I ✈ OAK
The best way to San Francisco Bay.

# Oakland Airport-Community Noise Management Forum Meeting Agenda

PORT OF OAKLAND
Seaport. Airport. Everyone's Port.

Wednesday, April 17, 2024, 6:30 – 8:30 PM

Hybrid Meeting:

530 Water Street, Jack London Square, Oakland, CA

or

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

or Dial In: US: 1+(669) 900-9128, Webinar ID: 956 2639 0978

**1 WELCOME/ROLL CALL – FACILITATOR**

**2 ANNOUNCEMENTS – FACILITATOR**

a. Outstanding membership dues for FY 2023/2024
   a. City of Oakland
   b. City of Richmond
b. New City of Berkeley Elected Representative
c. Runway 30 Repair Work
d. Fourth Quarter 2023 Noise Abatement Report

**3 APPROVAL OF MINUTES – FACILITATOR**

a. January 17, 2024, Minutes

**4 NEXTGEN SUBCOMMITTEE UPDATE – Chair Herrera Spencer**

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

**6 FAA REGIONAL ADMINISTRATOR'S UPDATE – Moifair Chin**

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

a. Update on Action Items from NF/SF Working Group
b. Update on Action Items from January 17, 2024, Forum Meeting

**8 OAKLAND SIX PRESENTATION – Jason Stoddard, HMMH**

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

**10 NEW BUSINESS/NEXT MEETING – Wednesday, July 17, 2024**

**11 ADJOURNMENT**

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

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

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# 2024 MEMBERSHIP ROSTER

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

**CITY OF BERKELEY**
Mr. Mark Humbert, Councilmember
Mr. James T. Nelson, Community Representative

**CITY OF HAYWARD**
Mr. Mark Salinas, Mayor
Mr. Edward Bogue, Community Representative

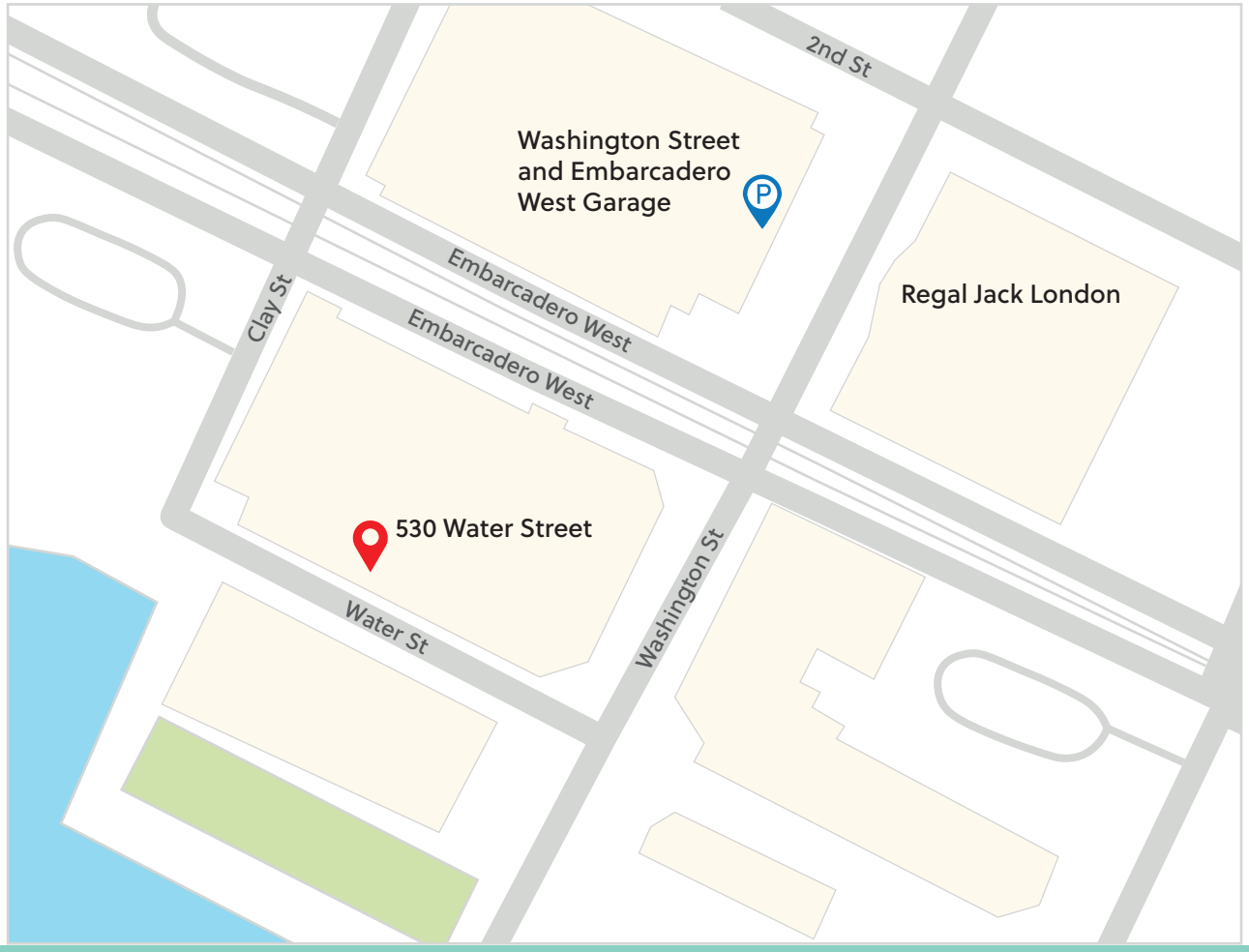
**CITY OF OAKLAND**
Ms. Janani Ramachandran, Councilmember
Mr. Bart Lounsbury, Community Representative

**CITY OF SAN LEANDRO**
Vacant, Elected Representative
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 Meeting

**Date/Time:**

Wed., April 17, 2024
6:30 to 8:30 p.m.

**Location:**

530 Water Street
Jack London Square
Oakland, CA

**Parking**

Washington Street and
Embarcadero West Garage

101 Washington Street

*Entrance is across from the Regal Cinema. Parking will be validated.*

Photo ID will be needed to sign in at the front desk.

# Oakland Airport-Community Noise Management Forum Action Items

## Oakland Airport-Community Noise Management Forum

a. OAKLAND SIX Departure

## North Field / South Field Research Group

a. SFO GBAS Team met on January 29, 2024 with the OAK North Field/South Field Research Group, OAK Noise Forum and/or a City of Alameda/San Leandro.
b. Staff to provide data regarding departures from RWY 28R on December 4, 2023.
c. Medevac Requirements
d. *Port staff to find incentive for North Field operators to comply with voluntary noise abatement procedure and attend meetings.
e. *Port staff to meet/talk to North Field chronic violators.
f. *HUSSH/WNSDR Procedure Update.

* Standing Item

# Oakland Airport-Community Noise Management Forum
# DRAFT Meeting Minutes – January 17, 2024

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## 1. INTRODUCTIONS

The January 17, 2024 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
Edward Bogue, Community Representative, Hayward
Bart Lounsbury, Community Representative, Oakland
Davis Drisdale, Community Representative, Richmond
Co-Chair Benny Lee, Community Representative, San Leandro
Julie Yim, Alternate for Lena Tam, Supervisor, County of Alameda
Craig Simon, Interim 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
Matthew Davis, Chief Public Engagement Officer, Port of Oakland
Diego Gonzalez, Acting Director of Government Affairs, Port of Oakland
Anjana Mepani, Environmental Planner, Environmental Programs and Planning
Joan Zatopek, Manager, Planning and Development, Port of Oakland
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Tim Middleton, Technical Consultant to the Port, HMMH
Jason Stoddard, Consultant to the Port, HMMH
Sarah Yenson, Consultant to the Port, HMMH
Christian Valdes, Technical Consultant to the Noise Forum, Landrum & Brown
Paul Hannah, Airspace Consultant to the Port, LEAN Technologies
Bert Ganoung, Noise Manager, San Francisco International Airport

**FAA Representatives Present**
Moifair Chin, Community Engagement Officer
Faviola Garcia, Deputy Western-Pacific Regional Administrator
Benjamin Kingston, OAK Air Traffic Control Tower

Facilitator 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. ANNOUCEMENTS

### A. FY23/24 Noise Forum Membership Dues Update

Facilitator Hanrahan reminded members that the Port of Oakland (Port) Finance Department sent invoices for the annual Noise Forum membership dues for the 2023/2024 fiscal year. She noted that payments have not been received from the City of Oakland and the City of Richmond.

### B. Third Quarter 2023 Noise Abatement Report

Co-Chair Benny Lee stated that he wants to make sure that Port staff is staying on top of the issues with departures from Runway 28 L/R. Jesse Richardson commented that they are working

to schedule a pilot meeting for 2024. He also said that he recently met with NetJets and is working on getting them to comply with the noise abatement procedure.

Co-Chair Trish Herrera Spencer stated that she noticed a significant increase in complaints from Alameda in the third quarter. Mr. Richardson said that the increase in complaints is attributable to the Taxiway Whiskey rehabilitation project that saw an increase in jet departures from the North Field.

## 3. APPROVAL OF MINUTES

### A. October 18, 2023

Facilitator Hanrahan noted that Noise Forum members have received copies of the draft minutes from the October 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: Benny Lee, second: Sophie Hahn. The minutes passed unanimously.

## 4. ACTION ITEM – MEETING FORMAT

Facilitator Hanrahan gave the floor to Co-Chair Herrera Spencer to discuss whether future Noise Forum meetings should remain virtual or return to in-person. As discussed during the October 2024 Noise Forum meeting, Co-Chair Herrera Spencer said she asked for the meeting format discussion to be added to the agenda because many cities have gone back to either fully in-person or hybrid meetings (both in-person and virtual). She expressed her concerns as to whether the Noise Forum was losing public participation. Facilitator Hanrahan said that staff reviewed previous Noise Forum meeting minutes to catalog who from the public was speaking and in attendance. She said there has been minimal change in the number of public attendees, anywhere from five to a dozen. She also noted that some attendees have changed due to relocation away from the area, but the Noise Forum meetings still have about the same level of public engagement.

Co-Chair Herrera Spencer asked which members would be required to be in-person if hybrid meetings were put in place. Ms. Hanrahan stated that all voting Noise Forum members, elected and community representatives, would be required to attend meetings in person for quorum and action/voting purposes. She said there would be an option for others, i.e., Federal Aviation Administration (FAA), consultants, staff, the public to attend virtually.

Co-Chair Lee said that he supports either option; however, he wanted to make sure everyone understood the extra steps involved when having an in-person meeting, such as the need to arrive to the facility early due to the mandated security checkpoints. He also said that parking would be critical, adding that the parking garage would be an option and would be accessible by the public. Co-Chair Lee said he communicated with Mr. Richardson who reviewed security records and found there have been no incidents in the parking garage.

Faviola Garcia asked if the meeting would remain the same dates and time if changed to hybrid or in-person. She stated her concerned with FAA representatives being able to attend in person

with the conflicts that exist with other California Noise Roundtables. Ms. Hanrahan said that she was aware of a conflict with the Los Angeles World Airports (LAWA Noise Roundtable) in January and July, so an option would be to hold in-person meetings in April and October, while January and July would remain virtual.

Ms. Hanrahan opened the floor to the public. Martine Krause said she felt that the meetings should be more frequent and that meeting every three months was not sufficiently frequent to make progress. Bill Harrison said that he and his wife have been participants in the meetings for many years and miss the in-person connection between participants. He said he would greatly appreciate returning to in-person meetings. Jon Hamilton said he was in favor of hybrid meetings and recognized that although in-person meetings were beneficial, they could also be difficult for some of the panelists to attend. He added that hybrid meetings would be highly efficient.

Bart Lounsbury asked about the comment to increase the meeting frequency. Facilitator Hanrahan stated that a change to the By-Laws would be required to modify the meeting frequency. She also reminded the group that the North Field/South Field Research Group, which is a subcommittee of the Noise Forum and is open to the public, meets quarterly as well. She said there are actually eight meetings a year that deal with OAK noise and issues. Bert Ganoung explained to the group that the San Francisco Internal Airport (SFO) Community Roundtable meeting frequency has changed many times in their 25-year history. He explained it started meeting monthly, then bi-monthly, then quarterly. He said when the 2015 Metroplex was put in place, the group returned to bi-monthly. Tim Middleton reported that HMMH has done research on this subject and the most common meeting frequency nationwide for noise roundtables and forums is quarterly. Ms. Garcia said that meeting more frequently may also be an issue of attendance from the FAA. Co-Chair Lee said that he feels that meeting quarterly is sufficient for accomplishing Noise Forum goals.

Jay Seaton made a motion to meet in-person every other meeting for the next year. At that time, the Noise Forum could revisit the meeting format discussion. Facilitator Hanrahan suggested that the motion be updated to meet in-person in April and October to remove the conflict for the FAA with the LAWA Noise Roundtable. Mr. Seaton said that he will update the motion to reflect that. Moved: Co-Chair Lee, second: Mr. Seaton. The motion passed by majority.

## 5. NEXTGEN SUBCOMMITTEE UPDATE

Co-Chair Herrera Spencer reported that the NextGen subcommittee recently received maps from Paul Hannah. She said that they will be working with staff to schedule another subcommittee meeting soon. Co-Chair Lee said that the files were very useful tools.

## 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). Speakers included the following:

- Sandra Harrison – She stated her concern with flights over her Hayward home in the middle of the night.
- Martine Krause – She said there was incessant jet noise in the Berkeley Hills and wanted the OAK Noise office to accept "stop.jetnoise" app complaints.
- Jon Hamilton – He wanted to know why touch-and-go operations were operating on Runway 28R instead of the preferred 28L.
- Kevin Leong – He asked if the proposed airport facilities were going to be discussed. Ms. Hanrahan explained that the Terminal Modernization and Development Project is not under the purview of the Noise Forum.
- Ronald Canfield – He stated his concern with flights over his Bay Farm Island home.

## 7. FAA REGIONAL ADMINISTRATOR'S UPDATE

Moifair Chin had no update for the Noise Forum. Ms. Garcia reported that she is now the permanent Duputy Regional Administrator and also reported that Michale Whittaker is the new FAA Administrator.

## 8. NOISE OFFICE REPORT

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

Matt Davis and Mr. Richardson gave reports on the action items from the North Field/South Field Research Group meeting held on December 20, 2023. The following action items were discussed:

- Work with CLASS, City of Alameda, and OAK staff to create a "Welcome Letter" for fixed-base operators
- SFO Ground-Based Augmentation System (GBAS) Team meeting with the OAK North Field/South Field Research Group, OAK Noise Forum and/or a City of Alameda/San Leandro on January 29, 2024
- Staff to provide data regarding departures from Runway 28R on December 4, 2023

Mr. Davis reported that the change to the OAKLAND Six conventional departure is scheduled to begin on January 24, 2024. He said this would allow aircraft on that departure to make a slight left-hand turn rather than departing on runway heading. He said staff would be monitoring the change and any impacts.

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

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

- In-person/hybrid meeting options

## 9. FAA REAUTHORIZATION PRESENTATION

Mr. Middleton reported on the current FAA Reauthorization Bill. The following items were discussed:

- The Airport and Airway Trust Fund funds the FAA and is part of the overall federal budget. The federal budget process occurs in two stages: Appropriations, which set overall spending limits, and Authorizations, which direct how federal funds should or should not be used. The federal budget is annually authorized with the federal fiscal year beginning

October 1 of every year. A current objective of Congress is to pass legislation to reauthorize the FAA for the next five years. The last full FAA Reauthorization was in 2018 and has expired. All of its provisions are still in place through a continuing resolution that was passed, until March 8, 2024.

- The 2018 FAA Reauthorization Bill required the FAA and GAO to conduct a range of studies on noise effects, including annoyance, health effects, and the potential phase-out of Stage 3 aircraft.
    - Section 173 and 188 Reports on alternate airplane noise metric evaluation and the study of day-night average sound levels have been sent to Congress.
    - Section 187 addressed noise exposure by conducting the Neighborhood Environmental Survey, which was published in January of 2021. Comment responses are pending.
    - Section 189 studied the potential health and economic impacts of overflights noise.
    - Section 186 required the GAO to conduct a study evaluating the phase-out, potential phase-out of Stage 3. This report has been completed.
- The 2023 FAA Reauthorization Bill aims to authorize appropriations for the FAA for the fiscal years 2024–2028. The bill must be passed by the House and the Senate in identical form, and then be signed by the President to become law.
    - The objective of this funding is to improve efficiency of operations, investment in airport and infrastructure, and improve public passenger experience.
    - The House Bill was introduced to Congress on June 9, 2023.
    - The Senate Bill was introduced on June 13, 2023.
    - Both sides sought to put forward identical bills but haven't reached an agreement.
    - One of the proposals to change criteria for pilot training has stalled the Bill from proceeding further.
    - The 2023 FAA Reauthorization has not passed, so the FAA is still working under continuing resolutions for now.
- Items of interest that are in the current draft authorizations are:
    - Advanced air mobility is addressed by instructing the FAA to establish procedures and rules to integrate powered-lift aircraft into the National Airspace System and to update air traffic orders and policies to allow for their integration.
    - The FAA is looking at potential updates to the Part 150 Airport Noise Compatibility Planning, which haven't been updated since they became law in the 1980s.
    - The potential look at categorical exclusions which is something that the public and airports have looked at in terms of how the environmental process works for new flight procedures.
    - Both the House and the Senate intend to raise the maximum age for pilots to retire from the current age of 65 to 67.
    - The Bill would require the FAA to advance rulemaking on beyond visual line of sight for drone operations.
    - The House Bill would also direct the FAA to increase hiring of air traffic controllers in response to concerns over shortages.

- The Senate calls for a study to assess realignment of air traffic control facilities but does not direct the FAA to hire more controllers.
- The Bill could potentially direct the FAA to look at a third-party study of aviation noise metrics, which is building on the 2018 Reauthorization and build on the FAA's efforts as part of their Noise Policy Review.

## 10. NOISE NEWS UPDATE

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

- Tampa Bay International Airport partnered with a German urban air mobility (UAM) company, Volocopter, to showcase their VoloCity Aircraft in flight. The eight-minute flight marked the first ever flight test of an electric vertical takeoff and landing aircraft in an operational and large international U.S. airport, and the first of these in the state of Florida. Volocopter expects to receive the final certification for its aircraft from the European Union Aviation Safety Agency this year. Tampa Bay International Airport formed a special committee to study the UAM infrastructure in the Tampa Bay Area and how it might integrate with the current airspace system.
- UrbanX Air and Eve Air Mobility, which is a subsidiary of Embraer, have partnered to provide UAM services in the South Florida area. They announced that they would start these services in 2026.
- California based Joby Aviation flew its UAM aircraft on an exhibition flight over New York City making the first flight of an air taxi over the city, and the first Joby air taxi flight in an urban setting. A couple of days later Volocopter flew its first public demonstration flight over New York City with multiple air taxi aircraft. Joby previously announced, through its partnership with Delta Airlines, that it expects New York to be one of its early-launch markets in 2025–2026, after receiving certification from the FAA. Joby estimates that the flight time from Manhattan to JFK Airport would be about seven minutes, which by car would take over an hour. Joby and Delta are working with the Port Authority of New York and New Jersey to develop infrastructure at JFK and La Guardia Airports as part of Delta's $7-billion investment at these airports.
- Santa Clara based Archer Aviation announced that its Midnight Aircraft successfully completed its first test flight last October. It builds on two years of flight testing. There are other smaller aircraft called Maker. Archer also announced that it plans to make Abu Dhabi its first international launch partner, with plans to begin air taxi operations there in 2026. Archer has also partnered with India's travel and hospitality conglomerate, InterGlobe Enterprises, to provide air taxi service in India. Starting with routes in Delhi, Bombay, and Bangalore, the electric air-taxi service aims to complete about a 17-mile trip in the national capitol in about seven minutes, a journey that would typically take 60 to 90 minutes by car. In addition to urban air-taxi services, the parties plan to pursue a variety of other uses for the UAMs in India including cargo, logistics, medical and emergency services. India is one of, if not the largest opportunity for UAM aircraft utilization in the world, as it's home to the world's largest population of over 1.4 billion people, and its largest city faces some of the greatest congestion challenges in the world.

- Virginia based Electra Aero announced that it has successfully completed the first flights of its EL-2 Goldfinch aircraft, a hybrid electric ultra-short takeoff and landing aircraft. The test flight lasted about 23 minutes, reached an altitude of 2,200 feet, and covered about 30 miles. The two-seat Goldfinch is the world's first blown-lift aircraft using a distributed electric propulsion system. Electra is developing a nine-passenger version of the aircraft for commercial and government markets, that can take off and land with a ground-roll portion as short as 150 feet, and fly at speeds of 200 miles per hour, and cover distances of 500 miles; in comparison, a Cessna 172 needs about 1,000 feet of runway for ground roll before it becomes airborne. Electra aims to fill in the gap of air travel between 50 to 500 miles, where most trips today are done by automobile. This aircraft will not only be able to fly from Manhattan to JFK, but also fly to Washington D.C.
- Joby announced it has successfully completed a series of air traffic simulations with NASA Ames Research Center that evaluated how air taxi operations can be integrated in today's airspace, including at busy airports, using existing air traffic control tools and procedures. The simulations took place at NASA's Future Flight Central, a high-fidelity virtual tower facility offering 360-degree views of real-time simulation of an airport, where a team of NASA and Joby engineers, as well as pilots and air traffic controllers, simulated traffic patterns in the Dallas Love and Dallas Fort Worth (DFW) Airport area, representing that complex airspace. During the simulation participants virtually tested the ability to integrate up to 120 UAM operations, arrivals and departures per hour, at DFW, alongside the airport's existing air traffic. Up to 45 simulated UAM aircraft were simulated aloft in DFW's Class B airspace during the activity.
- The National Park Service and the FAA announced their completion of an Air Tour Management Plan for Hawaii's volcanos parks that will cut air tours by almost 90 percent. Specifically, the plan authorizes up to 1,548 air tours per year, on three specific routes, within the park's boundaries.
- This is a significant reduction from the existing levels of over 11,300 flights per year. The air tours can occur between 10:00 a.m. and 2:00 p.m. local time on Mondays, Tuesdays, Thursdays, and Fridays. It designates three air tour routes that avoid the summit of Kilauea, and protect the key natural resources, and visitor-use areas, and park wilderness. Air tours will be limited to these three routes. The plan also includes no-fly days on Sundays, and special traditional Hawaiian holidays. Hawaii's Volcano National Park is one of several National Parks for which the National Park Service and the FAA have developed, or are currently developing, an Air Tour Management Plan.
- MIT engineers aim to produce totally green, carbon-free hydrogen fuel with a new train-like system of reactors that is driven solely by the sun. The system harvests the sun's heat to directly split water and generates hydrogen. Today's hydrogen is largely produced through processes that involve natural gas and other fossil fuels making the otherwise "green fuel" more like a gray energy source when considered from the start of its production to its end use. In contrast, solar thermal chemical hydrogen (STCH) offers a total emissions-free alternative, as it relies entirely on renewable solar energy to draw hydrogen production. So far existing STCH designs have limited efficiency, only about 7 percent of incoming sunlight is used to make hydrogen. The results so far have been low

yield and high cost. In a big step towards realizing solar-made fuels, the MIT team estimates its new design could harvest up to 40 percent of the sun's heat to generate that much more hydrogen. The increase in efficiency could drive down the system's overall cost making STCH a potentially scaled affordable option to decarbonizing the transportation industry.

- The international aviation sector took a giant leap to acceleration of its decarbonization during the third International Civil Aviation Organization Conference on Aviation and Alternative Fuel held in Dubai in November 2023. By adapting the new global framework for sustainable aviation fuels, the member states have agreed to strive to achieve a global vision to reduce carbon dioxide emissions in international aviation by 5 percent by 2030.
- ICAO's new global framework of cleaner aviation fuels builds on ICAO's General Assembly adoption of a target of net-zero carbon emissions by 2050, which puts international aviation on a stronger transition path.
- Gulfstream announced the successful completion of the world's first transatlantic flight using 100 percent sustainable-aviation fuel, which took place on November 19, 2023. The Gulfstream 600, the photo on the left, flew roughly a seven-hour flight from Savannah to England. Then a few days later, Virgin Atlantic Airline announced that it flew its first transatlantic commercial flight using sustainable fuel on November 28, 2023. Virgin Atlantic's Boeing 787 departed from London and landed in New York.
- For the last few years, we've tracked the development of NASA's X-59 Aircraft, which is trying to fly supersonically without a loud sonic boom but a sonic thump instead. NASA and Lockheed Martin formally debuted the agency's X-59 quiet supersonic aircraft last Friday. The X-59 is the centerpiece of NASA's Quesst mission which seeks to address one of the primary challenges to supersonic flight over land by making supersonic booms quieter. For 50 years, the U.S. and other nations have prohibited commercial supersonic flight over land because of the disturbance caused by loud startling sonic booms over communities underneath the flight path. The next steps in preparation for the X-59's first flight are the integrated systems testing, engine runs, and taxi testing. The aircraft is set to take off for the first time later this year, followed by its first supersonic flight from its home base at NASA's Armstrong Flight Research Center inside Edwards Airforce Base. Once all testing is complete, the X-59 will fly over several to-be-selected cities across the U.S. collecting input about the sound the aircraft makes, and how people perceive it.

## 11. CONFIRM NEXT MEETING DATE

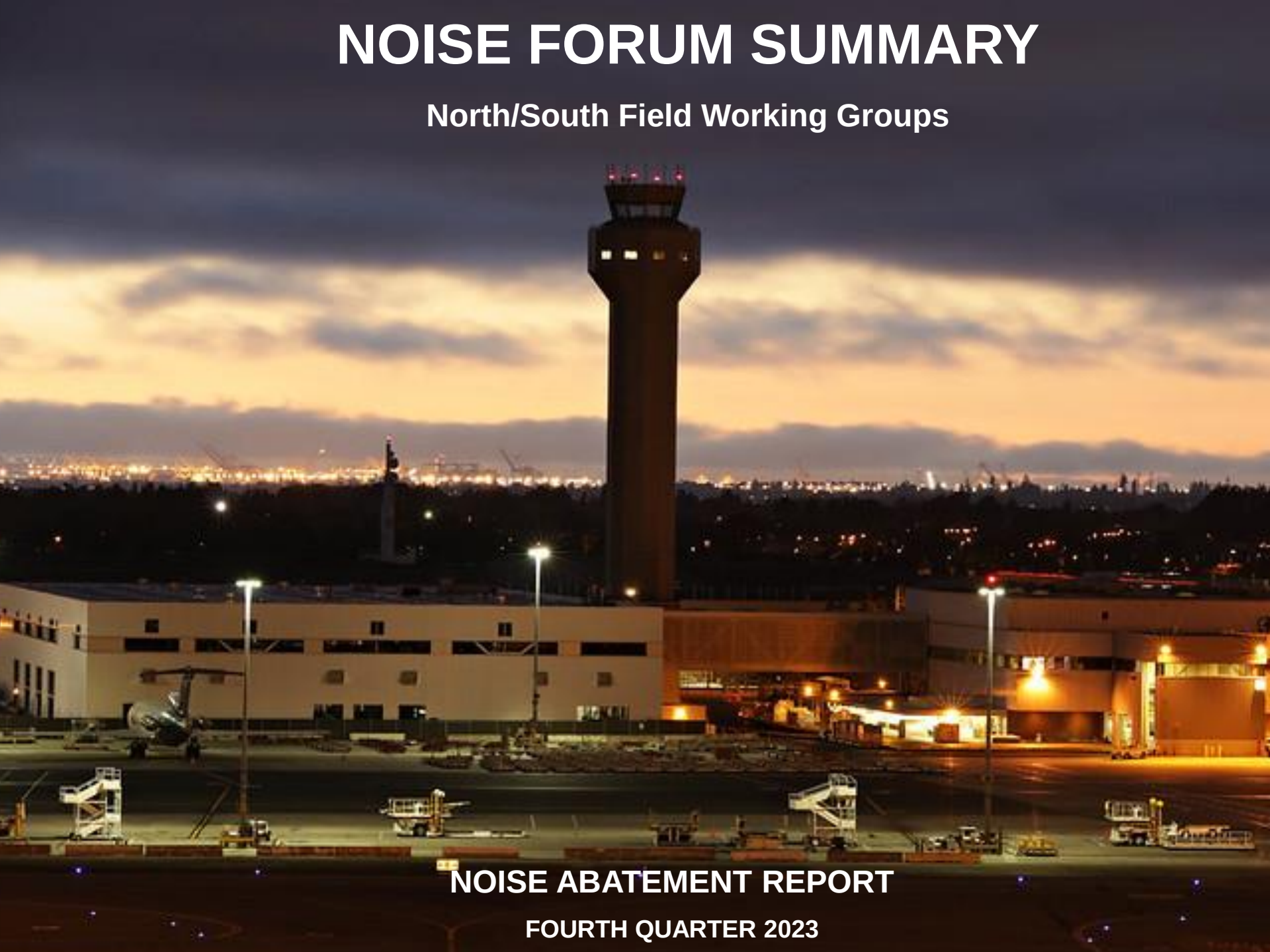
The next meeting is scheduled to be in-person on April 17, 2024.

## 12. NEW BUSINESS/ADJOURNMENT

Mr. Seaton asked if anyone from the Noise Forum will be attending the UC Davis Aviation Noise and Emissions Symposium. Mr. Davis said that the Forum by-laws provide for the reimbursement of funds for Noise Forum members to attend conferences if approved by the Forum. He said Port staff does not usually attend; however, HMMH attends and reports back on items of interest or concern. Facilitator Hanrahan adjourned the meeting at 8:28 p.m.

# NOISE FORUM SUMMARY

## North/South Field Working Groups



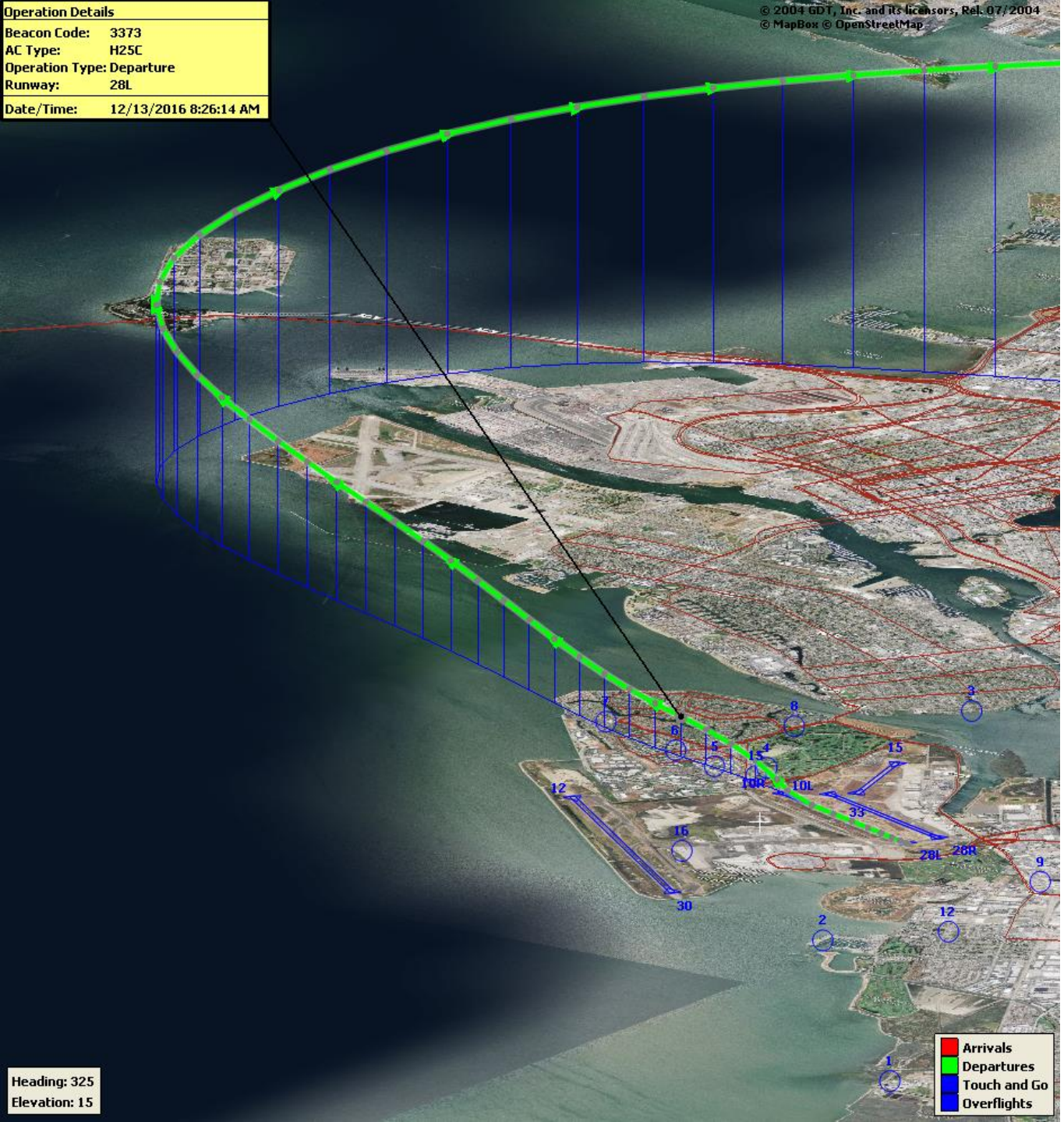
## NOISE ABATEMENT REPORT

**FOURTH 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.

| Compliance Monitoring Quarterly Summary Comparison<br>Fourth Quarter 2023 | | | | |
|---|---|---|---|---|
| | 2022Q4 | | 2023Q4 | |
| | Compl. | N/C | Compl. | N/C |
| Runway 28R/L Jet Departure Compliance | 93% | 7% | 93% | 7% |
| Total Airport-wide Corporate Jet Departures | 2,375 | 175 | 2,111 | 154 |
| Runway 10R/L Jet Landing Compliance | 92% | 8% | 83% | 17% |
| Total Southeast Plan Corporate Jet Landings | 113 | 10 | 163 | 33 |
| North Field VFR Departure Compliance | 89% | 11% | 92% | 8% |
| Total Runways 28R/L & 33 Departures | 203 | 24 | 228 | 19 |
| North Field Quiet Hours Compliance | 81% | 19% | 82% | 18% |
| Total North Field Quiet Hours Departures | 128 | 31 | 206 | 46 |
| Runway 30 BFI Right Turn Departure Compliance | 100% | 0% | 100% | 0% |
| Total Runway 30 Turbojet Departures | 17,150 | 1 | 15,637 | 2 |
| Night Time Departure Compliance | 99% | 1% | 99% | 1% |
| Total Runway 30 Night Turbojet Departures | 3,252 | 28 | 3,260 | 30 |
| Runway 12 Night Departure Compliance | 96% | 4% | 60% | 40% |
| Total Runway 12 Night Turbojet Departures | 43 | 2 | 32 | 21 |
| Runway 30 East Turn Departure Compliance | 100% | 0% | 100% | 0% |
| Total Runway 30 East Turn Departures | 4,159 | 5 | 3,943 | 3 |
| 100 Degree Radial Turbojet Landing Compliance | 98% | 2% | 98% | 2% |
| Total 100 Degree Radial Turbojet Landings | 993 | 22 | 1,005 | 19 |
| Engine Runup Program Compliance | 100% | 0% | 100% | 0% |
| Total Evening and Nighttime Engine Runups | 3 | 0 | 14 | 0 |
| Note: N/C means non-compliant. Percentage values are rounded out. | | | | |

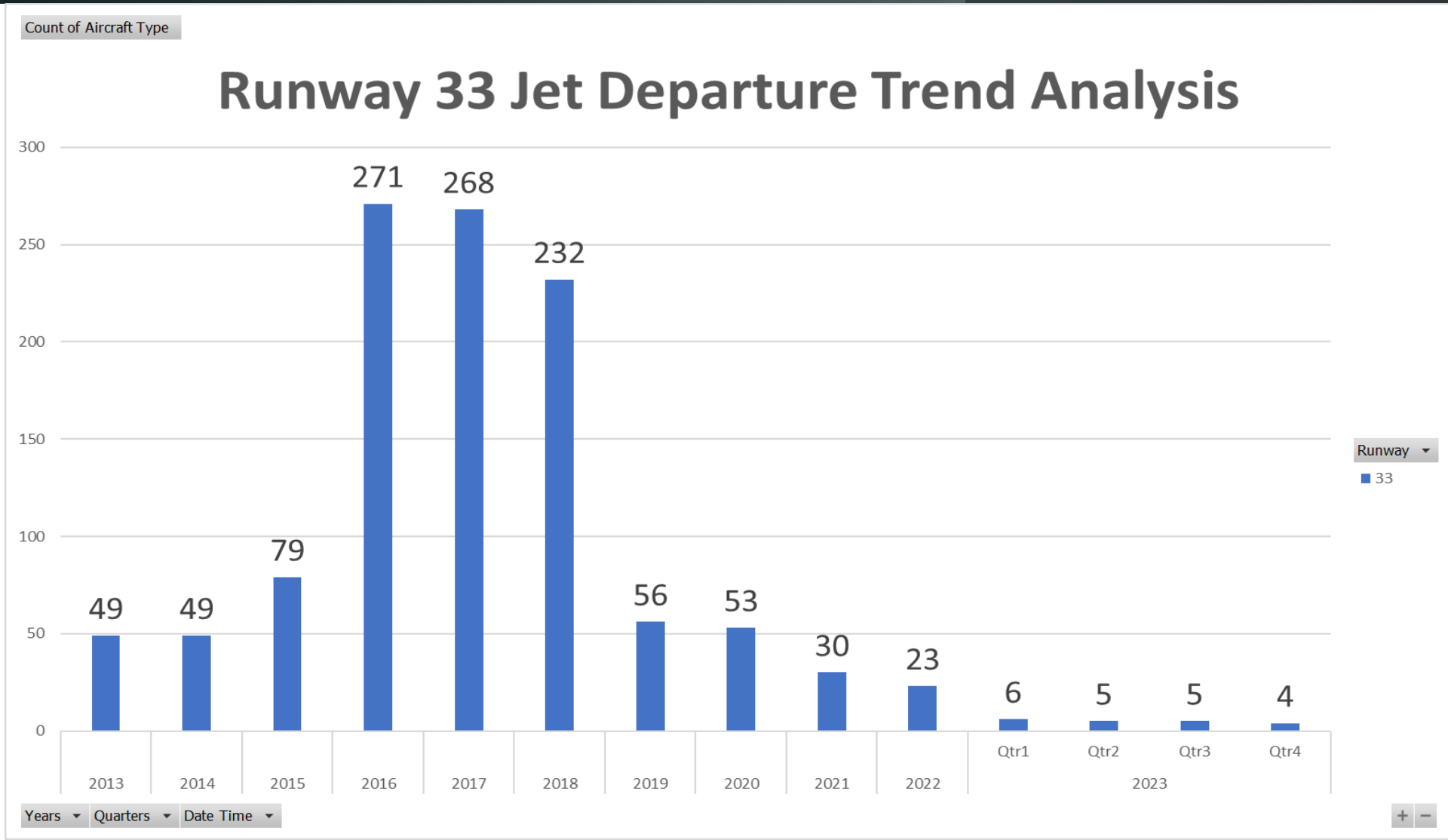


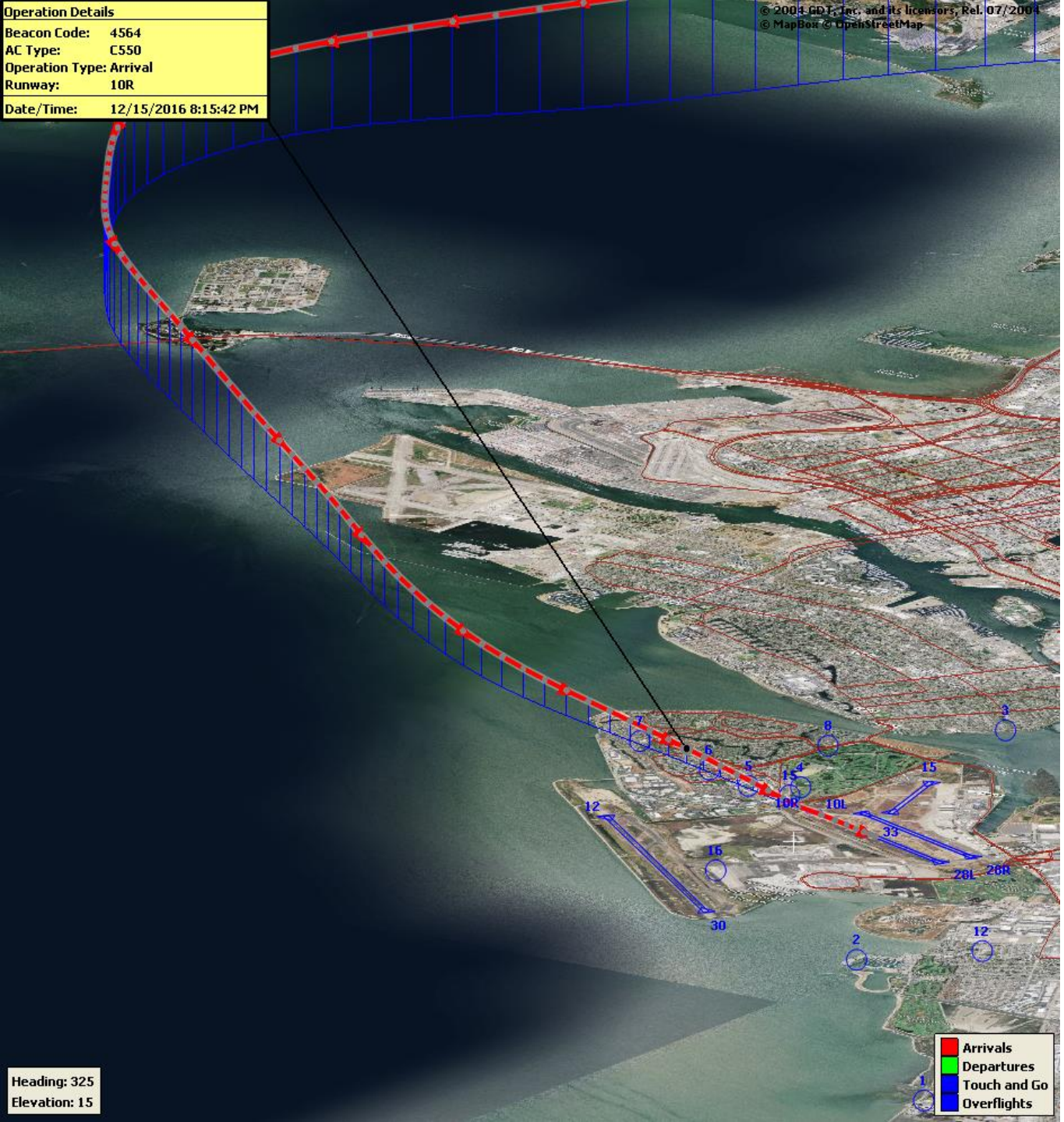

## Runway 28R/L
## Jet Departure NAP

**2023Q4**
**93% Compliance**
**(2,265 total departures)**
**(154 non-compliant)**

**2022Q4**
**93% Compliance**
**(2,550 total departures)**
**(175 non-compliant)**

# RUNWAY 33 JET DEPARTURES
# FOURTH Quarter 2023

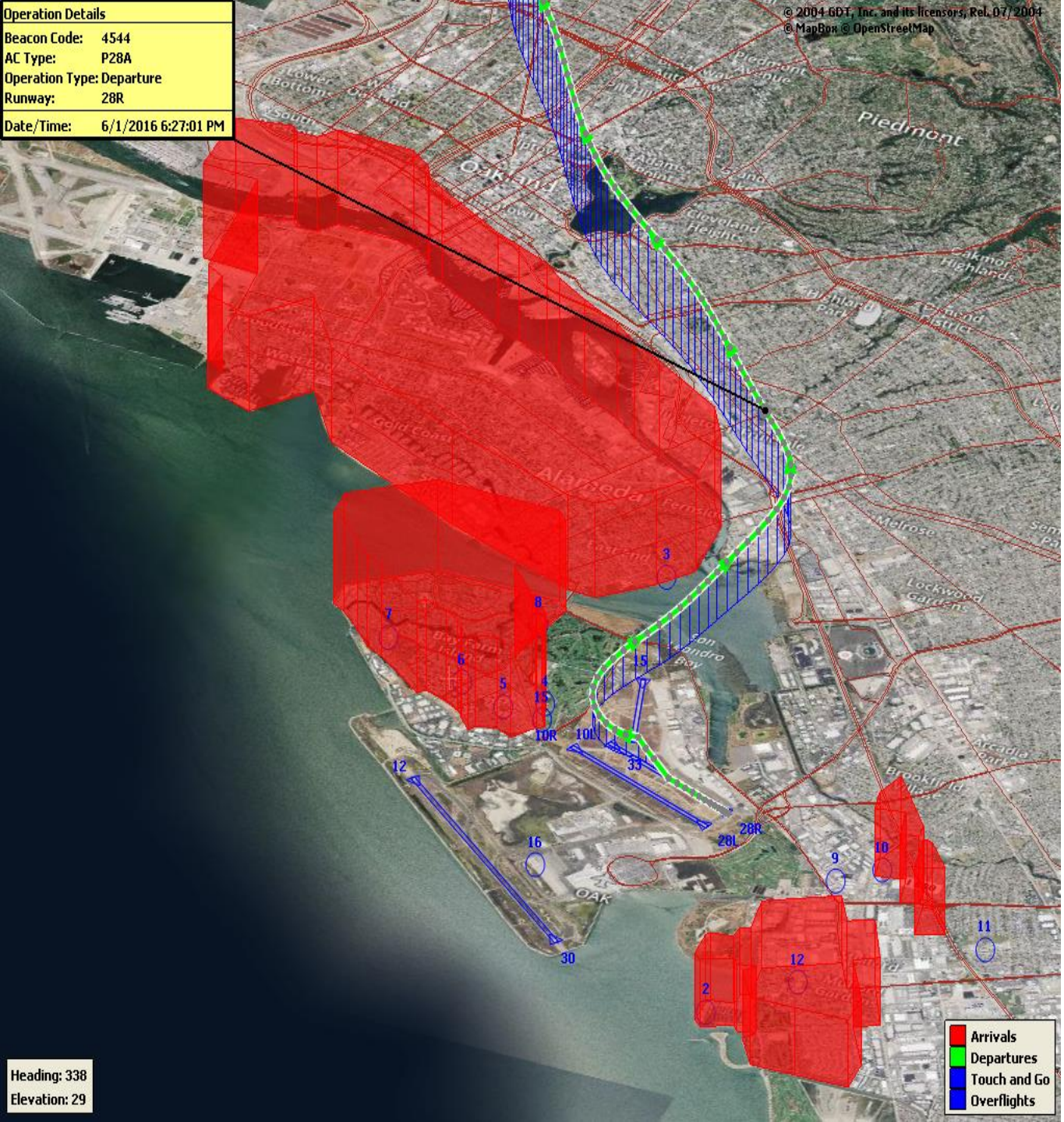





# Runway 10R/L Jet Landing NAP

**2023Q4**
**83% Compliance**
**(196 total landings)**
**(33 non-compliant)**

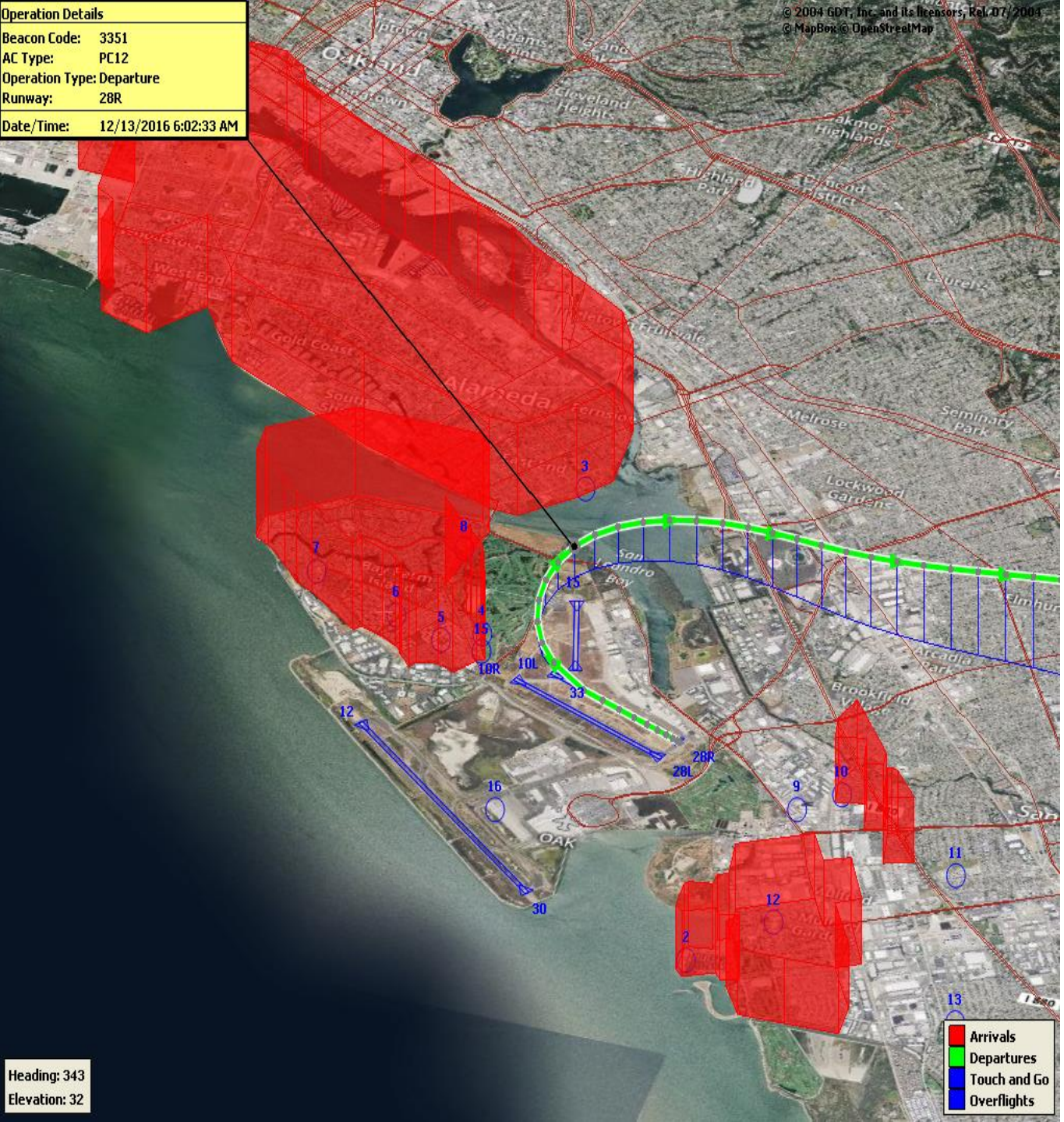
**2022Q4**
**92% Compliance**
**(123 total landings)**
**(10 non-compliant)**




# VFR Aircraft Departure NAP

**2023Q4**
**92% Compliance**
**(247 total departures)**
**(19 non-compliant)**

**2022Q4**
**89% Compliance**
**(227 total departures)**
**(24 non-compliant)**

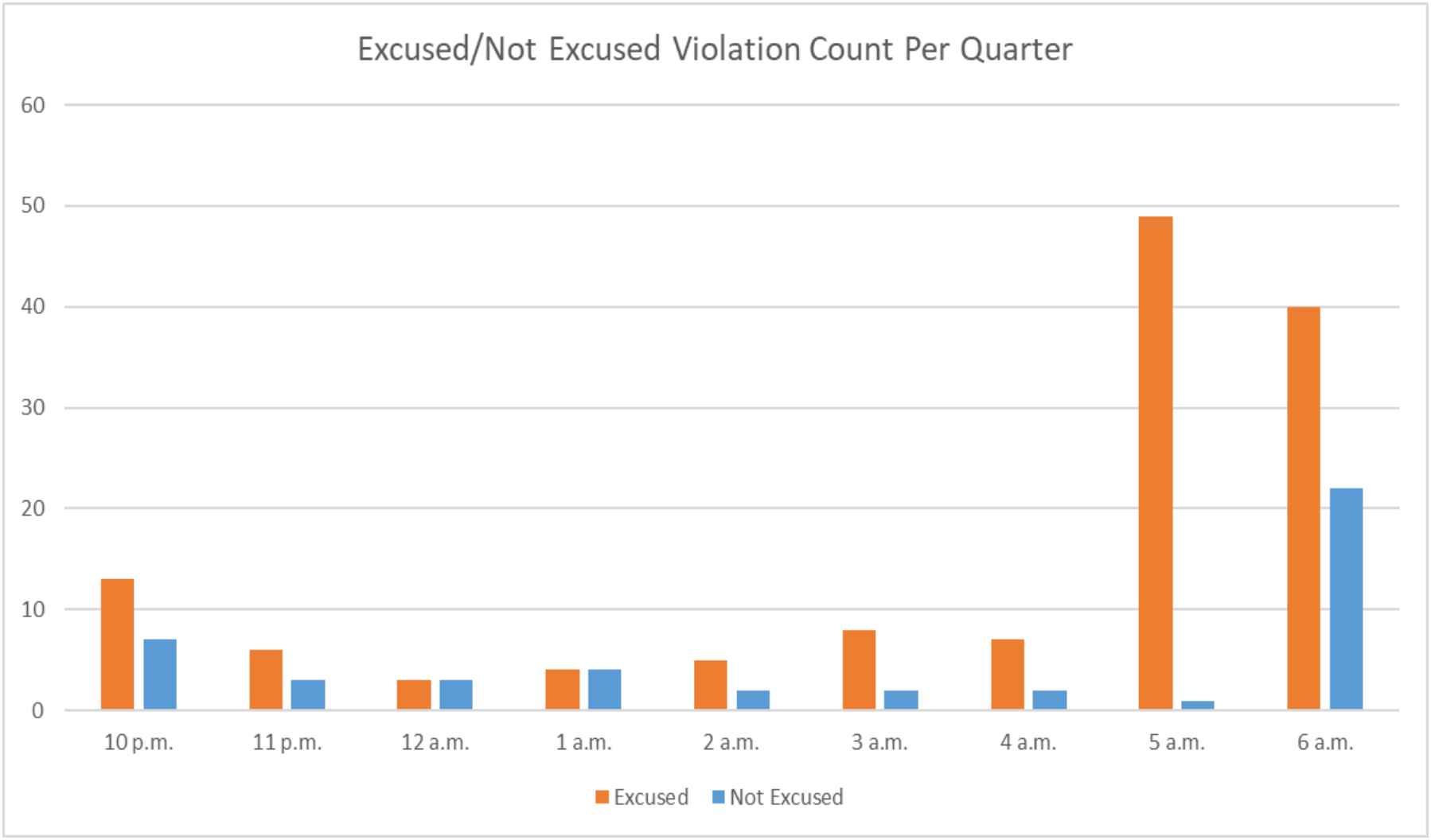



# North Field
# Quiet Hours NAP

**2023Q4**
**82% Compliance**
**(252 total departures)**
**(46 non-compliant)**

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

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



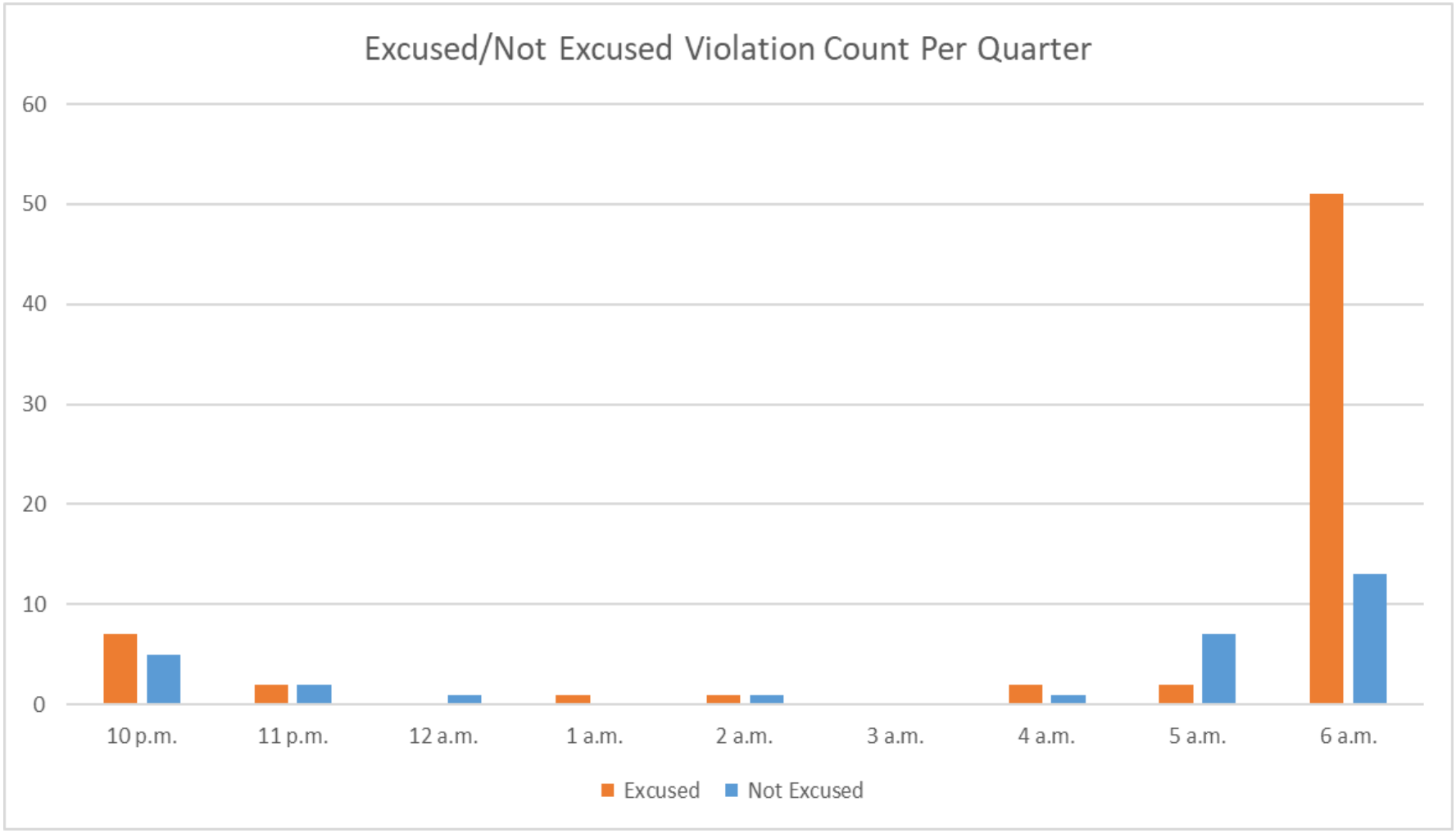

# Night Time Departure NAP

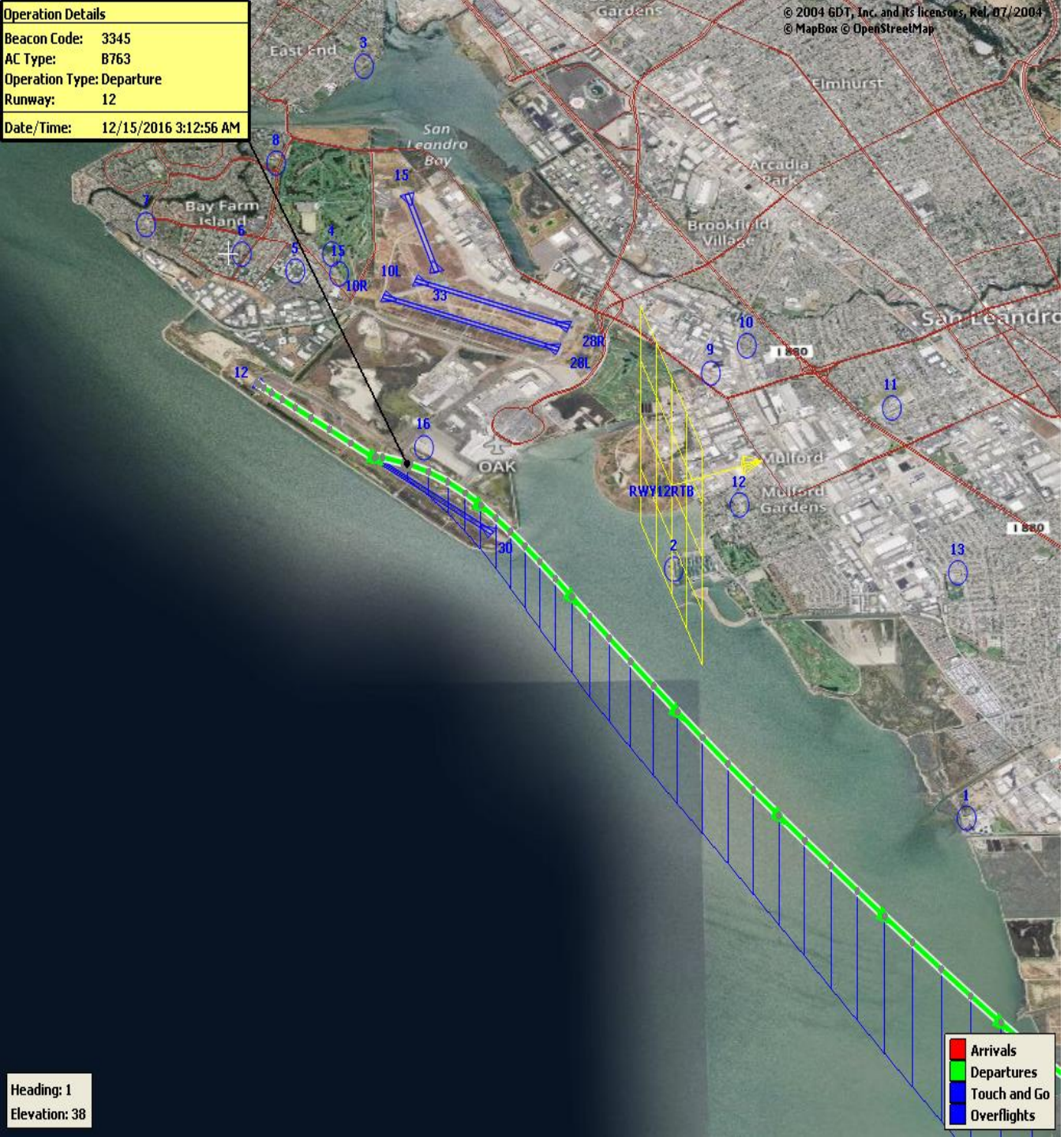
**2023Q4**
**99% Compliance**
**(3,290 total departures)**
**(30 non-compliant)**

***REBAS Gate non-compliant = 29**

**2022Q4**
**99% Compliance**
**(3,280 total departures)**
**(28 non-compliant)**

# Quarterly Night Time NAP Non-Compliant Count Per Quarter



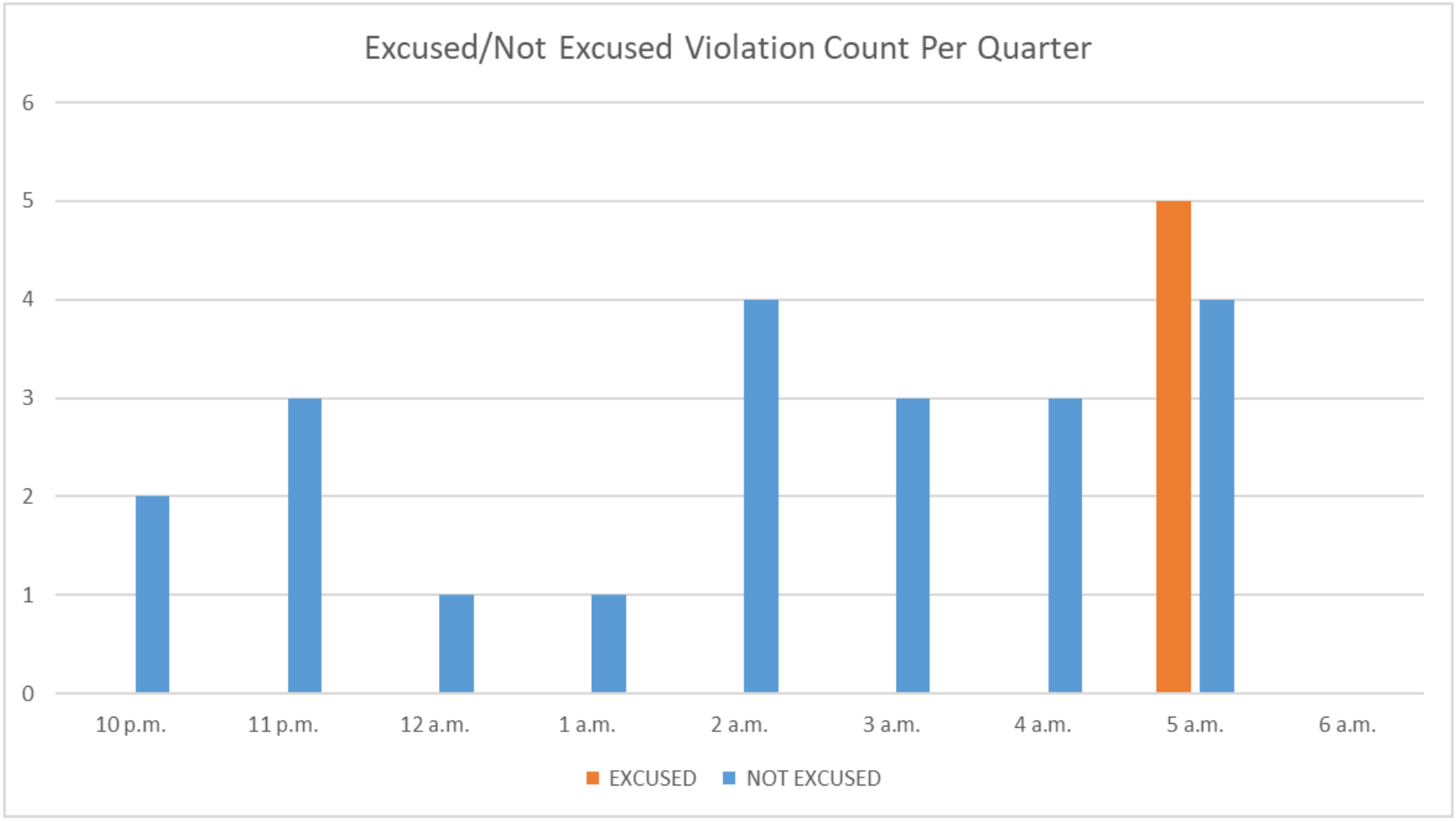


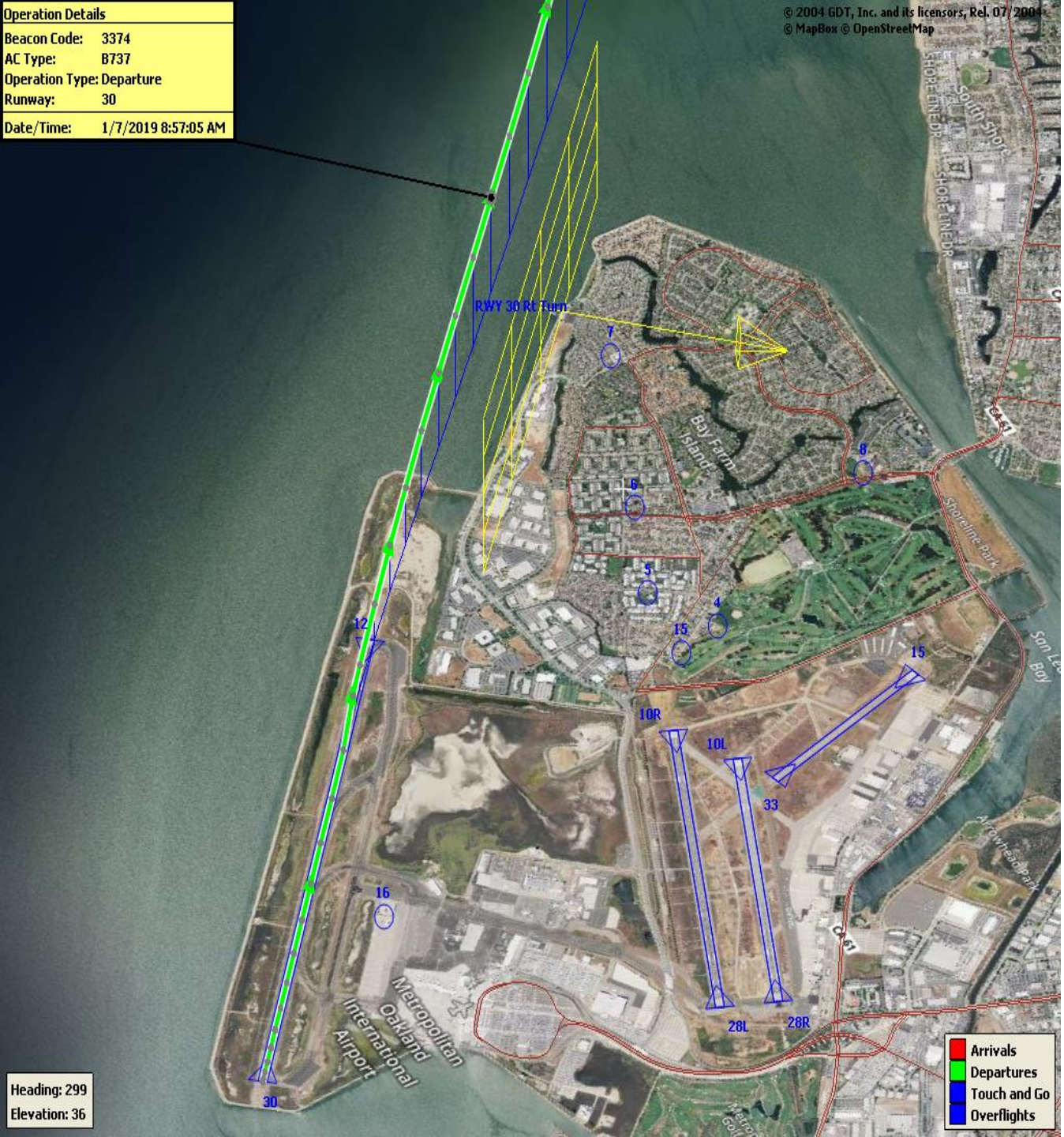

# Runway 12 Night Departure NAP

**2023Q4**
**60% Compliance**
**(53 total departures)**
**(21 non-compliant)**

**2022Q4**
**96% Compliance**
**(45 total departures)**
**(2 non-compliant)**

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






# Runway 30 Bay Farm Right Turn NAP

**2023Q4**
**100% Compliance**
**(15,639 total departures)**
**(2 non-compliant)**

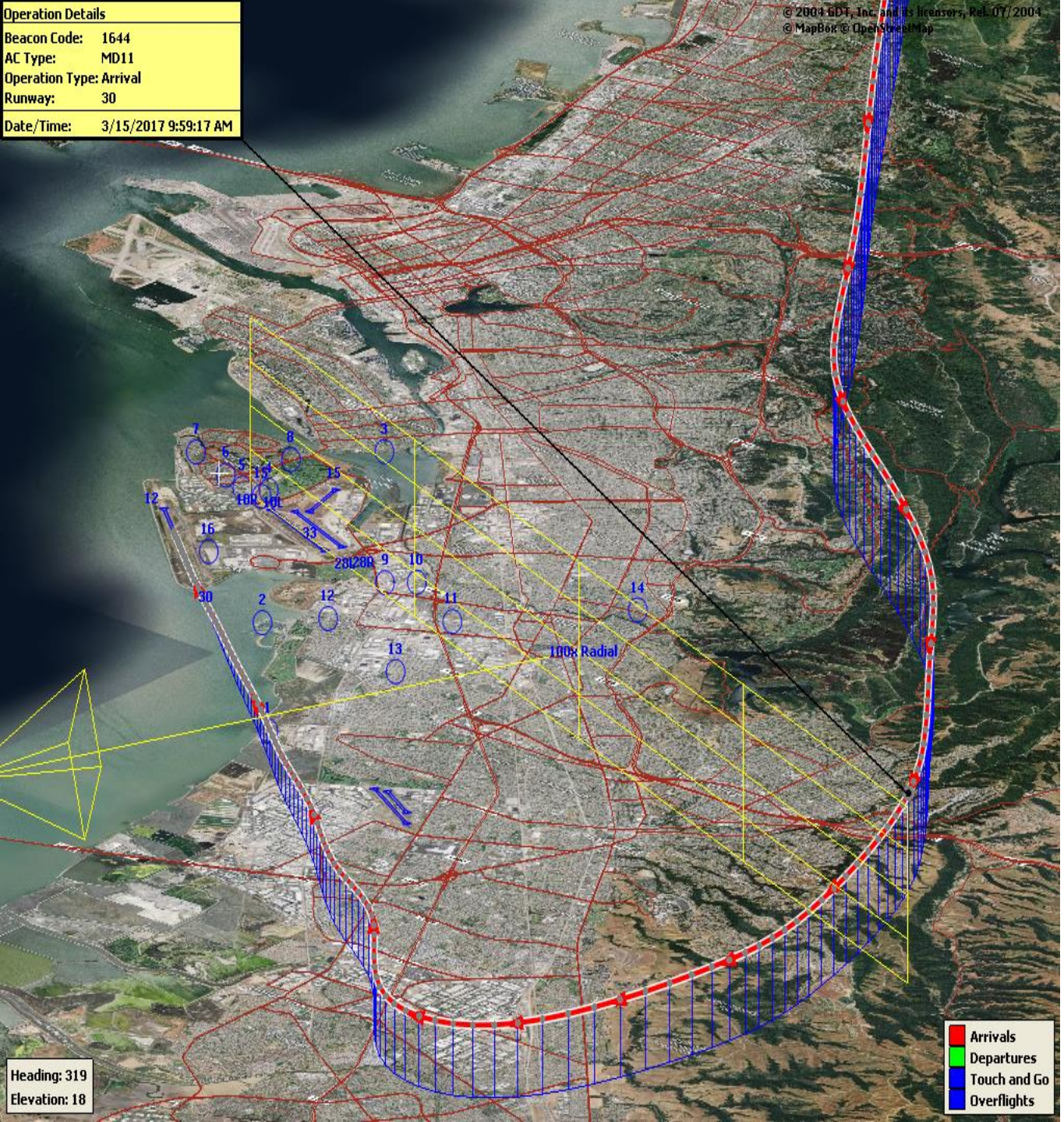
**2022Q4**
**100% Compliance**
**(17,151 total departures)**
**(1 non-compliant)**


## Runway 30 East Turn NAP

**2023Q4**
**100% Compliance**
**(3,946 total departures)**
**(3 non-compliant)**

***Excused Departures = 29**

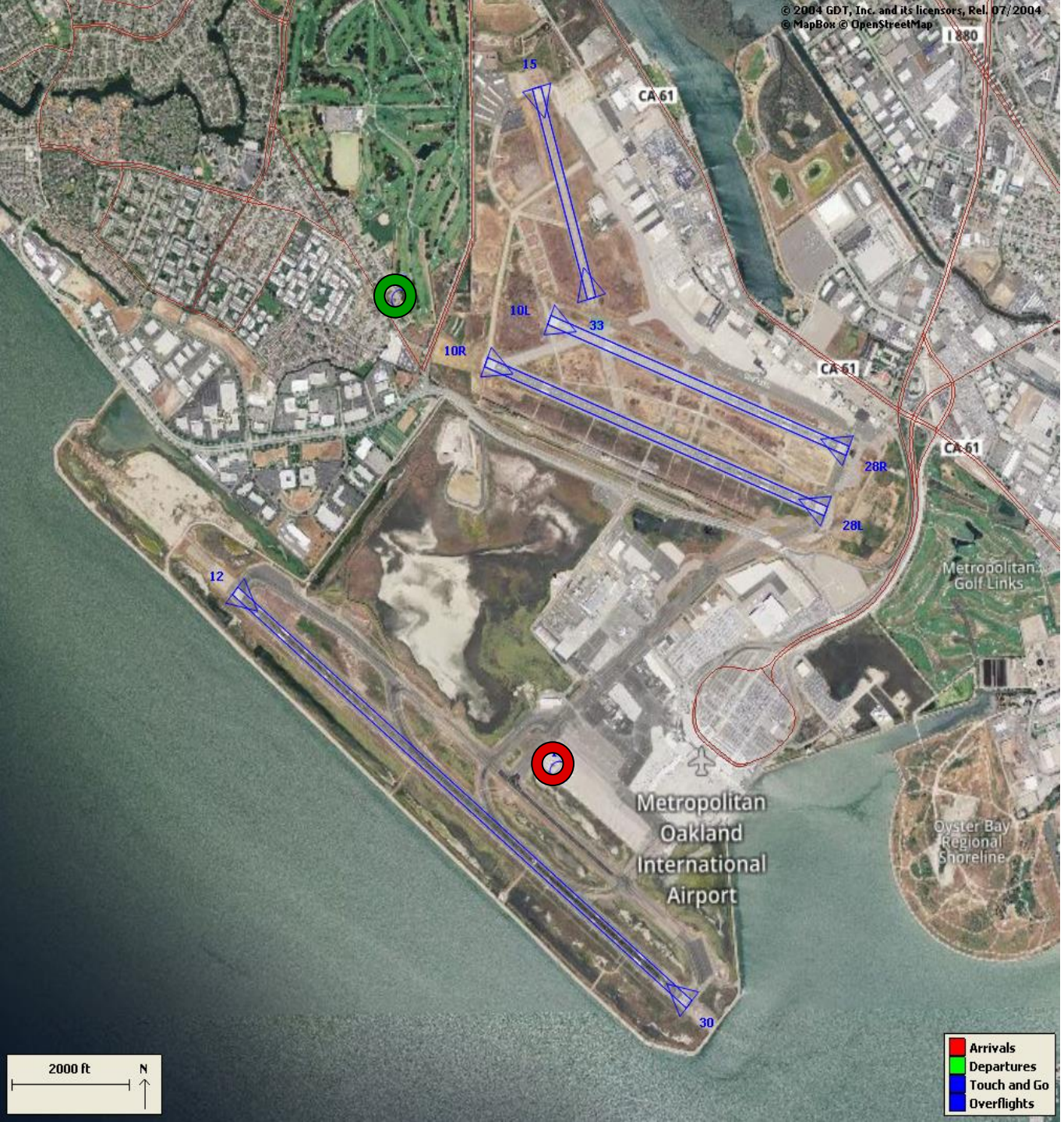
**2022Q4**
**100% Compliance**
**(4,164 total departures)**
**(5 non-compliant)**




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

**2023Q4**
**98% Compliance**
**(1,024 total landings)**
**(19 non-compliant)**

**2022Q4**
**98% Compliance**
**(1,015 total landings)**
**(22 non-compliant)**




# Engine Run-up NAP

**2023Q4**
**100% Compliance**
**(14 engine run-ups)***
**(0 non-compliant)**

**2022Q4**
**100% Compliance**
**(3 engine run-ups)**
**(0 non-compliant)**

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

## Compliance Monitoring Quarterly Summary Comparison
## Fourth Quarter 2023 - Quarter-to-Quarter

| | 2023Q3 | | 2023Q4 | |
|---|---|---|---|---|
| | Compl. | N/C | Compl. | N/C |
| Runway 28R/L Jet Departure Compliance | 94% | 6% | 93% | 7% |
| Total Airport-wide Corporate Jet Departures | 2,009 | 128 | 2,111 | 154 |
| Runway 10R/L Jet Landing Compliance | 96% | 4% | 83% | 17% |
| Total Southeast Plan Corporate Jet Landings | 26 | 1 | 163 | 33 |
| North Field VFR Departure Compliance | 95% | 5% | 92% | 8% |
| Total Runways 28R/L & 33 Departures | 242 | 14 | 228 | 19 |
| North Field Quiet Hours Compliance | 87% | 13% | 82% | 18% |
| Total North Field Quiet Hours Departures | 184 | 28 | 206 | 46 |
| Runway 30 BFI Right Turn Departure Compliance | 100% | 0% | 100% | 0% |
| Total Runway 30 Turbojet Departures | 16,391 | 2 | 15,637 | 2 |
| Night Time Departure Compliance | 99% | 1% | 99% | 1% |
| Total Runway 30 Night Turbojet Departures | 3,346 | 29 | 3,260 | 30 |
| Runway 12 Night Departure Compliance | 100% | 0% | 60% | 40% |
| Total Runway 12 Night Turbojet Departures | 15 | 0 | 32 | 21 |
| Runway 30 East Turn Departure Compliance | 100% | 0% | 100% | 0% |
| Total Runway 30 East Turn Departures | 4,166 | 3 | 3,943 | 3 |
| 100 Degree Radial Turbojet Landing Compliance | 99% | 1% | 98% | 2% |
| Total 100 Degree Radial Turbojet Landings | 932 | 14 | 1,005 | 19 |
| Engine Runup Program Compliance | 82% | 18% | 100% | 0% |
| Total Evening and Nighttime Engine Runups | 11 | 2 | 14 | 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 = 252**

**Fourth 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 | 1 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 1 |
| 2 | 0 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 |
| 3 | 51 | 5 | 0.1 | 0.9% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 56 |
| 4 | 68 | 55 | 0.6 | 9.7% | 51 | 0.6 | 9.0% | 60 | 0.7 | 10.6% | 234 |
| 5 | 69 | 21 | 0.2 | 3.7% | 23 | 0.3 | 4.1% | 76 | 0.8 | 13.4% | 189 |
| 6 | 53 | 13 | 0.1 | 2.3% | 32 | 0.4 | 5.6% | 57 | 0.6 | 10.1% | 155 |
| 7 | 19 | 26 | 0.3 | 4.6% | 55 | 0.6 | 9.7% | 12 | 0.1 | 2.1% | 112 |
| 8 | 61 | 31 | 0.3 | 5.5% | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 94 |
| 9 | 16 | 15 | 0.2 | 2.6% | 5 | 0.1 | 0.9% | 0 | 0.0 | 0.0% | 36 |
| 10 | 109 | 35 | 0.4 | 6.2% | 1 | 0.0 | 0.2% | 0 | 0.0 | 0.0% | 145 |
| 11 | 8 | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 10 |
| 12 | 16 | 5 | 0.1 | 0.9% | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 23 |
| 13 | 7 | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 9 |
| 14 | 41 | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 43 |
| **All NMTs** | 519 | 212 | 2 | 0 | 171 | 2 | 0 | 205 | 2 | 0 | 1107 |

## Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 223

**Fourth 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 | 51 | 5 | 0.1 | 2.1% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 56 |
| 4 | 68 | 55 | 0.6 | 23.0% | 51 | 0.6 | 21.3% | 60 | 0.7 | 25.1% | 234 |
| 5 | 69 | 21 | 0.2 | 8.8% | 23 | 0.3 | 9.6% | 76 | 0.8 | 31.8% | 189 |
| 6 | 53 | 13 | 0.1 | 5.4% | 32 | 0.4 | 13.4% | 57 | 0.6 | 23.8% | 155 |
| 7 | 19 | 26 | 0.3 | 10.9% | 55 | 0.6 | 23.0% | 12 | 0.1 | 5.0% | 112 |
| 8 | 61 | 31 | 0.3 | 13.0% | 2 | 0.0 | 0.8% | 0 | 0.0 | 0.0% | 94 |
| **Total** | **321** | **151** | **1.7** | | **163** | **1.8** | | **205** | **2.3** | | **840** |

## Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 29

**Fourth 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 | 16 | 15 | 0.2 | 4.6% | 5 | 0.1 | 1.5% | 0 | 0.0 | 0.0% | 36 |
| 10 | 109 | 35 | 0.4 | 10.7% | 1 | 0.0 | 0.3% | 0 | 0.0 | 0.0% | 145 |
| 11 | 8 | 2 | 0.0 | 0.6% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 10 |
| 12 | 16 | 5 | 0.1 | 1.5% | 2 | 0.0 | 0.6% | 0 | 0.0 | 0.0% | 23 |
| 13 | 7 | 2 | 0.0 | 0.6% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 9 |
| 14 | 41 | 2 | 0.0 | 0.6% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 43 |
| **Total** | **197** | **61** | **0.7** | | **8** | **0.1** | | **0** | **0.0** | | **266** |

*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 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)**
**Fourth Quarter 2022, NMT 2**

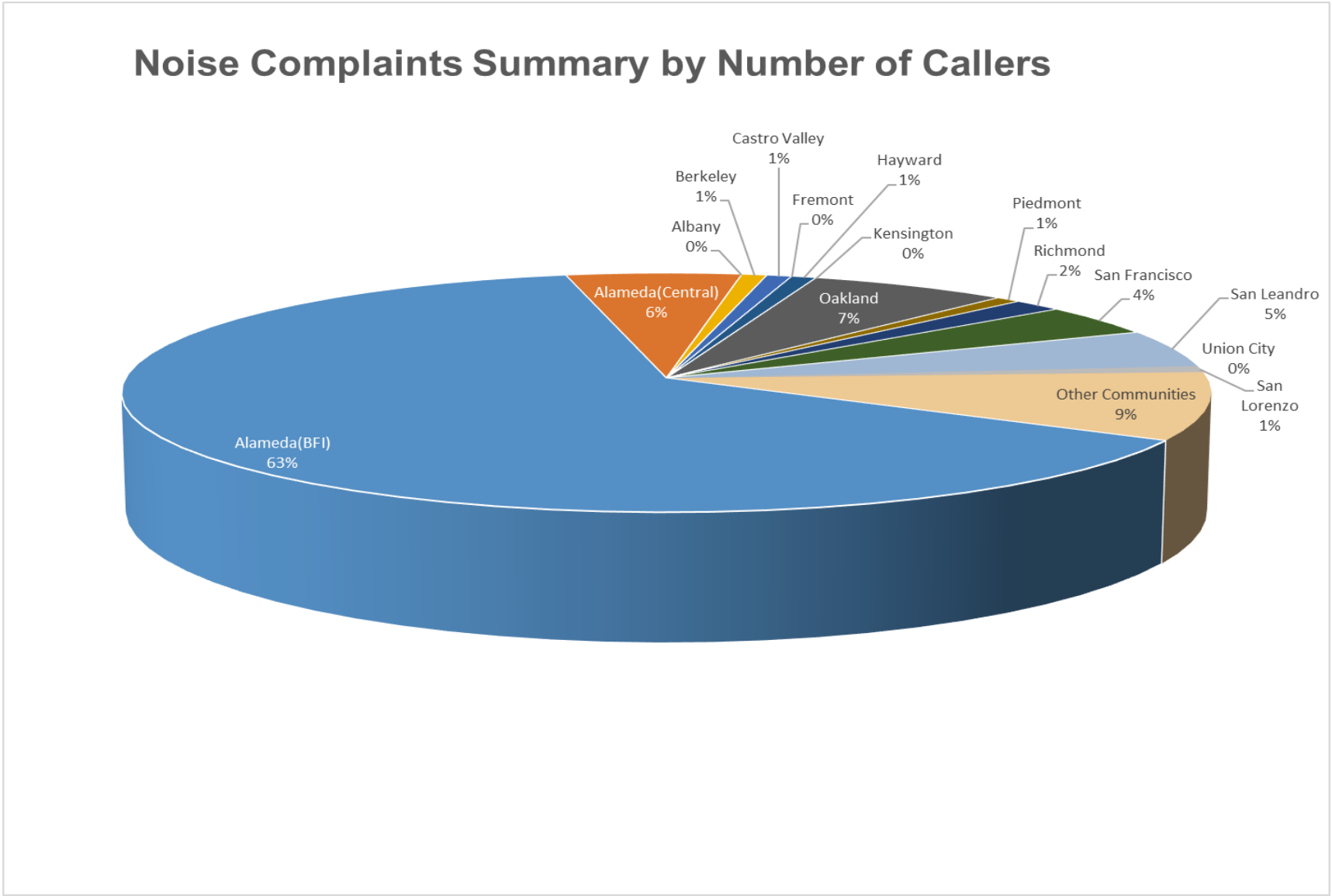
| | Aircraft Departures | | Recorded Noise Events (a) | Lmax Average | SEL Average | Avg. Duration (seconds) |
|---|---|---|---|---|---|---|
| Baseline (November 2002) [A] | | | | | | |
| DC10/MD10 | 87 | | 32 | 69 | 78 | 22 |
| MD11 | 32 | | 13 | 70 | 79 | 24 |
| A306 | 67 | | 21 | 67 | 77 | 25 |
| Fourth Quarter 2022 [B] | | | | | | |
| | Total [X] | Est. Avg. Monthly [X/3] | | | | |
| B763 | 221 | 74 | 77 | 65 | 75 | 18 |
| DC10/MD10 | 1 | 0 | - | - | - | - |
| MD11 | 252 | 84 | 188 | 67 | 76 | 19 |
| A306 | 36 | 12 | 19 | 66 | 75 | 15 |
| B757 | 168 | 56 | 76 | 66 | 75 | 17 |
| B77L | 115 | 38 | 29 | 65 | 73 | 14 |
| Difference [A-B] | | | | | | |
| DC10/MD10 | | -87 | -32 | -69 | -78 | -22 |
| MD11 | | 52 | 175 | -3 | -3 | -5 |
| A306 | | -55 | -2 | -1 | -2 | -10 |

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

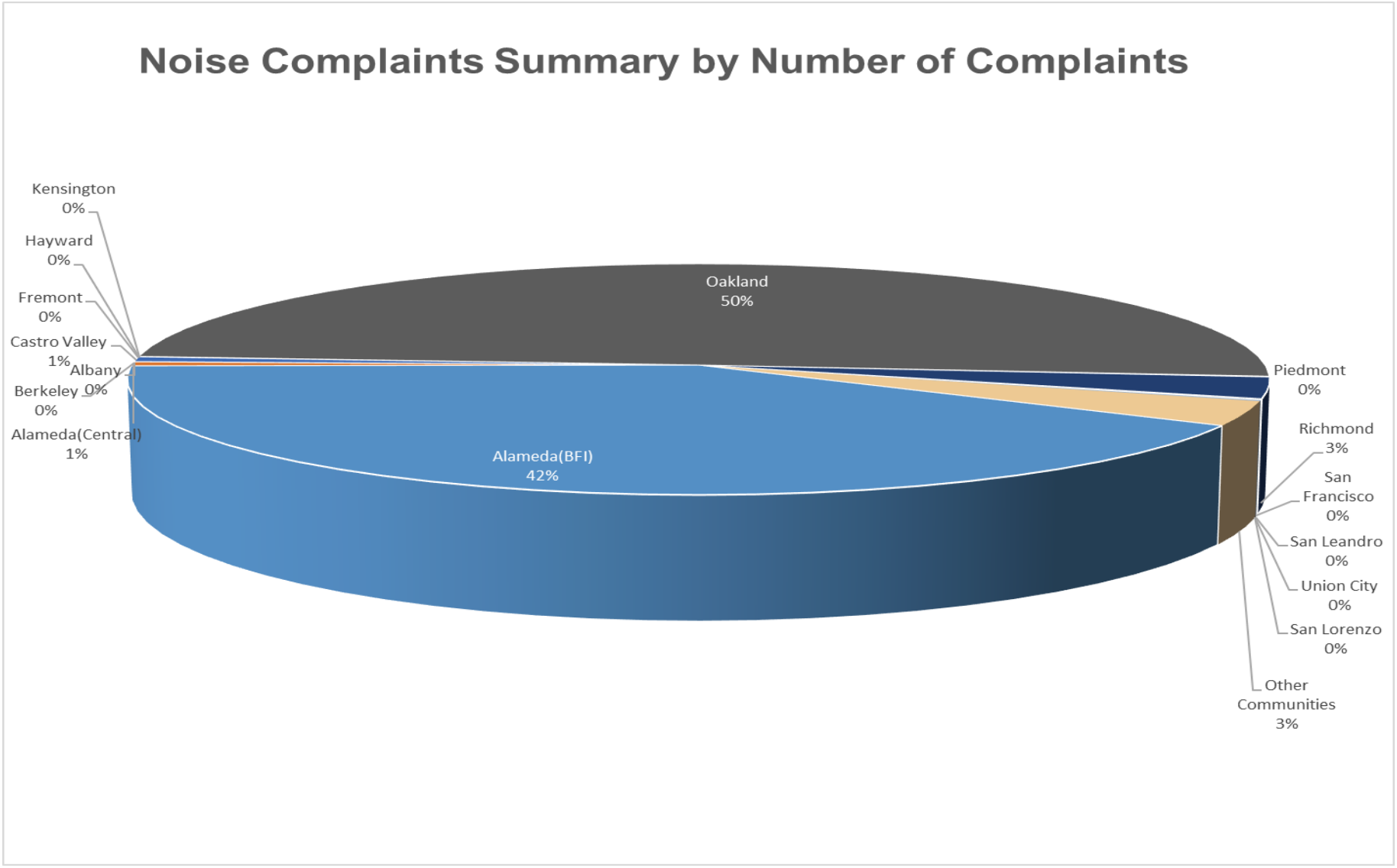
# Oakland International Airport
## Noise Complaint Summary
## October 2023

| Community | Callers | Complaints |
|---|---|---|
| Alameda(BFI) | 76 | 1846 |
| Alameda(Central) | 7 | 25 |
| Albany | 0 | 0 |
| Berkeley | 1 | 1 |
| Castro Valley | 1 | 31 |
| Fremont | 0 | 0 |
| Hayward | 1 | 2 |
| Kensington | 0 | 0 |
| Oakland | 8 | 2236 |
| Piedmont | 1 | 4 |
| Richmond | 2 | 132 |
| San Francisco | 5 | 6 |
| San Leandro | 6 | 6 |
| Union City | 0 | 0 |
| San Lorenzo | 1 | 1 |
| Other Communities | 11 | 152 |
| **Total** | **120** | **4442** |
| **Complaints by Type** | | |
| E-mail | 2378 | |
| Viewpoint App | 2064 | |
| **Complaints by Time of Day** | | |
| Day ( 0700 - 1900 ) | 947 | |
| Evening ( 1900 - 2200 ) | 446 | |
| Night ( 2200 - 0700 ) | 3049 | |
| **Complaints by Type of Operation** | | |
| Arrivals | 2219 | |
| Departures | 2008 | |
| Over-flights | 138 | |
| Touch & Go | 77 | |
| Not Linked to an Operation | 0 | |
| **Complaints by Type of Aircraft** | | |
| Business Jet | 347 | |
| Helicopter | 102 | |
| Jet | 3563 | |
| Military | 0 | |
| Not Reported (not linked to an aircraft) | 0 | |
| Other (Type information not available) | 37 | |
| Propeller | 209 | |
| Turbo-prop | 184 | |

# Number of Callers
# October 2023



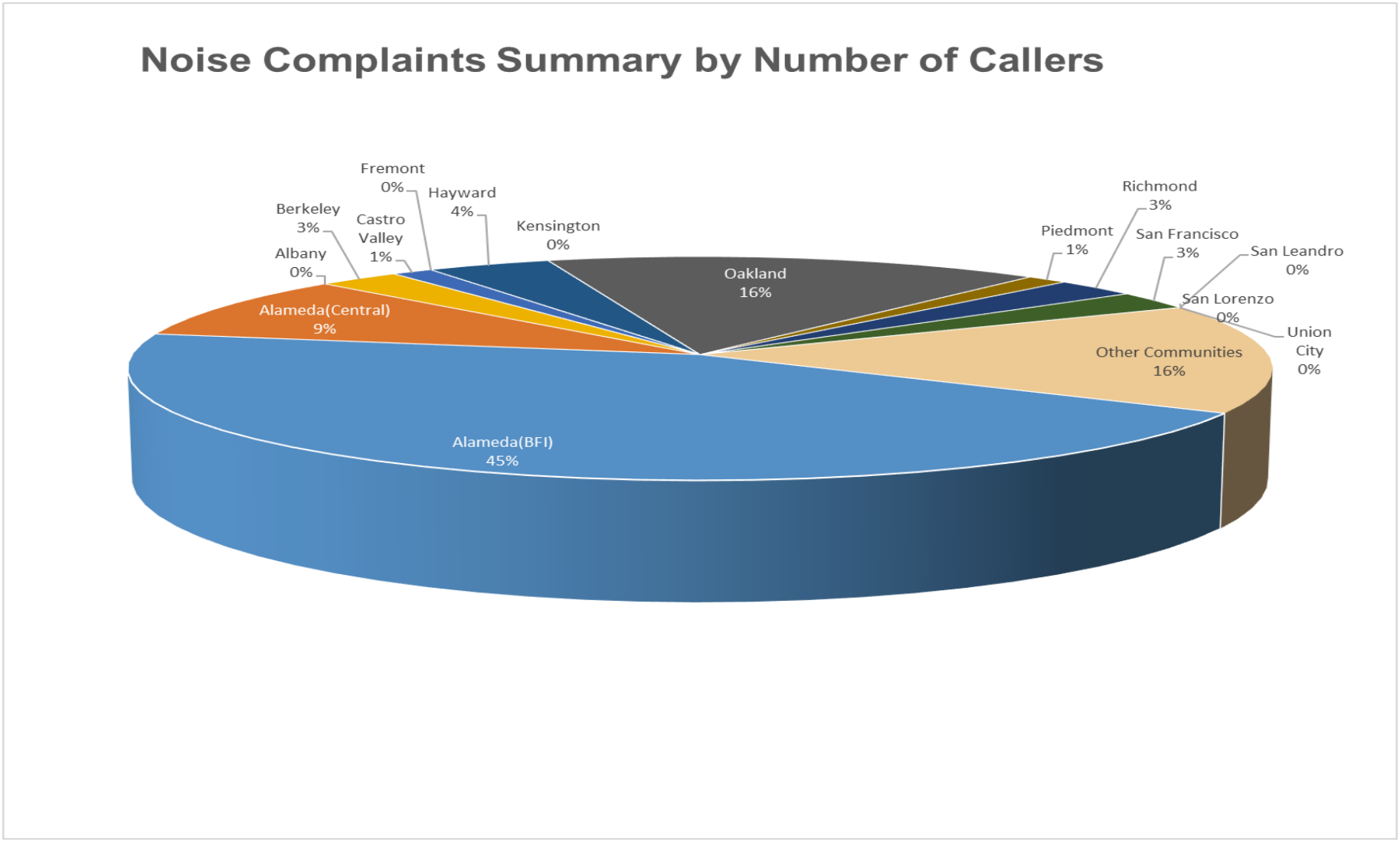
# Number of Complaints October 2023



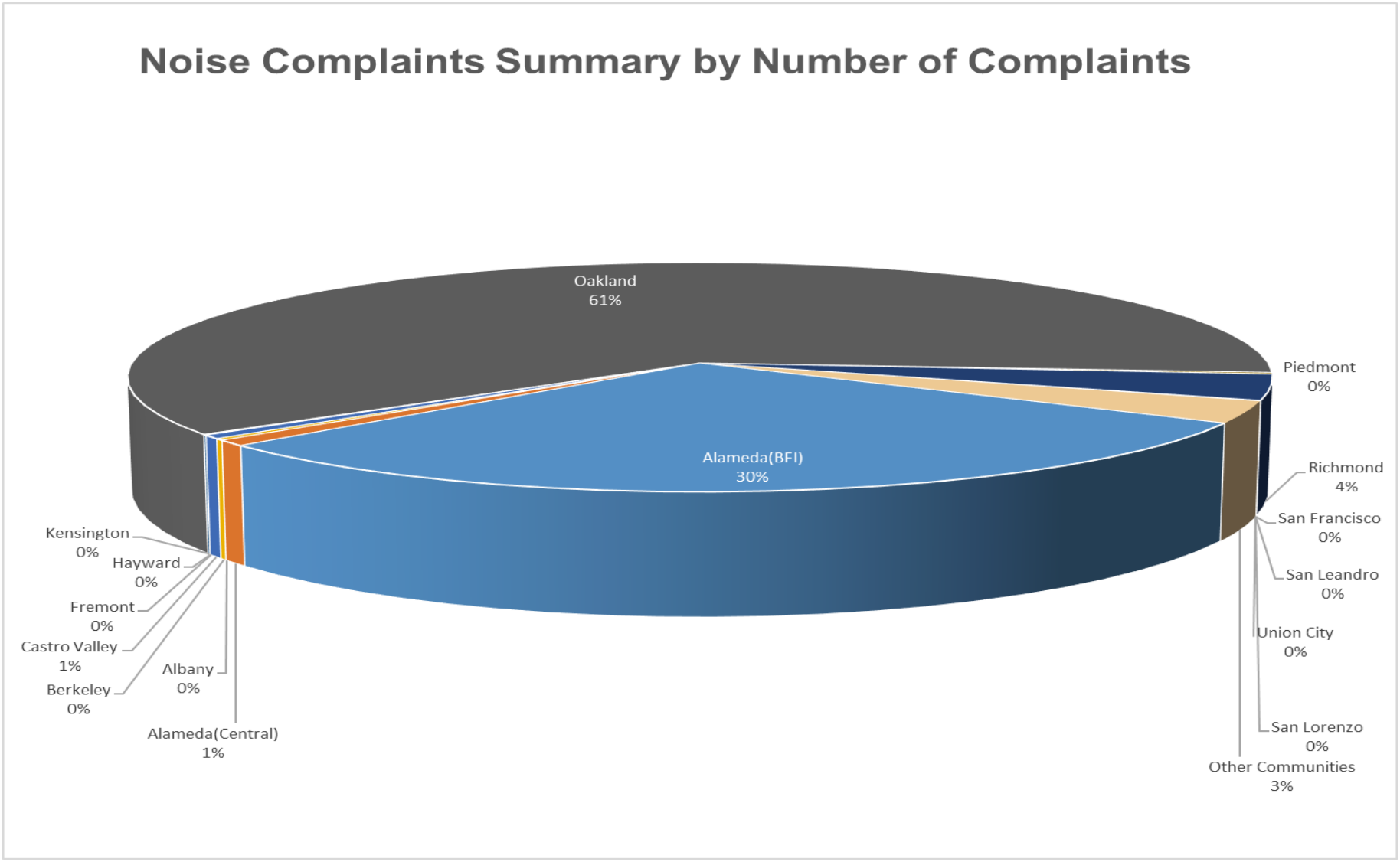
# Oakland International Airport
## Noise Complaint Summary
## November 2023

| Community | Callers | Complaints |
|---|---|---|
| Alameda(BFI) | 34 | 1350 |
| Alameda(Central) | 7 | 38 |
| Albany | 0 | 0 |
| Berkeley | 2 | 11 |
| Castro Valley | 1 | 24 |
| Fremont | 0 | 0 |
| Hayward | 3 | 5 |
| Kensington | 0 | 0 |
| Oakland | 12 | 2763 |
| Piedmont | 1 | 10 |
| Richmond | 2 | 163 |
| San Francisco | 2 | 3 |
| San Leandro | 0 | 0 |
| Union City | 0 | 0 |
| San Lorenzo | 0 | 0 |
| Other Communities | 12 | 140 |
| **Total** | **76** | **4507** |
| **Complaints by Type** | | |
| E-mail | 2831 | |
| Viewpoint App | 1676 | |
| **Complaints by Time of Day** | | |
| Day ( 0700 - 1900 ) | 1110 | |
| Evening ( 1900 - 2200 ) | 566 | |
| Night ( 2200 - 0700 ) | 2831 | |
| **Complaints by Type of Operation** | | |
| Arrivals | 2557 | |
| Departures | 1811 | |
| Over-flights | 111 | |
| Touch & Go | 28 | |
| Not Linked to an Operation | 0 | |
| **Complaints by Type of Aircraft** | | |
| Business Jet | 203 | |
| Helicopter | 160 | |
| Jet | 3928 | |
| Military | 0 | |
| Not Reported (not linked to an aircraft) | 0 | |
| Other (Type information not available) | 18 | |
| Propeller | 87 | |
| Turbo-prop | 111 | |

# Number of Callers November 2023



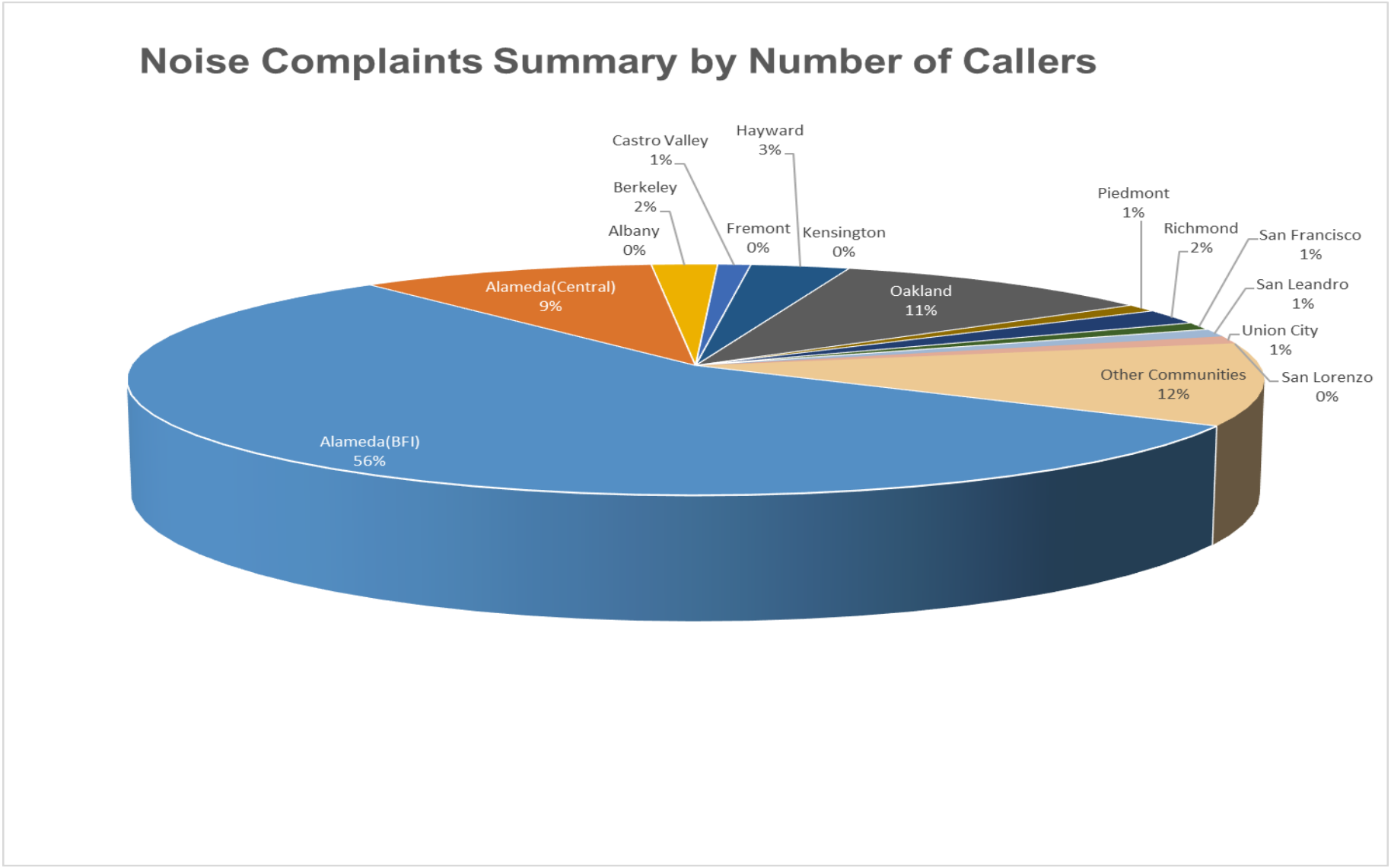
# Number of Complaints November 2023



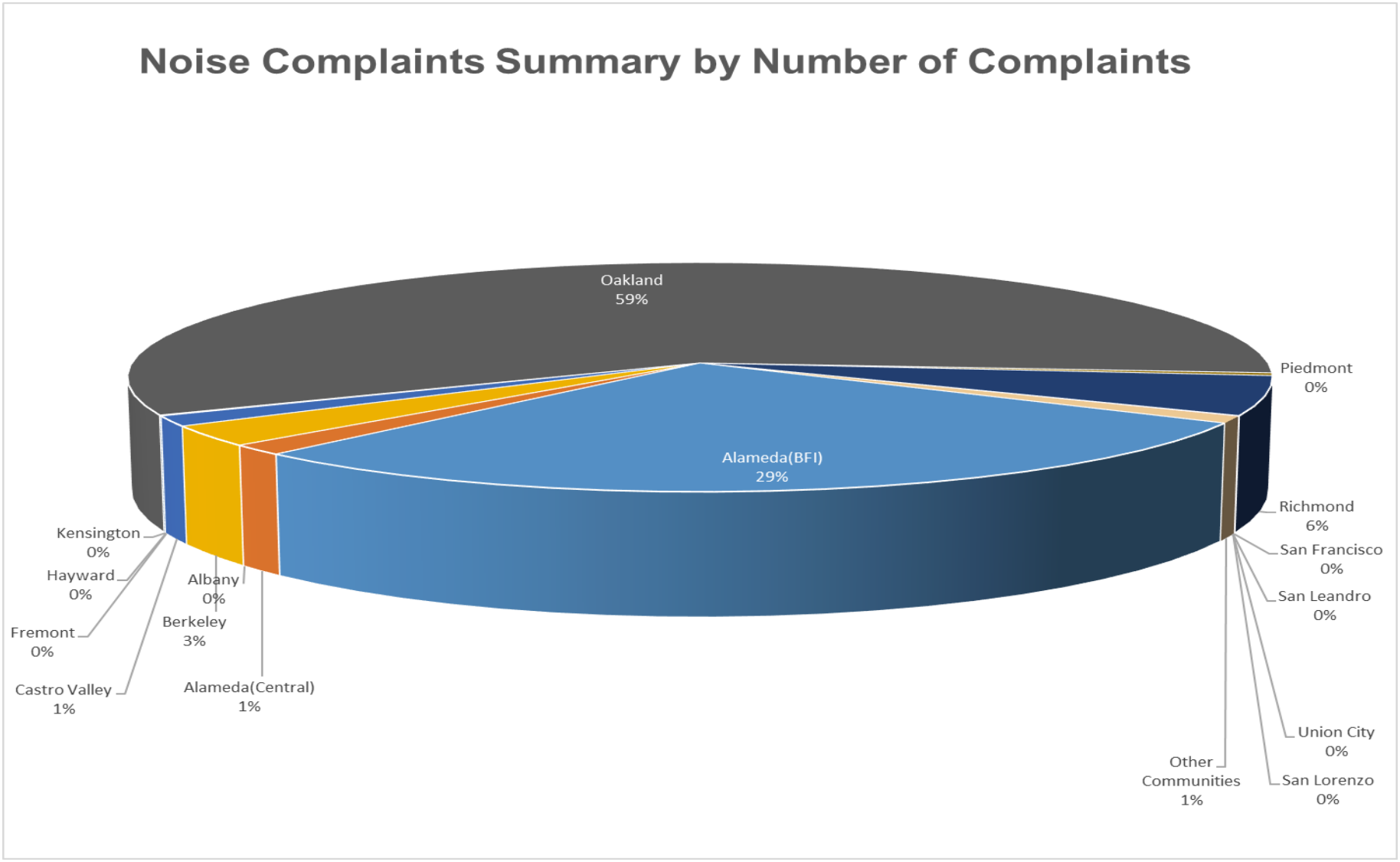
# Oakland International Airport
## Noise Complaint Summary
## December 2023

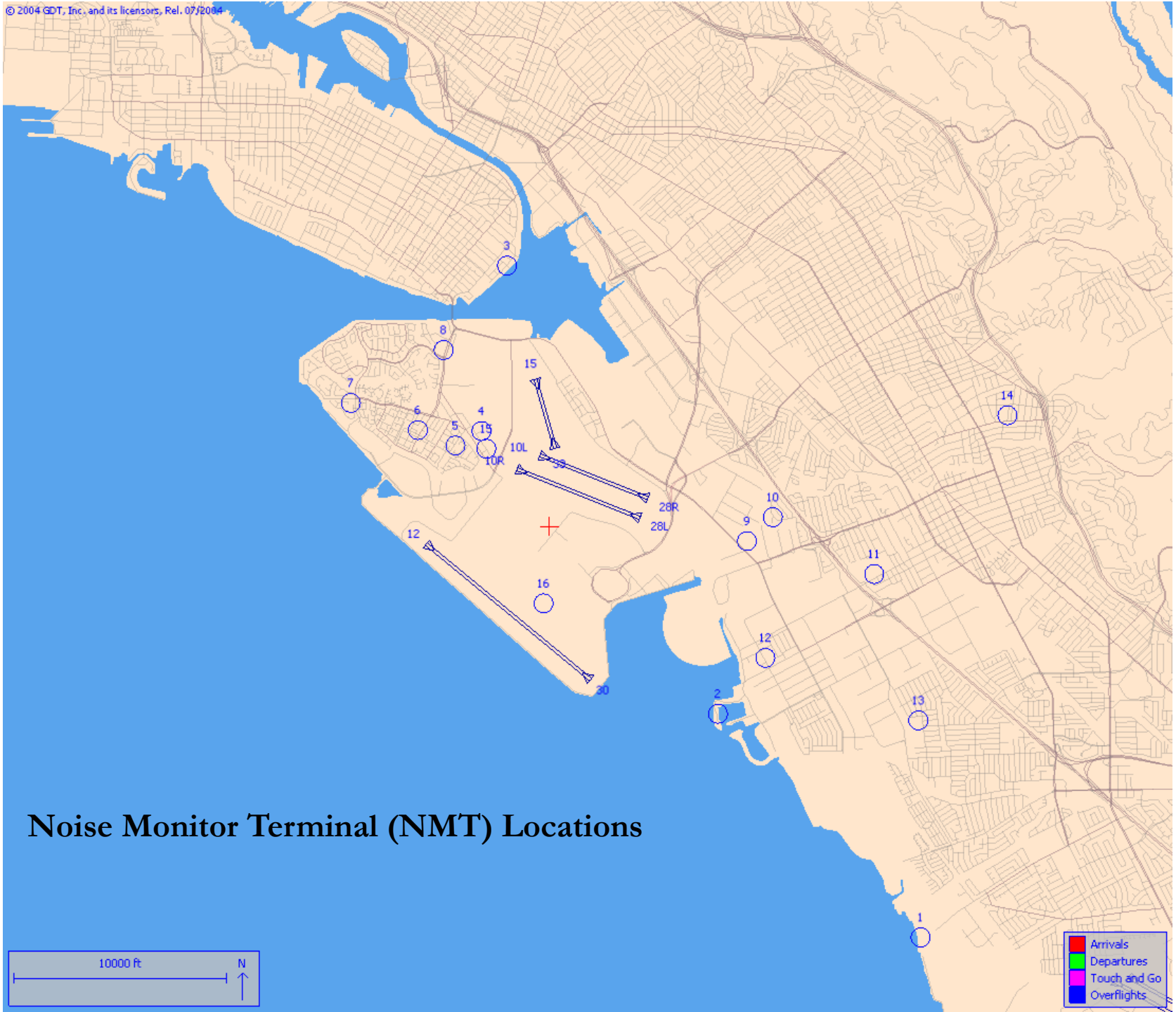
| Community | Callers | Complaints |
|---|---|---|
| Alameda(BFI) | 53 | 1223 |
| Alameda(Central) | 9 | 63 |
| Albany | 0 | 0 |
| Berkeley | 2 | 124 |
| Castro Valley | 1 | 62 |
| Fremont | 0 | 0 |
| Hayward | 3 | 5 |
| Kensington | 0 | 0 |
| Oakland | 10 | 2511 |
| Piedmont | 1 | 16 |
| Richmond | 2 | 237 |
| San Francisco | 1 | 2 |
| San Leandro | 1 | 1 |
| Union City | 1 | 1 |
| San Lorenzo | 0 | 0 |
| Other Communities | 11 | 41 |
| **Total** | **95** | **4286** |
| **Complaints by Type** | | |
| E-mail | 2692 | |
| Viewpoint App | 1593 | |
| **Complaints by Time of Day** | | |
| Day ( 0700 - 1900 ) | 755 | |
| Evening ( 1900 - 2200 ) | 415 | |
| Night ( 2200 - 0700 ) | 3116 | |
| **Complaints by Type of Operation** | | |
| Arrivals | 2580 | |
| Departures | 1641 | |
| Over-flights | 30 | |
| Touch & Go | 35 | |
| Not Linked to an Operation | 0 | |
| **Complaints by Type of Aircraft** | | |
| Business Jet | 189 | |
| Helicopter | 36 | |
| Jet | 3900 | |
| Military | 0 | |
| Not Reported (not linked to an aircraft) | 0 | |
| Other (Type information not available) | 5 | |
| Propeller | 78 | |
| Turbo-prop | 78 | |

# Number of Callers December 2023



# Number of Complaints December 2023





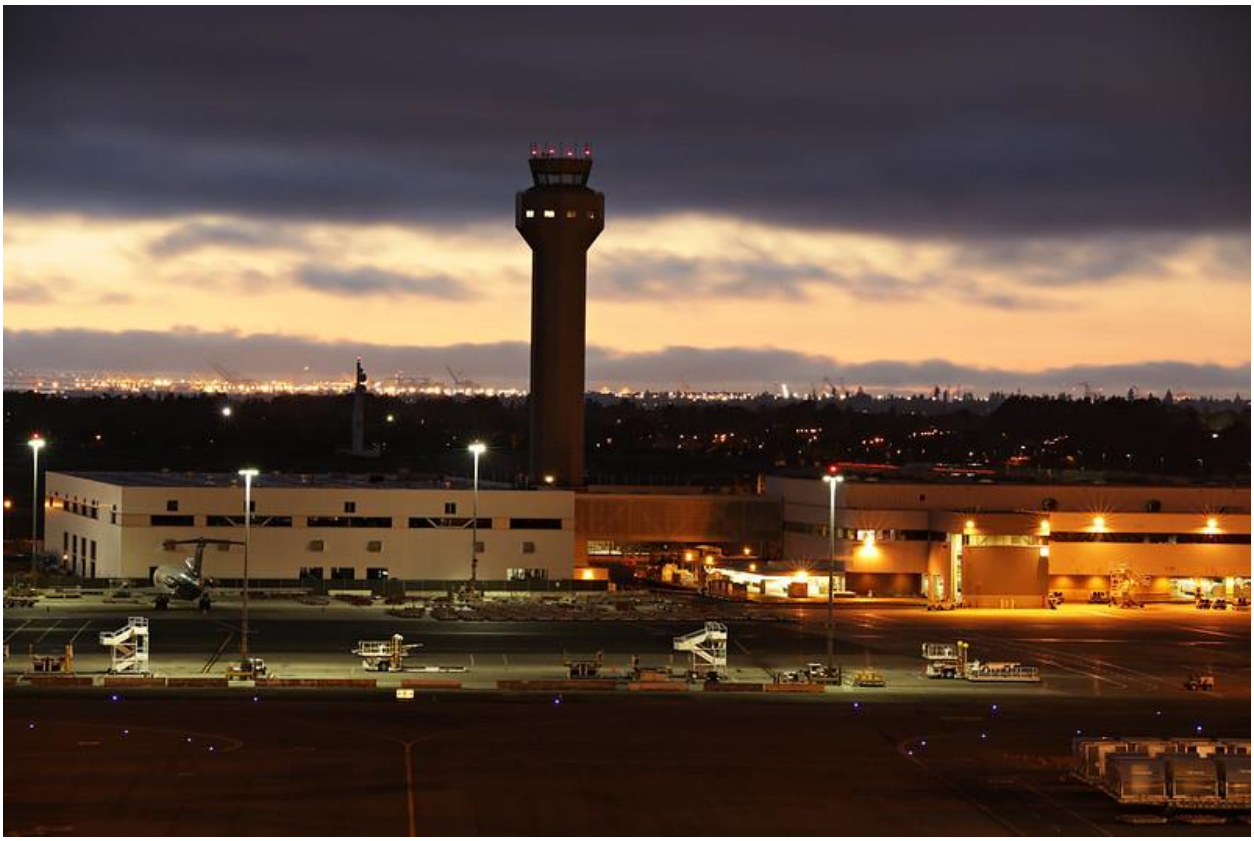

# Noise Monitor Terminal (NMT) Locations

PORT OF OAKLAND

I ✈ OAK
Fly the East Bay Way

# Quarterly Aircraft Noise Report

## Fourth Quarter 2023



Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

January 4, 2024

# Table of Contents

- 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<br>Fourth Quarter 2023 | | | | |
|---|---|---|---|---|
| | 2022Q4 | | 2023Q4 | |
| | Compl. | N/C | Compl. | N/C |
| Runway 28R/L Jet Departure Compliance | 93% | 7% | 93% | 7% |
| Total Airport-wide Corporate Jet Departures | 2,375 | 175 | 2,111 | 154 |
| Runway 10R/L Jet Landing Compliance | 92% | 8% | 83% | 17% |
| Total Southeast Plan Corporate Jet Landings | 113 | 10 | 163 | 33 |
| North Field VFR Departure Compliance | 89% | 11% | 92% | 8% |
| Total Runways 28R/L & 33 Departures | 203 | 24 | 228 | 19 |
| North Field Quiet Hours Compliance | 81% | 19% | 82% | 18% |
| Total North Field Quiet Hours Departures | 128 | 31 | 206 | 46 |
| Runway 30 BFI Right Turn Departure Compliance | 100% | 0% | 100% | 0% |
| Total Runway 30 Turbojet Departures | 17,150 | 1 | 15,637 | 2 |
| Night Time Departure Compliance | 99% | 1% | 99% | 1% |
| Total Runway 30 Night Turbojet Departures | 3,252 | 28 | 3,260 | 30 |
| Runway 12 Night Departure Compliance | 96% | 4% | 60% | 40% |
| Total Runway 12 Night Turbojet Departures | 43 | 2 | 32 | 21 |
| Runway 30 East Turn Departure Compliance | 100% | 0% | 100% | 0% |
| Total Runway 30 East Turn Departures | 4,159 | 5 | 3,943 | 3 |
| 100 Degree Radial Turbojet Landing Compliance | 98% | 2% | 98% | 2% |
| Total 100 Degree Radial Turbojet Landings | 993 | 22 | 1,005 | 19 |
| Engine Runup Program Compliance | 100% | 0% | 100% | 0% |
| Total Evening and Nighttime Engine Runups | 3 | 0 | 14 | 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**
**Fourth Quarter 2023**

| | October | November | December | Quarterly |
|---|---|---|---|---|
| Airport-wide Corporate Jet Departures | 736 | 728 | 801 | 2,265 |
| Compliant Corporate Jet Departures | 682 | 673 | 756 | 2,111 |
| Non-compliant Corporate Jet Departures | 54 | 55 | 45 | 154 |
| Corporate Jet Departure Compliance Rate | 93% | 92% | 94% | 93% |
| Excused Jet Departures | 72 | 31 | 64 | 167 |
| The section below compares compliance performance to airport-wide jet departures. | | | | |
| Airport-wide Jet Departures | 5,670 | 5,645 | 6,084 | 17,399 |
| Compliant Airport-wide Jet Departures | 5,616 | 5,590 | 6,039 | 17,245 |
| Non-compliant Airport-wide Jet Departures | 54 | 55 | 45 | 154 |
| 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<br>Compliance Summary<br>Fourth Quarter 2023 | | | | |
|---|---|---|---|---|
| | October | November | December | Quarterly |
| Southeast (SE) Plan Corporate Jet Landings * | 13 | 61 | 122 | 196 |
| Compliant SE Plan Corporate Jet Landings | 8 | 44 | 111 | 163 |
| Non-compliant SE Plan Corporate Jet Landings | 5 | 17 | 11 | 33 |
| SE Plan Corporate Jet Landing Compliance Rate | 62% | 72% | 91% | 83% |
| The section below compares compliance performance to total airport-wide SE Plan jet landings. | | | | |
| Airport-wide SE Plan Jet Landings | 61 | 367 | 919 | 1,347 |
| Airport-wide Compliant SE Plan Jet Landings | 56 | 350 | 908 | 1,314 |
| Airport-wide Non-compliant SE Plan Landings | 5 | 17 | 11 | 33 |
| Airport-wide Jet Landing SE PlanCompliance Rate | 92% | 95% | 99% | 98% |
| * Note: During Southeast Plan, business jets may land on Runways 10R/L and 12. | | | | |

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## NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

| North Field VFR Aircraft Departure NAP<br>Compliance Summary<br>Fourth Quarter 2023 | | | | |
|---|---|---|---|---|
| | October | November | December | Quarterly |
| Total VFR Departures | 109 | 72 | 66 | 247 |
| Total VFR Departures Over Alameda | 31 | 15 | 17 | 63 |
| Compliant Departures | 97 | 69 | 62 | 228 |
| Non-compliant Departures | 12 | 3 | 4 | 19 |
| Compliance Rate | 89% | 96% | 94% | 92% |

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## NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

**North Field Quiet Hours Compliance Summary**
**(10:00 p.m. to 7:00 a.m.)**
**Fourth Quarter 2023**

| | October | November | December | Quarterly |
|---|---|---|---|---|
| Total Night Departures (10:00 p.m. to 7:00 a.m.) | 105 | 62 | 85 | 252 |
| Compliant Night Departures | 84 | 49 | 73 | 206 |
| Average Compliant Departures per Night | 2.7 | 1.6 | 2.4 | 2.29 |
| Non-Compliant Night Departures | 21 | 13 | 12 | 46 |
| Average Non-Compliant Departures per Night | 0.7 | 0.4 | 0.4 | 0.5 |
| Night Departure Compliance Rate | 80% | 79% | 86% | 82% |

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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<br>Total Aircraft Departures = 252 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Fourth 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 | 1 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 1 |
| 2 | 0 | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 0 |
| 3 | 51 | 5 | 0.1 | 0.9% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 56 |
| 4 | 68 | 55 | 0.6 | 9.7% | 51 | 0.6 | 9.0% | 60 | 0.7 | 10.6% | 234 |
| 5 | 69 | 21 | 0.2 | 3.7% | 23 | 0.3 | 4.1% | 76 | 0.8 | 13.4% | 189 |
| 6 | 53 | 13 | 0.1 | 2.3% | 32 | 0.4 | 5.6% | 57 | 0.6 | 10.1% | 155 |
| 7 | 19 | 26 | 0.3 | 4.6% | 55 | 0.6 | 9.7% | 12 | 0.1 | 2.1% | 112 |
| 8 | 61 | 31 | 0.3 | 5.5% | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 94 |
| 9 | 16 | 15 | 0.2 | 2.6% | 5 | 0.1 | 0.9% | 0 | 0.0 | 0.0% | 36 |
| 10 | 109 | 35 | 0.4 | 6.2% | 1 | 0.0 | 0.2% | 0 | 0.0 | 0.0% | 145 |
| 11 | 8 | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 10 |
| 12 | 16 | 5 | 0.1 | 0.9% | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 23 |
| 13 | 7 | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 9 |
| 14 | 41 | 2 | 0.0 | 0.4% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 43 |
| **All NMTs** | 519 | 212 | 2 | 0 | 171 | 2 | 0 | 205 | 2 | 0 | 1107 |

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| Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 223 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Fourth 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 | 51 | 5 | 0.1 | 2.1% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 56 |
| 4 | 68 | 55 | 0.6 | 23.0% | 51 | 0.6 | 21.3% | 60 | 0.7 | 25.1% | 234 |
| 5 | 69 | 21 | 0.2 | 8.8% | 23 | 0.3 | 9.6% | 76 | 0.8 | 31.8% | 189 |
| 6 | 53 | 13 | 0.1 | 5.4% | 32 | 0.4 | 13.4% | 57 | 0.6 | 23.8% | 155 |
| 7 | 19 | 26 | 0.3 | 10.9% | 55 | 0.6 | 23.0% | 12 | 0.1 | 5.0% | 112 |
| 8 | 61 | 31 | 0.3 | 13.0% | 2 | 0.0 | 0.8% | 0 | 0.0 | 0.0% | 94 |
| **Total** | **321** | **151** | **1.7** | | **163** | **1.8** | | **205** | **2.3** | | **840** |

| Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 29 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Fourth 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 | 16 | 15 | 0.2 | 4.6% | 5 | 0.1 | 1.5% | 0 | 0.0 | 0.0% | 36 |
| 10 | 109 | 35 | 0.4 | 10.7% | 1 | 0.0 | 0.3% | 0 | 0.0 | 0.0% | 145 |
| 11 | 8 | 2 | 0.0 | 0.6% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 10 |
| 12 | 16 | 5 | 0.1 | 1.5% | 2 | 0.0 | 0.6% | 0 | 0.0 | 0.0% | 23 |
| 13 | 7 | 2 | 0.0 | 0.6% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 9 |
| 14 | 41 | 2 | 0.0 | 0.6% | 0 | 0.0 | 0.0% | 0 | 0.0 | 0.0% | 43 |
| **Total** | **197** | **61** | **0.7** | | **8** | **0.1** | | **0** | **0.0** | | **266** |

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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<br>Compliance Summary<br>Fourth Quarter 2023 | | | | |
|---|---|---|---|---|
| | October | November | December | Quarterly |
| Runway 30 Turbojet Departures | 5,434 | 5,189 | 5,016 | 15,639 |
| Compliant Departures | 5,433 | 5,188 | 5,016 | 15,637 |
| 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<br>Compliance Summary 10:00 pm - 7:00 am<br>Fourth Quarter 2023 | | | | |
|---|---|---|---|---|
| | October | November | December | Quarterly |
| Runway 30 Nighttime Turbojet Departures | 1,094 | 1,129 | 1,067 | 3,290 |
| Buffer Time Departures | 7 | 8 | 14 | 29 |
| Compliant Departures | 1,088 | 1,109 | 1,063 | 3,260 |
| Non-compliant Departures | 6 | 20 | 4 | 30 |
| HUSSH gate misses | 2 | 4 | 2 | 8 |
| NIITE gate misses | 3 | 12 | 3 | 18 |
| REBAS gate misses | 6 | 19 | 4 | 29 |
| Compliance Rate | 99% | 98% | 100% | 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 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)<br>Fourth Quarter 2022, NMT 2 | | | | | | |
|---|---|---|---|---|---|---|
| | Aircraft Departures | | Recorded Noise Events (a) | Lmax Average | SEL Average | Avg. Duration (seconds) |
| Baseline (November 2002) [A] | | | | | | |
| DC10/MD10 | 87 | | 32 | 69 | 78 | 22 |
| MD11 | 32 | | 13 | 70 | 79 | 24 |
| A306 | 67 | | 21 | 67 | 77 | 25 |
| Fourth Quarter 2022 [B] | | | | | | |
| | Total [X] | Est. Avg. Monthly [X/3] | | | | |
| B763 | 221 | 74 | 77 | 65 | 75 | 18 |
| DC10/MD10 | 1 | 0 | - | - | - | - |
| MD11 | 252 | 84 | 188 | 67 | 76 | 19 |
| A306 | 36 | 12 | 19 | 66 | 75 | 15 |
| B757 | 168 | 56 | 76 | 66 | 75 | 17 |
| B77L | 115 | 38 | 29 | 65 | 73 | 14 |
| Difference [A-B] | | | | | | |
| DC10/MD10 | | -87 | -32 | -69 | -78 | -22 |
| MD11 | | 52 | 175 | -3 | -3 | -5 |
| A306 | | -55 | -2 | -1 | -2 | -10 |

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

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## 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<br>(10:00 PM to 7:00 AM)<br>Fourth Quarter 2023 | | | | |
|---|---|---|---|---|
| | October | November | December | Quarterly |
| Jet Departures | 0 | 5 | 48 | 53 |
| Non-Compliant Departures | 0 | 2 | 19 | 21 |
| Compliant Departures | 0 | 3 | 29 | 32 |
| Compliance Rate | No SE Plan | 60% | 60% | 60% |

Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.

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## ENGINE RUN-UP PROCEDURE PROGRAM

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

**Engine Run-up Program**
**Fourth Quarter 2023**

| | October | November | December | Quarter |
|---|---|---|---|---|
| Runups - 7:00 PM to 10:00 PM | 1 | 3 | 1 | 5 |
| Runups Greater Than 75 dBA | 0 | 0 | 0 | 0 |
| Runups - 10:00 PM to 7:00 AM | 5 | 3 | 1 | 9 |
| Runups Greater Than 70 dBA | 0 | 0 | 0 | 0 |
| Total Evening and Nighttime Runups | 6 | 6 | 2 | 14 |
| Total Non-compliant Runups | 0 | 0 | 0 | 0 |
| Compliance Rate | 100% | 100% | 100% | 100% |

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## RUNWAY 30 EAST TURN DEPARTURES PROCEDURE

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

**Runway 30 East Turn Departures at 3,000 feet Procedure**
**Compliance Summary**
**Fourth Quarter 2023**

| | October | November | December | Quarterly |
|---|---|---|---|---|
| Total Runway 30 East Turn Turbojet Departures | 1,326 | 1,313 | 1,307 | 3,946 |
| Non-compliant Turbojet Departures | 1 | 2 | 0 | 3 |
| Total Turbojet Aircraft Above 2,900 Feet ASL* | 1,325 | 1,311 | 1,307 | 3,943 |
| Compliance Rate | 100% | 100% | 100% | 100% |
| Excused Turbojet Departures | 24 | 4 | 1 | 29 |

Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.

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## 100 Degree Radial Turbojet Landing Procedure

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

**Cross Over 100 Degree Radial at 3,000 Feet Procedure**
**Compliance Summary**
**Fourth Quarter 2023**

| | October | November | December | Quarterly |
|---|---|---|---|---|
| **Turbojets on Downwind RWY 30 Approach** | **361** | **398** | **265** | **1,024** |
| **Non-compliant Turbojets** | **7** | **11** | **1** | **19** |
| **Total Turbojet Aircraft Above 3K Feet ASL*** | **354** | **387** | **264** | **1,005** |
| **Compliance Rate** | **98%** | **97%** | **100%** | **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<br>Noise Complaint Summary<br>October 2023 | | |
|---|---|---|
| **Community** | **Callers** | **Complaints** |
| Alameda(BFI) | 76 | 1846 |
| Alameda(Central) | 7 | 25 |
| Albany | 0 | 0 |
| Berkeley | 1 | 1 |
| Castro Valley | 1 | 31 |
| Fremont | 0 | 0 |
| Hayward | 1 | 2 |
| Kensington | 0 | 0 |
| Oakland | 8 | 2236 |
| Piedmont | 1 | 4 |
| Richmond | 2 | 132 |
| San Francisco | 5 | 6 |
| San Leandro | 6 | 6 |
| Union City | 0 | 0 |
| San Lorenzo | 1 | 1 |
| Other Communities | 11 | 152 |
| **Total** | **120** | **4442** |
| **Complaints by Type** | | |
| E-mail | 2378 | |
| Viewpoint App | 2064 | |
| **Complaints by Time of Day** | | |
| Day ( 0700 - 1900 ) | 947 | |
| Evening ( 1900 - 2200 ) | 446 | |
| Night ( 2200 - 0700 ) | 3049 | |
| **Complaints by Type of Operation** | | |
| Arrivals | 2219 | |
| Departures | 2008 | |
| Over-flights | 138 | |
| Touch & Go | 77 | |
| Not Linked to an Operation | 0 | |
| **Complaints by Type of Aircraft** | | |
| Business Jet | 347 | |
| Helicopter | 102 | |
| Jet | 3563 | |
| Military | 0 | |
| Not Reported (not linked to an aircraft) | 0 | |
| Other (Type information not available) | 37 | |
| Propeller | 209 | |
| Turbo-prop | 184 | |

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| Oakland International Airport<br>Noise Complaint Summary<br>November 2023 | | |
|---|---|---|
| **Community** | **Callers** | **Complaints** |
| Alameda(BFI) | 34 | 1350 |
| Alameda(Central) | 7 | 38 |
| Albany | 0 | 0 |
| Berkeley | 2 | 11 |
| Castro Valley | 1 | 24 |
| Fremont | 0 | 0 |
| Hayward | 3 | 5 |
| Kensington | 0 | 0 |
| Oakland | 12 | 2763 |
| Piedmont | 1 | 10 |
| Richmond | 2 | 163 |
| San Francisco | 2 | 3 |
| San Leandro | 0 | 0 |
| Union City | 0 | 0 |
| San Lorenzo | 0 | 0 |
| Other Communities | 12 | 140 |
| **Total** | **76** | **4507** |
| **Complaints by Type** | | |
| E-mail | 2831 | |
| Viewpoint App | 1676 | |
| **Complaints by Time of Day** | | |
| Day ( 0700 - 1900 ) | 1110 | |
| Evening ( 1900 - 2200 ) | 566 | |
| Night ( 2200 - 0700 ) | 2831 | |
| **Complaints by Type of Operation** | | |
| Arrivals | 2557 | |
| Departures | 1811 | |
| Over-flights | 111 | |
| Touch & Go | 28 | |
| Not Linked to an Operation | 0 | |
| **Complaints by Type of Aircraft** | | |
| Business Jet | 203 | |
| Helicopter | 160 | |
| Jet | 3928 | |
| Military | 0 | |
| Not Reported (not linked to an aircraft) | 0 | |
| Other (Type information not available) | 18 | |
| Propeller | 87 | |
| Turbo-prop | 111 | |

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| Oakland International Airport<br>Noise Complaint Summary<br>December 2023 | | |
|---|---|---|
| **Community** | **Callers** | **Complaints** |
| Alameda(BFI) | 53 | 1223 |
| Alameda(Central) | 9 | 63 |
| Albany | 0 | 0 |
| Berkeley | 2 | 124 |
| Castro Valley | 1 | 62 |
| Fremont | 0 | 0 |
| Hayw ard | 3 | 5 |
| Kensington | 0 | 0 |
| Oakland | 10 | 2511 |
| Piedmont | 1 | 16 |
| Richmond | 2 | 237 |
| San Francisco | 1 | 2 |
| San Leandro | 1 | 1 |
| Union City | 1 | 1 |
| San Lorenzo | 0 | 0 |
| Other Communities | 11 | 41 |
| **Total** | **95** | **4286** |
| **Complaints by Type** | | |
| E-mail | 2692 | |
| View point App | 1593 | |
| **Complaints by Time of Day** | | |
| Day ( 0700 - 1900 ) | 755 | |
| Evening ( 1900 - 2200 ) | 415 | |
| Night ( 2200 - 0700 ) | 3116 | |
| **Complaints by Type of Operation** | | |
| Arrivals | 2580 | |
| Departures | 1641 | |
| Over-flights | 30 | |
| Touch & Go | 35 | |
| Not Linked to an Operation | 0 | |
| **Complaints by Type of Aircraft** | | |
| Business Jet | 189 | |
| Helicopter | 36 | |
| Jet | 3900 | |
| Military | 0 | |
| Not Reported (not linked to an aircraft) | 0 | |
| Other (Type information not available) | 5 | |
| Propeller | 78 | |
| Turbo-prop | 78 | |

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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<br>(10:00 p.m. to 7:00 a.m.)<br>Fourth Quarter 2023 | | | | | |
|---|---|---|---|---|---|
| | October | November | December | Quarterly | Percentage |
| **Runway 28L** | 39 | 10 | 5 | 54 | 40% |
| **Runway 28R** | 28 | 22 | 14 | 64 | 48% |
| **Runway 33** | 0 | 0 | 2 | 2 | 1% |
| **Alameda Overflights** | **67** | **32** | **21** | **120** | **90%** |
| **Runway 10L** | 0 | 4 | 4 | 8 | 6% |
| **Runway 10R** | 0 | 1 | 5 | 6 | 4% |
| **Runway 15** | 0 | 0 | 0 | 0 | 0% |
| **San Leandro Overflights** | **0** | **5** | **9** | **14** | **10%** |
| **Total Departures** | **67** | **37** | **30** | **134** | **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<br>Fourth Quarter 2023 | | | | |
|---|---|---|---|---|
| | October | November | December | 2023 |
| **VFR Departures** | | | | |
| **Runway 28L** | 14 | 4 | 7 | 25 |
| **Runway 28R** | 107 | 83 | 68 | 258 |
| **Runway 33** | 99 | 84 | 62 | 245 |
| **VFR Departures** | **220** | **171** | **137** | **528** |
| **IFR Departures** | | | | |
| **Runway 28L** | 167 | 87 | 111 | 365 |
| **Runway 28R** | 321 | 248 | 233 | 802 |
| **Runway 33** | 113 | 85 | 85 | 283 |
| **IFR Departures** | **601** | **420** | **429** | **1,450** |
| **Total Departures** | **821** | **591** | **566** | **1,978** |

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

| | Aircraft Category | OAK Aircraft Operations by Category and Runway<br>Fourth Quarter 2023 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 12 | 30 | South Field | 15 | 33 | 10L | 10R | 28L | 28R | PAD1 | North Field | Grand Total |
| Arrivals | Corporate Jets | 136 | 98 | - | - | - | 12 | 48 | 265 | 1,698 | - | 2,023 | 2,023 |
| | Helicopters | - | - | - | - | - | - | - | - | - | 139 | 139 | 139 |
| | Commercial Jets | 1,061 | 12,744 | 13,805 | - | - | - | - | 72 | 8 | - | 80 | 13,885 |
| | Military | - | - | - | - | - | - | - | - | - | - | - | - |
| | Propeller | - | - | - | 22 | 27 | 12 | 5 | 114 | 1,018 | - | 1,198 | 1,198 |
| | Regional Jets | 88 | 699 | 787 | - | - | - | 2 | 23 | 435 | - | 460 | 1,247 |
| | Turboprops | - | 39 | 39 | 1 | 1 | 27 | 60 | 215 | 621 | - | 925 | 964 |
| | Unknown | - | - | - | - | - | - | - | - | - | - | - | - |
| **Sub-totals** | | 1,285 | 13,580 | 14,631 | 23 | 28 | 51 | 115 | 689 | 3,780 | 139 | 4,825 | 19,456 |
| Departures | Corporate Jets | 15 | 1,810 | 1,825 | - | 4 | 13 | 158 | 116 | 115 | - | 406 | 2,231 |
| | Helicopters | - | - | - | - | - | - | - | - | - | 125 | 125 | 125 |
| | Commercial Jets | 1,062 | 12,687 | 13,749 | - | - | - | 1 | 80 | 3 | - | 84 | 13,833 |
| | Military | - | - | - | - | - | - | - | - | - | - | - | - |
| | Propeller | - | - | - | 42 | 514 | 19 | - | 26 | 527 | - | 1,128 | 1,128 |
| | Regional Jets | 87 | 1,142 | 1,229 | - | - | 1 | 4 | 5 | - | - | 10 | 1,239 |
| | Turboprops | - | 10 | 10 | 3 | 10 | 45 | 22 | 163 | 415 | - | 658 | 668 |
| | Unknown | - | - | - | - | - | - | - | - | - | - | - | - |
| **Sub-totals** | | 1,164 | 15,649 | 16,813 | 45 | 528 | 78 | 185 | 390 | 1,060 | 125 | 2,411 | 19,224 |
| **Touch & Go Sub-totals** | | - | 12 | 12 | 6 | 267 | 11 | - | 36 | 582 | - | 902 | 914 |
| **Grand Total** | | 2,449 | 29,241 | 31,456 | 74 | 823 | 140 | 300 | 1,115 | 5,422 | 264 | 8,138 | 39,594 |

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

| | Aircraft Category | RUNWAYS Fourth Quarter 2023 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 12 | 30 | South Field | 15 | 33 | 10L | 10R | 28L | 28R | PAD1 | North Field | Grand Total |
| Arrivals | Commercial Jets | 1,061 | 12,744 | 13,805 | - | - | - | - | 72 | 8 | - | 80 | 13,885 |
| | Regional Jets | 88 | 699 | 787 | - | - | - | 2 | 23 | 435 | - | 460 | 1,247 |
| Commercial Jet Sub-totals | | 1,149 | 13,443 | 14,592 | - | - | - | 2 | 95 | 443 | - | 540 | 15,132 |
| | Corporate Jets | 136 | 98 | 234 | - | - | 12 | 48 | 265 | 1,698 | - | 2,023 | 2,257 |
| All Jet Arrivals Sub-totals | | 1,285 | 13,541 | 14,826 | - | - | 12 | 50 | 360 | 2,141 | - | 2,563 | 17,389 |
| Departures | Commercial Jets | 1,062 | 12,687 | 13,749 | - | - | - | 1 | 80 | 3 | - | 84 | 13,833 |
| | Regional Jets | 87 | 1,142 | 1,229 | - | - | 1 | 4 | 5 | - | - | 10 | 1,239 |
| Commercial Jet Sub-totals | | 1,149 | 13,829 | 14,978 | - | - | 1 | 5 | 85 | 3 | - | 94 | 15,072 |
| | Corporate Jets | 15 | 1,810 | 1,825 | - | 4 | 13 | 158 | 116 | 115 | - | 406 | 2,231 |
| All Jet Departures Sub-totals | | 1,164 | 15,639 | 16,803 | - | 4 | 14 | 163 | 201 | 118 | - | 500 | 17,303 |
| Grand Total | | 2,449 | 29,180 | 31,629 | - | 4 | 26 | 213 | 561 | 2,259 | - | 3,063 | 34,692 |

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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 to10:10 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 the 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 the either the South Field or North Field taxiways are closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency.

## Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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# APPENDICES

## Runway 28R/L Jet Departure List for Calendar Quarter

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|---|---|---|---|---|---|---|---|---|
| 11/12/2023 17:48 | | | GLF5 | 3741 | 28L | B | ATC Did Not Advise | No |
| 11/12/2023 9:56 | EJA650 | N650QS | C68A | 6312 | 28R | B | ATC Did Not Advise | No |
| 11/12/2023 8:48 | N300DG | N300DG | SF50 | 4257 | 28R | B | ATC Did Not Advise | No |
| 11/11/2023 7:02 | EJA545 | N545QS | C68A | 6355 | 28R | B | ATC Did Not Advise | No |
| 11/10/2023 20:29 | | | E55P | 4563 | 28L | B | ATC Did Not Advise | No |
| 11/10/2023 15:11 | ASA9723 | N519AS | B738 | 3233 | 28L | J | ATC Did Not Advise | No |
| 11/13/2023 6:56 | | | E55P | 3302 | 28R | B | ATC Did Not Advise | No |
| 11/10/2023 7:09 | N815RM | N815RM | HDJT | 6346 | 28R | B | ATC Did Not Advise | No |
| 11/10/2023 9:52 | | | GLF4 | 1703 | 28L | B | ATC Did Not Advise | No |
| 11/10/2023 9:53 | PXT32 | N32KC | E55P | 1711 | 28R | B | ATC Did Not Advise | No |
| 11/10/2023 10:16 | LXJ361 | N361FX | E55P | 4242 | 28R | B | ATC Did Not Advise | No |
| | | | | | | **ATC Did Not Advise** | **11** | |
| 10/17/2023 11:32 | | | GLF4 | 3367 | 28L | B | ATC Instructions | No |
| 10/17/2023 11:30 | EJA707 | N707QS | CL35 | 6325 | 28L | B | ATC Instructions | No |
| 10/17/2023 11:17 | SIS814 | N814SP | E55P | 6317 | 28L | B | ATC Instructions | No |
| 10/17/2023 11:06 | N15VX | N15VX | FA50 | 3721 | 28L | B | ATC Instructions | No |
| 10/17/2023 10:42 | | | GLF6 | 3755 | 28L | B | ATC Instructions | No |
| 10/17/2023 10:29 | RVJ850 | N850EC | H25B | 3646 | 28L | B | ATC Instructions | No |
| 11/25/2023 20:11 | N4HD | N4HD | F2TH | 1757 | 28R | B | ATC Instructions | Yes |
| | | | | | | **ATC Instructions** | **7** | |
| 10/9/2023 6:21 | EJA458 | N458QS | E55P | 3261 | 28R | B | ATC Request | No |
| | | | | | | **ATC Request** | **1** | |
| 10/9/2023 10:03 | N550GB | N550GB | C501 | 4261 | 28R | B | Compliant Operation | Yes |
| 12/22/2023 14:37 | N7079G | N7079G | B26 | 3361 | 28L | P | Compliant Operation | Yes |
| | | | | | | **Compliant Operation** | **2** | |
| 10/1/2023 18:51 | N611JM | N611JM | GLF4 | 3222 | 28L | B | Departure Timing | No |
| 10/9/2023 11:11 | | | GLF5 | 4233 | 28L | B | Departure Timing | No |
| 10/10/2023 9:45 | EJA727 | N727QS | CL30 | 6346 | 28R | B | Departure Timing | No |
| 10/10/2023 15:37 | | | F900 | 4502 | 28L | B | Departure Timing | No |
| 10/11/2023 9:51 | LXJ451 | N451FX | GLF4 | 3315 | 28L | B | Departure Timing | No |
| 10/15/2023 8:56 | | | F900 | 3231 | 28R | B | Departure Timing | No |
| 10/19/2023 12:33 | | | E55P | 4241 | 28R | B | Departure Timing | No |
| 10/25/2023 15:02 | N67JT | N67JT | C525 | 3262 | 28L | B | Departure Timing | No |
| 11/4/2023 14:53 | LXJ386 | N386FX | E55P | 3241 | 28R | B | Departure Timing | No |
| 11/16/2023 12:33 | | | CL30 | 1721 | 28L | B | Departure Timing | No |
| 11/20/2023 12:33 | N300DG | N300DG | SF50 | 3614 | 28L | B | Departure Timing | No |
| 11/28/2023 18:33 | TIV707 | N707VM | C700 | 3352 | 28L | B | Departure Timing | No |
| 12/21/2023 13:17 | EJA914 | N914QS | C68A | 3715 | 28L | B | Departure Timing | No |
| 12/23/2023 15:37 | EJA596 | N596QS | C68A | 6303 | 28R | B | Departure Timing | No |
| 12/26/2023 10:09 | | | CL30 | 6370 | 28L | B | Departure Timing | No |
| 12/26/2023 14:02 | N928BK | N928BK | GLF3 | 7457 | 28L | B | Departure Timing | No |
| 12/26/2023 14:31 | | | FA7X | 3611 | 28L | B | Departure Timing | No |
| 12/30/2023 11:36 | N68AL | N68AL | GLF4 | 3317 | 28L | B | Departure Timing | No |
| | | | | | | **Departure Timing** | **18** | |
| 12/30/2023 14:22 | LN85LJ | N85LJ | LJ60 | 3201 | 28R | B | Lifeguard Medical | Yes |
| 12/30/2023 21:52 | N509RP | N509RP | C550 | 4550 | 28R | B | Lifeguard Medical | Yes |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|---|---|---|---|---|---|---|---|---|
| 12/31/2023 20:18 | LN509RP | N509RP | C550 | 4224 | 28R | B | Lifeguard Medical | Yes |
| 10/6/2023 13:33 | N51GJ | N51GJ | LJ35 | 3320 | 28L | B | Lifeguard Medical | Yes |
| 10/11/2023 9:58 | N864AM | N864AM | H25B | 3262 | 28L | B | Lifeguard Medical | Yes |
| 10/12/2023 13:46 | LN810BE | N810BE | C560 | 4230 | 28R | B | Lifeguard Medical | Yes |
| 10/12/2023 18:59 | LN810BE | N810BE | C560 | 1735 | 28R | B | Lifeguard Medical | Yes |
| 10/17/2023 9:01 | LM810BE | N810BE | C560 | 4205 | 28L | B | Lifeguard Medical | Yes |
| 10/17/2023 16:27 | LN810BE | N810BE | C560 | 3665 | 28L | B | Lifeguard Medical | Yes |
| 10/17/2023 20:13 | LN561SR | N561SR | C560 | 4512 | 28R | B | Lifeguard Medical | Yes |
| 10/18/2023 5:36 | Medevac | Medevac | C25B | 3237 | 28R | B | Lifeguard Medical | Yes |
| 10/18/2023 11:51 | Medevac | Medevac | LJ45 | 3624 | 28L | B | Lifeguard Medical | Yes |
| 10/18/2023 20:08 | LN904LR | N904LR | C560 | 4530 | 28R | B | Lifeguard Medical | Yes |
| 10/19/2023 4:49 | LN904LR | N904LR | C560 | 4541 | 28R | B | Lifeguard Medical | Yes |
| 10/19/2023 7:27 | Medevac | Medevac | LJ35 | 6363 | 28L | B | Lifeguard Medical | Yes |
| 10/23/2023 11:56 | LN54DD | N54DD | C560 | 4216 | 28R | B | Lifeguard Medical | Yes |
| 10/23/2023 21:34 | LN904LR | N904LR | C560 | 6350 | 28L | B | Lifeguard Medical | Yes |
| 10/26/2023 10:34 | Medevac | Medevac | LJ35 | 3704 | 28R | B | Lifeguard Medical | Yes |
| 10/27/2023 8:54 | | | ASTR | 3731 | 28R | B | Lifeguard Medical | Yes |
| 10/27/2023 23:08 | LN904LR | N904LR | C560 | 3261 | 28L | B | Lifeguard Medical | Yes |
| 10/28/2023 13:38 | LN54DD | N54DD | C560 | 4567 | 28R | B | Lifeguard Medical | Yes |
| 11/6/2023 4:48 | LN54DD | N54DD | C560 | 3322 | 28R | B | Lifeguard Medical | Yes |
| 11/6/2023 19:52 | LN904LR | N904LR | C560 | 4560 | 28R | B | Lifeguard Medical | Yes |
| 11/7/2023 3:08 | LN904LR | N904LR | C560 | 3340 | 28R | B | Lifeguard Medical | Yes |
| 11/7/2023 12:21 | LN54DD | N54DD | C560 | 4206 | 28R | B | Lifeguard Medical | Yes |
| 11/7/2023 15:50 | LN904LR | N904LR | C560 | 4543 | 28R | B | Lifeguard Medical | Yes |
| 11/10/2023 9:25 | LN41GJ | N41GJ | LJ35 | 3251 | 28R | B | Lifeguard Medical | Yes |
| 11/15/2023 3:00 | LN581HC | N581HC | C25C | 3350 | 28R | B | Lifeguard Medical | Yes |
| 11/16/2023 5:16 | Medevac | Medevac | LJ35 | 3246 | 28L | B | Lifeguard Medical | Yes |
| 11/18/2023 15:19 | Medevac | Medevac | C25A | 4225 | 28R | B | Lifeguard Medical | Yes |
| 11/19/2023 1:57 | LN897MD | N897MD | C525 | 3337 | 28L | B | Lifeguard Medical | Yes |
| 11/19/2023 7:17 | LN810BE | N810BE | C560 | 3701 | 28L | B | Lifeguard Medical | Yes |
| 11/20/2023 16:51 | Medevac | Medevac | GALX | 4553 | 28L | B | Lifeguard Medical | Yes |
| 11/22/2023 1:44 | LN681HC | N681HC | CL60 | 3360 | 28R | B | Lifeguard Medical | Yes |
| 11/24/2023 4:11 | Medevac | Medevac | C55B | 3245 | 28R | B | Lifeguard Medical | Yes |
| 11/24/2023 13:29 | LN150JG | N150JG | FA50 | 4265 | 28R | B | Lifeguard Medical | Yes |
| 11/27/2023 16:47 | Medevac | Medevac | E550 | 3613 | 28R | B | Lifeguard Medical | Yes |
| 11/27/2023 18:54 | Medevac | Medevac | C550 | 4223 | 28R | B | Lifeguard Medical | Yes |
| 11/28/2023 12:30 | Medevac | Medevac | LJ35 | 3330 | 28R | B | Lifeguard Medical | Yes |
| 11/30/2023 6:41 | LN986SA | N986SA | LJ35 | 3312 | 28R | B | Lifeguard Medical | Yes |
| 11/30/2023 15:46 | LN570MP | N570MP | LJ45 | 3735 | 28R | B | Lifeguard Medical | Yes |
| 12/2/2023 22:23 | Medevac | Medevac | C550 | 4523 | 28R | B | Lifeguard Medical | Yes |
| 12/2/2023 22:43 | LN904LR | N904LR | C560 | 3210 | 28R | B | Lifeguard Medical | Yes |
| 12/5/2023 22:07 | LN810BE | N810BE | C560 | 1701 | 28R | B | Lifeguard Medical | Yes |
| 12/8/2023 14:56 | Medevac | Medevac | G150 | 4576 | 28L | B | Lifeguard Medical | Yes |
| 12/8/2023 15:16 | LN810BE | N810BE | C560 | 4255 | 28L | B | Lifeguard Medical | Yes |
| 12/9/2023 1:30 | LN810BE | N810BE | C560 | 3311 | 28R | B | Lifeguard Medical | Yes |
| 12/10/2023 8:58 | LN54DD | N54DD | C560 | 3320 | 28R | B | Lifeguard Medical | Yes |
| 12/10/2023 15:24 | LN54DD | N54DD | C560 | 3760 | 28L | B | Lifeguard Medical | Yes |
| 12/13/2023 16:33 | LN810BE | N810BE | C560 | 4201 | 28R | B | Lifeguard Medical | Yes |
| 12/14/2023 10:52 | JLG806 | N806GJ | H25B | 1744 | 28R | B | Lifeguard Medical | Yes |
| 12/14/2023 19:46 | KFS169 | N73CK | LJ35 | 3204 | 28R | B | Lifeguard Medical | Yes |
| 12/14/2023 21:20 | LN904LR | N904LR | C560 | 4212 | 28R | B | Lifeguard Medical | Yes |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|---|---|---|---|---|---|---|---|---|
| 12/15/2023 3:08 | LN904LR | N904LR | C560 | 3374 | 28R | B | Lifeguard Medical | Yes |
| 12/15/2023 15:10 | LN561SR | N561SR | C560 | 3731 | 28R | B | Lifeguard Medical | Yes |
| 12/16/2023 13:29 | LN94GP | N94GP | LJ35 | 3336 | 28R | B | Lifeguard Medical | Yes |
| 12/17/2023 2:43 | LN904LR | N904LR | C560 | 3241 | 28R | B | Lifeguard Medical | Yes |
| 12/17/2023 10:22 | N862LG | N862LG | E55P | 3631 | 28R | B | Lifeguard Medical | Yes |
| 12/21/2023 7:19 | | | LJ35 | 6324 | 28R | B | Lifeguard Medical | Yes |
| 12/21/2023 9:44 | LN810BE | N810BE | C560 | 3755 | 28R | B | Lifeguard Medical | Yes |
| 12/22/2023 2:17 | LN561SR | N561SR | C560 | 3257 | 28R | B | Lifeguard Medical | Yes |
| 12/23/2023 17:27 | JLG806 | N806GJ | H25B | 3632 | 28R | B | Lifeguard Medical | Yes |
| 12/24/2023 18:35 | LN345KM | N345KM | F900 | 6315 | 28L | B | Lifeguard Medical | Yes |
| 12/24/2023 19:06 | LN561SR | N561SR | C560 | 1716 | 28L | B | Lifeguard Medical | Yes |
| 12/24/2023 22:25 | | | LJ35 | 3365 | 28R | B | Lifeguard Medical | Yes |
| 12/25/2023 16:31 | LN561SR | N561SR | C560 | 3707 | 28R | B | Lifeguard Medical | Yes |
| 12/26/2023 21:23 | LN904LR | N904LR | C560 | 3627 | 28L | B | Lifeguard Medical | Yes |
| | | | | | | **Lifeguard Medical** | **67** | |
| 11/16/2023 9:23 | KOW51 | N51GB | C750 | 3624 | 28R | B | Not Acceptable | No |
| 11/18/2023 13:27 | N32KC | N32KC | E55P | 3632 | 28L | B | Not Acceptable | No |
| 11/18/2023 13:28 | LXJ97 | N97FX | GLEX | 4515 | 28L | B | Not Acceptable | No |
| | | | | | | **Not Acceptable** | **3** | |
| 10/1/2023 21:27 | | | C25A | 1771 | 28R | B | Pilot Requested | No |
| 10/2/2023 13:37 | | | GLF4 | 1717 | 28L | B | Pilot Requested | No |
| 10/4/2023 22:28 | N614AF | N614AF | CL60 | 3331 | 28L | B | Pilot Requested | No |
| 10/5/2023 7:39 | LXJ443 | N443FX | E545 | 3766 | 28R | B | Pilot Requested | No |
| 10/5/2023 16:30 | ASA1212 | N607AS | B737 | 6366 | 28L | J | Pilot Requested | No |
| 10/6/2023 15:13 | JSX151 | N252JX | E135 | 3737 | 28L | R | Pilot Requested | No |
| 10/6/2023 17:11 | | | GLF6 | 3743 | 28L | B | Pilot Requested | No |
| 10/6/2023 18:52 | TMB296 | N296CX | HDJT | 3375 | 28R | B | Pilot Requested | No |
| 10/6/2023 20:01 | | | CL30 | 1777 | 28L | B | Pilot Requested | No |
| 10/9/2023 6:22 | SWA3177 | N8539V | B738 | 3240 | 28L | J | Pilot Requested | No |
| 10/9/2023 6:28 | SWA758 | N267WN | B737 | 3331 | 28L | J | Pilot Requested | No |
| 10/9/2023 12:35 | | | F2TH | 1734 | 28R | B | Pilot Requested | No |
| 10/10/2023 11:33 | | | GLF4 | 3637 | 28L | B | Pilot Requested | No |
| 10/11/2023 11:51 | | | CL30 | 3701 | 28L | B | Pilot Requested | No |
| 10/12/2023 9:58 | | | LJ35 | 3647 | 28R | B | Pilot Requested | No |
| 10/12/2023 14:18 | | | F2TH | 6316 | 28L | B | Pilot Requested | No |
| 10/13/2023 9:20 | | | GLF4 | 3624 | 28L | B | Pilot Requested | No |
| 10/13/2023 13:13 | LXJ519 | N519FX | CL30 | 1761 | 28R | B | Pilot Requested | No |
| 10/13/2023 14:07 | | | GLF6 | 3341 | 28L | B | Pilot Requested | No |
| 10/13/2023 16:41 | | | GLF4 | 6377 | 28L | B | Pilot Requested | No |
| 10/14/2023 12:28 | EDG8 | N8VC | GLF4 | 3261 | 28L | B | Pilot Requested | No |
| 10/15/2023 13:42 | | | GA6C | 3305 | 28L | B | Pilot Requested | No |
| 10/16/2023 8:56 | N159WW | N159WW | GLF5 | 3213 | 28R | B | Pilot Requested | No |
| 10/16/2023 9:01 | XOJ765 | N765XJ | C750 | 3604 | 28R | B | Pilot Requested | No |
| 10/17/2023 9:52 | N32KC | N32KC | E55P | 6310 | 28L | B | Pilot Requested | No |
| 10/17/2023 11:12 | | | GLF6 | 6347 | 28L | B | Pilot Requested | No |
| 10/17/2023 15:26 | N614JK | N614JK | C550 | 4235 | 28R | B | Pilot Requested | No |
| 10/19/2023 15:11 | VJA91 | N91QK | CL30 | 3337 | 28L | B | Pilot Requested | No |
| 10/20/2023 9:32 | | | GA6C | 1717 | 28L | B | Pilot Requested | No |
| 10/20/2023 17:42 | EDG8 | N8VC | GLF4 | 1777 | 28L | B | Pilot Requested | No |
| 10/21/2023 17:54 | | | C550 | 3302 | 28R | B | Pilot Requested | No |
| 10/22/2023 14:08 | VJA91 | N91QK | CL30 | 4531 | 28L | B | Pilot Requested | No |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|---|---|---|---|---|---|---|---|---|
| 10/22/2023 14:15 | PGR1969 | N969RE | PRM1 | 6360 | 28R | B | Pilot Requested | No |
| 10/23/2023 11:50 | LXJ572 | N572FX | CL35 | 3617 | 28R | B | Pilot Requested | No |
| 10/23/2023 16:13 | | | F900 | 3246 | 28L | B | Pilot Requested | No |
| 10/24/2023 16:12 | | | GLF6 | 3243 | 28L | B | Pilot Requested | No |
| 10/25/2023 15:00 | | | GLF6 | 6357 | 28L | B | Pilot Requested | No |
| 10/27/2023 17:11 | UAL2554 | N75851 | B753 | 3715 | 28L | J | Pilot Requested | No |
| 10/30/2023 7:00 | KOW992 | N992MG | C750 | 6305 | 28L | B | Pilot Requested | No |
| 11/2/2023 11:23 | | | GLF5 | 6333 | 28L | B | Pilot Requested | No |
| 11/3/2023 14:25 | N494BA | N494BA | E55P | 3744 | 28R | B | Pilot Requested | No |
| 11/3/2023 14:54 | LXJ652 | N652FX | GLF6 | 3265 | 28L | B | Pilot Requested | No |
| 11/4/2023 8:40 | N650SF | N650SF | C650 | 3342 | 28L | B | Pilot Requested | No |
| 11/4/2023 9:13 | LXJ365 | N365FX | E55P | 3243 | 28R | B | Pilot Requested | No |
| 11/5/2023 14:22 | | | GLF5 | 6320 | 28L | B | Pilot Requested | No |
| 11/6/2023 8:00 | | | F2TH | 3625 | 28L | B | Pilot Requested | No |
| 11/7/2023 10:32 | EJA919 | N919QS | C68A | 3740 | 28L | B | Pilot Requested | No |
| 11/7/2023 11:01 | N815RM | | HDJT | 3245 | 28R | B | Pilot Requested | No |
| 11/8/2023 10:41 | N96PZ | N96PZ | C525 | 3735 | 28R | B | Pilot Requested | No |
| 11/8/2023 12:13 | N17XR | N17XR | C750 | 1721 | 28L | B | Pilot Requested | No |
| 11/9/2023 10:50 | | | GLF4 | 1734 | 28R | B | Pilot Requested | No |
| 11/10/2023 11:56 | N559WJ | N559WJ | C550 | 4243 | 28R | B | Pilot Requested | No |
| 11/15/2023 10:42 | | | FA7X | 3776 | 28L | B | Pilot Requested | No |
| 11/15/2023 12:52 | LXJ564 | N564FX | CL35 | 4272 | 28L | B | Pilot Requested | No |
| 11/15/2023 14:22 | | | GLF6 | 3317 | 28L | B | Pilot Requested | No |
| 11/17/2023 14:43 | | | GLF5 | 3715 | 28L | B | Pilot Requested | No |
| 11/18/2023 13:46 | N917PG | N917PG | C750 | 6371 | 28R | B | Pilot Requested | No |
| 11/21/2023 7:51 | PEG15 | N415MA | GLF4 | 6373 | 28R | B | Pilot Requested | No |
| 11/22/2023 11:07 | GDG626 | N626NT | F2TH | 7442 | 28L | B | Pilot Requested | No |
| 11/22/2023 14:00 | | | GLF5 | 3721 | 28L | B | Pilot Requested | No |
| 11/24/2023 7:52 | EJA303 | N303QS | E55P | 3766 | 28L | B | Pilot Requested | No |
| 11/26/2023 8:03 | | | C56X | 3772 | 28L | B | Pilot Requested | No |
| 11/26/2023 8:12 | LXJ418 | N418FX | E545 | 3205 | 28L | B | Pilot Requested | No |
| 11/26/2023 12:08 | | | GLF5 | 6305 | 28L | B | Pilot Requested | No |
| 11/27/2023 6:38 | | | GLEX | 3726 | 28R | B | Pilot Requested | No |
| 11/27/2023 12:17 | N524HP | N524HP | SF50 | 6345 | 28R | B | Pilot Requested | No |
| 11/27/2023 16:05 | KOW733 | N733FL | C750 | 4566 | 28L | B | Pilot Requested | No |
| 11/28/2023 9:06 | N862LG | N862LG | E55P | 6314 | 28R | B | Pilot Requested | No |
| 11/29/2023 20:49 | EJA838 | N838QS | C700 | 3640 | 28L | B | Pilot Requested | No |
| 11/30/2023 6:36 | | | LJ35 | 6323 | 28L | B | Pilot Requested | No |
| 11/30/2023 12:20 | | | C550 | 4261 | 28R | B | Pilot Requested | No |
| 11/30/2023 18:04 | FTH991 | N991TX | C750 | 4211 | 28L | B | Pilot Requested | No |
| 11/30/2023 19:16 | | | C550 | 4511 | 28R | B | Pilot Requested | No |
| 11/30/2023 20:38 | | | CL60 | 3362 | 28L | B | Pilot Requested | No |
| 12/1/2023 16:44 | N894KS | N894KS | C68A | 6325 | 28L | B | Pilot Requested | No |
| 12/3/2023 15:56 | NJZ28 | N318GA | FA50 | 3272 | 28R | B | Pilot Requested | No |
| 12/4/2023 10:57 | N539WA | N539WA | C56X | 1743 | 28R | B | Pilot Requested | No |
| 12/4/2023 21:52 | EDG8 | N8VC | GLF4 | 3343 | 28R | B | Pilot Requested | No |
| 12/5/2023 8:14 | EJA757 | N757QS | CL30 | 1725 | 28R | B | Pilot Requested | No |
| 12/5/2023 16:05 | | | GLF5 | 6330 | 28L | B | Pilot Requested | No |
| 12/7/2023 9:53 | N32KC | N32KC | E55P | 3715 | 28L | B | Pilot Requested | No |
| 12/7/2023 9:56 | | | CL60 | 3726 | 28L | B | Pilot Requested | No |
| 12/8/2023 17:23 | | | C560 | 3655 | 28L | B | Pilot Requested | No |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|---|---|---|---|---|---|---|---|---|
| 12/12/2023 7:36 | | | GLF5 | 3642 | 28L | B | Pilot Requested | No |
| 12/12/2023 12:37 | | | F2TH | 3365 | 28L | B | Pilot Requested | No |
| 12/12/2023 15:31 | | | GLF5 | 3763 | 28L | B | Pilot Requested | No |
| 12/14/2023 9:54 | N512MB | N512MB | EA50 | 1731 | 28R | B | Pilot Requested | No |
| 12/14/2023 13:32 | PXT680 | N680PC | C680 | 3613 | 28R | B | Pilot Requested | No |
| 12/14/2023 15:13 | KOW4757 | N4757B | C750 | 4577 | 28R | B | Pilot Requested | No |
| 12/14/2023 19:28 | | | E550 | 4217 | 28R | B | Pilot Requested | No |
| 12/15/2023 12:33 | | | GLF5 | 3665 | 28L | B | Pilot Requested | No |
| 12/16/2023 13:21 | N300CQ | N300CQ | H25B | 6341 | 28L | B | Pilot Requested | No |
| 12/17/2023 6:55 | EJA552 | N552QS | C68A | 3315 | 28R | B | Pilot Requested | No |
| 12/17/2023 8:53 | | | C550 | 4520 | 28R | B | Pilot Requested | No |
| 12/17/2023 12:20 | LXJ552 | N552FX | CL30 | 3345 | 28L | B | Pilot Requested | No |
| 12/19/2023 12:11 | DLX654 | N654AN | LJ60 | 3367 | 28L | B | Pilot Requested | No |
| 12/19/2023 14:10 | | | F2TH | 3243 | 28L | B | Pilot Requested | No |
| 12/19/2023 14:45 | | | E550 | 1760 | 28L | B | Pilot Requested | No |
| 12/21/2023 9:53 | MTS767 | XAICU | LJ35 | 1736 | 28L | B | Pilot Requested | No |
| 12/21/2023 14:38 | CAK1247 | N247MX | LJ45 | 3270 | 28R | B | Pilot Requested | No |
| 12/22/2023 12:58 | | | GLF6 | 4230 | 28L | B | Pilot Requested | No |
| 12/22/2023 14:20 | N32KC | N32KC | E55P | 3015 | 28L | B | Pilot Requested | No |
| 12/23/2023 11:21 | DRL33 | N33WL | LJ60 | 3202 | 28R | B | Pilot Requested | No |
| 12/23/2023 14:05 | NJZ28 | N318GA | FA50 | 3244 | 28R | B | Pilot Requested | No |
| 12/23/2023 14:52 | PXT55 | N525B | C25B | 3243 | 28L | B | Pilot Requested | No |
| 12/24/2023 9:07 | NJZ28 | N318GA | FA50 | 6345 | 28R | B | Pilot Requested | No |
| 12/26/2023 13:06 | | | GLF4 | 3306 | 28L | B | Pilot Requested | No |
| 12/26/2023 16:10 | N661CV | N661CV | SF50 | 1701 | 28R | B | Pilot Requested | No |
| 12/26/2023 19:05 | N615AJ | N615AJ | C560 | 1733 | 28L | B | Pilot Requested | No |
| 12/28/2023 9:12 | EJA562 | N562QS | C68A | 3626 | 28R | B | Pilot Requested | No |
| 12/28/2023 11:56 | N202EE | N202EE | E545 | 3305 | 28R | B | Pilot Requested | No |
| 12/30/2023 9:44 | VJA108 | N108JE | GLF4 | 3327 | 28R | B | Pilot Requested | No |
| | | | | | | **Pilot Requested** | **113** | |
| 12/11/2023 0:59 | | | GLF4 | 3370 | 28L | B | RWY 30 Routine Closure | Yes |
| 11/27/2023 5:22 | SWA2310 | N8762Q | B38M | 3272 | 28L | J | RWY 30 Routine Closure | Yes |
| 12/11/2023 5:16 | SWA2621 | N8877Q | B38M | 3240 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/2/2023 5:10 | N32KC | N32KC | E55P | 3255 | 28L | B | RWY 30 Routine Closure | Yes |
| 10/2/2023 5:46 | SWA4110 | N8507C | B738 | 3330 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/2/2023 5:53 | NKS2122 | N967NK | A20N | 3363 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/2/2023 5:56 | SWA3483 | N280WN | B737 | 3227 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/2/2023 5:59 | SWA2736 | N8740A | B38M | 3337 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/2/2023 6:08 | SWA3782 | N952WN | B737 | 3325 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/2/2023 6:10 | SWA3657 | N8527Q | B738 | 3316 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/2/2023 6:11 | NKS1349 | N652NK | A320 | 3726 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/2/2023 6:12 | DAL2125 | N371NB | A319 | 3356 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/9/2023 3:54 | | | LJ35 | 3337 | 28L | B | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:15 | SWA2951 | N8859Q | B38M | 3257 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:19 | XOJ716 | N716XJ | C750 | 3357 | 28L | B | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:28 | SWA211 | N428WN | B737 | 3273 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:32 | SWA254 | N8864H | B38M | 3371 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:35 | NKS2122 | N627NK | A320 | 3206 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:45 | SWA282 | N8679A | B738 | 3326 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:53 | DAL2125 | N344NB | A319 | 3254 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/23/2023 5:13 | SWA2951 | N8817L | B38M | 3251 | 28L | J | RWY 30 Routine Closure | Yes |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|---|---|---|---|---|---|---|---|---|
| 10/30/2023 5:19 | SWA2951 | N8840Q | B38M | 3363 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:24 | SWA211 | N7743B | B737 | 3272 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:28 | | | GLF6 | 3303 | 28L | B | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:30 | SWA254 | N8535S | B738 | 3255 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:31 | SWA2642 | N8514F | B738 | 3364 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:51 | NKS2122 | N622NK | A320 | 3355 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:51 | SWA3476 | N763SW | B737 | 3346 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:53 | SWA4773 | N8856S | B38M | 3242 | 28L | J | RWY 30 Routine Closure | Yes |
| 10/30/2023 15:57 | Medevac | Medevac | LJ35 | 3274 | 28R | B | RWY 30 Routine Closure | Yes |
| 11/6/2023 4:54 | | | GALX | 330 | 28L | B | RWY 30 Routine Closure | Yes |
| 11/13/2023 5:27 | SWA2621 | N8891Q | B38M | 3353 | 28L | J | RWY 30 Routine Closure | Yes |
| 11/13/2023 5:34 | SWA1339 | N8677A | B738 | 3333 | 28L | J | RWY 30 Routine Closure | Yes |
| 11/13/2023 5:38 | SWA1133 | N8804L | B38M | 3261 | 28L | J | RWY 30 Routine Closure | Yes |
| 11/13/2023 17:50 | EJA668 | N668QS | C68A | 3743 | 28R | B | RWY 30 Routine Closure | Yes |
| 11/27/2023 5:08 | SWA130 | N8662F | B738 | 3355 | 28L | J | RWY 30 Routine Closure | Yes |
| 11/27/2023 5:17 | SWA173 | N8667D | B738 | 3305 | 28L | J | RWY 30 Routine Closure | Yes |
| | | | | | | **RWY 30 Routine Closure** | **37** | |
| 12/4/2023 6:38 | UPS2947 | N284UP | MD11 | 3372 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:40 | SWA636 | N912WN | B737 | 3302 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:43 | NKS1349 | N619NK | A320 | 3213 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:45 | SWA2219 | N8697C | B738 | 3357 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:47 | FDX690 | N143FE | B763 | 3277 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:49 | SWA1198 | N7840A | B737 | 3201 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:51 | SWA2518 | N8823Q | B38M | 3262 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:54 | SWA966 | N1808U | B38M | 3303 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:55 | SWA3095 | N8542Z | B738 | 3336 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 7:00 | SWA477 | N8571Z | B738 | 6312 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 7:04 | ASA1125 | N419AS | B739 | 3222 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 7:22 | SKW3989 | N304SY | E75L | 6301 | 28L | R | Runway Maintenance | Yes |
| 12/4/2023 7:26 | SKW3468 | N188SY | E75L | 6347 | 28L | R | Runway Maintenance | Yes |
| 12/4/2023 7:40 | SWA804 | N222WN | B737 | 1704 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 7:54 | SWA2284 | N1804U | B38M | 1701 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 8:22 | N129DG | N129DG | C25B | 3305 | 28L | B | Runway Maintenance | Yes |
| 12/4/2023 8:24 | SWA2774 | N244WN | B737 | 6350 | 28R | J | Runway Maintenance | Yes |
| 12/4/2023 8:49 | SWA1431 | N407WN | B737 | 1772 | 28R | J | Runway Maintenance | Yes |
| 12/4/2023 9:11 | | | C25A | 4537 | 28R | B | Runway Maintenance | Yes |
| 12/4/2023 9:32 | | | CL30 | 3673 | 28R | B | Runway Maintenance | Yes |
| 10/15/2023 22:50 | VOS4323 | N549VL | A20N | 3347 | 28L | J | Runway Maintenance | Yes |
| 10/15/2023 23:46 | VOI903 | XAVLY | A321 | 3321 | 28L | J | Runway Maintenance | Yes |
| 10/16/2023 0:08 | | | F900 | 3360 | 28L | B | Runway Maintenance | Yes |
| 10/16/2023 5:15 | SWA2951 | N8689C | B738 | 3350 | 28L | J | Runway Maintenance | Yes |
| 10/16/2023 5:31 | SWA2642 | N8852Q | B38M | 3276 | 28L | J | Runway Maintenance | Yes |
| 10/16/2023 5:35 | SWA282 | N8687A | B738 | 3377 | 28L | J | Runway Maintenance | Yes |
| 10/16/2023 5:43 | SWA254 | N8819L | B38M | 3354 | 28L | J | Runway Maintenance | Yes |
| 10/16/2023 5:45 | SWA211 | N444WN | B737 | 3333 | 28L | J | Runway Maintenance | Yes |
| 10/16/2023 5:46 | NKS2122 | N651NK | A320 | 3326 | 28L | J | Runway Maintenance | Yes |
| 10/16/2023 5:56 | SWA4773 | N8759Q | B38M | 3323 | 28L | J | Runway Maintenance | Yes |
| 10/16/2023 5:58 | SWA591 | N8876Q | B38M | 3320 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 5:37 | SWA2621 | N8887Q | B38M | 3232 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 5:39 | SWA1133 | N8634A | B738 | 3301 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 5:42 | NKS2122 | N929NK | A20N | 3313 | 28L | J | Runway Maintenance | Yes |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|---|---|---|---|---|---|---|---|---|
| 12/4/2023 6:01 | SWA1339 | N8704Q | B38M | 3236 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:05 | SWA237 | N8526W | B738 | 3204 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:09 | SWA4713 | N8873S | B38M | 3225 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:11 | SWA380 | N8859Q | B38M | 3323 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:19 | FDX475 | N273FE | B763 | 3224 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:33 | DAL2125 | N3756 | B738 | 3353 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:34 | SWA407 | N210WN | B737 | 3257 | 28L | J | Runway Maintenance | Yes |
| 12/4/2023 6:36 | SWA173 | N8904L | B38M | 3202 | 28L | J | Runway Maintenance | Yes |
| | | | | | | **Runway Maintenance** | **42** | |
| 12/4/2023 8:36 | SWA2942 | N8771D | B38M | 3650 | 28R | J | Runway/Taxiway Maintenance | Yes |
| 10/9/2023 5:50 | SWA2642 | N8857Q | B38M | 3222 | 28L | J | Runway/Taxiway Maintenance | Yes |
| 10/9/2023 5:47 | SWA4773 | N8544Z | B738 | 3244 | 28L | J | Runway/Taxiway Maintenance | Yes |
| 11/20/2023 0:43 | SWA1483 | N8305E | B738 | 1764 | 28L | J | Runway/Taxiway Maintenance | Yes |
| 10/9/2023 5:51 | SWA3476 | N257WN | B737 | 3346 | 28L | J | Runway/Taxiway Maintenance | Yes |
| 11/2/2023 0:24 | DLX401 | N401SY | LJ60 | 3371 | 28R | B | Runway/Taxiway Maintenance | Yes |
| 11/2/2023 5:44 | PXT656 | N656SM | C25B | 4560 | 28R | B | Runway/Taxiway Maintenance | Yes |
| 11/2/2023 23:25 | | | GL7T | 4265 | 28R | B | Runway/Taxiway Maintenance | Yes |
| | | | | | | **Runway/Taxiway Maintenance** | **8** | |
| 10/2/2023 9:28 | JSX171 | N262JX | E135 | 3265 | 28L | R | South Field Closure | Yes |
| 10/2/2023 9:36 | | | BE40 | 3626 | 28L | B | South Field Closure | Yes |
| 10/2/2023 9:37 | SWA320 | N8310C | B738 | 6302 | 28L | J | South Field Closure | Yes |
| 10/2/2023 9:39 | | | GLF6 | 3220 | 28L | B | South Field Closure | Yes |
| 10/2/2023 9:50 | SWA210 | N7889A | B737 | 1776 | 28L | J | South Field Closure | Yes |
| 10/2/2023 9:56 | QXE2093 | N630QX | E170 | 3207 | 28L | R | South Field Closure | Yes |
| 10/2/2023 9:57 | SWA1672 | N8798Q | B38M | 1733 | 28L | J | South Field Closure | Yes |
| 10/2/2023 10:02 | SWA3056 | N951WN | B737 | 1762 | 28L | J | South Field Closure | Yes |
| 10/2/2023 10:04 | NKS3703 | N970NK | A20N | 1736 | 28L | J | South Field Closure | Yes |
| 10/2/2023 10:14 | SWA1286 | N8825Q | B38M | 3774 | 28L | J | South Field Closure | Yes |
| 10/2/2023 10:22 | SWA939 | N909WN | B737 | 3771 | 28L | J | South Field Closure | Yes |
| 10/2/2023 10:36 | SWA393 | N7722B | B737 | 3734 | 28L | J | South Field Closure | Yes |
| | | | | | | **South Field Closure** | **12** | |
| | | | | | | **Grand Count** | **321** | |

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

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|---|---|---|---|---|---|---|---|---|
| 11/17/2023 21:23 | LN810BE | N810BE | C560 | 6757 | 10R | B | Lifeguard Medical | Yes |
| 12/17/2023 17:33 | LN54DD | N54DD | C560 | 7771 | 10L | B | Lifeguard Medical | Yes |
| 12/18/2023 8:02 | LN518KH | N518KH | G150 | 3572 | 10L | B | Lifeguard Medical | Yes |
| | | | | | | **Lifeguard Medical** | **3** | |
| 11/18/2023 9:41 | EJA830 | N830QS | C700 | 6013 | 10R | B | Not Acceptable | No |
| 11/18/2023 9:13 | N24YP | N24YP | E550 | 7354 | 10R | B | Not Acceptable | No |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|---|---|---|---|---|---|---|---|---|
| 11/17/2023 14:47 | N550GB | N550GB | C501 | 4540 | 10L | B | Not Acceptable | No |
| 11/17/2023 15:50 | LXJ605 | N605FX | E550 | 775 | 10R | B | Not Acceptable | No |
| 11/17/2023 15:59 | N300DG | N300DG | SF50 | 6224 | 10R | B | Not Acceptable | No |
| 11/18/2023 8:51 | LXJ652 | N652FX | GLF6 | 1373 | 10R | B | Not Acceptable | No |
| 11/20/2023 12:57 | N196PC | N196PC | C25B | 6532 | 10R | B | Not Acceptable | No |
| 11/20/2023 13:15 | JRE830A | N830GG | C680 | 573 | 10R | B | Not Acceptable | No |
| 11/20/2023 15:06 | CYO317 | N317MP | LJ60 | 4267 | 10R | B | Not Acceptable | No |
| 11/18/2023 11:25 | LXJ558 | N558FX | CL35 | 2375 | 10R | B | Not Acceptable | No |
| | | | | | | **Not Acceptable** | **10** | |
| 11/17/2023 22:11 | | | C25A | 2011 | 10L | B | Pilot Requested | No |
| 11/18/2023 6:34 | | | C25A | 4535 | 10L | B | Pilot Requested | No |
| 11/14/2023 12:01 | | | G150 | 3230 | 10R | B | Pilot Requested | No |
| 11/14/2023 9:46 | LXJ451 | N451FX | GLF4 | 4245 | 10L | B | Pilot Requested | No |
| 11/14/2023 9:14 | | | E550 | 2357 | 10R | B | Pilot Requested | No |
| 10/22/2023 13:39 | VJA91 | N91QK | CL30 | 7242 | 10R | B | Pilot Requested | No |
| 10/22/2023 13:35 | EJA929 | N929QS | C68A | 6017 | 10R | B | Pilot Requested | No |
| 11/20/2023 15:16 | | | C560 | 1006 | 10R | B | Pilot Requested | No |
| 12/6/2023 11:50 | LXJ562 | N562FX | CL35 | 2604 | 10R | B | Pilot Requested | No |
| 10/22/2023 13:33 | PGR1969 | N969RE | PRM1 | 7663 | 10R | B | Pilot Requested | No |
| 12/17/2023 17:37 | PXT525 | N525CR | C25B | 616 | 10R | B | Pilot Requested | No |
| 12/17/2023 20:49 | | | E55P | 2713 | 10R | B | Pilot Requested | No |
| 10/22/2023 13:16 | VJA320 | N320JE | CL30 | 2045 | 10R | B | Pilot Requested | No |
| 12/18/2023 14:54 | N680CS | N680CS | C680 | 4517 | 10R | B | Pilot Requested | No |
| 12/18/2023 20:07 | | | F900 | 2457 | 10R | B | Pilot Requested | No |
| 12/19/2023 21:20 | EJA597 | N597QS | C68A | 7342 | 10R | B | Pilot Requested | No |
| 12/20/2023 17:57 | N862LG | N862LG | E55P | 1472 | 10R | B | Pilot Requested | No |
| 12/20/2023 18:21 | XLJ909 | N909MV | LJ45 | 4247 | 10R | B | Pilot Requested | No |
| 12/20/2023 18:52 | | | E55P | 6735 | 10R | B | Pilot Requested | No |
| 12/27/2023 11:11 | | | H25B | 2672 | 10L | B | Pilot Requested | No |
| 12/27/2023 13:49 | N288G | N288G | C25A | 1354 | 10L | B | Pilot Requested | No |
| 10/22/2023 13:11 | EJA914 | N914QS | C68A | 4237 | 10R | B | Pilot Requested | No |
| 11/14/2023 12:56 | N458FS | N458FS | CL30 | 1142 | 10L | B | Pilot Requested | No |
| | | | | | | **Pilot Requested** | **23** | |
| 10/22/2023 9:14 | EJA797 | N797QS | CL35 | 612 | 10R | B | Southeast/Runway Capacity | Yes |
| 10/22/2023 10:44 | | | FA50 | 1432 | 10R | B | Southeast/Runway Capacity | Yes |
| 11/14/2023 8:56 | N864AM | N864AM | H25B | 7173 | 10L | B | Southeast/Runway Capacity | Yes |
| 11/17/2023 15:57 | | | C550 | 4257 | 10R | B | Southeast/Runway Capacity | Yes |
| 11/20/2023 13:26 | | | GALX | 7322 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/17/2023 16:55 | EJA933 | N933QS | C68A | 6772 | 10L | B | Southeast/Runway Capacity | Yes |
| 12/17/2023 17:08 | | | F900 | 2742 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/17/2023 17:18 | N300DG | N300DG | SF50 | 7231 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/18/2023 17:52 | EJA505 | N505QS | C68A | 1007 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/18/2023 17:55 | JSX176 | N256JX | E135 | 1325 | 10R | R | Southeast/Runway Capacity | Yes |
| 12/19/2023 19:12 | N129DG | N129DG | C25B | 4503 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/19/2023 19:14 | TWY295 | N295GG | PC24 | 640 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/19/2023 19:16 | JSX178 | N257JX | E135 | 1074 | 10R | R | Southeast/Runway Capacity | Yes |
| 12/20/2023 10:55 | | | GLEX | 2655 | 10R | B | Southeast/Runway Capacity | Yes |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments | Excused |
|---|---|---|---|---|---|---|---|---|
| 12/20/2023 12:30 | | | G150 | 1123 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/20/2023 13:28 | EJA800 | N800QS | C700 | 4531 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/20/2023 13:48 | ASP827 | CFASF | E545 | 1676 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/27/2023 8:23 | | | HDJT | 6073 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/27/2023 9:15 | | | C550 | 4502 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/27/2023 10:27 | | | H25B | 7215 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/27/2023 11:08 | | | LJ45 | 1541 | 10L | B | Southeast/Runway Capacity | Yes |
| 12/27/2023 18:18 | PXT838 | N838GD | C25B | 4226 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/27/2023 19:17 | | | GLF4 | 2466 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/29/2023 9:09 | EJA783 | N783QS | CL35 | 4573 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/29/2023 11:27 | | | GLF4 | 2004 | 10R | B | Southeast/Runway Capacity | Yes |
| 12/29/2023 14:52 | N560MU | N560MU | C56X | 4124 | 10R | B | Southeast/Runway Capacity | Yes |
| | | | | | | **Southeast/Runway Capacity** | **26** | |
| | | | | | | **Grand Count** | **62** | |

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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 |
|---|---|---|---|---|---|---|---|
| 10/2/2023 12:28 | 33 | N68459 | N68459 | C152 | 321 | Air Traffic Conflict | Yes |
| 10/3/2023 12:56 | 28R | N733ZK | N733ZK | C172 | 326 | Air Traffic Conflict | Yes |
| 12/23/2023 16:10 | PAD1 | CMD08 | N838CS | EC35 | 371 | Air Traffic Conflict | Yes |
| 12/21/2023 16:44 | PAD1 | CMD8 | N838CS | EC35 | 352 | Air Traffic Conflict | Yes |
| 12/21/2023 14:32 | 33 | N52789 | N52789 | C172 | 360 | Air Traffic Conflict | Yes |
| 12/15/2023 20:22 | 28R | N11308 | N11308 | C150 | 340 | Air Traffic Conflict | Yes |
| 10/12/2023 17:15 | 33 | N734BN | N734BN | C172 | 374 | Air Traffic Conflict | Yes |
| 10/12/2023 22:44 | PAD1 | CMD08 | N838CS | EC35 | 325 | Air Traffic Conflict | Yes |
| 10/13/2023 19:45 | PAD1 | CMD08 | N838CS | EC35 | 344 | Air Traffic Conflict | Yes |
| 10/16/2023 17:54 | 33 | N736KD | N736KD | C172 | 361 | Air Traffic Conflict | Yes |
| 10/24/2023 17:58 | PAD1 | CMD08 | N838CS | EC35 | 373 | Air Traffic Conflict | Yes |
| 10/29/2023 11:45 | 28L | BYF31 | N63251 | C172 | 330 | Air Traffic Conflict | Yes |
| 11/1/2023 11:46 | 28R | N400RV | N400RV | BE9L | 314 | Air Traffic Conflict | Yes |
| 11/1/2023 11:56 | 33 | N2315M | N2315M | PA12 | 356 | Air Traffic Conflict | Yes |
| 11/7/2023 12:22 | 28R | N84DL | N84DL | C172 | 362 | Air Traffic Conflict | Yes |
| 11/11/2023 14:40 | 28L | N223ER | N223ER | SR22 | 343 | Air Traffic Conflict | Yes |
| 11/21/2023 14:46 | 28R | N182RR | N182RR | C182 | 327 | Air Traffic Conflict | Yes |
| 11/25/2023 13:48 | 33 | N375M | N375M | RV7 | 346 | Air Traffic Conflict | Yes |
| 12/5/2023 13:51 | 33 | N6605D | N6605D | C172 | 363 | Air Traffic Conflict | Yes |
| 12/8/2023 15:28 | 28R | | | PC12 | 345 | Air Traffic Conflict | Yes |
| 12/9/2023 13:12 | 28L | BYF41 | N1483L | C182 | 327 | Air Traffic Conflict | Yes |
| 12/10/2023 16:06 | 28R | N194SP | N194SP | C172 | 345 | Air Traffic Conflict | Yes |

| Date/Time | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments | Excused |
|---|---|---|---|---|---|---|---|
| 12/15/2023 7:05 | 28L | BXR1960 | N4662B | C208 | 365 | Air Traffic Conflict | Yes |
| | | | | | **Air Traffic Conflict** | **23** | |
| 10/28/2023 9:42 | 28R | N68459 | N68459 | C150 | 372 | Compliant Operation | Yes |
| | | | | | **Compliant Operation** | **1** | |
| 10/8/2023 2:04 | PAD1 | N981HP | N981HP | AS50 | 1200 | Law Enforcement | Yes |
| | | | | | **Law Enforcement** | **1** | |
| 10/4/2023 23:27 | PAD1 | CMD08 | N838CS | EC35 | 324 | Lifeguard Medical | Yes |
| 10/5/2023 9:36 | PAD1 | CMD08 | N838CS | EC35 | 315 | Lifeguard Medical | Yes |
| 10/6/2023 19:59 | PAD1 | CMD13 | N833CS | EC35 | 354 | Lifeguard Medical | Yes |
| 10/8/2023 18:40 | PAD1 | CMD8 | N838CS | EC35 | 333 | Lifeguard Medical | Yes |
| 10/10/2023 12:16 | PAD1 | CMD8 | N838CS | EC35 | 321 | Lifeguard Medical | Yes |
| 10/17/2023 11:31 | PAD1 | CMD8 | N838CS | EC35 | 356 | Lifeguard Medical | Yes |
| 10/24/2023 13:49 | PAD1 | CMD08 | N838CS | EC35 | 317 | Lifeguard Medical | Yes |
| 10/25/2023 20:47 | PAD1 | CMD08 | N838CS | EC35 | 341 | Lifeguard Medical | Yes |
| 10/26/2023 16:33 | PAD1 | CMD08 | N838CS | EC35 | 324 | Lifeguard Medical | Yes |
| 11/6/2023 17:01 | PAD1 | CMD8 | N838CS | EC35 | 332 | Lifeguard Medical | Yes |
| 11/15/2023 16:31 | PAD1 | CMD08 | N838CS | EC35 | 367 | Lifeguard Medical | Yes |
| 11/23/2023 13:01 | PAD1 | CMD8 | N838CS | EC35 | 376 | Lifeguard Medical | Yes |
| 11/23/2023 19:43 | PAD1 | N838CS | N838CS | EC35 | 1200 | Lifeguard Medical | Yes |
| 11/26/2023 15:53 | PAD1 | CMD8 | N838CS | EC35 | 332 | Lifeguard Medical | Yes |
| 11/27/2023 8:41 | PAD1 | CMD8 | N838CS | EC35 | 360 | Lifeguard Medical | Yes |
| 12/2/2023 14:15 | PAD1 | CMD8 | N838CS | EC35 | 374 | Lifeguard Medical | Yes |
| 12/12/2023 13:06 | PAD1 | CMD8 | N838CS | EC35 | 334 | Lifeguard Medical | Yes |
| 12/15/2023 4:45 | PAD1 | REH18 | N322RX | EC35 | 330 | Lifeguard Medical | Yes |
| 12/26/2023 12:21 | PAD1 | CMD08 | N838CS | EC35 | 361 | Lifeguard Medical | Yes |
| | | | | | **Lifeguard Medical** | **19** | |
| 10/5/2023 16:14 | 28L | Turbo Prop | Turbo Prop | | 336 | Not Acceptable | No |
| | | | | | **Not Acceptable** | **1** | |
| 12/1/2023 13:33 | 28R | BYF6 | N530CA | C152 | 342 | Touch & Go Training | No |
| | | | | | **Touch & Go Training** | **1** | |
| 10/24/2023 17:04 | PAD1 | | | B407 | 366 | VFR Departure | No |
| 10/26/2023 12:53 | 28R | N733ZK | N733ZK | C172 | 333 | VFR Departure | No |
| 10/27/2023 15:57 | 28R | N553TP | N553TP | P28A | 366 | VFR Departure | No |
| 10/29/2023 21:45 | 28R | BYF41 | N1483L | C182 | 367 | VFR Departure | No |
| 10/31/2023 22:05 | 28R | N2384L | N2384L | C172 | 326 | VFR Departure | No |
| 11/3/2023 14:25 | 33 | N2315M | N2315M | PA12 | 347 | VFR Departure | No |
| 11/4/2023 11:35 | 33 | N734BN | N734BN | C172 | 371 | VFR Departure | No |
| 11/27/2023 15:26 | 33 | N9505H | N9505H | C172 | 362 | VFR Departure | No |
| 12/7/2023 14:52 | PAD1 | N838CS | N838CS | EC35 | 1200 | VFR Departure | No |
| 12/18/2023 0:50 | 33 | Prop | Prop | | 1200 | VFR Departure | No |
| 12/22/2023 1:41 | PAD1 | N982HP | N982HP | AS50 | 353 | VFR Departure | No |
| 10/15/2023 12:14 | 28R | N49004 | N49004 | C152 | 315 | VFR Departure | No |
| 10/5/2023 16:13 | 28L | Turbo-Prop | Turbo-Prop | | 335 | VFR Departure | No |
| 10/5/2023 16:13 | 28L | Turbo-Prop | Turbo-Prop | | 331 | VFR Departure | No |
| 10/5/2023 16:03 | 28R | N75NG | N75NG | PC12 | 361 | VFR Departure | No |
| 10/4/2023 13:08 | 33 | N739UL | N739UL | C172 | 377 | VFR Departure | No |
| 10/5/2023 15:27 | 28R | N266SU | | E300 | 352 | VFR Departure | No |

| Date/Time | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments | Excused |
|---|---|---|---|---|---|---|---|
| | | | | | **VFR Departure** | **17** | |
| | | | | | **Grand Count** | **63** | |

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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 |
|---|---|---|---|---|---|---|---|
| 10/9/2023 6:21 | EJA458 | N458QS | E55P | 3261 | 28R | ATC Request | No |
| | | | | | **ATC Request** | **1** | |
| 11/13/2023 23:40 | FRV67 | N67CQ | BE9L | 3376 | 10L | Compliant Operation | Yes |
| 11/17/2023 22:29 | | | C25A | 4533 | 10L | Compliant Operation | Yes |
| 11/24/2023 6:48 | PCM8710 | N969FE | C208 | 4503 | 28L | Compliant Operation | Yes |
| 12/14/2023 6:46 | BXR1960 | N4662B | C208 | 5301 | 28L | Compliant Operation | Yes |
| 12/19/2023 22:20 | N551SJ | N551SJ | C551 | 3314 | 10R | Compliant Operation | Yes |
| 12/20/2023 3:16 | | | BE9L | 3332 | 10L | Compliant Operation | Yes |
| 12/20/2023 4:23 | | | BE20 | 4531 | 10L | Compliant Operation | Yes |
| 12/20/2023 6:25 | PCM8709 | N744FX | C208 | 4571 | 15 | Compliant Operation | Yes |
| 12/20/2023 6:45 | PCM8711 | N892FE | C208 | 4556 | 10R | Compliant Operation | Yes |
| 12/29/2023 6:25 | PCM8711 | N798FE | C208 | 4541 | 10R | Compliant Operation | Yes |
| 12/29/2023 6:44 | PCM8710 | N772FE | C208 | 4526 | 10R | Compliant Operation | Yes |
| | | | | | **Compliant Operation** | **11** | |
| 10/8/2023 2:04 | N981HP | N981HP | AS50 | 1200 | PAD1 | Law Enforcement | Yes |
| | | | | | **Law Enforcement** | **1** | |
| 10/18/2023 5:36 | Medevac | Medevac | C25B | 3237 | 28R | Lifeguard Medical | Yes |
| 10/19/2023 4:49 | LN904LR | N904LR | C560 | 4541 | 28R | Lifeguard Medical | Yes |
| 10/25/2023 5:38 | | | BE20 | 4540 | 28R | Lifeguard Medical | Yes |
| 10/27/2023 23:08 | LN904LR | N904LR | C560 | 3261 | 28L | Lifeguard Medical | Yes |
| 10/28/2023 3:33 | CMD70 | N911RX | BE20 | 4555 | 28R | Lifeguard Medical | Yes |
| 10/31/2023 1:19 | N875DM | N875DM | BE20 | 3323 | 28R | Lifeguard Medical | Yes |
| 10/31/2023 5:08 | Medevac | Medevac | BE9T | 4544 | 28R | Lifeguard Medical | Yes |
| 11/1/2023 5:12 | | | BE20 | 4262 | 28R | Lifeguard Medical | Yes |
| 11/5/2023 23:43 | CMD8 | N838CS | EC35 | 4505 | PAD1 | Lifeguard Medical | Yes |
| 11/6/2023 4:48 | LN54DD | N54DD | C560 | 3322 | 28R | Lifeguard Medical | Yes |
| 11/7/2023 3:08 | LN904LR | N904LR | C560 | 3340 | 28R | Lifeguard Medical | Yes |
| 11/12/2023 3:02 | CMD8 | N838CS | EC35 | 5367 | PAD1 | Lifeguard Medical | Yes |
| 11/13/2023 2:50 | CMD13 | N833CS | EC35 | 4545 | PAD1 | Lifeguard Medical | Yes |
| 11/15/2023 3:00 | LN581HC | N581HC | C25C | 3350 | 28R | Lifeguard Medical | Yes |
| 11/16/2023 5:16 | Medevac | Medevac | LJ35 | 3246 | 28L | Lifeguard Medical | Yes |
| 11/19/2023 1:57 | LN897MD | N897MD | C525 | 3337 | 28L | Lifeguard Medical | Yes |
| 11/21/2023 2:31 | CMD7 | N832CS | EC35 | 344 | PAD1 | Lifeguard Medical | No |
| 11/21/2023 22:31 | LN591SS | N591SS | PC12 | 3346 | 28R | Lifeguard Medical | Yes |
| 11/22/2023 1:44 | LN681HC | N681HC | CL60 | 3360 | 28R | Lifeguard Medical | Yes |
| 11/24/2023 4:11 | Medevac | Medevac | C55B | 3245 | 28R | Lifeguard Medical | Yes |
| 11/30/2023 6:36 | | | LJ35 | 6323 | 28L | Lifeguard Medical | Yes |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Comments | Excused |
|---|---|---|---|---|---|---|---|
| 11/30/2023 6:41 | LN986SA | N986SA | LJ35 | 3312 | 28R | Lifeguard Medical | Yes |
| 12/2/2023 22:23 | Medevac | Medevac | C550 | 4523 | 28R | Lifeguard Medical | Yes |
| 12/2/2023 22:43 | LN904LR | N904LR | C560 | 3210 | 28R | Lifeguard Medical | Yes |
| 12/5/2023 22:07 | LN810BE | N810BE | C560 | 1701 | 28R | Lifeguard Medical | Yes |
| 12/9/2023 1:30 | LN810BE | N810BE | C560 | 3311 | 28R | Lifeguard Medical | Yes |
| 12/15/2023 3:08 | LN904LR | N904LR | C560 | 3374 | 28R | Lifeguard Medical | Yes |
| 12/15/2023 4:45 | REH18 | N322RX | EC35 | 330 | PAD1 | Lifeguard Medical | Yes |
| 12/17/2023 2:43 | LN904LR | N904LR | C560 | 3241 | 28R | Lifeguard Medical | Yes |
| 12/18/2023 2:11 | KFS16 | N905CK | LJ35 | 3243 | 10R | Lifeguard Medical | Yes |
| 12/21/2023 3:57 | REH18 | N37RX | EC35 | 4522 | PAD1 | Lifeguard Medical | Yes |
| 12/22/2023 2:17 | LN561SR | N561SR | C560 | 3257 | 28R | Lifeguard Medical | Yes |
| 12/24/2023 4:47 | REH18 | N31RX | EC35 | 4222 | PAD1 | Lifeguard Medical | Yes |
| 12/24/2023 22:25 | | | LJ35 | 3365 | 28R | Lifeguard Medical | Yes |
| 12/26/2023 6:01 | Medevac | Medevac | BE20 | 4503 | 28R | Lifeguard Medical | Yes |
| 10/12/2023 22:44 | CMD08 | N838CS | EC35 | 325 | PAD1 | Lifeguard Medical | Yes |
| 10/4/2023 23:27 | CMD08 | N838CS | EC35 | 324 | PAD1 | Lifeguard Medical | Yes |
| 10/7/2023 22:20 | Medevac | Medevac | BE20 | 4573 | 28R | Lifeguard Medical | Yes |
| | | | | | **Lifeguard Medical** | **38** | |
| 10/4/2023 22:28 | N614AF | N614AF | CL60 | 3331 | 28L | Not Acceptable | No |
| 10/9/2023 6:22 | SWA3177 | N8539V | B738 | 3240 | 28L | Not Acceptable | No |
| 10/9/2023 6:28 | SWA758 | N267WN | B737 | 3331 | 28L | Not Acceptable | No |
| 10/12/2023 22:43 | N68459 | N68459 | C152 | 4262 | 28R | Not Acceptable | No |
| 11/2/2023 6:25 | BTQ901 | N455BC | PC12 | 4253 | 28R | Not Acceptable | No |
| 11/18/2023 6:47 | PXT795 | N795MM | PC12 | 3373 | 10L | Not Acceptable | No |
| 12/8/2023 6:34 | | | PC12 | 6364 | 28R | Not Acceptable | No |
| 12/9/2023 6:26 | | | C210 | 3702 | 28R | Not Acceptable | No |
| 12/18/2023 0:50 | Prop | Prop | | 1200 | 33 | Not Acceptable | No |
| 12/19/2023 2:22 | | | BE20 | 4201 | 10L | Not Acceptable | No |
| 12/22/2023 1:41 | N982HP | N982HP | AS50 | 353 | PAD1 | Not Acceptable | No |
| | | | | | **Not Acceptable** | **11** | |
| 12/11/2023 0:59 | | | GLF4 | 3370 | 28L | RWY 30 Routine Closure | Yes |
| 11/27/2023 5:22 | SWA2310 | N8762Q | B38M | 3272 | 28L | RWY 30 Routine Closure | Yes |
| 12/11/2023 5:16 | SWA2621 | N8877Q | B38M | 3240 | 28L | RWY 30 Routine Closure | Yes |
| 10/2/2023 5:10 | N32KC | N32KC | E55P | 3255 | 28L | RWY 30 Routine Closure | Yes |
| 10/2/2023 5:46 | SWA4110 | N8507C | B738 | 3330 | 28L | RWY 30 Routine Closure | Yes |
| 10/2/2023 5:53 | NKS2122 | N967NK | A20N | 3363 | 28L | RWY 30 Routine Closure | Yes |
| 10/2/2023 5:56 | SWA3483 | N280WN | B737 | 3227 | 28L | RWY 30 Routine Closure | Yes |
| 10/2/2023 5:59 | SWA2736 | N8740A | B38M | 3337 | 28L | RWY 30 Routine Closure | Yes |
| 10/2/2023 6:08 | SWA3782 | N952WN | B737 | 3325 | 28L | RWY 30 Routine Closure | Yes |
| 10/2/2023 6:10 | SWA3657 | N8527Q | B738 | 3316 | 28L | RWY 30 Routine Closure | Yes |
| 10/2/2023 6:11 | NKS1349 | N652NK | A320 | 3726 | 28L | RWY 30 Routine Closure | Yes |
| 10/2/2023 6:12 | DAL2125 | N371NB | A319 | 3356 | 28L | RWY 30 Routine Closure | Yes |
| 10/9/2023 3:54 | | | LJ35 | 3337 | 28L | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:15 | SWA2951 | N8859Q | B38M | 3257 | 28L | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:19 | XOJ716 | N716XJ | C750 | 3357 | 28L | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:28 | SWA211 | N428WN | B737 | 3273 | 28L | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:32 | SWA254 | N8864H | B38M | 3371 | 28L | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:35 | NKS2122 | N627NK | A320 | 3206 | 28L | RWY 30 Routine Closure | Yes |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Comments | Excused |
|---|---|---|---|---|---|---|---|
| 10/9/2023 5:45 | SWA282 | N8679A | B738 | 3326 | 28L | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:47 | SWA4773 | N8544Z | B738 | 3244 | 28L | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:50 | SWA2642 | N8857Q | B38M | 3222 | 28L | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:51 | SWA3476 | N257WN | B737 | 3346 | 28L | RWY 30 Routine Closure | Yes |
| 10/9/2023 5:53 | DAL2125 | N344NB | A319 | 3254 | 28L | RWY 30 Routine Closure | Yes |
| 10/23/2023 5:13 | SWA2951 | N8817L | B38M | 3251 | 28L | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:19 | SWA2951 | N8840Q | B38M | 3363 | 28L | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:24 | SWA211 | N7743B | B737 | 3272 | 28L | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:28 | | | GLF6 | 3303 | 28L | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:30 | SWA254 | N8535S | B738 | 3255 | 28L | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:31 | SWA2642 | N8514F | B738 | 3364 | 28L | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:51 | NKS2122 | N622NK | A320 | 3355 | 28L | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:51 | SWA3476 | N763SW | B737 | 3346 | 28L | RWY 30 Routine Closure | Yes |
| 10/30/2023 5:53 | SWA4773 | N8856S | B38M | 3242 | 28L | RWY 30 Routine Closure | Yes |
| 11/6/2023 4:54 | | | GALX | 330 | 28L | RWY 30 Routine Closure | Yes |
| 11/13/2023 5:27 | SWA2621 | N8891Q | B38M | 3353 | 28L | RWY 30 Routine Closure | Yes |
| 11/13/2023 5:34 | SWA1339 | N8677A | B738 | 3333 | 28L | RWY 30 Routine Closure | Yes |
| 11/13/2023 5:38 | SWA1133 | N8804L | B38M | 3261 | 28L | RWY 30 Routine Closure | Yes |
| 11/27/2023 5:08 | SWA130 | N8662F | B738 | 3355 | 28L | RWY 30 Routine Closure | Yes |
| 11/27/2023 5:17 | SWA173 | N8667D | B738 | 3305 | 28L | RWY 30 Routine Closure | Yes |
| | | | | | **RWY 30 Routine Closure** | **38** | |
| 12/4/2023 6:40 | SWA636 | N912WN | B737 | 3302 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:43 | NKS1349 | N619NK | A320 | 3213 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:45 | SWA2219 | N8697C | B738 | 3357 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:47 | FDX690 | N143FE | B763 | 3277 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:49 | SWA1198 | N7840A | B737 | 3201 | 28L | Runway Maintenance | Yes |
| 10/15/2023 22:50 | VOS4323 | N549VL | A20N | 3347 | 28L | Runway Maintenance | Yes |
| 10/15/2023 23:46 | VOI903 | XAVLY | A321 | 3321 | 28L | Runway Maintenance | Yes |
| 10/16/2023 0:08 | | | F900 | 3360 | 28L | Runway Maintenance | Yes |
| 10/16/2023 5:15 | SWA2951 | N8689C | B738 | 3350 | 28L | Runway Maintenance | Yes |
| 10/16/2023 5:31 | SWA2642 | N8852Q | B38M | 3276 | 28L | Runway Maintenance | Yes |
| 10/16/2023 5:35 | SWA282 | N8687A | B738 | 3377 | 28L | Runway Maintenance | Yes |
| 10/16/2023 5:43 | SWA254 | N8819L | B38M | 3354 | 28L | Runway Maintenance | Yes |
| 10/16/2023 5:45 | SWA211 | N444WN | B737 | 3333 | 28L | Runway Maintenance | Yes |
| 10/16/2023 5:46 | NKS2122 | N651NK | A320 | 3326 | 28L | Runway Maintenance | Yes |
| 10/16/2023 5:56 | SWA4773 | N8759Q | B38M | 3323 | 28L | Runway Maintenance | Yes |
| 10/16/2023 5:58 | SWA591 | N8876Q | B38M | 3320 | 28L | Runway Maintenance | Yes |
| 12/4/2023 5:37 | SWA2621 | N8887Q | B38M | 3232 | 28L | Runway Maintenance | Yes |
| 12/4/2023 5:39 | SWA1133 | N8634A | B738 | 3301 | 28L | Runway Maintenance | Yes |
| 12/4/2023 5:42 | NKS2122 | N929NK | A20N | 3313 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:01 | SWA1339 | N8704Q | B38M | 3236 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:05 | SWA237 | N8526W | B738 | 3204 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:09 | SWA4713 | N8873S | B38M | 3225 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:11 | SWA380 | N8859Q | B38M | 3323 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:19 | FDX475 | N273FE | B763 | 3224 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:33 | DAL2125 | N3756 | B738 | 3353 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:34 | SWA407 | N210WN | B737 | 3257 | 28L | Runway Maintenance | Yes |
| 12/4/2023 6:36 | SWA173 | N8904L | B38M | 3202 | 28L | Runway Maintenance | Yes |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Comments | Excused |
|---|---|---|---|---|---|---|---|
| 12/4/2023 6:38 | UPS2947 | N284UP | MD11 | 3372 | 28L | Runway Maintenance | Yes |
| | | | | | **Runway Maintenance** | **28** | |
| 11/2/2023 5:26 | N504FM | N504FM | C25A | 1200 | 10L | Runway/Taxiway Maintenance | Yes |
| 11/2/2023 0:24 | DLX401 | N401SY | LJ60 | 3371 | 28R | Runway/Taxiway Maintenance | Yes |
| 11/20/2023 0:43 | SWA1483 | N8305E | B738 | 1764 | 28L | Runway/Taxiway Maintenance | Yes |
| 11/2/2023 5:44 | PXT656 | N656SM | C25B | 4560 | 28R | Runway/Taxiway Maintenance | Yes |
| 11/2/2023 23:25 | | | GL7T | 4265 | 28R | Runway/Taxiway Maintenance | Yes |
| | | | | | **Runway/Taxiway Maintenance** | **5** | |
| 11/27/2023 6:38 | | | GLEX | 3726 | 28R | Strraight-out Departure | No |
| | | | | | **Strraight-out Departure** | **1** | |
| 10/5/2023 6:55 | PCM8710 | N886FE | C208 | 4552 | 28L | Time Buffer | Yes |
| 10/8/2023 6:59 | | | BE20 | 4540 | 28R | Time Buffer | Yes |
| 10/13/2023 22:03 | N646DR | N646DR | BE20 | 6304 | 28R | Time Buffer | Yes |
| 10/31/2023 22:05 | N2384L | N2384L | C172 | 326 | 28R | Time Buffer | Yes |
| 11/7/2023 22:08 | | | BE9L | 3240 | 28R | Time Buffer | Yes |
| 11/13/2023 6:56 | | | E55P | 3302 | 28R | Time Buffer | Yes |
| 12/4/2023 6:51 | SWA2518 | N8823Q | B38M | 3262 | 28L | Time Buffer | Yes |
| 12/4/2023 6:54 | SWA966 | N1808U | B38M | 3303 | 28L | Time Buffer | Yes |
| 12/4/2023 6:55 | SWA3095 | N8542Z | B738 | 3336 | 28L | Time Buffer | Yes |
| 12/9/2023 6:51 | PCM8702 | N892FE | C208 | 4261 | 28L | Time Buffer | Yes |
| 12/12/2023 6:50 | PCM8710 | N762FE | C208 | 4517 | 28L | Time Buffer | Yes |
| 12/15/2023 6:51 | PCM8710 | N846FE | C208 | 4554 | 28L | Time Buffer | Yes |
| 12/17/2023 6:55 | EJA552 | N552QS | C68A | 3315 | 28R | Time Buffer | Yes |
| 12/21/2023 6:56 | PCM8710 | N846FE | C208 | 4501 | 28L | Time Buffer | Yes |
| 12/29/2023 6:51 | PCM8260 | N846FE | C208 | 4250 | 10R | Time Buffer | Yes |
| 12/29/2023 6:56 | PCM8679 | N968FE | C208 | 4523 | 10R | Time Buffer | Yes |
| | | | | | **Time Buffer** | **16** | |
| 11/8/2023 23:45 | N3844G | N3844G | BE36 | 4522 | 28R | VFR Departure | No |
| 11/8/2023 23:47 | | | BE20 | 4270 | 28R | VFR Departure | No |
| 12/29/2023 6:03 | PCM8709 | N892FE | C208 | 4213 | 10R | VFR Departure | No |
| | | | | | **VFR Departure** | **3** | |
| 10/1/2023 4:49 | N149MF | N149MF | BE9L | 3273 | 28R | Wide Salad | No |
| 10/3/2023 1:30 | | | BE20 | 4520 | 28R | Wide Salad | No |
| 10/4/2023 22:16 | N186Q | N186Q | BE35 | 4513 | 28R | Wide Salad | No |
| 10/5/2023 3:07 | PKW975 | N751TR | SW4 | 3236 | 28L | Wide Salad | No |
| 10/5/2023 6:22 | PCM8709 | N763FE | C208 | 4571 | 28L | Wide Salad | No |
| 10/6/2023 6:18 | PCM8709 | N987FE | C208 | 4230 | 28L | Wide Salad | No |
| 10/8/2023 22:42 | N3066W | N3066W | BE9L | 4527 | 28R | Wide Salad | No |
| 10/10/2023 6:49 | PCM8710 | N930FE | C208 | 4261 | 28L | Wide Salad | No |
| 10/12/2023 22:24 | N875DM | N875DM | BE20 | 3227 | 28R | Wide Salad | No |
| 10/15/2023 5:30 | | | BE9L | 3366 | 28R | Wide Salad | No |
| 10/17/2023 3:17 | | | BE20 | 4561 | 28R | Wide Salad | No |
| 10/18/2023 6:48 | PCM8710 | N772FE | C208 | 4245 | 28L | Wide Salad | No |
| 10/18/2023 22:12 | N5220L | N5220L | P28A | 4543 | 28R | Wide Salad | No |
| 10/22/2023 6:17 | N930GW | N930GW | TBM7 | 4261 | 28R | Wide Salad | No |
| 10/29/2023 1:46 | N875DM | N875DM | BE20 | 3361 | 28R | Wide Salad | No |
| 10/30/2023 6:08 | N556AL | N556AL | BE20 | 4210 | 28R | Wide Salad | No |

| Date/Time | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Comments | Excused |
|---|---|---|---|---|---|---|---|
| 11/4/2023 22:19 | N695GH | N695GH | AC95 | 3214 | 28R | Wide Salad | No |
| 11/10/2023 6:42 | | | BE20 | 4256 | 28R | Wide Salad | No |
| 11/12/2023 0:38 | | | BE20 | 3327 | 28R | Wide Salad | No |
| 11/20/2023 23:42 | | | BE20 | 4507 | 28R | Wide Salad | No |
| 11/25/2023 6:32 | N355C | N355C | PA46 | 3221 | 28R | Wide Salad | No |
| 11/26/2023 4:42 | PXT795 | N795MM | PC12 | 3203 | 28R | Wide Salad | No |
| 12/5/2023 6:27 | PCM8709 | N995FE | C208 | 4536 | 28L | Wide Salad | No |
| 12/5/2023 6:34 | PCM8711 | N892FE | C208 | 4240 | 28R | Wide Salad | No |
| 12/6/2023 6:35 | PCM8711 | N892FE | C208 | 4266 | 28L | Wide Salad | No |
| 12/9/2023 1:20 | | | BE20 | 4243 | 28R | Wide Salad | No |
| 12/22/2023 6:43 | PCM8710 | N846FE | C208 | 4244 | 28L | Wide Salad | No |
| 12/28/2023 6:44 | PCM8710 | N772FE | C208 | 4525 | 28L | Wide Salad | No |
| | | | | | **Wide Salad** | **28** | |
| | | | | | **Grand Count** | **181** | |

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## North Field Quiet Hours SEL List for Calendar Quarter

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|---|---|---|---|---|---|---|---|---|
| 10/2/2023 5:10 | 5 | 85.1 | 92 | 34 | N32KC | N32KC | E55P | 28L |
| 10/2/2023 5:10 | 6 | 79 | 89.7 | 42 | N32KC | N32KC | E55P | 28L |
| 10/2/2023 5:47 | 4 | 84.4 | 91.6 | 23 | SWA4110 | N8507C | B738 | 28L |
| 10/2/2023 5:47 | 5 | 87.6 | 94.5 | 26 | SWA4110 | N8507C | B738 | 28L |
| 10/2/2023 5:47 | 6 | 80.6 | 90.3 | 29 | SWA4110 | N8507C | B738 | 28L |
| 10/2/2023 5:54 | 5 | 82.8 | 90.1 | 22 | NKS2122 | N967NK | A20N | 28L |
| 10/2/2023 5:56 | 4 | 84.6 | 92.7 | 23 | SWA3483 | N280WN | B737 | 28L |
| 10/2/2023 5:56 | 5 | 89.8 | 96.5 | 25 | SWA3483 | N280WN | B737 | 28L |
| 10/2/2023 5:56 | 6 | 84.5 | 93.4 | 30 | SWA3483 | N280WN | B737 | 28L |
| 10/2/2023 5:57 | 7 | 80.4 | 90.1 | 29 | SWA3483 | N280WN | B737 | 28L |
| 10/2/2023 6:00 | 5 | 84.5 | 91.5 | 20 | SWA2736 | N8740A | B38M | 28L |
| 10/2/2023 6:09 | 4 | 84.4 | 90.8 | 21 | SWA3782 | N952WN | B737 | 28L |
| 10/2/2023 6:09 | 5 | 86.3 | 93.7 | 26 | SWA3782 | N952WN | B737 | 28L |
| 10/2/2023 6:09 | 6 | 81.3 | 90.8 | 30 | SWA3782 | N952WN | B737 | 28L |
| 10/2/2023 6:10 | 5 | 93.7 | 100.3 | 28 | SWA3657 | N8527Q | B738 | 28L |
| 10/2/2023 6:10 | 4 | 90.3 | 96.8 | 24 | SWA3657 | N8527Q | B738 | 28L |
| 10/2/2023 6:10 | 6 | 87.9 | 96.2 | 36 | SWA3657 | N8527Q | B738 | 28L |
| 10/2/2023 6:11 | 7 | 80.2 | 90.4 | 30 | SWA3657 | N8527Q | B738 | 28L |
| 10/2/2023 6:12 | 5 | 86.7 | 94.7 | 30 | NKS1349 | N652NK | A320 | 28L |
| 10/2/2023 6:12 | 4 | 83.2 | 92.6 | 29 | NKS1349 | N652NK | A320 | 28L |
| 10/2/2023 6:12 | 6 | 80.8 | 90.9 | 33 | NKS1349 | N652NK | A320 | 28L |
| 10/2/2023 6:13 | 5 | 92.1 | 98.3 | 28 | DAL2125 | N371NB | A319 | 28L |
| 10/2/2023 6:13 | 4 | 85.4 | 93.8 | 24 | DAL2125 | N371NB | A319 | 28L |
| 10/2/2023 6:13 | 6 | 85 | 94.1 | 30 | DAL2125 | N371NB | A319 | 28L |
| 10/2/2023 6:13 | 7 | 80.4 | 89.5 | 28 | DAL2125 | N371NB | A319 | 28L |
| 10/9/2023 3:55 | 5 | 94.6 | 98.5 | 18 | | | LJ35 | 28L |
| 10/9/2023 3:55 | 6 | 87.9 | 94.2 | 25 | | | LJ35 | 28L |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|---|---|---|---|---|---|---|---|---|
| 10/9/2023 5:16 | 5 | 80.6 | 89.8 | 25 | SWA2951 | N8859Q | B38M | 28L |
| 10/9/2023 5:28 | 4 | 87.2 | 94.7 | 28 | SWA211 | N428WN | B737 | 28L |
| 10/9/2023 5:28 | 5 | 90.6 | 97.6 | 31 | SWA211 | N428WN | B737 | 28L |
| 10/9/2023 5:28 | 6 | 85.9 | 95.2 | 41 | SWA211 | N428WN | B737 | 28L |
| 10/9/2023 5:29 | 7 | 82.3 | 91.8 | 32 | SWA211 | N428WN | B737 | 28L |
| 10/9/2023 5:33 | 4 | 84.9 | 91.8 | 23 | SWA254 | N8864H | B38M | 28L |
| 10/9/2023 5:33 | 5 | 88 | 95.2 | 22 | SWA254 | N8864H | B38M | 28L |
| 10/9/2023 5:33 | 6 | 84.4 | 92.2 | 29 | SWA254 | N8864H | B38M | 28L |
| 10/9/2023 5:35 | 4 | 86 | 93.8 | 24 | NKS2122 | N627NK | A320 | 28L |
| 10/9/2023 5:35 | 5 | 89.4 | 96.5 | 27 | NKS2122 | N627NK | A320 | 28L |
| 10/9/2023 5:35 | 6 | 85 | 93.6 | 28 | NKS2122 | N627NK | A320 | 28L |
| 10/9/2023 5:46 | 4 | 84.5 | 92.2 | 25 | SWA282 | N8679A | B738 | 28L |
| 10/9/2023 5:46 | 5 | 85.1 | 93.5 | 28 | SWA282 | N8679A | B738 | 28L |
| 10/9/2023 5:46 | 6 | 81.7 | 90.9 | 34 | SWA282 | N8679A | B738 | 28L |
| 10/9/2023 5:48 | 4 | 92.2 | 98.2 | 23 | SWA4773 | N8544Z | B738 | 28L |
| 10/9/2023 5:48 | 5 | 93.8 | 100.4 | 26 | SWA4773 | N8544Z | B738 | 28L |
| 10/9/2023 5:48 | 6 | 88.9 | 96.5 | 34 | SWA4773 | N8544Z | B738 | 28L |
| 10/9/2023 5:48 | 7 | 82.2 | 91.7 | 28 | SWA4773 | N8544Z | B738 | 28L |
| 10/9/2023 5:50 | 4 | 85.7 | 91.9 | 22 | SWA2642 | N8857Q | B38M | 28L |
| 10/9/2023 5:50 | 5 | 88.2 | 95.2 | 21 | SWA2642 | N8857Q | B38M | 28L |
| 10/9/2023 5:50 | 6 | 83.4 | 91.7 | 25 | SWA2642 | N8857Q | B38M | 28L |
| 10/9/2023 5:52 | 4 | 85.7 | 92 | 24 | SWA3476 | N257WN | B737 | 28L |
| 10/9/2023 5:52 | 5 | 86.4 | 94.1 | 27 | SWA3476 | N257WN | B737 | 28L |
| 10/9/2023 5:52 | 6 | 82.7 | 91.7 | 30 | SWA3476 | N257WN | B737 | 28L |
| 10/9/2023 5:52 | 7 | 80.4 | 89.5 | 26 | SWA3476 | N257WN | B737 | 28L |
| 10/9/2023 5:54 | 4 | 87.4 | 94.2 | 28 | DAL2125 | N344NB | A319 | 28L |
| 10/9/2023 5:54 | 5 | 92.3 | 98 | 28 | DAL2125 | N344NB | A319 | 28L |
| 10/9/2023 5:54 | 6 | 86.9 | 95.2 | 33 | DAL2125 | N344NB | A319 | 28L |
| 10/9/2023 5:54 | 7 | 82.1 | 91.3 | 27 | DAL2125 | N344NB | A319 | 28L |
| 10/9/2023 6:23 | 4 | 84.8 | 92.2 | 28 | SWA3177 | N8539V | B738 | 28L |
| 10/9/2023 6:23 | 5 | 84.1 | 92.5 | 26 | SWA3177 | N8539V | B738 | 28L |
| 10/9/2023 6:23 | 6 | 80.8 | 89.5 | 30 | SWA3177 | N8539V | B738 | 28L |
| 10/9/2023 6:29 | 4 | 83.9 | 91.1 | 25 | SWA758 | N267WN | B737 | 28L |
| 10/9/2023 6:29 | 5 | 85.1 | 92.8 | 25 | SWA758 | N267WN | B737 | 28L |
| 10/9/2023 6:29 | 6 | 81.6 | 90.8 | 29 | SWA758 | N267WN | B737 | 28L |
| 10/15/2023 22:51 | 4 | 83.6 | 89.8 | 21 | VOS4323 | N549VL | A20N | 28L |
| 10/15/2023 22:51 | 5 | 86.2 | 92.3 | 22 | VOS4323 | N549VL | A20N | 28L |
| 10/15/2023 23:47 | 4 | 89.8 | 96.2 | 23 | VOI903 | XAVLY | A321 | 28L |
| 10/15/2023 23:47 | 5 | 92.1 | 98.2 | 22 | VOI903 | XAVLY | A321 | 28L |
| 10/15/2023 23:47 | 6 | 85.2 | 93.4 | 29 | VOI903 | XAVLY | A321 | 28L |
| 10/15/2023 23:47 | 7 | 82.6 | 91.4 | 27 | VOI903 | XAVLY | A321 | 28L |
| 10/16/2023 0:09 | 4 | 84 | 89.8 | 21 | | | F900 | 28L |
| 10/16/2023 0:09 | 5 | 92.5 | 97.4 | 21 | | | F900 | 28L |
| 10/16/2023 0:09 | 6 | 91.3 | 96 | 21 | | | F900 | 28L |
| 10/16/2023 0:09 | 7 | 82 | 89.5 | 19 | | | F900 | 28L |
| 10/16/2023 5:16 | 4 | 86.1 | 93.4 | 25 | SWA2951 | N8689C | B738 | 28L |
| 10/16/2023 5:16 | 5 | 89.9 | 96.5 | 27 | SWA2951 | N8689C | B738 | 28L |
| 10/16/2023 5:16 | 6 | 81.4 | 92.1 | 35 | SWA2951 | N8689C | B738 | 28L |
| 10/16/2023 5:31 | 4 | 84.1 | 91 | 21 | SWA2642 | N8852Q | B38M | 28L |
| 10/16/2023 5:31 | 5 | 89.6 | 95.8 | 19 | SWA2642 | N8852Q | B38M | 28L |
| 10/16/2023 5:31 | 6 | 85 | 92.9 | 25 | SWA2642 | N8852Q | B38M | 28L |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|---|---|---|---|---|---|---|---|---|
| 10/16/2023 5:35 | 4 | 85.1 | 92.6 | 27 | SWA282 | N8687A | B738 | 28L |
| 10/16/2023 5:35 | 5 | 86.6 | 94.7 | 29 | SWA282 | N8687A | B738 | 28L |
| 10/16/2023 5:35 | 6 | 80.7 | 91.2 | 34 | SWA282 | N8687A | B738 | 28L |
| 10/16/2023 5:43 | 4 | 85.3 | 91.3 | 21 | SWA254 | N8819L | B38M | 28L |
| 10/16/2023 5:44 | 5 | 88.2 | 94.9 | 20 | SWA254 | N8819L | B38M | 28L |
| 10/16/2023 5:44 | 6 | 83.3 | 91.7 | 27 | SWA254 | N8819L | B38M | 28L |
| 10/16/2023 5:46 | 4 | 87.8 | 94.5 | 26 | SWA211 | N444WN | B737 | 28L |
| 10/16/2023 5:46 | 5 | 91.2 | 97.9 | 25 | SWA211 | N444WN | B737 | 28L |
| 10/16/2023 5:46 | 6 | 86.7 | 95.1 | 33 | SWA211 | N444WN | B737 | 28L |
| 10/16/2023 5:46 | 7 | 81.1 | 91.3 | 33 | SWA211 | N444WN | B737 | 28L |
| 10/16/2023 5:47 | 4 | 83.1 | 91.3 | 24 | NKS2122 | N651NK | A320 | 28L |
| 10/16/2023 5:47 | 5 | 88 | 94.8 | 24 | NKS2122 | N651NK | A320 | 28L |
| 10/16/2023 5:47 | 6 | 81.1 | 91.1 | 30 | NKS2122 | N651NK | A320 | 28L |
| 10/16/2023 5:57 | 4 | 85 | 91.2 | 22 | SWA4773 | N8759Q | B38M | 28L |
| 10/16/2023 5:57 | 5 | 87.8 | 94.7 | 21 | SWA4773 | N8759Q | B38M | 28L |
| 10/16/2023 5:57 | 6 | 82.4 | 91.4 | 27 | SWA4773 | N8759Q | B38M | 28L |
| 10/16/2023 5:58 | 4 | 83.7 | 90.3 | 21 | SWA591 | N8876Q | B38M | 28L |
| 10/16/2023 5:58 | 5 | 86.5 | 93.7 | 22 | SWA591 | N8876Q | B38M | 28L |
| 10/16/2023 5:58 | 6 | 81.5 | 90.6 | 28 | SWA591 | N8876Q | B38M | 28L |
| 10/18/2023 5:37 | 4 | 80.1 | 89.2 | 31 | Medevac | Medevac | C25B | 28R |
| 10/19/2023 4:50 | 4 | 81.6 | 90.9 | 32 | LN904LR | N904LR | C560 | 28R |
| 10/19/2023 4:50 | 5 | 79.6 | 90 | 35 | LN904LR | N904LR | C560 | 28R |
| 10/23/2023 5:14 | 4 | 82 | 89.1 | 20 | SWA2951 | N8817L | B38M | 28L |
| 10/23/2023 5:14 | 5 | 84.9 | 92.7 | 23 | SWA2951 | N8817L | B38M | 28L |
| 10/23/2023 5:14 | 6 | 80 | 90 | 29 | SWA2951 | N8817L | B38M | 28L |
| 10/27/2023 23:09 | 5 | 82.9 | 91.3 | 38 | LN904LR | N904LR | C560 | 28L |
| 10/30/2023 5:20 | 5 | 81.1 | 89.2 | 19 | SWA2951 | N8840Q | B38M | 28L |
| 10/30/2023 5:25 | 4 | 86.6 | 94.1 | 25 | SWA211 | N7743B | B737 | 28L |
| 10/30/2023 5:25 | 5 | 89.5 | 96.6 | 25 | SWA211 | N7743B | B737 | 28L |
| 10/30/2023 5:25 | 7 | 78.1 | 89.3 | 45 | SWA211 | N7743B | B737 | 28L |
| 10/30/2023 5:25 | 6 | 84.9 | 93.7 | 33 | SWA211 | N7743B | B737 | 28L |
| 10/30/2023 5:31 | 4 | 89.9 | 96.9 | 27 | SWA254 | N8535S | B738 | 28L |
| 10/30/2023 5:31 | 5 | 91.6 | 99.1 | 23 | SWA254 | N8535S | B738 | 28L |
| 10/30/2023 5:31 | 6 | 86.9 | 95.1 | 33 | SWA254 | N8535S | B738 | 28L |
| 10/30/2023 5:31 | 7 | 79.1 | 89.7 | 34 | SWA254 | N8535S | B738 | 28L |
| 10/30/2023 5:32 | 4 | 89.6 | 97.1 | 24 | SWA2642 | N8514F | B738 | 28L |
| 10/30/2023 5:32 | 5 | 91.5 | 99.3 | 25 | SWA2642 | N8514F | B738 | 28L |
| 10/30/2023 5:32 | 6 | 85.5 | 94.4 | 34 | SWA2642 | N8514F | B738 | 28L |
| 10/30/2023 5:32 | 7 | 80.4 | 89.9 | 39 | SWA2642 | N8514F | B738 | 28L |
| 10/30/2023 5:51 | 4 | 82.8 | 91.8 | 25 | NKS2122 | N622NK | A320 | 28L |
| 10/30/2023 5:51 | 5 | 84.6 | 93.2 | 25 | NKS2122 | N622NK | A320 | 28L |
| 10/30/2023 5:52 | 4 | 81.7 | 89.9 | 24 | SWA3476 | N763SW | B737 | 28L |
| 10/30/2023 5:52 | 5 | 88.8 | 95.2 | 23 | SWA3476 | N763SW | B737 | 28L |
| 10/30/2023 5:53 | 6 | 84.1 | 92.4 | 33 | SWA3476 | N763SW | B737 | 28L |
| 10/30/2023 5:54 | 4 | 81 | 89.2 | 21 | SWA4773 | N8856S | B38M | 28L |
| 10/30/2023 5:54 | 5 | 85.7 | 92.7 | 21 | SWA4773 | N8856S | B38M | 28L |
| 11/2/2023 5:45 | 4 | 85.3 | 90.9 | 16 | PXT656 | N656SM | C25B | 28R |
| 11/2/2023 23:26 | 4 | 81.5 | 89.4 | 18 |  |  | GL7T | 28R |
| 11/6/2023 4:49 | 4 | 82.7 | 90.9 | 43 | LN54DD | N54DD | C560 | 28R |
| 11/6/2023 4:49 | 5 | 83.4 | 92.2 | 30 | LN54DD | N54DD | C560 | 28R |
| 11/7/2023 3:09 | 4 | 85.7 | 94.6 | 46 | LN904LR | N904LR | C560 | 28R |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|---|---|---|---|---|---|---|---|---|
| 11/7/2023 3:09 | 5 | 82.5 | 91.9 | 49 | LN904LR | N904LR | C560 | 28R |
| 11/7/2023 3:09 | 6 | 81.6 | 91.2 | 54 | LN904LR | N904LR | C560 | 28R |
| 11/8/2023 23:46 | 4 | 86.5 | 90.9 | 16 | N3844G | N3844G | BE36 | 28R |
| 11/13/2023 5:28 | 4 | 82.8 | 90.5 | 20 | SWA2621 | N8891Q | B38M | 28L |
| 11/13/2023 5:28 | 5 | 89.6 | 95.5 | 19 | SWA2621 | N8891Q | B38M | 28L |
| 11/13/2023 5:28 | 6 | 83.3 | 92 | 28 | SWA2621 | N8891Q | B38M | 28L |
| 11/13/2023 5:34 | 4 | 88.7 | 95.8 | 26 | SWA1339 | N8677A | B738 | 28L |
| 11/13/2023 5:34 | 5 | 91.3 | 98.4 | 25 | SWA1339 | N8677A | B738 | 28L |
| 11/13/2023 5:34 | 6 | 86.2 | 95.1 | 34 | SWA1339 | N8677A | B738 | 28L |
| 11/13/2023 5:35 | 7 | 81.3 | 91.6 | 33 | SWA1339 | N8677A | B738 | 28L |
| 11/13/2023 5:39 | 4 | 80.7 | 89.1 | 21 | SWA1133 | N8804L | B38M | 28L |
| 11/13/2023 5:39 | 5 | 87.1 | 94 | 20 | SWA1133 | N8804L | B38M | 28L |
| 11/13/2023 5:39 | 6 | 81.9 | 91 | 27 | SWA1133 | N8804L | B38M | 28L |
| 11/13/2023 6:57 | 4 | 86.6 | 93.1 | 27 | | | E55P | 28R |
| 11/13/2023 6:57 | 5 | 81.9 | 90.8 | 30 | | | E55P | 28R |
| 11/13/2023 6:57 | 6 | 82.1 | 91 | 38 | | | E55P | 28R |
| 11/15/2023 3:01 | 4 | 86.9 | 91.3 | 15 | LN581HC | N581HC | C25C | 28R |
| 11/16/2023 5:16 | 5 | 96.6 | 99.4 | 14 | Medevac | Medevac | LJ35 | 28L |
| 11/16/2023 5:16 | 6 | 85.7 | 93.2 | 35 | Medevac | Medevac | LJ35 | 28L |
| 11/19/2023 1:58 | 5 | 83.7 | 89.3 | 17 | LN897MD | N897MD | C525 | 28L |
| 11/20/2023 0:43 | 4 | 84.4 | 92.5 | 26 | SWA1483 | N8305E | B738 | 28L |
| 11/20/2023 0:43 | 5 | 85.8 | 94.1 | 29 | SWA1483 | N8305E | B738 | 28L |
| 11/20/2023 0:43 | 6 | 80.3 | 90.3 | 32 | SWA1483 | N8305E | B738 | 28L |
| 11/27/2023 5:08 | 4 | 90.1 | 97.2 | 35 | SWA130 | N8662F | B738 | 28L |
| 11/27/2023 5:08 | 5 | 91.1 | 98.8 | 31 | SWA130 | N8662F | B738 | 28L |
| 11/27/2023 5:09 | 6 | 84 | 94.1 | 34 | SWA130 | N8662F | B738 | 28L |
| 11/27/2023 5:09 | 7 | 81.2 | 90.7 | 31 | SWA130 | N8662F | B738 | 28L |
| 11/27/2023 5:17 | 4 | 92.2 | 98.6 | 37 | SWA173 | N8667D | B738 | 28L |
| 11/27/2023 5:17 | 5 | 94 | 100.8 | 29 | SWA173 | N8667D | B738 | 28L |
| 11/27/2023 5:17 | 6 | 91.1 | 98.2 | 33 | SWA173 | N8667D | B738 | 28L |
| 11/27/2023 5:18 | 7 | 83.2 | 92.4 | 28 | SWA173 | N8667D | B738 | 28L |
| 11/27/2023 5:22 | 5 | 84.6 | 92.1 | 21 | SWA2310 | N8762Q | B38M | 28L |
| 11/27/2023 6:39 | 4 | 86.8 | 93.2 | 22 | | | GLEX | 28R |
| 11/27/2023 6:39 | 5 | 83.7 | 91.4 | 20 | | | GLEX | 28R |
| 11/30/2023 6:37 | 5 | 90.3 | 95.2 | 17 | | | LJ35 | 28L |
| 11/30/2023 6:37 | 6 | 86.8 | 92.8 | 17 | | | LJ35 | 28L |
| 11/30/2023 6:41 | 4 | 88.8 | 93.5 | 15 | LN986SA | N986SA | LJ35 | 28R |
| 11/30/2023 6:42 | 6 | 82.9 | 89.9 | 22 | LN986SA | N986SA | LJ35 | 28R |
| 12/2/2023 22:45 | 7 | 80.5 | 90.4 | 58 | LN904LR | N904LR | C560 | 28R |
| 12/4/2023 5:38 | 4 | 83 | 89.8 | 25 | SWA2621 | N8887Q | B38M | 28L |
| 12/4/2023 5:38 | 5 | 86.4 | 93.5 | 22 | SWA2621 | N8887Q | B38M | 28L |
| 12/4/2023 5:38 | 6 | 81.6 | 90.6 | 27 | SWA2621 | N8887Q | B38M | 28L |
| 12/4/2023 5:39 | 5 | 90.1 | 97.3 | 46 | SWA1133 | N8634A | B738 | 28L |
| 12/4/2023 5:40 | 6 | 83.9 | 93.6 | 51 | SWA1133 | N8634A | B738 | 28L |
| 12/4/2023 5:40 | 4 | 87.3 | 94.1 | 32 | SWA1133 | N8634A | B738 | 28L |
| 12/4/2023 5:40 | 7 | 79.5 | 89.9 | 33 | SWA1133 | N8634A | B738 | 28L |
| 12/4/2023 5:43 | 5 | 83.1 | 89.8 | 20 | NKS2122 | N929NK | A20N | 28L |
| 12/4/2023 6:02 | 5 | 86.4 | 93.2 | 21 | SWA1339 | N8704Q | B38M | 28L |
| 12/4/2023 6:02 | 6 | 81.3 | 90.2 | 25 | SWA1339 | N8704Q | B38M | 28L |
| 12/4/2023 6:05 | 4 | 83.5 | 90.9 | 27 | SWA237 | N8526W | B738 | 28L |
| 12/4/2023 6:05 | 5 | 84.9 | 92.1 | 26 | SWA237 | N8526W | B738 | 28L |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|---|---|---|---|---|---|---|---|---|
| 12/4/2023 6:10 | 5 | 82.2 | 89.4 | 22 | SWA4713 | N8873S | B38M | 28L |
| 12/4/2023 6:12 | 5 | 83.1 | 90.2 | 20 | SWA380 | N8859Q | B38M | 28L |
| 12/4/2023 6:19 | 5 | 91 | 97.4 | 31 | FDX475 | N273FE | B763 | 28L |
| 12/4/2023 6:19 | 4 | 83.9 | 92.4 | 22 | FDX475 | N273FE | B763 | 28L |
| 12/4/2023 6:19 | 6 | 85.7 | 93.6 | 32 | FDX475 | N273FE | B763 | 28L |
| 12/4/2023 6:33 | 4 | 84.9 | 93.1 | 22 | DAL2125 | N3756 | B738 | 28L |
| 12/4/2023 6:33 | 5 | 90.1 | 96.6 | 22 | DAL2125 | N3756 | B738 | 28L |
| 12/4/2023 6:33 | 6 | 85.3 | 93.1 | 33 | DAL2125 | N3756 | B738 | 28L |
| 12/4/2023 6:35 | 4 | 84.5 | 90.7 | 23 | SWA407 | N210WN | B737 | 28L |
| 12/4/2023 6:35 | 5 | 86.5 | 93.3 | 22 | SWA407 | N210WN | B737 | 28L |
| 12/4/2023 6:35 | 6 | 82.5 | 91 | 33 | SWA407 | N210WN | B737 | 28L |
| 12/4/2023 6:37 | 5 | 86.5 | 93 | 22 | SWA173 | N8904L | B38M | 28L |
| 12/4/2023 6:37 | 6 | 81.4 | 89.9 | 29 | SWA173 | N8904L | B38M | 28L |
| 12/4/2023 6:39 | 5 | 93.2 | 99.9 | 36 | UPS2947 | N284UP | MD11 | 28L |
| 12/4/2023 6:39 | 4 | 91.7 | 98.4 | 31 | UPS2947 | N284UP | MD11 | 28L |
| 12/4/2023 6:39 | 6 | 86.4 | 95.3 | 37 | UPS2947 | N284UP | MD11 | 28L |
| 12/4/2023 6:39 | 7 | 83.6 | 92.6 | 30 | UPS2947 | N284UP | MD11 | 28L |
| 12/4/2023 6:41 | 4 | 82.8 | 89.7 | 23 | SWA636 | N912WN | B737 | 28L |
| 12/4/2023 6:41 | 5 | 84.7 | 92 | 23 | SWA636 | N912WN | B737 | 28L |
| 12/4/2023 6:41 | 6 | 81.7 | 89.9 | 29 | SWA636 | N912WN | B737 | 28L |
| 12/4/2023 6:44 | 4 | 83 | 91.5 | 27 | NKS1349 | N619NK | A320 | 28L |
| 12/4/2023 6:44 | 5 | 86.1 | 94.1 | 28 | NKS1349 | N619NK | A320 | 28L |
| 12/4/2023 6:44 | 6 | 81.3 | 90.3 | 34 | NKS1349 | N619NK | A320 | 28L |
| 12/4/2023 6:46 | 4 | 84.5 | 91.4 | 20 | SWA2219 | N8697C | B738 | 28L |
| 12/4/2023 6:46 | 5 | 87.9 | 95.1 | 23 | SWA2219 | N8697C | B738 | 28L |
| 12/4/2023 6:46 | 6 | 83.6 | 91.9 | 29 | SWA2219 | N8697C | B738 | 28L |
| 12/4/2023 6:48 | 4 | 86.2 | 93.1 | 23 | FDX690 | N143FE | B763 | 28L |
| 12/4/2023 6:48 | 5 | 88.9 | 96.4 | 25 | FDX690 | N143FE | B763 | 28L |
| 12/4/2023 6:48 | 6 | 83.3 | 92.5 | 33 | FDX690 | N143FE | B763 | 28L |
| 12/4/2023 6:49 | 4 | 82.2 | 89.4 | 20 | SWA1198 | N7840A | B737 | 28L |
| 12/4/2023 6:50 | 5 | 87 | 93.3 | 22 | SWA1198 | N7840A | B737 | 28L |
| 12/4/2023 6:50 | 6 | 82.8 | 90.8 | 31 | SWA1198 | N7840A | B737 | 28L |
| 12/4/2023 6:51 | 5 | 82 | 90.2 | 22 | SWA2518 | N8823Q | B38M | 28L |
| 12/4/2023 6:54 | 4 | 82.6 | 90.2 | 20 | SWA966 | N1808U | B38M | 28L |
| 12/4/2023 6:54 | 5 | 88.1 | 95 | 22 | SWA966 | N1808U | B38M | 28L |
| 12/4/2023 6:54 | 6 | 84 | 92.4 | 36 | SWA966 | N1808U | B38M | 28L |
| 12/4/2023 6:56 | 4 | 86 | 92.7 | 26 | SWA3095 | N8542Z | B738 | 28L |
| 12/4/2023 6:56 | 5 | 90 | 96.7 | 28 | SWA3095 | N8542Z | B738 | 28L |
| 12/4/2023 6:56 | 6 | 85.9 | 93.8 | 32 | SWA3095 | N8542Z | B738 | 28L |
| 12/4/2023 6:56 | 7 | 79 | 89.5 | 32 | SWA3095 | N8542Z | B738 | 28L |
| 12/9/2023 1:31 | 4 | 84.3 | 93 | 34 | LN810BE | N810BE | C560 | 28R |
| 12/9/2023 1:31 | 5 | 84.1 | 92.2 | 32 | LN810BE | N810BE | C560 | 28R |
| 12/9/2023 1:31 | 6 | 82.7 | 91.3 | 34 | LN810BE | N810BE | C560 | 28R |
| 12/11/2023 1:00 | 5 | 87 | 92.9 | 31 | | | GLF4 | 28L |
| 12/11/2023 1:00 | 4 | 84.8 | 89.3 | 23 | | | GLF4 | 28L |
| 12/11/2023 5:17 | 4 | 82.7 | 90.4 | 22 | SWA2621 | N8877Q | B38M | 28L |
| 12/11/2023 5:17 | 5 | 86 | 93.5 | 22 | SWA2621 | N8877Q | B38M | 28L |
| 12/11/2023 5:17 | 6 | 81.4 | 90.8 | 29 | SWA2621 | N8877Q | B38M | 28L |
| 12/17/2023 2:44 | 4 | 83.7 | 91.3 | 29 | LN904LR | N904LR | C560 | 28R |
| 12/17/2023 2:44 | 5 | 84.5 | 92.3 | 27 | LN904LR | N904LR | C560 | 28R |
| 12/17/2023 2:44 | 6 | 81.9 | 90.6 | 31 | LN904LR | N904LR | C560 | 28R |

| Date Time | NMT | Lmax | SEL | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|---|---|---|---|---|---|---|---|---|
| 12/17/2023 6:56 | 4 | 83.9 | 90.2 | 19 | EJA552 | N552QS | C68A | 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 |
|---|---|---|---|---|---|---|---|
| 12/7/2023 13:47 | KFS | KFS77 | LJ35 | B | N905CK | Air Traffic Conflict | Yes |
| | | | | **Air Traffic Conflict** | | **1** | |
| 10/5/2023 13:47 | FDX | FDX3857 | B763 | J | N291FE | Fleet Week | Yes |
| 10/5/2023 14:06 | FDX | FDX3884 | MD11 | J | N607FE | Fleet Week | Yes |
| 10/5/2023 14:15 | SWA | SWA4984 | B738 | J | N8548P | Fleet Week | Yes |
| 10/5/2023 15:23 | SWA | SWA4484 | B737 | J | N441WN | Fleet Week | Yes |
| 10/5/2023 15:29 | SWA | SWA1821 | B737 | J | N262WN | Fleet Week | Yes |
| 10/5/2023 16:27 | SKW | SKW3771 | E75L | R | N281SY | Fleet Week | Yes |
| 10/5/2023 16:53 | | | GLEX | B | | Fleet Week | Yes |
| 10/5/2023 17:18 | SKW | SKW3431 | E75L | R | N170SY | Fleet Week | Yes |
| 10/5/2023 17:30 | SWA | SWA2343 | B38M | J | N8822Q | Fleet Week | Yes |
| 10/6/2023 12:40 | SWA | SWA717 | B737 | J | N210WN | Fleet Week | Yes |
| 10/6/2023 13:05 | GDG | GDG626 | F2TH | B | N626NT | Fleet Week | Yes |
| 10/6/2023 13:09 | QXE | QXE2092 | E75L | R | N622QX | Fleet Week | Yes |
| 10/6/2023 13:43 | DAL | DAL2150 | A319 | J | N349NB | Fleet Week | Yes |
| 10/6/2023 13:52 | SWA | SWA2965 | B737 | J | N7848A | Fleet Week | Yes |
| 10/6/2023 14:04 | | | C56X | B | | Fleet Week | Yes |
| 10/6/2023 14:26 | SWA | SWA4984 | B38M | J | N8862Q | Fleet Week | Yes |
| 10/6/2023 15:34 | SWA | SWA1821 | B737 | J | N7858A | Fleet Week | Yes |
| 10/6/2023 15:51 | ASA | ASA1212 | B737 | J | N618AS | Fleet Week | Yes |
| 10/7/2023 12:12 | SWA | SWA1550 | B738 | J | N8321D | Fleet Week | Yes |
| 10/7/2023 12:55 | QXE | QXE2092 | E75L | R | N622QX | Fleet Week | Yes |
| 10/7/2023 13:28 | SWA | SWA2609 | B38M | J | N1809U | Fleet Week | Yes |
| 10/7/2023 13:56 | FDX | FDX3857 | B763 | J | N142FE | Fleet Week | Yes |
| 10/7/2023 14:22 | SWA | SWA3265 | B737 | J | N418WN | Fleet Week | Yes |
| 10/7/2023 14:56 | PXT | PXT150 | C680 | B | N150TG | Fleet Week | Yes |
| 10/7/2023 15:21 | DAL | DAL2150 | A319 | J | N370NB | Fleet Week | Yes |
| 10/7/2023 15:40 | ASA | ASA1212 | B737 | J | N607AS | Fleet Week | Yes |
| 10/7/2023 15:47 | SWA | SWA3177 | B737 | J | N7889A | Fleet Week | Yes |
| 10/8/2023 12:26 | | N250HM | GALX | B | N250HM | Fleet Week | Yes |
| 10/8/2023 12:37 | | | CL35 | B | | Fleet Week | Yes |
| 10/8/2023 12:48 | | | G150 | B | | Fleet Week | Yes |
| 10/8/2023 13:01 | SWA | SWA2618 | B38M | J | N8880G | Fleet Week | Yes |
| 10/8/2023 13:24 | QXE | QXE2092 | E75L | R | N620QX | Fleet Week | Yes |
| 10/8/2023 13:52 | SWA | SWA4050 | B738 | J | N8550Q | Fleet Week | Yes |
| 10/8/2023 13:53 | SWA | SWA3667 | B737 | J | N7877H | Fleet Week | Yes |
| 10/8/2023 14:01 | DAL | DAL2150 | A320 | J | N378NW | Fleet Week | Yes |
| 10/8/2023 14:32 | ULA | ULA826 | LJ45 | B | N826CA | Fleet Week | Yes |
| 10/8/2023 14:36 | PXT | PXT504 | C25A | B | N504FM | Fleet Week | Yes |
| 10/8/2023 14:52 | SWA | SWA469 | B38M | J | N8861Q | Fleet Week | Yes |
| 10/8/2023 15:00 | VTE | VTE6202 | E135 | R | N27512 | Fleet Week | Yes |
| 10/8/2023 15:22 | SWA | SWA643 | B737 | J | N246LV | Fleet Week | Yes |

| Date/Time | Flight Number | Tail Number | Airline | Aircraft Type | Aircraft Category | Comment | Excused |
|---|---|---|---|---|---|---|---|
| 10/5/2023 13:45 | DAL | DAL2150 | A319 | J | N355NB | Fleet Week | Yes |
| 10/5/2023 13:11 | QXE | QXE2092 | E75L | R | N624QX | Fleet Week | Yes |
| 10/5/2023 13:43 | SWA | SWA2965 | B737 | J | N966WN | Fleet Week | Yes |
| | | | | **Fleet Week** | | **43** | |
| 11/3/2023 21:11 | SWA | SWA469 | B737 | J | N941WN | Not Acceptable | No |
| 12/2/2023 12:22 | EJA | EJA846 | C700 | B | N846QS | Not Acceptable | No |
| | | | | **Not Acceptable** | | **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 |
|---|---|---|---|---|---|---|---|
| 10/25/2023 23:01 | XSR | XSR697 | E55P | B | N697AS | Air Traffic Conflict | Yes |
| 11/14/2023 5:32 | SWA | SWA1133 | B738 | J | N8637A | Air Traffic Conflict | Yes |
| 11/28/2023 22:11 | | | GLF5 | B | | Air Traffic Conflict | Yes |
| 11/29/2023 6:06 | DAL | DAL2125 | B738 | J | N3765 | Air Traffic Conflict | Yes |
| 11/29/2023 6:12 | SWA | SWA173 | B738 | J | N8683D | Air Traffic Conflict | Yes |
| 11/29/2023 6:13 | SWA | SWA4713 | B38M | J | N8774Q | Air Traffic Conflict | Yes |
| 11/29/2023 6:39 | SWA | SWA966 | B738 | J | N8659D | Air Traffic Conflict | Yes |
| 11/29/2023 6:44 | SWA | SWA3095 | B738 | J | N8326F | Air Traffic Conflict | Yes |
| 11/30/2023 6:48 | SWA | SWA966 | B38M | J | N8810L | Air Traffic Conflict | Yes |
| 12/1/2023 6:31 | UPS | UPS2945 | MD11 | J | N273UP | Air Traffic Conflict | Yes |
| 12/7/2023 6:12 | SWA | SWA380 | B38M | J | N8725L | Air Traffic Conflict | Yes |
| 12/11/2023 6:11 | UPS | UPS2947 | MD11 | J | N265UP | Air Traffic Conflict | Yes |
| 12/30/2023 6:23 | FDX | FDX433 | B77L | J | N866FD | Air Traffic Conflict | Yes |
| 12/31/2023 6:40 | SWA | SWA966 | B38M | J | N8752Q | Air Traffic Conflict | Yes |
| 12/31/2023 6:41 | SWA | SWA3095 | B38M | J | N8803L | Air Traffic Conflict | Yes |
| | | | | | **Air Traffic Conflict** | **15** | |
| 10/3/2023 6:28 | FDX | FDX3671 | MD11 | J | N588FE | Compliant Operation | Yes |
| 10/4/2023 6:32 | PXT | PXT838 | C25B | B | N838GD | Compliant Operation | Yes |
| 10/9/2023 22:25 | NKS | NKS726 | A20N | J | N955NK | Compliant Operation | Yes |
| 10/10/2023 6:21 | SWA | SWA2951 | B38M | J | N8815L | Compliant Operation | Yes |
| 10/25/2023 6:10 | ASA | ASA1125 | B739 | J | N319AS | Compliant Operation | Yes |
| 11/1/2023 6:33 | SWA | SWA523 | B737 | J | N497WN | Compliant Operation | Yes |
| 11/2/2023 6:00 | UPS | UPS2945 | MD11 | J | N262UP | Compliant Operation | Yes |
| 11/5/2023 6:19 | SWA | SWA407 | B737 | J | N792SW | Compliant Operation | Yes |
| 11/14/2023 5:15 | SWA | SWA2621 | B38M | J | N8902Q | Compliant Operation | Yes |
| 11/20/2023 6:08 | DAL | DAL2125 | B738 | J | N3759 | Compliant Operation | Yes |
| 11/28/2023 6:46 | SWA | SWA966 | B738 | J | N8567Z | Compliant Operation | Yes |
| 12/1/2023 6:05 | DAL | DAL2125 | B738 | J | N387DA | Compliant Operation | Yes |
| 12/4/2023 23:39 | UPS | UPS9301 | MD11 | J | N293UP | Compliant Operation | Yes |
| 12/10/2023 6:13 | FDX | FDX690 | MD11 | J | N525FE | Compliant Operation | Yes |
| 12/15/2023 22:24 | NKS | NKS726 | A20N | J | N908NK | Compliant Operation | Yes |
| 12/17/2023 6:04 | ASA | ASA1125 | B39M | J | N931AK | Compliant Operation | Yes |
| 12/17/2023 6:05 | SWA | SWA173 | B38M | J | N8863Q | Compliant Operation | Yes |
| 12/28/2023 2:16 | FDX | FDX1885 | MD11 | J | N525FE | Compliant Operation | Yes |
| 12/28/2023 6:30 | FDX | FDX3905 | B763 | J | N178FE | Compliant Operation | Yes |

| Date/Time | Airline | Flight Number | Aircraft Type | Aircraft Category | Tail Number | Comment | Excused |
|---|---|---|---|---|---|---|---|
| 12/29/2023 4:29 | FDX | FDX5319 | B77L | J | N858FD | Compliant Operation | Yes |
| | | | | | **Compliant Operation** | **20** | |
| 10/28/2023 1:13 | | LN109BG | H25B | B | N109BG | Lifeguard Medical | Yes |
| 12/31/2023 4:32 | | LN509RP | C550 | B | N509RP | Lifeguard Medical | Yes |
| | | | | | **Lifeguard Medical** | **2** | |
| 11/19/2023 22:50 | SWA | SWA747 | B38M | J | N8848Q | Navigation System | No |
| | | | | | **Navigation System** | **1** | |
| 10/25/2023 6:25 | FDX | FDX864 | B763 | J | N114FE | Not Acceptable | No |
| 11/5/2023 6:18 | SWA | SWA8500 | B738 | J | N8685B | Not Acceptable | No |
| 11/10/2023 22:16 | NKS | NKS726 | A20N | J | N952NK | Not Acceptable | No |
| 11/11/2023 2:31 | FDX | FDX1859 | A306 | J | N676FE | Not Acceptable | No |
| 11/14/2023 6:46 | PXT | PXT838 | C25B | B | N838GD | Not Acceptable | No |
| 11/16/2023 6:35 | UPS | UPS2633 | B763 | J | N349UP | Not Acceptable | No |
| 11/17/2023 6:37 | SWA | SWA966 | B38M | J | N8735L | Not Acceptable | No |
| 11/19/2023 0:32 | UPS | UPS943 | B763 | J | N312UP | Not Acceptable | No |
| 11/19/2023 6:19 | FDX | FDX690 | MD11 | J | N643FE | Not Acceptable | No |
| 11/19/2023 22:40 | NKS | NKS726 | A20N | J | N953NK | Not Acceptable | No |
| 11/20/2023 23:00 | VOI | VOI199 | A20N | J | N530VL | Not Acceptable | No |
| 11/21/2023 6:40 | FDX | FDX3671 | MD11 | J | N607FE | Not Acceptable | No |
| 11/26/2023 5:42 | NKS | NKS1349 | A20N | J | N934NK | Not Acceptable | No |
| 11/29/2023 5:24 | FDX | FDX3622 | B763 | J | N140FE | Not Acceptable | No |
| 11/29/2023 5:27 | SWA | SWA2621 | B738 | J | N8629A | Not Acceptable | No |
| 11/29/2023 5:33 | SWA | SWA1133 | B738 | J | N8518R | Not Acceptable | No |
| 11/29/2023 5:40 | SWA | SWA1339 | B38M | J | N8760L | Not Acceptable | No |
| 11/29/2023 5:50 | UPS | UPS2943 | B763 | J | N306UP | Not Acceptable | No |
| 11/29/2023 6:22 | FDX | FDX614 | B763 | J | N286FE | Not Acceptable | No |
| 11/29/2023 6:30 | FDX | FDX3647 | MD11 | J | N528FE | Not Acceptable | No |
| 12/7/2023 6:11 | SWA | SWA173 | B38M | J | N8715Q | Not Acceptable | No |
| 12/10/2023 6:35 | SWA | SWA3095 | B738 | J | N8611F | Not Acceptable | No |
| 12/11/2023 5:39 | SWA | SWA1133 | B38M | J | N8733M | Not Acceptable | No |
| 12/31/2023 4:58 | FDX | FDX614 | MD11 | J | N642FE | Not Acceptable | No |
| 10/18/2023 6:48 | | | GLF6 | B | | Not Acceptable | No |
| 10/8/2023 22:40 | VOS | VOS4323 | A20N | J | N544VL | Not Acceptable | No |
| 10/13/2023 22:32 | | | LJ60 | B | | Not Acceptable | No |
| | | | | | **Not Acceptable** | **27** | |
| 10/1/2023 6:24 | NKS | NKS1349 | A20N | J | N925NK | Strraight-out Departure | No |
| 10/1/2023 23:09 | JSX | JSX657 | E135 | R | N261JX | Strraight-out Departure | No |
| | | | | | **Strraight-out Departure** | **2** | |
| 10/14/2023 6:59 | SWA | SWA211 | B738 | J | N8651A | Time Buffer | Yes |
| 10/15/2023 6:57 | PXT | PXT55 | C25B | B | N525B | Time Buffer | Yes |
| 10/18/2023 6:59 | SWA | SWA2250 | B737 | J | N289CT | Time Buffer | Yes |
| 10/23/2023 6:51 | SWA | SWA1329 | B738 | J | N8560Z | Time Buffer | Yes |
| 10/28/2023 6:59 | SWA | SWA2974 | B738 | J | N8632A | Time Buffer | Yes |
| 11/5/2023 6:59 | | N903JP | C510 | B | N903JP | Time Buffer | Yes |
| 11/11/2023 6:59 | SWA | SWA1066 | B38M | J | N8856S | Time Buffer | Yes |
| 11/19/2023 22:09 | XOJ | XOJ760 | C750 | B | N760XJ | Time Buffer | Yes |
| 11/22/2023 22:00 | SWA | SWA1866 | B737 | J | N560WN | Time Buffer | Yes |
| 11/25/2023 6:58 | FDX | FDX433 | MD11 | J | N594FE | Time Buffer | Yes |
| 11/29/2023 6:52 | FDX | FDX3905 | B763 | J | N291FE | Time Buffer | Yes |
| 11/29/2023 6:55 | UPS | UPS2945 | MD11 | J | N273UP | Time Buffer | Yes |
| 11/30/2023 6:58 | UPS | UPS2951 | B752 | J | N421UP | Time Buffer | Yes |

| Date/Time | Airline | Flight Number | Aircraft Type | Aircraft Category | Tail Number | Comment | Excused |
|---|---|---|---|---|---|---|---|
| 12/5/2023 6:58 | UPS | UPS2633 | B763 | J | N355UP | Time Buffer | Yes |
| 12/6/2023 6:59 | SWA | SWA477 | B38M | J | N8800L | Time Buffer | Yes |
| 12/7/2023 6:59 | FDX | FDX3905 | B763 | J | N105FE | Time Buffer | Yes |
| 12/9/2023 6:51 | FDX | FDX435 | B763 | J | N161FE | Time Buffer | Yes |
| 12/9/2023 6:58 | | | G150 | B | | Time Buffer | Yes |
| 12/12/2023 6:57 | FDX | FDX3647 | MD11 | J | N521FE | Time Buffer | Yes |
| 12/12/2023 6:59 | SWA | SWA3095 | B738 | J | N8677A | Time Buffer | Yes |
| 12/12/2023 22:00 | UPS | UPS961 | MD11 | J | N257UP | Time Buffer | Yes |
| 12/12/2023 22:02 | EJA | EJA738 | CL35 | B | N738QS | Time Buffer | Yes |
| 12/13/2023 6:59 | FDX | FDX3905 | B763 | J | N274FE | Time Buffer | Yes |
| 12/21/2023 6:59 | FDX | FDX3104 | B763 | J | N166FE | Time Buffer | Yes |
| 12/23/2023 6:59 | SWA | SWA3685 | B38M | J | N8702L | Time Buffer | Yes |
| 12/26/2023 6:57 | PXT | N862LG | E55P | B | N862LG | Time Buffer | Yes |
| 12/28/2023 6:55 | FDX | FDX3104 | B763 | J | N138FE | Time Buffer | Yes |
| 10/4/2023 6:57 | SWA | SWA2106 | B737 | J | N7715E | Time Buffer | Yes |
| 10/11/2023 6:56 | FDX | FDX3647 | B763 | J | N181FE | Time Buffer | Yes |
| | | | | | **Time Buffer** | **29** | |
| | | | | | **Grand Count** | **96** | |

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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 |
|---|---|---|---|---|---|---|---|
| 11/17/2023 22:48 | SWA | SWA2724 | B738 | J | N8530W | Not Acceptable | No |
| 11/18/2023 0:57 | VOI | VOI199 | A321 | J | XAVLJ | Not Acceptable | No |
| 12/20/2023 22:51 | VOI | VOI199 | A320 | J | N522VL | Not Acceptable | No |
| 12/19/2023 5:33 | SWA | SWA1339 | B38M | J | N8786Q | Not Acceptable | No |
| 12/19/2023 5:25 | SWA | SWA2621 | B38M | J | N8725L | Not Acceptable | No |
| 12/19/2023 4:49 | FDX | FDX577 | B752 | J | N774FD | Not Acceptable | No |
| 12/19/2023 4:45 | UPS | UPS2941 | B763 | J | N313UP | Not Acceptable | No |
| 12/19/2023 4:07 | FDX | FDX77 | B77L | J | N855FD | Not Acceptable | No |
| 12/19/2023 3:45 | FDX | FDX31 | B77L | J | N859FD | Not Acceptable | No |
| 12/17/2023 23:04 | VOI | VOI199 | A320 | J | N522VL | Not Acceptable | No |
| 12/17/2023 23:47 | VOI | VOI903 | A321 | J | XAVLH | Not Acceptable | No |
| 12/17/2023 23:54 | TAI | TAI557 | A20N | J | N779AV | Not Acceptable | No |
| 12/18/2023 5:21 | SWA | SWA2621 | B38M | J | N8714Q | Not Acceptable | No |
| 12/18/2023 5:43 | SWA | SWA1133 | B38M | J | N8850Q | Not Acceptable | No |
| 12/19/2023 1:57 | FDX | FDX1876 | B763 | J | N280FE | Not Acceptable | No |
| 12/19/2023 2:35 | FDX | FDX1885 | MD11 | J | N625FE | Not Acceptable | No |
| 12/19/2023 2:42 | FDX | FDX1865 | B763 | J | N272FE | Not Acceptable | No |
| 12/19/2023 2:46 | FDX | FDX1857 | MD11 | J | N643FE | Not Acceptable | No |
| 12/19/2023 2:51 | FDX | FDX1879 | B763 | J | N191FE | Not Acceptable | No |
| 12/19/2023 3:02 | FDX | FDX37 | MD11 | J | N585FE | Not Acceptable | No |
| 12/19/2023 3:24 | FDX | FDX1859 | B752 | J | N949FD | Not Acceptable | No |
| | | | | | **Not Acceptable** | **21** | |
| 12/18/2023 5:58 | SWA | SWA4713 | B38M | J | N8806Q | Time Buffer | Yes |
| 12/18/2023 5:50 | SWA | SWA1339 | B38M | J | N8732S | Time Buffer | Yes |

| Date/Time | Airline | Flight No | Aircraft Type | Aircraft Category | Tail No | Comment | Excused |
|---|---|---|---|---|---|---|---|
| 12/19/2023 5:53 | UPS | UPS2943 | B763 | J | N379UP | Time Buffer | Yes |
| 12/19/2023 5:51 | SWA | SWA1133 | B38M | J | N8896L | Time Buffer | Yes |
| 12/27/2023 5:59 | SWA | SWA3685 | B738 | J | N8689C | Time Buffer | Yes |
| | | | | | **Time Buffer** | **5** | |
| | | | | | **Grand Count** | **26** | |

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## Engine Run-up List for Calendar Quarter

| Date | Request Time | Air Carrier | Aircraft | Engine(s) | Power | Location | Proposed Start Time | Lmax >70 dB | Lmax >75 dB |
|---|---|---|---|---|---|---|---|---|---|
| 10/5/2023 | 1415 | CSK | F900 | 1 | High | GRE | 1430 | N/A | N/A |
| 10/6/2023 | 2223 | FDX | B767 | 2 | High | GRE | **2245** | NO | N/A |
| 10/7/2023 | 0110 | SWA | B737 | 2 | High | GRE | **0112** | NO | N/A |
| 10/11/2023 | 1145 | KFA | C25A | 1 | High | HG6 | 1200 | N/A | N/A |
| 10/11/2023 | 2329 | HAL | A321 | 2 | High | GRE | **0000** | NO | N/A |
| 10/12/2023 | 1724 | FDX | B757 | 2 | High | GRE | 1730 | N/A | N/A |
| 10/20/2023 | 1817 | FDX | B757 | 2 | High | GRE | 1820 | N/A | N/A |
| 10/21/2023 | 0640 | UPS | B767 | 2 | High | GRE | **0645** | NO | N/A |
| 10/24/2023 | 0918 | PCJ | C25A | 1 | High | HG6 | 0930 | N/A | N/A |
| 10/25/2023 | 1545 | ASA | B737 | 2 | High | GRE | 1600 | N/A | N/A |
| 10/27/2023 | 2221 | FDX | B767 | 2 | High | GRE | **2245** | NO | N/A |
| 10/28/2023 | 1136 | HAL | A321 | 2 | High | GRE | 0900 | N/A | N/A |
| 10/28/2023 | 1748 | LXJ | C25A | 2 | High | HG6 | 1750 | N/A | N/A |
| 10/29/2023 | 1958 | FDX | B777 | 2 | High | GRE | **2000** | N/A | NO |
| 11/3/2023 | 1631 | FDX | B777 | 1 | High | GRE | 1635 | N/A | N/A |
| 11/3/2023 | 1907 | FDX | B767 | 2 | High | GRE | **1915** | N/A | NO |
| 11/4/2023 | 0542 | UPS | B767 | 2 | High | GRE | **0545** | NO | N/A |
| 11/8/2023 | 0051 | SWA | B737 | 2 | High | GRE | **0056** | NO | N/A |
| 11/9/2023 | 1440 | SWQ | F2TH | 2 | High | HG6 | 1445 | N/A | N/A |
| 11/10/2023 | 0230 | SWA | B737 | 2 | High | GRE | **0230** | NO | N/A |
| 11/13/2023 | 1500 | PCJ | CRJ2 | 1 | High | HG6 | 1505 | N/A | N/A |
| 11/13/2023 | 1602 | EJA | C25A | 1 | High | HG6 | 1605 | N/A | N/A |
| 11/14/2023 | 1035 | EJM | C56X | 1 | High | HG6 | 1045 | N/A | N/A |
| 11/16/2023 | 1340 | KAI | C56X | 2 | High | HG6 | 1345 | N/A | N/A |
| 11/21/2023 | 0802 | PCJ | C56X | 2 | High | HG6 | 0830 | N/A | N/A |
| 11/23/2023 | 1846 | UPS | B767 | 2 | High | GRE | **1915** | N/A | NO |
| 11/24/2023 | 0850 | UPS | B767 | 2 | High | GRE | 0900 | N/A | N/A |
| 11/25/2023 | 2113 | GCC | C25A | 2 | High | HG6 | **2130** | N/A | NO |
| 11/26/2023 | 0703 | UPS | B767 | 2 | High | GRE | 0715 | N/A | N/A |
| 12/6/2023 | 1009 | TWY | CL30 | 1 | MED | HG6 | 1030 | N/A | N/A |
| 12/9/2023 | 0210 | SWA | B737 | 2 | High | GRE | **0215** | NO | N/A |
| 12/9/2023 | 1745 | AAY | A321 | 2 | High | GRE | 1745 | N/A | N/A |
| 12/14/2023 | 1920 | PCJ | C25A | 2 | High | HG6 | **1925** | N/A | NO |

| Date | Request Time | Air Carrier | Aircraft | Engine(s) | Power | Location | Proposed Start Time | Lmax >70 dB | Lmax >75 dB |
|---|---|---|---|---|---|---|---|---|---|
| 12/21/2023 | 0848 | CAA | GLF4 | 2 | High | HG6 | 1000 | N/A | N/A |
| 12/28/2023 | 1400 | ASA | A320 | 2 | High | GRE | 1430 | 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 |
|---|---|---|---|---|---|---|
| 11/14/2023 19:23 | SWA | SWA1537 | B738 | 2883 | Air Traffic Conflict | Yes |
| 11/13/2023 17:42 | SWA | SWA1869 | B737 | 2230 | Air Traffic Conflict | Yes |
| 11/27/2023 13:24 | DAL | DAL2150 | A319 | 2739 | Air Traffic Conflict | Yes |
| 11/5/2023 11:56 | SWA | SWA1958 | B38M | 2887 | Air Traffic Conflict | Yes |
| 10/30/2023 19:31 | UPS | UPS945 | B763 | 2322 | Air Traffic Conflict | Yes |
| 10/27/2023 8:28 | SWA | SWA4109 | B737 | 2860 | Air Traffic Conflict | Yes |
| 12/28/2023 11:01 | SWA | SWA830 | B737 | 2762 | Air Traffic Conflict | Yes |
| 10/13/2023 21:12 | SWA | SWA4014 | B738 | 2877 | Air Traffic Conflict | Yes |
| | | | | **Air Traffic Conflict** | **8** | |
| 10/6/2023 14:04 | | | C56X | 2824 | Fleet Week | Yes |
| 10/6/2023 15:51 | ASA | ASA1212 | B737 | 1866 | Fleet Week | Yes |
| 10/7/2023 13:28 | SWA | SWA2609 | B38M | 1781 | Fleet Week | Yes |
| 10/7/2023 13:56 | FDX | FDX3857 | B763 | 1768 | Fleet Week | Yes |
| 10/7/2023 14:56 | PXT | PXT150 | C680 | 2585 | Fleet Week | Yes |
| 10/7/2023 15:21 | DAL | DAL2150 | A319 | 2447 | Fleet Week | Yes |
| 10/8/2023 13:01 | SWA | SWA2618 | B38M | 1837 | Fleet Week | Yes |
| 10/8/2023 13:52 | SWA | SWA4050 | B738 | 1738 | Fleet Week | Yes |
| 10/8/2023 14:01 | DAL | DAL2150 | A320 | 2116 | Fleet Week | Yes |
| 10/8/2023 14:36 | PXT | PXT504 | C25A | 2260 | Fleet Week | Yes |
| 10/8/2023 15:22 | SWA | SWA643 | B737 | 1712 | Fleet Week | Yes |
| 10/6/2023 13:52 | SWA | SWA2965 | B737 | 1984 | Fleet Week | Yes |
| 10/6/2023 13:43 | DAL | DAL2150 | A319 | 2148 | Fleet Week | Yes |
| 10/6/2023 13:25 | | | H25B | 2670 | Fleet Week | Yes |
| 10/6/2023 12:40 | SWA | SWA717 | B737 | 1853 | Fleet Week | Yes |
| 10/5/2023 17:30 | SWA | SWA2343 | B38M | 1968 | Fleet Week | Yes |
| 10/5/2023 16:27 | SKW | SKW3771 | E75L | 1896 | Fleet Week | Yes |
| 10/5/2023 15:23 | SWA | SWA4484 | B737 | 1653 | Fleet Week | Yes |
| 10/5/2023 13:47 | FDX | FDX3857 | B763 | 2073 | Fleet Week | Yes |
| 10/5/2023 13:43 | SWA | SWA2965 | B737 | 1847 | Fleet Week | Yes |
| 10/5/2023 13:45 | DAL | DAL2150 | A319 | 2365 | Fleet Week | Yes |
| | | | | **Fleet Week** | **21** | |
| 11/9/2023 18:59 | FDX | FDX1645 | B763 | 2444 | Not Acceptable | No |
| 10/15/2023 20:01 | SWA | SWA1500 | B38M | 2447 | Not Acceptable | No |
| 11/14/2023 7:22 | FDX | FDX435 | B763 | 2565 | Not Acceptable | No |
| | | | | **Not Acceptable** | **3** | |
| | | | | **Grand Count** | **32** | |

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## 100 Degree Radial Turbojet Landing List for Calendar Quarter

| Date Time | Flight Number | Aircraft Type | Airline | Altitude (ft) | Comment | Excused |
|---|---|---|---|---|---|---|
| 10/6/2023 14:50 | ASA1328 | B737 | ASA | 2896 | Compliant Operation | Yes |
| 12/10/2023 22:26 | SWA2622 | B38M | SWA | 2887 | Compliant Operation | Yes |
| 11/26/2023 18:56 | SWA3474 | B737 | SWA | 2880 | Compliant Operation | Yes |
| 11/26/2023 13:29 | SWA3162 | B38M | SWA | 2860 | Compliant Operation | Yes |
| 10/16/2023 19:09 | SWA801 | B738 | SWA | 2883 | Compliant Operation | Yes |
| 11/15/2023 11:08 | SWA291 | B737 | SWA | 2890 | Compliant Operation | Yes |
| 11/25/2023 19:23 | SWA2596 | B737 | SWA | 2870 | Compliant Operation | Yes |
| 10/19/2023 23:53 | SWA493 | B738 | SWA | 2860 | Compliant Operation | Yes |
| 11/16/2023 22:11 | VOI902 | A320 | VOI | 2719 | Compliant Operation | Yes |
| 11/12/2023 7:54 | SWA462 | B737 | SWA | 2893 | Compliant Operation | Yes |
| | | | | **Compliant Operation** | **10** | |
| 11/13/2023 10:42 | SWA3559 | B737 | SWA | 2588 | Not Acceptable | No |
| 11/14/2023 7:43 | SWA3701 | B38M | SWA | 2719 | Not Acceptable | No |
| 11/16/2023 14:44 | ASA1328 | B737 | ASA | 2647 | Not Acceptable | No |
| 11/19/2023 19:47 | UPS9783 | MD11 | UPS | 2660 | Not Acceptable | No |
| 11/21/2023 8:54 | SKW3338 | E75L | SKW | 2811 | Not Acceptable | No |
| 11/26/2023 8:07 | SWA3105 | B38M | SWA | 2601 | Not Acceptable | No |
| 12/25/2023 16:00 | SKW3359 | E170 | SKW | 2664 | Not Acceptable | No |
| 11/12/2023 8:02 | SWA3701 | B38M | SWA | 2496 | Not Acceptable | No |
| 11/7/2023 14:56 | SWA3654 | B737 | SWA | 2837 | Not Acceptable | No |
| 11/5/2023 12:53 | SWA3432 | B737 | SWA | 2864 | Not Acceptable | No |
| 11/1/2023 8:14 | UPS9895 | B763 | UPS | 2309 | Not Acceptable | No |
| 10/29/2023 21:30 | SWA2937 | B737 | SWA | 2782 | Not Acceptable | No |
| 10/21/2023 8:48 | FDX3812 | MD11 | FDX | 2614 | Not Acceptable | No |
| 10/18/2023 12:57 | SWA497 | B738 | SWA | 2775 | Not Acceptable | No |
| 10/15/2023 16:04 | ASA1328 | B739 | ASA | 2283 | Not Acceptable | No |
| 10/13/2023 19:10 | SWA3687 | B38M | SWA | 2762 | Not Acceptable | No |
| 10/11/2023 12:48 | ASA9821 | B39M | ASA | 2877 | Not Acceptable | No |
| 10/2/2023 12:07 | SWA555 | B38M | SWA | 2851 | Not Acceptable | No |
| 11/12/2023 10:52 | SWA3559 | B737 | SWA | 2631 | Not Acceptable | No |
| | | | | **Not Acceptable** | **19** | |
| | | | | **Grand Count** | **29** | |

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## North Field Jet Departure Procedure

## Sample Noncompliance Contact Letter

PORT OF OAKLAND

Via email: aircraftowner/operator@bankofutah.com

January 8, 2023

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed departing from Runway 28L or 28R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at
**http://whispertrack.com/airports/KOAK**

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

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use Runway 12/30 for turbojet aircraft departures.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

## North Field Jet Landing Procedure

## Sample Noncompliance Contact Letter

PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

February 9, 2023

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed landing on Runway 10L or 10R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For complete information about our noise abatement procedures visit Whispertrack
**http://whispertrack.com/airports/KOAK**

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

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use Runway 12 for turbojet aircraft landings when airport is in southeast flow configuration.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

## North Field VFR Departure Procedure

## Sample Noncompliance Contact Letter

PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

March 23, 2023

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The aircraft identified below was observed departing from Runway 28R/L or 33 and was flown over residential areas adjacent to the airport. This flight was not in compliance with the VFR departure noise abatement procedure at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at http://whispertrack.com/airports/OAK.

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

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use the noise abatement departure procedure and avoid flying over residential areas whenever safely possible. Always follow ATC instructions for safe aircraft separation.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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## North Field Quiet Hours Procedure

## Sample Noncompliance Contact Letter

PORT OF OAKLAND

Via email: aircraftowner/operator@aircraft.com

January 15, 2023

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The aircraft identified below was observed departing from a North Field runway and was flown over a residential area adjacent to the airport. This flight was not in compliance with the Quiet Hours noise abatement program at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at **http://whispertrack.com/airports/KOAK**

Event date: 1/14/2023
Time of departure: 2223 hrs local
Aircraft Type: PAY2
Aircraft Tail Number or Flight Number: N22XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use the preferred runway and the noise abatement departure procedure.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

## Helicopter Flight Procedure

## Sample Noncompliance Contact Letter

PORT OF OAKLAND

Via email: helicopterowner/operator@aircraft.com

March 7, 2023

Helicopter Owner/Operator
XXXXXXXXX
XXXXXXXXX

Dear Helicopter Owner/Operator:

The Oakland Airport Noise Office is reaching out to helicopter operators to seek your continued support of the Oakland Noise Abatement Program. By avoiding certain noise sensitive areas located in close proximity to the airport, you are helping us to be a good neighbor to our local citizens.

For complete information about our noise procedures visit Whispertrack at
**http://whispertrack.com/airports/KOAK**

In addition, the following recommendations are made for news helicopter operators:

1. Maintain appropriate altitudes.
2. Alternate hover locations whenever possible to minimize noise impacts.
3. Use the 880 corridor to help keep away from residential areas.
4. Keep noise to a minimum by use of optimum pitch and power settings for noise control.

It is understood that there may be times when your aircraft may need to fly over a residential area for safety reasons or to comply with air traffic control, but we ask that all pilots familiarize themselves with our noise sensitive areas and avoid those areas whenever possible.

With your assistance and cooperation, we trust that all efforts are being done to reduce aviation noise and be a good neighbor to our surrounding communities **.**

If you have further questions, please call (510) 563-3349, or e-mail jrichardson@portoakland.com

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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