

Oakland Airport-Community Noise Management Forum Meeting Agenda

Wednesday, April 19, 2023, 6:30 – 8:30 PM

Virtual Meeting

<https://portoakland.zoom.us/j/95626390978>

Or Dial In:

US: 1+(669) 900-9128

Webinar ID: 956 2639 0978

1

**WELCOME/ROLL CALL –
FACILITATOR**

2

ANNOUNCEMENTS – FACILITATOR

- a. NMT 2 (San Leandro Marina) Outage
- b. New Alameda County Elected Representative
- c. New City of Alameda Community Representative
- d. Fourth Quarter 2022 Noise Abatement Report

3

**APPROVAL OF MINUTES –
FACILITATOR**

- a. January 18, 2023, Minutes

4

**ACTION ITEM –PARTIAL TERM
COMMUNITY REPRESENTATIVE
CO-CHAIR**

- a. Nominations - New Community Representative Co-Chair
- b. Vote - New Community Representative Co-Chair

5

**NEXTGEN
SUBCOMMITTEE
UPDATE–
Chair Herrera Spencer**

6

***PUBLIC COMMENTS –
Limit 2 min per person**

7

**FAA REGIONAL
ADMINISTRATOR’S UPDATE**

8

**NOISE OFFICE REPORT – Matt P.
Davis & Jesse Richardson**

- a. Update on Action Items from NF/SF Working Group
- b. Update on Action Items from January 18, 2023, Forum Meeting

9

**NOISE NEWS AND UPDATE –
Christian Valdes, L&B**

10

**NEXT MEETING – Wednesday,
July 19, 2023**

11

ADJOURNMENT

***Public comments will be allowed prior to any vote on an item**

Note: Information on the OAK Terminal Modernization & Development can be found at the following website: <https://www.oaklandairport.com/terminaldevelopment/>

2023 MEMBERSHIP ROSTER

CITY OF ALAMEDA

Ms. Trish Herrera Spencer,
Councilmember & Co- Chair,
Mr. Jay Seaton, Community
Representative

CITY OF BERKELEY

Ms. Sophie Hahn, Councilmember
Mr. James T. Nelson, Community
Representative

CITY OF HAYWARD

Mr. Mark Salinas, Councilmember
Mr. Edward Bogue, Community
Representative

CITY OF OAKLAND

Ms. Treva Reid, Councilmember
Mr. Bart Lounsbury, Community
Representative

CITY OF SAN LEANDRO

Ms. Celina Reynes, Councilmember
Mr. Benny Lee, Community
Representative

COUNTY OF ALAMEDA

Ms. Lena Tam, Supervisor, Dist. 3
Vacant, Community Representative

CITY OF RICHMOND

Mr. Eduardo Martinez, Mayor
Mr. David Drisdale, Community
Representative

PORT OF OAKLAND

Mr. Bryant L. Francis, Director of
Aviation

Oakland Airport-Community Noise Management Forum

Meeting Minutes – January 18, 2023

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1. INTRODUCTIONS

The January 18, 2023 meeting of the Oakland Airport-Community Noise Management Forum (Noise Forum) was called to order at 6:35 p.m. by the Noise Forum’s facilitator, Rhea Hanrahan. Hanrahan noted that this meeting was a regular meeting and that there was a quorum. Roll was taken.

Noise Forum Members/Alternates Present

Co-Chair Trish Herrera Spencer, Councilmember, Alameda

Matt Pourfarzaneh, Alternate Community Representative, Alameda

Craig Simon, Assistant Director of Aviation, Port of Oakland
James Nelson, Community Representative, Berkeley
Edward Bogue, Community Representative, Hayward
Bart Lounsbury, Community Representative, Oakland
Davis Drisdale, Community Representative, Richmond
Benny Lee, Community Representative, San Leandro

Staff Members/Advisors/Officials Present

Matt P. Davis, Airport Operations Manager, Port of Oakland
Jesse Richardson, Airport Noise and Environmental Affairs Supervisor, Port of Oakland
Joan Zatopek, Aviation Planning and Development Manager, Port of Oakland
Anjana Mepani, Associate Environmental Planner, Port of Oakland
Diego Gonzalez, Government Affairs, Port of Oakland
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Tim Middleton, Technical Consultant to the Port, HMMH
Paul Hannah, Airspace Consultant, LEAN Technology Corporation
Christian Valdes, Technical Consultant to the Noise Forum, Landrum & Brown
Brian McGuire, Planner, Alameda

FAA Representatives Present

Erik Amend, Acting Western-Pacific Regional Administrator, FAA
Alana Jaress, Western-Pacific Region Community Engagement Office, FAA

Ms. Hanrahan reminded everyone that the meeting is being transcribed by a court report. She asked that everyone speak clearly into their microphones and speak one at a time.

A. Walt Jacobs – In Memory

The facilitator announced that shortly after the last Noise Forum meeting in October, longtime member of the Forum, Walt Jacobs, passed away. The following statements were made:

- Ms. Hanrahan: "Throughout his time with the Forum, he insisted on bringing the community and the airport together to become allies rather than adversaries. His tireless service to the Forum and his countless activities helped form the relationship between these two entities that it is today. I know everyone on the Noise Forum, including myself, would like to thank Walt for his many years of service and his unending support as being a member."
- Benny Lee: "When I heard the news, I was speechless. I've been on the Noise Forum for a few years, and so, I consider Walt a mentor. We talked about a lot of things that needed improvements. I think we worked on a lot of things that have improved. When we take a look at our quarterly reports, when I first attended, we weren't at a hundred percent on a number of the items. And now half the items are now at a hundred percent. There is a lot more work for us to do, you know, obviously, both panels. Walt was very instrumental, i.e., he's a mentor for me, as well as Tony Santos, the late Tony, the late Mayor Santos who was a mentor, and who also was a co-founder of this Forum. And such a loss. I don't think there are words that can express all of our thoughts. But his contributions is where we are today, and where we

will be going in terms of making it better for people's lives, trying to solve some of the big challenges. You know, when I first joined, the FAA never attended any of our meetings. Now they are at every single one of our meetings. That speaks to a lot of accomplishments and work that has been done. We wouldn't be where we are today if it wasn't for the guidance that we got from Walt, and the inspiration to do better for our communities. And at the end of the meeting, I ask that we hold a moment of silence for Walt.

- Trish Herrera-Spencer: "I also wanted to speak on behalf of Walt. Many of you knew him from coming to these meetings, but you might not have known that he was 84 years old. It was amazing to me when I found out his age, because he would always tend to give so much. And he was a lifelong Alamedan, and so, we would see him in town. And it was so important for him to come to our meetings and to continue to serve and do his life's work on behalf of our extended community. So, I really want to thank you for putting this on the agenda. I think it's wonderful for us to speak on his behalf and share a few words. Thank you."
- Matt Pourfarzaneh: "I just want to expand a little bit on what Trish said, that he was a generation Alamedan, and he and his family have really been a cornerstone of the city contributing to various areas, not only the Noise Forum, but other aspects of the community. He was member of the Board of Harbor Bay Master Board and also president of the synagogue that his father founded, actually. He was married for 57 years, survived by four children and his wife, and brother, and other family members. And he was my personal friend for over 30 years. When I moved from London here, he was one of the people that I bonded with. We had frequent lunches together talking about family, religion, politics. So, I will miss him with those luncheons. And he was a fighter. He survived five cancers. And he was really a medical marvel that he survived all those, with always a smile and good express. And one outstanding thing about him, he was very open and expressed his view and his life, he was very, very open and very friendly person. So, he will be greatly missed. Thank you."
- Tony Daysog: "I just wanted to take a moment to join everyone here in commemorating the contributions of Walt Jacobs; not just to the Oakland Alameda Airport Noise Forum, but to the Eastbay and to the City of Alameda at large. I got to know Walt for so many years. I first met him when I was on the Noise Forum back in the early 2000s. And I remember when I joined the Noise Forum, the late Councilmember Al DeWitt said, "you know, Tony, just listen to Walt and listen to Redd, and everything will be fine." Indeed, Walt was the type of person who just, you know, you just respected him, I think. You know, it's that voice, Walt's voice, you know, that voice of authority. And he was so knowledgeable on so many matters. And so, I just wanted to take a moment to join everyone here to, you know, pay homage to the work that Walt had done for everyone. Well, thank you very much for this opportunity. I appreciate it."
- Craig Simon: "On behalf of the Port, Walt was certainly a cornerstone for this Noise Forum, and you've all heard about it here tonight. He certainly put in a lot of effort, worked very, very well with our staff, really kind of made improvements that we couldn't have done without his input to make sure we were on right path and really tried to support the community. He was looking out for the community. We really appreciate that. We want that interaction. We wanted that frank discussion with him. So, we appreciate it, and we will certainly miss having Walt as part of this process."

2. ANNOUNCEMENTS

A. New Councilmembers –Berkeley and San Leandro

The facilitator announced that there are new elected representatives to the Noise Forum from the cities of Berkeley (Sophie Hahn) and San Leandro (Celina Reynes). Both had conflicts for the January meeting, but we are hopeful that they will be able to attend the April meeting and introduce themselves.

B. Annual Noise Forum Membership Dues

The facilitator announced that all annual Noise Forum membership dues have been paid.

C. Third Quarter 2022 Noise Abatement Report

Mr. Lee commented that there is a decrease in compliance with Runway 28L/R departures. Jesse Richardson said that since coming out of the pandemic, there are more flights. He said that staff has posters and rack cards that point to the Whispertrak website at the FBOs. Staff also held a pilot outreach meeting on January 10.

3. APPROVAL OF MINUTES

A. October 19, 2022

The facilitator noted that Noise Forum members have received copies of the draft Minutes from the October 19, 2022 Noise Forum meeting. She asked if there were any questions or comments. If there were no questions, comments, errors, or omissions, the facilitator said she would entertain a motion to approve. Moved: Jim Nelson, second: Edward Bogue. Motion passed.

B. Request to amend minutes from April 20, 2022

The facilitator noted that there is a request to amend the Minutes from the April 20, 2022 Noise Forum meeting to reflect the full transcript of the statement shared by Ernie Delligatti. Members moved to update the April 20, 2022 Minutes with the full transcript, and it was further moved to include his statement in the January meeting minutes. Mr. Delligatti stated, "For the past 21 years, I've been the Oakland Roundtable Citizen Representative for Alameda County. During this period of time, I've tried to balance competing interests between the airlines, air freight companies and private aircraft that fly in and out of Oakland International Airport and the basic rights of citizens that are currently impacted by jet noise. Because of my previous experience in the Air Force and United Airlines, I was able to see both sides of competing interests and peoples' concerns while attempting to resolve jet noise issues not only at the Oakland International Airport but also at the Hayward Executive Airport as well. The Port and the Oakland International Airport need to do more to represent the interests of the residents of Alameda County. They also need to do more for the residents that live in other parts of the Bay Area and find concrete solutions that are fair and balanced when it comes to resolving jet noise issues as opposed to pointing the finger at the FAA. The FAA also plays a big part in this equation and needs to do a better job when it comes to resolving issues with jet noise as well. The FAA has told us that they will listen to and consider any recommendations that are submitted through the Oakland Roundtable. Unfortunately, most of these recommendations that we have submitted for the past 21 years back to the FAA have

been dismissed out of hand with very little or no feedback on our recommendations. We have many aviation experts, retired military, retired FAA, various airline pilots and retired airline employees that currently serve on the Oakland Roundtable Forum. A lot of hard work and research goes into our recommendations and proposals that are submitted to the FAA. The FAA needs to seriously consider these recommendations locally that are submitted through the Oakland Roundtable as opposed to dismissing them out of hand by some unknown bureaucrat up in Seattle, Washington using safety as a re-occurring theme through jet proposals. Jet noise isn't just the Bay Area issue. This is a national issue that currently impacts everyone in the United States. For the past 21 years, I've tried my best when it came to dealing with jet noise. Hopefully, I was able to make a small difference and left things just a little bit better than when I first joined the Noise Forum. I would also like to thank Mike McClintock, Walt Jacobs, Benny Lee, Jim Nelson, Peter Marcuzzo, Ed Bogue, Valerie Jensen, and especially Jesse Richardson, for their friendship as well as their perspective that each of them have brought to the Oakland Roundtable Forum. I will truly miss our gatherings and those back-and-forth discussions. It has been an honor to represent not only the residents of San Lorenzo but also those of Alameda County. I wish all of you blue skies, clear weather and, of course, happy trails."

4. ACTION ITEM –PARTIAL TERM COMMUNITY REPRESENTATIVE CO-CHAIR

A. Nominations – New Community Representative Co-Chair

The facilitator stated that with the passing of Mr. Jacobs, there is a vacancy for the Community Representative Co-Chair position. She said that the member voted into this position will serve a partial term until the annual elections are held at the July meeting. Ms. Hanrahan asked for nominees. Trish Herrera-Spencer nominated Matt Pourfarzaneh. Ed Bogue nominated Benny Lee stating that having Mr. Lee serve as the Co-Chair allows for more than just Alameda being represented at the Chair level. Brian McGuire reported that the City of Alameda is in the process of appointing a replacement for Mr. Jacobs, which would put Dr. Pourfarzaneh back to the alternate Community representative and felt that should be taken into consideration. With no additional comments, the facilitator closed nominations.

B. Vote – New Community Representative Co-Chair

The facilitator took a vote. Mr. Lee and Dr. Pourfarzaneh chose to abstain, as they were the nominees. Mr. Drisdale also chose to abstain as being a new member, he did not know either of them well enough to make an informed decision. Dr. Pourfarzaneh was voted in as the Community Representative Co-Chair.

5. PUBLIC COMMENT

The facilitator opened the public comment period with the announcement that this is an opportunity for the public to speak on issues not on the agenda but relevant to airport noise at the Oakland International Airport. Public comment was heard from the following:

- Mrs. Harrison stated that last week, there were some days where planes were flying over day and night. She said it looks like the planes had been rerouted, so she just wanted to say thank you.
- Bob Jarman asked if it is possible for all participants on Zoom to be seen. Mr. Richardson explained how he could see the participants.

6. FAA REGIONAL ADMINISTRATOR'S UPDATE

Erik Amend, Acting Regional Administrator for the Western Pacific Region, introduced himself to the Noise Forum. He said that he would be holding this position until at least April 2023. He said noise is a very important aspect of what the FAA is focused on, especially at the Regional Administrator level, and the FAA has been working on the Noise Policy Review (NPR) initiative. He explained that this activity started back in 2021. The NPR provides the agency an opportunity to review and consider updates to long-standing Civil Aviation Noise Policy. This is in response to recent research, research findings, and helps to position the FAA to make additional updates as ongoing research matures. Mr. Amend stated the FAA is going to be reevaluating the FAA's primary noise metric, the average day/night average sound level (DNL), and the significant threshold (the DNL of 65 decibels), as these are foundational to the FAA's Aircraft Noise Policy as it is today. Mr. Amend said that the FAA is also evaluating unique considerations associated with commercial space flights, and new-entrant aircraft and operations. These areas are being researched and may be addressed in this reevaluation.

Mr. Amend continued that the FAA is preparing to engage with the public and other stakeholders through meaningful opportunities to learn more about aviation noise. The public can hear from the FAA and can provide input for the agency's consideration. He added that stakeholder engagement will be initiated in the spring of 2023. The FAA has published a webpage that will be used to keep the public up to date as this project progresses. On the website (www.faa.gov/noise), click the "Noise Policy Review" link under Research and Programs. He said that it's very easy to navigate to.

Mr. Amend reported that the FAA is also doing several other activities throughout the region later this month. He said that a group is being formed that includes airlines, FAA organizations, airport sponsors, and noise forum/roundtable members. They will be talking about some of these key issues, determining how to manage community engagement, and discussing some of the issues that are important to the participants. The FAA (either Alana, one of the CEOs, or Mr. Amend) will bring back any key findings or key learnings to the Noise Forum at a future meeting.

Bart Lounsbury asked about the NextGen program and where the FAA is as far as helping all of those who are impacted by the updated routes. He said it feels like any efforts have been stagnated. He asked for insight from Mr. Amend on how to reinvigorate those efforts and hopefully make some progress. Mr. Amend said that he is happy to take the conversation offline and listen to what suggestions the Noise Forum members have. He said that he cannot make any promises, but he is happy to discuss it further with the group.

Dr. Pourfarzaneh asked why there have been so many people that have held his position over the past six years. Mr. Amend said that the FAA has a lot of opportunities for professional growth

and development. This results in people moving on to positions of greater authority, significance, or responsibility. He said the FAA will continue to have people professionally developed and moved into these roles, and they will continue to engage with the Noise Forum and many other groups moving forward.

Mr. Lee said that the Noise Forum member jurisdictions have challenges dealing with aircraft noise. He said that the Noise Forum presented materials to the FAA, and they were rejected. He said that he can understand that it must not be easy to hear everyone's complaint about issues with aircraft noise, but he wants to make sure that the FAA understands that these are real issues that impact lives. Mr. Lee hopes that Mr. Amend will work to build a relationship with the Noise Forum and help them move the needle on bidirectional collaboration so that the Forum can move forward with what they are trying to do.

Mr. Amend said that he understands that there are a lot of issues, concerns, and questions that have been raised over the years. He said that even though the Noise Forum may have gotten responses from his colleagues in the FAA, doesn't mean that they can't listen and hear some of those concerns again. He said that that's what he is here for. He continued that the FAA will review and discuss any questions and concerns, regardless if they have previously been submitted to the FAA.

7. NOISE OFFICE REPORT

A. Update on Action Items from North Field/South Field Working Group

Matt P. Davis and Mr. Richardson gave reports on the action items from the North Field/South Field Research Group meeting on December 21, 2022. Items discussed were as follows:

- Raw data was provided to CLASS for the Ballena Bay portable noise monitoring.
- There were no updates for the HUSSH and the WNDSR.
- A pilot meeting was held in early January with a good turnout.
- The research group was provided with a multi-year look-ahead for construction projects.
- There was a discussion on how to incorporate noise abatement procedures into current contracts/leases.
 - Current lessees are very accommodating to staff's requests for placement of posters, brochures, and rack cards to get information to pilots.
- An airport tour will be set up for the NF/SF Working group and CLASS members.

Mr. Davis said that staff will work with the NextGen subcommittee to revisit the report and find ways to reinvigorate the list of requests to the FAA.

B. Update on Action Items from October 19, 2022 Noise Forum Meeting.

Mr. Davis and Mr. Richardson gave reports on the action items from the second quarter Noise Forum meeting on October 19, 2022. Items discussed were:

- Virtual Noise 101 held in November 2022.
- January 2023 Pilot Meeting.
- Updates to the Fly Quiet OAK website.

8. NOISE NEWS UPDATE

Christian Valdez reported on the current news of the aviation and noise industries. Items covered included the following:

- FAA would not share the names of the airports that applied for the Airport Environmental Mitigation Pilot Program.
- FAA Center of Excellence ASCENT Projects for 2022
 - Project 82: Integrated noise and CO2 standard settings will develop tools to assess the impacts of technologies and design changes to control aircraft noise and emissions.
 - Project 84: Advanced Air Mobility Flight Vehicles will develop noise models for urban air mobility and improve community noise calculations of these aircraft as they fly through various operating stages.
 - Project 86: Use of broadband and sounds to mitigate sleep disruption due to aircraft noise will investigate the effects of different kinds of aviation noise on sleep under uncontrolled conditions and investigate whether some of the sleep disturbing effects can be mitigated by introducing broadband noise or white noise into the bedroom or by wearing earplugs.
 - Project 94: Probabilistic Unmanned Aircraft System Trajectory and Noise-Estimation Tool will produce a methodology or tool that can evaluate the noise exposure and associated uncertainty in the noise exposure resulting from operations of UAMs. Given the random nature of estimated UAM operations, these methodologies or tools will help identify concentrations of noise exposure.
- Project 3: Cardiovascular disease and aircraft-noise exposure were brought up at the last Noise Forum Meeting. The FAA is yet to receive a final report.
- Project 17: The effects of aircraft noise on sleep is ongoing. Thus far, the project team has enrolled approximately one quarter of the total study participants that are anticipated to be required for the completion of this study.
- In October 2022, the FAA issued more than \$16 million in grants to 14 universities across the country in research to reduce aviation emissions and noise. The FAA awarded a total of 43 grants to university research teams. Project focus includes sustainable aviation fuel, electrification of aircraft, noise reduction supersonic operations, and environmental measurements.
- In September 2022, Eviation Aircraft, a manufacturer of all-electric aircraft based in Washington State, successfully completed a first flight of its nine passenger, zero emissions regional aircraft called "Alice," which flew for about 8 minutes at an altitude to 3,500 feet. Alice is targeted at commuter and cargo markets, and it will typically operate flights ranging between 150 to 250 miles.
- Beta Technologies out of Vermont has developed two electric prototype aircraft, which currently are in testing phases: an electric vertical takeoff and landing aircraft, and a conventional takeoff and landing aircraft. These aircraft have a range of about 290 miles and can carry up to 1,400 pounds of cargo or six passengers. The intent of these aircraft are to replace the short-haul trucks that run on fossil fuels that currently dominate the cargo sector.

- Two Bay Area companies are working on autonomous flight.

9. CONFIRM NEXT MEETING DATE

The next meeting is scheduled for April 19, 2023.

10. NEW BUSINESS/ADJOURNMENT

Mr. Lee asked for an update on returning to in-person meetings. Mr. Simon said that staff is following the direction of the Board of Port Commissioners who continue to meet virtually. He said that staff is keeping an eye on the Board and will reach out to the Noise Forum if anything changes.

A moment of silence was held in the memory of Walt Jacobs.

Facilitator Hanrahan adjourned the meeting at 8:03 p.m.

NOISE FORUM SUMMARY

North/South Field Working Groups



NOISE ABATEMENT REPORT

FOURTH QUARTER 2022

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 collecting aircraft noise complaints. The number of aircraft noise complaints in the report are for informational purposes. Airport staff carefully reviews the data for accuracy and will make corrections whenever possible.

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Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2022				
	2021Q4		2022Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	95%	5%	93%	7%
Total Airport-wide Corporate Jet Departures	2,948	168	2,375	175
Runway 10R/L Jet Landing Compliance	89%	11%	92%	8%
Total Southeast Plan Corporate Jet Landings	281	33	113	10
North Field VFR Departure Compliance	85%	15%	89%	11%
Total Runways 28R/L & 33 Departures	169	31	203	24
North Field Quiet Hours Compliance	79%	21%	81%	19%
Total North Field Quiet Hours Departures	141	37	128	31
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	14,379	9	17,150	1
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,381	24	3,252	28
Runway 12 Night Departure Compliance	99%	1%	96%	4%
Total Runway 12 Night Turbojet Departures	313	4	43	2
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,948	5	4,159	5
100 Degree Radial Turbojet Landing Compliance	99%	1%	98%	2%
Total 100 Degree Radial Turbojet Landings	739	4	993	22
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	6	0	3	0
Note: N/C means non-compliant. Percentage values are rounded out.				

Operation Details	
Beacon Code:	3373
AC Type:	H25C
Operation Type:	Departure
Runway:	28L
Date/Time:	12/13/2016 8:26:14 AM

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Runway 28R/L Jet Departure NAP

2022Q4

93% Compliance
(2,550 total departures)
(175 non-compliant)

2021Q4

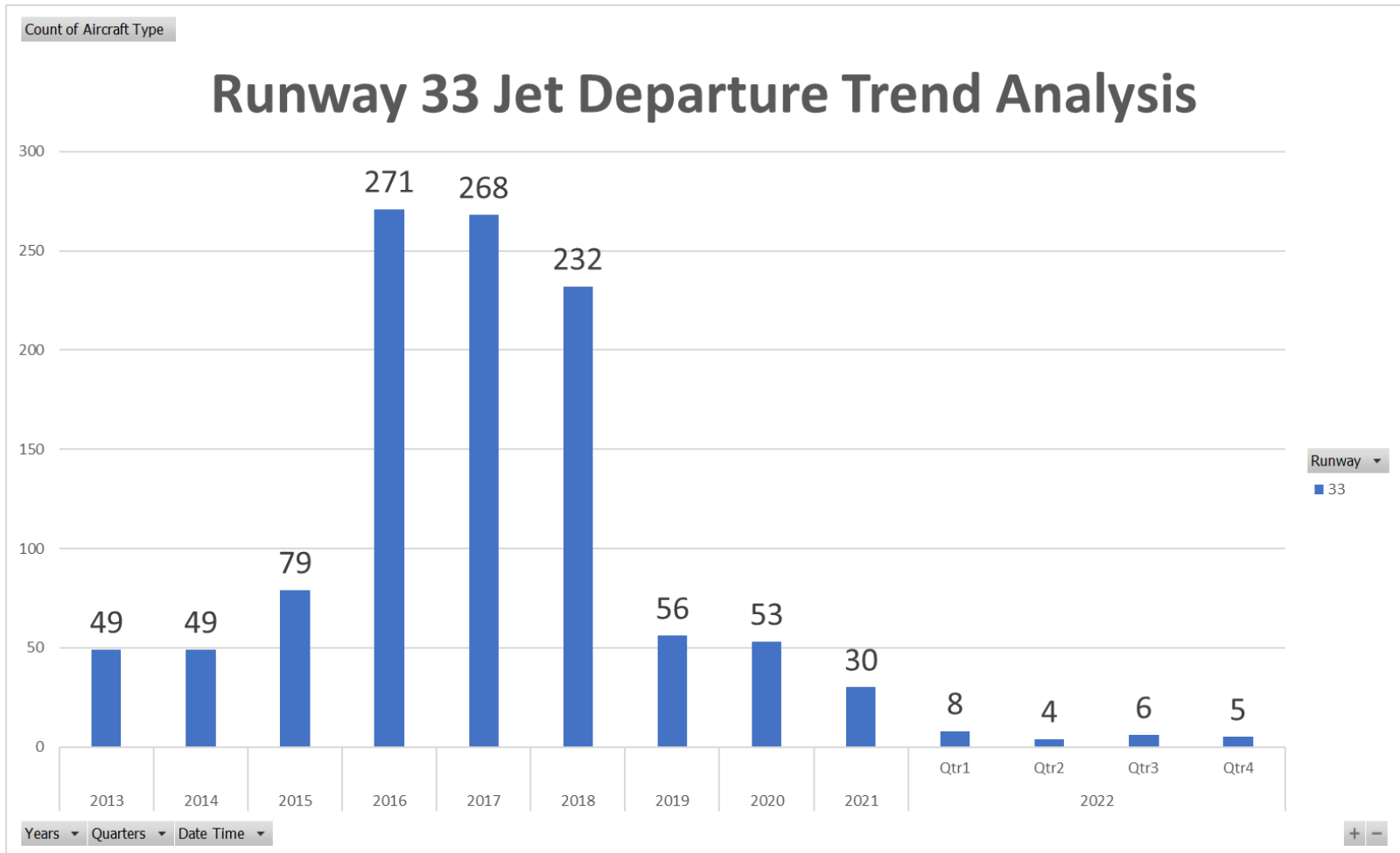
95% Compliance
(3,116 total departures)
(168 non-compliant)

Heading: 325
Elevation: 15



RUNWAY 33 JET DEPARTURES

FOURTH Quarter 2022



Operation Details	
Beacon Code:	4564
AC Type:	C550
Operation Type:	Arrival
Runway:	10R
Date/Time:	12/15/2016 8:15:42 PM

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Runway 10R/L Jet Landing NAP

2022Q4

92% Compliance
(123 total landings)
(10 non-compliant)

2021Q4

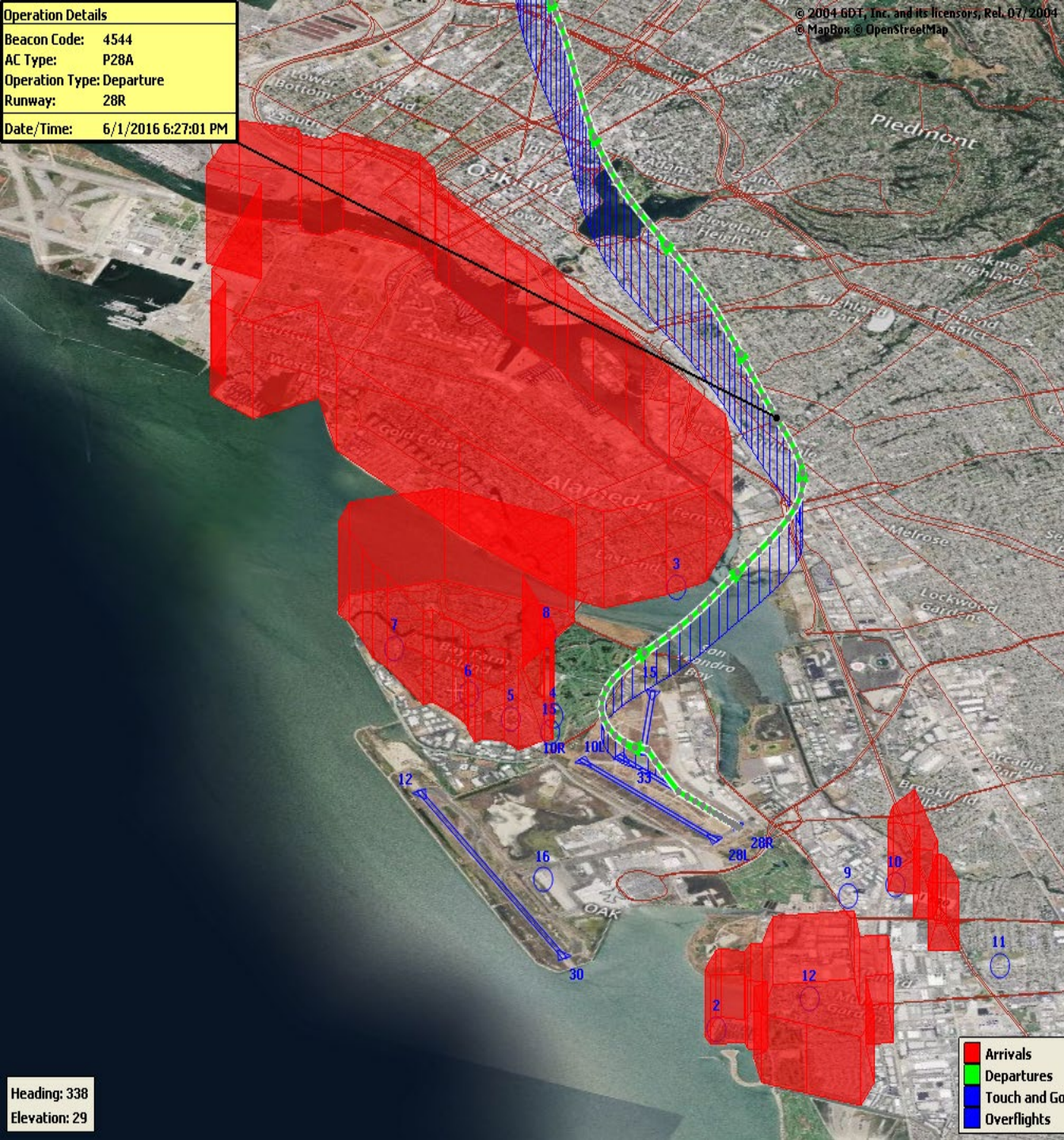
89% Compliance
(314 total landings)
(33 non-compliant)

Heading: 325
Elevation: 15

■ Arrivals
■ Departures
■ Touch and Go
■ Overflights

Operation Details	
Beacon Code:	4544
AC Type:	P28A
Operation Type:	Departure
Runway:	28R
Date/Time:	6/1/2016 6:27:01 PM

Heading: 338
Elevation: 29



VFR Aircraft Departure NAP

2022Q4

89% Compliance
(227 total departures)
(24 non-compliant)

2021Q4

85% Compliance
(200 total departures)
(31 non-compliant)



Operation Details
Beacon Code: 3351
AC Type: PC12
Operation Type: Departure
Runway: 28R
Date/Time: 12/13/2016 6:02:33 AM

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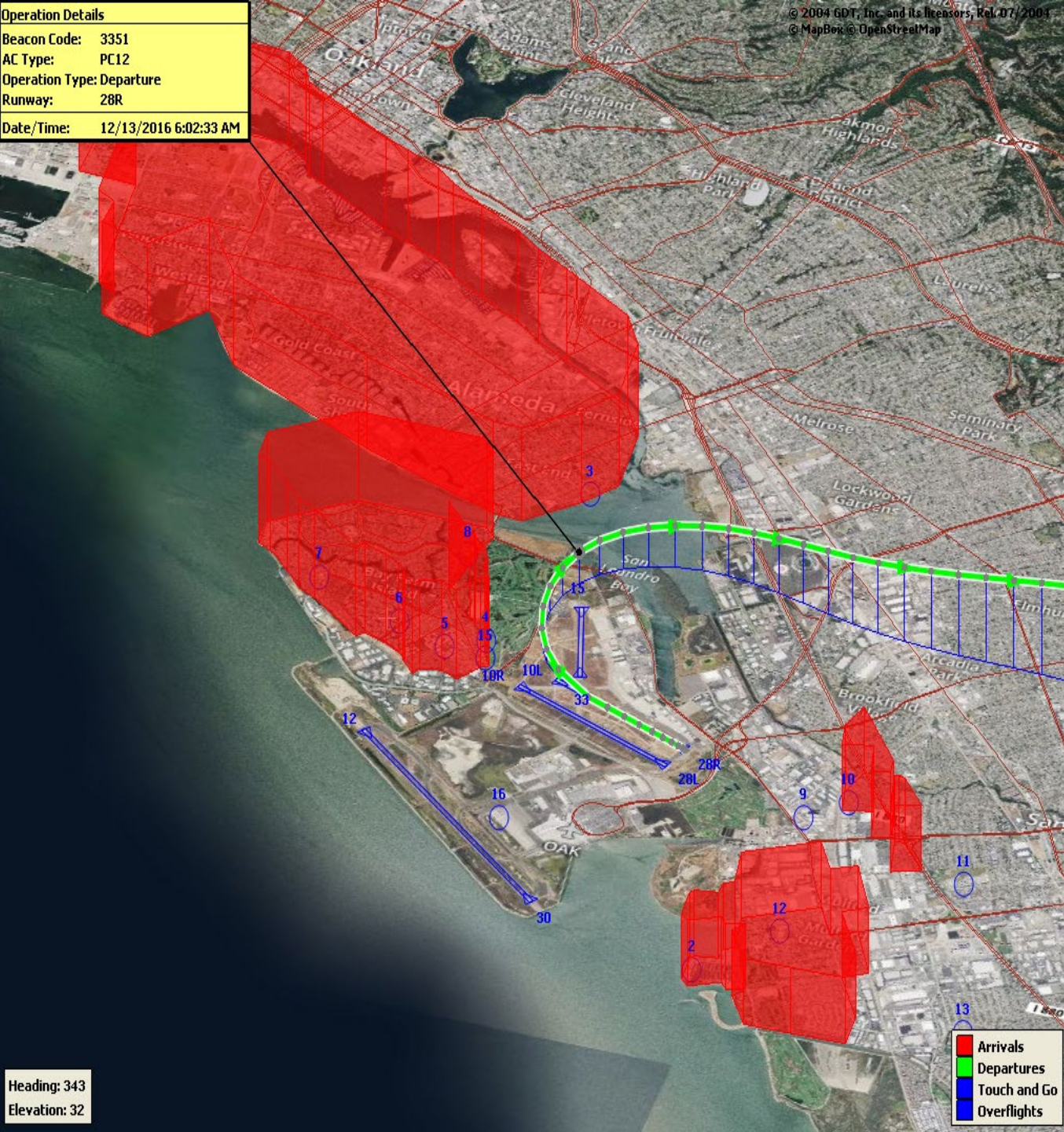
North Field Quiet Hours NAP

2022Q4
81% Compliance
(159 total departures)
(31 non-compliant)

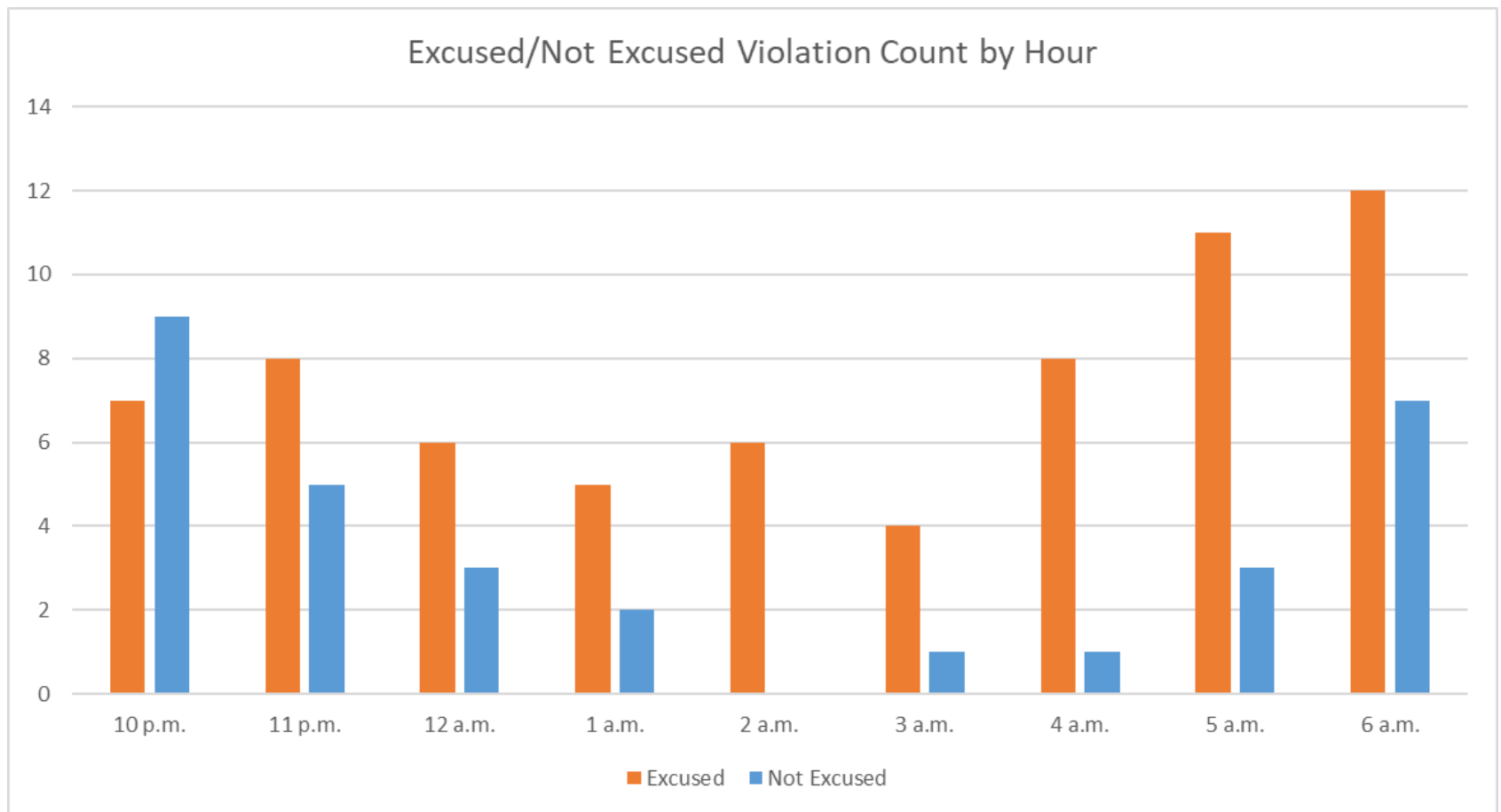
2021Q4
79% Compliance
(178 total departures)
(37 non-compliant)

Heading: 343
Elevation: 32

Arrivals
Departures
Touch and Go
Overflights



North Field Quiet Hours NAP Non-Compliant by Hour



Operation Details
 Beacon Code: 3641
 AC Type: B737
 Operation Type: Departure
 Runway: 30
 Date/Time: 8/22/2017 10:16:59 PM



Night Time Departure NAP

2022Q4

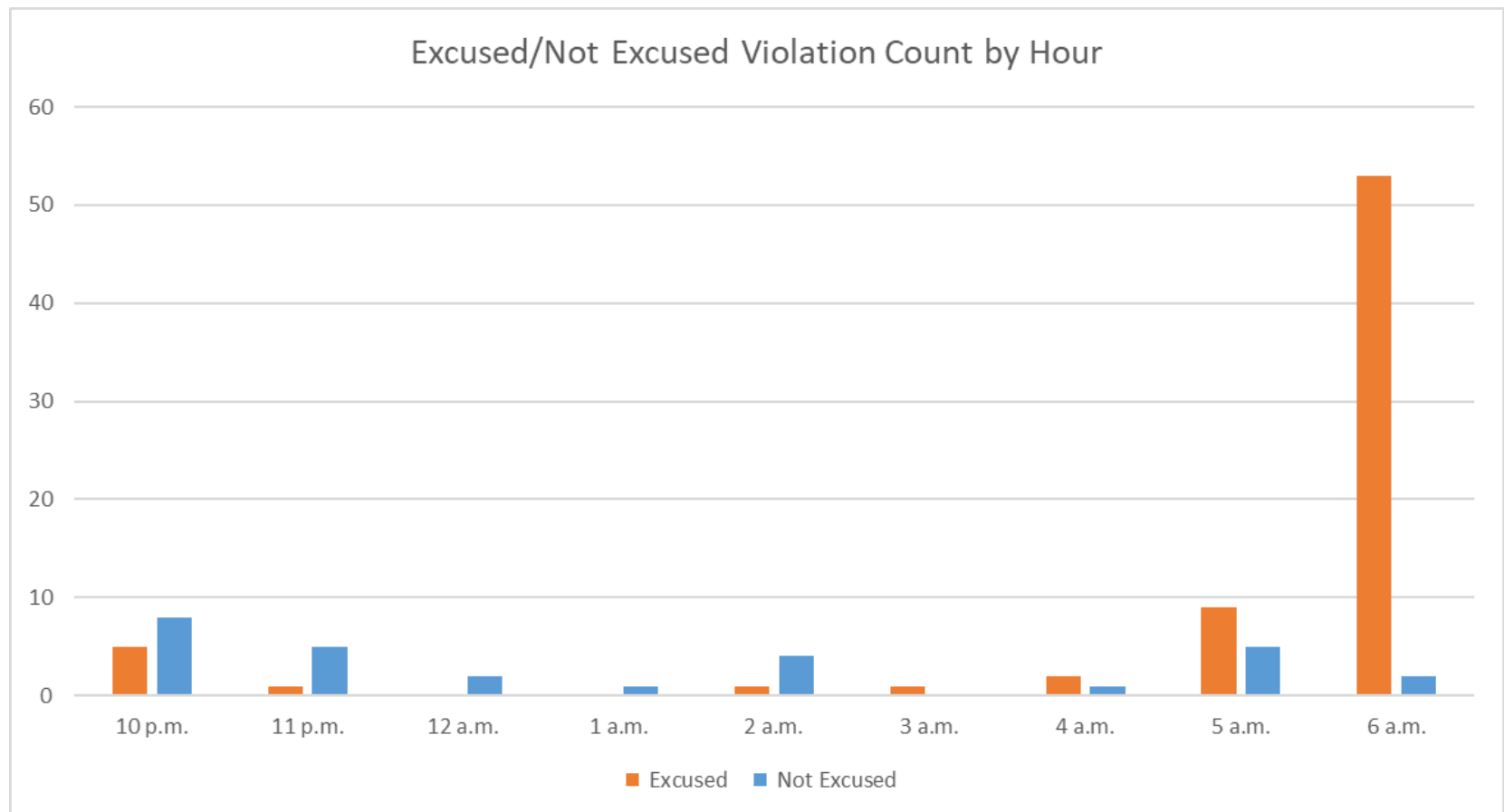
99% Compliance
(3,280 total departures)
(28 non-compliant)

***REBAS Gate non-compliant = 26**

2021Q4

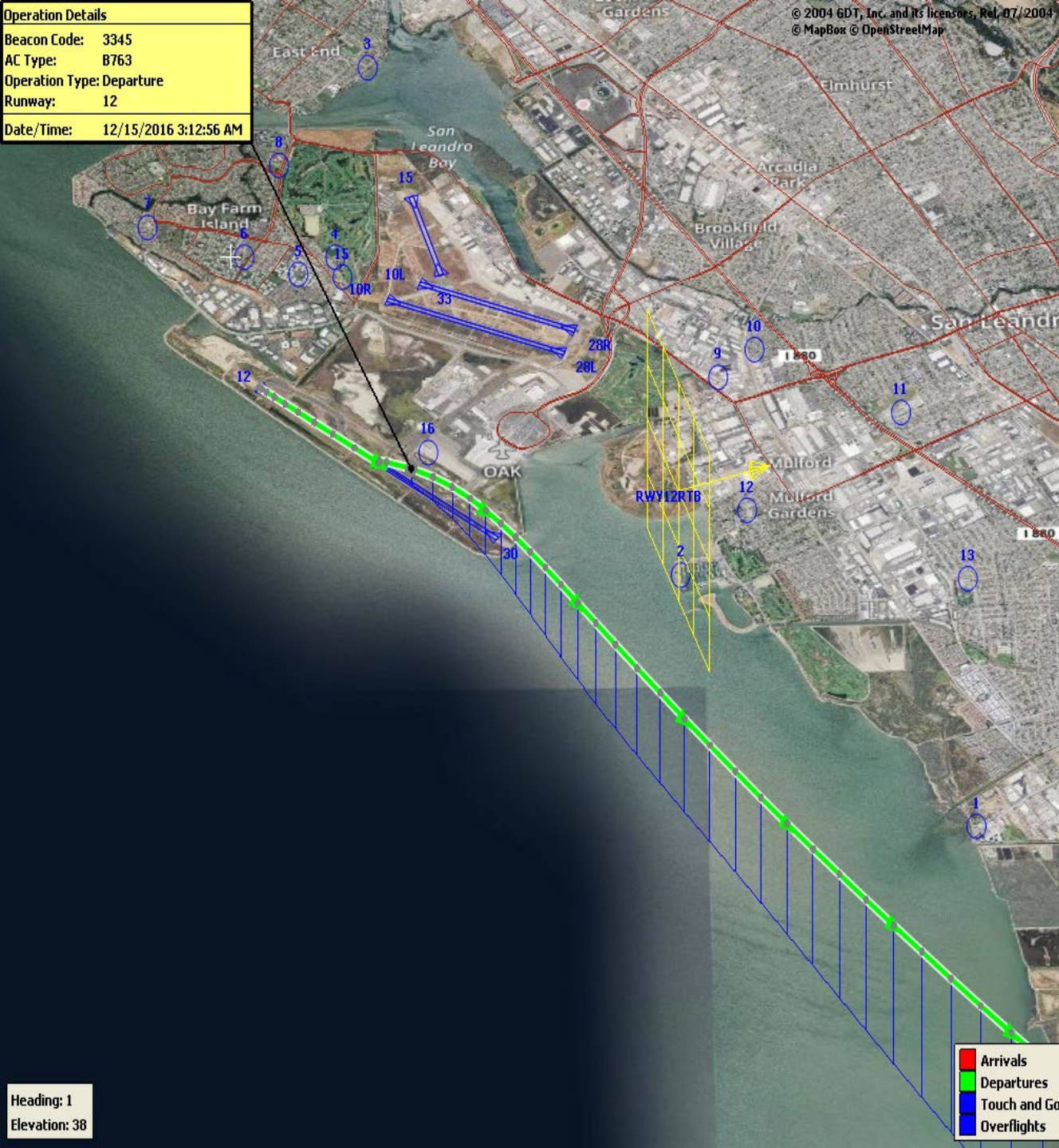
99% Compliance
(2,405 total departures)
(24 non-compliant)

Night Time NAP Non-Compliant Count by Hour



Operation Details
Beacon Code: 3345
AC Type: B763
Operation Type: Departure
Runway: 12
Date/Time: 12/15/2016 3:12:56 AM

Heading: 1
Elevation: 38



Runway 12 Night Departure NAP

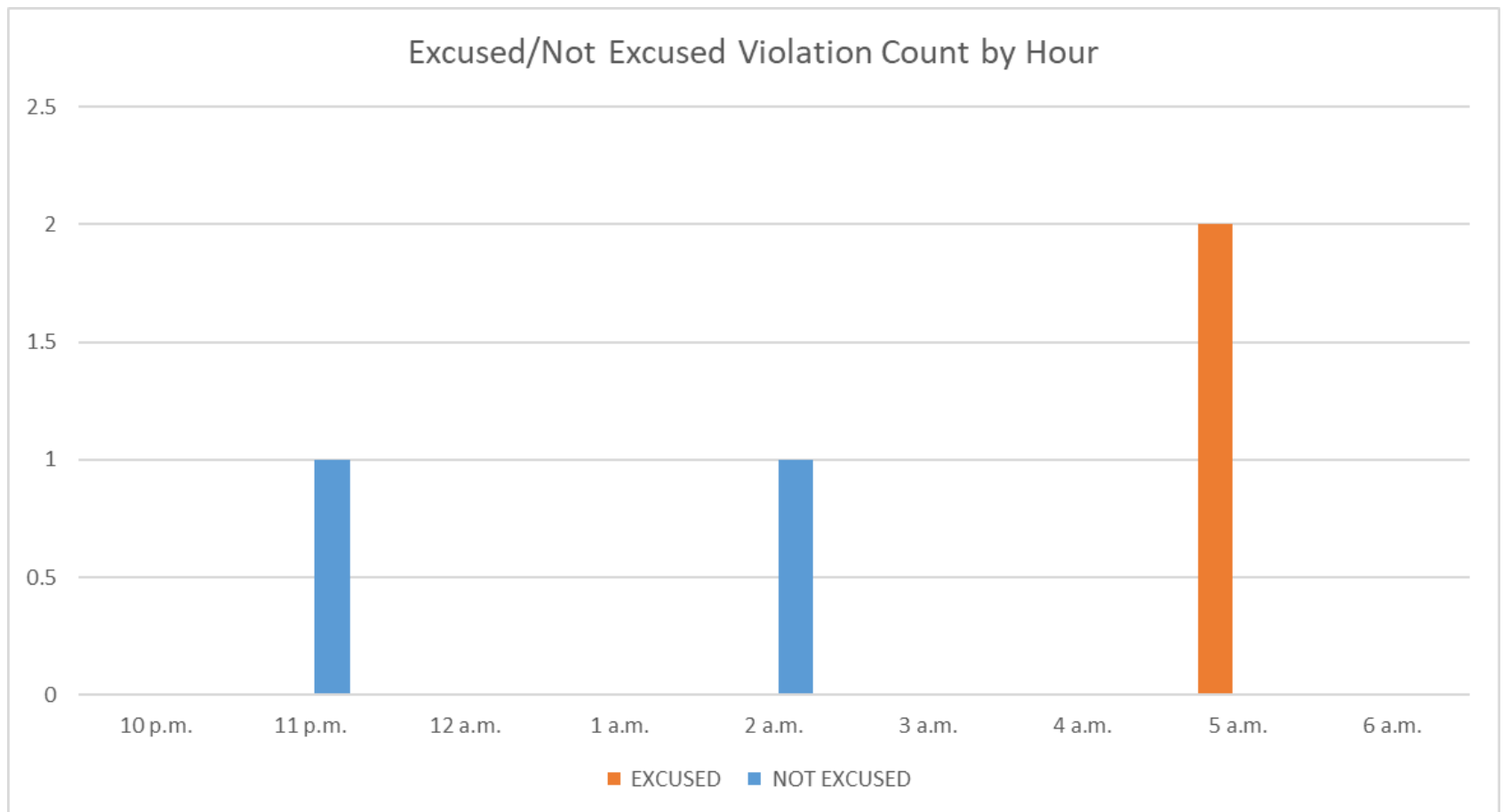
2022Q4

96% Compliance
(45 total departures)
(2 non-compliant)

2021Q4

99% Compliance
(317 total departures)
(4 non-compliant)

Runway 12 Night Departure Non-Compliant Count by Hour



Operation Details	
Beacon Code:	3374
AC Type:	B737
Operation Type:	Departure
Runway:	30
Date/Time:	1/7/2019 8:57:05 AM

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Runway 30 Bay Farm Right Turn NAP

2022Q4
100% Compliance
(17,151 total departures)
(1 non-compliant)

2021Q4
100% Compliance
(14,388 total departures)
(9 non-compliant)

Heading: 299
Elevation: 36



- Arrivals
- Departures
- Touch and Go
- Overflights

Runway 30 East Turn NAP

2022Q4
100% Compliance
(4,164 total departures)
(5 non-compliant)

*Excused Departures = 24

2021Q4
100% Compliance
(3,953 total departures)
(5 non-compliant)

Operation Details

Beacon Code: 3777

AC Type: B737

Operation Type: Departure

Runway: 30

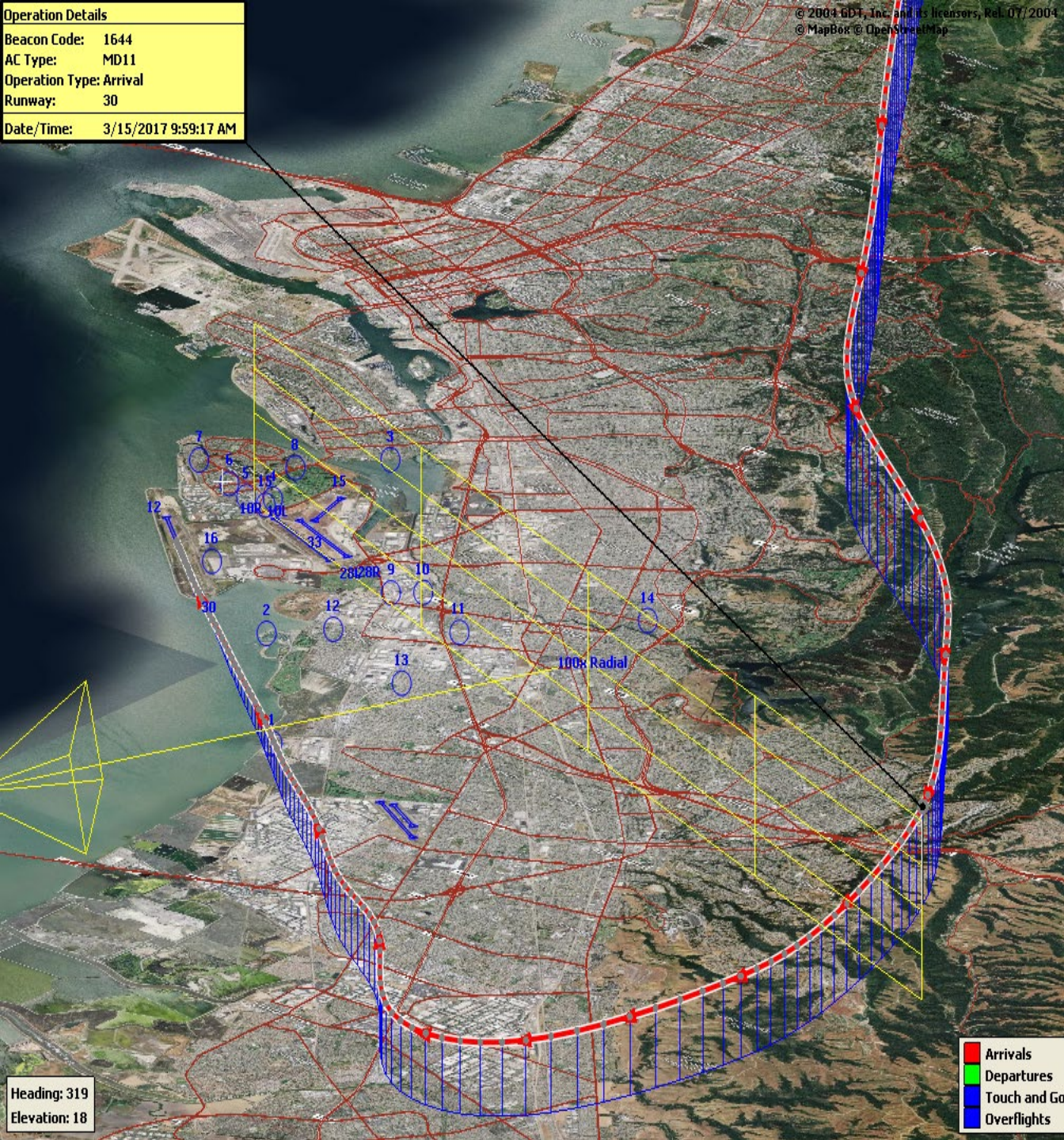
Date/Time: 3/15/2017 9:53:47 AM

Alameda Rwy 30



Operation Details	
Beacon Code:	1644
AC Type:	MD11
Operation Type:	Arrival
Runway:	30
Date/Time:	3/15/2017 9:59:17 AM

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100 Degree Radial At 3,000 ft. NAP

2022Q4

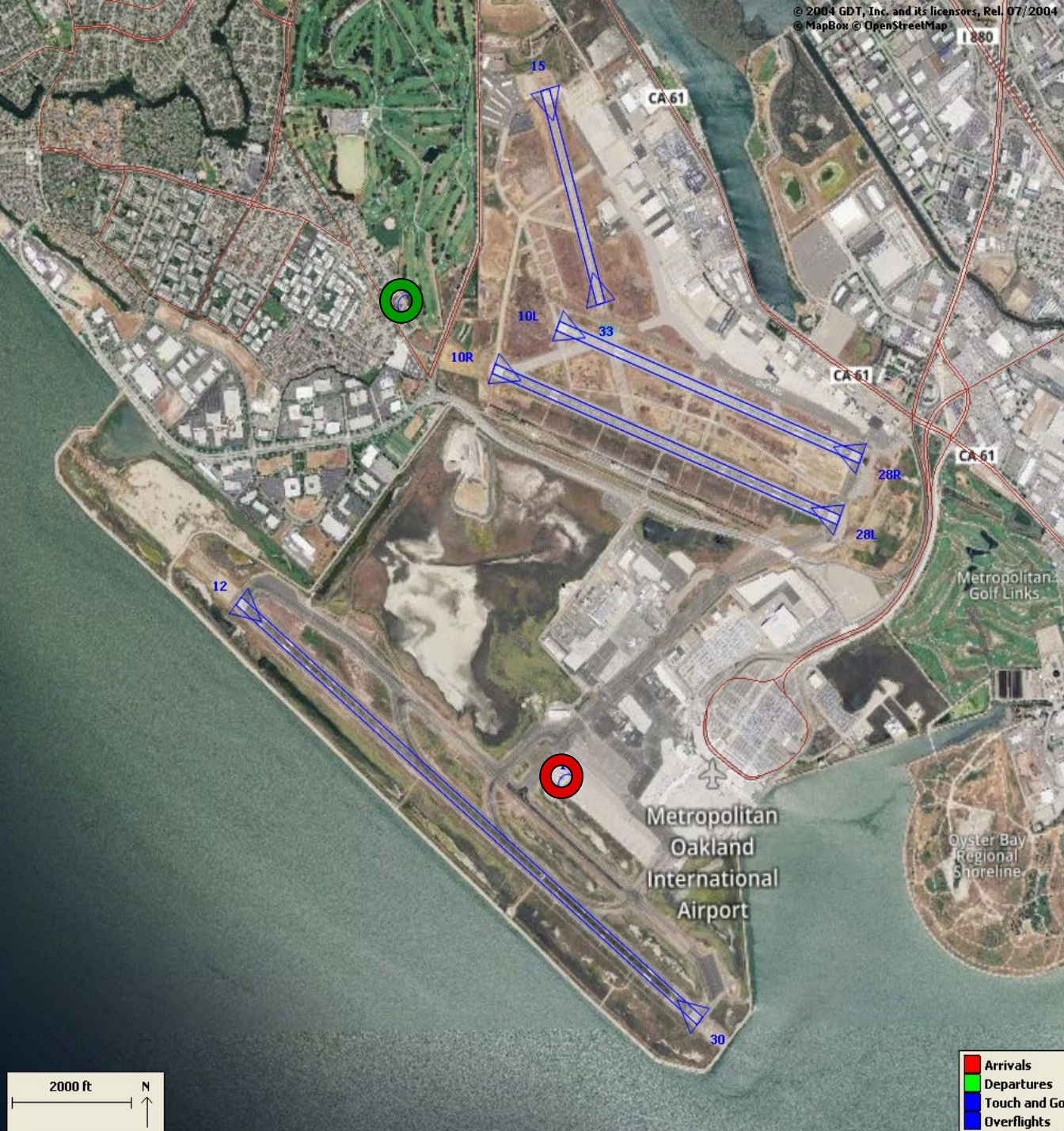
98% Compliance
(1,015 total landings)
(22 non-compliant)

2021Q4

99% Compliance
(743 total landings)
(4 non-compliant)

Heading: 319
Elevation: 18

- Arrivals
- Departures
- Touch and Go
- Overflights



Engine Run-up NAP

2022Q4

**100% Compliance
(3 engine run-ups)*
(0 non-compliant)**

2021Q4

**100% Compliance
(6 engine run-ups)
(0 non-compliant)**

***Only above idle-power run-ups
recorded.**

Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2022 - Quarter-to-Quarter				
	2022Q3		2022Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	93%	7%
Total Airport-wide Corporate Jet Departures	2,326	157	2,375	175
Runway 10R/L Jet Landing Compliance	83%	17%	92%	8%
Total Southeast Plan Corporate Jet Landings	40	8	113	10
North Field VFR Departure Compliance	89%	11%	89%	11%
Total Runways 28R/L & 33 Departures	207	26	203	24
North Field Quiet Hours Compliance	76%	24%	81%	19%
Total North Field Quiet Hours Departures	117	37	128	31
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	18,887	3	17,150	1
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,749	27	3,252	28
Runway 12 Night Departure Compliance	100%	0%	96%	4%
Total Runway 12 Night Turbojet Departures	47	0	43	2
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,631	3	4,159	5
100 Degree Radial Turbojet Landing Compliance	98%	2%	98%	2%
Total 100 Degree Radial Turbojet Landings	1,112	19	993	22
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	7	0	3	0
Note: N/C means non-compliant. Percentage values are rounded out.				

Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 159

Fourth 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	3	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	5
2	22	8	0.1	1.4%	0	0.0	0.0%	0	0.0	0.0%	30
3	37	2	0.0	0.4%	2	0.0	0.4%	0	0.0	0.0%	41
4	48	51	0.6	9.0%	29	0.3	5.1%	19	0.2	3.4%	147
5	60	19	0.2	3.4%	15	0.2	2.6%	16	0.2	2.8%	110
6	59	12	0.1	2.1%	12	0.1	2.1%	13	0.1	2.3%	96
7	22	13	0.1	2.3%	13	0.1	2.3%	1	0.0	0.2%	49
8	37	15	0.2	2.6%	3	0.0	0.5%	4	0.0	0.7%	59
9	10	6	0.1	1.1%	13	0.1	2.3%	0	0.0	0.0%	29
10	54	25	0.3	4.4%	4	0.0	0.7%	1	0.0	0.2%	84
11	6	4	0.0	0.7%	1	0.0	0.2%	0	0.0	0.0%	11
12	14	9	0.1	1.6%	2	0.0	0.4%	1	0.0	0.2%	26
13	10	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	11
14	25	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	26
All NMTs	407	168	2	0	94	1	0	55	1	0	724

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 131

Fourth 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	37	2	0.0	0.8%	2	0.0	0.8%	0	0.0	0.0%	41
4	48	51	0.6	21.3%	29	0.3	12.1%	19	0.2	7.9%	147
5	60	19	0.2	7.9%	15	0.2	6.3%	16	0.2	6.7%	110
6	59	12	0.1	5.0%	12	0.1	5.0%	13	0.1	5.4%	96
7	22	13	0.1	5.4%	13	0.1	5.4%	1	0.0	0.4%	49
8	37	15	0.2	6.3%	3	0.0	1.3%	4	0.0	1.7%	59
Total	263	112	1.2		74	0.8		53	0.6		502

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 28

Fourth 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	22	8	0.1	2.4%	0	0.0	0.0%	0	0.0	0.0%	30
9	10	6	0.1	1.8%	13	0.1	4.0%	0	0.0	0.0%	29
10	54	25	0.3	7.6%	4	0.0	1.2%	1	0.0	0.3%	84
11	6	4	0.0	1.2%	1	0.0	0.3%	0	0.0	0.0%	11
12	14	9	0.1	2.7%	2	0.0	0.6%	1	0.0	0.3%	26
13	10	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	11
14	25	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	26
Total	141	54	0.6		20	0.2		2	0.0		217

**Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)
Fourth 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	
A 306	67	21	67	77	25	
Fourth Quarter 2022 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	221	74	77	65	75	18
DC10/MD10	1	0	-	-	-	-
MD11	252	84	188	67	76	19
A 306	36	12	19	66	75	15
B757	168	56	76	66	75	17
B77L	115	38	29	65	73	14
Difference [A-B]						
DC10/MD10		-87	-32	-69	-78	-22
MD11		52	175	-3	-3	-5
A 306		-55	-2	-1	-2	-10

(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)

**Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)
Fourth 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
Fourth Quarter 2021 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B763	219	73	37	66	74
DC10/MD10	44	15	9	67	76
MD11	212	71	69	67	76
A306	18	6	3	67	75
B757	144	48	22	67	75
B77L	113	38	10	65	74
Difference [A-B]					
DC10/MD10		-72	-23	-2	-5
MD11		39	56	-3	-7
A306		-61	-18	0	-12

(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)

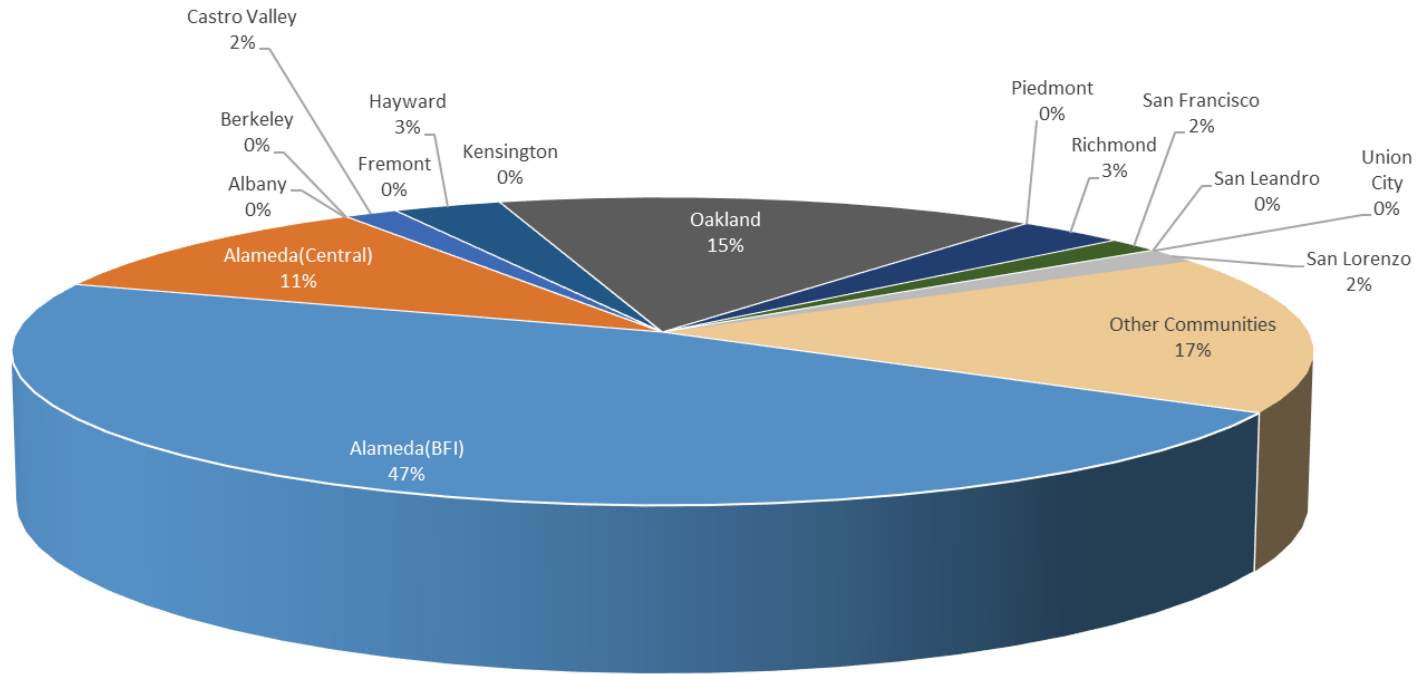
**Oakland International Airport
Noise Complaint Summary
October 2022**

Community	Callers	Complaints
Alameda(BFI)	31	1903
Alameda(Central)	7	23
Albany	0	0
Berkeley	0	0
Castro Valley	1	135
Fremont	0	0
Hayw ard	2	9
Kensington	0	0
Oakland	10	4499
Piedmont	0	0
Richmond	2	274
San Francisco	1	1
San Leandro	0	0
Union City	0	0
San Lorenzo	1	1
Other Communities	11	50
Total	66	6895
Complaints by Type		
E-mail		3393
View point App		3502
Complaints by Time of Day		
Day (0700 - 1900)		1735
Evening (1900 - 2200)		447
Night (2200 - 0700)		4713
Complaints by Type of Operation		
Arrivals		4261
Departures		2469
Over-flights		85
Touch & Go		80
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		256
Helicopter		77
Jet		5756
Military		4
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		156
Propeller		338
Turbo-prop		308

Number of Callers

October 2022

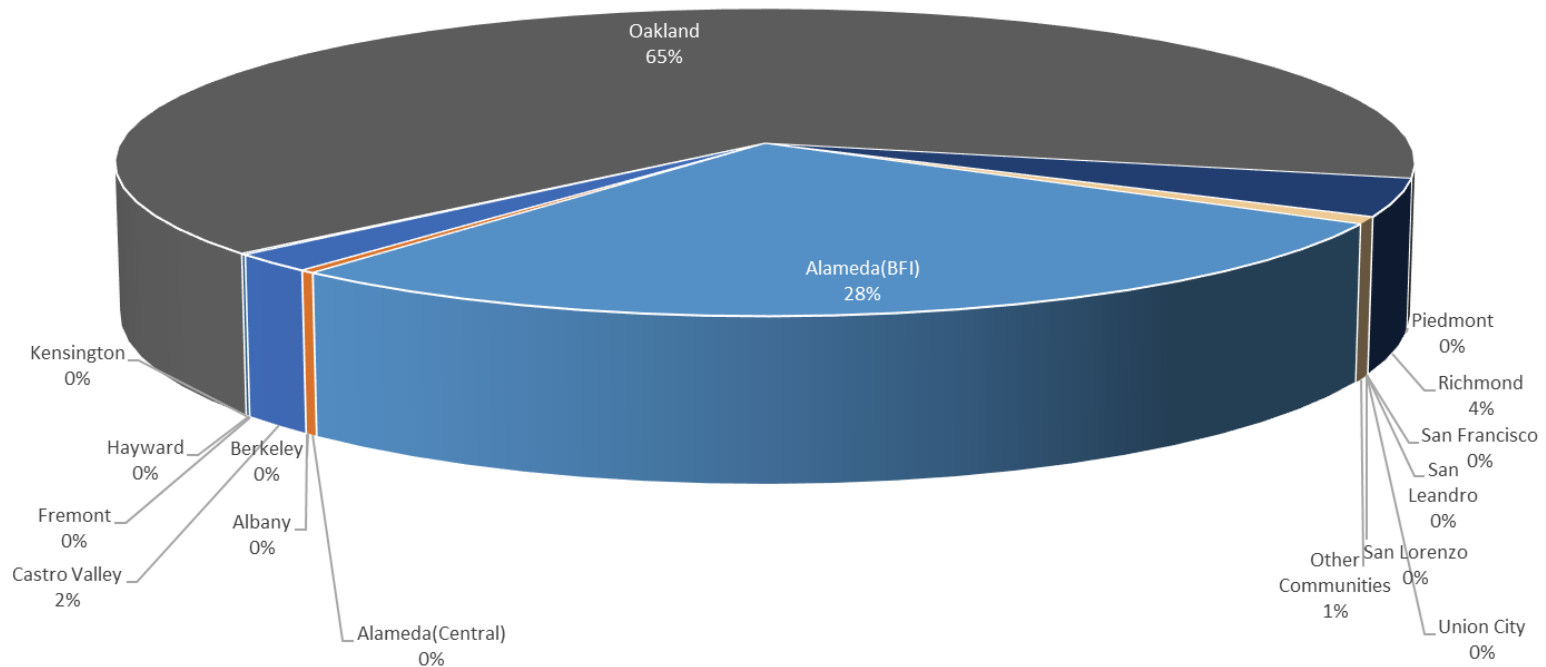
Noise Complaints Summary by Number of Callers



Number of Complaints

October 2022

Noise Complaints Summary by Number of Complaints



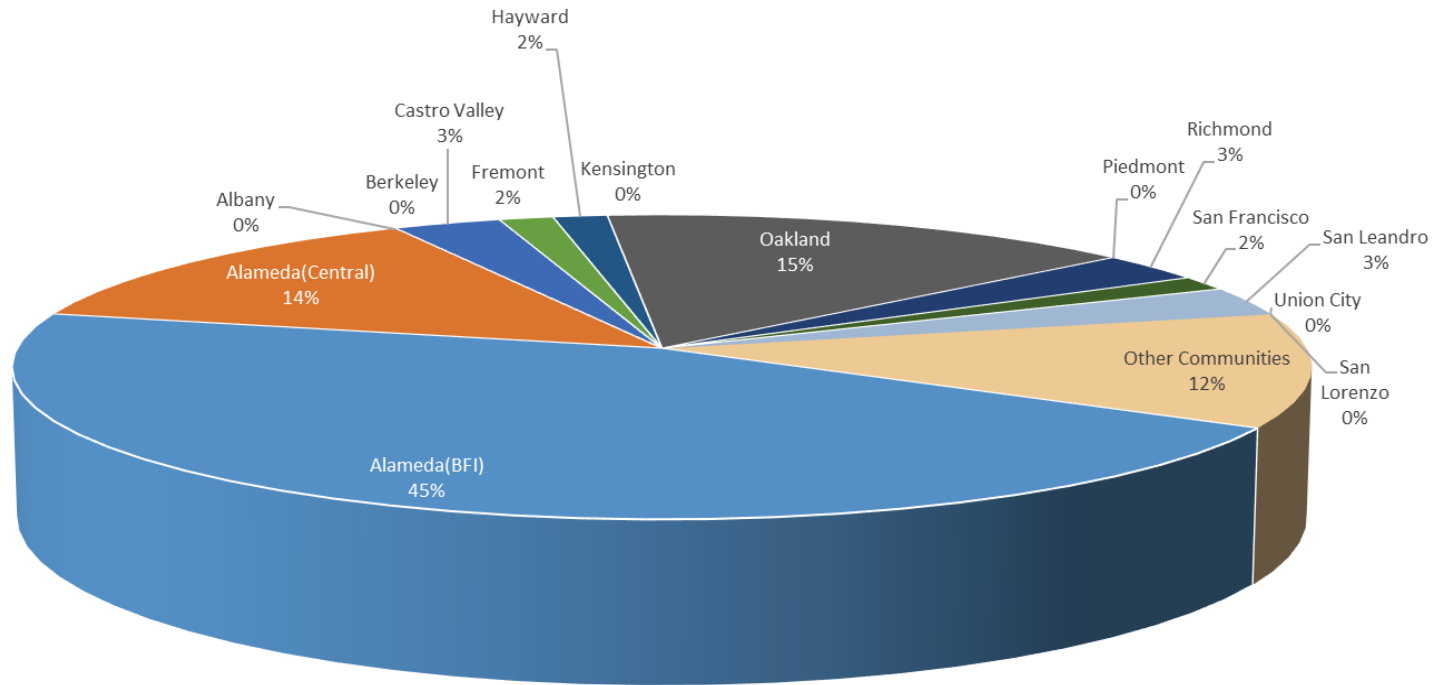
**Oakland International Airport
Noise Complaint Summary
November 2022**

Community	Callers	Complaints
Alameda(BFI)	30	1588
Alameda(Central)	9	38
Albany	0	0
Berkeley	0	0
Castro Valley	2	99
Fremont	1	3
Hayw ard	1	5
Kensington	0	0
Oakland	10	3577
Piedmont	0	0
Richmond	2	411
San Francisco	1	2
San Leandro	2	25
Union City	0	0
San Lorenzo	0	0
Other Communities	8	144
Total	66	5892
Complaints by Type		
E-mail		3317
View point App		2575
Complaints by Time of Day		
Day (0700 - 1900)		1229
Evening (1900 - 2200)		1023
Night (2200 - 0700)		3640
Complaints by Type of Operation		
Arrivals		2791
Departures		2966
Over-flights		65
Touch & Go		70
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		259
Helicopter		84
Jet		4821
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		13
Propeller		578
Turbo-prop		137

Number of Callers

November 2022

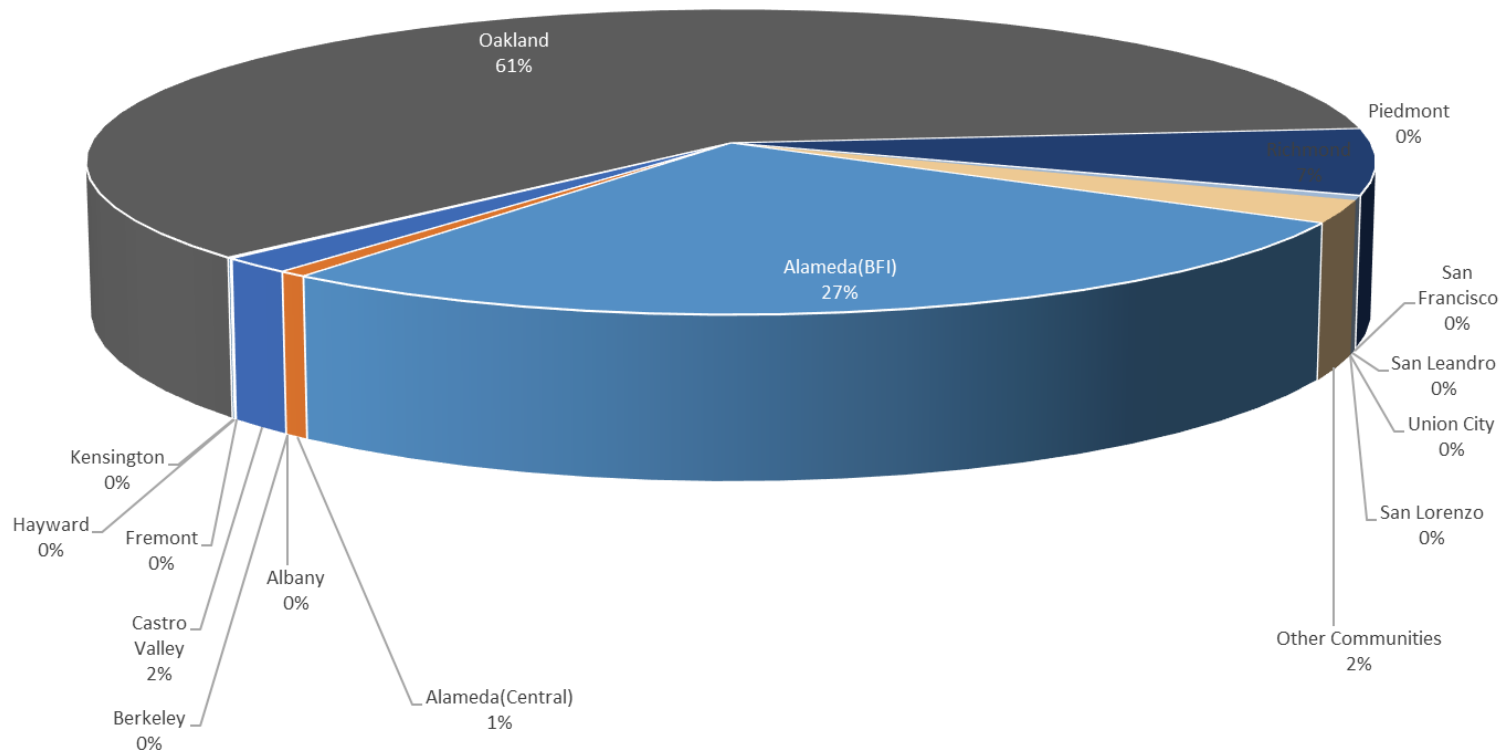
Noise Complaints Summary by Number of Callers



Number of Complaints

November 2022

Noise Complaints Summary by Number of Complaints



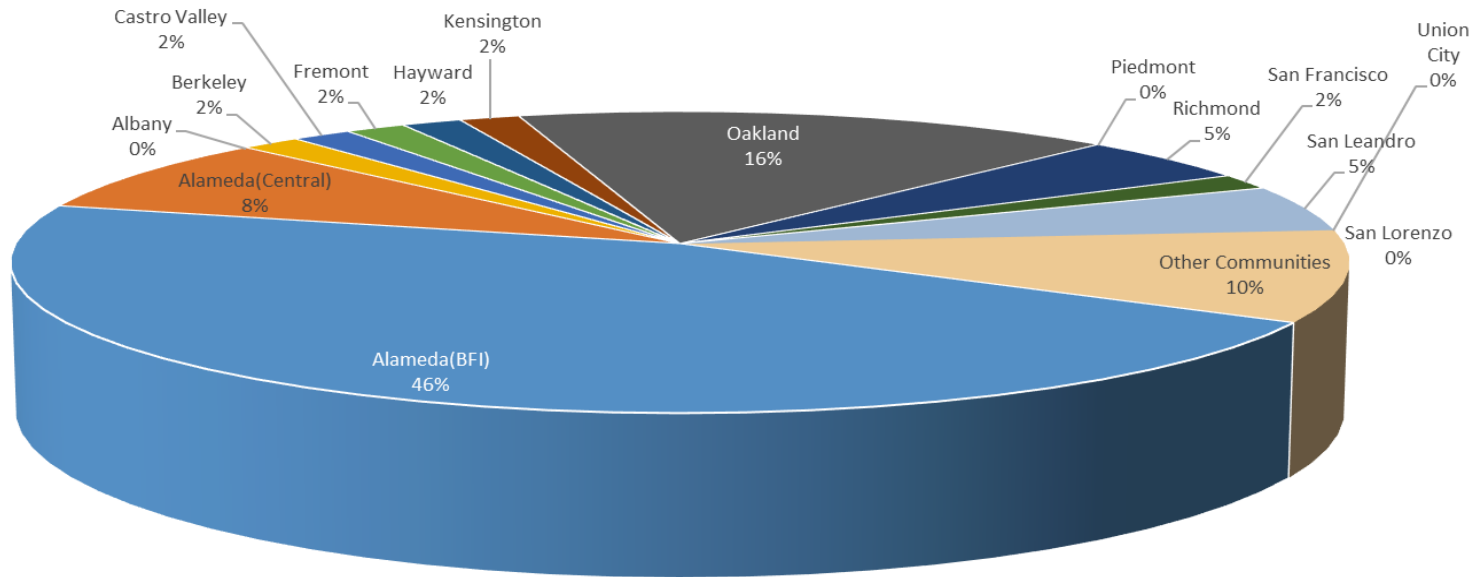
**Oakland International Airport
Noise Complaint Summary
December 2022**

Community	Callers	Complaints
Alameda(BFI)	28	1753
Alameda(Central)	5	26
Albany	0	0
Berkeley	1	1
Castro Valley	1	103
Fremont	1	1
Hayw ard	1	1
Kensington	1	1
Oakland	10	2920
Piedmont	0	0
Richmond	3	321
San Francisco	1	1
San Leandro	3	21
Union City	0	0
San Lorenzo	0	0
Other Communities	6	165
Total	61	5314
Complaints by Type		
E-mail		2862
View point App		2452
Complaints by Time of Day		
Day (0700 - 1900)		1091
Evening (1900 - 2200)		572
Night (2200 - 0700)		3651
Complaints by Type of Operation		
Arrivals		3272
Departures		1917
Over-flights		68
Touch & Go		57
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		256
Helicopter		68
Jet		4559
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		26
Propeller		224
Turbo-prop		181

Number of Callers

December 2022

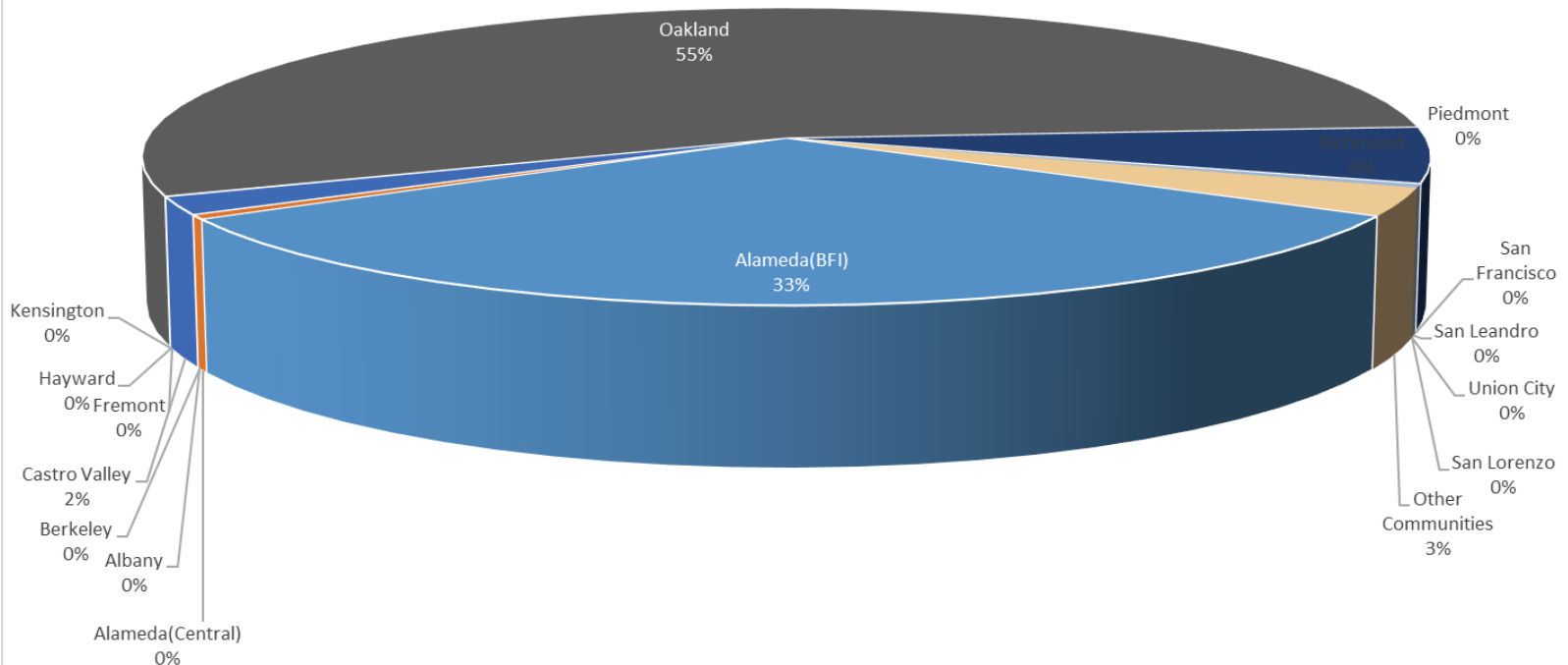
Noise Complaints Summary by Number of Callers

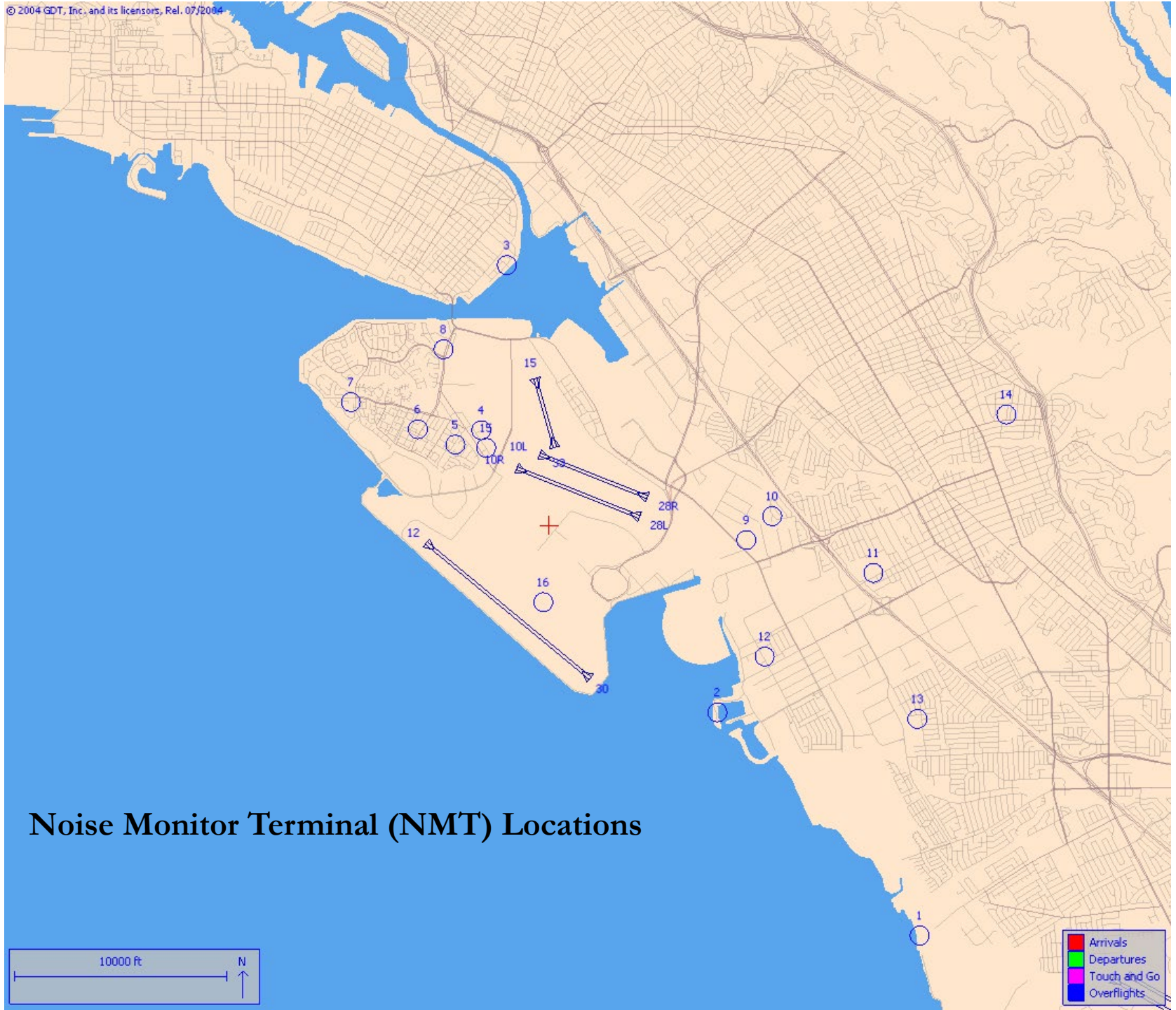


Number of Complaints

December 2022

Noise Complaints Summary by Number of Complaints





Noise Monitor Terminal (NMT) Locations



I  OAK
Fly the East Bay Way

Quarterly Aircraft Noise Report

Fourth Quarter 2022



Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

January 12, 2023

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(Click on a link below for direct access.)

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

QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2022				
	2021Q4		2022Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	95%	5%	93%	7%
Total Airport-wide Corporate Jet Departures	2,948	168	2,375	175
Runway 10R/L Jet Landing Compliance	89%	11%	92%	8%
Total Southeast Plan Corporate Jet Landings	281	33	113	10
North Field VFR Departure Compliance	85%	15%	89%	11%
Total Runways 28R/L & 33 Departures	169	31	203	24
North Field Quiet Hours Compliance	79%	21%	81%	19%
Total North Field Quiet Hours Departures	141	37	128	31
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	14,379	9	17,150	1
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,381	24	3,252	28
Runway 12 Night Departure Compliance	99%	1%	96%	4%
Total Runway 12 Night Turbojet Departures	313	4	43	2
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,948	5	4,159	5
100 Degree Radial Turbojet Landing Compliance	99%	1%	98%	2%
Total 100 Degree Radial Turbojet Landings	739	4	993	22
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	6	0	3	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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

NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Fourth Quarter 2022				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	886	802	862	2,550
Compliant Corporate Jet Departures	823	740	812	2,375
Non-compliant Corporate Jet Departures	63	62	50	175
Corporate Jet Departure Compliance Rate	93%	92%	94%	93%
Excused Jet Departures	40	28	16	84
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	6,418	6,137	6,018	18,573
Compliant Airport-wide Jet Departures	6,355	6,075	5,968	18,398
Non-compliant Airport-wide Jet Departures	63	62	50	175
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 Fourth Quarter 2022				
	October	November	December	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	17	106	123
Compliant SE Plan Corporate Jet Landings	0	14	99	113
Non-compliant SE Plan Corporate Jet Landings	0	3	7	10
SE Plan Corporate Jet Landing Compliance Rate	N/A	82%	93%	92%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	201	766	967
Airport-wide Compliant SE Plan Jet Landings	0	198	759	957
Airport-wide Non-compliant SE Plan Landings	0	3	7	10
Airport-wide Jet Landing SE Plan Compliance Rate	N/A	99%	99%	99%
* 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 Fourth Quarter 2022				
	October	November	December	Quarterly
Total VFR Departures	84	85	58	227
Total VFR Departures Over Alameda	21	17	19	57
Compliant Departures	78	76	49	203
Non-compliant Departures	6	9	9	24
Compliance Rate	93%	89%	84%	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.) Fourth Quarter 2022				
	October	November	December	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	61	49	49	159
Compliant Night Departures	51	39	38	128
Average Compliant Departures per Night	1.6	1.3	1.2	1.44
Non-Compliant Night Departures	10	10	11	31
Average Non-Compliant Departures per Night	0.3	0.3	0.4	0.3
Night Departure Compliance Rate	84%	80%	78%	81%

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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 = 159

Fourth 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	3	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	5
2	22	8	0.1	1.4%	0	0.0	0.0%	0	0.0	0.0%	30
3	37	2	0.0	0.4%	2	0.0	0.4%	0	0.0	0.0%	41
4	48	51	0.6	9.0%	29	0.3	5.1%	19	0.2	3.4%	147
5	60	19	0.2	3.4%	15	0.2	2.6%	16	0.2	2.8%	110
6	59	12	0.1	2.1%	12	0.1	2.1%	13	0.1	2.3%	96
7	22	13	0.1	2.3%	13	0.1	2.3%	1	0.0	0.2%	49
8	37	15	0.2	2.6%	3	0.0	0.5%	4	0.0	0.7%	59
9	10	6	0.1	1.1%	13	0.1	2.3%	0	0.0	0.0%	29
10	54	25	0.3	4.4%	4	0.0	0.7%	1	0.0	0.2%	84
11	6	4	0.0	0.7%	1	0.0	0.2%	0	0.0	0.0%	11
12	14	9	0.1	1.6%	2	0.0	0.4%	1	0.0	0.2%	26
13	10	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	11
14	25	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	26
All NMTs	407	168	2	0	94	1	0	55	1	0	724

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 131

Fourth 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	37	2	0.0	0.8%	2	0.0	0.8%	0	0.0	0.0%	41
4	48	51	0.6	21.3%	29	0.3	12.1%	19	0.2	7.9%	147
5	60	19	0.2	7.9%	15	0.2	6.3%	16	0.2	6.7%	110
6	59	12	0.1	5.0%	12	0.1	5.0%	13	0.1	5.4%	96
7	22	13	0.1	5.4%	13	0.1	5.4%	1	0.0	0.4%	49
8	37	15	0.2	6.3%	3	0.0	1.3%	4	0.0	1.7%	59
Total	263	112	1.2		74	0.8		53	0.6		502

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 28

Fourth 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	22	8	0.1	2.4%	0	0.0	0.0%	0	0.0	0.0%	30
9	10	6	0.1	1.8%	13	0.1	4.0%	0	0.0	0.0%	29
10	54	25	0.3	7.6%	4	0.0	1.2%	1	0.0	0.3%	84
11	6	4	0.0	1.2%	1	0.0	0.3%	0	0.0	0.0%	11
12	14	9	0.1	2.7%	2	0.0	0.6%	1	0.0	0.3%	26
13	10	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	11
14	25	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	26
Total	141	54	0.6		20	0.2		2	0.0		217

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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 Fourth Quarter 2022				
	October	November	December	Quarterly
Runway 30 Turbojet Departures	6,284	5,801	5,066	17,151
Compliant Departures	6,283	5,801	5,066	17,150
Non-compliant Departures	1	0	0	1
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 Fourth Quarter 2022				
	October	November	December	Quarterly
Runway 30 Nighttime Turbojet Departures	1,199	1,100	981	3,280
Buffer Time Departures	19	11	7	37
Compliant Departures	1,195	1,089	968	3,252
Non-compliant Departures	4	11	13	28
HUSSH gate misses	3	5	9	17
NIITE gate misses	3	7	8	18
REBAS gate misses	3	11	12	26
Compliance Rate	100%	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) Fourth 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	
Fourth Quarter 2022 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	221	74	77	65	75	18
DC10/MD10	1	0	-	-	-	-
MD11	252	84	188	67	76	19
A306	36	12	19	66	75	15
B757	168	56	76	66	75	17
B77L	115	38	29	65	73	14
Difference [A-B]						
DC10/MD10		-87	-32	-69	-78	-22
MD11		52	175	-3	-3	-5
A306		-55	-2	-1	-2	-10
(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) Fourth 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
Fourth Quarter 2021 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B763	219	73	37	66	14
DC10/MD10	44	15	9	67	17
MD11	212	71	69	67	17
A306	18	6	3	67	13
B757	144	48	22	67	13
B77L	113	38	10	65	15
Difference [A-B]					
DC10/MD10		-72	-23	-2	-5
MD11		39	56	-3	-7
A306		-61	-18	0	-12

(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) Fourth Quarter 2022				
	October	November	December	Quarterly
Jet Departures	0	0	45	45
Non-Compliant Departures	0	0	2	2
Compliant Departures	0	0	43	43
Compliance Rate	No SE Plan	No SE Plan	96%	96%
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 Fourth Quarter 2022				
	October	November	December	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	1	1
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	1	1	0	2
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	1	1	1	3
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 Fourth Quarter 2022				
	October	November	December	Quarterly
Total Runway 30 East Turn Turbojet Departures	1,485	1,361	1,318	4,164
Non-compliant Turbojet Departures	2	1	2	5
Total Turbojet Aircraft Above 2,900 Feet ASL *	1,483	1,360	1,316	4,159
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	23	1	0	24
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 Fourth Quarter 2022				
	October	November	December	Quarterly
Turbojets on Downwind RWY 30 Approach	350	387	278	1,015
Non-compliant Turbojets	4	8	10	22
Total Turbojet Aircraft Above 3K Feet ASL*	346	379	268	993
Compliance Rate	99%	98%	96%	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 October 2022		
Community	Callers	Complaints
Alameda(BFI)	31	1903
Alameda(Central)	7	23
Albany	0	0
Berkeley	0	0
Castro Valley	1	135
Fremont	0	0
Hayward	2	9
Kensington	0	0
Oakland	10	4499
Piedmont	0	0
Richmond	2	274
San Francisco	1	1
San Leandro	0	0
Union City	0	0
San Lorenzo	1	1
Other Communities	11	50
Total	66	6895
Complaints by Type		
E-mail		3393
View point App		3502
Complaints by Time of Day		
Day (0700 - 1900)		1735
Evening (1900 - 2200)		447
Night (2200 - 0700)		4713
Complaints by Type of Operation		
Arrivals		4261
Departures		2469
Over-flights		85
Touch & Go		80
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		256
Helicopter		77
Jet		5756
Military		4
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		156
Propeller		338
Turbo-prop		308

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Oakland International Airport Noise Complaint Summary November 2022		
Community	Callers	Complaints
Alameda(BFI)	30	1588
Alameda(Central)	9	38
Albany	0	0
Berkeley	0	0
Castro Valley	2	99
Fremont	1	3
Hayward	1	5
Kensington	0	0
Oakland	10	3577
Piedmont	0	0
Richmond	2	411
San Francisco	1	2
San Leandro	2	25
Union City	0	0
San Lorenzo	0	0
Other Communities	8	144
Total	66	5892
Complaints by Type		
E-mail		3317
View point App		2575
Complaints by Time of Day		
Day (0700 - 1900)		1229
Evening (1900 - 2200)		1023
Night (2200 - 0700)		3640
Complaints by Type of Operation		
Arrivals		2791
Departures		2966
Over-flights		65
Touch & Go		70
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		259
Helicopter		84
Jet		4821
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		13
Propeller		578
Turbo-prop		137

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Oakland International Airport Noise Complaint Summary December 2022		
Community	Callers	Complaints
Alameda(BFI)	28	1753
Alameda(Central)	5	26
Albany	0	0
Berkeley	1	1
Castro Valley	1	103
Fremont	1	1
Hayw ard	1	1
Kensington	1	1
Oakland	10	2920
Piedmont	0	0
Richmond	3	321
San Francisco	1	1
San Leandro	3	21
Union City	0	0
San Lorenzo	0	0
Other Communities	6	165
Total	61	5314
Complaints by Type		
E-mail	2862	
View point App	2452	
Complaints by Time of Day		
Day (0700 - 1900)	1091	
Evening (1900 - 2200)	572	
Night (2200 - 0700)	3651	
Complaints by Type of Operation		
Arrivals	3272	
Departures	1917	
Over-flights	68	
Touch & Go	57	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	256	
Helicopter	68	
Jet	4559	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	26	
Propeller	224	
Turbo-prop	181	

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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.) Fourth Quarter 2022					
	October	November	December	Quarterly	Percentage
Runway 28L	4	6	3	13	13%
Runway 28R	34	20	17	71	69%
Runway 33	2	0	0	2	2%
Alameda Overflights	40	26	20	86	83%
Runway 10L	2	1	2	5	5%
Runway 10R	0	3	6	9	9%
Runway 15	1	2	0	3	3%
San Leandro Overflights	3	6	8	17	17%
Total Departures	43	32	28	103	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 Fourth Quarter 2022				
	October	November	December	2022
VFR Departures				
Runway 28L	10	19	15	44
Runway 28R	68	75	49	192
Runway 33	92	89	69	250
VFR Departures	170	183	133	486
IFR Departures				
Runway 28L	107	108	98	313
Runway 28R	330	297	226	853
Runway 33	137	90	53	280
IFR Departures	574	495	377	1,446
Total Departures	744	678	510	1,932

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Fourth Quarter 2022											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	99	106	-	-	-	6	18	335	1,990	-	2,349	2,349
	Helicopters	-	-	-	-	-	-	-	-	-	179	179	179
	Commercial Jets	747	13,424	14,171	-	-	-	2	41	1	-	44	14,215
	Military	-	1	1	-	-	-	-	1	-	-	1	2
	Propeller	-	1	1	36	33	6	-	112	950	-	1,137	1,138
	Regional Jets	94	783	877	-	-	-	1	33	893	-	927	1,804
	Turboprops	1	45	46	-	2	24	14	171	819	-	1,030	1,076
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		941	14,360	15,096	36	35	36	35	693	4,653	179	5,667	20,763
Departures	Corporate Jets	24	2,138	2,162	-	5	10	107	118	127	-	367	2,529
	Helicopters	-	-	-	-	-	-	-	-	-	110	110	110
	Commercial Jets	831	13,321	14,152	-	-	-	2	8	1	-	11	14,163
	Military	-	-	-	-	-	-	-	-	1	-	1	1
	Propeller	-	1	1	44	487	11	-	33	417	-	992	993
	Regional Jets	72	1,693	1,765	-	-	-	27	2	1	-	30	1,795
	Turboprops	-	2	2	2	38	28	30	196	498	-	792	794
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		927	17,155	18,082	46	530	49	166	357	1,045	110	2,303	20,385
Touch & Go Sub-totals		-	12	12	7	164	5	-	41	393	10	620	632
Grand Total		1,868	31,527	33,190	89	729	90	201	1,091	6,091	299	8,590	41,780

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Fourth Quarter 2022											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	747	13,424	14,171	-	-	-	2	41	1	-	44	14,215
	Regional Jets	94	783	877	-	-	-	1	33	893	-	927	1,804
Commercial Jet Sub-totals		841	14,207	15,048	-	-	-	3	74	894	-	971	16,019
	Corporate Jets	99	106	205	-	-	6	18	335	1,990	-	2,349	2,554
All Jet Arrivals Sub-totals		940	14,313	15,253	-	-	6	21	409	2,884	-	3,320	18,573
Departures	Commercial Jets	831	13,321	14,152	-	-	-	2	8	1	-	11	14,163
	Regional Jets	72	1,693	1,765	-	-	-	27	2	1	-	30	1,795
Commercial Jet Sub-totals		903	15,014	15,917	-	-	-	29	10	2	-	41	15,958
	Corporate Jets	24	2,138	2,162	-	5	10	107	118	127	-	367	2,529
All Jet Departures Sub-totals		927	17,152	18,079	-	5	10	136	128	129	-	408	18,487
Grand Total		1,867	31,465	33,332	-	5	16	157	537	3,013	-	3,728	37,060

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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.

Runway Maintenance: This term is used when either the South Field or North Field runways are closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency.

Runway/Taxiway Maintenance: This term is used when either the South Field or North Field taxiways are closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency.

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
11/11/2022 10:55	N550GB	N550GB	C501	1747	28R	B		No
11/15/2022 10:51	N32KC	N32KC	E55P	3372	28R	B		No
11/15/2022 17:38	N404PG	N404PG	C25B	3333	28L	B		No
11/22/2022 10:37	N550GB	N550GB	C501	3222	28L	B		No
12/23/2022 13:31			GLF6	4275	28L	B		No
12/23/2022 18:55			E55P	3650	28R	B		No
12/23/2022 19:30			GLF4	3704	28L	B		No
12/23/2022 23:13			GLF4	3343	28L	B		No
11/21/2022 16:04	JSX655	N265JX	E135	3243	28L	R	ATC Instructions	Yes
						ATC Instructions	1	
11/5/2022 8:37	N456MJ	N456MJ	SF50	3214	28R	B	ATC Request	No
						ATC Request	1	
10/7/2022 22:39			C550	4233	28R	B	Compliant Operation	Yes
						Compliant Operation	1	
10/5/2022 14:11	EJM448	N448QS	GLF4	3363	28L	B	Departure Timing	No
10/8/2022 10:33	RGY926	N926RA	BE40	4571	28L	B	Departure Timing	No
10/10/2022 14:07	JSX653	N242JX	E145	3371	28L	R	Departure Timing	No
10/14/2022 11:10			C25A	4527	28L	B	Departure Timing	No
10/16/2022 9:37			GLF4	3316	28L	B	Departure Timing	No
10/17/2022 16:24			F900	3673	28L	B	Departure Timing	No
10/18/2022 18:06	EJA611	N611QS	C56X	4217	28R	B	Departure Timing	No
10/29/2022 13:43	EJA774	N774QS	CL30	6356	28L	B	Departure Timing	No
11/13/2022 10:21			GLF4	3252	28L	B	Departure Timing	No
11/19/2022 10:22	DLX313	N313TT	FA50	3742	28L	B	Departure Timing	No
11/19/2022 10:45			H25B	6341	28L	B	Departure Timing	No
11/22/2022 14:19	PXT838	N838GD	C25B	4507	28L	B	Departure Timing	No
11/24/2022 10:29	DPJ2	N2GG	C550	3612	28L	B	Departure Timing	No
12/18/2022 15:49			C680	3263	28R	B	Departure Timing	No
						Departure Timing	14	
11/22/2022 11:43			C560	3365	28R	B	Law Enforcement	Yes
						Law Enforcement	1	
12/28/2022 12:48	LN560PA	N560PA	C560	3235	28R	B	Lifeguard Medical	Yes
10/2/2022 14:17	LN561SR	N561SR	C560	4242	28R	B	Lifeguard Medical	Yes
10/2/2022 20:23	LN561SR	N561SR	C560	3647	28R	B	Lifeguard Medical	Yes
10/5/2022 19:43	LN730CP	N730CP	C525	3233	28L	B	Lifeguard Medical	Yes
10/5/2022 21:47	LN561SR	N561SR	C560	4577	28R	B	Lifeguard Medical	Yes
10/6/2022 5:02	LN561SR	N561SR	C560	3323	28R	B	Lifeguard Medical	Yes
10/6/2022 16:14	LN730CP	N730CP	C525	3336	28R	B	Lifeguard Medical	Yes
10/12/2022 18:18	LN717KV	N717KV	H25B	3650	28L	B	Lifeguard Medical	Yes
10/14/2022 14:45	LN730CP	N730CP	C525	3702	28R	B	Lifeguard Medical	Yes
10/14/2022 18:52			LJ35	3274	28R	B	Lifeguard Medical	Yes
10/15/2022 21:26	LN149WW	N149WW	C25B	3331	28R	B	Lifeguard Medical	Yes
10/16/2022 18:53	USC270	N76CK	LJ35	3334	28L	B	Lifeguard Medical	Yes
10/19/2022 1:25	LN730CP	N730CP	C525	3204	28R	B	Lifeguard Medical	Yes
10/19/2022 16:35	LN117AA	N117AA	CL60	3346	28L	B	Lifeguard Medical	Yes
10/20/2022 4:57			LJ35	3250	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/23/2022 4:14	LN810BE	N810BE	C560	3313	28R	B	Lifeguard Medical	Yes
10/23/2022 5:31	LN897MD	N897MD	C525	3343	28R	B	Lifeguard Medical	Yes
10/23/2022 8:02	LN864AM	N864AM	H25B	3240	28L	B	Lifeguard Medical	Yes
10/25/2022 12:49	LN747CP	N747CP	LJ35	3735	28R	B	Lifeguard Medical	Yes
10/25/2022 17:23	LN54DD	N54DD	C560	1764	28L	B	Lifeguard Medical	Yes
10/25/2022 21:31	LN904LR	N904LR	C560	4210	28L	B	Lifeguard Medical	Yes
10/25/2022 23:51	LN149WW	N149WW	C25B	3343	28R	B	Lifeguard Medical	Yes
10/26/2022 5:23	LN904LR	N904LR	C560	3251	28R	B	Lifeguard Medical	Yes
10/27/2022 13:44	LN561SR	N561SR	C560	4572	28R	B	Lifeguard Medical	Yes
10/27/2022 13:54	LN897MD	N897MD	C525	3237	28L	B	Lifeguard Medical	Yes
10/29/2022 9:22	LN904LR	N904LR	C560	3336	28R	B	Lifeguard Medical	Yes
10/29/2022 20:24	LN54DD	N54DD	C560	4250	28L	B	Lifeguard Medical	Yes
10/30/2022 2:02	LN904LR	N904LR	C560	3367	28R	B	Lifeguard Medical	Yes
10/30/2022 2:45	N54DD	N54DD	C560	3260	28R	B	Lifeguard Medical	Yes
10/31/2022 2:49	LN149WW	N149WW	C25B	3276	28R	B	Lifeguard Medical	Yes
10/31/2022 3:14	LN681HC	N681HC	CL60	3306	28R	B	Lifeguard Medical	Yes
11/1/2022 8:04	LN904LR	N904LR	C560	4522	28R	B	Lifeguard Medical	Yes
11/1/2022 15:34	LN904LR	N904LR	C560	6366	28R	B	Lifeguard Medical	Yes
11/4/2022 18:02	LN561SR	N561SR	C560	4542	28R	B	Lifeguard Medical	Yes
11/5/2022 1:19	LN561SR	N561SR	C560	3261	28R	B	Lifeguard Medical	Yes
11/5/2022 9:24	LN54DD	N54DD	C560	3624	28R	B	Lifeguard Medical	Yes
11/5/2022 14:19	LN54DD	N54DD	C560	3275	28R	B	Lifeguard Medical	Yes
11/6/2022 18:10	USC270	N217CK	LJ35	3365	28R	B	Lifeguard Medical	Yes
11/10/2022 4:50	LN560PA	N560PA	C560	3221	28R	B	Lifeguard Medical	Yes
11/11/2022 23:06	LN233TJ	N233TJ	C25B	3271	28R	B	Lifeguard Medical	Yes
11/17/2022 17:35	LN968SR	N968SR	C560	4240	28R	B	Lifeguard Medical	Yes
11/18/2022 10:26	LN897MD	N897MD	C525	3247	28R	B	Lifeguard Medical	Yes
11/19/2022 14:37	LN994WS	N994WS	HDJT	4264	28R	B	Lifeguard Medical	Yes
11/19/2022 20:51			G150	4537	28R	B	Lifeguard Medical	Yes
11/20/2022 3:39	Medevac	Medevac	H25B	3302	28L	B	Lifeguard Medical	Yes
11/20/2022 9:44	LN57FL	N57FL	C25A	4544	28L	B	Lifeguard Medical	Yes
11/21/2022 13:53	LN54DD	N54DD	C560	4213	28R	B	Lifeguard Medical	Yes
11/21/2022 21:26	LN54DD	N54DD	C560	4252	28R	B	Lifeguard Medical	Yes
11/23/2022 15:02	LN452MP	N452MP	LJ45	6330	28R	B	Lifeguard Medical	Yes
11/27/2022 12:53			LJ35	6355	28R	B	Lifeguard Medical	Yes
11/28/2022 8:13	LN570MP	N570MP	LJ45	3714	28R	B	Lifeguard Medical	Yes
11/30/2022 13:52	LN54DD	N54DD	C560	3771	28R	B	Lifeguard Medical	Yes
12/4/2022 19:26	LN54DD	N54DD	C560	6312	28R	B	Lifeguard Medical	Yes
12/7/2022 6:10	LN904LR	N904LR	C560	4525	28R	B	Lifeguard Medical	Yes
12/8/2022 6:41	KFS196	N357CK	LJ35	3341	28L	B	Lifeguard Medical	Yes
12/11/2022 8:47	LN904LR	N904LR	C560	4546	28R	B	Lifeguard Medical	Yes
12/12/2022 8:08	LN994WS	N994WS	HDJT	4551	28R	B	Lifeguard Medical	Yes
12/12/2022 13:25	LN289RT	N289RT	C25A	4532	28R	B	Lifeguard Medical	Yes
12/13/2022 13:00	LN518KH	N518KH	G150	4214	28L	B	Lifeguard Medical	Yes
12/13/2022 20:18	USC132	N355CK	LJ35	3233	28R	B	Lifeguard Medical	Yes
12/14/2022 1:04	LN435MS	N435MS	LJ35	3221	28R	B	Lifeguard Medical	Yes
12/20/2022 17:23	LN897MD	N897MD	C525	3610	28R	B	Lifeguard Medical	Yes
12/21/2022 19:40	LN560PA	N560PA	C560	4521	28R	B	Lifeguard Medical	Yes
12/25/2022 11:08	LN233TJ	N233TJ	C25B	3216	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	64	
10/7/2022 13:40	ACE1	N933GC	T33	366	28R	M	Military Flight	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
						Military Flight	1	
12/1/2022 10:50			GLF6	3274	28L	B	Pilot Refusal	No
						Pilot Refusal	1	
10/2/2022 18:54	DAL8876	N649DL	B752	3227	28L	J	Pilot Requested	No
10/3/2022 9:45			GLF6	3267	28L	B	Pilot Requested	No
10/3/2022 9:54			CL60	3315	28L	B	Pilot Requested	No
10/4/2022 15:48			C750	3607	28L	B	Pilot Requested	No
10/5/2022 15:29			CRJ2	3771	28R	R	Pilot Requested	No
10/5/2022 17:34			GLF4	3677	28L	B	Pilot Requested	No
10/5/2022 17:35			F2TH	4235	28L	B	Pilot Requested	No
10/6/2022 13:03			GLF6	1705	28L	B	Pilot Requested	No
10/7/2022 13:54	N39QJ	N39QJ	H25C	3777	28R	B	Pilot Requested	No
10/9/2022 9:45			GLF4	1701	28L	B	Pilot Requested	No
10/9/2022 10:12	N300DG	N300DG	SF50	1754	28L	B	Pilot Requested	No
10/9/2022 21:31			GLF4	3341	28L	B	Pilot Requested	No
10/10/2022 11:53			C550	1702	28L	B	Pilot Requested	No
10/12/2022 13:55			CL60	1753	28R	B	Pilot Requested	No
10/12/2022 20:41	SCM74	N740JM	C550	3627	28R	B	Pilot Requested	No
10/13/2022 10:01	VJT750	9HVID	GL7T	3774	28L	B	Pilot Requested	No
10/13/2022 10:02	KPO181	N181PR	GLF4	3705	28L	B	Pilot Requested	No
10/14/2022 9:58			GLF4	3310	28L	B	Pilot Requested	No
10/14/2022 11:50	N610RL	N610RL	F900	3327	28R	B	Pilot Requested	No
10/14/2022 14:40			E550	3352	28L	B	Pilot Requested	No
10/14/2022 17:18			F900	3345	28R	B	Pilot Requested	No
10/15/2022 11:36	N300DG	N300DG	SF50	4546	28R	B	Pilot Requested	No
10/15/2022 12:20			GLF4	1752	28L	B	Pilot Requested	No
10/16/2022 10:08	N888TX	N888TX	C650	1774	28R	B	Pilot Requested	No
10/16/2022 10:54			C25C	4560	28L	B	Pilot Requested	No
10/18/2022 14:04			F900	3316	28R	B	Pilot Requested	No
10/18/2022 14:21			GLF5	3221	28L	B	Pilot Requested	No
10/18/2022 15:40			GLF6	1730	28L	B	Pilot Requested	No
10/18/2022 17:09	JIT901	N420ME	HDJT	3660	28R	B	Pilot Requested	No
10/18/2022 21:07	N144AB	N144AB	GLF4	3634	28L	B	Pilot Requested	No
10/19/2022 9:06	EJM290	N290CH	CL30	3345	28L	B	Pilot Requested	No
10/19/2022 12:01	SJA67	N67AZ	C525	3255	28L	B	Pilot Requested	No
10/19/2022 13:53			GLF6	3731	28L	B	Pilot Requested	No
10/19/2022 16:58			GLF6	4521	28L	B	Pilot Requested	No
10/19/2022 21:35			C25A	3606	28R	B	Pilot Requested	No
10/20/2022 13:16	N30DG	N300DG	SF50	4567	28R	B	Pilot Requested	No
10/22/2022 16:13			LJ35	3772	28R	B	Pilot Requested	No
10/23/2022 7:47	N136TE	N136TE	EA50	3704	28R	B	Pilot Requested	No
10/23/2022 10:56	N512PM	N512PM	GLF4	3657	28L	B	Pilot Requested	No
10/23/2022 14:00			LJ45	3204	28R	B	Pilot Requested	No
10/24/2022 7:08			GLF6	3674	28L	B	Pilot Requested	No
10/24/2022 10:16	N32KC	N32KC	E55P	3771	28L	B	Pilot Requested	No
10/25/2022 8:07	N708Q	N708Q	CL30	3207	28L	B	Pilot Requested	No
10/26/2022 0:22			LJ45	3247	28R	B	Pilot Requested	No
10/27/2022 14:13	AJI9936	N785TW	DC91	6360	28R	J	Pilot Requested	No
10/27/2022 17:49			CL30	3772	28L	B	Pilot Requested	No
10/28/2022 11:19	N227UH	N227UH	EA50	3257	28R	B	Pilot Requested	No
10/28/2022 12:34	N550GB	N550GB	C501	3763	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/28/2022 13:33	N903JP	N903JP	C510	5316	28R	B	Pilot Requested	No
10/28/2022 17:58	N300DG	N300DG	SF50	4514	28R	B	Pilot Requested	No
10/28/2022 18:55	N57FL	N57FL	C25A	4225	28R	B	Pilot Requested	No
10/29/2022 15:30	N136TE	N136TE	EA50	6330	28L	B	Pilot Requested	No
10/30/2022 14:45	N88MM	N88MM	PRM1	3737	28R	B	Pilot Requested	No
10/30/2022 21:40	N22PB	N22PB	PC24	4255	28R	B	Pilot Requested	No
10/31/2022 12:25	EJA449	N449QS	E55P	3617	28L	B	Pilot Requested	No
11/1/2022 6:58			GLF6	6350	28L	B	Pilot Requested	No
11/1/2022 9:48	N32KC	N32KC	E55P	6344	28L	B	Pilot Requested	No
11/1/2022 11:33	PJC65	N865JB	C25B	3601	28R	B	Pilot Requested	No
11/1/2022 15:12	EJA335	N335QS	E55P	3604	28R	B	Pilot Requested	No
11/2/2022 10:45			G280	3244	28L	B	Pilot Requested	No
11/3/2022 10:34			GLF6	3672	28L	B	Pilot Requested	No
11/3/2022 10:39	N941NC	N941NC	EA50	1734	28L	B	Pilot Requested	No
11/3/2022 11:38			GLF6	3273	28L	B	Pilot Requested	No
11/3/2022 14:14			GLF4	6360	28L	B	Pilot Requested	No
11/3/2022 18:58			BE40	3315	28R	B	Pilot Requested	No
11/4/2022 7:52	N32KC	N32KC	E55P	3622	28L	B	Pilot Requested	No
11/4/2022 16:08	RGY937	N937RA	BE40	1731	28R	B	Pilot Requested	No
11/4/2022 16:10	JIT177	N677JT	HDJT	3750	28R	B	Pilot Requested	No
11/5/2022 12:32	N307PE	N307PE	C25B	1713	28R	B	Pilot Requested	No
11/7/2022 14:18	FTH860	N860TX	C750	3624	28L	B	Pilot Requested	No
11/7/2022 17:00	EJA417	N417QS	E55P	4576	28R	B	Pilot Requested	No
11/8/2022 16:21	N1127M	N1127M	LJ60	1743	28L	B	Pilot Requested	No
11/9/2022 12:15	N32KC	N32KC	E55P	6320	28R	B	Pilot Requested	No
11/10/2022 14:02	XEN27	N27LX	GLF5	6307	28R	B	Pilot Requested	No
11/14/2022 7:08			GLF6	1731	28L	B	Pilot Requested	No
11/14/2022 11:15	N827DD	N827DD	CL30	4503	28R	B	Pilot Requested	No
11/16/2022 14:01			F2TH	3617	28L	B	Pilot Requested	No
11/16/2022 14:38			GLF5	1744	28R	B	Pilot Requested	No
11/16/2022 14:53			GLF4	3214	28L	B	Pilot Requested	No
11/17/2022 7:31			GLF5	6312	28L	B	Pilot Requested	No
11/18/2022 15:58	N32KC	N32KC	E55P	3617	28L	B	Pilot Requested	No
11/18/2022 18:32			GLF5	3375	28L	B	Pilot Requested	No
11/18/2022 18:35			CL30	3213	28R	B	Pilot Requested	No
11/19/2022 13:02	N300DG	N300DG	SF50	1702	28R	B	Pilot Requested	No
11/20/2022 13:15	N32KC	N32KC	E55P	3202	28L	B	Pilot Requested	No
11/20/2022 14:29	EJA307	N307QS	C680	4227	28R	B	Pilot Requested	No
11/20/2022 15:40			C560	1721	28L	B	Pilot Requested	No
11/21/2022 9:25	FTH399	N399LF	C750	3301	28R	B	Pilot Requested	No
11/21/2022 16:46	N862LG	N862LG	E55P	3705	28L	B	Pilot Requested	No
11/22/2022 11:41	JRE932	N932JS	C680	4224	28L	B	Pilot Requested	No
11/23/2022 9:39	PXT862	N862LG	E55P	3715	28R	B	Pilot Requested	No
11/23/2022 15:35	N205JW	N205JW	CL60	3212	28L	B	Pilot Requested	No
11/23/2022 18:03			GLF6	6333	28R	B	Pilot Requested	No
11/24/2022 8:41	FTH926	N926VR	C750	1771	28R	B	Pilot Requested	No
11/24/2022 10:10	JRE932	N932JS	C680	3726	28L	B	Pilot Requested	No
11/24/2022 13:58	VTM355	XAUUT	DC93	3364	28R	B	Pilot Requested	No
11/25/2022 10:38	GDG626	N626NT	F2TH	3215	28L	B	Pilot Requested	No
11/26/2022 11:29			GLF6	4225	28L	B	Pilot Requested	No
11/27/2022 10:44			GLF5	6350	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/27/2022 15:47			F2TH	7445	28L	B	Pilot Requested	No
11/28/2022 8:17			GLF6	3264	28L	B	Pilot Requested	No
11/28/2022 9:04			CL30	1715	28L	B	Pilot Requested	No
11/28/2022 13:01			GLF5	1747	28L	B	Pilot Requested	No
11/28/2022 14:30	N443BC	N443BC	C525	3750	28R	B	Pilot Requested	No
11/29/2022 15:40	N561CF	N561CF	C560	3650	28L	B	Pilot Requested	No
11/30/2022 7:13			GLF6	1761	28L	B	Pilot Requested	No
12/1/2022 16:17	TTE284	N284CP	C560	6354	28L	B	Pilot Requested	No
12/3/2022 14:45	STT38	N268PJ	PC24	3215	28L	B	Pilot Requested	No
12/5/2022 20:01	N404PG	N404PG	C25B	3311	28R	B	Pilot Requested	No
12/6/2022 7:32	EJA552	N552QS	C68A	3751	28R	B	Pilot Requested	No
12/6/2022 15:07			C25B	3235	28R	B	Pilot Requested	No
12/6/2022 16:02			F900	6333	28R	B	Pilot Requested	No
12/7/2022 9:09	EJA552	N552QS	C68A	3741	28R	B	Pilot Requested	No
12/7/2022 9:25			GLF5	4527	28R	B	Pilot Requested	No
12/7/2022 9:28			E550	3336	28R	B	Pilot Requested	No
12/7/2022 9:57	EJA397	N397QS	C680	3220	28R	B	Pilot Requested	No
12/7/2022 15:54			GLF6	3250	28L	B	Pilot Requested	No
12/8/2022 8:53	NJZ3	N999NJ	GALX	1713	28L	B	Pilot Requested	No
12/8/2022 9:52			C680	6373	28R	B	Pilot Requested	No
12/8/2022 10:31			GLF6	6351	28L	B	Pilot Requested	No
12/9/2022 7:49	N420TJ	N420TJ	E55P	3676	28L	B	Pilot Requested	No
12/9/2022 19:17			GLF6	3770	28L	B	Pilot Requested	No
12/11/2022 9:54	EDG141	N141JE	GLF4	6331	28R	B	Pilot Requested	No
12/11/2022 10:06			GL5T	6343	28L	B	Pilot Requested	No
12/11/2022 14:29	EDG8	N8VC	GLF4	3674	28R	B	Pilot Requested	No
12/12/2022 11:14	JRE827	N827JS	C56X	3311	28L	B	Pilot Requested	No
12/13/2022 14:58			GLEK	4562	28L	B	Pilot Requested	No
12/14/2022 9:01	N512MB	N512MB	EA50	3247	28L	B	Pilot Requested	No
12/14/2022 13:53	N22PB	N22PB	PC24	4533	28L	B	Pilot Requested	No
12/15/2022 8:07			LJ35	3612	28R	B	Pilot Requested	No
12/15/2022 11:46	TIV770	N770TM	F2TH	3650	28R	B	Pilot Requested	No
12/16/2022 16:46			GLF5	1717	28L	B	Pilot Requested	No
12/16/2022 18:17	N884MC	N884MC	E550	3330	28L	B	Pilot Requested	No
12/17/2022 9:33	N551XJ	N551XJ	CL30	3326	28L	B	Pilot Requested	No
12/17/2022 17:34	EJA674	N674QS	C68A	4534	28R	B	Pilot Requested	No
12/18/2022 9:25	N959CR	N959CR	BE40	3374	28R	B	Pilot Requested	No
12/18/2022 13:50	N32KC	N32KC	E55P	3771	28L	B	Pilot Requested	No
12/19/2022 10:23	N32KC	N32KC	E55P	6374	28R	B	Pilot Requested	No
12/20/2022 17:42			E55P	4225	28R	B	Pilot Requested	No
12/21/2022 6:57	WWI88	N888CS	GLF4	4206	28R	B	Pilot Requested	No
12/21/2022 7:18			F2TH	3653	28L	B	Pilot Requested	No
12/21/2022 9:21			FA50	3343	28L	B	Pilot Requested	No
12/21/2022 10:02			GLF5	3250	28L	B	Pilot Requested	No
12/21/2022 14:36			CL30	3346	28L	B	Pilot Requested	No
12/24/2022 11:43	N650KP	N650KP	C650	374	28R	B	Pilot Requested	No
12/24/2022 15:47	N468SF	N468SF	E50P	1706	28R	B	Pilot Requested	No
12/26/2022 11:45			C25A	3350	28L	B	Pilot Requested	No
12/27/2022 11:25	EDG8	N8VC	GLF4	3767	28R	B	Pilot Requested	No
12/27/2022 11:29	CFFMI	CFFMI	CL60	3715	28L	B	Pilot Requested	No
12/28/2022 17:02	FRG168	N508FR	SB20	3373	28R	R	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
						Pilot Requested	150	
10/17/2022 5:28			GA6C	3275	28L	B	RWY 30 Routine Closure	Yes
10/17/2022 5:37	NKS144	N646NK	A320	3365	28L	J	RWY 30 Routine Closure	Yes
10/16/2022 22:53	SWA1992	N260WN	B737	3314	28L	J	RWY 30 Routine Closure	Yes
10/16/2022 23:12	EJM421	N421LT	C56X	3254	28R	B	RWY 30 Routine Closure	Yes
12/12/2022 4:19	N30VJ	N30VJ	SF50	3270	28L	B	RWY 30 Routine Closure	Yes
12/5/2022 1:10			GLF4	3260	28L	B	RWY 30 Routine Closure	Yes
11/28/2022 5:13	SWA2019	N448WN	B737	3227	28L	J	RWY 30 Routine Closure	Yes
11/28/2022 5:12	SWA661	N482WN	B737	3247	28L	J	RWY 30 Routine Closure	Yes
11/28/2022 5:09	SWA827	N8678E	B738	3201	28L	J	RWY 30 Routine Closure	Yes
11/28/2022 4:49	N27VJ	N27VJ	SF50	3313	28R	B	RWY 30 Routine Closure	Yes
11/28/2022 3:36	JUS196	N196US	DC91	3351	28L	J	RWY 30 Routine Closure	Yes
11/28/2022 0:11	NKS188	N960NK	A20N	3273	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	12	
10/21/2022 11:56	N136TE	N136TE	EA50	644	28R	B	Runway/Taxiway Maintenance	Yes
10/21/2022 19:05			LJ45	3360	28L	B	Runway/Taxiway Maintenance	Yes
10/21/2022 10:54			GLF4	4225	28R	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	3	
10/25/2022 12:12	FTH80	N808JN	C25B	1707	28L	B	Safety/Emergency	Yes
						Safety/Emergency	1	
12/4/2022 17:11	N7079G	N7079G	B26	1752	28R	P	System Error	Yes
						System Error	1	
							8	
						Grand Count	259	

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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
11/7/2022 20:52	LN810BE	N810BE	C560	4577	10R	B	Lifeguard Medical	Yes
12/27/2022 3:33	N994WS	N994WS	HDJT	4535	10R	B	Lifeguard Medical	Yes
12/26/2022 19:37	LN994WS	N994WS	HDJT	5775	10R	B	Lifeguard Medical	Yes
						Lifeguard Medical	3	
12/8/2022 15:11			CL30	3535	10R	B	Pilot Requested	No
12/8/2022 16:09	GDG979	N9793K	H25C	1345	10R	B	Pilot Requested	No
12/30/2022 14:48			E550	702	10L	B	Pilot Requested	No
12/26/2022 20:29	PXT641	N6414P	C25B	4230	10R	B	Pilot Requested	No
11/6/2022 22:06	EJA591	N591QS	C68A	7366	10L	B	Pilot Requested	No
12/5/2022 10:13	N404PG	N404PG	C25B	2425	10R	B	Pilot Requested	No
12/11/2022 18:54	JSX453	N257JX	E135	1625	10R	R	Pilot Requested	No
12/9/2022 22:56	PXT252	N525AN	C525	3514	10L	B	Pilot Requested	No
11/8/2022 10:37			F900	6623	10R	B	Pilot Requested	No
						Pilot Requested	9	
11/8/2022 10:47			LJ45	6007	10L	B	RWY 30 Routine Closure	No
12/12/2022 0:56	SWA3064	N455WN	B737	6763	10R	J	RWY 30 Routine Closure	Yes
12/12/2022 0:53	SWA201	N920WN	B737	1025	10R	J	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
						RWY 30 Routine Closure	3	
12/30/2022 15:01	EJA202	N202QS	CL60	7441	10R	B	Southeast/Runway Capacity	Yes
12/30/2022 14:04	TTE499	N499AV	C56X	3160	10L	B	Southeast/Runway Capacity	Yes
12/30/2022 13:17	JAS69	N512DB	CL60	4077	10R	B	Southeast/Runway Capacity	Yes
12/29/2022 12:58			LJ35	1624	10R	B	Southeast/Runway Capacity	Yes
12/11/2022 20:05	USC102	N355CK	LJ35	2012	10R	B	Southeast/Runway Capacity	Yes
12/11/2022 20:01	EJA304	N304QS	E55P	1050	10R	B	Southeast/Runway Capacity	Yes
12/11/2022 19:50	N752WJ	N752WJ	C750	3531	10R	B	Southeast/Runway Capacity	Yes
12/8/2022 16:59	N562LD	N562LD	C56X	7714	10R	B	Southeast/Runway Capacity	Yes
12/8/2022 16:20	XLJ909	N909MV	LJ45	6737	10R	B	Southeast/Runway Capacity	Yes
12/8/2022 16:06	USC132	N217CK	LJ35	540	10R	B	Southeast/Runway Capacity	Yes
12/8/2022 14:13			F2TH	6604	10R	B	Southeast/Runway Capacity	Yes
11/7/2022 17:22	N32KC	N32KC	E55P	1316	10L	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	12	
						Grand Count	27	

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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
12/23/2022 9:55	28R	N739UL	N739UL	C172	323		No
10/3/2022 13:49	33	N734BN	N734BN	C172	334	Air Traffic Conflict	Yes
12/22/2022 10:30	PAD1	CMD8	N838CS	EC35	327	Air Traffic Conflict	Yes
12/20/2022 15:57	28R	N68459	N68459	C172	364	Air Traffic Conflict	Yes
12/18/2022 12:57	28R	N4785S	N4785S	C82T	365	Air Traffic Conflict	Yes
12/16/2022 14:18	33	N22QT	N22QT	DA40	325	Air Traffic Conflict	Yes
12/16/2022 9:56	PAD1	CMD08	N838CS	EC35	325	Air Traffic Conflict	Yes
12/14/2022 15:47	33	PCM7700	N771FE	C208	330	Air Traffic Conflict	Yes
12/7/2022 18:59	28R	BYF17	N236SP	C172	317	Air Traffic Conflict	Yes
12/6/2022 14:05	28R	N1361M	N1361M	C172	347	Air Traffic Conflict	Yes
11/24/2022 10:50	28L	N737WE	N737WE	C172	346	Air Traffic Conflict	Yes
11/21/2022 17:04	28R	BXR8603	N106VE	C208	367	Air Traffic Conflict	Yes
11/19/2022 15:48	28R	BYF41	N1483L	C182	345	Air Traffic Conflict	Yes
11/19/2022 15:36	33	N22QT	N22QT	DA40	355	Air Traffic Conflict	Yes
11/13/2022 17:02	33	N6605D	N6605D	C172	345	Air Traffic Conflict	Yes
11/6/2022 14:41	33	N739UL	N739UL	C172	320	Air Traffic Conflict	Yes
10/30/2022 15:46	28L	N619MC	N619MC	S22T	373	Air Traffic Conflict	Yes
10/30/2022 15:45	28R	N5383	N5383	BE55	317	Air Traffic Conflict	Yes
10/28/2022 10:18	33	N6007K	N6007K	RC3	343	Air Traffic Conflict	Yes
10/19/2022 11:25	28R	BXR8603	N4674B	C208	316	Air Traffic Conflict	Yes
10/18/2022 20:41	28R	N35583	N35583	C172	375	Air Traffic Conflict	Yes
10/18/2022 7:46	28L	BXR8604	N932C	C208	322	Air Traffic Conflict	Yes
					Air Traffic Conflict	21	
10/3/2022 22:10	PAD1	CMD8	N838CS	EC35	346	Lifeguard Medical	Yes
12/28/2022 19:56	PAD1	CMD8	N838CS	EC35	317	Lifeguard Medical	Yes
11/30/2022 17:34	PAD1	CMD08	N838CS	EC35	322	Lifeguard Medical	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
11/27/2022 15:44	PAD1	CMD08	N838CS	EC35	321	Lifeguard Medical	Yes
12/17/2022 13:43	PAD1	CMD08	N838CS	EC35	317	Lifeguard Medical	Yes
10/24/2022 1:50	PAD1	N838CS	N838CS	EC35	1200	Lifeguard Medical	Yes
10/4/2022 12:21	PAD1	CMD8	N838CS	EC35	317	Lifeguard Medical	Yes
10/4/2022 12:35	PAD1			B407	343	Lifeguard Medical	Yes
10/11/2022 13:27	PAD1	CMD8	N838CS	EC35	360	Lifeguard Medical	Yes
10/17/2022 4:57	PAD1	CMD8	N838CS	EC35	345	Lifeguard Medical	Yes
10/22/2022 23:24	PAD1	CMD8	N838CS	EC35	360	Lifeguard Medical	Yes
					Lifeguard Medical	11	
10/7/2022 13:40	28R	ACE1	N933GC	T33	366	Military Flight	Yes
					Military Flight	1	
11/8/2022 14:08	28L	N52789	N52789	C172	315	Touch & Go Training	No
11/16/2022 12:35	28R	N437FA	N437FA	C172	353	Touch & Go Training	No
12/27/2022 16:27	28L	N80912	N80912	C172	333	Touch & Go Training	No
					Touch & Go Training	3	
12/8/2022 13:03	28R	N4JA	N4JA	BE58	356	VFR Departure	No
11/14/2022 11:11	28R	N2778S	N2778S	C152	365	VFR Departure	No
12/20/2022 8:39	28L	BXR8604	N106VE	C208	341	VFR Departure	No
11/28/2022 15:47	PAD1	N61DJ	N61DJ	S76	324	VFR Departure	No
12/24/2022 11:08	28L	N106VE	N106VE	C208	1200	VFR Departure	No
10/29/2022 16:44	28R	N733ZK	N733ZK	C172	340	VFR Departure	No
10/29/2022 12:09	33	N6605D	N6605D	C172	340	VFR Departure	No
11/23/2022 11:14	28R	N335BD	N335BD	S22T	321	VFR Departure	No
10/2/2022 11:03	33	N1146J	N1146J	M20P	371	VFR Departure	No
12/13/2022 8:13	28R	BXR8604	N106VE	C208	355	VFR Departure	No
10/19/2022 15:42	28R	N294NG	N294NG	PC12	352	VFR Departure	No
12/2/2022 16:18	28R	N43434	N43434	P28A	362	VFR Departure	No
12/16/2022 7:54	28L	BXR8604	N106VE	C208	324	VFR Departure	No
12/21/2022 15:25	28R	N1926F	N1926F	C172	376	VFR Departure	No
11/19/2022 11:00	28R	N553TP	N553TP	P28A	323	VFR Departure	No
10/12/2022 16:27	33	PCM7721	N762FE	C208	352	VFR Departure	No
11/19/2022 7:48	33	PCM781	N781FE	C208	377	VFR Departure	No
10/8/2022 18:30	28R	BYF14	N2370F	C172	320	VFR Departure	No
11/17/2022 11:06	33	N6605D	N6605D	C172	343	VFR Departure	No
11/16/2022 13:19	28R	N73311	N73311	C172	332	VFR Departure	No
					VFR Departure	20	
						1	
					Grand Count	57	

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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
11/15/2022 23:19	DCM6035	N441DS	C441	4572	28R		No
12/23/2022 23:13			GLF4	3343	28L		No
11/8/2022 5:53	EJA822	N822QS	C700	3240	10R	Compliant Operation	Yes
11/18/2022 6:46	PCM8709	N771FE	C208	4506	28L	Compliant Operation	Yes
11/29/2022 5:21	N504FM	N504FM	C25A	5352	10L	Compliant Operation	Yes
12/11/2022 23:14			BE9L	3344	10L	Compliant Operation	Yes
10/6/2022 0:30	N24998	N24998	C152	5341	28R	Compliant Operation	Yes
10/6/2022 0:07			PRM1	4235	10L	Compliant Operation	Yes
11/29/2022 23:48	N243AM	N243AM	B200	3315	28R	Compliant Operation	Yes
12/27/2022 6:45	STT38	N268PJ	PC24	3320	10R	Compliant Operation	Yes
12/21/2022 0:50	N135DA	N135DA	DA42	5331	28R	Compliant Operation	Yes
					Compliant Operation	9	
12/16/2022 0:47			BE9L	3251	28R	Law Enforcement	Yes
					Law Enforcement	1	
10/1/2022 4:59			PC12	4530	28R	Lifeguard Medical	Yes
10/3/2022 3:28	N112MT	N112MT	EC35	4571	PAD1	Lifeguard Medical	Yes
10/4/2022 23:31	LN971SC	N971SC	BE9L	4213	28R	Lifeguard Medical	Yes
10/6/2022 5:02	LN561SR	N561SR	C560	3323	28R	Lifeguard Medical	Yes
10/9/2022 2:07	CMD13	N837CS	EC35	4234	PAD1	Lifeguard Medical	Yes
10/17/2022 4:57	CMD8	N838CS	EC35	345	PAD1	Lifeguard Medical	Yes
10/19/2022 1:25	LN730CP	N730CP	C525	3204	28R	Lifeguard Medical	Yes
10/20/2022 4:57			LJ35	3250	28R	Lifeguard Medical	Yes
10/22/2022 23:24	CMD8	N838CS	EC35	360	PAD1	Lifeguard Medical	Yes
10/23/2022 4:14	LN810BE	N810BE	C560	3313	28R	Lifeguard Medical	Yes
10/23/2022 5:31	LN897MD	N897MD	C525	3343	28R	Lifeguard Medical	Yes
10/24/2022 1:50	N838CS	N838CS	EC35	1200	PAD1	Lifeguard Medical	Yes
10/25/2022 23:51	LN149WW	N149WW	C25B	3343	28R	Lifeguard Medical	Yes
10/26/2022 5:23	LN904LR	N904LR	C560	3251	28R	Lifeguard Medical	Yes
10/27/2022 6:28	GAJ891	N891UP	B350	3353	28R	Lifeguard Medical	Yes
10/30/2022 2:02	LN904LR	N904LR	C560	3367	28R	Lifeguard Medical	Yes
10/30/2022 22:54	LN991GT	N991GT	BE9L	4215	28R	Lifeguard Medical	Yes
10/31/2022 2:49	LN149WW	N149WW	C25B	3276	28R	Lifeguard Medical	Yes
10/31/2022 3:14	LN681HC	N681HC	CL60	3306	28R	Lifeguard Medical	Yes
11/5/2022 1:19	LN561SR	N561SR	C560	3261	28R	Lifeguard Medical	Yes
11/10/2022 4:50	LN560PA	N560PA	C560	3221	28R	Lifeguard Medical	Yes
11/11/2022 23:06	LN233TJ	N233TJ	C25B	3271	28R	Lifeguard Medical	Yes
11/16/2022 23:42	CMD08	N838CS	EC35	5370	PAD1	Lifeguard Medical	Yes
11/20/2022 3:39	Medevac	Medevac	H25B	3302	28L	Lifeguard Medical	No
11/21/2022 6:56	LN556AL	N556AL	BE20	4237	28R	Lifeguard Medical	Yes
11/22/2022 2:11	CMD13	N893CS	EC35	5377	PAD1	Lifeguard Medical	Yes
11/22/2022 2:44	N4D	N322RX	EC35	4570	PAD1	Lifeguard Medical	Yes
12/3/2022 2:00	CMD70	N911RX	BE20	4543	28R	Lifeguard Medical	Yes
12/7/2022 6:10	LN904LR	N904LR	C560	4525	28R	Lifeguard Medical	Yes
12/8/2022 6:41	KFS196	N357CK	LJ35	3341	28L	Lifeguard Medical	Yes
12/8/2022 6:50	LN845KA	N845KA	B350	4556	28R	Lifeguard Medical	Yes
12/14/2022 1:04	LN435MS	N435MS	LJ35	3221	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
12/24/2022 3:05	REH50	N911RX	BE20	4236	28R	Lifeguard Medical	Yes
12/27/2022 4:24	LN994WS	N994WS	HDJT	3314	10R	Lifeguard Medical	Yes
					Lifeguard Medical	34	
11/8/2022 6:48	PCM8709	N772FE	C208	4242	10R	Not Acceptable	No
					Not Acceptable	1	
10/26/2022 0:22			LJ45	3247	28R	Pilot Requested	No
					Pilot Requested	1	
10/16/2022 23:12	EJM421	N421LT	C56X	3254	28R	RWY 30 Routine Closure	Yes
10/17/2022 5:28			GA6C	3275	28L	RWY 30 Routine Closure	Yes
10/17/2022 5:37	NKS144	N646NK	A320	3365	28L	RWY 30 Routine Closure	Yes
10/16/2022 22:53	SWA1992	N260WN	B737	3314	28L	RWY 30 Routine Closure	Yes
11/28/2022 5:09	SWA827	N8678E	B738	3201	28L	RWY 30 Routine Closure	Yes
11/28/2022 4:49	N27VJ	N27VJ	SF50	3313	28R	RWY 30 Routine Closure	Yes
11/28/2022 5:12	SWA661	N482WN	B737	3247	28L	RWY 30 Routine Closure	Yes
11/28/2022 3:36	JUS196	N196US	DC91	3351	28L	RWY 30 Routine Closure	Yes
11/28/2022 0:11	NKS188	N960NK	A20N	3273	28L	RWY 30 Routine Closure	Yes
11/28/2022 5:13	SWA2019	N448WN	B737	3227	28L	RWY 30 Routine Closure	Yes
12/5/2022 1:10			GLF4	3260	28L	RWY 30 Routine Closure	Yes
12/12/2022 4:19	N30VJ	N30VJ	SF50	3270	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	12	
12/30/2022 1:04	N233TJ	N233TJ	C25B	3201	10R	Runway 10R Drift East	No
					Runway 10R Drift East	1	
11/17/2022 1:37	N149MF	N149MF	BE9L	3341	28R	Strraight-out Departure	No
10/18/2022 5:20	N504FM	N504FM	C25A	5310	10L	Strraight-out Departure	No
					Strraight-out Departure	2	
12/21/2022 5:19	N504FM	N504FM	C25A	1200	10L	System Error	Yes
10/6/2022 0:32	BXR494	N932C	C208	5353	28R	System Error	Yes
					System Error	2	
11/23/2022 22:07			BE9L	3344	28R	Time Buffer	Yes
11/1/2022 6:58			GLF6	6350	28L	Time Buffer	Yes
10/22/2022 22:00	N132N	N132N	BE20	4506	28R	Time Buffer	Yes
10/15/2022 6:50			BE9T	4217	28R	Time Buffer	Yes
10/3/2022 22:02	N42811	N42811	P28A	4502	28R	Time Buffer	Yes
10/3/2022 22:10	CMD8	N838CS	EC35	346	PAD1	Time Buffer	Yes
12/29/2022 6:52	PCM8709	N969FE	C208	4235	10R	Time Buffer	Yes
12/21/2022 6:57	WWI88	N888CS	GLF4	4206	28R	Time Buffer	Yes
12/11/2022 22:05	JSX179	N266JX	E135	3675	10R	Time Buffer	Yes
12/5/2022 6:59	JSX330	N257JX	E135	6304	10R	Time Buffer	Yes
					Time Buffer	10	
11/19/2022 22:17	N543UC	N543UC	M20P	4564	15	VFR Departure	No
					VFR Departure	1	
12/4/2022 23:08	N1967H	N1967H	TBM7	4530	28R	Wide Salad	No
11/5/2022 6:45			PC12	4515	28R	Wide Salad	No
12/8/2022 22:58			PC12	3344	28R	Wide Salad	No
11/3/2022 6:13	N2160S	N2160S	C210	3342	28R	Wide Salad	No
12/12/2022 6:21	BTQ903	N512NG	PC12	4546	28R	Wide Salad	No
12/16/2022 0:50	N248PH	N248PH	BE20	4503	28R	Wide Salad	No
12/19/2022 22:29	N145TN	N145TN	EC45	4244	PAD1	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/30/2022 22:21			PC12	3265	28R	Wide Salad	No
12/4/2022 22:31	N937BC	N937BC	S22T	4541	28R	Wide Salad	No
11/23/2022 23:24			PC12	3370	28R	Wide Salad	No
12/3/2022 22:45			PC12	3321	28R	Wide Salad	No
12/4/2022 0:38			BE20	3371	28R	Wide Salad	No
11/22/2022 22:14	N22AB	N22AB	S22T	3240	28R	Wide Salad	No
11/22/2022 6:34			BE9T	4245	28R	Wide Salad	No
10/21/2022 6:24	PCM8709	N726FX	C208	4522	28L	Wide Salad	No
10/20/2022 6:18	PCM8709	N726FX	C208	4514	28L	Wide Salad	No
10/19/2022 5:46			PC12	3262	28R	Wide Salad	No
10/16/2022 5:06			PC12	3265	28R	Wide Salad	No
10/8/2022 22:43	N822SR	N822SR	SR20	3231	28L	Wide Salad	No
10/4/2022 4:34			BE20	4202	28R	Wide Salad	No
10/3/2022 22:17			BE9T	4207	28R	Wide Salad	No
12/1/2022 23:40	N911SF	N911SF	BE20	4201	28R	Wide Salad	No
					Wide Salad	22	
					Grand Count	98	

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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
10/4/2022 3:04	4	83.1	87.3	15	N912MF	N912MF	BE20	28R
10/4/2022 3:04	5	76	81.4	9	N912MF	N912MF	BE20	28R
10/4/2022 4:34	4	78.1	84.6	26			BE20	28R
10/4/2022 6:59	4	73.1	80.2	12	PCM8711	N771FE	C208	28L
10/4/2022 23:32	4	82.5	85.8	13	LN971SC	N971SC	BE9L	28R
10/4/2022 23:32	5	74.9	81.4	11	LN971SC	N971SC	BE9L	28R
10/5/2022 6:49	4	75.6	81.5	10	PCM8711	N722FX	C208	28L
10/6/2022 0:07	9	75.7	84	14			PRM1	10L
10/6/2022 0:07	10	78.3	85	13			PRM1	10L
10/6/2022 0:33	10	73.1	80.2	17	BXR494	N932C	C208	28R
10/6/2022 5:03	4	85.5	94	29	LN561SR	N561SR	C560	28R
10/6/2022 5:03	5	84.5	92.5	30	LN561SR	N561SR	C560	28R
10/6/2022 5:03	6	82.9	91.2	34	LN561SR	N561SR	C560	28R
10/6/2022 5:03	7	77.9	87.2	27	LN561SR	N561SR	C560	28R
10/6/2022 23:20	4	74	81.6	19	N3252R	N3252R	BE36	28R
10/7/2022 6:55	4	76.5	82.9	12	PCM8711	N722FX	C208	28L
10/7/2022 6:57	14	73.7	82.2	18	PCM8711	N722FX	C208	28L
10/7/2022 22:39	4	77.2	85.2	26			C550	28R
10/8/2022 22:44	5	74.4	84.5	32	N822SR	N822SR	SR20	28L
10/8/2022 22:44	6	77.7	86.4	31	N822SR	N822SR	SR20	28L
10/8/2022 22:45	8	74.2	83.6	23	N822SR	N822SR	SR20	28L
10/9/2022 22:41	4	73	81.8	16	N3252R	N3252R	BE36	28R
10/13/2022 0:15	10	75.9	81.3	13	BXR494	N4662B	C208	28R
10/15/2022 6:50	4	76.5	83	13			BE9T	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/16/2022 5:07	4	78.4	83.7	16			PC12	28R
10/16/2022 22:54	4	83.7	90.6	25	SWA1992	N260WN	B737	28L
10/16/2022 22:54	5	84.6	92.4	25	SWA1992	N260WN	B737	28L
10/16/2022 22:54	6	81.1	90.6	33	SWA1992	N260WN	B737	28L
10/16/2022 22:54	7	78.8	88.4	28	SWA1992	N260WN	B737	28L
10/16/2022 23:12	4	82.4	87.4	16	EJM421	N421LT	C56X	28R
10/16/2022 23:12	5	77.4	84.2	17	EJM421	N421LT	C56X	28R
10/16/2022 23:12	6	76.3	83.9	19	EJM421	N421LT	C56X	28R
10/16/2022 23:13	7	73	81.4	17	EJM421	N421LT	C56X	28R
10/17/2022 5:28	4	79.7	85.3	13			GA6C	28L
10/17/2022 5:28	5	83.5	89.1	14			GA6C	28L
10/17/2022 5:28	6	76.3	84.1	16			GA6C	28L
10/17/2022 5:37	4	83.2	91.3	26	NKS144	N646NK	A320	28L
10/17/2022 5:37	5	88.4	94.7	30	NKS144	N646NK	A320	28L
10/17/2022 5:37	6	80.5	90.3	32	NKS144	N646NK	A320	28L
10/17/2022 5:37	7	77.6	87.5	28	NKS144	N646NK	A320	28L
10/18/2022 5:20	9	80.6	88	22	N504FM	N504FM	C25A	10L
10/18/2022 5:20	10	73.2	82.7	23	N504FM	N504FM	C25A	10L
10/19/2022 1:25	4	86.4	90.7	14	LN730CP	N730CP	C525	28R
10/19/2022 1:26	5	75.9	83.1	15	LN730CP	N730CP	C525	28R
10/19/2022 1:26	6	79	85.3	17	LN730CP	N730CP	C525	28R
10/19/2022 1:26	7	76.6	83.3	13	LN730CP	N730CP	C525	28R
10/19/2022 5:47	4	78.1	82.5	11			PC12	28R
10/20/2022 4:57	4	89.1	94.3	15			LJ35	28R
10/20/2022 4:57	5	82.1	89.6	19			LJ35	28R
10/20/2022 4:57	6	84.3	90.7	20			LJ35	28R
10/20/2022 4:57	7	74.9	84.2	21			LJ35	28R
10/20/2022 6:19	4	74.5	81.3	15	PCM8709	N726FX	C208	28L
10/20/2022 6:19	5	80.8	85.1	14	PCM8709	N726FX	C208	28L
10/20/2022 6:20	8	74.4	81.5	10	PCM8709	N726FX	C208	28L
10/21/2022 6:25	4	74.2	80.8	13	PCM8709	N726FX	C208	28L
10/21/2022 6:25	5	81.5	85.9	13	PCM8709	N726FX	C208	28L
10/21/2022 6:25	6	77.5	84.8	16	PCM8709	N726FX	C208	28L
10/21/2022 6:26	8	74.3	81.9	11	PCM8709	N726FX	C208	28L
10/22/2022 22:01	4	75.8	81.3	13	N132N	N132N	BE20	28R
10/23/2022 4:14	4	83.1	93.6	49	LN810BE	N810BE	C560	28R
10/23/2022 4:14	5	82.4	93.8	53	LN810BE	N810BE	C560	28R
10/23/2022 4:15	6	81	92.6	56	LN810BE	N810BE	C560	28R
10/23/2022 4:15	7	74	86.5	45	LN810BE	N810BE	C560	28R
10/23/2022 4:15	8	70.4	82.2	34	LN810BE	N810BE	C560	28R
10/23/2022 5:32	4	86.2	90.9	13	LN897MD	N897MD	C525	28R
10/23/2022 5:32	5	77	82.8	13	LN897MD	N897MD	C525	28R
10/23/2022 5:32	6	78.7	85.4	18	LN897MD	N897MD	C525	28R
10/23/2022 5:32	7	74.5	82.8	15	LN897MD	N897MD	C525	28R
10/25/2022 23:51	4	89	93.5	17	LN149WW	N149WW	C25B	28R
10/25/2022 23:52	5	79.1	86.1	17	LN149WW	N149WW	C25B	28R
10/25/2022 23:52	6	78.5	86.1	19	LN149WW	N149WW	C25B	28R
10/25/2022 23:52	7	76.3	84.8	18	LN149WW	N149WW	C25B	28R
10/26/2022 0:22	4	79.8	85.9	17			LJ45	28R
10/26/2022 0:22	5	73.3	81.8	19			LJ45	28R
10/26/2022 0:22	6	73.2	82	23			LJ45	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/26/2022 5:23	4	82.3	91.4	28	LN904LR	N904LR	C560	28R
10/26/2022 5:24	5	82.6	91.6	32	LN904LR	N904LR	C560	28R
10/26/2022 5:24	6	81.3	90.9	39	LN904LR	N904LR	C560	28R
10/26/2022 5:24	7	73.3	84.6	32	LN904LR	N904LR	C560	28R
10/27/2022 6:29	4	80.8	84.8	11	GAJ891	N891UP	B350	28R
10/28/2022 6:14	4	76.8	82.2	10	PCM8709	N892FE	C208	28L
10/28/2022 6:16	11	76	82.2	18	PCM8709	N892FE	C208	28L
10/30/2022 2:03	4	81.4	88.7	21	LN904LR	N904LR	C560	28R
10/30/2022 2:03	5	81.6	88.7	18	LN904LR	N904LR	C560	28R
10/30/2022 2:03	6	79.2	87.3	24	LN904LR	N904LR	C560	28R
10/30/2022 2:03	7	70.9	80.6	21	LN904LR	N904LR	C560	28R
10/30/2022 2:46	4	74.5	84.5	23	N54DD	N54DD	C560	28R
10/30/2022 2:46	5	76.3	85.8	21	N54DD	N54DD	C560	28R
10/30/2022 22:22	4	75.2	81.7	14			PC12	28R
10/31/2022 2:49	4	86.2	92.2	19	LN149WW	N149WW	C25B	28R
10/31/2022 2:49	5	83.4	89	20	LN149WW	N149WW	C25B	28R
10/31/2022 2:49	6	80.3	88.1	24	LN149WW	N149WW	C25B	28R
10/31/2022 2:49	7	76	84.6	18	LN149WW	N149WW	C25B	28R
10/31/2022 3:15	4	81.6	87.6	15	LN681HC	N681HC	CL60	28R
10/31/2022 3:15	5	75.2	82.7	14	LN681HC	N681HC	CL60	28R
10/31/2022 3:15	6	76.6	83.8	19	LN681HC	N681HC	CL60	28R
10/31/2022 3:15	7	74.8	82.3	12	LN681HC	N681HC	CL60	28R
11/1/2022 6:59	7	75.1	86.7	80			GLF6	28L
11/1/2022 6:59	4	81.7	88.5	29			GLF6	28L
11/1/2022 6:59	5	80.7	90.2	36			GLF6	28L
11/1/2022 6:59	6	78.2	88	40			GLF6	28L
11/3/2022 3:49	4	73.2	80	14	N132N	N132N	BE20	28R
11/3/2022 6:14	4	90.7	95.6	29	N2160S	N2160S	C210	28R
11/3/2022 6:14	5	81.2	88.3	21	N2160S	N2160S	C210	28R
11/3/2022 6:14	6	77.4	84	22	N2160S	N2160S	C210	28R
11/3/2022 6:14	8	85.2	91.4	18	N2160S	N2160S	C210	28R
11/3/2022 6:15	3	82.7	89.2	32	N2160S	N2160S	C210	28R
11/5/2022 1:19	4	81	89.6	25	LN561SR	N561SR	C560	28R
11/5/2022 1:19	5	82.9	90.7	24	LN561SR	N561SR	C560	28R
11/5/2022 1:19	6	81.1	88.7	26	LN561SR	N561SR	C560	28R
11/5/2022 1:20	7	71.9	80.9	17	LN561SR	N561SR	C560	28R
11/5/2022 6:46	4	79.5	84.4	13			PC12	28R
11/6/2022 23:54	10	73.1	81.8	20			GLF4	10R
11/6/2022 23:54	9	83.2	89.4	15			GLF4	10R
11/8/2022 5:52	10	65.9	81.4	80	EJA822	N822QS	C700	10R
11/8/2022 5:54	1	72.6	83	21	EJA822	N822QS	C700	10R
11/8/2022 6:48	8	70	81.5	23	PCM8709	N772FE	C208	10R
11/8/2022 6:48	4	73.6	81.1	12	PCM8709	N772FE	C208	10R
11/8/2022 6:49	9	79	85.6	15	PCM8709	N772FE	C208	10R
11/8/2022 6:49	10	72.8	84.1	80	PCM8709	N772FE	C208	10R
11/8/2022 6:50	11	75	81.9	11	PCM8709	N772FE	C208	10R
11/10/2022 4:49	10	66.8	81.2	80	LN560PA	N560PA	C560	28R
11/10/2022 4:50	4	88.5	98.1	57	LN560PA	N560PA	C560	28R
11/10/2022 4:51	5	87.7	97.6	57	LN560PA	N560PA	C560	28R
11/10/2022 4:51	6	85	94.9	69	LN560PA	N560PA	C560	28R
11/10/2022 4:51	8	74.6	83.7	20	LN560PA	N560PA	C560	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/11/2022 6:41	10	70.7	82.1	80	BXR8604	N4674B	C208	28L
11/11/2022 23:06	4	85.2	90.9	23	LN233TJ	N233TJ	C25B	28R
11/11/2022 23:07	5	77.5	85.4	19	LN233TJ	N233TJ	C25B	28R
11/11/2022 23:07	6	77.2	84.5	18	LN233TJ	N233TJ	C25B	28R
11/17/2022 1:38	4	79	83	10	N149MF	N149MF	BE9L	28R
11/17/2022 6:54	4	77	82.8	11	PCM8711	N771FE	C208	28L
11/18/2022 2:37	9	73.8	84.8	28	DAL8839	N651DL	B752	10R
11/18/2022 2:37	10	69	81.7	33	DAL8839	N651DL	B752	10R
11/18/2022 2:37	12	75.7	87.6	56	DAL8839	N651DL	B752	10R
11/18/2022 6:47	4	80.8	86	13	PCM8709	N771FE	C208	28L
11/19/2022 22:01	4	79.2	85.3	15	N59146	N59146	C206	28R
11/20/2022 0:55	4	73.2	81	15			PC12	28R
11/20/2022 3:39	10	69.7	82.4	42	Medevac	Medevac	H25B	28L
11/20/2022 3:40	4	78.7	85.9	19	Medevac	Medevac	H25B	28L
11/20/2022 3:40	5	90.3	94.9	17	Medevac	Medevac	H25B	28L
11/20/2022 3:40	6	86.2	92.5	22	Medevac	Medevac	H25B	28L
11/20/2022 3:40	7	78.2	86.6	20	Medevac	Medevac	H25B	28L
11/21/2022 6:57	4	81.7	85.7	11	LN556AL	N556AL	BE20	28R
11/21/2022 6:57	5	79.4	83.8	9	LN556AL	N556AL	BE20	28R
11/22/2022 22:15	4	83.6	87.9	16	N22AB	N22AB	S22T	28R
11/22/2022 22:15	5	73.7	81	14	N22AB	N22AB	S22T	28R
11/23/2022 6:33	4	76.2	82.9	12	PCM8709	N857FE	C208	28L
11/23/2022 23:25	4	77	81.7	12			PC12	28R
11/24/2022 0:10	4	80.4	85.5	12	REH50	N913RX	BE20	28R
11/24/2022 0:10	5	75	80.6	9	REH50	N913RX	BE20	28R
11/24/2022 0:11	8	75.6	81.2	6	REH50	N913RX	BE20	28R
11/24/2022 1:03	4	73.7	80.4	8			BE20	28R
11/27/2022 22:03	4	82.8	89.2	25	N59146	N59146	C206	28R
11/27/2022 22:04	5	75.5	82.7	13	N59146	N59146	C206	28R
11/27/2022 22:04	8	79.8	85.7	14	N59146	N59146	C206	28R
11/27/2022 22:04	3	75.3	84	20	N59146	N59146	C206	28R
11/28/2022 0:12	4	82.7	88.7	19	NKS188	N960NK	A20N	28L
11/28/2022 0:12	5	85	91.4	20	NKS188	N960NK	A20N	28L
11/28/2022 0:12	6	80.8	89.1	24	NKS188	N960NK	A20N	28L
11/28/2022 0:12	7	76	85.4	20	NKS188	N960NK	A20N	28L
11/28/2022 3:36	10	85.1	92.6	35	JUS196	N196US	DC91	28L
11/28/2022 3:36	2	73.6	83.5	61	JUS196	N196US	DC91	28L
11/28/2022 3:36	4	91.3	98.1	36	JUS196	N196US	DC91	28L
11/28/2022 3:37	5	95.6	102.6	28	JUS196	N196US	DC91	28L
11/28/2022 3:37	6	91.1	97.8	33	JUS196	N196US	DC91	28L
11/28/2022 3:37	8	70.7	80.8	16	JUS196	N196US	DC91	28L
11/28/2022 3:37	7	75.4	86.9	27	JUS196	N196US	DC91	28L
11/28/2022 4:50	4	77.7	85.7	17	N27VJ	N27VJ	SF50	28R
11/28/2022 4:50	5	76.8	85	18	N27VJ	N27VJ	SF50	28R
11/28/2022 4:50	6	75.3	83.1	22	N27VJ	N27VJ	SF50	28R
11/28/2022 5:10	2	70.9	80.8	25	SWA827	N8678E	B738	28L
11/28/2022 5:10	4	90.7	97.5	38	SWA827	N8678E	B738	28L
11/28/2022 5:10	5	93.2	100.1	29	SWA827	N8678E	B738	28L
11/28/2022 5:10	6	87.4	96.2	42	SWA827	N8678E	B738	28L
11/28/2022 5:10	8	72.8	84.4	27	SWA827	N8678E	B738	28L
11/28/2022 5:10	7	80.5	91.1	31	SWA827	N8678E	B738	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/28/2022 5:12	4	86	93.1	26	SWA661	N482WN	B737	28L
11/28/2022 5:12	5	89.9	96.5	25	SWA661	N482WN	B737	28L
11/28/2022 5:12	6	83.9	92.9	35	SWA661	N482WN	B737	28L
11/28/2022 5:12	8	70.1	80.9	21	SWA661	N482WN	B737	28L
11/28/2022 5:12	7	78.4	88.9	30	SWA661	N482WN	B737	28L
11/28/2022 5:14	2	69.3	81.1	25	SWA2019	N448WN	B737	28L
11/28/2022 5:14	4	87.3	95.1	35	SWA2019	N448WN	B737	28L
11/28/2022 5:14	6	83.9	93.2	35	SWA2019	N448WN	B737	28L
11/28/2022 5:14	5	89.3	96.3	28	SWA2019	N448WN	B737	28L
11/28/2022 5:14	8	71.2	81.1	17	SWA2019	N448WN	B737	28L
11/28/2022 5:14	7	75.8	86	25	SWA2019	N448WN	B737	28L
11/28/2022 23:09	4	76.8	82.2	11	N248PH	N248PH	BE20	28R
11/29/2022 5:22	9	77.9	86.3	26	N504FM	N504FM	C25A	10L
11/29/2022 5:22	10	72.1	81.5	24	N504FM	N504FM	C25A	10L
11/29/2022 23:49	4	86.1	88.2	11	N243AM	N243AM	B200	28R
11/29/2022 23:49	5	75.5	80.8	9	N243AM	N243AM	B200	28R
12/1/2022 6:38	2	71.1	84.5	80	EJA369	N369QS	C680	10R
12/1/2022 6:38	9	71.1	80.7	19	EJA369	N369QS	C680	10R
12/1/2022 6:38	12	72	81.3	26	EJA369	N369QS	C680	10R
12/1/2022 7:00	2	69.4	83.2	79			HA4T	10R
12/1/2022 7:00	10	74.5	81.5	20			HA4T	10R
12/1/2022 7:00	9	79.7	86.6	15			HA4T	10R
12/1/2022 23:41	4	82.7	87.2	11	N911SF	N911SF	BE20	28R
12/1/2022 23:41	5	76	81.3	10	N911SF	N911SF	BE20	28R
12/3/2022 2:00	4	74.8	80.3	10	CMD70	N911RX	BE20	28R
12/3/2022 3:12	8	73.2	90.4	80			PC12	28R
12/3/2022 3:14	8	74.7	90.6	80			PC12	28R
12/3/2022 3:14	4	74.3	81.4	14			PC12	28R
12/3/2022 3:15	8	74.4	90.9	80			PC12	28R
12/3/2022 22:46	4	78.2	83.1	12			PC12	28R
12/4/2022 0:39	4	75.9	82.7	12			BE20	28R
12/4/2022 0:39	5	74.7	80.5	9			BE20	28R
12/4/2022 22:32	4	81.7	86.5	16	N937BC	N937BC	S22T	28R
12/4/2022 22:32	8	78.9	85	11	N937BC	N937BC	S22T	28R
12/4/2022 23:08	4	79.4	85.1	13	N1967H	N1967H	TBM7	28R
12/4/2022 23:09	8	74.7	80.8	9	N1967H	N1967H	TBM7	28R
12/5/2022 1:11	4	82.1	88.4	20			GLF4	28L
12/5/2022 1:11	5	82.7	89.5	20			GLF4	28L
12/5/2022 1:11	6	78.7	86.2	25			GLF4	28L
12/5/2022 1:11	7	75.7	82.6	19			GLF4	28L
12/5/2022 5:31	10	70.8	81.8	80	GDG626	N626NT	F2TH	10R
12/5/2022 5:31	4	73.2	81.3	14	GDG626	N626NT	F2TH	10R
12/5/2022 5:32	9	79	88.5	31	GDG626	N626NT	F2TH	10R
12/5/2022 5:32	10	76.2	87.3	66	GDG626	N626NT	F2TH	10R
12/5/2022 5:32	11	74.5	83.6	18	GDG626	N626NT	F2TH	10R
12/5/2022 6:07	10	68.8	81.6	77			CL30	10R
12/5/2022 6:07	9	72.7	81.4	19			CL30	10R
12/5/2022 6:07	12	72.2	82.6	27			CL30	10R
12/5/2022 6:07	2	72	82.5	31			CL30	10R
12/5/2022 6:35	10	75.4	85.3	80			FA7X	10R
12/5/2022 6:35	4	73.9	83.3	18			FA7X	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/5/2022 6:35	6	71.7	80.4	33			FA7X	10R
12/5/2022 6:36	9	80.6	89.4	28			FA7X	10R
12/5/2022 6:36	12	79.7	90.4	51			FA7X	10R
12/5/2022 6:36	2	74	84.8	72			FA7X	10R
12/5/2022 6:36	10	69.2	80.7	80			FA7X	10R
12/5/2022 7:00	10	71.7	81.3	48	JSX330	N257JX	E135	10R
12/5/2022 7:00	9	77.7	84.8	18	JSX330	N257JX	E135	10R
12/5/2022 7:00	12	70.7	80.8	23	JSX330	N257JX	E135	10R
12/7/2022 6:10	4	70.5	81.5	30	LN904LR	N904LR	C560	28R
12/7/2022 6:11	7	76.8	86.8	35	LN904LR	N904LR	C560	28R
12/8/2022 6:41	10	72.7	84.8	80	KFS196	N357CK	LJ35	28L
12/8/2022 6:42	4	76.3	83.1	15	KFS196	N357CK	LJ35	28L
12/8/2022 6:42	5	84	89.5	23	KFS196	N357CK	LJ35	28L
12/8/2022 6:42	6	80.8	89.4	25	KFS196	N357CK	LJ35	28L
12/8/2022 6:42	7	82.2	89.8	20	KFS196	N357CK	LJ35	28L
12/8/2022 6:50	4	75.4	82.2	20	LN845KA	N845KA	B350	28R
12/8/2022 22:59	4	79.3	84.9	15			PC12	28R
12/9/2022 6:33	10	62.8	80.6	75	PCM8709	N763FE	C208	28L
12/9/2022 6:35	4	76.3	81.7	10	PCM8709	N763FE	C208	28L
12/11/2022 22:06	12	74.7	81.9	24	JSX179	N266JX	E135	10R
12/11/2022 23:28	12	72.8	81.1	27	JSX657	N245JX	E145	10R
12/12/2022 0:48	4	72.1	80.8	12	N508XJ	N508XJ	CL30	10R
12/12/2022 0:49	10	74.1	81.4	26	N508XJ	N508XJ	CL30	10R
12/12/2022 0:49	9	78.2	87.1	20	N508XJ	N508XJ	CL30	10R
12/12/2022 0:49	12	70.7	80.5	36	N508XJ	N508XJ	CL30	10R
12/12/2022 0:49	13	69.3	80	37	N508XJ	N508XJ	CL30	10R
12/12/2022 0:50	1	70.5	80.1	24	N508XJ	N508XJ	CL30	10R
12/12/2022 4:20	4	70.8	81.7	30	N30VJ	N30VJ	SF50	28L
12/12/2022 4:20	5	77	85.2	24	N30VJ	N30VJ	SF50	28L
12/12/2022 4:20	6	73.1	82.3	29	N30VJ	N30VJ	SF50	28L
12/12/2022 6:22	4	76.6	83	15	BTQ903	N512NG	PC12	28R
12/14/2022 1:05	4	86.5	93.3	30	LN435MS	N435MS	LJ35	28R
12/14/2022 1:05	5	80.8	90.6	33	LN435MS	N435MS	LJ35	28R
12/14/2022 1:05	6	81.4	90.9	58	LN435MS	N435MS	LJ35	28R
12/14/2022 1:05	8	72.6	84	26	LN435MS	N435MS	LJ35	28R
12/14/2022 1:05	7	76.6	87	33	LN435MS	N435MS	LJ35	28R
12/14/2022 6:43	4	75.4	81.8	11	PCM8711	N707FX	C208	28L
12/14/2022 6:44	10	64.4	81.5	80	PCM8711	N707FX	C208	28L
12/14/2022 6:53	4	78	84.1	19			S22T	28R
12/15/2022 6:46	4	75.7	82	11	PCM8711	N886FE	C208	28L
12/16/2022 0:48	4	75.1	81.1	11			BE9L	28R
12/16/2022 0:51	4	82.9	87	12	N248PH	N248PH	BE20	28R
12/16/2022 0:51	5	79.4	84.1	10	N248PH	N248PH	BE20	28R
12/16/2022 0:51	6	73.7	80.1	13	N248PH	N248PH	BE20	28R
12/16/2022 0:51	8	70.9	80.3	13	N248PH	N248PH	BE20	28R
12/17/2022 22:07	4	82.7	89.1	24	N59146	N59146	C206	28R
12/17/2022 22:07	5	74.8	82.6	16	N59146	N59146	C206	28R
12/17/2022 22:07	8	77.2	85.4	19	N59146	N59146	C206	28R
12/17/2022 22:08	3	77.2	86.5	30	N59146	N59146	C206	28R
12/19/2022 3:23	4	75.3	81.8	13	N392WC	N392WC	PC12	28R
12/21/2022 5:20	10	75.3	83.6	24	N504FM	N504FM	C25A	10L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/21/2022 5:20	9	76.1	85.1	19	N504FM	N504FM	C25A	10L
12/21/2022 6:54	5	70.6	80.8	24	PCM8709	N722FX	C208	28L
12/21/2022 6:54	4	81	86.4	18	PCM8709	N722FX	C208	28L
12/21/2022 6:58	4	87.8	93.9	23	WWI88	N888CS	GLF4	28R
12/21/2022 6:58	5	84	91.6	19	WWI88	N888CS	GLF4	28R
12/21/2022 6:58	6	83.6	89.4	22	WWI88	N888CS	GLF4	28R
12/21/2022 6:58	7	76.2	84.4	16	WWI88	N888CS	GLF4	28R
12/22/2022 0:50	4	77	82	10	N132N	N132N	BE20	28R
12/22/2022 0:50	3	75	80.7	12	N132N	N132N	BE20	28R
12/22/2022 6:45	10	71.9	83	43	GDG626	N626NT	F2TH	10R
12/22/2022 6:45	9	77.5	87.2	30	GDG626	N626NT	F2TH	10R
12/23/2022 23:14	4	77.6	85.9	19			GLF4	28L
12/23/2022 23:14	5	80.1	87.9	18			GLF4	28L
12/23/2022 23:14	6	76.1	84.4	29			GLF4	28L
12/23/2022 23:14	7	72.6	81.7	18			GLF4	28L
12/24/2022 3:06	4	79	83.7	12	REH50	N911RX	BE20	28R
12/24/2022 3:06	5	79.6	83.3	9	REH50	N911RX	BE20	28R
12/27/2022 4:24	4	78.6	85.2	18	LN994WS	N994WS	HDJT	10R
12/27/2022 4:25	12	72.3	81.9	23	LN994WS	N994WS	HDJT	10R
12/27/2022 6:45	4	74.8	82.1	13	STT38	N268PJ	PC24	10R
12/27/2022 6:46	9	80.4	88	21	STT38	N268PJ	PC24	10R
12/27/2022 6:46	10	72.2	82.3	36	STT38	N268PJ	PC24	10R
12/27/2022 6:46	12	78.6	87.1	31	STT38	N268PJ	PC24	10R
12/29/2022 6:25	4	70.8	80.9	28	PXT415	N415PC	C25B	10R
12/29/2022 6:25	10	68.9	82.3	80	PXT415	N415PC	C25B	10R
12/29/2022 6:25	12	71.1	81	20	PXT415	N415PC	C25B	10R
12/29/2022 6:25	2	74	82.9	25	PXT415	N415PC	C25B	10R
12/29/2022 6:53	10	75.4	85.1	80	PCM8709	N969FE	C208	10R
12/29/2022 6:53	9	79.1	84.8	14	PCM8709	N969FE	C208	10R
12/29/2022 6:54	11	72.4	80.6	12	PCM8709	N969FE	C208	10R
12/30/2022 1:04	4	76.1	82.3	10	N233TJ	N233TJ	C25B	10R
12/30/2022 1:05	9	77.9	85.5	20	N233TJ	N233TJ	C25B	10R
12/30/2022 1:05	12	74.1	83.2	24	N233TJ	N233TJ	C25B	10R
12/30/2022 6:48	4	71.8	82.5	29			G150	10R
12/30/2022 6:48	8	73.4	80.8	9			G150	10R
12/30/2022 6:49	10	74.7	82.9	34			G150	10R
12/30/2022 6:49	9	82.6	89.5	23			G150	10R
12/30/2022 6:49	11	77.7	86.3	21			G150	10R

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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
11/15/2022 7:16	FDX	FDX435	B77L	J	N849FD		No
10/6/2022 13:55	SKW	SKW3812	E170	R	N283SY	Fleet Week	Yes
10/6/2022 14:10	SWA	SWA2407	B737	J	N496WN	Fleet Week	Yes
10/6/2022 14:27	SWA	SWA1878	B737	J	N299WN	Fleet Week	Yes
10/6/2022 14:55	SWA	SWA2278	B737	J	N7831B	Fleet Week	Yes

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
10/6/2022 15:52	NKS	NKS2169	A20N	J	N936NK	Fleet Week	Yes
10/6/2022 16:37	ASA	ASA179	B738	J	N548AS	Fleet Week	Yes
10/6/2022 16:50	FTH	FTH992	C750	B	N992TX	Fleet Week	Yes
10/7/2022 10:55	SWA	SWA2413	B737	J	N267WN	Fleet Week	Yes
10/7/2022 10:58	SWA	SWA1346	B737	J	N235WN	Fleet Week	Yes
10/7/2022 11:05	ASA	ASA720	B738	J	N581AS	Fleet Week	Yes
10/7/2022 11:16	SWA	SWA595	B737	J	N569WN	Fleet Week	Yes
10/7/2022 11:52	SWA	SWA5623	B737	J	N927WN	Fleet Week	Yes
10/7/2022 12:07	SWA	SWA2067	B737	J	N206WN	Fleet Week	Yes
10/7/2022 12:20	VTE	VTE6202	E135	R	N16511	Fleet Week	Yes
10/7/2022 12:29	SWA	SWA1161	B738	J	N8570W	Fleet Week	Yes
10/7/2022 13:32	TIV	TIV95	C25B	B	N95VM	Fleet Week	Yes
10/7/2022 13:46	SWA	SWA1878	B737	J	N291WN	Fleet Week	Yes
10/7/2022 13:50	SKW	SKW3812	E75L	R	N281SY	Fleet Week	Yes
10/7/2022 14:53	SWA	SWA2407	B737	J	N440LV	Fleet Week	Yes
10/7/2022 15:11	SWA	SWA2030	B737	J	N966WN	Fleet Week	Yes
10/7/2022 15:13		N529FD	C525	B	N529FD	Fleet Week	Yes
10/7/2022 15:15	SWA	SWA2278	B737	J	N246LV	Fleet Week	Yes
10/7/2022 15:24	TMC	N406TM	H25B	B	N406TM	Fleet Week	Yes
10/7/2022 15:26			GLF5	B		Fleet Week	Yes
10/7/2022 15:35	NKS	NKS2169	A20N	J	N926NK	Fleet Week	Yes
10/8/2022 10:58	ASA	ASA720	B739	J	N315AS	Fleet Week	Yes
10/8/2022 11:03	LXJ	LXJ584	CL30	B	N584FX	Fleet Week	Yes
10/8/2022 11:11	SWA	SWA2946	B738	J	N8580Z	Fleet Week	Yes
10/8/2022 12:25	SWA	SWA453	B737	J	N951WN	Fleet Week	Yes
10/8/2022 12:37	SWA	SWA2412	B737	J	N251WN	Fleet Week	Yes
10/8/2022 12:44	EJA	PO3262	C56X	B	N576QS	Fleet Week	Yes
10/8/2022 13:11	SWA	SWA2297	B737	J	N424WN	Fleet Week	Yes
10/8/2022 13:49	VTE	VTE6202	E135	R	N16511	Fleet Week	Yes
10/8/2022 13:54	SKW	SKW3812	E75L	R	N304SY	Fleet Week	Yes
10/8/2022 14:02	FDX	FDX3857	B763	J	N269FE	Fleet Week	Yes
10/8/2022 14:05	SWA	SWA281	B737	J	N206WN	Fleet Week	Yes
10/8/2022 14:29	EJA	EJA833	C700	B	N833QS	Fleet Week	Yes
10/8/2022 15:37			H25B	B		Fleet Week	Yes
10/8/2022 15:42	NKS	NKS2169	A20N	J	N943NK	Fleet Week	Yes
10/8/2022 15:43	SWA	SWA1881	B737	J	N959WN	Fleet Week	Yes
10/9/2022 12:04	SWA	SWA2360	B737	J	N7750A	Fleet Week	Yes
10/9/2022 12:11	JRE	JRE979	C750	B	N979JS	Fleet Week	Yes
10/9/2022 13:10			PRM1	B		Fleet Week	Yes
10/9/2022 13:39	SWA	SWA3018	B737	J	N746SW	Fleet Week	Yes
10/9/2022 13:48	SKW	SKW3812	E75L	R	N300SY	Fleet Week	Yes
10/9/2022 14:14	SWA	SWA1031	B737	J	N777QC	Fleet Week	Yes
10/9/2022 14:27	NKS	NKS9913	A20N	J	N912NK	Fleet Week	Yes
10/9/2022 15:05	SWA	SWA2721	B737	J	N434WN	Fleet Week	Yes

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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
10/7/2022 5:37	SWA	SWA990	B737	J	N550WN	Air Traffic Conflict	Yes
10/7/2022 6:25	SWA	SWA1893	B738	J	N8533S	Air Traffic Conflict	Yes
10/11/2022 5:37	FDX	FDX3671	A306	J	N671FE	Air Traffic Conflict	Yes
10/12/2022 6:25			C25A	B		Air Traffic Conflict	Yes
10/21/2022 6:40	SWA	SWA1893	B38M	J	N8812Q	Air Traffic Conflict	Yes
10/29/2022 6:27		N232CF	C750	B	N232CF	Air Traffic Conflict	Yes
10/30/2022 6:44	SWA	SWA2797	B738	J	N8677A	Air Traffic Conflict	Yes
11/4/2022 5:59	UPS	UPS2945	MD11	J	N261UP	Air Traffic Conflict	Yes
11/11/2022 6:48	FDX	FDX690	B763	J	N294FE	Air Traffic Conflict	Yes
11/12/2022 6:48	FDX	FDX435	B763	J	N141FE	Air Traffic Conflict	Yes
11/16/2022 6:19	SWA	SWA3010	B738	J	N8560Z	Air Traffic Conflict	Yes
11/29/2022 5:18	EJA	EJA797	CL30	B	N797QS	Air Traffic Conflict	Yes
12/11/2022 6:08	FDX	FDX864	MD11	J	N521FE	Air Traffic Conflict	Yes
12/11/2022 6:10	DAL	DAL2494	BCS1	J	N111NG	Air Traffic Conflict	Yes
12/14/2022 5:31	UPS	UPS2939	A306	J	N146UP	Air Traffic Conflict	Yes
12/15/2022 4:20	UPS	UPS2943	MD11	J	N259UP	Air Traffic Conflict	Yes
12/17/2022 6:08	SWA	SWA838	B738	J	N8699A	Air Traffic Conflict	Yes
12/21/2022 22:17	SWA	SWA3019	B737	J	N930WN	Air Traffic Conflict	Yes
12/22/2022 5:56	NKS	NKS144	A320	J	N635NK	Air Traffic Conflict	Yes
12/26/2022 6:45	PXT	PXT197	GLF4	B	N197SW	Air Traffic Conflict	Yes
12/28/2022 6:00	SWA	SWA4269	B737	J	N784SW	Air Traffic Conflict	Yes
					Air Traffic Conflict	21	
10/18/2022 6:34	SWA	SWA1893	B738	J	N8572X	Compliant Operation	Yes
10/19/2022 6:20	UPS	UPS2945	MD11	J	N275UP	Compliant Operation	Yes
10/22/2022 6:37	FDX	FDX433	B77L	J	N849FD	Compliant Operation	Yes
11/1/2022 5:40	SWA	SWA990	B737	J	N7728D	Compliant Operation	Yes
11/10/2022 6:04	SWA	SWA932	B737	J	N431WN	Compliant Operation	Yes
11/13/2022 6:44	DAB	N6144	LJ60	B	N6144	Compliant Operation	Yes
11/14/2022 5:54	SWA	SWA8501	B737	J	N286WN	Compliant Operation	Yes
11/16/2022 6:11	UPS	UPS2945	MD11	J	N253UP	Compliant Operation	Yes
11/16/2022 6:17	FDX	FDX614	MD11	J	N593FE	Compliant Operation	Yes
11/19/2022 2:19	FDX	FDX1857	MD11	J	N602FE	Compliant Operation	Yes
12/14/2022 3:04	FDX	FDX1879	B763	J	N111FE	Compliant Operation	Yes
					Compliant Operation	11	
11/27/2022 23:38		LN248HA	C750	B	N248HA	Lifeguard Medical	Yes
					Lifeguard Medical	1	
10/4/2022 2:25	FDX	FDX1885	MD11	J	N616FE	Not Acceptable	No
10/7/2022 23:04	VOI	VOI903	A320	J	N511VL	Not Acceptable	No
10/9/2022 5:40	NKS	NKS144	A320	J	N602NK	Not Acceptable	No
10/19/2022 22:59	VOI	VOI903	A20N	J	XAVRR	Not Acceptable	No
11/2/2022 22:18	SWA	SWA1992	B38M	J	N8769Q	Not Acceptable	No
11/4/2022 5:20	FDX	FDX9198	B77L	J	N862FD	Not Acceptable	No
11/6/2022 5:38	SWA	SWA3010	B738	J	N8627B	Not Acceptable	No
11/7/2022 6:45	NKS	NKS1349	A320	J	N603NK	Not Acceptable	No
11/13/2022 6:20	FDX	FDX3647	B763	J	N130FE	Not Acceptable	No
11/19/2022 2:22	FDX	FDX1885	MD11	J	N576FE	Not Acceptable	No
11/23/2022 5:31	SWA	SWA4269	B737	J	N7846A	Not Acceptable	No
11/25/2022 23:28	FFT	FFT2196	A320	J	N228FR	Not Acceptable	No
11/28/2022 23:05	VOI	VOI903	A320	J	N519VL	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
11/29/2022 4:50	FDX	FDX3616	A306	J	N663FE	Not Acceptable	No
11/29/2022 23:34	FDX	FDX2605	MD11	J	N574FE	Not Acceptable	No
12/3/2022 1:30	AJI	AJI10	FA20	B	N285TW	Not Acceptable	No
12/4/2022 22:54	VOI	VOI903	A320	J	N518VL	Not Acceptable	No
12/6/2022 22:21			B733	J		Not Acceptable	No
12/9/2022 0:29		N27VJ	SF50	B	N27VJ	Not Acceptable	No
12/9/2022 5:58	SWA	SWA661	B738	J	N8525S	Not Acceptable	No
12/12/2022 22:55	PEG	PEG14	LJ60	B	N314CM	Not Acceptable	No
12/18/2022 5:15	FDX	FDX614	MD11	J	N624FE	Not Acceptable	No
12/19/2022 22:53	NKS	NKS188	A20N	J	N945NK	Not Acceptable	No
12/27/2022 22:27	VOI	VOI903	A320	J	N514VL	Not Acceptable	No
12/27/2022 23:15	SWA	SWA4124	B38M	J	N8746Q	Not Acceptable	No
12/29/2022 0:53	VTM	VTM663	MD83	J	XAUVG	Not Acceptable	No
12/29/2022 2:24	FDX	FDX1879	B763	J	N294FE	Not Acceptable	No
12/30/2022 22:14	AAY	AAY6	A319	J	N319NV	Not Acceptable	No
12/31/2022 2:41	FDX	FDX1859	A306	J	N664FE	Not Acceptable	No
					Not Acceptable	29	
12/31/2022 4:06	FDX	FDX75	B77L	J	N848FD	System Error	Yes
					System Error	1	
10/1/2022 6:57	SWA	SWA1937	B738	J	N8649A	Time Buffer	Yes
10/1/2022 6:59	FDX	FDX433	B77L	J	N849FD	Time Buffer	Yes
10/3/2022 6:59	SWA	SWA1937	B737	J	N7822A	Time Buffer	Yes
10/5/2022 6:56	FDX	FDX3647	B763	J	N173FE	Time Buffer	Yes
10/5/2022 6:58	NKS	NKS569	A320	J	N632NK	Time Buffer	Yes
10/5/2022 6:59			G150	B		Time Buffer	Yes
10/6/2022 6:59	FDX	FDX435	B77L	J	N849FD	Time Buffer	Yes
10/7/2022 6:58	SWA	SWA1937	B737	J	N7831B	Time Buffer	Yes
10/10/2022 6:58	SWA	SWA1937	B737	J	N476WN	Time Buffer	Yes
10/13/2022 6:56	UPS	UPS2951	A306	J	N124UP	Time Buffer	Yes
10/13/2022 6:58	SWA	SWA1937	B737	J	N7860A	Time Buffer	Yes
10/15/2022 6:58	SWA	SWA365	B738	J	N8553W	Time Buffer	Yes
10/18/2022 6:52	FDX	FDX435	B77L	J	N849FD	Time Buffer	Yes
10/21/2022 6:56	FDX	FDX690	B763	J	N135FE	Time Buffer	Yes
10/21/2022 6:58	SWA	SWA1937	B737	J	N483WN	Time Buffer	Yes
10/24/2022 6:59	SWA	SWA1937	B737	J	N7841A	Time Buffer	Yes
10/27/2022 6:59	FDX	FDX440	MD11	J	N609FE	Time Buffer	Yes
10/28/2022 6:57	FDX	FDX440	MD11	J	N597FE	Time Buffer	Yes
10/31/2022 6:59	SWA	SWA1937	B737	J	N920WN	Time Buffer	Yes
11/1/2022 6:59	UPS	UPS2951	A306	J	N122UP	Time Buffer	Yes
11/3/2022 6:59	SWA	SWA1937	B737	J	N494WN	Time Buffer	Yes
11/4/2022 22:00	SWA	SWA1467	B738	J	N8667D	Time Buffer	Yes
11/6/2022 6:52	NKS	NKS1349	A320	J	N621NK	Time Buffer	Yes
11/11/2022 6:58	UPS	UPS2943	MD11	J	N295UP	Time Buffer	Yes
11/16/2022 6:56	UPS	UPS2633	B763	J	N357UP	Time Buffer	Yes
11/22/2022 6:57	UPS	UPS2633	B763	J	N312UP	Time Buffer	Yes
11/23/2022 6:59	UPS	UPS2941	B763	J	N348UP	Time Buffer	Yes
11/25/2022 6:59	SWA	SWA2501	B38M	J	N8744B	Time Buffer	Yes
11/27/2022 6:55	NKS	NKS1349	A20N	J	N962NK	Time Buffer	Yes
11/30/2022 6:59	UPS	UPS2633	B763	J	N331UP	Time Buffer	Yes
12/2/2022 6:57	FDX	FDX690	B763	J	N184FE	Time Buffer	Yes
12/2/2022 22:00	SWA	SWA1083	B737	J	N257WN	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
12/2/2022 22:09	VOI	VOI201	A20N	J	XAVRK	Time Buffer	Yes
12/4/2022 22:10	SWA	SWA2040	B737	J	N941WN	Time Buffer	Yes
12/17/2022 6:56	UPS	UPS2945	MD11	J	N283UP	Time Buffer	Yes
12/21/2022 6:53	SWA	SWA2732	B737	J	N749SW	Time Buffer	Yes
12/24/2022 6:58	ASA	ASA504	B739	J	N293AK	Time Buffer	Yes
					Time Buffer	37	
					Grand Count	100	

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Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
12/1/2022 2:41	FDX	FDX1857	MD11	J	N628FE	Not Acceptable	No
12/29/2022 23:35	FDX	FDX2605	MD11	J	N582FE	Not Acceptable	No
					Not Acceptable	2	
12/10/2022 5:59	FDX	FDX3615	MD11	J	N623FE	Time Buffer	Yes
12/31/2022 5:51	NKS	NKS144	A320	J	N625NK	Time Buffer	Yes
					Time Buffer	2	
					Grand Count	4	

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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
10/2/2022	1255	CSK	C25A	2	High	HG6	1315	N/A	N/A
10/6/2022	1548	LXJ	H25C	2	High	HG6	1600	N/A	N/A
10/8/2022	2152	FDX	B767	2	High	GRE	2230	NO	N/A
10/9/2022	1137	HAL	A321	2	High	GRE	1215	NO	NO
10/15/2022	0956	TWY	E135	2	High	HG6	1005	N/A	N/A
10/18/2022	1110	EIA	CL30	2	High	HG6	1120	N/A	N/A
10/18/2022	1201	KAI	CRJ2	2	High	GRE	1200	N/A	N/A
10/19/2022	0840	PCJ	C550	2	High	HG6	0900	N/A	N/A
11/10/2022	1019	TWY	C25A	1	High	HG6	1050	N/A	N/A
11/10/2021	1245	HAL	A321	2	High	GRE	1255	N/A	N/A
11/11/2022	1228	PCJ	CRJ7	2	High	HG6	1440	N/A	N/A
11/18/2022	0040	FDX	B767	2	High	GRE	0100	NO	N/A
11/23/2022	1057	HAL	A321	2	High	GRE	1110	N/A	N/A
11/29/2022	1410	PCJ	C25A	2	High	HG6	1430	N/A	N/A
12/7/2022	1008	HAL	A321	2	High	GRE	1015	N/A	N/A
12/11/2022	0659	EJA	C650	1	Med	HG6	1615	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
12/16/2022	1722	GCC	C550	1	High	HG6	1615	N/A	N/A
12/19/2022	0834	PCJ	CRJ2	2	Med	HG6	0845	N/A	N/A
12/21/2022	1017	SWQ	F2TH	3	High	HG6	1025	N/A	N/A
12/22/2022	2033	UPS	B757	2	High	GRE	2045	N/A	NO
12/23/2022	0853	PCJ	CRJ2	2	Med	HG6	0910	N/A	N/A
12/28/2022	2141	HAL	A321	2	High	GRE	0910	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
10/25/2022 20:23	SWA	SWA2360	B738	2595	Air Traffic Conflict	Yes
12/5/2022 21:26	SWA	SWA2639	B737	2591	Air Traffic Conflict	Yes
				Air Traffic Conflict	2	
10/7/2022 11:52	SWA	SWA5623	B737	1902	Fleet Week	Yes
10/7/2022 12:07	SWA	SWA2067	B737	1932	Fleet Week	Yes
10/7/2022 12:20	VTE	VTE6202	E135	2585	Fleet Week	Yes
10/7/2022 12:29	SWA	SWA1161	B738	1958	Fleet Week	Yes
10/7/2022 13:50	SKW	SKW3812	E75L	1998	Fleet Week	Yes
10/7/2022 14:53	SWA	SWA2407	B737	1866	Fleet Week	Yes
10/7/2022 15:24	TMC	N406TM	H25B	2063	Fleet Week	Yes
10/7/2022 15:26			GLF5	2509	Fleet Week	Yes
10/7/2022 15:35	NKS	NKS2169	A20N	2135	Fleet Week	Yes
10/8/2022 11:11	SWA	SWA2946	B738	1952	Fleet Week	Yes
10/8/2022 13:11	SWA	SWA2297	B737	2139	Fleet Week	Yes
10/8/2022 13:54	SKW	SKW3812	E75L	2020	Fleet Week	Yes
10/8/2022 14:02	FDX	FDX3857	B763	1958	Fleet Week	Yes
10/8/2022 15:42	NKS	NKS2169	A20N	2119	Fleet Week	Yes
10/8/2022 15:43	SWA	SWA1881	B737	2824	Fleet Week	Yes
10/9/2022 12:04	SWA	SWA2360	B737	1683	Fleet Week	Yes
10/9/2022 13:10			PRM1	2339	Fleet Week	Yes
10/9/2022 15:05	SWA	SWA2721	B737	1902	Fleet Week	Yes
10/6/2022 16:50	FTH	FTH992	C750	2522	Fleet Week	Yes
10/6/2022 15:52	NKS	NKS2169	A20N	2185	Fleet Week	Yes
10/6/2022 13:55	SKW	SKW3812	E170	2011	Fleet Week	Yes
10/6/2022 14:10	SWA	SWA2407	B737	1761	Fleet Week	Yes
				Fleet Week	22	
11/17/2022 19:37	UPS	UPS945	B763	2736	Not Acceptable	No
10/13/2022 18:08		N604BS	CL60	2339	Not Acceptable	No
12/12/2022 9:45		N900VC	F900	2381	Not Acceptable	No
12/20/2022 12:55	SWA	SWA1827	B38M	1840	Not Acceptable	No
10/23/2022 10:42		N59EP	G280	2404	Not Acceptable	No
				Not Acceptable	5	
				Grand Count	29	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
10/7/2022 18:54	SWA807	B737	SWA	2765	Not Acceptable	No
10/8/2022 18:33	SWA371	B737	SWA	2490	Not Acceptable	No
12/26/2022 7:24	SWA1146	B38M	SWA	2805	Not Acceptable	No
10/17/2022 8:32	SKW3306	E170	SKW	2844	Not Acceptable	No
10/26/2022 6:43	SWA558	B737	SWA	2874	Not Acceptable	No
11/2/2022 14:46	SWA1874	B737	SWA	2696	Not Acceptable	No
11/3/2022 14:01	JSX172	E135	JSX	2322	Not Acceptable	No
11/6/2022 9:40	SWA756	B38M	SWA	2654	Not Acceptable	No
11/24/2022 11:39	AAY2266	A320	AAY	2204	Not Acceptable	No
11/24/2022 18:55	SWA1251	B737	SWA	2319	Not Acceptable	No
11/25/2022 20:34	SWA967	B738	SWA	2050	Not Acceptable	No
11/27/2022 23:36	SWA5131	B737	SWA	2828	Not Acceptable	No
11/30/2022 9:03	ASA720	B739	ASA	2821	Not Acceptable	No
12/2/2022 19:19	SWA1031	B737	SWA	2883	Not Acceptable	No
12/13/2022 15:52	SWA1673	B737	SWA	2847	Not Acceptable	No
12/15/2022 9:38	SKW3393	E170	SKW	2805	Not Acceptable	No
12/15/2022 19:54	SWA746	B737	SWA	2818	Not Acceptable	No
12/18/2022 9:26	SWA756	B738	SWA	2818	Not Acceptable	No
12/19/2022 12:32	VTE3201	E135	VTE	2860	Not Acceptable	No
12/21/2022 18:47	SWA1758	B737	SWA	2857	Not Acceptable	No
12/21/2022 18:50	SWA977	B737	SWA	2706	Not Acceptable	No
12/22/2022 8:11	SWA1251	B737	SWA	2693	Not Acceptable	No
				Not Acceptable	22	
				Grand Count	22	

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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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