PORT OF OAKLAND

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Fly the East Bay Way

Quarterly Aircraft Noise Report

First Quarter 2021

Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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QUARTERLY REPORT INTRODUCTION

The Quarterly Aircraft Noise Report presents compliance monitoring information on various aircraft noise abatement programs managed by the Noise/Environmental Compliance Office at 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 First Quarter 2021				
	2020Q1		2021Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	96%	4%	95%	5%
Total Airport-wide Corporate Jet Departures	2,404	111	2,209	113
Runway 10R/L Jet Landing Compliance	73%	27%	78%	22%
Total Southeast Plan Corporate Jet Landings	44	16	147	42
North Field VFR Departure Compliance	93%	7%	93%	7%
Total Runways 28R/L & 33 Departures	211	15	265	21
North Field Quiet Hours Compliance	80%	20%	76%	24%
Total North Field Quiet Hours Departures	178	45	105	34
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	17,617	10	10,822	7
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,246	36	2,024	19
Runway 12 Night Departure Compliance	100%	0%	100%	0%
Total Runway 12 Night Turbojet Departures	59	0	120	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,438	9	3,487	5
100 Degree Radial Turbojet Landing Compliance	99%	1%	98%	2%
Total 100 Degree Radial Turbojet Landings	1,108	8	640	14
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	11	0	11	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
First Quarter 2021

	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	719	760	843	2,322
Compliant Corporate Jet Departures	685	721	803	2,209
Non-compliant Corporate Jet Departures	34	39	40	113
Corporate Jet Departure Compliance Rate	95%	95%	95%	95%
Excused Jet Departures	20	21	29	70
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	3,933	3,650	4,553	12,136
Compliant Airport-wide Jet Departures	3,899	3,611	4,513	12,023
Non-compliant Airport-wide Jet Departures	34	39	40	113
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 First Quarter 2021				
	January	February	March	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	62	29	98	189
Compliant SE Plan Corporate Jet Landings	50	21	76	147
Non-compliant SE Plan Corporate Jet Landings	12	8	22	42
SE Plan Corporate Jet Landing Compliance Rate	81%	72%	78%	78%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	368	141	465	974
Airport-wide Compliant SE Plan Jet Landings	356	133	443	932
Airport-wide Non-compliant SE Plan Landings	12	8	22	42
Airport-wide Jet Landing SE PlanCompliance Rate	97%	94%	95%	96%
* 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 First Quarter 2021				
	January	February	March	Total
Total VFR Departures	69	101	116	286
Total VFR Departures Over Alameda	12	12	13	37
Compliant Departures	62	94	109	265
Non-compliant Departures	7	7	7	21
Compliance Rate	90%	93%	94%	93%

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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.)
First Quarter 2021

	January	February	March	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	44	31	64	139
Compliant Night Departures	35	24	46	105
Average Compliant Departures per Night	1.1	0.8	1.5	1.2
Non-Compliant Night Departures	9	7	18	34
Average Non-Compliant Departures per Night	0.3	0.2	0.6	0.4
Night Departure Compliance Rate	80%	77%	72%	76%

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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

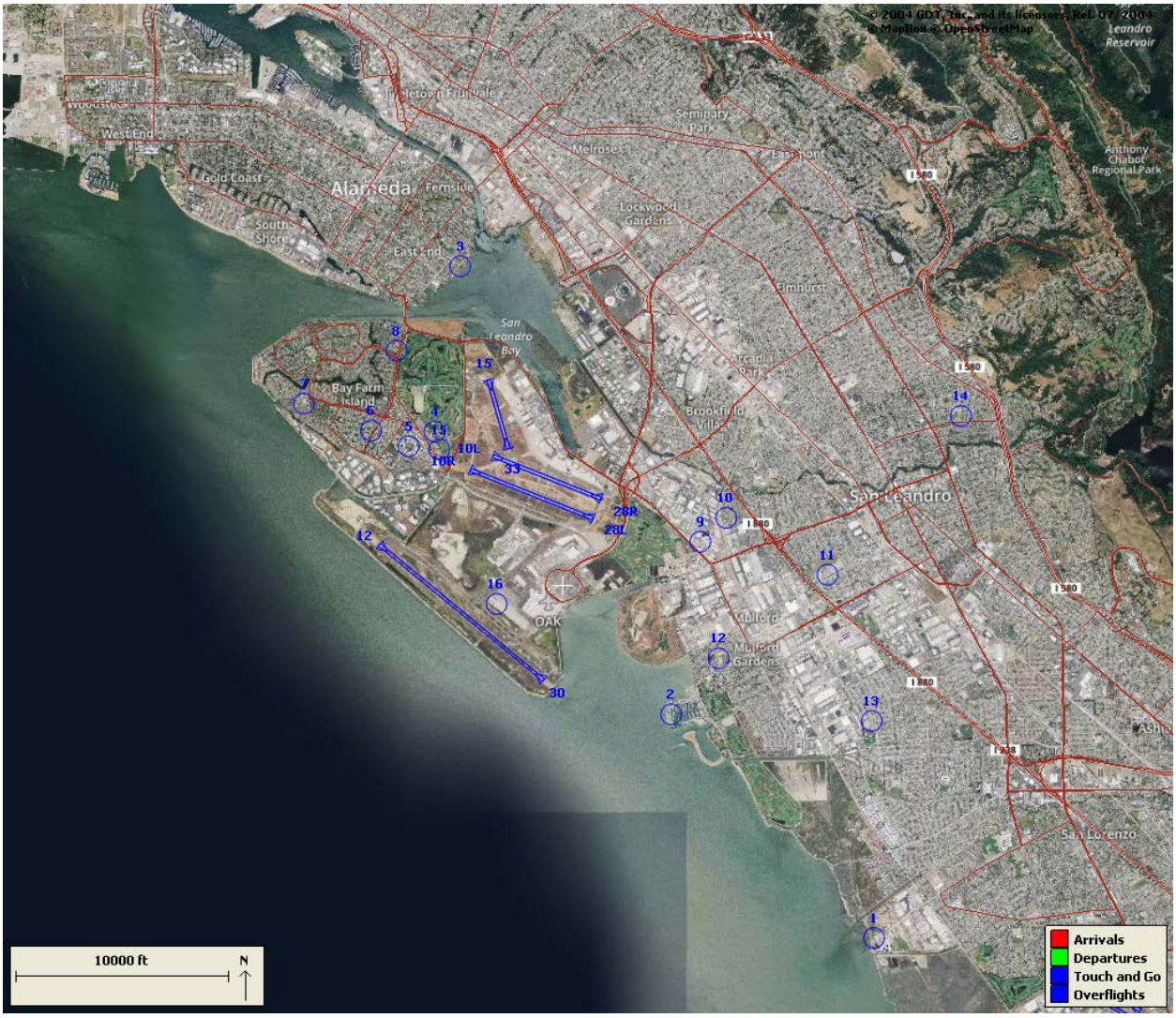

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Table 1. North Field Night Aircraft Departure SEL Noise Measurements Total Aircraft Departures = 139											
First Quarter 2021 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	0	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	1
2	9	2	0.0	0.4%	0	0.0	0.0%	2	0.0	0.4%	13
3	27	6	0.1	1.1%	1	0.0	0.2%	0	0.0	0.0%	34
4	51	43	0.5	7.6%	18	0.2	3.2%	6	0.1	1.1%	118
5	60	13	0.1	2.3%	10	0.1	1.8%	10	0.1	1.8%	93
6	12	12	0.1	2.1%	4	0.0	0.7%	7	0.1	1.2%	35
7	16	9	0.1	1.6%	4	0.0	0.7%	2	0.0	0.4%	31
8	22	10	0.1	1.8%	1	0.0	0.2%	0	0.0	0.0%	33
9	8	19	0.2	3.4%	4	0.0	0.7%	2	0.0	0.4%	33
10	49	11	0.1	1.9%	0	0.0	0.0%	0	0.0	0.0%	60
11	5	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	9
12	8	2	0.0	0.4%	3	0.0	0.5%	0	0.0	0.0%	13
13	3	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	4
14	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
All NMTs	270	132	1	0	46	1	0	29	0	0	477

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 112											
First Quarter 2021 (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	27	6	0.1	2.5%	1	0.0	0.4%	0	0.0	0.0%	34
4	51	43	0.5	18.0%	18	0.2	7.5%	6	0.1	2.5%	118
5	60	13	0.1	5.4%	10	0.1	4.2%	10	0.1	4.2%	93
6	12	12	0.1	5.0%	4	0.0	1.7%	7	0.1	2.9%	35
7	16	9	0.1	3.8%	4	0.0	1.7%	2	0.0	0.8%	31
8	22	10	0.1	4.2%	1	0.0	0.4%	0	0.0	0.0%	33
Total	**188**	**93**	**1.0**		**38**	**0.4**		**25**	**0.3**		**344**

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 27											
First Quarter 2021 (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	2	0.0	0.6%	0	0.0	0.0%	2	0.0	0.6%	13
9	8	19	0.2	5.8%	4	0.0	1.2%	2	0.0	0.6%	33
10	49	11	0.1	3.4%	0	0.0	0.0%	0	0.0	0.0%	60
11	5	3	0.0	0.9%	1	0.0	0.3%	0	0.0	0.0%	9
12	8	2	0.0	0.6%	3	0.0	0.9%	0	0.0	0.0%	13
13	3	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	4
14	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
Total	**82**	**38**	**0.4**		**8**	**0.1**		**4**	**0.0**		**132**

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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 First Quarter 2021				
	January	February	March	Quarter
Runway 30 Turbojet Departures	3,459	3,418	3,952	10,829
Compliant Departures	3,454	3,416	3,952	10,822
Non-compliant Departures	5	2	0	7
Percentage of Non-compliance	0.1%	0.1%	0.0%	0.1%
Compliance Rate	100%	100%	100%	100%

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NIGHT TIME DEPARTURE PROCEDURE

The HUSSH departure is a FAA (RNAV) departure procedure at 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 First Quarter 2021				
	January	February	March	Quarter
Runway 30 Nighttime Turbojet Departures	652	607	784	2,043
Buffer Time Departures	3	6	8	17
Compliant Departures	647	602	775	2,024
Non-compliant Departures	5	5	9	19
HUSSH gate misses	3	2	4	9
NIITE gate misses	1	2	8	11
REBAS gate misses	5	4	9	18
Compliance Rate	99%	99%	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)
First Quarter 2021, 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
First Quarter 2021 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	163	54	64	66	75	15
DC10/MD10	44	15	35	66	75	19
MD11	163	54	110	68	77	22
A306	109	36	45	65	75	17
B757	159	53	60	65	75	16
B77L	115	38	28	65	74	15
Difference [A-B]						
DC10/MD10		-72	3	-3	-3	-3
MD11		22	97	-2	-2	-2
A306		-31	24	-2	-2	-8

(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) First Quarter 2020, 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
First Quarter 2020 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	144	48	40	65	74	15
DC10/MD10	47	16	22	65	75	17
MD11	227	76	127	67	76	17
A306	93	31	39	66	75	17
B757	172	57	55	66	76	16
B77L	113	38	25	65	73	12
Difference [A-B]						
DC10/MD10		-71	-10	-4	-3	-5
MD11		44	114	-3	-3	-7
A306		-36	18	-1	-2	-8

(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) First Quarter 2021				
	January	**February**	**March**	**Quarter**
Jet Departures	**54**	**16**	**50**	**120**
Non-Compliant Departures	**0**	**0**	**0**	**0**
Compliant Departures	**54**	**16**	**50**	**120**
Compliance Rate	**100%**	**100%**	**100%**	**100%**
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
First Quarter 2021

	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	3	5
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	1	2	3	6
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	2	3	6	11
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
First Quarter 2021

	January	February	March	Quarter
Total Runway 30 East Turn Turbojet Departures	1,108	1,126	1,258	3,492
Non-compliant Turbojet Departures	1	2	2	5
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,107	1,124	1,256	3,487
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	2	4	4	10

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
First Quarter 2021

	January	February	March	Quarter
Turbojets on Downwind RWY 30 Approach	198	197	259	654
Non-compliant Turbojets	1	13	0	14
Total Turbojet Aircraft Above 3K Feet ASL*	197	184	259	640
Compliance Rate	99%	93%	100%	98%

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 January 2021		
Community	**Callers**	**Complaints**
Alameda(BFI)	30	1416
Alameda(Central)	8	64
Albany	0	0
Berkeley	3	3
Castro Valley	3	115
Fremont	1	3
Hayward	1	1
Kensington	0	0
Oakland	12	3553
Piedmont	0	0
Richmond	2	479
San Francisco	0	0
San Leandro	4	43
Union City	0	0
San Lorenzo	0	0
Other Communities	9	133
Total	**73**	**5810**
Complaints by Type		
Website	0	
E-mail	3516	
Phone	0	
Viewpoint App	2294	
Complaints by Time of Day		
Day (0700 - 1900)	2143	
Evening (1900 - 2200)	2110	
Night (2200 - 0700)	1557	
Complaints by Type of Operation		
Arrivals	3191	
Departures	2414	
Over-flights	127	
Touch & Go	78	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	249	
Helicopter	35	
Jet	5081	
Military	2	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	5	
Propeller	334	
Turbo-prop	104	

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Oakland International Airport Noise Complaint Summary February 2021		
Community	**Callers**	**Complaints**
Alameda(BFI)	27	323
Alameda(Central)	5	37
Albany	0	0
Berkeley	1	1
Castro Valley	4	111
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	9	2707
Piedmont	0	0
Richmond	3	364
San Francisco	1	1
San Leandro	2	5
Union City	0	0
San Lorenzo	0	0
Other Communities	13	97
Total	**65**	**3646**
Complaints by Type		
Website	0	
E-mail	2690	
Phone	0	
Viewpoint App	956	
Complaints by Time of Day		
Day (0700 - 1900)	1150	
Evening (1900 - 2200)	685	
Night (2200 - 0700)	1811	
Complaints by Type of Operation		
Arrivals	2373	
Departures	1134	
Over-flights	108	
Touch & Go	31	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	191	
Helicopter	35	
Jet	3019	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	16	
Propeller	227	
Turbo-prop	158	

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Oakland International Airport Noise Complaint Summary March 2021		
Community	**Callers**	**Complaints**
Alameda(BFI)	30	1070
Alameda(Central)	9	61
Albany	0	0
Berkeley	2	3
Castro Valley	4	117
Fremont	0	0
Hayward	0	0
Kensington	0	0
Oakland	9	3330
Piedmont	1	1
Richmond	3	427
San Francisco	0	0
San Leandro	3	27
Union City	0	0
San Lorenzo	0	0
Other Communities	12	215
Total	**73**	**5251**
Complaints by Type		
Website	0	
E-mail	3343	
Phone	0	
Viewpoint App	1908	
Complaints by Time of Day		
Day (0700 - 1900)	1449	
Evening (1900 - 2200)	1283	
Night (2200 - 0700)	2519	
Complaints by Type of Operation		
Arrivals	3362	
Departures	1519	
Over-flights	295	
Touch & Go	75	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	256	
Helicopter	51	
Jet	3757	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	24	
Propeller	1040	
Turbo-prop	123	

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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.)
First Quarter 2021

	January	February	March	Total	Percentage
Runway 28L	1	2	5	8	13%
Runway 28R	12	11	17	40	0%
Runway 33	0	0	0	0	0%
Alameda Overflights	**13**	**13**	**22**	**48**	**0%**
Runway 10L	1	1	3	5	0%
Runway 10R	4	1	1	6	0%
Runway 15	0	0	1	1	0%
San Leandro Overflights	**5**	**2**	**5**	**12**	**0%**
Total Departures	**18**	**15**	**27**	**60**	**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
First Quarter 2021

	January	February	March	Total
VFR Departures				
Runway 28L	4	12	6	22
Runway 28R	51	68	103	222
Runway 33	106	123	108	337
VFR Departures	**161**	**203**	**217**	**581**
IFR Departures				
Runway 28L	99	85	102	286
Runway 28R	232	258	272	762
Runway 33	96	112	98	306
IFR Departures	**427**	**455**	**472**	**1,354**
Total Departures	**588**	**658**	**689**	**1,935**

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2021											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	138	117	-	-	-	11	40	266	1,709	-	2,026	2,026
	Helicopters	-	-	-	-	-	-	-	-	-	-	-	-
	Commercial Jets	689	7,818	8,507	-	-	2	1	33	3	-	39	8,546
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	1	3	4	38	44	29	11	103	1,199	-	1,424	1,428
	Regional Jets	92	689	781	-	-	-	1	15	379	-	395	1,176
	Turboprops	7	61	68	2	-	25	38	136	618	-	819	887
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		927	8,688	9,360	40	44	67	91	553	3,908	-	4,703	14,063
Departures	Corporate Jets	15	1,908	1,923	-	7	11	181	56	111	-	366	2,289
	Helicopters	-	-	-	-	-	-	-	-	-	-	-	-
	Commercial Jets	708	7,837	8,545	-	-	-	3	7	-	-	10	8,555
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	17	17	77	635	38	7	28	462	-	1,247	1,264
	Regional Jets	62	1,084	1,146	-	-	1	38	3	6	-	48	1,194
	Turboprops	6	34	40	2	1	43	26	214	405	-	691	731
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		791	10,880	11,671	79	643	93	255	308	984	-	2,362	14,033
Touch & Go Sub-totals		-	16	16	13	194	27	1	22	354	-	611	627
Grand Total		1,718	19,584	21,047	132	881	187	347	883	5,246	-	7,676	28,723

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS First Quarter 2021											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	689	7,818	8,507	-	-	2	1	33	3	-	39	8,546
	Regional Jets	92	689	781	-	-	-	1	15	379	-	395	1,176
Commercial Jet Sub-totals		781	8,507	9,288	-	-	2	2	48	382	-	434	9,722
	Corporate Jets	138	117	255	-	-	11	40	266	1,709	-	2,026	2,281
All Jet Arrivals Sub-totals		919	8,624	9,543	-	-	13	42	314	2,091	-	2,460	12,003
Departures	Commercial Jets	708	7,837	8,545	-	-	-	3	7	-	-	10	8,555
	Regional Jets	62	1,084	1,146	-	-	1	38	3	6	-	48	1,194
Commercial Jet Sub-totals		770	8,921	9,691	-	-	1	41	10	6	-	58	9,749
	Corporate Jets	15	1,908	1,923	-	7	11	181	56	111	-	366	2,289
All Jet Departures Sub-totals		785	10,829	11,614	-	7	12	222	66	117	-	424	12,038
Grand Total		1,704	19,453	21,157	-	7	25	264	380	2,208	-	2,884	24,041

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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 to10:10 p.m. and from 6:50 to 7:00 a.m. fall within the long established "buffer time period" in which an aircraft flight is not considered non-compliant with noise abatement procedures even though the flight would normally be non-compliant during the nighttime hours. These flights will be deemed exempt from the procedures as the departure was slightly delayed or slightly ahead of the scheduled time as fixed by the air traffic controller who provides clearance instructions to the pilot. Although the actual scheduled time of departure is between 7:00 a.m. and 10:00 p.m., the aircraft is released to the runway either early or too late.

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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APPENDICES

Runway 28R/L Jet Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/25/2021 15:48	EJA162	N162QS	GLEX	3711	28L	B	Departure Timing	No
						Departure Timing	**1**	
1/5/2021 12:00	LN6EL	N6EL	ASTR	3354	28L	B	Lifeguard Medical	Yes
1/9/2021 0:09	LN459MB	N459MB	C560	4521	28R	B	Lifeguard Medical	Yes
1/12/2021 9:35	LN325NW	N325NW	LJ35	3773	28R	B	Lifeguard Medical	Yes
1/22/2021 0:34	LN269JR	N269JR	LJ35	3251	28R	B	Lifeguard Medical	Yes
1/24/2021 8:05	LN989AW	N989AW	LJ55	1712	28L	B	Lifeguard Medical	Yes
1/29/2021 19:39	KFS15	N905CK	LJ35	1751	28R	B	Lifeguard Medical	Yes
2/2/2021 7:03	LN489AM	N489AM	BE40	3371	28R	B	Lifeguard Medical	Yes
2/3/2021 2:39	BKA759	N595BA	LJ35	3271	28R	B	Lifeguard Medical	Yes
2/13/2021 2:49			LJ35	3304	28L	B	Lifeguard Medical	Yes
2/23/2021 2:17	LN560PA	N560PA	C560	3315	28L	B	Lifeguard Medical	Yes
3/2/2021 7:26	LN561SR	N561SR	C560	3716	28R	B	Lifeguard Medical	Yes
3/5/2021 0:34			C550	3340	28L	B	Lifeguard Medical	Yes
3/6/2021 19:44	LN64CF	N64CF	LJ35	3360	28R	B	Lifeguard Medical	Yes
3/7/2021 11:39	LN391DT	N391DT	C550	4553	28L	B	Lifeguard Medical	Yes
3/16/2021 23:47	LN459MB	N459MB	C560	3271	28R	B	Lifeguard Medical	Yes
3/17/2021 14:19	LN94GP	N94GP	LJ35	3604	28R	B	Lifeguard Medical	Yes
3/19/2021 2:48	FFL226	N391DT	C550	3310	28R	B	Lifeguard Medical	Yes
3/20/2021 6:19	LN269JR	N269JR	LJ35	3224	28R	B	Lifeguard Medical	Yes
3/20/2021 11:55	LN391DT	N391DT	C550	1734	28L	B	Lifeguard Medical	Yes
1/5/2021 8:33	LN810BE	N810BE	C560	3256	28L	B	Lifeguard Medical	Yes
1/1/2021 18:40	LN969RE	N969RE	PRM1	3332	28R	B	Lifeguard Medical	Yes
1/2/2021 2:29	LN108JN	N108JN	LJ35	3335	28R	B	Lifeguard Medical	Yes
3/30/2021 6:12	LN509RP	N509RP	C550	4552	28R	B	Lifeguard Medical	Yes
3/29/2021 19:09	LN509RP	N509RP	C550	4506	28R	B	Lifeguard Medical	Yes
						Lifeguard Medical	**24**	
3/29/2021 10:03	GDG626	N626NT	F2TH	6321	28L	B	Pilot Refusal	No
						Pilot Refusal	**1**	
1/2/2021 4:04	FFL226	N459MB	C560	3257	28R	B	Pilot Requested	No
1/2/2021 8:02	N700FJ	N700FJ	GLF4	3304	28L	B	Pilot Requested	No
1/3/2021 15:33			LJ60	6342	28L	B	Pilot Requested	No
1/3/2021 16:23	FTH926	N926VR	C750	3275	28R	B	Pilot Requested	No
1/5/2021 14:34	N831BG	N831BG	GALX	4542	28R	B	Pilot Requested	No
1/6/2021 11:00	LXJ520	N520FX	CL30	3654	28L	B	Pilot Requested	No
1/6/2021 13:07			LJ25	3256	28R	B	Pilot Requested	No
1/6/2021 13:41			C525	3304	28L	B	Pilot Requested	No
1/7/2021 16:57	N550GB	N550GB	C501	3357	28R	B	Pilot Requested	No
1/8/2021 22:40			GLF4	3237	28L	B	Pilot Requested	No
1/10/2021 9:12	XOJ780	N780XJ	C750	3257	28L	B	Pilot Requested	No
1/10/2021 9:13	PXT525	N525CR	C25B	4245	28L	B	Pilot Requested	No
1/10/2021 15:55	USC240	N355CK	LJ35	3372	28R	B	Pilot Requested	No
1/11/2021 9:17	N648ME	N648ME	E55P	3257	28R	B	Pilot Requested	No
1/11/2021 12:13	N550GB	N550GB	C550	4512	28R	B	Pilot Requested	No
1/11/2021 15:57			F900	3276	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/12/2021 17:58	FFL226	N391DT	C550	4560	28R	B	Pilot Requested	No
1/13/2021 12:22	N246JR	N246JR	C750	3360	28L	B	Pilot Requested	No
1/13/2021 13:09			GLF5	3363	28L	B	Pilot Requested	No
1/14/2021 8:23	FTH860	N860TX	C750	3773	28R	B	Pilot Requested	No
1/14/2021 16:28	N862LG	N862LG	E55P	3227	28L	B	Pilot Requested	No
1/15/2021 7:21			LJ35	3371	28L	B	Pilot Requested	No
1/15/2021 14:52	DCM4291	DCM4291	C525	3755	28R	B	Pilot Requested	No
1/15/2021 16:28	N308MR	N308MR	C650	4245	28R	B	Pilot Requested	No
1/16/2021 7:59	FFL226	N459MB	C560	4516	28L	B	Pilot Requested	No
1/17/2021 14:40	TN605AJ	N605AJ	CL60	3753	28R	B	Pilot Requested	No
1/20/2021 18:31	PXT252	N525AN	C525	4557	28R	B	Pilot Requested	No
1/22/2021 0:22	SJA372	N372BW	PRM1	3234	28R	B	Pilot Requested	No
1/22/2021 16:19	PXT920		C25A	4220	28L	B	Pilot Requested	No
1/23/2021 17:50	DCM6106	DCM6106	LJ35	3315	28L	B	Pilot Requested	No
1/25/2021 13:12	N550EL	N550EL	E550	3263	28R	B	Pilot Requested	No
1/28/2021 17:50			E50P	3340	28R	B	Pilot Requested	No
1/31/2021 11:16	HER978	N978DB	C750	6377	28L	B	Pilot Requested	No
1/31/2021 13:57	N136TE	N136TE	EA50	4262	28L	B	Pilot Requested	No
2/2/2021 18:42			E50P	3272	28L	B	Pilot Requested	No
2/5/2021 11:14	N63NM	N63NM	GLF4	3304	28L	B	Pilot Requested	No
2/6/2021 10:09	N300DG	N300DG	CL30	3762	28R	B	Pilot Requested	No
2/6/2021 15:57	N903JP	N903JP	C510	4577	28R	B	Pilot Requested	No
2/7/2021 19:34			C525	3232	28L	B	Pilot Requested	No
2/8/2021 9:46	N300DG	N300DG	CL30	3745	28R	B	Pilot Requested	No
2/8/2021 10:54			C25A	3236	28L	B	Pilot Requested	No
2/9/2021 8:49	JSX400	N262JX	E135	3266	28L	R	Pilot Requested	No
2/10/2021 9:31	N862LG	N862LG	E55P	4501	28L	B	Pilot Requested	No
2/11/2021 9:28			LJ35	3767	28L	B	Pilot Requested	No
2/11/2021 10:34	FTH948	N948TX	C750	3614	28L	B	Pilot Requested	No
2/12/2021 9:03	TFF986	N486VC	H25B	1741	28L	B	Pilot Requested	No
2/12/2021 12:11	N300DG	N300DG	CL30	4235	28R	B	Pilot Requested	No
2/12/2021 13:01	DCM8710	DCM8710	FA50	3275	28R	B	Pilot Requested	No
2/14/2021 21:57	USC240	N264CK	LJ35	3206	28R	B	Pilot Requested	No
2/15/2021 17:28			C750	3373	28R	B	Pilot Requested	No
2/17/2021 12:06	N707W	N707W	C560	3767	28R	B	Pilot Requested	No
2/17/2021 18:50	WWI84		CL60	3217	28R	B	Pilot Requested	No
2/20/2021 10:36			C25A	6341	28R	B	Pilot Requested	No
2/20/2021 10:40	N300DG	N300DG	CL30	3776	28L	B	Pilot Requested	No
2/20/2021 10:58	HER348	N348CF	C750	6326	28L	B	Pilot Requested	No
2/20/2021 11:22	GDG626	N626NT	F2TH	3267	28L	B	Pilot Requested	No
2/20/2021 14:15			C525	3620	28R	B	Pilot Requested	No
2/20/2021 15:12	N543LF	N543LF	H25B	3356	28R	B	Pilot Requested	No
2/21/2021 16:25	N819AP	N819AP	GALX	4507	28R	B	Pilot Requested	No
2/22/2021 18:29	N819AP	N819AP	GALX	4522	28R	B	Pilot Requested	No
2/24/2021 0:54	BKA777	N770JP	LJ35	3274	28R	B	Pilot Requested	No
2/24/2021 8:54	XSN40	N404TC	GLF4	1704	28R	B	Pilot Requested	No
2/24/2021 19:16	PXT843	N843CC	CL60	3365	28R	B	Pilot Requested	No
2/26/2021 8:17	N614JK	N614JK	C550	3323	28R	B	Pilot Requested	No
2/26/2021 17:23	PXT656	N656SM	C25B	4535	28L	B	Pilot Requested	No
2/26/2021 17:37			F900	6343	28L	B	Pilot Requested	No
2/27/2021 14:49			F900	3321	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/27/2021 19:35	N819AP	N819AP	GALX	4213	28R	B	Pilot Requested	No
2/27/2021 21:54	XAUKF	XAUKF	LJ35	3324	28L	B	Pilot Requested	No
2/28/2021 8:44			C25A	4523	28R	B	Pilot Requested	No
2/28/2021 11:43	N300DG	N300DG	CL30	3374	28R	B	Pilot Requested	No
2/28/2021 17:56	N614JK	N614JK	C550	5317	28R	B	Pilot Requested	No
2/28/2021 18:17			C525	3222	28L	B	Pilot Requested	No
3/1/2021 15:48	PXT862	N862LG	E55P	1702	28R	B	Pilot Requested	No
3/2/2021 5:12	BKA777	N770JP	LJ35	3255	28R	B	Pilot Requested	No
3/2/2021 7:51	HER978	N978DB	C750	1774	28R	B	Pilot Requested	No
3/2/2021 10:18	N917JG	N917JG	FA50	4205	28R	B	Pilot Requested	No
3/2/2021 17:17	N707W	N707W	C560	3246	28R	B	Pilot Requested	No
3/3/2021 9:18	N300DG	N300DG	CL30	3264	28R	B	Pilot Requested	No
3/4/2021 10:10	BKA776	N76CD	EA50	3305	28R	B	Pilot Requested	No
3/4/2021 13:02	DCM910	DCM910	C25B	4227	28R	B	Pilot Requested	No
3/6/2021 13:53	GDG626	N626NT	F2TH	3375	28L	B	Pilot Requested	No
3/7/2021 8:17			LJ25	3246	28L	B	Pilot Requested	No
3/7/2021 14:20	XSN40	N404TC	GLF4	3261	28R	B	Pilot Requested	No
3/8/2021 1:37	KFS54	N298CK	LJ35	3231	28R	B	Pilot Requested	No
3/8/2021 15:42			E55P	3363	28R	B	Pilot Requested	No
3/8/2021 19:47	LXJ422	N422FX	E545	4520	28R	B	Pilot Requested	No
3/11/2021 10:06			LJ35	3661	28R	B	Pilot Requested	No
3/11/2021 16:45			C525	6350	28R	B	Pilot Requested	No
3/12/2021 3:01	LN43MF	LN43MF	LJ35	3303	28L	B	Pilot Requested	No
3/12/2021 9:38	9HAMZ	9HAMZ	GLEX	3641	28L	B	Pilot Requested	No
3/12/2021 10:23	JPL660	N660RB	E55P	3667	28L	B	Pilot Requested	No
3/12/2021 11:52	N998CM	N998CM	C25M	3310	28L	B	Pilot Requested	No
3/13/2021 11:57	N660RB	N660RB	E55P	4576	28L	B	Pilot Requested	No
3/17/2021 10:08	N819AP	N819AP	GALX	3302	28R	B	Pilot Requested	No
3/17/2021 18:20	DCM4894	DCM4894	LJ25	1750	28R	B	Pilot Requested	No
3/20/2021 14:51	N444RL	N444RL	EA50	3641	28L	B	Pilot Requested	No
3/21/2021 15:56	DCM6430	DCM6430	C525	4511	28R	B	Pilot Requested	No
3/21/2021 21:25	DCM6105	DCM6105	LJ25	3377	28R	B	Pilot Requested	No
3/22/2021 15:51	HER348	N348CF	C750	3672	28L	B	Pilot Requested	No
3/23/2021 9:55	DCM8201	DCM8201	LJ25	3316	28R	B	Pilot Requested	No
3/24/2021 9:26	N8HS	N8HS	SF50	6355	28R	B	Pilot Requested	No
3/25/2021 12:45	N8HS	N8HS	SF50	3720	28R	B	Pilot Requested	No
3/26/2021 13:12	FFL226	N391DT	C550	4221	28R	B	Pilot Requested	No
3/26/2021 14:05	N456FM	N456FM	SF50	1772	28R	B	Pilot Requested	No
3/28/2021 9:17			C680	3343	28R	B	Pilot Requested	No
3/28/2021 10:36			LJ25	6363	28L	B	Pilot Requested	No
3/29/2021 11:39			C25A	1756	28R	B	Pilot Requested	No
3/29/2021 13:00	N127PT	N127PT	WW24	3620	28L	B	Pilot Requested	No
3/30/2021 19:45	N509RP	N509RP	C550	4254	28L	B	Pilot Requested	No
3/31/2021 11:03			C25A	1715	28R	B	Pilot Requested	No
						Pilot Requested	**111**	
3/29/2021 5:32	XOJ548	N548XJ	CL30	3323	28L	B	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	**1**	
3/1/2021 10:45	9HAMZ	9HAMZ	GLEX	6313	28R	B	Runway Maintenance	Yes
3/1/2021 13:38	LXJ424	N424FX	E545	1754	28R	B	Runway Maintenance	Yes
						Runway Maintenance	**2**	
1/5/2021 13:32	SWA641	N8562Z	B738	3744	28L	J	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/5/2021 13:40	SKW3514	N244SY	E75L	3751	28L	R	Runway/Taxiway Maintenance	Yes
1/5/2021 13:59	SWA1329	N733SA	B737	1776	28L	J	Runway/Taxiway Maintenance	Yes
1/5/2021 14:04	SWA1803	N8321D	B738	3226	28L	J	Runway/Taxiway Maintenance	Yes
2/23/2021 7:54	DCM6109	DCM6109	GLF4	3741	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 8:28	HRT167	HRT167	F2TH	3322	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 8:42	XOJ590	XOJ590	GLF5	3731	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 8:50	JSX400	N259JX	E135	3236	28R	R	Runway/Taxiway Maintenance	Yes
2/23/2021 9:19	DCM9530	DCM9530	F2TH	3612	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 10:11	EJA686	N686QS	C56X	3331	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 10:34	JSX201	N245JX	E145	6356	28R	R	Runway/Taxiway Maintenance	Yes
2/23/2021 11:57	N175MG	N175MG	G150	3716	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 12:04	DCM3730	DCM3730	E190	3673	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 12:06	9HAMZ	9HAMZ	GLEX	3704	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 12:55	JSX330	N260JX	E135	3303	28R	R	Runway/Taxiway Maintenance	Yes
2/23/2021 13:12	GDG979	N9793K	H25C	1742	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 13:18	PXT252	N525AN	C525	3367	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 13:48	DCM6109	DCM6109	F900	3773	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 13:51	EJA322	N322QS	E55P	3335	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 14:33	N988T	N988T	F900	3236	28R	B	Runway/Taxiway Maintenance	Yes
2/23/2021 15:06	N15VX	N15VX	FA50	6341	28R	B	Runway/Taxiway Maintenance	Yes
3/1/2021 9:07	PXT862	N862LG	E55P	3350	28R	B	Runway/Taxiway Maintenance	Yes
3/1/2021 9:24	JSX330	N254JX	E135	3327	28R	R	Runway/Taxiway Maintenance	Yes
3/1/2021 10:20	JSX201	N263JX	E135	3333	28R	R	Runway/Taxiway Maintenance	Yes
3/1/2021 10:22			G150	3643	28R	B	Runway/Taxiway Maintenance	Yes
3/1/2021 11:29	JSX9401	N251JX	E135	3343	28R	R	Runway/Taxiway Maintenance	Yes
3/1/2021 11:33	EJA154	N154QS	BE40	6370	28R	B	Runway/Taxiway Maintenance	Yes
3/1/2021 11:40	TWY13		CL35	3756	28R	B	Runway/Taxiway Maintenance	Yes
3/1/2021 12:21	LXJ433	N433FX	E545	3242	28R	B	Runway/Taxiway Maintenance	Yes
3/1/2021 12:35	PXT252	N525AN	C525	3315	28R	B	Runway/Taxiway Maintenance	Yes
3/1/2021 12:48	EDG49		GLF4	1721	28R	B	Runway/Taxiway Maintenance	Yes
3/1/2021 13:11	LXJ542	N542FX	CL30	3316	28R	B	Runway/Taxiway Maintenance	Yes
3/1/2021 13:50	USC102	N353CK	LJ35	3650	28R	B	Runway/Taxiway Maintenance	Yes
3/1/2021 14:51	LXJ406	N406FX	E545	3276	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2021 13:19	SWA1538	N8572X	B738	3240	28L	J	Runway/Taxiway Maintenance	Yes
1/5/2021 13:02	SWA181	N203WN	B737	3341	28L	J	Runway/Taxiway Maintenance	Yes
1/5/2021 13:00	SWA665	N276WN	B737	3276	28L	J	Runway/Taxiway Maintenance	Yes
1/5/2021 12:58	JSX330	N262JX	E135	3220	28L	R	Runway/Taxiway Maintenance	Yes
1/5/2021 12:49	N302CJ	N302CJ	C25A	4531	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2021 12:40	NKS2902	N633NK	A320	3205	28L	J	Runway/Taxiway Maintenance	Yes
1/5/2021 12:44	FTD5		LJ60	4256	28R	B	Runway/Taxiway Maintenance	Yes
						Runway/Taxiway Maintenance	**41**	
3/29/2021 19:37	N660RB	N660RB	E55P	4222	28L	B	System Error	Yes
3/23/2021 15:13	XSN40	N404TC	GLF4	5310	28R	B	System Error	Yes
						System Error	**2**	
						Grand Count	**183**	

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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
3/14/2021 15:15	LN269JR	N269JR	LJ35	7745	10L	B	Lifeguard Medical	Yes
1/27/2021 16:50	LN391DT	N391DT	C550	4532	10L	B	Lifeguard Medical	Yes
						Lifeguard Medical	**2**	
3/18/2021 20:53	TWY41		GLF5	1314	10R	B	Pilot Refusal	No
						Pilot Refusal	**1**	
1/27/2021 14:13	LXJ578	N578FX	CL30	6640	10R	B	Pilot Requested	No
1/28/2021 8:43	EJM22	N22VS	H25B	1366	10R	B	Pilot Requested	No
1/28/2021 9:27			HA4T	4556	10R	B	Pilot Requested	No
1/28/2021 12:36	N450TR	N450TR	C25A	1620	10R	B	Pilot Requested	No
1/28/2021 14:55	N62WM	N62WM	C510	3577	10R	B	Pilot Requested	No
1/28/2021 16:04			F2TH	1062	10R	B	Pilot Requested	No
2/1/2021 8:55	N648ME	N648ME	E55P	6735	10R	B	Pilot Requested	No
2/1/2021 10:14	PXT504	N504FM	C25A	4513	10L	B	Pilot Requested	No
2/1/2021 10:46	N37BM	N37BM	LJ31	4265	10R	B	Pilot Requested	No
2/1/2021 11:10	TWY967		C25A	3742	10L	B	Pilot Requested	No
2/1/2021 13:43	XOJ750	N750XJ	C750	2236	10L	B	Pilot Requested	No
2/1/2021 17:18	JPL660	N660RB	E55P	1377	10L	B	Pilot Requested	No
2/1/2021 19:51	JPL660	N660RB	E55P	4226	10L	B	Pilot Requested	No
2/21/2021 23:07	SKW3415	N182SY	E75L	6677	10R	R	Pilot Requested	No
3/9/2021 9:50	WWI82		GLF4	1645	10R	B	Pilot Requested	No
1/27/2021 8:33	N450TR	N450TR	C25A	4226	10L	B	Pilot Requested	No
1/26/2021 16:49	RAX716	N841TF	LJ35	674	10R	B	Pilot Requested	No
1/26/2021 16:37	N903JP	N903JP	C510	1364	10R	B	Pilot Requested	No
1/26/2021 12:39	EJA414	N414QS	E55P	4243	10R	B	Pilot Requested	No
1/26/2021 9:54	JSP45	N459DP	LJ45	6617	10L	B	Pilot Requested	No
1/26/2021 10:34	LXJ435	N435FX	LJ45	4207	10L	B	Pilot Requested	No
3/18/2021 18:14			A320	6016	10L	J	Pilot Requested	No
3/18/2021 11:01	N138CH	N138CH	CL30	4220	10R	B	Pilot Requested	No
3/18/2021 10:56	N444RL	N444RL	EA50	7666	10R	B	Pilot Requested	No
3/18/2021 9:16			A320	2056	10L	J	Pilot Requested	No
3/14/2021 16:20	DCM7810	DCM7810	F900	7772	10R	B	Pilot Requested	No
3/14/2021 16:08			C560	1001	10R	B	Pilot Requested	No
3/14/2021 15:20	USC240	N76CK	LJ35	6610	10R	B	Pilot Requested	No
3/14/2021 14:26	N819AP	N819AP	GALX	6717	10R	B	Pilot Requested	No
3/14/2021 14:18	GDG626	N626NT	F2TH	4523	10R	B	Pilot Requested	No
3/14/2021 13:21	EJA762	N762QS	CL35	1335	10R	B	Pilot Requested	No
3/14/2021 12:02	EJA357	N357QS	C680	1414	10R	B	Pilot Requested	No
3/10/2021 13:35	LXJ591	N591FX	CL30	1652	10R	B	Pilot Requested	No
3/10/2021 12:17	TWY75	N575AG	CL60	4075	10R	B	Pilot Requested	No
3/9/2021 11:41	LXJ377	N377FX	E55P	7343	10R	B	Pilot Requested	No
3/9/2021 13:57	EJA550	N550QS	C680	1354	10R	B	Pilot Requested	No
3/9/2021 14:42	EJA314	N314QS	E55P	4524	10R	B	Pilot Requested	No
3/9/2021 16:56			LJ70	2461	10R	B	Pilot Requested	No
3/9/2021 17:29	EJA577	N577QS	C56X	7311	10R	B	Pilot Requested	No
3/10/2021 8:47	N238JP	N238JP	C560	4560	10R	B	Pilot Requested	No
3/10/2021 11:50	N708Q	N708Q	CL35	6776	10R	B	Pilot Requested	No
						Pilot Requested	**41**	
3/14/2021 9:03	LXJ586	N586FX	CL30	7312	10R	B	Southeast/Runway Capacity	Yes
3/9/2021 10:23	N324CH	N324CH	B737	7770	10R	J	Southeast/Runway Capacity	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/9/2021 9:56			HA4T	4215	10R	B	Southeast/Runway Capacity	Yes
3/14/2021 10:31	JPL5		GALX	1317	10R	B	Southeast/Runway Capacity	Yes
3/9/2021 10:19			F2TH	7212	10R	B	Southeast/Runway Capacity	Yes
3/14/2021 11:32	FWK772		F2TH	2103	10R	B	Southeast/Runway Capacity	Yes
3/9/2021 11:11	N324SL	N324SL	F900	7432	10L	B	Southeast/Runway Capacity	Yes
3/14/2021 11:51			H25B	6076	10R	B	Southeast/Runway Capacity	Yes
3/14/2021 11:47	PXT862	N862LG	E55P	521	10R	B	Southeast/Runway Capacity	Yes
3/9/2021 13:52	JPL5		GALX	4512	10R	B	Southeast/Runway Capacity	Yes
3/9/2021 13:46	EJA707	N707QS	GALX	4506	10R	B	Southeast/Runway Capacity	Yes
						Southeast/Runway Capacity	**11**	
						Grand Count	**55**	

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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
1/9/2021 12:37	33	N5814Y	N5814Y	M20P	345	Air Traffic Conflict	Yes
2/28/2021 11:59	33	N6605D	N6605D	C172	374	Air Traffic Conflict	Yes
1/14/2021 16:00	33	N1151J	N1151J	AC11	361	Air Traffic Conflict	Yes
1/9/2021 12:46	28R	N43434	N43434	P28A	363	Air Traffic Conflict	Yes
2/28/2021 16:24	33	N739UL	N739UL	C172	374	Air Traffic Conflict	Yes
3/4/2021 14:37	33	N7310G	N7310G	C172	344	Air Traffic Conflict	Yes
3/5/2021 10:57	33	N35469	N35469	C172	375	Air Traffic Conflict	Yes
2/10/2021 10:57	28L	N335MD	N335MD	PA32	320	Air Traffic Conflict	Yes
2/10/2021 9:48	28L	N739UL	N739UL	C172	365	Air Traffic Conflict	Yes
1/17/2021 12:00	28R	N738ZL	N738ZL	C172	321	Air Traffic Conflict	Yes
1/17/2021 15:35	33	N1151J	N1151J	AC11	374	Air Traffic Conflict	Yes
3/12/2021 7:15	28R	N20HJ	N20HJ	DA40	377	Air Traffic Conflict	Yes
3/11/2021 12:40	33	N739UL	N739UL	C172	327	Air Traffic Conflict	Yes
3/11/2021 12:24	28R	N6605D	N6605D	C172	323	Air Traffic Conflict	Yes
3/7/2021 18:01	33	N353LS	N353LS	M7	377	Air Traffic Conflict	Yes
2/10/2021 9:00	28R	N43434	N43434	P28A	363	Air Traffic Conflict	Yes
					Air Traffic Conflict	**16**	
3/20/2021 12:33	28R	N2370F	N2370F	C172	357	Not Acceptable	No
3/29/2021 23:04	28R	N7181A	N7181A	C172	341	Not Acceptable	No
3/5/2021 11:40	33	N739UL	N739UL	C172	363	Not Acceptable	No
					Not Acceptable	**3**	
2/10/2021 10:29	28R	N734BN	N734BN	C172	374	Touch & Go Training	No
					Touch & Go Training	**1**	
2/26/2021 16:35	28L	N4922G	N4922G	C172	364	VFR Departure	No
2/27/2021 9:03	33	N35469	N35469	C172	330	VFR Departure	No
2/21/2021 9:59	28R	N21866	N21866	P28A	355	VFR Departure	No
2/5/2021 11:42	33	N553TP	N553TP	P28A	354	VFR Departure	No
3/6/2021 13:56	33	N66405	N66405	BL8	346	VFR Departure	No
2/3/2021 13:18	28R	N747JS	N747JS	P28R	343	VFR Departure	No
1/30/2021 14:17	33	N43434	N43434	P28A	335	VFR Departure	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/29/2021 13:56	33	N35469	N35469	C172	354	VFR Departure	No
1/22/2021 16:09	28R	N1678X	N1678X	C210	350	VFR Departure	No
1/17/2021 14:55	33	N747JS	N747JS	P28R	346	VFR Departure	No
3/26/2021 17:31	28R	N1678X	N1678X	C210	363	VFR Departure	No
3/28/2021 8:19	33	N35469	N35469	C172	333	VFR Departure	No
1/17/2021 13:46	28R	N739DS	N739DS	DA40	361	VFR Departure	No
3/31/2021 17:45	33	N757NQ	N757NQ	C152	1200	VFR Departure	No
1/17/2021 13:29	28L	N4352G	N4352G	P28A	365	VFR Departure	No
2/23/2021 10:00	28R	N7310G	N7310G	C172	346	VFR Departure	No
1/16/2021 15:09	28R	N1004E	N1004E	C172	325	VFR Departure	No
					VFR Departure	**17**	
					Grand Count	**37**	

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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
1/2/2021 2:29	LN108JN	N108JN	LJ35	3335	28R	Lifeguard Medical	Yes
1/9/2021 0:09	LN459MB	N459MB	C560	4521	28R	Lifeguard Medical	Yes
1/19/2021 23:52	LN111PV	N111PV	BE20	3246	28R	Lifeguard Medical	Yes
1/22/2021 0:34	LN269JR	N269JR	LJ35	3251	28R	Lifeguard Medical	Yes
1/23/2021 1:16			PC12	4545	28R	Lifeguard Medical	Yes
2/3/2021 2:39	BKA759	N595BA	LJ35	3271	28R	Lifeguard Medical	Yes
2/5/2021 1:03	LN111PV	N111PV	BE20	3250	28R	Lifeguard Medical	Yes
2/10/2021 4:33	LN556AL	N556AL	BE20	4204	28R	Lifeguard Medical	Yes
2/13/2021 0:59	LN111PV	N111PV	BE20	3242	28R	Lifeguard Medical	Yes
2/13/2021 2:49			LJ35	3304	28L	Lifeguard Medical	Yes
3/1/2021 0:48	LN923AS	N923AS	BE20	4544	28R	Lifeguard Medical	Yes
3/2/2021 22:58	LN41BA	N41BA	BE9L	4552	28R	Lifeguard Medical	Yes
3/5/2021 0:34			C550	3340	28L	Lifeguard Medical	Yes
3/6/2021 6:58	LN556AL	N556AL	BE20	4545	28R	Lifeguard Medical	Yes
3/8/2021 1:37	KFS54	N298CK	LJ35	3231	28R	Lifeguard Medical	Yes
3/16/2021 23:47	LN459MB	N459MB	C560	3271	28R	Lifeguard Medical	Yes
3/19/2021 2:48	FFL226	N391DT	C550	3310	28R	Lifeguard Medical	Yes
3/20/2021 1:53	LN336LA	N336LA	BE9L	3231	28R	Lifeguard Medical	Yes
3/20/2021 6:19	LN269JR	N269JR	LJ35	3224	28R	Lifeguard Medical	Yes
3/25/2021 0:47	LN1068K	N1068K	BE9L	3355	28R	Lifeguard Medical	Yes
3/30/2021 6:12	LN509RP	N509RP	C550	4552	28R	Lifeguard Medical	Yes
3/30/2021 23:50	LN41BA	N41BA	BE9L	4561	28R	Lifeguard Medical	Yes
					Lifeguard Medical	**22**	
3/10/2021 6:40	PCM8711	N772FE	C208	4553	10R	Not Acceptable	No
3/18/2021 6:26	PCM8711	N879FE	C208	4526	10R	Not Acceptable	No
3/18/2021 6:15	PCM8709	N872FE	C208	4572	10L	Not Acceptable	No
3/27/2021 6:46	N35469	N35469	C172	340	33	Not Acceptable	No
3/12/2021 3:01	LN43MF	LN43MF	LJ35	3303	28L	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
1/22/2021 2:47	N923AS	N923AS	BE20	3332	10L	Not Acceptable	No
3/21/2021 1:27	N556AL	N556AL	BE20	4207	28L	Not Acceptable	No
1/27/2021 5:34	N504FM	N504FM	C25A	5332	10R	Not Acceptable	No
3/10/2021 5:46	SKW3566	N838UP	BE30	3313	10R	Not Acceptable	No
3/9/2021 6:40	PCM8709	N908FE	C208	4226	10L	Not Acceptable	No
3/29/2021 23:04	N7181A	N7181A	C172	341	28R	Not Acceptable	No
2/28/2021 6:00	N982SB	N982SB	BE9L	3264	28R	Not Acceptable	No
2/24/2021 0:54	BKA777	N770JP	LJ35	3274	28R	Not Acceptable	No
2/11/2021 6:40	N553TP	N553TP	P28A	315	28R	Not Acceptable	No
2/7/2021 22:28	N10BF	N10BF	C172	4212	28R	Not Acceptable	No
2/2/2021 1:37	PXT499	N499GB	C680	3326	10R	Not Acceptable	No
1/8/2021 22:40			GLF4	3237	28L	Not Acceptable	No
1/28/2021 6:01	N862LG	N862LG	E55P	3246	10R	Not Acceptable	No
1/28/2021 6:44	PCM8709	N722FX	C208	4525	10R	Not Acceptable	No
					Not Acceptable	**19**	
1/22/2021 0:22	SJA372	N372BW	PRM1	3234	28R	Pilot Requested	No
					Pilot Requested	**1**	
3/29/2021 5:32	XOJ548	N548XJ	CL30	3323	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	**1**	
3/15/2021 22:15	N991GT	N991GT	BE9L	4260	28R	Strraight-out Departure	No
3/28/2021 23:16	N912MF	N912MF	BE20	3261	28R	Strraight-out Departure	No
1/2/2021 4:04	FFL226	N459MB	C560	3257	28R	Strraight-out Departure	No
					Strraight-out Departure	**3**	
3/18/2021 6:53	PCM8710	N896FE	C208	4512	10R	Time Buffer	Yes
3/11/2021 6:59	BXR8604	N106VE	C208	4514	28L	Time Buffer	Yes
3/4/2021 6:55	BXR8604	N106VE	C208	4222	28L	Time Buffer	Yes
2/2/2021 22:07			BE9L	3265	28R	Time Buffer	Yes
1/28/2021 6:53	PCM8711	N713FX	C208	4277	10R	Time Buffer	Yes
1/27/2021 6:54	PCM8709	N790FE	C208	4534	15	Time Buffer	Yes
1/15/2021 6:55	PCM8710	N896FE	C208	4560	28L	Time Buffer	Yes
1/14/2021 22:06			B350	3322	28R	Time Buffer	Yes
1/14/2021 6:59	N396AF	N396AF	BE9L	4535	28R	Time Buffer	Yes
3/9/2021 6:59	N862LG	N862LG	E55P	3333	10R	Time Buffer	Yes
3/21/2021 6:59	N410MC	N410MC	BE9L	4234	28R	Time Buffer	Yes
					Time Buffer	**11**	
3/28/2021 5:24	N8116N	N8116N	B350	4557	28R	Wide Salad	No
3/11/2021 6:35	GAJ838	N838UP	BE30	3220	28R	Wide Salad	No
3/6/2021 5:32			BE9L	3305	28R	Wide Salad	No
3/31/2021 6:48	N30GT	N30GT	BE9T	4227	28R	Wide Salad	No
3/15/2021 22:37	N591SS	N591SS	PC12	4505	28R	Wide Salad	No
3/19/2021 23:42	N853AL	N853AL	PC12	3242	28L	Wide Salad	No
3/2/2021 5:12	BKA777	N770JP	LJ35	3255	28R	Wide Salad	No
2/17/2021 5:12	GAJ823	N823UP	B350	3322	28R	Wide Salad	No
2/3/2021 6:27	TWY45		B350	3350	28R	Wide Salad	No
1/31/2021 22:35	N111PV	N111PV	BE20	3344	28R	Wide Salad	No
1/21/2021 23:56	N556AL	N556AL	BE20	4236	28R	Wide Salad	No
					Wide Salad	**11**	
					Grand Count	**68**	

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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
1/2/2021 2:30	4	81.1	89.6	23	LN108JN	N108JN	LJ35	28R
1/2/2021 2:30	5	83.7	92.3	26	LN108JN	N108JN	LJ35	28R
1/2/2021 2:30	6	83.1	91.1	23	LN108JN	N108JN	LJ35	28R
1/2/2021 2:30	7	76.6	86.4	39	LN108JN	N108JN	LJ35	28R
1/2/2021 4:05	4	86.7	95.8	51	FFL226	N459MB	C560	28R
1/2/2021 4:05	5	85.7	95.2	57	FFL226	N459MB	C560	28R
1/2/2021 4:05	6	80.7	90.6	37	FFL226	N459MB	C560	28R
1/2/2021 4:05	8	75.3	83.6	20	FFL226	N459MB	C560	28R
1/2/2021 4:05	7	73.8	82.8	28	FFL226	N459MB	C560	28R
1/4/2021 6:01	9	75.8	82.9	17	PXT725	N725SJ	C56X	10R
1/6/2021 6:59	4	81.2	85.4	9	PCM8710	N771FE	C208	28L
1/6/2021 7:00	10	63.9	80.1	75	PCM8710	N771FE	C208	28L
1/8/2021 22:40	4	75.3	83.7	20			GLF4	28L
1/8/2021 22:40	5	78.8	86.7	20			GLF4	28L
1/8/2021 22:41	6	76.6	84	16			GLF4	28L
1/9/2021 0:09	2	71.1	81.4	34	LN459MB	N459MB	C560	28R
1/9/2021 0:10	4	84.4	95.6	48	LN459MB	N459MB	C560	28R
1/9/2021 0:10	5	84.4	95.9	49	LN459MB	N459MB	C560	28R
1/9/2021 0:10	6	85.3	95.5	46	LN459MB	N459MB	C560	28R
1/9/2021 0:10	8	70.5	82.5	30	LN459MB	N459MB	C560	28R
1/9/2021 0:10	7	77.8	89.5	44	LN459MB	N459MB	C560	28R
1/14/2021 6:32	4	75.9	82.1	10	PCM8709	N713FX	C208	28L
1/14/2021 22:06	4	76.5	82	12			B350	28R
1/15/2021 6:30	4	78	84	12	PCM8711	N744FX	C208	28L
1/15/2021 6:44	4	76.8	81.9	16	BXR1948	N681RC	C402	28R
1/15/2021 6:57	4	80.1	85.4	12	PCM8710	N896FE	C208	28L
1/19/2021 6:19	3	76.4	85.9	61	PCM8709	N744FX	C208	28L
1/19/2021 6:19	4	77.1	85.3	46	PCM8709	N744FX	C208	28L
1/19/2021 6:20	9	74.2	81.8	20	PCM8709	N744FX	C208	28L
1/19/2021 6:20	8	78.7	83.3	15	PCM8709	N744FX	C208	28L
1/19/2021 6:20	10	67.5	82.3	78	PCM8709	N744FX	C208	28L
1/19/2021 6:21	9	75.1	81	18	PCM8709	N744FX	C208	28L
1/19/2021 6:21	2	70.7	80.3	35	PCM8709	N744FX	C208	28L
1/19/2021 23:53	4	81	84.9	10	LN111PV	N111PV	BE20	28R
1/19/2021 23:53	5	76.1	81.7	10	LN111PV	N111PV	BE20	28R
1/21/2021 23:56	4	76.6	81.1	7	N556AL	N556AL	BE20	28R
1/21/2021 23:57	8	77.5	81	5	N556AL	N556AL	BE20	28R
1/21/2021 23:57	3	74.8	81.7	13	N556AL	N556AL	BE20	28R
1/22/2021 0:23	4	81.2	90.2	31	SJA372	N372BW	PRM1	28R
1/22/2021 0:23	5	78.2	87.4	30	SJA372	N372BW	PRM1	28R
1/22/2021 0:23	6	78.9	87.4	25	SJA372	N372BW	PRM1	28R
1/22/2021 0:23	7	74.5	83.7	24	SJA372	N372BW	PRM1	28R
1/22/2021 0:35	4	89.3	96	21	LN269JR	N269JR	LJ35	28R
1/22/2021 0:35	5	82.8	90.7	31	LN269JR	N269JR	LJ35	28R
1/22/2021 0:35	6	84.8	93	26	LN269JR	N269JR	LJ35	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/22/2021 0:35	7	80.3	90	33	LN269JR	N269JR	LJ35	28R
1/22/2021 2:48	9	72.4	80	12	N923AS	N923AS	BE20	10L
1/23/2021 1:17	4	74.1	81.3	17			PC12	28R
1/23/2021 1:17	5	72.7	81.4	14			PC12	28R
1/26/2021 22:43	2	78.3	91.8	78	IFL531	N531FL	FA20	10R
1/26/2021 22:44	4	78.7	86.1	34	IFL531	N531FL	FA20	10R
1/26/2021 22:44	2	77	90.9	78	IFL531	N531FL	FA20	10R
1/26/2021 22:44	9	82.3	94.8	118	IFL531	N531FL	FA20	10R
1/26/2021 22:45	12	76.2	88.4	78	IFL531	N531FL	FA20	10R
1/26/2021 22:45	13	67.3	81.1	65	IFL531	N531FL	FA20	10R
1/26/2021 22:46	1	71.6	80	11	IFL531	N531FL	FA20	10R
1/27/2021 5:34	4	78.6	87.4	29	N504FM	N504FM	C25A	10R
1/27/2021 5:34	8	73.1	81.6	12	N504FM	N504FM	C25A	10R
1/27/2021 5:35	9	71.8	81.6	26	N504FM	N504FM	C25A	10R
1/27/2021 6:56	9	72.1	80.5	13	PCM8709	N790FE	C208	15
1/28/2021 1:48	4	71.5	82.9	36	KFS15	N905CK	LJ35	10R
1/28/2021 1:48	8	72.5	82.8	23	KFS15	N905CK	LJ35	10R
1/28/2021 1:49	9	74.2	81.8	17	KFS15	N905CK	LJ35	10R
1/28/2021 1:49	12	70.6	80.3	21	KFS15	N905CK	LJ35	10R
1/28/2021 6:01	4	76.2	84.3	27	N862LG	N862LG	E55P	10R
1/28/2021 6:01	9	82.8	90.6	25	N862LG	N862LG	E55P	10R
1/28/2021 6:02	11	76.3	86.3	30	N862LG	N862LG	E55P	10R
1/28/2021 6:45	9	74.9	82.9	13	PCM8709	N722FX	C208	10R
1/28/2021 6:55	9	74.4	82.8	16	PCM8711	N713FX	C208	10R
1/29/2021 6:51	4	75.4	80.9	11	PCM8709	N798FE	C208	28L
1/31/2021 22:36	4	79.5	85.1	13	N111PV	N111PV	BE20	28R
1/31/2021 22:36	5	78.7	83.3	12	N111PV	N111PV	BE20	28R
1/31/2021 22:36	6	76.7	81.5	10	N111PV	N111PV	BE20	28R
1/31/2021 22:36	7	74.1	80.8	10	N111PV	N111PV	BE20	28R
2/2/2021 1:38	9	74.6	83	15	PXT499	N499GB	C680	10R
2/2/2021 1:38	12	76.9	85.7	23	PXT499	N499GB	C680	10R
2/2/2021 22:08	4	79.2	85.3	14			BE9L	28R
2/2/2021 22:08	5	78	83.9	13			BE9L	28R
2/2/2021 22:08	6	75.2	81.9	13			BE9L	28R
2/2/2021 23:08	4	76.2	81.8	9	N111PV	N111PV	BE20	28R
2/3/2021 2:40	4	78.3	84.6	16	BKA759	N595BA	LJ35	28R
2/3/2021 2:40	5	79.4	85.2	15	BKA759	N595BA	LJ35	28R
2/3/2021 2:40	6	75.4	82	12	BKA759	N595BA	LJ35	28R
2/3/2021 6:28	4	75.4	80.8	10	TWY45		B350	28R
2/4/2021 2:52	4	83.5	87.2	12	N1068K	N1068K	BE9L	28R
2/4/2021 2:52	8	76.2	80.1	5	N1068K	N1068K	BE9L	28R
2/4/2021 6:53	4	76.1	81.1	9	BXR8604	N932C	C208	28L
2/4/2021 6:53	3	72.7	80.1	15	BXR8604	N932C	C208	28L
2/5/2021 1:03	4	82.3	85.8	11	LN111PV	N111PV	BE20	28R
2/5/2021 1:03	5	76.5	82.5	11	LN111PV	N111PV	BE20	28R
2/5/2021 6:54	4	80.8	84.2	10	BXR8604	N932C	C208	28L
2/10/2021 4:34	4	81.6	84.9	9	LN556AL	N556AL	BE20	28R
2/11/2021 6:44	12	75.2	81.9	39	N553TP	N553TP	P28A	28R
2/12/2021 6:45	4	73.6	80.8	8	PCM8709	N771FE	C208	28L
2/13/2021 1:00	4	77.5	83.9	14	LN111PV	N111PV	BE20	28R
2/13/2021 1:00	5	75	81.4	13	LN111PV	N111PV	BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/13/2021 1:00	8	76.6	82.3	10	LN111PV	N111PV	BE20	28R
2/13/2021 2:49	4	76.7	84.4	18			LJ35	28L
2/13/2021 2:49	5	87.7	92.1	31			LJ35	28L
2/13/2021 2:49	6	79.6	87.5	19			LJ35	28L
2/16/2021 6:49	9	75.2	83.1	15	PXT725	N725SJ	C56X	10R
2/23/2021 2:18	5	79.4	87.4	29	LN560PA	N560PA	C560	28L
2/23/2021 2:18	6	74.5	80.9	15	LN560PA	N560PA	C560	28L
2/24/2021 0:55	5	75.3	85.3	25	BKA777	N770JP	LJ35	28R
2/24/2021 0:55	6	70	80.5	17	BKA777	N770JP	LJ35	28R
2/28/2021 6:01	4	74.3	80.3	10	N982SB	N982SB	BE9L	28R
3/1/2021 0:49	4	75.2	80.7	10	LN923AS	N923AS	BE20	28R
3/2/2021 5:13	10	74.1	82.8	18	BKA777	N770JP	LJ35	28R
3/2/2021 5:13	4	80.6	89.3	32	BKA777	N770JP	LJ35	28R
3/2/2021 5:13	5	81.1	89.7	32	BKA777	N770JP	LJ35	28R
3/2/2021 5:13	6	73.9	83.6	15	BKA777	N770JP	LJ35	28R
3/3/2021 2:12	4	80.3	84.5	12	LN556AL	N556AL	BE20	28R
3/3/2021 5:20	5	70	82.9	39	N504FM	N504FM	C25A	10L
3/3/2021 5:20	9	75.7	85	26	N504FM	N504FM	C25A	10L
3/4/2021 6:57	4	75.3	81.3	12	BXR8604	N106VE	C208	28L
3/4/2021 6:57	3	76.2	82.2	14	BXR8604	N106VE	C208	28L
3/5/2021 0:35	4	77.3	84.3	16			C550	28L
3/5/2021 0:35	5	82.1	89.4	18			C550	28L
3/5/2021 0:35	6	76.5	84.9	16			C550	28L
3/5/2021 6:48	4	75.1	81.1	11	PCM8709	N969FE	C208	28L
3/6/2021 5:32	4	83.3	87.5	12			BE9L	28R
3/6/2021 5:33	5	77.4	82.9	13			BE9L	28R
3/6/2021 5:33	6	75.1	81.6	11			BE9L	28R
3/6/2021 5:33	7	75	81.8	12			BE9L	28R
3/6/2021 5:34	3	71.9	80.5	15			BE9L	28R
3/6/2021 6:59	4	75.3	81.4	11	LN556AL	N556AL	BE20	28R
3/8/2021 1:37	4	74.6	82.6	22	KFS54	N298CK	LJ35	28R
3/8/2021 1:37	5	77.4	84.4	22	KFS54	N298CK	LJ35	28R
3/8/2021 1:38	6	72.5	82.3	20	KFS54	N298CK	LJ35	28R
3/8/2021 1:38	7	71.6	80.7	22	KFS54	N298CK	LJ35	28R
3/9/2021 6:42	10	78.4	84	25	PCM8709	N908FE	C208	10L
3/9/2021 6:59	4	76.4	83.8	23	N862LG	N862LG	E55P	10R
3/9/2021 7:00	9	79	87.5	28	N862LG	N862LG	E55P	10R
3/9/2021 7:00	10	71.5	82.4	52	N862LG	N862LG	E55P	10R
3/9/2021 7:00	12	77.2	86.2	38	N862LG	N862LG	E55P	10R
3/10/2021 5:47	9	78.3	81.9	11	SKW3566	N838UP	BE30	10R
3/10/2021 6:41	10	76.4	83.3	78	PCM8711	N772FE	C208	10R
3/10/2021 6:42	9	76.9	84.1	13	PCM8711	N772FE	C208	10R
3/10/2021 6:42	10	74.3	81.4	28	PCM8711	N772FE	C208	10R
3/10/2021 6:43	11	72.5	80.8	12	PCM8711	N772FE	C208	10R
3/10/2021 6:59	9	72.7	81	15			LJ70	10R
3/11/2021 6:36	5	75.1	85.7	50	GAJ838	N838UP	BE30	28R
3/11/2021 6:36	4	76	84.5	44	GAJ838	N838UP	BE30	28R
3/11/2021 7:00	7	66.6	83.3	78	BXR8604	N106VE	C208	28L
3/11/2021 7:01	3	77.8	83.7	12	BXR8604	N106VE	C208	28L
3/12/2021 3:02	4	78.4	84.9	17	LN43MF	LN43MF	LJ35	28L
3/12/2021 3:02	5	95.2	97.5	17	LN43MF	LN43MF	LJ35	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/12/2021 3:02	6	90.3	94.3	14	LN43MF	LN43MF	LJ35	28L
3/12/2021 3:02	7	82.4	89.8	17	LN43MF	LN43MF	LJ35	28L
3/12/2021 6:26	4	80.1	85.5	11	PCM8709	N772FE	C208	28L
3/12/2021 6:57	4	78.7	83.5	12	BXR8604	N106VE	C208	28L
3/15/2021 6:01	4	74.6	80.2	12	DLX805	N805C	BE20	28R
3/15/2021 22:16	4	75.5	82.1	12	N991GT	N991GT	BE9L	28R
3/15/2021 22:16	5	75.6	80.6	12	N991GT	N991GT	BE9L	28R
3/16/2021 6:57	4	79.9	83.9	9	PCM8709	N771FE	C208	28L
3/16/2021 23:48	4	85.9	95.9	39	LN459MB	N459MB	C560	28R
3/16/2021 23:48	5	85.2	94.8	49	LN459MB	N459MB	C560	28R
3/16/2021 23:48	6	83.3	94	50	LN459MB	N459MB	C560	28R
3/16/2021 23:48	8	74.1	85.9	29	LN459MB	N459MB	C560	28R
3/16/2021 23:48	7	79.3	90	42	LN459MB	N459MB	C560	28R
3/17/2021 6:20	4	77.6	83.5	10	PCM8709	N771FE	C208	28L
3/18/2021 6:16	9	74.4	82.1	14	PCM8709	N872FE	C208	10L
3/18/2021 6:16	10	77.4	84.1	21	PCM8709	N872FE	C208	10L
3/18/2021 6:28	9	79.4	86.2	15	PCM8711	N879FE	C208	10R
3/18/2021 6:28	10	72.5	82.4	23	PCM8711	N879FE	C208	10R
3/18/2021 6:28	11	73.9	81.8	10	PCM8711	N879FE	C208	10R
3/18/2021 6:55	10	74.7	83.2	37	PCM8710	N896FE	C208	10R
3/18/2021 6:55	9	79.6	85.5	12	PCM8710	N896FE	C208	10R
3/18/2021 6:56	11	72.5	80	8	PCM8710	N896FE	C208	10R
3/19/2021 2:48	10	72.5	81.9	33	FFL226	N391DT	C550	28R
3/19/2021 2:49	4	78.3	88.1	38	FFL226	N391DT	C550	28R
3/19/2021 2:49	5	81	90.4	30	FFL226	N391DT	C550	28R
3/19/2021 2:49	6	71.3	81.8	18	FFL226	N391DT	C550	28R
3/19/2021 23:43	5	73.2	80.5	16	N853AL	N853AL	PC12	28L
3/19/2021 23:43	4	72.5	80.1	14	N853AL	N853AL	PC12	28L
3/20/2021 6:20	4	80.4	91	37	LN269JR	N269JR	LJ35	28R
3/20/2021 6:20	5	83.5	92	39	LN269JR	N269JR	LJ35	28R
3/20/2021 6:20	6	81.5	92.1	41	LN269JR	N269JR	LJ35	28R
3/20/2021 6:20	7	76.8	87.4	45	LN269JR	N269JR	LJ35	28R
3/21/2021 1:28	5	76.8	81.6	9	N556AL	N556AL	BE20	28L
3/21/2021 1:29	8	74.5	80.8	6	N556AL	N556AL	BE20	28L
3/21/2021 7:00	4	75	80.5	11	N410MC	N410MC	BE9L	28R
3/23/2021 6:26	4	74.7	81.6	16	PCM8709	N771FE	C208	28L
3/25/2021 0:48	4	82.6	87.9	17	LN1068K	N1068K	BE9L	28R
3/25/2021 0:48	5	77.7	83.4	9	LN1068K	N1068K	BE9L	28R
3/25/2021 0:48	8	80	84.6	8	LN1068K	N1068K	BE9L	28R
3/25/2021 0:48	3	75.5	82.7	14	LN1068K	N1068K	BE9L	28R
3/25/2021 6:47	9	74.2	83.4	13	PCM8711	N879FE	C208	28L
3/26/2021 0:15	9	73.9	81.6	14	N6462Q	N6462Q	M20P	15
3/27/2021 7:38	9	69.1	80.2	19	N35469	N35469	C172	33
3/27/2021 7:39	9	80.4	82.4	9	N35469	N35469	C172	33
3/27/2021 7:41	4	73.4	80.1	13	N35469	N35469	C172	33
3/28/2021 23:17	4	83	87.3	15	N912MF	N912MF	BE20	28R
3/28/2021 23:17	5	83.6	88	13	N912MF	N912MF	BE20	28R
3/28/2021 23:17	6	77.3	84.5	12	N912MF	N912MF	BE20	28R
3/28/2021 23:17	7	76.5	83.7	17	N912MF	N912MF	BE20	28R
3/29/2021 5:33	4	80.4	87.1	17	XOJ548	N548XJ	CL30	28L
3/29/2021 5:33	5	84.6	91.1	21	XOJ548	N548XJ	CL30	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/29/2021 5:33	6	80.7	88	19	XOJ548	N548XJ	CL30	28L
3/29/2021 5:34	7	72.8	83.1	22	XOJ548	N548XJ	CL30	28L
3/29/2021 23:05	4	72.6	80.9	18	N7181A	N7181A	C172	28R
3/30/2021 6:12	4	79.9	88.5	32	LN509RP	N509RP	C550	28R
3/30/2021 6:12	5	79.6	88.3	27	LN509RP	N509RP	C550	28R
3/30/2021 6:12	6	77.2	87.2	29	LN509RP	N509RP	C550	28R
3/30/2021 6:13	7	69.7	80.6	24	LN509RP	N509RP	C550	28R
3/30/2021 23:51	4	74.8	80.5	10	LN41BA	N41BA	BE9L	28R
3/31/2021 6:49	4	74.6	81.3	11	N30GT	N30GT	BE9T	28R

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
2/4/2021 7:19	SWA	SWA3111	B737	J	N555LV	Not Acceptable	No
2/8/2021 11:25		N560SM	C560	B	N560SM	Not Acceptable	No
2/22/2021 11:01	EDG	EDG105	GLF5	B		Not Acceptable	No
2/25/2021 18:32	SWA	SWA4321	B737	J	N749SW	Not Acceptable	No
2/26/2021 15:11		N150NE	EA50	B	N150NE	Not Acceptable	No
3/30/2021 13:33	PXT	PXT252	C525	B	N525AN	Not Acceptable	No
3/19/2021 18:39	FFT	FFT296	A20N	J	N356FR	Not Acceptable	No
				Not Acceptable		**7**	
				Grand Count		**7**	

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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
2/6/2021 6:17	PXT	PXT499	C680	B	N499GB	Air Traffic Conflict	Yes
2/27/2021 6:10	SKW	SKW3821	E75L	R	N250SY	Air Traffic Conflict	Yes
3/20/2021 6:29	SWA	SWA2864	B738	J	N8637A	Air Traffic Conflict	Yes
2/24/2021 6:16	SWA	SWA4291	B738	J	N8573Z	Air Traffic Conflict	Yes
3/30/2021 6:35	SWA	SWA8549	B738	J	N8307K	Air Traffic Conflict	No
3/27/2021 6:16	SWA	SWA2864	B738	J	N8699A	Air Traffic Conflict	Yes
2/18/2021 6:40		N214DV	FA50	B	N214DV	Air Traffic Conflict	Yes
1/15/2021 6:02	UPS	UPS2949	A306	J	N169UP	Air Traffic Conflict	Yes
3/15/2021 6:44	SWA	SWA2160	B737	J	N7811F	Air Traffic Conflict	Yes
3/16/2021 6:49	SWA	SWA2160	B738	J	N8695D	Air Traffic Conflict	Yes
3/26/2021 6:58	FDX	FDX614	B77L	J	N877FD	Air Traffic Conflict	Yes
					Air Traffic Conflict	**11**	
3/17/2021 4:28	FDX	FDX31	B77L	J	N878FD	Not Acceptable	No
2/23/2021 6:31	UPS	UPS2947	B752	J	N407UP	Not Acceptable	No
3/21/2021 22:59	USC	USC66	LJ35	B	N290CK	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
3/23/2021 3:15	UPS	UPS966	A306	J	N140UP	Not Acceptable	No
2/12/2021 6:49	FDX	FDX440	MD11	J	N631FE	Not Acceptable	No
2/12/2021 5:55	UPS	UPS966	A306	J	N153UP	Not Acceptable	No
2/4/2021 2:26	FDX	FDX1879	B763	J	N170FE	Not Acceptable	No
2/4/2021 1:03		N303XX	LJ45	B	N303XX	Not Acceptable	No
1/31/2021 2:30	UPS	UPS943	B763	J	N371UP	Not Acceptable	No
3/30/2021 23:54	BKA	BKA777	LJ35	B	N770JP	Not Acceptable	No
1/24/2021 23:25	VOI	VOI903	A20N	J	N532VL	Not Acceptable	No
1/16/2021 22:39	LYM	LYM978	E135	R	N509GU	Not Acceptable	No
3/11/2021 3:34	UPS	UPS966	A306	J	N128UP	Not Acceptable	No
1/12/2021 3:29	UPS	UPS966	A306	J	N131UP	Not Acceptable	No
3/16/2021 3:29	UPS	UPS966	A306	J	N122UP	Not Acceptable	No
3/16/2021 4:55	FDX	FDX435	MD11	J	N585FE	Not Acceptable	No
3/6/2021 5:36	FDX	FDX864	B763	J	N139FE	Not Acceptable	No
					Not Acceptable	**17**	
1/9/2021 22:31	VOI	VOI907	A320	J	XAVLO	Strraight-out Departure	No
					Strraight-out Departure	**1**	
3/7/2021 6:56	PXT	PXT656	C25B	B	N656SM	Time Buffer	Yes
3/8/2021 6:58	SKW	SKW3416	E75L	R	N197SY	Time Buffer	Yes
3/3/2021 6:56	SKW	SKW3416	E75L	R	N198SY	Time Buffer	Yes
3/2/2021 6:59	HAL	HAL23	A21N	J	N227HA	Time Buffer	Yes
3/17/2021 6:56	FDX	FDX614	B77L	J	N858FD	Time Buffer	Yes
2/25/2021 6:59	SKW	SKW3416	E75L	R	N194SY	Time Buffer	Yes
2/19/2021 6:54	UPS	UPS4508	A306	J	N130UP	Time Buffer	Yes
2/12/2021 6:57	FDX	FDX487	B752	J	N941FD	Time Buffer	Yes
3/24/2021 6:59	SWA	SWA2152	B738	J	N8671D	Time Buffer	Yes
3/25/2021 6:57	FDX	FDX435	MD11	J	N631FE	Time Buffer	Yes
2/11/2021 6:59	SWA	SWA246	B737	J	N7874B	Time Buffer	Yes
2/10/2021 6:54	KAI	KAI92	GLF4	B		Time Buffer	Yes
2/5/2021 6:59	NKS	NKS2904	A20N	J	N915NK	Time Buffer	Yes
1/25/2021 6:59	NKS	NKS2904	A320	J	N692NK	Time Buffer	Yes
1/21/2021 6:58	PXT	PXT525	C25B	B	N525CR	Time Buffer	Yes
3/5/2021 6:59	FDX	FDX440	MD11	J	N643FE	Time Buffer	Yes
1/15/2021 6:59	HAL	HAL23	A21N	J	N208HA	Time Buffer	Yes
					Time Buffer	**17**	
					Grand Count	**46**	

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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
1/28/2021 5:57	UPS	UPS2939	A306	J	N160UP	Time Buffer	Yes
					Time Buffer	**1**	
					Grand Count	**1**	

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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
1/13/2021	0802	FIV	GLF4	2	High	HG6	0430	NO	N/A
1/13/2021	1427	ASH	B737	2	High	HG6	1396	N/A	N/A
1/14/2021	2322	SWA	B737	2	High	GRE	0700	N/A	N/A
1/16/2021	0937	ASA	B737	2	High	GRE	1230	N/A	N/A
1/18/2021	0804	UPS	B767	2	High	HG6	1200	N/A	N/A
1/18/2021	1221	USC	MD11	3	Med	HG6	1119	N/A	N/A
1/20/2021	1200	PCJ	EA50	2	High	HG6	0930	N/A	N/A
1/21/2021	2336	FDX	MD10	2	High	GRE	1945	N/A	NO
1/22/2021	1514	FDX	A320	2	High	GRE	1645	N/A	N/A
1/22/2021	2233	UPS	B767	3	High	GRE	1543	N/A	N/A
1/24/2021	0029	FDX	MD11	1	High	GRE	0838	N/A	N/A
1/24/2021	1134	FDX	A321	2	High	GRE	1420	N/A	N/A
1/25/2021	2245	UPS	B767	2	High	GRE	1330	N/A	N/A
1/29/2021	0732	UPS	B767	1	High	GRE	0945	NO	N/A
1/30/2021	0800	ASA	C500	2	High	GRE	1444	N/A	N/A
1/30/2021	2037	PCJ	CL30	1	High	HG6	1600	N/A	N/A
2/3/2021	0817	SWA	B737	2	High	GRE	1508	NO	N/A
2/3/2021	1103	PCJ	C25A	2	High	HG6	1240	N/A	N/A
2/4/2021	2321	OPT	FA50	2	High	HG6	2247	NO	N/A
2/8/2021	1113	PCJ	DC10	3	Med	HG6	1054	N/A	N/A
2/21/2021	1914	SWA	B737	2	High	GRE	1938	N/A	NO
2/24/2021	1157	PCJ	C750	2	High	HG6	1240	N/A	N/A
2/25/2021	1213	PCJ	B737	2	Med	HG6	0943	N/A	N/A
2/28/2021	1723	CAA	CL30	1	MED	HG6	2314	NO	N/A
3/1/2021	0748	FDX	A321	2	High	GRE	1100	N/A	N/A
3/1/2021	2124	FDX	MD11	1	High	GRE	2000	N/A	NO
3/2/2021	2020	PCJ	C525	1	High	HG6	2350	NO	N/A
3/5/2021	1410	PCJ	C525	2	High	HG6	1930	N/A	NO
3/6/2021	0022	SWA	B737	1	High	GRE	0545	NO	N/A
3/8/2021	1050	ASA	B737	2	High	GRE	0936	N/A	N/A
3/13/2021	1204	ASA	B737	2	MED	GRE	0930	N/A	N/A
3/14/2021	0020	UPS	B767	1	High	GRE	2236	NO	N/A
3/14/2021	1324	PCJ	C525	2	High	HG6	1330	N/A	N/A
3/16/2021	1700	PCJ	C650	2	High	HG6	0935	N/A	N/A
3/17/2021	1539	PCJ	C525	2	High	HG6	1319	N/A	N/A
3/21/2021	1405	ABX	CL30	2	High	HG6	1200	N/A	N/A
3/23/2021	0909	FDX	DC10	2	High	GRE	2134	N/A	NO
3/25/2021	1033	FDX	MD11	2	High	GRE	1532	N/A	N/A
3/30/2021	0746	SWA	B737	2	High	GRE	1420	N/A	N/A

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
1/5/2021 8:14	FDX	FDX3649	A306	2808	Air Traffic Conflict	Yes
1/11/2021 9:27		N751ED	C750	2703	Air Traffic Conflict	Yes
3/5/2021 18:16		N861CG	C525	2214	Air Traffic Conflict	Yes
3/5/2021 10:42	SWA	SWA1772	B737	2752	Air Traffic Conflict	Yes
2/5/2021 13:06	SWA	SWA3020	B737	2555	Air Traffic Conflict	Yes
3/2/2021 10:38	SWA	SWA1772	B737	2860	Air Traffic Conflict	Yes
2/11/2021 13:34	SKW	SKW3514	E75L	2841	Air Traffic Conflict	Yes
2/23/2021 18:28	SWA	SWA4321	B737	2880	Air Traffic Conflict	Yes
2/5/2021 18:32	SWA	SWA4321	B737	2805	Air Traffic Conflict	Yes
3/1/2021 13:28	SKW	SKW3514	E75L	2345	Air Traffic Conflict	Yes
				Air Traffic Conflict	**10**	
3/31/2021 7:08	SWA	SWA2152	B738	2365	Not Acceptable	No
3/11/2021 13:29	SWA	SWA2037	B738	2309	Not Acceptable	No
2/4/2021 7:19	SWA	SWA3111	B737	2198	Not Acceptable	No
1/1/2021 14:40	EJA	EJA784	CL35	2821	Not Acceptable	No
2/25/2021 18:32	SWA	SWA4321	B737	2562	Not Acceptable	No
				Not Acceptable	**5**	
				Grand Count	**15**	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
2/23/2021 7:27	SWA4259	B738	SWA	2709	Not Acceptable	No
2/23/2021 7:27	SWA4836	B737	SWA	2775	Not Acceptable	No
3/29/2021 12:39	QXE2327	E75L	QXE	2847	Not Acceptable	No
3/1/2021 19:41	QXE2448	E75L	QXE	2716	Not Acceptable	No
3/4/2021 17:39	QXE2585	E75L	QXE	2851	Not Acceptable	No
3/4/2021 19:51	FDX1813	B752	FDX	2785	Not Acceptable	No
3/8/2021 13:56	SWA674	B738	SWA	2874	Not Acceptable	No
3/19/2021 0:25	QXE2265	E75L	QXE	2798	Not Acceptable	No
3/23/2021 14:39	SWA1014	B737	SWA	2896	Not Acceptable	No
3/27/2021 23:57	QXE2265	E75L	QXE	2864	Not Acceptable	No
3/28/2021 11:54	QXE2327	E75L	QXE	2644	Not Acceptable	No
3/28/2021 14:50	SWA1014	B737	SWA	2696	Not Acceptable	No
3/28/2021 21:39	N365CJ	GLEX	INS	2411	Not Acceptable	No
3/28/2021 22:08	SWA1787	B737	SWA	2883	Not Acceptable	No
				Not Acceptable	**14**	
				Grand Count	**14**	

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North Field Jet Departure Procedure

Sample Noncompliance Contact Letter

PORT OF OAKLAND

Via email: aircraftowner/operator@bankofutah.com

January 8, 2020

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: 1/7/2020
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

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

April 1, 2020

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: 3/31/2020
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

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

March 31, 2020

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: 3/30/2020
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

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

January 8, 2020

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: 1/7/2020
Time of departure: 2223 hrs local
Aircraft Type: PAY2
Aircraft Tail Number or Flight Number: N22XX

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

Helicopter Flight Procedure

Sample Noncompliance Contact Letter

PORT OF OAKLAND

Via email: helicopterowner/operator@aircraft.com

March 5, 2020

Helicopter Owner/Operator
XXXXXXXXX
XXXXXXXXX

Dear Helicopter Owner/Operator:

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

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

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

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

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