2024

CASPER

CITY OF SUNNYVALE
Q3 – FLIGHT OPERATIONS AND NOISE REPORT

CASPER AIRPORT SOLUTIONS, INC. | 1055 Westlakes Drive, Suite 300, Berwyn, PA 19312 | https://casper.aero

DISCLAIMER

Casper Airport Solutions, Inc. provides the data in this report on behalf of the City of Sunnyvale for informational purposes only. It has no legal standing and is not recognized as an official source by either the State of California or the Federal Aviation Administration (FAA).

The City of Sunnyvale is not an airport authority. It has no statutory reporting obligation under Title 21 of the California Department of Transportation.

The sound level meters installed by Casper are certified by the manufacturer Larson Davis to meet all ANSI performance requirements for a Type 1 sound level meter.

The FAA System Wide Information Management (SWIM) flight track position data has a stated minimum accuracy of ± 150 feet and temporal accuracy of approximately 1 second.

INTRODUCTION

The City of Sunnyvale's primary goal in procuring a Noise and Operations Monitoring System (NOMS) is to monitor flight activity and the aircraft noise associated with overflights that affect residents living within the city limits. Secondly, to provide this data to interested parties in a transparent and unfiltered way.

The data contained in this report is presented with that goal in mind. On each page, you will find an explanation of how to read the various charts and definitions of the different metrics and data types. What you will not find is any interpretation by the "City" about the data in this report.

For a more detailed explanation of the various noise metrics, general aircraft operations, or ATC procedures discussed in this report, please refer to the Education section of the City of Sunnyvale's NoiseLab website (https://syv.noiselab.casper.aero). The website also contains interactive data browsers that allow interested parties to view detailed noise and flight operations statistics concerning areas around the City of Sunnyvale.

When reading this report, it is essential to consider the following factors:

- This report's data may vary from San Jose International Airport's (SJC) information as this report does not include South Flow arrivals to SJC that did not overfly the "City".
- Not every aircraft overflight is captured by one of the four NMTs due to spikes in ambient noise levels, which may obscure the aircraft event or environmental factors such as wind speed and direction.
- The maximum noise level of a specific flight may vary based on the point of closest approach (PCA) slant distance and altitude of the aircraft in relation to the NMT. In addition, aircraft engine power settings, flap position, and landing gear state also influence the maximum noise level and event duration.
- The City's noise monitors capture noise events from all sources such as people, vehicles, animals, trains, and planes. The NOMS system analyzes every noise event captured by each NMT to determine if it meets the parameters to identify it as an aircraft noise event. Once the system identifies the source of a noise event as an aircraft, the NOMS system then attempts to match the noise event based on the time stamp, altitude, and lateral distance from the noise monitor to a specific flight.

24 HOUR VIEW OF AIRCRAFT NOISE

Most aircraft overfly the City during daytime hours between 7:00 AM and 7:00 PM when ambient noise levels tend to be higher due to increased community activity. Aircraft overflight volumes during the evening (7:00 PM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM) periods are significantly reduced. However, individual events during these periods can be more disturbing to residents due to the lower ambient noise levels in the City. Below is the breakdown of flights by time of day in Q3-2024.

SUNNYVALE OVERFLIGHTS BY TIME OF DAY

DAY = 7,930 EVENING = 1,125 NIGHT = 512

SJC AIRPORT SOUTH FLOW DATA FOR Q3 – 2024

One of the City of Sunnyvale's primary objectives in installing a Noise and Operations Monitoring System (NOMS) was to monitor and report on South Flow arrivals that overfly the City on their approach to land to Norman Y. Mineta San Jose International Airport (SJC).

There are two types of approaches flown by airplanes landing in South Flow at SJC Airport. The widely dispersed ILS/Visual approach is shown in yellow. The highly concentrated RNP approach is shown in blue on the facing page.

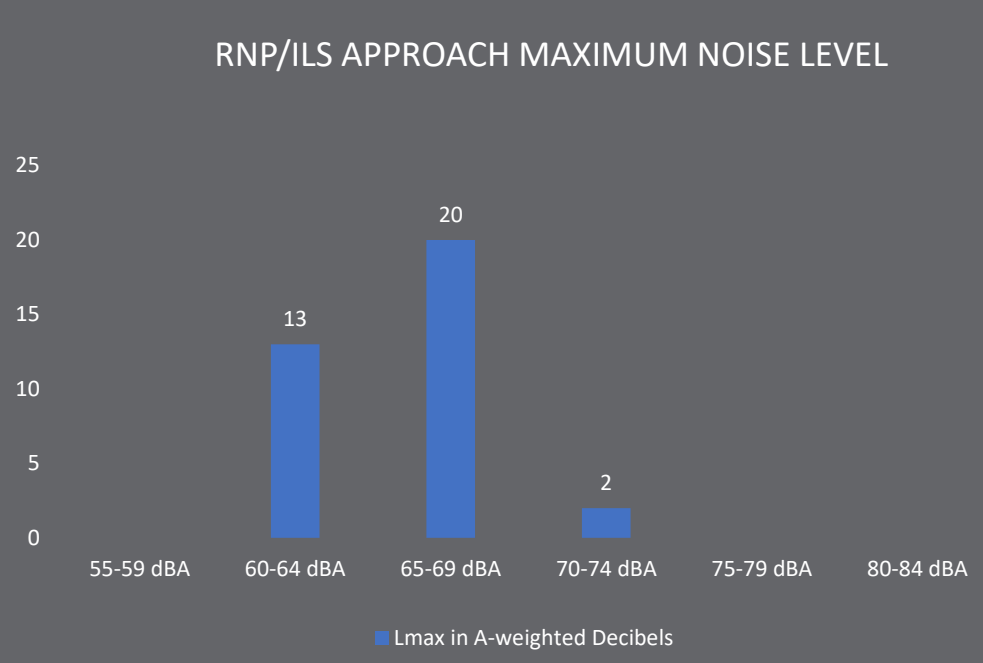
The ILS/Visual approach has a wide lateral footprint because the pilots are flying vectors (headings) under ATC's direction. The controller determines their turn onto the final approach. By contrast, the RNP approach is a precision instrument procedure that utilizes fixed GPS waypoints that must be precisely overflown and have very small lateral error tolerances.

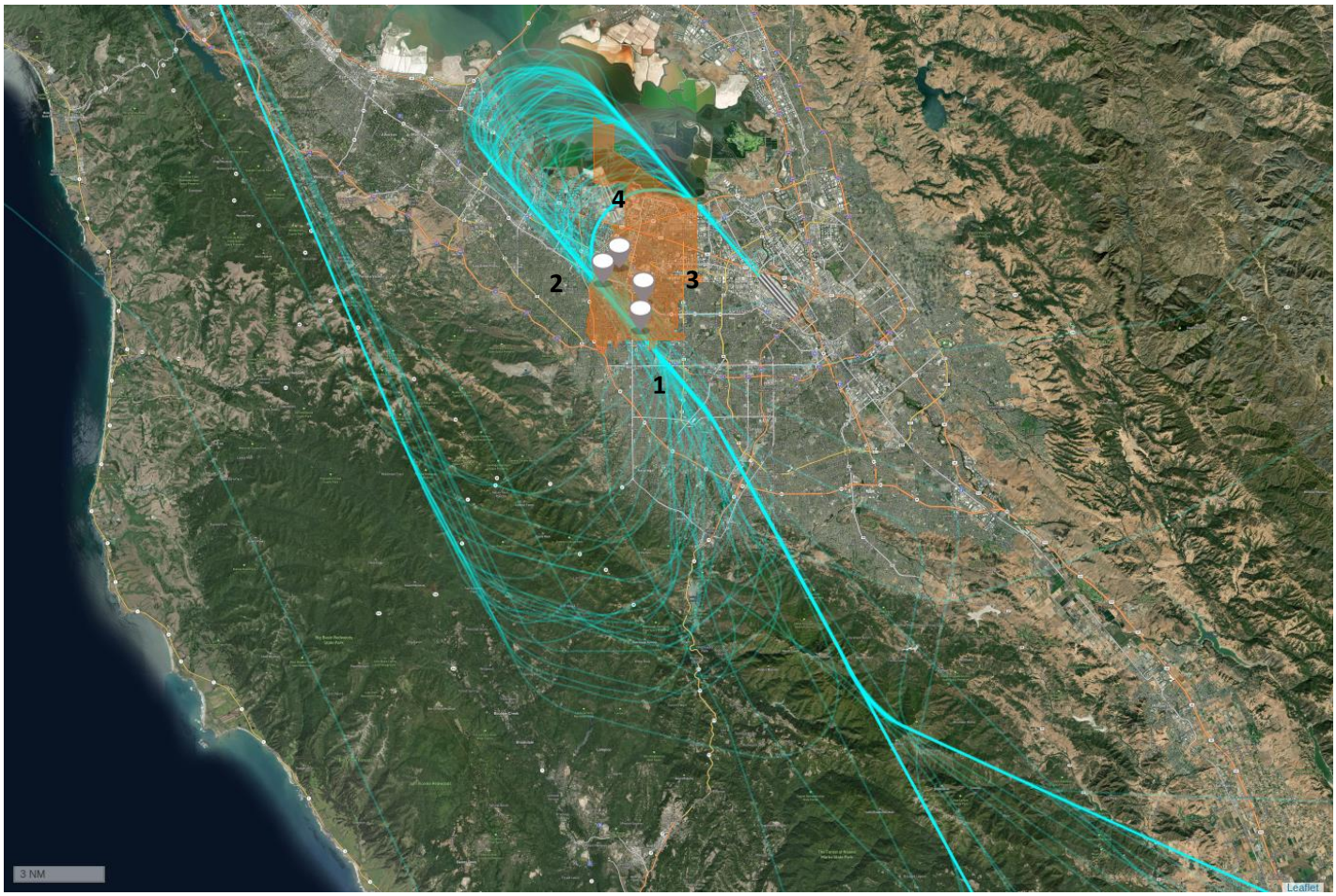
Because of the wide dispersion caused by the ILS/Visual approach, a single noise monitoring terminal (NMT) cannot capture a noise event for each flight. However, the concentrated flight path of the RNP approach makes it possible to capture noise events at SYV-2 Dona Ave. for the vast majority of aircraft flying this approach.

In the 3rd Quarter of 2024, the Casper system successfully captured noise events for 80% of the total South Flow RNP approaches flown to SJC Airport, the distribution of which is shown in the chart below.

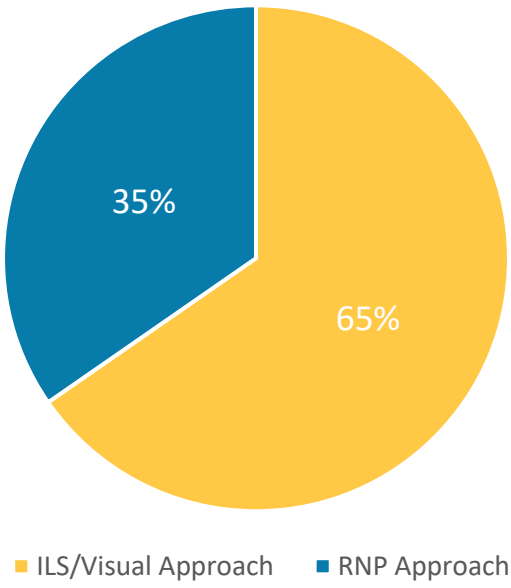
The chart at right illustrates the maximum noise level (Lmax) recorded at the Dona Ave (SYV-2) permanent noise monitor for aircraft that flew the RNP Approach to Runway 12L or 12R at SJC Airport and passed over the City of Sunnyvale.

The number above each bar represents the total number of aircraft noise events in which the Lmax fell within the specific five decibel bucket identified on the chart.

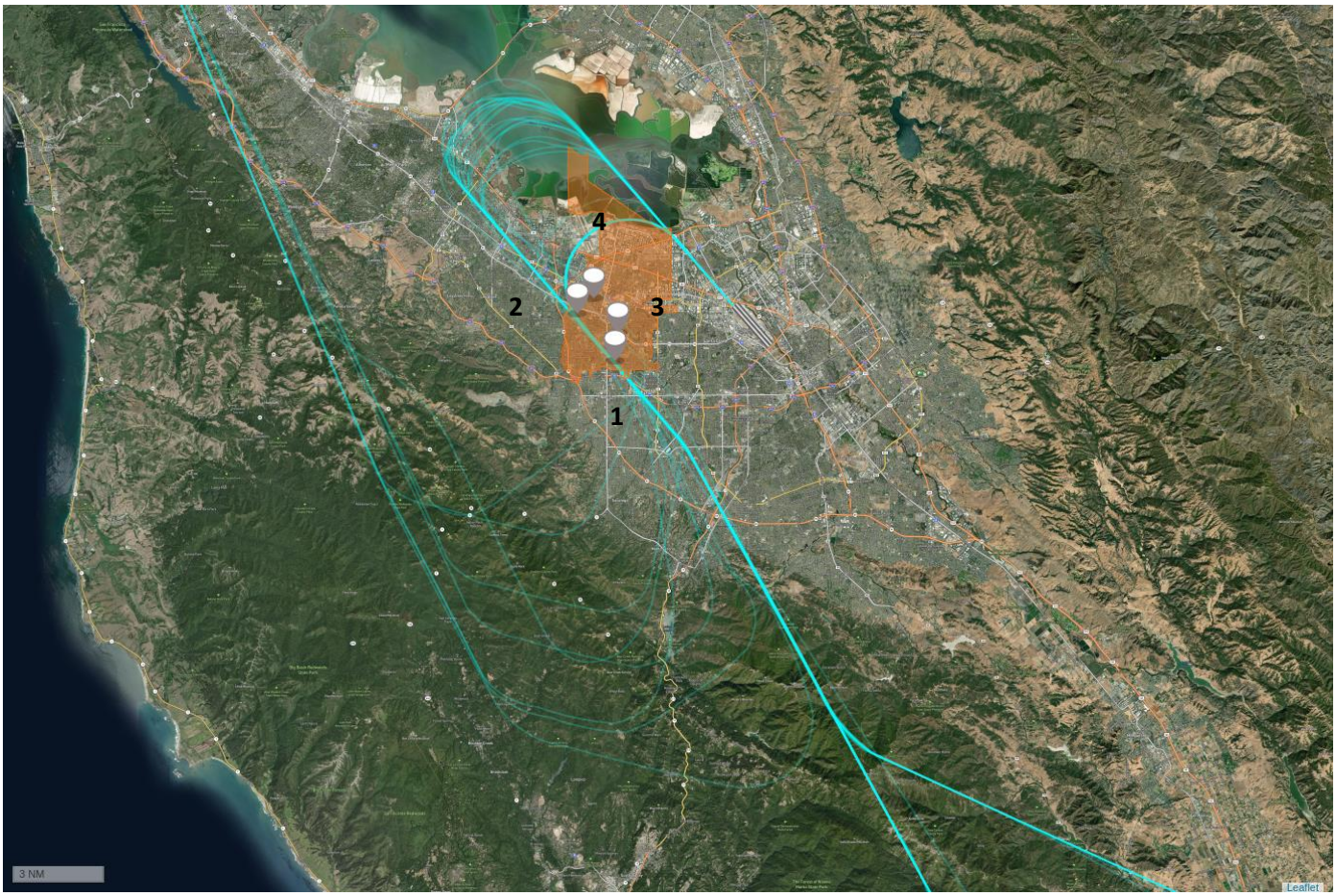


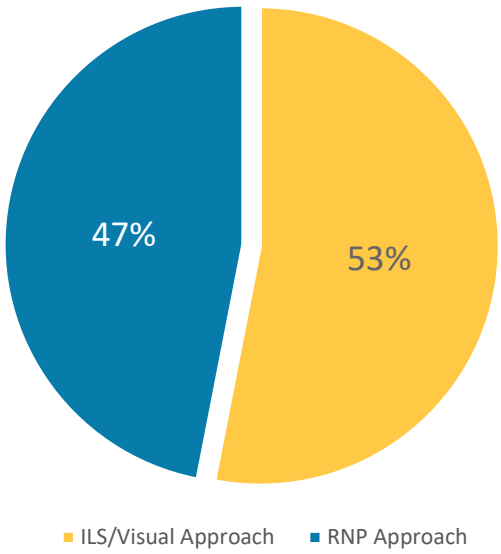


SOUTH FLOW APPROACHES IN Q3-2024
July 1 – September 30



	ILS/Visual	RNP
Average Altitude ft.	3,229	3,186
Runway 12L App.	2	1
Runway 12R App.	81	43
Total Approaches	83	44



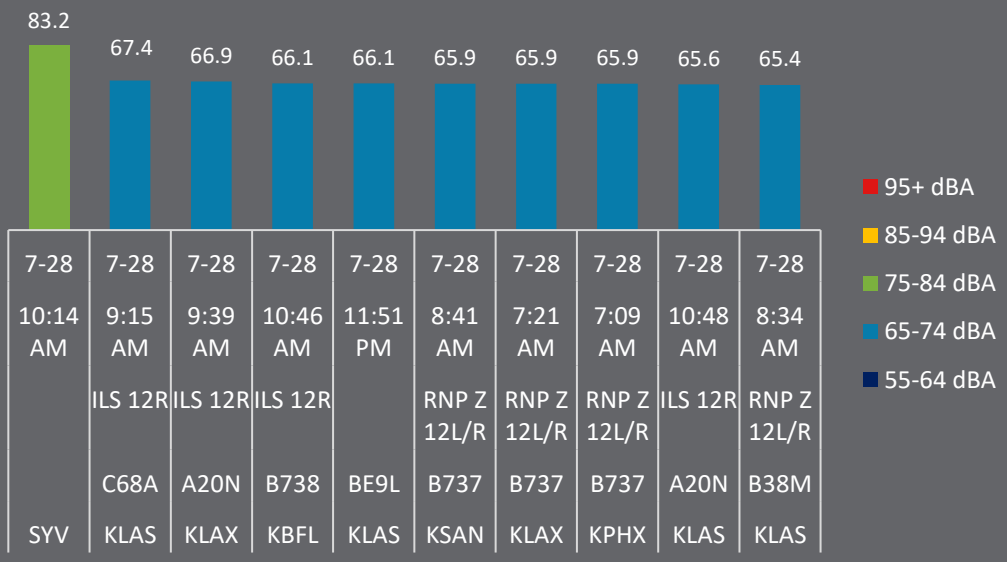


PEAK SOUTH FLOW DAY IN Q3-2024
July 28

	ILS/Visual	RNP
Average Altitude ft.	3,342	3,182
Runway 12L App.	0	0
Runway 12R App.	26	23
Total Approaches	26	23

The following charts detail the Peak South Flow Approach Day Top 10 loudest (by Lmax) noise events measured at SYV-1 and SYV-2 noise monitoring terminals (NMTs) during the 3rd Quarter. Keep in mind that these events only pertain to aircraft that overflew the City of Sunnyvale on a South Flow Approach to SJC Airport and were not necessarily the loudest overall for the Quarter. For information on the loudest overall aircraft noise events, see the individual NMT summaries starting on page 10.

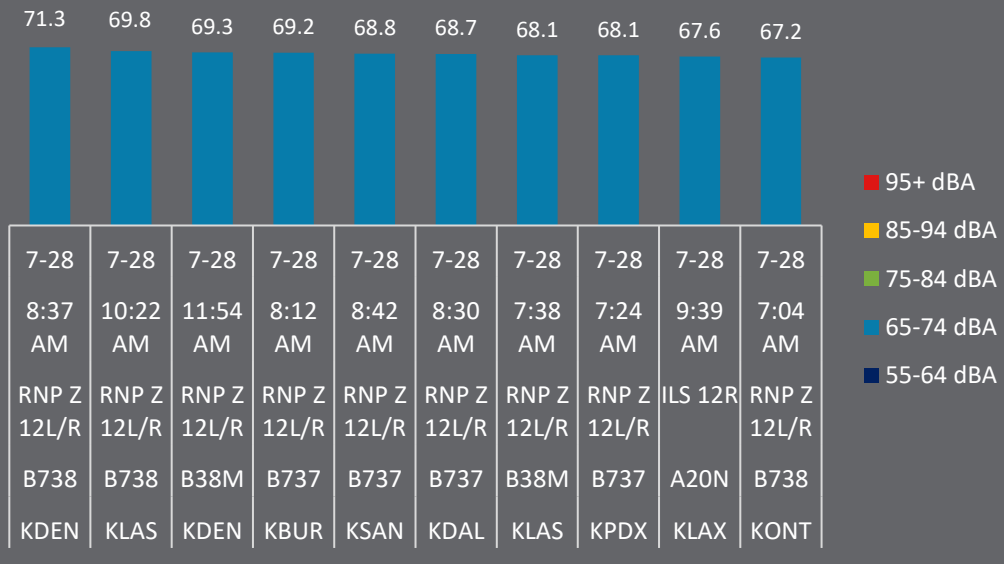
SYV-1 PEAK SOUTH FLOW DAY A/C NOISE EVENTS IN Q3-2024



The chart at left illustrates the Top 10 SJC South Flow Peak Day aircraft noise events ranked by maximum noise level (Lmax) as measured at SYV-1 in the 3rd Quarter of 2024. Below each bar is the date of the event and the four-letter ICAO aircraft code of the aircraft type involved.

Events with no aircraft type denote that an aircraft type was not identified in the FAA data.

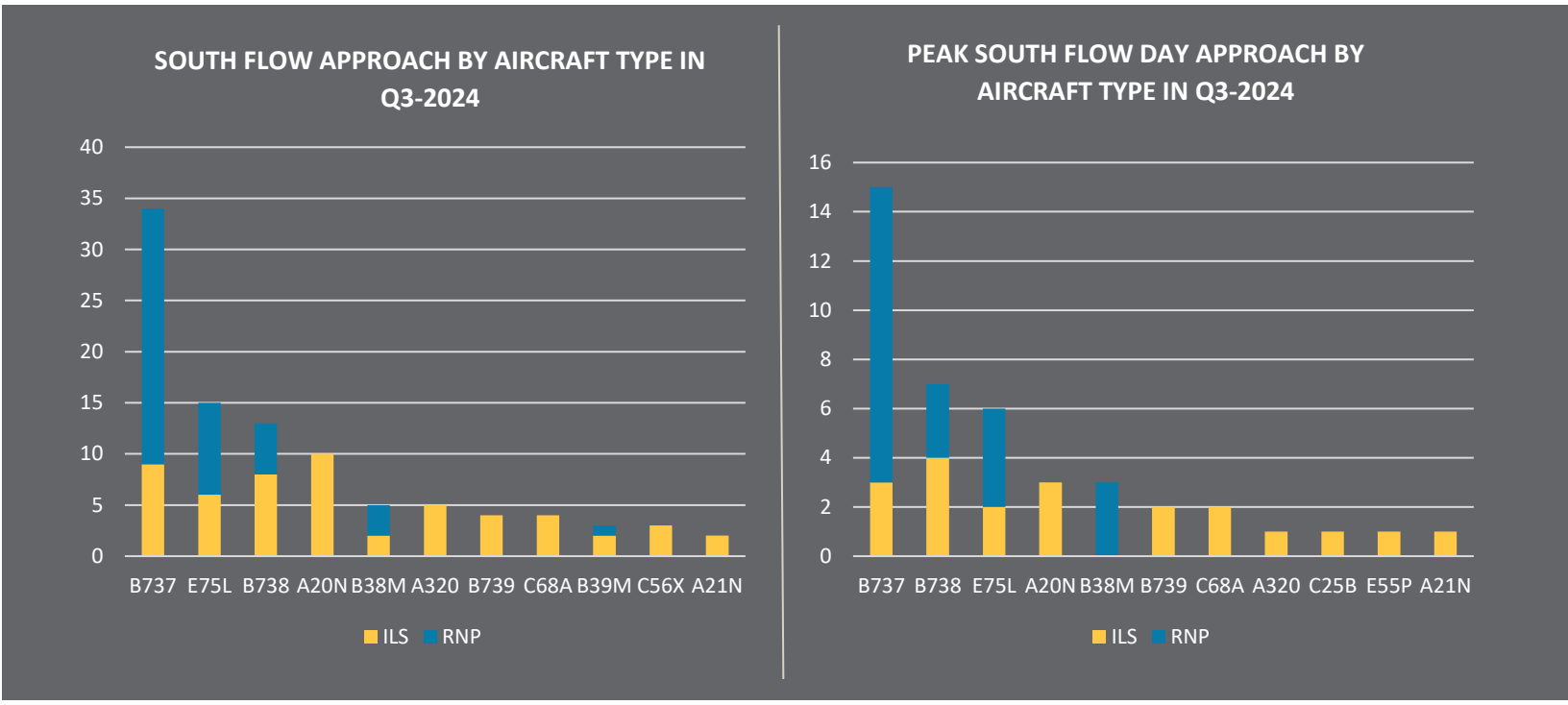
SYV-2 PEAK SOUTH FLOW DAY A/C NOISE EVENTS IN Q3-2024

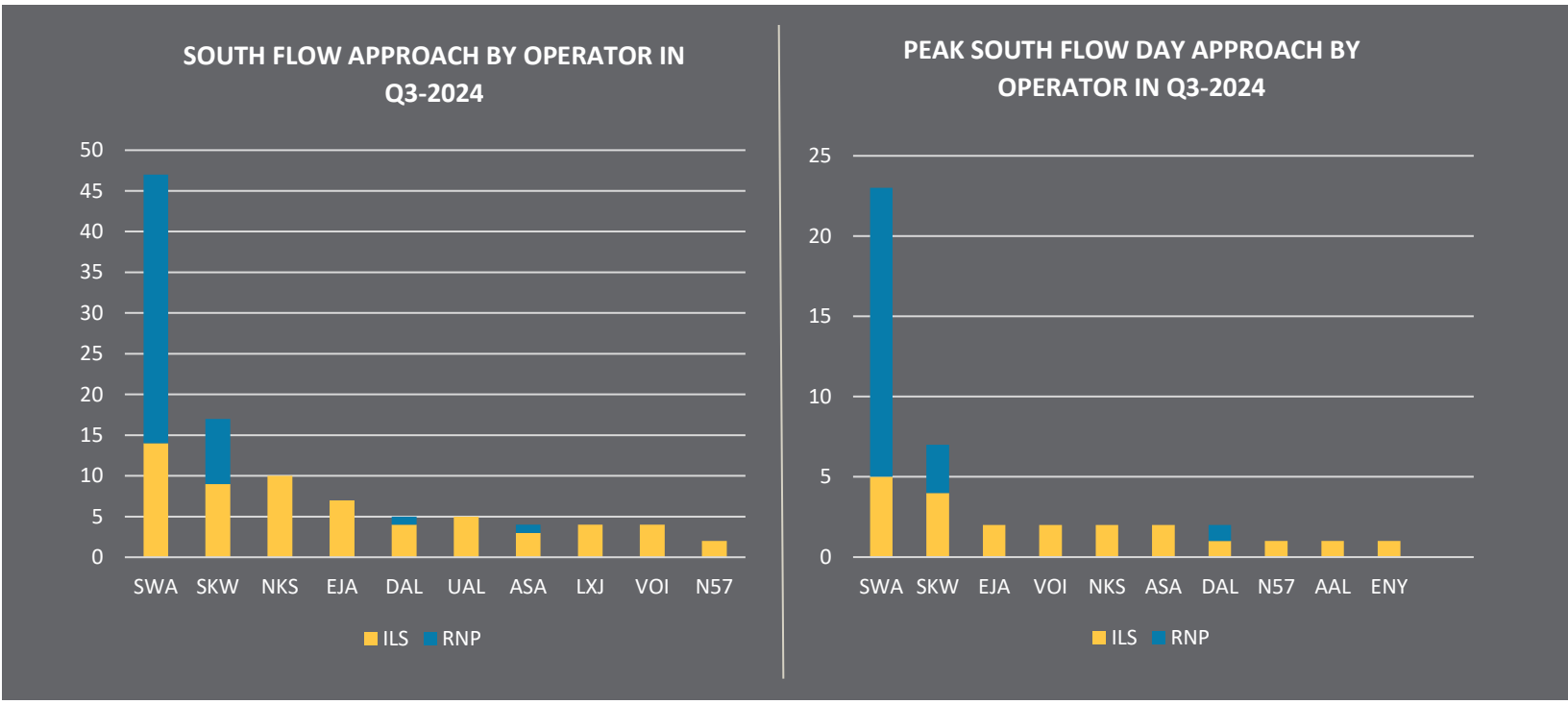


The chart at left illustrates the Top 10 SJC South Flow Peak Day aircraft noise events ranked by maximum noise level (Lmax) as measured at SYV-2 in the 3rd Quarter of 2024. Below each bar is the date of the event and the four-letter ICAO aircraft code of the aircraft type involved.

Events with no aircraft type denote that an aircraft type was not identified in the FAA data.

The following charts show the most frequent aircraft types and operators to fly the South Flow approach to SJC for the 3rd Quarter and the Peak South Flow Approach Day. The total for each column is derived by adding the number of ILS/Visual, and RNP approaches flown. Keep in mind that this data only pertains to aircraft that overflew the City of Sunnyvale on a South Flow Approach to land at SJC Airport.



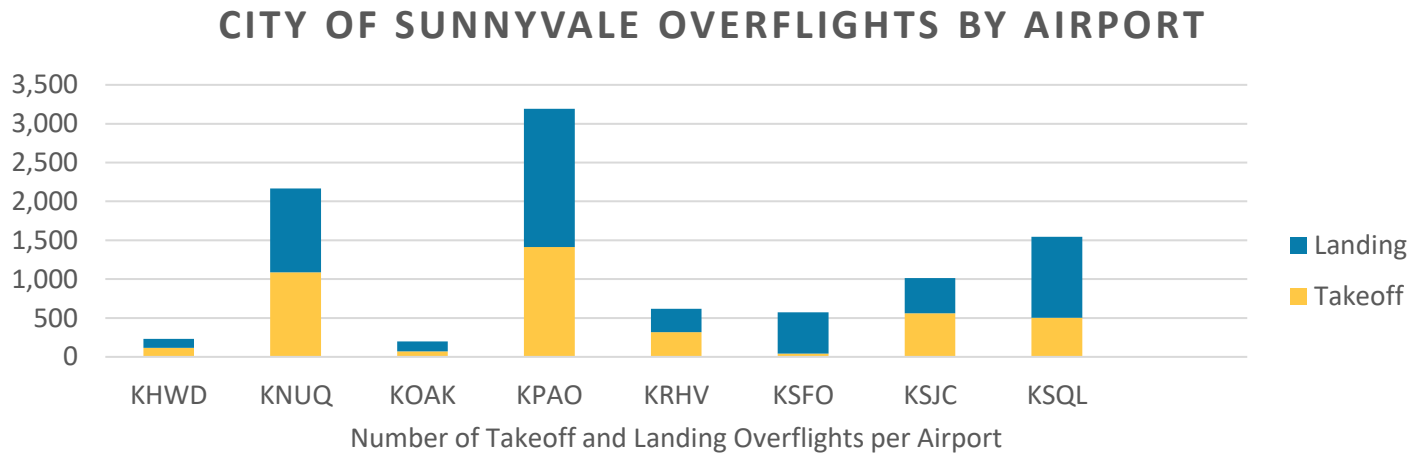


CITY OF SUNNYVALE OVERFLIGHT DATA FOR Q3 – 2024

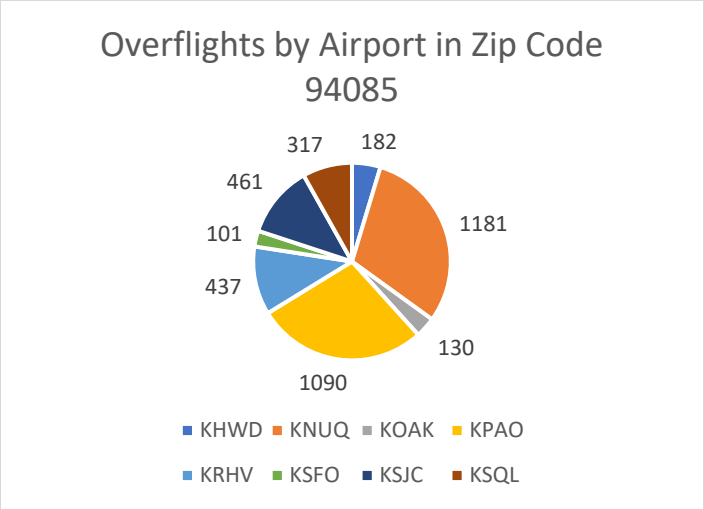
While SJC Airport is the closest major airport to the City of Sunnyvale, residents are overflown by aircraft arriving and departing from many different airports in the region. The data in this section quantifies overflights associated with each of the eight primary airports of interest listed below and helps explain the distribution of flights across the four zip codes that fall within the City limits.

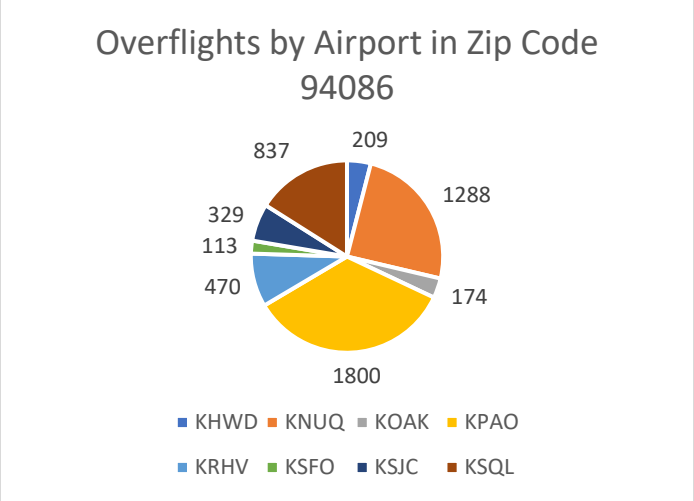
AIRPORTS OF INTEREST

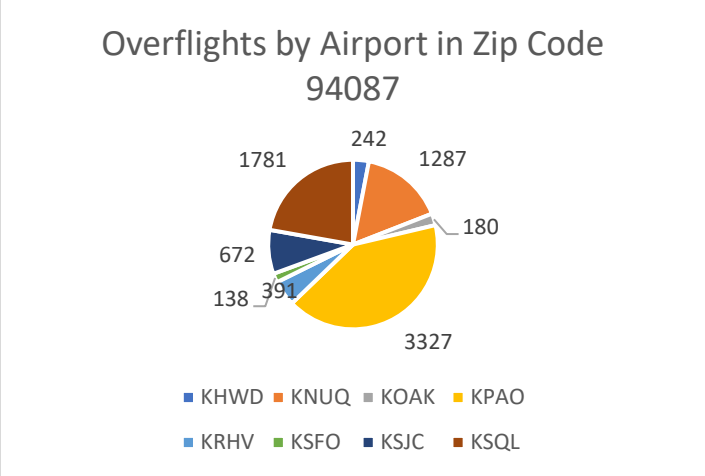
- KHWD – Hayward Executive Airport
- KNUQ – Moffett Federal Airfield
- KOAK – Metro Oakland Int'l Airport
- KPAO – Palo Alto Airport
- KRHV – Reid-Hillview Airport of Santa Clara County
- KSFO – San Francisco Int'l Airport
- KSJC – Norman Y Mineta San Jose Int'l Airport
- KSQL – San Carlos Airport

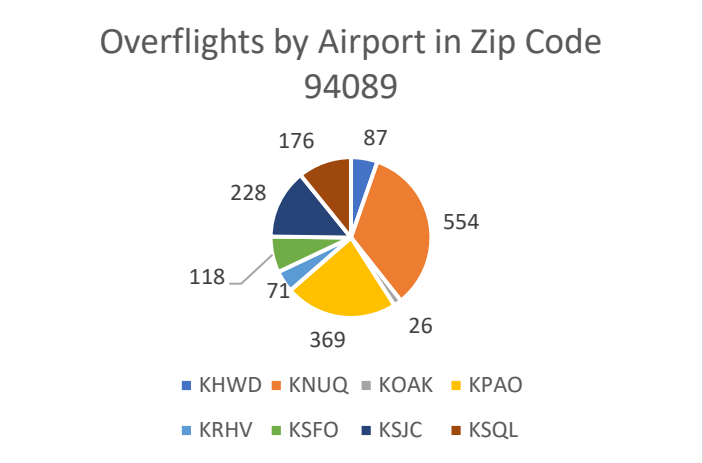


The City of Sunnyvale is comprised of four primary zip codes (94085, 94086, 94087, 94089), which bisect the City forming four unique zones from North to South. The volume of overflights on any given day can vary significantly across the City. Seasonal wind patterns play the most significant role in dictating the arrival and departure patterns into a specific airport. The current wind direction largely determines which Sunnyvale neighborhoods are overflown by aircraft during their arrival or departure to that airport. The charts below illustrate the pattern of overflights for each of the four zip codes for the 3rd Quarter of 2024.



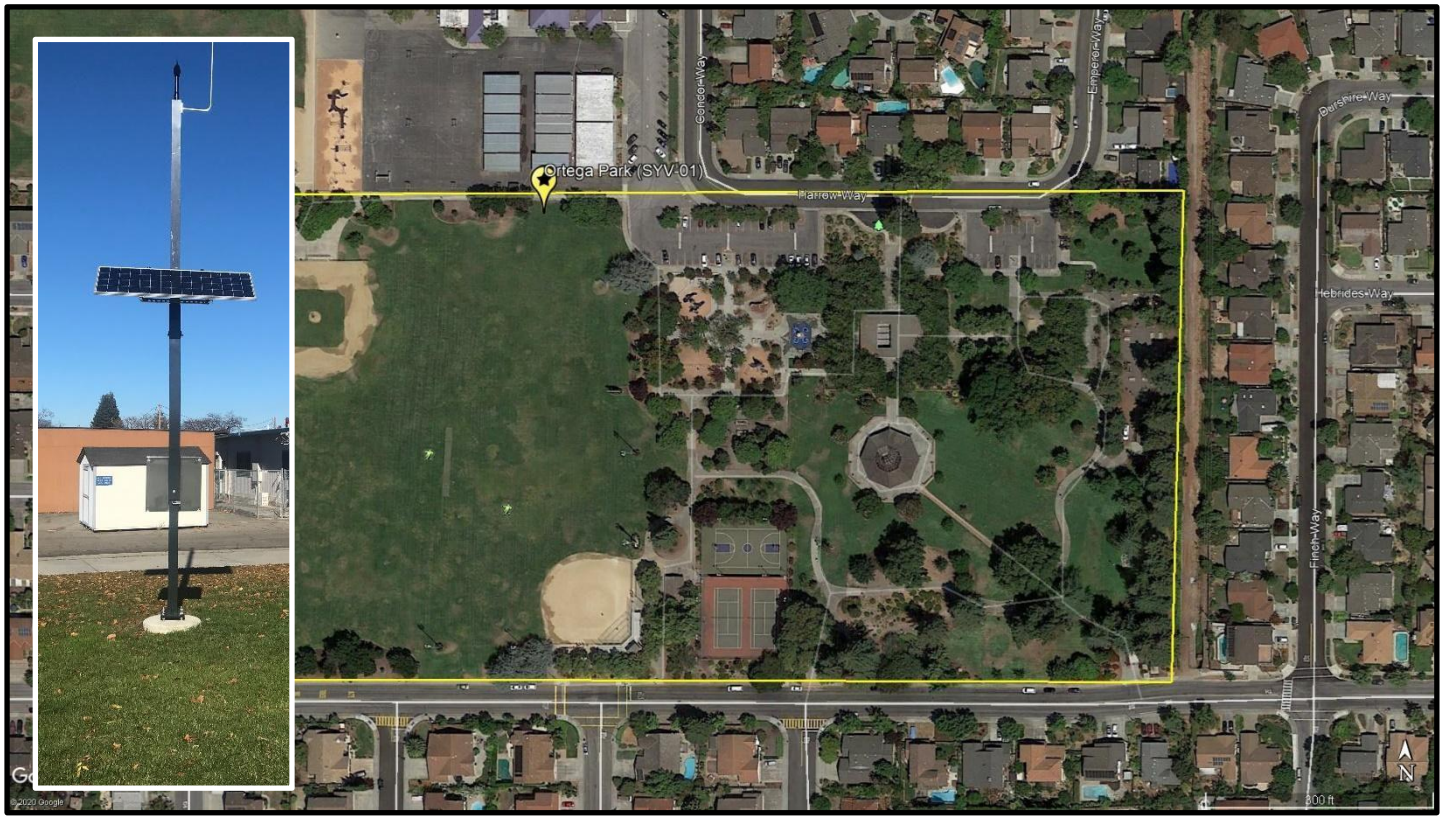




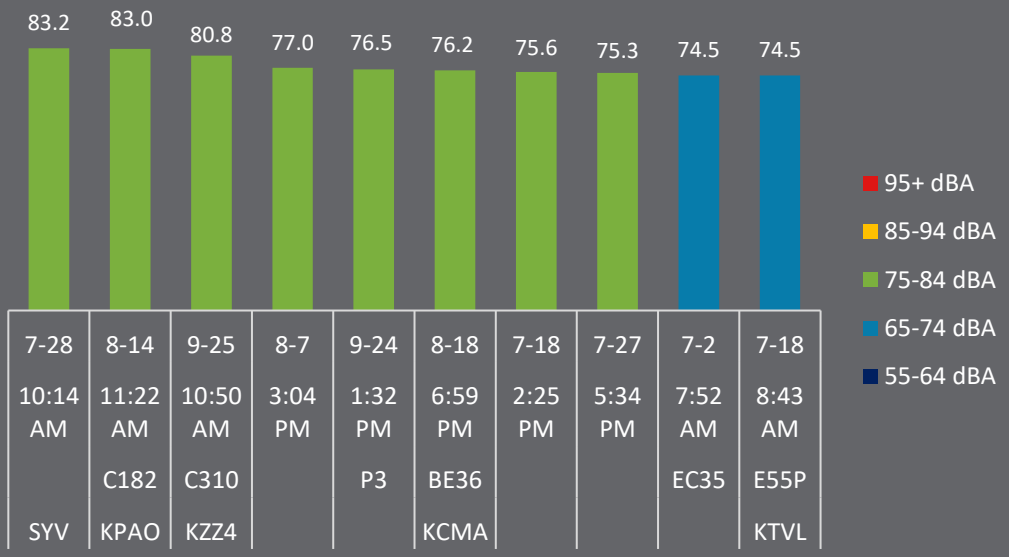


SYV-1 ORTEGA PARK NMT DATA Q3 – 2024

Noise Monitoring Terminal SYV-1 is in Ortega Park. Its primary purpose is to capture RNP arrivals to SJC Airport in South Flow and secondarily flight activity associated with Moffett Field, Palo Alto, Reid-Hillview, and San Carlos Airports. The image below is an aerial depicting the location of the NMT in the park and a photo of the installed equipment.



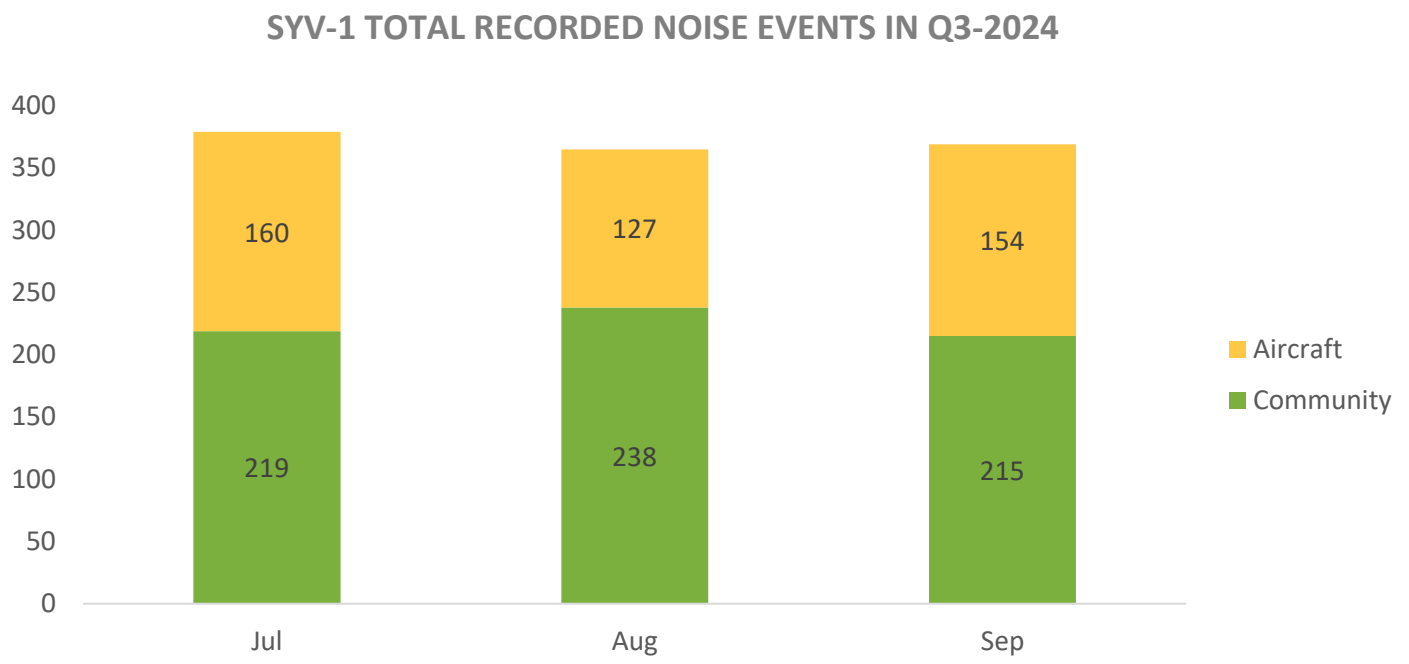
SYV-1 TOP 10 AIRCRAFT NOISE EVENTS IN Q3-2024



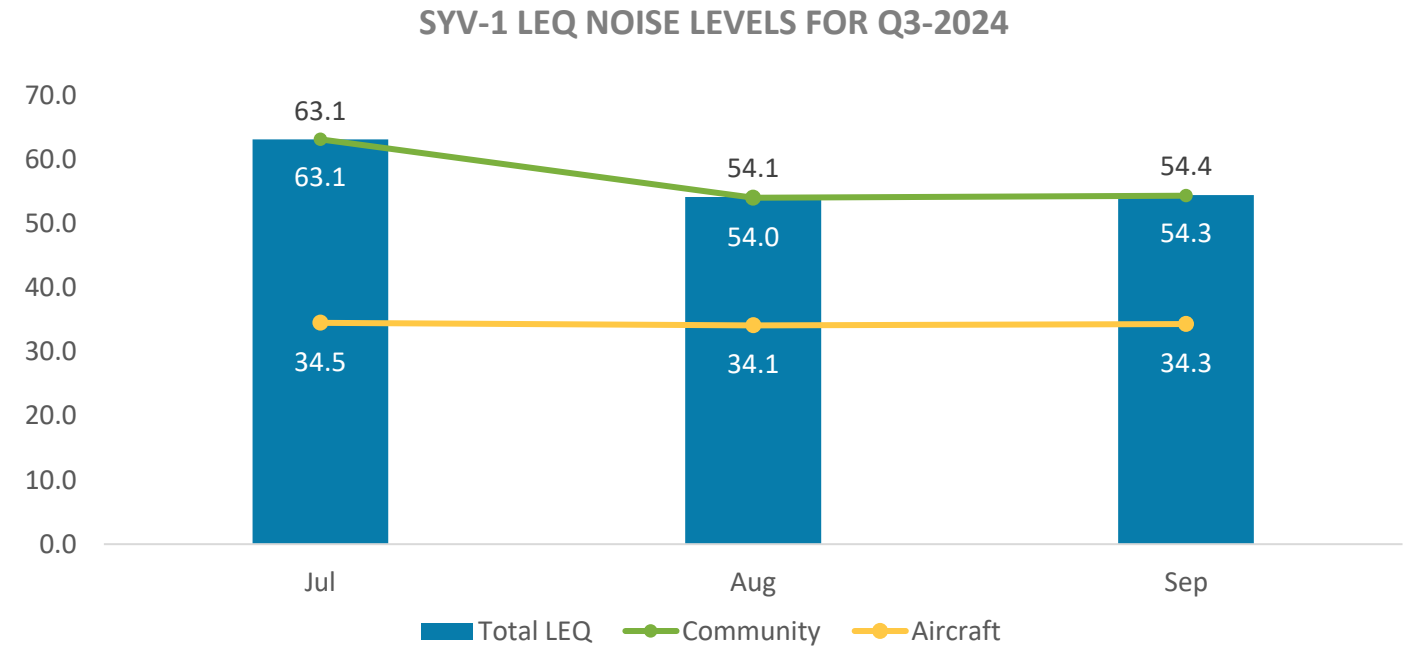
The chart at left illustrates the Top 10 aircraft noise events ranked by maximum noise level (Lmax) as measured at SYV-1 in the 3rd Quarter of 2024. Below each bar is the date of the event and the four-letter ICAO aircraft code of the aircraft type involved.

Events with no aircraft type denote that an aircraft type was not identified in the FAA data.

The charts below illustrate the relationship between aircraft and community noise and their contribution to the total noise environment measured by the noise monitoring terminal SYV-1 in Ortega Park.



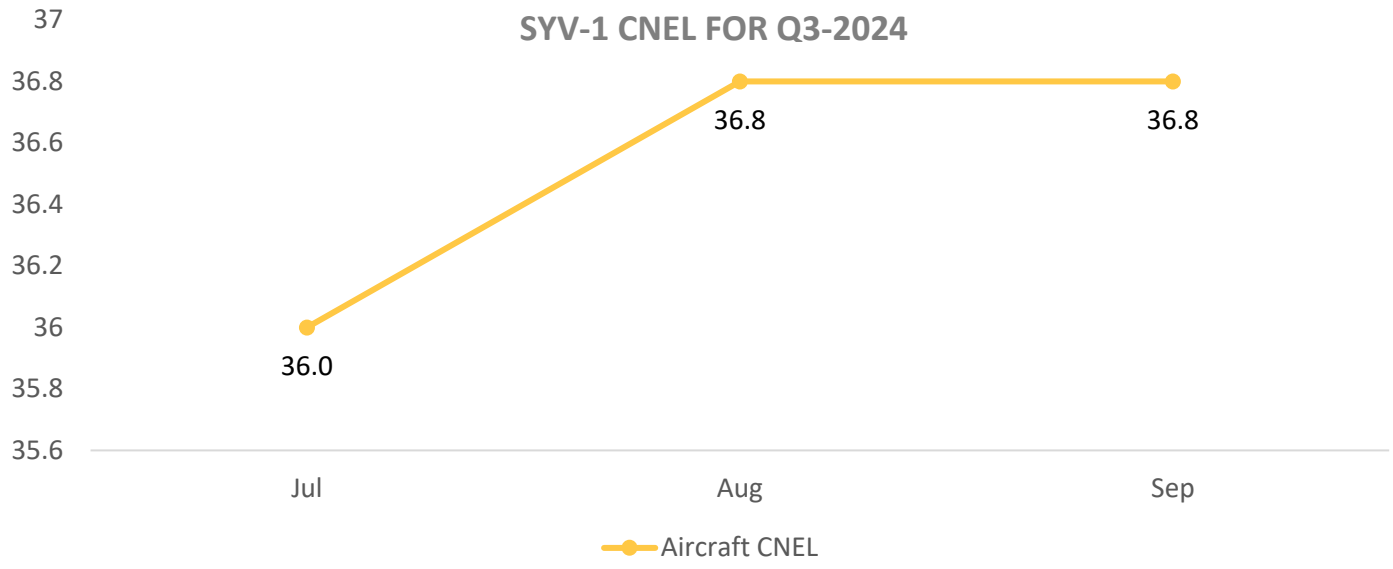
Noise events captured by the NMTs are analyzed on the fly as they happen. Based on their categorization as community or aircraft noise, the system automatically calculates an hourly Aircraft, Community, and Total LEQ (equivalent continuous sound level). Equivalent signifies that the total acoustical energy associated with the continually fluctuating noise level (during the specified period); in this case, a month is equal to the total acoustic energy associated with the steady noise level. Hourly LEQs are averaged to derive a Daily LEQs, which is averaged to derive a monthly LEQ. The Total LEQ considers both the aircraft and community contributions to the noise environment.



While most singular noise events are expressed in Lmax or LEQ dB(A), cumulative noise exposure originating from aircraft expressed over longer periods of time are typically done in DNL, or day-night average sound level. This adds more “weight” to aircraft noise levels during more sensitive times of the day, typically during night hours. However, the State of California uses a slightly modified version of DNL called CNEL, or Community Noise Equivalent Level. Taken from the FAA’s website on guidance for managing community noise,

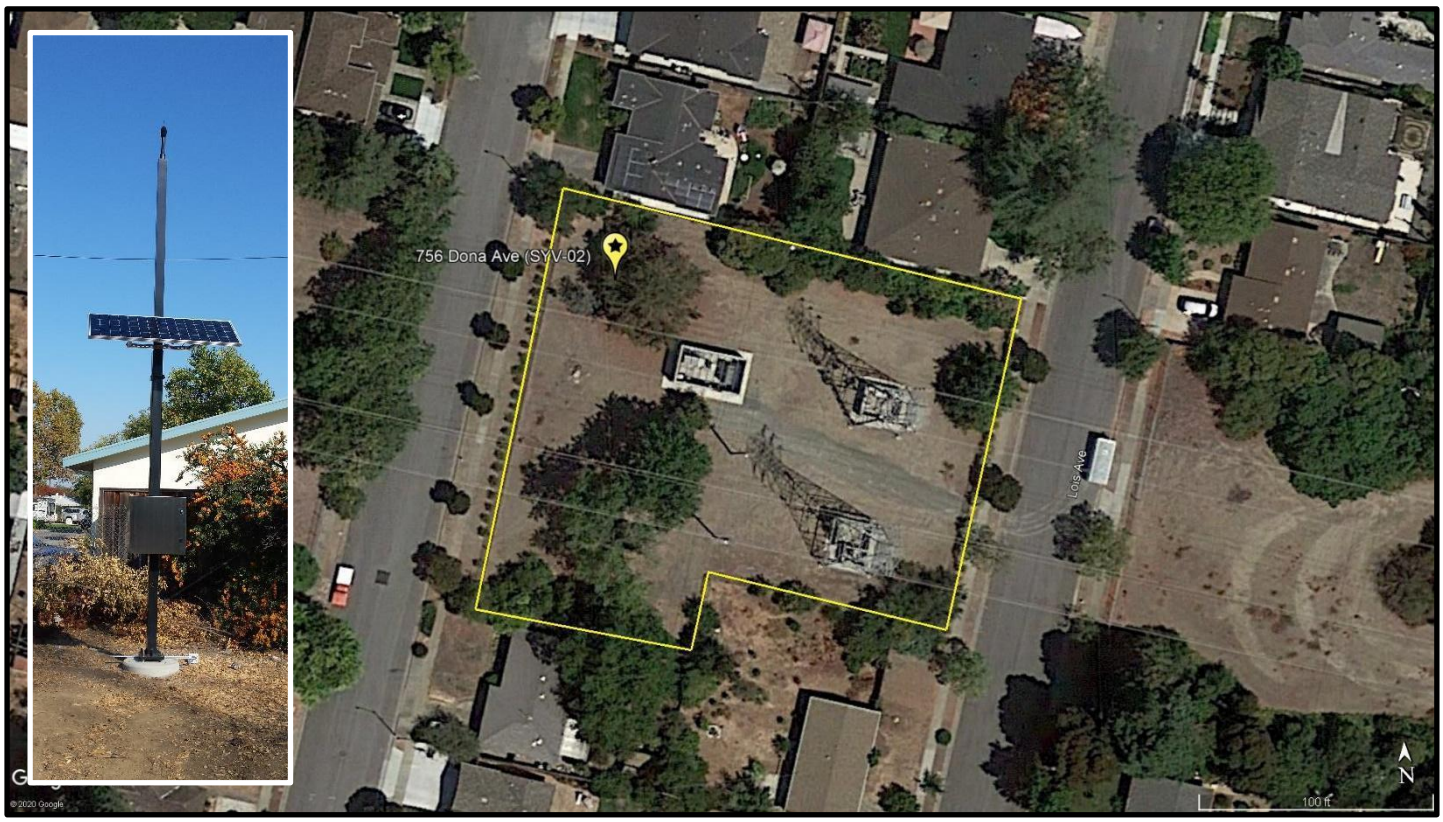
> “While DNL is the primary metric FAA uses to determine noise impacts, FAA accepts the Community Noise Equivalent Level (CNEL) in California as California adopted the use of CNEL prior to FAA adopting DNL. While CNEL, like DNL, adds a ten times weighting (equivalent to a 10 dBA "penalty") to each aircraft operation between 10:00 p.m. and 7:00 a.m., CNEL also adds a three times weighting (equivalent to a 4.77 dBA penalty) for each aircraft operation during evening hours (7:00 p.m. to 10:00 p.m.)”

DNL and CNEL are most effective when calculating for only aircraft noise events, or acne. The below chart displays the trend in CNEL over the course of the last quarter

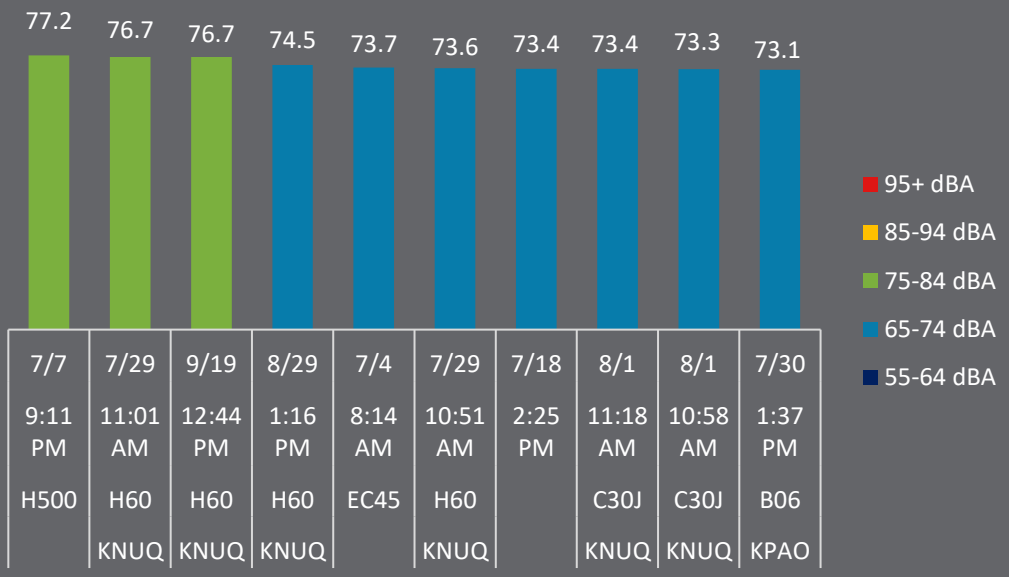


SYV-2 DONA AVE NMT DATA Q3 – 2024

Noise Monitoring Terminal SYV-2 is on Dona Ave. Its primary purpose is to capture RNP arrivals to SJC Airport in South Flow and secondarily flight activity associated with Moffett Field, Palo Alto, Reid-Hillview, and San Carlos Airports. The image below is an aerial depicting the location of the NMT and a photo of the installed equipment.



SYV-2 TOP 10 AIRCRAFT NOISE EVENTS IN Q3-2024

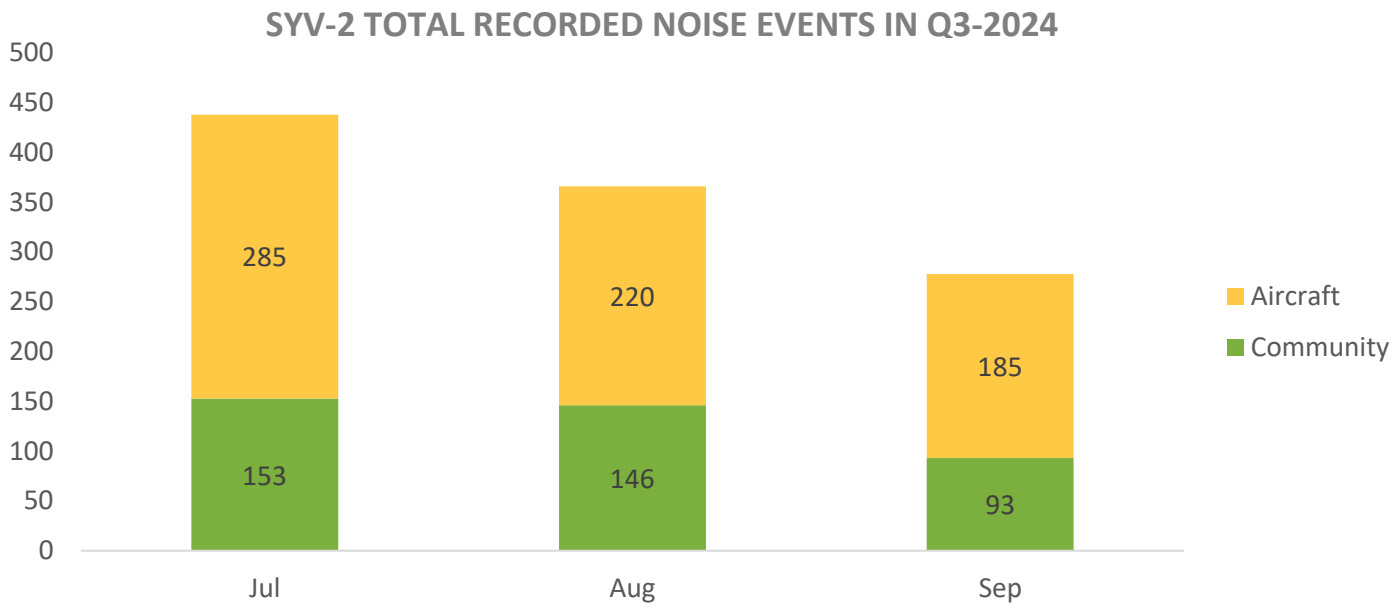


7/7	7/29	9/19	8/29	7/4	7/29	7/18	8/1	8/1	7/30
9:11 PM	11:01 AM	12:44 PM	1:16 PM	8:14 AM	10:51 AM	2:25 PM	11:18 AM	10:58 AM	1:37 PM
H500	H60	H60	H60	EC45	H60		C30J	C30J	B06
	KNUQ	KNUQ	KNUQ		KNUQ		KNUQ	KNUQ	KPAO

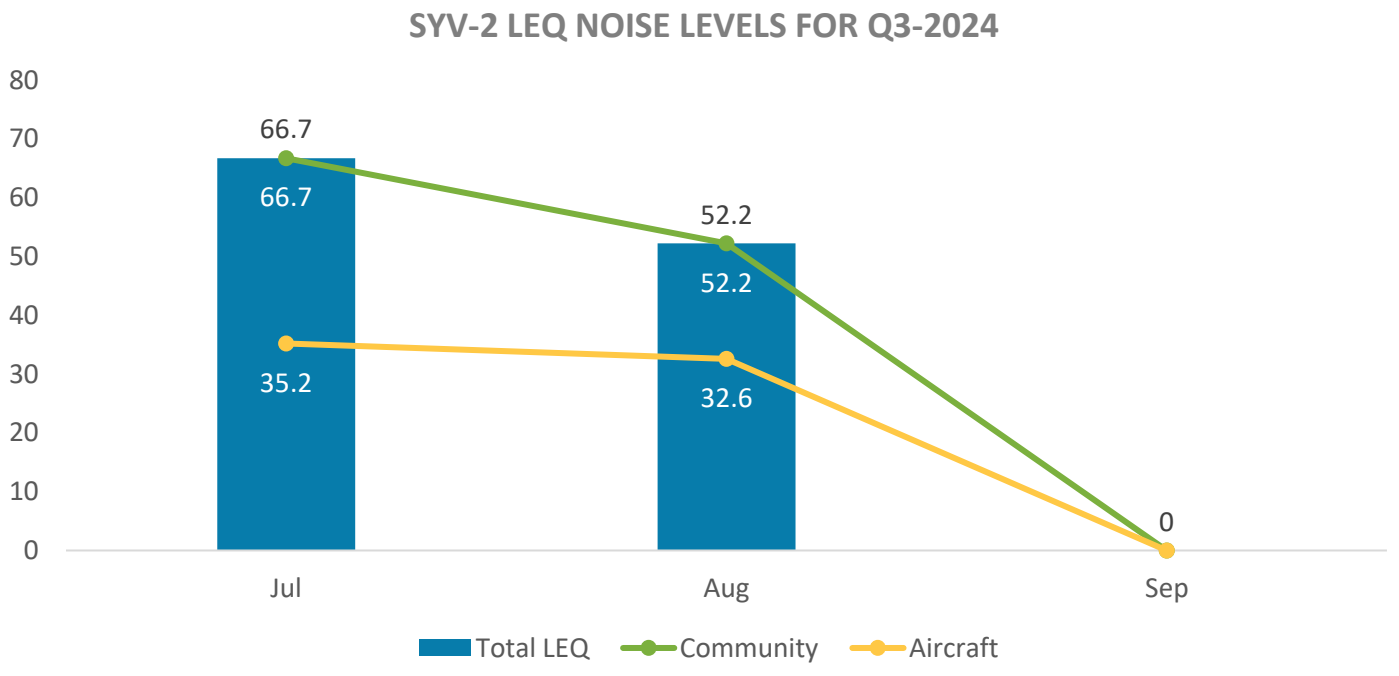
The chart at left illustrates the Top 10 aircraft noise events ranked by maximum noise level (Lmax) as measured at SYV-2 in the 3rd Quarter of 2024. Below each bar is the date of the event and the four-letter ICAO aircraft code of the aircraft type involved.

Events with no aircraft type denote that an aircraft type was not identified in the FAA data.

The charts below illustrate the relationship between aircraft and community noise and their contribution to the total noise environment measured by the noise monitoring terminal SYV-2 on Dona Avenue.



Noise events captured by the NMTs are analyzed on the fly as they happen. Based on their categorization as community or aircraft noise, the system automatically calculates an hourly Aircraft, Community, and Total LEQ (equivalent continuous sound level). Equivalent signifies that the total acoustical energy associated with the continually fluctuating noise level (during the specified period); in this case, a month is equal to the total acoustic energy associated with the steady noise level. Hourly LEQs are averaged to derive a Daily LEQs, which is averaged to derive a monthly LEQ. The Total LEQ considers both the aircraft and community contributions to the noise environment.



While most singular noise events are expressed in Lmax or LEQ dB(A), cumulative noise exposure originating from aircraft expressed over longer periods of time are typically done in DNL, or day-night average sound level. This adds more “weight” to aircraft noise levels during more sensitive times of the day, typically during night hours. However, the State of California uses a slightly modified version of DNL called CNEL, or Community Noise Equivalent Level. Taken from the FAA’s website on guidance for managing community noise,

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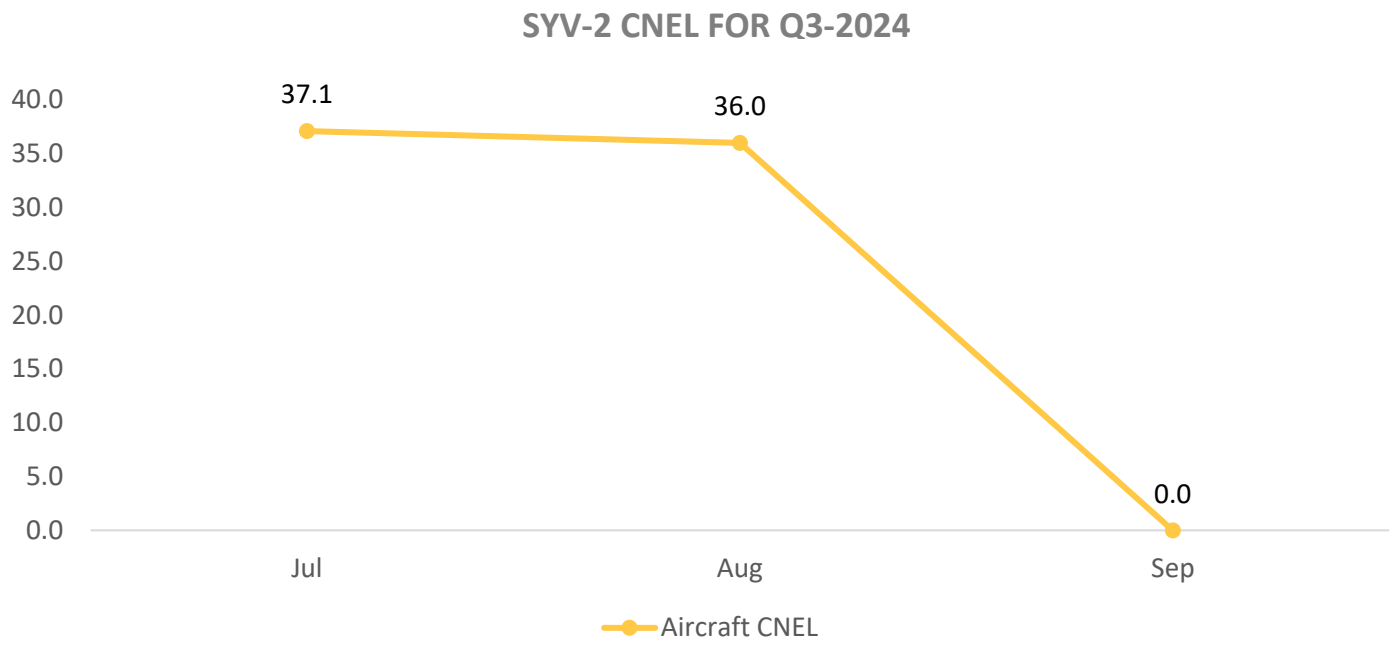
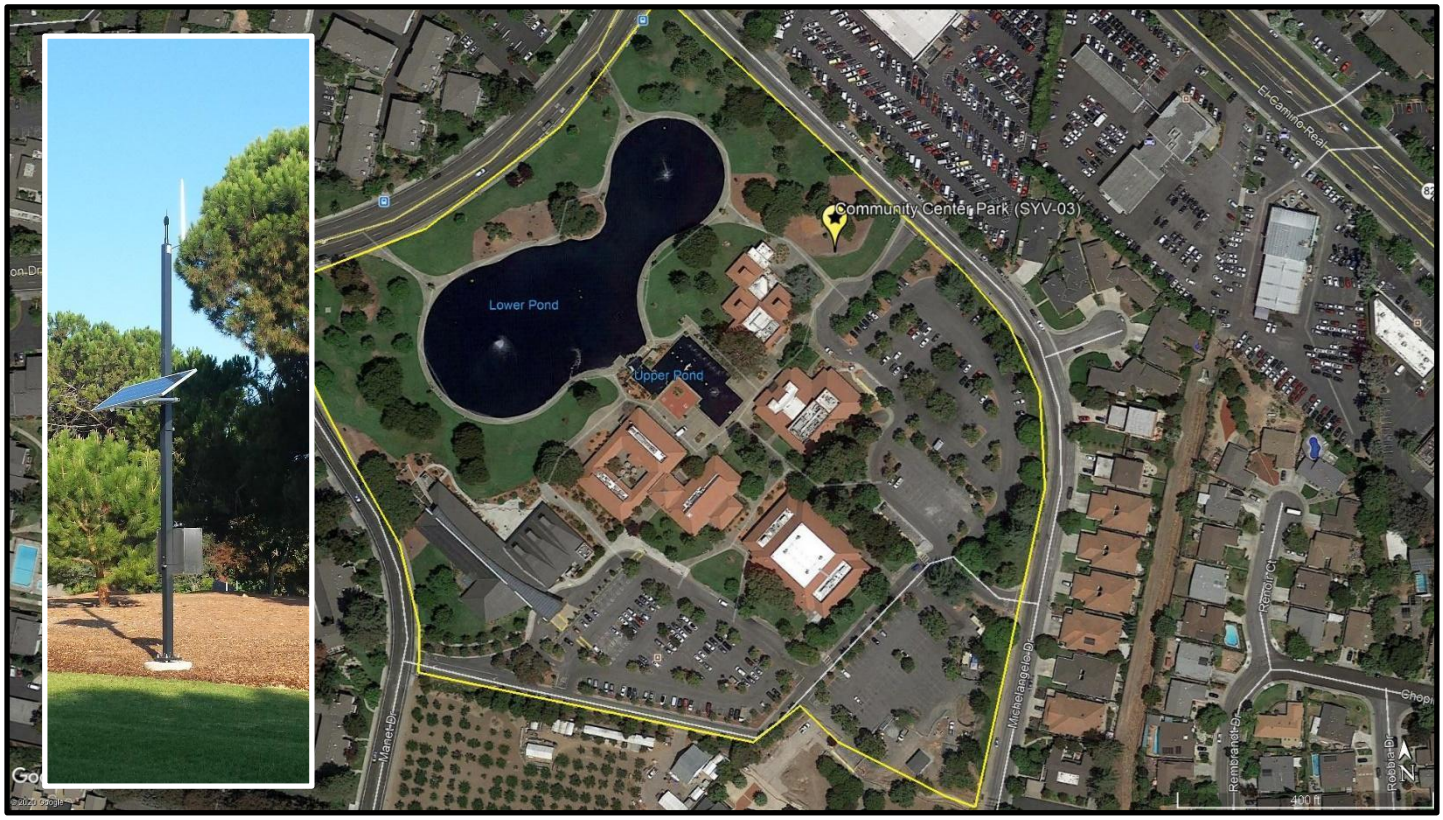
DNL and CNEL are most effective when calculating for only aircraft noise events, or acne. The below chart displays the trend in CNEL over the course of the last quarter

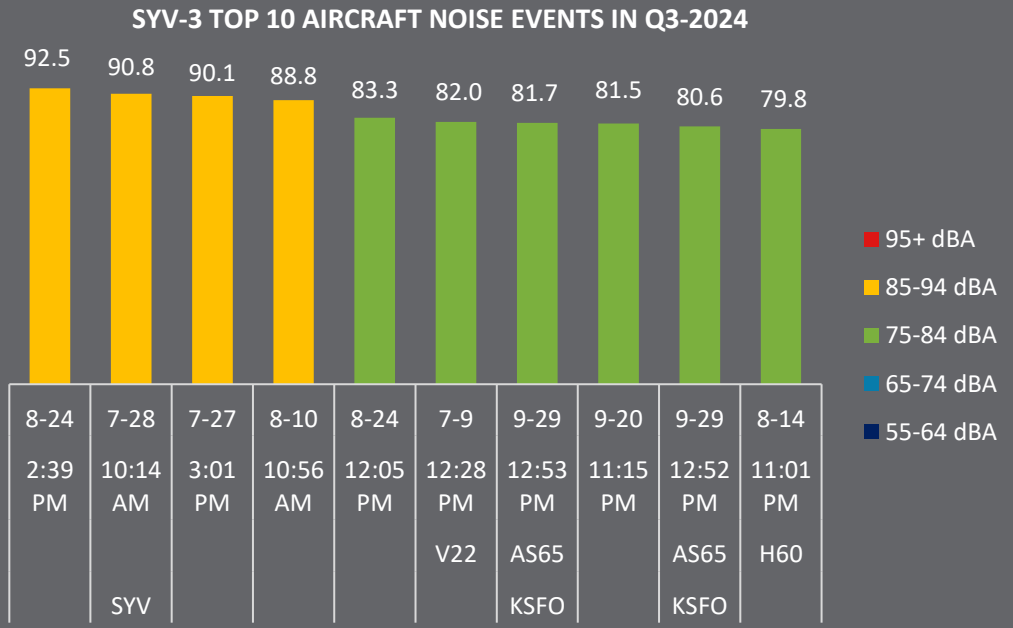


Note: SYV-2 Dona Ave was unable to collect 24-hour data from August 26-October 1. This resulted in no long-term noise metrics such as monthly LEQ and CNEL. Single event noise events were still collected during this time.

SYV-3 COMMUNITY CENTER PARK NMT DATA Q3 – 2024

Noise Monitoring Terminal SYV-3 is in Community Center Park. Its primary purpose is to capture RNP arrivals to SJC Airport in South Flow and secondarily flight activity associated with Moffett Field, Palo Alto, Reid-Hillview, and San Carlos Airports. The image below is an aerial depicting the location of the NMT and a photo of the installed equipment.

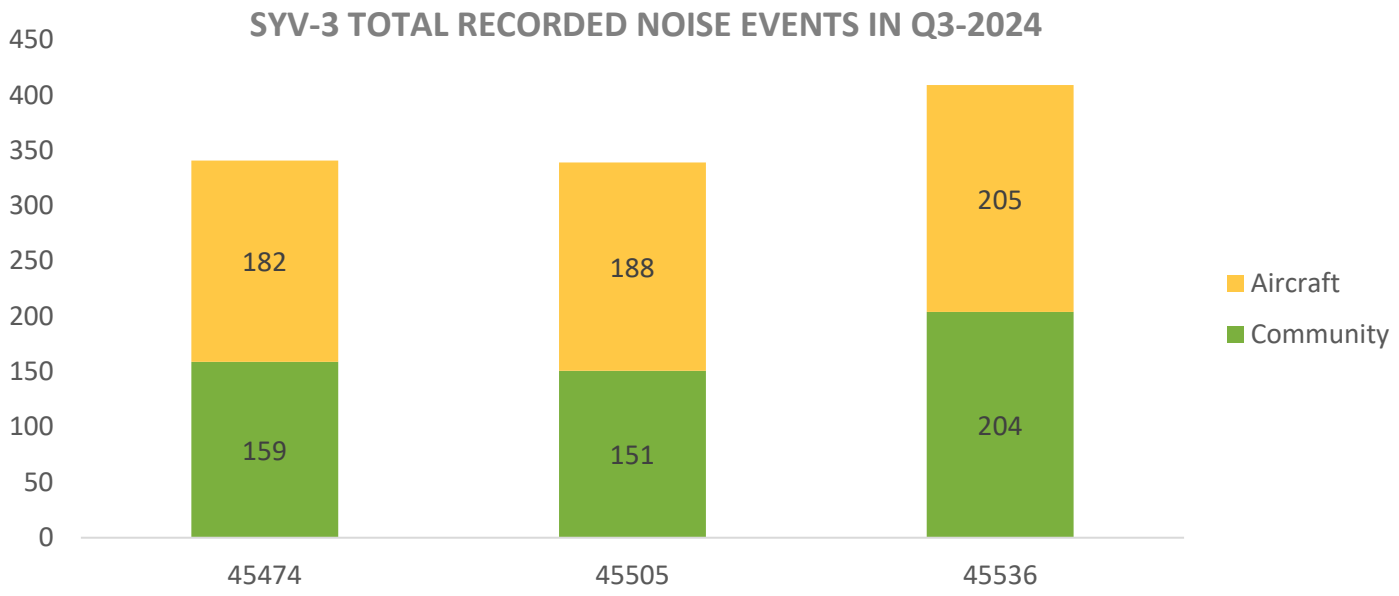




The chart at left illustrates the Top 10 aircraft noise events ranked by maximum noise level (Lmax) as measured at SYV-3 in the 3rd Quarter of 2024. Below each bar is the date of the event and the four-letter ICAO aircraft code of the aircraft type involved.

Events with no aircraft type denote that an aircraft type was not identified in the FAA data.

The charts below illustrate the relationship between aircraft and community noise and their contribution to the total noise environment measured by the noise monitoring terminal SYV-3 in Community Center Park.



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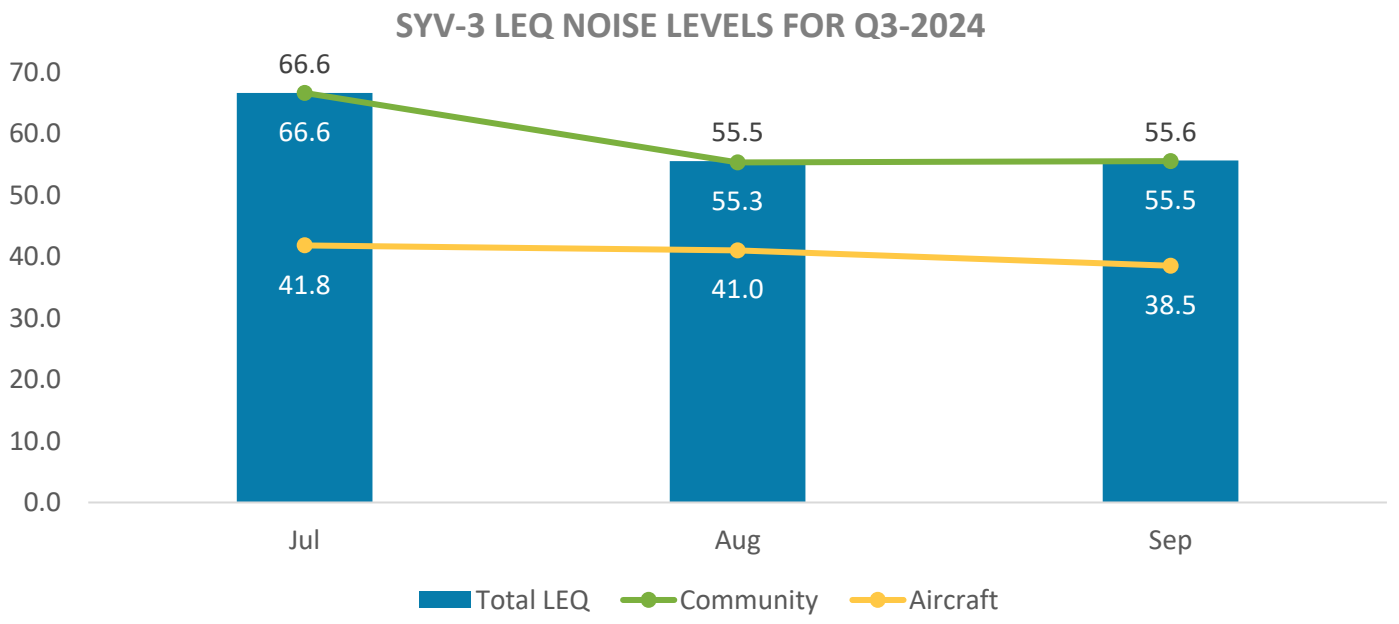

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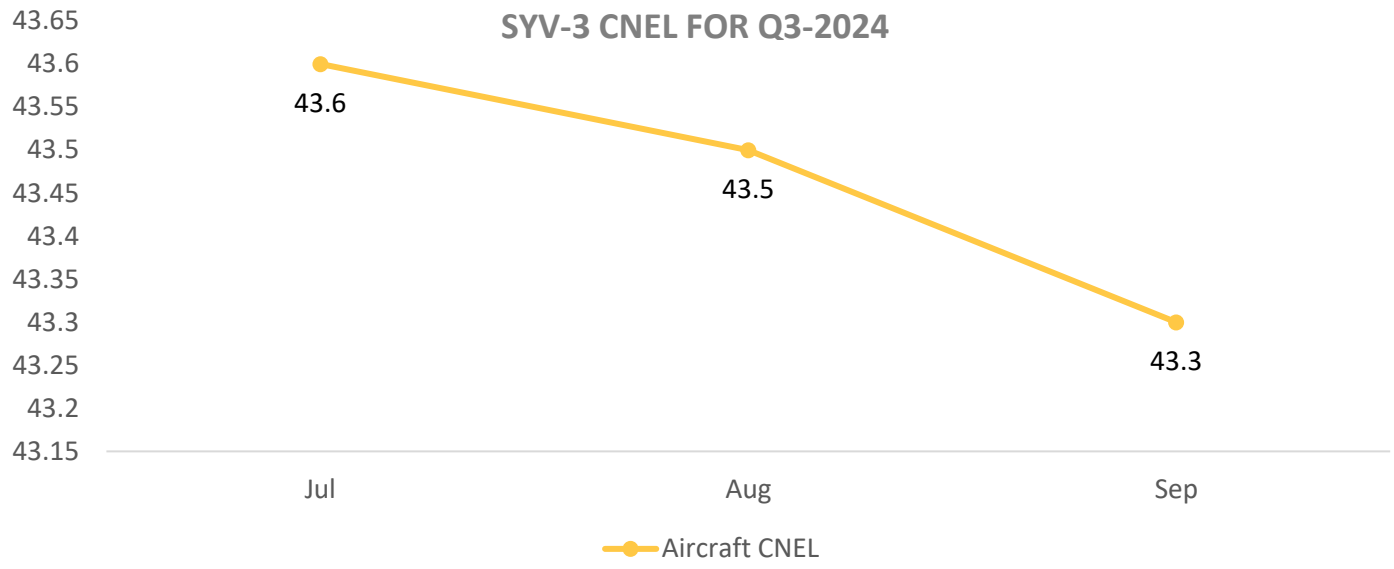
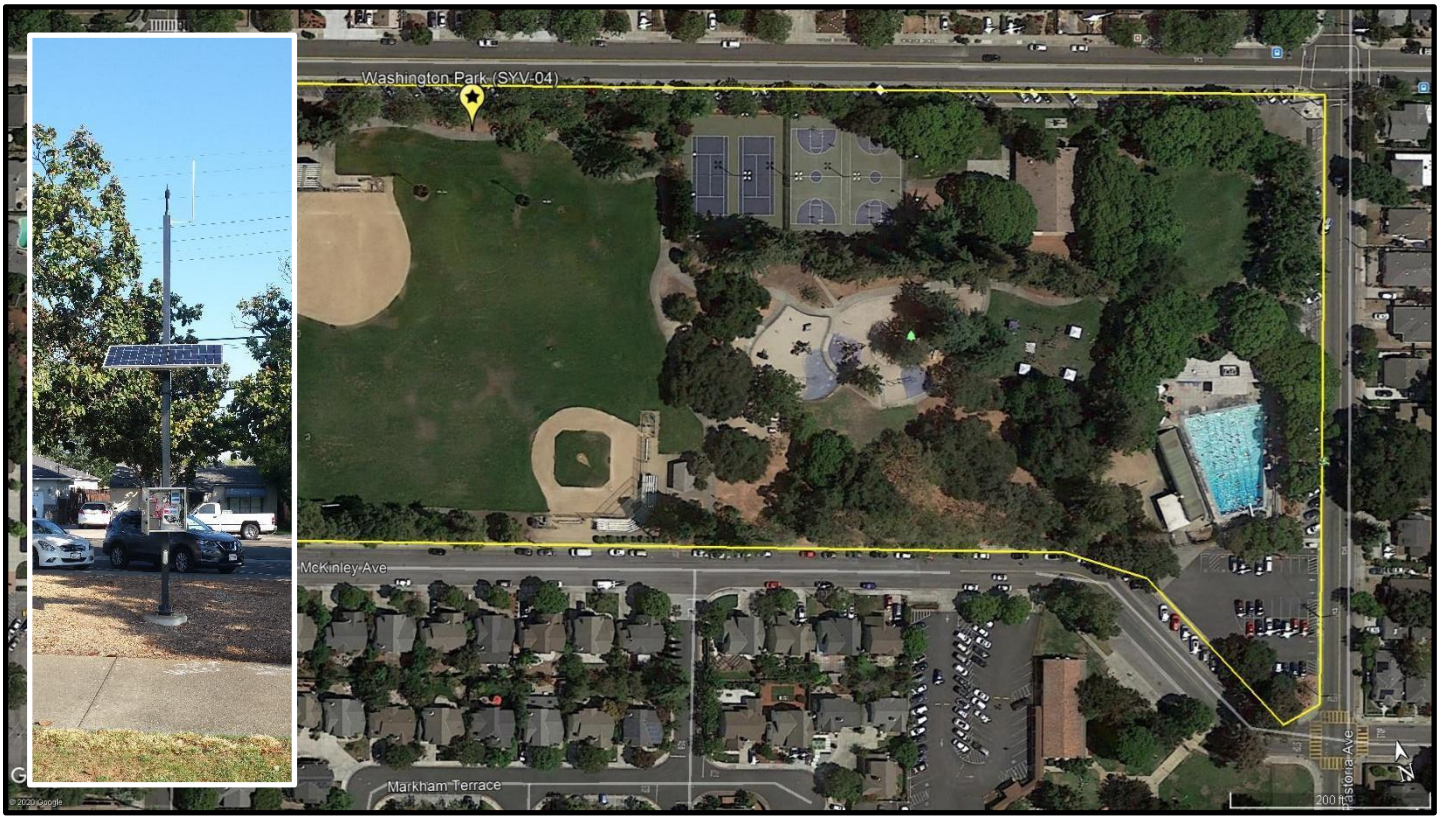
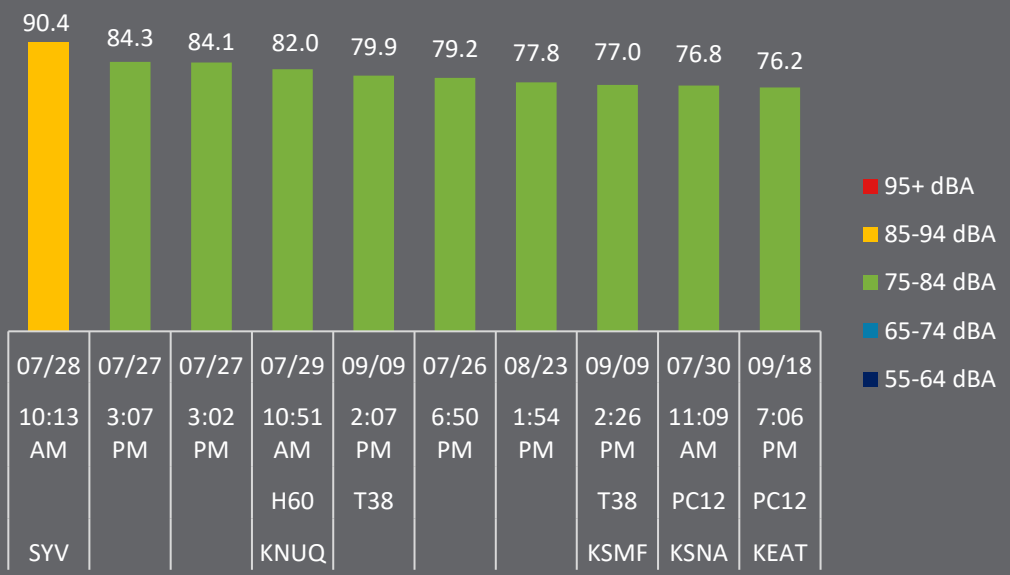


SYV-4 WASHINGTON PARK NMT DATA Q3 – 2024

Noise Monitoring Terminal SYV-4 is in Washington Park. Its primary purpose is to capture RNP arrivals to SJC Airport in South Flow and secondarily flight activity associated with Moffett Field, Palo Alto, Reid-Hillview, and San Carlos Airports. The image below is an aerial depicting the location of the NMT and a photo of the installed equipment.



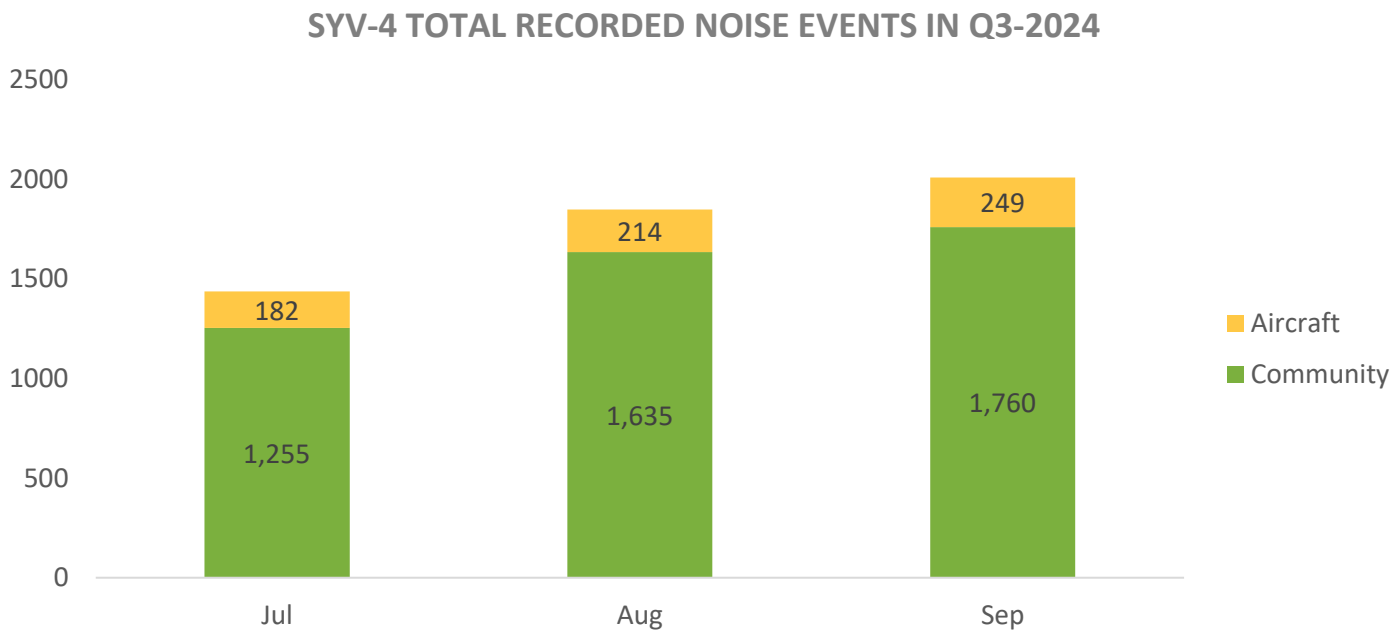
SYV-4 TOP 10 AIRCRAFT NOISE EVENTS IN Q3-2024



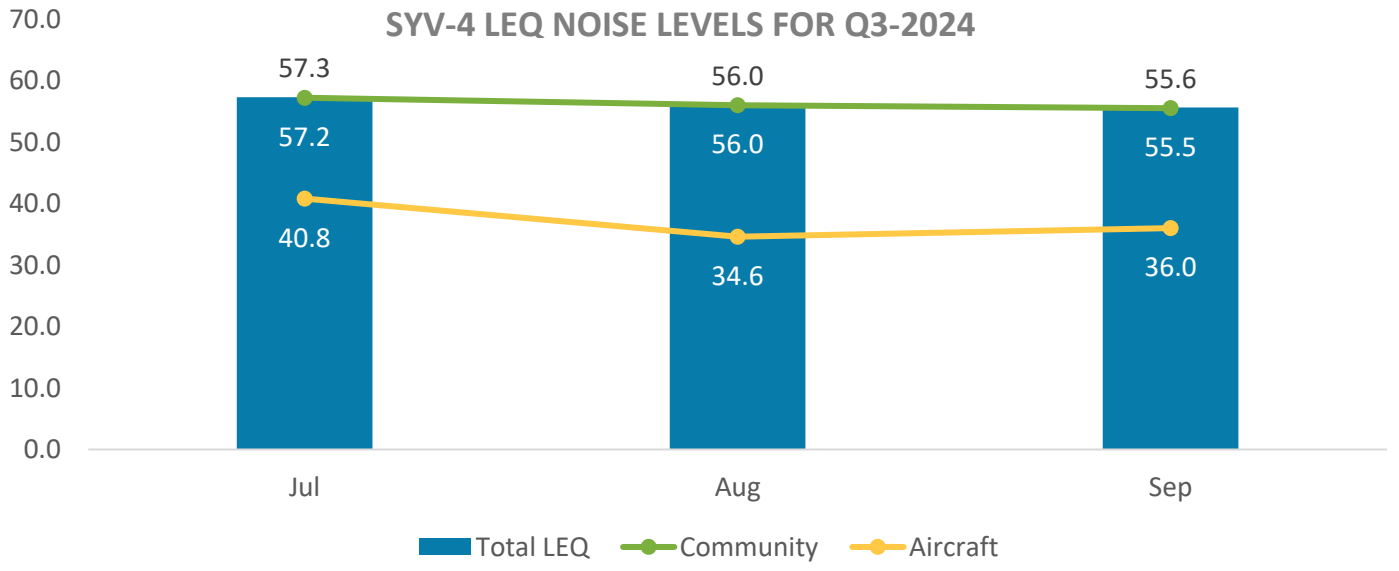
The chart at left illustrates the Top 10 aircraft noise events ranked by maximum noise level (Lmax) as measured at SYV-4 in the 3rd Quarter of 2024. Below each bar is the date of the event and the four-letter ICAO aircraft code of the aircraft type involved.

Events with no aircraft type denote that an aircraft type was not identified in the FAA data.

The charts below illustrate the relationship between aircraft and community noise and their contribution to the total noise environment measured by the noise monitoring terminal SYV-4 in Washington Park.



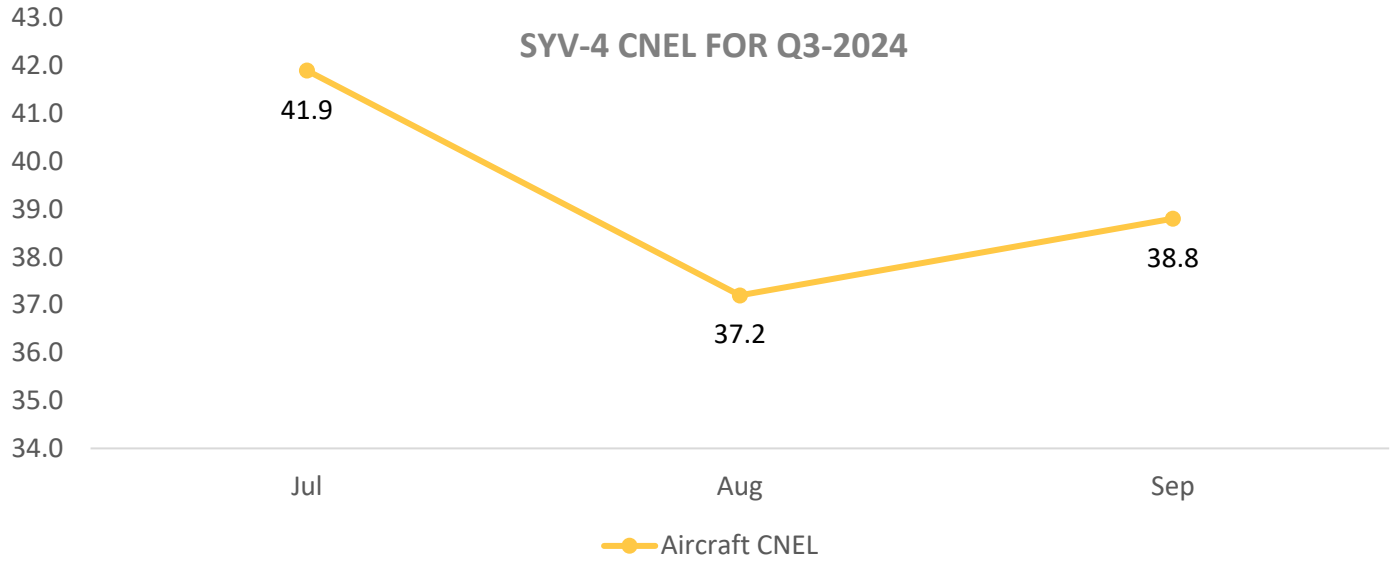
Noise events captured by the NMTs are analyzed on the fly as they happen. Based on their categorization as community or aircraft noise, the system automatically calculates an hourly Aircraft, Community, and Total LEQ (equivalent continuous sound level). Equivalent signifies that the total acoustical energy associated with the continually fluctuating noise level (during the specified period); in this case, a month is equal to the total acoustic energy associated with the steady noise level. Hourly LEQs are averaged to derive a Daily LEQs, which is averaged to derive a monthly LEQ. The Total LEQ considers both the aircraft and community contributions to the noise environment.



While most singular noise events are expressed in Lmax or LEQ dB(A), cumulative noise exposure originating from aircraft expressed over longer periods of time are typically done in DNL, or day-night average sound level. This adds more “weight” to aircraft noise levels during more sensitive times of the day, typically during night hours. However, the State of California uses a slightly modified version of DNL called CNEL, or Community Noise Equivalent Level. Taken from the FAA’s website on guidance for managing community noise,

> “While DNL is the primary metric FAA uses to determine noise impacts, FAA accepts the Community Noise Equivalent Level (CNEL) in California as California adopted the use of CNEL prior to FAA adopting DNL. While CNEL, like DNL, adds a ten times weighting (equivalent to a 10 dBA "penalty") to each aircraft operation between 10:00 p.m. and 7:00 a.m., CNEL also adds a three times weighting (equivalent to a 4.77 dBA penalty) for each aircraft operation during evening hours (7:00 p.m. to 10:00 p.m.)”

DNL and CNEL are most effective when calculating for only aircraft noise events, or acne. The below chart displays the trend in CNEL over the course of the last quarter



ICAO AIRCRAFT CODE REFERENCE

Below is a list of the ICAO aircraft codes referenced in the Top-10 Aircraft Noise Event charts.

ICAO Aircraft Code	Common Name	Type
A109	AugustaWestland 109	General Aviation Helicopter
A124	Antonov An-124 Ruslan	Cargo Jet
A306	Airbus A300-600	Commercial Jet
A21N	Airbus A321neo	Commercial Jet
A319	Airbus A319-100	Commercial Jet
A320	Airbus A320-200	Commercial Jet
AC50	Aero Commander 500	General Aviation Piston
AJET	Dassault Alpha Jet	Military Jet Trainer
B38M	Boeing 737 MAX 8	Commercial Jet
B407	Bell Helicopter 407	General Aviation Helicopter
B430	Bell Helicopter 430	General Aviation Helicopter
B733	Boeing 737-300	Commercial Jet
B737	Boeing 737-700	Commercial Jet
B738	Boeing 737-800	Commercial Jet
B763	Boeing 767-300	Commercial Jet
BCS1	Airbus A220-100	Commercial Jet
BCS3	Airbus A220-300	Commercial Jet
BE9L	Beechcraft 90 King Air	General Aviation Turboprop
BE20	Beechcraft 200 Super King Air	General Aviation Turboprop
BE35	Beechcraft 35 Bonanza	General Aviation Piston
BE36	Beechcraft 36 Bonanza	General Aviation Piston
BE60	Beechcraft 60 Duke	General Aviation Piston
C25B	Cessna Citation CJ3	Business Jet
C680	Cessna Citation Sovereign	Business Jet
C68A	Cessna Citation Latitude	Business Jet
C172	Cessna Skyhawk	General Aviation Piston
C180	Cessna 180 Skywagon	General Aviation Piston
C182	Cessna 182 Skylane	General Aviation Piston
C185	Cessna 185 Skywagon	General Aviation Piston
C206	Cessna 206 Stationair	General Aviation Piston
C208	Cessna 208 Caravan	General Aviation Turboprop
C414	Cessna 414 Chancellor	General Aviation Piston
C56X	Cessna Citation Excel	Business Jet
CL30	Bombardier Challenger 300	Business Jet
CL35	Bombardier Challenger 350	Business Jet
CL60	Bombardier Challenger 600	Business Jet
E300	Extra EA-300	General Aviation Piston
E55P	Embraer Phenom 300	Business Jet
E75L	Embraer 175 (Long Winglet)	Commercial Jet
EC45	Airbus Helicopters EC-145	General Aviation Helicopter
FA50	Dassault Falcon 50	Business Jet
F900	Dassault Falcon 900	Business Jet
GL5T	Bombardier Global 5000	Business Jet
GLEX	Bombardier Global Express	Business Jet
GLF3	Gulfstream III	Business Jet
GLF4	Gulfstream IV	Business Jet
GLF5	Gulfstream V	Business Jet
GLF6	Gulfstream G650	Business Jet
H25B	Hawker Beechcraft 800	Business Jet

HELO	Generic Helicopter	General Aviation Helicopter
LJ60	Bombardier Learjet 60	Business Jet
M20P	Mooney M20	General Aviation Piston
MD11	McDonnell Douglas MD-11	Commercial Jet
P180	Piaggio P.180 Avanti	Business Jet
PC12	Pilatus PC-12	General Aviation Turboprop
RV8	Van's Aircraft RV-8	General Aviation Piston
S22T	Cirrus SR22 Turbocharged	General Aviation Piston
SR20	Cirrus SR20	General Aviation Piston
T6	North American T-6 Texan	Military Piston Trainer
TBM7	Socata TBM 7	General Aviation Turboprop