

Memorandum

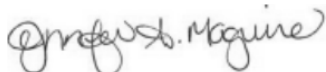
TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Mukesh (Mookie) Patel

SUBJECT: San José Mineta
International Airport 2025
Annual Noise Report

DATE: July 21, 2026

Approved



Date:

7/21/2026

INFORMATION

Attached for distribution is the San José Mineta International Airport 2025 Annual Noise Report outlining air carrier activities related to the noise-based curfew in place at the Airport between January 1, 2025, and December 31, 2025.

In addition to the information provided in the attached report, the Airport publishes quarterly noise reports, including noise exposure maps and monthly noise summary data on the Airport's [website](https://www.flysanjose.com/noise/noise-reports)¹ for further explanation of air carrier activities and noise impacts on the community.

/s/

Mukesh (Mookie) Patel, C.M.
Director of Aviation, Airport

For questions, please contact Rosalyn Bond, Deputy Director of Operations, Airport, at rbond@sjc.org or (408) 392-3510.

ATTACHMENT:

San José Mineta International Airport 2025 Annual Noise Report

¹ <https://www.flysanjose.com/noise/noise-reports>

San José Mineta International Airport 2025 Annual Noise Report



Introduction and Purpose

The purpose of this annual report is to communicate the efforts undertaken by the City of San José (City) and San José Mineta International Airport (SJC or Airport) to minimize the Airport's noise impact on the surrounding communities. This report contains an explanation of the curfew and violation process, as well as a summary of records for the 2025 calendar year detailing the number and type of curfew violations and community noise complaints received.

Operational Restrictions and the Curfew

Chapter 25 of the San José Municipal Code details the city ordinances regarding Airport-related noise as well as the Airport curfew. The San José Municipal Code defines the curfew as, "...a time use restriction that limits the hours in which the city will allow certain aircraft operations to be conducted and that prohibits the scheduling and operation of certain aircraft operations at the airport during curfew hours." The weight-based curfew for the Airport was originally formulated in 1984, with subsequent revision to a noise-based curfew in 2003.

The noise-based curfew restricts flight activity into and out of the Airport between the local hours of 11:30 p.m. and 6:30 a.m. for aircraft operations by jet aircraft with Federal Aviation Administration certified and published Effective Perceived Noise level in decibels above 89.0. Aircraft types grandfathered in to be exempt from this noise level requirement, as well as those that are compliant with the curfew, are listed for easy reference on the Schedule of Authorized Aircraft. This document is regularly maintained and posted to the [Curfew](#)¹ page on the Airport's website. Boeing's 737 MAX 8 and MAX 9 variants were added to the schedule in 2022.

Responsibility for monitoring and managing the airport noise and curfew programs at SJC belongs to the City's Airport Operations Division.

Types of Curfew Violations

Any jet aircraft operation whose Effective Perceived Noise level in decibels is above 89.0, is not on the Schedule of Authorized Aircraft, and that departs from or arrives at the Airport between the local hours of 11:30 p.m. and 6:30 a.m. is defined as an intrusion. An intrusion is then further defined as being either exempt (from citation) or a violation. An exempt intrusion is one with documentation provided by the operator explaining why it occurred during curfew hours due to circumstances outside of the operator's control (e.g., air traffic control delays, weather delays, etc.) which are referred to in the San José Municipal Code as "Force Majeure" events. A violation is defined as an intrusion that did not have acceptable documentation provided justifying its occurrence during curfew hours. Fines for violations are \$2,500 each and appealable to Airport Commission.

Actions Taken by Airport Operations Department

Throughout the year, Airport Operations staff publishes Monthly Noise Summary charts on the Airport's website that detail the total number of curfew-compliant and non-compliant operations as well as the number of noise complaints submitted. Additionally, Airport Operations staff use data from the Federal Aviation Administration along with data from an airport noise monitoring system to compile a Quarterly Noise Report and Noise Exposure Map for the public. These documents are posted to the "Noise Reports" page on the Airport's [website](#)². The noise monitoring system mentioned above was originally installed in November of 1992, with updated hardware and software installed more recently. The system records and measures aircraft noise levels at strategic locations in noise-sensitive locations under the aircraft arrival and departure paths.

¹ <https://www.flysanjose.com/noise/curfew>

² <https://www.flysanjose.com/noise/noise-reports>

The noise system also compiles flight track and flight identification information, noise complaints and complainants’ addresses, and noise events. The quarterly noise monitoring and reporting is conducted in compliance with state regulations.

Airport Operations staff continually investigate and respond to noise complaints, track flight activity, review curfew operations for compliance with the SJMC, and assess fines as necessary. Airport Operations staff also participate in Airport Commission meetings to communicate the findings contained in the Monthly Noise Summary Charts and to respond to questions from residents of surrounding communities.

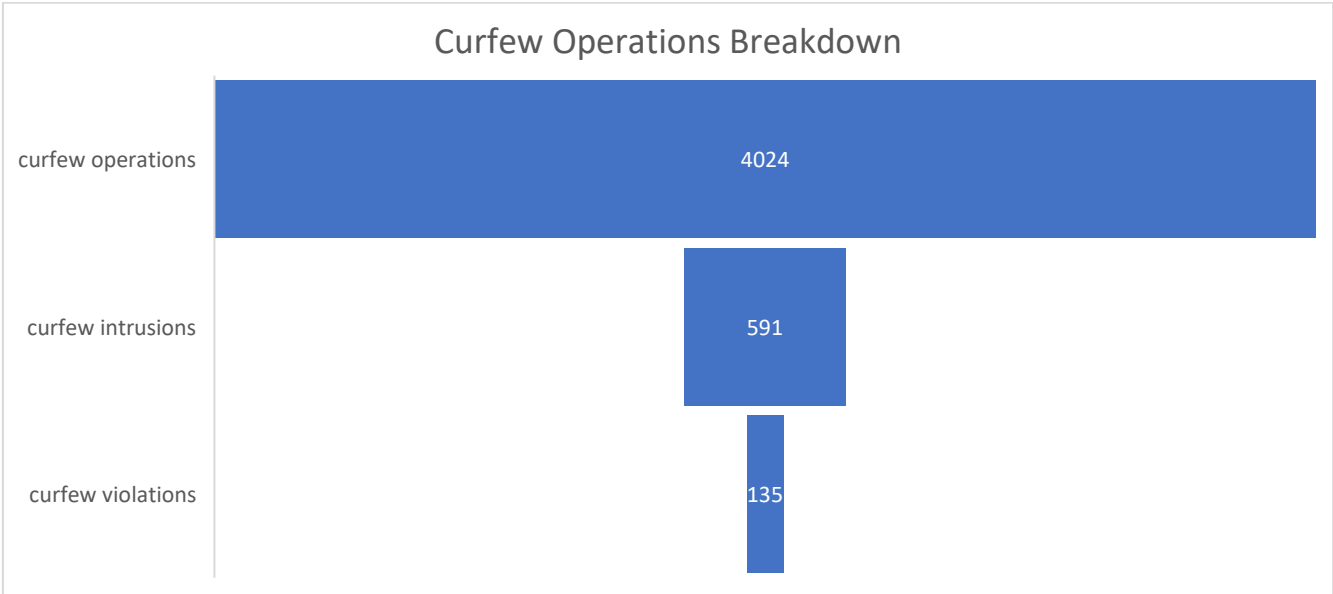
In 2024, the Airport Noise website began displaying the active runway in use “30 or 12” by using the digitized text from the airport’s ATIS Information (Automatic Terminal Information Services). The automated weather data, more specifically wind direction is updated hourly and determines the runway usage. This information helps residents become aware of the “runway in use” for south flow awareness.

Airport staff review airline-provided justifications for curfew violations and work collaboratively with aircraft operators to minimize non-compliant operations during curfew hours, thereby reducing noise impacts on the surrounding community. Through proactive engagement with airlines and ongoing oversight of curfew operations, Airport Operations staff remain committed to effectively managing aircraft noise at SJC while fostering positive relationships and being respectful neighbors to the surrounding residential communities.

2025 Operations During Curfew

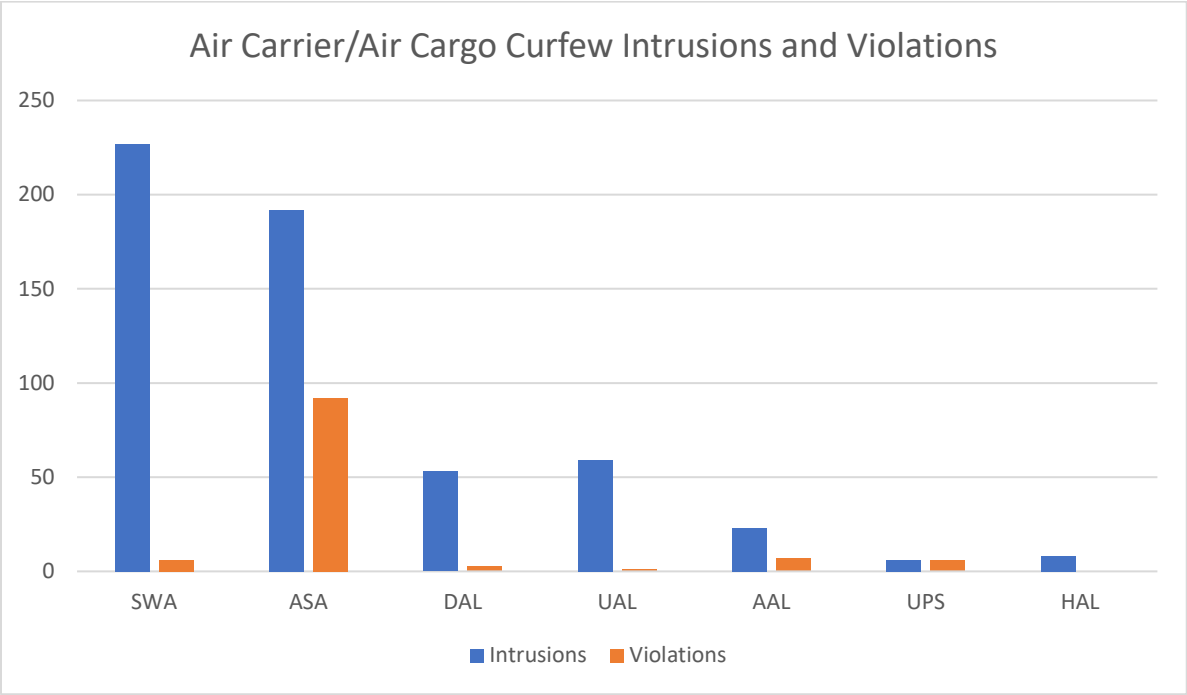
In calendar year 2025, there were 4,024 commercial or cargo jet operations during the curfew hours out of the 150,837 total operations for the Airport (approximately 2.66%). For comparison, calendar year 2024 had 3,861 curfew operations out of the 157,430 total operations for the airport (approximately 2.45%). Of the 4,024 curfew operations, 591 were found to be intrusions, which represent approximately .39% of all operations at SJC. Of those 591 intrusions, 135 were found to be violations and were cited; these violations represent approximately .08% of all operations at SJC which results in a curfew compliance rate of over 99.92%.

The graph below shows the curfew operations breakdown for 2025.



In 2025, the airport hosted 10 Commercial Air Carrier tenants and 2 Air Cargo tenants. Of those 12 total operators, FedEx, Volaris, Frontier, Spirit and ZIPAIR each committed zero curfew intrusions.

Like 2024, Alaska Airlines accounted for the majority of curfew violations in 2025, representing approximately 80% of all commercial carrier violations. This was primarily attributable to aircraft swaps that occurred during the fourth quarter of the year. Between October and December, Alaska Airlines incurred 40 curfew violations, 43% of its annual total after swapping its regularly scheduled, SJC noise-compliant Boeing 737 MAX 9 aircraft with non-compliant Boeing 737-800 aircraft due to maintenance-related operational needs. These substitutions resulted in non-compliant operations during Airport curfew hours.



SJC Air Carrier/Cargo Curfew Data table

Operator	Intrusions	Violations
Southwest	227	6
Alaska	192	92
Delta	53	3
United	59	1
American	23	7
United Parcel Service	6	6
Hawaiian	8	0
Total	568	115

Alaska Airlines currently has 174 Boeing 737 MAX aircraft on order, representing the largest fleet expansion in the airline's history. As these aircraft enter service, the increased availability of noise-compliant Boeing 737 MAX aircraft is expected to reduce the need for maintenance-related aircraft swaps and help decrease future curfew violations in 2026.

United Parcel Service (UPS) informed Airport Operations staff that due to the annual increase in holiday-related packages through the Bay Area, as in 2023 and 2024, they would be adding additional arrivals during the curfew hours between 3:00 a.m. and 5:00 a.m. Airport Operations staff reminded UPS of the airport's curfew and commitment to minimizing its noise impact on the surrounding communities. This year, UPS again chose to hold all departures until the curfew timing expired, but still committed six violations, for which they were cited.

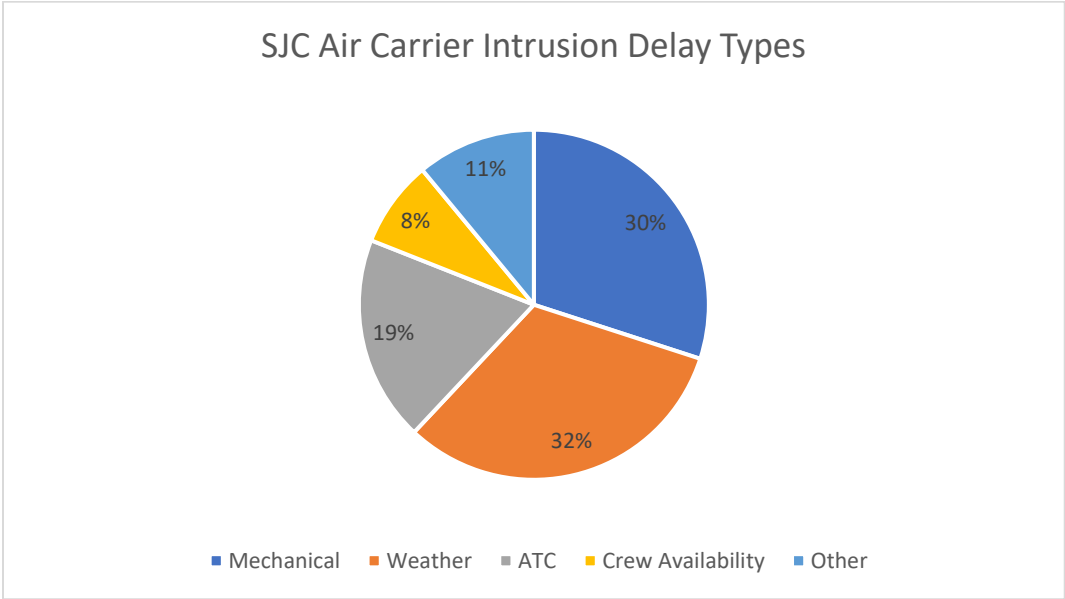
The table below shows the various charter operators who committed curfew intrusions for 2025.

Charter Operator	Intrusions	Violations
Air Canada	1	0
Atlas Air	1	0
Allegiant Airways	3	2
Breeze Airways	1	1
Global Crossing Airlines	1	1
JetBlue Airways	1	1
Kaiser Air	2	2
New Pacific Airlines	2	2
Pentastar Aviation	1	1
Sun Country	10	10
Total	23	20

In general, many of the delays are due to poor weather, ATC congestion or mechanical issues that are experienced by the specific aircraft flying throughout the day on its given routing. Oftentimes, the original aircraft scheduled to operate a flight will be taken out of service for maintenance and another will be substituted. Occasionally there are also delays for specific incidents, such as required security sweeps, power outages, or when a crew member becomes unavailable.

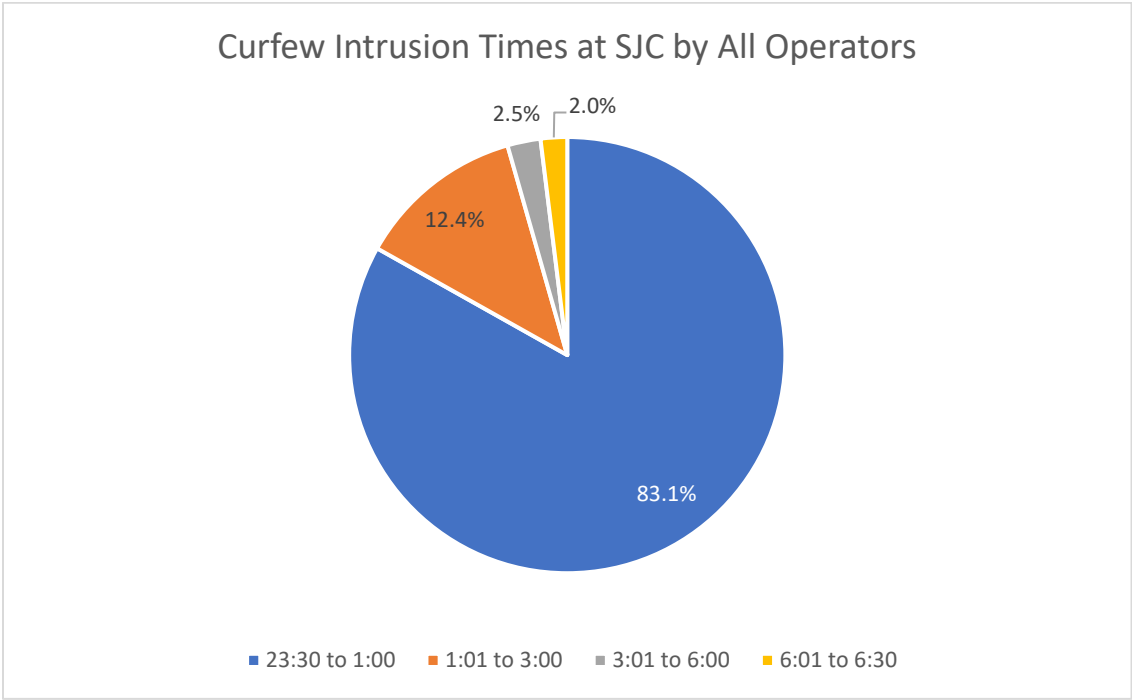
The next chart illustrates the breakdown of the proportion of flights affected by weather, mechanical, air traffic control, or other delays. Some intrusions were not caused by a delay, and they are noted as "None" and included in the Other category. Every intrusion sent from the airport must be acknowledged within ten days and failure to respond within the given time resulted in automatic citations.

The chart below shows the breakdown of air carrier intrusion delay types for 2025.



Most curfew intrusions occur within the first 90 minutes following the start of the curfew period, with a substantial decline in activity after 1:00 AM. This trend reflects the efforts of aircraft operators to accommodate passenger demand while minimizing noise impacts on surrounding communities and complying with established curfew restrictions. Curfew intrusions occurring between 6:00 AM and 6:30 AM are primarily associated with early morning departures.

The chart below shows the intrusion times breakdown for 2025.



Engine Runs

In addition to takeoff and landing restrictions at the Airport, Operations staff also limit maintenance and engine run-ups during the curfew hours to help minimize the noise generated during curfew hours. If an aircraft operator must perform an engine maintenance run-up to prepare for a ~06:30 a.m. flight, Airport Operations will direct the aircraft to the north end of the airfield to avoid generating noise towards the surrounding residential areas at the southeast end of the airfield. Those engine maintenance run-ups can be performed as early as two hours before the scheduled departure time, as published in the San José Municipal Code.

Airport Operations staff record the number of high (>90%) or full-power engine run-up maintenance checks performed during curfew hours. In 2025, there were no high or full-power engine maintenance run-ups performed during curfew hours.

Airport Noise Complaints

Like many other airports in noise sensitive communities, the Airport collects noise complaints from residents of the City well as the surrounding municipalities through the “WebTrak” [webpage](#)³, phone messages, e-mails, and a dedicated complaint form hosted on the Airport’s [website](#)⁴. WebTrak allows residents to monitor a slightly delayed live feed of aircraft operations in the south Bay Area. Community members regularly use this tool to investigate deeper into noise disturbances and report them to the Airport’s Noise Management Office.

Airport staff respond to curfew-related complaints by providing information regarding the circumstances that resulted in the aircraft operating during curfew hours, including applicable arrival or departure procedures associated with the Airport. Responses also identify whether the operation constituted a curfew violation and, if applicable, whether the flight was issued a citation. Additional information may include whether the aircraft was operating at another airport in the region or was engaged in emergency response, law enforcement, or military operations.

In 2025, there were a total of 21,056 complaints submitted by 188 individual residents throughout the area. This group of 188 submitters approximately .0002% of the total San Jose population (989,814).

This compares to a total of 23,427 complaints made by 192 individual residents in 2024. Of the 2025 complaints, just over 59% (12,518) were submitted by 5 individuals, which means most complaints were from only 2.6% of the total submitters. The top reporter (a Sunnyvale resident) submitted 4,327 complaints in 2025. Year over year, the population of total complaint submitters has decreased, along with the number of complaints received.

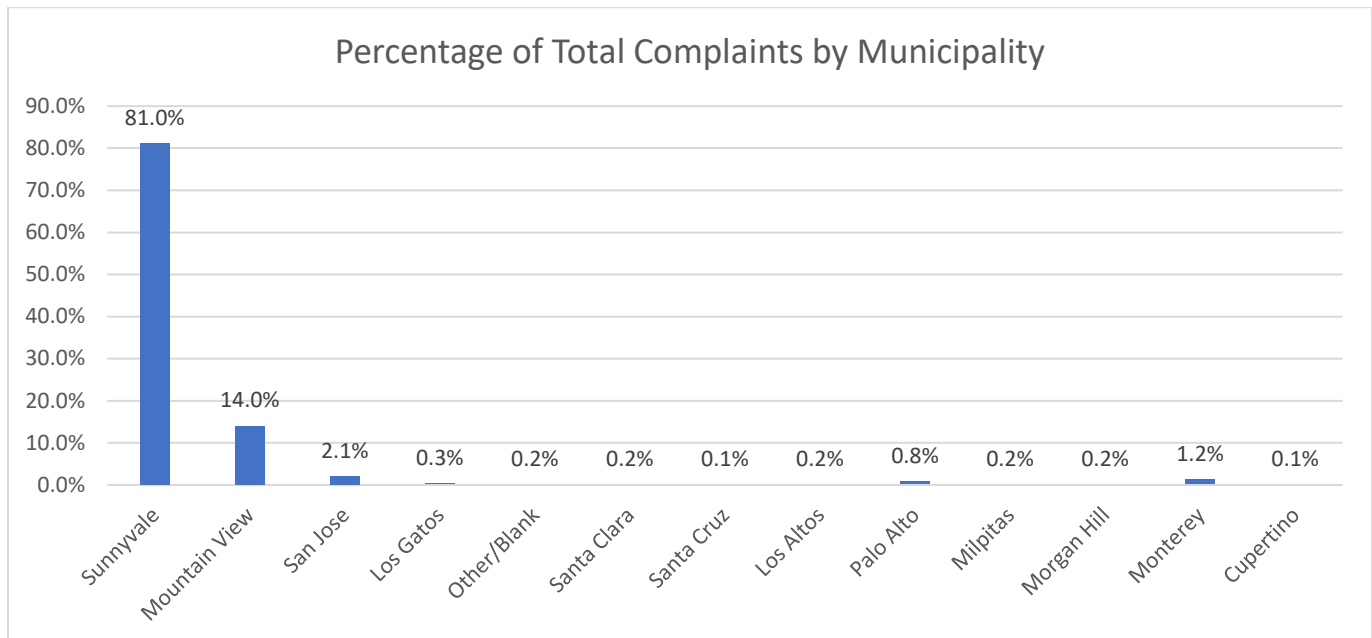
The table below shows the complaints received by the top submitters for 2025.

Submitters	Proportion of Complaints Submitted
Top 5	59%
Top 10	89%
Top 20	98%
Top 30	99%

³ <https://www.flysanjose.com/noise/web-trak>

⁴ <https://complaint-us.emsbk.com/sjc8>

The graph below shows the complaints received by municipalities for 2025.

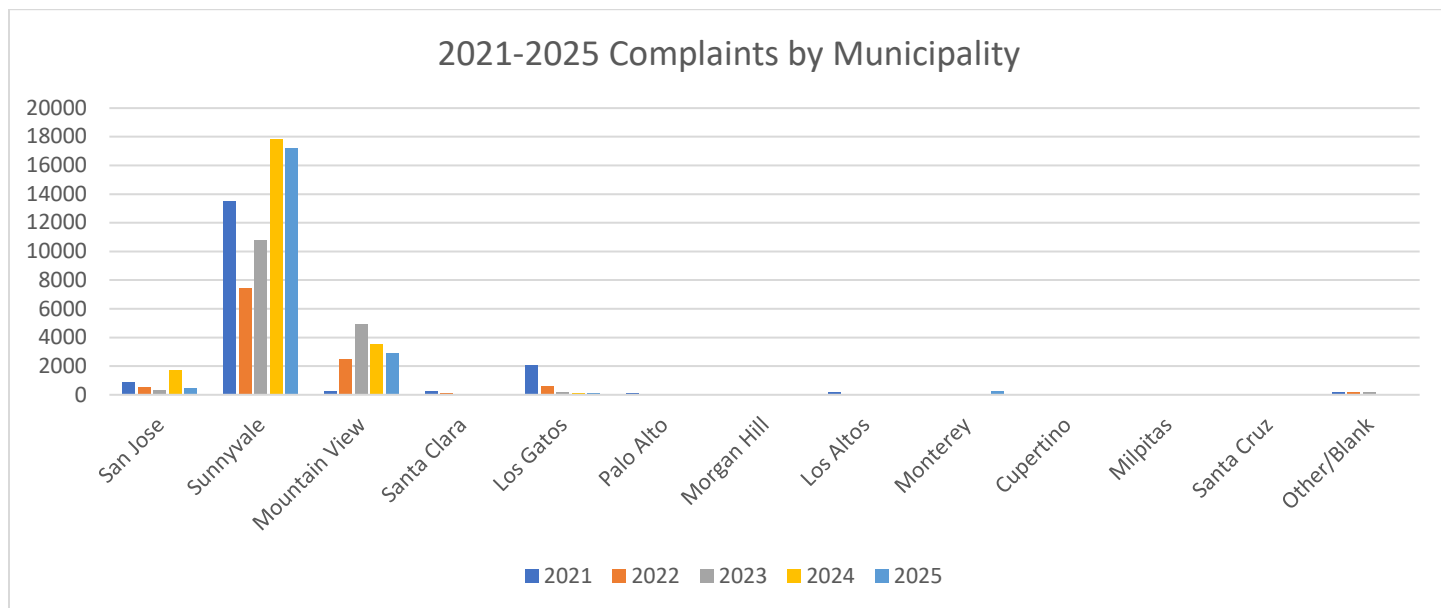


Sunnyvale residents continued to submit a significantly higher amount of noise complaints than other neighboring cities. In 2025, there were 17,235 complaints submitted by Sunnyvale residents, which was almost identical to 2024 in which 17,836 complaints were submitted. Complaints from San Jose residents continue to represent a small proportion (2.10%) of the overall total.

The table below shows the complaints by municipalities between 2021 and 2025.

2021 - 2025 Complaints by Municipality					
	2021	2022	2023	2024	2025
San Jose	896	546	304	1716	455
Sunnyvale	13481	7403	10808	17836	17235
Mountain View	227	2442	4943	3524	2881
Santa Clara	208	139	52	47	45
Los Gatos	2085	565	186	115	73
Palo Alto	90	10	44	19	17
Morgan Hill	3	0	0	11	8
Los Altos	151	51	47	13	4
Monterey	68	22	0	0	264
Cupertino	20	36	0	9	2
Milpitas	16	14	13	6	6
Santa Cruz	17	10	50	60	2
Other/Blank	140	155	181	71	64
TOTAL	17402	11393	16581	23427	21056

The graph below shows the complaints received by municipalities between 2021 and 2025.



South Flow Operations

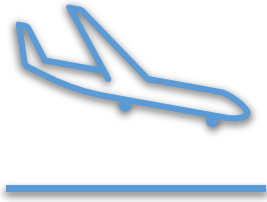
Commonly during times of poor weather, flights arriving at SJC will land from the north on Runways 12R or 12L instead of approaching the airfield from the south and landing on Runways 30L or 30R. When the Airport operates in “South Flow” conditions, the communities in Sunnyvale, Santa Clara, Cupertino, Mountain View, and Palo Alto become more impacted by SJC arrivals than they are under normal “prevailing weather” operating conditions. Similarly, residents of San José living south of the Airport are impacted due to the change in departures direction and resulting increase in noise levels from those aircraft (compared to quieter noise levels from arriving aircraft). In 2025, the Federal Aviation Administration utilized south flow operations for approximately 10% of all operations throughout the year, compared to 2024, when 12% of traffic operated in south flow.

The table below shows the south flow summary between 2021 and 2025.

2021 - 2025 South Flow Summary					
	Operations	Days*	South Flow Days*	South Flow Operations	Avg SF Days/Month*
2021	12%	25%	91	14715	7.6
2022	7%	29%	105	10504	8.7
2023	17%	59%	215	27434	17.9
2024	12%	45%	164	18978	13.6
2025	10%	41%	74	14888	14.8

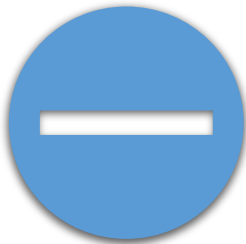
*At least 10+ Runway 12L/12R operations on that day

San José Mineta International Airport 2025 Annual Noise Report Summary



Total Operations
150,837 (-4.4%*)

Curfew Intrusions
591 (-2.0%*)



Curfew Violations
135 (+12.0%*)

Complaints
21,056 (-11.3%*)



*Year over Year