



Noise Compatibility Report

2024 Quarter 2
April – May - June

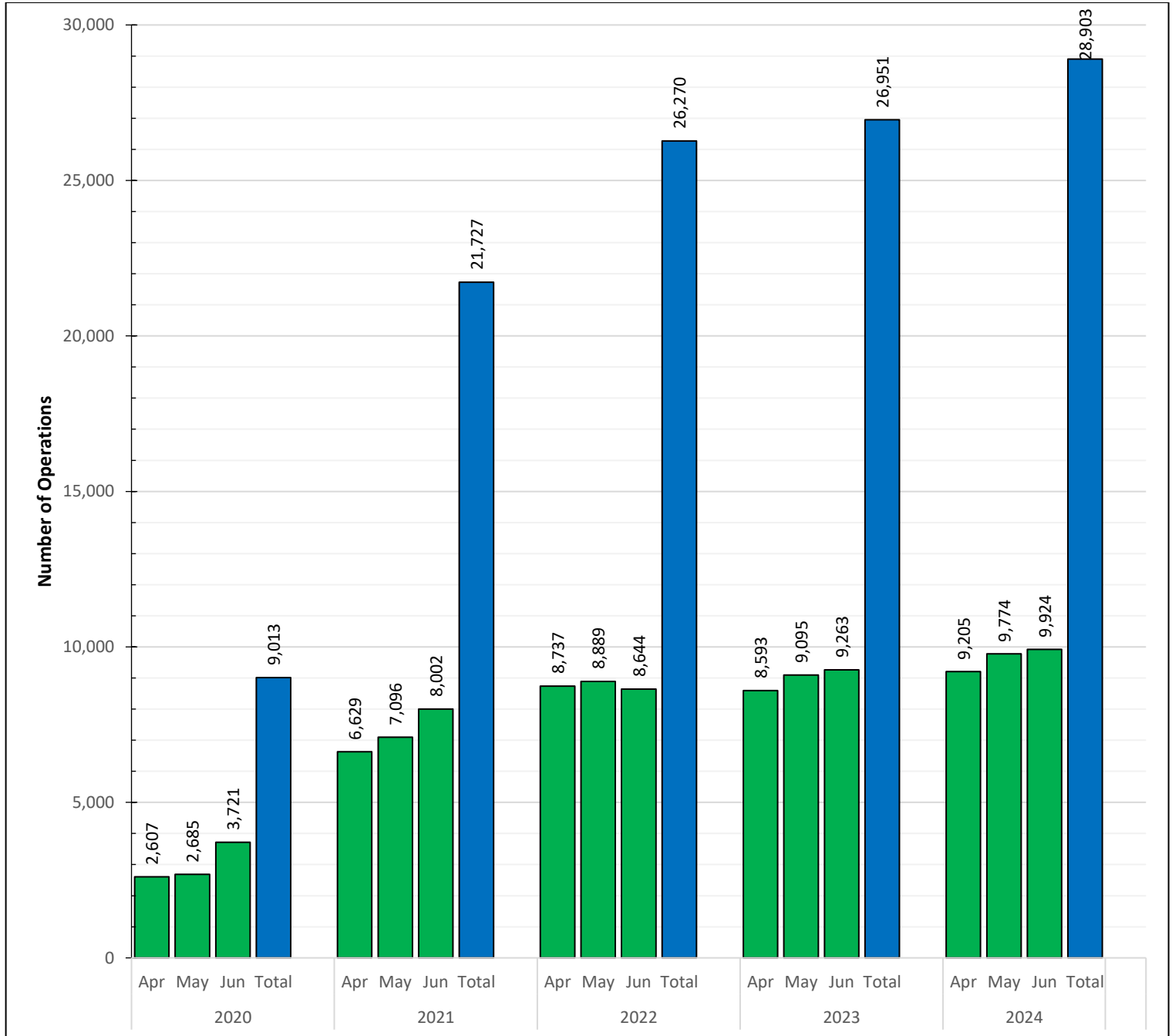
Disclaimer

- The Noise Compatibility Plan (NCP) at Cleveland Hopkins International Airport (CLE) combines the existing approved Part 150 Noise Compatibility Plan with Air Traffic Control Tower (ATCT) requirements to ensure the safe and expeditious handling of air traffic. While safety is paramount to any aircraft operation, noise sensitivity to the surrounding communities is also of key importance in airport operations.
- CLE is not directly responsible for changes made to flight plans or routes of aircraft.
- Adherence to approved noise abatement measures is voluntary and subject to change based on weather, efficiency, and safety.
- The contents of this report are for informational purposes only. The information cannot be used for enforcement of any Noise Abatement Measure.
- Due to the large volume of data when reporting noise, not all noise and flight information can be shown in this report.
- If more information is needed, please contact the airport and we will respond as soon as possible.

Aircraft Operations

Cleveland 2nd Quarter Operations 2020 – 2024

- There were **28,903** operations in the 2nd Qtr. 2024; This is a 7% increase over 2nd Qtr. 2023.

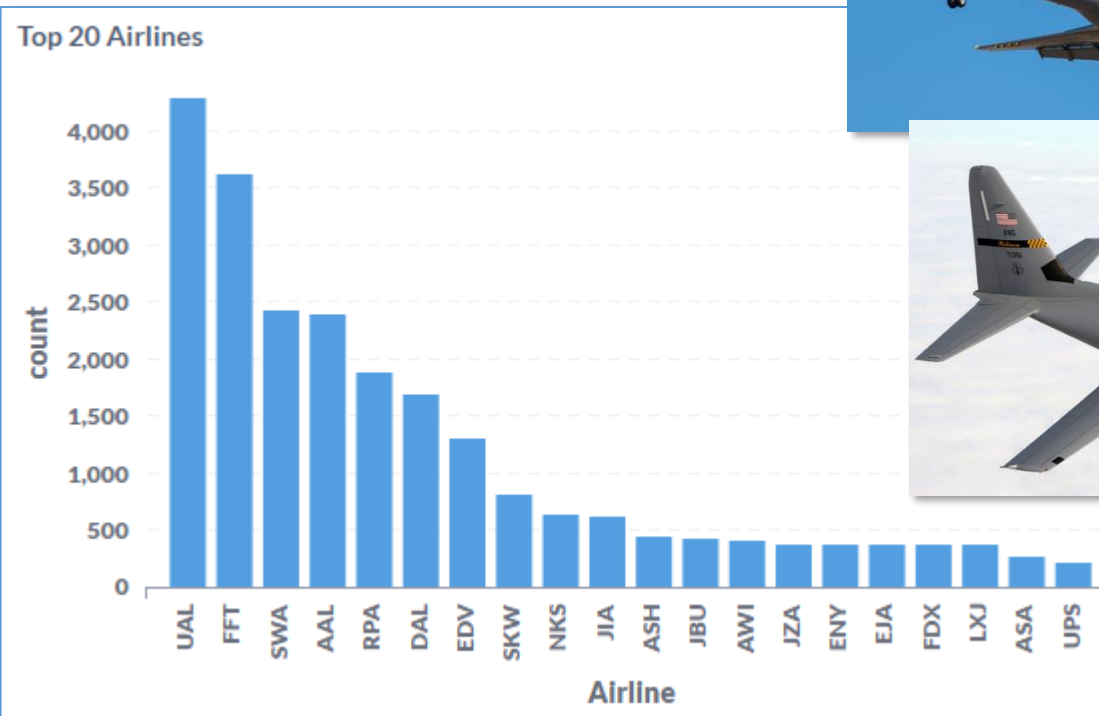
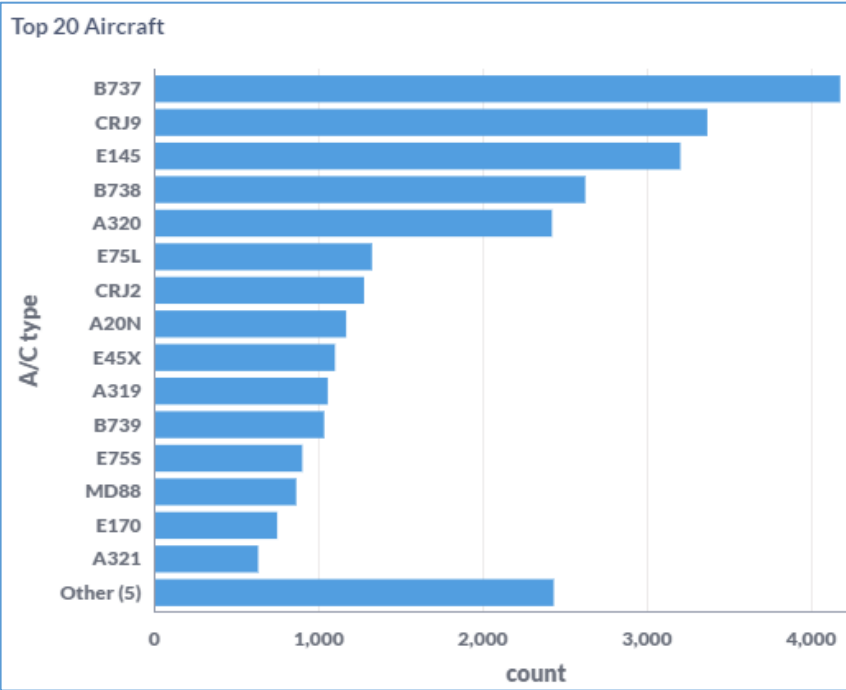


Source: FAA Operations Network (OPSNET) - <https://aspm.faa.gov/opsnet/sys/Main.asp?force=atads>
The Operations Network (OPSNET) is the official source of FAA air traffic operations and delay data.



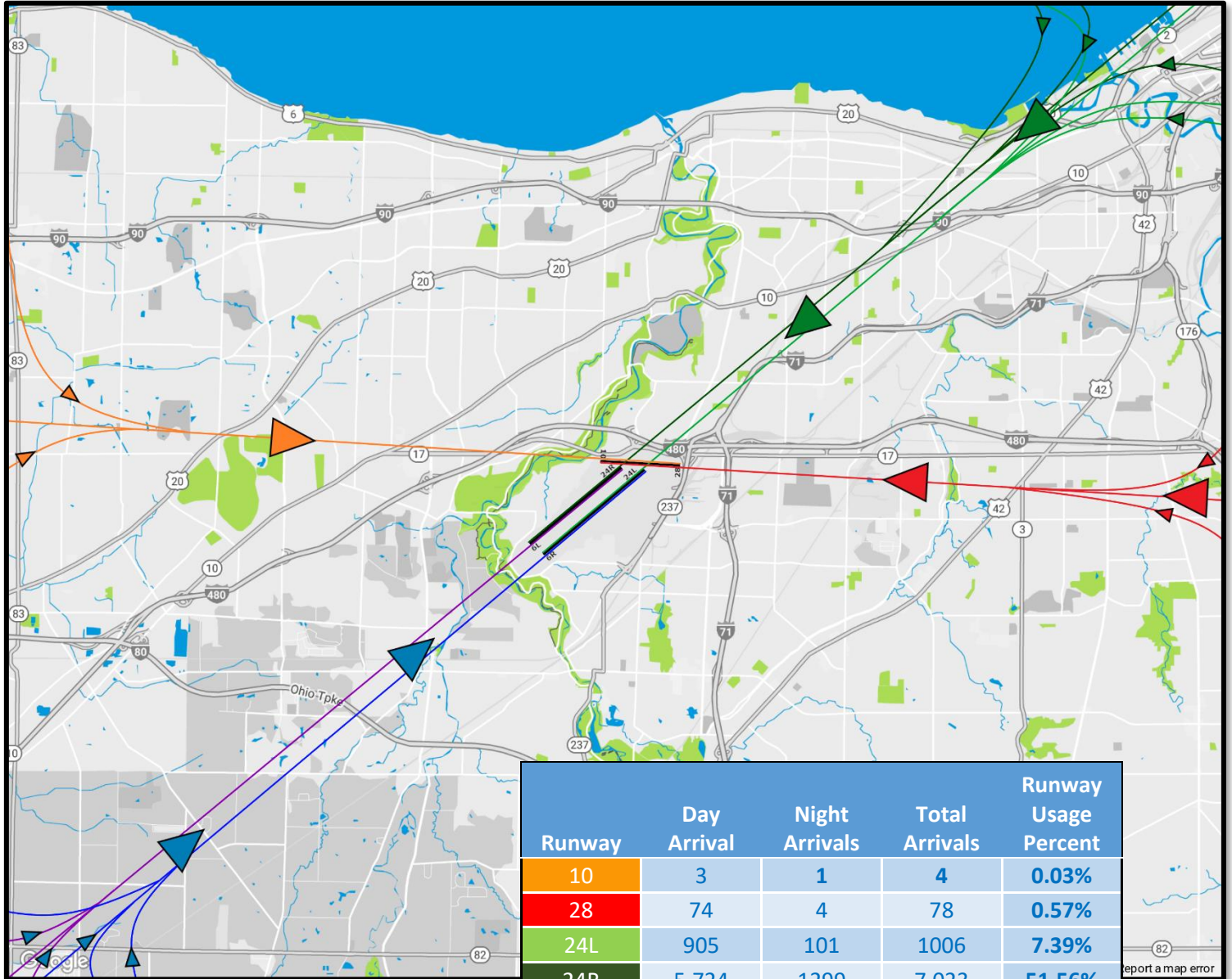
Fleet Mix

Cleveland Hopkins had 28,903 operations in Quarter 2 of 2024. Here are some of the notable aircraft and airlines that CLE welcomes and sends off on a regular basis.



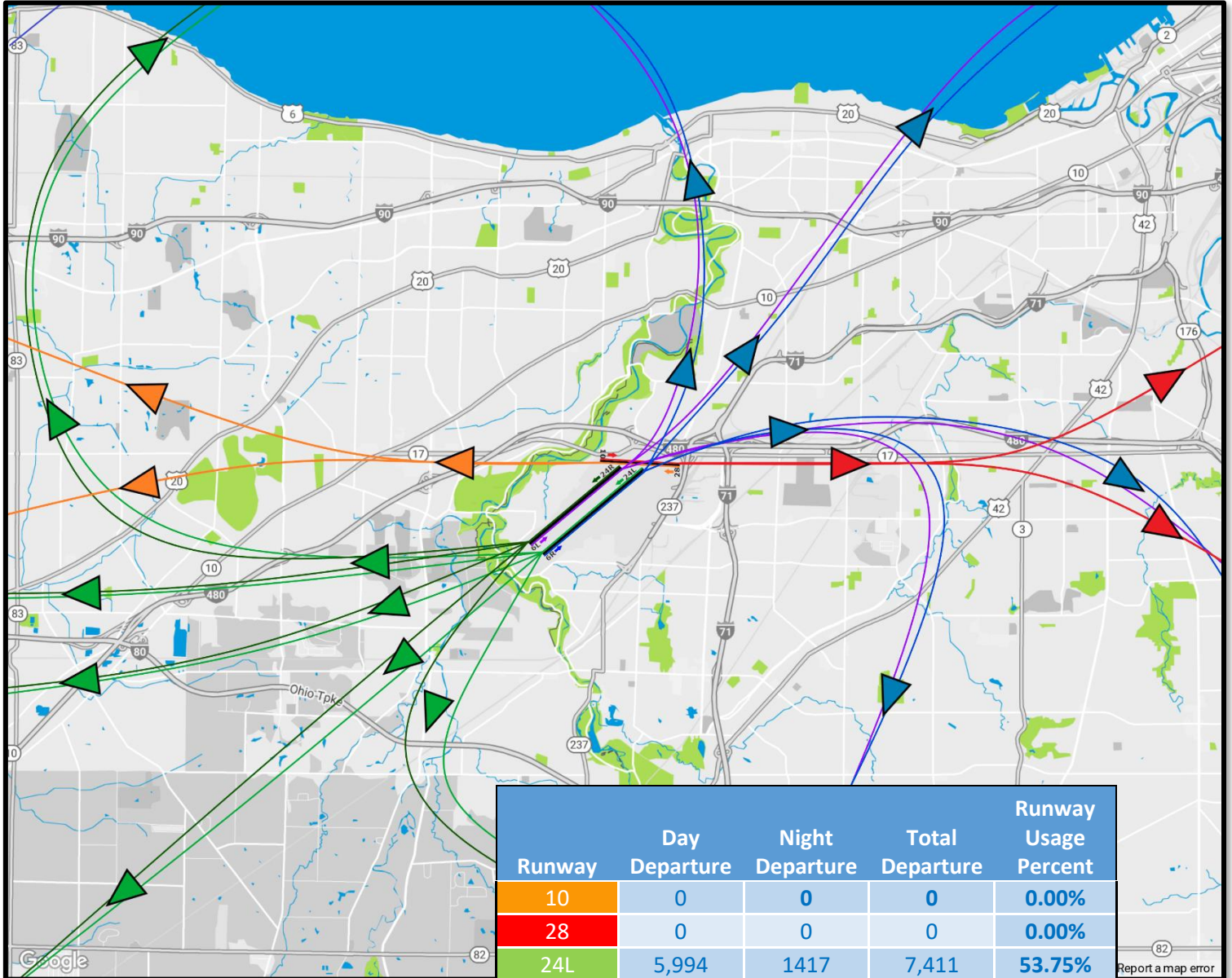
Source: PASSUR Symphony EnvironmentalVue

Runway Use: 2nd Quarter, 2024 Arrivals



Note: Runway usage totals may not match FAA operation totals due to different system tracking methods and potential duplicate data. Data is generated using PASSUR Symphony EnvironmentalVue.

Runway Use: 2nd Quarter, 2024 Departures



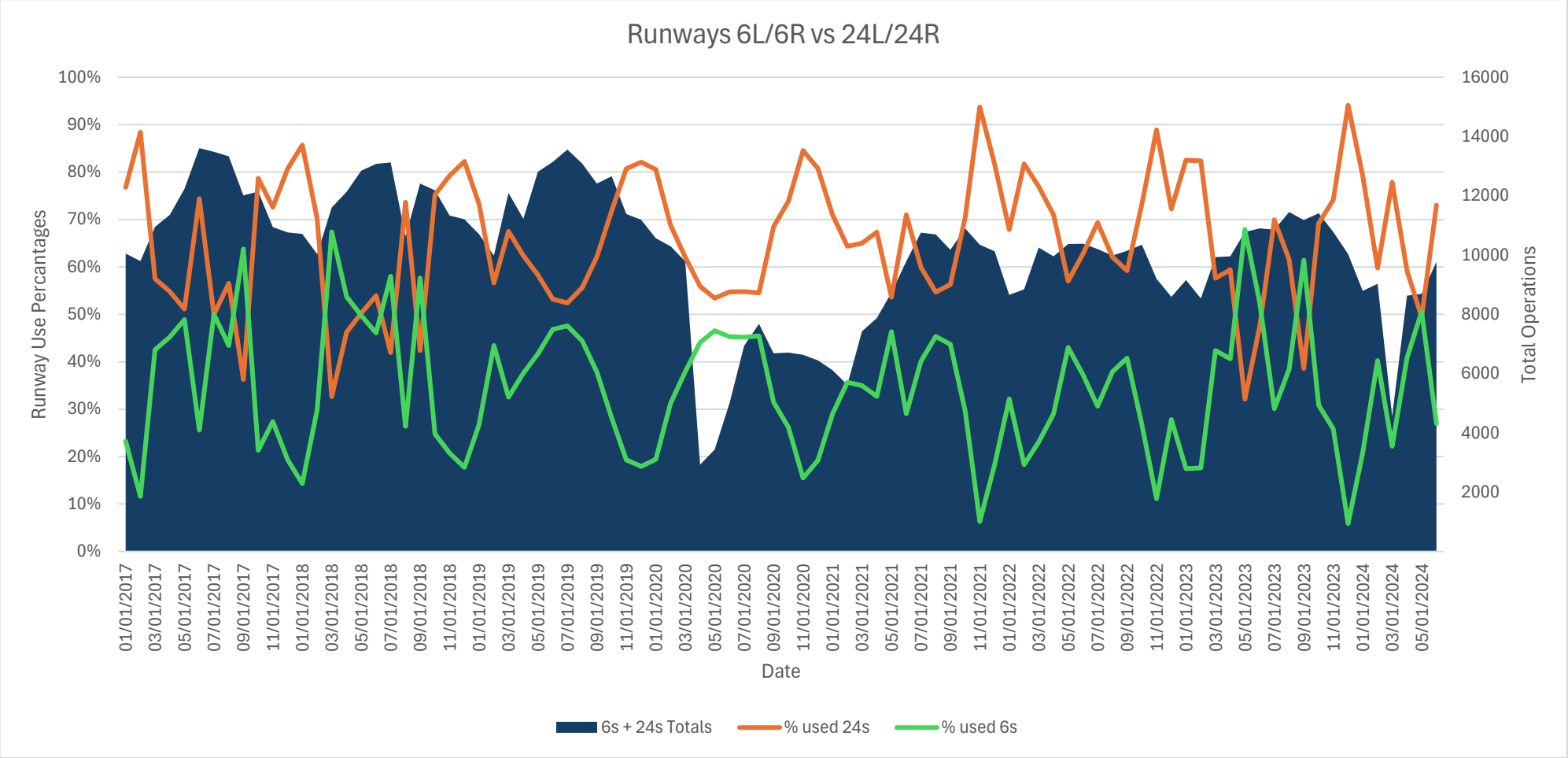
Runway	Day Departure	Night Departure	Total Departure	Runway Usage Percent
10	0	0	0	0.00%
28	0	0	0	0.00%
24L	5,994	1,417	7,411	53.75%
24R	1,092	4	1,096	7.95%
6L	687	17	704	5.11%
6R	3,888	568	4,456	32.32%
UNK	99	22	121	0.88%
Totals	11,760	2,028	13,788	100.00%

Note: Runway usage totals may not match FAA operation totals due to different system tracking methods and potential duplicate data. Data is generated using PASSUR Symphony EnvironmentalVue.

Primary Air Traffic Flow 6L/6R vs 24L/24R

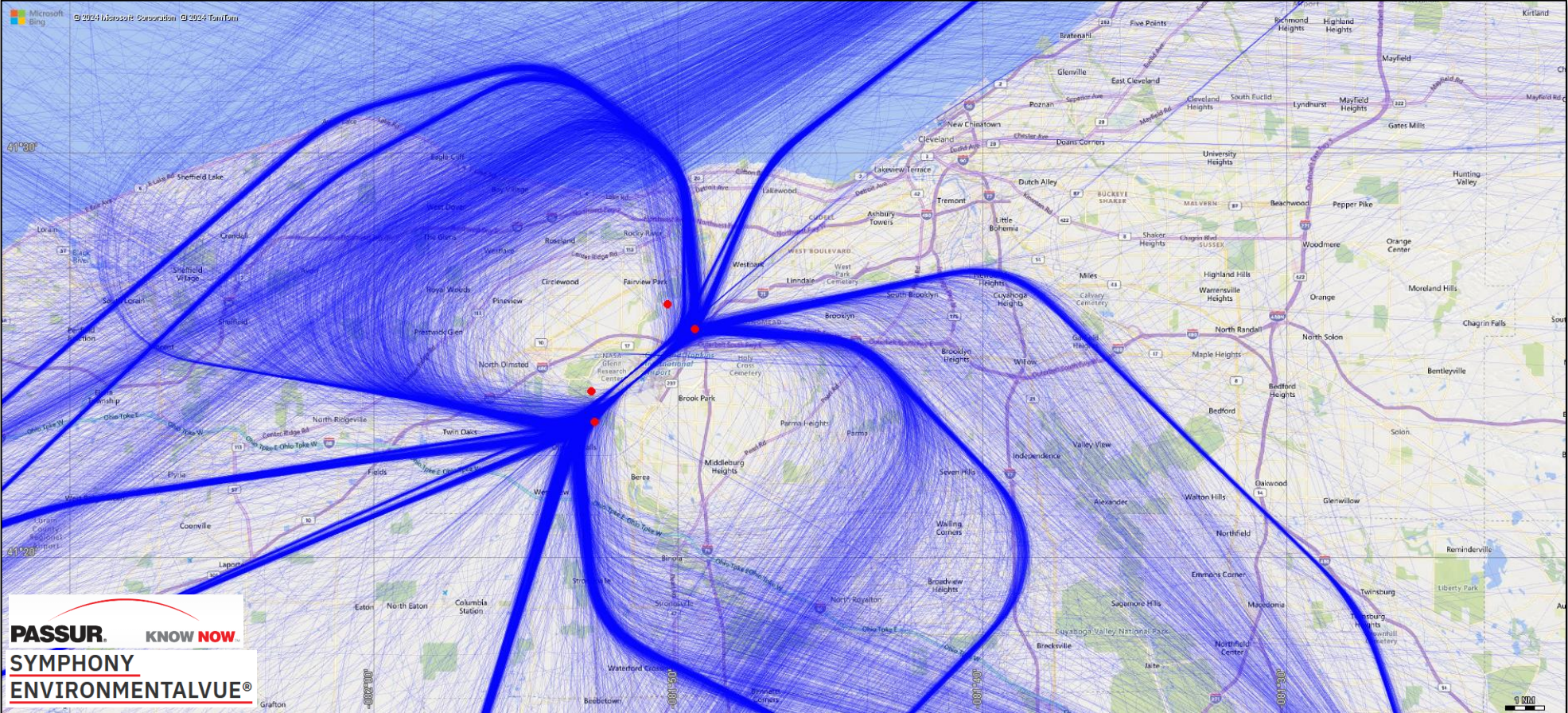
In general, CLE mostly operates in a 24 flow throughout the year. The reason for this almost always has to do with the prevailing wind direction. Aircraft operate most efficiently and safely when taking off and landing into the wind. Generally, winds move across the United States from west to east. Runways 24L and 24R are aligned southwest, thus making them the most used runway configuration for arrivals and departures.

On average, Runways 24L & 24R are used 65% of the time. Runways 6L & 6R are used 35% of the time. Runway 10-28 (not included on this graph) is CLE's crosswind runway and is used in less than 1% of all operations.



Departure Headings, 2nd Quarter: Daytime

2024 2nd Quarter Day-time departure – 12,754 flight tracks (jet propulsion only). Daytime reflects 06:00 am to 11:00 pm.



Key: Flight Tracks
Noise Monitoring Station ●

Departure Headings, 2nd Quarter: Night-time

2024 2nd Quarter nighttime departure flight tracks (jet propulsion only). Night-time reflects 11:00 pm to 06:00 am.

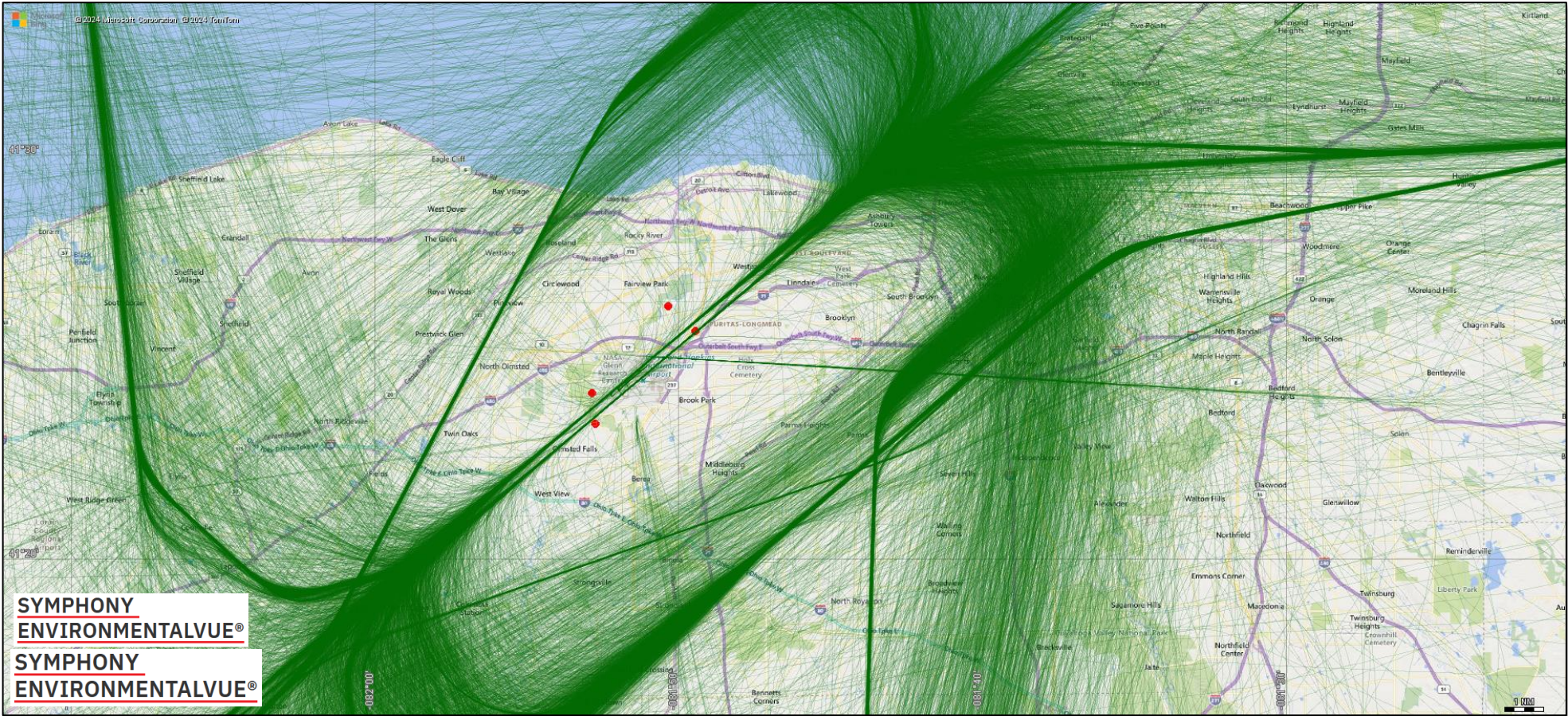
Of **559** departure flights, **200 (36%)** were outside their respective late night departure corridor. These corridors represent the airspace through which aircraft depart and arrive. These corridors are not mandatory, but they are strongly recommended to pilots. Weather, wind direction and other factors play into whether or not the late night corridors are followed.



Key: Flight Tracks ———
Noise Monitoring Station ●

Daytime and Nighttime Arrival Headings, 2nd Quarter

Daytime and nighttime arrivals for all of Quarter 2 are shown here (all propulsion types). Note that a voluntary measure or the Noise Compatibility Program calls for all aircraft arriving between 11:00 pm and 6:00 am, wind and weather permitting, to intercept final approach course no closer than four miles before touchdown.



Key: Flight Tracks ———
Noise Monitoring Station ●

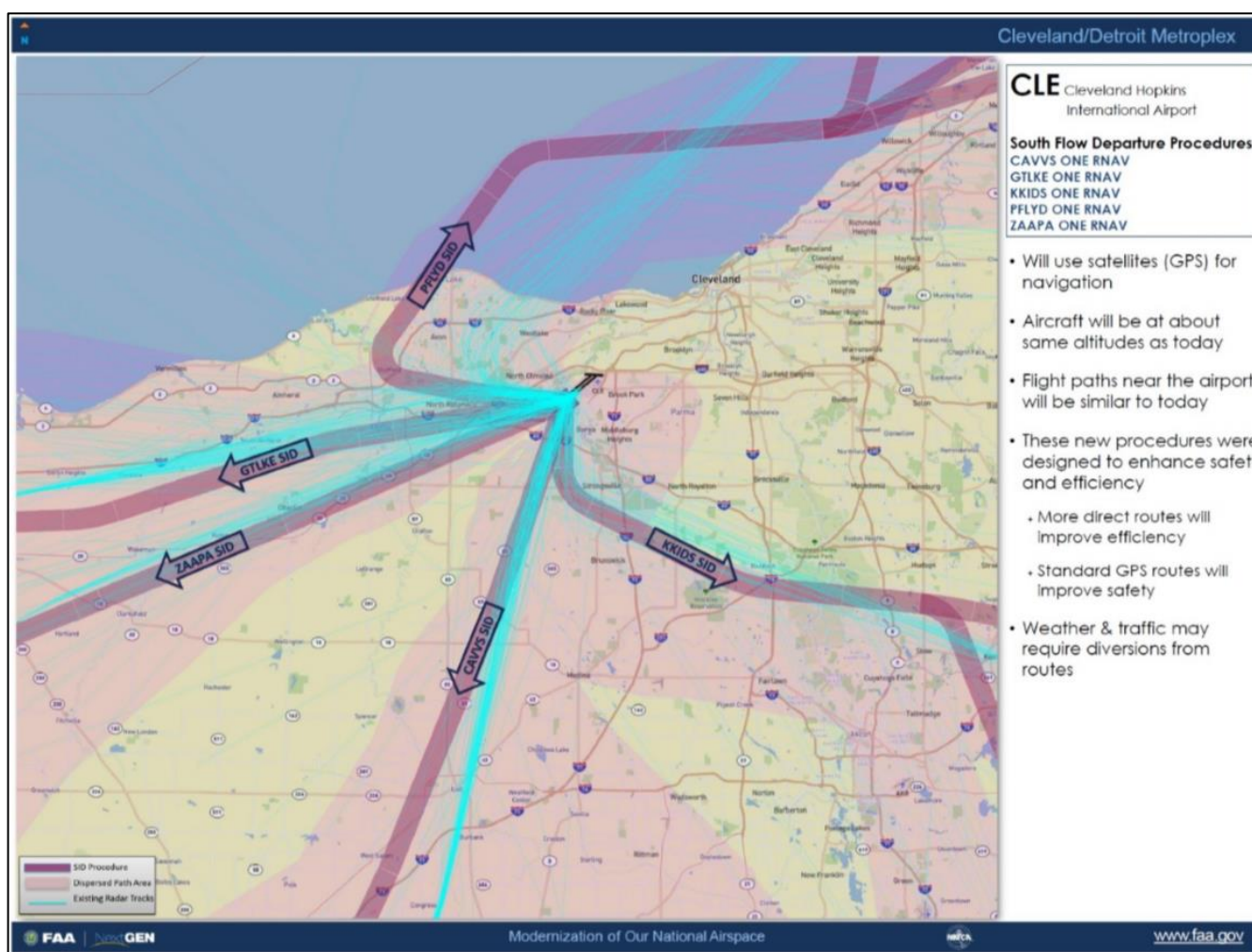
Metroplex: South Flow (Departures)

What is the Cleveland/Detroit Metroplex?

- Starting in mid-September 2018, the Federal Aviation Administration (FAA) made airspace changes in and around Cleveland and Detroit airports. These changes are part of the Cleveland-Detroit Metroplex project, which will bring updated satellite procedures to improve traffic flow.
- In most cases, aircraft will follow the same tracks that they do today. The difference is that aircraft will be using modernized procedures that replace dozens of decades-old conventional air traffic control procedures. In all, the Cleveland/Detroit Metroplex project includes 71 new satellite-based procedures. This project is a key component of the FAA's Next Generation Air Transportation System (NextGen) and a nationwide effort to build the foundation for future safety and efficiency improvements.

Source: <https://www.clevelandairport.com/faa-makes-airspace-changes-clevelanddetroit-metroplex-project>

South flow departures take off from runway 24L and runway 24R.

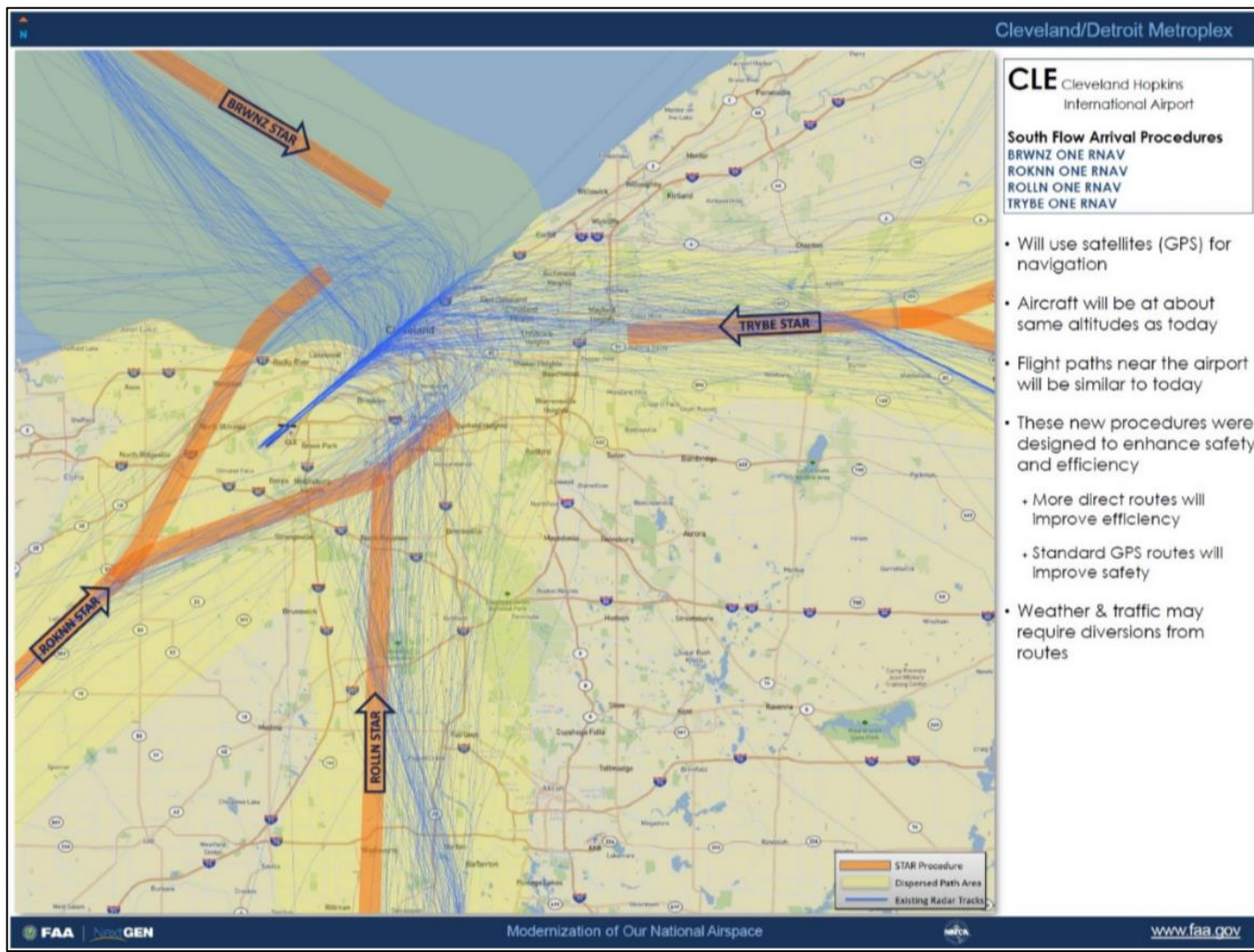


Note: Flight tracks are historic and do not represent the current quarter.

Source: www.metroplexenvironmental.com

Metroplex: South Flow (Arrivals)

South flow arrivals land on runway 24L and runway 24R.

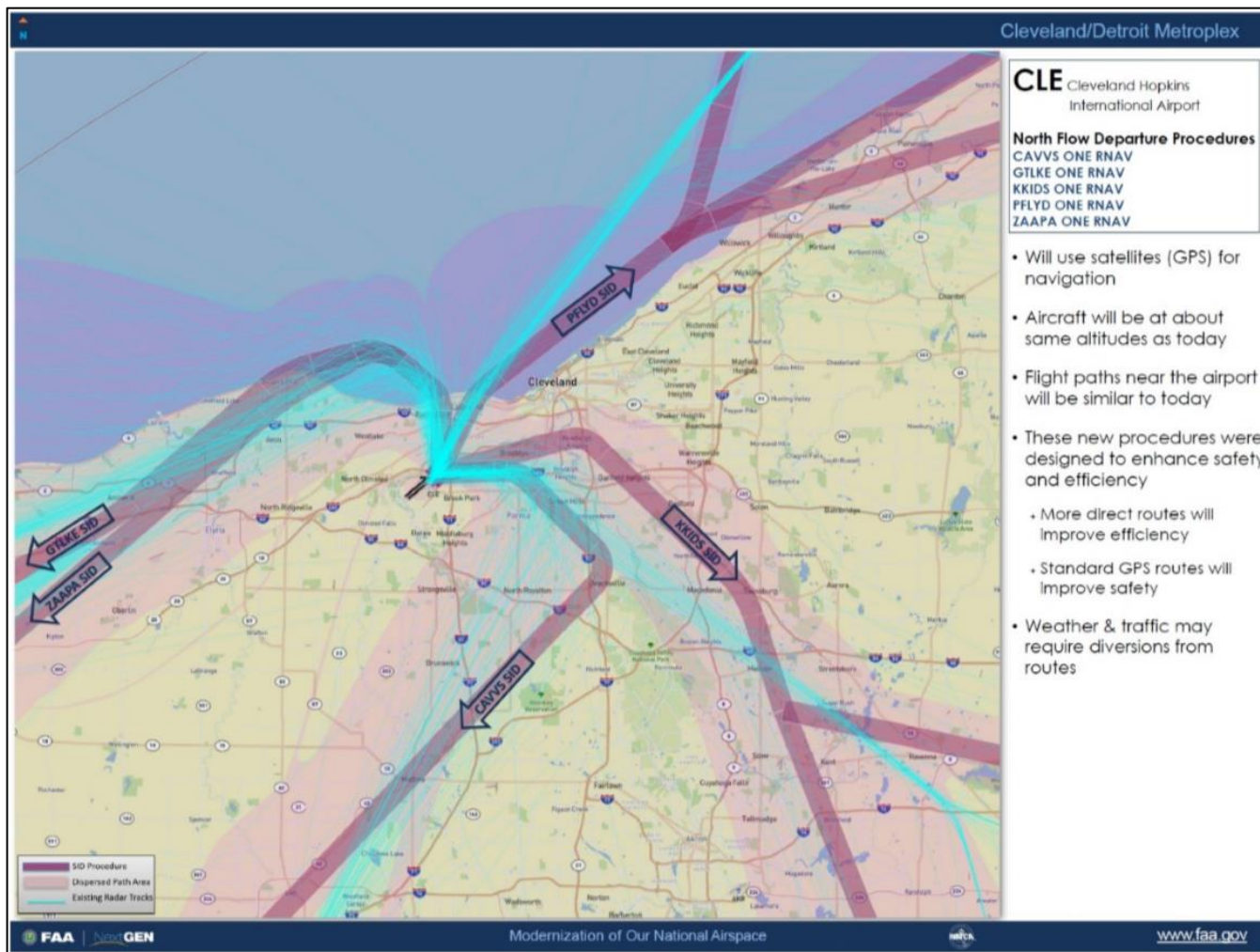


Note: Flight tracks are historic and do not represent the current quarter.

Source: www.metroplexenvironmental.com

Metroplex: North Flow (Departures)

North flow departures take off from runway 6L and runway 6R.

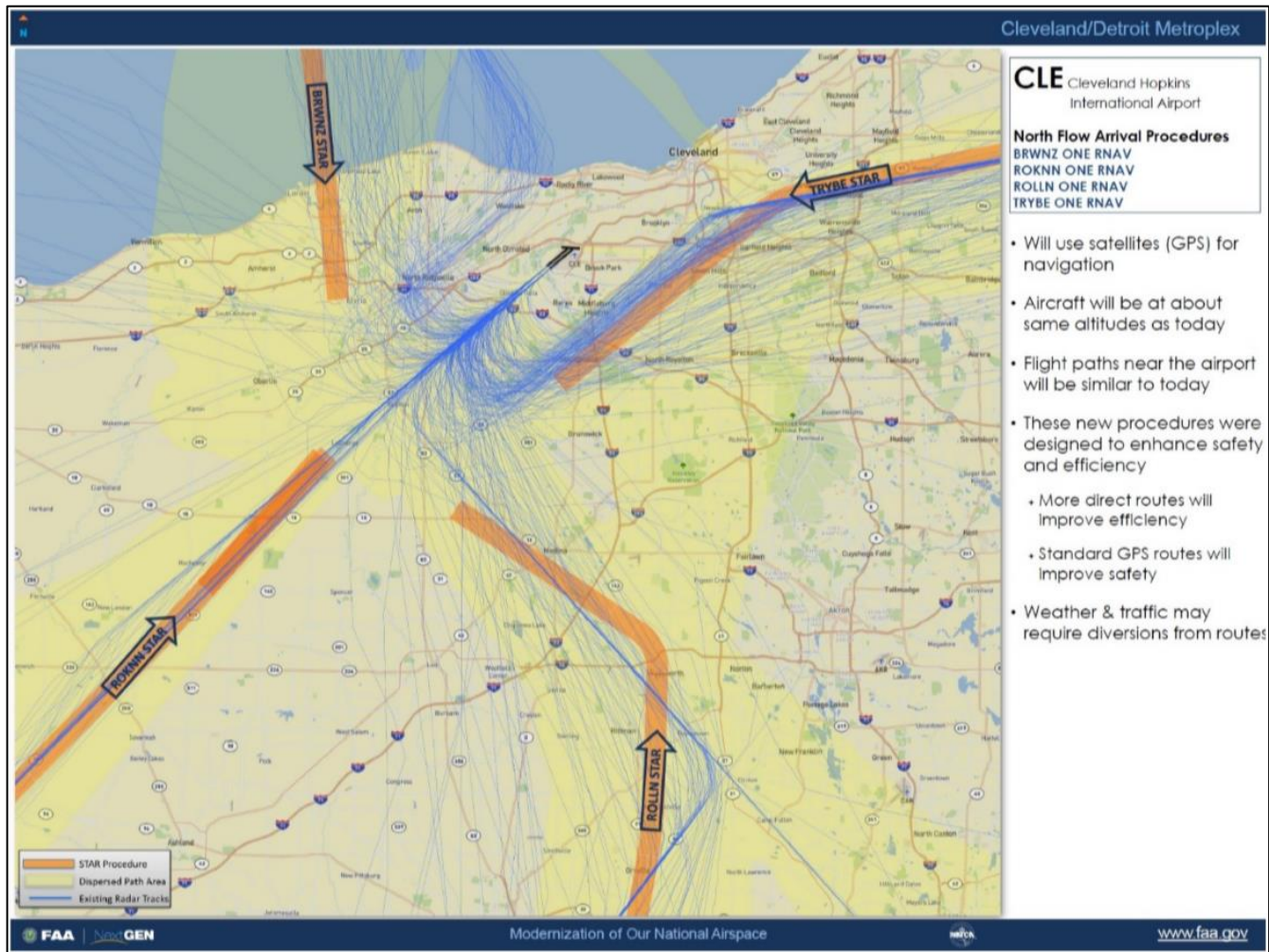


Note: Flight tracks are historic and do not represent the current quarter.

Source: www.metroplexenvironmental.com

Metroplex: North Flow (Arrivals)

North flow arrivals land on runway 6L and runway 6R.



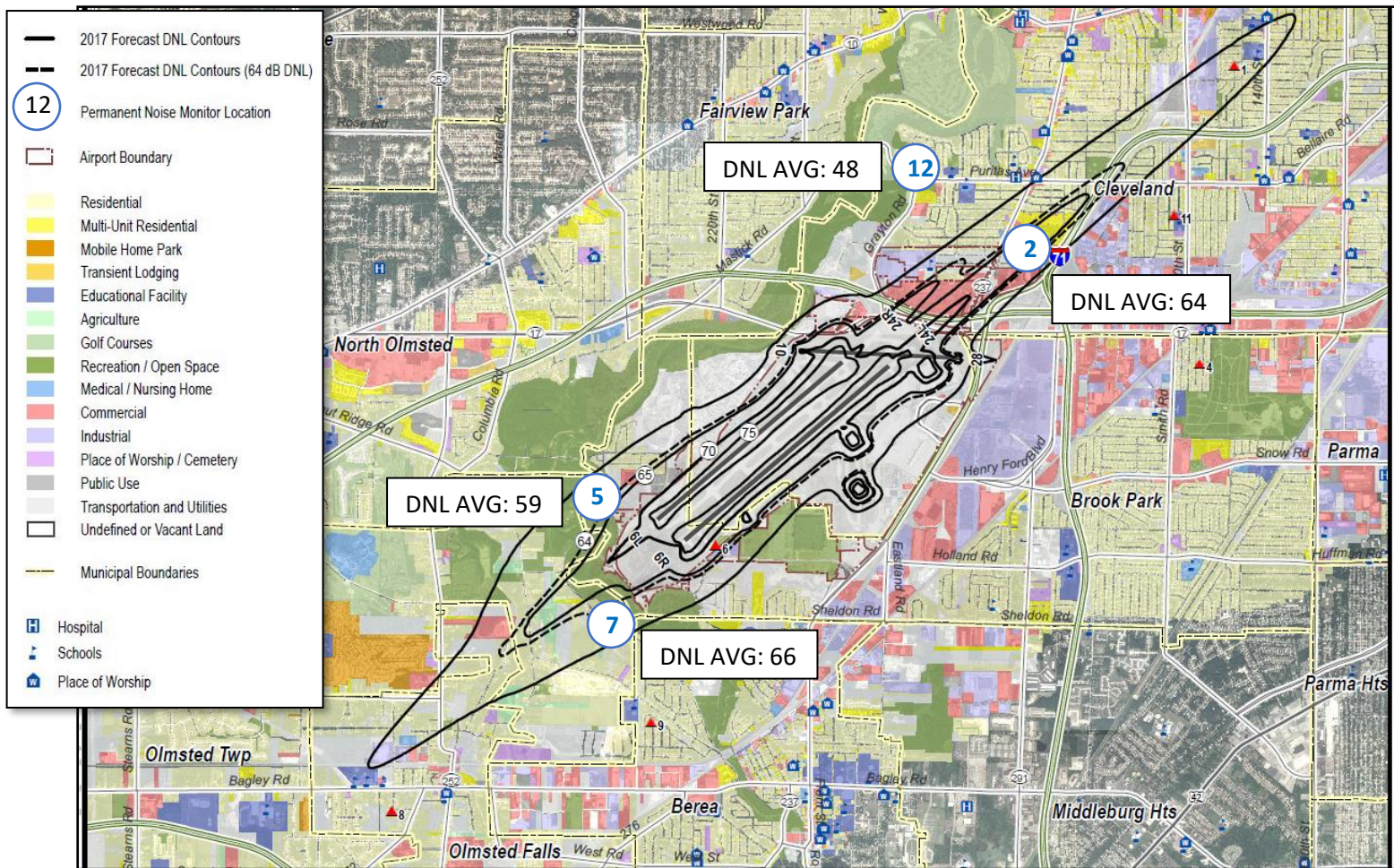
Note: Flight tracks are historic and do not represent the current quarter.

Source: www.metroplexenvironmental.com

Aircraft Noise: Q2 Average DNL by Noise Monitoring Station (NMS)

What is DNL?

- As FAA's primary metric for aviation noise analysis, the FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of the day-night average sound level (DNL) in decibels (dB). The 65 DNL is the Federal significance threshold for aircraft noise exposure.
- If interested in the Fundamentals of Noise and Sound, please visit: https://www.faa.gov/regulations_policies/policy_guidance/noise/basics/



Data generated using PASSUR Symphony EnvironmentalVue

Interesting Fact: The map above shows the variety of land uses around Cleveland Hopkins. CLE has grown with the communities around it and there are many residential neighborhoods in every direction from the airport. Due to the land-locked nature of the airport, it is impossible for aircraft to avoid operating over these residential areas.

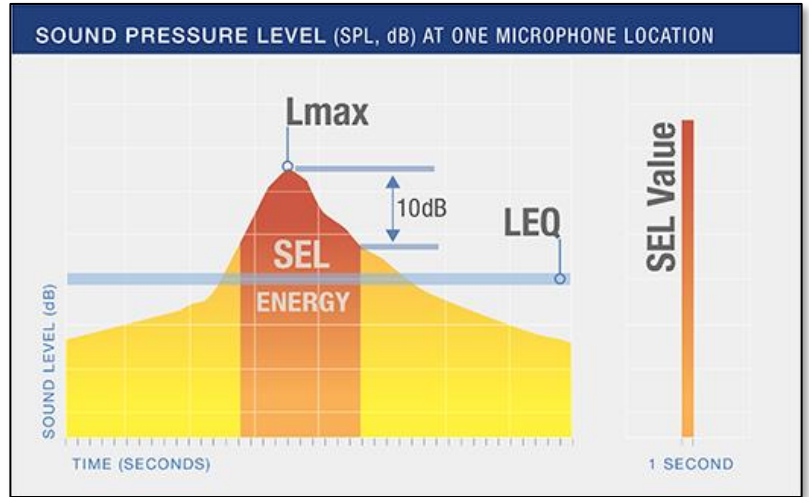
Top Three Lmax at Each NMS

Lmax is the single loudest point during a noise event.

Sounds Exposure Level (SEL) is a measure that takes into account all noises over the entire duration of the noise event.

Decibel (db) is the unit used to measure the intensity of a sound. The human ear hears sound pressures over a wide range. Decibels, which are measured on a *logarithmic* scale, correspond to the way our ears interpret sound pressures.

NMS – Noise Monitoring Station: For a map of these stations, refer to the previous pages.

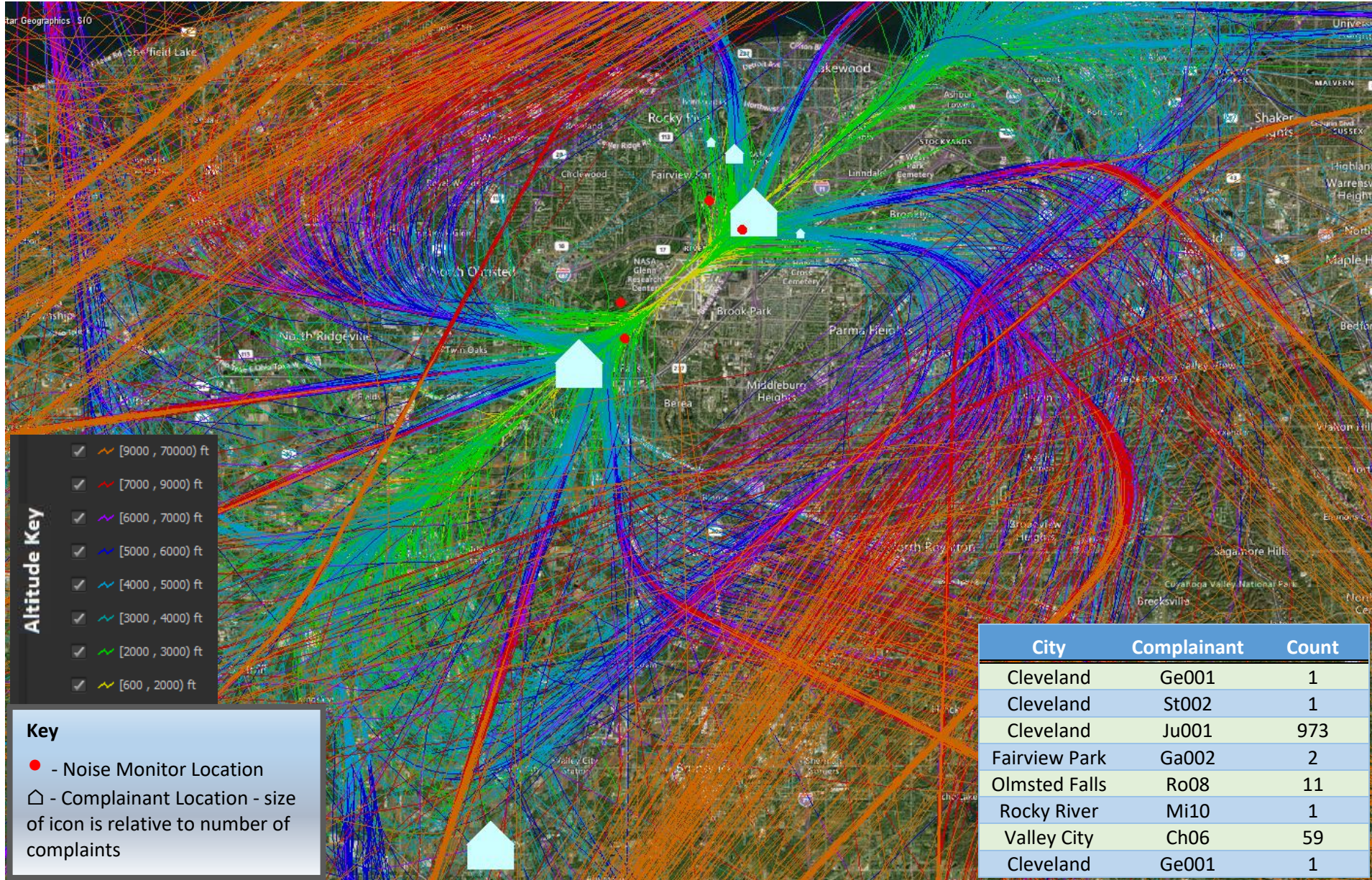


Source: www.faa.gov

Date and Time	NMS	Lmax (dB)	Sound Exposure Level (dB)	Duration (sec)	Operation	Aircraft
4/19/2024 9:45	NMS02	93	97.38	16	Arrival 24L	Boeing 737-900
4/14/2024 16:32	NMS02	92.2	96.69	17	Arrival 24L	Boeing 737-900
5/14/2024 5:43	NMS02	92.1	97.25	20	Arrival 24R	Airbus A300
6/5/2024 14:21	NMS05	91.2	96.12	18	Departure 24L	Airbus A320
4/7/2024 18:11	NMS05	90.8	97.02	19	Arrival 6L	Bowing 767-300
4/8/2024 14:21	NMS05	90.2	95.7	24	Departure 24L	Boeing 737 MAX
5/21/2024 23:21	NMS07	97.1	102.84	26	Departure 24L	Gulfstream II
6/29/2024 7:15	NMS07	93.8	99.92	18	Departure 24L	B737-900
5/12/2024 9:25	NMS07	91.5	98.77	27	Departure 24L	Airbus A321neo
5/10/2024 19:15	NMS12	87.2	92.3	24	Departure 6R	ERJ 170
4/25/2024 21:10	NMS12	84.8	93.51	43	Departure 6R	MD-88
4/1/2024 13:50	NMS12	84.4	90.59	32	Departure 6R	Airbus A320

Data generated using PASSUR Symphony EnvironmentalVue

Noise Complainant Map – Q2 2024



Do you have a question or noise complaint?

Please visit the [Symphony PublicVue](#) to submit a noise complaint. This site can also be found by going to <https://www.clevelandairport.com/contact> and click on “Learn More” under Noise Complaints. Please be patient while we take time to process your message and respond with the appropriate information.

