



I ✈ OAK
Fly the East Bay Way

Quarterly Aircraft Noise Report

First Quarter 2022



Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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Table of Contents

(Click on a link below for direct access.)

	Page
<u>QUARTERLY AIRCRAFT NOISE REPORT INTRODUCTION</u>	4
<u>QUARTERLY REPORTS SUMMARY TABLE</u>	5
NORTH FIELD REPORTS	
1. <u>Jet Aircraft Departure Procedure for Runways 28R/L</u>	6
2. <u>Jet Aircraft Landing Procedure for Runways 10R/L</u>	7
3. <u>North Field VFR Aircraft Departure Procedure</u>	7
4. <u>North Field Quiet Hours Procedures</u>	8
5. <u>North Field Quiet Hours SEL Report</u>	10, 11
SOUTH FIELD REPORTS	
6. <u>Runway 30 BFI Right Turn Departure Procedure</u>	12
7. <u>Night Time Departure Procedure</u>	12
8. <u>Rolling Take-off Night Departure Procedure</u>	13
9. <u>Runway 12 Night Departure Procedure</u>	14
10. <u>Engine Run-up Program</u>	15
11. <u>Runway 30 East Turn Departure Procedure</u>	15
12. <u>Cross Over 100 Degree Radial Procedure</u>	16
<u>MONTHLY AIRCRAFT NOISE COMPLAINT REPORTS</u>	17, 18, 19
<u>AIRPORT OPERATIONS SUMMARY TABLES</u>	20
<u>DEFINITIONS OF TERMINOLOGY FOR COMPLIANCE MONITORING</u>	23
APPENDICES	A1
• <u>Jet Aircraft Departure List for Calendar Quarter</u>	
• <u>Jet Aircraft Landing List for Calendar Quarter</u>	
• <u>North Field VFR Departure List for Calendar Quarter</u>	
• <u>North Field Quiet Hours Departure List for Calendar Quarter</u>	
• <u>North Field Quiet Hours SEL List for Calendar Quarter</u>	
• <u>Runway 30 BFI Right Turn Departure List for Calendar Quarter</u>	
• <u>Night Time Departure List for Calendar Quarter</u>	

- [Runway 12 Night Departure List for Calendar Quarter](#)
- [Engine Runup List for Calendar Quarter](#)
- [Runway 30 East Turn Departure List](#)
- [Cross Over 100 Degree Radial List](#)
- [Sample noncompliance letter for Jet Aircraft Departure Program](#)
- [Sample noncompliance letter for Jet Aircraft Landing Program](#)
- [Sample noncompliance letter for NF VFR Departure Program](#)
- [Sample noncompliance letter for NF Quiet Hours Program](#)

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 First Quarter 2022				
	2021Q1		2022Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	95%	5%	93%	7%
Total Airport-wide Corporate Jet Departures	2,209	113	2,454	175
Runway 10R/L Jet Landing Compliance	78%	22%	85%	15%
Total Southeast Plan Corporate Jet Landings	147	42	92	16
North Field VFR Departure Compliance	93%	7%	91%	9%
Total Runways 28R/L & 33 Departures	265	21	224	21
North Field Quiet Hours Compliance	76%	24%	76%	24%
Total North Field Quiet Hours Departures	105	34	103	33
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	10,822	7	15,423	7
Night Time Departure Compliance	99%	1%	100%	0%
Total Runway 30 Night Turbojet Departures	2,024	19	2,431	12
Runway 12 Night Departure Compliance	100%	0%	100%	0%
Total Runway 12 Night Turbojet Departures	120	0	55	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,487	5	3,757	0
100 Degree Radial Turbojet Landing Compliance	98%	2%	99%	0%
Total 100 Degree Radial Turbojet Landings	640	14	817	6
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	11	0	5	0
Note: N/C means non-compliant. Percentage values are rounded out.				

[\(Return to Table of Contents\)](#)

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 First Quarter 2022				
	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	864	824	941	2,629
Compliant Corporate Jet Departures	813	773	868	2,454
Non-compliant Corporate Jet Departures	51	51	73	175
Corporate Jet Departure Compliance Rate	94%	94%	92%	93%
Excused Jet Departures	64	54	17	135
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,321	5,160	5,784	16,265
Compliant Airport-wide Jet Departures	5,270	5,109	5,711	16,090
Non-compliant Airport-wide Jet Departures	51	51	73	175
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

[\(Return to Table of Contents\)](#)

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 First Quarter 2022				
	January	February	March	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	65	0	43	108
Compliant SE Plan Corporate Jet Landings	53	0	39	92
Non-compliant SE Plan Corporate Jet Landings	12	0	4	16
SE Plan Corporate Jet Landing Compliance Rate	82%	N/A	91%	85%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	313	0	171	484
Airport-wide Compliant SE Plan Jet Landings	301	0	167	468
Airport-wide Non-compliant SE Plan Landings	12	0	4	16
Airport-wide Jet Landing SE Plan Compliance Rate	96%	N/A	98%	97%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

[\(Return to Table of Contents\)](#)

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 First Quarter 2022				
	January	February	March	Total
Total VFR Departures	78	79	88	245
Total VFR Departures Over Alameda	19	14	19	52
Compliant Departures	70	76	78	224
Non-compliant Departures	8	3	10	21
Compliance Rate	90%	96%	89%	91%

[\(Return to Table of Contents\)](#)

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.) First Quarter 2022				
	January	February	March	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	42	32	62	136
Compliant Night Departures	33	22	48	103
Average Compliant Departures per Night	1.1	0.7	1.5	1.1
Non-Compliant Night Departures	9	10	14	33
Average Non-Compliant Departures per Night	0.3	0.3	0.5	0.4
Night Departure Compliance Rate	79%	69%	77%	76%

[\(Return to Table of Contents\)](#)

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



[\(Return to Table of Contents\)](#)

Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 136

First Quarter 2022 (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	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	1
2	16	4	0.0	0.7%	0	0.0	0.0%	0	0.0	0.0%	20
3	44	3	0.0	0.5%	1	0.0	0.2%	1	0.0	0.2%	49
4	33	38	0.4	6.7%	27	0.3	4.8%	9	0.1	1.6%	107
5	61	21	0.2	3.7%	14	0.2	2.5%	9	0.1	1.6%	105
6	53	10	0.1	1.8%	12	0.1	2.1%	7	0.1	1.2%	82
7	26	7	0.1	1.2%	6	0.1	1.1%	1	0.0	0.2%	40
8	29	21	0.2	3.7%	1	0.0	0.2%	0	0.0	0.0%	51
9	11	5	0.1	0.9%	4	0.0	0.7%	2	0.0	0.4%	22
10	49	9	0.1	1.6%	1	0.0	0.2%	1	0.0	0.2%	60
11	3	1	0.0	0.2%	1	0.0	0.2%	0	0.0	0.0%	5
12	8	5	0.1	0.9%	2	0.0	0.4%	0	0.0	0.0%	15
13	3	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	4
14	24	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	25
All NMTs	360	126	1	0	70	1	0	30	0	0	586

[\(Return to Table of Contents\)](#)

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 120

First Quarter 2022 (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	44	3	0.0	1.3%	1	0.0	0.4%	1	0.0	0.4%	49
4	33	38	0.4	15.9%	27	0.3	11.3%	9	0.1	3.8%	107
5	61	21	0.2	8.8%	14	0.2	5.9%	9	0.1	3.8%	105
6	53	10	0.1	4.2%	12	0.1	5.0%	7	0.1	2.9%	82
7	26	7	0.1	2.9%	6	0.1	2.5%	1	0.0	0.4%	40
8	29	21	0.2	8.8%	1	0.0	0.4%	0	0.0	0.0%	51
Total	246	100	1.1		61	0.7		27	0.3		434

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 16

First Quarter 2022 (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	16	4	0.0	1.2%	0	0.0	0.0%	0	0.0	0.0%	20
9	11	5	0.1	1.5%	4	0.0	1.2%	2	0.0	0.6%	22
10	49	9	0.1	2.7%	1	0.0	0.3%	1	0.0	0.3%	60
11	3	1	0.0	0.3%	1	0.0	0.3%	0	0.0	0.0%	5
12	8	5	0.1	1.5%	2	0.0	0.6%	0	0.0	0.0%	15
13	3	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	4
14	24	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	25
Total	114	25	0.3		9	0.1		3	0.0		151

[\(Return to Table of Contents\)](#)

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 First Quarter 2022				
	January	February	March	Quarter
Runway 30 Turbojet Departures	4,876	5,032	5,522	15,430
Compliant Departures	4,873	5,028	5,522	15,423
Non-compliant Departures	3	4	0	7
Percentage of Non-compliance	0.1%	0.1%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

[\(Return to Table of Contents\)](#)

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 First Quarter 2022				
	January	February	March	Quarter
Runway 30 Nighttime Turbojet Departures	748	765	930	2,443
Buffer Time Departures	8	12	10	30
Compliant Departures	743	762	926	2,431
Non-compliant Departures	5	3	4	12
HUSSH gate misses	3	2	3	8
NITE gate misses	3	3	3	9
REBAS gate misses	4	3	4	11
Compliance Rate	99%	100%	100%	100%

[\(Return to Table of Contents\)](#)

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)						
First Quarter 2022, 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	
First Quarter 2022 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	275	92	144	65	74	16
DC10/MD10	27	9	30	67	76	19
MD11	217	72	158	67	76	19
A306	17	6	10	65	73	14
B757	190	63	104	65	74	15
B77L	117	39	35	65	73	12
Difference [A-B]						
DC10/MD10		-78	-2	-2	-2	-3
MD11		40	145	-3	-3	-5
A306		-61	-11	-2	-4	-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)						

[\(Return to Table of Contents\)](#)

Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First 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	
First Quarter 2021 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	163	54	64	66	75	15
DC10/MD10	44	15	35	66	75	19
MD11	163	54	110	68	77	22
A306	109	36	45	65	75	17
B757	159	53	60	65	75	16
B77L	115	38	28	65	74	15
Difference [A-B]						
DC10/MD10		-72	3	-3	-3	-3
MD11		22	97	-2	-2	-2
A306		-31	24	-2	-2	-8

(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)

[\(Return to Table of Contents\)](#)

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) First Quarter 2022				
	January	February	March	Quarter
Jet Departures	39	0	16	55
Non-Compliant Departures	0	0	0	0
Compliant Departures	39	0	16	55
Compliance Rate	100%	No SE Plan	100%	100%

Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.

[\(Return to Table of Contents\)](#)

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 2022				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	0	1	1	2
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	1	1	1	3
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	1	2	2	5
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

[\(Return to Table of Contents\)](#)

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 First Quarter 2022				
	January	February	March	Quarter
Total Runway 30 East Turn Turbojet Departures	1,227	1,224	1,306	3,757
Non-compliant Turbojet Departures	0	0	0	0
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,227	1,224	1,306	3,757
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	1	2	0	3
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.				

[\(Return to Table of Contents\)](#)

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 First Quarter 2022				
	January	February	March	Quarter
Turbojets on Downwind RWY 30 Approach	253	306	264	823
Non-compliant Turbojets	1	4	1	6
Total Turbojet Aircraft Above 3K Feet ASL*	252	302	263	817
Compliance Rate	100%	99%	100%	99%
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.				

[\(Return to Table of Contents\)](#)

Oakland International Airport Noise Complaint Summary January 2022		
Community	Callers	Complaints
Alameda(BFI)	34	257
Alameda(Central)	8	19
Albany	0	0
Berkeley	0	0
Castro Valley	2	38
Fremont	0	0
Hayw ard	1	3
Kensington	0	0
Oakland	14	2698
Piedmont	0	0
Richmond	1	185
San Francisco	1	1
San Leandro	4	36
Union City	0	0
San Lorenzo	0	0
Other Communities	7	213
Total	72	3450
Complaints by Type		
Website		0
E-mail		2721
Phone		0
View point App		729
Complaints by Time of Day		
Day (0700 - 1900)		777
Evening (1900 - 2200)		691
Night (2200 - 0700)		1982
Complaints by Type of Operation		
Arrivals		2206
Departures		1152
Over-flights		50
Touch & Go		42
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		398
Helicopter		15
Jet		2513
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		4
Propeller		141
Turbo-prop		379

[\(Return to Table of Contents\)](#)

Oakland International Airport Noise Complaint Summary February 2022		
Community	Callers	Complaints
Alameda(BFI)	33	192
Alameda(Central)	5	12
Albany	0	0
Berkeley	0	0
Castro Valley	1	29
Fremont	0	0
Hayw ard	1	5
Kensington	0	0
Oakland	16	2709
Piedmont	0	0
Richmond	0	0
San Francisco	2	2
San Leandro	1	1
Union City	0	0
San Lorenzo	0	0
Other Communities	4	113
Total	63	3063
Complaints by Type		
Website		0
E-mail		2623
Phone		0
View point App		440
Complaints by Time of Day		
Day (0700 - 1900)		724
Evening (1900 - 2200)		745
Night (2200 - 0700)		1594
Complaints by Type of Operation		
Arrivals		2027
Departures		902
Over-flights		109
Touch & Go		25
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		105
Helicopter		6
Jet		2705
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		2
Propeller		164
Turbo-prop		81

[\(Return to Table of Contents\)](#)

Oakland International Airport Noise Complaint Summary March 2022		
Community	Callers	Complaints
Alameda(BFI)	27	225
Alameda(Central)	6	17
Albany	0	0
Berkeley	2	3
Castro Valley	2	40
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	10	3027
Piedmont	0	0
Richmond	2	54
San Francisco	1	1
San Leandro	2	18
Union City	0	0
San Lorenzo	0	0
Other Communities	3	111
Total	55	3496
Complaints by Type		
Website		0
E-mail		2927
Phone		0
View point App		569
Complaints by Time of Day		
Day (0700 - 1900)		518
Evening (1900 - 2200)		1268
Night (2200 - 0700)		1710
Complaints by Type of Operation		
Arrivals		1932
Departures		1509
Over-flights		14
Touch & Go		41
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		128
Helicopter		11
Jet		3240
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		2
Propeller		77
Turbo-prop		38

[\(Return to Table of Contents\)](#)

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.) First Quarter 2022					
	January	February	March	Total	Percentage
Runway 28L	3	2	2	7	9%
Runway 28R	22	16	21	59	74%
Runway 33	1	0	2	3	4%
Alameda Overflights	26	18	25	69	86%
Runway 10L	1	0	3	4	5%
Runway 10R	4	0	3	7	9%
Runway 15	0	0	0	0	0%
San Leandro Overflights	5	0	6	11	14%
Total Departures	31	18	31	80	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 First Quarter 2022				
	January	February	March	Total
VFR Departures				
Runway 28L	10	11	19	40
Runway 28R	87	85	72	244
Runway 33	65	88	78	231
VFR Departures	162	184	169	515
IFR Departures				
Runway 28L	153	159	184	496
Runway 28R	328	295	294	917
Runway 33	108	97	85	290
IFR Departures	589	551	563	1,703
Total Departures	751	735	732	2,218

[\(Return to Table of Contents\)](#)

Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2022											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	77	89	-	-	-	3	28	348	2,108	-	2,487	2,487
	Helicopters	-	-	-	-	-	-	-	-	-	267	267	267
	Commercial Jets	326	11,480	11,806	-	-	-	-	34	12	-	46	11,852
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	-	-	30	26	10	4	124	1,041	-	1,235	1,235
	Regional Jets	50	815	865	-	-	-	-	29	872	-	901	1,766
	Turboprops	-	47	47	-	-	10	20	192	802	-	1,024	1,071
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		453	12,431	12,718	30	26	23	52	727	4,835	267	5,960	18,678
Departures	Corporate Jets	2	2,218	2,220	1	8	10	83	155	127	-	384	2,604
	Helicopters	-	-	-	-	-	-	-	-	-	148	148	148
	Commercial Jets	309	11,513	11,822	-	-	-	2	9	-	-	11	11,833
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	1	-	1	37	509	10	-	52	523	-	1,131	1,132
	Regional Jets	24	1,699	1,723	-	-	1	24	18	1	-	44	1,767
	Turboprops	2	30	32	-	4	21	4	302	510	-	841	873
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		338	15,460	15,798	38	521	42	113	536	1,161	148	2,559	18,357
Touch & Go Sub-totals		1	21	22	10	191	17	1	37	406	1	663	685
Grand Total		792	27,912	28,538	78	738	82	166	1,300	6,402	416	9,182	37,720

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS First Quarter 2022											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	326	11,480	11,806	-	-	-	-	34	12	-	46	11,852
	Regional Jets	50	815	865	-	-	-	-	29	872	-	901	1,766
Commercial Jet Sub-totals		376	12,295	12,671	-	-	-	-	63	884	-	947	13,618
	Corporate Jets	77	89	166	-	-	3	28	348	2,108	-	2,487	2,653
All Jet Arrivals Sub-totals		453	12,384	12,837	-	-	3	28	411	2,992	-	3,434	16,271
Departures	Commercial Jets	309	11,513	11,822	-	-	-	2	9	-	-	11	11,833
	Regional Jets	24	1,699	1,723	-	-	1	24	18	1	-	44	1,767
Commercial Jet Sub-totals		333	13,212	13,545	-	-	1	26	27	1	-	55	13,600
	Corporate Jets	2	2,218	2,220	1	8	10	83	155	127	-	384	2,604
All Jet Departures Sub-totals		335	15,430	15,765	1	8	11	109	182	128	-	439	16,204
Grand Total		788	27,814	28,602	1	8	14	137	593	3,120	-	3,873	32,475

[\(Return to Table of Contents\)](#)

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.

[\(Return to Table of Contents\)](#)

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
1/1/2022 13:49	LN269JR	N269JR	LJ35	4257	28R	B	Lifeguard Medical	Yes
1/4/2022 9:59	LN509RP	N509RP	C550	3313	28R	B	Lifeguard Medical	Yes
3/30/2022 9:06	LN60LJ	N60LJ	LJ60	3302	28R	B	Lifeguard Medical	Yes
3/20/2022 13:15	LN54DD	N54DD	C560	7444	28R	B	Lifeguard Medical	Yes
3/19/2022 5:58	N269JR	N269JR	LJ35	3225	28L	B	Lifeguard Medical	Yes
3/18/2022 15:58	LN560PA	N560PA	C560	3605	28R	B	Lifeguard Medical	Yes
3/18/2022 12:21	LN509RP	N509RP	C550	4214	28R	B	Lifeguard Medical	Yes
3/18/2022 8:08	LN509RP	N509RP	C550	4547	28R	B	Lifeguard Medical	Yes
1/6/2022 9:05	LN509RP	N509RP	C550	4211	28R	B	Lifeguard Medical	Yes
1/6/2022 18:20	LN54DD	N54DD	C560	4203	28L	B	Lifeguard Medical	Yes
1/7/2022 6:03	LN968SR	N968SR	C560	3206	28R	B	Lifeguard Medical	Yes
1/7/2022 13:27	LN581HC	N581HC	C25C	1726	28L	B	Lifeguard Medical	Yes
1/8/2022 8:31	LN54DD	N54DD	C560	4263	28L	B	Lifeguard Medical	Yes
1/9/2022 10:51	LN726MJ	N726MJ	LJ45	1772	28R	B	Lifeguard Medical	Yes
1/22/2022 5:46	LN269JR	N269JR	LJ35	4221	28L	B	Lifeguard Medical	Yes
1/30/2022 1:46	LN810BE	N810BE	C560	3257	28L	B	Lifeguard Medical	Yes
2/1/2022 7:36	LN509RP	N509RP	C550	4264	28R	B	Lifeguard Medical	Yes
2/2/2022 7:16	LN509RP	N509RP	C550	4531	28R	B	Lifeguard Medical	Yes
2/2/2022 20:18	LN509RP	N509RP	C550	3252	28R	B	Lifeguard Medical	Yes
2/3/2022 17:51	LN561SR	N561SR	C560	3776	28R	B	Lifeguard Medical	Yes
2/3/2022 20:39	LN54DD	N54DD	C560	3221	28L	B	Lifeguard Medical	Yes
2/4/2022 20:20	LN509RP	N509RP	C550	4503	28R	B	Lifeguard Medical	Yes
2/5/2022 2:11	N269JR	N269JR	LJ35	3312	28L	B	Lifeguard Medical	Yes
2/5/2022 3:19	LN509RP	N509RP	C550	4516	28L	B	Lifeguard Medical	Yes
2/14/2022 4:53	LN149WW	N149WW	C25B	3271	28R	B	Lifeguard Medical	Yes
2/14/2022 6:12	LN897MD	N897MD	C525	3303	28R	B	Lifeguard Medical	Yes
2/14/2022 21:45	LN509RP	N509RP	C550	4201	28R	B	Lifeguard Medical	Yes
2/16/2022 13:39	LN509RP	N509RP	C550	3372	28L	B	Lifeguard Medical	Yes
2/17/2022 9:25	LN108JN	N108JN	LJ35	3714	28R	B	Lifeguard Medical	Yes
2/22/2022 19:11	LN108JN	N108JN	LJ35	3730	28R	B	Lifeguard Medical	Yes
2/23/2022 11:29	LN135SH	N135SH	LJ35	3756	28R	B	Lifeguard Medical	Yes
2/24/2022 23:53	LN509RP	N509RP	C550	3360	28R	B	Lifeguard Medical	Yes
2/26/2022 9:07	LN269JR	N269JR	LJ35	3745	28R	B	Lifeguard Medical	Yes
3/1/2022 10:10	LN810BE	N810BE	C560	4554	28L	B	Lifeguard Medical	Yes
3/1/2022 17:29	LN810BE	N810BE	C560	6333	28R	B	Lifeguard Medical	Yes
3/3/2022 7:27	LN726MJ	N726MJ	LJ45	6316	28L	B	Lifeguard Medical	Yes
3/12/2022 12:24	LN269JR	N269JR	LJ35	3325	28R	B	Lifeguard Medical	Yes
3/12/2022 17:43	LN681HC	N681HC	CL60	3675	28L	B	Lifeguard Medical	Yes
3/16/2022 21:03	LN54DD	N54DD	C560	3351	28R	B	Lifeguard Medical	Yes
3/17/2022 1:40	LN54DD	N54DD	C560	3275	28R	B	Lifeguard Medical	Yes
3/17/2022 19:31	LN509RP	N509RP	C550	4561	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	41	
3/16/2022 15:53	TWY5	TWY5	GLF5	4531	28L	B	Pilot Refusal	No
2/21/2022 12:38	GDG626	N626NT	F2TH	4243	28L	B	Pilot Refusal	No
2/18/2022 10:00	GDG626	N626NT	F2TH	3254	28L	B	Pilot Refusal	No
2/17/2022 10:19	GDG626	N626NT	F2TH	6374	28L	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/18/2022 13:25	TWY41	TWY41	GLF5	3301	28R	B	Pilot Refusal	No
						Pilot Refusal	5	
1/2/2022 10:32	N8821C	N8821C	G150	3371	28L	B	Pilot Requested	No
1/2/2022 15:48			GLF5	6345	28L	B	Pilot Requested	No
1/2/2022 18:35	N819AP	N819AP	GALX	3737	28R	B	Pilot Requested	No
1/4/2022 9:51	N823AM	N823AM	H25B	6336	28L	B	Pilot Requested	No
1/4/2022 18:21			GLF4	4565	28R	B	Pilot Requested	No
1/4/2022 21:02	N8821C	N8821C	G150	4524	28L	B	Pilot Requested	No
1/5/2022 12:33	FTH965	N965TX	C750	4526	28L	B	Pilot Requested	No
1/6/2022 10:14			GLF5	3723	28L	B	Pilot Requested	No
1/7/2022 14:54	N550LC	N550LC	E550	3664	28R	B	Pilot Requested	No
1/8/2022 17:12	N232CF	N232CF	C750	3261	28R	B	Pilot Requested	No
1/9/2022 11:01			GLF5	3744	28R	B	Pilot Requested	No
1/9/2022 14:13	N525JN	N525JN	C25A	5307	28R	B	Pilot Requested	No
1/13/2022 16:43			GLF4	3611	28L	B	Pilot Requested	No
1/14/2022 12:16	N501TB	N501TB	C501	4565	28R	B	Pilot Requested	No
1/14/2022 12:34			C25A	3207	28R	B	Pilot Requested	No
1/14/2022 15:05	N787QS	N787QS	CL35	3330	28L	B	Pilot Requested	No
1/14/2022 16:07			GLF4	6351	28L	B	Pilot Requested	No
1/14/2022 16:11			F2TH	3775	28R	B	Pilot Requested	No
1/15/2022 11:50	N300DG	N300DG	SF50	3706	28R	B	Pilot Requested	No
1/16/2022 10:45	N501TB	N501TB	C501	3366	28L	B	Pilot Requested	No
1/16/2022 13:43			C25A	3764	28R	B	Pilot Requested	No
1/17/2022 12:07			C560	6322	28L	B	Pilot Requested	No
1/17/2022 12:46			C550	4277	28R	B	Pilot Requested	No
1/17/2022 14:53	N137WS	N137WS	GLF4	6314	28L	B	Pilot Requested	No
1/17/2022 16:18	SIS427	N427LM	GALX	4563	28L	B	Pilot Requested	No
1/17/2022 18:05			CL60	6376	28R	B	Pilot Requested	No
1/17/2022 18:29	LXJ562	N562FX	CL30	3216	28R	B	Pilot Requested	No
1/19/2022 10:51	N711RC	N711RC	C25A	3205	28R	B	Pilot Requested	No
1/19/2022 17:06			GLF5	4506	28R	B	Pilot Requested	No
1/20/2022 10:38			PC24	4571	28R	B	Pilot Requested	No
1/20/2022 11:42	N57FL	N57FL	C25A	1736	28R	B	Pilot Requested	No
1/20/2022 12:17	N604BP	N604BP	C56X	1763	28R	B	Pilot Requested	No
1/20/2022 12:51	N121GG	N121GG	C680	3273	28R	B	Pilot Requested	No
1/21/2022 16:54	N14VJ	N14VJ	SF50	3312	28L	B	Pilot Requested	No
1/22/2022 7:52			LJ55	3234	28R	B	Pilot Requested	No
1/23/2022 14:06			GLF6	1734	28L	B	Pilot Requested	No
1/23/2022 14:32	DPJ452	N452TM	BE40	3720	28R	B	Pilot Requested	No
1/23/2022 18:23	N24LJ	N24LJ	LJ24	3301	28L	B	Pilot Requested	No
1/23/2022 18:48	USC240	N354CK	LJ35	3620	28R	B	Pilot Requested	No
1/25/2022 21:01	N400FF	N400FF	BE40	4236	28L	B	Pilot Requested	No
1/26/2022 10:56	WDY043	N618CX	F900	1751	28R	B	Pilot Requested	No
1/27/2022 7:26	N315CJ	N315CJ	C25B	3731	28R	B	Pilot Requested	No
1/27/2022 11:48			GLEX	3205	28L	B	Pilot Requested	No
1/27/2022 14:09	LXJ411	N411FX	E545	3726	28R	B	Pilot Requested	No
1/27/2022 23:06			C25A	3241	28R	B	Pilot Requested	No
1/28/2022 18:30	EJA552	N552QS	C68A	3277	28R	B	Pilot Requested	No
1/29/2022 17:20	EDG151	N30JE	GLF4	3676	28L	B	Pilot Requested	No
1/30/2022 7:33	N681HC	N681HC	CL60	6376	28L	B	Pilot Requested	No
1/30/2022 18:36			C750	4234	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/31/2022 11:47	N142HD	N142HD	GL5T	3357	28R	B	Pilot Requested	No
2/2/2022 6:07	N379SF	N379SF	SF50	3360	28R	B	Pilot Requested	No
2/2/2022 22:07	USC240	N220CK	LJ35	3307	28R	B	Pilot Requested	No
2/3/2022 11:49	N555DH	N555DH	C525	4575	28L	B	Pilot Requested	No
2/3/2022 11:55			GLF4	3264	28R	B	Pilot Requested	No
2/3/2022 17:15			G280	3640	28L	B	Pilot Requested	No
2/5/2022 8:51	N822PG	N822PG	SF50	6333	28L	B	Pilot Requested	No
2/5/2022 14:01	N525JN	N525JN	C25A	4234	28L	B	Pilot Requested	No
2/6/2022 11:43	N250MC	N250MC	CL60	1740	28L	B	Pilot Requested	No
2/6/2022 15:01	XAUCI	XAUCI	LJ55	3375	28L	B	Pilot Requested	No
2/6/2022 17:20			C650	4542	28R	B	Pilot Requested	No
2/7/2022 12:08			CL60	3262	28R	B	Pilot Requested	No
2/7/2022 15:14			GLF4	1706	28R	B	Pilot Requested	No
2/8/2022 8:08			GLF5	1756	28L	B	Pilot Requested	No
2/9/2022 9:29	LXJ598	N598FX	CL35	3313	28L	B	Pilot Requested	No
2/10/2022 7:46			GLF5	3266	28L	B	Pilot Requested	No
2/10/2022 13:37	N614JK	N614JK	C550	3320	28L	B	Pilot Requested	No
2/10/2022 14:20	EJA342	N342QS	C680	3251	28R	B	Pilot Requested	No
2/10/2022 15:08			F900	1704	28R	B	Pilot Requested	No
2/10/2022 15:24	FTH200	N200AP	C750	4213	28R	B	Pilot Requested	No
2/11/2022 8:29	DCM4367	DCM4367	C550	4253	28R	B	Pilot Requested	No
2/12/2022 9:57	N310JE	N310JE	CL35	3613	28L	B	Pilot Requested	No
2/12/2022 15:03			LJ45	3752	28R	B	Pilot Requested	No
2/12/2022 15:28	DCM3201	DCM3201	GLF5	4521	28R	B	Pilot Requested	No
2/13/2022 11:51	N525JN	N525JN	C25A	3227	28R	B	Pilot Requested	No
2/13/2022 12:28	N300JE	N300JE	CL35	1754	28R	B	Pilot Requested	No
2/13/2022 16:17	N614JK	N614JK	C550	4565	28R	B	Pilot Requested	No
2/15/2022 14:54	EJA776	N776QS	CL35	6316	28L	B	Pilot Requested	No
2/15/2022 16:14			C750	1763	28L	B	Pilot Requested	No
2/16/2022 18:59	N16VJ	N16VJ	SF50	3213	28L	B	Pilot Requested	No
2/17/2022 13:52	N941NC	N941NC	EA50	3231	28R	B	Pilot Requested	No
2/17/2022 15:47	EJA699	N699QS	C68A	3251	28L	B	Pilot Requested	No
2/18/2022 11:52			C750	6337	28L	B	Pilot Requested	No
2/18/2022 15:41			GLF5	606	28L	B	Pilot Requested	No
2/19/2022 14:32	LXJ564	N564FX	CL35	3241	28R	B	Pilot Requested	No
2/19/2022 14:36			F900	3363	28L	B	Pilot Requested	No
2/19/2022 21:56	N300AA	N300AA	LJ45	3201	28L	B	Pilot Requested	No
2/20/2022 14:31	N492FT	N492FT	BE40	3367	28R	B	Pilot Requested	No
2/21/2022 13:25	N652PP	N652PP	C680	3363	28L	B	Pilot Requested	No
2/21/2022 16:26	N492FT	N492FT	BE40	1734	28R	B	Pilot Requested	No
2/22/2022 7:40	N16VJ	N16VJ	SF50	4567	28R	B	Pilot Requested	No
2/22/2022 15:16			C560	3633	28R	B	Pilot Requested	No
2/22/2022 16:08			E35L	3251	28L	B	Pilot Requested	No
2/23/2022 10:10	N129DG	N129DG	C25B	3735	28L	B	Pilot Requested	No
2/23/2022 14:38	FTH975	N975TX	C750	1723	28L	B	Pilot Requested	No
2/25/2022 10:03	EJA782	N782QS	CL35	3727	28R	B	Pilot Requested	No
2/25/2022 14:40	N444RL	N444RL	EA50	1776	28L	B	Pilot Requested	No
2/26/2022 9:48			GLF4	6321	28L	B	Pilot Requested	No
2/28/2022 9:28			C550	6357	28R	B	Pilot Requested	No
3/1/2022 9:08			GLF5	3247	28L	B	Pilot Requested	No
3/2/2022 10:11	GDG626	N626NT	F2TH	3665	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/2/2022 11:11	N55FJ	N55FJ	LJ55	3722	28R	B	Pilot Requested	No
3/2/2022 11:20	EJA231	N231QS	CL60	3725	28L	B	Pilot Requested	No
3/2/2022 11:23	LXJ331	N331FX	E55P	1742	28R	B	Pilot Requested	No
3/2/2022 15:29	HER1	N808CF	GLF4	3340	28L	B	Pilot Requested	No
3/2/2022 17:51	TWY41	TWY41	GLF5	4204	28L	B	Pilot Requested	No
3/3/2022 7:25	N6144	N6144	LJ60	3227	28L	B	Pilot Requested	No
3/3/2022 20:01	N69DD	N69DD	C25A	3211	28R	B	Pilot Requested	No
3/4/2022 8:32			GLF5	3630	28L	B	Pilot Requested	No
3/4/2022 8:45	HK5068	HK5068	F2TH	1747	28L	B	Pilot Requested	No
3/4/2022 9:48	N868AA	N868AA	F900	3764	28L	B	Pilot Requested	No
3/4/2022 11:51	N300DG	N300DG	SF50	4270	28R	B	Pilot Requested	No
3/4/2022 12:18			C56X	3234	28L	B	Pilot Requested	No
3/4/2022 15:44	N53NW	N53NW	C25B	6356	28L	B	Pilot Requested	No
3/5/2022 12:24	EJA610	N610QS	C68A	6326	28L	B	Pilot Requested	No
3/5/2022 16:18	N42ST	N42ST	F2TH	4274	28R	B	Pilot Requested	No
3/6/2022 9:01	DCM4017	DCM4017	C25A	3767	28R	B	Pilot Requested	No
3/6/2022 12:08			GLEX	3345	28L	B	Pilot Requested	No
3/6/2022 12:20			C56X	3311	28R	B	Pilot Requested	No
3/6/2022 15:27	N525JN	N525JN	C25A	4527	28L	B	Pilot Requested	No
3/7/2022 15:07	HER818	N978DB	C750	6323	28L	B	Pilot Requested	No
3/9/2022 10:12			GLF5	4217	28L	B	Pilot Requested	No
3/9/2022 18:12	N677FP	N677FP	GLF5	3721	28R	B	Pilot Requested	No
3/10/2022 8:30	FTN7	N67VA	E145	3252	28L	R	Pilot Requested	No
3/10/2022 12:57	N300JE	N300JE	CL30	6371	28L	B	Pilot Requested	No
3/10/2022 13:12	N862LG	N862LG	E55P	3620	28L	B	Pilot Requested	No
3/11/2022 11:37			C56X	3675	28L	B	Pilot Requested	No
3/12/2022 11:51	N525JN	N525JN	C25A	3274	28L	B	Pilot Requested	No
3/13/2022 19:15	USC240	N352CK	LJ35	3244	28R	B	Pilot Requested	No
3/14/2022 12:17	DCM7461	DCM7461	CL60	3234	28L	B	Pilot Requested	No
3/14/2022 13:16			GLF4	3754	28L	B	Pilot Requested	No
3/14/2022 20:56			F900	6310	28L	B	Pilot Requested	No
3/14/2022 21:21	DCM3640	DCM3640	E50P	6372	28L	B	Pilot Requested	No
3/15/2022 19:33			F900	3305	28R	B	Pilot Requested	No
3/16/2022 9:13			CL30	5774	28R	B	Pilot Requested	No
3/16/2022 9:44			FA7X	1704	28R	B	Pilot Requested	No
3/16/2022 9:47	DCM6107	DCM6107	CL30	3255	28R	B	Pilot Requested	No
3/16/2022 15:23	LXJ551	N551FX	CL30	3324	28R	B	Pilot Requested	No
3/17/2022 17:14	SIS427	N427LM	GALX	4245	28R	B	Pilot Requested	No
3/18/2022 7:19			GLF5	3733	28L	B	Pilot Requested	No
3/18/2022 15:42			GLF5	6362	28L	B	Pilot Requested	No
3/18/2022 17:13			GLF4	3742	28L	B	Pilot Requested	No
3/18/2022 17:24	N559WJ	N559WJ	C550	4224	28L	B	Pilot Requested	No
3/19/2022 7:06			GLF5	3205	28L	B	Pilot Requested	No
3/19/2022 11:53			C56X	3360	28L	B	Pilot Requested	No
3/19/2022 14:12			C25A	4277	28L	B	Pilot Requested	No
3/19/2022 14:16	DCM7205	DCM7205	ASTR	3372	28R	B	Pilot Requested	No
3/19/2022 14:35	N10TS	N10TS	C680	6303	28R	B	Pilot Requested	No
3/19/2022 15:04	DCM5940	DCM5940	G280	3341	28L	B	Pilot Requested	No
3/20/2022 17:47	N858Q	N858Q	PRM1	4233	28L	B	Pilot Requested	No
3/20/2022 18:01	N525JN	N525JN	C25A	4554	28L	B	Pilot Requested	No
3/20/2022 21:24	N615AJ	N615AJ	C560	3252	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/21/2022 7:59	DCM2938	DCM2938	CL30	1745	28R	B	Pilot Requested	No
3/21/2022 9:50	N302ML	N302ML	FA7X	3213	28L	B	Pilot Requested	No
3/22/2022 14:54	N480CH	N480CH	B737	6353	28L	J	Pilot Requested	No
3/22/2022 17:08			C550	4576	28R	B	Pilot Requested	No
3/23/2022 8:17	TWY41	TWY41	GLF5	1706	28L	B	Pilot Requested	No
3/23/2022 18:46	N302ML	N302ML	FA7X	3375	28L	B	Pilot Requested	No
3/24/2022 7:45	GDG626	N626NT	F2TH	3352	28L	B	Pilot Requested	No
3/24/2022 16:47	MNU900	N900EA	CRJ9	6355	28L	R	Pilot Requested	No
3/25/2022 9:23	N885EM	N885EM	C25B	3345	28L	B	Pilot Requested	No
3/25/2022 17:43	N32KC	N32KC	E55P	3330	28L	B	Pilot Requested	No
3/27/2022 8:34	N808V	N808V	PRM1	6310	28R	B	Pilot Requested	No
3/27/2022 11:14	N819AP	N819AP	GALX	6373	28L	B	Pilot Requested	No
3/28/2022 16:48	DCM6401	DCM6401	GLF4	3237	28L	B	Pilot Requested	No
3/28/2022 18:22	DCM9354	DCM9354	GLF4	3615	28L	B	Pilot Requested	No
3/28/2022 20:35			F900	3203	28R	B	Pilot Requested	No
3/29/2022 1:31	PEG42	N842PA	GLF4	3217	28R	B	Pilot Requested	No
3/30/2022 9:30	DCM5601	DCM5601	GLF4	3332	28R	B	Pilot Requested	No
3/30/2022 15:32	EJA699	N699QS	C68A	4273	28L	B	Pilot Requested	No
3/31/2022 10:56	VTM342	XAUTX	MD82	3252	28L	J	Pilot Requested	No
						Pilot Requested	170	
3/21/2022 0:43	SWA945	N8527Q	B738	3257	28L	J	RWY 30 Routine Closure	Yes
1/2/2022 23:12	N177BB	N177BB	GLF4	3256	28R	B	RWY 30 Routine Closure	Yes
2/7/2022 5:11	N819AP	N819AP	GALX	3255	28R	B	RWY 30 Routine Closure	Yes
1/10/2022 0:29	KAI92	N232F	GLF4	4544	28L	B	RWY 30 Routine Closure	Yes
1/30/2022 23:07			GLF4	3335	28R	B	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	5	
2/9/2022 10:50	LXJ450	N450FX	GLF4	3312	28L	B	Runway/Taxiway Maintenance	Yes
2/9/2022 11:05			GLF6	3625	28L	B	Runway/Taxiway Maintenance	Yes
2/9/2022 11:08			GLF6	3235	28L	B	Runway/Taxiway Maintenance	Yes
2/9/2022 11:30			B737	4527	28L	J	Runway/Taxiway Maintenance	Yes
2/9/2022 11:36	JSX651	N257JX	E135	3262	28L	R	Runway/Taxiway Maintenance	Yes
2/9/2022 12:19	N12MW	N12MW	F2TH	1745	28L	B	Runway/Taxiway Maintenance	Yes
2/10/2022 18:05	SWA3566	N285WN	B737	3730	28L	J	Runway/Taxiway Maintenance	Yes
2/10/2022 18:07	JSX177	N268JX	E135	3341	28R	R	Runway/Taxiway Maintenance	Yes
2/10/2022 18:09	DCM6109	DCM6109	CL60	3330	28R	B	Runway/Taxiway Maintenance	Yes
2/10/2022 18:17	SWA2090	N8555Z	B738	3321	28L	J	Runway/Taxiway Maintenance	Yes
2/10/2022 18:18	SWA1374	N7879A	B737	3735	28L	J	Runway/Taxiway Maintenance	Yes
2/10/2022 18:29	SWA4232	N292WN	B737	3671	28L	J	Runway/Taxiway Maintenance	Yes
2/10/2022 18:31	SWA999	N965WN	B737	3763	28L	J	Runway/Taxiway Maintenance	Yes
2/10/2022 18:35	JSX332	N251JX	E135	3652	28L	R	Runway/Taxiway Maintenance	Yes
2/10/2022 19:20	LYM361	N394DC	J328	3344	28R	B	Runway/Taxiway Maintenance	Yes
2/22/2022 9:02	JSX450	N256JX	E135	3336	28L	R	Runway/Taxiway Maintenance	Yes
2/22/2022 9:03			GL5T	3221	28L	B	Runway/Taxiway Maintenance	Yes
2/22/2022 9:05			CL60	1706	28L	B	Runway/Taxiway Maintenance	Yes
2/22/2022 9:25	PXT252	N525AN	C525	4556	28L	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/22/2022 9:31	N21VJ	N21VJ	SF50	3362	28L	B	Runway/Taxiway Maintenance	Yes
2/22/2022 9:49			CL60	3717	28L	B	Runway/Taxiway Maintenance	Yes
2/22/2022 10:39	N364AR	N364AR	LJ60	3304	28L	B	Runway/Taxiway Maintenance	Yes
2/22/2022 10:59	JSX173	N251JX	E135	1701	28L	R	Runway/Taxiway Maintenance	Yes
2/22/2022 11:07	SIS187	N1867M	C56X	1736	28L	B	Runway/Taxiway Maintenance	Yes
2/22/2022 11:43	N310JE	N310JE	CL35	3622	28L	B	Runway/Taxiway Maintenance	Yes
2/22/2022 11:50	JSX651	N254JX	E135	3301	28L	R	Runway/Taxiway Maintenance	Yes
2/22/2022 11:55			C68A	3246	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 8:12	TWY28	N248LX	F900	3367	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 8:16	PXT252	N525AN	C525	4201	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 8:19	N500XX	N500XX	GA5C	6334	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 8:25	EJA555	N555QS	C56X	4231	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 8:32	JSX176	N266JX	E135	3211	28L	R	Runway/Taxiway Maintenance	Yes
1/10/2022 9:11			CL30	3210	28R	B	Runway/Taxiway Maintenance	Yes
1/10/2022 9:24	JSX336	N265JX	E135	3204	28L	R	Runway/Taxiway Maintenance	Yes
1/10/2022 9:31			C25A	3331	28R	B	Runway/Taxiway Maintenance	Yes
1/10/2022 10:01	N114VR	N114VR	C55B	6335	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 10:15	PXT725	N725SJ	C56X	4524	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 10:17			CL60	3361	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 10:18	PXT525	N525CR	C25B	6362	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 10:49	JSX205	N260JX	E135	3667	28L	R	Runway/Taxiway Maintenance	Yes
1/10/2022 10:54	N57FL	N57FL	C25A	4220	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 11:06	LXJ432	N432FX	E545	3367	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 11:32			F900	3643	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 11:45	CYO212	N212JA	LJ60	1745	28R	B	Runway/Taxiway Maintenance	Yes
1/10/2022 12:13	USC102	N76CK	LJ35	6324	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 12:19	N680MC	N680MC	C680	3321	28R	B	Runway/Taxiway Maintenance	Yes
1/10/2022 12:22	JSX1201	N252JX	E135	3207	28L	R	Runway/Taxiway Maintenance	Yes
1/10/2022 13:15	ASP875	CGBAS	E545	3352	28R	B	Runway/Taxiway Maintenance	Yes
1/10/2022 14:13			GLF5	3270	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 14:28	PXT6414	N6414P	C25B	1766	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 14:31	JSX1330	N256JX	E135	6323	28L	R	Runway/Taxiway Maintenance	Yes
1/10/2022 15:03	N823AM	N823AM	H25B	6356	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 15:13	JSX203	N260JX	E135	1737	28L	R	Runway/Taxiway Maintenance	Yes
1/10/2022 15:29			CL30	3253	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 15:36			GLF4	4270	28L	B	Runway/Taxiway Maintenance	Yes
1/10/2022 15:40	LXJ92	N92FX	GLEX	3312	28L	B	Runway/Taxiway Maintenance	Yes
1/11/2022 8:26			GL5T	3643	28L	B	Runway/Taxiway Maintenance	Yes
1/11/2022 9:17	EJA607	N607QS	C68A	3263	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/11/2022 9:23	JSX171	N261JX	E135	3256	28L	R	Runway/Taxiway Maintenance	Yes
1/11/2022 9:25			C56X	3234	28R	B	Runway/Taxiway Maintenance	Yes
1/11/2022 10:14			C56X	1777	28L	B	Runway/Taxiway Maintenance	Yes
1/11/2022 12:08			LJ60	6305	28L	B	Runway/Taxiway Maintenance	Yes
1/11/2022 12:12	JSX173	N260JX	E135	3637	28L	R	Runway/Taxiway Maintenance	Yes
1/11/2022 12:19	EDG8	N8VC	GLF4	6356	28R	B	Runway/Taxiway Maintenance	Yes
1/11/2022 12:53	N928BK	N928BK	GLF3	1715	28L	B	Runway/Taxiway Maintenance	Yes
1/11/2022 13:00	N16VJ	N16VJ	SF50	3323	28L	B	Runway/Taxiway Maintenance	Yes
1/11/2022 13:23	LXJ432	N432FX	E545	4204	28L	B	Runway/Taxiway Maintenance	Yes
1/11/2022 13:59	N586DM	N586DM	E55P	3242	28L	B	Runway/Taxiway Maintenance	Yes
1/11/2022 15:29			GLF4	3661	28R	B	Runway/Taxiway Maintenance	Yes
1/11/2022 15:32	JSX334	N260JX	E135	3673	28L	R	Runway/Taxiway Maintenance	Yes
1/11/2022 15:38	FTH399	N399LF	C750	3256	28R	B	Runway/Taxiway Maintenance	Yes
1/11/2022 15:43	SIS75	N750EC	C750	4520	28L	B	Runway/Taxiway Maintenance	Yes
1/11/2022 15:44	EJA331	N331QS	E55P	6343	28R	B	Runway/Taxiway Maintenance	Yes
1/11/2022 15:58	N58LC	N58LC	CL30	3264	28R	B	Runway/Taxiway Maintenance	Yes
1/12/2022 8:16	LXJ588	N588FX	CL35	1701	28L	B	Runway/Taxiway Maintenance	Yes
1/12/2022 8:33	EJA787	N787QS	CL35	3744	28R	B	Runway/Taxiway Maintenance	Yes
1/12/2022 12:18			G150	3310	28L	B	Runway/Taxiway Maintenance	Yes
1/12/2022 12:23	N250HM	N250HM	GALX	4252	28L	B	Runway/Taxiway Maintenance	Yes
2/9/2022 9:19	PXT838	N838GD	C25B	4521	28L	B	Runway/Taxiway Maintenance	Yes
2/9/2022 9:24	JSX171	N253JX	E135	3757	28L	R	Runway/Taxiway Maintenance	Yes
2/9/2022 9:27			LJ35	3213	28L	B	Runway/Taxiway Maintenance	Yes
2/9/2022 9:49	EJA738	N738QS	CL35	3643	28R	B	Runway/Taxiway Maintenance	Yes
2/9/2022 9:58	N621JA	N621JA	C525	4225	28R	B	Runway/Taxiway Maintenance	Yes
2/9/2022 10:00			F900	3665	28L	B	Runway/Taxiway Maintenance	Yes
2/9/2022 10:03	EJA669	N669QS	C56X	6332	28L	B	Runway/Taxiway Maintenance	Yes
2/9/2022 10:36	JSX173	N251JX	E135	6302	28L	R	Runway/Taxiway Maintenance	Yes
2/9/2022 10:46			F900	6360	28R	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	87	
3/20/2022 12:05	N300DG	N300DG	SF50	4540	28L	B	System Error	Yes
3/29/2022 16:46	N418RS	N418RS	SF50	4531	28R	B	System Error	Yes
						System Error	2	
						Grand Count	310	

[\(Return to Table of Contents\)](#)

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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/27/2022 18:54	DJR12	N124BL	C25B	2645	10R	B	Pilot Requested	No
1/3/2022 9:07	N316TD	N316TD	WW24	1627	10R	B	Pilot Requested	No
3/27/2022 18:13	USC240	N354CK	LJ35	3563	10R	B	Pilot Requested	No
3/27/2022 17:42	PXT415	N415PC	C25B	4577	10L	B	Pilot Requested	No
1/22/2022 9:55	N57FL	N57FL	C25A	4540	10R	B	Pilot Requested	No
1/22/2022 3:29	N269JR	N269JR	LJ35	3253	10R	B	Pilot Requested	No
1/3/2022 18:18	PXT252	N525AN	C525	6557	10R	B	Pilot Requested	No
1/3/2022 17:35	N551SJ	N551SJ	C551	7250	10R	B	Pilot Requested	No
3/27/2022 13:01			CL60	3131	10R	B	Pilot Requested	No
1/3/2022 15:26			GLF5	4003	10R	B	Pilot Requested	No
1/22/2022 17:23	XLJ411	N411AJ	LJ45	2076	10R	B	Pilot Requested	No
1/22/2022 16:04	DCM6194	DCM6194	FA50	1444	10L	B	Pilot Requested	No
1/22/2022 15:53	EDG436	N218JE	GLF4	4045	10R	B	Pilot Requested	No
1/3/2022 13:58	N300DG	N300DG	SF50	6045	10R	B	Pilot Requested	No
1/22/2022 11:39	SJA600	N600HR	C525	4264	10R	B	Pilot Requested	No
1/3/2022 11:45	XSR690	N690TX	C56X	6030	10R	B	Pilot Requested	No
						Pilot Requested	16	
3/28/2022 7:31	PXT170	N170TM	C25A	4544	10R	B	Southeast/Runway Capacity	Yes
3/27/2022 15:43	GDG979	N9793K	H25C	7275	10R	B	Southeast/Runway Capacity	Yes
3/27/2022 15:22	N79CJ	N79CJ	FA10	7320	10L	B	Southeast/Runway Capacity	Yes
3/27/2022 15:20			C560	7753	10R	B	Southeast/Runway Capacity	Yes
3/27/2022 14:17	LXJ354	N354FX	E55P	2437	10R	B	Southeast/Runway Capacity	Yes
3/27/2022 12:42	N11CP	N11CP	C56X	4243	10R	B	Southeast/Runway Capacity	Yes
1/22/2022 14:36	EJA653	N653QS	C68A	4545	10R	B	Southeast/Runway Capacity	Yes
1/22/2022 12:35	N15VX	N15VX	FA50	523	10R	B	Southeast/Runway Capacity	Yes
1/22/2022 11:50	N525JN	N525JN	C25A	6010	10R	B	Southeast/Runway Capacity	Yes
1/22/2022 10:14	LXJ440	N440FX	E545	2705	10R	B	Southeast/Runway Capacity	Yes
1/3/2022 13:30	N368CS	N368CS	PRM1	6027	10R	B	Southeast/Runway Capacity	Yes
1/3/2022 12:56	N86MW	N86MW	GLF4	7462	10R	B	Southeast/Runway Capacity	Yes
1/3/2022 12:39	N45CJ	N45CJ	C25B	7317	10R	B	Southeast/Runway Capacity	Yes
1/3/2022 12:04	TIV690	N690VM	C680	552	10R	B	Southeast/Runway Capacity	Yes
1/3/2022 11:39	XOJ769	N769XJ	C750	7361	10R	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	15	
						Grand Count	31	

[\(Return to Table of Contents\)](#)

North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/30/2022 16:36	28L	XSN73	N731NG	PC12	323	Air Traffic Conflict	Yes
3/1/2022 11:12	33	N122BM	N122BM	SR22	354	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
2/27/2022 10:54	PAD1			B407	333	Air Traffic Conflict	Yes
3/10/2022 11:11	28L	N49004	N49004	C152	326	Air Traffic Conflict	Yes
3/11/2022 11:06	28L	N4141S	N4141S	BE60	370	Air Traffic Conflict	Yes
2/13/2022 14:27	28R	N104KV	N104KV	SR20	354	Air Traffic Conflict	Yes
2/12/2022 10:48	PAD1			B407	327	Air Traffic Conflict	Yes
2/6/2022 16:32	28L	N6939A	N6939A	C172	321	Air Traffic Conflict	Yes
2/5/2022 11:24	33	N52802	N52802	C77R	321	Air Traffic Conflict	Yes
2/5/2022 10:37	33	N345PT	N345PT	SREY	354	Air Traffic Conflict	Yes
2/5/2022 9:54	28R	N35469	N35469	C172	316	Air Traffic Conflict	Yes
2/4/2022 15:38	PAD1	CMD8	N838CS	EC35	317	Air Traffic Conflict	Yes
2/3/2022 11:12	PAD1	CMD08	N838CS	EC35	317	Air Traffic Conflict	Yes
1/8/2022 15:11	PAD1	CMD3	N891CS	EC35	355	Air Traffic Conflict	Yes
1/10/2022 12:15	PAD1	N982HP	N982HP	AS50	346	Air Traffic Conflict	Yes
1/15/2022 11:16	PAD1			B407	325	Air Traffic Conflict	Yes
1/23/2022 9:57	28R	N6896P	N6896P	PA24	376	Air Traffic Conflict	Yes
1/23/2022 9:58	28R	N247AB	N247AB	S22T	315	Air Traffic Conflict	Yes
1/23/2022 12:12	28R			BE55	320	Air Traffic Conflict	Yes
1/24/2022 13:42	28R	N91508	N91508	C182	324	Air Traffic Conflict	Yes
1/30/2022 15:21	28R	N5717K	N5717K	M20P	354	Air Traffic Conflict	Yes
3/1/2022 11:14	28L	N7310G	N7310G	C172	346	Air Traffic Conflict	Yes
					Air Traffic Conflict	22	
3/27/2022 10:23	PAD1			B407	372	Compliant Operation	Yes
3/27/2022 11:16	PAD1			HELO	332	Compliant Operation	Yes
3/26/2022 11:15	PAD1			B407	344	Compliant Operation	Yes
					Compliant Operation	3	
1/23/2022 19:23	PAD1	CMD08	N838CS	EC35	330	Lifeguard Medical	Yes
2/16/2022 11:52	PAD1	CMD8	N838CS	EC35	354	Lifeguard Medical	Yes
3/29/2022 15:37	PAD1	CMD8	N838CS	EC35	330	Lifeguard Medical	Yes
2/9/2022 7:32	PAD1	CMD08	N838CS	EC35	333	Lifeguard Medical	Yes
3/30/2022 20:28	PAD1	CMD08	N838CS	EC35	356	Lifeguard Medical	Yes
1/5/2022 17:31	PAD1	CMD8	N838CS	EC35	346	Lifeguard Medical	Yes
					Lifeguard Medical	6	
1/18/2022 18:25	28R	N5043J	N5043J	C172	372	Touch & Go Training	No
					Touch & Go Training	1	
3/11/2022 7:07	28L	BXR8604	N4662B	C208	361	VFR Departure	No
2/20/2022 13:02	28R	N6896P	N6896P	PA24	317	VFR Departure	No
3/16/2022 9:36	33	N30749	N30749	P28A	1200	VFR Departure	No
3/18/2022 20:59	PAD1	N557SM	N557SM	R44	376	VFR Departure	No
3/19/2022 10:41	PAD1			B407	362	VFR Departure	No
3/22/2022 16:39	28R	BXR8603	N4662B	C208	340	VFR Departure	No
3/24/2022 14:48	PAD1	N987RL	N987RL	B06	344	VFR Departure	No
3/25/2022 11:13	PAD1	N987RL	N987RL	AS50	333	VFR Departure	No
2/6/2022 13:58	33	N553TP	N553TP	P28A	353	VFR Departure	No
1/30/2022 17:13	28R	N139PS	N139PS	DA40	363	VFR Departure	No
1/29/2022 14:12	33	N4910A	N4910A	C180	367	VFR Departure	No
3/27/2022 15:55	PAD1	N987RL	N987RL	HELO	333	VFR Departure	No
3/29/2022 13:32	PAD1	N987RL	N987RL	HELO	377	VFR Departure	No
1/16/2022 9:06	33	N7310G	N7310G	C172	361	VFR Departure	No
1/13/2022 13:38	28R			BE30	316	VFR Departure	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
3/31/2022 11:58	28R	N31RM	N31RM	TBM7	340	VFR Departure	No
1/8/2022 13:52	33	N710VE	N710VE	RV7	334	VFR Departure	No
1/1/2022 20:02	28R	N6303K	N6303K	C150	333	VFR Departure	No
2/14/2022 11:01	PAD1			B407	314	VFR Departure	No
1/1/2022 15:01	28R	N831MP	N831MP	PC12	370	VFR Departure	No
					VFR Departure	20	
					Grand Count	52	

[\(Return to Table of Contents\)](#)

North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
1/2/2022 23:14	LN556AL	N556AL	BE20	4522	28R	Lifeguard Medical	Yes
3/29/2022 1:31	PEG42	N842PA	GLF4	3217	28R	Lifeguard Medical	Yes
3/27/2022 22:29	CMD12	N893CS	EC35	314	PAD1	Lifeguard Medical	Yes
3/24/2022 3:26	LN204JS	N204JS	BE20	3275	28R	Lifeguard Medical	Yes
3/19/2022 5:58	N269JR	N269JR	LJ35	3225	28L	Lifeguard Medical	Yes
3/19/2022 0:19	LN1544V	N1544V	BE9L	3267	28R	Lifeguard Medical	Yes
3/17/2022 1:40	LN54DD	N54DD	C560	3275	28R	Lifeguard Medical	Yes
3/10/2022 23:54	REH1	N312RX	EC35	4561	PAD1	Lifeguard Medical	Yes
3/9/2022 5:36	LN556AL	N556AL	BE20	4231	28R	Lifeguard Medical	Yes
3/3/2022 0:26	LN1068K	N1068K	BE9L	3244	28R	Lifeguard Medical	Yes
3/2/2022 22:05	LN556AL	N556AL	BE20	4511	28R	Lifeguard Medical	Yes
3/2/2022 3:14	CMD70	N911RX	BE20	4216	28R	Lifeguard Medical	Yes
3/1/2022 2:59	REH1	N312RX	EC35	4272	PAD1	Lifeguard Medical	Yes
2/24/2022 23:53	LN509RP	N509RP	C550	3360	28R	Lifeguard Medical	Yes
2/17/2022 0:47	LN204JS	N204JS	BE20	4215	28R	Lifeguard Medical	Yes
2/14/2022 6:12	LN897MD	N897MD	C525	3303	28R	Lifeguard Medical	Yes
2/14/2022 4:53	LN149WW	N149WW	C25B	3271	28R	Lifeguard Medical	Yes
2/13/2022 23:50	REH03	N30RX	EC35	4556	PAD1	Lifeguard Medical	Yes
1/6/2022 22:24	LN556AL	N556AL	BE20	4211	28R	Lifeguard Medical	Yes
1/7/2022 6:03	LN968SR	N968SR	C560	3206	28R	Lifeguard Medical	Yes
1/11/2022 0:16	CMD08	N838CS	EC35	4216	PAD1	Lifeguard Medical	Yes
1/17/2022 2:19	REH1	N312RX	EC35	4201	PAD1	Lifeguard Medical	Yes
1/21/2022 0:15	LN902DB	N902DB	BE9L	3344	28R	Lifeguard Medical	Yes
1/22/2022 5:46	LN269JR	N269JR	LJ35	4221	28L	Lifeguard Medical	Yes
1/25/2022 0:55	LN556AL	N556AL	BE20	4510	28R	Lifeguard Medical	Yes
1/27/2022 23:06			C25A	3241	28R	Lifeguard Medical	Yes
1/27/2022 23:08	REH50	N913RX	BE20	4576	28R	Lifeguard Medical	Yes
1/30/2022 1:46	LN810BE	N810BE	C560	3257	28L	Lifeguard Medical	Yes
2/4/2022 1:42	CMD70	N911RX	BE20	4212	28R	Lifeguard Medical	Yes
2/5/2022 2:11	N269JR	N269JR	LJ35	3312	28L	Lifeguard Medical	Yes
2/5/2022 3:19	LN509RP	N509RP	C550	4516	28L	Lifeguard Medical	Yes
					Lifeguard Medical	31	
3/27/2022 23:27			C56X	3276	10R	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
2/11/2022 23:06	N30RX	N30RX	EC35	4562	PAD1	Not Acceptable	No
3/27/2022 22:27	N875DM	N875DM	BE20	3314	10L	Not Acceptable	No
1/24/2022 1:56	N819AP	N819AP	GALX	4276	10L	Not Acceptable	No
					Not Acceptable	4	
2/2/2022 6:07	N379SF	N379SF	SF50	3360	28R	Pilot Requested	No
					Pilot Requested	1	
1/10/2022 0:29	KAI92	N232F	GLF4	4544	28L	RWY 30 Routine Closure	Yes
2/7/2022 5:11	N819AP	N819AP	GALX	3255	28R	RWY 30 Routine Closure	Yes
3/21/2022 0:43	SWA945	N8527Q	B738	3257	28L	RWY 30 Routine Closure	Yes
1/2/2022 23:12	N177BB	N177BB	GLF4	3256	28R	RWY 30 Routine Closure	Yes
1/30/2022 23:07			GLF4	3335	28R	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	5	
2/28/2022 4:20	N112MT	N112MT	EC35	4541	PAD1	Straight-out Departure	No
1/4/2022 1:19	USC70	N217CK	LJ35	3273	10R	Straight-out Departure	No
1/3/2022 22:32	N551SJ	N551SJ	C551	3336	10R	Straight-out Departure	No
					Straight-out Departure	3	
1/1/2022 22:09			PC12	4506	28R	Time Buffer	Yes
1/4/2022 6:58	LXJ378	N378FX	E55P	3322	10R	Time Buffer	Yes
1/15/2022 6:57	N501EB	N501EB	BE20	4514	28R	Time Buffer	Yes
2/2/2022 22:07	USC240	N220CK	LJ35	3307	28R	Time Buffer	Yes
2/4/2022 6:56	N224HP	N224HP	BE35	3247	33	Time Buffer	Yes
2/10/2022 6:54	BXR8604	N4662B	C208	4237	28L	Time Buffer	Yes
2/10/2022 6:55	PCM8711	N771FE	C208	4546	28L	Time Buffer	Yes
3/3/2022 6:55	PCM8710	N969FE	C208	4546	28L	Time Buffer	Yes
					Time Buffer	8	
1/10/2022 2:58	STT71	N175WA	PC12	3236	28R	Wide Salad	No
1/13/2022 1:27	N376PH	N376PH	EC35	4517	PAD1	Wide Salad	No
1/15/2022 2:42	N377L	N377L	PC12	4264	28R	Wide Salad	No
1/15/2022 23:15	N695GH	N695GH	AC95	3317	28R	Wide Salad	No
2/2/2022 23:13	N852AL	N852AL	PC12	3376	28R	Wide Salad	No
2/9/2022 6:21	PCM8709	N846FE	C208	4270	28L	Wide Salad	No
2/11/2022 6:42	PCM8711	N771FE	C208	4517	28L	Wide Salad	No
2/12/2022 2:21			PC12	4212	28R	Wide Salad	No
2/16/2022 22:52	N97R	N97R	B58T	3306	28R	Wide Salad	No
2/20/2022 0:46	N1068K	N1068K	BE9L	3204	28R	Wide Salad	No
2/22/2022 6:29	GAJ807	N807UP	B350	3370	28R	Wide Salad	No
3/1/2022 6:38	PCM8709	N920FE	C208	4265	28L	Wide Salad	No
3/2/2022 6:24	PCM8709	N984FE	C208	4247	28L	Wide Salad	No
3/2/2022 6:46	PCM8711	N908FE	C208	4214	28L	Wide Salad	No
3/3/2022 6:28	PCM8709	N722FX	C208	4277	28L	Wide Salad	No
3/3/2022 6:44	PCM8711	N908FE	C208	4535	28L	Wide Salad	No
3/11/2022 4:07	N149MF	N149MF	BE9L	3346	28R	Wide Salad	No
3/13/2022 3:28	N912MF	N912MF	BE20	3355	28R	Wide Salad	No
3/18/2022 23:08			BE20	4264	28R	Wide Salad	No
3/22/2022 5:55	GAJ870	N870UP	B350	3320	28R	Wide Salad	No
3/24/2022 6:19	PCM8709	N987FE	C208	4277	28L	Wide Salad	No
3/24/2022 22:15	N2070L	N2070L	BE58	4555	28R	Wide Salad	No
3/25/2022 6:47	PCM8709	N886FE	C208	4503	28L	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
1/7/2022 4:15	CMD70	N370CS	BE20	4543	28R	Wide Salad	No
1/8/2022 2:29			BE9L	3257	28R	Wide Salad	No
					Wide Salad	25	
					Grand Count	77	

[\(Return to Table of Contents\)](#)

North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/2/2022 23:13	5	82.8	91.4	29	N177BB	N177BB	GLF4	28R
1/2/2022 23:13	6	81.7	90.2	31	N177BB	N177BB	GLF4	28R
1/2/2022 23:13	7	77.8	86.6	28	N177BB	N177BB	GLF4	28R
1/2/2022 23:15	5	73.7	80	11	LN556AL	N556AL	BE20	28R
1/3/2022 22:32	8	72.5	80.6	12	N551SJ	N551SJ	C551	10R
1/3/2022 22:33	9	81.7	89.3	28	N551SJ	N551SJ	C551	10R
1/3/2022 22:33	10	74.9	82.4	21	N551SJ	N551SJ	C551	10R
1/4/2022 0:31	9	77.3	86.6	18	GRP43	N43GV	GLF5	10R
1/4/2022 0:31	10	71.5	80.1	23	GRP43	N43GV	GLF5	10R
1/4/2022 0:31	12	75.5	86.3	36	GRP43	N43GV	GLF5	10R
1/4/2022 0:31	2	71.8	82.5	35	GRP43	N43GV	GLF5	10R
1/4/2022 1:20	9	73	80.8	12	USC70	N217CK	LJ35	10R
1/4/2022 1:20	12	73.5	82.4	24	USC70	N217CK	LJ35	10R
1/4/2022 6:10	9	71.8	80.6	14	PXT525	N525CR	C25B	10R
1/4/2022 6:10	12	73.1	81.6	23	PXT525	N525CR	C25B	10R
1/4/2022 6:11	2	75.6	83.4	22	PXT525	N525CR	C25B	10R
1/4/2022 6:58	5	79.5	82.9	6	LXJ378	N378FX	E55P	10R
1/4/2022 6:58	8	73.1	80.8	10	LXJ378	N378FX	E55P	10R
1/4/2022 6:59	12	74.2	83.1	23	LXJ378	N378FX	E55P	10R
1/7/2022 4:16	8	75.5	81	10	CMD70	N370CS	BE20	28R
1/7/2022 6:03	5	87.6	96.5	45	LN968SR	N968SR	C560	28R
1/7/2022 6:03	6	86.7	96	49	LN968SR	N968SR	C560	28R
1/7/2022 6:03	8	72.5	84.4	27	LN968SR	N968SR	C560	28R
1/7/2022 6:03	7	80.8	91.8	46	LN968SR	N968SR	C560	28R
1/10/2022 0:30	5	83.1	90.5	21	KAI92	N232F	GLF4	28L
1/10/2022 0:30	6	76.3	85.3	28	KAI92	N232F	GLF4	28L
1/15/2022 2:43	4	76.1	83.4	18	N377L	N377L	PC12	28R
1/15/2022 6:58	4	85.5	88.2	9	N501EB	N501EB	BE20	28R
1/15/2022 6:58	5	77.8	81.2	7	N501EB	N501EB	BE20	28R
1/15/2022 23:16	4	82.2	86.1	10	N695GH	N695GH	AC95	28R
1/15/2022 23:25	9	74.1	81.9	14	GAJ500	N500UP	C56X	10R
1/18/2022 6:36	4	80	85.8	26	PCM8709	N722FX	C208	28L
1/21/2022 0:16	4	81.6	87.1	13	LN902DB	N902DB	BE9L	28R
1/21/2022 0:16	5	74.5	81.4	11	LN902DB	N902DB	BE9L	28R
1/21/2022 0:17	8	75.5	82	9	LN902DB	N902DB	BE9L	28R
1/22/2022 5:46	4	79	88.7	31	LN269JR	N269JR	LJ35	28L
1/22/2022 5:46	5	86.1	92.5	33	LN269JR	N269JR	LJ35	28L
1/22/2022 5:46	6	81.8	90	38	LN269JR	N269JR	LJ35	28L

1/22/2022 5:46	7	73.5	83.1	27	LN269JR	N269JR	LJ35	28L
1/24/2022 1:57	9	80.1	87.6	14	N819AP	N819AP	GALX	10L
1/24/2022 1:57	10	82.4	88.4	19	N819AP	N819AP	GALX	10L
1/25/2022 0:56	4	79.9	84.3	12	LN556AL	N556AL	BE20	28R
1/25/2022 0:56	8	75.4	80.2	8	LN556AL	N556AL	BE20	28R
1/27/2022 23:06	4	77.4	86.9	31			C25A	28R
1/27/2022 23:07	5	76.4	86.7	31			C25A	28R
1/27/2022 23:07	6	75	85.1	34			C25A	28R
1/27/2022 23:08	4	81.5	86.1	13	REH50	N913RX	BE20	28R
1/27/2022 23:08	5	78.7	83	11	REH50	N913RX	BE20	28R
1/28/2022 6:16	11	80.2	85.7	24	PXT415	N415PC	C25B	10L
1/28/2022 6:16	10	70.8	81.2	38	PXT415	N415PC	C25B	10L
1/28/2022 6:16	9	78.8	85.9	15	PXT415	N415PC	C25B	10L
1/28/2022 22:06	4	72.2	82.9	25	N118N	N118N	BE35	33
1/28/2022 22:07	3	78.1	85.6	21	N118N	N118N	BE35	33
1/30/2022 1:47	4	82.8	91.2	33	LN810BE	N810BE	C560	28L
1/30/2022 1:47	5	84.1	92.9	34	LN810BE	N810BE	C560	28L
1/30/2022 1:47	6	75.7	86.6	31	LN810BE	N810BE	C560	28L
1/30/2022 23:08	4	86.7	92	20			GLF4	28R
1/30/2022 23:08	5	78.9	87.6	22			GLF4	28R
1/30/2022 23:08	6	79.7	86.6	24			GLF4	28R
1/30/2022 23:08	7	75.1	83.3	19			GLF4	28R
1/31/2022 3:44	4	81	84.6	11	LN556AL	N556AL	BE20	28R
2/1/2022 22:22	4	74.4	81.5	11	REH50	N913RX	BE20	28R
2/1/2022 22:22	8	77.2	81.8	7	REH50	N913RX	BE20	28R
2/2/2022 6:08	4	72.4	83.1	29	N379SF	N379SF	SF50	28R
2/2/2022 6:08	6	72.3	81.1	33	N379SF	N379SF	SF50	28R
2/2/2022 22:07	4	76.2	83.8	20	USC240	N220CK	LJ35	28R
2/2/2022 22:07	5	71.9	81.1	23	USC240	N220CK	LJ35	28R
2/2/2022 23:14	4	75.2	82	13	N852AL	N852AL	PC12	28R
2/2/2022 23:14	8	75.2	80.5	8	N852AL	N852AL	PC12	28R
2/4/2022 1:43	4	75.2	81.2	13	CMD70	N911RX	BE20	28R
2/4/2022 6:56	4	77.8	88.2	28	N224HP	N224HP	BE35	33
2/4/2022 6:56	5	81	88.9	29	N224HP	N224HP	BE35	33
2/4/2022 6:57	8	76.1	86.6	24	N224HP	N224HP	BE35	33
2/4/2022 6:57	3	82.2	90.6	28	N224HP	N224HP	BE35	33
2/5/2022 2:11	10	69.5	82.3	52	N269JR	N269JR	LJ35	28L
2/5/2022 2:11	4	78.4	87	23	N269JR	N269JR	LJ35	28L
2/5/2022 2:11	5	82.2	90.6	24	N269JR	N269JR	LJ35	28L
2/5/2022 2:11	6	74.4	85.1	31	N269JR	N269JR	LJ35	28L
2/5/2022 3:20	4	76.6	85.5	29	LN509RP	N509RP	C550	28L
2/5/2022 3:20	5	80.7	89.6	33	LN509RP	N509RP	C550	28L
2/5/2022 3:20	6	77	87	35	LN509RP	N509RP	C550	28L
2/5/2022 3:21	7	69	80.7	27	LN509RP	N509RP	C550	28L
2/7/2022 5:11	4	86.9	92.1	17	N819AP	N819AP	GALX	28R
2/7/2022 5:11	5	88.2	93.8	20	N819AP	N819AP	GALX	28R
2/7/2022 5:11	6	85	91.5	20	N819AP	N819AP	GALX	28R
2/7/2022 5:11	7	78.1	85.9	17	N819AP	N819AP	GALX	28R
2/9/2022 6:23	4	79.8	85.2	12	PCM8709	N846FE	C208	28L
2/9/2022 6:24	10	66.1	80.9	80	PCM8709	N846FE	C208	28L
2/10/2022 6:27	4	75.7	81.6	10	PCM8709	N781FE	C208	28L
2/10/2022 6:55	5	74.9	83.3	24	BXR8604	N4662B	C208	28L
2/10/2022 6:55	4	75.8	81.9	16	BXR8604	N4662B	C208	28L
2/10/2022 6:57	4	76.5	84	19	PCM8711	N771FE	C208	28L

2/10/2022 6:57	5	75.8	82	12	PCM8711	N771FE	C208	28L
2/10/2022 6:57	8	76	81.7	8	PCM8711	N771FE	C208	28L
2/11/2022 6:44	5	81.2	85.6	10	PCM8711	N771FE	C208	28L
2/11/2022 6:44	6	80	85	13	PCM8711	N771FE	C208	28L
2/11/2022 6:44	8	69.7	81.5	28	PCM8711	N771FE	C208	28L
2/12/2022 2:22	4	79.3	84.2	15			PC12	28R
2/13/2022 22:13	4	73.6	84.2	24	N7368Y	N7368Y	PA30	28R
2/13/2022 22:13	3	68.4	81.4	33	N7368Y	N7368Y	PA30	28R
2/14/2022 4:54	4	82	89.2	18	LN149WW	N149WW	C25B	28R
2/14/2022 4:54	5	77.3	83.8	18	LN149WW	N149WW	C25B	28R
2/14/2022 4:54	6	76.4	84.9	23	LN149WW	N149WW	C25B	28R
2/14/2022 4:54	7	71.8	80.8	17	LN149WW	N149WW	C25B	28R
2/14/2022 6:12	8	74.2	80.1	8	LN897MD	N897MD	C525	28R
2/14/2022 6:12	4	82.7	88.8	17	LN897MD	N897MD	C525	28R
2/14/2022 6:13	6	72.6	80.6	16	LN897MD	N897MD	C525	28R
2/16/2022 6:42	10	64.4	80.9	80	PCM8709	N969FE	C208	28L
2/16/2022 22:32	4	81.4	84.8	14			BE9L	28R
2/16/2022 22:33	8	76.2	81.9	9			BE9L	28R
2/16/2022 22:53	4	84.2	89.3	17	N97R	N97R	B58T	28R
2/16/2022 22:53	8	76.6	83.8	17	N97R	N97R	B58T	28R
2/17/2022 0:48	4	80	84.9	11	LN204JS	N204JS	BE20	28R
2/20/2022 0:47	4	81.8	85.8	11	N1068K	N1068K	BE9L	28R
2/22/2022 6:30	4	73.8	80.7	16	GAJ807	N807UP	B350	28R
2/24/2022 22:35	4	84.6	88	15	N912MF	N912MF	BE20	28R
2/24/2022 22:35	5	74	80.2	9	N912MF	N912MF	BE20	28R
2/24/2022 22:35	8	76	82.2	8	N912MF	N912MF	BE20	28R
2/24/2022 22:36	3	74.3	81.3	10	N912MF	N912MF	BE20	28R
2/24/2022 23:53	10	69.4	81.6	37	LN509RP	N509RP	C550	28R
2/24/2022 23:54	4	82.5	92.4	33	LN509RP	N509RP	C550	28R
2/24/2022 23:54	5	79.8	89.7	31	LN509RP	N509RP	C550	28R
2/24/2022 23:54	6	80	89.5	44	LN509RP	N509RP	C550	28R
2/24/2022 23:54	7	72.3	84.5	37	LN509RP	N509RP	C550	28R
3/1/2022 6:39	4	71.6	81.9	32	PCM8709	N920FE	C208	28L
3/1/2022 6:39	5	81.3	86.6	16	PCM8709	N920FE	C208	28L
3/1/2022 6:39	6	74.1	81.3	13	PCM8709	N920FE	C208	28L
3/2/2022 6:25	5	79.3	85.4	12	PCM8709	N984FE	C208	28L
3/2/2022 6:25	6	78.7	84.6	16	PCM8709	N984FE	C208	28L
3/2/2022 6:47	4	79.5	84	11	PCM8711	N908FE	C208	28L
3/2/2022 6:47	5	76.4	81.8	9	PCM8711	N908FE	C208	28L
3/2/2022 22:06	4	79.8	84.9	13	LN556AL	N556AL	BE20	28R
3/2/2022 22:06	8	74.2	80.2	10	LN556AL	N556AL	BE20	28R
3/3/2022 0:27	4	87.2	89.3	14	LN1068K	N1068K	BE9L	28R
3/3/2022 0:27	5	77.4	82.3	10	LN1068K	N1068K	BE9L	28R
3/3/2022 0:27	6	75.1	80.3	11	LN1068K	N1068K	BE9L	28R
3/3/2022 0:27	8	75.4	82.9	13	LN1068K	N1068K	BE9L	28R
3/3/2022 6:29	4	76.2	85.2	21	PCM8709	N722FX	C208	28L
3/3/2022 6:29	5	81.6	86.2	10	PCM8709	N722FX	C208	28L
3/3/2022 6:29	8	73.7	81.8	9	PCM8709	N722FX	C208	28L
3/3/2022 6:45	4	73.3	81	15	PCM8711	N908FE	C208	28L
3/3/2022 6:45	5	78.7	84.5	12	PCM8711	N908FE	C208	28L
3/3/2022 6:45	6	73.6	80.7	13	PCM8711	N908FE	C208	28L
3/3/2022 6:46	3	72.7	80.3	13	PCM8711	N908FE	C208	28L
3/3/2022 6:56	4	75.3	81.8	17	PCM8710	N969FE	C208	28L
3/3/2022 6:56	5	79.8	84.3	10	PCM8710	N969FE	C208	28L

3/3/2022 6:56	8	75.9	82.8	12	PCM8710	N969FE	C208	28L
3/4/2022 22:03	4	75.7	82	16	UAL1	N852AL	PC12	28R
3/9/2022 5:36	4	81.3	85.1	12	LN556AL	N556AL	BE20	28R
3/9/2022 5:36	5	77.7	81.6	9	LN556AL	N556AL	BE20	28R
3/9/2022 6:48	4	73.6	80	8	PCM8709	N763FE	C208	28L
3/10/2022 6:22	4	78.9	85.6	28	PCM8709	N781FE	C208	28L
3/10/2022 6:38	4	76.4	83.1	12	PCM8711	N886FE	C208	28L
3/10/2022 6:41	14	69.2	80.5	33	PCM8711	N886FE	C208	28L
3/11/2022 4:08	4	76.2	81.9	12	N149MF	N149MF	BE9L	28R
3/13/2022 3:29	4	85.2	88.8	15	N912MF	N912MF	BE20	28R
3/13/2022 3:29	5	79.2	83.9	10	N912MF	N912MF	BE20	28R
3/13/2022 3:29	8	77.2	83.8	10	N912MF	N912MF	BE20	28R
3/13/2022 23:36	4	81.1	87.6	20	N912MF	N912MF	BE20	28R
3/13/2022 23:36	5	75.1	81.1	11	N912MF	N912MF	BE20	28R
3/15/2022 6:49	4	74.6	81	13	PCM8711	N886FE	C208	28L
3/16/2022 6:19	4	78.1	86.5	41	PCM8709	N857FE	C208	28L
3/17/2022 1:41	4	85	93.8	29	LN54DD	N54DD	C560	28R
3/17/2022 1:41	5	80.3	89.7	34	LN54DD	N54DD	C560	28R
3/17/2022 1:41	6	81.3	90.2	34	LN54DD	N54DD	C560	28R
3/17/2022 1:41	8	70	80.3	19	LN54DD	N54DD	C560	28R
3/17/2022 1:41	7	76	86.4	37	LN54DD	N54DD	C560	28R
3/18/2022 6:52	4	66.9	81.7	57	PCM8709	N886FE	C208	28L
3/18/2022 6:54	4	78.5	84.1	14	PCM8709	N886FE	C208	28L
3/18/2022 7:01	2	73.3	80.5	14	BXR1960	N932C	C208	28L
3/18/2022 23:08	4	80.5	85.6	14			BE20	28R
3/18/2022 23:08	5	78.1	83.3	11			BE20	28R
3/18/2022 23:09	6	77.4	83.1	16			BE20	28R
3/19/2022 0:20	4	85.2	89.3	13	LN1544V	N1544V	BE9L	28R
3/19/2022 0:20	5	78.9	84.2	15	LN1544V	N1544V	BE9L	28R
3/19/2022 0:20	6	79.6	85.3	16	LN1544V	N1544V	BE9L	28R
3/19/2022 0:20	7	79.1	85.8	16	LN1544V	N1544V	BE9L	28R
3/19/2022 5:58	4	81.9	90.9	33	N269JR	N269JR	LJ35	28L
3/19/2022 5:58	5	84.7	93.6	33	N269JR	N269JR	LJ35	28L
3/19/2022 5:58	6	84.5	93.7	48	N269JR	N269JR	LJ35	28L
3/19/2022 5:59	7	77.8	89.2	40	N269JR	N269JR	LJ35	28L
3/21/2022 0:43	4	86.9	95.3	40	SWA945	N8527Q	B738	28L
3/21/2022 0:43	5	86.6	95.1	42	SWA945	N8527Q	B738	28L
3/21/2022 0:43	6	82	92.6	47	SWA945	N8527Q	B738	28L
3/21/2022 0:43	8	72	84.1	31	SWA945	N8527Q	B738	28L
3/21/2022 0:43	7	79.8	89.4	35	SWA945	N8527Q	B738	28L
3/21/2022 6:23	4	76	80.6	8	N22AW	N22AW	PA31	28R
3/22/2022 5:56	4	77.5	81.3	10	GAJ870	N870UP	B350	28R
3/22/2022 6:26	10	65.7	81.9	80	PCM8709	N908FE	C208	28L
3/22/2022 6:27	4	74.8	80.5	11	PCM8709	N908FE	C208	28L
3/22/2022 6:29	9	69.2	80.8	23	PCM8709	N908FE	C208	28L
3/22/2022 23:01	9	83.6	90	18	EJA175	N175QS	GL7T	10R
3/22/2022 23:01	10	75.4	82.5	19	EJA175	N175QS	GL7T	10R
3/22/2022 23:05	4	77.7	83.1	12	N912MF	N912MF	BE20	28R
3/23/2022 6:28	4	74.3	81.3	15	PCM8711	N886FE	C208	28L
3/23/2022 6:58	4	74	81.6	13	BXR8604	N4662B	C208	28L
3/24/2022 3:27	4	79.6	84.3	11	LN204JS	N204JS	BE20	28R
3/24/2022 3:27	5	80.8	86.8	11	LN204JS	N204JS	BE20	28R
3/24/2022 3:27	6	77	81.7	14	LN204JS	N204JS	BE20	28R
3/24/2022 6:20	5	83.1	87.1	14	PCM8709	N987FE	C208	28L

3/24/2022 6:21	6	83	87	16	PCM8709	N987FE	C208	28L
3/24/2022 6:33	4	78.4	85.1	34	PCM8711	N782FE	C208	28L
3/24/2022 7:00	4	80.2	84.7	9	PCM8710	N984FE	C208	28L
3/24/2022 22:16	4	83.9	90.6	23	N2070L	N2070L	BE58	28R
3/24/2022 22:16	5	73.8	83.3	24	N2070L	N2070L	BE58	28R
3/24/2022 22:16	6	73.7	82.2	26	N2070L	N2070L	BE58	28R
3/25/2022 6:48	5	83.9	87.6	11	PCM8709	N886FE	C208	28L
3/25/2022 6:48	6	81.4	86.3	14	PCM8709	N886FE	C208	28L
3/25/2022 6:49	7	74	80.2	14	PCM8709	N886FE	C208	28L
3/27/2022 22:04	5	71.3	81.2	28	N204BG	N204BG	C560	10L
3/27/2022 22:05	10	81.5	90.5	46	N204BG	N204BG	C560	10L
3/27/2022 22:05	9	87	95.7	44	N204BG	N204BG	C560	10L
3/27/2022 22:05	12	74.4	85.1	44	N204BG	N204BG	C560	10L
3/27/2022 22:05	11	72.3	83.2	32	N204BG	N204BG	C560	10L
3/27/2022 22:06	13	77.5	86.5	61	N204BG	N204BG	C560	10L
3/27/2022 22:06	1	69.8	82	38	N204BG	N204BG	C560	10L
3/27/2022 23:28	9	73.4	81.6	14			C56X	10R
3/27/2022 23:28	12	71.1	80.6	25			C56X	10R
3/28/2022 5:22	4	78.8	86.3	19	EJA438	N438QS	E55P	10R
3/28/2022 5:23	12	72.6	83.5	27	EJA438	N438QS	E55P	10R
3/28/2022 5:24	2	73.9	84.6	37	EJA438	N438QS	E55P	10R
3/29/2022 1:32	4	85.5	92.4	21	PEG42	N842PA	GLF4	28R
3/29/2022 1:32	5	81.7	89.9	24	PEG42	N842PA	GLF4	28R
3/29/2022 1:32	6	80.8	88.4	30	PEG42	N842PA	GLF4	28R
3/29/2022 1:32	7	71.8	81.3	19	PEG42	N842PA	GLF4	28R
3/29/2022 6:51	4	76.3	81.9	10	PCM8711	N782FE	C208	28L

[\(Return to Table of Contents\)](#)

Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
1/4/2022 13:52		N104R	C750	B	N104R	Not Acceptable	No
1/18/2022 8:37			C25A	B		Not Acceptable	No
1/29/2022 14:54			LJ60	B		Not Acceptable	No
3/21/2022 10:40	SWA	SWA258	B737	J	N244WN	Not Acceptable	No
3/21/2022 10:53	DLX	DLX654	LJ60	B	N654AN	Not Acceptable	No
3/29/2022 8:04	PXT	PXT838	C25B	B	N838GD	Not Acceptable	No
3/26/2022 9:07	EJA	EJA200	CL60	B	N200QS	Not Acceptable	No
				Not Acceptable		7	
				Grand Count		7	

[\(Return to Table of Contents\)](#)

Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
2/27/2022 6:09	SWA	SWA702	B738	J	N8520Q	Air Traffic Conflict	Yes
2/12/2022 6:10	SWA	SWA702	B737	J	N934WN	Air Traffic Conflict	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
3/31/2022 6:39	UPS	UPS2951	A306	J	N152UP	Air Traffic Conflict	Yes
3/30/2022 6:42	UPS	UPS2633	B763	J	N325UP	Air Traffic Conflict	Yes
3/30/2022 6:40	SWA	SWA4039	B738	J	N8517F	Air Traffic Conflict	Yes
3/29/2022 6:59	UPS	UPS2633	B763	J	N377UP	Air Traffic Conflict	Yes
2/22/2022 6:20	SWA	SWA702	B737	J	N968WN	Air Traffic Conflict	Yes
1/6/2022 22:57			GLF5	B		Air Traffic Conflict	Yes
1/14/2022 6:31	UPS	UPS9896	B763	J	N357UP	Air Traffic Conflict	Yes
1/7/2022 6:37	UPS	UPS9896	B763	J	N346UP	Air Traffic Conflict	Yes
3/19/2022 6:21	FDX	FDX3647	MD11	J	N642FE	Air Traffic Conflict	Yes
3/17/2022 6:08	SKW	SKW3757	E75L	R	N298SY	Air Traffic Conflict	Yes
1/21/2022 6:30	UPS	UPS9896	B763	J	N349UP	Air Traffic Conflict	Yes
3/14/2022 6:28	EJA	EJA242	CL60	B	N242QS	Air Traffic Conflict	Yes
2/10/2022 6:33	FDX	FDX3103	B763	J	N269FE	Air Traffic Conflict	Yes
3/8/2022 6:21	SWA	SWA702	B737	J	N7819A	Air Traffic Conflict	Yes
1/27/2022 6:49	FDX	FDX440	MD11	J	N529FE	Air Traffic Conflict	Yes
					Air Traffic Conflict	17	
3/4/2022 23:43		N57TS	LJ31	B	N57TS	Not Acceptable	No
2/17/2022 22:59	VOI	VOI903	A320	J	N523VL	Not Acceptable	No
1/21/2022 6:46	SWA	SWA1798	B38M	J	N8739L	Not Acceptable	No
2/23/2022 2:19	FDX	FDX1879	B763	J	N196FE	Not Acceptable	No
1/21/2022 6:32	UPS	UPS2943	A306	J	N142UP	Not Acceptable	No
2/6/2022 5:44	FDX	FDX614	MD11	J	N618FE	Not Acceptable	No
3/3/2022 6:41	FDX	FDX3647	B763	J	N115FE	Not Acceptable	No
3/7/2022 0:48	VOI	VOI903	A320	J	N512VL	Not Acceptable	No
1/2/2022 22:59		N819AP	GALX	B	N819AP	Not Acceptable	No
1/27/2022 5:50	SWA	SWA1435	B737	J	N937WN	Not Acceptable	No
1/22/2022 2:56	FDX	FDX169	MD11	J	N608FE	Not Acceptable	No
					Not Acceptable	11	
3/20/2022 0:14	VOI	VOI903	A320	J	XAVLB	Straight-out Departure	No
					Straight-out Departure	1	
3/25/2022 6:58	FDX	FDX690	B763	J	N271FE	Time Buffer	Yes
3/22/2022 6:59	SWA	SWA904	B738	J	N8667D	Time Buffer	Yes
3/19/2022 22:00	SWA	SWA3903	B738	J	N8565Z	Time Buffer	Yes
3/15/2022 6:59	SWA	SWA904	B737	J	N966WN	Time Buffer	Yes
3/8/2022 6:54	FDX	FDX3647	B763	J	N164FE	Time Buffer	Yes
3/6/2022 22:10	FFT	FFT2194	A320	J	N232FR	Time Buffer	Yes
3/4/2022 6:51	FDX	FDX690	B763	J	N299FE	Time Buffer	Yes
3/3/2022 6:58	FDX	FDX3103	B763	J	N273FE	Time Buffer	Yes
3/3/2022 6:57	FDX	FDX435	B77L	J	N855FD	Time Buffer	Yes
3/1/2022 6:58		XAABD	LJ45	B	YV2090	Time Buffer	Yes
2/28/2022 6:58		N302TB	BE40	B	N302TB	Time Buffer	Yes
2/27/2022 6:54			H25B	B		Time Buffer	Yes
2/26/2022 6:56	FDX	FDX3647	MD11	J	N605FE	Time Buffer	Yes
2/24/2022 22:03	SWA	SWA423	B737	J	N777QC	Time Buffer	Yes
2/23/2022 6:59	FDX	FDX3647	B763	J	N162FE	Time Buffer	Yes
2/23/2022 6:55	UPS	UPS2953	B763	J	N359UP	Time Buffer	Yes
2/17/2022 22:00	SWA	SWA1968	B737	J	N933WN	Time Buffer	Yes
2/17/2022 6:59	SKW	SKW3306	E75L	R	N404SY	Time Buffer	Yes
2/16/2022 6:56	FDX	FDX3647	B763	J	N138FE	Time Buffer	Yes
2/9/2022 6:57	FDX	FDX3647	B763	J	N177FE	Time Buffer	Yes
2/2/2022 6:58	FDX	FDX435	MD11	J	N572FE	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
2/1/2022 6:59	QXE	QXE2534	E75L	R	N639QX	Time Buffer	Yes
1/21/2022 6:59	QXE	QXE2534	E75L	R	N628QX	Time Buffer	Yes
1/19/2022 6:59	UPS	UPS2951	A306	J	N162UP	Time Buffer	Yes
1/18/2022 6:53	FDX	FDX3647	B763	J	N299FE	Time Buffer	Yes
1/13/2022 6:59	FDX	FDX3103	A306	J	N681FE	Time Buffer	Yes
1/13/2022 6:57	FDX	FDX3647	B763	J	N280FE	Time Buffer	Yes
1/12/2022 6:58	FDX	FDX3647	B763	J	N112FE	Time Buffer	Yes
1/6/2022 6:59	SWA	SWA1021	B738	J	N8321D	Time Buffer	Yes
1/5/2022 6:59	FDX	FDX3647	B763	J	N188FE	Time Buffer	Yes
					Time Buffer	30	
					Grand Count	59	

[\(Return to Table of Contents\)](#)

Runway 12 Night Departure List for Calendar Quarter

N/A

[\(Return to Table of Contents\)](#)

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
1/9/2022	845	PCJ	GLF4	2	High	HG6	905	N/A	N/A
1/10/2022	1033	USC	C500	1	High	HG6	1035	N/A	N/A
1/11/2022	1130	USC	C525	2	High	HG6	1200	N/A	N/A
1/12/2022	427	ASA	B737	1	High	GRE	700	N/A	N/A
1/13/2022	1233	USC	C25A	1	High	HG6	1250	N/A	N/A
1/14/2022	810	USC	GLF4	2	Med	HG6	830	N/A	N/A
1/14/2022	1600	USC	EA50	2	High	HG6	1630	N/A	N/A
1/14/2022	1400	USC	LJ45	2	High	GRE	1630	N/A	N/A
1/15/2022	1550	FIV	CL30	2	High	GRE	1600	N/A	N/A
1/16/2022	930	ASA	B737	2	High	GRE	1000	N/A	N/A
1/16/2022	1300	FDX	MD11	3	High	GRE	1320	N/A	N/A
1/17/2022	1040	USC	C25A	2	High	GRE	1045	N/A	N/A
1/17/2022	1045	USC	C25A	2	High	GRE	1115	N/A	N/A
1/19/2022	1505	FIV	CL60	1	High	GRE	1510	N/A	N/A
1/20/2022	830	ASA	B737	2	High	GRE	845	N/A	N/A
1/21/2022	1530	USC	CL30	1	High	HG6	1535	N/A	N/A
1/23/2022	2200	FDX	B767	2	High	GRE	2230	NO	N/A
1/28/2022	952	PCJ	C25A	2	High	HG6	1000	N/A	N/A
1/28/2022	1618	OPT	FA50	2	High	HG6	1620	N/A	N/A
2/1/2022	825	BJT	CRJ2	2	High	HG6	845	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
2/2/2022	1439	PCJ	C17A	2	High	HG6	1500	N/A	NO
2/3/2022	857	USC	C750	2	High	HG6	930	N/A	N/A
2/3/2022	1158	FDX	B757	1	High	HG6	1220	N/A	N/A
2/6/2022	1900	CAA	CL30	2	MED	GRE	1905	N/A	NO
2/9/2022	1358	CAA	C25A	2	High	HG6	1430	N/A	N/A
2/11/2022	1324	FIV	PRM1	2	High	HG6	1345	N/A	NO
2/18/2022	935	FDX	A320	2	High	HG6	935	NO	N/A
2/21/2022	2310	FDX	A320	2	High	GRE	2311	NO	N/A
2/21/2022	1730	OPT	C500	2	High	GRE	1730	NO	N/A
2/23/2022	1437	EIA	C525	1	High	HG6	1440	N/A	N/A
2/28/2022	1740	GCC	C500	2	MED	GRE	1731	NO	N/A
2/28/2022	933	USC	C17A	1	High	HG6	940	NO	N/A
2/28/2022	1300	PCJ	C525	2	High	HG6	1305	N/A	N/A
3/1/2022	1015	PCJ	C750	2	High	GRE	1045	N/A	N/A
3/3/2022	819	PCJ	C525	1	High	HG6	830	N/A	N/A
3/4/2022	956	ASA	A320	1	High	GRE	1000	N/A	N/A
3/5/2022	1353	FIV	CRJ2	2	High	GRE	1425	N/A	NO
3/8/2022	854	ASA	A330	2	High	GRE	900	N/A	N/A
3/13/2022	2105	USC	CL30	1	High	GRE	2130	NO	N/A
3/15/2022	1025	VHT	GLF5	2	High	GRE	1030	N/A	N/A
3/19/2022	1615	FDX	B767	2	High	GRE	1620	N/A	N/A
3/23/2022	430	OPT	C25A	1	High	HG6	445	N/A	NO
3/23/2022	1011	KFS	E120	1	High	HG6	1020	NO	N/A
3/24/2022	1510	PCJ	C500	2	High	HG6	1530	NO	N/A
3/29/2022	1513	PCJ	C500	2	High	GRE	1530	NO	N/A

[\(Return to Table of Contents\)](#)

Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
1/13/2022 9:40	SWA	SWA1334	B38M	2877	Air Traffic Conflict	Yes
2/21/2022 17:34		N28QB	CL60	2716	Air Traffic Conflict	Yes
2/21/2022 19:54	FFT	FFT742	A321	2129	Air Traffic Conflict	Yes
				Air Traffic Conflict	3	
				Grand Count	3	

[\(Return to Table of Contents\)](#)

100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
2/11/2022 10:23	N416WM	GLF3	EYE	3320	ATC Instructions	Yes
2/12/2022 11:25	N416WM	GLF3	EYE	1627	ATC Instructions	Yes
2/12/2022 11:25	N416WM	GLF3	EYE	3179	ATC Instructions	Yes
				ATC Instructions	3	
2/19/2022 12:01	SWA2959	B737	SWA	2887	Not Acceptable	No
2/8/2022 7:14	SWA363	B737	SWA	2877	Not Acceptable	No
2/19/2022 17:02	SWA3125	B738	SWA	2785	Not Acceptable	No
3/21/2022 23:36	ASA309	A320	ASA	2683	Not Acceptable	No
2/28/2022 7:46	SWA2237	B738	SWA	2818	Not Acceptable	No
				Not Acceptable	5	
1/2/2022 8:02	SWA342	B737	SWA	2791	Pilot Requested	No
				Pilot Requested	1	
				Grand Count	9	

[\(Return to Table of Contents\)](#)

North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@bankofutah.com

January 8, 2022

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: 1/7/2022
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



PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

February 1, 2022

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: 2/2/2022
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



PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

March 3, 2022

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: 3/4/2022
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

[\(Return to Table of Contents\)](#)

[North Field Quiet Hours Procedure](#)
[Sample Noncompliance Contact Letter](#)



PORT OF OAKLAND

Via email: aircraftowner/operator@aircraft.com

January 8, 2022

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: 1/7/2022
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, 2022

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

[\(Return to Table of Contents\)](#)