

# Oakland Airport-Community Noise Management Forum

## Meeting Agenda

Wednesday, October 18, 2023, 6:30 – 8:30 PM

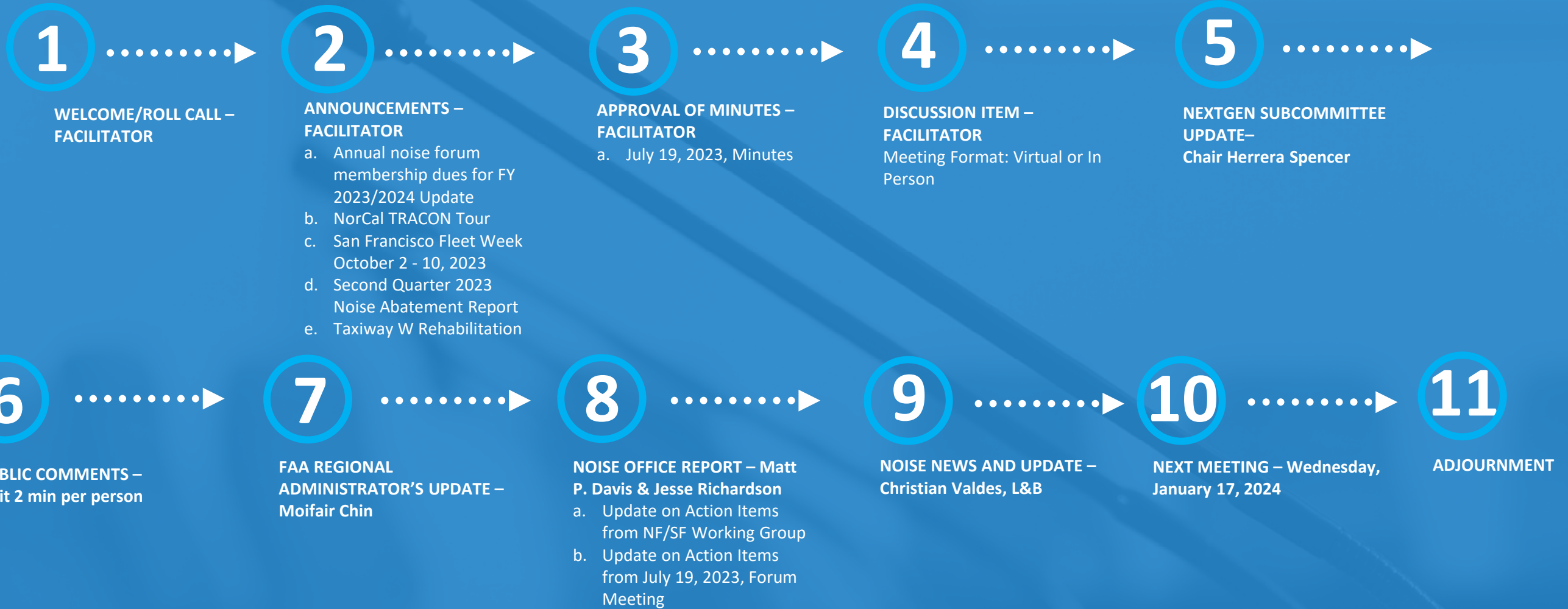
Virtual Meeting

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

Or Dial In:

US: 1+(669) 900-9128

Webinar ID: 956 2639 0978



**\*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, Interim Director of  
Aviation

# Oakland Airport-Community Noise Management Forum

## Action Items

### Oakland Airport-Community Noise Management Forum

- a. Creation of a Regional Noise Management Forum

### North Field / South Field Research Group

- a. Work with CLASS, City of Alameda, and OAK staff to create a “Welcome Letter” for FBOs.
- b. 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.
- c. \*Port staff to find incentive for North Field operators to comply to voluntary noise abatement procedure and attend meetings.
- d. \*Port staff to meet/talk to North Field chronic violators.
- e. \*HUSSH/WNSDR Procedure Update.

\* Standing Item

# Oakland Airport-Community Noise Management Forum

## DRAFT Meeting Minutes – July 19, 2023

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### 1. INTRODUCTIONS

The July 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  
Jay Seaton, Community Representative, Alameda  
Sophie Hahn, Councilmember, Berkeley  
James Nelson, Community Representative, Berkeley  
Edward Bogue, Community Representative, Hayward  
Janani Ramachandran, Councilmember, Oakland  
Bart Lounsbury, Community Representative, Oakland  
Davis Drisdale, Community Representative, Richmond  
Benny Lee, Community Representative, San Leandro  
Craig Simon, Acting Director of Aviation, Port of Oakland

### **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  
Matthew Davis, Director of Government Affairs, Port of Oakland  
Diego Gonzalez, Government Affairs, Port of Oakland  
Rhea Hanrahan, Noise Forum Facilitator, HMMH  
Tim Middleton, Technical Consultant to the Port, HMMH  
Sarah Yenson, 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**

Carlette Young, Supervisory Senior Advisor Office of the Western-Pacific Regional Administrator, FAA  
Moifair Chin, Community Engagement Officer, FAA  
Tommy Singleton, OAK ATCT Air Traffic Manager, FAA  
Ben Kingston, OAK ATCT Operations Supervisor, FAA

Ms. Hanrahan reminded everyone that the meeting was 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. FY23/24 Noise Forum Membership Dues**

Facilitator Hanrahan announced that the Port of Oakland (Port) Finance Department sent invoices for the annual Noise Forum membership dues for the 2023/2024 fiscal year. She reminded members that payments are due by the end of September.

### **B. New FAA Community Engagement Officer**

Moifair Chin introduced herself as the new Community Engagement Officer for the Western-Pacific Region.



### C. New Planning Services Manager, City of Alameda

Steven Buckley introduced himself as the new City of Alameda Planning Services Manager. He said that he is happy to be involved with the Noise Forum along with many others within the surrounding cities and agencies. He continued that he is familiar with the East Bay immediately around Alameda.

### D. Draft Environmental Impact Report, OAK Terminal Modernization and Development Project

Facilitator Hanrahan announced that the Draft Environmental Impact Report (EIR) document for the Oakland Terminal Modernization and Development Project is available for public review and comment. She reminded the group that on the bottom of the meeting agenda is a website where the public can find all the project-related materials, including dates and times for public meetings.<sup>1</sup> She added that the public comment period for the EIR closes on September 15, 2023. Benny Lee asked if the project would have an impact on the noise contours at the Airport. Ms. Hanrahan said that noise is one of the environmental elements addressed in the EIR.

### E. FAA Noise Policy Review

Facilitator Hanrahan announced that the Federal Aviation Administration (FAA) has extended the comment period for the Noise Policy Review an additional 60 days, which now ends on September 29, 2023. She said that information about the Noise Policy Review, as well as other information, can be found at <https://www.faa.gov/noise>.

### F. First Quarter 2023 Noise Abatement Report

Mr. Lee asked what is being done to improve compliance with jet departures from Runways 28L/R and jet landings on Runways 10L/R, as well as the jet departures from Runway 12. Jesse Richardson commented on Runway 12 departures, stating that before the FAA institutes southeast flow, he will email Northern California TRACON and remind them to have aircraft turn out over the bay instead of departing over San Leandro. He added that he will continue to send additional reminders as needed. Mr. Richardson explained that Port staff have approached North Field jet departure issues in many ways. The latest effort included having fixed-based operators (FBOs) attach noise abatement information to the fuel receipts in hopes that the pilots will comply with the voluntary procedures. He continued that additional efforts have included holding a Pilot Outreach meeting in January 2023 and directing pilots to Whispertrack. Mr. Richardson explained that with the recent noise abatement website update, there is a Whispertrack banner that directs website visitors to the noise abatement procedures.<sup>2</sup> Additionally, he said Port staff send a letter to noncompliant operators. Mr. Lee suggested to make contact with noncompliant operators early on, so the operators understand the impact they have on the residents.

### G. Taxiway Whiskey Rehabilitation

Matt Davis reported that some preliminary work has occurred for the Taxiway Whiskey rehabilitation, and information about the project can be found at [www.flyquietoak.com](http://www.flyquietoak.com). He explained that Taxiway Whiskey, which is the main parallel taxiway that serves Runway 30, needs to be repaired. He said the bulk of the construction will begin on August 7, 2023, and it will continue through October 2023 with a series of project phases intended to minimize the noise

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<sup>1</sup> <https://www.oaklandairport.com/terminaldevelopment/>

<sup>2</sup> <https://flyquietoak.com/>

impacts to the community. He said that when some portions of that taxiway are closed, aircraft may have to operate from the North Field. He explained that the phasing is designed to minimize the amount of time aircraft have to utilize the North Field for departures. Mr. Davis said that there will be weekly community advisories that will give the community a granular report of exactly what to expect with each phase. He reminded the group that if they are not receiving the community advisory, they can reach out to Airport staff.

### 3. APPROVAL OF MINUTES

#### A. April 19, 2023

Facilitator Hanrahan noted that Noise Forum members have received copies of the draft minutes from the April 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. Moved: James Nelson, second: Sophie Hahn.

### 4. ACTION ITEM – ANNUAL CO-CHAIR ELECTIONS

#### A. Elected Representative Co-Chair

Facilitator Hanrahan stated that the annual elections for the co-chairs are held at the July meeting each year for a one-year term. Ms. Hanrahan asked for nominees for the Elected Representative Co-Chair.

##### 1. Nominations

Mr. Lee nominated Trish Herrera Spencer. Mr. Seaton seconded the nomination. Ms. Herrera Spencer accepted the nomination.

##### 2. Vote

Ms. Hanrahan took a vote. Ms. Herrera Spencer was elected unanimously.

#### B. Community Representative Co-Chair

Facilitator Hanrahan asked for nominees for the Community Representative Co-Chair.

##### 1. Nominations

Mr. Seaton nominated Mr. Lee. Ms. Herrera Spencer seconded the nomination. Mr. Lee accepted the nomination.

##### 2. Vote

Ms. Hanrahan took a vote. Mr. Lee was elected unanimously.

### 5. NEXTGEN SUBCOMMITTEE UPDATE

Ms. Herrera Spencer reported that the NextGen subcommittee sent a letter to the Port's Acting Director of Aviation Craig Simon with a request to meet with Paul Hannah with Lean Corporation. She said the Port has agreed to have Mr. Hanna attend the subcommittee meeting and said that the subcommittee looks forward to seeing if he could provide assistance and insight reevaluating WNDNR, HUSSH and TRUKN. Bart Lounsbury asked if this means that the subcommittee can now reach out to Mr. Hannah and schedule a meeting. Ms. Hanrahan affirmed that Mr. Hannah can be invited to the next meeting of the NextGen subcommittee. Mr. Simon said that Mr. Hannah

is very busy with many projects, and the subcommittee should be very succinct with what the group is asking him to review. Mr. Lounsbury agreed.

## 6. PUBLIC COMMENT

Facilitator Hanrahan opened the public comment period with an announcement that it was an opportunity for the public to speak on issues not on the agenda but relevant to airport noise at the Oakland International Airport (OAK). No public comments were provided.

## 7. FAA REGIONAL ADMINISTRATOR'S UPDATE

Carlette Young reiterated that the public comment period for the Noise Policy Review has been extended. She said that the webinars, with questions and answers, that were held earlier this year are posted on the FAA's website.<sup>3</sup> She also reported that the Department of Transportation published a request for information seeking public input on the development of a national strategy for Advanced Air Mobility. The public comment period is open until August 16, 2023.

## 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 June 21, 2023. The following action items were discussed:

- Ask FBOs how many fuel tags have been distributed.
- Provide CLASS with a newer airport layout plan.
- Work with CLASS, City of Alameda, and OAK staff to create a welcome letter for FBOs.
- San Francisco International Airport (SFO) Ground-Based Augmentation System (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 City of Alameda/San Leandro.

### B. Update on Action Items from April 19, 2023, Noise Forum Meeting.

Mr. Davis gave reports on the action items from the previous Noise Forum meeting. The following action items were discussed:

- Provide airfield tour with CLASS and the City of Alameda
  - Completed on February 22, 2023
- Provide Noise 101
  - Last one was given on May 31, 2023
- Provide airfield tour with San Leandro
  - Completed on June 7, 2023
- Add a list of action items to the Agenda Packet
  - Included in the July meeting packet and will be included moving forward

Mr. Lee said he would like to see the creation of a regional noise roundtable re-added as an item on the Action Item list. Mr. Seaton said that he would like to see all action items on the list, even if they are not completed. Mr. Davis said that will be included in the next packet.

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<sup>3</sup> <https://www.faa.gov/noisepolicyreview>



## 9. NOISE NEWS UPDATE

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

- The 2018 FAA Reauthorization will expire later this year; therefore, Congress is working on a new reauthorization bill for fiscal years 2024 through 2028. Items that will be potentially included in the reauthorization bill include the following:
  - The FAA should review and update Federal Aviation Regulation Part 150 Noise Standards. They should clarify existing and future noise policies and standards and seek feedback from airports, airport users, and individuals living in the vicinity of airports before implementing any changes to any noise policies and standards.
  - In implementing or revising in-flight procedures, the FAA shall seek to reduce undesirable air traffic noise.
  - The FAA shall work with airport sponsors that potentially impact the neighboring communities in establishing or modifying aircraft arrival and departure routes.
  - The FAA shall discourage local encroachment of residential and other buildings near airports that could create future aircraft noise complaints or impact on airport operations, or aviation safety.
  - The FAA shall perform a study to examine airport ultrafine particles and the effect of such particles on human health.
  - The FAA shall establish an Airport Community Task Force to evaluate improvement mechanisms to engage communities impacted by airport operations.
  - The FAA shall coordinate a third-party study with aviation noise metrics, the efficiency of the DNL metrics compared to other metrics, and the benefits of DNL and potential changes to the DNL metric.
  - A noise provision states that the FAA shall establish an Aircraft Noise Advisory Committee to advise the FAA Administrator on issues facing the aviation community that are related to aircraft noise exposure and existing FAA policies and regulations. This committee shall evaluate existing research under practical syntax and annoyance, assess alternative metrics, evaluate the 65 DNL threshold, and evaluate current noise mitigation strategies and community engagements by the FAA.
  - The FAA shall provide a report to Congress on the agency's efforts relative to supersonic aircraft.
- The FAA released updated blueprints for airspace and procedure changes to accommodate future advanced air mobility air-taxi operations. This blueprint explains that air-taxi operations will begin at a low rate, flying much like helicopters do today and using existing infrastructures like helipads and early vertiports.
- Archer Aviation announced that it has completed the final assembly of its Midnight Aircraft in Salinas, California. Archer has received an FAA certificate for testing. The first set of tests will be on the ground. The first unmanned flight is scheduled for summer 2023. The first highlighted flight is scheduled for early 2024 and will be in operational service in 2025. The announcement also described Archer's goal is to

deploy 6,000 of these aircraft by 2030. United Airlines has already preordered 100 Midnights, and it intends to buy more.

- United Airlines announced that they have started to use a blend of sustainable aviation fuel (SAF) on departing flights from SFO and are using a SAF blend at London Heathrow. This would put the airline on track to use approximately 10 million gallons of SAF in 2023, which is three times more than they used in 2020, and 10 times more than they used in 2019. United Airlines beats all airlines on the investment of a future production of over 5 billion gallons of SAF. The SAF used by United Airlines is produced by a company called Neste and is made of 100 percent renewable waste and residue raw materials, including used cooking oil and animal fat waste. Using this fuel reduces greenhouse gas emissions by 80 percent over the fuel's life cycle compared to conventional jet fuel. Locally at OAK, Southwest Airlines incorporated SAF into daily operations beginning in August 2022.
- Lawrence Berkeley National Laboratory and UC Berkeley announced that their researchers have engineered bacteria to produce new-to-nature carbon products that could provide a powerful route to sustainable biochemicals, which could reduce greenhouse gas emissions from the manufacturing of fuels, drugs, and chemicals. The incredible energy potential of these fuel candidates called polycyclopropanated fatty acid methyl esters, or "POP fuels" for short, is that they have the energy density values of over 50 mega-joules per liter compared to Jet A. The common jet fuel or rocket fuel has energy densities of 32 and 35 mega-joules per liter respectively. Eventually scientists hope to engineer the process into a workhorse bacteria strain that could produce large quantities of POP fuels from plant-based food sources like inedible agricultural residue or brush cleared for wildfire prevention potentially making the ultimate carbon fuel.
- As part of NASA's Sustainable Flight Demonstrator Project, the agency named the X-66A as the newest X-Plane to inform a potential new generation of more sustainable single-aisle aircraft, which is the workhorse aircraft type for passenger airlines around the world. The X-66A is the first X-Plane specifically focused on how the U.S. can achieve that goal of net-zero aviation greenhouse emissions.
- Embry-Riddle Aeronautical University received a 1.4-million-dollar grant from NASA to perform research that will be focused specifically on how air taxis can take off and land at vertiports located in dense urban environments where wind gusts tend to be unpredictable. Researchers will also develop response-prediction tools and flight-authorization strategies, as well as provide guidance and suitable locations at city-based rooftops, vertiports, and flight corridors that could minimize noise during take-offs and landings.
- Solo Urban Air Mobility aircraft have yet to reach their production and deployment stages. Innovators are already thinking of ways to improve on current designs. Boston based MagLev Aero has developed a breakthrough propulsion technology that will enable the next generation of ultra-quiet electronic vertical takeoff and landing aircraft. The platform called MagLev HyperDrive leverages on the magnetic-levitation suspension principle that is found in high-speed rails, high-speed trains using a magnetic bearing to support a many-bladed rim.

- MIT's Lincoln Laboratory developed a toroidal propeller that reduces noise in the frequencies that are most noticeable to humans, between 1 and 5 kilohertz. The propeller's noise is reduced by its angular or circular shape that distributes the wing-tip vortices across the whole shape of the propeller instead of just at the tips like conventional propellers.
- Scandinavian Airlines already sold out of tickets for the first ever commercial electric flight in 2028. Scandinavian Airlines sustainability targets include reducing their fleet noise and emissions by 50 percent by 2023 compared to 2010, using sustainable aviation fuel by 2030, and achieving net-zero carbon emissions by 2050.

## 10. CONFIRM NEXT MEETING DATE

The next meeting is scheduled virtually for October 18, 2023.

## 11. NEW BUSINESS/ADJOURNMENT

Mr. Lee shared that there is the National League of Cities (NLC) event, City Summit, in November 2023. He said he encourages all elected representatives to register and attend. He added that the NLC works toward getting more elected congress officials to support the Quiet Communities Act and said the NLC is a great forum for many local electives.

Facilitator Hanrahan adjourned the meeting at 7:46 p.m.

# NOISE FORUM SUMMARY

North/South Field Working Groups



**NOISE ABATEMENT REPORT**

**SECOND 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  
Second Quarter 2023**

	2022Q2		2023Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	93%	7%
Total Airport-wide Corporate Jet Departures	2,442	172	2,061	159
Runway 10R/L Jet Landing Compliance	86%	14%	75%	25%
Total Southeast Plan Corporate Jet Landings	30	5	36	12
North Field VFR Departure Compliance	86%	14%	96%	4%
Total Runways 28R/L & 33 Departures	258	41	249	11
North Field Quiet Hours Compliance	72%	28%	86%	14%
Total North Field Quiet Hours Departures	114	44	168	28
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	17,737	3	16,661	2
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,422	32	3,571	46
Runway 12 Night Departure Compliance	98%	2%	96%	4%
Total Runway 12 Night Turbojet Departures	49	1	64	3
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,109	5	3,953	1
100 Degree Radial Turbojet Landing Compliance	99%	1%	98%	2%
Total 100 Degree Radial Turbojet Landings	1,138	12	749	13
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	6	0	9	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

**2023Q2**  
**93% Compliance**  
**(2,220 total departures)**  
**(159 non-compliant)**

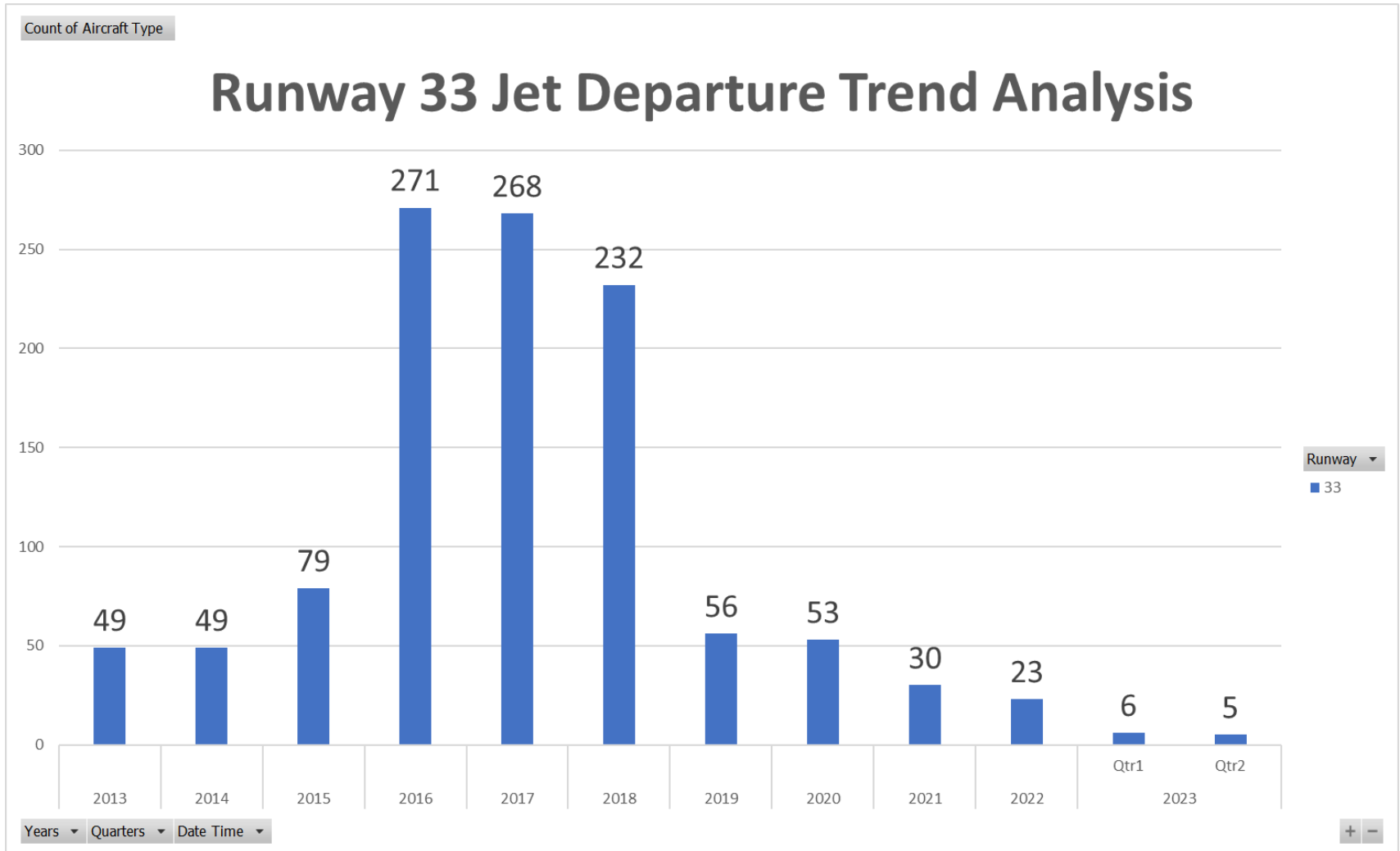
**2022Q2**  
**93% Compliance**  
**(2,614 total departures)**  
**(172 non-compliant)**

Heading: 325  
Elevation: 15

Arrivals  
Departures  
Touch and Go  
Overflights

# RUNWAY 33 JET DEPARTURES

## SECOND 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

**2023Q2**

**75% Compliance  
(48 total landings)  
(12 non-compliant)**

**2022Q2**

**86% Compliance  
(35 total landings)  
(5 non-compliant)**

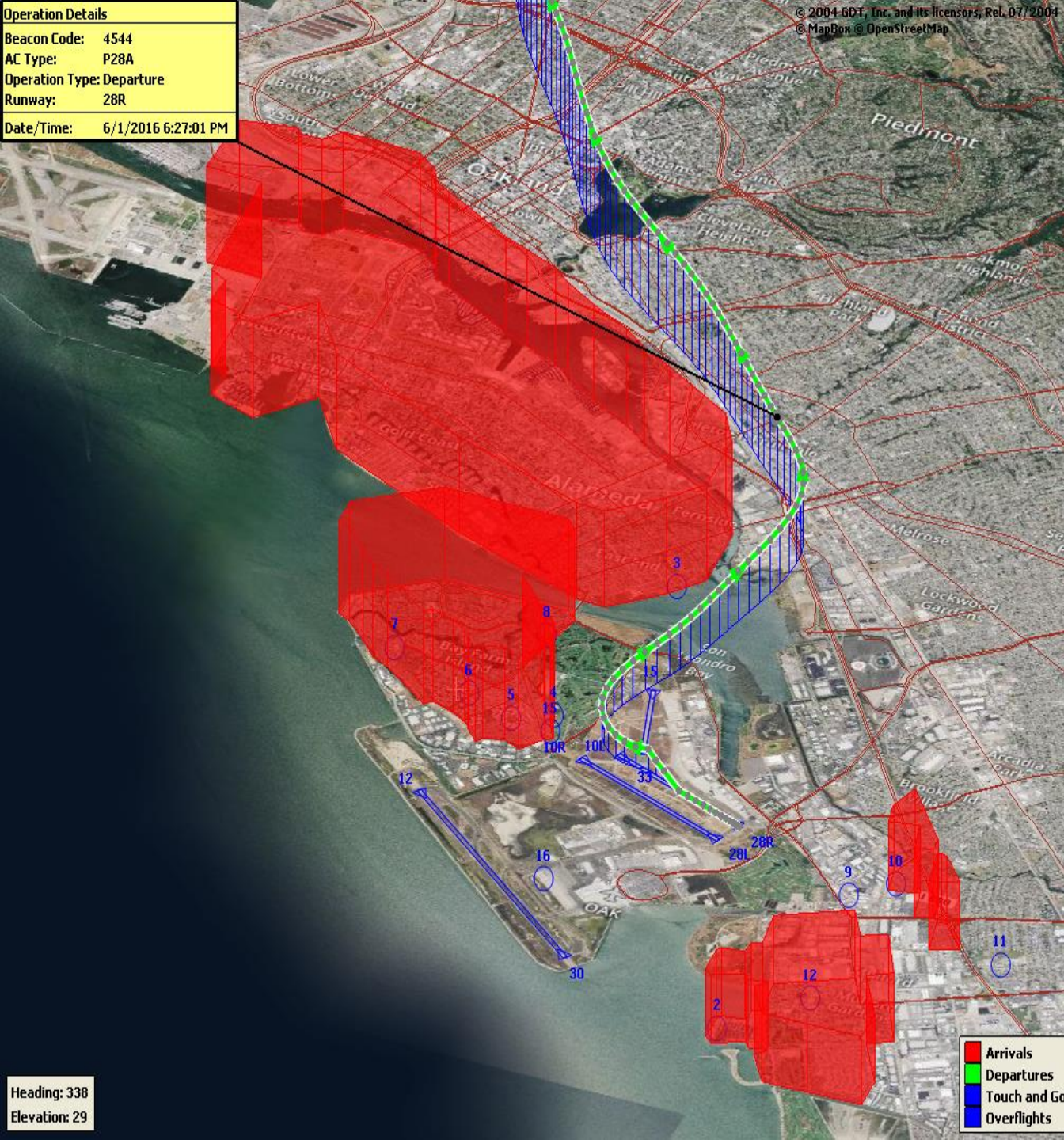
Heading: 325  
Elevation: 15

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



## VFR Aircraft Departure NAP

2023Q2

96% Compliance  
(260 total departures)  
(11 non-compliant)

2022Q2

86% Compliance  
(299 total departures)  
(41 non-compliant)

Heading: 338  
Elevation: 29



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

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## North Field Quiet Hours NAP

**2023Q2**  
**86% Compliance**  
**(196 total departures)**  
**(28 non-compliant)**

**2022Q2**  
**72% Compliance**  
**(158 total departures)**  
**(44 non-compliant)**

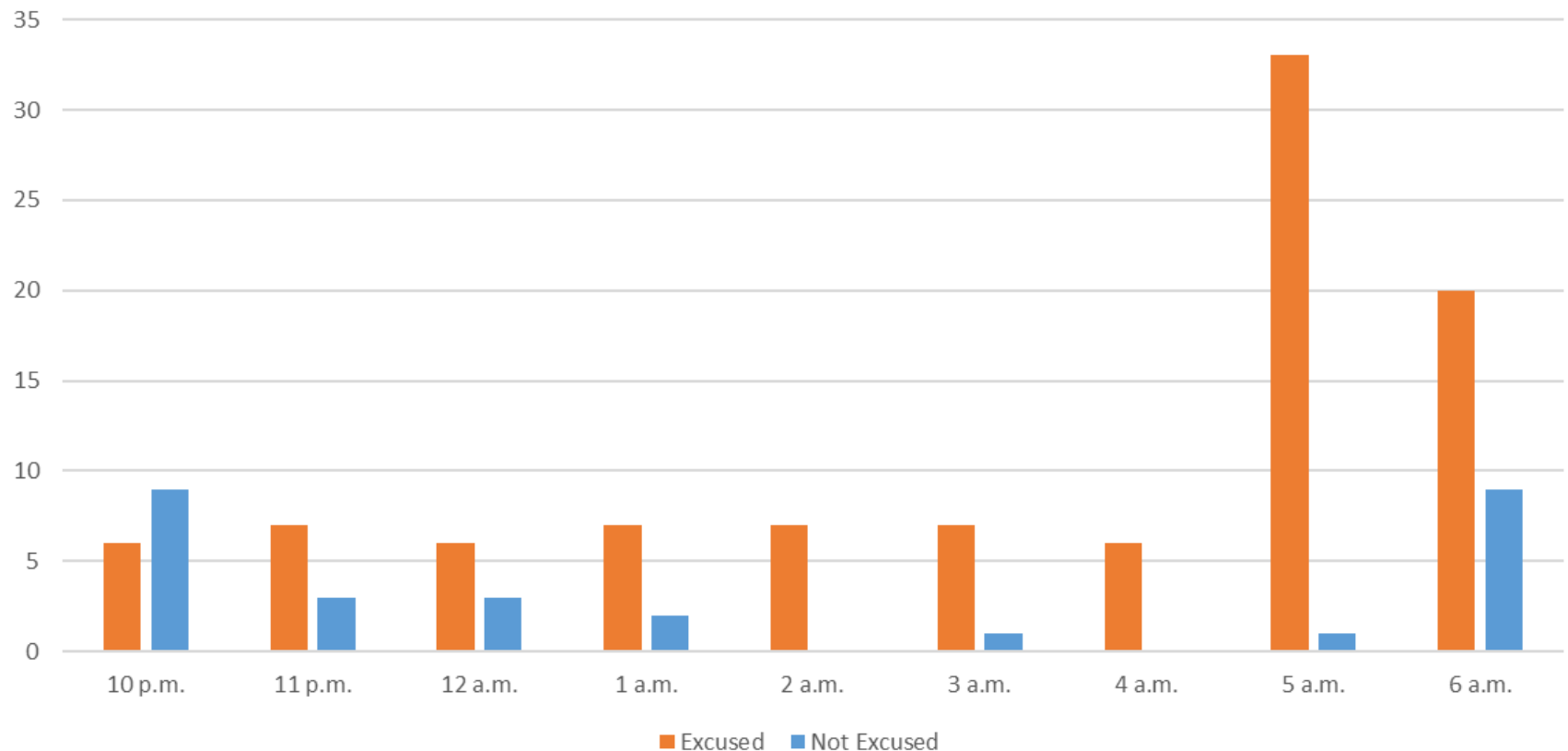
Heading: 343  
Elevation: 32

A map of the North Field area, showing flight paths and compliance data. The map includes a legend with four categories: Arrivals (red), Departures (green), Touch and Go (blue), and Overflights (blue). The map shows various flight paths, including a large red area for arrivals, a green area for departures, and blue areas for touch and go and overflights. The map also shows the coastline and surrounding areas, including Oakland, Alameda, and San Leandro Bay. The map is overlaid with a grid of red lines, likely representing flight paths or boundaries. The map is titled 'North Field Quiet Hours NAP'.

- Arrivals
- Departures
- Touch and Go
- Overflights

# Quartely North Field Quiet Hours NAP Non-Compliant Per Quarter

Excused/Not Excused Violation Count Per Quarter





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



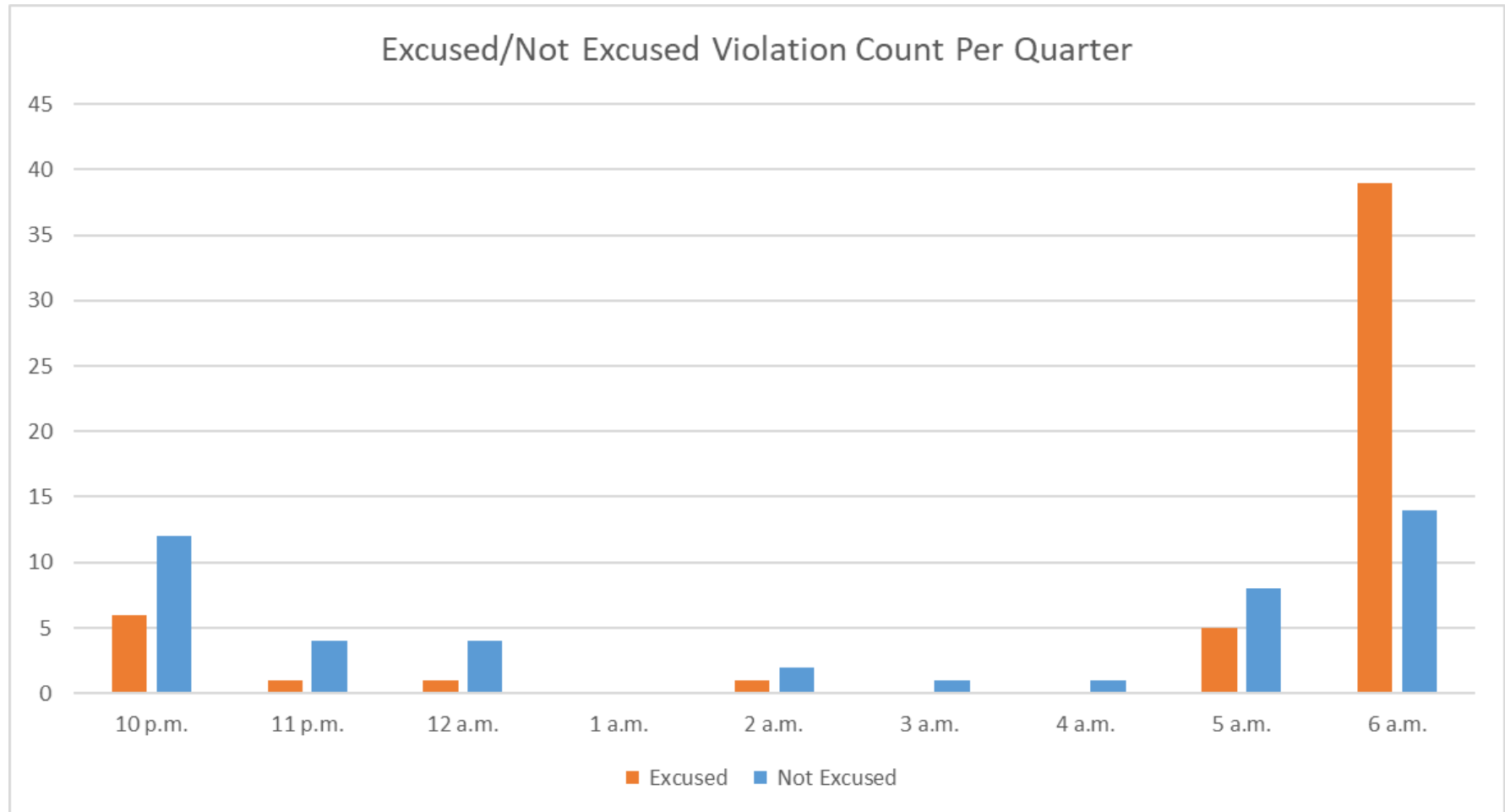
## Night Time Departure NAP

**2023Q2**  
**99% Compliance**  
**(3,617 total departures)**  
**(46 non-compliant)**

\*REBAS Gate non-compliant = 46

**2022Q2**  
**99% Compliance**  
**(3,454 total departures)**  
**(32 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



Arrivals  
Departures  
Touch and Go  
Overflights

## Runway 12 Night Departure NAP

**2023Q2**

**96% Compliance  
(67 total departures)  
(3 non-compliant)**

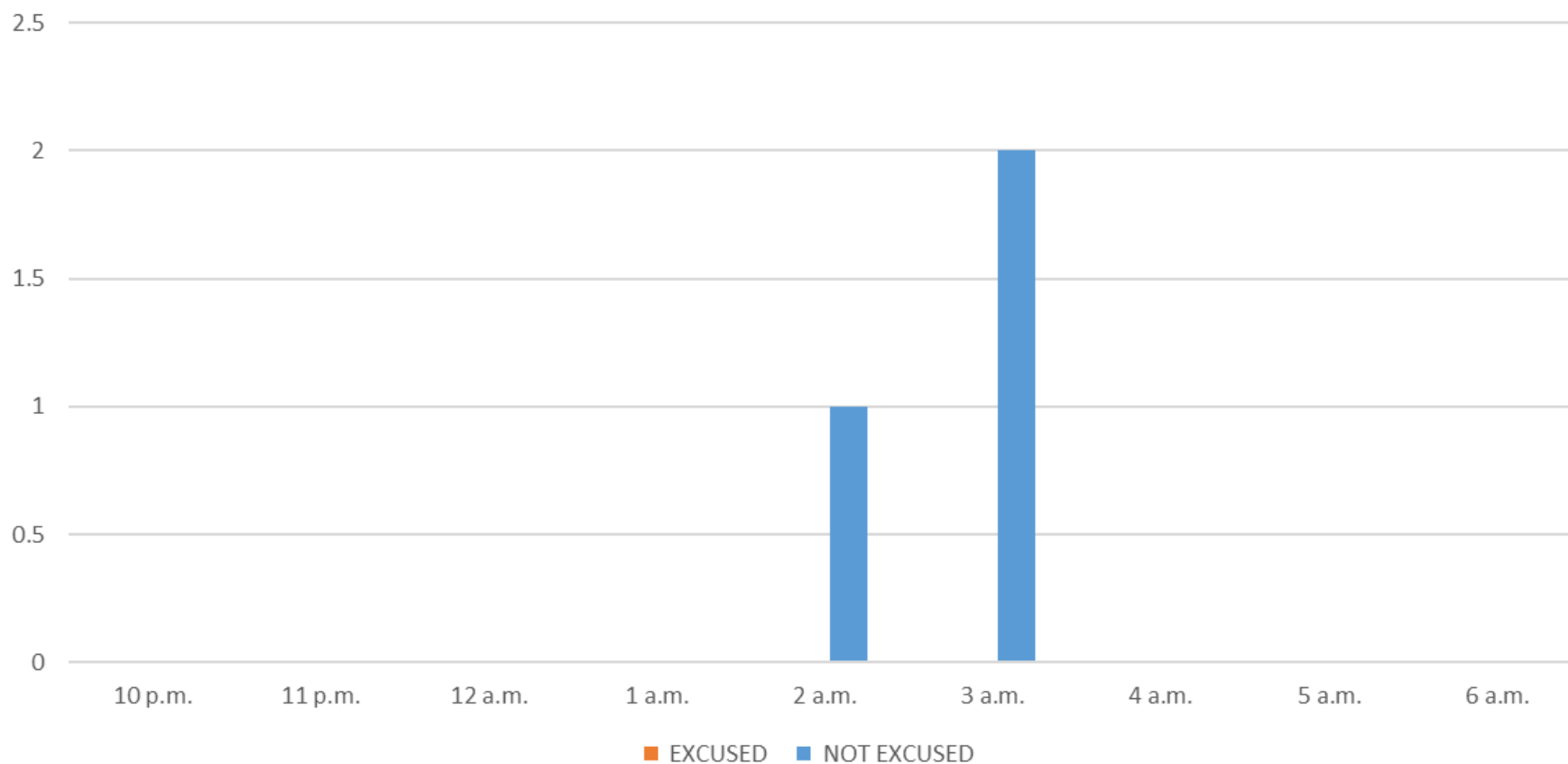
**2022Q2**

**98% Compliance  
(50 total departures)  
(1 non-compliant)**



# Quartely Runway 12 Night Departure Non-Compliant Count Per Quarter

Excused/Not Excused Violation 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

**2023Q2**  
**100% Compliance**  
**(16,663 total departures)**  
**(2 non-compliant)**

**2022Q2**  
**100% Compliance**  
**(17,740 total departures)**  
**(3 non-compliant)**

Heading: 299  
Elevation: 36



Arrivals  
Departures  
Touch and Go  
Overflights



## Runway 30 East Turn NAP

**2023Q2**  
**100% Compliance**  
**(3,954 total departures)**  
**(1 non-compliant)**

\*Excused Departures = 12

**2022Q2**  
**100% Compliance**  
**(4,114 total departures)**  
**(5 non-compliant)**

### Operation Details

Beacon Code: 3777

AC Type: B737

Operation Type: Departure

Runway: 30

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

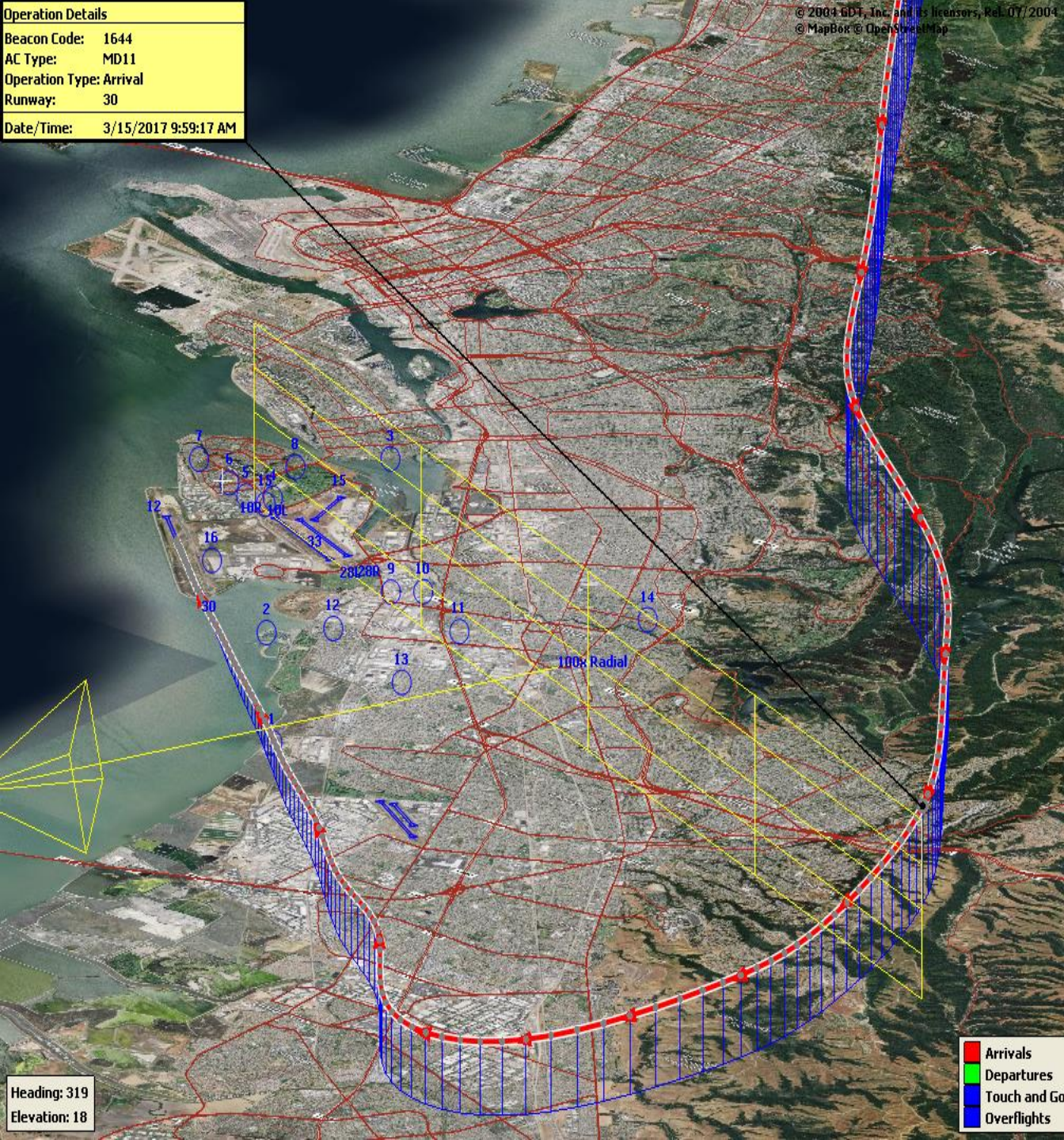
Alameda Rwy 30





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

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© MapBox © OpenStreetMap

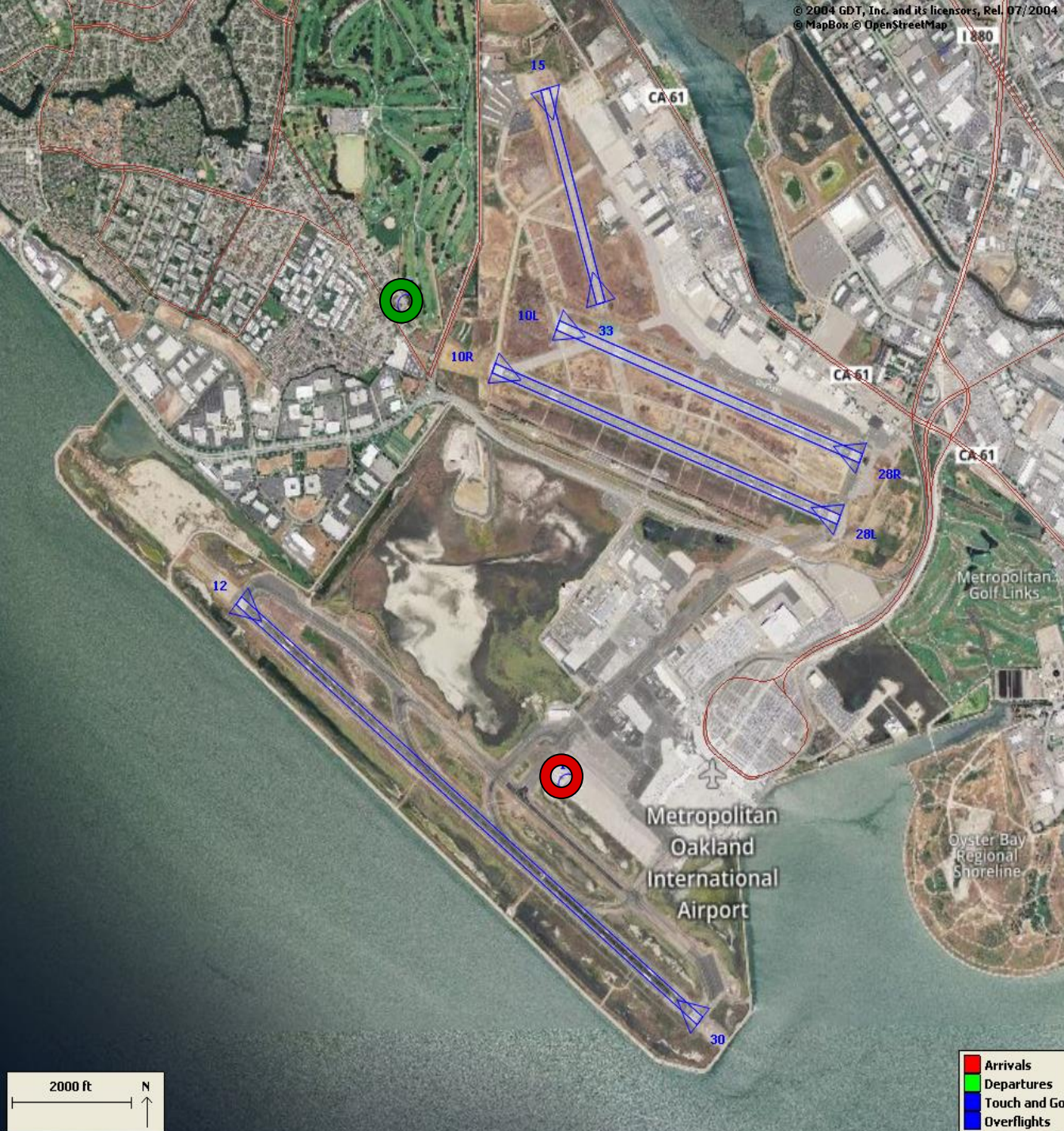


## 100 Degree Radial At 3,000 ft. NAP

**2023Q2**  
**98% Compliance**  
**(762 total landings)**  
**(13 non-compliant)**

**2022Q2**  
**99% Compliance**  
**(1,150 total landings)**  
**(12 non-compliant)**





## Engine Run-up NAP

**2023Q2**

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

**2022Q2**

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

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



**Compliance Monitoring Quarterly Summary Comparison  
Second Quarter 2023 - Quarter-to-Quarter**

	2023Q1		2023Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	93%	7%
Total Airport-wide Corporate Jet Departures	2,400	156	2,061	159
Runway 10R/L Jet Landing Compliance	84%	16%	75%	25%
Total Southeast Plan Corporate Jet Landings	566	107	36	12
North Field VFR Departure Compliance	92%	8%	96%	4%
Total Runways 28R/L & 33 Departures	172	15	249	11
North Field Quiet Hours Compliance	85%	15%	86%	16%
Total North Field Quiet Hours Departures	150	26	168	28
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	12,497	7	16,661	2
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,366	19	3,571	46
Runway 12 Night Departure Compliance	94%	6%	96%	4%
Total Runway 12 Night Turbojet Departures	769	52	64	3
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	2,759	2	3,953	1
100 Degree Radial Turbojet Landing Compliance	98%	2%	98%	2%
Total 100 Degree Radial Turbojet Landings	737	18	749	13
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	8	0	9	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 = 196**

**Second 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	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	37	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	39
4	65	53	0.6	9.3%	28	0.3	4.9%	42	0.5	7.4%	188
5	69	15	0.2	2.6%	16	0.2	2.8%	47	0.5	8.3%	147
6	58	13	0.1	2.3%	23	0.3	4.1%	32	0.4	5.6%	126
7	19	17	0.2	3.0%	34	0.4	6.0%	11	0.1	1.9%	81
8	42	31	0.3	5.5%	3	0.0	0.5%	0	0.0	0.0%	76
9	9	5	0.1	0.9%	3	0.0	0.5%	0	0.0	0.0%	17
10	45	6	0.1	1.1%	3	0.0	0.5%	0	0.0	0.0%	54
11	4	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	6
12	2	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	3
13	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
14	28	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	28
<b>All NMTs</b>	380	144	2	0	111	1	0	132	1	0	767

**Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 185**

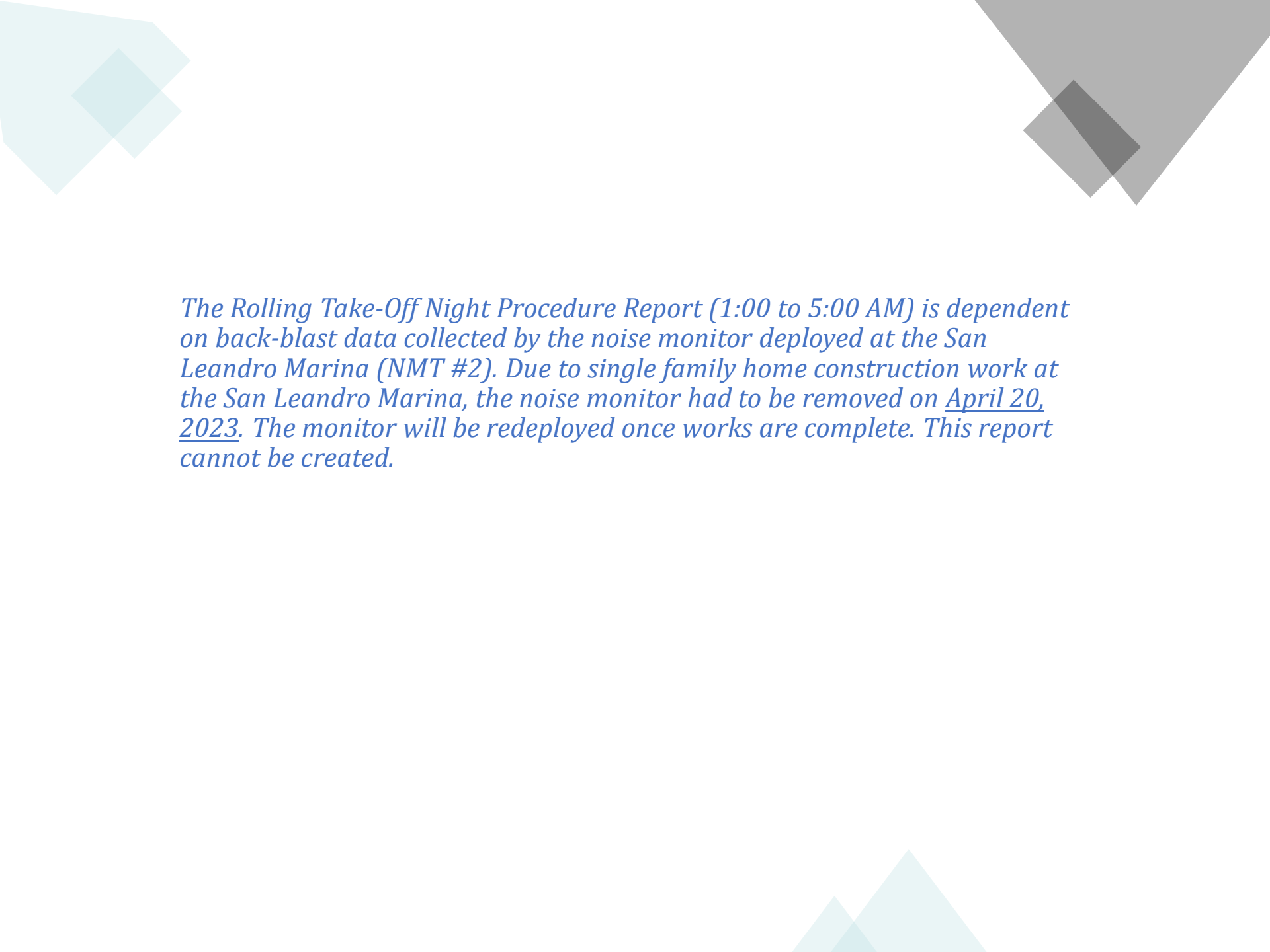
**Second Quarter 2023 (10:00 p.m. to 7:00 a.m.)**

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	37	2	0.0	0.8%	0	0.0	0.0%	0	0.0	0.0%	39
4	65	53	0.6	22.2%	28	0.3	11.7%	42	0.5	17.6%	188
5	69	15	0.2	6.3%	16	0.2	6.7%	47	0.5	19.7%	147
6	58	13	0.1	5.4%	23	0.3	9.6%	32	0.4	13.4%	126
7	19	17	0.2	7.1%	34	0.4	14.2%	11	0.1	4.6%	81
8	42	31	0.3	13.0%	3	0.0	1.3%	0	0.0	0.0%	76
<b>Total</b>	<b>290</b>	<b>131</b>	<b>1.5</b>		<b>104</b>	<b>1.2</b>		<b>132</b>	<b>1.5</b>		<b>657</b>

**Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 11**

**Second 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	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
9	9	5	0.1	1.5%	3	0.0	0.9%	0	0.0	0.0%	17
10	45	6	0.1	1.8%	3	0.0	0.9%	0	0.0	0.0%	54
11	4	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	6
12	2	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	3
13	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
14	28	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	28
<b>Total</b>	<b>90</b>	<b>13</b>	<b>0.1</b>		<b>7</b>	<b>0.1</b>		<b>0</b>	<b>0.0</b>		<b>110</b>



*The Rolling Take-Off Night Procedure Report (1:00 to 5:00 AM) is dependent on back-blast data collected by the noise monitor deployed at the San Leandro Marina (NMT #2). Due to single family home construction work at the San Leandro Marina, the noise monitor had to be removed on April 20, 2023. The monitor will be redeployed once works are complete. This report cannot be created.*

**Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)  
Second Quarter 2022, NMT 2**

	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)
Baseline (November 2002) [A]					
DC10/MD10	87	32	69	78	22
MD11	32	13	70	79	24
A 306	67	21	67	77	25
Second Quarter 2022 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B763	283	94	54	64	73
DC10/MD10	16	5	7	66	75
MD11	201	67	83	66	74
A 306	16	5	1	62	69
B757	212	71	44	62	73
B77L	114	38	12	64	72
Difference [A-B]					
DC10/MD10		-82	-25	-3	-3
MD11		35	70	-4	-5
A 306		-62	-20	-5	-8

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

Source: ANOMS (Airport Noise and Operations Monitoring System)



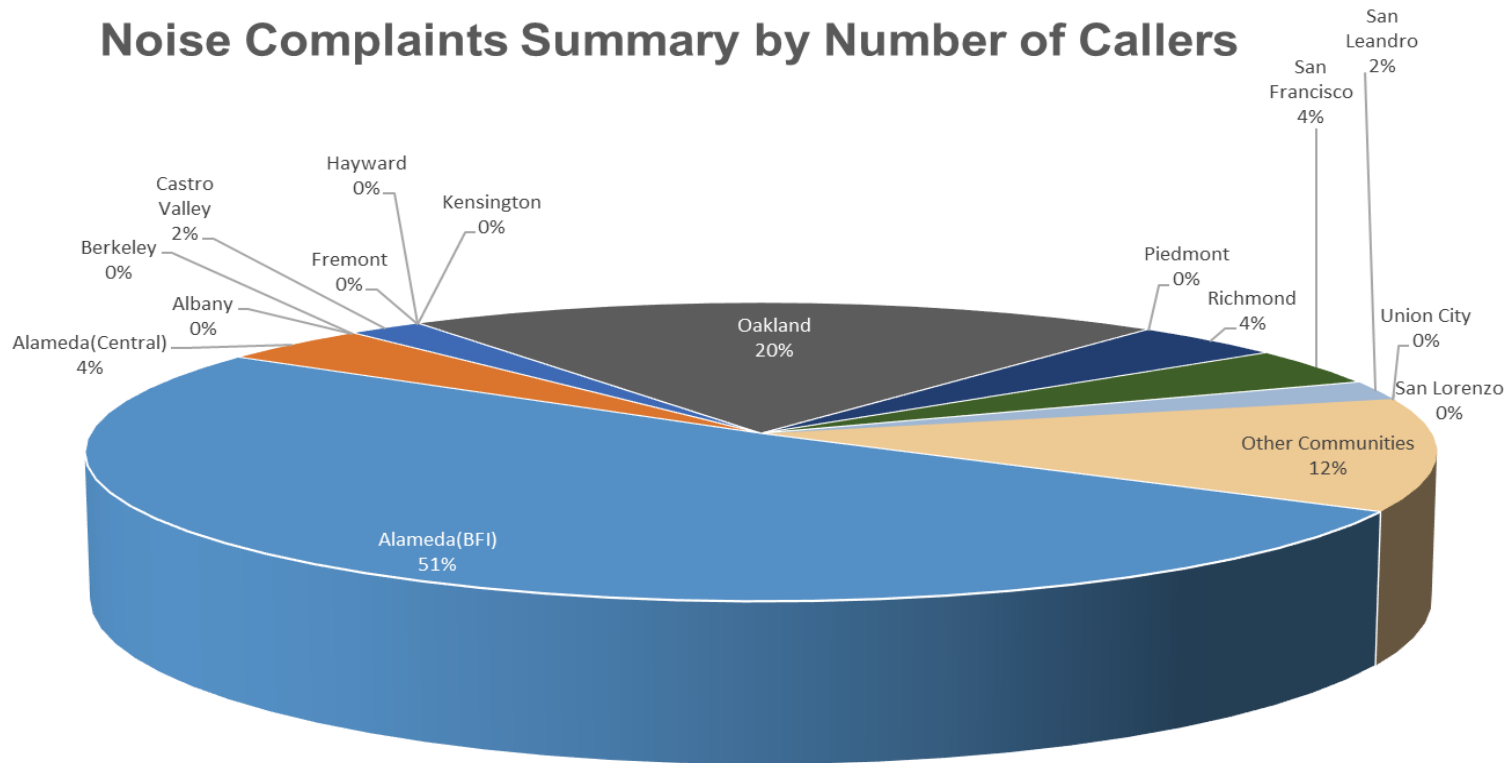
**Oakland International Airport  
Noise Complaint Summary  
April 2023**

Community	Callers	Complaints
Alameda(BFI)	25	1010
Alameda(Central)	2	4
Albany	0	0
Berkeley	0	0
Castro Valley	1	23
Fremont	0	0
Hayw ard	0	0
Kensington	0	0
Oakland	10	1808
Piedmont	0	0
Richmond	2	198
San Francisco	2	5
San Leandro	1	1
Union City	0	0
San Lorenzo	0	0
Other Communities	6	68
Total	49	3117
Complaints by Type		
E-mail	1777	
View point App	1340	
Complaints by Time of Day		
Day ( 0700 - 1900 )	632	
Evening ( 1900 - 2200 )	1110	
Night ( 2200 - 0700 )	1375	
Complaints by Type of Operation		
Arrivals	1837	
Departures	1105	
Over-flights	125	
Touch & Go	50	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	156	
Helicopter	65	
Jet	2495	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	5	
Propeller	249	
Turbo-prop	147	

# Number of Callers

## April 2023

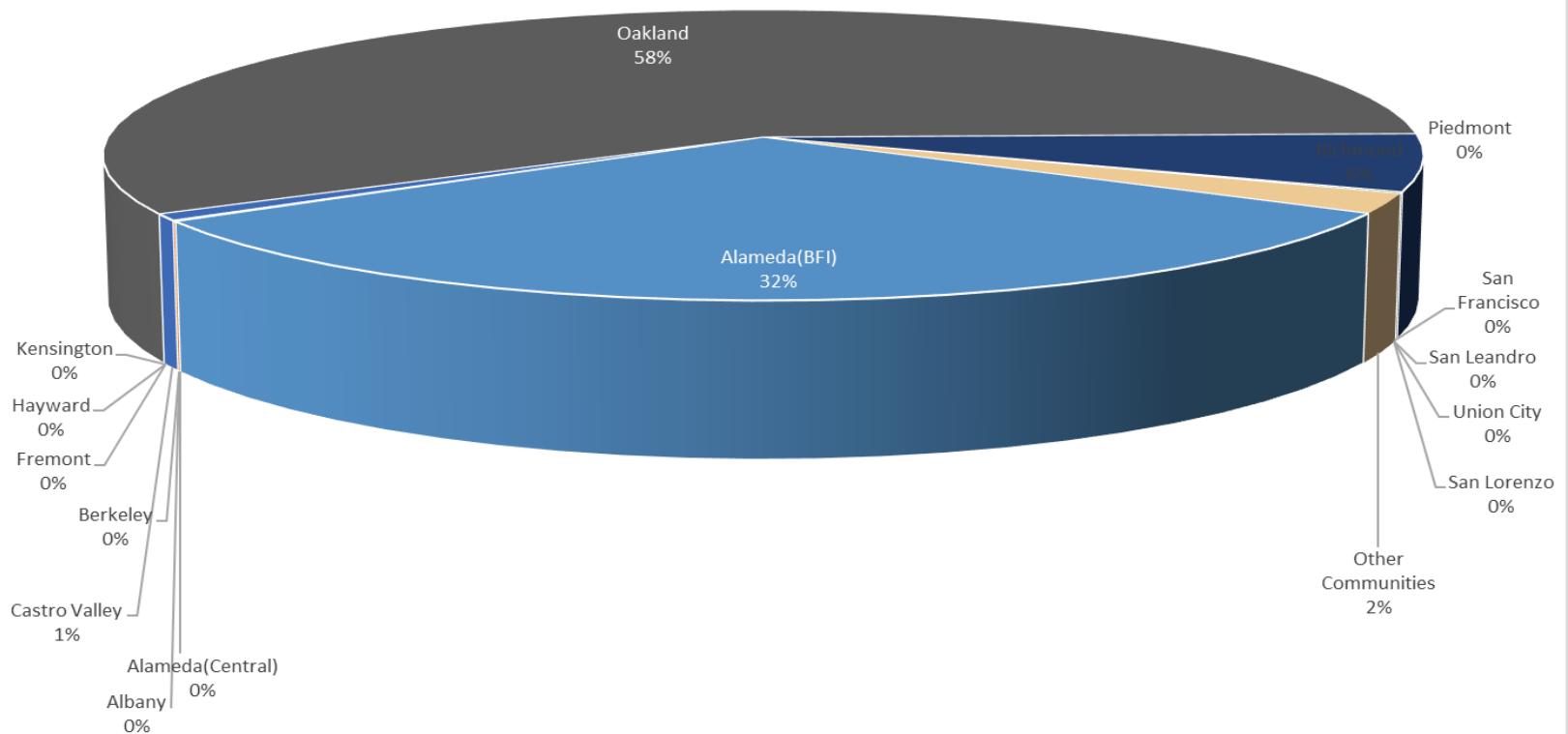
Noise Complaints Summary by Number of Callers



# Number of Complaints

## April 2023

### Noise Complaints Summary by Number of Complaints



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

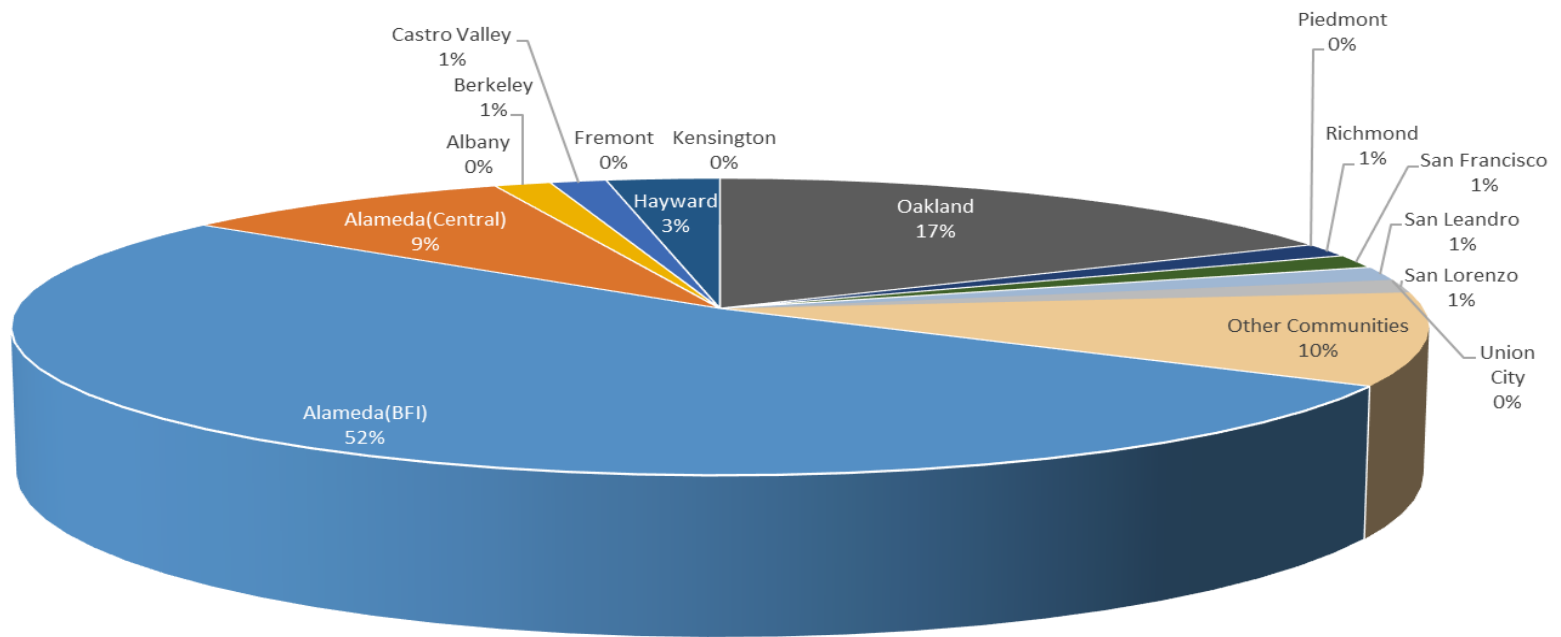
Community	Callers	Complaints
Alameda(BFI)	36	1725
Alameda(Central)	6	23
Albany	0	0
Berkeley	1	10
Castro Valley	1	13
Fremont	0	0
Hayw ard	2	11
Kensington	0	0
Oakland	12	3052
Piedmont	0	0
Richmond	1	232
San Francisco	1	1
San Leandro	1	5
Union City	0	0
San Lorenzo	1	1
Other Communities	7	51
Total	69	5124
Complaints by Type		
E-mail	3029	
View point App	2095	
Complaints by Time of Day		
Day ( 0700 - 1900 )	728	
Evening ( 1900 - 2200 )	573	
Night ( 2200 - 0700 )	3823	
Complaints by Type of Operation		
Arrivals	2578	
Departures	2208	
Over-flights	257	
Touch & Go	81	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	243	
Helicopter	82	
Jet	4176	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	11	
Propeller	466	
Turbo-prop	146	



# Number of Callers

## May 2023

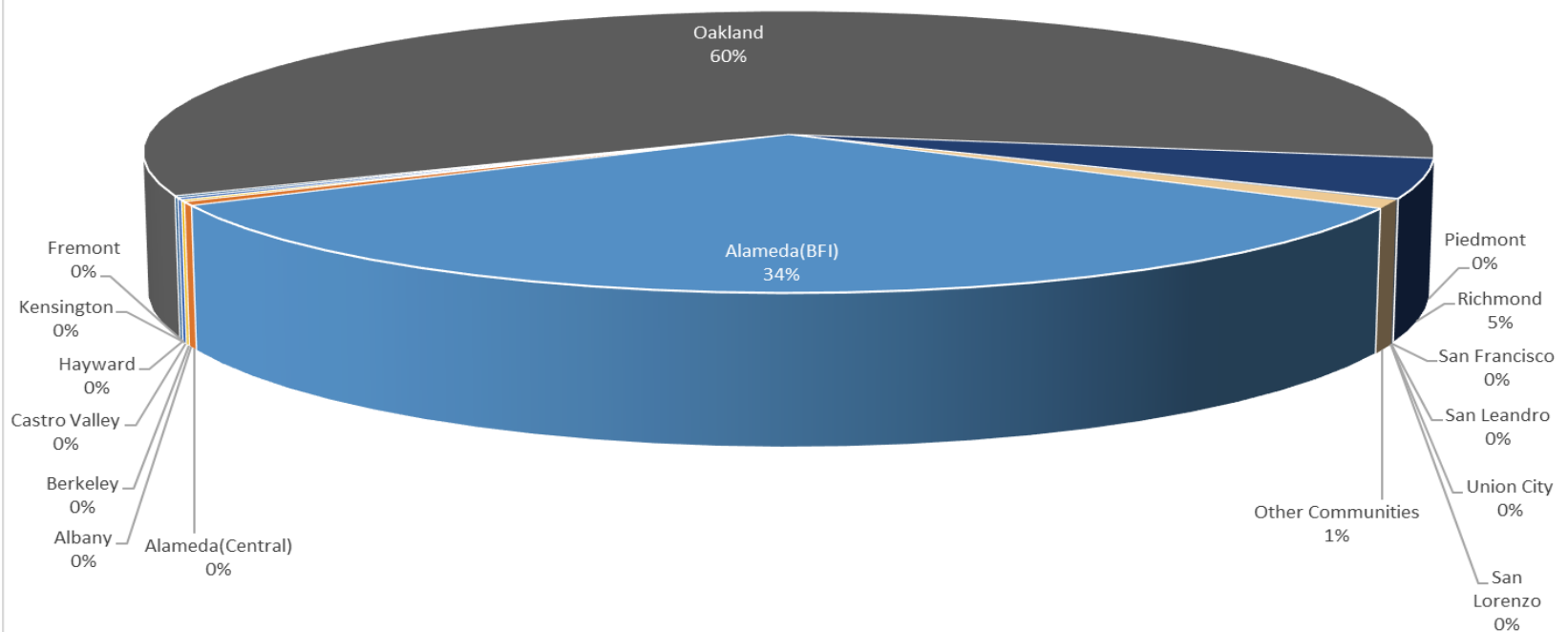
### Noise Complaints Summary by Number of Callers



# Number of Complaints

## May 2023

### Noise Complaints Summary by Number of Complaints



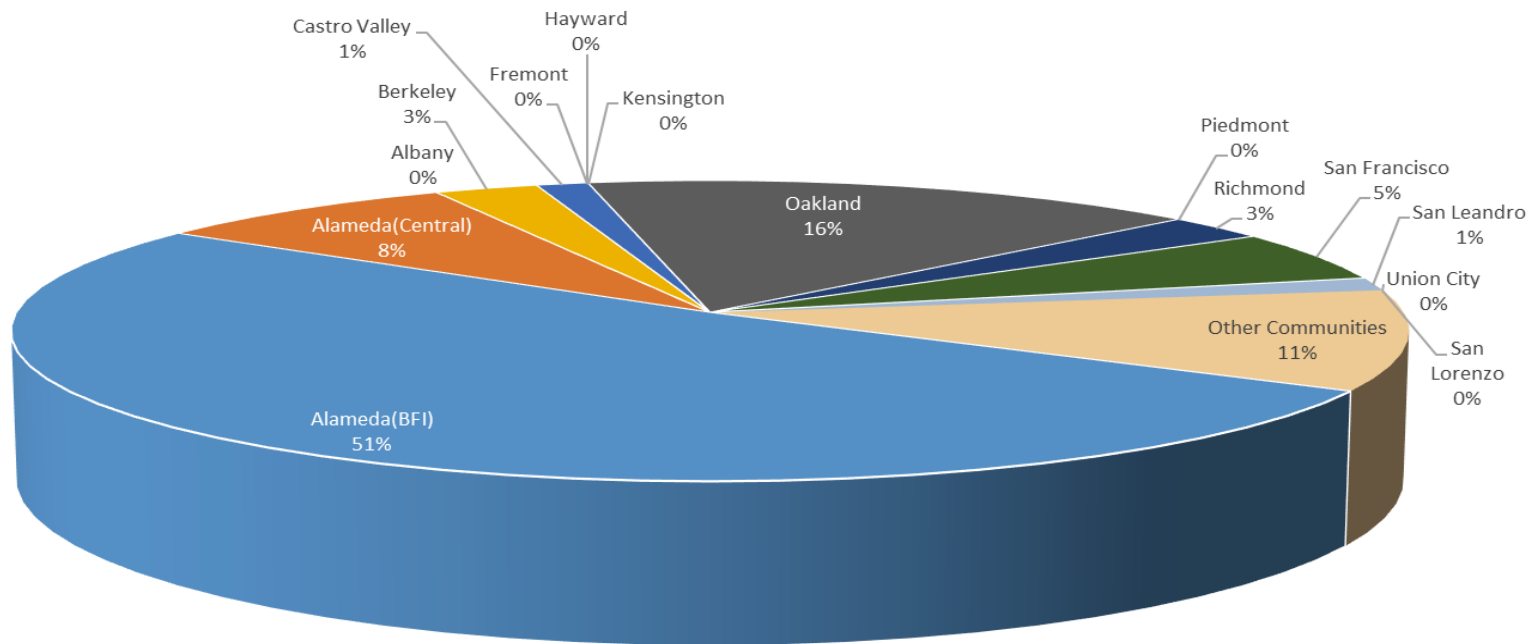
**Oakland International Airport  
Noise Complaint Summary  
June 2023**

Community	Callers	Complaints
Alameda(BFI)	38	1400
Alameda(Central)	6	24
Albany	0	0
Berkeley	2	104
Castro Valley	1	13
Fremont	0	0
Hayw ard	0	0
Kensington	0	0
Oakland	12	3495
Piedmont	0	0
Richmond	2	425
San Francisco	4	5
San Leandro	1	1
Union City	0	0
San Lorenzo	0	0
Other Communities	8	57
Total	74	5524
Complaints by Type		
E-mail	3756	
View point App	1768	
Complaints by Time of Day		
Day ( 0700 - 1900 )	1370	
Evening ( 1900 - 2200 )	523	
Night ( 2200 - 0700 )	3631	
Complaints by Type of Operation		
Arrivals	2459	
Departures	2950	
Over-flights	17	
Touch & Go	98	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	166	
Helicopter	209	
Jet	4715	
Military	0	
Not Reported (not linked to an aircraft)	1	
Other (Type information not available)	3	
Propeller	351	
Turbo-prop	79	

# Number of Callers

## June 2023

### Noise Complaints Summary by Number of Callers

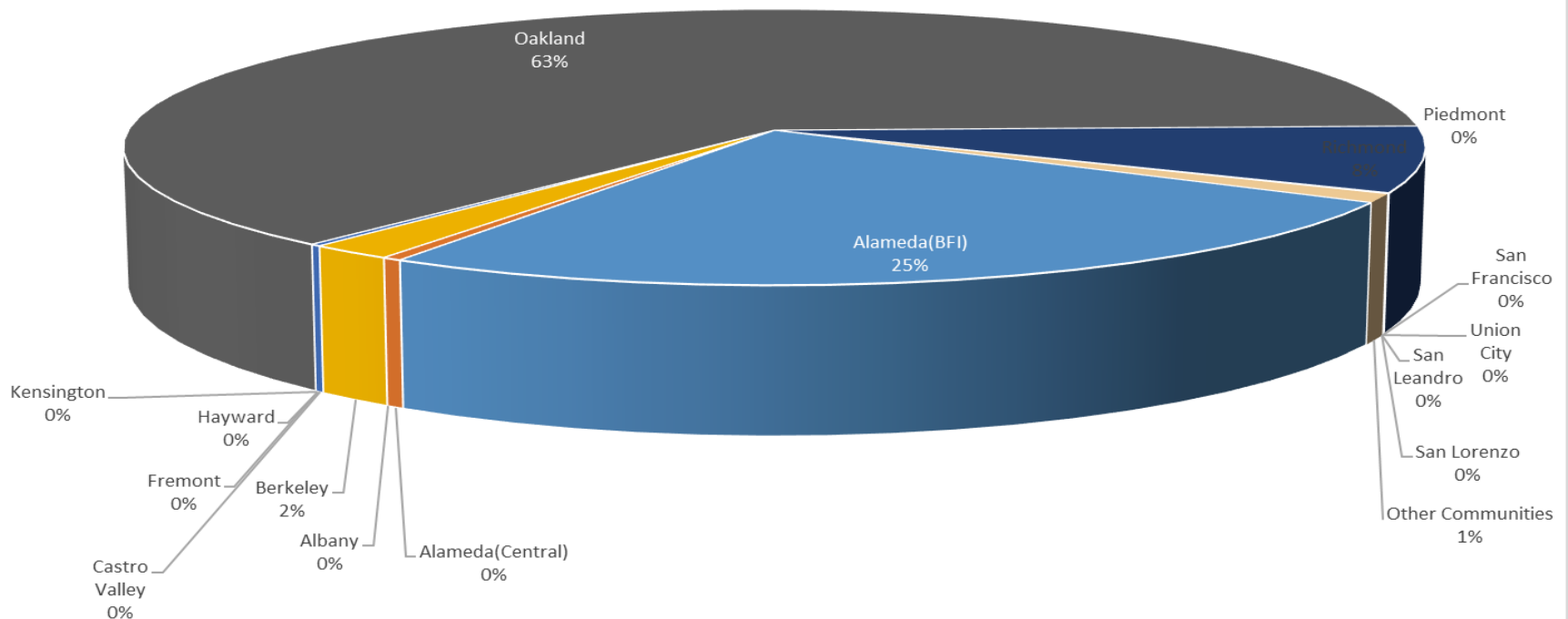


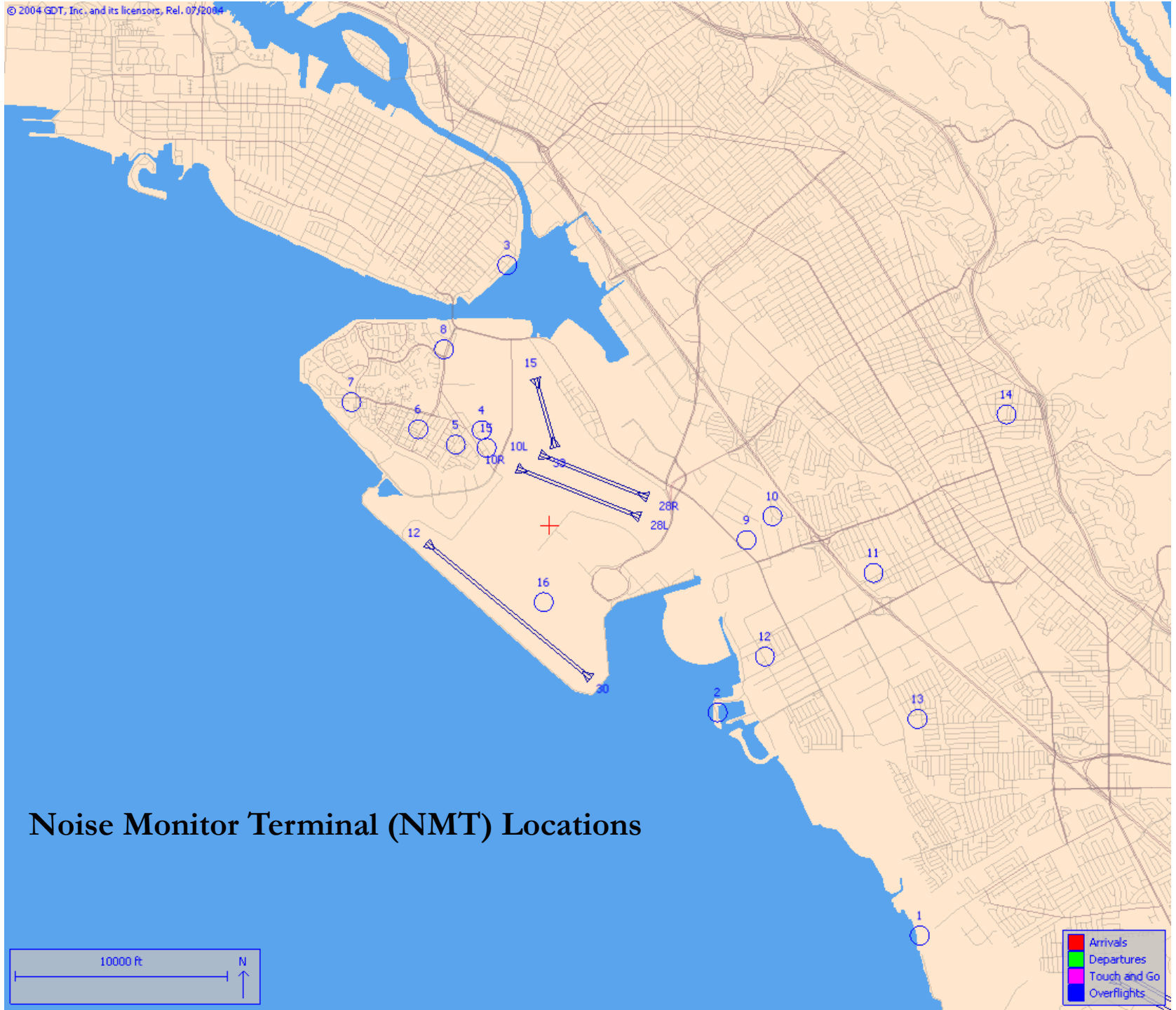


# Number of Complaints

## June 2023

### Noise Complaints Summary by Number of Complaints



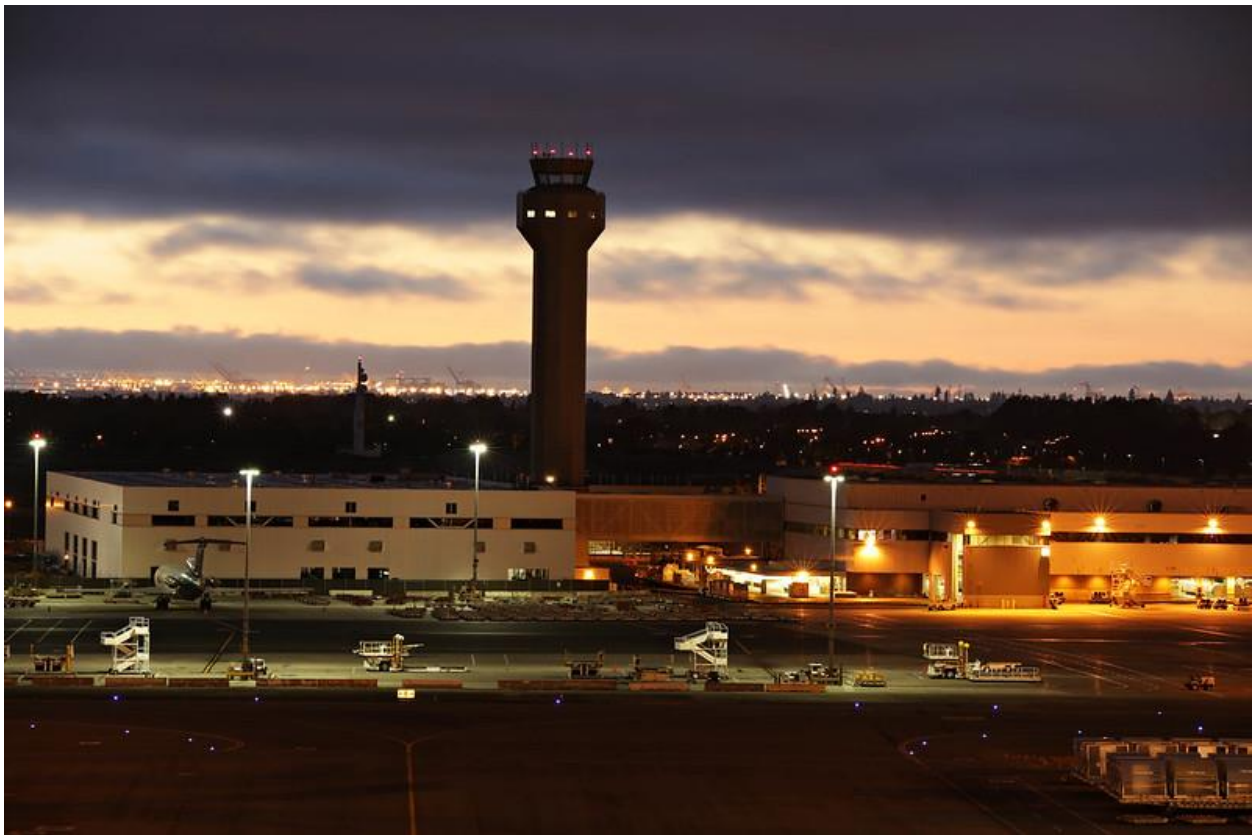


## Noise Monitor Terminal (NMT) Locations



# Quarterly Aircraft Noise Report

Second Quarter 2023



Prepared by  
Oakland International Airport  
Noise/Environmental Compliance Office

July 11, 2023

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<a href="#"><u><b>AIRPORT OPERATIONS SUMMARY TABLES</b></u></a>	<b>20</b>
<a href="#"><u><b>DEFINITIONS OF TERMINOLOGY FOR COMPLIANCE MONITORING</b></u></a>	<b>23</b>
<b>APPENDICES</b>	<b>A1</b>
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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 Second Quarter 2023				
	2022Q2		2023Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	93%	7%
Total Airport-wide Corporate Jet Departures	2,442	172	2,061	159
Runway 10R/L Jet Landing Compliance	86%	14%	75%	25%
Total Southeast Plan Corporate Jet Landings	30	5	36	12
North Field VFR Departure Compliance	86%	14%	96%	4%
Total Runways 28R/L & 33 Departures	258	41	249	11
North Field Quiet Hours Compliance	72%	28%	86%	14%
Total North Field Quiet Hours Departures	114	44	168	28
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	17,737	3	16,661	2
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,422	32	3,571	46
Runway 12 Night Departure Compliance	98%	2%	96%	4%
Total Runway 12 Night Turbojet Departures	49	1	64	3
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,109	5	3,953	1
100 Degree Radial Turbojet Landing Compliance	99%	1%	98%	2%
Total 100 Degree Radial Turbojet Landings	1,138	12	749	13
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	6	0	9	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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# NORTH FIELD REPORTS

## NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

## RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Second Quarter 2023				
	April	May	June	Quarterly
Airport-wide Corporate Jet Departures	739	783	698	2,220
Compliant Corporate Jet Departures	678	726	657	2,061
Non-compliant Corporate Jet Departures	61	57	41	159
Corporate Jet Departure Compliance Rate	92%	93%	94%	93%
Excused Jet Departures	26	43	61	130
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,584	6,031	5,741	17,356
Compliant Airport-wide Jet Departures	5,523	5,974	5,700	17,197
Non-compliant Airport-wide Jet Departures	61	57	41	159
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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## RUNWAY 10R/L JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Second Quarter 2023				
	April	May	June	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	17	31	0	48
Compliant SE Plan Corporate Jet Landings	13	23	0	36
Non-compliant SE Plan Corporate Jet Landings	4	8	0	12
SE Plan Corporate Jet Landing Compliance Rate	76%	74%	N/A	75%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	79	222	0	301
Airport-wide Compliant SE Plan Jet Landings	75	214	0	289
Airport-wide Non-compliant SE Plan Landings	4	8	0	12
Airport-wide Jet Landing SE Plan Compliance Rate	95%	96%	N/A	96%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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## NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Second Quarter 2023				
	April	May	June	Quarterly
Total VFR Departures	114	71	75	260
Total VFR Departures Over Alameda	20	14	17	51
Compliant Departures	110	67	72	249
Non-compliant Departures	4	4	3	11
Compliance Rate	96%	94%	96%	96%

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## NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) Second Quarter 2023				
	April	May	June	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	63	69	64	196
Compliant Night Departures	47	65	56	168
Average Compliant Departures per Night	1.5	2.1	1.8	1.85
Non-Compliant Night Departures	16	4	8	28
Average Non-Compliant Departures per Night	0.5	0.1	0.3	0.3
Night Departure Compliance Rate	75%	94%	88%	86%

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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 = 196**

**Second 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	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	37	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	39
4	65	53	0.6	9.3%	28	0.3	4.9%	42	0.5	7.4%	188
5	69	15	0.2	2.6%	16	0.2	2.8%	47	0.5	8.3%	147
6	58	13	0.1	2.3%	23	0.3	4.1%	32	0.4	5.6%	126
7	19	17	0.2	3.0%	34	0.4	6.0%	11	0.1	1.9%	81
8	42	31	0.3	5.5%	3	0.0	0.5%	0	0.0	0.0%	76
9	9	5	0.1	0.9%	3	0.0	0.5%	0	0.0	0.0%	17
10	45	6	0.1	1.1%	3	0.0	0.5%	0	0.0	0.0%	54
11	4	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	6
12	2	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	3
13	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
14	28	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	28
<b>All NMTs</b>	380	144	2	0	111	1	0	132	1	0	767

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**Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 185**

Second 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	37	2	0.0	0.8%	0	0.0	0.0%	0	0.0	0.0%	39
4	65	53	0.6	22.2%	28	0.3	11.7%	42	0.5	17.6%	188
5	69	15	0.2	6.3%	16	0.2	6.7%	47	0.5	19.7%	147
6	58	13	0.1	5.4%	23	0.3	9.6%	32	0.4	13.4%	126
7	19	17	0.2	7.1%	34	0.4	14.2%	11	0.1	4.6%	81
8	42	31	0.3	13.0%	3	0.0	1.3%	0	0.0	0.0%	76
<b>Total</b>	<b>290</b>	<b>131</b>	<b>1.5</b>		<b>104</b>	<b>1.2</b>		<b>132</b>	<b>1.5</b>		<b>657</b>

**Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 11**

Second 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	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
9	9	5	0.1	1.5%	3	0.0	0.9%	0	0.0	0.0%	17
10	45	6	0.1	1.8%	3	0.0	0.9%	0	0.0	0.0%	54
11	4	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	6
12	2	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	3
13	2	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	2
14	28	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	28
<b>Total</b>	<b>90</b>	<b>13</b>	<b>0.1</b>		<b>7</b>	<b>0.1</b>		<b>0</b>	<b>0.0</b>		<b>110</b>

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## SOUTH FIELD REPORTS

### RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Second Quarter 2023				
	April	May	June	Quarterly
Runway 30 Turbojet Departures	5,396	5,656	5,611	16,663
Compliant Departures	5,395	5,655	5,611	16,661
Non-compliant Departures	1	1	0	2
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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### NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Second Quarter 2023				
	April	May	June	Quarterly
Runway 30 Nighttime Turbojet Departures	1,160	1,232	1,225	3,617
Buffer Time Departures	11	7	12	30
Compliant Departures	1,137	1,220	1,214	3,571
Non-compliant Departures	23	12	11	46
HUSSH gate misses	9	5	7	21
NITE gate misses	15	9	9	33
REBAS gate misses	23	12	11	46
Compliance Rate	98%	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.

*The Report is dependent on back-blast data collected by the noise monitor deployed at the San Leandro Marina (NMT #2). Due to single family home construction work at the San Leandro Marina, the noise monitor had to be removed on [April 20, 2023](#). The monitor will be redeployed once works are complete. This report cannot be created.*

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## Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 2022, NMT 2					
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)
Baseline (November 2002) [A]					
DC10/MD10	87	32	69	78	22
MD11	32	13	70	79	24
A306	67	21	67	77	25
Second Quarter 2022 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B763	283	94	54	64	15
DC10/MD10	16	5	7	66	16
MD11	201	67	83	66	16
A306	16	5	1	62	5
B757	212	71	44	62	16
B77L	114	38	12	64	11
Difference [A-B]					
DC10/MD10		-82	-25	-3	-6
MD11		35	70	-4	-8
A306		-62	-20	-5	-20
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)					

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## RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) Second Quarter 2023				
	April	May	June	Quarterly
Jet Departures	10	57	0	67
Non-Compliant Departures	0	3	0	3
Compliant Departures	10	54	0	64
Compliance Rate	100%	95%	No SE Plan	96%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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## ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Second Quarter 2023				
	April	May	June	Quarter
Runups - 7:00 PM to 10:00 PM	0	1	1	2
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	2	2	3	7
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	2	3	4	9
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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## RUNWAY 30 EAST TURN DEPARTURES PROCEDURE

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Second Quarter 2023				
	April	May	June	Quarterly
Total Runway 30 East Turn Turbojet Departures	1,209	1,337	1,408	3,954
Non-compliant Turbojet Departures	1	0	0	1
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,208	1,337	1,408	3,953
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	3	4	5	12
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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## 100 DEGREE RADIAL TURBOJET LANDING PROCEDURE

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Second Quarter 2023				
	April	May	June	Quarterly
Turbojets on Downwind RWY 30 Approach	307	209	246	762
Non-compliant Turbojets	5	6	2	13
Total Turbojet Aircraft Above 3K Feet ASL*	302	203	244	749
Compliance Rate	98%	97%	99%	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 April 2023		
Community	Callers	Complaints
Alameda(BFI)	25	1010
Alameda(Central)	2	4
Albany	0	0
Berkeley	0	0
Castro Valley	1	23
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	10	1808
Piedmont	0	0
Richmond	2	198
San Francisco	2	5
San Leandro	1	1
Union City	0	0
San Lorenzo	0	0
Other Communities	6	68
<b>Total</b>	<b>49</b>	<b>3117</b>
Complaints by Type		
E-mail		1777
View point App		1340
Complaints by Time of Day		
Day ( 0700 - 1900 )		632
Evening ( 1900 - 2200 )		1110
Night ( 2200 - 0700 )		1375
Complaints by Type of Operation		
Arrivals		1837
Departures		1105
Over-flights		125
Touch & Go		50
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		156
Helicopter		65
Jet		2495
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		5
Propeller		249
Turbo-prop		147

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Oakland International Airport Noise Complaint Summary May 2023		
Community	Callers	Complaints
Alameda(BFI)	36	1725
Alameda(Central)	6	23
Albany	0	0
Berkeley	1	10
Castro Valley	1	13
Fremont	0	0
Hayw ard	2	11
Kensington	0	0
Oakland	12	3052
Piedmont	0	0
Richmond	1	232
San Francisco	1	1
San Leandro	1	5
Union City	0	0
San Lorenzo	1	1
Other Communities	7	51
<b>Total</b>	<b>69</b>	<b>5124</b>
Complaints by Type		
E-mail		3029
View point App		2095
Complaints by Time of Day		
Day ( 0700 - 1900 )		728
Evening ( 1900 - 2200 )		573
Night ( 2200 - 0700 )		3823
Complaints by Type of Operation		
Arrivals		2578
Departures		2208
Over-flights		257
Touch & Go		81
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		243
Helicopter		82
Jet		4176
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		11
Propeller		466
Turbo-prop		146

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Oakland International Airport Noise Complaint Summary June 2023		
Community	Callers	Complaints
Alameda(BFI)	38	1400
Alameda(Central)	6	24
Albany	0	0
Berkeley	2	104
Castro Valley	1	13
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	12	3495
Piedmont	0	0
Richmond	2	425
San Francisco	4	5
San Leandro	1	1
Union City	0	0
San Lorenzo	0	0
Other Communities	8	57
<b>Total</b>	<b>74</b>	<b>5524</b>
Complaints by Type		
E-mail		3756
View point App		1768
Complaints by Time of Day		
Day ( 0700 - 1900 )		1370
Evening ( 1900 - 2200 )		523
Night ( 2200 - 0700 )		3631
Complaints by Type of Operation		
Arrivals		2459
Departures		2950
Over-flights		17
Touch & Go		98
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		166
Helicopter		209
Jet		4715
Military		0
Not Reported (not linked to an aircraft)		1
Other (Type information not available)		3
Propeller		351
Turbo-prop		79

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## AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Second Quarter 2023					
	April	May	June	Quarterly	Percentage
Runway 28L	6	19	18	43	39%
Runway 28R	24	23	15	62	56%
Runway 33	1	0	1	2	2%
Alameda Overflights	31	42	34	107	97%
Runway 10L	0	0	0	0	0%
Runway 10R	0	1	0	1	1%
Runway 15	2	0	0	2	2%
San Leandro Overflights	2	1	0	3	3%
Total Departures	33	43	34	110	100%

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

North Field VFR/IFR Departures by Runway Second Quarter 2023				
	April	May	June	2023
VFR Departures				
Runway 28L	15	7	17	39
Runway 28R	111	67	77	255
Runway 33	147	106	81	334
VFR Departures	273	180	175	628
IFR Departures				
Runway 28L	129	135	125	389
Runway 28R	292	285	298	875
Runway 33	137	97	116	350
IFR Departures	558	517	539	1,614
Total Departures	831	697	714	2,242

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**Operations Table 3. Runway Use by Aircraft Category**

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2023											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	29	71	-	-	-	2	17	337	1,787	-	2,143	2,143
	Helicopters	-	-	-	-	-	-	-	-	-	135	135	135
	Commercial Jets	234	13,367	13,601	-	-	-	-	91	1	-	92	13,693
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	-	-	22	35	5	1	161	1,206	-	1,430	1,430
	Regional Jets	18	845	863	-	-	-	1	31	528	-	560	1,423
	Turboprops	-	33	33	-	-	3	9	218	703	-	933	966
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		281	14,316	14,497	22	35	10	28	838	4,225	135	5,293	19,790
Departures	Corporate Jets	6	1,882	1,888	-	5	4	48	128	120	-	305	2,193
	Helicopters	-	-	-	-	-	-	-	-	-	118	118	118
	Commercial Jets	258	13,383	13,641	-	-	-	1	32	-	-	33	13,674
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	1	2	3	36	667	5	-	60	534	-	1,302	1,305
	Regional Jets	18	1,398	1,416	-	-	-	1	5	3	-	9	1,425
	Turboprops	4	7	11	-	12	9	10	203	473	-	707	718
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		287	16,672	16,959	36	684	18	60	428	1,130	118	2,474	19,433
Touch & Go Sub-totals		-	10	10	12	210	4	-	71	577	1	875	885
Grand Total		568	30,998	31,466	70	929	32	88	1,337	5,932	254	8,642	40,108



**Operations Table 4. Runway Use by Jet Aircraft Category**

	Aircraft Category	RUNWAYS Second Quarter 2023											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	234	13,367	13,601	-	-	-	-	91	1	-	92	13,693
	Regional Jets	18	845	863	-	-	-	1	31	528	-	560	1,423
Commercial Jet Sub-totals		252	14,212	14,464	-	-	-	1	122	529	-	652	15,116
	Corporate Jets	29	71	100	-	-	2	17	337	1,787	-	2,143	2,243
All Jet Arrivals Sub-totals		281	14,283	14,564	-	-	2	18	459	2,316	-	2,795	17,359
Departures	Commercial Jets	258	13,383	13,641	-	-	-	1	32	-	-	33	13,674
	Regional Jets	18	1,398	1,416	-	-	-	1	5	3	-	9	1,425
Commercial Jet Sub-totals		276	14,781	15,057	-	-	-	2	37	3	-	42	15,099
	Corporate Jets	6	1,882	1,888	-	5	4	48	128	120	-	305	2,193
All Jet Departures Sub-totals		282	16,663	16,945	-	5	4	50	165	123	-	347	17,292
Grand Total		563	30,946	31,509	-	5	6	68	624	2,439	-	3,142	34,651

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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
4/17/2023 11:59	N903JP	N903JP	C510	4226	28R	B	Departure Timing	No
4/23/2023 13:05			C560	6317	28L	B	Departure Timing	No
4/23/2023 20:39	EDG368	N368JM	CL30	4511	28L	B	Departure Timing	No
4/27/2023 15:15	TIV650	N650VM	C525	6307	28R	B	Departure Timing	No
4/30/2023 12:55			E55P	4503	28R	B	Departure Timing	No
5/11/2023 10:04	LXJ550	N550FX	CL30	3334	28L	B	Departure Timing	No
5/18/2023 10:16	UWD35	N335SJ	LJ60	3376	28R	B	Departure Timing	No
5/26/2023 13:09			E55P	4203	28R	B	Departure Timing	No
6/6/2023 8:22	XLJ909	N909MV	LJ45	3735	28L	B	Departure Timing	No
6/6/2023 12:14			GLF6	3275	28L	B	Departure Timing	No
6/12/2023 10:48	EJA683	N683QS	C56X	4557	28L	B	Departure Timing	No
6/18/2023 11:07			GL5T	3637	28L	B	Departure Timing	No
6/23/2023 11:20	EJA579	N579QS	C56X	1726	28L	B	Departure Timing	No
6/24/2023 12:12	GDG626	N626NT	F2TH	4201	28L	B	Departure Timing	No
6/25/2023 10:49	FTH920	N920TX	C750	4531	28L	B	Departure Timing	No
						Departure Timing	15	
5/26/2023 16:39			GLF4	1760	28L	B	Excused by reprocessing	Yes
						Excused by reprocessing	1	
4/3/2023 1:32	SIS75	N750EC	C750	3340	28L	B	Lifeguard Medical	Yes
4/4/2023 17:47	LN897MD	N897MD	C525	6316	28L	B	Lifeguard Medical	Yes
4/7/2023 14:20	N32KC	N32KC	E55P	3263	28L	B	Lifeguard Medical	Yes
4/8/2023 10:32	KFS159	N870CK	LJ35	3631	28L	B	Lifeguard Medical	Yes
4/17/2023 4:26			GA6C	3355	28L	B	Lifeguard Medical	Yes
4/18/2023 13:12	LN334GV	N334GV	E55P	4240	28R	B	Lifeguard Medical	Yes
4/22/2023 13:15	LN306GV	N306GV	E55P	4550	28R	B	Lifeguard Medical	Yes
4/22/2023 19:48	LN561SR	N561SR	C560	3371	28R	B	Lifeguard Medical	Yes
4/23/2023 15:11	LN51GJ	N51GJ	LJ35	6356	28L	B	Lifeguard Medical	Yes
4/27/2023 5:44	LN561SR	N561SR	C560	3370	28L	B	Lifeguard Medical	Yes
4/28/2023 6:31	Medical Flight	Medical Flight	G150	3316	28R	B	Lifeguard Medical	Yes
4/28/2023 20:37	N150JG	N150JG	FA50	3707	28L	B	Lifeguard Medical	Yes
5/1/2023 13:36	Lifeguard Medic	Lifeguard Medic	E55P	4242	28R	B	Lifeguard Medical	Yes
5/4/2023 1:47	LN116AA	N116AA	C25B	3361	28L	B	Lifeguard Medical	Yes
5/5/2023 6:48	LN818LX	N818LX	H25B	3611	28R	B	Lifeguard Medical	Yes
5/5/2023 7:58			C25B	3332	28R	B	Lifeguard Medical	Yes
5/6/2023 9:16			C550	4251	28R	B	Lifeguard Medical	Yes
5/6/2023 14:59	LN55FJ	N55FJ	LJ55	3356	28R	B	Lifeguard Medical	Yes
5/9/2023 11:20	LN150JG	N150JG	FA50	4240	28R	B	Lifeguard Medical	Yes
5/10/2023 20:17	N1220W	N1220W	C25A	4213	28R	B	Lifeguard Medical	Yes
5/11/2023 1:46	N1220W	N1220W	C25A	4562	28R	B	Lifeguard Medical	Yes
5/13/2023 12:16	LN661WD	N661WD	BE40	1756	28L	B	Lifeguard Medical	Yes
5/14/2023 18:10	USC240	N163CK	LJ35	3220	28L	B	Lifeguard Medical	Yes
5/16/2023 5:27			LJ35	3307	28R	B	Lifeguard Medical	Yes
5/21/2023 9:41	LN570MP	N570MP	LJ45	3252	28R	B	Lifeguard Medical	Yes
5/21/2023 17:33	USC240	N163CK	LJ35	3214	28L	B	Lifeguard Medical	Yes
5/23/2023 19:39	Medivac	Medivac	C550	4533	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/24/2023 20:11	BAK777	N770JP	LJ35	3767	28L	B	Lifeguard Medical	Yes
5/26/2023 12:30	LN306GV	N306GV	E55P	4563	28R	B	Lifeguard Medical	Yes
5/28/2023 8:12	N306GV	N306GV	E55P	4233	28R	B	Lifeguard Medical	Yes
5/29/2023 23:20	USC240	N354CK	LJ35	3326	28R	B	Lifeguard Medical	Yes
5/31/2023 5:53	LN681HC	N681HC	CL60	3273	28R	B	Lifeguard Medical	Yes
6/3/2023 19:45	MediVac	MediVac	G150	3221	28R	B	Lifeguard Medical	Yes
6/4/2023 16:57	USC240	N355CK	LJ35	3610	28R	B	Lifeguard Medical	Yes
6/5/2023 10:11	LN561SR	N561SR	C560	3713	28R	B	Lifeguard Medical	Yes
6/6/2023 13:26	MediVac	MediVac	E55P	4247	28R	B	Lifeguard Medical	Yes
6/10/2023 21:42	N520JG	N520JG	CRJ7	3226	28R	R	Lifeguard Medical	Yes
6/11/2023 6:04	LN968SR	N968SR	C560	3230	28R	B	Lifeguard Medical	Yes
6/11/2023 17:26	USC240	N355CK	LJ35	3332	28R	B	Lifeguard Medical	Yes
6/12/2023 17:32	USC240	N163CK	LJ35	6376	28R	B	Lifeguard Medical	Yes
6/14/2023 18:13	LN64CF	N64CF	LJ35	6332	28R	B	Lifeguard Medical	Yes
6/16/2023 13:17	Medivac	Medivac	E55P	4546	28R	B	Lifeguard Medical	Yes
6/18/2023 10:36	LN560PA	N560PA	C560	1761	28R	B	Lifeguard Medical	Yes
6/19/2023 14:57	LN324GV	N324GV	E55P	4214	28R	B	Lifeguard Medical	Yes
6/19/2023 18:30	Medivac	Medivac	C550	4553	28R	B	Lifeguard Medical	Yes
6/20/2023 8:42	LN355KC	N355KC	LJ35	3327	28R	B	Lifeguard Medical	Yes
6/20/2023 17:05	LN324GV	N324GV	E55P	3247	28L	B	Lifeguard Medical	Yes
6/21/2023 6:07	Medivac	Medivac	LJ35	3335	28R	B	Lifeguard Medical	Yes
6/21/2023 7:06	LN117AA	N117AA	CL60	3630	28R	B	Lifeguard Medical	Yes
6/22/2023 4:51	Medivac	Medivac	G150	4553	28R	B	Lifeguard Medical	Yes
6/24/2023 5:16	N518KH	N518KH	G150	3302	28R	B	Lifeguard Medical	Yes
6/24/2023 13:08	LN324GV	N324GV	E55P	4227	28R	B	Lifeguard Medical	Yes
6/25/2023 13:30	LN150JG	N150JG	FA50	4566	28R	B	Lifeguard Medical	Yes
6/25/2023 17:29	USC240	N163CK	LJ35	3262	28R	B	Lifeguard Medical	Yes
6/25/2023 19:39	N150JG	N150JG	FA50	4261	28R	B	Lifeguard Medical	Yes
6/27/2023 10:57	Medivac	Medivac	LJ35	3216	28R	B	Lifeguard Medical	Yes
6/28/2023 11:03	Medivac	Medivac	G150	3225	28R	B	Lifeguard Medical	Yes
6/28/2023 22:02	LN54DD	N54DD	C560	4511	28L	B	Lifeguard Medical	Yes
6/29/2023 3:30	LN54DD	N54DD	C560	3234	28R	B	Lifeguard Medical	Yes
6/30/2023 9:39	Medivac	Medivac	LJ35	1705	28L	B	Lifeguard Medical	Yes
6/30/2023 12:45	Medivac	Medivac	G150	4505	28R	B	Lifeguard Medical	Yes
						<b>Lifeguard Medical</b>	<b>61</b>	
4/2/2023 8:13	TWY295	N295GG	PC24	3613	28L	B	Pilot Requested	No
4/2/2023 20:35	UAL2546	N38459	B739	3337	28L	J	Pilot Requested	No
4/3/2023 13:50	LXJ363	N1127P	E55P	3612	28R	B	Pilot Requested	No
4/4/2023 19:31	N555BK	N555BK	FA50	3377	28R	B	Pilot Requested	No
4/5/2023 1:47			E55P	4256	28R	B	Pilot Requested	No
4/5/2023 9:41			LJ31	3250	28R	B	Pilot Requested	No
4/5/2023 12:15			GLF6	1701	28R	B	Pilot Requested	No
4/5/2023 15:04	LXJ368	N368FX	E55P	3330	28R	B	Pilot Requested	No
4/5/2023 15:17			LJ45	3720	28R	B	Pilot Requested	No
4/6/2023 14:33	IFA4846	DAFAI	CL60	3205	28L	B	Pilot Requested	No
4/8/2023 8:38	TWY295	N295GG	PC24	3340	28L	B	Pilot Requested	No
4/8/2023 10:41	N862LG	N862LG	E55P	3354	28R	B	Pilot Requested	No
4/8/2023 17:38			E55P	4237	28R	B	Pilot Requested	No
4/9/2023 14:45	N12JK	N12JK	C56X	5362	28R	B	Pilot Requested	No
4/10/2023 10:01			GLF6	6357	28L	B	Pilot Requested	No
4/10/2023 12:02	N862LG	N862LG	E55P	3635	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/10/2023 15:22	LXJ410	N410FX	E545	3326	28L	B	Pilot Requested	No
4/12/2023 13:28	N51GJ	N51GJ	LJ35	6345	28L	B	Pilot Requested	No
4/12/2023 23:42	IFL541	N541FL	FA20	3276	28L	B	Pilot Requested	No
4/14/2023 9:36	LXJ357	N357FX	E55P	3656	28R	B	Pilot Requested	No
4/14/2023 9:59	N550GB	N550GB	C501	1741	28R	B	Pilot Requested	No
4/14/2023 12:30			CRJ2	1773	28L	R	Pilot Requested	No
4/14/2023 13:00	PRE20	N20BL	GALX	4537	28R	B	Pilot Requested	No
4/15/2023 7:25			GLF5	1735	28L	B	Pilot Requested	No
4/15/2023 10:25	N51GJ	N51GJ	LJ35	3342	28L	B	Pilot Requested	No
4/15/2023 21:36			GLF4	3243	28R	B	Pilot Requested	No
4/16/2023 11:27			GLF5	3315	28L	B	Pilot Requested	No
4/16/2023 11:47	EJA616	N616QS	C68A	3705	28R	B	Pilot Requested	No
4/16/2023 15:17			GLF4	3715	28L	B	Pilot Requested	No
4/16/2023 16:47	PRE20	N20BL	GALX	3312	28R	B	Pilot Requested	No
4/18/2023 6:50	TWY295	N295GG	PC24	3346	28L	B	Pilot Requested	No
4/18/2023 14:12	LXJ500	N500FX	CL30	3730	28R	B	Pilot Requested	No
4/18/2023 14:21			GLF6	3627	28R	B	Pilot Requested	No
4/18/2023 16:15	FTH92	N92TH	C750	6341	28R	B	Pilot Requested	No
4/18/2023 16:44			GA6C	6322	28L	B	Pilot Requested	No
4/18/2023 21:00	LXJ446	N446FX	E545	4264	28R	B	Pilot Requested	No
4/20/2023 8:04	SCX8515	N713SY	B737	3647	28L	J	Pilot Requested	No
4/20/2023 8:46			GLF5	3312	28L	B	Pilot Requested	No
4/20/2023 12:08	N495JH	N495JH	E55P	1705	28L	B	Pilot Requested	No
4/21/2023 12:11	TWY295	N295GG	PC24	4532	28R	B	Pilot Requested	No
4/21/2023 14:34			GALX	3772	28L	B	Pilot Requested	No
4/21/2023 17:11			CL60	3313	28L	B	Pilot Requested	No
4/22/2023 10:40	SKW5538	N295GG	PC24	3775	28L	B	Pilot Requested	No
4/25/2023 13:09	LXJ437	N437FX	E545	4205	28R	B	Pilot Requested	No
4/26/2023 8:51	N32KC	N32KC	E55P	3212	28L	B	Pilot Requested	No
4/26/2023 9:22	N227UH	N227UH	EA50	4220	28R	B	Pilot Requested	No
4/27/2023 8:50	N501TB	N501TB	C501	3323	28R	B	Pilot Requested	No
4/27/2023 18:26	N501TB	N501TB	C501	4266	28R	B	Pilot Requested	No
4/28/2023 9:03	PSBTG	PSBTG	GL7T	4273	28R	B	Pilot Requested	No
4/30/2023 10:36			GLF6	3665	28L	B	Pilot Requested	No
4/30/2023 10:50			GLF4	3263	28R	B	Pilot Requested	No
4/30/2023 11:27			GLEX	6365	28L	B	Pilot Requested	No
4/30/2023 11:31			GLEX	1744	28L	B	Pilot Requested	No
4/30/2023 15:42	N32KC	N32KC	E55P	604	28L	B	Pilot Requested	No
4/30/2023 15:49	TMB719	N719SJ	HDJT	3765	28L	B	Pilot Requested	No
4/30/2023 20:23	EJA828	N828QS	C700	3214	28R	B	Pilot Requested	No
5/1/2023 6:52	PXT55	N525B	C25B	6340	28R	B	Pilot Requested	No
5/2/2023 13:04			C680	1767	28R	B	Pilot Requested	No
5/2/2023 15:22	TMB719	N719SJ	HDJT	4265	28R	B	Pilot Requested	No
5/2/2023 18:44	N17LJ	N17LJ	C525	3602	28L	B	Pilot Requested	No
5/4/2023 18:47			E55P	3203	28R	B	Pilot Requested	No
5/5/2023 15:25			GLF5	1767	28L	B	Pilot Requested	No
5/7/2023 6:57			GLF5	3606	28L	B	Pilot Requested	No
5/7/2023 14:26			E55P	4217	28R	B	Pilot Requested	No
5/7/2023 18:32			GLF5	3633	28L	B	Pilot Requested	No
5/8/2023 12:25	EJA790	N790QS	CL30	3631	28R	B	Pilot Requested	No
5/8/2023 17:13			CL30	3253	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/10/2023 13:04			GLF4	1723	28L	B	Pilot Requested	No
5/10/2023 16:58			GLF4	3315	28L	B	Pilot Requested	No
5/11/2023 10:30	N941NC	N941NC	EA50	6333	28L	B	Pilot Requested	No
5/11/2023 17:03			GLF6	6372	28L	B	Pilot Requested	No
5/12/2023 10:04	EJA695	N695QS	C68A	6361	28R	B	Pilot Requested	No
5/12/2023 12:46	N32KC	N32KC	E55P	3354	28L	B	Pilot Requested	No
5/12/2023 15:27			GLF4	1707	28L	B	Pilot Requested	No
5/12/2023 16:07			CL30	1777	28R	B	Pilot Requested	No
5/12/2023 17:48	PGN119	N119AK	FA50	6345	28R	B	Pilot Requested	No
5/13/2023 13:00	N550GB	N550GB	C501	360	28R	B	Pilot Requested	No
5/14/2023 11:58	FTH948	N948TX	C750	6376	28L	B	Pilot Requested	No
5/14/2023 12:47			GLF4	3217	28L	B	Pilot Requested	No
5/14/2023 17:02			GLF6	3622	28L	B	Pilot Requested	No
5/14/2023 17:28	FTH948	N948TX	C750	3354	28L	B	Pilot Requested	No
5/14/2023 18:02			C650	5374	28R	B	Pilot Requested	No
5/14/2023 18:08			GLF5	3245	28L	B	Pilot Requested	No
5/14/2023 19:06			GLF4	3631	28L	B	Pilot Requested	No
5/15/2023 7:53	FTH991	N991TX	C750	3255	28R	B	Pilot Requested	No
5/15/2023 14:50			GLF4	6315	28L	B	Pilot Requested	No
5/15/2023 14:59			GLF6	3255	28L	B	Pilot Requested	No
5/15/2023 16:54			GLF4	3721	28L	B	Pilot Requested	No
5/16/2023 13:10	N525JN	N525JN	C25A	1755	28R	B	Pilot Requested	No
5/16/2023 19:47			GL5T	3232	28L	B	Pilot Requested	No
5/17/2023 14:11	N525JN	N525JN	C25A	4277	28L	B	Pilot Requested	No
5/19/2023 14:48	N116FE	N116FE	GALX	3302	28L	B	Pilot Requested	No
5/19/2023 15:31			GLF4	3706	28L	B	Pilot Requested	No
5/20/2023 10:36	EDG8	N8VC	GLF4	3324	28L	B	Pilot Requested	No
5/20/2023 10:38	CGYRI	CGYRI	E55P	3620	28L	B	Pilot Requested	No
5/21/2023 10:51	N730EL	N730EL	SF50	1720	28R	B	Pilot Requested	No
5/21/2023 11:43	N306GV	N306GV	E55P	3774	28L	B	Pilot Requested	No
5/21/2023 18:59			GLF4	3771	28L	B	Pilot Requested	No
5/22/2023 14:30			GLF4	1745	28R	B	Pilot Requested	No
5/23/2023 14:05			C55B	4527	28R	B	Pilot Requested	No
5/23/2023 14:43	N917PG	N917PG	C750	3354	28L	B	Pilot Requested	No
5/25/2023 12:22	N550GB	N550GB	C501	4565	28R	B	Pilot Requested	No
5/25/2023 14:08	LXJ392	N392FX	E55P	4267	28L	B	Pilot Requested	No
5/26/2023 11:05	N525JN	N525JN	C25A	4273	28L	B	Pilot Requested	No
5/26/2023 14:03	N32KC	N32KC	E55P	3326	28L	B	Pilot Requested	No
5/26/2023 16:39			GLF4	1760	28L	B	Pilot Requested	No
5/29/2023 11:16			GLF4	3666	28L	B	Pilot Requested	No
5/29/2023 14:46			GLF4	3344	28L	B	Pilot Requested	No
5/29/2023 19:37			GLF4	6356	28L	B	Pilot Requested	No
5/31/2023 5:56	TMB820	N820JL	HDJT	3370	28L	B	Pilot Requested	No
6/1/2023 15:07			C25B	6360	28R	B	Pilot Requested	No
6/1/2023 18:29			CL30	3657	28L	B	Pilot Requested	No
6/2/2023 13:41			CL30	3757	28L	B	Pilot Requested	No
6/4/2023 14:59	N322SB	N322SB	C25C	3752	28L	B	Pilot Requested	No
6/4/2023 15:22			C650	366	28R	B	Pilot Requested	No
6/4/2023 15:34	N155ME	N155ME	LJ45	3746	28L	B	Pilot Requested	No
6/4/2023 15:46	N204BG	N204BG	C560	3274	28R	B	Pilot Requested	No
6/4/2023 18:49			CL30	3270	28L	B	Pilot Requested	No



Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/5/2023 11:34	LXJ560	N560FX	CL30	4537	28R	B	Pilot Requested	No
6/5/2023 12:26	USC110	N35WL	LJ35	6304	28R	B	Pilot Requested	No
6/5/2023 13:26			GLF6	6322	28L	B	Pilot Requested	No
6/6/2023 9:53			GLF5	6332	28L	B	Pilot Requested	No
6/7/2023 14:46	N312LG	N312LG	LJ35	3616	28R	B	Pilot Requested	No
6/7/2023 15:02			C25A	4261	28R	B	Pilot Requested	No
6/9/2023 13:32	FTN4	N46VA	E145	3235	28R	R	Pilot Requested	No
6/10/2023 17:10	EJA649	N649QS	C68A	4234	28R	B	Pilot Requested	No
6/11/2023 12:59	LXJ555	N555FX	CL30	4562	28R	B	Pilot Requested	No
6/12/2023 9:33			GLF4	6371	28R	B	Pilot Requested	No
6/14/2023 12:42			GLF5	1732	28L	B	Pilot Requested	No
6/15/2023 15:08	N901WF	N901WF	H25B	3740	28R	B	Pilot Requested	No
6/15/2023 19:51	LXJ553	N553FX	CL30	1755	28L	B	Pilot Requested	No
6/16/2023 17:15	LXJ477	N667LC	GLF4	4531	28L	B	Pilot Requested	No
6/17/2023 17:27	PXT55	N525B	C25B	4275	28R	B	Pilot Requested	No
6/19/2023 10:53			CL30	6333	28L	B	Pilot Requested	No
6/19/2023 11:22	N59WG	N59WG	C25B	1767	28L	B	Pilot Requested	No
6/19/2023 13:35	N878MM	N878MM	F2TH	4574	28R	B	Pilot Requested	No
6/19/2023 14:15			GLF6	3257	28L	B	Pilot Requested	No
6/21/2023 15:42			GLF6	3755	28L	B	Pilot Requested	No
6/22/2023 14:25	N32KC	N32KC	E55P	3745	28L	B	Pilot Requested	No
6/22/2023 18:54			CL30	6357	28L	B	Pilot Requested	No
6/22/2023 20:13	EJA302	N302QS	E55P	3265	28L	B	Pilot Requested	No
6/25/2023 12:53			CL30	3742	28L	B	Pilot Requested	No
6/27/2023 10:34	N941NC	N941NC	EA50	1721	28L	B	Pilot Requested	No
6/29/2023 12:29			GA6C	6343	28L	B	Pilot Requested	No
						<b>Pilot Requested</b>	<b>144</b>	
5/22/2023 5:24	SWA3091	N8809L	B38M	3354	28L	J	RWY 30 Routine Closure	Yes
6/26/2023 5:36	SWA2054	N8669B	B738	3213	28L	J	RWY 30 Routine Closure	Yes
6/26/2023 5:34	SWA2946	N8810L	B38M	3252	28L	J	RWY 30 Routine Closure	Yes
6/26/2023 5:31	SWA3759	N8696E	B738	3377	28L	J	RWY 30 Routine Closure	Yes
6/26/2023 5:24	SWA3369	N260WN	B737	3370	28L	J	RWY 30 Routine Closure	Yes
6/26/2023 5:20	SWA3688	N481WN	B737	3275	28L	J	RWY 30 Routine Closure	Yes
6/26/2023 5:05	SWA1008	N917WN	B737	3261	28L	J	RWY 30 Routine Closure	Yes
6/19/2023 3:57			GA6C	3345	28L	B	RWY 30 Routine Closure	Yes
6/12/2023 5:59			GLF6	3321	28L	B	RWY 30 Routine Closure	Yes
6/12/2023 5:29	SWA3369	N8816Q	B38M	3326	28L	J	RWY 30 Routine Closure	Yes
6/12/2023 5:23	SWA3688	N470WN	B737	3314	28L	J	RWY 30 Routine Closure	Yes
6/12/2023 5:13	SWA1008	N752SW	B737	3370	28L	J	RWY 30 Routine Closure	Yes
6/12/2023 2:34	UPS2955	N259UP	MD11	3362	28L	J	RWY 30 Routine Closure	Yes
6/5/2023 5:30	SWA2054	N8718Q	B38M	3263	28L	J	RWY 30 Routine Closure	Yes
4/24/2023 1:10	VOI903	XAVLH	A321	3263	28L	J	RWY 30 Routine Closure	Yes
4/24/2023 3:14			E55P	4233	28R	B	RWY 30 Routine Closure	Yes
5/1/2023 4:19			E55P	4503	28R	B	RWY 30 Routine Closure	Yes
5/1/2023 4:24	GDG626	N626NT	F2TH	3336	28L	B	RWY 30 Routine Closure	Yes
5/22/2023 1:56			E55P	3337	28R	B	RWY 30 Routine Closure	Yes
5/22/2023 2:15	N900VC	N900VC	F900	3216	28R	B	RWY 30 Routine Closure	Yes
5/22/2023 5:20	SWA948	N8694E	B738	3315	28L	J	RWY 30 Routine Closure	Yes
5/22/2023 5:29	SWA1393	N8702L	B38M	3242	28L	J	RWY 30 Routine Closure	Yes
5/22/2023 5:37	SWA3505	N8600F	B738	3303	28L	J	RWY 30 Routine Closure	Yes
5/22/2023 5:47	SWA1030	N237WN	B737	3357	28L	J	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/22/2023 5:56	SWA2182	N8795L	B38M	3364	28L	J	RWY 30 Routine Closure	Yes
6/5/2023 5:10	SWA1008	N7882B	B737	3365	28L	J	RWY 30 Routine Closure	Yes
6/5/2023 5:18	SWA3688	N291WN	B737	3261	28L	J	RWY 30 Routine Closure	Yes
6/5/2023 5:20	SWA3369	N8821S	B38M	3305	28L	J	RWY 30 Routine Closure	Yes
						<b>RWY 30 Routine Closure</b>	<b>28</b>	
5/8/2023 5:03	FRG9521	N521FR	SB20	3273	28R	R	Runway Maintenance	Yes
5/8/2023 1:22			C550	4564	28R	B	Runway Maintenance	Yes
5/8/2023 0:47	SWA2229	N8526W	B738	3333	28L	J	Runway Maintenance	Yes
5/7/2023 23:46	SWA2191	N448WN	B737	3274	28L	J	Runway Maintenance	Yes
5/7/2023 23:40	SWA2146	N964WN	B737	3320	28L	J	Runway Maintenance	Yes
5/7/2023 22:52	VOS4323	N546VL	A20N	3201	28L	J	Runway Maintenance	Yes
6/26/2023 9:04	VNT372	N372MZ	CL60	3366	28L	B	Runway Maintenance	Yes
5/8/2023 5:29	SWA3091	N8578Q	B738	3362	28L	J	Runway Maintenance	Yes
5/8/2023 5:27	SWA1393	N8313F	B738	3201	28L	J	Runway Maintenance	Yes
5/8/2023 5:23	SWA3505	N8607M	B738	3313	28L	J	Runway Maintenance	Yes
5/8/2023 5:21	SWA948	N8673F	B738	3367	28L	J	Runway Maintenance	Yes
5/7/2023 23:04	UPS9734	N452UP	B752	3231	28L	J	Runway Maintenance	Yes
						<b>Runway Maintenance</b>	<b>12</b>	
6/26/2023 12:45	PXT96	N96PX	C25B	3726	28R	B	Runway/Taxiway Maintenance	Yes
6/26/2023 13:00			G280	3224	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2023 17:30			GLF6	3622	28L	B	Runway/Taxiway Maintenance	Yes
4/19/2023 9:13	JSX171	N244JX	E145	3241	28L	R	Runway/Taxiway Maintenance	Yes
4/19/2023 10:46	EDG359	N359VJ	CL30	1733	28L	B	Runway/Taxiway Maintenance	Yes
4/19/2023 10:50			GLF4	1752	28L	B	Runway/Taxiway Maintenance	Yes
4/19/2023 11:11			GLF6	3604	28L	B	Runway/Taxiway Maintenance	Yes
4/19/2023 11:23	N680AK	N680AK	C680	3203	28R	B	Runway/Taxiway Maintenance	Yes
4/19/2023 11:40	JSX173	N932JX	E145	3341	28L	R	Runway/Taxiway Maintenance	Yes
4/19/2023 12:01	EJA655	N655QS	C56X	3256	28L	B	Runway/Taxiway Maintenance	Yes
4/19/2023 12:35			GLF4	3235	28L	B	Runway/Taxiway Maintenance	Yes
4/19/2023 12:54	JRE956	N956JS	C750	4543	28R	B	Runway/Taxiway Maintenance	Yes
4/19/2023 13:36	N900VC	N900VC	F900	1711	28L	B	Runway/Taxiway Maintenance	Yes
4/19/2023 13:37	JSX651	N265JX	E135	3725	28L	R	Runway/Taxiway Maintenance	Yes
4/19/2023 22:56	TFF938	N380CR	GLF4	3365	28R	B	Runway/Taxiway Maintenance	Yes
6/26/2023 8:12			FA7X	1722	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2023 9:01	EJA459	N459QS	E55P	3227	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2023 9:06			GL5T	3766	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2023 9:38	N390HF	N390HF	PRM1	1740	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2023 9:55	EJA680	N680QS	C68A	6352	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2023 10:00	XLJ784	N784CC	LJ45	1741	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2023 10:57	N400FF	N400FF	BE40	3215	28R	B	Runway/Taxiway Maintenance	Yes
6/26/2023 11:49	PXT862	N862LG	E55P	3305	28L	B	Runway/Taxiway Maintenance	Yes
6/26/2023 11:59	PXT150	N150TG	C680	3322	28R	B	Runway/Taxiway Maintenance	Yes
6/26/2023 12:16	TMB820	N820JL	HDJT	1714	28L	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/26/2023 12:27	WWI88	N888CS	GLF4	4576	28R	B	Runway/Taxiway Maintenance	Yes
6/26/2023 12:31	USC244	N76CK	LJ35	3737	28L	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	27	
5/20/2023 19:40	JSX179	N264JX	E135	3341	28L	R	Safety/Emergency	Yes
						Safety/Emergency	1	
						Grand Count	289	

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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/7/2023 9:58	LN312LG	N312LG	LJ35	2611	10L	B	Lifeguard Medical	Yes
5/3/2023 10:06	LN306GV	N306GV	E55P	7231	10L	B	Lifeguard Medical	Yes
5/3/2023 13:08	LN823AM	N823AM	H25B	6731	10R	B	Lifeguard Medical	Yes
						Lifeguard Medical	3	
5/8/2023 10:32	EJA790	N790QS	CL30	4245	10R	B	Pilot Requested	No
5/3/2023 11:28	LXJ469	N722DE	GLF4	1334	10R	B	Pilot Requested	No
5/2/2023 12:14			C680	1550	10R	B	Pilot Requested	No
5/3/2023 8:37	N586DM	N586DM	E55P	4101	10R	B	Pilot Requested	No
5/8/2023 10:30	PXT197	N197SW	GLF4	4544	10R	B	Pilot Requested	No
5/3/2023 11:03	N323KP	N323KP	E55P	4211	10R	B	Pilot Requested	No
5/3/2023 11:23			G280	2472	10R	B	Pilot Requested	No
4/7/2023 13:19	N819KR	N819KR	C550	1465	10R	B	Pilot Requested	No
4/7/2023 12:56	TWY295	N295GG	PC24	6074	10R	B	Pilot Requested	No
4/7/2023 12:26	CYO420	N420KV	LJ60	2456	10R	B	Pilot Requested	No
4/7/2023 9:20	N400FF	N400FF	BE40	2146	10R	B	Pilot Requested	No
5/2/2023 12:09	N17LJ	N17LJ	C525	2424	10R	B	Pilot Requested	No
						Pilot Requested	12	
5/3/2023 13:56	LXJ587	N587FX	CL30	2515	10R	B	Southeast/Runway Capacity	Yes
5/3/2023 8:39	JSX170	N916JX	E145	5760	10R	R	Southeast/Runway Capacity	Yes
5/2/2023 10:29	N15VX	N15VX	FA50	4231	10R	B	Southeast/Runway Capacity	Yes
5/2/2023 10:13	EJA799	N799QS	CL30	4173	10R	B	Southeast/Runway Capacity	Yes
5/3/2023 9:12	PXT252	N525AN	C525	4504	10R	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	5	
						Grand Count	20	

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## North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
6/3/2023 16:22	28R	N556LU	N556LU	DA40	342	Air Traffic Conflict	Yes
6/2/2023 19:46	PAD1	CMD8	N838CS	EC35	325	Air Traffic Conflict	Yes
5/23/2023 17:32	28L	N916KT	N916KT	C172	356	Air Traffic Conflict	Yes
6/9/2023 14:39	28R	N733AK	N733AK	C172	326	Air Traffic Conflict	Yes
6/2/2023 18:08	33	N747JS	N747JS	P28R	334	Air Traffic Conflict	Yes
6/1/2023 14:23	PAD1	CMD08	N838CS	EC35	374	Air Traffic Conflict	Yes
4/10/2023 14:02	PAD1	CMD8	N838CS	EC35	341	Air Traffic Conflict	Yes
6/8/2023 13:06	33	N42820	N42820	C182	355	Air Traffic Conflict	Yes
5/30/2023 14:33	PAD1	CMD8	N838CS	EC35	321	Air Traffic Conflict	Yes
4/15/2023 15:23	28R	N60398	N60398	C182	357	Air Traffic Conflict	Yes
6/23/2023 18:22	28R	N22TL	N22TL	S22T	375	Air Traffic Conflict	Yes
4/20/2023 13:01	PAD1	CMD8	N838CS	EC35	367	Air Traffic Conflict	Yes
4/20/2023 13:24	28R	N52TJ	N52TJ	DA40	321	Air Traffic Conflict	Yes
4/21/2023 9:58	28R	N68459	N68459	C172	360	Air Traffic Conflict	Yes
4/21/2023 10:50	28R	N1963P	N1963P	BE35	362	Air Traffic Conflict	Yes
4/23/2023 16:34	28L	N98485	N98485	C172	341	Air Traffic Conflict	Yes
4/26/2023 10:08	PAD1	CMD8	N838CS	EC35	360	Air Traffic Conflict	Yes
6/21/2023 13:10	28L	N335BD	N335BD	S22T	322	Air Traffic Conflict	Yes
4/27/2023 18:29	PAD1	CMD08	N838CS	EC35	340	Air Traffic Conflict	Yes
4/28/2023 14:39	28R	N84DL	N84DL	C172	341	Air Traffic Conflict	Yes
4/29/2023 15:46	33	N739UL	N739UL	C172	372	Air Traffic Conflict	Yes
4/5/2023 19:46	28R	N913SB	N913SB	PC12	334	Air Traffic Conflict	Yes
6/13/2023 14:44	28R	N33YM	N33YM	BE33	371	Air Traffic Conflict	Yes
5/7/2023 10:16	PAD1	N350VR	N350VR	AS50	376	Air Traffic Conflict	Yes
4/5/2023 21:07	PAD1	CMD8	N838CS	EC35	347	Air Traffic Conflict	Yes
6/9/2023 18:13	33	N231NH	N231NH	M20T	375	Air Traffic Conflict	Yes
5/18/2023 19:37	PAD1	CMD8	N838CS	EC35	361	Air Traffic Conflict	Yes
					<b>Air Traffic Conflict</b>	<b>27</b>	
4/2/2023 11:56	28R	N2778S	N2778S	C152	371	Compliant Operation	Yes
					<b>Compliant Operation</b>	<b>1</b>	
5/31/2023 20:00	PAD1	CMD8	N838CS	EC35	333	Lifeguard Medical	Yes
5/28/2023 9:40	PAD1	CMD08	N838CS	EC35	367	Lifeguard Medical	Yes
5/11/2023 14:15	PAD1	REH32	N31RX	EC35	343	Lifeguard Medical	Yes
5/4/2023 2:15	PAD1	N838CS	N838CS	EC35	1200	Lifeguard Medical	Yes
5/3/2023 12:23	PAD1	CMD8	N838CS	EC35	325	Lifeguard Medical	Yes
4/21/2023 12:32	PAD1	CMD8	N838CS	EC35	363	Lifeguard Medical	Yes
4/9/2023 23:16	PAD1	CMD8	N838CS	EC35	320	Lifeguard Medical	Yes
5/18/2023 22:07	28R	N1926F	N1926F	C172	342	Lifeguard Medical	Yes
6/23/2023 17:58	PAD1	CMD8	N838CS	EC35	321	Lifeguard Medical	Yes
6/23/2023 9:34	PAD1	CMD8	N838CS	EC35	356	Lifeguard Medical	Yes
6/19/2023 10:40	PAD1	CMD08	N838CS	EC35	345	Lifeguard Medical	Yes
6/15/2023 3:56	PAD1	CMD08	N838CS	EC35	313	Lifeguard Medical	Yes
					<b>Lifeguard Medical</b>	<b>12</b>	
6/7/2023 22:53	28L	N257TL	N257TL	SR20	347	Not Acceptable	No
					<b>Not Acceptable</b>	<b>1</b>	
4/16/2023 12:49	28R	N6MB	N6MB	C172	375	VFR Departure	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
4/26/2023 17:02	28R	PXT795	N795MM	PC12	313	VFR Departure	No
4/1/2023 14:12	28R	N68459	N68459	C172	340	VFR Departure	No
6/28/2023 17:42	33	N49004	N49004	C152	356	VFR Departure	No
5/31/2023 11:35	28R	N925LR	N925LR	BE36	324	VFR Departure	No
6/29/2023 15:08	28R	N75733	N75733	C172	313	VFR Departure	No
4/5/2023 18:02	33	N1868H	N1868H	P28A	324	VFR Departure	No
5/4/2023 15:52	PAD1			AS55	323	VFR Departure	No
5/15/2023 14:41	28L	BXR8603	N932C	C208	344	VFR Departure	No
					VFR Departure	10	
					Grand Count	51	

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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
4/7/2023 6:34	PCM8709	N763FE	C208	4240	10R	Compliant Operation	Yes
5/3/2023 6:42	PCM8711	N968FE	C208	4223	10R	Compliant Operation	Yes
5/3/2023 2:26	EJA763	N763QS	CL30	3375	10R	Compliant Operation	Yes
5/3/2023 6:28	PCM8709	N886FE	C208	4511	10R	Compliant Operation	Yes
					Compliant Operation	4	
4/8/2023 2:14	N982HP	N982HP	AS50	344	PAD1	Law Enforcement	Yes
					Law Enforcement	1	
4/27/2023 5:44	LN561SR	N561SR	C560	3370	28L	Lifeguard Medical	Yes
4/28/2023 6:31	Medical Flight	Medical Flight	G150	3316	28R	Lifeguard Medical	Yes
4/29/2023 6:20	TOG132	N132N	BE20	4260	28R	Lifeguard Medical	Yes
5/1/2023 4:19			E55P	4503	28R	Lifeguard Medical	Yes
4/19/2023 4:33	CMD8	N838CS	EC35	5345	PAD1	Lifeguard Medical	Yes
4/17/2023 4:26			GA6C	3355	28L	Lifeguard Medical	Yes
4/13/2023 0:04	CMD13	N833CS	EC35	5326	PAD1	Lifeguard Medical	Yes
4/10/2023 1:05	CMD70	N911RX	BE20	4510	28R	Lifeguard Medical	Yes
4/9/2023 23:16	CMD8	N838CS	EC35	320	PAD1	Lifeguard Medical	Yes
4/7/2023 6:48	CMD70	N911RX	BE20	4272	10R	Lifeguard Medical	Yes
4/4/2023 0:53	N246PH	N246PH	BE20	5376	28R	Lifeguard Medical	Yes
4/5/2023 1:47			E55P	4256	28R	Lifeguard Medical	Yes
6/29/2023 3:30	LN54DD	N54DD	C560	3234	28R	Lifeguard Medical	Yes
6/28/2023 22:02	LN54DD	N54DD	C560	4511	28L	Lifeguard Medical	Yes
6/24/2023 5:16	N518KH	N518KH	G150	3302	28R	Lifeguard Medical	Yes
6/24/2023 2:49	CMD8	N838CS	EC35	5330	PAD1	Lifeguard Medical	Yes
6/23/2023 3:05	CMD12	N891CS	EC35	4570	PAD1	Lifeguard Medical	Yes
6/22/2023 4:51	Medivac	Medivac	G150	4553	28R	Lifeguard Medical	Yes
6/21/2023 6:07	Medivac	Medivac	LJ35	3335	28R	Lifeguard Medical	Yes
6/15/2023 3:56	CMD08	N838CS	EC35	313	PAD1	Lifeguard Medical	Yes
6/11/2023 6:04	LN968SR	N968SR	C560	3230	28R	Lifeguard Medical	Yes
5/4/2023 1:47	LN116AA	N116AA	C25B	3361	28L	Lifeguard Medical	Yes



Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
5/4/2023 2:15	N838CS	N838CS	EC35	1200	PAD1	Lifeguard Medical	Yes
5/5/2023 6:48	LN818LX	N818LX	H25B	3611	28R	Lifeguard Medical	Yes
5/7/2023 23:28	REH1	N325RX	HELO	5335	PAD1	Lifeguard Medical	Yes
5/11/2023 1:46	N1220W	N1220W	C25A	4562	28R	Lifeguard Medical	Yes
5/12/2023 5:26	LN384PH	N384PH	EC35	4567	PAD1	Lifeguard Medical	Yes
5/15/2023 5:35	REH50	N913RX	BE20	4524	28R	Lifeguard Medical	Yes
5/16/2023 2:42			BE20	4264	28R	Lifeguard Medical	Yes
5/16/2023 5:27			LJ35	3307	28R	Lifeguard Medical	Yes
5/17/2023 23:41	REH50	N913RX	BE20	6331	28R	Lifeguard Medical	Yes
5/18/2023 5:00	REH50	N913RX	BE20	4562	28R	Lifeguard Medical	Yes
5/21/2023 0:30	N971SC	N971SC	BE9L	4257	28R	Lifeguard Medical	Yes
5/26/2023 0:02	CMD8	N838CS	EC35	4513	PAD1	Lifeguard Medical	Yes
5/27/2023 4:36	MediVac	MediVac	BE20	3374	28R	Lifeguard Medical	Yes
5/29/2023 3:44	CMD70	N370CS	BE20	4542	28R	Lifeguard Medical	Yes
5/29/2023 23:20	USC240	N354CK	LJ35	3326	28R	Lifeguard Medical	Yes
5/31/2023 5:51	REH50	N913RX	BE20	4257	28R	Lifeguard Medical	Yes
5/31/2023 5:53	LN681HC	N681HC	CL60	3273	28R	Lifeguard Medical	Yes
6/6/2023 3:31	REH50	N913RX	BE20	4532	28R	Lifeguard Medical	Yes
					Lifeguard Medical	41	
6/27/2023 6:44	TOG132	N132N	BE20	4223	28R	Not Acceptable	No
6/23/2023 1:08			CH7B	3305	33	Not Acceptable	No
6/28/2023 22:34	N54102	N54102	C172	4512	28R	Not Acceptable	No
4/23/2023 22:39	XSN82	N82NG	PC12	4250	28R	Not Acceptable	No
					Not Acceptable	4	
4/19/2023 22:56	TFF938	N380CR	GLF4	3365	28R	Pilot Requested	No
4/12/2023 23:46	N112MT	N112MT	EC35	4562	PAD1	Pilot Requested	No
4/12/2023 23:42	IFL541	N541FL	FA20	3276	28L	Pilot Requested	No
					Pilot Requested	3	
4/3/2023 1:32	SIS75	N750EC	C750	3340	28L	RWY 30 Routine Closure	Yes
4/24/2023 1:10	VOI903	XAVLH	A321	3263	28L	RWY 30 Routine Closure	Yes
4/24/2023 3:14			E55P	4233	28R	RWY 30 Routine Closure	Yes
5/1/2023 4:24	GDG626	N626NT	F2TH	3336	28L	RWY 30 Routine Closure	Yes
5/22/2023 1:56			E55P	3337	28R	RWY 30 Routine Closure	Yes
5/22/2023 2:15	N900VC	N900VC	F900	3216	28R	RWY 30 Routine Closure	Yes
5/22/2023 5:20	SWA948	N8694E	B738	3315	28L	RWY 30 Routine Closure	Yes
5/22/2023 5:24	SWA3091	N8809L	B38M	3354	28L	RWY 30 Routine Closure	Yes
5/22/2023 5:29	SWA1393	N8702L	B38M	3242	28L	RWY 30 Routine Closure	Yes
5/22/2023 5:37	SWA3505	N8600F	B738	3303	28L	RWY 30 Routine Closure	Yes
5/22/2023 5:47	SWA1030	N237WN	B737	3357	28L	RWY 30 Routine Closure	Yes
5/22/2023 5:56	SWA2182	N8795L	B38M	3364	28L	RWY 30 Routine Closure	Yes
6/5/2023 5:10	SWA1008	N7882B	B737	3365	28L	RWY 30 Routine Closure	Yes
6/5/2023 5:18	SWA3688	N291WN	B737	3261	28L	RWY 30 Routine Closure	Yes
6/5/2023 5:20	SWA3369	N8821S	B38M	3305	28L	RWY 30 Routine Closure	Yes
6/5/2023 5:30	SWA2054	N8718Q	B38M	3263	28L	RWY 30 Routine Closure	Yes
6/12/2023 2:34	UPS2955	N259UP	MD11	3362	28L	RWY 30 Routine Closure	Yes
6/12/2023 5:13	SWA1008	N752SW	B737	3370	28L	RWY 30 Routine Closure	Yes
6/12/2023 5:23	SWA3688	N470WN	B737	3314	28L	RWY 30 Routine Closure	Yes
6/12/2023 5:29	SWA3369	N8816Q	B38M	3326	28L	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
6/12/2023 5:59			GLF6	3321	28L	RWY 30 Routine Closure	Yes
6/19/2023 3:57			GA6C	3345	28L	RWY 30 Routine Closure	Yes
6/26/2023 5:05	SWA1008	N917WN	B737	3261	28L	RWY 30 Routine Closure	Yes
6/26/2023 5:20	SWA3688	N481WN	B737	3275	28L	RWY 30 Routine Closure	Yes
6/26/2023 5:24	SWA3369	N260WN	B737	3370	28L	RWY 30 Routine Closure	Yes
6/26/2023 5:31	SWA3759	N8696E	B738	3377	28L	RWY 30 Routine Closure	Yes
6/26/2023 5:34	SWA2946	N8810L	B38M	3252	28L	RWY 30 Routine Closure	Yes
6/26/2023 5:36	SWA2054	N8669B	B738	3213	28L	RWY 30 Routine Closure	Yes
					<b>RWY 30 Routine Closure</b>	<b>28</b>	
5/8/2023 0:47	SWA2229	N8526W	B738	3333	28L	Runway Maintenance	Yes
5/7/2023 23:46	SWA2191	N448WN	B737	3274	28L	Runway Maintenance	Yes
5/7/2023 23:40	SWA2146	N964WN	B737	3320	28L	Runway Maintenance	Yes
5/7/2023 23:04	UPS9734	N452UP	B752	3231	28L	Runway Maintenance	Yes
5/8/2023 5:27	SWA1393	N8313F	B738	3201	28L	Runway Maintenance	Yes
5/8/2023 5:29	SWA3091	N8578Q	B738	3362	28L	Runway Maintenance	Yes
5/8/2023 5:21	SWA948	N8673F	B738	3367	28L	Runway Maintenance	Yes
5/8/2023 5:23	SWA3505	N8607M	B738	3313	28L	Runway Maintenance	Yes
5/8/2023 5:03	FRG9521	N521FR	SB20	3273	28R	Runway Maintenance	Yes
5/7/2023 22:52	VOS4323	N546VL	A20N	3201	28L	Runway Maintenance	Yes
					<b>Runway Maintenance</b>	<b>10</b>	
5/31/2023 5:56	TMB820	N820JL	HDJT	3370	28L	Straight-out Departure	No
5/6/2023 6:41	CGUVT		DHC6	3313	28R	Straight-out Departure	No
					<b>Straight-out Departure</b>	<b>2</b>	
5/7/2023 6:57			GLF5	3606	28L	Time Buffer	Yes
5/5/2023 6:56	N201ZT	N201ZT	M20P	4231	33	Time Buffer	Yes
5/3/2023 22:02	WSN6	N833CC	B350	3326	28R	Time Buffer	Yes
5/1/2023 6:52	PXT55	N525B	C25B	6340	28R	Time Buffer	Yes
5/23/2023 6:54	N355C	N355C	PA46	3330	28R	Time Buffer	Yes
5/18/2023 22:07	N1926F	N1926F	C172	342	28R	Time Buffer	Yes
5/26/2023 6:52	PCM8679	N930FE	C208	4544	28L	Time Buffer	Yes
6/1/2023 6:56	PCM8679	N879FE	C208	4227	28L	Time Buffer	Yes
4/18/2023 6:50	TWY295	N295GG	PC24	3346	28L	Time Buffer	Yes
4/14/2023 6:55	PCM8679	N872FE	C208	4216	28L	Time Buffer	Yes
4/10/2023 22:07	N350K	N350K	B350	4514	28R	Time Buffer	Yes
4/10/2023 22:05	N8116N	N8116N	B350	4265	28R	Time Buffer	Yes
4/7/2023 6:58	PCM8710	N930FE	C208	4242	10R	Time Buffer	Yes
4/7/2023 6:51	PCM8711	N968FE	C208	4224	10R	Time Buffer	Yes
5/25/2023 6:59	PCM8679	N930FE	C208	4550	28L	Time Buffer	Yes
					<b>Time Buffer</b>	<b>15</b>	
6/7/2023 22:55	BYF22	N5210A	C172	5352	28R	Touch & Go Training	No
					<b>Touch &amp; Go Training</b>	<b>1</b>	
6/13/2023 22:30	N132WW	N132WW	S22T	4555	28R	VFR Departure	No
					<b>VFR Departure</b>	<b>1</b>	
5/11/2023 6:41			BE20	4526	28R	Wide Salad	No
5/12/2023 6:44			BE20	4542	28R	Wide Salad	No
4/30/2023 0:15	N899SD	N899SD	BE20	3314	28R	Wide Salad	No
4/27/2023 23:41	N57PE	N57PE	B350	3273	28R	Wide Salad	No
4/27/2023 22:36	N3066W	N3066W	BE9L	4236	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
4/27/2023 6:13	N899SD	N899SD	BE20	4503	28R	Wide Salad	No
6/2/2023 6:43	PCM8679	N879FE	C208	4214	28L	Wide Salad	No
6/7/2023 22:53	N257TL	N257TL	SR20	347	28L	Wide Salad	No
4/21/2023 6:12	PKW975	N852DR	SW4	3302	28R	Wide Salad	No
4/20/2023 6:20	PCM8709	N867FE	C208	4543	28L	Wide Salad	No
6/27/2023 22:14	N621RT	N621RT	S22T	4231	28R	Wide Salad	No
4/30/2023 0:27			BE20	4246	28R	Wide Salad	No
4/1/2023 0:06	GAJ831	N831UP	B350	4560	28R	Wide Salad	No
4/17/2023 1:59	TOG132	N132N	BE20	4553	28R	Wide Salad	No
4/11/2023 3:02			BE9T	4213	28R	Wide Salad	No
4/10/2023 22:11	N200WB	N200WB	BE20	4541	28R	Wide Salad	No
4/1/2023 6:10			BE9T	4506	28R	Wide Salad	No
					Wide Salad	17	
					Grand Count	127	

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### North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/1/2023 0:07	4	78.7	83.5	13	GAJ831	N831UP	B350	28R
4/1/2023 6:10	4	73.3	81.2	14			BE9T	28R
4/1/2023 6:10	8	77.9	85.4	18			BE9T	28R
4/3/2023 1:33	5	79	85.8	13	SIS75	N750EC	C750	28L
4/3/2023 1:33	6	74.1	81.5	17	SIS75	N750EC	C750	28L
4/4/2023 0:53	4	80.6	84.7	13	N246PH	N246PH	BE20	28R
4/4/2023 0:53	5	73.3	80.6	13	N246PH	N246PH	BE20	28R
4/4/2023 0:53	6	72.8	80.2	16	N246PH	N246PH	BE20	28R
4/4/2023 0:54	7	74.4	80.6	15	N246PH	N246PH	BE20	28R
4/5/2023 1:48	4	80.1	89.2	26			E55P	28R
4/5/2023 1:48	5	79.6	88.8	28			E55P	28R
4/5/2023 1:48	6	77.4	87.2	33			E55P	28R
4/5/2023 1:48	7	73.9	84.1	30			E55P	28R
4/7/2023 6:35	10	76.7	84.9	79	PCM8709	N763FE	C208	10R
4/7/2023 6:36	9	81.1	85.8	14	PCM8709	N763FE	C208	10R
4/7/2023 6:49	10	76.9	83.2	38	CMD70	N911RX	BE20	10R
4/7/2023 6:49	9	75.8	81.5	11	CMD70	N911RX	BE20	10R
4/7/2023 6:53	10	76.3	85.1	80	PCM8711	N968FE	C208	10R
4/7/2023 6:53	9	72	81.4	19	PCM8711	N968FE	C208	10R
4/7/2023 6:59	10	77.7	84.8	58	PCM8710	N930FE	C208	10R
4/7/2023 6:59	9	78.2	84.2	13	PCM8710	N930FE	C208	10R
4/10/2023 1:05	4	79.2	83.9	11	CMD70	N911RX	BE20	28R
4/10/2023 1:05	5	78.2	82.9	8	CMD70	N911RX	BE20	28R
4/10/2023 22:05	4	77.5	84.6	14	N8116N	N8116N	B350	28R
4/10/2023 22:06	8	76.9	82.2	11	N8116N	N8116N	B350	28R
4/10/2023 22:12	4	78.1	83.2	14	N200WB	N200WB	BE20	28R
4/10/2023 22:12	5	77.2	83.2	11	N200WB	N200WB	BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/12/2023 23:43	4	81.6	88.2	17	IFL541	N541FL	FA20	28L
4/12/2023 23:43	5	88.9	94.2	17	IFL541	N541FL	FA20	28L
4/12/2023 23:43	6	86.2	92	21	IFL541	N541FL	FA20	28L
4/12/2023 23:43	7	78.6	86.8	18	IFL541	N541FL	FA20	28L
4/13/2023 6:56	4	79.5	83.9	10	PCM8679	N872FE	C208	28L
4/14/2023 6:51	4	73.7	81.5	13	PCM8710	N930FE	C208	28L
4/14/2023 6:57	4	76.5	82.3	12	PCM8679	N872FE	C208	28L
4/15/2023 2:04	4	74.9	80.5	9			BE20	28R
4/15/2023 2:05	8	75.1	80.5	6			BE20	28R
4/17/2023 2:00	4	76.2	81.1	9	TOG132	N132N	BE20	28R
4/17/2023 4:27	4	77.5	84.8	19			GA6C	28L
4/17/2023 4:27	5	80.7	87.6	17			GA6C	28L
4/17/2023 4:27	6	75	83.5	19			GA6C	28L
4/18/2023 6:50	4	77.3	87.2	32	TWY295	N295GG	PC24	28L
4/18/2023 6:50	5	81.4	90.2	31	TWY295	N295GG	PC24	28L
4/18/2023 6:50	6	77	86.4	21	TWY295	N295GG	PC24	28L
4/19/2023 22:57	4	88.2	93.5	19	TFF938	N380CR	GLF4	28R
4/19/2023 22:57	5	84.1	90.7	20	TFF938	N380CR	GLF4	28R
4/19/2023 22:57	6	81.6	88.1	22	TFF938	N380CR	GLF4	28R
4/19/2023 22:57	7	74.8	83.2	18	TFF938	N380CR	GLF4	28R
4/20/2023 6:21	4	76	83.3	17	PCM8709	N867FE	C208	28L
4/20/2023 6:21	5	80.3	85.2	34	PCM8709	N867FE	C208	28L
4/21/2023 6:12	4	81	84.3	12	PKW975	N852DR	SW4	28R
4/21/2023 6:56	4	72.1	81.5	16	BXR8604	N121HA	C208	28L
4/24/2023 1:10	4	88.9	96	23	VOI903	XAVLH	A321	28L
4/24/2023 1:10	5	92.4	99.3	23	VOI903	XAVLH	A321	28L
4/24/2023 1:10	6	86.4	94.3	33	VOI903	XAVLH	A321	28L
4/24/2023 1:11	8	72.9	81.5	14	VOI903	XAVLH	A321	28L
4/24/2023 1:11	7	77.4	85.9	22	VOI903	XAVLH	A321	28L
4/24/2023 3:14	4	82.8	90.2	25			E55P	28R
4/24/2023 3:14	5	79.6	88.8	28			E55P	28R
4/24/2023 3:14	6	79.6	88.1	33			E55P	28R
4/24/2023 3:15	7	71.7	83	35			E55P	28R
4/24/2023 4:33	4	74.7	81.4	13	CNS21	N112AF	PC12	28R
4/26/2023 6:55	7	70	83	80	PCM8710	N930FE	C208	28L
4/26/2023 6:55	4	72.2	80.7	19	PCM8710	N930FE	C208	28L
4/27/2023 5:45	4	82.2	90.8	37	LN561SR	N561SR	C560	28L
4/27/2023 5:45	5	83.6	93.1	34	LN561SR	N561SR	C560	28L
4/27/2023 5:45	6	81.8	91.2	44	LN561SR	N561SR	C560	28L
4/27/2023 5:45	7	73.6	85.2	33	LN561SR	N561SR	C560	28L
4/27/2023 6:13	4	82.8	85.7	11	N899SD	N899SD	BE20	28R
4/27/2023 6:55	4	74.4	81	11	PCM8260	N886FE	C208	28L
4/27/2023 22:37	4	74.4	81.6	12	N3066W	N3066W	BE9L	28R
4/27/2023 23:42	4	73.8	80.1	12	N57PE	N57PE	B350	28R
4/27/2023 23:42	8	71	80.4	14	N57PE	N57PE	B350	28R
4/28/2023 6:31	4	89.7	96.7	22	Medical Flight	Medical Flight	G150	28R
4/28/2023 6:31	5	86.5	93.2	29	Medical Flight	Medical Flight	G150	28R
4/28/2023 6:31	6	85.3	92.7	28	Medical Flight	Medical Flight	G150	28R
4/28/2023 6:32	7	83	89.9	22	Medical Flight	Medical Flight	G150	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/28/2023 6:32	8	70.4	80	18	Medical Flight	Medical Flight	G150	28R
4/28/2023 6:43	4	75.2	81.2	13			BE20	28R
4/29/2023 6:20	7	70.9	86.2	80	TOG132	N132N	BE20	28R
4/29/2023 6:20	4	78.7	83.5	13	TOG132	N132N	BE20	28R
4/29/2023 6:20	5	75.3	81.3	9	TOG132	N132N	BE20	28R
4/29/2023 6:22	7	72.9	86.7	77	TOG132	N132N	BE20	28R
4/30/2023 0:16	4	82.2	85.4	11	N899SD	N899SD	BE20	28R
4/30/2023 0:16	5	75.4	82.2	11	N899SD	N899SD	BE20	28R
4/30/2023 0:16	6	75.6	80.3	11	N899SD	N899SD	BE20	28R
4/30/2023 0:28	4	78.2	82.7	9			BE20	28R
4/30/2023 1:55	4	73.8	80.5	13	CHP37	N137HP	GA8	28R
5/1/2023 4:19	4	79.3	87.9	43			E55P	28R
5/1/2023 4:19	5	76.9	86.6	36			E55P	28R
5/1/2023 4:19	6	72.1	83.1	40			E55P	28R
5/1/2023 4:25	4	83.2	90.8	28	GDG626	N626NT	F2TH	28L
5/1/2023 4:25	5	81.9	91.8	32	GDG626	N626NT	F2TH	28L
5/1/2023 4:25	6	81.8	89.7	38	GDG626	N626NT	F2TH	28L
5/1/2023 4:25	7	76.8	85.8	37	GDG626	N626NT	F2TH	28L
5/1/2023 6:53	4	82.8	90.3	20	PXT55	N525B	C25B	28R
5/1/2023 6:53	5	81.1	88.4	26	PXT55	N525B	C25B	28R
5/1/2023 6:53	6	80.8	88.8	28	PXT55	N525B	C25B	28R
5/1/2023 6:53	7	76	85	27	PXT55	N525B	C25B	28R
5/1/2023 22:28	4	78.8	84.1	11	AAL756	N912MF	BE20	28R
5/3/2023 2:26	9	77	84.9	21	EJA763	N763QS	CL30	10R
5/3/2023 2:26	10	73.3	81.8	27	EJA763	N763QS	CL30	10R
5/3/2023 2:27	12	77.7	86.5	22	EJA763	N763QS	CL30	10R
5/3/2023 6:29	10	76.7	85.8	80	PCM8709	N886FE	C208	10R
5/3/2023 6:30	9	75	82.8	15	PCM8709	N886FE	C208	10R
5/3/2023 6:44	10	76.8	85.2	52	PCM8711	N968FE	C208	10R
5/3/2023 6:44	9	79.8	86.1	15	PCM8711	N968FE	C208	10R
5/3/2023 6:45	11	74.9	83	10	PCM8711	N968FE	C208	10R
5/3/2023 22:03	4	75.2	81.7	12	WSN6	N833CC	B350	28R
5/4/2023 1:48	4	79.7	87.3	24	LN116AA	N116AA	C25B	28L
5/4/2023 1:48	5	83.5	90.8	21	LN116AA	N116AA	C25B	28L
5/4/2023 1:48	6	80.7	88.6	33	LN116AA	N116AA	C25B	28L
5/4/2023 1:48	7	77.3	84.9	20	LN116AA	N116AA	C25B	28L
5/4/2023 6:58	10	74.2	84.6	48	PCM8679	N872FE	C208	28L
5/5/2023 6:48	4	86.7	93.3	63	LN818LX	N818LX	H25B	28R
5/5/2023 6:49	5	83.4	91.4	35	LN818LX	N818LX	H25B	28R
5/5/2023 6:49	6	82.3	90.6	32	LN818LX	N818LX	H25B	28R
5/5/2023 6:49	7	75.4	84.8	31	LN818LX	N818LX	H25B	28R
5/5/2023 6:57	4	72.2	82.3	40	N201ZT	N201ZT	M20P	33
5/5/2023 6:58	3	75.3	83.1	21	N201ZT	N201ZT	M20P	33
5/5/2023 6:58	4	72.9	80.4	25	N201ZT	N201ZT	M20P	33
5/6/2023 6:42	4	93.3	96.2	17	CGUVT		DHC6	28R
5/6/2023 6:42	5	86.9	93.2	25	CGUVT		DHC6	28R
5/6/2023 6:43	6	92.4	97	27	CGUVT		DHC6	28R
5/6/2023 6:43	8	73.9	81.8	12	CGUVT		DHC6	28R
5/6/2023 6:43	7	86	91.3	28	CGUVT		DHC6	28R
5/7/2023 6:57	4	79.8	86.7	25			GLF5	28L
5/7/2023 6:57	5	82.4	89.8	24			GLF5	28L



Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/7/2023 6:57	6	81.1	88.2	24			GLF5	28L
5/7/2023 6:58	7	74.5	83.1	15			GLF5	28L
5/7/2023 22:53	4	82.8	89.2	22	VOS4323	N546VL	A20N	28L
5/7/2023 22:53	5	85	91.8	23	VOS4323	N546VL	A20N	28L
5/7/2023 22:53	6	79.8	88.5	25	VOS4323	N546VL	A20N	28L
5/7/2023 22:53	7	77.8	86.1	27	VOS4323	N546VL	A20N	28L
5/7/2023 23:05	4	82.1	91.3	20	UPS9734	N452UP	B752	28L
5/7/2023 23:05	5	83	91.9	23	UPS9734	N452UP	B752	28L
5/7/2023 23:05	6	77.5	87.3	28	UPS9734	N452UP	B752	28L
5/7/2023 23:05	7	72.9	83.6	28	UPS9734	N452UP	B752	28L
5/7/2023 23:41	4	80	89.1	32	SWA2146	N964WN	B737	28L
5/7/2023 23:41	5	83.2	91.6	34	SWA2146	N964WN	B737	28L
5/7/2023 23:41	6	79.9	89.4	30	SWA2146	N964WN	B737	28L
5/7/2023 23:41	7	77.8	87	22	SWA2146	N964WN	B737	28L
5/7/2023 23:47	4	85.2	92.3	24	SWA2191	N448WN	B737	28L
5/7/2023 23:47	5	86.5	94.5	25	SWA2191	N448WN	B737	28L
5/7/2023 23:47	6	82.4	92	35	SWA2191	N448WN	B737	28L
5/7/2023 23:47	7	80.1	89	26	SWA2191	N448WN	B737	28L
5/8/2023 0:47	4	84.2	94.1	35	SWA2229	N8526W	B738	28L
5/8/2023 0:47	5	84.5	94.2	34	SWA2229	N8526W	B738	28L
5/8/2023 0:47	8	72.7	84.9	41	SWA2229	N8526W	B738	28L
5/8/2023 0:47	6	80.1	91.3	44	SWA2229	N8526W	B738	28L
5/8/2023 0:47	7	78.1	88.3	38	SWA2229	N8526W	B738	28L
5/8/2023 1:22	4	76.1	82.5	12			C550	28R
5/8/2023 5:04	4	77.9	84.1	13	FRG9521	N521FR	SB20	28R
5/8/2023 5:04	5	78.2	83.7	12	FRG9521	N521FR	SB20	28R
5/8/2023 5:04	6	76.1	81.9	17	FRG9521	N521FR	SB20	28R
5/8/2023 5:04	7	75.9	81.4	15	FRG9521	N521FR	SB20	28R
5/8/2023 5:22	4	86.4	92.5	23	SWA948	N8673F	B738	28L
5/8/2023 5:22	5	87.5	94.9	22	SWA948	N8673F	B738	28L
5/8/2023 5:22	6	82.2	91.1	32	SWA948	N8673F	B738	28L
5/8/2023 5:22	8	73.1	80.9	14	SWA948	N8673F	B738	28L
5/8/2023 5:22	7	77.6	87	24	SWA948	N8673F	B738	28L
5/8/2023 5:23	4	92.3	98.3	31	SWA3505	N8607M	B738	28L
5/8/2023 5:23	5	94	100.8	28	SWA3505	N8607M	B738	28L
5/8/2023 5:23	6	91	97.9	37	SWA3505	N8607M	B738	28L
5/8/2023 5:24	8	74.1	85.1	27	SWA3505	N8607M	B738	28L
5/8/2023 5:24	7	82.3	92.1	32	SWA3505	N8607M	B738	28L
5/8/2023 5:28	5	92.9	99.7	34	SWA1393	N8313F	B738	28L
5/8/2023 5:28	4	90.6	97.6	26	SWA1393	N8313F	B738	28L
5/8/2023 5:28	6	88.2	95.6	31	SWA1393	N8313F	B738	28L
5/8/2023 5:28	8	74.6	83.8	25	SWA1393	N8313F	B738	28L
5/8/2023 5:28	7	81.6	91.1	33	SWA1393	N8313F	B738	28L
5/8/2023 5:29	4	89.4	95.7	22	SWA3091	N8578Q	B738	28L
5/8/2023 5:30	5	91.7	98.5	26	SWA3091	N8578Q	B738	28L
5/8/2023 5:30	6	86.7	95.4	43	SWA3091	N8578Q	B738	28L
5/8/2023 5:30	8	72.3	84.1	29	SWA3091	N8578Q	B738	28L
5/8/2023 5:30	7	82.1	91.6	32	SWA3091	N8578Q	B738	28L
5/8/2023 6:02	10	74.2	84	43			GLF6	10R
5/8/2023 6:02	9	79.9	88	23			GLF6	10R
5/8/2023 6:03	11	73.6	82.5	14			GLF6	10R

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5/10/2023 22:32	4	79.8	85.8	16	N884SW	N884SW	S22T	28R
5/11/2023 1:47	4	85.1	92.8	32	N1220W	N1220W	C25A	28R
5/11/2023 1:47	5	81.7	89.7	29	N1220W	N1220W	C25A	28R
5/11/2023 1:47	6	81	89.1	31	N1220W	N1220W	C25A	28R
5/11/2023 1:47	7	79	86.6	29	N1220W	N1220W	C25A	28R
5/11/2023 6:42	4	82.8	86.8	13			BE20	28R
5/11/2023 6:42	5	76.1	81.7	11			BE20	28R
5/12/2023 6:45	4	77.5	82.1	12			BE20	28R
5/15/2023 5:36	4	78.6	84	13	REH50	N913RX	BE20	28R
5/16/2023 2:43	4	81.9	86.2	13			BE20	28R
5/16/2023 2:43	5	77.5	82.7	11			BE20	28R
5/16/2023 2:43	6	74.9	80	10			BE20	28R
5/16/2023 5:27	4	87.6	92.9	20			LJ35	28R
5/16/2023 5:28	5	86.6	92.9	18			LJ35	28R
5/16/2023 5:28	6	81	89.4	28			LJ35	28R
5/16/2023 5:28	7	73.7	82.8	19			LJ35	28R
5/17/2023 23:42	4	77.6	83.2	12	REH50	N913RX	BE20	28R
5/17/2023 23:42	8	77.5	81.9	8	REH50	N913RX	BE20	28R
5/18/2023 5:01	4	81.6	85.8	15	REH50	N913RX	BE20	28R
5/18/2023 6:48	4	72.8	80.3	27	PCM8710	N886FE	C208	28L
5/19/2023 2:56	4	77.1	81.5	11			BE9L	28R
5/21/2023 0:31	4	84.7	88.9	12	N971SC	N971SC	BE9L	28R
5/21/2023 0:31	5	77	82.2	10	N971SC	N971SC	BE9L	28R
5/21/2023 0:31	6	75.8	81.2	10	N971SC	N971SC	BE9L	28R
5/22/2023 1:56	4	81.7	88.9	24			E55P	28R
5/22/2023 1:57	5	77.8	86.4	23			E55P	28R
5/22/2023 1:57	6	78	86	25			E55P	28R
5/22/2023 1:57	7	73.1	82.4	23			E55P	28R
5/22/2023 2:16	4	87.8	94.1	22	N900VC	N900VC	F900	28R
5/22/2023 2:16	5	82.3	90.2	24	N900VC	N900VC	F900	28R
5/22/2023 2:16	7	79.7	88	18	N900VC	N900VC	F900	28R
5/22/2023 5:21	4	84.2	91.7	26	SWA948	N8694E	B738	28L
5/22/2023 5:21	5	85.9	93.7	25	SWA948	N8694E	B738	28L
5/22/2023 5:21	6	79.4	89.7	32	SWA948	N8694E	B738	28L
5/22/2023 5:21	7	77.3	86.1	25	SWA948	N8694E	B738	28L
5/22/2023 5:25	4	83	90	20	SWA3091	N8809L	B38M	28L
5/22/2023 5:25	5	88.7	94.7	21	SWA3091	N8809L	B38M	28L
5/22/2023 5:25	6	82.6	91.5	27	SWA3091	N8809L	B38M	28L
5/22/2023 5:25	7	75.8	86.6	23	SWA3091	N8809L	B38M	28L
5/22/2023 5:29	4	82.2	90.1	20	SWA1393	N8702L	B38M	28L
5/22/2023 5:29	5	90.1	96	19	SWA1393	N8702L	B38M	28L
5/22/2023 5:30	6	84.2	92.9	24	SWA1393	N8702L	B38M	28L
5/22/2023 5:30	7	77.5	87	26	SWA1393	N8702L	B38M	28L
5/22/2023 5:37	4	92.4	97.9	24	SWA3505	N8600F	B738	28L
5/22/2023 5:37	5	93.7	100.2	25	SWA3505	N8600F	B738	28L
5/22/2023 5:37	6	89.5	97.7	37	SWA3505	N8600F	B738	28L
5/22/2023 5:37	8	72.9	81.6	15	SWA3505	N8600F	B738	28L
5/22/2023 5:38	7	81.2	91.1	31	SWA3505	N8600F	B738	28L
5/22/2023 5:47	4	85.3	91.3	25	SWA1030	N237WN	B737	28L
5/22/2023 5:47	5	87	93.7	24	SWA1030	N237WN	B737	28L
5/22/2023 5:47	6	82.9	90.9	31	SWA1030	N237WN	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/22/2023 5:48	7	78	87.8	26	SWA1030	N237WN	B737	28L
5/22/2023 5:57	4	85	91.1	22	SWA2182	N8795L	B38M	28L
5/22/2023 5:57	5	88.3	95.2	22	SWA2182	N8795L	B38M	28L
5/22/2023 5:57	6	83.3	91.8	27	SWA2182	N8795L	B38M	28L
5/22/2023 5:57	7	77.5	86.8	25	SWA2182	N8795L	B38M	28L
5/23/2023 6:48	3	73.5	80.5	14	PCM8711	N763FE	C208	28R
5/23/2023 6:55	4	79.9	85.1	17	N355C	N355C	PA46	28R
5/23/2023 6:55	8	78.3	84.2	12	N355C	N355C	PA46	28R
5/24/2023 6:21	4	76.2	81.3	9	PCM8709	N867FE	C208	28L
5/25/2023 6:21	4	74.9	80.8	9	PCM8709	N872FE	C208	28L
5/25/2023 7:01	5	81.4	86.9	16	PCM8679	N930FE	C208	28L
5/25/2023 7:01	4	76.5	81.8	10	PCM8679	N930FE	C208	28L
5/25/2023 7:01	6	77.2	83	14	PCM8679	N930FE	C208	28L
5/25/2023 7:01	7	74.2	81.2	14	PCM8679	N930FE	C208	28L
5/26/2023 6:53	4	77.8	83.7	19	PCM8679	N930FE	C208	28L
5/26/2023 6:53	5	78.1	83.5	17	PCM8679	N930FE	C208	28L
5/26/2023 6:54	8	73.9	81.4	9	PCM8679	N930FE	C208	28L
5/27/2023 4:37	4	83.3	86.9	10	MediVac	MediVac	BE20	28R
5/28/2023 0:02	4	79.9	86.3	21	CHP37	N137HP	GA8	28R
5/29/2023 3:45	4	77.8	83.8	15	CMD70	N370CS	BE20	28R
5/29/2023 23:20	4	85.2	89.5	16	USC240	N354CK	LJ35	28R
5/29/2023 23:21	5	73.5	81.1	13	USC240	N354CK	LJ35	28R
5/29/2023 23:21	6	75.7	81.7	12	USC240	N354CK	LJ35	28R
5/31/2023 5:52	4	82.1	86.2	12	REH50	N913RX	BE20	28R
5/31/2023 5:52	5	79.3	84.6	22	REH50	N913RX	BE20	28R
5/31/2023 5:54	4	78.3	85.5	16	LN681HC	N681HC	CL60	28R
5/31/2023 5:54	5	76.4	84.5	18	LN681HC	N681HC	CL60	28R
5/31/2023 5:54	6	75.7	83.9	19	LN681HC	N681HC	CL60	28R
5/31/2023 5:54	7	73.1	81.3	13	LN681HC	N681HC	CL60	28R
5/31/2023 5:57	4	74.2	83.4	20	TMB820	N820JL	HDJT	28L
5/31/2023 5:57	5	81.6	88.5	21	TMB820	N820JL	HDJT	28L
5/31/2023 5:57	6	77.5	85.6	23	TMB820	N820JL	HDJT	28L
6/1/2023 6:55	5	67.2	83.2	79	PCM8679	N879FE	C208	28L
6/1/2023 6:56	7	70.6	87.9	80	PCM8679	N879FE	C208	28L
6/1/2023 6:56	5	80.5	86.7	59	PCM8679	N879FE	C208	28L
6/1/2023 6:57	4	75.9	81.6	12	PCM8679	N879FE	C208	28L
6/1/2023 6:57	6	74	81.5	19	PCM8679	N879FE	C208	28L
6/1/2023 6:57	7	70.6	87.9	80	PCM8679	N879FE	C208	28L
6/1/2023 6:57	8	72.4	81	14	PCM8679	N879FE	C208	28L
6/2/2023 6:44	4	74	81	12	PCM8679	N879FE	C208	28L
6/2/2023 6:44	5	77	84.8	16	PCM8679	N879FE	C208	28L
6/2/2023 6:44	6	76.1	82.5	16	PCM8679	N879FE	C208	28L
6/2/2023 6:44	8	70.5	80.1	15	PCM8679	N879FE	C208	28L
6/5/2023 5:11	4	83.1	91.7	22	SWA1008	N7882B	B737	28L
6/5/2023 5:11	5	90	96.4	26	SWA1008	N7882B	B737	28L
6/5/2023 5:11	8	70.8	80.1	23	SWA1008	N7882B	B737	28L
6/5/2023 5:11	6	85.1	93.3	29	SWA1008	N7882B	B737	28L
6/5/2023 5:11	7	77.7	88.1	26	SWA1008	N7882B	B737	28L
6/5/2023 5:18	4	86.8	94.1	25	SWA3688	N291WN	B737	28L
6/5/2023 5:19	5	90.8	97.7	26	SWA3688	N291WN	B737	28L
6/5/2023 5:19	6	86.6	95	34	SWA3688	N291WN	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/5/2023 5:19	8	71.3	80.3	18	SWA3688	N291WN	B737	28L
6/5/2023 5:19	7	79.4	89.6	28	SWA3688	N291WN	B737	28L
6/5/2023 5:20	4	80.4	88.5	21	SWA3369	N8821S	B38M	28L
6/5/2023 5:20	5	84.5	91.8	22	SWA3369	N8821S	B38M	28L
6/5/2023 5:20	6	80.6	89.2	28	SWA3369	N8821S	B38M	28L
6/5/2023 5:21	7	74.8	84.4	19	SWA3369	N8821S	B38M	28L
6/5/2023 5:31	4	83.5	91	20	SWA2054	N8718Q	B38M	28L
6/5/2023 5:31	5	89	95.2	22	SWA2054	N8718Q	B38M	28L
6/5/2023 5:31	6	83.8	92.3	26	SWA2054	N8718Q	B38M	28L
6/5/2023 5:31	7	76.2	85.6	24	SWA2054	N8718Q	B38M	28L
6/6/2023 3:32	4	82.2	86.9	15	REH50	N913RX	BE20	28R
6/6/2023 3:32	8	75.3	80.8	9	REH50	N913RX	BE20	28R
6/7/2023 22:54	4	71	81.1	22	N257TL	N257TL	SR20	28L
6/7/2023 22:54	5	79.5	85.9	22	N257TL	N257TL	SR20	28L
6/7/2023 22:54	8	73.3	80.3	10	N257TL	N257TL	SR20	28L
6/8/2023 22:15	4	78	83.8	13	REH50	N913RX	BE20	28R
6/11/2023 6:05	4	89.1	96.9	26	LN968SR	N968SR	C560	28R
6/11/2023 6:05	5	84.6	93.3	33	LN968SR	N968SR	C560	28R
6/11/2023 6:05	6	85.9	93.9	41	LN968SR	N968SR	C560	28R
6/11/2023 6:05	7	82.5	91.3	29	LN968SR	N968SR	C560	28R
6/12/2023 2:34	4	91.1	97.8	37	UPS2955	N259UP	MD11	28L
6/12/2023 2:34	5	92.7	99.6	36	UPS2955	N259UP	MD11	28L
6/12/2023 2:34	8	80.4	88.5	39	UPS2955	N259UP	MD11	28L
6/12/2023 2:34	6	88	97	41	UPS2955	N259UP	MD11	28L
6/12/2023 2:34	7	85.1	93.7	32	UPS2955	N259UP	MD11	28L
6/12/2023 5:13	4	88.5	95.7	28	SWA1008	N752SW	B737	28L
6/12/2023 5:13	5	90.4	97.4	32	SWA1008	N752SW	B737	28L
6/12/2023 5:14	6	86	94.7	36	SWA1008	N752SW	B737	28L
6/12/2023 5:14	8	73.3	82.8	21	SWA1008	N752SW	B737	28L
6/12/2023 5:14	7	81.5	91.7	35	SWA1008	N752SW	B737	28L
6/12/2023 5:24	4	87.8	95	29	SWA3688	N470WN	B737	28L
6/12/2023 5:24	5	91	97.8	30	SWA3688	N470WN	B737	28L
6/12/2023 5:24	6	85.9	94.7	32	SWA3688	N470WN	B737	28L
6/12/2023 5:24	8	73.6	81.6	21	SWA3688	N470WN	B737	28L
6/12/2023 5:24	7	82.2	91.7	33	SWA3688	N470WN	B737	28L
6/12/2023 5:30	4	83.4	90.8	22	SWA3369	N8816Q	B38M	28L
6/12/2023 5:30	5	85.7	93.7	22	SWA3369	N8816Q	B38M	28L
6/12/2023 5:30	6	82.2	91.2	30	SWA3369	N8816Q	B38M	28L
6/12/2023 5:30	7	78.5	88.1	27	SWA3369	N8816Q	B38M	28L
6/12/2023 6:00	4	81	88.9	23			GLF6	28L
6/12/2023 6:00	5	83.6	91.4	26			GLF6	28L
6/12/2023 6:00	6	82	89.6	29			GLF6	28L
6/12/2023 6:00	7	77.1	86.4	23			GLF6	28L
6/13/2023 22:31	4	74.6	81.2	15	N132WW	N132WW	S22T	28R
6/13/2023 22:31	8	76.1	82.8	12	N132WW	N132WW	S22T	28R
6/14/2023 6:42	4	77.8	84.7	22	PCM8710	N707FX	C208	28L
6/15/2023 6:49	4	76.8	82	9	PCM8710	N768FE	C208	28L
6/19/2023 3:58	4	77.1	84.7	21			GA6C	28L
6/19/2023 3:58	5	82.7	89.8	18			GA6C	28L
6/19/2023 3:58	6	77.8	85.5	16			GA6C	28L
6/20/2023 23:18	4	75	80.7	10			BE9L	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/21/2023 6:08	4	83.1	89.4	19	Medivac	Medivac	LJ35	28R
6/21/2023 6:08	5	84	90.4	18	Medivac	Medivac	LJ35	28R
6/21/2023 6:08	6	83.1	89.7	22	Medivac	Medivac	LJ35	28R
6/21/2023 6:08	7	78.7	87.2	25	Medivac	Medivac	LJ35	28R
6/22/2023 0:42	4	80.5	84.1	11	CMD70	N911RX	BE20	28R
6/22/2023 0:42	8	74.7	80.1	6	CMD70	N911RX	BE20	28R
6/22/2023 4:51	4	86.5	94.4	24	Medivac	Medivac	G150	28R
6/22/2023 4:51	5	82.9	90.8	30	Medivac	Medivac	G150	28R
6/22/2023 4:52	6	83.2	91.1	31	Medivac	Medivac	G150	28R
6/22/2023 4:52	8	73.6	82.9	17	Medivac	Medivac	G150	28R
6/22/2023 4:52	7	78.3	87.9	26	Medivac	Medivac	G150	28R
6/24/2023 5:17	4	85.4	94.2	30	N518KH	N518KH	G150	28R
6/24/2023 5:17	5	86.5	94.5	34	N518KH	N518KH	G150	28R
6/24/2023 5:17	6	83.3	92.7	35	N518KH	N518KH	G150	28R
6/24/2023 5:17	7	77.7	88.6	33	N518KH	N518KH	G150	28R
6/24/2023 5:17	8	69.9	80.6	20	N518KH	N518KH	G150	28R
6/24/2023 6:02	4	78.2	83.2	11	REH50	N913RX	BE20	28R
6/26/2023 5:06	4	88	94.3	25	SWA1008	N917WN	B737	28L
6/26/2023 5:06	5	89.1	96.3	25	SWA1008	N917WN	B737	28L
6/26/2023 5:06	6	84	93.3	31	SWA1008	N917WN	B737	28L
6/26/2023 5:06	8	72	80.6	19	SWA1008	N917WN	B737	28L
6/26/2023 5:06	7	80.5	89.7	27	SWA1008	N917WN	B737	28L
6/26/2023 5:20	4	87.3	95	28	SWA3688	N481WN	B737	28L
6/26/2023 5:21	5	90.3	97.5	29	SWA3688	N481WN	B737	28L
6/26/2023 5:21	6	85.4	94.4	34	SWA3688	N481WN	B737	28L
6/26/2023 5:21	8	72.4	82.3	23	SWA3688	N481WN	B737	28L
6/26/2023 5:21	7	81.6	90.9	29	SWA3688	N481WN	B737	28L
6/26/2023 5:25	4	86.9	93.9	27	SWA3369	N260WN	B737	28L
6/26/2023 5:25	5	87.8	95.5	26	SWA3369	N260WN	B737	28L
6/26/2023 5:25	6	83.2	92.5	34	SWA3369	N260WN	B737	28L
6/26/2023 5:25	8	72.2	82.1	29	SWA3369	N260WN	B737	28L
6/26/2023 5:25	7	80.3	89.4	27	SWA3369	N260WN	B737	28L
6/26/2023 5:32	4	84.1	91.3	24	SWA3759	N8696E	B738	28L
6/26/2023 5:32	5	85	93	26	SWA3759	N8696E	B738	28L
6/26/2023 5:32	6	79.3	89.3	28	SWA3759	N8696E	B738	28L
6/26/2023 5:32	7	76.1	85.7	24	SWA3759	N8696E	B738	28L
6/26/2023 5:34	4	83	91	22	SWA2946	N8810L	B38M	28L
6/26/2023 5:34	5	86.3	94	21	SWA2946	N8810L	B38M	28L
6/26/2023 5:34	6	80.6	90.3	29	SWA2946	N8810L	B38M	28L
6/26/2023 5:35	7	76.2	86.3	25	SWA2946	N8810L	B38M	28L
6/26/2023 5:36	4	91.5	97.9	27	SWA2054	N8669B	B738	28L
6/26/2023 5:36	5	91.9	99.5	28	SWA2054	N8669B	B738	28L
6/26/2023 5:36	6	85.9	94.8	34	SWA2054	N8669B	B738	28L
6/26/2023 5:36	8	74.1	83	23	SWA2054	N8669B	B738	28L
6/26/2023 5:36	7	80.8	90.7	32	SWA2054	N8669B	B738	28L
6/27/2023 22:15	4	81.5	86.9	15	N621RT	N621RT	S22T	28R
6/27/2023 22:16	8	76.8	82.5	11	N621RT	N621RT	S22T	28R
6/28/2023 6:59	4	70.5	82.1	62	PCM8679	N771FE	C208	28L
6/28/2023 22:02	4	78.9	87.3	28	LN54DD	N54DD	C560	28L
6/28/2023 22:02	5	85.9	93.2	26	LN54DD	N54DD	C560	28L
6/28/2023 22:03	6	80.3	88.7	28	LN54DD	N54DD	C560	28L



Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/28/2023 22:03	7	73.2	81.1	17	LN54DD	N54DD	C560	28L
6/29/2023 3:30	4	87.5	94.5	21	LN54DD	N54DD	C560	28R
6/29/2023 3:30	5	80.3	88.9	22	LN54DD	N54DD	C560	28R
6/29/2023 3:30	6	80.9	88.7	28	LN54DD	N54DD	C560	28R
6/29/2023 3:30	7	75.2	84	17	LN54DD	N54DD	C560	28R

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### Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
4/16/2023 12:02	XEN	XEN51	GLF5	B	N51BN	Navigation System	No
				Navigation System		1	
5/23/2023 16:12			C680	B		Not Acceptable	No
				Not Acceptable		1	
				Grand Count		2	

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### Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/1/2023 6:32			E55P	B		Compliant Operation	Yes
4/4/2023 6:32	SWA	SWA1029	B38M	J	N8790Q	Compliant Operation	Yes
4/5/2023 6:48	UPS	UPS2633	B763	J	N361UP	Compliant Operation	Yes
4/14/2023 6:33	SWA	SWA1393	B38M	J	N8744B	Compliant Operation	Yes
4/19/2023 6:42	UPS	UPS2951	A306	J	N143UP	Compliant Operation	Yes
4/20/2023 5:44	SWA	SWA2182	B738	J	N8643A	Compliant Operation	Yes
4/29/2023 6:15	SWA	SWA1376	B38M	J	N8770Q	Compliant Operation	Yes
5/1/2023 22:43	SWA	SWA2979	B38M	J	N8740A	Compliant Operation	Yes
5/5/2023 6:27			GLF4	B		Compliant Operation	Yes
5/16/2023 6:24	UPS	UPS2951	A306	J	N127UP	Compliant Operation	Yes
5/19/2023 6:14	SWA	SWA536	B737	J	N7723E	Compliant Operation	Yes
5/19/2023 6:46	FDX	FDX440	B763	J	N146FE	Compliant Operation	Yes
5/20/2023 6:21	DAL	DAL2125	BCS3	J	N310DU	Compliant Operation	Yes
5/24/2023 5:34	SWA	SWA1393	B738	J	N8311Q	Compliant Operation	Yes
5/30/2023 5:25	SWA	SWA3505	B738	J	N8626B	Compliant Operation	Yes
6/8/2023 5:54	SWA	SWA2101	B738	J	N8518R	Compliant Operation	Yes
6/13/2023 2:53	FDX	FDX1885	B763	J	N168FE	Compliant Operation	Yes
6/13/2023 5:23	SWA	SWA2946	B738	J	N8655D	Compliant Operation	Yes
6/18/2023 0:18	UPS	UPS945	B763	J	N378UP	Compliant Operation	Yes
6/23/2023 6:39	FDX	FDX435	B77L	J	N863FD	Compliant Operation	Yes
6/24/2023 6:41	FDX	FDX3671	B763	J	N192FE	Compliant Operation	Yes
6/29/2023 23:24		N355KC	LJ35	B	N355KC	Compliant Operation	Yes
					Compliant Operation	23	
4/5/2023 22:49	SWA	SWA3057	B738	J	N8679A	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/6/2023 5:48	NKS	NKS1349	A320	J	N637NK	Not Acceptable	No
4/13/2023 6:41	UPS	UPS2951	A306	J	N122UP	Not Acceptable	No
4/14/2023 22:24	SWA	SWA1256	B38M	J	N8732S	Not Acceptable	No
4/17/2023 5:30	SWA	SWA1393	B38M	J	N8748Q	Not Acceptable	No
4/17/2023 22:45	SWA	SWA2650	B737	J	N953WN	Not Acceptable	No
4/18/2023 4:56		N334GV	E55P	B	N334GV	Not Acceptable	No
4/18/2023 6:25	SWA	SWA26	B738	J	N8526W	Not Acceptable	No
4/20/2023 5:41	SWA	SWA1393	B38M	J	N8702L	Not Acceptable	No
4/20/2023 6:03	SWA	SWA536	B737	J	N234WN	Not Acceptable	No
4/21/2023 6:03	SWA	SWA536	B737	J	N225WN	Not Acceptable	No
4/21/2023 6:05	DAL	DAL2125	BCS1	J	N142DU	Not Acceptable	No
4/21/2023 22:26	SWA	SWA1256	B38M	J	N8721J	Not Acceptable	No
4/22/2023 6:17	SWA	SWA2439	B738	J	N8552Z	Not Acceptable	No
4/23/2023 6:36	SWA	SWA1393	B738	J	N8654B	Not Acceptable	No
4/23/2023 22:31	VOS	VOS4323	A20N	J	N546VL	Not Acceptable	No
4/24/2023 5:35	SWA	SWA1393	B738	J	N8305E	Not Acceptable	No
4/24/2023 5:58	PXT	PXT415	C25B	B	N415PC	Not Acceptable	No
4/24/2023 22:28			GLF6	B		Not Acceptable	No
4/25/2023 0:05	VOI	VOI903	A320	J	N526VL	Not Acceptable	No
4/28/2023 22:18	SWA	SWA790	B737	J	N561WN	Not Acceptable	No
4/29/2023 6:13	SWA	SWA1923	B738	J	N8613K	Not Acceptable	No
4/30/2023 23:02	DAL	DAL8845	B752	J	N663DN	Not Acceptable	No
5/2/2023 6:13	FDX	FDX690	B763	J	N135FE	Not Acceptable	No
5/8/2023 23:52	LXJ	LXJ446	E545	B	N446FX	Not Acceptable	No
5/11/2023 23:01	SWA	SWA274	B38M	J	N8723Q	Not Acceptable	No
5/13/2023 6:19	FDX	FDX3647	MD11	J	N596FE	Not Acceptable	No
5/14/2023 5:52	PXT	PXT96	C25B	B		Not Acceptable	No
5/14/2023 22:18	NKS	NKS188	A20N	J	N946NK	Not Acceptable	No
5/14/2023 22:36	SWA	SWA2168	B737	J	N7720F	Not Acceptable	No
5/18/2023 6:12	DAL	DAL2125	BCS3	J	N313DU	Not Acceptable	No
5/19/2023 22:32	SWA	SWA1376	B38M	J	N8795L	Not Acceptable	No
5/20/2023 2:36	FDX	FDX1865	B763	J	N189FE	Not Acceptable	No
5/24/2023 22:51	SWA	SWA274	B38M	J	N8779Q	Not Acceptable	No
5/25/2023 6:49	SWA	SWA1212	B737	J	N7878A	Not Acceptable	No
6/7/2023 0:09	VOI	VOI903	A321	J	XAVLU	Not Acceptable	No
6/11/2023 5:43	FDX	FDX614	MD11	J	N582FE	Not Acceptable	No
6/12/2023 5:41	SWA	SWA2054	B38M	J	N8867Q	Not Acceptable	No
6/13/2023 2:55	FDX	FDX1857	MD11	J	N586FE	Not Acceptable	No
6/17/2023 0:05		N57TS	LJ31	B	N57TS	Not Acceptable	No
6/18/2023 0:13	KPO	KPO83	GLEX	B	N83WG	Not Acceptable	No
6/18/2023 6:17	FDX	FDX690	MD11	J	N596FE	Not Acceptable	No
6/18/2023 23:42	EJA	EJA438	E55P	B	N438QS	Not Acceptable	No
6/27/2023 6:23	NKS	NKS1349	A320	J	N602NK	Not Acceptable	No
6/28/2023 22:47	SWA	SWA5701	B738	J	N8618N	Not Acceptable	No
6/30/2023 3:31		N200SG	FA50	B	N200SG	Not Acceptable	No
					Not Acceptable	46	
4/12/2023 6:58	UPS	UPS2955	B763	J	N341UP	Time Buffer	Yes
4/12/2023 6:59	FDX	FDX3647	B763	J	N169FE	Time Buffer	Yes
4/16/2023 6:56	HAL	HAL23	A21N	J	N213HA	Time Buffer	Yes
4/19/2023 6:59	FDX	FDX3671	B77L	J	N850FD	Time Buffer	Yes
4/20/2023 6:58	UPS	UPS2633	B763	J	N342UP	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/25/2023 6:57	FDX	FDX3671	B77L	J	N888FD	Time Buffer	Yes
4/26/2023 6:57	FDX	FDX864	B763	J	N152FE	Time Buffer	Yes
4/26/2023 6:59	FDX	FDX3647	B763	J	N135FE	Time Buffer	Yes
4/28/2023 6:59	PXT	PXT525	C25B	B	N525B	Time Buffer	Yes
5/4/2023 22:02			LJ45	B		Time Buffer	Yes
5/9/2023 6:59	UPS	UPS2945	MD11	J	N281UP	Time Buffer	Yes
5/12/2023 6:57	FDX	FDX440	B763	J	N284FE	Time Buffer	Yes
5/17/2023 6:57	FDX	FDX3647	B763	J	N281FE	Time Buffer	Yes
5/24/2023 22:00	SWA	SWA2566	B737	J	N7749B	Time Buffer	Yes
5/25/2023 22:07		N881VP	C56X	B	N881VP	Time Buffer	Yes
5/26/2023 6:59	HAL	HAL23	A21N	J	N204HA	Time Buffer	Yes
6/1/2023 6:58	FDX	FDX435	B763	J	N179FE	Time Buffer	Yes
6/8/2023 22:00	SWA	SWA3480	B738	J	N8679A	Time Buffer	Yes
6/12/2023 6:58	SWA	SWA353	B737	J	N480WN	Time Buffer	Yes
6/16/2023 6:52	FDX	FDX440	B763	J	N131FE	Time Buffer	Yes
6/16/2023 6:59	SWA	SWA353	B737	J	N792SW	Time Buffer	Yes
6/22/2023 6:55	SWA	SWA353	B737	J	N238WN	Time Buffer	Yes
6/22/2023 6:59	SWA	SWA1973	B38M	J	N8841L	Time Buffer	Yes
6/25/2023 22:00	SWA	SWA2536	B737	J	N496WN	Time Buffer	Yes
6/26/2023 6:52	SWA	SWA353	B737	J	N7849A	Time Buffer	Yes
6/26/2023 6:59	WSP	WSP31	SF50	B	N31VJ	Time Buffer	Yes
6/28/2023 6:59	FDX	FDX3647	B763	J	N155FE	Time Buffer	Yes
6/29/2023 6:58	SWA	SWA353	B737	J	N409WN	Time Buffer	Yes
4/1/2023 6:59	SWA	SWA3977	B737	J	N7742B	Time Buffer	Yes
4/3/2023 6:59			FA7X	B		Time Buffer	Yes
					Time Buffer	30	
					Grand Count	99	

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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
5/3/2023 2:54	FDX	FDX1889	A306	J	N663FE	Not Acceptable	No
5/3/2023 3:10	FDX	FDX1859	B752	J	N950FD	Not Acceptable	No
5/3/2023 3:58	UPS	UPS2947	B763	J	N377UP	Not Acceptable	No
					Not Acceptable	3	
					Grand Count	3	

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## Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
4/8/2023	0930	UPS	B767	2	High	GRE	0950	N/A	N/A
4/19/2023	1115	ROS	C525	1	High	HG6	1120	N/A	N/A
4/23/2023	0510	UPS	B767	2	High	GRE	0515	NO	N/A
4/24/2023	2305	HAL	A321	2	High	GRE	0000	NO	N/A
5/12/2023	0844	PCM	C525	2	Med	HG6	0900	N/A	N/A
5/13/2023	1122	UPS	B767	2	High	GRE	1145	N/A	N/A
5/14/2023	1225	UPS	B767	2	High	GRE	1250	N/A	N/A
5/14/2023	1844	CSK	E135	2	High	GRE	1855	N/A	N/A
5/17/2023	1508	ASH	C560	2	High	HG6	1515	N/A	N/A
5/18/2023	0839	ROS	B737	2	High	GRE	1000	N/A	N/A
5/19/2023	1713	OPT	C550	2	High	HG6	1915	N/A	NO
5/20/2023	0040	FDX	B767	1	High	GRE	0040	NO	N/A
5/26/2023	2326	FDX	B767	1	High	GRE	2330	NO	N/A
6/1/2023	1136	VHT	GLF4	2	High	HG6	1145	N/A	N/A
6/2/2023	2200	FDX	B767	2	HIGH	GRE	2200	NO	N/A
6/3/2023	1419	FDX	B767	2	High	GRE	1430	N/A	N/A
6/6/2023	0707	TWY	CL30	2	High	HG6	1415	N/A	N/A
6/9/2023	2008	FDX	B767	2	High	GRE	2015	N/A	NO
6/10/2023	1530	HAL	A320	2	High	GRE	1545	N/A	N/A
6/12/2023	1520	BSK	H25A	2	High	HG6	1530	N/A	N/A
6/13/2023	2320	SWA	B737	2	High	GRE	2330	NO	N/A
6/16/2023	2330	FDX	B767	2	High	GRE	2340	NO	N/A
6/18/2023	1450	UPS	B767	1	High	GRE	1455	N/A	N/A
6/23/2023	0713	PCJ	C525	2	High	HG6	0720	N/A	N/A
6/23/2023	1318	JSX	E135	1	High	GRE	1230	N/A	N/A
6/24/2023	0749	UPS	B767	2	High	GRE	0800	N/A	N/A
6/26/2023	1356	PCJ	C525	2	High	HG6	1400	N/A	N/A
6/28/2023	0945	TWY	FA50	2	High	HG6	1010	N/A	N/A
6/29/2023	1154	QXE	A321	1	High	GRE	1205	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
4/6/2023 17:14	SKW	SKW3879	E170	2870	Air Traffic Conflict	Yes
4/26/2023 15:42	SWA	SWA2671	B738	2349	Air Traffic Conflict	Yes
6/30/2023 19:01	FDX	FDX1268	MD11	2103	Air Traffic Conflict	Yes
6/20/2023 19:29	UPS	UPS945	B763	2765	Air Traffic Conflict	Yes
6/17/2023 9:22	NKS	NKS724	A20N	2700	Air Traffic Conflict	Yes
4/30/2023 19:17	SWA	SWA1384	B38M	2808	Air Traffic Conflict	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
5/4/2023 11:20	SWA	SWA738	B737	2477	Air Traffic Conflict	Yes
5/23/2023 7:13	FDX	FDX3647	B763	2709	Air Traffic Conflict	Yes
5/25/2023 13:51	DAL	DAL2768	BCS3	2785	Air Traffic Conflict	Yes
5/26/2023 20:01	SWA	SWA3649	B737	2837	Air Traffic Conflict	Yes
6/5/2023 19:05	FDX	FDX1645	B763	2552	Air Traffic Conflict	Yes
6/8/2023 14:02	FDX	FDX3857	B763	2627	Air Traffic Conflict	Yes
				<b>Air Traffic Conflict</b>	<b>12</b>	
6/14/2023 13:57	XOJ	XOJ794	C750	2388	Not Acceptable	No
				<b>Not Acceptable</b>	<b>1</b>	
				<b>Grand Count</b>	<b>13</b>	

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### 100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
4/27/2023 23:58	ASA1225	B738	ASA	2650	Compliant Operation	Yes
4/24/2023 18:48	SWA3649	B737	SWA	2883	Compliant Operation	Yes
5/21/2023 18:13	SWA3649	B737	SWA	2893	Compliant Operation	Yes
4/27/2023 23:58	ASA1225	B738	ASA	2870	Compliant Operation	Yes
				<b>Compliant Operation</b>	<b>4</b>	
5/15/2023 18:50	SWA2201	B737	SWA	2821	Not Acceptable	No
5/18/2023 21:25	SWA2193	B38M	SWA	2388	Not Acceptable	No
5/21/2023 15:40	ASA1328	B39M	ASA	2769	Not Acceptable	No
5/29/2023 22:04	SWA2193	B38M	SWA	2732	Not Acceptable	No
6/10/2023 15:19	SWA578	B738	SWA	2608	Not Acceptable	No
6/16/2023 0:17	SWA8508	B737	SWA	2814	Not Acceptable	No
5/11/2023 21:22	SWA2193	B38M	SWA	2322	Not Acceptable	No
4/25/2023 6:52	SWA2619	B738	SWA	2782	Not Acceptable	No
4/21/2023 15:49	QXE2020	E170	QXE	2700	Not Acceptable	No
4/9/2023 13:30	SWA1301	B38M	SWA	2844	Not Acceptable	No
4/6/2023 7:28	SWA363	B738	SWA	2736	Not Acceptable	No
4/6/2023 17:12	UPS9712	B752	UPS	2785	Not Acceptable	No
				<b>Not Acceptable</b>	<b>13</b>	
				<b>Grand Count</b>	<b>17</b>	

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**North Field Jet Departure Procedure**  
**Sample Noncompliance Contact Letter**



## **PORT OF OAKLAND**

Via email: [aircraftowner/operator@bankofutah.com](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:jrichardson@portoakland.com)

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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