PORT OF OAKLAND
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Oakland Airport-Community Noise Management Forum Meeting Agenda

SAN FRANCISCO BAY OAKLAND INTERNATIONAL AIRPORT OAK

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

Virtual Meeting:

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

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

1. **WELCOME/ROLL CALL – Facilitator Hanrahan**

2. **ANNOUNCEMENTS – Facilitator Hanrahan**
   a. Annual Noise Forum Membership Dues for FY 2024/2025 sent out
   b. Outstanding FY 23/24 Dues - City of Oakland
   c. First Quarter 2024 Noise Abatement Report

3. **APPROVAL OF MINUTES – Facilitator Hanrahan**
   a. April 17, 2024, Minutes

4. **HYBRID MEETING RECAP – Facilitator Hanrahan**

5. **ACTION ITEM – ANNUAL OFFICER VOTING – Facilitator Hanrahan**

6. **NEXTGEN SUBCOMMITTEE UPDATE – Chair Herrera Spencer**

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

8. **FAA REGIONAL ADMINISTRATOR'S UPDATE – Bonnie Malgarini**

9. **NOISE OFFICE REPORT – Matt P. Davis & Jesse Richardson**
   a. June NF/SF Working Group Action Items
   b. April 17, 2024 Forum Meeting Action Items

10. **SUMMARY OF DRAFT RECOMMENDATIONS FOR NOISE ABATEMENT ENTRIES IN THE CHART SUPPLEMENT – FAA**

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

12. **NEW BUSINESS/NEXT MEETING – Wednesday, October 16, 2024**

13. **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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SAN FRANCISCO BAY OAKLAND INTERNATIONAL AIRPORT I OAK

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 Action Items

Oakland Airport-Community Noise Management Forum

a. stop.jetnoise complaint submission
b. Update Southeast Plan graphics to include all Forum jurisdictions

North Field / South Field Research Group

a. Nighttime SEL Noise Measurement Report
b. *Port staff to find incentive for North Field operators to comply with voluntary noise abatement procedure and attend meetings.
c. *Port staff to meet/talk to North Field chronic violators.
d. *HUSSH/WNSDR Procedure Update.

* Standing Item

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

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DRAFT

1. WELCOME / ROLL CALL

The April 17, 2024 meeting of the Oakland Airport-Community Noise Management Forum (Noise Forum) was called to order at 6:40 p.m. by the Noise Forum's facilitator, Rhea Hanrahan. Ms. Hanrahan noted that the meeting was the Noise Forum's first hybrid meeting. She pointed out the operation of the microphones for those attending in person and the mute feature for those attending virtually. Ms. Hanrahan reminded everyone that the meeting was being transcribed by a court reporter. Ms. Hanrahan took roll call, and quorum was reached.

An asterisk (*) indicates virtual attendance.

Noise Forum Members/Alternates Present

Co-Chair Trish Herrera Spencer, Councilmember, Alameda
Jay Seaton, Community Representative, Alameda
James Nelson, Community Representative, Berkeley
Edward Bogue, Community Representative, Hayward
Bart Lounsbury, Community Representative, Oakland
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, Director of Government Affairs, Port of Oakland
Colleen Liang, Director of Environmental Programs and Planning, Port of Oakland*
Anjana Mepani, Environmental Planner, Environmental Programs and Planning, Port of Oakland*
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
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*
Carlette Young, Acting Supervisory Senior Advisor, Western-Pacific Regional Administrators Office*
Harley Aronson, Operations Supervisor, OAK Air Traffic Control Tower*
Benjamin Kingston, OAK Air Traffic Control Tower*

2. ANNOUCEMENTS

A. Outstanding Membership Dues for FY 2023/2024

Ms. Hanrahan announced that there are outstanding 2023/2024 fiscal year Noise Forum membership dues for the City of Oakland and the City of Richmond. She stated that the Port of Oakland (Port) Finance Department sent invoices for the dues to the two cities, but payments have not been received. Ms. Hanrahan added that all Noise Forum members will receive invoices for the 2024/2025 fiscal year membership dues soon.

B. New City of Berkeley Elective Representative

Ms. Hanrahan announced that there is a new City of Berkeley elected representative who was not able to join the meeting; therefore, the representative's introduction would be delayed until the next Noise Forum meeting.

C. Runway 30 Repair Work

Matt P. Davis explained that Runway 30 is in need of repair because the first 1,500 feet of pavement on the runway is heavily used by arriving aircraft. He said construction on the runway will begin during a normal Monday morning closure. The runway will also be closed the nights of May 5 and 12, 2024, to complete the repairs in two phases while trying to minimize noise impacts to the community. Mr. Davis added that there may be additional repair work on the adjacent taxiway in summer 2024.

Trish Herrera Spencer asked Mr. Davis to describe what neighborhoods would be impacted by the Runway 30 repair work. Mr. Davis replied that since the impacts would primarily be related to jet arrivals and departures on the North Field, the neighborhoods that are typically impacted by North Field operations would also be impacted by the Runway 30 construction. Mr. Davis added that during the Monday morning work, aircraft will be required to depart over Alameda and arrive over San Leandro. Ms. Herrera Spencer thanked Mr. Davis for his explanation.

D. Fourth Quarter 2023 Noise Abatement Report

Ms. Hanrahan announced that the fourth quarter 2023 Noise Abatement Report is available on the Port's website and asked if Noise Forum members had questions regarding the report.

Jay Seaton stated that noncompliance for Runway 10 jet landings went from 8 to 17 percent, more than doubling. He asked if this change was within a normal range. Jesse Richardson explained that he believes the change may be due to an increase in southeast flow in 2023 compared to previous years. Mr. Richardson added that letters were sent to all noncompliant pilots.

Mr. Seaton pointed out that noncompliance for Runway 12 nighttime departures went from 4 to 40 percent. Mr. Richardson explained that before a rain event, pilots are usually asked to turn away from San Leandro; however, this did not happen for a few days during the fourth quarter

resulting in the percentage change. He added that the numbers improved in the first quarter of 2024.

3. APPROVAL OF MINUTES

A. January 17, 2024

As requested by a member of the public, Ms. Hanrahan stated that she had made one adjustment to the January 17, 2024 meeting minutes and asked if there were any additional questions or comments regarding the minutes. There were none. Ms. Hanrahan motioned to approve the minutes. Moved: Ms. Herrera Spencer. Second: James Nelson. The motion was approved.

4. NEXTGEN SUBCOMMITTEE UPDATE

Ms. Herrera Spencer reported that the subcommittee was expecting an update from Paul Hannah regarding working with FedEx and the Federal Aviation Administration (FAA). She added that Mr. Hannah would also provide a presentation for the Noise Forum members on the complexities of the HUSSH procedure.

Bart Lounsbury said Mr. Hannah had previously provided members with files concerning the redesign of WNSDR and TRUKN, and he asked what the next step should be to coordinate with Mr. Hannah. Mr. Hannah explained that he needed to review potential dates to provide a presentation. He confirmed that he did provide files to the members, and he is prepared to discuss the complexities and challenges of the procedures. Mr. Davis stated that he and Mr. Hannah could work with Ms. Herrera Spencer on determining a date for the presentation. Ms. Herrera Spencer agreed and asked Mr. Hannah to provide potential dates that he is available.

Mr. Hannah stated that members of the North Field/South Field Research Group would discuss working with FedEx during their next meeting. He added that he could also discuss the topic during the next NextGen Subcommittee meeting if needed. Ms. Herrera Spencer agreed and thanked Mr. Hannah for his hard work.

5. PUBLIC COMMENTS

Ms. Hanrahan opened the public comment period stating that there was a limit of two minutes per speaker. She asked virtual attendees to use the raise-your-hand feature and in-person attendees to use the microphone at the podium.

The following public comments were provided:

- Bob Jarn – Expressed concerns regarding the difficulty of submitting noise complaints on the OAK website and would like the airport to consider using stop.jetnoise.net.
- Lin Griffith – Expressed concerns regarding aircraft noise in communities near the airport.
- Yvonne McHugh – Made two requests: (1) have the NextGen Subcommittee and an FAA representative work on a plan to reroute some departures so flights are not so concentrated over Richmond, and (2) include Richmond in graphics that are distributed by the OAK Noise Office.

- Jeffrey Beeman – Read a letter written by Dr. Rodney Marks concerning health impacts from aircraft noise associated with NextGen WNDSR.
- Martine Kraus – Expressed concerns about aircraft noise in Berkeley Hills causing sleep disturbance.
- Daniel Richheimer – Expressed concerns with aircraft noise associated with concentrated flight paths over Berkeley and a potential increase in noise as a result of the airport expansion.
- Beverly Cheney – Expressed concerns regarding sleep disturbance due to aircraft noise.
- Sophia Chen – Expressed concerns regarding the impact of aircraft noise on child development.
- Bill Harrison – Expressed concerns regarding aircraft noise in Hayward, stating that it has been a problem for decades with no progress towards a solution.
- Karen Pertschuck – Expressed concerns regarding an increase in aircraft noise in Berkeley since September 2023 and suggested that flights be rerouted over the Bay Area.

Ms. Herrera Spencer asked for clarification on how community members who have concerns with the airport expansion should express their concerns and asked who votes on the expansion. Ms. Hanrahan stated that those who have concerns regarding the Oakland Modernization Project and the Environmental Impact Report that is underway can visit the website listed on the bottom of the Noise Forum meeting agenda (https://www.oaklandairport.com/terminaldevelopment). Craig Simon confirmed that the information was on the website. He explained that all public meetings regarding the Oakland Modernization Project have already been held, and the Port Board of Commissioners has the final vote on the project, which will likely take place in summer 2024.

Ms. Herrera Spencer added that she is also a community member and is sympathetic with the community members' concerns. She reminded attendees that the Noise Forum members are volunteers who are all working together with the same goal of resolving noise-related issues. Mr. Lounsbury said that he echoed Ms. Herrera Spencer's statement and said he hopes that a solution can be found through the efforts of the NextGen subcommittee and Mr. Hannah.

Mr. Lounsbury asked the FAA representatives in attendance if they knew of any solutions that have been successful in other parts of the country. Ms. Hanrahan reminded Mr. Lounsbury that Moifair Chin would provide an administrative update during the Noise Forum meeting and questions for the FAA of that nature need to be submitted to the FAA in writing 45 days in advance. Mr. Lounsbury agreed and asked the FAA to consider responding to his question during the next Noise Forum meeting.

Ms. Chin confirmed that all questions and requests to the FAA should be sent in writing. She said the FAA Noise Portal is also an avenue where complaints can be submitted. Mr. Lounsbury asked what email address can be used to submit requests to the FAA in writing. Ms. Chin said that the FAA Noise Portal should be used. Mr. Lounsbury asked if one of the FAA representatives attending the Noise Forum meeting would receive the submissions made through the FAA Noise Portal. Ms. Chin responded that all noise complaints and noise inquiries for the FAA must be

submitted through the FAA Noise Portal, and the FAA encourages the public to go to the local airport first before contacting the FAA since the airport knows the community better. Mr. Lounsbury thanked Ms. Chin and emphasized that the issue is not how to submit individual noise complaints but to understand what approaches the FAA may have implemented in other jurisdictions to address NextGen-related noise concerns. He asked how that question can be conveyed to Ms. Chin for an answer at the next Noise Forum meeting. Ms. Hanrahan stated that she would be happy to help draft a written request and submit it to the FAA in order to get it on the next Noise Forum meeting agenda. Mr. Nelson asked if that would be in a letter from the Noise Forum addressed to the FAA, and Ms. Hanrahan confirmed it would.

Ms. Herrera Spencer asked if the FAA Noise Portal could be shown to attendees on the computer during the meeting. Ms. Hanrahan explained that she was unable to show the website since it was a hybrid meeting. However, she said it can be found by searching for "FAA Noise Portal" in a web browser. Ms. Chin confirmed that was correct.

6. FAA REGIONAL ADMINISTRATOR'S UPDATE

Ms. Chin stated that she did not have an update. She encouraged attendees who missed the Advanced Air Mobility webinar to watch it on the FAA YouTube channel. Carlette Young also stated that she did not have an update for the group.

7. NOISE OFFICE REPORT

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

Mr. Davis explained that the North Field/South Field Working Group is a subcommittee of the Noise Forum that reviews technical items that come from the Noise Forum meetings. He stated that the Working Group's review of the 10 action items from the previous Noise Forum meeting included the following:

- One action item involved asking the Port Noise Office about noise signatures from different aircraft types and at given locations. He stated that the "Fly Quiet Oakland" website provides information by jurisdiction, aircraft type, and noise signatures at various monitors. He added that Noise Forum members were welcome to provide input if someone had additional information they would like to see on that website.
- Marketing questions about OAK being a green airport will continue to be reviewed.
- In December 2023, Runway 28R was used by jet traffic as opposed to 28L because of limited visibility due to weather conditions.
- Runway 28L is the preferred flight-training runway, but it is not mandatory. Mr. Davis explained both are being used, which is good in terms of dispersing flight traffic, and the Working Group will continue to track the flight-training activity.
- Lifeguard aircraft, which are primarily smaller jets, are those aircraft that are conducting medical missions, such as transporting organs. Those aircraft are exempt from the noise program. The Working Group did not find any evidence that the Lifeguard aircraft are

attempting to bypass normal noise procedures, but the Working Group will continue to monitor concerns regarding the aircraft.

- For the community advisory notifications sent through the Port's emergency notification system, the Working Group opted to stop the normal 3:00 p.m. notification sent every Friday (for the Monday morning closures) because it was not being seen with the other notifications being issued, and it did not involve unusual activity. The notifications will be used for unusual activity only.
- The Runway 30 graphic in the Noise Abatement Report was updated to make it more accurate; however, the procedure itself did not change.
- The Working Group continues to look for incentives for operators in the North Field to comply with voluntary noise abatement procedures.
- Mr. Richardson continues to contact violators and send them notices.
- Mr. Hannah is continuing to look at options for the WNDSR arrival procedures, which is a procedure that is difficult to change. The HUSSH departure procedure presents an opportunity to work with FedEx to find alternative ways for the aircraft to depart without changing the public departure procedures. More updates will be provided at the next Working Group meeting.

Mr. Nelson asked for an explanation of Lifeguard aircraft. Mr. Davis explained the Lifeguard aircraft transport organs, individuals, or anything medically related.

Ms. Herrera Spencer asked if, in response to a public comment, Richmond could be added to Mr. Hannah's presentation. Mr. Hannah said that it could and said he would do his best to point out where the flight tracks line up over Richmond relative to the three-dimensional data that was provided earlier in the year.

B. Update on Action Items from January 17, 2024, Noise Forum Meeting.

Mr. Davis said he had nothing additional to report.

8. OAKLAND SIX PRESENTATION

Jason Stoddard explained that the Oakland Six departure, which replaced the Oakland Five departure on January 25, 2024, is a daytime only departure from 7:00 a.m. to 10:00 p.m. He said the Oakland Six departure moved the initial departure heading 6 degrees to the west, away from Alameda and Bay Farm Island, from 296 to 290 degrees.

Ms. Hanrahan requested that Mr. Davis provide a brief background of the Oakland Six departure. Mr. Davis stated that the departure procedures have been an action item for the NextGen Subcommittee for many years. He explained that the conventional daytime departure from OAK resulted in the wind causing aircraft to fly closer to populated areas. Therefore, there was a request to turn the conventional procedure into an RNAV procedure or a NextGen-type procedure, which would result in a predictive flight track regardless of the wind and weather. However, this option was found by the FAA to not be feasible. Mr. Davis continued that the NextGen Subcommittee found a different option that involved aircraft turning slightly before impacting the San Francisco airspace, and the FAA worked with the subcommittee to develop a procedure. He

emphasized that this is related to the conventional procedure, and there is already an RNAV procedure for aircraft going southbound (a ground track procedure).

Mr. Stoddard continued with the presentation, referring to graphics showing the difference between the Oakland Five departure (with a 296 heading off Runway 30) and the Oakland Six departure (with a 290 heading off Runway 30). He pointed out that the noise contours have shifted slightly with the Oakland Six departure. He explained that there is only two months' worth of data for the Oakland Six departure since it was implemented in late January 2024. He said the data from February and March of 2024 showed that nearly 1,900 departures, or about 30 percent of the total departures off Runway 30, utilized the 290 heading of the Oakland Six departure.

Mr. Stoddard continued that data from noise monitors 5, 6, and 7 located on Bay Farm Island showed that the Community Noise Equivalent Level (CNEL) average from 2023 decreased slightly compared to February and March of 2024. Ms. Herrera Spencer asked for an explanation of CNEL and the significance of the decrease. Mr. Stoddard stated that CNEL is a weighted average of noise level over time, which adds a 10 times weighting (equivalent to a 10 dBA "penalty") to each aircraft operation between 10:00 p.m. and 7:00 a.m. He added that a decrease from 60.2 to 58.9 CNEL at noise monitor 6, for example, is progress but the human ear may not notice a difference in sound level that decreases by less than 3 decibels.

Mr. Seaton stated that he spoke to some residents on Harbor Island who said they have noticed a difference in aircraft noise levels after the procedure changed. Mr. Seaton asked if approximately 70 percents of departures are using the 296 heading since approximately 30 percent are using the 290 heading as part of the Oakland Six procedure. Mr. Stoddard confirmed that was correct.

Mr. Seaton asked if the Oakland Six presentation could be made available as part of the Noise Forum's packet so that he could share the information with Bay Farm Island residents. Ms. Hanrahan confirmed that the Port could post the presentation to their website.

Mr. Simon pointed out that a significant amount of effort went into the Oakland Six procedure change and stated it is a huge accomplishment. Ms. Herrera Spencer agreed, thanked the subcommittee for their hard work, and asked if the subcommittee had to work with the FAA to implement the procedure change. Mr. Stoddard stated that was correct. Ms. Herrera Spencer added that it is important for the FAA to continue to attend the Noise Forum meetings.

Mr. Stoddard reminded the group that the decrease in CNEL at the three noise monitors was only for two months' worth of data. He said the data will continue to be analyzed as it becomes available, and additional updates can be provided during Noise Forum meetings in the future if requested.

Mr. Nelson asked if Mr. Stoddard had an estimate of what the noise reduction would be if 100 percent of aircraft departed on a 290 heading.

Mr. Stoddard said that the estimate had not been determined. Mr. Stoddard continued with the presentation, stating that the CNEL at noise monitor 7 decreased from 59.4 to 58.3 in February and March of 2024. He also explained that there was a slight decrease in sound exposure level (SEL) at the three noise monitors. Tim Middleton explained that SEL is all the sound energy associated with one noise event put into a one-second interval. Ms. Hanrahan added that if Noise Forum members and/or the public need further explanation of noise terminology, the airport website contains Noise 101 information. Ms. Herrera Spencer and Mr. Nelson suggested that the definitions of noise terminology be made clearer during Noise Forum presentations.

Mr. Stoddard asked if anyone had questions regarding his presentation. Mr. Nelson asked if there was a modification to the climb rate for the 290 departure. Mr. Stoddard explained that the aircraft using the Oakland Six departure utilize a 375-foot-per-nautical-mile climb rate to get above 1,400 feet above the airfield to achieve minimum vectoring altitude. He added that he was unsure how that compares to the Oakland five departure.

9. NOISE NEWS UPDATE

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

- The FAA and the National Park Service (NPS) announced the availability of a proposed Commercial Air Tour Management Voluntary Agreement for Lake Mead National Recreation Area. The agreement would cover an area that includes 1.2 million acres along the Colorado River and was developed between the FAA, seven air tour operators, and the NPS in consultation with Native American Tribes. All air tour operators will have to report their number of tour operations of Lake Mead National Recreational Area to the FAA and NPS so these agencies can separate the number of air tour flights over Lake Mead versus other commercial flights that fly over Lake Mead on their way to conduct air tours of the Grand Canyon National Park. The agreement includes several measures to protect noise-sensitive areas and issues including acoustic environment, wilderness, wildlife, cultural resources, and visitor experience.
- Researchers from Empa (the Swiss Federal Laboratories for Materials Science and Technology), which studies auralization for auditory impression, investigated the noise levels associated with commercial jets with a blended-wing body. In the blended-wing design, the fuselage is merged seamlessly into the wings, which results in less air resistance and lower fuel consumption. In order to determine the impacts of the noise emissions of various commercial aircraft, 31 people took part in a spatial simulation experiment that included precisely arranged loudspeakers emitting aircraft noise during different phases of flight. The new blended-wing body aircraft rated 4 points less noisy (on an 11-point scale) than the conventional tubular design passenger jet.
- New research conducted by Lancaster University in England aims to improve the efficiency and capacity of air travel by using artificial intelligence (AI) to redesign flexible airspace sectors. Using AI, experts hope to reduce passenger delays, unlock shorter routes, lower emissions, and alleviate the workloads of air traffic controllers by making the

dynamic airspace configuration process automated and more flexible. The SMARTS project is looking into redesigning how air space sectors, which are controlled by individual air traffic controllers, are configured to unlock the right amount of capacity at the right moment with maximum efficiency. The project began at the end of 2023 and will finish in 2026.

- Stanford University and NASA researchers conducted a study that compared Aviation Environmental Design Tool (AEDT) estimated noise levels to noise levels at noise monitors on the ground produced by arrivals into San Francisco International Airport (SFO). For 12 months, researchers collected noise and flight track data of over 200,000 arrivals. The results showed that on average, AEDT underestimated the maximum sound level (Lmax) by 3 decibels and SEL by 2 decibels. The FAA sponsored this research under the Aviation Sustainability Center (ASCENT) Project 53.
- Anuma Aerospace received a grant from the North Carolina Board of Science, Technology, and Innovation to advance its airship technology. Anuma's goal is to develop small weather stations similar to a weather balloon by 2025, larger drone airships by 2027, and large cargo airships by 2029.
- Avelo Airlines announced that it is partnering with Seattle-based Vortex Control Technologies to install fuel and emissions-reducing Finlents on the airline's 16 Boeing 737's, making Avelo the first airline to install Finlets on the 737-800. The Finlets modify airflow and reduce drag and are expected to reduce the airline's total annual fuel consumption and carbon emissions by 1.4%, which is about 560,000 gallons of fuel.
- NASA plans to conduct a psychoacoustic test called the Varied Advanced Air Mobility (AAM) Noise and Geographic Area Response Difference (VANGARD) to determine if there are significant differences in annoyance between subjects who live in low versus high ambient noise environments, and if there are differences between subject's responses in specific geographical regions. NASA will run the VANGARD test on about 360 subjects in areas of the United States where AAM aircraft are likely to operate in the future, such as Los Angeles, Dallas, and New York City. The subjects will electronically indicate their annoyance rating to the test AAM aircraft noise into an interface displayed on their own computers.
- The AAM Coordination and Leadership Act of 2022 included a provision for the Government Accountability Office (GAO) to conduct a study on the roles, responsibilities, and interests of federal, tribal, state, and local governments regarding AAM. The study found that industry stakeholders expressed concerns with needing finalization of U.S. Department of Transportation (DOT) guidance on topics such as vertiport infrastructure requirements and clearances for AAM takeoff and landing locations. The study also found that participants agreed that the FAA has authority over (1) certification and safety of AAM aircraft, (2) pilot and mechanic training, and (3) airspace management.
- In January 2024, the U.S. DOT and the FAA held the fourth of a seven-part leadership series titled "Environmentally Responsible Advanced Air Mobility." The discussion focused on the work of the agencies to understand the impacts of AAM and the steps being taken to address and facilitate the smooth integration of AAM. The FAA conducted a webinar on AAM Community Engagement the morning of April 17, 2024. The goal was to better

understand the roles and responsibilities of stakeholders relative to AAM community engagement. Some of the key takeaways were that an AAM sponsor should begin the dialog with local governments and communities as early as possible. Depending on whether there is a federal action such as a change in air space management, the FAA may have a larger or smaller oversight role. Whether the sponsor is the landowner, AAM operator, or local government considering AAM operations at a specific location, it is recommended that they reach out to the FAA Regional Administrator to begin the conversation.

- The Hawaii Seaglider Initiative is a group of local government, private sector, and community stakeholders working to increase awareness and understanding of seagliders and advocate for how seagliders can help modernize Hawaii's transportation network. Southwest airlines has joined the Hawaii Seaglider Initiative. The group began a series of monthly discussions intended to drive recommendations for adopting seagliders into the state's transportation network. Seagliders are all-electric, zero-emissions vessels that operate over water at speeds up to 180 mph.

Mr. Nelson said he listened to the AAM webcast and stated that the mention of noise was very limited. He said the webcast indicated that it was up to the communities to determine the impact of a local vertiport, and he suggested that a lot of attention should be focused on the topic.

10. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Ms. Hanrahan stated that the next Noise Forum meeting is scheduled to be held virtually on July 17, 2024.

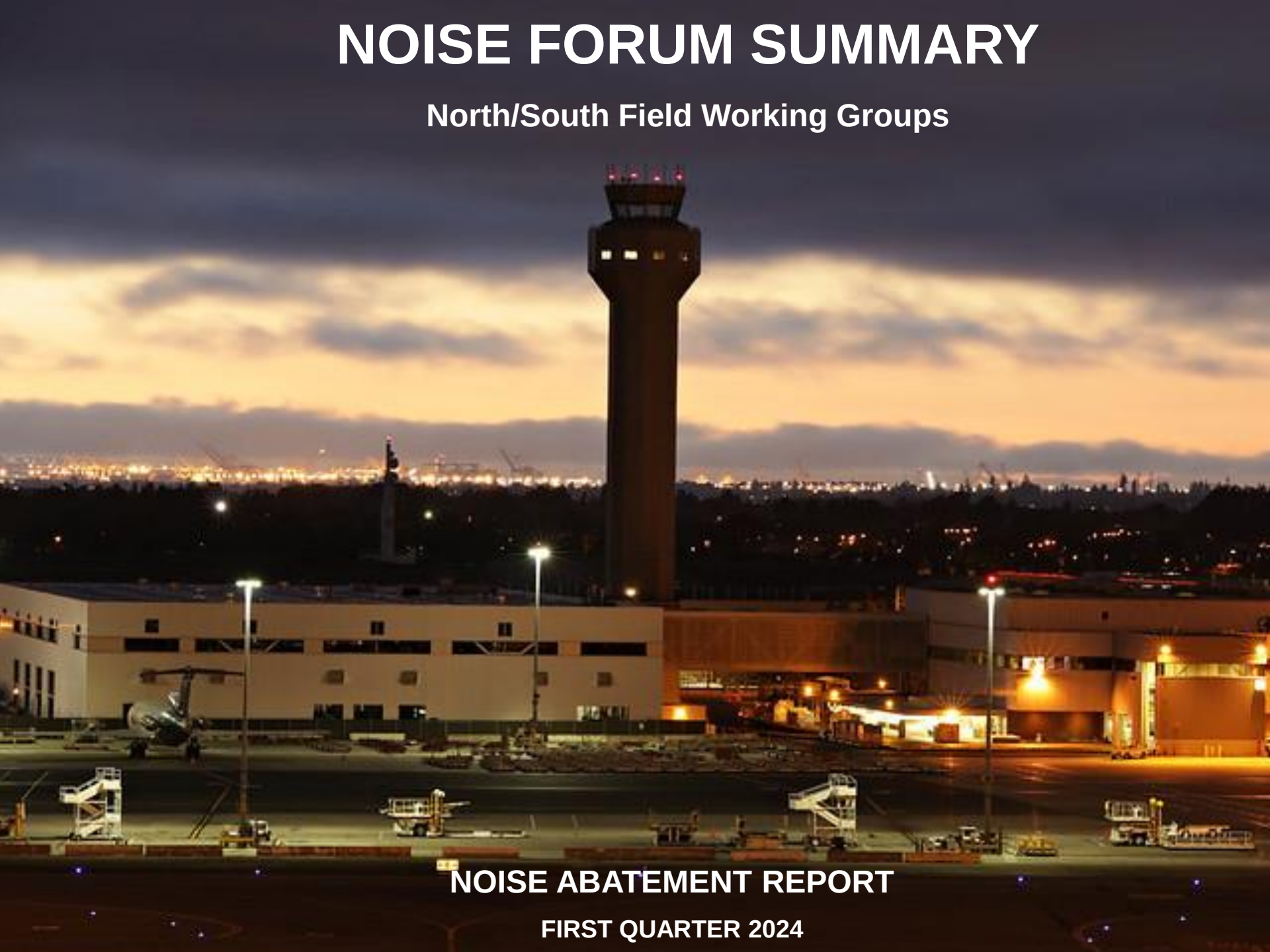
Ms. Herrera Spencer stated she would like every meeting to be in hybrid format. Ms. Hanrahan stated she would add the hybrid option as an agenda item for discussion during the next Noise Forum meeting. She added that the last vote on the topic concluded that every other meeting would be hybrid and emphasized that the next meeting would be virtual. Mr. Seaton said that he would also like for every meeting to be hybrid since the format is useful.

11. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 8:31 p.m.

NOISE FORUM SUMMARY

North/South Field Working Groups



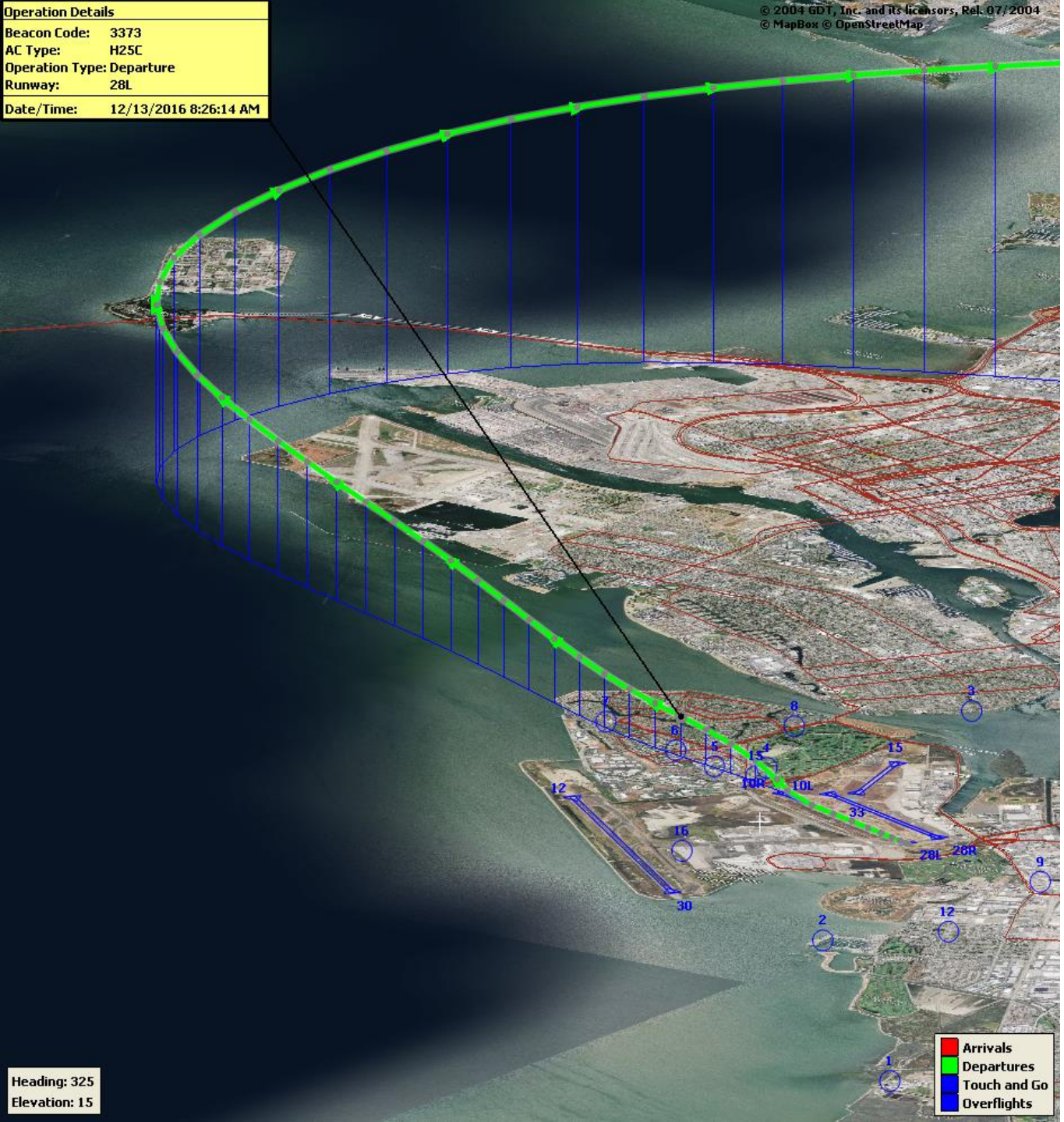
NOISE ABATEMENT REPORT

FIRST QUARTER 2024

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 First Quarter 2024				
	2023Q1		2024Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	94%	7%
Total Airport-wide Corporate Jet Departures	2,400	156	2,547	156
Runway 10R/L Jet Landing Compliance	84%	16%	87%	13%
Total Southeast Plan Corporate Jet Landings	566	107	490	75
North Field VFR Departure Compliance	92%	8%	95%	5%
Total Runways 28R/L & 33 Departures	172	15	175	9
North Field Quiet Hours Compliance	85%	15%	83%	17%
Total North Field Quiet Hours Departures	150	26	174	35
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	12,497	7	12,780	1
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,366	19	2,507	22
Runway 12 Night Departure Compliance	94%	6%	100%	0%
Total Runway 12 Night Turbojet Departures	769	52	437	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	2,759	2	3,083	4
100 Degree Radial Turbojet Landing Compliance	98%	2%	99%	1%
Total 100 Degree Radial Turbojet Landings	737	18	610	4
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	8	0	4	0
Note: N/C means non-compliant. Percentage values are rounded out.				

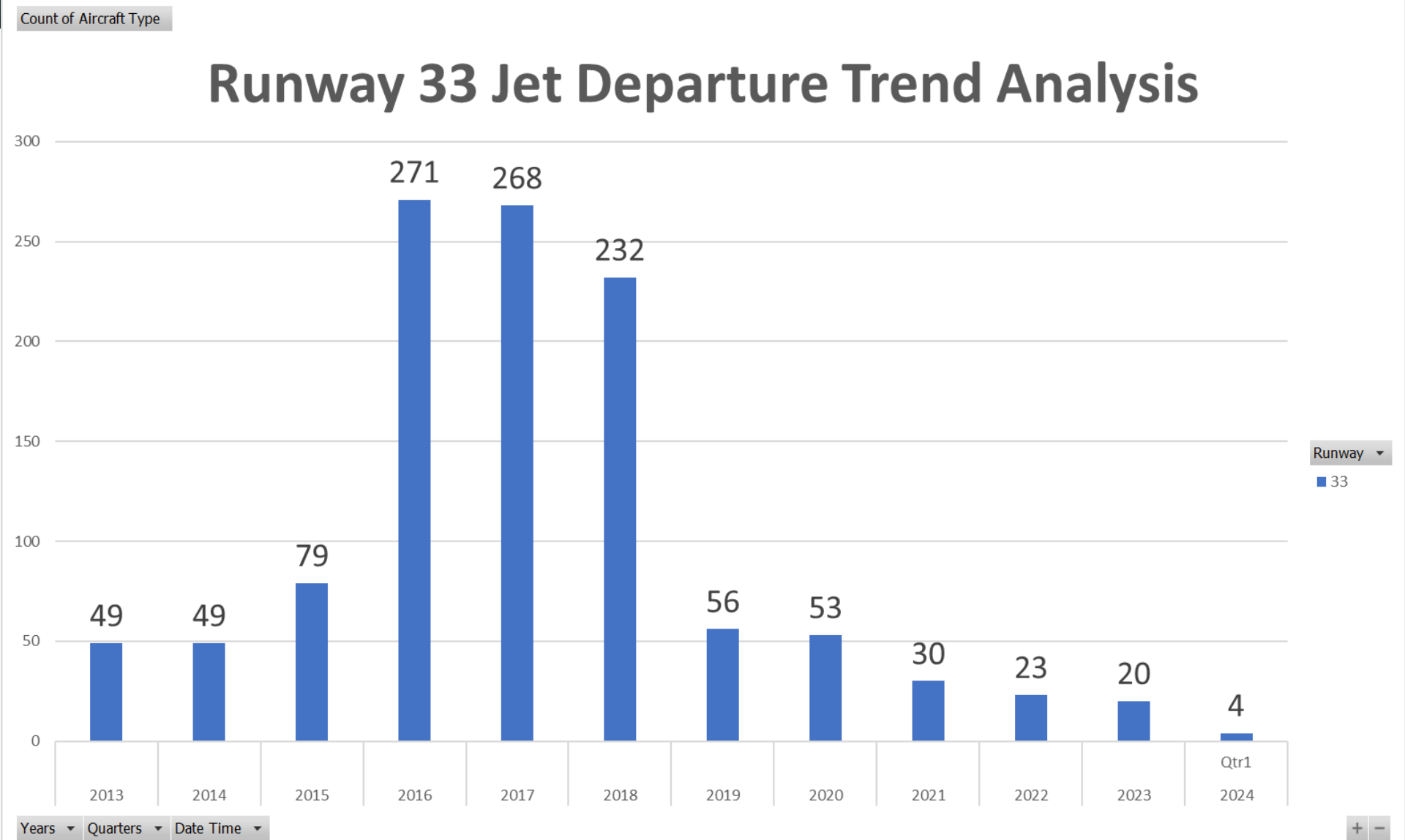


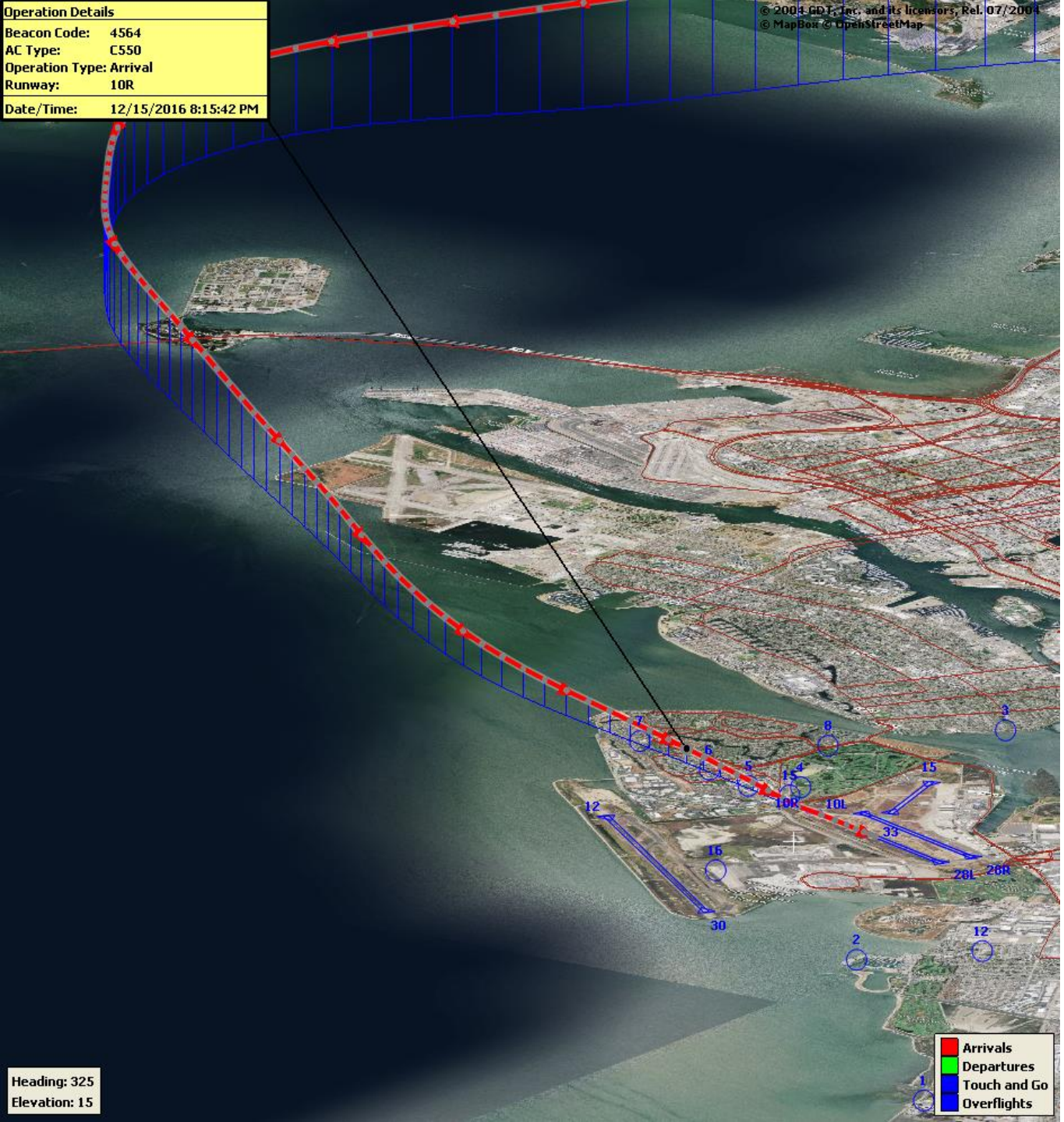
Runway 28R/L
Jet Departure NAP

2024Q1
94% Compliance
(2,703 total departures)
(156 non-compliant)

2023Q1
94% Compliance
(2,556 total departures)
(156 non-compliant)

RUNWAY 33 JET DEPARTURES
FIRST Quarter 2024

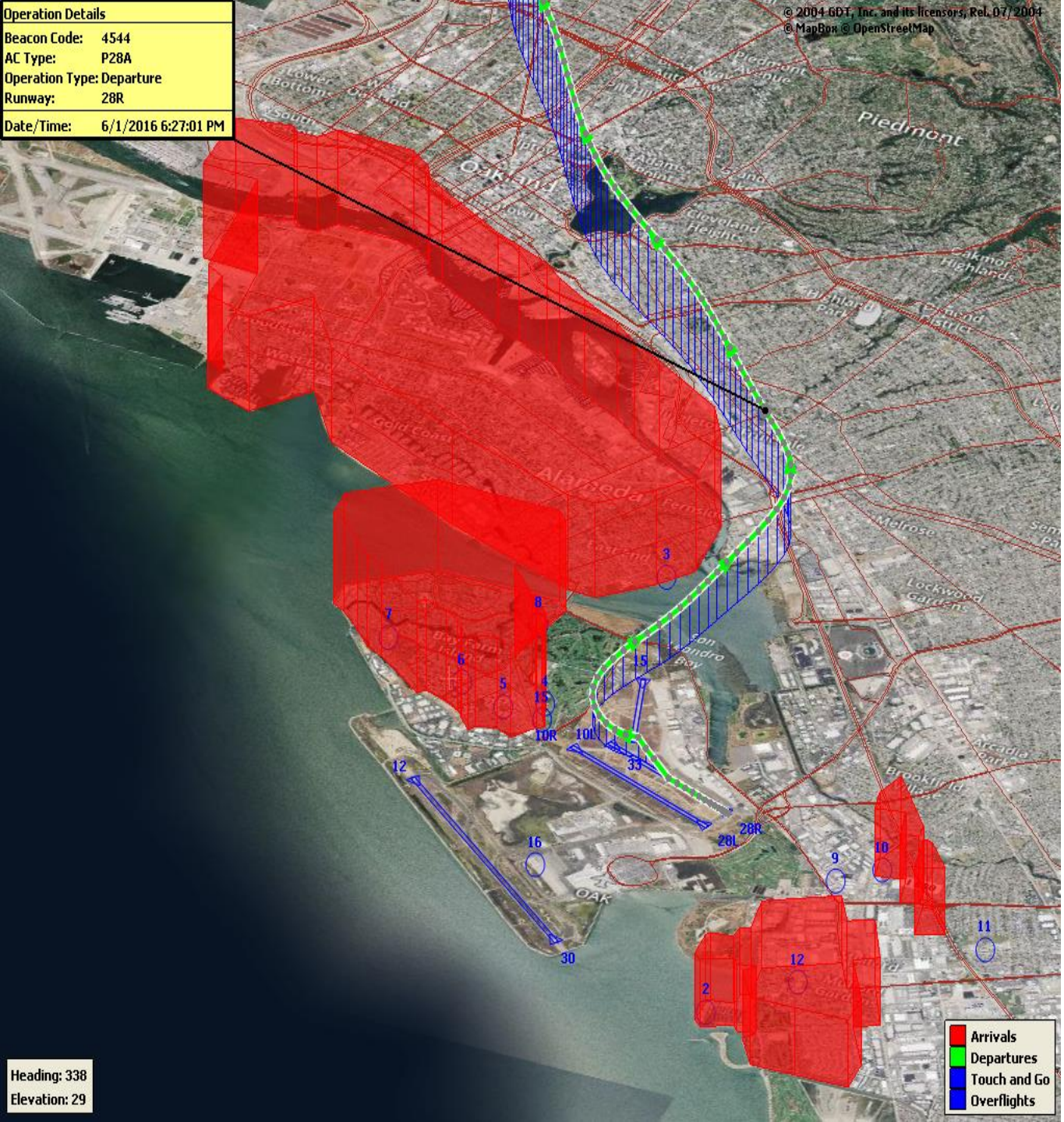




Runway 10R/L Jet Landing NAP

2024Q1
87% Compliance
(565 total landings)
(75 non-compliant)

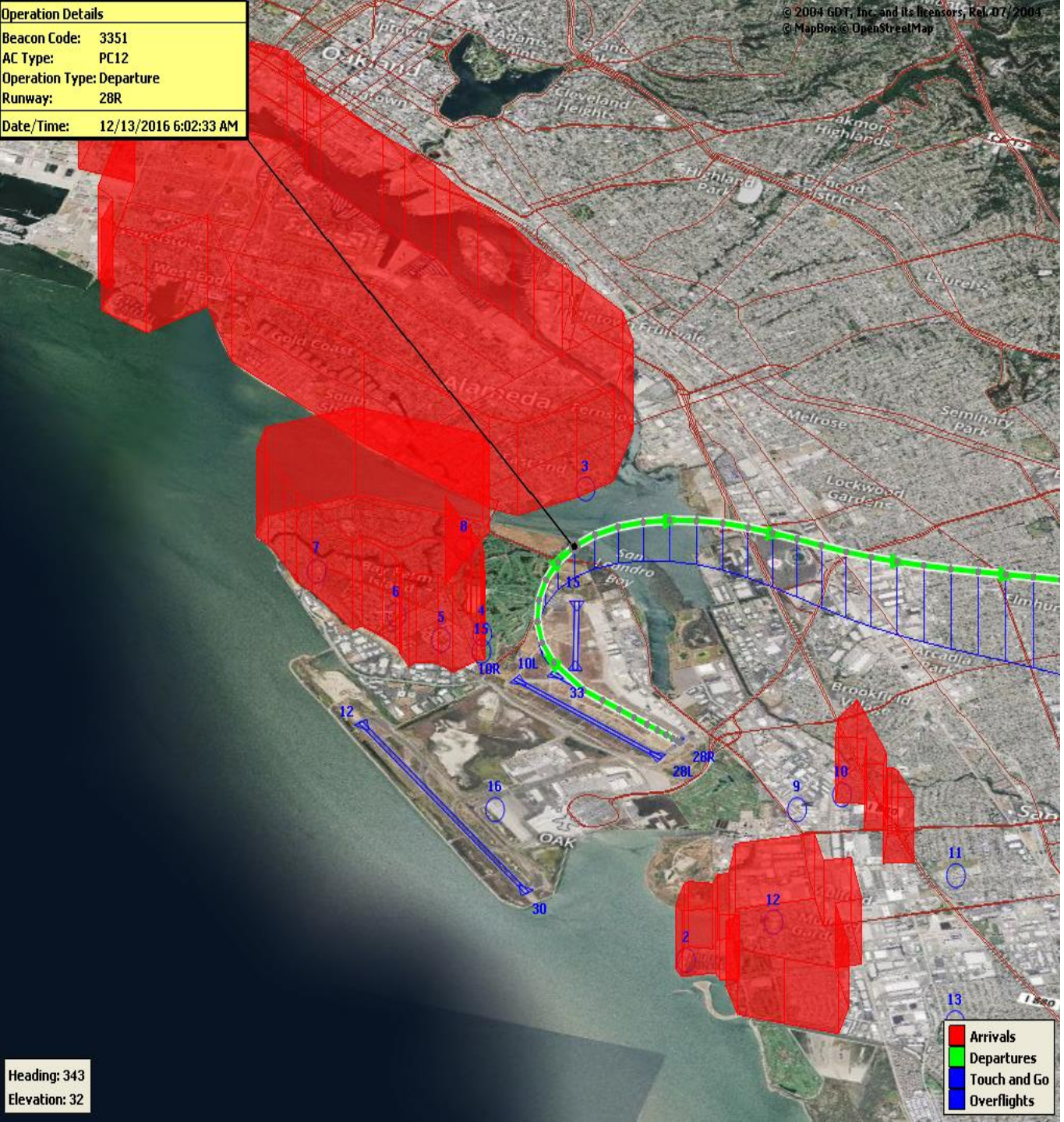
2023Q1
84% Compliance
(673 total landings)
(107 non-compliant)



VFR Aircraft Departure NAP

2024Q1
95% Compliance
(184 total departures)
(9 non-compliant)

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

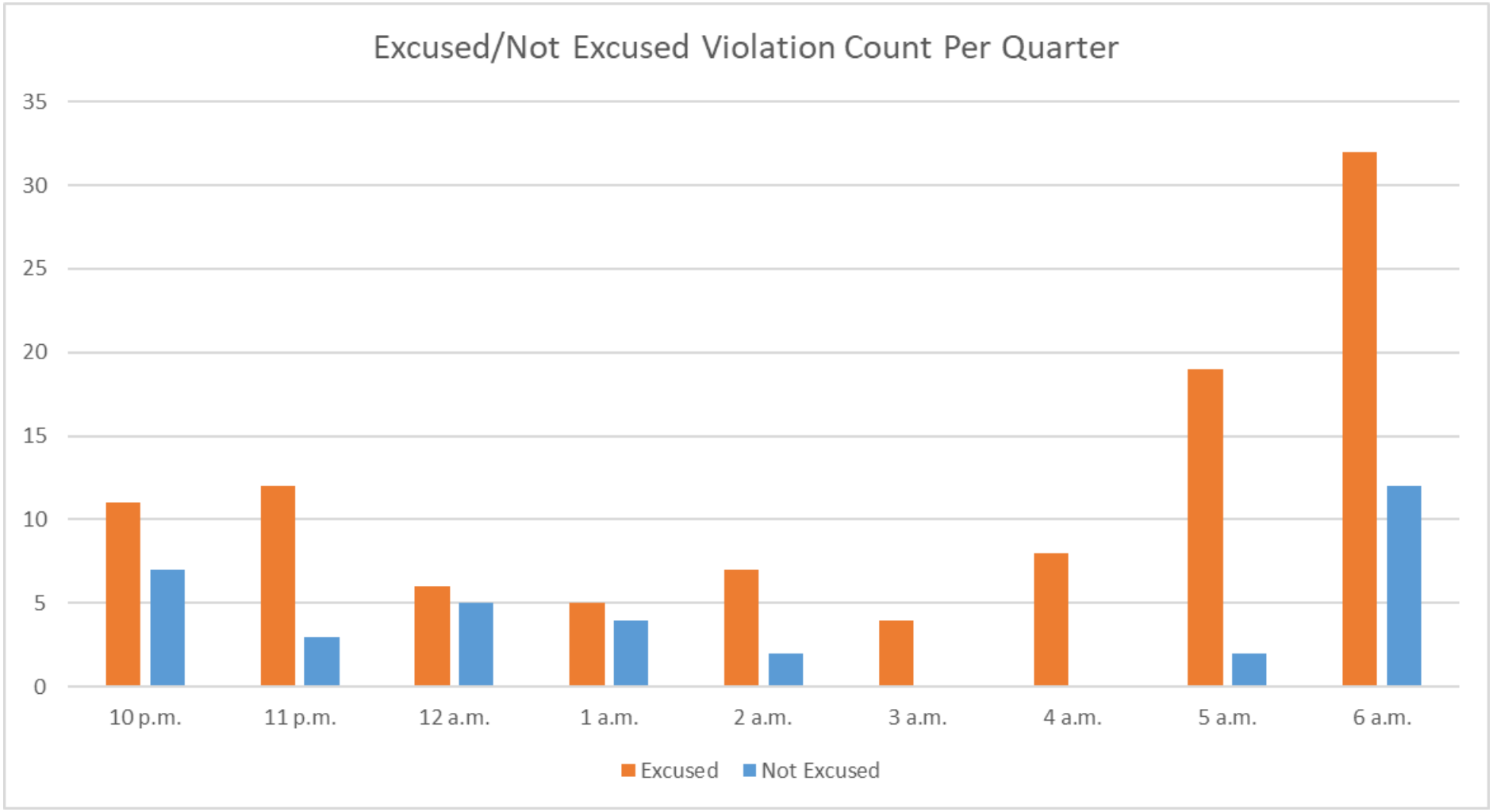


North Field
Quiet Hours NAP

2024Q1
83% Compliance
(209 total departures)
(35 non-compliant)

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

Quartely North Field Quiet Hours NAP Non-Compliant Per Quarter



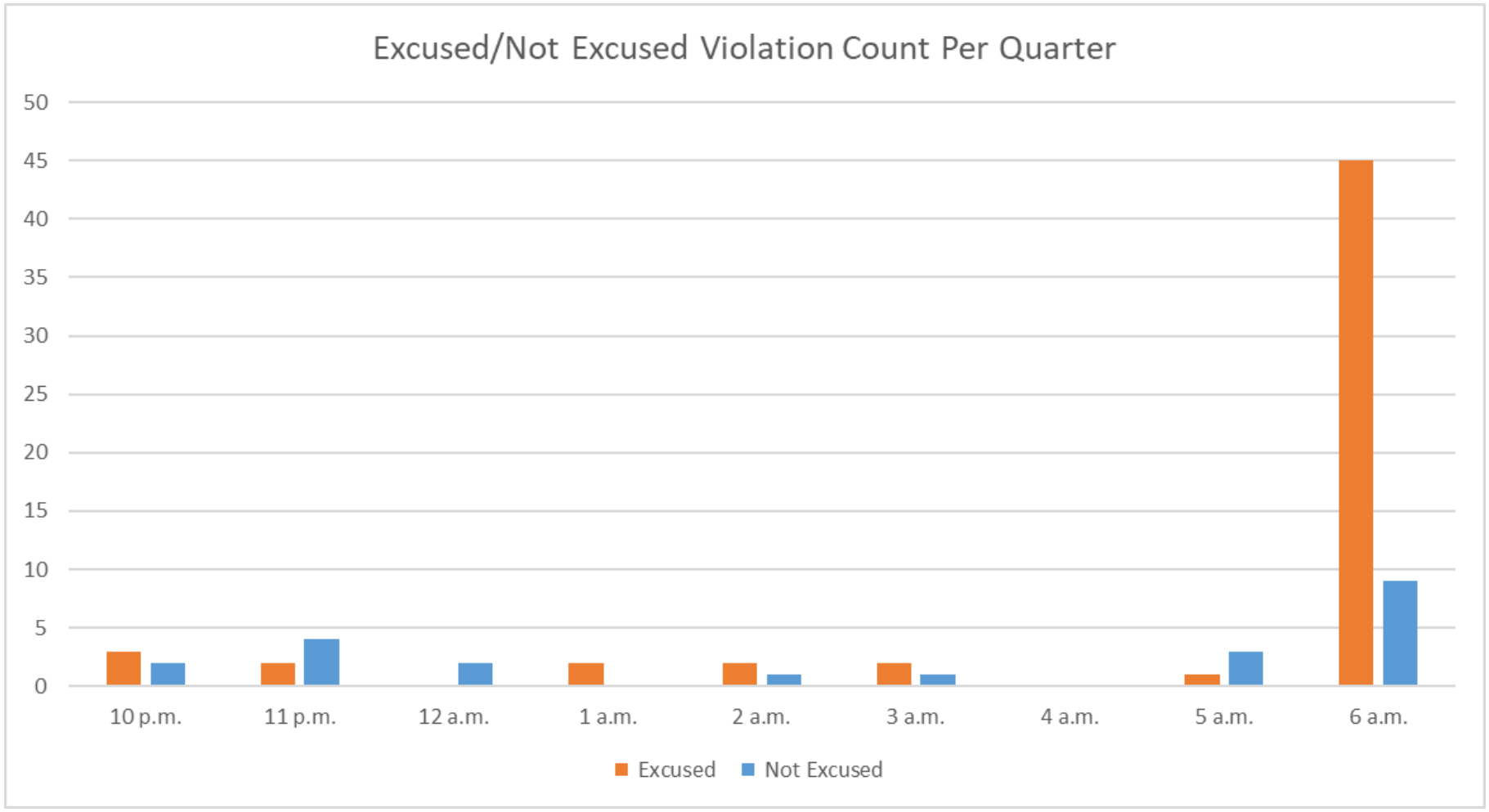
Night Time Departure NAP

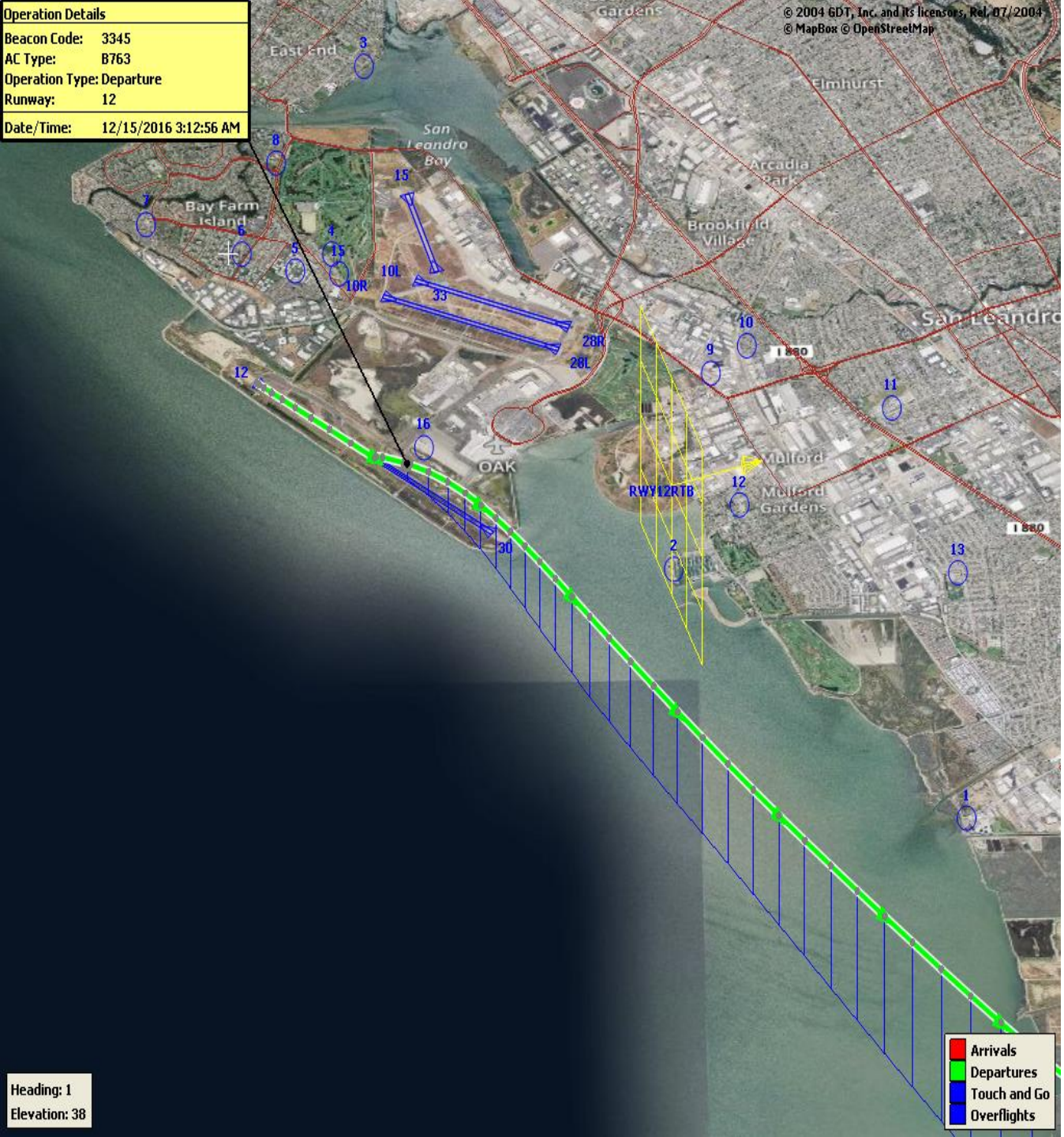
2024Q1
99% Compliance
(2,529 total departures)
(22 non-compliant)

***REBAS Gate non-compliant = 22**

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

Quarterly Night Time NAP Non-Compliant Count Per Quarter



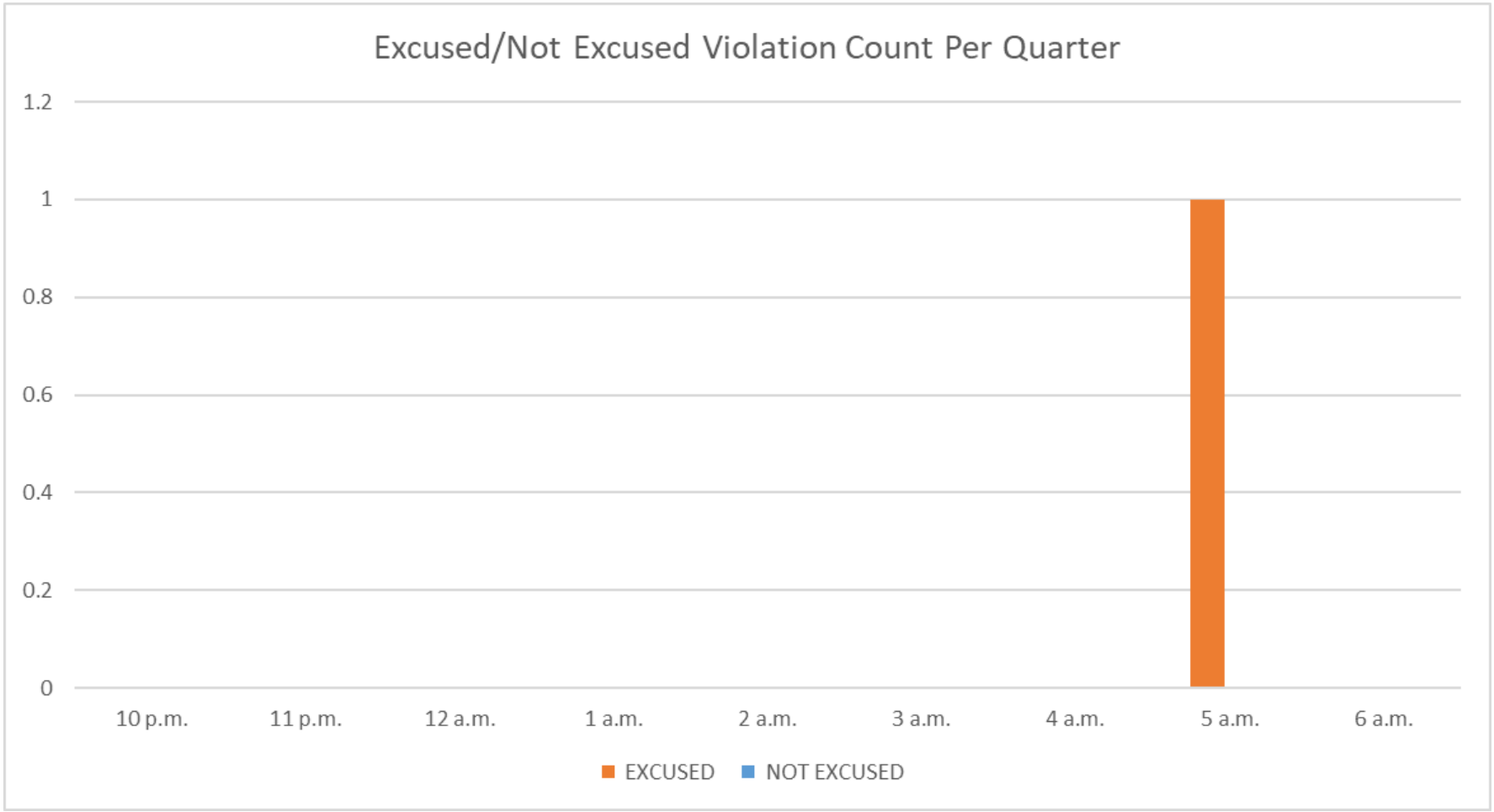


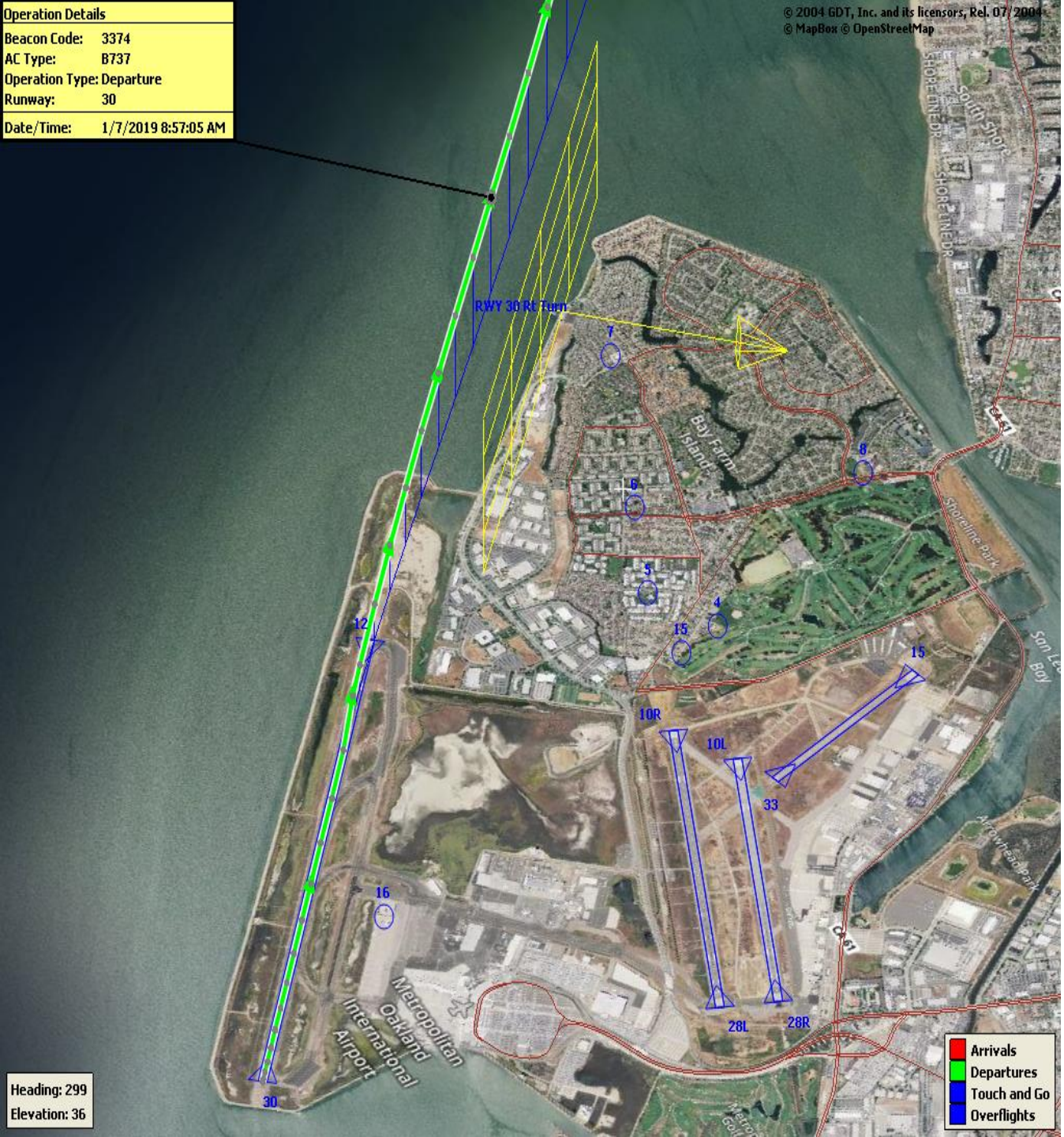
Runway 12 Night Departure NAP

2024Q1
100% Compliance
(437 total departures)
(0 non-compliant)

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

Quartely Runway 12 Night Departure Non-Compliant Count Per Quarter





Runway 30 Bay Farm Right Turn NAP

2024Q1
100% Compliance
(12,781 total departures)
(1 non-compliant)

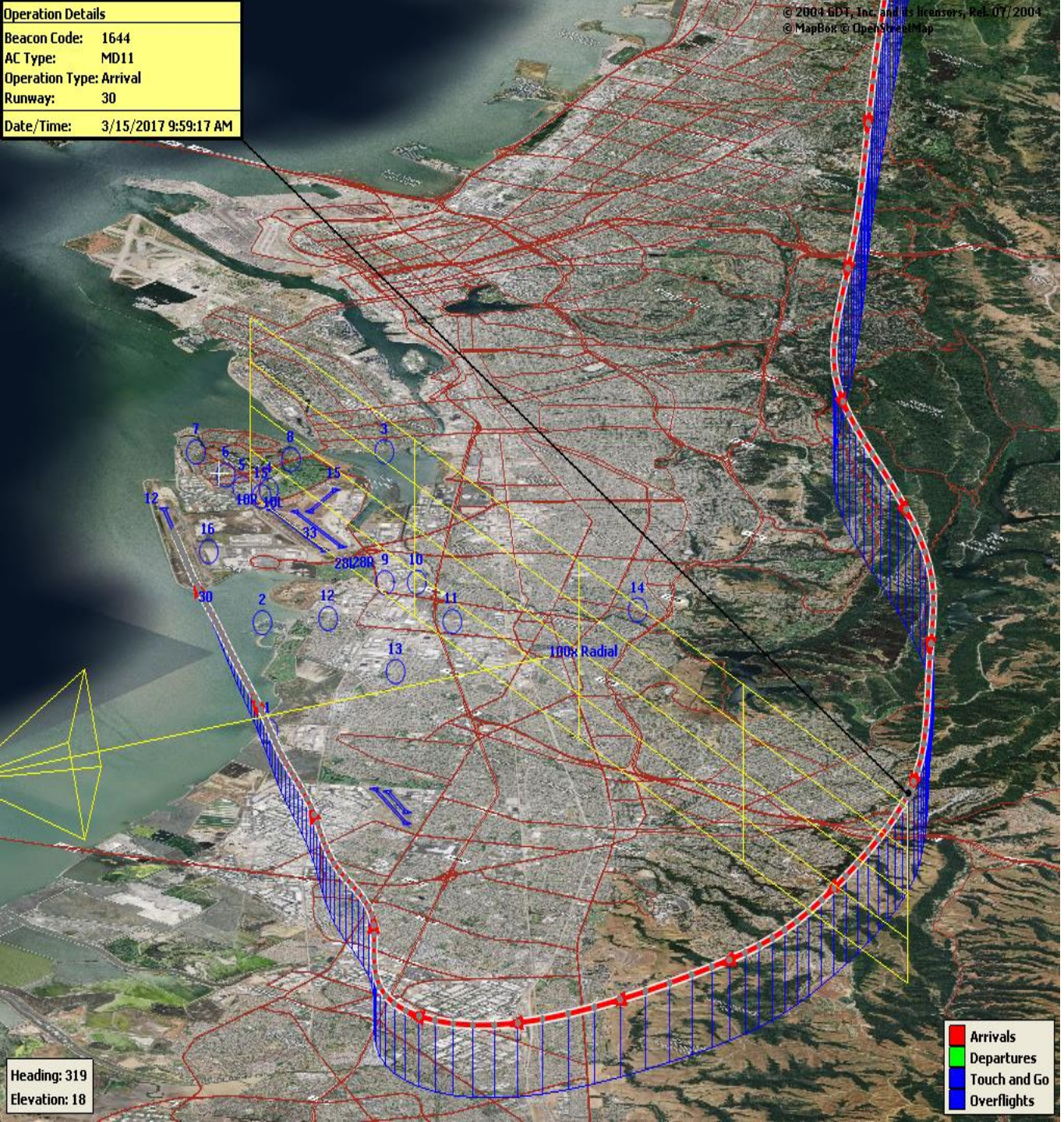
2023Q1
100% Compliance
(12,504 total departures)
(7 non-compliant)

Runway 30 East Turn NAP

2024Q1
100% Compliance
(3,087 total departures)
(4 non-compliant)

***Excused Departures = 4**

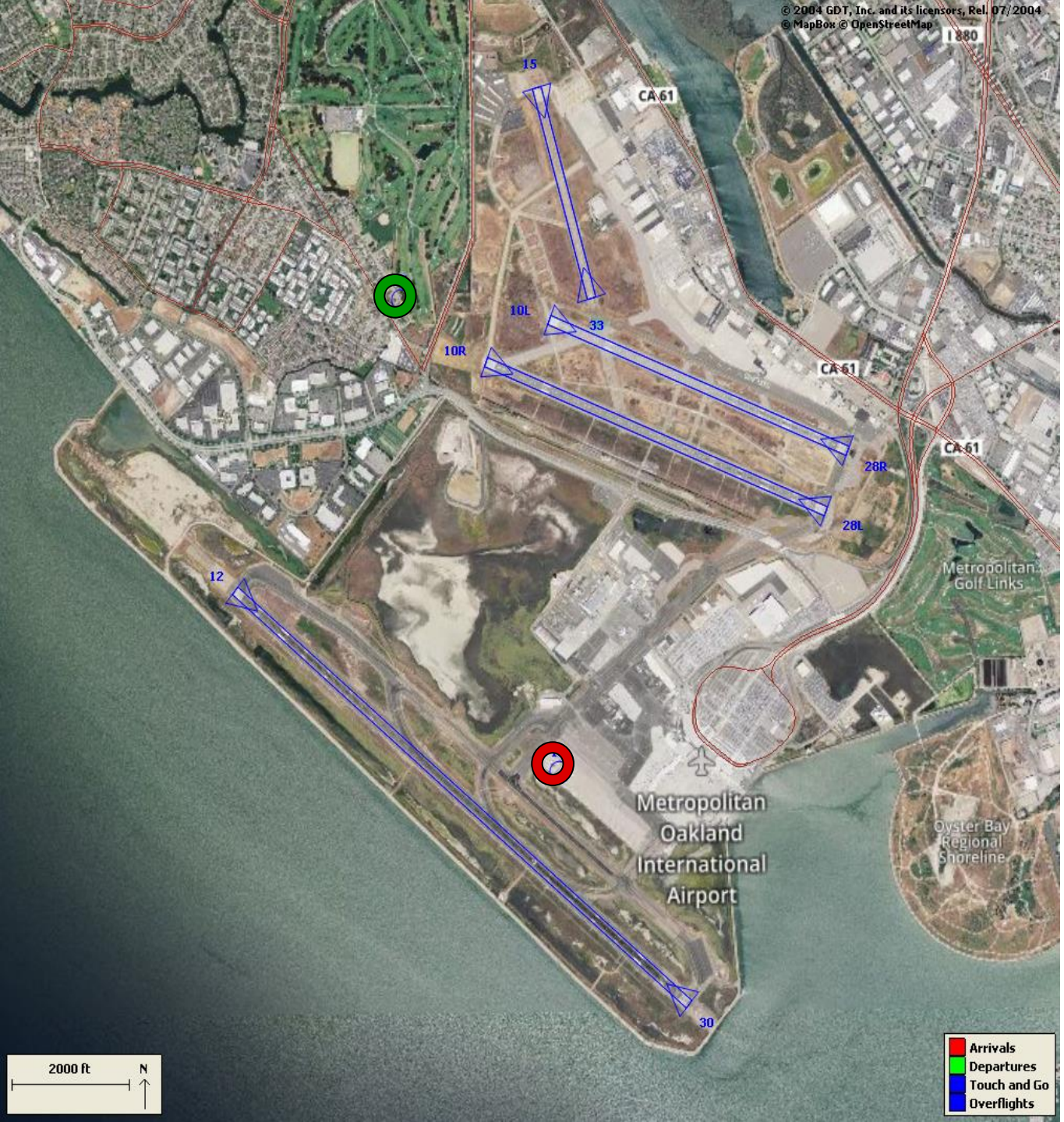
2023Q1
100% Compliance
(2,761 total departures)
(2 non-compliant)



100 Degree Radial
At 3,000 ft. NAP

2024Q1
99% Compliance
(614 total landings)
(4 non-compliant)

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



Engine Run-up NAP

2024Q1
100% Compliance
(4 engine run-ups)*
(0 non-compliant)

2023Q1
100% Compliance
(8 engine run-ups)
(0 non-compliant)

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

Compliance Monitoring Quarterly Summary Comparison
First Quarter 2024 - Quarter-to-Quarter

	2023Q4		2024Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	7%
Total Airport-wide Corporate Jet Departures	2,111	154	2,547	156
Runway 10R/L Jet Landing Compliance	83%	17%	87%	13%
Total Southeast Plan Corporate Jet Landings	163	33	490	75
North Field VFR Departure Compliance	92%	8%	95%	5%
Total Runways 28R/L & 33 Departures	228	19	175	9
North Field Quiet Hours Compliance	82%	18%	83%	17%
Total North Field Quiet Hours Departures	206	46	174	35
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,637	2	12,780	1
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,260	30	2,507	22
Runway 12 Night Departure Compliance	60%	40%	100%	0%
Total Runway 12 Night Turbojet Departures	32	21	437	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,943	3	3,083	4
100 Degree Radial Turbojet Landing Compliance	98%	2%	99%	1%
Total 100 Degree Radial Turbojet Landings	1,005	19	610	4
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	14	0	4	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 = 209

First Quarter 2024 (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	10	3	0.0	0.5%	2	0.0	0.4%	0	0.0	0.0%	15
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	31	6	0.1	1.1%	0	0.0	0.0%	0	0.0	0.0%	37
4	52	43	0.5	7.6%	51	0.6	9.0%	26	0.3	4.6%	172
5	57	19	0.2	3.4%	17	0.2	3.0%	34	0.4	6.0%	127
6	45	11	0.1	1.9%	19	0.2	3.4%	25	0.3	4.4%	100
7	11	16	0.2	2.8%	27	0.3	4.8%	3	0.0	0.5%	57
8	54	20	0.2	3.5%	1	0.0	0.2%	0	0.0	0.0%	75
9	18	30	0.3	5.3%	18	0.2	3.2%	3	0.0	0.5%	69
10	123	39	0.4	6.9%	12	0.1	2.1%	0	0.0	0.0%	174
11	22	8	0.1	1.4%	1	0.0	0.2%	0	0.0	0.0%	31
12	10	11	0.1	1.9%	5	0.1	0.9%	0	0.0	0.0%	26
13	25	2	0.0	0.4%	2	0.0	0.4%	0	0.0	0.0%	29
14	48	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	48
All NMTs	506	208	2	0	155	2	0	91	1	0	960

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 150

First Quarter 2024 (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	31	6	0.1	2.5%	0	0.0	0.0%	0	0.0	0.0%	37
4	52	43	0.5	18.0%	51	0.6	21.3%	26	0.3	10.9%	172
5	57	19	0.2	7.9%	17	0.2	7.1%	34	0.4	14.2%	127
6	45	11	0.1	4.6%	19	0.2	7.9%	25	0.3	10.5%	100
7	11	16	0.2	6.7%	27	0.3	11.3%	3	0.0	1.3%	57
8	54	20	0.2	8.4%	1	0.0	0.4%	0	0.0	0.0%	75
Total	**250**	**115**	**1.3**		**115**	**1.3**		**88**	**1.0**		**568**

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 59

First Quarter 2024 (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	18	30	0.3	9.1%	18	0.2	5.5%	3	0.0	0.9%	69
10	123	39	0.4	11.9%	12	0.1	3.7%	0	0.0	0.0%	174
11	22	8	0.1	2.4%	1	0.0	0.3%	0	0.0	0.0%	31
12	10	11	0.1	3.4%	5	0.1	1.5%	0	0.0	0.0%	26
13	25	2	0.0	0.6%	2	0.0	0.6%	0	0.0	0.0%	29
14	48	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	48
Total	**246**	**90**	**1.0**		**38**	**0.4**		**3**	**0.0**		**377**

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)
First Quarter 2023, NMT 2

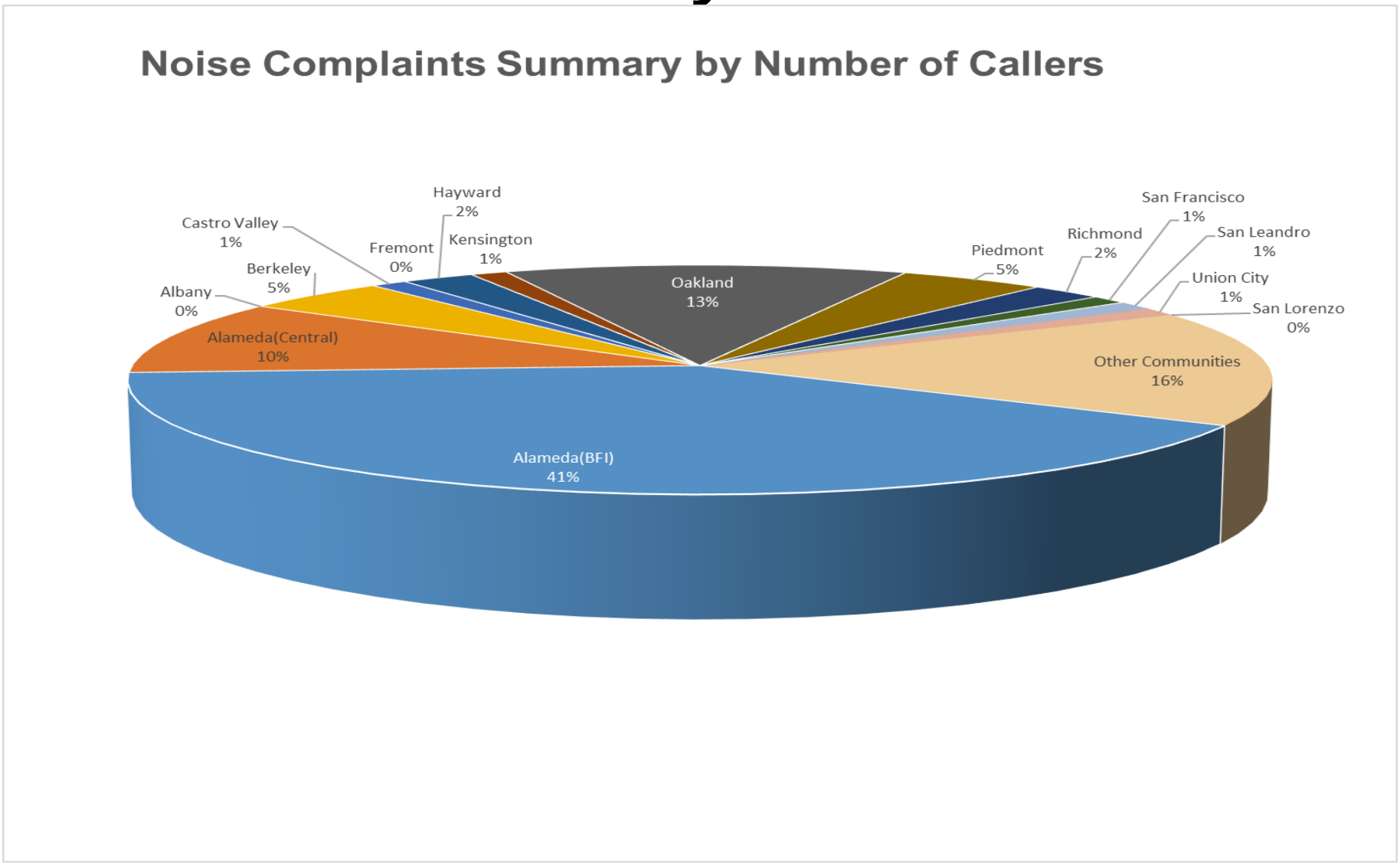
	Aircraft Departures		Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)
Baseline (November 2002) [A]						
DC10/MD10	87		32	69	78	22
MD11	32		13	70	79	24
A306	67		21	67	77	25
First Quarter 2023 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	217	72	63	65	74	19
DC10/MD10	0	-	-	-	-	-
MD11	164	55	73	68	77	20
A306	57	19	19	65	74	15
B757	86	29	30	65	75	19
B77L	103	34	21	65	73	14
Difference [A-B]						
DC10/MD10		-87	-32	-69	-78	-22
MD11		23	60	-2	-2	-4
A306		-48	-2	-2	-3	-10

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

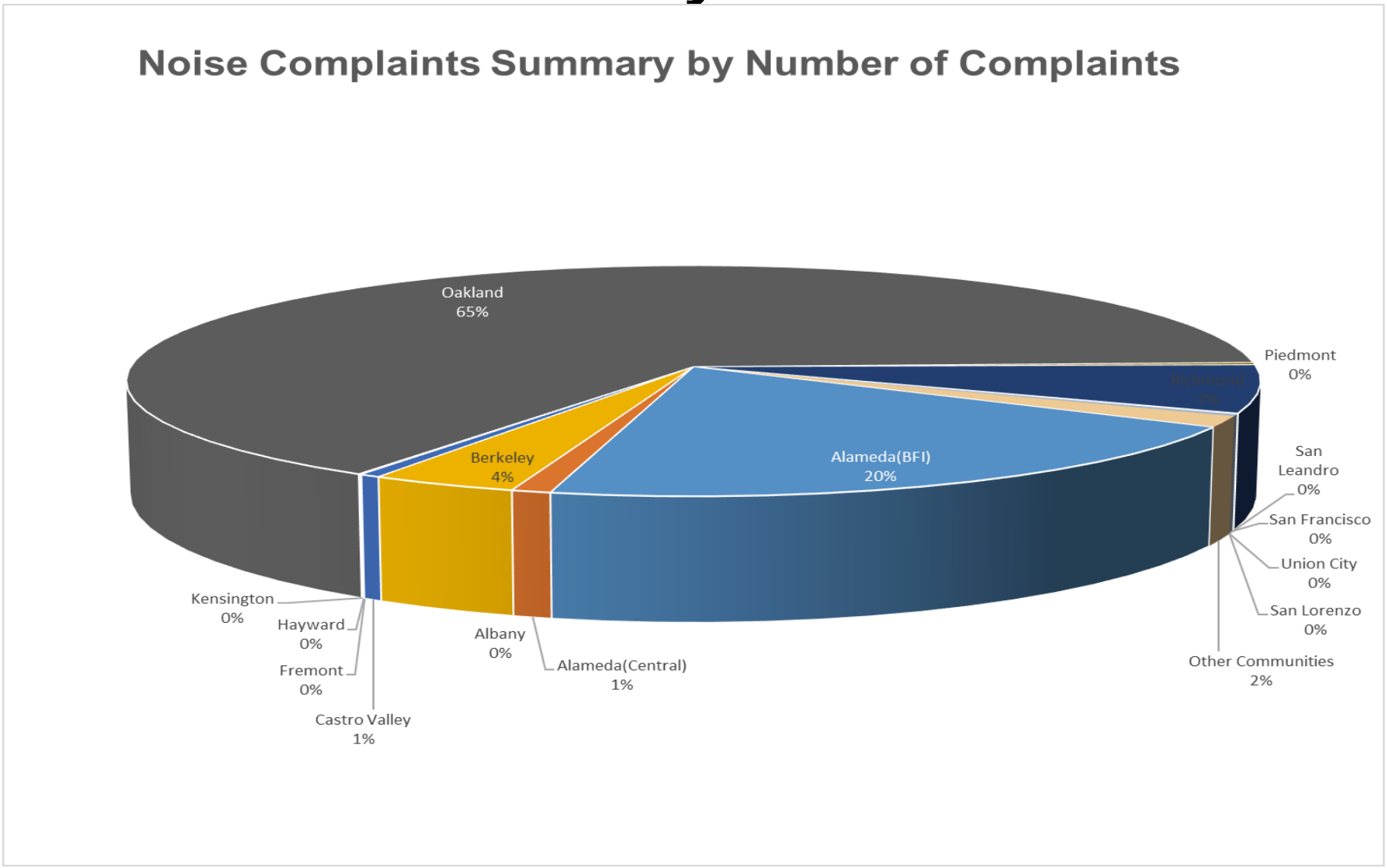
San Francisco Bay Oakland International Airport
Noise Complaint Summary
January 2024

Community	Callers	Complaints
Alameda(BFI)	35	769
Alameda(Central)	9	38
Albany	0	0
Berkeley	4	142
Castro Valley	1	20
Fremont	0	0
Hayward	2	2
Kensington	1	1
Oakland	11	2485
Piedmont	4	12
Richmond	2	253
San Francisco	1	3
San Leandro	1	10
Union City	1	1
San Lorenzo	0	0
Other Communities	14	60
Total	**86**	**3796**
Complaints by Type		
E-mail	2651	
Viewpoint App	1145	
Complaints by Time of Day		
Day (0700 - 1900)	669	
Evening (1900 - 2200)	783	
Night (2200 - 0700)	2344	
Complaints by Type of Operation		
Arrivals	2755	
Departures	948	
Over-flights	23	
Touch & Go	70	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	322	
Helicopter	36	
Jet	3285	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	2	
Propeller	109	
Turbo-prop	42	

Number of Callers
January 2024



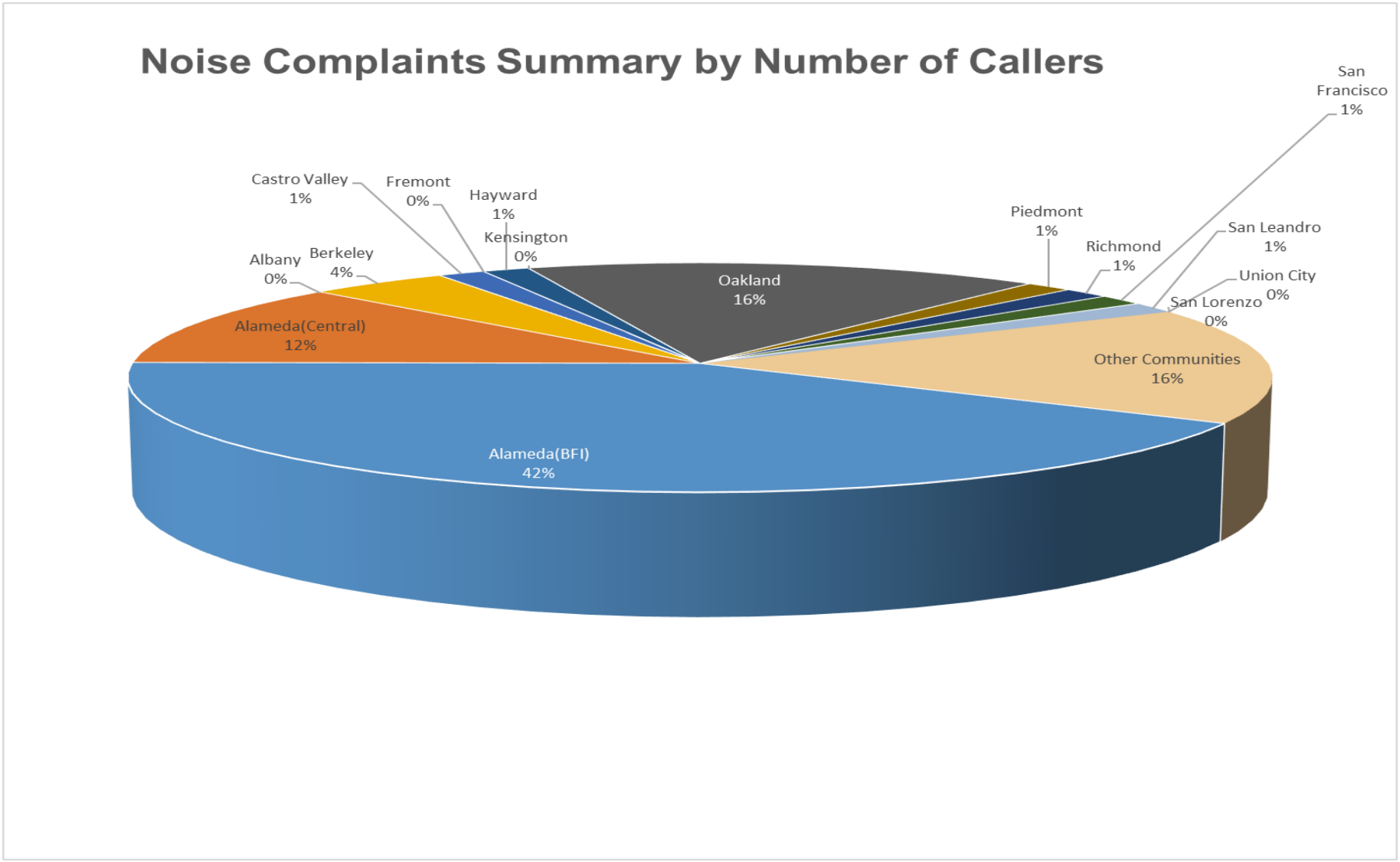
Number of Complaints January 2024



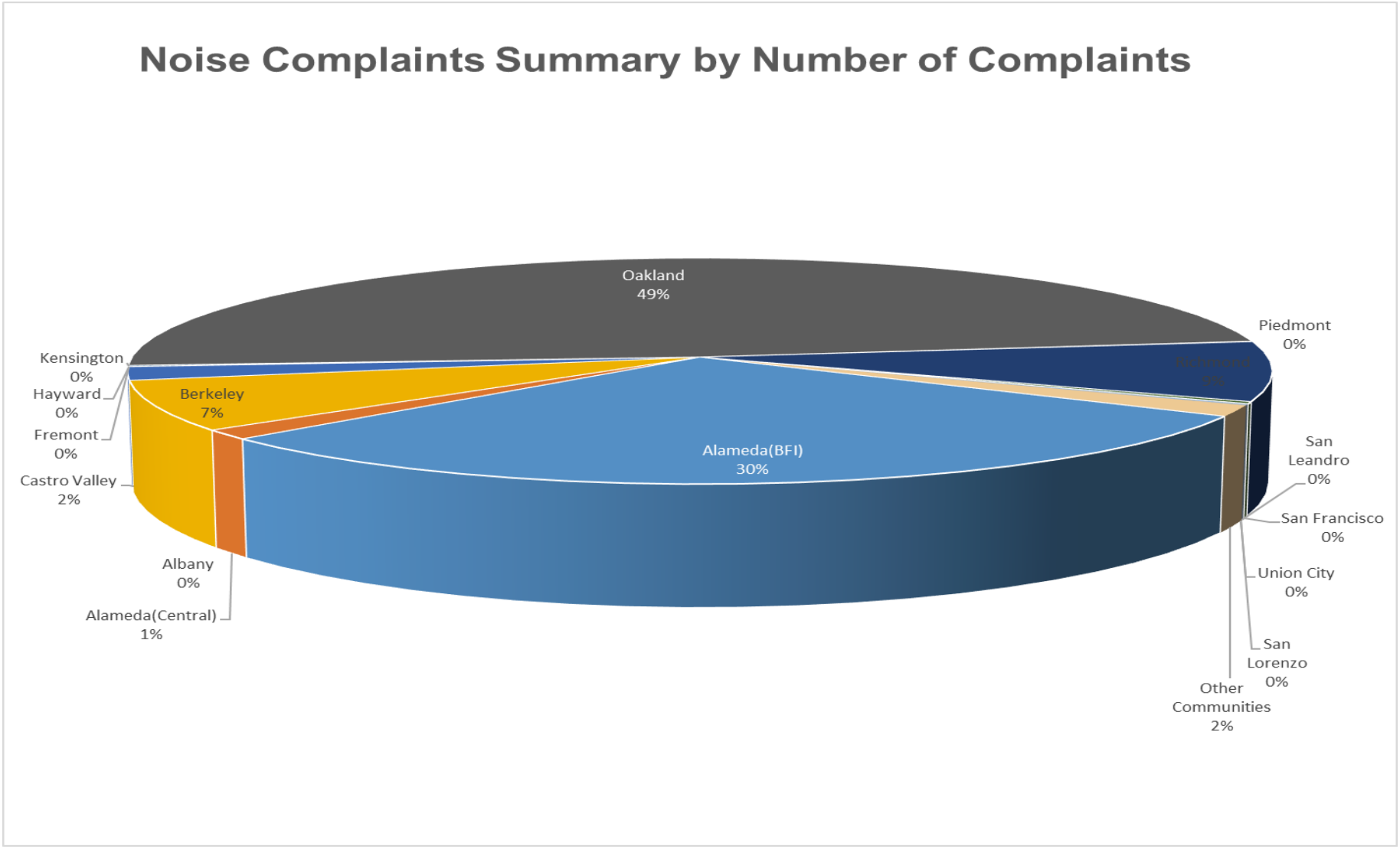
San Francisco Bay Oakland International Airport
Noise Complaint Summary
February 2024

Community	Callers	Complaints
Alameda(BFI)	28	516
Alameda(Central)	8	24
Albany	0	0
Berkeley	3	123
Castro Valley	1	33
Fremont	0	0
Hayward	1	3
Kensington	0	0
Oakland	11	844
Piedmont	1	1
Richmond	1	147
San Francisco	1	5
San Leandro	1	3
Union City	0	0
San Lorenzo	0	0
Other Communities	11	28
Total	**67**	**1727**
Complaints by Type		
E-mail	867	
Viewpoint App	860	
Complaints by Time of Day		
Day (0700 - 1900)	740	
Evening (1900 - 2200)	343	
Night (2200 - 0700)	644	
Complaints by Type of Operation		
Arrivals	947	
Departures	710	
Over-flights	21	
Touch & Go	49	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	210	
Helicopter	20	
Jet	1078	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	0	
Propeller	359	
Turbo-prop	60	

Number of Callers
February 2024



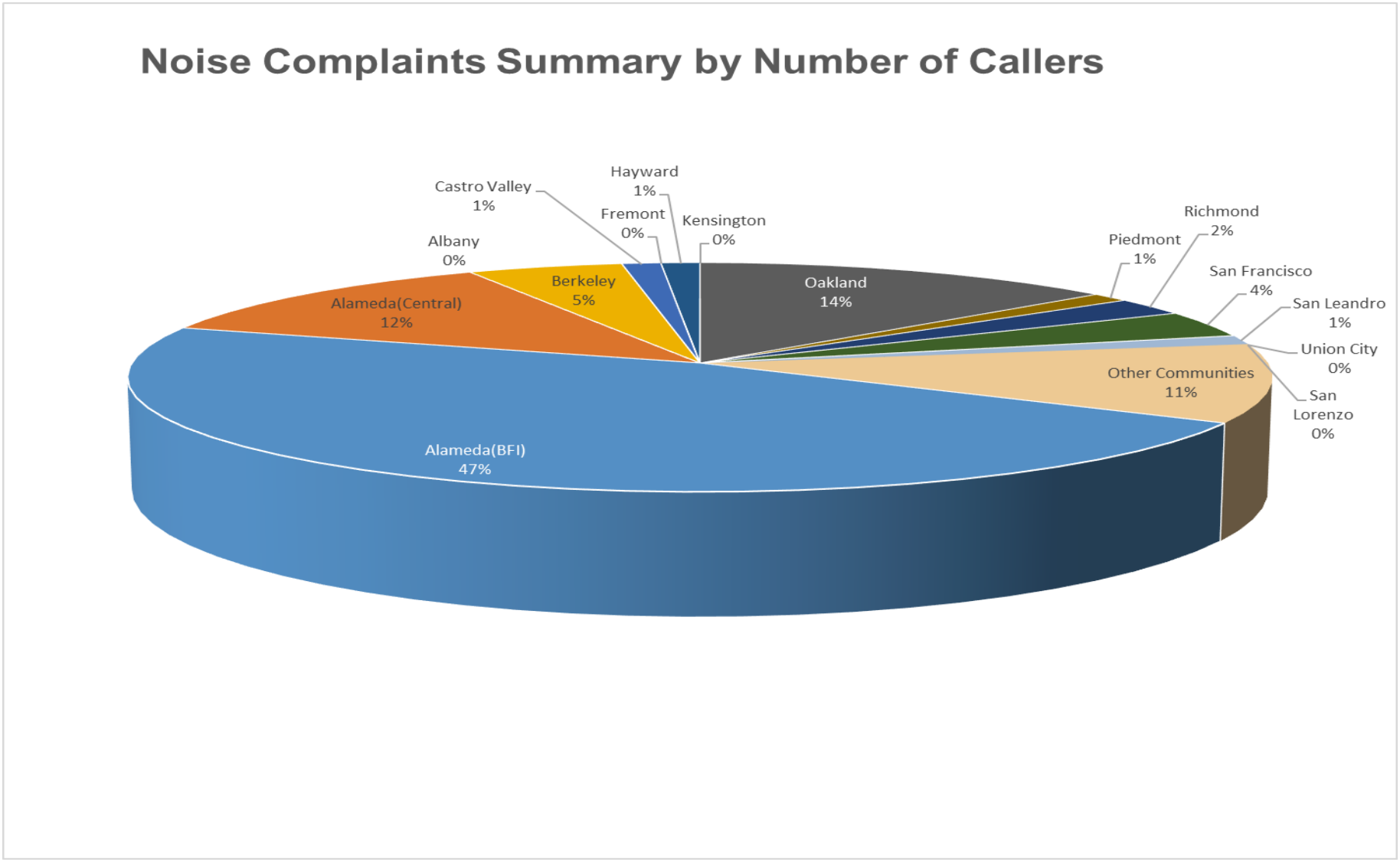
Number of Complaints February 2024



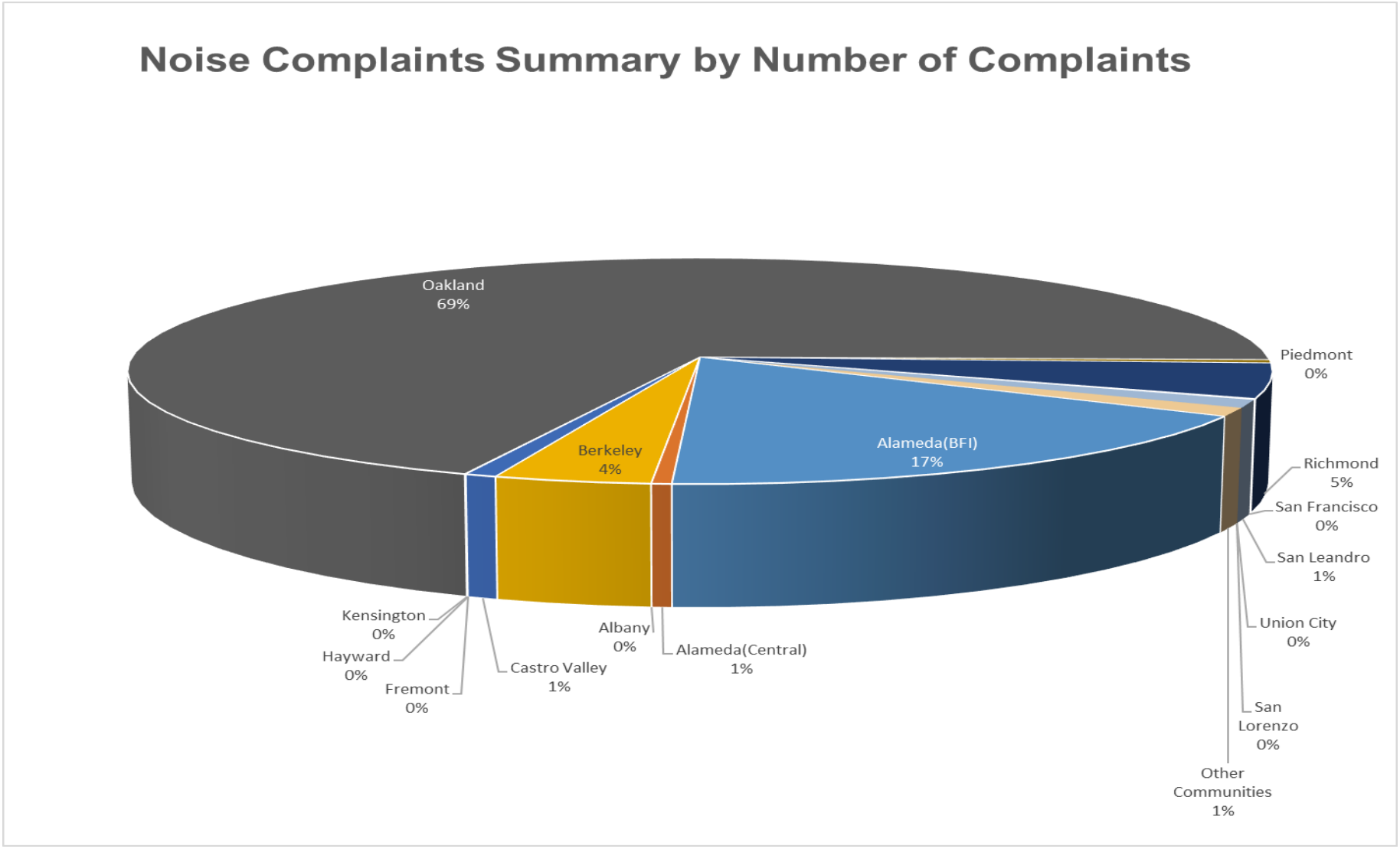
San Francisco Bay Oakland International Airport
Noise Complaint Summary
March 2024

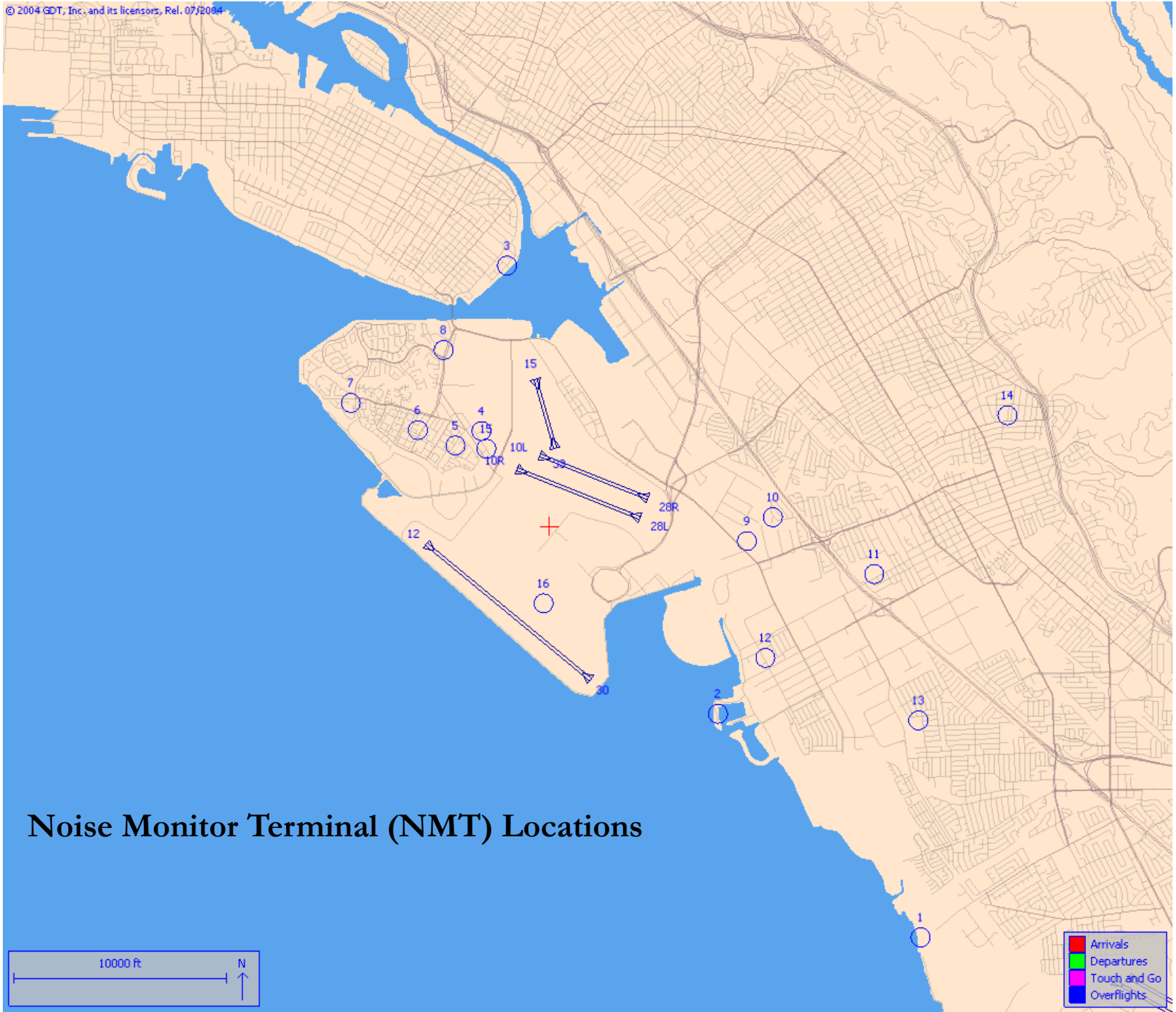
Community	Callers	Complaints
Alameda(BFI)	38	717
Alameda(Central)	10	21
Albany	0	0
Berkeley	4	163
Castro Valley	1	33
Fremont	0	0
Hayward	1	1
Kensington	0	0
Oakland	11	2866
Piedmont	1	19
Richmond	2	206
San Francisco	3	5
San Leandro	1	47
Union City	0	0
San Lorenzo	0	0
Other Communities	9	52
Total	**81**	**4130**
Complaints by Type		
E-mail	2998	
Viewpoint App	1132	
Complaints by Time of Day		
Day (0700 - 1900)	912	
Evening (1900 - 2200)	492	
Night (2200 - 0700)	2726	
Complaints by Type of Operation		
Arrivals	2776	
Departures	1156	
Over-flights	140	
Touch & Go	58	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	225	
Helicopter	45	
Jet	3393	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	141	
Propeller	238	
Turbo-prop	88	

Number of Callers
March 2024



Number of Complaints March 2024





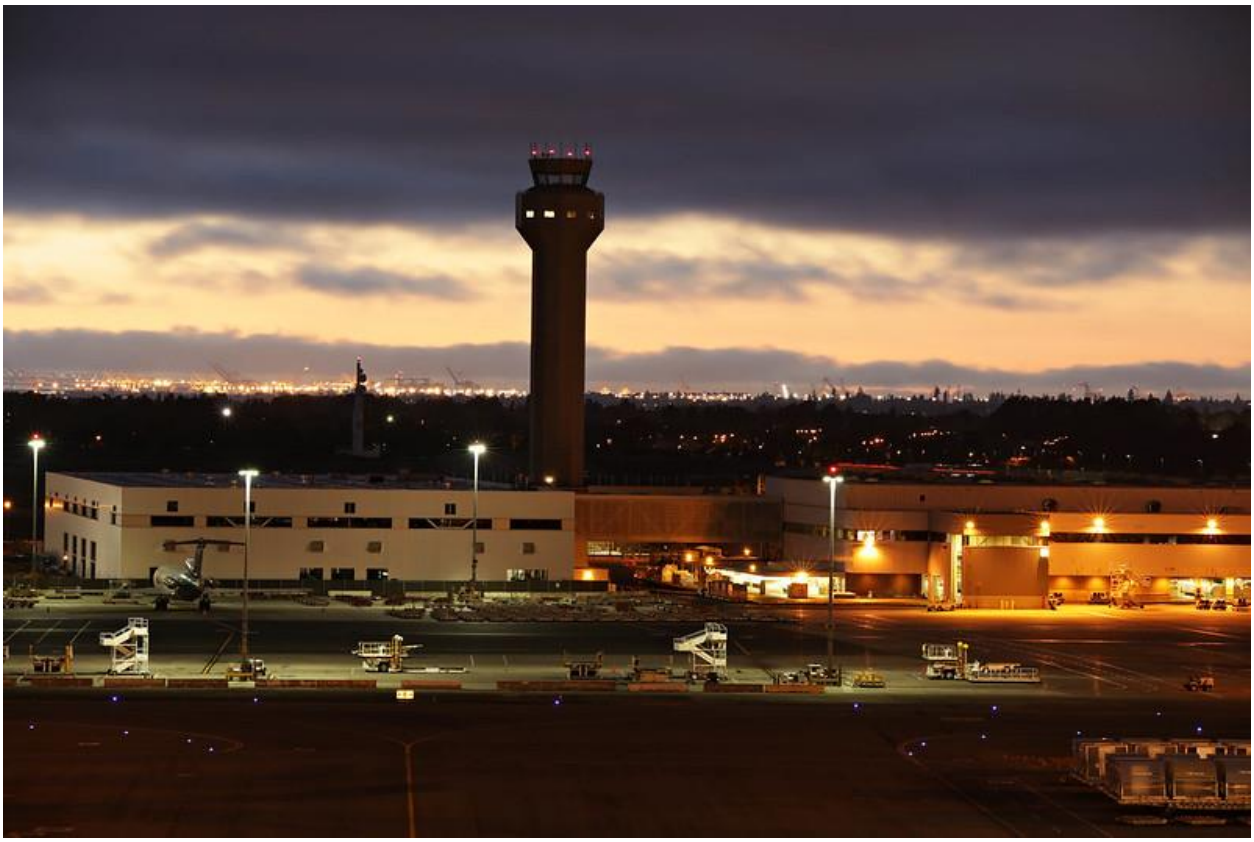
Noise Monitor Terminal (NMT) Locations

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

SAN FRANCISCO BAY
OAKLAND INTERNATIONAL
AIRPORT

Quarterly Aircraft Noise Report

First Quarter 2024



Prepared by
San Francisco Bay Oakland International Airport
Noise/Environmental Compliance Office

April 8, 2024

Table of Contents

- 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 San Francisco Bay 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 San Francisco Bay Oakland International Airport.

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison First Quarter 2024				
	2023Q1		2024Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	94%	7%
Total Airport-wide Corporate Jet Departures	2,400	156	2,547	156
Runway 10R/L Jet Landing Compliance	84%	16%	87%	13%
Total Southeast Plan Corporate Jet Landings	566	107	490	75
North Field VFR Departure Compliance	92%	8%	95%	5%
Total Runways 28R/L & 33 Departures	172	15	175	9
North Field Quiet Hours Compliance	85%	15%	83%	17%
Total North Field Quiet Hours Departures	150	26	174	35
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	12,497	7	12,780	1
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,366	19	2,507	22
Runway 12 Night Departure Compliance	94%	6%	100%	0%
Total Runway 12 Night Turbojet Departures	769	52	437	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	2,759	2	3,083	4
100 Degree Radial Turbojet Landing Compliance	98%	2%	99%	1%
Total 100 Degree Radial Turbojet Landings	737	18	610	4
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	8	0	4	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure
Compliance Summary
First Quarter 2024

	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	849	888	966	2,703
Compliant Corporate Jet Departures	800	843	904	2,547
Non-compliant Corporate Jet Departures	49	45	62	156
Corporate Jet Departure Compliance Rate	94%	95%	94%	94%
Excused Jet Departures	29	28	49	106
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,484	5,125	5,668	16,277
Compliant Airport-wide Jet Departures	5,435	5,080	5,606	16,121
Non-compliant Airport-wide Jet Departures	49	45	62	156
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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Runway 10R/L Jet Aircraft Landing Noise Abatement Procedure

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary First Quarter 2024				
	January	February	March	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	182	216	167	565
Compliant SE Plan Corporate Jet Landings	164	176	150	490
Non-compliant SE Plan Corporate Jet Landings	18	40	17	75
SE Plan Corporate Jet Landing Compliance Rate	90%	81%	90%	87%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	1,118	1,092	897	3,107
Airport-wide Compliant SE Plan Jet Landings	1,100	1,052	880	3,032
Airport-wide Non-compliant SE Plan Landings	18	40	17	75
Airport-wide Jet Landing SE PlanCompliance Rate	98%	96%	98%	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 Compliance Summary First Quarter 2024				
	January	February	March	Quarterly
Total VFR Departures	64	46	74	184
Total VFR Departures Over Alameda	16	12	7	35
Compliant Departures	63	41	71	175
Non-compliant Departures	1	5	3	9
Compliance Rate	98%	89%	96%	95%

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NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

North Field Quiet Hours Compliance Summary
(10:00 p.m. to 7:00 a.m.)
First Quarter 2024

	January	February	March	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	56	69	84	209
Compliant Night Departures	46	57	71	174
Average Compliant Departures per Night	1.5	1.8	2.3	1.91
Non-Compliant Night Departures	10	12	13	35
Average Non-Compliant Departures per Night	0.3	0.4	0.4	0.4
Night Departure Compliance Rate	82%	83%	85%	83%

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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

The Nighttime SEL Noise Measurements Report provides a summary of aircraft departure noise measurements of SEL (sound exposure level) that are equal to or greater than 80 dB (decibels). The data is being reported in this format to simplify the aircraft noise event review process by focusing on the most significant noise events and to the levels that may cause sleep disturbance for some residents in adjacent communities. All aircraft noise measurements between 10:00 p.m. and 7:00

a.m. are evaluated in this report. Supplementary tables 2 and 3 provide data for aircraft departure noise measurements based upon the runway used for departure. (Note: All community-based NMTs are included in the report with the exception of NMT 15, which is used for monitoring compliance with the aircraft engine maintenance run-up noise abatement program. For this purpose, noise measurements at NMT 15 are correlated with those at NMT 16 during aircraft engine run-up activities conducted in the Ground Run-up Enclosure or GRE.)

Noise Monitor Terminal (NMT) Locations

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Table 1. North Field Night Aircraft Departure SEL Noise Measurements Total Aircraft Departures = 209											
First Quarter 2024 (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	10	3	0.0	0.5%	2	0.0	0.4%	0	0.0	0.0%	15
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	31	6	0.1	1.1%	0	0.0	0.0%	0	0.0	0.0%	37
4	52	43	0.5	7.6%	51	0.6	9.0%	26	0.3	4.6%	172
5	57	19	0.2	3.4%	17	0.2	3.0%	34	0.4	6.0%	127
6	45	11	0.1	1.9%	19	0.2	3.4%	25	0.3	4.4%	100
7	11	16	0.2	2.8%	27	0.3	4.8%	3	0.0	0.5%	57
8	54	20	0.2	3.5%	1	0.0	0.2%	0	0.0	0.0%	75
9	18	30	0.3	5.3%	18	0.2	3.2%	3	0.0	0.5%	69
10	123	39	0.4	6.9%	12	0.1	2.1%	0	0.0	0.0%	174
11	22	8	0.1	1.4%	1	0.0	0.2%	0	0.0	0.0%	31
12	10	11	0.1	1.9%	5	0.1	0.9%	0	0.0	0.0%	26
13	25	2	0.0	0.4%	2	0.0	0.4%	0	0.0	0.0%	29
14	48	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	48
All NMTs	506	208	2	0	155	2	0	91	1	0	960

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 150											
First Quarter 2024 (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	31	6	0.1	2.5%	0	0.0	0.0%	0	0.0	0.0%	37
4	52	43	0.5	18.0%	51	0.6	21.3%	26	0.3	10.9%	172
5	57	19	0.2	7.9%	17	0.2	7.1%	34	0.4	14.2%	127
6	45	11	0.1	4.6%	19	0.2	7.9%	25	0.3	10.5%	100
7	11	16	0.2	6.7%	27	0.3	11.3%	3	0.0	1.3%	57
8	54	20	0.2	8.4%	1	0.0	0.4%	0	0.0	0.0%	75
Total	**250**	**115**	**1.3**		**115**	**1.3**		**88**	**1.0**		**568**

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 59											
First Quarter 2024 (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	18	30	0.3	9.1%	18	0.2	5.5%	3	0.0	0.9%	69
10	123	39	0.4	11.9%	12	0.1	3.7%	0	0.0	0.0%	174
11	22	8	0.1	2.4%	1	0.0	0.3%	0	0.0	0.0%	31
12	10	11	0.1	3.4%	5	0.1	1.5%	0	0.0	0.0%	26
13	25	2	0.0	0.6%	2	0.0	0.6%	0	0.0	0.0%	29
14	48	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	48
Total	**246**	**90**	**1.0**		**38**	**0.4**		**3**	**0.0**		**377**

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary First Quarter 2024				
	January	February	March	Quarterly
Runway 30 Turbojet Departures	4,327	3,897	4,557	12,781
Compliant Departures	4,326	3,897	4,557	12,780
Non-compliant Departures	1	0	0	1
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am First Quarter 2024				
	January	February	March	Quarterly
Runway 30 Nighttime Turbojet Departures	819	749	961	2,529
Buffer Time Departures	14	12	9	35
Compliant Departures	811	743	953	2,507
Non-compliant Departures	8	6	8	22
HUSSH gate misses	5	2	5	12
NIITE gate misses	7	3	8	18
REBAS gate misses	8	6	8	22
Compliance Rate	99%	99%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FEDEX

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

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

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) First Quarter 2023, NMT 2						
	Aircraft Departures		Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)
Baseline (November 2002) [A]						
DC10/MD10	87		32	69	78	22
MD11	32		13	70	79	24
A306	67		21	67	77	25
First Quarter 2023 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	217	72	63	65	74	19
DC10/MD10	0	-	-	-	-	-
MD11	164	55	73	68	77	20
A306	57	19	19	65	74	15
B757	86	29	30	65	75	19
B77L	103	34	21	65	73	14
Difference [A-B]						
DC10/MD10		-87	-32	-69	-78	-22
MD11		23	60	-2	-2	-4
A306		-48	-2	-2	-3	-10

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

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) First Quarter 2024				
	January	**February**	**March**	**Quarterly**
Jet Departures	**139**	**144**	**154**	**437**
Non-Compliant Departures	**0**	**0**	**0**	**0**
Compliant Departures	**139**	**144**	**154**	**437**
Compliance Rate	**100%**	**100%**	**100%**	**100%**
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program
First Quarter 2024

	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	1	0	0	1
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	0	2	1	3
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	1	2	1	4
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
First Quarter 2024

	January	February	March	Quarterly
Total Runway 30 East Turn Turbojet Departures	1,047	977	1,063	3,087
Non-compliant Turbojet Departures	2	2	0	4
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,045	975	1,063	3,083
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	4	0	0	4

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

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100 Degree Radial Turbojet Landing Procedure

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary First Quarter 2024				
	January	February	March	Quarterly
Turbojets on Downwind RWY 30 Approach	217	214	183	614
Non-compliant Turbojets	2	1	1	4
Total Turbojet Aircraft Above 3K Feet ASL*	215	213	182	610
Compliance Rate	99%	100%	99%	99%
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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San Francisco Bay Oakland International Airport Noise Complaint Summary January 2024		
Community	**Callers**	**Complaints**
Alameda(BFI)	35	769
Alameda(Central)	9	38
Albany	0	0
Berkeley	4	142
Castro Valley	1	20
Fremont	0	0
Hayward	2	2
Kensington	1	1
Oakland	11	2485
Piedmont	4	12
Richmond	2	253
San Francisco	1	3
San Leandro	1	10
Union City	1	1
San Lorenzo	0	0
Other Communities	14	60
Total	**86**	**3796**
Complaints by Type		
E-mail	2651	
View point App	1145	
Complaints by Time of Day		
Day (0700 - 1900)	669	
Evening (1900 - 2200)	783	
Night (2200 - 0700)	2344	
Complaints by Type of Operation		
Arrivals	2755	
Departures	948	
Over-flights	23	
Touch & Go	70	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	322	
Helicopter	36	
Jet	3285	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	2	
Propeller	109	
Turbo-prop	42	

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San Francisco Bay Oakland International Airport Noise Complaint Summary February 2024		
Community	**Callers**	**Complaints**
Alameda(BFI)	28	516
Alameda(Central)	8	24
Albany	0	0
Berkeley	3	123
Castro Valley	1	33
Fremont	0	0
Hayward	1	3
Kensington	0	0
Oakland	11	844
Piedmont	1	1
Richmond	1	147
San Francisco	1	5
San Leandro	1	3
Union City	0	0
San Lorenzo	0	0
Other Communities	11	28
Total	**67**	**1727**
Complaints by Type		
E-mail	867	
View point App	860	
Complaints by Time of Day		
Day (0700 - 1900)	740	
Evening (1900 - 2200)	343	
Night (2200 - 0700)	644	
Complaints by Type of Operation		
Arrivals	947	
Departures	710	
Over-flights	21	
Touch & Go	49	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	210	
Helicopter	20	
Jet	1078	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	0	
Propeller	359	
Turbo-prop	60	

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San Francisco Bay Oakland International Airport Noise Complaint Summary March 2024		
Community	**Callers**	**Complaints**
Alameda(BFI)	38	717
Alameda(Central)	10	21
Albany	0	0
Berkeley	4	163
Castro Valley	1	33
Fremont	0	0
Hayward	1	1
Kensington	0	0
Oakland	11	2866
Piedmont	1	19
Richmond	2	206
San Francisco	3	5
San Leandro	1	47
Union City	0	0
San Lorenzo	0	0
Other Communities	9	52
Total	**81**	**4130**
Complaints by Type		
E-mail	2998	
View point App	1132	
Complaints by Time of Day		
Day (0700 - 1900)	912	
Evening (1900 - 2200)	492	
Night (2200 - 0700)	2726	
Complaints by Type of Operation		
Arrivals	2776	
Departures	1156	
Over-flights	140	
Touch & Go	58	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	225	
Helicopter	45	
Jet	3393	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	141	
Propeller	238	
Turbo-prop	88	

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) First Quarter 2024					
	January	February	March	Quarterly	Percentage
Runway 28L	2	11	17	30	26%
Runway 28R	15	13	22	50	43%
Runway 33	0	0	4	4	3%
Alameda Overflights	**17**	**24**	**43**	**84**	**73%**
Runway 10L	4	3	2	9	8%
Runway 10R	10	7	5	22	19%
Runway 15	0	0	0	0	0%
San Leandro Overflights	**14**	**10**	**7**	**31**	**27%**
Total Departures	**31**	**34**	**50**	**115**	**100%**

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

North Field VFR/IFR Departures by Runway First Quarter 2024				
	January	February	March	2024
VFR Departures				
Runway 28L	12	6	10	28
Runway 28R	59	58	78	195
Runway 33	81	56	82	219
VFR Departures	**152**	**120**	**170**	**442**
IFR Departures				
Runway 28L	97	98	114	309
Runway 28R	203	192	221	616
Runway 33	72	66	79	217
IFR Departures	**372**	**356**	**414**	**1,142**
Total Departures	**524**	**476**	**584**	**1,584**

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2024											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	440	130	-	-	-	25	100	295	1,724	-	2,144	2,144
	Helicopters	-	-	-	-	-	-	-	-	-	76	76	76
	Commercial Jets	2,278	9,869	12,147	-	-	-	3	39	7	-	49	12,196
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	-	-	39	31	38	18	83	761	-	970	970
	Regional Jets	257	582	839	-	-	-	4	15	448	-	467	1,306
	Turboprops	2	39	41	1	-	37	104	160	522	-	824	865
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		2,977	10,620	13,027	40	31	100	229	592	3,462	76	4,530	17,557
Departures	Corporate Jets	66	1,884	1,950	-	4	36	440	102	123	-	705	2,655
	Helicopters	-	-	-	-	-	-	-	-	-	77	77	77
	Commercial Jets	2,267	9,864	12,131	-	-	-	5	26	-	-	31	12,162
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	3	-	3	51	428	56	1	35	375	-	946	949
	Regional Jets	242	1,033	1,275	-	-	1	21	7	4	-	33	1,308
	Turboprops	1	2	3	1	4	96	48	167	307	-	623	626
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		2,579	12,783	15,362	52	436	189	515	337	809	77	2,415	17,777
Touch & Go Sub-totals		3	12	15	17	262	56	1	54	604	-	994	1,009
Grand Total		5,559	23,415	28,404	109	729	345	745	983	4,875	153	7,939	36,343

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS First Quarter 2024											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	2,278	9,869	12,147	-	-	-	3	39	7	-	49	12,196
	Regional Jets	257	582	839	-	-	-	4	15	448	-	467	1,306
Commercial Jet Sub-totals		2,535	10,451	12,986	-	-	-	7	54	455	-	516	13,502
	Corporate Jets	440	130	570	-	-	25	100	295	1,724	-	2,144	2,714
All Jet Arrivals Sub-totals		2,975	10,581	13,556	-	-	25	107	349	2,179	-	2,660	16,216
Departures	Commercial Jets	2,267	9,864	12,131	-	-	-	5	26	-	-	31	12,162
	Regional Jets	242	1,033	1,275	-	-	1	21	7	4	-	33	1,308
Commercial Jet Sub-totals		2,509	10,897	13,406	-	-	1	26	33	4	-	64	13,470
	Corporate Jets	66	1,884	1,950	-	4	36	440	102	123	-	705	2,655
All Jet Departures Sub-totals		2,575	12,781	15,356	-	4	37	466	135	127	-	769	16,125
Grand Total		5,550	23,362	28,912	-	4	62	573	484	2,306	-	3,429	32,341

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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
1/16/2024 7:56	LXJ512	N512FX	CL35	3755	28R	B	ATC Instructions	No
2/21/2024 14:26	VTM061	XAUXR	DC91	1764	28L	J	ATC Instructions	No
3/3/2024 13:31	LXJ551	N551FX	CL30	3765	28L	B	ATC Instructions	No
3/3/2024 14:03	N131PG	N131PG	C650	1715	28L	B	ATC Instructions	No
3/15/2024 10:02			E55P	3773	28R	B	ATC Instructions	No
						ATC Instructions	**5**	
3/16/2024 15:58	NJZ28	N318GA	FA50	4535	28R	B	Audio Not Available	No
						Audio Not Available	**1**	
1/23/2024 15:27	N456FM	N456FM	SF50	1744	28R	B	Compliant Operation	Yes
						Compliant Operation	**1**	
1/17/2024 8:27	EJA662	N662QS	C68A	1747	28L	B	Departure Timing	No
1/29/2024 21:02			C25A	3354	28R	B	Departure Timing	No
3/8/2024 10:31	LXJ415	N415FX	E545	4240	28R	B	Departure Timing	No
3/12/2024 17:59			CL60	3272	28L	B	Departure Timing	No
3/13/2024 17:13	EJA728	N728QS	CL35	4273	28L	B	Departure Timing	No
3/16/2024 8:59	LXJ525	N525FX	CL30	1712	28L	B	Departure Timing	No
3/17/2024 18:59	EJA784	N784QS	CL35	3365	28L	B	Departure Timing	No
3/23/2024 10:19	PXT862	N862LG	E55P	3363	28R	B	Departure Timing	No
						Departure Timing	**8**	
3/18/2024 14:20	LN54DD	N54DD	C560	4502	28R	B	Lifeguard Medical	Yes
3/18/2024 23:39	LN54DD	N54DD	C560	3334	28R	B	Lifeguard Medical	Yes
3/25/2024 4:49	LN54DD	N54DD	C560	3244	28L	B	Lifeguard Medical	Yes
3/25/2024 13:06	LN509RP	N509RP	C550	4555	28R	B	Lifeguard Medical	Yes
3/26/2024 2:05	Medevac	Medevac	LJ35	3320	28L	B	Lifeguard Medical	Yes
3/27/2024 7:36	JLG806	N806GJ	H25B	1706	28R	B	Lifeguard Medical	Yes
1/1/2024 20:39	LN904LR	N904LR	C560	3276	28R	B	Lifeguard Medical	Yes
1/2/2024 6:01	KFS161	N73CK	LJ35	3215	28L	B	Lifeguard Medical	Yes
1/4/2024 2:41			LJ35	3231	28L	B	Lifeguard Medical	Yes
1/4/2024 22:24	N551SJ	N551SJ	C551	3274	28L	B	Lifeguard Medical	Yes
1/6/2024 12:12	LN91GJ	N91GJ	LJ35	6371	28L	B	Lifeguard Medical	Yes
1/7/2024 19:37	LN810BE	N810BE	C560	3201	28R	B	Lifeguard Medical	Yes
1/8/2024 3:08			LJ35	3277	28R	B	Lifeguard Medical	Yes
1/8/2024 19:32	LN509RP	N509RP	C550	4554	28R	B	Lifeguard Medical	Yes
1/11/2024 0:39	LN54DD	N54DD	C560	3344	28R	B	Lifeguard Medical	Yes
1/11/2024 9:41			LJ35	3353	28R	B	Lifeguard Medical	Yes
1/12/2024 0:17	LN561SR	N561SR	C560	4245	28R	B	Lifeguard Medical	Yes
1/12/2024 7:38	LN561SR	N561SR	C560	1764	28R	B	Lifeguard Medical	Yes
1/12/2024 21:09	LN561SR	N561SR	C560	3653	28L	B	Lifeguard Medical	Yes
1/14/2024 6:23			LJ45	4507	28R	B	Lifeguard Medical	Yes
1/15/2024 8:41			LJ35	3627	28R	B	Lifeguard Medical	Yes
1/15/2024 19:35	LN810BE	N810BE	C560	3764	28R	B	Lifeguard Medical	Yes
1/16/2024 12:17	LN904LR	N904LR	C560	4236	28R	B	Lifeguard Medical	Yes
1/16/2024 20:45	LN904LR	N904LR	C560	3733	28R	B	Lifeguard Medical	Yes
1/18/2024 6:04	Medevac	Medevac	LJ35	3264	28L	B	Lifeguard Medical	Yes
1/18/2024 11:15	N509RP	N509RP	C550	4250	28L	B	Lifeguard Medical	Yes
1/18/2024 18:09	LN509RP	N509RP	C550	4514	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/24/2024 22:40	LN904LR	N904LR	C560	3203	28R	B	Lifeguard Medical	Yes
1/25/2024 18:47	Medevac	Medevac	LJ35	1726	28L	B	Lifeguard Medical	Yes
1/25/2024 19:42	LN888CP	N888CP	LJ31	3345	28R	B	Lifeguard Medical	Yes
1/27/2024 20:24	Medevac	Medevac	LJ35	3310	28L	B	Lifeguard Medical	Yes
1/29/2024 1:55	Medevac	Medevac	LJ35	3326	28R	B	Lifeguard Medical	Yes
1/29/2024 23:59	Medevac	Medevac	C550	4501	28R	B	Lifeguard Medical	Yes
1/30/2024 7:40	Medevac	Medevac	C550	4511	28R	B	Lifeguard Medical	Yes
2/1/2024 9:29	LN509RP	N509RP	C550	4526	28R	B	Lifeguard Medical	Yes
2/1/2024 10:13	LN51GL	N51GJ	LJ35	1171	28R	B	Lifeguard Medical	Yes
2/1/2024 10:13	LN51GJ	N51GJ	LJ35	1171	28R	B	Lifeguard Medical	Yes
2/1/2024 16:46	LN509RP	N509RP	C550	4532	28R	B	Lifeguard Medical	Yes
2/1/2024 18:18			C25B	3623	28R	B	Lifeguard Medical	Yes
2/7/2024 0:09	LN561SR	N561SR	C560	3321	28L	B	Lifeguard Medical	Yes
2/8/2024 4:51	LN54DD	N54DD	C560	3250	28L	B	Lifeguard Medical	Yes
2/8/2024 13:11	LN391DT	N391DT	C550	4522	28L	B	Lifeguard Medical	Yes
2/10/2024 5:05	NJZ3	N999NJ	GALX	3203	28L	B	Lifeguard Medical	Yes
2/10/2024 20:21			C550	4506	28R	B	Lifeguard Medical	Yes
2/11/2024 5:43			C550	4505	28R	B	Lifeguard Medical	Yes
2/11/2024 19:02			C550	4540	28R	B	Lifeguard Medical	Yes
2/13/2024 0:26	LN54DD	N54DD	C560	3316	28L	B	Lifeguard Medical	Yes
2/15/2024 23:00	LN509RP	N509RP	C550	4207	28R	B	Lifeguard Medical	Yes
2/16/2024 5:07	N509RP	N509RP	C550	4206	28R	B	Lifeguard Medical	Yes
2/20/2024 22:27			C560	4504	28R	B	Lifeguard Medical	Yes
2/27/2024 12:21	N509RP	N509RP	C550	4270	28R	B	Lifeguard Medical	Yes
2/27/2024 20:53	LN509RP	N509RP	C550	4276	28R	B	Lifeguard Medical	Yes
2/28/2024 2:51	LN561SR	N561SR	C560	3324	28R	B	Lifeguard Medical	Yes
2/28/2024 4:52	Medevac	Medevac	LJ35	3367	28R	B	Lifeguard Medical	Yes
2/28/2024 6:59	LN717KV	N717KV	H25B	1713	28R	B	Lifeguard Medical	Yes
3/1/2024 5:10	LN149WW	N149WW	C25B	3362	28R	B	Lifeguard Medical	Yes
3/6/2024 21:14	KFS150	N870CK	LJ35	3262	28L	B	Lifeguard Medical	Yes
3/8/2024 10:46	Medevac	Medevac	C550	4227	28L	B	Lifeguard Medical	Yes
3/8/2024 17:33	JLG222	N222KU	H25B	6357	28R	B	Lifeguard Medical	Yes
3/9/2024 11:56	KFS150	N870CK	LJ35	1726	28L	B	Lifeguard Medical	Yes
3/10/2024 10:24	LN561SR	N561SR	C560	3716	28L	B	Lifeguard Medical	Yes
3/10/2024 10:39	Medevac	Medevac	C550	3275	28R	B	Lifeguard Medical	Yes
3/10/2024 10:53	Medevac	medevac	LJ35	6310	28L	B	Lifeguard Medical	Yes
3/10/2024 19:57	Medevac	Medevac	C550	4506	28R	B	Lifeguard Medical	Yes
3/12/2024 21:26	LN391DT	N391DT	C550	4552	28R	B	Lifeguard Medical	Yes
3/13/2024 4:16	LN391DT	N391DT	C550	4216	28R	B	Lifeguard Medical	Yes
3/14/2024 7:24	LN810BE	N810BE	C560	3627	28R	B	Lifeguard Medical	Yes
3/15/2024 15:45	LN391DT	LN391DT	C550	4242	28R	B	Lifeguard Medical	Yes
3/15/2024 22:26	LN391DT	N391DT	C550	4525	28L	B	Lifeguard Medical	Yes
3/17/2024 9:46	Medevac	Medevac	LJ35	3721	28L	B	Lifeguard Medical	Yes
						Lifeguard Medical	**70**	
2/2/2024 12:23	VJA343	N343JE	CL35	4560	28L	B	Not Acceptable	No
						Not Acceptable	**1**	
1/2/2024 11:11	N330GV	N330GV	E55P	4504	28R	B	Pilot Requested	No
1/2/2024 13:33	N204BG	N204BG	C560	3724	28R	B	Pilot Requested	No
1/3/2024 13:43	N68AL	N68AL	GLF4	6343	28R	B	Pilot Requested	No
1/3/2024 13:45	NJM475	N475LS	LJ75	1725	28R	B	Pilot Requested	No
1/6/2024 14:13	LXJ449	N449FX	E545	3263	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/6/2024 16:19	EJA638	N638QS	C68A	3727	28R	B	Pilot Requested	No
1/6/2024 16:53			LJ60	3371	28L	B	Pilot Requested	No
1/7/2024 18:26	EJA335	N335QS	E55P	3335	28R	B	Pilot Requested	No
1/8/2024 12:06	N509RP	N509RP	C550	4563	28R	B	Pilot Requested	No
1/9/2024 16:48			F900	3643	28L	B	Pilot Requested	No
1/9/2024 16:52			FA7X	6337	28L	B	Pilot Requested	No
1/9/2024 19:19	EDG8	N8VC	GLF4	3312	28R	B	Pilot Requested	No
1/9/2024 21:20			E55P	3340	28R	B	Pilot Requested	No
1/10/2024 10:03	EJA376	N376QS	C680	3311	28L	B	Pilot Requested	No
1/10/2024 13:35			GLF6	3716	28L	B	Pilot Requested	No
1/10/2024 13:37			E545	3322	28L	B	Pilot Requested	No
1/11/2024 13:44			GLF5	3612	28R	B	Pilot Requested	No
1/11/2024 16:15			GLF6	6330	28L	B	Pilot Requested	No
1/11/2024 18:18	N884MC	N884MC	E550	3265	28L	B	Pilot Requested	No
1/11/2024 20:46			GLF5	6333	28L	B	Pilot Requested	No
1/12/2024 8:33			GLF5	6351	28L	B	Pilot Requested	No
1/12/2024 13:20			GLF6	3270	28L	B	Pilot Requested	No
1/12/2024 15:26			GLF5	1744	28L	B	Pilot Requested	No
1/14/2024 13:32	JTL91	N91910	CL30	4577	28L	B	Pilot Requested	No
1/14/2024 18:18			C25A	3762	28R	B	Pilot Requested	No
1/16/2024 8:11	LXJ391	N391FX	E55P	1733	28R	B	Pilot Requested	No
1/16/2024 9:58	N32KC	N32KC	E55P	3223	28R	B	Pilot Requested	No
1/16/2024 10:11	EJA551	N551QS	C68A	6333	28R	B	Pilot Requested	No
1/17/2024 8:52	LXJ391	N391FX	E55P	3332	28R	B	Pilot Requested	No
1/17/2024 11:33			CL60	3734	28R	B	Pilot Requested	No
1/17/2024 17:29			GLF5	4210	28R	B	Pilot Requested	No
1/18/2024 14:44			GLF6	6302	28L	B	Pilot Requested	No
1/18/2024 15:41	NAC9403	N403YK	B734	3735	28L	J	Pilot Requested	No
1/18/2024 16:42			F900	6344	28R	B	Pilot Requested	No
1/22/2024 9:37			GLF5	3645	28L	B	Pilot Requested	No
1/22/2024 15:04			GLF6	3637	28L	B	Pilot Requested	No
1/22/2024 16:21	N200GX	N200GX	FA50	3377	28R	B	Pilot Requested	No
1/25/2024 16:06	JSX655	N247JX	E145	3644	28L	R	Pilot Requested	No
1/26/2024 16:47			GLF6	4571	28L	B	Pilot Requested	No
1/27/2024 12:19			F900	6336	28L	B	Pilot Requested	No
1/28/2024 10:26			C550	4531	28R	B	Pilot Requested	No
1/28/2024 15:42	N330GV	N330GV	E55P	3643	28L	B	Pilot Requested	No
1/28/2024 18:02			GLF6	3220	28L	B	Pilot Requested	No
1/29/2024 16:26	EJA451	N451QS	E55P	4514	28R	B	Pilot Requested	No
1/30/2024 17:13			CL60	3334	28R	B	Pilot Requested	No
1/30/2024 18:07	N22PB	N22PB	PC24	3767	28R	B	Pilot Requested	No
2/1/2024 12:49	N330GV	N330GV	E55P	4275	28R	B	Pilot Requested	No
2/1/2024 19:33			GLF6	3250	28L	B	Pilot Requested	No
2/2/2024 12:46			E550	3642	28R	B	Pilot Requested	No
2/2/2024 17:50			GLF5	1770	28R	B	Pilot Requested	No
2/2/2024 20:52	JSX657	N931JX	E145	3221	28R	R	Pilot Requested	No
2/3/2024 9:56			GLF5	3315	28L	B	Pilot Requested	No
2/3/2024 10:03	ASP814	CFSBR	E545	3265	28L	B	Pilot Requested	No
2/6/2024 18:40			C680	3660	28R	B	Pilot Requested	No
2/7/2024 9:27	N569TA	N569TA	C560	3334	28L	B	Pilot Requested	No
2/8/2024 7:19			GLF4	6371	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/8/2024 14:51	EJA632	N632QS	C68A	3266	28R	B	Pilot Requested	No
2/8/2024 14:56	N104R	N104R	C750	3731	28R	B	Pilot Requested	No
2/9/2024 11:44			GLF6	3767	28R	B	Pilot Requested	No
2/9/2024 14:19			GLF6	1744	28L	B	Pilot Requested	No
2/9/2024 16:52	HKR07	N807AV	H25B	6375	28L	B	Pilot Requested	No
2/10/2024 9:54	LXJ336	N336FX	E545	3672	28R	B	Pilot Requested	No
2/11/2024 8:38	N862LG	N862LG	E55P	3203	28R	B	Pilot Requested	No
2/11/2024 12:05			HDJT	1736	28R	B	Pilot Requested	No
2/12/2024 13:23	LXJ374	N374FX	E55P	3756	28R	B	Pilot Requested	No
2/13/2024 17:02	LXJ449	N449FX	E545	3242	28R	B	Pilot Requested	No
2/14/2024 22:48	N551SJ	N551SJ	C551	3347	28L	B	Pilot Requested	No
2/15/2024 16:11			GLF6	6336	28L	B	Pilot Requested	No
2/15/2024 16:25			GLF5	3666	28L	B	Pilot Requested	No
2/16/2024 9:29			F900	1721	28L	B	Pilot Requested	No
2/16/2024 14:19	N862LG	N862LG	E55P	4507	28L	B	Pilot Requested	No
2/16/2024 16:02			GLF5	6344	28L	B	Pilot Requested	No
2/16/2024 16:18			GA5C	3751	28R	B	Pilot Requested	No
2/16/2024 20:34			GA6C	4220	28L	B	Pilot Requested	No
2/17/2024 7:28	N82BB	N82BB	C25A	4543	28R	B	Pilot Requested	No
2/21/2024 13:02			CL30	6323	28L	B	Pilot Requested	No
2/23/2024 9:57	N492FT	N492FT	BE40	6344	28L	B	Pilot Requested	No
2/23/2024 11:32			E550	3654	28L	B	Pilot Requested	No
2/24/2024 16:01	JSX655	N948JX	E145	3246	28L	R	Pilot Requested	No
2/24/2024 17:03			GA5C	3354	28L	B	Pilot Requested	No
2/24/2024 20:09	SKW1972	N461SW	CRJ2	3362	28L	R	Pilot Requested	No
2/25/2024 11:47	N804RC	N804RC	C25C	3336	28L	B	Pilot Requested	No
2/25/2024 13:35			GLF5	1743	28L	B	Pilot Requested	No
2/25/2024 13:43			GLF6	4574	28L	B	Pilot Requested	No
2/26/2024 5:09			GLF6	3304	28L	B	Pilot Requested	No
2/26/2024 11:05			GLF6	6310	28L	B	Pilot Requested	No
2/26/2024 11:08	N316GV	N316GV	E55P	6311	28R	B	Pilot Requested	No
2/26/2024 14:06	N330GV	N330GV	E55P	4275	28L	B	Pilot Requested	No
2/26/2024 21:15			CL60	4575	28L	B	Pilot Requested	No
3/1/2024 4:47	Medevac	Medevac	LJ35	3246	28L	B	Pilot Requested	No
3/3/2024 11:50	JLG45	N45FG	LJ35	3253	28R	B	Pilot Requested	No
3/3/2024 18:07			GLF5	3267	28L	B	Pilot Requested	No
3/3/2024 20:29	JSX657	N950JX	E145	3212	28R	R	Pilot Requested	No
3/4/2024 9:35	LXJ505	N505FX	CL35	4206	28R	B	Pilot Requested	No
3/6/2024 11:09	N95NP	N95NP	C56X	3716	28L	B	Pilot Requested	No
3/6/2024 13:28			GLEX	3665	28L	B	Pilot Requested	No
3/6/2024 15:59			GLF6	4260	28R	B	Pilot Requested	No
3/7/2024 9:26	LXJ420	N420FX	E545	3210	28R	B	Pilot Requested	No
3/7/2024 9:44			CL30	3732	28L	B	Pilot Requested	No
3/7/2024 13:38			GA5C	3251	28R	B	Pilot Requested	No
3/7/2024 14:33			C25A	3307	28L	B	Pilot Requested	No
3/7/2024 15:17	SCW4040	N915SW	CRJ2	3633	28R	R	Pilot Requested	No
3/7/2024 16:27			F2TH	6337	28L	B	Pilot Requested	No
3/8/2024 16:32			GLF6	4205	28L	B	Pilot Requested	No
3/9/2024 15:06	LXJ372	N372FX	E55P	6340	28R	B	Pilot Requested	No
3/11/2024 10:39	N59WG	N59WG	C25B	3672	28R	B	Pilot Requested	No
3/11/2024 17:45	LXJ354	N354FX	E55P	3332	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/12/2024 14:58	VJA91	N91QK	CL30	3302	28R	B	Pilot Requested	No
3/12/2024 18:08	N535CP	N535CP	SF50	3223	28R	B	Pilot Requested	No
3/13/2024 10:59	N525MP	N525MP	C25B	1731	28R	B	Pilot Requested	No
3/13/2024 11:05			GLEX	1703	28R	B	Pilot Requested	No
3/13/2024 14:52			GLF6	3340	28L	B	Pilot Requested	No
3/13/2024 16:31			GLF6	3320	28L	B	Pilot Requested	No
3/16/2024 12:26	N444RL	N444RL	EA50	1776	28R	B	Pilot Requested	No
3/17/2024 15:25	EJA777	N777QS	CL35	1711	28L	B	Pilot Requested	No
3/17/2024 16:05			C25B	6366	28R	B	Pilot Requested	No
3/18/2024 10:23			CL60	3777	28L	B	Pilot Requested	No
3/18/2024 12:43	VTE512	N27512	E135	3341	28L	R	Pilot Requested	No
3/18/2024 17:18			GLF5	3354	28R	B	Pilot Requested	No
3/19/2024 10:42			H25B	6307	28R	B	Pilot Requested	No
3/19/2024 12:20			GLF5	3371	28L	B	Pilot Requested	No
3/19/2024 13:10			GLEX	3617	28R	B	Pilot Requested	No
3/19/2024 15:30			CL60	1730	28L	B	Pilot Requested	No
3/19/2024 16:12	LXJ393	N393FX	E55P	3611	28R	B	Pilot Requested	No
3/20/2024 8:26			GA6C	6360	28L	B	Pilot Requested	No
3/20/2024 9:33	LXJ419	N419FX	E545	4564	28L	B	Pilot Requested	No
3/20/2024 13:33	EJA528	N528QS	C68A	1711	28L	B	Pilot Requested	No
3/20/2024 14:52			GLF5	3226	28L	B	Pilot Requested	No
3/20/2024 20:02			C550	6365	28R	B	Pilot Requested	No
3/21/2024 15:00	N22PB	N22PB	PC24	3013	28R	B	Pilot Requested	No
3/21/2024 15:43	PXT55	N525B	C25B	4225	28R	B	Pilot Requested	No
3/23/2024 10:02	CYO420	N420KV	LJ60	3756	28R	B	Pilot Requested	No
3/23/2024 11:48	N204BG	N204BG	C560	3221	28R	B	Pilot Requested	No
3/24/2024 8:31			GLF6	3376	28L	B	Pilot Requested	No
3/25/2024 6:52	EJA692	N692QS	C68A	1737	28R	B	Pilot Requested	No
3/25/2024 20:20	N509RP	N509RP	C550	4575	28R	B	Pilot Requested	No
3/28/2024 18:31			C25B	3271	28R	B	Pilot Requested	No
3/30/2024 9:11	JSX171	N256JX	E135	3352	28R	R	Pilot Requested	No
3/30/2024 11:26	TIV70	N70VM	C25B	3366	28R	B	Pilot Requested	No
3/31/2024 13:43	EJA559	N559QS	C68A	4261	28R	B	Pilot Requested	No
3/31/2024 16:10	XBJST	XBJST	C650	3376	28R	B	Pilot Requested	No
						Pilot Requested	**141**	
3/25/2024 5:18	SWA2615	N8776L	B38M	3205	28L	J	RWY 30 Routine Closure	Yes
3/25/2024 5:22	SWA1955	N960WN	B737	3212	28L	J	RWY 30 Routine Closure	Yes
3/25/2024 5:12	SWA9001	N8702L	B38M	3237	28L	J	RWY 30 Routine Closure	Yes
3/18/2024 5:39	NKS2122	N629NK	A320	3376	28L	J	RWY 30 Routine Closure	Yes
3/18/2024 5:30	SWA1654	N420WN	B737	3232	28L	J	RWY 30 Routine Closure	Yes
3/18/2024 5:25	SWA2615	N8757L	B38M	3375	28L	J	RWY 30 Routine Closure	Yes
3/18/2024 5:13	SWA9001	N8325D	B738	3332	28L	J	RWY 30 Routine Closure	Yes
3/18/2024 4:18	N986SA	N986SA	LJ35	3216	28R	B	RWY 30 Routine Closure	Yes
3/18/2024 0:49	NKS8823	N923NK	A20N	3243	28L	J	RWY 30 Routine Closure	Yes
3/11/2024 5:24	SWA1955	N912WN	B737	3240	28L	J	RWY 30 Routine Closure	Yes
3/11/2024 5:20	NKS2122	N612NK	A320	3252	28L	J	RWY 30 Routine Closure	Yes
3/11/2024 5:13	SWA9001	N8604K	B738	3324	28L	J	RWY 30 Routine Closure	Yes
3/11/2024 3:27	N986SA	N986SA	LJ35	3343	28L	B	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	**13**	
2/26/2024 5:07	NKS2122	N690NK	A320	3305	28L	J	Runway Maintenance	Yes
2/26/2024 4:41	N85ER	N85ER	C25B	3373	28L	B	Runway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
						Runway Maintenance	**2**	
3/26/2024 11:26	SWA3653	N7815L	B737	3603	28L	J	Runway/Taxiway Maintenance	Yes
3/26/2024 11:30	EJA551	N551QS	C68A	1773	28L	B	Runway/Taxiway Maintenance	Yes
3/26/2024 11:33	SWA302	N8519R	B738	3703	28L	J	Runway/Taxiway Maintenance	Yes
3/26/2024 12:06	SWA805	N8618N	B738	1766	28L	J	Runway/Taxiway Maintenance	Yes
3/26/2024 12:04	XLJ411	N411AJ	LJ45	3326	28L	B	Runway/Taxiway Maintenance	Yes
3/26/2024 12:00	SWA111	N7744A	B737	3370	28L	J	Runway/Taxiway Maintenance	Yes
3/26/2024 11:56	TWY85	N604PW	CL60	6363	28L	B	Runway/Taxiway Maintenance	Yes
3/26/2024 11:54	JSX173	N942JX	E145	3263	28L	R	Runway/Taxiway Maintenance	Yes
3/26/2024 11:49	HAL9984	N208HA	A21N	3352	28L	J	Runway/Taxiway Maintenance	Yes
3/26/2024 11:46	JSX655	N260JX	E135	3350	28L	R	Runway/Taxiway Maintenance	Yes
3/26/2024 11:23			GLEX	3321	28L	B	Runway/Taxiway Maintenance	Yes
3/26/2024 11:20	SWA4092	N8640D	B738	1722	28L	J	Runway/Taxiway Maintenance	Yes
3/26/2024 12:44	SWA941	N235WN	B737	1772	28L	J	Runway/Taxiway Maintenance	Yes
3/26/2024 12:07	SKW4025	N312SY	E75L	3303	28L	R	Runway/Taxiway Maintenance	Yes
3/26/2024 12:11	SWA6308	N8874Q	B38M	3756	28L	J	Runway/Taxiway Maintenance	Yes
2/25/2024 23:26	NKS726	N954NK	A20N	3235	28L	J	Runway/Taxiway Maintenance	Yes
2/25/2024 23:47	VOI903	XAVUC	A21N	3320	28L	J	Runway/Taxiway Maintenance	Yes
2/25/2024 23:27	VOI199	N525VL	A320	3260	28L	J	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	**18**	
2/21/2024 7:31			CL60	6362	28L	B	Safety/Emergency	Yes
						Safety/Emergency	**1**	
2/24/2024 18:28	SWA1321	N454WN	B737	6351	28L	J	South Field Closure	Yes
						South Field Closure	**1**	
						Grand Count	**262**	

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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
2/14/2024 14:52	N815RM	N815RM	HDJT	7041	10R	B	ATC Instructions	No
2/19/2024 18:39			C56X	603	10R	B	ATC Instructions	No
2/19/2024 16:57	VJA415	N415JE	CL60	7674	10R	B	ATC Instructions	No
2/19/2024 11:38	N560PG	N560PG	C56X	4271	10R	B	ATC Instructions	No
2/17/2024 16:08	DLX654	N654AN	LJ60	6540	10R	B	ATC Instructions	No
2/17/2024 12:05	N92ER	N92ER	C25B	2702	10R	B	ATC Instructions	No
2/19/2024 19:08	JSX176	N265JX	E135	6743	10R	R	ATC Instructions	No
2/14/2024 11:41	LXJ435	N435FX	E545	7347	10R	B	ATC Instructions	No
2/20/2024 16:28	N543RJ	N543RJ	E55P	4055	10R	B	ATC Instructions	No
2/20/2024 16:23	N250HM	N250HM	GALX	2472	10R	B	ATC Instructions	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/14/2024 10:15	EJA512	N512QS	C68A	7236	10R	B	ATC Instructions	No
2/20/2024 9:01	JSX170		E145	6771	10R	R	ATC Instructions	No
2/19/2024 19:14	LXJ378	N378FX	E55P	537	10L	B	ATC Instructions	No
2/17/2024 9:47	VJA359	N359VJ	CL35	3307	10R	B	ATC Instructions	No
2/17/2024 10:35	N416WM	N416WM	GLF3	1426	10R	B	ATC Instructions	No
						ATC Instructions	**15**	
2/14/2024 14:58			GLF6	2426	10R	B	Air Traffic Conflict	Yes
						Air Traffic Conflict	**1**	
3/27/2024 13:56	LXJ577	N577FX	CL35	7230	10R	B	Audio Not Available	No
3/27/2024 18:49			GALX	1341	10R	B	Audio Not Available	No
						Audio Not Available	**2**	
3/29/2024 20:23	LN391DT	N391DT	C550	4211	10R	B	Lifeguard Medical	Yes
3/29/2024 12:08	LN391DT	N391DT	C550	4224	10R	B	Lifeguard Medical	Yes
2/20/2024 15:15			C560	4555	10L	B	Lifeguard Medical	Yes
2/20/2024 6:38	LN54DD	N54DD	C560	7363	10L	B	Lifeguard Medical	Yes
2/14/2024 17:29	N391DT	N391DT	C550	4214	10R	B	Lifeguard Medical	Yes
2/5/2024 0:18	LN84UP	N84UP	H25B	737	10R	B	Lifeguard Medical	Yes
1/31/2024 21:04	LN54DD	N54DD	C560	4262	10L	B	Lifeguard Medical	Yes
1/31/2024 11:25	LN54DD	N54DD	C560	7732	10L	B	Lifeguard Medical	Yes
1/22/2024 7:20	LN31GJ	N31GJ	LJ35	2430	10R	B	Lifeguard Medical	Yes
1/21/2024 12:46	LN509RP	N509RP	C550	4271	10L	B	Lifeguard Medical	Yes
1/19/2024 23:12	LN509RP	N509RP	C550	4236	10R	B	Lifeguard Medical	Yes
1/20/2024 19:22	LN904LR	N904LR	C560	1331	10L	B	Lifeguard Medical	Yes
						Lifeguard Medical	**12**	
1/31/2024 11:51	N550GB	N550GB	C501	4526	10L	B	Not Acceptable	No
						Not Acceptable	**1**	
1/2/2024 15:11	TIV720	N720VM	C700	4141	10R	B	Pilot Requested	No
1/2/2024 16:33	LXJ354	N354FX	E55P	6024	10R	B	Pilot Requested	No
1/13/2024 13:10	JTL91	N91910	CL30	561	10R	B	Pilot Requested	No
1/19/2024 16:37	PXT838	N838GD	C25B	7376	10L	B	Pilot Requested	No
1/19/2024 16:43			GLF5	2041	10R	B	Pilot Requested	No
1/20/2024 0:34	PXT55	N525B	C25B	7253	10R	B	Pilot Requested	No
1/20/2024 15:03	N582MM	N582MM	LJ60	1567	10R	B	Pilot Requested	No
1/20/2024 19:48	EJA840	N840QS	C700	1110	10R	B	Pilot Requested	No
1/21/2024 16:47			GLF5	7201	10L	B	Pilot Requested	No
1/21/2024 16:48			CL30	1307	10R	B	Pilot Requested	No
1/21/2024 17:08			LJ60	1365	10R	B	Pilot Requested	No
1/21/2024 17:16	VJA541	N541XJ	CL30	4525	10R	B	Pilot Requested	No
1/21/2024 19:29	N525AW	N525AW	C525	4503	10R	B	Pilot Requested	No
1/24/2024 10:37	PXT415	N415PC	C25B	2633	10R	B	Pilot Requested	No
1/24/2024 17:45	EJA560	N560QS	C68A	2446	10R	B	Pilot Requested	No
1/31/2024 9:09			F2TH	2442	10R	B	Pilot Requested	No
1/31/2024 10:48	N500CF	N500CF	FA50	1546	10R	B	Pilot Requested	No
2/3/2024 16:50	PXT252	N525AN	C525	1655	10L	B	Pilot Requested	No
2/3/2024 19:49	WSN95	N395MS	J328	4247	10R	B	Pilot Requested	No
2/5/2024 7:16	N71MB	N71MB	C25B	6056	10R	B	Pilot Requested	No
2/5/2024 10:31	N232CF	N232CF	C750	4212	10L	B	Pilot Requested	No
2/5/2024 10:43	LXJ551	N551FX	CL30	1367	10R	B	Pilot Requested	No
2/14/2024 11:16			GLF5	2060	10R	B	Pilot Requested	No
2/14/2024 11:50	EJA411	N411QS	E55P	3241	10R	B	Pilot Requested	No
2/14/2024 16:30	PXT55	N525B	C25B	1505	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/17/2024 11:52	LXJ560	N560FX	CL35	3116	10R	B	Pilot Requested	No
2/17/2024 14:54			GLF5	5776	10R	B	Pilot Requested	No
2/17/2024 15:45	LXJ373	N373FX	E55P	4526	10R	B	Pilot Requested	No
2/18/2024 8:45	JSX170	N261JX	E135	6704	10R	R	Pilot Requested	No
2/18/2024 10:41			CL35	2015	10R	B	Pilot Requested	No
2/18/2024 11:59	XBJST	XBJST	C650	2131	10R	B	Pilot Requested	No
2/18/2024 12:52	LXJ585	N585FX	CL35	2140	10R	B	Pilot Requested	No
2/18/2024 13:07	FTH990	N99AG	C25B	4553	10R	B	Pilot Requested	No
2/18/2024 14:18	LXJ564	N564FX	CL35	1340	10R	B	Pilot Requested	No
2/18/2024 15:24	PXT415	N415PC	C25B	1411	10R	B	Pilot Requested	No
2/19/2024 8:52	DLX90	N90XR	LJ45	1350	10R	B	Pilot Requested	No
2/19/2024 21:54	PXT55	N525B	C25B	1014	10R	B	Pilot Requested	No
2/20/2024 17:03			CL30	2012	10R	B	Pilot Requested	No
2/20/2024 17:29	JSX654	N265JX	E135	1314	10R	R	Pilot Requested	No
2/20/2024 17:35			C550	3551	10R	B	Pilot Requested	No
2/20/2024 18:46			E55P	1641	10L	B	Pilot Requested	No
2/29/2024 11:26	LXJ581	N581FX	CL35	1355	10R	B	Pilot Requested	No
3/1/2024 8:33	EJA551	N551QS	C68A	6061	10L	B	Pilot Requested	No
3/1/2024 16:13	PXT55	N525B	C25B	7236	10R	B	Pilot Requested	No
3/5/2024 11:03	EJA833	N833QS	C700	513	10R	B	Pilot Requested	No
3/5/2024 17:50	PXT415	N415PC	C25B	4564	10R	B	Pilot Requested	No
3/5/2024 19:01			GLF5	1340	10R	B	Pilot Requested	No
3/5/2024 20:30	EJM883	N883TW	CL30	2041	10R	B	Pilot Requested	No
3/5/2024 21:51	LXJ395	N395FX	E55P	2640	10L	B	Pilot Requested	No
3/5/2024 22:10	PWA951	N95NP	C56X	1413	10R	B	Pilot Requested	No
3/22/2024 10:14	N300DG	N300DG	SF50	6776	10R	B	Pilot Requested	No
3/22/2024 11:26	N460AK	N460AK	GLF4	4277	10R	B	Pilot Requested	No
3/22/2024 16:12			C25B	7271	10R	B	Pilot Requested	No
3/22/2024 18:32	N518KH	N518KH	G150	6272	10L	B	Pilot Requested	No
3/29/2024 8:47	LXJ360	N360FX	E55P	7266	10R	B	Pilot Requested	No
3/29/2024 20:31			FA50	4556	10R	B	Pilot Requested	No
3/29/2024 21:31	LXJ342	N342FX	E545	7324	10R	B	Pilot Requested	No
						Pilot Requested	**57**	
3/11/2024 0:48	SWA1747	N8604K	B738	7270	10R	J	RWY 30 Routine Closure	Yes
3/11/2024 3:04	N986SA	N986SA	LJ35	7265	10R	B	RWY 30 Routine Closure	Yes
3/11/2024 0:57	NKS2123	N612NK	A320	7303	10R	J	RWY 30 Routine Closure	Yes
3/11/2024 0:52	SWA2304	N8507C	B738	1047	10R	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	**4**	
1/19/2024 10:33	XOJ726	N726XJ	C750	7230	10R	B	Southeast/Runway Capacity	Yes
1/19/2024 12:50	GDG626	N626NT	F2TH	4236	10R	B	Southeast/Runway Capacity	Yes
1/19/2024 14:00			GLF5	4272	10L	B	Southeast/Runway Capacity	Yes
1/19/2024 18:03	N456FM	N456FM	SF50	7711	10L	B	Southeast/Runway Capacity	Yes
1/20/2024 9:43			GLEX	7256	10R	B	Southeast/Runway Capacity	Yes
1/20/2024 10:59	N129DG	N129DG	C25B	6715	10R	B	Southeast/Runway Capacity	Yes
1/21/2024 9:26	PXT838	N838GD	C25B	1017	10R	B	Southeast/Runway Capacity	Yes
1/21/2024 11:20	EJA466	N466QS	E55P	1310	10R	B	Southeast/Runway Capacity	Yes
1/21/2024 12:17			E55P	3212	10R	B	Southeast/Runway Capacity	Yes
1/21/2024 12:55			LJ35	7404	10L	B	Southeast/Runway Capacity	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/21/2024 13:37			C25A	4232	10R	B	Southeast/Runway Capacity	Yes
1/21/2024 13:52	RGY937	N937RA	BE40	2034	10R	B	Southeast/Runway Capacity	Yes
1/21/2024 14:02			E55P	7214	10L	B	Southeast/Runway Capacity	Yes
1/21/2024 14:31	PXT96	N96PX	C25B	2004	10R	B	Southeast/Runway Capacity	Yes
1/21/2024 14:43			GLF6	511	10L	B	Southeast/Runway Capacity	Yes
1/21/2024 15:19			GLF6	4254	10L	B	Southeast/Runway Capacity	Yes
2/29/2024 14:31	LXJ370	N370FX	E55P	3407	10R	B	Southeast/Runway Capacity	Yes
2/29/2024 14:41			F2TH	614	10L	B	Southeast/Runway Capacity	Yes
3/1/2024 15:07	XBSJK	XBSJK	H25B	6771	10R	B	Southeast/Runway Capacity	Yes
3/2/2024 14:09			LJ60	4154	10R	B	Southeast/Runway Capacity	Yes
3/2/2024 15:35	PXT656	N656SM	C25B	1011	10L	B	Southeast/Runway Capacity	Yes
3/2/2024 15:59			GLF5	2066	10R	B	Southeast/Runway Capacity	Yes
3/5/2024 14:40	PXT55	N525B	C25B	4252	10R	B	Southeast/Runway Capacity	Yes
3/5/2024 14:52	N929ST	N929ST	C510	6735	10R	B	Southeast/Runway Capacity	Yes
3/5/2024 14:55			GLF6	6027	10L	B	Southeast/Runway Capacity	Yes
3/5/2024 15:42	N334GV	N334GV	E55P	1361	10R	B	Southeast/Runway Capacity	Yes
3/22/2024 14:19	N400FF	N400FF	BE40	1307	10R	B	Southeast/Runway Capacity	Yes
3/22/2024 14:26	PXT415	N415PC	C25B	4551	10R	B	Southeast/Runway Capacity	Yes
3/29/2024 11:43	N500XX	N500XX	GA5C	4574	10R	B	Southeast/Runway Capacity	Yes
3/29/2024 14:53			FA50	4542	10R	B	Southeast/Runway Capacity	Yes
3/29/2024 15:43	GDG626	N626NT	F2TH	1606	10R	B	Southeast/Runway Capacity	Yes
3/29/2024 16:40			LJ45	4021	10R	B	Southeast/Runway Capacity	Yes
3/29/2024 16:53	SIS631	N631RP	CL35	557	10R	B	Southeast/Runway Capacity	Yes
1/19/2024 10:28	EJA570	N570QS	C68A	4504	10R	B	Southeast/Runway Capacity	Yes
1/19/2024 10:07	EJA819	N819QS	C700	2466	10R	B	Southeast/Runway Capacity	Yes
1/13/2024 13:55	FTH9	N998TX	C750	4545	10R	B	Southeast/Runway Capacity	Yes
1/13/2024 13:25			LJ70	6066	10R	B	Southeast/Runway Capacity	Yes
1/9/2024 10:46	PXT252	N525AN	C525	4224	10R	B	Southeast/Runway Capacity	Yes
1/6/2024 10:12			GLF5	7311	10R	B	Southeast/Runway Capacity	Yes
1/6/2024 11:14			GLEX	6355	10R	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	**40**	
						Grand Count	**132**	

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/5/2024 10:13	PAD1	CMD8	N838CS	EC35	323	Air Traffic Conflict	Yes
1/5/2024 22:06	PAD1	CMD8	N838CS	EC35	317	Air Traffic Conflict	Yes
3/20/2024 12:40	33	N68459	N68459	C152	340	Air Traffic Conflict	Yes
3/19/2024 13:25	28R	N853T	N853T	BE35	377	Air Traffic Conflict	Yes
2/28/2024 15:24	33	N4910A	N4910A	C180	375	Air Traffic Conflict	Yes
2/24/2024 16:18	33	N52789	N52789	C172	364	Air Traffic Conflict	Yes
2/22/2024 17:49	33	N4910A	N4910A	C180	347	Air Traffic Conflict	Yes
2/16/2024 10:15	PAD1	CMD08	N838CS	EC35	334	Air Traffic Conflict	Yes
2/15/2024 12:32	28R	N2798C	N2798C	C82R	327	Air Traffic Conflict	Yes
2/10/2024 14:56	28R	N541HF	N541HF	P28R	344	Air Traffic Conflict	Yes
2/6/2024 11:51	33	N8542M	N8542M	BE35	334	Air Traffic Conflict	Yes
1/30/2024 12:45	28R	N109LD	N109LD	P28A	361	Air Traffic Conflict	Yes
1/29/2024 16:28	33	N375M	N375M	RV7	377	Air Traffic Conflict	Yes
1/27/2024 16:31	33	N44PF	N44PF	P28A	372	Air Traffic Conflict	Yes
1/27/2024 8:48	28R	BYF31	N63251	C172	340	Air Traffic Conflict	Yes
1/23/2024 18:08	PAD1	REH18	N31RX	EC35	354	Air Traffic Conflict	Yes
1/23/2024 14:13	33	N734BN	N734BN	C172	317	Air Traffic Conflict	Yes
1/17/2024 16:21	28R	N82CX	N82CX	EPIC	330	Air Traffic Conflict	Yes
1/16/2024 12:44	28R	N877JB	N877JB	C421	346	Air Traffic Conflict	Yes
1/9/2024 16:55	PAD1	CMD08	N838CS	EC35	344	Air Traffic Conflict	Yes
					Air Traffic Conflict	**20**	
1/29/2024 2:44	PAD1	N412RX	N412RX	EC30	1200	Lifeguard Medical	Yes
1/14/2024 19:44	PAD1	CMD08	N838CS	EC35	332	Lifeguard Medical	Yes
3/28/2024 20:49	PAD1	CMD08	N838CS	EC35	351	Lifeguard Medical	Yes
1/11/2024 1:42	PAD1	CMD8	N838CS	EC35	345	Lifeguard Medical	Yes
3/13/2024 9:25	PAD1	CMD08	N312RX	EC35	354	Lifeguard Medical	Yes
1/25/2024 21:38	PAD1	CMD8	N838CS	EC35	353	Lifeguard Medical	Yes
					Lifeguard Medical	**6**	
2/6/2024 18:47	28R	N44PF	N44PF	P28A	371	Not Acceptable	No
2/1/2024 9:57	28R	N871DG	N871DG	PC12	333	Not Acceptable	No
					Not Acceptable	**2**	
2/13/2024 18:50	33	N747JS	N747JS	P28R	327	System Error	No
					System Error	**1**	
2/28/2024 15:11	28R	N877JB	N877JB	C421	366	VFR Departure	No
3/20/2024 13:13	28L	N226MM	N226MM	SR22	314	VFR Departure	No
3/15/2024 10:15	33	N52789	N52789	C172	351	VFR Departure	No
2/9/2024 7:21	28L	N208PG	N208PG	C208	1200	VFR Departure	No
3/13/2024 13:34	33	N747JS	N747JS	P28R	343	VFR Departure	No
1/10/2024 13:08	PAD1	N408CC	N408CC	B407	330	VFR Departure	No
					VFR Departure	**6**	
					Grand Count	**35**	

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
1/13/2024 22:11	N597BA	N597BA	BE20	4551	10L	Compliant Operation	Yes
1/14/2024 23:27	N5286C	N5286C	C172	5347	28R	Compliant Operation	Yes
1/20/2024 5:22	N52789	N52789	C172	4255	10L	Compliant Operation	Yes
1/24/2024 6:21	PCM8709	N772FE	C208	4557	10L	Compliant Operation	Yes
1/30/2024 23:01	N551SJ	N551SJ	C551	3201	10R	Compliant Operation	Yes
1/30/2024 23:16	N239J	N239J	SR20	3237	10L	Compliant Operation	Yes
2/29/2024 6:24	PCM8709	N879FE	C208	4563	10R	Compliant Operation	Yes
2/29/2024 6:39	PCM8711	N844FE	C208	4577	10R	Compliant Operation	Yes
2/29/2024 6:47	PXT55	N525B	C25B	3313	10R	Compliant Operation	Yes
3/1/2024 6:45	PCM8709	N744FX	C208	4525	10L	Compliant Operation	Yes
3/1/2024 6:47	PCM8711	N844FE	C208	4522	10L	Compliant Operation	Yes
3/4/2024 5:36			BE20	4534	10L	Compliant Operation	Yes
3/5/2024 0:20			GLEX	3354	10R	Compliant Operation	Yes
3/5/2024 6:43	PCM8709	N790FE	C208	4563	10R	Compliant Operation	Yes
3/12/2024 6:31	PCM8709	N920FE	C208	4555	10L	Compliant Operation	Yes
3/12/2024 6:37			CL35	3367	10R	Compliant Operation	Yes
3/12/2024 6:48	PCM8710	N713FX	C208	4277	10L	Compliant Operation	Yes
3/15/2024 6:38	PCM8711	N920FE	C208	4514	28L	Compliant Operation	Yes
3/22/2024 1:12	N24498	N24498	C152	5366	28R	Compliant Operation	Yes
3/27/2024 22:37			GL7T	3370	10R	Compliant Operation	Yes
3/29/2024 6:37	PCM8709	N844FE	C208	4517	10L	Compliant Operation	Yes
3/29/2024 22:54	LXJ342	N342FX	E545	3323	10R	Compliant Operation	Yes
					Compliant Operation	**22**	
1/2/2024 6:01	KFS161	N73CK	LJ35	3215	28L	Lifeguard Medical	Yes
1/4/2024 2:41			LJ35	3231	28L	Lifeguard Medical	Yes
1/4/2024 22:24	N551SJ	N551SJ	C551	3274	28L	Lifeguard Medical	Yes
1/4/2024 22:45	CMD08	N838CS	EC35	5367	PAD1	Lifeguard Medical	Yes
1/5/2024 3:34	CMD5	N37RX	EC35	5325	PAD1	Lifeguard Medical	Yes
1/7/2024 1:34	CMD8	N838CS	EC35	5304	PAD1	Lifeguard Medical	Yes
1/8/2024 2:36	CMD08	N838CS	EC35	5302	PAD1	Lifeguard Medical	Yes
1/8/2024 3:08			LJ35	3277	28R	Lifeguard Medical	Yes
1/11/2024 0:39	LN54DD	N54DD	C560	3344	28R	Lifeguard Medical	Yes
1/11/2024 1:42	CMD8	N838CS	EC35	345	PAD1	Lifeguard Medical	Yes
1/12/2024 0:17	LN561SR	N561SR	C560	4245	28R	Lifeguard Medical	Yes
1/14/2024 6:23			LJ45	4507	28R	Lifeguard Medical	Yes
1/16/2024 2:13			BE9T	4571	28R	Lifeguard Medical	Yes
1/18/2024 6:04	Medevac	Medevac	LJ35	3264	28L	Lifeguard Medical	Yes
1/19/2024 23:51	LN509RP	N509RP	C550	4267	10R	Lifeguard Medical	Yes
1/21/2024 2:08	LN904LR	N904LR	C560	3247	10R	Lifeguard Medical	Yes
1/24/2024 22:40	LN904LR	N904LR	C560	3203	28R	Lifeguard Medical	Yes
1/29/2024 1:55	Medevac	Medevac	LJ35	3326	28R	Lifeguard Medical	Yes
1/29/2024 2:44	N412RX	N412RX	EC30	1200	PAD1	Lifeguard Medical	Yes
1/29/2024 23:59	Medevac	Medevac	C550	4501	28R	Lifeguard Medical	Yes
1/31/2024 22:25	LN3066W	N3066W	BE9L	4260	10L	Lifeguard Medical	Yes
2/1/2024 6:34	NJZ2		BE20	4277	28R	Lifeguard Medical	Yes
2/5/2024 23:27	NJZ2		BE20	4217	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
2/6/2024 22:34	LN971SC	N971SC	BE9L	4231	28R	Lifeguard Medical	Yes
2/7/2024 0:09	LN561SR	N561SR	C560	3321	28L	Lifeguard Medical	Yes
2/8/2024 1:49	REH18	N31RX	EC35	4275	PAD1	Lifeguard Medical	Yes
2/10/2024 5:05	NJZ3	N999NJ	GALX	3203	28L	Lifeguard Medical	Yes
2/11/2024 5:43			C550	4505	28R	Lifeguard Medical	Yes
2/11/2024 6:25	REH7	N314RX	EC35	4274	PAD1	Lifeguard Medical	Yes
2/13/2024 0:26	LN54DD	N54DD	C560	3316	28L	Lifeguard Medical	Yes
2/15/2024 23:00	LN509RP	N509RP	C550	4207	28R	Lifeguard Medical	Yes
2/16/2024 4:12	REH3	N328RX	EC35	5342	PAD1	Lifeguard Medical	Yes
2/16/2024 5:07	N509RP	N509RP	C550	4206	28R	Lifeguard Medical	Yes
2/20/2024 22:27			C560	4504	28R	Lifeguard Medical	Yes
2/22/2024 3:37			BE9L	3360	10L	Lifeguard Medical	Yes
2/22/2024 5:12	LN355KC	N355KC	LJ35	3257	10L	Lifeguard Medical	Yes
2/28/2024 2:51	LN561SR	N561SR	C560	3324	28R	Lifeguard Medical	Yes
2/28/2024 4:52	Medevac	Medevac	LJ35	3367	28R	Lifeguard Medical	Yes
2/28/2024 6:59	LN717KV	N717KV	H25B	1713	28R	Lifeguard Medical	Yes
3/1/2024 4:47	Medevac	Medevac	LJ35	3246	28L	Lifeguard Medical	Yes
3/1/2024 5:10	LN149WW	N149WW	C25B	3362	28R	Lifeguard Medical	Yes
3/1/2024 6:37	LN971SC	N971SC	BE9L	4546	10L	Lifeguard Medical	Yes
3/13/2024 4:16	LN391DT	N391DT	C550	4216	28R	Lifeguard Medical	Yes
3/15/2024 22:26	LN391DT	N391DT	C550	4525	28L	Lifeguard Medical	Yes
3/18/2024 23:39	LN54DD	N54DD	C560	3334	28R	Lifeguard Medical	Yes
3/25/2024 4:37	N312RX	N312RX	EC35	5366	PAD1	Lifeguard Medical	Yes
3/25/2024 4:49	LN54DD	N54DD	C560	3244	28L	Lifeguard Medical	Yes
3/26/2024 2:05	Medevac	Medevac	LJ35	3320	28L	Lifeguard Medical	Yes
					Lifeguard Medical	**48**	
1/3/2024 0:01	N912MF	N912MF	BE20	3272	28R	Not Acceptable	No
1/31/2024 6:13	PCM8709	N782FE	C208	4561	10R	Not Acceptable	No
1/31/2024 6:36	PCM8711	N844FE	C208	4512	10R	Not Acceptable	No
2/16/2024 2:49			GA5C	3360	10R	Not Acceptable	No
2/17/2024 23:15	SCW3100	N909EV	CRJ2	4235	10R	Not Acceptable	No
2/19/2024 1:23	MDS654	N654AR	SW4	3343	10R	Not Acceptable	No
2/19/2024 6:13	LXJ581	N581FX	CL35	4567	10R	Not Acceptable	No
2/20/2024 1:54			GLF4	3314	10R	Not Acceptable	No
2/20/2024 6:33	PCM8709	N707FX	C208	4213	10R	Not Acceptable	No
2/20/2024 6:46	PCM8711	N844FE	C208	4270	10R	Not Acceptable	No
2/21/2024 23:00	BKA712	N129TK	LJ35	3362	10L	Not Acceptable	No
3/5/2024 1:25	N121MF	N121MF	BE9L	3310	10L	Not Acceptable	No
3/13/2024 5:25	N405FM	N504FM	C25A	356	10R	Not Acceptable	No
					Not Acceptable	**13**	
2/14/2024 22:48	N551SJ	N551SJ	C551	3347	28L	Pilot Requested	No
					Pilot Requested	**1**	
3/25/2024 5:22	SWA1955	N960WN	B737	3212	28L	RWY 30 Routine Closure	Yes
3/25/2024 5:18	SWA2615	N8776L	B38M	3205	28L	RWY 30 Routine Closure	Yes
3/25/2024 5:12	SWA9001	N8702L	B38M	3237	28L	RWY 30 Routine Closure	Yes
3/18/2024 5:39	NKS2122	N629NK	A320	3376	28L	RWY 30 Routine Closure	Yes
3/18/2024 5:30	SWA1654	N420WN	B737	3232	28L	RWY 30 Routine Closure	Yes
3/18/2024 5:25	SWA2615	N8757L	B38M	3375	28L	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
3/18/2024 4:18	N986SA	N986SA	LJ35	3216	28R	RWY 30 Routine Closure	Yes
3/11/2024 3:27	N986SA	N986SA	LJ35	3343	28L	RWY 30 Routine Closure	Yes
3/11/2024 5:13	SWA9001	N8604K	B738	3324	28L	RWY 30 Routine Closure	Yes
3/11/2024 5:20	NKS2122	N612NK	A320	3252	28L	RWY 30 Routine Closure	Yes
3/11/2024 5:24	SWA1955	N912WN	B737	3240	28L	RWY 30 Routine Closure	Yes
3/18/2024 0:49	NKS8823	N923NK	A20N	3243	28L	RWY 30 Routine Closure	Yes
3/18/2024 5:13	SWA9001	N8325D	B738	3332	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	**13**	
2/26/2024 5:07	NKS2122	N690NK	A320	3305	28L	Runway Maintenance	Yes
2/26/2024 4:41	N85ER	N85ER	C25B	3373	28L	Runway Maintenance	Yes
2/25/2024 23:47	VOI903	XAVUC	A21N	3320	28L	Runway Maintenance	Yes
2/25/2024 23:27	VOI199	N525VL	A320	3260	28L	Runway Maintenance	Yes
2/25/2024 23:26	NKS726	N954NK	A20N	3235	28L	Runway Maintenance	Yes
2/25/2024 23:14	N246PH	N246PH	BE20	4251	28R	Runway Maintenance	Yes
2/26/2024 5:09			GLF6	3304	28L	Runway Maintenance	Yes
					Runway Maintenance	**7**	
1/4/2024 6:52	PCM8710	N772FE	C208	4514	28L	Time Buffer	Yes
1/5/2024 22:06	CMD8	N838CS	EC35	317	PAD1	Time Buffer	Yes
1/12/2024 6:56	PCM8710	N772FE	C208	4216	28L	Time Buffer	Yes
1/19/2024 6:55	PCM8709	N713FX	C208	4233	10L	Time Buffer	Yes
1/24/2024 6:57	PCM8711	N844FE	C208	4237	10R	Time Buffer	Yes
2/1/2024 6:58	PCM8710	N713FX	C208	4221	28L	Time Buffer	Yes
2/8/2024 6:53	PCM8710	N713FX	C208	4517	28L	Time Buffer	Yes
2/15/2024 6:59	PCM8679	N744FX	C208	4251	28L	Time Buffer	Yes
2/16/2024 6:56	PCM8679	N744FX	C208	4531	28L	Time Buffer	Yes
2/22/2024 6:52	PCM8710	N713FX	C208	4514	28L	Time Buffer	Yes
2/23/2024 6:57	PCM8710	N713FX	C208	4262	28L	Time Buffer	Yes
2/29/2024 6:51	PCM8710	N713FX	C208	4202	10R	Time Buffer	Yes
2/29/2024 6:58	PCM8679	N744FX	C208	4220	10R	Time Buffer	Yes
3/25/2024 6:52	EJA692	N692QS	C68A	1737	28R	Time Buffer	Yes
					Time Buffer	**14**	
1/4/2024 22:26			B350	3226	28R	Wide Salad	No
1/4/2024 22:40	SIS1	N120PE	PC12	3372	28R	Wide Salad	No
1/10/2024 6:32	BTQ901	N723ST	PC12	4564	28R	Wide Salad	No
1/10/2024 6:47	PCM8710	N772FE	C208	4230	28L	Wide Salad	No
1/12/2024 22:42	N414ME	N414ME	C182	3227	28R	Wide Salad	No
1/26/2024 6:49	PCM8710	N713FX	C208	4507	28L	Wide Salad	No
1/29/2024 2:11	N34CE	N34CE	BE9L	3245	28R	Wide Salad	No
2/9/2024 0:10	PKW1034	N567TR	SW4	3205	28R	Wide Salad	No
2/14/2024 6:49	N294NG	N294NG	PC12	3762	28R	Wide Salad	No
2/27/2024 5:17	PKW1034	N567TR	SW4	3215	28R	Wide Salad	No
3/1/2024 0:22			BE20	4233	28R	Wide Salad	No
3/7/2024 0:43			BE9L	3354	28R	Wide Salad	No
3/7/2024 0:55	AMF116	N4199C	BE99	3304	28L	Wide Salad	No
3/8/2024 6:36	PCM8709	N844FE	C208	4574	28L	Wide Salad	No
3/11/2024 22:58	BTQ915	N723ST	PC12	3234	28R	Wide Salad	No
3/14/2024 22:54	N121MF	N121MF	BE9L	3705	28R	Wide Salad	No
3/15/2024 1:39	N248PH	N248PH	BE20	4504	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
3/20/2024 23:12			BE9L	3274	28R	Wide Salad	No
3/21/2024 6:41	PCM8710	N844FE	C208	4266	28L	Wide Salad	No
3/22/2024 6:42	N355C	N355C	PA46	3267	28R	Wide Salad	No
3/23/2024 22:20			BE20	4215	28R	Wide Salad	No
					Wide Salad	**21**	
					Grand Count	**139**	

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/2/2024 6:01	4	73.8	81.3	18	KFS161	N73CK	LJ35	28L
1/2/2024 6:02	5	90	92.8	11	KFS161	N73CK	LJ35	28L
1/2/2024 6:02	6	82.2	88	17	KFS161	N73CK	LJ35	28L
1/2/2024 6:02	7	73.4	81.8	17	KFS161	N73CK	LJ35	28L
1/3/2024 0:02	4	84.2	88.8	17	N912MF	N912MF	BE20	28R
1/3/2024 0:02	5	76.9	83.6	17	N912MF	N912MF	BE20	28R
1/3/2024 0:02	6	73.3	82.5	24	N912MF	N912MF	BE20	28R
1/3/2024 0:03	8	79.2	84.4	11	N912MF	N912MF	BE20	28R
1/4/2024 2:42	4	81	88.3	28			LJ35	28L
1/4/2024 2:42	5	88.3	95.1	25			LJ35	28L
1/4/2024 2:42	6	82.9	92.1	32			LJ35	28L
1/4/2024 2:42	7	75.4	86	33			LJ35	28L
1/4/2024 6:54	4	81.4	86.4	21	PCM8710	N772FE	C208	28L
1/4/2024 6:54	5	75.1	83.1	23	PCM8710	N772FE	C208	28L
1/4/2024 22:25	4	76.6	84.8	21	N551SJ	N551SJ	C551	28L
1/4/2024 22:25	5	87.2	92.8	20	N551SJ	N551SJ	C551	28L
1/4/2024 22:25	6	82.3	89.5	24	N551SJ	N551SJ	C551	28L
1/4/2024 22:25	7	72.3	82.3	19	N551SJ	N551SJ	C551	28L
1/4/2024 22:27	4	74.5	82.8	17			B350	28R
1/4/2024 22:41	4	78.6	83.7	12	SIS1	N120PE	PC12	28R
1/8/2024 3:08	4	80.9	87.6	26			LJ35	28R
1/8/2024 3:08	5	83.3	91.2	29			LJ35	28R
1/8/2024 3:08	6	77.7	88	38			LJ35	28R
1/8/2024 3:09	7	72	82.2	28			LJ35	28R
1/10/2024 6:22	4	77.6	81.8	9	PCM8709	N908FE	C208	28L
1/10/2024 6:33	4	77.7	83.3	14	BTQ901	N723ST	PC12	28R
1/10/2024 6:49	4	71.8	80.9	17	PCM8710	N772FE	C208	28L
1/10/2024 6:49	5	83.2	87.4	9	PCM8710	N772FE	C208	28L
1/10/2024 6:49	6	74.8	80.4	10	PCM8710	N772FE	C208	28L
1/10/2024 6:49	8	79.1	84.8	9	PCM8710	N772FE	C208	28L
1/11/2024 0:39	4	77.7	88.8	54	LN54DD	N54DD	C560	28R
1/11/2024 0:39	5	76.6	88.3	51	LN54DD	N54DD	C560	28R
1/11/2024 0:39	6	74.9	85.8	72	LN54DD	N54DD	C560	28R
1/11/2024 6:56	4	73.7	80.4	10	PCM8710	N772FE	C208	28L
1/12/2024 0:18	4	87.7	94.9	19	LN561SR	N561SR	C560	28R
1/12/2024 0:18	5	83.6	90.6	26	LN561SR	N561SR	C560	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/12/2024 0:18	6	85.8	92.8	30	LN561SR	N561SR	C560	28R
1/12/2024 0:18	7	79.9	88.4	28	LN561SR	N561SR	C560	28R
1/12/2024 6:55	10	67.6	82.7	80	PCM8710	N772FE	C208	28L
1/12/2024 6:56	9	68.8	80.9	26	PCM8710	N772FE	C208	28L
1/12/2024 6:57	4	83.2	87.1	11	PCM8710	N772FE	C208	28L
1/12/2024 6:57	5	73.6	80.7	10	PCM8710	N772FE	C208	28L
1/12/2024 6:58	10	64.1	81.4	80	PCM8710	N772FE	C208	28L
1/12/2024 22:44	4	79.7	87.4	30	N414ME	N414ME	C182	28R
1/12/2024 22:44	5	72.8	82.8	26	N414ME	N414ME	C182	28R
1/12/2024 22:44	8	70.8	80.4	17	N414ME	N414ME	C182	28R
1/12/2024 22:45	3	70.6	81.1	24	N414ME	N414ME	C182	28R
1/13/2024 22:12	9	72.9	80.5	12	N597BA	N597BA	BE20	10L
1/13/2024 22:12	10	77.8	82.8	17	N597BA	N597BA	BE20	10L
1/13/2024 22:29	4	72.9	81.3	23	TIV70	N70VM	C25B	10R
1/13/2024 22:29	9	77.1	84.2	11	TIV70	N70VM	C25B	10R
1/14/2024 3:18	4	84.9	90.9	30	LN31GJ	N31GJ	LJ35	10R
1/14/2024 3:18	8	72.9	80.6	11	LN31GJ	N31GJ	LJ35	10R
1/14/2024 3:19	1	75.1	87.1	80	LN31GJ	N31GJ	LJ35	10R
1/14/2024 3:19	9	83	88.8	18	LN31GJ	N31GJ	LJ35	10R
1/14/2024 3:19	11	74.7	82.5	12	LN31GJ	N31GJ	LJ35	10R
1/14/2024 3:19	13	77.6	86	20	LN31GJ	N31GJ	LJ35	10R
1/14/2024 3:20	1	70.4	85.4	80	LN31GJ	N31GJ	LJ35	10R
1/14/2024 6:23	4	76.4	84.4	21			LJ45	28R
1/14/2024 6:23	5	72.3	81.6	18			LJ45	28R
1/14/2024 6:24	6	72	81.5	25			LJ45	28R
1/16/2024 2:14	4	78.3	84.3	14			BE9T	28R
1/18/2024 6:04	4	80	88.1	33	Medevac	Medevac	LJ35	28L
1/18/2024 6:05	5	89.8	95.5	33	Medevac	Medevac	LJ35	28L
1/18/2024 6:05	6	80.9	90.3	39	Medevac	Medevac	LJ35	28L
1/18/2024 6:05	7	74.2	85.3	31	Medevac	Medevac	LJ35	28L
1/18/2024 23:27	4	82.2	87.3	13	N383AP	N383AP	S22T	28R
1/19/2024 6:56	10	74	83	37	PCM8709	N713FX	C208	10L
1/19/2024 6:57	9	78.6	85.2	15	PCM8709	N713FX	C208	10L
1/19/2024 6:57	11	75.7	82.5	11	PCM8709	N713FX	C208	10L
1/19/2024 23:51	4	74.2	85.2	35	LN509RP	N509RP	C550	10R
1/19/2024 23:52	12	75.3	84.3	23	LN509RP	N509RP	C550	10R
1/20/2024 5:14	10	72	80.9	26	N819AP	N819AP	GALX	10R
1/20/2024 5:14	9	78.3	86.6	17	N819AP	N819AP	GALX	10R
1/20/2024 5:14	12	75.7	84.8	28	N819AP	N819AP	GALX	10R
1/21/2024 0:19	4	71.5	81.4	28			GLF5	10R
1/21/2024 0:20	10	72.8	80.7	24			GLF5	10R
1/21/2024 0:20	9	77.2	85.6	17			GLF5	10R
1/21/2024 2:08	4	74.6	84.8	40	LN904LR	N904LR	C560	10R
1/21/2024 2:09	9	72.4	82.2	20	LN904LR	N904LR	C560	10R
1/21/2024 2:09	12	78.7	88.6	44	LN904LR	N904LR	C560	10R
1/21/2024 2:10	13	71.4	80.1	38	LN904LR	N904LR	C560	10R
1/21/2024 2:10	1	70.3	83	38	LN904LR	N904LR	C560	10R
1/21/2024 5:42	10	73.7	82.6	26	EJA150	N150QS	GLEX	10R
1/21/2024 5:42	9	78.5	86.7	20	EJA150	N150QS	GLEX	10R
1/21/2024 5:42	12	75.8	86.1	28	EJA150	N150QS	GLEX	10R
1/21/2024 6:46	4	73.4	82.6	21	PXT838	N838GD	C25B	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/21/2024 6:46	9	74.2	82.8	16	PXT838	N838GD	C25B	10R
1/21/2024 6:46	12	70.5	80.9	21	PXT838	N838GD	C25B	10R
1/22/2024 4:36	4	74.6	83.2	30	USC240	N290CK	LJ35	10R
1/22/2024 4:36	1	66	84	80	USC240	N290CK	LJ35	10R
1/22/2024 4:36	9	77	82.7	10	USC240	N290CK	LJ35	10R
1/23/2024 6:59	4	80	86	15	PCM8710	N987FE	C208	28L
1/24/2024 5:49	4	76.4	85	27	N504FM	N504FM	C25A	10R
1/24/2024 5:50	10	67.4	82	75	N504FM	N504FM	C25A	10R
1/24/2024 5:50	12	74.3	84.9	37	N504FM	N504FM	C25A	10R
1/24/2024 6:21	8	76.3	86	42	PCM8709	N772FE	C208	10L
1/24/2024 6:22	10	76.5	84.9	79	PCM8709	N772FE	C208	10L
1/24/2024 6:58	10	77.9	84.5	27	PCM8711	N844FE	C208	10R
1/24/2024 6:58	9	80	85.1	11	PCM8711	N844FE	C208	10R
1/24/2024 6:59	11	73.6	80.1	10	PCM8711	N844FE	C208	10R
1/24/2024 22:41	4	85	96	42	LN904LR	N904LR	C560	28R
1/24/2024 22:41	5	84.5	94.3	48	LN904LR	N904LR	C560	28R
1/24/2024 22:41	6	82	93	60	LN904LR	N904LR	C560	28R
1/24/2024 22:41	8	72.9	84.9	38	LN904LR	N904LR	C560	28R
1/24/2024 22:41	7	78.2	89.1	48	LN904LR	N904LR	C560	28R
1/26/2024 6:50	4	83.3	87.4	12	PCM8710	N713FX	C208	28L
1/29/2024 1:56	7	81.7	90.5	47	Medevac	Medevac	LJ35	28R
1/29/2024 1:56	4	93.5	97.2	14	Medevac	Medevac	LJ35	28R
1/29/2024 1:56	5	79.4	87	23	Medevac	Medevac	LJ35	28R
1/29/2024 1:56	6	85.7	92.1	23	Medevac	Medevac	LJ35	28R
1/29/2024 2:12	4	86.9	89.3	11	N34CE	N34CE	BE9L	28R
1/29/2024 2:12	5	76.6	80.6	9	N34CE	N34CE	BE9L	28R
1/29/2024 2:12	8	73.6	80.2	9	N34CE	N34CE	BE9L	28R
1/29/2024 2:13	3	73	81.3	17	N34CE	N34CE	BE9L	28R
1/30/2024 0:00	4	80.1	87.5	18	Medevac	Medevac	C550	28R
1/30/2024 0:00	5	79.9	87	19	Medevac	Medevac	C550	28R
1/30/2024 0:00	6	76.4	84.5	21	Medevac	Medevac	C550	28R
1/30/2024 0:00	7	71.7	80.9	20	Medevac	Medevac	C550	28R
1/30/2024 6:24	4	75.2	80.4	9	PCM8709	N857FE	C208	28L
1/30/2024 23:01	4	71.6	81.5	21	N551SJ	N551SJ	C551	10R
1/30/2024 23:02	9	72.2	80.7	13	N551SJ	N551SJ	C551	10R
1/30/2024 23:02	12	77.8	86	22	N551SJ	N551SJ	C551	10R
1/30/2024 23:17	9	79.4	85.3	15	N239J	N239J	SR20	10L
1/30/2024 23:18	11	71.5	80.3	11	N239J	N239J	SR20	10L
1/31/2024 6:15	10	78.2	84.4	19	PCM8709	N782FE	C208	10R
1/31/2024 6:15	9	74.8	81.5	11	PCM8709	N782FE	C208	10R
1/31/2024 6:37	9	75.7	82.2	11	PCM8711	N844FE	C208	10R
1/31/2024 6:37	10	76.3	83.8	20	PCM8711	N844FE	C208	10R
2/1/2024 4:10	4	70.4	80.9	19			GLF5	10R
2/1/2024 4:11	9	72.7	82.6	22			GLF5	10R
2/1/2024 4:11	12	78.2	87.4	30			GLF5	10R
2/1/2024 6:23	10	63.4	80.8	80	PCM8709	N782FE	C208	28L
2/1/2024 6:24	10	63.6	80.7	80	PCM8709	N782FE	C208	28L
2/1/2024 6:35	4	80.6	86.1	11	NJZ2		BE20	28R
2/1/2024 6:35	5	74.8	82.2	13	NJZ2		BE20	28R
2/1/2024 6:35	8	76.2	82.5	9	NJZ2		BE20	28R
2/1/2024 6:38	10	73.3	83.4	80	PCM8711	N844FE	C208	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/1/2024 6:59	4	72.7	82.2	22	PCM8710	N713FX	C208	28L
2/1/2024 6:59	5	83.1	86.5	10	PCM8710	N713FX	C208	28L
2/1/2024 7:00	8	75.8	81.4	9	PCM8710	N713FX	C208	28L
2/2/2024 6:04	4	81.7	86.1	10	PCM8709	N968FE	C208	28L
2/2/2024 6:54	9	69.7	80.1	20	BXR1960	N208PG	C208	28L
2/4/2024 6:11	4	74.1	82.6	25	PXT525	N525CR	C25B	10R
2/4/2024 6:12	10	71.9	81	27	PXT525	N525CR	C25B	10R
2/4/2024 6:12	9	76	85.3	22	PXT525	N525CR	C25B	10R
2/5/2024 0:54	9	81.8	89	17	LN84UP	N84UP	H25B	10R
2/5/2024 0:54	10	76.4	82.9	19	LN84UP	N84UP	H25B	10R
2/5/2024 0:54	12	71.1	81.5	31	LN84UP	N84UP	H25B	10R
2/5/2024 0:54	13	71.2	81.4	27	LN84UP	N84UP	H25B	10R
2/5/2024 0:54	1	66.5	81.2	48	LN84UP	N84UP	H25B	10R
2/5/2024 5:28	9	77.3	83.6	14	LXJ454	N454FX	GLF4	10R
2/5/2024 23:28	4	84.4	88	13	NJZ2		BE20	28R
2/5/2024 23:28	5	74.9	81.7	10	NJZ2		BE20	28R
2/5/2024 23:28	8	75.3	81.9	9	NJZ2		BE20	28R
2/6/2024 22:34	4	85.6	89.3	15	LN971SC	N971SC	BE9L	28R
2/6/2024 22:35	5	74.1	80.5	10	LN971SC	N971SC	BE9L	28R
2/7/2024 0:09	10	79.6	88.1	47	LN561SR	N561SR	C560	28L
2/7/2024 0:09	9	78.9	86.6	28	LN561SR	N561SR	C560	28L
2/7/2024 0:09	4	81.6	92.7	57	LN561SR	N561SR	C560	28L
2/7/2024 0:09	5	82.7	93.7	50	LN561SR	N561SR	C560	28L
2/7/2024 0:09	6	81	92.1	62	LN561SR	N561SR	C560	28L
2/7/2024 0:10	7	75.2	87.7	50	LN561SR	N561SR	C560	28L
2/7/2024 0:10	8	70.3	80.6	23	LN561SR	N561SR	C560	28L
2/7/2024 6:20	4	75.8	81.3	10			BE20	28R
2/7/2024 6:20	8	75.4	81.4	7			BE20	28R
2/7/2024 6:53	5	75.9	84.6	39	N246PH	N246PH	BE20	28R
2/7/2024 6:53	4	85.4	89.7	29	N246PH	N246PH	BE20	28R
2/7/2024 6:54	8	78.4	84.5	14	N246PH	N246PH	BE20	28R
2/7/2024 6:54	3	77.3	83	10	N246PH	N246PH	BE20	28R
2/8/2024 4:51	10	76.5	86.8	80	LN54DD	N54DD	C560	28L
2/8/2024 4:52	4	78.2	87.7	43	LN54DD	N54DD	C560	28L
2/8/2024 4:52	5	81.4	91.2	46	LN54DD	N54DD	C560	28L
2/8/2024 4:52	6	74.7	84.4	45	LN54DD	N54DD	C560	28L
2/8/2024 6:55	4	82.6	86.8	16	PCM8710	N713FX	C208	28L
2/8/2024 6:55	5	75.6	81.9	13	PCM8710	N713FX	C208	28L
2/9/2024 0:11	4	82.9	85.9	10	PKW1034	N567TR	SW4	28R
2/9/2024 6:55	4	79.1	86.5	33	PCM8710	N713FX	C208	28L
2/10/2024 5:06	4	81.2	88.9	23	NJZ3	N999NJ	GALX	28L
2/10/2024 5:06	5	82.4	90.5	25	NJZ3	N999NJ	GALX	28L
2/10/2024 5:06	6	80.3	88.6	33	NJZ3	N999NJ	GALX	28L
2/10/2024 5:06	7	76.3	85	23	NJZ3	N999NJ	GALX	28L
2/11/2024 5:44	4	83.2	88.5	16			C550	28R
2/11/2024 5:44	5	83.2	89.6	16			C550	28R
2/11/2024 5:44	6	80.1	87.2	19			C550	28R
2/11/2024 5:44	7	73.7	82.4	18			C550	28R
2/13/2024 0:26	4	78	88.2	38	LN54DD	N54DD	C560	28L
2/13/2024 0:27	5	80.9	91	36	LN54DD	N54DD	C560	28L
2/13/2024 0:27	6	78.6	88.9	46	LN54DD	N54DD	C560	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/13/2024 0:27	7	72.6	84.6	37	LN54DD	N54DD	C560	28L
2/14/2024 6:50	4	79.6	83.5	11	N294NG	N294NG	PC12	28R
2/14/2024 22:49	4	79.1	85.6	19	N551SJ	N551SJ	C551	28L
2/14/2024 22:49	5	87.3	92.9	19	N551SJ	N551SJ	C551	28L
2/14/2024 22:49	6	82.7	89.7	23	N551SJ	N551SJ	C551	28L
2/14/2024 22:49	7	73.6	83.1	21	N551SJ	N551SJ	C551	28L
2/15/2024 6:16	10	67.1	81.6	80	PCM8709	N969FE	C208	28L
2/15/2024 6:17	10	65.1	81.4	80	PCM8709	N969FE	C208	28L
2/15/2024 7:00	4	76.3	82.2	12	PCM8679	N744FX	C208	28L
2/15/2024 7:01	5	80.4	84.8	13	PCM8679	N744FX	C208	28L
2/15/2024 7:01	6	74.4	83.2	19	PCM8679	N744FX	C208	28L
2/15/2024 7:01	7	76.6	83.4	16	PCM8679	N744FX	C208	28L
2/15/2024 23:00	4	86.1	93	22	LN509RP	N509RP	C550	28R
2/15/2024 23:00	5	80.7	88.8	25	LN509RP	N509RP	C550	28R
2/15/2024 23:00	6	83	90.1	29	LN509RP	N509RP	C550	28R
2/15/2024 23:01	7	77.3	86.8	27	LN509RP	N509RP	C550	28R
2/16/2024 2:49	4	71.7	80.2	19			GA5C	10R
2/16/2024 2:50	9	77.3	84.6	16			GA5C	10R
2/16/2024 5:07	4	84	91.5	24	N509RP	N509RP	C550	28R
2/16/2024 5:07	5	81.7	89.9	25	N509RP	N509RP	C550	28R
2/16/2024 5:07	6	81.5	89	28	N509RP	N509RP	C550	28R
2/16/2024 5:08	7	75.7	85.4	25	N509RP	N509RP	C550	28R
2/16/2024 6:57	5	80.1	85.7	14	PCM8679	N744FX	C208	28L
2/16/2024 6:57	6	76.1	82.4	15	PCM8679	N744FX	C208	28L
2/17/2024 23:16	12	72.5	81.8	23	SCW3100	N909EV	CRJ2	10R
2/19/2024 1:24	9	74.3	81.2	11	MDS654	N654AR	SW4	10R
2/19/2024 6:13	4	70.6	80	24	LXJ581	N581FX	CL35	10R
2/19/2024 6:14	10	71.1	81.5	39	LXJ581	N581FX	CL35	10R
2/19/2024 6:14	9	75.4	83.3	18	LXJ581	N581FX	CL35	10R
2/19/2024 6:14	11	72.9	80.3	14	LXJ581	N581FX	CL35	10R
2/20/2024 1:54	4	69.8	80.7	20			GLF4	10R
2/20/2024 1:54	9	84.8	90.9	15			GLF4	10R
2/20/2024 1:54	10	80.2	85.6	17			GLF4	10R
2/20/2024 1:54	12	69.5	80.5	24			GLF4	10R
2/20/2024 6:09	4	77.2	86.1	27	N819AP	N819AP	GALX	10R
2/20/2024 6:09	10	76.4	85.4	80	N819AP	N819AP	GALX	10R
2/20/2024 6:09	9	83.7	90.6	19	N819AP	N819AP	GALX	10R
2/20/2024 6:10	13	77.2	85.3	33	N819AP	N819AP	GALX	10R
2/20/2024 6:34	10	78.4	86	80	PCM8709	N707FX	C208	10R
2/20/2024 6:35	9	76.2	83.1	17	PCM8709	N707FX	C208	10R
2/20/2024 6:48	10	75.7	85.2	80	PCM8711	N844FE	C208	10R
2/20/2024 6:48	9	78.9	84.8	14	PCM8711	N844FE	C208	10R
2/20/2024 22:28	4	85.8	95.7	36			C560	28R
2/20/2024 22:28	5	84.6	95.2	39			C560	28R
2/20/2024 22:28	6	83	93.5	69			C560	28R
2/20/2024 22:28	7	78.4	89.7	57			C560	28R
2/20/2024 22:28	8	71	84.2	34			C560	28R
2/21/2024 23:01	9	73.7	80.8	11	BKA712	N129TK	LJ35	10L
2/22/2024 5:12	5	69.6	80.6	24	LN355KC	N355KC	LJ35	10L
2/22/2024 5:13	10	79.1	86.9	33	LN355KC	N355KC	LJ35	10L
2/22/2024 5:13	9	86.6	91.9	17	LN355KC	N355KC	LJ35	10L

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2/22/2024 5:13	11	80	87.5	18	LN355KC	N355KC	LJ35	10L
2/22/2024 6:53	4	83.8	87.7	11	PCM8710	N713FX	C208	28L
2/23/2024 6:58	4	82.9	87.2	17	PCM8710	N713FX	C208	28L
2/25/2024 23:14	4	77.2	83	13	N246PH	N246PH	BE20	28R
2/25/2024 23:15	5	79.1	83.9	13	N246PH	N246PH	BE20	28R
2/25/2024 23:15	6	76.5	82.9	14	N246PH	N246PH	BE20	28R
2/25/2024 23:15	7	73	80.3	11	N246PH	N246PH	BE20	28R
2/25/2024 23:26	4	83.2	89.9	19	NKS726	N954NK	A20N	28L
2/25/2024 23:26	5	86.8	93.1	22	NKS726	N954NK	A20N	28L
2/25/2024 23:26	6	82.4	90.3	28	NKS726	N954NK	A20N	28L
2/25/2024 23:27	7	78.4	86.8	21	NKS726	N954NK	A20N	28L
2/25/2024 23:28	4	85.6	93.6	22	VOI199	N525VL	A320	28L
2/25/2024 23:28	5	90.3	97.5	23	VOI199	N525VL	A320	28L
2/25/2024 23:28	6	84.3	92.9	32	VOI199	N525VL	A320	28L
2/25/2024 23:28	7	76.5	87.5	28	VOI199	N525VL	A320	28L
2/25/2024 23:48	4	83.6	89.7	19	VOI903	XAVUC	A21N	28L
2/25/2024 23:48	5	86	92.5	21	VOI903	XAVUC	A21N	28L
2/25/2024 23:48	6	81.3	89.7	29	VOI903	XAVUC	A21N	28L
2/25/2024 23:48	7	79.7	87.9	23	VOI903	XAVUC	A21N	28L
2/26/2024 4:41	4	80.9	87.3	19	N85ER	N85ER	C25B	28L
2/26/2024 4:41	5	84.9	91.5	21	N85ER	N85ER	C25B	28L
2/26/2024 4:41	6	81.9	89.3	24	N85ER	N85ER	C25B	28L
2/26/2024 4:42	7	74.4	83.9	20	N85ER	N85ER	C25B	28L
2/26/2024 5:07	4	82.9	91	25	NKS2122	N690NK	A320	28L
2/26/2024 5:07	5	89.2	94.4	27	NKS2122	N690NK	A320	28L
2/26/2024 5:07	6	80.2	90.1	32	NKS2122	N690NK	A320	28L
2/26/2024 5:08	7	75.9	86.9	29	NKS2122	N690NK	A320	28L
2/26/2024 5:10	4	84	89.8	20			GLF6	28L
2/26/2024 5:10	5	90.6	95.6	19			GLF6	28L
2/26/2024 5:10	6	84.5	91.2	22			GLF6	28L
2/26/2024 5:10	7	79.6	87.7	19			GLF6	28L
2/27/2024 5:18	4	81.9	85.2	11	PKW1034	N567TR	SW4	28R
2/28/2024 2:52	4	87.3	95.6	40	LN561SR	N561SR	C560	28R
2/28/2024 2:52	5	84.9	92.1	41	LN561SR	N561SR	C560	28R
2/28/2024 2:52	6	83.5	92.6	44	LN561SR	N561SR	C560	28R
2/28/2024 2:52	7	72.7	82.8	22	LN561SR	N561SR	C560	28R
2/28/2024 4:53	4	91.7	95.7	14	Medevac	Medevac	LJ35	28R
2/28/2024 4:53	5	80.4	86.9	18	Medevac	Medevac	LJ35	28R
2/28/2024 4:53	6	83.4	89.9	20	Medevac	Medevac	LJ35	28R
2/28/2024 4:53	7	81.5	88.4	19	Medevac	Medevac	LJ35	28R
2/28/2024 7:00	4	90.5	94.1	15	LN717KV	N717KV	H25B	28R
2/28/2024 7:00	5	81.6	88.8	18	LN717KV	N717KV	H25B	28R
2/28/2024 7:00	6	82.5	89.1	22	LN717KV	N717KV	H25B	28R
2/28/2024 7:00	7	75.7	85.3	21	LN717KV	N717KV	H25B	28R
2/29/2024 6:26	9	76.4	83.5	14	PCM8709	N879FE	C208	10R
2/29/2024 6:26	10	77.4	85	25	PCM8709	N879FE	C208	10R
2/29/2024 6:41	9	80	85.6	13	PCM8711	N844FE	C208	10R
2/29/2024 6:41	10	75	83.8	21	PCM8711	N844FE	C208	10R
2/29/2024 6:44	10	72.6	83.1	30			GLF5	10R
2/29/2024 6:44	9	78.3	87.1	24			GLF5	10R
2/29/2024 6:45	11	72.7	82.2	20			GLF5	10R

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2/29/2024 6:47	9	78.2	86.7	20	PXT55	N525B	C25B	10R
2/29/2024 6:48	10	72.7	81.2	23	PXT55	N525B	C25B	10R
2/29/2024 6:48	12	72.6	82.3	24	PXT55	N525B	C25B	10R
2/29/2024 6:52	10	79.9	84.9	23	PCM8710	N713FX	C208	10R
2/29/2024 6:52	9	75.3	82.4	12	PCM8710	N713FX	C208	10R
2/29/2024 6:58	10	76.8	83.5	33	PCM8679	N744FX	C208	10R
2/29/2024 6:59	9	76.3	83.4	18	PCM8679	N744FX	C208	10R
2/29/2024 6:59	10	78.4	84.8	32	PCM8679	N744FX	C208	10R
2/29/2024 7:00	10	75.4	84.5	40	PCM8679	N744FX	C208	10R
3/1/2024 0:23	4	82.9	86.4	11			BE20	28R
3/1/2024 0:23	5	75.6	80.4	9			BE20	28R
3/1/2024 4:48	4	83.9	90.4	18	Medevac	Medevac	LJ35	28L
3/1/2024 4:48	5	87.2	93.7	23	Medevac	Medevac	LJ35	28L
3/1/2024 4:48	6	83.7	91.2	37	Medevac	Medevac	LJ35	28L
3/1/2024 4:48	7	76.6	86.6	29	Medevac	Medevac	LJ35	28L
3/1/2024 5:10	4	85.1	91.9	20	LN149WW	N149WW	C25B	28R
3/1/2024 5:10	5	80.8	88.6	20	LN149WW	N149WW	C25B	28R
3/1/2024 5:10	6	80	88.3	22	LN149WW	N149WW	C25B	28R
3/1/2024 5:10	7	76.7	85.1	21	LN149WW	N149WW	C25B	28R
3/1/2024 6:38	9	79.2	85.3	13	LN971SC	N971SC	BE9L	10L
3/1/2024 6:38	10	83.2	87.1	21	LN971SC	N971SC	BE9L	10L
3/1/2024 6:44	4	73.3	81.7	17	EJA851	N851QS	C700	10R
3/1/2024 6:44	9	74.6	81.7	11	EJA851	N851QS	C700	10R
3/1/2024 6:46	10	78.6	84.5	21	PCM8709	N744FX	C208	10L
3/1/2024 6:46	9	80.1	84.9	10	PCM8709	N744FX	C208	10L
3/1/2024 6:49	9	81.6	86.6	12	PCM8711	N844FE	C208	10L
3/1/2024 6:49	10	74.4	82	15	PCM8711	N844FE	C208	10L
3/1/2024 6:49	11	74	82.5	12	PCM8711	N844FE	C208	10L
3/4/2024 5:35	10	63	80.5	80			BE20	10L
3/4/2024 5:36	10	78.6	86.2	80			BE20	10L
3/4/2024 5:36	9	79.4	84.5	12			BE20	10L
3/4/2024 5:40	10	72.3	84.2	80			F900	10R
3/4/2024 5:40	9	78.7	86.8	21			F900	10R
3/5/2024 0:20	10	74.5	83.1	22			GLEX	10R
3/5/2024 0:20	9	79.8	87.8	17			GLEX	10R
3/5/2024 0:20	12	75.4	85.5	28			GLEX	10R
3/5/2024 6:26	9	75.6	83.3	18	PXT55	N525B	C25B	10R
3/5/2024 6:44	10	79.3	85.9	60	PCM8709	N790FE	C208	10R
3/5/2024 6:44	9	74.8	81.9	11	PCM8709	N790FE	C208	10R
3/6/2024 22:48	4	79.5	84.1	12			BE20	28R
3/6/2024 22:48	3	74	80.5	10			BE20	28R
3/7/2024 0:44	4	74.3	81.2	12			BE9L	28R
3/7/2024 0:56	4	79.6	85.7	16	AMF116	N4199C	BE99	28L
3/7/2024 0:56	5	79.6	85.7	13	AMF116	N4199C	BE99	28L
3/8/2024 6:37	4	81.3	86.5	14	PCM8709	N844FE	C208	28L
3/8/2024 6:37	5	73.8	80.5	11	PCM8709	N844FE	C208	28L
3/8/2024 6:38	10	65.9	83	80	PCM8709	N844FE	C208	28L
3/8/2024 6:39	10	65.5	80.2	52	PCM8709	N844FE	C208	28L
3/9/2024 6:56	4	74.8	80.6	10	PCM8702	N713FX	C208	28L
3/11/2024 3:28	4	75.8	82.7	14	N986SA	N986SA	LJ35	28L
3/11/2024 3:28	5	88	90.7	14	N986SA	N986SA	LJ35	28L

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3/11/2024 3:28	6	82.1	88.3	18	N986SA	N986SA	LJ35	28L
3/11/2024 3:28	7	74.7	82	14	N986SA	N986SA	LJ35	28L
3/11/2024 5:14	4	86.9	94.6	27	SWA9001	N8604K	B738	28L
3/11/2024 5:14	5	88.1	96.3	26	SWA9001	N8604K	B738	28L
3/11/2024 5:14	6	82.8	92.8	34	SWA9001	N8604K	B738	28L
3/11/2024 5:14	8	72.6	82.1	23	SWA9001	N8604K	B738	28L
3/11/2024 5:14	7	79.9	89.8	30	SWA9001	N8604K	B738	28L
3/11/2024 5:20	4	82.5	92.1	28	NKS2122	N612NK	A320	28L
3/11/2024 5:21	5	87.6	94.7	30	NKS2122	N612NK	A320	28L
3/11/2024 5:21	6	80.9	91.2	36	NKS2122	N612NK	A320	28L
3/11/2024 5:21	7	78.2	87.3	28	NKS2122	N612NK	A320	28L
3/11/2024 5:25	4	84	90.7	20	SWA1955	N912WN	B737	28L
3/11/2024 5:25	5	85.9	93.2	22	SWA1955	N912WN	B737	28L
3/11/2024 5:25	6	78.4	88	26	SWA1955	N912WN	B737	28L
3/11/2024 5:25	7	72	81.7	20	SWA1955	N912WN	B737	28L
3/11/2024 22:59	4	78.1	83.9	13	BTQ915	N723ST	PC12	28R
3/12/2024 6:31	10	78.4	84.1	80	PCM8709	N920FE	C208	10L
3/12/2024 6:32	9	75.5	81.7	13	PCM8709	N920FE	C208	10L
3/12/2024 6:37	10	68.9	82.4	80			CL35	10R
3/12/2024 6:38	9	75.8	84.5	18			CL35	10R
3/12/2024 6:38	12	72.6	82.1	24			CL35	10R
3/12/2024 6:49	10	80.8	85.8	30	PCM8710	N713FX	C208	10L
3/12/2024 6:49	9	75	81.9	11	PCM8710	N713FX	C208	10L
3/13/2024 4:17	4	78.7	86.1	23	LN391DT	N391DT	C550	28R
3/13/2024 4:17	5	77.7	85.9	21	LN391DT	N391DT	C550	28R
3/13/2024 4:17	6	71.5	81.6	26	LN391DT	N391DT	C550	28R
3/13/2024 5:25	4	75.4	81.2	9	N405FM	N504FM	C25A	10R
3/13/2024 5:26	12	71.4	80.5	19	N405FM	N504FM	C25A	10R
3/15/2024 1:40	4	83.2	87.6	13	N248PH	N248PH	BE20	28R
3/15/2024 1:40	5	74.4	80.4	10	N248PH	N248PH	BE20	28R
3/15/2024 1:40	8	75.3	82	14	N248PH	N248PH	BE20	28R
3/15/2024 6:40	10	69.7	81.5	80	PCM8711	N920FE	C208	28L
3/15/2024 22:27	4	71.7	80.9	21	LN391DT	N391DT	C550	28L
3/15/2024 22:27	5	78.5	86.7	20	LN391DT	N391DT	C550	28L
3/15/2024 22:27	6	73.6	83.1	24	LN391DT	N391DT	C550	28L
3/18/2024 0:50	4	79.4	86.4	24	NKS8823	N923NK	A20N	28L
3/18/2024 0:50	5	81.8	89.1	23	NKS8823	N923NK	A20N	28L
3/18/2024 0:50	6	78	86.4	25	NKS8823	N923NK	A20N	28L
3/18/2024 0:50	7	75	83.6	20	NKS8823	N923NK	A20N	28L
3/18/2024 4:19	4	87.5	92	14	N986SA	N986SA	LJ35	28R
3/18/2024 4:19	5	80.2	86.9	18	N986SA	N986SA	LJ35	28R
3/18/2024 4:19	6	83.7	90	22	N986SA	N986SA	LJ35	28R
3/18/2024 4:19	7	81.5	87.9	17	N986SA	N986SA	LJ35	28R
3/18/2024 5:14	4	87.7	94.4	25	SWA9001	N8325D	B738	28L
3/18/2024 5:14	5	88.1	96.2	27	SWA9001	N8325D	B738	28L
3/18/2024 5:14	6	84.5	93.5	33	SWA9001	N8325D	B738	28L
3/18/2024 5:14	8	69.2	80.7	19	SWA9001	N8325D	B738	28L
3/18/2024 5:14	7	81.1	90.5	30	SWA9001	N8325D	B738	28L
3/18/2024 5:25	4	84.8	91.9	21	SWA2615	N8757L	B38M	28L
3/18/2024 5:25	5	88.6	95.5	21	SWA2615	N8757L	B38M	28L
3/18/2024 5:25	6	85.1	93.3	26	SWA2615	N8757L	B38M	28L

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3/18/2024 5:26	7	80.3	88.9	25	SWA2615	N8757L	B38M	28L
3/18/2024 5:31	4	89	95.2	25	SWA1654	N420WN	B737	28L
3/18/2024 5:31	6	85.5	94.6	35	SWA1654	N420WN	B737	28L
3/18/2024 5:31	5	90.7	97.7	25	SWA1654	N420WN	B737	28L
3/18/2024 5:31	8	70.5	82.1	24	SWA1654	N420WN	B737	28L
3/18/2024 5:31	7	82.1	91.7	29	SWA1654	N420WN	B737	28L
3/18/2024 5:39	4	84	92.9	25	NKS2122	N629NK	A320	28L
3/18/2024 5:39	6	82.4	91.1	31	NKS2122	N629NK	A320	28L
3/18/2024 5:40	7	81.7	89.3	23	NKS2122	N629NK	A320	28L
3/18/2024 23:39	4	80.5	89.5	32	LN54DD	N54DD	C560	28R
3/18/2024 23:40	5	83.1	91.5	25	LN54DD	N54DD	C560	28R
3/18/2024 23:40	6	79.2	88.2	35	LN54DD	N54DD	C560	28R
3/18/2024 23:40	7	73.1	84.1	31	LN54DD	N54DD	C560	28R
3/19/2024 6:46	4	74.7	80.4	11	PCM8710	N844FE	C208	28L
3/20/2024 22:12	4	73.4	80.7	16	N81RY	N81RY	C340	28R
3/21/2024 6:43	4	82.8	86.6	12	PCM8710	N844FE	C208	28L
3/22/2024 6:43	4	80.3	86.3	15	N355C	N355C	PA46	28R
3/22/2024 6:43	8	75.6	81.9	10	N355C	N355C	PA46	28R
3/22/2024 6:44	3	71.4	80	17	N355C	N355C	PA46	28R
3/23/2024 22:20	4	84.6	88.2	16			BE20	28R
3/23/2024 22:20	5	77.5	82.3	10			BE20	28R
3/23/2024 22:21	8	77.3	83	9			BE20	28R
3/23/2024 22:21	3	73.5	80.8	15			BE20	28R
3/25/2024 2:54	4	73.5	81	13			PA44	28R
3/25/2024 4:49	10	70.8	82.3	30	LN54DD	N54DD	C560	28L
3/25/2024 4:49	4	80.2	90.5	47	LN54DD	N54DD	C560	28L
3/25/2024 4:49	5	83.8	93.6	48	LN54DD	N54DD	C560	28L
3/25/2024 4:49	6	80.9	91.3	69	LN54DD	N54DD	C560	28L
3/25/2024 4:50	7	74.2	85.8	45	LN54DD	N54DD	C560	28L
3/25/2024 5:13	4	81.6	88.5	19	SWA9001	N8702L	B38M	28L
3/25/2024 5:13	5	84.4	91.9	21	SWA9001	N8702L	B38M	28L
3/25/2024 5:13	6	80.7	89.3	29	SWA9001	N8702L	B38M	28L
3/25/2024 5:13	7	76.5	86.4	24	SWA9001	N8702L	B38M	28L
3/25/2024 5:18	4	84.8	91.1	21	SWA2615	N8776L	B38M	28L
3/25/2024 5:18	5	87.6	94.5	21	SWA2615	N8776L	B38M	28L
3/25/2024 5:18	6	81.4	90.6	27	SWA2615	N8776L	B38M	28L
3/25/2024 5:19	7	77.4	87.6	26	SWA2615	N8776L	B38M	28L
3/25/2024 5:23	4	82.4	90.7	25	SWA1955	N960WN	B737	28L
3/25/2024 5:23	5	82.8	91.8	28	SWA1955	N960WN	B737	28L
3/25/2024 5:23	6	80.6	90.3	35	SWA1955	N960WN	B737	28L
3/25/2024 5:24	7	77.9	88.4	28	SWA1955	N960WN	B737	28L
3/25/2024 6:52	4	74.3	80.9	12	EJA692	N692QS	C68A	28R
3/26/2024 0:10	4	78.6	85.9	18	FFL949	N31PW	PA32	28R
3/26/2024 0:10	5	73.6	81.7	17	FFL949	N31PW	PA32	28R
3/26/2024 0:10	6	73.9	80	17	FFL949	N31PW	PA32	28R
3/26/2024 0:10	8	74.5	81.8	12	FFL949	N31PW	PA32	28R
3/26/2024 2:06	4	77.9	85.2	15	Medevac	Medevac	LJ35	28L
3/26/2024 2:06	5	92	95.9	23	Medevac	Medevac	LJ35	28L
3/26/2024 2:06	6	84.2	91.2	22	Medevac	Medevac	LJ35	28L
3/26/2024 2:06	7	72.9	80.9	18	Medevac	Medevac	LJ35	28L
3/26/2024 6:54	4	84.2	87.4	11	PCM8709	N798FE	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/26/2024 6:56	9	81.7	85	12	PCM8709	N798FE	C208	28L
3/27/2024 6:33	4	83	86.7	12	PCM8709	N713FX	C208	28L
3/27/2024 6:46	4	75.6	80.9	10	PCM8711	N798FE	C208	28L
3/27/2024 22:37	4	73.2	81.4	21			GL7T	10R
3/27/2024 22:38	12	71.5	81.3	21			GL7T	10R
3/28/2024 6:42	4	76.1	81.9	13	PCM8709	N857FE	C208	28L
3/29/2024 6:39	10	78.2	84.3	21	PCM8709	N844FE	C208	10L
3/29/2024 6:39	9	77	82.3	10	PCM8709	N844FE	C208	10L
3/29/2024 6:39	11	72.9	80.4	10	PCM8709	N844FE	C208	10L
3/29/2024 22:54	4	72.8	80.8	12	LXJ342	N342FX	E545	10R

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
1/29/2024 18:51	FDX	FDX1645	B763	J	N168FE	Not Acceptable	No
				Not Acceptable		**1**	
				Grand Count		**1**	

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Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
1/3/2024 5:43	DAL	DAL2125	BCS1	J	N131DU	Air Traffic Conflict	Yes
3/13/2024 6:44	UPS	UPS2951	B763	J	N308UP	Air Traffic Conflict	Yes
1/1/2024 6:42	SWA	SWA3095	B738	J	N8523W	Air Traffic Conflict	Yes
					Air Traffic Conflict	**3**	
1/9/2024 2:59	FDX	FDX1859	B752	J	N918FD	Compliant Operation	Yes
3/9/2024 6:49	FDX	FDX435	B763	J	N266FE	Compliant Operation	Yes
1/7/2024 6:08	SWA	SWA173	B738	J	N8621A	Compliant Operation	Yes
3/7/2024 2:16	UWD	N986SA	LJ35	B	N986SA	Compliant Operation	Yes
1/26/2024 1:58	FDX	FDX1874	B752	J	N943FD	Compliant Operation	Yes
3/4/2024 6:29	SWA	SWA1529	B38M	J	N8777Q	Compliant Operation	Yes
3/13/2024 6:09	SWA	SWA1654	B738	J	N8663A	Compliant Operation	Yes
3/15/2024 22:11	SWA	SWA969	B737	J	N7877H	Compliant Operation	Yes
3/21/2024 6:34	PXT	PXT838	C25B	B	N838GD	Compliant Operation	Yes
3/26/2024 3:00	FDX	FDX1859	B752	J	N928FD	Compliant Operation	Yes
3/26/2024 6:42	SWA	SWA3371	B38M	J	N8738K	Compliant Operation	Yes
1/19/2024 3:12	FDX	FDX195	MD11	J	N642FE	Compliant Operation	Yes
1/14/2024 22:39	NKS	NKS726	A20N	J	N926NK	Compliant Operation	Yes
1/25/2024 6:46	SWA	SWA528	B737	J	N7822A	Compliant Operation	Yes
1/1/2024 6:01	SWA	SWA4713	B38M	J	N8734Q	Compliant Operation	Yes
2/28/2024 23:18	VOI	VOI903	A320	J	N506VL	Compliant Operation	Yes
2/26/2024 23:25			GL5T	B		Compliant Operation	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
1/12/2024 6:18	SWA	SWA3226	B38M	J	N8852Q	Compliant Operation	Yes
					Compliant Operation	**18**	
2/13/2024 1:19	UVA	LN84UP	H25B	B	N84UP	Lifeguard Medical	Yes
					Lifeguard Medical	**1**	
3/12/2024 23:59	KII	KII729	B722	J	N729CK	Not Acceptable	No
3/9/2024 6:47	EJA	EJA799	CL35	B	N799QS	Not Acceptable	No
3/8/2024 2:35	FDX	FDX1857	MD11	J	N643FE	Not Acceptable	No
3/6/2024 5:53	FDX	FDX690	B763	J	N284FE	Not Acceptable	No
3/2/2024 6:41	FDX	FDX3671	B763	J	N191FE	Not Acceptable	No
3/2/2024 5:53	DAL	DAL2515	A319	J	N322NB	Not Acceptable	No
3/1/2024 6:21			GLF6	B		Not Acceptable	No
3/1/2024 0:02	BKA	BKA777	LJ35	B	N770JP	Not Acceptable	No
2/16/2024 6:47	UPS	UPS2945	MD11	J	N252UP	Not Acceptable	No
2/16/2024 5:17		N815RM	HDJT	B	N815RM	Not Acceptable	No
2/7/2024 22:24	SWA	SWA3699	B737	J	N280WN	Not Acceptable	No
2/1/2024 6:15	SWA	SWA3226	B737	J	N943WN	Not Acceptable	No
2/1/2024 6:13	SWA	SWA1681	B738	J	N8508W	Not Acceptable	No
1/26/2024 23:47	VOI	VOI903	A321	J	XAVRC	Not Acceptable	No
1/25/2024 23:33	VOI	VOI903	A21N	J	N543VL	Not Acceptable	No
1/25/2024 6:11	PXT	PXT55	C25B	B	N525B	Not Acceptable	No
1/19/2024 6:33	SWA	SWA1529	B38M	J	N8798Q	Not Acceptable	No
1/6/2024 0:31	VOI	VOI903	A21N	J	N535VL	Not Acceptable	No
1/4/2024 6:26	NKS	NKS1349	A20N	J	N944NK	Not Acceptable	No
1/3/2024 22:44	VOS	VOS4323	A20N	J	N549VL	Not Acceptable	No
2/17/2024 3:33	FDX	FDX20	MD11	J	N631FE	Not Acceptable	No
					Not Acceptable	**21**	
1/8/2024 23:05	VOI	VOI201	A20N	J	XAVRH	Strraight-out Departure	No
					Strraight-out Departure	**1**	
1/1/2024 6:59	SKW	SKW3383	E75L	R	N410SY	Time Buffer	Yes
1/4/2024 6:58	UPS	UPS2633	B763	J	N301UP	Time Buffer	Yes
1/5/2024 6:53	UPS	UPS2945	MD11	J	N295UP	Time Buffer	Yes
1/6/2024 6:57	FDX	FDX3671	B763	J	N193FE	Time Buffer	Yes
1/9/2024 6:58	SWA	SWA1156	B737	J	N230WN	Time Buffer	Yes
1/12/2024 6:59	FDX	FDX440	B763	J	N274FE	Time Buffer	Yes
1/14/2024 6:50	SWA	SWA528	B38M	J	N8721J	Time Buffer	Yes
1/15/2024 6:57	SWA	SWA3600	B38M	J	N8894Q	Time Buffer	Yes
1/15/2024 6:59	SKW	SKW4089	E75L	R	N285SY	Time Buffer	Yes
1/23/2024 6:56	FDX	FDX3647	B763	J	N168FE	Time Buffer	Yes
1/23/2024 6:58	SWA	SWA1156	B737	J	N7822A	Time Buffer	Yes
1/27/2024 6:59	FDX	FDX3671	B763	J	N277FE	Time Buffer	Yes
1/30/2024 6:56	SWA	SWA1156	B737	J	N960WN	Time Buffer	Yes
1/30/2024 6:59	HAL	HAL23	A21N	J	N215HA	Time Buffer	Yes
2/1/2024 6:59	SWA	SWA3600	B738	J	N8537Z	Time Buffer	Yes
2/2/2024 6:57	SWA	SWA528	B737	J	N920WN	Time Buffer	Yes
2/6/2024 6:56	SWA	SWA1156	B737	J	N219WN	Time Buffer	Yes
2/7/2024 6:58	SWA	SWA1156	B737	J	N411WN	Time Buffer	Yes
2/10/2024 6:58	SWA	SWA1681	B38M	J	N8711Q	Time Buffer	Yes
2/13/2024 6:56	UPS	UPS2633	B763	J	N383UP	Time Buffer	Yes
2/13/2024 6:58	FDX	FDX3671	MD11	J	N582FE	Time Buffer	Yes
2/13/2024 6:59	SWA	SWA1156	B737	J	N967WN	Time Buffer	Yes
2/21/2024 6:59	FDX	FDX3647	B763	J	N131FE	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
2/23/2024 6:59	SWA	SWA3600	B38M	J	N8855Q	Time Buffer	Yes
2/26/2024 6:56	SWA	SWA3180	B738	J	N8640D	Time Buffer	Yes
2/26/2024 6:57	SWA	SWA3600	B38M	J	N8838Q	Time Buffer	Yes
3/2/2024 6:57	FDX	FDX3647	MD11	J	N614FE	Time Buffer	Yes
3/6/2024 6:58	FDX	FDX864	B763	J	N181FE	Time Buffer	Yes
3/7/2024 6:59	HAL	HAL23	A21N	J	N213HA	Time Buffer	Yes
3/8/2024 6:59	SWA	SWA3480	B737	J	N923WN	Time Buffer	Yes
3/11/2024 22:00	SWA	SWA314	B738	J	N8306H	Time Buffer	Yes
3/13/2024 6:57	FDX	FDX3671	B77L	J	N867FD	Time Buffer	Yes
3/13/2024 6:58	SWA	SWA6121	B38M	J	N8731J	Time Buffer	Yes
3/16/2024 6:59	SWA	SWA1276	B737	J	N431WN	Time Buffer	Yes
3/26/2024 6:58	SWA	SWA6121	B738	J	N8668A	Time Buffer	Yes
					Time Buffer	**35**	
					Grand Count	**79**	

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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
3/29/2024 5:57	SWA	SWA1603	B738	J	N8615E	Time Buffer	Yes
					Time Buffer	**1**	
					Grand Count	**1**	

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
1/7/2024	1559	TAG	LJ25	2	High	GRE	1630	N/A	N/A
1/11/2024	2120	FDX	B757	2	High	GRE	**2130**	N/A	NO
1/12/2024	1154	USC	C525	2	High	HG6	1200	N/A	N/A
1/15/2024	753	PCJ	C525	1	High	HG6	800	N/A	N/A
1/18/2024	940	HAL	A320	2	High	GRE	1000	N/A	N/A
1/18/2024	1324	USC	C25A	1	High	HG6	1330	N/A	N/A
1/20/2024	655	UPS	B767	2	High	GRE	**655**	NO	N/A
1/25/2024	955	HAL	A321	2	High	GRE	1000	N/A	N/A
1/26/2024	805	PCJ	C525	2	High	HG6	815	N/A	N/A
2/7/2024	1048	FDX	B757	1	High	GRE	1100	N/A	N/A
2/18/2024	1108	UPS	B767	2	High	GRE	1115	N/A	N/A
2/23/2024	2227	FDX	B767	2	High	GRE	**2240**	NO	N/A
2/24/2024	900	FDX	B767	2	High	GRE	900	N/A	N/A
2/25/2024	630	UPS	B767	2	High	GRE	**640**	NO	N/A
3/4/2024	1129	SWA	B737	2	High	GRE	1130	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
3/7/2024	1022	HAL	A320	2	High	GRE	1045	N/A	N/A
3/8/2024	1520	PCJ	C525	2	High	HG6	1525	N/A	N/A
3/12/2024	309	HAL	A321	2	High	GRE	315	NO	N/A
3/13/2024	705	HAL	A320	2	High	GRE	710	N/A	N/A
3/16/2024	1715	SWA	B737	2	High	GRE	1715	N/A	N/A
3/23/2024	1513	PCJ	C25A	2	High	HG6	1530	N/A	N/A
3/25/2024	1516	HAL	A321	2	High	GRE	1530	N/A	N/A
3/26/2024	922	SKW	C650	2	High	HG6	930	N/A	N/A
3/29/2024	836	PCJ	C25A	2	High	HG6	840	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
1/30/2024 7:01	FDX	FDX435	B763	2716	Air Traffic Conflict	Yes
1/14/2024 19:16	SWA	SWA1352	B38M	2598	Air Traffic Conflict	Yes
1/10/2024 14:07			CL60	2158	Air Traffic Conflict	Yes
1/5/2024 19:42	UPS	UPS945	B763	2372	Air Traffic Conflict	Yes
				Air Traffic Conflict	**4**	
1/29/2024 18:51	FDX	FDX1645	B763	1984	Not Acceptable	No
3/4/2024 10:53	SWA	SWA1908	B737	2424	Not Acceptable	No
3/18/2024 20:16	SWA	SWA969	B737	2752	Not Acceptable	No
1/2/2024 21:08	SWA	SWA258	B737	2690	Not Acceptable	No
				Not Acceptable	**4**	
				Grand Count	**8**	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
1/11/2024 12:52	CGRJP	ASTR	CGR	4990	Compliant Operation	Yes
1/11/2024 12:52	CGRJP	ASTR	CGR	2824	Compliant Operation	Yes
1/2/2024 8:11	QXE2303	E75L	QXE	2880	Compliant Operation	Yes
				Compliant Operation	**3**	
3/2/2024 19:35	SWA2224	B737	SWA	2562	Not Acceptable	No
2/25/2024 19:57	SWA1852	B38M	SWA	2755	Not Acceptable	No
1/26/2024 12:10	SWA2064	B737	SWA	2877	Not Acceptable	No
1/28/2024 11:56	SWA1564	B738	SWA	2893	Not Acceptable	No
				Not Acceptable	**4**	
				Grand Count	**7**	

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North Field Jet Departure Procedure

Sample Noncompliance Contact Letter

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

Via email: aircraftowner/operator@bankofutah.com

January 8, 2024

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 San Francisco Bay Oakland International Airport. For complete information about our noise procedures visit Whispertrack at **http://whispertrack.com/airports/KOAK**

Event date: 1/7/2024
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
Seaport. Airport. Everyone's Port.

Via email: aircraftowner/operator@aircorp.com

February 9, 2024

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 San Francisco Bay Oakland International Airport. For complete information about our noise abatement procedures visit Whispertrack
http://whispertrack.com/airports/KOAK

Event date: 2/8/2024
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
Seaport. Airport. Everyone's Port.

Via email: aircraftowner/operator@aircorp.com

March 23, 2024

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 San Francisco Bay Oakland International Airport. For complete information about our noise procedures visit Whispertrack at http://whispertrack.com/airports/OAK.

Event date: 3/22/2024
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
Seaport. Airport. Everyone's Port.

Via email: aircraftowner/operator@aircraft.com

January 15, 2024

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 San Francisco Bay Oakland International Airport. For complete information about our noise procedures visit Whispertrack at **http://whispertrack.com/airports/KOAK**

Event date: 1/14/2024
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
Seaport. Airport. Everyone's Port.

Via email: helicopterowner/operator@aircraft.com

March 7, 2024

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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