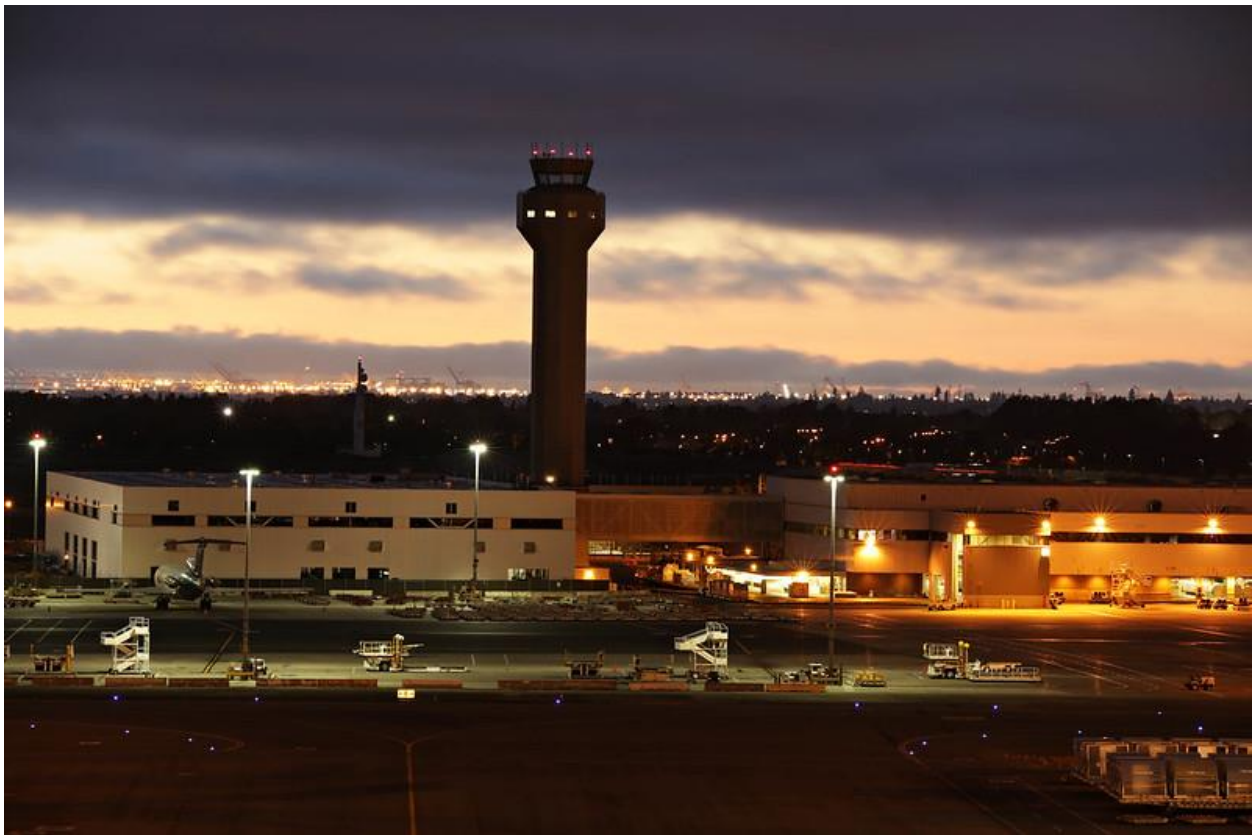




I X OAK
Fly the East Bay Way

Quarterly Aircraft Noise Report

Second Quarter 2021



Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

July 8, 2021

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QUARTERLY REPORT INTRODUCTION

The Quarterly Aircraft Noise Report presents compliance monitoring information on various aircraft noise abatement programs managed by the Noise/Environmental Compliance Office at Oakland International Airport as required by various settlement agreements with local communities. In addition a variety of other aircraft noise reduction and aircraft operational reports are included. These noise abatement programs are designed to reduce the impacts of aircraft noise on communities near the Oakland International Airport.

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

Noise abatement procedures (NAP) at Oakland International Airport are based upon a number of voluntary actions that air traffic controllers and pilots may take to help reduce the impacts of aircraft noise on communities adjacent to the airport. The airport has no authority in regards to the movement of aircraft or the direction of flight. The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration (FAA). FAA air traffic controllers have the responsibility for directing aircraft on the ground and in flight and the pilot in command has the final authority as to the safe flight of her/his aircraft. Pilots in command make the final decisions relative to runway use; therefore, pilots may request to use any available runway. Neither the Airport nor the FAA air traffic controllers may restrict a pilot's access to an available runway.

SAFETY COMES FIRST

Safety always takes precedence over noise abatement procedures and pilots must follow air traffic control instructions and other safety considerations caused by weather, potential air space conflicts or emergencies. FAA may advise pilots or pilots may determine on their own that there is another nearby aircraft that must be avoided to maintain safe aircraft separation. Safe separation of aircraft may result in a flight over residential areas. Military, law enforcement and medical aircraft flights also may have an operational need to fly over residential areas and are exempt from the noise abatement procedures.

DISCLAIMER

The Port of Oakland's Airport Noise and Operations Monitoring System (ANOMS) is the source of the data used in this report. Although ANOMS is a very sophisticated computer program that provides a state-of-the-art solution for monitoring aircraft operations, problems with the system's data integration and analysis programs occasionally cause erroneous information or loss of data. Usually errors are minimal and are limited to such things as aircraft departure assignment to an inappropriate runway designation or providing incomplete aircraft identification information regarding a specific flight track.

Also, the Federal Aviation Administration allows for certain tolerances in the accuracy of radar data, and ANOMS relies on FAA air traffic control radar data for its database and reporting capability. At times flight track data is lost due to FAA or Port of Oakland equipment failure. Since the NorCal TRACON radar equipment was updated in October 2002, radar data has been very consistent and more complete than in the past. Airport staff carefully reviews the data for accuracy and will make corrections whenever possible.

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

The compliance monitoring summary table below provides a comparison of the noise abatement procedure compliance rate statistics of the current calendar quarter with the previous year's calendar quarter report.

Compliance Monitoring Quarterly Summary Comparison Second Quarter 2021				
	2020Q2		2021Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	96%	4%	95%	5%
Total Airport-wide Corporate Jet Departures	1,106	49	2,610	146
Runway 10R/L Jet Landing Compliance	85%	15%	100%	0%
Total Southeast Plan Corporate Jet Landings	11	2	2	0
North Field VFR Departure Compliance	87%	13%	96%	4%
Total Runways 28R/L & 33 Departures	124	18	278	11
North Field Quiet Hours Compliance	78%	22%	89%	11%
Total North Field Quiet Hours Departures	162	47	164	20
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	7,676	3	14,590	0
Night Time Departure Compliance	99%	1%	99%	0%
Total Runway 30 Night Turbojet Departures	1,825	26	2,676	21
Runway 12 Night Departure Compliance	92%	8%	0%	0%
Total Runway 12 Night Turbojet Departures	48	4	0	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	2,712	3	4,449	17
100 Degree Radial Turbojet Landing Compliance	99%	1%	98%	2%
Total 100 Degree Radial Turbojet Landings	540	6	723	12
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	11	0	4	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

The North Field Preferential Runway Use noise abatement procedure program states that the following aircraft should not depart from Runways 28R/L, nor land on Runways 10R/L, except during emergencies, whenever Runways 12/30 are closed or by any cause beyond the control of the Airport.

- Turbo-jet and turbo-fan powered aircraft.
- Turbo-props over 17,000 pounds.
- Four-engine reciprocating powered aircraft.
- Surplus military aircraft over 12,500 pounds.

For the purposes of this report and noise abatement procedure, a corporate jet is defined as a jet aircraft whose typical activities are associated with the North Field facilities and services. This could include jet aircraft weighing over 75,000 lbs.

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

To measure the compliance rate for the jet departure noise abatement procedure, only corporate or charter jet aircraft using facilities at the North Field are evaluated and included in the number of flights (airport-wide corporate jet departures). Charter or air carrier-type aircraft may not be included in the total number of compliant departures, but will be included as a non-compliant departure when they occur.

Runway 28R/L Jet Departure Procedure Compliance Summary Second Quarter 2021				
	April	May	June	Quarterly
Airport-wide Corporate Jet Departures	885	938	933	2,756
Compliant Corporate Jet Departures	839	889	882	2,610
Non-compliant Corporate Jet Departures	46	49	51	146
Corporate Jet Departure Compliance Rate	95%	95%	95%	95%
Excused Jet Departures	16	29	165	210
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	4,644	5,064	5,353	15,061
Compliant Airport-wide Jet Departures	4,598	5,015	5,302	14,915
Non-compliant Airport-wide Jet Departures	46	49	51	146
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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RUNWAY 10R/L JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

To measure the compliance rate for the jet landing noise abatement procedure, only corporate or charter jet aircraft using facilities at the North Field are evaluated and included in the number of flights (SE Plan corporate jet landings). Charter or air carrier-type aircraft may not be included in the total number of compliant landings, but will be included as a non-compliant landing when they occur.

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Second Quarter 2021				
	April	May	June	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	2	0	2
Compliant SE Plan Corporate Jet Landings	0	2	0	2
Non-compliant SE Plan Corporate Jet Landings	0	0	0	0
SE Plan Corporate Jet Landing Compliance Rate	N/A	100%	N/A	100%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	23	0	23
Airport-wide Compliant SE Plan Jet Landings	0	23	0	23
Airport-wide Non-compliant SE Plan Landings	0	0	0	0
Airport-wide Jet Landing SE Plan Compliance Rate	N/A	100%	N/A	100%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

The North Field VFR (visual flight rules) noise abatement procedure is designed for Runways 28R/L or 33 aircraft departures to minimize flights over residential areas of Alameda. Pilots are instructed to make a right turn over San Leandro Bay until reaching Interstate 880. A noncompliant departure is defined as a VFR departure from Runways 28R/L or 33 that flies over Alameda residential areas when it may have been safe to follow the VFR noise abatement procedure.

North Field VFR Aircraft Departure NAP Compliance Summary Second Quarter 2021				
	April	May	June	Total
Total VFR Departures	84	100	105	289
Total VFR Departures Over Alameda	7	12	9	28
Compliant Departures	84	95	99	278
Non-compliant Departures	0	5	6	11
Compliance Rate	100%	95%	94%	96%

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NORTH FIELD QUIET HOURS PROCEDURES

The North Field Quiet Hours Procedures were designed to minimize aircraft noise on residential areas adjacent to the North Field from 10 p.m. to 7 a.m. daily. If the procedures are flown as intended, aircraft will avoid flying over nearby residential areas on Bay Farm Island, the Fernside area of Alameda, the Davis West/Timothy Drive and Neptune drive areas of San Leandro.

Pilots are requested to follow these procedures when safety, weather and ATC instructions permit:

- Runways 10R and 28R are the preferred departure runways.
- No left turns from Runways 10R/L.
- No straight out departures from Runway 10L.
- All aircraft over 75,000 pounds are directed to use Runways 12/30.
- Use only full-length departures from the chosen North Field Runway.
- VFR and SALAD IFR departures from Runway 28R
 - The VFR departure shall include a right crosswind or additional downwind segment avoiding Bay Farm Island and the main island of Alameda.
 - The SALAD Instrument Departure Procedure is designed for aircraft to climb out on departure to a right turn heading to the east, which will normally prevent aircraft flying over residential areas of Alameda and Bay farm Island.
- For VFR and IFR Runway 10R/L departures, pilots are requested to use the 180 degree departure heading when able for E/SE-bound departures or continue to fly right turns over the airport for N/NE-bound departures.
- Runway 28L is the preferred landing runway.

North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) Second Quarter 2021				
	April	May	June	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	52	53	79	184
Compliant Night Departures	46	49	69	164
Average Compliant Departures per Night	1.5	1.6	2.2	1.8
Non-Compliant Night Departures	6	4	10	20
Average Non-Compliant Departures per Night	0.2	0.1	0.3	0.2
Night Departure Compliance Rate	88%	92%	87%	89%

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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

The Nighttime SEL Noise Measurements Report provides a summary of aircraft departure noise measurements of SEL (sound exposure level) that are equal to or greater than 80 dB (decibels). The data is being reported in this format to simplify the aircraft noise event review process by focusing on the most significant noise events and to the levels that may cause sleep disturbance for some residents in adjacent communities. All aircraft noise measurements between 10:00 p.m. and 7:00 a.m. are evaluated in this report. Supplementary tables 2 and 3 provide data for aircraft departure noise measurements based upon the runway used for departure. (Note: All community-based NMTs are included in the report with the exception of NMT 15, which is used for monitoring

compliance with the aircraft engine maintenance run-up noise abatement program. For this purpose, noise measurements at NMT 15 are correlated with those at NMT 16 during aircraft engine run-up activities conducted in the Ground Run-up Enclosure or GRE.)

Noise Monitor Terminal (NMT) Locations



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Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 184

Second Quarter 2021 (10:00 p.m. to 7:00 a.m.)

NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	6	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	10
3	33	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	34
4	80	54	0.6	9.5%	23	0.3	4.1%	14	0.2	2.5%	171
5	77	16	0.2	2.8%	12	0.1	2.1%	19	0.2	3.4%	124
6	15	10	0.1	1.8%	18	0.2	3.2%	8	0.1	1.4%	51
7	14	21	0.2	3.7%	7	0.1	1.2%	2	0.0	0.4%	44
8	33	11	0.1	1.9%	1	0.0	0.2%	0	0.0	0.0%	45
9	2	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	5
10	27	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	31
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	0	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	2
13	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
14	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
All NMTs	288	123	1	0	64	1	0	43	0	0	518

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 178

Second Quarter 2021 (10:00 p.m. to 7:00 a.m.)

NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
3	33	1	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	34
4	80	54	0.6	22.6%	23	0.3	9.6%	14	0.2	5.9%	171
5	77	16	0.2	6.7%	12	0.1	5.0%	19	0.2	7.9%	124
6	15	10	0.1	4.2%	18	0.2	7.5%	8	0.1	3.3%	51
7	14	21	0.2	8.8%	7	0.1	2.9%	2	0.0	0.8%	44
8	33	11	0.1	4.6%	1	0.0	0.4%	0	0.0	0.0%	45
Total	252	113	1.3		61	0.7		43	0.5		469

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 6

Second Quarter 2021 (10:00 p.m. to 7:00 a.m.)

NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
2	6	3	0.0	0.9%	1	0.0	0.3%	0	0.0	0.0%	10
9	2	2	0.0	0.6%	1	0.0	0.3%	0	0.0	0.0%	5
10	27	3	0.0	0.9%	1	0.0	0.3%	0	0.0	0.0%	31
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	0	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	2
13	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
14	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
Total	36	10	0.1		3	0.0		0	0.0		49

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

Turbojet aircraft should not make a right turn on departure from Runway 30 and pass over Bay Farm Island. This noise abatement procedure is historically referred to as the “No Right Turn Climb-out Departure Procedure”.

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Second Quarter 1900				
	April	May	June	Quarter
Runway 30 Turbojet Departures	4,548	4,924	5,118	14,590
Compliant Departures	4,548	4,924	5,118	14,590
Non-compliant Departures	0	0	0	0
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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NIGHT TIME DEPARTURE PROCEDURE

The HUSSH departure is a FAA (RNAV) departure procedure at Oakland International Airport established to reduce noise on residential communities at nighttime. The HUSSH departure procedure is described as a turbojet aircraft take-off from Runway 30 climb heading 296 degrees to at or above 520 feet, then left turn direct HUSSH. This departure procedure is assigned between 10:00 p.m. and 7:00 a.m. for Runway 30 turbojet aircraft departures.

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Second Quarter 2021				
	April	May	June	Quarter
Runway 30 Nighttime Turbojet Departures	832	852	1,013	2,697
Buffer Time Departures	11	11	8	30
Compliant Departures	825	848	1,003	2,676
Non-compliant Departures	7	4	10	21
HUSSH gate misses	5	2	6	13
NITE gate misses	4	2	7	13
REBAS gate misses	6	4	9	19
Compliance Rate	99%	100%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

The rolling takeoff noise abatement departure procedure was designed to reduce the impacts to San Leandro residents from back-blast noise generated by late night Runway 30 departures of FedEx jet aircraft between the hours of 1:00 a.m. and 5:00 a.m. Aircraft noise measurements taken at NMT #2, located at the San Leandro Marina, are compared with those measurements taken in 2002 prior to implementation of the noise abatement procedure. During late nighttime hours, an air traffic controller will give “departure clearance” as the aircraft is entering the runway so that the aircraft will continue its departure roll down the runway without stopping. This action is considered a rolling takeoff.

The first table below provides the noise measurements for this current calendar quarter whereas the second table provides the noise measurements for the previous year’s calendar quarter for comparison purposes. The chart provides a representation of the seasonal comparative changes.

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 2021, NMT 2					
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)
Baseline (November 2002) [A]					
DC10/MD10	87	32	69	78	22
MD11	32	13	70	79	24
A306	67	21	67	77	25
Second Quarter 2021 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B763	273	91	12	67	13
DC10/MD10	49	16	5	66	17
MD11	225	75	45	66	13
A306	13	4	1	72	8
B757	179	60	18	72	11
B77L	142	47	11	64	17
Difference [A-B]					
DC10/MD10		-71	-27	-3	-5
MD11		43	32	-4	-11
A306		-63	-20	5	-17
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)					

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Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 2020, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Second Quarter 2020 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	198	66	18	66	75	14
DC10/MD10	63	21	9	65	73	13
MD11	183	61	57	66	75	15
A306	96	32	11	66	74	14
B757	157	52	16	66	74	13
B77L	120	40	4	65	73	12
Difference [A-B]						
DC10/MD10		-66	-23	-4	-5	-9
MD11		29	44	-4	-4	-9
A306		-35	-10	-1	-3	-11
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

The Runway 12 Night Departure Procedure is an informal radial heading departure procedure at Oakland International Airport established to reduce noise on San Leandro residential communities at nighttime. Turbojet aircraft should depart from Runway 12 and make a right turn to a heading of 140 degrees between 10:00 p.m. and 7:00 a.m.

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) Second Quarter 2021				
	April	May	June	Quarter
Jet Departures	0	0	0	0
Non-Compliant Departures	0	0	0	0
Compliant Departures	0	0	0	0
Compliance Rate	No SE Plan	No SE Plan	No SE Plan	No SE Plan
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

The Port of Oakland maintains an aircraft engine run-up procedure policy at Oakland International Airport and regulates enforcement of the program under Operations Directive Number 616.5. The directive requires regulation of all engine run-ups for aircraft over 12,500 pounds and all military type aircraft and specifies the location and time-of-day for this activity. Maximum noise levels are reviewed at the noise monitoring terminal located on Beach Road (NMT #15) when a power engine run-up occurs between 7:00 p.m. and 7:00 a.m. daily. A non-compliant engine run-up will equal or exceed Lmax 75 dB between 7:00 p.m. and 10:00 p.m. and will equal or exceed Lmax 70 dB between 10:00 p.m. and 7:00 a.m..

Engine Run-up Program First Quarter 2021				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	3	5
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	1	2	3	6
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	2	3	6	11
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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RUNWAY 30 EAST TURN DEPARTURES PROCEDURE

Runway 30 turbojet departures should not turn right over Alameda residential areas until reaching 3,000 feet above airport ground level.

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Second Quarter 2021				
	April	May	June	Quarter
Total Runway 30 East Turn Turbojet Departures	1,388	1,422	1,656	4,466
Non-compliant Turbojet Departures	6	2	9	17
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,382	1,420	1,647	4,449
Compliance Rate	100%	100%	99%	100%
Excused Turbojet Departures	14	9	17	40
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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100 DEGREE RADIAL TURBOJET LANDING PROCEDURE

For Runway 30 downwind approaches over the East Bay, turbojet aircraft should not be descended below 3,000 feet above airport ground level until crossing the OAK 100 degree radial.

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Second Quarter 2021				
	April	May	June	Quarter
Turbojets on Downwind RWY 30 Approach	206	247	282	735
Non-compliant Turbojets	8	1	3	12
Total Turbojet Aircraft Above 3K Feet ASL*	198	246	279	723
Compliance Rate	96%	100%	99%	98%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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Oakland International Airport Noise Complaint Summary April 2021		
Community	Callers	Complaints
Alameda(BFI)	28	1700
Alameda(Central)	12	83
Albany	0	0
Berkeley	1	2
Castro Valley	3	203
Fremont	0	0
Hayward	2	16
Kensington	0	0
Oakland	14	2283
Piedmont	1	1
Richmond	2	236
San Francisco	0	0
San Leandro	3	7
Union City	0	0
San Lorenzo	0	0
Other Communities	11	210
Total	77	4741
Complaints by Type		
Website	0	
E-mail	2264	
Phone	0	
View point App	2470	
Complaints by Time of Day		
Day (0700 - 1900)	1825	
Evening (1900 - 2200)	1650	
Night (2200 - 0700)	1266	
Complaints by Type of Operation		
Arrivals	1941	
Departures	2500	
Over-flights	152	
Touch & Go	148	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	263	
Helicopter	55	
Jet	3493	
Military	2	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	15	
Propeller	798	
Turbo-prop	115	

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Oakland International Airport Noise Complaint Summary May 2021		
Community	Callers	Complaints
Alameda(BFI)	32	2233
Alameda(Central)	8	88
Albany	0	0
Berkeley	3	13
Castro Valley	3	112
Fremont	0	0
Hayward	1	2
Kensington	0	0
Oakland	16	2836
Piedmont	0	0
Richmond	2	320
San Francisco	4	14
San Leandro	4	8
Union City	0	0
San Lorenzo	0	0
Other Communities	11	386
Total	84	6012
Complaints by Type		
Website	0	
E-mail	2740	
Phone	0	
View point App	3272	
Complaints by Time of Day		
Day (0700 - 1900)	2691	
Evening (1900 - 2200)	2037	
Night (2200 - 0700)	1284	
Complaints by Type of Operation		
Arrivals	1798	
Departures	4003	
Over-flights	128	
Touch & Go	83	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	289	
Helicopter	49	
Jet	5157	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	24	
Propeller	378	
Turbo-prop	115	

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Oakland International Airport Noise Complaint Summary June 2021		
Community	Callers	Complaints
Alameda(BFI)	43	2975
Alameda(Central)	19	170
Albany	0	0
Berkeley	1	25
Castro Valley	2	59
Fremont	1	38
Hayward	2	9
Kensington	0	0
Oakland	16	2187
Piedmont	1	1
Richmond	1	123
San Francisco	2	17
San Leandro	3	23
Union City	0	0
San Lorenzo	0	0
Other Communities	11	346
Total	102	5973
Complaints by Type		
Website	0	
E-mail	2325	
Phone	0	
View point App	3648	
Complaints by Time of Day		
Day (0700 - 1900)	2888	
Evening (1900 - 2200)	1168	
Night (2200 - 0700)	1917	
Complaints by Type of Operation		
Arrivals	2158	
Departures	3633	
Over-flights	79	
Touch & Go	103	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	450	
Helicopter	86	
Jet	4697	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	9	
Propeller	527	
Turbo-prop	204	

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AIRPORT OPERATIONS SUMMARY TABLES

Note: The source of the data provided in the summary tables below is the Port of Oakland's Airport Noise and Operations Monitoring System or ANOMS.

Operations Table 1. Provides a summary of North Field aircraft departures by runway as well as the volume of aircraft departures relative to the direction of air traffic flow during nighttime hours.

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Second Quarter 2021					
	April	May	June	Total	Percentage
Runway 28L	2	5	8	15	17%
Runway 28R	23	22	20	65	74%
Runway 33	0	1	1	2	2%
Alameda Overflights	25	28	29	82	93%
Runway 10L	0	0	1	1	1%
Runway 10R	0	1	1	2	2%
Runway 15	0	1	2	3	3%
San Leandro Overflights	0	2	4	6	7%
Total Departures	25	30	33	88	100%

Operations Table 2. Provides a summary of North Field aircraft departures by runway as well as by the number of IFR versus VFR departures

North Field VFR/IFR Departures by Runway Second Quarter 2021				
	April	May	June	Total
VFR Departures				
Runway 28L	11	10	15	36
Runway 28R	87	91	81	259
Runway 33	112	102	118	332
VFR Departures	210	203	214	627
IFR Departures				
Runway 28L	147	148	252	547
Runway 28R	335	270	356	961
Runway 33	116	139	146	401
IFR Departures	598	557	754	1,909
Total Departures	808	760	968	2,536

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2021											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	2	95	-	-	2	-	-	365	2,291	-	2,658	2,658
	Helicopters	-	-	-	-	-	-	-	-	7	294	301	301
	Commercial Jets	17	10,433	10,450	-	-	-	-	45	31	-	76	10,526
	Military	-	-	-	-	-	-	-	-	2	-	2	2
	Propeller	-	4	4	19	39	3	1	171	1,388	-	1,621	1,625
	Regional Jets	4	986	990	-	-	-	-	28	782	-	810	1,800
	Turboprops	-	44	44	3	2	-	2	180	782	-	969	1,013
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		23	11,562	11,488	22	43	3	3	789	5,283	294	6,437	17,925
Departures	Corporate Jets	-	2,394	2,394	-	12	1	8	178	141	-	340	2,734
	Helicopters	-	1	1	-	-	-	-	-	3	195	198	199
	Commercial Jets	20	10,428	10,448	-	-	-	1	7	7	-	15	10,463
	Military	-	1	1	-	-	-	-	-	-	-	-	1
	Propeller	2	67	69	40	689	9	2	66	599	-	1,405	1,474
	Regional Jets	1	1,774	1,775	-	-	-	2	19	4	-	25	1,800
	Turboprops	-	13	13	-	32	3	-	313	466	-	814	827
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		23	14,678	14,701	40	733	13	13	583	1,220	195	2,797	17,498
Touch & Go Sub-totals		-	14	14	5	209	-	-	41	327	6	588	602
Grand Total		46	26,254	26,203	67	985	16	16	1,413	6,830	495	9,822	36,025

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Second Quarter 2021											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	17	10,433	10,450	-	-	-	-	45	31	-	76	10,526
	Regional Jets	4	986	990	-	-	-	-	28	782	-	810	1,800
Commercial Jet Sub-totals		21	11,419	11,440	-	-	-	-	73	813	-	886	12,326
	Corporate Jets	2	95	97	-	2	-	-	365	2,291	-	2,658	2,755
All Jet Arrivals Sub-totals		23	11,514	11,537	-	2	-	-	438	3,104	-	3,544	15,081
Departures	Commercial Jets	20	10,428	10,448	-	-	-	1	7	7	-	15	10,463
	Regional Jets	1	1,774	1,775	-	-	-	2	19	4	-	25	1,800
Commercial Jet Sub-totals		21	12,202	12,223	-	-	-	3	26	11	-	40	12,263
	Corporate Jets	-	2,394	2,394	-	12	1	8	178	141	-	340	2,734
All Jet Departures Sub-totals		21	14,596	14,617	-	12	1	11	204	152	-	380	14,997
Grand Total		44	26,110	26,154	-	14	1	11	642	3,256	-	3,924	30,078

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

The Noise/Environmental Compliance Office reviews flight track data and air traffic control communications' recordings, along with other data resources, to determine compliance with aircraft noise abatement procedures. This support information is reported in the various lists that document aircraft landing and departures relevant to the noise abatement procedures that are monitored for compliance. Comments are provided in these lists that summarize the circumstances or the reason that most appropriately explains the reviewer's determination as to whether or not the aircraft flight was compliant or non-compliant with noise abatement procedures. The definitions of the summarized comments or terms are described below.

Airspace Conflict Potential: Pilot or air traffic controller may have needed to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur when aircraft depart from the North Field on a VFR flight or when jets land on Runway 12 during Southeast Plan traffic flow. In these circumstances the reviewer has made a determination, based upon visual evidence, that the flight, which would normally be considered non-compliant, is exempt for safety considerations.

Air Traffic Conflict: The reviewer has found **clear and specific** evidence that the pilot or air traffic controller was required to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur, for example, when aircraft depart from the North Field on a VFR flight or when jets land on Runway 12 during Southeast Plan traffic flow and an air traffic controller diverts the jet to land on the North Field. In these circumstances the flight, which would normally be considered non-compliant, is exempt for safety considerations.

ATC Did Not Advise: Refers to an aircraft flight compliance determination investigation when the air traffic controller does not cite or improperly cites the pilot instructions to use Runway 12/30 for noise abatement. The Air Traffic Control ("ATC") audio file(s) should be used for documentation. In this event, the ATC rather than the aircraft owner or operator will be notified of non-compliance with the noise compliance procedures.

ATC Instructions: Refers to an aircraft flight compliance determination investigation when the air traffic controller instructs a pilot to perform an action that could be for safety or traffic flow reasons. The ATC audio file(s) should be used for documentation. In this event, the aircraft operations and air traffic control are considered in compliance with the noise abatement procedure. N Number not included because the non-compliant flight was solely due to ATC Instructions.

Audio Not Available: Refers to an aircraft flight compliance determination investigation when the ATC audio file is lost or unusable due to a recording system technical failure. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may otherwise be a specific reason that could have exempted the flight from a determination of non-compliance.

Audio Not Reviewed: Refers to an aircraft flight compliance determination investigation when the ATC audio file has not been reviewed for some reason other than for a technical failure of the

recording system. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may be a specific reason that could have exempted the flight from a determination of non-compliance.

Departure Timing: An air traffic controller may instruct a pilot to depart from Runways 28R/L to hasten a departure time in order to maintain an appropriate flow or departure time to avoid aircraft delays. This activity or action will be investigated to determine if the aircraft flight was in compliance with noise abatement procedures. N Number not included because the non-compliant flight was solely due to ATC Instructions.

Flight Replay Not Reviewed: Refers to an aircraft flight compliance determination investigation when the NOMS flight replay was not employed to review the aircraft flight for airspace use or safety reasons. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may be a specific reason that could have exempted the flight from a determination of non-compliance.

IFR Training: Some aircraft are departing VFR (Visual Flight Rules apply) but the pilots or student pilots may be practicing flying IFR (Instrument Flight Rules specified by the FAA for flight under weather conditions in which visual reference cannot be made to the ground and the pilot must rely on instruments to fly and navigate) in which case the pilots direct departing aircraft in a specific heading (i.e. 310 degrees). Based upon the aircraft departure trajectory (straight-line departure at approximately 310 degrees heading), the reviewer may judge that an aircraft flight is a potential IFR training flight. This aircraft departure will be considered compliant with noise abatement procedures.

Special Event: An air traffic controller may instruct a pilot to depart from Runways 28R/L after a special event i.e. Super Bowl, NBA Finals to hasten a departure time in order to maintain an appropriate flow or departure time to avoid aircraft delays. This activity or action will be investigated to determine if the aircraft flight was in compliance with noise abatement procedures. N Number not included because the non-compliant flight was solely due to ATC Instructions.

Law Enforcement: An aircraft piloted by law enforcement officials may need to divert from the noise abatement procedure due to public safety concerns or to perform their law enforcement duties. Law enforcement aircraft flights over residential areas are considered exempt from noise abatement procedures due to the nature of the mission and operational necessity.

Lifeguard Medical: Medical operations such as organ or patient transportation are exempt from noise abatement procedures due to the nature of the mission and operational necessity.

Not Acceptable: This term is used to describe an aircraft that was not in compliance with one of the airport's voluntary aircraft noise abatement procedures. These aircraft departures or arrivals are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

Pilot Refusal: Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 30 to depart for noise abatement purposes, FAA regulations allow pilots to refuse departure from Runways 28R/L. Typically, the jet aircraft pilots notified the Port of Oakland that they will no longer taxi to Runway 30 for departure for operation consideration. Pilot refusal are considered not in compliance with the noise abatement procedures.

Pilot Request: Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 30 to depart for noise abatement purposes, FAA regulations allow pilots to request departure from Runways 28R/L. Also, FAA air traffic controllers at Northern California

TRACON or the OAK Control Tower normally guide jet aircraft to land on Runway 12 during the Southeast Plan air traffic pattern. However, pilots may request to land on Runways 10R/L when safe conditions exist. Pilot requests are normally granted although these requests are considered not in compliance with the noise abatement procedures.

South Field Closure/Repair: The South Field (Runway 12/30) was closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency. Routine South Field maintenance is scheduled each Monday between 12:00 a.m. and 6:00 a.m. because there are the fewest scheduled air carrier flights during that time, which minimizes the need to use the North Field. Aircraft flights normally considered to be non-compliant would be exempt from complying with any relevant noise abatement procedures in the event of the closure of the South Field runway.

Straight Out: This term describes a non-compliant aircraft flight that departs with a runway heading departure from Runways 10R/L or 28R/L and flew over nearby residential areas.

System Error: This term is used to describe an aircraft operation that is recognized incorrectly by NOMS system. For example, an aircraft arrival may be assigned an operation type departure. This aircraft operation will be considered compliant with noise abatement procedures.

Time Buffer: Aircraft departures from 10:00 to 10:10 p.m. and from 6:50 to 7:00 a.m. fall within the long established "buffer time period" in which an aircraft flight is not considered non-compliant with noise abatement procedures even though the flight would normally be non-compliant during the nighttime hours. These flights will be deemed exempt from the procedures as the departure was slightly delayed or slightly ahead of the scheduled time as fixed by the air traffic controller who provides clearance instructions to the pilot. Although the actual scheduled time of departure is between 7:00 a.m. and 10:00 p.m., the aircraft is released to the runway either early or too late.

VFR Departure: This term is used to describe an aircraft assumed to be flying under Visual Flight Rules (VFR) on departure and flew over nearby residential areas. These aircraft departures are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

Wide Salad: This term is applied by the reviewer when an aircraft flies a SALAD ONE departure turn but the turn was wide and resulted in a flight over Alameda residential areas. The reviewer would determine that this flight is non-compliant with noise abatement procedures.

315 Degree Heading: This term is used to describe an aircraft that the reviewer assumed was flown under either IFR or VFR and made a turn to a 315 degree heading flying over nearby residential areas. These aircraft departures are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

Lmax (maximum sound level): the Lmax metric represents the highest instantaneous noise level heard at a receiver site during a single aircraft event (arrival or departure). However, since this metric describes only the instantaneous maximum noise value, it provides no information on the duration of noise exposure.

SEL (sound exposure level): The SEL metric represents the sound energy detected above a threshold, which is 10 decibels below the peak noise level, for a noise event as a factor of both intensity and duration of that noise event. The SEL represents the cumulative acoustical energy of the event but as though it had occurred within one second. Thus, for example, two events with the same intensity but different durations can be differentiated with the longer duration event having a higher SEL. In general, an aircraft SEL level is approximately 8-10 dB higher than the Lmax, or peak, noise level.

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APPENDICES

Runway 28R/L Jet Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/18/2021 14:11	EJA621	N621QS	C56X	4577	28L	B	Departure Timing	No
5/29/2021 13:50	EJA544	N544QS	C68A	3271	28R	B	Departure Timing	No
6/23/2021 15:38	SIS5	SIS5	GALX	3224	28L	B	Departure Timing	No
						Departure Timing	3	
4/2/2021 21:08	N51GJ	N51GJ	EA50	3333	28L	B	Lifeguard Medical	Yes
4/3/2021 9:10	N391DT	N391DT	C550	3316	28R	B	Lifeguard Medical	Yes
4/7/2021 11:51	N550ML	N550ML	C550	3775	28R	B	Lifeguard Medical	Yes
4/7/2021 13:30	BKA759	N595BA	LJ35	6315	28R	B	Lifeguard Medical	Yes
4/9/2021 14:19	LN54DD	N54DD	C560	3365	28R	B	Lifeguard Medical	Yes
4/10/2021 11:06	LN581HC	N581HC	C25C	3747	28R	B	Lifeguard Medical	Yes
4/13/2021 1:38	BKA777	N770JP	LJ35	3356	28R	B	Lifeguard Medical	Yes
4/19/2021 2:20	LN561SR	N561SR	C560	3323	28R	B	Lifeguard Medical	Yes
4/19/2021 17:00	LN823AM	N823AM	H25B	3346	28R	B	Lifeguard Medical	Yes
4/19/2021 20:03	LN561SR	N561SR	C560	4232	28R	B	Lifeguard Medical	Yes
4/21/2021 8:18	LN968SR	N968SR	C560	4503	28L	B	Lifeguard Medical	Yes
4/24/2021 20:20	KFS50	N905CK	LJ35	3622	28R	B	Lifeguard Medical	Yes
4/28/2021 11:18	KFS148	N357CK	LJ35	3241	28L	B	Lifeguard Medical	Yes
5/5/2021 0:39	LN810BE	N810BE	C560	3230	28R	B	Lifeguard Medical	Yes
5/10/2021 2:13	KFS48	N73CK	LJ35	3361	28L	B	Lifeguard Medical	Yes
5/12/2021 21:49	LN509RP	N509RP	C550	4232	28L	B	Lifeguard Medical	Yes
5/13/2021 12:08	LN389AW	LN389AW	LJ35	6365	28R	B	Lifeguard Medical	Yes
5/14/2021 8:53	LN509RP	N509RP	C550	3777	28R	B	Lifeguard Medical	Yes
5/15/2021 10:25	LN747CP	N747CP	LJ35	1705	28L	B	Lifeguard Medical	Yes
5/16/2021 15:08	LN509RP	N509RP	C550	3722	28R	B	Lifeguard Medical	Yes
5/17/2021 8:02	LN8821C	N8821C	G150	4242	28L	B	Lifeguard Medical	Yes
5/19/2021 8:21	LN509RP	N509RP	C550	3327	28L	B	Lifeguard Medical	Yes
5/20/2021 1:29	LN509RP	N509RP	C550	3363	28R	B	Lifeguard Medical	Yes
5/20/2021 9:29	LN509RP	N509RP	C550	6303	28R	B	Lifeguard Medical	Yes
5/20/2021 14:19	LN509RP	N509RP	C550	4246	28L	B	Lifeguard Medical	Yes
5/20/2021 18:26	LN968SR	N968SR	C560	3240	28L	B	Lifeguard Medical	Yes
5/20/2021 20:39	LN509RP	N509RP	C550	4226	28L	B	Lifeguard Medical	Yes
5/21/2021 11:20	LN560PA	N560PA	C560	6367	28L	B	Lifeguard Medical	Yes
5/22/2021 3:48	LN509RP	N509RP	C550	4215	28R	B	Lifeguard Medical	Yes
5/28/2021 6:20	KFS133	N870CK	LJ35	3352	28L	B	Lifeguard Medical	Yes
5/30/2021 12:51	LN509RP	N509RP	C550	4505	28R	B	Lifeguard Medical	Yes
5/30/2021 23:04	LN509RP	N509RP	C550	4563	28R	B	Lifeguard Medical	Yes
5/31/2021 14:30	LN509RP	N509RP	C550	4563	28R	B	Lifeguard Medical	Yes
6/1/2021 0:01	BKA777	N770JP	LJ35	3303	28L	B	Lifeguard Medical	Yes
6/3/2021 11:59	LN509RP	N509RP	C550	4273	28R	B	Lifeguard Medical	Yes
6/3/2021 17:47	LN509RP	N509RP	C550	4211	28R	B	Lifeguard Medical	Yes
6/5/2021 9:04	LN391DT	N391DT	C550	4202	28R	B	Lifeguard Medical	Yes
6/5/2021 12:12	LN561SR	N561SR	C560	1713	28R	B	Lifeguard Medical	Yes
6/11/2021 11:15	KFS198	N905CK	LJ35	3206	28L	B	Lifeguard Medical	Yes
6/11/2021 18:37	LN363PJ	LN363PJ	LJ35	3767	28R	B	Lifeguard Medical	Yes
6/12/2021 9:49	LN810BE	N810BE	C560	4264	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/13/2021 16:55	LN904LR	N904LR	C560	1764	28R	B	Lifeguard Medical	Yes
6/13/2021 19:27	LN904LR	N904LR	C560	3350	28L	B	Lifeguard Medical	Yes
6/14/2021 7:20	LN149WW	N149WW	C25B	6335	28L	B	Lifeguard Medical	Yes
6/14/2021 23:44	BJA777	N770JP	LJ35	3261	28R	B	Lifeguard Medical	Yes
6/19/2021 16:25	LN561SR	N561SR	C560	4513	28L	B	Lifeguard Medical	Yes
6/19/2021 21:47	LN108JN	N108JN	LJ35	4553	28R	B	Lifeguard Medical	Yes
6/19/2021 23:15	LN561SR	N561SR	C560	3301	28L	B	Lifeguard Medical	Yes
6/21/2021 7:53	LN655JH	N655JH	LJ35	3617	28R	B	Lifeguard Medical	Yes
6/22/2021 12:37	BJA777	N770JP	LJ35	1762	28L	B	Lifeguard Medical	Yes
6/24/2021 10:10	LN864AM	N864AM	H25B	3764	28L	B	Lifeguard Medical	Yes
6/27/2021 22:32	LN61094	LN61094	LJ35	3320	28L	B	Lifeguard Medical	Yes
6/29/2021 10:05	LN325NW	LN325NW	LJ35	3336	28L	B	Lifeguard Medical	Yes
						Lifeguard Medical	53	
6/3/2021 8:59			GLF4	3651	28R	B	Not Acceptable	No
6/3/2021 12:27			GLF5	3613	28R	B	Not Acceptable	No
						Not Acceptable	2	
6/20/2021 10:11			GLF4	3205	28L	B	Pilot Refusal	No
4/16/2021 13:56	N400XC	N400XC	BE40	3671	28R	B	Pilot Refusal	No
5/16/2021 10:50	GDG626	N626NT	F2TH	3241	28L	B	Pilot Refusal	No
5/21/2021 8:59	TWY63		CL60	3210	28L	B	Pilot Refusal	No
6/8/2021 13:56	TWY5	TWY5	GLF5	3652	28L	B	Pilot Refusal	No
6/8/2021 18:50	GDG626	N626NT	F2TH	4504	28L	B	Pilot Refusal	No
6/15/2021 8:05	TWY5	TWY5	GLF5	1721	28L	B	Pilot Refusal	No
4/5/2021 12:11	GDG626	N626NT	F2TH	3646	28L	B	Pilot Refusal	No
4/7/2021 12:54	N59WG	N59WG	C25B	1744	28L	B	Pilot Refusal	No
4/11/2021 13:05	N8WC	N8WC	GLF4	3334	28L	B	Pilot Refusal	No
5/9/2021 10:50	GDG626	N626NT	F2TH	3716	28L	B	Pilot Refusal	No
4/16/2021 14:59	TWY5	TWY5	GLF5	6365	28R	B	Pilot Refusal	No
4/18/2021 14:35	N400XC	N400XC	BE40	3741	28R	B	Pilot Refusal	No
4/19/2021 18:07	XLS3	XLS3	GLF4	6327	28L	B	Pilot Refusal	No
4/20/2021 21:09			GLF5	4276	28L	B	Pilot Refusal	No
4/21/2021 12:28	GDG626	N626NT	F2TH	4535	28L	B	Pilot Refusal	No
4/23/2021 13:36	XSN40	N404TC	GLF4	3730	28R	B	Pilot Refusal	No
4/30/2021 12:28	GDG626	N626NT	F2TH	4240	28L	B	Pilot Refusal	No
5/6/2021 11:10	TWY118		F900	3647	28R	B	Pilot Refusal	No
5/6/2021 13:48			F900	6376	28L	B	Pilot Refusal	No
						Pilot Refusal	20	
6/20/2021 16:06	LXJ366	N366FX	E55P	4546	28L	B	Pilot Requested	No
6/20/2021 17:57	SJA468	N468EC	C25B	3220	28L	B	Pilot Requested	No
6/21/2021 21:16			CL60	6304	28L	B	Pilot Requested	No
6/22/2021 11:08	MFINE	MFINE	GL5T	3755	28R	B	Pilot Requested	No
6/22/2021 14:54	N42EE	N42EE	CL60	3303	28L	B	Pilot Requested	No
6/23/2021 9:04	N862LG	N862LG	E55P	6377	28L	B	Pilot Requested	No
6/23/2021 11:00	DCM295	DCM295	C25A	3744	28R	B	Pilot Requested	No
6/24/2021 10:08	CRP44	CRP44	GLF4	3206	28L	B	Pilot Requested	No
6/24/2021 12:53	N625JP	N625JP	LJ35	3332	28L	B	Pilot Requested	No
6/25/2021 8:05	PXT750	N750NG	C750	4231	28L	B	Pilot Requested	No
6/30/2021 8:13	HER119	N119RM	C750	3325	28L	B	Pilot Requested	No
6/30/2021 12:39	LXJ370	N370FX	E55P	3262	28R	B	Pilot Requested	No
5/13/2021 15:11	EJA773	N773QS	CL35	3213	28R	B	Pilot Requested	No
5/15/2021 8:41	N400FF	N400FF	BE40	3627	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/15/2021 9:37	XOJ557	N557XJ	CL30	4507	28L	B	Pilot Requested	No
5/15/2021 10:42			LJ35	1710	28L	B	Pilot Requested	No
5/17/2021 8:47	N284J	N284J	C680	6364	28L	B	Pilot Requested	No
5/17/2021 8:54	EJA692	N692QS	C56X	6366	28L	B	Pilot Requested	No
5/17/2021 9:05	N300DG	N300DG	SF50	4223	28L	J	Pilot Requested	No
5/17/2021 11:17			GL5T	4523	28L	B	Pilot Requested	No
5/17/2021 14:56			GLF4	3334	28R	B	Pilot Requested	No
5/19/2021 10:35			C525	5323	28R	B	Pilot Requested	No
5/20/2021 16:06	N560GG	N560GG	C560	3776	28R	B	Pilot Requested	No
5/20/2021 18:22	VTM088	XAESA	CRJ2	3242	28L	R	Pilot Requested	No
5/21/2021 12:08	N550ML	N550ML	C550	4230	28R	B	Pilot Requested	No
5/21/2021 15:57	N30MZ	N30MZ	GALX	4267	28L	B	Pilot Requested	No
5/22/2021 12:15	SIY899	N899FS	GLF4	3327	28R	B	Pilot Requested	No
5/22/2021 14:24	KFB5	KFB5	C550	3270	28R	B	Pilot Requested	No
5/23/2021 15:54	N96DD	N96DD	C25A	4277	28R	B	Pilot Requested	No
5/23/2021 17:42	N949MA	N949MA	MD87	3324	28R	J	Pilot Requested	No
5/24/2021 12:03	N179WC	N179WC	C25B	3312	28R	B	Pilot Requested	No
5/25/2021 9:42	N862LG	N862LG	E55P	1743	28L	B	Pilot Requested	No
5/26/2021 11:48	SIY899	N899FS	GLF4	3250	28R	B	Pilot Requested	No
5/28/2021 9:04	HER119	N119RM	C750	3207	28L	B	Pilot Requested	No
5/28/2021 16:28			C550	3775	28R	B	Pilot Requested	No
5/28/2021 16:29	N415WY	N415WY	SF50	4212	28R	J	Pilot Requested	No
5/29/2021 12:56			CL30	3772	28R	B	Pilot Requested	No
5/31/2021 16:54			C56X	3336	28R	B	Pilot Requested	No
5/31/2021 21:57			G150	3222	28R	B	Pilot Requested	No
6/1/2021 8:22	XSN40	N404TC	GLF4	6310	28L	B	Pilot Requested	No
6/1/2021 11:49	N661CV	N661CV	SF50	3361	28R	J	Pilot Requested	No
6/2/2021 15:16			GLF4	4545	28R	B	Pilot Requested	No
6/2/2021 16:49	XSN40	N404TC	GLF4	5355	28R	B	Pilot Requested	No
6/3/2021 7:24	KAI73	N415PP	C525	3760	28L	B	Pilot Requested	No
6/4/2021 13:14	EDG4	EDG4	GLF4	6376	28L	B	Pilot Requested	No
6/4/2021 19:31			GLF5	4512	28R	B	Pilot Requested	No
6/5/2021 11:23	TIV18	TIV18	C525	3222	28L	B	Pilot Requested	No
6/5/2021 11:28	N520JG	N520JG	CRJ7	3316	28L	R	Pilot Requested	No
6/5/2021 13:29	EJA783	N783QS	CL35	3652	28R	B	Pilot Requested	No
6/6/2021 10:57	N550GB	N550GB	C501	3605	28R	B	Pilot Requested	No
6/6/2021 13:48			CL30	3232	28R	B	Pilot Requested	No
6/6/2021 16:48	N252RP	N252RP	LJ60	3371	28L	B	Pilot Requested	No
6/6/2021 20:30	SWQ9917	N917XA	B738	3247	28R	J	Pilot Requested	No
6/10/2021 16:07	XSN40	N404TC	GLF4	6307	28R	B	Pilot Requested	No
6/11/2021 7:35	HER348	N348CF	C750	3217	28L	B	Pilot Requested	No
6/11/2021 9:15			CL30	3604	28L	B	Pilot Requested	No
6/11/2021 12:13	N648ME	N648ME	E55P	3367	28R	B	Pilot Requested	No
6/11/2021 15:20	XSN40	N404TC	GLF4	3376	28L	B	Pilot Requested	No
6/11/2021 15:25			LJ60	3701	28L	B	Pilot Requested	No
6/14/2021 12:39	USC102	N353CK	LJ35	1730	28R	B	Pilot Requested	No
6/14/2021 14:47	BKA759	N595BA	LJ35	1777	28R	B	Pilot Requested	No
6/15/2021 21:56	BKA759	N595BA	LJ35	3336	28R	B	Pilot Requested	No
6/16/2021 11:15	N96DD	N96DD	C25A	641	28R	B	Pilot Requested	No
6/16/2021 16:52	EJA540	N540QS	C680	6345	28R	B	Pilot Requested	No
6/17/2021 12:52			E55P	6356	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/17/2021 16:22			GLF4	6307	28L	B	Pilot Requested	No
6/17/2021 16:32	XSN40	N404TC	GLF4	4503	28R	B	Pilot Requested	No
6/17/2021 17:13	JTL329	N329TL	CL60	3340	28L	B	Pilot Requested	No
6/18/2021 7:45	DCM5697	DCM5697	GLF4	6364	28L	B	Pilot Requested	No
6/18/2021 14:35	DCM4356	DCM4356	GLF5	3705	28L	B	Pilot Requested	No
6/18/2021 15:12			GLF4	3631	28L	B	Pilot Requested	No
4/1/2021 16:01			C525	3620	28R	B	Pilot Requested	No
4/2/2021 8:30	N300DG	N300DG	CL30	3743	28L	B	Pilot Requested	No
4/2/2021 18:10	DCM5110	DCM5110	C25A	3603	28L	B	Pilot Requested	No
4/3/2021 11:02	EJA437	N437QS	E55P	1773	28L	B	Pilot Requested	No
4/4/2021 11:01	TWY4	TWY4	C25A	4504	28R	B	Pilot Requested	No
4/5/2021 7:46	N745ER	N745ER	SF50	6334	28R	J	Pilot Requested	No
4/5/2021 9:28	N289RT	N289RT	C25A	3663	28L	B	Pilot Requested	No
4/6/2021 11:14	N8821C	N8821C	G150	1742	28L	B	Pilot Requested	No
4/6/2021 16:46	N109AP	N109AP	C25A	3247	28R	B	Pilot Requested	No
4/9/2021 12:07	N300DG	N300DG	CL30	6321	28R	B	Pilot Requested	No
4/11/2021 13:27	9HFAB	9HFAB	E190	5735	28R	R	Pilot Requested	No
4/11/2021 14:33	N102NY	N102NY	GLF4	3307	28R	B	Pilot Requested	No
4/11/2021 15:10			C56X	6341	28L	B	Pilot Requested	No
4/12/2021 11:04	XSN40	N404TC	GLF4	4261	28L	B	Pilot Requested	No
4/12/2021 13:13			LJ35	3634	28L	B	Pilot Requested	No
4/12/2021 14:10			GLEX	3215	28L	B	Pilot Requested	No
4/12/2021 16:27	N614JK	N614JK	C550	4265	28R	B	Pilot Requested	No
4/13/2021 13:15	N770CJ	N770CJ	C750	6306	28L	B	Pilot Requested	No
4/13/2021 13:29	N672WM	N672WM	F900	3653	28L	B	Pilot Requested	No
4/14/2021 14:35	XSN40	N404TC	GLF4	3325	28L	B	Pilot Requested	No
4/14/2021 16:09			C525	4243	28R	B	Pilot Requested	No
4/15/2021 16:36	N67WH	N67WH	C25C	3725	28L	B	Pilot Requested	No
4/18/2021 12:15	XSN40	N404TC	GLF4	4252	28R	B	Pilot Requested	No
4/19/2021 14:25	N268WC	N268WC	GLF4	1756	28R	B	Pilot Requested	No
4/20/2021 14:38	N400XC	N400XC	BE40	1756	28R	B	Pilot Requested	No
4/21/2021 16:39	N36LD	N36LD	SF50	3331	28R	J	Pilot Requested	No
4/22/2021 15:34	N36LD	N36LD	SF50	3767	28L	J	Pilot Requested	No
4/22/2021 16:03	N615AJ	N615AJ	C550	5354	28L	B	Pilot Requested	No
4/23/2021 10:58	N614JK	N614JK	C550	4545	28R	B	Pilot Requested	No
4/24/2021 18:18	MMD6391	OYRAB	FA7X	3331	28L	B	Pilot Requested	No
4/25/2021 18:08	N1VE	N1VE	GLF5	4560	28L	B	Pilot Requested	No
4/27/2021 8:37	DCM6401	DCM6401	H25C	3316	28R	B	Pilot Requested	No
4/29/2021 14:26			GLF4	3260	28R	B	Pilot Requested	No
4/30/2021 21:39	EDG188	N188ES	GLF5	3214	28R	B	Pilot Requested	No
5/2/2021 11:37			GLF5	3773	28L	B	Pilot Requested	No
5/2/2021 16:33	KPO451		GLF4	4217	28L	B	Pilot Requested	No
5/3/2021 11:04	N946WT	N946WT	H25B	1777	28L	B	Pilot Requested	No
5/4/2021 15:27	N903JP	N903JP	C510	4237	28R	B	Pilot Requested	No
5/5/2021 14:52	DCM7109	DCM7109	CL30	3760	28L	B	Pilot Requested	No
5/6/2021 13:50	N686TW	N686TW	C68A	6305	28L	B	Pilot Requested	No
5/6/2021 13:57	LXJ584	N584FX	CL30	3364	28L	B	Pilot Requested	No
5/6/2021 14:29			GLF5	3327	28L	B	Pilot Requested	No
5/7/2021 9:07	SIS75	N750EC	C750	3765	28L	B	Pilot Requested	No
5/7/2021 15:34	DCM3047	DCM3047	GLF4	3360	28R	B	Pilot Requested	No
5/9/2021 14:59			E55P	3727	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/10/2021 12:38	USC110	N352CK	LJ35	3330	28R	B	Pilot Requested	No
5/11/2021 17:32	EDG30	N130JE	GLF4	3372	28L	B	Pilot Requested	No
5/11/2021 19:18	EDG104		GLF4	3267	28R	B	Pilot Requested	No
5/12/2021 15:00	EDG104		GLF4	6343	28L	B	Pilot Requested	No
5/13/2021 13:55	N400FF	N400FF	BE40	1735	28L	B	Pilot Requested	No
						Pilot Requested	121	
4/19/2021 0:00	KAI51	N733KA	B738	3370	28L	J	RWY 30 Routine Closure	Yes
4/26/2021 1:53	PEG55	N55PJ	GLF4	3264	28L	B	RWY 30 Routine Closure	Yes
5/24/2021 5:36	N100GX	N100GX	G150	3267	28R	B	RWY 30 Routine Closure	Yes
6/14/2021 5:27	N819AP	N819AP	GALX	3224	28L	B	RWY 30 Routine Closure	Yes
6/14/2021 5:06	N610RL	N610RL	F900	3205	28L	B	RWY 30 Routine Closure	Yes
5/10/2021 3:23	N804JM	N804JM	H25B	4560	28L	B	RWY 30 Routine Closure	Yes
5/16/2021 23:49	BKA777	N770JP	LJ35	3232	28R	B	RWY 30 Routine Closure	Yes
5/17/2021 1:01	SWA1855	N8628A	B738	3332	28L	J	RWY 30 Routine Closure	Yes
5/31/2021 2:21	N43RP	N43RP	ASTR	3373	28R	B	RWY 30 Routine Closure	Yes
6/7/2021 5:45	SWA1677	N8302F	B738	3373	28L	J	RWY 30 Routine Closure	Yes
6/7/2021 5:51	SWA2311	N906WN	B737	3362	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	11	
5/5/2021 23:15	FFL226	N391DT	C550	4524	28R	B	Runway Maintenance	Yes
						Runway Maintenance	1	
5/17/2021 8:23	EJA796	N796QS	CL35	4517	28L	B	Runway/Taxiway Maintenance	Yes
5/17/2021 8:24	LXJ585	N585FX	CL35	3704	28L	B	Runway/Taxiway Maintenance	Yes
6/12/2021 8:54	SVL56	N481AM	C525	1742	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 9:13	LXJ526	N526FX	CL30	3345	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 9:15	EJA109	N109QS	GL5T	3323	28L	B	Runway/Taxiway Maintenance	Yes
6/12/2021 9:21	DCM8510	DCM8510	C25B	3742	28L	B	Runway/Taxiway Maintenance	Yes
6/12/2021 9:23	WSN92	N192TS	J328	6322	28R	J	Runway/Taxiway Maintenance	Yes
6/12/2021 9:26	XOJ750	N750XJ	C750	3615	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 9:58	PXT3510	PXT3510	C25A	1741	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 10:12	JSX172	N261JX	E135	3643	28L	R	Runway/Taxiway Maintenance	Yes
6/12/2021 10:17	XOJ789	N789XJ	C750	1754	28L	B	Runway/Taxiway Maintenance	Yes
6/12/2021 10:26	JSX201	N260JX	E135	3657	28L	R	Runway/Taxiway Maintenance	Yes
6/12/2021 10:46	N586DM	N586DM	E55P	3637	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 11:13	PXT838	N838GD	C25B	1724	28L	B	Runway/Taxiway Maintenance	Yes
6/12/2021 11:15	DCM6190	DCM6190	GA6C	1737	28L	B	Runway/Taxiway Maintenance	Yes
6/12/2021 11:38	TIV5	TIV5	C56X	6343	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 11:41	XSN40	N404TC	GLF4	4554	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 11:45	EJA438	N438QS	E55P	3370	28L	B	Runway/Taxiway Maintenance	Yes
6/12/2021 12:07	N146BG	N146BG	GLF4	3206	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 13:52	FTD8	FTD8	LJ60	3772	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 14:02	PXT525	N525CR	C25B	4257	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 14:06	PXT252		C525	6341	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 14:56	TWY3	TWY3	CL35	3335	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2021 15:00	DCM5310	DCM5310	GLF4	3721	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/12/2021 15:06	JSX510	N263JX	E135	4545	28R	R	Runway/Taxiway Maintenance	Yes
6/13/2021 11:20	HER348	N348CF	C750	3013	28L	B	Runway/Taxiway Maintenance	Yes
6/13/2021 15:15	XSN40	N404TC	GLF4	6307	28R	B	Runway/Taxiway Maintenance	Yes
6/14/2021 6:28	DCM1809	DCM1809	GLF5	3370	28L	B	Runway/Taxiway Maintenance	Yes
6/14/2021 6:45	DCM6175	DCM6175	FA50	4242	28L	B	Runway/Taxiway Maintenance	Yes
6/14/2021 7:55	LXJ535	N535FX	CL30	3654	28L	B	Runway/Taxiway Maintenance	Yes
6/14/2021 7:57	XOJ750	N750XJ	C750	1714	28L	B	Runway/Taxiway Maintenance	Yes
6/14/2021 8:00	LXJ411	N411FX	E545	3374	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 9:11			GLF4	3262	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 9:21			GLF4	3277	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 9:26	PXT252	N525AN	C525	3220	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 9:40	JSX330	N263JX	E135	3704	28L	R	Runway/Taxiway Maintenance	Yes
6/26/2021 9:44			C550	3673	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 10:06	EJA351	N351QS	E55P	1771	28R	B	Runway/Taxiway Maintenance	Yes
6/26/2021 10:13	N956JS	N956JS	C750	3635	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 10:18	N8821C	N8821C	G150	3764	28R	B	Runway/Taxiway Maintenance	Yes
6/26/2021 10:22			C25A	6344	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 11:00	N862LG	N862LG	E55P	1722	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 11:20	JSX172		E135	3263	28R	R	Runway/Taxiway Maintenance	Yes
6/26/2021 12:12			GLF4	6376	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 12:33	LXJ582	N582FX	CL35	6314	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 13:36	N325WJ	N325WJ	CL30	4214	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 13:55	N656SM	N656SM	C25B	4543	28R	B	Runway/Taxiway Maintenance	Yes
6/26/2021 14:17			F2TH	4535	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 14:48	JSX170	N245JX	E145	3203	28L	R	Runway/Taxiway Maintenance	Yes
6/26/2021 15:09	EJA658	N658QS	C56X	3264	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 15:13	EJA523	N523QS	C680	3621	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2021 15:32	JSX510	N260JX	E135	4525	28L	R	Runway/Taxiway Maintenance	Yes
6/27/2021 6:58			GLF5	3627	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 7:21			GLF4	3671	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 7:32	N806JS	N806JS	C560	3603	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 8:00	JSX510	N263JX	E135	4576	28R	R	Runway/Taxiway Maintenance	Yes
6/27/2021 8:11			FA50	3257	28R	B	Runway/Taxiway Maintenance	Yes
6/27/2021 8:40	JSX176	N245JX	E145	3237	28L	R	Runway/Taxiway Maintenance	Yes
6/27/2021 9:23	EJA795	N795QS	CL35	1740	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 9:32	N840CT	N840CT	C560	3625	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 9:59	PXT725	N725SJ	C56X	3705	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 10:07	JSX336	N262JX	E135	3761	28L	R	Runway/Taxiway Maintenance	Yes
6/27/2021 10:09			BE40	3265	28L	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/27/2021 10:12	PXT525	N525CR	C25B	1775	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 10:51	JSX1205	N263JX	E135	3725	28L	R	Runway/Taxiway Maintenance	Yes
6/27/2021 11:06	N862LG	N862LG	E55P	1755	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 11:52			F900	4266	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 12:18	JSX1207	N254JX	E135	6324	28L	R	Runway/Taxiway Maintenance	Yes
6/27/2021 12:44	N300AA	N300AA	LJ45	3355	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 13:17			G150	4262	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 13:40	EJA621	N621QS	C56X	1735	28R	B	Runway/Taxiway Maintenance	Yes
6/27/2021 13:48	N107PT	N107PT	C25B	4542	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 14:06	LKF27	N427MJ	F2TH	3001	28R	B	Runway/Taxiway Maintenance	Yes
6/27/2021 14:13			GLF4	3640	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 14:25			CL60	3730	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 14:27			CL30	3647	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 14:34	PXT903	N903JP	C510	4565	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 15:08	N112FJ	N112FJ	F2TH	3244	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 15:14	N107PT	N107PT	C25B	3741	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 15:28			C525	613	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 15:34			C56X	6370	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 16:10	EJA426	N426QS	GLF4	3604	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 16:39	USC240	N76CK	LJ35	6311	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 17:03			LJ60	3667	28L	B	Runway/Taxiway Maintenance	Yes
6/27/2021 17:12	LXJ527	N527FX	CL30	3316	28R	B	Runway/Taxiway Maintenance	Yes
6/27/2021 17:14	JSX1170	N254JX	E135	3737	28L	R	Runway/Taxiway Maintenance	Yes
6/27/2021 17:32			BE40	6341	28R	B	Runway/Taxiway Maintenance	Yes
6/27/2021 18:33	LXJ572	N572FX	CL30	4205	28R	B	Runway/Taxiway Maintenance	Yes
6/27/2021 19:56			FA50	3707	28R	B	Runway/Taxiway Maintenance	Yes
6/27/2021 19:58	N106VP	N106VP	C550	1723	28R	B	Runway/Taxiway Maintenance	Yes
6/27/2021 21:15	N20BD	N20BD	GALX	1720	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 7:40			CL30	1753	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 7:51			C56X	1733	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 7:59	JSX510	N263JX	E135	4506	28L	R	Runway/Taxiway Maintenance	Yes
6/28/2021 8:34	EJA549	N549QS	C68A	6313	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 8:36	PXT838	N838GD	C25B	6301	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 8:43	JSX176	N253JX	E135	1702	28L	R	Runway/Taxiway Maintenance	Yes
6/28/2021 8:51	N884MC	N884MC	E550	4240	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 8:54	JPL660	N660RB	E55P	3320	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 9:07			GA6C	3616	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 9:15			G150	1745	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 9:26	XOJ769	N769XJ	C750	1774	28L	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/28/2021 9:35			CL60	3231	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 9:57	EJA427	N427QS	E55P	6324	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 10:09			GLF4	3727	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 10:26	PXT656	N656SM	C25B	4210	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 10:41			C25A	4232	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 10:50	JSX205	N263JX	E135	3736	28L	R	Runway/Taxiway Maintenance	Yes
6/28/2021 11:02	N773SW	N773SW	LJ60	3607	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 11:15	BJA777	N770JP	LJ35	3616	28R	B	Runway/Taxiway Maintenance	Yes
6/28/2021 11:24			LJ60	3770	28R	B	Runway/Taxiway Maintenance	Yes
6/28/2021 12:44	LXJ370	N370FX	E55P	4535	28R	B	Runway/Taxiway Maintenance	Yes
6/28/2021 13:27	N82BB	N82BB	C25A	1752	28R	B	Runway/Taxiway Maintenance	Yes
6/28/2021 13:53	N85ER	N85ER	C25B	6346	28R	B	Runway/Taxiway Maintenance	Yes
6/28/2021 13:57	N560RK	N560RK	C560	3363	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 15:09			F2TH	4527	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 15:13	XOJ537	N537XJ	CL30	4201	28R	B	Runway/Taxiway Maintenance	Yes
6/28/2021 15:45			CL30	3702	28R	B	Runway/Taxiway Maintenance	Yes
6/28/2021 15:49	N753RP	N753RP	CL30	3214	28L	B	Runway/Taxiway Maintenance	Yes
6/28/2021 15:50	N500CZ	N500CZ	PRM1	1743	28R	B	Runway/Taxiway Maintenance	Yes
6/28/2021 16:51	EJA621	N621QS	C56X	6351	28R	B	Runway/Taxiway Maintenance	Yes
6/28/2021 20:48	JSX207	N268JX	E135	3644	28L	R	Runway/Taxiway Maintenance	Yes
6/28/2021 21:19	JSX1332	N251JX	E135	1745	28L	R	Runway/Taxiway Maintenance	Yes
6/29/2021 0:22	N57TS	N57TS	LJ31	4533	28L	B	Runway/Taxiway Maintenance	Yes
6/29/2021 6:46	N802CF	N802CF	H25B	3352	28R	B	Runway/Taxiway Maintenance	Yes
6/29/2021 7:56	JSX400	N262JX	E135	6367	28L	R	Runway/Taxiway Maintenance	Yes
6/29/2021 8:09	EJA428	N428QS	GLF4	4256	28R	B	Runway/Taxiway Maintenance	Yes
6/29/2021 9:30	PXT903	N903JP	C510	4537	28R	B	Runway/Taxiway Maintenance	Yes
6/29/2021 9:50	N823CA	N823CA	LJ45	3612	28R	B	Runway/Taxiway Maintenance	Yes
6/29/2021 10:20	JSX201	N245JX	E145	6334	28L	R	Runway/Taxiway Maintenance	Yes
6/29/2021 10:24			GA6C	1714	28L	B	Runway/Taxiway Maintenance	Yes
6/29/2021 10:30	PXT252	N525AN	C525	6330	28R	B	Runway/Taxiway Maintenance	Yes
6/29/2021 10:45	N656SM	N656SM	C25B	4510	28R	B	Runway/Taxiway Maintenance	Yes
6/29/2021 11:43	RGY937	N937RA	BE40	3320	28R	B	Runway/Taxiway Maintenance	Yes
6/29/2021 11:54	XOJ769	N769XJ	C750	3641	28L	B	Runway/Taxiway Maintenance	Yes
6/29/2021 12:11			GLF4	1747	28L	B	Runway/Taxiway Maintenance	Yes
6/29/2021 12:41			C56X	4210	28R	B	Runway/Taxiway Maintenance	Yes
6/29/2021 12:49	N324CH	N324CH	B737	3002	28L	J	Runway/Taxiway Maintenance	Yes
6/29/2021 13:08			F2TH	4235	28L	B	Runway/Taxiway Maintenance	Yes
6/29/2021 13:11			FA50	6332	28L	B	Runway/Taxiway Maintenance	Yes
6/29/2021 14:37	PXT525	N525CR	C25B	6313	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
						Runway/Taxiway Maintenance	141	
5/20/2021 10:16	XSN40	N404TC	GLF4	3734	28R	B	System Error	Yes
6/13/2021 19:39	XSN40	N404TC	GLF4	4535	28R	B	System Error	Yes
4/4/2021 16:38	XSN40	N404TC	GLF4	3374	28R	B	System Error	Yes
6/30/2021 12:44	N660RB	N660RB	E55P	4203	28R	B	System Error	Yes
						System Error	4	
						Grand Count	356	

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Runway 10R/L Jet Aircraft Landing List for Calendar Quarter

N/A

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
4/5/2021 16:32	33	N6605D	N6605D	C172	353	Air Traffic Conflict	Yes
4/7/2021 12:12	28R	N114TV	N114TV	TAMP	366	Air Traffic Conflict	Yes
6/19/2021 10:04	28R	N4819N	N4819N	C172	317	Air Traffic Conflict	Yes
6/16/2021 17:01	33	N6605D	N6605D	C172	344	Air Traffic Conflict	Yes
6/14/2021 14:22	33	N21866	N21866	P28A	370	Air Traffic Conflict	Yes
5/31/2021 18:30	28R	N6035N	N6035N	C210	327	Air Traffic Conflict	Yes
5/31/2021 15:06	28R	XSN56	N56RJ	PC12	345	Air Traffic Conflict	Yes
5/24/2021 16:44	28R	BXR8603	N121HA	C208	353	Air Traffic Conflict	Yes
5/24/2021 15:46	33	N739UL	N739UL	C172	347	Air Traffic Conflict	Yes
5/20/2021 11:11	28R	N37Y	N37Y	BE33	325	Air Traffic Conflict	Yes
5/11/2021 14:42	28R	N739UL	N739UL	C172	313	Air Traffic Conflict	Yes
5/10/2021 9:42	28R	N6605D	N6605D	C172	351	Air Traffic Conflict	Yes
4/27/2021 14:39	33	N739UL	N739UL	C172	362	Air Traffic Conflict	Yes
4/24/2021 15:02	28R	N81GT	N81GT	TRIN	331	Air Traffic Conflict	Yes
4/24/2021 9:41	28R	N191DD	N191DD	C210	374	Air Traffic Conflict	Yes
4/11/2021 10:43	28L	N66405	N66405	BL8	365	Air Traffic Conflict	Yes
4/10/2021 11:10	33	N353LS	N353LS	M7	362	Air Traffic Conflict	Yes
					Air Traffic Conflict	17	
5/3/2021 14:53	28R	N35469	N35469	C172	361	Not Acceptable	No
6/18/2021 9:47	28R	N415AR	N415AR	SR22	327	Not Acceptable	No
5/7/2021 19:44	33	N6605D	N6605D	C172	370	Not Acceptable	No
					Not Acceptable	3	
5/7/2021 10:06	28R	N739UL	N739UL	C172	370	Touch & Go Training	No
6/20/2021 13:10	28R	N21263	N21263	C172	337	Touch & Go Training	No
					Touch & Go Training	2	

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
6/17/2021 20:17	33	N734BN	N734BN	C172	376	VFR Departure	No
5/10/2021 11:02	33	N173JE		J3	345	VFR Departure	No
6/27/2021 10:41	28R	N175NG	N175NG	PC12	370	VFR Departure	No
6/21/2021 13:59	28R	N1085N	N1085N	M20T	341	VFR Departure	No
5/31/2021 17:12	33	N6605D	N6605D	C172	323	VFR Departure	No
6/7/2021 9:52	28R	N4614D	N4614D	BE35	320	VFR Departure	No
					VFR Departure	6	
					Grand Count	28	

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
4/3/2021 1:54	LN800TP	N800TP	BE20	4567	28R	Lifeguard Medical	Yes
4/10/2021 1:29	LN410MC	N410MC	BE9L	4506	28R	Lifeguard Medical	Yes
4/13/2021 1:38	BJA777	N770JP	LJ35	3356	28R	Lifeguard Medical	Yes
4/14/2021 6:43	LN556AL	N556AL	BE20	4207	28R	Lifeguard Medical	Yes
4/14/2021 22:45	CMD70	N370CS	BE20	3252	28R	Lifeguard Medical	Yes
4/16/2021 22:49	LN556AL	N556AL	BE20	4573	28R	Lifeguard Medical	Yes
4/17/2021 5:55	LN41BA	N41BA	BE9L	4256	28R	Lifeguard Medical	Yes
4/19/2021 2:20	LN561SR	N561SR	C560	3323	28R	Lifeguard Medical	Yes
4/20/2021 22:28	LN800TP	N800TP	BE20	4513	28R	Lifeguard Medical	Yes
4/22/2021 23:59	LN923AS	N923AS	BE20	4244	28R	Lifeguard Medical	Yes
4/24/2021 2:19	LN111PV	N111PV	BE20	3263	28R	Lifeguard Medical	Yes
4/30/2021 22:23	LN800TP	N800TP	BE20	4262	28R	Lifeguard Medical	Yes
5/5/2021 0:39	LN810BE	N810BE	C560	3230	28R	Lifeguard Medical	Yes
5/5/2021 23:15	FFL226	N391DT	C550	4524	28R	Lifeguard Medical	Yes
5/10/2021 2:13	KFS48	N73CK	LJ35	3361	28L	Lifeguard Medical	Yes
5/10/2021 2:37	N912MF	N912MF	BE20	3262	28R	Lifeguard Medical	Yes
5/12/2021 22:40	REH50	N911RX	BE20	4243	28R	Lifeguard Medical	Yes
5/14/2021 22:05	LN800TP	N800TP	BE20	4261	28R	Lifeguard Medical	Yes
5/18/2021 1:47	Medical Flight	Medical Flight	BE9L	3330	28R	Lifeguard Medical	Yes
5/20/2021 1:29	LN509RP	N509RP	C550	3363	28R	Lifeguard Medical	Yes
5/20/2021 22:22	LN800TP	N800TP	BE20	4536	28R	Lifeguard Medical	Yes
5/22/2021 3:48	LN509RP	N509RP	C550	4215	28R	Lifeguard Medical	Yes
5/28/2021 6:20	KFS133	N870CK	LJ35	3352	28L	Lifeguard Medical	Yes
5/30/2021 23:04	LN509RP	N509RP	C550	4563	28R	Lifeguard Medical	Yes
6/1/2021 0:01	BJA777	N770JP	LJ35	3303	28L	Lifeguard Medical	Yes
6/14/2021 0:25	CMD70	N370CS	BE20	4252	28R	Lifeguard Medical	Yes
6/14/2021 23:44	BJA777	N770JP	LJ35	3261	28R	Lifeguard Medical	Yes
6/15/2021 22:06	LN800TP	N800TP	BE20	4520	28R	Lifeguard Medical	Yes
6/18/2021 3:21	CMD70	N911RX	BE20	3355	28R	Lifeguard Medical	Yes
6/19/2021 23:15	LN561SR	N561SR	C560	3301	28L	Lifeguard Medical	Yes
6/26/2021 3:07	LN509RP	N509RP	C550	3355	10L	Lifeguard Medical	Yes
6/27/2021 22:32	LN61094	LN61094	LJ35	3320	28L	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
6/29/2021 0:22	N57TS	N57TS	LJ31	4533	28L	Lifeguard Medical	Yes
6/29/2021 6:46	N802CF	N802CF	H25B	3352	28R	Lifeguard Medical	Yes
					Lifeguard Medical	34	
4/5/2021 5:17			BE9L	3260	28R	Not Acceptable	No
5/7/2021 1:59	N123TT	N123TT	C172	4232	28R	Not Acceptable	No
6/10/2021 22:41	N6462Q	N6462Q	M20P	4235	15	Not Acceptable	No
					Not Acceptable	3	
4/19/2021 0:00	KAI51	N733KA	B738	3370	28L	RWY 30 Routine Closure	Yes
4/26/2021 1:53	PEG55	N55PJ	GLF4	3264	28L	RWY 30 Routine Closure	Yes
5/10/2021 3:23	N804JM	N804JM	H25B	4560	28L	RWY 30 Routine Closure	Yes
5/16/2021 23:49	BKA777	N770JP	LJ35	3232	28R	RWY 30 Routine Closure	Yes
5/17/2021 1:01	SWA1855	N8628A	B738	3332	28L	RWY 30 Routine Closure	Yes
5/24/2021 5:36	N100GX	N100GX	G150	3267	28R	RWY 30 Routine Closure	Yes
5/31/2021 2:21	N43RP	N43RP	ASTR	3373	28R	RWY 30 Routine Closure	Yes
6/7/2021 5:45	SWA1677	N8302F	B738	3373	28L	RWY 30 Routine Closure	Yes
6/7/2021 5:51	SWA2311	N906WN	B737	3362	28L	RWY 30 Routine Closure	Yes
6/14/2021 5:06	N610RL	N610RL	F900	3205	28L	RWY 30 Routine Closure	Yes
6/14/2021 5:27	N819AP	N819AP	GALX	3224	28L	RWY 30 Routine Closure	Yes
6/14/2021 6:28	DCM1809	DCM1809	GLF5	3370	28L	RWY 30 Routine Closure	Yes
6/14/2021 6:45	DCM6175	DCM6175	FA50	4242	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	13	
4/14/2021 1:11	N588SA	N588SA	BE9L	3277	28R	Straight-out Departure	No
5/11/2021 6:02	N3796G	N3796G	C310	4242	28R	Straight-out Departure	No
					Straight-out Departure	2	
4/6/2021 6:53	N700LC	N700LC	C421	4234	28R	Time Buffer	Yes
4/23/2021 6:56	PCM8710	N930FE	C208	4260	28L	Time Buffer	Yes
4/24/2021 6:54	N734BN	N734BN	C172	4520	33	Time Buffer	Yes
5/12/2021 22:08	N912MF	N912MF	BE20	3345	28R	Time Buffer	Yes
6/27/2021 6:58			GLF5	3627	28L	Time Buffer	Yes
6/16/2021 22:02	N233HC	N233HC	B206	4504	28R	Time Buffer	Yes
4/28/2021 6:54	PCM8710	N896FE	C208	4233	28L	Time Buffer	Yes
6/3/2021 6:59	PCM8710	N879FE	C208	4533	28L	Time Buffer	Yes
6/13/2021 22:07	CMD70	N370CS	BE20	4207	28R	Time Buffer	Yes
					Time Buffer	9	
4/26/2021 22:21	N384ME	N384ME	C172	354	28R	Touch & Go Training	No
					Touch & Go Training	1	
4/16/2021 6:49	BXR8604	N4662B	C208	4272	28L	VFR Departure	No
					VFR Departure	1	
4/2/2021 22:31	CMD70	N370CS	BE20	4261	28R	Wide Salad	No
4/9/2021 6:02	N204JS	N204JS	BE20	4522	28R	Wide Salad	No
5/20/2021 22:42	N739HE	N739HE	C172	5353	28L	Wide Salad	No
5/23/2021 0:06	N64FB	N64FB	B350	4212	28R	Wide Salad	No
6/4/2021 6:23	PCM8709	N744FX	C208	4511	28L	Wide Salad	No
6/12/2021 3:42			BE9L	3270	28R	Wide Salad	No
6/15/2021 23:56			BE9L	3214	28R	Wide Salad	No
6/16/2021 6:38	PCM8711	N930FE	C208	4215	28L	Wide Salad	No
6/16/2021 6:42	N41BA	N41BA	BE9L	4247	28R	Wide Salad	No
6/17/2021 1:16			BE9L	3270	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
6/22/2021 6:36	N877JB	N877JB	C421	3224	28R	Wide Salad	No
6/27/2021 1:36			BE9L	3216	28R	Wide Salad	No
6/28/2021 1:39			BE9L	3302	28R	Wide Salad	No
					Wide Salad	13	
					Grand Count	76	

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/1/2021 23:37	4	83.4	88.9	24	N56951	N56951	P28R	28R
4/1/2021 23:37	8	73.8	81.3	10	N56951	N56951	P28R	28R
4/2/2021 22:32	4	76.8	82.8	16	CMD70	N370CS	BE20	28R
4/3/2021 1:55	4	74.7	80.8	11	LN800TP	N800TP	BE20	28R
4/5/2021 5:18	4	80.6	86.1	17			BE9L	28R
4/5/2021 5:18	5	80.2	85.5	13			BE9L	28R
4/5/2021 5:18	6	80.3	84.9	13			BE9L	28R
4/5/2021 5:19	7	80.9	85.6	18			BE9L	28R
4/6/2021 6:11	4	75	81.3	11	PCM8709	N892FE	C208	28L
4/6/2021 6:54	4	76.7	84.4	40	N700LC	N700LC	C421	28R
4/6/2021 6:54	8	75.2	83.1	22	N700LC	N700LC	C421	28R
4/8/2021 0:57	4	76.7	83.3	15	N912MF	N912MF	BE20	28R
4/8/2021 6:46	7	66.3	80.9	41	PCM8709	N713FX	C208	28L
4/9/2021 6:03	4	77.3	82.4	10	N204JS	N204JS	BE20	28R
4/10/2021 1:30	4	73.9	80	10	LN410MC	N410MC	BE9L	28R
4/13/2021 1:39	4	86	93.7	38	BKA777	N770JP	LJ35	28R
4/13/2021 1:39	5	84.8	93.3	44	BKA777	N770JP	LJ35	28R
4/13/2021 1:39	6	81	89.6	29	BKA777	N770JP	LJ35	28R
4/13/2021 1:39	7	74.3	83.2	26	BKA777	N770JP	LJ35	28R
4/14/2021 1:12	4	79.6	84.9	14	N588SA	N588SA	BE9L	28R
4/14/2021 1:12	5	75	82.3	17	N588SA	N588SA	BE9L	28R
4/14/2021 1:12	6	74	81.4	11	N588SA	N588SA	BE9L	28R
4/14/2021 6:44	4	85.1	88.6	10	LN556AL	N556AL	BE20	28R
4/14/2021 6:52	4	74.9	80.6	9	PCM8711	N879FE	C208	28L
4/14/2021 22:46	4	78.7	84.2	11	CMD70	N370CS	BE20	28R
4/15/2021 6:35	4	79.3	84.6	10	PCM8709	N771FE	C208	28L
4/17/2021 5:56	4	75	81.5	12	LN41BA	N41BA	BE9L	28R
4/19/2021 0:01	4	85.4	94.6	34	KAI51	N733KA	B738	28L
4/19/2021 0:01	5	87	95.1	34	KAI51	N733KA	B738	28L
4/19/2021 0:01	6	81.4	91.1	38	KAI51	N733KA	B738	28L
4/19/2021 0:01	7	76.7	87.8	43	KAI51	N733KA	B738	28L
4/19/2021 0:01	8	71.5	83.4	29	KAI51	N733KA	B738	28L
4/19/2021 2:20	4	81	91.1	40	LN561SR	N561SR	C560	28R
4/19/2021 2:20	5	81.2	91	38	LN561SR	N561SR	C560	28R
4/19/2021 2:21	6	76.1	88.1	39	LN561SR	N561SR	C560	28R
4/19/2021 2:21	7	71.3	83.6	41	LN561SR	N561SR	C560	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/20/2021 22:29	4	80.2	84.4	10	LN800TP	N800TP	BE20	28R
4/22/2021 23:08	4	74.1	80.6	14	N6462Q	N6462Q	M20P	28R
4/23/2021 0:00	4	76	81.4	11	LN923AS	N923AS	BE20	28R
4/23/2021 6:57	4	78.3	83.4	13	PCM8710	N930FE	C208	28L
4/23/2021 6:57	5	79	84	10	PCM8710	N930FE	C208	28L
4/23/2021 6:57	8	77.3	83.7	8	PCM8710	N930FE	C208	28L
4/23/2021 6:58	3	74.7	80.3	12	PCM8710	N930FE	C208	28L
4/23/2021 22:22	2	71.2	80.3	25	N21348	N21348	C182	28R
4/24/2021 2:20	4	74.5	81.4	13	LN111PV	N111PV	BE20	28R
4/24/2021 2:20	5	73	80.6	12	LN111PV	N111PV	BE20	28R
4/26/2021 1:54	4	76.4	84.4	21	PEG55	N55PJ	GLF4	28L
4/26/2021 1:54	5	80.5	88.2	27	PEG55	N55PJ	GLF4	28L
4/26/2021 1:54	6	77.7	85.2	21	PEG55	N55PJ	GLF4	28L
4/26/2021 1:54	7	78.1	83.8	19	PEG55	N55PJ	GLF4	28L
4/27/2021 6:31	4	77.7	83.4	10	PCM8709	N707FX	C208	28L
4/28/2021 6:21	5	71.5	80.9	20	PCM8709	N969FE	C208	28L
4/28/2021 6:21	6	74	83.2	21	PCM8709	N969FE	C208	28L
4/28/2021 6:21	4	74.1	81.6	20	PCM8709	N969FE	C208	28L
4/28/2021 6:21	7	73.5	84.3	27	PCM8709	N969FE	C208	28L
4/28/2021 6:55	4	79.5	85.3	15	PCM8710	N896FE	C208	28L
4/28/2021 6:55	5	76.3	82.8	11	PCM8710	N896FE	C208	28L
4/30/2021 22:24	2	72.3	80.8	33	LN800TP	N800TP	BE20	28R
4/30/2021 22:24	4	82.2	86	12	LN800TP	N800TP	BE20	28R
4/30/2021 22:24	5	76.1	81.4	9	LN800TP	N800TP	BE20	28R
5/3/2021 2:10	4	78	83.7	11	N912MF	N912MF	BE20	28R
5/3/2021 2:10	8	76.9	83.9	8	N912MF	N912MF	BE20	28R
5/5/2021 0:40	4	81.8	90.6	27	LN810BE	N810BE	C560	28R
5/5/2021 0:40	5	81.4	90.6	32	LN810BE	N810BE	C560	28R
5/5/2021 0:40	6	78.1	88.4	30	LN810BE	N810BE	C560	28R
5/5/2021 0:40	7	73.1	84	31	LN810BE	N810BE	C560	28R
5/5/2021 23:16	4	79.2	88.3	32	FFL226	N391DT	C550	28R
5/5/2021 23:16	5	77.6	87.6	30	FFL226	N391DT	C550	28R
5/5/2021 23:16	6	75	85.3	24	FFL226	N391DT	C550	28R
5/5/2021 23:16	7	69.5	80.1	21	FFL226	N391DT	C550	28R
5/6/2021 6:28	2	69.4	84.4	78	PCM8709	N969FE	C208	28L
5/6/2021 6:31	4	78.9	84.5	12	PCM8709	N969FE	C208	28L
5/7/2021 6:26	4	79.9	84.8	10	PCM8709	N896FE	C208	28L
5/10/2021 2:13	4	73.6	81.3	17	KFS48	N73CK	LJ35	28L
5/10/2021 2:13	5	85.3	90.2	15	KFS48	N73CK	LJ35	28L
5/10/2021 2:13	6	78.8	86	14	KFS48	N73CK	LJ35	28L
5/10/2021 2:38	4	82.4	87	13	N912MF	N912MF	BE20	28R
5/10/2021 2:38	5	77	82.6	11	N912MF	N912MF	BE20	28R
5/10/2021 2:39	8	77.8	83.8	9	N912MF	N912MF	BE20	28R
5/10/2021 3:23	4	82.6	88.4	16	N804JM	N804JM	H25B	28L
5/10/2021 3:23	5	89.1	93.8	16	N804JM	N804JM	H25B	28L
5/10/2021 3:24	6	84.7	90.9	17	N804JM	N804JM	H25B	28L
5/10/2021 3:24	7	78	85.7	16	N804JM	N804JM	H25B	28L
5/11/2021 6:03	4	80.7	85.8	16	N3796G	N3796G	C310	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/12/2021 0:47	9	78.7	85.8	17			GLF5	10R
5/12/2021 22:09	4	83.6	87.9	14	N912MF	N912MF	BE20	28R
5/12/2021 22:09	5	77.1	83.1	12	N912MF	N912MF	BE20	28R
5/12/2021 22:09	6	74.1	80.2	10	N912MF	N912MF	BE20	28R
5/12/2021 22:09	8	73.4	81.2	11	N912MF	N912MF	BE20	28R
5/12/2021 22:41	4	77.1	82.2	10	REH50	N911RX	BE20	28R
5/14/2021 22:06	4	80.9	85.8	12	LN800TP	N800TP	BE20	28R
5/14/2021 22:06	8	77.8	83.9	12	LN800TP	N800TP	BE20	28R
5/16/2021 23:50	4	84.8	90.8	21	BKA777	N770JP	LJ35	28R
5/16/2021 23:50	5	83.8	89.3	19	BKA777	N770JP	LJ35	28R
5/16/2021 23:50	6	82	88.7	18	BKA777	N770JP	LJ35	28R
5/16/2021 23:50	7	74.9	83.5	28	BKA777	N770JP	LJ35	28R
5/17/2021 1:01	4	85.4	93.4	27	SWA1855	N8628A	B738	28L
5/17/2021 1:02	5	86.8	95	27	SWA1855	N8628A	B738	28L
5/17/2021 1:02	6	82.4	92	29	SWA1855	N8628A	B738	28L
5/17/2021 1:02	7	79.7	89.4	30	SWA1855	N8628A	B738	28L
5/20/2021 1:28	10	74.8	84.8	78	LN509RP	N509RP	C550	28R
5/20/2021 1:29	4	80.3	90.2	42	LN509RP	N509RP	C550	28R
5/20/2021 1:30	5	80.3	90.1	33	LN509RP	N509RP	C550	28R
5/20/2021 1:30	6	79.5	89.5	43	LN509RP	N509RP	C550	28R
5/20/2021 1:30	7	72.9	84.8	41	LN509RP	N509RP	C550	28R
5/20/2021 6:19	4	78.1	83.9	11	PCM8709	N896FE	C208	28L
5/20/2021 6:50	7	71.1	80.3	36	BXR1960	N208TM	C208	28L
5/20/2021 6:55	4	80.2	85.3	13	PCM8710	N722FX	C208	28L
5/20/2021 22:23	4	78.3	84.6	11	LN800TP	N800TP	BE20	28R
5/20/2021 22:23	5	73.4	80.4	10	LN800TP	N800TP	BE20	28R
5/20/2021 22:44	5	72.7	81.9	19	N739HE	N739HE	C172	28L
5/22/2021 3:49	4	81.3	90.5	35	LN509RP	N509RP	C550	28R
5/22/2021 3:49	5	81.1	91.1	37	LN509RP	N509RP	C550	28R
5/22/2021 3:49	6	78.6	87.8	28	LN509RP	N509RP	C550	28R
5/24/2021 5:37	5	82.5	89.6	28	N100GX	N100GX	G150	28R
5/24/2021 5:37	4	87.1	94.2	20	N100GX	N100GX	G150	28R
5/24/2021 5:37	6	80.2	88.7	26	N100GX	N100GX	G150	28R
5/24/2021 5:37	7	74.6	84.6	24	N100GX	N100GX	G150	28R
5/25/2021 6:57	4	79.3	84.4	10	PCM8711	N879FE	C208	28L
5/25/2021 22:30	4	71.9	80.4	15	N2384L	N2384L	C172	28L
5/28/2021 6:21	4	74.7	82.3	19	KFS133	N870CK	LJ35	28L
5/28/2021 6:21	5	85.4	90.9	20	KFS133	N870CK	LJ35	28L
5/28/2021 6:21	6	80.2	87.6	17	KFS133	N870CK	LJ35	28L
5/28/2021 6:21	7	72.4	82.1	19	KFS133	N870CK	LJ35	28L
5/30/2021 23:05	4	80.7	89	24	LN509RP	N509RP	C550	28R
5/30/2021 23:05	5	79.6	88	27	LN509RP	N509RP	C550	28R
5/30/2021	6	77.3	86.2	27	LN509RP	N509RP	C550	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
23:05								
5/30/2021 23:05	7	71.5	81.5	27	LN509RP	N509RP	C550	28R
5/31/2021 2:21	4	83.4	91.3	28	N43RP	N43RP	ASTR	28R
5/31/2021 2:21	5	80.9	89.1	31	N43RP	N43RP	ASTR	28R
5/31/2021 2:21	6	78.9	88.4	24	N43RP	N43RP	ASTR	28R
5/31/2021 2:22	7	68.6	80	21	N43RP	N43RP	ASTR	28R
6/1/2021 0:01	4	78.5	86.4	22	BKA777	N770JP	LJ35	28L
6/1/2021 0:01	5	83	91	22	BKA777	N770JP	LJ35	28L
6/1/2021 0:01	6	75	85.9	26	BKA777	N770JP	LJ35	28L
6/3/2021 7:00	4	77.4	83.2	13	PCM8710	N879FE	C208	28L
6/3/2021 7:00	5	78.3	84.1	13	PCM8710	N879FE	C208	28L
6/3/2021 7:01	6	72.6	80.5	14	PCM8710	N879FE	C208	28L
6/4/2021 6:24	4	81.1	86.1	12	PCM8709	N744FX	C208	28L
6/4/2021 6:24	5	72.9	80.1	10	PCM8709	N744FX	C208	28L
6/7/2021 5:46	4	88.4	95.3	24	SWA1677	N8302F	B738	28L
6/7/2021 5:46	5	91.1	98.6	30	SWA1677	N8302F	B738	28L
6/7/2021 5:46	6	86.6	95.2	30	SWA1677	N8302F	B738	28L
6/7/2021 5:46	8	73.3	83.8	24	SWA1677	N8302F	B738	28L
6/7/2021 5:46	7	82.1	91.5	31	SWA1677	N8302F	B738	28L
6/7/2021 5:52	4	83.5	90.8	24	SWA2311	N906WN	B737	28L
6/7/2021 5:52	5	86	93.6	28	SWA2311	N906WN	B737	28L
6/7/2021 5:52	6	83.3	91.7	29	SWA2311	N906WN	B737	28L
6/7/2021 5:52	7	79.9	88.7	28	SWA2311	N906WN	B737	28L
6/8/2021 6:55	4	71.4	80.4	27	BXR8604	N121HA	C208	28L
6/9/2021 6:30	8	77.4	87.7	36	PCM8709	N790FE	C208	28L
6/10/2021 22:43	10	70.1	80.7	31	N6462Q	N6462Q	M20P	15
6/11/2021 6:55	4	75.5	83.3	13	PCM8710	N879FE	C208	28L
6/11/2021 23:09	4	73.6	80.8	17			SR22	28R
6/13/2021 0:44	4	72.3	81.4	17	N705RV	N705RV	RV7	28R
6/13/2021 22:08	4	76.2	82.7	13	CMD70	N370CS	BE20	28R
6/13/2021 22:08	8	75.5	81.5	7	CMD70	N370CS	BE20	28R
6/14/2021 0:26	4	78.3	83.4	10	CMD70	N370CS	BE20	28R
6/14/2021 0:26	5	75.9	80.7	11	CMD70	N370CS	BE20	28R
6/14/2021 5:07	4	80.6	87.7	20	N610RL	N610RL	F900	28L
6/14/2021 5:07	5	94.9	99.2	17	N610RL	N610RL	F900	28L
6/14/2021 5:07	6	90.4	96.2	18	N610RL	N610RL	F900	28L
6/14/2021 5:07	7	83.9	91.7	21	N610RL	N610RL	F900	28L
6/14/2021 5:28	4	80.3	88.1	21	N819AP	N819AP	GALX	28L
6/14/2021 5:28	5	88.1	94.2	20	N819AP	N819AP	GALX	28L
6/14/2021 5:28	6	85.9	92.2	17	N819AP	N819AP	GALX	28L
6/14/2021 5:28	7	79.9	87.7	19	N819AP	N819AP	GALX	28L
6/14/2021 6:28	4	80.3	86.2	18	DCM1809	DCM1809	GLF5	28L
6/14/2021 6:28	5	83	89.2	17	DCM1809	DCM1809	GLF5	28L
6/14/2021 6:29	6	79.7	85.8	15	DCM1809	DCM1809	GLF5	28L
6/14/2021 6:29	7	73.2	80.7	15	DCM1809	DCM1809	GLF5	28L
6/14/2021 6:45	4	83.5	90.9	29	DCM6175	DCM6175	FA50	28L
6/14/2021 6:45	5	87.1	94.8	27	DCM6175	DCM6175	FA50	28L
6/14/2021 6:45	6	85.2	92.2	21	DCM6175	DCM6175	FA50	28L
6/14/2021 6:46	7	78.1	86.6	22	DCM6175	DCM6175	FA50	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/14/2021 23:45	4	85.5	91.4	20	BJA777	N770JP	LJ35	28R
6/14/2021 23:45	5	83.6	90.3	20	BJA777	N770JP	LJ35	28R
6/14/2021 23:45	6	81.5	89	19	BJA777	N770JP	LJ35	28R
6/14/2021 23:45	7	74.1	83	16	BJA777	N770JP	LJ35	28R
6/15/2021 6:28	4	74.1	80.2	12	PCM8711	N930FE	C208	28L
6/15/2021 22:07	4	77.5	82.7	10	LN800TP	N800TP	BE20	28R
6/15/2021 22:07	5	76.4	82	10	LN800TP	N800TP	BE20	28R
6/15/2021 22:07	6	77.9	82.4	9	LN800TP	N800TP	BE20	28R
6/15/2021 22:07	7	74.5	80.7	11	LN800TP	N800TP	BE20	28R
6/15/2021 23:57	4	75.2	81.4	12			BE9L	28R
6/16/2021 6:39	4	80.2	84.9	13	PCM8711	N930FE	C208	28L
6/16/2021 6:43	4	75.3	81.7	11	N41BA	N41BA	BE9L	28R
6/16/2021 6:53	4	78.2	84	11	PCM8710	N984FE	C208	28L
6/16/2021 22:03	2	83.7	85.6	12	N233HC	N233HC	B206	28R
6/17/2021 6:33	4	78.6	84.1	12	PCM8711	N930FE	C208	28L
6/17/2021 6:56	4	79.4	84.3	10	PCM8710	N984FE	C208	28L
6/18/2021 3:22	4	77.6	82.4	11	CMD70	N911RX	BE20	28R
6/18/2021 3:22	5	76.6	81.8	10	CMD70	N911RX	BE20	28R
6/18/2021 3:23	7	74.9	80.3	10	CMD70	N911RX	BE20	28R
6/18/2021 6:47	10	74.3	85.3	59	PCM8710	N930FE	C208	28L
6/18/2021 6:48	4	72.5	81.2	26	PCM8710	N930FE	C208	28L
6/18/2021 6:49	5	74.9	80.2	12	PCM8710	N930FE	C208	28L
6/19/2021 23:16	4	78.1	87.9	34	LN561SR	N561SR	C560	28L
6/19/2021 23:16	5	84	91.8	38	LN561SR	N561SR	C560	28L
6/19/2021 23:16	6	77.9	88	36	LN561SR	N561SR	C560	28L
6/19/2021 23:16	7	68.2	81.3	34	LN561SR	N561SR	C560	28L
6/20/2021 5:09	9	75.5	83.7	16	N108JN	N108JN	LJ35	10R
6/20/2021 5:09	12	68.5	80.1	26	N108JN	N108JN	LJ35	10R
6/22/2021 6:31	4	77.2	82.9	9	PCM8709	N984FE	C208	28L
6/22/2021 6:37	4	82.3	89.6	31	N877JB	N877JB	C421	28R
6/22/2021 6:37	5	80	87.8	27	N877JB	N877JB	C421	28R
6/22/2021 6:37	6	75.5	83.4	18	N877JB	N877JB	C421	28R
6/22/2021 6:38	8	73	82.6	16	N877JB	N877JB	C421	28R
6/24/2021 6:32	4	74.9	80.4	11	PCM8711	N707FX	C208	28L
6/26/2021 1:08	4	70	80	18	N7368Y	N7368Y	PA30	28R
6/26/2021 3:07	9	72.6	81.3	13	LN509RP	N509RP	C550	10L
6/26/2021 3:07	10	69.6	80.3	24	LN509RP	N509RP	C550	10L
6/26/2021 3:07	12	73.2	81.9	17	LN509RP	N509RP	C550	10L
6/27/2021 1:37	4	74.7	81.3	11			BE9L	28R
6/27/2021 6:58	4	82.3	88.4	20			GLF5	28L
6/27/2021 6:58	5	83.7	91.4	22			GLF5	28L
6/27/2021 6:59	6	81.2	88.2	22			GLF5	28L
6/27/2021 6:59	7	73.6	83.3	20			GLF5	28L
6/27/2021 22:32	4	77	84.7	17	LN61094	LN61094	LJ35	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/27/2021 22:32	5	83	89.4	18	LN61094	LN61094	LJ35	28L
6/27/2021 22:32	6	72.3	81.3	16	LN61094	LN61094	LJ35	28L
6/28/2021 6:18	4	77.1	83.3	12	REH50	N913RX	BE20	28R
6/29/2021 0:22	4	80.2	86.7	16	N57TS	N57TS	LJ31	28L
6/29/2021 0:22	5	84.2	89.9	19	N57TS	N57TS	LJ31	28L
6/29/2021 0:23	6	77	84.3	13	N57TS	N57TS	LJ31	28L
6/29/2021 4:32	4	75.2	81.6	10	REH50	N913RX	BE20	28R
6/29/2021 6:47	4	82.1	88.8	22	N802CF	N802CF	H25B	28R
6/29/2021 6:47	5	78.1	85.7	21	N802CF	N802CF	H25B	28R
6/29/2021 6:47	6	75	82.9	13	N802CF	N802CF	H25B	28R
6/30/2021 6:54	7	74.4	84.8	49	BXR8604	N9766B	C208	28L

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

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Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/9/2021 6:19	UPS	UPS2945	MD11	J	N273UP	Air Traffic Conflict	Yes
6/28/2021 23:09	NKS	NKS1280	A319	J	N532NK	Air Traffic Conflict	Yes
6/16/2021 5:49	UPS	UPS2945	MD11	J	N253UP	Air Traffic Conflict	Yes
6/6/2021 6:19	DAL	DAL2494	BCS1	J	N134DU	Air Traffic Conflict	Yes
6/4/2021 6:28	UPS	UPS2945	B763	J	N308UP	Air Traffic Conflict	Yes
5/24/2021 6:16	SWA	SWA2171	B738	J	N8643A	Air Traffic Conflict	Yes
5/21/2021 6:29	FDX	FDX440	MD11	J	N592FE	Air Traffic Conflict	Yes
5/10/2021 6:21	SWA	SWA1502	B738	J	N8561Z	Air Traffic Conflict	Yes
5/10/2021 6:19	SWA	SWA2171	B38M	J	N8708Q	Air Traffic Conflict	Yes
4/28/2021 6:09	UPS	UPS2945	MD11	J	N263UP	Air Traffic Conflict	Yes
4/11/2021 6:15	SWA	SWA984	B738	J	N8602F	Air Traffic Conflict	Yes
					Air Traffic Conflict	11	
5/13/2021 5:35		LN509RP	C550	B	N509RP	Lifeguard Medical	Yes
					Lifeguard Medical	1	
6/20/2021 6:11	SWA	SWA8543	B738	J	N8503A	Not Acceptable	No
6/24/2021 3:46	UPS	UPS966	A306	J	N120UP	Not Acceptable	No
5/27/2021 3:18	UPS	UPS966	A306	J	N131UP	Not Acceptable	No
6/2/2021 6:27	UPS	UPS2945	MD11	J	N294UP	Not Acceptable	No
6/2/2021 6:30	UPS	UPS2953	B763	J	N367UP	Not Acceptable	No
6/3/2021 2:57	UPS	UPS966	A306	J	N165UP	Not Acceptable	No
6/29/2021 6:35	UPS	UPS2949	B763	J	N368UP	Not Acceptable	No
6/10/2021 3:18	FDX	FDX1859	B752	J	N987FD	Not Acceptable	No
5/8/2021 23:14	VOI	VOI903	A20N	J	N530VL	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
6/14/2021 23:02	NKS	NKS1280	A319	J	N503NK	Not Acceptable	No
4/27/2021 22:45		N462CB	PRM1	B	N462CB	Not Acceptable	No
4/27/2021 3:07	UPS	UPS966	A306	J	N153UP	Not Acceptable	No
4/25/2021 22:24		N57TS	LJ31	B	N57TS	Not Acceptable	No
4/22/2021 5:49	UPS	UPS2945	MD11	J	N284UP	Not Acceptable	No
4/20/2021 5:04	FDX	FDX435	MD11	J	N582FE	Not Acceptable	No
4/17/2021 4:41	FDX	FDX659	B763	J	N154FE	Not Acceptable	No
6/14/2021 22:28	LXJ	LXJ420	E545	B	N420FX	Not Acceptable	No
5/20/2021 5:43	UPS	UPS2945	MD11	J	N273UP	Not Acceptable	No
5/13/2021 22:20	KFS	KFS164	LJ35	B	N357CK	Not Acceptable	No
4/1/2021 3:00	UPS	UPS966	A306	J	N159UP	Not Acceptable	No
6/17/2021 23:21	VOI	VOI903	A320	J	XAVLO	Not Acceptable	No
					Not Acceptable	21	
4/2/2021 6:59	FTH	FTH861	C750	B	N861TX	Time Buffer	Yes
4/7/2021 6:56	FDX	FDX3647	A306	J	N685FE	Time Buffer	Yes
4/7/2021 6:58	FDX	FDX690	B763	J	N154FE	Time Buffer	Yes
4/8/2021 6:56	FDX	FDX5198	B77L	J	N860FD	Time Buffer	Yes
4/8/2021 6:59	FDX	FDX440	MD11	J	N596FE	Time Buffer	Yes
4/9/2021 6:58	UPS	UPS2949	A306	J	N130UP	Time Buffer	Yes
4/9/2021 6:59	QXE	QXE2225	E75L	R	N624QX	Time Buffer	Yes
4/16/2021 6:50	FDX	FDX690	B763	J	N185FE	Time Buffer	Yes
4/16/2021 6:56	FDX	FDX440	MD11	J	N582FE	Time Buffer	Yes
4/22/2021 6:53	FDX	FDX440	MD11	J	N608FE	Time Buffer	Yes
4/30/2021 6:58	KAI	KAI42	GLF4	B		Time Buffer	Yes
5/1/2021 6:59	FDX	FDX3647	MD11	J	N613FE	Time Buffer	Yes
5/4/2021 6:56	FDX	FDX3103	B763	J	N187FE	Time Buffer	Yes
5/4/2021 6:58	UPS	UPS2947	B752	J	N424UP	Time Buffer	Yes
5/15/2021 6:57	SWA	SWA8500	B737	J	N427WN	Time Buffer	Yes
5/15/2021 22:00	VOI	VOI907	A320	J	XAVLN	Time Buffer	Yes
5/18/2021 6:59	SWA	SWA485	B738	J	N8314L	Time Buffer	Yes
5/19/2021 22:03		N31HD	C525	B	N31HD	Time Buffer	Yes
5/20/2021 6:57	FDX	FDX3103	B763	J	N154FE	Time Buffer	Yes
5/21/2021 6:56	FWK	FWK680	C680	B		Time Buffer	Yes
5/26/2021 6:58	UPS	UPS2953	B763	J	N342UP	Time Buffer	Yes
5/30/2021 22:08	VOI	VOI201	A320	J	N519VL	Time Buffer	Yes
6/5/2021 6:59	FDX	FDX433	MD11	J	N576FE	Time Buffer	Yes
6/8/2021 6:56	SWA	SWA5618	B737	J	N218WN	Time Buffer	Yes
6/11/2021 6:57	FDX	FDX435	B77L	J	N863FD	Time Buffer	Yes
6/12/2021 6:57	FDX	FDX433	MD11	J	N590FE	Time Buffer	Yes
6/23/2021 6:58	FDX	FDX3103	B763	J	N184FE	Time Buffer	Yes
6/26/2021 6:59	HAL	HAL23	A21N	J	N205HA	Time Buffer	Yes
6/29/2021 6:59	HAL	HAL23	A21N	J	N204HA	Time Buffer	Yes
6/30/2021 6:59	FDX	FDX3103	B763	J	N186FE	Time Buffer	Yes
					Time Buffer	30	
					Grand Count	63	

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Runway 12 Night Departure List for Calendar Quarter

N/A

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
4/1/2021	1530	PCM	C500	1	High	HG6	1530	N/A	N/A
4/7/2021	1638	PCM	C525	2	High	HG6	1655	N/A	N/A
4/8/2021	1409	SWA	B737	2	High	GRE	1414	N/A	N/A
4/10/2021	2303	SWA	B737	1	High	GRE	2304	NO	N/A
4/9/2021	1740	PCJ	PRM1	2	High	HG6	1740	N/A	N/A
4/12/2021	1920	TWY	GLF4	2	High	HG6	1630	N/A	N/A
5/7/2021	0528	SWA	B737	2	High	GRE	0540	NO	N/A
5/8/2021	2316	FDX	A320	2	High	GRE	2330	NO	N/A
6/4/2021	1350	PCJ	C525	2	High	HG6	1410	N/A	N/A
6/9/2021	0858	BJT	C500	2	MED	HG6	0920	N/A	N/A
6/11/2021	2205	SWA	B737	1	High	GRE	2206	NO	N/A
6/15/2021	1238	PCJ	C525	2	MED	HG6	1238	N/A	N/A
6/25/2021	1629	BJT	ASTR	1	High	HG6	1645	N/A	N/A

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
6/30/2021 19:10	FFT	FFT294	A320	2516	Air Traffic Conflict	Yes
4/6/2021 11:02	SWA	SWA1652	B737	2391	Air Traffic Conflict	Yes
4/13/2021 18:57	SWA	SWA4731	B738	2864	Air Traffic Conflict	Yes
6/25/2021 9:05	SWA	SWA1528	B737	2723	Air Traffic Conflict	Yes
6/23/2021 19:24	FTH	FTH246	C750	2749	Air Traffic Conflict	Yes
6/23/2021 18:58	SWA	SWA5079	B738	2290	Air Traffic Conflict	Yes
4/12/2021 9:16	SWA	SWA1654	B738	2851	Air Traffic Conflict	Yes
6/22/2021 11:49	SWA	SWA3869	B737	2559	Air Traffic Conflict	Yes
6/22/2021 9:19	SWA	SWA1637	B737	2604	Air Traffic Conflict	Yes
4/8/2021 18:44	SWA	SWA181	B737	2490	Air Traffic Conflict	No
6/27/2021 13:33	DAL	DAL2428	BCS1	2447	Air Traffic Conflict	Yes
6/21/2021 9:20	SWA	SWA491	B737	2398	Air Traffic Conflict	Yes
6/20/2021 10:58	AAY	AAY169	A319	2857	Air Traffic Conflict	Yes
6/19/2021 9:31			GLF4	2893	Air Traffic Conflict	Yes
4/6/2021 12:04	SWA	SWA2116	B738	2565	Air Traffic Conflict	Yes
4/6/2021 11:11	FDX	FDX3404	B763	2732	Air Traffic Conflict	Yes

4/15/2021 7:13	FDX	FDX3012	B763	2650	Air Traffic Conflict	Yes
4/2/2021 7:14	SWA	SWA2152	B738	2322	Air Traffic Conflict	Yes
4/2/2021 13:27	SWA	SWA2037	B738	2145	Air Traffic Conflict	Yes
4/25/2021 11:30		N963JP	GLEK	1860	Air Traffic Conflict	Yes
5/1/2021 10:44	SKW	SKW4065	E75L	2486	Air Traffic Conflict	Yes
5/2/2021 20:46	UPS	UPS2955	MD11	2565	Air Traffic Conflict	Yes
4/2/2021 18:12	SWA	SWA181	B737	2765	Air Traffic Conflict	Yes
5/6/2021 16:11	SWA	SWA928	B38M	2673	Air Traffic Conflict	Yes
4/2/2021 18:40	FFT	FFT296	A319	2709	Air Traffic Conflict	Yes
5/11/2021 9:07	SWA	SWA1488	B738	2687	Air Traffic Conflict	Yes
5/12/2021 10:14	SWA	SWA4461	B737	2818	Air Traffic Conflict	Yes
5/14/2021 9:06	SWA	SWA1896	B737	2306	Air Traffic Conflict	Yes
5/14/2021 16:15	SWA	SWA1570	B737	2486	Air Traffic Conflict	Yes
5/16/2021 11:56	SWA	SWA608	B737	2614	Air Traffic Conflict	Yes
4/3/2021 12:17	SWA	SWA1188	B738	2798	Air Traffic Conflict	Yes
4/4/2021 9:20	SWA	SWA290	B737	2093	Air Traffic Conflict	Yes
6/7/2021 12:20	SWA	SWA1240	B737	2808	Air Traffic Conflict	Yes
6/7/2021 13:03	SWA	SWA6211	B737	2762	Air Traffic Conflict	Yes
6/7/2021 14:20	SWA	SWA302	B38M	2828	Air Traffic Conflict	Yes
6/7/2021 19:42	FDX	FDX1268	MD11	2834	Air Traffic Conflict	Yes
6/10/2021 9:10	SWA	SWA588	B737	2444	Air Traffic Conflict	Yes
6/11/2021 18:41	SWA	SWA5079	B738	2542	Air Traffic Conflict	Yes
6/13/2021 18:47	SWA	SWA5079	B738	2604	Air Traffic Conflict	Yes
4/6/2021 8:50	SWA	SWA663	B738	2365	Air Traffic Conflict	Yes
				Air Traffic Conflict	40	
6/25/2021 14:08	SWA	SWA302	B738	2237	Not Acceptable	No
6/23/2021 12:27	SWA	SWA2207	B737	2805	Not Acceptable	No
6/22/2021 9:11			CL35	2782	Not Acceptable	No
6/21/2021 14:06	SWA	SWA302	B738	2782	Not Acceptable	No
6/18/2021 14:29	SWA	SWA302	B38M	2053	Not Acceptable	No
6/18/2021 13:31	DAL	DAL2428	BCS1	2437	Not Acceptable	No
6/17/2021 19:26	UPS	UPS945	B763	2460	Not Acceptable	No
6/17/2021 17:03	SKW	SKW3787	E75L	2588	Not Acceptable	No
6/6/2021 19:25		N830MG	C650	2224	Not Acceptable	No
5/27/2021 7:12	FDX	FDX3103	B763	2851	Not Acceptable	No
5/9/2021 9:07	SWA	SWA1957	B738	2201	Not Acceptable	Yes
5/5/2021 19:07	FDX	FDX1268	MD11	2854	Not Acceptable	No
4/25/2021 9:28	SWA	SWA1873	B737	2834	Not Acceptable	No
4/17/2021 9:04	SWA	SWA852	B738	2641	Not Acceptable	No
4/8/2021 17:42		N881VP	C56X	1994	Not Acceptable	No
4/1/2021 13:32	SWA	SWA2037	B738	2293	Not Acceptable	No
4/1/2021 18:22	SWA	SWA181	B737	2155	Not Acceptable	No
				Not Acceptable	17	
				Grand Count	57	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
4/1/2021 8:43	ASA1126	B739	ASA	2864	Not Acceptable	No
4/1/2021 10:43	SWA1267	B737	SWA	2716	Not Acceptable	No
4/1/2021 18:46	SWA985	B738	SWA	2280	Not Acceptable	No
4/1/2021 23:28	SWA1095	B737	SWA	2880	Not Acceptable	No
4/4/2021 20:07	AAY728	A319	AAY	2762	Not Acceptable	No
4/15/2021 18:53	SWA1823	B738	SWA	2680	Not Acceptable	No
4/16/2021 14:04	QXE2224	E75L	QXE	2808	Not Acceptable	No
6/9/2021 12:39	SWA2493	B737	SWA	2847	Not Acceptable	No
4/26/2021 17:22	QXE2240	E75L	QXE	2788	Not Acceptable	No
5/20/2021 8:55	QXE2438	E75L	QXE	2870	Not Acceptable	No
6/6/2021 11:05	AAY634	A320	AAY	2542	Not Acceptable	No
6/8/2021 11:15	SWA2207	B737	SWA	2893	Not Acceptable	No
				Not Acceptable	12	
				Grand Count	12	

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@bankofutah.com

January 8, 2020

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed departing from Runway 28L or 28R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at <http://whispertrack.com/airports/KOAK>

Event date: 1/7/2020
Time of departure: 1223 hrs. local
Aircraft Type: C525
Aircraft Tail Number or Flight Number: N525XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use Runway 12/30 for turbojet aircraft departures.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field Jet Landing Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

April 1, 2020

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed landing on Runway 10L or 10R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For complete information about our noise abatement procedures visit Whispertrack

<http://whispertrack.com/airports/KOAK>

Event date: 3/31/2020
Time of landing: 1650 hrs. local
Aircraft Type: E55P
Aircraft Tail Number or Flight Number: N300XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use Runway 12 for turbojet aircraft landings when airport is in southeast flow configuration.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field VFR Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

March 31, 2020

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The aircraft identified below was observed departing from Runway 28R/L or 33 and was flown over residential areas adjacent to the airport. This flight was not in compliance with the VFR departure noise abatement procedure at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at <http://whispertrack.com/airports/OAK>.

Event date: 3/30/2020
Time of departure: 1015 hrs. local
Aircraft Type: C172
Aircraft Tail Number or Flight Number: N328XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use the noise abatement departure procedure and avoid flying over residential areas whenever safely possible. Always follow ATC instructions for safe aircraft separation.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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North Field Quiet Hours Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircraft.com

January 8, 2020

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The aircraft identified below was observed departing from a North Field runway and was flown over a residential area adjacent to the airport. This flight was not in compliance with the Quiet Hours noise abatement program at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at <http://whispertrack.com/airports/KOAK>

Event date: 1/7/2020
Time of departure: 2223 hrs local
Aircraft Type: PAY2
Aircraft Tail Number or Flight Number: N22XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use the preferred runway and the noise abatement departure procedure.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

Helicopter Flight Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: helicopterowner/operator@aircraft.com

March 5, 2020

Helicopter Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Helicopter Owner/Operator:

The Oakland Airport Noise Office is reaching out to helicopter operators to seek your continued support of the Oakland Noise Abatement Program. By avoiding certain noise sensitive areas located in close proximity to the airport, you are helping us to be a good neighbor to our local citizens.

For complete information about our noise procedures visit Whispertrack at
<http://whispertrack.com/airports/KOAK>

In addition, the following recommendations are made for news helicopter operators:

1. Maintain appropriate altitudes.
2. Alternate hover locations whenever possible to minimize noise impacts.
3. Use the 880 corridor to help keep away from residential areas.
4. Keep noise to a minimum by use of optimum pitch and power settings for noise control.

It is understood that there may be times when your aircraft may need to fly over a residential area for safety reasons or to comply with air traffic control, but we ask that all pilots familiarize themselves with our noise sensitive areas and avoid those areas whenever possible.

With your assistance and cooperation, we trust that all efforts are being done to reduce aviation noise and be a good neighbor to our surrounding communities .

If you have further questions, please call (510) 563-3349, or e-mail jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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