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

Oakland Airport-Community Noise Management Forum Meeting Agenda

SAN FRANCISCO BAY OAKLAND INTERNATIONAL AIRPORT | OAK

Wednesday, October 16, 2024, 6:30 – 8:30 PM

Hybrid Meeting:

530 Water Street, Jack London Square, Oakland, CA

or

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

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

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

2 **ANNOUNCEMENTS – Facilitator Hanrahan**

a. Outstanding FY 24/25 Dues – City of Berkeley, City of Richmond, and City of San Leandro
b. New County of Alameda Community Representative
c. New City of San Leandro Elected Representative
d. Second Quarter 2024 Noise Abatement Report

3 **APPROVAL OF MINUTES – Facilitator Hanrahan**

a. July 17, 2024, Minutes

4 **NEXTGEN SUBCOMMITTEE UPDATE –**

Chair Herrera Spencer

a. No update

5 ***PUBLIC COMMENTS –**

Limit 2 min per person

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

Moifair Chin

7 **NOISE OFFICE REPORT –**

Matt P. Davis & Jesse Richardson

a. September 18, 2024 NF/SF Working Group Action Items
b. July 17, 2024 Forum Meeting Action Items

8 **OAKLAND SIX PRESENTATION –**

Jason Stoddard, HMMH

9 **NOISE NEWS AND UPDATE –**

Christian Valdes, L&B

10 **NEW BUSINESS/NEXT MEETING –**

Wednesday, January 15, 2025

11 **ADJOURNMENT**

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

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

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SAN FRANCISCO BAY OAKLAND INTERNATIONAL AIRPORT | OAK

2024 MEMBERSHIP ROSTER

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

CITY OF BERKELEY
Mr. Igor Tregub, Councilmember
Mr. James T. Nelson, Community Representative

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

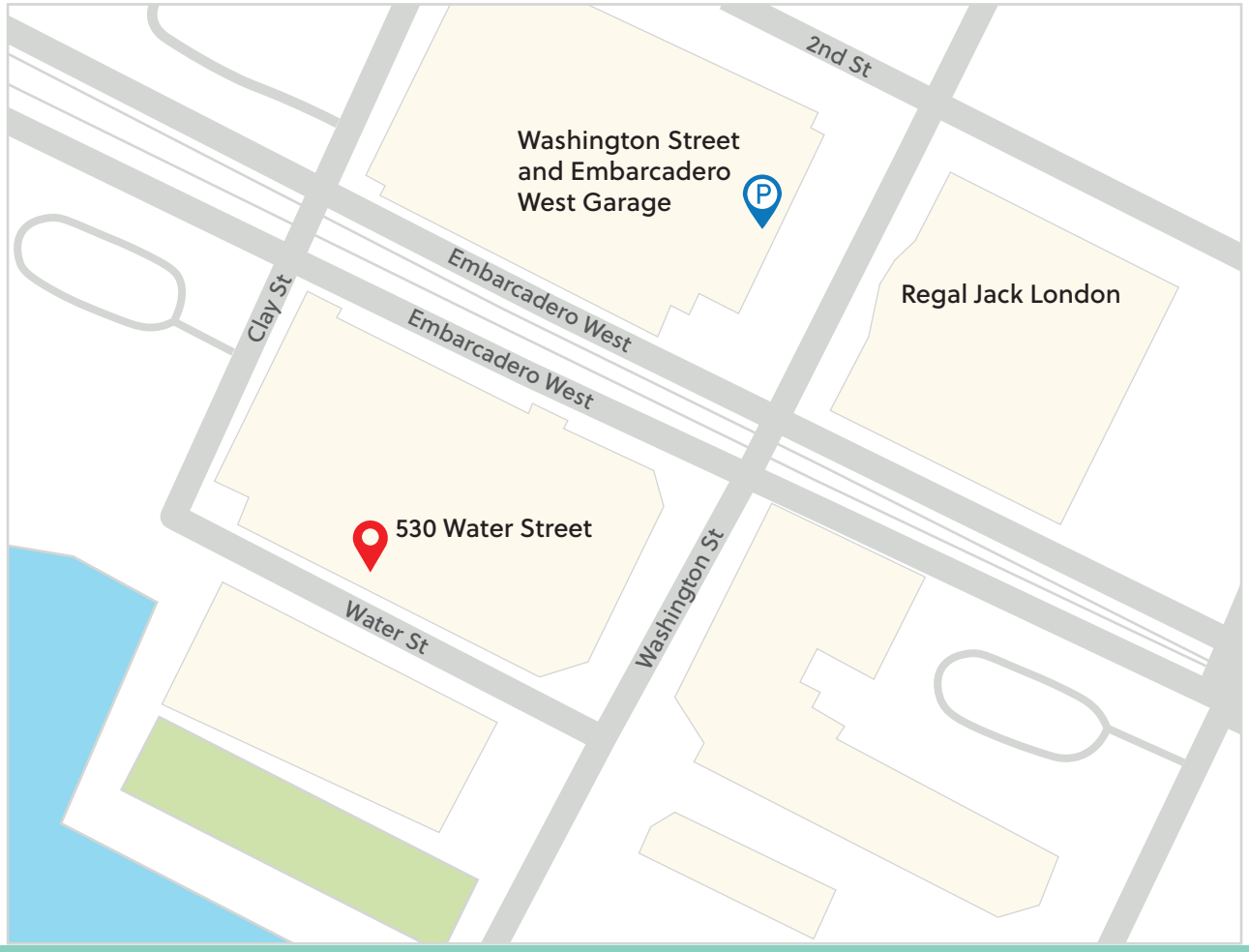
CITY OF OAKLAND
Ms. Janani Ramachandran, Councilmember
Mr. Bart Lounsbury, Community Representative

CITY OF SAN LEANDRO
Mr. Fred Simon, Vice Mayor
Mr. Benny Lee, Community Representative & Co-Chair

COUNTY OF ALAMEDA
Ms. Lena Tam, Supervisor, Dist. 3
Mr. Gopal Krishnan, Community Representative

CITY OF RICHMOND
Mr. Eduardo Martinez, Mayor
Mr. David Drisdale, Community Representative

PORT OF OAKLAND
Mr. Craig Simon, Director of Aviation



Oakland Airport/Community Noise Management Forum Meeting

Date/Time:

Wed., October 16, 2024
6:30 to 8:30 p.m.

Location:

530 Water Street
Jack London Square
Oakland, CA

Parking

Washington Street and
Embarcadero West Garage

101 Washington Street

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

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

Oakland Airport-Community Noise Management Forum Action Items

Oakland Airport-Community Noise Management Forum

a. Analysis to determine if the CNDEL FIVE departure procedure can be changed to mimic the change in the OAKLAND SIX departure procedure from Runway 30.

North Field / South Field Research Group

a. Analyze the repeat offenders of the North Field jet departure noise abatement procedure and the North Field Quiet Hours Procedures.
b. Analyze the number of people that view the noise abatement procedures on https://flyquietoak.com.
c. Analyze whether noise abatement procedures are in the forefront of pilot flight planning at fixed-base operators.
d. Analyze whether touch-and-go operations at OAK are more frequent than at other Bay Area airports.
e. Analyze the percentage of IFR vs. VFR departures from the North Field.
f. Investigate and define what "Southeast/Runway Capacity" and "Compliant Operation" comments are in the Quarterly Aircraft Noise Report appendices compliance monitoring comment section.
g. Add additional language to letters sent to the Owner/Operator for non-compliant operations regarding the health effects of noise.
h. Analyze Lifeguard aircraft departure trends from the North Field quarter over quarter.
i. *Find incentives for North Field operators to comply with voluntary noise abatement procedures and attend meetings.
j. *Meet/talk to North Field chronic violators.
k. *Update on HUSSH/WNSDR Procedure.

* Standing Item

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

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1. INTRODUCTIONS

The July 17, 2024 meeting of the Oakland Airport-Community Noise Management Forum (Noise Forum) was called to order at 6:35 p.m. by the Noise Forum's facilitator, Rhea Hanrahan. Ms. Hanrahan noted that this meeting was a regular meeting and that there was a quorum. Roll was taken.

Noise Forum Members/Alternates Present

Co-Chair Trish Herrera Spencer, Councilmember, Alameda
Jay Seaton, Community Representative, Alameda

James Nelson, Community Representative, Berkeley
Edward Bogue, Community Representative, Hayward
Janani Ramachandran, Councilmember, Oakland
Bart Lounsbury, Community Representative, Oakland
David Drisdale, Community Representative, Richmond
Co-Chair Benny Lee, Community Representative, San Leandro
Craig Simon, Interim Director of Aviation, Port of Oakland

Staff Members/Advisors/Officials Present
Doug Mansel, Acting Assistant Director of Aviation
Matt P. Davis, Airport Operations Manager, Port of Oakland
Jesse Richardson, Airport Noise and Environmental Affairs Supervisor, Port of Oakland
Diego Gonzalez, Director of Government Affairs, Port of Oakland
Joan Zatopek, Manager, Planning and Development, Port of Oakland
Santiago Govea, Aviation Intern
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Tim Middleton, Technical Consultant to the Port, HMMH
Jason Stoddard, Consultant to the Port, HMMH
Sarah Yenson, Consultant to the Port, HMMH
Christian Valdes, Technical Consultant to the Noise Forum, Landrum & Brown
Bert Ganoung, Noise Manager, San Francisco International Airport
Carl Stallone, Chief Pilot, Spirit Airlines

FAA Representatives Present
Carlette Young, Acting Supervisor and Senior Advisor, Western-Pacific Regional Administrators Office
Joe Bert, Operations Support Group
Bonnie Malgarini, Operations Support Group
Harley Aronson, OAK Air Traffic Control Tower

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

2. ANNOUCEMENTS

A. FY 24/25 Noise Forum Membership Dues

Facilitator Hanrahan announced that the annual Noise Forum membership dues were recently sent via email or postal mail from the Port of Oakland (Port) Finance Department to all jurisdictions for the 2024/2025 fiscal year.

B. FY23/24 Noise Forum Membership Dues Update

Facilitator Hanrahan reminded members that payment has not been received from the City of Oakland for the annual Noise Forum membership dues for the 2023/2024 fiscal year. The Port and Facilitator Hanrahan contacted the City without success. She stated it would be appreciated if members of the Noise Forum could assist in receiving that payment.

C. First Quarter 2024 Noise Abatement Report

Facilitator Hanrahan reported that the Noise Abatement Report for the first quarter of 2024 was posted on the flyquietoak.com website. Jay Seaton asked if the group could discuss the data issues that were brought up during the North/South Field Meeting. Ms. Hanrahan said the topic would be discussed during agenda item 9.

3. APPROVAL OF MINUTES

A. April 17, 2024

Facilitator Hanrahan noted that Noise Forum members have received copies of the draft minutes for the April 17, 2024 Noise Forum meeting. She said that a request from the public to update a public comment was completed. She asked if there were any questions or comments. If there were no questions, comments, errors, or omissions, the facilitator said she would entertain a motion to approve. Moved: Trish Herrera Spencer, second: Benny Lee.

4. HYBRID MEETING RECAP

Facilitator Hanrahan recapped the April 2024 hybrid Noise Forum meeting by stating there were four Noise Forum members, as well as Craig Simon, who attended in person. She reiterated that to have a quorum, voting members must attend in person. Co-Chair Herrera Spencer said that she liked having the meeting in person and feels that all meetings should be hybrid moving forward. She said she felt the interaction between the Noise Forum members, Port staff, and the public was much more productive than when the meetings are held on Zoom. James Nelson agreed with Co-Chair Herrera Spencer that he is in favor of the hybrid structure. Co-Chair Lee said that he has a standing meeting on the same day as the Noise Forum meeting that had the potential to make him late for the meetings. Mr. Seaton said that he is in favor of having an "in-person option" at the least. He said that there were ten members of the public who came and spoke; some of them put a lot of thought and effort and had very good comments. He said that he hasn't seen anywhere near that level of public participation when doing just virtual meetings. David Drisdale agreed with the other Noise Forum members. Ms. Hanrahan said that she will need to get clarification from the Port regarding hybrid meetings moving forward. She said that there may be a budget issue for the 2024/2025 fiscal year, but she will provide an update during the October Noise Forum meeting. She stated that the current plan is to have two hybrid and two virtual meetings for the upcoming fiscal year.

5. ACTION ITEM – ANNUAL CO-CHAIR ELECTIONS

A. Elected Representative Co-Chair

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

1. Nominations

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

2. Vote

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

B. Community Representative Co-Chair

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

1. Nominations

Ms. Herrera Spencer nominated Benny. Lee. Mr. Lee accepted the nomination.

2. Vote

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

6. NEXTGEN SUBCOMMITTEE UPDATE

Co-Chair Herrera Spencer reported that the NextGen subcommittee met with the Port's airspace consultant, Paul Hannah. She said that she felt they are on a good track working with Mr. Hannah, who has been extremely helpful. He presented multiple ideas to reduce noise from flights, focusing on both Oakland and San Francisco aircraft flight paths. After discussing the options, she expressed that the subcommittee trusts Mr. Hannah to determine which options have the best chance of approval with the FAA and effectiveness in reducing noise impacts to residents. The group agreed to let Mr. Hannah guide them in this decision. She appreciated the progress made and thanked everyone involved, acknowledging the long-term efforts of the team. Co-Chair Lee said he also attended the meeting with Mr. Hannah and was very impressed. The visualizations helped the subcommittee understand their obstacles and restrictions. Mr. Lee said he now has more confidence in achieving the Noise Forum's goals.

7. PUBLIC COMMENT

Facilitator Hanrahan opened the public comment period with an announcement that it was an opportunity for the public to speak on issues not on the agenda but relevant to airport noise at the San Francisco Bay Oakland International Airport (OAK). The following individuals provided a public comment:

- Benjamin Maurice, Berkeley – Mr. Maurice stated he is experiencing frequent jet noise, which disrupts his sleep and daily life, despite not living near an airport. The noise varies in frequency, sometimes exceeding one jet per minute, which he finds excessive and unexpected. He expressed concerns about the health impacts, such as hypertension and tissue damage, and feels that the concentration of flight paths in the area is unfair. He suggested returning to a dispersed flight path system to alleviate the issue, acknowledging potential operational challenges. Additionally, he expressed his concern about the loss of trust in institutions at all levels and hopes for actions that demonstrate the institutions are working in the public's interest and overcoming obstacles to achieve positive results.
- Yvonne McHugh, Richmond – Ms. McHugh stated she experiences significant aircraft noise from Oakland and SFO arrivals and departures due to NextGen. She requested that Richmond be included in the Noise Abatement Report's map graphics, as its location under Oakland's flight paths is almost invisible. She said only one map clearly shows Richmond, while others obscure it. Ms. McHugh explained that including Richmond on these maps is crucial for visibility to the Oakland Noise Forum, decision-making committees, and the affected public. She added that the Fly Quiet OAK website's graphics

inaccurately represent flight tracks over Richmond, stating that in reality, low-altitude Oakland arrivals and frequent loud flights result in disturbances. She urged the Oakland Noise Office to correct these graphics and the NextGen Subcommittee to work with the FAA to deconcentrate flights over Richmond, as recent departures are flying lower, increasing noise disturbance.

- Rani Marx, Oakland – Ms. Marx stated she started using Stop Jet Noise on the computer and cell phone recently, but these devices are not with her when she is trying to sleep. She said on Monday, for example, she experienced four loud jet noise events between 12:40 a.m. and 1:00 a.m., with another flight at 1:20 a.m. that usually wakes her up. Additionally, during her evening swim between 6:30 and 7:30 p.m., seven loud planes flew overhead, which is common during her swims at Hiller Highlands, near her home in North Oakland. She emphasized that NextGen jet noise seriously compromises public health, including her own, since its implementation. She highlighted research on the health effects of jet-noise pollution and questioned when this environmental hazard will be addressed. She also expressed concern about the consideration of OAK expansion given the unresolved noise issues.
- Karen Pertschuk, Berkeley – Ms. Pertschuck stated she attended the last Noise Forum hybrid meeting and appreciated the comments from others who valued in-person attendance. She feels strongly about the importance of hybrid meetings, as virtual meetings don't provide the same connection. She mentioned a neighbor disturbed by jet noise who doesn't have Zoom but could attend the next in-person meeting. She shared her experience living in South Berkeley, directly under flight paths from Oakland and San Francisco. Using Flight Radar 24, she tracks aircraft, which helps her understand the situation. She noted that flights from Oakland, including those from Southwest, Alaska, FedEx, and UPS, make sharp turns over South Berkeley at altitudes often below 10,000 feet, sometimes as low as 4,000-5,000 feet. She said this noise pollution has increased her concern and disturbance. Having lived in Berkeley her whole life, she has never experienced such noise levels and said she is confused about why previous, effective measures were changed. She emphasized that nothing can justify the damage to public health caused by this noise pollution.
- Bob Jarman, Berkeley – Mr. Jarman said he lives in lower Berkeley Hills and attended the last Noise Forum hybrid meeting, where he requested that OAK take in the Stop Jet Noise Reports, emphasizing the difficulty of submitting them to the Oakland Airport. He said he is particularly disturbed by the late-night flights of FedEx, UPS, and SFO departures, especially those heading to Europe. He appreciates the efforts of the Noise Forum and the Board in addressing the jet noise issue and urged them to pay attention to the neighborhood impact studies conducted under NextGen.
- Sandra Harrison, Hayward – Ms. Harrison said she has been complaining about jet noise for almost 20 years. Although there were improvements, she said the situation has worsened. Monitors were installed in her backyard, but she said they didn't help. She explained that planes still fly too often and too close, especially late at night. Ms. Hayward said she finds the FAA's actions horrendous and believes they are driven by financial

concerns. She stated she will continue to complain, urging them to stop flying planes over her house, particularly at such close proximity, as it is too risky.

- Martine Kraus, Berkeley – Ms. Kraus said she lives in the Berkeley Hills under the NextGen OAK arrivals and departures and SFO flight paths. She said the concentrated jet noise from these paths is debilitating and detrimental to health and well-being. She said she focuses on the OAK arrivals, specifically the WNDSR flight path, where planes fly at about 5,000 feet, but due to the area's elevation, the relative altitude is much lower. She explained the noise and vibrations from jets at full throttle are disruptive, starting at 7:00 a.m. and continuing with late-night arrivals and departures, leaving only about six hours of uninterrupted sleep. Ms. Berkely said scientific studies link sleep disruption from aircraft noise to adverse health effects, including cardiovascular disease, which is worse with nighttime noise. She added that other airports, like London Heathrow and Frankfurt, have nighttime curfews, and the World Health Organization recommends aircraft noise not exceed 45 decibels at night. However, she said Oakland's draft Environmental Impact Report proposed expanding nighttime operations with larger, louder jets. She emphasized the need for a solution for WNDSR and thanked the NextGen Subcommittee and Mr. Hannah for addressing the issue.
- Michael Scott, Berkeley – Mr. Scott said he is a lifelong Berkeley resident, though he has lived overseas many times. He noted that noise levels have increased over the years. Decades ago, he said BART promised a quiet transport system, but the noise from steel wheels on rails disrupts weekends. He said noise from Oakland Airport has also increased, and he fears expansion will worsen the situation. He pointed out that cities like Sydney and Tokyo have quiet periods, even during the day, and questioned why the same can't be achieved in Berkeley. He urged for noise reduction measures, such as limiting operational hours and implementing effective noise abatement practices. He also mentioned that during winter storms, arriving aircraft from Asia at SFO and Oakland fly very low over the Berkeley/Oakland hills, creating significant noise. He said he hopes that with the talents involved, reasonable solutions can be found.
- Matt Pourfarzaneh, Alameda – Mr. Pourfarzaneh mentioned a procedure where, after each agenda item, the public is invited to comment following member comments. He appreciates this practice and requests that it be continued.
- Jon Hamilton, Alameda – Mr. Hamilton stated that Bay Farm Island, with 15,000 residents, is highly impacted by noise from Oakland and San Francisco Airports. He said he believes the Noise Forum is beneficial but suggested it needs broader representation and more frequent meetings, similar to local public meetings in Alameda. He encouraged a higher level of engagement with the FAA for better responses. He also referenced a recent meeting with a Stanford study group, which found that the FAA's Aviation Environmental Design Tool (AEDT) software used for day-night average sound level (DNL) calculations underestimates noise levels by 2.5 to 2.75 dB.
- Susan Stephenson, Oakland – Ms. Stephenson thanked everyone for their efforts and expressed sympathy for previous commenters. She highlighted the major impact of frequent, low-flying jets over her house in lower Montclair, Mountain Boulevard, on her quality of life. She said the constant noise from jets from Oakland, SFO, and possibly small

planes to Hayward Airport occurs at least every 60 seconds, sometimes more frequently. She uses a white noise machine at night to sleep. She criticized the policy of concentrating flight paths over homes, businesses, and schools, calling it hazardous and unnecessary. She suggested returning to a dispersed flight path system as a simple solution. She also warned that the proposed expansion of Oakland Airport could worsen the situation and hoped for relief from the WNDSR path issue.

- Kay Guinane reading a statement from Reva Fabrikant, Oakland – She said the community and Save Our Skies East Bay have been complaining about NextGen noise, particularly WNDSR noise, for about eight years. They question how many more years the FAA needs to understand the misery caused by this noise and demand action rather than just listening. They no longer attend Noise Forum Meetings or complain because it has only caused personal stress and wasted time. They are frustrated with the FAA's lack of responsiveness and believe the situation will worsen if OAK Airport expands. They feel frustrated, disgruntled, and miserable.
- Mark Pertschuk, Berkeley – Mr. Pertschuk agreed with previous speakers, noting that many have had similar experiences. Living in the flats in South Berkeley, he said he experiences constant, low, and loud flights, both early in the morning and late at night. Having flown frequently for work for over 30 years and lived in the area for almost 40 years, he recalled that flights used to take off to the north and stay over the bay until reaching higher altitudes. He said he finds it strange that flights are now lower and not gaining altitude as quickly, and not flying over the surrounding water. He hopes this issue, which he believes should be simple to solve, can be addressed.

8. FAA REGIONAL ADMINISTRATOR'S UPDATE

The Operations Support Group report was given in lieu of a Regional Administrator update under agenda Item 10.

9. NOISE OFFICE REPORT

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

Mr. Davis and Jesse Richardson gave reports on the following action items from the North Field/South Field Research Group meeting held on March 20, 2024:

- Sound Exposure Level (SEL) Categories in the Quarterly Reports – Mr. Seaton had questions about the categorization in the quarterly reports, specifically the use of "buckets" for SEL elements in the nighttime SEL report. These categories, set in 5-decibel (dB) increments, help present data more clearly, showing how many flights fall within or below 80 dB, and above 80 dB. The purpose is to make the data easier to understand, not to assess the significance of the noise levels. The Port is open to reformatting the reports to improve usability and welcomed suggestions, though they aim to maintain consistency for comparison with previous years. The goal is to provide the best and most comprehensive data possible.
- North Field Noise Abatement Procedure Compliance – Port staff works with North Field operators to find incentives and address chronic violators, aiming to maximize participation in the noise program. Mr. Richardson meets with jet operators and analyzes

audio to understand compliance issues. Education on noise abatement procedures is a priority, using tools like Whispertrak and the FlyQuietOAK website. Some operators are unaware of the procedures, while others choose not to participate, requiring different approaches. The FAA's standardization of language in chart supplements will help integrate noise abatement information into flight planning software. The goal is to provide comprehensive information and highlight the human impact of noise, analyzing every noncompliant departure. Mr. Richardson plays a key role in this effort.

- ANOMS Categorizing IFR vs. VFR Flights – There have been issues with the Airport Noise Monitoring System (ANOMS) categorizing Instrument Flight Rules (IFR) and Visual Flight Rules (VFR), particularly for small airplanes. While commercial jets typically fly under IFR, smaller planes like Cessnas often use VFR. The system had errors in categorizing these flights, especially in the North Field, where specific procedures route VFR. departures. The team is working to correct these mis-categorizations and expects an update soon. The goal is to ensure accurate information is provided.

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

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

- Stopjetnoise.com Complaints – The stopjetnoise complaint submission process currently involves collecting information from emails. Mr. Richardson is responsible for managing and manually entering the weighted totals into ANOMS. The complaints are counted through this process. The Viewpoint app is available for those that want to use an app for complaint submission.
- Adding all Jurisdictions to Visuals Used for Noise Abatement – The discussion covered the importance of including all Noise Forum jurisdictions in graphics. While large maps can lose detail for specific areas outside of Alameda and San Leandro, it's crucial not to exclude any communities. The goal is to find better ways to present information, ensuring no community is overlooked.

10. POST-METROPLEX PROCEDURES AND CHART SUPPLEMENT NOISE ABATEMENT INFORMATION ENTRIES

Bonnie Malgarini reported that she was attending the Noise Forum meeting to provide information requested by the Noise Forum about community-driven changes, successful approaches to dispersing aircraft, and an overview of the chart supplement noise abatement entries. Ms. Malgarini provided the following information:

Community-Driven Changes:

1. Lake Arrowhead Airport: An arrival route was moved from overflying communities to mostly uninhabited land to the southeast. This took 2-3 years.
2. San Francisco International Airport: Nighttime departures were reassigned to go out over the bay and past the Golden Gate Bridge before turning back on course, instead of turning over the city. This took 2-3 years.
3. Van Nuys Airport: Two departure procedures were changed to increase the climb gradient and have aircraft turn sooner.
4. Los Angeles International Airport: Due to increased traffic, departure procedures were amended to expedite aircraft departure, allowing continued use of the nighttime over-ocean noise-abatement procedure.

5. San Diego International Airport: The nighttime noise abatement procedure was made part of a published departure procedure, simplifying compliance for controllers and aircraft.
6. Oakland International Airport: A departure was modified to restore the previous heading, turning aircraft away from the shoreline. This took approximately 18 months.

Addressing Dispersion: The FAA is exploring ways to disperse aircraft, though there are no obvious solutions due to modernization needs and constraints like proximity to other airports and special-use airspace. Open standard instrument departures offer some dispersion but only on a portion of the initial route. Noise cannot be eliminated, only moved, and community participation is encouraged in procedural changes.

Chart Supplement Noise Abatement Entries: These entries provide primary references for pilots on airport noise abatement. The FAA is streamlining this information to make it more readable, with a draft template and instructions for airport managers to submit procedures. Abbreviations are being expanded for clarity, moving towards plain-language style to help pilots adhere to the procedures.

Co-Chair Lee asked how long it took for these changes to be made. Ms. Malgarini said that there is no strict timeline. It can take up to two years, sometimes longer, but no less than 18 months. Joe Bert clarified that the timeline really depends on the complexities of the changes that are being requested.

Regarding dispersion, Mr. Seaton agreed that while systematic dispersal won't be random, it can still reduce current concentration levels. He said although it may not revert to previous patterns, the goal is improvement. He asked for clarity on the timeline and process for studying and implementing systemic dispersal, emphasizing the need for a concrete timeline and rollout plan, as "studying" is too vague. Ms. Malgarini clarified that their group isn't conducting the study due to a lack of technology and tools. The study is being handled at the FAA headquarters level and is often contracted out to entities like M.I.T. She said that currently, there is no imminent solution for aircraft dispersal. Mr. Bert said that he thinks dispersion with departures, not arrivals, is probably going to be the first set that comes out, when and if this ever does. Mr. Nelson said that clearest example of lack of dispersion is the WNDSR approach into Oakland. He said that what the community is looking for is a dispersion or multiple paths to spread the noise impact over the East Bay Hills.

Co-Chair Herrera Spencer said she really appreciated the presentation, discussion, comments, and the FAA's responses. She thought it is extremely helpful. She asked for clarification on whether Congress controls the flights or ticket purchases do. She asked if airlines could schedule flights in the middle of the night without any curfews or limitations if someone buys a ticket. Ms. Malgarini explained that due to the Airport Noise and Capacity Act (ANCA), airports cannot impose curfews. Airports without curfews before the act cannot establish new ones. She explained that while the Operations Support Group wants to minimize noise and ensure people can sleep, their actions are limited by laws enacted by Congress. They must follow these laws and cannot impose restrictions on flights. The right to fly over most of the United States is granted by Congress, not the FAA, and many federal regulations cannot be altered. Co-Chair Herrera Spencer said she appreciates the Noise Forum's role in educating everyone about the constraints and understands the focus on dispersion.

Ed Bouge emphasized that the issues discussed today have been long-standing concerns. He said initially, the concentration of flights was identified as a potential problem, which has since

been confirmed by residents as worsening. The introduction of NextGen didn't increase traffic but concentrated it, leading to more noise complaints. He noted that flights are now concentrated on a single path, causing significant noise issues, especially during final approaches. He suggested that redistributing flights across multiple paths could reduce noise and improve the situation for affected neighborhoods.

11. NOISE NEWS UPDATE

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

- FAA Reauthorization: Title II – Title II is the FAA Oversight and Organization Reform. It talks about the leadership of the FAA and improvements to regulatory materials, and the future of NextGen.
    - Section 206: FAA to operationalize the programs under NextGen by the end of next year and then to sunset the Office of NextGen.
        - Airspace Modernization Office that will be responsible for the modernization of the National Airspace System.
    - Section 619, NextGen Programs: FAA to expedite the implementation of NextGen programs, especially Performance-Based Navigation and the rate in which equipage of NextGen avionics gets on commercial aircraft fleets.
    - Section 924: FAA to establish a comprehensive plan for the integration of Unmanned Aircraft Systems into the National Airspace System. Section 952 states that Congress would like the US to position itself as a global leader in Advanced Air Mobility (AAM) and that the FAA shall work with relevant stakeholders to enable the safe entry of these aircraft in the National Airspace System.
    - Section C – Noise and Environmental Programs and Streaming
        - Section 786: Part 150 noise standards update. Review and revise part 150, clarify existing and future noise policies and standards and seek feedback from airports, airport users, and individuals living in the vicinity of airports and adjacent communities.
        - Section 787: Reduce community aircraft noise exposure. Requires the FAA take actions to reduce undesirable aircraft noise when implementing or revising a flight procedure, and work with airport sponsors and impacted neighborhoods in establishing or modifying arrival and departure routes.
        - Section 791: To study the effects of airborne ultrafine particles on humans.
        - Section 792: For the FAA to establish an Aircraft Noise Advisory Committee to advise the FAA on issues facing the aviation community that are related to aircraft noise exposure and existing FAA noise policies and regulations.
        - Section 793: To harmonize policies and procedures across the FAA relating to community engagement through a Community Collaboration Program.
        - Section 961: Directs the FAA to create a plan to establish a Center for Advanced Aviation Technologies that would support the testing advancement of new and emerging aviation technologies and develop testing corridors to integrate AAM into the National Airspace System.
    - Title X – Research and Development

  - Section 1011: FAA is to establish the proper altitude where supersonic flight will not produce an "appreciable" sonic boom on the ground.
  - Section 1012: GAO to study the safe integration of electric aircraft into the National Airspace System.
  - Section 1042: National Science and Technology Council to establish an interagency working group to coordinate with Federal research, development, deployment, testing, and education activities to enable AAM and UAA.
- Boom Supersonic flew its XB-1 Demonstrator from the Mojave Air & Space Port, reaching 7,000 feet of altitude at speeds up to 273 mph. The FAA authorized Boom to conduct supersonic test flights of the XB-1 and a chase plane within a pre-existing military corridor located in Southern California. Twenty test flights at or above 30,000 feet exceeding Mach 1, 670 mph. The FAA concluded in an Environmental Assessment that the test flights would have no significant environmental impacts. Boom's plan is to reach Mach 1.1, then 1.2, then 1.3 all in separate flights because each flight takes up so much air space of the corridor.
- The world's first in-flight study of the impact of using 100 percent sustainable aviation fuel (SAF) on both engines of a commercial aircraft for soot particle emissions and the formation of contrail ice crystals was conducted by the German Aerospace Center in 2021 (an Airbus A350 powered by Rolls-Royce Trent XWB engines followed by a Falcon 20 business jet). The results show that compared to using conventional Jet A-1 fuel, SAF produces less carbon dioxide, less soot, and 56 percent fewer ice crystals, which could significantly reduce the climate-warming effect of contrails.
- In November 2023, the FAA and the National Park Service finalized the Mount Rushmore National Monument Air Tour Management Plan. The plan prohibits air tour flights within 5,000 feet over the park or within a half mile from the park boundary. The purpose of this restriction is to protect the park's natural and cultural resources, tribal sacred sites and ceremonial areas, and visitor experience. Air tour noise was audible more than 4 hours a day throughout much of the park, and at many locations visitors experienced noise above 52 dB for almost 2 hours per day, which disrupted some of the programs offered by the park. Three air tour operators challenged the plan, claiming that the plan would cause irreparable harm in the form of unrecoverable economic loss, which would threaten the businesses' existence. The court sided with implementing the plan. Air Tour Management Plans to four San Francisco Bay Area national parks are currently being challenged in court (the Golden Gate National Recreational Area, Point Reyes National Seashore, Muir Woods National Monument, and the San Francisco Maritime National Historic Park). The plans are being challenged by a group called Public Employees for Environmental Responsibility (PEER).
  - Boeing announced that in 2024, it will use its special 777-200 ER to test over three dozen technologies as part of its Eco Demonstrator Program. This program aims to enhance operational efficiencies and sustainability, particularly in cabin interiors, which are challenging to recycle.
    - Key areas of focus include:

        - Noise-related technologies: Testing single-engine taxi and optimizing taxi duration to reduce fuel use and pilot workload. They will also test steeper glide slopes and continuous descent approaches to reduce community noise and fuel burn.
        - Weight-reducing materials: Using lighter, recyclable, and more durable floor coverings and recycled fiber ceiling panels.
        - Cabin noise and insulation: Projects to better reduce noise, regulate humidity and temperature, and use fabric-cover acoustic panels.
        - Future cabin concepts: Economy and business-class seats with sensors to detect if someone is seated during taxi, takeoff, and landing, improving safety and reducing crew workload.
    - Since its inception in 2012, the Eco Demonstrator Program has tested over 250 technologies.
- The FAA issued a Draft Advisory Circular providing guidance that will form the foundation for establishing certification criteria for electric vertical takeoff and landing (eVTOL) air taxis. Last year the FAA added the category of "powered lift" to the agency's existing regulatory framework for commercial aircraft operations. Section 7.5 of the Draft Advisory Circular addresses noise certification of eVTOL aircraft but does not define specific acoustic criteria for certification. The FAA is mandated to establish noise standards and regulations to protect the public. The agency will examine each powered-lift application and determine whether the existing FAR Part 36 requirements are appropriate as a noise certification basis. The FAA prescribed a rule and noise requirements for that powered-lift aircraft in the Federal Register on a case-by-case basis. The FAA is seeking comments on this Draft Advisory Circular until August 12.
- Archer and Signature Aviation partnered to electrify Signature's network of over 200 airport terminals across the U.S. and globally. They will also partner with BETA Technologies to install BETA's interoperable rapid aviation terminals, which use the Combined Charging system that can charge electric forms of transportation. The first installations will be likely at United Airline hubs at Newark International and Chicago O'Hare International Airports.
- Archer Midnight Aircraft completed the transition flight reaching speeds of over 100 mph over the skies of Salinas, California. The final phase of Archer's FAA Type Certification program flight testing will start later this year and will involve piloted flights.
- Joby Aviation announced that two of its pre-production prototypes completed more than 1,500 flights (100 of which were piloted) with a total distance of more than 33,000 miles. They will begin the next phase of testing and "for-credit" flight testing that will allow the FAA to gauge the aircraft's performance against the powered-lift certification standards.
- In recent years, with the widespread application of advanced noise reduction technologies such as large high-bypass ration engines, and acoustic liners, the importance of airframe noise reduction has become more critical. A typical landing gear generally accounts for 30 percent of the total aircraft noise during the approach and landing segments of flight. The landing gear consists of many components that are

usually not acoustically treated or aerodynamic, which cause turbulence and noise. Shanghai studied four different configurations of the wavy strut.

12. NEW BUSINESS / CONFIRM NEXT MEETING DATE

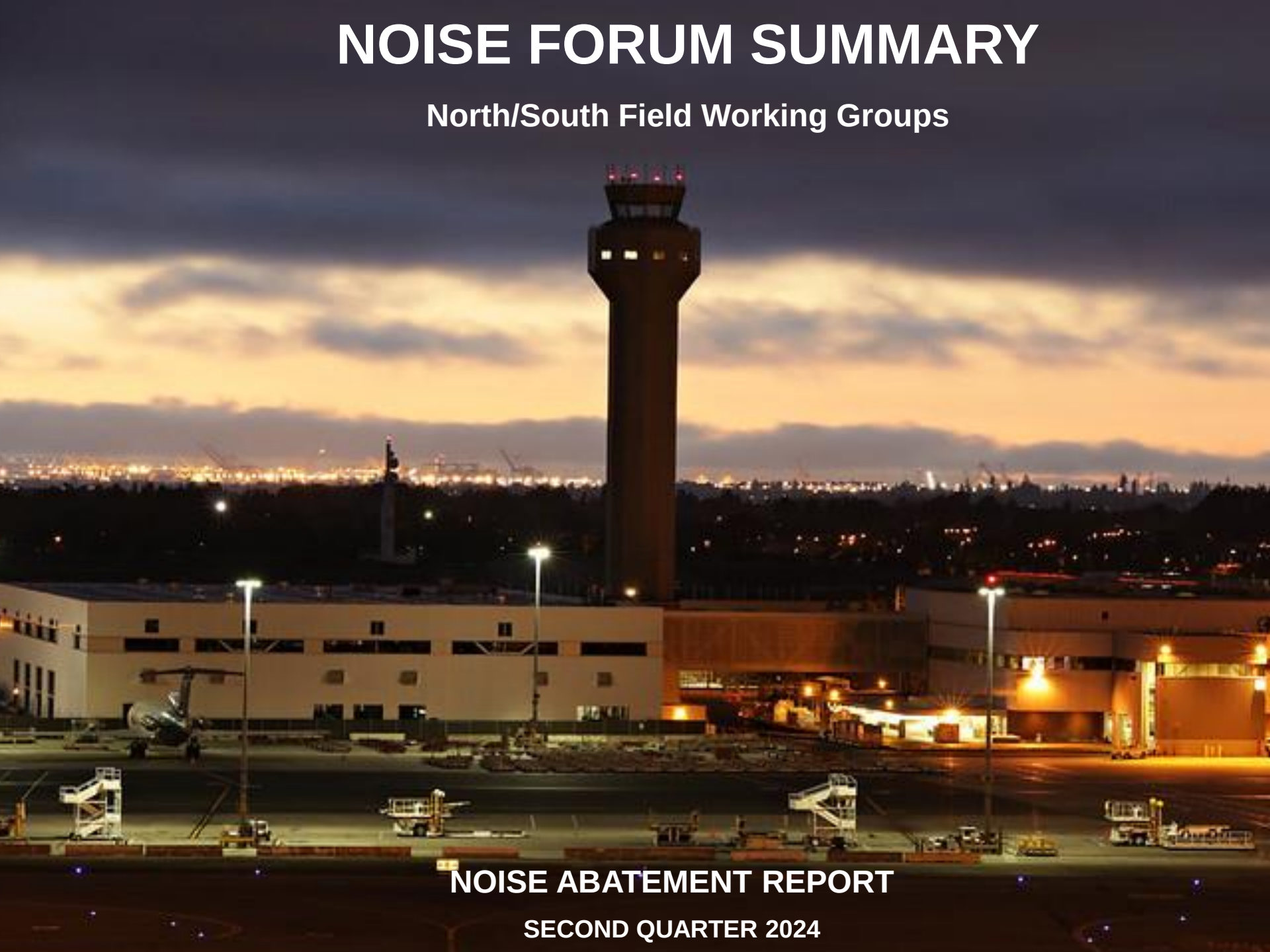
An action item for the October Noise Forum agenda will be to have a determination regarding all Noise Forum meetings being held in a hybrid format. The next Noise Forum meeting is scheduled to be a hybrid meeting on October 16, 2024.

13. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 9:01 p.m.

NOISE FORUM SUMMARY

North/South Field Working Groups



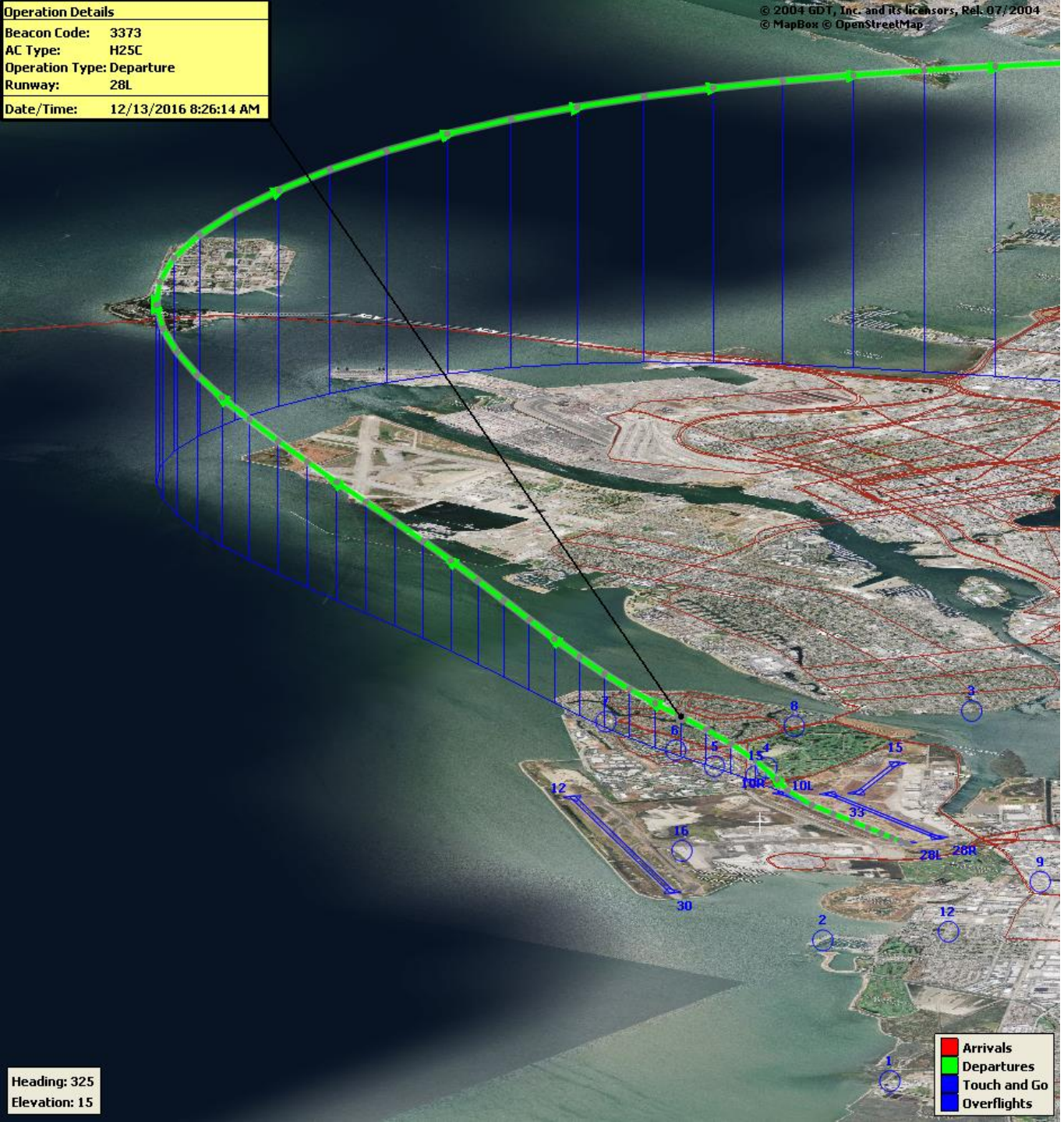
NOISE ABATEMENT REPORT

SECOND 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 Second Quarter 2024				
	2023Q2		2024Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	93%	7%
Total Airport-wide Corporate Jet Departures	2,061	159	2,474	180
Runway 10R/L Jet Landing Compliance	75%	25%	88%	12%
Total Southeast Plan Corporate Jet Landings	36	12	83	11
North Field VFR Departure Compliance	96%	4%	97%	3%
Total Runways 28R/L & 33 Departures	249	11	309	10
North Field Quiet Hours Compliance	86%	14%	90%	10%
Total North Field Quiet Hours Departures	168	28	233	27
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	16,661	2	15,693	6
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,571	46	3,266	35
Runway 12 Night Departure Compliance	96%	4%	98%	2%
Total Runway 12 Night Turbojet Departures	64	3	134	3
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,953	1	3,939	0
100 Degree Radial Turbojet Landing Compliance	98%	2%	99%	1%
Total 100 Degree Radial Turbojet Landings	749	13	835	5
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	9	0	5	0
Note: N/C means non-compliant. Percentage values are rounded out.				

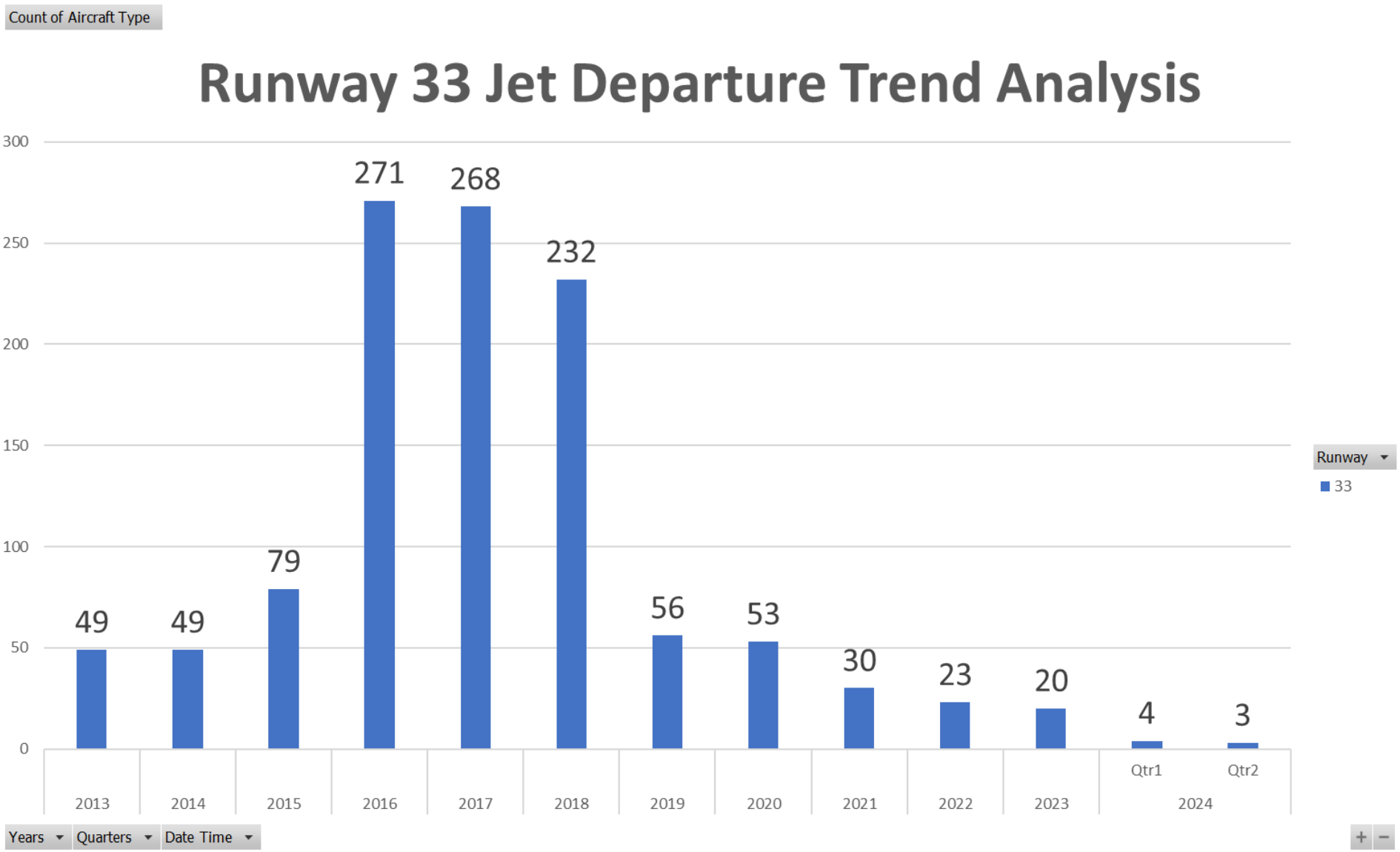


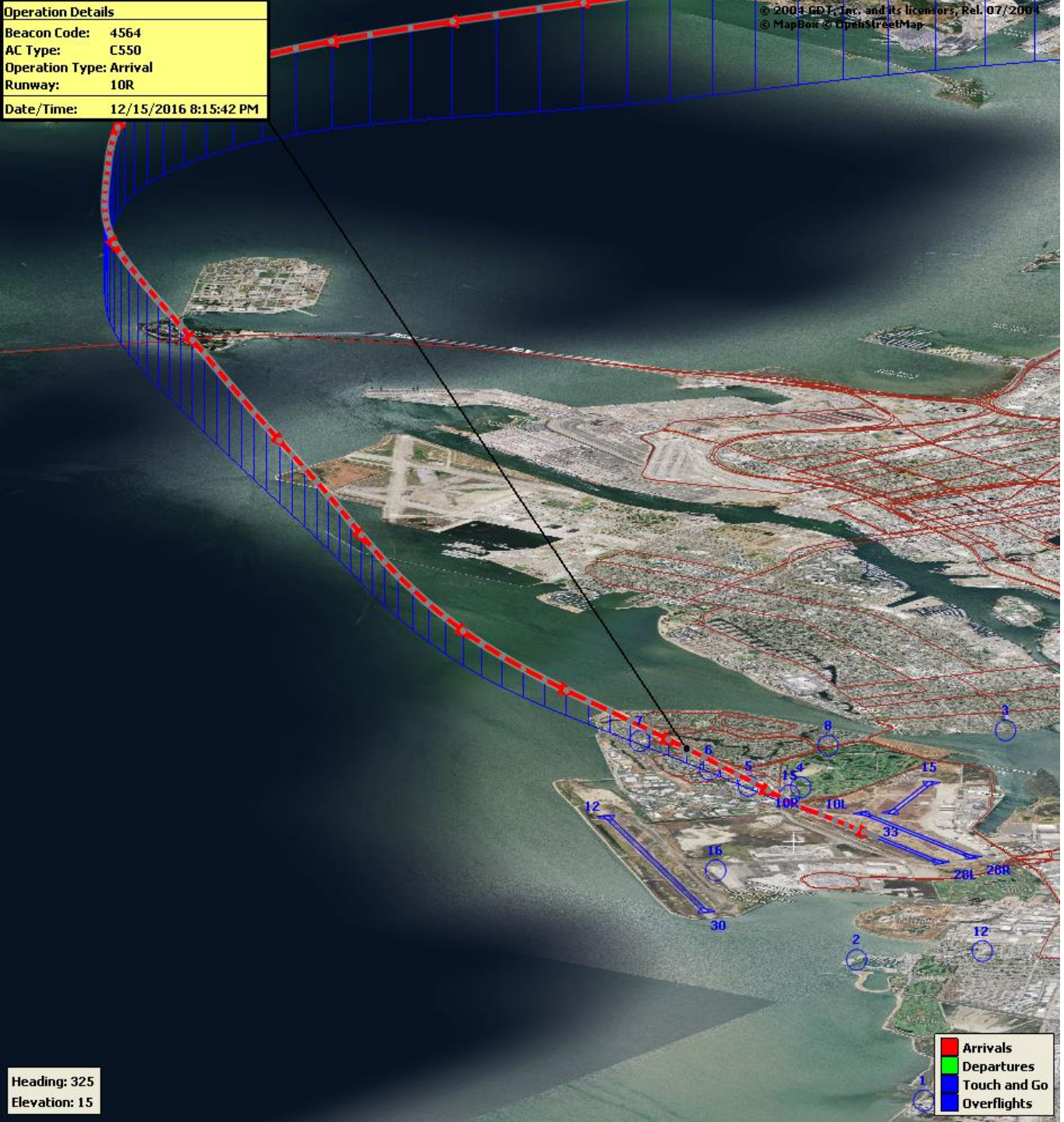
Runway 28R/L
Jet Departure NAP

2024Q2
93% Compliance
(2,654 total departures)
(180 non-compliant)

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

RUNWAY 33 JET DEPARTURES
SECOND Quarter 2024

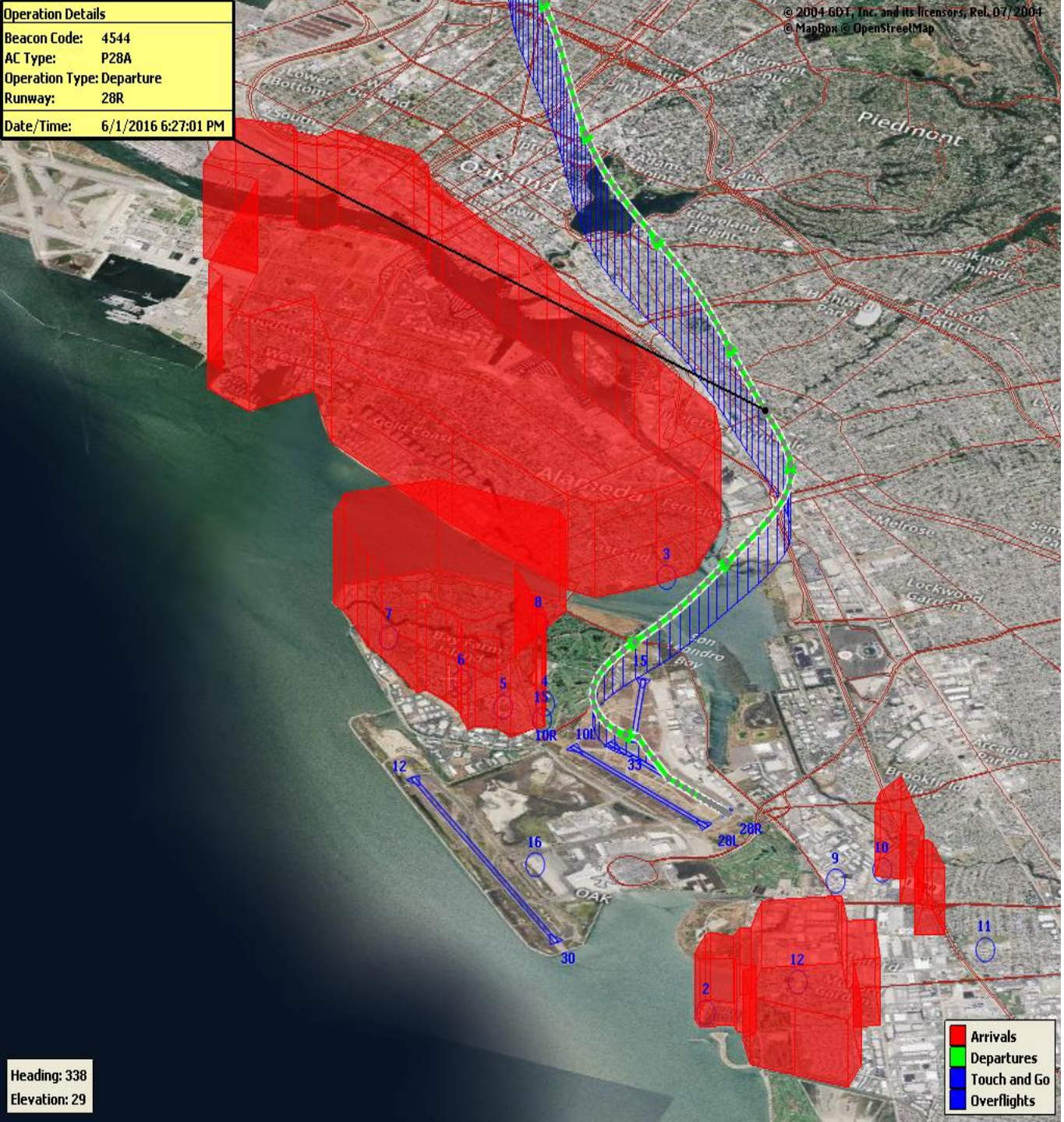




Runway 10R/L Jet Landing NAP

2024Q2
88% Compliance
(94 total landings)
(11 non-compliant)

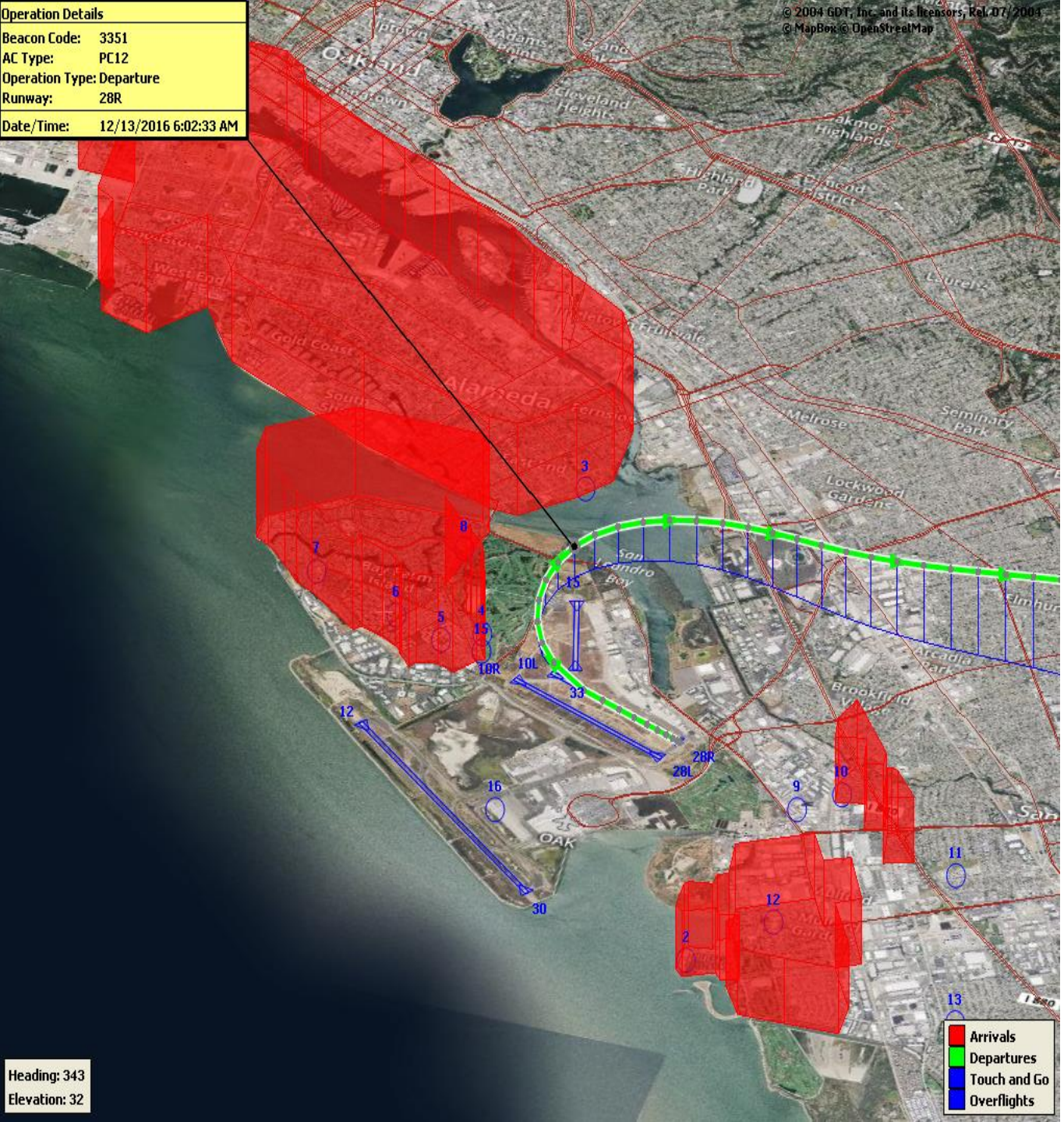
2023Q2
75% Compliance
(48 total landings)
(12 non-compliant)



VFR Aircraft Departure NAP

2024Q2
97% Compliance
(319 total departures)
(10 non-compliant)

2023Q2
96% Compliance
(260 total departures)
(11 non-compliant)

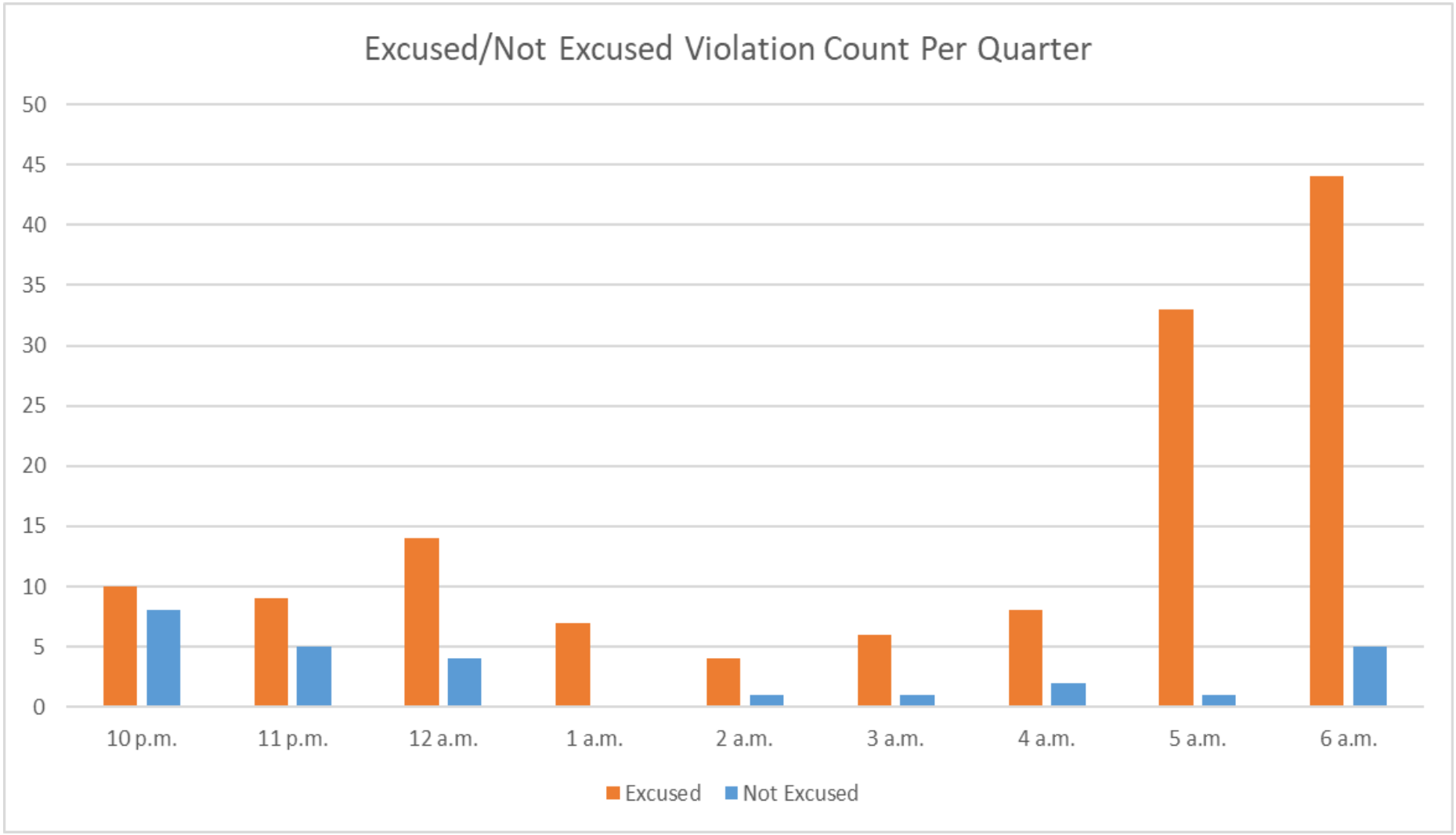


North Field
Quiet Hours NAP

2024Q2
90% Compliance
(260 total departures)
(27 non-compliant)

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

Quartely North Field Quiet Hours NAP Non-Compliant Per Quarter



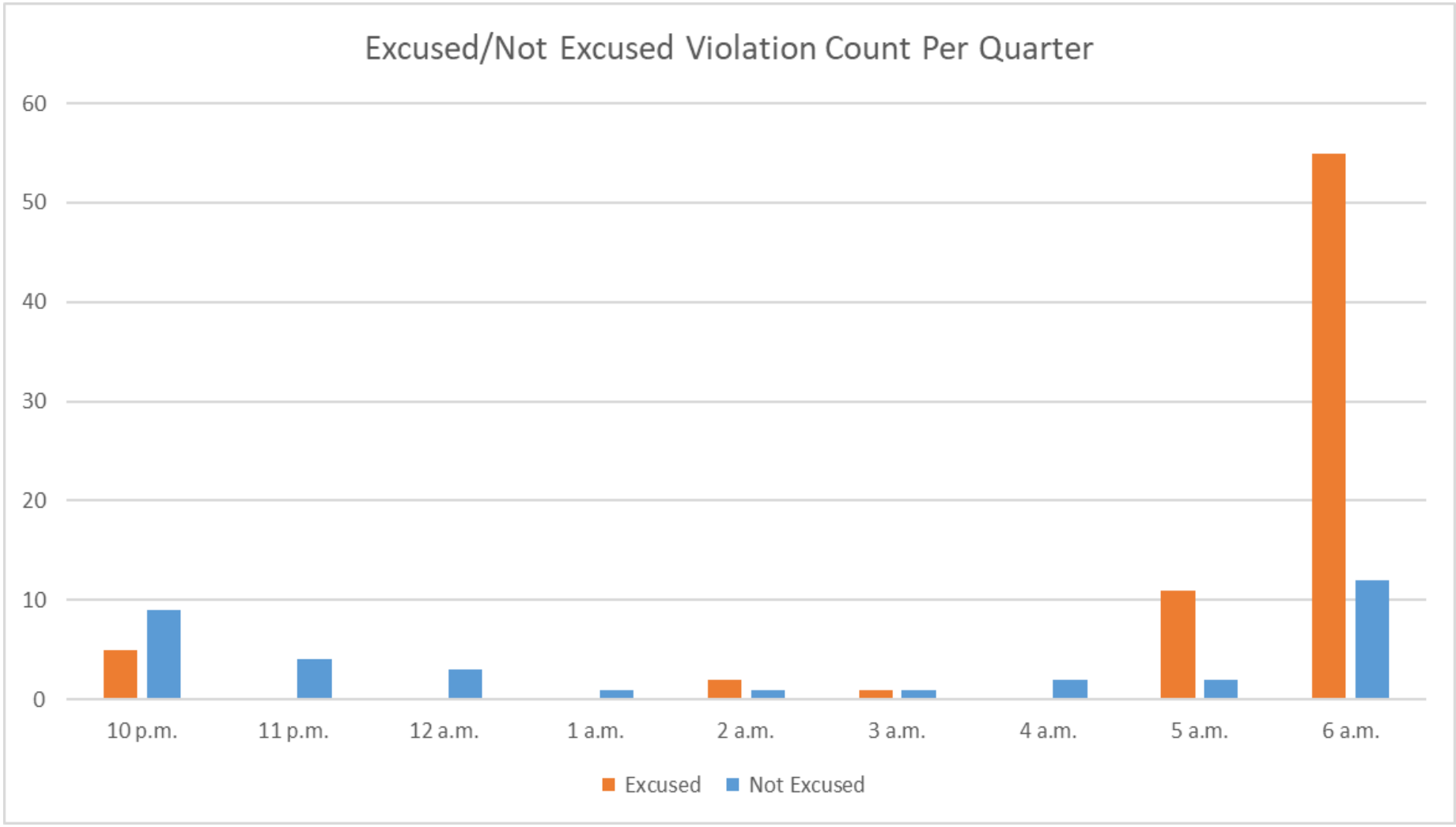
Night Time Departure NAP

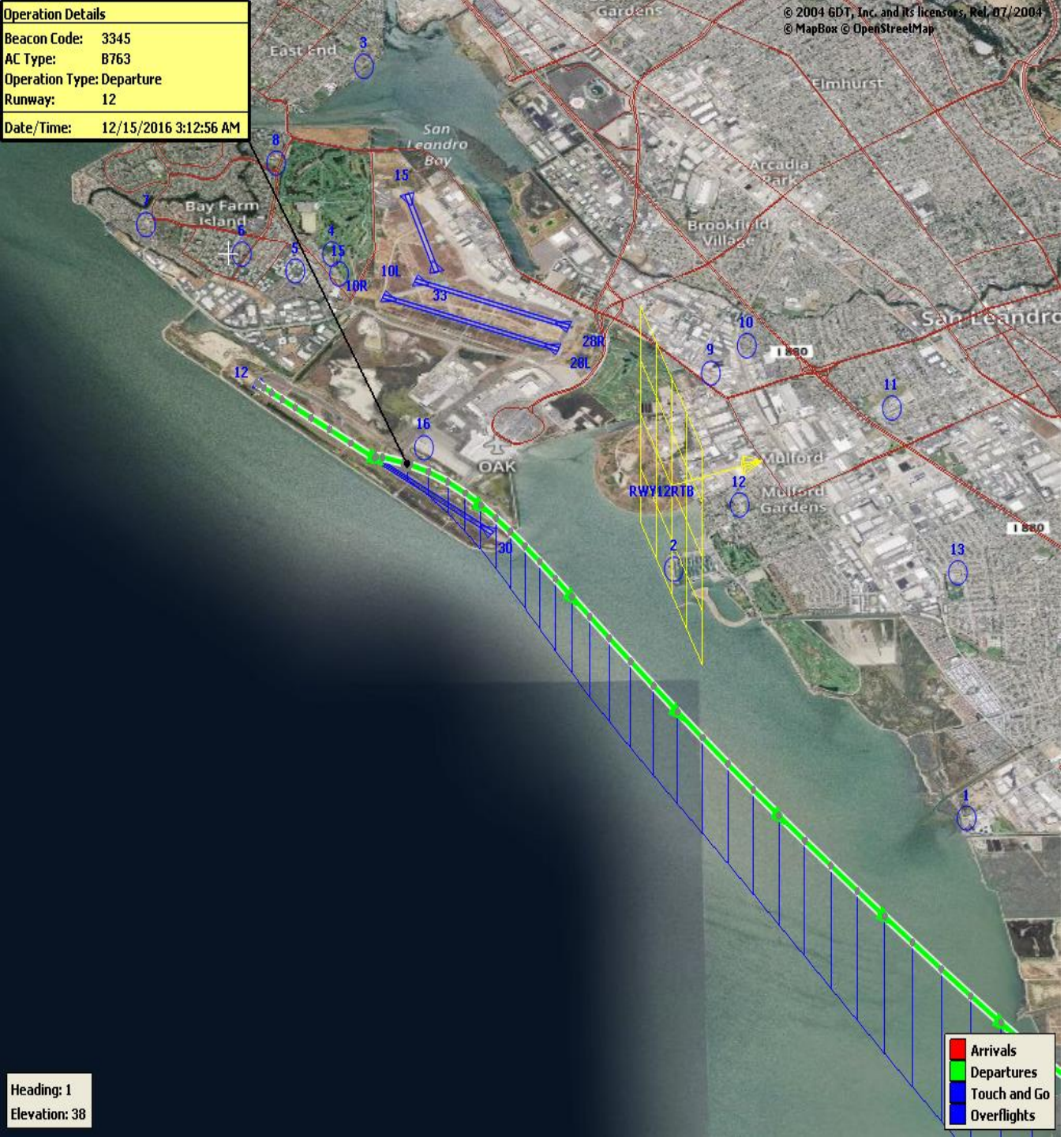
2024Q2
99% Compliance
(3,301 total departures)
(35 non-compliant)

***REBAS Gate non-compliant = 35**

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

Quarterly Night Time NAP Non-Compliant Count Per Quarter



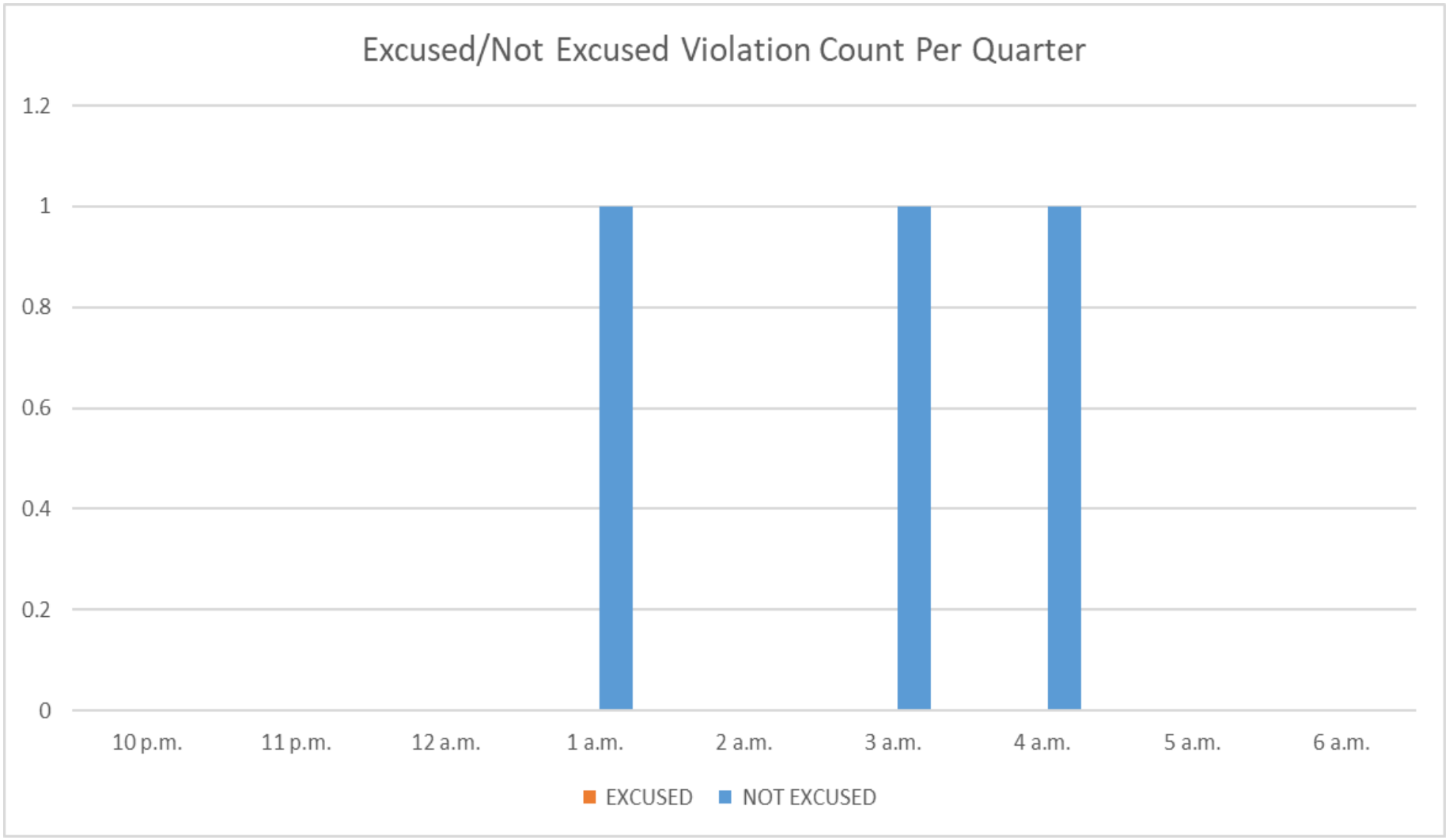


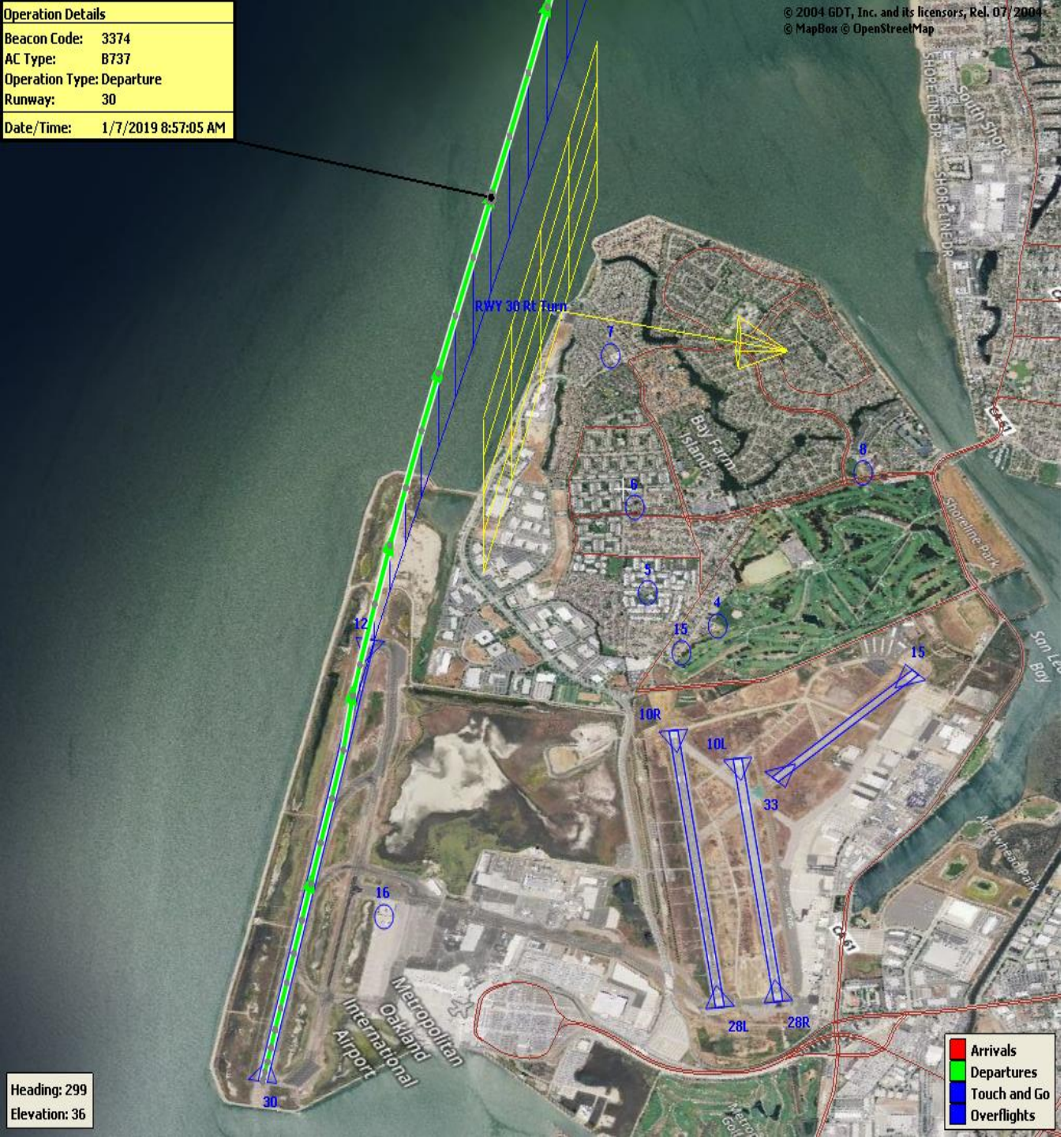
Runway 12 Night Departure NAP

2024Q2
98% Compliance
(137 total departures)
(3 non-compliant)

2023Q2
96% Compliance
(67 total departures)
(3 non-compliant)

Quartely Runway 12 Night Departure Non-Compliant Count Per Quarter





Runway 30 Bay Farm Right Turn NAP

2024Q2
100% Compliance
(15,699 total departures)
(6 non-compliant)

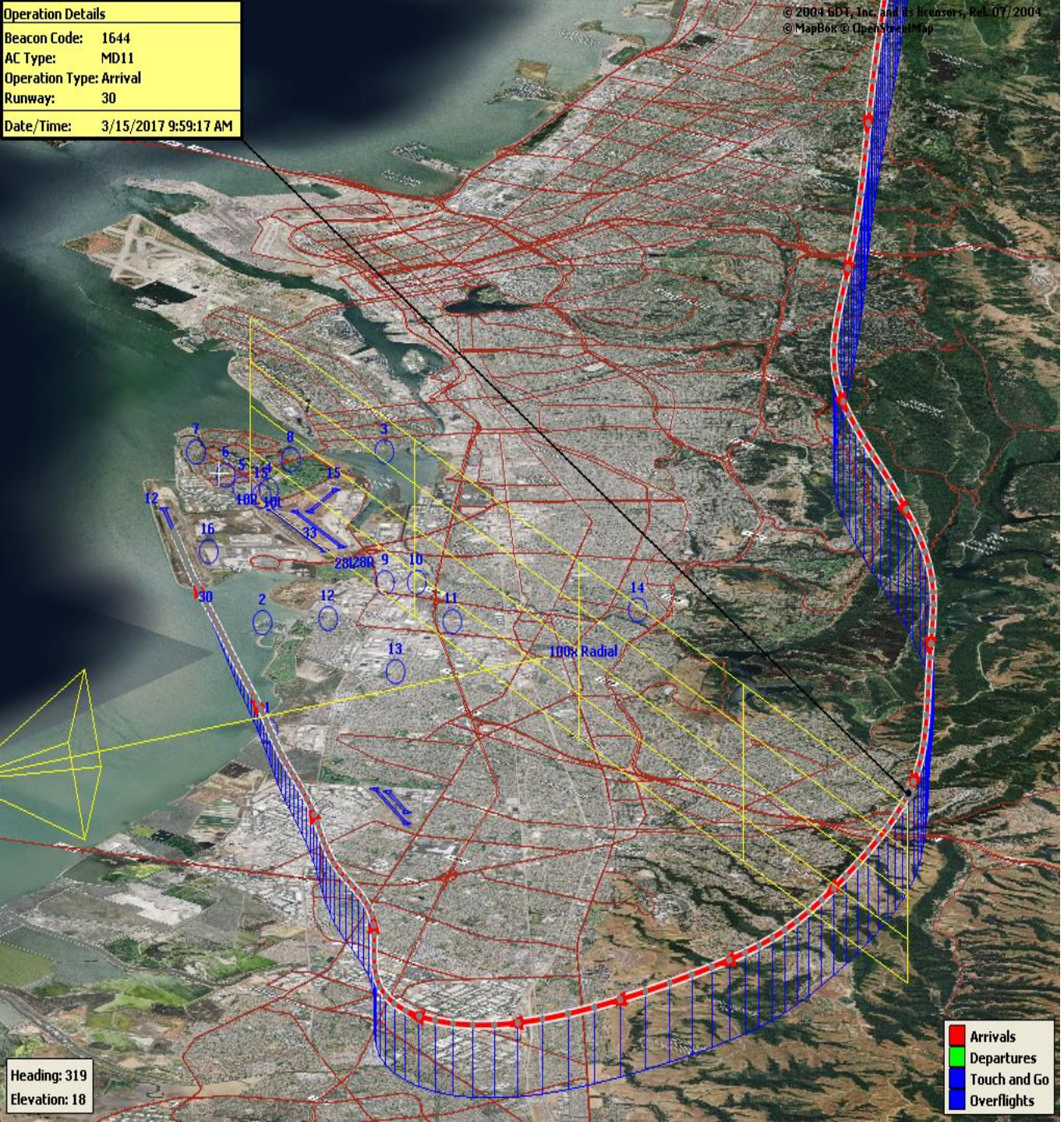
2023Q2
100% Compliance
(16,663 total departures)
(2 non-compliant)

Runway 30 East Turn NAP

2024Q2
100% Compliance
(3,939 total departures)
(0 non-compliant)

***Excused Departures = 6**

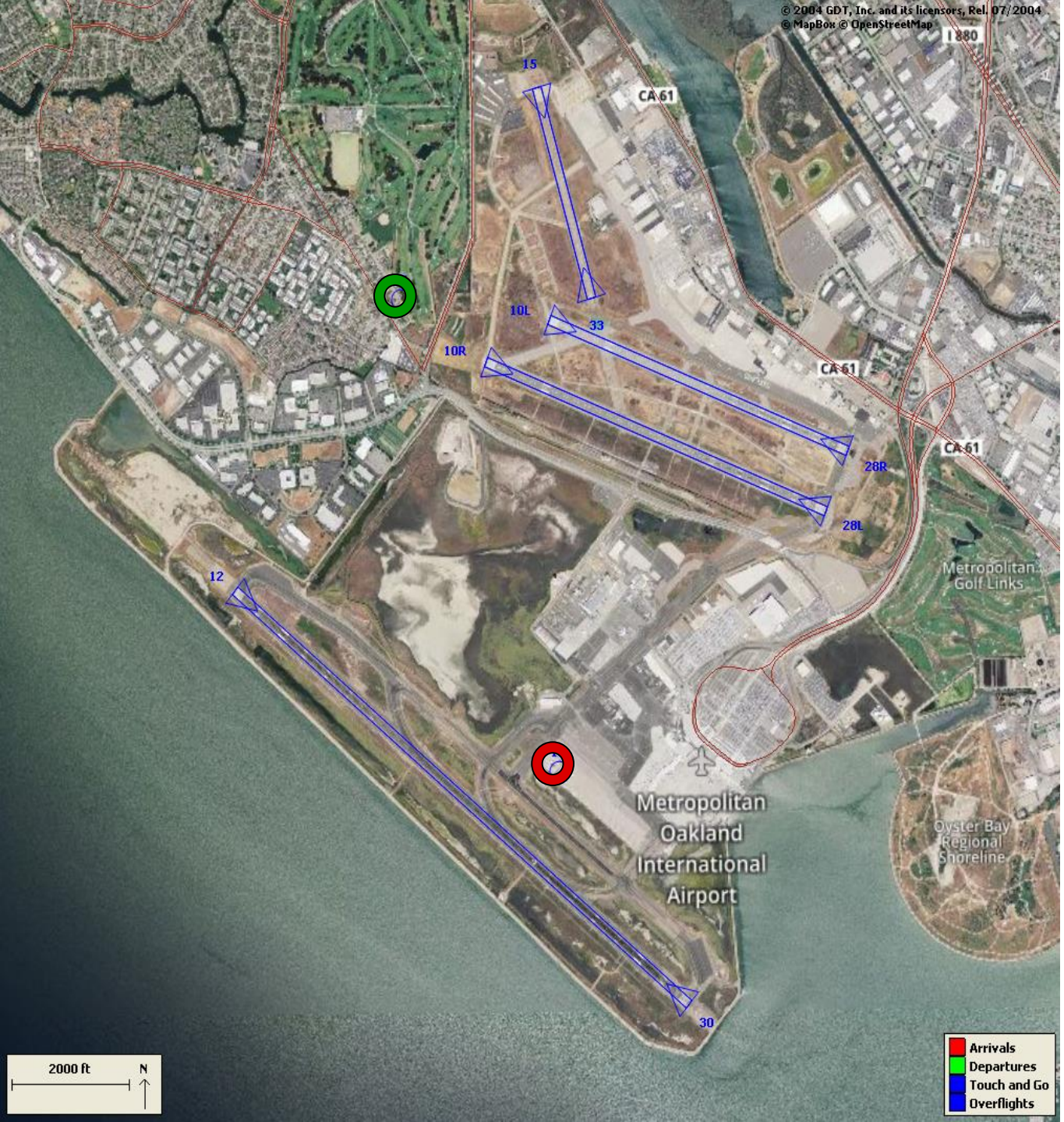
2023Q2
100% Compliance
(3,954 total departures)
(1 non-compliant)



100 Degree Radial
At 3,000 ft. NAP

2024Q2
99% Compliance
(840 total landings)
(5 non-compliant)

2023Q2
98% Compliance
(762 total landings)
(13 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
Second Quarter 2024 - Quarter-to-Quarter

	2024Q1		2024Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	7%	93%	7%
Total Airport-wide Corporate Jet Departures	2,547	156	2,474	180
Runway 10R/L Jet Landing Compliance	87%	13%	88%	12%
Total Southeast Plan Corporate Jet Landings	490	75	83	11
North Field VFR Departure Compliance	95%	5%	97%	3%
Total Runways 28R/L & 33 Departures	175	9	309	10
North Field Quiet Hours Compliance	83%	17%	90%	10%
Total North Field Quiet Hours Departures	174	35	233	27
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	12,780	1	15,693	6
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,507	22	3,266	35
Runway 12 Night Departure Compliance	100%	0%	98%	2%
Total Runway 12 Night Turbojet Departures	437	0	134	3
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,083	4	3,939	0
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	610	4	835	5
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	4	0	5	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 = 260

Second 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	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	57	4	0.0	0.7%	1	0.0	0.2%	0	0.0	0.0%	62
4	69	60	0.7	10.6%	46	0.5	8.1%	64	0.7	11.3%	239
5	88	23	0.3	4.1%	23	0.3	4.1%	74	0.8	13.1%	208
6	68	19	0.2	3.4%	37	0.4	6.5%	50	0.6	8.8%	174
7	25	25	0.3	4.4%	51	0.6	9.0%	10	0.1	1.8%	111
8	65	34	0.4	6.0%	1	0.0	0.2%	0	0.0	0.0%	100
9	14	4	0.0	0.7%	1	0.0	0.2%	4	0.0	0.7%	23
10	64	9	0.1	1.6%	3	0.0	0.5%	2	0.0	0.4%	78
11	2	2	0.0	0.4%	3	0.0	0.5%	1	0.0	0.2%	8
12	7	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	10
13	6	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	7
14	34	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	34
All NMTs	499	182	2	0	168	2	0	205	2	0	1054

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 247

Second 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	57	4	0.0	1.7%	1	0.0	0.4%	0	0.0	0.0%	62
4	69	60	0.7	25.1%	46	0.5	19.2%	64	0.7	26.8%	239
5	88	23	0.3	9.6%	23	0.3	9.6%	74	0.8	31.0%	208
6	68	19	0.2	7.9%	37	0.4	15.5%	50	0.6	20.9%	174
7	25	25	0.3	10.5%	51	0.6	21.3%	10	0.1	4.2%	111
8	65	34	0.4	14.2%	1	0.0	0.4%	0	0.0	0.0%	100
Total	**372**	**165**	**1.8**		**159**	**1.8**		**198**	**2.2**		**894**

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 13

Second 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	14	4	0.0	1.2%	1	0.0	0.3%	4	0.0	1.2%	23
10	64	9	0.1	2.7%	3	0.0	0.9%	2	0.0	0.6%	78
11	2	2	0.0	0.6%	3	0.0	0.9%	1	0.0	0.3%	8
12	7	2	0.0	0.6%	1	0.0	0.3%	0	0.0	0.0%	10
13	6	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	7
14	34	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	34
Total	**127**	**17**	**0.2**		**9**	**0.1**		**7**	**0.1**		**160**

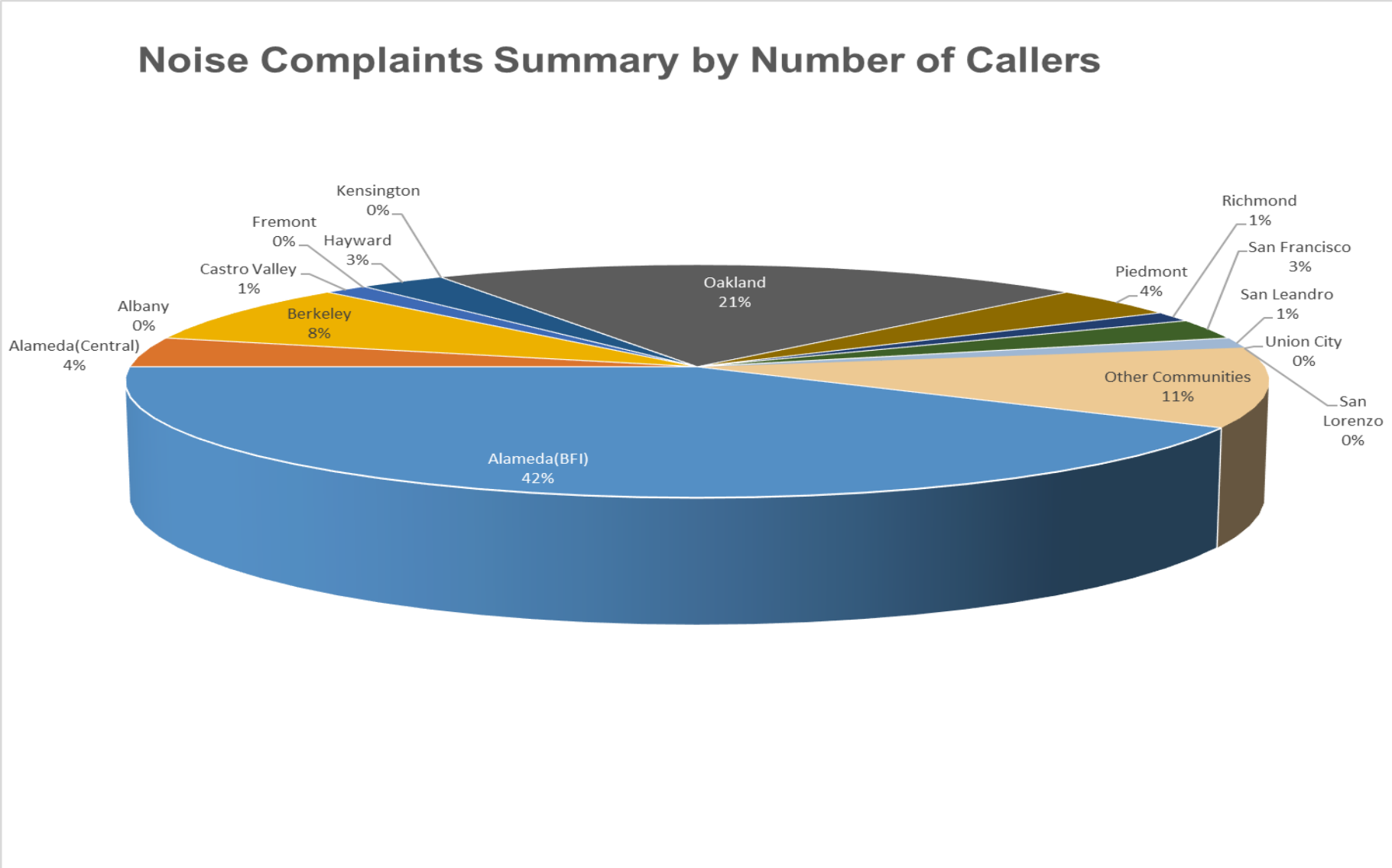
The 2024Q2 Rolling Take-Off Night Procedure Report (1:00 to 5:00 AM) is dependent on back-blast data collected by the noise monitor deployed at the San Leandro Marina (NMT #2). Due to construction work at the San Leandro Marina, the noise monitor had to be removed on April 20, 2023. The monitor will be redeployed once works are complete. This report cannot be created.

The 2023Q2 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.

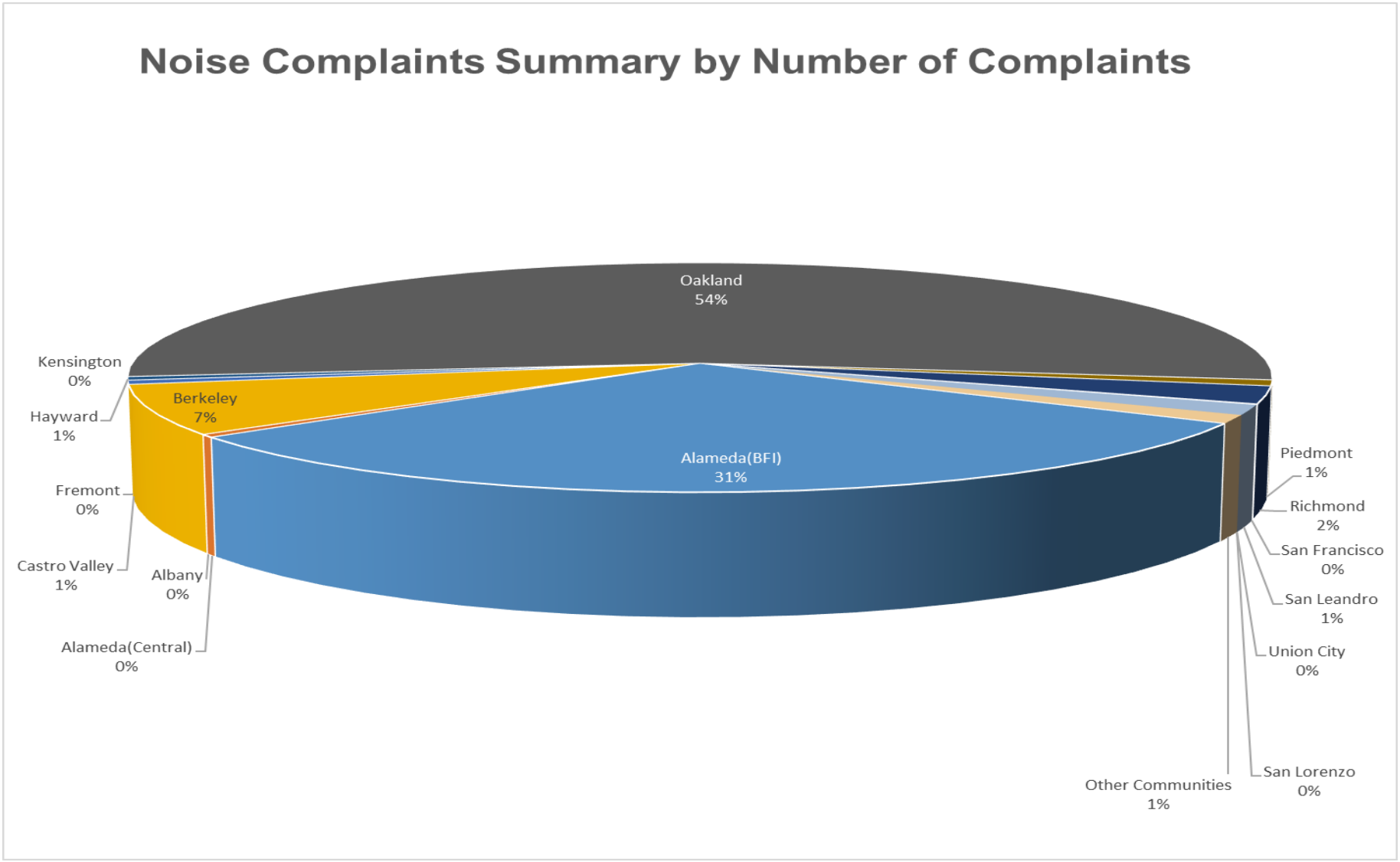
San Francisco Bay Oakland International Airport
Noise Complaint Summary
April 2024

Community	Callers	Complaints
Alameda(BFI)	30	986
Alameda(Central)	3	13
Albany	0	0
Berkeley	6	221
Castro Valley	1	18
Fremont	0	0
Hayw ard	2	16
Kensington	0	0
Oakland	15	1705
Piedmont	3	26
Richmond	1	78
San Francisco	2	2
San Leandro	1	45
Union City	0	0
San Lorenzo	0	0
Other Communities	8	39
Total	**72**	**3149**
Complaints by Type		
E-mail	1752	
View point App	1397	
Complaints by Time of Day		
Day (0700 - 1900)	598	
Evening (1900 - 2200)	857	
Night (2200 - 0700)	1694	
Complaints by Type of Operation		
Arrivals	1660	
Departures	1226	
Over-flights	165	
Touch & Go	98	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	273	
Helicopter	52	
Jet	2334	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	37	
Propeller	352	
Turbo-prop	101	

Number of Callers
April 2024



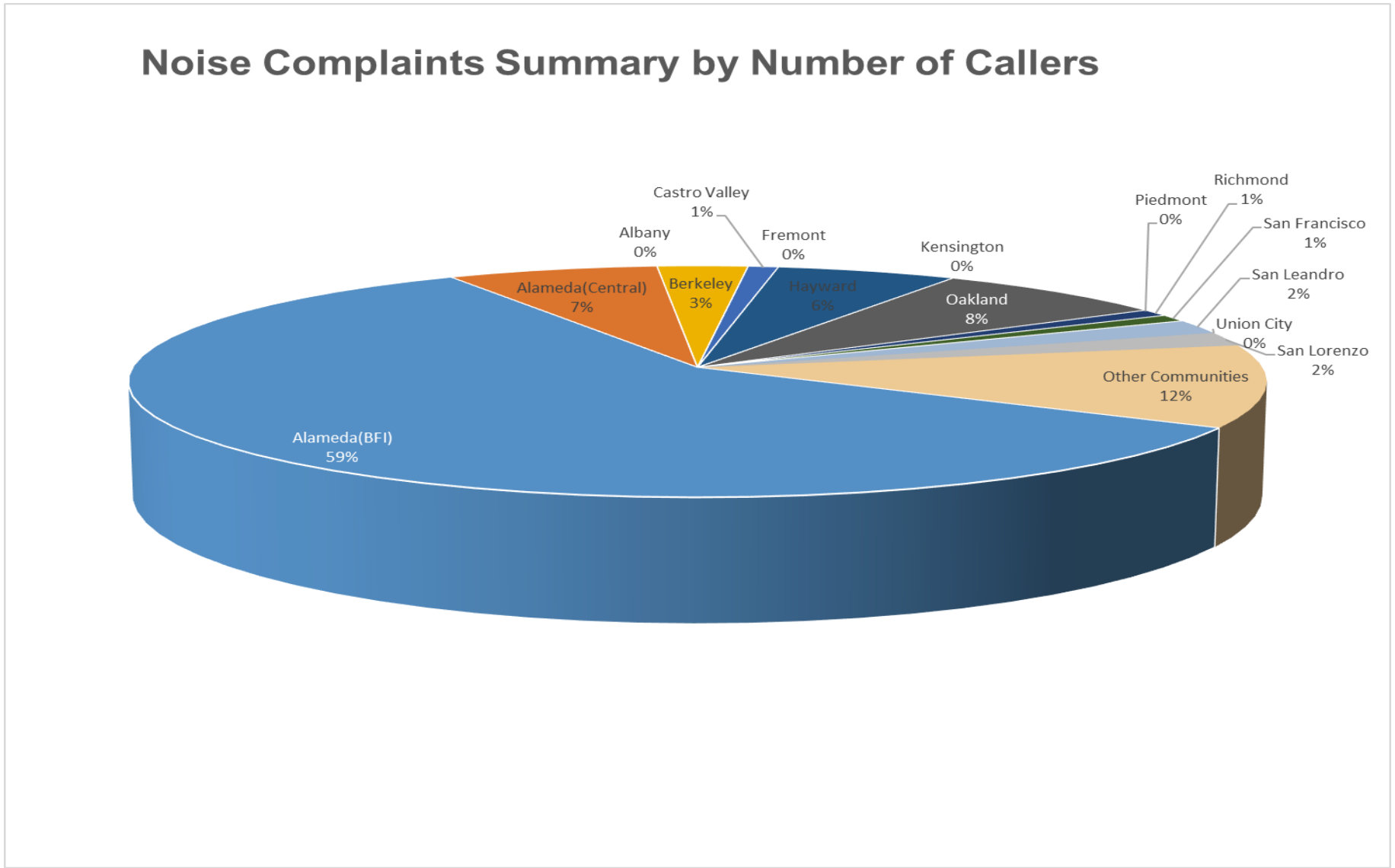
Number of Complaints
April 2024



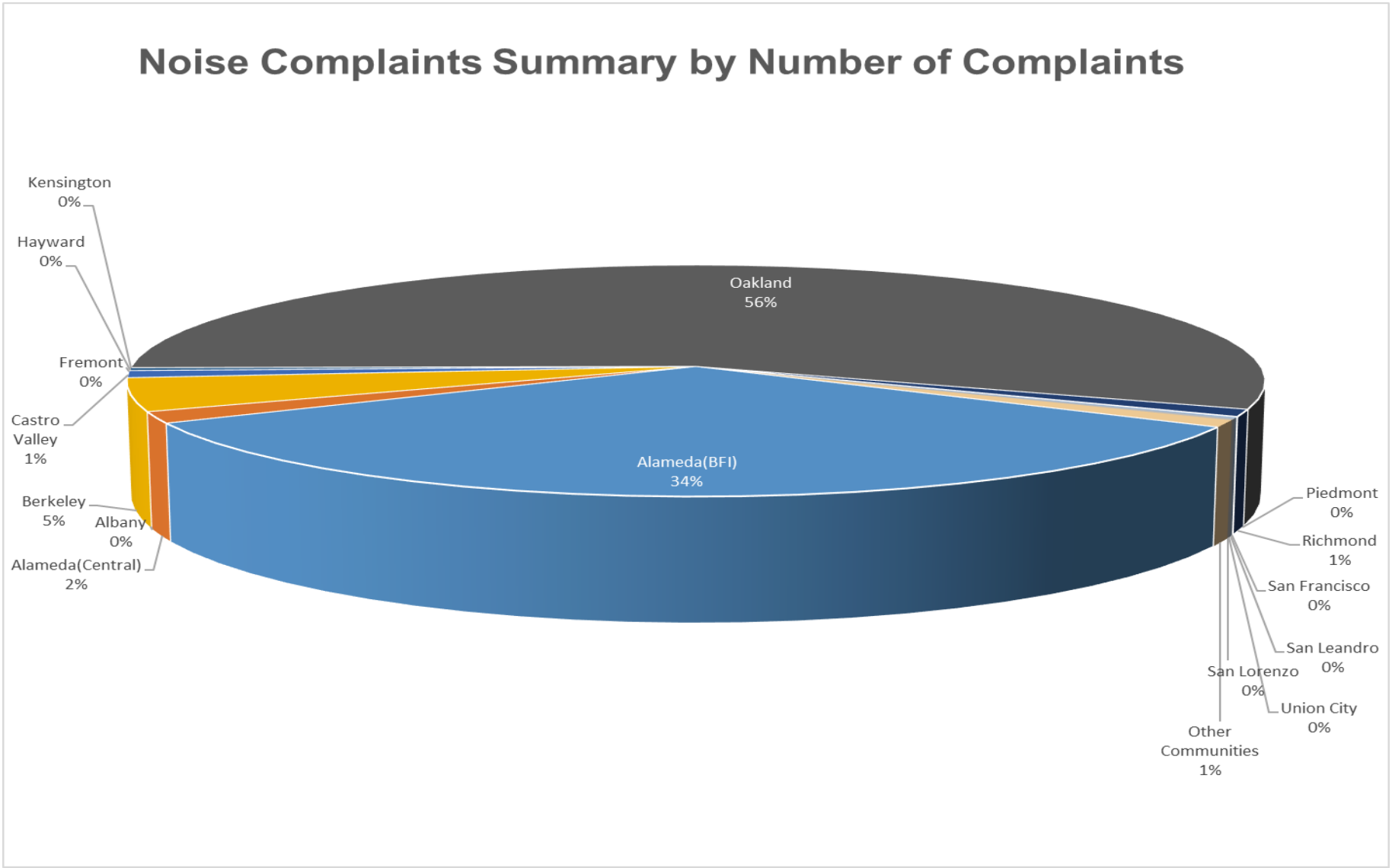
San Francisco Bay Oakland International Airport
Noise Complaint Summary
May 2024

Community	Callers	Complaints
Alameda(BFI)	61	1515
Alameda(Central)	7	71
Albany	0	0
Berkeley	3	207
Castro Valley	1	44
Fremont	0	0
Hayward	6	18
Kensington	0	0
Oakland	8	2504
Piedmont	0	0
Richmond	1	45
San Francisco	1	2
San Leandro	2	9
Union City	0	0
San Lorenzo	2	9
Other Communities	12	46
Total	**104**	**4470**
Complaints by Type		
E-mail	2557	
Viewpoint App	1913	
Complaints by Time of Day		
Day (0700 - 1900)	888	
Evening (1900 - 2200)	702	
Night (2200 - 0700)	2880	
Complaints by Type of Operation		
Arrivals	2455	
Departures	1895	
Over-flights	51	
Touch & Go	69	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	231	
Helicopter	40	
Jet	3875	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	14	
Propeller	246	
Turbo-prop	64	

Number of Callers
May 2024



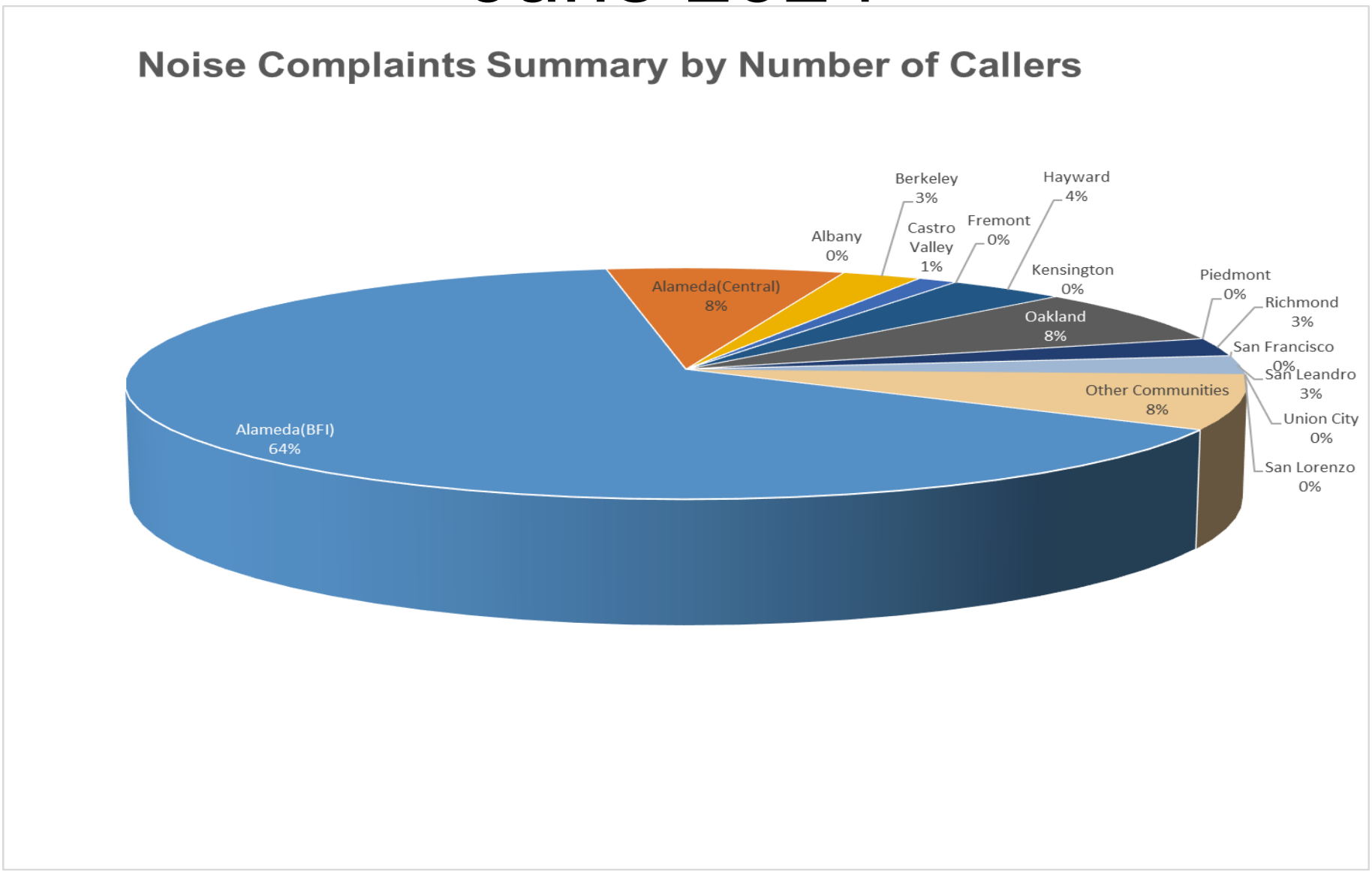
Number of Complaints
May 2024



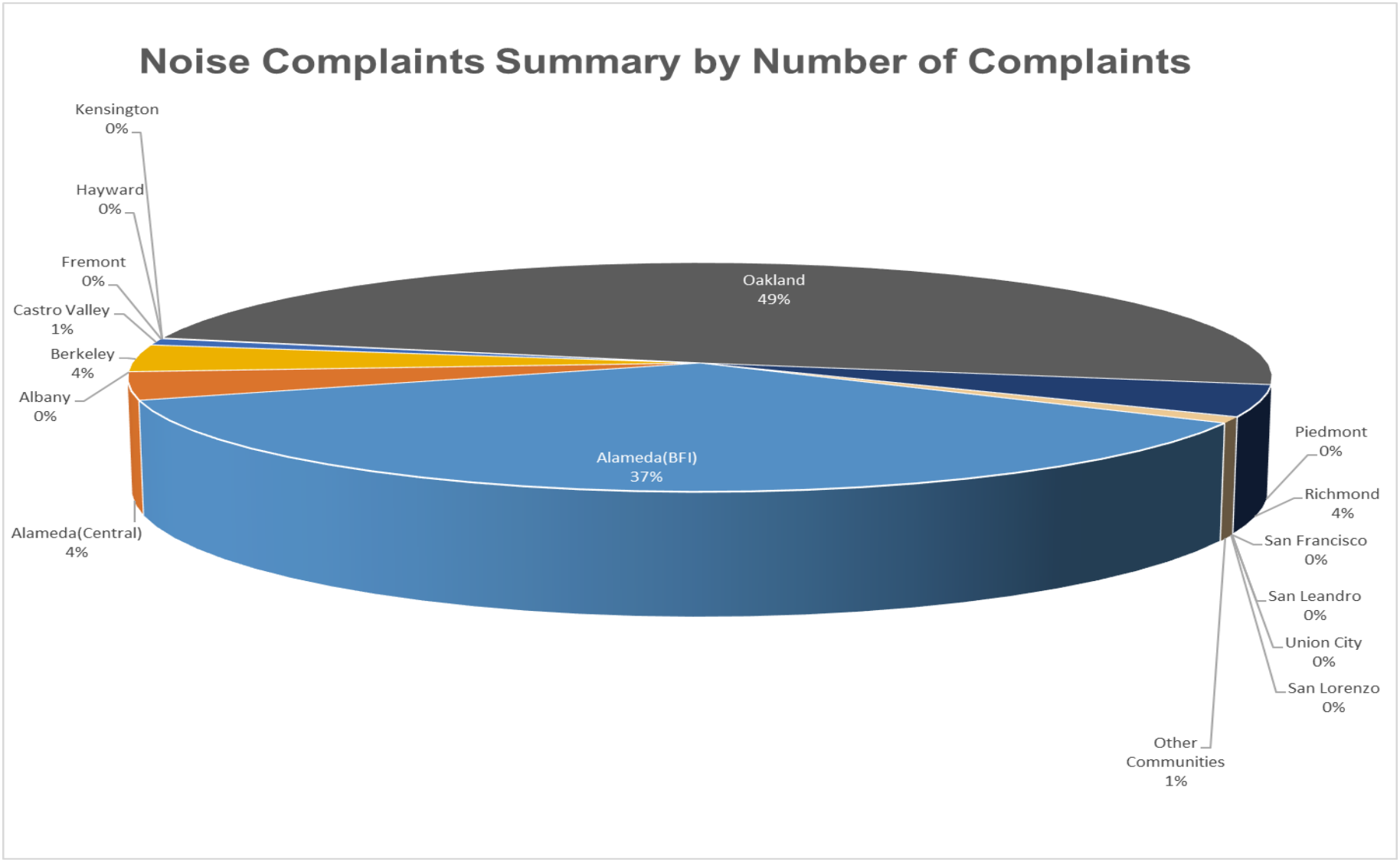
San Francisco Bay Oakland International Airport
Noise Complaint Summary
June 2024

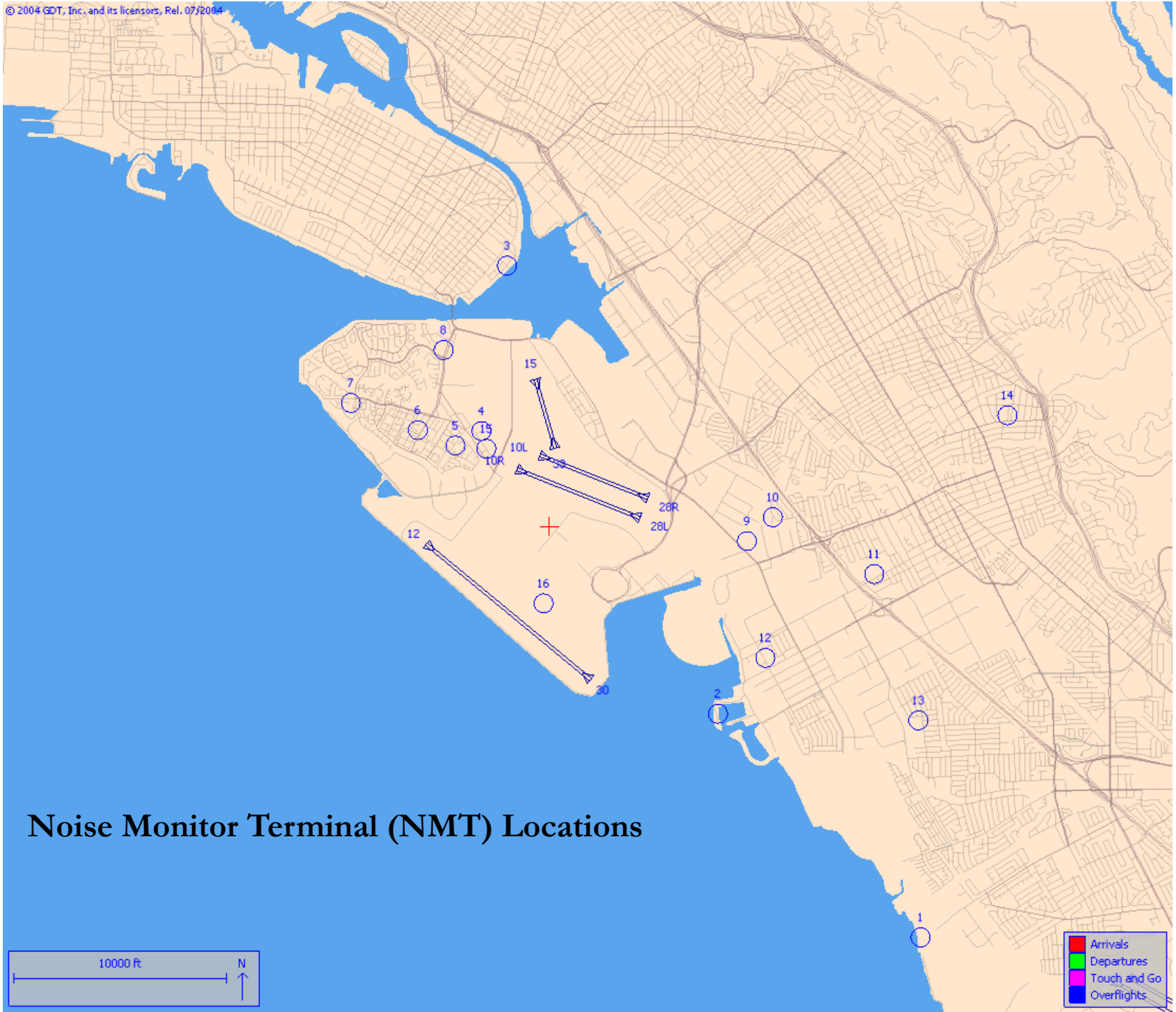
Community	Callers	Complaints
Alameda(BFI)	50	1534
Alameda(Central)	6	165
Albany	0	0
Berkeley	2	161
Castro Valley	1	40
Fremont	0	0
Hayw ard	3	4
Kensington	0	0
Oakland	6	2073
Piedmont	0	0
Richmond	2	187
San Francisco	0	0
San Leandro	2	2
Union City	0	0
San Lorenzo	0	0
Other Communities	6	35
Total	**78**	**4201**
Complaints by Type		
E-mail	2261	
View point App	1940	
Complaints by Time of Day		
Day (0700 - 1900)	1067	
Evening (1900 - 2200)	1177	
Night (2200 - 0700)	1957	
Complaints by Type of Operation		
Arrivals	1919	
Departures	2000	
Over-flights	162	
Touch & Go	120	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	567	
Helicopter	36	
Jet	2973	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	10	
Propeller	471	
Turbo-prop	144	

Number of Callers
June 2024



Number of Complaints
June 2024





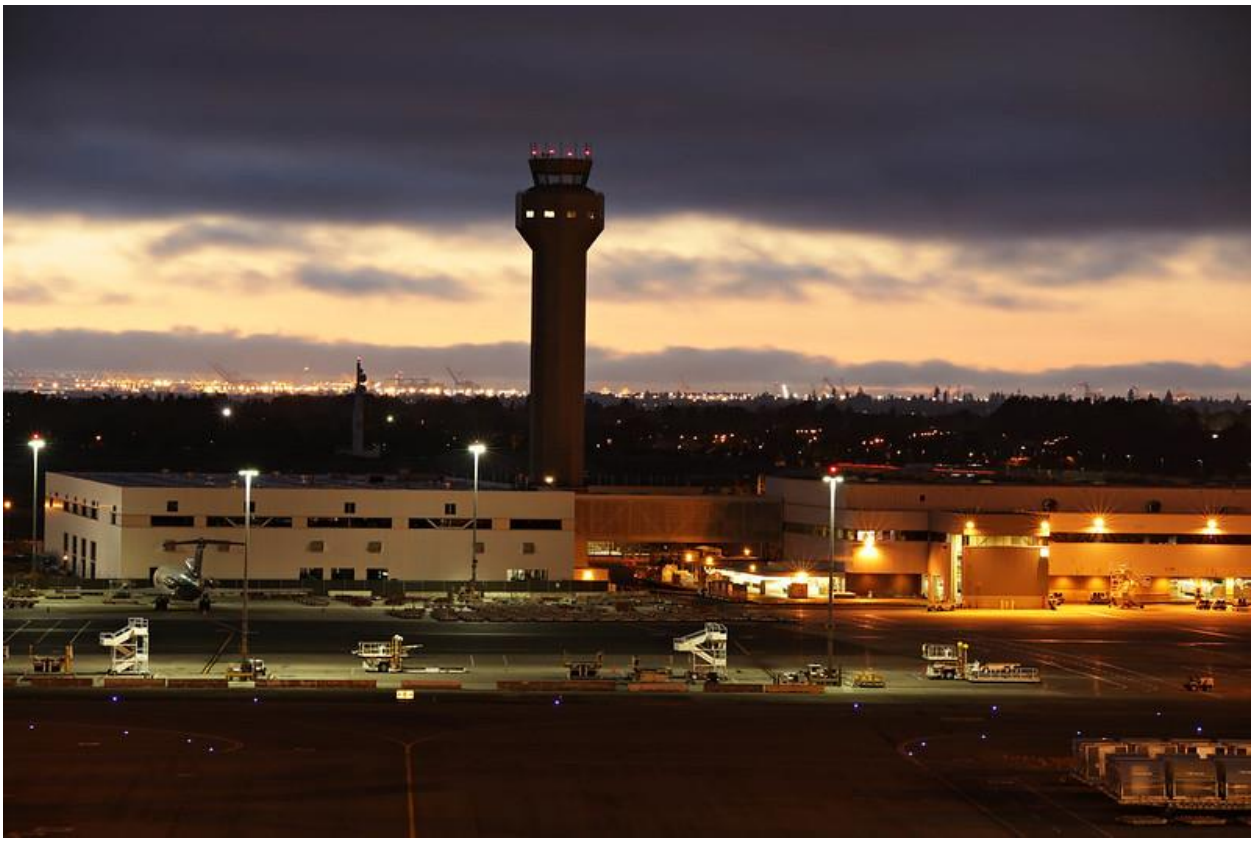
Noise Monitor Terminal (NMT) Locations

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

SAN FRANCISCO BAY
OAKLAND INTERNATIONAL
AIRPORT

Quarterly Aircraft Noise Report

Second Quarter 2024



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

July 3, 2024

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- 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 Second Quarter 2024				
	2023Q2		2024Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	93%	7%
Total Airport-wide Corporate Jet Departures	2,061	159	2,474	180
Runway 10R/L Jet Landing Compliance	75%	25%	88%	12%
Total Southeast Plan Corporate Jet Landings	36	12	83	11
North Field VFR Departure Compliance	96%	4%	97%	3%
Total Runways 28R/L & 33 Departures	249	11	309	10
North Field Quiet Hours Compliance	86%	14%	90%	10%
Total North Field Quiet Hours Departures	168	28	233	27
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	16,661	2	15,693	6
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,571	46	3,266	35
Runway 12 Night Departure Compliance	96%	4%	98%	2%
Total Runway 12 Night Turbojet Departures	64	3	134	3
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,953	1	3,939	0
100 Degree Radial Turbojet Landing Compliance	98%	2%	99%	1%
Total 100 Degree Radial Turbojet Landings	749	13	835	5
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	9	0	5	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

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

	April	May	June	Quarterly
Airport-wide Corporate Jet Departures	888	941	825	2,654
Compliant Corporate Jet Departures	833	878	763	2,474
Non-compliant Corporate Jet Departures	55	63	62	180
Corporate Jet Departure Compliance Rate	94%	93%	92%	93%
Excused Jet Departures	40	259	115	414
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,551	5,762	5,640	16,953
Compliant Airport-wide Jet Departures	5,496	5,699	5,578	16,773
Non-compliant Airport-wide Jet Departures	55	63	62	180
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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RUNWAY 10R/L JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Second Quarter 2024				
	April	May	June	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	89	5	0	94
Compliant SE Plan Corporate Jet Landings	79	4	0	83
Non-compliant SE Plan Corporate Jet Landings	10	1	0	11
SE Plan Corporate Jet Landing Compliance Rate	89%	80%	N/A	88%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	509	46	0	555
Airport-wide Compliant SE Plan Jet Landings	499	45	0	544
Airport-wide Non-compliant SE Plan Landings	10	1	0	11
Airport-wide Jet Landing SE PlanCompliance Rate	98%	98%	N/A	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 Second Quarter 2024				
	April	May	June	Quarterly
Total VFR Departures	93	97	129	319
Total VFR Departures Over Alameda	17	17	17	51
Compliant Departures	89	93	127	309
Non-compliant Departures	4	4	2	10
Compliance Rate	96%	96%	98%	97%

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North Field Quiet Hours Procedures

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

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

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

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

	April	May	June	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	72	108	80	260
Compliant Night Departures	60	100	73	233
Average Compliant Departures per Night	1.9	3.2	2.4	2.56
Non-Compliant Night Departures	12	8	7	27
Average Non-Compliant Departures per Night	0.4	0.3	0.2	0.3
Night Departure Compliance Rate	83%	93%	91%	90%

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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 = 260											
Second 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	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	57	4	0.0	0.7%	1	0.0	0.2%	0	0.0	0.0%	62
4	69	60	0.7	10.6%	46	0.5	8.1%	64	0.7	11.3%	239
5	88	23	0.3	4.1%	23	0.3	4.1%	74	0.8	13.1%	208
6	68	19	0.2	3.4%	37	0.4	6.5%	50	0.6	8.8%	174
7	25	25	0.3	4.4%	51	0.6	9.0%	10	0.1	1.8%	111
8	65	34	0.4	6.0%	1	0.0	0.2%	0	0.0	0.0%	100
9	14	4	0.0	0.7%	1	0.0	0.2%	4	0.0	0.7%	23
10	64	9	0.1	1.6%	3	0.0	0.5%	2	0.0	0.4%	78
11	2	2	0.0	0.4%	3	0.0	0.5%	1	0.0	0.2%	8
12	7	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	10
13	6	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	7
14	34	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	34
All NMTs	499	182	2	0	168	2	0	205	2	0	1054

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 247											
Second 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	57	4	0.0	1.7%	1	0.0	0.4%	0	0.0	0.0%	62
4	69	60	0.7	25.1%	46	0.5	19.2%	64	0.7	26.8%	239
5	88	23	0.3	9.6%	23	0.3	9.6%	74	0.8	31.0%	208
6	68	19	0.2	7.9%	37	0.4	15.5%	50	0.6	20.9%	174
7	25	25	0.3	10.5%	51	0.6	21.3%	10	0.1	4.2%	111
8	65	34	0.4	14.2%	1	0.0	0.4%	0	0.0	0.0%	100
Total	**372**	**165**	**1.8**		**159**	**1.8**		**198**	**2.2**		**894**

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 13											
Second 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	14	4	0.0	1.2%	1	0.0	0.3%	4	0.0	1.2%	23
10	64	9	0.1	2.7%	3	0.0	0.9%	2	0.0	0.6%	78
11	2	2	0.0	0.6%	3	0.0	0.9%	1	0.0	0.3%	8
12	7	2	0.0	0.6%	1	0.0	0.3%	0	0.0	0.0%	10
13	6	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	7
14	34	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	34
Total	**127**	**17**	**0.2**		**9**	**0.1**		**7**	**0.1**		**160**

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Second Quarter 2024				
	April	May	June	Quarterly
Runway 30 Turbojet Departures	4,918	5,335	5,446	15,699
Compliant Departures	4,915	5,333	5,445	15,693
Non-compliant Departures	3	2	1	6
Percentage of Non-compliance	0.1%	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 San Francisco Bay Oakland International Airport established to reduce noise on residential communities at nighttime. The HUSSH departure procedure is described as a turbojet aircraft take-off from Runway 30 climb heading 296 degrees to at or above 520 feet, then left turn direct HUSSH This departure procedure is assigned between 10:00 p.m. and 7:00 a.m. for Runway 30 turbojet aircraft departures.

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Second Quarter 2024				
	April	May	June	Quarterly
Runway 30 Nighttime Turbojet Departures	1,035	1,073	1,193	3,301
Buffer Time Departures	15	10	11	36
Compliant Departures	1,024	1,064	1,178	3,266
Non-compliant Departures	11	9	15	35
HUSSH gate misses	5	3	8	16
NIITE gate misses	8	6	10	24
REBAS gate misses	11	9	15	35
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

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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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary
(10:00 PM to 7:00 AM)
Second Quarter 2024

	April	May	June	Quarterly
Jet Departures	81	56	0	137
Non-Compliant Departures	2	1	0	3
Compliant Departures	79	55	0	134
Compliance Rate	98%	98%	No SE Plan	98%

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

Engine Run-up Program Second Quarter 2024				
	April	May	June	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	2	1	1	4
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	3	1	1	5
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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RUNWAY 30 EAST TURN DEPARTURES PROCEDURE

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Second Quarter 2024				
	April	May	June	Quarterly
Total Runway 30 East Turn Turbojet Departures	1,169	1,309	1,461	3,939
Non-compliant Turbojet Departures	0	0	0	0
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,169	1,309	1,461	3,939
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	1	2	3	6
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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100 Degree Radial Turbojet Landing Procedure

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Second Quarter 2024				
	April	**May**	**June**	**Quarterly**
Turbojets on Downwind RWY 30 Approach	**241**	**291**	**308**	**840**
Non-compliant Turbojets	**2**	**3**	**0**	**5**
Total Turbojet Aircraft Above 3K Feet ASL*	**239**	**288**	**308**	**835**
Compliance Rate	**99%**	**99%**	**100%**	**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 April 2024		
Community	**Callers**	**Complaints**
Alameda(BFI)	30	986
Alameda(Central)	3	13
Albany	0	0
Berkeley	6	221
Castro Valley	1	18
Fremont	0	0
Hayward	2	16
Kensington	0	0
Oakland	15	1705
Piedmont	3	26
Richmond	1	78
San Francisco	2	2
San Leandro	1	45
Union City	0	0
San Lorenzo	0	0
Other Communities	8	39
Total	**72**	**3149**
Complaints by Type		
E-mail	1752	
View point App	1397	
Complaints by Time of Day		
Day (0700 - 1900)	598	
Evening (1900 - 2200)	857	
Night (2200 - 0700)	1694	
Complaints by Type of Operation		
Arrivals	1660	
Departures	1226	
Over-flights	165	
Touch & Go	98	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	273	
Helicopter	52	
Jet	2334	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	37	
Propeller	352	
Turbo-prop	101	

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San Francisco Bay Oakland International Airport Noise Complaint Summary May 2024		
Community	**Callers**	**Complaints**
Alameda(BFI)	61	1515
Alameda(Central)	7	71
Albany	0	0
Berkeley	3	207
Castro Valley	1	44
Fremont	0	0
Hayward	6	18
Kensington	0	0
Oakland	8	2504
Piedmont	0	0
Richmond	1	45
San Francisco	1	2
San Leandro	2	9
Union City	0	0
San Lorenzo	2	9
Other Communities	12	46
Total	**104**	**4470**
Complaints by Type		
E-mail	2557	
View point App	1913	
Complaints by Time of Day		
Day (0700 - 1900)	888	
Evening (1900 - 2200)	702	
Night (2200 - 0700)	2880	
Complaints by Type of Operation		
Arrivals	2455	
Departures	1895	
Over-flights	51	
Touch & Go	69	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	231	
Helicopter	40	
Jet	3875	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	14	
Propeller	246	
Turbo-prop	64	

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San Francisco Bay Oakland International Airport Noise Complaint Summary June 2024		
Community	**Callers**	**Complaints**
Alameda(BFI)	50	1534
Alameda(Central)	6	165
Albany	0	0
Berkeley	2	161
Castro Valley	1	40
Fremont	0	0
Hayward	3	4
Kensington	0	0
Oakland	6	2073
Piedmont	0	0
Richmond	2	187
San Francisco	0	0
San Leandro	2	2
Union City	0	0
San Lorenzo	0	0
Other Communities	6	35
Total	**78**	**4201**
Complaints by Type		
E-mail	2261	
View point App	1940	
Complaints by Time of Day		
Day (0700 - 1900)	1067	
Evening (1900 - 2200)	1177	
Night (2200 - 0700)	1957	
Complaints by Type of Operation		
Arrivals	1919	
Departures	2000	
Over-flights	162	
Touch & Go	120	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	567	
Helicopter	36	
Jet	2973	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	10	
Propeller	471	
Turbo-prop	144	

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Second Quarter 2024					
	April	**May**	**June**	**Quarterly**	**Percentage**
Runway 28L	8	22	16	46	32%
Runway 28R	30	28	30	88	61%
Runway 33	0	1	1	2	1%
Alameda Overflights	**38**	**51**	**47**	**136**	**94%**
Runway 10L	0	0	1	1	1%
Runway 10R	5	2	0	7	5%
Runway 15	0	0	0	0	0%
San Leandro Overflights	**5**	**2**	**1**	**8**	**6%**
Total Departures	**43**	**53**	**48**	**144**	**100%**

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

North Field VFR/IFR Departures by Runway Second Quarter 2024				
	April	**May**	**June**	**2024**
VFR Departures				
Runway 28L	11	9	10	30
Runway 28R	69	70	95	234
Runway 33	94	144	181	419
VFR Departures	**174**	**223**	**286**	**683**
IFR Departures				
Runway 28L	115	313	132	560
Runway 28R	277	316	356	949
Runway 33	135	141	167	443
IFR Departures	**527**	**770**	**655**	**1,952**
Total Departures	**701**	**993**	**941**	**2,635**

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2024											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	64	122	-	-	-	3	27	443	1,967	-	2,440	2,440
	Helicopters	-	-	-	-	-	-	-	-	-	103	103	103
	Commercial Jets	411	12,329	12,740	-	-	-	-	196	1	-	197	12,937
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	1	1	2	15	51	12	4	193	1,301	-	1,576	1,578
	Regional Jets	47	709	756	-	-	-	3	68	534	-	605	1,361
	Turboprops	-	44	44	-	1	10	23	295	554	-	883	927
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		523	13,205	13,542	15	52	25	57	1,195	4,357	103	5,804	19,346
Departures	Corporate Jets	16	2,136	2,152	-	3	2	76	167	230	-	478	2,630
	Helicopters	-	-	-	-	-	-	-	-	-	101	101	101
	Commercial Jets	445	12,290	12,735	-	-	-	5	166	-	-	171	12,906
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	2	1	3	18	841	16	6	47	539	-	1,467	1,470
	Regional Jets	49	1,273	1,322	-	-	1	2	14	17	-	34	1,356
	Turboprops	-	5	5	4	18	16	10	196	397	-	641	646
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		512	15,705	16,217	22	862	35	99	590	1,183	101	2,892	19,109
Touch & Go Sub-totals		1	15	16	10	419	13	2	57	566	1	1,068	1,084
Grand Total		1,036	28,925	29,775	47	1,333	73	158	1,842	6,106	205	9,764	39,539

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Second Quarter 2024											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	411	12,329	12,740	-	-	-	-	196	1	-	197	12,937
	Regional Jets	47	709	756	-	-	-	3	68	534	-	605	1,361
Commercial Jet Sub-totals		458	13,038	13,496	-	-	-	3	264	535	-	802	14,298
	Corporate Jets	64	122	186	-	-	3	27	443	1,967	-	2,440	2,626
All Jet Arrivals Sub-totals		522	13,160	13,682	-	-	3	30	707	2,502	-	3,242	16,924
Departures	Commercial Jets	445	12,290	12,735	-	-	-	5	166	-	-	171	12,906
	Regional Jets	49	1,273	1,322	-	-	1	2	14	17	-	34	1,356
Commercial Jet Sub-totals		494	13,563	14,057	-	-	1	7	180	17	-	205	14,262
	Corporate Jets	16	2,136	2,152	-	3	2	76	167	230	-	478	2,630
All Jet Departures Sub-totals		510	15,699	16,209	-	3	3	83	347	247	-	683	16,892
Grand Total		1,032	28,859	29,891	-	3	6	113	1,054	2,749	-	3,925	33,816

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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.

Excused by Reprocessing: The reviewer has found clear and specific evidence through flight replay or flight track analysis that a flight was compliant with the airport noise abatement program. These conditions are rare but do happen on occasions. These situations may occur, for example, when a flight has to perform a go around to land on a runway, which then may fly through multiple noise abatement procedure gates. 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.

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.

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.

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.

Southeast Plan Constraints: An aircraft may land on Runway 10R/L to alleviate airspace congestion due to Southeast Plan constraints on Runway 12. In this event, flight replay or ATC recordings is reviewed to determine if there were constraints on Runway 12. The associated flight is considered in compliance with the noise abatement program for constraint and safety reasons.

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.

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.

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.

Temporary Flight Restriction (TFR): A Temporary Flight Restriction (TFR) is a type of Notices to Airmen (NOTAM). A TFR defines an area restricted to air travel due to a hazardous condition, a special event, or a general warning for the entire FAA airspace. The associated flight is considered in compliance with the noise abatement program for constraint and safety reasons.

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.

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
6/17/2024 5:19	SWA113	N8818Q	B38M	3247	28L	J		No
6/8/2024 21:16			H25B	3210	28R	B	ATC Instructions	No
4/28/2024 23:16	GXA150	N837VA	A320	3321	28L	J	ATC Instructions	No
4/17/2024 21:24			GLEX	3662	28R	B	ATC Instructions	No
						ATC Instructions	**3**	
6/3/2024 9:50	LXJ444	N444FX	E545	4232	28L	B	ATC Request	No
6/7/2024 7:14			GA5C	1733	28L	B	ATC Request	No
6/10/2024 12:53	FTH909	N909UP	C750	4267	28L	B	ATC Request	No
						ATC Request	**3**	
5/10/2024 15:31	XBSGF	XBACS	C550	3751	28R	B	Audio Not Available	No
						Audio Not Available	**1**	
4/5/2024 13:24	LXJ603	N603FX	E550	4224	28L	B	Departure Timing	No
4/6/2024 14:41	LXJ397	N397FX	E55P	4520	28L	B	Departure Timing	No
4/11/2024 21:13	EJA302	N302QS	E55P	3656	28L	B	Departure Timing	No
4/20/2024 8:55	LXJ659	N659FX	GLF6	1731	28L	B	Departure Timing	No
4/21/2024 12:55	N700FJ	N700FJ	GLF4	1701	28L	B	Departure Timing	No
4/26/2024 12:44	EJA951	N951QS	C68A	6342	28R	B	Departure Timing	No
4/29/2024 9:58	UJC92	N792XJ	C750	4264	28R	B	Departure Timing	No
4/30/2024 15:22	VJA315	N315JE	CL30	3205	28L	B	Departure Timing	No
5/2/2024 10:05			F900	3746	28R	B	Departure Timing	No
5/11/2024 17:00			LJ70	4526	28L	B	Departure Timing	No
5/12/2024 17:53	LXJ572	N572FX	CL35	1726	28L	B	Departure Timing	No
5/18/2024 10:01	EJA840	N840QS	C700	3773	28L	B	Departure Timing	No
5/20/2024 11:28	EJA604	N604QS	C68A	4267	28L	B	Departure Timing	No
5/22/2024 10:14	EJA942	N942QS	C68A	3605	28R	B	Departure Timing	No
6/7/2024 14:04			GLF5	3607	28L	B	Departure Timing	No
6/8/2024 13:35			GLEX	3366	28L	B	Departure Timing	No
6/26/2024 9:56	EJA202	N202QS	CL60	3616	28R	B	Departure Timing	No
6/28/2024 10:33			F900	4551	28L	B	Departure Timing	No
6/30/2024 11:10	TMB296	N296CX	HDJT	3766	28L	B	Departure Timing	No
						Departure Timing	**19**	
5/31/2024 22:25	LN131RR	LN131RR	C560	4275	28L	B	Lifeguard Medical	Yes
6/1/2024 0:50	LN92CJ	N92CJ	FA50	3357	28R	B	Lifeguard Medical	Yes
6/1/2024 13:14	LNJZ3	N999NJ	GALX	4545	28L	B	Lifeguard Medical	Yes
6/4/2024 9:39	LN968SR	N968SR	C560	4504	28R	B	Lifeguard Medical	Yes
6/4/2024 17:12	LN968SR	N968SR	C560	3762	28R	B	Lifeguard Medical	Yes
6/6/2024 9:18	LN904LR	N904LR	C560	4542	28R	B	Lifeguard Medical	Yes
6/6/2024 16:56	LN904LR	N904LR	C560	3770	28R	B	Lifeguard Medical	Yes
6/7/2024 3:43	LN54DD	N54DD	C560	3342	28R	B	Lifeguard Medical	Yes
6/7/2024 9:55	Medevac	Medevac	C550	4231	28L	B	Lifeguard Medical	Yes
6/7/2024 12:58	LN509RP	LN509RP	C550	4573	28R	B	Lifeguard Medical	Yes
6/7/2024 18:19	Medevac	Medevac	C550	4257	28R	B	Lifeguard Medical	Yes
6/8/2024 12:51			FA50	4245	28R	B	Lifeguard Medical	Yes
6/8/2024 20:38	Medevac	Medevac	FA50	4510	28R	B	Lifeguard Medical	Yes
6/8/2024 20:55	Medevac	Medevac	LJ60	3345	28L	B	Lifeguard Medical	Yes
6/10/2024 12:59	LN509RP	N509RP	C550	4523	28L	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/10/2024 22:14	LN509RP	N509RP	C550	4235	28R	B	Lifeguard Medical	Yes
6/13/2024 13:43	LN131RR	N131RR	C560	4253	28L	B	Lifeguard Medical	Yes
6/14/2024 8:55	LN509RP	N509RP	C550	4552	28R	B	Lifeguard Medical	Yes
6/14/2024 16:42	LN509RP	LN509RP	C550	4526	28R	B	Lifeguard Medical	Yes
6/15/2024 21:01	Medevac	Medevac	LJ35	3236	28R	B	Lifeguard Medical	Yes
6/19/2024 12:50	LN31GJ	LN31GJ	LJ35	3363	28L	B	Lifeguard Medical	Yes
6/24/2024 11:17	LN509RP	LN509RP	C550	6307	28R	B	Lifeguard Medical	Yes
6/24/2024 18:39	LN509RP	LN509RP	C550	4265	28R	B	Lifeguard Medical	Yes
6/26/2024 13:38	LN509RP	LN509RP	C550	4253	28R	B	Lifeguard Medical	Yes
6/26/2024 20:12	LN509RP	LN509RP	C550	4551	28R	B	Lifeguard Medical	Yes
6/27/2024 19:35	LN509RP	N509RP	C550	4577	28R	B	Lifeguard Medical	Yes
6/28/2024 3:41	LN509RP	LN509RP	C550	4223	28R	B	Lifeguard Medical	Yes
6/29/2024 4:50	LN581HC	N581HC	C25C	3225	28R	B	Lifeguard Medical	Yes
6/29/2024 8:16	LN904LR	N904LR	C560	3263	28R	B	Lifeguard Medical	Yes
6/30/2024 9:26	LN509RP	N509RP	C550	4221	28R	B	Lifeguard Medical	Yes
4/1/2024 3:31	LN864AM	N864AM	H25B	3364	28L	B	Lifeguard Medical	Yes
4/1/2024 22:33	Medevac	Medevac	C550	4243	28R	B	Lifeguard Medical	Yes
4/1/2024 23:47	LN968SR	N968SR	C560	3347	28R	B	Lifeguard Medical	Yes
4/2/2024 9:12	KFS119	N913CK	LJ35	3340	28R	B	Lifeguard Medical	Yes
4/2/2024 19:47	LN391DT	N391DT	C550	4272	28R	B	Lifeguard Medical	Yes
4/6/2024 19:53	LN904LR	N904LR	C560	4215	28R	B	Lifeguard Medical	Yes
4/7/2024 2:03	LN904LR	N904LR	C560	3220	28R	B	Lifeguard Medical	Yes
4/7/2024 19:25	LN65LJ	N65LJ	LJ60	3756	28R	B	Lifeguard Medical	Yes
4/8/2024 19:01	N391DT	N391DT	C550	4232	28R	B	Lifeguard Medical	Yes
4/8/2024 22:24	Medevac	Medevac	C550	4542	28R	B	Lifeguard Medical	Yes
4/9/2024 1:41	LN391DT	N391DT	C550	4547	28R	B	Lifeguard Medical	Yes
4/9/2024 14:02	N57FL	N57FL	C25A	4242	28R	B	Lifeguard Medical	Yes
4/10/2024 19:30	LN391DT	N391DT	C550	4552	28R	B	Lifeguard Medical	Yes
4/11/2024 3:01	N509RP	N509RP	C550	4237	28R	B	Lifeguard Medical	Yes
4/11/2024 15:38	LN904LR	N904LR	C560	4261	28R	B	Lifeguard Medical	Yes
4/11/2024 21:51	LN904LR	N904LR	C560	4563	28R	B	Lifeguard Medical	Yes
4/12/2024 7:38	MTS257	XAICU	LJ35	1713	28R	B	Lifeguard Medical	Yes
4/12/2024 11:13	N41GJ	N41GJ	LJ35	3217	28L	B	Lifeguard Medical	Yes
4/14/2024 19:33	N41GJ	N41GJ	LJ35	3716	28L	B	Lifeguard Medical	Yes
4/18/2024 0:37	BKA759	N595BA	LJ35	3273	28L	B	Lifeguard Medical	Yes
4/18/2024 12:07	N509RP	N509RP	C550	4511	28L	B	Lifeguard Medical	Yes
4/19/2024 13:58	LN509RP	LN509RP	C550	4553	28R	B	Lifeguard Medical	Yes
4/19/2024 15:07	JLG806	N806GJ	H25B	1740	28L	B	Lifeguard Medical	Yes
4/19/2024 20:14	LN509RP	LN509RP	C550	4213	28R	B	Lifeguard Medical	Yes
4/21/2024 12:07	JLG806	N806GJ	H25B	3214	28L	B	Lifeguard Medical	Yes
4/21/2024 12:45	LN726MJ	N726MJ	LJ45	1761	28R	B	Lifeguard Medical	Yes
4/21/2024 14:07	LNJZ3	LN999NJ	GALX	3641	28L	B	Lifeguard Medical	Yes
4/23/2024 2:13	LN904LR	N904LR	C560	3310	28L	B	Lifeguard Medical	Yes
4/25/2024 17:20	KFS150	N73CK	LJ35	3214	28L	B	Lifeguard Medical	Yes
4/27/2024 17:41	LN509RP	N509RP	C550	4256	28L	B	Lifeguard Medical	Yes
4/28/2024 2:37	LN54DD	N54DD	C560	3327	28R	B	Lifeguard Medical	Yes
4/28/2024 19:10	LN968SR	N968SR	C560	6335	28R	B	Lifeguard Medical	Yes
4/30/2024 12:51	LN391DT	LN391DT	C550	4562	28L	B	Lifeguard Medical	Yes
4/30/2024 20:03	LN391DT	N391DT	C550	4515	28R	B	Lifeguard Medical	Yes
4/30/2024 20:46	Medevac	Medevac	CL60	3267	28R	B	Lifeguard Medical	Yes
5/2/2024 12:07	LN904LR	N904LR	C560	4231	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/2/2024 20:22	LN904LR	N904LR	C560	3647	28R	B	Lifeguard Medical	Yes
5/2/2024 23:12	LN968SR	N968SR	C560	3307	28L	B	Lifeguard Medical	Yes
5/3/2024 8:21	LN391DT	N391DT	C550	1762	28R	B	Lifeguard Medical	Yes
5/3/2024 17:23	Medevac	Medevac	LJ35	3355	28R	B	Lifeguard Medical	Yes
5/3/2024 21:32	LN125XP	N125XP	H25B	3220	28R	B	Lifeguard Medical	Yes
5/5/2024 6:45	LN149WW	N149WW	C25B	3264	28R	B	Lifeguard Medical	Yes
5/8/2024 10:25	LN319DT	N391DT	C550	4225	28L	B	Lifeguard Medical	Yes
5/10/2024 17:43	LN54DD	N54DD	C560	4530	28R	B	Lifeguard Medical	Yes
5/11/2024 8:04	KFS135	N357CK	LJ35	3774	28L	B	Lifeguard Medical	Yes
5/11/2024 12:48	LN391DT	LN391DT	C550	4243	28R	B	Lifeguard Medical	Yes
5/11/2024 19:46	LN391DT	N391DT	C550	6362	28R	B	Lifeguard Medical	Yes
5/12/2024 13:56	LN81GJ	LN81GJ	LJ35	3244	28L	B	Lifeguard Medical	Yes
5/14/2024 0:35	Medevac	Medevac	LJ35	3352	28L	B	Lifeguard Medical	Yes
5/14/2024 14:54	LN391DT	LN391DT	C550	4505	28R	B	Lifeguard Medical	Yes
5/14/2024 23:57	LN391DT	LN391DT	C550	4512	28R	B	Lifeguard Medical	Yes
5/19/2024 13:55	LN391DT	LN391DT	C550	4557	28R	B	Lifeguard Medical	Yes
5/19/2024 20:11	LN391DT	N391DT	C550	4547	28R	B	Lifeguard Medical	Yes
5/23/2024 10:16	LN54DD	N54DD	C560	6301	28L	B	Lifeguard Medical	Yes
5/23/2024 19:51	LN116AA	N116AA	C25B	6310	28R	B	Lifeguard Medical	Yes
5/24/2024 15:11	LN391DT	LN391DT	C550	4207	28R	B	Lifeguard Medical	Yes
5/25/2024 0:03	LN391DT	N391DT	C550	4240	28R	B	Lifeguard Medical	Yes
5/28/2024 15:09	Medevac	Medevac	C550	4575	28L	B	Lifeguard Medical	Yes
5/28/2024 20:34	Medevac	Medevac	C550	4257	28R	B	Lifeguard Medical	Yes
5/29/2024 12:03			G150	4276	28R	B	Lifeguard Medical	Yes
5/30/2024 13:18	Medevac	Medevac	C550	4257	28L	B	Lifeguard Medical	Yes
5/30/2024 18:30	Medevac	Medevac	C550	4257	28R	B	Lifeguard Medical	Yes
5/31/2024 8:35	KFS198	LN73CK	LJ35	3366	28L	B	Lifeguard Medical	Yes
5/31/2024 14:18	LN131RR	LN131RR	C560	4275	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	**94**	
4/1/2024 12:58			GLF5	3302	28R	B	Pilot Requested	No
4/1/2024 14:42			GLF6	4564	28R	B	Pilot Requested	No
4/1/2024 19:43	N24AH	N24AH	SF50	3662	28R	B	Pilot Requested	No
4/1/2024 21:36	N614JK	N614JK	C550	4231	28R	B	Pilot Requested	No
4/2/2024 18:06	JSX657	N912JX	E145	6342	28R	R	Pilot Requested	No
4/3/2024 16:37	EJA585	N585QS	C68A	1746	28L	B	Pilot Requested	No
4/3/2024 21:02	KOW910	N910E	C750	1721	28R	B	Pilot Requested	No
4/4/2024 7:26			C25A	3225	28L	B	Pilot Requested	No
4/4/2024 9:04	LXJ385	N385FX	E55P	3304	28R	B	Pilot Requested	No
4/5/2024 13:04			GLEX	6323	28L	B	Pilot Requested	No
4/6/2024 11:30	VTM692	XAVFL	CRJ2	3277	28R	R	Pilot Requested	No
4/7/2024 20:51	N22VK	N22VK	PRM1	3204	28L	B	Pilot Requested	No
4/8/2024 8:25			GLF4	6372	28L	B	Pilot Requested	No
4/8/2024 10:36	LXJ370	N370FX	E55P	4501	28R	B	Pilot Requested	No
4/10/2024 17:32			GLF5	3653	28R	B	Pilot Requested	No
4/11/2024 14:21			C25B	4221	28L	B	Pilot Requested	No
4/12/2024 7:24	LXJ379	N379FX	E55P	3775	28R	B	Pilot Requested	No
4/12/2024 9:54	TIV680	N680VM	C680	1765	28R	B	Pilot Requested	No
4/12/2024 15:08	TMB221	N221CX	HDJT	1764	28R	B	Pilot Requested	No
4/14/2024 15:06			C25A	1754	28L	B	Pilot Requested	No
4/14/2024 16:46			E55P	1724	28R	B	Pilot Requested	No
4/14/2024 16:52	FTH106	N106PC	C750	3336	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/15/2024 9:35	LXJ385	N385FX	E55P	4506	28R	B	Pilot Requested	No
4/15/2024 9:38	TIV680	N680VM	C680	3276	28R	B	Pilot Requested	No
4/15/2024 16:45			GLF6	3616	28L	B	Pilot Requested	No
4/16/2024 17:06	N203MW	N203MW	CL60	3726	28R	B	Pilot Requested	No
4/16/2024 17:14			GLF5	3676	28L	B	Pilot Requested	No
4/16/2024 17:20	EJA458	N458QS	E55P	3240	28R	B	Pilot Requested	No
4/17/2024 10:25	N420TJ	N420TJ	E55P	3756	28R	B	Pilot Requested	No
4/17/2024 14:15	LXJ389	N389FX	E55P	3320	28R	B	Pilot Requested	No
4/17/2024 17:19			GLEX	3315	28L	B	Pilot Requested	No
4/18/2024 13:05			C25A	4527	28L	B	Pilot Requested	No
4/19/2024 12:09			F900	3605	28L	B	Pilot Requested	No
4/19/2024 14:47			F2TH	6345	28L	B	Pilot Requested	No
4/20/2024 11:06			CL35	3265	28L	B	Pilot Requested	No
4/20/2024 13:23			GLF5	3661	28L	B	Pilot Requested	No
4/21/2024 12:19	N884MC	N884MC	E550	3754	28L	B	Pilot Requested	No
4/21/2024 14:11	N24YP	N24YP	E550	1762	28L	B	Pilot Requested	No
4/22/2024 7:22	EJA952	N952QS	C68A	4521	28R	B	Pilot Requested	No
4/22/2024 17:26			C550	1740	28R	B	Pilot Requested	No
4/24/2024 9:44			Jet	3271	28L	B	Pilot Requested	No
4/24/2024 12:09			GLF5	3740	28L	B	Pilot Requested	No
4/25/2024 19:07			F900	3635	28R	B	Pilot Requested	No
4/29/2024 9:49	EJM832	N832SC	CL60	3737	28L	B	Pilot Requested	No
4/30/2024 15:40			GLF5	1771	28L	B	Pilot Requested	No
4/30/2024 19:15	LXJ449	N449FX	E545	3650	28L	B	Pilot Requested	No
5/1/2024 8:29			GLF5	6335	28L	B	Pilot Requested	No
5/2/2024 9:37			C56X	3207	28R	B	Pilot Requested	No
5/3/2024 14:08	N610RL	N610RL	F900	3245	28R	B	Pilot Requested	No
5/3/2024 15:23	LXJ446	N446FX	E545	1732	28L	B	Pilot Requested	No
5/3/2024 15:29			F900	3220	28R	B	Pilot Requested	No
5/4/2024 11:03			GLF6	6344	28L	B	Pilot Requested	No
5/5/2024 10:19			GLEX	6331	28L	B	Pilot Requested	No
5/5/2024 14:22	LXJ529	N529FX	CL30	3263	28L	B	Pilot Requested	No
5/5/2024 16:19			GLF6	3653	28L	B	Pilot Requested	No
5/7/2024 10:16	EJA912	N912QS	C68A	6340	28R	B	Pilot Requested	No
5/7/2024 15:41	EJA747	N747QS	CL35	3320	28R	B	Pilot Requested	No
5/7/2024 16:06	TWY206	N802BC	GL5T	3717	28L	B	Pilot Requested	No
5/8/2024 10:17			GLF5	3272	28L	B	Pilot Requested	No
5/8/2024 21:39	EJA757	N757QS	CL30	3343	28R	B	Pilot Requested	No
5/9/2024 8:28	N650CF	N650CF	CL60	3271	28L	B	Pilot Requested	No
5/9/2024 12:13	SIS67	N67CC	C25A	3656	28R	B	Pilot Requested	No
5/9/2024 12:53			C550	3633	28L	B	Pilot Requested	No
5/9/2024 15:06	CNS36	N158AF	PC24	4553	28R	B	Pilot Requested	No
5/9/2024 16:51	EJA757	N757QS	CL30	3205	28R	B	Pilot Requested	No
5/9/2024 16:55			C25A	3704	28R	B	Pilot Requested	No
5/9/2024 18:41			F2TH	4510	28L	B	Pilot Requested	No
5/10/2024 13:09	LXJ416	N416FX	E545	2224	28R	B	Pilot Requested	No
5/11/2024 15:10	N324GV	N324GV	E55P	3235	28L	B	Pilot Requested	No
5/11/2024 16:18	FTH621	N621FP	C750	3252	28L	B	Pilot Requested	No
5/12/2024 16:54			GLF5	3765	28L	B	Pilot Requested	No
5/13/2024 12:34	N337HC	N337HC	E50P	1721	28L	B	Pilot Requested	No
5/14/2024 12:17			GA6C	3244	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/15/2024 8:09			GLF5	3775	28L	B	Pilot Requested	No
5/16/2024 12:38			GA6C	6310	28L	B	Pilot Requested	No
5/17/2024 9:34			GLF5	3304	28R	B	Pilot Requested	No
5/17/2024 16:29			E550	3350	28R	B	Pilot Requested	No
5/17/2024 22:41	PGR1969	N969RE	PRM1	3357	28L	B	Pilot Requested	No
5/18/2024 23:55	VJA360	N360VJ	CL35	3367	28R	B	Pilot Requested	No
5/19/2024 18:04	VJA360	N360VJ	CL35	3335	28R	B	Pilot Requested	No
5/20/2024 15:03	EJA628	N628QS	C68A	3705	28L	B	Pilot Requested	No
5/21/2024 14:27	LXJ332	N332FX	E545	6354	28L	B	Pilot Requested	No
5/21/2024 18:50	EJA516	N516QS	C68A	6371	28R	B	Pilot Requested	No
5/22/2024 16:28			GLF5	6304	28L	B	Pilot Requested	No
5/23/2024 16:19			C68A	3650	28L	B	Pilot Requested	No
5/23/2024 17:14	EJA318	N318QS	E55P	3336	28L	B	Pilot Requested	No
5/25/2024 10:49	FTH106	N106PC	C750	3746	28R	B	Pilot Requested	No
5/26/2024 10:48	N324GV	N324GV	E55P	6341	28R	B	Pilot Requested	No
5/26/2024 12:57	DRL33	N33WL	LJ60	3663	28R	B	Pilot Requested	No
5/27/2024 10:46	LXJ395	N395FX	E55P	3607	28L	B	Pilot Requested	No
5/28/2024 10:28	N39DJ	N39DJ	C25B	3714	28L	B	Pilot Requested	No
5/28/2024 10:35	LXJ395	N395FX	E55P	3251	28L	B	Pilot Requested	No
5/29/2024 10:29	EJA798	N798QS	CL35	3204	28L	B	Pilot Requested	No
5/30/2024 14:54	LXJ342	N342FX	E545	3334	28L	B	Pilot Requested	No
5/30/2024 17:35	EJA852	N852QS	C700	3313	28R	B	Pilot Requested	No
5/30/2024 18:03	RGY923	N923RA	BE40	6322	28R	B	Pilot Requested	No
5/30/2024 18:45			GA6C	4274	28R	B	Pilot Requested	No
5/30/2024 18:55	JSX179	N915JX	E145	6341	28R	R	Pilot Requested	No
5/31/2024 14:45			E55P	6367	28R	B	Pilot Requested	No
5/31/2024 15:42			C560	1724	28R	B	Pilot Requested	No
6/1/2024 11:12	N28FM	N28FM	CL60	6355	28L	B	Pilot Requested	No
6/1/2024 20:42	FTN7	N67VA	E145	3354	28R	R	Pilot Requested	No
6/2/2024 10:50			C560	3704	28R	B	Pilot Requested	No
6/2/2024 12:51			GLF4	3770	28L	B	Pilot Requested	No
6/2/2024 22:55			C25B	3227	28R	B	Pilot Requested	No
6/3/2024 9:54			GA6C	3242	28L	B	Pilot Requested	No
6/5/2024 13:27			GLF6	3604	28L	B	Pilot Requested	No
6/5/2024 13:49			GLF5	1711	28L	B	Pilot Requested	No
6/6/2024 13:18			F900	1751	28L	B	Pilot Requested	No
6/6/2024 14:20			PRM1	4241	28R	B	Pilot Requested	No
6/7/2024 11:36	LXJ529	N529FX	CL30	2217	28L	B	Pilot Requested	No
6/7/2024 13:51			GLF6	3760	28L	B	Pilot Requested	No
6/7/2024 16:15	EJA673	N673QS	C56X	4545	28R	B	Pilot Requested	No
6/7/2024 19:12	EJA509	N509QS	C68A	3227	28R	B	Pilot Requested	No
6/7/2024 21:24	N509RP	N509RP	C550	4253	28R	B	Pilot Requested	No
6/8/2024 14:40			GLF5	1736	28L	B	Pilot Requested	No
6/8/2024 17:25			C25A	1711	28R	B	Pilot Requested	No
6/8/2024 18:26	N28FM	N28FM	CL60	3311	28L	B	Pilot Requested	No
6/12/2024 15:28	CYO662	N662AR	LJ60	6376	28L	B	Pilot Requested	No
6/13/2024 16:24			GLF4	3205	28R	B	Pilot Requested	No
6/13/2024 16:32			C25A	3622	28R	B	Pilot Requested	No
6/13/2024 21:14	N131RR	N131RR	C560	5301	28R	B	Pilot Requested	No
6/14/2024 17:40	EJA395	N395QS	E55P	3204	28L	B	Pilot Requested	No
6/16/2024 8:25	N400FF	N400FF	BE40	3676	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/16/2024 8:59			GLF5	3315	28L	B	Pilot Requested	No
6/16/2024 9:24			F2TH	3201	28L	B	Pilot Requested	No
6/16/2024 11:20			C56X	4565	28R	B	Pilot Requested	No
6/16/2024 14:30			F2TH	3704	28L	B	Pilot Requested	No
6/17/2024 12:26			C750	6305	28L	B	Pilot Requested	No
6/17/2024 12:33			GLF6	3322	28R	B	Pilot Requested	No
6/17/2024 15:53	N175EM	N175EM	E50P	3320	28L	B	Pilot Requested	No
6/18/2024 14:58	CNK91	CGSAT	CL60	3270	28R	B	Pilot Requested	No
6/20/2024 16:29	TWY206	N802BC	GL5T	3615	28L	B	Pilot Requested	No
6/21/2024 11:22			GLF5	1712	28L	B	Pilot Requested	No
6/21/2024 12:19			GLF6	3754	28L	B	Pilot Requested	No
6/21/2024 13:59	LXJ367	N367FX	E55P	3721	28R	B	Pilot Requested	No
6/21/2024 14:26	N6DK	N6DK	E55P	6360	28R	B	Pilot Requested	No
6/22/2024 9:17			GLEX	6345	28L	B	Pilot Requested	No
6/23/2024 19:40			H25C	1732	28R	B	Pilot Requested	No
6/24/2024 8:47			F2TH	3323	28L	B	Pilot Requested	No
6/25/2024 7:57	LXJ364	N364FX	E55P	1732	28R	B	Pilot Requested	No
6/25/2024 10:43	N420TJ	N420TJ	E55P	3234	28R	B	Pilot Requested	No
6/25/2024 16:07			GLF6	6316	28L	B	Pilot Requested	No
6/25/2024 17:35	N313LH	N313LH	GALX	1715	28L	B	Pilot Requested	No
6/26/2024 14:29	N358WC	N358WC	C25A	341	28R	B	Pilot Requested	No
6/26/2024 14:33			C56X	3751	28R	B	Pilot Requested	No
6/26/2024 16:00			C560	3747	28R	B	Pilot Requested	No
6/28/2024 16:01	N862LG	N862LG	E55P	1750	28L	B	Pilot Requested	No
6/29/2024 10:42	LXJ392	N392FX	E55P	3661	28R	B	Pilot Requested	No
6/29/2024 11:54			GLF6	1713	28L	B	Pilot Requested	No
						Pilot Requested	**150**	
6/17/2024 5:15	SWA1918	N202WN	B737	3350	28L	J	RWY 30 Routine Closure	Yes
6/17/2024 5:21	NKS2122	N639NK	A320	3345	28L	J	RWY 30 Routine Closure	Yes
6/3/2024 12:41			CL30	1713	28L	B	RWY 30 Routine Closure	Yes
6/3/2024 11:39	SIS67	N67CC	C25A	3364	28R	B	RWY 30 Routine Closure	Yes
6/3/2024 5:49	SWA3828	N8835Q	B38M	3266	28L	J	RWY 30 Routine Closure	Yes
6/3/2024 5:47	SWA1500	N8679A	B738	3207	28L	J	RWY 30 Routine Closure	Yes
6/3/2024 5:40	SWA2591	N8855Q	B38M	3317	28L	J	RWY 30 Routine Closure	Yes
6/3/2024 5:37	NKS2122	N627NK	A320	3263	28L	J	RWY 30 Routine Closure	Yes
6/3/2024 5:31	SWA4434	N279WN	B737	3225	28L	J	RWY 30 Routine Closure	Yes
6/17/2024 17:15	LXJ574	N574FX	CL35	3340	28R	B	RWY 30 Routine Closure	Yes
6/24/2024 1:06	SWA6210	N8859Q	B38M	3357	28L	J	RWY 30 Routine Closure	Yes
6/24/2024 5:18	NKS2122	N695NK	A320	3215	28L	J	RWY 30 Routine Closure	Yes
6/24/2024 5:23	SWA3662	N8634A	B738	3234	28L	J	RWY 30 Routine Closure	Yes
6/24/2024 5:25	SWA113	N8797Q	B38M	3275	28L	J	RWY 30 Routine Closure	Yes
6/24/2024 5:26	SWA1918	N7723E	B737	3214	28L	J	RWY 30 Routine Closure	Yes
4/1/2024 5:19	NKS2122	N644NK	A320	3234	28L	J	RWY 30 Routine Closure	Yes
4/1/2024 5:25	SWA2615	N8850Q	B38M	3253	28L	J	RWY 30 Routine Closure	Yes
4/29/2024 5:17	NKS2122	N634NK	A320	3346	28L	J	RWY 30 Routine Closure	Yes
5/6/2024 21:02			GLF6	3341	28L	B	RWY 30 Routine Closure	Yes
6/3/2024 5:18	NKS1349	N656NK	A320	3206	28L	J	RWY 30 Routine Closure	Yes
6/3/2024 5:29	SWA2901	N8839Q	B38M	3353	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	**21**	
5/19/2024 0:07			GLF6	3261	28L	B	Runway Maintenance	Yes
5/20/2024 5:22	NKS1349	N621NK	A320	3344	28L	J	Runway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/19/2024 23:51	VOS4323	N548VL	A20N	3261	28L	J	Runway Maintenance	Yes
5/19/2024 23:36	USC240	N352CK	LJ35	3225	28R	B	Runway Maintenance	Yes
5/19/2024 22:37	SWA3468	N7812G	B737	3324	28L	J	Runway Maintenance	Yes
6/11/2024 9:17	EJA945	N945QS	C68A	1767	28R	B	Runway Maintenance	Yes
						Runway Maintenance	**6**	
6/12/2024 10:37	VJA557	N557XJ	CL30	1734	28L	B	Runway/Taxiway Maintenance	Yes
6/12/2024 10:39	N1271M	N1271M	GLF5	3674	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 11:42	LXJ590	N590FX	CL35	3374	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 12:17	JSX173	N260JX	E135	3737	28R	R	Runway/Taxiway Maintenance	Yes
6/12/2024 12:22	N636DK	N636DK	E55P	4551	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 13:29	EJA453	N453QS	E55P	4256	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 13:49			C560	6330	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 14:08			BE40	3615	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 14:24			GLF5	3712	28L	B	Runway/Taxiway Maintenance	Yes
6/18/2024 8:36			GA6C	4241	28R	B	Runway/Taxiway Maintenance	Yes
6/18/2024 8:40			LJ70	4522	28R	B	Runway/Taxiway Maintenance	Yes
6/18/2024 9:00			GLF4	3305	28L	B	Runway/Taxiway Maintenance	Yes
6/18/2024 9:08			F900	4243	28R	B	Runway/Taxiway Maintenance	Yes
6/18/2024 9:19	JSX171	N251JX	E135	3662	28R	R	Runway/Taxiway Maintenance	Yes
6/18/2024 10:03	LXJ574	N574FX	CL35	1776	28R	B	Runway/Taxiway Maintenance	Yes
6/18/2024 10:41	EJA381	N381QS	C680	1742	28R	B	Runway/Taxiway Maintenance	Yes
6/18/2024 12:48	N250HM	N250HM	GALX	1766	28R	B	Runway/Taxiway Maintenance	Yes
6/18/2024 14:09	N247PS	N247PS	G150	4553	28L	B	Runway/Taxiway Maintenance	Yes
6/18/2024 14:29	EJA859	N859QS	C700	6361	28L	B	Runway/Taxiway Maintenance	Yes
6/18/2024 14:32	EJA209	N209QS	CL60	4255	28R	B	Runway/Taxiway Maintenance	Yes
6/18/2024 14:44	LXJ387	N387FX	E55P	1744	28R	B	Runway/Taxiway Maintenance	Yes
6/18/2024 14:49	LXJ514	N514FX	CL35	6347	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 8:28	EJA453	N453QS	E55P	6333	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 9:02	JSX171	N260JX	E135	3333	28R	R	Runway/Taxiway Maintenance	Yes
6/4/2024 9:13			GLF5	3631	28L	B	Runway/Taxiway Maintenance	Yes
6/4/2024 9:14	EJA257	N257QS	CL60	3717	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 9:42	PXT656	N656SM	C25B	3753	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 10:47	PXT55	N525B	C25B	4270	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 12:14	JSX173	N247JX	E145	3257	28R	R	Runway/Taxiway Maintenance	Yes
6/4/2024 13:17			E50P	3230	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 13:35	LXJ505	N505FX	CL35	4504	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 14:17	EJA524	N524QS	C68A	6322	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 14:19	KOW51	N51GB	C750	3337	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 14:48			LJ35	3704	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 15:02	LXJ393	N393FX	E55P	4213	28R	B	Runway/Taxiway Maintenance	Yes

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6/4/2024 15:29	EJA302	N302QS	E55P	1754	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 15:37	N178AS	N178AS	C750	4523	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 15:38	LXJ564	N564FX	CL35	3774	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 16:39	JSX175	N247JX	E145	6370	28R	R	Runway/Taxiway Maintenance	Yes
6/4/2024 17:57			GLF5	1740	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 19:53	PXT96P	N96PX	C25B	3717	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2024 21:08			F2TH	3673	28R	B	Runway/Taxiway Maintenance	Yes
6/5/2024 6:44	LXJ366	N366FX	E55P	3326	28R	B	Runway/Taxiway Maintenance	Yes
6/5/2024 7:22	JSX177	N252JX	E135	1750	28R	R	Runway/Taxiway Maintenance	Yes
6/11/2024 9:06	KFS135	N824CK	LJ35	3762	28R	B	Runway/Taxiway Maintenance	Yes
6/11/2024 9:07	JSX171	N260JX	E135	3733	28R	R	Runway/Taxiway Maintenance	Yes
6/11/2024 10:44	N365CJ	N365CJ	GLEX	3677	28R	B	Runway/Taxiway Maintenance	Yes
6/11/2024 11:04	EJA371	N371QS	E55P	3374	28L	B	Runway/Taxiway Maintenance	Yes
6/11/2024 11:19	LXJ409	N409FX	E545	1724	28R	B	Runway/Taxiway Maintenance	Yes
6/11/2024 12:19	JSX173	N254JX	E135	6364	28R	R	Runway/Taxiway Maintenance	Yes
6/11/2024 13:17			G150	3204	28L	B	Runway/Taxiway Maintenance	Yes
6/11/2024 15:58			F900	3255	28R	B	Runway/Taxiway Maintenance	Yes
6/11/2024 16:49	XSR51	N51CA	C56X	4567	28R	B	Runway/Taxiway Maintenance	Yes
6/11/2024 20:01	EJA778	N778QS	CL35	3260	28R	B	Runway/Taxiway Maintenance	Yes
6/11/2024 20:10			GLF6	3335	28R	B	Runway/Taxiway Maintenance	Yes
6/11/2024 20:15	N327NM	N327NM	C510	3334	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 6:29	PXT415	N415PC	C25B	4220	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 7:05			GLF6	6303	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 7:21	JSX177	N260JX	E135	1743	28R	R	Runway/Taxiway Maintenance	Yes
6/12/2024 7:37	EJA508	N508QS	C68A	1721	28L	B	Runway/Taxiway Maintenance	Yes
6/12/2024 7:53	N57HP	N57HP	HDJT	1770	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 7:55	EJA665	N665QS	C68A	6354	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 9:10	JSX171	N254JX	E135	3777	28R	R	Runway/Taxiway Maintenance	Yes
6/12/2024 9:36	PGR1368	N368CS	PRM1	3707	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 9:37	EJA423	N423QS	E55P	3226	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 10:02			GLF6	3776	28R	B	Runway/Taxiway Maintenance	Yes
6/12/2024 10:13	EJA741	N741QS	CL35	3731	28R	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	**67**	
6/20/2024 8:04	PXT656	N656SM	C25B	6352	28L	B	Safety/Emergency	Yes
4/15/2024 15:03	TIV80	N80VM	C25B	3737	28L	B	Safety/Emergency	Yes
						Safety/Emergency	**2**	
5/13/2024 11:19	QXE2005	N639QX	E75L	1720	28L	R	South Field Closure	Yes
5/13/2024 11:29	VTS2852	N965CE	MD83	1717	28L	J	South Field Closure	Yes
5/13/2024 11:32	SWA2468	N8825Q	B38M	6312	28L	J	South Field Closure	Yes
5/13/2024 11:34	SWA803	N231WN	B737	3231	28L	J	South Field Closure	Yes
5/13/2024 11:37	SWA5346	N8605E	B738	3604	28L	J	South Field Closure	Yes

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5/13/2024 11:40	USC48	N352CK	LJ35	3363	28R	B	South Field Closure	Yes
5/13/2024 11:54	SWA2759	N8762Q	B38M	3760	28L	J	South Field Closure	Yes
5/13/2024 12:13	NKS220	N605NK	A320	3274	28L	J	South Field Closure	Yes
5/13/2024 12:16	EJA352	N352QS	E55P	3355	28R	B	South Field Closure	Yes
5/13/2024 12:19	EJA351	N351QS	E55P	4261	28R	B	South Field Closure	Yes
5/13/2024 12:24	SWA2651	N409WN	B737	1722	28L	J	South Field Closure	Yes
5/13/2024 12:26	JRE715	N715JS	C25B	3304	28L	B	South Field Closure	Yes
5/13/2024 12:27	SWA2860	N943WN	B737	3726	28L	J	South Field Closure	Yes
5/13/2024 12:40	SWA509	N8849Q	B38M	3222	28L	J	South Field Closure	Yes
5/13/2024 12:53	SWA1679	N7727A	B737	6354	28L	J	South Field Closure	Yes
5/13/2024 12:58	N514X	N514X	C750	6303	28L	B	South Field Closure	Yes
5/13/2024 13:10	SWA3515	N220WN	B737	3626	28L	J	South Field Closure	Yes
5/13/2024 13:12	LXJ593	N593FX	CL30	1707	28R	B	South Field Closure	Yes
5/13/2024 13:14	SWA804	N567WN	B737	3617	28L	J	South Field Closure	Yes
5/13/2024 13:22	NKS2909	N921NK	A20N	3755	28L	J	South Field Closure	Yes
5/13/2024 13:24	EJA763	N763QS	CL35	3741	28R	B	South Field Closure	Yes
5/13/2024 13:26	N391DT	N391DT	C550	4215	28R	B	South Field Closure	Yes
5/13/2024 13:30	SKW4097	N252SY	E75L	3635	28L	R	South Field Closure	Yes
5/13/2024 13:50	NKS1455	N691NK	A320	3731	28L	J	South Field Closure	Yes
5/13/2024 13:53	SWA3602	N245WN	B737	642	28L	J	South Field Closure	Yes
5/13/2024 13:59	NKS595	N954NK	A20N	3242	28L	J	South Field Closure	Yes
5/13/2024 14:01	VOI7791	N523VL	A320	3367	28L	J	South Field Closure	Yes
5/13/2024 14:02	SWA1129	N8791D	B38M	637	28L	J	South Field Closure	Yes
5/13/2024 14:03	SWA3959	N8538V	B738	3350	28L	J	South Field Closure	Yes
5/13/2024 14:14	SWA2326	N8707P	B38M	1717	28L	J	South Field Closure	Yes
5/13/2024 14:25	SWA5644	N8866H	B38M	3313	28L	J	South Field Closure	Yes
5/13/2024 14:52	SWA2788	N8713M	B38M	3357	28L	J	South Field Closure	Yes
5/13/2024 15:03	VOI7711	N538VL	A20N	6321	28L	J	South Field Closure	Yes
5/13/2024 18:37	EJA687	N687QS	C68A	3605	28R	B	South Field Closure	Yes
5/13/2024 6:07	SWA5005	N8761L	B38M	3310	28L	J	South Field Closure	Yes
5/13/2024 6:18	SWA4558	N282WN	B737	3345	28L	J	South Field Closure	Yes
5/13/2024 6:25			CL60	3370	28L	B	South Field Closure	Yes
5/13/2024 6:27	SWA1989	N8310C	B738	3365	28L	J	South Field Closure	Yes
5/13/2024 6:28	ASA1125	N492AS	B739	3221	28L	J	South Field Closure	Yes
5/13/2024 6:29	SWA4114	N917WN	B737	3375	28L	J	South Field Closure	Yes
5/13/2024 6:32	SWA1500	N8757L	B38M	3223	28L	J	South Field Closure	Yes
5/13/2024 6:34	SWA275	N7835A	B737	3354	28L	J	South Field Closure	Yes
5/13/2024 6:35	EJA865	N865QS	C700	3217	28L	B	South Field Closure	Yes
5/13/2024 6:36	SWA5562	N219WN	B737	3721	28L	J	South Field Closure	Yes
5/13/2024 6:38	SWA4694	N7815L	B737	6313	28L	J	South Field Closure	Yes
5/13/2024 6:46	SWA5119	N8873S	B38M	3757	28L	J	South Field Closure	Yes
5/13/2024 6:48	SWA800	N7725A	B737	3301	28L	J	South Field Closure	Yes
5/13/2024 6:49	SWA678	N8634A	B738	1774	28L	J	South Field Closure	Yes
5/13/2024 6:51	XOJ774	N774XJ	C750	3374	28L	B	South Field Closure	Yes
5/13/2024 6:56			GLF6	1701	28L	B	South Field Closure	Yes
5/13/2024 7:02	JRE956	N956JS	C750	3626	28L	B	South Field Closure	Yes
5/13/2024 7:04	SWA2465	N8324A	B738	3773	28L	J	South Field Closure	Yes
5/13/2024 7:16	SWA4020	N1804U	B38M	3633	28L	J	South Field Closure	Yes
5/13/2024 7:21	HAL47	N384HA	A332	3657	28L	J	South Field Closure	Yes
5/13/2024 7:27	JSX177	N261JX	E135	3317	28L	R	South Field Closure	Yes
5/13/2024 7:52			GLF6	3753	28L	B	South Field Closure	Yes

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5/13/2024 7:56	SWA2536	N8758L	B38M	6307	28L	J	South Field Closure	Yes
5/13/2024 8:07	EJA778	N778QS	CL35	3770	28L	B	South Field Closure	Yes
5/13/2024 8:10			CL60	6320	28L	B	South Field Closure	Yes
5/13/2024 8:13	SWA5840	N8801Q	B38M	3746	28L	J	South Field Closure	Yes
5/13/2024 8:14	SWA3439	N265WN	B737	3322	28L	J	South Field Closure	Yes
5/13/2024 8:16	KAI02	N778MA	B738	3673	28L	J	South Field Closure	Yes
5/13/2024 8:19	SWA3413	N447WN	B737	3202	28L	J	South Field Closure	Yes
5/13/2024 8:31	SWA2466	N440LV	B737	3745	28L	J	South Field Closure	Yes
5/13/2024 8:33	EJA501	N501QS	C68A	3772	28L	B	South Field Closure	Yes
5/13/2024 8:38	SWA6043	N469WN	B737	1720	28L	J	South Field Closure	Yes
5/13/2024 8:39	SWA2649	N8849Q	B38M	3270	28L	J	South Field Closure	Yes
5/13/2024 8:58	SWA1984	N284WN	B737	3214	28L	J	South Field Closure	Yes
5/13/2024 9:01	SWA111	N8325D	B738	3264	28L	J	South Field Closure	Yes
5/13/2024 9:02	SWA4957	N942WN	B737	6376	28L	J	South Field Closure	Yes
5/13/2024 9:04			GLF4	6310	28L	B	South Field Closure	Yes
5/13/2024 9:05	JSX171	N961JX	E145	3726	28L	R	South Field Closure	Yes
5/13/2024 9:09	SWA448	N8812Q	B38M	3340	28L	J	South Field Closure	Yes
5/13/2024 9:10	SWA4035	N8835Q	B38M	4501	28L	J	South Field Closure	Yes
5/13/2024 9:21	SWA2467	N8891Q	B38M	6321	28L	J	South Field Closure	Yes
5/13/2024 9:27	TWY85	N604PW	CL60	3274	28L	B	South Field Closure	Yes
5/13/2024 9:29	SWA1086	N499WN	B737	3257	28L	J	South Field Closure	Yes
5/13/2024 9:30	PXT96	N96PX	C25B	3704	28R	B	South Field Closure	Yes
5/13/2024 9:31	SWA808	N8727M	B38M	3717	28L	J	South Field Closure	Yes
5/13/2024 9:32	SWA3415	N263WN	B737	1702	28L	J	South Field Closure	Yes
5/13/2024 9:36	NKS596	N954NK	A20N	3775	28L	J	South Field Closure	Yes
5/13/2024 9:39	SWA3537	N8741L	B38M	6353	28L	J	South Field Closure	Yes
5/13/2024 9:40	SWA369	N939WN	B737	1727	28L	J	South Field Closure	Yes
5/13/2024 9:42	SWA5407	N7873A	B737	3605	28L	J	South Field Closure	Yes
5/13/2024 9:43	SWA2758	N8817L	B38M	6366	28L	J	South Field Closure	Yes
5/13/2024 9:45	N864AM	N864AM	H25B	3227	28L	B	South Field Closure	Yes
5/13/2024 9:50	SWA5472	N421LV	B737	3674	28L	J	South Field Closure	Yes
5/13/2024 9:52	EJA601	N601QS	C68A	4244	28L	B	South Field Closure	Yes
5/13/2024 9:54			LJ75	4563	28R	B	South Field Closure	Yes
5/13/2024 10:01	QXE2014	N661QX	E75L	6311	28L	R	South Field Closure	Yes
5/13/2024 10:04	HAL67	N218HA	A21N	3677	28L	J	South Field Closure	Yes
5/13/2024 10:10	VJA401	N401JE	GLF4	3354	28L	B	South Field Closure	Yes
5/13/2024 10:13	SWA4269	N233LV	B737	3624	28L	J	South Field Closure	Yes
5/13/2024 10:25	SWA3444	N422WN	B737	1745	28L	J	South Field Closure	Yes
5/13/2024 10:27	EJA467	N467QS	E55P	4510	28R	B	South Field Closure	Yes
5/13/2024 10:41	SWA2650	N7725A	B737	1721	28L	J	South Field Closure	Yes
5/13/2024 10:45	SWA1426	N917WN	B737	2233	28L	J	South Field Closure	Yes
5/13/2024 11:00	N512PM	N512PM	GLF4	3767	28L	B	South Field Closure	Yes
5/6/2024 9:27			G280	3201	28R	B	South Field Closure	Yes
5/6/2024 9:30	SWA369	N261WN	B737	1754	28L	J	South Field Closure	Yes
5/6/2024 9:32			F900	3613	28R	B	South Field Closure	Yes
5/6/2024 9:36	QHD811	N811BB	SB20	3746	28R	R	South Field Closure	Yes
5/6/2024 9:38	SWA808	N8735L	B38M	3332	28L	J	South Field Closure	Yes
5/6/2024 9:39	EJA705	N705QS	CL35	1714	28R	B	South Field Closure	Yes
5/6/2024 9:41	TWY85	N604PW	CL60	3671	28L	B	South Field Closure	Yes
5/6/2024 9:43	SWA2758	N8565Z	B738	3257	28L	J	South Field Closure	Yes
5/6/2024 9:47	SWA3415	N7878A	B737	3715	28L	J	South Field Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/6/2024 10:03	QXE2014	N639QX	E75L	1774	28L	R	South Field Closure	Yes
5/6/2024 10:05	USC75	N264CK	LJ35	3637	28R	B	South Field Closure	Yes
5/6/2024 10:07	HAL67	N204HA	A21N	1726	28L	J	South Field Closure	Yes
5/6/2024 10:08			C56X	1724	28R	B	South Field Closure	Yes
5/6/2024 10:10	SWA5407	N917WN	B737	3732	28L	J	South Field Closure	Yes
5/6/2024 10:12	EJA747	N747QS	CL35	4516	28R	B	South Field Closure	Yes
5/6/2024 10:19	SWA4269	N202WN	B737	3737	28L	J	South Field Closure	Yes
5/6/2024 10:21	SWA5472	N7844A	B737	3760	28L	J	South Field Closure	Yes
5/6/2024 10:25	SWA4957	N495WN	B737	1705	28L	J	South Field Closure	Yes
5/6/2024 10:28	SWA2650	N791SW	B737	6360	28L	J	South Field Closure	Yes
5/6/2024 10:33	EJA847	N847QS	C700	6324	28R	B	South Field Closure	Yes
5/6/2024 10:34	SWA3444	N7745A	B737	3621	28L	J	South Field Closure	Yes
5/6/2024 10:37	SWA1426	N925WN	B737	6327	28L	J	South Field Closure	Yes
5/6/2024 11:16	SWA2468	N8541W	B738	3202	28L	J	South Field Closure	Yes
5/6/2024 11:20			F900	3752	28L	B	South Field Closure	Yes
5/6/2024 11:26	JSX655	N252JX	E135	3664	28L	R	South Field Closure	Yes
5/6/2024 11:34	QXE2005	N636QX	E75L	3250	28L	R	South Field Closure	Yes
5/6/2024 11:36	EJA442	N442QS	E55P	3247	28L	B	South Field Closure	Yes
5/6/2024 11:44	SWA5346	N8681M	B738	3221	28L	J	South Field Closure	Yes
5/6/2024 11:51	SWA803	N292WN	B737	3234	28L	J	South Field Closure	Yes
5/6/2024 11:52	SWA2759	N8545V	B738	1736	28L	J	South Field Closure	Yes
5/6/2024 12:02	JSX173	N915JX	E145	3375	28L	R	South Field Closure	Yes
5/6/2024 12:05	SKW4025	N289SY	E75L	3201	28L	R	South Field Closure	Yes
5/6/2024 12:18	NKS595	N963NK	A20N	3257	28L	J	South Field Closure	Yes
5/6/2024 12:24	STT68	N268PJ	PC24	3207	28R	B	South Field Closure	Yes
5/6/2024 12:26	SWA2651	N7828A	B737	3617	28L	J	South Field Closure	Yes
5/6/2024 12:28	SWA2860	N7882B	B737	6335	28L	J	South Field Closure	Yes
5/6/2024 12:29	EJA345	N345QS	E55P	1741	28L	B	South Field Closure	Yes
5/6/2024 12:37	EJM470	N470QS	GLF4	3361	28R	B	South Field Closure	Yes
5/6/2024 12:39	SWA4561	N442WN	B737	3315	28L	J	South Field Closure	Yes
5/6/2024 12:42	LXJ727	N727PR	GLF5	3764	28R	B	South Field Closure	Yes
5/6/2024 12:44	N250HM	N250HM	GALX	4207	28L	B	South Field Closure	Yes
5/6/2024 12:59	SWA509	N8683D	B738	3334	28L	J	South Field Closure	Yes
5/6/2024 13:02	SCX8255	N819SY	B738	4514	28L	J	South Field Closure	Yes
5/6/2024 13:07	SWA3515	N7862A	B737	3272	28L	J	South Field Closure	Yes
5/6/2024 13:08	SWA1731	N786SW	B737	3324	28L	J	South Field Closure	Yes
5/6/2024 13:27	EJA854	N854QS	C700	3732	28R	B	South Field Closure	Yes
5/6/2024 13:30	SKW4047	N315SY	E75L	6324	28L	R	South Field Closure	Yes
5/6/2024 13:33	SWA804	N235WN	B737	6367	28L	J	South Field Closure	Yes
5/6/2024 13:34	NKS2909	N613NK	A320	3310	28L	J	South Field Closure	Yes
5/6/2024 13:41	SWA3602	N272WN	B737	6317	28L	J	South Field Closure	Yes
5/6/2024 13:43	NKS1455		A20N	3670	28L	J	South Field Closure	Yes
5/6/2024 14:09	VOI7791	XAVRI	A20N	6325	28L	J	South Field Closure	Yes
5/6/2024 14:15	SWA1129	N8771D	B38M	3266	28L	J	South Field Closure	Yes
5/6/2024 14:20	SWA4435	N8886C	B38M	3654	28L	J	South Field Closure	Yes
5/6/2024 14:25	SWA2326	N8772M	B38M	6323	28L	J	South Field Closure	Yes
5/6/2024 14:38	EJA550	N550QS	C68A	3660	28R	B	South Field Closure	Yes
5/6/2024 14:44	SWA3959	N8549Z	B738	3366	28L	J	South Field Closure	Yes
5/6/2024 15:37	JSX651	N252JX	E135	3335	28L	R	South Field Closure	Yes
5/13/2024 5:31	SWA4434	N938WN	B737	3305	28L	J	South Field Closure	Yes
5/13/2024 5:38	NKS2122	N971NK	A20N	3320	28L	J	South Field Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/13/2024 5:39	SWA2901	N8859Q	B38M	3206	28L	J	South Field Closure	Yes
5/13/2024 5:43	SWA2591	N8892S	B38M	3270	28L	J	South Field Closure	Yes
5/13/2024 5:44	SWA3828	N8886C	B38M	3347	28L	J	South Field Closure	Yes
5/13/2024 6:05	NKS1349	N622NK	A320	3274	28L	J	South Field Closure	Yes
5/5/2024 16:42	TWY206	N802BC	GL5T	3750	28L	B	South Field Closure	Yes
5/5/2024 22:16	EJA630	N630QS	C68A	4560	28R	B	South Field Closure	Yes
5/5/2024 23:48	EJA755	N755QS	CL35	3233	28L	B	South Field Closure	Yes
5/5/2024 23:57	SWA4987	N441WN	B737	3326	28L	J	South Field Closure	Yes
5/5/2024 23:58	SWA5714	N7746C	B737	3370	28L	J	South Field Closure	Yes
5/6/2024 0:09	SWA3468	N915WN	B737	3366	28L	J	South Field Closure	Yes
5/6/2024 5:25	SWA2901	N8661A	B738	3205	28L	J	South Field Closure	Yes
5/6/2024 5:32	SWA4434	N296WN	B737	3232	28L	J	South Field Closure	Yes
5/6/2024 5:41	SWA2591	N8835Q	B38M	3272	28L	J	South Field Closure	Yes
5/6/2024 5:48	SWA1500	N8707P	B38M	3355	28L	J	South Field Closure	Yes
5/6/2024 5:50	SWA3828	N8515X	B738	3316	28L	J	South Field Closure	Yes
5/6/2024 5:55	PXT96	N96PX	C25B	3303	28R	B	South Field Closure	Yes
5/6/2024 6:02	SWA1989	N8736J	B38M	3307	28L	J	South Field Closure	Yes
5/6/2024 6:04	NKS1349	N698NK	A320	3353	28L	J	South Field Closure	Yes
5/6/2024 6:05	SWA5005	N8824Q	B38M	3264	28L	J	South Field Closure	Yes
5/6/2024 6:06	SWA4114	N925WN	B737	3225	28L	J	South Field Closure	Yes
5/6/2024 6:16	XOJ794	N794XJ	C750	3362	28L	B	South Field Closure	Yes
5/6/2024 6:17	ASA1125	N918AK	B39M	3213	28L	J	South Field Closure	Yes
5/6/2024 6:18	PXT415	N415PC	C25B	3226	28L	B	South Field Closure	Yes
5/6/2024 6:19	SWA4558	N565WN	B737	3224	28L	J	South Field Closure	Yes
5/6/2024 6:21	SWA275	N219WN	B737	3201	28L	J	South Field Closure	Yes
5/6/2024 6:26	SWA800	N791SW	B737	3330	28L	J	South Field Closure	Yes
5/6/2024 6:31	SWA5562	N457WN	B737	3254	28L	J	South Field Closure	Yes
5/6/2024 6:49	SWA5119	N8746Q	B38M	3347	28L	J	South Field Closure	Yes
5/6/2024 6:51	SWA4694	N289CT	B737	3332	28L	J	South Field Closure	Yes
5/6/2024 6:52	SWA4020	N8705Q	B38M	3745	28L	J	South Field Closure	Yes
5/6/2024 7:01	SWA678	N8861Q	B38M	3210	28L	J	South Field Closure	Yes
5/6/2024 7:05	N129DG	N129DG	C25B	3670	28R	B	South Field Closure	Yes
5/6/2024 7:06	PXT656	N656SM	C25B	4272	28R	B	South Field Closure	Yes
5/6/2024 7:08	SWA1016	N1810U	B38M	3637	28L	J	South Field Closure	Yes
5/6/2024 7:11	LXJ508	N508FX	CL35	4256	28R	B	South Field Closure	Yes
5/6/2024 7:11	SKW4089	N265SY	E75L	6307	28L	R	South Field Closure	Yes
5/6/2024 7:15	N383MV	N383MV	H25B	6347	28R	B	South Field Closure	Yes
5/6/2024 7:16	SWA2465	N8578Q	B738	1734	28L	J	South Field Closure	Yes
5/6/2024 7:22	JSX177	N915JX	E145	3631	28L	R	South Field Closure	Yes
5/6/2024 7:30	KAI52	N360HM	HDJT	4562	28R	B	South Field Closure	Yes
5/6/2024 7:44			E135	1731	28R	R	South Field Closure	Yes
5/6/2024 7:47	HAL47	N215HA	A21N	6327	28L	J	South Field Closure	Yes
5/6/2024 7:54	NKS596	N963NK	A20N	3346	28L	J	South Field Closure	Yes
5/6/2024 8:05	SWA3413	N449WN	B737	1737	28L	J	South Field Closure	Yes
5/6/2024 8:12	LXJ561	N561FX	CL35	3335	28R	B	South Field Closure	Yes
5/6/2024 8:13	SWA5840	N8792Q	B38M	6366	28L	J	South Field Closure	Yes
5/6/2024 8:14	SWA2466	N443WN	B737	3770	28L	J	South Field Closure	Yes
5/6/2024 8:17	SWA3439	N210WN	B737	3657	28L	J	South Field Closure	Yes
5/6/2024 8:40	EJA935	N935QS	C68A	3642	28L	B	South Field Closure	Yes
5/6/2024 8:42			GLEX	3305	28L	B	South Field Closure	Yes
5/6/2024 8:45	N204BG	N204BG	C560	3640	28R	B	South Field Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/6/2024 8:49	SWA111	N8675A	B738	6350	28L	J	South Field Closure	Yes
5/6/2024 8:55	SWA1984	N238WN	B737	3203	28L	J	South Field Closure	Yes
5/6/2024 8:58	SWA2649	N8683D	B738	3247	28L	J	South Field Closure	Yes
5/6/2024 8:59	SWA1086	N7751A	B737	3234	28L	J	South Field Closure	Yes
5/6/2024 9:00	SWA6043	N7862A	B737	3225	28L	J	South Field Closure	Yes
5/6/2024 9:02			GLF4	3226	28L	B	South Field Closure	Yes
5/6/2024 9:04	SWA448	N8699A	B738	6315	28L	J	South Field Closure	Yes
5/6/2024 9:06	JSX171	N913JX	E145	3777	28R	R	South Field Closure	Yes
5/6/2024 9:07	N265AV	N265AV	C750	1772	28L	B	South Field Closure	Yes
5/6/2024 9:12			E55P	3754	28R	B	South Field Closure	Yes
5/6/2024 9:17	SWA3537	N1803U	B38M	3712	28L	J	South Field Closure	Yes
5/6/2024 9:18	EJA178	N178QS	GL7T	6313	28R	B	South Field Closure	Yes
5/6/2024 9:20	SIS61	N615KJ	C25B	3277	28R	B	South Field Closure	Yes
5/6/2024 9:23	SWA2467	N8822Q	B38M	1751	28L	J	South Field Closure	Yes
5/6/2024 9:24	SWA4035	N8865L	B38M	4527	28L	J	South Field Closure	Yes
5/6/2024 9:26	SWA2536	N8621A	B738	3707	28L	J	South Field Closure	Yes
						South Field Closure	**225**	
6/9/2024 13:18	LXJ588	N588FX	CL35	1750	28L	B	Special Event	Yes
6/9/2024 19:09			FA50	3302	28R	B	Special Event	Yes
						Special Event	**2**	
							1	
						Grand Count	**594**	

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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
5/2/2024 3:35	BKA712	N129TK	LJ35	1013	10R	B	Lifeguard Medical	Yes
						Lifeguard Medical	**1**	
4/12/2024 15:53	N99RE	N99RE	C25B	7330	10L	B	Pilot Requested	No
5/3/2024 2:57	N610RL	N610RL	F900	3477	10R	B	Pilot Requested	No
4/13/2024 17:38	EJA453	N453QS	E55P	4541	10R	B	Pilot Requested	No
4/12/2024 19:13			BE40	2052	10R	B	Pilot Requested	No
4/13/2024 19:56	JSX176	N262JX	E135	2054	10R	R	Pilot Requested	No
4/12/2024 22:12	N881VP	N881VP	C56X	7770	10R	B	Pilot Requested	No
4/12/2024 20:14	LXJ385	N385FX	E55P	4514	10R	B	Pilot Requested	No
4/13/2024 13:35			GLF5	2651	10R	B	Pilot Requested	No
4/23/2024 15:05	N560CC	N560CC	C560	7623	10R	B	Pilot Requested	No
4/23/2024 7:59	PXT96P	N96PX	C25B	6024	10R	B	Pilot Requested	No
4/23/2024 7:48	LXJ562	N562FX	CL35	1030	10R	B	Pilot Requested	No
						Pilot Requested	**11**	
4/23/2024 16:21	LXJ602	N602FX	E550	2442	10R	B	Southeast/Runway Capacity	Yes
4/23/2024 16:23			CL30	1176	10R	B	Southeast/Runway Capacity	Yes
4/23/2024 17:05	PXT656	N656SM	C25B	6057	10R	B	Southeast/Runway Capacity	Yes
4/23/2024 17:23	JSX656	N254JX	E135	2030	10R	R	Southeast/Runway Capacity	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/23/2024 18:48	N560CC	N560CC	C560	4505	10L	B	Southeast/Runway Capacity	Yes
4/23/2024 18:55	PXT838	N838GD	C25B	4537	10R	B	Southeast/Runway Capacity	Yes
4/23/2024 16:20	N680AK	N680AK	C680	2656	10R	B	Southeast/Runway Capacity	Yes
4/13/2024 18:27	PXT150	N150TG	C680	5611	10R	B	Southeast/Runway Capacity	Yes
4/13/2024 18:23			GLF6	7332	10R	B	Southeast/Runway Capacity	Yes
4/13/2024 18:11	N604BS	N604BS	CL60	4503	10R	B	Southeast/Runway Capacity	Yes
4/13/2024 16:04	TMB221	N221CX	HDJT	7364	10R	B	Southeast/Runway Capacity	Yes
4/13/2024 15:15	FFL1029	N468SF	E50P	2413	10R	B	Southeast/Runway Capacity	Yes
4/13/2024 12:19	AXLE21	N2100L	GLEX	3561	10R	B	Southeast/Runway Capacity	Yes
4/13/2024 10:00	N888KR	N888KR	CL30	2766	10R	B	Southeast/Runway Capacity	Yes
4/12/2024 22:32			C25A	737	10R	B	Southeast/Runway Capacity	Yes
4/12/2024 19:54	JSX176	N262JX	E135	1067	10R	R	Southeast/Runway Capacity	Yes
4/12/2024 19:50	PXT415	N415PC	C25B	4211	10R	B	Southeast/Runway Capacity	Yes
4/4/2024 17:57			GLF5	4537	10R	B	Southeast/Runway Capacity	Yes
4/4/2024 17:44	JRE774	N774JS	C25B	6716	10R	B	Southeast/Runway Capacity	Yes
4/4/2024 17:24	EJA840	N840QS	C700	7644	10L	B	Southeast/Runway Capacity	Yes
4/4/2024 17:27			F900	553	10R	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	**21**	
						Grand Count	**33**	

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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
4/5/2024 10:00	33	N734BN	N734BN	C172	321	Air Traffic Conflict	Yes
6/29/2024 12:22	33	N3811V	N3811V	C150	354	Air Traffic Conflict	Yes
6/26/2024 15:30	28R	N21866	N21866	P28A	323	Air Traffic Conflict	Yes
6/24/2024 19:56	PAD1	N376PH	N376PH	EC35	366	Air Traffic Conflict	Yes
6/24/2024 14:54	PAD1	REH3	N328RX	EC35	377	Air Traffic Conflict	Yes
6/23/2024 19:34	PAD1	CMD8	N838CS	EC35	322	Air Traffic Conflict	Yes
6/23/2024 9:56	PAD1	CMD8	N838CS	EC35	374	Air Traffic Conflict	Yes
6/22/2024 9:30	28R			PC12	374	Air Traffic Conflict	Yes
6/15/2024 19:40	PAD1	CMD8	N838CS	EC35	344	Air Traffic Conflict	Yes
6/15/2024 15:16	PAD1	CMD8	N838CS	EC35	325	Air Traffic Conflict	Yes
6/11/2024 13:11	28R	BYF17	N236SP	C172	376	Air Traffic Conflict	Yes
6/8/2024 11:48	PAD1	CMD8	N838CS	EC35	345	Air Traffic Conflict	Yes
6/2/2024 15:28	33	N734BN	N734BN	C172	364	Air Traffic Conflict	Yes
5/22/2024 10:58	28R	N6718P	N6718P	PA24	352	Air Traffic Conflict	Yes
5/17/2024 13:48	28R	N4992F	N4992F	PA34	315	Air Traffic Conflict	Yes
5/7/2024 21:43	PAD1	REH6	N413RX	EC30	376	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
5/6/2024 13:28	33	N20506	N20506	M20T	377	Air Traffic Conflict	Yes
5/3/2024 11:58	PAD1	CMD8	N838CS	EC35	316	Air Traffic Conflict	Yes
4/28/2024 11:01	33	N21866	N21866	P28A	334	Air Traffic Conflict	Yes
4/27/2024 11:52	33	N739UL	N739UL	C172	357	Air Traffic Conflict	Yes
4/19/2024 18:07	33	N231NH	N231NH	M20T	324	Air Traffic Conflict	Yes
4/11/2024 12:12	28L	XSN06	N61RJ	PC12	367	Air Traffic Conflict	Yes
					Air Traffic Conflict	**22**	
4/16/2024 11:37	28R	N805SG	N805SG	S22T	342	Excused by reprocessing	Yes
6/28/2024 12:39	PAD1	N997VA	N997VA	R44	325	Excused by reprocessing	Yes
4/7/2024 22:40	28R	N363K	N363K	C172	345	Excused by reprocessing	Yes
					Excused by reprocessing	**3**	
5/25/2024 17:00	PAD1	CMD8	N838CS	EC35	330	Lifeguard Medical	Yes
5/27/2024 0:26	PAD1	N30RX	N30RX	EC35	333	Lifeguard Medical	Yes
5/7/2024 19:42	PAD1	CMD08	N838CS	EC35	364	Lifeguard Medical	Yes
5/10/2024 19:34	PAD1	CMD8	N838CS	EC35	341	Lifeguard Medical	Yes
6/18/2024 1:41	PAD1	REH3	N328RX	EC35	322	Lifeguard Medical	Yes
6/30/2024 21:34	PAD1	CMD08	N31RX	EC35	352	Lifeguard Medical	Yes
4/18/2024 20:59	PAD1	CMD8	N838CS	EC35	341	Lifeguard Medical	Yes
4/5/2024 18:45	PAD1	CMD8	N838CS	EC35	351	Lifeguard Medical	Yes
5/19/2024 0:30	PAD1	CMD08	N838CS	EC35	314	Lifeguard Medical	Yes
4/22/2024 9:11	PAD1	REH1	N325RX	EC35	353	Lifeguard Medical	Yes
4/8/2024 21:30	PAD1	CMD08	N838CS	EC35	327	Lifeguard Medical	Yes
4/25/2024 22:31	PAD1	CMD8	N838CS	EC35	344	Lifeguard Medical	Yes
4/29/2024 0:39	PAD1	CMD08	N838CS	EC35	315	Lifeguard Medical	Yes
5/2/2024 5:06	PAD1	CMD8	N838CS	EC35	320	Lifeguard Medical	Yes
5/1/2024 7:49	PAD1	CMD8	N838CS	EC35	327	Lifeguard Medical	Yes
5/8/2024 9:38	PAD1	CMD8	N838CS	EC35	343	Lifeguard Medical	Yes
					Lifeguard Medical	**16**	
4/10/2024 16:54	28R	N109LD	N109LD	P28A	330	Not Acceptable	No
					Not Acceptable	**1**	
4/10/2024 19:06	33	N619MC	N619MC	S22T	315	VFR Departure	No
6/10/2024 11:21	33			C182	370	VFR Departure	No
4/29/2024 12:56	28R			PA46	313	VFR Departure	No
5/7/2024 10:31	33	N21866	N21866	P28A	332	VFR Departure	No
5/27/2024 11:51	33	N21866	N21866	P28A	362	VFR Departure	No
5/14/2024 10:55	28L	N7217G	N7217G	C172	375	VFR Departure	No
5/9/2024 7:00	33	N734BN	N734BN	C172	374	VFR Departure	No
4/2/2024 12:29	33	N92049	N92049	C182	363	VFR Departure	No
6/30/2024 15:11	33	N8312H	N8312H	P28A	327	VFR Departure	No
					VFR Departure	**9**	
					Grand Count	**51**	

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
4/10/2024 4:40			CL60	3260	10R	ATC Instructions	Yes
4/14/2024 6:15	PXT725	N725SJ	C56X	3207	10R	ATC Instructions	Yes
4/17/2024 4:01			CL60	3354	10R	ATC Instructions	Yes
4/23/2024 6:13	PCM8709	N891FE	C208	4274	10R	ATC Instructions	Yes
4/23/2024 6:34	PCM8711	N995FE	C208	4243	10R	ATC Instructions	Yes
4/28/2024 23:16	GXA150	N837VA	A320	3321	28L	ATC Instructions	Yes
6/27/2024 5:21	N504MF	N504FM	C25A	322	10L	ATC Instructions	Yes
					ATC Instructions	**7**	
6/6/2024 2:04	N982HP	N982HP	AS50	5337	PAD1	Law Enforcement	Yes
					Law Enforcement	**1**	
4/5/2024 0:38	CMD70	N370CS	BE20	4264	28R	Lifeguard Medical	Yes
4/7/2024 2:03	LN904LR	N904LR	C560	3220	28R	Lifeguard Medical	Yes
4/8/2024 1:25	CMD70	N370CS	BE20	4275	28R	Lifeguard Medical	Yes
4/8/2024 22:24	Medevac	Medevac	C550	4542	28R	Lifeguard Medical	Yes
4/9/2024 1:41	LN391DT	N391DT	C550	4547	28R	Lifeguard Medical	Yes
4/11/2024 3:01	N509RP	N509RP	C550	4237	28R	Lifeguard Medical	Yes
4/17/2024 1:23	N112MT	N112MT	EC35	4207	PAD1	Lifeguard Medical	Yes
4/18/2024 0:37	BKA759	N595BA	LJ35	3273	28L	Lifeguard Medical	Yes
4/18/2024 1:44	CMD70	N370CS	BE20	4546	28R	Lifeguard Medical	Yes
4/19/2024 3:12	REH50	N911RX	BE20	4532	28R	Lifeguard Medical	Yes
4/21/2024 4:03	CMD8	N838CS	EC35	5367	PAD1	Lifeguard Medical	Yes
4/24/2024 6:42	CMD70	N370CS	BE20	4223	28R	Lifeguard Medical	Yes
4/25/2024 22:31	CMD8	N838CS	EC35	344	PAD1	Lifeguard Medical	Yes
4/28/2024 2:37	LN54DD	N54DD	C560	3327	28R	Lifeguard Medical	Yes
4/29/2024 0:39	CMD08	N838CS	EC35	315	PAD1	Lifeguard Medical	Yes
5/2/2024 5:06	CMD8	N838CS	EC35	320	PAD1	Lifeguard Medical	Yes
5/2/2024 23:12	LN968SR	N968SR	C560	3307	28L	Lifeguard Medical	Yes
5/3/2024 0:15	CMD8	N838CS	EC35	5361	PAD1	Lifeguard Medical	Yes
5/3/2024 4:44	CMD12	N891CS	EC35	4270	PAD1	Lifeguard Medical	Yes
5/3/2024 4:58	REH7	N314RX	EC35	5334	PAD1	Lifeguard Medical	Yes
5/3/2024 6:03	REH03	N328RX	EC35	4512	PAD1	Lifeguard Medical	Yes
5/5/2024 6:45	LN149WW	N149WW	C25B	3264	28R	Lifeguard Medical	Yes
5/8/2024 0:30			BE20	4211	28R	Lifeguard Medical	Yes
5/8/2024 1:00	N413RX	N413RX	EC30	5335	PAD1	Lifeguard Medical	Yes
5/14/2024 0:35	Medevac	Medevac	LJ35	3352	28L	Lifeguard Medical	Yes
5/14/2024 23:57	LN391DT	LN391DT	C550	4512	28R	Lifeguard Medical	Yes
5/15/2024 4:47	REH18	N312RX	EC35	4535	PAD1	Lifeguard Medical	Yes
5/17/2024 22:55	CMD8	N838CS	EC35	5357	PAD1	Lifeguard Medical	Yes
5/19/2024 0:30	CMD08	N838CS	EC35	314	PAD1	Lifeguard Medical	Yes
5/23/2024 6:55	LN875DM	N875DM	BE20	4232	28R	Lifeguard Medical	Yes
5/25/2024 0:03	LN391DT	N391DT	C550	4240	28R	Lifeguard Medical	Yes
5/27/2024 0:26	N30RX	N30RX	EC35	333	PAD1	Lifeguard Medical	Yes
5/28/2024 23:19	N248PH	N248PH	BE20	4235	28R	Lifeguard Medical	Yes
5/31/2024 22:25	LN131RR	LN131RR	C560	4275	28L	Lifeguard Medical	Yes
6/1/2024 0:50	LN92CJ	N92CJ	FA50	3357	28R	Lifeguard Medical	Yes
6/1/2024 2:49	CMD70	N370CS	BE20	4233	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
6/3/2024 6:48	Medevac	Medevac	BE20	4550	28R	Lifeguard Medical	Yes
6/4/2024 4:54	REH50	N913RX	BE20	4553	28R	Lifeguard Medical	Yes
6/7/2024 0:16	REH50	N913RX	BE20	4215	28R	Lifeguard Medical	Yes
6/10/2024 22:14	LN509RP	N509RP	C550	4235	28R	Lifeguard Medical	Yes
6/14/2024 3:31	CMD4	N892CS	EC35	4504	PAD1	Lifeguard Medical	Yes
6/18/2024 1:41	REH3	N328RX	EC35	322	PAD1	Lifeguard Medical	Yes
6/19/2024 5:43	Medevac	Medevac	BE20	4210	28R	Lifeguard Medical	Yes
6/20/2024 0:26			BE20	4515	28R	Lifeguard Medical	Yes
6/28/2024 3:41	LN509RP	LN509RP	C550	4223	28R	Lifeguard Medical	Yes
6/29/2024 3:11	REH50	N913RX	BE20	4203	28R	Lifeguard Medical	Yes
6/29/2024 4:50	LN581HC	N581HC	C25C	3225	28R	Lifeguard Medical	Yes
4/1/2024 23:47	LN968SR	N968SR	C560	3347	28R	Lifeguard Medical	Yes
4/1/2024 3:31	LN864AM	N864AM	H25B	3364	28L	Lifeguard Medical	Yes
4/1/2024 22:33	Medevac	Medevac	C550	4243	28R	Lifeguard Medical	Yes
					Lifeguard Medical	**50**	
4/22/2024 0:24			PC12	4277	28R	Not Acceptable	No
4/23/2024 4:30			BE9L	3230	28R	Not Acceptable	No
4/29/2024 22:21			P28A	3341	28R	Not Acceptable	No
6/2/2024 22:55			C25B	3227	28R	Not Acceptable	No
					Not Acceptable	**4**	
4/20/2024 22:44	N997AV	N997AV	S22T	5343	28R	Pilot Requested	No
5/5/2024 22:16	EJA630	N630QS	C68A	4560	28R	Pilot Requested	No
5/17/2024 22:41	PGR1969	N969RE	PRM1	3357	28L	Pilot Requested	No
5/18/2024 23:55	VJA360	N360VJ	CL35	3367	28R	Pilot Requested	No
					Pilot Requested	**4**	
4/1/2024 5:19	NKS2122	N644NK	A320	3234	28L	RWY 30 Routine Closure	Yes
4/1/2024 5:25	SWA2615	N8850Q	B38M	3253	28L	RWY 30 Routine Closure	Yes
4/29/2024 5:17	NKS2122	N634NK	A320	3346	28L	RWY 30 Routine Closure	Yes
6/3/2024 5:18	NKS1349	N656NK	A320	3206	28L	RWY 30 Routine Closure	Yes
6/3/2024 5:29	SWA2901	N8839Q	B38M	3353	28L	RWY 30 Routine Closure	Yes
6/3/2024 5:31	SWA4434	N279WN	B737	3225	28L	RWY 30 Routine Closure	Yes
6/3/2024 5:37	NKS2122	N627NK	A320	3263	28L	RWY 30 Routine Closure	Yes
6/3/2024 5:40	SWA2591	N8855Q	B38M	3317	28L	RWY 30 Routine Closure	Yes
6/3/2024 5:47	SWA1500	N8679A	B738	3207	28L	RWY 30 Routine Closure	Yes
6/3/2024 5:49	SWA3828	N8835Q	B38M	3266	28L	RWY 30 Routine Closure	Yes
6/17/2024 5:15	SWA1918	N202WN	B737	3350	28L	RWY 30 Routine Closure	Yes
6/17/2024 5:19	SWA113	N8818Q	B38M	3247	28L	RWY 30 Routine Closure	Yes
6/17/2024 5:21	NKS2122	N639NK	A320	3345	28L	RWY 30 Routine Closure	Yes
6/24/2024 1:06	SWA6210	N8859Q	B38M	3357	28L	RWY 30 Routine Closure	Yes
6/24/2024 5:18	NKS2122	N695NK	A320	3215	28L	RWY 30 Routine Closure	Yes
6/24/2024 5:23	SWA3662	N8634A	B738	3234	28L	RWY 30 Routine Closure	Yes
6/24/2024 5:25	SWA113	N8797Q	B38M	3275	28L	RWY 30 Routine Closure	Yes
6/24/2024 5:26	SWA1918	N7723E	B737	3214	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	**18**	
5/19/2024 22:37	SWA3468	N7812G	B737	3324	28L	Runway Maintenance	Yes
5/19/2024 23:36	USC240	N352CK	LJ35	3225	28R	Runway Maintenance	Yes
5/19/2024 23:51	VOS4323	N548VL	A20N	3261	28L	Runway Maintenance	Yes
5/19/2024 0:07			GLF6	3261	28L	Runway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
5/20/2024 5:22	NKS1349	N621NK	A320	3344	28L	Runway Maintenance	Yes
					Runway Maintenance	**5**	
6/12/2024 6:29	PXT415	N415PC	C25B	4220	28R	Runway/Taxiway Maintenance	Yes
6/5/2024 6:44	LXJ366	N366FX	E55P	3326	28R	Runway/Taxiway Maintenance	Yes
					Runway/Taxiway Maintenance	**2**	
5/5/2024 23:48	EJA755	N755QS	CL35	3233	28L	South Field Closure	Yes
5/13/2024 6:49	SWA678	N8634A	B738	1774	28L	South Field Closure	Yes
5/13/2024 6:48	SWA800	N7725A	B737	3301	28L	South Field Closure	Yes
5/5/2024 23:57	SWA4987	N441WN	B737	3326	28L	South Field Closure	Yes
5/5/2024 23:58	SWA5714	N7746C	B737	3370	28L	South Field Closure	Yes
5/6/2024 0:09	SWA3468	N915WN	B737	3366	28L	South Field Closure	Yes
5/6/2024 5:25	SWA2901	N8661A	B738	3205	28L	South Field Closure	Yes
5/6/2024 5:32	SWA4434	N296WN	B737	3232	28L	South Field Closure	Yes
5/6/2024 5:41	SWA2591	N8835Q	B38M	3272	28L	South Field Closure	Yes
5/6/2024 5:48	SWA1500	N8707P	B38M	3355	28L	South Field Closure	Yes
5/6/2024 5:50	SWA3828	N8515X	B738	3316	28L	South Field Closure	Yes
5/6/2024 5:55	PXT96	N96PX	C25B	3303	28R	South Field Closure	Yes
5/6/2024 5:58	DAL877	N922DZ	B739	3370	10R	South Field Closure	Yes
5/6/2024 6:02	SWA1989	N8736J	B38M	3307	28L	South Field Closure	Yes
5/6/2024 6:04	NKS1349	N698NK	A320	3353	28L	South Field Closure	Yes
5/6/2024 6:05	SWA5005	N8824Q	B38M	3264	28L	South Field Closure	Yes
5/6/2024 6:06	SWA4114	N925WN	B737	3225	28L	South Field Closure	Yes
5/6/2024 6:16	XOJ794	N794XJ	C750	3362	28L	South Field Closure	Yes
5/6/2024 6:17	ASA1125	N918AK	B39M	3213	28L	South Field Closure	Yes
5/6/2024 6:18	PXT415	N415PC	C25B	3226	28L	South Field Closure	Yes
5/6/2024 6:19	SWA4558	N565WN	B737	3224	28L	South Field Closure	Yes
5/6/2024 6:21	SWA275	N219WN	B737	3201	28L	South Field Closure	Yes
5/6/2024 6:26	SWA800	N791SW	B737	3330	28L	South Field Closure	Yes
5/6/2024 6:31	SWA5562	N457WN	B737	3254	28L	South Field Closure	Yes
5/6/2024 6:49	SWA5119	N8746Q	B38M	3347	28L	South Field Closure	Yes
5/13/2024 5:31	SWA4434	N938WN	B737	3305	28L	South Field Closure	Yes
5/13/2024 5:38	NKS2122	N971NK	A20N	3320	28L	South Field Closure	Yes
5/13/2024 5:39	SWA2901	N8859Q	B38M	3206	28L	South Field Closure	Yes
5/13/2024 5:43	SWA2591	N8892S	B38M	3270	28L	South Field Closure	Yes
5/13/2024 5:44	SWA3828	N8886C	B38M	3347	28L	South Field Closure	Yes
5/13/2024 6:05	NKS1349	N622NK	A320	3274	28L	South Field Closure	Yes
5/13/2024 6:07	SWA5005	N8761L	B38M	3310	28L	South Field Closure	Yes
5/13/2024 6:18	SWA4558	N282WN	B737	3345	28L	South Field Closure	Yes
5/13/2024 6:21	DAL2125	N395DN	B738	3341	10R	South Field Closure	Yes
5/13/2024 6:25			CL60	3370	28L	South Field Closure	Yes
5/13/2024 6:27	SWA1989	N8310C	B738	3365	28L	South Field Closure	Yes
5/13/2024 6:28	ASA1125	N492AS	B739	3221	28L	South Field Closure	Yes
5/13/2024 6:29	SWA4114	N917WN	B737	3375	28L	South Field Closure	Yes
5/13/2024 6:32	SWA1500	N8757L	B38M	3223	28L	South Field Closure	Yes
5/13/2024 6:34	SWA275	N7835A	B737	3354	28L	South Field Closure	Yes
5/13/2024 6:35	EJA865	N865QS	C700	3217	28L	South Field Closure	Yes
5/13/2024 6:36	SWA5562	N219WN	B737	3721	28L	South Field Closure	Yes
5/13/2024 6:38	SWA4694	N7815L	B737	6313	28L	South Field Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
5/13/2024 6:46	SWA5119	N8873S	B38M	3757	28L	South Field Closure	Yes
					South Field Closure	**44**	
4/7/2024 22:40	N363K	N363K	C172	345	28R	System Error	Yes
					System Error	**1**	
4/4/2024 6:59	BXR8604	N121HA	C208	4540	28L	Time Buffer	Yes
5/6/2024 6:51	SWA4694	N289CT	B737	3332	28L	Time Buffer	Yes
5/6/2024 6:52	SWA4020	N8705Q	B38M	3745	28L	Time Buffer	Yes
5/13/2024 6:51	XOJ774	N774XJ	C750	3374	28L	Time Buffer	Yes
5/13/2024 6:56			GLF6	1701	28L	Time Buffer	Yes
5/15/2024 22:03	N8116N	N8116N	B350	4243	28R	Time Buffer	Yes
6/17/2024 22:08	N110RP	N110RP	TBM7	3354	28R	Time Buffer	Yes
6/27/2024 6:52	N514PZ	N514PZ	S22T	4232	28R	Time Buffer	Yes
					Time Buffer	**8**	
4/2/2024 6:09			BE20	4212	28R	Wide Salad	No
4/2/2024 6:40	PCM8709	N995FE	C208	4235	28L	Wide Salad	No
4/4/2024 6:46	N140H	N140H	BE9L	4211	28R	Wide Salad	No
4/6/2024 6:30	N473PC	N473PC	PC12	4237	28R	Wide Salad	No
4/11/2024 23:12	WCC72	N72RW	B8M	3244	28L	Wide Salad	No
4/15/2024 0:20			BE20	4261	28R	Wide Salad	No
4/16/2024 5:04	PKW917	N567TR	SW4	3311	28R	Wide Salad	No
5/5/2024 2:42	N121MF	N121MF	BE9L	3326	28R	Wide Salad	No
5/18/2024 4:39	N121MF	N121MF	BE9L	3312	28R	Wide Salad	No
5/22/2024 22:41	N248PH	N248PH	BE20	4225	28R	Wide Salad	No
5/24/2024 3:30	N248PH	N248PH	BE20	4205	28R	Wide Salad	No
5/27/2024 22:32	N60500	N60500	BE60	3350	28R	Wide Salad	No
6/1/2024 0:56	N334AM	N334AM	PC12	4542	28R	Wide Salad	No
6/1/2024 23:12	N160RW	N160RW	B350	4213	28R	Wide Salad	No
6/4/2024 22:48	N248PH	N248PH	BE20	4556	28R	Wide Salad	No
6/7/2024 6:19			BE20	4574	28R	Wide Salad	No
6/14/2024 0:52	N912MF	N912MF	BE20	3236	28L	Wide Salad	No
6/29/2024 23:54			PC12	3257	28R	Wide Salad	No
					Wide Salad	**18**	
					Grand Count	**162**	

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/1/2024 3:31	4	83.7	89.5	24	LN864AM	N864AM	H25B	28L
4/1/2024 3:31	5	89.3	95	19	LN864AM	N864AM	H25B	28L
4/1/2024 3:31	6	83	89.9	24	LN864AM	N864AM	H25B	28L
4/1/2024 3:32	7	76.6	85.9	24	LN864AM	N864AM	H25B	28L
4/1/2024 5:19	10	72.1	81.5	31	NKS2122	N644NK	A320	28L
4/1/2024 5:19	4	85.3	93.5	36	NKS2122	N644NK	A320	28L
4/1/2024 5:19	5	87.3	95.5	31	NKS2122	N644NK	A320	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/1/2024 5:19	6	83.3	92.3	35	NKS2122	N644NK	A320	28L
4/1/2024 5:19	8	68.8	80.1	18	NKS2122	N644NK	A320	28L
4/1/2024 5:20	7	78.4	87.7	31	NKS2122	N644NK	A320	28L
4/1/2024 5:25	4	83.1	90.8	30	SWA2615	N8850Q	B38M	28L
4/1/2024 5:26	5	90.9	96.4	27	SWA2615	N8850Q	B38M	28L
4/1/2024 5:26	6	85.1	93.2	27	SWA2615	N8850Q	B38M	28L
4/1/2024 5:26	7	78.3	88.1	25	SWA2615	N8850Q	B38M	28L
4/1/2024 22:34	4	78.5	85.5	20	Medevac	Medevac	C550	28R
4/1/2024 22:34	5	76.1	84.2	17	Medevac	Medevac	C550	28R
4/1/2024 22:34	6	71.5	81.3	27	Medevac	Medevac	C550	28R
4/1/2024 23:48	4	89.7	97.3	26	LN968SR	N968SR	C560	28R
4/1/2024 23:48	5	83.9	92	31	LN968SR	N968SR	C560	28R
4/1/2024 23:48	6	84.4	92	37	LN968SR	N968SR	C560	28R
4/1/2024 23:48	7	77.2	87.4	34	LN968SR	N968SR	C560	28R
4/2/2024 6:09	4	74.8	81.4	12			BE20	28R
4/2/2024 6:41	4	76.4	85	20	PCM8709	N995FE	C208	28L
4/2/2024 6:41	5	79.7	84	11	PCM8709	N995FE	C208	28L
4/2/2024 6:53	4	76.9	82.3	11	PCM8711	N771FE	C208	28L
4/3/2024 6:54	4	80.6	85.3	11	PCM8710	N930FE	C208	28L
4/4/2024 6:47	4	76.7	83.2	32	N140H	N140H	BE9L	28R
4/4/2024 6:48	8	70.7	82	20	N140H	N140H	BE9L	28R
4/4/2024 7:00	4	75.7	81.2	11	BXR8604	N121HA	C208	28L
4/4/2024 7:01	8	74.7	81.3	8	BXR8604	N121HA	C208	28L
4/5/2024 0:39	4	80.5	85.3	13	CMD70	N370CS	BE20	28R
4/5/2024 0:39	8	75.3	82.1	9	CMD70	N370CS	BE20	28R
4/5/2024 1:36	4	81.9	86.8	15			BE9L	28R
4/5/2024 1:36	5	74.5	80.7	12			BE9L	28R
4/5/2024 1:37	8	74	80.8	7			BE9L	28R
4/5/2024 6:48	4	75.9	82.8	17			BE20	28R
4/5/2024 6:48	5	72.6	80.8	15			BE20	28R
4/5/2024 6:57	10	64.2	80.6	80	PCM8679	N790FE	C208	28L
4/5/2024 22:05	4	78.1	83.7	18	N171MA	N171MA	SR22	28R
4/6/2024 6:31	4	79.4	84.5	13	N473PC	N473PC	PC12	28R
4/7/2024 2:03	4	84.3	93.8	48	LN904LR	N904LR	C560	28R
4/7/2024 2:04	5	83.5	91.4	40	LN904LR	N904LR	C560	28R
4/7/2024 2:04	6	81.9	90.8	42	LN904LR	N904LR	C560	28R
4/7/2024 2:04	8	72.4	81.7	18	LN904LR	N904LR	C560	28R
4/7/2024 2:04	7	76	86.9	33	LN904LR	N904LR	C560	28R
4/7/2024 22:41	4	75.1	83.2	22	N363K	N363K	C172	28R
4/8/2024 1:26	4	77.3	82.6	13	CMD70	N370CS	BE20	28R
4/8/2024 1:26	5	76.3	82	12	CMD70	N370CS	BE20	28R
4/8/2024 22:24	5	75.4	80.6	9	Medevac	Medevac	C550	28R
4/8/2024 22:24	6	74.2	80.8	9	Medevac	Medevac	C550	28R
4/8/2024 22:24	4	76.9	83.9	15	Medevac	Medevac	C550	28R
4/8/2024 22:24	5	78.6	85.2	14	Medevac	Medevac	C550	28R
4/8/2024 22:24	6	74.2	82.6	19	Medevac	Medevac	C550	28R
4/9/2024 1:41	4	80.8	87.4	17	LN391DT	N391DT	C550	28R
4/9/2024 1:41	5	81.6	88.7	19	LN391DT	N391DT	C550	28R
4/9/2024 1:41	6	71.2	80.2	19	LN391DT	N391DT	C550	28R
4/11/2024 3:01	4	84.9	91.9	21	N509RP	N509RP	C550	28R
4/11/2024 3:01	5	78.9	87.5	25	N509RP	N509RP	C550	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/11/2024 3:01	6	80.3	88.2	27	N509RP	N509RP	C550	28R
4/11/2024 3:02	7	75.4	84.5	24	N509RP	N509RP	C550	28R
4/11/2024 23:13	5	81.1	84.6	12	WCC72	N72RW	B8M	28L
4/11/2024 23:13	6	74.4	81.3	15	WCC72	N72RW	B8M	28L
4/12/2024 2:02	4	77.9	82.6	10	N914DK	N914DK	BE9L	28R
4/12/2024 6:32	4	75.9	80.3	11	PCM8711	N995FE	C208	28L
4/12/2024 23:57	9	72.6	81.2	23			GLF5	10R
4/15/2024 0:20	4	79.4	83.3	10			BE20	28R
4/15/2024 0:21	3	73.6	80.2	12			BE20	28R
4/15/2024 4:53	4	81.5	85.3	11	REH50	N911RX	BE20	28R
4/15/2024 4:54	8	76.2	81.1	7	REH50	N911RX	BE20	28R
4/15/2024 23:25	9	78.4	87	19			GLEX	10R
4/15/2024 23:25	10	72.2	81.6	23			GLEX	10R
4/15/2024 23:25	11	72.4	81.5	14			GLEX	10R
4/16/2024 5:05	4	76.4	81.9	9	PKW917	N567TR	SW4	28R
4/16/2024 6:55	4	71.7	80.9	21	N2CS	N2CS	BE35	33
4/18/2024 0:38	5	81.6	86.7	14	BKA759	N595BA	LJ35	28L
4/18/2024 0:38	6	77.9	84.9	18	BKA759	N595BA	LJ35	28L
4/18/2024 0:38	7	72.8	82.3	19	BKA759	N595BA	LJ35	28L
4/18/2024 1:44	4	82.6	85.7	13	CMD70	N370CS	BE20	28R
4/18/2024 1:45	8	76	81.5	8	CMD70	N370CS	BE20	28R
4/18/2024 22:52	4	72.3	80.2	22	N787SP	N787SP	C172	28R
4/19/2024 3:13	4	83.2	86.7	12	REH50	N911RX	BE20	28R
4/19/2024 3:13	5	77.7	82.6	11	REH50	N911RX	BE20	28R
4/20/2024 22:05	4	75.9	83	16	BYF31	N63251	C172	28R
4/20/2024 22:45	4	77.8	84.6	19	N997AV	N997AV	S22T	28R
4/20/2024 22:46	5	78.9	85.9	18	N997AV	N997AV	S22T	28R
4/22/2024 0:25	6	73.6	81.4	16			PC12	28R
4/22/2024 23:40	4	76.2	80.2	8	NJZ2	NJZ2	BE20	28R
4/23/2024 2:14	4	77	85.8	30	LN904LR	N904LR	C560	28L
4/23/2024 2:14	5	81.1	90.2	35	LN904LR	N904LR	C560	28L
4/23/2024 2:14	6	73.2	82.5	27	LN904LR	N904LR	C560	28L
4/23/2024 4:31	4	74.6	81.1	12			BE9L	28R
4/23/2024 6:15	9	76.9	82.8	11	PCM8709	N891FE	C208	10R
4/23/2024 6:15	10	74.2	82	17	PCM8709	N891FE	C208	10R
4/23/2024 6:36	9	79.2	84.7	10	PCM8711	N995FE	C208	10R
4/23/2024 6:36	10	72.9	80.2	14	PCM8711	N995FE	C208	10R
4/23/2024 6:36	11	72.7	80.3	11	PCM8711	N995FE	C208	10R
4/24/2024 6:43	5	76.7	84.2	31	CMD70	N370CS	BE20	28R
4/24/2024 6:43	4	79	84.4	25	CMD70	N370CS	BE20	28R
4/25/2024 6:17	4	75.9	81	11	PCM8709	N969FE	C208	28R
4/25/2024 6:55	10	79.4	87.5	33	PCM8679	N985FE	C208	28L
4/26/2024 0:05	4	77	82.2	10	N912MF	N912MF	BE20	28R
4/26/2024 6:48	4	82.5	89.1	22	N877JB	N877JB	C421	28R
4/26/2024 6:48	5	73.8	83.2	26	N877JB	N877JB	C421	28R
4/26/2024 6:48	6	69.4	80	25	N877JB	N877JB	C421	28R
4/26/2024 6:48	8	71.8	80.3	14	N877JB	N877JB	C421	28R
4/28/2024 2:37	4	83.2	92	32	LN54DD	N54DD	C560	28R
4/28/2024 2:37	5	83.1	92	36	LN54DD	N54DD	C560	28R
4/28/2024 2:37	6	81.7	91	43	LN54DD	N54DD	C560	28R
4/28/2024 2:38	7	75.1	85	33	LN54DD	N54DD	C560	28R

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4/28/2024 23:17	5	85.4	94.1	26	GXA150	N837VA	A320	28L
4/28/2024 23:17	6	82	91.6	40	GXA150	N837VA	A320	28L
4/28/2024 23:17	7	76.3	87.9	37	GXA150	N837VA	A320	28L
4/29/2024 5:18	4	84.1	91.5	22	NKS2122	N634NK	A320	28L
4/29/2024 5:18	5	89	95.2	25	NKS2122	N634NK	A320	28L
4/29/2024 5:18	6	83.2	91.3	32	NKS2122	N634NK	A320	28L
4/29/2024 5:18	7	79.3	87.7	31	NKS2122	N634NK	A320	28L
4/29/2024 22:22	4	79.8	85.8	17			P28A	28R
4/29/2024 22:23	8	74.2	81.2	11			P28A	28R
4/30/2024 6:47	4	75.4	80.7	11	PCM8711	N995FE	C208	28L
5/2/2024 6:36	4	74.7	80.6	13	PCM8711	N995FE	C208	28L
5/2/2024 22:52	4	79.2	84.1	13	N3117Q	N3117Q	P32R	28R
5/2/2024 23:12	5	71.7	80.4	17	LN968SR	N968SR	C560	28L
5/2/2024 23:13	4	82.7	93.8	55	LN968SR	N968SR	C560	28L
5/2/2024 23:13	5	83.3	94.6	55	LN968SR	N968SR	C560	28L
5/2/2024 23:13	6	80.6	92.3	79	LN968SR	N968SR	C560	28L
5/2/2024 23:13	7	75.2	87.3	59	LN968SR	N968SR	C560	28L
5/2/2024 23:13	8	71.2	82.8	29	LN968SR	N968SR	C560	28L
5/5/2024 2:43	4	74.6	82	14	N121MF	N121MF	BE9L	28R
5/5/2024 6:45	4	87.4	92.6	19	LN149WW	N149WW	C25B	28R
5/5/2024 6:45	5	81	88.3	19	LN149WW	N149WW	C25B	28R
5/5/2024 6:45	6	83.1	88.9	25	LN149WW	N149WW	C25B	28R
5/5/2024 6:45	7	75.3	85.2	26	LN149WW	N149WW	C25B	28R
5/5/2024 22:17	4	79.9	88	22	EJA630	N630QS	C68A	28R
5/5/2024 22:17	5	78.7	87.4	29	EJA630	N630QS	C68A	28R
5/5/2024 22:17	6	75.1	85.6	27	EJA630	N630QS	C68A	28R
5/5/2024 23:49	4	84.2	89	19	EJA755	N755QS	CL35	28L
5/5/2024 23:49	5	87.4	93.5	17	EJA755	N755QS	CL35	28L
5/5/2024 23:49	6	78.4	87	22	EJA755	N755QS	CL35	28L
5/5/2024 23:49	7	71.8	81.5	17	EJA755	N755QS	CL35	28L
5/5/2024 23:57	4	83.1	90.8	27	SWA4987	N441WN	B737	28L
5/5/2024 23:57	5	84	91.9	28	SWA4987	N441WN	B737	28L
5/5/2024 23:57	6	80.2	89.6	32	SWA4987	N441WN	B737	28L
5/5/2024 23:58	7	79.1	88	28	SWA4987	N441WN	B737	28L
5/5/2024 23:59	4	82.2	90.3	26	SWA5714	N7746C	B737	28L
5/5/2024 23:59	5	84.3	92.2	24	SWA5714	N7746C	B737	28L
5/5/2024 23:59	6	81.2	90.5	30	SWA5714	N7746C	B737	28L
5/5/2024 23:59	7	79.2	89	25	SWA5714	N7746C	B737	28L
5/6/2024 0:09	4	81.2	89.7	27	SWA3468	N915WN	B737	28L
5/6/2024 0:09	5	81.2	90.6	28	SWA3468	N915WN	B737	28L
5/6/2024 0:09	6	78.9	89.1	38	SWA3468	N915WN	B737	28L
5/6/2024 0:10	8	69.4	80.1	21	SWA3468	N915WN	B737	28L
5/6/2024 0:10	7	76.1	86.7	30	SWA3468	N915WN	B737	28L
5/6/2024 5:25	10	71.1	82.2	54	SWA2901	N8661A	B738	28L
5/6/2024 5:25	4	92.2	98	35	SWA2901	N8661A	B738	28L
5/6/2024 5:25	5	93.7	100.5	35	SWA2901	N8661A	B738	28L
5/6/2024 5:26	6	89.2	97.2	37	SWA2901	N8661A	B738	28L
5/6/2024 5:26	8	72.3	84	22	SWA2901	N8661A	B738	28L
5/6/2024 5:26	7	82.4	92.4	30	SWA2901	N8661A	B738	28L
5/6/2024 5:33	4	85.1	91.9	30	SWA4434	N296WN	B737	28L
5/6/2024 5:33	5	86.8	94.5	28	SWA4434	N296WN	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/6/2024 5:33	6	82.3	92	33	SWA4434	N296WN	B737	28L
5/6/2024 5:33	7	80.1	89.4	29	SWA4434	N296WN	B737	28L
5/6/2024 5:42	4	82.4	90	27	SWA2591	N8835Q	B38M	28L
5/6/2024 5:42	5	85.2	92.6	22	SWA2591	N8835Q	B38M	28L
5/6/2024 5:42	6	80	90	29	SWA2591	N8835Q	B38M	28L
5/6/2024 5:42	7	76	86.5	27	SWA2591	N8835Q	B38M	28L
5/6/2024 5:49	4	84.1	91	22	SWA1500	N8707P	B38M	28L
5/6/2024 5:49	5	87.5	94.3	22	SWA1500	N8707P	B38M	28L
5/6/2024 5:49	6	82.2	90.6	31	SWA1500	N8707P	B38M	28L
5/6/2024 5:49	7	78.4	87.4	24	SWA1500	N8707P	B38M	28L
5/6/2024 5:51	4	89	95.4	38	SWA3828	N8515X	B738	28L
5/6/2024 5:51	5	94.5	100	34	SWA3828	N8515X	B738	28L
5/6/2024 5:51	6	87.9	96	41	SWA3828	N8515X	B738	28L
5/6/2024 5:51	8	73	83.1	18	SWA3828	N8515X	B738	28L
5/6/2024 5:51	7	80.3	91.2	34	SWA3828	N8515X	B738	28L
5/6/2024 5:55	4	85.1	91.2	21	PXT96	N96PX	C25B	28R
5/6/2024 5:56	5	80.6	88.1	22	PXT96	N96PX	C25B	28R
5/6/2024 5:56	6	81.1	88	21	PXT96	N96PX	C25B	28R
5/6/2024 5:56	7	77.1	85.4	23	PXT96	N96PX	C25B	28R
5/6/2024 5:58	4	75.9	84.6	26	DAL877	N922DZ	B739	10R
5/6/2024 5:58	10	80.2	91.5	80	DAL877	N922DZ	B739	10R
5/6/2024 5:59	9	86.8	95.5	42	DAL877	N922DZ	B739	10R
5/6/2024 5:59	12	71	82.7	37	DAL877	N922DZ	B739	10R
5/6/2024 5:59	11	80.8	89.8	27	DAL877	N922DZ	B739	10R
5/6/2024 6:03	4	83.6	91.2	24	SWA1989	N8736J	B38M	28L
5/6/2024 6:03	5	89.5	96	23	SWA1989	N8736J	B38M	28L
5/6/2024 6:03	6	85.1	93	24	SWA1989	N8736J	B38M	28L
5/6/2024 6:03	7	79.1	88	25	SWA1989	N8736J	B38M	28L
5/6/2024 6:04	4	83.2	91.6	31	NKS1349	N698NK	A320	28L
5/6/2024 6:04	5	87.4	94.6	30	NKS1349	N698NK	A320	28L
5/6/2024 6:04	6	81.1	90.8	30	NKS1349	N698NK	A320	28L
5/6/2024 6:05	7	75.9	86.3	25	NKS1349	N698NK	A320	28L
5/6/2024 6:06	4	83	90.4	31	SWA5005	N8824Q	B38M	28L
5/6/2024 6:06	5	84.2	92.2	25	SWA5005	N8824Q	B38M	28L
5/6/2024 6:06	6	79.5	89.5	29	SWA5005	N8824Q	B38M	28L
5/6/2024 6:06	7	77	86.6	25	SWA5005	N8824Q	B38M	28L
5/6/2024 6:07	4	84.3	91.6	35	SWA4114	N925WN	B737	28L
5/6/2024 6:07	5	85.4	93.6	30	SWA4114	N925WN	B737	28L
5/6/2024 6:07	6	80.2	91	35	SWA4114	N925WN	B737	28L
5/6/2024 6:07	7	75.6	87	35	SWA4114	N925WN	B737	28L
5/6/2024 6:15	10	63.7	80	80	XOJ794	N794XJ	C750	28L
5/6/2024 6:16	4	75.1	81.9	15	XOJ794	N794XJ	C750	28L
5/6/2024 6:16	5	81.7	87.6	15	XOJ794	N794XJ	C750	28L
5/6/2024 6:17	6	77.5	85	19	XOJ794	N794XJ	C750	28L
5/6/2024 6:17	7	71.5	80.5	13	XOJ794	N794XJ	C750	28L
5/6/2024 6:17	5	88.9	95.2	68	ASA1125	N918AK	B39M	28L
5/6/2024 6:18	4	84	90.7	22	ASA1125	N918AK	B39M	28L
5/6/2024 6:18	6	80.6	89.9	25	ASA1125	N918AK	B39M	28L
5/6/2024 6:18	7	77.4	86.8	24	ASA1125	N918AK	B39M	28L
5/6/2024 6:19	4	79.6	85.7	22	PXT415	N415PC	C25B	28L
5/6/2024 6:19	5	83.7	90.2	29	PXT415	N415PC	C25B	28L

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5/6/2024 6:19	6	77.6	86.8	35	PXT415	N415PC	C25B	28L
5/6/2024 6:19	7	72.4	82.5	23	PXT415	N415PC	C25B	28L
5/6/2024 6:20	4	84.5	90.7	29	SWA4558	N565WN	B737	28L
5/6/2024 6:20	5	85.7	92.9	26	SWA4558	N565WN	B737	28L
5/6/2024 6:20	6	82.5	90.9	30	SWA4558	N565WN	B737	28L
5/6/2024 6:20	7	79.2	88.6	23	SWA4558	N565WN	B737	28L
5/6/2024 6:21	4	84	90.7	34	SWA275	N219WN	B737	28L
5/6/2024 6:21	5	84.5	92.2	26	SWA275	N219WN	B737	28L
5/6/2024 6:21	6	80.6	89.8	29	SWA275	N219WN	B737	28L
5/6/2024 6:21	7	77.7	87.6	24	SWA275	N219WN	B737	28L
5/6/2024 6:26	4	81.8	89.6	23	SWA800	N791SW	B737	28L
5/6/2024 6:27	5	87	93.2	23	SWA800	N791SW	B737	28L
5/6/2024 6:27	6	82	90.6	27	SWA800	N791SW	B737	28L
5/6/2024 6:27	7	79.1	88.6	25	SWA800	N791SW	B737	28L
5/6/2024 6:30	10	63.1	80.5	80	SWA5562	N457WN	B737	28L
5/6/2024 6:32	4	86	93.6	30	SWA5562	N457WN	B737	28L
5/6/2024 6:32	5	90.1	96.9	35	SWA5562	N457WN	B737	28L
5/6/2024 6:32	6	85	93.9	43	SWA5562	N457WN	B737	28L
5/6/2024 6:32	8	71	82	22	SWA5562	N457WN	B737	28L
5/6/2024 6:32	7	80.9	90.8	35	SWA5562	N457WN	B737	28L
5/6/2024 6:50	4	80.5	87.9	32	SWA5119	N8746Q	B38M	28L
5/6/2024 6:50	5	83.6	91.2	26	SWA5119	N8746Q	B38M	28L
5/6/2024 6:50	6	78	87.9	26	SWA5119	N8746Q	B38M	28L
5/6/2024 6:50	7	74.8	85.5	26	SWA5119	N8746Q	B38M	28L
5/6/2024 6:51	4	86.6	94.4	42	SWA4694	N289CT	B737	28L
5/6/2024 6:51	5	92.5	98.2	29	SWA4694	N289CT	B737	28L
5/6/2024 6:51	6	87	95.5	40	SWA4694	N289CT	B737	28L
5/6/2024 6:52	8	70.2	82.6	26	SWA4694	N289CT	B737	28L
5/6/2024 6:52	7	83.3	92	32	SWA4694	N289CT	B737	28L
5/6/2024 6:52	4	79.5	87.6	34	SWA4020	N8705Q	B38M	28L
5/6/2024 6:53	5	83.3	91.4	17	SWA4020	N8705Q	B38M	28L
5/6/2024 6:53	6	76.9	87.2	26	SWA4020	N8705Q	B38M	28L
5/6/2024 6:53	7	72.6	84.5	27	SWA4020	N8705Q	B38M	28L
5/8/2024 0:31	4	84.1	86.9	12			BE20	28R
5/8/2024 0:31	5	77.6	82.6	10			BE20	28R
5/10/2024 3:57	10	73.5	83.2	32	KII332	N332CK	B733	10R
5/10/2024 3:57	9	83.2	90.2	22	KII332	N332CK	B733	10R
5/10/2024 3:57	11	78.4	86.9	19	KII332	N332CK	B733	10R
5/10/2024 6:34	4	77.1	86	56	VTS2850	N965CE	MD83	10R
5/10/2024 6:35	10	83.6	94.9	74	VTS2850	N965CE	MD83	10R
5/10/2024 6:35	9	89.6	98.9	44	VTS2850	N965CE	MD83	10R
5/10/2024 6:35	12	77.1	87.7	53	VTS2850	N965CE	MD83	10R
5/10/2024 6:35	11	85.4	94.7	42	VTS2850	N965CE	MD83	10R
5/10/2024 6:35	13	75.4	86.4	50	VTS2850	N965CE	MD83	10R
5/13/2024 5:31	4	84.2	91.3	28	SWA4434	N938WN	B737	28L
5/13/2024 5:32	5	85.5	93.3	28	SWA4434	N938WN	B737	28L
5/13/2024 5:32	6	81.2	90.3	31	SWA4434	N938WN	B737	28L
5/13/2024 5:32	7	76.9	86.9	27	SWA4434	N938WN	B737	28L
5/13/2024 5:39	4	80.1	87.6	22	NKS2122	N971NK	A20N	28L
5/13/2024 5:39	5	82.4	90.3	22	NKS2122	N971NK	A20N	28L
5/13/2024 5:39	6	78	87.1	25	NKS2122	N971NK	A20N	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/13/2024 5:39	7	75.3	84.5	22	NKS2122	N971NK	A20N	28L
5/13/2024 5:40	4	84.8	92.1	24	SWA2901	N8859Q	B38M	28L
5/13/2024 5:40	5	87.4	94.9	23	SWA2901	N8859Q	B38M	28L
5/13/2024 5:40	6	82.5	91.3	28	SWA2901	N8859Q	B38M	28L
5/13/2024 5:40	7	77.2	87.2	26	SWA2901	N8859Q	B38M	28L
5/13/2024 5:43	4	82.6	90	22	SWA2591	N8892S	B38M	28L
5/13/2024 5:43	5	84.2	92.6	23	SWA2591	N8892S	B38M	28L
5/13/2024 5:43	6	80.1	89.3	29	SWA2591	N8892S	B38M	28L
5/13/2024 5:44	7	75	84.5	24	SWA2591	N8892S	B38M	28L
5/13/2024 5:44	4	81	89.7	22	SWA3828	N8886C	B38M	28L
5/13/2024 5:44	5	84	91.3	22	SWA3828	N8886C	B38M	28L
5/13/2024 5:44	6	79.3	87.2	29	SWA3828	N8886C	B38M	28L
5/13/2024 5:45	7	73.1	83.2	25	SWA3828	N8886C	B38M	28L
5/13/2024 6:06	4	85.5	94	27	NKS1349	N622NK	A320	28L
5/13/2024 6:06	5	86.8	95.2	27	NKS1349	N622NK	A320	28L
5/13/2024 6:06	6	82	91.3	34	NKS1349	N622NK	A320	28L
5/13/2024 6:06	8	72	80.6	14	NKS1349	N622NK	A320	28L
5/13/2024 6:06	7	79.1	87.8	31	NKS1349	N622NK	A320	28L
5/13/2024 6:07	4	83.5	91.1	22	SWA5005	N8761L	B38M	28L
5/13/2024 6:07	5	85.5	93.1	21	SWA5005	N8761L	B38M	28L
5/13/2024 6:07	6	77.6	87.7	29	SWA5005	N8761L	B38M	28L
5/13/2024 6:08	7	73.3	83.8	28	SWA5005	N8761L	B38M	28L
5/13/2024 6:18	4	83.3	90.8	22	SWA4558	N282WN	B737	28L
5/13/2024 6:18	5	84.9	92.7	22	SWA4558	N282WN	B737	28L
5/13/2024 6:18	6	80.8	90.2	45	SWA4558	N282WN	B737	28L
5/13/2024 6:19	7	75.8	85.5	23	SWA4558	N282WN	B737	28L
5/13/2024 6:22	9	86	94.2	27	DAL2125	N395DN	B738	10R
5/13/2024 6:22	10	77.8	88.1	31	DAL2125	N395DN	B738	10R
5/13/2024 6:22	12	70.5	80.1	26	DAL2125	N395DN	B738	10R
5/13/2024 6:22	11	78.7	87	25	DAL2125	N395DN	B738	10R
5/13/2024 6:26	4	75.3	82.9	17			CL60	28L
5/13/2024 6:26	5	82.3	88.3	17			CL60	28L
5/13/2024 6:26	6	77	84.9	25			CL60	28L
5/13/2024 6:27	4	91.8	97.8	25	SWA1989	N8310C	B738	28L
5/13/2024 6:28	5	94.1	100.7	23	SWA1989	N8310C	B738	28L
5/13/2024 6:28	8	74.3	83.5	23	SWA1989	N8310C	B738	28L
5/13/2024 6:28	6	88.7	96.8	48	SWA1989	N8310C	B738	28L
5/13/2024 6:28	7	79.9	90.2	31	SWA1989	N8310C	B738	28L
5/13/2024 6:29	4	88.4	95.8	20	ASA1125	N492AS	B739	28L
5/13/2024 6:29	5	96.8	101.6	19	ASA1125	N492AS	B739	28L
5/13/2024 6:29	6	88.5	95.9	28	ASA1125	N492AS	B739	28L
5/13/2024 6:29	8	72	81.1	16	ASA1125	N492AS	B739	28L
5/13/2024 6:29	7	80.3	90.4	25	ASA1125	N492AS	B739	28L
5/13/2024 6:30	4	85.6	92.2	24	SWA4114	N917WN	B737	28L
5/13/2024 6:30	5	86.3	94.1	26	SWA4114	N917WN	B737	28L
5/13/2024 6:30	6	81.2	90.8	32	SWA4114	N917WN	B737	28L
5/13/2024 6:30	7	77.2	87.1	29	SWA4114	N917WN	B737	28L
5/13/2024 6:33	4	83.1	90.6	20	SWA1500	N8757L	B38M	28L
5/13/2024 6:33	5	87.3	93.9	23	SWA1500	N8757L	B38M	28L
5/13/2024 6:33	6	80.3	90.1	28	SWA1500	N8757L	B38M	28L
5/13/2024 6:33	7	76	85.5	23	SWA1500	N8757L	B38M	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/13/2024 6:34	4	83.8	91.2	25	SWA275	N7835A	B737	28L
5/13/2024 6:34	5	85.9	93.1	26	SWA275	N7835A	B737	28L
5/13/2024 6:34	6	82.1	90.6	28	SWA275	N7835A	B737	28L
5/13/2024 6:35	7	79.2	88	23	SWA275	N7835A	B737	28L
5/13/2024 6:36	4	78.7	85.2	19	EJA865	N865QS	C700	28L
5/13/2024 6:36	5	83.4	90.3	17	EJA865	N865QS	C700	28L
5/13/2024 6:36	6	77.6	85	20	EJA865	N865QS	C700	28L
5/13/2024 6:37	4	85.1	92.8	24	SWA5562	N219WN	B737	28L
5/13/2024 6:37	5	90.2	96.5	26	SWA5562	N219WN	B737	28L
5/13/2024 6:37	6	83.8	92.6	32	SWA5562	N219WN	B737	28L
5/13/2024 6:37	7	78.5	88.4	28	SWA5562	N219WN	B737	28L
5/13/2024 6:38	4	88.5	95.3	23	SWA4694	N7815L	B737	28L
5/13/2024 6:38	5	90.6	97.7	26	SWA4694	N7815L	B737	28L
5/13/2024 6:38	6	86.9	94.8	33	SWA4694	N7815L	B737	28L
5/13/2024 6:38	8	72.6	81.5	18	SWA4694	N7815L	B737	28L
5/13/2024 6:39	7	81.1	90.4	30	SWA4694	N7815L	B737	28L
5/13/2024 6:47	4	78.8	87.2	21	SWA5119	N8873S	B38M	28L
5/13/2024 6:47	5	82.5	90.3	21	SWA5119	N8873S	B38M	28L
5/13/2024 6:47	6	76.3	86.1	26	SWA5119	N8873S	B38M	28L
5/13/2024 6:47	7	71.6	82.1	24	SWA5119	N8873S	B38M	28L
5/13/2024 6:48	8	76.7	82.6	9	SWA5119	N8873S	B38M	28L
5/13/2024 6:48	4	83.8	91.3	22	SWA800	N7725A	B737	28L
5/13/2024 6:49	5	85.2	92.9	22	SWA800	N7725A	B737	28L
5/13/2024 6:49	6	81	90.1	29	SWA800	N7725A	B737	28L
5/13/2024 6:49	7	76.7	86.5	23	SWA800	N7725A	B737	28L
5/13/2024 6:50	4	92	98.1	24	SWA678	N8634A	B738	28L
5/13/2024 6:50	5	92.8	100.2	29	SWA678	N8634A	B738	28L
5/13/2024 6:50	6	88.1	95.7	33	SWA678	N8634A	B738	28L
5/13/2024 6:50	8	73	82.6	19	SWA678	N8634A	B738	28L
5/13/2024 6:50	7	81.4	90.6	30	SWA678	N8634A	B738	28L
5/13/2024 6:52	4	75.7	83.1	17	XOJ774	N774XJ	C750	28L
5/13/2024 6:52	5	84.4	89.1	19	XOJ774	N774XJ	C750	28L
5/13/2024 6:52	6	78.5	85.6	16	XOJ774	N774XJ	C750	28L
5/13/2024 6:52	7	72.1	80.5	15	XOJ774	N774XJ	C750	28L
5/13/2024 6:57	4	78.7	86.7	22			GLF6	28L
5/13/2024 6:57	5	81.7	89.3	21			GLF6	28L
5/13/2024 6:57	6	78.8	86.1	20			GLF6	28L
5/14/2024 0:35	4	75	83.5	17	Medevac	Medevac	LJ35	28L
5/14/2024 0:35	5	86.5	92	17	Medevac	Medevac	LJ35	28L
5/14/2024 0:35	6	77.3	86.3	32	Medevac	Medevac	LJ35	28L
5/14/2024 0:35	7	73.3	82.1	27	Medevac	Medevac	LJ35	28L
5/14/2024 23:57	4	84	91	21	LN391DT	LN391DT	C550	28R
5/14/2024 23:57	5	76.5	84.9	18	LN391DT	LN391DT	C550	28R
5/14/2024 23:57	6	75.8	84.3	23	LN391DT	LN391DT	C550	28R
5/14/2024 23:58	7	73.3	83	21	LN391DT	LN391DT	C550	28R
5/15/2024 22:04	4	76.5	82.5	14	N8116N	N8116N	B350	28R
5/15/2024 22:04	8	75.9	81.1	8	N8116N	N8116N	B350	28R
5/16/2024 0:32	4	82.1	86.9	16	N514PZ	N514PZ	S22T	28R
5/16/2024 0:32	8	74	80.3	11	N514PZ	N514PZ	S22T	28R
5/17/2024 22:42	4	75	84.1	19	PGR1969	N969RE	PRM1	28L
5/17/2024 22:42	5	83.8	90.3	23	PGR1969	N969RE	PRM1	28L

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5/17/2024 22:42	6	78	86.8	26	PGR1969	N969RE	PRM1	28L
5/17/2024 22:42	7	72.9	81.1	19	PGR1969	N969RE	PRM1	28L
5/18/2024 4:40	4	77	82.3	14	N121MF	N121MF	BE9L	28R
5/18/2024 23:56	4	84.5	91.1	22	VJA360	N360VJ	CL35	28R
5/18/2024 23:56	5	81.1	89.3	25	VJA360	N360VJ	CL35	28R
5/18/2024 23:56	6	81.3	88.6	31	VJA360	N360VJ	CL35	28R
5/18/2024 23:56	7	78.2	86.9	31	VJA360	N360VJ	CL35	28R
5/19/2024 0:07	4	79.4	86	23			GLF6	28L
5/19/2024 0:07	5	82.8	89.8	22			GLF6	28L
5/19/2024 0:07	6	78.3	86.1	24			GLF6	28L
5/19/2024 22:38	4	82.5	89.8	27	SWA3468	N7812G	B737	28L
5/19/2024 22:38	5	83.4	91.5	28	SWA3468	N7812G	B737	28L
5/19/2024 22:38	6	80.4	89.9	35	SWA3468	N7812G	B737	28L
5/19/2024 22:38	7	78.5	87.8	28	SWA3468	N7812G	B737	28L
5/19/2024 23:37	4	80.4	88	19	USC240	N352CK	LJ35	28R
5/19/2024 23:37	5	77.8	86.2	22	USC240	N352CK	LJ35	28R
5/19/2024 23:37	6	80	87.5	29	USC240	N352CK	LJ35	28R
5/19/2024 23:37	7	72.6	83.3	23	USC240	N352CK	LJ35	28R
5/19/2024 23:52	4	84.3	90.3	19	VOS4323	N548VL	A20N	28L
5/19/2024 23:52	5	86	92.5	20	VOS4323	N548VL	A20N	28L
5/19/2024 23:52	6	82.3	89.6	27	VOS4323	N548VL	A20N	28L
5/19/2024 23:52	7	79.7	87.6	20	VOS4323	N548VL	A20N	28L
5/20/2024 5:22	4	86	92.6	27	NKS1349	N621NK	A320	28L
5/20/2024 5:22	5	89.5	96.3	35	NKS1349	N621NK	A320	28L
5/20/2024 5:22	6	84.4	93.7	30	NKS1349	N621NK	A320	28L
5/20/2024 5:23	8	71	81.4	20	NKS1349	N621NK	A320	28L
5/20/2024 5:23	7	80.6	89.7	27	NKS1349	N621NK	A320	28L
5/22/2024 22:41	4	79.5	85	12	N248PH	N248PH	BE20	28R
5/22/2024 22:41	5	79.8	85.1	11	N248PH	N248PH	BE20	28R
5/23/2024 6:55	4	80.8	84.8	10	LN875DM	N875DM	BE20	28R
5/23/2024 6:58	4	75.7	81.8	9	PCM8260	N872FE	C208	28L
5/24/2024 3:31	4	82.9	87.2	11	N248PH	N248PH	BE20	28R
5/24/2024 3:31	5	77.1	81.9	9	N248PH	N248PH	BE20	28R
5/24/2024 6:53	4	74.9	80	10	PCM8710	N908FE	C208	28L
5/25/2024 0:03	4	81.5	88	23	LN391DT	N391DT	C550	28R
5/25/2024 0:03	5	80	88	23	LN391DT	N391DT	C550	28R
5/25/2024 0:03	6	78.3	86	29	LN391DT	N391DT	C550	28R
5/25/2024 0:03	7	72.6	81.7	25	LN391DT	N391DT	C550	28R
5/27/2024 22:33	4	88	93	24	N60500	N60500	BE60	28R
5/27/2024 22:33	5	77.9	84.5	22	N60500	N60500	BE60	28R
5/27/2024 22:33	6	73	81	19	N60500	N60500	BE60	28R
5/27/2024 22:33	8	83.4	89.1	20	N60500	N60500	BE60	28R
5/27/2024 22:34	3	79.7	86.9	23	N60500	N60500	BE60	28R
5/28/2024 23:20	4	78	83.2	14	N248PH	N248PH	BE20	28R
5/28/2024 23:20	5	74.4	80.5	12	N248PH	N248PH	BE20	28R
5/30/2024 6:55	4	80.2	85.5	15	BXR8604	N40NE	C208	28L
5/31/2024 6:33	4	74.8	83.2	26	PCM8711	N920FE	C208	28L
5/31/2024 22:26	4	82.4	88.8	24	LN131RR	LN131RR	C560	28L
5/31/2024 22:26	5	83.3	91.5	26	LN131RR	LN131RR	C560	28L
5/31/2024 22:26	6	81.9	89.1	29	LN131RR	LN131RR	C560	28L
5/31/2024 22:26	7	74.6	83.8	21	LN131RR	LN131RR	C560	28L

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5/31/2024 22:54	4	73.3	80.2	11	N409FS	N409FS	EPIC	28R
6/1/2024 0:03	4	75.6	81.9	13	N937BC	N937BC	S22T	28R
6/1/2024 0:50	4	88.4	96.8	38	LN92CJ	N92CJ	FA50	28R
6/1/2024 0:50	5	84.7	94.4	36	LN92CJ	N92CJ	FA50	28R
6/1/2024 0:50	6	84.1	93.1	38	LN92CJ	N92CJ	FA50	28R
6/1/2024 0:51	8	72.3	81.3	21	LN92CJ	N92CJ	FA50	28R
6/1/2024 0:51	7	77.6	87	36	LN92CJ	N92CJ	FA50	28R
6/1/2024 0:57	4	75.2	81.2	14	N334AM	N334AM	PC12	28R
6/1/2024 2:49	4	76.6	82.4	12	CMD70	N370CS	BE20	28R
6/1/2024 23:13	4	72.9	80.2	12	N160RW	N160RW	B350	28R
6/2/2024 22:56	4	77.8	86.7	24			C25B	28R
6/2/2024 22:56	5	77.6	86.2	22			C25B	28R
6/2/2024 22:56	6	73.6	80.9	20			C25B	28R
6/3/2024 5:19	4	84.4	92.8	26	NKS1349	N656NK	A320	28L
6/3/2024 5:19	5	87.8	95.7	26	NKS1349	N656NK	A320	28L
6/3/2024 5:19	6	82	91.1	31	NKS1349	N656NK	A320	28L
6/3/2024 5:19	7	78	88.2	29	NKS1349	N656NK	A320	28L
6/3/2024 5:30	4	84.2	91.3	21	SWA2901	N8839Q	B38M	28L
6/3/2024 5:30	5	89.2	95.2	20	SWA2901	N8839Q	B38M	28L
6/3/2024 5:30	6	83.4	91.8	28	SWA2901	N8839Q	B38M	28L
6/3/2024 5:30	7	76.1	86.4	30	SWA2901	N8839Q	B38M	28L
6/3/2024 5:32	4	84.1	90.3	21	SWA4434	N279WN	B737	28L
6/3/2024 5:32	5	85.8	93.1	24	SWA4434	N279WN	B737	28L
6/3/2024 5:32	6	81.6	90.5	34	SWA4434	N279WN	B737	28L
6/3/2024 5:32	7	78.6	87.9	27	SWA4434	N279WN	B737	28L
6/3/2024 5:37	4	83.5	91.8	23	NKS2122	N627NK	A320	28L
6/3/2024 5:37	5	88.5	95.2	25	NKS2122	N627NK	A320	28L
6/3/2024 5:37	6	83.2	91.5	32	NKS2122	N627NK	A320	28L
6/3/2024 5:38	7	78.4	88	29	NKS2122	N627NK	A320	28L
6/3/2024 5:41	4	79.6	88.4	19	SWA2591	N8855Q	B38M	28L
6/3/2024 5:41	5	87.1	93.7	20	SWA2591	N8855Q	B38M	28L
6/3/2024 5:41	6	81.9	90.7	26	SWA2591	N8855Q	B38M	28L
6/3/2024 5:41	7	76.8	86.7	22	SWA2591	N8855Q	B38M	28L
6/3/2024 5:47	4	90.2	97.4	25	SWA1500	N8679A	B738	28L
6/3/2024 5:47	5	93.8	100.3	23	SWA1500	N8679A	B738	28L
6/3/2024 5:47	6	90.5	97.7	33	SWA1500	N8679A	B738	28L
6/3/2024 5:48	8	72.6	83	22	SWA1500	N8679A	B738	28L
6/3/2024 5:48	7	82	92	33	SWA1500	N8679A	B738	28L
6/3/2024 5:49	4	80.7	88.5	21	SWA3828	N8835Q	B38M	28L
6/3/2024 5:49	5	85.5	92.3	20	SWA3828	N8835Q	B38M	28L
6/3/2024 5:49	6	79.7	89	31	SWA3828	N8835Q	B38M	28L
6/3/2024 5:50	7	74.3	84.8	25	SWA3828	N8835Q	B38M	28L
6/3/2024 6:48	4	81.8	85.6	13	Medevac	Medevac	BE20	28R
6/3/2024 6:49	5	74.6	80.2	9	Medevac	Medevac	BE20	28R
6/3/2024 6:49	8	76.5	82	8	Medevac	Medevac	BE20	28R
6/4/2024 4:55	4	79.5	84.8	12	REH50	N913RX	BE20	28R
6/4/2024 4:55	8	72.8	81	20	REH50	N913RX	BE20	28R
6/4/2024 22:49	4	79.2	83.8	12	N248PH	N248PH	BE20	28R
6/4/2024 22:49	5	72.9	80	11	N248PH	N248PH	BE20	28R
6/4/2024 22:49	6	73.2	80.8	14	N248PH	N248PH	BE20	28R
6/5/2024 6:17	6	65.4	80.7	80	PCM8709	N781FE	C208	28L

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6/5/2024 6:18	4	78.9	84.4	10	PCM8709	N781FE	C208	28L
6/5/2024 6:45	4	83.4	90.3	23	LXJ366	N366FX	E55P	28R
6/5/2024 6:45	5	79.5	87	24	LXJ366	N366FX	E55P	28R
6/5/2024 6:45	6	76.9	85.4	29	LXJ366	N366FX	E55P	28R
6/5/2024 6:45	7	71.1	80.6	20	LXJ366	N366FX	E55P	28R
6/7/2024 0:17	4	78.3	83.4	13	REH50	N913RX	BE20	28R
6/7/2024 0:17	5	75.9	80.7	10	REH50	N913RX	BE20	28R
6/7/2024 0:20	4	72.6	81.2	21			SR22	28R
6/7/2024 3:44	4	80.3	90.1	41	LN54DD	N54DD	C560	28R
6/7/2024 3:44	5	82.3	91.8	38	LN54DD	N54DD	C560	28R
6/7/2024 3:44	6	73.9	83.1	25	LN54DD	N54DD	C560	28R
6/7/2024 6:20	4	74.8	81.2	10			BE20	28R
6/10/2024 22:15	4	84	91.6	25	LN509RP	N509RP	C550	28R
6/10/2024 22:15	5	80.8	89.3	26	LN509RP	N509RP	C550	28R
6/10/2024 22:15	6	81.6	88.8	23	LN509RP	N509RP	C550	28R
6/10/2024 22:15	7	75.7	84.5	24	LN509RP	N509RP	C550	28R
6/12/2024 6:29	4	76.6	85.3	23	PXT415	N415PC	C25B	28R
6/12/2024 6:29	5	76.6	85.1	20	PXT415	N415PC	C25B	28R
6/12/2024 6:29	6	74.6	83.1	24	PXT415	N415PC	C25B	28R
6/14/2024 0:53	4	82.1	86	15	N912MF	N912MF	BE20	28L
6/14/2024 0:53	5	78.7	83.5	10	N912MF	N912MF	BE20	28L
6/14/2024 0:54	8	78.4	83.7	9	N912MF	N912MF	BE20	28L
6/14/2024 0:54	3	76	81.6	12	N912MF	N912MF	BE20	28L
6/14/2024 22:09	3	72.6	80.6	15	N1507X	N1507X	C172	33
6/17/2024 5:16	4	84.7	91.9	23	SWA1918	N202WN	B737	28L
6/17/2024 5:16	5	86.8	94.5	27	SWA1918	N202WN	B737	28L
6/17/2024 5:16	6	83.8	92.5	31	SWA1918	N202WN	B737	28L
6/17/2024 5:16	7	79.4	89.5	27	SWA1918	N202WN	B737	28L
6/17/2024 5:19	4	84.6	91.7	22	SWA113	N8818Q	B38M	28L
6/17/2024 5:19	5	89.3	95.6	23	SWA113	N8818Q	B38M	28L
6/17/2024 5:20	6	84.2	93.2	73	SWA113	N8818Q	B38M	28L
6/17/2024 5:20	7	77.5	87.6	25	SWA113	N8818Q	B38M	28L
6/17/2024 5:21	4	85.3	93.1	25	NKS2122	N639NK	A320	28L
6/17/2024 5:21	5	89.1	95.8	25	NKS2122	N639NK	A320	28L
6/17/2024 5:21	6	83.6	93	31	NKS2122	N639NK	A320	28L
6/17/2024 5:21	8	71.5	82.1	23	NKS2122	N639NK	A320	28L
6/17/2024 5:22	7	81	89.7	29	NKS2122	N639NK	A320	28L
6/17/2024 22:09	4	72.8	80.2	11	N110RP	N110RP	TBM7	28R
6/19/2024 5:44	4	77.6	82.3	10	Medevac	Medevac	BE20	28R
6/19/2024 5:45	6	74.7	83.3	42	Medevac	Medevac	BE20	28R
6/20/2024 0:27	4	82.7	86.2	12			BE20	28R
6/20/2024 0:27	5	77.7	83.4	10			BE20	28R
6/21/2024 4:57	4	82.1	87.7	21	FFL1052	A10128	BE35	28R
6/21/2024 4:57	5	74.8	82.2	16	FFL1052	A10128	BE35	28R
6/21/2024 4:58	8	75	82.7	12	FFL1052	A10128	BE35	28R
6/21/2024 4:58	3	74.5	80.8	14	FFL1052	A10128	BE35	28R
6/21/2024 6:09	4	80.6	85	11	PCM8709	N768FE	C208	28L
6/21/2024 6:40	4	74.3	80.4	10	PCM8710	N985FE	C208	28L
6/24/2024 0:03	4	72.9	80.7	16			BE58	28R
6/24/2024 1:07	4	80.3	89.1	20	SWA6210	N8859Q	B38M	28L
6/24/2024 1:07	5	86.4	93	21	SWA6210	N8859Q	B38M	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/24/2024 1:07	6	80.8	90.1	29	SWA6210	N8859Q	B38M	28L
6/24/2024 1:07	7	77.6	87.5	24	SWA6210	N8859Q	B38M	28L
6/24/2024 5:19	6	82	90.5	80	NKS2122	N695NK	A320	28L
6/24/2024 5:19	4	85	92.4	19	NKS2122	N695NK	A320	28L
6/24/2024 5:19	5	89.6	96.2	19	NKS2122	N695NK	A320	28L
6/24/2024 5:19	7	70.9	80.6	19	NKS2122	N695NK	A320	28L
6/24/2024 5:24	5	94.8	100.9	23	SWA3662	N8634A	B738	28L
6/24/2024 5:24	4	89.9	97	23	SWA3662	N8634A	B738	28L
6/24/2024 5:24	6	90.4	98.4	33	SWA3662	N8634A	B738	28L
6/24/2024 5:24	8	74.2	83.6	20	SWA3662	N8634A	B738	28L
6/24/2024 5:24	7	82.9	93.2	32	SWA3662	N8634A	B738	28L
6/24/2024 5:26	5	89.2	95.4	21	SWA113	N8797Q	B38M	28L
6/24/2024 5:26	4	83.9	91	19	SWA113	N8797Q	B38M	28L
6/24/2024 5:26	6	84.5	92.8	27	SWA113	N8797Q	B38M	28L
6/24/2024 5:26	7	78	88.2	26	SWA113	N8797Q	B38M	28L

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
4/14/2024 23:25	SWA	SWA5705	B737	J	N7883A	Not Acceptable	No
4/18/2024 9:16	SWA	SWA4035	B38M	J	N8790Q	Not Acceptable	No
4/18/2024 9:21	SWA	SWA3415	B737	J	N7862A	Not Acceptable	No
5/5/2024 12:05	SKW	SKW4025	E75L	R	N299SY	Not Acceptable	No
6/15/2024 14:12	FDX	FDX5813	B77L	J	N862FD	Not Acceptable	No
5/19/2024 15:55	FRG	FRG9521	SB20	R	N521FR	Not Acceptable	No
				Not Acceptable		**6**	
				Grand Count		**6**	

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Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/24/2024 3:55	FDX	FDX31	B77L	J	N846FD	ATC Instructions	Yes
5/28/2024 5:48	AAL	AAL2980	B38M	J	N8702L	ATC Instructions	Yes
6/4/2024 6:06	SWA	SWA3357	B38M	J	N8879Q	ATC Instructions	Yes
					ATC Instructions	**3**	
4/25/2024 6:17	UPS	UPS2951	B763	J	N313UP	Air Traffic Conflict	Yes
4/25/2024 6:28	FDX	FDX3647	B763	J	N190FE	Air Traffic Conflict	Yes
4/30/2024 6:20	SWA	SWA1500	B738	J	N8551Q	Air Traffic Conflict	Yes
5/1/2024 6:14	SWA	SWA4434	B737	J	N206WN	Air Traffic Conflict	Yes
5/1/2024 6:32	SWA	SWA1989	B738	J	N8301J	Air Traffic Conflict	Yes
5/5/2024 6:16	FDX	FDX864	MD11	J	N592FE	Air Traffic Conflict	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
5/8/2024 22:50	EJA	EJA466	E55P	B	N466QS	Air Traffic Conflict	Yes
5/10/2024 5:58	DAL	DAL2125	B738	J	N3740C	Air Traffic Conflict	Yes
5/11/2024 6:38	SWA	SWA5562	B737	J	N233LV	Air Traffic Conflict	Yes
5/12/2024 6:20	FDX	FDX864	MD11	J	N605FE	Air Traffic Conflict	Yes
5/12/2024 6:42	SWA	SWA5005	B38M	J	N8822Q	Air Traffic Conflict	Yes
5/20/2024 5:27	SWA	SWA2901	B738	J	N8560Z	Air Traffic Conflict	Yes
5/20/2024 5:38	SWA	SWA2591	B38M	J	N8755L	Air Traffic Conflict	Yes
5/29/2024 6:24	SWA	SWA1500	B738	J	N8613K	Air Traffic Conflict	Yes
6/4/2024 5:31	SWA	SWA270	B737	J	N957WN	Air Traffic Conflict	Yes
6/4/2024 6:13	UPS	UPS5943	B752	J	N409UP	Air Traffic Conflict	Yes
6/4/2024 6:17	SWA	SWA5074	B38M	J	N8702L	Air Traffic Conflict	Yes
6/9/2024 5:52	SWA	SWA2487	B737	J	N463WN	Air Traffic Conflict	Yes
6/9/2024 6:21	SWA	SWA5278	B737	J	N468WN	Air Traffic Conflict	Yes
6/9/2024 6:26	SWA	SWA3531	B38M	J	N8902Q	Air Traffic Conflict	Yes
6/13/2024 6:19	UPS	UPS2945	MD11	J	N275UP	Air Traffic Conflict	Yes
6/14/2024 5:58	DAL	DAL1317	BCS3	J	N311DU	Air Traffic Conflict	Yes
6/17/2024 6:48			E55P	B		Air Traffic Conflict	Yes
6/19/2024 6:29	SWA	SWA512	B38M	J	N8829Q	Air Traffic Conflict	Yes
6/25/2024 5:28	SWA	SWA113	B38M	J	N8707P	Air Traffic Conflict	Yes
6/25/2024 6:38	SWA	SWA512	B38M	J	N8749Q	Air Traffic Conflict	Yes
4/20/2024 6:33	FDX	FDX3671	B763	J	N158FE	Air Traffic Conflict	Yes
4/15/2024 6:46	SWA	SWA678	B38M	J	N8729H	Air Traffic Conflict	Yes
4/15/2024 6:27	ASA	ASA1125	B39M	J	N972AK	Air Traffic Conflict	Yes
4/2/2024 5:49	SWA	SWA1603	B38M	J	N8802Q	Air Traffic Conflict	Yes
4/2/2024 5:51	SWA	SWA114	B38M	J	N8894Q	Air Traffic Conflict	Yes
					Air Traffic Conflict	**31**	
4/1/2024 22:11	SWA	SWA2676	B737	J	N7749B	Excused by reprocessing	Yes
4/18/2024 2:26	FDX	FDX1857	MD11	J	N615FE	Excused by reprocessing	Yes
6/6/2024 2:32	FDX	FDX1885	MD11	J	N522FE	Excused by reprocessing	Yes
6/6/2024 5:30	SWA	SWA957	B38M	J	N8729H	Excused by reprocessing	Yes
					Excused by reprocessing	**4**	
4/1/2024 22:53			F900	B		Not Acceptable	No
4/2/2024 22:27			CL60	B		Not Acceptable	No
4/4/2024 4:31	UPS	UPS2941	B763	J	N313UP	Not Acceptable	No
4/6/2024 6:43	PXT	PXT55	C25B	B	N525B	Not Acceptable	No
4/7/2024 5:22	NKS	NKS2122	A320	J	N608NK	Not Acceptable	No
4/12/2024 0:21	VOI	VOI1773	A21N	J	XAVUC	Not Acceptable	No
4/14/2024 23:25	SWA	SWA5705	B737	J	N7883A	Not Acceptable	No
4/24/2024 23:06			F2TH	B		Not Acceptable	No
4/25/2024 22:21	LXJ	LXJ565	CL35	B	N565FX	Not Acceptable	No
4/27/2024 6:45	SWA	SWA4694	B737	J	N7865A	Not Acceptable	No
4/28/2024 23:19			GLEX	B		Not Acceptable	No
5/2/2024 6:15	FDX	FDX3647	B763	J	N148FE	Not Acceptable	No
5/2/2024 6:23	SWA	SWA5005	B38M	J	N8798Q	Not Acceptable	No
5/2/2024 22:40	EJA	EJA771	CL35	B	N771QS	Not Acceptable	No
5/7/2024 3:02	FDX	FDX1859	B752	J	N955FD	Not Acceptable	No
5/7/2024 4:28	UPS	UPS2941	B763	J	N338UP	Not Acceptable	No
5/8/2024 2:57	EJA	EJA705	CL35	B	N705QS	Not Acceptable	No
5/11/2024 0:54	NKS	NKS726	A320	J	N626NK	Not Acceptable	No
5/23/2024 6:07	UPS	UPS2945	MD11	J	N294UP	Not Acceptable	No
5/24/2024 0:06			C650	B		Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
6/2/2024 1:30		N823AM	H25B	B	N823AM	Not Acceptable	No
6/3/2024 6:30	SWA	SWA5562	B737	J	N551WN	Not Acceptable	No
6/9/2024 22:53	SWA	SWA823	B38M	J	N8722L	Not Acceptable	No
6/15/2024 5:21	SWA	SWA523	B38M	J	N8871Q	Not Acceptable	No
6/16/2024 22:37	VOS	VOS4323	A20N	J	N549VL	Not Acceptable	No
6/16/2024 22:44	SWA	SWA4952	B38M	J	N8777Q	Not Acceptable	No
6/18/2024 6:13	NKS	NKS1349	A20N	J	N989NK	Not Acceptable	No
6/19/2024 6:00	PXT	PXT415	C25B	B	N415PC	Not Acceptable	No
6/19/2024 6:20	PXT	PXT725	C56X	B	N725SJ	Not Acceptable	No
6/19/2024 22:17	VOI	VOI771	A320	J	XAVLB	Not Acceptable	No
6/20/2024 6:46	UPS	UPS2951	B763	J	N380UP	Not Acceptable	No
6/20/2024 22:49		N167SC	H25B	B	N167SC	Not Acceptable	No
6/23/2024 23:08	SWA	SWA805	B737	J	N454WN	Not Acceptable	No
6/25/2024 6:27	UPS	UPS2945	MD11	J	N294UP	Not Acceptable	No
6/28/2024 6:07	SWA	SWA4545	B38M	J	N8916Q	Not Acceptable	No
					Not Acceptable	**35**	
4/2/2024 6:51	UPS	UPS2945	MD11	J	N254UP	Time Buffer	Yes
4/2/2024 6:54	EJA	EJA217	CL60	B	N217QS	Time Buffer	Yes
4/2/2024 6:58	SWA	SWA6121	B738	J	N8558Z	Time Buffer	Yes
4/4/2024 6:58	FDX	FDX411	B77L	J	N884FD	Time Buffer	Yes
4/6/2024 6:57	FDX	FDX3671	B763	J	N290FE	Time Buffer	Yes
4/6/2024 6:58	FDX	FDX435	B763	J	N133FE	Time Buffer	Yes
4/6/2024 6:59	FDX	FDX3647	B77L	J	N870FD	Time Buffer	Yes
4/9/2024 6:59	UPS	UPS2951	B763	J	N369UP	Time Buffer	Yes
4/10/2024 6:59	FDX	FDX3647	B763	J	N196FE	Time Buffer	Yes
4/11/2024 6:56	FDX	FDX3647	B763	J	N259FE	Time Buffer	Yes
4/11/2024 6:58	UPS	UPS2945	MD11	J	N262UP	Time Buffer	Yes
4/15/2024 6:59			GL5T	B		Time Buffer	Yes
4/17/2024 6:59	SWA	SWA800	B737	J	N792SW	Time Buffer	Yes
4/18/2024 6:58	FDX	FDX435	B763	J	N137FE	Time Buffer	Yes
4/27/2024 6:59	FDX	FDX3647	B77L	J	N856FD	Time Buffer	Yes
5/3/2024 6:57	SWA	SWA678	B738	J	N8518R	Time Buffer	Yes
5/8/2024 6:57	FDX	FDX3647	B763	J	N187FE	Time Buffer	Yes
5/9/2024 6:52	SWA	SWA678	B38M	J	N8918Q	Time Buffer	Yes
5/10/2024 6:58	SWA	SWA678	B38M	J	N8876Q	Time Buffer	Yes
5/14/2024 6:58	SWA	SWA800	B737	J	N453WN	Time Buffer	Yes
5/18/2024 6:58	SWA	SWA4694	B737	J	N498WN	Time Buffer	Yes
5/23/2024 6:56	FDX	FDX435	B763	J	N136FE	Time Buffer	Yes
5/23/2024 22:04			FA7X	B		Time Buffer	Yes
5/24/2024 6:58	SWA	SWA678	B38M	J	N1810U	Time Buffer	Yes
5/30/2024 6:59	FDX	FDX435	B763	J	N150FE	Time Buffer	Yes
6/2/2024 6:52	SWA	SWA1500	B38M	J	N8771D	Time Buffer	Yes
6/3/2024 22:00	SWA	SWA1734	B38M	J	N8818Q	Time Buffer	Yes
6/6/2024 6:52	FDX	FDX435	B763	J	N195FE	Time Buffer	Yes
6/7/2024 22:01	NKS	NKS726	A20N	J	N955NK	Time Buffer	Yes
6/12/2024 6:59	FDX	FDX3647	B763	J	N165FE	Time Buffer	Yes
6/15/2024 6:59	FDX	FDX3671	B763	J	N175FE	Time Buffer	Yes
6/18/2024 6:56	SWA	SWA512	B38M	J	N8831L	Time Buffer	Yes
6/26/2024 6:59	FDX	FDX3647	B763	J	N133FE	Time Buffer	Yes
6/27/2024 6:57	SWA	SWA377	B38M	J	N1810U	Time Buffer	Yes
6/27/2024 6:58	FDX	FDX411	B77L	J	N872FD	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
6/28/2024 6:58	SWA	SWA3850	B737	J	N7853B	Time Buffer	Yes
					Time Buffer	**36**	
					Grand Count	**109**	

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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
4/13/2024 3:29	FDX	FDX169	MD11	J	N621FE	Not Acceptable	No
4/13/2024 4:21	FDX	FDX75	B77L	J	N863FD	Not Acceptable	No
5/3/2024 1:21			GLF4	B		Not Acceptable	No
					Not Acceptable	**3**	
					Grand Count	**3**	

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
4/6/2024	1125	UPS	B767	2	High	GRE	1130	N/A	N/A
4/6/2024	1151	PCJ	C525	2	High	HG6	1200	N/A	N/A
4/13/2024	0005	FDX	B767	2	High	GRE	**0005**	NO	N/A
4/14/2024	0925	FDX	B767	1	High	GRE	0945	N/A	N/A
4/19/2024	1759	FDX	B767	2	High	GRE	1800	N/A	N/A
4/25/2024	1925	FDX	B757	2	High	GRE	**1930**	N/A	NO
4/26/2024	2210	FDX	B767	2	High	GRE	**2220**	NO	N/A
5/3/2024	1729	CSK	C560	2	High	GRE	1735	N/A	N/A
5/5/2024	0615	UPS	B767	2	High	GRE	**0625**	NO	N/A
5/5/2024	0730	UPS	B767	2	High	GRE	0745	N/A	N/A
5/23/2024	1215	HAL	A321	2	High	GRE	1230	N/A	N/A
5/31/2024	0808	PKW	C500	1	High	HG6	0830	N/A	N/A
6/23/2024	0939	UPS	B767	2	High	GRE	0950	N/A	N/A
6/23/2024	0123	FDX	B757	2	High	GRE	**0126**	NO	N/A

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
4/18/2024 15:21	SWA	SWA2668	B738	2614	Air Traffic Conflict	Yes
5/3/2024 13:23	SKW	SKW4047	E75L	2798	Air Traffic Conflict	Yes
5/16/2024 19:34	SWA	SWA5796	B738	2847	Air Traffic Conflict	Yes
6/10/2024 19:10	FDX	FDX1645	B763	2486	Air Traffic Conflict	Yes
6/22/2024 18:00	SWA	SWA2881	B737	2795	Air Traffic Conflict	Yes
6/11/2024 18:56	FDX	FDX1268	B763	2454	Air Traffic Conflict	Yes
				Air Traffic Conflict	**6**	
				Grand Count	**6**	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
4/17/2024 21:12	NKS727	A20N	NKS	2713	Compliant Operation	Yes
				Compliant Operation	**1**	
6/3/2024 20:08	SWA5616	B38M	SWA	2719	Not Acceptable	No
6/24/2024 0:31	SWA3525	B738	SWA	1984	Not Acceptable	No
5/5/2024 17:59	SWA5597	B737	SWA	2801	Not Acceptable	No
5/1/2024 8:55	QXE2014	E75L	QXE	2837	Not Acceptable	No
6/23/2024 19:17	UPS942	A306	UPS	2673	Not Acceptable	No
				Not Acceptable	**5**	
				Grand Count	**6**	

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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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