



**Oakland** International Airport



A division of the Port of Oakland

# Quarterly Aircraft Noise Report

**Fourth Quarter 2019**



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Prepared by  
Oakland International Airport  
Noise/Environmental Compliance Office

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**I ✈ OAK**

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## QUARTERLY REPORT INTRODUCTION

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

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

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

### SAFETY COMES FIRST

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

### DISCLAIMER

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

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

## QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2019				
	2018Q4		2019Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	96%	4%	95%	5%
Total Airport-wide Corporate Jet Departures	2,868	123	2,709	147
Runway 10R/L Jet Landing Compliance	59%	41%	69%	31%
Total Southeast Plan Corporate Jet Landings	96	66	220	97
North Field VFR Departure Compliance	93%	7%	91%	9%
Total Runways 28R/L & 33 Departures	235	18	214	22
North Field Quiet Hours Compliance	70%	30%	77%	23%
Total North Field Quiet Hours Departures	138	59	174	51
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	18,609	70	19,170	73
Night Time Departure Compliance	97%	3%	99%	1%
Total Runway 30 Night Turbojet Departures	3,078	84	3,658	52
Runway 12 Night Departure Compliance	98%	2%	99%	1%
Total Runway 12 Night Turbojet Departures	187	4	276	3
Runway 30 East Turn Departure Compliance	99%	1%	99%	1%
Total Runway 30 East Turn Departures	5,710	52	5,220	59
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	1,408	11	1,245	11
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	9	0	8	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 2019				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	935	901	1,020	2,856
Compliant Corporate Jet Departures	885	852	972	2,709
Non-compliant Corporate Jet Departures	50	49	48	147
Corporate Jet Departure Compliance Rate	95%	95%	95%	95%
Excused Jet Departures	26	10	11	47
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	7,173	6,746	7,505	21,424
Compliant Airport-wide Jet Departures	7,123	6,697	7,457	21,277
Non-compliant Airport-wide Jet Departures	50	49	48	147
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 2019				
	October	November	December	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	43	274	317
Compliant SE Plan Corporate Jet Landings	0	32	188	220
Non-compliant SE Plan Corporate Jet Landings	0	11	86	97
SE Plan Corporate Jet Landing Compliance Rate	N/A	74%	69%	69%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	1	262	1,700	1,963
Airport-wide Compliant SE Plan Jet Landings	1	251	1,614	1,866
Airport-wide Non-compliant SE Plan Landings	0	11	86	97
Airport-wide Jet Landing SE Plan Compliance Rate	100%	96%	95%	95%
* 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 2019				
	October	November	December	Total
Total VFR Departures	110	80	46	236
Total VFR Departures Over Alameda	29	12	13	54
Compliant Departures	99	74	41	214
Non-compliant Departures	11	6	5	22
Compliance Rate	90%	93%	89%	91%

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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 2019				
	October	November	December	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	100	57	68	225
Compliant Night Departures	81	43	50	174
Average Compliant Departures per Night	2.6	1.4	1.6	2.0
Non-Compliant Night Departures	19	14	18	51
Average Non-Compliant Departures per Night	0.6	0.5	0.6	0.6
Night Departure Compliance Rate	81%	75%	74%	77%

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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 = 101**

**Fourth Quarter 2019 (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	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
2	9	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	13
3	22	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	26
4	24	26	0.3	4.6%	22	0.2	3.9%	8	0.1	1.4%	80
5	31	12	0.1	2.1%	4	0.0	0.7%	16	0.2	2.8%	63
6	10	3	0.0	0.5%	9	0.1	1.6%	10	0.1	1.8%	32
7	9	5	0.1	0.9%	10	0.1	1.8%	1	0.0	0.2%	25
8	12	11	0.1	1.9%	0	0.0	0.0%	0	0.0	0.0%	23
9	5	8	0.1	1.4%	4	0.0	0.7%	0	0.0	0.0%	17
10	19	6	0.1	1.1%	0	0.0	0.0%	0	0.0	0.0%	25
11	0	1	0.0	0.2%	0	0.0	0.0%	1	0.0	0.2%	2
12	7	6	0.1	1.1%	1	0.0	0.2%	0	0.0	0.0%	14
13	6	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	6
14	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
<b>All NMTs</b>	158	84	1	0	52	1	0	36	0	0	330

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**Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 74**

Fourth Quarter 2019 (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	22	3	0.0	1.3%	1	0.0	0.4%	0	0.0	0.0%	26
4	24	26	0.3	10.9%	22	0.2	9.2%	8	0.1	3.3%	80
5	31	12	0.1	5.0%	4	0.0	1.7%	16	0.2	6.7%	63
6	10	3	0.0	1.3%	9	0.1	3.8%	10	0.1	4.2%	32
7	9	5	0.1	2.1%	10	0.1	4.2%	1	0.0	0.4%	25
8	12	11	0.1	4.6%	0	0.0	0.0%	0	0.0	0.0%	23
<b>Total</b>	<b>108</b>	<b>60</b>	<b>0.7</b>		<b>46</b>	<b>0.5</b>		<b>35</b>	<b>0.4</b>		<b>249</b>

**Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 27**

Fourth Quarter 2019 (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	9	3	0.0	0.9%	1	0.0	0.3%	0	0.0	0.0%	13
9	5	8	0.1	2.4%	4	0.0	1.2%	0	0.0	0.0%	17
10	19	6	0.1	1.8%	0	0.0	0.0%	0	0.0	0.0%	25
11	0	1	0.0	0.3%	0	0.0	0.0%	1	0.0	0.3%	2
12	7	6	0.1	1.8%	1	0.0	0.3%	0	0.0	0.0%	14
13	6	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	6
14	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
<b>Total</b>	<b>46</b>	<b>24</b>	<b>0.3</b>		<b>6</b>	<b>0.1</b>		<b>1</b>	<b>0.0</b>		<b>77</b>

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## SOUTH FIELD REPORTS

### RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Fourth Quarter 2019				
	October	November	December	Quarter
Runway 30 Turbojet Departures	7,068	6,423	5,752	19,243
Compliant Departures	6,999	6,421	5,750	19,170
Non-compliant Departures	69	2	2	73
Percentage of Non-compliance	1.0%	0.0%	0.0%	0.4%
Compliance Rate	99%	100%	100%	100%

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### NIGHT TIME DEPARTURE PROCEDURE

The HUSSH departure is a FAA (RNAV) departure procedure at Oakland International Airport established to reduce noise on residential communities at nighttime. The HUSSH departure procedure is described as a turbojet aircraft take-off from Runway 30 climb heading 296 degrees to at or above 520 feet, then left turn direct HUSSH. This departure procedure is assigned between 10:00 p.m. and 7:00 a.m. for Runway 30 turbojet aircraft departures.

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Fourth Quarter 2019				
	October	November	December	Quarter
Runway 30 Nighttime Turbojet Departures	1,318	1,251	1,141	3,710
Buffer Time Departures	13	18	13	44
Compliant Departures	1,301	1,230	1,127	3,658
Non-compliant Departures	17	21	14	52
HUSSH gate misses	9	9	9	27
NIITE gate misses	12	14	10	36
REBAS gate misses	16	21	14	51
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.

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Fourth Quarter 2019, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Fourth Quarter 2019 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	131	44	41	66	74	14
DC10/MD10	46	15	20	66	76	19
MD11	254	85	134	67	77	18
A306	92	31	28	66	74	15
B757	166	55	60	66	74	15
B77L	101	34	18	65	74	17
Difference [A-B]						
DC10/MD10		-72	-12	-3	-2	-3
MD11		53	121	-3	-2	-6
A306		-36	7	-1	-3	-10
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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## Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Fourth Quarter 2018, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Fourth Quarter 2018 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	129	43	45	65	74	13
DC10/MD10	33	11	20	66	75	18
MD11	238	79	173	67	77	19
A306	96	32	51	65	74	14
B757	172	57	76	65	75	15
B77L	76	25	27	66	74	14
Difference [A-B]						
DC10/MD10		-76	-12	-3	-3	-4
MD11		47	160	-3	-2	-5
A306		-35	30	-2	-3	-11
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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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 2019				
	October	November	December	Quarter
Jet Departures	1	31	247	279
Non-Compliant Departures	1	0	2	3
Compliant Departures	0	31	245	276
Compliance Rate	0%	100%	99%	99%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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## ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Fourth Quarter 2019				
	October	November	December	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	0	2
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	2	2	2	6
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	3	3	2	8
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 2019				
	October	November	December	Quarter
Total Runway 30 East Turn Turbojet Departures	1,931	1,669	1,679	5,279
Non-compliant Turbojet Departures	49	4	6	59
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,882	1,665	1,673	5,220
Compliance Rate	97%	100%	100%	99%
Excused Turbojet Departures	17	11	7	35
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 2019				
	October	November	December	Quarter
Turbojets on Downwind RWY 30 Approach	576	403	277	1,256
Non-compliant Turbojets	6	1	4	11
Total Turbojet Aircraft Above 3K Feet ASL*	570	402	273	1,245
Compliance Rate	99%	100%	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 International Airport Noise Complaint Summary October 2019		
Community	Callers	Complaints
Alameda(BFI)	30	647
Alameda(Central)	8	47
Albany	0	0
Berkeley	3	32
Castro Valley	2	17
Fremont	2	4
Hayw ard	2	16
Kensington	0	0
Oakland	18	3494
Piedmont	0	0
Richmond	2	1804
San Francisco	1	1
San Leandro	2	3
Union City	1	47
San Lorenzo	0	0
Other Communities	8	609
<b>Total</b>	<b>79</b>	<b>6721</b>
Complaints by Type		
Website	0	
E-mail	4391	
Phone	0	
View point App	2330	
Complaints by Time of Day		
Day ( 0700 - 1900 )	1402	
Evening ( 1900 - 2200 )	1237	
Night ( 2200 - 0700 )	4082	
Complaints by Type of Operation		
Arrivals	4039	
Departures	2326	
Over-flights	328	
Touch & Go	28	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	107	
Helicopter	86	
Jet	5807	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	136	
Propeller	391	
Turbo-prop	194	

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**Oakland International Airport  
Noise Complaint Summary  
November 2019**

<b>Community</b>	<b>Callers</b>	<b>Complaints</b>
Alameda(BFI)	38	1114
Alameda(Central)	9	78
Albany	0	0
Berkeley	6	9
Castro Valley	1	2
Fremont	0	0
Hayward	5	14
Kensington	1	1
Oakland	19	3134
Piedmont	1	1
Richmond	3	1365
San Francisco	2	9
San Leandro	2	4
Union City	0	0
San Lorenzo	0	0
Other Communities	13	679
<b>Total</b>	<b>100</b>	<b>6410</b>
<b>Complaints by Type</b>		
Website	0	
E-mail	3569	
Phone	0	
View point App	2841	
<b>Complaints by Time of Day</b>		
Day ( 0700 - 1900 )	1933	
Evening ( 1900 - 2200 )	1211	
Night ( 2200 - 0700 )	3266	
<b>Complaints by Type of Operation</b>		
Arrivals	3042	
Departures	3083	
Over-flights	239	
Touch & Go	46	
Not Linked to an Operation	0	
<b>Complaints by Type of Aircraft</b>		
Business Jet	240	
Helicopter	41	
Jet	5513	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	138	
Propeller	369	
Turbo-prop	109	

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Oakland International Airport Noise Complaint Summary December 2019		
Community	Callers	Complaints
Alameda(BFI)	36	1178
Alameda(Central)	12	128
Albany	0	0
Berkeley	6	133
Castro Valley	1	8
Fremont	1	1
Hayw ard	4	177
Kensington	1	3
Oakland	20	3291
Piedmont	3	3
Richmond	4	2359
San Francisco	1	11
San Leandro	7	94
Union City	0	0
San Lorenzo	0	0
Other Communities	24	794
Total	120	8180
Complaints by Type		
Website	0	
E-mail	5004	
Phone	53	
View point App	3123	
Complaints by Time of Day		
Day ( 0700 - 1900 )	2905	
Evening ( 1900 - 2200 )	1454	
Night ( 2200 - 0700 )	3821	
Complaints by Type of Operation		
Arrivals	4493	
Departures	3469	
Over-flights	171	
Touch & Go	47	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	336	
Helicopter	68	
Jet	7189	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	84	
Propeller	276	
Turbo-prop	227	

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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 2019					
	October	November	December	Total	Percentage
Runway 28L	12	3	10	25	25%
Runway 28R	24	12	11	47	0%
Runway 33	1	1	0	2	0%
Alameda Overflights	37	16	21	74	0%
Runway 10L	4	1	4	9	0%
Runway 10R	3	0	14	17	0%
Runway 15	0	1	0	1	0%
San Leandro Overflights	7	2	18	27	0%
Total Departures	44	18	39	101	0%

**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 2019				
	October	November	December	Total
VFR Departures				
Runway 28L	22	12	12	46
Runway 28R	102	70	15	187
Runway 33	127	104	92	323
VFR Departures	251	186	119	556
IFR Departures				
Runway 28L	177	131	202	510
Runway 28R	376	272	138	786
Runway 33	145	143	112	400
IFR Departures	698	546	452	1,696
Total Departures	949	732	571	2,252

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

	Aircraft Category	OAK Aircraft Operations by Category and Runway Fourth Quarter 2019											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	228	142	-	-	6	7	82	647	1,750	-	2,492	2,492
	Helicopters	-	-	-	-	-	-	-	2	2	100	104	104
	Commercial Jets	1,393	14,721	16,114	-	-	-	1	67	30	-	98	16,212
	Military	-	1	1	-	-	-	-	1	2	-	3	4
	Propeller	1	2	3	56	84	14	11	274	1,108	-	1,547	1,550
	Regional Jets	231	692	923	-	-	1	20	242	1,160	-	1,423	2,346
	Turboprops	7	36	43	16	7	33	47	257	748	-	1,108	1,151
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,860	15,594	17,084	72	97	55	161	1,490	4,800	100	6,775	23,859
Departures	Corporate Jets	26	2,321	2,347	-	10	10	293	108	64	-	485	2,832
	Helicopters	-	-	-	-	1	-	-	-	-	74	75	75
	Commercial Jets	1,349	14,829	16,178	-	-	1	2	11	3	-	17	16,195
	Military	-	-	-	-	2	-	-	-	1	-	3	3
	Propeller	2	67	69	83	677	24	19	66	421	-	1,290	1,359
	Regional Jets	101	2,093	2,194	-	-	-	138	6	1	-	145	2,339
	Turboprops	1	27	28	2	33	43	34	365	483	-	960	988
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		1,479	19,337	20,816	85	723	78	486	556	973	74	2,975	23,791
Touch & Go Sub-totals		-	-	-	3	208	2	4	55	376	1	649	649
Grand Total		3,339	34,931	37,900	160	1,028	135	651	2,101	6,149	175	10,399	48,299

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

	Aircraft Category	RUNWAYS Fourth Quarter 2019											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	1,393	14,721	16,114	-	-	-	1	67	30	-	98	16,212
	Regional Jets	231	692	923	-	-	1	20	242	1,160	-	1,423	2,346
Commercial Jet Sub-totals		1,624	15,413	17,037	-	-	1	21	309	1,190	-	1,521	18,558
	Corporate Jets	228	142	370	-	6	7	82	647	1,750	-	2,492	2,862
All Jet Arrivals Sub-totals		1,852	15,555	17,407	-	6	8	103	956	2,940	-	4,013	21,420
Departures	Commercial Jets	1,349	14,829	16,178	-	-	1	2	11	3	-	17	16,195
	Regional Jets	101	2,093	2,194	-	-	-	138	6	1	-	145	2,339
Commercial Jet Sub-totals		1,450	16,922	18,372	-	-	1	140	17	4	-	162	18,534
	Corporate Jets	26	2,321	2,347	-	10	10	293	108	64	-	485	2,832
All Jet Departures Sub-totals		1,476	19,243	20,719	-	10	11	433	125	68	-	647	21,366
Grand Total		3,328	34,798	38,126	-	16	19	536	1,081	3,008	-	4,660	42,786

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## DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

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

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

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

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

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

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

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

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

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

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

**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.

**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.

**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.

**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.

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

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

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

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

## Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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## APPENDICES

### Runway 28R/L Jet Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/13/2019 21:45	N563RJ	N563RJ	BE40	4255	28L	B	Departure Timing	No
10/24/2019 17:16	JSX207	A27614	E135	3705	28L	R	Departure Timing	No
10/17/2019 15:54	N400J	N400J	GLF4	4245	28R	B	Departure Timing	No
10/1/2019 11:56	EJA327	N327QS	E55P	3211	28L	B	Departure Timing	No
						Departure Timing	4	
10/12/2019 12:57	N933GC	N933GC	T33	316	28R	M	Fleet Week	No
						Fleet Week	1	
10/7/2019 5:14	LN777AX	N777AX	C550	4546	28L	B	Lifeguard Medical	Yes
10/16/2019 8:49	FFL226	N509RP	C550	4545	28L	B	Lifeguard Medical	Yes
10/21/2019 11:58	LN509RP	LN509RP	C550	4550	28L	B	Lifeguard Medical	Yes
10/24/2019 20:30	LN509RP	N509RP	C550	4236	28L	B	Lifeguard Medical	Yes
10/26/2019 1:53	LN372BW	N372BW	PRM1	3202	28R	B	Lifeguard Medical	Yes
10/26/2019 14:08	LN509RP	N509RP	C550	4507	28L	B	Lifeguard Medical	Yes
10/27/2019 22:05	KFS110	N242CK	CL60	1775	28R	B	Lifeguard Medical	Yes
10/30/2019 2:50	LN509RP	N509RP	C550	3271	28L	B	Lifeguard Medical	Yes
10/30/2019 10:37	LN108JN	N108JN	LJ35	4554	28R	B	Lifeguard Medical	Yes
11/4/2019 7:35	LN108JN	N108JN	LJ35	3302	28R	B	Lifeguard Medical	Yes
11/6/2019 0:07	LN459MB		C560	4262	28R	B	Lifeguard Medical	Yes
11/6/2019 17:33	LN509RP	N509RP	C550	4523	28R	B	Lifeguard Medical	Yes
11/7/2019 10:40	LN459MB	N459MB	C560	4575	28R	B	Lifeguard Medical	Yes
11/13/2019 13:12	LN818WB		ASTR	4273	28R	B	Lifeguard Medical	Yes
11/17/2019 12:27	LN449RP	LN449RP	C501	4274	28R	B	Lifeguard Medical	Yes
11/17/2019 19:38	LN449RP	LN449RP	C501	4510	28R	B	Lifeguard Medical	Yes
11/18/2019 15:25	JLG55	JLG55	LJ55	1767	28L	B	Lifeguard Medical	Yes
11/20/2019 22:29	KFS110	N242CK	CL60	4225	28L	B	Lifeguard Medical	Yes
12/8/2019 12:39	LN453AM		LJ35	3745	28L	B	Lifeguard Medical	Yes
12/8/2019 20:19	LN6EL	N6EL	ASTR	3330	28R	B	Lifeguard Medical	Yes
12/14/2019 0:56	LN581HC	N581HC	C525	3203	28R	B	Lifeguard Medical	Yes
12/14/2019 16:27	KFS198	N295CK	LJ35	6375	28R	B	Lifeguard Medical	Yes
12/22/2019 14:29	LN51GJ	N51GJ	EA50	3321	28L	B	Lifeguard Medical	Yes
12/24/2019 8:42	LN459MB		C560	4257	28L	B	Lifeguard Medical	Yes
12/27/2019 14:07	LN6EL	N6EL	ASTR	1764	28L	B	Lifeguard Medical	Yes
12/31/2019 7:03	LN449RP	N449RP	C501	6337	28L	B	Lifeguard Medical	Yes
10/6/2019 22:48	LN777AX	N777AX	C550	4554	28R	B	Lifeguard Medical	Yes
10/6/2019 14:18	LN810BE	N810BE	C560	3647	28L	B	Lifeguard Medical	Yes
10/6/2019 14:08	QAJ4817	DCQAB	LJ45	1726	28L	B	Lifeguard Medical	Yes
10/6/2019 11:48	N862LG	N862LG	E55P	7463	28L	B	Lifeguard Medical	Yes
10/6/2019 11:40	LN269JR	N269JR	LJ35	6331	28R	B	Lifeguard Medical	Yes
10/4/2019 1:15	LN108JN	N108JN	LJ35	3301	28L	B	Lifeguard Medical	Yes
10/2/2019 16:10	LN509RP		C550	4275	28R	B	Lifeguard Medical	Yes
10/2/2019 9:30	LN509RP	N509RP	C550	4550	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	34	
10/1/2019 11:30	N920GB	N920GB	EA50	3266	28L	B	Pilot Requested	No
10/2/2019 9:19			GLF5	6335	28L	B	Pilot Requested	No
10/2/2019 10:45	N96AP	N96AP	CRJ2	4223	28L	R	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/2/2019 19:39	N518MV	N518MV	C510	4244	28R	B	Pilot Requested	No
10/3/2019 17:38	N834JS	N834JS	C56X	3601	28R	B	Pilot Requested	No
10/4/2019 13:19	EJM787	EJM787	C750	3744	28L	B	Pilot Requested	No
10/4/2019 19:19	TFF960		HA4T	1727	28R	B	Pilot Requested	No
10/6/2019 10:44	EJA524	N524QS	C680	3275	28L	B	Pilot Requested	No
10/6/2019 17:11	EJM787	EJM787	C750	3740	28L	B	Pilot Requested	No
10/7/2019 4:38			GLF4	3264	28L	B	Pilot Requested	No
10/8/2019 12:27	N404TC	N404TC	GLF4	1757	28R	B	Pilot Requested	No
10/8/2019 15:10	TWY711		GLF4	3615	28L	B	Pilot Requested	No
10/9/2019 8:52	TWY5	TWY5	GLF5	3354	28L	B	Pilot Requested	No
10/10/2019 11:48	N862K	N862K	C550	3003	28L	B	Pilot Requested	No
10/10/2019 13:00	N614JK	N614JK	C550	3643	28R	B	Pilot Requested	No
10/10/2019 16:58	N520MX	N520MX	C25B	4277	28R	B	Pilot Requested	No
10/11/2019 7:19			GLF4	3365	28L	B	Pilot Requested	No
10/11/2019 13:57	N862LG	N862LG	E55P	1775	28L	B	Pilot Requested	No
10/11/2019 16:05	N404TC	N404TC	GLF4	3315	28R	B	Pilot Requested	No
10/12/2019 9:42	PXT504	N504FM	C25A	4225	28L	B	Pilot Requested	No
10/12/2019 10:44			F2TH	3723	28R	B	Pilot Requested	No
10/12/2019 15:31	N991TW	N991TW	CL60	4576	28L	B	Pilot Requested	No
10/12/2019 21:00	N551SJ	N551SJ	C550	3270	28R	B	Pilot Requested	No
10/13/2019 9:51	N40NW	N40NW	F2TH	1727	28R	B	Pilot Requested	No
10/13/2019 10:07	N739SF	N739SF	C25B	3201	28L	B	Pilot Requested	No
10/13/2019 11:00	EJA406	N406QS	E55P	4245	28R	B	Pilot Requested	No
10/13/2019 14:46	PXT499	N499GB	C680	4563	28R	B	Pilot Requested	No
10/13/2019 14:57			PRM1	1766	28L	B	Pilot Requested	No
10/13/2019 18:12			EA50	3252	28L	B	Pilot Requested	No
10/13/2019 19:33	N560KC	N560KC	C56X	3673	28L	B	Pilot Requested	No
10/14/2019 17:59	FTH808		C750	4545	28L	B	Pilot Requested	No
10/14/2019 18:27	N322PL	N322PL	EA50	4576	28L	B	Pilot Requested	No
10/15/2019 21:08	N713FL	N713FL	C750	4223	28L	B	Pilot Requested	No
10/18/2019 13:35	PXT560	N560TN	C56X	1754	28L	B	Pilot Requested	No
10/19/2019 22:15	NMINE	NMINE	GL5T	3266	28L	B	Pilot Requested	No
10/20/2019 10:02	N298RB	N298RB	GLF4	3754	28L	B	Pilot Requested	No
10/20/2019 15:17	XLJ20	N920NL	C25A	3002	28R	B	Pilot Requested	No
10/22/2019 14:17	UNK2	UNK2	C25M	6345	28R	J	Pilot Requested	No
10/24/2019 15:29	N559BK	N559BK	SF50	4523	28R	J	Pilot Requested	No
10/24/2019 17:32	N17GX	N17GX	GLEK	4537	28L	B	Pilot Requested	No
10/25/2019 9:39	N989H	N989H	C680	1732	28R	B	Pilot Requested	No
10/26/2019 16:27			CL60	3666	28R	B	Pilot Requested	No
10/28/2019 7:46			GLF4	1725	28L	B	Pilot Requested	No
10/28/2019 16:39			GLF4	3344	28L	B	Pilot Requested	No
10/30/2019 16:50	N81GK	N81GK	GLF4	3636	28L	B	Pilot Requested	No
10/31/2019 7:19	N709SP	N709SP	C68A	6353	28R	B	Pilot Requested	No
11/1/2019 16:11	N614JK	N614JK	C550	4560	28R	B	Pilot Requested	No
11/2/2019 13:32			GLF5	3624	28L	B	Pilot Requested	No
11/3/2019 17:09	N470TW	N470TW	HDJT	3725	28L	B	Pilot Requested	No
11/4/2019 3:49	DCM3029	DCM3029	GLF4	3264	28L	B	Pilot Requested	No
11/4/2019 14:42	N484JH	N484JH	E50P	3733	28L	B	Pilot Requested	No
11/5/2019 14:56	N786AC	N786AC	C525	3757	28R	B	Pilot Requested	No
11/5/2019 17:20	N124KK	N124KK	EA50	3330	28R	B	Pilot Requested	No
11/5/2019 17:37	N559BK		SF50	4275	28R	J	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/5/2019 17:41	DCM2034	DCM2034	E55P	3657	28R	B	Pilot Requested	No
11/6/2019 8:53			GLF4	3304	28L	B	Pilot Requested	No
11/7/2019 8:51	N448CJ	N448CJ	C25C	3751	28R	B	Pilot Requested	No
11/7/2019 15:57	PXT415	N415PC	C25B	3711	28L	B	Pilot Requested	No
11/7/2019 21:32	N559HF	N559HF	C525	4211	28R	B	Pilot Requested	No
11/8/2019 7:48			GLF4	3753	28L	B	Pilot Requested	No
11/8/2019 10:28	N600GU	N600GU	GA6C	2235	28L	B	Pilot Requested	No
11/9/2019 16:46	SCX8946	N809SY	B738	3317	28L	J	Pilot Requested	No
11/10/2019 8:13	XSN40	N404TC	GLF4	4570	28R	B	Pilot Requested	No
11/10/2019 10:37	XOJ356		CL35	1734	28L	B	Pilot Requested	No
11/11/2019 12:02	EJA571	N571QS	C68A	6331	28R	B	Pilot Requested	No
11/11/2019 12:27			GLF4	3326	28L	B	Pilot Requested	No
11/11/2019 18:52	SJA525	N525CD	C525	3767	28R	B	Pilot Requested	No
11/12/2019 7:51	N377SC	N377SC	F2TH	6367	28L	B	Pilot Requested	No
11/12/2019 18:21	DCM5029	DCM5029	GLF5	6324	28L	B	Pilot Requested	No
11/13/2019 14:23	N707W	N707W	C560	3655	28R	B	Pilot Requested	No
11/13/2019 19:03	N3760C	N3760C	F2TH	3620	28L	B	Pilot Requested	No
11/14/2019 11:16	TFF909		GLF4	3337	28L	B	Pilot Requested	No
11/14/2019 14:18	N862LG	N862LG	E55P	1711	28L	B	Pilot Requested	No
11/14/2019 16:06	N786AC	N786AC	C525	1725	28L	B	Pilot Requested	No
11/15/2019 21:10	DCM4325	DCM4325	C525	3706	28L	B	Pilot Requested	No
11/16/2019 12:02	SPA708	N708S	B735	3201	28L	J	Pilot Requested	No
11/16/2019 12:54	JSX203	N251JX	E135	1743	28R	R	Pilot Requested	No
11/16/2019 14:29	N557CS	N557CS	C510	1731	28R	B	Pilot Requested	No
11/17/2019 12:47	TFF909		GLF4	4524	28L	B	Pilot Requested	No
11/18/2019 8:14	N862LG	N862LG	E55P	3350	28L	B	Pilot Requested	No
11/18/2019 15:21	EJA990	N990QS	C750	4533	28L	B	Pilot Requested	No
11/20/2019 11:24	KFS169	N913CK	LJ35	4561	28R	B	Pilot Requested	No
11/20/2019 14:12	JSX203	N264JX	E135	1725	28L	R	Pilot Requested	No
11/21/2019 14:37	DCM4356	DCM4356	C25B	3733	28R	B	Pilot Requested	No
11/21/2019 18:33	TWY6	TWY6	C25C	3676	28R	B	Pilot Requested	No
11/22/2019 7:17	XADOC	XADOC	LJ35	6370	28R	B	Pilot Requested	No
11/22/2019 8:58	TWY5	TWY5	GLF5	3630	28L	B	Pilot Requested	No
11/22/2019 15:29			GLF5	3012	28L	B	Pilot Requested	No
11/22/2019 18:54	TWY711		GLF4	3764	28L	B	Pilot Requested	No
11/23/2019 18:45	HBJFR	HBJFR	FA7X	3240	28L	B	Pilot Requested	No
11/24/2019 16:03	N10TS	N10TS	C525	3244	28R	B	Pilot Requested	No
11/24/2019 16:17	N363CA	N363CA	C550	4205	28L	B	Pilot Requested	No
11/24/2019 17:24			F2TH	3607	28R	B	Pilot Requested	No
11/27/2019 14:59	ASP846		E545	3615	28L	B	Pilot Requested	No
12/3/2019 13:19	N929SS	N929SS	PRM1	4244	28R	B	Pilot Requested	No
12/3/2019 17:44	N6EL	N6EL	ASTR	3226	28L	B	Pilot Requested	No
12/3/2019 18:24	N327NM	N327NM	C510	1760	28R	B	Pilot Requested	No
12/4/2019 14:14	FTH452	N452M	C56X	3664	28L	B	Pilot Requested	No
12/4/2019 14:19	TWY5	TWY5	GLF6	3261	28L	B	Pilot Requested	No
12/4/2019 14:22	TWY5	TWY5	GLF5	3323	28L	B	Pilot Requested	No
12/4/2019 14:24	DCM677	DCM677	GLF6	3366	28L	B	Pilot Requested	No
12/4/2019 18:34	JSX205	N254JX	E135	1756	28L	R	Pilot Requested	No
12/5/2019 6:05	KFS150	N913CK	LJ35	3217	28R	B	Pilot Requested	No
12/5/2019 14:19	XOJ551	N551XJ	CL30	4224	28L	B	Pilot Requested	No
12/5/2019 16:07	N786AC	N786AC	C525	3711	28R	B	Pilot Requested	No



Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/5/2019 17:17	LXJ407	N407FX	E545	3202	28R	B	Pilot Requested	No
12/8/2019 15:00	TWY5	TWY5	C25C	3261	28L	B	Pilot Requested	No
12/8/2019 17:17	N560HC	N560HC	C560	3240	28L	B	Pilot Requested	No
12/9/2019 15:23	N551AD	N551AD	F900	4545	28L	B	Pilot Requested	No
12/10/2019 9:17	DCM5643	DCM5643	F900	3614	28R	B	Pilot Requested	No
12/11/2019 18:53	N6EL	N6EL	ASTR	1772	28L	B	Pilot Requested	No
12/13/2019 8:52	DCM2456	DCM2456	H25B	3635	28R	B	Pilot Requested	No
12/13/2019 9:35	N843GX	N843GX	GLEX	6326	28L	B	Pilot Requested	No
12/13/2019 17:39	N137JQ	N137JQ	C25C	3777	28L	B	Pilot Requested	No
12/14/2019 15:09	RSP920	N583JS	E50P	3232	28R	B	Pilot Requested	No
12/15/2019 6:57	FFL226	N509RP	C550	4244	28R	B	Pilot Requested	No
12/16/2019 17:03	EJA647	N647QS	C56X	6366	28R	B	Pilot Requested	No
12/17/2019 13:29	N862LG	N862LG	E55P	1724	28L	B	Pilot Requested	No
12/19/2019 9:56	EJA410	N410QS	E55P	4510	28L	B	Pilot Requested	No
12/19/2019 11:33			GLF4	3733	28L	B	Pilot Requested	No
12/19/2019 12:44			EA50	4254	28L	B	Pilot Requested	No
12/19/2019 16:37			GLF4	3751	28L	B	Pilot Requested	No
12/19/2019 18:50	EJM123	N123QS	C750	6335	28L	B	Pilot Requested	No
12/20/2019 10:11	EJA540	N540QS	C680	3711	28L	B	Pilot Requested	No
12/20/2019 10:33	N831BG	N831BG	GALX	3627	28L	B	Pilot Requested	No
12/20/2019 11:15	N826KR	N826KR	F2TH	3731	28L	B	Pilot Requested	No
12/20/2019 11:21	LXJ353	N353FX	E55P	6322	28L	B	Pilot Requested	No
12/20/2019 11:23	N1492J	N1492J	G150	3610	28L	B	Pilot Requested	No
12/20/2019 12:20	EDG195		GLF4	6340	28L	B	Pilot Requested	No
12/20/2019 15:35	TWY711		GLF4	4577	28L	B	Pilot Requested	No
12/20/2019 16:31	JSX336	A27614	E135	6316	28L	R	Pilot Requested	No
12/23/2019 18:05	JSX426	N259JQ	E145	1736	28L	R	Pilot Requested	No
12/23/2019 19:59	EJA385	N385QS	C680	3622	28L	B	Pilot Requested	No
12/24/2019 10:20			F900	3704	28L	B	Pilot Requested	No
12/26/2019 9:45	TWY604		CL60	3702	28L	B	Pilot Requested	No
12/26/2019 10:36	KFS133	N242CK	CL60	4227	28L	B	Pilot Requested	No
12/27/2019 9:07	TWY711		GLF4	4230	28L	B	Pilot Requested	No
12/27/2019 11:48	TWY711		GLF4	3713	28L	B	Pilot Requested	No
12/27/2019 14:36	EJA782	N782QS	CL35	4537	28L	B	Pilot Requested	No
12/27/2019 15:51			C25B	3735	28L	B	Pilot Requested	No
12/30/2019 11:37	CFMCG	CFMCG	C550	3604	28L	B	Pilot Requested	No
12/30/2019 12:49	SWQ5093	N807TJ	B734	1737	28L	J	Pilot Requested	No
						<b>Pilot Requested</b>	<b>142</b>	
10/6/2019 23:09	SWA4829	N7824A	B737	3317	28L	J	RWY 30 Routine Closure	Yes
10/6/2019 23:10	NKS510	N524NK	A319	3335	28L	J	RWY 30 Routine Closure	Yes
10/6/2019 23:11	SWA9007	N254WN	B737	3273	28L	J	RWY 30 Routine Closure	Yes
10/6/2019 23:33	SWA3675	N288WN	B737	3362	28L	J	RWY 30 Routine Closure	Yes
10/6/2019 22:46	SWA4127	N937WN	B737	3357	28L	J	RWY 30 Routine Closure	Yes
10/14/2019 2:33	BSK574	N758MA	B738	3376	28L	J	RWY 30 Routine Closure	Yes
12/16/2019 5:24	SWA1222	N473WN	B737	3332	28L	J	RWY 30 Routine Closure	Yes
12/16/2019 5:13	PXT920		C25A	3224	28L	B	RWY 30 Routine Closure	Yes
11/18/2019 5:20	SWA1222	N268WN	B737	3313	28L	J	RWY 30 Routine Closure	Yes
12/9/2019 5:02	KAI57		CL30	3326	28L	B	RWY 30 Routine Closure	Yes
						<b>RWY 30 Routine Closure</b>	<b>10</b>	
10/16/2019 7:32	N904LR	N904LR	C560	1372	28R	B	System Error	Yes
10/13/2019 16:18	USC240	N352CK	LJ35	3536	28R	B	System Error	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/31/2019 13:08	XOJ552	N552XJ	CL30	1134	28R	B	System Error	Yes
						System Error	3	
						Grand Count	194	

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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
12/21/2019 11:56	LN51GJ	N51GJ	EA50	5767	10R	B	Lifeguard Medical	Yes
						Lifeguard Medical	1	
12/18/2019 9:33	SJE97		C750	7376	10R	B	Pilot Requested	No
12/18/2019 9:45			C25M	1317	10R	J	Pilot Requested	No
12/18/2019 10:00	EJA573	N573QS	C56X	2425	10R	B	Pilot Requested	No
12/18/2019 12:17			EA50	4115	10R	B	Pilot Requested	No
12/18/2019 16:08	EJA216	N216QS	CL60	4261	10R	B	Pilot Requested	No
12/18/2019 16:12	GDG626	N626NT	F2TH	4277	10R	B	Pilot Requested	No
12/18/2019 17:08	DLX401	N401SY	LJ60	572	10R	B	Pilot Requested	No
12/18/2019 17:26			C25A	4524	10R	B	Pilot Requested	No
12/18/2019 18:23			GLF4	2406	10R	B	Pilot Requested	No
12/21/2019 8:41			C525	4545	10R	B	Pilot Requested	No
12/21/2019 9:48	LXJ575	N575FX	CL30	2406	10R	B	Pilot Requested	No
12/21/2019 10:51	EJA426	N426QS	GLF4	4252	10R	B	Pilot Requested	No
12/21/2019 11:01			F2TH	1136	10R	B	Pilot Requested	No
12/21/2019 11:09	N648ME	N648ME	E55P	7326	10R	B	Pilot Requested	No
12/21/2019 11:14	EJA513	N513QS	C680	7270	10R	B	Pilot Requested	No
12/21/2019 12:27			GLF4	1301	10R	B	Pilot Requested	No
12/21/2019 12:34	N819AP	N819AP	GALX	4516	10R	B	Pilot Requested	No
12/21/2019 12:56			GLF4	7321	10R	B	Pilot Requested	No
12/21/2019 14:18	GAJ510	N510UP	C56X	6056	10R	B	Pilot Requested	No
12/21/2019 14:47	N803JS	N803JS	C560	4530	10R	B	Pilot Requested	No
12/21/2019 14:48	GDG48	N8888H	H25C	3116	10R	B	Pilot Requested	No
12/21/2019 15:00	N214WT	N214WT	C750	1161	10R	B	Pilot Requested	No
12/21/2019 16:19	N298RB	N298RB	GLF4	1004	10R	B	Pilot Requested	No
12/21/2019 19:12	JSX425	N263JX	E135	2663	10R	R	Pilot Requested	No
12/21/2019 20:48	N269WR	N269WR	GLF4	7465	10R	B	Pilot Requested	No
12/22/2019 9:02	N49MN	N49MN	ASTR	4256	10R	B	Pilot Requested	No
12/22/2019 9:47			C560	7620	10R	B	Pilot Requested	No
12/25/2019 10:49	N49MN	N49MN	ASTR	4546	10R	B	Pilot Requested	No
12/25/2019 11:23	N300AA	N300AA	LJ45	723	10R	B	Pilot Requested	No
12/25/2019 12:21	PXT903	N903JP	C510	4201	10R	B	Pilot Requested	No
12/25/2019 13:24	LXJ592	N592FX	CL30	7747	10R	B	Pilot Requested	No
12/29/2019 18:52			C525	3555	10R	B	Pilot Requested	No
12/29/2019 19:05	N420DT	N420DT	HDJT	6606	10R	B	Pilot Requested	No
11/26/2019 16:11	JSX337	N253JX	E135	7207	10R	R	Pilot Requested	No
11/26/2019 16:23	JSX737	N261JX	E135	3531	10R	R	Pilot Requested	No
11/30/2019 7:58	JSX427	N261JX	E135	704	10L	R	Pilot Requested	No
11/30/2019 11:20	LXJ553	N553FX	CL30	1113	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/30/2019 13:50	GDG979	N9793K	H25C	4207	10R	B	Pilot Requested	No
11/30/2019 14:09	JSX181	N286SK	E145	6714	10R	R	Pilot Requested	No
11/30/2019 16:25	EDG76		GLF5	3103	10R	B	Pilot Requested	No
11/30/2019 16:32	TWY801	N801BG	CL60	4202	10R	B	Pilot Requested	No
11/30/2019 17:07	JSX737	N264JX	E135	3507	10R	R	Pilot Requested	No
11/30/2019 19:24	JSX425	N286SK	E145	2601	10R	R	Pilot Requested	No
11/30/2019 23:34	N610RL	N610RL	F900	3765	10R	B	Pilot Requested	No
12/1/2019 9:51	JSX177	N251JX	E135	7754	10R	R	Pilot Requested	No
12/1/2019 9:54	N648ME	N648ME	E55P	7667	10R	B	Pilot Requested	No
12/1/2019 10:12	N24YP	N24YP	E550	1525	10R	B	Pilot Requested	No
12/1/2019 10:17	FTH125	N125DZ	C750	2420	10R	B	Pilot Requested	No
12/1/2019 11:41	EJA760	N760QS	CL35	7216	10R	B	Pilot Requested	No
12/1/2019 11:46			C56X	2473	10R	B	Pilot Requested	No
12/1/2019 11:58	N888YC	N888YC	CL60	2103	10R	B	Pilot Requested	No
12/1/2019 12:14	N46BE	N46BE	C25A	1043	10R	B	Pilot Requested	No
12/1/2019 12:56	LXJ456	N456FX	GLF4	6044	10R	B	Pilot Requested	No
12/1/2019 13:26	EJA642	N642QS	C56X	4074	10R	B	Pilot Requested	No
12/1/2019 14:15	N430HJ	N430HJ	HDJT	1570	10R	B	Pilot Requested	No
12/1/2019 15:02			GLF4	6060	10R	B	Pilot Requested	No
12/1/2019 15:11	JSX423	N251JX	E135	1530	10R	R	Pilot Requested	No
12/1/2019 15:25			GLF4	7711	10R	B	Pilot Requested	No
12/1/2019 16:26	EJA406	N406QS	E55P	1454	10R	B	Pilot Requested	No
12/1/2019 16:57	EJA946P	N946QS	C750	4067	10R	B	Pilot Requested	No
12/1/2019 17:06	SVL1		C25B	4277	10R	B	Pilot Requested	No
12/1/2019 17:25	N7757B	N7757B	C680	2605	10R	B	Pilot Requested	No
12/1/2019 17:43	N831BG	N831BG	GALX	1453	10R	B	Pilot Requested	No
12/1/2019 18:09	USC240	N290CK	LJ35	3537	10R	B	Pilot Requested	No
12/1/2019 18:39	DCM451	DCM451	C25B	7661	10L	B	Pilot Requested	No
12/1/2019 20:22	EJA682	N682QS	C56X	2437	10R	B	Pilot Requested	No
12/1/2019 20:29	N11HM	N11HM	C56X	6656	10R	B	Pilot Requested	No
12/1/2019 21:39	JSX757	N251JX	E135	6602	10R	R	Pilot Requested	No
12/2/2019 8:12	JSX171	N258JX	E135	6772	10R	R	Pilot Requested	No
12/2/2019 8:33	EJA358	N358QS	E55P	6064	10R	B	Pilot Requested	No
12/2/2019 9:26	DCM4315	DCM4315	PRM1	7635	10L	B	Pilot Requested	No
12/2/2019 10:26	LXJ547	N547FX	CL30	550	10R	B	Pilot Requested	No
12/2/2019 12:14	JSX173	N260JX	E135	6776	10R	R	Pilot Requested	No
12/2/2019 15:25	LXJ368	N368FX	E55P	4253	10L	B	Pilot Requested	No
12/2/2019 16:34	XOJ753	N753XJ	C750	3507	10R	B	Pilot Requested	No
12/2/2019 17:10	EJA559	N559QS	C68A	6664	10R	B	Pilot Requested	No
12/2/2019 19:58	JSX331	N259JX	E135	1317	10R	R	Pilot Requested	No
12/6/2019 9:53	N85JV	N85JV	C525	7665	10R	B	Pilot Requested	No
12/6/2019 10:58	JSX421	N260JX	E135	1504	10R	R	Pilot Requested	No
12/6/2019 11:34	XOJ357		CL35	4217	10L	B	Pilot Requested	No
12/6/2019 11:59	N430HJ	N430HJ	HDJT	1546	10R	B	Pilot Requested	No
12/6/2019 12:29			C750	2025	10R	B	Pilot Requested	No
12/6/2019 12:44	JSX173	N251JX	E135	2047	10R	R	Pilot Requested	No
12/6/2019 14:06	EJA512	N512QS	C680	1565	10R	B	Pilot Requested	No
12/6/2019 14:31	JSX181	N264JX	E135	1343	10R	R	Pilot Requested	No
12/6/2019 15:17	N448QS	N448QS	GLF4	7734	10R	B	Pilot Requested	No
12/6/2019 15:38	LXJ420	N420FX	E545	4225	10R	B	Pilot Requested	No
12/6/2019 16:51	EJA626	N626QS	C68A	4552	10L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/6/2019 18:11	JSX183	N251JX	E135	2035	10R	R	Pilot Requested	No
12/7/2019 11:39	EJA512	N512QS	C68A	4203	10L	B	Pilot Requested	No
12/7/2019 14:13	N421LT	N421LT	C56X	7731	10R	B	Pilot Requested	No
12/7/2019 16:17	EJA760	N760QS	CL35	2020	10R	B	Pilot Requested	No
12/7/2019 17:35	EJA359	N359QS	C680	1346	10R	B	Pilot Requested	No
12/7/2019 19:06	PXT843	N843CC	CL60	7427	10R	B	Pilot Requested	No
12/7/2019 21:26	XOJ357		CL35	6025	10R	B	Pilot Requested	No
12/13/2019 15:46	JSX423	N261JX	E135	1715	10R	R	Pilot Requested	No
12/13/2019 15:53			F900	1001	10R	B	Pilot Requested	No
						Pilot Requested	97	
11/30/2019 10:22	N300AA	N300AA	LJ45	1556	10R	B	Southeast/Runway Capacity	Yes
11/30/2019 10:36	N46BE	N46BE	C25A	7645	10R	B	Southeast/Runway Capacity	Yes
12/2/2019 15:59	EJA345	N345QS	E55P	7242	10R	B	Southeast/Runway Capacity	Yes
12/2/2019 16:01	JSX337	N259JX	E135	7305	10R	R	Southeast/Runway Capacity	Yes
12/2/2019 16:08	JSX175	N251JX	E135	1343	10R	R	Southeast/Runway Capacity	Yes
12/6/2019 13:17	EJA796	N796QS	CL35	2744	10R	B	Southeast/Runway Capacity	Yes
12/6/2019 13:29	EJA143	N143QS	GLEK	4243	10R	B	Southeast/Runway Capacity	Yes
12/6/2019 13:33	LXJ373	N373FX	E55P	4253	10R	B	Southeast/Runway Capacity	Yes
12/6/2019 13:54	TWY801		CL60	2232	10R	B	Southeast/Runway Capacity	Yes
12/6/2019 14:25			CL30	7313	10R	B	Southeast/Runway Capacity	Yes
12/6/2019 14:57	N127MC	N127MC	C56X	6014	10L	B	Southeast/Runway Capacity	Yes
12/7/2019 8:23	JSX333	N261JX	E135	1375	10R	R	Southeast/Runway Capacity	Yes
12/7/2019 9:12	N724PB	N724PB	C25B	4014	10R	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	13	
						Grand Count	111	

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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
12/26/2019 11:40	PAD1	CMD8		HELO	332	Air Traffic Conflict	Yes
11/15/2019 16:02	33	N43434	N43434	P28A	362	Air Traffic Conflict	Yes
10/20/2019 12:05	33	N83052	N83052	PA32	333	Air Traffic Conflict	Yes
12/20/2019 14:09	33	N2315M	N2315M	PA12	342	Air Traffic Conflict	Yes
12/19/2019 11:51	33			C340	363	Air Traffic Conflict	Yes
12/26/2019 13:53	33	N20506	N20506	M20P	321	Air Traffic Conflict	Yes
12/16/2019 13:13	28R	N354DG	N354DG	BE36	357	Air Traffic Conflict	Yes
12/23/2019 14:15	PAD1	CMD8		HELO	344	Air Traffic Conflict	Yes
10/2/2019 19:44	PAD1	CMD08		HELO	361	Air Traffic Conflict	Yes
11/7/2019 15:57	28R	N747JS	N747JS	P28R	336	Air Traffic Conflict	Yes
10/12/2019 12:57	28R	N933GC	N933GC	T33	316	Air Traffic Conflict	Yes
11/2/2019 11:23	28L	N66529	N66529	BE35	345	Air Traffic Conflict	Yes
10/26/2019 13:23	28R	N53KP	N53KP	C182	325	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
10/26/2019 10:26	33	N734BN	N734BN	C172	317	Air Traffic Conflict	Yes
12/30/2019 10:53	33	N52789	N52789	C172	362	Air Traffic Conflict	Yes
12/4/2019 14:48	28R	N4352G	N4352G	P28A	334	Air Traffic Conflict	Yes
11/23/2019 14:20	33	N2874Z	N2874Z	P28A	362	Air Traffic Conflict	Yes
11/23/2019 11:57	33	N420WT	N420WT	COL4	352	Air Traffic Conflict	Yes
10/17/2019 17:43	33	N739UL	N739UL	C172	316	Air Traffic Conflict	Yes
11/17/2019 18:20	28R	N553TP	N553TP	P28A	357	Air Traffic Conflict	Yes
10/13/2019 15:37	28R	WSN5	N395AV	B350	334	Air Traffic Conflict	Yes
10/20/2019 13:44	28R	N1BF	N1BF	BE55	347	Air Traffic Conflict	Yes
10/9/2019 9:24	28R			C172	353	Air Traffic Conflict	Yes
10/21/2019 8:56	28R	DLX622		BE20	320	Air Traffic Conflict	Yes
10/10/2019 11:05	28R	DCM4356			323	Air Traffic Conflict	Yes
10/23/2019 10:18	33	UKN	UKN		373	Air Traffic Conflict	Yes
10/24/2019 15:11	PAD1	N63PP	N63PP	HELO	345	Air Traffic Conflict	Yes
					<b>Air Traffic Conflict</b>	<b>27</b>	
10/7/2019 1:20	PAD1	CMD8		HELO	324	Lifeguard Medical	Yes
10/21/2019 14:57	PAD1	CMD8		HELO	322	Lifeguard Medical	Yes
10/26/2019 23:19	PAD1	REH1	N312RX	HELO	332	Lifeguard Medical	Yes
10/25/2019 14:29	PAD1	CMD8			356	Lifeguard Medical	Yes
10/12/2019 5:13	PAD1	CMD08			325	Lifeguard Medical	Yes
					<b>Lifeguard Medical</b>	<b>5</b>	
12/20/2019 17:37	28L	N2370F	N2370F	C172	356	Not Acceptable	No
12/13/2019 18:15	28R	N5525V	N5525V	P28A	345	Not Acceptable	No
11/19/2019 13:10	PAD1	HELO	HELO		374	Not Acceptable	No
11/18/2019 9:14	28R	N883L	N883L	DA42	370	Not Acceptable	No
11/17/2019 14:16	28R	N727VT	N727VT	C172	354	Not Acceptable	No
11/8/2019 19:19	28R	N420WT	N420WT	C240	365	Not Acceptable	No
11/6/2019 12:07	33	N553TP	N553TP	P28A	313	Not Acceptable	No
10/23/2019 10:11	28L	CGTHD	CGTHD	PA46	334	Not Acceptable	No
10/21/2019 12:10	33	N43434	N43434	P28A	316	Not Acceptable	No
10/20/2019 21:19	28R	N462M	N462M	P46T	366	Not Acceptable	No
10/19/2019 16:57	28R			DA40	335	Not Acceptable	No
10/18/2019 19:22	28R	N819RL	N819RL	PA46	356	Not Acceptable	No
10/12/2019 14:23	33			E300	327	Not Acceptable	No
10/8/2019 17:44	33	N8542M	N8542M	BE35	330	Not Acceptable	No
10/5/2019 20:19	28R	N57403	N57403	M20P	327	Not Acceptable	No
10/5/2019 14:02	28R	N5043J	N5043J	C172	354	Not Acceptable	No
10/4/2019 21:54	28R	N3243B	N3243B	BE36	373	Not Acceptable	No
10/3/2019 10:19	33	N7186C	N7186C	C172	324	Not Acceptable	No
12/29/2019 10:28	PAD1			HELO	377	Not Acceptable	No
					<b>Not Acceptable</b>	<b>19</b>	
12/9/2019 12:27	28R	N734BN	N734BN	C172	333	Touch & Go Training	No
11/23/2019 9:58	28L	N66405	N66405	BL8	321	Touch & Go Training	No
12/18/2019 20:54	28L	N2874Z	N2874Z	P28A	355	Touch & Go Training	No
					<b>Touch &amp; Go Training</b>	<b>3</b>	
					<b>Grand Count</b>	<b>54</b>	

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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
11/21/2019 0:04	CHP32	CHP32		5316	PAD1	Law Enforcement	Yes
					<b>Law Enforcement</b>	<b>1</b>	
10/7/2019 1:20	CMD8		HELO	324	PAD1	Lifeguard Medical	Yes
10/7/2019 5:14	LN777AX	N777AX	C550	4546	28L	Lifeguard Medical	Yes
10/12/2019 5:13	CMD08			325	PAD1	Lifeguard Medical	Yes
10/14/2019 6:25	LN991GT	N991GT	BE9L	4266	28R	Lifeguard Medical	Yes
10/21/2019 0:40	LN923AS	N923AS	BE20	4507	28R	Lifeguard Medical	Yes
10/26/2019 1:53	LN372BW	N372BW	PRM1	3202	28R	Lifeguard Medical	Yes
10/26/2019 23:19	REH1	N312RX	HELO	332	PAD1	Lifeguard Medical	Yes
10/30/2019 2:50	LN509RP	N509RP	C550	3271	28L	Lifeguard Medical	Yes
11/3/2019 2:18	LN800TP	N800TP	BE20	4236	28R	Lifeguard Medical	Yes
11/6/2019 0:07	LN459MB		C560	4262	28R	Lifeguard Medical	Yes
11/12/2019 2:37	CMD08		HELO	5326	PAD1	Lifeguard Medical	Yes
11/20/2019 22:29	KFS110	N242CK	CL60	4225	28L	Lifeguard Medical	Yes
12/1/2019 22:56	LN41BA	N41BA	BE9L	3326	10L	Lifeguard Medical	Yes
12/5/2019 6:05	KFS150	N913CK	LJ35	3217	28R	Lifeguard Medical	Yes
12/6/2019 0:52	REH50	N913RX	BE20	4211	28R	Lifeguard Medical	Yes
12/7/2019 5:27	REH50	N913RX	BE20	4542	10L	Lifeguard Medical	Yes
12/14/2019 0:04	LN248PH	N248PH	BE20	4263	28L	Lifeguard Medical	Yes
12/14/2019 0:56	LN581HC	N581HC	C525	3203	28R	Lifeguard Medical	Yes
12/26/2019 1:23	LN336LA		BE9L	3213	10R	Lifeguard Medical	Yes
12/30/2019 22:11	LN991GT	N991GT	BE9L	4225	28L	Lifeguard Medical	Yes
10/6/2019 22:48	LN777AX	N777AX	C550	4554	28R	Lifeguard Medical	Yes
10/4/2019 1:15	LN108JN	N108JN	LJ35	3301	28L	Lifeguard Medical	Yes
10/5/2019 6:40	LN991GT		BE20	4567	28R	Lifeguard Medical	Yes
					<b>Lifeguard Medical</b>	<b>23</b>	
10/2/2019 23:05	N3148R	N3148R	C182	4265	33	Not Acceptable	No
10/4/2019 22:31	N831BG	N831BG	GALX	3357	10R	Not Acceptable	No
10/21/2019 5:40	N112HD	N112HD	PA46	3351	28R	Not Acceptable	No
10/25/2019 5:36			CL30	3361	10R	Not Acceptable	No
10/29/2019 22:45	N248PH	N248PH	BE20	4575	28R	Not Acceptable	No
10/31/2019 23:15	N6462Q	N6462Q	M20P	4276	10L	Not Acceptable	No
11/4/2019 3:49	DCM3029	DCM3029	GLF4	3264	28L	Not Acceptable	No
11/30/2019 23:28	N982SB	N982SB	BE9L	6324	10L	Not Acceptable	No
12/1/2019 0:24	N610RL	N610RL	F900	3352	10R	Not Acceptable	No
12/1/2019 1:14	GAJ900	N900UP	C750	3725	10R	Not Acceptable	No
12/1/2019 4:40	TWY604		CL60	3223	10R	Not Acceptable	No
12/2/2019 23:11	EJA559	N559QS	C68A	3277	10R	Not Acceptable	No
12/3/2019 1:12	N845KA	N845KA	B350	4202	10L	Not Acceptable	No
12/7/2019 22:58	N800BJ	N800BJ	PC12	3260	10L	Not Acceptable	No
12/11/2019 5:48	PROP	PROP		330	28L	Not Acceptable	No
12/17/2019 22:59	N1133G	N1133G	COL4	4544	10R	Not Acceptable	No
12/18/2019 6:06	N214DV	N214DV	FA50	3341	10R	Not Acceptable	No
12/18/2019 6:42			F900	3366	10R	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
12/21/2019 22:41	EJA525	N525QS	C680	3375	10R	Not Acceptable	No
12/21/2019 23:30			P180	3605	10R	Not Acceptable	No
					Not Acceptable	20	
10/7/2019 4:38			GLF4	3264	28L	Pilot Requested	No
10/19/2019 22:15	NMINE	NMINE	GL5T	3266	28L	Pilot Requested	No
					Pilot Requested	2	
10/6/2019 22:46	SWA4127	N937WN	B737	3357	28L	RWY 30 Routine Closure	Yes
10/6/2019 23:09	SWA4829	N7824A	B737	3317	28L	RWY 30 Routine Closure	Yes
10/6/2019 23:10	NKS510	N524NK	A319	3335	28L	RWY 30 Routine Closure	Yes
10/6/2019 23:11	SWA9007	N254WN	B737	3273	28L	RWY 30 Routine Closure	Yes
10/6/2019 23:33	SWA3675	N288WN	B737	3362	28L	RWY 30 Routine Closure	Yes
10/14/2019 2:33	BSK574	N758MA	B738	3376	28L	RWY 30 Routine Closure	Yes
11/18/2019 5:20	SWA1222	N268WN	B737	3313	28L	RWY 30 Routine Closure	Yes
12/9/2019 5:02	KAI57		CL30	3326	28L	RWY 30 Routine Closure	Yes
12/16/2019 5:13	PXT920		C25A	3224	28L	RWY 30 Routine Closure	Yes
12/16/2019 5:24	SWA1222	N473WN	B737	3332	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	10	
10/11/2019 6:55	PCM8710	N744FX	C208	4223	28L	Time Buffer	Yes
10/15/2019 6:54	PCM8679	N879FE	C208	4237	28L	Time Buffer	Yes
10/15/2019 6:57	PCM8710	N744FX	C208	4267	28L	Time Buffer	Yes
10/16/2019 6:56	PCM8710	N744FX	C208	4525	28L	Time Buffer	Yes
10/18/2019 6:53	PCM8710	N744FX	C208	4577	28L	Time Buffer	Yes
10/19/2019 6:59	N41BA	N41BA	BE9L	4274	28R	Time Buffer	Yes
10/23/2019 6:58	PCM8679	N879FE	C208	4557	28L	Time Buffer	Yes
10/24/2019 6:52	PCM8710	N879FE	C208	4270	28L	Time Buffer	Yes
10/27/2019 22:05	KFS110	N242CK	CL60	1775	28R	Time Buffer	Yes
10/30/2019 6:58	PCM8710	N744FX	C208	4245	28L	Time Buffer	Yes
11/7/2019 6:54	PCM8679	N744FX	C208	4507	28L	Time Buffer	Yes
11/8/2019 6:59	PCM8710		C208	4222	28L	Time Buffer	Yes
11/14/2019 6:51	PCM8710	N886FE	C208	4507	28L	Time Buffer	Yes
11/21/2019 6:54	BXR8604		C208	4553	28L	Time Buffer	Yes
12/1/2019 6:55	XSN61		PC12	6350	10L	Time Buffer	Yes
12/15/2019 6:57	FFL226	N509RP	C550	4244	28R	Time Buffer	Yes
12/22/2019 6:55	JSX180	N257JX	E135	3654	10R	Time Buffer	Yes
					Time Buffer	17	
10/2/2019 6:44	PCM8710	N744FX	C208	4277	28L	Wide Salad	No
10/4/2019 6:16	N410MC	N410MC	BE9L	4254	28R	Wide Salad	No
10/6/2019 6:49	N6794D	N6794D	C421	3232	28R	Wide Salad	No
10/7/2019 1:06	N727TP	N727TP	MU2	3253	28L	Wide Salad	No
10/9/2019 6:48	PCM8710	N744FX	C208	4225	28L	Wide Salad	No
10/10/2019 6:23	PCM8709	N846FE	C208	4556	28L	Wide Salad	No
10/12/2019 22:55			BE9L	3242	28R	Wide Salad	No
10/13/2019 1:28	N845KA	N845KA	B350	4517	28R	Wide Salad	No
10/15/2019 22:51	N521WB	N521WB	BE9L	3217	28R	Wide Salad	No
10/17/2019 22:42	N9296N	N9296N	PA32	3321	28R	Wide Salad	No
10/29/2019 0:29	N943RB	N943RB	PA46	4254	28R	Wide Salad	No
11/2/2019 1:38	N204JS	N204JS	BE20	4223	28R	Wide Salad	No
11/5/2019 6:18	PCM8709	N707FX	C208	4251	28L	Wide Salad	No



Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
11/7/2019 5:17	N930VT	N930VT	TBM8	3204	28R	Wide Salad	No
11/7/2019 6:13	PCM8709	N969FE	C208	4213	28R	Wide Salad	No
11/7/2019 22:22	N100MW	N100MW	BE9L	4530	28R	Wide Salad	No
11/8/2019 0:07			BE9L	4506	28R	Wide Salad	No
11/8/2019 3:52	N982SB	N982SB	BE9L	3216	28R	Wide Salad	No
11/8/2019 6:44	N816GL	N816GL	SR22	1735	28R	Wide Salad	No
11/13/2019 6:49	PCM8710	N872FE	C208	4537	28L	Wide Salad	No
11/21/2019 6:14	PXT494	N494KC	PC12	4230	28R	Wide Salad	No
11/28/2019 4:12	N248PH	N248PH	BE20	4252	28R	Wide Salad	No
11/29/2019 6:33	PCM8711	N987FE	C208	4224	28L	Wide Salad	No
12/3/2019 23:19	N462M	N462M	P46T	3240	28R	Wide Salad	No
12/4/2019 22:24	N359DG	N359DG	B350	4522	28R	Wide Salad	No
12/11/2019 22:21	WCC17	N17WC	B350	3252	28R	Wide Salad	No
12/19/2019 0:47	N6462Q	N6462Q	M20P	4533	28L	Wide Salad	No
12/19/2019 22:35	N999AJ	N999AJ	BE36	4571	28L	Wide Salad	No
12/21/2019 4:39	N248PH	N248PH	BE20	4247	28L	Wide Salad	No
					Wide Salad	29	
					Grand Count	102	

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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
10/1/2019 5:10	9	76.1	83.8	17	GFESF	GFESF		10L
10/2/2019 22:13	4	79.8	86.9	23	N49D	N49D	BE58	28R
10/2/2019 22:14	5	70.6	80.4	18	N49D	N49D	BE58	28R
10/2/2019 22:14	8	73.2	83.7	17	N49D	N49D	BE58	28R
10/2/2019 22:14	3	74.3	83.1	24	N49D	N49D	BE58	28R
10/4/2019 1:16	4	77.7	88.4	30	LN108JN	N108JN	LJ35	28L
10/4/2019 1:16	5	80.9	90.8	33	LN108JN	N108JN	LJ35	28L
10/4/2019 1:16	6	73.4	84.2	27	LN108JN	N108JN	LJ35	28L
10/4/2019 22:32	9	77.4	85.5	17	N831BG	N831BG	GALX	10R
10/4/2019 22:32	12	73.7	83.5	23	N831BG	N831BG	GALX	10R
10/6/2019 22:47	4	82.6	89.5	25	SWA4127	N937WN	B737	28L
10/6/2019 22:47	5	86.1	93	22	SWA4127	N937WN	B737	28L
10/6/2019 22:47	6	81.7	90.5	24	SWA4127	N937WN	B737	28L
10/6/2019 22:47	7	78.2	87.9	27	SWA4127	N937WN	B737	28L
10/6/2019 22:49	4	84.7	90.5	18	LN777AX	N777AX	C550	28R
10/6/2019 22:49	5	77.2	84.8	22	LN777AX	N777AX	C550	28R
10/6/2019 22:49	6	80.1	87.3	20	LN777AX	N777AX	C550	28R
10/6/2019 22:49	7	74.1	84	22	LN777AX	N777AX	C550	28R
10/6/2019 23:09	4	84.2	92	28	SWA4829	N7824A	B737	28L
10/6/2019 23:09	5	86.4	94	25	SWA4829	N7824A	B737	28L
10/6/2019 23:09	6	79.6	89.7	26	SWA4829	N7824A	B737	28L
10/6/2019 23:10	7	77.4	86.9	27	SWA4829	N7824A	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/6/2019 23:11	4	81.9	90.3	23	NKS510	N524NK	A319	28L
10/6/2019 23:11	5	90.9	96	26	NKS510	N524NK	A319	28L
10/6/2019 23:11	6	84.2	91.7	22	NKS510	N524NK	A319	28L
10/6/2019 23:11	7	77.7	87.5	24	NKS510	N524NK	A319	28L
10/6/2019 23:12	4	81.6	89.3	23	SWA9007	N254WN	B737	28L
10/6/2019 23:12	5	87.6	93.8	27	SWA9007	N254WN	B737	28L
10/6/2019 23:12	6	82.5	91.2	24	SWA9007	N254WN	B737	28L
10/6/2019 23:12	7	78.8	88.3	24	SWA9007	N254WN	B737	28L
10/6/2019 23:34	4	82.8	90.2	23	SWA3675	N288WN	B737	28L
10/6/2019 23:34	5	90.4	96.2	22	SWA3675	N288WN	B737	28L
10/6/2019 23:34	6	85.5	93	23	SWA3675	N288WN	B737	28L
10/6/2019 23:34	7	79.2	89	24	SWA3675	N288WN	B737	28L
10/7/2019 1:07	5	77.5	84.2	14	N727TP	N727TP	MU2	28L
10/7/2019 1:07	6	74.1	80.2	10	N727TP	N727TP	MU2	28L
10/7/2019 4:39	4	80.4	87.2	16			GLF4	28L
10/7/2019 4:39	5	90.3	95	17			GLF4	28L
10/7/2019 4:39	6	84.8	90.5	17			GLF4	28L
10/7/2019 4:39	7	76.8	85.3	19			GLF4	28L
10/7/2019 5:14	4	76.4	84.3	21	LN777AX	N777AX	C550	28L
10/7/2019 5:14	5	81.8	89.4	20	LN777AX	N777AX	C550	28L
10/7/2019 5:15	6	80.2	87.8	22	LN777AX	N777AX	C550	28L
10/7/2019 5:15	7	73.8	82.9	21	LN777AX	N777AX	C550	28L
10/12/2019 22:56	4	81.6	85	12			BE9L	28R
10/13/2019 1:29	4	75	80.4	14	N845KA	N845KA	B350	28R
10/14/2019 2:34	4	82.5	90.4	20	BSK574	N758MA	B738	28L
10/14/2019 2:34	5	90.8	96.5	20	BSK574	N758MA	B738	28L
10/14/2019 2:34	6	85.6	93.2	23	BSK574	N758MA	B738	28L
10/14/2019 2:34	8	70.2	80.2	17	BSK574	N758MA	B738	28L
10/14/2019 2:34	7	81.6	90.8	27	BSK574	N758MA	B738	28L
10/17/2019 1:18	4	76.7	82.1	11	N912MF	N912MF	BE20	28R
10/17/2019 22:43	4	79.9	85.4	14	N9296N	N9296N	PA32	28R
10/17/2019 22:44	8	72.8	81.3	13	N9296N	N9296N	PA32	28R
10/19/2019 3:24	4	77	82	9	N912MF	N912MF	BE20	28R
10/19/2019 22:16	4	82.2	88.9	22	NMINE	NMINE	GL5T	28L
10/19/2019 22:16	5	91.3	96.8	19	NMINE	NMINE	GL5T	28L
10/19/2019 22:16	6	85.7	93	22	NMINE	NMINE	GL5T	28L
10/19/2019 22:16	7	79.4	88.7	29	NMINE	NMINE	GL5T	28L
10/21/2019 0:40	4	82.4	86	10	LN923AS	N923AS	BE20	28R
10/21/2019 0:41	5	76.1	80.7	8	LN923AS	N923AS	BE20	28R
10/21/2019 5:41	4	79.2	85	12	N112HD	N112HD	PA46	28R
10/21/2019 5:41	8	78.7	83.3	9	N112HD	N112HD	PA46	28R
10/25/2019 5:37	12	73.7	82.2	18			CL30	10R
10/26/2019 1:54	4	81.8	88.9	17	LN372BW	N372BW	PRM1	28R
10/26/2019 1:54	5	79.7	87	21	LN372BW	N372BW	PRM1	28R
10/26/2019 1:54	6	79	85.3	19	LN372BW	N372BW	PRM1	28R
10/27/2019 22:06	4	78.8	84.8	14	KFS110	N242CK	CL60	28R
10/27/2019 22:06	5	72.2	80.2	14	KFS110	N242CK	CL60	28R
10/28/2019 5:40	4	85	89.7	18	N4141S	N788SA	BE60	28R
10/28/2019 5:40	5	75	81.9	12	N4141S	N788SA	BE60	28R
10/28/2019 5:40	8	73.8	81.1	10	N4141S	N788SA	BE60	28R
10/28/2019 5:41	3	72.6	80.1	12	N4141S	N788SA	BE60	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/29/2019 0:30	4	81.3	86	12	N943RB	N943RB	PA46	28R
10/29/2019 0:31	8	78.8	84	11	N943RB	N943RB	PA46	28R
10/29/2019 0:31	3	74.3	81.3	14	N943RB	N943RB	PA46	28R
10/30/2019 2:50	4	75.9	83.9	18	LN509RP	N509RP	C550	28L
10/30/2019 2:50	5	80.7	88.7	25	LN509RP	N509RP	C550	28L
10/30/2019 2:51	6	77.9	86.2	22	LN509RP	N509RP	C550	28L
10/30/2019 2:59	4	81.9	84.6	9	LN588SA	LN588SA	BE9L	28R
10/30/2019 2:59	8	77.3	82.7	7	LN588SA	LN588SA	BE9L	28R
11/2/2019 1:39	4	80.9	83.8	9	N204JS	N204JS	BE20	28R
11/3/2019 2:19	4	75.6	81.3	10	LN800TP	N800TP	BE20	28R
11/3/2019 2:19	5	75.7	80.7	8	LN800TP	N800TP	BE20	28R
11/4/2019 3:50	4	80.2	87.3	18	DCM3029	DCM3029	GLF4	28L
11/4/2019 3:50	5	89.2	94.4	21	DCM3029	DCM3029	GLF4	28L
11/4/2019 3:50	6	82.6	89.2	21	DCM3029	DCM3029	GLF4	28L
11/4/2019 3:50	7	76.3	84.7	20	DCM3029	DCM3029	GLF4	28L
11/6/2019 0:08	4	89	96.9	29	LN459MB		C560	28R
11/6/2019 0:08	5	81.4	90.2	34	LN459MB		C560	28R
11/6/2019 0:08	6	83.5	91.7	25	LN459MB		C560	28R
11/6/2019 0:08	8	73	83.6	23	LN459MB		C560	28R
11/6/2019 0:08	7	78.7	88.4	33	LN459MB		C560	28R
11/6/2019 4:30	4	73.5	80.5	15	N177SD	N177SD	C77R	28R
11/7/2019 22:23	4	77.8	83.7	13	N100MW	N100MW	BE9L	28R
11/8/2019 0:08	4	76.3	82	13			BE9L	28R
11/8/2019 3:53	4	76.9	82.7	9	N982SB	N982SB	BE9L	28R
11/8/2019 3:53	8	75.2	80.7	7	N982SB	N982SB	BE9L	28R
11/8/2019 23:27	4	74.2	80.9	11	N415DL	N415DL	PC12	28R
11/13/2019 22:18	4	73.5	81.8	17	N6462Q	N6462Q	M20P	28R
11/15/2019 1:11	4	72.7	80.5	17			PC12	28R
11/18/2019 5:21	4	83.3	89.8	19	SWA1222	N268WN	B737	28L
11/18/2019 5:21	5	85.9	93.1	22	SWA1222	N268WN	B737	28L
11/18/2019 5:21	6	81.9	90.8	26	SWA1222	N268WN	B737	28L
11/18/2019 5:21	7	78.7	88.2	27	SWA1222	N268WN	B737	28L
11/20/2019 22:30	5	73.4	81.7	19	KFS110	N242CK	CL60	28L
11/28/2019 4:12	4	75	80	8	N248PH	N248PH	BE20	28R
12/1/2019 0:24	4	72.8	80.8	14	N610RL	N610RL	F900	10R
12/1/2019 0:25	10	72.6	80.8	19	N610RL	N610RL	F900	10R
12/1/2019 0:25	9	79.6	87.4	22	N610RL	N610RL	F900	10R
12/1/2019 0:25	12	80.7	89.5	36	N610RL	N610RL	F900	10R
12/1/2019 0:25	2	70.7	81	42	N610RL	N610RL	F900	10R
12/1/2019 1:14	2	69.2	81.6	77	GAJ900	N900UP	C750	10R
12/1/2019 4:41	12	69.8	80	33	TWY604		CL60	10R
12/1/2019 4:51	4	81	88.1	18	N819AP	N819AP	GALX	10R
12/1/2019 4:51	2	68.1	80.8	78	N819AP	N819AP	GALX	10R
12/1/2019 4:52	9	80	88.7	23	N819AP	N819AP	GALX	10R
12/1/2019 4:52	10	73.3	82.4	20	N819AP	N819AP	GALX	10R
12/2/2019 22:24	4	78.1	87.7	37	RGY937	N937RA	BE40	10R
12/2/2019 22:24	5	73.7	82.4	20	RGY937	N937RA	BE40	10R
12/2/2019 23:11	4	72	81.5	20	EJA559	N559QS	C68A	10R
12/2/2019 23:12	9	72.6	81.8	17	EJA559	N559QS	C68A	10R
12/2/2019 23:12	12	74.8	84	22	EJA559	N559QS	C68A	10R
12/3/2019 1:13	9	73.9	80.3	10	N845KA	N845KA	B350	10L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/5/2019 0:03	4	79.4	85.9	20	N6462Q	N6462Q	M20P	28R
12/5/2019 0:03	8	72.6	80.2	10	N6462Q	N6462Q	M20P	28R
12/6/2019 0:53	4	81.9	85.5	10	REH50	N913RX	BE20	28R
12/7/2019 5:28	9	77.5	83.9	15	REH50	N913RX	BE20	10L
12/7/2019 5:28	10	74.6	81.3	16	REH50	N913RX	BE20	10L
12/7/2019 22:48	4	73.9	82.4	18	JNY200	N200LC	GLF4	10R
12/7/2019 22:49	9	72.6	81.9	17	JNY200	N200LC	GLF4	10R
12/7/2019 22:49	12	74.9	83.7	18	JNY200	N200LC	GLF4	10R
12/7/2019 22:53	9	75.9	84	16	N888JK	N888JK	PA32	10R
12/7/2019 22:59	10	75.1	80.5	13	N800BJ	N800BJ	PC12	10L
12/9/2019 5:03	4	79.5	85.4	15	KAI57		CL30	28L
12/9/2019 5:03	5	87.7	93.4	16	KAI57		CL30	28L
12/9/2019 5:03	6	80.6	88.6	18	KAI57		CL30	28L
12/9/2019 5:03	7	75.5	84.4	21	KAI57		CL30	28L
12/11/2019 5:49	11	71.2	81.4	18	PROP	PROP		28L
12/11/2019 22:22	4	74.3	80.6	12	WCC17	N17WC	B350	28R
12/11/2019 22:22	5	75.2	80.4	8	WCC17	N17WC	B350	28R
12/12/2019 23:56	4	74.6	81.5	14			PC12	28R
12/13/2019 0:23	4	76.7	84.1	18	N6462Q	N6462Q	M20P	28R
12/14/2019 0:05	4	73.8	80.3	15	LN248PH	N248PH	BE20	28L
12/14/2019 0:05	5	79.4	84.5	15	LN248PH	N248PH	BE20	28L
12/14/2019 0:56	4	83.3	90.5	20	LN581HC	N581HC	C525	28R
12/14/2019 0:56	5	80	87.6	19	LN581HC	N581HC	C525	28R
12/14/2019 0:56	6	77.8	84.3	13	LN581HC	N581HC	C525	28R
12/16/2019 5:14	4	79.3	86.2	21	PXT920		C25A	28L
12/16/2019 5:14	5	86.5	92.5	22	PXT920		C25A	28L
12/16/2019 5:14	6	78.1	86.5	16	PXT920		C25A	28L
12/16/2019 5:24	4	83.3	91.4	27	SWA1222	N473WN	B737	28L
12/16/2019 5:24	5	86	93.9	29	SWA1222	N473WN	B737	28L
12/16/2019 5:25	6	82.7	91.2	26	SWA1222	N473WN	B737	28L
12/16/2019 5:25	7	78.8	88.6	28	SWA1222	N473WN	B737	28L
12/17/2019 23:01	9	78.1	84.4	13	N1133G	N1133G	COL4	10R
12/17/2019 23:01	10	71.3	81	25	N1133G	N1133G	COL4	10R
12/19/2019 0:48	4	77.2	84.7	23	N6462Q	N6462Q	M20P	28L
12/19/2019 22:36	2	80.6	86.3	38	N999AJ	N999AJ	BE36	28L
12/19/2019 22:37	4	75.8	83.1	15	N999AJ	N999AJ	BE36	28L
12/19/2019 22:37	5	87.3	91.5	17	N999AJ	N999AJ	BE36	28L
12/19/2019 22:37	6	84	89.4	15	N999AJ	N999AJ	BE36	28L
12/19/2019 22:37	7	72.6	80.5	11	N999AJ	N999AJ	BE36	28L
12/19/2019 22:37	8	73.6	83.5	22	N999AJ	N999AJ	BE36	28L
12/19/2019 22:38	3	79.9	86.8	20	N999AJ	N999AJ	BE36	28L
12/21/2019 4:40	5	75.4	81	14	N248PH	N248PH	BE20	28L
12/21/2019 22:41	4	78.3	88.5	22	EJA525	N525QS	C680	10R
12/21/2019 23:31	9	82	89.5	23			P180	10R
12/21/2019 23:31	10	70.7	81.3	29			P180	10R
12/21/2019 23:31	11	83	90.5	23			P180	10R
12/26/2019 4:05	9	74.7	83.8	19	N449RP	N449RP	C510	10R
12/26/2019 4:05	12	73.3	82.9	28	N449RP	N449RP	C510	10R

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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
10/10/2019 13:27	DAL	DAL1148	B738	J	N378DA	Fleet Week	No
10/10/2019 13:30	SWA	SWA2069	B737	J	N223WN	Fleet Week	No
10/10/2019 13:32	SWA	SWA408	B737	J	N7877H	Fleet Week	No
10/10/2019 13:35		N31LJ	LJ31	B	N31LJ	Fleet Week	No
10/10/2019 13:40	SWA	SWA1903	B737	J	N482WN	Fleet Week	No
10/10/2019 13:55	SWA	SWA1714	B738	J	N8583Z	Fleet Week	No
10/10/2019 14:11	FDX	FDX3859	B752	J	N991FD	Fleet Week	No
10/10/2019 14:20	SWA	SWA2267	B738	J	N8577Z	Fleet Week	No
10/10/2019 14:22	SWA	SWA2088	B737	J	N460WN	Fleet Week	No
10/10/2019 14:23	FDX	FDX3884	MD11	J	N642FE	Fleet Week	No
10/10/2019 14:26	JSX	JSX205	E135	R	A27614	Fleet Week	No
10/10/2019 14:29	SWA	SWA2221	B737	J	N294WN	Fleet Week	No
10/10/2019 14:31	NKS	NKS360	A320	J	N622NK	Fleet Week	No
10/10/2019 14:33	EJA	EJA407	E55P	B	N407QS	Fleet Week	No
10/10/2019 14:34	VTE	VTE3608	E135	R	N16511	Fleet Week	No
10/10/2019 14:35	EJA	EJA216	CL60	B	N216QS	Fleet Week	No
10/10/2019 14:43	SWA	SWA1979	B737	J	N553WN	Fleet Week	No
10/10/2019 14:44	SKW	SKW3492	E75L	R	N193SY	Fleet Week	No
10/10/2019 14:49	LXJ	LXJ367	E55P	B	N367FX	Fleet Week	No
10/10/2019 15:07	SWA	SWA644	B738	J	N8642E	Fleet Week	No
10/10/2019 15:08	SWA	SWA2039	B737	J	N251WN	Fleet Week	No
10/10/2019 16:00			E50P	B		Fleet Week	No
10/10/2019 16:15	SWA	SWA2508	B737	J	N969WN	Fleet Week	No
10/10/2019 16:17			GLEK	B		Fleet Week	No
10/10/2019 16:25	SWA	SWA2081	B737	J	N254WN	Fleet Week	No
10/10/2019 16:46			R721	B		Fleet Week	No
10/10/2019 16:53	SWA	SWA2276	B737	J	N237WN	Fleet Week	No
10/10/2019 17:17	SKW	SKW4095	E75L	R	N258SY	Fleet Week	No
10/11/2019 10:53	XOJ	XOJ782	C750	B	N782XJ	Fleet Week	No
10/11/2019 10:55	SWA	SWA2495	B738	J	N8652B	Fleet Week	No
10/11/2019 11:05	SWA	SWA274	B737	J	N7703A	Fleet Week	No
10/11/2019 11:36	SWA	SWA1989	B737	J	N281WN	Fleet Week	No
10/11/2019 11:40		N155SL	CL30	B	N155SL	Fleet Week	No
10/11/2019 11:59		N717NB	C56X	B	N717NB	Fleet Week	No
10/11/2019 12:09	JSX	JSX727	E135	R	N260JX	Fleet Week	No
10/11/2019 12:42	ASA	ASA102	B737	J	N619AS	Fleet Week	No
10/11/2019 12:44	NKS	NKS906	A321	J	N674NK	Fleet Week	No
10/11/2019 13:29	SWA	SWA1903	B737	J	N216WR	Fleet Week	No
10/11/2019 13:31	SWA	SWA2069	B737	J	N925WN	Fleet Week	No
10/11/2019 13:52	DAL	DAL1148	B738	J	N3743H	Fleet Week	No
10/11/2019 14:00	PXT		CL60	B		Fleet Week	No
10/11/2019 14:39	SWA	SWA2039	B737	J	N7824A	Fleet Week	No
10/11/2019 14:49	SKW	SKW3492	E75L	R	N404SY	Fleet Week	No
10/11/2019 15:09	SWA	SWA644	B738	J	N8606C	Fleet Week	No
10/12/2019 5:42	FDX	FDX864	B763	J	N151FE	Fleet Week	No
10/12/2019 11:55	SWA	SWA3157	B737	J	N7715E	Fleet Week	No
10/12/2019 12:32	ASA	ASA102	B737	J	N622AS	Fleet Week	No
10/12/2019 12:50	SWA	SWA4684	B737	J	N717SA	Fleet Week	No
10/12/2019 13:15			C525	B		Fleet Week	No

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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
12/30/2019 6:23	DAL	DAL1374	B739	J	N926DZ	Air Traffic Conflict	Yes
12/15/2019 6:40	FDX	FDX859	MD11	J	N592FE	Air Traffic Conflict	Yes
12/14/2019 6:49	EJA	EJA639	C68A	B	N639QS	Air Traffic Conflict	Yes
10/24/2019 6:08	DAL	DAL1374	B738	J	N3732J	Air Traffic Conflict	Yes
11/17/2019 6:24	FDX	FDX690	MD11	J	N589FE	Air Traffic Conflict	Yes
11/18/2019 6:26	SWA	SWA1505	B737	J	N7751A	Air Traffic Conflict	Yes
11/25/2019 5:47	SWA	SWA3123	B738	J	N8690A	Air Traffic Conflict	Yes
10/5/2019 5:07	FDX	FDX487	A306	J	N674FE	Air Traffic Conflict	Yes
12/22/2019 22:25	SWA	SWA1865	B737	J	N715SW	Air Traffic Conflict	Yes
11/11/2019 6:12	SWA	SWA1586	B738	J	N8645A	Air Traffic Conflict	Yes
12/16/2019 6:30	SWA	SWA1505	B737	J	N492WN	Air Traffic Conflict	Yes
					<b>Air Traffic Conflict</b>	<b>11</b>	
10/26/2019 6:17	SWA	SWA3218	B738	J	N8581Z	Not Acceptable	No
10/27/2019 5:57	NKS	NKS188	A320	J	N639NK	Not Acceptable	No
10/29/2019 23:47	NKS	NKS510	A319	J	N525NK	Not Acceptable	No
10/31/2019 6:28	SWA	SWA1913	B737	J	N493WN	Not Acceptable	No
11/1/2019 6:20	NKS	NKS188	A320	J	N603NK	Not Acceptable	No
11/1/2019 6:33	FDX	FDX77	MD11	J	N603FE	Not Acceptable	No
11/4/2019 5:33	SWA	SWA1222	B737	J	N755SA	Not Acceptable	No
11/6/2019 3:21	UPS	UPS966	A306	J	N134UP	Not Acceptable	No
11/7/2019 6:39	SWA	SWA1586	B738	J	N8328A	Not Acceptable	No
11/7/2019 22:20	SWA	SWA2039	B737	J	N432WN	Not Acceptable	No
11/11/2019 6:26	SWA	SWA1505	B737	J	N7748A	Not Acceptable	No
11/11/2019 6:38	PXT	PXT725	C56X	B	N725SJ	Not Acceptable	No
11/11/2019 22:51	SWA	SWA2828	B737	J	N211WN	Not Acceptable	No
11/13/2019 6:10	NKS	NKS188	A321	J	N670NK	Not Acceptable	No
11/14/2019 23:31	VOI	VOI903	A320	J	XAVRF	Not Acceptable	No
11/16/2019 23:59		N39RP	PRM1	B	N39RP	Not Acceptable	No
11/17/2019 22:11	SWA	SWA6301	B737	J	N7728D	Not Acceptable	No
11/18/2019 23:27		N288HK	C680	B	N288HK	Not Acceptable	No
11/24/2019 6:48	SWA	SWA3402	B738	J	N8323C	Not Acceptable	No
11/25/2019 23:28	SWA	SWA1706	B737	J	N958WN	Not Acceptable	No
11/26/2019 6:00	NKS	NKS188	A320	J	N644NK	Not Acceptable	No
11/27/2019 1:03	SWA	SWA2039	B737	J	N7713A	Not Acceptable	No
11/30/2019 1:05			F900	B		Not Acceptable	No
11/30/2019 3:07	FDX	FDX169	B77L	J	N890FD	Not Acceptable	No
12/3/2019 23:25	FDX	FDX1840	A306	J	N725FD	Not Acceptable	No
12/4/2019 6:29	SWA	SWA1505	B737	J	N7706A	Not Acceptable	No
12/4/2019 22:26	SWA	SWA2451	B738	J	N8640D	Not Acceptable	No
12/10/2019 6:30	NKS	NKS188	A320	J	N615NK	Not Acceptable	No
12/13/2019 22:35	SWA	SWA1938	B737	J	N941WN	Not Acceptable	No
12/15/2019 23:26	UPS	UPS2457	MD11	J	N283UP	Not Acceptable	No
12/19/2019 22:13	WGN	WGN0961	B744	J	N344KD	Not Acceptable	No
12/22/2019 22:59	SWA	SWA1884	B737	J	N496WN	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
12/24/2019 6:24	SWA	SWA6629	B737	J	N775SW	Not Acceptable	No
12/24/2019 22:36	SWA	SWA5420	B737	J	N271LV	Not Acceptable	No
12/24/2019 23:25	VOI	VOI903	A320	J	XAVRF	Not Acceptable	No
12/29/2019 2:13	UPS	UPS947	MD11	J	N289UP	Not Acceptable	No
12/29/2019 6:02	NKS	NKS188	A320	J	N656NK	Not Acceptable	No
12/29/2019 22:55	SWA	SWA2661	B738	J	N8657B	Not Acceptable	No
10/26/2019 3:15	FDX	FDX1885	B77L	J	N851FD	Not Acceptable	No
10/25/2019 22:54	DAL	DAL2979	B739	J	N810DN	Not Acceptable	No
10/24/2019 22:22	SWA	SWA1792	B737	J	N731SA	Not Acceptable	No
10/24/2019 6:07	NKS	NKS188	A320	J	N617NK	Not Acceptable	No
10/22/2019 22:15	VOI	VOI5991	A320	J	N512VL	Not Acceptable	No
10/21/2019 0:27	VOI	VOI991	A320	J	N527VL	Not Acceptable	No
10/20/2019 23:13			C750	B		Not Acceptable	No
10/19/2019 5:56	FDX	FDX433	MD11	J	N578FE	Not Acceptable	No
10/17/2019 6:33	EJA	EJA558	C56X	B	N558QS	Not Acceptable	No
10/16/2019 22:32	SWA	SWA8504	B737	J	N906WN	Not Acceptable	No
10/12/2019 5:42	FDX	FDX864	B763	J	N151FE	Not Acceptable	No
10/11/2019 6:05	DAL	DAL1374	B738	J	N382DA	Not Acceptable	No
10/8/2019 4:02	FDX	FDX31	B77L	J	N896FD	Not Acceptable	No
					Not Acceptable	51	
10/1/2019 6:59	FDX	FDX440	MD11	J	N574FE	Time Buffer	Yes
10/4/2019 6:57	ASA	ASA281	B738	J	N506AS	Time Buffer	Yes
10/6/2019 6:53	JSX	JSX180	E135	R	N251JX	Time Buffer	Yes
10/12/2019 6:57	SWA	SWA3158	B738	J	N8531Q	Time Buffer	Yes
10/12/2019 6:58	SWA	SWA3190	B737	J	N490WN	Time Buffer	Yes
10/17/2019 6:56	FDX	FDX3647	B763	J	N163FE	Time Buffer	Yes
10/17/2019 6:58			GLF6	B		Time Buffer	Yes
10/19/2019 6:59	SWA	SWA3190	B737	J	N7742B	Time Buffer	Yes
10/21/2019 6:59	JSX	JSX180	E135	R	N261JX	Time Buffer	Yes
10/26/2019 6:59	SWA	SWA3158	B738	J	N8301J	Time Buffer	Yes
10/29/2019 6:59	JSX	JSX180	E135	R	N252JX	Time Buffer	Yes
10/30/2019 6:56	UPS	UPS2945	MD11	J	N282UP	Time Buffer	Yes
10/31/2019 6:57	FDX	FDX435	DC10	J	N318FE	Time Buffer	Yes
11/2/2019 6:59	FDX	FDX1563	B752	J	N774FD	Time Buffer	Yes
11/4/2019 6:57	SWA	SWA683	B738	J	N8653A	Time Buffer	Yes
11/4/2019 6:59	JSX	JSX180	E135	R	N260JX	Time Buffer	Yes
11/7/2019 6:57	UPS	UPS2953	B763	J	N320UP	Time Buffer	Yes
11/7/2019 6:59	FDX	FDX440	B77L	J	N897FD	Time Buffer	Yes
11/12/2019 6:59	ASA	ASA877	B738	J	N562AS	Time Buffer	Yes
11/14/2019 6:59	FDX	FDX3647	B763	J	N160FE	Time Buffer	Yes
11/15/2019 6:58	FDX	FDX440	B77L	J	N890FD	Time Buffer	Yes
11/16/2019 6:52	SWA	SWA3417	B737	J	N958WN	Time Buffer	Yes
11/17/2019 6:51	SWA	SWA3402	B738	J	N8317M	Time Buffer	Yes
11/17/2019 22:07	SWA	SWA5135	B737	J	N7825A	Time Buffer	Yes
11/18/2019 6:56	SWA	SWA683	B738	J	N8631A	Time Buffer	Yes
11/19/2019 6:57	SWA	SWA683	B738	J	N8620H	Time Buffer	Yes
11/19/2019 6:59	FDX	FDX440	B77L	J	N861FD	Time Buffer	Yes
11/21/2019 6:55	FDX	FDX3647	B763	J	N176FE	Time Buffer	Yes
11/23/2019 6:58	FDX	FDX3647	MD11	J	N598FE	Time Buffer	Yes
11/24/2019 22:06	UPS	UPS2955	MD11	J	N251UP	Time Buffer	Yes
11/25/2019 22:00	SWA	SWA2039	B737	J	N961WN	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
12/3/2019 6:56	UPS	UPS2955	B763	J	N301UP	Time Buffer	Yes
12/3/2019 6:57	UPS	UPS2945	MD11	J	N282UP	Time Buffer	Yes
12/4/2019 6:56			GLF4	B		Time Buffer	Yes
12/9/2019 6:57	SWA	SWA1505	B737	J	N907WN	Time Buffer	Yes
12/10/2019 6:55	SWA	SWA683	B738	J	N8640D	Time Buffer	Yes
12/13/2019 6:50	FDX	FDX440	B763	J	N146FE	Time Buffer	Yes
12/17/2019 6:59	ASA	ASA877	B738	J	N558AS	Time Buffer	Yes
12/19/2019 6:59	UPS	UPS2967	B752	J	N440UP	Time Buffer	Yes
12/21/2019 6:57	SWA	SWA4842	B737	J	N962WN	Time Buffer	Yes
12/23/2019 6:59	UPS	UPS2953	A306	J	N165UP	Time Buffer	Yes
12/26/2019 6:59	FDX	FDX614	DC10	J	N390FE	Time Buffer	Yes
12/30/2019 6:56	SWA	SWA683	B738	J	N8520Q	Time Buffer	Yes
12/30/2019 6:58	SWA	SWA588	B738	J	N8697C	Time Buffer	Yes
					<b>Time Buffer</b>	<b>44</b>	
					<b>Grand Count</b>	<b>106</b>	

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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
10/23/2019 2:30	FDX	FDX1879	A306	J	N717FD	Not Acceptable	No
12/21/2019 22:20	SWA	SWA5426	B737	J	N7882B	Not Acceptable	No
12/2/2019 23:54	SWA	SWA1706	B737	J	N7743B	Not Acceptable	No
					<b>Not Acceptable</b>	<b>3</b>	
12/22/2019 5:59	SWA	SWA3183	B738	J	N8502Z	Time Buffer	Yes
12/1/2019 5:51	SWA	SWA3183	B738	J	N8570W	Time Buffer	Yes
					<b>Time Buffer</b>	<b>2</b>	
					<b>Grand Count</b>	<b>5</b>	

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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
10/6/2019	2344	FDX	B737	1	High	GRE	0000	NO	N/A
10/8/2019	1854	FDX	B737	2	High	GRE	1900	N/A	NO
10/10/2019	0910	TWY	C550	2	High	HG6	0915	N/A	N/A
10/12/2019	0958	UPS	B767	2	High	GRE	1000	N/A	N/A
10/18/2019	1146	GLB	F2TH	2	High	HG6	1155	N/A	N/A
10/29/2019	2250	SWA	B737	2	High	GRE	2255	NO	N/A
10/30/2019	1435	GLB	F2TH	2	High	HG6	1440	N/A	N/A
11/1/2019	1840	FDX	B757	2	High	GRE	1900	N/A	NO



Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
11/4/2019	0410	SWA	B737	2	High	GRE	0420	NO	N/A
11/6/2019	1337	GLB	F2TH	2	High	HG6	1348	N/A	N/A
11/7/2019	1312	UNF	F2TH	2	High	HG6	1312	N/A	N/A
11/11/2019	1305	SWA	B737	2	High	GRE	1310	N/A	N/A
11/18/2019	0625	FDX	A300	2	High	GRE	0900	N/A	N/A
11/19/2019	2228	SWA	B737	2	High	GRE	2235	NO	N/A
11/19/2019	1537	CFS	C525	2	High	HG6	1630	N/A	N/A
11/21/2019	2013	USC	F2TH	2	High	GRE	2045	N/A	NO
11/25/2019	1125	KFA	C550	1	High	HG6	1200	N/A	N/A
11/26/2019	0918	KFA	C550	1	High	HG6	0930	N/A	N/A
11/28/2019	1751	FDX	B757	2	High	GRE	1800	N/A	N/A
11/28/2019	0738	GLB	C550	2	Med	HG6	0740	N/A	N/A
12/6/2019	1316	ROS	C525	2	High	HG6	1316	N/A	N/A
12/16/2019	1356	AAL	A320	2	High	GRE	1415	N/A	N/A
12/16/2019	1242	VHT	C525	2	High	GRE	1250	N/A	N/A
12/16/2019	0616	UPS	B767	2	High	GRE	0630	NO	N/A
12/28/2019	0555	SWA	B737	1	High	GRE	0555	NO	N/A

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

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
10/1/2019 7:30	SWA	SWA851	B738	2516	Air Traffic Conflict	Yes
10/3/2019 11:54		N681K	C68A	2595	Air Traffic Conflict	Yes
10/6/2019 15:09	SWA	SWA4086	B737	2532	Air Traffic Conflict	Yes
10/6/2019 16:29	SWA	SWA4551	B738	2329	Air Traffic Conflict	Yes
10/7/2019 9:47	SWA	SWA2487	B737	2614	Air Traffic Conflict	Yes
10/8/2019 7:34	FDX	FDX440	MD11	2631	Air Traffic Conflict	Yes
10/14/2019 12:57	SWA	SWA1895	B738	2834	Air Traffic Conflict	Yes
10/15/2019 7:22	SWA	SWA1871	B738	2129	Air Traffic Conflict	Yes
10/16/2019 7:23	FDX	FDX3012	B763	2821	Air Traffic Conflict	Yes
10/16/2019 13:08	SWA	SWA2069	B737	2700	Air Traffic Conflict	Yes
10/16/2019 14:36	SWA	SWA2039	B737	2414	Air Traffic Conflict	Yes
10/17/2019 14:33	SWA	SWA2039	B737	2276	Air Traffic Conflict	Yes
10/19/2019 11:50	SWA	SWA3157	B737	2791	Air Traffic Conflict	Yes
10/23/2019 18:41	SKW	SKW4685	E75L	2814	Air Traffic Conflict	Yes
10/24/2019 14:27	SWA	SWA2069	B737	2198	Air Traffic Conflict	Yes
10/25/2019 13:14	SWA	SWA2069	B737	2221	Air Traffic Conflict	Yes
10/28/2019 10:56	SWA	SWA2495	B738	2874	Air Traffic Conflict	Yes
11/1/2019 14:54	SWA	SWA644	B738	2755	Air Traffic Conflict	Yes
11/3/2019 12:47	SWA	SWA3658	B738	2496	Air Traffic Conflict	Yes
11/3/2019 15:40	SWA	SWA4580	B737	2677	Air Traffic Conflict	Yes
11/4/2019 15:30	SWA	SWA532	B738	2641	Air Traffic Conflict	Yes
11/5/2019 9:36	SWA	SWA955	B737	2713	Air Traffic Conflict	Yes
11/11/2019 11:41	SWA	SWA3961	B737	2759	Air Traffic Conflict	Yes
11/13/2019 17:14	SKW	SKW4095	E75L	2834	Air Traffic Conflict	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
11/14/2019 15:02			GLF5	2877	Air Traffic Conflict	Yes
11/14/2019 15:29	SWA	SWA3794	B737	2890	Air Traffic Conflict	Yes
11/21/2019 19:00	SKW	SKW3652	E75L	2290	Air Traffic Conflict	Yes
11/21/2019 20:54	SWA	SWA921	B737	2818	Air Traffic Conflict	Yes
12/5/2019 16:47	SKW	SKW4095	E75L	2844	Air Traffic Conflict	Yes
12/8/2019 15:47	SWA	SWA3507	B738	2824	Air Traffic Conflict	Yes
12/12/2019 7:10	UPS	UPS2935	B763	2158	Air Traffic Conflict	Yes
12/12/2019 13:35	XOJ	XOJ504	GL5T	2516	Air Traffic Conflict	Yes
12/12/2019 21:10	SWA	SWA921	B737	2477	Air Traffic Conflict	Yes
12/16/2019 19:37	UPS	UPS945	B763	2611	Air Traffic Conflict	Yes
12/20/2019 14:02	FDX	FDX3857	MD11	2388	Air Traffic Conflict	Yes
12/22/2019 18:48	UPS	UPS953	A306	2808	Air Traffic Conflict	Yes
				<b>Air Traffic Conflict</b>	<b>36</b>	
10/10/2019 13:27	DAL	DAL1148	B738	2483	Fleet Week	No
10/10/2019 13:30	SWA	SWA2069	B737	2165	Fleet Week	No
10/10/2019 13:55	SWA	SWA1714	B738	2086	Fleet Week	No
10/10/2019 14:02	FDX	FDX3857	B763	2280	Fleet Week	No
10/10/2019 14:11	FDX	FDX3859	B752	2805	Fleet Week	No
10/10/2019 14:20	SWA	SWA2267	B738	2493	Fleet Week	No
10/10/2019 14:22	SWA	SWA2088	B737	2431	Fleet Week	No
10/10/2019 14:29	SWA	SWA2221	B737	2050	Fleet Week	No
10/10/2019 14:31	NKS	NKS360	A320	2296	Fleet Week	No
10/10/2019 14:34	VTE	VTE3608	E135	2477	Fleet Week	No
10/10/2019 14:44	SKW	SKW3492	E75L	2365	Fleet Week	No
10/10/2019 14:45	SWA	SWA1895	B738	2053	Fleet Week	No
10/10/2019 15:07	SWA	SWA644	B738	2116	Fleet Week	No
10/10/2019 15:08	SWA	SWA2039	B737	2103	Fleet Week	No
10/10/2019 15:53	SWA	SWA1228	B738	2135	Fleet Week	No
10/10/2019 16:17			GLEX	2014	Fleet Week	No
10/10/2019 16:53	SWA	SWA2276	B737	2450	Fleet Week	No
10/10/2019 16:56	NAX	NAX7078	B789	1843	Fleet Week	No
10/10/2019 17:17	SKW	SKW4095	E75L	1961	Fleet Week	No
10/11/2019 9:31	SWA	SWA2487	B737	2614	Fleet Week	No
10/11/2019 10:55	SWA	SWA2495	B738	1988	Fleet Week	No
10/11/2019 11:05	SWA	SWA274	B737	2047	Fleet Week	No
10/11/2019 11:21	SWA	SWA2054	B737	2588	Fleet Week	No
10/11/2019 11:34		N963JP	GLEX	2257	Fleet Week	No
10/11/2019 11:36	SWA	SWA1989	B737	2076	Fleet Week	No
10/11/2019 12:44	NKS	NKS906	A321	2119	Fleet Week	No
10/11/2019 13:10	SWA	SWA1895	B738	1952	Fleet Week	No
10/11/2019 13:31	SWA	SWA2069	B737	1942	Fleet Week	No
10/11/2019 13:52	DAL	DAL1148	B738	1942	Fleet Week	No
10/11/2019 14:00	PXT		CL60	2267	Fleet Week	No
10/11/2019 14:39	SWA	SWA2039	B737	1791	Fleet Week	No
10/11/2019 15:09	SWA	SWA644	B738	1883	Fleet Week	No
10/12/2019 5:42	FDX	FDX864	B763	2201	Fleet Week	No
10/12/2019 11:55	SWA	SWA3157	B737	1853	Fleet Week	No
10/12/2019 13:17	DAL	DAL1148	A319	2604	Fleet Week	No
10/12/2019 13:45	SWA	SWA3754	B737	1994	Fleet Week	No
10/12/2019 14:05	SWA	SWA3150	B738	1958	Fleet Week	No
10/13/2019 12:57	SWA	SWA3187	B737	2073	Fleet Week	No
10/13/2019 13:16	DAL	DAL1148	B738	1896	Fleet Week	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
10/13/2019 14:02	SWA	SWA1741	B738	1889	Fleet Week	No
10/13/2019 14:04	SWA	SWA4496	B737	1879	Fleet Week	No
10/13/2019 14:24	SWA	SWA2710	B738	2214	Fleet Week	No
10/13/2019 14:53	SKW	SKW3492	E75L	2086	Fleet Week	No
10/13/2019 14:54	SWA	SWA3314	B737	2030	Fleet Week	No
10/13/2019 15:20	SWA	SWA4086	B737	1879	Fleet Week	No
10/13/2019 15:39	SWA	SWA4551	B738	2030	Fleet Week	No
				<b>Fleet Week</b>	<b>46</b>	
10/22/2019 13:58	EJA	EJA141	GLEK	1981	Not Acceptable	No
11/13/2019 18:59	SWA	SWA1571	B737	2621	Not Acceptable	No
11/23/2019 19:30	SWA	SWA5332	B738	2493	Not Acceptable	No
11/24/2019 10:19	SWA	SWA3	B737	2837	Not Acceptable	No
11/24/2019 17:06	SKW	SKW4095	E75L	2841	Not Acceptable	No
12/3/2019 10:30	SKW	SKW3557	E75L	2887	Not Acceptable	No
12/4/2019 13:44	SWA	SWA3336	B737	2194	Not Acceptable	No
12/14/2019 13:28	SKW	SKW3568	E75L	2782	Not Acceptable	No
12/18/2019 19:17	FDX	FDX1332	B763	2572	Not Acceptable	No
12/18/2019 21:18			GLEK	2854	Not Acceptable	No
10/2/2019 12:32	PXT	PXT560	C560	1991	Not Acceptable	No
10/17/2019 8:55	SWA	SWA1919	B737	2572	Not Acceptable	No
				<b>Not Acceptable</b>	<b>12</b>	
				<b>Grand Count</b>	<b>94</b>	

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
10/7/2019 18:59	SWA6841	B737	SWA	2522	Not Acceptable	No
10/10/2019 21:59	SWA6841	B737	SWA	2880	Not Acceptable	No
10/22/2019 13:37	SKW3430	E75L	SKW	2834	Not Acceptable	No
10/24/2019 18:34	SWA1806	B737	SWA	2798	Not Acceptable	No
11/4/2019 14:09	SWA3794	B737	SWA	2883	Not Acceptable	No
12/28/2019 15:35	JSX717	E135	JSX	1532	Not Acceptable	No
12/20/2019 23:41	AAY119	A320	AAY	2805	Not Acceptable	No
12/5/2019 7:50	ASA1366	A320	ASA	2896	Not Acceptable	No
10/30/2019 22:47	SWA2759	B737	SWA	2624	Not Acceptable	No
12/3/2019 17:32	SWA439	B738	SWA	2890	Not Acceptable	No
				<b>Not Acceptable</b>	<b>10</b>	
10/29/2019 6:26	SWA1918	B737	SWA	2896	Pilot Requested	No
				<b>Pilot Requested</b>	<b>1</b>	
				<b>Grand Count</b>	<b>11</b>	

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



## **PORT OF OAKLAND**

Via email: [aircraftowner/operator@bankofutah.com](mailto:aircraftowner/operator@bankofutah.com)

January 8, 2019

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

Event date: 1/7/2019  
Time of departure: 1223 hrs. local  
Aircraft Type: C525  
Aircraft Tail Number or Flight Number: N525XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use Runway 12/30 for turbojet aircraft departures.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at [jrichardson@portoakland.com](mailto:jrichardson@portoakland.com)

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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



## **PORT OF OAKLAND**

Via email: [aircraftowner/operator@aircorp.com](mailto:aircraftowner/operator@aircorp.com)

April 1, 2019

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 Oakland International Airport. For complete information about our noise abatement procedures visit Whispertrack

<http://whispertrack.com/airports/KOAK>

Event date: 3/31/2019  
Time of landing: 1650 hrs. local  
Aircraft Type: E55P  
Aircraft Tail Number or Flight Number: N300XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use Runway 12 for turbojet aircraft landings when airport is in southeast flow configuration.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at [jrichardson@portoakland.com](mailto:jrichardson@portoakland.com)

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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



## **PORT OF OAKLAND**

Via email: [aircraftowner/operator@aircorp.com](mailto:aircraftowner/operator@aircorp.com)

March 31, 2019

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 Oakland International Airport. For complete information about our noise procedures visit Whispertrack at <http://whispertrack.com/airports/OAK>.

Event date: 3/30/2019  
Time of departure: 1015 hrs. local  
Aircraft Type: C172  
Aircraft Tail Number or Flight Number: N328XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use the noise abatement departure procedure and avoid flying over residential areas whenever safely possible. Always follow ATC instructions for safe aircraft separation.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at [jrichardson@portoakland.com](mailto:jrichardson@portoakland.com)

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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**North Field Quiet Hours Procedure**  
**Sample Noncompliance Contact Letter**



## **PORT OF OAKLAND**

Via email: [aircraftowner/operator@aircraft.com](mailto:aircraftowner/operator@aircraft.com)

January 8, 2019

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

Event date: 1/7/2019  
Time of departure: 2223 hrs local  
Aircraft Type: PAY2  
Aircraft Tail Number or Flight Number: N22XX

The enclosed flight track map illustrates the flight identification and path of the aircraft operation.

Please use the preferred runway and the noise abatement departure procedure.

The Port of Oakland understands that at times, safety, construction, operational necessity, or ATC instructions prevent aircraft from complying with this program. However, we urge you to help us be a good neighbor and comply with the voluntary noise abatement procedure whenever safely possible.

If circumstances warranted a non-compliant operation or you have further questions, please call me at (510) 563-3349, or e-mail at [jrichardson@portoakland.com](mailto:jrichardson@portoakland.com)

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

## Helicopter Flight Procedure

### Sample Noncompliance Contact Letter



## PORT OF OAKLAND

Via email: [helicopterowner/operator@aircraft.com](mailto:helicopterowner/operator@aircraft.com)

March 5, 2019

Helicopter Owner/Operator

XXXXXXXXXX

XXXXXXXXXX

Dear Helicopter Owner/Operator:

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

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

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

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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