2	OAK	FDX1889	12/24/2025 5:35
B737	99.1	LAS	SWA2118	12/24/2025 15:47
B752	98.9	ATL	DAL725	11/8/2025 9:31
B763	98.9	MEM	FDX1422	11/21/2025 6:11
B739	98.8	PDX	ASA1074	10/14/2025 10:08
B763	98.8	ELP	CSB529	10/14/2025 10:11
B763	98.8	MEM	FDX1422	11/11/2025 5:57
B763	98.8	SDF	UPS922	11/26/2025 4:53
B763	98.8	IND	FDX1754	12/18/2025 5:17
A306	98.8	OAK	FDX1889	12/19/2025 4:02
B763	98.8	SDF	UPS922	12/20/2025 5:30
B768	98.7	IND	FDX1754	11/12/2025 5:09
B738	98.7	PDX	ASA1394	12/24/2025 13:29
B763	98.7	SDF	UPS2636	12/24/2025 17:50
B738	98.6	BWI	SWA1932	10/14/2025 9:16
B763	98.6	MEM	FDX1422	11/4/2025 5:42
B763	98.5	MEM	FDX1422	11/5/2025 5:48
B739	98.5	EWR	UAL2149	12/24/2025 9:07
B739	98.5	SEA	DAL2508	12/24/2025 10:31
B752	98.4	OAK	FDX1889	10/9/2025 3:52
B738	98.4	ORD	AAL1543	12/3/2025 22:50

**Table 5 – Continued**

Quarterly SENEL Survey — Arrivals (RMT #1), October – December 2025

<b>Aircraft Type</b>	<b>SENEL (dB)</b>	<b>Origin</b>	<b>Flight Number</b>	<b>Date Time</b>
B763	98.4	MEM	FDX1422	12/13/2025 5:31
B752	98.3	OAK	FDX1889	10/14/2025 4:12
B738	98.3	SMF	SWA3334	10/14/2025 12:29
B763	98.3	MEM	FDX1422	10/28/2025 5:50
B763	98.3	CVG	FDX9752	11/3/2025 3:16
B763	98.3	MEM	FDX1422	11/8/2025 5:57
B738	98.3	SFO	UAL1712	11/21/2025 8:14
B763	98.2	SDF	UPS922	10/22/2025 4:45
B752	98.2	OAK	FDX1889	10/28/2025 4:10
B763	98.2	SDF	UPS922	11/12/2025 5:02
B763	98.2	SDF	UPS922	12/4/2025 5:11
B763	98.2	SDF	UPS922	12/18/2025 5:21
B739	98.2	ORD	ASA1470	12/24/2025 11:17
B738	98.1	LAS	SWA2354	10/14/2025 11:37
B763	98.1	IND	FDX1754	11/4/2025 5:16
B763	98.1	SDF	UPS922	11/8/2025 5:36
B738	98.1	DEN	SWA704	11/20/2025 22:31
B752	98.1	OAK	FDX1889	11/21/2025 4:09
B763	98.1	ELP	CSB529	12/23/2025 10:23
B738	98.1	SMF	SWA3367	12/24/2025 8:06
B737	98.1	SMF	SWA2867	12/24/2025 12:43
B738	98.1	HOU	SWA2981	12/24/2025 19:27
B738	98.0	DEN	SWA2161	10/14/2025 12:05
B752	98.0	OAK	FDX1889	11/12/2025 3:56
B737	98.0	LAS	SWA3274	12/24/2025 11:06
B738	98.0	SFO	UAL1483	12/24/2025 12:14
B752	97.9	ATL	DAL725	10/14/2025 9:46
B738	97.9	SLC	DAL1202	10/31/2025 0:51
B738	97.9	AUS	SWA437	11/20/2025 21:17
B763	97.9	ELP	CSB529	12/22/2025 3:59
B738	97.9	SFO	UAL2391	12/24/2025 16:00
B739	97.8	SEA	ASA1258	10/14/2025 10:31

**Table 6**

Quarterly SENEL Survey — Departures (RMT #7), October - December 2025

<b>Aircraft Type</b>	<b>SENEL (dB)</b>	<b>Origin</b>	<b>Flight Number</b>	<b>Date Time</b>
A332	103.7	HNL	ASA815	11/18/2025 09:04
B772	103.3	LHR	BAW9SW	10/31/2025 19:04
A332	103.0	HNL	ASA815	12/23/2025 09:04
A332	102.9	HNL	ASA815	11/12/2025 09:06
B772	102.8	LHR	BAW9SW	11/06/2025 18:29
B772	102.8	LHR	BAW9SW	12/12/2025 20:16
B772	102.7	LHR	BAW9SW	11/07/2025 18:08
B772	102.7	LHR	BAW9SW	11/17/2025 18:32
B772	102.5	LHR	BAW9SW	12/07/2025 18:15
B772	102.5	LHR	BAW9SW	12/16/2025 18:27
B738	102.4	MIA	AAL1673	10/09/2025 23:05
B772	102.4	LHR	BAW9SW	11/09/2025 18:23
B772	102.4	LHR	BAW9SW	11/29/2025 18:27
B772	102.4	LHR	BAW9SW	12/08/2025 18:26
B772	102.4	LHR	BAW9SW	12/18/2025 18:31
B772	102.2	LHR	BAW9SW	11/10/2025 18:26
B772	102.2	LHR	BAW9SW	11/21/2025 18:26
B772	102.2	LHR	BAW9SW	11/22/2025 18:35
B772	102.2	LHR	BAW9SW	12/10/2025 19:48
B772	102.2	LHR	BAW9SW	12/14/2025 18:28
B772	102.2	LHR	BAW9SW	12/15/2025 18:29
B772	102.1	LHR	BAW9SW	11/23/2025 18:24
B772	102.1	LHR	BAW9SW	12/01/2025 18:12
A332	102.0	HNL	HAL15	10/11/2025 08:57
B772	102.0	LHR	BAW9SW	12/13/2025 18:41
A332	102.0	HNL	ASA815	12/19/2025 08:36
B772	101.9	LHR	BAW9SW	10/30/2025 19:48
B772	101.9	LHR	BAW9SW	11/01/2025 19:10
B772	101.9	LHR	BAW9SW	11/12/2025 18:28
B772	101.8	LHR	BAW9SW	11/19/2025 18:36
A321	101.8	PHL	AAL2051	11/21/2025 23:21
B772	101.8	LHR	BAW9SW	12/17/2025 20:04
B772	101.8	LHR	BAW9SW	12/21/2025 18:22
B772	101.8	LHR	BAW9SW	12/27/2025 18:57
A332	101.8	HNL	ASA815	12/31/2025 08:27
A332	101.7	HNL	ASA815	11/07/2025 11:05

**Table 6 – Continued**

Quarterly SENEL Survey — Departures (RMT #7), October – December 2025

<b>Aircraft Type</b>	<b>SENEL (dB)</b>	<b>Origin</b>	<b>Flight Number</b>	<b>Date Time</b>
B772	101.7	LHR	BAW9SW	11/08/2025 18:06
B739	101.7	IAD	UAL2129	11/19/2025 22:11
B772	101.7	LHR	BAW9SW	11/25/2025 18:31
B772	101.7	LHR	BAW9SW	11/30/2025 18:26
A332	101.6	HNL	ASA815	11/20/2025 08:37
B772	101.6	LHR	BAW9SW	12/11/2025 19:41
A332	101.5	HNL	ASA815	11/05/2025 08:42
A332	101.5	HNL	ASA815	11/14/2025 09:39
B772	101.5	LHR	BAW9SW	11/28/2025 21:12
B739	101.4	KOA	ASA238	11/01/2025 11:01
B772	101.4	LHR	BAW9SW	11/03/2025 18:39
B772	101.4	LHR	BAW9SW	11/11/2025 18:24
B772	101.4	LHR	BAW9SW	11/24/2025 18:23
B772	101.4	LHR	BAW9SW	11/26/2025 18:40
B77W	101.4	LHR	BAW9SW	12/06/2025 18:31
A332	101.4	HNL	ASA815	12/27/2025 08:26
B753	101.3	ATL	DAL725	10/05/2025 11:24
B77W	101.3	LHR	BAW264	10/14/2025 19:58
B739	101.3	EWR	UAL1827	10/25/2025 22:42
B772	101.3	LHR	BAW9SW	11/05/2025 18:26
B739	101.3	MCO	ASA707	11/21/2025 23:14
B739	101.3	SEA	ASA1373	11/26/2025 06:31
A332	101.3	HNL	ASA815	11/29/2025 08:51
A332	101.3	HNL	ASA815	12/25/2025 18:15
A321	101.2	ATL	DAL729	12/16/2025 06:32
A332	101.2	HNL	ASA815	12/17/2025 11:28
B772	101.2	LHR	BAW9SW	12/20/2025 18:26
B739	101.2	IAD	UAL2129	12/23/2025 21:50
B772	101.1	LHR	BAW9SW	11/04/2025 18:14
A332	101.1	HNL	ASA815	11/13/2025 08:52
B739	101.1	JFK	ASA36	11/21/2025 22:44
A321	101.1	CLT	AAL1071	11/26/2025 06:35
B739	101.1	JFK	ASA36	12/11/2025 22:09
A321	101.1	CLT	AAL1071	12/18/2025 06:43
B772	101.1	LHR	BAW9SW	12/19/2025 20:21
A332	101.1	HNL	ASA815	12/20/2025 09:28

**Table 7**

Average Daily Operations<sup>4</sup> by Runway, Operation Type, Time of Day, and Aircraft Type  
October – December 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	1	0	1	2	0	1	0	0	0	0	0	0	0	5
A21N	9	5	3	11	2	4	0	0	1	1	0	0	0	36
A221	1	0	0	1	0	0	0	0	0	0	0	0	0	2
A223	1	0	0	2	0	0	0	0	0	0	0	0	0	3
A320	1	0	0	1	0	0	0	0	0	0	0	0	0	2
A321	18	6	3	18	2	7	1	0	0	1	0	0	0	56
A332	0	1	0	1	0	0	0	0	0	0	0	0	0	2
A359	1	0	0	1	0	0	0	0	0	0	0	0	0	2
B38M	28	8	4	29	6	5	1	0	0	2	0	0	0	83
B39M	11	5	1	12	3	2	0	0	0	1	0	0	0	35
B737	28	5	3	31	5	3	1	0	0	2	0	0	0	78
B738	30	7	5	32	6	5	1	0	1	2	0	0	0	89
B739	15	4	2	17	2	2	1	0	0	1	0	0	0	44
B752	1	0	0	1	1	0	0	0	0	0	0	0	0	3
B763	1	0	2	1	2	1	0	0	0	0	0	0	0	7
B772	1	0	0	0	0	0	0	0	0	0	0	0	0	1
B788	1	0	0	1	0	0	0	0	0	0	0	0	0	2
CRJ9	1	0	0	1	0	0	0	0	0	0	0	0	0	2
E75L	15	10	3	35	7	5	0	0	0	2	0	1	0	78
<b>Total</b>	<b>163</b>	<b>52</b>	<b>27</b>	<b>197</b>	<b>38</b>	<b>35</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>540</b>

<sup>4</sup> 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 have high threshold values due to elevated ambient noise from the adjacent freeway. 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 — October 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	69.2	65.4	65.8	63.7	68.9	73.6	63.6	63.0	70.3	60.5	65.0	64.1	63.2	63.9	58.5	57.1	60.7	57.9	63.3	61.1	64.2	61.2	62.1
2	70.5	66.8	66.0	65.4	69.9	73.9	63.9	63.8	70.7	62.4	65.8	64.6	64.6	65.4	56.9	60.4	61.2	57.9	64.1	61.8	65.0	61.6	63.7
3	70.3	66.7	67.0	65.1	68.2	73.6	63.3	63.3	70.5	60.4	65.4	63.9	64.6	65.2	57.0	59.7	61.1	58.3	63.5	61.8	65.3	61.1	63.7
4	69.2	64.7	66.3	63.4	67.2	72.7	64.8	61.7	69.4	61.0	64.4	63.6	62.6	63.3	54.9	64.2	59.8	59.3	63.0	61.1	63.5	60.7	62.3
5	71.1	66.6	67.9	65.0	68.5	74.9	64.3	63.2	71.7	60.7	66.7	64.9	64.7	65.2	53.6	61.8	61.4	57.8	64.9	60.8	65.8	61.7	63.5
6	70.1	66.5	65.8	64.9	68.8	73.9	63.6	62.8	71.2	60.3	65.9	64.6	64.1	69.6	52.3	58.4	60.9	57.2	64.8	0.0	65.2	61.4	63.2
7	69.7	65.7	65.0	64.2	68.9	73.1	64.2	62.5	70.4	60.8	65.0	64.2	63.2	66.9	58.0	58.6	60.3	57.3	63.2	0.0	64.3	61.1	62.5
8	69.6	66.0	66.0	64.2	68.2	73.6	63.3	62.3	70.6	59.7	65.2	64.7	63.5	68.4	54.9	55.0	61.2	57.5	63.4	0.0	64.2	61.7	63.0
9	71.1	67.1	67.5	65.7	70.0	74.6	62.2	63.8	71.6	62.7	66.6	65.1	64.6	65.8	53.6	51.9	62.2	58.6	64.9	0.0	65.8	62.3	64.0
10	70.5	66.7	67.9	65.9	68.6	74.6	65.1	63.1	71.3	61.9	65.9	65.0	64.1	69.6	54.9	57.0	61.6	59.1	64.2	0.0	65.3	62.1	63.9
11	68.4	64.7	64.3	63.1	67.1	74.1	64.9	61.8	70.7	59.8	65.1	64.0	62.8	63.2	54.5	62.7	59.9	56.6	63.2	0.0	64.3	61.2	61.5
12	70.1	66.6	64.9	64.9	69.5	75.1	65.4	63.8	71.9	60.9	66.4	64.6	64.7	65.3	56.9	63.1	61.4	57.4	64.5	0.0	65.8	61.5	63.6
13	70.4	66.9	64.7	65.0	69.9	75.2	66.9	65.3	71.9	62.0	66.9	65.2	65.5	65.2	56.4	65.1	61.2	61.9	65.0	0.0	66.2	61.6	64.0
14	70.5	66.7	68.0	70.7	70.1	72.8	67.8	81.2	70.2	58.2	63.1	65.0	65.8	65.9	66.9	63.0	57.8	58.3	61.4	0.0	61.7	58.5	63.5
15	70.4	66.7	67.7	64.9	68.2	73.6	66.4	63.1	70.7	60.1	65.2	64.6	64.6	65.4	56.7	62.4	61.0	59.2	63.8	0.0	64.5	61.6	64.8
16	70.5	66.6	68.0	64.9	69.1	74.6	69.1	63.8	71.4	62.6	65.8	64.8	64.7	65.3	64.1	65.3	61.5	58.5	64.2	62.9	65.5	62.0	64.0
17	70.8	66.4	70.4	65.1	69.0	74.9	68.6	64.1	71.3	61.2	66.0	64.8	65.7	67.1	62.4	62.6	61.4	58.1	64.2	62.9	65.8	61.9	64.1
18	67.9	63.4	66.7	62.4	66.8	73.2	64.3	61.5	70.0	58.7	63.9	63.6	62.4	62.5	62.4	61.3	59.5	56.2	62.4	58.7	64.1	59.9	60.2
19	69.4	65.4	67.5	64.1	68.7	75.2	65.7	62.9	72.0	60.7	66.0	64.5	64.0	64.3	64.5	63.3	60.9	57.1	64.0	0.0	66.1	61.2	62.5
20	69.9	65.7	68.1	64.4	68.6	74.1	68.1	63.3	71.0	60.1	65.6	64.5	63.9	64.5	63.2	63.7	60.3	60.0	64.4	0.0	65.0	61.1	62.3
21	68.9	64.8	65.5	64.6	67.8	72.9	68.8	61.9	69.8	60.4	64.1	64.1	62.6	63.5	56.5	62.0	58.5	61.3	62.2	0.0	64.0	59.6	61.7
22	69.5	65.6	66.2	64.2	67.9	73.4	65.9	63.0	70.6	60.3	64.9	64.3	63.7	64.2	60.6	62.0	60.4	60.5	63.1	0.0	64.2	61.3	62.6
23	70.6	66.5	67.7	65.0	68.6	74.4	70.6	63.5	71.1	62.0	66.1	65.1	64.9	65.3	57.8	63.9	61.1	60.8	64.5	63.8	65.2	62.1	63.6
24	70.8	66.9	67.8	65.6	68.4	74.4	65.7	62.9	71.0	59.7	65.5	64.1	64.8	65.7	55.9	61.1	59.6	57.4	63.5	62.2	65.5	60.0	63.4
25	68.8	65.1	66.9	63.5	67.2	73.4	64.0	62.0	70.2	59.7	64.5	63.5	63.0	63.9	54.9	59.0	59.7	55.5	62.9	61.3	63.9	59.9	61.7
26	70.0	66.4	66.9	64.7	69.3	74.8	66.0	63.9	71.8	61.4	66.7	64.7	64.3	65.1	57.7	61.4	61.5	57.5	64.6	63.7	66.1	61.6	63.2
27	69.9	66.2	65.5	64.8	68.5	73.3	63.9	63.7	71.2	61.0	66.3	64.8	64.6	65.1	55.6	56.7	61.3	57.6	64.9	62.4	65.5	61.6	63.5
28	67.4	63.6	62.5	63.9	66.7	72.8	63.1	60.7	69.6	58.9	63.3	63.0	61.8	62.5	61.2	58.6	58.7	55.3	61.5	59.9	62.3	59.7	61.0
29	70.4	65.3	68.6	64.4	69.2	74.0	65.6	62.4	69.5	58.9	62.4	62.0	64.6	64.1	64.6	64.1	58.0	54.0	60.8	58.2	62.3	57.7	62.2
30	68.3	63.4	66.1	66.9	68.1	74.0	64.9	61.2	70.8	59.2	62.7	64.5	62.0	62.6	64.7	63.3	58.0	54.5	60.7	57.9	62.2	58.5	60.0
31	68.3	64.9	66.5	64.1	67.3	74.7	65.2	61.9	72.2	61.6	65.1	66.5	63.2	63.5	55.9	62.3	59.6	56.1	63.2	61.1	64.0	60.9	61.4
<b>Month CNEL</b>	<b>69.9</b>	<b>65.9</b>	<b>66.9</b>	<b>65.1</b>	<b>68.6</b>	<b>74.0</b>	<b>66.0</b>	<b>67.9</b>	<b>70.9</b>	<b>60.7</b>	<b>65.4</b>	<b>64.5</b>	<b>64.1</b>	<b>65.5</b>	<b>60.2</b>	<b>61.9</b>	<b>60.5</b>	<b>58.3</b>	<b>63.6</b>	<b>61.6</b>	<b>64.8</b>	<b>61.0</b>	<b>62.9</b>

**Table 10**

Daily and Monthly CNEL Levels — November 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	68.8	64.7	67.0	64.5	67.4	73.4	63.8	61.7	70.0	58.4	64.3	62.6	62.3	63.3	54.3	54.1	59.1	54.2	62.4	60.4	63.5	58.7	64.5
2	70.5	65.9	67.5	67.6	68.7	74.9	64.5	63.1	71.7	60.1	66.0	65.2	63.9	64.7	59.6	58.5	60.5	56.5	63.8	62.4	65.8	60.6	62.8
3	68.6	64.9	64.4	63.4	67.7	73.9	64.4	63.4	71.3	59.9	65.3	65.2	62.9	63.5	52.8	59.4	59.7	56.2	63.6	61.8	64.7	60.0	62.1
4	68.3	64.9	64.4	63.0	67.9	73.0	64.3	62.8	70.2	59.9	64.7	64.6	62.6	63.5	51.4	57.6	59.6	56.9	62.9	61.3	64.0	60.7	61.7
5	69.0	65.0	66.8	63.7	68.3	73.3	64.9	63.2	70.7	60.7	65.4	64.7	63.6	63.8	59.9	61.4	60.7	57.5	63.6	61.2	64.8	61.4	62.2
6	70.8	66.8	67.5	65.0	68.9	74.7	64.3	64.2	71.4	61.1	65.9	64.2	64.9	65.7	58.2	58.2	61.3	57.9	63.9	62.6	65.1	61.3	64.0
7	70.3	66.3	67.3	65.2	68.3	74.1	63.1	62.4	70.6	59.4	65.3	64.3	64.3	65.1	53.0	56.1	59.6	56.0	63.5	62.3	65.0	60.7	63.1
8	67.8	63.8	66.1	65.6	67.6	73.5	65.1	61.6	71.0	60.0	63.9	64.4	62.5	62.7	60.2	63.2	58.9	54.2	61.8	60.4	63.3	58.4	60.5
9	68.1	62.9	63.6	67.4	68.0	74.5	64.6	61.3	71.5	58.3	64.8	64.9	60.7	62.0	58.9	58.3	58.5	54.1	62.3	60.1	64.2	58.9	59.4
10	67.7	63.6	66.4	68.3	69.3	73.6	66.2	61.2	71.0	58.1	62.3	65.8	61.5	63.1	62.9	57.0	57.1	53.2	59.9	56.8	62.0	57.2	60.2
11	69.1	64.1	65.7	66.3	67.6	74.2	65.3	61.8	71.6	59.1	64.4	65.5	61.9	62.8	58.4	59.6	59.8	56.5	62.5	60.0	64.3	59.4	61.1
12	67.9	64.1	64.8	64.9	68.4	73.5	64.4	62.0	70.2	59.5	64.3	64.1	61.9	62.9	57.8	60.7	59.3	55.9	62.5	60.4	64.5	60.6	60.7
13	69.8	66.2	65.1	64.3	70.4	73.7	65.8	63.4	70.6	60.7	65.3	63.6	64.7	64.7	62.9	63.5	60.2	57.6	63.4	62.1	64.8	60.5	63.5
14	69.7	65.9	67.1	64.3	68.2	73.1	66.0	63.3	71.2	61.0	65.7	64.3	64.4	64.5	49.3	62.3	60.4	57.2	63.8	62.8	64.7	61.1	63.0
15	68.8	64.4	66.2	69.7	69.1	0.0	65.5	82.9	71.5	58.2	63.5	65.9	63.9	63.8	65.3	63.5	58.5	56.1	61.9	59.9	63.3	59.7	61.0
16	70.1	66.3	65.0	64.3	69.2	72.2	65.7	64.2	70.9	60.8	66.2	64.5	65.1	64.9	54.2	66.3	60.6	58.1	64.2	62.4	65.6	61.2	63.2
17	70.7	66.7	65.5	66.1	70.3	71.7	62.7	73.6	70.6	62.1	66.1	64.3	64.8	65.5	59.6	60.1	61.0	58.2	64.7	62.2	65.6	61.7	63.7
18	69.2	65.5	66.7	63.7	69.7	71.2	66.7	66.6	70.5	60.7	65.3	64.7	64.2	65.1	58.3	65.9	60.9	57.7	63.5	61.5	65.4	61.5	62.6
19	69.2	65.0	67.6	63.3	70.3	74.5	63.7	63.8	71.7	62.1	65.7	65.7	63.5	63.7	56.4	58.9	61.7	58.4	64.1	62.0	66.7	62.3	62.4
20	69.5	65.7	66.9	70.5	72.7	75.6	66.1	90.3	72.9	60.5	65.1	67.7	65.0	65.4	67.2	66.0	60.9	58.1	63.4	59.9	64.3	61.7	63.1
21	71.6	67.6	71.6	70.9	70.3	75.9	63.2	90.0	72.9	61.5	66.0	65.9	67.1	67.1	66.1	61.1	60.7	56.2	64.2	62.7	66.3	60.5	65.2
22	70.0	65.9	68.7	64.0	69.1	74.6	65.4	63.7	71.5	61.7	66.0	64.7	65.4	64.5	59.8	63.6	61.1	57.7	64.3	62.6	66.1	61.4	62.9
23	69.8	66.2	66.3	64.4	69.2	74.6	67.4	63.6	71.3	60.5	66.1	64.3	64.9	64.9	58.5	66.4	60.9	57.4	64.1	62.6	65.6	61.2	63.2
24	70.4	66.5	68.0	64.8	70.4	74.5	63.7	64.4	71.6	60.8	66.2	64.4	64.8	65.1	54.3	62.7	61.2	62.3	65.2	63.2	65.7	62.0	63.7
25	71.3	66.4	70.2	65.3	71.5	74.7	67.5	63.7	71.2	60.5	65.5	64.4	65.9	65.2	64.4	66.3	60.9	61.3	63.8	62.0	64.9	61.7	63.8
26	71.5	64.7	70.9	64.5	72.3	74.6	70.7	63.3	70.4	60.4	64.2	63.0	65.0	63.2	65.9	66.9	63.3	62.3	62.5	60.5	63.7	59.4	62.6
27	63.7	61.0	59.6	59.5	65.4	70.2	61.8	58.6	66.5	56.1	60.9	59.4	59.3	59.7	59.3	60.9	55.1	52.1	58.9	58.7	59.9	55.7	57.4
28	70.1	65.4	68.1	66.7	69.3	74.8	65.4	63.2	71.1	63.7	65.1	64.9	64.0	64.1	62.1	64.7	59.9	60.0	63.1	60.8	64.4	60.3	62.1
29	69.9	66.0	68.9	64.1	68.9	75.0	67.5	63.9	71.7	60.5	66.2	65.4	64.8	64.6	59.8	66.7	60.4	56.5	64.0	62.5	65.4	60.7	63.3
30	70.7	67.1	65.8	65.3	69.4	75.3	64.2	64.4	72.2	61.9	67.3	65.3	65.1	65.6	54.1	60.9	61.9	58.2	65.5	63.6	66.5	62.2	63.8
<b>Month CNEL</b>	<b>69.7</b>	<b>65.5</b>	<b>67.2</b>	<b>66.0</b>	<b>69.4</b>	<b>74.1</b>	<b>65.5</b>	<b>78.9</b>	<b>71.2</b>	<b>60.5</b>	<b>65.3</b>	<b>64.8</b>	<b>64.1</b>	<b>64.4</b>	<b>61.0</b>	<b>63.0</b>	<b>60.4</b>	<b>57.8</b>	<b>63.4</b>	<b>61.6</b>	<b>64.9</b>	<b>60.6</b>	<b>62.7</b>

**Table 11**

Daily and Monthly CNEL Levels — December 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	71.4	67.5	69.0	67.1	72.1	74.5	66.5	63.7	71.4	62.1	66.3	64.8	66.2	66.0	58.9	63.2	61.1	58.1	65.9	62.5	65.8	61.7	64.7
2	69.9	66.2	66.8	64.3	71.6	73.2	64.0	63.1	70.1	62.3	65.0	63.8	64.4	64.8	55.8	62.3	60.0	57.2	63.3	61.8	64.4	67.0	63.3
3	68.3	64.3	67.1	65.5	69.0	73.7	60.6	68.7	71.1	60.7	64.2	66.2	62.7	63.2	59.5	59.2	59.4	57.4	62.2	59.5	62.9	60.7	61.4
4	69.0	64.6	69.2	63.3	68.8	73.8	63.4	63.0	70.6	60.3	64.7	63.9	64.0	63.3	53.2	62.8	60.0	56.7	62.9	61.1	64.1	60.2	61.6
5	69.6	65.0	69.6	63.3	68.8	73.1	65.0	62.8	69.7	61.7	64.1	62.4	64.5	63.5	63.4	63.0	59.7	60.0	62.2	59.8	63.9	60.8	62.2
6	68.7	64.3	67.8	62.7	68.6	72.9	63.9	61.4	69.2	60.1	64.0	62.8	63.9	62.7	60.7	63.3	59.3	56.0	62.1	59.6	63.2	59.8	61.5
7	69.9	65.8	66.9	64.8	68.4	74.1	65.3	62.8	70.7	60.3	65.7	63.8	64.7	64.5	60.1	60.6	60.6	56.4	63.7	62.0	65.4	60.7	62.8
8	70.0	65.4	68.6	64.0	69.4	73.9	65.2	63.3	70.5	62.1	65.7	64.2	65.0	64.1	60.9	65.9	60.5	57.5	64.0	61.1	64.9	60.7	63.1
9	69.8	63.6	70.0	62.3	69.0	72.3	64.3	61.5	68.3	61.8	63.4	62.5	63.4	62.6	60.4	64.2	58.0	55.6	61.6	59.7	63.9	58.9	61.0
10	69.7	64.1	68.6	65.6	70.0	73.1	64.2	62.1	68.7	61.4	63.2	62.4	63.9	63.1	64.3	63.3	58.3	68.2	61.4	58.8	63.0	58.8	61.5
11	70.7	65.7	68.9	64.2	70.5	74.2	65.7	62.9	70.7	64.0	65.1	64.1	64.8	64.3	63.1	65.4	60.1	58.7	63.3	61.2	64.4	60.7	62.4
12	70.8	66.6	70.4	64.7	69.4	74.0	66.0	64.3	71.1	63.1	65.8	63.8	65.8	65.4	63.3	64.1	61.0	61.7	63.6	61.7	65.5	60.5	63.8
13	67.6	63.5	68.3	68.6	63.9	72.2	64.0	57.1	69.7	59.2	62.1	65.2	61.5	63.0	63.2	59.4	55.7	57.0	59.8	57.0	61.3	57.2	60.2
14	68.8	63.3	67.7	69.1	66.4	74.0	62.9	59.3	71.5	56.3	63.1	66.6	61.2	63.2	63.0	57.0	57.3	54.5	60.8	56.8	62.2	59.3	59.8
15	68.9	64.5	68.7	70.0	67.5	73.1	63.2	59.1	70.3	56.6	62.8	65.3	63.0	64.2	65.5	58.4	57.2	64.9	60.7	57.8	62.6	57.9	61.1
16	67.1	62.9	67.3	68.2	68.6	75.1	67.4	61.6	72.2	58.3	62.9	66.8	61.2	62.6	63.4	65.6	58.9	59.8	60.6	56.8	62.1	59.9	60.4
17	68.8	65.1	67.7	65.8	67.2	73.9	65.0	61.4	71.0	59.3	64.9	65.3	63.3	63.6	59.1	60.7	59.9	58.1	63.1	60.4	64.2	61.6	62.0
18	67.9	63.7	66.9	62.6	68.6	74.8	71.0	63.7	71.5	60.9	65.1	65.1	63.0	62.5	59.0	62.4	60.1	56.8	63.1	60.9	64.4	60.9	60.9
19	70.8	66.3	68.5	66.6	68.8	74.2	73.4	62.3	71.0	59.0	64.9	64.2	65.5	65.1	61.9	63.8	59.3	55.8	62.9	61.1	64.3	59.6	63.5
20	71.4	67.1	68.0	66.5	69.1	75.3	64.8	63.8	72.0	62.6	66.0	64.9	65.2	65.7	54.3	62.0	61.0	56.8	63.9	62.0	65.2	60.7	63.7
21	71.8	66.4	69.8	67.3	69.7	75.4	63.7	64.3	72.1	61.6	67.0	66.1	63.9	65.0	58.9	57.1	61.5	58.1	65.1	62.9	66.2	61.9	62.9
22	69.9	65.7	67.6	65.8	69.8	75.2	66.9	64.2	72.2	61.4	66.5	65.6	64.1	64.4	59.6	64.9	60.8	58.3	65.3	62.9	65.9	60.9	62.9
23	71.2	67.2	69.1	67.4	70.5	75.5	67.1	64.8	72.4	58.8	66.5	65.2	65.9	65.9	60.8	66.2	60.7	57.0	64.2	63.1	65.8	61.2	64.3
24	68.3	64.5	67.4	71.0	70.0	74.6	66.4	84.5	72.4	0.0	62.5	67.9	64.5	64.7	68.4	64.8	60.5	57.8	61.0	58.8	58.9	58.1	61.0
25	68.2	64.8	62.3	62.9	67.6	73.0	64.3	61.5	70.0	59.1	64.6	63.9	63.1	63.2	53.4	63.9	59.1	57.2	62.7	61.1	63.3	60.2	61.8
26	71.4	67.5	66.8	66.0	69.7	74.5	62.7	78.0	71.6	59.1	66.4	65.1	65.7	66.1	56.1	62.4	61.8	59.3	64.7	63.8	65.6	62.2	64.5
27	71.3	67.2	69.9	65.2	69.5	75.0	66.0	67.3	71.3	62.4	66.5	64.7	65.9	65.8	55.6	63.5	62.0	59.0	64.8	63.6	65.8	62.4	64.7
28	71.3	66.8	69.5	65.8	70.8	75.2	65.1	64.7	71.4	56.9	66.0	64.2	66.4	65.4	64.1	64.2	61.2	57.2	64.0	62.3	65.8	60.7	63.9
29	70.6	66.0	69.5	65.2	70.6	74.5	67.5	63.2	70.6	57.2	64.9	63.7	64.8	64.5	62.9	65.6	60.6	57.3	65.5	60.6	64.5	60.0	63.1
30	69.5	65.7	65.7	65.0	70.5	74.5	65.4	64.1	70.9	0.0	65.3	63.8	64.6	63.8	62.3	63.4	60.0	56.4	63.2	63.8	65.1	59.9	62.6
31	69.5	65.1	65.4	70.4	68.5	74.3	63.4	65.1	71.7	0.0	65.6	65.0	63.5	64.0	62.4	61.7	59.4	55.8	63.3	61.9	64.4	59.5	62.4
<b>Month CNEL</b>	<b>69.9</b>	<b>65.6</b>	<b>68.3</b>	<b>66.5</b>	<b>69.4</b>	<b>74.2</b>	<b>66.2</b>	<b>71.2</b>	<b>71.0</b>	<b>60.8</b>	<b>65.1</b>	<b>64.8</b>	<b>64.4</b>	<b>64.3</b>	<b>61.9</b>	<b>63.3</b>	<b>60.0</b>	<b>59.4</b>	<b>63.3</b>	<b>61.3</b>	<b>64.4</b>	<b>60.9</b>	<b>62.6</b>

**Table 12**

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

Aircraft Type	AAL	AAY	ACA	ASA	BAW	CMP	CSB	DAL	DLH	FDX	FFT	GXA	HAL	JAL	JBU	JSX	JZA	KLM	MXY	NKS	QTR	QXE	SCW	SCX	SKW	SWA	UAL	UPS	VTE	WJA	Total
A20N	0	0	0	0	0	0	0	0	0	0	564	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	564
A21N	882	0	0	188	0	0	0	837	0	0	369	0	98	0	156	0	0	0	0	0	0	0	0	0	0	0	1,084	0	0	0	3,614
A221	0	0	0	0	0	0	0	360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	360
A223	0	0	215	0	0	0	0	84	0	0	0	0	0	0	0	0	0	0	186	0	0	0	0	0	0	0	0	0	0	0	485
A306	0	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
A319	4	4	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	10
A320	26	8	56	1	0	0	0	18	0	0	81	16	0	0	8	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	239
A321	2,424	0	0	0	0	0	0	2,309	0	0	116	0	0	0	662	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,511
A332	0	0	0	123	0	0	0	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178
A359	0	0	0	0	0	0	0	0	141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
B38M	317	0	0	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,086	646	0	0	10	8,329
B39M	0	0	0	2,564	0	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	893	0	0	0	3,569
B737	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,668	1	0	0	80	7,754
B738	738	0	0	1,472	0	0	0	608	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156	0	4,429	1,078	0	0	16	8,497
B739	0	0	0	2,294	0	0	0	477	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,410	0	0	0	4,181
B752	0	0	0	0	0	0	0	180	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	12	0	0	304
B753	0	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	43
B762	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	2
B763	0	0	0	0	0	0	124	2	0	261	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288	0	0	675
B764	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
B767	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	2
B768	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	2
B772	2	0	0	0	99	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	101
B77L	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	69	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	69
B788	0	0	0	0	44	0	0	0	0	0	0	0	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228
B789	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	2	0	0	0	18
B78X	0	0	0	0	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	4
C208	0	0	0	0	0	0	0	0	0	283	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	283
CRJ2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	3	0	6	0	0	0	28
CRJ9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238
E135	0	0	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	2	0	6
E75L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,131	0	0	7,452	0	0	0	0	0	9,583
<b>Total</b>	<b>4,393</b>	<b>12</b>	<b>271</b>	<b>6,918</b>	<b>212</b>	<b>112</b>	<b>126</b>	<b>4,920</b>	<b>141</b>	<b>658</b>	<b>1,130</b>	<b>16</b>	<b>153</b>	<b>184</b>	<b>826</b>	<b>4</b>	<b>237</b>	<b>20</b>	<b>186</b>	<b>25</b>	<b>2</b>	<b>2,131</b>	<b>19</b>	<b>156</b>	<b>7,455</b>	<b>19,183</b>	<b>5,162</b>	<b>300</b>	<b>2</b>	<b>106</b>	<b>55,060</b>

**Table 13**

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

Aircraft Type	AAL	AAY	ACA	ASA	BAW	CMP	CSB	DAL	DLH	FDX	FFT	GXA	HAL	JAL	JBU	JSX	JZA	KLM	MXY	NKS	QTR	QXE	ROU	SCW	SCX	SKW	SWA	UAL	UPS	VTE	WJA	Total
A20N	0	0	0	0	0	0	0	0	0	0	1,354	0	0	0	0	0	0	0	0	359	0	0	0	0	0	0	0	0	0	0	0	1,713
A21N	2,038	0	0	188	0	0	0	1,675	0	0	829	0	410	0	170	0	0	0	0	72	0	0	0	0	0	0	0	1,674	0	0	0	7,056
A221	0	0	0	0	0	0	0	360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	360
A223	0	0	421	0	0	0	0	84	0	0	0	0	0	0	0	0	0	0	0	498	0	0	0	0	0	0	0	0	0	0	0	1,003
A306	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	
A319	6	56	0	0	0	0	0	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	0	0	0	0	206	
A320	40	86	114	1	0	0	0	60	0	0	146	16	0	0	8	0	0	0	0	351	0	0	2	0	0	0	0	10	0	0	0	834
A321	4,996	0	0	0	0	0	0	5,015	0	0	228	0	0	0	1,474	0	0	0	0	8	0	0	2	0	0	0	0	0	0	0	11,723	
A332	0	0	0	123	0	0	0	0	0	0	0	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	366	
A359	0	0	0	0	0	0	0	0	319	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	319	
B38M	536	0	52	400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,365	1,235	0	0	102	13,692
B39M	0	0	0	4,790	0	202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,969	0	0	0	6,961
B737	1	0	0	79	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,333	1	0	0	178	18,593
B738	1,477	0	0	2,972	0	0	0	1,283	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	352	0	7,235	2,568	1	0	100	15,988
B739	0	0	0	4,404	0	0	0	567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,024	0	0	0	7,995	
B752	0	0	0	0	0	0	0	315	0	166	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	12	0	0	543	
B753	0	0	0	0	0	0	0	412	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	416	
B762	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	0	14	
B763	0	0	0	0	0	0	238	4	0	525	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	572	0	0	1,339	
B764	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
B767	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	2	
B768	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	2	
B772	2	0	0	0	99	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	101	
B77L	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	253	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	253	
B788	0	0	0	0	180	0	0	0	0	0	0	0	0	336	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	516	
B789	0	0	0	0	16	0	0	0	0	0	0	0	0	32	0	0	0	82	0	0	0	0	0	0	0	0	0	2	0	0	132	
B78X	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	20	
C208	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	
CRJ2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	3	0	10	0	0	0	37	
CRJ9	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	617	0	0	0	0	0	0	0	0	0	0	0	0	0	619	
E135	0	0	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	2	0	6	
E75L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,843	0	0	0	14,986	0	0	0	0	17,829	
<b>Total</b>	<b>9,096</b>	<b>142</b>	<b>587</b>	<b>12,958</b>	<b>550</b>	<b>204</b>	<b>252</b>	<b>9,868</b>	<b>319</b>	<b>1,299</b>	<b>2,557</b>	<b>16</b>	<b>654</b>	<b>368</b>	<b>1,652</b>	<b>4</b>	<b>617</b>	<b>100</b>	<b>498</b>	<b>790</b>	<b>2</b>	<b>2,843</b>	<b>60</b>	<b>24</b>	<b>352</b>	<b>14,989</b>	<b>36,933</b>	<b>10,547</b>	<b>585</b>	<b>2</b>	<b>380</b>	<b>109,248</b>









# QNR\_4Q\_2025

Final Audit Report

2026-05-23

Created:	2026-05-22
By:	Paulina Cassimus (pcassimu@san.org)
Status:	Signed
Transaction ID:	CBJCHBCAABA9pdPbPAHEggrp1CHOUYqT_JewPkGJpa

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-  Document created by Paulina Cassimus (pcassimu@san.org)  
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2026-05-22 - 10:51:41 PM GMT
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