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

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Wednesday, April 16, 2025, 6:30 – 8:30 PM

Virtual Meeting:

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

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

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

2 **ANNOUNCEMENTS – Facilitator Hanrahan**

a. New elected members (Alameda, Berkeley, San Leandro)
b. Noise 101 held April 9, 2025
c. Runway 28L Construction Project
d. Q4 2024 Noise Abatement Report

3 **APPROVAL OF MINUTES – Facilitator Hanrahan**

a. January 15, 2025 Minutes

4 **ACTION ITEM – Election of Elected Co-Chair**

a. Nominations
b. Vote

5 ***PUBLIC COMMENTS – Limit 2 min per person**

6 **FAA REGIONAL ADMINISTRATOR'S UPDATE – Joseph Bert, Western Service Center**

7 **NextGen UPDATE – Thann McLeod, Lean Technologies**

8 **NOISE OFFICE REPORT – Matt P. Davis & Jesse Richardson**

a. March 19, 2025 NF/SF Working Group Action Items
b. January 15, 2025 Forum Meeting Action Items

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

10 **NEW BUSINESS/NEXT MEETING – Wednesday, July 16, 2025**

11 **ADJOURNMENT**

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

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

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2025 MEMBERSHIP ROSTER

CITY OF ALAMEDA
Mr. Greg Boller, Councilmember
Mr. Jay Seaton, Community Representative

CITY OF BERKELEY
Mr. Ben Bartlett, Councilmember
Mr. James T. Nelson, Community Representative

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

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

CITY OF SAN LEANDRO
Mr. Dylan Boldt, Councilmember
Mr. Benny Lee, Community Representative & Co-Chair

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

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

PORT OF OAKLAND
Mr. Craig Simon, Director of Aviation

Oakland Airport-Community Noise Management Forum Action Items

Oakland Airport-Community Noise Management Forum

a. Provide support to Gopal Krishnan to attend the UC Davis Noise Symposium
b. Create and present a Certificate of Appreciation to Trish Herrera Spencer, acknowledging her valuable contributions to the Noise Forum.

North Field / South Field Research Group

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

* Standing Item

Oakland Airport-Community Noise Management Forum
DRAFT Meeting Minutes – January 15, 2025

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1. INTRODUCTIONS

The January 15, 2025, Oakland Airport-Community Noise Management Forum (Noise Forum) meeting was called to order at 6:36 p.m. by the Noise Forum's facilitator, Rhea Hanrahan. Ms. Hanrahan noted that this meeting was a regular meeting and that there was a quorum. Roll was taken.

Noise Forum Members/Alternates Present

Tracy Jensen, Councilmember, Alameda - Alternate
Jay Seaton, Community Representative, Alameda
James Nelson, Community Representative, Berkeley
Edward Bogue, Community Representative, Hayward
Bart Lounsbury, Community Representative, Oakland
Co-Chair Benny Lee, Community Representative, San Leandro

Gopal Krishnan, Community Representative, County of Alameda
Craig Simon, Director of Aviation, Port of Oakland

Staff Members/Advisors/Officials Present
Doug Mansel, Acting Assistant Director of Aviation, Port of Oakland
Matt P. Davis, Airport Operations Manager, Port of Oakland
Jesse Richardson, Airport Noise and Environmental Affairs Supervisor, Port of Oakland
Matthew Davis, Chief Public Engagement Officer, Port of Oakland
Diego Gonzalez, Manager-Government Affairs, Port of Oakland
Marjon Saulo, Government Affairs, Port of Oakland
Joan Zatopek, Manager, Planning and Development, Port of Oakland
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Doreen Stockdale, HMMH
Sarah Yenson, HMMH
Paul Hannah, Lean Technology Corporation
Perry Olek, Lean Technology Corporation
Christian Valdes, Technical Consultant to the Noise Forum, Landrum & Brown
Brian McGuire, City of Alameda
Bert Ganoung, Noise Manager, San Francisco International Airport
Carl Stallone, Spirit Airlines

FAA Representatives Present
Moifair Chin, Community Engagement Officer
Carlette Young, Supervisory Senior Advisor, Western-Pacific Regional Administrators Office
Harley Aronson, OAK Air Traffic Control Tower

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

2. ANNOUCEMENTS

A. Meeting format for 2025

Facilitator Hanrahan began by acknowledging the great turnout for the evening's meeting. She then mentioned that their previous hybrid meeting did not reach a quorum. She opened the floor for discussion on the meeting format for 2025, asking if there was still interest in alternating between a fully virtual and hybrid format for each meeting.

Benny Lee said that he attended the previous hybrid meeting and acknowledged that they did not reach quorum. He noted that they have always reached quorum during virtual meetings, which is an important consideration. While he is not opposed to hybrid meetings, he emphasized the challenge of not reaching quorum since members are required to attend in person to reach quorum during hybrid meetings. He expressed interest in finding ways to achieve quorum, suggesting that the virtual format seems more likely to succeed, but he deferred to his colleagues to hear their perspectives.

James Nelson expressed his preference for in-person meetings. However, he acknowledged that the current virtual format seems to be working well and suggested maintaining it. Jay Seaton expressed his support for in-person meetings but raised a concern about the quorum rule. He noted that the current rule requires quorum to be achieved only by those physically present during a hybrid meeting, which contributed to not reaching quorum last time. He suggested changing the rule to allow quorum to be counted with both in-person and virtual attendees during hybrid meetings. He pointed out that the current rule, intended to encourage in-person attendance, actually worked against them, preventing binding decisions.

Facilitator Hanrahan explained that part of the reason for the current quorum rule is if the Port is going to make the monetary investment in conducting in-person hybrid meetings, Noise Forum members need to make a concerted effort to attend in person. If hybrid meetings cannot reach quorum, she suggested switching to fully virtual meetings to save resources, rather than having the desire to meet in person but then not attend the meeting.

Mr. Seaton acknowledged that while virtual meetings save resources, in-person meetings offer greater public participation and opportunities. He encouraged everyone to attend in person, if possible, as it provides a chance to interact with the public and fellow Noise Forum members. Bart Lounsbury suggested considering whether virtual votes should count toward a quorum, noting the unfortunate lack of quorum in person. He agreed with others about the benefits of in-person meetings and hoped that relaxing the rules to allow virtual votes would not reduce in-person participation. He emphasized that his attendance is driven by the desire to interact with Noise Forum members, airport staff, and the public, rather than just voting. He hoped this change would not lead to a drop-off in participation.

Co-Chair Lee pointed out the challenge of getting elected officials to attend meetings. He noted that only one alternate elected member is attending this meeting. He expressed concern that no representatives from other cities, including his own, are present. He emphasized the need to solve this problem to ensure the work gets done. Facilitator Hanrahan clarified that there would be no voting today and that the discussion was to gather input. She mentioned that the decision on the meeting format would involve the Port staff and co-chairs. She assured everyone that they would receive ample notice about the next meeting in April, whether it would be virtual or hybrid. She reminded everyone to block out the meeting time on their calendars.

B. Third Quarter 2024 Noise Abatement Report

Facilitator Hanrahan reported that the Noise Abatement Report for the third quarter of 2024 was posted on the flyquietoak.com website. Co-Chair Lee noted that on page 3, there was a significant increase in flights for the north field operations, and compliance decreased from 94 percent to 83 percent. He requested an explanation and asked what steps would be taken to improve compliance despite the increased number of flights.

Jesse Richardson explained that the Visual Flight Rules (VFR) Noise Abatement Procedure (NAP) saw a significant increase in noncompliance during the third quarter of 2024. He noted that the violation rule in the Airport Noise Operations Monitoring System (ANOMS) had to be updated

because the old Beacon Code Rule was no longer viable. The Port has asked the noise consultant to research why the VFR NAP departure compliance rate decreased by 12 percent compared to last year. Once the consultant completes the investigation, they will report back to the Noise Forum. He noted that the report for the fourth quarter of 2024 shows the VFR NAP compliance rate trending back upward to 90 percent and assured Mr. Lee that they are investigating the sharp decrease.

Mr. Seaton asked whether the VFR NAP update was applied retroactively to identify past mislabeling or if the rule update would only be used going forward. He sought clarification on the implementation of the rule update. Mr. Richardson explained that the rule was updated on July 1, 2024, and will be applied going forward. He noted that retroactively applying the update would require significant effort, as it would involve going back a couple of years. Mr. Seaton asked if the consultant is considering the rule change as one of the possible reasons while investigating the inquiries. Mr. Richardson concurred.

3. APPROVAL OF MINUTES

A. July 17, 2024

Facilitator Hanrahan noted that Noise Forum members have received copies of the draft minutes for the July 17, 2024, Noise Forum meeting. She asked if there were any questions or comments. If there were no questions, comments, errors, or omissions, the Facilitator said she would entertain a motion to approve. Moved: Benny Lee, second: James Nelson.

B. October 16, 2024

Facilitator Hanrahan noted that Noise Forum members have received copies of the draft minutes for the October 16, 2024, Noise Forum meeting. She asked if there were any questions or comments. If there were no questions, comments, errors, or omissions, the Facilitator said she would entertain a motion to approve. Moved: Benny Lee, second: Edward Bogue.

4. ACTION ITEM – Election of Elected Co-Chair

Facilitator Hanrahan introduced Action Item Number 4, which is the election of a co-chair to fill a current vacancy for an elected member. She noted that this would be a partial term, as full voting for both chair seats occur in July. She then opened the floor for nominations. Co-Chair Lee asked for this item to be tabled to a future meeting as there were no elected members present. Moved: Benny Lee, second: Jay Seaton.

5. PUBLIC COMMENT

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

- Sandra Harrison, Hayward – Ms. Harrison expressed her ongoing concern about planes flying over her house, describing it as very scary, especially when they fly over at 3:00 AM. She requested any possible action to stop the planes from flying over her house and thanked everyone for holding the meetings.

6. FAA REGIONAL ADMINISTRATOR'S UPDATE

Moifair Chin said that there was no update from the Federal Aviation Administration (FAA).

7. NEXTGEN UPDATE

Paul Hannah briefed the Noise Forum on four topics:

1. WNDSR Arrival Procedure
2. CNDEL Departure
3. HUSSH Departure
4. Higher Glide Path Angle (GPA) Approaches

Mr. Hannah discussed the opportunity to explore potential changes to the WNDSR arrival. In recent meetings, including the December North Field/South Field Working Group meeting and the last NextGen subcommittee meeting, Lean Technology Corporation (Lean team) had preliminary conversations with key FAA stakeholders about the status of the airspace near the WNDSR arrivals. During these conversations, the Lean team discovered new challenges that the FAA are mitigating, particularly with aircraft using the airspace north of OAK, near Richmond and Vallejo. He explained that there is now more aviation activity in the area where they had considered moving the arrival path to gain altitude, presenting new challenges. These changes are not published procedures but are safety actions taken by FAA air traffic stakeholders to ensure safe separation of increased arrivals and departures in the Bay Area airspace. He explained that consequently, exploring changes to the WNDSR arrival will take longer than was originally anticipated and will require further and more in-depth investigation.

Mr. Hannah next covered the CNDEL departure. He discussed the request, which involves aircraft departing from Runways 30, 28L, or 28R, heading west and north of OAK, then turning left over downtown San Francisco. The community requested a change like the successful OAKLAND departure, which makes a six-degree left turn flying farther from Bay Farm Island. The airport requested the FAA to explore this change, and the FAA responded promptly. They are now working on different options, with at least one or two successful possibilities identified. This is promising news for residents. Further updates will be provided at the next North Field/ South Field Working Group meeting.

Mr. Hannah next briefed on the HUSSH departure procedure, which involves collaboration with cargo carriers like FedEx, UPS, and Boeing Corporation. The goal is to improve aircraft performance during takeoff and achieve the net engagement altitude, allowing them to follow automated paths and reduce noise for residents, especially on Bay Farm Island. Mr. Hannah noted past issues where some aircraft did not make the necessary turn until after leaving airport property, causing noise disturbances. The ongoing experiment aims to improve performance, not change the procedure itself. However, recent Boeing layoffs have affected team members involved in the analysis, delaying progress. The Lean team is awaiting new Boeing team members to assist and will provide updates as they become available.

Finally, Mr. Hannah provided an update on the opportunity for higher flight path angle approaches, which could be implemented in the near term (one to two years). This involves raising the approach angle for aircraft landing on both the north field runways (28L and 28R) and the south field runways (30). Small changes to meet FAA instrument procedures and adjustments to visual navigation lights on the runway could help pilots fly higher over residential areas, benefiting residents in places like Hayward. Farther south and east, there is an even greater potential for increasing aircraft altitudes.

Mr. Nelson asked if the increased air traffic for the WNDSR arrival changes is a result of separation efforts by the FAA. Mr. Hannah explained that there is increased air traffic in the area where the NextGen subcommittee was exploring changes to the WNDSR arrivals, west of Travis Air Force Base and north of Richmond. This area is used by aircraft arriving at airports north of the Bay and aircraft departing underneath them. Air traffic control has taken safety actions to keep these aircraft over the water, but this complicates the process of making path changes to gain altitude. While solutions may exist, they will be more challenging to implement than initially hoped. Mr. Nelson asked if the issue was Napa Airport. Mr. Hannah remarked on the impressive distance from which airports can manage incoming traffic, noting that it is not just one airport but five or six, from Sonoma to Napa. This includes both general aviation and scheduled airline traffic. The challenge lies in how these aircraft navigate Bay Area airspace and begin their descent when coming from the south. He explained that many safety mitigations are coordinated between different air traffic stakeholders and are not published for pilots or the public, as they follow vectors rather than published procedures. After discussing with FAA stakeholders, the Lean team realized that their intended changes would be more complicated than initially thought.

Mr. Lounsbury expressed appreciation for the optimism provided, despite the disheartening news. He asked if the increased air traffic in the last 9 to 12 months is a temporary or permanent change and the reasons behind it. He also inquired whether the WNDSR preset arrival approach could be moved, with vector traffic around it accommodating the change by adjusting altitudes as needed. Mr. Hannah explained that while the traffic has always been present, its volume has steadily increased, as shown by historical data. This includes both scheduled airline traffic and general aviation, with airports like Sonoma County Airport seeing a rise in flights. Air traffic control is continuously monitoring these trends and seeking solutions. Regarding the second question, Mr. Hannah clarified that the vectors are managed by two different air traffic control groups: Northern California TRACON and Oakland Center. These groups coordinate to ensure safe transitions between airspaces. Although the WNDSR arrival approach is not completely off the table, it will require additional coordination with the FAA, adding complexity to the process.

8. NOISE OFFICE REPORT

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

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

- The first Action Item involved analyzing whether Whispertrack needs to be updated to reflect Runway 28R as the preferred touch-and-go runway. Mr. Davis discussed the use

of Runway 28R as a preferred touch-and-go runway for training activities. He mentioned that the Whispertrack website is currently nonfunctional. He noted that the designation of a preferred runway for departures is not universally agreed upon, with preferences varying based on if training activities include left or right turns. This requires further analysis beyond Whispertrack's technological aspects to determine the best approach for pilots and the community. The research group will continue to work on this and ensure all stakeholders are comfortable with any decisions.

- The second Action Item involved adding additional language to letters sent to aircraft owners and operators for noncompliant operations regarding the health effects of noise. Mr. Davis discussed the ongoing effort to improve communication with owner/operators regarding noncompliant operations. He emphasized the importance of how noise abatement procedures are expressed in these letters, whether the tone should be friendly or forceful, and how to convey the significance of compliance. The goal is to find the most effective message that resonates with pilots to achieve better compliance.

Co-Chair Lee asked when Whispertrack went down and if there was an estimated time for when it will be available again. Mr. Davis explained that he does not know when Whispertrack will be operational again, as the vendor is uncertain about their future plans. Meanwhile, noise procedures are available on the flyquietoak.com website, and Port staff are exploring other ways to engage, including adding the Insightful product to improve user interface and multimedia content. He expressed hope that Whispertrack will continue but acknowledged the uncertainty.

Mr. Richardson said that the website went down approximately in the third week of November. Mr. Davis clarified that this is an issue with Whispertrack globally, this is not just an OAK issue. He explained that despite the absence of Whispertrack, Port staff can still monitor and capture all necessary data. Whispertrack was a convenient tool for pilots to access graphical information about procedures, but its absence does not affect their ANOMS performance, which is used to track and detect noncompliant operations. Noise abatement information is still accessible through the flyquietoak.com website, airport facility directories, and other sources. While Whispertrack was a useful repository, its absence will not hinder the ongoing monitoring and operations.

Mr. Seaton inquired if there is a specific date by which the Port will accept that Whispertrack is permanently unavailable. He also asks about the proportion of pilot traffic that previously relied on Whispertrack for information compared to other sources. He asked about the extent of the loss and how long the Port will wait for Whispertrack to return before considering alternative solutions. Mr. Davis said that the Port plans to update their website but lacks analytics to compare traffic between Whispertrack and their site. He acknowledged that pilots get information from various sources, including the FAA's Airport Facility Directory. He said he does not know the actual impact of Whispertrack's absence but emphasized the Port is not waiting for it to return. If a suitable alternative is found, the Port will switch to it immediately. Mr. David said that staff continue to provide information through the flyquietoak.com website and other accessible sources and are open to exploring new resources.

B. Update on Action Items from October 16, 2024 Noise Forum Meeting.

Mr. Davis reported that the only action item from the October meeting is being covered by Agenda Item 9.

9. ACTION ITEM – UC Davis Noise Symposium Attendance

Facilitator Hanrahan thanked Mr. Seaton for previously bringing the Noise Forum conference attendance topic to her attention. She explained that the Noise Forum by-laws allow Forum members to attend noise-related conferences. She mentioned the upcoming Aviation Noise and Emissions Symposium organized by UC Davis, scheduled for March 10–12 at the Flamingo Hotel in Las Vegas. According to the by-laws, co-chairs have the first option to attend, followed by other Forum members, if interested. She noted that the Port would reimburse travel expenses, but attendees must initially cover costs and submit receipts for reimbursement. She invited comments, questions, or discussions about the symposium and the process.

Co-Chair Lee said he would defer to the members who are interested in attending. Gopal Krishnan mentioned that he is available to attend but is willing to let other members have the opportunity first. Facilitator Hanrahan noted that having a fresh perspective at these conferences is beneficial. Attendees typically include representatives from airports across the country, not just California, along with FAA members. The content presented and discussions are very informative. Recently, the conference focus has expanded to include more sessions on emissions and air quality, balancing with noise topics. She mentioned that HMMH always attends and helps with planning, reporting back to the Port on the latest developments. Co-Chair Lee suggested that if Mr. Krishnan is interested, he should submit his application. He said the Noise Forum members will be very supportive. Mr. Seaton said that the Noise Forum has been discussing this for nearly a year and suggested that if someone attends, they should provide a small summary of the top ideas or interesting things they learned.

10. NOISE NEWS UPDATE

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

- In response to Mr. Nelson's request during the October 2024 Noise Forum meeting, Mr. Valdes provided an update on hydrogen use in aviation. He noted that aviation's contribution to global carbon dioxide emissions is projected to rise from 2.5 percent to 25 percent by 2050 as other sectors decarbonize. The International Civil Aviation Organization (ICAO) aims for net-zero carbon emissions by 2050, estimating costs up to $4 trillion and encouraging member nations to regulate aviation emissions. In 2021, the U.S. released its Aviation Climate Action Plan, outlining measures to achieve net-zero emissions through coordinated efforts by the aviation industry and government. The FAA is committed to making aviation cleaner and more sustainable by improving fuel efficiency, developing new engines, and reducing emissions. Hydrogen is a potential future fuel for decarbonizing aviation. It can be used in gas turbines or fuel cells to power electric motors. However, hydrogen is about four times more expensive and requires four times the volume of traditional jet fuel. Currently, hydrogen propulsion is mainly used in small and regional aircraft, with larger aircraft facing more significant challenges. Producing hydrogen also requires a substantial amount of green electricity. He explained that using hydrogen fuel can reduce aircraft payload by 15 to 40 percent, which would mean a significant loss in seats, area, or revenue. Current aircraft designs are not effective for hydrogen storage, but blended-wing designs seem promising. There is no infrastructure to supply hydrogen

at airports yet. Hydrogen can be produced greenly using renewable energy sources like wind and solar, but commercial-scale use is challenging due to transportation requirements. The hydrogen must be kept at -423°F during transport from the production plant to the airport. The FAA has released a roadmap for hydrogen fuel aircraft safety and certification, highlighting technical challenges, safety concerns, policy gaps, and research needs. Near-term actions (2023–2028) include completing hazardous regulations, gap analyses, airworthiness requirements, and research plans, while collaborating with international authorities and institutions. Mid-term actions (2028–2032) involve completing research and development and certification requirements for fuel cells and progressing on hydrogen-powered gas turbines, with a long-term goal (by 2036) of completing certification for hydrogen-powered gas turbines. Leading companies in hydrogen testing and efforts include Airbus for larger, long-range aircraft, and ZeroAvia for regional jets and propeller turboprops. He mentioned that testing on hydrogen fuel will continue. Although there are no current plans for operators to use hydrogen at OAK, First Element opened a hydrogen filling station at the Port in May 2024, capable of fueling up to 200 trucks daily. Airbus forecasts that at least one hydrogen aircraft will begin commercial service in 2035. They are working on three concepts: a turboprop for 100 passengers or less, a turbo-connect for under 200 passengers, and a blended-wing design. These concepts could be realized in the next 10–20 years. Airbus is also conducting hydrogen testing on an A380 by adding a fifth engine on top of the fuselage, showing their advanced and significant investment in hydrogen technology.

- In October 2024, the FAA issued a final rule for the qualifications and training that instructors and pilots must have to fly power-lift aircraft, which have characteristics of both helicopters and fixed-wing aircraft. The rule provided a comprehensive framework for certifying the initial sets of power-lift instructors and pilots. It applied helicopter operating requirements to some phases of flight and allowed pilots to train in power-lift aircraft with a simple set of flight controls, unlike legacy rules that required two sets of controls. The power-lift category of aircraft includes air taxis. The FAA did not propose new noise certification requirements for power-lift aircraft but will examine each new applicant to determine if existing Federal Aviation Regulation (FAR) Part 36 requirements were appropriate. The current noise requirements for tilt-rotor aircraft are in Appendix K of FAR Part 36.
- Last month, Congress advanced federal legislation for the first time acknowledging the disruption of space-launch noise on nearby communities. The legislation outlines steps the Department of Defense should take to mitigate the impact of sonic booms and other disturbances. Communities on the central coast of California, near Vandenberg Air Force Base, have expressed concerns about the frequency of rocket launches. Last year, SpaceX launched 136 rockets and plans to increase that to 180 launches this year from Vandenberg. This marks the first time Congress has formally acknowledged the disruption caused by space-launch noise, potentially enhancing current noise mitigation efforts by the Department of Defense around military bases.
- As package delivery drones travel long distances, the operator's line of sight to the drone is often blocked by vegetation or structures. Last year, the FAA authorized multiple U.S. commercial drone companies and operators to fly drones beyond visual line of sight. This is made possible by using unmanned aircraft system traffic management (UTM), which allows for digital sharing of each drone user's planned flight details. With UTM, each drone user can have the same situational awareness of where drones fly. This technology is now being used by the FAA in approved parts of the Dallas area, allowing commercial drone

companies to deliver packages using UTM research. This technology could likely be used for air taxis in the future.

Mr. Krishnan noted, referring back to the power lift slide, both Joby and Archer (based in Silicon Valley) have public partnerships with Delta and United Airlines to use their aircraft for operations. He asked what impact this has on urban noise when these aircraft are in use. Mr. Valdes acknowledged that American Airlines, United Airlines, Toyota, and many other companies have invested heavily in Joby and Archer, as well as other European companies developing urban air mobility air taxis. He noted that the specific takeoff and landing locations, as well as routes, are still unknown. While some operators are working on routes in Florida, Mr. Valdes has not seen any plans for the Bay Area, including landing spots or vertiports. Initially, the FAA plans for these air taxis to fly VFR routes, similar to helicopters, until the airspace becomes more saturated. At that point, they may establish dedicated corridors for air taxis if the volume of operations increases.

Mr. Seaton asked if there has been any progress on zoning requirements and laws, noting an example of a person wanting to purchase a piece of land and turn it into an air taxi or drone port. Mr. Valdes explained that developers or users looking to build a new vertiport would need to go through the permit process specific to the jurisdiction where the vertiport is to be constructed. Facilitator Hanrahan added that any projects associated with federal access or federal airports must go through the National Environmental Policy Act (NEPA) process. For more localized projects, such as developing a vertiport on a building or a semi-private or local site, the developers would need to go through local environmental study processes as well.

Brian McGuire said that as someone who enforces zoning rules in a local jurisdiction, he believes cities will regulate commercial activities, including package delivery. While drones passing overhead might be one thing, landing and operating commercially will require new regulations. He anticipates that this will involve significant legal work as the process develops.

11. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Co-Chair Lee said that although Trish Herrera-Spencer was not re-elected to the Alameda City Council and is therefore no longer a member of the Noise Forum, she served as co-chair and contributed significantly to the Noise Forum. He suggested creating a certificate of acknowledgment to recognize her years of service and proposed bringing this idea to the Noise Forum members for consideration. Mr. Nelson agreed with that proposal. Facilitator Hanrahan said that she will work with the Port to prepare something for Ms. Herrera-Spencer.

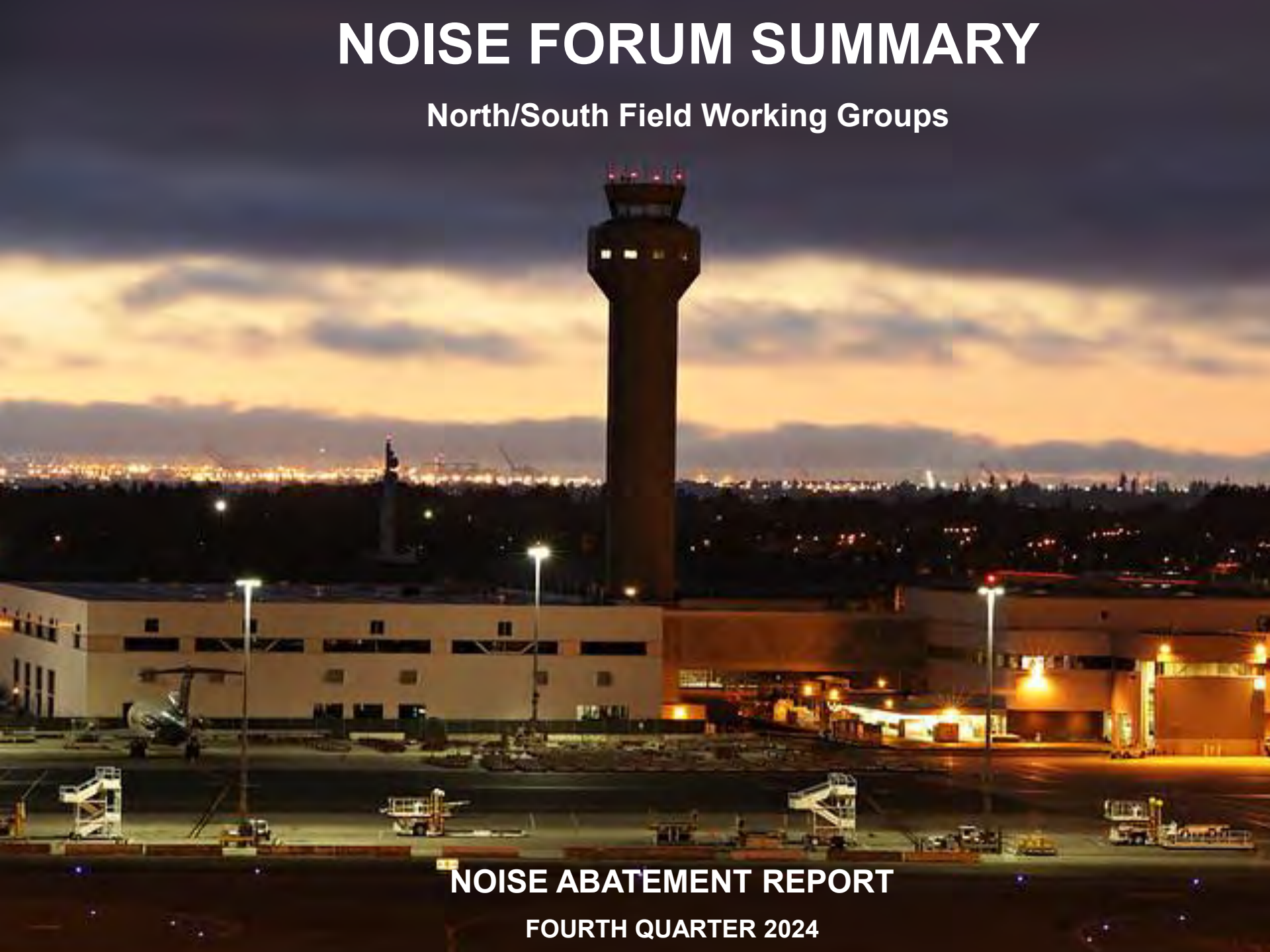
The next Noise Forum meeting is scheduled to be on April 15, 2025. The format of the meeting will be discussed with the Port and will be provided as soon as possible.

12. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 8:07 p.m.

NOISE FORUM SUMMARY

North/South Field Working Groups



NOISE ABATEMENT REPORT

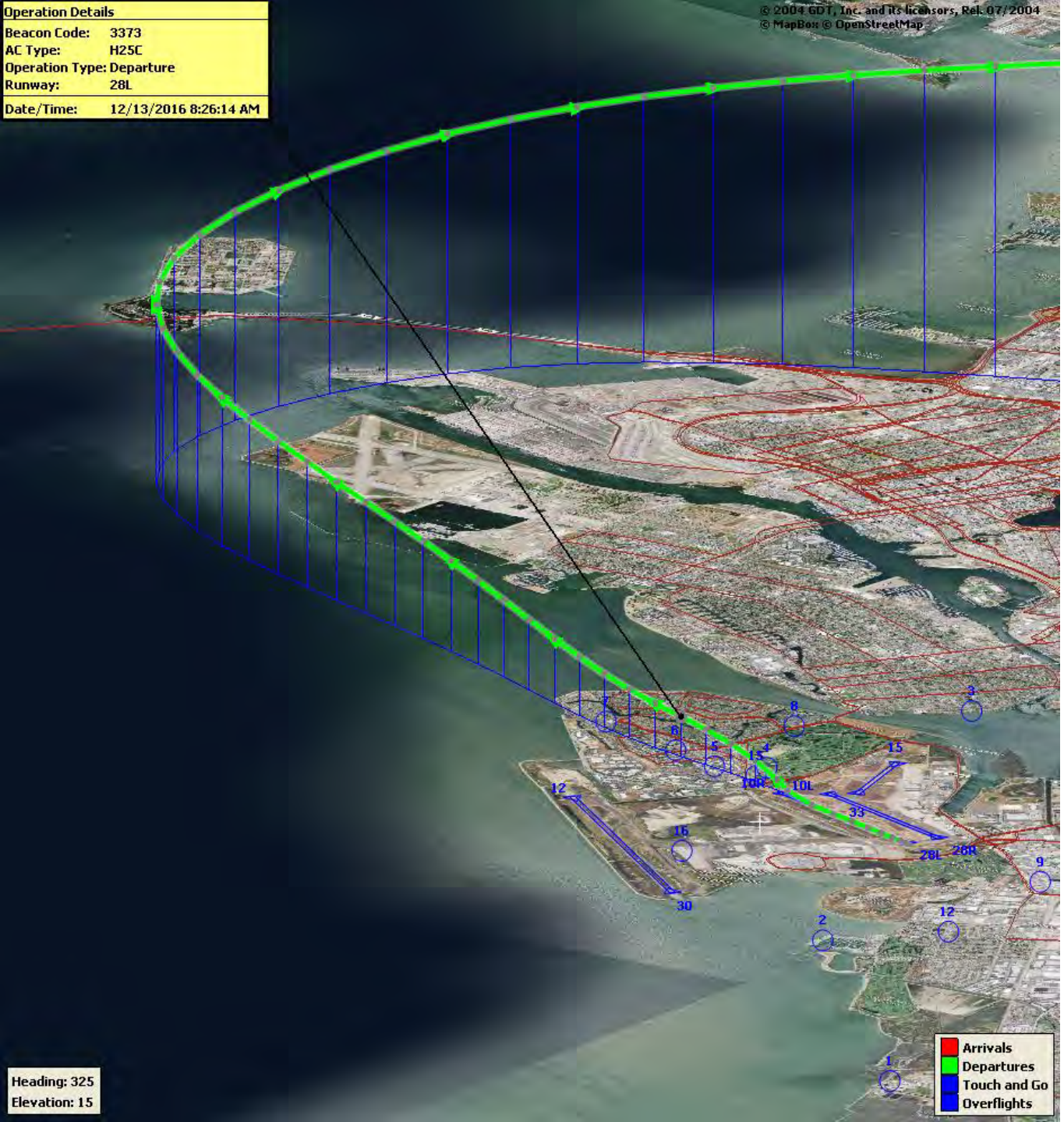
FOURTH QUARTER 2024

Disclaimer

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

Compliance Monitoring Quarterly Summary Comparison 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%	90%	10%
Total Runways 28R/L & 33 Departures	228	19	386	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

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

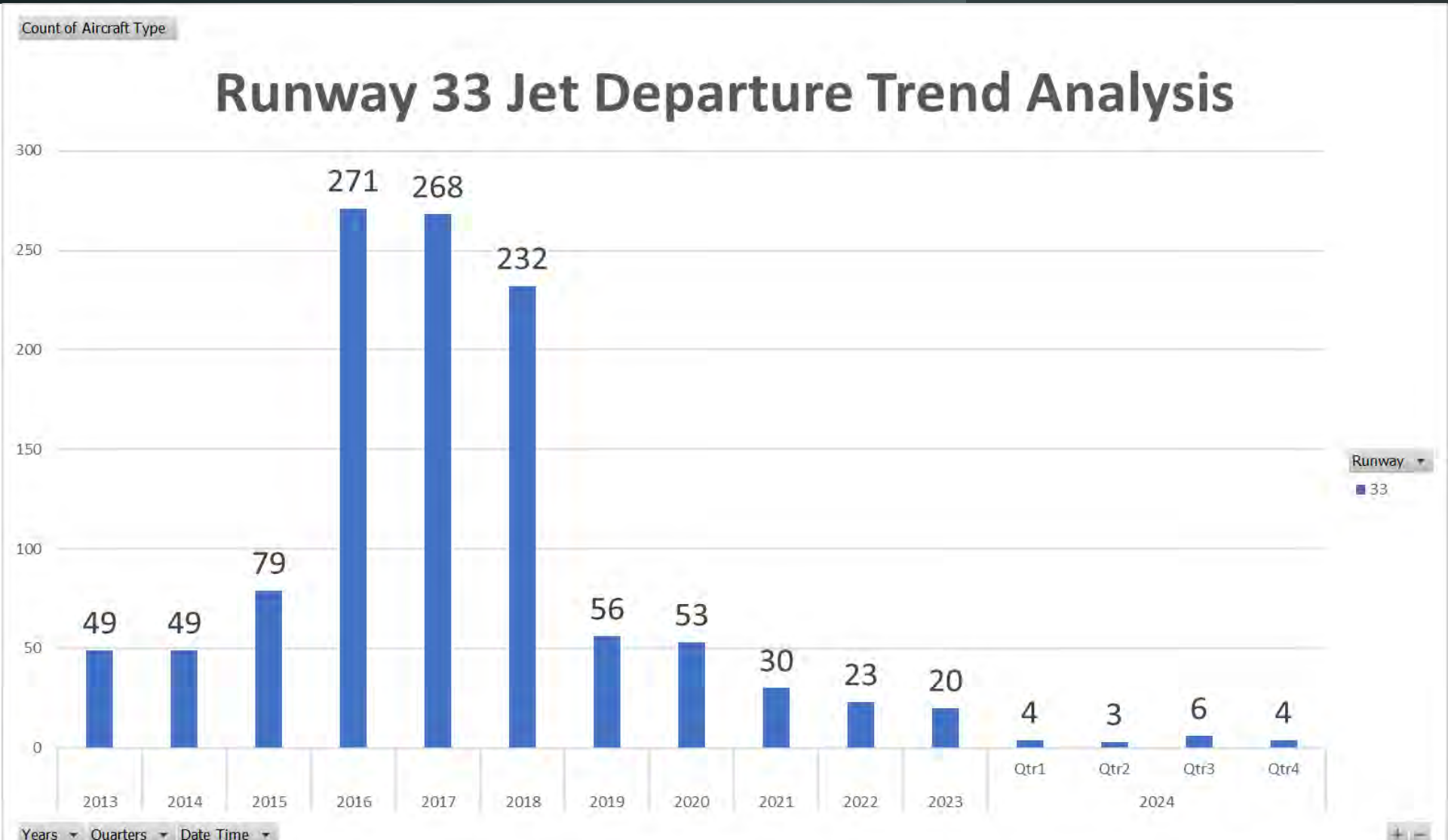


Runway 28R/L
Jet Departure NAP

2024Q4
93% Compliance
(2,471 total departures)
(165 non-compliant)

2023Q4
93% Compliance
(2,265 total departures)
(154 non-compliant)

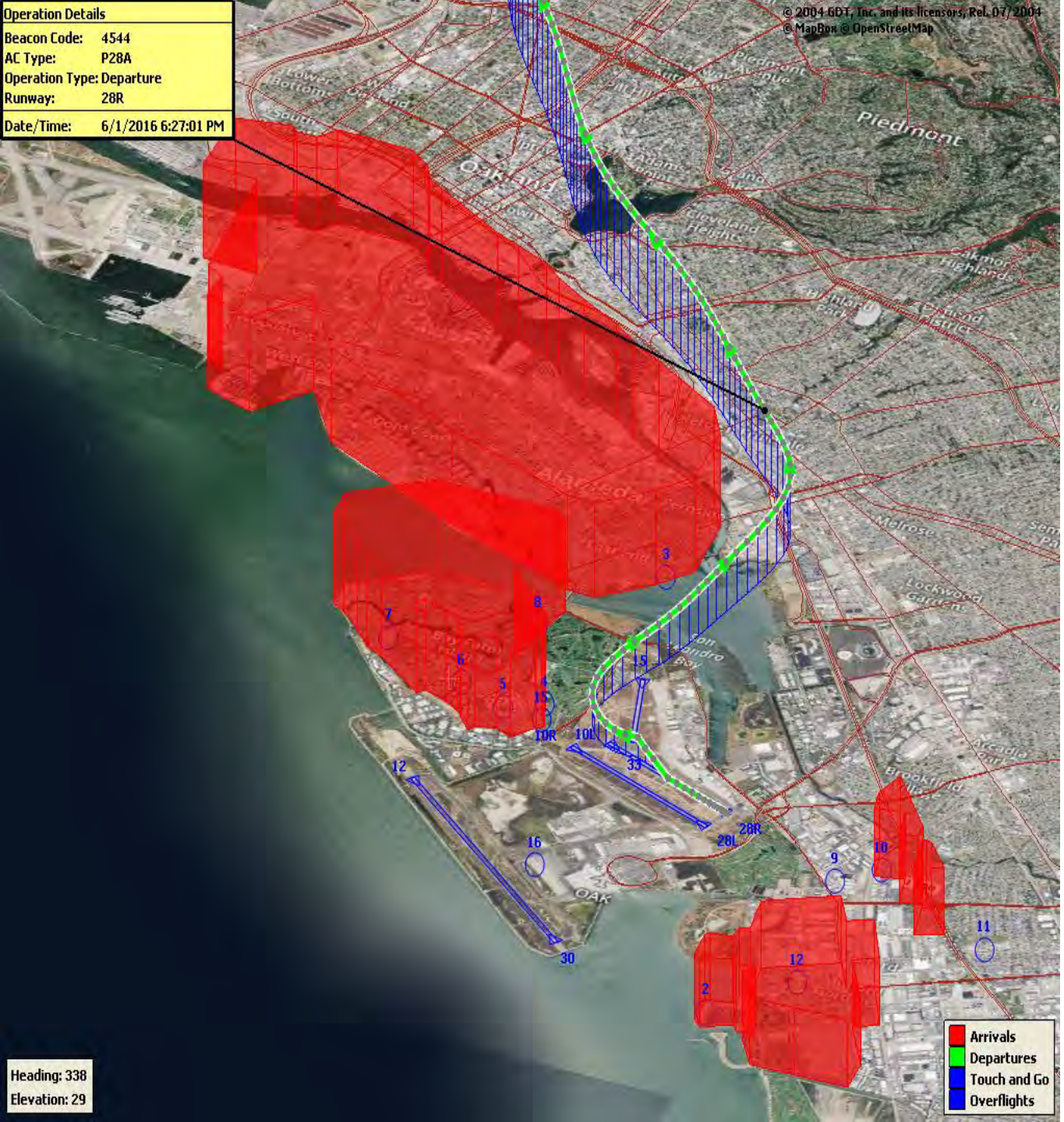
RUNWAY 33 JET DEPARTURES
FOURTH Quarter 2024



Runway 10R/L Jet Landing NAP

2024Q4
88% Compliance
(233 total landings)
(29 non-compliant)

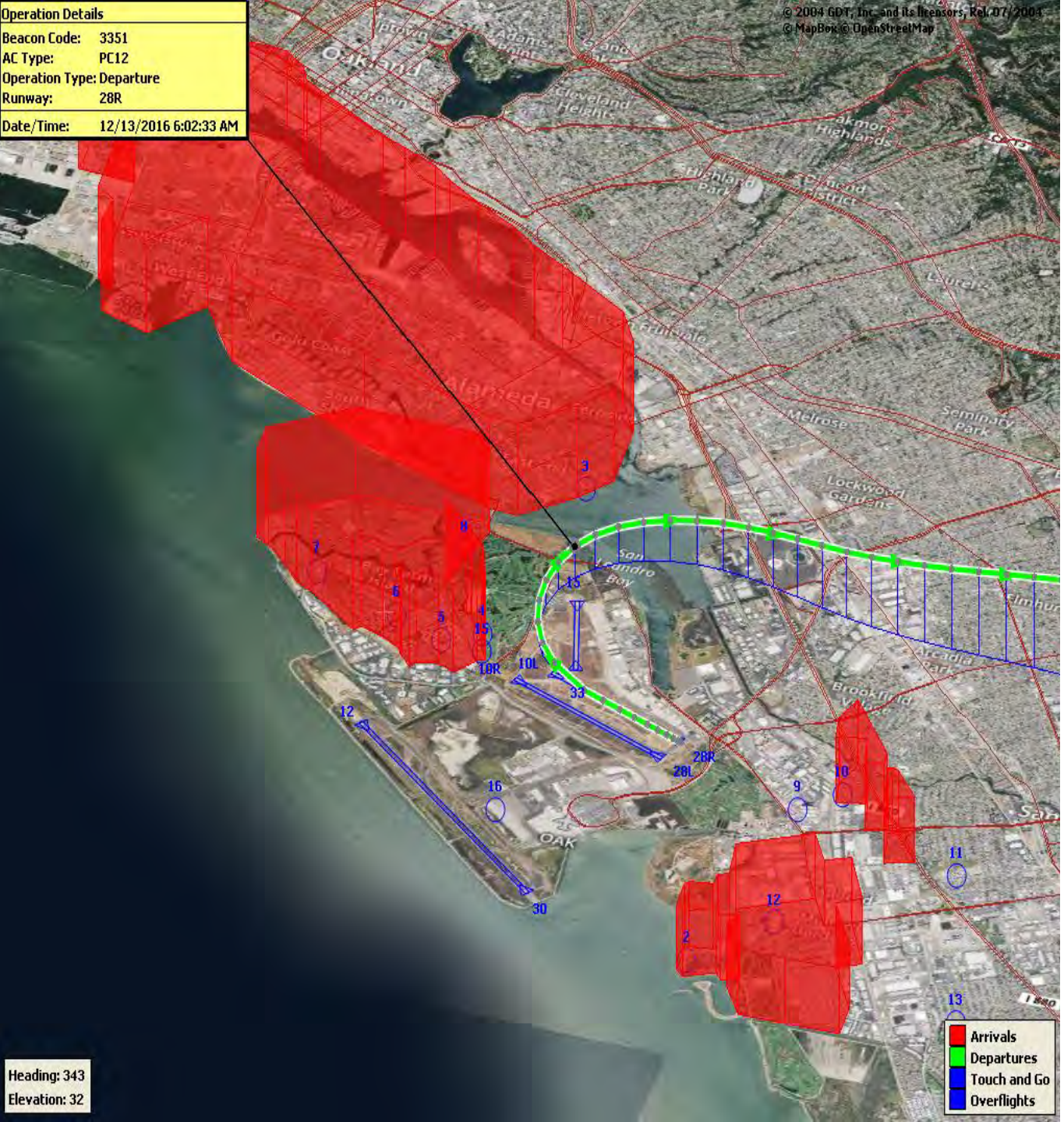
2023Q4
83% Compliance
(196 total landings)
(33 non-compliant)



VFR Aircraft Departure NAP

2024Q4
90% Compliance
(431 total departures)
(45 non-compliant)

2023Q4
92% Compliance
(247 total departures)
(19 non-compliant)

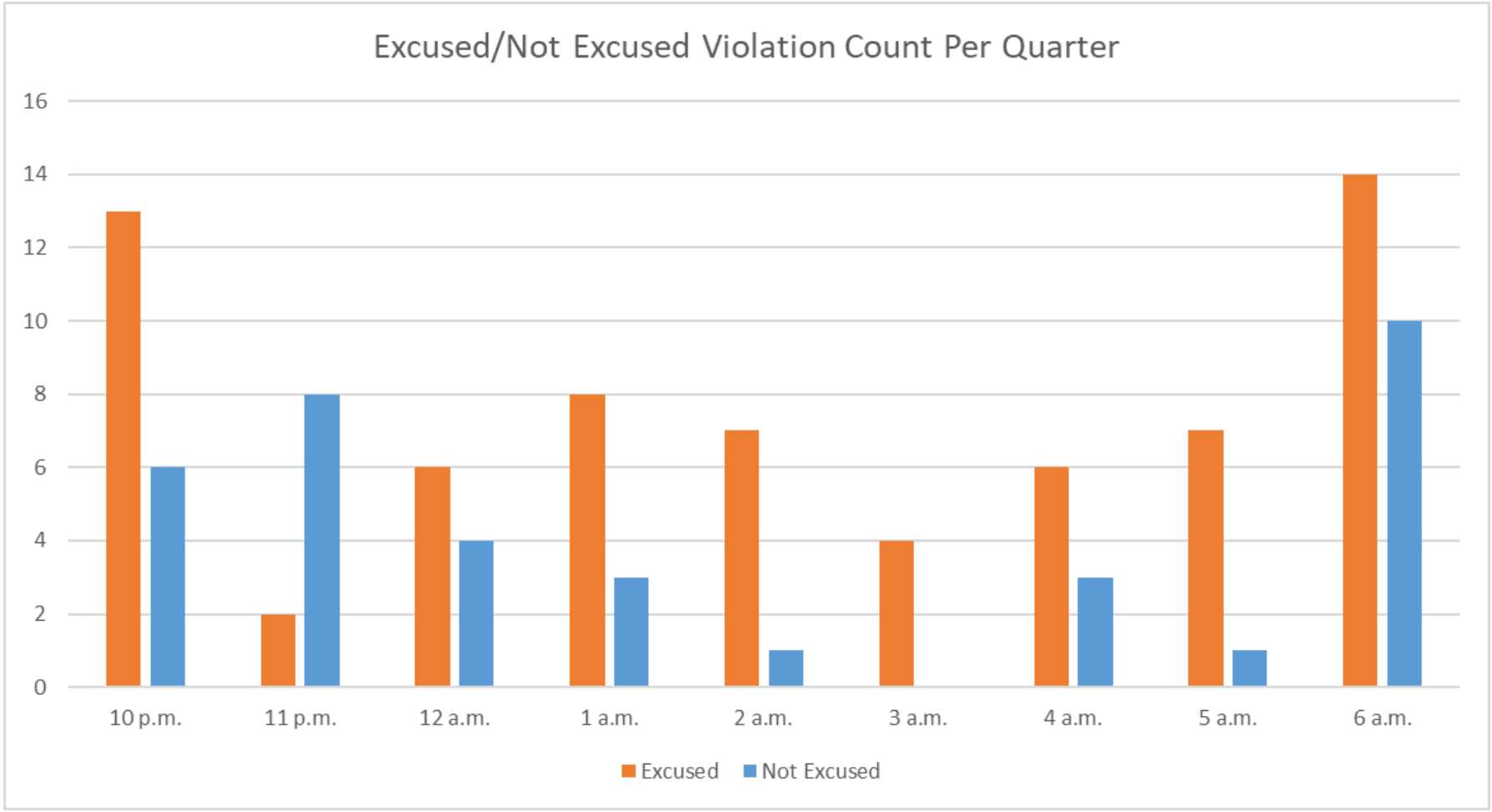


North Field
Quiet Hours NAP

2024Q4
86% Compliance
(262 total departures)
(36 non-compliant)

2023Q4
82% Compliance
(252 total departures)
(46 non-compliant)

Quartely North Field Quiet Hours NAP Non-Compliant Per Quarter



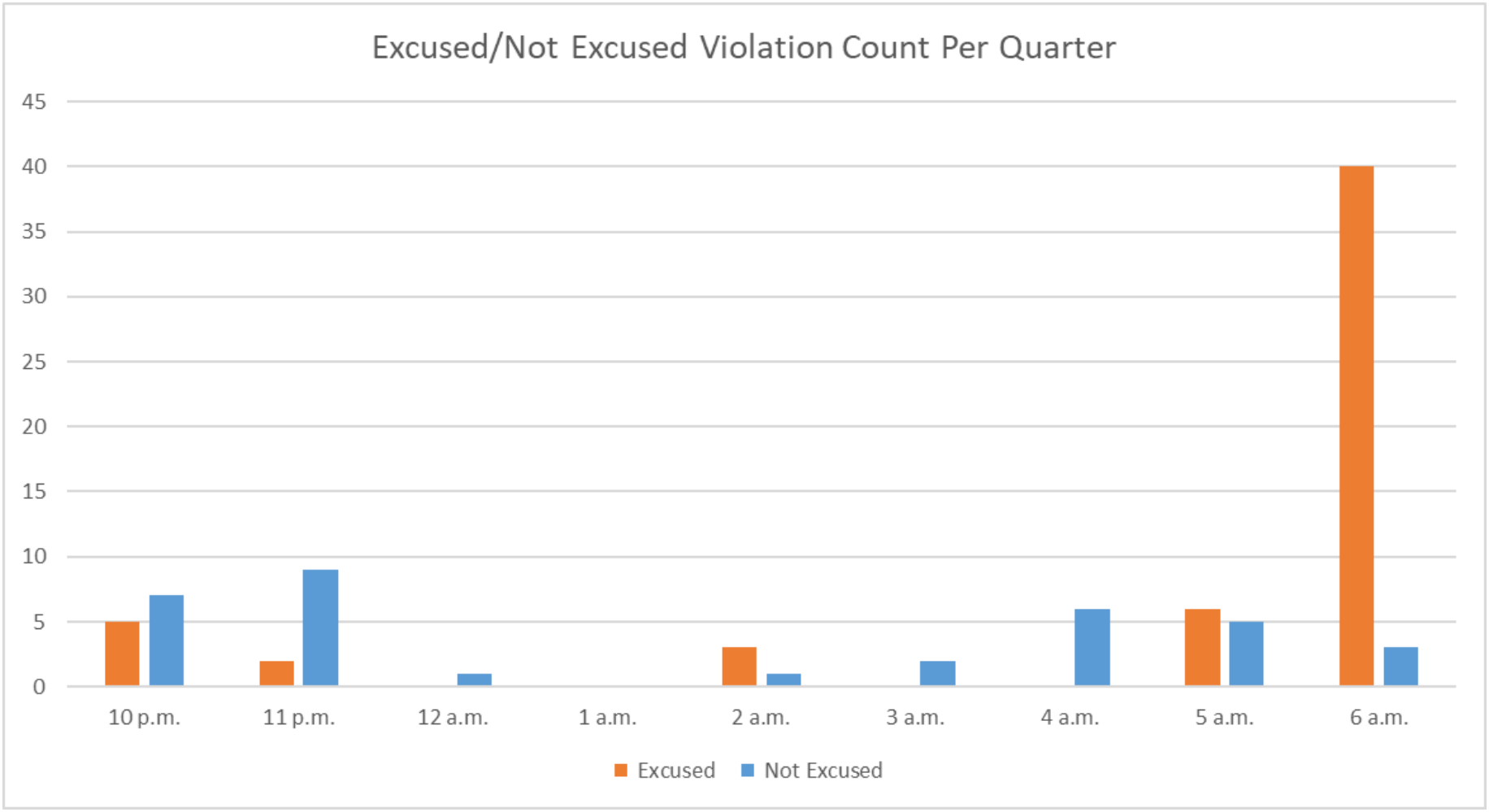
Night Time Departure NAP

2024Q4
99% Compliance
(2,825 total departures)
(34 non-compliant)

***REBAS Gate non-compliant = 34**

2023Q4
99% Compliance
(3,290 total departures)
(30 non-compliant)

Quarterly Night Time NAP Non-Compliant Count Per Quarter

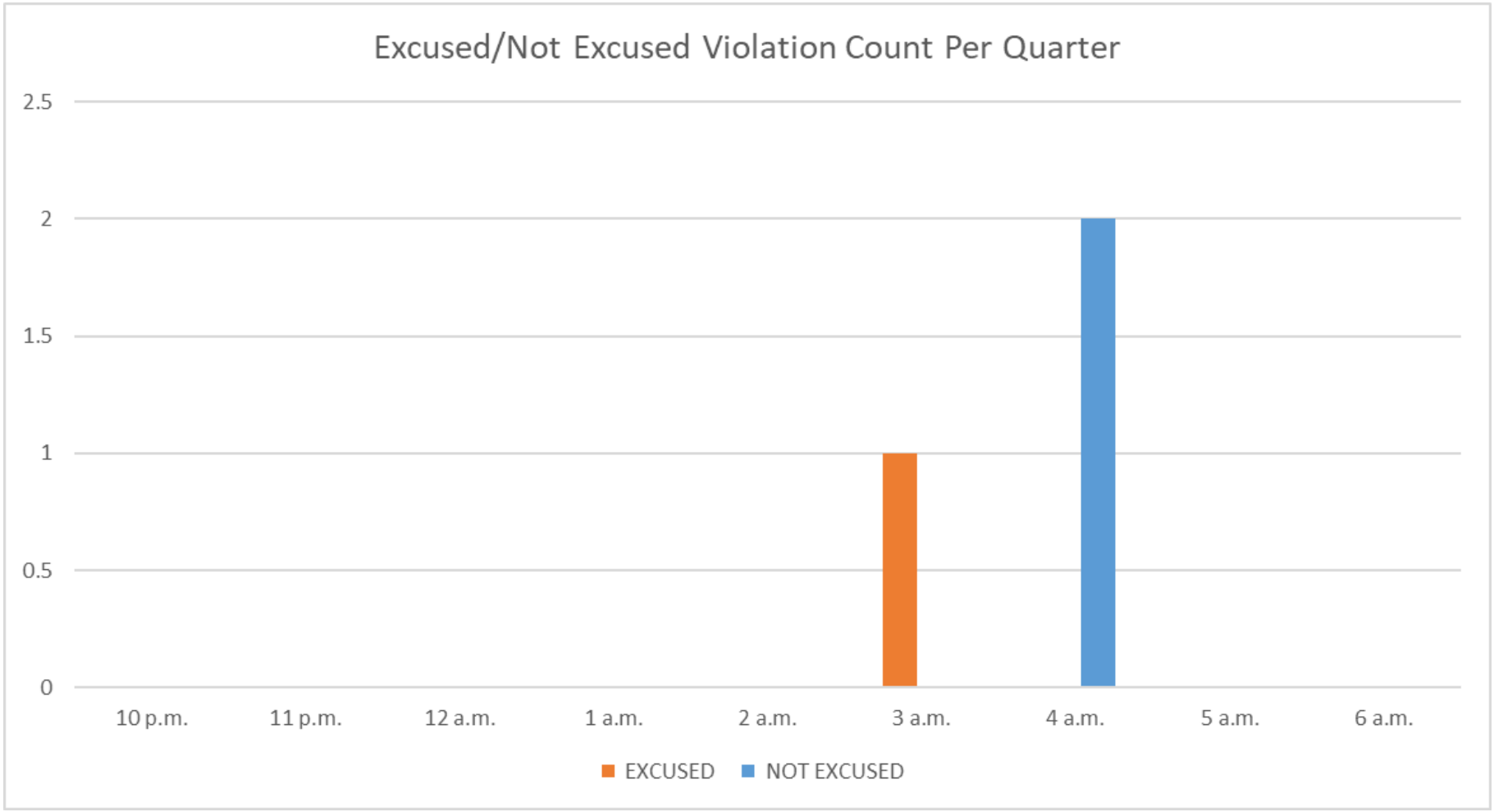


Runway 12 Night Departure NAP

2024Q4
98% Compliance
(133 total departures)
(2 non-compliant)

2023Q4
60% Compliance
(53 total departures)
(21 non-compliant)

Quartely Runway 12 Night Departure Non-Compliant Count Per Quarter



Runway 30 Bay Farm Right Turn NAP

2024Q4
100% Compliance
(14,705 total departures)
(9 non-compliant)

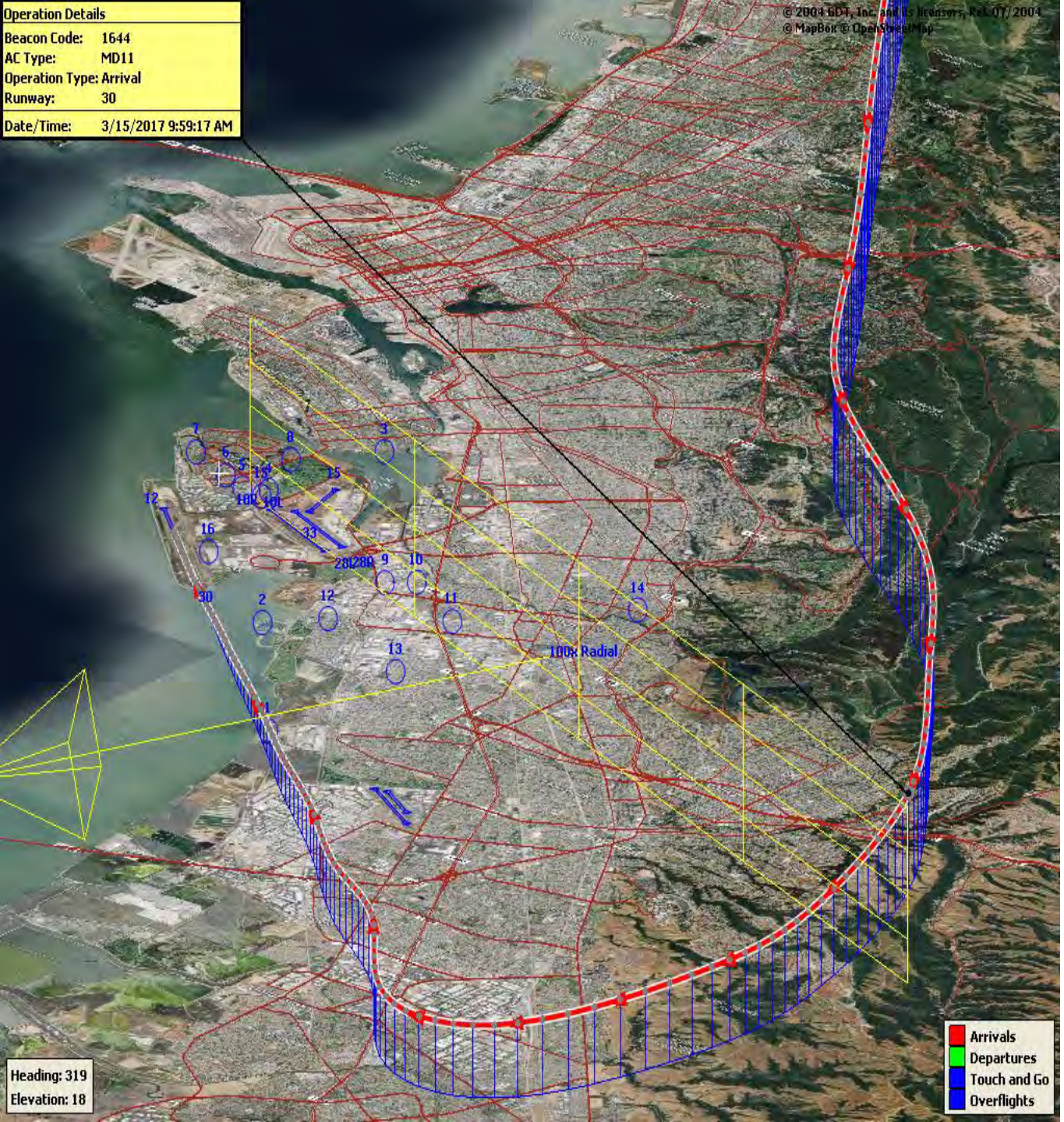
2023Q4
100% Compliance
(15,639 total departures)
(2 non-compliant)

Runway 30 East Turn NAP

2024Q4
100% Compliance
(3,434 total departures)
(0 non-compliant)

***Excused Departures = 25**

2023Q4
100% Compliance
(3,946 total departures)
(3 non-compliant)



100 Degree Radial
At 3,000 ft. NAP

2024Q4
99% Compliance
(689 total landings)
(7 non-compliant)

2023Q4
98% Compliance
(1,024 total landings)
(19 non-compliant)

Engine Run-up NAP

2024Q4
100% Compliance
(10 engine run-ups)*
(0 non-compliant)

2023Q4
100% Compliance
(14 engine run-ups)
(0 non-compliant)

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

Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2024 - Quarter-to-Quarter				
	2024Q3		2024Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	93%	7%
Total Airport-wide Corporate Jet Departures	1,930	127	2,306	165
Runway 10R/L Jet Landing Compliance	100%	0%	88%	12%
Total Southeast Plan Corporate Jet Landings	0	0	204	29
North Field VFR Departure Compliance	83%	17%	90%	10%
Total Runways 28R/L & 33 Departures	431	89	386	45
North Field Quiet Hours Compliance	92%	8%	86%	14%
Total North Field Quiet Hours Departures	314	27	226	36
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	16,113	5	14,696	9
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,206	28	2,791	34
Runway 12 Night Departure Compliance	100%	0%	98%	2%
Total Runway 12 Night Turbojet Departures	0	0	131	2
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,129	3	3,434	0
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	789	8	682	7
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	5	0	10	0

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

Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 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
All NMTs	648	206	2	0	104	1	0	56	1	0	1014

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
Total	**381**	**143**	**1.6**		**94**	**1.0**		**53**	**0.6**		**671**

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
Total	**265**	**62**	**0.7**		**10**	**0.1**		**3**	**0.0**		**340**

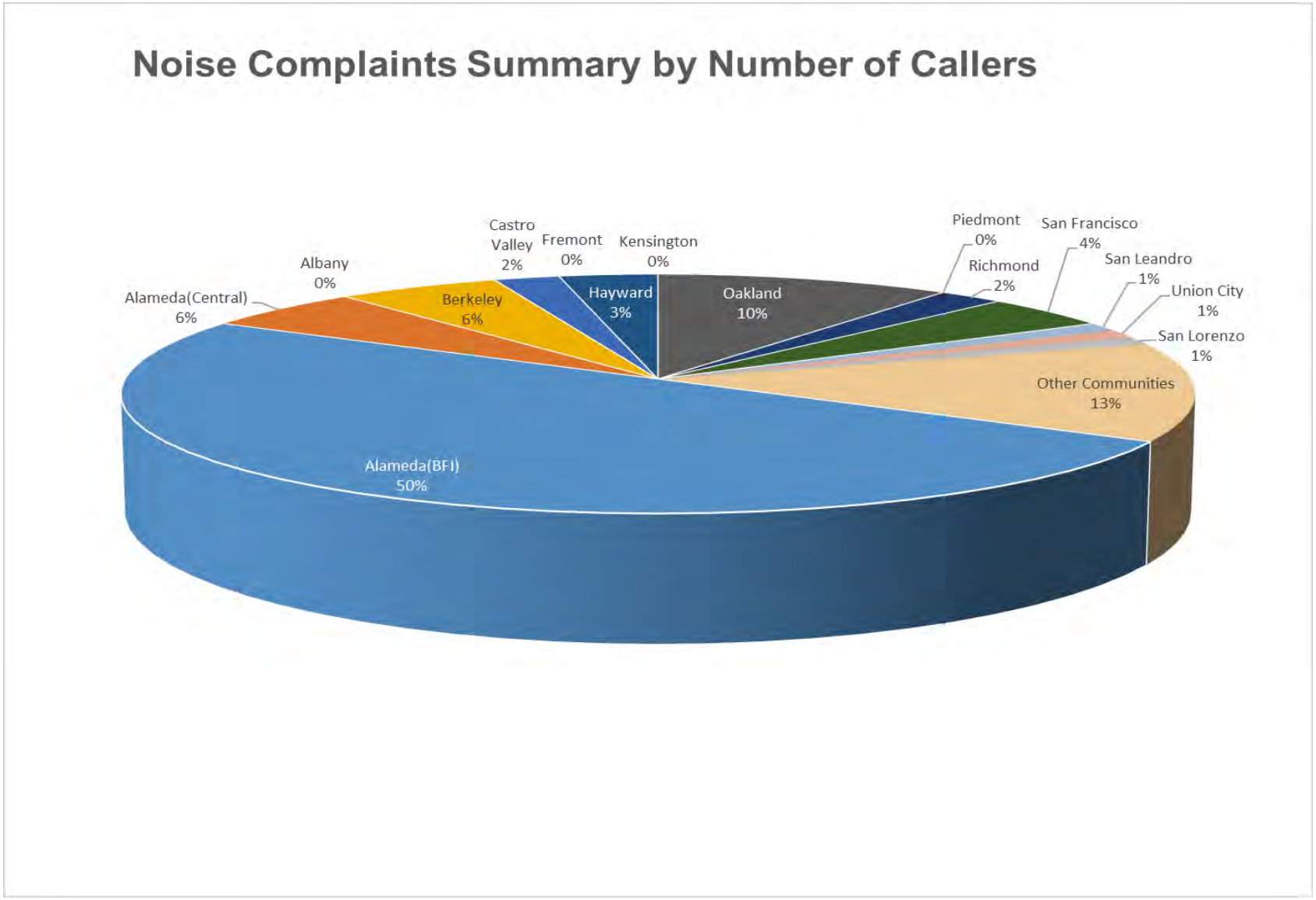
The 2024Q4 Rolling Take-Off Night Procedure Report (1:00 to 5:00 AM) is dependent on back-blast data collected by the noise monitor deployed at the San Leandro Marina (NMT #2). Due to construction work at the San Leandro Marina, the noise monitor had to be removed on April 20, 2023. The monitor will be redeployed once works are complete. This report cannot be created.

The 2023Q4 Rolling Take-Off Night Procedure Report (1:00 to 5:00 AM) is dependent on back-blast data collected by the noise monitor deployed at the San Leandro Marina (NMT #2). Due to construction work at the San Leandro Marina, the noise monitor had to be removed on April 20, 2023. The monitor will be redeployed once works are complete. This report cannot be created.

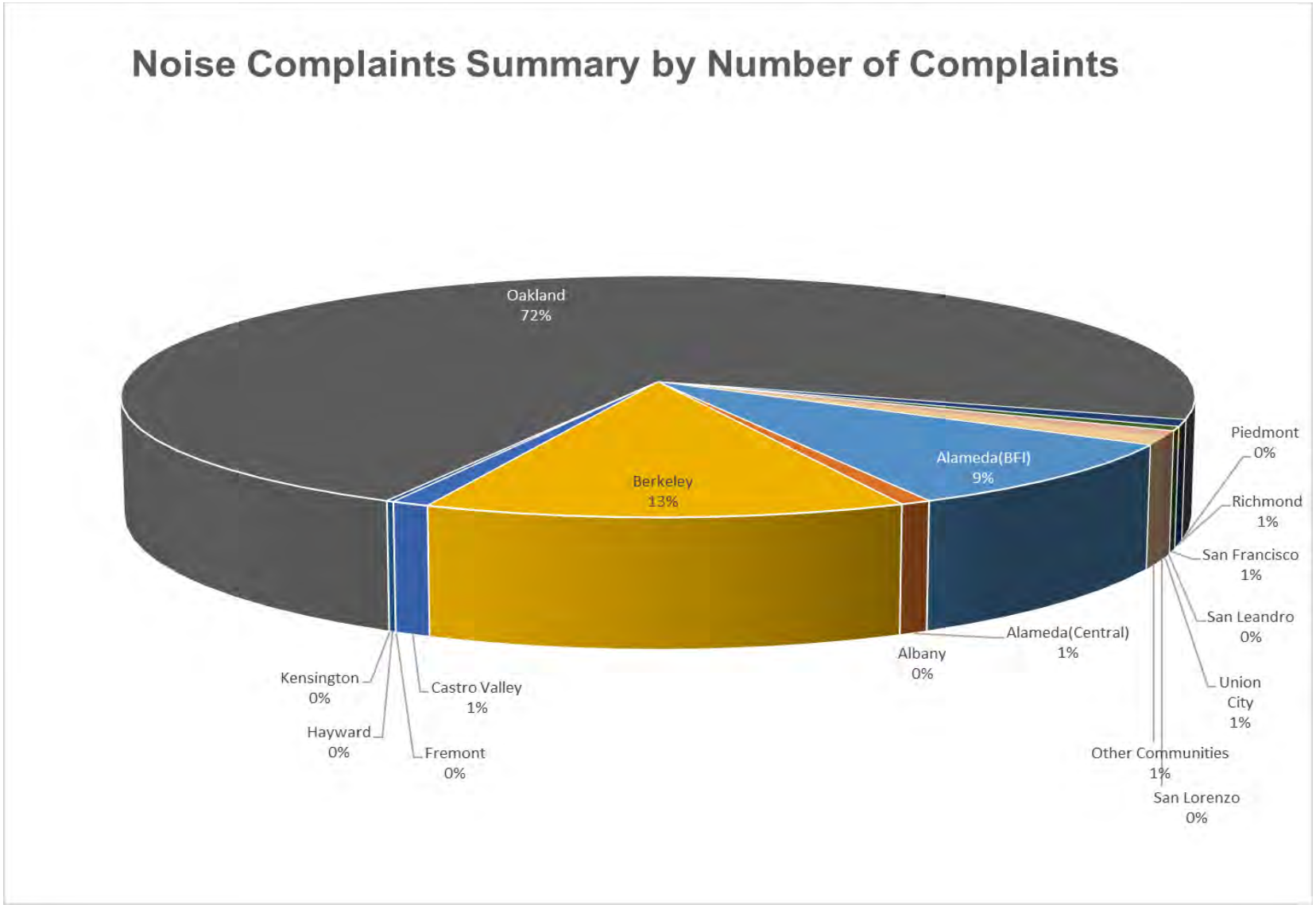
Oakland Airport (OAK)
Noise Complaint Summary
October 2024

Community	Callers	Complaints
Alameda(BFI)	45	324
Alameda(Central)	5	29
Albany	0	0
Berkeley	5	455
Castro Valley	2	36
Fremont	0	0
Hayward	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
Total	**90**	**3525**
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	

Number of Callers
October 2024



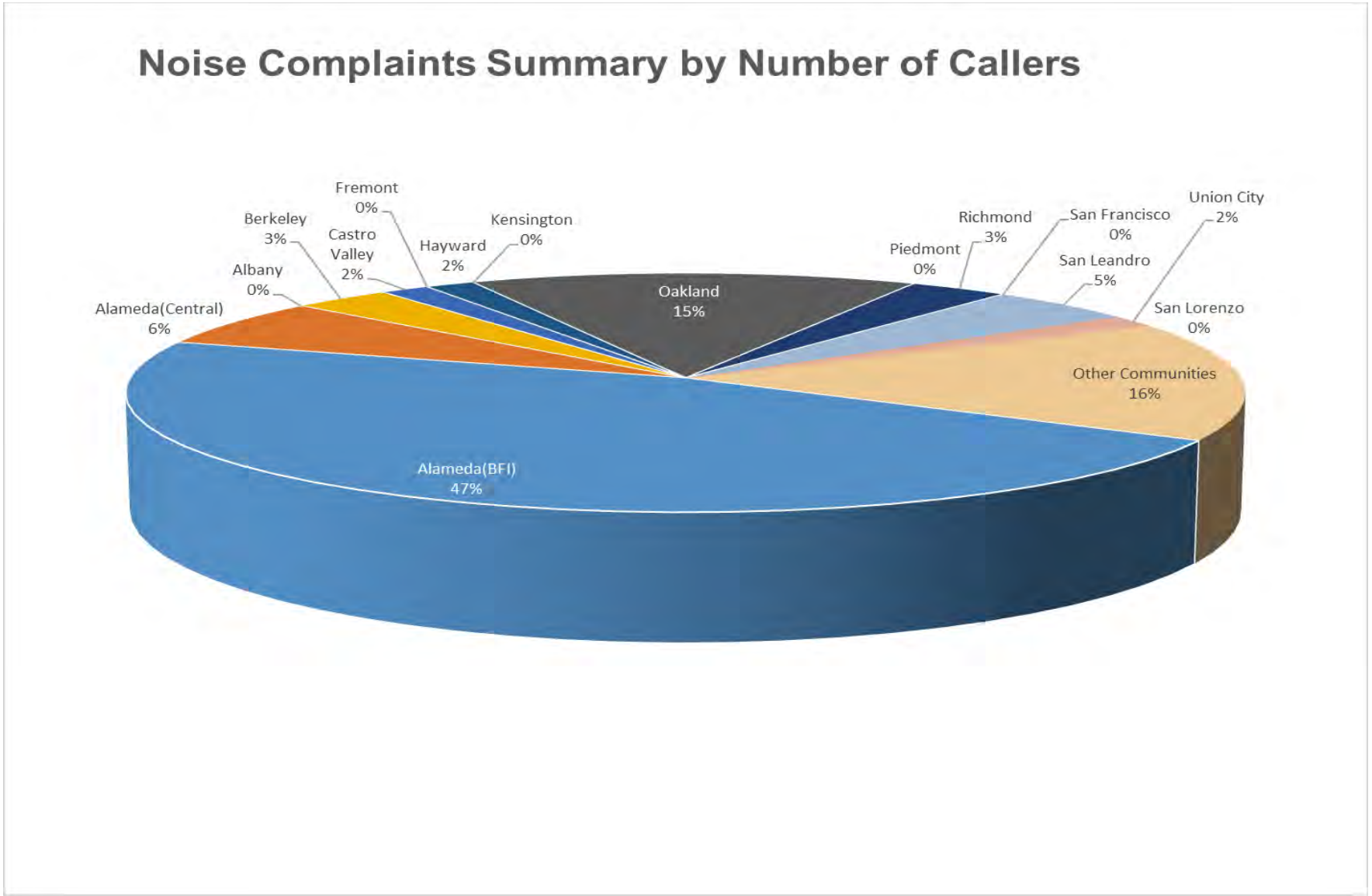
Number of Complaints October 2024



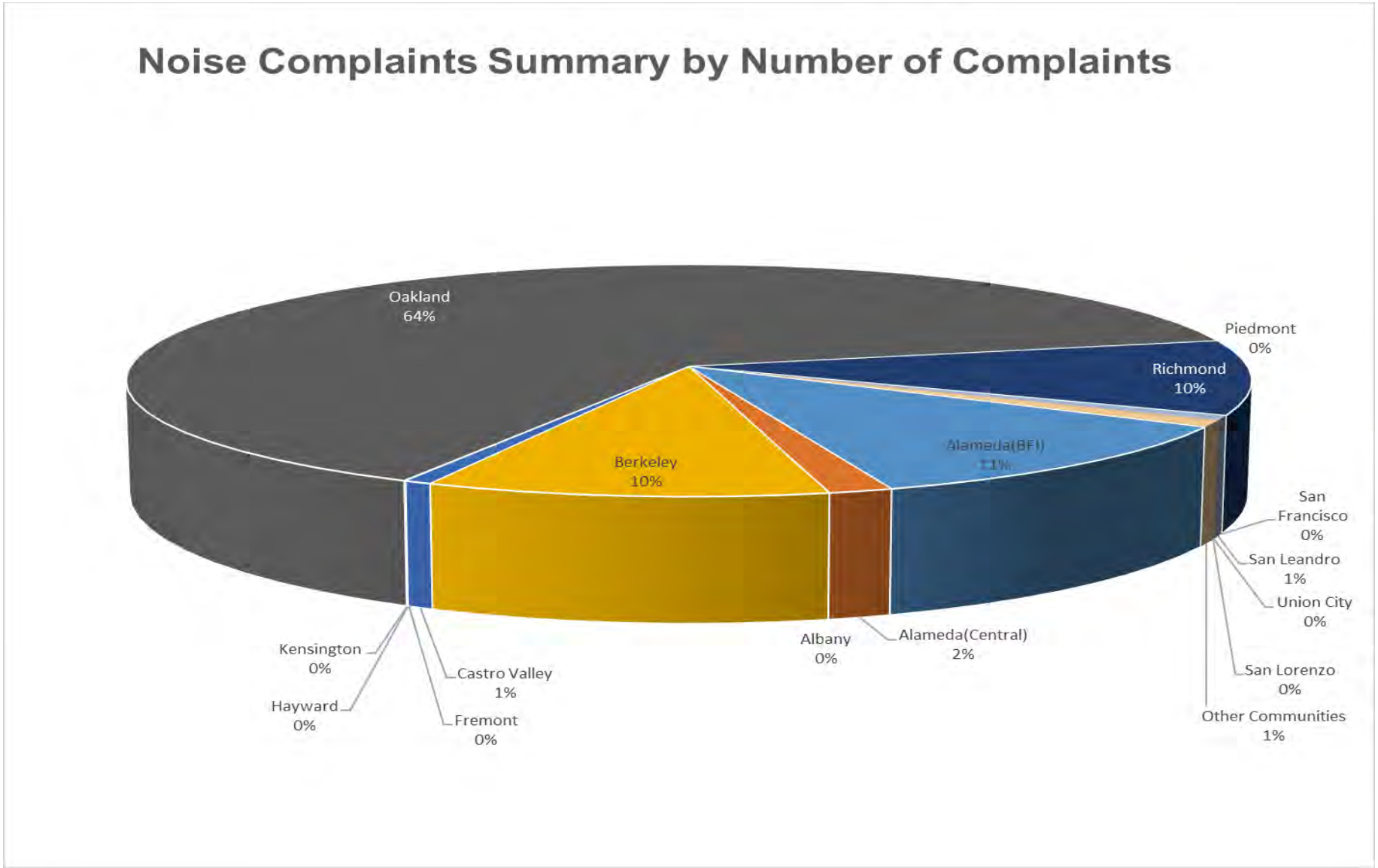
Oakland Airport (OAK)
Noise Complaint Summary
November 2024

Community	Callers	Complaints
Alameda(BFI)	29	322
Alameda(Central)	4	46
Albany	0	0
Berkeley	2	289
Castro Valley	1	20
Fremont	0	0
Hayward	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	

Number of Callers November 2024



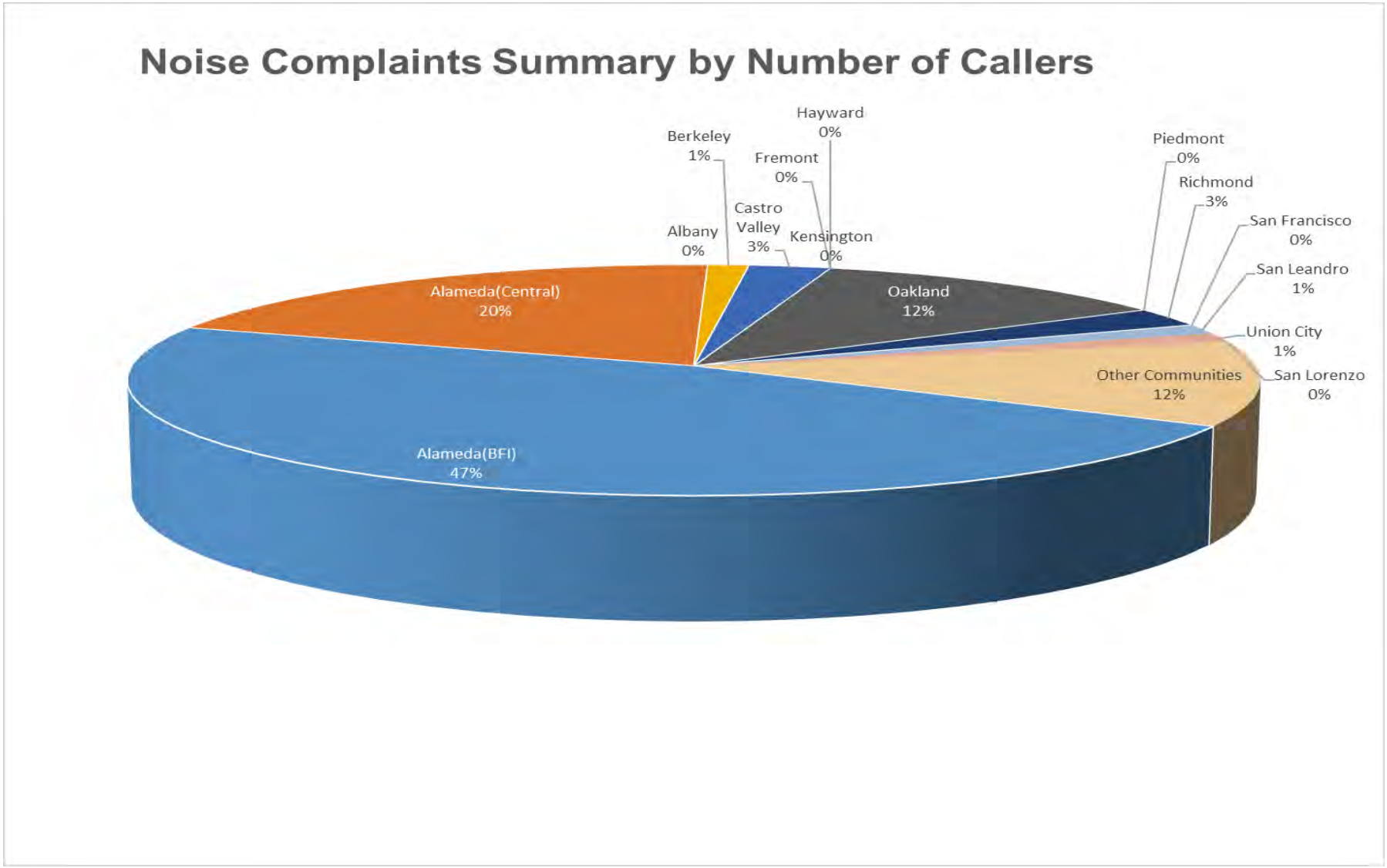
Number of Complaints November 2024



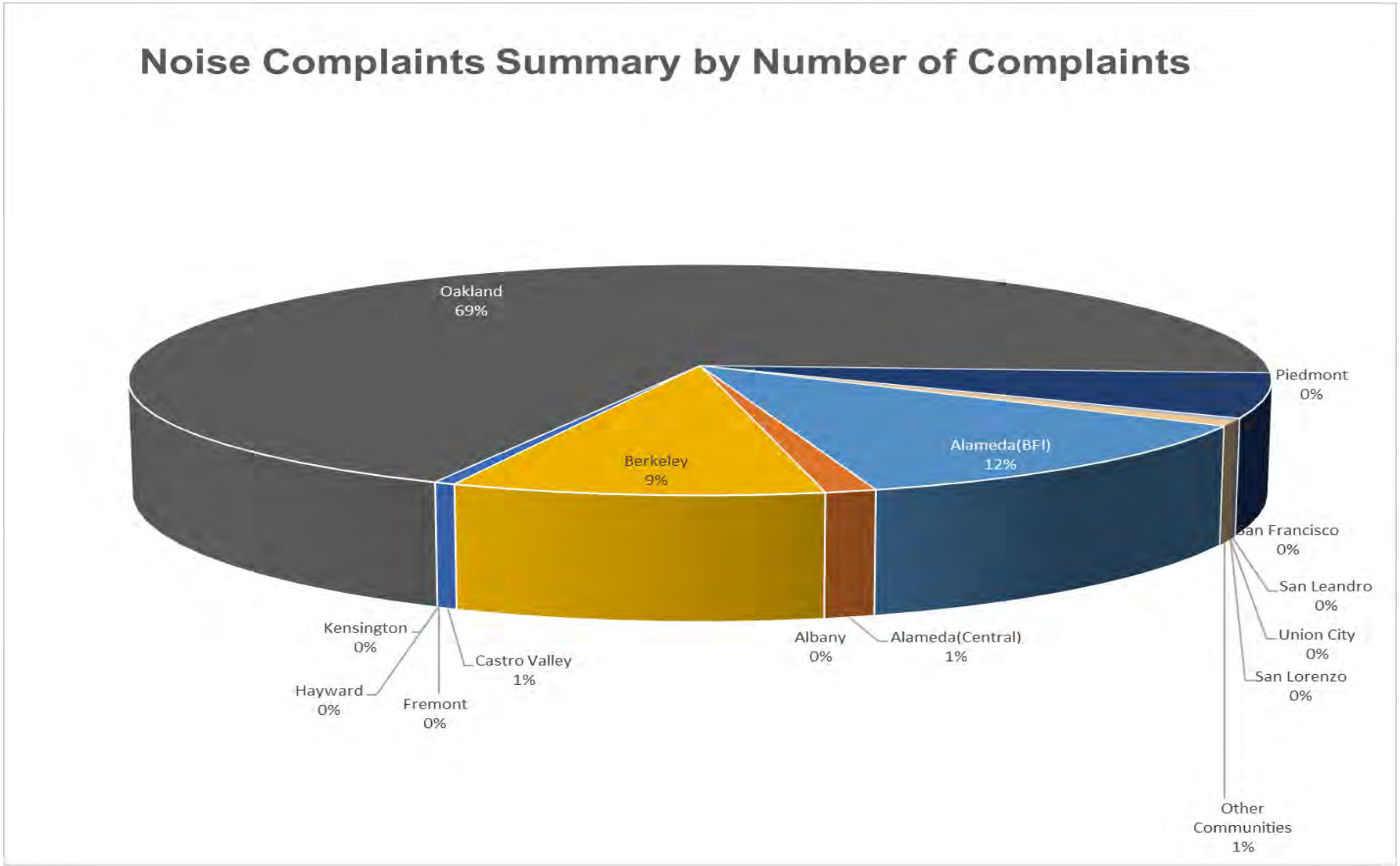
Oakland Airport (OAK)
Noise Complaint Summary
December 2024

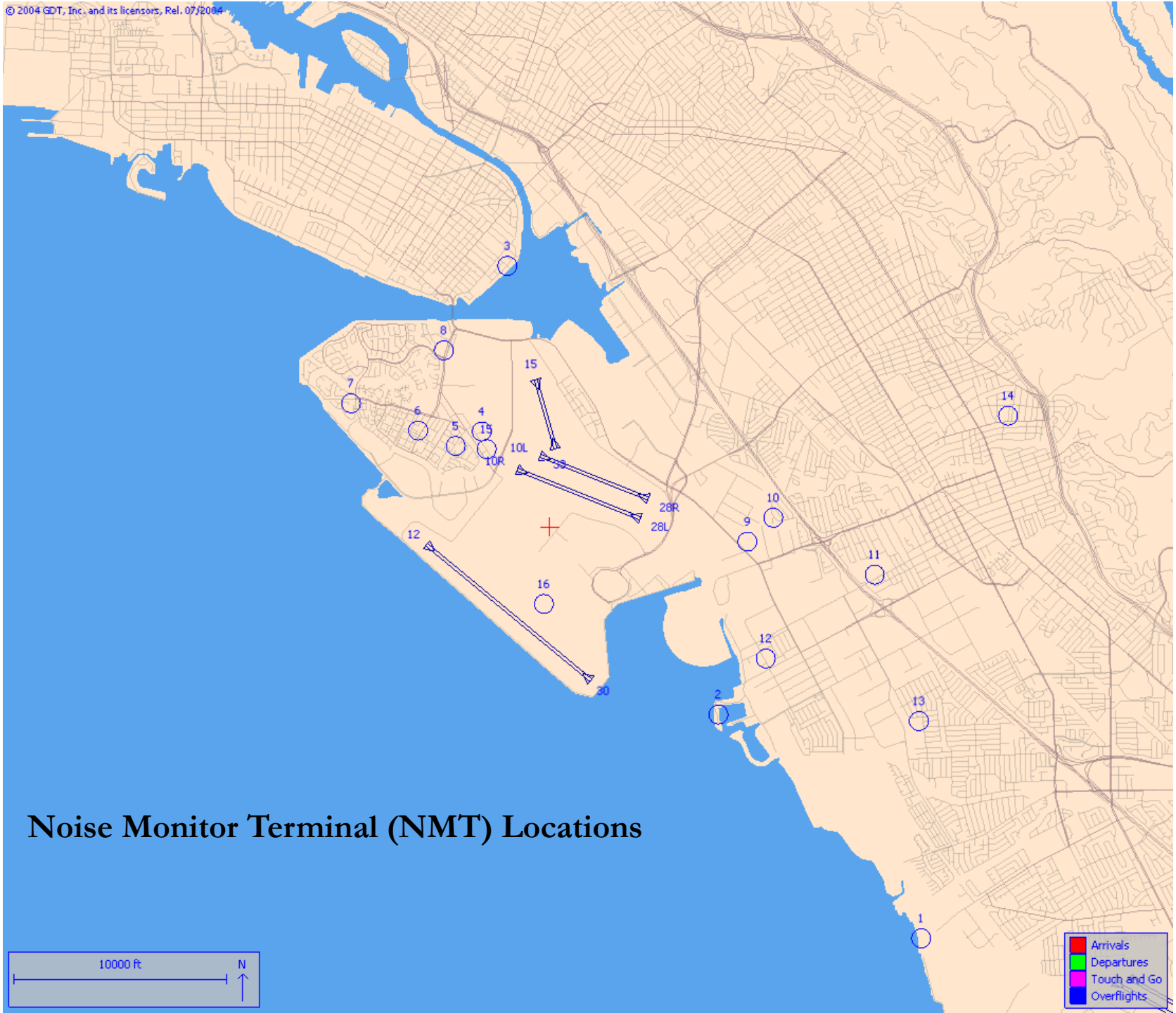
Community	Callers	Complaints
Alameda(BFI)	36	569
Alameda(Central)	15	60
Albany	0	0
Berkeley	1	435
Castro Valley	2	25
Fremont	0	0
Hayw ard	0	0
Kensington	0	0
Oakland	9	3211
Piedmont	0	0
Richmond	2	288
San Francisco	0	0
San Leandro	1	12
Union City	1	4
San Lorenzo	0	0
Other Communities	9	36
Total	**76**	**4640**
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	

Number of Callers December 2024



Number of Complaints December 2024





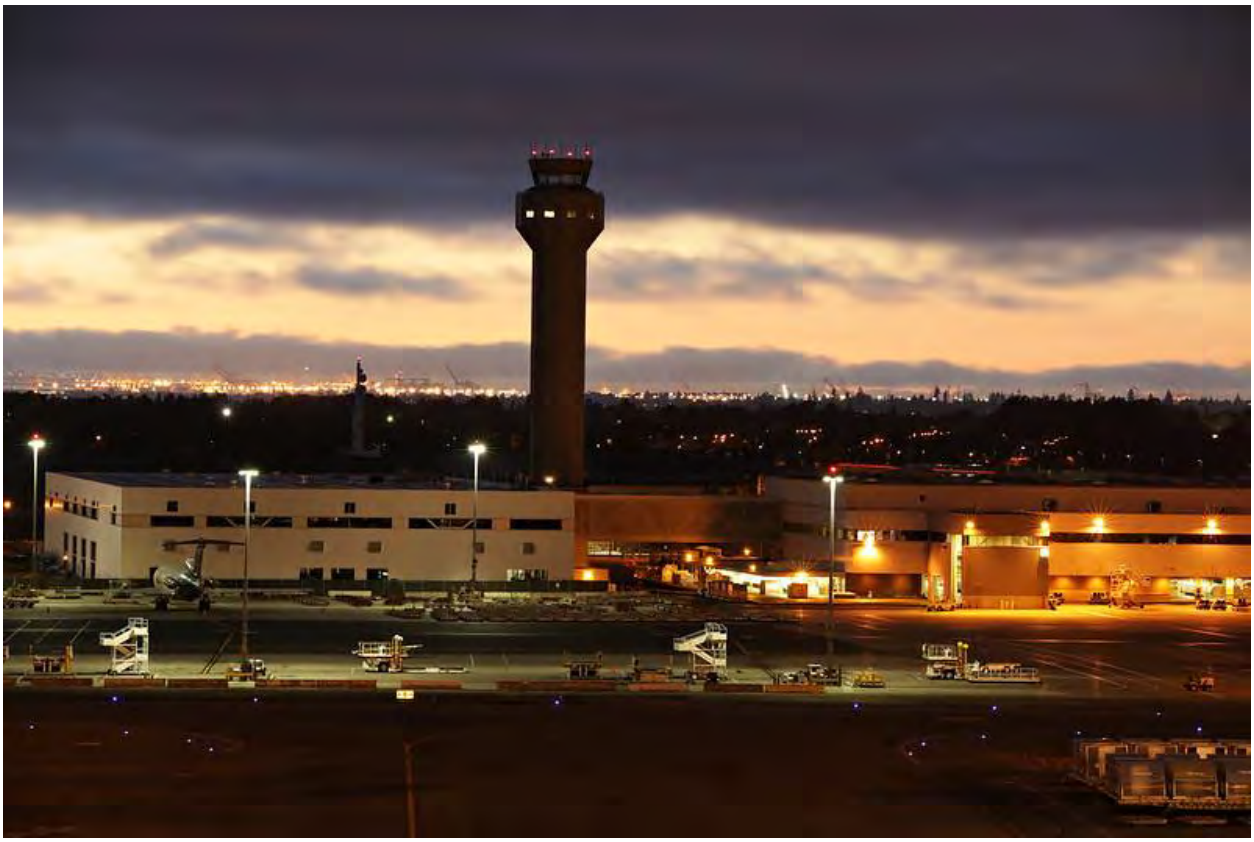
Noise Monitor Terminal (NMT) Locations

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

I ✈ OAK
The best way to San Francisco Bay.

Quarterly Aircraft Noise Report

Fourth Quarter 2024



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

January 9, 2025

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- Cross Over 100 Degree Radial List
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- Sample noncompliance letter for Jet Aircraft Landing Program
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- Sample noncompliance letter for NF Quiet Hours Program

QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison 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%	90%	10%
Total Runways 28R/L & 33 Departures	228	19	386	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
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary 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 PlanCompliance 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				
	October	November	December	Quarterly
Total VFR Departures	207	107	117	431
Total VFR Departures Over Alameda	64	55	49	168
Compliant Departures	189	94	103	386
Non-compliant Departures	18	13	14	45
Compliance Rate	91%	88%	88%	90%

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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
All NMTs	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
Total	**381**	**143**	**1.6**		**94**	**1.0**		**53**	**0.6**		**671**

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
Total	**265**	**62**	**0.7**		**10**	**0.1**		**3**	**0.0**		**340**

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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
NIITE 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
Hayward	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
Total	**90**	**3525**
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
Hayward	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
Hayward	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
Total	**76**	**4640**
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.

Excused by Reprocessing: The reviewer has found clear and specific evidence through flight replay or flight track analysis that a flight was compliant with the airport noise abatement program. These conditions are rare but do happen on occasions. These situations may occur, for example, when a flight has to perform a go around to land on a runway, which then may fly through multiple noise abatement procedure gates. In these circumstances the reviewer has made a determination, based upon visual evidence, that the flight, which would normally be considered non-compliant, is exempt.

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

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

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

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

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

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

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

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

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

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

South Field Closure/Repair: The South Field (Runway 12/30) was closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency. Routine South Field maintenance is scheduled each Monday between 12:00 a.m. and 6:00 a.m. because there are the fewest scheduled air carrier flights during that time, which minimizes the need to use the North Field. Aircraft flights normally considered to be non-compliant would be exempt from complying with any relevant noise abatement procedures in the event of the closure of the South Field runway.

Special Event: An air traffic controller may instruct a pilot to depart from Runways 28R/L after a special event i.e. Super Bowl, NBA Finals to hasten a departure time in order to maintain an appropriate flow or departure time to avoid aircraft delays. This activity or action will be investigated to determine if the aircraft flight was in compliance with noise abatement procedures. N Number not included because the non-compliant flight was solely due to ATC Instructions.

Straight Out: This term describes a non-compliant aircraft flight that departs with a runway heading departure from Runways 10R/L or 28R/L and flew over nearby residential areas.

System Error: This term is used to describe an aircraft operation that is recognized incorrectly by NOMS system. For example, an aircraft arrival may be assigned an operation type departure. This aircraft operation will be considered compliant with noise abatement procedures.

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

Time Buffer: Aircraft departures from 10:00 to10:10 p.m. and from 6:50 to 7:00 a.m. fall within the long established "buffer time period" in which an aircraft flight is not considered non-compliant with noise abatement procedures even though the flight would normally be non-compliant during the nighttime hours. These flights will be deemed exempt from the procedures as the departure was slightly delayed or slightly ahead of the scheduled time as fixed by the air traffic controller who

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

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

Lmax (maximum sound level): the Lmax metric represents the highest instantaneous noise level heard at a receiver site during a single aircraft event (arrival or departure). However, since this metric describes only the instantaneous maximum noise value, it provides no information on the duration of noise exposure.

SEL (sound exposure level): The SEL metric represents the sound energy detected above a threshold, which is 10 decibels below the peak noise level, for a noise event as a factor of both intensity and duration of that noise event. The SEL represents the cumulative acoustical energy of the event but as though it had occurred within one second. Thus, for example, two events with the same intensity but different durations can be differentiated with the longer duration event having a higher SEL. In general, an aircraft SEL level is approximately 8-10 dB higher than the Lmax, or peak, noise level.

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APPENDICES

Runway 28R/L Jet Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
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	LNSCM36	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	LNXAKID	LNXAKID	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			GLEX	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	GLEX	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
						Pilot Requested	**140**	
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
						RWY 30 Routine Closure	**8**	
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
						Safety/Emergency	**5**	
						Grand Count	**268**	

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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
						ATC Instructions	**1**	
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
						ATC Request	**5**	
11/20/2024 17:40	JSX656	N262JX	E135	1343	10R	R	Air Traffic Conflict	Yes
						Air Traffic Conflict	**1**	
11/22/2024 10:04	SKW3478	N413SY	E75L	7766	10R	R	Excused by reprocessing	Yes
						Excused by reprocessing	**1**	

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
						Lifeguard Medical	**3**	
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
						Pilot Requested	**23**	
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
						Southeast Plan Constraints	**11**	
						Grand Count	**45**	

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
11/16/2024 16:18	28R	N405DB	N405DB	T206	5302	Air Traffic Conflict	Yes
11/16/2024 16:22	28L	N632PM	N632PM	PA46	5341	Air Traffic Conflict	Yes
11/17/2024 13:51	28R	N315L	N315L	M20P	324	Air Traffic Conflict	Yes
11/17/2024 13:58	PAD1	CMD8	N838CS	EC35	5342	Air Traffic Conflict	Yes
11/23/2024 12:56	28R			LNC4	5370	Air Traffic Conflict	Yes
11/29/2024 11:44	28R	N553TP	N553TP	P28A	4547	Air Traffic Conflict	Yes
11/29/2024 11:53	28R	N109LD	N109LD	P28A	4571	Air Traffic Conflict	Yes
11/29/2024 12:24	33	N728GD	N728GD	RV6	5351	Air Traffic Conflict	Yes
11/29/2024 12:56	33	N619MC	N619MC	S22T	5326	Air Traffic Conflict	Yes
11/30/2024 17:17	PAD1	CMD08	N838CS	EC35	5367	Air Traffic Conflict	Yes
11/30/2024 17:27	28R	N257CD	N257CD	SR20	3215	Air Traffic Conflict	Yes
12/1/2024 12:48	28R	N109LD	N109LD	P28A	5360	Air Traffic Conflict	Yes
12/2/2024 11:13	33	N84DL	N84DL	C172	4510	Air Traffic Conflict	Yes
12/2/2024 12:03	28R	TOG132		BE20	4576	Air Traffic Conflict	Yes
12/2/2024 14:31	33	N22QT	N22QT	DA40	4230	Air Traffic Conflict	Yes
12/3/2024 14:41	28R	NGF6325	N8255E	BE33	3244	Air Traffic Conflict	Yes
12/5/2024 20:00	28R	N363K	N363K	C172	5363	Air Traffic Conflict	Yes
12/7/2024 13:54	33	N619MC	N619MC	S22T	5345	Air Traffic Conflict	Yes
12/8/2024 11:04	33	N109LD	N109LD	P28A	315	Air Traffic Conflict	Yes
12/10/2024 16:30	28R	BYF17	N236SP	C172	343	Air Traffic Conflict	Yes
12/10/2024 17:02	28R	N2TL	N2TL	BE95	5322	Air Traffic Conflict	Yes
12/10/2024 18:23	28R	N5276P	N5276P	C172	316	Air Traffic Conflict	Yes
12/10/2024 18:30	33	XSN90	N905LB	PC12	315	Air Traffic Conflict	Yes
12/15/2024 11:22	33	N44PF	N44PF	P28A	5331	Air Traffic Conflict	Yes
12/15/2024 11:54	PAD1	CMD08	N838CS	EC35	5307	Air Traffic Conflict	Yes
12/15/2024 16:15	28R	N2669N	N2669N	C340	5347	Air Traffic Conflict	Yes
12/18/2024 14:33	28R	N759HJ	N759HJ	C182	4552	Air Traffic Conflict	Yes
12/18/2024 16:05	28R	N442EG	N442EG	S22T	4555	Air Traffic Conflict	Yes
12/18/2024 16:06	28R	N240BR	N240BR	C240	3632	Air Traffic Conflict	Yes
12/19/2024 12:20	33	FFL800		LNC4	5347	Air Traffic Conflict	Yes
12/20/2024 16:38	28R	N61AP	N61AP	BE20	5372	Air Traffic Conflict	Yes
12/20/2024 17:22	28R	N1868H	N1868H	P28A	4543	Air Traffic Conflict	Yes
12/30/2024 14:35	28R	N759HJ	N759HJ	C182	334	Air Traffic Conflict	Yes
12/30/2024 14:55	33	N4910A	N4910A	C180	372	Air Traffic Conflict	Yes
12/31/2024 10:38	PAD1	CMD08	N838CS	EC35	5316	Air Traffic Conflict	Yes
12/31/2024 12:29	28R	N345UW	N345UW	RV6	3201	Air Traffic Conflict	Yes
10/1/2024 10:09	33	N28641	N28641	AA5	4514	Air Traffic Conflict	Yes
10/2/2024 7:14	28L	BXR1960	N106VE	C208	342	Air Traffic Conflict	Yes
10/2/2024 10:12	28L	N2195M	N2195M	P28B	377	Air Traffic Conflict	Yes
10/4/2024 9:54	33	N734BN	N734BN	C172	4535	Air Traffic Conflict	Yes
10/4/2024 11:22	33	N21866	N21866	P28A	4221	Air Traffic Conflict	Yes
10/4/2024 12:07	28L	N1530W	N1530W	BE35	4275	Air Traffic Conflict	Yes
10/4/2024 14:12	33	N375M	N375M	RV7	354	Air Traffic Conflict	Yes
10/4/2024 17:40	28R	N888UM	N888UM	S22T	3201	Air Traffic Conflict	Yes
10/6/2024 11:23	33	N301EF	N301EF	VELO	4542	Air Traffic Conflict	Yes
10/6/2024 12:25	33	N153HP	N153HP	GA8	4501	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
10/6/2024 14:13	28R	N739UL	N739UL	C172	4547	Air Traffic Conflict	Yes
10/6/2024 14:40	28R	N473SA	N473SA	BE36	3764	Air Traffic Conflict	Yes
10/6/2024 20:13	33	N22QT	N22QT	DA40	5347	Air Traffic Conflict	Yes
10/9/2024 15:46	33	N68459	N68459	C152	5354	Air Traffic Conflict	Yes
10/9/2024 16:42	28L	N59146	N59146	C206	4227	Air Traffic Conflict	Yes
10/9/2024 19:38	PAD1	CMD8	N838CS	EC35	5330	Air Traffic Conflict	Yes
10/10/2024 14:16	28R	N2508S	N2508S	T210	4240	Air Traffic Conflict	Yes
10/13/2024 17:59	33	N312JL	N312JL	HXB	4534	Air Traffic Conflict	Yes
10/18/2024 13:16	33	N20506	N20506	M20T	4251	Air Traffic Conflict	Yes
10/18/2024 13:38	33	N727NG	N727NG	BE33	3335	Air Traffic Conflict	Yes
10/18/2024 14:30	33	N312LL	N312LL	T18	4214	Air Traffic Conflict	Yes
10/18/2024 15:04	33	N6605D	N6605D	C172	4562	Air Traffic Conflict	Yes
10/18/2024 20:57	28R	N405DB	N405DB	T206	1732	Air Traffic Conflict	Yes
10/19/2024 15:42	28R	N405DB	N405DB	T206	3634	Air Traffic Conflict	Yes
10/20/2024 13:28	28R	N887DC	N887DC	B350	5353	Air Traffic Conflict	Yes
10/20/2024 14:00	33	N33377	N33377	P28A	4213	Air Traffic Conflict	Yes
10/20/2024 15:20	PAD1	REH18	N312RX	EC35	4521	Air Traffic Conflict	Yes
10/20/2024 16:52	28R	N2117D	N2117D	BE35	3333	Air Traffic Conflict	Yes
10/20/2024 17:02	PAD1	CMD8	N838CS	EC35	321	Air Traffic Conflict	Yes
10/20/2024 17:55	33	N296ME	N296ME	C172	5351	Air Traffic Conflict	Yes
10/21/2024 11:41	33	N3959L	N3959L	C172	5340	Air Traffic Conflict	Yes
10/21/2024 13:12	33			PA46	3203	Air Traffic Conflict	Yes
10/21/2024 17:33	33	N3959L	N3959L	C172	4541	Air Traffic Conflict	Yes
10/21/2024 17:51	28R	N68459	N68459	C172	5315	Air Traffic Conflict	Yes
10/23/2024 11:46	28L	N6242F	N6242F	C172	5332	Air Traffic Conflict	Yes
10/23/2024 16:46	28R	N903PJ	N903PJ	PC12	4270	Air Traffic Conflict	Yes
10/24/2024 12:08	28R	N24498	N24498	C152	4217	Air Traffic Conflict	Yes
10/26/2024 14:34	28R	N42BG	N42BG	P46T	4234	Air Traffic Conflict	Yes
10/28/2024 13:58	33			PA46	4506	Air Traffic Conflict	Yes
10/29/2024 7:49	28L	BXR8604	N9623B	C208	4505	Air Traffic Conflict	Yes
10/29/2024 11:23	33	N6605D	N6605D	C172	5354	Air Traffic Conflict	Yes
10/30/2024 15:17	33	N12RT	N12RT	LNGD	4553	Air Traffic Conflict	Yes
11/1/2024 12:24	PAD1	ARG2		H500	5376	Air Traffic Conflict	Yes
11/1/2024 13:05	33	N8312H	N8312H	P28A	4560	Air Traffic Conflict	Yes
11/1/2024 13:06	28L	N5138V	N5138V	C172	3261	Air Traffic Conflict	Yes
11/1/2024 18:00	28R	N210NL	N210NL	P210	4505	Air Traffic Conflict	Yes
11/2/2024 15:37	28R	N727VT	N727VT	C182	5314	Air Traffic Conflict	Yes
11/5/2024 10:27	28R	XSN82	N82NG	PC12	4260	Air Traffic Conflict	Yes
11/5/2024 14:02	33	N93214	N93214	C152	5315	Air Traffic Conflict	Yes
11/5/2024 14:21	28L	N444FC	N444FC	BT36	4566	Air Traffic Conflict	Yes
11/5/2024 17:46	28R	N24498	N24498	C152	5332	Air Traffic Conflict	Yes
11/7/2024 8:42	28R			PA46	1707	Air Traffic Conflict	Yes
11/8/2024 11:22	33	N109LD	N109LD	P28A	4557	Air Traffic Conflict	Yes
11/8/2024 11:48	33	N4826T	N4826T	P28A	4233	Air Traffic Conflict	Yes
11/8/2024 12:57	33	N20506	N20506	M20T	4554	Air Traffic Conflict	Yes
11/8/2024 17:15	33	N7914G	N7914G	C172	5372	Air Traffic Conflict	Yes
11/8/2024 17:30	PAD1	CMD8	N838CS	EC35	327	Air Traffic Conflict	Yes
11/10/2024 11:28	28R	N8085W	N8085W	P28A	5316	Air Traffic Conflict	Yes
11/14/2024 15:03	28R	N6JS	N6JS	S22T	6317	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
11/14/2024 16:32	28R	N21866	N21866	P28A	371	Air Traffic Conflict	Yes
11/15/2024 1:14	PAD1	CMD8	N838CS	EC35	372	Air Traffic Conflict	Yes
11/15/2024 10:54	28R	N109LD	N109LD	P28A	4556	Air Traffic Conflict	Yes
11/15/2024 15:12	33	N512HW	N512HW	S22T	363	Air Traffic Conflict	Yes
11/16/2024 12:31	28L	N21866	N21866	P28A	4220	Air Traffic Conflict	Yes
					Air Traffic Conflict	**100**	
10/15/2024 19:57	28R	N91338	N91338	P28A	325	Excused by reprocessing	Yes
10/22/2024 13:00	33	N20506	N20506	M20T	4542	Excused by reprocessing	Yes
11/15/2024 12:40	28R			PC12	3722	Excused by reprocessing	Yes
11/19/2024 14:12	28R	N368BW	N368BW	BE60	353	Excused by reprocessing	Yes
11/29/2024 10:00	28R	N3CK	N3CK	S22T	5351	Excused by reprocessing	Yes
12/6/2024 17:46	28R	N415DL	N415DL	PC12	4270	Excused by reprocessing	Yes
12/8/2024 14:23	28R	N218RW	N218RW	S22T	5303	Excused by reprocessing	Yes
12/11/2024 10:35	28R	N413AK	N413AK	SR22	5334	Excused by reprocessing	Yes
12/11/2024 22:14	28R	BYF41	N1483L	C182	340	Excused by reprocessing	Yes
12/18/2024 8:50	28R	BXR8604	N4674B	C208	4250	Excused by reprocessing	Yes
12/18/2024 21:26	28R	N3955X	N3955X	P28A	3361	Excused by reprocessing	Yes
					Excused by reprocessing	**11**	
10/10/2024 22:44	PAD1	CMD8	N838CS	EC35	355	Lifeguard Medical	Yes
11/6/2024 1:23	PAD1	CMD8	N838CS	EC35	320	Lifeguard Medical	Yes
11/7/2024 2:07	PAD1	CMD4	N892CS	EC35	5325	Lifeguard Medical	Yes
11/14/2024 20:53	PAD1	REH18	N312RX	EC35	4206	Lifeguard Medical	Yes
11/15/2024 8:42	PAD1	CMD08	N838CS	EC35	5326	Lifeguard Medical	Yes
11/24/2024 19:24	PAD1	CMD8	N838CS	EC35	5324	Lifeguard Medical	Yes
11/26/2024 20:36	PAD1	CMD8	N838CS	EC35	345	Lifeguard Medical	Yes
12/1/2024 0:09	PAD1	CMD8	N838CS	EC35	5306	Lifeguard Medical	Yes
12/13/2024 19:57	PAD1	CMD8	N838CS	EC35	361	Lifeguard Medical	Yes
12/24/2024 21:29	PAD1	CMD8	N838CS	EC35	375	Lifeguard Medical	Yes
					Lifeguard Medical	**10**	
11/23/2024 5:08	28R	N78874	N78874	M20P	4232	Not Acceptable	No
11/28/2024 8:59	28R	N257CD	N257CD	SR20	4215	Not Acceptable	No
11/28/2024 11:31	33	N2315M	N2315M	PA12	4561	Not Acceptable	No
11/28/2024 13:46	28R	N782JB	N782JB	M20T	3245	Not Acceptable	No
					Not Acceptable	**4**	
10/3/2024 6:59	28L	BXR1960	N9623B	C208	340	Time Buffer	Yes
12/5/2024 22:07	28R	N200SN	N200SN	SW3	3211	Time Buffer	Yes
					Time Buffer	**2**	
10/1/2024 9:15	28R			T210	5341	VFR Departure	No
10/1/2024 10:00	33	N9148W	N9148W	M20T	4557	VFR Departure	No
10/1/2024 10:58	28R			T210	3354	VFR Departure	No
10/1/2024 12:22	28R	N24498	N24498	C152	4557	VFR Departure	No
10/1/2024 13:15	28R	N708WA	N708WA	P46T	5323	VFR Departure	No
10/1/2024 22:38	28R	N915L	N915L	C172	5377	VFR Departure	No
10/4/2024 20:10	28R	N875DM	N875DM	BE20	3233	VFR Departure	No
10/7/2024 12:02	28R	N599PM	N599PM	SR22	6333	VFR Departure	No
10/8/2024 7:55	28R			C208	366	VFR Departure	No
10/10/2024 20:33	28R	N850CM	N850CM	B60T	3727	VFR Departure	No
10/10/2024 22:12	28R	N73311	N73311	C172	4275	VFR Departure	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
10/12/2024 17:26	28R	N405DB	N405DB	T206	6306	VFR Departure	No
10/13/2024 15:00	28R	N151AF	N151AF	P51	3772	VFR Departure	No
10/15/2024 9:12	33	BXR8603	N106VE	C208	334	VFR Departure	No
10/18/2024 9:54	33	N3959L	N3959L	C172	4570	VFR Departure	No
10/23/2024 7:27	28R	N903PJ	N903PJ	PC12	3260	VFR Departure	No
10/23/2024 18:37	28R	N733ZK	N733ZK	C172	4236	VFR Departure	No
10/24/2024 10:09	33	N619MC	N619MC	S22T	4263	VFR Departure	No
11/5/2024 15:07	28R	N257CD	N257CD	SR20	4201	VFR Departure	No
11/6/2024 15:35	28R			T210	3645	VFR Departure	No
11/9/2024 9:07	33	N5009Q	N5009Q	C310	5366	VFR Departure	No
11/10/2024 18:19	28R	N456CS	N456CS	C182	5331	VFR Departure	No
11/10/2024 20:52	28R			PC12	317	VFR Departure	No
11/12/2024 12:26	33	N6605D	N6605D	C172	4214	VFR Departure	No
11/12/2024 20:39	28R	FDY8022	N874SA	PC12	365	VFR Departure	No
11/14/2024 19:36	33	N8312H	N8312H	P28A	4266	VFR Departure	No
11/24/2024 9:48	33			PIAT	4266	VFR Departure	No
12/1/2024 10:30	33	N619MC	N619MC	S22T	4271	VFR Departure	No
12/2/2024 10:16	33			PIAT	4261	VFR Departure	No
12/4/2024 14:20	33	N52789	N52789	C172	5325	VFR Departure	No
12/4/2024 19:28	33	N8312H	N8312H	P28A	4232	VFR Departure	No
12/7/2024 15:41	33	N375M	N375M	RV7	5321	VFR Departure	No
12/9/2024 10:18	33			PIAT	4571	VFR Departure	No
12/9/2024 16:58	28R	N106VE	N106VE	C208	1200	VFR Departure	No
12/10/2024 10:55	33	N619MC	N619MC	SR22	4552	VFR Departure	No
12/10/2024 19:19	33	N8312H	N8312H	P28A	4566	VFR Departure	No
12/11/2024 9:52	33			PIAT	4546	VFR Departure	No
12/18/2024 10:55	33	N22QT	N22QT	DA40	376	VFR Departure	No
12/25/2024 21:00	28R			BE20	4241	VFR Departure	No
12/31/2024 13:26	28R			T210	4211	VFR Departure	No
					VFR Departure	**40**	
12/5/2024 23:13	28R	N233ME	N233ME	C182	3234	Wide Salad	No
					Wide Salad	**1**	
					Grand Count	**168**	

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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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
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	LNSCM36	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
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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/4/2024 6:52	LN810BE	N810BE	C560	3201	28R	Lifeguard Medical	Yes
					Lifeguard Medical	**39**	
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
					Not Acceptable	**11**	
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
					Pilot Requested	**3**	
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
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
					RWY 30 Routine Closure	**8**	
12/1/2024 22:12	N69P	N69P	PC12	3736	28R	Strraight-out Departure	No
					Strraight-out Departure	**1**	
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
					Time Buffer	**10**	
10/10/2024 22:12	N73311	N73311	C172	4275	28R	VFR Departure	No
					VFR Departure	**1**	
11/19/2024 6:44			BE9T	4243	28R	Weather/Wind Conditions	No
					Weather/Wind Conditions	**1**	
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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
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
					Wide Salad	**17**	
					Grand Count	**103**	

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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
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

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/9/2024 6:28	7	81.5	89.6	20			GL5T	28L
10/9/2024 22:44	4	82.5	89	17	LNSCM36	LN360SN	LJ60	28R
10/9/2024 22:44	5	79.6	87.8	18	LNSCM36	LN360SN	LJ60	28R
10/9/2024 22:44	6	78.6	85.7	18	LNSCM36	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
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

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

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

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

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

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

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
					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
				Air Traffic Conflict	**7**	
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
				Fleet Week	**18**	
				Grand Count	**25**	

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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
				Excused by reprocessing	**3**	
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
				Not Acceptable	**7**	
				Grand Count	**10**	

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North Field Jet Departure Procedure

Sample Noncompliance Contact Letter

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

Via email: aircraftowner/operator@bankofutah.com

January 8, 2024

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed departing from Runway 28L or 28R, which is an operation not in compliance with the noise abatement program at OAK. For complete information about our noise procedures 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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field Jet Landing Procedure

Sample Noncompliance Contact Letter

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

Via email: aircraftowner/operator@aircorp.com

February 9, 2024

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed landing on Runway 10L or 10R, which is an operation not in compliance with the noise abatement program at OAK. For complete information about our noise 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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field VFR Departure Procedure

Sample Noncompliance Contact Letter

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

Via email: aircraftowner/operator@aircorp.com

March 23, 2024

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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North Field Quiet Hours Procedure

Sample Noncompliance Contact Letter

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

Via email: aircraftowner/operator@aircraft.com

January 15, 2024

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The aircraft identified below was observed departing from a North Field runway and was flown over a residential area adjacent to the airport. This flight was not in compliance with the Quiet Hours noise abatement program at OAK. For complete information about our noise procedures 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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

Helicopter Flight Procedure

Sample Noncompliance Contact Letter

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

Via email: helicopterowner/operator@aircraft.com

March 7, 2024

Helicopter Owner/Operator
XXXXXXXXX
XXXXXXXXX

Dear Helicopter Owner/Operator:

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

For complete information about our noise procedures 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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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