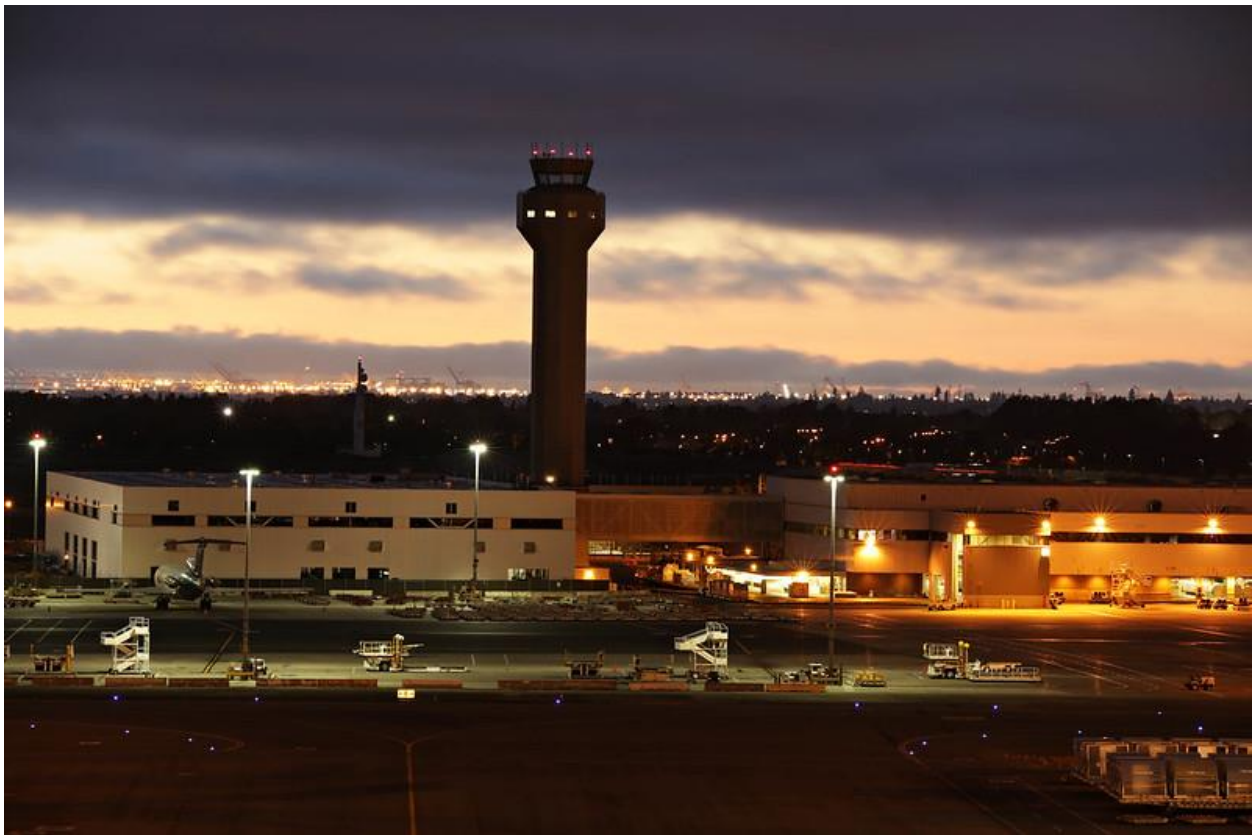




Quarterly Aircraft Noise Report

Third Quarter 2022



Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

October 10, 2022

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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 Third Quarter 2022				
	2021Q3		2022Q3	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	96%	4%	94%	6%
Total Airport-wide Corporate Jet Departures	2,596	119	2,326	157
Runway 10R/L Jet Landing Compliance	0%	0%	83%	17%
Total Southeast Plan Corporate Jet Landings	0	0	40	8
North Field VFR Departure Compliance	87%	13%	89%	11%
Total Runways 28R/L & 33 Departures	180	27	207	26
North Field Quiet Hours Compliance	90%	10%	76%	24%
Total North Field Quiet Hours Departures	222	24	117	37
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,360	4	18,887	3
Night Time Departure Compliance	100%	0%	99%	1%
Total Runway 30 Night Turbojet Departures	2,846	14	3,749	27
Runway 12 Night Departure Compliance	93%	7%	100%	0%
Total Runway 12 Night Turbojet Departures	26	2	47	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,646	15	4,631	3
100 Degree Radial Turbojet Landing Compliance	98%	2%	98%	2%
Total 100 Degree Radial Turbojet Landings	698	11	1,112	19
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	6	0	7	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 Third Quarter 2022				
	July	August	September	Quarterly
Airport-wide Corporate Jet Departures	770	858	855	2,483
Compliant Corporate Jet Departures	721	804	801	2,326
Non-compliant Corporate Jet Departures	49	54	54	157
Corporate Jet Departure Compliance Rate	94%	94%	94%	94%
Excused Jet Departures	80	123	29	232
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	6,593	6,718	6,259	19,570
Compliant Airport-wide Jet Departures	6,544	6,664	6,205	19,413
Non-compliant Airport-wide Jet Departures	49	54	54	157
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 Third Quarter 2022				
	July	August	September	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	0	48	48
Compliant SE Plan Corporate Jet Landings	0	0	40	40
Non-compliant SE Plan Corporate Jet Landings	0	0	8	8
SE Plan Corporate Jet Landing Compliance Rate	N/A	N/A	83%	83%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	0	208	208
Airport-wide Compliant SE Plan Jet Landings	0	0	200	200
Airport-wide Non-compliant SE Plan Landings	0	0	8	8
Airport-wide Jet Landing SE Plan Compliance Rate	N/A	N/A	96%	96%
* 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 Third Quarter 2022				
	July	August	September	Quarterly
Total VFR Departures	62	99	72	233
Total VFR Departures Over Alameda	19	20	14	53
Compliant Departures	52	89	66	207
Non-compliant Departures	10	10	6	26
Compliance Rate	84%	90%	92%	89%

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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.) Third Quarter 2022				
	July	August	September	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	58	49	47	154
Compliant Night Departures	45	40	32	117
Average Compliant Departures per Night	1.5	1.3	1.0	1.30
Non-Compliant Night Departures	13	9	15	37
Average Non-Compliant Departures per Night	0.4	0.3	0.5	0.4
Night Departure Compliance Rate	78%	82%	68%	76%

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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 = 154

Third Quarter 2022 (10:00 p.m. to 7:00 a.m.)

NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	0	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	1
2	9	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	12
3	38	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	41
4	46	59	0.7	10.4%	19	0.2	3.4%	19	0.2	3.4%	143
5	65	21	0.2	3.7%	14	0.2	2.5%	18	0.2	3.2%	118
6	44	16	0.2	2.8%	11	0.1	1.9%	38	0.4	6.7%	109
7	16	18	0.2	3.2%	9	0.1	1.6%	4	0.0	0.7%	47
8	34	16	0.2	2.8%	0	0.0	0.0%	0	0.0	0.0%	50
9	1	1	0.0	0.2%	3	0.0	0.5%	0	0.0	0.0%	5
10	12	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	15
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	5	2	0.0	0.4%	2	0.0	0.4%	0	0.0	0.0%	9
13	3	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	3
14	16	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	17
All NMTs	290	142	2	0	60	1	0	79	1	0	571

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 149

Third 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	38	2	0.0	0.8%	1	0.0	0.4%	0	0.0	0.0%	41
4	46	59	0.7	24.7%	19	0.2	7.9%	19	0.2	7.9%	143
5	65	21	0.2	8.8%	14	0.2	5.9%	18	0.2	7.5%	118
6	44	16	0.2	6.7%	11	0.1	4.6%	38	0.4	15.9%	109
7	16	18	0.2	7.5%	9	0.1	3.8%	4	0.0	1.7%	47
8	34	16	0.2	6.7%	0	0.0	0.0%	0	0.0	0.0%	50
Total	243	132	1.5		54	0.6		79	0.9		508

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 5

Third 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	9	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	12
9	1	1	0.0	0.3%	3	0.0	0.9%	0	0.0	0.0%	5
10	12	2	0.0	0.6%	1	0.0	0.3%	0	0.0	0.0%	15
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	5	2	0.0	0.6%	2	0.0	0.6%	0	0.0	0.0%	9
13	3	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	3
14	16	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	17
Total	47	9	0.1		6	0.1		0	0.0		62

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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 Third Quarter 2022				
	July	August	September	Quarterly
Runway 30 Turbojet Departures	6,449	6,505	5,936	18,890
Compliant Departures	6,447	6,504	5,936	18,887
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 Third Quarter 2022				
	July	August	September	Quarterly
Runway 30 Nighttime Turbojet Departures	1,296	1,356	1,124	3,776
Buffer Time Departures	14	16	13	43
Compliant Departures	1,289	1,343	1,117	3,749
Non-compliant Departures	7	13	7	27
HUSSH gate misses	2	6	5	13
NITE gate misses	3	5	6	14
REBAS gate misses	7	8	7	22
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) Third 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	
Third Quarter 2022 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	297	99	21	65	73	13
DC10/MD10	6	2	-	-	-	-
MD11	223	74	63	65	73	12
A306	13	4	1	63	70	6
B757	221	74	29	63	74	13
B77L	125	42	3	66	74	15
Difference [A-B]						
DC10/MD10		-85	-32	-69	-78	-22
MD11		42	50	-5	-6	-12
A306		-63	-20	-4	-7	-19
(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) Third 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	
Third Quarter 2021 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	267	89	16	67	74	11
DC10/MD10	39	13	8	67	75	13
MD11	228	76	70	66	75	16
A306	16	5	-	-	-	-
B757	165	55	15	-	73	12
B77L	150	50	7	68	76	15
Difference [A-B]						
DC10/MD10		-74	-24	-2	-3	-9
MD11		44	57	-4	-4	-8
A306		-62	-21	-67	-77	-25
(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) Third Quarter 2022				
	July	August	September	Quarterly
Jet Departures	0	0	47	47
Non-Compliant Departures	0	0	0	0
Compliant Departures	0	0	47	47
Compliance Rate	No SE Plan	No SE Plan	100%	100%
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 Third Quarter 2022				
	July	August	September	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	0	2
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	2	1	2	5
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	3	2	2	7
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 Third Quarter 2022				
	July	August	September	Quarterly
Total Runway 30 East Turn Turbojet Departures	1,567	1,591	1,476	4,634
Non-compliant Turbojet Departures	2	1	0	3
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,565	1,590	1,476	4,631
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	3	5	2	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 Third Quarter 2022				
	July	August	September	Quarterly
Turbojets on Downwind RWY 30 Approach	305	438	388	1,131
Non-compliant Turbojets	5	6	8	19
Total Turbojet Aircraft Above 3K Feet ASL*	300	432	380	1,112
Compliance Rate	98%	99%	98%	98%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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Oakland International Airport Noise Complaint Summary July 2022		
Community	Callers	Complaints
Alameda(BFI)	45	754
Alameda(Central)	7	42
Albany	0	0
Berkeley	0	0
Castro Valley	1	70
Fremont	0	0
Hayw ard	1	6
Kensington	0	0
Oakland	13	2851
Piedmont	0	0
Richmond	3	343
San Francisco	1	1
San Leandro	1	7
Union City	0	0
San Lorenzo	1	2
Other Communities	6	119
Total	79	4195
Complaints by Type		
E-mail	2910	
View point App	1285	
Complaints by Time of Day		
Day (0700 - 1900)	1037	
Evening (1900 - 2200)	581	
Night (2200 - 0700)	2577	
Complaints by Type of Operation		
Arrivals	2900	
Departures	1145	
Over-flights	72	
Touch & Go	78	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	179	
Helicopter	54	
Jet	3663	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	9	
Propeller	223	
Turbo-prop	67	

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Oakland International Airport Noise Complaint Summary August 2022		
Community	Callers	Complaints
Alameda(BFI)	36	1267
Alameda(Central)	8	57
Albany	0	0
Berkeley	1	2
Castro Valley	1	127
Fremont	0	0
Hayw ard	1	2
Kensington	0	0
Oakland	9	3096
Piedmont	0	0
Richmond	3	287
San Francisco	0	0
San Leandro	1	2
Union City	0	0
San Lorenzo	1	2
Other Communities	4	46
Total	65	4888
Complaints by Type		
E-mail		2992
View point App		1896
Complaints by Time of Day		
Day (0700 - 1900)		1503
Evening (1900 - 2200)		365
Night (2200 - 0700)		3020
Complaints by Type of Operation		
Arrivals		2996
Departures		1583
Over-flights		204
Touch & Go		105
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		405
Helicopter		90
Jet		3721
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		112
Propeller		450
Turbo-prop		110

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Oakland International Airport Noise Complaint Summary September 2022		
Community	Callers	Complaints
Alameda(BFI)	33	837
Alameda(Central)	6	22
Albany	0	0
Berkeley	1	32
Castro Valley	1	49
Fremont	0	0
Hayward	1	3
Kensington	0	0
Oakland	10	4737
Piedmont	0	0
Richmond	1	239
San Francisco	0	0
San Leandro	3	27
Union City	0	0
San Lorenzo	0	0
Other Communities	3	136
Total	59	6082
Complaints by Type		
E-mail		3440
View point App		2642
Complaints by Time of Day		
Day (0700 - 1900)		1934
Evening (1900 - 2200)		260
Night (2200 - 0700)		3888
Complaints by Type of Operation		
Arrivals		4447
Departures		1476
Over-flights		97
Touch & Go		62
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		310
Helicopter		91
Jet		5305
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		17
Propeller		196
Turbo-prop		163

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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.) Third Quarter 2022					
	July	August	September	Quarterly	Percentage
Runway 28L	11	5	2	18	21%
Runway 28R	22	20	22	64	74%
Runway 33	0	0	0	0	0%
Alameda Overflights	33	25	24	82	95%
Runway 10L	0	0	1	1	1%
Runway 10R	0	0	3	3	3%
Runway 15	0	0	0	0	0%
San Leandro Overflights	0	0	4	4	5%
Total Departures	33	25	28	86	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 Third Quarter 2022				
	July	August	September	2022
VFR Departures				
Runway 28L	7	14	12	33
Runway 28R	61	96	81	238
Runway 33	85	92	82	259
VFR Departures	153	202	175	530
IFR Departures				
Runway 28L	188	183	109	480
Runway 28R	302	438	344	1,084
Runway 33	107	119	114	340
IFR Departures	597	740	567	1,904
Total Departures	750	942	742	2,434

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Third Quarter 2022											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	32	77	-	-	-	6	10	340	2,024	-	2,380	2,380
	Helicopters	-	-	-	-	-	-	-	-	1	313	314	314
	Commercial Jets	136	14,891	15,027	-	-	-	-	94	2	-	96	15,123
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	1	9	10	2	28	-	4	138	1,168	-	1,340	1,350
	Regional Jets	24	927	951	-	-	-	-	40	962	-	1,002	1,953
	Turboprops	-	46	46	-	2	7	6	164	888	-	1,067	1,113
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		193	15,950	16,034	2	30	13	20	776	5,045	313	6,199	22,233
Departures	Corporate Jets	4	2,080	2,084	-	6	3	33	164	170	-	376	2,460
	Helicopters	-	-	-	-	-	-	-	-	-	133	133	133
	Commercial Jets	147	14,902	15,049	-	-	-	1	33	-	-	34	15,083
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	7	7	11	555	4	1	52	570	-	1,193	1,200
	Regional Jets	12	1,908	1,920	-	-	1	12	19	3	-	35	1,955
	Turboprops	-	12	12	-	38	13	-	245	579	-	875	887
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		163	18,909	19,072	11	599	21	47	513	1,322	133	2,646	21,718
Touch & Go Sub-totals		-	12	12	2	193	1	-	45	423	1	665	677
Grand Total		356	34,871	35,118	15	822	35	67	1,334	6,790	447	9,510	44,628

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Third Quarter 2022											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	136	14,891	15,027	-	-	-	-	94	2	-	96	15,123
	Regional Jets	24	927	951	-	-	-	-	40	962	-	1,002	1,953
Commercial Jet Sub-totals		160	15,818	15,978	-	-	-	-	134	964	-	1,098	17,076
	Corporate Jets	32	77	109	-	-	6	10	340	2,024	-	2,380	2,489
All Jet Arrivals Sub-totals		192	15,895	16,087	-	-	6	10	474	2,988	-	3,478	19,565
Departures	Commercial Jets	147	14,902	15,049	-	-	-	1	33	-	-	34	15,083
	Regional Jets	12	1,908	1,920	-	-	1	12	19	3	-	35	1,955
Commercial Jet Sub-totals		159	16,810	16,969	-	-	1	13	52	3	-	69	17,038
	Corporate Jets	4	2,080	2,084	-	6	3	33	164	170	-	376	2,460
All Jet Departures Sub-totals		163	18,890	19,053	-	6	4	46	216	173	-	445	19,498
Grand Total		355	34,785	35,140	-	6	10	56	690	3,161	-	3,923	39,063

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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
7/19/2022 20:51	N819KR	N819KR	C550	4245	28L	B	ATC Instructions	No
						ATC Instructions	1	
7/16/2022 12:58	N550GB	N550GB	C501	320	28R	B	Compliant Operation	Yes
						Compliant Operation	1	
7/1/2022 14:26	N300DG	N300DG	SF50	4250	28L	B	Departure Timing	No
7/10/2022 7:26	PXT725	N725SJ	C56X	6343	28L	B	Departure Timing	No
7/26/2022 16:26	PEG80	N480VR	GLF4	6323	28L	B	Departure Timing	No
7/31/2022 16:09	EJA317	N317QS	C680	3202	28L	B	Departure Timing	No
8/3/2022 18:42	N289RT	N289RT	C25A	6357	28R	B	Departure Timing	No
8/10/2022 14:41			GL5T	1775	28L	B	Departure Timing	No
8/12/2022 9:01	EJA573	N573QS	C56X	4270	28R	B	Departure Timing	No
8/15/2022 9:15	PXT415	N415PC	C25B	1733	28R	B	Departure Timing	No
9/10/2022 14:10	EJA769	N769QS	CL30	4535	28L	B	Departure Timing	No
9/30/2022 15:58			GLF5	1714	28L	B	Departure Timing	No
						Departure Timing	10	
9/15/2022 9:03	LN435MS	N435MS	LJ35	4510	28R	B	Lifeguard Medical	Yes
9/16/2022 12:39	LN435MS	N435MS	LJ35	4247	28R	B	Lifeguard Medical	Yes
9/17/2022 22:25	LN561SR	N561SR	C560	3250	28R	B	Lifeguard Medical	Yes
9/18/2022 1:11			C25A	3364	28R	B	Lifeguard Medical	Yes
9/20/2022 20:56	LN904LR	N904LR	C560	4521	28R	B	Lifeguard Medical	Yes
9/20/2022 21:31			GLF5	4267	28R	B	Lifeguard Medical	Yes
9/21/2022 3:38	LN904LR	N904LR	C560	3205	28L	B	Lifeguard Medical	Yes
9/21/2022 4:25	LN897MD	N897MD	C525	3220	28R	B	Lifeguard Medical	Yes
9/22/2022 7:17	LN54DD	N54DD	C560	4534	28R	B	Lifeguard Medical	Yes
9/23/2022 20:07	LN561SR	N561SR	C560	3651	28R	B	Lifeguard Medical	Yes
9/24/2022 4:10	LN561SR	N561SR	C560	3236	28R	B	Lifeguard Medical	Yes
9/28/2022 8:08	LN897MD	N897MD	C525	3666	28R	B	Lifeguard Medical	Yes
9/30/2022 9:09	LDX44PL	OEHPL	E550	3347	28L	B	Lifeguard Medical	Yes
7/1/2022 14:34	CGBSW	CGBSW	ASTR	3221	28L	B	Lifeguard Medical	Yes
7/2/2022 11:29	LN561SR	N561SR	C560	3312	28R	B	Lifeguard Medical	Yes
7/2/2022 12:08	LN233TJ	N233TJ	C25B	3637	28L	B	Lifeguard Medical	Yes
7/4/2022 23:27	USC240	N220CK	LJ35	3240	28R	B	Lifeguard Medical	Yes
7/5/2022 13:42	N904LR	N904LR	C560	4521	28R	B	Lifeguard Medical	Yes
7/5/2022 20:10	LN904LR	N904LR	C560	3331	28R	B	Lifeguard Medical	Yes
7/7/2022 6:17	KFS133	KFS133	LJ35	3227	28L	B	Lifeguard Medical	Yes
7/7/2022 12:46	LN509RP	N509RP	C550	4502	28L	B	Lifeguard Medical	Yes
7/7/2022 14:57	LN54DD	N54DD	C560	4231	28R	B	Lifeguard Medical	Yes
7/7/2022 18:58	LN509RP	N509RP	C550	4225	28R	B	Lifeguard Medical	Yes
7/7/2022 22:55	LN54DD	N54DD	C560	3231	28R	B	Lifeguard Medical	Yes
7/8/2022 9:03	LN54DD	N54DD	C560	3607	28L	B	Lifeguard Medical	Yes
7/8/2022 15:41	LN509RP	N509RP	C550	4530	28L	B	Lifeguard Medical	Yes
7/10/2022 0:21	LN509RP	N509RP	C550	4246	28R	B	Lifeguard Medical	Yes
7/11/2022 19:49	JAS69	N512DB	CL60	4517	28L	B	Lifeguard Medical	Yes
7/11/2022 23:48	LN561SR	N561SR	C560	4252	28L	B	Lifeguard Medical	Yes
7/12/2022 7:32	LN561SR	N561SR	C560	6342	28R	B	Lifeguard Medical	Yes
7/13/2022 12:19	LN920DS	N920DS	E55P	4506	28L	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/14/2022 12:13	LN904LR	N904LR	C560	3771	28R	B	Lifeguard Medical	Yes
7/17/2022 21:30	LN904LR	N904LR	C560	6362	28R	B	Lifeguard Medical	Yes
7/17/2022 22:26	LN330GV	N330GV	E55P	4243	28R	B	Lifeguard Medical	Yes
7/19/2022 22:09			LJ35	6361	28L	B	Lifeguard Medical	Yes
7/21/2022 10:33	LN94GP	N94GP	LJ35	1720	28L	B	Lifeguard Medical	Yes
7/23/2022 8:58	SJA372	N372BW	PRM1	3627	28R	B	Lifeguard Medical	Yes
7/23/2022 19:15	LN31GJ	N31GJ	LJ35	3341	28L	B	Lifeguard Medical	Yes
7/26/2022 7:51	LN509RP	N509RP	C550	4530	28R	B	Lifeguard Medical	Yes
7/26/2022 13:30	N51GJ	N51GJ	LJ35	3736	28L	B	Lifeguard Medical	Yes
7/26/2022 14:56	LN509RP	N509RP	C550	4234	28R	B	Lifeguard Medical	Yes
7/27/2022 13:05	LN509RP	N509RP	C550	4536	28R	B	Lifeguard Medical	Yes
7/27/2022 19:10	USC132	N264CK	LJ35	3660	28L	B	Lifeguard Medical	Yes
7/27/2022 20:14	LN509RP	N509RP	C550	4505	28R	B	Lifeguard Medical	Yes
7/28/2022 23:10	LN55FJ	N55FJ	LJ55	3272	28L	B	Lifeguard Medical	Yes
7/29/2022 6:26	LN581HC	N581HC	C25C	3274	28R	B	Lifeguard Medical	Yes
7/29/2022 14:53	LN910GF	N910GF	C510	1731	28R	B	Lifeguard Medical	Yes
7/29/2022 16:16	JLG55	N55AR	LJ55	3601	28L	B	Lifeguard Medical	Yes
7/30/2022 9:14	LN54DD	N54DD	C560	4242	28R	B	Lifeguard Medical	Yes
8/3/2022 20:27	LN730CP	N730CP	C525	3341	28R	B	Lifeguard Medical	Yes
8/4/2022 18:58	OKC471	N471FX	LJ45	3376	28R	B	Lifeguard Medical	Yes
8/7/2022 19:49	LN561SR	N561SR	C560	3265	28R	B	Lifeguard Medical	Yes
8/8/2022 1:45	LN54DD	N54DD	C560	3310	28R	B	Lifeguard Medical	Yes
8/8/2022 5:46	LN54DD	N54DD	C560	4253	28R	B	Lifeguard Medical	Yes
8/10/2022 19:25	USC132	N644CK	LJ35	3224	28R	B	Lifeguard Medical	Yes
8/12/2022 3:53	LN581HC	N581HC	C25C	3272	28R	B	Lifeguard Medical	Yes
8/12/2022 9:35	LN51GJ	N51GJ	LJ35	1705	28L	B	Lifeguard Medical	Yes
8/13/2022 2:52	LN904LR	N904LR	C560	4222	28L	B	Lifeguard Medical	Yes
8/13/2022 21:22	LN897MD	N897MD	C525	3330	28R	B	Lifeguard Medical	Yes
8/14/2022 17:45	LN897MD	N897MD	C525	1703	28R	B	Lifeguard Medical	Yes
8/18/2022 0:32	LN810BE	N810BE	C560	3241	28R	B	Lifeguard Medical	Yes
8/23/2022 19:29	LN730CP	N730CP	C525	6353	28R	B	Lifeguard Medical	Yes
8/24/2022 15:01			LJ35	1722	28L	B	Lifeguard Medical	Yes
8/29/2022 10:10	LN54DD	N54DD	C560	6357	28R	B	Lifeguard Medical	Yes
9/1/2022 17:54	LN968SR	N968SR	C560	3616	28R	B	Lifeguard Medical	Yes
9/1/2022 18:38	LN897MD	N897MD	C525	3636	28R	B	Lifeguard Medical	Yes
9/2/2022 13:43	LN730CP	N730CP	C525	3760	28R	B	Lifeguard Medical	Yes
9/2/2022 20:10	LN330GV	N330GV	E55P	4510	28R	B	Lifeguard Medical	Yes
9/3/2022 10:00	LN561SR	N561SR	C560	4550	28L	B	Lifeguard Medical	Yes
9/11/2022 7:41	LN810BE	N810BE	C560	4250	28R	B	Lifeguard Medical	Yes
9/11/2022 15:44	LN810BE	N810BE	C560	3665	28R	B	Lifeguard Medical	Yes
9/12/2022 11:40	LN509RP	N509RP	C550	4532	28R	B	Lifeguard Medical	Yes
9/12/2022 21:36	LN149WW	N149WW	C25B	3334	28R	B	Lifeguard Medical	Yes
9/13/2022 7:21	LNN54DD	N54DD	C560	4513	28R	B	Lifeguard Medical	Yes
9/13/2022 7:44	LN509RP	N509RP	C550	1762	28L	B	Lifeguard Medical	Yes
9/14/2022 4:05	N74HT	N74HT	LJ60	3363	28L	B	Lifeguard Medical	Yes
9/14/2022 18:27	LN810BE	N810BE	C560	1705	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	77	
7/1/2022 9:38	KPO5	N5GF	GLF4	3657	28R	B	Pilot Requested	No
7/1/2022 10:28	EJA739	N739QS	CL30	1701	28R	B	Pilot Requested	No
7/1/2022 15:08			G280	6337	28R	B	Pilot Requested	No
7/4/2022 15:06	N315CJ	N315CJ	C25B	3356	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/4/2022 22:01	GRP43	N43GV	GLF5	3237	28L	B	Pilot Requested	No
7/5/2022 17:45			CL30	3365	28R	B	Pilot Requested	No
7/5/2022 19:22	LXJ423	N423FX	E545	4531	28R	B	Pilot Requested	No
7/7/2022 9:57	JAS69	N512DB	CL60	3254	28L	B	Pilot Requested	No
7/8/2022 7:15			GLF4	4536	28L	B	Pilot Requested	No
7/8/2022 13:55	N751JS	N751JS	C25B	3276	28R	B	Pilot Requested	No
7/9/2022 11:59			CL30	3356	28R	B	Pilot Requested	No
7/9/2022 19:46			GLF4	3343	28R	B	Pilot Requested	No
7/10/2022 6:49	N660RB	N660RB	E55P	4230	28R	B	Pilot Requested	No
7/10/2022 8:31	N941NC	N941NC	EA50	3275	28L	B	Pilot Requested	No
7/10/2022 12:42			CRJ2	4511	28L	R	Pilot Requested	No
7/10/2022 15:19	HER1	N808CF	GLF4	1721	28L	B	Pilot Requested	No
7/12/2022 18:26	HER119	N119RM	C750	6371	28R	B	Pilot Requested	No
7/13/2022 13:09			GLF5	3745	28L	B	Pilot Requested	No
7/14/2022 19:45			CRJ2	6371	28L	R	Pilot Requested	No
7/15/2022 16:18	XAA6655	A0FEF6	GLEK	1705	28R	B	Pilot Requested	No
7/16/2022 17:43	N279D	N279D	C25B	3356	28R	B	Pilot Requested	No
7/16/2022 18:28			C550	4201	28R	B	Pilot Requested	No
7/17/2022 15:24	N707SG	N707SG	CL30	3211	28L	B	Pilot Requested	No
7/17/2022 17:27	TEX7W	N67WE	H25C	3622	28L	B	Pilot Requested	No
7/18/2022 9:44			CL30	3652	28R	B	Pilot Requested	No
7/20/2022 8:08			CL30	6314	28L	B	Pilot Requested	No
7/20/2022 14:25			GLF5	3212	28R	B	Pilot Requested	No
7/20/2022 17:40			F900	4555	28L	B	Pilot Requested	No
7/21/2022 7:40			GLF6	1747	28L	B	Pilot Requested	No
7/21/2022 14:15			FA50	3765	28L	B	Pilot Requested	No
7/21/2022 15:26	N300DG	N300DG	SF50	1745	28L	B	Pilot Requested	No
7/21/2022 15:46			GLF6	1702	28L	B	Pilot Requested	No
7/21/2022 17:05			G280	4571	28L	B	Pilot Requested	No
7/24/2022 9:29			GLF6	1761	28L	B	Pilot Requested	No
7/24/2022 11:11	EDG8	N8VC	GLF4	3201	28L	B	Pilot Requested	No
7/25/2022 8:13	LXJ355	N355FX	E55P	1740	28R	B	Pilot Requested	No
7/25/2022 13:17			F2TH	4505	28L	B	Pilot Requested	No
7/26/2022 11:14	LXJ355	N355FX	E55P	4571	28R	B	Pilot Requested	No
7/27/2022 22:58			GLF4	3305	28R	B	Pilot Requested	No
7/28/2022 9:10			GLF4	3371	28L	B	Pilot Requested	No
7/28/2022 12:43	FTH975	N975TX	C750	3237	28R	B	Pilot Requested	No
7/28/2022 13:35			CL60	4516	28L	B	Pilot Requested	No
7/28/2022 14:23			G280	3713	28R	B	Pilot Requested	No
7/29/2022 17:13	N44DT	N44DT	C510	3604	28L	B	Pilot Requested	No
8/1/2022 16:49			C750	3221	28R	B	Pilot Requested	No
8/2/2022 16:56	N211BD	N211BD	LJ60	3750	28L	B	Pilot Requested	No
8/3/2022 9:57			LJ40	3637	28L	B	Pilot Requested	No
8/3/2022 12:00			GLF4	2214	28L	B	Pilot Requested	No
8/3/2022 14:43			GLF6	1706	28L	B	Pilot Requested	No
8/3/2022 17:14			GLF5	3632	28R	B	Pilot Requested	No
8/4/2022 9:12			ASTR	3741	28R	B	Pilot Requested	No
8/4/2022 17:52	N300DG	N300DG	SF50	1701	28R	B	Pilot Requested	No
8/4/2022 19:50	N888LJ	N888LJ	LJ60	4574	28R	B	Pilot Requested	No
8/6/2022 10:24	N44DT	N44DT	C510	3746	28L	B	Pilot Requested	No
8/7/2022 13:42	N525JN	N525JN	C25A	4206	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/7/2022 16:43	N32KC	N32KC	E55P	3233	28L	B	Pilot Requested	No
8/8/2022 9:03			GL5T	3716	28R	B	Pilot Requested	No
8/10/2022 15:51	KFB883	N883LD	GLF4	3752	28R	B	Pilot Requested	No
8/10/2022 19:29			C550	4521	28L	B	Pilot Requested	No
8/11/2022 14:32			G150	3761	28R	B	Pilot Requested	No
8/11/2022 15:57	N300DG	N300DG	SF50	3316	28R	B	Pilot Requested	No
8/12/2022 7:02			GL5T	3252	28R	B	Pilot Requested	No
8/12/2022 9:43			GLF4	3771	28L	B	Pilot Requested	No
8/12/2022 16:23			C650	3631	28L	B	Pilot Requested	No
8/14/2022 21:05			GA6C	4226	28L	B	Pilot Requested	No
8/15/2022 9:49			LJ45	1742	28L	B	Pilot Requested	No
8/15/2022 10:02	N815RB	N815RB	C750	6365	28L	B	Pilot Requested	No
8/17/2022 7:00	FTH948	N948TX	C750	3743	28R	B	Pilot Requested	No
8/17/2022 17:28			GLF5	3731	28R	B	Pilot Requested	No
8/18/2022 8:48	LXJ375	N375FX	E55P	4572	28R	B	Pilot Requested	No
8/18/2022 15:40	HER119	N119RM	C750	1723	28R	B	Pilot Requested	No
8/18/2022 17:06	TTE284	N284CP	C560	6311	28L	B	Pilot Requested	No
8/18/2022 18:44			C25A	3705	28R	B	Pilot Requested	No
8/21/2022 13:52			C56X	4522	28L	B	Pilot Requested	No
8/22/2022 8:54			GLF6	3216	28L	B	Pilot Requested	No
8/22/2022 12:04	N300DG	N300DG	SF50	3777	28R	B	Pilot Requested	No
8/24/2022 17:59	N200SG	N200SG	FA50	3264	28R	B	Pilot Requested	No
8/25/2022 7:54			LJ45	1712	28R	B	Pilot Requested	No
8/25/2022 10:04	N903JP	N903JP	C510	4241	28L	B	Pilot Requested	No
8/25/2022 10:48	EJA317	N317QS	C680	6366	28R	B	Pilot Requested	No
8/25/2022 11:57			GLEX	3774	28L	B	Pilot Requested	No
8/26/2022 16:10	N12JK	N12JK	C56X	4572	28L	B	Pilot Requested	No
8/27/2022 11:45	FTH955	N955VR	C750	4232	28R	B	Pilot Requested	No
8/27/2022 15:52	N59WG	N59WG	C25B	1713	28L	B	Pilot Requested	No
8/28/2022 12:35	N331LD	N331LD	G280	3247	28R	B	Pilot Requested	No
8/28/2022 13:45			GLF5	3634	28R	B	Pilot Requested	No
8/28/2022 15:30			GLF5	3767	28L	B	Pilot Requested	No
8/29/2022 12:21			C25A	3275	28R	B	Pilot Requested	No
8/29/2022 14:17	N300MV	N300MV	C25B	4223	28R	B	Pilot Requested	No
8/29/2022 16:36	PKW649	N906TR	LJ60	1751	28R	B	Pilot Requested	No
8/31/2022 10:09	N56GJ	N56GJ	CL60	3662	28L	B	Pilot Requested	No
8/31/2022 14:22	N652WE	N652WE	GLF6	4562	28L	B	Pilot Requested	No
8/31/2022 14:40			F2TH	1752	28R	B	Pilot Requested	No
8/31/2022 17:04	N559WJ	N559WJ	C550	4262	28L	B	Pilot Requested	No
9/1/2022 10:38			GLF4	1713	28L	B	Pilot Requested	No
9/1/2022 12:55	N55FJ	N55FJ	LJ55	3742	28L	B	Pilot Requested	No
9/1/2022 17:55	N32KC	N32KC	E55P	6330	28L	B	Pilot Requested	No
9/2/2022 16:56			E35L	6315	28L	R	Pilot Requested	No
9/2/2022 16:59			GLF6	4222	28L	B	Pilot Requested	No
9/3/2022 13:48			LJ35	3215	28L	B	Pilot Requested	No
9/3/2022 14:43			C25A	4211	28L	B	Pilot Requested	No
9/4/2022 8:12	LXJ422	N422FX	E545	3316	28L	B	Pilot Requested	No
9/4/2022 11:51			GLEX	1712	28L	B	Pilot Requested	No
9/6/2022 10:30			GLF6	6333	28L	B	Pilot Requested	No
9/6/2022 13:17			GLF4	3333	28L	B	Pilot Requested	No
9/6/2022 18:21			GLF4	1722	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/6/2022 20:46			F2TH	3323	28L	B	Pilot Requested	No
9/7/2022 13:51			GLF5	3753	28L	B	Pilot Requested	No
9/7/2022 14:19			GLF4	1765	28L	B	Pilot Requested	No
9/8/2022 13:50			GLF5	4504	28R	B	Pilot Requested	No
9/9/2022 12:15	EJA389	N389QS	C680	4515	28L	B	Pilot Requested	No
9/9/2022 14:34			GLF4	3711	28L	B	Pilot Requested	No
9/11/2022 10:07			C25A	4255	28R	B	Pilot Requested	No
9/11/2022 10:51	SJA372	N372BW	PRM1	4525	28R	B	Pilot Requested	No
9/11/2022 14:47			GLF5	6302	28L	B	Pilot Requested	No
9/11/2022 15:45	N222VR	N222VR	C25B	3214	28L	B	Pilot Requested	No
9/12/2022 10:20			GLF4	3353	28L	B	Pilot Requested	No
9/13/2022 8:29	FTH926	N926VR	C750	4556	28R	B	Pilot Requested	No
9/13/2022 15:38			G280	3612	28L	B	Pilot Requested	No
9/15/2022 10:22	N525JN	N525JN	C25A	3310	28L	B	Pilot Requested	No
9/15/2022 16:22	N435MS	N435MS	LJ35	3626	28R	B	Pilot Requested	No
9/15/2022 18:06			F900	3266	28L	B	Pilot Requested	No
9/16/2022 14:55			F900	3714	28L	B	Pilot Requested	No
9/16/2022 17:46	N525JN	N525JN	C25A	4534	28R	B	Pilot Requested	No
9/17/2022 14:24			GLF4	6346	28L	B	Pilot Requested	No
9/17/2022 15:37	N309JE	N309JE	CL30	4557	28R	B	Pilot Requested	No
9/17/2022 16:19	JRE855	N855JS	C56X	3630	28L	B	Pilot Requested	No
9/19/2022 11:32			GLF5	1704	28L	B	Pilot Requested	No
9/19/2022 15:22			GLF5	3206	28L	B	Pilot Requested	No
9/19/2022 17:43			C25A	1750	28L	B	Pilot Requested	No
9/20/2022 8:37			GLF5	3246	28L	B	Pilot Requested	No
9/21/2022 12:50			GLF5	6357	28R	B	Pilot Requested	No
9/21/2022 14:22	N32KC	N32KC	E55P	3741	28R	B	Pilot Requested	No
9/23/2022 6:19	FTH513	N513JB	C750	3355	28L	B	Pilot Requested	No
9/23/2022 10:59			F2TH	601	28R	B	Pilot Requested	No
9/24/2022 12:16			H25B	3614	28L	B	Pilot Requested	No
9/24/2022 14:37	N550GB	N550GB	C501	4233	28R	B	Pilot Requested	No
9/25/2022 14:49	SPA708	N708S	B735	3277	28L	J	Pilot Requested	No
9/26/2022 9:43			GLF4	3356	28L	B	Pilot Requested	No
9/26/2022 22:33			E55P	3241	28R	B	Pilot Requested	No
9/27/2022 16:18	N444RL	N444RL	EA50	6356	28L	B	Pilot Requested	No
9/28/2022 16:08	EJA547	N547QS	C68A	1773	28L	B	Pilot Requested	No
9/29/2022 9:54			C680	3646	28R	B	Pilot Requested	No
9/30/2022 9:37	LXJ420	N420FX	E545	4541	28R	B	Pilot Requested	No
9/30/2022 14:27	EJA608	N608QS	C68A	6341	28R	B	Pilot Requested	No
9/30/2022 15:03	N32KC	N32KC	E55P	6357	28R	B	Pilot Requested	No
						Pilot Requested	146	
7/25/2022 5:24	SWA2032	N7868K	B737	3374	28L	J	RWY 30 Routine Closure	Yes
7/25/2022 5:23	SWA2015	N746SW	B737	3207	28L	J	RWY 30 Routine Closure	Yes
7/25/2022 5:08	SWA1974	N7863A	B737	3301	28L	J	RWY 30 Routine Closure	Yes
7/25/2022 2:09	SJA600	N600HR	C525	3211	28R	B	RWY 30 Routine Closure	Yes
7/25/2022 5:34	SWA2831	N8743K	B38M	3227	28L	J	RWY 30 Routine Closure	Yes
8/8/2022 0:56			GLF4	4246	28L	B	RWY 30 Routine Closure	Yes
8/22/2022 0:50	AAY33	N206NV	A320	3371	28L	J	RWY 30 Routine Closure	Yes
8/15/2022 2:50	N116AA	N116AA	C25B	3356	28R	B	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	8	
7/11/2022 16:18	SWA1475	N8602F	B738	3204	28L	J	Runway Maintenance	Yes

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7/11/2022 16:20	VOI907	XAVRN	A20N	3742	28L	J	Runway Maintenance	Yes
7/11/2022 16:22	FDX1219	N133FE	B763	4557	28L	J	Runway Maintenance	Yes
7/11/2022 16:26	QXE2127	N630QX	E170	3256	28L	R	Runway Maintenance	Yes
7/11/2022 16:30	SWA147	N910WN	B737	3347	28L	J	Runway Maintenance	Yes
7/11/2022 16:37	NKS2169	N933NK	A20N	6310	28L	J	Runway Maintenance	Yes
7/11/2022 16:40			GLF4	1730	28L	B	Runway Maintenance	Yes
7/11/2022 16:43			GLEK	6342	28L	B	Runway Maintenance	Yes
7/11/2022 16:45	SWA651	N550WN	B737	6336	28L	J	Runway Maintenance	Yes
7/11/2022 16:48	PXT252	N525AN	C525	3240	28L	B	Runway Maintenance	Yes
7/11/2022 16:50	SWA2022	N556WN	B737	3656	28L	J	Runway Maintenance	Yes
7/11/2022 16:58	SWA445	N946WN	B737	1720	28L	J	Runway Maintenance	Yes
7/11/2022 17:13	SKW132C	N257SY	E170	3336	28L	R	Runway Maintenance	Yes
7/11/2022 17:27	SWA2114	N201LV	B737	3271	28L	J	Runway Maintenance	Yes
7/11/2022 17:35	QXE2363	N625QX	E170	3764	28L	R	Runway Maintenance	Yes
7/18/2022 14:30	JSX452	N263JX	E135	3347	28L	R	Runway Maintenance	Yes
7/18/2022 14:56	JSX175	N251JX	E135	3725	28L	R	Runway Maintenance	Yes
7/18/2022 14:58	SWA2178	N8740A	B38M	3305	28L	J	Runway Maintenance	Yes
7/18/2022 15:00	SWA2013	N293WN	B737	3201	28L	J	Runway Maintenance	Yes
7/18/2022 15:20	NKS743	N631NK	A320	3346	28L	J	Runway Maintenance	Yes
7/18/2022 15:22	N585WT	N585WT	C25B	3361	28L	B	Runway Maintenance	Yes
7/18/2022 15:27	UPS9762	N361UP	B763	4576	28L	J	Runway Maintenance	Yes
7/18/2022 15:29	SWA3057	N280WN	B737	3277	28L	J	Runway Maintenance	Yes
7/18/2022 15:34	SWA2088	N926WN	B737	3355	28L	J	Runway Maintenance	Yes
7/18/2022 15:49	SWA2029	N566WN	B737	3214	28L	J	Runway Maintenance	Yes
7/18/2022 16:02	SWA2405	N8738K	B38M	3206	28L	J	Runway Maintenance	Yes
7/18/2022 16:09	SWA651	N294WN	B737	3612	28L	J	Runway Maintenance	Yes
7/18/2022 16:13	SWA147	N458WN	B737	3734	28L	J	Runway Maintenance	Yes
7/11/2022 16:17			GLF5	3733	28L	B	Runway Maintenance	Yes
7/11/2022 16:15	SWA473	N437WN	B737	6357	28L	J	Runway Maintenance	Yes
7/11/2022 16:08	SWA1683	N942WN	B737	3744	28L	J	Runway Maintenance	Yes
7/11/2022 16:06	SWA3057	N220WN	B737	3323	28L	J	Runway Maintenance	Yes
7/11/2022 15:59	NKS743	N635NK	A320	3754	28L	J	Runway Maintenance	Yes
7/11/2022 15:56	SWA2029	N460WN	B737	3661	28L	J	Runway Maintenance	Yes
7/11/2022 5:18	SWA1974	N7857B	B737	3224	28L	J	Runway Maintenance	Yes
7/11/2022 0:50	SWA2096	N229WN	B737	3714	28L	J	Runway Maintenance	Yes
8/19/2022 13:58	N123EM	N123EM	GLF4	4551	28L	B	Runway Maintenance	Yes
7/11/2022 17:01	SWA2387	N7744A	B737	3762	28L	J	Runway Maintenance	Yes
8/1/2022 7:17	KAI77	N415PP	C25B	3612	28L	B	Runway Maintenance	Yes
8/1/2022 7:42	EJA592	N592QS	C56X	6355	28R	B	Runway Maintenance	Yes
8/1/2022 7:56	KAI82	N232F	GLF4	3743	28L	B	Runway Maintenance	Yes
8/1/2022 8:46	EJA563	N563QS	C68A	4506	28L	B	Runway Maintenance	Yes
						Runway Maintenance	42	
8/21/2022 14:37			F2TH	4531	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 14:38	PXT504	N504FM	C25A	3760	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 15:00	JSX175	N259JX	E135	3605	28L	R	Runway/Taxiway Maintenance	Yes
8/21/2022 15:05	DPJ883	N883TW	CL30	3665	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 15:16			H25B	4277	28R	B	Runway/Taxiway Maintenance	Yes
8/21/2022 15:18	SIS75	N750EC	C750	4242	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 15:54	EJA629	N629QS	C68A	3617	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/21/2022 16:05	EDG5	N121JE	GLF4	4204	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 16:40	EJA558	N558QS	C56X	4252	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 16:57	JSX177	N257JX	E135	1754	28L	R	Runway/Taxiway Maintenance	Yes
8/21/2022 17:05	N514DS	N514DS	C525	3732	28R	B	Runway/Taxiway Maintenance	Yes
8/21/2022 17:25	N62PE	N62PE	C510	6323	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 18:09			GLF4	1703	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 18:18	USC132	N264CK	LJ35	3676	28R	B	Runway/Taxiway Maintenance	Yes
8/21/2022 18:22	JSX332	N259JX	E135	3273	28L	R	Runway/Taxiway Maintenance	Yes
8/21/2022 19:17			GLF4	3266	28R	B	Runway/Taxiway Maintenance	Yes
8/21/2022 19:20	JSX657	N264JX	E135	1753	28L	R	Runway/Taxiway Maintenance	Yes
8/21/2022 19:53	N43AD	N43AD	GLF4	4501	28R	B	Runway/Taxiway Maintenance	Yes
9/22/2022 12:44			GLF6	3702	28L	B	Runway/Taxiway Maintenance	Yes
9/22/2022 14:33	XEN27	N27LX	GLF5	3253	28R	B	Runway/Taxiway Maintenance	Yes
8/13/2022 12:09			CL60	4250	28L	B	Runway/Taxiway Maintenance	Yes
8/13/2022 12:21	PXT525	N525CR	C25B	3237	28R	B	Runway/Taxiway Maintenance	Yes
8/13/2022 12:55	SJA600	N600HR	C525	1722	28R	B	Runway/Taxiway Maintenance	Yes
8/13/2022 13:00			F900	6341	28L	B	Runway/Taxiway Maintenance	Yes
8/13/2022 13:56			CL30	3276	28R	B	Runway/Taxiway Maintenance	Yes
8/13/2022 14:23	N605CB	N605CB	CL60	1760	28R	B	Runway/Taxiway Maintenance	Yes
8/13/2022 15:28	N585WT	N585WT	C25B	3312	28L	B	Runway/Taxiway Maintenance	Yes
8/13/2022 15:31	CYO461	N461MC	LJ60	3266	28L	B	Runway/Taxiway Maintenance	Yes
8/13/2022 15:38	EJA772	N772QS	CL30	4222	28L	B	Runway/Taxiway Maintenance	Yes
8/13/2022 16:57			CL30	3346	28L	B	Runway/Taxiway Maintenance	Yes
8/13/2022 17:04	N262JX	N262JX	E135	6361	28L	R	Runway/Taxiway Maintenance	Yes
8/13/2022 17:51	N257CM	N257CM	C510	6357	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 1:27	SJA600	N600HR	C525	3312	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 8:40			C680	1755	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 8:44	EJA658	N658QS	C56X	4265	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 9:20	JSX171	N257JX	E135	3212	28R	R	Runway/Taxiway Maintenance	Yes
8/14/2022 9:57			C680	3350	28L	B	Runway/Taxiway Maintenance	Yes
8/14/2022 10:41	PXT838	N838GD	C25B	3674	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 10:45			GL5T	6320	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 11:09			GLF4	3011	28L	B	Runway/Taxiway Maintenance	Yes
8/14/2022 11:46	N26NJ	N26NJ	F2TH	4212	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 11:48	JSX651	N262JX	E135	3241	28L	R	Runway/Taxiway Maintenance	Yes
8/14/2022 11:50	JSX173	N265JX	E135	2234	28L	R	Runway/Taxiway Maintenance	Yes
8/14/2022 13:42	N51GJ	N51GJ	LJ35	6326	28L	B	Runway/Taxiway Maintenance	Yes
8/14/2022 13:45	EJA575	N575QS	C56X	6334	28L	B	Runway/Taxiway Maintenance	Yes
8/14/2022 14:05	EJA326	N326QS	E55P	4502	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/14/2022 14:59			GLF6	1712	28L	B	Runway/Taxiway Maintenance	Yes
8/14/2022 16:11	FTH955	N955VR	C750	3727	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 16:54			FA7X	3773	28L	B	Runway/Taxiway Maintenance	Yes
8/14/2022 17:00	N300DG	N300DG	SF50	4511	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 17:08	N25MX	N25MX	F900	3654	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 17:46	KAI92	N978GA	GLF6	4231	28L	B	Runway/Taxiway Maintenance	Yes
8/14/2022 18:27	N220VP	N220VP	C56X	6335	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 18:41	EJA566	N566QS	C56X	3236	28R	B	Runway/Taxiway Maintenance	Yes
8/14/2022 19:02	JSX332	N265JX	E135	3273	28L	R	Runway/Taxiway Maintenance	Yes
8/19/2022 12:38	EJA452	N452QS	E55P	4260	28L	B	Runway/Taxiway Maintenance	Yes
8/20/2022 7:25	LXJ351	N351FX	E55P	3615	28R	B	Runway/Taxiway Maintenance	Yes
8/20/2022 8:36	N314T	N314T	EA50	3375	28L	B	Runway/Taxiway Maintenance	Yes
8/20/2022 10:17	N44DT	N44DT	C510	6316	28L	B	Runway/Taxiway Maintenance	Yes
8/20/2022 11:32	EJA564	N564QS	C68A	4573	28R	B	Runway/Taxiway Maintenance	Yes
8/20/2022 11:44	N300DG	N300DG	SF50	3243	28R	B	Runway/Taxiway Maintenance	Yes
8/20/2022 12:00	EJA629	N629QS	C68A	4256	28R	B	Runway/Taxiway Maintenance	Yes
8/20/2022 12:01	N136TE	N136TE	EA50	3307	28R	B	Runway/Taxiway Maintenance	Yes
8/20/2022 13:55			C680	3714	28L	B	Runway/Taxiway Maintenance	Yes
8/20/2022 14:05	PXT680	N680PC	C680	3246	28L	B	Runway/Taxiway Maintenance	Yes
8/20/2022 14:17	DPJ460	N460TM	BE40	1773	28R	B	Runway/Taxiway Maintenance	Yes
8/20/2022 14:19	N334JE	N334JE	CL30	3321	28R	B	Runway/Taxiway Maintenance	Yes
8/20/2022 18:47	N450BG	N450BG	GLF4	1731	28L	B	Runway/Taxiway Maintenance	Yes
8/20/2022 19:10	JSP19	N199DF	GALX	3357	28L	B	Runway/Taxiway Maintenance	Yes
8/20/2022 19:38	JSX179	N257JX	E135	3365	28L	R	Runway/Taxiway Maintenance	Yes
8/20/2022 20:13	PEG5	N405CB	GLF5	3265	28L	B	Runway/Taxiway Maintenance	Yes
8/20/2022 21:56	N42ST	N42ST	F2TH	4252	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 8:36	EJA577	N577QS	C56X	1727	28R	B	Runway/Taxiway Maintenance	Yes
8/21/2022 9:22	PXT415	N415PC	C25B	4233	28R	B	Runway/Taxiway Maintenance	Yes
8/21/2022 10:34			F2TH	6303	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 10:35			BE40	3776	28R	B	Runway/Taxiway Maintenance	Yes
8/21/2022 10:38			PRM1	3235	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 12:43	EJA757	N757QS	CL30	4227	28R	B	Runway/Taxiway Maintenance	Yes
8/21/2022 13:05	N525M	N525M	C525	4517	28R	B	Runway/Taxiway Maintenance	Yes
8/21/2022 13:51	N57FL	N57FL	C25A	3703	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 14:02	LXJ579	N579FX	CL30	3747	28L	B	Runway/Taxiway Maintenance	Yes
8/21/2022 14:09	CYO812	N812RP	LJ60	6317	28L	B	Runway/Taxiway Maintenance	Yes
8/8/2022 9:07	JSX450		E135	3301	28R	R	Runway/Taxiway Maintenance	Yes
8/8/2022 9:14	LXJ594	N594FX	CL30	3205	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2022 9:25	JSX171	N257JX	E135	3373	28R	R	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/8/2022 9:33			CL30	6313	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2022 9:50			GLF4	3675	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2022 10:01	TIV70	N70VM	C25B	3247	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2022 11:07	JSX173	N258JX	E135	3221	28L	R	Runway/Taxiway Maintenance	Yes
8/13/2022 7:19	XLJ605	N605BX	LJ45	3352	28R	B	Runway/Taxiway Maintenance	Yes
8/13/2022 7:55	EJA580	N580QS	C56X	3625	28R	B	Runway/Taxiway Maintenance	Yes
8/13/2022 8:58	LXJ565	N565FX	CL30	4554	28R	B	Runway/Taxiway Maintenance	Yes
8/13/2022 9:52	DRL30	N30AX	LJ45	3716	28L	B	Runway/Taxiway Maintenance	Yes
8/13/2022 9:54	N27VJ	N27VJ	SF50	3334	28L	B	Runway/Taxiway Maintenance	Yes
8/13/2022 9:58	N565CG	N565CG	LJ60	3727	28L	B	Runway/Taxiway Maintenance	Yes
8/13/2022 10:04	N29VJ	N29VJ	SF50	6316	28R	B	Runway/Taxiway Maintenance	Yes
8/13/2022 10:39	VTE501	N16501	E135	3255	28L	R	Runway/Taxiway Maintenance	Yes
8/13/2022 10:51			E55P	6376	28R	B	Runway/Taxiway Maintenance	Yes
8/13/2022 11:46	EJA686	N686QS	C56X	6306	28L	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	99	
9/23/2022 13:28	TWY308	N135SM	CL60	3332	28L	B	Safety/Emergency	Yes
						Safety/Emergency	1	
8/4/2022 12:29	N881VP	N881VP	C56X	361	28L	B	System Error	Yes
8/4/2022 11:25			GLF4	3356	28L	B	System Error	Yes
7/1/2022 12:34	N550GB	N550GB	C501	3322	28R	B	System Error	Yes
8/7/2022 16:15	N604SG	N604SG	CL60	4537	28R	B	System Error	Yes
						System Error	4	
						Grand Count	389	

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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
9/18/2022 22:01	USC102	N220CK	LJ35	7334	10L	B	Lifeguard Medical	Yes
						Lifeguard Medical	1	
9/18/2022 8:22	N656PS	N656PS	C550	3573	10L	B	Pilot Requested	No
9/18/2022 12:18			C25A	4557	10L	B	Pilot Requested	No
9/18/2022 19:24			GLF5	3263	10R	B	Pilot Requested	No
9/18/2022 18:28	FTH907	N907TX	C750	605	10R	B	Pilot Requested	No
9/18/2022 18:02			C25B	4224	10R	B	Pilot Requested	No
9/18/2022 16:43	N777ZL	N777ZL	FA50	552	10L	B	Pilot Requested	No
9/18/2022 15:53			GLF5	4225	10R	B	Pilot Requested	No
9/18/2022 15:09	N656SM	N656SM	C25B	4013	10L	B	Pilot Requested	No
						Pilot Requested	8	
9/18/2022 20:14	EJA147	N147QS	GLEK	2401	10R	B	Southeast/Runway Capacity	Yes
9/18/2022 20:19			H25B	7377	10R	B	Southeast/Runway Capacity	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/18/2022 21:09			LJ60	1440	10R	B	Southeast/Runway Capacity	Yes
9/18/2022 13:30	N720EE	N720EE	E55P	6712	10L	B	Southeast/Runway Capacity	Yes
9/18/2022 21:15	PXT750	N750NG	C750	4544	10R	B	Southeast/Runway Capacity	Yes
9/18/2022 13:18	GDG626	N626NT	F2TH	4506	10R	B	Southeast/Runway Capacity	Yes
9/18/2022 21:48			C25A	4505	10R	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	7	
						Grand Count	16	

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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
8/16/2022 21:46	28R	BYF69	N169SP	BE55	322	Air Traffic Conflict	Yes
8/15/2022 10:48	33	N20506	N20506	M20T	354	Air Traffic Conflict	Yes
7/15/2022 11:08	28R	N292NG	N294NG	PC12	375	Air Traffic Conflict	Yes
8/7/2022 17:56	28R	N80912	N80912	C172	332	Air Traffic Conflict	Yes
8/11/2022 17:33	28R	N68459	N68459	C152	332	Air Traffic Conflict	Yes
8/6/2022 16:14	PAD1	REH18	N892CS	EC35	362	Air Traffic Conflict	Yes
7/11/2022 10:43	PAD1			B407	346	Air Traffic Conflict	Yes
9/15/2022 16:49	PAD1	REH07	N314RX	EC35	330	Air Traffic Conflict	Yes
9/14/2022 12:39	28R	N930YZ	N930YZ	TBM7	353	Air Traffic Conflict	Yes
8/11/2022 13:08	PAD1			H500	377	Air Traffic Conflict	Yes
7/1/2022 15:22	PAD1	CMD08	N838CS	EC35	365	Air Traffic Conflict	Yes
8/27/2022 10:46	PAD1			B407	371	Air Traffic Conflict	Yes
9/26/2022 14:28	28R	BXR8603	N106VE	C208	332	Air Traffic Conflict	Yes
8/19/2022 13:45	33	N252YC	N252YC	M20T	354	Air Traffic Conflict	Yes
9/20/2022 11:02	28R	N553TP	N553TP	P28A	372	Air Traffic Conflict	Yes
7/6/2022 11:40	33	N52789	N52789	C172	322	Air Traffic Conflict	Yes
7/4/2022 13:14	PAD1			B407	314	Air Traffic Conflict	Yes
8/29/2022 16:59	28R	BXR8603	N121HA	C208	357	Air Traffic Conflict	Yes
8/27/2022 12:19	33	N3959L	N3959L	C172	335	Air Traffic Conflict	Yes
					Air Traffic Conflict	18	
9/4/2022 17:55	PAD1	CMD8	N838CS	EC35	346	Lifeguard Medical	Yes
7/1/2022 11:39	PAD1	CMD8	N838CS	EC35	355	Lifeguard Medical	Yes
7/25/2022 11:16	PAD1			B407	313	Lifeguard Medical	Yes
9/9/2022 12:21	PAD1	CMD8	N838CS	EC35	320	Lifeguard Medical	Yes
7/30/2022 13:32	PAD1	CMD08	N838CS	EC35	340	Lifeguard Medical	Yes
9/23/2022 10:23	PAD1			B407	342	Lifeguard Medical	Yes
9/28/2022 19:01	PAD1	CMD08	N838CS	EC35	346	Lifeguard Medical	Yes
8/28/2022 1:00	PAD1	CMD8	N838CS	EC35	317	Lifeguard Medical	Yes
7/15/2022 13:38	PAD1	CMD8	N838CS	EC35	367	Lifeguard Medical	Yes
					Lifeguard Medical	9	
7/11/2022 10:10	28R	N877JB	N877JB	C421	314	Not Acceptable	No
9/17/2022 13:30	28L	N194SP	N194SP	C172	337	Not Acceptable	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
8/20/2022 12:03	28R	BYF21	N21591	C172	375	Not Acceptable	No
					Not Acceptable	3	
7/3/2022 16:58	28R	N11308	N11308	C150	357	Touch & Go Training	No
8/27/2022 10:19	28R	N22QT	N22QT	DA40	317	Touch & Go Training	No
					Touch & Go Training	2	
9/14/2022 9:55	PAD1	N145TN	N145TN	EC45	362	VFR Departure	No
9/7/2022 13:49	28R	N8823J	N8823J	P28A	366	VFR Departure	No
9/7/2022 7:41	28L	BXR8604	N121HA	C208	324	VFR Departure	No
9/2/2022 19:29	28R	N7778Y	N7778Y	PA30	1200	VFR Departure	No
9/1/2022 21:28	28R	N727SL	N727SL	SR22	335	VFR Departure	No
8/18/2022 14:34	28R	N795MM	N795MM	PC12	355	VFR Departure	No
8/11/2022 22:51	28R	N7181A	N7181A	C172	334	VFR Departure	No
8/10/2022 11:01	28R	N33YM	N33YM	BE33	376	VFR Departure	No
8/8/2022 11:25	PAD1			B407	376	VFR Departure	No
8/7/2022 10:41	PAD1			B407	336	VFR Departure	No
8/5/2022 15:30	PAD1	MCY34	N579AM	EC35	373	VFR Departure	No
8/4/2022 11:31	PAD1			B407	320	VFR Departure	No
7/23/2022 12:30	28R	N2798C	N2798C	C82R	357	VFR Departure	No
7/22/2022 19:25	28R			BE20	320	VFR Departure	No
7/18/2022 21:55	28R	N41459	N41459	P28A	374	VFR Departure	No
7/18/2022 21:46	28R	BYF5	N65613	C152	323	VFR Departure	No
7/15/2022 13:00	28R	NGF7729	N8034Z	P32R	330	VFR Departure	No
7/11/2022 13:52	28R	N1868H	N1868H	P28A	315	VFR Departure	No
7/7/2022 19:44	28R	N360FV	N360FV	BE36	356	VFR Departure	No
7/1/2022 11:51	PAD1			B407	364	VFR Departure	No
					VFR Departure	20	
						1	
					Grand Count	53	

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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
8/17/2022 6:41	N8134Q	N8134Q	C414	5344	28R	Compliant Operation	Yes
					Compliant Operation	1	
8/4/2022 2:35	CHP32	N982HP	AS50	5327	PAD1	Law Enforcement	Yes
9/11/2022 0:58	CHP30	N981HP	AS50	5367	PAD1	Law Enforcement	Yes
					Law Enforcement	2	
7/10/2022 0:21	LN509RP	N509RP	C550	4246	28R	Lifeguard Medical	Yes
7/11/2022 23:48	LN561SR	N561SR	C560	4252	28L	Lifeguard Medical	Yes
7/12/2022 4:56	LN556AL	N556AL	BE20	4231	28R	Lifeguard Medical	Yes
7/17/2022 22:26	LN330GV	N330GV	E55P	4243	28R	Lifeguard Medical	Yes
7/18/2022 0:04	REH50	N911RX	BE20	3272	28R	Lifeguard Medical	Yes
7/18/2022 6:07	REH50	N911RX	BE20	4206	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
7/20/2022 3:41	REH3	N31RX	EC35	4511	PAD1	Lifeguard Medical	Yes
7/22/2022 22:43	CMD8	N838CS	EC35	5362	PAD1	Lifeguard Medical	Yes
7/25/2022 23:16	CMD8	N838CS	EC35	5320	PAD1	Lifeguard Medical	Yes
7/26/2022 2:10	LN991GT	N991GT	BE9L	4516	28R	Lifeguard Medical	Yes
7/28/2022 23:10	LN55FJ	N55FJ	LJ55	3272	28L	Lifeguard Medical	Yes
7/29/2022 2:49	LN991GT	N991GT	BE9L	4245	28R	Lifeguard Medical	Yes
7/29/2022 6:26	LN581HC	N581HC	C25C	3274	28R	Lifeguard Medical	Yes
8/6/2022 2:47	CMD70	N370CS	BE20	4273	28R	Lifeguard Medical	Yes
8/8/2022 1:45	LN54DD	N54DD	C560	3310	28R	Lifeguard Medical	Yes
8/8/2022 5:46	LN54DD	N54DD	C560	4253	28R	Lifeguard Medical	Yes
8/12/2022 3:53	LN581HC	N581HC	C25C	3272	28R	Lifeguard Medical	Yes
8/13/2022 2:52	LN904LR	N904LR	C560	4222	28L	Lifeguard Medical	Yes
8/13/2022 6:36	LN991GT	N991GT	BE9L	4270	28R	Lifeguard Medical	Yes
8/14/2022 1:27	SJA600	N600HR	C525	3312	28R	Lifeguard Medical	Yes
8/16/2022 22:08	LN556AL	N556AL	BE20	4556	28R	Lifeguard Medical	Yes
8/18/2022 0:32	LN810BE	N810BE	C560	3241	28R	Lifeguard Medical	Yes
8/19/2022 3:31	CMD12	N893CS	EC35	4524	PAD1	Lifeguard Medical	Yes
8/19/2022 5:23	LN204JS	N204JS	BE20	4575	28R	Lifeguard Medical	Yes
8/20/2022 2:18	CMD70	N911RX	BE20	4555	28R	Lifeguard Medical	Yes
8/21/2022 23:47	LN556AL	N556AL	BE20	4524	28R	Lifeguard Medical	Yes
8/23/2022 6:30	LN204JS	N204JS	BE20	4550	28R	Lifeguard Medical	Yes
8/25/2022 4:47	REH50	N913RX	BE20	4266	28R	Lifeguard Medical	Yes
8/28/2022 1:00	CMD8	N838CS	EC35	317	PAD1	Lifeguard Medical	Yes
9/14/2022 4:05	N74HT	N74HT	LJ60	3363	28L	Lifeguard Medical	Yes
9/16/2022 22:56			BE9L	4274	28R	Lifeguard Medical	Yes
9/17/2022 22:25	LN561SR	N561SR	C560	3250	28R	Lifeguard Medical	Yes
9/18/2022 1:11			C25A	3364	28R	Lifeguard Medical	Yes
9/21/2022 3:38	LN904LR	N904LR	C560	3205	28L	Lifeguard Medical	Yes
9/21/2022 4:25	LN897MD	N897MD	C525	3220	28R	Lifeguard Medical	Yes
9/24/2022 4:10	LN561SR	N561SR	C560	3236	28R	Lifeguard Medical	Yes
9/26/2022 22:31	LN556AL	N556AL	BE20	3220	28R	Lifeguard Medical	Yes
7/7/2022 22:55	LN54DD	N54DD	C560	3231	28R	Lifeguard Medical	Yes
7/7/2022 6:17	KFS133	KFS133	LJ35	3227	28L	Lifeguard Medical	Yes
7/4/2022 23:14	CMD70	N370CS	BE20	4565	28R	Lifeguard Medical	Yes
7/4/2022 23:27	USC240	N220CK	LJ35	3240	28R	Lifeguard Medical	Yes
					Lifeguard Medical	41	
7/8/2022 6:45	N2774T	N2774T	BE35	4203	33	Not Acceptable	No
9/10/2022 22:33	BYF41	N1483L	C182	4577	28R	Not Acceptable	No
9/18/2022 22:42			GLF4	3221	10R	Not Acceptable	No
9/18/2022 23:15	N795MM	N795MM	PC12	361	10L	Not Acceptable	No
					Not Acceptable	4	
7/27/2022 22:58			GLF4	3305	28R	Pilot Requested	No
9/14/2022 3:50			BE9L	3331	28R	Pilot Requested	No
9/23/2022 6:19	FTH513	N513JB	C750	3355	28L	Pilot Requested	No
					Pilot Requested	3	
7/25/2022 5:34	SWA2831	N8743K	B38M	3227	28L	RWY 30 Routine Closure	Yes
8/22/2022 0:50	AAY33	N206NV	A320	3371	28L	RWY 30 Routine Closure	Yes
8/15/2022 2:50	N116AA	N116AA	C25B	3356	28R	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
7/25/2022 5:24	SWA2032	N7868K	B737	3374	28L	RWY 30 Routine Closure	Yes
7/25/2022 5:23	SWA2015	N746SW	B737	3207	28L	RWY 30 Routine Closure	Yes
7/25/2022 5:08	SWA1974	N7863A	B737	3301	28L	RWY 30 Routine Closure	Yes
7/25/2022 2:09	SJA600	N600HR	C525	3211	28R	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	7	
7/11/2022 5:18	SWA1974	N7857B	B737	3224	28L	Runway Maintenance	Yes
7/11/2022 0:50	SWA2096	N229WN	B737	3714	28L	Runway Maintenance	Yes
					Runway Maintenance	2	
8/8/2022 0:56			GLF4	4246	28L	Runway/Taxiway Maintenance	Yes
					Runway/Taxiway Maintenance	1	
7/10/2022 6:49	N660RB	N660RB	E55P	4230	28R	Strraight-out Departure	No
9/15/2022 4:12	N149MF	N149MF	BE9L	3233	28R	Strraight-out Departure	No
9/26/2022 22:33			E55P	3241	28R	Strraight-out Departure	No
					Strraight-out Departure	3	
7/4/2022 22:01	GRP43	N43GV	GLF5	3237	28L	Time Buffer	Yes
7/13/2022 6:53	N5888P	N5888P	PA24	4523	33	Time Buffer	Yes
7/19/2022 22:09			LJ35	6361	28L	Time Buffer	Yes
7/20/2022 6:58	BXR8604	N208HW	C208	4235	28L	Time Buffer	Yes
7/30/2022 22:05			PC12	3363	28R	Time Buffer	Yes
8/9/2022 6:59			S22T	4552	28R	Time Buffer	Yes
8/12/2022 6:53	BXR8604	N121HA	C208	4261	28L	Time Buffer	Yes
8/25/2022 6:59	PCM8679	N892FE	C208	4577	28L	Time Buffer	Yes
9/16/2022 6:57			PC12	3224	28R	Time Buffer	Yes
					Time Buffer	9	
7/1/2022 6:43	PCM8711	N891FE	C208	4557	28L	Wide Salad	No
7/1/2022 23:13			BE20	4520	28R	Wide Salad	No
7/3/2022 6:31	N886JM	N886JM	S22T	6345	28R	Wide Salad	No
7/7/2022 5:19	N246PH	N246PH	BE20	4537	28R	Wide Salad	No
7/10/2022 0:26			PC12	4243	28L	Wide Salad	No
7/12/2022 6:35	PCM8711	N768FE	C208	4541	28L	Wide Salad	No
7/12/2022 23:44	N911SF	N911SF	BE20	4277	28R	Wide Salad	No
7/13/2022 6:43	PCM8711	N920FE	C208	4570	28L	Wide Salad	No
7/14/2022 6:36	PCM8711	N768FE	C208	4574	28L	Wide Salad	No
8/2/2022 2:25			BE9T	4526	28R	Wide Salad	No
8/5/2022 5:18			BE30	4540	28L	Wide Salad	No
8/6/2022 6:29			BE9T	4250	28R	Wide Salad	No
8/11/2022 22:51	N7181A	N7181A	C172	334	28R	Wide Salad	No
8/18/2022 6:13			PC12	3371	28R	Wide Salad	No
8/22/2022 6:26			BE9L	4517	28R	Wide Salad	No
8/25/2022 22:26	PKW833	N852DR	SW4	3264	28R	Wide Salad	No
8/29/2022 4:18	N243AM	N243AM	HELO	3242	PAD1	Wide Salad	No
8/31/2022 0:03	N912MF	N912MF	BE20	3237	28R	Wide Salad	No
9/11/2022 5:58			PC12	3276	28R	Wide Salad	No
9/11/2022 22:22			BE9T	3344	28R	Wide Salad	No
9/16/2022 22:57	N415DL	N415DL	PC12	3325	28R	Wide Salad	No
9/21/2022 6:42	N64FE	N64FE	B350	3333	28R	Wide Salad	No
9/22/2022 3:41	N204JS	N204JS	BE20	4253	28R	Wide Salad	No
9/22/2022 23:02			BE20	4542	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
9/23/2022 23:55	N748ME	N748ME	PC12	3250	28R	Wide Salad	No
9/27/2022 23:25	N243AM	N243AM	B200	3344	28R	Wide Salad	No
					Wide Salad	27	
					Grand Count	100	

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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
7/1/2022 6:44	4	79.3	84.9	14	PCM8711	N891FE	C208	28L
7/1/2022 6:45	5	77.7	83.3	11	PCM8711	N891FE	C208	28L
7/1/2022 6:45	8	75	81	7	PCM8711	N891FE	C208	28L
7/1/2022 23:14	4	79.2	84.1	12			BE20	28R
7/1/2022 23:14	5	72.5	80	10			BE20	28R
7/3/2022 5:08	4	72.5	80.1	14			PC12	28R
7/3/2022 6:32	4	80.4	86.8	18	N886JM	N886JM	S22T	28R
7/3/2022 6:33	8	71.9	81.2	14	N886JM	N886JM	S22T	28R
7/3/2022 6:33	3	73.2	80.2	15	N886JM	N886JM	S22T	28R
7/4/2022 22:00	2	76.1	80.2	33	GRP43	N43GV	GLF5	28L
7/4/2022 22:00	12	79.1	89	33	GRP43	N43GV	GLF5	28L
7/4/2022 22:01	6	76.1	86.2	41	GRP43	N43GV	GLF5	28L
7/4/2022 22:01	4	79	87.2	30	GRP43	N43GV	GLF5	28L
7/4/2022 22:01	5	79.8	88.4	28	GRP43	N43GV	GLF5	28L
7/4/2022 22:01	7	73.1	83.3	24	GRP43	N43GV	GLF5	28L
7/4/2022 23:14	4	78.5	83.8	13	CMD70	N370CS	BE20	28R
7/4/2022 23:28	4	83.8	88.8	19	USC240	N220CK	LJ35	28R
7/4/2022 23:28	5	74	83	19	USC240	N220CK	LJ35	28R
7/4/2022 23:28	6	76.9	84.7	20	USC240	N220CK	LJ35	28R
7/4/2022 23:28	7	72.8	81.1	16	USC240	N220CK	LJ35	28R
7/7/2022 5:19	4	81.2	85.6	14	N246PH	N246PH	BE20	28R
7/7/2022 5:19	5	74.6	80.6	11	N246PH	N246PH	BE20	28R
7/7/2022 6:17	4	84.4	88	20	KFS133	KFS133	LJ35	28L
7/7/2022 6:17	5	87.4	93.4	19	KFS133	KFS133	LJ35	28L
7/7/2022 6:17	6	84.5	91.5	21	KFS133	KFS133	LJ35	28L
7/7/2022 6:17	7	76.5	84.8	23	KFS133	KFS133	LJ35	28L
7/7/2022 22:56	4	83.1	90.7	26	LN54DD	N54DD	C560	28R
7/7/2022 22:56	5	85.4	92.1	24	LN54DD	N54DD	C560	28R
7/7/2022 22:56	6	80.3	89.1	30	LN54DD	N54DD	C560	28R
7/7/2022 22:56	7	75.3	83.6	24	LN54DD	N54DD	C560	28R
7/8/2022 6:46	8	71.3	82.8	25	N2774T	N2774T	BE35	33
7/8/2022 6:46	3	83.6	88.5	21	N2774T	N2774T	BE35	33
7/10/2022 0:21	4	82.6	91.2	20	LN509RP	N509RP	C550	28R
7/10/2022 0:21	5	80.6	88.9	16	LN509RP	N509RP	C550	28R
7/10/2022 0:21	6	77.2	84.5	26	LN509RP	N509RP	C550	28R
7/10/2022 0:22	7	73.3	82.5	25	LN509RP	N509RP	C550	28R
7/10/2022 0:27	5	73.3	80.6	13			PC12	28L
7/10/2022 5:48	4	76.4	82	11	N17VA	N17VA	BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/11/2022 0:50	4	83.8	90.2	21	SWA2096	N229WN	B737	28L
7/11/2022 0:50	5	85.7	92.8	20	SWA2096	N229WN	B737	28L
7/11/2022 0:50	6	82.2	91	31	SWA2096	N229WN	B737	28L
7/11/2022 0:51	7	78.9	88.4	24	SWA2096	N229WN	B737	28L
7/11/2022 5:19	4	86.4	94.4	35	SWA1974	N7857B	B737	28L
7/11/2022 5:19	5	90.9	97.8	38	SWA1974	N7857B	B737	28L
7/11/2022 5:19	6	88.2	95.9	38	SWA1974	N7857B	B737	28L
7/11/2022 5:19	8	71.5	82.4	23	SWA1974	N7857B	B737	28L
7/11/2022 5:19	7	83.2	92.2	33	SWA1974	N7857B	B737	28L
7/11/2022 23:48	4	73.3	81.3	22	LN561SR	N561SR	C560	28L
7/11/2022 23:48	5	78.4	86.4	20	LN561SR	N561SR	C560	28L
7/11/2022 23:48	6	74.9	83.6	24	LN561SR	N561SR	C560	28L
7/12/2022 4:57	4	79.9	83.8	11	LN556AL	N556AL	BE20	28R
7/12/2022 4:57	8	74.2	80.2	7	LN556AL	N556AL	BE20	28R
7/12/2022 6:37	5	78.8	85.1	14	PCM8711	N768FE	C208	28L
7/12/2022 6:37	6	79.2	83.3	14	PCM8711	N768FE	C208	28L
7/12/2022 6:37	8	73.4	80.6	8	PCM8711	N768FE	C208	28L
7/12/2022 23:45	4	79.3	84.1	13	N911SF	N911SF	BE20	28R
7/12/2022 23:45	6	75.5	80.5	14	N911SF	N911SF	BE20	28R
7/13/2022 6:44	4	76	83.7	16	PCM8711	N920FE	C208	28L
7/13/2022 6:44	5	80.4	85.1	10	PCM8711	N920FE	C208	28L
7/14/2022 6:37	4	76.9	83.8	17	PCM8711	N768FE	C208	28L
7/14/2022 6:37	5	78.6	83.5	11	PCM8711	N768FE	C208	28L
7/14/2022 6:38	8	75.3	82	8	PCM8711	N768FE	C208	28L
7/16/2022 6:42	4	74	83.1	24	N734BN	N734BN	C172	28R
7/17/2022 22:27	4	83.5	90.5	22	LN330GV	N330GV	E55P	28R
7/17/2022 22:27	5	81.5	89.6	24	LN330GV	N330GV	E55P	28R
7/17/2022 22:27	6	79.6	87.7	22	LN330GV	N330GV	E55P	28R
7/17/2022 22:27	7	73	82.5	22	LN330GV	N330GV	E55P	28R
7/18/2022 0:05	4	78.5	83.2	12	REH50	N911RX	BE20	28R
7/18/2022 0:05	5	79.3	82.7	9	REH50	N911RX	BE20	28R
7/18/2022 6:08	4	80.8	84.6	11	REH50	N911RX	BE20	28R
7/18/2022 6:08	5	75.1	80.2	8	REH50	N911RX	BE20	28R
7/19/2022 22:09	4	80.2	88.2	22			LJ35	28L
7/19/2022 22:09	5	85.5	91.8	17			LJ35	28L
7/19/2022 22:09	6	84.9	91	18			LJ35	28L
7/19/2022 22:09	7	77.2	84.9	15			LJ35	28L
7/20/2022 0:30	4	76.9	82.1	15	BXR494	N208PG	C208	28R
7/20/2022 6:58	10	77.3	88.5	67	BXR8604	N208HW	C208	28L
7/20/2022 6:59	4	75.4	82.3	16	BXR8604	N208HW	C208	28L
7/20/2022 6:59	8	78	84.1	16	BXR8604	N208HW	C208	28L
7/21/2022 6:15	4	76.9	83.2	14	PCM8709	N930FE	C208	28L
7/25/2022 2:10	4	85	91.8	17	SJA600	N600HR	C525	28R
7/25/2022 2:10	5	77.6	85.7	18	SJA600	N600HR	C525	28R
7/25/2022 2:10	6	80.3	87	19	SJA600	N600HR	C525	28R
7/25/2022 2:10	7	79.3	85.3	17	SJA600	N600HR	C525	28R
7/25/2022 5:09	4	88.9	95.7	27	SWA1974	N7863A	B737	28L
7/25/2022 5:09	5	90.2	97.2	29	SWA1974	N7863A	B737	28L
7/25/2022 5:09	6	84.7	93.7	32	SWA1974	N7863A	B737	28L
7/25/2022 5:09	8	73	82.9	26	SWA1974	N7863A	B737	28L
7/25/2022 5:09	7	82.1	90.8	28	SWA1974	N7863A	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/25/2022 5:24	4	86.3	93.7	25	SWA2015	N746SW	B737	28L
7/25/2022 5:24	5	87.7	95.5	28	SWA2015	N746SW	B737	28L
7/25/2022 5:24	6	84.6	93.3	31	SWA2015	N746SW	B737	28L
7/25/2022 5:24	7	81.3	90.3	25	SWA2015	N746SW	B737	28L
7/25/2022 5:25	4	84.7	91.8	23	SWA2032	N7868K	B737	28L
7/25/2022 5:25	5	86.1	93.9	23	SWA2032	N7868K	B737	28L
7/25/2022 5:25	6	82.8	91	28	SWA2032	N7868K	B737	28L
7/25/2022 5:26	7	78.5	88.3	25	SWA2032	N7868K	B737	28L
7/25/2022 5:35	4	84.6	92.2	21	SWA2831	N8743K	B38M	28L
7/25/2022 5:35	5	86.5	94.4	23	SWA2831	N8743K	B38M	28L
7/25/2022 5:35	6	81.3	90.6	28	SWA2831	N8743K	B38M	28L
7/25/2022 5:35	7	77.1	86.8	25	SWA2831	N8743K	B38M	28L
7/26/2022 2:10	4	74	80.8	11	LN991GT	N991GT	BE9L	28R
7/27/2022 22:58	4	80	87.5	19			GLF4	28R
7/27/2022 22:58	5	79.2	86.5	24			GLF4	28R
7/27/2022 22:58	6	75.6	83.4	20			GLF4	28R
7/28/2022 23:10	2	71.4	80.4	28	LN55FJ	N55FJ	LJ55	28L
7/28/2022 23:10	4	81.3	87.9	27	LN55FJ	N55FJ	LJ55	28L
7/28/2022 23:10	5	89.5	95.2	20	LN55FJ	N55FJ	LJ55	28L
7/28/2022 23:11	6	82.2	91	31	LN55FJ	N55FJ	LJ55	28L
7/28/2022 23:11	7	73.1	83.7	31	LN55FJ	N55FJ	LJ55	28L
7/29/2022 2:50	4	77.6	83	13	LN991GT	N991GT	BE9L	28R
7/29/2022 6:26	4	84	90.1	21	LN581HC	N581HC	C25C	28R
7/29/2022 6:27	5	74.7	83.8	20	LN581HC	N581HC	C25C	28R
7/29/2022 6:27	6	74.3	83.5	23	LN581HC	N581HC	C25C	28R
7/29/2022 23:12	5	70.6	80.2	30			P210	28R
7/29/2022 23:12	4	80.4	86.1	15			P210	28R
7/29/2022 23:13	8	75.1	82.1	11			P210	28R
7/29/2022 23:15	14	71.1	83.3	39			P210	28R
7/30/2022 22:05	6	81.3	85.5	32			PC12	28R
7/30/2022 22:06	4	73	80.1	14			PC12	28R
7/30/2022 22:06	6	98.5	105.5	38			PC12	28R
8/1/2022 22:22	6	78.8	88.3	80			BE9L	28R
8/1/2022 22:23	6	93.7	101.7	80			BE9L	28R
8/1/2022 22:58	6	96.3	106	80	N903PJ	N903PJ	PC12	28L
8/2/2022 2:26	4	78.1	84.8	16			BE9T	28R
8/2/2022 2:26	6	96.4	105	32			BE9T	28R
8/2/2022 6:39	6	95.3	105.8	80	PCM8711	N891FE	C208	28L
8/3/2022 3:12	6	99.2	106	39	AIP338	N170GL	B190	28R
8/3/2022 3:12	4	74.5	81.1	11	AIP338	N170GL	B190	28R
8/3/2022 6:28	4	74.1	82.1	18	N494KC	N494KC	PC12	28R
8/4/2022 6:51	6	86.4	93.4	80	PCM8679	N892FE	C208	28L
8/5/2022 5:18	6	83.3	89.8	80			BE30	28L
8/5/2022 5:19	6	103.6	112	80			BE30	28L
8/5/2022 5:19	5	75.9	80.9	11			BE30	28L
8/5/2022 6:59	6	85	91.5	80	PCM8710	N969FE	C208	28L
8/5/2022 7:00	6	97.5	108.9	80	PCM8710	N969FE	C208	28L
8/6/2022 2:47	6	101.5	106.9	76	CMD70	N370CS	BE20	28R
8/6/2022 2:48	4	76.9	82.7	14	CMD70	N370CS	BE20	28R
8/6/2022 2:48	5	74.1	80.4	10	CMD70	N370CS	BE20	28R
8/6/2022 6:29	6	104.5	110.9	80			BE9T	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
8/6/2022 6:29	4	76.2	82.9	15			BE9T	28R
8/8/2022 0:56	6	116.9	123.4	80			GLF4	28L
8/8/2022 0:57	4	79.4	87.4	17			GLF4	28L
8/8/2022 0:57	5	85.7	91.4	20			GLF4	28L
8/8/2022 0:57	7	73.7	82.8	21			GLF4	28L
8/8/2022 0:58	6	85	94.1	55			GLF4	28L
8/8/2022 1:45	6	117.6	126.3	80	LN54DD	N54DD	C560	28R
8/8/2022 1:45	4	82	92.3	31	LN54DD	N54DD	C560	28R
8/8/2022 1:45	5	82.7	91.5	38	LN54DD	N54DD	C560	28R
8/8/2022 1:46	7	73.9	84.4	25	LN54DD	N54DD	C560	28R
8/8/2022 5:47	6	107.9	118.1	80	LN54DD	N54DD	C560	28R
8/8/2022 5:47	4	75.8	84.7	26	LN54DD	N54DD	C560	28R
8/8/2022 5:47	5	73	82.7	21	LN54DD	N54DD	C560	28R
8/8/2022 5:47	7	75.1	83.4	25	LN54DD	N54DD	C560	28R
8/9/2022 6:57	6	98.5	106.6	80	PCM8710	N969FE	C208	28L
8/9/2022 6:58	6	96	104.6	80	PCM8710	N969FE	C208	28L
8/9/2022 6:59	6	100.7	108.8	80			S22T	28R
8/9/2022 7:00	8	72.6	83.5	27			S22T	28R
8/10/2022 6:58	6	85.8	93.1	80	PCM8679	N891FE	C208	28L
8/11/2022 6:51	6	86.7	92.4	35	PCM8679	N891FE	C208	28L
8/11/2022 22:52	6	73.5	84.9	80	N7181A	N7181A	C172	28R
8/11/2022 22:53	4	75.7	83.4	17	N7181A	N7181A	C172	28R
8/11/2022 22:53	6	94.4	105.4	80	N7181A	N7181A	C172	28R
8/12/2022 3:54	6	114	122	80	LN581HC	N581HC	C25C	28R
8/12/2022 3:54	4	84.8	91	20	LN581HC	N581HC	C25C	28R
8/12/2022 3:54	5	81.9	89.2	19	LN581HC	N581HC	C25C	28R
8/12/2022 3:54	7	75.5	83.6	16	LN581HC	N581HC	C25C	28R
8/12/2022 6:32	6	95.2	100.8	80			BE9T	28R
8/12/2022 6:54	6	97.4	106.2	80	BXR8604	N121HA	C208	28L
8/13/2022 2:53	4	81	88.9	26	LN904LR	N904LR	C560	28L
8/13/2022 2:53	5	90.3	96.3	23	LN904LR	N904LR	C560	28L
8/13/2022 2:53	6	85.6	93.3	25	LN904LR	N904LR	C560	28L
8/13/2022 2:53	7	76.3	85.8	22	LN904LR	N904LR	C560	28L
8/13/2022 6:37	4	77.4	82.3	13	LN991GT	N991GT	BE9L	28R
8/14/2022 1:28	4	89.5	94.4	15	SJA600	N600HR	C525	28R
8/14/2022 1:28	5	76	83.4	14	SJA600	N600HR	C525	28R
8/14/2022 1:28	6	76.6	84.7	21	SJA600	N600HR	C525	28R
8/14/2022 1:28	7	79.2	87	18	SJA600	N600HR	C525	28R
8/14/2022 6:39	4	75.4	81.5	25	LN991GT	N991GT	BE9L	28R
8/15/2022 2:50	4	82.6	89.3	18	N116AA	N116AA	C25B	28R
8/15/2022 2:50	5	81.5	89.2	19	N116AA	N116AA	C25B	28R
8/15/2022 2:50	6	78.4	86.4	23	N116AA	N116AA	C25B	28R
8/15/2022 2:50	7	72.4	81.4	19	N116AA	N116AA	C25B	28R
8/16/2022 22:09	4	79.2	84.1	11	LN556AL	N556AL	BE20	28R
8/17/2022 6:42	4	73.2	80.4	16	N8134Q	N8134Q	C414	28R
8/18/2022 0:32	4	83.2	92	28	LN810BE	N810BE	C560	28R
8/18/2022 0:32	5	84.1	92.5	32	LN810BE	N810BE	C560	28R
8/18/2022 0:33	6	81.2	91.2	38	LN810BE	N810BE	C560	28R
8/18/2022 0:33	7	77	86.8	31	LN810BE	N810BE	C560	28R
8/18/2022 6:14	4	75.4	82.3	16			PC12	28R
8/19/2022 5:23	4	81.1	84.8	10	LN204JS	N204JS	BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
8/19/2022 6:53	4	76.1	81.3	9	PCM8710	N969FE	C208	28L
8/20/2022 2:19	4	78	82.6	11	CMD70	N911RX	BE20	28R
8/21/2022 23:47	4	77.9	82	11	LN556AL	N556AL	BE20	28R
8/22/2022 0:51	4	81.8	91.2	26	AAV33	N206NV	A320	28L
8/22/2022 0:51	5	84.4	92.6	26	AAV33	N206NV	A320	28L
8/22/2022 0:51	6	78.7	88.7	32	AAV33	N206NV	A320	28L
8/22/2022 0:51	7	75.9	86.1	23	AAV33	N206NV	A320	28L
8/23/2022 6:31	4	85	87.6	11	LN204JS	N204JS	BE20	28R
8/23/2022 6:31	8	75.4	80.3	6	LN204JS	N204JS	BE20	28R
8/25/2022 4:48	4	80.6	85.7	13	REH50	N913RX	BE20	28R
8/25/2022 4:48	5	80.4	84.6	12	REH50	N913RX	BE20	28R
8/25/2022 4:48	6	77.3	82.2	14	REH50	N913RX	BE20	28R
8/25/2022 4:48	7	75.1	80.4	14	REH50	N913RX	BE20	28R
8/25/2022 7:00	4	73.4	80	11	PCM8679	N892FE	C208	28L
8/25/2022 7:01	5	76.8	82.9	13	PCM8679	N892FE	C208	28L
8/25/2022 7:01	6	74.8	82.3	17	PCM8679	N892FE	C208	28L
8/25/2022 22:27	4	79.9	84.5	10	PKW833	N852DR	SW4	28R
8/30/2022 22:09	4	75.9	83.2	15	N4141S	N4141S	BE60	28R
8/31/2022 0:04	4	84	88.5	14	N912MF	N912MF	BE20	28R
8/31/2022 0:04	5	79.1	83.1	10	N912MF	N912MF	BE20	28R
8/31/2022 0:04	8	78.1	84.7	9	N912MF	N912MF	BE20	28R
8/31/2022 0:04	3	74.3	80.1	12	N912MF	N912MF	BE20	28R
9/8/2022 23:47	4	78.6	84.9	17	N937BC	N937BC	S22T	28R
9/9/2022 6:22	4	76.2	83.2	16	BXR1960	N40NE	C208	28L
9/9/2022 6:22	2	79.1	84	14	PCM8709	N844FE	C208	28L
9/9/2022 6:24	4	75.8	83.3	12	PCM8709	N844FE	C208	28L
9/10/2022 22:34	4	71.9	81.1	19	BYF41	N1483L	C182	28R
9/10/2022 22:34	5	73	81.1	19	BYF41	N1483L	C182	28R
9/11/2022 5:59	4	78.7	83.8	16			PC12	28R
9/11/2022 5:59	5	75.4	81.5	13			PC12	28R
9/11/2022 22:23	4	75.7	82.8	14			BE9T	28R
9/12/2022 5:28	9	76.8	86	23			GLF6	10R
9/12/2022 5:28	10	70.8	81.4	25			GLF6	10R
9/14/2022 4:06	4	76.7	84.2	18	N74HT	N74HT	LJ60	28L
9/14/2022 4:06	5	86.8	91.8	19	N74HT	N74HT	LJ60	28L
9/14/2022 4:06	6	80.6	88.1	23	N74HT	N74HT	LJ60	28L
9/14/2022 4:06	7	73.5	82.8	16	N74HT	N74HT	LJ60	28L
9/15/2022 4:13	4	75.8	80.9	11	N149MF	N149MF	BE9L	28R
9/15/2022 6:23	4	74.9	81.2	12	PCM8709	N713FX	C208	28L
9/16/2022 6:58	4	75.5	81.4	13			PC12	28R
9/16/2022 22:58	4	81.1	84.9	10	N415DL	N415DL	PC12	28R
9/17/2022 22:26	4	87.8	95.9	30	LN561SR	N561SR	C560	28R
9/17/2022 22:26	5	82.9	92.5	40	LN561SR	N561SR	C560	28R
9/17/2022 22:26	6	83.1	93	51	LN561SR	N561SR	C560	28R
9/17/2022 22:26	8	71.5	84.5	34	LN561SR	N561SR	C560	28R
9/17/2022 22:26	7	78.3	90	42	LN561SR	N561SR	C560	28R
9/18/2022 1:11	4	83.3	91	33			C25A	28R
9/18/2022 1:12	5	76.9	87.5	33			C25A	28R
9/18/2022 1:12	6	78	87.8	41			C25A	28R
9/18/2022 1:12	8	73.1	81.2	15			C25A	28R
9/18/2022 1:12	7	76.1	84.9	33			C25A	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
9/18/2022 6:31	4	75.1	80.3	9			CL30	10R
9/18/2022 6:31	9	76.8	85.5	23			CL30	10R
9/18/2022 6:32	12	79.7	88.4	34			CL30	10R
9/18/2022 6:32	1	68.8	80.7	30			CL30	10R
9/18/2022 22:42	4	71.6	80.3	17			GLF4	10R
9/18/2022 22:42	9	74.5	83.1	18			GLF4	10R
9/18/2022 22:43	12	73.7	83.4	23			GLF4	10R
9/18/2022 22:52	10	70	80.1	22			GLF5	10R
9/18/2022 22:52	9	78.5	85.3	19			GLF5	10R
9/18/2022 22:52	12	71.5	82.9	32			GLF5	10R
9/21/2022 3:39	4	82.6	90.6	24	LN904LR	N904LR	C560	28L
9/21/2022 3:39	5	86.7	94.5	32	LN904LR	N904LR	C560	28L
9/21/2022 3:39	6	84.9	92.9	37	LN904LR	N904LR	C560	28L
9/21/2022 3:39	7	75.1	85.5	26	LN904LR	N904LR	C560	28L
9/21/2022 4:26	4	81.8	88.4	18	LN897MD	N897MD	C525	28R
9/21/2022 4:26	5	76.6	84.3	17	LN897MD	N897MD	C525	28R
9/21/2022 4:26	6	75.7	84	23	LN897MD	N897MD	C525	28R
9/21/2022 4:26	7	72	81.1	19	LN897MD	N897MD	C525	28R
9/21/2022 6:42	4	73.6	80.8	8	N64FE	N64FE	B350	28R
9/21/2022 6:42	4	80.4	83.8	11	N64FE	N64FE	B350	28R
9/22/2022 3:42	4	77	82.3	9	N204JS	N204JS	BE20	28R
9/22/2022 23:03	4	80.3	85.1	12			BE20	28R
9/23/2022 6:20	4	74.4	81.3	15	FTH513	N513JB	C750	28L
9/23/2022 6:20	5	81.5	87.3	14	FTH513	N513JB	C750	28L
9/23/2022 6:20	6	77.8	84.7	18	FTH513	N513JB	C750	28L
9/23/2022 6:20	7	73.5	81.2	14	FTH513	N513JB	C750	28L
9/23/2022 23:56	4	78.2	82.1	9	N748ME	N748ME	PC12	28R
9/24/2022 4:11	4	82.2	89.7	22	LN561SR	N561SR	C560	28R
9/24/2022 4:11	5	80.5	89.3	29	LN561SR	N561SR	C560	28R
9/24/2022 4:11	6	74.6	84.1	23	LN561SR	N561SR	C560	28R
9/26/2022 22:32	4	80.6	84.1	12	LN556AL	N556AL	BE20	28R
9/26/2022 22:32	8	78.9	84.2	9	LN556AL	N556AL	BE20	28R
9/26/2022 22:34	4	80.7	88.2	24			E55P	28R
9/26/2022 22:34	5	77.4	86.2	26			E55P	28R
9/26/2022 22:34	6	75	84.5	36			E55P	28R
9/27/2022 23:25	4	80.3	84.5	15	N243AM	N243AM	B200	28R
9/27/2022 23:25	5	76.2	81.8	12	N243AM	N243AM	B200	28R
9/27/2022 23:26	6	78.2	84.7	16	N243AM	N243AM	B200	28R
9/28/2022 6:42	4	78.3	84.1	11	PCM8711	N762FE	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
7/7/2022 20:05			C525	B		Not Acceptable	No
7/23/2022 22:13			E55P	B		Not Acceptable	No
8/28/2022 15:27	SWA	SWA2013	B737	J	N231WN	Not Acceptable	No
				Not Acceptable		3	

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
				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
8/23/2022 22:53	SWA	SWA2031	B737	J	N930WN		No
7/6/2022 3:54	FDX	FDX31	B77L	J	N895FD	Air Traffic Conflict	Yes
7/7/2022 5:50	UPS	UPS2945	MD11	J	N286UP	Air Traffic Conflict	Yes
7/7/2022 22:23	SWA	SWA2469	B737	J	N7734H	Air Traffic Conflict	Yes
7/11/2022 6:49	SWA	SWA2831	B738	J	N8600F	Air Traffic Conflict	Yes
7/17/2022 6:27	FDX	FDX690	MD11	J	N623FE	Air Traffic Conflict	Yes
7/21/2022 5:10	SWA	SWA1974	B737	J	N220WN	Air Traffic Conflict	Yes
7/26/2022 22:57	SWA	SWA2031	B738	J	N8633A	Air Traffic Conflict	Yes
7/28/2022 6:36	UPS	UPS2951	A306	J	N163UP	Air Traffic Conflict	Yes
7/31/2022 6:27	SWA	SWA2872	B737	J	N251WN	Air Traffic Conflict	Yes
8/1/2022 6:28	SWA	SWA2872	B737	J	N7737E	Air Traffic Conflict	Yes
8/3/2022 5:56	FDX	FDX9028	B77L	J	N886FD	Air Traffic Conflict	Yes
8/11/2022 6:33	UPS	UPS2633	B763	J	N316UP	Air Traffic Conflict	Yes
8/13/2022 6:09	DAL	DAL2494	BCS1	J	N142DU	Air Traffic Conflict	Yes
8/13/2022 6:18	FDX	FDX9198	B77L	J	N868FD	Air Traffic Conflict	Yes
8/17/2022 6:46	FDX	FDX3103	B763	J	N270FE	Air Traffic Conflict	Yes
8/25/2022 6:21	FDX	FDX3103	B763	J	N266FE	Air Traffic Conflict	Yes
8/27/2022 6:13	DAL	DAL2158	BCS1	J	N116DU	Air Traffic Conflict	Yes
9/1/2022 5:11	SWA	SWA2003	B737	J	N557WN	Air Traffic Conflict	Yes
9/9/2022 6:12	DAL	DAL2158	BCS1	J	N120DU	Air Traffic Conflict	Yes
9/12/2022 23:29	FDX	FDX2605	B763	J	N141FE	Air Traffic Conflict	Yes
9/13/2022 6:33	PXT	PXT680	C680	B	N680PC	Air Traffic Conflict	Yes
9/19/2022 22:16	SWA	SWA2150	B737	J	N436WN	Air Traffic Conflict	Yes
9/21/2022 6:02	UPS	UPS2945	MD11	J	N265UP	Air Traffic Conflict	Yes
9/21/2022 6:12	FDX	FDX3671	A306	J	N659FE	Air Traffic Conflict	Yes
					Air Traffic Conflict	24	
7/11/2022 6:06	SWA	SWA2025	B738	J	N8537Z	Compliant Operation	Yes
7/13/2022 22:54	SWA	SWA2031	B737	J	N219WN	Compliant Operation	Yes
7/26/2022 23:39	FDX	FDX2605	B763	J	N266FE	Compliant Operation	Yes
7/29/2022 5:38	SWA	SWA1998	B38M	J	N8737L	Compliant Operation	Yes
8/6/2022 6:19	FDX	FDX3647	MD11	J	N624FE	Compliant Operation	Yes
8/8/2022 1:14	SWA	SWA8512	B737	J	N425LV	Compliant Operation	Yes
8/23/2022 22:11	SWA	SWA2922	B737	J	N405WN	Compliant Operation	Yes
9/1/2022 5:53	UPS	UPS2955	B763	J	N302UP	Compliant Operation	Yes
9/2/2022 23:44	SWA	SWA2031	B737	J	N7743B	Compliant Operation	Yes
9/8/2022 6:30	SWA	SWA1748	B738	J	N8642E	Compliant Operation	Yes
					Compliant Operation	10	
7/3/2022 5:11	SWA	SWA1974	B737	J	N7729A	Not Acceptable	No
7/5/2022 23:41	FDX	FDX2605	B763	J	N275FE	Not Acceptable	No
7/6/2022 23:33	FDX	FDX2605	B763	J	N138FE	Not Acceptable	No
7/21/2022 4:01	FDX	FDX9077	MD11	J	N608FE	Not Acceptable	No
7/23/2022 22:13			E55P	B		Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
7/28/2022 5:47		N868CB	C25A	B	N868CB	Not Acceptable	No
7/30/2022 6:33	FDX	FDX3671	A306	J	N744FD	Not Acceptable	No
8/2/2022 5:47	EJA	EJA530	C68A	B	N530QS	Not Acceptable	No
8/6/2022 5:13	SWA	SWA3854	B737	J	N760SW	Not Acceptable	No
8/8/2022 0:03	EZE	N41GJ	LJ35	B	N41GJ	Not Acceptable	No
8/13/2022 2:43	FDX	FDX169	MD11	J	N642FE	Not Acceptable	No
8/14/2022 23:03	SWA	SWA1494	B737	J	N7881A	Not Acceptable	No
8/17/2022 5:34	SWA	SWA2032	B737	J	N453WN	Not Acceptable	No
8/19/2022 2:20	FDX	FDX1885	MD11	J	N625FE	Not Acceptable	No
8/25/2022 3:00	FDX	FDX1859	B752	J	N956FD	Not Acceptable	No
8/25/2022 6:36	SWA	SWA1313	B38M	J	N8763L	Not Acceptable	No
8/30/2022 23:06	VOI	VOI903	A320	J	N505VL	Not Acceptable	No
8/31/2022 23:42	FDX	FDX2605	B763	J	N188FE	Not Acceptable	No
9/3/2022 22:33	SWA	SWA4026	B738	J	N8647A	Not Acceptable	No
9/6/2022 23:29		N819AP	GALX	B	N819AP	Not Acceptable	No
9/7/2022 6:49	UPS	UPS2949	MD11	J	N270UP	Not Acceptable	No
9/13/2022 6:34	SWA	SWA8843	B737	J	N950WN	Not Acceptable	No
9/13/2022 6:35	GDG	GDG626	F2TH	B	N626NT	Not Acceptable	No
9/13/2022 22:47	VOI	VOI903	A320	J	XAVLQ	Not Acceptable	No
9/29/2022 0:48	EJA	EJA378	C680	B	N378QS	Not Acceptable	No
					Not Acceptable	25	
8/10/2022 22:49	VOI	VOI903	A320	J	N511VL	Straight-out Departure	No
					Straight-out Departure	1	
7/13/2022 6:57	UPS	UPS2633	B763	J	N347UP	Time Buffer	Yes
7/13/2022 6:59	FDX	FDX435	B77L	J	N861FD	Time Buffer	Yes
7/14/2022 6:51	UPS	UPS2949	MD11	J	N261UP	Time Buffer	Yes
7/14/2022 6:59	FDX	FDX3647	B763	J	N160FE	Time Buffer	Yes
7/15/2022 6:59	FDX	FDX690	B763	J	N117FE	Time Buffer	Yes
7/16/2022 6:58	FDX	FDX433	B77L	J	N851FD	Time Buffer	Yes
7/16/2022 22:07	VOI	VOI5903	A320	J	N514VL	Time Buffer	Yes
7/19/2022 6:55			FA50	B		Time Buffer	Yes
7/22/2022 6:56		N903JP	C510	B	N903JP	Time Buffer	Yes
7/25/2022 6:59	SWA	SWA1489	B737	J	N291WN	Time Buffer	Yes
7/26/2022 6:56	FDX	FDX435	B77L	J	N897FD	Time Buffer	Yes
7/26/2022 22:00	EJA	EJA315	C680	B	N315QS	Time Buffer	Yes
7/29/2022 6:57	SKW	SKW3478	E170	R	N412SY	Time Buffer	Yes
7/30/2022 6:54	FDX	FDX1563	B752	J	N955FD	Time Buffer	Yes
8/2/2022 6:50	FDX	FDX435	MD11	J	N609FE	Time Buffer	Yes
8/4/2022 6:57	FDX	FDX435	MD11	J	N620FE	Time Buffer	Yes
8/6/2022 6:58	FDX	FDX3671	A306	J	N681FE	Time Buffer	Yes
8/10/2022 6:59	FDX	FDX3647	B763	J	N173FE	Time Buffer	Yes
8/14/2022 6:50	EJA	EJA550	C68A	B	N550QS	Time Buffer	Yes
8/16/2022 6:59	SWA	SWA1489	B737	J	N278WN	Time Buffer	Yes
8/17/2022 6:51	SWA	SWA2872	B737	J	N7815L	Time Buffer	Yes
8/17/2022 6:54	FDX	FDX3647	B763	J	N172FE	Time Buffer	Yes
8/17/2022 6:56	FDX	FDX614	DC10	J	N307FE	Time Buffer	Yes
8/18/2022 6:56	FDX	FDX435	MD11	J	N602FE	Time Buffer	Yes
8/23/2022 6:59	FDX	FDX440	B763	J	N141FE	Time Buffer	Yes
8/24/2022 6:57	FDX	FDX3647	B763	J	N197FE	Time Buffer	Yes
8/25/2022 6:57	FDX	FDX3647	B763	J	N172FE	Time Buffer	Yes
8/30/2022 22:10	SWA	SWA2469	B737	J	N950WN	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
8/31/2022 6:54	SWA	SWA2872	B737	J	N933WN	Time Buffer	Yes
8/31/2022 6:59	FDX	FDX440	MD11	J	N613FE	Time Buffer	Yes
9/2/2022 22:06	AAY	AAY292	A319	J	N319NV	Time Buffer	Yes
9/6/2022 6:56	EDG	EDG99	GLF4	B	N9939T	Time Buffer	Yes
9/7/2022 6:59	FDX	FDX435	B77L	J	N851FD	Time Buffer	Yes
9/8/2022 22:04	SWA	SWA2150	B737	J	N424WN	Time Buffer	Yes
9/12/2022 6:58	SWA	SWA1937	B737	J	N7886A	Time Buffer	Yes
9/13/2022 6:59	FDX	FDX435	B77L	J	N848FD	Time Buffer	Yes
9/14/2022 6:57	UPS	UPS2633	B763	J	N326UP	Time Buffer	Yes
9/14/2022 6:58	FDX	FDX435	B77L	J	N848FD	Time Buffer	Yes
9/20/2022 6:57	SWA	SWA990	B737	J	N475WN	Time Buffer	Yes
9/23/2022 6:56	NKS	NKS569	A320	J	N605NK	Time Buffer	Yes
9/24/2022 6:58	SWA	SWA365	B738	J	N8578Q	Time Buffer	Yes
9/27/2022 6:56	FDX	FDX885	MD11	J	N573FE	Time Buffer	Yes
9/28/2022 6:57	FDX	FDX440	MD11	J	N578FE	Time Buffer	Yes
					Time Buffer	43	
						1	
					Grand Count	104	

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Runway 12 Night Departure List for Calendar Quarter

N/A

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
7/6/2022	1538	LXJ	C500	2	High	HG6	1540	N/A	N/A
7/8/2022	1544	LXJ	c500	2	High	HG6	1550	N/A	N/A
7/9/2022	1415	SWA	B737	1	High	GRE	1425	N/A	N/A
7/9/2022	1534	SWA	B737	2	High	GRE	1545	N/A	N/A
7/11/2022	1140	LXJ	C500	2	High	HG6	1150	N/A	N/A
7/11/2022	0202	FDX	A320	2	High	GRE	2030	N/A	NO
7/12/2022	1010	PCJ	C25A	2	High	HG6	1015	N/A	N/A
7/13/2022	1414	KAI	C25A	2	High	HG6	1430	N/A	N/A
7/14/2022	1502	PCJ	C25A	2	High	HG6	1515	N/A	N/A
7/16/2022	0551	HAL	A320	2	High	GRE	0600	NO	N/A
7/16/2022	1632	JSX	E135	2	High	HG6	1645	N/A	N/A
7/17/2022	1651	JSX	E135	2	High	HG6	1700	N/A	N/A
7/18/2022	2151	FDX	A320	1	High	GRE	2300	NO	N/A
7/22/2022	1231	CFS	C650	1	High	HG6	1235	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
7/22/2022	1345	CFS	C650	1	High	HG6	1345	N/A	N/A
7/26/2022	0802	KAI	CL30	2	MED	HG6	0805	N/A	N/A
7/27/2022	1004	ASH	C750	1	High	HG6	1010	N/A	N/A
7/27/2022	1717	FDX	A320	2	High	GRE	1730	N/A	N/A
8/3/2022	0113	SWA	B737	2	High	GRE	0120	NO	N/A
8/7/2022	0157	FDX	MD11	1	High	GRE	0200	NO	N/A
8/7/2022	1410	BJT	C56X	2	High	HG6	1420	N/A	N/A
8/9/2022	0932	CYO	F2TH	1	High	HG6	0940	N/A	N/A
8/14/2022	0659	FDX	A320	2	High	GRE	1220	N/A	N/A
8/15/2022	1101	EJM	C500	2	High	HG6	1115	N/A	N/A
8/15/2022	0700	ASA	A320	2	High	GRE	0700	N/A	N/A
8/18/2022	0700	ASA	A320	2	High	GRE	0700	N/A	N/A
8/19/2022	2010	BJT	EA50	2	High	HG6	2010	N/A	NO
8/19/2022	0655	BJT	EA50	1	High	HG6	0655	NO	N/A
8/22/2022	1519	FAO	C525	2	High	HG6	1535	N/A	N/A
8/30/2022	1115	PCJ	C500	1	High	HG6	1115	N/A	N/A
8/30/2022	1230	EIA	CL30	2	MED	HG6	1235	N/A	N/A
8/31/2022	1450	PCJ	C525	1	High	HG6	1450	N/A	N/A
9/2/2022	1330	KAI	C500	1	High	HG6	1335	N/A	N/A
9/4/2022	0018	FDX	B767	2	High	GRE	0030	NO	N/A
9/9/2022	1707	LXJ	CL60	2	High	HG6	1725	N/A	N/A
9/14/2022	0953	KAI	F2TH	2	High	HG6	1000	N/A	N/A
9/17/2022	1523	EIA	C25A	2	High	GRE	1530	N/A	N/A
9/17/2022	2245	FDX	MD11	3	High	GRE	2330	NO	N/A
9/19/2022	0839	EJM	CL30	2	High	HG6	0900	N/A	N/A
9/20/2022	1640	OPT	C500	2	High	HG6	1630	N/A	N/A
9/24/2022	1615	PCJ	C500	2	High	HG6	1630	N/A	N/A
9/30/2022	1143	HAL	A320	2	High	GRE	1150	N/A	N/A

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
7/2/2022 8:50	SWA	SWA824	B738	2644	Air Traffic Conflict	Yes
9/23/2022 10:06	SKW	SKW4063	E170	2880	Air Traffic Conflict	Yes
9/10/2022 11:34	SWA	SWA2946	B738	2559	Air Traffic Conflict	Yes
8/24/2022 17:34	DAL	DAL8880	B752	2129	Air Traffic Conflict	Yes
8/22/2022 18:11	SWA	SWA4815	B38M	2591	Air Traffic Conflict	Yes
8/18/2022 18:26	SWA	SWA2043	B738	2499	Air Traffic Conflict	Yes
7/24/2022 11:34	SWA	SWA2763	B737	2837	Air Traffic Conflict	Yes
7/28/2022 19:25	SWA	SWA1382	B738	2887	Air Traffic Conflict	Yes
8/13/2022 14:15	FDX	FDX3857	B763	2834	Air Traffic Conflict	Yes
8/17/2022 13:09	DAL	DAL2051	BCS1	2877	Air Traffic Conflict	Yes
				Air Traffic	10	

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
				Conflict		
8/2/2022 14:50	PXT	PXT838	C25B	2001	Not Acceptable	No
7/26/2022 7:30		N15VX	FA50	2841	Not Acceptable	No
7/1/2022 10:51		N338JE	CL30	2578	Not Acceptable	No
				Not Acceptable	3	
				Grand Count	13	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
9/20/2022 7:39	SWA302	B737	SWA	2142		No
9/1/2022 19:11	SWA2424	B737	SWA	4032	Compliant Operation	Yes
9/1/2022 19:11	SWA2424	B737	SWA	2555	Compliant Operation	Yes
8/15/2022 23:18	FDX1835	B763	FDX	2877	Compliant Operation	Yes
8/20/2022 19:11	SWA3494	B737	SWA	2814	Compliant Operation	Yes
8/5/2022 18:59	SWA2424	B737	SWA	2647	Compliant Operation	Yes
				Compliant Operation	5	
8/16/2022 15:24	QXE2127	E170	QXE	2824	Not Acceptable	No
8/17/2022 14:59	SWA2029	B737	SWA	2867	Not Acceptable	No
8/30/2022 12:10	ASA179	B737	ASA	2893	Not Acceptable	No
9/1/2022 17:48	QXE2274	E170	QXE	2726	Not Acceptable	No
9/4/2022 7:37	SWA2948	B737	SWA	2188	Not Acceptable	No
9/4/2022 14:56	SWA473	B737	SWA	2673	Not Acceptable	No
9/6/2022 14:29	SWA1905	B737	SWA	2650	Not Acceptable	No
9/6/2022 22:09	SWA2198	B737	SWA	2805	Not Acceptable	No
9/11/2022 8:33	SKW3368	E170	SKW	2877	Not Acceptable	No
9/24/2022 8:00	SWA1009	B38M	SWA	2824	Not Acceptable	No
8/12/2022 23:56	SWA2246	B737	SWA	2509	Not Acceptable	No
8/8/2022 19:34	SWA1584	B737	SWA	2857	Not Acceptable	No
8/1/2022 19:08	SWA2359	B737	SWA	2552	Not Acceptable	No
7/18/2022 11:57	SWA1105	B737	SWA	2883	Not Acceptable	No
7/13/2022 18:29	SWA2424	B737	SWA	2864	Not Acceptable	No
7/13/2022 14:59	SWA473	B737	SWA	2857	Not Acceptable	No
7/4/2022 15:39	AAY516	A319	AAY	2805	Not Acceptable	No
7/4/2022 17:51	QXE2274	E170	QXE	2828	Not Acceptable	No
				Not Acceptable	18	
				Grand Count	24	

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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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