

Oakland Airport-Community Noise Management Forum Meeting Agenda

Wednesday, July 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. Annual noise forum membership dues for FY 2023/2024 are due September 30, 2023
- b. New FAA Community Engagement Officer – Ms. Moifair Chin
- c. First Quarter 2023 Noise Abatement Report
- d. Taxiway W Rehabilitation

3

**APPROVAL OF MINUTES –
FACILITATOR**

- a. April 19, 2023, Minutes

4

**ACTION ITEM – ANNUAL
CO-CHAIR ELECTIONS**

- a. Elected Representative
 - a. Nominations
 - b. Vote
- b. Community Representative
 - a. Nominations
 - b. Vote

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 April 19, 2023, Forum Meeting

9

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

10

**NEXT MEETING – Wednesday,
October 18, 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. Janani Ramachandran,
Councilmember
Mr. Bart Lounsbury, Community
Representative

CITY OF SAN LEANDRO

Ms. Celina Reynes, Councilmember
Mr. Benny Lee, Community
Representative & Co-Chair

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. Craig Simon, Acting Director of
Aviation

Oakland Airport-Community Noise Management Forum

Completed Action Items

Oakland Airport-Community Noise Management Forum

- a. CLASS and City of Alameda airfield tour – February 22, 2023
- b. Noise 101 – May 31, 2023
- c. San Leandro elected delegates visit to the airport – June 7, 2023
- d. Provide a list of action items in the agenda packet.

North Field / South Field Research Group

- a. Ask FBOs how many fuel tags have been distributed.
- b. Provide CLASS with a newer airport layout plan.
- c. Work with CLASS, City of Alameda, and OAK staff to create a “Welcome Letter” for FBOs.
- d. SFO GBAS Team to plan on at least one, if not more, follow-up meetings with the OAK North Field/South Field Research Group, OAK Noise Forum and/or a City of Alameda/San Leandro.
- e. *Port staff to find incentive for North Field operators to comply to voluntary noise abatement procedure and attend meetings.
- f. *Port staff to meet/talk to North Field chronic violators.
- g. *HUSSH/WNSDR Procedure Update.

* Standing Item

From: OAK Noise Forum <oaknoiseforum@hmmh.com>

Sent: Monday, May 1, 2023 11:25 AM

Subject: OAK Noise Forum - FAA Federal Register Notice: Request for Comments on the Noise Policy Review

Good Morning Everyone.

On April 28, 2023, the Federal Aviation Administration (FAA) published a Federal Register Notice advising that they have opened a Public Comment Period on the FAA's Noise Policy review. This is the opportunity for residents impacted by aircraft noise to provide comments to the FAA.

The details are listed below:

Friday, April 28, 2023

Washington - As part of the FAA's ongoing commitment to address [aircraft noise](#), the agency is asking for public comment on its [Noise Policy Review](#) (NPR). The agency published a [Federal Register Notice \(FRN\)](#) today to solicit comments and will hold virtual webinars. [FAA Opens Public Comment Period on Noise Policy Review | Federal Aviation Administration 2023-09113.pdf \(federalregister.gov\)](#)

The NPR will look at these key items and more based on input received from the public and stakeholders.

- 1. The FAA's current use of [DNL or Day-Night Average Sound Level](#) as the primary noise metric for assessing cumulative aircraft noise exposure.*
- 2. If and how alternative noise metrics may be used in lieu of or in addition to DNL to better inform agency decisions and improve FAA's disclosure of noise impacts.*
- 3. The community's understanding of noise impacts and how to better manage and respond to community's aviation noise concerns.*
- 4. Ways to improve communications on proposed noise-related agency actions.*
- 5. The findings from ongoing [noise research](#), including the [Neighborhood Environmental Survey](#) and other research related to health impacts, speech interference, [sleep disturbance](#), and economic impacts.*

You can get involved with the NPR by submitting your comments to the FRN and/or attending one of our virtual webinars. The webinars will be held May 16, 18, 23 and 25 on Zoom. You can participate by Zoom or watch the meetings via live stream on the FAA's [YouTube](#) account. Attendees watching the meeting on YouTube can submit questions using the platform's chat feature. The FRN comment period runs May 1- July 31, 2023. Read and comment on the FRN get more information on our webinars [here](#).

Please feel free to pass this information to other that may be interested in submitting comments. Thank you.

OAK Noise Forum

Rhea Hanrahan – Facilitator



OAKnoiseforum@hmmh.com

Oakland Airport-Community Noise Management Forum

DRAFT Meeting Minutes – April 19, 2023

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1. INTRODUCTIONS

The April 19, 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. Ms. 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
Sophie Hahn, Councilmember, Berkeley
James Nelson, Community Representative, Berkeley
Edward Bogue, Community Representative, Hayward
Bart Lounsbury, Community Representative, Oakland
Davis Drisdale, Community Representative, Richmond
Celina Reynes, Councilmember, San Leandro
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

Faviola Garcia, Acting Western-Pacific Deputy Regional Administrator, FAA
Joe Bert, Operations Support Group, FAA
Tommy Singleton, OAK ATCT Air Traffic Manager, FAA
Brent Rickinsted, OAK ATCT Operations Supervisor, FAA

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

2. ANNOUNCEMENTS

A. NMT 2 Outage (San Leandro Marina)

Jesse Richardson reported that Noise Monitoring Terminal (NMT) 2 is out of service. He explained that the copper wire to the unit was stolen at the beginning of the redevelopment of the San Leandro Marina. Staff is working to remove the hardware from the site and store the unit until construction is substantially complete.

B. New Councilmember, Alameda County

The facilitator announced that Lena Tam from Alameda County is a new elected representative to the Noise Forum. Ms. Hanrahan stated that Ms. Tam sends her regrets to the Noise Forum, but she had a conflict and was hopeful that she would be able to attend the July meeting and introduce herself to the group.

C. New Community Representative, City of Alameda

The facilitator announced that Jay Seaton from the City of Alameda is a new community representative to the Noise Forum. Ms. Hanrahan stated that Mr. Seaton had a conflict for the April meeting but is hopeful that he will be able to attend the July meeting and introduce himself.

D. Fourth Quarter 2022 Noise Abatement Report

Matt Pourfarzaneh asked who is responsible for responding to noise complaints when Mr. Richardson is out of the office. Mr. Richardson said that Matt Davis is available in his absence to answer any noise-related questions from the public. He said that violation letters are handled when he returns from leave. Dr. Pourfarzaneh asked if something could be done to respond to complaints if Mr. Richardson is out of the office for an extended period of time. Mr. Richardson said that staff will look into that.

3. APPROVAL OF MINUTES

A. January 18, 2023

The facilitator noted that Noise Forum members have received copies of the draft minutes from the January 18, 2023 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. Mr. Richardson said that he received a request for a name misspelling. Moved: Trish Herrera Spencer, second: Celina Reynes. Motion passed with the correction of the spelling of the name.

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

A. Nominations – New Community Representative Co-Chair

The facilitator stated that with the appointment of Mr. Seaton as the City of Alameda community representative, Dr. Pourfarzaneh returns to the alternate representative and therefore cannot hold the co-chair position. She reminded the group 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. Ms. Herrera Spencer nominated Benny Lee. Mr. Lee accepted. James Nelson seconded the nomination.

B. Vote – New Community Representative Co-Chair

The facilitator took a vote. Motion passed. Mr. Lee said that he has heavy shoes to fulfill because Walt Jacobs was a mentor. He said it is a pleasure to serve the community and work towards solutions.

5. NEXTGEN SUBCOMMITTEE UPDATE

Ms. Herrera Spencer reported that the subcommittee met on April 12, 2023. The subcommittee decided to request from the Port of Oakland the ability to meet with Paul Hannah with Lean Corporation. She said that the subcommittee thinks that the best path forward would be to have a meeting with Mr. Hannah to see if he could provide assistance and insight regarding

reevaluating WNDSR, HUSSH and TRUKN. She said the subcommittee feels that with his assistance, the FAA may reconsider the requested modifications.

Craig Simon said that he looks forward to seeing a letter from the subcommittee and from the Noise Forum at large requesting those resources be allocated to that subcommittee. He said that staff will continue to do some work in the background.

Ms. Herrera Spencer thanked all that attended the meeting for providing their insight and guidance.

6. 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 (OAK). There was no one wanting to submit a public comment.

7. FAA REGIONAL ADMINISTRATOR'S UPDATE

Faviola Garcia, FAA Acting Deputy Regional Administrator for the Western-Pacific Region, introduced herself to the Noise Forum. She assured the Noise Forum members that although this is her first meeting with the Noise Forum, she is very familiar with the issues the Noise Forum is dealing with. She informed the group that the community engagement officers reported to her. She also said that she works closely with the operations support and facilities groups and has attended other public meetings within the Bay Area.

Ms. Garcia announced that Erik Amend, Acting Regional Administrator for the Western-Pacific Region, has moved on. She reported that Raquel Girvin has returned as the Regional Administrator after a year's absence. Ms. Garcia said that as Ms. Girvin gets caught up after her leave, the Noise Forum will see either herself, Ms. Girvin or Carlette Young, Supervisory Senior Advisor, at future Noise Forum meetings. She assured the group that all three are very connected and aware of the Noise Forum's issues and requests.

Ms. Garcia stated there is nothing to report regarding the 2019 letter that was resent to Mr. Amend. She encouraged the group to look at new recommendations for the FAA to consider. She encouraged the Noise Forum to send new resolutions to the FAA instead of resending resolutions that have already been submitted.

Ms. Herrera Spencer said that she is worried that the subcommittee may be wasting their time if the FAA is looking for new resolutions when the WNDSR, HUSSH and TRUKN are still major issues for the communities. She questioned whether working with Mr. Hannah is the correct path forward. Mr. Davis said that even though the subcommittee is looking at the same procedures, they will be looking at them differently by working with Mr. Hannah. Mr. Hannah will be looking at engineering solutions and how the procedures are flown rather than changing the procedure itself. Ms. Garcia said that the subcommittee's efforts may still be effective because the subcommittee will be reviewing the recommendation to determine necessary changes. She stated the FAA will look at the new version of the previous request.

Dr. Pourfarzaneh voiced concern over the lack of continuity with the FAA. He said that one representative of the FAA agrees to one thing and then the next one says something else. Ms. Garcia said that she understands the concern. She said that with herself, Ms. Girvin and Ms. Young, the Noise Forum will have continuity. She also reminded the group that Joe Bert, FAA Operations Support Group, has been attending the meetings for a few years and is very familiar with the issues. Mr. Lee said that he appreciated the FAA's attendance at the Noise Forum meetings; however, his concern is that there has not been any progress on the issues raised since they began attending.

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.

8. NOISE OFFICE REPORT

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

Mr. Davis and Mr. Richardson gave reports on the action items from the North Field/South Field Research Group meeting held on March 15, 2023. The following items were discussed:

- Add "Pilot Resources" to the top navigation bar on the homepage of the OAK website.
- Research creating a Fly Quiet program like SFO, SNA, etc.
- Provide CLASS with an airport layout plan that shows who occupies what buildings.
- Send the location of NMT 3 to Mr. Seaton.
- Work with CLASS, City of Alameda and OAK staff to create a welcome letter for FBOs.
- Noise office to create fuel slip noise abatement procedure information for the group to review.
- Noise office to work with OAK IT staff to create an option for a hybrid meeting.

B. Update on Action Items from January 18, 2023 Noise Forum Meeting.

Mr. Davis reported that there were no action items from the January meeting.

9. NOISE NEWS UPDATE

Christian Valdez reported on the current news of the aviation and noise industries. The following items were discussed:

- NASA announced that it launched new webpages featuring aeronautics information in Spanish.
- NASA selected four teams of university faculty and students (Boston University, New Mexico University, University of Notre Dame, and Tennessee Technological University) to study challenges facing the future of air travel as part of the agency's university leadership initiative which provides students experience in working on real-world challenges, including minimizing noise from AAM vehicles.
- United Airlines and Archer Aviation unveiled plans to launch the first air-taxi route between Chicago O'Hare and Vertiport Chicago, which are about 15 miles apart, a trip that would take about ten minutes in flight or an hour or more during rush hour traffic. This service is expected to start in 2025.

- Blade Air Mobility announced the first test of a piloted Beta Technologies electric vertical takeoff and landing aircraft in the greater New York area.
- NASA developed an aircraft flight sequencing software called the Collaborative Digital Departure Reroute, which uses machine learning to predict air-traffic conditions based on real-time data. This technology is a sub-project of NASA's air-traffic management project led out of NASA Ames Research in Mountain View.
- Electric aviation is battling a tradeoff dilemma. The more energy efficient an electric aircraft is, the noisier it gets. Researchers at Chalmers University of Technology, Sweden, were able to isolate the noise and develop a propellor design optimization method that paves the way for quiet, efficient, electric aviation.
- A Southwest Airline 737-700 was flown as a first revenue flight with an Aero Design Labs' proprietary drive-reduction kit installed on it. Aero Design Labs uses a computational pool in dynamics software to find air-flow issues. The goal of these kits is to save fuel. Southwest Airlines is currently running a network fuel-savings analysis on five of its 737-700s to measure fuel efficiency.
- Delta Airlines announced that it plans to launch a first-of-its-kind airline-innovation lab to accelerate research design and testing for a more sustainable future air travel. The Delta Sustainable Skies Lab will feature current ongoing work, inspire, innovate industry innovation and technology to reach the airline's goal of net-zero emissions by 2050.
- Gulfstream Aerospace became the business jet industry's first manufacturer to fly on 100-percent sustainable aviation fuel. The flight took place in a Gulfstream G-650 from Gulfstream headquarters in Savannah, Georgia, in partnership with engine supplier Rolls Royce.
- Universal Hydrogen flew the first test flight of a 40-passenger regional airliner, the ATR 72 with zero emissions and a quieter hydrogen fuel-cell power plant. The aircraft took off from Grant County International Airport, and it flew for 15 minutes before returning to the airport. One engine was a conventional engine, and the other was a hydrogen fuel-cell electric motor.

10. CONFIRM NEXT MEETING DATE

The next meeting is scheduled virtually for July 19, 2023.

11. NEW BUSINESS/ADJOURNMENT

Ms. Hanrahan let the group know that on Friday, April 21, 2023, there is going to be a bridge dedication ceremony in honor of Walt Jacobs. She said that this information was received after the agenda was sent out. Walt was a long-standing, very valued member of this Noise Forum, and she wanted to make everyone aware that the dedication ceremony is happening this Friday.

Mr. Lee asked for the actions items that are reviewed by airport staff to be included in the Noise Forum members' packet. Mr. Davis said that staff will work on that.

Mr. Davis announced that Taxiway Whiskey construction is going to be taking place this summer. He said that he wanted to keep members aware that they should start seeing additional

communication from the Port of Oakland regarding construction on Taxiway Whiskey. Taxiway Whiskey is that parallel taxiway to the main air-carrier runway. He said that because the taxiway parallels the main air-carrier runway, there are a lot of potential impacts to aircraft ground movements. He continued that the engineering team has done a great job phasing the project to minimize the operational impacts, but there is no way to completely avoid them. He said that Air Traffic is working with Port of Oakland staff, trying to minimize the amount of time they need to use the South Field or the North Field. There will be times when it is very difficult to get an airplane to the South Field, and they will need to utilize the North Field for certain operations.

Facilitator Hanrahan adjourned the meeting at 8:04 p.m.

NOISE FORUM SUMMARY

North/South Field Working Groups



NOISE ABATEMENT REPORT

FIRST QUARTER 2023

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 First Quarter 2023				
	2022Q1		2023Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,454	175	2,400	156
Runway 10R/L Jet Landing Compliance	85%	15%	84%	16%
Total Southeast Plan Corporate Jet Landings	92	16	566	107
North Field VFR Departure Compliance	91%	9%	92%	8%
Total Runways 28R/L & 33 Departures	224	21	172	15
North Field Quiet Hours Compliance	76%	24%	85%	15%
Total North Field Quiet Hours Departures	103	33	150	26
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,423	7	12,497	7
Night Time Departure Compliance	100%	0%	99%	1%
Total Runway 30 Night Turbojet Departures	2,431	12	2,366	19
Runway 12 Night Departure Compliance	100%	0%	94%	6%
Total Runway 12 Night Turbojet Departures	55	0	769	52
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,757	0	2,759	2
100 Degree Radial Turbojet Landing Compliance	99%	0%	98%	2%
Total 100 Degree Radial Turbojet Landings	817	6	737	18
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	5	0	8	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

2023Q1

94% Compliance
(2,556 total departures)
(156 non-compliant)

2022Q1

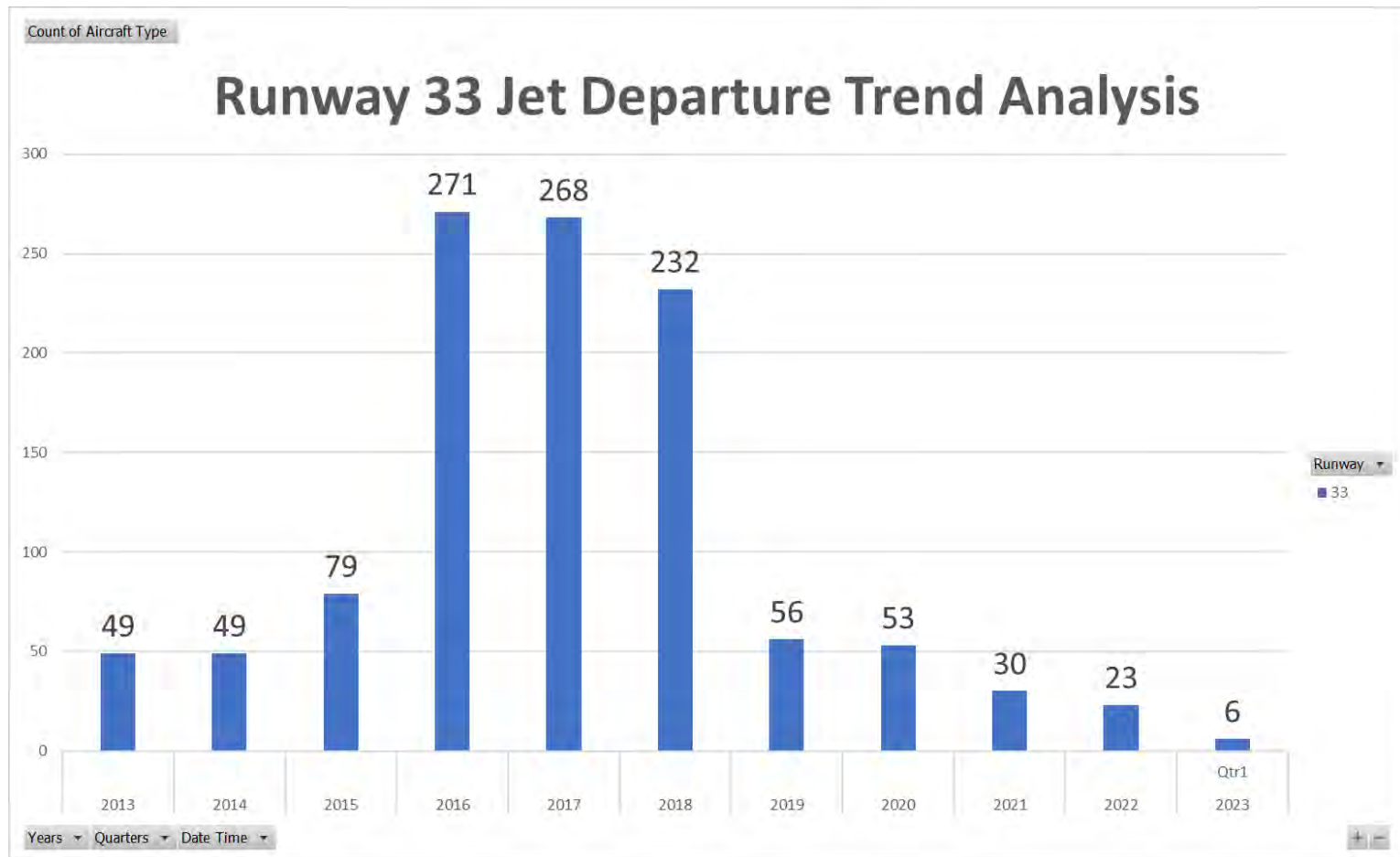
93% Compliance
(2,629 total departures)
(175 non-compliant)

Heading: 325
Elevation: 15

■ Arrivals
■ Departures
■ Touch and Go
■ Overflights

RUNWAY 33 JET DEPARTURES

FIRST Quarter 2023



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

2023Q1

84% Compliance
(673 total landings)
(107 non-compliant)

2022Q1

85% Compliance
(108 total landings)
(16 non-compliant)

Heading: 325
Elevation: 15

Arrivals
Departures
Touch and Go
Overflights

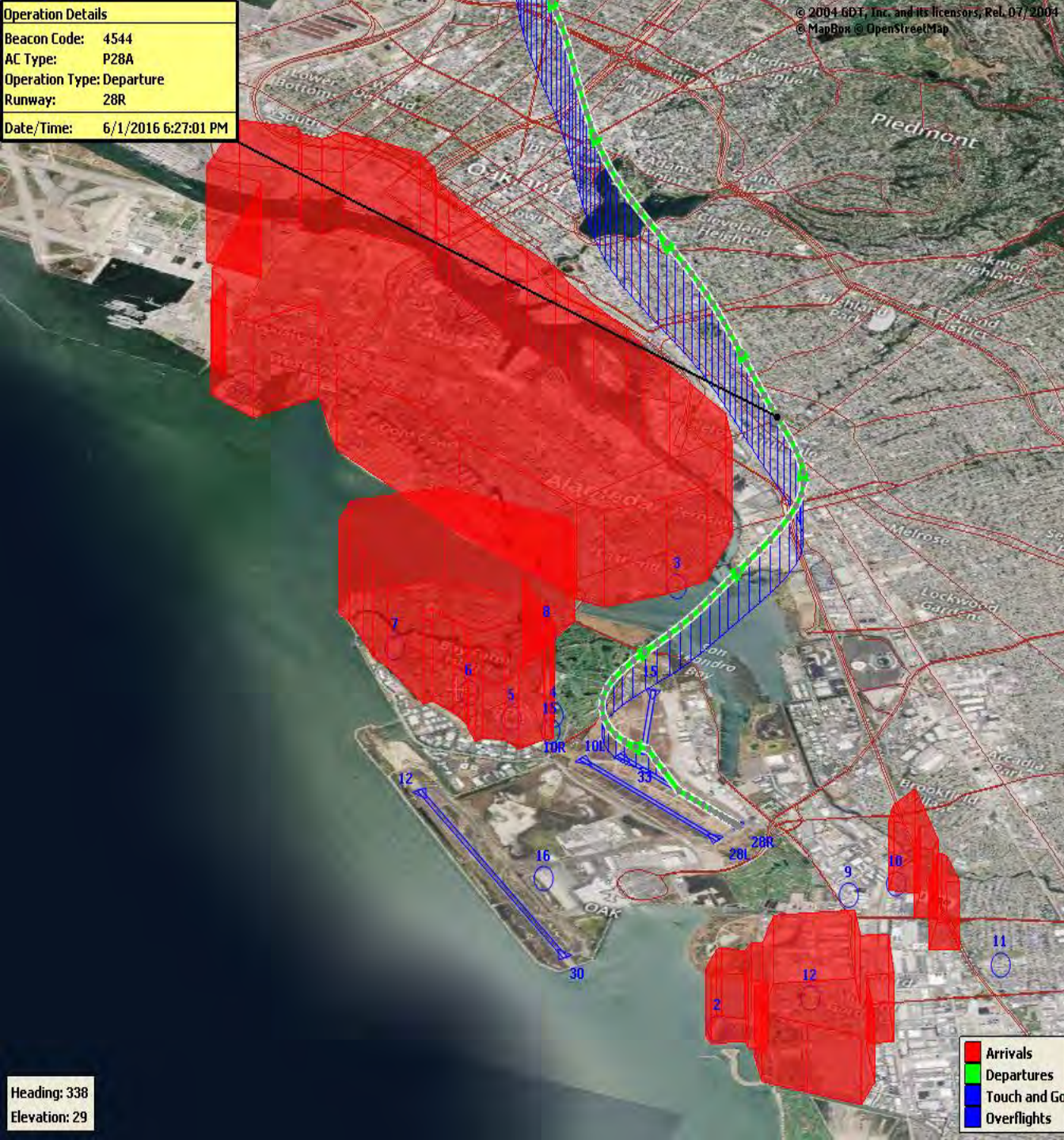
Operation Details	
Beacon Code:	4544
AC Type:	P28A
Operation Type:	Departure
Runway:	28R
Date/Time:	6/1/2016 6:27:01 PM

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VFR Aircraft Departure NAP

2023Q1
92% Compliance
(187 total departures)
(15 non-compliant)

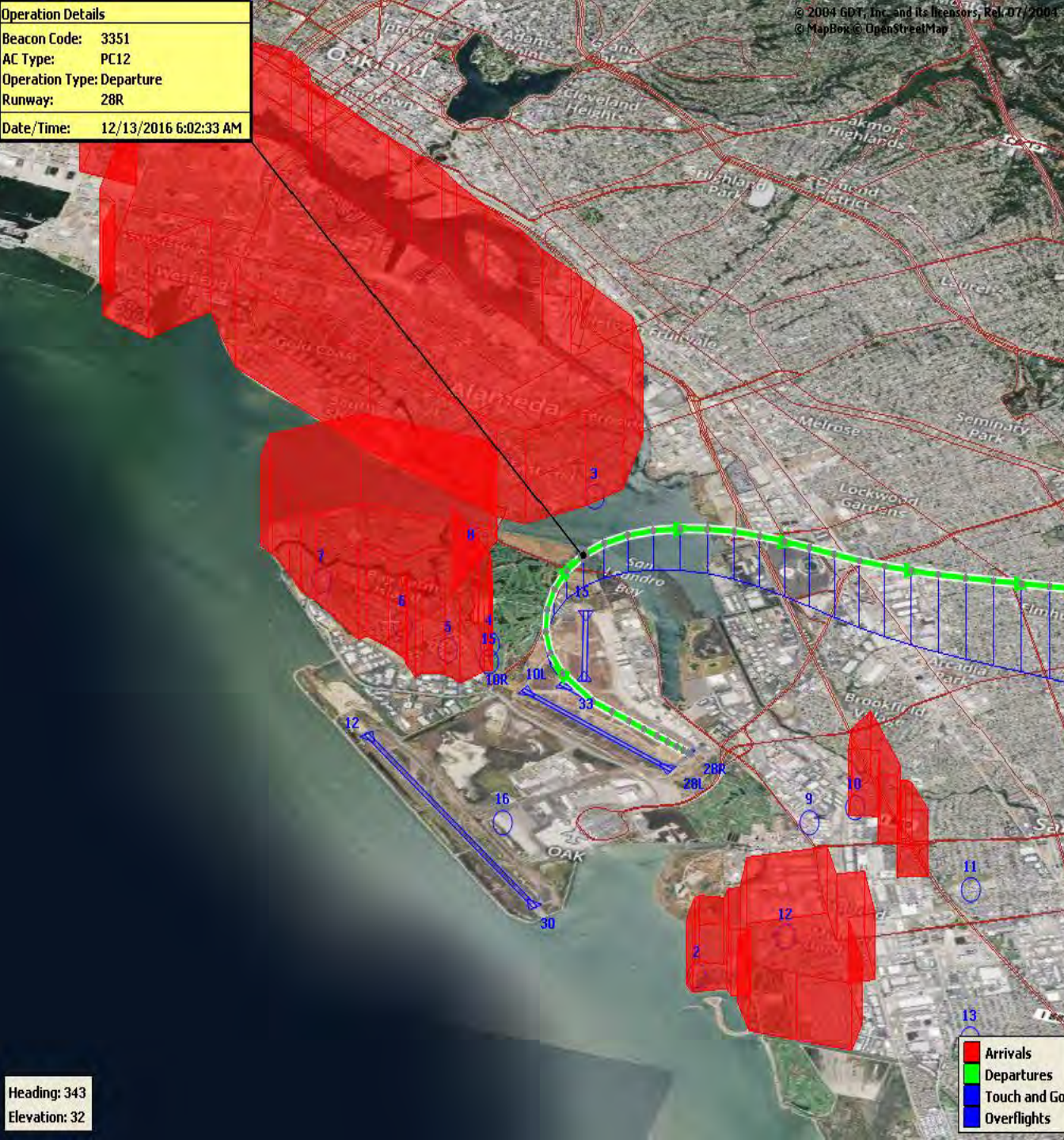
2022Q1
91% Compliance
(245 total departures)
(21 non-compliant)



Heading: 338
Elevation: 29

- Arrivals
- Departures
- Touch and Go
- Overflights

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



North Field Quiet Hours NAP

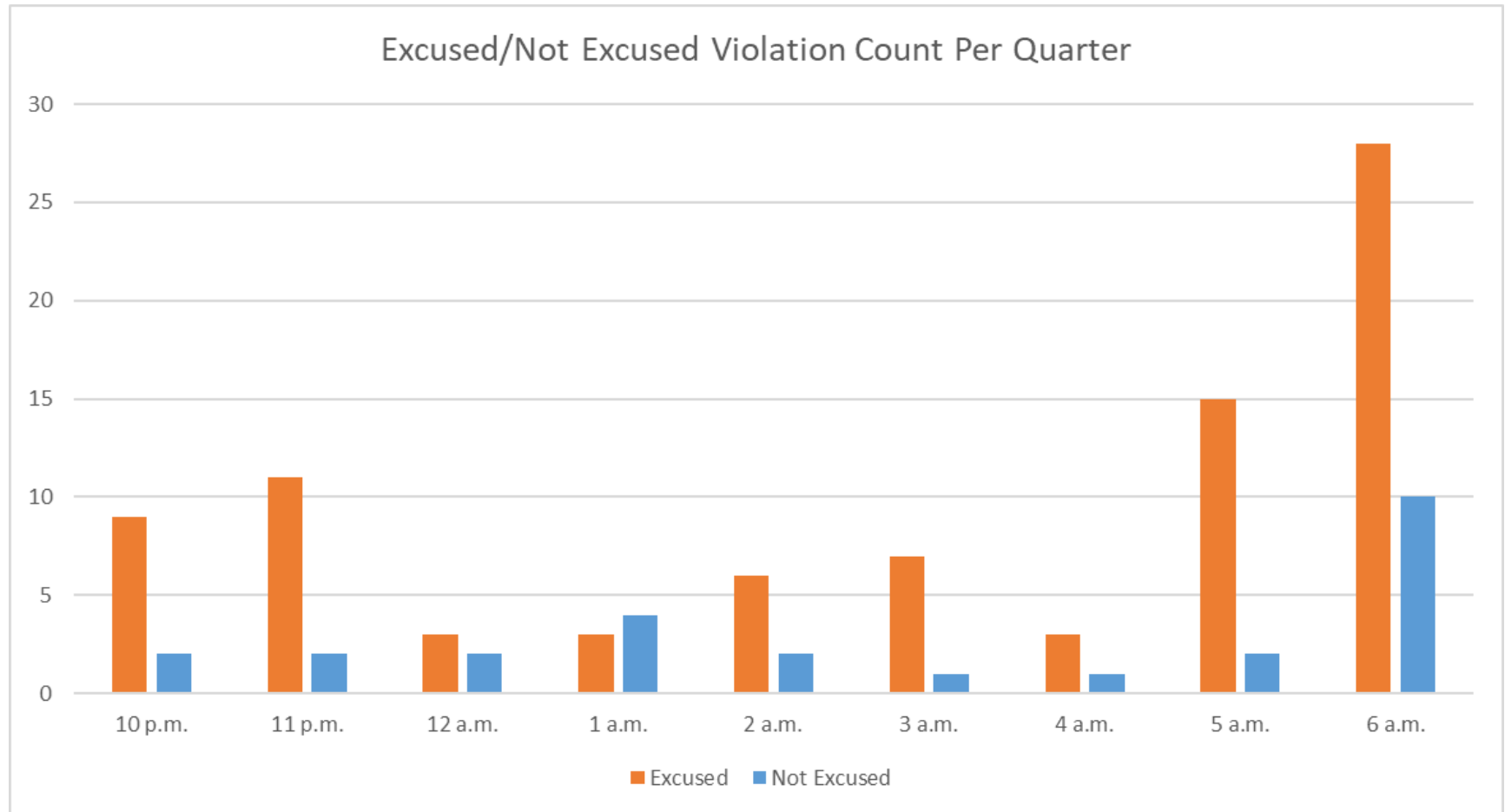
2023Q1
85% Compliance
(176 total departures)
(26 non-compliant)

2022Q1
76% Compliance
(136 total departures)
(33 non-compliant)

Heading: 343
Elevation: 32

Arrivals
Departures
Touch and Go
Overflights

Quartely North Field Quiet Hours NAP Non-Compliant Per Quarter



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



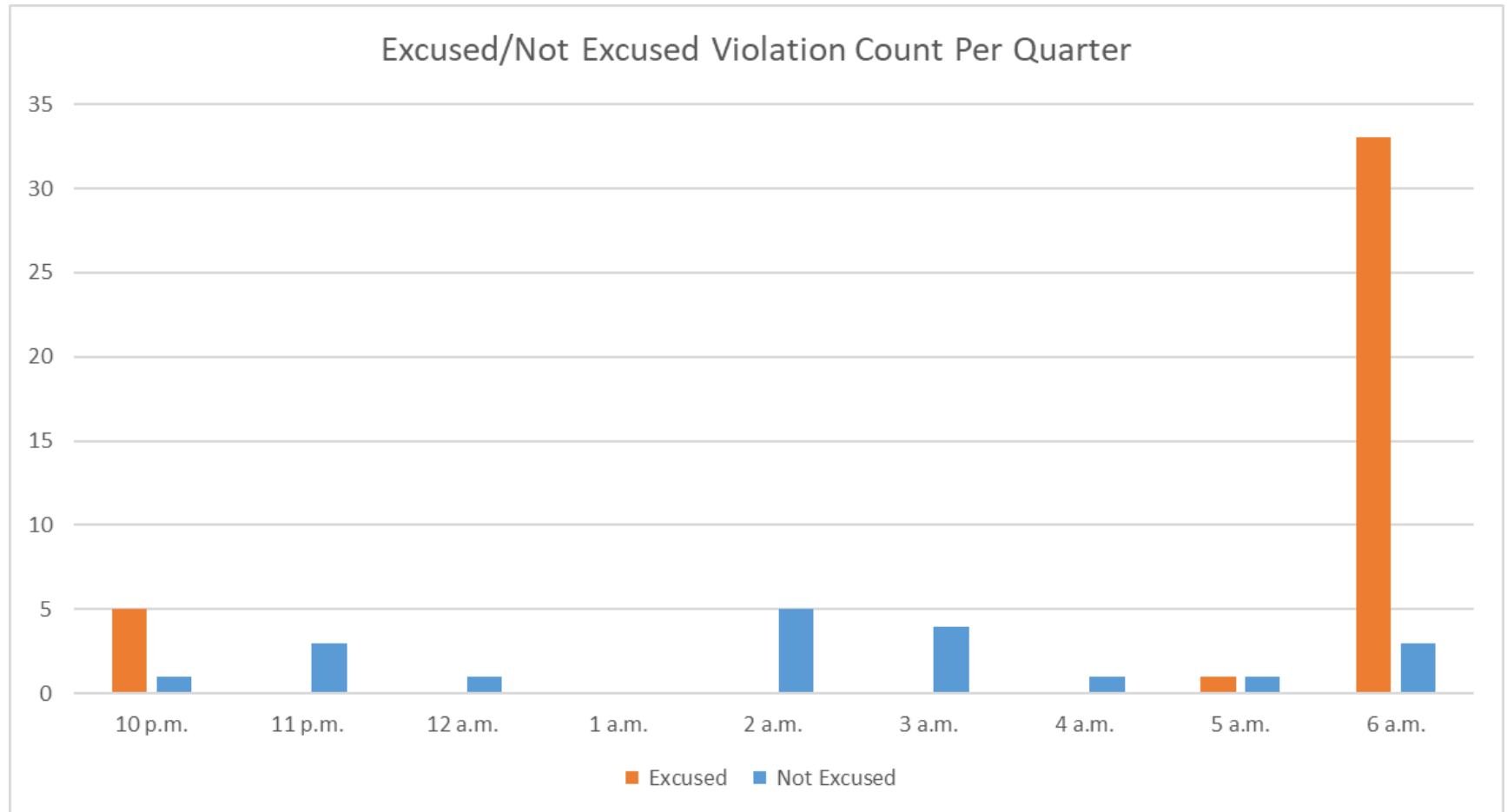
Night Time Departure NAP

2023Q1
99% Compliance
(2,385 total departures)
(19 non-compliant)

*REBAS Gate non-compliant = 19

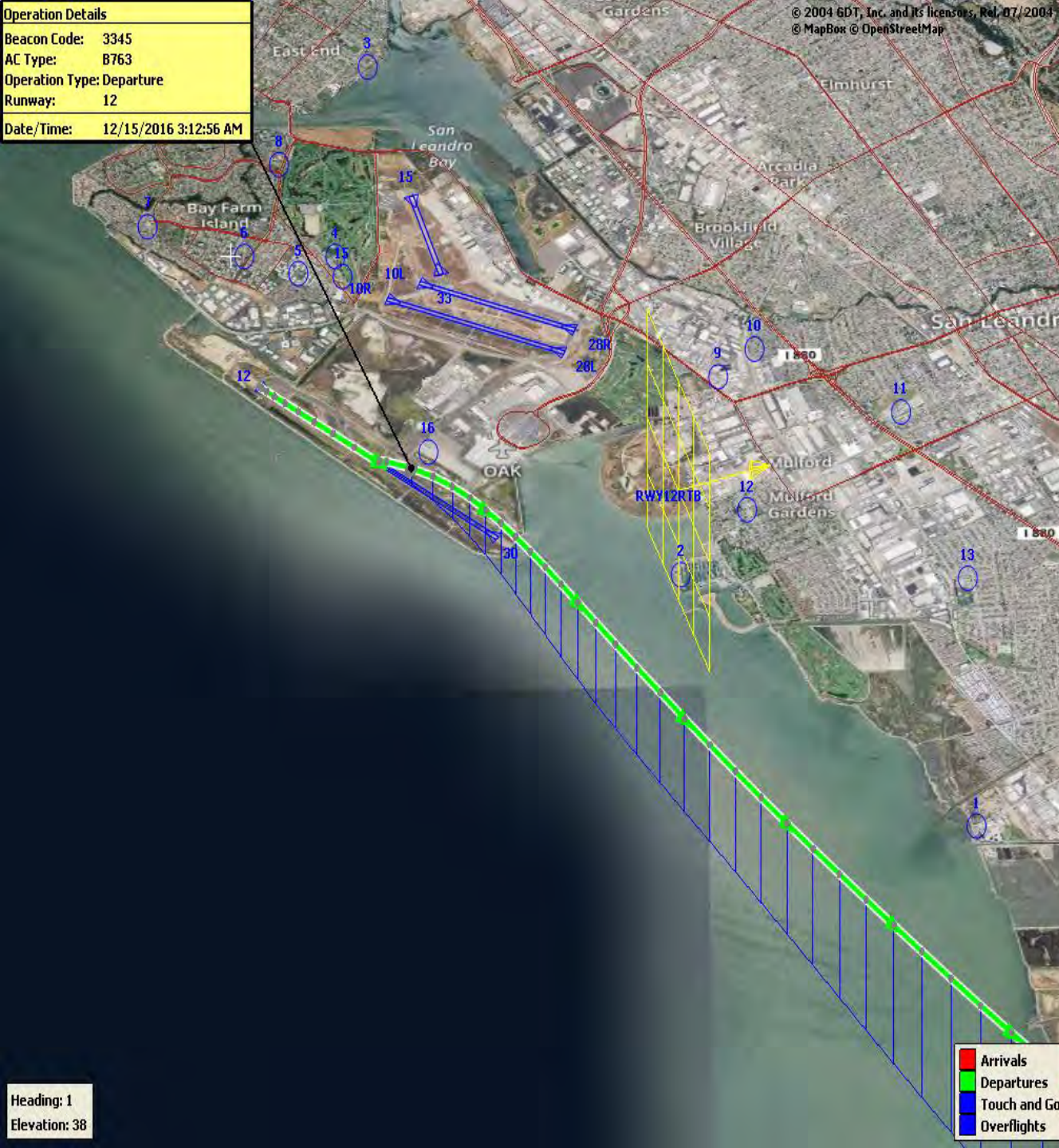
2022Q1
100% Compliance
(2,443 total departures)
(12 non-compliant)

Quarterly Night Time NAP Non-Compliant Count Per Quarter



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

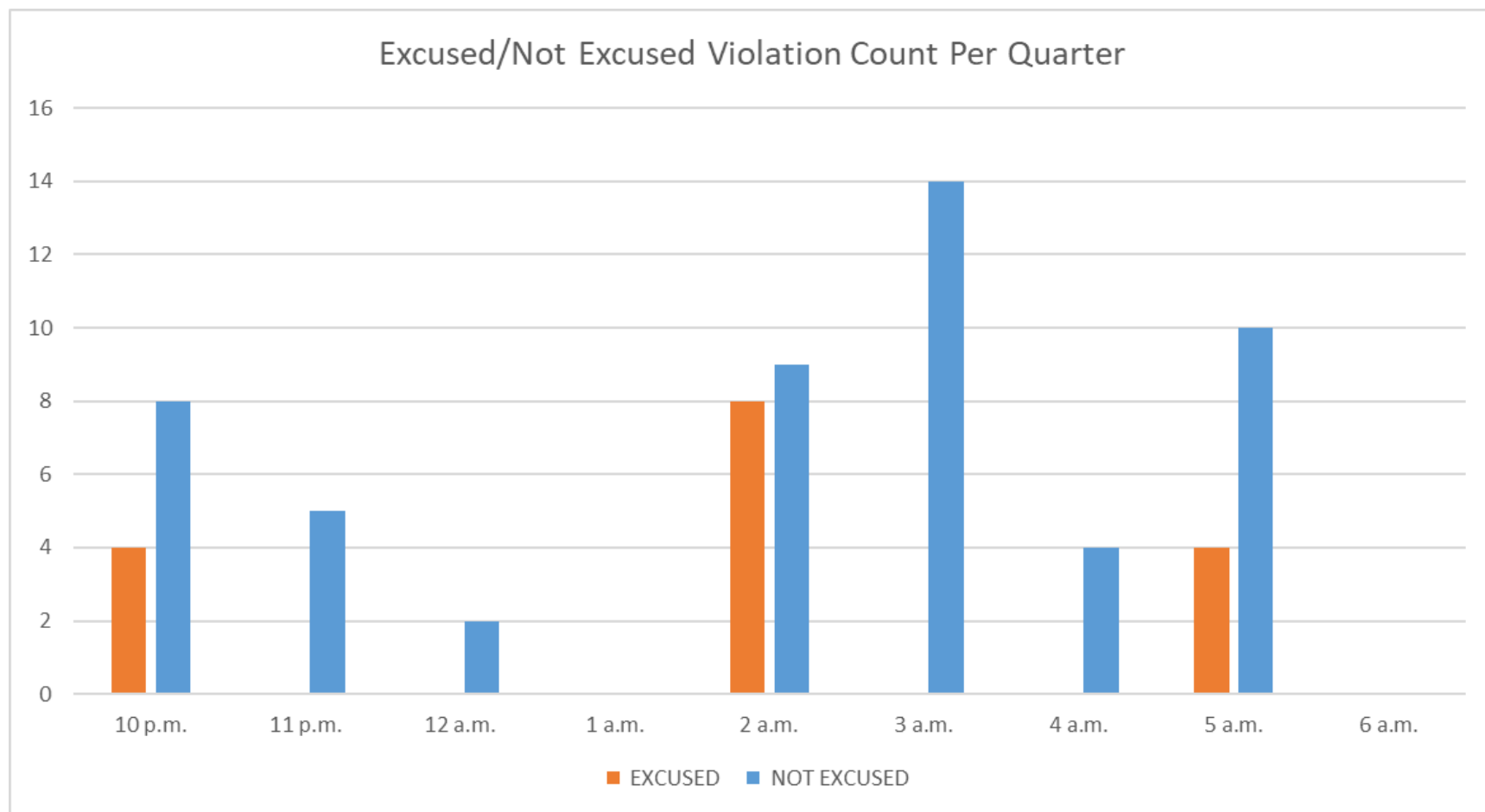


Runway 12 Night Departure NAP

2023Q1
94% Compliance
(821 total departures)
(52 non-compliant)

2022Q1
100% Compliance
(55 total departures)
(0 non-compliant)

Quarterly Runway 12 Night Departure Non-Compliant Count Per Quarter



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

2023Q1
100% Compliance
(12,504 total departures)
(7 non-compliant)

2022Q1
100% Compliance
(15,430 total departures)
(7 non-compliant)



Heading: 299
Elevation: 36



Runway 30 East Turn NAP

2023Q1
100% Compliance
(2,761 total departures)
(2 non-compliant)

*Excused Departures = 5

2022Q1
100% Compliance
(3,757 total departures)
(0 non-compliant)

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

2023Q1
98% Compliance
(755 total landings)
(18 non-compliant)

2022Q1
99% Compliance
(823 total landings)
(6 non-compliant)





Engine Run-up NAP

2023Q1

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

2022Q1

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

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

Compliance Monitoring Quarterly Summary Comparison First Quarter 2023 - Quarter-to-Quarter				
	2022Q4		2023Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,375	175	2,400	156
Runway 10R/L Jet Landing Compliance	92%	8%	84%	16%
Total Southeast Plan Corporate Jet Landings	113	10	566	107
North Field VFR Departure Compliance	89%	11%	92%	8%
Total Runways 28R/L & 33 Departures	203	24	172	15
North Field Quiet Hours Compliance	81%	19%	85%	15%
Total North Field Quiet Hours Departures	128	31	150	26
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	17,150	1	12,497	7
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,252	28	2,366	19
Runway 12 Night Departure Compliance	96%	4%	94%	6%
Total Runway 12 Night Turbojet Departures	43	2	769	52
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,159	5	2,759	2
100 Degree Radial Turbojet Landing Compliance	98%	2%	98%	2%
Total 100 Degree Radial Turbojet Landings	993	22	737	18
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	3	0	8	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 = 176

First Quarter 2023 (10:00 p.m. to 7:00 a.m.)

NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	0	6	0.1	1.1%	5	0.1	0.9%	0	0.0	0.0%	11
2	26	3	0.0	0.5%	1	0.0	0.2%	2	0.0	0.4%	32
3	40	4	0.0	0.7%	0	0.0	0.0%	0	0.0	0.0%	44
4	50	49	0.5	8.6%	33	0.4	5.8%	18	0.2	3.2%	150
5	57	14	0.2	2.5%	10	0.1	1.8%	18	0.2	3.2%	99
6	48	9	0.1	1.6%	18	0.2	3.2%	8	0.1	1.4%	83
7	18	12	0.1	2.1%	16	0.2	2.8%	0	0.0	0.0%	46
8	39	16	0.2	2.8%	1	0.0	0.2%	0	0.0	0.0%	56
9	14	33	0.4	5.8%	19	0.2	3.4%	3	0.0	0.5%	69
10	102	50	0.6	8.8%	9	0.1	1.6%	0	0.0	0.0%	161
11	13	11	0.1	1.9%	1	0.0	0.2%	0	0.0	0.0%	25
12	36	11	0.1	1.9%	4	0.0	0.7%	0	0.0	0.0%	51
13	23	6	0.1	1.1%	0	0.0	0.0%	0	0.0	0.0%	29
14	39	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	39
All NMTs	505	224	2	0	117	1	0	49	1	0	895

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 110

First Quarter 2023 (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	40	4	0.0	1.7%	0	0.0	0.0%	0	0.0	0.0%	44
4	50	49	0.5	20.5%	33	0.4	13.8%	18	0.2	7.5%	150
5	57	14	0.2	5.9%	10	0.1	4.2%	18	0.2	7.5%	99
6	48	9	0.1	3.8%	18	0.2	7.5%	8	0.1	3.3%	83
7	18	12	0.1	5.0%	16	0.2	6.7%	0	0.0	0.0%	46
8	39	16	0.2	6.7%	1	0.0	0.4%	0	0.0	0.0%	56
Total	252	104	1.2		78	0.9		44	0.5		478

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 66

First Quarter 2023 (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	26	3	0.0	0.9%	1	0.0	0.3%	2	0.0	0.6%	32
9	14	33	0.4	10.1%	19	0.2	5.8%	3	0.0	0.9%	69
10	102	50	0.6	15.2%	9	0.1	2.7%	0	0.0	0.0%	161
11	13	11	0.1	3.4%	1	0.0	0.3%	0	0.0	0.0%	25
12	36	11	0.1	3.4%	4	0.0	1.2%	0	0.0	0.0%	51
13	23	6	0.1	1.8%	0	0.0	0.0%	0	0.0	0.0%	29
14	39	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	39
Total	253	114	1.3		34	0.4		5	0.1		406

**Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)
First Quarter 2023, NMT 2**

	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)
Baseline (November 2002) [A]					
DC10/MD10	87	32	69	78	22
MD11	32	13	70	79	24
A306	67	21	67	77	25
First Quarter 2023 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B763	217	72	63	65	74
DC10/MD10	0	-	-	-	-
MD11	164	55	73	68	77
A306	57	19	19	65	74
B757	86	29	30	65	75
B77L	103	34	21	65	73
Difference [A-B]					
DC10/MD10		-87	-32	-69	-78
MD11		23	60	-2	-2
A306		-48	-2	-2	-3

(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)
First Quarter 2022, NMT 2**

	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)
Baseline (November 2002) [A]					
DC10/MD10	87	32	69	78	22
MD11	32	13	70	79	24
A306	67	21	67	77	25
First Quarter 2022 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B763	275	92	144	65	74
DC10/MD10	27	9	30	67	76
MD11	217	72	158	67	76
A306	17	6	10	65	73
B757	190	63	104	65	74
B77L	117	39	35	65	73
Difference [A-B]					
DC10/MD10		-78	-2	-2	-3
MD11		40	145	-3	-5
A306		-61	-11	-2	-11

(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event.
Source: ANOMS (Airport Noise and Operations Monitoring System)

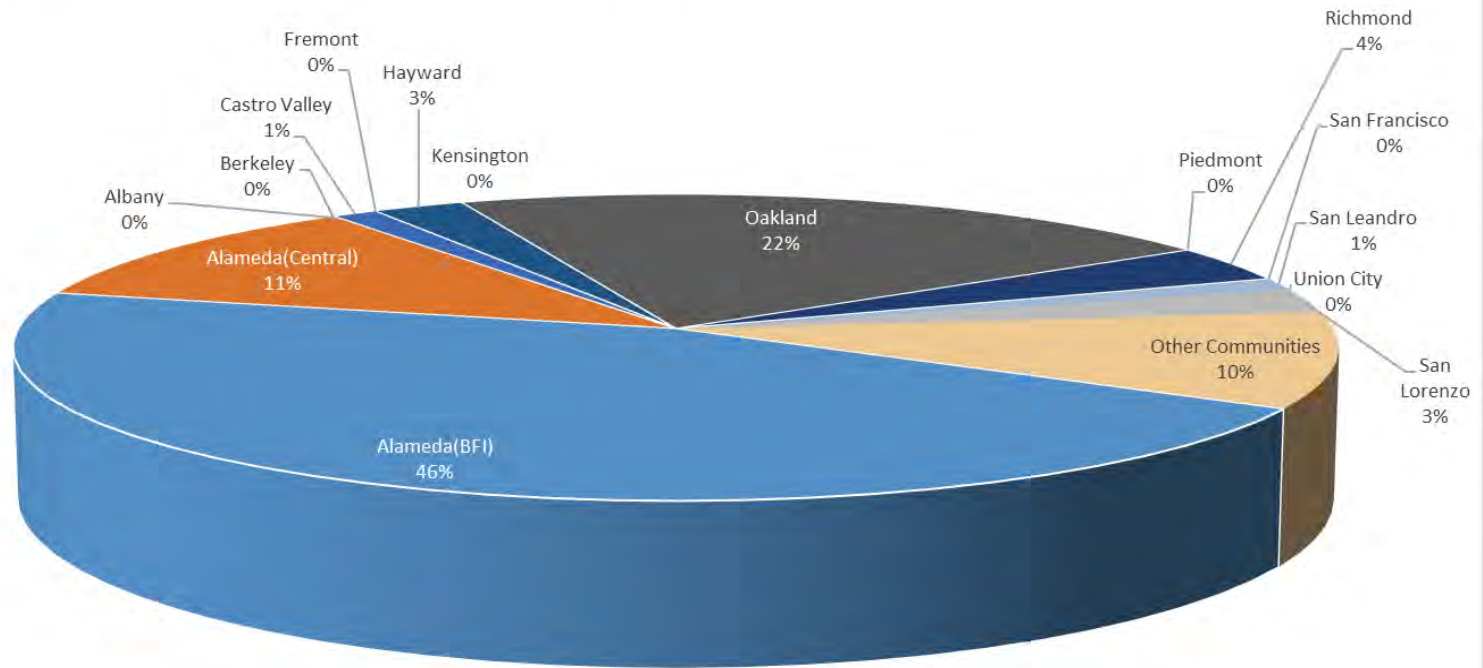
**Oakland International Airport
Noise Complaint Summary
January 2023**

Community	Callers	Complaints
Alameda(BFI)	36	1545
Alameda(Central)	9	24
Albany	0	0
Berkeley	0	0
Castro Valley	1	46
Fremont	0	0
Hayw ard	2	12
Kensington	0	0
Oakland	17	2668
Piedmont	0	0
Richmond	3	437
San Francisco	0	0
San Leandro	1	67
Union City	0	0
San Lorenzo	2	5
Other Communities	8	73
Total	79	4877
Complaints by Type		
E-mail	2731	
View point App	2146	
Complaints by Time of Day		
Day (0700 - 1900)	866	
Evening (1900 - 2200)	432	
Night (2200 - 0700)	3579	
Complaints by Type of Operation		
Arrivals	3228	
Departures	1468	
Over-flights	144	
Touch & Go	37	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	271	
Helicopter	106	
Jet	3946	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	167	
Propeller	147	
Turbo-prop	240	

Number of Callers

January 2023

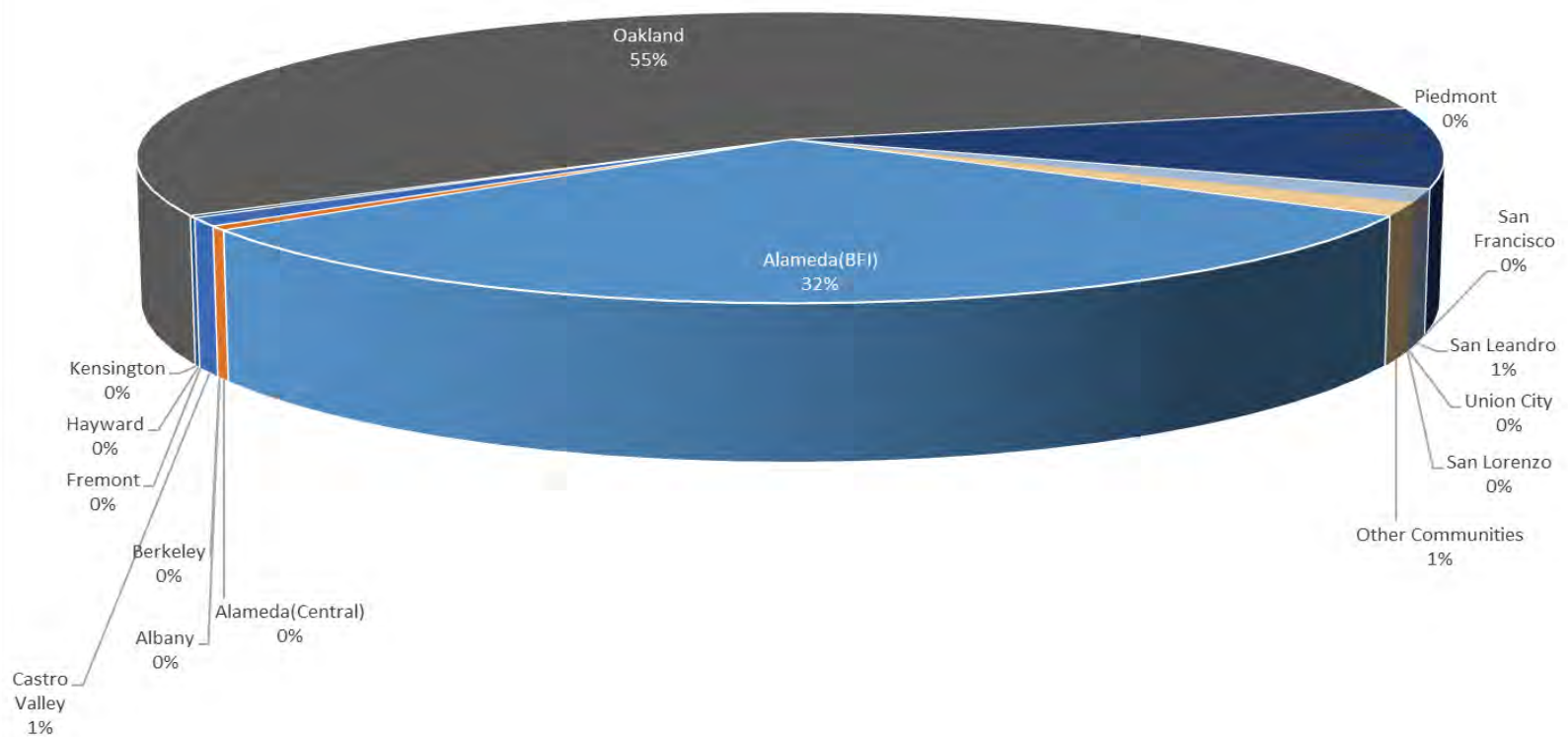
Noise Complaints Summary by Number of Callers



Number of Complaints

January 2023

Noise Complaints Summary by Number of Complaints



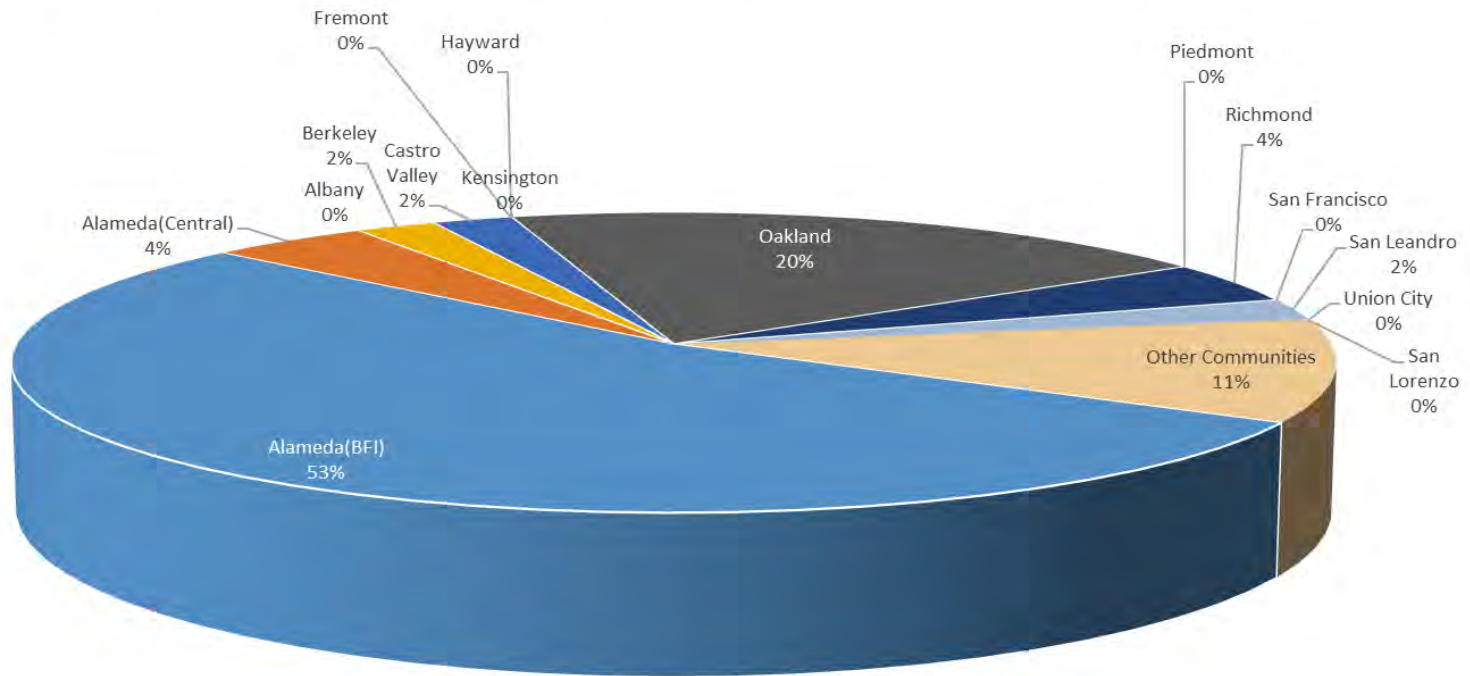
**Oakland International Airport
Noise Complaint Summary
February 2023**

Community	Callers	Complaints
Alameda(BFI)	24	2231
Alameda(Central)	2	7
Albany	0	0
Berkeley	1	1
Castro Valley	1	24
Fremont	0	0
Hayw ard	0	0
Kensington	0	0
Oakland	9	2322
Piedmont	0	0
Richmond	2	295
San Francisco	0	0
San Leandro	1	8
Union City	0	0
San Lorenzo	0	0
Other Communities	5	87
Total	45	4975
Complaints by Type		
E-mail		2402
View point App		2573
Complaints by Time of Day		
Day (0700 - 1900)		804
Evening (1900 - 2200)		1448
Night (2200 - 0700)		2723
Complaints by Type of Operation		
Arrivals		2316
Departures		2425
Over-flights		151
Touch & Go		83
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		370
Helicopter		105
Jet		4159
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		17
Propeller		242
Turbo-prop		82

Number of Callers

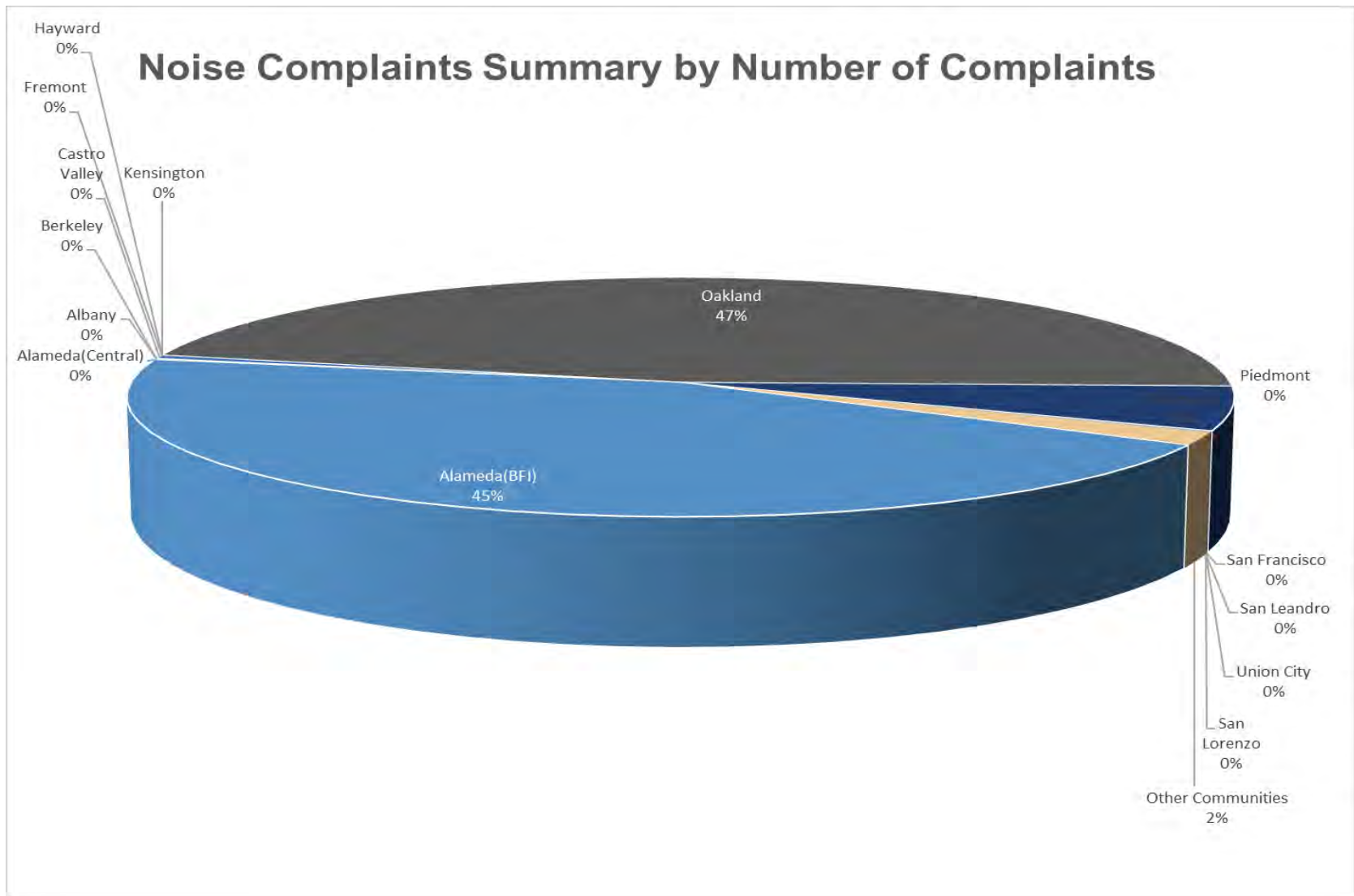
February 2023

Noise Complaints Summary by Number of Callers



Number of Complaints

February 2023



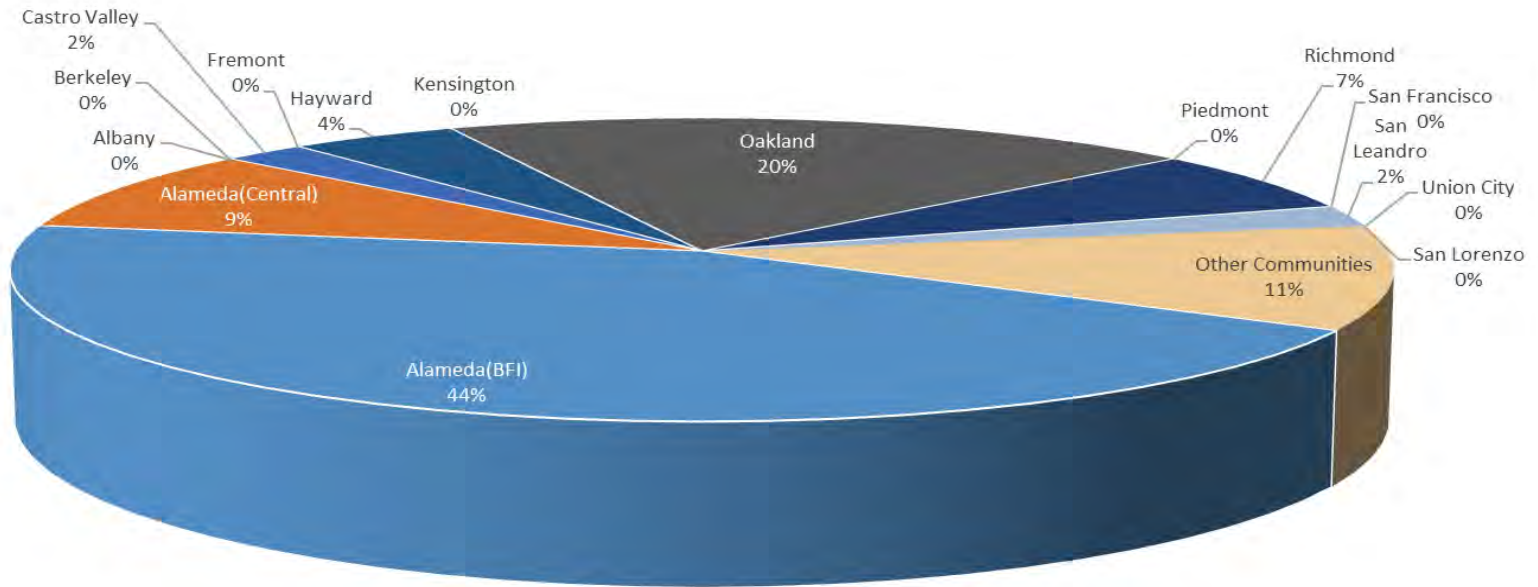
**Oakland International Airport
Noise Complaint Summary
March 2023**

Community	Callers	Complaints
Alameda(BFI)	20	1117
Alameda(Central)	4	6
Albany	0	0
Berkeley	0	0
Castro Valley	1	32
Fremont	0	0
Hayw ard	2	7
Kensington	0	0
Oakland	9	2350
Piedmont	0	0
Richmond	3	323
San Francisco	0	0
San Leandro	1	99
Union City	0	0
San Lorenzo	0	0
Other Communities	5	48
Total	45	3982
Complaints by Type		
E-mail	2445	
View point App	1537	
Complaints by Time of Day		
Day (0700 - 1900)	752	
Evening (1900 - 2200)	777	
Night (2200 - 0700)	2453	
Complaints by Type of Operation		
Arrivals	2286	
Departures	1453	
Over-flights	181	
Touch & Go	62	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	181	
Helicopter	150	
Jet	3183	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	6	
Propeller	327	
Turbo-prop	135	

Number of Callers

March 2023

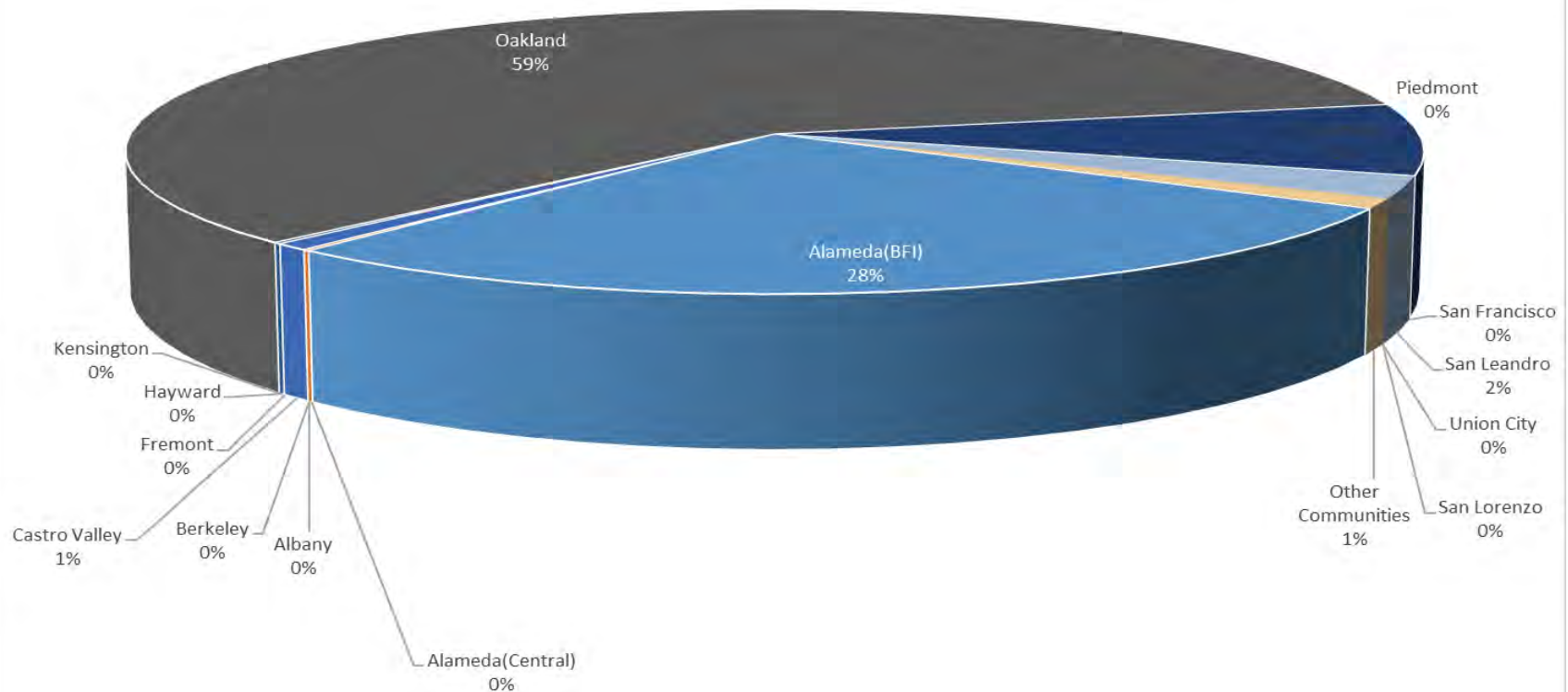
Noise Complaints Summary by Number of Callers

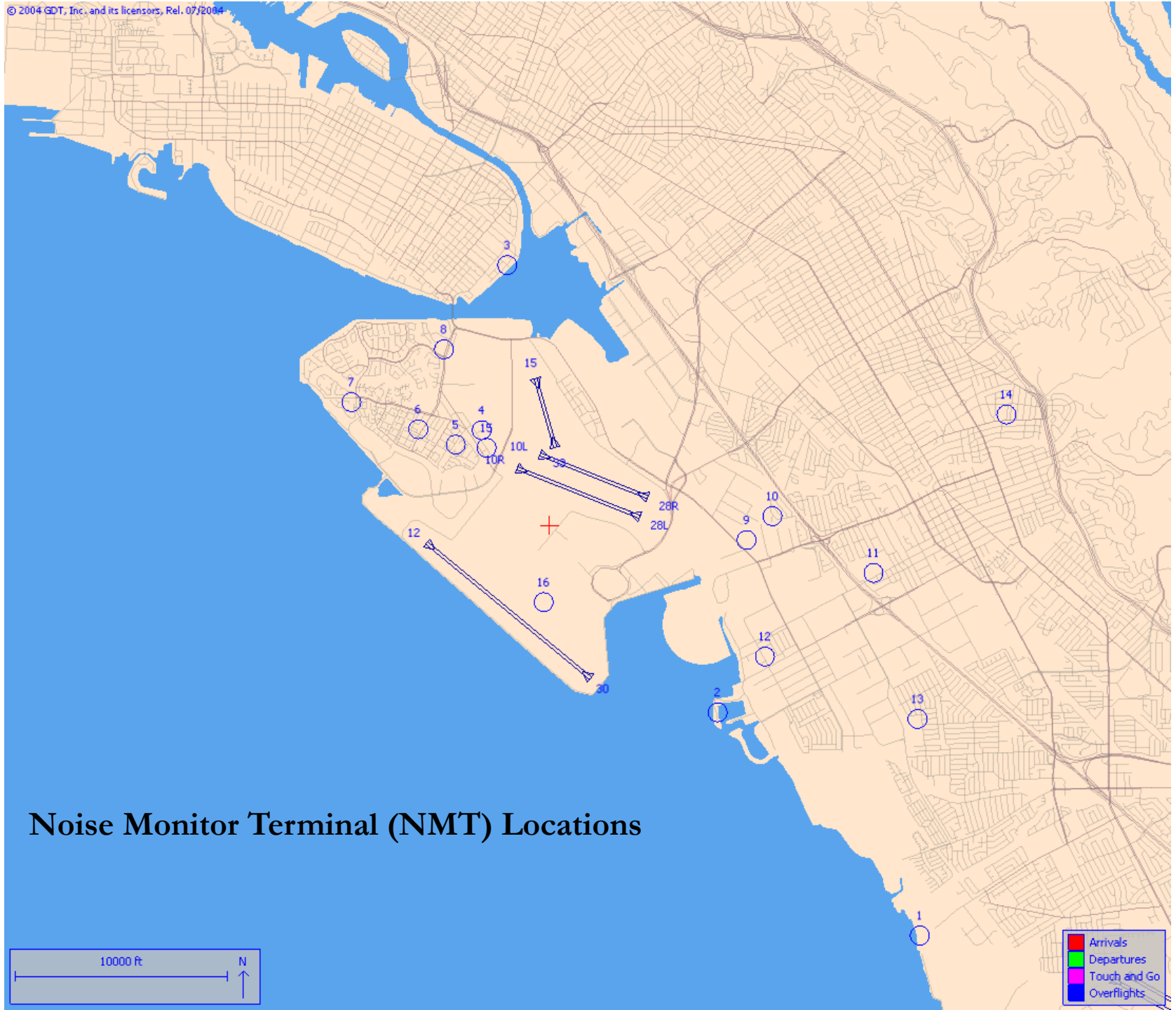


Number of Complaints

March 2023

Noise Complaints Summary by Number of Complaints



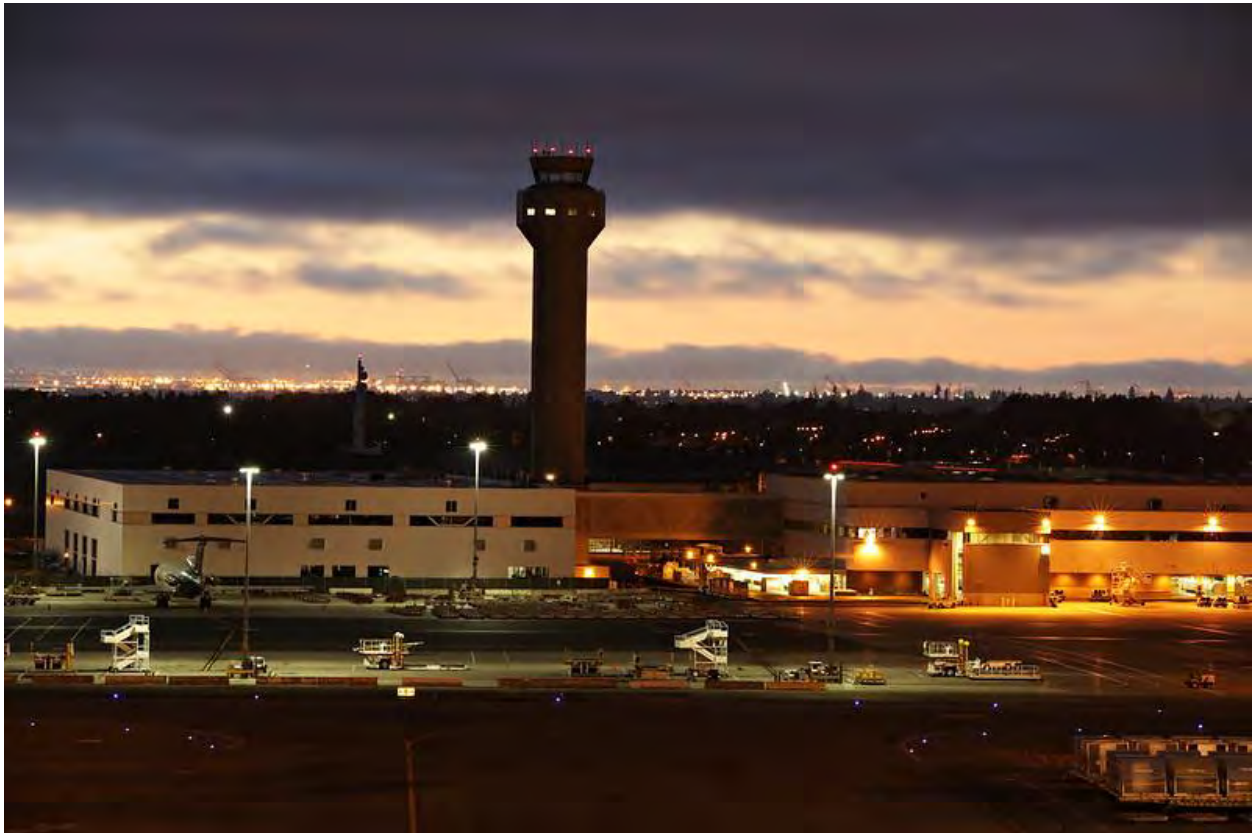


Noise Monitor Terminal (NMT) Locations



Quarterly Aircraft Noise Report

First Quarter 2023



Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

April 25, 2023

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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 First Quarter 2023				
	2022Q1		2023Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,454	175	2,400	156
Runway 10R/L Jet Landing Compliance	85%	15%	84%	16%
Total Southeast Plan Corporate Jet Landings	92	16	566	107
North Field VFR Departure Compliance	91%	9%	92%	8%
Total Runways 28R/L & 33 Departures	224	21	172	15
North Field Quiet Hours Compliance	76%	24%	85%	15%
Total North Field Quiet Hours Departures	103	33	150	26
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,423	7	12,497	7
Night Time Departure Compliance	100%	0%	99%	1%
Total Runway 30 Night Turbojet Departures	2,431	12	2,366	19
Runway 12 Night Departure Compliance	100%	0%	94%	6%
Total Runway 12 Night Turbojet Departures	55	0	769	52
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,757	0	2,759	2
100 Degree Radial Turbojet Landing Compliance	99%	0%	98%	2%
Total 100 Degree Radial Turbojet Landings	817	6	737	18
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	5	0	8	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary First Quarter 2023				
	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	939	766	851	2,556
Compliant Corporate Jet Departures	902	703	795	2,400
Non-compliant Corporate Jet Departures	37	63	56	156
Corporate Jet Departure Compliance Rate	96%	92%	93%	94%
Excused Jet Departures	21	96	18	135
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,904	5,193	5,850	16,947
Compliant Airport-wide Jet Departures	5,867	5,130	5,794	16,791
Non-compliant Airport-wide Jet Departures	37	63	56	156
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 First Quarter 2023				
	January	February	March	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	366	70	237	673
Compliant SE Plan Corporate Jet Landings	308	61	197	566
Non-compliant SE Plan Corporate Jet Landings	58	9	40	107
SE Plan Corporate Jet Landing Compliance Rate	84%	87%	83%	84%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	2,024	582	1,314	3,920
Airport-wide Compliant SE Plan Jet Landings	1,966	573	1,274	3,813
Airport-wide Non-compliant SE Plan Landings	58	9	40	107
Airport-wide Jet Landing SE Plan Compliance Rate	97%	98%	97%	97%
* 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 First Quarter 2023				
	January	February	March	Quarterly
Total VFR Departures	48	68	71	187
Total VFR Departures Over Alameda	15	13	15	43
Compliant Departures	42	67	63	172
Non-compliant Departures	6	1	8	15
Compliance Rate	88%	99%	89%	92%

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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.) First Quarter 2023				
	January	February	March	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	65	51	60	176
Compliant Night Departures	55	46	49	150
Average Compliant Departures per Night	1.8	1.5	1.6	1.67
Non-Compliant Night Departures	10	5	11	26
Average Non-Compliant Departures per Night	0.3	0.2	0.4	0.3
Night Departure Compliance Rate	85%	90%	82%	85%

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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 = 176

First Quarter 2023 (10:00 p.m. to 7:00 a.m.)

NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	0	6	0.1	1.1%	5	0.1	0.9%	0	0.0	0.0%	11
2	26	3	0.0	0.5%	1	0.0	0.2%	2	0.0	0.4%	32
3	40	4	0.0	0.7%	0	0.0	0.0%	0	0.0	0.0%	44
4	50	49	0.5	8.6%	33	0.4	5.8%	18	0.2	3.2%	150
5	57	14	0.2	2.5%	10	0.1	1.8%	18	0.2	3.2%	99
6	48	9	0.1	1.6%	18	0.2	3.2%	8	0.1	1.4%	83
7	18	12	0.1	2.1%	16	0.2	2.8%	0	0.0	0.0%	46
8	39	16	0.2	2.8%	1	0.0	0.2%	0	0.0	0.0%	56
9	14	33	0.4	5.8%	19	0.2	3.4%	3	0.0	0.5%	69
10	102	50	0.6	8.8%	9	0.1	1.6%	0	0.0	0.0%	161
11	13	11	0.1	1.9%	1	0.0	0.2%	0	0.0	0.0%	25
12	36	11	0.1	1.9%	4	0.0	0.7%	0	0.0	0.0%	51
13	23	6	0.1	1.1%	0	0.0	0.0%	0	0.0	0.0%	29
14	39	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	39
All NMTs	505	224	2	0	117	1	0	49	1	0	895

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 110

First Quarter 2023 (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	40	4	0.0	1.7%	0	0.0	0.0%	0	0.0	0.0%	44
4	50	49	0.5	20.5%	33	0.4	13.8%	18	0.2	7.5%	150
5	57	14	0.2	5.9%	10	0.1	4.2%	18	0.2	7.5%	99
6	48	9	0.1	3.8%	18	0.2	7.5%	8	0.1	3.3%	83
7	18	12	0.1	5.0%	16	0.2	6.7%	0	0.0	0.0%	46
8	39	16	0.2	6.7%	1	0.0	0.4%	0	0.0	0.0%	56
Total	252	104	1.2		78	0.9		44	0.5		478

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 66

First Quarter 2023 (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	26	3	0.0	0.9%	1	0.0	0.3%	2	0.0	0.6%	32
9	14	33	0.4	10.1%	19	0.2	5.8%	3	0.0	0.9%	69
10	102	50	0.6	15.2%	9	0.1	2.7%	0	0.0	0.0%	161
11	13	11	0.1	3.4%	1	0.0	0.3%	0	0.0	0.0%	25
12	36	11	0.1	3.4%	4	0.0	1.2%	0	0.0	0.0%	51
13	23	6	0.1	1.8%	0	0.0	0.0%	0	0.0	0.0%	29
14	39	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	39
Total	253	114	1.3		34	0.4		5	0.1		406

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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 First Quarter 2023				
	January	February	March	Quarterly
Runway 30 Turbojet Departures	3,775	4,401	4,328	12,504
Compliant Departures	3,770	4,400	4,327	12,497
Non-compliant Departures	5	1	1	7
Percentage of Non-compliance	0.1%	0.0%	0.0%	0.1%
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 First Quarter 2023				
	January	February	March	Quarterly
Runway 30 Nighttime Turbojet Departures	643	879	863	2,385
Buffer Time Departures	4	12	5	21
Compliant Departures	638	872	856	2,366
Non-compliant Departures	5	7	7	19
HUSSH gate misses	2	2	2	6
NIITE gate misses	3	2	3	8
REBAS gate misses	5	7	7	19
Compliance Rate	99%	99%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First Quarter 2023, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
First Quarter 2023 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	217	72	63	65	74	19
DC10/MD10	0	-	-	-	-	-
MD11	164	55	73	68	77	20
A306	57	19	19	65	74	15
B757	86	29	30	65	75	19
B77L	103	34	21	65	73	14
Difference [A-B]						
DC10/MD10		-87	-32	-69	-78	-22
MD11		23	60	-2	-2	-4
A306		-48	-2	-2	-3	-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) First Quarter 2022, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
First Quarter 2022 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	275	92	144	65	74	16
DC10/MD10	27	9	30	67	76	19
MD11	217	72	158	67	76	19
A306	17	6	10	65	73	14
B757	190	63	104	65	74	15
B77L	117	39	35	65	73	12
Difference [A-B]						
DC10/MD10		-78	-2	-2	-2	-3
MD11		40	145	-3	-3	-5
A306		-61	-11	-2	-4	-11

(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event.
Source: ANOMS (Airport Noise and Operations Monitoring System)

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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) First Quarter 2023				
	January	February	March	Quarterly
Jet Departures	427	132	262	821
Non-Compliant Departures	21	0	31	52
Compliant Departures	406	132	231	769
Compliance Rate	95%	100%	88%	94%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program First Quarter 2023				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	1	0	5	6
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	0	0	2	2
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	1	0	7	8
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	N/A	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 First Quarter 2023				
	January	February	March	Quarterly
Total Runway 30 East Turn Turbojet Departures	826	983	952	2,761
Non-compliant Turbojet Departures	2	0	0	2
Total Turbojet Aircraft Above 2,900 Feet ASL*	824	983	952	2,759
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	3	2	0	5
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 First Quarter 2023				
	January	February	March	Quarterly
Turbojets on Downwind RWY 30 Approach	239	285	231	755
Non-compliant Turbojets	5	6	7	18
Total Turbojet Aircraft Above 3K Feet ASL*	234	279	224	737
Compliance Rate	98%	98%	97%	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 January 2023		
Community	Callers	Complaints
Alameda(BFI)	36	1545
Alameda(Central)	9	24
Albany	0	0
Berkeley	0	0
Castro Valley	1	46
Fremont	0	0
Hayward	2	12
Kensington	0	0
Oakland	17	2668
Piedmont	0	0
Richmond	3	437
San Francisco	0	0
San Leandro	1	67
Union City	0	0
San Lorenzo	2	5
Other Communities	8	73
Total	79	4877
Complaints by Type		
E-mail		2731
View point App		2146
Complaints by Time of Day		
Day (0700 - 1900)		866
Evening (1900 - 2200)		432
Night (2200 - 0700)		3579
Complaints by Type of Operation		
Arrivals		3228
Departures		1468
Over-flights		144
Touch & Go		37
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		271
Helicopter		106
Jet		3946
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		167
Propeller		147
Turbo-prop		240

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Oakland International Airport Noise Complaint Summary February 2023		
Community	Callers	Complaints
Alameda(BFI)	24	2231
Alameda(Central)	2	7
Albany	0	0
Berkeley	1	1
Castro Valley	1	24
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	9	2322
Piedmont	0	0
Richmond	2	295
San Francisco	0	0
San Leandro	1	8
Union City	0	0
San Lorenzo	0	0
Other Communities	5	87
Total	45	4975
Complaints by Type		
E-mail		2402
View point App		2573
Complaints by Time of Day		
Day (0700 - 1900)		804
Evening (1900 - 2200)		1448
Night (2200 - 0700)		2723
Complaints by Type of Operation		
Arrivals		2316
Departures		2425
Over-flights		151
Touch & Go		83
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		370
Helicopter		105
Jet		4159
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		17
Propeller		242
Turbo-prop		82

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Oakland International Airport Noise Complaint Summary March 2023		
Community	Callers	Complaints
Alameda(BFI)	20	1117
Alameda(Central)	4	6
Albany	0	0
Berkeley	0	0
Castro Valley	1	32
Fremont	0	0
Hayw ard	2	7
Kensington	0	0
Oakland	9	2350
Piedmont	0	0
Richmond	3	323
San Francisco	0	0
San Leandro	1	99
Union City	0	0
San Lorenzo	0	0
Other Communities	5	48
Total	45	3982
Complaints by Type		
E-mail	2445	
View point App	1537	
Complaints by Time of Day		
Day (0700 - 1900)	752	
Evening (1900 - 2200)	777	
Night (2200 - 0700)	2453	
Complaints by Type of Operation		
Arrivals	2286	
Departures	1453	
Over-flights	181	
Touch & Go	62	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	181	
Helicopter	150	
Jet	3183	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	6	
Propeller	327	
Turbo-prop	135	

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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.) First Quarter 2023					
	January	February	March	Quarterly	Percentage
Runway 28L	4	5	7	16	17%
Runway 28R	11	17	20	48	50%
Runway 33	0	0	1	1	1%
Alameda Overflights	15	22	28	65	68%
Runway 10L	4	1	1	6	6%
Runway 10R	14	3	8	25	26%
Runway 15	0	0	0	0	0%
San Leandro Overflights	18	4	9	31	32%
Total Departures	33	26	37	96	100%

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

North Field VFR/IFR Departures by Runway First Quarter 2023				
	January	February	March	2023
VFR Departures				
Runway 28L	6	11	14	31
Runway 28R	40	48	58	146
Runway 33	55	101	101	257
VFR Departures	101	160	173	434
IFR Departures				
Runway 28L	75	161	107	343
Runway 28R	147	227	234	608
Runway 33	50	79	87	216
IFR Departures	272	467	428	1,167
Total Departures	373	627	601	1,601

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2023											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	453	115	-	1	-	27	193	322	1,478	-	2,021	2,021
	Helicopters	-	-	-	-	-	-	-	-	-	109	109	109
	Commercial Jets	2,913	10,000	12,913	-	-	-	3	48	2	-	53	12,966
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	-	-	53	30	38	9	102	718	-	950	950
	Regional Jets	328	511	839	-	-	-	3	17	530	-	550	1,389
	Turboprops	6	36	42	6	-	58	110	149	577	-	900	942
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		3,700	10,662	13,794	60	30	123	318	638	3,305	109	4,583	18,377
Departures	Corporate Jets	100	1,599	1,699	-	6	41	545	129	108	-	829	2,528
	Helicopters	-	-	-	-	-	-	-	-	-	105	105	105
	Commercial Jets	3,048	9,837	12,885	-	-	-	4	42	-	-	46	12,931
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	2	2	4	49	456	51	1	18	294	-	869	873
	Regional Jets	315	1,068	1,383	-	-	2	14	9	2	-	27	1,410
	Turboprops	1	5	6	8	11	134	84	176	350	-	763	769
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		3,466	12,511	15,977	57	473	228	648	374	754	105	2,639	18,616
Touch & Go Sub-totals		2	13	15	10	205	69	3	54	471	3	815	830
Grand Total		7,168	23,186	29,786	127	708	420	969	1,066	4,530	217	8,037	37,823

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS First Quarter 2023											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	2,913	10,000	12,913	-	-	-	3	48	2	-	53	12,966
	Regional Jets	328	511	839	-	-	-	3	17	530	-	550	1,389
Commercial Jet Sub-totals		3,241	10,511	13,752	-	-	-	6	65	532	-	603	14,355
	Corporate Jets	453	115	568	1	-	27	193	322	1,478	-	2,021	2,589
All Jet Arrivals Sub-totals		3,694	10,626	14,320	1	-	27	199	387	2,010	-	2,624	16,944
Departures	Commercial Jets	3,048	9,837	12,885	-	-	-	4	42	-	-	46	12,931
	Regional Jets	315	1,068	1,383	-	-	2	14	9	2	-	27	1,410
Commercial Jet Sub-totals		3,363	10,905	14,268	-	-	2	18	51	2	-	73	14,341
	Corporate Jets	100	1,599	1,699	-	6	41	545	129	108	-	829	2,528
All Jet Departures Sub-totals		3,463	12,504	15,967	-	6	43	563	180	110	-	902	16,869
Grand Total		7,157	23,130	30,287	1	6	70	762	567	2,120	-	3,526	33,813

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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
2/8/2023 17:50	VXP9501	N802XT	B738	3646	28L	J	ATC Instructions	No
						ATC Instructions	1	
1/23/2023 11:39			E55P	1755	28R	B	Departure Timing	No
						Departure Timing	1	
1/23/2023 10:17			GLF4	3613	28L	B	Departure Timing	No
2/5/2023 10:09	EJA573	N573QS	C56X	3674	28R	B	Departure Timing	No
2/19/2023 13:52	EJA383	N383QS	E55P	4502	28R	B	Departure Timing	No
3/10/2023 20:51	EJA524	N524QS	C68A	3775	28L	B	Departure Timing	No
3/15/2023 20:03	N280TT	N280TT	G280	3753	28L	B	Departure Timing	No
3/20/2023 9:49			GLF4	3312	28L	B	Departure Timing	No
3/20/2023 15:15	EJA519	N519QS	C68A	4576	28R	B	Departure Timing	No
						Departure Timing	7	
1/3/2023 10:14	KFS57	N913CK	LJ35	3601	28L	B	Lifeguard Medical	Yes
1/4/2023 3:16	LN730CP	N730CP	C525	3244	28R	B	Lifeguard Medical	Yes
1/9/2023 14:37	LN561SR	N561SR	C560	4211	28R	B	Lifeguard Medical	Yes
1/16/2023 12:05	USC56	N35WL	LJ35	6306	28R	B	Lifeguard Medical	Yes
1/17/2023 11:00	KFS161	N73CK	LJ35	3237	28R	B	Lifeguard Medical	Yes
1/17/2023 12:52	LN730CP	N730CP	C525	4550	28R	B	Lifeguard Medical	Yes
1/20/2023 10:33	LN54DD	N54DD	C560	1767	28R	B	Lifeguard Medical	Yes
1/21/2023 21:31	LN54DD	N54DD	C560	3211	28L	B	Lifeguard Medical	Yes
1/21/2023 23:36	LN730CP	N730CP	C525	3263	28R	B	Lifeguard Medical	Yes
1/22/2023 7:27	UJC25	N125DZ	C750	4525	28R	B	Lifeguard Medical	Yes
1/23/2023 15:46	LN810BE	N810BE	C560	3723	28R	B	Lifeguard Medical	Yes
1/25/2023 19:50	Medivac	Medivac	LJ35	3272	28R	B	Lifeguard Medical	Yes
1/26/2023 12:05	LN561SR	N561SR	C560	4215	28L	B	Lifeguard Medical	Yes
1/26/2023 20:04	LN561SR	N561SR	C560	3222	28L	B	Lifeguard Medical	Yes
1/27/2023 14:33	LN51GJ	N51GJ	LJ35	3640	28L	B	Lifeguard Medical	Yes
2/1/2023 10:22	PEG14	N314CM	LJ60	6373	28R	B	Lifeguard Medical	Yes
2/7/2023 21:51	LN810BE	N810BE	C560	4537	28R	B	Lifeguard Medical	Yes
2/8/2023 5:29	LN810BE	N810BE	C560	3234	28R	B	Lifeguard Medical	Yes
2/8/2023 15:58	LN823AM	N823AM	H25B	3264	28L	B	Lifeguard Medical	Yes
2/9/2023 9:37	LN54DD	N54DD	C560	4212	28R	B	Lifeguard Medical	Yes
2/9/2023 17:24	LN54DD	N54DD	C560	3637	28R	B	Lifeguard Medical	Yes
2/9/2023 23:15			C550	3353	28R	B	Lifeguard Medical	Yes
2/15/2023 4:09	N136TA	N136TA	C56X	3201	28L	B	Lifeguard Medical	Yes
2/17/2023 10:03	LN561SR	N561SR	C560	3773	28R	B	Lifeguard Medical	Yes
2/17/2023 16:49	LN54DD	N54DD	C560	4574	28R	B	Lifeguard Medical	Yes
2/17/2023 23:54	LN54DD	N54DD	C560	3231	28R	B	Lifeguard Medical	Yes
2/18/2023 10:08	LN54DD	N54DD	C560	4543	28R	B	Lifeguard Medical	Yes
2/18/2023 16:00	LN54DD	N54DD	C560	3275	28R	B	Lifeguard Medical	Yes
2/18/2023 19:56	LN560PA	N560PA	C560	4564	28R	B	Lifeguard Medical	Yes
2/19/2023 2:06	LN560PA	N560PA	C560	3326	28R	B	Lifeguard Medical	Yes
2/19/2023 5:36	LN897MD	N897MD	C525	3346	28R	B	Lifeguard Medical	Yes
2/19/2023 9:24	LN54DD	N54DD	C560	4230	28R	B	Lifeguard Medical	Yes
2/19/2023 15:23	LN41GJ	N41GJ	LJ35	3654	28L	B	Lifeguard Medical	Yes
2/19/2023 15:47	LN54DD	N54DD	C560	3607	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/20/2023 2:49	LN560PA	N560PA	C560	4537	28L	B	Lifeguard Medical	Yes
2/20/2023 9:12	LN560PA	N560PA	C560	1720	28R	B	Lifeguard Medical	Yes
2/22/2023 0:42	Lifeguard	Lifeguard	G150	4266	28R	B	Lifeguard Medical	Yes
2/22/2023 17:38	LN41GJ	LN41GJ	LJ35	3304	28L	B	Lifeguard Medical	Yes
2/25/2023 5:31	SJA372	N372BW	PRM1	3260	28L	B	Lifeguard Medical	Yes
2/27/2023 11:37	LN236N	N236N	CL60	3642	28L	B	Lifeguard Medical	Yes
3/2/2023 19:42	LN55FJ	N55FJ	LJ55	4551	28R	B	Lifeguard Medical	Yes
3/4/2023 5:27	CGBSW	CGBSW	ASTR	3372	28L	B	Lifeguard Medical	Yes
3/5/2023 17:03	LN464EG	N464EG	C25C	3365	28R	B	Lifeguard Medical	Yes
3/6/2023 21:41	DLX654	N654AN	LJ60	4520	28L	B	Lifeguard Medical	Yes
3/6/2023 23:18	LN561SR	N561SR	C560	3305	28R	B	Lifeguard Medical	Yes
3/8/2023 23:55	Lifeguard Medic	Lifeguard Medic	C25B	3321	28R	B	Lifeguard Medical	Yes
3/17/2023 19:42	Lifeguard	Lifeguard	C25B	4205	28L	B	Lifeguard Medical	Yes
3/18/2023 2:07	Lifeguard	Lifeguard	E55P	3344	28R	B	Lifeguard Medical	Yes
3/19/2023 21:43	LN681HC	N681HC	CL60	3332	28L	B	Lifeguard Medical	Yes
3/20/2023 21:02	LN1220W	N1220W	C25A	4215	28R	B	Lifeguard Medical	Yes
3/24/2023 13:05	CGBSW	CGBSW	ASTR	3654	28R	B	Lifeguard Medical	Yes
3/27/2023 17:52	N41GJ	N41GJ	LJ35	3273	28L	B	Lifeguard Medical	Yes
3/27/2023 18:26	CGBSW	CGBSW	ASTR	3365	28R	B	Lifeguard Medical	Yes
3/29/2023 23:29			GLF4	3317	28L	B	Lifeguard Medical	Yes
						Lifeguard Medical	54	
1/2/2023 6:42	N32KC	N32KC	E55P	3313	28R	B	Pilot Requested	No
1/2/2023 8:26	N985CL	N985CL	H25B	3707	28L	B	Pilot Requested	No
1/3/2023 17:11			CL60	3336	28L	B	Pilot Requested	No
1/3/2023 18:25			FA50	4212	28R	B	Pilot Requested	No
1/5/2023 16:22			G280	1703	28L	B	Pilot Requested	No
1/9/2023 8:49	ACW2730	XAJVC	E550	3252	28L	B	Pilot Requested	No
1/9/2023 9:57			C25A	3330	28R	B	Pilot Requested	No
1/14/2023 13:48			GLF6	4210	28L	B	Pilot Requested	No
1/16/2023 10:28	GAJ501	N501UP	C56X	3631	28L	B	Pilot Requested	No
1/16/2023 15:53	N125DZ	N125DZ	C750	6302	28L	B	Pilot Requested	No
1/16/2023 16:44			GLF4	3614	28L	B	Pilot Requested	No
1/16/2023 17:04			LJ35	3666	28R	B	Pilot Requested	No
1/17/2023 13:50			C550	4546	28R	B	Pilot Requested	No
1/19/2023 13:59			GLF6	3244	28L	B	Pilot Requested	No
1/23/2023 9:56	N32KC	N32KC	E55P	6360	28L	B	Pilot Requested	No
1/23/2023 10:35			GLF6	4573	28L	B	Pilot Requested	No
1/23/2023 15:18			H25B	3633	28L	B	Pilot Requested	No
1/23/2023 17:57	N300DG	N300DG	SF50	4272	28R	B	Pilot Requested	No
1/24/2023 16:33			GLF4	3327	28L	B	Pilot Requested	No
1/25/2023 12:05	BKA712	N129TK	LJ35	3736	28L	B	Pilot Requested	No
1/25/2023 15:10			GLF6	3224	28L	B	Pilot Requested	No
1/25/2023 21:06	FTH513	N513JB	C750	4214	28L	B	Pilot Requested	No
1/26/2023 15:15	N32KC	N32KC	E55P	3301	28R	B	Pilot Requested	No
1/27/2023 9:24			GLF6	3246	28L	B	Pilot Requested	No
1/27/2023 13:24	N496X	N496X	GLEX	3772	28L	B	Pilot Requested	No
1/28/2023 11:44			GLF4	3366	28L	B	Pilot Requested	No
1/29/2023 9:26	N59WG	N59WG	C25B	3767	28L	B	Pilot Requested	No
1/29/2023 21:33	EJA527	N527QS	C68A	3372	28R	B	Pilot Requested	No
1/30/2023 14:19			GLF6	3346	28L	B	Pilot Requested	No
1/30/2023 17:43			E550	3245	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/31/2023 9:19	JSX171	N264JX	E135	3356	28R	R	Pilot Requested	No
1/31/2023 9:50			F2TH	3357	28R	B	Pilot Requested	No
1/31/2023 12:33			GLEX	3257	28R	B	Pilot Requested	No
1/31/2023 15:41	EJA662	N662QS	C68A	3645	28R	B	Pilot Requested	No
1/31/2023 16:22			GLF4	6307	28L	B	Pilot Requested	No
1/31/2023 16:50	EJA326	N326QS	E55P	4240	28L	B	Pilot Requested	No
2/1/2023 11:36			GLF6	1717	28L	B	Pilot Requested	No
2/1/2023 14:28	N550GB	N550GB	C501	3345	28R	B	Pilot Requested	No
2/2/2023 11:17			C56X	3614	28L	B	Pilot Requested	No
2/2/2023 16:06	N820LR	N820LR	H25B	3726	28L	B	Pilot Requested	No
2/3/2023 11:09	EJA760	N760QS	CL30	1747	28R	B	Pilot Requested	No
2/3/2023 18:22	N823AM	N823AM	H25B	3376	28L	B	Pilot Requested	No
2/5/2023 12:26			C550	4555	28L	B	Pilot Requested	No
2/5/2023 14:47	EJA807	N807QS	C700	4516	28R	B	Pilot Requested	No
2/6/2023 9:07	TMB420	N420HB	HDJT	3663	28R	B	Pilot Requested	No
2/6/2023 10:11			C25B	3266	28R	B	Pilot Requested	No
2/6/2023 15:03			GLF4	3233	28L	B	Pilot Requested	No
2/7/2023 16:55	TMB829	N829DL	HDJT	3373	28L	B	Pilot Requested	No
2/8/2023 8:34			GLF6	3265	28L	B	Pilot Requested	No
2/8/2023 13:02	TMB420	N420HB	HDJT	3675	28R	B	Pilot Requested	No
2/8/2023 16:47	N858GS	N858GS	EA50	3624	28R	B	Pilot Requested	No
2/9/2023 15:34			GL7T	1750	28L	B	Pilot Requested	No
2/9/2023 16:55			E55P	3747	28R	B	Pilot Requested	No
2/10/2023 14:59	N300DG	N300DG	SF50	6317	28R	B	Pilot Requested	No
2/10/2023 15:03	N941NC	N941NC	EA50	3631	28L	B	Pilot Requested	No
2/11/2023 10:40			GLF6	1772	28L	B	Pilot Requested	No
2/11/2023 14:25	LXJ371	N371FX	E55P	4260	28L	B	Pilot Requested	No
2/11/2023 14:27	N404GS	N404GS	E550	3235	28L	B	Pilot Requested	No
2/12/2023 18:19	LXJ363	N1127P	E55P	3353	28L	B	Pilot Requested	No
2/12/2023 18:28	LXJ577	N577FX	CL30	3323	28L	B	Pilot Requested	No
2/12/2023 21:10			C25A	3312	28R	B	Pilot Requested	No
2/15/2023 10:58	EJM470	N470QS	GLF4	1733	28R	B	Pilot Requested	No
2/15/2023 11:22	VTE510	N16510	E135	3721	28L	R	Pilot Requested	No
2/15/2023 12:07	LXJ593	N593FX	CL30	6313	28R	B	Pilot Requested	No
2/15/2023 15:01			C560	3751	28R	B	Pilot Requested	No
2/15/2023 15:23			GLF4	6360	28L	B	Pilot Requested	No
2/16/2023 15:47	N300DG	N300DG	SF50	6337	28R	B	Pilot Requested	No
2/16/2023 16:31			GLF6	1715	28L	B	Pilot Requested	No
2/16/2023 17:18	N525JN	N525JN	C25A	3652	28L	B	Pilot Requested	No
2/17/2023 10:07			GLF4	3343	28L	B	Pilot Requested	No
2/17/2023 10:08	N32KC	N32KC	E55P	3761	28R	B	Pilot Requested	No
2/17/2023 13:13			GLF4	3603	28L	B	Pilot Requested	No
2/17/2023 13:57	EDG320	N320JE	CL30	3715	28L	B	Pilot Requested	No
2/17/2023 14:36			GLF4	1754	28L	B	Pilot Requested	No
2/17/2023 15:20	TWY295	N295GG	PC24	3011	28L	B	Pilot Requested	No
2/17/2023 15:24			GLF4	3213	28L	B	Pilot Requested	No
2/17/2023 15:26	CYO924	N924PS	LJ60	3276	28R	B	Pilot Requested	No
2/17/2023 21:59			HA4T	3237	28R	B	Pilot Requested	No
2/18/2023 9:55	LXJ445	N445FX	E545	3242	28L	B	Pilot Requested	No
2/18/2023 10:25	N939AJ	N939AJ	E35L	3244	28R	B	Pilot Requested	No
2/18/2023 11:14	N610RW	N610RW	C750	3723	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/19/2023 7:32			GLF4	3740	28L	B	Pilot Requested	No
2/20/2023 7:04	LXJ581	N581FX	CL30	3223	28R	B	Pilot Requested	No
2/20/2023 14:56	EJA383	N383QS	E55P	6350	28R	B	Pilot Requested	No
2/21/2023 8:46	GDG626	N626NT	F2TH	4223	28L	B	Pilot Requested	No
2/21/2023 10:26	TWY295	N295GG	PC24	1754	28L	B	Pilot Requested	No
2/21/2023 12:57	N300DG	N300DG	SF50	6355	28L	B	Pilot Requested	No
2/21/2023 13:38			C25B	1704	28R	B	Pilot Requested	No
2/21/2023 15:19	PXT197	N197SW	GLF4	1752	28L	B	Pilot Requested	No
2/21/2023 17:52			G150	4215	28R	B	Pilot Requested	No
2/22/2023 16:42			GLF4	3370	28L	B	Pilot Requested	No
2/23/2023 14:20	PXT415	N415PC	C25B	3640	28L	B	Pilot Requested	No
2/24/2023 16:58	TWY889	N889HH	GLF4	3647	28L	B	Pilot Requested	No
2/24/2023 18:26	N108FL	N108FL	LJ25	6375	28R	B	Pilot Requested	No
2/27/2023 10:09			GLF4	3254	28L	B	Pilot Requested	No
2/27/2023 11:10			GLF6	1712	28L	B	Pilot Requested	No
3/2/2023 7:36	N47SB	N47SB	C68A	3774	28R	B	Pilot Requested	No
3/2/2023 8:24	TWY295	N295GG	PC-24	3660	28L	B	Pilot Requested	No
3/2/2023 15:16	CGBSW	CGBSW	ASTR	1727	28L	B	Pilot Requested	No
3/2/2023 16:52	N614JK	N614JK	C550	1704	28L	B	Pilot Requested	No
3/2/2023 19:54	EJA564	N564QS	C68A	3220	28R	B	Pilot Requested	No
3/2/2023 20:18	N501TB	N501TB	C501	4270	28R	B	Pilot Requested	No
3/3/2023 0:24			GLF4	4211	28L	B	Pilot Requested	No
3/3/2023 13:26	N32KC	N32KC	E55P	4524	28R	B	Pilot Requested	No
3/5/2023 17:20			CL60	1753	28R	B	Pilot Requested	No
3/7/2023 14:54			GLF6	4241	28L	B	Pilot Requested	No
3/8/2023 10:07			GLF6	4574	28L	B	Pilot Requested	No
3/8/2023 14:28	N614JK	N614JK	C550	4264	28R	B	Pilot Requested	No
3/8/2023 18:14	EJA681	N681QS	C68A	4572	28R	B	Pilot Requested	No
3/9/2023 5:49	EJA360	N360QS	E55P	3364	28R	B	Pilot Requested	No
3/10/2023 10:09	N104RF	N104RF	H25B	3756	28L	B	Pilot Requested	No
3/10/2023 10:16	EJA595	N595QS	C68A	1766	28R	B	Pilot Requested	No
3/11/2023 17:39			GLF6	3230	28L	B	Pilot Requested	No
3/11/2023 21:35	EJA588	N588QS	C56X	3225	28R	B	Pilot Requested	No
3/14/2023 17:35	EJA816	N816QS	C700	6320	28L	B	Pilot Requested	No
3/14/2023 17:44			F2TH	3241	28L	B	Pilot Requested	No
3/15/2023 10:46	TWY295	N295GG	PC24	3267	28L	B	Pilot Requested	No
3/15/2023 11:33			CL30	4213	28R	B	Pilot Requested	No
3/15/2023 11:36			CL30	4220	28L	B	Pilot Requested	No
3/15/2023 11:51	TKM77	N837JM	CL30	4522	28R	B	Pilot Requested	No
3/15/2023 17:16	N703SA	N703SA	CRJ2	3225	28R	R	Pilot Requested	No
3/16/2023 9:50	LXJ429	N429FX	E545	4570	28R	B	Pilot Requested	No
3/16/2023 12:51			C750	3622	28L	B	Pilot Requested	No
3/16/2023 13:30	N32KC	N32KC	E55P	3766	28L	B	Pilot Requested	No
3/16/2023 15:55			C25A	3336	28R	B	Pilot Requested	No
3/16/2023 18:24			GLF6	4201	28L	B	Pilot Requested	No
3/17/2023 17:53	N614JK	N614JK	C550	3344	28R	B	Pilot Requested	No
3/18/2023 8:37	LXJ360	N360FX	E55P	3271	28R	B	Pilot Requested	No
3/18/2023 8:44	N229CE	N229CE	C750	1767	28R	B	Pilot Requested	No
3/20/2023 9:51	N677MA	N677MA	SF50	1713	28R	B	Pilot Requested	No
3/20/2023 11:36	N614JK	N614JK	C550	4506	28R	B	Pilot Requested	No
3/22/2023 16:35			C560	4214	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/23/2023 11:55	TMB820	N820JL	HDJT	6340	28L	B	Pilot Requested	No
3/24/2023 15:37	N96PX	AD5B28	C25B	3765	28L	B	Pilot Requested	No
3/25/2023 11:00			C750	6342	28L	B	Pilot Requested	No
3/25/2023 20:09	SWQ9301	N917XA	B738	3376	28L	J	Pilot Requested	No
3/25/2023 20:44			GLF6	4206	28L	B	Pilot Requested	No
3/26/2023 7:30			GLF4	3363	28L	B	Pilot Requested	No
3/26/2023 8:48	LXJ501	N501FX	CL30	3650	28R	B	Pilot Requested	No
3/26/2023 15:19			E55P	4211	28R	B	Pilot Requested	No
3/26/2023 17:56			C56X	3271	28R	B	Pilot Requested	No
3/27/2023 8:58	TWY295	N295GG	PC24	3331	28L	B	Pilot Requested	No
3/27/2023 13:18			CL30	3776	28L	B	Pilot Requested	No
3/27/2023 17:43	EJA630	N630QS	C68A	4551	28R	B	Pilot Requested	No
3/28/2023 17:49			GLF5	3362	28L	B	Pilot Requested	No
3/30/2023 19:21			GL5T	4253	28R	B	Pilot Requested	No
3/31/2023 13:30	CYO420	N420KV	LJ60	6350	28L	B	Pilot Requested	No
						Pilot Requested	147	
3/20/2023 5:15	SWA1394	N734SA	B737	3272	28L	J	RWY 30 Routine Closure	Yes
3/20/2023 5:20	SWA766	N563WN	B737	3317	28L	J	RWY 30 Routine Closure	Yes
3/20/2023 5:22	SWA2204	N7852A	B737	3336	28L	J	RWY 30 Routine Closure	Yes
3/20/2023 5:27	SWA3668	N8732S	B38M	3350	28L	J	RWY 30 Routine Closure	Yes
1/27/2023 16:40			GLF6	4577	28L	B	RWY 30 Routine Closure	Yes
2/6/2023 3:45	FDX882	N997FD	B752	3342	28L	J	RWY 30 Routine Closure	Yes
2/6/2023 3:44	GDG979	N9793K	H25C	4575	28L	B	RWY 30 Routine Closure	Yes
1/30/2023 1:10	N51GJ	N51GJ	LJ35	3374	28L	B	RWY 30 Routine Closure	Yes
1/30/2023 5:27	SWA1904	N242WN	B737	3216	28L	J	RWY 30 Routine Closure	Yes
1/30/2023 5:29	SWA456	N244WN	B737	3341	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	10	
2/13/2023 8:58	SWA2324	N734SA	B737	3615	28L	J	Runway Maintenance	Yes
						Runway Maintenance	1	
2/16/2023 10:48			E550	3227	28R	B	Runway/Taxiway Maintenance	Yes
2/16/2023 11:27			GLF5	1713	28R	B	Runway/Taxiway Maintenance	Yes
2/16/2023 11:42			CL30	6303	28R	B	Runway/Taxiway Maintenance	Yes
2/16/2023 11:49			GL5T	1704	28L	B	Runway/Taxiway Maintenance	Yes
2/16/2023 11:51	VHVSX	VHVSX	GLEK	3345	28L	B	Runway/Taxiway Maintenance	Yes
2/16/2023 12:01			G280	3320	28R	B	Runway/Taxiway Maintenance	Yes
2/16/2023 12:09	EDG303	N303JE	CL30	3667	28R	B	Runway/Taxiway Maintenance	Yes
2/16/2023 12:27	EDG218	N218JE	GLF4	3632	28L	B	Runway/Taxiway Maintenance	Yes
2/16/2023 12:48			G150	3311	28L	B	Runway/Taxiway Maintenance	Yes
2/16/2023 13:14	XLJ605	N605BX	LJ45	3313	28L	B	Runway/Taxiway Maintenance	Yes
2/13/2023 6:18			GLF6	3234	28L	B	Runway/Taxiway Maintenance	Yes
2/13/2023 6:46	PXT197	N197SW	GLF4	3207	28L	B	Runway/Taxiway Maintenance	Yes
2/13/2023 7:09	SWA1886	N7815L	B737	1772	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 7:15	SWA1865	N8704Q	B38M	3273	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 7:48	SKW3830	N306SY	E170	1774	28L	R	Runway/Taxiway Maintenance	Yes
2/13/2023 7:55	SWA2099	N7722B	B737	1701	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 8:08	SWA2410	N780SW	B737	3663	28L	J	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/13/2023 8:17	SWA1332	N290WN	B737	1722	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 8:19	SWA498	N7814B	B737	3657	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 9:00	SWA279	N205WN	B737	3314	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 9:02	SWA429	N262WN	B737	6345	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 9:05	SWA1436	N770SA	B737	1727	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 9:11	SWA405	N7867A	B737	1745	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 9:13	SWA540	N8651A	B738	1736	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 9:14			F2TH	3655	28R	B	Runway/Taxiway Maintenance	Yes
2/13/2023 9:21	SWA2469	N7849A	B737	3672	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 9:28	SWA859	N8737L	B38M	3702	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 9:32	SWA2246	N287WN	B737	1742	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 9:45	SWA3121	N8611F	B738	6323	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 9:51	JSX201	N246JX	E145	6340	28L	R	Runway/Taxiway Maintenance	Yes
2/13/2023 9:52	SWA3111	N487WN	B737	1760	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 9:55	PXT725	N725SJ	C56X	4227	28L	B	Runway/Taxiway Maintenance	Yes
2/13/2023 9:58			B737	3625	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 10:02	SWA562	N748SW	B737	4232	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 10:07	SWA1314	N7715E	B737	3763	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 10:09			GLF5	3271	28L	B	Runway/Taxiway Maintenance	Yes
2/13/2023 10:10	SWA2364	N226WN	B737	3222	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 10:15	JSX171	N268JX	E135	3235	28L	R	Runway/Taxiway Maintenance	Yes
2/13/2023 10:19	SWA2610	N489WN	B737	3737	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 10:22	SWA1790	N928WN	B737	6306	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 10:33	SKW3301	N199SY	E170	1750	28L	R	Runway/Taxiway Maintenance	Yes
2/13/2023 10:35	SWA352	N910WN	B737	6314	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 10:40	N4D	N7868K	B737	1706	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 10:51	JSX450	N917JX	E145	3771	28L	R	Runway/Taxiway Maintenance	Yes
2/13/2023 10:59	SWA2344	N8642E	B738	3366	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 11:03			C700	3316	28L	B	Runway/Taxiway Maintenance	Yes
2/13/2023 11:06	SWA2328	N1803U	B38M	3713	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 11:08	SWA2151	N8693A	B738	3627	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 11:27	SWA2259	N8508W	B738	3671	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 11:43	N316TD	N316TD	WW24	3730	28L	B	Runway/Taxiway Maintenance	Yes
2/13/2023 12:14	USC121	N644CK	LJ35	1746	28R	B	Runway/Taxiway Maintenance	Yes
2/13/2023 12:23	SWA2366	N959WN	B737	3641	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 12:30	SWA457	N8312C	B738	1742	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 12:34	SWA1979	N424WN	B737	1717	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 13:43	SWA845	N8575Z	B738	6343	28L	J	Runway/Taxiway Maintenance	Yes
2/13/2023 14:11	XLJ784	N784CC	LJ45	1723	28L	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/16/2023 8:33	N175MG	N175MG	G150	3331	28L	B	Runway/Taxiway Maintenance	Yes
2/16/2023 8:45	JSX450	N931JX	E145	3311	28L	R	Runway/Taxiway Maintenance	Yes
2/16/2023 9:04	JSX201	N917JX	E145	3265	28L	R	Runway/Taxiway Maintenance	Yes
2/16/2023 9:15	N129DG	N129DG	C25B	6325	28R	B	Runway/Taxiway Maintenance	Yes
2/16/2023 9:22	LXJ555	N555FX	CL30	3326	28L	B	Runway/Taxiway Maintenance	Yes
2/16/2023 9:29	JSX171	N251JX	E135	3362	28L	R	Runway/Taxiway Maintenance	Yes
2/16/2023 9:38			GLF4	3361	28L	B	Runway/Taxiway Maintenance	Yes
2/16/2023 9:41	PXT838	N838GD	C25B	4545	28L	B	Runway/Taxiway Maintenance	Yes
2/16/2023 10:04			CL60	3776	28L	B	Runway/Taxiway Maintenance	Yes
2/16/2023 10:06	DPJ979	N979CM	BE40	3611	28L	B	Runway/Taxiway Maintenance	Yes
2/16/2023 10:47	N717NB	N717NB	C56X	1771	28R	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	68	
1/22/2023 21:36			CL30	6377	28L	B	System Error	Yes
3/11/2023 8:48	TWY295	N295GG	PC24	3702	28L	B	System Error	Yes
						System Error	2	
						Grand Count	291	

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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
3/13/2023 1:49	SWA2141	N8640D	B738	6226	10R	J	South Field Closure	Yes
						Compliant Operation	1	
1/2/2023 17:47	KFS132	N913CK	LJ35	6713	10R	B	Lifeguard Medical	Yes
1/7/2023 10:46	LN730CP	N730CP	C525	7730	10L	B	Lifeguard Medical	Yes
1/8/2023 18:27	USC132	N290CK	LJ35	7271	10R	B	Lifeguard Medical	Yes
1/26/2023 11:04	LN561SR	N561SR	C560	5722	10R	B	Lifeguard Medical	Yes
3/12/2023 19:11	USC132	N290CK	LJ35	1023	10R	B	Lifeguard Medical	Yes
3/12/2023 21:20	USC102	N354CK	LJ35	1375	10L	B	Lifeguard Medical	Yes
						Lifeguard Medical	6	
2/23/2023 11:46			LJ45	2005	10R	B	Pilot Requested	No
2/24/2023 11:18			F900	3164	10R	B	Pilot Requested	No
2/26/2023 7:58	DJR12	N124BL	C25B	1026	10R	B	Pilot Requested	No
2/26/2023 15:08	EDG30	N30JE	GLF4	3522	10R	B	Pilot Requested	No
3/6/2023 11:44			GLF6	2753	10R	B	Pilot Requested	No
3/6/2023 12:16			F2TH	2413	10R	B	Pilot Requested	No
3/6/2023 12:17			FA7X	4007	10R	B	Pilot Requested	No
3/6/2023 12:43	N129DG	N129DG	C25B	1351	10L	B	Pilot Requested	No
3/6/2023 13:43			HA4T	4532	10R	B	Pilot Requested	No
3/9/2023 7:59	EJA754	N754QS	CL30	6056	10R	B	Pilot Requested	No
3/9/2023 9:10	N730GA	N730GA	G150	6571	10R	B	Pilot Requested	No
3/9/2023 10:03			C56X	6662	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/9/2023 10:15	N334GV	N334GV	E55P	5767	10R	B	Pilot Requested	No
3/12/2023 10:47	EJA773	N773QS	CL30	4533	10R	B	Pilot Requested	No
3/12/2023 12:04			GLF5	3723	10R	B	Pilot Requested	No
3/12/2023 13:35	N555DH	N555DH	C525	1044	10R	B	Pilot Requested	No
3/12/2023 15:37			C25A	3535	10R	B	Pilot Requested	No
3/12/2023 16:02			E55P	6003	10R	B	Pilot Requested	No
3/12/2023 17:45	N959CR	N959CR	BE40	2704	10R	B	Pilot Requested	No
3/12/2023 19:23			GLEK	7123	10R	B	Pilot Requested	No
3/13/2023 4:14			G150	4552	10R	B	Pilot Requested	No
3/13/2023 9:14			C550	4231	10L	B	Pilot Requested	No
3/13/2023 11:06	PXT415	N415PC	C25B	6711	10R	B	Pilot Requested	No
3/13/2023 11:21	EJA798	N798QS	CL30	4531	10R	B	Pilot Requested	No
3/13/2023 14:25	N586DM	N586DM	E55P	4205	10R	B	Pilot Requested	No
3/13/2023 14:52			E135	1777	10L	B	Pilot Requested	No
3/13/2023 16:17	PXT725	N725SJ	C56X	6656	10L	B	Pilot Requested	No
3/13/2023 16:24			F2TH	4510	10R	B	Pilot Requested	No
3/13/2023 16:27			F900	6072	10R	B	Pilot Requested	No
3/13/2023 17:29	GDG979	N9793K	H25C	6765	10R	B	Pilot Requested	No
3/13/2023 18:12	EJA352	N352QS	E55P	7237	10R	B	Pilot Requested	No
3/19/2023 11:27	EJA557	N557QS	C56X	3104	10L	B	Pilot Requested	No
3/19/2023 13:34			GLF5	6556	10L	B	Pilot Requested	No
3/21/2023 10:28	EJA314	N314QS	E55P	4073	10R	B	Pilot Requested	No
3/21/2023 12:57			F900	4071	10R	B	Pilot Requested	No
3/22/2023 0:40			LJ35	1061	10R	B	Pilot Requested	No
3/22/2023 9:07			CL30	2406	10R	B	Pilot Requested	No
3/22/2023 10:45	PXT252	N525AN	C525	4210	10R	B	Pilot Requested	No
3/22/2023 10:50			C560	4505	10R	B	Pilot Requested	No
3/29/2023 11:10	LXJ459	N459FX	GLF4	4237	10R	B	Pilot Requested	No
3/29/2023 11:38			LJ55	1455	10R	B	Pilot Requested	No
3/29/2023 14:38	LXJ536	N536FX	CL30	671	10R	B	Pilot Requested	No
3/29/2023 15:24	N125TN	N125TN	C650	1041	10R	B	Pilot Requested	No
1/2/2023 10:08			C680	7213	10R	B	Pilot Requested	No
1/2/2023 11:55			GLF5	7623	10R	B	Pilot Requested	No
1/2/2023 13:28			E55P	7645	10R	B	Pilot Requested	No
1/2/2023 13:51			GLF4	2475	10R	B	Pilot Requested	No
1/2/2023 13:59			G150	2605	10R	B	Pilot Requested	No
1/2/2023 14:14			C25A	1351	10R	B	Pilot Requested	No
1/2/2023 15:14			GLF6	3720	10R	B	Pilot Requested	No
1/2/2023 15:58	PXT641	N6414P	C25B	710	10L	B	Pilot Requested	No
1/2/2023 17:41	GDG626	N626NT	F2TH	4275	10R	B	Pilot Requested	No
1/2/2023 19:20			GLF6	5711	10R	B	Pilot Requested	No
1/2/2023 19:44	N32KC	N32KC	E55P	6750	10R	B	Pilot Requested	No
1/2/2023 19:50			CL60	1461	10R	B	Pilot Requested	No
1/2/2023 20:52	LXJ597	N597FX	CL30	2115	10R	B	Pilot Requested	No
1/4/2023 10:26			FA50	5632	10L	B	Pilot Requested	No
1/6/2023 9:11			C650	3511	10R	B	Pilot Requested	No
1/6/2023 13:08			GL5T	2550	10R	B	Pilot Requested	No
1/6/2023 13:24	N289RT	N289RT	C25A	4552	10R	B	Pilot Requested	No
1/6/2023 13:44	GDG979	N9793K	H25C	1377	10R	B	Pilot Requested	No
1/6/2023 14:00	LXJ384	N384FX	E55P	4267	10R	B	Pilot Requested	No
1/6/2023 14:04			GLF5	6723	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/6/2023 14:32			FA7X	6060	10R	B	Pilot Requested	No
1/7/2023 7:59	N900VC	N900VC	F900	3513	10R	B	Pilot Requested	No
1/7/2023 12:29	LXJ333	N333FX	E55P	4005	10R	B	Pilot Requested	No
1/7/2023 15:02			FA50	1707	10R	B	Pilot Requested	No
1/8/2023 7:53	N77LL	N77LL	C25B	7316	10R	B	Pilot Requested	No
1/8/2023 13:44	ACW2731	XAJVC	E550	5722	10R	B	Pilot Requested	No
1/8/2023 14:07	EJA214	N214QS	CL60	6022	10R	B	Pilot Requested	No
1/8/2023 14:37	EJA524	N524QS	C68A	4525	10R	B	Pilot Requested	No
1/8/2023 14:50	EJA761	N761QS	CL30	1460	10R	B	Pilot Requested	No
1/8/2023 15:00			GLF6	1561	10R	B	Pilot Requested	No
1/8/2023 15:26	ELZ5	N695GD	GLF6	7174	10R	B	Pilot Requested	No
1/8/2023 15:50			FA7X	4072	10R	B	Pilot Requested	No
1/8/2023 18:33	N401SF	N401SF	LJ45	6556	10R	B	Pilot Requested	No
1/8/2023 18:40	XSM55	N955PS	PC24	2474	10R	B	Pilot Requested	No
1/8/2023 18:48	EJA376	N376QS	C680	3176	10R	B	Pilot Requested	No
1/8/2023 18:52			F900	6620	10R	B	Pilot Requested	No
1/8/2023 18:58	EJA451	N451QS	E55P	4561	10R	B	Pilot Requested	No
1/8/2023 19:00	N12VJ	N12VJ	SF50	7755	10R	B	Pilot Requested	No
1/8/2023 21:43	CYO212	N212JA	LJ60	1720	10R	B	Pilot Requested	No
1/11/2023 12:06	EJA383	N383QS	E55P	4015	10R	B	Pilot Requested	No
1/11/2023 17:11			C25A	7735	10L	B	Pilot Requested	No
1/11/2023 20:01	LXJ573	N573FX	CL30	2771	10R	B	Pilot Requested	No
1/12/2023 8:06			GLF4	1324	10R	B	Pilot Requested	No
1/12/2023 19:42			GLF6	7357	10R	B	Pilot Requested	No
1/12/2023 20:03	JSX453	N915JX	E145	707	10R	R	Pilot Requested	No
1/12/2023 21:06	N67LR	N67LR	GALX	6536	10R	B	Pilot Requested	No
1/13/2023 8:14			LJ60	2653	10R	B	Pilot Requested	No
1/13/2023 14:58	N746PC	N746PC	C56X	4235	10R	B	Pilot Requested	No
1/13/2023 16:02	PXT415	N415PC	C25B	4515	10R	B	Pilot Requested	No
1/13/2023 21:28			C25A	4206	10R	B	Pilot Requested	No
1/15/2023 18:00	JSX176	N915JX	E145	1365	10R	R	Pilot Requested	No
1/15/2023 19:14	PXT656	N656SM	C25B	6755	10R	B	Pilot Requested	No
1/20/2023 13:42	PXT415	N415PC	C25B	2436	10R	B	Pilot Requested	No
1/20/2023 14:50	N324GV	N324GV	E55P	1620	10R	B	Pilot Requested	No
1/26/2023 7:13			GALX	4274	10R	B	Pilot Requested	No
1/26/2023 8:50			C525	1565	10R	B	Pilot Requested	No
1/26/2023 8:53			CL30	1355	10R	B	Pilot Requested	No
1/26/2023 9:05	N662JM	N662JM	E55P	1662	10R	B	Pilot Requested	No
1/26/2023 9:40	N752WJ	N752WJ	C750	1027	10R	B	Pilot Requested	No
2/2/2023 18:48	PXT415	N415PC	C25B	4233	10L	B	Pilot Requested	No
2/3/2023 9:38	N903JP	N903JP	C510	1525	10L	B	Pilot Requested	No
2/4/2023 16:48			LJ35	2074	10R	B	Pilot Requested	No
2/4/2023 17:20			C25A	4234	10L	B	Pilot Requested	No
2/23/2023 9:19	EJA314	N314QS	E55P	6745	10R	B	Pilot Requested	No
						Pilot Requested	107	
1/12/2023 9:37	N24YP	N24YP	E550	6575	10R	B	South Field Closure	Yes
						South Field Closure	1	
1/2/2023 9:56			GLF4	4522	10R	B	Southeast/Runway Capacity	Yes
1/2/2023 11:13	XLJ784	N784CC	LJ45	1631	10R	B	Southeast/Runway Capacity	Yes
1/2/2023 11:57	PXT656	N656SM	C25B	2146	10R	B	Southeast/Runway Capacity	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/2/2023 12:35	PXT415	N415PC	C25B	570	10R	B	Southeast/Runway Capacity	Yes
1/2/2023 13:33	N57FL	N57FL	C25A	3127	10R	B	Southeast/Runway Capacity	Yes
1/2/2023 13:48			CL30	4030	10R	B	Southeast/Runway Capacity	Yes
1/2/2023 14:48	TTE499	N499AV	C56X	7652	10L	B	Southeast/Runway Capacity	Yes
1/2/2023 16:02	EJA749	N749QS	CL30	511	10L	B	Southeast/Runway Capacity	Yes
1/6/2023 10:56	N201SU	N201SU	C560	4572	10L	B	Southeast/Runway Capacity	Yes
1/6/2023 11:26	PXT725	N725SJ	C56X	2032	10L	B	Southeast/Runway Capacity	Yes
1/6/2023 11:39	N11HM	N11HM	GALX	1623	10R	B	Southeast/Runway Capacity	Yes
1/6/2023 14:30			GLF4	7274	10R	B	Southeast/Runway Capacity	Yes
1/6/2023 15:09			F2TH	4260	10R	B	Southeast/Runway Capacity	Yes
1/6/2023 15:26			CL30	1726	10R	B	Southeast/Runway Capacity	Yes
1/6/2023 18:03			GL5T	3323	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 13:20	N819AP	N819AP	GALX	1426	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 15:04	PXT656	N656SM	C25B	4220	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 15:11			F900	4201	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 15:31			GLF5	2623	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 16:00	PXT415	N415PC	C25B	4531	10L	B	Southeast/Runway Capacity	Yes
1/8/2023 16:45	N178QS	N178QS	GL7T	3717	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 16:49			FA7X	7160	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 16:57			GLF4	7263	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 17:08	LXJ426	N426FX	E545	4003	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 17:11	EJM445	N445QS	GLF4	1664	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 17:23			F2TH	2505	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 17:58	N776PJ	N776PJ	EA50	4270	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 17:59	N225DB	N225DB	HDJT	4062	10L	B	Southeast/Runway Capacity	Yes
1/8/2023 18:01	N777QS	N777QS	CL30	3732	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 18:07	XBJST	XBJST	C650	7377	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 20:11	EDG130	N130JE	GLF4	1615	10R	B	Southeast/Runway Capacity	Yes
1/8/2023 20:14	USC102	N35WL	LJ35	6717	10L	B	Southeast/Runway Capacity	Yes
1/9/2023 1:21	SWA482	N8729H	B38M	6542	10R	J	Southeast/Runway Capacity	Yes
1/11/2023 14:01	N129DG	N129DG	C25B	2060	10L	B	Southeast/Runway Capacity	Yes
1/11/2023 16:03			FA7X	4203	10R	B	Southeast/Runway Capacity	Yes
1/11/2023 17:04	N125DZ	N125DZ	C750	1025	10R	B	Southeast/Runway Capacity	Yes
1/11/2023 17:26			C550	4527	10R	B	Southeast/Runway Capacity	Yes
1/11/2023 17:58	LXJ536	N536FX	CL30	1371	10R	B	Southeast/Runway Capacity	Yes
1/12/2023 8:36	EJA609	N609QS	C56X	7344	10R	B	Southeast/Runway Capacity	Yes
1/12/2023 9:12	DLX654	N654AN	LJ60	1615	10R	B	Southeast/Runway Capacity	Yes
1/12/2023 11:30	PXT656	N656SM	C25B	6073	10R	B	Southeast/Runway Capacity	Yes
1/12/2023 12:23			GLF4	7621	10R	B	Southeast/Runway Capacity	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/12/2023 13:17	N790Z	N790Z	F2TH	1641	10R	B	Southeast/Runway Capacity	Yes
1/12/2023 15:22	N125DZ	N125DZ	C750	6351	10R	B	Southeast/Runway Capacity	Yes
1/12/2023 16:06			F2TH	7735	10R	B	Southeast/Runway Capacity	Yes
1/13/2023 13:02	PXT725	N725SJ	C56X	7376	10R	B	Southeast/Runway Capacity	Yes
1/13/2023 13:04	PXT641	N6414P	C25B	4240	10R	B	Southeast/Runway Capacity	Yes
1/13/2023 14:23			GLF4	2006	10R	B	Southeast/Runway Capacity	Yes
1/13/2023 14:55	EJA166	N166QS	GLEK	554	10R	B	Southeast/Runway Capacity	Yes
1/13/2023 15:04			C750	1426	10R	B	Southeast/Runway Capacity	Yes
1/13/2023 15:08	PXT252	N525AN	C525	4264	10L	B	Southeast/Runway Capacity	Yes
1/13/2023 16:29	LXJ542	N542FX	CL30	3771	10R	B	Southeast/Runway Capacity	Yes
1/13/2023 16:50	EJA530	N530QS	C68A	4223	10R	B	Southeast/Runway Capacity	Yes
1/13/2023 17:05	PXT725	N725SJ	C56X	2063	10R	B	Southeast/Runway Capacity	Yes
1/13/2023 17:09			GLF5	6757	10R	B	Southeast/Runway Capacity	Yes
1/13/2023 17:34	LXJ597	N597FX	CL30	4242	10R	B	Southeast/Runway Capacity	Yes
1/13/2023 23:34			GLF4	3522	10R	B	Southeast/Runway Capacity	Yes
1/15/2023 11:27	N24YP	N24YP	E550	1553	10R	B	Southeast/Runway Capacity	Yes
1/15/2023 11:36	LXJ542	N542FX	CL30	7775	10R	B	Southeast/Runway Capacity	Yes
1/15/2023 16:28	PXT525	N525CR	C25B	1356	10R	B	Southeast/Runway Capacity	Yes
1/15/2023 17:13	GAJ501	N501UP	C56X	6756	10L	B	Southeast/Runway Capacity	Yes
1/15/2023 17:36	GDG979	N9793K	H25C	1004	10R	B	Southeast/Runway Capacity	Yes
1/15/2023 18:48	USC102	N35WL	LJ35	1313	10L	B	Southeast/Runway Capacity	Yes
1/20/2023 13:26	GAJ902	N902UP	C750	4542	10R	B	Southeast/Runway Capacity	Yes
1/20/2023 14:03	EJA324	N324QS	C680	4205	10R	B	Southeast/Runway Capacity	Yes
1/20/2023 15:23	XOJ793	N793XJ	C750	7450	10R	B	Southeast/Runway Capacity	Yes
1/20/2023 15:32	EJA658	N658QS	C56X	3113	10R	B	Southeast/Runway Capacity	Yes
1/20/2023 15:45			GLF4	4214	10R	B	Southeast/Runway Capacity	Yes
1/26/2023 10:30	EJA682	N682QS	C56X	4542	10R	B	Southeast/Runway Capacity	Yes
1/26/2023 10:55	EJA243	N243QS	CL60	6051	10R	B	Southeast/Runway Capacity	Yes
2/2/2023 17:50	N57TS	N57TS	LJ31	4253	10R	B	Southeast/Runway Capacity	Yes
2/2/2023 18:06	TMB820	N820JL	HDJT	4526	10R	B	Southeast/Runway Capacity	Yes
2/4/2023 13:50	XSR361	N361AS	E55P	3777	10R	B	Southeast/Runway Capacity	Yes
2/4/2023 16:22	EJA434	N434QS	E55P	7332	10R	B	Southeast/Runway Capacity	Yes
2/24/2023 11:44			C750	1636	10R	B	Southeast/Runway Capacity	Yes
2/24/2023 12:19	EJA821	N821QS	C700	3140	10R	B	Southeast/Runway Capacity	Yes
2/26/2023 9:31	N526CF	N526CF	LJ45	6050	10R	B	Southeast/Runway Capacity	Yes
2/26/2023 11:05	EDG60	N60CK	CL30	3753	10R	B	Southeast/Runway Capacity	Yes
2/26/2023 11:53	PXT641	N6414P	C25B	3734	10R	B	Southeast/Runway Capacity	Yes
2/26/2023 12:58	N51GJ	N51GJ	LJ35	4131	10R	B	Southeast/Runway Capacity	Yes
3/4/2023 8:47	JSX170	N260JX	E135	2077	10R	R	Southeast/Runway Capacity	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/9/2023 12:31	EJA742	N742QS	CL30	1341	10R	B	Southeast/Runway Capacity	Yes
3/9/2023 12:38	EJA647	N647QS	C56X	3713	10R	B	Southeast/Runway Capacity	Yes
3/9/2023 12:43	N680CS	N680CS	C680	4526	10R	B	Southeast/Runway Capacity	Yes
3/9/2023 14:09			GLF4	2774	10L	B	Southeast/Runway Capacity	Yes
3/9/2023 14:31	N15VX	N15VX	FA50	1354	10R	B	Southeast/Runway Capacity	Yes
3/9/2023 17:51	DJR12	N124BL	C25B	7717	10L	B	Southeast/Runway Capacity	Yes
3/12/2023 14:23	N129DG	N129DG	C25B	1301	10R	B	Southeast/Runway Capacity	Yes
3/12/2023 14:30			GLF4	2356	10R	B	Southeast/Runway Capacity	Yes
3/12/2023 17:10	EJA773	N773QS	CL30	7315	10R	B	Southeast/Runway Capacity	Yes
3/12/2023 19:55	PXT838	N838GD	C25B	4250	10R	B	Southeast/Runway Capacity	Yes
3/12/2023 19:59			G150	4225	10R	B	Southeast/Runway Capacity	Yes
3/13/2023 2:11	SJA372	N372BW	PRM1	721	10R	B	Southeast/Runway Capacity	Yes
3/13/2023 2:20	HAL24	N205HA	A21N	2472	10R	J	Southeast/Runway Capacity	Yes
3/13/2023 13:56	WSP30	N30VJ	SF50	7305	10R	B	Southeast/Runway Capacity	Yes
3/13/2023 15:37	PXT750	N750NG	C750	1642	10R	B	Southeast/Runway Capacity	Yes
3/13/2023 15:57	N280TT	N280TT	G280	7357	10R	B	Southeast/Runway Capacity	Yes
3/13/2023 17:53	N786AC	N786AC	C25A	3131	10R	B	Southeast/Runway Capacity	Yes
3/19/2023 10:03	PEG11	N311EW	LJ31	2474	10R	B	Southeast/Runway Capacity	Yes
3/19/2023 11:16			GALX	4521	10R	B	Southeast/Runway Capacity	Yes
3/21/2023 13:13	N129DG	N129DG	C25B	7674	10R	B	Southeast/Runway Capacity	Yes
3/21/2023 13:20	EJA679	N679QS	C68A	605	10R	B	Southeast/Runway Capacity	Yes
3/22/2023 9:46	EDG192	N192JE	GLF4	7261	10R	B	Southeast/Runway Capacity	Yes
3/22/2023 10:24	EJA762	N762QS	CL30	1766	10R	B	Southeast/Runway Capacity	Yes
3/22/2023 10:34	LXJ553	N553FX	CL30	1064	10R	B	Southeast/Runway Capacity	Yes
3/22/2023 12:04	N325CJ	N325CJ	C25C	2775	10R	B	Southeast/Runway Capacity	Yes
3/29/2023 8:09	N602GJ	N602GJ	GLF4	6746	10R	B	Southeast/Runway Capacity	Yes
3/29/2023 14:26	FTH948	N948TX	C750	1555	10R	B	Southeast/Runway Capacity	Yes
3/29/2023 14:36	EJA332	N332QS	E55P	6764	10R	B	Southeast/Runway Capacity	Yes
3/29/2023 16:26	PXT903	N903JP	C510	4571	10R	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	110	
3/12/2023 12:21	STT38	N268PJ	PC24	3101	10R	B	System Error	Yes
						System Error	1	
						Grand Count	226	

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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
1/8/2023 12:05	28R	N605WM	N605WM	C172	322	Air Traffic Conflict	Yes
3/27/2023 11:35	33	N6MB	N6MB	C172	345	Air Traffic Conflict	Yes
3/16/2023 16:23	33	N52789	N52789	C172	376	Air Traffic Conflict	Yes
3/3/2023 18:08	PAD1	HELO	HELO	B505	346	Air Traffic Conflict	Yes
2/25/2023 11:05	33	N22QT	N22QT	DA40	364	Air Traffic Conflict	Yes
2/21/2023 10:08	PAD1	CMD8	N838CS	EC35	322	Air Traffic Conflict	Yes
2/19/2023 14:37	28R	N205MP	N205MP	M20P	317	Air Traffic Conflict	Yes
2/19/2023 13:00	28R	N7186C	N7186C	C172	352	Air Traffic Conflict	Yes
2/18/2023 13:17	33	N619MC	N619MC	S22T	326	Air Traffic Conflict	Yes
2/16/2023 16:47	28R	BXR8603	N4662B	C208	330	Air Traffic Conflict	Yes
2/8/2023 6:59	28L	BXR8604	N4662B	C208	351	Air Traffic Conflict	Yes
2/6/2023 14:46	33	BXR8603	N4662B	C208	326	Air Traffic Conflict	Yes
2/6/2023 13:22	33	N20506	N20506	M20T	357	Air Traffic Conflict	Yes
2/5/2023 12:53	PAD1	CMD08	N838CS	EC35	373	Air Traffic Conflict	Yes
1/26/2023 6:58	28L	BXR8604	N932C	C208	330	Air Traffic Conflict	Yes
1/25/2023 16:41	28R	N3075X	N3075X	BT36	332	Air Traffic Conflict	Yes
					Air Traffic Conflict	16	
3/7/2023 12:42	28R	BYF43	N182EE	C182	313	Compliant Operation	Yes
					Compliant Operation	1	
1/27/2023 18:14	PAD1	CMD08	N838CS	EC35	345	Lifeguard Medical	Yes
1/28/2023 18:34	PAD1	CMD13	N833CS	EC35	355	Lifeguard Medical	Yes
1/14/2023 14:04	PAD1	CMD08	N838CS	EC35	345	Lifeguard Medical	Yes
1/29/2023 21:10	PAD1	CMD08	N838CS	EC35	1200	Lifeguard Medical	Yes
2/13/2023 23:11	PAD1	CMD8	N838CS	EC35	324	Lifeguard Medical	Yes
1/16/2023 7:59	PAD1	CMD8	N838CS	EC35	327	Lifeguard Medical	Yes
3/10/2023 16:27	PAD1	CMD8	N838CS	EC35	364	Lifeguard Medical	Yes
3/7/2023 7:38	PAD1	CMD08	N838CS	EC35	324	Lifeguard Medical	Yes
1/19/2023 1:34	PAD1	N838CS	N838CS	EC35	1200	Lifeguard Medical	Yes
3/8/2023 15:35	PAD1	CMD08	N838CS	EC35	322	Lifeguard Medical	Yes
2/5/2023 18:15	PAD1	CMD8	N838CS	EC35	366	Lifeguard Medical	Yes
					Lifeguard Medical	11	
3/23/2023 7:08	28L	BXR1960	N208PG	C208	315	Not Acceptable	No
					Not Acceptable	1	
1/22/2023 10:36	28R	N1713C	N1713C	C182	372	Touch & Go Training	No
					Touch & Go Training	1	
3/16/2023 1:42	PAD1	N838CS	N838CS	EC35	1200	VFR Departure	No
1/29/2023 14:44	33	N456LB	N456LB	SR20	314	VFR Departure	No
3/8/2023 15:19	33	N734BN	N734BN	C172	370	VFR Departure	No
3/8/2023 12:34	33	N52789	N52789	C172	374	VFR Departure	No
3/5/2023 16:47	33	N52789	N52789	C172	333	VFR Departure	No
2/9/2023 14:53	PAD1	N4040	N4040	R44	352	VFR Departure	No
3/18/2023 15:53	28R	N68459	N68459	C172	351	VFR Departure	No
3/17/2023 19:23	28R	N6896P	N6896P	PA24	313	VFR Departure	No
1/1/2023 14:20	28R	N4785S	N4785S	C82T	367	VFR Departure	No
3/17/2023 7:04	28L	BXR8604	N208PG	C208	375	VFR Departure	No
1/18/2023 6:49	28L	BXR8604	N4674B	C208	321	VFR Departure	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/18/2023 9:05	33	N734BN	N734BN	C172	355	VFR Departure	No
					VFR Departure	12	
1/20/2023 22:48	28R	N132N	N132N	BE20	330	Wide Salad	No
					Wide Salad	1	
					Grand Count	43	

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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
1/4/2023 5:56	N525AN	N525AN	C525	3214	10R	Compliant Operation	Yes
1/9/2023 5:36	EJA761	N761QS	CL30	3252	10R	Compliant Operation	Yes
1/9/2023 6:02	EJA686	N686QS	C56X	3353	10R	Compliant Operation	Yes
1/10/2023 6:40	PCM8709	N886FE	C208	4504	10R	Compliant Operation	Yes
1/12/2023 6:14			PC12	3267	10L	Compliant Operation	Yes
1/12/2023 6:46	PCM8709	N781FE	C208	4555	10R	Compliant Operation	Yes
1/13/2023 6:21	PCM8709	N726FX	C208	4514	10L	Compliant Operation	Yes
1/13/2023 6:36	PCM8711	N969FE	C208	4577	10L	Compliant Operation	Yes
2/3/2023 5:50	PXT680	N680PC	C680	3262	10R	Compliant Operation	Yes
2/26/2023 5:45	PXT680	N680PC	C680	3365	10R	Compliant Operation	Yes
3/9/2023 6:46	PCM8711	N722FX	C208	4540	10R	Compliant Operation	Yes
3/9/2023 23:56	N57FL	N57FL	C25A	4245	10R	Compliant Operation	Yes
3/12/2023 22:17	JSX657	N266JX	E135	3263	10R	Compliant Operation	Yes
3/13/2023 2:56	SJA372	N372BW	PRM1	4502	10L	Compliant Operation	Yes
3/13/2023 22:16			CL60	3351	10R	Compliant Operation	Yes
					Compliant Operation	15	
1/2/2023 4:57	CMD8	N838CS	EC35	5371	PAD1	Lifeguard Medical	Yes
1/2/2023 6:42	N32KC	N32KC	E55P	3313	28R	Lifeguard Medical	Yes
1/4/2023 3:16	LN730CP	N730CP	C525	3244	28R	Lifeguard Medical	Yes
1/4/2023 23:13	KFS132	N905CK	LJ35	3352	10R	Lifeguard Medical	Yes
1/10/2023 4:44	REH50	N913RX	BE20	4234	10L	Lifeguard Medical	Yes
1/11/2023 0:47	REH50	N913RX	BE20	4503	10L	Lifeguard Medical	Yes
1/17/2023 22:57	LN3066W	N3066W	BE9L	4231	28R	Lifeguard Medical	Yes
1/19/2023 1:34	N838CS	N838CS	EC35	1200	PAD1	Lifeguard Medical	Yes
1/20/2023 3:25	REA18	N322RX	EC35	5365	PAD1	Lifeguard Medical	Yes
1/21/2023 3:11	REH01	N124AH	EC35	4503	PAD1	Lifeguard Medical	Yes
1/21/2023 23:36	LN730CP	N730CP	C525	3263	28R	Lifeguard Medical	Yes
1/25/2023 23:34	REH01	N124AH	EC35	4525	PAD1	Lifeguard Medical	Yes
1/29/2023 22:33	N912MF	N912MF	BE20	3333	28R	Lifeguard Medical	Yes
1/31/2023 2:22	CMD70	N370CS	BE20	4570	28R	Lifeguard Medical	Yes
2/5/2023 23:09	CMD2	N837CS	EC35	340	PAD1	Lifeguard Medical	Yes
2/8/2023 5:29	LN810BE	N810BE	C560	3234	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
2/9/2023 23:15			C550	3353	28R	Lifeguard Medical	Yes
2/11/2023 5:19	REH50	N911RX	BE20	3301	28R	Lifeguard Medical	Yes
2/13/2023 1:03	LN393P	N393P	AS50	4551	PAD1	Lifeguard Medical	Yes
2/13/2023 23:11	CMD8	N838CS	EC35	324	PAD1	Lifeguard Medical	Yes
2/15/2023 4:09	N136TA	N136TA	C56X	3201	28L	Lifeguard Medical	Yes
2/17/2023 6:36	N500MG	N500MG	PC12	3251	28R	Lifeguard Medical	Yes
2/17/2023 23:54	LN54DD	N54DD	C560	3231	28R	Lifeguard Medical	Yes
2/19/2023 2:06	LN560PA	N560PA	C560	3326	28R	Lifeguard Medical	Yes
2/19/2023 5:36	LN897MD	N897MD	C525	3346	28R	Lifeguard Medical	Yes
2/20/2023 2:49	LN560PA	N560PA	C560	4537	28L	Lifeguard Medical	Yes
2/20/2023 22:39	REH50	N911RX	BE20	4266	28R	Lifeguard Medical	Yes
2/21/2023 3:11	REH1	N312RX	EC35	4547	PAD1	Lifeguard Medical	Yes
2/22/2023 0:42	Lifeguard	Lifeguard	G150	4266	28R	Lifeguard Medical	Yes
2/24/2023 2:39	CMD70	N911RX	BE20	4535	10L	Lifeguard Medical	Yes
2/25/2023 5:31	SJA372	N372BW	PRM1	3260	28L	Lifeguard Medical	Yes
2/27/2023 3:40	CMD08	N838CS	EC35	5335	PAD1	Lifeguard Medical	Yes
3/4/2023 5:27	CGBSW	CGBSW	ASTR	3372	28L	Lifeguard Medical	Yes
3/6/2023 23:18	LN561SR	N561SR	C560	3305	28R	Lifeguard Medical	Yes
3/8/2023 23:55	Lifeguard Medic	Lifeguard Medic	C25B	3321	28R	Lifeguard Medical	Yes
3/18/2023 2:07	Lifeguard	Lifeguard	E55P	3344	28R	Lifeguard Medical	Yes
3/21/2023 0:05	CMD2	N837CS	EC35	313	PAD1	Lifeguard Medical	Yes
3/27/2023 6:45	REH1		EC35	5325	PAD1	Lifeguard Medical	Yes
3/29/2023 23:29			GLF4	3317	28L	Lifeguard Medical	Yes
					Lifeguard Medical	39	
1/12/2023 6:36	EJA243	N243QS	CL60	3262	10R	Not Acceptable	No
1/20/2023 22:48	N132N	N132N	BE20	330	28R	Not Acceptable	No
2/24/2023 6:43	PCM8709	N987FE	C208	4556	10R	Not Acceptable	No
3/9/2023 5:49	EJA360	N360QS	E55P	3364	28R	Not Acceptable	No
3/21/2023 6:04	N132N	N132N	BE20	4515	10L	Not Acceptable	No
					Not Acceptable	6	
3/3/2023 0:24			GLF4	4211	28L	Pilot Requested	No
					Pilot Requested	1	
3/20/2023 5:27	SWA3668	N8732S	B38M	3350	28L	RWY 30 Routine Closure	Yes
1/30/2023 5:27	SWA1904	N242WN	B737	3216	28L	RWY 30 Routine Closure	Yes
1/30/2023 5:29	SWA456	N244WN	B737	3341	28L	RWY 30 Routine Closure	Yes
2/6/2023 3:44	GDG979	N9793K	H25C	4575	28L	RWY 30 Routine Closure	Yes
3/20/2023 5:22	SWA2204	N7852A	B737	3336	28L	RWY 30 Routine Closure	Yes
1/30/2023 1:10	N51GJ	N51GJ	LJ35	3374	28L	RWY 30 Routine Closure	Yes
2/6/2023 3:45	FDX882	N997FD	B752	3342	28L	RWY 30 Routine Closure	Yes
3/20/2023 5:15	SWA1394	N734SA	B737	3272	28L	RWY 30 Routine Closure	Yes
3/20/2023 5:20	SWA766	N563WN	B737	3317	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	9	
2/13/2023 6:18			GLF6	3234	28L	Runway/Taxiway Maintenance	Yes
2/13/2023 6:46	PXT197	N197SW	GLF4	3207	28L	Runway/Taxiway Maintenance	Yes
					Runway/Taxiway Maintenance	2	
1/10/2023 23:23			B350	3227	10L	Straight-out Departure	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
					Straight-out Departure	1	
3/22/2023 6:46	PCM8709	N968FE	C208	4256	10R	System Error	Yes
					System Error	1	
1/2/2023 22:09	LXJ597	N597FX	CL30	4516	10R	Time Buffer	Yes
1/3/2023 6:55	N605JP	N605JP	CL60	3765	10R	Time Buffer	Yes
1/4/2023 6:55	PCM8709	N762FE	C208	4246	10R	Time Buffer	Yes
1/5/2023 6:50	PCM8709	N969FE	C208	4547	10R	Time Buffer	Yes
1/6/2023 6:53	PCM8709	N768FE	C208	4237	10R	Time Buffer	Yes
1/6/2023 6:58	PCM8711	N892FE	C208	4543	10R	Time Buffer	Yes
1/11/2023 6:56	PCM8711	N969FE	C208	4547	10R	Time Buffer	Yes
1/13/2023 6:55	PCM8710	N892FE	C208	4222	10L	Time Buffer	Yes
1/26/2023 6:55	XSN73	N731NG	PC12	1726	10L	Time Buffer	Yes
1/26/2023 6:58	BXR8604	N932C	C208	330	28L	Time Buffer	Yes
2/2/2023 6:50	BXR8604	N932C	C208	5376	28L	Time Buffer	Yes
2/7/2023 6:55	BXR8604	N4662B	C208	4255	28L	Time Buffer	Yes
2/8/2023 6:59	BXR8604	N4662B	C208	351	28L	Time Buffer	Yes
2/15/2023 6:52	BXR8604	N4662B	C208	5365	28L	Time Buffer	Yes
2/15/2023 6:54	PCM8711	N995FE	C208	4516	28L	Time Buffer	Yes
2/27/2023 6:50	XSN56	N56RJ	PC12	3217	10L	Time Buffer	Yes
2/27/2023 6:56	LXJ458	N458FX	GLF4	3230	10R	Time Buffer	Yes
3/4/2023 22:00	N922RJ	N922RJ	EC30	4240	PAD1	Time Buffer	Yes
3/17/2023 22:09	BXR494	N106VE	C208	347	28R	Time Buffer	Yes
3/19/2023 22:09	N887DC	N887DC	B350	4263	28R	Time Buffer	Yes
					Time Buffer	20	
3/16/2023 1:42	N838CS	N838CS	EC35	1200	PAD1	VFR Departure	No
1/18/2023 6:49	BXR8604	N4674B	C208	321	28L	VFR Departure	No
1/29/2023 2:43	N922RJ	N922RJ	EC30	5344	PAD1	VFR Departure	No
					VFR Departure	3	
2/16/2023 6:38			PC12	3314	28R	Wide Salad	No
3/2/2023 23:19	N22AB	N22AB	S22T	3370	28R	Wide Salad	No
3/4/2023 5:52	PEG7	N77CE	BE9L	3262	28R	Wide Salad	No
3/9/2023 1:02	N912MF	N912MF	BE20	3242	28R	Wide Salad	No
3/17/2023 4:46	N121MF	N121MF	BE9L	3201	28R	Wide Salad	No
3/27/2023 1:16	N246PH	N246PH	BE20	4266	28R	Wide Salad	No
3/31/2023 3:42	TOG132	N132N	BE20	4532	28R	Wide Salad	No
3/31/2023 6:44	PCM8711	N930FE	C208	4557	28L	Wide Salad	No
2/6/2023 6:49	GAJ826	N826UP	B350	3376	28R	Wide Salad	No
2/3/2023 22:18	N932C	N932C	C208	1200	28R	Wide Salad	No
2/1/2023 1:37			BE9L	3371	28R	Wide Salad	No
1/30/2023 0:28	N243AM	N243AM	B200	3313	28R	Wide Salad	No
1/27/2023 2:47	N248PH	N248PH	BE20	4233	28R	Wide Salad	No
1/21/2023 6:31	BTQ901	N300XX	PC12	1042	28L	Wide Salad	No
					Wide Salad	14	
					Grand Count	111	

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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
1/2/2023 6:42	4	85.9	91.8	22	N32KC	N32KC	E55P	28R
1/2/2023 6:42	5	80.7	88.8	27	N32KC	N32KC	E55P	28R
1/2/2023 6:43	6	80	88.7	30	N32KC	N32KC	E55P	28R
1/2/2023 6:43	7	76.7	86.2	26	N32KC	N32KC	E55P	28R
1/2/2023 22:10	1	74.3	86.9	80	LXJ597	N597FX	CL30	10R
1/2/2023 22:25	1	67.4	84.8	80	JSX179	N262JX	E135	10R
1/2/2023 22:25	9	74.3	82.9	17	JSX179	N262JX	E135	10R
1/2/2023 22:26	1	68.1	84.9	80	JSX179	N262JX	E135	10R
1/3/2023 5:09	10	74.2	83.1	78			CL30	10R
1/3/2023 5:09	9	75	83.7	20			CL30	10R
1/3/2023 5:09	12	75.1	84.1	33			CL30	10R
1/3/2023 5:10	2	74.3	83.2	29			CL30	10R
1/3/2023 6:56	10	64.3	80.2	80	N605JP	N605JP	CL60	10R
1/4/2023 3:16	4	83.9	89.5	16	LN730CP	N730CP	C525	28R
1/4/2023 3:16	5	80.2	86.8	14	LN730CP	N730CP	C525	28R
1/4/2023 3:16	6	82.4	88.2	18	LN730CP	N730CP	C525	28R
1/4/2023 3:17	7	77.5	84.5	14	LN730CP	N730CP	C525	28R
1/4/2023 5:56	10	65.2	82.3	80	N525AN	N525AN	C525	10R
1/4/2023 5:56	4	73.8	80.2	14	N525AN	N525AN	C525	10R
1/4/2023 5:57	10	65.5	82.4	80	N525AN	N525AN	C525	10R
1/4/2023 5:57	12	71.5	81.2	24	N525AN	N525AN	C525	10R
1/4/2023 6:56	10	63.6	80.9	80	PCM8709	N762FE	C208	10R
1/4/2023 6:57	10	77.1	86.4	80	PCM8709	N762FE	C208	10R
1/4/2023 6:57	9	76.4	84.2	15	PCM8709	N762FE	C208	10R
1/4/2023 23:13	4	80.5	90.3	42	KFS132	N905CK	LJ35	10R
1/4/2023 23:13	8	78.9	89.1	37	KFS132	N905CK	LJ35	10R
1/4/2023 23:14	5	71.9	82	21	KFS132	N905CK	LJ35	10R
1/4/2023 23:14	6	70.3	80	21	KFS132	N905CK	LJ35	10R
1/4/2023 23:15	12	73.5	81.5	21	KFS132	N905CK	LJ35	10R
1/4/2023 23:15	1	71	87.2	80	KFS132	N905CK	LJ35	10R
1/5/2023 6:52	9	72.2	80.8	16	PCM8709	N969FE	C208	10R
1/5/2023 6:52	10	78.6	84.8	18	PCM8709	N969FE	C208	10R
1/6/2023 6:55	9	76.5	83.6	15	PCM8709	N768FE	C208	10R
1/6/2023 6:55	10	77.5	85	25	PCM8709	N768FE	C208	10R
1/6/2023 6:59	10	75.1	82.5	25	PCM8711	N892FE	C208	10R
1/6/2023 6:59	9	79.9	84.7	12	PCM8711	N892FE	C208	10R
1/7/2023 22:57	2	76.4	90.5	80	WSN92	N192TS	J328	10R
1/7/2023 22:58	4	72.7	85.5	75	WSN92	N192TS	J328	10R
1/7/2023 22:58	8	73.9	80.7	22	WSN92	N192TS	J328	10R
1/7/2023 22:58	9	76.2	86.8	54	WSN92	N192TS	J328	10R
1/7/2023 22:58	2	75.2	91	80	WSN92	N192TS	J328	10R
1/7/2023 22:59	12	71.8	84.2	56	WSN92	N192TS	J328	10R
1/7/2023 23:00	1	76.6	85.2	25	WSN92	N192TS	J328	10R
1/8/2023 5:25	4	75.2	83.4	22	N250HM	N250HM	GALX	10R
1/8/2023 5:26	9	80	88	18	N250HM	N250HM	GALX	10R
1/8/2023 5:26	10	69.9	80.4	26	N250HM	N250HM	GALX	10R
1/9/2023 5:36	8	70.8	80.7	19	EJA761	N761QS	CL30	10R
1/9/2023 5:36	10	73.9	83.2	27	EJA761	N761QS	CL30	10R
1/9/2023 5:36	9	81.3	88.5	16	EJA761	N761QS	CL30	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/9/2023 6:03	10	72.7	80.9	22	EJA686	N686QS	C56X	10R
1/9/2023 6:03	9	78.1	85.2	15	EJA686	N686QS	C56X	10R
1/10/2023 1:04	9	77.9	83.8	20	EDG8	N8VC	GLF4	10R
1/10/2023 1:04	2	66.4	80.5	67	EDG8	N8VC	GLF4	10R
1/10/2023 1:05	1	67.5	84.7	80	EDG8	N8VC	GLF4	10R
1/10/2023 4:43	5	78	87.2	44	REH50	N913RX	BE20	10L
1/10/2023 4:45	9	74	82	15	REH50	N913RX	BE20	10L
1/10/2023 4:45	10	77.4	82.8	17	REH50	N913RX	BE20	10L
1/10/2023 6:41	9	72.4	82.6	29	PCM8709	N886FE	C208	10R
1/10/2023 6:41	10	74.7	82.7	20	PCM8709	N886FE	C208	10R
1/10/2023 23:24	9	77.7	85.1	18			B350	10L
1/10/2023 23:24	10	75.8	82.1	19			B350	10L
1/11/2023 0:48	9	73.6	81.8	15	REH50	N913RX	BE20	10L
1/11/2023 4:36	4	74.4	83.3	20			GLF5	10R
1/11/2023 4:37	10	72	81.7	32			GLF5	10R
1/11/2023 4:37	9	77.1	85.2	20			GLF5	10R
1/11/2023 4:37	12	71.1	81.7	30			GLF5	10R
1/11/2023 4:37	13	69	80.2	35			GLF5	10R
1/11/2023 6:02	4	77.1	86.3	37	N2CT	N2CT	PC24	10R
1/11/2023 6:02	10	73.3	84.3	80	N2CT	N2CT	PC24	10R
1/11/2023 6:02	9	77.1	86.2	33	N2CT	N2CT	PC24	10R
1/11/2023 6:03	12	78.5	89	52	N2CT	N2CT	PC24	10R
1/11/2023 6:03	2	67.8	81.8	64	N2CT	N2CT	PC24	10R
1/11/2023 6:57	10	76.6	86.1	80	PCM8711	N969FE	C208	10R
1/11/2023 6:58	9	74.2	82.5	18	PCM8711	N969FE	C208	10R
1/11/2023 6:58	10	65	81.7	80	PCM8711	N969FE	C208	10R
1/11/2023 22:48	4	77	84.3	27			F2TH	10R
1/11/2023 22:49	10	72.9	82.3	24			F2TH	10R
1/11/2023 22:49	9	81.2	88.1	20			F2TH	10R
1/11/2023 22:49	12	71.2	80.9	28			F2TH	10R
1/11/2023 22:49	1	69	84.6	80			F2TH	10R
1/12/2023 6:12	4	73.4	81	15	N6144	N6144	LJ60	10R
1/12/2023 6:13	9	78.3	85.3	16	N6144	N6144	LJ60	10R
1/12/2023 6:15	10	72.2	81.4	31			PC12	10L
1/12/2023 6:36	9	73.4	80.4	12	EJA243	N243QS	CL60	10R
1/12/2023 6:48	10	75.8	83.4	39	PCM8709	N781FE	C208	10R
1/12/2023 6:48	9	78.8	84.8	12	PCM8709	N781FE	C208	10R
1/12/2023 6:49	11	75.7	82.2	9	PCM8709	N781FE	C208	10R
1/12/2023 6:54	4	77.8	87.2	32			G150	10R
1/12/2023 6:55	10	75.7	86.5	73			G150	10R
1/12/2023 6:55	9	87.4	94.3	25			G150	10R
1/12/2023 6:56	11	80.4	88.3	22			G150	10R
1/12/2023 6:56	13	69.9	80	32			G150	10R
1/12/2023 6:58	4	75.1	82.3	16			GLF6	10R
1/12/2023 6:58	10	73.1	84	47			GLF6	10R
1/12/2023 6:58	9	77.8	87	28			GLF6	10R
1/12/2023 6:59	11	73.5	83	18			GLF6	10R
1/13/2023 6:23	10	77.5	83.6	25	PCM8709	N726FX	C208	10L
1/13/2023 6:38	10	78	83.2	37	PCM8711	N969FE	C208	10L
1/13/2023 6:54	9	76	83.9	23	PXT252	N525AN	C525	10R
1/13/2023 6:54	10	70.1	80.7	27	PXT252	N525AN	C525	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/13/2023 6:57	10	74.1	81.6	21	PCM8710	N892FE	C208	10L
1/13/2023 23:31	10	74.5	83.2	23			GLF4	10R
1/13/2023 23:31	9	80.9	89	22			GLF4	10R
1/13/2023 23:49	4	72.9	82.5	23			GLF4	10R
1/13/2023 23:49	9	72.4	81.6	18			GLF4	10R
1/13/2023 23:49	12	73.6	82.9	24			GLF4	10R
1/13/2023 23:50	1	69.8	80.5	30			GLF4	10R
1/17/2023 22:58	4	76.7	81.8	9	LN3066W	N3066W	BE9L	28R
1/18/2023 6:50	4	79.6	83.9	13	BXR8604	N4674B	C208	28L
1/19/2023 6:54	10	62.6	80.6	80	PCM8710	N892FE	C208	28L
1/19/2023 6:56	10	67.4	81.7	80	PCM8710	N892FE	C208	28L
1/19/2023 6:57	10	66	80.8	80	PCM8710	N892FE	C208	28L
1/20/2023 22:49	4	80.4	83.4	11	N132N	N132N	BE20	28R
1/20/2023 23:49	10	67.8	80.8	67			BE9L	28R
1/20/2023 23:50	4	76.2	81.8	16			BE9L	28R
1/21/2023 6:32	5	77.7	83.7	12	BTQ901	N300XX	PC12	28L
1/21/2023 6:32	6	74.5	81.8	15	BTQ901	N300XX	PC12	28L
1/21/2023 23:37	4	84.9	90	14	LN730CP	N730CP	C525	28R
1/21/2023 23:37	5	76.3	83.3	12	LN730CP	N730CP	C525	28R
1/21/2023 23:37	6	77.9	84.5	14	LN730CP	N730CP	C525	28R
1/21/2023 23:37	7	73.9	81.9	13	LN730CP	N730CP	C525	28R
1/24/2023 2:51	4	78.8	84	15	N912MF	N912MF	BE20	28R
1/24/2023 2:51	5	74.4	80.4	9	N912MF	N912MF	BE20	28R
1/24/2023 6:37	4	74.3	80.6	12	PCM8709	N726FX	C208	28L
1/25/2023 5:32	4	82.5	91.2	31	N504FM	N504FM	C25A	10R
1/25/2023 5:33	9	72.2	81.4	16	N504FM	N504FM	C25A	10R
1/25/2023 6:33	4	75.5	81.8	11	PCM8709	N768FE	C208	28L
1/25/2023 6:45	4	73.5	81.2	15			LNC4	28R
1/25/2023 6:46	8	72.9	80.2	12			LNC4	28R
1/26/2023 6:54	10	71.2	84.4	80	XSN73	N731NG	PC12	10L
1/26/2023 6:55	10	73.2	84.6	49	XSN73	N731NG	PC12	10L
1/26/2023 6:56	9	75.3	80.9	10	XSN73	N731NG	PC12	10L
1/26/2023 6:59	4	76.7	82.6	10	BXR8604	N932C	C208	28L
1/26/2023 6:59	3	74	81.4	13	BXR8604	N932C	C208	28L
1/27/2023 2:48	4	80.9	85.7	12	N248PH	N248PH	BE20	28R
1/27/2023 6:34	4	74.1	80.4	8	PCM8711	N707FX	C208	28L
1/27/2023 6:56	4	77.2	82.3	10	PCM8260	N772FE	C208	28L
1/29/2023 22:33	4	82.1	86.4	12	N912MF	N912MF	BE20	28R
1/29/2023 22:34	5	75.8	83.1	12	N912MF	N912MF	BE20	28R
1/29/2023 22:34	6	79.2	83.9	12	N912MF	N912MF	BE20	28R
1/29/2023 22:34	7	75.8	82.3	13	N912MF	N912MF	BE20	28R
1/30/2023 0:28	4	73.7	80.4	13	N243AM	N243AM	B200	28R
1/30/2023 0:28	5	76.7	81.7	11	N243AM	N243AM	B200	28R
1/30/2023 1:10	4	77.5	83.5	20	N51GJ	N51GJ	LJ35	28L
1/30/2023 1:10	5	92.5	96.9	14	N51GJ	N51GJ	LJ35	28L
1/30/2023 1:10	6	89.8	94.5	21	N51GJ	N51GJ	LJ35	28L
1/30/2023 1:11	7	78.6	86.8	21	N51GJ	N51GJ	LJ35	28L
1/30/2023 5:28	4	80.8	88.5	24	SWA1904	N242WN	B737	28L
1/30/2023 5:28	5	83	90.5	23	SWA1904	N242WN	B737	28L
1/30/2023 5:28	6	79.2	88.4	31	SWA1904	N242WN	B737	28L
1/30/2023 5:28	7	77	85.9	22	SWA1904	N242WN	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/30/2023 5:29	4	81.8	89.7	27	SWA456	N244WN	B737	28L
1/30/2023 5:29	5	84.1	92	28	SWA456	N244WN	B737	28L
1/30/2023 5:30	6	79.2	89.4	35	SWA456	N244WN	B737	28L
1/30/2023 5:30	7	76.4	86.2	31	SWA456	N244WN	B737	28L
1/31/2023 2:22	4	78.2	83	11	CMD70	N370CS	BE20	28R
1/31/2023 2:23	5	74.5	80.4	9	CMD70	N370CS	BE20	28R
2/1/2023 1:38	4	76.8	82	10			BE9L	28R
2/1/2023 5:25	10	66.3	80.1	54			CL30	10R
2/1/2023 5:25	9	72.3	81.9	18			CL30	10R
2/1/2023 5:26	12	72.3	82.8	29			CL30	10R
2/1/2023 6:23	4	78.9	83.5	9	PCM8709	N985FE	C208	28L
2/1/2023 6:23	10	63.2	80.2	80	PCM8709	N985FE	C208	28L
2/1/2023 6:24	10	63.9	80.9	80	PCM8709	N985FE	C208	28L
2/2/2023 6:51	4	74.1	80	9	BXR8604	N932C	C208	28L
2/2/2023 6:52	3	73.7	81.1	13	BXR8604	N932C	C208	28L
2/3/2023 5:50	4	72.3	82.2	20	PXT680	N680PC	C680	10R
2/3/2023 5:50	10	68.2	81.6	80	PXT680	N680PC	C680	10R
2/3/2023 5:51	12	75.2	83.1	22	PXT680	N680PC	C680	10R
2/3/2023 22:20	11	73.1	80	8	N932C	N932C	C208	28R
2/6/2023 3:44	4	78.3	86.2	21	GDG979	N9793K	H25C	28L
2/6/2023 3:44	5	81.1	89.1	27	GDG979	N9793K	H25C	28L
2/6/2023 3:44	6	76.9	86.9	30	GDG979	N9793K	H25C	28L
2/6/2023 3:45	7	70.3	81.5	26	GDG979	N9793K	H25C	28L
2/6/2023 3:46	4	80.5	90.2	30	FDX882	N997FD	B752	28L
2/6/2023 3:46	5	82.7	92.5	32	FDX882	N997FD	B752	28L
2/6/2023 3:46	6	78.7	89.1	42	FDX882	N997FD	B752	28L
2/6/2023 3:46	7	73.4	85.6	45	FDX882	N997FD	B752	28L
2/6/2023 6:50	4	81.1	85.2	14	GAJ826	N826UP	B350	28R
2/7/2023 5:37	9	72.1	84	28	REH50	N911RX	BE20	28R
2/7/2023 5:38	4	78.1	82.7	10	REH50	N911RX	BE20	28R
2/7/2023 6:28	4	78.3	83.3	11	PCM8709	N707FX	C208	28L
2/7/2023 22:54	4	79	83.5	11	N912MF	N912MF	BE20	28R
2/8/2023 5:29	10	71.4	81.1	28	LN810BE	N810BE	C560	28R
2/8/2023 5:29	4	80.3	89	26	LN810BE	N810BE	C560	28R
2/8/2023 5:29	5	81.2	89.6	28	LN810BE	N810BE	C560	28R
2/8/2023 5:29	6	79.5	87.8	26	LN810BE	N810BE	C560	28R
2/8/2023 6:37	10	72.5	88.2	80	PCM8709	N969FE	C208	28L
2/8/2023 6:38	10	67.7	83.7	80	PCM8709	N969FE	C208	28L
2/9/2023 23:16	4	82.1	88.8	17			C550	28R
2/9/2023 23:16	5	79.6	87.4	17			C550	28R
2/9/2023 23:16	6	76.5	85	22			C550	28R
2/9/2023 23:16	7	71	80.3	18			C550	28R
2/10/2023 6:57	10	64.1	81	80	N205MP	N205MP	M20P	28R
2/11/2023 0:48	4	76.9	82.2	15	CMD70	N370CS	BE20	28R
2/11/2023 5:20	4	82.8	86.3	12	REH50	N911RX	BE20	28R
2/11/2023 5:20	5	78.9	82.6	11	REH50	N911RX	BE20	28R
2/13/2023 6:18	4	78.5	85.9	20			GLF6	28L
2/13/2023 6:18	5	86.4	92.3	19			GLF6	28L
2/13/2023 6:18	6	80.4	88.5	24			GLF6	28L
2/13/2023 6:19	7	73.1	82.8	20			GLF6	28L
2/13/2023 6:46	4	85	91	21	PXT197	N197SW	GLF4	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/13/2023 6:46	5	87.7	93.4	20	PXT197	N197SW	GLF4	28L
2/13/2023 6:46	6	82.5	89	23	PXT197	N197SW	GLF4	28L
2/13/2023 6:47	7	74.4	83	17	PXT197	N197SW	GLF4	28L
2/13/2023 23:20	4	81.5	87.1	17	N22AB	N22AB	S22T	28R
2/13/2023 23:20	8	72.2	80.1	9	N22AB	N22AB	S22T	28R
2/15/2023 4:09	4	72.5	80.4	14	N136TA	N136TA	C56X	28L
2/15/2023 4:09	5	76.3	83.3	13	N136TA	N136TA	C56X	28L
2/15/2023 4:09	6	72.4	80.6	18	N136TA	N136TA	C56X	28L
2/15/2023 6:52	4	73.8	80	10	BXR8604	N4662B	C208	28L
2/15/2023 6:55	4	82.3	86.5	9	PCM8711	N995FE	C208	28L
2/16/2023 6:39	4	76.9	82.5	13			PC12	28R
2/17/2023 6:37	4	79.4	84.7	13	N500MG	N500MG	PC12	28R
2/17/2023 6:43	4	79.9	85.6	10	PCM8711	N995FE	C208	28L
2/17/2023 23:55	4	70.2	81.6	31	LN54DD	N54DD	C560	28R
2/17/2023 23:55	5	70.4	82.2	31	LN54DD	N54DD	C560	28R
2/17/2023 23:55	6	74.9	85.5	46	LN54DD	N54DD	C560	28R
2/17/2023 23:55	7	70.2	82.6	34	LN54DD	N54DD	C560	28R
2/19/2023 2:07	4	85	93.8	47	LN560PA	N560PA	C560	28R
2/19/2023 2:07	5	82.4	92.5	54	LN560PA	N560PA	C560	28R
2/19/2023 2:07	6	77.3	87.9	44	LN560PA	N560PA	C560	28R
2/19/2023 2:07	7	72.7	80.6	17	LN560PA	N560PA	C560	28R
2/19/2023 5:37	4	83.2	88.5	16	LN897MD	N897MD	C525	28R
2/19/2023 5:37	5	74.3	82.6	15	LN897MD	N897MD	C525	28R
2/19/2023 5:37	6	76.9	83.8	19	LN897MD	N897MD	C525	28R
2/19/2023 5:37	7	73.8	81.9	17	LN897MD	N897MD	C525	28R
2/20/2023 0:06	4	74.4	80.7	13	N805CW	N805CW	PC12	28R
2/20/2023 2:49	10	74.5	85.7	37	LN560PA	N560PA	C560	28L
2/20/2023 2:49	4	83.9	92.4	41	LN560PA	N560PA	C560	28L
2/20/2023 2:50	5	86	95.7	40	LN560PA	N560PA	C560	28L
2/20/2023 2:50	6	82.1	92.9	53	LN560PA	N560PA	C560	28L
2/20/2023 2:50	7	75.2	87.3	46	LN560PA	N560PA	C560	28L
2/20/2023 22:40	4	81.1	84.6	10	REH50	N911RX	BE20	28R
2/20/2023 22:40	5	74.8	80.8	10	REH50	N911RX	BE20	28R
2/22/2023 0:41	2	71.6	86.8	80	Lifeguard	Lifeguard	G150	28R
2/22/2023 0:42	4	84.9	93	35	Lifeguard	Lifeguard	G150	28R
2/22/2023 0:42	5	86.1	92.3	29	Lifeguard	Lifeguard	G150	28R
2/22/2023 0:42	6	81.3	89.5	41	Lifeguard	Lifeguard	G150	28R
2/22/2023 0:42	7	75.9	86.5	34	Lifeguard	Lifeguard	G150	28R
2/22/2023 0:42	8	73.3	81.3	17	Lifeguard	Lifeguard	G150	28R
2/22/2023 6:55	4	73.2	80.7	11	PCM8710	N846FE	C208	28R
2/24/2023 2:39	10	79.2	84.4	21	CMD70	N911RX	BE20	10L
2/24/2023 2:39	9	75	81.8	12	CMD70	N911RX	BE20	10L
2/24/2023 2:40	11	73.3	80.3	9	CMD70	N911RX	BE20	10L
2/24/2023 6:45	9	74.9	82.4	14	PCM8709	N987FE	C208	10R
2/25/2023 5:32	4	79	87.5	25	SJA372	N372BW	PRM1	28L
2/25/2023 5:32	5	83.3	91.2	25	SJA372	N372BW	PRM1	28L
2/25/2023 5:32	6	80.9	88.9	31	SJA372	N372BW	PRM1	28L
2/25/2023 5:32	7	73.5	83.4	21	SJA372	N372BW	PRM1	28L
2/25/2023 6:27	4	72.3	80.1	13	XSN56	N56RJ	PC12	28R
2/26/2023 5:46	9	75.6	82	12	PXT680	N680PC	C680	10R
2/26/2023 5:46	12	76.5	83.5	20	PXT680	N680PC	C680	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/27/2023 6:57	9	73.2	80.2	12	LXJ458	N458FX	GLF4	10R
2/28/2023 6:54	9	80	88.3	26			GLF6	10R
2/28/2023 6:55	11	72.6	82.6	20			GLF6	10R
3/2/2023 6:43	10	67.5	80.9	72	PCM8711	N771FE	C208	28L
3/2/2023 6:43	4	83.2	86.7	12	PCM8711	N771FE	C208	28L
3/2/2023 23:20	4	81.8	86.9	17	N22AB	N22AB	S22T	28R
3/2/2023 23:20	8	77.5	83.4	9	N22AB	N22AB	S22T	28R
3/3/2023 0:25	4	80.1	88.7	28			GLF4	28L
3/3/2023 0:25	6	75	86.3	40			GLF4	28L
3/4/2023 5:28	4	84.4	91.5	26	CGBSW	CGBSW	ASTR	28L
3/4/2023 5:28	5	87.3	94.8	25	CGBSW	CGBSW	ASTR	28L
3/4/2023 5:28	6	85.8	93.5	28	CGBSW	CGBSW	ASTR	28L
3/4/2023 5:28	7	79.8	89.1	32	CGBSW	CGBSW	ASTR	28L
3/4/2023 5:28	8	71.4	80.4	20	CGBSW	CGBSW	ASTR	28L
3/4/2023 5:52	4	76.5	82.7	13	PEG7	N77CE	BE9L	28R
3/4/2023 23:11	10	73.2	81.3	25			GLEX	10R
3/4/2023 23:11	9	76	84.5	21			GLEX	10R
3/4/2023 23:11	12	72	83.2	27			GLEX	10R
3/6/2023 23:18	4	87.9	95.1	32	LN561SR	N561SR	C560	28R
3/6/2023 23:18	5	83.2	91.8	38	LN561SR	N561SR	C560	28R
3/6/2023 23:18	6	80.1	90.1	38	LN561SR	N561SR	C560	28R
3/6/2023 23:19	7	76	86.2	36	LN561SR	N561SR	C560	28R
3/7/2023 6:44	10	63.7	80.2	80	PCM8711	N844FE	C208	28L
3/7/2023 6:46	4	77.4	82.8	11	PCM8711	N844FE	C208	28L
3/7/2023 6:47	10	67	81.8	80	PCM8711	N844FE	C208	28L
3/8/2023 23:56	4	82.6	89.8	22	Lifeguard Medic	Lifeguard Medic	C25B	28R
3/8/2023 23:56	5	77.6	86.9	26	Lifeguard Medic	Lifeguard Medic	C25B	28R
3/8/2023 23:56	6	78.1	86.7	32	Lifeguard Medic	Lifeguard Medic	C25B	28R
3/8/2023 23:56	7	74	83.9	32	Lifeguard Medic	Lifeguard Medic	C25B	28R
3/9/2023 1:03	4	89	91	12	N912MF	N912MF	BE20	28R
3/9/2023 1:03	5	79.5	84.6	10	N912MF	N912MF	BE20	28R
3/9/2023 1:03	6	75.6	81.7	11	N912MF	N912MF	BE20	28R
3/9/2023 1:03	8	75.2	81.8	10	N912MF	N912MF	BE20	28R
3/9/2023 5:50	4	82.8	91.5	31	EJA360	N360QS	E55P	28R
3/9/2023 5:50	5	81.1	90.6	37	EJA360	N360QS	E55P	28R
3/9/2023 5:50	6	81	90.2	47	EJA360	N360QS	E55P	28R
3/9/2023 5:50	8	71.5	83.1	30	EJA360	N360QS	E55P	28R
3/9/2023 5:50	7	76.3	86.5	38	EJA360	N360QS	E55P	28R
3/9/2023 5:57	4	73.8	81.3	21	N710VE	N710VE	RV7	28R
3/9/2023 5:57	5	78.9	85.2	11	N710VE	N710VE	RV7	28R
3/9/2023 5:57	6	75.6	81	12	N710VE	N710VE	RV7	28R
3/9/2023 6:47	9	78.6	84.9	15	PCM8711	N722FX	C208	10R
3/9/2023 6:47	10	76.3	84.5	23	PCM8711	N722FX	C208	10R
3/9/2023 6:48	11	72.2	80.8	12	PCM8711	N722FX	C208	10R
3/9/2023 6:59	9	71.5	81	16	LXJ578	N578FX	CL30	10R
3/9/2023 23:56	4	82.5	89.7	29	N57FL	N57FL	C25A	10R
3/9/2023 23:56	1	70.2	88	80	N57FL	N57FL	C25A	10R
3/9/2023 23:57	9	74.4	83.6	16	N57FL	N57FL	C25A	10R
3/9/2023 23:57	12	76.9	87.1	28	N57FL	N57FL	C25A	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/10/2023 22:30	4	77.4	82.9	10	BXR494	N121HA	C208	28R
3/11/2023 2:12	4	78.3	84.7	13	REH50	N913RX	BE20	28R
3/11/2023 2:12	8	77.6	82.8	9	REH50	N913RX	BE20	28R
3/11/2023 2:12	3	77.4	82.5	13	REH50	N913RX	BE20	28R
3/12/2023 22:18	1	67	83.9	80	JSX657	N266JX	E135	10R
3/12/2023 22:18	9	75.9	84	15	JSX657	N266JX	E135	10R
3/13/2023 2:56	9	82.1	89.4	27	SJA372	N372BW	PRM1	10L
3/13/2023 2:56	10	77.7	86.5	27	SJA372	N372BW	PRM1	10L
3/13/2023 2:57	11	74.3	83	14	SJA372	N372BW	PRM1	10L
3/13/2023 4:39	4	80.1	88.7	26			G150	10R
3/13/2023 4:39	8	73.1	81.7	20			G150	10R
3/13/2023 4:39	9	81.9	90.7	26			G150	10R
3/13/2023 4:39	10	78	87.6	29			G150	10R
3/13/2023 4:40	11	71.4	83.2	24			G150	10R
3/13/2023 4:40	13	70.6	83.3	43			G150	10R
3/13/2023 22:17	9	73.3	80.7	11			CL60	10R
3/13/2023 23:00	9	73.5	81.1	11	N786AC	N786AC	C25A	10R
3/14/2023 6:33	8	69	80.5	21	LXJ440	N440FX	E545	10R
3/14/2023 6:33	10	71.6	83.1	80	LXJ440	N440FX	E545	10R
3/14/2023 6:34	9	74.9	83.1	16	LXJ440	N440FX	E545	10R
3/14/2023 6:35	10	71.3	83.6	80	CAK1247	N247MX	LJ45	10L
3/14/2023 6:36	9	77.7	86.2	27	CAK1247	N247MX	LJ45	10L
3/16/2023 6:27	4	78.9	85.3	11	PCM8709	N722FX	C208	28L
3/17/2023 4:46	4	72	80	13	N121MF	N121MF	BE9L	28R
3/17/2023 6:28	4	75	80.6	10	PCM8709	N726FX	C208	28L
3/18/2023 2:08	4	83.9	91.1	26	Lifeguard	Lifeguard	E55P	28R
3/18/2023 2:08	5	80.4	88.2	28	Lifeguard	Lifeguard	E55P	28R
3/18/2023 2:08	6	79.9	88	30	Lifeguard	Lifeguard	E55P	28R
3/18/2023 2:08	7	77	85.7	26	Lifeguard	Lifeguard	E55P	28R
3/18/2023 23:18	4	81.1	86.3	13	N912MF	N912MF	BE20	28R
3/20/2023 5:16	4	82	90.6	28	SWA1394	N734SA	B737	28L
3/20/2023 5:16	5	81.5	91	27	SWA1394	N734SA	B737	28L
3/20/2023 5:16	7	74.9	86	29	SWA1394	N734SA	B737	28L
3/20/2023 5:21	4	83.4	91.1	28	SWA766	N563WN	B737	28L
3/20/2023 5:21	5	84	92.7	28	SWA766	N563WN	B737	28L
3/20/2023 5:21	6	80.8	90.8	37	SWA766	N563WN	B737	28L
3/20/2023 5:21	8	68.3	80.4	26	SWA766	N563WN	B737	28L
3/20/2023 5:21	7	78.4	88.9	30	SWA766	N563WN	B737	28L
3/20/2023 5:22	4	85.1	92.7	26	SWA2204	N7852A	B737	28L
3/20/2023 5:22	5	86.1	94.6	29	SWA2204	N7852A	B737	28L
3/20/2023 5:22	6	81.5	91.7	36	SWA2204	N7852A	B737	28L
3/20/2023 5:23	8	69.8	80.5	25	SWA2204	N7852A	B737	28L
3/20/2023 5:23	7	77.4	88.5	32	SWA2204	N7852A	B737	28L
3/20/2023 5:28	4	79.2	88.4	26	SWA3668	N8732S	B38M	28L
3/20/2023 5:28	5	81	90.1	25	SWA3668	N8732S	B38M	28L
3/20/2023 5:28	6	78.7	88.1	35	SWA3668	N8732S	B38M	28L
3/20/2023 5:28	7	75.5	86	30	SWA3668	N8732S	B38M	28L
3/21/2023 6:13	4	79.5	87.4	27			ASTR	10R
3/21/2023 6:14	10	72.1	84.1	56			ASTR	10R
3/21/2023 6:14	9	83.6	90.4	30			ASTR	10R
3/21/2023 6:14	11	74.5	83.5	21			ASTR	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/21/2023 6:14	13	73.2	83.2	55			ASTR	10R
3/21/2023 6:49	9	72.5	82.2	17	PCM8709	N726FX	C208	10R
3/21/2023 6:51	13	68.2	80.7	73	PCM8709	N726FX	C208	10R
3/21/2023 23:04	4	69.7	80.3	23	N462CB	N462CB	PRM1	10R
3/21/2023 23:05	9	79.4	88.2	19	N462CB	N462CB	PRM1	10R
3/21/2023 23:05	10	73.8	82.6	26	N462CB	N462CB	PRM1	10R
3/21/2023 23:06	1	70.4	87.5	80	N462CB	N462CB	PRM1	10R
3/21/2023 23:06	13	72.6	83.2	30	N462CB	N462CB	PRM1	10R
3/22/2023 6:47	10	75.5	85.8	80	PCM8709	N968FE	C208	10R
3/22/2023 6:48	9	78.7	85.6	14	PCM8709	N968FE	C208	10R
3/22/2023 6:49	11	69.6	80	15	PCM8709	N968FE	C208	10R
3/22/2023 6:59	4	76.7	84.8	30	PXT525	N525CR	C25B	10R
3/22/2023 6:59	10	73	84.9	80	PXT525	N525CR	C25B	10R
3/22/2023 6:59	9	78.1	86.9	27	PXT525	N525CR	C25B	10R
3/22/2023 7:00	11	73.4	81.3	18	PXT525	N525CR	C25B	10R
3/23/2023 0:08	4	84.7	89.5	15	N912MF	N912MF	BE20	28R
3/23/2023 0:08	5	76.1	81.5	9	N912MF	N912MF	BE20	28R
3/23/2023 0:08	8	77.7	82.6	8	N912MF	N912MF	BE20	28R
3/27/2023 1:17	4	86	89.4	12	N246PH	N246PH	BE20	28R
3/27/2023 1:17	5	78.9	85.3	11	N246PH	N246PH	BE20	28R
3/27/2023 1:17	6	77.9	83.2	13	N246PH	N246PH	BE20	28R
3/27/2023 1:17	8	71.3	80.7	13	N246PH	N246PH	BE20	28R
3/27/2023 1:18	3	75.8	82.7	15	N246PH	N246PH	BE20	28R
3/28/2023 6:08	9	78	85.8	16			G280	10R
3/29/2023 5:09	10	73.6	84.1	66	GDG626	N626NT	F2TH	10R
3/29/2023 5:10	9	77.4	86.2	22	GDG626	N626NT	F2TH	10R
3/29/2023 5:10	12	79.8	87.8	27	GDG626	N626NT	F2TH	10R
3/29/2023 6:56	4	71.8	80.3	15	PXT415	N415PC	C25B	10R
3/29/2023 6:57	9	75.9	83.4	19	PXT415	N415PC	C25B	10R
3/29/2023 6:57	12	76.2	85.1	30	PXT415	N415PC	C25B	10R
3/29/2023 23:29	5	90.3	96.6	30			GLF4	28L
3/29/2023 23:29	4	85.4	91.2	23			GLF4	28L
3/29/2023 23:29	6	87	94	28			GLF4	28L
3/29/2023 23:30	7	77.4	86.9	25			GLF4	28L
3/30/2023 6:50	4	81.1	87.1	19	PCM8711	N930FE	C208	28L
3/31/2023 3:43	4	74.5	80.7	10	TOG132	N132N	BE20	28R
3/31/2023 6:45	4	84.6	87.7	13	PCM8711	N930FE	C208	28L

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
1/8/2023 9:28			GLF4	B		Not Acceptable	No
1/9/2023 22:31	FDX	FDX2623	B752	J	N959FD	Not Acceptable	No
1/10/2023 14:16	SWA	SWA845	B38M	J	N8721J	Not Acceptable	No
1/10/2023 19:32	SWA	SWA2158	B738	J	N8622A	Not Acceptable	No
1/29/2023 8:14	GDG	GDG626	F2TH	B	N626NT	Not Acceptable	No
3/14/2023 17:51	FFT	FFT742	A20N	J	N358FR	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
2/26/2023 18:41	KAI	KAI91	GLF4	B	N232F	Not Acceptable	No
				Not Acceptable		7	
				Grand Count		7	

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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
1/1/2023 6:05	SWA	SWA2165	B737	J	N7752B	Air Traffic Conflict	Yes
					ATC Instructions	1	
2/20/2023 6:38		N990MM	FA50	B	N990MM	Air Traffic Conflict	Yes
3/5/2023 6:19	FDX	FDX864	MD11	J	N643FE	Air Traffic Conflict	Yes
2/17/2023 6:43	FDX	FDX440	B763	J	N289FE	Air Traffic Conflict	Yes
1/22/2023 6:16	FDX	FDX690	MD11	J	N591FE	Air Traffic Conflict	Yes
2/21/2023 6:41	UPS	UPS2633	B763	J	N341UP	Air Traffic Conflict	Yes
2/5/2023 6:06	FDX	FDX864	MD11	J	N625FE	Air Traffic Conflict	Yes
3/5/2023 6:03	DAL	DAL2125	BCS1	J	N128DU	Air Traffic Conflict	Yes
3/8/2023 22:19	SWA	SWA354	B737	J	N7869A	Air Traffic Conflict	Yes
2/2/2023 6:16	SWA	SWA1416	B38M	J	N8731J	Air Traffic Conflict	Yes
3/6/2023 6:15	SWA	SWA1904	B737	J	N914WN	Air Traffic Conflict	Yes
1/31/2023 6:06	UPS	UPS2945	MD11	J	N284UP	Air Traffic Conflict	Yes
2/13/2023 6:41	NKS	NKS1349	A320	J	N629NK	Air Traffic Conflict	Yes
2/12/2023 6:15	SWA	SWA596	B38M	J	N8753Q	Air Traffic Conflict	Yes
2/9/2023 6:29	PXT	PXT725	C56X	B	N725SJ	Air Traffic Conflict	Yes
3/20/2023 6:18	SWA	SWA1029	B738	J	N8319F	Air Traffic Conflict	Yes
					Air Traffic Conflict	15	
3/25/2023 5:50	DAL	DAL2125	BCS1	J	N134DU	Compliant Operation	Yes
3/7/2023 6:06	SWA	SWA1838	B737	J	N400WN	Compliant Operation	Yes
					Compliant Operation	2	
3/8/2023 3:45	FDX	FDX31	B77L	J	N867FD	Not Acceptable	No
2/5/2023 0:43	UPS	UPS943	B763	J	N313UP	Not Acceptable	No
3/12/2023 5:39	FDX	FDX614	B77L	J	N879FD	Not Acceptable	No
2/9/2023 2:26	FDX	FDX1879	B763	J	N111FE	Not Acceptable	No
2/9/2023 2:48	FDX	FDX1859	B752	J	N999FD	Not Acceptable	No
3/29/2023 2:26	FDX	FDX1879	B763	J	N273FE	Not Acceptable	No
3/6/2023 23:33	VOI	VOI903	A20N	J	XAVRD	Not Acceptable	No
2/11/2023 3:22	FDX	FDX31	B77L	J	N886FD	Not Acceptable	No
2/11/2023 4:24	FDX	FDX12	B77L	J	N888FD	Not Acceptable	No
3/29/2023 3:31	FDX	FDX31	B77L	J	N870FD	Not Acceptable	No
3/29/2023 23:30	FDX	FDX1840	B763	J	N158FE	Not Acceptable	No
2/15/2023 2:43	FDX	FDX1857	MD11	J	N643FE	Not Acceptable	No
1/25/2023 2:17	FDX	FDX1879	B763	J	N175FE	Not Acceptable	No
1/19/2023 3:45	UPS	UPS2947	B763	J	N331UP	Not Acceptable	No
1/17/2023 6:33			C25A	B		Not Acceptable	No
1/17/2023 6:02	ASA	ASA1151	B739	J	N469AS	Not Acceptable	No
1/9/2023 22:31	FDX	FDX2623	B752	J	N959FD	Not Acceptable	No
2/27/2023 23:22	SWA	SWA964	B737	J	N7877H	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
3/7/2023 6:28	NKS	NKS144	A20N	J	N937NK	Not Acceptable	No
					Not Acceptable	19	
2/16/2023 6:57	UPS	UPS2951	A306	J	N172UP	Time Buffer	Yes
2/18/2023 6:59	FDX	FDX3671	B763	J	N135FE	Time Buffer	Yes
2/8/2023 6:59	UPS	UPS2951	A306	J	N164UP	Time Buffer	Yes
2/8/2023 6:58	UPS	UPS2633	B763	J	N335UP	Time Buffer	Yes
3/7/2023 6:58	SWA	SWA1967	B738	J	N8314L	Time Buffer	Yes
3/7/2023 6:59	SIS	SIS49	GLF5	B	N949FF	Time Buffer	Yes
2/6/2023 22:00	NKS	NKS2122	A320	J	N642NK	Time Buffer	Yes
3/8/2023 6:56	UPS	UPS2951	A306	J	N159UP	Time Buffer	Yes
2/5/2023 6:58	PXT	PXT197	GLF4	B	N197SW	Time Buffer	Yes
2/2/2023 6:59	UPS	UPS2949	B763	J	N309UP	Time Buffer	Yes
2/1/2023 22:03	SWA	SWA964	B737	J	N7865A	Time Buffer	Yes
3/23/2023 6:57	SWA	SWA1029	B38M	J	N8720L	Time Buffer	Yes
3/23/2023 6:59	UPS	UPS2633	B763	J	N346UP	Time Buffer	Yes
2/1/2023 6:59	SWA	SWA1886	B737	J	N735SA	Time Buffer	Yes
2/1/2023 6:56	FDX	FDX3647	B763	J	N133FE	Time Buffer	Yes
2/1/2023 6:51	PXT	PXT415	C25B	B	N415PC	Time Buffer	Yes
1/31/2023 6:59	SWA	SWA1886	B737	J	N928WN	Time Buffer	Yes
1/24/2023 6:58	UPS	UPS2633	B763	J	N354UP	Time Buffer	Yes
1/16/2023 6:59			C25A	B		Time Buffer	Yes
1/3/2023 22:00	SWA	SWA1514	B737	J	N946WN	Time Buffer	Yes
2/9/2023 22:00	SWA	SWA2729	B738	J	N8584Z	Time Buffer	Yes
					Time Buffer	21	
					Grand Count	58	

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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
1/13/2023 22:13	NKS	NKS2122	A320	J	N690NK	Compliant Operation	Yes
1/11/2023 2:44	FDX	FDX1869	B763	J	N161FE	Compliant Operation	Yes
1/11/2023 2:59	FDX	FDX37	MD11	J	N588FE	Compliant Operation	Yes
1/11/2023 2:53	FDX	FDX1859	B752	J	N995FD	Compliant Operation	Yes
1/11/2023 2:11	FDX	FDX1874	B752	J	N925FD	Compliant Operation	Yes
1/11/2023 2:41	FDX	FDX1857	MD11	J	N623FE	Compliant Operation	Yes
1/11/2023 2:39	FDX	FDX1865	B763	J	N141FE	Compliant Operation	Yes
1/11/2023 2:35	FDX	FDX1879	B763	J	N168FE	Compliant Operation	Yes
1/11/2023 2:31	FDX	FDX1885	MD11	J	N597FE	Compliant Operation	Yes
					Compliant Operation	9	
1/14/2023 3:44	FDX	FDX20	MD11	J	N525FE	Not Acceptable	No
1/14/2023 3:58	FDX	FDX31	B77L	J	N859FD	Not Acceptable	No
1/14/2023 4:05	FDX	FDX75	B77L	J	N870FD	Not Acceptable	No
1/14/2023 4:16	FDX	FDX12	B77L	J	N863FD	Not Acceptable	No
3/8/2023 2:33	FDX	FDX1857	MD11	J	N643FE	Not Acceptable	No
3/8/2023 2:35	FDX	FDX1885	MD11	J	N592FE	Not Acceptable	No

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
3/8/2023 2:51	FDX	FDX1889	A306	J	N732FD	Not Acceptable	No
3/8/2023 2:56	FDX	FDX37	MD11	J	N596FE	Not Acceptable	No
3/8/2023 3:42	UPS	UPS2947	B763	J	N374UP	Not Acceptable	No
3/8/2023 3:54	FDX	FDX77	B77L	J	N861FD	Not Acceptable	No
3/12/2023 23:00	SWA	SWA3676	B737	J	N929WN	Not Acceptable	No
3/13/2023 5:21	SWA	SWA3668	B38M	J	N1805U	Not Acceptable	No
3/13/2023 5:37	SWA	SWA1492	B738	J	N8581Z	Not Acceptable	No
3/13/2023 5:38	SWA	SWA1563	B738	J	N8520Q	Not Acceptable	No
3/13/2023 5:45	DAL	DAL2125	BCS1	J	N115DU	Not Acceptable	No
3/21/2023 22:13	FDX	FDX1381	MD11	J	N582FE	Not Acceptable	No
3/21/2023 22:15	SWA	SWA3294	B737	J	N253WN	Not Acceptable	No
3/21/2023 22:16	SWA	SWA957	B737	J	N7744A	Not Acceptable	No
3/21/2023 22:18	SWA	SWA2013	B38M	J	N8823Q	Not Acceptable	No
3/21/2023 22:22	SWA	SWA1224	B737	J	N926WN	Not Acceptable	No
3/21/2023 22:31	SWA	SWA1240	B38M	J	N1806U	Not Acceptable	No
3/21/2023 22:46	SWA	SWA3956	B738	J	N8694E	Not Acceptable	No
3/21/2023 23:16	SWA	SWA169	B738	J	N8654B	Not Acceptable	No
3/21/2023 23:20	SWA	SWA9019	B38M	J	N8755L	Not Acceptable	No
3/21/2023 23:45	UAL	UAL2733	B753	J	N77865	Not Acceptable	No
3/21/2023 23:46	SWA	SWA3057	B38M	J	N8844Q	Not Acceptable	No
3/22/2023 2:22	FDX	FDX1874	B752	J	N930FD	Not Acceptable	No
3/22/2023 3:03	FDX	FDX1859	B752	J	N775FD	Not Acceptable	No
3/22/2023 3:12			LJ35	B		Not Acceptable	No
3/22/2023 3:17	FDX	FDX37	MD11	J	N588FE	Not Acceptable	No
3/22/2023 3:46	FDX	FDX77	B77L	J	N885FD	Not Acceptable	No
3/22/2023 4:23	FDX	FDX31	B77L	J	N892FD	Not Acceptable	No
3/22/2023 5:21	SWA	SWA3668	B38M	J	N8754S	Not Acceptable	No
3/22/2023 5:42	SWA	SWA1492	B738	J	N8694E	Not Acceptable	No
3/22/2023 5:45	DAL	DAL2125	BCS1	J	N131DU	Not Acceptable	No
1/14/2023 3:16	FDX	FDX169	MD11	J	N631FE	Not Acceptable	No
1/14/2023 3:06	FDX	FDX1859	A306	J	N686FE	Not Acceptable	No
1/14/2023 2:32	FDX	FDX1857	MD11	J	N591FE	Not Acceptable	No
1/14/2023 2:28	FDX	FDX1885	MD11	J	N523FE	Not Acceptable	No
1/13/2023 22:40	SWA	SWA354	B737	J	N757LV	Not Acceptable	No
1/12/2023 0:13	FDX	FDX2605	B763	J	N192FE	Not Acceptable	No
1/10/2023 3:43	FDX	FDX31	B77L	J	N886FD	Not Acceptable	No
1/9/2023 5:46	SWA	SWA3434	B738	J	N8533S	Not Acceptable	No
1/9/2023 5:32	SWA	SWA1862	B38M	J	N8740A	Not Acceptable	No
1/5/2023 3:49	FDX	FDX31	B77L	J	N878FD	Not Acceptable	No
1/8/2023 5:33	SWA	SWA629	B737	J	N920WN	Not Acceptable	No
					Not Acceptable	46	
1/3/2023 0:13	SWA	SWA2040	B38M	J	N8802Q	Straight-out Departure	No
1/11/2023 2:16	FDX	FDX1853	B763	J	N136FE	Straight-out Departure	No
1/11/2023 2:28	FDX	FDX1876	B763	J	N288FE	Straight-out Departure	No
1/11/2023 3:01	FDX	FDX1889	A306	J	N670FE	Straight-out Departure	No
1/11/2023 3:51	FDX	FDX31	B77L	J	N862FD	Straight-out Departure	No
1/11/2023 4:33	UPS	UPS2947	B763	J	N355UP	Straight-out Departure	No
					Strraight-out Departure	6	
1/8/2023 22:02			ASTR	B		Time Buffer	Yes
1/9/2023 5:52	NKS	NKS1349	A320	J	N632NK	Time Buffer	Yes
3/12/2023 22:05	UPS	UPS2943	A306	J	N158UP	Time Buffer	Yes

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
3/13/2023 5:55	SWA	SWA2670	B737	J	N942WN	Time Buffer	Yes
3/28/2023 5:58	UPS	UPS2945	MD11	J	N286UP	Time Buffer	Yes
1/8/2023 5:54	NKS	NKS1349	A320	J	N620NK	Time Buffer	Yes
3/12/2023 22:07	SWA	SWA2765	B738	J	N8325D	Time Buffer	Yes
					Time Buffer	7	
					Grand Count	68	

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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
1/6/2023	1315	TAG	LJ25	1	High	GRE	1320	N/A	N/A
1/7/2023	1800	SWA	B737	2	High	GRE	1805	N/A	N/A
1/11/2023	1130	USC	C525	2	High	HG6	710	N/A	N/A
1/14/2023	2045	FDX	B767	1	High	GRE	2045	N/A	NO
1/17/2023	1340	PCJ	C25A	2	High	HG6	1400	N/A	N/A
1/18/2023	1400	FDX	MD11	3	High	GRE	1430	N/A	N/A
1/23/2023	832	TWY	GLEK	2	High	HG6	1000	N/A	N/A
1/24/2023	1558	PCJ	C525	2	High	HG6	1605	N/A	N/A
1/27/2023	1445	FIV	GLF4	1	High	HG6	1500	N/A	N/A
1/29/2023	928	DAL	E120	1	High	GRE	940	N/A	N/A
2/8/2023	1535	FIV	GLF4	1	High	HG6	1700	N/A	N/A
2/20/2023	1058	FDX	A320	1	High	GRE	1100	N/A	N/A
2/20/2023	1526	USC	C25A	2	MED	HG6	1530	N/A	N/A
2/21/2023	1505	FIV	CL60	1	High	GRE	1510	N/A	N/A
2/25/2023	730	COA	E145	2	High	GRE	845	N/A	N/A
3/2/2023	1928	COA	E145	1	High	HG6	1940	N/A	NO
3/3/2023	1959	FDX	B757	2	High	GRE	2020	N/A	NO
3/5/2023	703	UPS	B767	2	High	GRE	730	N/A	N/A
3/6/2023	2236	MUA	E135	2	High	GRE	2245	NO	N/A
3/8/2023	2211	FDX	B757	2	High	GRE	2220	NO	N/A
3/9/2023	946	HAL	A321	1	High	GRE	1010	N/A	N/A
3/15/2023	1125	PCJ	C25A	2	High	HG6	1135	N/A	N/A
3/15/2023	1637	PCJ	C25A	2	High	HG6	1650	N/A	N/A
3/16/2023	1000	PCJ	C25A	1	High	HG6	1005	N/A	N/A
3/16/2023	1848	CAA	E120	1	High	HG6	1900	N/A	NO
3/16/2023	1930	CAA	E120	2	High	HG6	1935	N/A	NO
3/17/2023	1639	GCC	C525	2	High	HG6	1640	N/A	N/A
3/18/2023	1430	PCJ	CL30	2	High	HG6	1435	N/A	N/A
3/19/2023	1653	PCJ	CL30	2	High	HG6	1700	N/A	N/A
3/20/2023	1207	PCJ	CL30	2	High	HG6	1210	N/A	N/A
3/20/2023	1900	GCC	C500	1	High	HG6	1915	N/A	NO
3/24/2023	713	PCJ	CL30	2	High	HG6	735	N/A	N/A
3/27/2023	1518	SKW	C650	1	High	HG6	1520	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
3/30/2023	1645	CEP	EA50	1	High	HG6	1715	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
2/24/2023 14:32	SWA	SWA845	B738	2818	Air Traffic Conflict	Yes
3/14/2023 17:33	SKW	SKW3879	E170	2329	Air Traffic Conflict	Yes
3/3/2023 20:11	SWA	SWA864	B738	2844	Air Traffic Conflict	Yes
2/23/2023 17:28			F2TH	2729	Air Traffic Conflict	Yes
2/1/2023 9:52			CL30	1991	Air Traffic Conflict	Yes
				Air Traffic Conflict	5	
1/10/2023 14:16	SWA	SWA845	B38M	2368	Not Acceptable	No
1/2/2023 8:45	NKS	NKS2409	A20N	2539	Not Acceptable	No
				Not Acceptable	2	
				Grand Count	7	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
1/3/2023 20:26	SWA746	B737	SWA	1555	Not Acceptable	No
1/3/2023 20:59	SWA3003	B38M	SWA	2844	Not Acceptable	No
3/29/2023 0:33	SWA1178	B38M	SWA	2473	Not Acceptable	No
1/6/2023 19:09	SWA8506	B738	SWA	2811	Not Acceptable	No
1/17/2023 19:32	FDX1813	B752	FDX	2808	Not Acceptable	No
1/23/2023 7:55	SWA1436	B737	SWA	2706	Not Acceptable	No
2/1/2023 23:22	ASA1152	B739	ASA	2877	Not Acceptable	No
2/8/2023 22:54	SWA1559	B738	SWA	2821	Not Acceptable	No
2/14/2023 23:12	ASA1152	B39M	ASA	2864	Not Acceptable	No
2/16/2023 19:48	SWA1462	B737	SWA	2709	Not Acceptable	No
2/16/2023 20:04	SWA1296	B737	SWA	2427	Not Acceptable	No
2/19/2023 7:59	SWA1817	B737	SWA	2545	Not Acceptable	No
3/5/2023 11:49	VTE3201	E135	VTE	2306	Not Acceptable	No
3/8/2023 12:47	SWA2199	B737	SWA	2874	Not Acceptable	No
3/8/2023 23:38	ASA1152	B739	ASA	2545	Not Acceptable	No
3/20/2023 23:33	SWA1356	B737	SWA	2578	Not Acceptable	No
3/27/2023 9:25	SKW3344	E170	SKW	2506	Not Acceptable	No
3/27/2023 9:33	SWA1413	B38M	SWA	2713	Not Acceptable	No
				Not Acceptable	18	
				Grand Count	18	

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@bankofutah.com

January 8, 2023

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: 1/7/2023
Time of departure: 1223 hrs. local
Aircraft Type: C525
Aircraft Tail Number or Flight Number: N417XX

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 9, 2023

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: 2/8/2023
Time of landing: 1345 hrs. local
Aircraft Type: E55P
Aircraft Tail Number or Flight Number: N110XX

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 23, 2023

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: 3/22/2023
Time of departure: 1003 hrs. local
Aircraft Type: C172
Aircraft Tail Number or Flight Number: N310XX

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 15, 2023

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: 1/14/2023
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 7, 2023

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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