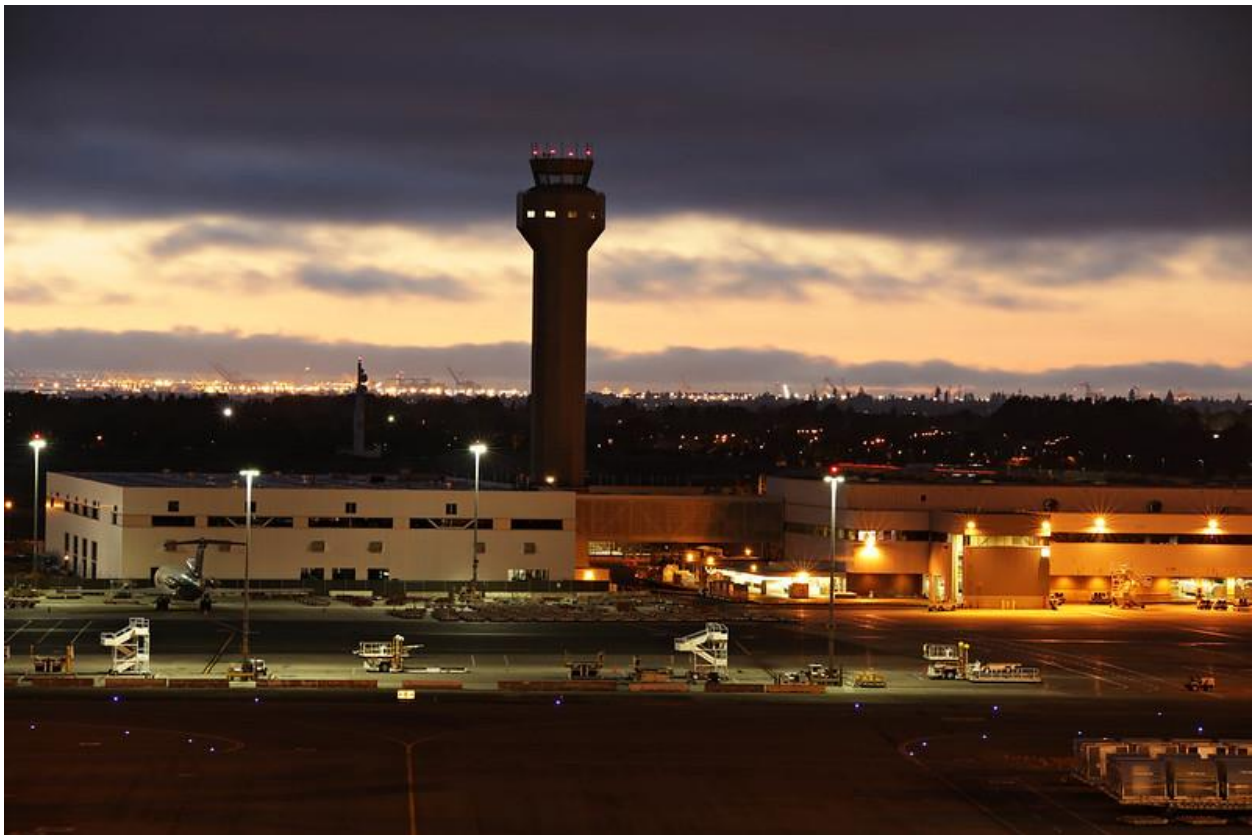


# Quarterly Aircraft Noise Report

Fourth Quarter 2024



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

Amended June 24, 2025

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- [Cross Over 100 Degree Radial List](#)
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## QUARTERLY REPORT INTRODUCTION

The Quarterly Aircraft Noise Report presents compliance monitoring information on various aircraft noise abatement programs managed by the Noise/Environmental Compliance Office at OAK as required by various settlement agreements with local communities. In addition a variety of other aircraft noise reduction and aircraft operational reports are included. These noise abatement programs are designed to reduce the impacts of aircraft noise on communities near OAK.

### COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

### SAFETY COMES FIRST

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

### DISCLAIMER

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

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

## QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2024				
	2023Q4		2024Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	93%	7%
Total Airport-wide Corporate Jet Departures	2,111	154	2,306	165
Runway 10R/L Jet Landing Compliance	83%	17%	88%	12%
Total Southeast Plan Corporate Jet Landings	163	33	204	29
North Field VFR Departure Compliance	92%	8%	96%	4%
Total Runways 28R/L & 33 Departures	228	19	1,197	45
North Field Quiet Hours Compliance	82%	18%	86%	14%
Total North Field Quiet Hours Departures	206	46	226	36
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,637	2	14,696	9
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,260	30	2,791	34
Runway 12 Night Departure Compliance	60%	40%	98%	2%
Total Runway 12 Night Turbojet Departures	32	21	131	2
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,943	3	3,434	0
100 Degree Radial Turbojet Landing Compliance	98%	2%	99%	1%
Total 100 Degree Radial Turbojet Landings	1,005	19	682	7
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	14	0	10	0

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# NORTH FIELD REPORTS

## NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

## RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Fourth Quarter 2024				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	801	801	869	2,471
Compliant Corporate Jet Departures	737	754	815	2,306
Non-compliant Corporate Jet Departures	64	47	54	165
Corporate Jet Departure Compliance Rate	92%	94%	94%	93%
Excused Jet Departures	55	17	31	103
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,516	5,232	5,480	16,228
Compliant Airport-wide Jet Departures	5,452	5,185	5,426	16,063
Non-compliant Airport-wide Jet Departures	64	47	54	165
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 Fourth Quarter 2024				
	October	November	December	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	150	83	233
Compliant SE Plan Corporate Jet Landings	0	129	75	204
Non-compliant SE Plan Corporate Jet Landings	0	21	8	29
SE Plan Corporate Jet Landing Compliance Rate	N/A	86%	90%	88%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	716	447	1,163
Airport-wide Compliant SE Plan Jet Landings	0	695	439	1,134
Airport-wide Non-compliant SE Plan Landings	0	21	8	29
Airport-wide Jet Landing SE Plan Compliance Rate	N/A	97%	98%	98%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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## NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Fourth Quarter 2024				
	Oct-24	Nov-24	Dec-24	Quarter Total
Total VFR Departures	544	376	322	1,242
Total VFR Departures Over Alameda	64	55	50	169
Compliant Departures	526	363	308	1,197
Non-compliant Departures	18	13	14	45
Compliance Rate	97%	97%	96%	96%

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## NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) Fourth Quarter 2024				
	October	November	December	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	107	95	60	262
Compliant Night Departures	96	80	50	226
Average Compliant Departures per Night	3.1	2.6	1.6	2.48
Non-Compliant Night Departures	11	15	10	36
Average Non-Compliant Departures per Night	0.4	0.5	0.3	0.4
Night Departure Compliance Rate	90%	84%	83%	86%

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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 = 262**

Fourth 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	2	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	3
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	49	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	52
4	93	76	0.8	13.4%	48	0.5	8.5%	16	0.2	2.8%	233
5	109	25	0.3	4.4%	14	0.2	2.5%	22	0.2	3.9%	170
6	60	8	0.1	1.4%	16	0.2	2.8%	12	0.1	2.1%	96
7	17	12	0.1	2.1%	13	0.1	2.3%	3	0.0	0.5%	45
8	53	19	0.2	3.4%	3	0.0	0.5%	0	0.0	0.0%	75
9	17	10	0.1	1.8%	5	0.1	0.9%	1	0.0	0.2%	33
10	136	43	0.5	7.6%	3	0.0	0.5%	1	0.0	0.2%	183
11	4	2	0.0	0.4%	0	0.0	0.0%	1	0.0	0.2%	7
12	12	7	0.1	1.2%	1	0.0	0.2%	0	0.0	0.0%	20
13	9	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	9
14	87	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	88
<b>All NMTs</b>	648	206	2	0	104	1	0	56	1	0	1014

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**Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 234**

**Fourth 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	49	3	0.0	1.3%	0	0.0	0.0%	0	0.0	0.0%	52
4	93	76	0.8	31.8%	48	0.5	20.1%	16	0.2	6.7%	233
5	109	25	0.3	10.5%	14	0.2	5.9%	22	0.2	9.2%	170
6	60	8	0.1	3.3%	16	0.2	6.7%	12	0.1	5.0%	96
7	17	12	0.1	5.0%	13	0.1	5.4%	3	0.0	1.3%	45
8	53	19	0.2	7.9%	3	0.0	1.3%	0	0.0	0.0%	75
<b>Total</b>	<b>381</b>	<b>143</b>	<b>1.6</b>		<b>94</b>	<b>1.0</b>		<b>53</b>	<b>0.6</b>		<b>671</b>

**Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 28**

**Fourth 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	17	10	0.1	3.0%	5	0.1	1.5%	1	0.0	0.3%	33
10	136	43	0.5	13.1%	3	0.0	0.9%	1	0.0	0.3%	183
11	4	2	0.0	0.6%	0	0.0	0.0%	1	0.0	0.3%	7
12	12	7	0.1	2.1%	1	0.0	0.3%	0	0.0	0.0%	20
13	9	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	9
14	87	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	88
<b>Total</b>	<b>265</b>	<b>62</b>	<b>0.7</b>		<b>10</b>	<b>0.1</b>		<b>3</b>	<b>0.0</b>		<b>340</b>

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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 Fourth Quarter 2024				
	October	November	December	Quarterly
Runway 30 Turbojet Departures	5,393	4,417	4,895	14,705
Compliant Departures	5,392	4,409	4,895	14,696
Non-compliant Departures	1	8	0	9
Percentage of Non-compliance	0.0%	0.2%	0.0%	0.1%
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 Fourth Quarter 2024				
	October	November	December	Quarterly
Runway 30 Nighttime Turbojet Departures	1,084	851	890	2,825
Buffer Time Departures	12	4	10	26
Compliant Departures	1,076	836	879	2,791
Non-compliant Departures	8	15	11	34
HUSSH gate misses	3	10	8	21
NITE gate misses	6	11	9	26
REBAS gate misses	8	15	11	34
Compliance Rate	99%	98%	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) Fourth Quarter 2024				
	October	November	December	Quarterly
Jet Departures	0	2	131	133
Non-Compliant Departures	0	1	1	2
Compliant Departures	0	1	130	131
Compliance Rate	No SE Plan	50%	99%	98%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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### ENGINE RUN-UP PROCEDURE PROGRAM

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



Engine Run-up Program Fourth Quarter 2024				
	October	November	December	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	3	5
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	2	2	1	5
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	3	3	4	10
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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### RUNWAY 30 EAST TURN DEPARTURES PROCEDURE

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Fourth Quarter 2024				
	October	November	December	Quarterly
Total Runway 30 East Turn Turbojet Departures	1,311	936	1,187	3,434
Non-compliant Turbojet Departures	0	0	0	0
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,311	936	1,187	3,434
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	21	3	1	25
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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## 100 DEGREE RADIAL TURBOJET LANDING PROCEDURE

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Fourth Quarter 2024				
	October	November	December	Quarterly
Turbojets on Downwind RWY 30 Approach	263	204	222	689
Non-compliant Turbojets	1	3	3	7
Total Turbojet Aircraft Above 3K Feet ASL*	262	201	219	682
Compliance Rate	100%	99%	99%	99%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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Oakland Airport (OAK) Noise Complaint Summary October 2024		
Community	Callers	Complaints
Alameda(BFI)	45	324
Alameda(Central)	5	29
Albany	0	0
Berkeley	5	455
Castro Valley	2	36
Fremont	0	0
Hayw ard	3	7
Kensington	0	0
Oakland	9	2555
Piedmont	0	0
Richmond	2	32
San Francisco	4	20
San Leandro	1	1
Union City	1	22
San Lorenzo	1	1
Other Communities	12	43
<b>Total</b>	<b>90</b>	<b>3525</b>
Complaints by Type		
E-mail		2460
View point App		1065
Complaints by Time of Day		
Day ( 0700 - 1900 )		889
Evening ( 1900 - 2200 )		991
Night ( 2200 - 0700 )		1645
Complaints by Type of Operation		
Arrivals		2301
Departures		1017
Over-flights		134
Touch & Go		73
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		294
Helicopter		54
Jet		2721
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		33
Propeller		370
Turbo-prop		53

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Oakland Airport (OAK) Noise Complaint Summary November 2024		
Community	Callers	Complaints
Alameda(BFI)	29	322
Alameda(Central)	4	46
Albany	0	0
Berkeley	2	289
Castro Valley	1	20
Fremont	0	0
Hayw ard	1	1
Kensington	0	0
Oakland	9	1790
Piedmont	0	0
Richmond	2	292
San Francisco	0	0
San Leandro	3	16
Union City	1	4
San Lorenzo	0	0
Other Communities	10	26
Total	62	2806
Complaints by Type		
E-mail	2079	
View point App	727	
Complaints by Time of Day		
Day ( 0700 - 1900 )	820	
Evening ( 1900 - 2200 )	899	
Night ( 2200 - 0700 )	1087	
Complaints by Type of Operation		
Arrivals	1591	
Departures	1054	
Over-flights	56	
Touch & Go	105	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	128	
Helicopter	17	
Jet	2358	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	25	
Propeller	227	
Turbo-prop	51	

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Oakland Airport (OAK) Noise Complaint Summary December 2024		
Community	Callers	Complaints
Alameda(BFI)	36	569
Alameda(Central)	15	60
Albany	0	0
Berkeley	1	435
Castro Valley	2	25
Fremont	0	0
Hayw ard	0	0
Kensington	0	0
Oakland	9	3211
Piedmont	0	0
Richmond	2	288
San Francisco	0	0
San Leandro	1	12
Union City	1	4
San Lorenzo	0	0
Other Communities	9	36
<b>Total</b>	<b>76</b>	<b>4640</b>
Complaints by Type		
E-mail		3348
View point App		1292
Complaints by Time of Day		
Day ( 0700 - 1900 )		639
Evening ( 1900 - 2200 )		884
Night ( 2200 - 0700 )		3117
Complaints by Type of Operation		
Arrivals		3266
Departures		1288
Over-flights		47
Touch & Go		39
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		190
Helicopter		31
Jet		4223
Military		0
Not Reported (not linked to an aircraft)		0
Other (Type information not available)		18
Propeller		106
Turbo-prop		72

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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.) Fourth Quarter 2024					
	October	November	December	Quarterly	Percentage
Runway 28L	8	2	6	16	15%
Runway 28R	30	22	19	71	65%
Runway 33	1	0	1	2	2%
Alameda Overflights	39	24	26	89	82%
Runway 10L	1	3	2	6	6%
Runway 10R	0	10	3	13	12%
Runway 15	1	0	0	1	1%
San Leandro Overflights	2	13	5	20	18%
Total Departures	41	37	31	109	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 Fourth Quarter 2024				
	October	November	December	2024
VFR Departures				
Runway 28L	7	4	0	11
Runway 28R	27	26	26	79
Runway 33	26	14	18	58
VFR Departures	60	44	44	148
IFR Departures				
Runway 28L	238	114	128	480
Runway 28R	214	201	248	663
Runway 33	18	9	26	53
IFR Departures	470	324	402	1,196
Total Departures	530	368	446	1,344

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

	Aircraft Category	OAK Aircraft Operations by Category and Runway Fourth Quarter 2024											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	190	122	-	-	-	4	39	330	1,770	-	2,143	2,143
	Helicopters	-	1	1	-	-	-	-	-	-	87	87	88
	Commercial Jets	840	11,702	12,542	-	-	-	-	56	8	-	64	12,606
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	1	2	3	13	54	20	5	151	1,049	-	1,292	1,295
	Regional Jets	88	446	534	-	-	-	2	29	562	-	593	1,127
	Turboprops	-	46	46	2	-	19	45	274	559	-	899	945
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,119	12,319	13,126	15	54	43	91	840	3,948	87	5,078	18,204
Departures	Corporate Jets	42	1,963	2,005	-	4	17	193	127	125	-	466	2,471
	Helicopters	-	-	-	-	-	-	-	-	-	88	88	88
	Commercial Jets	913	11,703	12,616	-	-	-	-	9	3	-	12	12,628
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	4	4	66	664	17	3	48	533	-	1,331	1,335
	Regional Jets	79	1,039	1,118	-	-	-	7	1	2	-	10	1,128
	Turboprops	-	7	7	1	16	49	29	383	454	-	932	939
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,034	14,716	15,750	67	684	83	232	568	1,117	88	2,839	18,589
Touch & Go Sub-totals		-	14	14	7	399	15	-	55	676	1	1,153	1,167
Grand Total		2,153	27,049	28,890	89	1,137	141	323	1,463	5,741	176	9,070	37,960

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

	Aircraft Category	RUNWAYS Fourth Quarter 2024											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	840	11,702	12,542	-	-	-	-	56	8	-	64	12,606
	Regional Jets	88	446	534	-	-	-	2	29	562	-	593	1,127
Commercial Jet Sub-totals		928	12,148	13,076	-	-	-	2	85	570	-	657	13,733
	Corporate Jets	190	122	312	-	-	4	39	330	1,770	-	2,143	2,455
All Jet Arrivals Sub-totals		1,118	12,270	13,388	-	-	4	41	415	2,340	-	2,800	16,188
Departures	Commercial Jets	913	11,703	12,616	-	-	-	-	9	3	-	12	12,628
	Regional Jets	79	1,039	1,118	-	-	-	7	1	2	-	10	1,128
Commercial Jet Sub-totals		992	12,742	13,734	-	-	-	7	10	5	-	22	13,756
	Corporate Jets	42	1,963	2,005	-	4	17	193	127	125	-	466	2,471
All Jet Departures Sub-totals		1,034	14,705	15,739	-	4	17	200	137	130	-	488	16,227
Grand Total		2,152	26,975	29,127	-	4	21	241	552	2,470	-	3,288	32,415

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## DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

The Noise/Environmental Compliance Office reviews flight track data and air traffic control communications' recordings, along with other data resources, to determine compliance with aircraft noise abatement procedures. This support information is reported in the various lists that document aircraft landing and departures relevant to the noise abatement procedures that are monitored for compliance. Comments are provided in these lists that summarize the circumstances or the reason that most appropriately explains the reviewer's determination as to whether or not the aircraft flight was compliant or non-compliant with noise abatement procedures. The definitions of the summarized comments or terms are described below.

**Airspace Conflict Potential:** Pilot or air traffic controller may have needed to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur when aircraft depart from the North Field on a VFR flight or when jets land on Runway 12 during Southeast Plan traffic flow. In these circumstances the reviewer has made a determination, based upon visual evidence, that the flight, which would normally be considered non-compliant, is exempt for safety considerations.

**Air Traffic Conflict:** The reviewer has found **clear and specific** evidence that the pilot or air traffic controller was required to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur, for example, when aircraft depart from the North Field on a VFR flight or when jets land on Runway 12 during Southeast Plan traffic flow and an air traffic controller diverts the jet to land on the North Field. In these circumstances the flight, which would normally be considered non-compliant, is exempt for safety considerations.

**ATC Did Not Advise:** Refers to an aircraft flight compliance determination investigation when the air traffic controller does not cite or improperly cites the pilot instructions to use Runway 12/30 for noise abatement. The Air Traffic Control ("ATC") audio file(s) should be used for documentation. In this event, the ATC rather than the aircraft owner or operator will be notified of non-compliance with the noise compliance procedures.

**ATC Instructions:** Refers to an aircraft flight compliance determination investigation when the air traffic controller instructs a pilot to perform an action that could be for safety or traffic flow reasons. The ATC audio file(s) should be used for documentation. In this event, the aircraft operations and air traffic control are considered in compliance with the noise abatement procedure. N Number not included because the non-compliant flight was solely due to ATC Instructions.

**Audio Not Available:** Refers to an aircraft flight compliance determination investigation when the ATC audio file is lost or unusable due to a recording system technical failure. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may otherwise be a specific reason that could have exempted the flight from a determination of non-compliance.

**Audio Not Reviewed:** Refers to an aircraft flight compliance determination investigation when the ATC audio file has not been reviewed for some reason other than for a technical failure of the

recording system. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may be a specific reason that could have exempted the flight from a determination of non-compliance.

**Departure Timing:** An air traffic controller may instruct a pilot to depart from Runways 28R/L to hasten a departure time in order to maintain an appropriate flow or departure time to avoid aircraft delays. This activity or action will be investigated to determine if the aircraft flight was in compliance with noise abatement procedures. N Number not included because the non-compliant flight was solely due to ATC Instructions.

**Flight Replay Not Reviewed:** Refers to an aircraft flight compliance determination investigation when the NOMS flight replay was not employed to review the aircraft flight for airspace use or safety reasons. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may be a specific reason that could have exempted the flight from a determination of non-compliance.

**IFR Training:** Some aircraft are departing VFR (Visual Flight Rules apply) but the pilots or student pilots may be practicing flying IFR (Instrument Flight Rules specified by the FAA for flight under weather conditions in which visual reference cannot be made to the ground and the pilot must rely on instruments to fly and navigate) in which case the pilots direct departing aircraft in a specific heading (i.e. 310 degrees). Based upon the aircraft departure trajectory (straight-line departure at approximately 310 degrees heading), the reviewer may judge that an aircraft flight is a potential IFR training flight. This aircraft departure will be considered compliant with noise abatement procedures.

**Law Enforcement:** An aircraft piloted by law enforcement officials may need to divert from the noise abatement procedure due to public safety concerns or to perform their law enforcement duties. Law enforcement aircraft flights over residential areas are considered exempt from noise abatement procedures due to the nature of the mission and operational necessity.

**Lifeguard Medical:** Medical operations such as organ or patient transportation are exempt from noise abatement procedures due to the nature of the mission and operational necessity.

**Not Acceptable:** This term is used to describe an aircraft that was not in compliance with one of the airport's voluntary aircraft noise abatement procedures. These aircraft departures or arrivals are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

**Pilot Refusal:** Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 30 to depart for noise abatement purposes, FAA regulations allow pilots to refuse departure from Runways 28R/L. Typically, the jet aircraft pilots notified the Port of Oakland that they will no longer taxi to Runway 30 for departure for operation consideration. Pilot refusal are considered not in compliance with the noise abatement procedures.

**Pilot Request:** Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 30 to depart for noise abatement purposes, FAA regulations allow pilots to request departure from Runways 28R/L. Also, FAA air traffic controllers at Northern California TRACON or the OAK Control Tower normally guide jet aircraft to land on Runway 12 during the Southeast Plan air traffic pattern. However, pilots may request to land on Runways 10R/L when safe conditions exist. Pilot requests are normally granted although these requests are considered not in compliance with the noise abatement procedures.



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

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

**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
10/9/2024 6:27			GL5T	3604	28L	B	ATC Instructions	No
11/24/2024 20:25	EJA256	N256QS	CL60	3374	28R	B	ATC Instructions	No
10/6/2024 12:02			F900	3213	28R	B	ATC Instructions	No
11/26/2024 11:05	EJA819	N819QS	C700	4212	28L	B	ATC Instructions	No
						ATC Instructions	4	
11/16/2024 14:41	FTH99	N99LM	C25B	3613	28R	B	Audio Not Available	No
11/16/2024 14:01			F900	3773	28R	B	Audio Not Available	No
11/15/2024 14:02	N509RP	N509RP	C550	4250	28R	B	Audio Not Available	No
11/17/2024 19:16			GLF5	6374	28L	B	Audio Not Available	No
11/18/2024 0:28	BBQ9705	N625SW	B733	3334	28L	J	Audio Not Available	No
11/14/2024 8:24			GLF5	3663	28R	B	Audio Not Available	No
11/14/2024 9:54			GA6C	4275	28R	B	Audio Not Available	No
11/15/2024 9:23			GA6C	3742	28R	B	Audio Not Available	No
11/14/2024 19:00	N889CM	N889CM	EA50	4235	28L	B	Audio Not Available	No
						Audio Not Available	9	
10/21/2024 10:00	VJA310	N310JE	CL35	6304	28L	B	Departure Timing	No
10/15/2024 8:07			F900	3673	28L	B	Departure Timing	No
10/14/2024 10:46	LXJ422	N422FX	E545	3760	28L	B	Departure Timing	No
10/13/2024 17:41			LJ60	4207	28R	B	Departure Timing	No
10/12/2024 10:04	LXJ598	N598FX	CL35	3712	28R	B	Departure Timing	No
10/2/2024 9:59			GLF4	6305	28L	B	Departure Timing	No
10/3/2024 18:01	PXT55	N525B	C25B	3336	28R	B	Departure Timing	No
12/30/2024 23:37	N831DX	N831DX	SF50	4565	28R	B	Departure Timing	No
12/28/2024 12:00			C25C	3236	28R	B	Departure Timing	No
12/26/2024 12:02	PXT680	N680PC	C680	3256	28L	B	Departure Timing	No
12/20/2024 12:12	LXJ417	N417FX	E545	4241	28L	B	Departure Timing	No
12/14/2024 15:05	SIS522	N522AD	CL35	3277	28R	B	Departure Timing	No
						Departure Timing	12	
10/10/2024 15:04	N887CD	N887CD	SF50	4523	28L	B	Fleet Week	Yes
10/11/2024 13:51			F900	2230	28L	B	Fleet Week	Yes
10/10/2024 14:58	N515LT	N515LT	CL60	3671	28L	B	Fleet Week	Yes
10/13/2024 15:22	PXT578	N578CJ	C25B	4553	28R	B	Fleet Week	Yes
10/11/2024 14:11	PXT504	N504FM	C25A	2231	28R	B	Fleet Week	Yes
10/11/2024 14:54			C25B	4555	28R	B	Fleet Week	Yes
10/12/2024 14:21			CL30	3360	28R	B	Fleet Week	Yes
10/13/2024 14:10			GLF4	1741	28L	B	Fleet Week	Yes
						Fleet Week	8	
10/3/2024 9:29	N862LG	N862LG	E55P	1702	28L	B	Lifeguard Medical	Yes
10/3/2024 11:39	JLG806	N806GJ	H25B	3706	28L	B	Lifeguard Medical	Yes
10/3/2024 14:38	LN54DD	N54DD	C560	4521	28L	B	Lifeguard Medical	Yes
10/3/2024 20:23	LN54DD	N54DD	C560	3644	28L	B	Lifeguard Medical	Yes
10/4/2024 1:55	LN54DD	N54DD	C560	3306	28R	B	Lifeguard Medical	Yes
10/4/2024 6:52	LN810BE	N810BE	C560	3201	28R	B	Lifeguard Medical	Yes
10/6/2024 7:22	LN864AM	N864AM	H25B	3612	28R	B	Lifeguard Medical	Yes
10/7/2024 14:13	LN54DD	N54DD	C560	4262	28R	B	Lifeguard Medical	Yes
10/7/2024 22:19	LN54DD	N54DD	C560	3324	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/8/2024 17:49	Medevac		GALX	4263	28L	B	Lifeguard Medical	Yes
10/8/2024 18:08	Medevac		C560	3230	28R	B	Lifeguard Medical	Yes
10/9/2024 3:09	Medevac		C560	4202	28R	B	Lifeguard Medical	Yes
10/9/2024 12:31	Medevac		FA50	3342	28L	B	Lifeguard Medical	Yes
10/9/2024 19:07	LN131RR	LN131RR	C560	4574	28R	B	Lifeguard Medical	Yes
10/9/2024 22:43	LN3CM36	LN360SN	LJ60	4242	28R	B	Lifeguard Medical	Yes
10/10/2024 4:29	LN131RR	LN131RR	C560	4203	28R	B	Lifeguard Medical	Yes
10/14/2024 12:38	JLG806	N806GJ	H25B	1744	28L	B	Lifeguard Medical	Yes
10/15/2024 8:58	Medevac		ASTR	3676	28R	B	Lifeguard Medical	Yes
10/16/2024 13:07	LN968SR	N968SR	C560	4540	28L	B	Lifeguard Medical	Yes
10/16/2024 20:32	LN968SR	N968SR	C560	3301	28L	B	Lifeguard Medical	Yes
10/17/2024 10:38	LN116AA	N116AA	C25B	3633	28R	B	Lifeguard Medical	Yes
10/17/2024 10:54	LN149WW	N149WW	C25B	3655	28R	B	Lifeguard Medical	Yes
10/17/2024 12:42	LN968SR	N968SR	C560	4541	28L	B	Lifeguard Medical	Yes
10/17/2024 19:28	LN968SR	N968SR	C560	3765	28L	B	Lifeguard Medical	Yes
10/19/2024 7:34	LN51GJ	N51GJ	LJ35	3366	28L	B	Lifeguard Medical	Yes
10/20/2024 13:25	LN681HC	N681HC	CL60	3611	28L	B	Lifeguard Medical	Yes
10/22/2024 2:13	LN116AA	N116AA	C25B	3256	28L	B	Lifeguard Medical	Yes
10/22/2024 2:48	LN287LS	LN287LS	BE40	3275	28R	B	Lifeguard Medical	Yes
10/22/2024 12:52	LN518KH	N518KH	G150	1732	28L	B	Lifeguard Medical	Yes
10/22/2024 16:27	LN90J	N90J	LJ35	1744	28L	B	Lifeguard Medical	Yes
10/22/2024 20:13	LN509RP	N509RP	C550	4217	28R	B	Lifeguard Medical	Yes
10/25/2024 15:30	LN131RR	N131RR	C560	4233	28L	B	Lifeguard Medical	Yes
10/25/2024 22:41	LN131RR	N131RR	C560	4543	28R	B	Lifeguard Medical	Yes
10/25/2024 23:53	LN904LR	N904LR	C560	3236	28R	B	Lifeguard Medical	Yes
10/26/2024 18:23	LN1XAKID	LN1XAKID	LJ35	3647	28R	B	Lifeguard Medical	Yes
10/27/2024 20:15	LN910DF	LN910DF	C650	1724	28L	B	Lifeguard Medical	Yes
10/29/2024 13:08	Medevac		GALX	4242	28L	B	Lifeguard Medical	Yes
10/30/2024 1:37	LN810BE	N810BE	C560	3240	28L	B	Lifeguard Medical	Yes
10/30/2024 21:00			GLEK	3373	28L	B	Lifeguard Medical	Yes
11/8/2024 3:37	LN131RR	LN131RR	C560	4245	28R	B	Lifeguard Medical	Yes
11/9/2024 11:31	LN131RR	N131RR	C560	4203	28L	B	Lifeguard Medical	Yes
11/9/2024 18:08	LN131RR	N131RR	C560	4211	28R	B	Lifeguard Medical	Yes
11/10/2024 10:36	LN131RR	LN131RR	C560	4201	28R	B	Lifeguard Medical	Yes
11/10/2024 17:37	LN131RR	N131RR	C560	4234	28R	B	Lifeguard Medical	Yes
11/13/2024 17:35	LN81GJ	N81GJ	LJ35	3335	28L	B	Lifeguard Medical	Yes
11/15/2024 6:26	LN149WW	N149WW	C25B	1712	28R	B	Lifeguard Medical	Yes
11/18/2024 15:11	LN968SR	N968SR	C560	4517	28R	B	Lifeguard Medical	Yes
11/19/2024 0:07	LN968SR	N968SR	C560	3231	28R	B	Lifeguard Medical	Yes
11/23/2024 11:47	CGBSW	CGBSW	ASTR	1752	28L	B	Lifeguard Medical	Yes
11/24/2024 10:12	LN54DD	N54DD	C560	4564	28L	B	Lifeguard Medical	Yes
11/24/2024 16:21	LN54DD	N54DD	C560	3277	28L	B	Lifeguard Medical	Yes
11/26/2024 2:24	CGBSW	CGBSW	ASTR	3316	28L	B	Lifeguard Medical	Yes
11/26/2024 11:54	Medevac	Medevac	LJ35	3377	28L	B	Lifeguard Medical	Yes
11/26/2024 17:45			C560	4254	28R	B	Lifeguard Medical	Yes
12/1/2024 10:12	LN968SR	N968SR	C560	4216	28R	B	Lifeguard Medical	Yes
12/1/2024 13:38	JLG806	N806GJ	H25B	3611	28L	B	Lifeguard Medical	Yes
12/2/2024 18:12	LN289RT	N289RT	C25A	4232	28R	B	Lifeguard Medical	Yes
12/3/2024 12:11	Medevac	Medevac	G150	4237	28R	B	Lifeguard Medical	Yes
12/3/2024 19:22	Medevac	Medevac	G150	4245	28R	B	Lifeguard Medical	Yes
12/4/2024 13:21	Medevac	Medevac	C560	4257	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/5/2024 1:53	LN810BE	N810BE	C560	3237	28R	B	Lifeguard Medical	Yes
12/5/2024 3:57	LN51GJ	LN51GJ	LJ35	3357	28L	B	Lifeguard Medical	Yes
12/9/2024 18:31	Medevac	Medevac	GALX	4531	28L	B	Lifeguard Medical	Yes
12/10/2024 4:27	LN54DD	N54DD	C560	3316	28R	B	Lifeguard Medical	Yes
12/14/2024 18:54	LN810BE	N810BE	C560	3206	28R	B	Lifeguard Medical	Yes
12/18/2024 20:10	Medevac	Medevac	C550	4221	28R	B	Lifeguard Medical	Yes
12/19/2024 5:07	Medevac	Medevac	C550	4243	28R	B	Lifeguard Medical	Yes
12/19/2024 11:48	LN509RP	LN509RP	C550	4557	28R	B	Lifeguard Medical	Yes
12/19/2024 18:06	LN509RP	N509RP	C550	4220	28R	B	Lifeguard Medical	Yes
12/19/2024 18:13	LN680AG	N680AG	C680	1774	28R	B	Lifeguard Medical	Yes
12/22/2024 14:20	Medevac	Medevac	GALX	4566	28R	B	Lifeguard Medical	Yes
12/22/2024 16:13	LN54DD	N54DD	C560	4507	28L	B	Lifeguard Medical	Yes
12/22/2024 22:14	Medevac	Medevac	C550	4250	28R	B	Lifeguard Medical	Yes
12/22/2024 22:24	LN54DD	N54DD	C560	3250	28L	B	Lifeguard Medical	Yes
12/23/2024 8:06	Medevac	Medevac	C550	4243	28R	B	Lifeguard Medical	Yes
12/23/2024 17:29	LN810BE	N810BE	C560	3235	28R	B	Lifeguard Medical	Yes
12/24/2024 12:43	Medevac	Medevac	C550	4261	28R	B	Lifeguard Medical	Yes
12/24/2024 18:54	Medevac	Medevac	C550	4244	28R	B	Lifeguard Medical	Yes
12/27/2024 9:45	LN54DD	N54DD	C560	4216	28R	B	Lifeguard Medical	Yes
12/27/2024 16:38	LN54DD	N54DD	C560	3666	28R	B	Lifeguard Medical	Yes
12/28/2024 11:02	LN810BE	N810BE	C560	4572	28R	B	Lifeguard Medical	Yes
12/28/2024 18:54	LN810BE	N810BE	C560	3217	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	82	
12/20/2024 15:30	N300DG	N300DG	SF50	4505	28L	B	Pilot Requested	No
12/20/2024 17:26	N175EM	N175EM	E50P	1727	28L	B	Pilot Requested	No
12/20/2024 21:33	MXY6308	N126BZ	E190	3306	28L	R	Pilot Requested	No
12/23/2024 12:08	N300DG	N300DG	SF50	4504	28L	B	Pilot Requested	No
12/24/2024 12:41			C750	3716	28L	B	Pilot Requested	No
12/26/2024 12:28	N850RT		GLF4	3205	28L	B	Pilot Requested	No
12/27/2024 12:25	PXT656	N656SM	C25B	3301	28R	B	Pilot Requested	No
12/27/2024 13:38	CTL35	N719CA	LJ35	2207	28R	B	Pilot Requested	No
12/28/2024 13:28	TFF988	N488VC	CL35	6356	28L	B	Pilot Requested	No
12/28/2024 14:39	EJA586	N586QS	C68A	6303	28R	B	Pilot Requested	No
12/30/2024 10:16	TIV685	N685VM	C680	3637	28L	B	Pilot Requested	No
12/30/2024 19:16			C25A	6375	28R	B	Pilot Requested	No
11/8/2024 14:54	LXJ366	N366FX	E55P	6370	28R	B	Pilot Requested	No
11/8/2024 17:03	ASP511	CFIAS	C25A	3615	28R	B	Pilot Requested	No
11/10/2024 13:26	VNT495	N495DD	CL60	6355	28R	B	Pilot Requested	No
11/10/2024 15:44			GLF5	1741	28L	B	Pilot Requested	No
11/10/2024 16:12			GLF5	6305	28R	B	Pilot Requested	No
11/13/2024 17:09	EJA933	N933QS	C68A	3326	28R	B	Pilot Requested	No
11/18/2024 13:47	N729HB		L39	3710	28R	J	Pilot Requested	No
11/18/2024 15:29	N798T	N798T	C56X	3334	28R	B	Pilot Requested	No
11/18/2024 17:03	EJA541	N541QS	C68A	3645	28R	B	Pilot Requested	No
11/18/2024 18:35	KFS12	N229CK	FA20	1711	28R	B	Pilot Requested	No
11/19/2024 6:18	GDG626	N626NT	F2TH	3355	28L	B	Pilot Requested	No
11/19/2024 15:00			H25B	1765	28R	B	Pilot Requested	No
11/23/2024 14:44	N729HB	N729HB	L39	340	28R	J	Pilot Requested	No
11/23/2024 21:16	VJT981	9HVJZ	GLEK	3345	28L	B	Pilot Requested	No
11/24/2024 11:57			GLF5	3703	28L	B	Pilot Requested	No
11/24/2024 12:11	N862LG	N862LG	E55P	1725	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/24/2024 22:05	N525JN	N525JN	C25A	4531	28R	B	Pilot Requested	No
11/25/2024 20:05	TIV85	N85VM	C25B	3370	28R	B	Pilot Requested	No
11/26/2024 13:16	FTH444	N444AM	C25B	3360	28R	B	Pilot Requested	No
11/26/2024 14:23			C56X	4540	28L	B	Pilot Requested	No
11/26/2024 16:50	N24AH	N24AH	SF50	3204	28L	B	Pilot Requested	No
11/27/2024 12:55	N636DK	N636DK	E55P	4264	28R	B	Pilot Requested	No
11/27/2024 15:41	N729HB		L39	5364	28L	J	Pilot Requested	No
11/29/2024 10:36	N729HB		L39	6342	28R	J	Pilot Requested	No
11/29/2024 12:22	PXT525	N525B	C25B	3604	28R	B	Pilot Requested	No
11/29/2024 12:59	N806SQ	N806SQ	C650	3624	28L	B	Pilot Requested	No
11/29/2024 13:36			GALX	4267	28R	B	Pilot Requested	No
12/1/2024 14:43	N175EM	N175EM	E50P	4557	28R	B	Pilot Requested	No
12/1/2024 16:20			GA6C	3605	28L	B	Pilot Requested	No
12/2/2024 10:07			GA6C	4512	28R	B	Pilot Requested	No
12/2/2024 15:09			F2TH	3636	28L	B	Pilot Requested	No
12/2/2024 15:31			C56X	1764	28R	B	Pilot Requested	No
12/3/2024 12:42	JRE832	N832JS	C56X	3340	28R	B	Pilot Requested	No
12/3/2024 13:40	N300MG	N300MG	E55P	3306	28R	B	Pilot Requested	No
12/3/2024 14:15	PXT415	N415PC	C25B	1725	28R	B	Pilot Requested	No
12/3/2024 16:19			GLF5	3652	28L	B	Pilot Requested	No
12/3/2024 18:19	N888DH	N888DH	CL60	1755	28L	B	Pilot Requested	No
12/5/2024 12:58			CL35	6365	28L	B	Pilot Requested	No
12/5/2024 14:38			GALX	4557	28L	B	Pilot Requested	No
12/6/2024 9:01			GLF5	3633	28L	B	Pilot Requested	No
12/6/2024 22:39	N551SJ	N551SJ	C551	3362	28L	B	Pilot Requested	No
12/8/2024 12:14	KOW910	N910E	C750	3334	28L	B	Pilot Requested	No
12/8/2024 13:23	XLJ784	N784CC	LJ45	3606	28R	B	Pilot Requested	No
12/10/2024 16:03	N504YH	N504YH	HDJT	4234	28L	B	Pilot Requested	No
12/11/2024 9:19	LXJ372	N372FX	E55P	4521	28R	B	Pilot Requested	No
12/11/2024 9:28			F900	3272	28R	B	Pilot Requested	No
12/11/2024 16:51	N559WJ	N559WJ	C550	4501	28R	B	Pilot Requested	No
12/12/2024 10:27	XBJST	XBJST	C650	1773	28R	B	Pilot Requested	No
12/12/2024 10:41			F2TH	3242	28L	B	Pilot Requested	No
12/12/2024 14:02	N504YH		HDJT	4277	28L	B	Pilot Requested	No
12/14/2024 11:31			G280	3337	28L	B	Pilot Requested	No
12/14/2024 13:53	N504YH	A64AFA	HDJT	4211	28L	B	Pilot Requested	No
12/14/2024 14:32	EJA913	N913QS	C68A	1755	28L	B	Pilot Requested	No
12/15/2024 11:40	N504YH	N504YH	HDJT	4527	28L	B	Pilot Requested	No
12/15/2024 16:04	EJA914	N914QS	C68A	4230	28R	B	Pilot Requested	No
12/16/2024 17:08			GLF5	3215	28L	B	Pilot Requested	No
12/16/2024 17:33			F2TH	4543	28L	B	Pilot Requested	No
12/17/2024 14:01	RKJ948	N948TX	C750	4533	28R	B	Pilot Requested	No
12/17/2024 14:04	JTL555	N555TF	GLF4	1725	28L	B	Pilot Requested	No
12/18/2024 16:06	N240BR	N240BR	C240	3632	28R	G	Pilot Requested	No
12/19/2024 7:43	SCW3801	N916SW	CRJ2	3234	28R	R	Pilot Requested	No
12/20/2024 12:02			GLF5	3637	28L	B	Pilot Requested	No
12/20/2024 13:27	JRE827	N827JS	C56X	3266	28R	B	Pilot Requested	No
12/20/2024 13:44	N504YH	N504YH	HDJT	6345	28L	B	Pilot Requested	No
10/4/2024 12:16			C501	2225	28R	B	Pilot Requested	No
10/4/2024 13:00			GA6C	4222	28L	B	Pilot Requested	No
10/4/2024 15:54			FA7X	3626	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/5/2024 11:52	N862LG	N862LG	E55P	1735	28L	B	Pilot Requested	No
10/5/2024 15:16			FA7X	3222	28R	B	Pilot Requested	No
10/6/2024 10:17			FA7X	3754	28L	B	Pilot Requested	No
10/7/2024 12:46	N22PB	N22PB	PC24	3232	28L	B	Pilot Requested	No
10/7/2024 16:27			F2TH	3731	28L	B	Pilot Requested	No
10/9/2024 10:17	VNT71	N71HC	C56X	3312	28R	B	Pilot Requested	No
10/10/2024 9:55	N524HP	N524HP	SF50	3201	28R	B	Pilot Requested	No
10/12/2024 15:26	N444RL	N444RL	EA50	3720	28R	B	Pilot Requested	No
10/13/2024 9:26	N815RM	N815RM	HDJT	3273	28R	B	Pilot Requested	No
10/13/2024 10:29			GLF5	3240	28L	B	Pilot Requested	No
10/14/2024 8:36	PPJJA	PPJJA	E550	3236	28R	B	Pilot Requested	No
10/14/2024 11:00	JRE799	N799JS	C25B	1774	28L	B	Pilot Requested	No
10/15/2024 8:09	EJA523	N523QS	C68A	4264	28R	B	Pilot Requested	No
10/16/2024 8:09	RKJ232	N232CF	C750	4201	28R	B	Pilot Requested	No
10/17/2024 6:24	N815RM	N815RM	HDJT	3237	28R	B	Pilot Requested	No
10/17/2024 12:49	N51GJ	N51GJ	LJ35	3244	28L	B	Pilot Requested	No
10/19/2024 7:47	LXJ657	N657FX	GLF6	3323	28L	B	Pilot Requested	No
10/19/2024 18:24	N501JG	N501JG	C560	4214	28L	B	Pilot Requested	No
10/20/2024 17:50	N401FT	N401FT	GLF4	1775	28L	B	Pilot Requested	No
10/21/2024 8:57	N123ED	N123ED	H25B	3370	28L	B	Pilot Requested	No
10/22/2024 9:33			F2TH	4227	28L	B	Pilot Requested	No
10/22/2024 14:07	XBJST	XBJST	C650	1762	28R	B	Pilot Requested	No
10/22/2024 15:34	RKJ232	N232CF	C750	3763	28L	B	Pilot Requested	No
10/22/2024 21:06	JNX01	N331XA	C25B	3223	28R	B	Pilot Requested	No
10/23/2024 8:06			F2TH	3675	28L	B	Pilot Requested	No
10/24/2024 7:47			GLF5	4553	28R	B	Pilot Requested	No
10/24/2024 8:23	HER348	N348CF	C750	4563	28R	B	Pilot Requested	No
10/24/2024 13:06			GLF5	3611	28L	B	Pilot Requested	No
10/24/2024 16:09	EJA827	N827QS	C700	4530	28L	B	Pilot Requested	No
10/25/2024 9:05	RKJ232	N232CF	C750	3241	28L	B	Pilot Requested	No
10/25/2024 13:21	KOW818	N818CF	C750	6363	28L	B	Pilot Requested	No
10/26/2024 21:21	KOW818	N818CF	C750	4226	28R	B	Pilot Requested	No
10/26/2024 23:11	EJA902	N902QS	C68A	4215	28R	B	Pilot Requested	No
10/27/2024 14:29	N578JG	N578JG	CL60	3715	28R	B	Pilot Requested	No
10/28/2024 9:39	PRE20	N20BL	GALX	3777	28L	B	Pilot Requested	No
10/28/2024 10:33	EJM505	N577JM	E55P	6317	28R	B	Pilot Requested	No
10/28/2024 16:50	EJA842	N842QS	C700	1722	28L	B	Pilot Requested	No
10/29/2024 9:44			CL60	3710	28L	B	Pilot Requested	No
10/29/2024 14:38	RKJ750	N750GM	C750	4241	28R	B	Pilot Requested	No
10/29/2024 15:19	LXJ539	N539FX	CL35	1737	28R	B	Pilot Requested	No
10/29/2024 15:23	EJA605	N605QS	C68A	6376	28R	B	Pilot Requested	No
10/29/2024 15:36			F900	3363	28R	B	Pilot Requested	No
10/29/2024 19:14			GA6C	4262	28L	B	Pilot Requested	No
10/29/2024 19:52			F2TH	3313	28R	B	Pilot Requested	No
10/30/2024 9:31	EJA782	N782QS	CL35	3203	28L	B	Pilot Requested	No
10/30/2024 9:37	VJT592	9HVFL	CL60	1743	28L	B	Pilot Requested	No
10/30/2024 9:54	WUP918	N918TX	C750	3375	28L	B	Pilot Requested	No
10/30/2024 14:07	LXJ449	N449FX	E545	3620	28L	B	Pilot Requested	No
10/30/2024 16:46	EJM505	N577JM	E55P	3364	28L	B	Pilot Requested	No
10/31/2024 7:23			GLF5	1734	28L	B	Pilot Requested	No
10/31/2024 10:02			C25A	3753	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/31/2024 19:35			GLF5	3231	28L	B	Pilot Requested	No
11/2/2024 13:30			C56X	1712	28L	B	Pilot Requested	No
11/3/2024 11:48			GLF5	1745	28L	B	Pilot Requested	No
11/3/2024 14:06	EJA707	N707QS	CL35	3616	28L	B	Pilot Requested	No
11/3/2024 17:39			FA7X	3650	28L	B	Pilot Requested	No
11/4/2024 11:16			C56X	3633	28R	B	Pilot Requested	No
11/5/2024 16:41			E550	3274	28L	B	Pilot Requested	No
11/7/2024 8:16			GLF5	1703	28L	B	Pilot Requested	No
11/7/2024 16:25			GLF5	3637	28L	B	Pilot Requested	No
11/7/2024 20:31			FA50	4512	28L	B	Pilot Requested	No
						<b>Pilot Requested</b>	<b>140</b>	
10/6/2024 22:49	SWA5680	N909WN	B737	3260	28L	J	RWY 30 Routine Closure	Yes
10/7/2024 5:17	SWA261	N1809U	B38M	3302	28L	J	RWY 30 Routine Closure	Yes
10/7/2024 5:23	SWA427	N8738K	B38M	3303	28L	J	RWY 30 Routine Closure	Yes
10/7/2024 5:35	NKS278	N976NK	A20N	3204	28L	J	RWY 30 Routine Closure	Yes
10/14/2024 1:54	SWA2988	N230WN	B737	3357	28L	J	RWY 30 Routine Closure	Yes
10/21/2024 4:57			GLF5	3374	28L	B	RWY 30 Routine Closure	Yes
12/16/2024 5:35	NKS278	N992NK	A20N	3315	28L	J	RWY 30 Routine Closure	Yes
12/16/2024 5:36	SWA329	N8797Q	B38M	3277	28L	J	RWY 30 Routine Closure	Yes
						<b>RWY 30 Routine Closure</b>	<b>8</b>	
10/14/2024 16:46	SIS61	N615KJ	C25B	3212	28L	B	Safety/Emergency	Yes
10/27/2024 10:17			GA5C	4264	28L	B	Safety/Emergency	Yes
11/9/2024 11:19	VNT495	N495DD	CL60	3664	28R	B	Safety/Emergency	Yes
11/10/2024 13:21			E190	3773	28R	R	Safety/Emergency	Yes
12/6/2024 9:18			GLF6	3765	28L	B	Safety/Emergency	Yes
						<b>Safety/Emergency</b>	<b>5</b>	
						<b>Grand Count</b>	<b>268</b>	

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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/13/2024 11:05	LXJ554	N554FX	CL30	1005	10L	B	ATC Instructions	No
						<b>ATC Instructions</b>	<b>1</b>	
11/21/2024 16:38	LXJ483	N483FX	GLF4	2066	10R	B	ATC Request	No
11/21/2024 9:05	N344QS	N344QS	E55P	3250	10R	B	ATC Request	No
11/21/2024 10:25	EJA511	N511QS	C68A	4573	10R	B	ATC Request	No
11/21/2024 16:34	N525JN	N525JN	C25A	4262	10R	B	ATC Request	No
11/21/2024 17:54	N288G	N288G	C525	2003	10R	B	ATC Request	No
						<b>ATC Request</b>	<b>5</b>	
11/20/2024 17:40	JSX656	N262JX	E135	1343	10R	R	Air Traffic Conflict	Yes
						<b>Air Traffic Conflict</b>	<b>1</b>	
11/22/2024 10:04	SKW3478	N413SY	E75L	7766	10R	R	Excused by reprocessing	Yes
						<b>Excused by reprocessing</b>	<b>1</b>	



Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/13/2024 15:46	LN81GJ	N81GJ	LJ35	2660	10R	B	Lifeguard Medical	Yes
12/13/2024 20:41	LN149WW	N149WW	C25B	3573	10R	B	Lifeguard Medical	Yes
11/21/2024 1:15	LN968SR	N968SR	C560	4213	10L	B	Lifeguard Medical	Yes
						<b>Lifeguard Medical</b>	<b>3</b>	
12/13/2024 12:17			C25M	3736	10R	B	Pilot Requested	No
12/13/2024 12:51	EJA125	N125QS	GL5T	1017	10R	B	Pilot Requested	No
12/13/2024 11:05	N756TG	N756TG	CL30	4151	10R	B	Pilot Requested	No
12/13/2024 10:11	N914LD	N914LD	F2TH	2427	10R	B	Pilot Requested	No
11/30/2024 9:22	PXT525	N525B	C25B	7264	10L	B	Pilot Requested	No
11/30/2024 8:55	EJA417	N417QS	E55P	1643	10R	B	Pilot Requested	No
11/22/2024 9:05	N500XX	N500XX	GA5C	4561	10R	B	Pilot Requested	No
11/21/2024 22:14	PXT150	N150TG	C680	7650	10R	B	Pilot Requested	No
11/21/2024 21:58			GLF5	7437	10R	B	Pilot Requested	No
11/21/2024 21:05	PXT525	N525B	C25B	3035	10R	B	Pilot Requested	No
11/21/2024 16:52	EJA642	N642QS	C56X	1534	10R	B	Pilot Requested	No
11/21/2024 12:14	N604BS	N604BS	CL60	6030	10R	B	Pilot Requested	No
11/21/2024 11:45			GLF5	4246	10L	B	Pilot Requested	No
11/20/2024 20:09			CL30	3502	10R	B	Pilot Requested	No
11/20/2024 10:36	N149HC	N149HC	C550	2074	10R	B	Pilot Requested	No
11/13/2024 15:42			GLF5	6064	10R	B	Pilot Requested	No
11/13/2024 15:11			LJ45	1531	10R	B	Pilot Requested	No
11/13/2024 15:08	CYO602	N600SJ	LJ60	3062	10R	B	Pilot Requested	No
11/13/2024 14:20	PXT96	N96PX	C25B	6737	10R	B	Pilot Requested	No
12/13/2024 19:11	EJA598	N598QS	C68A	2577	10R	B	Pilot Requested	No
12/13/2024 18:47			FA7X	1317	10R	B	Pilot Requested	No
12/13/2024 17:04	ASP814	CFSBR	E545	7005	10R	B	Pilot Requested	No
12/13/2024 15:38			GLF6	3205	10R	B	Pilot Requested	No
						<b>Pilot Requested</b>	<b>23</b>	
12/13/2024 14:17	EJA504	N504QS	C68A	4536	10R	B	Southeast Plan Constraints	Yes
12/13/2024 14:04	N732SC	N732SC	LJ31	4043	10R	B	Southeast Plan Constraints	Yes
12/13/2024 14:50	LXJ514	N514FX	CL35	4264	10R	B	Southeast Plan Constraints	Yes
12/21/2024 8:24	N67CC	N67CC	C25A	7310	10R	B	Southeast Plan Constraints	Yes
12/21/2024 9:11			GLF4	2266	10R	B	Southeast Plan Constraints	Yes
12/26/2024 15:10	PXT150	N150TG	C680	4247	10R	B	Southeast Plan Constraints	Yes
12/13/2024 14:55	KOW992	N992MG	C750	3761	10R	B	Southeast Plan Constraints	Yes
12/13/2024 14:13	STT68	N268PJ	PC24	1526	10R	B	Southeast Plan Constraints	Yes
12/13/2024 14:10	EJA777	N777QS	CL35	4565	10R	B	Southeast Plan Constraints	Yes
12/13/2024 16:01	N504YH	A64AFA	HDJT	4624	10R	B	Southeast Plan Constraints	Yes
12/13/2024 15:54	EJA622	N622QS	C68A	4512	10R	B	Southeast Plan Constraints	Yes
						<b>Southeast Plan Constraints</b>	<b>11</b>	
						<b>Grand Count</b>	<b>45</b>	

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## North Field VFR Departure List for Calendar Quarter

Operation Number	Violation Time	Excused	Comments	Month
45955452	10/1/2024 10:09	1	Air Traffic Conflict	10
45957828	10/2/2024 7:14	1	Air Traffic Conflict	10
45958283	10/2/2024 10:12	1	Air Traffic Conflict	10
45964846	10/4/2024 9:54	1	Air Traffic Conflict	10
45965160	10/4/2024 11:22	1	Air Traffic Conflict	10
45965295	10/4/2024 12:07	1	Air Traffic Conflict	10
45965783	10/4/2024 14:12	1	Air Traffic Conflict	10
45966796	10/4/2024 17:40	1	Air Traffic Conflict	10
45971649	10/6/2024 11:23	1	Air Traffic Conflict	10
45971781	10/6/2024 12:25	1	Air Traffic Conflict	10
45972401	10/6/2024 14:13	1	Air Traffic Conflict	10
45973040	10/6/2024 14:40	1	Air Traffic Conflict	10
45973521	10/6/2024 20:13	1	Air Traffic Conflict	10
45982254	10/9/2024 15:46	1	Air Traffic Conflict	10
45982533	10/9/2024 16:42	1	Air Traffic Conflict	10
45982998	10/9/2024 19:38	1	Air Traffic Conflict	10
45985417	10/10/2024 14:16	1	Air Traffic Conflict	10
45995636	10/13/2024 17:59	1	Air Traffic Conflict	10
46010860	10/18/2024 13:16	1	Air Traffic Conflict	10
46011095	10/18/2024 13:38	1	Air Traffic Conflict	10
46011124	10/18/2024 14:30	1	Air Traffic Conflict	10
46011301	10/18/2024 15:04	1	Air Traffic Conflict	10
46012495	10/18/2024 20:57	1	Air Traffic Conflict	10
46015099	10/19/2024 15:42	1	Air Traffic Conflict	10
46017482	10/20/2024 13:28	1	Air Traffic Conflict	10
46017743	10/20/2024 14:00	1	Air Traffic Conflict	10
46018194	10/20/2024 15:20	1	Air Traffic Conflict	10
46018827	10/20/2024 16:52	1	Air Traffic Conflict	10
46018420	10/20/2024 17:02	1	Air Traffic Conflict	10
46018687	10/20/2024 17:55	1	Air Traffic Conflict	10
46020676	10/21/2024 11:41	1	Air Traffic Conflict	10
46021246	10/21/2024 13:12	1	Air Traffic Conflict	10
46022255	10/21/2024 17:33	1	Air Traffic Conflict	10
46022148	10/21/2024 17:51	1	Air Traffic Conflict	10
46027154	10/23/2024 11:46	1	Air Traffic Conflict	10
46028348	10/23/2024 16:46	1	Air Traffic Conflict	10
46030603	10/24/2024 12:08	1	Air Traffic Conflict	10
46038515	10/26/2024 14:34	1	Air Traffic Conflict	10
46044298	10/28/2024 13:58	1	Air Traffic Conflict	10

Operation Number	Violation Time	Excused	Comments	Month
46046069	10/29/2024 7:49	1	Air Traffic Conflict	10
46046875	10/29/2024 11:23	1	Air Traffic Conflict	10
46050760	10/30/2024 15:17	1	Air Traffic Conflict	10
46056537	11/1/2024 12:24	1	Air Traffic Conflict	11
46056755	11/1/2024 13:05	1	Air Traffic Conflict	11
46056916	11/1/2024 13:06	1	Air Traffic Conflict	11
46057761	11/1/2024 18:00	1	Air Traffic Conflict	11
46060195	11/2/2024 15:37	1	Air Traffic Conflict	11
46067848	11/5/2024 10:27	1	Air Traffic Conflict	11
46068745	11/5/2024 14:02	1	Air Traffic Conflict	11
46068755	11/5/2024 14:21	1	Air Traffic Conflict	11
46069432	11/5/2024 17:46	1	Air Traffic Conflict	11
46073389	11/7/2024 8:42	1	Air Traffic Conflict	11
46077177	11/8/2024 11:22	1	Air Traffic Conflict	11
46077231	11/8/2024 11:48	1	Air Traffic Conflict	11
46077563	11/8/2024 12:57	1	Air Traffic Conflict	11
46078742	11/8/2024 17:15	1	Air Traffic Conflict	11
46078734	11/8/2024 17:30	1	Air Traffic Conflict	11
46083672	11/10/2024 11:28	1	Air Traffic Conflict	11
46096233	11/14/2024 15:03	1	Air Traffic Conflict	11
46096219	11/14/2024 16:32	1	Air Traffic Conflict	11
46097261	11/15/2024 1:14	1	Air Traffic Conflict	11
46098231	11/15/2024 10:54	1	Air Traffic Conflict	11
46099239	11/15/2024 15:12	1	Air Traffic Conflict	11
46101996	11/16/2024 12:31	1	Air Traffic Conflict	11
46102928	11/16/2024 16:18	1	Air Traffic Conflict	11
46103040	11/16/2024 16:22	1	Air Traffic Conflict	11
46105240	11/17/2024 13:51	1	Air Traffic Conflict	11
46105248	11/17/2024 13:58	1	Air Traffic Conflict	11
46121098	11/23/2024 12:56	1	Air Traffic Conflict	11
46138117	11/29/2024 11:44	1	Air Traffic Conflict	11
46138081	11/29/2024 11:53	1	Air Traffic Conflict	11
46138159	11/29/2024 12:24	1	Air Traffic Conflict	11
46138294	11/29/2024 12:56	1	Air Traffic Conflict	11
46142332	11/30/2024 17:17	1	Air Traffic Conflict	11
46142414	11/30/2024 17:27	1	Air Traffic Conflict	11
46144648	12/1/2024 12:48	1	Air Traffic Conflict	12
46147692	12/2/2024 11:13	1	Air Traffic Conflict	12
46147886	12/2/2024 12:03	1	Air Traffic Conflict	12
46148500	12/2/2024 14:31	1	Air Traffic Conflict	12
46151671	12/3/2024 14:41	1	Air Traffic Conflict	12

Operation Number	Violation Time	Excused	Comments	Month
46158586	12/5/2024 20:00	1	Air Traffic Conflict	12
46163710	12/7/2024 13:54	1	Air Traffic Conflict	12
46165945	12/8/2024 11:04	1	Air Traffic Conflict	12
46173328	12/10/2024 16:30	1	Air Traffic Conflict	12
46173541	12/10/2024 17:02	1	Air Traffic Conflict	12
46173702	12/10/2024 18:23	1	Air Traffic Conflict	12
46173693	12/10/2024 18:30	1	Air Traffic Conflict	12
46185425	12/15/2024 11:22	1	Air Traffic Conflict	12
46185227	12/15/2024 11:54	1	Air Traffic Conflict	12
46186390	12/15/2024 16:15	1	Air Traffic Conflict	12
46193507	12/18/2024 14:33	1	Air Traffic Conflict	12
46194015	12/18/2024 16:05	1	Air Traffic Conflict	12
46194178	12/18/2024 16:06	1	Air Traffic Conflict	12
46195952	12/19/2024 12:20	1	Air Traffic Conflict	12
46199696	12/20/2024 16:38	1	Air Traffic Conflict	12
46199928	12/20/2024 17:22	1	Air Traffic Conflict	12
46223979	12/30/2024 14:35	1	Air Traffic Conflict	12
46223988	12/30/2024 14:55	1	Air Traffic Conflict	12
46226098	12/31/2024 10:38	1	Air Traffic Conflict	12
46226892	12/31/2024 12:29	1	Air Traffic Conflict	12
46227064	12/31/2024 13:49	1	Air Traffic Conflict	12
46002449	10/15/2024 19:57	1	Excused by reprocessing	10
46024254	10/22/2024 13:00	1	Excused by reprocessing	10
46098709	11/15/2024 12:40	1	Excused by reprocessing	11
46111665	11/19/2024 14:12	1	Excused by reprocessing	11
46137648	11/29/2024 10:00	1	Excused by reprocessing	11
46161517	12/6/2024 17:46	1	Excused by reprocessing	12
46166839	12/8/2024 14:23	1	Excused by reprocessing	12
46174936	12/11/2024 10:35	1	Excused by reprocessing	12
46177064	12/11/2024 22:14	1	Excused by reprocessing	12
46192554	12/18/2024 8:50	1	Excused by reprocessing	12
46194846	12/18/2024 21:26	1	Excused by reprocessing	12
45986807	10/10/2024 22:44	1	Lifeguard Medical	10
46069971	11/6/2024 1:23	1	Lifeguard Medical	11
46072543	11/7/2024 2:07	1	Lifeguard Medical	11
46096891	11/14/2024 20:53	1	Lifeguard Medical	11
46097651	11/15/2024 8:42	1	Lifeguard Medical	11
46125275	11/24/2024 19:24	1	Lifeguard Medical	11
46130698	11/26/2024 20:36	1	Lifeguard Medical	11
46143167	12/1/2024 0:09	1	Lifeguard Medical	12
46182000	12/13/2024 19:57	1	Lifeguard Medical	12

Operation Number	Violation Time	Excused	Comments	Month
46210054	12/24/2024 21:29	1	Lifeguard Medical	12
45960872	10/3/2024 6:59	1	Time Buffer	10
46158937	12/5/2024 22:07	1	Time Buffer	12
46120082	11/23/2024 5:08	0	Not Acceptable	11
46135504	11/28/2024 8:59	0	Not Acceptable	11
46136136	11/28/2024 11:31	0	Not Acceptable	11
46136546	11/28/2024 13:46	0	Not Acceptable	11
45955064	10/1/2024 9:15	0	VFR Departure	10
45955232	10/1/2024 10:00	0	VFR Departure	10
45955578	10/1/2024 10:58	0	VFR Departure	10
45955777	10/1/2024 12:22	0	VFR Departure	10
45955916	10/1/2024 13:15	0	VFR Departure	10
45957502	10/1/2024 22:38	0	VFR Departure	10
45967179	10/4/2024 20:10	0	VFR Departure	10
45975546	10/7/2024 12:02	0	VFR Departure	10
45977594	10/8/2024 7:55	0	VFR Departure	10
45986681	10/10/2024 20:33	0	VFR Departure	10
45986771	10/10/2024 22:12	0	VFR Departure	10
45992880	10/12/2024 17:26	0	VFR Departure	10
45995202	10/13/2024 15:00	0	VFR Departure	10
46000121	10/15/2024 9:12	0	VFR Departure	10
46009964	10/18/2024 9:54	0	VFR Departure	10
46026401	10/23/2024 7:27	0	VFR Departure	10
46028731	10/23/2024 18:37	0	VFR Departure	10
46030022	10/24/2024 10:09	0	VFR Departure	10
46068889	11/5/2024 15:07	0	VFR Departure	11
46071542	11/6/2024 15:35	0	VFR Departure	11
46080084	11/9/2024 9:07	0	VFR Departure	11
46085370	11/10/2024 18:19	0	VFR Departure	11
46085724	11/10/2024 20:52	0	VFR Departure	11
46089720	11/12/2024 12:26	0	VFR Departure	11
46091278	11/12/2024 20:39	0	VFR Departure	11
46096742	11/14/2024 19:36	0	VFR Departure	11
46126672	11/24/2024 9:48	0	VFR Departure	11
46143927	12/1/2024 10:30	0	VFR Departure	12
46149866	12/2/2024 10:16	0	VFR Departure	12
46154574	12/4/2024 14:20	0	VFR Departure	12
46155578	12/4/2024 19:28	0	VFR Departure	12
46164146	12/7/2024 15:41	0	VFR Departure	12
46171327	12/9/2024 10:18	0	VFR Departure	12
46170475	12/9/2024 16:58	0	VFR Departure	12

Operation Number	Violation Time	Excused	Comments	Month
46172184	12/10/2024 10:55	0	VFR Departure	12
46174046	12/10/2024 19:19	0	VFR Departure	12
46177215	12/11/2024 9:52	0	VFR Departure	12
46192779	12/18/2024 10:55	0	VFR Departure	12
46212031	12/25/2024 21:00	0	VFR Departure	12
46226905	12/31/2024 13:26	0	VFR Departure	12
46159013	12/5/2024 23:13	0	Wide Salad	12

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### North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/9/2024 6:27			GL5T	3604	28L	ATC Instructions	No
					ATC Instructions	1	
11/15/2024 1:14	CMD8	N838CS	EC35	372	PAD1	Air Traffic Conflict	Yes
					Air Traffic Conflict	1	
11/18/2024 0:28	BBQ9705	N625SW	B733	3334	28L	Audio Not Available	No
					Audio Not Available	1	
10/6/2024 0:28	N334AM	N334AM	PC12	4567	10L	Excused by reprocessing	Yes
11/6/2024 5:23	N504FM	N504FM	C25A	375	10R	Excused by reprocessing	Yes
11/14/2024 6:19	PCM8709	N995FE	C208	4203	28L	Excused by reprocessing	Yes
11/21/2024 6:34	PCM8709	N707FX	C208	4277	10R	Excused by reprocessing	Yes
12/11/2024 22:14	BYF41	N1483L	C182	340	28R	Excused by reprocessing	Yes
12/14/2024 6:27	FGR750	N750FR	FA50	3320	10R	Excused by reprocessing	Yes
12/26/2024 5:46	XSN06	N61RJ	PC12	3235	10L	Excused by reprocessing	Yes
12/26/2024 6:42	PCM8709	N744FX	C208	4236	10R	Excused by reprocessing	Yes
					Excused by reprocessing	8	
10/7/2024 0:40	N982HP	N982HP	AS50	351	PAD1	Law Enforcement	Yes
					Law Enforcement	1	
10/9/2024 3:09	Medevac		C560	4202	28R	Lifeguard Medical	Yes
10/9/2024 22:43	LN3CM36	LN360SN	LJ60	4242	28R	Lifeguard Medical	Yes
10/10/2024 4:29	LN131RR	LN131RR	C560	4203	28R	Lifeguard Medical	Yes
10/10/2024 22:44	CMD8	N838CS	EC35	355	PAD1	Lifeguard Medical	Yes
10/12/2024 4:17	CMD4	N321RX	EC35	4551	PAD1	Lifeguard Medical	Yes
10/16/2024 2:33	REH50	N913RX	BE20	4505	28R	Lifeguard Medical	Yes
10/22/2024 2:13	LN116AA	N116AA	C25B	3256	28L	Lifeguard Medical	Yes
10/22/2024 2:48	LN287LS	LN287LS	BE40	3275	28R	Lifeguard Medical	Yes
10/25/2024 3:51	LNJZ2		BE20	4243	28R	Lifeguard Medical	Yes
10/25/2024 22:41	LN131RR	N131RR	C560	4543	28R	Lifeguard Medical	Yes
10/25/2024 23:53	LN904LR	N904LR	C560	3236	28R	Lifeguard Medical	Yes
10/26/2024 22:45	Medevac		BE20	4555	28R	Lifeguard Medical	Yes
10/28/2024 0:14	CMD13	N833CS	EC35	5334	PAD1	Lifeguard Medical	Yes
10/30/2024 1:37	LN810BE	N810BE	C560	3240	28L	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
11/5/2024 1:41	LN914DK	LN914DK	BE9L	3272	28R	Lifeguard Medical	Yes
11/6/2024 1:23	CMD8	N838CS	EC35	320	PAD1	Lifeguard Medical	Yes
11/7/2024 2:07	CMD4	N892CS	EC35	5325	PAD1	Lifeguard Medical	Yes
11/8/2024 3:37	LN131RR	LN131RR	C560	4245	28R	Lifeguard Medical	Yes
11/9/2024 6:12	Medevac	Medevac	BE9T	4532	28R	Lifeguard Medical	Yes
11/11/2024 22:51	CMD70	N370CS	BE20	4277	28R	Lifeguard Medical	Yes
11/15/2024 6:26	LN149WW	N149WW	C25B	1712	28R	Lifeguard Medical	Yes
11/19/2024 0:07	LN968SR	N968SR	C560	3231	28R	Lifeguard Medical	Yes
11/19/2024 23:15	CMD8	N838CS	EC35	4552	PAD1	Lifeguard Medical	Yes
11/20/2024 0:22	CMD07	N832CS	EC35	3371	PAD1	Lifeguard Medical	Yes
11/26/2024 2:24	CGBSW	CGBSW	ASTR	3316	28L	Lifeguard Medical	Yes
12/1/2024 0:09	CMD8	N838CS	EC35	5306	PAD1	Lifeguard Medical	Yes
12/5/2024 1:53	LN810BE	N810BE	C560	3237	28R	Lifeguard Medical	Yes
12/5/2024 3:57	LN51GJ	LN51GJ	LJ35	3357	28L	Lifeguard Medical	Yes
12/13/2024 4:48	REH50	N911RX	BE20	4512	28R	Lifeguard Medical	Yes
12/16/2024 2:04	N892CS	N892CS	EC35	5344	PAD1	Lifeguard Medical	Yes
12/20/2024 4:01	N838CS	N838CS	EC35	1200	PAD1	Lifeguard Medical	Yes
12/21/2024 2:34	LN498GF	N498GF	PC12	4542	28L	Lifeguard Medical	Yes
12/22/2024 22:14	Medevac	Medevac	C550	4250	28R	Lifeguard Medical	Yes
12/22/2024 22:24	LN54DD	N54DD	C560	3250	28L	Lifeguard Medical	Yes
12/25/2024 4:39	LN498GF	N498GF	PC12	4563	28R	Lifeguard Medical	Yes
12/28/2024 1:00	Medevac	Medevac	BE20	4532	28R	Lifeguard Medical	Yes
10/7/2024 22:19	LN54DD	N54DD	C560	3324	28R	Lifeguard Medical	Yes
10/4/2024 1:55	LN54DD	N54DD	C560	3306	28R	Lifeguard Medical	Yes
10/4/2024 6:52	LN810BE	N810BE	C560	3201	28R	Lifeguard Medical	Yes
					<b>Lifeguard Medical</b>	<b>39</b>	
11/15/2024 4:18	N325RX	N325RX	EC35	1200	PAD1	Not Acceptable	No
11/19/2024 6:18	GDG626	N626NT	F2TH	3355	28L	Not Acceptable	No
11/21/2024 22:20			GALX	3201	10R	Not Acceptable	No
11/21/2024 23:05	N100VE	N100VE	CL60	3371	10R	Not Acceptable	No
11/21/2024 23:41	N281SC	N281SC	F2TH	3326	10R	Not Acceptable	No
11/22/2024 0:06			GLEX	3376	10R	Not Acceptable	No
11/23/2024 5:08	N78874	N78874	M20P	4232	28R	Not Acceptable	No
11/24/2024 23:54			CL60	4237	10L	Not Acceptable	No
11/28/2024 0:23	N26EM	N26EM	PA46	3254	28R	Not Acceptable	No
12/14/2024 0:30			ASTR	3244	10R	Not Acceptable	No
12/14/2024 4:09			GLF4	3327	10R	Not Acceptable	No
					<b>Not Acceptable</b>	<b>11</b>	
10/17/2024 6:24	N815RM	N815RM	HDJT	3237	28R	Pilot Requested	No
10/26/2024 23:11	EJA902	N902QS	C68A	4215	28R	Pilot Requested	No
12/6/2024 22:39	N551SJ	N551SJ	C551	3362	28L	Pilot Requested	No
					<b>Pilot Requested</b>	<b>3</b>	
10/6/2024 22:49	SWA5680	N909WN	B737	3260	28L	RWY 30 Routine Closure	Yes
10/7/2024 5:17	SWA261	N1809U	B38M	3302	28L	RWY 30 Routine Closure	Yes
10/7/2024 5:23	SWA427	N8738K	B38M	3303	28L	RWY 30 Routine Closure	Yes
10/7/2024 5:35	NKS278	N976NK	A20N	3204	28L	RWY 30 Routine Closure	Yes
10/14/2024 1:54	SWA2988	N230WN	B737	3357	28L	RWY 30 Routine Closure	Yes
10/21/2024 4:57			GLF5	3374	28L	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
12/16/2024 5:35	NKS278	N992NK	A20N	3315	28L	RWY 30 Routine Closure	Yes
12/16/2024 5:36	SWA329	N8797Q	B38M	3277	28L	RWY 30 Routine Closure	Yes
					<b>RWY 30 Routine Closure</b>	<b>8</b>	
12/1/2024 22:12	N69P	N69P	PC12	3736	28R	Straight-out Departure	No
					<b>Straight-out Departure</b>	<b>1</b>	
10/3/2024 6:59	BXR1960	N9623B	C208	340	28L	Time Buffer	Yes
10/9/2024 6:59	PCM8260	N781FE	C208	4214	28L	Time Buffer	Yes
11/8/2024 6:55	PCM8260	N892FE	C208	4533	28L	Time Buffer	Yes
11/21/2024 6:52	PCM8711	N872FE	C208	4256	10R	Time Buffer	Yes
11/24/2024 22:05	N525JN	N525JN	C25A	4531	28R	Time Buffer	Yes
11/27/2024 6:50			S22T	4211	28R	Time Buffer	Yes
11/27/2024 6:53	PCM8710	N872FE	C208	4253	28L	Time Buffer	Yes
12/5/2024 22:07	N200SN	N200SN	SW3	3211	28R	Time Buffer	Yes
12/6/2024 6:57	PCM8679	N969FE	C208	4216	28L	Time Buffer	Yes
12/26/2024 22:08	N78874	N78874	M20P	4224	10L	Time Buffer	Yes
					<b>Time Buffer</b>	<b>10</b>	
10/10/2024 22:12	N73311	N73311	C172	4275	28R	VFR Departure	No
					<b>VFR Departure</b>	<b>1</b>	
11/19/2024 6:44			BE9T	4243	28R	Weather/Wind Conditions	No
					<b>Weather/Wind Conditions</b>	<b>1</b>	
10/1/2024 22:38	N915L	N915L	C172	5377	28R	Wide Salad	No
10/4/2024 1:24	N26EM	N26EM	M600	3222	28R	Wide Salad	No
10/4/2024 2:05	N224JM	N224JM	S22T	3347	28R	Wide Salad	No
10/17/2024 23:31	N617BG	N617BG	PC12	4273	28R	Wide Salad	No
10/18/2024 23:35			BE20	4566	28R	Wide Salad	No
10/20/2024 6:46			BE20	4560	28R	Wide Salad	No
10/28/2024 1:26			BE20	4507	28R	Wide Salad	No
11/7/2024 23:07	TN61AP	N61AP	BE20	3376	28R	Wide Salad	No
11/8/2024 6:40	N515TW	N515TW	PC12	3665	28R	Wide Salad	No
11/11/2024 1:56	N914DK	N914DK	BE9L	3204	28R	Wide Salad	No
11/13/2024 6:45	PCM8711	N872FE	C208	4272	28L	Wide Salad	No
12/5/2024 23:13	N233ME	N233ME	C182	3234	28R	Wide Salad	No
12/17/2024 6:08	PCM8709	N984FE	C208	4240	28L	Wide Salad	No
12/17/2024 6:36	PCM8711	N762FE	C208	4541	28L	Wide Salad	No
12/18/2024 6:26	PCM8711	N762FE	C208	4240	28L	Wide Salad	No
12/20/2024 22:27	N61AP	N61AP	BE20	6374	28R	Wide Salad	No
12/27/2024 4:46			BE20	4220	28R	Wide Salad	No
					<b>Wide Salad</b>	<b>17</b>	
					<b>Grand Count</b>	<b>103</b>	

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## North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/2/2024 6:57	14	76.6	85	14	PCM8679	N771FE	C208	28L
10/4/2024 1:56	4	76.5	86.9	27	LN54DD	N54DD	C560	28R



Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/4/2024 1:56	5	76.8	87.2	31	LN54DD	N54DD	C560	28R
10/4/2024 6:53	4	84.7	91.9	23	LN810BE	N810BE	C560	28R
10/4/2024 6:53	5	87.8	93.9	24	LN810BE	N810BE	C560	28R
10/4/2024 6:53	6	84.2	91.8	29	LN810BE	N810BE	C560	28R
10/6/2024 22:50	4	84.4	91.4	26	SWA5680	N909WN	B737	28L
10/6/2024 22:50	5	88.4	95.1	27	SWA5680	N909WN	B737	28L
10/6/2024 22:50	6	83.7	92	27	SWA5680	N909WN	B737	28L
10/6/2024 22:50	7	79.3	88.3	26	SWA5680	N909WN	B737	28L
10/7/2024 5:18	4	83.7	90	25	SWA261	N1809U	B38M	28L
10/7/2024 5:18	5	87.4	93.8	20	SWA261	N1809U	B38M	28L
10/7/2024 5:18	6	80.6	89.3	27	SWA261	N1809U	B38M	28L
10/7/2024 5:23	4	80.9	87.8	24	SWA427	N8738K	B38M	28L
10/7/2024 5:23	5	85.8	92.1	21	SWA427	N8738K	B38M	28L
10/7/2024 5:23	6	79	87.9	25	SWA427	N8738K	B38M	28L
10/7/2024 5:35	4	80.7	87.3	28	NKS278	N976NK	A20N	28L
10/7/2024 5:35	5	82.4	89.6	25	NKS278	N976NK	A20N	28L
10/7/2024 5:36	6	78.4	87	24	NKS278	N976NK	A20N	28L
10/7/2024 22:20	4	81.7	88.1	17	LN54DD	N54DD	C560	28R
10/7/2024 22:20	5	81.9	88.6	16	LN54DD	N54DD	C560	28R
10/7/2024 22:20	6	79.9	87.2	22	LN54DD	N54DD	C560	28R
10/9/2024 3:10	4	86.4	93.9	41	Medevac		C560	28R
10/9/2024 3:10	5	85.3	94.4	38	Medevac		C560	28R
10/9/2024 6:28	4	83.7	90.3	22			GL5T	28L
10/9/2024 6:28	5	91.8	97	18			GL5T	28L
10/9/2024 6:28	6	87.5	94.2	26			GL5T	28L
10/9/2024 6:28	7	81.5	89.6	20			GL5T	28L
10/9/2024 22:44	4	82.5	89	17	LN360SN	LN360SN	LJ60	28R
10/9/2024 22:44	5	79.6	87.8	18	LN360SN	LN360SN	LJ60	28R
10/9/2024 22:44	6	78.6	85.7	18	LN360SN	LN360SN	LJ60	28R
10/10/2024 4:29	5	84.7	92.7	27	LN131RR	LN131RR	C560	28R
10/10/2024 4:29	4	88.2	96.8	35	LN131RR	LN131RR	C560	28R
10/10/2024 4:29	6	85.2	92.3	22	LN131RR	LN131RR	C560	28R
10/14/2024 1:54	4	79.2	87.8	24	SWA2988	N230WN	B737	28L
10/14/2024 1:54	5	83.4	90.9	25	SWA2988	N230WN	B737	28L
10/17/2024 6:25	4	83	89.4	20	N815RM	N815RM	HDJT	28R
10/17/2024 6:25	5	77	85.9	23	N815RM	N815RM	HDJT	28R
10/17/2024 6:25	6	77.9	86.2	23	N815RM	N815RM	HDJT	28R
10/21/2024 4:57	5	86.2	92.4	20			GLF5	28L
10/21/2024 4:57	4	83.9	89.8	18			GLF5	28L
10/21/2024 4:57	6	82.9	89.4	24			GLF5	28L
10/21/2024 4:57	7	76.9	85.1	19			GLF5	28L
10/22/2024 2:14	5	84.5	91.2	29	LN116AA	N116AA	C25B	28L
10/22/2024 2:14	4	79.9	87.3	18	LN116AA	N116AA	C25B	28L
10/22/2024 2:14	6	79.7	88	27	LN116AA	N116AA	C25B	28L
10/22/2024 2:49	4	93.5	100.3	23	LN287LS	LN287LS	BE40	28R
10/22/2024 2:49	5	86.3	93.2	31	LN287LS	LN287LS	BE40	28R
10/22/2024 2:49	6	86.9	95	35	LN287LS	LN287LS	BE40	28R
10/22/2024 2:49	7	82.2	91.6	31	LN287LS	LN287LS	BE40	28R
10/22/2024 6:50	7	71	85.5	80	PCM8711	N867FE	C208	28L
10/23/2024 6:21	4	80.9	84.9	9	PCM8711	N920FE	C208	28L
10/23/2024 6:52	8	75.9	86.2	28	PCM8710	N744FX	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/24/2024 6:37	4	83.8	87.2	10	PCM8711	N920FE	C208	28L
10/25/2024 3:51	4	83.3	86.6	12	LNJZ2		BE20	28R
10/25/2024 22:42	4	90.9	98.1	28	LN131RR	N131RR	C560	28R
10/25/2024 22:42	5	85.5	94.1	34	LN131RR	N131RR	C560	28R
10/25/2024 22:42	6	88	96.5	47	LN131RR	N131RR	C560	28R
10/25/2024 22:42	7	81.9	91.6	27	LN131RR	N131RR	C560	28R
10/25/2024 23:53	4	83.5	95.1	39	LN904LR	N904LR	C560	28R
10/25/2024 23:53	5	82.5	93.3	41	LN904LR	N904LR	C560	28R
10/25/2024 23:53	6	79	90.5	54	LN904LR	N904LR	C560	28R
10/25/2024 23:54	7	74.2	86.1	47	LN904LR	N904LR	C560	28R
10/26/2024 22:46	4	83	86.6	13	Medevac		BE20	28R
10/26/2024 23:11	4	81.4	88.1	20	EJA902	N902QS	C68A	28R
10/26/2024 23:11	5	80.4	87.1	14	EJA902	N902QS	C68A	28R
10/28/2024 1:26	4	83.1	86.5	12			BE20	28R
10/29/2024 6:37	7	68	86.3	80	PCM8711	N867FE	C208	28L
10/30/2024 1:38	4	76.9	86	28	LN810BE	N810BE	C560	28L
10/30/2024 1:38	5	79	88	35	LN810BE	N810BE	C560	28L
11/5/2024 1:42	4	86.2	90.2	36	LN914DK	LN914DK	BE9L	28R
11/5/2024 1:43	8	82.6	87.5	11	LN914DK	LN914DK	BE9L	28R
11/7/2024 23:07	4	80.2	85.1	11	TN61AP	N61AP	BE20	28R
11/8/2024 3:37	4	86.9	94.7	31	LN131RR	LN131RR	C560	28R
11/8/2024 3:37	5	89.3	96.6	27	LN131RR	LN131RR	C560	28R
11/8/2024 3:37	6	86	94.3	29	LN131RR	LN131RR	C560	28R
11/11/2024 1:56	4	83.1	86.4	12	N914DK	N914DK	BE9L	28R
11/12/2024 6:26	4	81.1	85.9	11	PCM8711	N872FE	C208	28L
11/13/2024 6:32	4	82.1	85.5	12	PCM8709	N762FE	C208	28L
11/13/2024 6:46	4	81.5	86	12	PCM8711	N872FE	C208	28L
11/14/2024 6:21	4	82	86.6	13	PCM8709	N995FE	C208	28L
11/15/2024 6:27	4	80.7	89.4	30	LN149WW	N149WW	C25B	28R
11/15/2024 6:27	5	81.3	89.4	30	LN149WW	N149WW	C25B	28R
11/15/2024 6:27	6	77.8	87.9	39	LN149WW	N149WW	C25B	28R
11/18/2024 0:28	5	83.2	92.3	35	BBQ9705	N625SW	B733	28L
11/18/2024 0:28	4	82.5	92	36	BBQ9705	N625SW	B733	28L
11/18/2024 0:29	6	78.8	89.6	47	BBQ9705	N625SW	B733	28L
11/18/2024 0:29	7	75.8	87.3	42	BBQ9705	N625SW	B733	28L
11/19/2024 0:08	4	82.6	95.1	70	LN968SR	N968SR	C560	28R
11/19/2024 0:08	5	81.4	93.8	62	LN968SR	N968SR	C560	28R
11/19/2024 0:08	6	79.4	92	78	LN968SR	N968SR	C560	28R
11/19/2024 0:08	7	73.8	87.6	57	LN968SR	N968SR	C560	28R
11/19/2024 0:08	8	73.2	86.5	43	LN968SR	N968SR	C560	28R
11/19/2024 6:18	4	81.8	89.4	24	GDG626	N626NT	F2TH	28L
11/19/2024 6:18	5	84.5	92.5	24	GDG626	N626NT	F2TH	28L
11/19/2024 6:18	6	81.5	90.1	32	GDG626	N626NT	F2TH	28L
11/19/2024 6:19	7	75.8	85.9	24	GDG626	N626NT	F2TH	28L
11/19/2024 6:43	7	73.5	86	80			BE9T	28R
11/19/2024 6:44	4	79.6	85.4	13			BE9T	28R
11/19/2024 6:48	4	81.1	86	17	PCM8709	N896FE	C208	28R
11/21/2024 2:07	9	76.2	87.2	34	LN968SR	N968SR	C560	10L
11/21/2024 6:34	10	76.9	85.3	80	PCM8709	N707FX	C208	10R
11/21/2024 22:21	9	80.1	87.2	17			GALX	10R
11/21/2024 22:21	12	79	86.6	27			GALX	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/22/2024 6:45	10	76	86.4	49	NJZ3	N999NJ	GALX	10R
11/22/2024 6:45	9	79.8	88.6	26	NJZ3	N999NJ	GALX	10R
11/22/2024 6:59	9	81	88.8	25	VJA549	N549XJ	CL30	10R
11/23/2024 6:46	4	80	85.7	12	PCM8702	N872FE	C208	28L
11/24/2024 22:06	4	80.5	88.5	24	N525JN	N525JN	C25A	28R
11/24/2024 22:06	5	79.1	87.5	26	N525JN	N525JN	C25A	28R
11/24/2024 22:06	6	76	85.5	32	N525JN	N525JN	C25A	28R
11/26/2024 2:25	4	81	87.9	25	CGBSW	CGBSW	ASTR	28L
11/26/2024 2:25	5	92.2	97.1	18	CGBSW	CGBSW	ASTR	28L
11/26/2024 2:25	6	88.5	94.1	25	CGBSW	CGBSW	ASTR	28L
11/26/2024 2:25	7	80.7	89.1	27	CGBSW	CGBSW	ASTR	28L
11/26/2024 6:40	4	81.2	85.8	12	PCM8711	N762FE	C208	28L
11/27/2024 6:37	4	81.4	85.6	12	PCM8711	N762FE	C208	28L
11/27/2024 6:51	4	80.1	86.4	19			S22T	28R
11/27/2024 6:54	4	81.3	86.1	13	PCM8710	N872FE	C208	28L
11/29/2024 6:32	4	82.6	86.7	12	PCM8711	N762FE	C208	28L
12/3/2024 0:06	4	80.8	85.1	11	N912MF	N912MF	BE20	28R
12/5/2024 1:54	4	82.5	90.2	23	LN810BE	N810BE	C560	28R
12/5/2024 1:54	5	80.8	88.7	25	LN810BE	N810BE	C560	28R
12/5/2024 1:54	6	76.6	86	21	LN810BE	N810BE	C560	28R
12/5/2024 3:57	5	95.5	98.9	12	LN51GJ	LN51GJ	LJ35	28L
12/5/2024 3:57	6	93.2	96.6	12	LN51GJ	LN51GJ	LJ35	28L
12/5/2024 3:58	7	87.6	92.5	14	LN51GJ	LN51GJ	LJ35	28L
12/5/2024 23:14	4	77.7	86.5	23	N233ME	N233ME	C182	28R
12/6/2024 6:58	5	82.1	85.6	10	PCM8679	N969FE	C208	28L
12/6/2024 22:40	5	86.1	91.9	27	N551SJ	N551SJ	C551	28L
12/6/2024 22:40	6	82.9	89.2	17	N551SJ	N551SJ	C551	28L
12/10/2024 4:27	4	77.1	87	31	LN54DD	N54DD	C560	28R
12/10/2024 4:27	5	80	89.4	36	LN54DD	N54DD	C560	28R
12/13/2024 4:48	4	84.1	87.6	9	REH50	N911RX	BE20	28R
12/13/2024 6:16	4	80.7	86.3	12	PCM8709	N722FX	C208	28L
12/13/2024 6:44	4	81.6	85.1	10	PCM8711	N762FE	C208	28L
12/14/2024 2:49	9	80.3	87.9	17	LN149WW	N149WW	C25B	10R
12/14/2024 6:27	4	80.9	89.4	40	FGR750	N750FR	FA50	10R
12/14/2024 6:28	10	81.8	91.3	75	FGR750	N750FR	FA50	10R
12/14/2024 6:28	9	89.3	96.2	36	FGR750	N750FR	FA50	10R
12/14/2024 6:28	11	84	92.3	32	FGR750	N750FR	FA50	10R
12/16/2024 5:35	4	81.2	87.1	27	NKS278	N992NK	A20N	28L
12/16/2024 5:35	5	85.4	91.5	19	NKS278	N992NK	A20N	28L
12/16/2024 5:35	6	80	87.8	20	NKS278	N992NK	A20N	28L
12/16/2024 5:37	4	83.5	90.4	29	SWA329	N8797Q	B38M	28L
12/16/2024 5:37	5	85.7	93.3	25	SWA329	N8797Q	B38M	28L
12/16/2024 5:37	6	80.3	89.7	23	SWA329	N8797Q	B38M	28L
12/16/2024 5:37	7	76.8	86.8	25	SWA329	N8797Q	B38M	28L
12/17/2024 6:10	4	79.2	85.3	15	PCM8709	N984FE	C208	28L
12/18/2024 6:15	4	81.6	85.8	10	PCM8709	N772FE	C208	28L
12/20/2024 6:25	4	79.2	86.4	21			S22T	28R
12/22/2024 22:14	4	84.6	90.3	15	Medevac	Medevac	C550	28R
12/22/2024 22:14	5	82.7	89.5	16	Medevac	Medevac	C550	28R
12/22/2024 22:14	6	82.9	88.8	16	Medevac	Medevac	C550	28R
12/22/2024 22:14	7	77.2	85	17	Medevac	Medevac	C550	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/22/2024 22:25	4	76.2	85.3	27	LN54DD	N54DD	C560	28L
12/22/2024 22:25	5	79.5	88.4	22	LN54DD	N54DD	C560	28L
12/24/2024 6:35	4	80.4	85.1	12	PCM8711	N762FE	C208	28L
12/26/2024 6:43	10	77.3	85.1	80	PCM8709	N744FX	C208	10R
12/28/2024 1:01	4	84.4	88.4	12	Medevac	Medevac	BE20	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
10/10/2024 11:13	SWA	SWA2623	B38M	J	N8867Q	Fleet Week	Yes
10/10/2024 13:00	SKW	SKW4134	E75L	R	N272SY	Fleet Week	Yes
10/13/2024 15:33	ASA	ASA1218	B39M	J	N933AK	Fleet Week	Yes
10/13/2024 15:13			F2TH	B		Fleet Week	Yes
10/13/2024 14:27	SWA	SWA4152	B737	J	N232WN	Fleet Week	Yes
10/13/2024 14:22	SWA	SWA1474	B38M	J	N8926Q	Fleet Week	Yes
10/13/2024 13:53	SWA	SWA332	B38M	J	N8885Q	Fleet Week	Yes
10/13/2024 12:59	SKW	SKW4134	E75L	R	N276SY	Fleet Week	Yes
10/13/2024 12:37	SWA	SWA1059	B737	J	N932WN	Fleet Week	Yes
10/13/2024 12:19	SWA	SWA2897	B38M	J	N8877Q	Fleet Week	Yes
10/12/2024 14:42	ASA	ASA1247	B737	J	N612AS	Fleet Week	Yes
10/12/2024 14:10	SWA	SWA4202	B737	J	N7861J	Fleet Week	Yes
10/12/2024 13:13	EJA	EJA696	C68A	B	N696QS	Fleet Week	Yes
10/10/2024 13:19	PXT	PXT150	C680	B	N150TG	Fleet Week	Yes
10/10/2024 13:22	SWA	SWA3746	B38M	J	N8806Q	Fleet Week	Yes
10/10/2024 14:43	SWA	SWA2960	B737	J	N225WN	Fleet Week	Yes
10/10/2024 14:44	FDX	FDX3884	B763	J	N188FE	Fleet Week	Yes
10/10/2024 15:29	ASA	ASA1247	B739	J	N467AS	Fleet Week	Yes
10/10/2024 15:37	FDX	FDX3312	B763	J	N144FE	Fleet Week	Yes
10/10/2024 16:11	SWA	SWA1474	B738	J	N8519R	Fleet Week	Yes
10/10/2024 16:17	FDX	FDX9183	B77L	J	N855FD	Fleet Week	Yes
10/10/2024 17:10			GLF4	B		Fleet Week	Yes
10/10/2024 17:11	SWA	SWA4020	B737	J	N792SW	Fleet Week	Yes
10/11/2024 12:25	SWA	SWA914	B737	J	N401WN	Fleet Week	Yes
10/11/2024 12:41	SWA	SWA4270	B738	J	N8689C	Fleet Week	Yes
10/11/2024 12:48	SWA	SWA4522	B737	J	N468WN	Fleet Week	Yes
10/11/2024 12:54	SWA	SWA1441	B737	J	N298WN	Fleet Week	Yes
10/11/2024 12:59	WSN	WSN95	J328	J	N395MS	Fleet Week	Yes
10/11/2024 13:00	SWA	SWA1969	B737	J	N245WN	Fleet Week	Yes
10/11/2024 13:32	SWA	SWA3746	B738	J	N8581Z	Fleet Week	Yes
10/11/2024 14:22	SKW	SKW4134	E75L	R	N285SY	Fleet Week	Yes
10/11/2024 14:38	SWA	SWA9005	B737	J	N467WN	Fleet Week	Yes
10/11/2024 15:45	ASA	ASA1247	B739	J	N477AS	Fleet Week	Yes
10/11/2024 16:19	RKJ	RKJ225	C750	B	N225GT	Fleet Week	Yes
10/12/2024 12:26	SWA	SWA3777	B38M	J	N8812Q	Fleet Week	Yes
10/12/2024 12:34	JTL	JTL222	C750	B	N222FY	Fleet Week	Yes
10/12/2024 12:55			GLF5	B		Fleet Week	Yes
10/12/2024 13:06	WSN	WSN95	J328	J	N395MS	Fleet Week	Yes

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
				Fleet Week		38	
12/14/2024 12:10	SWA	SWA4861	B38M	J	N8889Q	Not Acceptable	No
12/14/2024 11:03	SWA	SWA2651	B737	J	N943WN	Not Acceptable	No
12/14/2024 10:23	SWA	SWA2077	B737	J	N961WN	Not Acceptable	No
12/14/2024 9:50	SWA	SWA902	B737	J	N915WN	Not Acceptable	No
12/10/2024 2:56			GALX	B		Not Acceptable	No
11/11/2024 15:31		N881VP	C56X	B	N881VP	Not Acceptable	No
12/19/2024 4:53	UPS	UPS2947	MD11	J	N294UP	Not Acceptable	No
12/10/2024 15:24	FDX	FDX3854	B763	J	N276FE	Not Acceptable	No
12/28/2024 7:34	PXT	PXT150	C680	B	N150TG	Not Acceptable	No
				Not Acceptable		9	

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### Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
10/2/2024 6:19	UPS	UPS2945	MD11	J	N260UP	Air Traffic Conflict	Yes
10/4/2024 6:37	SWA	SWA2515	B738	J	N8687A	Air Traffic Conflict	Yes
10/5/2024 6:11	UPS	UPS5945	B763	J	N368UP	Air Traffic Conflict	Yes
10/6/2024 6:18	SWA	SWA1994	B38M	J	N8781Q	Air Traffic Conflict	Yes
10/9/2024 6:34	UPS	UPS2633	B763	J	N385UP	Air Traffic Conflict	Yes
10/10/2024 6:30	UPS	UPS2951	B752	J	N420UP	Air Traffic Conflict	Yes
10/10/2024 6:49	UPS	UPS2941	B763	J	N358UP	Air Traffic Conflict	Yes
10/13/2024 6:12	SWA	SWA1994	B38M	J	N8758L	Air Traffic Conflict	Yes
10/18/2024 6:42	SWA	SWA2515	B38M	J	N8908Q	Air Traffic Conflict	Yes
10/28/2024 22:49	DAL	DAL540	B739	J	N926DZ	Air Traffic Conflict	Yes
10/29/2024 23:07			GLF6	B		Air Traffic Conflict	Yes
10/30/2024 6:41	SWA	SWA427	B737	J	N457WN	Air Traffic Conflict	Yes
11/9/2024 6:16	FDX	FDX435	B763	J	N196FE	Air Traffic Conflict	Yes
11/11/2024 5:36	SWA	SWA3074	B738	J	N8575Z	Air Traffic Conflict	Yes
11/16/2024 6:26	PXT	PXT862	E55P	B	N862LG	Air Traffic Conflict	Yes
11/17/2024 6:28	SWA	SWA1381	B738	J	N8628A	Air Traffic Conflict	Yes
12/1/2024 6:16			F2TH	B		Air Traffic Conflict	Yes
12/1/2024 6:17	SWA	SWA1404	B738	J	N8545V	Air Traffic Conflict	Yes
12/1/2024 22:30	UPS	UPS2453	MD11	J	N262UP	Air Traffic Conflict	Yes
12/7/2024 5:36	SWA	SWA3074	B38M	J	N8905Q	Air Traffic Conflict	Yes
12/13/2024 6:30	UPS	UPS5945	MD11	J	N259UP	Air Traffic Conflict	Yes
12/15/2024 6:20	SWA	SWA756	B737	J	N7749B	Air Traffic Conflict	Yes
12/27/2024 5:13	SWA	SWA3877	B738	J	N8676A	Air Traffic Conflict	Yes
12/27/2024 5:20	SWA	SWA1542	B737	J	N7887A	Air Traffic Conflict	Yes
					Air Traffic Conflict	24	
10/14/2024 5:20	SWA	SWA261	B38M	J	N8705Q	Excused by reprocessing	Yes
10/16/2024 2:35	FDX	FDX1879	B763	J	N280FE	Excused by reprocessing	Yes
10/18/2024 6:33	FDX	FDX435	MD11	J	N528FE	Excused by reprocessing	Yes
10/29/2024 2:58	FDX	FDX37	MD11	J	N621FE	Excused by reprocessing	Yes
12/12/2024 2:52	FDX	FDX1879	B763	J	N173FE	Excused by reprocessing	Yes
12/16/2024 23:18			GALX	B		Excused by reprocessing	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
					Excused by reprocessing	6	
10/4/2024 5:36	SWA	SWA8508	B737	J	N291WN	Not Acceptable	No
10/6/2024 0:46		N641TW	CL60	B	N641TW	Not Acceptable	No
10/7/2024 6:21	SWA	SWA974	B38M	J	N8740A	Not Acceptable	No
10/20/2024 4:05	UPS	UPS947	B763	J	N328UP	Not Acceptable	No
10/20/2024 4:07	FDX	FDX411	MD11	J	N599FE	Not Acceptable	No
10/22/2024 23:25	VOS	VOS5323	A20N	J	N548VL	Not Acceptable	No
10/29/2024 4:51	FDX	FDX417	A306	J	N731FD	Not Acceptable	No
10/30/2024 3:59	EJA	EJA729	CL35	B	N729QS	Not Acceptable	No
11/3/2024 5:46	SWA	SWA1665	B737	J	N7811F	Not Acceptable	No
11/5/2024 4:54	FDX	FDX417	A306	J	N730FD	Not Acceptable	No
11/15/2024 22:11	SWA	SWA4569	B737	J	N7738A	Not Acceptable	No
11/23/2024 5:32	SWA	SWA3074	B38M	J	N8933Q	Not Acceptable	No
11/23/2024 6:28	FDX	FDX435	B763	J	N180FE	Not Acceptable	No
11/26/2024 22:22	SWA	SWA3849	B38M	J	N8756S	Not Acceptable	No
11/26/2024 22:26	SWA	SWA4062	B737	J	N7852A	Not Acceptable	No
11/26/2024 22:46	USC	USC47	LJ35	B	N217CK	Not Acceptable	No
11/26/2024 23:08	VOI	VOI1773	A321	J	XAVLZ	Not Acceptable	No
11/27/2024 22:50	NKS	NKS1448	A320	J	N636NK	Not Acceptable	No
11/27/2024 22:59	EJA	EJA635	C68A	B	N635QS	Not Acceptable	No
11/27/2024 23:09	SWA	SWA3849	B38M	J	N8756S	Not Acceptable	No
11/27/2024 23:14	SWA	SWA4062	B737	J	N7735A	Not Acceptable	No
11/27/2024 23:18	VOI	VOI1773	A321	J	XAVRC	Not Acceptable	No
11/27/2024 23:52			F900	B		Not Acceptable	No
12/1/2024 22:45	SWA	SWA4718	B737	J	N404WN	Not Acceptable	No
12/1/2024 23:07	VOI	VOI1773	A21N	J	XAVUB	Not Acceptable	No
12/8/2024 3:19	UPS	UPS945	MD11	J	N273UP	Not Acceptable	No
12/8/2024 23:29	VOI	VOI1773	A321	J	XAVLJ	Not Acceptable	No
12/9/2024 6:09	LXJ	LXJ336	E545	B	N336FX	Not Acceptable	No
12/10/2024 2:56			GALX	B		Not Acceptable	No
12/15/2024 23:21	VIV	VIV587	A320	J	XAVAU	Not Acceptable	No
12/18/2024 4:08	FDX	FDX77	B77L	J	N879FD	Not Acceptable	No
12/19/2024 4:53	UPS	UPS2947	MD11	J	N294UP	Not Acceptable	No
12/27/2024 5:21	SWA	SWA1665	B738	J	N8650F	Not Acceptable	No
12/27/2024 5:33	SWA	SWA157	B737	J	N551WN	Not Acceptable	No
					Not Acceptable	34	
10/1/2024 6:58	FDX	FDX864	B763	J	N191FE	Time Buffer	Yes
10/5/2024 6:58	SWA	SWA261	B738	J	N8648A	Time Buffer	Yes
10/9/2024 6:57	FDX	FDX3671	B77L	J	N875FD	Time Buffer	Yes
10/9/2024 6:59	FDX	FDX3647	B763	J	N153FE	Time Buffer	Yes
10/15/2024 6:55	FDX	FDX864	B763	J	N163FE	Time Buffer	Yes
10/22/2024 6:58	SWA	SWA427	B737	J	N7735A	Time Buffer	Yes
10/23/2024 6:58	SWA	SWA1900	B737	J	N288WN	Time Buffer	Yes
10/29/2024 5:58		N2AK	SF50	B	N2AK	Time Buffer	Yes
10/29/2024 6:58	UPS	UPS2951	B752	J	N457UP	Time Buffer	Yes
10/30/2024 6:57	UPS	UPS2945	MD11	J	N262UP	Time Buffer	Yes
10/30/2024 6:58	SWA	SWA1900	B737	J	N217JC	Time Buffer	Yes
10/31/2024 6:56	UPS	UPS2941	B763	J	N358UP	Time Buffer	Yes
11/5/2024 6:59	UPS	UPS2941	B763	J	N369UP	Time Buffer	Yes
11/9/2024 6:59	SWA	SWA887	B738	J	N8693A	Time Buffer	Yes
11/12/2024 6:59	FDX	FDX864	B763	J	N129FE	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
11/14/2024 6:57	UPS	UPS2941	B763	J	N361UP	Time Buffer	Yes
12/1/2024 22:00	SWA	SWA4599	B738	J	N8538V	Time Buffer	Yes
12/1/2024 22:08	VOS	VOS4323	A20N	J	N549VL	Time Buffer	Yes
12/4/2024 6:51	HAL	HAL23	A21N	J	N223HA	Time Buffer	Yes
12/9/2024 6:59	HAL	HAL23	A21N	J	N215HA	Time Buffer	Yes
12/11/2024 6:59	FDX	FDX864	B763	J	N282FE	Time Buffer	Yes
12/13/2024 6:58	UPS	UPS2941	B763	J	N396UP	Time Buffer	Yes
12/16/2024 6:59	HAL	HAL23	A21N	J	N220HA	Time Buffer	Yes
12/22/2024 22:00			GALX	B		Time Buffer	Yes
12/24/2024 6:57	FDX	FDX3671	B77L	J	N876FD	Time Buffer	Yes
12/31/2024 6:58	SWA	SWA1358	B738	J	N8681M	Time Buffer	Yes
					Time Buffer	26	
					Grand Count	90	

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### Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
12/27/2024 4:08	FDX	FDX5319	B77L	J	N868FD	Not Acceptable	No
					Not Acceptable	1	
11/25/2024 4:20	FDX	FDX417	B763	J	N168FE	Pilot Refusal	No
					Pilot Refusal	1	
11/21/2024 3:59	FDX	FDX9077	MD11	J	N610FE	System Error	Yes
					System Error	1	
					Grand Count	3	

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### Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
10/4/2024	1209	PCJ	C25A	2	High	HG6	1500	N/A	N/A
10/12/2024	0626	PCJ	C25A	2	High	GRE	0628	NO	N/A
10/18/2024	1107	TWY	C56X	1	High	HG6	1115	N/A	N/A
10/24/2024	0900	PCJ	C25A	2	High	HG6	0910	N/A	N/A
10/24/2024	1942	FDX	B757	2	High	GRE	2000	N/A	NO
10/25/2024	1738	FDX	MD11	2	High	GRE	1800	N/A	N/A
10/28/2024	0040	FDX	MD11	3	High	GRE	0050	NO	N/A
11/7/2024	0833	HAL	B767	2	High	GRE	0845	N/A	N/A
11/15/2024	2056	FDX	B767	2	High	GRE	2115	N/A	NO

11/16/2024	2320	FDX	B777	2	High	GRE	2345	NO	N/A
11/23/2024	0900	UPS	B767	2	High	GRE	0900	N/A	N/A
11/24/2024	2127	HAL	A320	2	High	GRE	2230	NO	N/A
11/30/2024	0744	UPS	B767	1	High	GRE	0800	N/A	N/A
11/30/2024	0954	UPS	B767	2	High	GRE	1030	NO	NO
12/4/2024	0252	FDX	A320	2	High	GRE	0345	NO	N/A
12/5/2024	1103	FDX	A320	2	High	GRE	1110	N/A	N/A
12/6/2024	1450	VHT	FA20	2	High	HG6	1510	N/A	N/A
12/9/2024	0903	PCJ	C25A	1	High	HG6	0904	N/A	N/A
12/12/2024	1756	TWY	GALX	2	High	HG6	1830	N/A	N/A
12/18/2024	0730	PCJ	C500	1	High	HG6	0745	N/A	N/A
12/22/2024	1330	PCJ	C500	1	High	HG6	1340	N/A	N/A
12/23/2024	1457	PCJ	C525	2	High	HG6	1530	N/A	N/A
12/25/2024	2020	FDX	B777	1	High	GRE	2030	N/A	NO
12/26/2024	1254	KFS	G100	2	High	HG6	1300	N/A	N/A
12/30/2024	1105	PCJ	C56X	1	High	HG6	1915	N/A	NO
12/29/2024	1907	PCJ	C56X	2	High	GRE	1915	N/A	NO

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### Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
12/5/2024 17:04	SKW	SKW3903	E75L	2870	Air Traffic Conflict	Yes
11/12/2024 19:15	FDX	FDX1268	B763	2880	Air Traffic Conflict	Yes
11/3/2024 20:06	SWA	SWA4625	B738	2591	Air Traffic Conflict	Yes
11/1/2024 19:47	SWA	SWA1130	B738	2562	Air Traffic Conflict	Yes
10/27/2024 10:45	LXJ	LXJ377	E55P	2598	Air Traffic Conflict	Yes
10/2/2024 18:58	FDX	FDX1645	B763	2782	Air Traffic Conflict	Yes
10/4/2024 10:20	QXE	QXE2005	E75L	2723	Air Traffic Conflict	Yes
				<b>Air Traffic Conflict</b>	<b>7</b>	
10/11/2024 13:32	SWA	SWA3746	B738	1873	Fleet Week	Yes
10/11/2024 14:22	SKW	SKW4134	E75L	2421	Fleet Week	Yes
10/11/2024 15:45	ASA	ASA1247	B739	1692	Fleet Week	Yes
10/12/2024 14:42	ASA	ASA1247	B737	1922	Fleet Week	Yes
10/13/2024 12:19	SWA	SWA2897	B38M	2034	Fleet Week	Yes
10/13/2024 12:59	SKW	SKW4134	E75L	2463	Fleet Week	Yes
10/13/2024 13:53	SWA	SWA332	B38M	1883	Fleet Week	Yes
10/13/2024 14:22	SWA	SWA1474	B38M	1909	Fleet Week	Yes
10/13/2024 14:27	SWA	SWA4152	B737	1988	Fleet Week	Yes
10/11/2024 13:00	SWA	SWA1969	B737	2070	Fleet Week	Yes
10/11/2024 12:54	SWA	SWA1441	B737	2004	Fleet Week	Yes
10/11/2024 12:48	SWA	SWA4522	B737	1935	Fleet Week	Yes
10/10/2024 17:11	SWA	SWA4020	B737	1847	Fleet Week	Yes
10/10/2024 16:17	FDX	FDX9183	B77L	1653	Fleet Week	Yes
10/10/2024 16:11	SWA	SWA1474	B738	1686	Fleet Week	Yes
10/10/2024 13:22	SWA	SWA3746	B38M	1886	Fleet Week	Yes
10/10/2024 13:00	SKW	SKW4134	E75L	2493	Fleet Week	Yes



10/12/2024 12:26	SWA	SWA3777	B38M	1935	Fleet Week	Yes
				<b>Fleet Week</b>	<b>18</b>	
				<b>Grand Count</b>	<b>25</b>	

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### 100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
10/18/2024 7:47	SWA967	B738	SWA	2887	Excused by reprocessing	Yes
12/30/2024 19:36	SWA353	B738	SWA	2883	Excused by reprocessing	Yes
12/25/2024 21:29	SWA346	B737	SWA	2887	Excused by reprocessing	Yes
				<b>Excused by reprocessing</b>	<b>3</b>	
12/1/2024 7:23	SWA427	B38M	SWA	2769	Not Acceptable	No
12/31/2024 10:22	WSN95	J328	WSN	2618	Not Acceptable	No
11/24/2024 18:22	SWA2026	B737	SWA	2700	Not Acceptable	No
11/17/2024 7:19	SWA956	B38M	SWA	2749	Not Acceptable	No
11/4/2024 13:35	ASA1240	B737	ASA	2637	Not Acceptable	No
10/20/2024 13:05	SWA4496	B38M	SWA	2851	Not Acceptable	No
12/6/2024 17:30	SWA745	B737	SWA	2683	Not Acceptable	No
				<b>Not Acceptable</b>	<b>7</b>	
				<b>Grand Count</b>	<b>10</b>	

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**North Field Jet Departure Procedure**  
**Sample Noncompliance Contact Letter**



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

Via email: [aircraftowner/operator@bankofutah.com](mailto: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 see the Pilot Information sheet attached.

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](mailto: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](mailto: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 procedures see the Pilot Information sheet attached.

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](mailto: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](mailto: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 see the Pilot Information sheet attached.

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](mailto: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](mailto: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 see the Pilot Information sheet attached.

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](mailto: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](mailto: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 see the Pilot Information sheet attached.

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](mailto:jrichardson@portoakland.com)

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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