

Quarterly Aircraft Noise Report

Third Quarter 2024



Prepared by
Oakland Airport (OAK)
Noise/Environmental Compliance Office

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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 OAK 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 OAK.

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

Noise abatement procedures (NAP) at OAK 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 Third Quarter 2024				
	2023Q3		2024Q3	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	94%	6%
Total Airport-wide Corporate Jet Departures	2,009	128	1,930	127
Runway 10R/L Jet Landing Compliance	96%	4%	100%	0%
Total Southeast Plan Corporate Jet Landings	26	1	0	0
North Field VFR Departure Compliance	95%	5%	94%	6%
Total Runways 28R/L & 33 Departures	242	14	1,455	89
North Field Quiet Hours Compliance	87%	13%	92%	8%
Total North Field Quiet Hours Departures	184	28	314	27
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	16,391	2	16,113	5
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,346	29	3,206	28
Runway 12 Night Departure Compliance	100%	0%	100%	0%
Total Runway 12 Night Turbojet Departures	15	0	0	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,166	3	4,129	3
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	932	14	789	8
Engine Runup Program Compliance	82%	18%	100%	0%
Total Evening and Nighttime Engine Runups	11	2	5	0

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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 Third Quarter 2024				
	July	August	September	Quarterly
Airport-wide Corporate Jet Departures	642	666	749	2,057
Compliant Corporate Jet Departures	613	630	687	1,930
Non-compliant Corporate Jet Departures	29	36	62	127
Corporate Jet Departure Compliance Rate	95%	95%	92%	94%
Excused Jet Departures	82	32	39	153
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,601	5,471	5,335	16,407
Compliant Airport-wide Jet Departures	5,572	5,435	5,273	16,280
Non-compliant Airport-wide Jet Departures	29	36	62	127
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 Third Quarter 2024				
	July	August	September	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	0	0	0
Compliant SE Plan Corporate Jet Landings	0	0	0	0
Non-compliant SE Plan Corporate Jet Landings	0	0	0	0
SE Plan Corporate Jet Landing Compliance Rate	N/A	N/A	N/A	N/A
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	4	0	4
Airport-wide Compliant SE Plan Jet Landings	0	4	0	4
Airport-wide Non-compliant SE Plan Landings	0	0	0	0
Airport-wide Jet Landing SE Plan Compliance Rate	N/A	100%	N/A	100%
* 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 Third Quarter 2024				
	Jul-24	Aug-24	Sep-24	Quarter Total
Total VFR Departures	509	552	483	1,544
Total VFR Departures Over Alameda	81	75	77	233
Compliant Departures	473	522	460	1,455
Non-compliant Departures	36	30	23	89
Compliance Rate	93%	95%	95%	94%

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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.) Third Quarter 2024				
	July	August	September	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	132	115	94	341
Compliant Night Departures	116	109	89	314
Average Compliant Departures per Night	3.7	3.5	2.9	3.45
Non-Compliant Night Departures	16	6	5	27
Average Non-Compliant Departures per Night	0.5	0.2	0.2	0.3
Night Departure Compliance Rate	88%	95%	95%	92%

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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 = 341

Third 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	62	3	0.0	0.5%	2	0.0	0.4%	0	0.0	0.0%	67
4	161	57	0.6	10.1%	36	0.4	6.3%	59	0.7	10.4%	313
5	142	23	0.3	4.1%	8	0.1	1.4%	79	0.9	13.9%	252
6	98	12	0.1	2.1%	25	0.3	4.4%	57	0.6	10.1%	192
7	20	14	0.2	2.5%	47	0.5	8.3%	17	0.2	3.0%	98
8	77	25	0.3	4.4%	3	0.0	0.5%	0	0.0	0.0%	105
9	4	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	5
10	47	5	0.1	0.9%	1	0.0	0.2%	2	0.0	0.4%	55
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
13	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
14	56	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	57
All NMTs	668	140	2	0	123	1	0	214	2	0	1145

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 337

Third 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	62	3	0.0	1.3%	2	0.0	0.8%	0	0.0	0.0%	67
4	161	57	0.6	23.8%	36	0.4	15.1%	59	0.7	24.7%	313
5	142	23	0.3	9.6%	8	0.1	3.3%	79	0.9	33.1%	252
6	98	12	0.1	5.0%	25	0.3	10.5%	57	0.6	23.8%	192
7	20	14	0.2	5.9%	47	0.5	19.7%	17	0.2	7.1%	98
8	77	25	0.3	10.5%	3	0.0	1.3%	0	0.0	0.0%	105
Total	560	134	1.5		121	1.3		212	2.4		1,027

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 4

Third 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	4	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	5
10	47	5	0.1	1.5%	1	0.0	0.3%	2	0.0	0.6%	55
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
13	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
14	56	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	57
Total	108	6	0.1		2	0.0		2	0.0		118

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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 Third Quarter 2024				
	July	August	September	Quarterly
Runway 30 Turbojet Departures	5,486	5,402	5,230	16,118
Compliant Departures	5,484	5,401	5,228	16,113
Non-compliant Departures	2	1	2	5
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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NIGHT TIME DEPARTURE PROCEDURE

The HUSSH departure is a FAA (RNAV) departure procedure at OAK 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 Third Quarter 2024				
	July	August	September	Quarterly
Runway 30 Nighttime Turbojet Departures	1,200	1,083	951	3,234
Buffer Time Departures	12	13	10	35
Compliant Departures	1,186	1,078	942	3,206
Non-compliant Departures	14	5	9	28
HUSSH gate misses	11	1	6	18
NITE gate misses	8	3	7	18
REBAS gate misses	13	4	8	25
Compliance Rate	99%	100%	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 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) Third Quarter 2024				
	July	August	September	Quarterly
Jet Departures	0	0	0	0
Non-Compliant Departures	0	0	0	0
Compliant Departures	0	0	0	0
Compliance Rate	No SE Plan	No SE Plan	No SE Plan	No SE Plan
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 OAK 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 Third Quarter 2024				
	July	August	September	Quarter
Runups - 7:00 PM to 10:00 PM	1	0	2	3
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	1	1	0	2
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	2	1	2	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 Third Quarter 2024				
	July	August	September	Quarterly
Total Runway 30 East Turn Turbojet Departures	1,495	1,345	1,289	4,129
Non-compliant Turbojet Departures	2	1	0	3
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,493	1,344	1,289	4,126
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	2	3	3	8
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 Third Quarter 2024				
	July	August	September	Quarterly
Turbojets on Downwind RWY 30 Approach	309	236	252	797
Non-compliant Turbojets	3	5	0	8
Total Turbojet Aircraft Above 3K Feet ASL*	306	231	252	789
Compliance Rate	99%	98%	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 July 2024		
Community	Callers	Complaints
Alameda(BFI)	62	1352
Alameda(Central)	8	83
Albany	0	0
Berkeley	3	173
Castro Valley	1	48
Fremont	0	0
Hayw ard	3	7
Kensington	0	0
Oakland	5	1971
Piedmont	0	0
Richmond	2	241
San Francisco	0	0
San Leandro	3	3
Union City	0	0
San Lorenzo	0	0
Other Communities	6	53
Total	93	3931
Complaints by Type		
E-mail	2124	
View point App	1807	
Complaints by Time of Day		
Day (0700 - 1900)	757	
Evening (1900 - 2200)	184	
Night (2200 - 0700)	2990	
Complaints by Type of Operation		
Arrivals	1621	
Departures	2124	
Over-flights	98	
Touch & Go	88	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	221	
Helicopter	58	
Jet	3118	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	8	
Propeller	468	
Turbo-prop	58	

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San Francisco Bay Oakland International Airport Noise Complaint Summary August 2024		
Community	Callers	Complaints
Alameda(BFI)	53	673
Alameda(Central)	7	73
Albany	0	0
Berkeley	1	56
Castro Valley	2	24
Fremont	0	0
Hayw ard	8	14
Kensington	0	0
Oakland	7	1418
Piedmont	0	0
Richmond	2	209
San Francisco	0	0
San Leandro	7	9
Union City	2	22
San Lorenzo	1	1
Other Communities	9	45
Total	99	2544
Complaints by Type		
E-mail		1486
View point App		1058
Complaints by Time of Day		
Day (0700 - 1900)		627
Evening (1900 - 2200)		266
Night (2200 - 0700)		1651
Complaints by Type of Operation		
Arrivals		1283
Departures		1131
Over-flights		30
Touch & Go		100
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		146
Helicopter		49
Jet		2106
Military		0
Not Reported (not linked to an aircraft)		1
Other (Type information not available)		5
Propeller		208
Turbo-prop		29

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San Francisco Bay Oakland International Airport Noise Complaint Summary September 2024		
Community	Callers	Complaints
Alameda(BFI)	48	931
Alameda(Central)	3	21
Albany	0	0
Berkeley	1	120
Castro Valley	1	53
Fremont	0	0
Hayw ard	2	7
Kensington	0	0
Oakland	9	3802
Piedmont	0	0
Richmond	2	265
San Francisco	1	1
San Leandro	2	5
Union City	1	53
San Lorenzo	1	1
Other Communities	9	30
Total	80	5289
Complaints by Type		
E-mail		3914
View point App		1362
Complaints by Time of Day		
Day (0700 - 1900)		913
Evening (1900 - 2200)		2174
Night (2200 - 0700)		2202
Complaints by Type of Operation		
Arrivals		2490
Departures		2708
Over-flights		38
Touch & Go		53
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		228
Helicopter		31
Jet		4753
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		9
Propeller		238
Turbo-prop		30

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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.) Third Quarter 2024					
	July	August	September	Quarterly	Percentage
Runway 28L	36	17	17	70	49%
Runway 28R	23	24	16	63	44%
Runway 33	2	2	2	6	4%
Alameda Overflights	61	43	35	139	98%
Runway 10L	0	1	0	1	1%
Runway 10R	0	0	0	0	0%
Runway 15	1	1	0	2	1%
San Leandro Overflights	1	2	0	3	2%
Total Departures	62	45	35	142	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 Third Quarter 2024				
	July	August	September	2024
VFR Departures				
Runway 28L	7	5	2	14
Runway 28R	38	26	30	94
Runway 33	22	33	29	84
VFR Departures	67	64	61	192
IFR Departures				
Runway 28L	161	168	171	500
Runway 28R	270	247	226	743
Runway 33	14	30	26	70
IFR Departures	445	445	423	1,313
Total Departures	512	509	484	1,505

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Third Quarter 2024											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	-	70	-	-	-	-	-	384	1,618	-	2,002	2,002
	Helicopters	-	-	-	-	-	-	-	-	-	119	119	119
	Commercial Jets	4	12,799	12,803	-	-	-	-	401	5	-	406	13,209
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	-	-	5	103	-	-	118	1,350	-	1,576	1,576
	Regional Jets	-	573	573	-	-	-	-	84	479	-	563	1,136
	Turboprops	-	56	56	-	-	-	-	312	557	-	869	925
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		4	13,498	13,432	5	103	-	-	1,299	4,009	119	5,535	18,967
Departures	Corporate Jets	-	1,835	1,835	-	6	2	-	91	122	-	221	2,056
	Helicopters	-	-	-	-	-	-	-	-	-	101	101	101
	Commercial Jets	-	13,147	13,147	-	-	-	-	65	-	-	65	13,212
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	1	3	4	21	851	2	-	44	680	-	1,598	1,602
	Regional Jets	-	1,136	1,136	-	-	-	-	1	1	-	2	1,138
	Turboprops	-	5	5	-	4	-	-	385	531	-	920	925
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1	16,126	16,127	21	861	4	-	586	1,334	101	2,907	19,034
Touch & Go Sub-totals		-	7	7	1	362	-	-	52	798	-	1,213	1,220
Grand Total		5	29,631	29,566	27	1,326	4	-	1,937	6,141	220	9,655	39,221

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Third Quarter 2024											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	4	12,799	12,803	-	-	-	-	401	5	-	406	13,209
	Regional Jets	-	573	573	-	-	-	-	84	479	-	563	1,136
Commercial Jet Sub-totals		4	13,372	13,376	-	-	-	-	485	484	-	969	14,345
	Corporate Jets	-	70	70	-	-	-	-	384	1,618	-	2,002	2,072
All Jet Arrivals Sub-totals		4	13,442	13,446	-	-	-	-	869	2,102	-	2,971	16,417
Departures	Commercial Jets	-	13,147	13,147	-	-	-	-	65	-	-	65	13,212
	Regional Jets	-	1,136	1,136	-	-	-	-	1	1	-	2	1,138
Commercial Jet Sub-totals		-	14,283	14,283	-	-	-	-	66	1	-	67	14,350
	Corporate Jets	-	1,835	1,835	-	6	2	-	91	122	-	221	2,056
All Jet Departures Sub-totals		-	16,118	16,118	-	6	2	-	157	123	-	288	16,406
Grand Total		4	29,560	29,564	-	6	2	-	1,026	2,225	-	3,259	32,823

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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 to 10:10 p.m. and from 6:50 to 7:00 a.m. fall within the long established "buffer time period" in which an aircraft flight is not considered non-compliant with noise abatement procedures even though the flight would normally be non-compliant during the nighttime hours. These flights will be deemed exempt from the procedures as the departure was slightly delayed or slightly ahead of the scheduled time as fixed by the air traffic controller who

provides clearance instructions to the pilot. Although the actual scheduled time of departure is between 7:00 a.m. and 10:00 p.m., the aircraft is released to the runway either early or too late.

VFR Departure: This term is used to describe an aircraft assumed to be flying under Visual Flight Rules (VFR) on departure and flew over nearby residential areas. These aircraft departures are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

Wide Salad: This term is applied by the reviewer when an aircraft flies a SALAD ONE departure turn but the turn was wide and resulted in a flight over Alameda residential areas. The reviewer would determine that this flight is non-compliant with noise abatement procedures.

315 Degree Heading: This term is used to describe an aircraft that the reviewer assumed was flown under either IFR or VFR and made a turn to a 315 degree heading flying over nearby residential areas. These aircraft departures are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

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
7/17/2024 22:38	N131RR	N131RR	C560	4562	28R	B	ATC Instructions	No
8/10/2024 20:35	LXJ518	N518FX	CL30	4222	28R	B	ATC Instructions	No
8/22/2024 17:28	EJA825	N825QS	C700	6320	28L	B	ATC Instructions	No
						ATC Instructions	3	
7/15/2024 14:02	JSX651	N259JX	E135	1724	28L	R	Departure Timing	No
7/27/2024 12:49	PXT862	N862LG	E55P	6373	28R	B	Departure Timing	No
8/5/2024 12:11	HER808	N808CF	GLF4	3652	28L	B	Departure Timing	No
8/22/2024 12:38	VJA334	N334JE	CL30	6324	28R	B	Departure Timing	No
9/9/2024 9:18	N102PG	N102PG	G280	3206	28L	B	Departure Timing	No
9/10/2024 20:19			GLF5	3204	28L	B	Departure Timing	No
9/11/2024 13:11			F900	1750	28L	B	Departure Timing	No
9/14/2024 12:09	EJA453	N453QS	E55P	3246	28L	B	Departure Timing	No
9/19/2024 12:57	LXJ347	N347FX	E55P	4543	28R	B	Departure Timing	No
9/24/2024 19:06	EJA402	N402QS	E55P	4524	28L	B	Departure Timing	No
9/27/2024 14:20			CL30	3270	28L	B	Departure Timing	No
						Departure Timing	11	
7/4/2024 9:23	LN91GJ	N91GJ	LJ35	1765	28R	B	Lifeguard Medical	Yes
7/9/2024 12:15	LN509RP	LN509RP	C550	4515	28R	B	Lifeguard Medical	Yes
7/9/2024 19:52	LN509RP	LN509RP	C550	4264	28R	B	Lifeguard Medical	Yes
7/10/2024 13:02	LN509RP	N509RP	C550	4244	28R	B	Lifeguard Medical	Yes
7/10/2024 23:52	LN41GJ	LN41GJ	LJ35	3264	28L	B	Lifeguard Medical	Yes
7/11/2024 12:51	LN509RP	N509RP	C550	4207	28R	B	Lifeguard Medical	Yes
7/11/2024 18:13	LN509RP	LN509RP	C550	5330	28R	B	Lifeguard Medical	Yes
7/15/2024 12:25	LN509RP	LN509RP	C550	4504	28R	B	Lifeguard Medical	Yes
7/17/2024 0:36	Medevac	Medevac	LJ35	3217	28R	B	Lifeguard Medical	Yes
7/17/2024 13:19	LN131RR	N131RR	C560	4512	28L	B	Lifeguard Medical	Yes
7/18/2024 3:41	SCM7	LN74HT	LJ60	3311	28L	B	Lifeguard Medical	Yes
7/19/2024 17:06	LN54DD	N54DD	C560	3773	28R	B	Lifeguard Medical	Yes
7/20/2024 0:54	LN125XP	N125XP	H25B	3376	28R	B	Lifeguard Medical	Yes
7/20/2024 4:36	LN54DD	N54DD	C560	3302	28L	B	Lifeguard Medical	Yes
7/20/2024 10:03	LN904LR	N904LR	C560	6362	28R	B	Lifeguard Medical	Yes
7/20/2024 10:35	LN968SR	N968SR	C560	3754	28R	B	Lifeguard Medical	Yes
7/20/2024 14:01	LN131RR	N131RR	C560	4547	28R	B	Lifeguard Medical	Yes
7/23/2024 8:18	Medevac	Medevac	LJ45	4264	28R	B	Lifeguard Medical	Yes
7/23/2024 15:25	Medevac	Medevac	C550	4227	28R	B	Lifeguard Medical	Yes
7/24/2024 19:00	LN131RR	N131RR	C560	4541	28R	B	Lifeguard Medical	Yes
7/25/2024 2:04	LN131RR	N131RR	C560	4520	28R	B	Lifeguard Medical	Yes
7/27/2024 12:55	LN131RR	LN131RR	C560	4562	28R	B	Lifeguard Medical	Yes
7/28/2024 13:22	Medevac	Medevac	LJ60	3616	28R	B	Lifeguard Medical	Yes
7/30/2024 19:19	LN131RR	N131RR	C560	4543	28R	B	Lifeguard Medical	Yes
8/1/2024 0:57	LN968SR	N968SR	C560	3360	28R	B	Lifeguard Medical	Yes
8/6/2024 6:54	LN131RR	LN131RR	C560	6304	28R	B	Lifeguard Medical	Yes
8/9/2024 5:46	LN581HC	N581HC	C25C	4222	28L	B	Lifeguard Medical	Yes
8/9/2024 20:59	LN509RP	LN509RP	C550	4226	28R	B	Lifeguard Medical	Yes
8/11/2024 12:27	Medevac	Medevac	GALX	4255	28L	B	Lifeguard Medical	Yes
8/13/2024 13:04	LN131RR	LN131RR	C560	3676	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/14/2024 17:36	JLG806	N806GJ	H25B	3221	28L	B	Lifeguard Medical	Yes
8/14/2024 17:38	LN1220W	N1220W	C25A	4550	28L	B	Lifeguard Medical	Yes
8/15/2024 12:46	Medevac	Medevac	LJ45	3671	28R	B	Lifeguard Medical	Yes
8/18/2024 11:49	Medevac	Medevac	FA50	4502	28R	B	Lifeguard Medical	Yes
8/18/2024 18:47	Medevac	Medevac	FA50	4271	28R	B	Lifeguard Medical	Yes
8/20/2024 6:09	Medevac	Medevac	LJ35	3252	28L	B	Lifeguard Medical	Yes
8/24/2024 13:09	LN509RP	LN509RP	C550	4220	28R	B	Lifeguard Medical	Yes
8/24/2024 16:22	LN888CP	N888CP	LJ31	3603	28L	B	Lifeguard Medical	Yes
8/29/2024 12:55	N509RP	N509RP	C550	4230	28R	B	Lifeguard Medical	Yes
8/29/2024 19:36	LN509RP	N509RP	C550	4554	28R	B	Lifeguard Medical	Yes
8/30/2024 15:40	N509RP	N509RP	C550	4257	28R	B	Lifeguard Medical	Yes
9/1/2024 14:09	LN391DT	N391DT	C550	4546	28R	B	Lifeguard Medical	Yes
9/1/2024 16:10	N391DT	N391DT	C550	4530	28L	B	Lifeguard Medical	Yes
9/3/2024 22:15	LN54DD	N54DD	C560	3311	28R	B	Lifeguard Medical	Yes
9/4/2024 17:54	LN131RR	LN131RR	C560	1726	28R	B	Lifeguard Medical	Yes
9/5/2024 19:13	XAGJC	XAGJC	C650	1747	28L	B	Lifeguard Medical	Yes
9/7/2024 11:24	LN726MJ	N726MJ	LJ45	3646	28L	B	Lifeguard Medical	Yes
9/8/2024 16:39	LN509RP	N509RP	C550	4264	28R	B	Lifeguard Medical	Yes
9/9/2024 13:06	LN509RP	LN509RP	C550	4225	28R	B	Lifeguard Medical	Yes
9/9/2024 13:46	Medevac	Medevac	C560	4204	28R	B	Lifeguard Medical	Yes
9/9/2024 19:04	LN509RP	N509RP	C550	4220	28R	B	Lifeguard Medical	Yes
9/9/2024 21:01	Medevac	Medevac	C560	4543	28R	B	Lifeguard Medical	Yes
9/11/2024 4:41	LN904LR	N904LR	C560	4510	28R	B	Lifeguard Medical	Yes
9/11/2024 11:53	LN810BE	N810BE	C560	3650	28L	B	Lifeguard Medical	Yes
9/11/2024 15:14			GLEX	3315	28L	B	Lifeguard Medical	Yes
9/12/2024 21:21	N175EM	N175EM	E50P	3365	28R	B	Lifeguard Medical	Yes
9/13/2024 5:30	LN817SD	N817SD	H25B	3245	28L	B	Lifeguard Medical	Yes
9/18/2024 13:28	LN41GJ	LN41GJ	LJ35	6312	28L	B	Lifeguard Medical	Yes
9/22/2024 14:05	LN509RP	LN509RP	LJ60	4206	28R	B	Lifeguard Medical	Yes
9/22/2024 20:42	LN509RP	LN509RP	LJ60	6301	28R	B	Lifeguard Medical	Yes
9/22/2024 23:49	Medevac	Medevac	GALX	3353	28L	B	Lifeguard Medical	Yes
9/25/2024 14:32	LN131RR	N131RR	C560	4563	28R	B	Lifeguard Medical	Yes
9/25/2024 21:27	LN131RR	N131RR	C560	4233	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	63	
7/3/2024 9:02	LXJ476	N476FX	E545	3302	28L	B	Pilot Requested	No
7/5/2024 9:41	XBJST	XBJST	C650	3222	28R	B	Pilot Requested	No
7/5/2024 10:49	EJA677	N677QS	C68A	4506	28R	B	Pilot Requested	No
7/7/2024 15:41	PXT504	N504FM	C25A	4543	28R	B	Pilot Requested	No
7/8/2024 10:45	N281SC	N281SC	F2TH	6342	28L	B	Pilot Requested	No
7/12/2024 8:03	EJA536	N536QS	C68A	4563	28L	B	Pilot Requested	No
7/12/2024 12:35	LXJ380	N380FX	E55P	3367	28L	B	Pilot Requested	No
7/14/2024 17:16	JNX03	N333XA	C525	3274	28R	B	Pilot Requested	No
7/15/2024 13:39			FA7X	1730	28R	B	Pilot Requested	No
7/16/2024 17:23	VJT801	9HVJQ	GLEX	1760	28R	B	Pilot Requested	No
7/17/2024 18:23			GL7T	3362	28L	B	Pilot Requested	No
7/19/2024 10:59	N175EM	N175EM	E50P	3672	28R	B	Pilot Requested	No
7/20/2024 8:18	N125DJ	N125DJ	BE40	3233	28R	B	Pilot Requested	No
7/21/2024 19:05	VNT495	N495DD	CL60	3266	28R	B	Pilot Requested	No
7/22/2024 16:26	N220VP	N220VP	C56X	1775	28R	B	Pilot Requested	No
7/22/2024 16:38	N307JA	N307JA	SF50	1730	28R	B	Pilot Requested	No
7/22/2024 16:53	N887CD	N887CD	SF50	4540	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/22/2024 16:59	FTH990	N99AG	C25B	4530	28R	B	Pilot Requested	No
7/23/2024 8:38	VJA315	N315JE	CL30	3345	28R	B	Pilot Requested	No
7/26/2024 8:51	WUP509	N509UP	C56X	3304	28R	B	Pilot Requested	No
7/26/2024 11:23	LXJ342	N342FX	E545	1727	28L	B	Pilot Requested	No
7/26/2024 18:45	N626JE	N626JE	GLF5	3351	28R	B	Pilot Requested	No
7/27/2024 17:36	N220VP	N220VP	C56X	3757	28R	B	Pilot Requested	No
7/28/2024 11:47			CL60	3632	28L	B	Pilot Requested	No
7/28/2024 17:28			B737	6313	28L	J	Pilot Requested	No
7/31/2024 7:12			LJ45	3336	28R	B	Pilot Requested	No
8/2/2024 20:48			GLF5	4211	28L	B	Pilot Requested	No
8/7/2024 14:18	N750GM	N750GM	C750	3646	28R	B	Pilot Requested	No
8/7/2024 15:50	N777FE	N777FE	BE40	6373	28L	B	Pilot Requested	No
8/10/2024 17:50			H25B	4523	28R	B	Pilot Requested	No
8/11/2024 9:18			GLF5	3354	28L	B	Pilot Requested	No
8/11/2024 15:43			GLF6	3743	28L	B	Pilot Requested	No
8/12/2024 10:26	LXJ342	N342FX	E545	3345	28L	B	Pilot Requested	No
8/14/2024 15:17	JRE860	N860JS	C56X	1732	28R	B	Pilot Requested	No
8/14/2024 15:26	KOW201	N201HR	C750	4217	28R	B	Pilot Requested	No
8/15/2024 9:15	PGR1199	N199RM	PRM1	3651	28R	B	Pilot Requested	No
8/15/2024 10:49	N862LG	N862LG	E55P	3332	28R	B	Pilot Requested	No
8/15/2024 15:35	N402XT	N402XT	BE40	3717	28L	B	Pilot Requested	No
8/16/2024 11:21			GA6C	4223	28L	B	Pilot Requested	No
8/17/2024 12:24	N400FF	N400FF	BE40	6301	28L	B	Pilot Requested	No
8/18/2024 11:08	LXJ551	N551FX	CL30	4503	28L	B	Pilot Requested	No
8/18/2024 15:28	N858AF	N858AF	SF50	4577	28R	B	Pilot Requested	No
8/18/2024 20:05			C56X	6360	28R	B	Pilot Requested	No
8/20/2024 7:06	LXJ392	N392FX	E55P	3615	28R	B	Pilot Requested	No
8/20/2024 11:22	TMB420	N420HB	HDJT	3651	28R	B	Pilot Requested	No
8/21/2024 9:02			GLF5	3705	28L	B	Pilot Requested	No
8/21/2024 17:38			GALX	3353	28L	B	Pilot Requested	No
8/22/2024 8:33			GLF6	3340	28L	B	Pilot Requested	No
8/23/2024 11:05			GLF5	6367	28L	B	Pilot Requested	No
8/24/2024 12:10			GLEX	3377	28R	B	Pilot Requested	No
8/25/2024 13:18	WUP901	N901UP	C750	1754	28L	B	Pilot Requested	No
8/27/2024 11:48	N862LG	N862LG	E55P	6357	28L	B	Pilot Requested	No
8/27/2024 14:20			F900	6332	28R	B	Pilot Requested	No
8/28/2024 5:21	PXT862	N862LG	E55P	3212	28L	B	Pilot Requested	No
8/28/2024 17:46			GLF5	3655	28L	B	Pilot Requested	No
8/29/2024 12:18	LXJ454	N454FX	GLF4	3331	28L	B	Pilot Requested	No
8/30/2024 13:33	N175EM	N175EM	E50P	3342	28R	B	Pilot Requested	No
8/30/2024 13:49			CL60	3326	28R	B	Pilot Requested	No
9/1/2024 9:59			GLF6	3701	28L	B	Pilot Requested	No
9/3/2024 8:44			GA5C	6343	28L	B	Pilot Requested	No
9/4/2024 11:50	N400FF	N400FF	BE40	3360	28L	B	Pilot Requested	No
9/4/2024 13:42	N18KS	N18KS	C750	4525	28R	B	Pilot Requested	No
9/4/2024 15:43	LXJ335	N335FX	E545	4574	28R	B	Pilot Requested	No
9/4/2024 20:51	N175EM	N175EM	E50P	3357	28R	B	Pilot Requested	No
9/5/2024 8:13			GLF5	3625	28L	B	Pilot Requested	No
9/5/2024 9:33			CL30	3220	28R	B	Pilot Requested	No
9/5/2024 20:05	XP1	N783JT	HDJT	1725	28L	B	Pilot Requested	No
9/6/2024 15:44			GLF5	3651	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/7/2024 13:28			C560	1743	28L	B	Pilot Requested	No
9/7/2024 14:06	WUP500	N500UP	C56X	3252	28R	B	Pilot Requested	No
9/7/2024 19:44			C750	3226	28L	B	Pilot Requested	No
9/9/2024 11:34			GLF5	625	28R	B	Pilot Requested	No
9/9/2024 12:13			C25B	4530	28R	B	Pilot Requested	No
9/10/2024 16:22	N532LW	N532LW	C25B	3624	28R	B	Pilot Requested	No
9/11/2024 13:31			GLF5	6335	28L	B	Pilot Requested	No
9/12/2024 18:19			GLF4	1745	28L	B	Pilot Requested	No
9/13/2024 16:00	ASA9717	N917AK	B39M	3756	28L	J	Pilot Requested	No
9/13/2024 16:21			GLF5	3262	28L	B	Pilot Requested	No
9/13/2024 16:36	N33612	N33612	FA50	1752	28L	B	Pilot Requested	No
9/14/2024 8:03	N264AN	N264AN	SF50	3720	28R	B	Pilot Requested	No
9/15/2024 11:38	N247KA	N247KA	E55P	3761	28L	B	Pilot Requested	No
9/16/2024 7:54			GLF4	3756	28L	B	Pilot Requested	No
9/16/2024 11:25	EJA908	N908QS	C68A	4557	28R	B	Pilot Requested	No
9/16/2024 11:37	EJA767	N767QS	CL35	4574	28R	B	Pilot Requested	No
9/16/2024 16:20	N99CJ	N99CJ	C525	6330	28L	B	Pilot Requested	No
9/17/2024 12:36			GA5C	6320	28R	B	Pilot Requested	No
9/18/2024 11:20			GLF6	3215	28L	B	Pilot Requested	No
9/18/2024 14:32	N585JC	N585JC	GLF5	3214	28L	B	Pilot Requested	No
9/18/2024 16:13			GLEX	3370	28L	B	Pilot Requested	No
9/18/2024 16:18	WUP507	N507UP	C56X	3734	28R	B	Pilot Requested	No
9/18/2024 16:19	EJA382	N382QS	C680	4205	28R	B	Pilot Requested	No
9/18/2024 17:15	N375GK	N375GK	F2TH	3750	28L	B	Pilot Requested	No
9/19/2024 9:07			C680	3667	28R	B	Pilot Requested	No
9/19/2024 9:18			GLEX	3302	28R	B	Pilot Requested	No
9/19/2024 12:16			GLF4	4275	28L	B	Pilot Requested	No
9/19/2024 14:13	EJM5	N59EP	G280	6372	28L	B	Pilot Requested	No
9/19/2024 14:21	EJM505	N577JM	E55P	4246	28L	B	Pilot Requested	No
9/20/2024 6:35			GLF5	3206	28L	B	Pilot Requested	No
9/20/2024 10:33			F2TH	6356	28L	B	Pilot Requested	No
9/20/2024 15:36			GLF5	3760	28L	B	Pilot Requested	No
9/20/2024 15:40	EJA397	N397QS	C680	3257	28R	B	Pilot Requested	No
9/22/2024 9:10	N39DJ	N39DJ	C25B	6305	28R	B	Pilot Requested	No
9/23/2024 12:17			C750	7442	28L	B	Pilot Requested	No
9/23/2024 18:55			CL30	1746	28L	B	Pilot Requested	No
9/23/2024 20:56	N444DN	N444DN	C68A	3271	28R	B	Pilot Requested	No
9/24/2024 11:56			F2TH	3732	28L	B	Pilot Requested	No
9/24/2024 12:47	EJA815	N815QS	C700	4525	28R	B	Pilot Requested	No
9/25/2024 8:25			GLF5	3773	28L	B	Pilot Requested	No
9/26/2024 16:15	RKJ104	N104R	C750	1706	28R	B	Pilot Requested	No
9/27/2024 8:06			GLF5	1701	28L	B	Pilot Requested	No
9/27/2024 13:35			GLF6	3253	28R	B	Pilot Requested	No
9/29/2024 14:02			CL60	3750	28R	B	Pilot Requested	No
9/30/2024 12:58			C56X	3724	28R	B	Pilot Requested	No
						Pilot Requested	113	
8/19/2024 2:14			ASTR	3374	28R	B	RWY 30 Routine Closure	Yes
8/19/2024 5:12	SWA3409	N8834L	B38M	3305	28L	J	RWY 30 Routine Closure	Yes
8/19/2024 5:37	SWA198	N8719Q	B38M	3370	28L	J	RWY 30 Routine Closure	Yes
8/19/2024 5:41	SWA270	N8519R	B738	3215	28L	J	RWY 30 Routine Closure	Yes
8/26/2024 5:08	SWA3409	N8663A	B738	3333	28L	J	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/2/2024 5:13	SWA3409	N8772M	B38M	3271	28L	J	RWY 30 Routine Closure	Yes
9/2/2024 5:32	NKS278	N905NK	A20N	3331	28L	J	RWY 30 Routine Closure	Yes
9/2/2024 5:33	SWA198	N8554X	B738	3323	28L	J	RWY 30 Routine Closure	Yes
9/2/2024 5:35	SWA270	N8558Z	B738	3204	28L	J	RWY 30 Routine Closure	Yes
9/9/2024 5:19	SWA3409	N8709Q	B38M	3367	28L	J	RWY 30 Routine Closure	Yes
9/16/2024 0:37	SWA4170	N7704B	B737	3221	28L	J	RWY 30 Routine Closure	Yes
9/16/2024 5:20	SWA3409	N8624J	B738	3251	28L	J	RWY 30 Routine Closure	Yes
9/23/2024 4:34			G150	4540	28L	B	RWY 30 Routine Closure	Yes
9/30/2024 3:36	GJE1021	N44CE	GLF4	3235	28L	B	RWY 30 Routine Closure	Yes
9/30/2024 3:58			GLF4	3252	28L	B	RWY 30 Routine Closure	Yes
9/30/2024 4:45	RKJ948	N948TX	C750	3374	28L	B	RWY 30 Routine Closure	Yes
9/30/2024 5:12	SWA3409	N8894Q	B38M	3234	28L	J	RWY 30 Routine Closure	Yes
9/30/2024 5:29	SWA198	N8555Z	B738	3241	28L	J	RWY 30 Routine Closure	Yes
9/30/2024 5:39	SWA270	N8854Q	B38M	3202	28L	J	RWY 30 Routine Closure	Yes
9/30/2024 5:49	NKS278	N984NK	A20N	3302	28L	J	RWY 30 Routine Closure	Yes
9/30/2024 6:05	DAL1317	N819DN	B739	3310	28L	J	RWY 30 Routine Closure	Yes
9/30/2024 6:09	SWA4673	N8546V	B738	3222	28L	J	RWY 30 Routine Closure	Yes
7/1/2024 5:20	NKS2122	N629NK	A320	3250	28L	J	RWY 30 Routine Closure	Yes
7/1/2024 5:28	SWA270	N930WN	B737	3345	28L	J	RWY 30 Routine Closure	Yes
7/8/2024 0:43	SWA4885	N8605E	B738	3221	28L	J	RWY 30 Routine Closure	Yes
7/8/2024 0:44	SWA6210	N500WR	B738	3263	28L	J	RWY 30 Routine Closure	Yes
7/8/2024 2:25	NKS595	N906NK	A20N	3304	28L	J	RWY 30 Routine Closure	Yes
7/8/2024 5:13	SWA3662	N8678E	B738	3345	28L	J	RWY 30 Routine Closure	Yes
7/8/2024 5:18	SWA1918	N563WN	B737	3340	28L	J	RWY 30 Routine Closure	Yes
7/8/2024 5:20	NKS2122	N642NK	A320	3277	28L	J	RWY 30 Routine Closure	Yes
7/8/2024 5:26	SWA957	N8758L	B38M	3354	28L	J	RWY 30 Routine Closure	Yes
7/8/2024 5:28	SWA3401	N1808U	B38M	3222	28L	J	RWY 30 Routine Closure	Yes
7/8/2024 5:35	SWA5184	N8785L	B38M	3201	28L	J	RWY 30 Routine Closure	Yes
7/14/2024 16:44	KOW102	N102VR	C750	3672	28L	B	RWY 30 Routine Closure	Yes
7/15/2024 5:01	SWA8505	N8736J	B38M	3222	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 5:12	SWA3662	N8902Q	B38M	3355	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 5:13	SWA113	N1811U	B38M	3357	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 5:17	SWA1918	N495WN	B737	3215	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 5:25	SWA957	N8562Z	B738	3354	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 5:33	SWA3401	N8668A	B738	3247	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 5:35	NKS2122	N618NK	A320	3225	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 5:41	SWA5184	N8735L	B38M	3376	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 5:49	PXT415	N415PC	C25B	4573	28R	B	RWY 30 Routine Closure	Yes
7/15/2024 6:00	SWA3219	N7741C	B737	3350	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 6:02	NKS1349	N651NK	A320	3341	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 6:18	SWA872	N7744A	B737	3272	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 6:21	SWA266	N7843A	B737	3261	28L	J	RWY 30 Routine Closure	Yes
7/15/2024 6:22	SWA984	N7752B	B737	3250	28L	J	RWY 30 Routine Closure	Yes
7/22/2024 4:01	N391DT	N391DT	C550	4224	28L	B	RWY 30 Routine Closure	Yes
7/22/2024 5:15	SWA1918	N275WN	B737	3347	28L	J	RWY 30 Routine Closure	Yes
7/22/2024 5:17	SWA113	N8677A	B738	3255	28L	J	RWY 30 Routine Closure	Yes
7/22/2024 5:21	SWA3401	N8573Z	B738	3230	28L	J	RWY 30 Routine Closure	Yes
7/22/2024 5:25	NKS2122	N624NK	A320	3211	28L	J	RWY 30 Routine Closure	Yes
7/22/2024 5:31	SWA3662	N8533S	B738	3331	28L	J	RWY 30 Routine Closure	Yes
7/22/2024 5:33	SWA5184	N8537Z	B738	3371	28L	J	RWY 30 Routine Closure	Yes
7/22/2024 5:36	SWA957	N8765Q	B38M	3370	28L	J	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/22/2024 5:55	NKS1349	N641NK	A320	3276	28L	J	RWY 30 Routine Closure	Yes
8/5/2024 4:06			CL30	3210	28L	B	RWY 30 Routine Closure	Yes
8/5/2024 5:14	SWA3409	N8323C	B738	3220	28L	J	RWY 30 Routine Closure	Yes
8/5/2024 5:17	NKS2122	N636NK	A320	3240	28L	J	RWY 30 Routine Closure	Yes
8/5/2024 5:23	SWA270	N8525S	B738	3226	28L	J	RWY 30 Routine Closure	Yes
8/5/2024 5:42	SWA198	N8740A	B38M	3324	28L	J	RWY 30 Routine Closure	Yes
8/12/2024 5:11	SWA3409	N8783L	B38M	3271	28L	J	RWY 30 Routine Closure	Yes
8/12/2024 5:23	NKS2122	N616NK	A320	3344	28L	J	RWY 30 Routine Closure	Yes
8/12/2024 5:32	SWA198	N8509U	B738	3376	28L	J	RWY 30 Routine Closure	Yes
8/12/2024 5:41	SWA270	N8929S	B38M	3317	28L	J	RWY 30 Routine Closure	Yes
8/19/2024 1:05	SWA4940	N8839Q	B38M	3360	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	67	
7/29/2024 12:04			FA50	6334	28R	B	Runway Maintenance	Yes
7/29/2024 5:31	SWA113	N8711Q	B38M	3323	28L	J	Runway Maintenance	Yes
7/29/2024 5:29	SWA3401	N8659D	B738	3307	28L	J	Runway Maintenance	Yes
7/29/2024 5:23	SWA3662	N8802Q	B38M	3241	28L	J	Runway Maintenance	Yes
7/29/2024 5:17	NKS2122	N693NK	A320	3275	28L	J	Runway Maintenance	Yes
7/29/2024 5:14	SWA1918	N792SW	B737	3330	28L	J	Runway Maintenance	Yes
						Runway Maintenance	6	
7/2/2024 11:53	N313LH	N313LH	GALX	3251	28R	B	Runway/Taxiway Maintenance	Yes
7/2/2024 12:16			CL30	4223	28R	B	Runway/Taxiway Maintenance	Yes
7/2/2024 12:23	USC68	N644CK	LJ35	1755	28R	B	Runway/Taxiway Maintenance	Yes
7/2/2024 12:38	EJA412	N412QS	E55P	3616	28R	B	Runway/Taxiway Maintenance	Yes
7/2/2024 12:55	N81ER	N81ER	C25B	3275	28R	B	Runway/Taxiway Maintenance	Yes
7/2/2024 13:01	FTH920	N920TX	C750	3356	28L	B	Runway/Taxiway Maintenance	Yes
7/2/2024 10:37			GALX	1704	28R	B	Runway/Taxiway Maintenance	Yes
7/2/2024 13:55	N586DM	N586DM	E55P	4253	28R	B	Runway/Taxiway Maintenance	Yes
7/2/2024 10:30	VJA402	N402JE	GLF4	3722	28R	B	Runway/Taxiway Maintenance	Yes
7/2/2024 10:12	EJA536	N536QS	C68A	3673	28R	B	Runway/Taxiway Maintenance	Yes
7/2/2024 9:26	TIV710	N710VM	C700	1774	28R	B	Runway/Taxiway Maintenance	Yes
7/2/2024 9:11	JSX171	N961JX	E145	1743	28R	R	Runway/Taxiway Maintenance	Yes
7/2/2024 13:21	XLJ784	N784CC	LJ45	3626	28R	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	13	
7/14/2024 10:30	EJA258	N258QS	CL60	1733	28L	B	Safety/Emergency	Yes
7/15/2024 19:57			GL5T	4542	28R	B	Safety/Emergency	Yes
7/23/2024 8:43			C25A	6302	28R	B	Safety/Emergency	Yes
7/24/2024 15:37			C525	4542	28L	B	Safety/Emergency	Yes
						Safety/Emergency	4	
						Grand Count	280	

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

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North Field VFR Departure List for Calendar Quarter

Operation Number	Violation Time	Excused	Comments	Month
45665638	7/1/2024 8:34	1	Air Traffic Conflict	7
45666604	7/1/2024 13:13	1	Air Traffic Conflict	7
45669329	7/2/2024 11:10	1	Air Traffic Conflict	7
45670454	7/2/2024 16:29	1	Air Traffic Conflict	7
45673327	7/3/2024 15:25	1	Air Traffic Conflict	7
45674816	7/4/2024 8:11	1	Air Traffic Conflict	7
45675568	7/4/2024 10:02	1	Air Traffic Conflict	7
45675536	7/4/2024 10:56	1	Air Traffic Conflict	7
45683880	7/7/2024 12:49	1	Air Traffic Conflict	7
45690752	7/9/2024 16:51	1	Air Traffic Conflict	7
45692866	7/10/2024 12:07	1	Air Traffic Conflict	7
45693968	7/10/2024 17:15	1	Air Traffic Conflict	7
45694217	7/10/2024 18:24	1	Air Traffic Conflict	7
45697016	7/11/2024 15:58	1	Air Traffic Conflict	7
45700200	7/12/2024 14:37	1	Air Traffic Conflict	7
45701076	7/12/2024 18:21	1	Air Traffic Conflict	7
45702699	7/13/2024 11:18	1	Air Traffic Conflict	7
45705770	7/14/2024 12:20	1	Air Traffic Conflict	7
45706409	7/14/2024 14:02	1	Air Traffic Conflict	7
45712563	7/16/2024 12:58	1	Air Traffic Conflict	7
45716341	7/17/2024 16:42	1	Air Traffic Conflict	7
45718491	7/18/2024 9:25	1	Air Traffic Conflict	7
45718490	7/18/2024 11:12	1	Air Traffic Conflict	7
45720245	7/18/2024 18:53	1	Air Traffic Conflict	7
45721988	7/19/2024 11:35	1	Air Traffic Conflict	7
45723190	7/19/2024 16:18	1	Air Traffic Conflict	7
45723051	7/19/2024 16:34	1	Air Traffic Conflict	7
45723258	7/19/2024 17:16	1	Air Traffic Conflict	7
45732393	7/22/2024 16:47	1	Air Traffic Conflict	7
45735453	7/23/2024 16:50	1	Air Traffic Conflict	7
45740773	7/25/2024 11:03	1	Air Traffic Conflict	7
45742266	7/25/2024 17:29	1	Air Traffic Conflict	7
45742343	7/25/2024 18:13	1	Air Traffic Conflict	7

Operation Number	Violation Time	Excused	Comments	Month
45744615	7/26/2024 12:04	1	Air Traffic Conflict	7
45750613	7/28/2024 13:18	1	Air Traffic Conflict	7
45750675	7/28/2024 13:20	1	Air Traffic Conflict	7
45751522	7/28/2024 17:57	1	Air Traffic Conflict	7
45754015	7/29/2024 15:00	1	Air Traffic Conflict	7
45757608	7/30/2024 17:31	1	Air Traffic Conflict	7
45763569	8/1/2024 16:32	1	Air Traffic Conflict	8
45766470	8/2/2024 14:27	1	Air Traffic Conflict	8
45766802	8/2/2024 15:39	1	Air Traffic Conflict	8
45767191	8/2/2024 17:37	1	Air Traffic Conflict	8
45768949	8/3/2024 10:18	1	Air Traffic Conflict	8
45769202	8/3/2024 11:41	1	Air Traffic Conflict	8
45775705	8/5/2024 14:34	1	Air Traffic Conflict	8
45779103	8/6/2024 16:40	1	Air Traffic Conflict	8
45788829	8/9/2024 16:21	1	Air Traffic Conflict	8
45795207	8/11/2024 15:51	1	Air Traffic Conflict	8
45795679	8/11/2024 18:48	1	Air Traffic Conflict	8
45798637	8/12/2024 18:36	1	Air Traffic Conflict	8
45800144	8/13/2024 10:01	1	Air Traffic Conflict	8
45800610	8/13/2024 11:37	1	Air Traffic Conflict	8
45803861	8/14/2024 13:16	1	Air Traffic Conflict	8
45807545	8/15/2024 14:20	1	Air Traffic Conflict	8
45807866	8/15/2024 16:08	1	Air Traffic Conflict	8
45808024	8/15/2024 16:33	1	Air Traffic Conflict	8
45808175	8/15/2024 17:19	1	Air Traffic Conflict	8
45811084	8/16/2024 14:37	1	Air Traffic Conflict	8
45817257	8/18/2024 14:17	1	Air Traffic Conflict	8
45817852	8/18/2024 16:44	1	Air Traffic Conflict	8
45822484	8/20/2024 7:52	1	Air Traffic Conflict	8
45824194	8/20/2024 16:24	1	Air Traffic Conflict	8
45824393	8/20/2024 17:14	1	Air Traffic Conflict	8
45830107	8/22/2024 15:15	1	Air Traffic Conflict	8
45830669	8/22/2024 17:40	1	Air Traffic Conflict	8
45836875	8/24/2024 15:36	1	Air Traffic Conflict	8
45843024	8/26/2024 14:28	1	Air Traffic Conflict	8
45845481	8/27/2024 11:06	1	Air Traffic Conflict	8
45846947	8/27/2024 17:55	1	Air Traffic Conflict	8
45852728	8/29/2024 15:30	1	Air Traffic Conflict	8
45853219	8/29/2024 17:45	1	Air Traffic Conflict	8
45855617	8/30/2024 13:36	1	Air Traffic Conflict	8
45856051	8/30/2024 14:28	1	Air Traffic Conflict	8

Operation Number	Violation Time	Excused	Comments	Month
45858792	8/31/2024 12:04	1	Air Traffic Conflict	8
45867828	9/2/2024 10:55	1	Air Traffic Conflict	9
45864374	9/2/2024 12:30	1	Air Traffic Conflict	9
45868166	9/3/2024 14:41	1	Air Traffic Conflict	9
45870429	9/4/2024 12:13	1	Air Traffic Conflict	9
45873055	9/5/2024 10:55	1	Air Traffic Conflict	9
45874113	9/5/2024 15:26	1	Air Traffic Conflict	9
45876882	9/6/2024 11:30	1	Air Traffic Conflict	9
45878054	9/6/2024 17:33	1	Air Traffic Conflict	9
45878011	9/6/2024 17:52	1	Air Traffic Conflict	9
45878256	9/6/2024 19:03	1	Air Traffic Conflict	9
45880178	9/7/2024 13:25	1	Air Traffic Conflict	9
45882855	9/8/2024 11:54	1	Air Traffic Conflict	9
45883928	9/8/2024 15:40	1	Air Traffic Conflict	9
45886562	9/9/2024 14:19	1	Air Traffic Conflict	9
45887761	9/9/2024 20:00	1	Air Traffic Conflict	9
45889882	9/10/2024 15:43	1	Air Traffic Conflict	9
45895179	9/12/2024 12:50	1	Air Traffic Conflict	9
45898432	9/13/2024 11:26	1	Air Traffic Conflict	9
45898983	9/13/2024 13:28	1	Air Traffic Conflict	9
45899160	9/13/2024 14:12	1	Air Traffic Conflict	9
45899658	9/13/2024 16:43	1	Air Traffic Conflict	9
45902201	9/13/2024 16:43	1	Air Traffic Conflict	9
45900237	9/13/2024 19:19	1	Air Traffic Conflict	9
45901837	9/14/2024 11:35	1	Air Traffic Conflict	9
45902541	9/14/2024 14:36	1	Air Traffic Conflict	9
45904820	9/14/2024 17:11	1	Air Traffic Conflict	9
45908586	9/16/2024 17:02	1	Air Traffic Conflict	9
45917323	9/19/2024 14:58	1	Air Traffic Conflict	9
45917391	9/19/2024 15:29	1	Air Traffic Conflict	9
45920579	9/20/2024 14:32	1	Air Traffic Conflict	9
45921244	9/20/2024 16:58	1	Air Traffic Conflict	9
45923425	9/21/2024 12:12	1	Air Traffic Conflict	9
45923309	9/21/2024 12:48	1	Air Traffic Conflict	9
45926357	9/22/2024 12:09	1	Air Traffic Conflict	9
45926955	9/22/2024 15:29	1	Air Traffic Conflict	9
45927361	9/22/2024 16:59	1	Air Traffic Conflict	9
45927715	9/22/2024 18:27	1	Air Traffic Conflict	9
45930621	9/23/2024 13:54	1	Air Traffic Conflict	9
45933454	9/24/2024 14:22	1	Air Traffic Conflict	9
45939315	9/26/2024 13:34	1	Air Traffic Conflict	9

Operation Number	Violation Time	Excused	Comments	Month
45940545	9/26/2024 18:11	1	Air Traffic Conflict	9
45945909	9/28/2024 11:18	1	Air Traffic Conflict	9
45949470	9/29/2024 13:12	1	Air Traffic Conflict	9
45949896	9/29/2024 15:09	1	Air Traffic Conflict	9
45952219	9/30/2024 11:12	1	Air Traffic Conflict	9
45678395	7/5/2024 11:15	1	Excused by reprocessing	7
45755718	7/30/2024 8:08	1	Excused by reprocessing	7
45665610	7/1/2024 8:19	1	Lifeguard Medical	7
45703456	7/13/2024 14:04	1	Lifeguard Medical	7
45709921	7/15/2024 17:05	1	Lifeguard Medical	7
45752032	7/28/2024 21:35	1	Lifeguard Medical	7
45802029	8/13/2024 19:47	1	Lifeguard Medical	8
45805745	8/15/2024 0:51	1	Lifeguard Medical	8
45812358	8/16/2024 20:25	1	Lifeguard Medical	8
45812771	8/17/2024 2:46	1	Lifeguard Medical	8
45821555	8/19/2024 19:52	1	Lifeguard Medical	8
45832953	8/23/2024 13:05	1	Lifeguard Medical	8
45840874	8/25/2024 20:14	1	Lifeguard Medical	8
45854773	8/30/2024 10:29	1	Lifeguard Medical	8
45865407	9/2/2024 17:11	1	Lifeguard Medical	9
45878160	9/6/2024 18:46	1	Lifeguard Medical	9
45878546	9/6/2024 21:41	1	Lifeguard Medical	9
45884661	9/8/2024 19:33	1	Lifeguard Medical	9
45891133	9/11/2024 6:16	1	Lifeguard Medical	9
45906644	9/16/2024 0:53	1	Lifeguard Medical	9
45910724	9/17/2024 12:47	1	Lifeguard Medical	9
45915256	9/18/2024 20:47	1	Lifeguard Medical	9
45928539	9/23/2024 2:58	1	Lifeguard Medical	9
45854047	8/29/2024 23:47	1	Military Flight	8
45829793	8/22/2024 13:24	0	Not Acceptable	8
45830149	8/22/2024 15:13	0	Not Acceptable	8
45830177	8/22/2024 15:25	0	Not Acceptable	8
45830762	8/22/2024 18:01	0	Not Acceptable	8
45839394	8/25/2024 12:12	0	Not Acceptable	8
45839391	8/25/2024 13:11	0	Not Acceptable	8
45840434	8/25/2024 17:13	0	Not Acceptable	8
45841966	8/26/2024 9:55	0	Not Acceptable	8
45844154	8/26/2024 20:56	0	Not Acceptable	8
45846648	8/27/2024 16:57	0	Not Acceptable	8
45851037	8/29/2024 7:01	0	Not Acceptable	8
45852453	8/29/2024 14:41	0	Not Acceptable	8

Operation Number	Violation Time	Excused	Comments	Month
45864697	9/2/2024 13:41	0	Not Acceptable	9
45865604	9/2/2024 17:20	0	Not Acceptable	9
45871384	9/4/2024 16:43	0	Not Acceptable	9
45874374	9/5/2024 16:21	0	Not Acceptable	9
45879771	9/7/2024 9:52	0	Not Acceptable	9
45880129	9/7/2024 13:10	0	Not Acceptable	9
45666440	7/1/2024 11:36	0	VFR Departure	7
45667307	7/1/2024 16:23	0	VFR Departure	7
45669068	7/2/2024 9:20	0	VFR Departure	7
45671846	7/3/2024 7:31	0	VFR Departure	7
45672336	7/3/2024 9:54	0	VFR Departure	7
45675967	7/4/2024 14:14	0	VFR Departure	7
45677913	7/5/2024 11:06	0	VFR Departure	7
45678257	7/5/2024 11:22	0	VFR Departure	7
45678848	7/5/2024 15:22	0	VFR Departure	7
45678845	7/5/2024 15:52	0	VFR Departure	7
45680625	7/6/2024 10:13	0	VFR Departure	7
45684129	7/7/2024 12:24	0	VFR Departure	7
45696540	7/11/2024 13:02	0	VFR Departure	7
45697976	7/11/2024 19:44	0	VFR Departure	7
45701072	7/12/2024 18:54	0	VFR Departure	7
45703006	7/13/2024 12:01	0	VFR Departure	7
45703035	7/13/2024 12:41	0	VFR Departure	7
45713270	7/16/2024 18:00	0	VFR Departure	7
45719421	7/18/2024 14:15	0	VFR Departure	7
45719295	7/18/2024 14:20	0	VFR Departure	7
45719855	7/18/2024 16:58	0	VFR Departure	7
45720326	7/18/2024 19:13	0	VFR Departure	7
45722306	7/19/2024 12:10	0	VFR Departure	7
45725622	7/20/2024 12:58	0	VFR Departure	7
45726509	7/20/2024 18:09	0	VFR Departure	7
45730831	7/22/2024 8:30	0	VFR Departure	7
45734149	7/23/2024 9:47	0	VFR Departure	7
45734134	7/23/2024 10:01	0	VFR Departure	7
45735861	7/23/2024 18:58	0	VFR Departure	7
45736300	7/23/2024 23:04	0	VFR Departure	7
45736720	7/24/2024 7:12	0	VFR Departure	7
45737580	7/24/2024 11:45	0	VFR Departure	7
45737727	7/24/2024 12:05	0	VFR Departure	7
45737843	7/24/2024 12:34	0	VFR Departure	7
45740025	7/25/2024 7:12	0	VFR Departure	7

Operation Number	Violation Time	Excused	Comments	Month
45740275	7/25/2024 9:23	0	VFR Departure	7
45762198	8/1/2024 8:17	0	VFR Departure	8
45768113	8/2/2024 12:41	0	VFR Departure	8
45767207	8/2/2024 16:50	0	VFR Departure	8
45772684	8/4/2024 14:56	0	VFR Departure	8
45777414	8/6/2024 8:44	0	VFR Departure	8
45780854	8/7/2024 10:22	0	VFR Departure	8
45781643	8/7/2024 13:20	0	VFR Departure	8
45782338	8/7/2024 16:53	0	VFR Departure	8
45801432	8/13/2024 16:18	0	VFR Departure	8
45804472	8/14/2024 15:55	0	VFR Departure	8
45805551	8/14/2024 21:53	0	VFR Departure	8
45806120	8/15/2024 7:52	0	VFR Departure	8
45821169	8/19/2024 17:32	0	VFR Departure	8
45825375	8/21/2024 7:00	0	VFR Departure	8
45826957	8/21/2024 13:43	0	VFR Departure	8
45827094	8/21/2024 14:23	0	VFR Departure	8
45828178	8/21/2024 20:58	0	VFR Departure	8
45858314	8/31/2024 9:45	0	VFR Departure	8
45887047	9/9/2024 16:26	0	VFR Departure	9
45888964	9/10/2024 9:20	0	VFR Departure	9
45898195	9/13/2024 11:04	0	VFR Departure	9
45901590	9/14/2024 10:40	0	VFR Departure	9
45904825	9/15/2024 12:49	0	VFR Departure	9
45907645	9/16/2024 11:53	0	VFR Departure	9
45917873	9/19/2024 17:54	0	VFR Departure	9
45925636	9/22/2024 9:12	0	VFR Departure	9
45926404	9/22/2024 11:00	0	VFR Departure	9
45929576	9/23/2024 11:36	0	VFR Departure	9
45934170	9/24/2024 17:28	0	VFR Departure	9
45939207	9/26/2024 12:06	0	VFR Departure	9
45940296	9/26/2024 16:38	0	VFR Departure	9
45940452	9/26/2024 16:54	0	VFR Departure	9
45940329	9/26/2024 17:05	0	VFR Departure	9
45948938	9/29/2024 11:10	0	VFR Departure	9
45951801	9/30/2024 8:55	0	VFR Departure	9

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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
7/17/2024 22:38	N131RR	N131RR	C560	4562	28R	ATC Instructions	No
					ATC Instructions	1	
8/2/2024 22:38	N24498	N24498	C152	5355	28R	Excused by reprocessing	Yes
					Excused by reprocessing	1	
8/29/2024 23:47	6567	6567	AS65	332	PAD1	Law Enforcement	Yes
8/18/2024 1:55	N982HP	N982HP	AS50	5364	PAD1	Law Enforcement	Yes
					Law Enforcement	2	
7/23/2024 23:21	LN875DM	LN875DM	BE20	3321	28R	Lifeguard Medical	Yes
7/25/2024 1:12	N384PH	N384PH	EC35	4515	PAD1	Lifeguard Medical	Yes
7/25/2024 2:04	LN131RR	N131RR	C560	4520	28R	Lifeguard Medical	Yes
7/28/2024 0:28	REH50	N913RX	BE20	4264	28R	Lifeguard Medical	Yes
8/1/2024 0:57	LN968SR	N968SR	C560	3360	28R	Lifeguard Medical	Yes
8/1/2024 1:19	REH50	N913RX	BE20	4566	28R	Lifeguard Medical	Yes
7/20/2024 4:36	LN54DD	N54DD	C560	3302	28L	Lifeguard Medical	Yes
7/20/2024 0:54	LN125XP	N125XP	H25B	3376	28R	Lifeguard Medical	Yes
7/18/2024 3:41	SCM7	LN74HT	LJ60	3311	28L	Lifeguard Medical	Yes
7/17/2024 0:36	Medevac	Medevac	LJ35	3217	28R	Lifeguard Medical	Yes
7/16/2024 23:41	LN112MT	N112MT	EC35	4555	PAD1	Lifeguard Medical	Yes
7/10/2024 23:52	LN41GJ	LN41GJ	LJ35	3264	28L	Lifeguard Medical	Yes
7/10/2024 2:38	REH50	N913RX	BE20	4567	28R	Lifeguard Medical	Yes
7/9/2024 4:11	CMD70	N911RX	BE20	4247	28R	Lifeguard Medical	Yes
9/24/2024 3:27	CMD70	N370CS	BE20	4230	28R	Lifeguard Medical	Yes
9/23/2024 2:58	CMD04	N37RX	EC35	361	PAD1	Lifeguard Medical	Yes
9/22/2024 23:49	Medevac	Medevac	GALX	3353	28L	Lifeguard Medical	Yes
9/22/2024 2:36	CMD70	N370CS	BE20	4255	28R	Lifeguard Medical	Yes
9/18/2024 5:36	LN875DM	N875DM	BE20	4504	28R	Lifeguard Medical	Yes
9/16/2024 0:53	N911EH	N911EH	EC30	5344	PAD1	Lifeguard Medical	Yes
9/15/2024 2:48			BE20	4521	28R	Lifeguard Medical	Yes
9/13/2024 5:30	LN817SD	N817SD	H25B	3245	28L	Lifeguard Medical	Yes
9/11/2024 6:16	REH3	N328RX	EC35	4243	PAD1	Lifeguard Medical	Yes
9/11/2024 4:41	LN904LR	N904LR	C560	4510	28R	Lifeguard Medical	Yes
9/10/2024 6:06	CMD70	N370CS	BE20	4270	28R	Lifeguard Medical	Yes
9/8/2024 6:46			BE9T	4210	28R	Lifeguard Medical	Yes
8/4/2024 0:04			BE9L	3370	28R	Lifeguard Medical	Yes
8/4/2024 0:04	Medevac	Medevac	BE9L	3370	28R	Lifeguard Medical	Yes
8/4/2024 6:33	Medevac	Medevac	BE20	4231	28R	Lifeguard Medical	Yes
8/6/2024 6:54	LN131RR	LN131RR	C560	6304	28R	Lifeguard Medical	Yes
8/9/2024 2:52	CMD13	N833CS	EC35	4220	PAD1	Lifeguard Medical	Yes
8/9/2024 5:46	LN581HC	N581HC	C25C	4222	28L	Lifeguard Medical	Yes
8/13/2024 3:27	CMD70	N370CS	BE20	4563	28R	Lifeguard Medical	Yes
8/15/2024 0:51	CMD04	N892CS	EC35	5326	PAD1	Lifeguard Medical	Yes
8/17/2024 2:46	CMD04	N892CS	EC35	367	PAD1	Lifeguard Medical	Yes
8/20/2024 6:09	Medevac	Medevac	LJ35	3252	28L	Lifeguard Medical	Yes
9/3/2024 22:15	LN54DD	N54DD	C560	3311	28R	Lifeguard Medical	Yes
					Lifeguard Medical	37	
7/2/2024 22:28	N84DL	N84DL	C172	5322	28R	Not Acceptable	No
7/15/2024 6:21	SWA266	N7843A	B737	3261	28L	Not Acceptable	No
8/26/2024 22:34	N68459	N68459	C152	5362	33	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
7/15/2024 6:18	SWA872	N7744A	B737	3272	28L	Not Acceptable	No
7/15/2024 6:02	NKS1349	N651NK	A320	3341	28L	Not Acceptable	No
7/15/2024 6:22	SWA984	N7752B	B737	3250	28L	Not Acceptable	No
9/6/2024 23:13	N1114K	N1114K	BE20	4527	28R	Not Acceptable	No
8/22/2024 23:13	N248PH	N248PH	BE20	4505	28L	Not Acceptable	No
8/28/2024 5:21	PXT862	N862LG	E55P	3212	28L	Not Acceptable	No
					Not Acceptable	9	
9/20/2024 6:35			GLF5	3206	28L	Pilot Requested	No
					Pilot Requested	1	
7/1/2024 5:20	NKS2122	N629NK	A320	3250	28L	RWY 30 Routine Closure	Yes
7/1/2024 5:28	SWA270	N930WN	B737	3345	28L	RWY 30 Routine Closure	Yes
7/8/2024 0:43	SWA4885	N8605E	B738	3221	28L	RWY 30 Routine Closure	Yes
7/8/2024 0:44	SWA6210	N500WR	B738	3263	28L	RWY 30 Routine Closure	Yes
7/8/2024 2:25	NKS595	N906NK	A20N	3304	28L	RWY 30 Routine Closure	Yes
7/8/2024 5:13	SWA3662	N8678E	B738	3345	28L	RWY 30 Routine Closure	Yes
7/8/2024 5:18	SWA1918	N563WN	B737	3340	28L	RWY 30 Routine Closure	Yes
7/8/2024 5:20	NKS2122	N642NK	A320	3277	28L	RWY 30 Routine Closure	Yes
7/8/2024 5:26	SWA957	N8758L	B38M	3354	28L	RWY 30 Routine Closure	Yes
7/8/2024 5:28	SWA3401	N1808U	B38M	3222	28L	RWY 30 Routine Closure	Yes
7/8/2024 5:35	SWA5184	N8785L	B38M	3201	28L	RWY 30 Routine Closure	Yes
7/15/2024 5:01	SWA8505	N8736J	B38M	3222	28L	RWY 30 Routine Closure	Yes
7/15/2024 5:12	SWA3662	N8902Q	B38M	3355	28L	RWY 30 Routine Closure	Yes
7/15/2024 5:13	SWA113	N1811U	B38M	3357	28L	RWY 30 Routine Closure	Yes
7/15/2024 5:17	SWA1918	N495WN	B737	3215	28L	RWY 30 Routine Closure	Yes
7/15/2024 5:25	SWA957	N8562Z	B738	3354	28L	RWY 30 Routine Closure	Yes
7/15/2024 5:33	SWA3401	N8668A	B738	3247	28L	RWY 30 Routine Closure	Yes
7/15/2024 5:35	NKS2122	N618NK	A320	3225	28L	RWY 30 Routine Closure	Yes
7/15/2024 5:41	SWA5184	N8735L	B38M	3376	28L	RWY 30 Routine Closure	Yes
7/15/2024 5:49	PXT415	N415PC	C25B	4573	28R	RWY 30 Routine Closure	Yes
7/15/2024 6:00	SWA3219	N7741C	B737	3350	28L	RWY 30 Routine Closure	Yes
7/22/2024 4:01	N391DT	N391DT	C550	4224	28L	RWY 30 Routine Closure	Yes
7/22/2024 5:15	SWA1918	N275WN	B737	3347	28L	RWY 30 Routine Closure	Yes
7/22/2024 5:17	SWA113	N8677A	B738	3255	28L	RWY 30 Routine Closure	Yes
7/22/2024 5:21	SWA3401	N8573Z	B738	3230	28L	RWY 30 Routine Closure	Yes
7/22/2024 5:25	NKS2122	N624NK	A320	3211	28L	RWY 30 Routine Closure	Yes
7/22/2024 5:31	SWA3662	N8533S	B738	3331	28L	RWY 30 Routine Closure	Yes
7/22/2024 5:33	SWA5184	N8537Z	B738	3371	28L	RWY 30 Routine Closure	Yes
7/22/2024 5:36	SWA957	N8765Q	B38M	3370	28L	RWY 30 Routine Closure	Yes
7/22/2024 5:55	NKS1349	N641NK	A320	3276	28L	RWY 30 Routine Closure	Yes
8/5/2024 4:06			CL30	3210	28L	RWY 30 Routine Closure	Yes
8/5/2024 5:14	SWA3409	N8323C	B738	3220	28L	RWY 30 Routine Closure	Yes
8/5/2024 5:17	NKS2122	N636NK	A320	3240	28L	RWY 30 Routine Closure	Yes
8/5/2024 5:23	SWA270	N8525S	B738	3226	28L	RWY 30 Routine Closure	Yes
8/5/2024 5:42	SWA198	N8740A	B38M	3324	28L	RWY 30 Routine Closure	Yes
8/12/2024 5:11	SWA3409	N8783L	B38M	3271	28L	RWY 30 Routine Closure	Yes
8/12/2024 5:23	NKS2122	N616NK	A320	3344	28L	RWY 30 Routine Closure	Yes
8/12/2024 5:32	SWA198	N8509U	B738	3376	28L	RWY 30 Routine Closure	Yes
8/12/2024 5:41	SWA270	N8929S	B38M	3317	28L	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
8/19/2024 1:05	SWA4940	N8839Q	B38M	3360	28L	RWY 30 Routine Closure	Yes
8/19/2024 2:14			ASTR	3374	28R	RWY 30 Routine Closure	Yes
8/19/2024 5:12	SWA3409	N8834L	B38M	3305	28L	RWY 30 Routine Closure	Yes
8/19/2024 5:37	SWA198	N8719Q	B38M	3370	28L	RWY 30 Routine Closure	Yes
8/19/2024 5:41	SWA270	N8519R	B738	3215	28L	RWY 30 Routine Closure	Yes
8/26/2024 5:08	SWA3409	N8663A	B738	3333	28L	RWY 30 Routine Closure	Yes
9/2/2024 5:13	SWA3409	N8772M	B38M	3271	28L	RWY 30 Routine Closure	Yes
9/2/2024 5:32	NKS278	N905NK	A20N	3331	28L	RWY 30 Routine Closure	Yes
9/2/2024 5:33	SWA198	N8554X	B738	3323	28L	RWY 30 Routine Closure	Yes
9/2/2024 5:35	SWA270	N8558Z	B738	3204	28L	RWY 30 Routine Closure	Yes
9/9/2024 5:19	SWA3409	N8709Q	B38M	3367	28L	RWY 30 Routine Closure	Yes
9/16/2024 0:37	SWA4170	N7704B	B737	3221	28L	RWY 30 Routine Closure	Yes
9/16/2024 5:20	SWA3409	N8624J	B738	3251	28L	RWY 30 Routine Closure	Yes
9/23/2024 4:34			G150	4540	28L	RWY 30 Routine Closure	Yes
9/30/2024 3:36	GJE1021	N44CE	GLF4	3235	28L	RWY 30 Routine Closure	Yes
9/30/2024 3:58			GLF4	3252	28L	RWY 30 Routine Closure	Yes
9/30/2024 4:45	RKJ948	N948TX	C750	3374	28L	RWY 30 Routine Closure	Yes
9/30/2024 5:12	SWA3409	N8894Q	B38M	3234	28L	RWY 30 Routine Closure	Yes
9/30/2024 5:29	SWA198	N8555Z	B738	3241	28L	RWY 30 Routine Closure	Yes
9/30/2024 5:39	SWA270	N8854Q	B38M	3202	28L	RWY 30 Routine Closure	Yes
9/30/2024 5:49	NKS278	N984NK	A20N	3302	28L	RWY 30 Routine Closure	Yes
9/30/2024 6:05	DAL1317	N819DN	B739	3310	28L	RWY 30 Routine Closure	Yes
9/30/2024 6:09	SWA4673	N8546V	B738	3222	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	62	
7/29/2024 5:29	SWA3401	N8659D	B738	3307	28L	Runway Maintenance	Yes
7/29/2024 5:14	SWA1918	N792SW	B737	3330	28L	Runway Maintenance	Yes
7/29/2024 5:17	NKS2122	N693NK	A320	3275	28L	Runway Maintenance	Yes
7/29/2024 5:23	SWA3662	N8802Q	B38M	3241	28L	Runway Maintenance	Yes
7/29/2024 5:31	SWA113	N8711Q	B38M	3323	28L	Runway Maintenance	Yes
					Runway Maintenance	5	
8/23/2024 6:59	PCM8260	N908FE	C208	4225	28L	Time Buffer	Yes
8/21/2024 22:02	N50NA	N50NA	BE20	3203	28R	Time Buffer	Yes
8/20/2024 22:05	N4660G	N4660G	C172	5327	28R	Time Buffer	Yes
9/20/2024 6:59	PCM8260	N896FE	C208	4516	28L	Time Buffer	Yes
9/21/2024 22:09			BE20	4267	28R	Time Buffer	Yes
7/18/2024 6:59	PCM8260	N844FE	C208	4542	28L	Time Buffer	Yes
9/24/2024 6:53	PCM8710	N846FE	C208	4560	28L	Time Buffer	Yes
					Time Buffer	7	
9/24/2024 6:23	PCM8709	N781FE	C208	4514	28L	Wide Salad	No
9/9/2024 5:55	N92049	N92049	C182	3234	28R	Wide Salad	No
9/5/2024 6:13	PCM8709	N846FE	C208	4574	28L	Wide Salad	No
8/21/2024 5:53	N914DK	N914DK	BE9L	3227	28R	Wide Salad	No
8/17/2024 22:12			BE20	4535	28R	Wide Salad	No
8/17/2024 1:52			BE20	4571	28R	Wide Salad	No
7/31/2024 22:51	N597BA	N597BA	BE20	4277	28R	Wide Salad	No
7/30/2024 22:25	N200WB	N200WB	BE20	4550	28R	Wide Salad	No
7/28/2024 22:35	N8096U	N8096U	BE9L	4263	28R	Wide Salad	No
7/23/2024 23:04	N361L	N361L	C172	5325	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
7/19/2024 6:33			BE20	4210	28R	Wide Salad	No
7/14/2024 6:48			BE20	4507	28R	Wide Salad	No
7/11/2024 22:53			BE9L	6320	28R	Wide Salad	No
7/11/2024 6:12	PXT795	N795MM	PC12	4516	28R	Wide Salad	No
7/3/2024 6:17	PXT795	N795MM	PC12	3333	28R	Wide Salad	No
7/4/2024 3:48			BE9L	3357	28R	Wide Salad	No
					Wide Salad	16	
					Grand Count	141	

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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
7/1/2024 5:21	4	84.9	93.3	45	NKS2122	N629NK	A320	28L
7/1/2024 5:21	5	87.6	95.8	30	NKS2122	N629NK	A320	28L
7/1/2024 5:21	6	83.5	93.1	45	NKS2122	N629NK	A320	28L
7/1/2024 5:21	8	70.1	81.4	19	NKS2122	N629NK	A320	28L
7/1/2024 5:21	7	78.5	88.2	31	NKS2122	N629NK	A320	28L
7/1/2024 5:28	5	91.4	98.1	28	SWA270	N930WN	B737	28L
7/1/2024 5:28	4	88.1	95	25	SWA270	N930WN	B737	28L
7/1/2024 5:28	6	87.6	95.6	56	SWA270	N930WN	B737	28L
7/1/2024 5:29	8	71.3	83.1	27	SWA270	N930WN	B737	28L
7/1/2024 5:29	7	82.1	92.1	34	SWA270	N930WN	B737	28L
7/2/2024 6:42	3	76.8	86.4	32	PCM8711	N886FE	C208	28L
7/2/2024 6:57	4	79.2	83.6	9	PCM8260	N762FE	C208	28L
7/3/2024 6:17	4	78.1	83.7	13	PXT795	N795MM	PC12	28R
7/3/2024 6:37	5	70.5	83.5	38	PCM8711	N886FE	C208	28L
7/4/2024 3:49	4	76.2	81.8	12			BE9L	28R
7/4/2024 22:24	10	80.1	92.5	80	N3117Q	N3117Q	P32R	28R
7/4/2024 22:25	9	75.2	86.5	45	N3117Q	N3117Q	P32R	28R
7/4/2024 22:25	6	76.9	81.7	7	N3117Q	N3117Q	P32R	28R
7/8/2024 0:44	4	83.2	91.2	23	SWA4885	N8605E	B738	28L
7/8/2024 0:44	5	83.6	92	25	SWA4885	N8605E	B738	28L
7/8/2024 0:44	6	80.8	89	31	SWA4885	N8605E	B738	28L
7/8/2024 0:44	7	77.9	86.7	22	SWA4885	N8605E	B738	28L
7/8/2024 0:45	4	88	95.2	25	SWA6210	N500WR	B738	28L
7/8/2024 0:45	5	90.4	97.7	25	SWA6210	N500WR	B738	28L
7/8/2024 0:45	6	85.3	94.2	31	SWA6210	N500WR	B738	28L
7/8/2024 0:45	7	81.8	91.1	27	SWA6210	N500WR	B738	28L
7/8/2024 2:25	4	79.4	87.4	23	NKS595	N906NK	A20N	28L
7/8/2024 2:25	5	82.9	90	23	NKS595	N906NK	A20N	28L
7/8/2024 2:25	6	79.2	87.2	26	NKS595	N906NK	A20N	28L
7/8/2024 2:26	7	76.7	85.1	22	NKS595	N906NK	A20N	28L
7/8/2024 5:14	5	94.1	100.7	24	SWA3662	N8678E	B738	28L
7/8/2024 5:14	4	91.2	97.8	22	SWA3662	N8678E	B738	28L
7/8/2024 5:14	6	88.7	96.7	32	SWA3662	N8678E	B738	28L
7/8/2024 5:14	8	72.7	81.7	17	SWA3662	N8678E	B738	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/8/2024 5:14	7	79.3	89.6	29	SWA3662	N8678E	B738	28L
7/8/2024 5:19	5	86.4	93.8	24	SWA1918	N563WN	B737	28L
7/8/2024 5:19	4	84	90.7	21	SWA1918	N563WN	B737	28L
7/8/2024 5:19	6	81.5	90.8	36	SWA1918	N563WN	B737	28L
7/8/2024 5:19	7	77.3	86.8	23	SWA1918	N563WN	B737	28L
7/8/2024 5:20	5	87.5	94.5	24	NKS2122	N642NK	A320	28L
7/8/2024 5:20	4	82.8	91.3	21	NKS2122	N642NK	A320	28L
7/8/2024 5:20	6	80.5	89.7	31	NKS2122	N642NK	A320	28L
7/8/2024 5:21	7	75.9	85.3	24	NKS2122	N642NK	A320	28L
7/8/2024 5:27	4	80.6	89	20	SWA957	N8758L	B38M	28L
7/8/2024 5:27	5	86.5	93.2	21	SWA957	N8758L	B38M	28L
7/8/2024 5:27	6	80.1	89	23	SWA957	N8758L	B38M	28L
7/8/2024 5:27	7	75.6	84	23	SWA957	N8758L	B38M	28L
7/8/2024 5:28	4	82.8	91	20	SWA3401	N1808U	B38M	28L
7/8/2024 5:28	5	90.6	96.2	20	SWA3401	N1808U	B38M	28L
7/8/2024 5:28	6	84.4	92.4	25	SWA3401	N1808U	B38M	28L
7/8/2024 5:29	7	76.4	85.3	23	SWA3401	N1808U	B38M	28L
7/8/2024 5:35	4	79.8	88.2	20	SWA5184	N8785L	B38M	28L
7/8/2024 5:35	5	82.9	90.5	19	SWA5184	N8785L	B38M	28L
7/8/2024 5:35	6	75.6	86.2	24	SWA5184	N8785L	B38M	28L
7/8/2024 5:36	7	71.6	81.4	17	SWA5184	N8785L	B38M	28L
7/9/2024 4:12	4	78.4	83.3	10	CMD70	N911RX	BE20	28R
7/10/2024 2:39	4	80.7	85.8	12	REH50	N913RX	BE20	28R
7/10/2024 2:39	5	76.6	81.5	11	REH50	N913RX	BE20	28R
7/10/2024 23:53	4	80.1	87.9	23	LN41GJ	LN41GJ	LJ35	28L
7/10/2024 23:53	5	89.7	95.6	20	LN41GJ	LN41GJ	LJ35	28L
7/10/2024 23:53	6	85.8	92.8	25	LN41GJ	LN41GJ	LJ35	28L
7/10/2024 23:53	7	81.8	89.2	18	LN41GJ	LN41GJ	LJ35	28L
7/11/2024 6:13	4	77.8	83.8	15	PXT795	N795MM	PC12	28R
7/11/2024 6:58	10	85.5	91.3	53	PCM8260	N872FE	C208	28L
7/14/2024 6:49	4	77.6	83.2	11			BE20	28R
7/15/2024 5:02	5	78.3	88.1	23	SWA8505	N8736J	B38M	28L
7/15/2024 5:02	4	77.1	86.4	22	SWA8505	N8736J	B38M	28L
7/15/2024 5:02	6	76.3	86.5	26	SWA8505	N8736J	B38M	28L
7/15/2024 5:02	7	73.7	83.8	23	SWA8505	N8736J	B38M	28L
7/15/2024 5:12	4	84.2	91.6	24	SWA3662	N8902Q	B38M	28L
7/15/2024 5:12	5	86.8	94.5	22	SWA3662	N8902Q	B38M	28L
7/15/2024 5:12	6	80.7	90.8	28	SWA3662	N8902Q	B38M	28L
7/15/2024 5:13	7	77.1	87.4	26	SWA3662	N8902Q	B38M	28L
7/15/2024 5:14	4	84	91.7	23	SWA113	N1811U	B38M	28L
7/15/2024 5:14	5	87.2	94.4	22	SWA113	N1811U	B38M	28L
7/15/2024 5:14	6	80.8	89.9	27	SWA113	N1811U	B38M	28L
7/15/2024 5:14	7	77.6	87.3	26	SWA113	N1811U	B38M	28L
7/15/2024 5:18	4	85	92.5	25	SWA1918	N495WN	B737	28L
7/15/2024 5:18	5	85.6	94	25	SWA1918	N495WN	B737	28L
7/15/2024 5:18	6	80.9	91.1	33	SWA1918	N495WN	B737	28L
7/15/2024 5:18	7	79	88.6	28	SWA1918	N495WN	B737	28L
7/15/2024 5:26	4	88.8	96.1	31	SWA957	N8562Z	B738	28L
7/15/2024 5:26	5	89.1	97.2	27	SWA957	N8562Z	B738	28L
7/15/2024 5:26	6	83.7	93.8	35	SWA957	N8562Z	B738	28L
7/15/2024 5:26	8	71.8	83.3	26	SWA957	N8562Z	B738	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/15/2024 5:26	7	80.4	90.8	32	SWA957	N8562Z	B738	28L
7/15/2024 5:34	4	91.1	97.8	29	SWA3401	N8668A	B738	28L
7/15/2024 5:34	5	91.6	99.4	27	SWA3401	N8668A	B738	28L
7/15/2024 5:34	6	85.2	94.7	33	SWA3401	N8668A	B738	28L
7/15/2024 5:34	8	74.1	84	25	SWA3401	N8668A	B738	28L
7/15/2024 5:34	7	81	91	28	SWA3401	N8668A	B738	28L
7/15/2024 5:36	4	82.1	92	24	NKS2122	N618NK	A320	28L
7/15/2024 5:36	5	87.9	94.9	23	NKS2122	N618NK	A320	28L
7/15/2024 5:36	6	81	90.9	31	NKS2122	N618NK	A320	28L
7/15/2024 5:36	7	78.2	87.5	32	NKS2122	N618NK	A320	28L
7/15/2024 5:42	4	82.4	89.9	21	SWA5184	N8735L	B38M	28L
7/15/2024 5:42	5	85	92.7	23	SWA5184	N8735L	B38M	28L
7/15/2024 5:42	6	80.6	90.1	27	SWA5184	N8735L	B38M	28L
7/15/2024 5:42	7	77.2	87.2	23	SWA5184	N8735L	B38M	28L
7/15/2024 5:50	5	78.9	87.3	35	PXT415	N415PC	C25B	28R
7/15/2024 5:50	4	79.2	87.9	27	PXT415	N415PC	C25B	28R
7/15/2024 5:50	6	73.8	83.9	28	PXT415	N415PC	C25B	28R
7/15/2024 6:00	4	83.8	91.7	30	SWA3219	N7741C	B737	28L
7/15/2024 6:00	5	86.2	94.2	26	SWA3219	N7741C	B737	28L
7/15/2024 6:00	6	81.8	91.4	33	SWA3219	N7741C	B737	28L
7/15/2024 6:01	7	78.2	88.3	31	SWA3219	N7741C	B737	28L
7/15/2024 6:03	4	82.6	91.3	26	NKS1349	N651NK	A320	28L
7/15/2024 6:03	5	88.8	94.4	27	NKS1349	N651NK	A320	28L
7/15/2024 6:03	6	80.9	90.1	30	NKS1349	N651NK	A320	28L
7/15/2024 6:03	7	79.5	87.4	31	NKS1349	N651NK	A320	28L
7/15/2024 6:19	4	84	91.3	22	SWA872	N7744A	B737	28L
7/15/2024 6:19	5	84.8	92.7	24	SWA872	N7744A	B737	28L
7/15/2024 6:19	6	82.1	91.2	34	SWA872	N7744A	B737	28L
7/15/2024 6:19	7	77.4	87.5	28	SWA872	N7744A	B737	28L
7/15/2024 6:22	4	83.4	90.2	19	SWA266	N7843A	B737	28L
7/15/2024 6:22	5	86.9	93.5	21	SWA266	N7843A	B737	28L
7/15/2024 6:22	6	82.6	91.5	39	SWA266	N7843A	B737	28L
7/15/2024 6:22	7	79.5	88.9	25	SWA266	N7843A	B737	28L
7/15/2024 6:23	4	83.3	91.4	24	SWA984	N7752B	B737	28L
7/15/2024 6:23	5	85.5	92.8	26	SWA984	N7752B	B737	28L
7/15/2024 6:23	6	81.5	90.3	31	SWA984	N7752B	B737	28L
7/15/2024 6:23	7	77.7	87.7	28	SWA984	N7752B	B737	28L
7/17/2024 0:37	4	82.1	89.5	20	Medevac	Medevac	LJ35	28R
7/17/2024 0:37	5	82.3	89.4	25	Medevac	Medevac	LJ35	28R
7/17/2024 0:37	6	77	86.3	31	Medevac	Medevac	LJ35	28R
7/17/2024 0:37	7	70.9	80.8	20	Medevac	Medevac	LJ35	28R
7/17/2024 22:38	5	78.9	87.5	30	N131RR	N131RR	C560	28R
7/17/2024 22:38	4	87	93.6	29	N131RR	N131RR	C560	28R
7/17/2024 22:39	6	74.1	82.9	22	N131RR	N131RR	C560	28R
7/17/2024 22:39	8	80.5	87.2	17	N131RR	N131RR	C560	28R
7/18/2024 3:42	4	77.9	85	20	SCM7	LN74HT	LJ60	28L
7/18/2024 3:42	5	80.4	87.7	19	SCM7	LN74HT	LJ60	28L
7/18/2024 3:42	6	73	81.8	23	SCM7	LN74HT	LJ60	28L
7/18/2024 6:58	10	77.8	87.3	72	PCM8710	N713FX	C208	28L
7/18/2024 7:01	4	73.7	81	11	PCM8260	N844FE	C208	28L
7/18/2024 7:01	8	76.1	82	10	PCM8260	N844FE	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/18/2024 7:01	3	74	80.5	15	PCM8260	N844FE	C208	28L
7/19/2024 5:52	4	80.4	83.8	11	LN875DM	N875DM	BE20	28R
7/19/2024 6:33	5	74.4	82.6	14			BE20	28R
7/19/2024 6:34	4	76.4	82.2	12			BE20	28R
7/20/2024 0:55	4	91.7	95.3	15	LN125XP	N125XP	H25B	28R
7/20/2024 0:55	5	83.1	89.3	19	LN125XP	N125XP	H25B	28R
7/20/2024 0:55	6	85.2	91.2	22	LN125XP	N125XP	H25B	28R
7/20/2024 0:55	7	81.3	88.4	23	LN125XP	N125XP	H25B	28R
7/20/2024 4:37	4	79.3	90.2	41	LN54DD	N54DD	C560	28L
7/20/2024 4:37	5	80.6	91.7	43	LN54DD	N54DD	C560	28L
7/20/2024 4:37	6	75.2	87.2	49	LN54DD	N54DD	C560	28L
7/20/2024 6:11	14	74.5	82.5	14	N8542M	N8542M	BE35	15
7/22/2024 4:01	4	79.3	86.2	20	N391DT	N391DT	C550	28L
7/22/2024 4:01	5	84	91.1	21	N391DT	N391DT	C550	28L
7/22/2024 4:01	6	81.7	88.8	27	N391DT	N391DT	C550	28L
7/22/2024 4:02	7	73.9	83	20	N391DT	N391DT	C550	28L
7/22/2024 5:16	4	84.4	91.8	24	SWA1918	N275WN	B737	28L
7/22/2024 5:16	5	88.2	95.3	24	SWA1918	N275WN	B737	28L
7/22/2024 5:16	6	84.9	93.2	31	SWA1918	N275WN	B737	28L
7/22/2024 5:16	7	80.2	89.9	27	SWA1918	N275WN	B737	28L
7/22/2024 5:17	4	91	97.6	26	SWA113	N8677A	B738	28L
7/22/2024 5:17	5	93.3	100.3	25	SWA113	N8677A	B738	28L
7/22/2024 5:17	6	90.9	98.4	31	SWA113	N8677A	B738	28L
7/22/2024 5:17	8	71.9	83.5	22	SWA113	N8677A	B738	28L
7/22/2024 5:18	7	83.2	92.9	29	SWA113	N8677A	B738	28L
7/22/2024 5:21	4	90.6	97.8	26	SWA3401	N8573Z	B738	28L
7/22/2024 5:21	5	94.6	101.1	25	SWA3401	N8573Z	B738	28L
7/22/2024 5:21	6	91.6	98.7	29	SWA3401	N8573Z	B738	28L
7/22/2024 5:21	8	76.3	85.4	21	SWA3401	N8573Z	B738	28L
7/22/2024 5:21	7	83.6	93.2	29	SWA3401	N8573Z	B738	28L
7/22/2024 5:26	4	83.6	92.6	26	NKS2122	N624NK	A320	28L
7/22/2024 5:26	5	87.7	95.6	26	NKS2122	N624NK	A320	28L
7/22/2024 5:26	6	82.2	91.4	32	NKS2122	N624NK	A320	28L
7/22/2024 5:26	7	79.6	89	30	NKS2122	N624NK	A320	28L
7/22/2024 5:32	5	94.5	100.9	25	SWA3662	N8533S	B738	28L
7/22/2024 5:32	4	90.3	97.7	25	SWA3662	N8533S	B738	28L
7/22/2024 5:32	6	91	98.4	29	SWA3662	N8533S	B738	28L
7/22/2024 5:32	8	74.6	84.8	20	SWA3662	N8533S	B738	28L
7/22/2024 5:32	7	83.3	92.6	29	SWA3662	N8533S	B738	28L
7/22/2024 5:33	4	84.8	92	23	SWA5184	N8537Z	B738	28L
7/22/2024 5:33	5	87.3	94.6	24	SWA5184	N8537Z	B738	28L
7/22/2024 5:33	6	83.4	92.1	28	SWA5184	N8537Z	B738	28L
7/22/2024 5:34	7	79.2	88.3	25	SWA5184	N8537Z	B738	28L
7/22/2024 5:37	4	82.2	90.1	20	SWA957	N8765Q	B38M	28L
7/22/2024 5:37	5	87.6	94.4	21	SWA957	N8765Q	B38M	28L
7/22/2024 5:37	6	83.3	92	27	SWA957	N8765Q	B38M	28L
7/22/2024 5:37	7	78.2	88	26	SWA957	N8765Q	B38M	28L
7/22/2024 5:56	5	88	95.7	27	NKS1349	N641NK	A320	28L
7/22/2024 5:56	4	84.2	92.5	25	NKS1349	N641NK	A320	28L
7/22/2024 5:56	6	82.4	91.8	33	NKS1349	N641NK	A320	28L
7/22/2024 5:56	7	80.7	88.8	33	NKS1349	N641NK	A320	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/23/2024 6:40	5	72.6	82.1	24	PCM8710	N713FX	C208	28L
7/23/2024 6:40	4	73.6	81.7	24	PCM8710	N713FX	C208	28L
7/23/2024 6:40	6	73	81.3	28	PCM8710	N713FX	C208	28L
7/23/2024 23:05	4	72.7	80.8	20	N361L	N361L	C172	28R
7/23/2024 23:22	4	79.5	81.9	9	LN875DM	LN875DM	BE20	28R
7/24/2024 6:53	4	73.6	81.5	18	PCM8710	N713FX	C208	28L
7/25/2024 2:04	4	85.5	93.1	35	LN131RR	N131RR	C560	28R
7/25/2024 2:04	5	77.9	87.7	37	LN131RR	N131RR	C560	28R
7/25/2024 2:04	6	81.2	90.2	45	LN131RR	N131RR	C560	28R
7/25/2024 2:05	7	71.1	80.9	18	LN131RR	N131RR	C560	28R
7/28/2024 0:29	4	77.6	83.4	13	REH50	N913RX	BE20	28R
7/28/2024 22:36	4	74.8	80.5	10	N8096U	N8096U	BE9L	28R
7/29/2024 5:14	5	87.1	94.5	25	SWA1918	N792SW	B737	28L
7/29/2024 5:14	4	85.5	92	22	SWA1918	N792SW	B737	28L
7/29/2024 5:14	6	83.9	91.9	33	SWA1918	N792SW	B737	28L
7/29/2024 5:15	7	79.4	88.8	28	SWA1918	N792SW	B737	28L
7/29/2024 5:17	4	84.7	91.9	24	NKS2122	N693NK	A320	28L
7/29/2024 5:17	5	86.8	94.5	25	NKS2122	N693NK	A320	28L
7/29/2024 5:18	6	81.2	90.6	34	NKS2122	N693NK	A320	28L
7/29/2024 5:18	7	76.6	86.3	29	NKS2122	N693NK	A320	28L
7/29/2024 5:23	4	86.6	92.4	21	SWA3662	N8802Q	B38M	28L
7/29/2024 5:23	5	88.2	95.3	21	SWA3662	N8802Q	B38M	28L
7/29/2024 5:23	6	84.4	92.5	28	SWA3662	N8802Q	B38M	28L
7/29/2024 5:24	7	77	86.9	27	SWA3662	N8802Q	B38M	28L
7/29/2024 5:30	4	91.7	98.6	29	SWA3401	N8659D	B738	28L
7/29/2024 5:30	5	92.3	100.2	26	SWA3401	N8659D	B738	28L
7/29/2024 5:30	6	86.3	95.2	34	SWA3401	N8659D	B738	28L
7/29/2024 5:30	8	75.4	84.2	22	SWA3401	N8659D	B738	28L
7/29/2024 5:30	7	80.4	90.5	29	SWA3401	N8659D	B738	28L
7/29/2024 5:32	4	85.7	92	22	SWA113	N8711Q	B38M	28L
7/29/2024 5:32	5	87	94.6	21	SWA113	N8711Q	B38M	28L
7/29/2024 5:32	6	81.6	91	28	SWA113	N8711Q	B38M	28L
7/29/2024 5:32	7	77.1	86.7	26	SWA113	N8711Q	B38M	28L
7/30/2024 6:17	4	82.4	85.4	9	PCM8709	N985FE	C208	28L
7/30/2024 22:25	4	82.2	85.8	14	N200WB	N200WB	BE20	28R
7/30/2024 22:26	5	77.5	81.6	12	N200WB	N200WB	BE20	28R
7/31/2024 6:55	5	67.6	81	57	PCM8710	N995FE	C208	28L
7/31/2024 22:52	4	79.7	84.8	12	N597BA	N597BA	BE20	28R
7/31/2024 22:52	5	75.2	81.5	9	N597BA	N597BA	BE20	28R
8/1/2024 0:58	4	84.2	92.4	27	LN968SR	N968SR	C560	28R
8/1/2024 0:58	5	85.4	93.3	39	LN968SR	N968SR	C560	28R
8/1/2024 0:58	6	84.2	91.9	30	LN968SR	N968SR	C560	28R
8/1/2024 0:58	7	77.9	86.1	24	LN968SR	N968SR	C560	28R
8/1/2024 1:20	4	79.4	84.5	12	REH50	N913RX	BE20	28R
8/1/2024 1:20	5	73.9	80.2	11	REH50	N913RX	BE20	28R
8/1/2024 6:51	4	78.8	84	12	PCM8710	N995FE	C208	28L
8/4/2024 0:05	5	69.5	81.1	30	Medevac	Medevac	BE9L	28R
8/4/2024 0:05	4	75.7	82.5	18	Medevac	Medevac	BE9L	28R
8/4/2024 6:34	4	79.9	84.4	9	Medevac	Medevac	BE20	28R
8/4/2024 6:34	8	73.6	80.3	7	Medevac	Medevac	BE20	28R
8/5/2024 4:07	4	78.5	85.5	18			CL30	28L

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8/5/2024 4:07	5	83.2	90.5	20			CL30	28L
8/5/2024 4:07	6	79	86.4	19			CL30	28L
8/5/2024 5:14	5	91.9	99.1	25	SWA3409	N8323C	B738	28L
8/5/2024 5:14	4	90.1	96.5	24	SWA3409	N8323C	B738	28L
8/5/2024 5:15	6	86.6	94.6	32	SWA3409	N8323C	B738	28L
8/5/2024 5:15	7	79	88.6	25	SWA3409	N8323C	B738	28L
8/5/2024 5:18	4	84.5	93.1	26	NKS2122	N636NK	A320	28L
8/5/2024 5:18	5	87	95.1	24	NKS2122	N636NK	A320	28L
8/5/2024 5:18	6	80.6	89.4	32	NKS2122	N636NK	A320	28L
8/5/2024 5:18	7	74.3	84.3	23	NKS2122	N636NK	A320	28L
8/5/2024 5:24	5	90.2	97.4	24	SWA270	N8525S	B738	28L
8/5/2024 5:24	4	88.4	94.7	23	SWA270	N8525S	B738	28L
8/5/2024 5:24	6	85.2	93.9	30	SWA270	N8525S	B738	28L
8/5/2024 5:24	7	77.6	87.9	30	SWA270	N8525S	B738	28L
8/5/2024 5:42	4	82.7	91	20	SWA198	N8740A	B38M	28L
8/5/2024 5:42	5	86.2	93.4	20	SWA198	N8740A	B38M	28L
8/5/2024 5:43	6	79.7	89	26	SWA198	N8740A	B38M	28L
8/5/2024 5:43	7	74.3	83.4	20	SWA198	N8740A	B38M	28L
8/5/2024 23:23	4	75.5	81.7	11	N912MF	N912MF	BE20	28R
8/5/2024 23:23	5	76.9	81.3	10	N912MF	N912MF	BE20	28R
8/5/2024 23:24	8	74.3	80	8	N912MF	N912MF	BE20	28R
8/6/2024 6:54	3	78	83.1	32	PCM8710	N995FE	C208	28L
8/6/2024 6:55	4	91.1	98.3	29	LN131RR	LN131RR	C560	28R
8/6/2024 6:55	5	93.1	99.5	29	LN131RR	LN131RR	C560	28R
8/6/2024 6:55	6	91.8	98.3	35	LN131RR	LN131RR	C560	28R
8/6/2024 6:55	7	85.3	92.9	20	LN131RR	LN131RR	C560	28R
8/7/2024 6:15	4	77.3	82.2	9	PCM8709	N995FE	C208	28L
8/9/2024 5:46	4	81.5	87.8	14	LN581HC	N581HC	C25C	28L
8/9/2024 5:46	5	78.4	84.7	13	LN581HC	N581HC	C25C	28L
8/9/2024 5:46	6	74.3	80.8	13	LN581HC	N581HC	C25C	28L
8/11/2024 4:38	4	76.7	83.2	16	N914DK	N914DK	BE9L	28R
8/12/2024 5:12	4	84.9	91.8	21	SWA3409	N8783L	B38M	28L
8/12/2024 5:12	5	87.6	94.7	21	SWA3409	N8783L	B38M	28L
8/12/2024 5:12	6	82.6	90.9	26	SWA3409	N8783L	B38M	28L
8/12/2024 5:12	7	78.1	87.5	24	SWA3409	N8783L	B38M	28L
8/12/2024 5:23	4	81.6	91	26	NKS2122	N616NK	A320	28L
8/12/2024 5:24	5	85.5	94.1	25	NKS2122	N616NK	A320	28L
8/12/2024 5:24	6	81	89.8	32	NKS2122	N616NK	A320	28L
8/12/2024 5:24	7	77.4	86.9	23	NKS2122	N616NK	A320	28L
8/12/2024 5:33	5	92.3	99.8	29	SWA198	N8509U	B738	28L
8/12/2024 5:33	4	91.6	98	24	SWA198	N8509U	B738	28L
8/12/2024 5:33	6	87.3	95.7	31	SWA198	N8509U	B738	28L
8/12/2024 5:33	8	74.9	84.3	25	SWA198	N8509U	B738	28L
8/12/2024 5:33	7	81	91	29	SWA198	N8509U	B738	28L
8/12/2024 5:41	4	84.1	89.7	21	SWA270	N8929S	B38M	28L
8/12/2024 5:41	5	85.7	92.6	23	SWA270	N8929S	B38M	28L
8/12/2024 5:42	6	80.9	89.8	26	SWA270	N8929S	B38M	28L
8/12/2024 5:42	7	76.7	86	22	SWA270	N8929S	B38M	28L
8/13/2024 3:27	4	79.5	84.2	13	CMD70	N370CS	BE20	28R
8/13/2024 3:27	5	74.8	80.8	11	CMD70	N370CS	BE20	28R
8/14/2024 5:30	4	76.2	82.2	14	XSN82	N82NG	PC12	28R

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8/16/2024 6:18	4	68.1	82.3	40	PCM8709	N762FE	C208	28L
8/17/2024 1:53	4	80.7	84.8	11			BE20	28R
8/17/2024 1:53	8	75.8	80.3	6			BE20	28R
8/17/2024 22:13	4	75.1	80.8	12			BE20	28R
8/19/2024 1:06	4	81.6	89.1	21	SWA4940	N8839Q	B38M	28L
8/19/2024 1:06	5	83.3	91.3	20	SWA4940	N8839Q	B38M	28L
8/19/2024 1:06	6	81.7	89.6	26	SWA4940	N8839Q	B38M	28L
8/19/2024 1:06	7	79.5	87.7	20	SWA4940	N8839Q	B38M	28L
8/19/2024 2:14	4	91.7	97	22			ASTR	28R
8/19/2024 2:14	5	85.1	91.5	30			ASTR	28R
8/19/2024 2:14	6	85.7	92.5	33			ASTR	28R
8/19/2024 2:15	8	73.2	81.6	15			ASTR	28R
8/19/2024 2:15	7	81.4	90.4	22			ASTR	28R
8/19/2024 5:12	4	81.9	89.6	21	SWA3409	N8834L	B38M	28L
8/19/2024 5:12	5	86.7	93.2	21	SWA3409	N8834L	B38M	28L
8/19/2024 5:12	6	81.7	90.8	28	SWA3409	N8834L	B38M	28L
8/19/2024 5:13	7	76.3	86.6	25	SWA3409	N8834L	B38M	28L
8/19/2024 5:37	4	84.1	91.2	21	SWA198	N8719Q	B38M	28L
8/19/2024 5:37	5	90	96.2	22	SWA198	N8719Q	B38M	28L
8/19/2024 5:37	6	84.3	92.9	29	SWA198	N8719Q	B38M	28L
8/19/2024 5:38	7	77.8	87.5	27	SWA198	N8719Q	B38M	28L
8/19/2024 5:42	4	86.9	94.3	24	SWA270	N8519R	B738	28L
8/19/2024 5:42	5	89.4	96.9	25	SWA270	N8519R	B738	28L
8/19/2024 5:42	6	84.7	93.5	38	SWA270	N8519R	B738	28L
8/19/2024 5:42	8	71.7	81.6	19	SWA270	N8519R	B738	28L
8/19/2024 5:42	7	80.3	90.1	36	SWA270	N8519R	B738	28L
8/20/2024 6:10	4	73.5	81.5	15	Medevac	Medevac	LJ35	28L
8/20/2024 6:10	5	84.4	90	15	Medevac	Medevac	LJ35	28L
8/20/2024 6:10	6	78.2	86.2	23	Medevac	Medevac	LJ35	28L
8/20/2024 6:10	7	72	80.5	16	Medevac	Medevac	LJ35	28L
8/20/2024 6:21	10	64.1	80.5	80	PCM8709	N968FE	C208	28L
8/21/2024 5:54	4	87	90.8	13	N914DK	N914DK	BE9L	28R
8/21/2024 5:54	5	79.7	83.9	12	N914DK	N914DK	BE9L	28R
8/21/2024 5:54	6	79.7	84.2	12	N914DK	N914DK	BE9L	28R
8/21/2024 22:03	4	78.5	82.4	12	N50NA	N50NA	BE20	28R
8/21/2024 22:03	5	77.1	81.2	8	N50NA	N50NA	BE20	28R
8/22/2024 6:54	4	77.4	83.3	12	BXR1960	N9766B	C208	28L
8/22/2024 23:14	5	75.7	82.2	16	N248PH	N248PH	BE20	28L
8/22/2024 23:14	6	74.3	81.6	19	N248PH	N248PH	BE20	28L
8/23/2024 4:25	4	76.9	82.5	13	CMD70	N370CS	BE20	28R
8/23/2024 4:25	5	73.5	81	10	CMD70	N370CS	BE20	28R
8/23/2024 6:55	5	70.4	82.5	76	PCM8710	N968FE	C208	28L
8/23/2024 6:55	4	75.9	80.8	8	PCM8710	N968FE	C208	28L
8/23/2024 7:00	5	71.1	80.7	26	PCM8260	N908FE	C208	28L
8/23/2024 7:00	4	76.4	82.9	19	PCM8260	N908FE	C208	28L
8/23/2024 7:01	8	73.8	81.2	10	PCM8260	N908FE	C208	28L
8/26/2024 5:09	4	88.4	94.6	31	SWA3409	N8663A	B738	28L
8/26/2024 5:09	5	91.2	98	29	SWA3409	N8663A	B738	28L
8/26/2024 5:09	6	87.3	95.4	31	SWA3409	N8663A	B738	28L
8/26/2024 5:09	8	69.7	81.4	19	SWA3409	N8663A	B738	28L
8/26/2024 5:09	7	80.8	91	31	SWA3409	N8663A	B738	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
8/27/2024 6:46	4	74.1	82.7	24	PCM8710	N762FE	C208	28L
8/27/2024 6:46	3	80	85.8	42	PCM8710	N762FE	C208	28L
8/28/2024 5:22	4	79.4	87.5	23	PXT862	N862LG	E55P	28L
8/28/2024 5:22	5	83.5	91	25	PXT862	N862LG	E55P	28L
8/28/2024 5:22	6	81.7	89.2	30	PXT862	N862LG	E55P	28L
8/28/2024 5:22	7	75.6	84.2	18	PXT862	N862LG	E55P	28L
9/1/2024 22:50	4	72.9	81.5	19	N41459	N41459	P28A	28R
9/2/2024 5:14	4	80.6	88.7	21	SWA3409	N8772M	B38M	28L
9/2/2024 5:14	5	83.5	91.1	22	SWA3409	N8772M	B38M	28L
9/2/2024 5:14	6	78.9	88	28	SWA3409	N8772M	B38M	28L
9/2/2024 5:14	7	74.9	85	21	SWA3409	N8772M	B38M	28L
9/2/2024 5:32	5	83.7	90.3	20	NKS278	N905NK	A20N	28L
9/2/2024 5:32	4	81.9	87.5	19	NKS278	N905NK	A20N	28L
9/2/2024 5:32	6	78.4	86.6	25	NKS278	N905NK	A20N	28L
9/2/2024 5:32	7	71.8	81.6	19	NKS278	N905NK	A20N	28L
9/2/2024 5:34	5	94.4	101	24	SWA198	N8554X	B738	28L
9/2/2024 5:34	4	92.5	98.5	24	SWA198	N8554X	B738	28L
9/2/2024 5:34	6	89.7	97.4	33	SWA198	N8554X	B738	28L
9/2/2024 5:34	8	74.3	84.8	24	SWA198	N8554X	B738	28L
9/2/2024 5:34	7	81.8	91.8	28	SWA198	N8554X	B738	28L
9/2/2024 5:36	4	86.9	93.1	22	SWA270	N8558Z	B738	28L
9/2/2024 5:36	5	88.7	95.9	24	SWA270	N8558Z	B738	28L
9/2/2024 5:36	6	83.4	92.4	29	SWA270	N8558Z	B738	28L
9/2/2024 5:36	7	77.9	88	29	SWA270	N8558Z	B738	28L
9/3/2024 22:16	4	81.9	89.7	25	LN54DD	N54DD	C560	28R
9/3/2024 22:16	5	83	91.4	26	LN54DD	N54DD	C560	28R
9/3/2024 22:16	6	80.4	89.3	38	LN54DD	N54DD	C560	28R
9/3/2024 22:16	7	73.1	84.3	30	LN54DD	N54DD	C560	28R
9/4/2024 6:18	4	76.1	82.9	14	PCM8709	N879FE	C208	28L
9/4/2024 6:28	8	77.8	85.6	21	PCM8711	N772FE	C208	28L
9/4/2024 6:38	6	67.9	80.1	43	PCM8710	N762FE	C208	28L
9/4/2024 6:52	4	80.9	84.8	12	PCM8260	N908FE	C208	28L
9/5/2024 6:13	5	80.1	84	9	PCM8709	N846FE	C208	28L
9/5/2024 6:13	4	73.1	80.6	13	PCM8709	N846FE	C208	28L
9/5/2024 6:42	4	79.1	84	12	PCM8710	N762FE	C208	28L
9/6/2024 6:20	4	81.8	85.5	12	PCM8709	N762FE	C208	28L
9/6/2024 23:14	4	80.4	84.6	13	N1114K	N1114K	BE20	28R
9/6/2024 23:14	5	75	81.2	11	N1114K	N1114K	BE20	28R
9/8/2024 6:46	4	73.9	80.9	13			BE9T	28R
9/9/2024 5:19	5	85.3	92.8	22	SWA3409	N8709Q	B38M	28L
9/9/2024 5:19	4	81.2	89.5	19	SWA3409	N8709Q	B38M	28L
9/9/2024 5:19	6	81.6	91.1	28	SWA3409	N8709Q	B38M	28L
9/9/2024 5:20	7	78.8	88	25	SWA3409	N8709Q	B38M	28L
9/9/2024 5:56	4	80.8	86.6	15	N92049	N92049	C182	28R
9/9/2024 5:56	5	74.2	80.8	12	N92049	N92049	C182	28R
9/9/2024 5:57	8	76.9	83.6	10	N92049	N92049	C182	28R
9/9/2024 5:57	3	75	83.2	14	N92049	N92049	C182	28R
9/10/2024 6:07	4	79.1	85.3	13	CMD70	N370CS	BE20	28R
9/10/2024 6:22	4	74.8	81.9	12	PCM8709	N886FE	C208	28L
9/11/2024 4:41	4	79.3	89.1	31	LN904LR	N904LR	C560	28R
9/11/2024 4:41	5	81.3	90.1	33	LN904LR	N904LR	C560	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
9/11/2024 4:42	6	79	87.7	35	LN904LR	N904LR	C560	28R
9/13/2024 5:31	5	90.6	95.5	20	LN817SD	N817SD	H25B	28L
9/13/2024 5:31	4	83.3	89.3	19	LN817SD	N817SD	H25B	28L
9/13/2024 5:31	6	86.2	92.8	29	LN817SD	N817SD	H25B	28L
9/13/2024 5:32	7	78.4	86.8	21	LN817SD	N817SD	H25B	28L
9/13/2024 6:55	4	81.3	85.4	12	PCM8710	N846FE	C208	28L
9/16/2024 0:37	4	84.5	92.4	29	SWA4170	N7704B	B737	28L
9/16/2024 0:37	5	82.7	92.2	30	SWA4170	N7704B	B737	28L
9/16/2024 0:37	6	80.7	89.6	37	SWA4170	N7704B	B737	28L
9/16/2024 0:38	7	76.9	87.4	31	SWA4170	N7704B	B737	28L
9/16/2024 0:38	8	70.7	80.1	18	SWA4170	N7704B	B737	28L
9/16/2024 5:20	4	87.7	95	25	SWA3409	N8624J	B738	28L
9/16/2024 5:20	5	88.1	96.4	27	SWA3409	N8624J	B738	28L
9/16/2024 5:20	6	83.4	93.2	36	SWA3409	N8624J	B738	28L
9/16/2024 5:20	8	73.6	83.1	23	SWA3409	N8624J	B738	28L
9/16/2024 5:20	7	80.6	90.6	32	SWA3409	N8624J	B738	28L
9/18/2024 5:37	4	78	81.7	11	LN875DM	N875DM	BE20	28R
9/18/2024 6:40	4	76	81.1	13	PCM8711	N969FE	C208	28L
9/18/2024 6:54	4	75.6	80.9	8	PCM8679	N713FX	C208	28R

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
9/7/2024 7:42	EJA	EJA856	C700	B	N856QS	ATC Instructions	No
				ATC Instructions		1	
7/12/2024 14:09	SWA	SWA4062	B737	J	N551WN	Not Acceptable	No
7/12/2024 14:11	VJA	VJA546	CL30	B	N546XJ	Not Acceptable	No
8/1/2024 10:28			GLF4	B		Not Acceptable	No
9/2/2024 16:19	WUP	WUP511	C56X	B	N511UP	Not Acceptable	No
				Not Acceptable		4	
8/11/2024 9:21	KAI	KAI99	B738	J	N733KA	Temporary Flight Restriction (TFR)	Yes
8/11/2024 9:14	JSX	JSX171	E135	R	N256JX	Temporary Flight Restriction (TFR)	Yes
8/11/2024 10:46			GLF5	B		Temporary Flight Restriction (TFR)	Yes
8/11/2024 11:56	LXJ	LXJ574	CL35	B	N574FX	Temporary Flight Restriction (TFR)	Yes
8/11/2024 12:11			E550	B		Temporary Flight Restriction (TFR)	Yes
8/11/2024 13:04	WSN	WSN95	J328	J	N395MS	Temporary Flight Restriction (TFR)	Yes
8/11/2024 13:34	VTE	VTE310	CRJ2	R	N678RS	Temporary Flight Restriction (TFR)	Yes
8/11/2024 13:49	VJA	VJA320	CL30	B	N320JE	Temporary Flight Restriction (TFR)	Yes
8/11/2024 13:54	SWA	SWA2106	B737	J	N241WN	Temporary Flight Restriction (TFR)	Yes
8/11/2024 14:00	VOI	VOI7791	A320	J	XAVLM	Temporary Flight Restriction (TFR)	Yes
8/11/2024 8:59		N97SH	CL30	B	N97SH	Temporary Flight Restriction (TFR)	Yes
8/11/2024 8:51	LXJ	LXJ466	GLF4	B	N466FX	Temporary Flight Restriction (TFR)	Yes
8/11/2024 8:04			E135	R		Temporary Flight Restriction (TFR)	Yes
8/11/2024 9:34			FA50	B		Temporary Flight Restriction (TFR)	Yes
				Temporary Flight Restriction (TFR)		14	
				Grand Count		19	

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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
7/3/2024 6:26	FDX	FDX864	B763	J	N269FE	Air Traffic Conflict	Yes
7/6/2024 6:47	FDX	FDX435	B763	J	N296FE	Air Traffic Conflict	Yes
7/10/2024 22:41	NKS	NKS726	A20N	J	N964NK	Air Traffic Conflict	Yes
7/11/2024 6:42	FDX	FDX406	B763	J	N146FE	Air Traffic Conflict	Yes
7/11/2024 23:04	DAL	DAL540	B739	J	N899DN	Air Traffic Conflict	Yes
7/13/2024 6:14	SWA	SWA113	B737	J	N223WN	Air Traffic Conflict	Yes
7/15/2024 22:25	NKS	NKS726	A20N	J	N992NK	Air Traffic Conflict	Yes
7/17/2024 6:10	SWA	SWA3357	B738	J	N8691A	Air Traffic Conflict	Yes
7/18/2024 22:17	SWA	SWA4987	B38M	J	N8836Q	Air Traffic Conflict	Yes
7/19/2024 6:46	UPS	UPS2945	MD11	J	N284UP	Air Traffic Conflict	Yes
7/20/2024 6:08	ASA	ASA1125	B739	J	N267AK	Air Traffic Conflict	Yes
7/20/2024 6:31	UPS	UPS2945	B763	J	N332UP	Air Traffic Conflict	Yes
7/21/2024 6:31	SWA	SWA3531	B38M	J	N8790Q	Air Traffic Conflict	Yes
7/26/2024 6:25	UPS	UPS2945	MD11	J	N254UP	Air Traffic Conflict	Yes
7/27/2024 22:48	NKS	NKS8851	A20N	J	N950NK	Air Traffic Conflict	Yes
7/28/2024 23:22	DAL	DAL540	B739	J	N843DN	Air Traffic Conflict	Yes
8/3/2024 6:10	UPS	UPS2945	B763	J	N342UP	Air Traffic Conflict	Yes
8/3/2024 6:24	FDX	FDX3647	B77L	J	N860FD	Air Traffic Conflict	Yes
8/3/2024 6:34	FDX	FDX435	B763	J	N163FE	Air Traffic Conflict	Yes
8/4/2024 6:22	FDX	FDX690	MD11	J	N610FE	Air Traffic Conflict	Yes
8/6/2024 6:31	FDX	FDX3671	B77L	J	N895FD	Air Traffic Conflict	Yes
8/7/2024 22:11	NKS	NKS726	A20N	J	N970NK	Air Traffic Conflict	Yes
8/9/2024 23:03	DAL	DAL540	B739	J	N906DN	Air Traffic Conflict	Yes
8/13/2024 6:37	SWA	SWA1183	B738	J	N8546V	Air Traffic Conflict	Yes
8/16/2024 6:28	SWA	SWA3158	B737	J	N448WN	Air Traffic Conflict	Yes
8/16/2024 6:31	UPS	UPS5943	B763	J	N351UP	Air Traffic Conflict	Yes
9/12/2024 6:35	SWA	SWA3158	B737	J	N255WN	Air Traffic Conflict	Yes
9/12/2024 6:39	SWA	SWA1546	B737	J	N262WN	Air Traffic Conflict	Yes
9/15/2024 6:49	SWA	SWA198	B38M	J	N8766T	Air Traffic Conflict	Yes
9/17/2024 22:24	EJA	EJA633	C68A	B	N633QS	Air Traffic Conflict	Yes
9/19/2024 6:00	SWA	SWA4673	B38M	J	N8732S	Air Traffic Conflict	Yes
9/19/2024 6:48	FDX	FDX3647	B763	J	N260FE	Air Traffic Conflict	Yes
9/22/2024 6:23	UPS	UPS5943	A306	J	N130UP	Air Traffic Conflict	Yes
9/30/2024 6:31	SWA	SWA968	B738	J	N8306H	Air Traffic Conflict	Yes
					Air Traffic Conflict	34	
7/12/2024 5:21	SWA	SWA3401	B38M	J	N8793Q	Excused by reprocessing	Yes
7/24/2024 0:06	DAL	DAL540	B739	J	N807DN	Excused by reprocessing	Yes
7/30/2024 6:03	SWA	SWA2791	B38M	J	N8742M	Excused by reprocessing	Yes
8/12/2024 23:20		N707HD	H25C	B	N707HD	Excused by reprocessing	Yes
8/14/2024 2:47	FDX	FDX1885	MD11	J	N620FE	Excused by reprocessing	Yes
9/27/2024 2:23	FDX	FDX1857	B763	J	N191FE	Excused by reprocessing	Yes
9/28/2024 3:46	UPS	UPS5943	MD11	J	N257UP	Excused by reprocessing	Yes
					Excused by reprocessing	7	
7/7/2024 23:41	VOI	VOI1773	A321	J	XAVLJ	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
7/10/2024 22:47	VOS	VOS4323	A20N	J	N546VL	Not Acceptable	No
7/10/2024 22:58	DAL	DAL540	B739	J	N875DN	Not Acceptable	No
7/10/2024 22:59	SWA	SWA3715	B38M	J	N1807U	Not Acceptable	No
7/10/2024 23:56		N131RR	C560	B	N131RR	Not Acceptable	No
7/11/2024 0:04	VOI	VOI1773	A21N	J	CGEFZ	Not Acceptable	No
7/11/2024 0:06	SWA	SWA1863	B738	J	N8651A	Not Acceptable	No
7/11/2024 0:08	SWA	SWA4247	B738	J	N8689C	Not Acceptable	No
7/11/2024 22:13	SWA	SWA4477	B737	J	N7713A	Not Acceptable	No
7/18/2024 23:33	VOI	VOI771	A21N	J	XAVUF	Not Acceptable	No
7/20/2024 1:44		N51GJ	LJ35	B	N51GJ	Not Acceptable	No
7/20/2024 6:27	FDX	FDX433	B763	J	N189FE	Not Acceptable	No
7/23/2024 2:49	FDX	FDX1885	MD11	J	N525FE	Not Acceptable	No
7/28/2024 22:38		N369FG	C680	B	N369FG	Not Acceptable	No
8/1/2024 5:23	NKS	NKS2122	A320	J	N650NK	Not Acceptable	No
8/16/2024 3:09	FDX	FDX195	MD11	J	N599FE	Not Acceptable	No
8/21/2024 3:07	FDX	FDX37	MD11	J	N599FE	Not Acceptable	No
8/25/2024 1:11	UPS	UPS941	MD11	J	N263UP	Not Acceptable	No
8/25/2024 3:24	FDX	FDX79	B77L	J	N896FD	Not Acceptable	No
9/1/2024 0:04	VOI	VOI1773	A319	J	XAVOC	Not Acceptable	No
9/1/2024 3:57		N92ER	C25B	B	N92ER	Not Acceptable	No
9/1/2024 23:35	VOI	VOI1773	A21N	J	XAVUG	Not Acceptable	No
9/4/2024 6:32	VJA	VJA360	CL35	B	N360VJ	Not Acceptable	No
9/4/2024 22:50	VOS	VOS4323	A20N	J	N549VL	Not Acceptable	No
9/12/2024 5:14	SWA	SWA3409	B738	J	N8685B	Not Acceptable	No
9/16/2024 22:30	VOI	VOI771	A21N	J	N536VL	Not Acceptable	No
9/22/2024 23:40	VOI	VOI1773	A321	J	XAVLW	Not Acceptable	No
9/28/2024 5:35	SWA	SWA407	B738	J	N8627B	Not Acceptable	No
					Not Acceptable	28	
7/5/2024 6:58	FDX	FDX440	B763	J	N153FE	Time Buffer	Yes
7/6/2024 6:59	SWA	SWA377	B737	J	N493WN	Time Buffer	Yes
7/10/2024 6:59	FDX	FDX435	MD11	J	N596FE	Time Buffer	Yes
7/15/2024 6:56	HAL	HAL23	A21N	J	N226HA	Time Buffer	Yes
7/18/2024 6:57	FDX	FDX435	B763	J	N129FE	Time Buffer	Yes
7/20/2024 6:50	SWA	SWA873	B737	J	N560WN	Time Buffer	Yes
7/21/2024 22:05	SWA	SWA3131	B737	J	N7860A	Time Buffer	Yes
7/23/2024 6:57	SWA	SWA4108	B737	J	N569WN	Time Buffer	Yes
7/23/2024 6:59	FDX	FDX3647	B763	J	N131FE	Time Buffer	Yes
7/26/2024 6:58	SWA	SWA3850	B737	J	N7861J	Time Buffer	Yes
7/27/2024 6:58	SWA	SWA873	B737	J	N7833A	Time Buffer	Yes
7/31/2024 6:58	FDX	FDX3647	B763	J	N144FE	Time Buffer	Yes
8/1/2024 6:58	FDX	FDX411	B77L	J	N883FD	Time Buffer	Yes
8/4/2024 6:52	SWA	SWA113	B38M	J	N8734Q	Time Buffer	Yes
8/7/2024 6:54	FDX	FDX435	MD11	J	N592FE	Time Buffer	Yes
8/9/2024 6:59	SWA	SWA3900	B737	J	N792SW	Time Buffer	Yes
8/9/2024 22:03	SWA	SWA2619	B737	J	N955WN	Time Buffer	Yes
8/12/2024 6:54	TWY	TWY295	PC24	B	N295GG	Time Buffer	Yes
8/14/2024 6:59	SWA	SWA3900	B737	J	N244WN	Time Buffer	Yes
8/15/2024 6:55	UPS	UPS2633	B763	J	N382UP	Time Buffer	Yes
8/16/2024 6:59	SWA	SWA3900	B737	J	N7750A	Time Buffer	Yes
8/20/2024 6:56	FDX	FDX3671	B77L	J	N889FD	Time Buffer	Yes
8/23/2024 6:59	SWA	SWA4582	B737	J	N216WR	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
8/27/2024 22:10	VOI	VOI771	A20N	J	N533VL	Time Buffer	Yes
8/31/2024 6:59	FDX	FDX435	B763	J	N151FE	Time Buffer	Yes
9/1/2024 6:52	FDX	FDX690	MD11	J	N572FE	Time Buffer	Yes
9/4/2024 6:57	UPS	UPS2633	B763	J	N382UP	Time Buffer	Yes
9/4/2024 6:59	FDX	FDX3647	B763	J	N119FE	Time Buffer	Yes
9/5/2024 6:58	SWA	SWA1546	B737	J	N953WN	Time Buffer	Yes
9/10/2024 6:56	FDX	FDX864	B763	J	N191FE	Time Buffer	Yes
9/11/2024 6:10	SWA	SWA733	B737	J	N922WN	Time Buffer	Yes
9/11/2024 6:58	SWA	SWA4673	B738	J	N8326F	Time Buffer	Yes
9/11/2024 22:07		N102DZ	GLF5	B	N102DZ	Time Buffer	Yes
9/14/2024 6:59	SWA	SWA791	B38M	J	N8849Q	Time Buffer	Yes
9/19/2024 6:50	UPS	UPS2951	B752	J	N401UP	Time Buffer	Yes
					Time Buffer	35	
					Grand Count	104	

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Runway 12 Night Departure List for Calendar Quarter

N/A

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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
7/6/2024	0805	PCJ	CL30	2	High	HG6	0900	N/A	N/A
7/13/2024	0805	UPS	B767	1	High	GRE	0805	N/A	N/A
7/13/2024	2116	ASA	B737	2	High	GRE	2130	N/A	NO
7/25/2024	1257	PCJ	C500	1	High	HG6	1300	N/A	N/A
7/30/2024	2349	SKW	E120	2	Med	HG6	2351	NO	N/A
8/5/2024	0204	SWA	B737	2	High	GRE	0310	NO	N/A
8/18/2024	0700	UPS	B767	2	High	GRE	0705	N/A	N/A
8/18/2024	0658	UPS	B767	2	High	GRE	0900	N/A	N/A
8/23/2024	1734	FDX	B767	2	High	GRE	1745	N/A	N/A
8/23/2024	1825	FDX	B767	2	High	GRE	1825	N/A	N/A
9/5/2024	1524	PCJ	C25A	1	High	HG6	1540	N/A	N/A
9/6/2024	1721	JSX	LJ35	1	High	HG6	1725	N/A	N/A
9/6/2024	1942	FDX	B767	2	High	GRE	2000	N/A	NO

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
9/8/2024	0940	UPS	B767	1	High	GRE	0940	N/A	N/A
9/20/2024	1130	FDX	B767	2	High	GRE	1130	N/A	N/A
9/20/2024	1520	PCJ	C650	2	High	HG6	1525	N/A	N/A
9/21/2024	1501	FDX	B777	1	High	GRE	1930	N/A	NO
9/26/2024	0632	GLB	F2TH	2	High	HG6	0700	N/A	N/A

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
7/1/2024 17:05	SKW	SKW3903	E75L	2854	Air Traffic Conflict	Yes
7/3/2024 19:01	FDX	FDX1645	B763	2319	Air Traffic Conflict	Yes
9/25/2024 12:52	SWA	SWA4970	B738	2851	Air Traffic Conflict	Yes
9/13/2024 12:47			F900	1991	Air Traffic Conflict	Yes
9/9/2024 17:32	SWA	SWA1262	B737	2483	Air Traffic Conflict	Yes
				Air Traffic Conflict	5	
8/22/2024 17:08	SKW	SKW3903	E75L	2814	Not Acceptable	No
8/30/2024 19:08	SWA	SWA1482	B38M	2716	Not Acceptable	No
9/26/2024 19:12	SWA	SWA1482	B38M	2267	Not Acceptable	No
				Not Acceptable	3	
8/11/2024 9:34			FA50	2578	Temporary Flight Restriction (TFR)	Yes
8/11/2024 9:14	JSX	JSX171	E135	2244	Temporary Flight Restriction (TFR)	Yes
8/11/2024 8:04			E135	1692	Temporary Flight Restriction (TFR)	Yes
				Temporary Flight Restriction (TFR)	3	
				Grand Count	11	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
7/21/2024 20:22	USC240	LJ35	USC	1824	Excused by reprocessing	Yes
7/21/2024 20:22	USC240	LJ35	USC	1371	Excused by reprocessing	Yes
7/16/2024 14:25	SWA4236	B738	SWA	2864	Excused by reprocessing	Yes
8/6/2024 19:25	SWA3660	B737	SWA	2893	Excused by reprocessing	Yes
				Excused by reprocessing	4	
8/28/2024 12:26	SWA4641	B737	SWA	2831	Not Acceptable	No
8/28/2024 12:56	QXE2014	E75L	QXE	2788	Not Acceptable	No
8/20/2024 12:37	SWA4641	B737	SWA	2746	Not Acceptable	No
8/12/2024 18:52	SWA1908	B738	SWA	2795	Not Acceptable	No
8/3/2024 10:05	AAY271	A319	AAY	2680	Not Acceptable	No
7/13/2024 16:15	SWA3699	B737	SWA	2778	Not Acceptable	No
7/4/2024 7:43	QXE2015	E75L	QXE	2559	Not Acceptable	No
7/12/2024 18:05	QXE2130	E75L	QXE	2693	Not Acceptable	No

				Not Acceptable	8	
				Grand Count	12	

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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 OAK. 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 OAK. 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



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 OAK. 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 OAK. 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
XXXXXXXXXX
XXXXXXXXXX

Dear Helicopter Owner/Operator:

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

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

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

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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