Quarterly Noise Report

For the California Department of Transportation

Second Quarter – Calendar Year 2026

SAN DIEGO
INTERNATIONAL AIRPORT

Aircraft Noise

October 30, 2026

2Q 2026 Quarterly Noise Report

April 1 through June 30, 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 (Nov 2, 2026 08:29:36 PST)

Sjohnna Knack
Director of Planning, Noise, &
Environment

Atif Saeed (Nov 2, 2026 09:59:56 PST)

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) – 0.375 square miles (240.00 acres)
    - Federal Military Impact Area (FMIA) – 0.141 square miles (90.24 acres)

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

    - Dwelling Units – 3,295 (Population – 6,796)

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

    - 4,319 Complaints (74 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 (182 Operations)

5. Number of Air Carrier Operations during the Calendar Quarter: 60,305[2]

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

    - 100%

7. Number of Air Taxi Operations during the Calendar Quarter: 3,313

8. Number of General Aviation Operations during the Calendar Quarter: 1,718

9. Number of Military Operations during the Calendar Quarter: 39

10. Total number of Airport Operations during the Calendar Quarter: 65,375

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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

Impact Area (sq mi)	2Q 2026	2Q 2025[3]	Change (sq mi)
NIA	0.375	0.373	0.002
FMIA	0.141	0.138	0.003

Noise Contour

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 Second 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 coincided with growth in overall flight operations and changes in aircraft fleet mix during the reporting period, while the Quieter Homes Program continued to complete eligible properties within the noise-impact area (QHP). Detailed quantitative values supporting these observations are provided in the tables that follow.

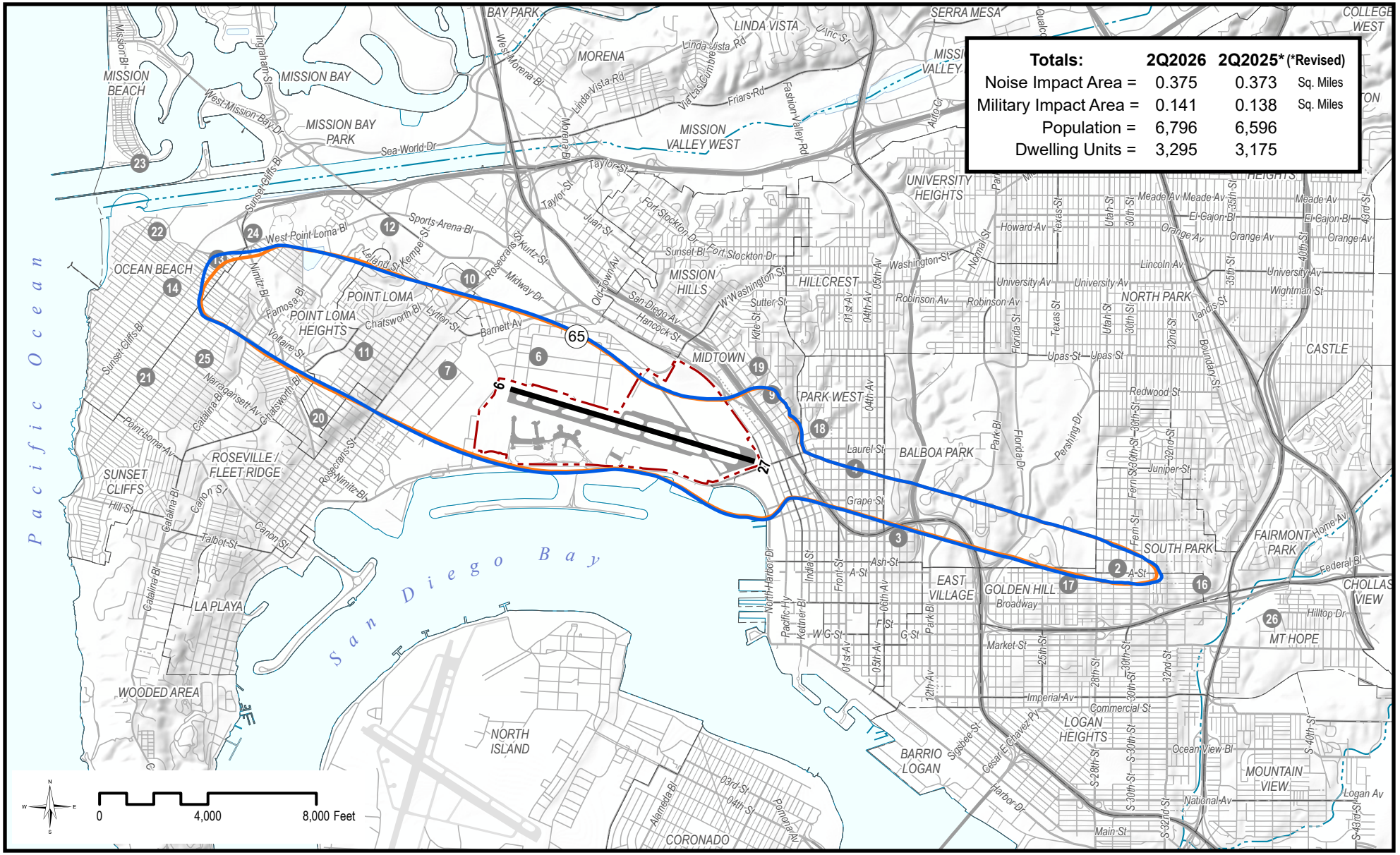
3 The 2Q2025 Quarterly Noise Report was incorrect due to a Runway 27 coordinate error. The contour has now been correctly recalculated in AEDT 3g.

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: July 2024 through June 2025 (Second Quarter 2025) and July 2025 through June 2026 (Second Quarter 2026).

- ANOMS data accounted for about 99% of total flight operations recorded by the Airport Traffic Control Tower at the Airport.
- Total flight operations increased by approximately 6 percent in the current rolling 12-month period. This increase aligns with official Air Traffic Control Tower counts.
- Evening operations (7:00 p.m. to 9:59 p.m.) increased by approximately 4 percent, daytime operations (7:00 a.m. to 6:59 p.m.) increased by approximately 6 percent, and nighttime operations (10:00 p.m. to 6:59 a.m.) increased by approximately 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 an approximately 6 percent increase in daytime-equivalent operations.
- The use of heavy and wide-body aircraft by air carriers decreased by approximately 12 percent. Operations of Boeing 767, Boeing 777, Airbus A330, and Airbus A350 aircraft decreased, while Airbus A300-600 and Boeing 787 operations increased. Boeing 787 operations increased by approximately 6 percent relative to the prior rolling 12-month period.
- The combined operations of the narrow-body aircraft families of Airbus and Boeing increased by approximately 3 percent. Airbus narrow-body operations decreased by approximately 16 percent, Boeing narrow-body operations increased by approximately 11 percent, and commuter-aircraft operations increased by approximately 31 percent relative to the prior rolling 12-month period.

Data Sources: San Diego International Airport; San Diego Association of Governments (SANDAG); City of San Diego and County of San Diego (SanGIS); Environmental Systems Research Institute, Inc. (ESRI); U.S. Census Blocks 2010



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SAN DIEGO INTERNATIONAL AIRPORT

2026 2nd Quarter 65 dB CNEL Contour *(AEDT Version 4a)*

2025 2nd Quarter 65 dB CNEL Contour *(AEDT Version 3g)*

Airport Property

Runway

RMT Site Location

Roads

River / Stream

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

• *The 2Q2025 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 Second Quarter 2026, QHP has completed 6,216 homes, with a waitlist of 1,102 units.

Aircraft Noise Complaints

During the Quarter, the Aircraft Noise Office received a total of 4,319 complaints from 74 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	2Q 2026	2Q 2025	Net Change	Percent Change
Air Carrier	60,305	54,164	6,141	11.3%
Air Taxi	3,313	3,593	-280	-7.8%
General Aviation	1,718	1,877	-159	-8.5%
Military	39	136	-97	-71.3%
Total	**65,375**	**59,770**	**5,605**	**9.4%**

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 19 noise curfew violations were recorded, 13 violations resulted

in a $224,000 penalty. Of the remaining violations, 4 were not fined and 2 were pending review at quarter end.

Airport Noise Advisory Committee (ANAC)

The Airport Authority recognizes that neighborhoods surrounding SDIA are affected by noise from aircraft operations. An Airport Noise Advisory Committee (ANAC), consisting of individuals from various organizations, residential areas, and professional associations, was formed in 1981 under the San Diego Unified Port District (SDUPD), the previous proprietor of San Diego International Airport. ANAC is formally adopted as Airport Authority Policy 9.20.

Further information regarding Airport Noise Advisory Committee can be found on the following website:

https://www.san.org/aircraft-noise/#anaccurfew

Quarterly and Annual CNEL Data

A summary of the Quarterly and Annual CNEL data is shown in Table 3 below. The levels are calculated using the data found in the Airport Noise & Operations Monitoring System (ANOMS) section, which captures the Remote Monitoring Terminals (RMT) thresholds and Daily/Monthly CNEL Logs.

Table 3

RMT #	Quarterly CNEL[1] (dB)	Annual CNEL[1] (dB)
RMT 1	70.7	70.1
RMT 2	67.0	66.1
RMT 3	67.2	67.0
RMT 4	66.0	65.5
RMT 5*	*	*
RMT 6	69.9	69.2
RMT 7	74.5	74.1
RMT 8*	*	*
RMT 9	67.7	66.0
RMT 10	63.7	72.0
RMT 11	71.1	70.9
RMT 12	61.8	60.9
RMT 13	66.2	65.4
RMT 14	64.9	64.4
RMT 15*	*	*
RMT 16	65.2	64.3
RMT 17	65.6	64.8
RMT 18	59.9	60.0
RMT 19	62.0	62.1
RMT 20	61.2	60.5
RMT 21	59.4	58.3
RMT 22	64.5	63.7
RMT 23	62.8	61.8
RMT 24	65.9	65.0
RMT 25	61.6	60.9
RMT 26	64.2	63.5

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	2Q 2026	2Q 2025	Change (dB)
Arrivals	95.9	97.8	-1.9
Departures	101.8	101.3	0.5

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), April – June 2026

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date Time
B772	97.6	LHR	BAW265	05/17/2026 15:18
B763	97.1	SDF	UPS922	05/05/2026 05:31
B763	97.1	MEM	FDX1422	06/10/2026 05:46
B772	96.9	LHR	BAW265	04/28/2026 14:38
B772	96.9	LHR	BAW265	05/13/2026 15:40
B763	96.9	IND	FDX1754	06/19/2026 04:51
B772	96.8	LHR	BAW265	05/14/2026 15:09
B763	96.8	SDF	UPS5636	05/16/2026 18:03
B763	96.7	IND	FDX1754	05/05/2026 06:06
B772	96.7	LHR	BAW265	06/20/2026 14:49
B772	96.5	LHR	BAW265	04/26/2026 14:53
B763	96.4	SDF	UPS2636	05/13/2026 17:04
B772	96.4	LHR	BAW265	06/19/2026 14:38
B772	96.3	LHR	BAW265	04/23/2026 14:54
B763	96.3	IND	FDX1754	05/07/2026 04:59
B763	96.3	IND	FDX1754	05/14/2026 05:46
B763	96.3	SDF	UPS922	05/19/2026 04:57
B763	96.3	SDF	UPS5636	05/29/2026 17:22
B772	96.3	LHR	BAW265	06/05/2026 14:36
B772	96.2	LHR	BAW265	04/30/2026 14:38
B772	96.2	LHR	BAW265	05/02/2026 14:47
B772	96.2	LHR	BAW265	05/08/2026 14:33
B763	96.2	JFK	DAL683	05/16/2026 11:28
B772	96.2	LHR	BAW265	05/27/2026 14:36
B763	96.2	IND	FDX1754	06/30/2026 05:22
B763	96.1	SDF	UPS922	04/22/2026 04:39
B763	96.1	SDF	UPS922	04/24/2026 04:59
B772	96.1	LHR	BAW265	05/11/2026 15:24
B763	96.1	MEM	FDX1422	05/15/2026 05:24
B772	96.1	LHR	BAW265	06/03/2026 14:35
B763	96.1	MEM	FDX1422	06/04/2026 05:16
B772	96.1	LHR	BAW265	06/09/2026 14:54
B77W	96.1	LHR	BAW82P	06/13/2026 17:48
B763	96.0	MEM	FDX1422	05/07/2026 05:34
B763	96.0	SDF	UPS5636	05/08/2026 17:05
B772	96.0	LHR	BAW265	05/25/2026 14:42
B763	96.0	SDF	UPS922	06/04/2026 04:31
B772	96.0	LHR	BAW265	06/15/2026 14:04
B763	95.9	MEM	FDX1422	04/25/2026 05:45
B772	95.9	LHR	BAW265	05/05/2026 14:35
B752	95.9	ORD	UAL2428	05/15/2026 09:07
B772	95.9	LHR	BAW265	06/02/2026 14:47

Table 5 – Continued

Quarterly SENEL Survey — Arrivals (RMT #1), April – June 2026

Aircraft Type	SENEL (dB)	Origin	Flight Number	Date Time
B772	95.8	LHR	BAW265	04/22/2026 14:49
B772	95.8	LHR	BAW265	05/06/2026 15:07
B763	95.8	ELP	CSB529	05/27/2026 09:44
B753	95.8	ATL	DAL712	06/29/2026 11:33
B752	95.7	EWR	UAL1626	04/21/2026 20:19
B77W	95.7	LHR	BAW82P	04/28/2026 17:53
B772	95.7	LHR	BAW265	05/03/2026 14:40
B77W	95.6	LHR	BAW82P	04/12/2026 17:37
B763	95.6	MEM	FDX1422	04/24/2026 05:46
B763	95.6	IND	FDX1754	05/19/2026 05:27
B753	95.6	ATL	DAL924	05/29/2026 11:21
B772	95.6	LHR	BAW265	05/29/2026 14:46
B772	95.6	LHR	BAW265	06/16/2026 14:23
B772	95.6	LHR	BAW265	06/17/2026 14:53
B763	95.6	ELP	CSB529	06/19/2026 10:06
B763	95.6	MEM	FDX1422	06/20/2026 05:39
B763	95.6	MEM	FDX1422	06/26/2026 05:47
B763	95.5	MEM	FDX1422	04/15/2026 05:39
B772	95.5	LHR	BAW265	05/01/2026 16:26
B77W	95.5	LHR	BAW82P	05/05/2026 17:06
B77W	95.5	LHR	BAW82P	06/18/2026 17:27
B763	95.4	IND	FDX1754	04/15/2026 05:08
B77W	95.4	LHR	BAW82P	05/11/2026 17:55
B77W	95.4	LHR	BAW82P	05/16/2026 18:00
B772	95.4	LHR	BAW265	05/19/2026 14:45
B77W	95.4	LHR	BAW82P	05/27/2026 17:52
B772	95.4	LHR	BAW265	06/07/2026 14:30
B77W	95.4	LHR	BAW82P	06/19/2026 17:24
B753	95.4	ATL	DAL712	06/20/2026 11:26
B77W	95.4	LHR	BAW82P	06/20/2026 19:19
B772	95.4	LHR	BAW265	06/22/2026 14:53
B77W	95.3	LHR	BAW82P	04/01/2026 17:37
B763	95.3	ELP	CSB529	05/04/2026 04:19
B763	95.3	MEM	FDX1422	05/05/2026 05:54
B763	95.3	ELP	CSB529	05/14/2026 11:25
B763	95.3	MEM	FDX1422	05/19/2026 05:53
B772	95.3	LHR	BAW265	06/06/2026 14:33
B753	95.3	ATL	DAL712	06/08/2026 11:25
B77W	95.3	LHR	BAW82P	06/14/2026 17:34
B763	95.3	MEM	FDX1422	06/16/2026 05:39
B763	95.3	SDF	UPS5636	06/27/2026 19:52

Table 6

Quarterly SENEL Survey — Departures (RMT #7), April – June 2026

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date Time
A332	103.3	HNL	ASA815	04/30/2026 09:28
A332	103.2	HNL	ASA815	05/16/2026 09:22
B772	103.0	LHR	BAW264	06/12/2026 17:34
B772	102.7	LHR	BAW264	05/11/2026 17:23
B772	102.6	LHR	BAW264	05/12/2026 17:25
B772	102.5	LHR	BAW264	05/17/2026 17:26
B772	102.5	LHR	BAW264	05/19/2026 17:16
A332	102.5	HNL	ASA815	05/23/2026 09:10
B772	102.4	LHR	BAW264	06/20/2026 17:07
A332	102.3	HNL	ASA815	04/06/2026 09:22
B772	102.3	LHR	BAW264	05/10/2026 16:57
B772	102.3	LHR	BAW264	06/03/2026 17:50
B77W	102.3	LHR	BAW9SW	06/24/2026 20:54
B772	102.3	LHR	BAW264	06/27/2026 17:33
B772	102.1	LHR	BAW264	05/14/2026 17:25
B772	102.1	LHR	BAW264	06/10/2026 17:12
A332	102.1	HNL	ASA815	06/26/2026 10:59
B772	102.0	LHR	BAW264	05/09/2026 16:52
B772	102.0	LHR	BAW264	05/18/2026 17:08
A332	102.0	HNL	ASA815	05/20/2026 09:56
B772	102.0	LHR	BAW264	06/06/2026 17:10
B772	102.0	LHR	BAW264	06/24/2026 16:55
B772	101.9	LHR	BAW264	04/30/2026 17:06
A332	101.9	HNL	ASA815	05/15/2026 09:34
B772	101.9	LHR	BAW264	05/16/2026 17:02
B772	101.9	LHR	BAW264	05/21/2026 17:03
B772	101.9	LHR	BAW264	06/07/2026 17:06
B772	101.9	LHR	BAW264	06/23/2026 17:05
B77W	101.9	LHR	BAW9SW	06/26/2026 20:36
B772	101.8	LHR	BAW264	04/29/2026 17:10
B772	101.8	LHR	BAW264	05/13/2026 18:02
A332	101.8	HNL	ASA815	05/31/2026 09:28
B772	101.8	LHR	BAW264	06/08/2026 17:13
B772	101.8	LHR	BAW264	06/09/2026 17:00
A332	101.7	HNL	ASA815	04/11/2026 09:00
A332	101.7	HNL	ASA815	04/23/2026 10:01
B772	101.7	LHR	BAW264	05/03/2026 17:09
B772	101.7	LHR	BAW264	05/20/2026 17:01
A332	101.7	HNL	ASA815	05/25/2026 09:23
A332	101.7	HNL	ASA815	06/04/2026 09:36
A332	101.7	HNL	ASA815	06/05/2026 09:16
B77W	101.6	LHR	BAW9SW	04/17/2026 20:01

Table 6 – Continued

Quarterly SENEL Survey — Departures (RMT #7), April – June 2026

Aircraft Type	SENEL (dB)	Destination	Flight Number	Date Time
B772	101.6	LHR	BAW264	05/07/2026 17:48
A332	101.6	HNL	ASA815	05/10/2026 09:34
A332	101.6	HNL	ASA815	06/10/2026 09:35
A332	101.5	HNL	ASA815	04/02/2026 08:54
A332	101.5	HNL	ASA815	04/05/2026 09:23
A332	101.5	HNL	ASA815	04/09/2026 09:02
A332	101.5	HNL	ASA815	04/16/2026 09:07
B772	101.5	LHR	BAW264	04/21/2026 20:22
A332	101.5	HNL	ASA815	05/07/2026 09:47
B739	101.5	EWR	UAL327	05/17/2026 07:44
A321	101.5	DFW	AAL2687	05/23/2026 10:23
B772	101.5	LHR	BAW264	05/24/2026 16:53
B739	101.5	BOS	ASA255	06/10/2026 21:39
B772	101.5	LHR	BAW264	06/17/2026 17:23
B772	101.5	LHR	BAW264	06/28/2026 16:54
B739	101.4	HNL	ASA1339	05/15/2026 16:44
B772	101.4	LHR	BAW264	06/01/2026 17:00
B772	101.4	LHR	BAW264	06/02/2026 17:01
B772	101.4	LHR	BAW264	06/04/2026 17:04
B77W	101.4	LHR	BAW9SW	06/10/2026 20:29
B772	101.4	LHR	BAW264	06/15/2026 16:56
A332	101.4	HNL	ASA815	06/18/2026 09:44
B772	101.4	LHR	BAW264	06/21/2026 17:04
B772	101.4	LHR	BAW264	06/25/2026 17:12
B739	101.3	IAD	UAL1071	04/15/2026 09:27
B739	101.3	EWR	UAL427	04/19/2026 07:35
A332	101.3	HNL	ASA815	05/02/2026 09:26
B77W	101.3	LHR	BAW9SW	05/07/2026 20:01
A332	101.3	HNL	ASA815	05/09/2026 09:23
B753	101.3	ATL	DAL924	05/17/2026 13:10
B772	101.3	LHR	BAW264	05/23/2026 16:58
B772	101.3	LHR	BAW264	05/30/2026 16:56
B772	101.3	LHR	BAW264	06/13/2026 17:01
B772	101.3	LHR	BAW264	06/19/2026 17:12
B77W	101.3	LHR	BAW9SW	06/19/2026 19:59
B772	101.3	LHR	BAW264	06/22/2026 17:10
B772	101.3	LHR	BAW264	06/26/2026 17:12
B739	101.3	KOA	ASA222	06/27/2026 09:27
B739	101.3	MCO	ASA396	06/27/2026 10:22
A332	101.2	HNL	ASA815	04/07/2026 09:07
A321	101.2	CLT	AAL3022	04/08/2026 22:02

Table 7

Average Daily Operations[3] by Runway, Operation Type, Time of Day, and Aircraft Type
April – June 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	2	0	2	2	1	1	0	0	0	0	0	0	8
A21N	11	5	3	11	1	6	0	0	0	0	0	0	37
A223	2	0	0	3	0	0	0	0	0	0	0	0	5
A320	1	0	0	1	0	0	0	0	0	0	0	0	2
A321	18	5	5	18	3	7	0	0	0	0	0	0	56
A332	0	1	0	1	0	0	0	0	0	0	0	0	2
A359	1	0	0	1	0	0	0	0	0	0	0	0	2
B38M	34	10	8	38	7	8	0	0	0	0	0	0	105
B39M	15	7	3	18	3	3	0	0	0	0	0	0	49
B737	31	8	4	32	8	4	0	0	0	0	0	0	87
B738	32	8	7	33	7	7	0	0	0	0	0	0	94
B739	16	6	3	19	4	3	0	0	0	0	0	0	51
B752	2	1	0	2	1	1	0	0	0	0	0	0	7
B753	1	0	0	1	0	0	0	0	0	0	0	0	2
B763	2	0	2	1	2	1	0	0	0	0	0	0	8
B772	1	0	0	1	0	0	0	0	0	0	0	0	2
B77W	1	0	0	0	1	0	0	0	0	0	0	0	2
B789	1	0	0	1	0	0	0	0	0	0	0	0	2
C208	1	0	0	1	0	0	0	0	0	0	0	0	2
CRJ9	2	1	0	3	0	0	0	0	0	0	0	0	6
E75L	49	11	4	48	10	7	0	0	0	0	0	0	129
Total	**222**	**65**	**42**	**233**	**48**	**48**	**1**	**0**	**0**	**1**	**0**	**0**	**660**

3 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 — April 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	66.5	66.8	64.8	69.7	74.0	66.7	64.1	70.6	61.8	66.0	65.0	65.1	65.0	63.6	62.1	61.0	58.1	64.4	61.7	65.4	62.2	63.3
2	70.6	67.2	67.1	65.3	69.8	74.7	65.6	64.6	71.3	61.4	66.9	65.4	65.0	65.7	60.4	60.1	62.0	58.7	65.2	63.1	66.8	63.0	64.0
3	71.0	67.1	68.7	65.6	69.7	75.0	64.6	66.2	71.5	62.1	66.9	65.3	65.5	65.7	57.2	59.9	61.5	58.2	65.2	63.1	66.7	62.3	64.1
4	69.6	65.4	67.7	64.1	69.0	74.0	66.0	63.5	69.5	59.1	63.5	62.1	66.9	64.1	63.9	63.6	58.9	54.5	61.6	59.4	63.5	58.4	61.6
5	69.7	66.1	65.7	64.6	68.5	74.0	65.7	62.5	70.1	59.0	64.6	63.2	64.3	64.8	61.6	62.8	59.9	56.2	62.6	59.9	65.2	60.5	62.4
6	70.8	67.3	66.5	65.9	69.1	73.7	64.9	66.6	70.3	60.9	65.6	63.9	65.1	65.6	54.7	61.9	60.4	57.3	64.3	61.3	65.3	60.8	63.6
7	69.5	66.0	66.0	64.0	68.5	73.3	64.1	63.3	70.0	59.8	65.2	64.2	63.4	64.3	52.2	57.7	60.4	57.3	63.6	60.8	64.8	61.1	62.6
8	69.8	66.1	66.4	65.1	68.6	73.9	63.9	63.0	70.6	60.4	65.6	64.3	64.0	64.6	59.2	61.3	60.5	57.3	63.8	61.2	65.4	61.6	62.8
9	70.9	67.3	67.5	66.4	69.3	74.5	64.0	63.4	71.0	60.5	66.1	64.7	65.1	65.6	53.1	60.3	60.6	57.6	64.2	61.9	66.0	61.8	64.2
10	70.9	67.1	68.1	65.8	68.8	74.1	64.9	63.4	70.7	60.6	66.0	64.3	66.6	65.6	57.1	59.8	60.5	57.1	64.1	62.1	65.5	61.2	63.8
11	70.1	66.5	66.5	64.6	68.4	73.5	65.4	63.4	69.9	60.2	65.6	64.4	64.3	64.8	58.2	62.9	60.2	58.1	63.8	61.9	64.7	61.0	62.8
12	70.8	67.2	64.1	65.2	69.8	75.1	67.3	64.8	71.6	61.7	67.0	65.5	65.2	65.5	57.9	65.3	61.5	58.8	65.1	63.2	66.4	62.1	63.6
13	71.5	67.4	67.0	65.6	70.1	73.9	66.4	66.7	70.6	61.7	66.5	64.9	65.2	65.8	60.2	62.2	61.6	58.7	64.8	62.5	66.1	62.5	64.0
14	70.0	66.4	67.5	64.6	69.5	73.2	64.7	63.9	69.9	60.5	65.5	64.2	64.6	64.9	55.5	64.4	60.7	58.3	63.7	61.5	65.0	61.4	63.6
15	70.0	66.4	66.9	64.7	69.5	74.1	66.8	64.2	70.6	61.2	65.8	64.6	64.2	64.8	67.5	65.6	60.9	57.9	64.1	62.5	65.4	62.8	63.1
16	70.8	67.3	65.5	65.3	70.7	74.8	64.5	64.7	71.3	62.3	66.9	65.1	65.5	65.5	60.1	62.6	62.6	58.7	65.0	62.7	66.5	63.0	64.0
17	70.9	67.4	69.5	65.5	69.3	74.5	64.5	64.2	71.4	61.1	66.6	65.3	65.5	65.8	54.4	61.0	61.2	58.2	64.9	62.7	66.0	61.9	64.9
18	69.4	65.7	66.6	64.0	68.5	73.8	65.8	63.2	70.7	65.8	65.5	64.2	63.9	64.0	57.6	64.1	60.6	57.2	63.8	61.8	64.8	60.9	69.3
19	70.6	67.2	65.9	65.4	69.1	74.5	66.6	64.4	71.2	61.1	66.8	65.2	65.0	65.6	60.8	64.9	61.4	58.1	64.9	62.9	66.2	61.8	63.8
20	69.9	66.6	66.0	64.9	69.6	74.1	66.4	64.2	71.1	61.9	66.4	65.4	64.8	64.9	58.3	60.6	61.2	58.3	65.0	62.0	65.7	61.9	63.2
21	69.6	66.1	65.3	64.3	69.0	73.6	65.5	63.5	70.3	60.5	65.3	64.2	64.0	64.7	58.1	61.1	60.9	58.1	63.6	60.9	64.9	62.0	63.2
22	70.4	66.8	67.6	64.9	69.7	74.1	64.1	69.6	70.5	61.3	66.0	64.8	64.6	65.1	58.5	59.7	61.4	58.1	64.2	62.1	66.1	62.1	63.4
23	70.9	67.4	67.6	65.7	69.9	74.9	65.1	64.4	71.7	62.2	66.6	65.0	67.8	65.8	57.3	60.9	61.6	59.1	64.8	62.6	66.6	62.3	64.4
24	71.4	67.6	66.4	65.7	70.1	74.8	67.8	64.9	71.1	61.7	66.6	65.1	66.2	66.1	54.9	67.1	61.3	58.3	64.9	62.7	66.9	62.0	64.5
25	69.4	65.9	65.3	64.0	68.5	72.4	65.1	63.8	69.0	60.2	64.8	63.6	63.7	64.5	58.1	62.1	59.8	57.2	63.1	60.4	64.3	60.8	62.4
26	70.8	67.4	66.2	65.7	69.9	74.0	65.7	65.5	70.7	61.7	66.5	65.1	65.2	66.0	60.7	63.5	61.5	58.8	64.9	62.2	66.3	62.5	64.7
27	70.5	67.1	67.7	65.3	70.0	73.6	65.3	64.6	70.3	61.5	66.4	65.0	65.2	65.8	57.6	59.6	61.6	60.6	65.4	62.2	66.7	62.4	63.9
28	70.1	66.4	68.2	64.8	69.6	73.3	64.5	62.6	69.8	60.6	65.3	64.1	64.3	65.2	55.3	56.2	60.8	57.5	63.8	61.6	65.7	61.5	64.6
29	70.3	66.6	66.1	65.0	69.2	74.2	66.2	64.0	70.9	61.2	66.0	65.0	65.5	65.2	61.3	62.1	61.3	58.6	64.5	62.5	65.5	62.3	63.8
30	71.3	67.7	67.1	65.7	70.2	75.0	65.9	64.2	71.6	64.2	67.0	65.3	66.8	66.2	57.3	62.4	62.3	58.9	65.3	64.7	67.3	64.1	66.8
Month CNEL	**70.4**	**66.8**	**66.9**	**65.1**	**69.4**	**74.1**	**65.6**	**64.7**	**70.7**	**61.5**	**66.1**	**64.7**	**65.2**	**65.3**	**59.8**	**62.5**	**61.1**	**58.1**	**64.4**	**62.1**	**65.8**	**61.9**	**64.2**

Table 10

Daily and Monthly CNEL Levels — May 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	71.1	67.3	69.6	65.7	69.2	74.2	65.1	63.5	71.2	62.6	66.2	65.2	67.1	66.0	52.0	58.0	61.3	58.1	64.5	63.1	67.3	61.8	64.3
2	69.3	65.6	68.0	64.1	67.8	72.8	64.8	62.1	69.6	59.8	64.0	63.2	64.0	64.3	55.0	57.7	59.7	55.0	62.0	60.1	63.7	59.8	62.5
3	70.7	67.1	64.7	65.5	69.9	74.1	65.8	64.0	70.9	62.9	66.8	65.5	65.1	65.8	58.9	61.1	61.5	58.8	65.1	63.0	66.8	62.4	64.2
4	70.8	67.2	65.3	65.5	69.7	72.9	65.7	63.7	69.9	63.8	65.9	64.7	65.3	65.9	58.9	61.9	61.1	64.1	65.4	62.2	65.7	61.7	64.0
5	70.8	67.1	67.1	65.7	70.1	72.6	66.3	63.6	69.9	63.1	65.5	64.6	64.9	65.8	58.9	62.6	60.9	58.3	64.1	61.7	65.1	61.6	65.0
6	70.2	66.5	67.5	66.5	69.8	73.9	65.2	63.6	70.9	61.2	65.9	64.7	65.9	65.1	56.5	57.8	61.5	58.4	64.3	62.5	65.8	62.0	63.5
7	71.0	67.2	67.3	65.7	69.9	74.2	66.7	63.1	71.0	61.5	65.5	64.7	66.1	65.8	57.2	63.2	60.9	57.1	63.5	63.2	65.7	61.6	64.0
8	71.1	67.0	69.3	65.8	69.4	74.3	66.3	63.1	71.0	60.1	65.0	64.0	65.1	65.9	55.9	60.0	60.4	55.7	63.0	61.4	65.3	60.7	63.9
9	69.0	65.6	65.0	63.8	68.2	73.1	64.7	62.0	69.7	59.4	64.2	63.4	65.7	64.1	53.6	61.0	59.7	55.6	62.3	66.3	64.3	61.0	62.3
10	70.3	66.8	65.0	65.3	69.4	74.5	65.7	63.3	71.4	60.8	66.5	65.1	65.6	65.4	54.4	62.0	61.5	57.7	64.7	62.9	65.9	61.8	64.6
11	70.8	66.6	68.7	69.8	68.9	72.9	65.3	60.9	71.1	58.7	63.7	63.5	64.2	65.8	62.9	59.0	58.3	66.1	61.1	59.6	63.6	58.0	63.0
12	69.7	66.1	66.2	64.6	69.9	73.1	65.5	62.7	70.1	61.8	65.2	64.3	64.1	64.7	56.7	61.5	60.3	62.3	63.4	61.5	65.2	60.8	63.3
13	70.4	66.6	67.4	65.2	69.6	74.3	66.2	63.3	71.0	61.6	66.3	65.2	64.4	65.1	58.5	60.2	61.5	58.7	64.6	62.8	65.8	62.2	63.6
14	71.1	67.3	66.4	65.8	70.8	74.8	66.5	63.9	71.6	62.2	66.7	65.8	65.9	65.9	58.6	63.9	62.5	58.8	65.0	63.3	66.6	62.1	64.3
15	72.8	67.4	68.6	65.8	69.9	74.9	66.5	63.6	71.7	61.6	66.7	65.5	65.7	65.8	57.9	63.9	61.6	60.9	65.0	63.7	66.2	61.8	64.4
16	69.9	66.2	64.9	64.5	68.9	73.8	65.6	62.5	70.7	61.4	65.8	64.6	65.1	64.6	56.9	62.7	61.0	57.6	64.2	63.2	65.6	61.2	63.5
17	71.0	67.3	64.1	65.7	70.0	75.1	67.3	63.7	71.7	61.4	66.8	65.0	66.0	65.7	60.3	63.6	61.5	57.9	65.1	64.7	66.6	61.4	64.3
18	70.5	66.7	66.7	65.1	70.2	74.6	67.8	63.9	71.7	61.9	66.7	65.4	65.0	65.3	57.0	62.6	61.6	60.2	65.6	63.6	66.7	62.3	63.9
19	70.8	67.0	67.8	65.3	69.8	74.7	66.8	63.4	71.0	60.2	65.3	64.6	65.1	66.0	59.0	62.1	62.0	61.1	63.8	61.4	64.8	62.0	64.1
20	70.4	66.6	64.9	65.2	69.7	74.9	70.3	63.2	71.5	61.0	65.9	64.0	64.9	65.1	59.0	63.9	60.8	58.0	64.2	62.5	65.6	60.7	63.3
21	71.1	67.5	66.3	66.0	70.1	75.6	74.9	63.9	72.2	61.4	66.7	65.7	65.7	66.1	57.6	64.4	61.7	59.0	64.8	63.0	66.4	61.9	64.3
22	71.1	67.6	68.4	66.1	70.0	75.2	75.9	64.2	71.8	62.2	67.1	65.5	65.5	66.3	57.2	61.9	62.0	58.4	65.2	63.8	66.5	62.5	64.4
23	70.1	66.4	66.9	65.2	68.6	72.8	65.4	62.5	69.7	64.0	65.0	63.9	64.1	65.1	73.2	59.5	60.1	58.8	63.4	61.2	64.7	60.6	63.3
24	70.2	66.1	67.5	64.3	69.2	73.8	66.1	63.1	70.6	60.9	65.9	64.7	63.8	64.7	56.7	59.9	61.1	69.8	64.2	62.5	65.5	61.8	64.4
25	71.1	67.3	66.4	66.1	70.4	75.1	66.4	64.2	71.5	61.9	66.8	65.4	65.0	66.3	58.7	61.7	61.8	65.6	65.2	63.4	66.3	61.7	65.7
26	70.3	66.7	64.7	65.2	69.8	73.8	67.1	63.6	70.4	61.3	65.9	64.9	64.9	65.2	60.2	63.3	60.8	58.4	64.6	62.5	65.6	61.6	63.7
27	70.7	67.1	65.5	65.6	70.2	73.1	68.2	63.8	69.8	64.3	65.8	64.4	65.5	65.7	60.4	63.1	60.6	58.4	64.2	62.8	65.5	60.1	63.9
28	71.1	67.3	68.1	65.9	71.1	74.1	66.9	64.1	70.8	63.1	66.2	65.0	65.2	66.1	60.0	62.0	61.3	59.0	64.7	63.0	66.2	61.9	64.8
29	71.3	67.4	69.9	66.0	69.9	74.1	67.0	63.9	71.0	62.9	66.4	65.1	65.4	66.2	57.8	58.4	61.3	58.6	64.8	63.1	65.9	61.7	64.6
30	69.9	65.8	67.5	64.6	69.1	73.6	64.7	63.5	70.3	62.3	65.3	64.3	63.9	64.4	56.0	57.9	60.7	62.9	63.8	61.8	65.4	61.6	62.8
31	70.3	66.6	66.8	65.4	70.0	75.0	66.9	63.9	71.7	61.4	66.3	65.0	64.5	65.3	56.3	62.4	62.4	56.9	64.5	63.1	66.5	60.9	63.4
Month	**70.7**	**66.8**	**67.1**	**65.7**	**69.7**	**74.1**	**68.1**	**63.4**	**70.9**	**61.9**	**65.9**	**64.8**	**65.2**	**65.5**	**61.2**	**61.8**	**61.2**	**61.2**	**64.3**	**62.9**	**65.8**	**61.5**	**64.0**

Table 11

Daily and Monthly CNEL Levels — June 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	70.5	67.0	64.6	65.5	71.1	74.5	66.6	63.7	71.5	62.8	66.5	65.4	65.2	65.6	57.7	63.4	61.3	58.4	64.7	62.7	66.0	60.7	63.8
2	70.1	66.5	65.8	65.6	69.4	73.5	65.7	63.7	70.9	60.9	65.5	64.7	64.2	65.4	56.3	59.9	60.9	58.5	63.8	61.6	65.4	60.5	63.6
3	70.4	66.6	66.0	75.5	69.9	74.3	67.1	63.3	70.8	60.5	65.3	64.1	64.7	65.3	56.7	61.8	60.5	56.5	63.3	61.4	65.4	59.7	63.4
4	71.5	67.6	67.0	68.8	70.6	75.8	69.7	64.0	72.0	61.9	66.1	64.5	65.9	66.2	57.3	63.8	60.6	56.6	64.2	62.8	66.1	61.6	64.4
5	70.7	67.0	66.9	65.3	70.1	75.2	69.3	63.8	72.1	61.9	65.9	64.4	65.6	65.6	56.5	63.9	61.2	56.9	64.0	62.5	66.1	60.1	63.9
6	69.8	66.2	65.4	64.7	69.7	74.5	66.5	63.3	71.1	62.9	66.0	64.8	64.9	64.8	57.8	63.8	61.2	58.5	64.2	63.0	65.6	60.6	63.6
7	70.6	67.0	66.1	65.5	70.2	75.5	67.6	64.1	72.2	61.9	67.3	65.7	65.2	65.7	57.8	62.4	62.0	58.6	65.6	64.1	67.1	61.6	64.0
8	71.3	67.4	67.4	66.1	70.8	75.0	68.0	64.2	71.7	62.1	66.9	65.3	65.4	66.2	58.1	62.5	61.9	58.5	66.0	63.7	66.1	61.4	64.6
9	70.8	67.1	67.3	65.8	69.9	74.3	66.7	63.0	71.2	60.8	65.9	65.0	65.1	65.8	54.7	59.5	60.9	57.7	64.3	62.6	65.5	62.0	65.1
10	70.7	66.8	65.9	65.5	70.2	75.3	69.1	62.7	71.6	60.2	65.9	64.9	65.0	65.3	56.8	63.9	60.7	57.0	64.2	63.1	65.3	60.5	63.3
11	71.1	67.3	67.2	65.9	70.8	75.8	68.4	65.2	72.4	62.0	66.7	65.0	65.1	65.9	56.9	61.5	61.6	56.7	64.7	63.6	66.8	61.1	64.8
12	71.2	67.4	69.0	66.1	71.0	75.5	67.5	63.9	72.2	62.2	67.4	65.3	65.0	65.9	61.8	58.9	61.7	57.5	65.4	64.3	66.9	61.1	64.1
13	70.7	66.9	67.9	65.6	69.7	75.2	66.5	63.1	71.6	62.1	66.2	64.8	64.6	65.5	57.8	57.7	61.2	56.6	64.2	63.0	65.7	61.3	64.0
14	70.8	67.0	67.7	65.8	70.4	75.5	66.6	63.7	72.0	61.7	66.8	65.1	64.3	65.7	56.5	57.1	61.6	57.3	65.0	63.7	66.6	61.4	63.7
15	71.2	67.2	67.6	66.2	70.8	75.2	67.5	63.7	71.8	61.5	66.4	64.7	64.7	65.9	57.5	56.7	61.5	57.1	65.2	63.7	65.8	61.4	64.0
16	70.8	67.0	67.4	65.7	70.6	75.7	72.2	63.3	71.0	60.6	65.4	64.1	64.5	65.9	57.0	56.0	61.1	56.4	63.4	61.6	65.3	60.3	64.4
17	71.1	67.2	68.3	66.0	71.4	74.8	76.5	64.4	71.4	61.7	66.5	65.3	64.8	66.0	59.0	59.7	61.7	58.3	64.7	62.6	66.1	59.8	64.1
18	71.9	68.1	69.5	66.7	71.6	75.0	68.6	64.3	71.7	63.5	67.1	65.4	65.7	66.7	59.2	62.1	61.7	58.2	65.1	63.8	66.7	60.3	65.7
19	71.7	67.6	70.0	66.4	70.3	75.2	68.5	64.4	71.7	62.9	67.0	65.4	65.2	66.3	59.0	60.0	62.1	58.8	65.3	63.9	66.9	61.0	64.8
20	71.6	67.3	70.1	65.9	69.9	74.6	67.3	63.8	70.8	65.6	66.4	65.6	64.9	66.1	58.4	59.9	61.5	63.3	64.8	63.2	66.0	59.6	64.4
21	71.4	67.5	68.6	66.1	70.6	75.2	66.8	64.3	71.7	62.3	67.3	65.6	65.1	66.2	58.3	59.2	62.1	58.8	65.6	65.5	67.0	62.0	64.6
22	71.5	67.6	68.6	66.3	71.3	75.7	67.4	63.1	72.3	62.7	67.2	65.4	65.4	66.2	57.3	60.3	62.5	58.1	65.4	63.8	66.4	62.4	64.7
23	70.8	66.9	67.5	65.7	71.0	74.8	71.1	59.6	71.6	60.9	66.4	65.4	64.8	65.6	58.5	61.9	61.2	57.9	64.7	63.4	66.1	61.8	65.0
24	71.0	67.2	66.4	66.0	71.3	75.1	67.1	59.6	71.8	61.5	66.2	65.3	64.8	66.1	59.5	61.1	61.8	57.3	64.2	62.3	65.8	61.7	64.5
25	71.8	67.8	68.8	66.7	71.2	75.1	67.6	59.9	71.8	61.8	66.9	65.7	65.5	66.8	58.8	61.8	62.6	58.4	65.0	63.6	66.7	62.3	65.4
26	71.8	67.9	68.8	66.4	70.4	75.0	68.0	59.3	72.1	62.1	66.8	65.4	65.8	66.5	59.7	63.7	61.7	58.5	65.2	63.7	66.3	61.8	64.8
27	70.5	66.9	66.6	65.4	69.7	74.9	66.9	58.8	71.1	60.6	66.0	64.9	64.8	65.5	58.2	62.6	60.9	57.6	64.0	62.3	65.6	61.6	63.7
28	70.4	67.1	65.4	65.2	70.2	75.0	66.7	57.9	71.8	61.4	67.0	65.2	65.1	65.6	58.6	63.7	61.6	58.1	65.3	63.6	66.6	61.7	63.7
29	71.1	67.3	66.1	65.9	71.4	74.8	66.7	59.1	71.3	62.1	66.7	65.3	65.5	66.0	58.3	62.8	61.9	58.8	65.5	63.4	66.3	62.4	64.2
30	70.9	67.2	67.5	65.6	71.3	74.5	66.9	58.7	71.4	61.7	66.4	65.1	65.0	65.8	58.1	62.7	61.4	58.0	64.8	63.2	66.1	62.9	64.2
Month CNEL	**71.0**	**67.2**	**67.6**	**67.0**	**70.6**	**75.0**	**68.8**	**63.0**	**71.6**	**62.0**	**66.5**	**65.1**	**65.1**	**65.9**	**58.1**	**61.7**	**61.5**	**58.2**	**64.8**	**63.3**	**66.2**	**61.3**	**64.3**

Table 12

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

Aircraft Type	AAL	ACA	AFR	ASA	AVA	AWI	BAW	CMP	CSB	DAL	DLH	FDX	FFT	GXA	JAL	JBU	JSX	JZA	KLM	MXY	PO	QXE	ROU	SCW	SCX	SKW	SWA	TYSO	UAL	UPS	WJA	Total
A20N	0	0	0	0	2	0	0	0	0	0	0	0	623	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	625
A21N	722	0	0	129	0	0	0	0	0	1,266	0	0	247	0	0	196	0	0	0	0	0	0	0	0	0	0	0	0	788	0	0	3,348
A221	0	0	0	0	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
A223	0	158	0	0	0	0	0	0	0	158	0	0	0	0	0	0	0	0	0	230	0	0	0	0	0	0	0	0	0	0	0	546
A319	6	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
A320	110	6	0	0	0	0	0	0	0	0	0	0	54	10	0	12	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	199
A321	2,608	0	0	0	0	0	0	0	0	1,864	0	0	101	2	0	655	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5,231
A332	0	0	0	178	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	182
A339	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	0	2
A359	0	0	4	0	0	0	0	0	0	0	159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163
B38M	675	52	0	387	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	0	8,051	0	439	0	26	9,694
B39M	0	0	0	2,791	0	0	0	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,633	0	0	4,528
B737	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7,838	0	1	0	90	7,930
B738	798	0	0	1,534	0	0	0	0	0	537	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	0	4,573	2	841	0	44	8,517
B739	0	0	0	2,500	0	0	0	0	0	489	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,655	0	0	4,644
B752	0	0	0	0	0	0	0	0	0	342	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	0	0	601
B753	0	0	0	0	0	0	0	0	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98
B763	0	0	0	0	0	0	0	0	126	40	0	260	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291	0	0	717
B772	0	0	0	0	0	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140
B77W	0	0	0	0	0	0	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174
B788	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	0	0	0	2
B789	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	154
B78X	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	24
C208	0	0	0	0	0	0	0	0	0	0	0	196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196
C210	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	1	0	0	0	0	1
CRJ2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	10
CRJ7	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	2	0	0	0	0	0	2
CRJ9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	471	0	0	0	0	0	0	0	0	0	0	0	0	0	471
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	3,841	0	0	0	7,850	0	0	0	0	0	11,713
Total	**4,919**	**216**	**4**	**7,519**	**4**	**2**	**314**	**104**	**126**	**4,890**	**159**	**558**	**1,025**	**12**	**104**	**864**	**2**	**471**	**73**	**232**	**22**	**3,842**	**64**	**4**	**188**	**7,856**	**20,463**	**2**	**5,522**	**291**	**160**	**60,012**

Table 13

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

Aircraft Type	AAL	AAY	ACA	AFR	ASA	AVA	AWI	BAW	BBQ	CMP	CSB	DAL	DLH	FDX	FFT	GXA	JAL	JBU	JSX	JZA	KLM	LAE	MXY	PO	QXE	ROU	SCW	SCX	SKW	SWA	TYSO	UAL	UPS	WJA	Total
A20N	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1,043	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,045
A21N	1,400	0	0	0	251	0	0	0	0	0	0	2,333	0	0	603	0	0	382	0	0	0	0	0	0	0	0	0	0	0	0	0	1,880	0	0	6,849
A221	0	0	0	0	0	0	0	0	0	0	0	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157
A223	0	0	331	0	0	0	0	0	0	0	0	460	0	0	0	0	0	0	0	0	0	0	237	0	0	0	0	0	0	0	0	0	0	0	1,028
A319	12	4	0	0	0	0	0	0	0	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
A320	253	6	6	0	0	0	0	0	0	0	0	30	0	0	68	24	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	446
A321	4,719	0	0	0	0	0	0	0	0	0	0	3,297	0	0	181	8	0	1,186	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9,392
A332	0	0	0	0	353	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	363
A333	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
A339	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
A359	0	0	0	4	0	0	0	0	0	0	0	0	255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	259
AT76	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
B38M	1,213	0	52	0	782	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	0	14,427	0	926	0	32	17,496
B39M	0	0	0	0	5,367	0	0	0	0	209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,698	0	0	8,274
B734	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
B737	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	15,202	0	3	0	160	15,371
B738	1,601	0	0	0	2,749	0	0	0	0	0	0	1,025	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	329	0	8,332	2	1,597	0	68	15,704
B739	0	0	0	0	4,540	0	0	0	0	0	0	895	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,015	0	0	8,450
B752	0	0	0	0	0	0	0	0	0	0	0	712	0	196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	2	0	1,073
B753	0	0	0	0	0	0	0	0	0	0	0	158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158
B762	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
B763	0	0	0	0	0	0	0	0	0	0	241	76	0	517	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	566	0	1,401
B764	0	0	0	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	0	0	282	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	283
B77W	0	0	0	0	0	0	0	212	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	212
B788	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112
B789	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	0	0	0	76	0	0	0	0	0	0	0	0	0	2	0	0	186
B78X	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	32
C208	0	0	0	0	0	0	0	0	0	0	0	0	0	408	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	408
C210	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	0	0	1	0	0	0	1
CRJ2	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	18	0	4	0	0	0	0	0	26
CRJ7	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	8	0	0	0	0	0	8
CRJ9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	808	0	0	0	0	0	0	0	0	0	0	0	0	0	0	808
E145	0	0	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	0	0	4
E190	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	0	0	0	0	0	0	0	0	0	4
E75L	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	7,347	0	0	0	14,457	0	0	0	0	0	21,839
Total	**9,199**	**10**	**389**	**4**	**14,043**	**4**	**4**	**494**	**4**	**209**	**245**	**9,245**	**255**	**1,147**	**1,895**	**32**	**218**	**1,589**	**4**	**808**	**107**	**1**	**246**	**34**	**7,349**	**64**	**18**	**329**	**14,469**	**37,962**	**2**	**10,324**	**568**	**260**	**111,531**

QNR_2026_Q2_FOR_SIGNATURES

Final Audit Report 2026-11-02

Created:	2026-11-02 (Pacific Standard Time)
By:	Victoria Amador (vamador@san.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAUqGJwiY9I9JRAAuT3XxxXjdg4RWiUDLW

"QNR_2026_Q2_FOR_SIGNATURES" History

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