

Tyler Reince

Subject: FW: Input to ANAC August 2026
Attachments: Input to ANAC August 2026.pdf

From: Gary Wonacott <wildcatwonacott@gmail.com>

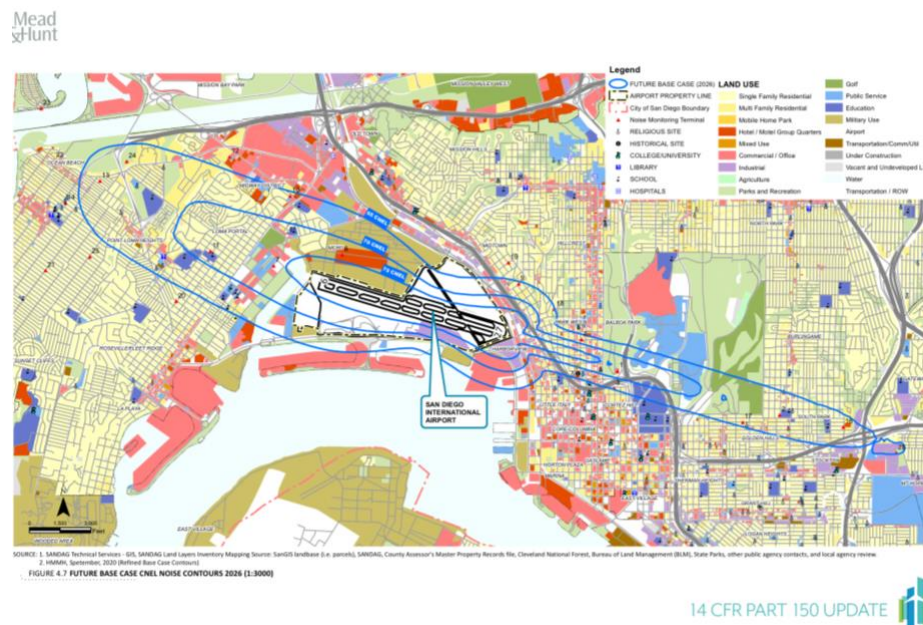
Sent: Wednesday, August 19, 2026 10:46 AM

To: SDCRAA clerk <clerk@san.org>

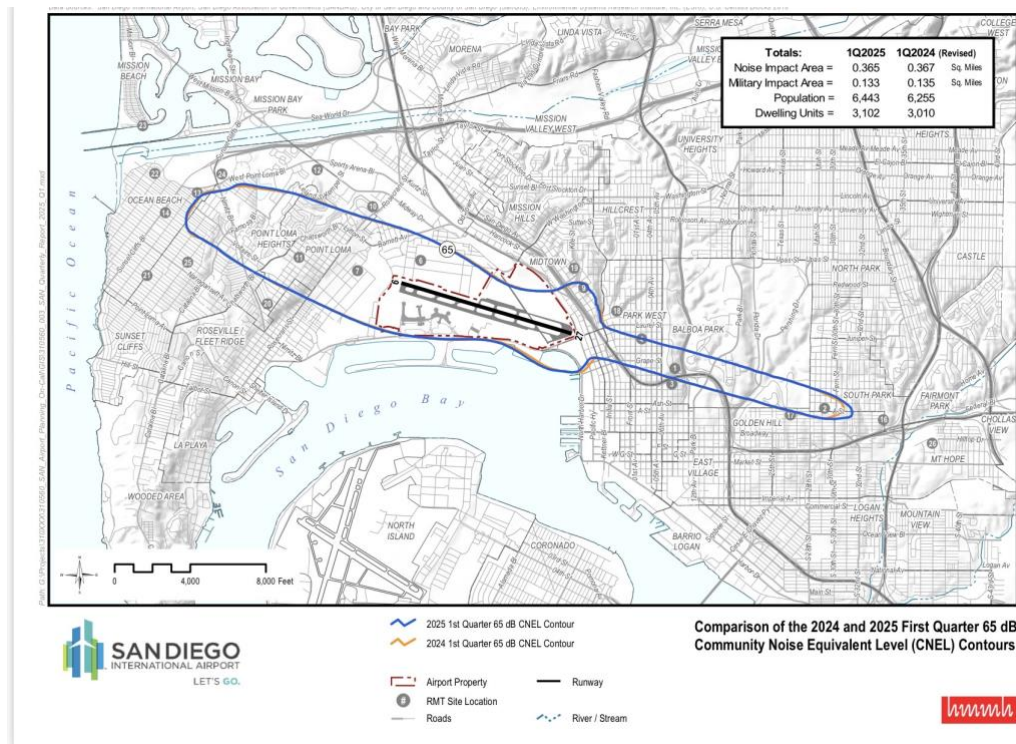
Subject: Input to ANAC August 2026

Please distribute to all ANAC members.

During the most recent Part 150 Study, two key years were used, 2018, to establish the baseline, and 2026, the out year prediction. The 2026 contour, shown below, was about 6 square miles, a fifty percent increase in the size of the contour compared to the 2018 value. The most recently published CA Title 21 65 dB CNEL, Q4 2025, is shown for comparison



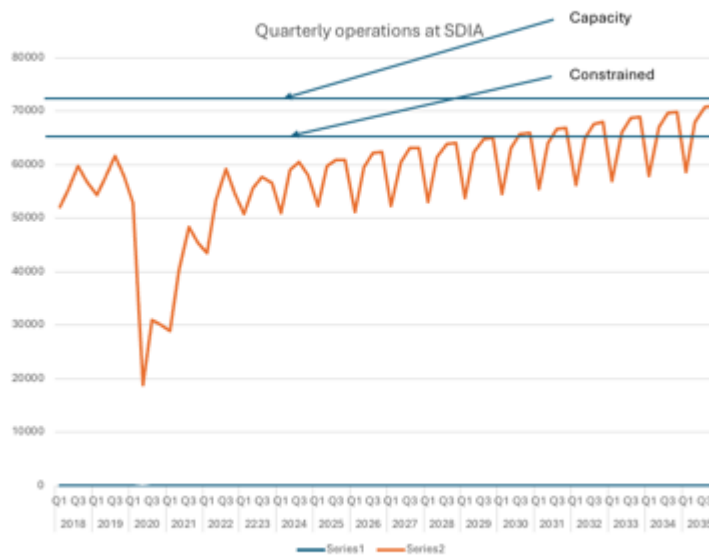
below. There is a dramatic difference between what was used in the Part 150 for the 2026 projection and the most current contour in Q4 2025. The Part 150 was performed in the 2020 time period, so how could the 2026 prediction be so far off. There was consideration made for revising the 2026 prediction in light of the impact of the pandemic, but the decision was made to move forward with the 2026 prediction. In retrospect, this was not a good decision, as it completely distorted the study environment.



Several reasons are provided in the text to explain the large discrepancy between the 2026 prediction the reality of 2026, including the pandemic. Now, the pandemic had a profound impact on number of daily operations, but as shown in the figure below, there was a rapid return to normal operation levels and slope. The bottom line is that the 2026 65 dB used in the Part 150 was a grossly overly conservative prediction. But why was the prediction so conservative? Only the airport authority has the answer to this question.

The figure below shows the seasonality effect on operations, which illustrates the consequences of using annual operations as the metric for establishing airport capacity. The more realistic limit would be the

quarterly value of 72,500. On this basis, the airport will achieve capacity in the near future, and is now in the constrained operations range



Official historical measurement for context

In the airport's Part 150 Noise Exposure Map study (2018 existing conditions, the most recent detailed full-contour calculation publicly documented in that form):

- The 65 CNEL contour contains approximately **2,640 acres**.
- That equals **4.125 square miles**.

(A projected 2026 future contour in the same study was larger at ~3,881 acres / ~6.1 sq mi due to higher forecast operations.)

Estimation from the map provided

The shape and scale on the 4Q 2025 map are consistent with those historical contours:

- Scale bar = 8,000 feet (~1.5 miles).
- East-west length of the blue contour (Ocean Beach / Point Loma tip to the thin eastern tail near South Park / Golden Hill) is roughly 4.5–5.3 miles.

- Average north–south width is roughly 0.8–1.1 miles (wider near the airport and Point Loma, narrower in the eastern lobe).

A simple ellipse approximation using those dimensions yields ~3.5–4.5 square miles, centering near **~4 square miles**. This matches both your visual estimate and the documented Part 150 value for a comparable contour.

Bottom line: The total area enclosed by the elongated 65 dB CNEL contour is approximately **4 square miles** (most precisely referenced historically as 4.125 sq mi / 2,640 acres). The much smaller NIA number on the map is a different, more narrowly defined regulatory metric.

The projected 2026 contour (~3,881 acres / ~6.1 sq mi) was based on an operations forecast that has not materialized.

What the Part 150 study assumed

In the 14 CFR Part 150 Noise Exposure Map update (submitted ~2022, using 2018 as the existing-conditions base year):

- 2018 actual total operations: **225,570**
- Projected 2026 total operations: **258,785** (roughly +15%)
- Commercial/cargo operations were forecast to rise from 212,430 to 247,105

The study explicitly stated that the larger future contour resulted from this increase in aircraft operations (and the associated fleet mix). No major changes in flight tracks, runway use, or procedures were assumed.

What has actually happened

By 2024–2025, total annual operations remained near or only modestly above the 2018 level (one documented 2024 figure is ~225,300). Even with record passenger volumes in 2025 (~25.3 million), the number of aircraft movements has not approached the 259,000 level assumed for the 2026 contour. Quarterly data from the 2025 noise reports annualize in the low-to-mid 200,000s range.

Likely primary cause of the overestimate

Overly optimistic operations growth in the underlying aviation forecast.

The 2026 numbers came from a 2019 Aviation Activity Forecast Update (LeighFisher), which was prepared before the full effects of the COVID-19 pandemic and the subsequent slower-than-expected recovery trajectory were clear. Although the Part 150 study included some pandemic-related sensitivity discussion and noted that the chosen forecast was reasonably consistent with the FAA's 2021 Terminal Area Forecast at the time, the actual recovery in *operations* (as opposed to passengers) has been more muted.

Secondary contributing factors that further kept the real contour smaller:

- Faster-than-projected fleet modernization (higher share of quieter Airbus NEO and Boeing MAX aircraft, which produce less noise per operation).
- Possible differences in modeling (the Part 150 used an earlier version of AEDT; current quarterly contours use AEDT 3g with corrected runway data).

In short, the contour-area projection was driven almost entirely by an operations forecast that proved too high. Real-world activity levels through 2025 have stayed much closer to the 2018 baseline that produced the ~4.1 sq mi (2,640-acre) contour, which is why today's elongated 65 dB CNEL contour remains near that size rather than expanding toward 6 sq mi.

Tyler Reince

Subject: FW: SDIA Operations Seasonality

From: Gary Wonacott <wildcatwonacott@gmail.com>

Sent: Sunday, August 30, 2026 12:14 AM

To: SDCRAA clerk <clerk@san.org>; Gloria Henson <glohenson@san.rr.com>

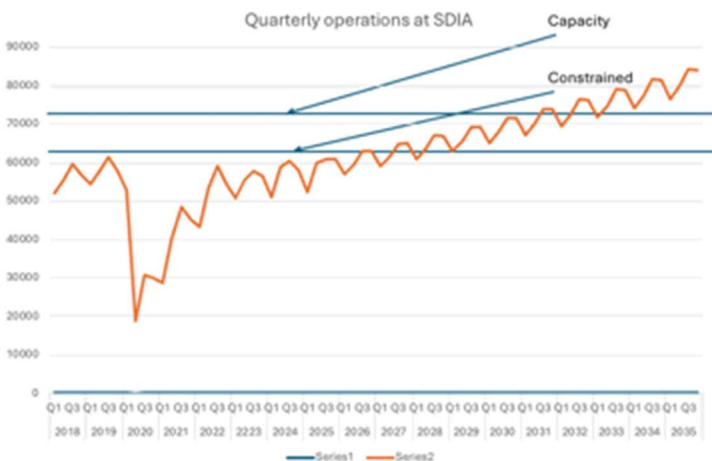
Subject: SDIA Operations Seasonality

The consultants during the Part 150 Study estimated the annual capacity at 290000+ operations, but this ignores the substantial seasonality in San Diego and SDIA. The best way to measure how close SDIA is to capacity, would be on an hourly basis, or 46.7 hourly operations. It is recommended that this metric be used to session capacity.

A quarterly measurement is also useful, although non-conservative. The graph below shows the quarterly number of operations obtained from the quarterly reports to the State of California. Even on the basis of a quarterly criterion, and assuming the same quarterly growth in operations, SDIA reaches capacity in 2030 or 2031.

The other assumption is that adding gates in the new T1 does not, as claimed by the Airport Authority, increase capacity. The Airport Authority can speak to this assumption.

Gary Wonacott
Mission Beach



Tyler Reince

Subject: FW: SAN_RMT_CNEL_comparison_2021_vs_2026 copy
Attachments: SAN_RMT_CNEL_comparison_2021_vs_2026 copy.xlsx

Why are some of the differences in noise monitors so much different between 2021 and 2026?

Distribute to ANAC members.

Gary Wonacott

SAN RMT CNEL comparison — 3Q 2021 Table 3 vs 1Q 2026 QNR Table 3

Sources: user screenshots of san.org QNR tables (QNR-3rd-Quarter-2021.pdf and 1Q 2026 QNR p.11). Annual CNEL is a rolling 12-month period in both reports. Prepared 12 Sep 2026.

Sheet	Contents
Comparison	One row per RMT 1–26. 2021 and 2026 quarterly/annual CNEL, Excel-calculated deltas, quarter-vs-annual gaps, and an auto flag.
Ranked changes	Active monitors sorted by size of quarterly delta (largest increase first).
Irregularities	Narrative flags: RMT 10 spike, RMT 20 annual/quarter mismatch, RMT 18 rise, inactive 5/8/15.
Source tables	The two published tables transcribed as published, without deltas.

Color key on Comparison

Red delta = $|\text{change}| \geq 5$ dB (investigate)

Orange delta = $|\text{change}| \geq 3$ dB

Yellow = inactive / not reported

Blue input cells = transcribed published values (do not overwrite unless correcting a source typo)

Notes

CNEL is a weighted energy metric. ~ 3 dB $\approx$ doubling of acoustic energy; ~ 10 dB is a tenfold energy increase and is commonly described as about twice as loud.

2021 table omitted RMT 5, 8 and 15 with no footnote. 2026 marks those three * (no longer operational; noise-impact boundary decreased).

Deltas are 1Q 2026 minus 3Q 2021. They are not same-quarter comparisons (Q3 vs Q1) and annual figures cover different 12-month windows.

Workpaper only — values copied from screenshots. Confirm against the official PDFs before citing.

RMT-by-RMT CNEL comparison (dB)

Blue cells = published values. Black cells = formulas. Δ = 2026 – 2021. Q–Ann gap = that period’s quarterly CNEL minus its annual CNEL.

RMT #	Status	Q CNEL 3Q 2021	Ann CNEL 2021	Q CNEL 1Q 2026	Ann CNEL 2026	Δ Quarterly	Δ Annual	2021 Q–Ann gap	2026 Q–Ann gap	Flag	Comment
1	active	68.8	67.3	69.6	69.9	+0.8	+2.6	+1.5	-0.3		
2	active	64.8	63.3	65.5	65.9	+0.7	+2.6	+1.5	-0.4		
3	active	64.2	62.6	67.1	66.8	+2.9	+4.2	+1.6	+0.3	WATCH	Material rise on both Q and annual
4	active	63.9	62.4	65.1	65.4	+1.2	+3.0	+1.5	-0.3	WATCH	
5	inactive					—	—	—	—	—	Omitted in 2021 table; marked * not operational in 1Q 2026 (boundary shrank)
6	active	67.5	66.2	68.8	68.9	+1.3	+2.7	+1.3	-0.1		
7	active	73.6	71.5	73.7	74.1	+0.1	+2.6	+2.1	-0.4		Still the loudest site; Q flat, annual up
8	inactive					—	—	—	—	—	Omitted in 2021 table; marked * not operational in 1Q 2026 (boundary shrank)
9	active	65.2	63.5	64.9	65.3	-0.3	+1.8	+1.7	-0.4		Only site with a quarterly decrease
10	active	61.8	60.5	74.4	72.1	+12.6	+11.6	+1.3	+2.3	SEVERE	Largest move in the network — 2021 mid-pack to 2026 #2 behind RMT 7
11	active	69.9	67.9	70.3	70.8	+0.4	+2.9	+2.0	-0.5		
12	active	59.9	58.5	60.0	60.7	+0.1	+2.2	+1.4	-0.7		
13	active	64.6	62.7	64.9	65.2	+0.3	+2.5	+1.9	-0.3		
14	active	63.6	62.2	64.0	64.3	+0.4	+2.1	+1.4	-0.3		
15	inactive					—	—	—	—	—	Omitted in 2021 table; marked * not operational in 1Q 2026 (boundary shrank)
16	active	62.5	61.3	64.1	64.1	+1.6	+2.8	+1.2	0.0		
17	active	63.5	61.8	64.2	64.7	+0.7	+2.9	+1.7	-0.5		
18	active	56.5	56.0	61.1	59.7	+4.6	+3.7	+0.5	+1.4	WATCH	Second-largest quarterly increase
19	active	59.9	59.5	62.6	62.1	+2.7	+2.6	+0.4	+0.5		
20	active	59.6	58.1	60.0	66.8	+0.4	+8.7	+1.5	-6.8	SEVERE	Q almost unchanged; annual +8.7 and 6.8 above this quarter (same 66.8 as RMT 3 annual — verify)
21	active	56.3	55.2	56.9	57.9	+0.6	+2.7	+1.1	-1.0		Remains at the quiet end of the set
22	active	62.8	61.1	63.2	63.5	+0.4	+2.4	+1.7	-0.3		
23	active	60.9	59.1	61.1	61.7	+0.2	+2.6	+1.8	-0.6		
24	active	62.7	60.7	64.5	64.7	+1.8	+4.0	+2.0	-0.2	WATCH	Material annual rise
25	active	60.2	58.9	60.3	60.7	+0.1	+1.8	+1.3	-0.4		
26	active	61.7	60.4	63.6	63.4	+1.9	+3.0	+1.3	+0.2	WATCH	

Active-monitor stats (formulas; ignores inact

Active monitors	23
Inactive / not reported	3
Mean Δ Quarterly (dB)	1.54
Mean Δ Annual (dB)	3.39
Max Δ Quarterly (RMT 10)	12.60
Min Δ Quarterly	-0.30
Count ΔQ ≥ 3 dB	2
Count ΔQ ≥ 5 dB	1
Loudest 2026 quarter	74.40
Quietest 2026 quarter	56.90

Active RMTs ranked by quarterly CNEL change (largest increase first)

Values are formulas pointing at Comparison. Re-sort manually if you edit source figures.

Rank	RMT #	Δ Quarterly (dB)	Δ Annual (dB)	Q 2026	Q 2021	Flag
1	10	12.6	11.6	74.4	61.8	SEVERE
2	18	4.6	3.7	61.1	56.5	WATCH
3	3	2.9	4.2	67.1	64.2	WATCH
4	19	2.7	2.6	62.6	59.9	
5	26	1.9	3.0	63.6	61.7	WATCH
6	24	1.8	4.0	64.5	62.7	WATCH
7	16	1.6	2.8	64.1	62.5	
8	6	1.3	2.7	68.8	67.5	
9	4	1.2	3.0	65.1	63.9	WATCH
10	1	0.8	2.6	69.6	68.8	
11	2	0.7	2.6	65.5	64.8	
12	17	0.7	2.9	64.2	63.5	
13	21	0.6	2.7	56.9	56.3	
14	22	0.4	2.4	63.2	62.8	
15	14	0.4	2.1	64.0	63.6	
16	20	0.4	8.7	60.0	59.6	SEVERE
17	11	0.4	2.9	70.3	69.9	
18	13	0.3	2.5	64.9	64.6	
19	23	0.2	2.6	61.1	60.9	
20	7	0.1	2.6	73.7	73.6	
21	12	0.1	2.2	60.0	59.9	
22	25	0.1	1.8	60.3	60.2	
23	9	-0.3	1.8	64.9	65.2	

Identified irregularities

Item	What the two tables show
RMT 10 — severe spike	Quarterly 61.8 → 74.4 dB (+12.6). Annual 60.5 → 72.1 (+11.6). In 2021 this site was mid-pack; in 1Q 2026 it is second only to RMT 7. A 10 dB CNEL increase is a tenfold rise in the weighted energy metric. Check relocation, track change, reflection/construction, or a data error before treating it as a normal trend.
RMT 20 — annual vs quarter mismatch	Quarterly barely moved (59.6 → 60.0, +0.4) but annual jumped 58.1 → 66.8 (+8.7). 1Q 2026 annual is 6.8 dB above that quarter. Possible if the other three quarters in the rolling year were much louder; also note 66.8 equals RMT 3's 2026 annual — verify the published cell was not copied across.
RMT 18 — second-tier jump	Quarterly +4.6 dB (56.5 → 61.1), annual +3.7. Large for CNEL, still far below RMT 10.
RMT 3 and RMT 24	RMT 3: Q +2.9 / Ann +4.2. RMT 24: Q +1.8 / Ann +4.0. Material but not in the RMT 10 class.
RMT 7 — loud but stable this quarter	Already the loudest site in both reports (Q 73.6 → 73.7). Annual rose +2.6 to 74.1, so the rolling year around RMT 7 got heavier even though this quarter matched 2021 Q3.
Network-wide annual increase	Every active monitor's annual CNEL is higher than in the 2021 table (+1.8 to +11.6 dB). Quarterly changes are smaller and mixed except at RMT 10 and 18. Consistent with a louder rolling year, not only a loud 1Q 2026.
Quarter vs annual sign pattern flipped	In the 2021 table, quarterly > annual at every listed site. In 1Q 2026 many sites have annual ≥ quarterly (RMT 1, 2, 4, 6, 7, 9, 11–14, 17, 20–25). Internally consistent with a loud prior three quarters; makes RMT 20's gap stand out more.
Inactive RMT 5, 8, 15	Same three IDs missing in both tables. 2026 footnotes them as out of service because the noise-impact boundary decreased. 2021 simply skipped the rows. Not a new 2026 data hole — just weaker labeling in the older table.
Not irregular	RMT 21 stays at the quiet end. Small +0.1 to +0.8 dB quarterly moves at RMT 1, 2, 7, 11–14, 21–23, 25. Only quarterly decrease is RMT 9 (–0.3).
Comparison caveat	3Q 2021 vs 1Q 2026 is not same-season. Seasonal runway use at SAN can move CNEL at individual RMTs even with no long-term trend. Use same-quarter pairs (1Q–1Q or 3Q–3Q) before drawing a trend conclusion.

Published Table 3 — 3Q 2021 (from screens

RMT #	Quarter CNEL (dB)	Annual CNEL (dB)
1	68.8	67.3
2	64.8	63.3
3	64.2	62.6
4	63.9	62.4
5	not listed	not listed
6	67.5	66.2
7	73.6	71.5
8	not listed	not listed
9	65.2	63.5
10	61.8	60.5
11	69.9	67.9
12	59.9	58.5
13	64.6	62.7
14	63.6	62.2
15	not listed	not listed
16	62.5	61.3
17	63.5	61.8
18	56.5	56.0
19	59.9	59.5
20	59.6	58.1
21	56.3	55.2
22	62.8	61.1
23	60.9	59.1
24	62.7	60.7
25	60.2	58.9
26	61.7	60.4

2021 notes (screenshot): Annual CNEL data is a rolling 12-month period.

Published Table 3 — 1Q 2026 QNR p.11

RMT #	Quarter CNEL (dB)	Annual CNEL (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

2026 notes: Annual CNEL is a rolling 12-month period. RMTs #5, #8, and #15 are no longer operational, as the noise impact boundary has decreased in size.

Tyler Reince

Subject: FW: SAN_RMT_CNEL_Q1_2025_vs_Q1_2026 copy
Attachments: SAN_RMT_CNEL_Q1_2025_vs_Q1_2026 copy.xlsx

Are these data for real? Is anyone checking it and doing comparisons? The reports to the State of California contain the most important information that ANAC members should be reviewing?

Please distribute to ANAC members.

How to use this workbook

Purpose	Side-by-side Q1 2025 vs Q1 2026 Community Noise Equivalent Level (CNEL) at San Diego International Airport remote monitoring terminals (RMTs).
Comparison tab	One row per RMT. Blue numbers are published inputs. Black numbers are live formulas (Δ and Q–Ann gaps). Filter/sort with the header row.
Flag rule	SEVERE if $ \text{quarterly } \Delta $ or $ \text{annual } \Delta $ is 8 dB or more. WATCH if $ \text{quarterly } \Delta \geq 2 \text{ dB}$ or $ \text{annual } \Delta \geq 3 \text{ dB}$. Thresholds match the spirit of the user's 2021-vs-2026 sheet.
Ranked changes tab	Same active monitors, with RANK on $ \Delta Q $. Apply the AutoFilter on Rank or $ \Delta Q $ to sort. Bar chart shows quarterly deltas.
Q1 2025 source	SAN Quarterly Noise Report, First Quarter 2025, Table 3 (file QNR_1Q_2025-signed.pdf on san.org). Annual CNEL is a rolling 12-month period.
Q1 2026 source	Values from the user's SAN_RMT_CN..._vs_2026 Comparison workbook (Q CNEL 1Q 2026 and Ann CNEL 2026 columns).
Inactive RMTs	5, 8 and 15 are not operational; the published notes state the noise-impact boundary decreased in size.
Outliers	RMT 20 Q1 2025 quarterly CNEL of 81.0 dB (annual 75.8) reversed in Q1 2026 (60.0 / 66.8). RMT 10 jumped +11.2 dB quarterly and is the same site flagged SEVERE vs 2021.
Color	Blue text = typed published values. Black text = formulas. Green block = summary stats. Orange = WATCH. Red = SEVERE. Gray = inactive.
Recalc	All deltas and stats recalculate if you edit a blue published cell.

SAN RMT CNEL comparison — Q1 2025 vs Q1 2026 (dB)

Blue cells = published values. Black cells = formulas. Δ = 2026 – 2025. Q–Ann gap = that period’s quarterly CNEL minus its annual CNEL. Sources: SAN QNR 1Q 2025 Table 3 (QNR_1Q_2025-signed.pdf); Q1 2026 values from user Comparison workbook.

RMT #	Status	Q CNEL 1Q 2025	Ann CNEL 2025	Q CNEL 1Q 2026	Ann CNEL 2026	Δ Quarterly	Δ Annual	2025 Q–Ann gap	2026 Q–Ann gap	Flag	Note
1	active	69.1	69.6	69.6	69.9	+0.5	+0.3	-0.5	-0.3		
2	active	65.1	65.5	65.5	65.9	+0.4	+0.4	-0.4	-0.4		
3	active	66.2	65.3	67.1	66.8	+0.9	+1.5	+0.9	+0.3		Material quarterly rise vs 2025
4	active	65.4	65.0	65.1	65.4	-0.3	+0.4	+0.4	-0.3		
5	inactive	—	—	—	—	—	—	—	—	—	Omitted — noise impact boundary reduced
6	active	68.4	68.5	68.8	68.9	+0.4	+0.4	-0.1	-0.1		
7	active	73.1	73.9	73.7	74.1	+0.6	+0.2	-0.8	-0.4		
8	inactive	—	—	—	—	—	—	—	—	—	Omitted — noise impact boundary reduced
9	active	66.0	66.2	64.9	65.3	-1.1	-0.9	-0.2	-0.4		Only site lower on both Q and Ann vs 2025
10	active	63.2	63.2	74.4	72.1	+11.2	+8.9	0.0	+2.3	SEVERE	Largest YoY jump; same SEVERE site vs 2021
11	active	70.0	70.9	70.3	70.8	+0.3	-0.1	-0.9	-0.5		
12	active	60.6	61.1	60.0	60.7	-0.6	-0.4	-0.5	-0.7		
13	active	64.2	64.7	64.9	65.2	+0.7	+0.5	-0.5	-0.3		
14	active	64.0	64.0	64.0	64.3	0.0	+0.3	0.0	-0.3		
15	inactive	—	—	—	—	—	—	—	—	—	Omitted — noise impact boundary reduced
16	active	63.7	63.8	64.1	64.1	+0.4	+0.3	-0.1	0.0		
17	active	63.8	64.2	64.2	64.7	+0.4	+0.5	-0.4	-0.5		
18	active	61.3	59.7	61.1	59.7	-0.2	0.0	+1.6	+1.4		Q almost unchanged; Ann flat
19	active	63.2	62.5	62.6	62.1	-0.6	-0.4	+0.7	+0.5		
20	active	81.0	75.8	60.0	66.8	-21.0	-9.0	+5.2	-6.8	SEVERE	2025 Q=81.0 / Ann=75.8 spike reversed in 2026
21	active	57.2	58.4	56.9	57.9	-0.3	-0.5	-1.2	-1.0		
22	active	62.4	62.9	63.2	63.5	+0.8	+0.6	-0.5	-0.3		
23	active	61.0	61.2	61.1	61.7	+0.1	+0.5	-0.2	-0.6		
24	active	63.7	64.1	64.5	64.7	+0.8	+0.6	-0.4	-0.2		Material rise vs 2025
25	active	60.0	60.4	60.3	60.7	+0.3	+0.3	-0.4	-0.4		
26	active	62.8	62.7	63.6	63.4	+0.8	+0.7	+0.1	+0.2		

Active-monitor stats (form

Active monitors	23
Inactive / not reported	3
Mean Δ Quarterly (dB)	-0.24
Mean Δ Annual (dB)	0.22
Max Δ Quarterly	11.20
Min Δ Quarterly	-21.00
Max Δ Annual	8.90
Min Δ Annual	-9.00
Count ΔQ ≥ 3 dB	2
Count ΔQ ≥ 8 dB	2
Count ΔA ≥ 3 dB	2
Loudest 2026 quarter	74.40
Quietest 2026 quarter	56.90
Loudest 2025 quarter	81.00
RMT of max ΔQ	10

Notes: (1) Annual CNEL is a rolling 12-month period in both official QNRs. (2) 2025 source is SAN QNR 1Q 2025 Table 3. 2026 Q/Ann values are those used in the user’s SAN_RMT comparison workbook for 1Q 2026. (3) Flag rule: SEVERE if |ΔQ| or |ΔA| ≥ 8 dB; WATCH if |ΔQ| ≥ 2 or |ΔA| ≥ 3. (4) RMT 20’s 2025 quarterly 81.0 / annual 75.8 is an extreme outlier that reversed in 2026. (5) RMT 10 is the largest 2025→2026 increase and was already SEVERE vs 2021.

Ranked 2025→2026 changes (active monitors only)

Sorted by |Δ Quarterly| descending via RANK formulas against Comparison sheet.
(Values live-linked to Comparison sheet.)

Rank	RMT #	Δ Quarterly	Δ Annual	ΔQ	Flag	2026 Q CNEL
12	1	+0.5	+0.3	0.5		69.6
13	2	+0.4	+0.4	0.4		65.5
4	3	+0.9	+1.5	0.9		67.1
17	4	-0.3	+0.4	0.3		65.1
15	6	+0.4	+0.4	0.4		68.8
9	7	+0.6	+0.2	0.6		73.7
3	9	-1.1	-0.9	1.1		64.9
2	10	+11.2	+8.9	11.2	SEVERE	74.4
19	11	+0.3	-0.1	0.3		70.3
10	12	-0.6	-0.4	0.6		60.0
8	13	+0.7	+0.5	0.7		64.9
23	14	0.0	+0.3	0.0		64.0
15	16	+0.4	+0.3	0.4		64.1
13	17	+0.4	+0.5	0.4		64.2
21	18	-0.2	0.0	0.2		61.1
10	19	-0.6	-0.4	0.6		62.6
1	20	-21.0	-9.0	21.0	SEVERE	60.0
18	21	-0.3	-0.5	0.3		56.9
5	22	+0.8	+0.6	0.8		63.2
22	23	+0.1	+0.5	0.1		61.1
7	24	+0.8	+0.6	0.8		64.5
19	25	+0.3	+0.3	0.3		60.3
5	26	+0.8	+0.7	0.8		63.6

Tip: click the Rank or |ΔQ| header filter and sort Largest to Smallest to view biggest movers first.

