

Quarterly Noise Report

For the California Department of Transportation

First Quarter – Calendar Year 2026



Aircraft Noise

August 27, 2026

1Q 2026 Quarterly Noise Report

January 1 through March 31, 2026

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 (Aug 27, 2026 15:47:30 PDT)

Sjohnna Knack
Director of Planning, Noise, &
Environment



Atif Saeed (Aug 27, 2026 16:07:15 PDT)

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) – 0.368 square miles (235.52 acres)
 - Federal Military Impact Area (FMIA) – 0.140 square miles (89.60 acres)
2. Estimated number of population and dwelling units within the Noise Impact Area as defined in the Noise Standards:¹
 - Dwelling Units – 3,134 (Population – 6,497)
3. Number of Noise Complaints and Households during the Calendar Quarter:
 - 1,535 Complaints (69 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:
 - Boeing B772 (143 Operations)
5. Number of Air Carrier Operations during the Calendar Quarter: 51,782²
6. Percentage of Air Carrier Aircraft Stage 3 or Better:
 - 100%
7. Number of Air Taxi Operations during the Calendar Quarter: 3,495
8. Number of General Aviation Operations during the Calendar Quarter: 1,781
9. Number of Military Operations during the Calendar Quarter: 68
10. Total number of Airport Operations during the Calendar Quarter: 57,126

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

Impact Area (sq mi)	1Q 2026	1Q 2025 ¹	Change (sq mi)
NIA	0.368	0.366	0.002
FMIA	0.140	0.137	0.003

Note:

1. NIA and FMIA are based on the revised 1Q2025 contour. The inadvertent Runway 27 coordinate error identified in the 1Q 2025 report has been corrected for this reporting period.

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 First Quarter of 2026 reflects a marginal increase in the total area of the CNEL 65 dBA contour compared to the same period in 2025. During this period, the Noise Impact Area (NIA) increased by 0.002 square miles, while the Federal Military Impact Area (FMIA) increased by 0.003 square miles. The increase in NIA is attributable to operational factors,

including the overall growth in flight operations and the mix of aircraft types operating at the Airport during the period, which together offset the continued noise-impact reductions delivered by parcel completions under the Quieter Homes Program (QHP). Detailed quantitative values supporting these observations are provided in the tables that follow.

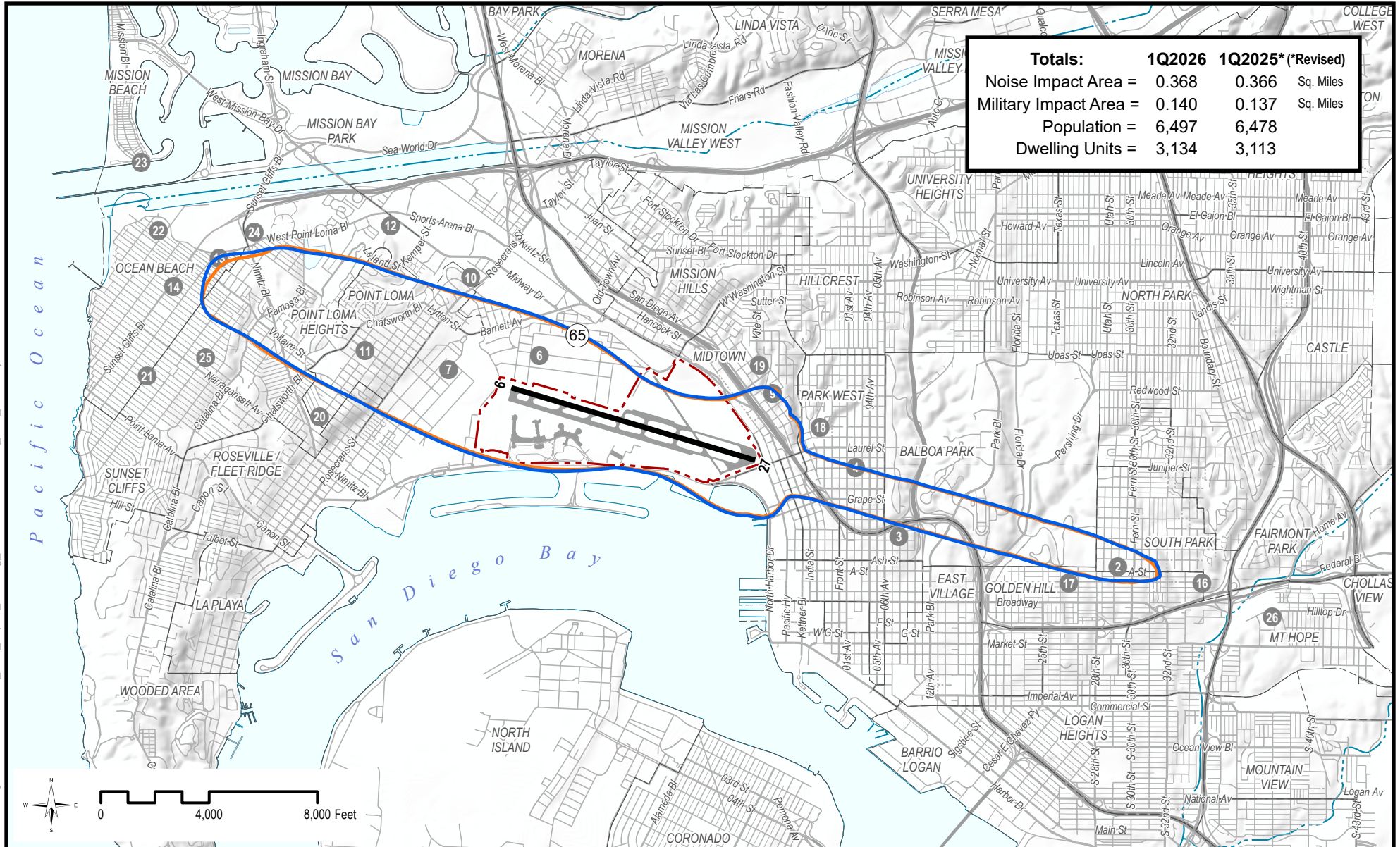
The following key observations explain the marginal increase in the physical size of the CNEL 65 dBA noise contour, based on data from the Airport Noise and Operations Monitoring System (ANOMS).

This analysis compares aircraft operations on a rolling 12-month basis between the following periods: April 2024 through March 2025 (First Quarter 2025) and April 2025 through March 2026 (First Quarter 2026)

- 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 3.2 percent, which is generally consistent with official Air Traffic Control Tower counts indicating an increase of approximately 4.1 percent over the same period.
- Evening operations (7:00 p.m. to 9:59 p.m.) increased by approximately 1.6 percent, daytime operations (7:00 a.m. to 6:59 p.m.) increased by approximately 2.5 percent, and nighttime operations (10:00 p.m. to 6:59 a.m.) increased by approximately 9.8 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 a 5.8 percent increase in daytime-equivalent operations³. 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 decreased by approximately 6.3 percent in 2026 compared to the same period in 2025. Operations of heavy aircraft in the Boeing 767-200, -300, and -400 series decreased by approximately 7.8 percent relative 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 12.9 percent in 2026 relative to 2025. In contrast, Boeing 777 series operations decreased by approximately 28.5 percent in 2026, primarily attributable to service changes by British Airways and United Airlines.
- The combined operations of Airbus and Boeing narrow-body aircraft remained essentially unchanged in 2026 compared to 2025. Operations of the Airbus narrow-body family (A319, A320, A321, and A220) decreased by approximately 11.6 percent, while operations of the Boeing narrow-body fleet (B737-300, -400, -800, B737 MAX,

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

and B757) increased by approximately 4.6 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 27.9 percent relative to 2025.



- 2026 1st Quarter 65 dB CNEL Contour (AEDT Version 3g)
- 2025 1st Quarter 65 dB CNEL Contour (AEDT Version 3g)
- Airport Property
- Runway
- RMT Site Location
- Roads
- River / Stream

Comparison of the 2025 (Revised) and 2026 First Quarter 65 dB Community Noise Equivalent Level (CNEL) Contours

* The 1Q2025 Quarterly Noise Report was 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 First Quarter 2026, QHP has completed 6,099 homes, with a waitlist of 1,012 units.

Aircraft Noise Complaints

During the Quarter, the Aircraft Noise Office received a total of 1,535 complaints from 69 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	1Q 2026	1Q 2025	Net Change	Percent Change
Air Carrier	51,782	46,969	4,813	10.2%
Air Taxi	3,495	3,344	151	4.5%
General Aviation	1,781	1,880	-99	-5.3%
Military	68	83	-15	-18.1%
Total	57,126	52,276	4,850	9.3%

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 37 noise curfew violations were recorded, 12 violations resulted

in a \$248,000 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 CNEL¹ (dB)	Annual CNEL¹ (dB)
RMT 1	69.6	69.9
RMT 2	65.5	65.9
RMT 3	67.1	66.8
RMT 4	65.1	65.4
RMT 5*	*	*
RMT 6	68.8	68.9
RMT 7	73.7	74.1
RMT 8*	*	*
RMT 9	64.9	65.3
RMT 10	74.4	72.1
RMT 11	70.3	70.8
RMT 12	60.0	60.7
RMT 13	64.9	65.2
RMT 14	64.0	64.3
RMT 15*	*	*
RMT 16	64.1	64.1
RMT 17	64.2	64.7
RMT 18	61.1	59.7
RMT 19	62.6	62.1
RMT 20	60.0	66.8
RMT 21	56.9	57.9
RMT 22	63.2	63.5
RMT 23	61.1	61.7
RMT 24	64.5	64.7
RMT 25	60.3	60.7
RMT 26	63.6	63.4

Notes:

2. Annual CNEL data is a rolling 12-month period.

3. 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 2026	1Q 2025	Change (dB)
Arrivals	97.9	95.9	2.0
Departures	101.6	100.7	0.9

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 2026

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date Time
B763	99.9	MEM	FDX1422	03/20/2026 05:48
B763	99.6	SDF	UPS922	01/13/2026 04:42
B763	99.6	SDF	UPS922	01/21/2026 06:11
B763	99.5	ONT	FDX1889	01/17/2026 04:32
B763	99.3	MEM	FDX1422	02/19/2026 06:28
B763	99.2	IND	FDX1754	01/13/2026 05:15
B763	99.1	SDF	UPS922	01/14/2026 04:40
B763	99.1	IND	FDX1754	02/18/2026 05:53
B752	98.9	OAK	FDX1889	02/10/2026 04:10
B763	98.8	MEM	FDX1422	03/28/2026 06:04
B752	98.8	OAK	FDX1889	03/31/2026 03:55
B763	98.6	SDF	UPS922	01/08/2026 05:33
B763	98.6	IND	FDX1754	01/21/2026 05:23
B752	98.6	OAK	FDX1889	02/19/2026 04:15
B752	98.6	OAK	FDX1889	03/20/2026 03:58
B763	98.6	IND	FDX1754	03/20/2026 05:04
B752	98.5	OAK	FDX1889	01/20/2026 03:58
B752	98.5	OAK	FDX1889	03/03/2026 03:57
B763	98.4	IND	FDX1754	03/19/2026 05:02
B752	98.4	OAK	FDX1889	03/27/2026 04:18
B752	98.3	OAK	FDX1889	02/24/2026 03:53
B763	98.3	MEM	FDX1422	03/19/2026 05:34
B763	98.2	SDF	UPS922	01/20/2026 04:47
B752	98.2	OAK	FDX1889	01/23/2026 04:05
B763	98.2	MEM	FDX1422	02/18/2026 06:50
B752	98.2	OAK	FDX1889	03/04/2026 03:51
B763	98.1	IND	FDX1754	01/20/2026 05:40
B763	98.0	IND	FDX1754	01/15/2026 05:35
B763	98.0	MEM	FDX1422	01/21/2026 06:00
B772	98.0	LAX	BAW82P	02/19/2026 19:31
B763	98.0	ELP	CSB529	03/30/2026 03:35
B752	97.9	OAK	FDX1889	01/07/2026 04:02
B752	97.9	OAK	FDX1889	02/03/2026 04:02
B752	97.9	ATL	DAL725	02/16/2026 09:54
B763	97.8	IND	FDX1754	01/16/2026 05:50
B763	97.8	SDF	UPS922	01/23/2026 04:53

Table 5 – Continued

Quarterly SENEL Survey — Arrivals (RMT #1), January – March 2026

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date Time
B763	97.8	PHX	CSB529	02/02/2026 07:40
B752	97.8	OAK	FDX1889	02/11/2026 04:18
B772	97.7	LHR	BAW82P	01/09/2026 16:11
B763	97.7	MEM	FDX1422	01/14/2026 05:23
B763	97.7	MEM	FDX1422	01/15/2026 05:27
B752	97.7	OAK	FDX1889	02/18/2026 04:46
B763	97.7	IND	FDX1754	03/06/2026 05:10
B763	97.6	MEM	FDX1422	02/05/2026 05:33
B752	97.6	OAK	FDX1889	02/13/2026 03:42
B772	97.6	LHR	BAW82P	03/08/2026 17:04
B772	97.5	LHR	BAW82P	03/25/2026 18:04
B763	97.4	CVG	CSB529	02/11/2026 09:55
B763	97.4	MEM	FDX1422	02/17/2026 06:06
B752	97.4	OAK	FDX1889	02/27/2026 03:52
B763	97.3	MEM	FDX1422	01/03/2026 05:41
B763	97.3	MEM	FDX1422	03/11/2026 06:06
B763	97.2	SDF	UPS922	01/07/2026 05:04
B763	97.2	SDF	UPS922	01/15/2026 04:36
A332	97.2	HNL	ASA816	01/20/2026 20:49
B752	97.2	OAK	FDX1889	02/26/2026 03:46
B763	97.1	MEM	FDX1422	01/20/2026 05:53
B763	97.1	SDF	UPS2636	01/20/2026 17:00
B752	97.1	OAK	FDX1889	01/21/2026 04:02
A332	97.1	HNL	ASA816	02/10/2026 20:01
B763	97.1	SDF	UPS922	03/28/2026 05:39
B763	97.0	ELP	CSB529	01/08/2026 09:54
B772	97.0	LHR	BAW82P	03/17/2026 17:10
B763	96.9	SDF	UPS2636	01/15/2026 17:13
B772	96.9	LHR	BAW82P	03/28/2026 19:26
B752	96.8	OAK	FDX1889	01/15/2026 04:11
B772	96.8	LHR	BAW82P	01/30/2026 15:51
B772	96.8	LHR	BAW82P	02/09/2026 16:17
B763	96.8	IND	FDX1754	02/12/2026 05:22
B772	96.8	LHR	BAW82P	02/13/2026 16:06
B772	96.8	LHR	BAW82P	02/14/2026 16:07
B752	96.7	OAK	FDX1889	01/14/2026 04:07

Table 6

Quarterly SENEL Survey — Departures (RMT #7), January – March 2026

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date Time
B772	103.4	LHR	BAW9SW	03/08/2026 20:53
B772	103.1	LHR	BAW9SW	02/13/2026 18:25
B772	103.1	LHR	BAW9SW	03/19/2026 19:42
B772	102.8	LHR	BAW9SW	02/05/2026 18:25
B772	102.4	LHR	BAW9SW	01/03/2026 18:41
B772	102.4	LHR	BAW9SW	01/06/2026 19:01
B772	102.4	LHR	BAW9SW	02/07/2026 18:08
B77W	102.3	LHR	BAW9SW	01/22/2026 18:29
A332	102.3	HNL	ASA815	01/23/2026 08:35
B772	102.3	LHR	BAW9SW	03/17/2026 19:33
B772	102.1	LHR	BAW9SW	02/06/2026 18:33
B772	102.1	LHR	BAW9SW	03/20/2026 19:31
B772	102.0	LHR	BAW9SW	01/08/2026 18:35
A332	102.0	HNL	ASA815	02/28/2026 09:06
B772	102.0	LHR	BAW9SW	03/24/2026 19:36
A332	101.9	HNL	ASA815	03/01/2026 08:37
B772	101.9	LHR	BAW9SW	03/26/2026 19:45
B772	101.9	LHR	BAW9SW	03/28/2026 21:51
B772	101.8	LHR	BAW9SW	01/01/2026 19:40
A332	101.8	HNL	ASA815	01/02/2026 08:51
A332	101.8	HNL	ASA815	01/03/2026 09:00
A332	101.8	HNL	ASA815	02/27/2026 10:15
B772	101.7	LHR	BAW9SW	01/10/2026 18:40
B772	101.7	LHR	BAW9SW	01/26/2026 18:19
B739	101.7	IAD	UAL1071	02/13/2026 08:41
B772	101.7	LHR	BAW9SW	03/15/2026 19:09
B772	101.7	LHR	BAW9SW	03/18/2026 19:40
A332	101.6	HNL	ASA815	02/19/2026 08:56
B739	101.6	IAD	UAL1071	03/20/2026 08:48
A332	101.6	HNL	ASA815	03/27/2026 09:03
B77W	101.5	LHR	BAW9SW	01/02/2026 19:20
B772	101.5	LHR	BAW9SW	01/14/2026 18:23
B772	101.5	LHR	BAW9603	01/16/2026 20:03
B772	101.5	LHR	BAW9SW	02/03/2026 18:25
A332	101.5	HNL	ASA815	02/08/2026 08:38
B772	101.5	LHR	BAW9SW	03/12/2026 19:33

Table 6 – Continued

Quarterly SENEL Survey — Departures (RMT #7), January – March 2026

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date Time
B739	101.5	JFK	ASA24	03/16/2026 07:46
B772	101.5	LHR	BAW9SW	03/27/2026 19:15
B739	101.4	IAD	UAL1071	01/10/2026 08:25
B772	101.4	LHR	BAW9SW	01/30/2026 18:17
B739	101.4	EWR	UAL1827	02/05/2026 22:53
B772	101.4	LHR	BAW9SW	02/21/2026 18:11
A332	101.4	HNL	ASA815	02/26/2026 08:37
A332	101.4	HNL	ASA815	03/14/2026 09:57
A321	101.4	CLT	AAL1651	03/16/2026 23:22
A332	101.4	HNL	ASA815	03/20/2026 09:06
A332	101.4	HNL	ASA815	03/24/2026 08:59
A332	101.3	HNL	ASA815	01/22/2026 08:54
B772	101.3	LHR	BAW9SW	02/08/2026 18:11
B772	101.3	LHR	BAW9SW	02/14/2026 18:15
A332	101.3	HNL	ASA815	02/21/2026 08:55
B772	101.3	LHR	BAW9SW	02/26/2026 18:25
B772	101.3	LHR	BAW9SW	03/14/2026 19:43
B772	101.3	LHR	BAW9SW	03/23/2026 19:30
B772	101.2	LHR	BAW9SW	01/13/2026 18:38
A321	101.2	CLT	AAL1071	02/16/2026 06:36
B772	101.2	LHR	BAW9SW	02/17/2026 18:39
B772	101.2	LHR	BAW9SW	02/22/2026 18:41
A332	101.2	HNL	ASA815	03/12/2026 09:17
B739	101.2	IAD	UAL1071	03/16/2026 09:02
A321	101.2	CLT	AAL1071	03/19/2026 06:33
A332	101.2	HNL	ASA815	03/29/2026 09:05
B739	101.1	EWR	UAL327	01/02/2026 07:58
B772	101.1	LHR	BAW9SW	02/02/2026 18:08
B772	101.1	LHR	BAW9SW	02/11/2026 18:54
A332	101.1	HNL	ASA815	03/03/2026 08:37
B772	101.1	LHR	BAW9SW	03/10/2026 19:32
B772	101.1	LHR	BAW9SW	03/13/2026 19:22
B772	101.1	LHR	BAW9SW	03/16/2026 19:32
A321	101.1	CLT	AAL3126	03/29/2026 22:56
A332	101.1	HNL	ASA815	03/31/2026 09:11
A332	101.0	HNL	ASA815	01/06/2026 08:48

Table 7

Average Daily Operations⁴ by Runway, Operation Type, Time of Day, and Aircraft Type
January – March 2026

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	1	1	1	0	1	0	0	0	0	0	0	5
A21N	11	5	3	12	2	5	0	0	0	0	0	0	38
A223	3	0	0	2	0	0	0	0	0	0	0	0	5
A320	1	0	0	1	0	0	0	0	0	0	0	0	2
A321	14	4	4	16	1	6	0	0	0	0	0	0	45
A332	0	1	0	1	0	0	0	0	0	0	0	0	2
A359	1	0	0	0	0	0	0	0	0	0	0	0	1
B38M	29	8	5	30	7	6	1	0	0	1	0	0	87
B39M	13	6	2	15	3	2	0	0	0	0	0	0	41
B737	31	7	2	32	5	3	1	0	0	1	0	0	82
B738	28	7	4	29	6	4	1	0	0	1	0	0	80
B739	14	4	2	16	3	2	0	0	0	0	0	0	41
B752	1	1	0	1	0	1	0	0	0	0	0	0	4
B763	2	0	2	1	2	1	0	0	0	0	0	0	8
B772	1	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	2
C208	1	0	0	1	0	0	0	0	0	0	0	0	2
CRJ9	2	0	0	2	0	0	0	0	0	0	0	0	4
E75L	39	12	3	41	8	6	1	1	0	1	0	0	112
Total	194	55	28	205	39	36	5	3	2	5	2	1	575

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 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 — January 2026

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	65.3	64.8	65.6	69.4	74.4	64.4	89.8	71.8	0.0	65.9	65.1	63.3	64.0	61.4	60.7	61.2	58.0	64.2	61.8	64.4	61.6	63.6
2	71.3	66.4	69.4	72.6	69.4	75.3	67.0	64.2	73.1	57.9	64.5	68.0	65.1	66.2	67.2	65.4	58.4	56.7	62.8	59.7	62.7	60.6	62.8
3	71.1	67.0	65.9	67.8	69.8	75.9	65.6	68.7	72.7	58.2	67.2	66.8	65.3	65.6	60.0	64.1	61.2	58.2	65.2	63.5	66.7	61.9	63.6
4	70.8	66.9	64.2	65.3	70.1	75.7	67.7	68.3	72.4	58.2	67.3	66.3	65.5	65.3	60.2	66.7	61.1	58.3	65.1	64.5	66.5	61.6	63.8
5	71.2	66.8	66.8	68.0	69.3	74.9	67.2	68.6	71.5	59.6	66.7	65.2	65.2	65.6	58.5	66.1	61.1	64.6	66.2	63.1	65.9	61.6	63.9
6	69.7	65.6	66.6	63.7	69.1	74.2	64.2	63.6	71.0	56.3	65.9	64.1	64.3	64.0	59.5	62.5	60.5	58.2	64.1	62.1	65.4	61.0	62.9
7	69.4	65.4	66.1	63.8	67.5	72.2	64.7	63.9	69.0	60.4	64.1	63.4	64.1	63.9	61.7	62.6	60.6	57.5	62.3	60.1	63.7	61.6	62.6
8	70.3	66.1	68.2	64.3	69.8	72.2	65.2	65.8	69.1	60.9	64.7	63.4	64.9	64.6	62.6	64.0	60.0	57.7	62.9	61.2	64.3	61.0	63.5
9	66.3	61.0	67.1	65.5	68.3	72.4	60.6	62.1	69.7	53.3	60.7	64.8	60.8	60.6	61.1	58.5	56.1	55.2	58.9	56.2	60.5	57.8	57.5
10	67.2	62.2	66.1	60.9	67.9	71.2	64.8	60.7	67.0	55.1	60.8	60.2	62.0	60.6	61.1	62.8	56.8	53.0	59.0	57.0	60.9	56.6	58.6
11	69.4	64.4	67.9	63.3	69.5	72.7	65.3	62.0	68.3	57.6	63.2	62.1	65.2	63.0	61.8	63.5	57.7	54.3	61.2	58.7	63.8	57.8	60.6
12	67.9	63.4	67.2	62.3	68.5	71.7	63.2	61.8	67.9	58.0	62.6	61.6	62.7	62.3	61.4	61.9	57.8	56.7	62.5	58.3	62.8	57.6	60.4
13	68.7	62.6	67.0	61.3	68.0	72.2	62.6	61.6	68.5	58.2	61.8	62.0	62.4	61.4	61.7	62.8	57.8	54.2	60.2	58.1	61.9	57.5	59.9
14	69.3	63.3	68.2	62.7	68.1	73.4	64.0	62.6	69.7	58.4	63.3	62.8	63.3	61.8	62.6	62.4	59.0	55.2	61.5	59.1	63.1	58.8	61.2
15	70.7	65.5	69.5	67.0	71.3	75.2	65.4	64.0	71.6	60.6	63.9	65.5	64.8	64.6	65.1	64.8	59.1	55.9	62.3	59.9	62.9	58.8	62.3
16	70.9	65.0	69.5	64.0	69.8	74.2	66.2	64.3	70.8	61.3	64.7	63.9	65.7	63.7	63.3	64.3	60.0	57.0	62.8	60.4	64.4	60.5	62.1
17	68.3	62.0	67.4	61.4	67.4	71.9	63.5	60.8	67.7	61.4	61.4	60.6	63.1	60.6	61.8	61.2	56.6	52.5	59.4	57.9	61.6	56.5	60.4
18	67.9	63.1	66.5	61.6	67.6	72.8	62.0	61.9	68.6	59.1	62.6	61.0	62.4	61.8	60.1	60.5	57.9	54.0	60.8	59.1	63.0	57.5	59.8
19	69.4	65.0	66.4	64.1	70.5	74.0	65.0	63.2	70.3	59.8	65.5	63.7	63.7	63.8	60.1	63.2	60.5	56.9	63.9	61.2	64.8	60.4	62.2
20	68.1	62.7	66.8	68.3	69.4	73.7	64.8	60.5	71.1	57.1	62.0	66.3	61.2	62.4	65.8	63.0	57.5	55.6	60.6	57.1	61.1	58.5	58.7
21	68.2	64.4	65.4	63.6	67.5	72.7	62.5	61.8	70.0	60.8	64.5	64.4	62.4	62.9	57.1	59.7	59.5	56.6	62.6	60.4	64.0	60.3	61.3
22	69.7	65.6	64.4	64.5	68.2	73.3	67.3	63.0	70.3	59.7	65.5	64.1	63.6	64.3	56.6	60.5	60.7	57.5	63.7	62.3	64.6	61.2	63.0
23	69.7	65.6	66.9	64.0	67.6	73.1	65.2	64.6	70.3	59.8	65.3	64.6	63.7	64.4	56.3	58.9	60.7	57.8	63.5	61.3	64.8	61.7	62.7
24	68.7	64.5	66.8	62.8	65.9	70.9	59.8	61.2	67.7	59.2	63.4	61.8	62.8	63.4	50.5	53.0	58.6	55.9	61.6	62.8	63.0	59.2	61.6
25	68.0	64.0	64.9	62.7	67.4	71.9	60.2	62.3	68.7	58.7	63.2	61.6	62.5	62.9	51.3	57.0	58.9	54.7	61.0	58.3	63.1	58.5	61.0
26	67.1	62.5	68.1	63.0	67.2	71.8	61.4	61.1	68.4	58.7	62.6	60.9	61.1	60.9	55.1	58.9	58.5	54.9	62.5	58.3	62.3	57.7	59.5
27	67.0	62.6	65.8	61.7	67.5	69.8	62.3	61.6	65.9	57.1	60.3	59.2	61.0	62.3	55.1	61.0	55.7	51.5	58.2	55.6	60.8	56.4	60.0
28	68.4	64.3	66.5	63.2	68.2	72.6	65.0	62.8	68.1	59.1	62.1	61.8	62.5	62.9	58.5	61.4	58.4	55.3	60.1	57.2	61.9	58.7	61.2
29	68.6	63.8	68.7	62.7	69.0	72.3	62.3	62.6	68.2	59.3	62.6	62.0	63.6	62.5	61.4	60.0	57.7	55.1	60.9	58.4	62.6	58.1	61.0
30	69.6	64.2	69.3	62.9	68.1	72.4	65.5	64.3	68.8	59.3	62.8	62.1	64.2	62.6	61.6	62.8	58.6	55.0	61.0	59.5	62.8	59.5	62.0
31	67.2	62.5	66.4	61.2	66.4	70.9	62.0	61.2	66.8	57.3	61.9	60.4	62.8	61.1	59.2	59.2	56.2	53.2	60.1	58.3	62.0	57.1	60.9
Month CNEL	69.2	64.6	67.2	65.0	68.7	73.2	64.6	75.2	69.9	59.0	64.1	63.8	63.6	63.4	61.3	62.5	59.1	56.9	62.4	60.3	63.6	59.6	61.7

Table 10

Daily and Monthly CNEL Levels — February 2026

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	68.5	64.4	66.2	63.8	68.1	73.4	63.7	63.1	70.1	59.4	64.2	62.9	63.8	63.1	60.4	62.1	60.0	56.2	62.3	60.1	64.2	59.8	61.0
2	68.5	64.7	65.2	63.2	67.7	72.7	64.3	63.0	69.6	59.6	64.5	63.0	63.3	63.0	57.3	63.7	59.1	56.3	63.8	61.0	64.1	59.6	61.7
3	68.5	63.7	66.3	63.3	68.4	72.4	61.9	64.1	68.9	59.1	63.3	62.4	62.9	62.2	59.1	59.5	58.8	55.4	61.5	59.4	63.3	59.2	61.7
4	68.7	62.1	64.9	61.5	69.2	72.9	61.2	61.2	69.3	59.0	62.5	61.7	62.1	60.6	59.1	58.1	57.3	54.2	60.7	58.6	62.4	57.8	59.6
5	69.3	65.4	63.7	66.0	69.3	74.2	65.8	64.9	70.7	59.9	64.9	63.9	64.2	63.8	59.6	64.5	60.2	56.3	63.3	61.3	64.7	60.0	62.2
6	69.5	65.9	67.3	64.1	68.0	73.9	61.4	64.8	70.9	60.8	65.6	64.5	64.0	64.6	51.7	57.5	60.8	57.8	64.0	63.5	65.1	61.3	63.2
7	68.4	64.5	66.4	62.9	66.9	72.7	65.4	69.3	69.4	62.4	64.2	62.6	63.0	62.9	58.2	64.4	59.6	56.2	62.5	61.2	63.6	59.7	61.5
8	68.3	64.2	65.0	63.0	67.9	73.3	63.9	65.4	70.2	58.4	64.0	62.6	62.8	62.9	55.2	63.9	59.2	55.6	62.1	60.3	63.3	59.1	61.1
9	69.5	65.1	64.6	63.7	68.3	72.9	65.4	65.3	69.7	61.9	65.1	63.4	63.6	63.6	59.9	62.5	59.3	56.8	66.6	60.6	64.3	59.9	62.1
10	68.4	64.4	63.5	65.4	68.1	73.2	65.1	69.5	70.3	59.3	64.3	65.0	63.8	63.0	61.9	62.8	58.7	56.3	62.6	60.8	63.6	59.5	61.0
11	69.5	65.7	65.9	64.1	68.7	73.2	65.0	70.2	70.4	60.5	65.4	64.4	63.6	64.1	59.2	61.5	61.3	57.3	63.8	61.9	64.1	61.5	62.6
12	70.7	67.1	68.9	65.0	69.4	74.3	64.8	70.8	71.5	62.5	66.3	65.1	65.1	65.6	71.2	59.1	61.7	58.7	64.6	62.4	65.8	62.1	64.1
13	70.9	67.2	68.5	65.3	69.5	74.6	67.9	64.2	71.3	60.9	66.4	65.9	66.2	65.9	57.8	65.7	61.3	58.8	64.8	62.8	66.0	62.4	64.4
14	69.3	65.5	67.8	63.6	67.9	73.2	63.2	64.0	70.3	61.4	65.0	64.0	64.2	64.0	54.0	64.2	60.1	57.1	63.2	61.0	64.0	60.8	76.5
15	69.6	65.7	66.8	63.8	69.2	74.4	65.7	63.9	71.2	60.6	66.3	64.8	64.5	64.3	61.3	65.7	61.0	58.2	64.6	62.6	65.8	61.8	62.9
16	71.0	67.7	65.6	70.9	71.1	74.7	68.0	88.1	71.9	64.1	67.0	66.0	66.0	66.3	64.1	67.8	62.8	59.3	65.8	63.4	65.6	61.9	64.8
17	71.2	67.2	64.9	65.8	69.3	72.9	64.9	68.1	69.5	61.0	65.3	63.5	65.7	65.5	58.9	61.8	59.9	57.6	63.5	62.9	65.0	60.8	64.2
18	71.7	67.7	67.7	66.9	69.2	71.0	65.7	83.1	68.5	60.9	64.7	63.3	65.9	65.8	63.6	62.4	60.9	58.8	63.1	62.2	64.2	61.3	64.7
19	71.9	68.2	67.6	66.9	70.8	73.9	66.5	85.7	71.0	63.2	66.8	64.9	66.5	66.6	63.8	64.2	62.6	59.3	64.9	63.7	65.9	62.3	65.3
20	70.9	66.7	70.4	64.9	69.2	73.7	65.0	65.2	70.4	61.5	66.0	64.4	65.8	65.4	61.8	60.9	61.4	58.6	64.2	62.5	66.1	61.9	64.1
21	69.3	65.1	68.2	63.6	67.4	72.6	64.1	66.0	69.1	59.5	64.0	62.3	64.1	63.6	59.8	62.7	59.1	55.4	62.2	59.8	63.7	59.3	62.6
22	70.2	65.9	67.1	64.9	68.5	73.4	64.1	67.1	70.2	60.0	65.1	63.7	63.8	65.0	59.7	59.4	60.2	56.5	63.3	61.2	65.0	60.4	62.9
23	69.1	64.5	67.3	63.3	68.5	72.9	66.1	67.8	69.3	60.9	64.2	63.1	63.1	63.1	60.7	64.2	59.9	56.2	64.6	61.1	64.1	59.7	64.0
24	68.5	64.0	67.1	63.0	69.1	72.4	64.1	64.3	69.0	58.6	63.1	62.3	62.8	62.8	58.0	62.5	59.0	55.2	61.1	58.3	62.8	59.0	64.6
25	69.2	65.4	66.2	64.0	67.9	73.2	65.0	69.7	70.0	60.0	65.0	63.0	63.9	64.2	58.4	60.2	59.7	56.1	63.1	61.3	64.3	59.8	63.2
26	69.9	66.0	68.1	65.7	69.3	74.5	66.5	67.8	71.5	61.0	65.6	64.5	64.4	64.6	60.6	64.7	61.1	57.1	63.7	61.0	65.8	61.0	62.8
27	70.6	65.5	69.6	66.1	69.7	74.5	64.4	66.7	70.6	61.1	64.9	63.4	65.2	64.8	64.2	63.7	59.8	55.8	62.9	61.0	64.5	60.4	62.7
28	68.3	64.4	66.1	62.9	68.4	73.9	64.4	61.8	70.4	59.3	64.0	62.4	63.0	62.9	55.9	64.7	59.3	55.0	62.1	59.7	63.6	59.6	61.3
Month CNEL	69.8	65.7	67.0	65.0	68.9	73.5	65.0	76.8	70.3	60.8	65.1	63.8	64.4	64.3	61.8	63.3	60.3	57.1	63.6	61.5	64.6	60.6	65.5

Table 11

Daily and Monthly CNEL Levels — March 2026

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	70.0	66.1	65.9	64.7	68.0	73.4	64.9	67.3	70.1	60.0	64.8	63.4	64.0	65.4	59.9	60.8	60.4	56.8	63.1	61.1	65.7	61.3	62.9
2	69.4	65.4	65.9	65.9	68.5	72.9	64.6	65.6	69.9	60.0	65.3	64.2	63.7	63.9	58.7	59.9	60.2	57.6	64.3	61.1	64.7	61.0	62.3
3	68.7	65.2	65.4	63.4	68.7	71.9	65.0	63.4	69.3	59.6	64.6	63.6	63.5	63.8	55.4	63.4	59.6	57.0	63.1	60.5	64.0	60.6	62.3
4	69.2	65.5	65.5	63.6	68.5	73.1	63.2	63.7	70.1	60.8	65.0	64.0	63.7	64.0	57.1	60.0	60.2	58.0	63.3	61.0	64.5	61.0	62.4
5	70.7	66.9	67.9	65.2	69.2	74.2	64.6	68.4	70.9	61.0	66.2	64.6	65.5	65.5	58.6	60.0	61.6	57.8	64.2	62.0	65.8	61.5	64.0
6	70.1	65.3	69.7	63.8	68.8	73.6	65.2	65.1	69.9	60.3	64.9	63.7	64.4	64.1	61.4	62.7	59.7	56.2	63.0	61.2	65.4	61.2	63.1
7	67.9	64.2	66.1	62.7	66.5	72.8	62.2	67.5	69.3	57.4	62.8	62.0	63.3	63.1	54.9	56.8	59.0	54.5	61.1	58.8	62.8	60.0	60.9
8	70.1	66.3	64.2	67.0	69.6	74.9	65.1	74.4	71.6	60.3	65.8	64.5	65.3	65.2	62.0	62.3	60.2	56.4	63.7	62.0	65.3	60.0	63.0
9	70.1	66.4	67.3	64.7	68.8	73.3	65.1	64.6	70.3	60.6	66.1	64.1	64.4	66.6	58.1	61.9	60.8	57.8	64.5	61.9	65.1	61.9	63.3
10	69.4	65.6	66.2	63.9	68.8	73.0	66.5	64.9	70.1	60.7	65.6	64.5	63.9	64.2	59.9	63.9	60.1	57.6	63.8	61.3	65.1	62.0	62.6
11	70.2	66.0	68.0	64.5	68.8	74.3	61.5	70.3	70.8	61.6	66.0	64.8	64.0	64.6	54.0	56.0	61.1	57.5	64.0	61.6	65.0	61.6	63.2
12	70.7	66.5	68.9	65.8	69.7	74.4	66.9	67.0	70.7	60.3	65.1	64.1	65.6	65.1	65.2	65.0	60.4	56.6	63.2	60.8	64.9	60.5	63.3
13	70.2	65.9	68.6	65.0	69.6	74.3	64.7	63.4	70.5	60.0	64.9	63.0	64.8	64.5	60.4	63.4	59.3	55.4	62.9	61.0	65.2	59.7	63.0
14	70.6	66.6	67.2	65.3	68.7	74.3	65.9	63.3	70.8	60.9	65.5	64.3	65.2	65.1	60.7	63.9	60.2	56.3	63.5	62.1	65.2	60.4	63.3
15	69.7	66.2	66.5	64.6	68.7	74.3	65.4	63.9	71.1	60.2	66.2	65.9	64.2	64.7	56.0	60.9	60.7	57.1	64.2	62.4	65.8	60.9	62.9
16	70.5	66.9	67.6	65.4	69.4	75.0	66.0	67.7	71.1	61.1	65.4	63.8	65.0	65.7	60.1	63.5	60.7	56.2	63.8	62.3	68.2	60.3	63.6
17	69.6	65.2	65.2	64.0	68.5	74.0	64.9	62.5	69.6	58.1	63.8	62.8	63.7	64.3	62.7	62.6	58.8	54.7	62.1	59.8	63.1	59.1	62.4
18	69.1	65.0	64.8	66.8	69.2	75.1	64.3	63.2	71.7	59.3	64.6	66.3	63.7	63.3	61.2	62.1	59.5	55.7	62.9	60.1	63.7	60.5	61.8
19	69.6	65.9	67.0	64.7	69.7	75.5	67.0	64.5	72.3	60.2	65.7	65.5	63.8	64.2	63.2	64.2	60.8	56.7	63.7	62.2	65.4	61.0	62.0
20	70.4	66.8	68.7	65.4	68.9	75.2	66.2	67.3	71.3	60.4	65.8	64.1	65.1	65.2	62.1	62.3	60.9	56.2	64.1	61.8	65.3	61.2	63.3
21	68.5	65.2	66.9	66.5	68.3	74.8	66.8	62.8	71.9	58.8	64.4	65.9	62.9	63.7	63.6	63.9	60.1	55.9	62.3	59.0	63.7	60.6	61.7
22	70.2	66.5	67.2	65.6	69.2	75.3	65.4	63.2	71.8	59.5	65.8	64.9	64.0	64.9	57.9	60.8	59.8	54.7	63.6	62.2	65.5	59.4	63.7
23	70.1	66.5	65.3	65.0	69.4	75.1	65.8	63.5	71.7	60.5	66.7	64.7	64.3	64.8	55.0	61.7	61.4	57.7	65.4	62.7	66.0	61.4	63.2
24	69.4	66.0	65.3	64.5	68.9	73.7	63.1	62.2	69.8	58.6	64.4	63.4	63.9	64.6	52.9	57.9	58.9	55.4	62.6	60.3	64.3	59.4	63.2
25	70.0	66.2	67.0	64.9	69.0	74.1	65.1	64.5	70.5	60.3	66.1	64.8	63.7	64.8	57.1	59.5	60.5	59.2	64.2	62.3	65.3	61.6	63.0
26	70.8	67.1	67.4	65.7	69.6	74.9	66.0	64.9	71.6	61.5	66.8	64.7	64.8	65.6	58.5	62.2	62.2	58.6	64.8	63.3	66.6	61.3	63.6
27	71.5	67.7	69.3	66.1	69.3	75.2	66.8	64.1	71.9	61.8	66.8	65.0	65.4	66.2	56.3	60.4	61.8	57.1	64.9	62.6	66.5	61.4	64.3
28	69.3	65.2	68.2	65.7	67.5	74.1	63.7	65.3	70.6	58.0	63.4	63.7	62.3	63.9	59.4	58.4	61.4	53.2	61.4	60.1	63.1	57.6	60.6
29	70.4	66.1	67.0	65.2	68.6	74.7	64.8	63.3	70.9	59.3	64.4	62.7	63.8	64.7	62.0	61.1	60.6	54.0	62.0	60.7	64.6	58.4	62.7
30	70.5	66.7	66.0	68.7	69.5	73.5	64.9	62.9	70.4	59.5	65.4	64.2	65.2	65.4	63.0	62.3	59.4	55.3	63.8	61.4	64.6	59.4	63.4
31	69.4	65.6	63.4	64.1	69.1	74.2	64.7	63.0	70.6	59.8	65.7	64.6	64.0	63.9	55.8	62.7	60.2	57.1	63.9	61.7	65.1	61.6	62.7
Month CNEL	69.9	66.1	67.0	65.3	68.9	74.2	65.2	66.2	70.8	60.1	65.4	64.4	64.3	64.8	60.2	62.0	60.4	56.7	63.6	61.5	65.2	60.7	62.9

Table 12

Air Carrier Operations by Aircraft Type – Captured by the Airport Noise & Operations Monitoring System — January – March 2026

Aircraft Type	AAL	AAY	ACA	ASA	AWI	BAW	CMP	CSB	DAL	DLH	FDX	FFT	GXA	HAL	JAL	JBU	JSX	JZA	KLM	MXY	QXE	SCW	SCX	SKW	SWA	TSU	UAL	UPS	VTE	VXP	WJA	Total	
A20N	0	0	0	0	0	0	0	0	0	0	0	421	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	421	
A21N	679	0	0	115	0	0	0	0	1,067	0	0	356	0	7	0	186	0	0	0	0	0	0	0	0	0	0	1,092	0	0	0	0	3,502	
A221	0	0	0	0	0	0	0	0	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91		
A223	0	0	173	0	0	0	0	0	302	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	482	
A319	6	4	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	0	0	50	
A320	143	6	0	0	0	0	0	0	30	0	0	14	14	0	0	8	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	247	
A321	2,112	0	0	0	0	0	0	0	1,433	0	0	80	6	0	0	531	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,162	
A332	0	0	0	175	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	
A333	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
A339	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
A359	0	0	0	0	0	0	0	0	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	
AT76	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	26	0	0	0	0	0	26	
B38M	540	0	0	395	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,376	0	487	0	0	0	6	7,804	
B39M	0	0	0	2,576	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,065	0	0	0	0	3,746	
B737	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	7,364	0	2	0	0	2	70	7,443	
B738	803	0	0	1,215	0	0	0	0	488	0	0	0	0	0	0	0	0	0	0	0	1	0	141	0	3,760	0	756	0	0	0	24	7,188	
B739	0	0	0	2,040	0	0	0	0	406	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,360	0	0	0	0	3,806	
B752	0	0	0	0	0	0	0	0	371	0	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	473	
B753	0	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	0	0	0	60	
B762	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
B763	0	0	0	0	0	0	0	115	36	0	257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275	0	0	0	683	
B764	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
B772	1	0	0	0	0	142	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	143	
B77W	0	0	0	0	0	38	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	38	
B788	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	
B789	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	26	0	0	0	0	0	0	0	2	0	0	0	0	32	
B78X	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
C208	0	0	0	0	0	0	0	0	0	0	278	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278	
CRJ2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	2	0	0	18	
CRJ7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6	
CRJ9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	337	0	0	0	0	0	0	0	0	0	0	0	0	0	337	
E135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
E145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
E190	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	0	0	2	
E75L	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,508	0	0	6,617	0	0	0	0	0	0	0	0	10,126
Total	4,284	10	173	6,517	2	180	105	119	4,356	96	629	871	20	7	115	725	2	337	34	14	3,509	14	141	6,623	17,500	26	4,802	277	6	2	100	51,596	

QNR_Q1_2026_FOR_SIGNATURES

Final Audit Report

2026-08-27

Created:	2026-08-27
By:	Paulina Cassimus (pcassimu@san.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAmhQGfgiuPvze6j0yWpdORZR7zI1XTEh-

"QNR_Q1_2026_FOR_SIGNATURES" History

-  Document created by Paulina Cassimus (pcassimu@san.org)
2026-08-27 - 9:24:39 PM GMT- IP address: 208.87.233.201
-  Document emailed to Sjohnna Knack (sknack@san.org) for signature
2026-08-27 - 9:25:43 PM GMT
-  Email viewed by Sjohnna Knack (sknack@san.org)
2026-08-27 - 9:25:55 PM GMT- IP address: 3.90.143.158
-  Document e-signed by Sjohnna Knack (sknack@san.org)
Signature Date: 2026-08-27 - 10:47:30 PM GMT - Time Source: server- IP address: 208.87.234.201 - Signature Appearance Selected: DRAW
-  Document emailed to Atif Saeed (asaheed@san.org) for signature
2026-08-27 - 10:47:33 PM GMT
-  Email viewed by Atif Saeed (asaheed@san.org)
2026-08-27 - 10:47:42 PM GMT- IP address: 35.172.164.71
-  Document e-signed by Atif Saeed (asaheed@san.org)
Signature Date: 2026-08-27 - 11:07:15 PM GMT - Time Source: server- IP address: 136.26.90.18 - Signature Appearance Selected: MOBILE_TYPE
-  Agreement completed.
2026-08-27 - 11:07:15 PM GMT