



Quarterly Aircraft Noise Report

Second Quarter 2022



Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Second Quarter 2022				
	2021Q2		2022Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	95%	5%	93%	7%
Total Airport-wide Corporate Jet Departures	2,610	146	2,442	172
Runway 10R/L Jet Landing Compliance	100%	0%	86%	14%
Total Southeast Plan Corporate Jet Landings	2	0	30	5
North Field VFR Departure Compliance	96%	4%	86%	14%
Total Runways 28R/L & 33 Departures	278	11	258	41
North Field Quiet Hours Compliance	89%	11%	72%	28%
Total North Field Quiet Hours Departures	164	20	114	44
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	14,590	0	17,737	3
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,676	21	3,422	32
Runway 12 Night Departure Compliance	0%	0%	98%	2%
Total Runway 12 Night Turbojet Departures	0	0	49	1
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,449	17	4,109	5
100 Degree Radial Turbojet Landing Compliance	98%	2%	99%	1%
Total 100 Degree Radial Turbojet Landings	723	12	1,138	12
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	4	0	6	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Second Quarter 2022				
	April	May	June	Quarter
Airport-wide Corporate Jet Departures	880	880	854	2,614
Compliant Corporate Jet Departures	821	821	800	2,442
Non-compliant Corporate Jet Departures	59	59	54	172
Corporate Jet Departure Compliance Rate	93%	93%	94%	93%
Excused Jet Departures	45	102	42	189
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,834	6,130	6,490	18,454
Compliant Airport-wide Jet Departures	5,775	6,071	6,436	18,282
Non-compliant Airport-wide Jet Departures	59	59	54	172
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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RUNWAY 10R/L JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Second Quarter 2022				
	April	May	June	Quarter
Southeast (SE) Plan Corporate Jet Landings *	35	0	0	35
Compliant SE Plan Corporate Jet Landings	30	0	0	30
Non-compliant SE Plan Corporate Jet Landings	5	0	0	5
SE Plan Corporate Jet Landing Compliance Rate	86%	N/A	N/A	86%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	260	0	0	260
Airport-wide Compliant SE Plan Jet Landings	255	0	0	255
Airport-wide Non-compliant SE Plan Landings	5	0	0	5
Airport-wide Jet Landing SE Plan Compliance Rate	98%	N/A	N/A	98%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Second Quarter 2022				
	April	May	June	Quarter
Total VFR Departures	100	117	82	299
Total VFR Departures Over Alameda	19	28	22	69
Compliant Departures	84	102	72	258
Non-compliant Departures	16	15	10	41
Compliance Rate	84%	87%	88%	86%

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NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) Second Quarter 2022				
	April	May	June	Quarter
Total Night Departures (10:00 p.m. to 7:00 a.m.)	57	47	54	158
Compliant Night Departures	41	32	41	114
Average Compliant Departures per Night	1.3	1.0	1.3	1.23
Non-Compliant Night Departures	16	15	13	44
Average Non-Compliant Departures per Night	0.5	0.5	0.4	0.5
Night Departure Compliance Rate	72%	68%	76%	72%

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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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

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

Noise Monitor Terminal (NMT) Locations



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Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 158

Second 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	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	13	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	13
3	49	8	0.1	1.4%	6	0.1	1.1%	0	0.0	0.0%	63
4	52	68	0.8	12.0%	35	0.4	6.2%	12	0.1	2.1%	167
5	83	30	0.3	5.3%	19	0.2	3.4%	12	0.1	2.1%	144
6	81	19	0.2	3.4%	13	0.1	2.3%	9	0.1	1.6%	122
7	25	13	0.1	2.3%	9	0.1	1.6%	3	0.0	0.5%	50
8	55	18	0.2	3.2%	1	0.0	0.2%	0	0.0	0.0%	74
9	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
10	35	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	37
11	0	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	1
12	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
13	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
14	28	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	28
All NMTs	429	159	2	0	83	1	0	36	0	0	707

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 156

Second 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	49	8	0.1	3.3%	6	0.1	2.5%	0	0.0	0.0%	63
4	52	68	0.8	28.5%	35	0.4	14.6%	12	0.1	5.0%	167
5	83	30	0.3	12.6%	19	0.2	7.9%	12	0.1	5.0%	144
6	81	19	0.2	7.9%	13	0.1	5.4%	9	0.1	3.8%	122
7	25	13	0.1	5.4%	9	0.1	3.8%	3	0.0	1.3%	50
8	55	18	0.2	7.5%	1	0.0	0.4%	0	0.0	0.0%	74
Total	345	156	1.7		83	0.9		36	0.4		620

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 2

Second 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	13	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	13
9	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
10	35	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	37
11	0	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	1
12	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
13	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
14	28	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	28
Total	84	3	0.0		0	0.0		0	0.0		87

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Second Quarter 2022				
	April	May	June	Quarter
Runway 30 Turbojet Departures	5,425	5,937	6,378	17,740
Compliant Departures	5,423	5,936	6,378	17,737
Non-compliant Departures	2	1	0	3
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Second Quarter 2022				
	April	May	June	Quarter
Runway 30 Nighttime Turbojet Departures	1,038	1,170	1,246	3,454
Buffer Time Departures	5	7	5	17
Compliant Departures	1,029	1,162	1,231	3,422
Non-compliant Departures	9	8	15	32
HUSSH gate misses	1	5	9	15
NITE gate misses	4	7	10	21
REBAS gate misses	8	8	14	30
Compliance Rate	99%	99%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 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
Second Quarter 2022 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B763	283	94	54	64	15
DC10/MD10	16	5	7	66	16
MD11	201	67	83	66	16
A306	16	5	1	62	5
B757	212	71	44	62	16
B77L	114	38	12	64	11
Difference [A-B]					
DC10/MD10		-82	-25	-3	-6
MD11		35	70	-4	-8
A306		-62	-20	-5	-20
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)					

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Summary of Calendar Quarter of Previous Year

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

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) Second Quarter 2022				
	April	May	June	Quarter
Jet Departures	50	0	0	50
Non-Compliant Departures	1	0	0	1
Compliant Departures	49	0	0	49
Compliance Rate	98%	No SE Plan	No SE Plan	98%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Second Quarter 2022				
	April	May	June	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	1	3
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	0	2	1	3
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	1	3	2	6
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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RUNWAY 30 EAST TURN DEPARTURES PROCEDURE

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Second Quarter 2022				
	April	May	June	Quarter
Total Runway 30 East Turn Turbojet Departures	1,212	1,342	1,560	4,114
Non-compliant Turbojet Departures	1	1	3	5
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,211	1,341	1,557	4,109
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	2	2	6	10
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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100 DEGREE RADIAL TURBOJET LANDING PROCEDURE

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Second Quarter 2022				
	April	May	June	Quarter
Turbojets on Downwind RWY 30 Approach	331	395	424	1,150
Non-compliant Turbojets	3	4	5	12
Total Turbojet Aircraft Above 3K Feet ASL*	328	391	419	1,138
Compliance Rate	99%	99%	99%	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.				

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Oakland International Airport Noise Complaint Summary April 2022		
Community	Callers	Complaints
Alameda(BFI)	31	438
Alameda(Central)	6	31
Albany	0	0
Berkeley	2	2
Castro Valley	3	80
Fremont	0	0
Hayw ard	2	21
Kensington	0	0
Oakland	12	3144
Piedmont	1	1
Richmond	3	51
San Francisco	0	0
San Leandro	2	26
Union City	0	0
San Lorenzo	1	1
Other Communities	5	126
Total	68	3921
Complaints by Type		
Website	0	
E-mail	3100	
Phone	0	
View point App	821	
Complaints by Time of Day		
Day (0700 - 1900)	835	
Evening (1900 - 2200)	490	
Night (2200 - 0700)	2596	
Complaints by Type of Operation		
Arrivals	2910	
Departures	851	
Over-flights	123	
Touch & Go	37	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	154	
Helicopter	85	
Jet	3437	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	3	
Propeller	189	
Turbo-prop	53	

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Oakland International Airport Noise Complaint Summary May 2022		
Community	Callers	Complaints
Alameda(BFI)	36	423
Alameda(Central)	6	31
Albany	0	0
Berkeley	2	2
Castro Valley	1	66
Fremont	0	0
Hayw ard	1	33
Kensington	1	1
Oakland	14	3223
Piedmont	0	0
Richmond	3	113
San Francisco	1	1
San Leandro	6	9
Union City	0	0
San Lorenzo	0	0
Other Communities	10	491
Total	81	4393
Complaints by Type		
E-mail	3547	
View point App	846	
Complaints by Time of Day		
Day (0700 - 1900)	828	
Evening (1900 - 2200)	447	
Night (2200 - 0700)	3118	
Complaints by Type of Operation		
Arrivals	3590	
Departures	698	
Over-flights	57	
Touch & Go	48	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	118	
Helicopter	28	
Jet	4033	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	14	
Propeller	143	
Turbo-prop	57	

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Oakland International Airport Noise Complaint Summary June 2022		
Community	Callers	Complaints
Alameda(BFI)	34	322
Alameda(Central)	7	32
Albany	0	0
Berkeley	1	1
Castro Valley	1	102
Fremont	1	1
Hayw ard	1	1
Kensington	0	0
Oakland	12	3386
Piedmont	0	0
Richmond	3	197
San Francisco	0	0
San Leandro	1	2
Union City	0	0
San Lorenzo	1	2
Other Communities	7	195
Total	69	4241
Complaints by Type		
E-mail	3418	
View point App	823	
Complaints by Time of Day		
Day (0700 - 1900)	1486	
Evening (1900 - 2200)	902	
Night (2200 - 0700)	1853	
Complaints by Type of Operation		
Arrivals	2795	
Departures	1383	
Over-flights	15	
Touch & Go	48	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	144	
Helicopter	20	
Jet	3726	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	5	
Propeller	302	
Turbo-prop	44	

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Second Quarter 2022					
	April	May	June	2022	Percentage
Runway 28L	6	1	2	9	11%
Runway 28R	19	25	25	69	81%
Runway 33	1	2	2	5	6%
Alameda Overflights	26	28	29	83	98%
Runway 10L	1	0	0	1	1%
Runway 10R	1	0	0	1	1%
Runway 15	0	0	0	0	0%
San Leandro Overflights	2	0	0	2	2%
Total Departures	28	28	29	85	100%

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

North Field VFR/IFR Departures by Runway Second Quarter 2022				
	April	May	June	2022
VFR Departures				
Runway 28L	26	16	21	63
Runway 28R	89	96	87	272
Runway 33	124	113	83	320
VFR Departures	239	225	191	655
IFR Departures				
Runway 28L	165	184	145	494
Runway 28R	275	333	265	873
Runway 33	78	96	111	285
IFR Departures	518	613	521	1,652
Total Departures	757	838	712	2,307

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2022											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	24	104	-	-	1	2	9	365	2,089	-	2,466	2,466
	Helicopters	-	-	-	-	-	-	-	-	-	267	267	267
	Commercial Jets	203	13,481	13,684	-	-	-	-	125	4	-	129	13,813
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	1	1	18	46	4	3	153	1,126	-	1,350	1,351
	Regional Jets	22	935	957	-	-	-	-	54	1,023	-	1,077	2,034
	Turboprops	2	48	50	1	1	7	12	201	727	-	949	999
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		251	14,569	14,692	19	48	13	24	898	4,969	267	6,238	20,930
Departures	Corporate Jets	6	2,275	2,281	-	4	1	36	115	139	-	295	2,576
	Helicopters	-	-	-	-	-	-	-	-	-	132	132	132
	Commercial Jets	211	13,494	13,705	-	-	-	1	73	-	-	74	13,779
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	4	1	5	29	581	9	1	45	564	-	1,229	1,234
	Regional Jets	10	1,971	1,981	-	-	-	12	31	3	-	46	2,027
	Turboprops	-	13	13	1	20	13	2	293	439	-	768	781
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		231	17,754	17,985	30	605	23	52	557	1,145	132	2,544	20,529
Touch & Go Sub-totals		-	16	16	2	214	4	-	43	465	2	730	746
Grand Total		482	32,339	32,693	51	867	40	76	1,498	6,579	401	9,512	42,205

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Second Quarter 2022											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	203	13,481	13,684	-	-	-	-	125	4	-	129	13,813
	Regional Jets	22	935	957	-	-	-	-	54	1,023	-	1,077	2,034
Commercial Jet Sub-totals		225	14,416	14,641	-	-	-	-	179	1,027	-	1,206	15,847
	Corporate Jets	24	104	128	-	1	2	9	365	2,089	-	2,466	2,594
All Jet Arrivals Sub-totals		249	14,520	14,769	-	1	2	9	544	3,116	-	3,672	18,441
Departures	Commercial Jets	211	13,494	13,705	-	-	-	1	73	-	-	74	13,779
	Regional Jets	10	1,971	1,981	-	-	-	12	31	3	-	46	2,027
Commercial Jet Sub-totals		221	15,465	15,686	-	-	-	13	104	3	-	120	15,806
	Corporate Jets	6	2,275	2,281	-	4	1	36	115	139	-	295	2,576
All Jet Departures Sub-totals		227	17,740	17,967	-	4	1	49	219	142	-	415	18,382
Grand Total		476	32,260	32,736	-	5	3	58	763	3,258	-	4,087	36,823

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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APPENDICES

Runway 28R/L Jet Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/8/2022 16:15			SBR1	4516	28R	B	Departure Timing	No
5/13/2022 14:43			C680	3341	28R	B	Departure Timing	No
6/27/2022 15:48	UPS9762	N313UP	B763	4205	28L	J	Departure Timing	No
6/28/2022 12:09	N32KC	N32KC	E55P	6370	28R	B	Departure Timing	No
5/7/2022 10:00	FTH975	N975TX	C750	1724	28R	B	Compliant Operation	Yes
						Compliant Operation	1	
4/17/2022 13:41	EJA788	N788QS	CL30	1773	28R	B	Departure Timing	No
4/17/2022 19:20	USC240	N644CK	LJ35	3301	28R	B	Departure Timing	No
4/20/2022 15:43	EJA618	N618QS	C56X	4262	28L	B	Departure Timing	No
5/4/2022 8:21	N80RP	N80RP	F2TH	3754	28L	B	Departure Timing	No
5/5/2022 21:30	N749P	N749P	C750	4213	28L	B	Departure Timing	No
5/6/2022 6:44	XOJ735	N735XJ	C750	4546	28L	B	Departure Timing	No
5/18/2022 9:15	DCM340	DCM340	C56X	1764	28L	B	Departure Timing	No
5/18/2022 12:47	PXT252	N525AN	C525	4525	28L	B	Departure Timing	No
5/25/2022 7:52	PXT415	N415PC	C25B	3212	28L	B	Departure Timing	No
5/25/2022 18:31	JLG45	N45FG	LJ35	3705	28L	B	Departure Timing	No
6/9/2022 17:30			CRJ2	1750	28R	R	Departure Timing	No
6/13/2022 16:12	EJA363	N363QS	E55P	4257	28L	B	Departure Timing	No
6/17/2022 8:17	EJA217	N217QS	CL60	4233	28L	B	Departure Timing	No
6/19/2022 8:00	LXJ437	N437FX	E545	4561	28L	B	Departure Timing	No
6/27/2022 14:15	N200NS	N200NS	C550	3626	28L	B	Departure Timing	No
						Departure Timing	15	
5/27/2022 13:08	N660RB	N660RB	E55P	4541	28R	B	Excused by reprocessing	Yes
						Excused by reprocessing	1	
4/4/2022 19:00	LN51GJ	N51GJ	LJ35	3271	28R	B	Lifeguard Medical	Yes
4/8/2022 22:31	N51VE	N51VE	GLF5	3261	28R	B	Lifeguard Medical	Yes
4/10/2022 19:06	USC240	N644CK	LJ35	3750	28R	B	Lifeguard Medical	Yes
4/12/2022 20:08	XAICU	XAICU	LJ35	3325	28L	B	Lifeguard Medical	Yes
4/14/2022 0:05	LN48KH	N48KH	C550	4510	28R	B	Lifeguard Medical	Yes
4/15/2022 19:58	LN48KH	N48KH	C550	4213	28R	B	Lifeguard Medical	Yes
4/21/2022 15:33	LN904LR	N904LR	C560	4543	28R	B	Lifeguard Medical	Yes
4/21/2022 21:47	LN904LR	N904LR	C560	3346	28R	B	Lifeguard Medical	Yes
4/22/2022 11:50	LN560PA	N560PA	C560	1761	28R	B	Lifeguard Medical	Yes
4/24/2022 13:13	LN904LR	N904LR	C560	1710	28R	B	Lifeguard Medical	Yes
4/24/2022 14:13	LN48KH	N48KH	C550	4225	28R	B	Lifeguard Medical	Yes
4/24/2022 19:31	USC240	N217CK	LJ35	1755	28R	B	Lifeguard Medical	Yes
4/24/2022 21:44	LN48KH	N48KH	C550	4204	28R	B	Lifeguard Medical	Yes
4/27/2022 16:43	LN48KH	N48KH	C550	4274	28R	B	Lifeguard Medical	Yes
4/28/2022 1:47	LN48KH	N48KH	C550	4575	28R	B	Lifeguard Medical	Yes
4/28/2022 18:54	LN560PA	N560PA	C560	3745	28R	B	Lifeguard Medical	Yes
4/29/2022 8:23	LN560PA	N560PA	C560	4555	28L	B	Lifeguard Medical	Yes
4/29/2022 21:28	LN560PA	N560PA	C560	4553	28R	B	Lifeguard Medical	Yes
5/1/2022 19:46	USC240	N76CK	LJ35	3314	28R	B	Lifeguard Medical	Yes
5/2/2022 20:06	LN904LR	N904LR	C560	3743	28R	B	Lifeguard Medical	Yes
5/7/2022 15:50	LNN48KH	LNN48KH	C550	4573	28R	B	Lifeguard Medical	Yes
5/7/2022 23:19	LN48KH	N48KH	C550	4557	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/8/2022 19:57	LNUSC240	N352CK	LJ35	3770	28R	B	Lifeguard Medical	Yes
5/14/2022 6:44	N823AM	N823AM	H25B	3205	28R	B	Lifeguard Medical	Yes
5/14/2022 19:17	LN561SR	N561SR	C560	3626	28L	B	Lifeguard Medical	Yes
5/15/2022 18:00	KFB18	N18TD	GLF4	3301	28R	B	Lifeguard Medical	Yes
5/15/2022 20:30	USC240	N352CK	LJ35	3275	28R	B	Lifeguard Medical	Yes
5/16/2022 12:31	USC110	N290CK	LJ35	1722	28L	B	Lifeguard Medical	Yes
5/20/2022 13:34	LN561SR	LN561SR	C560	4225	28R	B	Lifeguard Medical	Yes
5/20/2022 21:00	LN561SR	N561SR	C560	3271	28R	B	Lifeguard Medical	Yes
5/21/2022 19:10	LN48KH	LN48KH	C550	4254	28R	B	Lifeguard Medical	Yes
5/22/2022 12:56	LN602AC	LN602AC	LJ60	3270	28L	B	Lifeguard Medical	Yes
5/22/2022 20:12	LNUSC240	LN76CK	LJ35	3625	28R	B	Lifeguard Medical	Yes
5/27/2022 4:50	N509RP	N509RP	C550	4241	28R	B	Lifeguard Medical	Yes
5/27/2022 6:48	LN560PA	N560PA	C560	4226	28R	B	Lifeguard Medical	Yes
5/27/2022 13:47	LN509RP	N509RP	C550	4221	28R	B	Lifeguard Medical	Yes
5/29/2022 0:56	SJA372	N372BW	PRM1	3216	28R	B	Lifeguard Medical	Yes
5/29/2022 5:01	LN730CP	N730CP	C525	3201	28R	B	Lifeguard Medical	Yes
5/31/2022 1:28	USC240	N290CK	LJ35	3353	28R	B	Lifeguard Medical	Yes
6/5/2022 23:29	USC240	N264CK	LJ35	3332	28R	B	Lifeguard Medical	Yes
6/10/2022 11:21	LN54DD	N54DD	C560	4531	28R	B	Lifeguard Medical	Yes
6/10/2022 18:48	LN54DD	N54DD	C560	3256	28L	B	Lifeguard Medical	Yes
6/11/2022 8:54	N862LG	N862LG	E55P	3617	28L	B	Lifeguard Medical	Yes
6/11/2022 13:14	LN561SR	N561SR	C560	4204	28R	B	Lifeguard Medical	Yes
6/12/2022 21:22	USC240	N264CK	LJ35	3204	28R	B	Lifeguard Medical	Yes
6/13/2022 2:16	LN561SR	N561SR	C560	3371	28L	B	Lifeguard Medical	Yes
6/15/2022 22:41	USC240	N290CK	LJ35	3312	28R	B	Lifeguard Medical	Yes
6/16/2022 12:52	XAUCI	XAUCI	LJ55	1776	28L	B	Lifeguard Medical	Yes
6/17/2022 8:20	LN561SR	N561SR	C560	4531	28L	B	Lifeguard Medical	Yes
6/19/2022 7:15	LN54DD	N54DD	C560	4565	28R	B	Lifeguard Medical	Yes
6/19/2022 13:51	LN54DD	N54DD	C560	1730	28R	B	Lifeguard Medical	Yes
6/19/2022 22:14	USC240	N264CK	LJ35	3354	28R	B	Lifeguard Medical	Yes
6/22/2022 21:11	LN560PA	N560PA	C560	4536	28R	B	Lifeguard Medical	Yes
6/23/2022 6:25	LN56JP	N56JP	LJ45	3322	28L	B	Lifeguard Medical	Yes
6/23/2022 10:38	LN560PA	N560PA	C560	4542	28R	B	Lifeguard Medical	Yes
6/23/2022 17:30	LN560PA	N560PA	C560	3761	28R	B	Lifeguard Medical	Yes
6/26/2022 23:16	USC240	N163CK	LJ35	3354	28R	B	Lifeguard Medical	Yes
6/29/2022 9:08	SJA372	N372BW	PRM1	3635	28R	B	Lifeguard Medical	Yes
6/29/2022 19:47	LN561SR	N561SR	C560	4506	28L	B	Lifeguard Medical	Yes
						Lifeguard Medical	59	
4/1/2022 12:33			C525	3316	28L	B	Pilot Requested	No
4/1/2022 14:47			CL60	3376	28L	B	Pilot Requested	No
4/1/2022 16:23	PEG42	N842PA	GLF4	4261	28R	B	Pilot Requested	No
4/2/2022 11:13	N400HG	N400HG	GLF4	3776	28L	B	Pilot Requested	No
4/2/2022 19:16	DCM9710	DCM9710	C25A	3250	28R	B	Pilot Requested	No
4/3/2022 8:26	N51GJ	N51GJ	LJ35	3303	28L	B	Pilot Requested	No
4/3/2022 9:41	DCM5105	DCM5105	LJ35	1752	28R	B	Pilot Requested	No
4/3/2022 17:13	USC240	N354CK	LJ35	6323	28L	B	Pilot Requested	No
4/5/2022 20:23	CY0212	N212JA	LJ60	3610	28R	B	Pilot Requested	No
4/7/2022 6:36	N32KC	N32KC	E55P	3643	28L	B	Pilot Requested	No
4/7/2022 15:40	N501TB	N501TB	C501	4234	28L	B	Pilot Requested	No
4/8/2022 13:59			C56X	3601	28L	B	Pilot Requested	No
4/8/2022 14:18	DCM51	DCM51	GL5T	3645	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/8/2022 18:31			GLF5	1757	28L	B	Pilot Requested	No
4/9/2022 8:53			GLF4	3203	28L	B	Pilot Requested	No
4/10/2022 10:13	EDG403	N132JE	GLF4	3224	28L	B	Pilot Requested	No
4/10/2022 12:45	N950SF	N950SF	F900	3275	28R	B	Pilot Requested	No
4/10/2022 12:51	N338JE	N338JE	CL30	4232	28R	B	Pilot Requested	No
4/10/2022 16:18	N300DG	N300DG	SF50	3723	28L	B	Pilot Requested	No
4/11/2022 13:08	EJA447	N447QS	E55P	3622	28R	B	Pilot Requested	No
4/12/2022 7:05	N945PK	N945PK	GLF3	3703	28R	B	Pilot Requested	No
4/12/2022 8:49			GA6C	3654	28L	B	Pilot Requested	No
4/12/2022 16:29	N116JS	N116JS	CL60	3314	28L	B	Pilot Requested	No
4/12/2022 17:32	N945PK	N945PK	GLF3	3303	28L	B	Pilot Requested	No
4/13/2022 8:11	N14VJ	N14VJ	SF50	3616	28R	B	Pilot Requested	No
4/13/2022 10:35	DCM76	DCM76	H25B	6326	28L	B	Pilot Requested	No
4/13/2022 12:57	N858GS	N858GS	EA50	3734	28L	B	Pilot Requested	No
4/13/2022 15:53	N21VJ	N21VJ	SF50	3301	28R	B	Pilot Requested	No
4/13/2022 15:57	EDG8	N8VC	GLF4	4246	28L	B	Pilot Requested	No
4/13/2022 16:03	DCM501	DCM501	C550	3217	28L	B	Pilot Requested	No
4/13/2022 18:08	N600CL	N600CL	LJ60	3304	28R	B	Pilot Requested	No
4/14/2022 1:21			C550	4254	28R	B	Pilot Requested	No
4/14/2022 14:13			GLF5	6301	28R	B	Pilot Requested	No
4/14/2022 14:16	N1337U	N1337U	CL30	6366	28L	B	Pilot Requested	No
4/15/2022 12:19	DCM61	DCM61	GLF4	1775	28L	B	Pilot Requested	No
4/16/2022 17:40			F900	3223	28L	B	Pilot Requested	No
4/17/2022 12:47	N300DG	N300DG	SF50	4214	28R	B	Pilot Requested	No
4/17/2022 13:40	XAMAX	XAMAX	H25B	3752	28R	B	Pilot Requested	No
4/17/2022 17:50			GLF4	4273	28L	B	Pilot Requested	No
4/18/2022 9:36	EJA550	N550QS	C68A	3366	28L	B	Pilot Requested	No
4/19/2022 12:13	CFC3050	144619	CL60	3242	28L	B	Pilot Requested	No
4/21/2022 8:34	N4LS	N4LS	CL30	3761	28L	B	Pilot Requested	No
4/21/2022 9:01			GLF4	1756	28R	B	Pilot Requested	No
4/21/2022 10:52	N971JS	N971JS	C750	4252	28L	B	Pilot Requested	No
4/21/2022 13:48			CL30	6365	28L	B	Pilot Requested	No
4/21/2022 16:45	N116JS	N116JS	CL60	3630	28L	B	Pilot Requested	No
4/22/2022 10:42	DCM6	DCM6	GLEX	3633	28L	B	Pilot Requested	No
4/22/2022 16:51	GAJ900	N900UP	C750	4207	28R	B	Pilot Requested	No
4/23/2022 8:08	N555HM	N555HM	C550	4523	28R	B	Pilot Requested	No
4/23/2022 16:57	N555HM	N555HM	C550	4253	28R	B	Pilot Requested	No
4/27/2022 12:13	N300DG	N300DG	SF50	3616	28L	B	Pilot Requested	No
4/28/2022 15:04			GLF5	3355	28R	B	Pilot Requested	No
4/29/2022 10:50	DCM480		C560	4577	28L	B	Pilot Requested	No
4/29/2022 15:33			GLF5	3723	28L	B	Pilot Requested	No
4/29/2022 16:05			GLF4	4204	28L	B	Pilot Requested	No
4/29/2022 17:09	N121G	N121G	EA50	4246	28R	B	Pilot Requested	No
5/1/2022 10:41			GA6C	1765	28L	B	Pilot Requested	No
5/1/2022 11:55			C650	351	28R	B	Pilot Requested	No
5/1/2022 14:10			GLEX	4206	28R	B	Pilot Requested	No
5/2/2022 14:42			C550	6316	28R	B	Pilot Requested	No
5/2/2022 17:20	QXE2011	N639QX	E170	3310	28L	R	Pilot Requested	No
5/3/2022 12:44	TWY5	TWY5	GLF5	1721	28L	B	Pilot Requested	No
5/3/2022 20:33	XAICU	XAICU	LJ35	3615	28R	B	Pilot Requested	No
5/4/2022 10:21	GJE1209	N129NS	GLF4	6362	28R	B	Pilot Requested	No

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5/4/2022 12:51	N998RW	N998RW	FA7X	1731	28R	B	Pilot Requested	No
5/4/2022 13:13	N941NC	N941NC	EA50	6323	28L	B	Pilot Requested	No
5/4/2022 16:27	FTH621	N100MA	C750	4273	28R	B	Pilot Requested	No
5/5/2022 10:24	LXJ359	N359FX	E55P	4211	28R	B	Pilot Requested	No
5/5/2022 10:26	N300DG	N300DG	SF50	3764	28R	B	Pilot Requested	No
5/5/2022 15:56	N32KC	N32KC	E55P	3767	28L	B	Pilot Requested	No
5/5/2022 17:14	DCM007	DCM007	GLF4	1767	28L	B	Pilot Requested	No
5/5/2022 20:06	N96DD	N96DD	C25A	5321	28R	B	Pilot Requested	No
5/6/2022 20:35	DCM6007	DCM6007	GLF4	6326	28R	B	Pilot Requested	No
5/7/2022 9:37	N327NM	N327NM	C510	6304	28R	B	Pilot Requested	No
5/7/2022 11:07	DCM114	DCM114	C750	3310	28L	B	Pilot Requested	No
5/8/2022 13:21	N819AP	N819AP	GALX	4545	28R	B	Pilot Requested	No
5/8/2022 18:02	N26SE	N26SE	SF50	3367	28R	B	Pilot Requested	No
5/10/2022 12:32	DCM949	DCM949	GLF5	6317	28R	B	Pilot Requested	No
5/10/2022 15:54	N555HM	N555HM	C550	3206	28R	B	Pilot Requested	No
5/11/2022 14:57			H25B	6326	28L	B	Pilot Requested	No
5/12/2022 12:30	N868DM	N868DM	C750	6355	28R	B	Pilot Requested	No
5/13/2022 21:36	DCM60	DCM60	GLF4	3661	28R	B	Pilot Requested	No
5/14/2022 9:42	N300DG	N300DG	SF50	3732	28R	B	Pilot Requested	No
5/15/2022 12:40	DCM660	DCM660	F900	3310	28R	B	Pilot Requested	No
5/15/2022 17:05	N225AS	N225AS	E50P	4264	28R	B	Pilot Requested	No
5/17/2022 17:51	DCM6077	DCM6077	GLF4	3646	28L	B	Pilot Requested	No
5/17/2022 18:13	DCM6134	DCM6134	F900	3325	28R	B	Pilot Requested	No
5/19/2022 13:16			GLF4	3742	28R	B	Pilot Requested	No
5/20/2022 10:51	N300DG	N300DG	SF50	3311	28R	B	Pilot Requested	No
5/20/2022 14:56	DCM391	DCM391	C550	1710	28R	B	Pilot Requested	No
5/20/2022 17:05	EJA375	N375QS	C680	3320	28R	B	Pilot Requested	No
5/22/2022 19:32	DCM380	DCM380	C56X	3777	28L	B	Pilot Requested	No
5/23/2022 13:04			C25C	4273	28R	B	Pilot Requested	No
5/23/2022 14:32			C550	4570	28R	B	Pilot Requested	No
5/23/2022 20:22			GLF4	3602	28R	B	Pilot Requested	No
5/24/2022 17:42	HER348	N348CF	C750	6306	28L	B	Pilot Requested	No
5/26/2022 13:53			C550	4543	28R	B	Pilot Requested	No
5/26/2022 15:06	N555HM	N555HM	C550	3671	28L	B	Pilot Requested	No
5/26/2022 15:16	N525JN	N525JN	C25A	1772	28L	B	Pilot Requested	No
5/26/2022 18:50			GLF5	3265	28R	B	Pilot Requested	No
5/27/2022 13:30			C550	1726	28R	B	Pilot Requested	No
5/27/2022 18:34	PPVSS	PPVSS	FA7X	3373	28R	B	Pilot Requested	No
5/28/2022 10:53	N300DG	N300DG	SF50	1742	28R	B	Pilot Requested	No
5/29/2022 6:47			GLF5	3713	28R	B	Pilot Requested	No
5/31/2022 12:51			GLF6	1724	28L	B	Pilot Requested	No
5/31/2022 18:32	SJA600	N600HR	C525	3317	28R	B	Pilot Requested	No
6/1/2022 7:04	N32KC	N32KC	E55P	1711	28L	B	Pilot Requested	No
6/1/2022 11:11	N941NC	N941NC	EA50	6312	28L	B	Pilot Requested	No
6/3/2022 9:59	EJA612	N612QS	C68A	3365	28L	B	Pilot Requested	No
6/3/2022 13:04			C25A	3733	28R	B	Pilot Requested	No
6/3/2022 13:16			C550	3635	28L	B	Pilot Requested	No
6/3/2022 21:26			GLF4	3266	28L	B	Pilot Requested	No
6/4/2022 12:31	N300DG	N300DG	SF50	4237	28R	B	Pilot Requested	No
6/4/2022 13:55			GLF4	6357	28L	B	Pilot Requested	No
6/5/2022 14:57			C25A	4253	28L	B	Pilot Requested	No

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6/6/2022 9:46	HER1	N808CF	GLF4	3223	28L	B	Pilot Requested	No
6/6/2022 11:19	DAL8931	N655DL	B752	640	28L	J	Pilot Requested	No
6/6/2022 11:57			C550	3736	28R	B	Pilot Requested	No
6/9/2022 19:05	N300DG	N300DG	SF50	4540	28R	B	Pilot Requested	No
6/10/2022 7:29			F2TH	1760	28L	B	Pilot Requested	No
6/10/2022 11:58	N604BS	N604BS	CL60	5337	28R	B	Pilot Requested	No
6/11/2022 9:53			F900	1711	28R	B	Pilot Requested	No
6/11/2022 11:29			GALX	4511	28L	B	Pilot Requested	No
6/12/2022 13:39			GLF4	6342	28L	B	Pilot Requested	No
6/12/2022 19:43			GLF4	3273	28L	B	Pilot Requested	No
6/12/2022 20:38	FTN6	N49VA	E145	6317	28L	R	Pilot Requested	No
6/13/2022 16:32			GLF4	1750	28L	B	Pilot Requested	No
6/15/2022 7:29	FTH106	N106PC	C750	4564	28R	B	Pilot Requested	No
6/19/2022 14:32	FTH962	N962TX	C750	3635	28R	B	Pilot Requested	No
6/19/2022 17:19			C56X	3770	28R	B	Pilot Requested	No
6/20/2022 15:23			GLF6	3363	28L	B	Pilot Requested	No
6/20/2022 17:58			GLF4	3217	28R	B	Pilot Requested	No
6/20/2022 18:07	EJA509	N509QS	C68A	3224	28R	B	Pilot Requested	No
6/21/2022 6:32			C550	3216	28R	B	Pilot Requested	No
6/21/2022 7:31			GLF6	1703	28R	B	Pilot Requested	No
6/22/2022 15:48			GLF5	3616	28L	B	Pilot Requested	No
6/22/2022 17:12			G280	3234	28L	B	Pilot Requested	No
6/22/2022 18:01	EJA358	N358QS	E55P	3257	28R	B	Pilot Requested	No
6/23/2022 10:14			C56X	1755	28R	B	Pilot Requested	No
6/23/2022 12:40			GLF6	3770	28L	B	Pilot Requested	No
6/24/2022 14:59			F2TH	3244	28L	B	Pilot Requested	No
6/25/2022 11:51	TIV688	N688VM	C680	3653	28R	B	Pilot Requested	No
6/26/2022 6:18			E55P	3225	28R	B	Pilot Requested	No
6/26/2022 10:31			ASTR	3642	28L	B	Pilot Requested	No
6/26/2022 11:02			GLF6	3715	28L	B	Pilot Requested	No
6/26/2022 19:23	N88CH	N88CH	C510	3240	28R	B	Pilot Requested	No
6/27/2022 10:31	N31GV	N31GV	GLF4	3775	28L	B	Pilot Requested	No
6/27/2022 10:43			GL5T	3242	28L	B	Pilot Requested	No
6/27/2022 11:21	TIV680	N680VM	C680	6342	28L	B	Pilot Requested	No
6/28/2022 9:37	N525JN	N525JN	C25A	3207	28R	B	Pilot Requested	No
6/28/2022 14:01	N550LC	N550LC	E550	4243	28L	B	Pilot Requested	No
6/30/2022 10:05	N842MB	N842MB	LJ45	3752	28L	B	Pilot Requested	No
6/30/2022 11:02	N525JN	N525JN	C25A	4545	28L	B	Pilot Requested	No
						Pilot Requested	153	
4/25/2022 16:55	SWA1217	N8569Z	B738	3273	28L	J	Runway Maintenance	Yes
4/25/2022 17:07	QXE2011	N644QX	E170	3225	28L	R	Runway Maintenance	Yes
4/25/2022 17:09			C68A	3701	28R	B	Runway Maintenance	Yes
4/25/2022 17:15	AAY519	N315NV	A319	3326	28L	J	Runway Maintenance	Yes
4/25/2022 17:21	SKW132C	N607CZ	E75S	3274	28L	R	Runway Maintenance	Yes
5/2/2022 15:49	SWA1325	N292WN	B737	3765	28L	J	Runway Maintenance	Yes
5/2/2022 15:54	SWA1489	N425LV	B737	6355	28L	J	Runway Maintenance	Yes
5/2/2022 15:56	SWA1536	N8565Z	B738	3377	28L	J	Runway Maintenance	Yes
5/2/2022 16:01	QXE2062	N636QX	E170	3357	28L	R	Runway Maintenance	Yes
5/2/2022 16:07	SWA2392	N233LV	B737	1777	28L	J	Runway Maintenance	Yes
5/2/2022 16:15	JSX655	N251JX	E135	1741	28L	R	Runway Maintenance	Yes
5/2/2022 16:31	EDG5	N121JE	GLF4	3602	28L	B	Runway Maintenance	Yes

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5/2/2022 16:34	FDX1219	N154FE	B763	4251	28L	J	Runway Maintenance	Yes
5/2/2022 16:39	AAY519	N315NV	A319	3351	28L	J	Runway Maintenance	Yes
5/2/2022 16:42	SWA661	N8607M	B738	3321	28L	J	Runway Maintenance	Yes
5/2/2022 16:45	SWA545	N8541W	B738	4560	28L	J	Runway Maintenance	Yes
5/2/2022 16:49	SKW3769	N288SY	E75L	3211	28L	R	Runway Maintenance	Yes
5/2/2022 16:52	SWA2721	N448WN	B737	6363	28L	J	Runway Maintenance	Yes
5/2/2022 16:55	SWA526	N941WN	B737	3750	28L	J	Runway Maintenance	Yes
5/2/2022 16:56	SWA2311	N256WN	B737	1766	28L	J	Runway Maintenance	Yes
5/2/2022 17:25	SWA1315	N709SW	B737	6323	28L	J	Runway Maintenance	Yes
5/2/2022 17:28			E135	3704	28L	R	Runway Maintenance	Yes
5/9/2022 16:11	QXE2062	N642QX	E170	1756	28L	R	Runway Maintenance	Yes
5/9/2022 16:15	JSX655	N252JX	E135	3353	28L	R	Runway Maintenance	Yes
5/9/2022 16:18	SKW3769	N284SY	E75L	3334	28L	R	Runway Maintenance	Yes
5/9/2022 16:20	SWA2392	N728SW	B737	3261	28L	J	Runway Maintenance	Yes
5/9/2022 16:26	SWA1489	N7885A	B737	3321	28L	J	Runway Maintenance	Yes
5/9/2022 16:41	FDX1219	N131FE	B763	4525	28L	J	Runway Maintenance	Yes
5/9/2022 16:44	SWA1536	N7727A	B737	3647	28L	J	Runway Maintenance	Yes
5/9/2022 16:47	JSX175	N265JX	E135	3313	28R	R	Runway Maintenance	Yes
5/9/2022 16:48	SWA2311	N436WN	B737	3375	28L	J	Runway Maintenance	Yes
5/9/2022 16:51	JSX177	N257JX	E135	3623	28L	R	Runway Maintenance	Yes
5/9/2022 16:54	SWA2721	N7844A	B737	1731	28L	J	Runway Maintenance	Yes
5/9/2022 16:58	SWA526	N403WN	B737	3220	28L	J	Runway Maintenance	Yes
5/9/2022 17:01	SWA545	N8804L	B38M	4524	28L	J	Runway Maintenance	Yes
5/9/2022 17:20	SWA1217	N8577Z	B738	3204	28L	J	Runway Maintenance	Yes
5/9/2022 17:21	SWA1315	N967WN	B737	3323	28L	J	Runway Maintenance	Yes
5/9/2022 17:24	AAY521	N334NV	A319	3766	28L	J	Runway Maintenance	Yes
5/9/2022 17:26	SWA661	N8583Z	B738	3343	28L	J	Runway Maintenance	Yes
5/9/2022 17:36	SKW132C	N257SY	E170	3312	28L	R	Runway Maintenance	Yes
5/23/2022 15:31	EJA659	N659QS	C68A	4550	28L	B	Runway Maintenance	Yes
5/23/2022 15:33	JSX175	N252JX	E135	3321	28L	R	Runway Maintenance	Yes
5/23/2022 15:40	SWA1536	N233LV	B737	3652	28L	J	Runway Maintenance	Yes
5/23/2022 15:42	UPS9762	N302UP	B763	4276	28L	J	Runway Maintenance	Yes
5/23/2022 15:50	SWA1325	N773SA	B737	1763	28L	J	Runway Maintenance	Yes
5/23/2022 15:51	SWA2392	N408WN	B737	3632	28L	J	Runway Maintenance	Yes
5/23/2022 15:52	SWA1489	N7726A	B737	3336	28L	J	Runway Maintenance	Yes
5/23/2022 16:01			C25B	3371	28R	B	Runway Maintenance	Yes
5/23/2022 16:08			F900	3306	28L	B	Runway Maintenance	Yes
5/23/2022 16:11	SKW3769	N285SY	E75L	6373	28L	R	Runway Maintenance	Yes
5/23/2022 16:21	JSX655	N258JX	E135	3354	28L	R	Runway Maintenance	Yes
5/23/2022 16:25	QXE2062	N646QX	E170	3226	28L	R	Runway Maintenance	Yes
5/23/2022 16:33	PXT750	N750NG	C750	4552	28R	B	Runway Maintenance	Yes
5/23/2022 16:36	FDX1219	N119FE	B763	4224	28L	J	Runway Maintenance	Yes
5/23/2022 16:37	SWA661	N8651A	B738	6351	28L	J	Runway Maintenance	Yes
5/23/2022 16:43	SWA545	N8689C	B738	4553	28L	J	Runway Maintenance	Yes
5/23/2022 16:52	JSX177	N261JX	E135	3326	28R	R	Runway Maintenance	Yes
5/23/2022 16:56	AAY514	N315NV	A319	3661	28L	J	Runway Maintenance	Yes
5/23/2022 17:00			C25B	3722	28R	B	Runway Maintenance	Yes
5/23/2022 17:18	SWA2721	N219WN	B737	1730	28L	J	Runway Maintenance	Yes
5/23/2022 17:24	SWA1217	N8548P	B738	1704	28L	J	Runway Maintenance	Yes
5/23/2022 17:25	SKW132C	N246SY	E170	3234	28L	R	Runway Maintenance	Yes
5/23/2022 17:27	SWA526	N7752B	B737	3734	28L	J	Runway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/23/2022 17:29	NKS2423	N631NK	A320	3707	28L	J	Runway Maintenance	Yes
5/23/2022 17:33	SWA2311	N784SW	B737	3357	28L	J	Runway Maintenance	Yes
6/13/2022 5:10	SWA1974	N289CT	B737	3313	28L	J	Runway Maintenance	Yes
6/27/2022 15:38	SWA2088	N793SA	B737	3342	28L	J	Runway Maintenance	Yes
6/27/2022 15:51	SWA147	N728SW	B737	3764	28L	J	Runway Maintenance	Yes
6/27/2022 15:58	JSX655	N253JX	E135	3711	28L	R	Runway Maintenance	Yes
6/27/2022 16:06	SWA473	N7815L	B737	1773	28L	J	Runway Maintenance	Yes
6/27/2022 16:10	SWA651	N269WN	B737	3744	28L	J	Runway Maintenance	Yes
6/27/2022 16:15	N878MM	N878MM	F2TH	3753	28L	B	Runway Maintenance	Yes
6/27/2022 16:23	SWA2029	N7876A	B737	6312	28L	J	Runway Maintenance	Yes
6/27/2022 16:24	SWA1683	N962WN	B737	6355	28L	J	Runway Maintenance	Yes
6/27/2022 16:30	SWA1475	N8758L	B38M	3273	28L	J	Runway Maintenance	Yes
6/27/2022 16:32	FDX1219	N172FE	B763	4263	28L	J	Runway Maintenance	Yes
6/27/2022 16:36	SWA1010	N778SW	B737	3761	28L	J	Runway Maintenance	Yes
6/27/2022 16:37	NKS2169	N904NK	A20N	3252	28L	J	Runway Maintenance	Yes
6/27/2022 16:39	SWA2022	N784SW	B737	1765	28L	J	Runway Maintenance	Yes
6/27/2022 16:41	SWA2387	N223WN	B737	3213	28L	J	Runway Maintenance	Yes
6/27/2022 16:47	AA514	N321NV	A319	3735	28L	J	Runway Maintenance	Yes
6/27/2022 16:49	SWA445	N969WN	B737	3271	28L	J	Runway Maintenance	Yes
6/27/2022 16:53	JSX177	N251JX	E135	6310	28L	R	Runway Maintenance	Yes
6/27/2022 17:07	QXE2127	N648QX	E170	3367	28L	R	Runway Maintenance	Yes
6/27/2022 17:18	SKW132C	N271SY	E170	3357	28L	R	Runway Maintenance	Yes
6/27/2022 17:19	QXE2363	N646QX	E170	3713	28L	R	Runway Maintenance	Yes
6/27/2022 17:22			GLF5	3246	28L	B	Runway Maintenance	Yes
4/25/2022 6:44			FA7X	3340	28L	B	Runway Maintenance	Yes
4/25/2022 15:40	SWA1325	N7844A	B737	1704	28L	J	Runway Maintenance	Yes
4/25/2022 15:42	QXE2062	N641QX	E170	3246	28L	R	Runway Maintenance	Yes
4/25/2022 15:55	SWA1536	N8737L	B38M	1714	28L	J	Runway Maintenance	Yes
4/25/2022 15:57	JSX655	N258JX	E135	3672	28L	R	Runway Maintenance	Yes
4/25/2022 15:59	CTF253	N253C	HDJT	3211	28L	B	Runway Maintenance	Yes
4/25/2022 16:00	SWA2392	N7856A	B737	3275	28L	J	Runway Maintenance	Yes
4/25/2022 16:08	SKW3769	N289SY	E75L	3333	28L	R	Runway Maintenance	Yes
4/25/2022 16:25	SWA1489	N7822A	B737	3374	28L	J	Runway Maintenance	Yes
4/25/2022 16:28	SWA2721	N499WN	B737	1717	28L	J	Runway Maintenance	Yes
4/25/2022 16:39	SWA661	N8702L	B38M	1752	28L	J	Runway Maintenance	Yes
4/25/2022 16:43	FDX1215	N316FE	DC10	3217	28L	J	Runway Maintenance	Yes
4/25/2022 16:45	FDX1219	N193FE	B763	4532	28L	J	Runway Maintenance	Yes
4/25/2022 16:46	SWA526	N495WN	B737	3663	28L	J	Runway Maintenance	Yes
4/25/2022 16:49	JSX177	N266JX	E135	3214	28L	R	Runway Maintenance	Yes
4/25/2022 16:51	SWA2311	N407WN	B737	6367	28L	J	Runway Maintenance	Yes
						Runway Maintenance	103	
5/11/2022 9:54	KAI77	N415PP	C25B	1726	28R	B	Runway/Taxiway Maintenance	Yes
5/11/2022 10:19	N953PC	N953PC	C56X	4265	28L	B	Runway/Taxiway Maintenance	Yes
5/11/2022 10:51			GLF4	6360	28L	B	Runway/Taxiway Maintenance	Yes
5/11/2022 10:55			GLF4	6336	28L	B	Runway/Taxiway Maintenance	Yes
5/11/2022 11:11	JSX173	N264JX	E135	1745	28L	R	Runway/Taxiway Maintenance	Yes
5/11/2022 11:23	ASP554	CGASW	C25B	6375	28L	B	Runway/Taxiway Maintenance	Yes
5/11/2022 11:36	EJA665	N665QS	C68A	3751	28L	B	Runway/Taxiway Maintenance	Yes
5/11/2022 11:37	PXT838	N838GD	C25B	4235	28L	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/11/2022 11:40	JSX651		E135	3276	28L	R	Runway/Taxiway Maintenance	Yes
5/11/2022 12:18	N15VX	N15VX	FA50	3253	28L	B	Runway/Taxiway Maintenance	Yes
5/11/2022 12:36	PXT750	N750NG	C750	1717	28R	B	Runway/Taxiway Maintenance	Yes
5/15/2022 22:16	N365CJ	N365CJ	GLEK	3721	28L	B	Runway/Taxiway Maintenance	Yes
5/16/2022 12:35	SWA1338	N8801Q	B38M	3253	28L	J	Runway/Taxiway Maintenance	Yes
5/16/2022 12:37	SWA2609	N455WN	B737	3722	28L	J	Runway/Taxiway Maintenance	Yes
4/9/2022 0:41	PO3302	N51GJ	LJ35	3302	28L	B	Runway/Taxiway Maintenance	Yes
4/10/2022 22:34	SWA377	N8524Z	B738	3203	28L	J	Runway/Taxiway Maintenance	Yes
4/10/2022 22:51	SWA2511	N928WN	B737	3342	28L	J	Runway/Taxiway Maintenance	Yes
4/11/2022 0:00	SWA853	N431WN	B737	3366	28L	J	Runway/Taxiway Maintenance	Yes
4/11/2022 0:01	AAY182	N291NV	A320	3272	28L	J	Runway/Taxiway Maintenance	Yes
4/11/2022 0:14			CL30	3310	28L	B	Runway/Taxiway Maintenance	Yes
5/11/2022 9:18	JSX171	N268JX	E135	3267	28L	R	Runway/Taxiway Maintenance	Yes
5/11/2022 9:44	N823AM	N823AM	H25B	1744	28L	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	22	
5/19/2022 7:06	JSX330	N253JX	E135	1720	28L	R	Safety/Emergency	Yes
						Safety/Emergency	1	
5/4/2022 16:28	DCM621	DCM621	C25A	4564	28R	B	System Error	Yes
5/1/2022 14:24	N660RB	N660RB	E55P	4577	28R	B	System Error	Yes
						System Error	2	
							4	
						Grand Count	361	

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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
4/16/2022 8:38	LN48KH	N48KH	C550	4211	10R	B	Lifeguard Medical	Yes
						Lifeguard Medical	1	
4/20/2022 19:50	N550GB	N550GB	C501	5375	10L	B	Pilot Requested	No
4/20/2022 19:07	LXJ376	N376FX	E55P	1477	10L	B	Pilot Requested	No
4/20/2022 18:05			GLF4	7251	10R	B	Pilot Requested	No
4/20/2022 11:16			H25B	1025	10R	B	Pilot Requested	No
4/14/2022 10:57	JPL660	N660RB	E55P	4561	10R	B	Pilot Requested	No
						Pilot Requested	5	
4/20/2022 17:05	N60CK	N60CK	CL30	6011	10R	B	Southeast/Runway Capacity	Yes
4/20/2022 11:44	N744QS	N744QS	CL30	5750	10R	B	Southeast/Runway Capacity	Yes
4/20/2022 11:37	CTF273	N273C	HDJT	4102	10R	B	Southeast/Runway Capacity	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/14/2022 13:20	N734TJ	N734TJ	GLF3	7245	10R	B	Southeast/Runway Capacity	Yes
4/14/2022 12:10	N1337U	N1337U	CL30	4253	10R	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	5	
						Grand Count	11	

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
6/11/2022 13:44	33	N739UL	N739UL	C172	317	Air Traffic Conflict	Yes
6/26/2022 15:37	33	N739UL	N739UL	C172	362	Air Traffic Conflict	Yes
6/11/2022 11:22	28R	N1868H	N1868H	P28A	361	Air Traffic Conflict	Yes
6/10/2022 9:11	28R	N727VT	N727VT	C182	366	Air Traffic Conflict	Yes
6/11/2022 12:01	28R	N109LD	N109LD	P28A	370	Air Traffic Conflict	Yes
6/25/2022 13:09	28R	N642ND	N642ND	C172	361	Air Traffic Conflict	Yes
5/21/2022 10:44	PAD1	HELO	HELO	B407	320	Air Traffic Conflict	Yes
6/8/2022 15:16	28L	N612HM	N612HM	AEST	332	Air Traffic Conflict	Yes
5/31/2022 18:54	28R	N172NS	N172NS	C172	343	Air Traffic Conflict	Yes
6/12/2022 15:44	28R			KODI	316	Air Traffic Conflict	Yes
5/29/2022 16:09	28R	N172NS	N172NS	C172	357	Air Traffic Conflict	Yes
6/26/2022 12:34	PAD1			B407	344	Air Traffic Conflict	Yes
5/16/2022 13:57	28R	N6MB	N6MB	C172	355	Air Traffic Conflict	Yes
5/21/2022 10:14	33	N6007K	N6007K	RC3	375	Air Traffic Conflict	Yes
					Air Traffic Conflict	14	
6/9/2022 18:39	28R	N619MC	N619MC	S22T	353	Compliant Operation	Yes
					Compliant Operation	1	
6/8/2022 11:35	PAD1	CMD08	N838CS	EC35	345	Lifeguard Medical	Yes
5/22/2022 8:55	PAD1	CMD8	N838CS	EC35	325	Lifeguard Medical	Yes
5/14/2022 11:16	PAD1			B407	317	Lifeguard Medical	Yes
5/12/2022 16:20	PAD1	CMD8	N838CS	EC35	330	Lifeguard Medical	Yes
5/11/2022 14:45	PAD1	REH13	REH13	H500	320	Lifeguard Medical	Yes
5/6/2022 15:59	PAD1	CMD8	N838CS	EC35	321	Lifeguard Medical	Yes
5/5/2022 18:53	PAD1	CMD02	N837CS	EC35	324	Lifeguard Medical	Yes
5/1/2022 11:36	PAD1	REH8	N838CS	EC35	375	Lifeguard Medical	Yes
4/28/2022 11:20	PAD1			B407	335	Lifeguard Medical	Yes
4/21/2022 11:06	PAD1	CMD08	N838CS	EC35	363	Lifeguard Medical	Yes
4/20/2022 8:57	PAD1	CMD08	N838CS	EC35	351	Lifeguard Medical	Yes
6/14/2022 21:52	PAD1	CMD8	N838CS	EC35	353	Lifeguard Medical	Yes
					Lifeguard Medical	12	
5/30/2022 10:44	PAD1			B407	325	Not Acceptable	No
5/2/2022 22:22	28R	N903PJ	N903PJ	PC12	364	Not Acceptable	No
					Not Acceptable	2	
5/13/2022 6:48	28L	BXR1960	N208PG	C208	317	System Error	Yes
					System Error	1	
4/18/2022 12:01	28R	N186CS	N186CS	C172	324	Touch & Go Training	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
5/21/2022 15:44	33	N66025	N66025	C172	335	Touch & Go Training	No
6/17/2022 12:21	PAD1	N479SH	N479SH	R22	326	Touch & Go Training	No
6/15/2022 18:29	28R	N35583	N35583	C172	333	Touch & Go Training	No
6/14/2022 22:21	28R	N915CM	N915CM	C172	365	Touch & Go Training	No
6/27/2022 18:50	28R	N1868H	N1868H	P28A	345	Touch & Go Training	No
					Touch & Go Training	6	
4/1/2022 7:11	28L	BXR8604	N4662B	C208	330	VFR Departure	No
4/2/2022 11:06	PAD1			B407	336	VFR Departure	No
4/4/2022 12:53	33	N52789	N52789	C172	335	VFR Departure	No
4/5/2022 7:55	28L	BXR8604	N4662B	C208	351	VFR Departure	No
4/5/2022 13:00	28L	BYF43	N182EE	C182	373	VFR Departure	No
4/9/2022 10:38	PAD1			B407	356	VFR Departure	No
4/9/2022 14:15	28L	N786KD	N786KD	S22T	346	VFR Departure	No
4/10/2022 10:50	PAD1			B407	374	VFR Departure	No
4/10/2022 12:23	33	N5251C	N5251C	C310	340	VFR Departure	No
4/10/2022 16:33	28R	N68459	N68459	C152	347	VFR Departure	No
4/15/2022 13:25	28L	N49004	N49004	C152	367	VFR Departure	No
4/20/2022 8:21	PAD1	HELO	HELO	B407	365	VFR Departure	No
4/21/2022 8:16	PAD1			B407	326	VFR Departure	No
4/22/2022 15:03	28L	N514EM	N514EM	LNP4	344	VFR Departure	No
4/28/2022 16:33	28R	N7310G	N7310G	C172	326	VFR Departure	No
5/3/2022 7:34	28L	BXR8604	N4662B	C208	344	VFR Departure	No
5/4/2022 10:41	28R	N321	N321	KODI	367	VFR Departure	No
5/7/2022 10:42	PAD1	N115SF	N115SF	B407	337	VFR Departure	No
5/8/2022 9:13	PAD1	N115SF	N115SF	B407	326	VFR Departure	No
5/9/2022 10:58	PAD1			B407	341	VFR Departure	No
5/10/2022 8:00	28L	BXR8603	N4662B	C208	347	VFR Departure	No
5/11/2022 13:36	33	PROP	PROP		333	VFR Departure	No
5/14/2022 16:57	28R	N172NS	N172NS	C172	370	VFR Departure	No
5/15/2022 13:18	33	N8312H	N8312H	P28A	341	VFR Departure	No
5/20/2022 11:02	28R	N172NS	N172NS	C172	357	VFR Departure	No
5/21/2022 16:15	33	N4552L	N4552L	AA5	321	VFR Departure	No
5/30/2022 12:50	28R	N21508	N21508	C182	322	VFR Departure	No
6/4/2022 10:32	PAD1			B407	357	VFR Departure	No
6/17/2022 15:36	PAD1			B407	361	VFR Departure	No
6/18/2022 12:35	28R	N7346R	N7346R	BE36	360	VFR Departure	No
6/19/2022 10:26	PAD1			B407	347	VFR Departure	No
6/22/2022 11:05	33	N68459	N68459	C152	367	VFR Departure	No
6/25/2022 22:23	28R	N930GW	N930GW	TBM7	341	VFR Departure	No
					VFR Departure	33	
					Grand Count	69	

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
5/6/2022 5:50	N248PH	N248PH	BE20	4522	28R	Compliant Operation	Yes
6/21/2022 6:07	PCM8709	N995FE	C208	4546	28L	Compliant Operation	Yes
					Compliant Operation	2	
5/6/2022 6:44	XOJ735	N735XJ	C750	4546	28L	Departure Timing	No
					Departure Timing	1	
4/5/2022 5:30	LN204JS	N204JS	BE20	4506	28R	Lifeguard Medical	Yes
4/8/2022 2:59	REH6	N612RX	AS50	5376	PAD1	Lifeguard Medical	Yes
4/8/2022 22:31	N51VE	N51VE	GLF5	3261	28R	Lifeguard Medical	Yes
4/9/2022 0:41	PO3302	N51GJ	LJ35	3302	28L	Lifeguard Medical	Yes
4/10/2022 6:50	CMD70	N370CS	BE20	4254	28R	Lifeguard Medical	Yes
4/14/2022 0:05	LN48KH	N48KH	C550	4510	28R	Lifeguard Medical	Yes
4/16/2022 5:07	CMD70	N370CS	BE20	4553	10L	Lifeguard Medical	Yes
4/18/2022 5:48	CMD08	N838CS	EC35	5330	PAD1	Lifeguard Medical	Yes
4/23/2022 22:25	REH50	N911RX	BE20	4275	28R	Lifeguard Medical	Yes
4/24/2022 1:16	CMD8	N838CS	EC35	5371	PAD1	Lifeguard Medical	Yes
4/28/2022 1:47	LN48KH	N48KH	C550	4575	28R	Lifeguard Medical	Yes
4/28/2022 6:55	LN556AL	N556AL	BE20	3240	28R	Lifeguard Medical	Yes
4/29/2022 2:58	CMD70	N370CS	BE20	4263	28R	Lifeguard Medical	Yes
5/7/2022 4:55	REH50	N913RX	BE20	4503	28R	Lifeguard Medical	Yes
5/7/2022 23:19	LN48KH	N48KH	C550	4557	28R	Lifeguard Medical	Yes
5/9/2022 6:45	REH50	N913RX	BE20	4265	28R	Lifeguard Medical	Yes
5/14/2022 6:44	N823AM	N823AM	H25B	3205	28R	Lifeguard Medical	Yes
5/27/2022 4:50	N509RP	N509RP	C550	4241	28R	Lifeguard Medical	Yes
5/27/2022 6:48	LN560PA	N560PA	C560	4226	28R	Lifeguard Medical	Yes
5/29/2022 0:56	SJA372	N372BW	PRM1	3216	28R	Lifeguard Medical	Yes
5/29/2022 5:01	LN730CP	N730CP	C525	3201	28R	Lifeguard Medical	Yes
5/31/2022 1:28	USC240	N290CK	LJ35	3353	28R	Lifeguard Medical	Yes
6/3/2022 4:17	REH18	N322RX	EC35	4527	PAD1	Lifeguard Medical	Yes
6/3/2022 22:32	LN204JS	N204JS	BE20	4502	28R	Lifeguard Medical	Yes
6/4/2022 5:04	LN204JS	N204JS	BE20	4276	28R	Lifeguard Medical	Yes
6/5/2022 0:46	REH07	N314RX	EC35	4235	PAD1	Lifeguard Medical	Yes
6/5/2022 23:29	USC240	N264CK	LJ35	3332	28R	Lifeguard Medical	Yes
6/7/2022 1:18	REH3	N31RX	EC35	3324	PAD1	Lifeguard Medical	Yes
6/13/2022 2:16	LN561SR	N561SR	C560	3371	28L	Lifeguard Medical	Yes
6/15/2022 6:34	N1068K	N1068K	BE9L	1723	28R	Lifeguard Medical	Yes
6/15/2022 22:41	USC240	N290CK	LJ35	3312	28R	Lifeguard Medical	Yes
6/19/2022 22:14	USC240	N264CK	LJ35	3354	28R	Lifeguard Medical	Yes
6/20/2022 2:24	CMD4	N892CS	EC35	4234	PAD1	Lifeguard Medical	Yes
6/23/2022 6:25	LN56JP	N56JP	LJ45	3322	28L	Lifeguard Medical	Yes
6/26/2022 23:16	USC240	N163CK	LJ35	3354	28R	Lifeguard Medical	Yes
					Lifeguard Medical	35	
4/20/2022 23:35	XSN56	N56RJ	PC12	4243	10R	Not Acceptable	No
5/9/2022 22:37	N316RX	N316RX	EC35	4232	PAD1	Not Acceptable	No
6/25/2022 22:23	N930GW	N930GW	TBM7	341	28R	Not Acceptable	No
6/26/2022 6:18			E55P	3225	28R	Not Acceptable	No
					Not Acceptable	4	

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
4/7/2022 6:36	N32KC	N32KC	E55P	3643	28L	Pilot Requested	No
4/14/2022 1:21			C550	4254	28R	Pilot Requested	No
4/25/2022 6:44			FA7X	3340	28L	Pilot Requested	No
5/29/2022 6:47			GLF5	3713	28R	Pilot Requested	No
					Pilot Requested	4	
6/13/2022 5:10	SWA1974	N289CT	B737	3313	28L	Runway Maintenance	Yes
					Runway Maintenance	1	
4/11/2022 0:00	SWA853	N431WN	B737	3366	28L	Runway/Taxiway Maintenance	Yes
4/11/2022 0:01	AA182	N291NV	A320	3272	28L	Runway/Taxiway Maintenance	Yes
5/15/2022 22:16	N365CJ	N365CJ	GLEK	3721	28L	Runway/Taxiway Maintenance	Yes
4/10/2022 22:51	SWA2511	N928WN	B737	3342	28L	Runway/Taxiway Maintenance	Yes
4/10/2022 22:34	SWA377	N8524Z	B738	3203	28L	Runway/Taxiway Maintenance	Yes
4/11/2022 0:14			CL30	3310	28L	Runway/Taxiway Maintenance	Yes
					Runway/Taxiway Maintenance	6	
6/21/2022 6:32			C550	3216	28R	Straight-out Departure	No
					Straight-out Departure	1	
4/28/2022 6:45	PCM8711	N844FE	C208	4225	28L	System Error	Yes
					System Error	1	
5/3/2022 6:51	PCM8709	N984FE	C208	4577	28L	Time Buffer	Yes
5/4/2022 6:56	PCM8711	N844FE	C208	4556	28L	Time Buffer	Yes
6/14/2022 6:52	PCM8711	N891FE	C208	4562	28L	Time Buffer	Yes
6/3/2022 6:50	PCM8711	N892FE	C208	4205	28L	Time Buffer	Yes
					Time Buffer	4	
6/14/2022 22:21	N915CM	N915CM	C172	365	28R	Touch & Go Training	No
6/14/2022 22:24	N879HZ	N879HZ	C172	5356	28R	Touch & Go Training	No
5/24/2022 23:10	PROP	PROP	C172	3647	28R	Touch & Go Training	No
					Touch & Go Training	3	
5/2/2022 22:22	N903PJ	N903PJ	PC12	364	28R	VFR Departure	No
					VFR Departure	1	
6/23/2022 6:15	PCM8709	N713FX	C208	4237	28L	Weather/Wind Conditions	No
					Weather/Wind Conditions	1	
4/1/2022 6:28	GAJ834	N834UP	B350	3222	28R	Wide Salad	No
4/4/2022 5:43			MU2	3364	28R	Wide Salad	No
4/5/2022 0:45			BE9L	3361	28R	Wide Salad	No
4/6/2022 6:47	PCM8711	N891FE	C208	4247	28L	Wide Salad	No
4/7/2022 6:38	PCM8711	N857FE	C208	4247	28L	Wide Salad	No
4/11/2022 5:07			BE9L	3335	28R	Wide Salad	No
4/12/2022 6:29	PCM8709	N879FE	C208	4232	28L	Wide Salad	No
4/13/2022 6:36	PCM8709	N781FE	C208	4204	28L	Wide Salad	No
4/15/2022 6:28	PCM8709	N968FE	C208	4510	28L	Wide Salad	No
4/27/2022 6:30	PCM8711	N844FE	C208	4517	28L	Wide Salad	No
4/28/2022 23:34	N22580	N22580	C185	4261	28R	Wide Salad	No
4/30/2022 22:46	N908AK	N980AK	AC90	4257	28R	Wide Salad	No
5/4/2022 6:22	PCM8709	N707FX	C208	4260	28L	Wide Salad	No
5/5/2022 6:45	PCM8709	N879FE	C208	4205	28L	Wide Salad	No
5/6/2022 6:50	PCM8711	N844FE	C208	4215	28L	Wide Salad	No
5/9/2022 5:27	N22AW	N22AW	PA31	3236	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
5/11/2022 6:52	PCM8711	N844FE	C208	4525	28L	Wide Salad	No
5/13/2022 6:46	PCM8711	N844FE	C208	4256	28L	Wide Salad	No
5/13/2022 6:48	BXR1960	N208PG	C208	317	28L	Wide Salad	No
5/19/2022 6:27	GAJ867	N867UP	B350	3301	28R	Wide Salad	No
5/21/2022 22:12	N8034Z	N8034Z	P32R	3274	28R	Wide Salad	No
5/31/2022 5:00			BE20	4214	28R	Wide Salad	No
6/13/2022 22:18			B350	3206	28R	Wide Salad	No
6/16/2022 6:46	PCM8711	N891FE	C208	4534	28L	Wide Salad	No
6/18/2022 5:43	N22AW	N22AW	PA31	3206	28R	Wide Salad	No
6/19/2022 2:32	N248PH	N248PH	BE20	4512	28R	Wide Salad	No
6/21/2022 6:34	PCM8711	N891FE	C208	4275	28L	Wide Salad	No
6/28/2022 6:39	PCM8711	N891FE	C208	4567	28L	Wide Salad	No
6/30/2022 6:36	PCM8711	N891FE	C208	4261	28L	Wide Salad	No
					Wide Salad	29	
					Grand Count	93	

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/1/2022 6:28	4	79.4	83.9	14	GAJ834	N834UP	B350	28R
4/4/2022 5:44	4	86.5	90.8	12			MU2	28R
4/4/2022 5:44	5	76.5	83.5	31			MU2	28R
4/4/2022 5:44	6	79.2	86.8	37			MU2	28R
4/4/2022 5:44	7	74.9	84.7	30			MU2	28R
4/5/2022 0:45	4	74.5	80.9	13			BE9L	28R
4/5/2022 5:31	4	79.5	85	11	LN204JS	N204JS	BE20	28R
4/6/2022 6:48	4	76.8	84.6	22	PCM8711	N891FE	C208	28L
4/6/2022 6:49	5	80.4	84.5	12	PCM8711	N891FE	C208	28L
4/7/2022 6:37	4	80.3	86.7	19	N32KC	N32KC	E55P	28L
4/7/2022 6:37	5	87.6	92.8	16	N32KC	N32KC	E55P	28L
4/7/2022 6:37	6	84.3	90.8	27	N32KC	N32KC	E55P	28L
4/7/2022 6:37	7	76.2	85.7	23	N32KC	N32KC	E55P	28L
4/7/2022 6:39	4	77.2	83.5	16	PCM8711	N857FE	C208	28L
4/8/2022 6:43	4	77.5	83.9	16	PCM8711	N713FX	C208	28L
4/8/2022 22:32	4	87.8	93.8	22	N51VE	N51VE	GLF5	28R
4/8/2022 22:32	5	78.8	87.6	22	N51VE	N51VE	GLF5	28R
4/8/2022 22:32	6	79.3	86.8	25	N51VE	N51VE	GLF5	28R
4/8/2022 22:32	7	77.3	85.1	16	N51VE	N51VE	GLF5	28R
4/9/2022 0:42	4	81.2	88.5	24	PO3302	N51GJ	LJ35	28L
4/9/2022 0:42	5	92.2	96.6	21	PO3302	N51GJ	LJ35	28L
4/9/2022 0:42	6	88.7	94.3	24	PO3302	N51GJ	LJ35	28L
4/9/2022 0:42	7	84.1	90.4	19	PO3302	N51GJ	LJ35	28L
4/10/2022 6:51	4	76.4	82	13	CMD70	N370CS	BE20	28R
4/10/2022 22:35	4	84.4	93.1	27	SWA377	N8524Z	B738	28L
4/10/2022 22:35	5	86.1	94.4	25	SWA377	N8524Z	B738	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/10/2022 22:35	6	81.5	91.3	34	SWA377	N8524Z	B738	28L
4/10/2022 22:35	8	69.7	80.4	21	SWA377	N8524Z	B738	28L
4/10/2022 22:35	7	78.8	88.5	28	SWA377	N8524Z	B738	28L
4/10/2022 22:51	4	83.2	90.2	26	SWA2511	N928WN	B737	28L
4/10/2022 22:51	5	83.2	91.2	26	SWA2511	N928WN	B737	28L
4/10/2022 22:51	6	81.1	90	29	SWA2511	N928WN	B737	28L
4/10/2022 22:52	7	77.4	86.7	27	SWA2511	N928WN	B737	28L
4/11/2022 0:01	4	86.4	93.8	28	SWA853	N431WN	B737	28L
4/11/2022 0:01	5	86.2	94.9	29	SWA853	N431WN	B737	28L
4/11/2022 0:01	6	82.1	91.8	37	SWA853	N431WN	B737	28L
4/11/2022 0:01	8	73.2	82.4	31	SWA853	N431WN	B737	28L
4/11/2022 0:01	7	80.3	89.8	30	SWA853	N431WN	B737	28L
4/11/2022 0:02	4	80.4	89.6	28	AAY182	N291NV	A320	28L
4/11/2022 0:02	5	82.7	91.1	28	AAY182	N291NV	A320	28L
4/11/2022 0:02	6	77.5	88.3	35	AAY182	N291NV	A320	28L
4/11/2022 0:02	7	75.2	85.6	32	AAY182	N291NV	A320	28L
4/11/2022 0:15	4	77.4	84.9	20			CL30	28L
4/11/2022 0:15	5	80.6	88	20			CL30	28L
4/11/2022 0:15	6	78.6	86.1	29			CL30	28L
4/11/2022 0:15	7	73.6	82.1	18			CL30	28L
4/11/2022 5:08	4	73	80.8	12			BE9L	28R
4/12/2022 6:30	4	76.8	85.3	36	PCM8709	N879FE	C208	28L
4/12/2022 6:30	5	76.5	84	38	PCM8709	N879FE	C208	28L
4/12/2022 6:31	6	71.6	81.2	37	PCM8709	N879FE	C208	28L
4/13/2022 6:37	4	77.7	82.6	12	PCM8709	N781FE	C208	28L
4/13/2022 6:37	5	80.2	85.7	12	PCM8709	N781FE	C208	28L
4/13/2022 6:37	6	75.8	84.2	38	PCM8709	N781FE	C208	28L
4/13/2022 6:37	7	69.9	81.6	35	PCM8709	N781FE	C208	28L
4/13/2022 6:38	8	72.9	82.3	18	PCM8709	N781FE	C208	28L
4/13/2022 6:42	4	82.7	86.7	12	PCM8711	N722FX	C208	28L
4/14/2022 0:06	4	85.2	92.2	20	LN48KH	N48KH	C550	28R
4/14/2022 0:06	5	79.9	88.2	30	LN48KH	N48KH	C550	28R
4/14/2022 0:06	6	82.9	90.1	24	LN48KH	N48KH	C550	28R
4/14/2022 0:06	7	78.4	86.8	28	LN48KH	N48KH	C550	28R
4/14/2022 1:22	4	80.9	88	26			C550	28R
4/14/2022 1:22	5	78.9	87.9	27			C550	28R
4/14/2022 1:22	6	76.9	86.1	37			C550	28R
4/14/2022 1:22	7	74.1	82.7	27			C550	28R
4/14/2022 6:33	4	81.3	85.7	13	PCM8709	N781FE	C208	28L
4/15/2022 6:29	4	81.4	85.9	12	PCM8709	N968FE	C208	28L
4/15/2022 6:30	5	73.8	80.6	11	PCM8709	N968FE	C208	28L
4/15/2022 6:52	4	77.3	84.9	27	PCM8711	N722FX	C208	28L
4/15/2022 6:52	5	71.1	81.2	27	PCM8711	N722FX	C208	28L
4/19/2022 6:50	4	78.5	84.1	11	PCM8711	N768FE	C208	28L
4/25/2022 6:45	4	86.1	92.4	27			FA7X	28L
4/25/2022 6:45	6	87.3	95	29			FA7X	28L
4/25/2022 6:45	5	89.3	96.5	25			FA7X	28L
4/25/2022 6:45	7	82.3	90.5	21			FA7X	28L
4/27/2022 6:31	4	76.1	81.8	13	PCM8711	N844FE	C208	28L
4/27/2022 6:31	5	80.1	85.5	11	PCM8711	N844FE	C208	28L
4/27/2022 6:31	6	77.5	84.2	15	PCM8711	N844FE	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/27/2022 22:47	4	72.8	80.4	13	N383AP	N383AP	S22T	28R
4/27/2022 23:08	4	72.1	82	18	N7368Y	N7368Y	PA30	28R
4/28/2022 1:48	4	72	81.7	26	LN48KH	N48KH	C550	28R
4/28/2022 1:48	5	71.7	81.3	21	LN48KH	N48KH	C550	28R
4/28/2022 1:48	6	72.4	81.2	27	LN48KH	N48KH	C550	28R
4/28/2022 6:46	4	77.7	84.9	28	PCM8711	N844FE	C208	28L
4/28/2022 6:46	5	77.6	84	28	PCM8711	N844FE	C208	28L
4/28/2022 6:47	6	71.3	80.1	31	PCM8711	N844FE	C208	28L
4/28/2022 6:47	8	75.5	82.4	9	PCM8711	N844FE	C208	28L
4/28/2022 6:56	4	81.6	85.6	15	LN556AL	N556AL	BE20	28R
4/28/2022 6:56	5	75	81.2	11	LN556AL	N556AL	BE20	28R
4/28/2022 23:35	4	80.5	86.4	17	N22580	N22580	C185	28R
4/28/2022 23:35	5	73.6	82	14	N22580	N22580	C185	28R
4/28/2022 23:35	6	73.4	80.9	15	N22580	N22580	C185	28R
4/28/2022 23:36	8	73.2	83.6	19	N22580	N22580	C185	28R
4/28/2022 23:36	3	73.5	81.7	15	N22580	N22580	C185	28R
4/29/2022 2:59	4	82.1	85.8	11	CMD70	N370CS	BE20	28R
4/29/2022 2:59	8	73.9	80.2	8	CMD70	N370CS	BE20	28R
4/30/2022 22:47	4	75.4	82.1	14	N908AK	N980AK	AC90	28R
5/3/2022 6:52	4	73.2	80.1	13	PCM8709	N984FE	C208	28L
5/3/2022 6:52	5	78.4	85.4	16	PCM8709	N984FE	C208	28L
5/3/2022 6:52	6	76.5	84	17	PCM8709	N984FE	C208	28L
5/3/2022 6:53	8	75.4	82	9	PCM8709	N984FE	C208	28L
5/4/2022 6:23	5	79.5	88.7	55	PCM8709	N707FX	C208	28L
5/4/2022 6:24	8	71.3	81	23	PCM8709	N707FX	C208	28L
5/4/2022 6:57	4	76	83.4	21	PCM8711	N844FE	C208	28L
5/4/2022 6:57	8	73.5	80.8	10	PCM8711	N844FE	C208	28L
5/5/2022 6:46	4	79	84.8	14	PCM8709	N879FE	C208	28L
5/5/2022 6:46	5	74.2	80.7	11	PCM8709	N879FE	C208	28L
5/5/2022 6:47	10	70.8	80.1	31	PCM8709	N879FE	C208	28L
5/6/2022 5:50	4	74.7	82	13	N248PH	N248PH	BE20	28R
5/6/2022 6:45	4	72.3	80.3	15	XOJ735	N735XJ	C750	28L
5/6/2022 6:45	5	74.7	82.6	14	XOJ735	N735XJ	C750	28L
5/6/2022 6:45	6	72.3	81.1	19	XOJ735	N735XJ	C750	28L
5/6/2022 6:51	4	77.2	81.8	13	PCM8711	N844FE	C208	28L
5/6/2022 6:51	5	80.4	85.2	11	PCM8711	N844FE	C208	28L
5/6/2022 6:51	6	73.9	81.2	12	PCM8711	N844FE	C208	28L
5/7/2022 4:55	4	80.2	85.3	14	REH50	N913RX	BE20	28R
5/7/2022 4:55	5	79.2	83.7	11	REH50	N913RX	BE20	28R
5/7/2022 23:20	4	80.1	88	27	LN48KH	N48KH	C550	28R
5/7/2022 23:20	5	80.4	88.3	21	LN48KH	N48KH	C550	28R
5/7/2022 23:20	6	77.1	85.7	27	LN48KH	N48KH	C550	28R
5/7/2022 23:21	7	71.4	80.6	19	LN48KH	N48KH	C550	28R
5/9/2022 6:46	4	81.2	85.6	15	REH50	N913RX	BE20	28R
5/9/2022 6:46	5	75.5	81	10	REH50	N913RX	BE20	28R
5/9/2022 6:47	8	78.1	83.6	11	REH50	N913RX	BE20	28R
5/9/2022 6:47	3	75.5	81.5	10	REH50	N913RX	BE20	28R
5/11/2022 6:54	4	79.9	85.1	17	PCM8711	N844FE	C208	28L
5/11/2022 6:54	5	76.1	82.7	12	PCM8711	N844FE	C208	28L
5/12/2022 6:34	4	78.1	84.6	12	PCM8711	N844FE	C208	28R
5/13/2022 6:47	4	77	84.1	17	PCM8711	N844FE	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/13/2022 6:47	5	77.3	82.5	10	PCM8711	N844FE	C208	28L
5/13/2022 6:49	4	77.9	83.5	15	BXR1960	N208PG	C208	28L
5/14/2022 6:45	4	88.1	94.1	22	N823AM	N823AM	H25B	28R
5/14/2022 6:45	5	83.7	91.8	26	N823AM	N823AM	H25B	28R
5/14/2022 6:45	6	83.4	91.3	37	N823AM	N823AM	H25B	28R
5/14/2022 6:45	7	77.8	87.7	30	N823AM	N823AM	H25B	28R
5/15/2022 22:17	4	82.4	88.3	19	N365CJ	N365CJ	GLEX	28L
5/15/2022 22:17	5	86.8	93	20	N365CJ	N365CJ	GLEX	28L
5/15/2022 22:17	6	81.7	89	23	N365CJ	N365CJ	GLEX	28L
5/15/2022 22:17	7	75.7	84.8	17	N365CJ	N365CJ	GLEX	28L
5/17/2022 23:10	4	80.1	85.5	14	N912MF	N912MF	BE20	28R
5/19/2022 6:28	4	79.3	83.5	13	GAJ867	N867UP	B350	28R
5/19/2022 6:51	4	80.7	84.9	10	BXR8604	N932C	C208	28L
5/20/2022 6:33	4	74.5	81.8	13	N514EM	N514EM	LNP4	28R
5/20/2022 6:33	3	78.1	84	15	N514EM	N514EM	LNP4	28R
5/21/2022 22:14	4	81	87.7	20	N8034Z	N8034Z	P32R	28R
5/21/2022 22:14	5	73.9	82.1	15	N8034Z	N8034Z	P32R	28R
5/21/2022 22:14	8	80.7	88	20	N8034Z	N8034Z	P32R	28R
5/21/2022 22:14	3	73.6	81.1	17	N8034Z	N8034Z	P32R	28R
5/24/2022 23:12	4	72.4	80.8	20	PROP	PROP	C172	28R
5/24/2022 23:17	4	72.2	81	21	PROP	PROP	C172	28R
5/24/2022 23:22	4	76.9	84.1	22	PROP	PROP	C172	28R
5/24/2022 23:26	4	77.5	84.6	18	PROP	PROP	C172	28R
5/24/2022 23:28	5	73.9	81.2	13	PROP	PROP	C172	28R
5/24/2022 23:31	4	78.2	84.3	19	PROP	PROP	C172	28R
5/24/2022 23:36	4	75.6	83.5	18	PROP	PROP	C172	28R
5/24/2022 23:36	8	72.3	81.1	12	PROP	PROP	C172	28R
5/27/2022 1:12	4	79.2	84.8	13	N912MF	N912MF	BE20	28R
5/27/2022 3:07	4	75.8	82	17	N377L	N377L	PC12	28R
5/27/2022 4:51	4	81	90.3	31	N509RP	N509RP	C550	28R
5/27/2022 4:51	5	80.9	90	34	N509RP	N509RP	C550	28R
5/27/2022 4:51	6	77.8	88.4	43	N509RP	N509RP	C550	28R
5/27/2022 4:51	7	73.6	83.9	30	N509RP	N509RP	C550	28R
5/27/2022 6:48	5	80.3	89.3	32	LN560PA	N560PA	C560	28R
5/27/2022 6:48	4	80.3	89.8	29	LN560PA	N560PA	C560	28R
5/27/2022 6:48	6	76	87.3	42	LN560PA	N560PA	C560	28R
5/27/2022 6:49	7	79.6	87.9	32	LN560PA	N560PA	C560	28R
5/29/2022 0:57	4	76.5	86.7	27	SJA372	N372BW	PRM1	28R
5/29/2022 0:57	5	75.1	85.3	33	SJA372	N372BW	PRM1	28R
5/29/2022 0:57	6	74.5	84.5	45	SJA372	N372BW	PRM1	28R
5/29/2022 0:57	7	73	84.5	36	SJA372	N372BW	PRM1	28R
5/29/2022 5:02	4	83.4	88.7	15	LN730CP	N730CP	C525	28R
5/29/2022 5:02	5	73.7	82	14	LN730CP	N730CP	C525	28R
5/29/2022 5:02	6	73.9	81.9	20	LN730CP	N730CP	C525	28R
5/29/2022 5:02	7	71	80.2	16	LN730CP	N730CP	C525	28R
5/29/2022 6:48	4	80	87.6	17			GLF5	28R
5/29/2022 6:48	5	77	85.1	21			GLF5	28R
5/29/2022 6:48	6	75.7	83.8	20			GLF5	28R
5/31/2022 1:28	4	82.9	89.2	33	USC240	N290CK	LJ35	28R
5/31/2022 1:28	5	77.6	84.9	25	USC240	N290CK	LJ35	28R
5/31/2022 1:28	6	75.7	85.9	31	USC240	N290CK	LJ35	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/31/2022 5:00	4	78.1	83.3	11			BE20	28R
6/3/2022 6:51	4	77.5	84	18	PCM8711	N892FE	C208	28L
6/3/2022 6:51	5	74.8	81.1	11	PCM8711	N892FE	C208	28L
6/3/2022 22:33	4	80.4	84.4	12	LN204JS	N204JS	BE20	28R
6/3/2022 22:33	8	76.3	82.5	10	LN204JS	N204JS	BE20	28R
6/4/2022 5:05	4	84	87.3	10	LN204JS	N204JS	BE20	28R
6/4/2022 6:56	4	77.4	81.4	11	N22AW	N22AW	PA31	28R
6/5/2022 23:29	4	81.5	88.2	21	USC240	N264CK	LJ35	28R
6/5/2022 23:30	5	77.1	84.2	19	USC240	N264CK	LJ35	28R
6/5/2022 23:30	6	72.9	82.2	21	USC240	N264CK	LJ35	28R
6/9/2022 6:21	4	73.3	81	17	PCM8709	N891FE	C208	28L
6/9/2022 6:22	10	73.9	81.1	47	PCM8709	N891FE	C208	28L
6/13/2022 2:17	4	77	85.7	19	LN561SR	N561SR	C560	28L
6/13/2022 2:17	5	81.9	89.4	18	LN561SR	N561SR	C560	28L
6/13/2022 2:17	6	76.3	83.3	20	LN561SR	N561SR	C560	28L
6/13/2022 5:11	4	87.5	94.2	29	SWA1974	N289CT	B737	28L
6/13/2022 5:11	5	89.4	96.9	32	SWA1974	N289CT	B737	28L
6/13/2022 5:11	6	83	93.1	35	SWA1974	N289CT	B737	28L
6/13/2022 5:11	8	70.8	81.7	18	SWA1974	N289CT	B737	28L
6/13/2022 5:11	7	79.2	90.1	32	SWA1974	N289CT	B737	28L
6/13/2022 22:19	4	74.1	83.1	18			B350	28R
6/14/2022 6:53	4	78.7	84.1	13	PCM8711	N891FE	C208	28L
6/14/2022 6:53	5	74.7	80.8	9	PCM8711	N891FE	C208	28L
6/14/2022 22:28	4	74.7	83.3	21	N915CM	N915CM	C172	28R
6/14/2022 22:30	5	74.2	80.2	8	N879HZ	N879HZ	C172	28R
6/14/2022 22:31	4	73.6	82.4	21	N879HZ	N879HZ	C172	28R
6/14/2022 22:31	8	72.8	81.8	13	N879HZ	N879HZ	C172	28R
6/14/2022 22:34	5	77.4	83.1	9	N915CM	N915CM	C172	28R
6/14/2022 22:34	6	74.5	80.5	11	N915CM	N915CM	C172	28R
6/14/2022 22:34	4	78.5	86	27	N915CM	N915CM	C172	28R
6/14/2022 22:35	6	74.2	81.8	12	N879HZ	N879HZ	C172	28R
6/14/2022 22:40	4	74.7	83.4	22	N915CM	N915CM	C172	28R
6/14/2022 22:41	4	73.4	82.1	22	N879HZ	N879HZ	C172	28R
6/14/2022 22:47	4	79	87.4	33	N915CM	N915CM	C172	28R
6/14/2022 22:47	5	70.5	80.2	25	N915CM	N915CM	C172	28R
6/14/2022 22:48	4	74.9	83.2	24	N879HZ	N879HZ	C172	28R
6/14/2022 22:48	8	71.6	81.1	14	N879HZ	N879HZ	C172	28R
6/14/2022 22:48	3	74.3	86.3	80	N915CM	N915CM	C172	28R
6/14/2022 22:50	3	66.5	85	80	N879HZ	N879HZ	C172	28R
6/14/2022 22:52	3	66.5	84.9	80	N915CM	N915CM	C172	28R
6/14/2022 22:53	4	75.9	84.4	29	N915CM	N915CM	C172	28R
6/14/2022 22:54	3	77.3	86.6	80	N915CM	N915CM	C172	28R
6/14/2022 22:55	4	75.4	83.2	28	N879HZ	N879HZ	C172	28R
6/14/2022 22:55	3	66.4	84.9	80	N879HZ	N879HZ	C172	28R
6/14/2022 22:55	8	72.1	80.3	11	N879HZ	N879HZ	C172	28R
6/14/2022 22:58	3	66.2	84.8	80	N915CM	N915CM	C172	28R
6/14/2022 22:59	3	69.7	85.5	80	N915CM	N915CM	C172	28R
6/14/2022 22:59	4	74.8	83.4	20	N915CM	N915CM	C172	28R
6/14/2022 22:59	8	81	84	6	N915CM	N915CM	C172	28R
6/14/2022 22:59	7	79.7	84.8	13	N915CM	N915CM	C172	28R
6/14/2022 23:00	4	76.7	84.2	26	N879HZ	N879HZ	C172	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/14/2022 23:00	3	73.7	85.6	80	N915CM	N915CM	C172	28R
6/14/2022 23:02	3	76.9	85.9	68	N879HZ	N879HZ	C172	28R
6/14/2022 23:06	4	73.7	82.7	23	N879HZ	N879HZ	C172	28R
6/14/2022 23:12	4	73.7	82.2	21	N879HZ	N879HZ	C172	28R
6/14/2022 23:17	4	75.7	83.8	22	N879HZ	N879HZ	C172	28R
6/14/2022 23:23	4	73.9	83	24	N879HZ	N879HZ	C172	28R
6/14/2022 23:28	4	71.5	81.4	24	N879HZ	N879HZ	C172	28R
6/15/2022 6:35	4	83.3	88.6	15	N1068K	N1068K	BE9L	28R
6/15/2022 6:35	5	76.9	81.3	11	N1068K	N1068K	BE9L	28R
6/15/2022 22:42	4	77.1	83	14	USC240	N290CK	LJ35	28R
6/15/2022 22:42	6	74.2	80.6	11	USC240	N290CK	LJ35	28R
6/16/2022 6:46	5	79.6	87.1	51	PCM8711	N891FE	C208	28L
6/16/2022 6:46	4	77.9	86.1	51	PCM8711	N891FE	C208	28L
6/16/2022 6:47	8	78.4	83.9	8	PCM8711	N891FE	C208	28L
6/17/2022 0:05	4	75.5	80.7	10			BE20	28R
6/18/2022 5:43	4	76.6	81.7	11	N22AW	N22AW	PA31	28R
6/18/2022 5:44	3	74	80	12	N22AW	N22AW	PA31	28R
6/19/2022 2:33	4	80.6	85.5	12	N248PH	N248PH	BE20	28R
6/19/2022 2:33	5	75.5	82	12	N248PH	N248PH	BE20	28R
6/19/2022 22:14	4	82	89	20	USC240	N264CK	LJ35	28R
6/19/2022 22:14	5	78.4	86.9	20	USC240	N264CK	LJ35	28R
6/19/2022 22:14	6	75.8	84.7	24	USC240	N264CK	LJ35	28R
6/19/2022 22:14	7	71.1	81.2	24	USC240	N264CK	LJ35	28R
6/21/2022 6:33	4	86	90.5	13			C550	28R
6/21/2022 6:33	5	75.9	83.4	13			C550	28R
6/21/2022 6:33	6	79.5	85.6	15			C550	28R
6/21/2022 6:33	7	77.2	84	14			C550	28R
6/21/2022 6:35	4	73.8	81.6	17	PCM8711	N891FE	C208	28L
6/21/2022 6:35	5	81.7	85.6	11	PCM8711	N891FE	C208	28L
6/22/2022 6:24	11	73.4	82.4	29	PCM8709	N722FX	C208	28L
6/23/2022 6:25	4	73.8	82.6	24	LN56JP	N56JP	LJ45	28L
6/23/2022 6:26	6	79.9	87.3	24	LN56JP	N56JP	LJ45	28L
6/23/2022 6:26	5	86.2	91	17	LN56JP	N56JP	LJ45	28L
6/24/2022 5:23	4	76.2	82	11	N248PH	N246PH	BE20	28R
6/25/2022 5:12	4	77.7	83	14	REH50	N913RX	BE20	28R
6/26/2022 6:19	4	85.9	91.6	20			E55P	28R
6/26/2022 6:19	5	78.1	86.3	18			E55P	28R
6/26/2022 6:19	6	77.5	84.9	20			E55P	28R
6/26/2022 6:19	7	71.4	81	16			E55P	28R
6/26/2022 23:17	4	80.2	88.3	20	USC240	N163CK	LJ35	28R
6/26/2022 23:17	5	78.6	86.7	23	USC240	N163CK	LJ35	28R
6/26/2022 23:17	6	77.8	85	22	USC240	N163CK	LJ35	28R
6/28/2022 6:40	4	77.6	83.9	12	PCM8711	N891FE	C208	28L
6/28/2022 6:40	5	75.7	81.8	11	PCM8711	N891FE	C208	28L
6/29/2022 6:18	4	73.4	80	10	PCM8709	N867FE	C208	28L
6/29/2022 6:41	4	82.5	86.8	11	PCM8711	N891FE	C208	28L
6/30/2022 6:37	4	79.6	84.7	11	PCM8711	N891FE	C208	28L
6/30/2022 6:37	5	76.7	82	10	PCM8711	N891FE	C208	28L

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
4/12/2022 13:29	FDX	FDX440	DC10	J	N318FE	Not Acceptable	No
4/29/2022 9:11	JSP	JSP10	LJ45	B	N109EZ	Not Acceptable	No
5/10/2022 11:30	PXT	PXT414	C25B	B	N6414P	Not Acceptable	No
				Not Acceptable		3	
				Grand Count		3	

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Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/4/2022 5:43	SWA	SWA1866	B738	J	N8537Z	Air Traffic Conflict	Yes
5/1/2022 6:26	FDX	FDX690	MD11	J	N584FE	Air Traffic Conflict	Yes
6/30/2022 22:20	SWA	SWA1494	B737	J	N480WN	Air Traffic Conflict	Yes
6/30/2022 22:19	QXE	QXE2271	E170	R	N637QX	Air Traffic Conflict	Yes
6/30/2022 22:16		N92ZZ	CL30	B	N92ZZ	Air Traffic Conflict	Yes
6/22/2022 6:31	UPS	UPS2951	A306	J	N170UP	Air Traffic Conflict	Yes
4/5/2022 6:59	UPS	UPS2633	B763	J	N323UP	Air Traffic Conflict	Yes
4/7/2022 5:54	SWA	SWA1828	B738	J	N8654B	Air Traffic Conflict	Yes
4/7/2022 5:56	SWA	SWA1891	B737	J	N464WN	Air Traffic Conflict	Yes
4/7/2022 22:47	EJA	EJA426	E55P	B	N426QS	Air Traffic Conflict	Yes
4/8/2022 6:51	FDX	FDX9198	B77L	J	N896FD	Air Traffic Conflict	Yes
4/9/2022 6:08			H25B	B		Air Traffic Conflict	Yes
4/11/2022 22:05	SWA	SWA2545	B737	J	N956WN	Air Traffic Conflict	Yes
4/13/2022 22:27	VOI	VOI201	A320	J	XAVLQ	Air Traffic Conflict	Yes
4/14/2022 22:01	SWA	SWA2545	B737	J	N209WN	Air Traffic Conflict	Yes
4/19/2022 6:51	UPS	UPS2633	B763	J	N317UP	Air Traffic Conflict	Yes
4/19/2022 22:31	VOI	VOI903	A320	J	XAVLS	Air Traffic Conflict	Yes
4/22/2022 5:59	UPS	UPS2945	MD11	J	N279UP	Air Traffic Conflict	Yes
4/22/2022 6:04	UPS	UPS9896	B763	J	N329UP	Air Traffic Conflict	Yes
4/22/2022 6:10	SKW	SKW3757	E75S	R	N607CZ	Air Traffic Conflict	Yes
4/22/2022 6:11	UPS	UPS2943	A306	J	N146UP	Air Traffic Conflict	Yes
4/22/2022 6:28	SWA	SWA913	B738	J	N8320J	Air Traffic Conflict	Yes
4/27/2022 6:06	SKW	SKW3757	E170	R	N247SY	Air Traffic Conflict	Yes
4/27/2022 6:07	UPS	UPS2945	MD11	J	N291UP	Air Traffic Conflict	Yes
6/30/2022 22:46	SWA	SWA2469	B737	J	N946WN	Air Traffic Conflict	Yes
5/3/2022 6:30	FDX	FDX3103	B763	J	N159FE	Air Traffic Conflict	Yes
5/6/2022 6:10	UPS	UPS2945	MD11	J	N289UP	Air Traffic Conflict	Yes
5/13/2022 6:36	UPS	UPS9896	B763	J	N365UP	Air Traffic Conflict	Yes
5/15/2022 6:34	FDX	FDX690	MD11	J	N584FE	Air Traffic Conflict	Yes
5/18/2022 6:34	SWA	SWA913	B738	J	N8318F	Air Traffic Conflict	Yes
5/18/2022 6:42	UPS	UPS2633	B763	J	N339UP	Air Traffic Conflict	Yes
5/24/2022 6:27	SWA	SWA913	B738	J	N8681M	Air Traffic Conflict	Yes
5/24/2022 6:45	UPS	UPS2633	B763	J	N305UP	Air Traffic Conflict	Yes
5/25/2022 6:31	SWA	SWA913	B38M	J	N8747Q	Air Traffic Conflict	Yes
6/3/2022 6:38	UPS	UPS9896	B763	J	N303UP	Air Traffic Conflict	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
6/3/2022 22:17	SWA	SWA853	B737	J	N966WN	Air Traffic Conflict	Yes
6/10/2022 6:13	UPS	UPS2945	MD11	J	N288UP	Air Traffic Conflict	Yes
					Air Traffic Conflict	37	
5/20/2022 5:55	SWA	SWA1828	B738	J	N8501V	Compliant Operation	Yes
6/6/2022 5:18	SWA	SWA1974	B737	J	N7868K	Compliant Operation	Yes
5/6/2022 6:42	UPS	UPS9896	B763	J	N309UP	Compliant Operation	Yes
6/7/2022 6:32	PXT	PXT415	C25B	B	N415PC	Compliant Operation	Yes
					Compliant Operation	4	
4/5/2022 6:58		N85ER	C25B	B	N85ER	Lifeguard Medical	Yes
					Lifeguard Medical	1	
4/1/2022 3:41	FDX	FDX1857	MD11	J	N573FE	Not Acceptable	No
4/4/2022 23:35	FDX	FDX2605	B763	J	N174FE	Not Acceptable	No
4/6/2022 2:22	FDX	FDX1879	B763	J	N143FE	Not Acceptable	No
4/7/2022 5:52	FDX	FDX614	MD11	J	N595FE	Not Acceptable	No
4/11/2022 22:00	SWA	SWA853	B737	J	N228WN	Not Acceptable	No
4/21/2022 22:01	FDX	FDX1840	B763	J	N189FE	Not Acceptable	No
4/27/2022 2:43	FDX	FDX1859	B752	J	N971FD	Not Acceptable	No
4/28/2022 5:40	SWA	SWA1891	B737	J	N280WN	Not Acceptable	No
4/30/2022 2:23	FDX	FDX1859	A306	J	N680FE	Not Acceptable	No
5/3/2022 2:31	FDX	FDX1879	B763	J	N190FE	Not Acceptable	No
5/4/2022 22:52	VOI	VOI903	A20N	J	N538VL	Not Acceptable	No
5/7/2022 2:56	FDX	FDX169	MD11	J	N588FE	Not Acceptable	No
5/10/2022 23:27	SWA	SWA853	B737	J	N7863A	Not Acceptable	No
5/19/2022 3:28			CL60	B		Not Acceptable	No
5/19/2022 6:06	NKS	NKS1349	A320	J	N690NK	Not Acceptable	No
5/20/2022 23:02	VOI	VOI903	A320	J	N523VL	Not Acceptable	No
5/24/2022 22:52	VOI	VOI903	A320	J	XAVLF	Not Acceptable	No
6/1/2022 5:14			C25A	B		Not Acceptable	No
6/2/2022 22:44	VOI	VOI903	A320	J	N511VL	Not Acceptable	No
6/5/2022 1:29	UVA	N310AG	B738	J	N310AG	Not Acceptable	No
6/7/2022 23:40	FDX	FDX2605	B763	J	N191FE	Not Acceptable	No
6/9/2022 22:15	NKS	NKS144	A320	J	N609NK	Not Acceptable	No
6/10/2022 5:42	SWA	SWA1998	B38M	J	N8759Q	Not Acceptable	No
6/10/2022 22:13	SWA	SWA1444	B737	J	N7856A	Not Acceptable	No
6/11/2022 22:44	VOI	VOI903	A20N	J	XAVRJ	Not Acceptable	No
6/14/2022 23:02	VOI	VOI903	A320	J	XAVLR	Not Acceptable	No
6/19/2022 22:17		N135AJ	LJ35	B	N135AJ	Not Acceptable	No
6/20/2022 23:34	FDX	FDX2605	B763	J	N154FE	Not Acceptable	No
6/23/2022 2:19	FDX	FDX1885	MD11	J	N528FE	Not Acceptable	No
6/26/2022 5:11	SWA	SWA1974	B737	J	N414WN	Not Acceptable	No
6/26/2022 5:13	SWA	SWA2831	B738	J	N8550Q	Not Acceptable	No
6/28/2022 22:49	VOI	VOI903	A320	J	N527VL	Not Acceptable	No
					Not Acceptable	32	
4/27/2022 6:56	UPS	UPS2951	A306	J	N151UP	Time Buffer	Yes
4/27/2022 6:59	FDX	FDX435	B77L	J	N879FD	Time Buffer	Yes
4/29/2022 6:59			BE40	B		Time Buffer	Yes
5/12/2022 6:56	FDX	FDX3647	B763	J	N177FE	Time Buffer	Yes
5/14/2022 6:59	FDX	FDX433	B77L	J	N866FD	Time Buffer	Yes
5/20/2022 22:00	SWA	SWA1493	B738	J	N8603F	Time Buffer	Yes
5/24/2022 6:58	FDX	FDX435	B77L	J	N861FD	Time Buffer	Yes
5/30/2022 6:56			C25A	B		Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
5/31/2022 6:59	EJA	EJA786	CL30	B	N786QS	Time Buffer	Yes
5/31/2022 22:01	ASA	ASA308	B739	J	N320AS	Time Buffer	Yes
6/8/2022 6:57			G150	B		Time Buffer	Yes
6/8/2022 22:02	SWA	SWA2031	B737	J	N7730A	Time Buffer	Yes
6/11/2022 6:58	FDX	FDX433	B77L	J	N878FD	Time Buffer	Yes
6/11/2022 22:05	FTN	FTN1	E145	R	N15VA	Time Buffer	Yes
6/24/2022 6:59	SWA	SWA1489	B737	J	N570WN	Time Buffer	Yes
4/8/2022 6:59	FDX	FDX690	B763	J	N186FE	Time Buffer	Yes
4/21/2022 6:57	UPS	UPS2951	A306	J	N149UP	Time Buffer	Yes
					Time Buffer	17	
					Grand Count	91	

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Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
4/21/2022 3:58	FDX	FDX31	B77L	J	N873FD	Not Acceptable	No
					Not Acceptable	1	
					Grand Count	1	

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
4/1/2022	1405	TWY	C500	2	MED	HG6	1410	N/A	N/A
4/2/2022	0745	PCM	C525	2	High	HG6	0800	N/A	N/A
4/5/2022	1306	PCJ	C560	2	High	HG6	1330	N/A	N/A
4/5/2022	2109	USC	H25C	2	High	GRE	2115	N/A	NO
4/7/2022	1111	PCJ	C525	2	High	HG6	1115	N/A	N/A
4/8/2022	1037	PCJ	C500	2	High	HG6	1200	N/A	N/A
4/12/2022	1425	PCJ	C525	2	High	HG6	1430	N/A	N/A
4/13/2022	0905	ASA	A320	2	High	GRE	0930	N/A	N/A
4/16/2022	1228	PKW	C560	2	High	HG6	1240	N/A	N/A
4/16/2022	1250	PCJ	C500	2	High	HG6	1330	N/A	N/A
4/19/2022	1415	CSK	C550	2	MED	HG6	1420	N/A	N/A
4/21/2022	1040	SKW	CL30	2	High	HG6	1045	N/A	N/A
4/23/2022	1445	PCJ	C525	2	High	HG6	1557	N/A	N/A
4/27/2022	1440	UPS	MD11	1	High	GRE	1445	N/A	N/A
5/14/2022	1851	JSX	E135	2	HIGH	GRE	1905	N/A	NO
5/14/2022	2137	FDX	A320	1	High	GRE	2205	NO	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
5/18/2022	0707	SKW	E135	2	High	GRE	0710	N/A	N/A
5/22/2022	1235	UPS	B757	2	High	GRE	1240	N/A	N/A
5/22/2022	0015	FDX	A320	2	High	GRE	0030	NO	N/A
5/24/2022	0856	ASA	A320	1	High	GRE	0930	N/A	N/A
5/25/2022	0713	ASA	A320	2	High	GRE	0730	N/A	N/A
5/26/2022	1700	BJT	FA50	1	High	HG6	1705	N/A	N/A
5/29/2022	0907	UPS	B767	2	High	GRE	1300	N/A	N/A
6/6/2022	1100	FDX	A320	1	High	GRE	1100	N/A	N/A
6/7/2022	1304	COA	C500	1	MED	GRE	1330	N/A	N/A
6/10/2022	1021	HAL	A321	2	High	GRE	1030	N/A	N/A
6/15/2022	0800	PCJ	C525	2	High	HG6	0810	N/A	N/A
6/16/2022	1015	PCJ	C525	2	MED	HG6	1020	N/A	N/A
6/17/2022	2240	SWA	B737	2	High	GRE	2250	NO	N/A
6/23/2022	2041	JSX	E135	2	High	GRE	2055	N/A	NO

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
6/30/2022 19:20	UPS	UPS947	B752	2378	Air Traffic Conflict	Yes
6/27/2022 8:58	HER	HER119	C750	2709	Air Traffic Conflict	Yes
5/15/2022 12:51	SWA	SWA1175	B738	2647	Air Traffic Conflict	Yes
6/23/2022 16:30	NKS	NKS2169	A20N	2555	Air Traffic Conflict	Yes
4/18/2022 19:21	UPS	UPS947	B752	2867	Air Traffic Conflict	Yes
6/16/2022 14:22	SWA	SWA1010	B737	2706	Air Traffic Conflict	Yes
6/8/2022 19:21	UPS	UPS945	B763	2752	Air Traffic Conflict	Yes
6/9/2022 18:10	SWA	SWA4815	B38M	2572	Air Traffic Conflict	Yes
5/28/2022 10:46	FFT	FFT744	A320	2893	Air Traffic Conflict	Yes
4/27/2022 19:13	FDX	FDX1268	MD11	2798	Air Traffic Conflict	Yes
				Air Traffic Conflict	10	
6/24/2022 7:51	FDX	FDX464	MD11	2227	Not Acceptable	No
6/13/2022 19:02	AAY	AAY1323	A320	2831	Not Acceptable	No
5/25/2022 7:28	PXT	PXT920	C525	2221	Not Acceptable	No
4/12/2022 13:29	FDX	FDX440	DC10	2070	Not Acceptable	No
6/12/2022 14:37	SWA	SWA1010	B737	2240	Not Acceptable	No
				Not Acceptable	5	
				Grand Count	15	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
5/2/2022 21:37	SWA376	B738	SWA	2841	Compliant Operation	Yes
				Compliant Operation	1	
4/11/2022 17:32	SWA2760	B38M	SWA	2893	Not Acceptable	No
4/11/2022 23:56	ASA309	A320	ASA	2896	Not Acceptable	No
6/16/2022 20:31	ASA777	B739	ASA	2690	Not Acceptable	No
6/16/2022 9:27	SWA2139	B38M	SWA	2877	Not Acceptable	No
6/6/2022 23:55	SWA2195	B737	SWA	2618	Not Acceptable	No
5/12/2022 0:00	SWA1399	B737	SWA	2857	Not Acceptable	No
5/22/2022 9:30	SWA2658	B738	SWA	2227	Not Acceptable	No
5/27/2022 17:14	SWA2760	B38M	SWA	2637	Not Acceptable	No
5/29/2022 23:14	SWA8503	B737	SWA	2778	Not Acceptable	No
6/4/2022 20:43	SWA3185	B738	SWA	2700	Not Acceptable	No
6/4/2022 21:15	SWA4005	B737	SWA	2890	Not Acceptable	No
				Not Acceptable	11	
4/15/2022 23:33	SWA1243	B737	SWA	2890	Pilot Requested	No
				Pilot Requested	1	
				Grand Count	13	

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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
Sample Noncompliance Contact Letter



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

North Field VFR Departure Procedure
Sample Noncompliance Contact Letter



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

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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

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