

Oakland Airport-Community Noise Management Forum Meeting Agenda

Wednesday, January 15, 2025, 6:30 – 8:30 PM

Virtual Meeting:

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

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



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

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

2025 MEMBERSHIP ROSTER

CITY OF ALAMEDA

Elected Member - Vacant
Mr. Jay Seaton, Community
Representative

CITY OF BERKELEY

Mr. Igor Tregub, Councilmember
Mr. James T. Nelson, Community
Representative

CITY OF HAYWARD

Mr. Mark Salinas, Mayor
Mr. Edward Bogue, Community
Representative

CITY OF OAKLAND

Ms. Janani Ramachandran,
Councilmember
Mr. Bart Lounsbury, Community
Representative

CITY OF SAN LEANDRO

Elected Member - Vacant
Mr. Benny Lee, Community
Representative & Co-Chair

COUNTY OF ALAMEDA

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

CITY OF RICHMOND

Mr. Eduardo Martinez, Mayor
Mr. David Drisdale, Community
Representative

PORT OF OAKLAND

Mr. Craig Simon, Director of
Aviation

Oakland Airport-Community Noise Management Forum

Action Items

Oakland Airport-Community Noise Management Forum

- a. Discuss Forum member attendance to the UC Davis Noise Symposium

North Field / South Field Research Group

- a. Analyze whether Whispertrack needs to be updated to reflect RWY 28R as the preferred touch-and-go RWY.
- b. Add additional language to letters sent to the Owner/Operator for non-compliant operations regarding the health effects of noise.
- c. *Find incentives for North Field operators to comply with voluntary noise abatement procedures and attend meetings.
- d. *Meet/talk to North Field chronic violators.
- e. *Update on HUSSH/WNSDR Procedure.

* Standing Item

Oakland Airport-Community Noise Management Forum

DRAFT Meeting Minutes – July 17, 2024

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1. INTRODUCTIONS

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

Noise Forum Members/Alternates Present

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

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

Staff Members/Advisors/Officials Present

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

FAA Representatives Present

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

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

2. ANNOUNCEMENTS

A. FY 24/25 Noise Forum Membership Dues

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

B. FY23/24 Noise Forum Membership Dues Update

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

C. First Quarter 2024 Noise Abatement Report

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

3. APPROVAL OF MINUTES

A. April 17, 2024

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

4. HYBRID MEETING RECAP

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

5. ACTION ITEM – ANNUAL CO-CHAIR ELECTIONS

A. Elected Representative Co-Chair

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

1. Nominations

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

2. Vote

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

B. Community Representative Co-Chair

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

1. Nominations

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

2. Vote

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

6. NEXTGEN SUBCOMMITTEE UPDATE

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

7. PUBLIC COMMENT

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

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

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

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

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

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

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

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

8. FAA REGIONAL ADMINISTRATOR'S UPDATE

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

9. NOISE OFFICE REPORT

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

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

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

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

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

[B. Update on Action Items from April 17, 2024, Noise Forum Meeting.](#)

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

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

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

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

Community-Driven Changes:

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

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

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

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

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

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

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

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

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

11. NOISE NEWS UPDATE

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

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

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

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

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

12. NEW BUSINESS / CONFIRM NEXT MEETING DATE

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

13. ADJOURNMENT

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

Oakland Airport-Community Noise Management Forum

DRAFT Meeting Minutes – October 16, 2024

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1. INTRODUCTIONS

The October 16, 2024, meeting of the Oakland Airport-Community Noise Management Forum (Noise Forum) was called to order at 6:40 p.m. by the Noise Forum’s facilitator, Rhea Hanrahan. Ms. Hanrahan noted that this meeting was a regular in-person meeting and members had to be present to be able to vote and to be counted for a quorum. She noted that a quorum was not present; therefore, formal action items could not be voted upon. Roll was taken.

Noise Forum Members/Alternates Present

- Tony Daysog, Councilmember, Alameda
- Jay Seaton, Community Representative, Alameda
- James Nelson, Community Representative, Berkeley
- Co-Chair Benny Lee, Community Representative, San Leandro
- Craig Simon, Interim Director of Aviation, Port of Oakland

Noise Forum Members/Alternates Online

Edward Bogue, Community Representative, Hayward
Bart Lounsbury, Community Representative, Oakland
Gopal Krishnan, Community Representative, County of Alameda

Staff Members/Advisors/Officials Present

Matt P. Davis, Airport Operations Manager, Port of Oakland
Jesse Richardson, Airport Noise and Environmental Affairs Supervisor, Port of Oakland
Marjon Saulo, Government Affairs, Port of Oakland
Joan Zatopek, Manager, Planning and Development, Port of Oakland
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Jason Stoddard, Consultant to the Port, HMMH
Sarah Yenson, Consultant to the Port, HMMH
Paul Hannah, Lean Technology Corporation
Perry Oleck, Lean Technology Corporation
Christian Valdes, Technical Consultant to the Noise Forum, Landrum & Brown
Bert Ganoung, Noise Manager, San Francisco International Airport

FAA Representatives Present

Moifair Chin, Community Engagement Officer
Carlette Young, Acting Supervisor and Senior Advisor, Western-Pacific Regional Administrators Office
Harley Aronson, OAK Air Traffic Control Tower

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

2. ANNOUNCEMENTS

A. FY 24/25 Noise Forum Membership Dues

Facilitator Hanrahan announced that the City of Richmond is the only outstanding jurisdiction for the 2024/2025 fiscal year annual Noise Forum membership dues.

B. New County of Alameda Community Representative

Gopal Krishnan introduced himself and said he is looking forward to working with everyone. He said he lives in San Leandro but is representing Alameda County on the Noise Forum.

C. New City of San Leandro Elected Representative

Facilitator Hanrahan announced that the new City of San Leandro elected official was not able to attend the meeting.

D. Second Quarter 2024 Noise Abatement Report

Facilitator Hanrahan reported that the Noise Abatement Report for the second quarter of 2024 was posted on the flyquietaok.com website. Co-Chair Benny Lee said he reviewed the numbers

and noticed an improvement from the second quarter of 2023 but would like compliance to be closer to 100 percent. He asked what actions have been taken and what plans are in place to reach 100-percent compliance. Jesse Richardson responded that the Port of Oakland (Port) has been reaching out to repeat offenders, an action item assigned by the North Field / South Field Research Group. He explained that he and Matt Davis analyzed the data and contacted organizations with operators having five or more jet departures from North Field, seeking their support. Those contacted have agreed to help. Mr. Richardson noted the Port has other ideas in progress and mentioned the use of rack cards and posters at fixed-base operators.

James Nelson asked if the repeat offenders are the bulk of the violators. Mr. Richardson said that he estimated that the situation is about fifty-fifty. He said most offenders are transient, coming in every six to eight months. However, he said there are a significant number of repeat offenders where the infractions accumulate.

Jay Seaton inquired whether any feedback or advice was received from the offenders regarding the reasons for their infractions and suggestions for improvement. He asked if there was something to learn from their responses. Additionally, he sought clarification on whether the outreach was to those who had committed five offenses or simply had five departures, as he was uncertain about the statistics. Mr. Richardson clarified that operators that departed the North Field five times within the last 12 months were contacted. Mr. Seaton asked if they were contacted regardless of whether they were noncompliant, in other words Lifeguard flights. Mr. Richardson said that the operations had to be noncompliant. Mr. Davis added that every noncompliant operator is contacted by the Port, which remains consistent, and operators are typically notified of noise abatement procedure violations through letters. Mr. Davis said that Mr. Richardson was referring to an extra outreach effort beyond the standard process, involving more personal contact. He said this extra step aims to address whether the issue is due to a lack of education, especially with transient operators, or other reasons. He explained that while many operators didn't have clear answers and sometimes became complacent, those who responded acknowledged the importance and committed to improving. Mr. Richardson clarified that the outreach targeted operators with five noncompliant operations, but the Port does not ignore issues before reaching that point.

3. APPROVAL OF MINUTES

A. July 17, 2024

Facilitator Hanrahan noted that the approval of the meeting minutes will be deferred until the next meeting as there is not a quorum.

4. NEXTGEN SUBCOMMITTEE UPDATE

Paul Hannah briefed the Noise Forum. He discussed recent explorations of instrument procedure concepts with the NextGen Subcommittee, highlighting participants' interest in continuing to explore options aimed at reducing noise in historically affected areas. He said the concepts explored fall into three main areas:

1. **WNDSR Arrival Procedure:** Two options related to the current WNDSR arrival procedure were examined.
2. **Higher Glide Path Angle (GPA) Approaches:** These involve increasing the glide path angle for aircraft approaching from the east to North or South Field, potentially keeping aircraft higher above residents to reduce noise.
3. **Down-the-Bay Options:** These futuristic concepts involve potential shared airspace over the bay between Oakland and San Francisco, which could redirect noise away from the East Bay and over the water. The FAA is working on advanced concepts that might enable this in certain circumstances.

Mr. Hannah began by discussing the arrival procedures explored for WNDSR. He presented a statistical approximation of one week of aircraft arrivals into Oakland International Airport (OAK) using the WNDSR procedure. These aircraft typically approach from the north, northeast, or northwest, descending to 7,000 feet near Richmond and 5,000 feet at HOSTA before fanning out to either the North or South Field. This precise path over East Bay cities has been a source of noise complaints. The NextGen Subcommittee is exploring alternatives to raise aircraft altitudes safely. One concept involves moving the HOPTA waypoint farther east over the Oakland Hills, allowing aircraft to maintain an altitude of 7,000 feet longer, potentially reducing noise. This idea is still in the exploratory phase and would require further review and community input. He described this as a modest step in the right direction with significant benefits, such as keeping aircraft higher. This shift could reduce noise over cities like Richmond, Oakland, Berkeley, Alameda, and San Leandro but might introduce noise over other areas like northern Orinda, Briones Regional Park, Lafayette, and Alamo. Mr. Hannah then discussed a second WNDSR concept, which involves turning aircraft at a higher altitude farther north, aiming for a continuous descent profile to reduce noise. This new trajectory presents challenges, including coordination with the FAA and Travis Air Force Base due to air traffic control boundaries. Despite these challenges, he said the NextGen Subcommittee is interested in pursuing these options.

Mr. Hannah discussed higher glide-path angles, showing opportunities for steeper approach procedures into the North Field runways. This change would increase aircraft altitude over residential areas east of the airport, potentially reducing noise complaints. Although the change is modest, it offers a few hundred feet of altitude gain, with more substantial gains farther east. This adjustment is straightforward to implement as it follows the existing lateral track but increases altitude. Mr. Hannah indicated there was sincere interest in exploring this further. Similar high glide-path angle opportunities for the South Field were also explored, with potential altitude improvements closer to the airport and increasing farther away. He said the NextGen Subcommittee showed interest in this concept.

Mr. Hannah explained that the San Francisco International Airport (SFO) is preparing for a new down-the-bay approach procedure using Ground Based Augmentation System (GBAS) technology. Currently, this path is used for departures and arrivals at SFO. The FAA is developing the Multiple Airport Route Separation (MARS) concept, which aims to safely separate aircraft using similar airspace. OAK and SFO are preparing conceptual procedures for future evaluations. Implementing MARS requires additional technology and air traffic controllers, making it a long-

term initiative. One concept involves OAK using SFO's down-the-bay trajectory with a last-minute turn, reducing noise for East Bay residents. Another concept proposes a unique track for OAK. These procedures are not yet FAA-approved and face technical challenges. Mr. Hannah said the NextGen Subcommittee is interested in these concepts for their potential noise benefits but acknowledges the many years needed for implementation. He said they plan to continue exploring WNDSR concepts, higher-angled approaches, and ensuring OAK is ready for future MARS trials and down-the-bay approaches.

Mr. Nelson asked if the down-the-bay approach conflicted with SFO departures. Mr. Hannah explained that the intent of the procedures is not to interfere with operations; rather, the procedures are designed to keep aircraft as high as possible above residential areas. Using the example on the screen, he pointed out that the approach starts at DBAYY at 11,000 feet and descends to FAIRO at 8,000 feet, which is higher than the departures from San Francisco. This trajectory is currently used by Northern California TRACON approach controllers, allowing arrivals to pass over SFO departures. The goal is for future arrivals to maintain this higher altitude over SFO departures. Mr. Nelson asked if this change would lower the altitude of the SFO departures on TRUKN. Mr. Hannah reiterated that the intent of these procedures is not to interfere with current operations. The altitudes being evaluated are for concepts far in the future, requiring many additional elements. He said these procedures should enable the full extent of current climb capabilities for departures from SFO.

Co-Chair Lee asked to get a copy of the presentation. Mr. Krishnan asked Mr. Hannah if the future options mentioned, considering the increase in flights and destinations across the Bay Area, take into account the modeling of this increased activity. Mr. Hannah clarified that his team's role is to ensure that individual aircraft follow paths compliant with current and upcoming FAA design rules. They focus on achieving safe separation from other aircraft flying strategically at the same time. They do not model increases in traffic but simulate scenarios to ensure aircraft avoid each other safely within a specific timeframe. He said other team members may handle broader traffic modeling.

Bart Lounsbury thanked Mr. Hannah and others at Lean Technology and the Port for supporting the research, expressing excitement about exploring these concepts further. He then asked the group, given the presence of representatives from SFO and the FAA, how East Bay residents could engage in efforts to address the NextGen procedures coming out of SFO, despite it not being within the Noise Forum's agreement to address these directly. Mr. Davis said that the TRUKN procedure was one of the 37 items the original community group asked the FAA to review. The FAA requested the group to narrow down the list, leading them to focus on the HUSSH and WNDSR approaches. He suggested that if the NextGen Subcommittee wants to pivot and focus on TRUKN, they should make requests and collaborate with San Francisco. The group's current focus on HUSSH and WNDSR is why TRUKN hasn't been closely examined. Bert Ganoung agreed with Mr. Davis, noting that when SFO initially reviewed the extensive list of items for Metroplex, the FAA indicated that the TRUKN procedure was efficient, making it a challenging focus. While they are open to community collaboration and working with other airports, he

emphasized the importance of honoring OAK's commitment with the FAA to proceed with the agreed-upon procedures before addressing additional items.

Matt Pourfarzaneh thanked everyone for the informative modeling. He noted that the second concept, involving arrivals over the bay, wouldn't be problematic if all arrivals were on the South Field. However, he pointed out that when the South Field is closed for repairs or other reasons, all flights would land on the North Field, which could be problematic. He emphasized the need to be mindful of this issue.

5. PUBLIC COMMENT

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

- Bob Jarman, Berkeley – Mr. Jarman said he is requesting that OAK take in the Stop Jet Noise Reports.
- Yvonne McHugh, Richmond – Ms. McHugh said she lives in Richmond, California, where aircraft noise from SFO and OAK is a significant issue. The area is heavily impacted by NextGen flight paths, causing health concerns due to noise and emissions. Ms. McHugh said Dr. Daniel Spank has highlighted the public health risks, including metabolic stress and cardiovascular disease. An example of the disturbance is FedEx Flight 690, which woke her at 5:12 a.m. with its noise and vibrations. Despite not being included in OAK's noise abatement procedures, Richmond experiences frequent disturbances from numerous flights daily. She urged the Oakland Noise Office to include Richmond in its noise abatement graphics and to avoid lowering SFO departure altitudes to mitigate the impact.
- Karen Pertschuk, Berkeley – Ms. Pertschuck stated she lives in South Berkeley and experiences significant aircraft noise from flights over her home. Using the Flightradar 24 app, she observed a Southwest flight at 4,900 feet directly overhead. Having grown up in Berkeley, she recalls that flights used to take off over the bay, avoiding residential areas. She is puzzled by the shift to satellite-distributed air traffic control, which now directs flights over communities like hers. A year ago, her quality of life changed dramatically due to the constant jet noise, with flights from both SFO and OAK flying over her home at low altitudes. The noise is almost constant, with jets passing every one to three minutes for hours at a time. She urged for changes to flight paths to reduce the impact on residential areas, highlighting a sharp right turn made by OAK departures that she hopes will be adjusted.
- Darlene Yaplee, San Mateo – Ms. Yaplee said she is the President of the Aviation Impacted Communities Alliance, a coalition of over 90 groups that address concerns about airport expansion. She highlighted that the Alliance's comments on the FAA's Noise Policy Review were endorsed by 13 percent of respondents, emphasizing their expertise. She criticized the Draft Environmental Impact Report (DEIR) for relying on the outdated day-night average sound level (DNL) 65 standard, which inaccurately concludes that the airport expansion will not significantly increase aircraft noise. This metric fails to account

for the number and intensity of noise events, leading to misleading assessments. Despite the FAA acknowledging the limitations of DNL 65 in a 2021 study, the new noise policy will not be retroactive. Ms. Yaplee urged delaying the airport expansion approval until the FAA's new noise policy is finalized to ensure accurate assessment of the true impact of increased air traffic.

- Martine Kraus, Berkeley – Ms. Kraus said she represents communities significantly impacted by aviation and has two main points regarding the expansion. First, there are already too many aviation impacts. In 2023, there were 207,101 aircraft operations, with residents enduring several hundred flights daily, including nighttime operations. The FAA's NextGen implementation at OAK has shifted flight tracks, concentrating air traffic into narrowed corridors, lowering altitudes, and increasing noise impacts on previously unaffected communities. Over a thousand comments on the DEIR have expressed concerns about noise, air quality, and emissions. The current burden on communities like Oakland and Alameda is overwhelming, and additional aircraft noise is not needed. Second, the expansion will increase aircraft operations by 74 percent between 2031 and 2038, resulting in an aircraft noise event every 72 seconds during an 18-hour day. Nighttime operations will also extend, with arrivals as late as 2:00 a.m. and departures as early as 4:15 a.m. This will significantly increase aviation noise impacts. She urged the Noise Forum to delay the project's approval until the FAA's new noise policy is finalized to ensure the true impact of increased air traffic is accurately assessed.
- Benjamin Maurice, Berkeley – Mr. Maurice said he is relatively new to the Noise Forum and a resident of the Berkeley Hills. He noted that planes used to fly over the bay, which was acceptable to residents. The change to the current situation, where planes fly over residential areas, has made residents unhappy. He believes reverting to the previous flight paths would be a better decision. Second, he appreciates the options presented for improving the noise situation but wants to see concrete plans, timelines, and quantified noise reduction targets. He suggested setting specific goals, such as reducing noise by 70 percent by June 2025 and by 90 percent by the end of 2025, to ensure meaningful progress.
- Bill Harrison, Hayward – Mr. Harrison said he is a resident of Hayward near the Castro Valley border and has been attending these meetings since 2001. In 2005, thanks to Jesse Richardson and his team, a monitor was installed in his yard, recording 5,000 flyovers in March 2005. Listening to Mr. Hannah and the subcommittee report, he understands that relief may still be decades away, which is disheartening given his age and the impact of the noise on his body and mind. He has consistently attended these meetings, hoping for timely action to address the noise issue.
- Rani Marx, Oakland – Ms. Marx stated she has suffered significant health consequences from NextGen for eight years, having no prior issues with aircraft noise. She has documented and researched the problem extensively. On July 19, she wrote to the FAA about her routine sleep disturbances, citing four loud flights between 12:40 and 1:00 a.m. on July 14 and seven loud flights in the early evening. The FAA responded on August 7, noting 128 flights within one nautical mile of her home in May and 247 in July, mostly OAK arrivals and departures. She said the FAA claimed NextGen is not responsible for the

increased traffic and that no changes have been made to flight patterns. She finds the lack of accountability unacceptable, with 82 daily flights disrupting her life, making it hard to focus, sleep, or manage stress. She asked for immediate action to protect the community's health, as many are severely affected by the increased air traffic.

- Kevin Brown, Oakland – Mr. Brown said he agrees with the previous speakers and emphasizes that those attending the meetings represent a small fraction of the many affected people who cannot participate. He highlighted the significant impact of aircraft noise on health and peace of mind, expressing sadness over the disturbances described by others. He appreciated the opportunity to speak and supported the call for reducing noise to bring peace and quiet to everyone affected.
- James Jaber, Oakland – Mr. Jaber said he echoed the sentiments of Mr. Brown, expressing concern for those experiencing health issues due to aircraft noise, including himself. He said moving to the area five years ago was a dream come true, but he soon questioned why planes were flying over the highest ridge in the Bay Area. He discovered that the TRUKN departure route from SFO and arrivals into Hayward Executive Airport were causing three crossing flight patterns over his home. He has spent money on noise mitigation efforts, but jet noise still permeates his house. His neighbor's young child even recognizes the sound of airplanes from inside. He now knows specific flight patterns by the behavior of pilots, which he finds troubling. He appreciates the committee's engagement, particularly Mr. Hannah's expertise, and urged the Noise Forum to move the flight routes to reduce noise, believing the Forum is capable of achieving this goal.
- Laurie Earp, Oakland – Ms. Earp said she is a nearly 25-year resident of the Oakland Hills and thanked everyone who had spoken, expressing sympathy for those suffering from aircraft noise. She has attended these meetings for eight years and feels that despite the Noise Forum's efforts, there has been no progress. She noted that flight patterns now include low-flying planes over Oakland, impacting residents' lives. She said a FedEx pilot mentioned that planes could glide from 35,000 feet, suggesting that current practices are unnecessary. She urged those responsible to implement changes, highlighting that the community was not consulted before these changes were made, resulting in planes flying so low that residents can read their serial numbers.
- Susan Stephenson, Oakland – Ms. Stephenson said she appreciated the efforts to explore alternative routes, especially for WNDSR, which affects her home in Montclair. She believes multiple routes over Montclair contribute to constant air traffic from San Francisco, Oakland, and Hayward, with planes passing every minute. The concentration of flights has created a hazard, and she wishes dispersion could be reconsidered despite NextGen. She sympathized with long-term sufferers like Mr. Harrison and urged for urgent action on alternative solutions to alleviate the impact on health and the environment, noting even animals are affected by the low-flying planes. She hopes for quick implementation of strategies to bring relief.
- Jon Hamilton, Alameda – Mr. Hamilton said he represents CLASS, which advocates for about 3,000 homes on Bay Farm Island. Addressing Mr. Hannah, he appreciates the plans being worked on and noted that the 30-degree turn for planes leaving the South Field runway at OAK between 10:00 p.m. and 7:00 a.m. has helped reduce noise and pollutants

for Bay Farm Island residents. He suggested implementing a stronger left-hand turn than the current six degrees for planes departing between 7:00 a.m. and 10:00 p.m., proposing a 30-degree turn all day. He believes this adjustment would further minimize noise impact on Bay Farm Island and benefit the main island, particularly the west end of Alameda.

6. FAA REGIONAL ADMINISTRATOR'S UPDATE

Moifair Chin said that there was no update from the FAA.

7. NOISE OFFICE REPORT

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

Mr. Richardson gave reports on the following action items from the North Field/South Field Research Group meeting held on September 18, 2024:

- The first Action Item involved analyzing repeat offenders for jet departures from the North Field and the North Field quiet hours procedure. Every noncompliant operator receives a letter. Additionally, the Port contacted operators with five or more jet departures or offenses. The feedback was very positive, with all operators agreeing to comply moving forward.
- The second Action Item involved analyzing the number of clicks on the “noise abatement procedures” page on FlyQuietOakland.com. According to the August analytics report, the Fly Quiet procedures page received 37 views, and the pilot page received 10 views. However, the webmaster couldn't track Whisper Track analytics due to limitations in the new Google Analytics tracking system. Attempts to obtain analytics from Whisper Track were unsuccessful, as they don't have analytics on their site.
- The third Action Item was to analyze whether noise abatement procedures are prominently displayed at the pilot flight-planning areas of fixed-base operators, Signature and Kaiser. A check on August 1 at around 10:00 a.m. confirmed that noise abatement posters and rack cards are present in these areas.
- The fourth Action Item addressed CLASS' concerns regarding an email about Southwest departures on the North Field. This issue was discussed and resolved.
- The fifth Action Item was to analyze whether touch-and-go operations at OAK are higher than at other Bay Area airports. After consulting with NorCal, it was found that touch-and-go operations at OAK are not necessarily higher than at Hayward or other airports in the area. OAK's numbers are comparable to those of Hayward and other nearby airports.
- The sixth Action Item involved analyzing the percentage of Instrument Flight Rules (IFR) versus Visual Flight Rules (VFR) departures from the North Field. Between July 1 and August 14, there were 47 percent IFR departures and 53 percent VFR departures. This analysis was crucial because beckon codes, previously used to determine noncompliance, are now randomly assigned by the FAA. The old VFR based on specific beckon code ranges is no longer valid, necessitating a rewrite of the violation rule to include the new VFR in the Airport Noise Monitoring System (ANOMS). The updated third quarter report looks good, indicating the issue has been resolved.

- The seventh Action Item was to investigate the southeast runway capacity in compliant operations. The definitions are detailed in the 56-page quarterly report.
 - **Southeast Plan Constraints:** Aircraft may land on Runway 10R/L to alleviate airspace congestion on Runway 12. If constraints are confirmed through flight replay or air traffic control recordings, the flight is considered compliant with the noise abatement program for safety reasons.
 - **Excused by Reprocessing:** If a flight is found compliant through flight replay or track analysis, despite initially appearing noncompliant, it is exempt. This can occur during go-arounds for safety, where flights may pass through multiple noise abatement gates. Port staff determined that the flight in question was compliant due to safety-related go-around procedures.
- The eighth Action Item was the community request for additional language in the letters sent to noncompliant operators. The community believe this will address the concern once implemented. Mr. Richardson sent one of these letters to a CLASS Representative earlier in the week, who will help craft different language for the letter. They are awaiting feedback on this effort.
- The ninth Action Item was to analyze the lifeguard flight trend quarter over quarter. There were 94 lifeguard flights in the first quarter of 2024 and 29 in the second quarter of 2024, indicating a decrease. Lifeguard flights tend to fluctuate based on individual health needs.

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

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

- The members of the Forum asked staff to analyzed whether the CNDEL Five departure procedures could be changed to mimic the Oakland Six departure procedure from Runway 30. Recently, Mr. Davis entered the CNDEL Five procedure into the FAA IFP gateway to attempt this six-degree turn. The FAA will analyze this information and inform them if the change is possible.
- At the request of the City of Richmond, the Port is hiring a consultant to prepare new west and southeast plan characterization maps. These maps will include the City of Richmond, other East Bay jurisdictions, the Peninsula, and potentially South Bay jurisdictions. The process will take about 10 weeks to complete. There will be an interactive version available on the website and a static version for the community to print out.

8. OAKLAND SIX PRESENTATION

Jason Stoddard explained that the Oakland Six departure, while not a new standard instrument departure, has been amended. Instead of taking the runway heading of 296 degrees magnetic off Runway 30, it now shifts to a 290-degree magnetic heading, which is about six degrees to the left. While only two months of data was previously available as of April 2024, data is now available through August 2024. Out of 27,757 departures off Runway 30, around 6,000 used the 290-degree heading, which is about 22 percent of the departures. He continued that HMMH analyzed noise levels using three of the permanent noise monitors in the community (Five, Six, and Seven) and compared them to the previous year. For Noise Monitor Five, the average community noise

equivalent level (CNEL) dropped from 62.6 to 59.6. Noise Monitor Six saw a decrease from 60.2 to 59.1, and Noise Monitor Seven decreased from 59.4 to 58.4. HMMH also tested the impact of specific flights on noise levels. For example, on August 20, 2024, two 737-800 aircraft departures were compared. The 296-degree heading resulted in higher sound exposure levels (SEL) on all monitors compared to the 290-degree heading, which showed decreases in SEL. On August 27, 2024, similar tests showed that the 290-degree heading generally resulted in lower SEL readings compared to the 296-degree heading for the same type of aircraft.

Mr. Nelson asked if the results were for all aircraft. Mr. Stoddard confirmed that they were for all aircraft. Mr. Nelson said despite only a fraction of aircraft using the 290-degree departure path, they achieved a reduction of 1 to 3 dB in noise levels. This shows the effectiveness of the amended Oakland Six departure in reducing noise pollution. Co-Chair Lee asked if the numbers from August 20, 2024, and August 27, 2024 were peak numbers. Mr. Stoddard replied that the data was downloaded from specific noise monitors at the time of day when the departures occurred. SEL represents all the noise energy from the event consolidated into one second. The comparison showed how the green departure (290-degree heading) and the red departure (296-degree heading) individually impacted each noise monitor. The results clearly indicate a reduction in noise levels for the areas monitored, as seen from the SEL readings.

9. NOISE NEWS UPDATE

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

- Air travel has fully recovered since the COVID pandemic. Boeing projects a 3-percent increase in airplane deliveries over the next 20 years, totaling nearly 44,000 new commercial airplanes. These new aircraft will meet the FAA Stage Five Noise Standard, making them quieter than any previous models. Market analysts predict that single-aisle aircraft will drive industry growth globally. They also expect air travel demand to outpace economic growth, with passenger aircraft numbers rising by an average of 4.7 percent annually over the next 20 years. Other highlights include airlines increasing productivity by raising load factors and utilizing planes more hours per day. Surprisingly, the average global airfare remains about the same as 20 years ago, despite overall consumer prices doubling. Passenger air traffic growth will be strongest in South Asia, Southeast Asia, and Africa, with increases of 6 to 7 percent. Eurasia will receive 22 percent of new aircraft deliveries, and North America and China will each receive 20 percent. By 2043, single-aisle aircraft like the 737 will comprise 71 percent of the fleet, with 33,380 new deliveries. The global wide-body fleet will more than double, with twin-aisle aircraft making up 44 percent of the Middle East fleet.
- In other Boeing news, the company will lay off 10 percent of its workforce, or roughly 17,000 jobs, to stay competitive. The release of the 777-X will be delayed to 2026, and production of the 767 freighter will stop after fulfilling orders in 2027.
- The bypass ratio is a key design characteristic for commercial engines, with higher bypass ratios being more efficient and quieter. For example, the DC-9 in the 1980s had a 2:1 bypass ratio, while the newer 737 MAXs and A320 Neos use the CFM LEAP engine with an 11:1 bypass ratio. Future aircraft will use the new CFM RISE engines, featuring an open-fan

concept and a 75:1 bypass ratio, making them more efficient and environmentally friendly. NASA is exploring ways to make these engines quieter by adding electric motors, creating a hybrid jet engine that reduces fuel consumption. The challenge lies in determining the optimal times to use the electric motors to maximize efficiency. NASA and GE Aerospace will perform testing on which phase of flight will make up the most fuel savings.

- Just like smartphones help us navigate through traffic more efficiently, NASA has developed tools for air traffic control to avoid delays and backups. These tools help manage flight schedules to reduce nighttime noise impact on residents near airports. The digital information platform processes data from various sources using the “collaborative departure digital tool” to reroute flights. This tool will be available to the FAA, airlines, and the public. A test conducted in Dallas in 2022 showed that these tools can lead to fuel savings.
- The FAA’s Fueling Aviation Sustainable Transition (FAST) discretionary grant program is investing in accelerating the production and use of sustainable aviation fuels (SAF). NASA has also developed low-emission aviation technology to support the U.S. aviation industry in achieving zero greenhouse gas emissions by 2050. The SAF portion of the program is providing over \$240 million in grants for infrastructure projects related to SAF transportation, blending, and storage, as well as scoping studies for SAF production needs. The low-emission technology portion is providing \$46 million in grants to develop and demonstrate aviation technology improvements. Although OAK applied for a FAST SAF grant, it was not selected for funding. The awarded grants went to various entities, including startups, fuel producers, airport authorities, universities, and local governments, across 23 states. One recipient, Wright Aviation, is developing a new type of battery for Spirit aircraft. These Wright lithium-sulfur batteries will hold up to three times the power of the best current carbon batteries.
- Locally, Martinez Renewable Company in Contra Costa County received \$50 million for operational updates to their facilities. They are estimated to produce 100 to 350 million gallons of sustainable aviation fuel (SAF) annually by 2027. Additionally, Heart Aerospace in Palo Alto received \$4 million to develop a hybrid electric magnet system to optimize power sources in aircraft.
- Lastly, there was a news piece on the “Teslas of the Skies.” The Pipistrel Velis Electro, an electric aircraft, was delivered to Santa Monica, with another one expected soon. It is quieter than gas-powered planes, producing just 60 decibels. Videos show it sounding like a loud fan during takeoff. The Velis Electro is a low-cost, user-friendly, and environmentally friendly trainer, ideal for flight training. The Eco Aviation Foundation, dedicated to promoting clean and quiet aviation, has purchased this aircraft and will receive another next month. They are also launching an eco-flight ground school and a scholarship initiative. The Velis Electro has an 80-horsepower motor, can fly at speeds up to 100 knots, has a max range of 50 minutes, a takeoff weight of just over 1,500 pounds, and a usable payload of 370 pounds. This aircraft could be used for training sessions in Oakland.

Mr. Nelson asked about using hydrogen fuel cells in aircraft. Mr. Valdez mentioned that the RISE engine is being developed and will be capable of using various future fuels, such as hydrogen and SAF. Some aircraft manufacturers are already testing hydrogen technology by conducting

test flights with twin-engine aircraft, using hydrogen in one engine and regular fuel in the other. He said there is a lot of ongoing testing with hydrogen.

10. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Mr. Seaton said in January 2024, the Noise Forum discussed sending two people to the UC Davis Aviation Noise Symposium. However, since the event was in March, there wasn't enough time to organize it. Now, the dates for the next symposium have been announced for March 2025, and it will be held in Las Vegas. He suggested that the Noise Forum should review the process and decide whether to send one or two people to the event. Facilitator Hanrahan said that she will discuss with the Co-Chairs adding the UC Davis Aviation Noise Symposium to the agenda for the next meeting in January. The members would then vote on who to send, prioritizing the Co-Chairs and other Noise Forum members before considering subcommittee members.

She thanked Mr. Seaton for bringing it up now, as they wouldn't be able to vote on it until the next meeting. She explained that attendees would need to book their own accommodations, travel, and registration, and then submit receipts for reimbursement by the Port. The upfront costs would be borne by the attendees.

Facilitator Hanrahan announced that the Final Environmental Impact Report (EIR) for the Terminal Modernization and Development Program will be published tomorrow. The Board will consider the EIR Certification on Thursday, November 21, 2024. She wanted to inform the group, as it is of interest to them, even though it is not within their prerogative.

The next Noise Forum meeting is scheduled to be a virtual meeting on January 15, 2025.

11. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 8:40 p.m.

NOISE FORUM SUMMARY

North/South Field Working Groups



NOISE ABATEMENT REPORT

THIRD QUARTER 2024

Disclaimer

The Port of Oakland's Airport Noise and Operations Monitoring System (ANOMS) is the source of the data used in this report. Although ANOMS is a very sophisticated computer program that provides a state-of-the-art solution for collecting aircraft noise complaints. The number of aircraft noise complaints in the report are for informational purposes. Airport staff carefully reviews the data for accuracy and will make corrections whenever possible.

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**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%	83%	17%
Total Runways 28R/L & 33 Departures	242	14	431	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

Note: N/C means non-compliant. Percentage values are rounded out.

Operation Details	
Beacon Code:	3373
AC Type:	H25C
Operation Type:	Departure
Runway:	28L
Date/Time:	12/13/2016 8:26:14 AM

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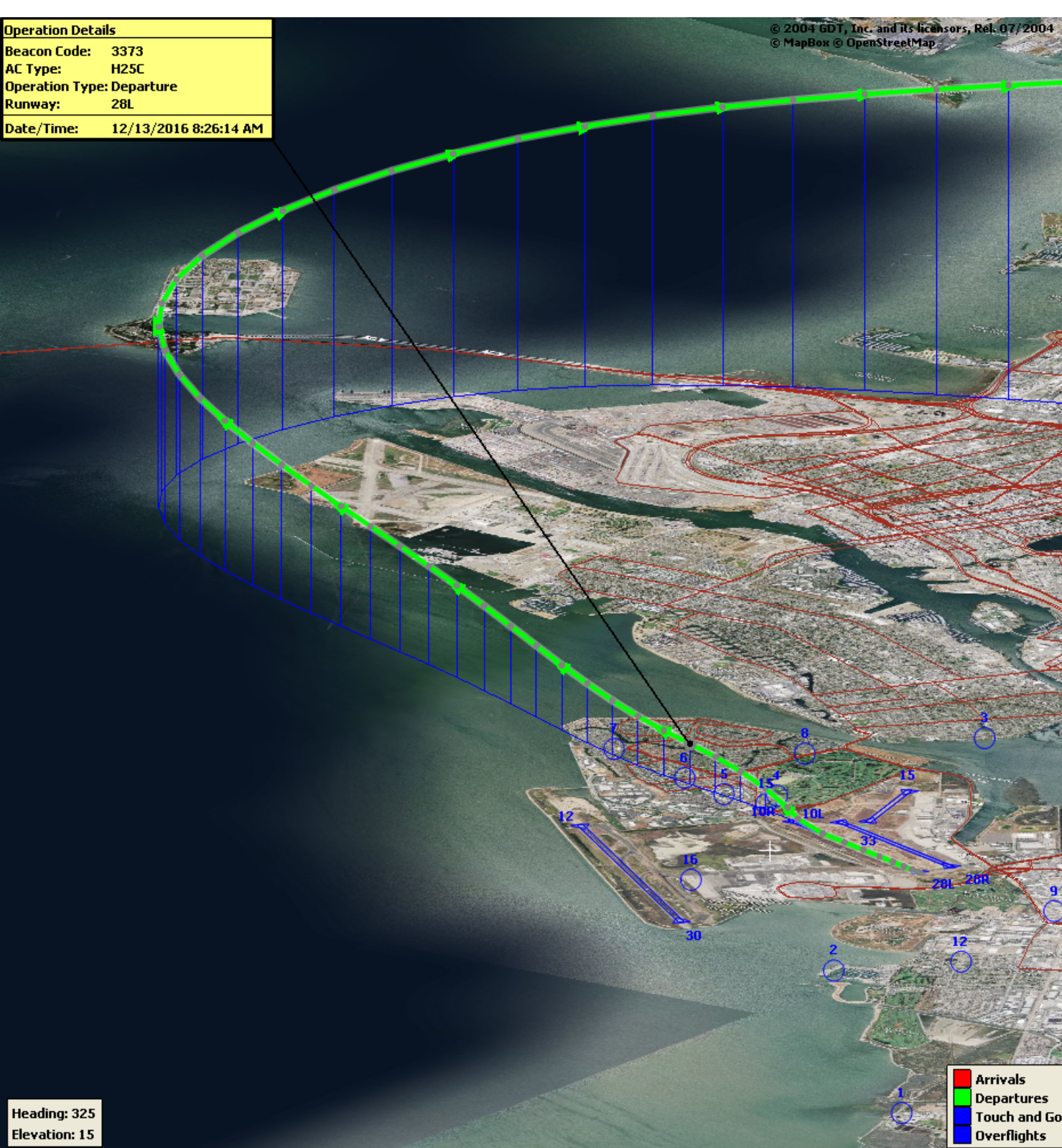
Runway 28R/L Jet Departure NAP

2024Q3
94% Compliance
(2,057 total departures)
(127 non-compliant)

2023Q3
94% Compliance
(2,137 total departures)
(128 non-compliant)

Heading: 325
 Elevation: 15

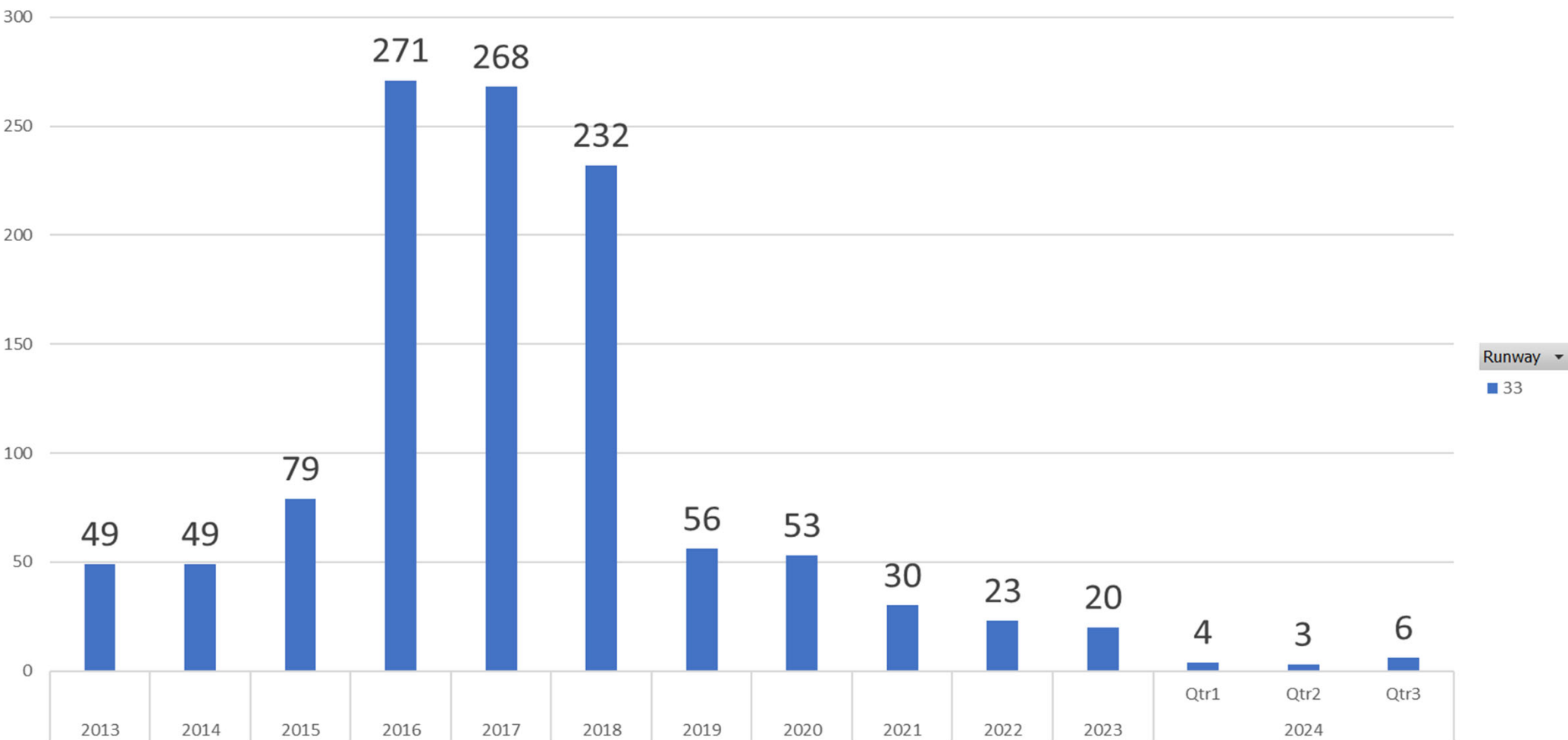
■	Arrivals
■	Departures
■	Touch and Go
■	Overflights



RUNWAY 33 JET DEPARTURES THIRD Quarter 2024

Count of Aircraft Type

Runway 33 Jet Departure Trend Analysis



Years ▾ Quarters ▾ Date Time ▾

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Operation Details	
Beacon Code:	4564
AC Type:	C550
Operation Type:	Arrival
Runway:	10R
Date/Time:	12/15/2016 8:15:42 PM

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Runway 10R/L Jet Landing NAP

2024Q3
100% Compliance
(0 total landings)
(0 non-compliant)

2023Q3
96% Compliance
(27 total landings)
(1 non-compliant)

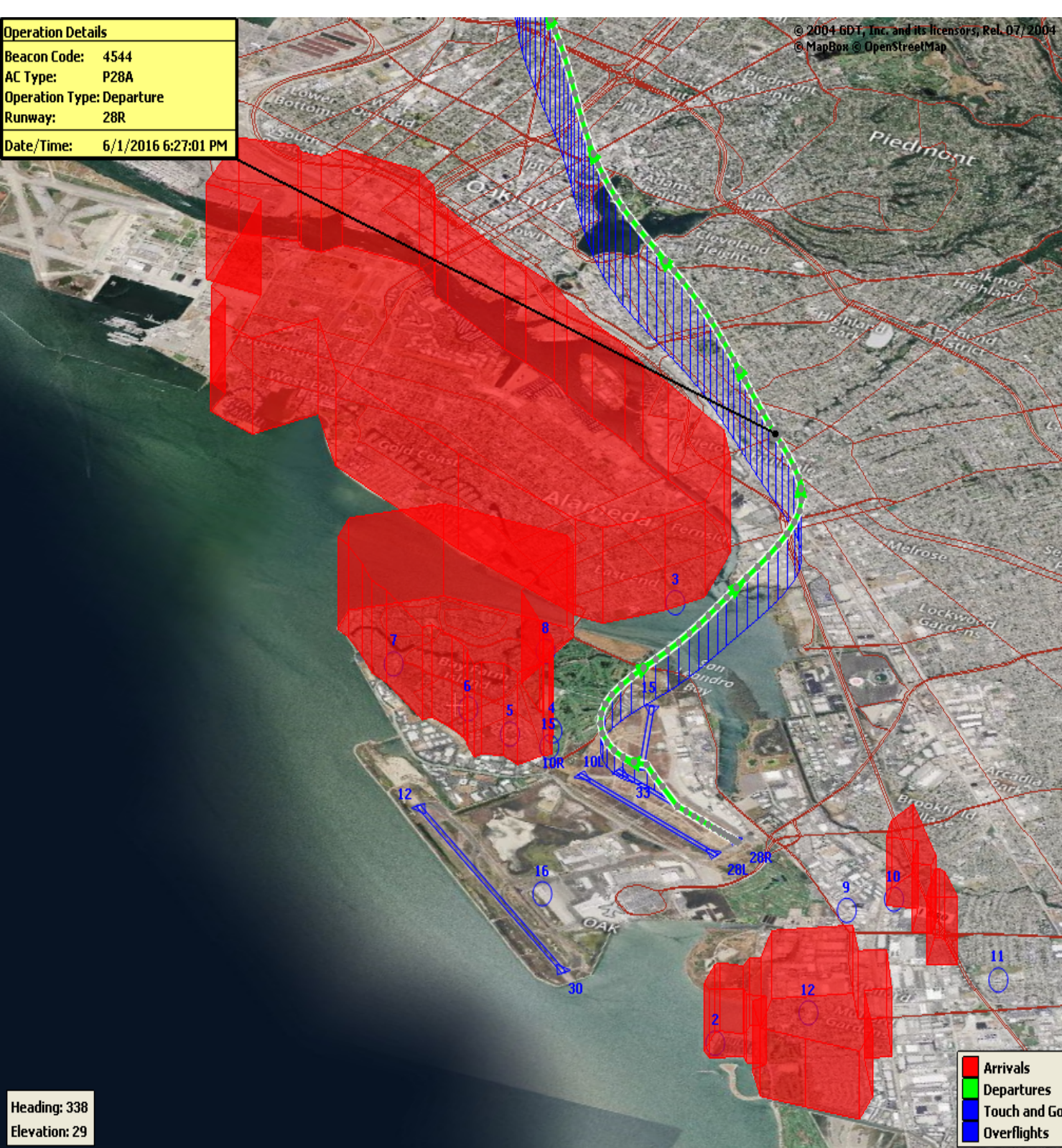
Heading: 325
 Elevation: 15

■	Arrivals
■	Departures
■	Touch and Go
■	Overflights



Operation Details	
Beacon Code:	4544
AC Type:	P28A
Operation Type:	Departure
Runway:	28R
Date/Time:	6/1/2016 6:27:01 PM

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VFR Aircraft Departure NAP

2024Q3
83% Compliance
(520 total departures)
(89 non-compliant)

2023Q3
95% Compliance
(256 total departures)
(14 non-compliant)

Heading: 338
 Elevation: 29

■	Arrivals
■	Departures
■	Touch and Go
■	Overflights

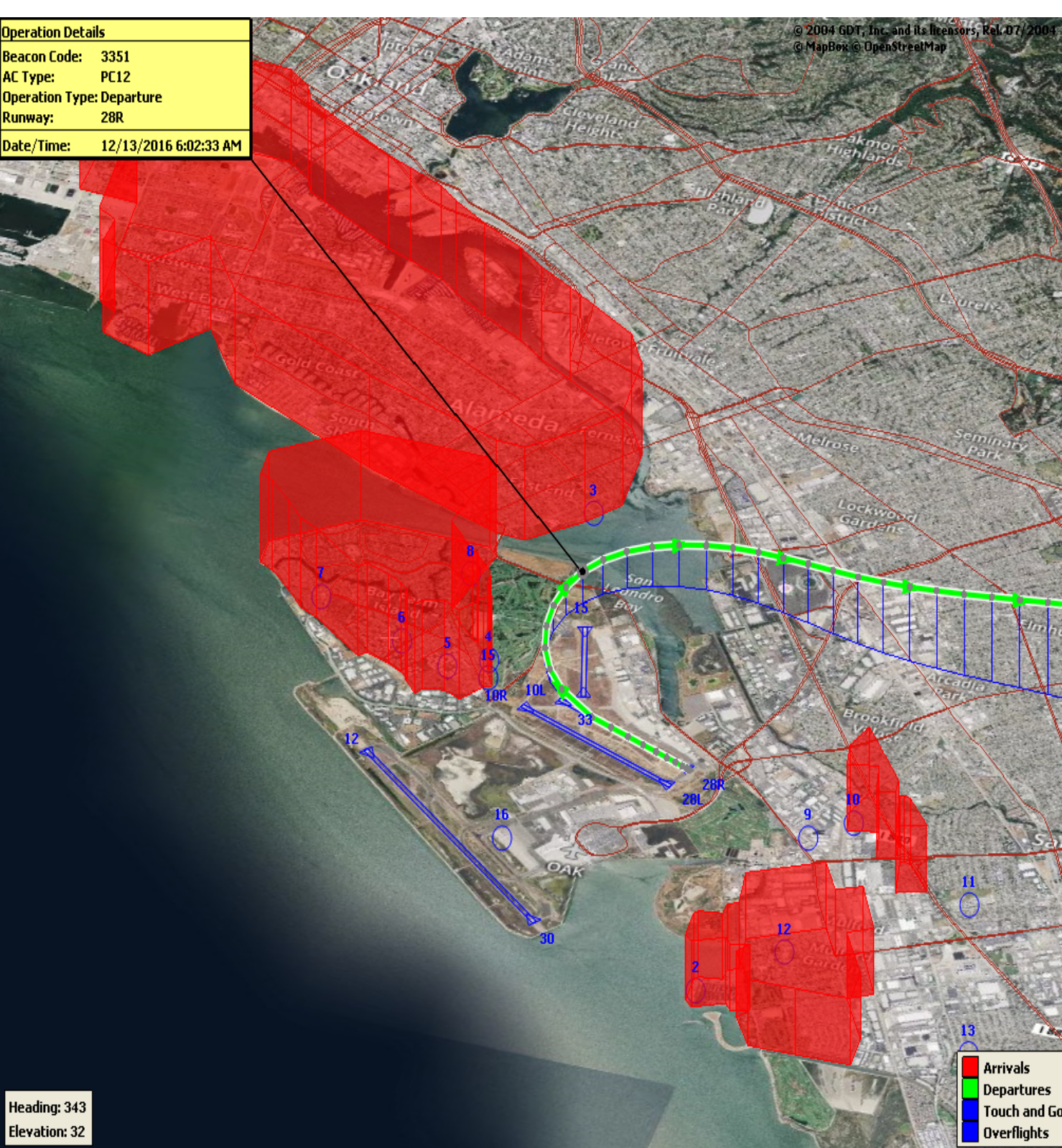
Operation Details	
Beacon Code:	3351
AC Type:	PC12
Operation Type:	Departure
Runway:	28R
Date/Time:	12/13/2016 6:02:33 AM

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North Field Quiet Hours NAP

2024Q3
92% Compliance
(341 total departures)
(27 non-compliant)

2023Q3
87% Compliance
(212 total departures)
(28 non-compliant)

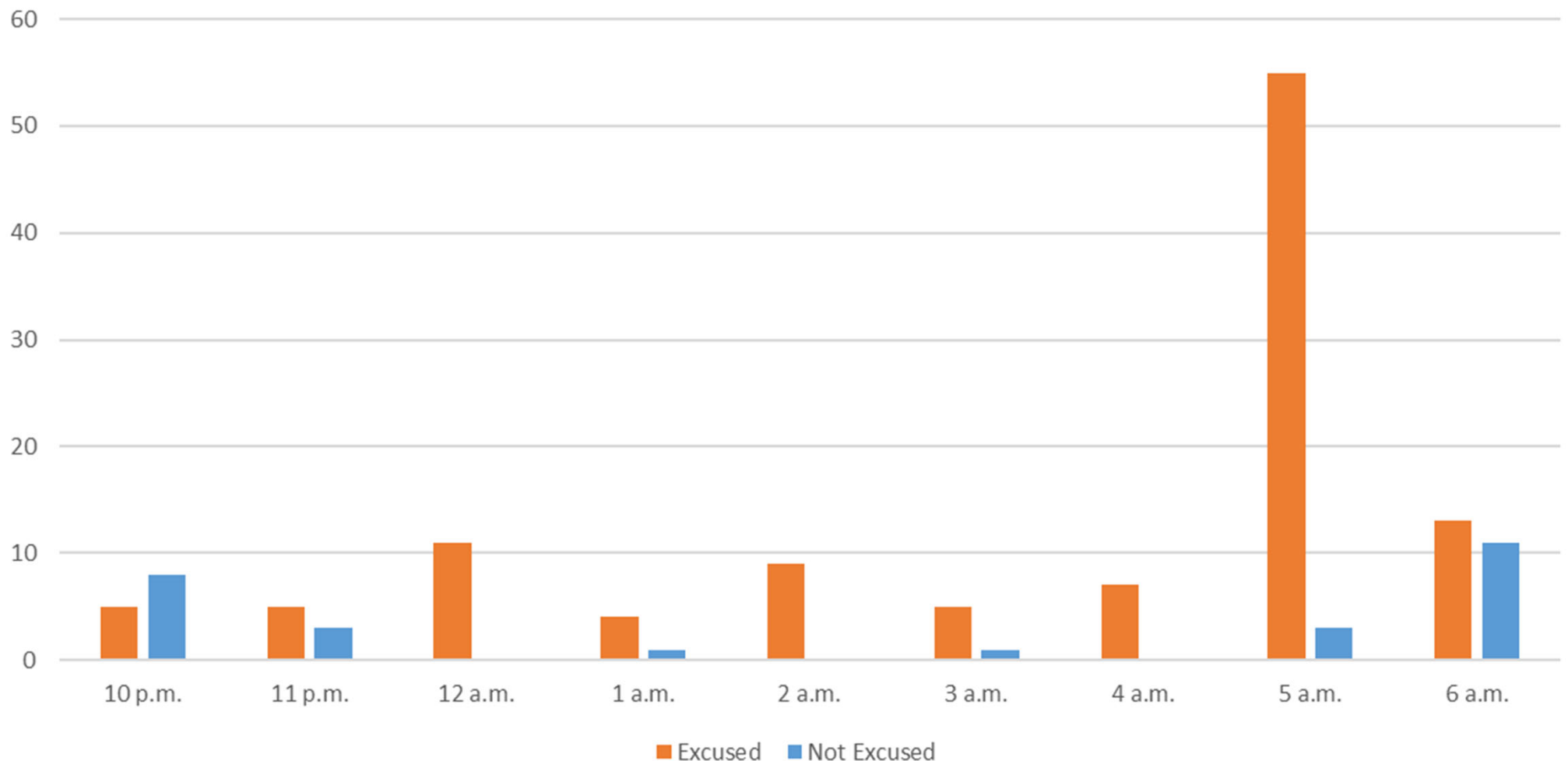


■	Arrivals
—	Departures
—	Touch and Go
—	Overflights

Heading: 343
 Elevation: 32

Quartely North Field Quiet Hours NAP Non-Compliant Per Quarter

Excused/Not Excused Violation Count Per Quarter



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



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Night Time Departure NAP

2024Q3
99% Compliance
(3,234 total departures)
(28 non-compliant)

*REBAS Gate non-compliant = 25

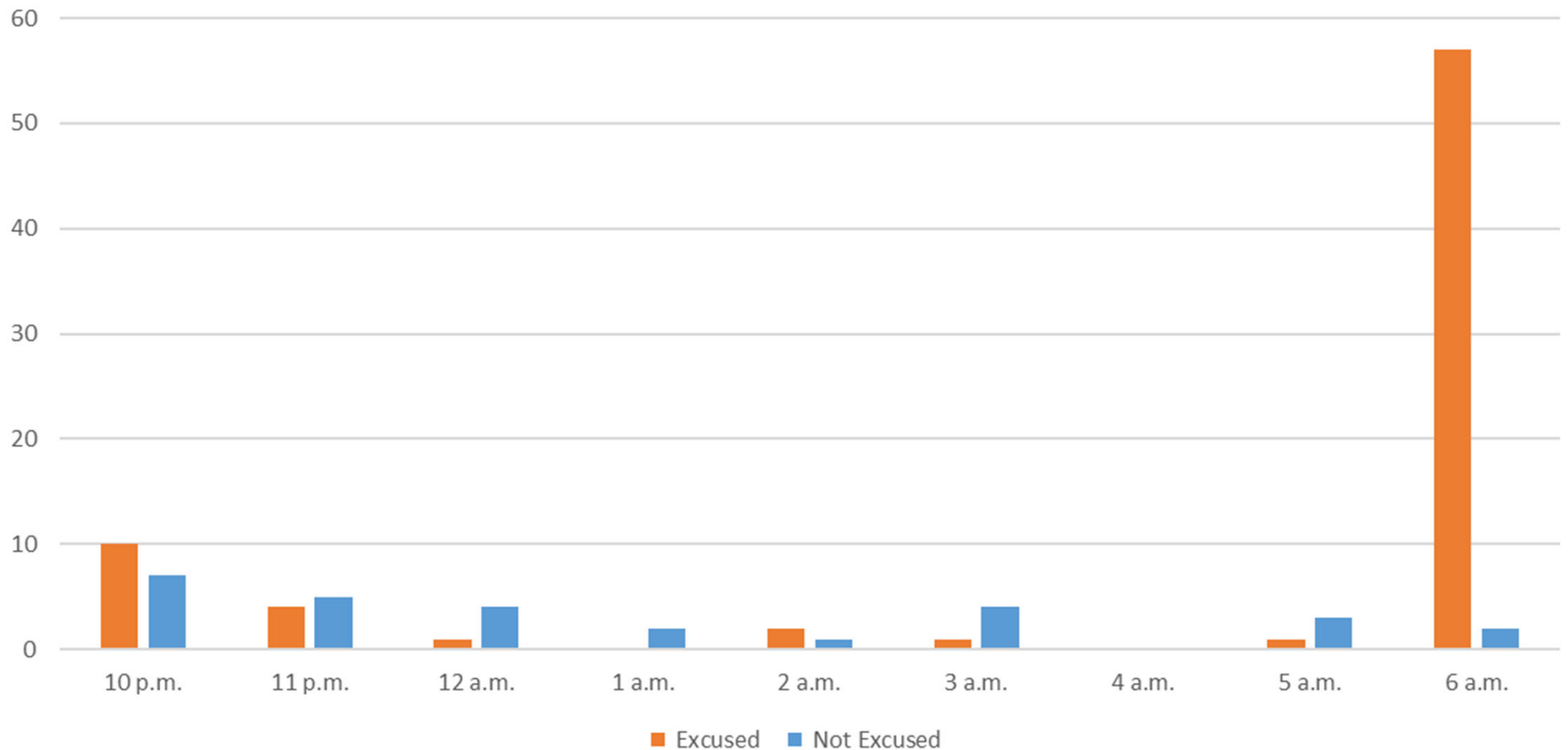
2023Q3
99% Compliance
(3,375 total departures)
(29 non-compliant)

Heading: 349
 Elevation: 59

- Arrivals
- Departures
- Touch and Go
- Overflights

Quarterly Night Time NAP Non-Compliant Count Per Quarter

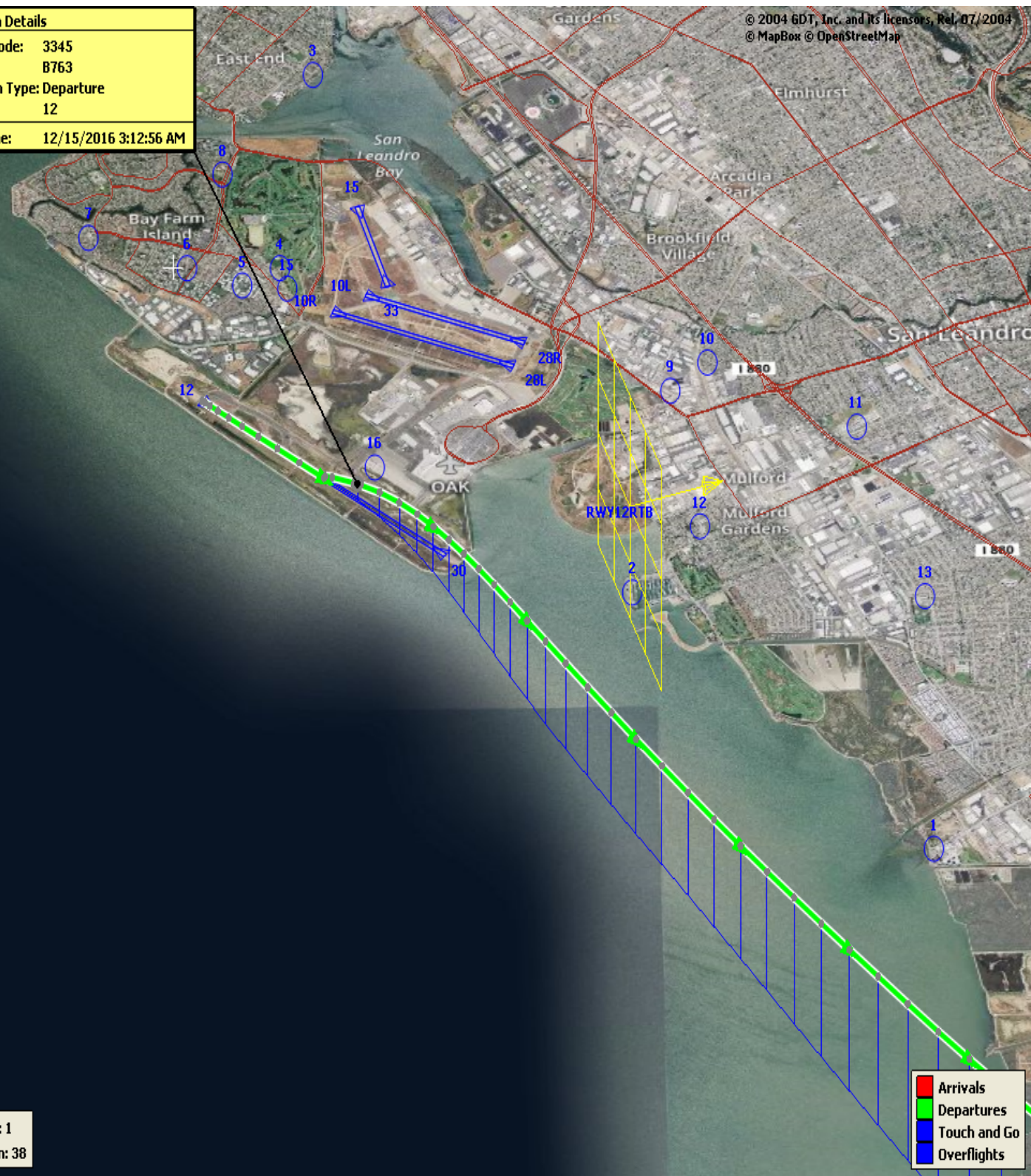
Excused/Not Excused Violation Count Per Quarter



Operation Details	
Beacon Code:	3345
AC Type:	B763
Operation Type:	Departure
Runway:	12
Date/Time:	12/15/2016 3:12:56 AM

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Runway 12 Night Departure NAP



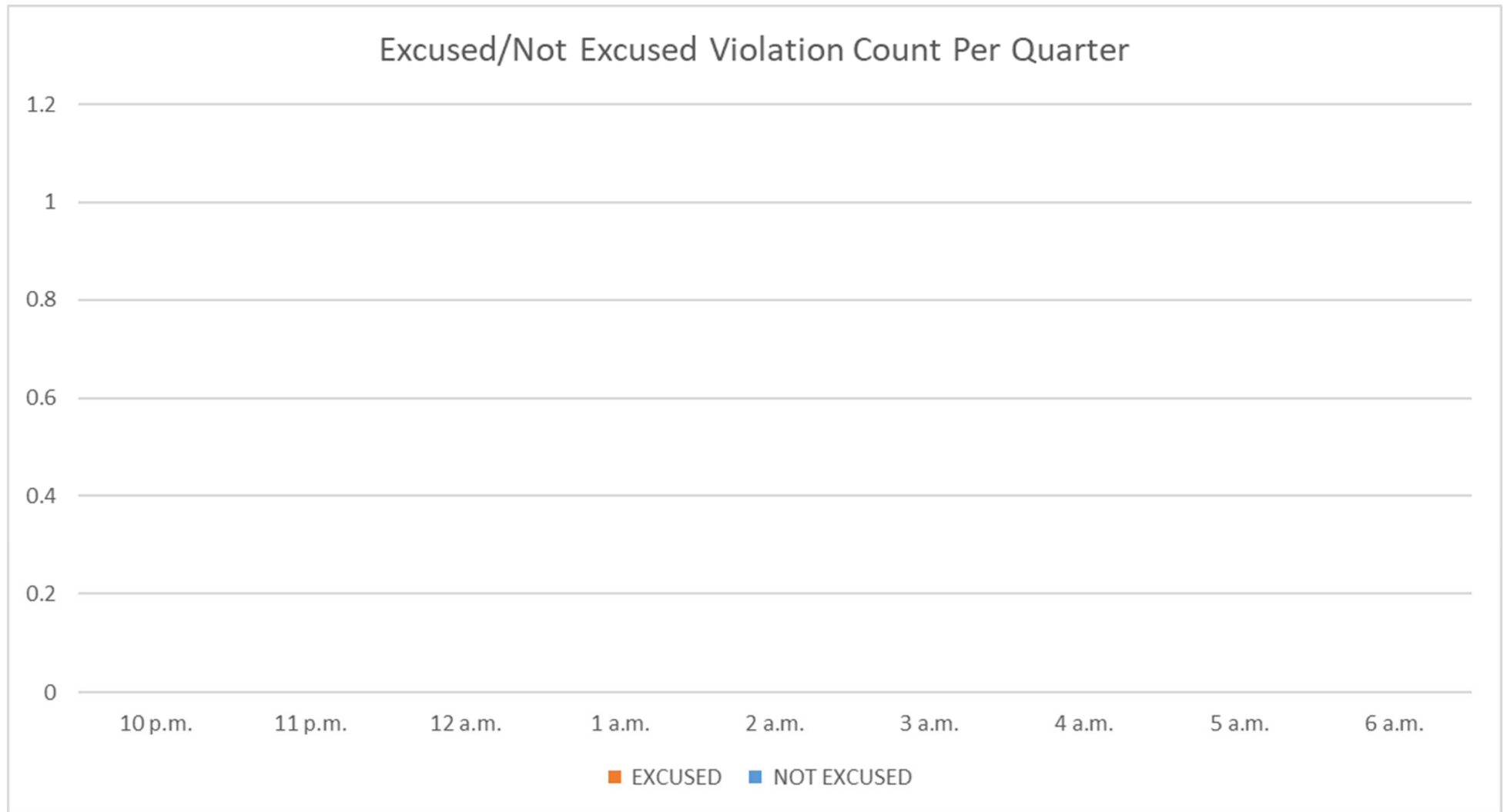
2024Q3
100% Compliance
(0 total departures)
(0 non-compliant)

2023Q3
100% Compliance
(15 total departures)
(0 non-compliant)

■	Arrivals
■	Departures
■	Touch and Go
■	Overflights

Heading: 1
 Elevation: 38

Quartely Runway 12 Night Departure Non-Compliant Count Per Quarter



Operation Details	
Beacon Code:	3374
AC Type:	B737
Operation Type:	Departure
Runway:	30
Date/Time:	1/7/2019 8:57:05 AM

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Runway 30 Bay Farm Right Turn NAP

2024Q3
100% Compliance
(16,118 total departures)
(5 non-compliant)

2023Q3
100% Compliance
(16,393 total departures)
(2 non-compliant)

Heading: 299
 Elevation: 36

■	Arrivals
■	Departures
■	Touch and Go
■	Overflights

Operation Details
Beacon Code: 3231
AC Type: B738
Operation Type: Departure
Runway: 30
Date/Time: 4/7/2024 8:05:16 PM

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Runway 30 East Turn NAP

2024Q3
100% Compliance
(4,132 total departures)
(3 non-compliant)

*Excused Departures = 8

2023Q3
100% Compliance
(4,169 total departures)
(3 non-compliant)

Heading 310°
Elevation 24°

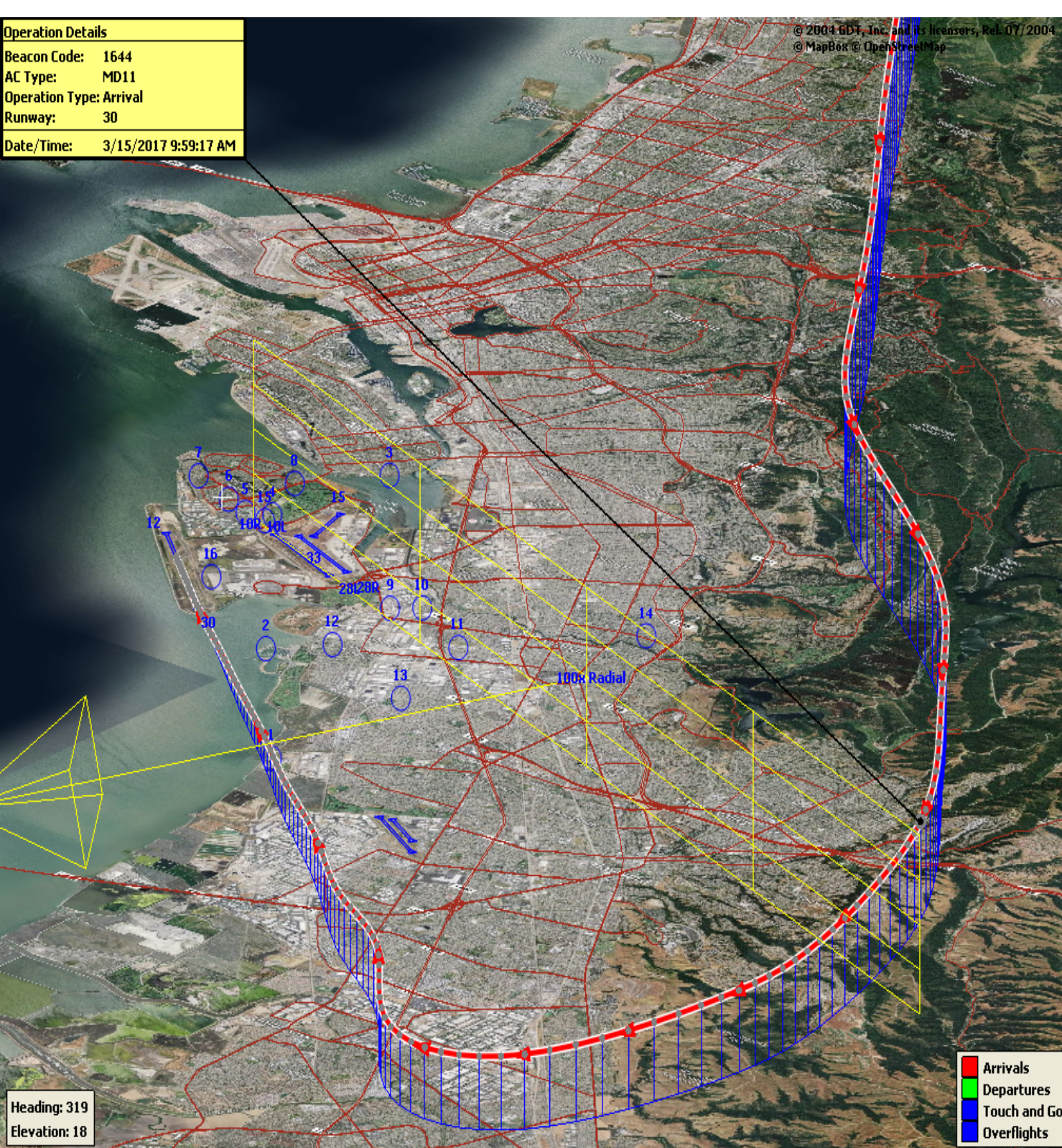
Operation Mode

- Arrivals
- Departures
- Overflights
- Ground Operation
- Touch and Go



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

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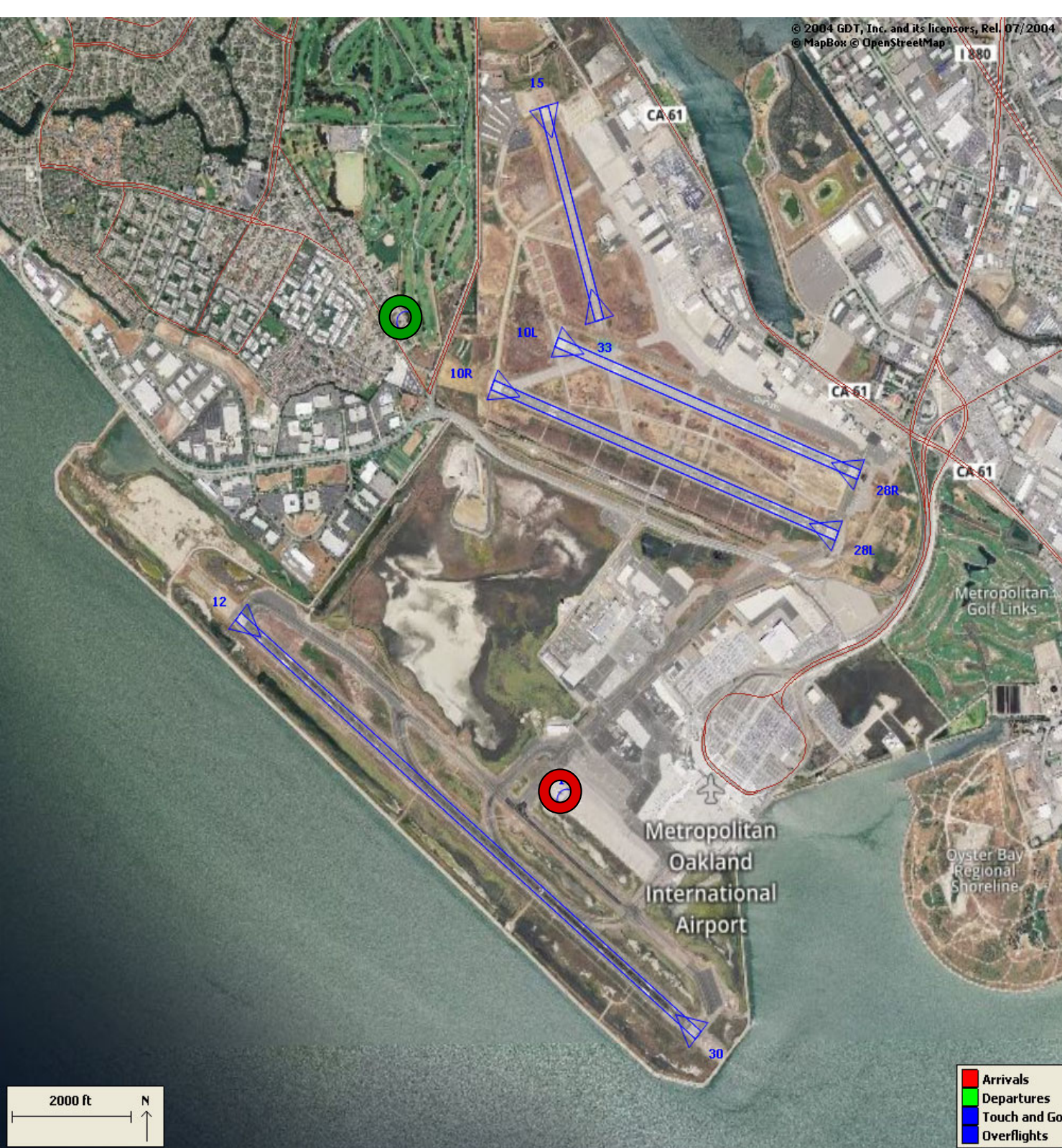
100 Degree Radial At 3,000 ft. NAP

2024Q3
99% Compliance
(797 total landings)
(8 non-compliant)

2023Q3
98% Compliance
(946 total landings)
(14 non-compliant)

Heading: 319
Elevation: 18

■ Arrivals
■ Departures
■ Touch and Go
■ Overflights



Engine Run-up NAP

2024Q3
100% Compliance
(5 engine run-ups)*
(0 non-compliant)

2023Q3
82% Compliance
(13 engine run-ups)
(2 non-compliant)

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

Compliance Monitoring Quarterly Summary Comparison Third Quarter 2024 - Quarter-to-Quarter				
	2024Q2		2024Q3	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,474	180	1,930	127
Runway 10R/L Jet Landing Compliance	88%	12%	100%	0%
Total Southeast Plan Corporate Jet Landings	83	11	0	0
North Field VFR Departure Compliance	97%	3%	83%	17%
Total Runways 28R/L & 33 Departures	309	10	431	89
North Field Quiet Hours Compliance	90%	10%	92%	8%
Total North Field Quiet Hours Departures	233	27	314	27
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,693	6	16,113	5
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,266	35	3,206	28
Runway 12 Night Departure Compliance	98%	2%	100%	0%
Total Runway 12 Night Turbojet Departures	134	3	0	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,939	0	4,129	3
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	835	5	789	8
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	5	0	5	0
Note: N/C means non-compliant. Percentage values are rounded out.				

Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 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

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

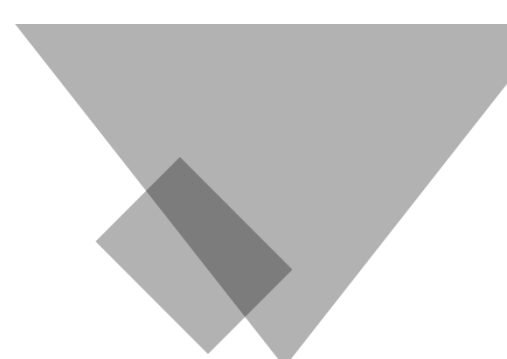

Third Quarter 2024 (10:00 p.m. to 7:00 a.m.)

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

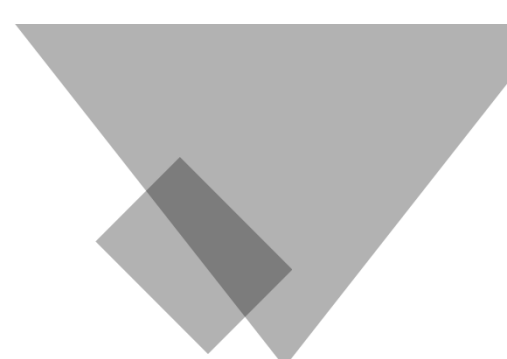

Third Quarter 2024 (10:00 p.m. to 7:00 a.m.)

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




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





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



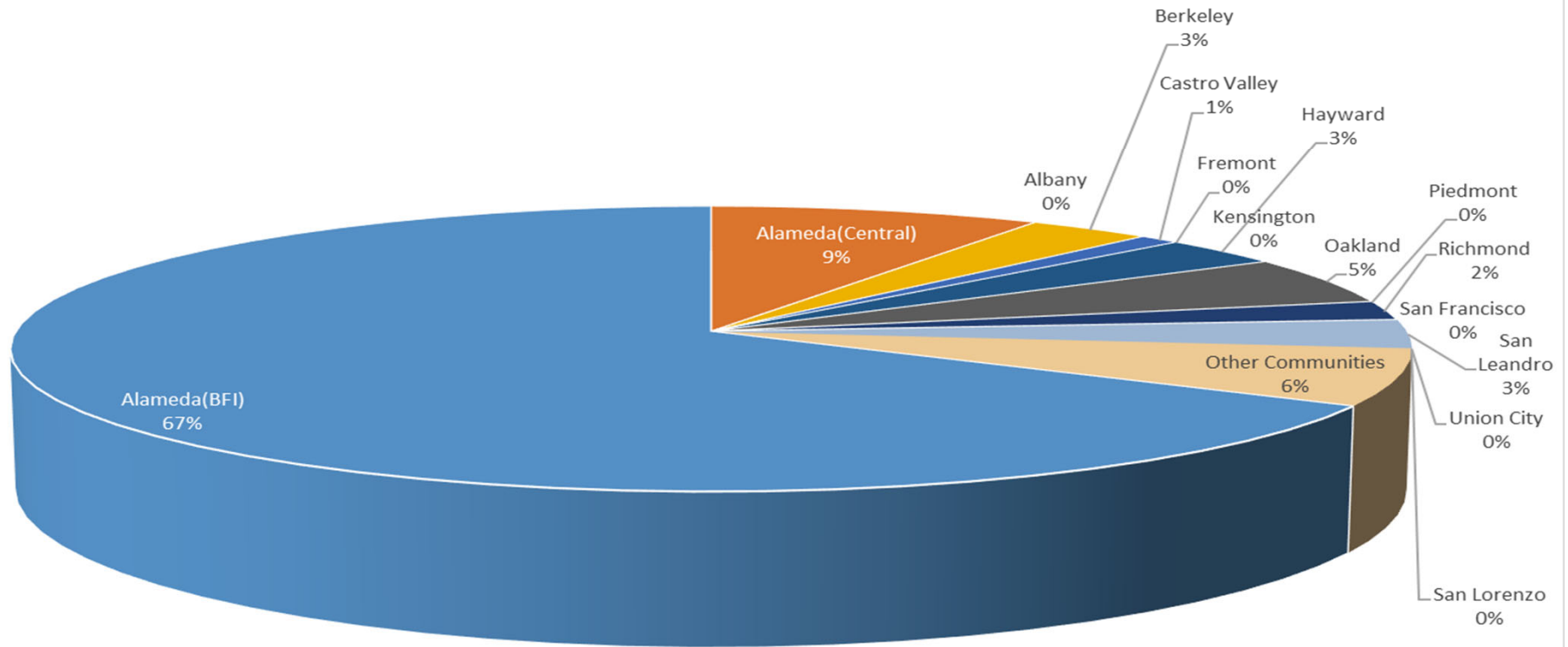
**San Francisco Bay Oakland International Airport
Noise Complaint Summary
July 2024**

Community	Callers	Complaints
Alameda(BFI)	62	1352
Alameda(Central)	8	83
Albany	0	0
Berkeley	3	173
Castro Valley	1	48
Fremont	0	0
Hayward	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

Number of Callers

July 2024

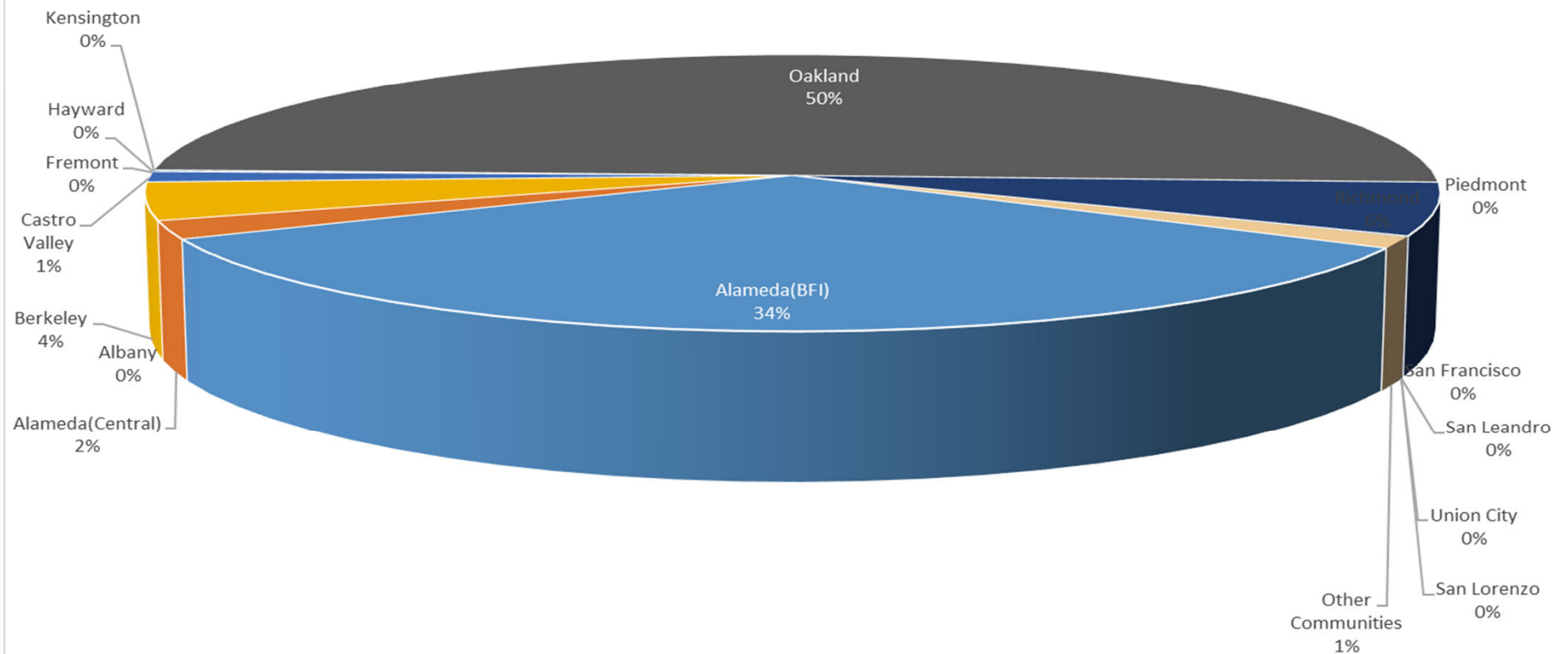
Noise Complaints Summary by Number of Callers



Number of Complaints

July 2024

Noise Complaints Summary by Number of Complaints



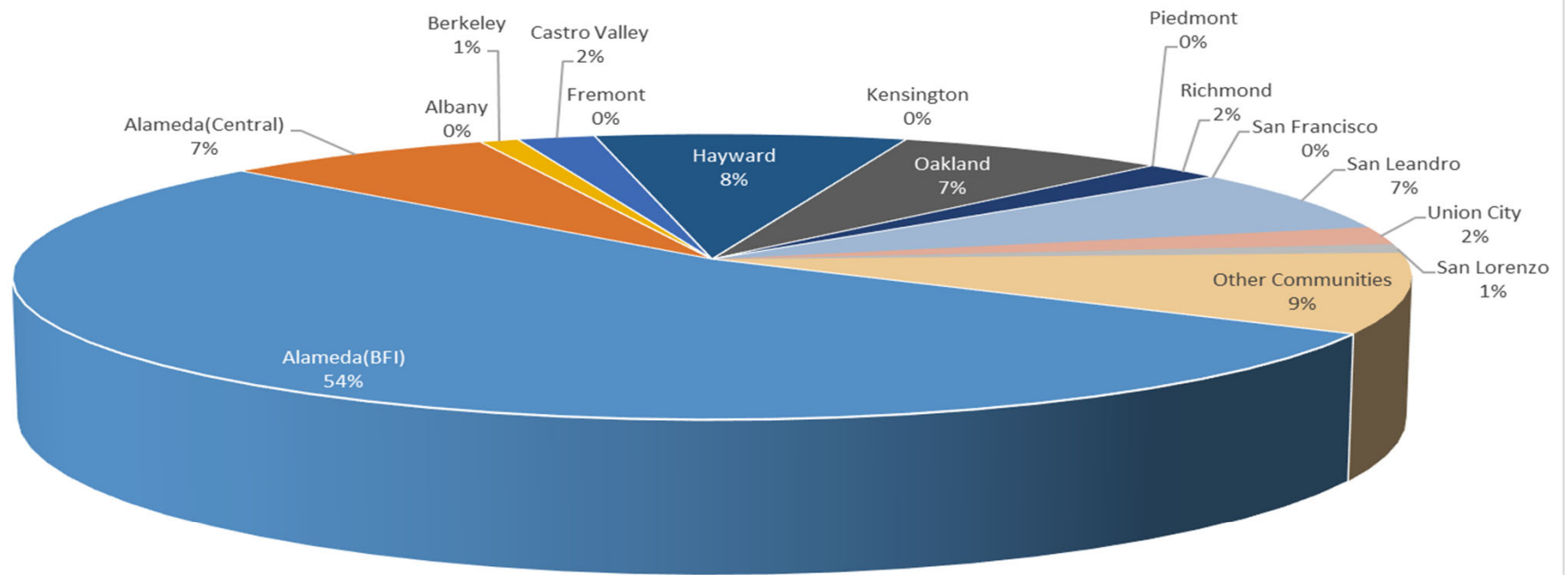
**San Francisco Bay Oakland International Airport
Noise Complaint Summary
August 2024**

Community	Callers	Complaints
Alameda(BFI)	53	673
Alameda(Central)	7	73
Albany	0	0
Berkeley	1	56
Castro Valley	2	24
Fremont	0	0
Hayward	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

Number of Callers

August 2024

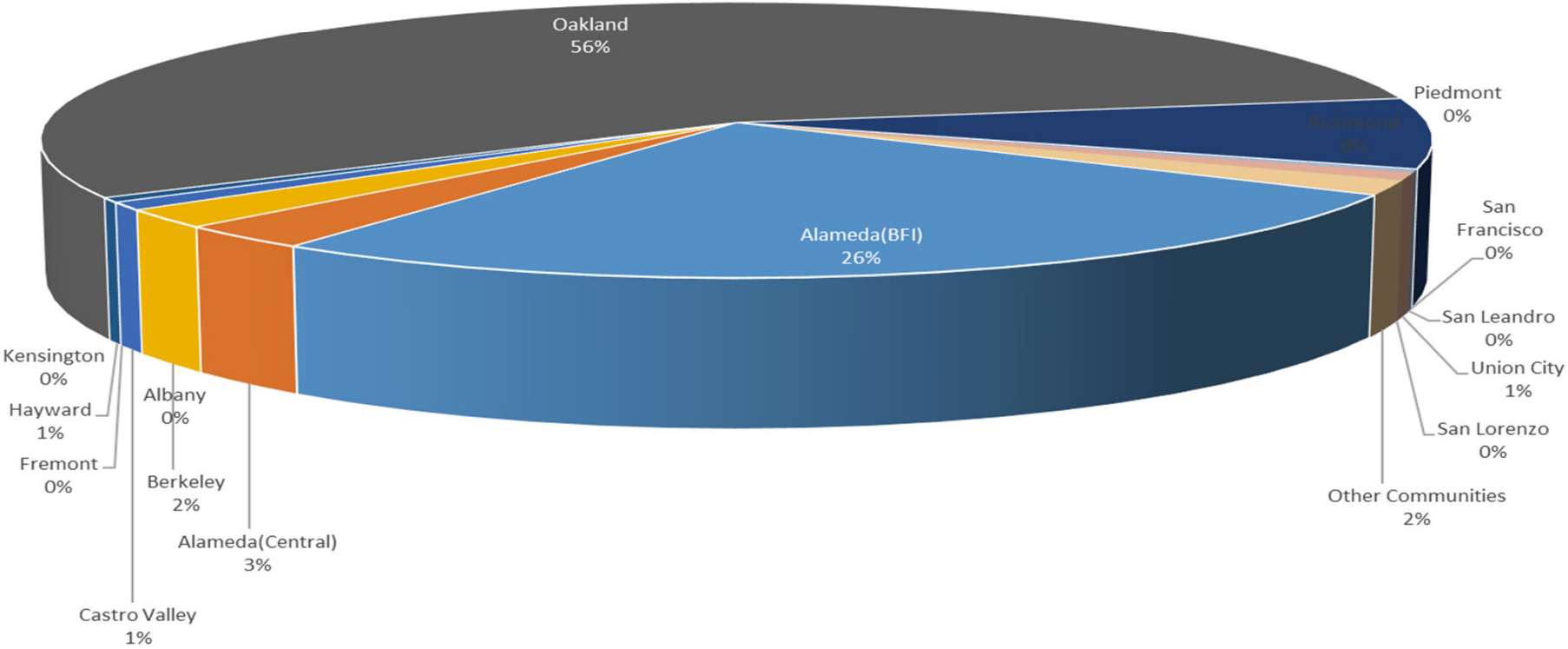
Noise Complaints Summary by Number of Callers



Number of Complaints

August 2024

Noise Complaints Summary by Number of Complaints

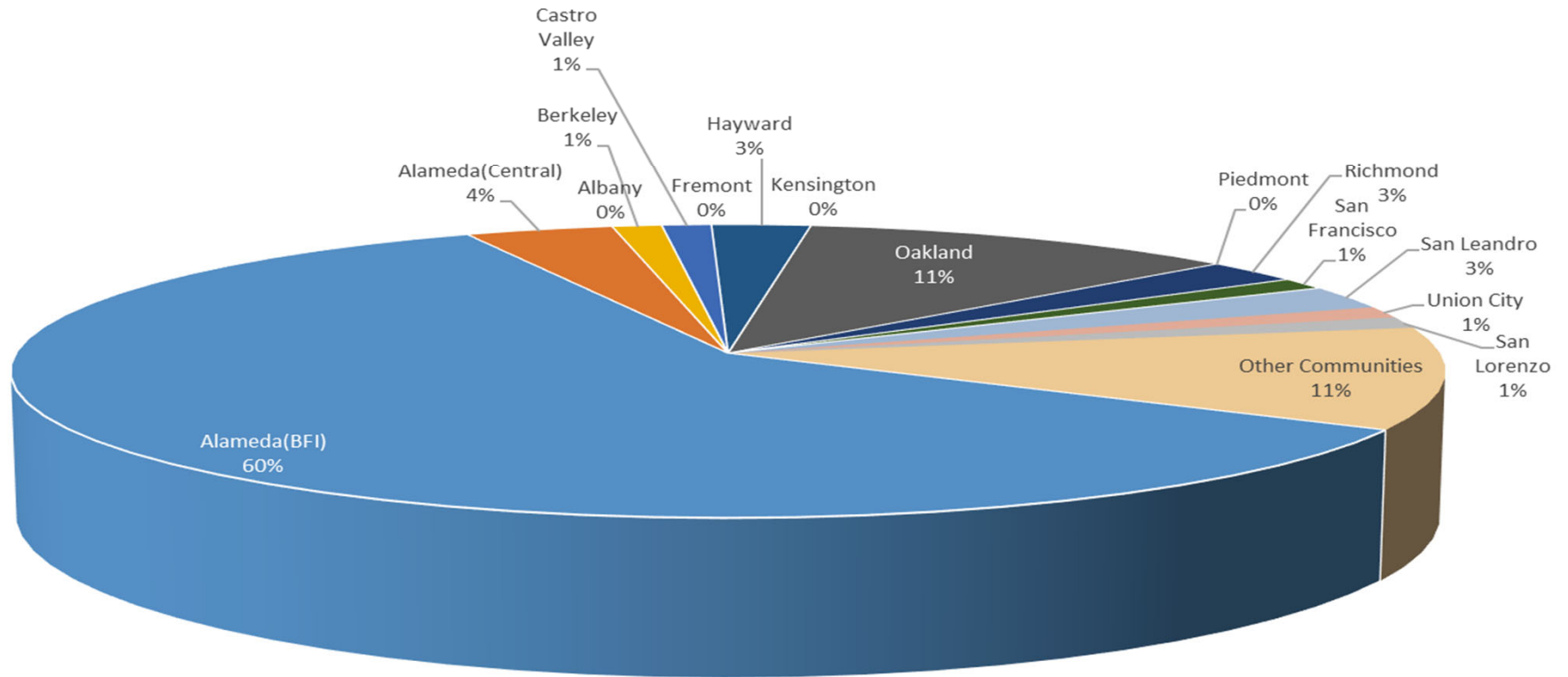


**San Francisco Bay Oakland International Airport
Noise Complaint Summary
September 2024**

Community	Callers	Complaints
Alameda(BFI)	48	931
Alameda(Central)	3	21
Albany	0	0
Berkeley	1	120
Castro Valley	1	53
Fremont	0	0
Hayward	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

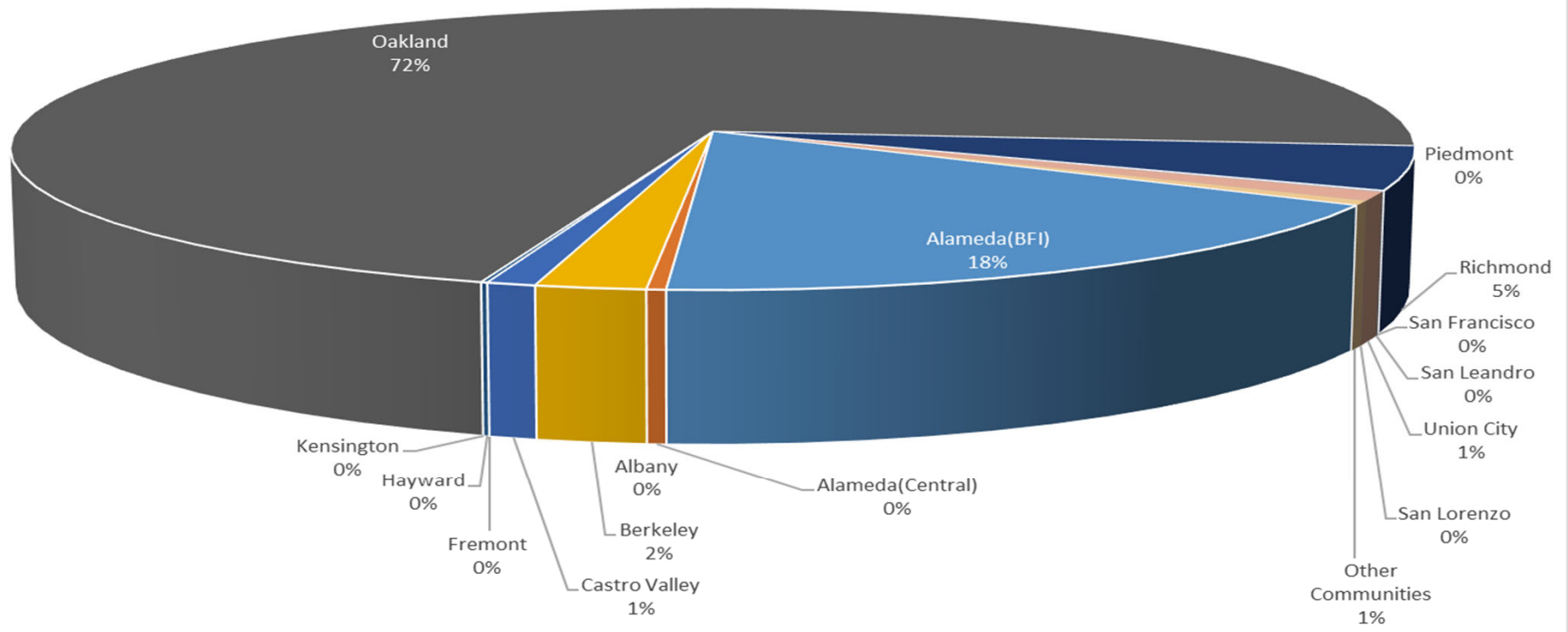
Number of Callers September 2024

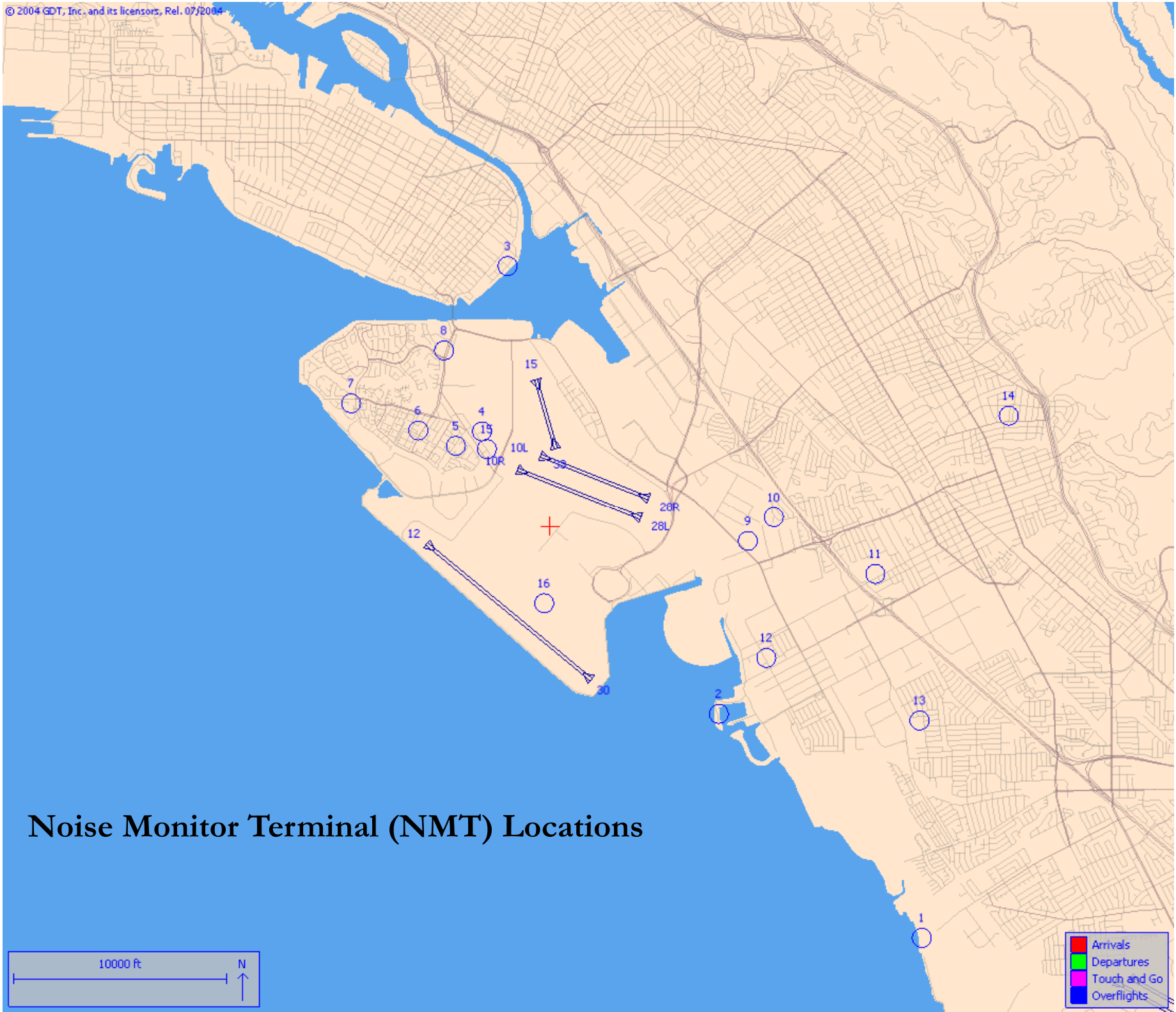
Noise Complaints Summary by Number of Callers



Number of Complaints September 2024

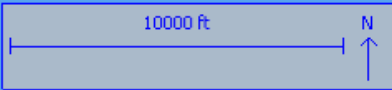
Noise Complaints Summary by Number of Complaints





Noise Monitor Terminal (NMT) Locations

- Arrivals
- Departures
- Touch and Go
- Overflights



Quarterly Aircraft Noise Report

Third Quarter 2024



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

October 11, 2024

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- [Runway 30 East Turn Departure List](#)
- [Cross Over 100 Degree Radial List](#)
- [Sample noncompliance letter for Jet Aircraft Departure Program](#)
- [Sample noncompliance letter for Jet Aircraft Landing Program](#)
- [Sample noncompliance letter for NF VFR Departure Program](#)
- [Sample noncompliance letter for NF Quiet Hours Program](#)

QUARTERLY REPORT INTRODUCTION

The Quarterly Aircraft Noise Report presents compliance monitoring information on various aircraft noise abatement programs managed by the Noise/Environmental Compliance Office at 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%	83%	17%
Total Runways 28R/L & 33 Departures	242	14	431	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
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary 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				
	July	August	September	Quarterly
Total VFR Departures	175	177	168	520
Total VFR Departures Over Alameda	81	75	77	233
Compliant Departures	139	147	145	431
Non-compliant Departures	36	30	23	89
Compliance Rate	79%	83%	86%	83%

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

Engine Run-up Program 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
Hayward	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
Hayward	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
Hayward	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 either the South Field or North Field runways are closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency.

Runway/Taxiway Maintenance: This term is used when either the South Field or North Field taxiways are closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency.

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	LN325ER	LJ60	4206	28R	B	Lifeguard Medical	Yes
9/22/2024 20:42	LN509RP	LN325ER	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

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
8/22/2024 15:15	PAD1	CMD8	N838CS	EC35	5341	Air Traffic Conflict	Yes
8/22/2024 17:40	33	N514PZ	N514PZ	S22T	4255	Air Traffic Conflict	Yes
8/24/2024 15:36	33	N44PF	N44PF	P28A	5355	Air Traffic Conflict	Yes
8/26/2024 14:28	28L	N6242F	N6242F	C172	4570	Air Traffic Conflict	Yes
8/27/2024 11:06	28R			BE20	4254	Air Traffic Conflict	Yes
8/27/2024 17:55	33	N514PZ	N514PZ	S22T	4226	Air Traffic Conflict	Yes
8/29/2024 15:30	33	N514PZ	N514PZ	S22T	4542	Air Traffic Conflict	Yes
8/29/2024 17:45	33	N231NH	N231NH	M20T	4507	Air Traffic Conflict	Yes
8/30/2024 13:36	28R	N795MM	N795MM	PC12	4221	Air Traffic Conflict	Yes
8/30/2024 14:28	33	N1945C	N1945C	C170	4212	Air Traffic Conflict	Yes
8/31/2024 12:04	28R	N112HD	N112HD	PA46	4570	Air Traffic Conflict	Yes
9/2/2024 10:55	28R			C340	3367	Air Traffic Conflict	Yes
9/2/2024 12:30	28R	N795MM	N795MM	PC12	4513	Air Traffic Conflict	Yes
9/3/2024 14:41	33	N514PZ	N514PZ	S22T	4513	Air Traffic Conflict	Yes
9/4/2024 12:13	28R	N444DK	N444DK	BE35	5344	Air Traffic Conflict	Yes
9/5/2024 10:55	PAD1	CMD8	N838CS	EC35	374	Air Traffic Conflict	Yes
9/5/2024 15:26	PAD1	CMD8	N838CS	EC35	5361	Air Traffic Conflict	Yes
9/6/2024 11:30	28R	N240BR	N240BR	C240	3374	Air Traffic Conflict	Yes
9/6/2024 17:33	28R	N22QT	N22QT	DA40	4274	Air Traffic Conflict	Yes
9/6/2024 17:52	33	N231NH	N231NH	M20T	4564	Air Traffic Conflict	Yes
9/6/2024 19:03	28R	N613GA	N613GA	BE20	4260	Air Traffic Conflict	Yes
9/7/2024 13:25	33	N619MC	N619MC	S22T	5367	Air Traffic Conflict	Yes
9/8/2024 11:54	33	N739UL	N739UL	C172	4572	Air Traffic Conflict	Yes
9/8/2024 15:40	28R	N45677	N45677	C77R	4203	Air Traffic Conflict	Yes
9/9/2024 14:19	PAD1	CMD8	N838CS	EC35	365	Air Traffic Conflict	Yes
9/9/2024 20:00	PAD1	CMD8	N838CS	EC35	316	Air Traffic Conflict	Yes
9/10/2024 15:43	PAD1	EGL7	N708PD	AS50	372	Air Traffic Conflict	Yes
9/12/2024 12:50	PAD1	CMD8	N838CS	EC35	5364	Air Traffic Conflict	Yes
9/13/2024 11:26	33	N924JW	N924JW	BL8	4242	Air Traffic Conflict	Yes
9/13/2024 13:28	28R	N695GH	N695GH	AC35	3246	Air Traffic Conflict	Yes
9/13/2024 14:12	28L	N613GA	N613GA	BE20	4522	Air Traffic Conflict	Yes
9/13/2024 16:43	33	N4107B	N21023	C170	4252	Air Traffic Conflict	Yes
9/13/2024 16:43	33	N21023	N21023	C170	4252	Air Traffic Conflict	Yes
9/13/2024 19:19	28R	N51XP	N51XP	RV8	343	Air Traffic Conflict	Yes
9/14/2024 11:35	33	N734BN	N734BN	C172	4536	Air Traffic Conflict	Yes
9/14/2024 14:36	33	N375M	N375M	RV7	317	Air Traffic Conflict	Yes
9/14/2024 17:11	28R			BE33	3741	Air Traffic Conflict	Yes
9/16/2024 17:02	28R	BXR8603	N106VE	C208	4272	Air Traffic Conflict	Yes
9/19/2024 14:58	28R	XSN06	N61RJ	PC12	4506	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
9/19/2024 15:29	33	N739UL	N739UL	C172	4527	Air Traffic Conflict	Yes
9/20/2024 14:32	28R	N5383	N5383	BE55	330	Air Traffic Conflict	Yes
9/20/2024 16:58	28R	XSN06	N61RJ	PC12	316	Air Traffic Conflict	Yes
9/21/2024 12:12	28R	N136DD	N136DD	BT36	1717	Air Traffic Conflict	Yes
9/21/2024 12:48	PAD1	N838CS	N838CS	EC35	5315	Air Traffic Conflict	Yes
9/22/2024 12:09	33	N22QT	N22QT	DA40	4547	Air Traffic Conflict	Yes
9/22/2024 15:29	28R	N494KC	N494KC	PC12	5375	Air Traffic Conflict	Yes
9/22/2024 16:59	33	N257CD	N257CD	SR20	5305	Air Traffic Conflict	Yes
9/22/2024 18:27	28R	N257CD	N257CD	SR20	4237	Air Traffic Conflict	Yes
9/23/2024 13:54	28R	N30WL	N30WL	T206	3272	Air Traffic Conflict	Yes
9/24/2024 14:22	33	N666RJ	N666RJ	C77R	5310	Air Traffic Conflict	Yes
9/26/2024 13:34	33	N22QT	N22QT	DA40	4567	Air Traffic Conflict	Yes
9/26/2024 18:11	28R	N613GA	N613GA	BE20	4540	Air Traffic Conflict	Yes
9/28/2024 11:18	28L	N733ZK	N733ZK	C172	4236	Air Traffic Conflict	Yes
9/29/2024 13:12	33			BE58	3245	Air Traffic Conflict	Yes
9/29/2024 15:09	33	N739UL	N739UL	C172	315	Air Traffic Conflict	Yes
9/30/2024 11:12	28R	BYF62	N6848J	P28A	333	Air Traffic Conflict	Yes
7/1/2024 8:34	28R	N494KC	N494KC	PC12	5334	Air Traffic Conflict	Yes
7/1/2024 13:13	28R	N619MC	N619MC	S22T	5355	Air Traffic Conflict	Yes
7/2/2024 11:10	33	N619MC	N619MC	S22T	4221	Air Traffic Conflict	Yes
7/2/2024 16:29	33	N514PZ	N514PZ	S22T	4273	Air Traffic Conflict	Yes
7/3/2024 15:25	28R	N93214	N93214	C152	5326	Air Traffic Conflict	Yes
7/4/2024 8:11	PAD1	CMD8	N31RX	EC35	350	Air Traffic Conflict	Yes
7/4/2024 10:02	28R	N3851T	N3851T	P28R	3654	Air Traffic Conflict	Yes
7/4/2024 10:56	28R	N693JD	N693JD	SR22	3234	Air Traffic Conflict	Yes
7/7/2024 12:49	33			P32R	5303	Air Traffic Conflict	Yes
7/9/2024 16:51	33	N514PZ	N514PZ	S22T	4201	Air Traffic Conflict	Yes
7/10/2024 12:07	28L	N2477F	N2477F	C172	4534	Air Traffic Conflict	Yes
7/10/2024 17:15	33	N514PZ	N514PZ	S22T	4211	Air Traffic Conflict	Yes
7/10/2024 18:24	PAD1	CHP30	N981HP	AS50	5306	Air Traffic Conflict	Yes
7/11/2024 15:58	33	N375M	N375M	RV7	325	Air Traffic Conflict	Yes
7/12/2024 14:37	PAD1			AS55	5326	Air Traffic Conflict	Yes
7/12/2024 18:21	28R	N41785	N41785	P28A	4572	Air Traffic Conflict	Yes
7/13/2024 11:18	PAD1			AS55	344	Air Traffic Conflict	Yes
7/14/2024 12:20	PAD1	CMD08	N31RX	EC35	5365	Air Traffic Conflict	Yes
7/14/2024 14:02	PAD1			AS55	5315	Air Traffic Conflict	Yes
7/16/2024 12:58	28R	N496MA	N496MA	DA40	3774	Air Traffic Conflict	Yes
7/17/2024 16:42	33	N514PZ	N514PZ	S22T	4563	Air Traffic Conflict	Yes
7/18/2024 9:25	28R	CGJMT	CGJMT	PA31	370	Air Traffic Conflict	Yes
7/18/2024 11:12	28R	N2798C	N2798C	C82R	327	Air Traffic Conflict	Yes
7/18/2024 18:53	33	N375M	N375M	RV7	5301	Air Traffic Conflict	Yes
7/19/2024 11:35	33	N28697	N28697	AA5	4272	Air Traffic Conflict	Yes
7/19/2024 16:18	PAD1			EC30	5301	Air Traffic Conflict	Yes
7/19/2024 16:34	PAD1	CMD8	N892CS	EC35	5370	Air Traffic Conflict	Yes
7/19/2024 17:16	33	NN8312H	N8312H	P28A	4247	Air Traffic Conflict	Yes
7/22/2024 16:47	33	N514PZ	N514PZ	S22T	4202	Air Traffic Conflict	Yes
7/23/2024 16:50	33			P32R	345	Air Traffic Conflict	Yes
7/25/2024 11:03	28R	N553TP	N553TP	P28A	5347	Air Traffic Conflict	Yes
7/25/2024 17:29	33	N1484S	N1484S	C182	4222	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
7/25/2024 18:13	33	N514PZ	N514PZ	S22T	4231	Air Traffic Conflict	Yes
7/26/2024 12:04	28R			PC12	3620	Air Traffic Conflict	Yes
7/28/2024 13:18	28R	N875DM	N875DM	BE20	4264	Air Traffic Conflict	Yes
7/28/2024 13:20	28R			C210	3316	Air Traffic Conflict	Yes
7/28/2024 17:57	28R	N894DM	N894DM	PC12	5320	Air Traffic Conflict	Yes
7/29/2024 15:00	PAD1	CMD8	N838CS	EC35	5325	Air Traffic Conflict	Yes
7/30/2024 17:31	28R	Turbo-prop		PC12	3274	Air Traffic Conflict	Yes
8/1/2024 16:32	33	N2778S	N2778S	C152	4573	Air Traffic Conflict	Yes
8/2/2024 14:27	33	N182DE	N182DE	C182	4224	Air Traffic Conflict	Yes
8/2/2024 15:39	28R	N20858	N20858	C172	5362	Air Traffic Conflict	Yes
8/2/2024 17:37	33	N1484S	N1484S	C182	4502	Air Traffic Conflict	Yes
8/3/2024 10:18	28L	N368TS	N368TS	DA42	4223	Air Traffic Conflict	Yes
8/3/2024 11:41	28R	N444FC	N444FC	BT36	4210	Air Traffic Conflict	Yes
8/5/2024 14:34	28R	N7441Q	N7441Q	C182	1777	Air Traffic Conflict	Yes
8/6/2024 16:40	33	N514PZ	N514PZ	S22T	4276	Air Traffic Conflict	Yes
8/9/2024 16:21	28R	BXR8603	N208PG	C208	344	Air Traffic Conflict	Yes
8/11/2024 15:51	33	N3616Y	N3616Y	C210	4521	Air Traffic Conflict	Yes
8/11/2024 18:48	28R	N466MW	N466MW	BE20	4253	Air Traffic Conflict	Yes
8/12/2024 18:36	28R	N780WA	N708WA	PA46	5330	Air Traffic Conflict	Yes
8/13/2024 10:01	28R	N3796G	N3796G	C310	4232	Air Traffic Conflict	Yes
8/13/2024 11:37	28R	N3CK	N3CK	S22T	4277	Air Traffic Conflict	Yes
8/14/2024 13:16	PAD1	CMD8	N838CS	EC35	5373	Air Traffic Conflict	Yes
8/15/2024 14:20	33	N6605D	N6605D	C172	4562	Air Traffic Conflict	Yes
8/15/2024 16:08	33	N1484S	N1484S	C182	4254	Air Traffic Conflict	Yes
8/15/2024 16:33	33	N514PZ	N514PZ	S22T	4504	Air Traffic Conflict	Yes
8/15/2024 17:19	28R	N112HD	N112HD	PA46	4273	Air Traffic Conflict	Yes
8/16/2024 14:37	28R	N68459	N68459	C172	5304	Air Traffic Conflict	Yes
8/18/2024 14:17	33	N28641	N28641	AA5	5344	Air Traffic Conflict	Yes
8/18/2024 16:44	33	N734BN	N734BN	C172	4273	Air Traffic Conflict	Yes
8/20/2024 7:52	28R	N6298V	N6298V	BE35	4541	Air Traffic Conflict	Yes
8/20/2024 16:24	33	N514PZ	N514PZ	S22T	4551	Air Traffic Conflict	Yes
8/20/2024 17:14	33	N739UL	N739UL	C172	4524	Air Traffic Conflict	Yes
					Air Traffic Conflict	120	
7/5/2024 11:15	28R	N30WL	N30WL	T206	334	Excused by reprocessing	Yes
7/30/2024 8:08	28L	BXR8604	N208PG	C208	4531	Excused by reprocessing	Yes
					Excused by reprocessing	2	
7/1/2024 8:19	PAD1	CMD8	N31RX	EC35	5320	Lifeguard Medical	Yes
7/13/2024 14:04	PAD1	Medevac	Medevac	AS55	330	Lifeguard Medical	Yes
7/15/2024 17:05	PAD1	CMD8	N31RX	EC35	5325	Lifeguard Medical	Yes
7/28/2024 21:35	PAD1	CMD08	N838CS	EC35	363	Lifeguard Medical	Yes
8/13/2024 19:47	PAD1	CMD8	N838CS	EC35	323	Lifeguard Medical	Yes
8/15/2024 0:51	PAD1	CMD04	N892CS	EC35	5326	Lifeguard Medical	Yes
8/16/2024 20:25	PAD1	CMD8	N838CS	EC35	4570	Lifeguard Medical	Yes
8/17/2024 2:46	PAD1	CMD04	N892CS	EC35	367	Lifeguard Medical	Yes
8/19/2024 19:52	PAD1	REH3	N328RX	EC35	5301	Lifeguard Medical	Yes
8/23/2024 13:05	PAD1	CMD08	N838CS	EC35	346	Lifeguard Medical	Yes
8/25/2024 20:14	PAD1	CMD8	N838CS	EC35	5330	Lifeguard Medical	Yes
8/30/2024 10:29	PAD1	CMD8	N838CS	EC35	353	Lifeguard Medical	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
9/2/2024 17:11	PAD1	CMD8	N838CS	EC35	5305	Lifeguard Medical	Yes
9/6/2024 18:46	PAD1	REH1	N325RX	EC35	5357	Lifeguard Medical	Yes
9/6/2024 21:41	PAD1	CMD08	N838CS	EC35	5312	Lifeguard Medical	Yes
9/8/2024 19:33	PAD1	CMD08	N838CS	EC35	344	Lifeguard Medical	Yes
9/11/2024 6:16	PAD1	REH3	N328RX	EC35	4243	Lifeguard Medical	Yes
9/16/2024 0:53	PAD1	N911EH	N911EH	EC30	5344	Lifeguard Medical	Yes
9/17/2024 12:47	PAD1	CMD8	N838CS	EC35	350	Lifeguard Medical	Yes
9/18/2024 20:47	PAD1	CMD04	N37RX	EC35	5346	Lifeguard Medical	Yes
9/23/2024 2:58	PAD1	CMD04	N37RX	EC35	361	Lifeguard Medical	Yes
					Lifeguard Medical	21	
8/29/2024 23:47	PAD1	6567	6567	AS65	332	Military Flight	Yes
					Military Flight	1	
8/22/2024 13:24	33	N44PF	N44PF	P28A	4521	Not Acceptable	No
8/22/2024 15:13	28R	N265KB	N265KB	BE58	4226	Not Acceptable	No
8/22/2024 15:25	28R	N2195M	N2195M	P28B	6310	Not Acceptable	No
8/22/2024 18:01	33	N1484S	N1484S	C182	4501	Not Acceptable	No
8/25/2024 12:12	28R	N922BC	N922BC	C82S	6346	Not Acceptable	No
8/25/2024 13:11	33	N124CK	N124CK	C172	4566	Not Acceptable	No
8/25/2024 17:13	33	N734BN	N734BN	C172	4221	Not Acceptable	No
8/26/2024 9:55	28R	N133RD	N133RD	SREY	344	Not Acceptable	No
8/26/2024 20:56	33	N1920F	N1920F	C172	4563	Not Acceptable	No
8/27/2024 16:57	33	N1484S	N1484S	C182	5361	Not Acceptable	No
8/29/2024 7:01	28L	PCM8710	N762FE	C208	4542	Not Acceptable	No
8/29/2024 14:41	33	N68459	N68459	C172	366	Not Acceptable	No
9/2/2024 13:41	33			LNC4	4213	Not Acceptable	No
9/2/2024 17:20	28R	N132WW	N132WW	S22T	5350	Not Acceptable	No
9/4/2024 16:43	33	N514PZ	N514PZ	S22T	4573	Not Acceptable	No
9/5/2024 16:21	33	N514PZ	N514PZ	S22T	4562	Not Acceptable	No
9/7/2024 9:52	28R	N769WT	N769WT	BE36	1721	Not Acceptable	No
9/7/2024 13:10	33	N7517J	N7517J	P28R	5332	Not Acceptable	No
					Not Acceptable	18	
7/1/2024 11:36	28R	N6298V	N6298V	BE35	4562	VFR Departure	No
7/1/2024 16:23	33	N375M	N375M	RV7	5321	VFR Departure	No
7/2/2024 9:20	28R	N427WA	N427WA	PC12	3735	VFR Departure	No
7/3/2024 7:31	28R	BXR225	N106VE	C208	4252	VFR Departure	No
7/3/2024 9:54	33	N28641	N28641	AA5	5334	VFR Departure	No
7/4/2024 14:14	28R	N109LD	N109LD	P28A	4225	VFR Departure	No
7/5/2024 11:06	33	N8542M	N8542M	BE35	5336	VFR Departure	No
7/5/2024 11:22	28R	N3067K	N3067K	P28T	6340	VFR Departure	No
7/5/2024 15:22	28R	N937BC	N937BC	S22T	4224	VFR Departure	No
7/5/2024 15:52	28R	N84DL	N84DL	C172	356	VFR Departure	No
7/6/2024 10:13	28R	PXT795	N795MM	PC12	4527	VFR Departure	No
7/7/2024 12:24	28L	N55VV	N55VV	BE60	3225	VFR Departure	No
7/11/2024 13:02	28R	N6298V	N6298V	BE35	4556	VFR Departure	No
7/11/2024 19:44	28R	N9994	N9994	S22T	3224	VFR Departure	No
7/12/2024 18:54	28L	BXR424	N9766B	C208	4550	VFR Departure	No
7/13/2024 12:01	28R	N958MM	N958MM	PA46	4530	VFR Departure	No
7/13/2024 12:41	33	N710VE	N710VE	RV7	4232	VFR Departure	No
7/16/2024 18:00	33	N52789	N52789	C172	5377	VFR Departure	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
7/18/2024 14:15	28R	Prop		T210	3331	VFR Departure	No
7/18/2024 14:20	28L	Turbo-prop		BE58	4253	VFR Departure	No
7/18/2024 16:58	33	N514PZ	N514PZ	S22T	4231	VFR Departure	No
7/18/2024 19:13	33	N1484S	N1484S	C182	4242	VFR Departure	No
7/19/2024 12:10	28R	N903CD	N903CD	SR20	3721	VFR Departure	No
7/20/2024 12:58	28R	N112HD	N112HD	PA46	4544	VFR Departure	No
7/20/2024 18:09	28R	N109LD	N109LD	P28A	4224	VFR Departure	No
7/22/2024 8:30	28R	N2455R	N2455R	C182	4271	VFR Departure	No
7/23/2024 9:47	28R	Prop		PC12	3276	VFR Departure	No
7/23/2024 10:01	28R	N6248S	N6428S	BE35	4577	VFR Departure	No
7/23/2024 18:58	PAD1	REH6	N413RX	EC30	5317	VFR Departure	No
7/23/2024 23:04	28R	N361L	N361L	C172	5325	VFR Departure	No
7/24/2024 7:12	28L	BXR1960	N4662B	C208	5346	VFR Departure	No
7/24/2024 11:45	28R	N56CS	N56CS	P180	5323	VFR Departure	No
7/24/2024 12:05	28R	N21866	N21866	P28A	346	VFR Departure	No
7/24/2024 12:34	33	N553TP	N553TP	P28A	317	VFR Departure	No
7/25/2024 7:12	28L	BXR1960	N4662B	C208	352	VFR Departure	No
7/25/2024 9:23	28R	XSN16	N1600W	PC12	372	VFR Departure	No
8/1/2024 8:17	28R	N559CF	N559CF	S22T	4274	VFR Departure	No
8/2/2024 12:41	28L	Prop		C172	5310	VFR Departure	No
8/2/2024 16:50	33	N8312H	N8312H	P28A	5364	VFR Departure	No
8/4/2024 14:56	28R	N611RS	N611RS	BE36	4225	VFR Departure	No
8/6/2024 8:44	33	N3CK	N3CK	S22T	4263	VFR Departure	No
8/7/2024 10:22	28R	N2798C	N2798C	C82R	5356	VFR Departure	No
8/7/2024 13:20	33	N84DL	N84DL	C172	4253	VFR Departure	No
8/7/2024 16:53	33	N514PZ	N514PZ	S22T	4566	VFR Departure	No
8/13/2024 16:18	33	N514PZ	N514PZ	S22T	4222	VFR Departure	No
8/14/2024 15:55	33	N49004	N49004	C152	4542	VFR Departure	No
8/14/2024 21:53	28R	N321HB	N321HB	SR22	4526	VFR Departure	No
8/15/2024 7:52	28R	PCM8260	N968FE	C208	4524	VFR Departure	No
8/19/2024 17:32	33	N514PZ	N514PZ	S22T	4212	VFR Departure	No
8/21/2024 7:00	28L	BXR8604	N208PG	C208	4564	VFR Departure	No
8/21/2024 13:43	28R	N44PF	N44PF	P28A	4213	VFR Departure	No
8/21/2024 14:23	28R			C210	3215	VFR Departure	No
8/21/2024 20:58	33	N514PZ	N514PZ	S22T	4203	VFR Departure	No
8/31/2024 9:45	28R	N286MW	N286MW	S22T	4254	VFR Departure	No
9/9/2024 16:26	33	N8312H	N8312H	P28A	4261	VFR Departure	No
9/10/2024 9:20	28R	N286MW	N286MW	S22T	3615	VFR Departure	No
9/13/2024 11:04	33	N146MA	N146MA	BL8	5324	VFR Departure	No
9/14/2024 10:40	28R			C172	5350	VFR Departure	No
9/15/2024 12:49	33	N8312H	N8312H	P28A	4506	VFR Departure	No
9/16/2024 11:53	33	N2315M	N2315M	PA12	4233	VFR Departure	No
9/19/2024 17:54	33	N1484S	N1484S	C182	4524	VFR Departure	No
9/22/2024 9:12	33	N4910A	N4910A	C180	4215	VFR Departure	No
9/22/2024 11:00	28R	NN371CD	N371CD	SR22	3345	VFR Departure	No
9/23/2024 11:36	28R	N3796G	N3796G	C310	4217	VFR Departure	No
9/24/2024 17:28	33	N606R	N606R	M5	4571	VFR Departure	No
9/26/2024 12:06	28R	N44996	N44996	P28A	4565	VFR Departure	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
9/26/2024 16:38	28R	N21866	N21866	P28A	5351	VFR Departure	No
9/26/2024 16:54	33	N4910A	N4910A	C180	3674	VFR Departure	No
9/26/2024 17:05	28R	N381CR	N381CR	BE36	4504	VFR Departure	No
9/29/2024 11:10	33	N8312H	N8312H	P28A	4504	VFR Departure	No
9/30/2024 8:55	28R	N1856T	N1856T	SR22	4217	VFR Departure	No
					VFR Departure	71	
					Grand Count	233	

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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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
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
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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
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
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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
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
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

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
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
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

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
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
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

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
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
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

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
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
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

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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
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

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
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
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

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
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
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

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
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
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	

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
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

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
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
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

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
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
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
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



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



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



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

Via email: aircraftowner/operator@aircorp.com

March 23, 2024

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The aircraft identified below was observed departing from Runway 28R/L or 33 and was flown over residential areas adjacent to the airport. This flight was not in compliance with the VFR departure noise abatement procedure at 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



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



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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