Oakland International Airport

A division of the Port of Oakland

Quarterly Aircraft Noise Report

First Quarter 2020

Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

April 9, 2020

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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 2020				
	2019Q1		2020Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	97%	3%	96%	4%
Total Airport-wide Corporate Jet Departures	3,461	118	2,404	111
Runway 10R/L Jet Landing Compliance	74%	26%	73%	27%
Total Southeast Plan Corporate Jet Landings	688	241	44	16
North Field VFR Departure Compliance	94%	6%	93%	7%
Total Runways 28R/L & 33 Departures	221	13	211	15
North Field Quiet Hours Compliance	60%	40%	80%	20%
Total North Field Quiet Hours Departures	144	98	178	45
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,343	6	17,617	10
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,811	42	3,246	36
Runway 12 Night Departure Compliance	93%	7%	100%	0%
Total Runway 12 Night Turbojet Departures	609	46	59	0
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	4,289	12	4,438	9
100 Degree Radial Turbojet Landing Compliance	99%	1%	99%	1%
Total 100 Degree Radial Turbojet Landings	1,148	7	1,108	8
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	14	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 2020

	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	1,056	872	587	2,515
Compliant Corporate Jet Departures	1,017	827	560	2,404
Non-compliant Corporate Jet Departures	39	45	27	111
Corporate Jet Departure Compliance Rate	96%	95%	95%	96%
Excused Jet Departures	17	15	12	44
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	6,734	6,062	5,442	18,238
Compliant Airport-wide Jet Departures	6,695	6,017	5,415	18,127
Non-compliant Airport-wide Jet Departures	39	45	27	111
Airport-wide Jet Departure Compliance Rate	99%	99%	100%	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 2020				
	January	February	March	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	60	0	0	60
Compliant SE Plan Corporate Jet Landings	44	0	0	44
Non-compliant SE Plan Corporate Jet Landings	16	0	0	16
SE Plan Corporate Jet Landing Compliance Rate	73%	N/A	N/A	73%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	325	0	2	327
Airport-wide Compliant SE Plan Jet Landings	309	0	2	311
Airport-wide Non-compliant SE Plan Landings	16	0	0	16
Airport-wide Jet Landing SE PlanCompliance Rate	95%	N/A	100%	95%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary First Quarter 2020				
	January	February	March	Total
Total VFR Departures	85	90	51	226
Total VFR Departures Over Alameda	17	9	9	35
Compliant Departures	78	87	46	211
Non-compliant Departures	7	3	5	15
Compliance Rate	92%	97%	90%	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 2020

	January	February	March	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	83	83	57	223
Compliant Night Departures	68	63	47	178
Average Compliant Departures per Night	2.2	2.0	1.5	1.9
Non-Compliant Night Departures	15	20	10	45
Average Non-Compliant Departures per Night	0.5	0.6	0.3	0.5
Night Departure Compliance Rate	82%	76%	82%	80%

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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 = 82											
First Quarter 2020 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
3	23	1	0.0	0.2%	1	0.0	0.2%	0	0.0	0.0%	25
4	30	16	0.2	2.8%	12	0.1	2.1%	5	0.1	0.9%	63
5	16	17	0.2	3.0%	6	0.1	1.1%	15	0.2	2.6%	54
6	11	7	0.1	1.2%	9	0.1	1.6%	8	0.1	1.4%	35
7	9	7	0.1	1.2%	12	0.1	2.1%	1	0.0	0.2%	29
8	17	7	0.1	1.2%	2	0.0	0.4%	0	0.0	0.0%	26
9	2	3	0.0	0.5%	2	0.0	0.4%	1	0.0	0.2%	8
10	11	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	16
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	2	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	3
13	1	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	2
14	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
All NMTs	128	64	1	0	45	1	0	30	0	0	267

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 72

First Quarter 2020 (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	23	1	0.0	0.4%	1	0.0	0.4%	0	0.0	0.0%	25
4	30	16	0.2	6.7%	12	0.1	5.0%	5	0.1	2.1%	63
5	16	17	0.2	7.1%	6	0.1	2.5%	15	0.2	6.3%	54
6	11	7	0.1	2.9%	9	0.1	3.8%	8	0.1	3.3%	35
7	9	7	0.1	2.9%	12	0.1	5.0%	1	0.0	0.4%	29
8	17	7	0.1	2.9%	2	0.0	0.8%	0	0.0	0.0%	26
Total	**106**	**55**	**0.6**		**42**	**0.5**		**29**	**0.3**		**232**

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 10

First Quarter 2020 (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	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
9	2	3	0.0	0.9%	2	0.0	0.6%	1	0.0	0.3%	8
10	11	5	0.1	1.5%	0	0.0	0.0%	0	0.0	0.0%	16
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	2	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	3
13	1	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	2
14	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
Total	**22**	**9**	**0.1**		**3**	**0.0**		**1**	**0.0**		**35**

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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 2020				
	January	February	March	Quarter
Runway 30 Turbojet Departures	6,295	5,958	5,374	17,627
Compliant Departures	6,292	5,955	5,370	17,617
Non-compliant Departures	3	3	4	10
Percentage of Non-compliance	0.0%	0.1%	0.1%	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 2020				
	January	February	March	Quarter
Runway 30 Nighttime Turbojet Departures	1,073	1,077	1,132	3,282
Buffer Time Departures	13	12	9	34
Compliant Departures	1,063	1,065	1,118	3,246
Non-compliant Departures	10	12	14	36
HUSSH gate misses	5	7	8	20
NIITE gate misses	7	7	10	24
REBAS gate misses	10	12	14	36
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 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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Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First Quarter 2019, NMT 2						
	Aircraft Departures		Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)
Baseline (November 2002) [A]						
DC10/MD10	87		32	69	78	22
MD11	32		13	70	79	24
A306	67		21	67	77	25
First Quarter 2019 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	109	36	25	65	74	15
DC10/MD10	44	15	19	66	75	21
MD11	186	62	112	67	76	19
A306	86	29	38	65	74	18
B757	142	47	51	65	75	15
B77L	59	20	16	65	73	11
Difference [A-B]						
DC10/MD10		-72	-13	-3	-3	-1
MD11		30	99	-3	-3	-5
A306		-38	17	-2	-3	-7

(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 2020				
	January	February	March	Quarter
Jet Departures	57	2	0	59
Non-Compliant Departures	0	0	0	0
Compliant Departures	57	2	0	59
Compliance Rate	100%	100%	No SE Plan	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 2020

	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	1	0	3	4
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	3	2	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 2020

	January	February	March	Quarter
Total Runway 30 East Turn Turbojet Departures	1,583	1,486	1,378	4,447
Non-compliant Turbojet Departures	2	4	3	9
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,581	1,482	1,375	4,438
Compliance Rate	100%	100%	100%	100%
Excused Turbojet Departures	9	6	5	20

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 2020				
	January	February	March	Quarter
Turbojets on Downwind RWY 30 Approach	317	426	373	1,116
Non-compliant Turbojets	3	5	0	8
Total Turbojet Aircraft Above 3K Feet ASL*	314	421	373	1,108
Compliance Rate	99%	99%	100%	99%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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Oakland International Airport Noise Complaint Summary January 2020		
Community	**Callers**	**Complaints**
Alameda(BFI)	28	636
Alameda(Central)	7	73
Albany	0	0
Berkeley	3	202
Castro Valley	3	18
Fremont	0	0
Hayward	2	5
Kensington	0	0
Oakland	16	4780
Piedmont	0	0
Richmond	1	741
San Francisco	1	23
San Leandro	5	41
Union City	1	3
San Lorenzo	0	0
Other Communities	15	518
Total	**82**	**7040**
Complaints by Type		
Website	0	
E-mail	4858	
Phone	30	
View point App	2152	
Complaints by Time of Day		
Day (0700 - 1900)	2510	
Evening (1900 - 2200)	1028	
Night (2200 - 0700)	3502	
Complaints by Type of Operation		
Arrivals	5218	
Departures	1598	
Over-flights	203	
Touch & Go	21	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	124	
Helicopter	37	
Jet	6349	
Military	1	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	103	
Propeller	278	
Turbo-prop	148	

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Oakland International Airport Noise Complaint Summary February 2020		
Community	**Callers**	**Complaints**
Alameda(BFI)	21	1010
Alameda(Central)	7	31
Albany	0	0
Berkeley	4	223
Castro Valley	1	28
Fremont	0	0
Hayw ard	2	11
Kensington	0	0
Oakland	13	3036
Piedmont	1	1
Richmond	2	1020
San Francisco	2	2
San Leandro	2	5
Union City	0	0
San Lorenzo	0	0
Other Communities	17	481
Total	**72**	**5848**
Complaints by Type		
Website	0	
E-mail	3475	
Phone	0	
View point App	2373	
Complaints by Time of Day		
Day (0700 - 1900)	1821	
Evening (1900 - 2200)	1478	
Night (2200 - 0700)	2549	
Complaints by Type of Operation		
Arrivals	3266	
Departures	2250	
Over-flights	294	
Touch & Go	38	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	574	
Helicopter	57	
Jet	4506	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	167	
Propeller	380	
Turbo-prop	164	

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Oakland International Airport Noise Complaint Summary March 2020		
Community	**Callers**	**Complaints**
Alameda(BFI)	27	1952
Alameda(Central)	9	41
Albany	0	0
Berkeley	2	3
Castro Valley	1	59
Fremont	0	0
Hayw ard	1	1
Kensington	0	0
Oakland	13	3491
Piedmont	2	2
Richmond	2	936
San Francisco	3	30
San Leandro	2	6
Union City	0	0
San Lorenzo	1	1
Other Communities	8	567
Total	**71**	**7089**
Complaints by Type		
Website	0	
E-mail	3662	
Phone	0	
View point App	3427	
Complaints by Time of Day		
Day (0700 - 1900)	2496	
Evening (1900 - 2200)	1858	
Night (2200 - 0700)	2735	
Complaints by Type of Operation		
Arrivals	3720	
Departures	3062	
Over-flights	224	
Touch & Go	83	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Business Jet	230	
Helicopter	60	
Jet	6095	
Military	0	
Not Reported (not linked to an aircraft)	0	
Other (Type information not available)	143	
Propeller	391	
Turbo-prop	170	

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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 2020					
	January	**February**	**March**	**Total**	**Percentage**
Runway 28L	25	29	11	65	79%
Runway 28R	0	1	0	1	0%
Runway 33	1	4	1	6	0%
Alameda Overflights	**26**	**34**	**12**	**72**	**0%**
Runway 10L	1	0	1	2	0%
Runway 10R	3	3	0	6	0%
Runway 15	2	0	0	2	0%
San Leandro Overflights	**6**	**3**	**1**	**10**	**0%**
Total Departures	**32**	**37**	**13**	**82**	**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 2020				
	January	**February**	**March**	**Total**
VFR Departures				
Runway 28L	25	26	20	71
Runway 28R	4	4	3	11
Runway 33	148	154	75	377
VFR Departures	**177**	**184**	**98**	**459**
IFR Departures				
Runway 28L	352	376	288	1,016
Runway 28R	4	7	6	17
Runway 33	158	220	97	475
IFR Departures	**514**	**603**	**391**	**1,508**
Total Departures	**691**	**787**	**489**	**1,967**

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2020											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	47	105	-	-	31	-	13	2,285	-	-	2,329	2,329
	Helicopters	-	-	-	-	-	-	-	-	4	94	98	98
	Commercial Jets	225	13,382	13,607	-	-	-	1	78	-	-	79	13,686
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	8	8	72	101	-	3	992	30	-	1,198	1,206
	Regional Jets	39	724	763	-	13	-	2	1,342	-	-	1,357	2,120
	Turboprops	-	33	33	53	20	-	23	930	1	-	1,027	1,060
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		311	14,252	14,411	125	165	-	42	5,627	35	94	6,088	20,499
Departures	Corporate Jets	8	2,246	2,254	2	11	-	75	138	-	-	226	2,480
	Helicopters	-	-	-	-	-	-	-	-	-	66	66	66
	Commercial Jets	236	13,354	13,590	-	-	-	-	14	-	-	14	13,604
	Military	-	-	-	-	2	-	-	-	-	-	2	2
	Propeller	2	71	73	85	775	13	5	171	20	-	1,069	1,142
	Regional Jets	12	2,027	2,039	-	-	-	27	3	-	-	30	2,069
	Turboprops	2	31	33	1	64	-	28	761	8	-	862	895
	Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Sub-totals		260	17,729	17,989	88	852	13	135	1,087	28	66	2,269	20,258
Touch & Go Sub-totals		-	11	11	21	288	2	1	174	10	-	496	507
Grand Total		571	31,992	32,411	234	1,305	15	178	6,888	73	160	8,853	41,264

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS First Quarter 2020											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	225	13,382	13,607	-	-	-	1	78	-	-	79	13,686
	Regional Jets	39	724	763	-	13	-	2	1,342	-	-	1,357	2,120
Commercial Jet Sub-totals		264	14,106	14,370	-	13	-	3	1,420	-	-	1,436	15,806
	Corporate Jets	47	105	152	-	31	-	13	2,285	-	-	2,329	2,481
All Jet Arrivals Sub-totals		311	14,211	14,522	-	44	-	16	3,705	-	-	3,765	18,287
Departures	Commercial Jets	236	13,354	13,590	-	-	-	-	14	-	-	14	13,604
	Regional Jets	12	2,027	2,039	-	-	-	27	3	-	-	30	2,069
Commercial Jet Sub-totals		248	15,381	15,629	-	-	-	27	17	-	-	44	15,673
	Corporate Jets	8	2,246	2,254	2	11	-	75	138	-	-	226	2,480
All Jet Departures Sub-totals		256	17,627	17,883	2	11	-	102	155	-	-	270	18,153
Grand Total		567	31,838	32,405	2	55	-	118	3,860	-	-	4,035	36,440

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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
2/10/2020 11:18	N29MB	N29MB	LJ60	4210	28L	B	Departure Timing	No
2/13/2020 7:37	EJA343	N343QS	E55P	3713	28L	B	Departure Timing	No
						Departure Timing	**2**	
1/17/2020 9:14	LN449RP	N449RP	C501	4527	28L	B	Lifeguard Medical	Yes
1/20/2020 20:04	LN509RP	N509RP	C550	4256	28L	B	Lifeguard Medical	Yes
1/21/2020 0:22	LN818WB		ASTR	4550	28L	B	Lifeguard Medical	Yes
1/21/2020 2:26	LN509RP	N509RP	C550	4534	28L	B	Lifeguard Medical	Yes
1/26/2020 16:49	LN108JN	N108JN	LJ35	3642	28L	B	Lifeguard Medical	Yes
1/27/2020 3:16	N363PJ	N363PJ	LJ35	3242	28L	B	Lifeguard Medical	Yes
2/7/2020 18:28	LN449RP	N449RP	C501	4507	28L	B	Lifeguard Medical	Yes
2/12/2020 9:12	LN489AM	N489AM	BE40	3333	28L	B	Lifeguard Medical	Yes
2/13/2020 1:50	LN449RP	N449RP	C501	4216	28L	B	Lifeguard Medical	Yes
2/13/2020 8:28	LN43MF	LN43MF	LJ35	3636	28L	B	Lifeguard Medical	Yes
2/21/2020 13:48	LN818WB		ASTR	3311	28L	B	Lifeguard Medical	Yes
2/27/2020 7:38	KFS158	N298CK	LJ35	4255	28L	B	Lifeguard Medical	Yes
2/28/2020 17:50	LN823AM	N823AM	H25B	6320	28L	B	Lifeguard Medical	Yes
3/3/2020 11:45	KFS164	N913CK	LJ35	1756	28L	B	Lifeguard Medical	Yes
3/11/2020 13:26	LN904LR	N904LR	C560	1740	28L	B	Lifeguard Medical	Yes
3/12/2020 10:28	LN904LR	N904LR	C560	1777	28L	B	Lifeguard Medical	Yes
3/12/2020 18:18	JLG45	N45FG	LJ35	4220	28L	B	Lifeguard Medical	Yes
3/13/2020 3:11	KFS150	N870CK	LJ35	3303	28L	B	Lifeguard Medical	Yes
3/16/2020 6:42	LN325NW	N325NW	LJ35	3244	28L	B	Lifeguard Medical	Yes
3/21/2020 8:09	LN352PM		LJ35	3325	28L	B	Lifeguard Medical	Yes
3/24/2020 11:43	JLG45	N45FG	LJ35	3224	28L	B	Lifeguard Medical	Yes
3/24/2020 15:34	JLG45	N45FG	LJ35	3264	28L	B	Lifeguard Medical	Yes
3/31/2020 14:14	LN818WB		ASTR	3257	28L	B	Lifeguard Medical	Yes
1/16/2020 10:42	KFS161	N905CK	LJ35	3775	28L	B	Lifeguard Medical	Yes
1/14/2020 19:44	LN6EL	N6EL	ASTR	1716	28L	B	Lifeguard Medical	Yes
1/8/2020 10:19	KFS164	N870CK	LJ35	6321	28L	B	Lifeguard Medical	Yes
1/9/2020 0:20	LN581HC	N581HC	C25C	3271	28L	B	Lifeguard Medical	Yes
						Lifeguard Medical	**27**	
1/2/2020 10:52	N377PL	N377PL	C25B	1733	28L	B	Pilot Requested	No
1/2/2020 17:42	FFL226	N459MB	C560	4550	28L	B	Pilot Requested	No
1/3/2020 16:35			GLF4	1716	28L	B	Pilot Requested	No
1/4/2020 9:20	FFL226	N449RP	C501	4514	28L	B	Pilot Requested	No
1/4/2020 12:59	EJA330	N330QS	E55P	1712	28L	B	Pilot Requested	No
1/5/2020 15:13	DCM324	DCM324	C25C	4217	28L	B	Pilot Requested	No
1/5/2020 16:30	TWY711		GLF4	6343	28L	B	Pilot Requested	No
1/6/2020 15:31			GLF4	6347	28L	B	Pilot Requested	No
1/7/2020 8:51	GDG626	N626NT	F2TH	4513	28L	B	Pilot Requested	No
1/7/2020 16:17	N862GS	N862GS	C510	373	28L	B	Pilot Requested	No
1/10/2020 10:05	GDG626	N626NT	F2TH	6374	28L	B	Pilot Requested	No
1/11/2020 13:53	EJA509	N509QS	GLF5	4515	28L	B	Pilot Requested	No
1/12/2020 17:46			GLF4	3371	28L	B	Pilot Requested	No
1/13/2020 13:35	N1AV	N1AV	GLF5	4267	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/14/2020 9:51	N61LV	N61LV	GLF5	1715	28L	B	Pilot Requested	No
1/14/2020 14:16	DCM345	DCM345	LJ35	3257	28L	B	Pilot Requested	No
1/14/2020 14:54	N322PL	N322PL	EA50	3614	28L	B	Pilot Requested	No
1/14/2020 17:46	DCM1345	DCM1345	FA7X	3344	28L	B	Pilot Requested	No
1/15/2020 9:25	TWY5	TWY	GLF5	6373	28L	B	Pilot Requested	No
1/15/2020 10:25	N543EE	N543EE	E550	6363	28L	B	Pilot Requested	No
1/15/2020 15:40			GLF4	1751	28L	B	Pilot Requested	No
1/15/2020 17:45	EJA155	N155QS	GLEX	4240	28L	B	Pilot Requested	No
1/16/2020 11:42	RSP347	N583JS	E50P	4276	28L	B	Pilot Requested	No
1/16/2020 16:48			C56X	3332	28L	B	Pilot Requested	No
1/17/2020 9:04	LXJ522	N522FX	CL30	3251	28L	B	Pilot Requested	No
1/17/2020 12:12	N22DF	N22DF	GLF4	2231	28L	B	Pilot Requested	No
1/17/2020 14:15	N614JK	N614JK	C550	3372	28L	B	Pilot Requested	No
1/18/2020 10:30	PXT920		C25A	4572	28L	B	Pilot Requested	No
1/19/2020 15:37	N444RL	N444RL	EA50	3261	28L	B	Pilot Requested	No
1/20/2020 16:35	N614JK	N614JK	C550	4527	28L	B	Pilot Requested	No
1/20/2020 18:50	EJA772	N772QS	CL35	4257	28L	B	Pilot Requested	No
1/22/2020 9:13			F900	3610	28L	B	Pilot Requested	No
1/22/2020 12:44			BE40	4250	28L	B	Pilot Requested	No
1/24/2020 14:04	EDG401	N401VR	GLF4	4575	28L	B	Pilot Requested	No
1/26/2020 7:35	N862LG	N862LG	E55P	1746	28L	B	Pilot Requested	No
1/27/2020 7:16	TFF968		GLF4	6356	28L	B	Pilot Requested	No
1/29/2020 7:30	TWY5	TWY5	GLF4	1757	28L	B	Pilot Requested	No
1/30/2020 16:03	N327NM	N327NM	C510	3650	28L	B	Pilot Requested	No
1/31/2020 15:01	PXT903	N903JP	C510	4505	28L	B	Pilot Requested	No
2/1/2020 10:05	DCM456	DCM456	BE40	6310	28L	B	Pilot Requested	No
2/1/2020 14:11			C25C	3246	28L	B	Pilot Requested	No
2/1/2020 15:23	TWY711		GLF4	4560	28L	B	Pilot Requested	No
2/2/2020 13:40	N206AH	N206AH	E50P	1716	28L	B	Pilot Requested	No
2/2/2020 15:17	N59WG	N59WG	C25B	3341	28L	B	Pilot Requested	No
2/3/2020 12:07	TWY4	TWY4	GLF4	1724	28L	B	Pilot Requested	No
2/3/2020 14:12	N559WJ	N559WJ	C550	1767	28L	B	Pilot Requested	No
2/4/2020 18:20	N404PG	N404PG	C25B	6341	28L	B	Pilot Requested	No
2/5/2020 19:17	N823DF	N823DF	GLEX	3775	28L	B	Pilot Requested	No
2/6/2020 12:52			FA7X	1774	28L	B	Pilot Requested	No
2/6/2020 15:28	N59WG	N59WG	C25B	6326	28L	B	Pilot Requested	No
2/7/2020 7:35	XSN40	N404TC	GLF4	3366	28L	B	Pilot Requested	No
2/8/2020 21:40	TIV60		C525	3305	28L	B	Pilot Requested	No
2/9/2020 16:58	LXJ354	N354FX	E55P	4202	28L	B	Pilot Requested	No
2/10/2020 13:55	TWY5	TWY5	GLF5	6310	28L	B	Pilot Requested	No
2/12/2020 18:00	DCM851	DCM851	F2TH	3366	28L	B	Pilot Requested	No
2/14/2020 13:23	JPL660	N660RB	E55P	3650	28L	B	Pilot Requested	No
2/14/2020 14:30	PXT920		C25A	1723	28L	B	Pilot Requested	No
2/14/2020 14:35	XSN40	N404TC	GLF4	3634	28L	B	Pilot Requested	No
2/14/2020 14:55			GLF5	4517	28L	B	Pilot Requested	No
2/14/2020 17:30			C25C	1734	28L	B	Pilot Requested	No
2/15/2020 12:32	DCM8361	DCM8361	CL30	6355	28L	B	Pilot Requested	No
2/15/2020 17:18	FFL226	N459MB	C560	3364	28L	B	Pilot Requested	No
2/18/2020 15:11			C25A	3736	28L	B	Pilot Requested	No
2/20/2020 11:25	GSDFG	GSDFG	EA50	6353	28L	B	Pilot Requested	No
2/20/2020 17:03	EJA385	N385QS	C680	4237	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/21/2020 16:20	DCM7145	DCM7145	GLF5	4552	28L	B	Pilot Requested	No
2/21/2020 16:27	N614JK	N614JK	C550	4221	28L	B	Pilot Requested	No
2/25/2020 16:25	TIV60		C525	4560	28L	B	Pilot Requested	No
2/25/2020 22:34	N551SJ	N551SJ	C550	6315	28L	B	Pilot Requested	No
2/26/2020 9:48	N713FL	N713FL	C750	1704	28L	B	Pilot Requested	No
2/26/2020 12:19	N15VX	N15VX	FA50	3254	28L	B	Pilot Requested	No
2/26/2020 12:22	N369LL		CL30	4502	28L	B	Pilot Requested	No
2/26/2020 12:37	N312TL	N312TL	LJ31	6354	28L	B	Pilot Requested	No
2/26/2020 12:38	UVA23	UVA23	GLF4	3253	28L	B	Pilot Requested	No
2/27/2020 11:09	PXT920		C25A	4546	28L	B	Pilot Requested	No
2/27/2020 12:37	TWY711		GLF4	6371	28L	B	Pilot Requested	No
2/27/2020 12:48	EJA434	N434QS	E55P	4225	28L	B	Pilot Requested	No
2/28/2020 14:00	EJA758	N758QS	GALX	4255	28L	B	Pilot Requested	No
2/28/2020 16:40	TIV80		C25B	6315	28L	B	Pilot Requested	No
2/29/2020 9:47			GLF5	3615	28L	B	Pilot Requested	No
2/29/2020 13:15			GLF5	4216	28L	B	Pilot Requested	No
2/29/2020 17:14			GLF5	1742	28L	B	Pilot Requested	No
3/1/2020 13:28	DCM3456	DCM3456	F2TH	3622	28L	B	Pilot Requested	No
3/1/2020 19:29	VTE501	N16501	E135	3337	28L	R	Pilot Requested	No
3/3/2020 17:23	N419DB	N419DB	HDJT	4206	28L	B	Pilot Requested	No
3/4/2020 14:20	N85JV	N85JV	C525	6366	28L	B	Pilot Requested	No
3/5/2020 20:59	EJA753	N753QS	CL35	1731	28L	B	Pilot Requested	No
3/6/2020 9:47	N1127M	N1127M	LJ60	1711	28L	B	Pilot Requested	No
3/6/2020 15:13	N1127M	N1127M	LJ60	4250	28L	B	Pilot Requested	No
3/9/2020 13:54	N831BG	N831BG	GALX	4523	28L	B	Pilot Requested	No
3/10/2020 11:50	GJE1209	N129NS	GLF4	3604	28L	B	Pilot Requested	No
3/11/2020 9:01	JSX201	N253JX	E135	3327	28L	R	Pilot Requested	No
3/13/2020 10:29	TWY711		GLF4	6312	28L	B	Pilot Requested	No
3/13/2020 10:32	DCM7654	DCM7654	GLEX	3607	28L	B	Pilot Requested	No
3/13/2020 11:17	N614JK	N614JK	C550	4246	28L	B	Pilot Requested	No
3/13/2020 18:10	SWQ9031	N418US	B734	6355	28L	J	Pilot Requested	No
3/14/2020 9:21	TIV85		C25B	6376	28L	B	Pilot Requested	No
3/15/2020 9:33	TWY711		GLF4	3752	28L	B	Pilot Requested	No
3/15/2020 19:45	TWY967		C25A	4516	28L	B	Pilot Requested	No
3/17/2020 13:56	DCM5491	DCM5491	FA50	3317	28L	B	Pilot Requested	No
3/17/2020 17:33	JLG45	N45FG	LJ35	3277	28L	B	Pilot Requested	No
3/18/2020 15:24	N830MG	N830MG	C650	4262	28L	B	Pilot Requested	No
3/20/2020 11:04	CYO600	N600AJ	LJ60	6313	28L	B	Pilot Requested	No
3/20/2020 13:27	SWQ9458	N458UW	B734	3202	28L	J	Pilot Requested	No
3/20/2020 13:52	XOJ549	N549XJ	CL30	3204	28L	B	Pilot Requested	No
3/21/2020 14:02	VTM356	XAVBF	CRJ2	3226	28L	R	Pilot Requested	No
3/23/2020 9:50	EJA306	N306QS	C680	3651	28L	B	Pilot Requested	No
3/25/2020 12:23	TWY92		GLF5	3213	28L	B	Pilot Requested	No
3/26/2020 12:12	PXT525	N525CR	C25B	4502	28L	B	Pilot Requested	No
3/28/2020 7:48	N862LG	N862LG	E55P	3336	28L	B	Pilot Requested	Yes
						Pilot Requested	**110**	
1/13/2020 0:52			CL60	3260	28L	B	RWY 30 Routine Closure	Yes
3/30/2020 4:16	UPS2943	N360UP	B763	3240	28L	J	RWY 30 Routine Closure	Yes
2/24/2020 5:40	SWA1838	N283WN	B737	3350	28L	J	RWY 30 Routine Closure	Yes
2/24/2020 5:32	SWA1699	N213WN	B737	3274	28L	J	RWY 30 Routine Closure	Yes
1/13/2020 5:14	SWA927	N7815L	B737	3216	28L	J	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/13/2020 5:29	SWA1699	N968WN	B737	3370	28L	J	RWY 30 Routine Closure	Yes
1/13/2020 5:34	SWA8946	N778SW	B737	4205	28L	J	RWY 30 Routine Closure	Yes
1/13/2020 5:45	SWA8945	N242WN	B737	4223	28L	J	RWY 30 Routine Closure	Yes
1/13/2020 5:46			E35L	3233	28L	B	RWY 30 Routine Closure	Yes
2/2/2020 22:42	SWA2798	N233LV	B737	3261	28L	J	RWY 30 Routine Closure	Yes
2/2/2020 22:44	SWA5350	N431WN	B737	3312	28L	J	RWY 30 Routine Closure	Yes
2/3/2020 0:07	JBU347	N709JB	A320	3233	28L	J	RWY 30 Routine Closure	Yes
2/3/2020 0:50	DCM5321	DCM5321	C550	3353	28L	B	RWY 30 Routine Closure	Yes
2/3/2020 5:31	SWA1699	N434WN	B737	3324	28L	J	RWY 30 Routine Closure	Yes
2/24/2020 5:20	SWA927	N900WN	B737	3361	28L	J	RWY 30 Routine Closure	Yes
						RWY 30 Routine Closure	**15**	
1/1/2020 13:51			GLF5	7256	28L	B	System Error	Yes
						System Error	**1**	
						Grand Count	**155**	

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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
1/15/2020 22:27	PEG26	N726RW	GLF4	2752	10R	B	Pilot Requested	No
1/16/2020 8:20	XLJ41	N411AJ	LJ40	1310	10R	B	Pilot Requested	No
1/21/2020 17:56	PXT525	N525CR	C25B	2550	10R	B	Pilot Requested	No
1/16/2020 13:34	EJA570	N570QS	C68A	4275	10R	B	Pilot Requested	No
1/16/2020 16:10			GLF4	7322	10R	B	Pilot Requested	No
1/16/2020 16:14	GAJ901	N901UP	C750	6704	10R	B	Pilot Requested	No
1/21/2020 7:50			E135	4542	10R	R	Pilot Requested	No
1/21/2020 8:30	EJA409	N409QS	E55P	4246	10R	B	Pilot Requested	No
1/21/2020 8:52	N516TH	N516TH	H25B	1646	10R	B	Pilot Requested	No
1/21/2020 9:17	N535JF	N535JF	SF50	5372	10R	J	Pilot Requested	No
1/21/2020 10:15			CL30	6716	10R	B	Pilot Requested	No
1/21/2020 10:27	NSH90	N900NH	F2TH	3562	10R	B	Pilot Requested	No
1/21/2020 10:48			GLF5	1330	10R	B	Pilot Requested	No
1/21/2020 13:42	JSX202	N257JX	E135	2017	10R	R	Pilot Requested	No
1/21/2020 16:59	PXT903	N903JP	C510	6770	10R	B	Pilot Requested	No
1/21/2020 17:31	EJA539	N539QS	C68A	1306	10R	B	Pilot Requested	No
						Pilot Requested	**16**	
						Grand Count	**16**	

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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
1/11/2020 16:10	33	N6605D	N6605D	C172	354	Air Traffic Conflict	Yes
3/11/2020 14:24	33	N7114Y	N7114Y	PA30	346	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
3/10/2020 8:36	33	N747JS	N747JS	P28R	355	Air Traffic Conflict	Yes
2/28/2020 15:53	33	PXT795		PC12	350	Air Traffic Conflict	Yes
2/27/2020 14:11	33	N8064N	N736BF	BE35	346	Air Traffic Conflict	Yes
2/16/2020 14:08	33	N8312H	N8312H	P28A	335	Air Traffic Conflict	Yes
2/10/2020 17:53	33	N5782R	N5782R	C172	341	Air Traffic Conflict	Yes
2/10/2020 16:59	33	PROP	PROP		1200	Air Traffic Conflict	Yes
2/8/2020 11:07	33	N49004	N49004	C152	325	Air Traffic Conflict	Yes
1/30/2020 16:46	33	N7310G	N7310G	C172	360	Air Traffic Conflict	Yes
1/23/2020 17:13	33	N6MB	N6MB	C172	341	Air Traffic Conflict	Yes
1/23/2020 11:09	33	N52789	N52789	C172	374	Air Traffic Conflict	Yes
1/18/2020 9:17	33	N2874Z	N2874Z	P28A	327	Air Traffic Conflict	Yes
1/15/2020 12:43	33	N4352G	N4352G	P28A	331	Air Traffic Conflict	Yes
1/11/2020 16:30	33	PXT795		PC12	320	Air Traffic Conflict	Yes
					Air Traffic Conflict	**15**	
1/8/2020 15:07	PAD1	CMD8		HELO	375	Lifeguard Medical	Yes
1/18/2020 16:21	PAD1	REH1		HELO	355	Lifeguard Medical	Yes
1/23/2020 2:11	33	CMD4	CMD4		332	Lifeguard Medical	Yes
3/7/2020 3:41	PAD1	CMD08		HELO	371	Lifeguard Medical	Yes
3/24/2020 15:50	PAD1	CMD08	CMD08		364	Lifeguard Medical	Yes
					Lifeguard Medical	**5**	
2/15/2020 0:05	PAD1	N922RJ	N922RJ	HELO	323	Not Acceptable	No
3/30/2020 9:42	28R	PROP	PROP		1200	Not Acceptable	No
1/29/2020 20:33	28L	N739HE	N739HE	C172	337	Not Acceptable	No
1/26/2020 13:06	33	N43434	N43434	P28A	355	Not Acceptable	No
3/1/2020 12:06	PAD1	N911FS	N911FS	HELO	337	Not Acceptable	No
1/13/2020 16:58	28L	N4352G	N4352G	P28A	336	Not Acceptable	No
3/27/2020 13:12	33	N5814Y	N5814Y	M20P	374	Not Acceptable	No
1/22/2020 13:24	33	N43434	N43434	P28A	327	Not Acceptable	No
3/17/2020 15:46	28L	N357SZ	N357SZ	RV6	336	Not Acceptable	No
2/1/2020 9:00	33	N43434	N43434	P28A	350	Not Acceptable	No
2/11/2020 13:04	28L	N121RJ	N121RJ	C210	374	Not Acceptable	No
3/6/2020 9:41	28L	N328TA	N328TA	C172	351	Not Acceptable	No
					Not Acceptable	**12**	
1/18/2020 9:49	28L	N66405	N66405	BL8	305	Touch & Go Training	No
1/12/2020 8:15	28L	N6605D	N6605D	C172	377	Touch & Go Training	No
1/15/2020 11:12	33	N43434	N43434	P28A	343	Touch & Go Training	No
					Touch & Go Training	**3**	
					Grand Count	**35**	

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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
1/27/2020 3:16	N363PJ	N363PJ	LJ35	3242	28L	Lifeguard Medical	Yes
2/24/2020 5:15	REH50	N913RX	BE20	3217	28L	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
2/20/2020 5:44	CMD70	N911RX	BE20	4525	28L	Lifeguard Medical	Yes
2/14/2020 0:52	CMD8		HELO	5337	PAD1	Lifeguard Medical	Yes
3/31/2020 22:40	LN556AL	N556AL	BE20	4565	28L	Lifeguard Medical	Yes
2/13/2020 1:50	LN449RP	N449RP	C501	4216	28L	Lifeguard Medical	Yes
1/9/2020 0:20	LN581HC	N581HC	C25C	3271	28L	Lifeguard Medical	Yes
1/1/2020 23:24	LN991GT	N991GT	BE9L	4570	28L	Lifeguard Medical	Yes
1/9/2020 23:43	CMD70	N370CS	BE20	4541	28L	Lifeguard Medical	Yes
2/2/2020 6:17	REH18	N319RX	HELO	4540	PAD1	Lifeguard Medical	Yes
1/29/2020 6:37	LN991GT	N991GT	BE9L	4201	28L	Lifeguard Medical	Yes
2/24/2020 5:20	SWA927	N900WN	B737	3361	28L	Lifeguard Medical	Yes
1/25/2020 4:04	CMD70	N370CS	BE20	4503	28L	Lifeguard Medical	Yes
1/23/2020 2:11	CMD4	CMD4		332	33	Lifeguard Medical	Yes
1/22/2020 2:02	LN923AS	N923AS	BE20	4515	28L	Lifeguard Medical	Yes
1/21/2020 2:26	LN509RP	N509RP	C550	4534	28L	Lifeguard Medical	Yes
1/21/2020 0:22	LN818WB		ASTR	4550	28L	Lifeguard Medical	Yes
1/21/2020 0:19	LN991GT	N991GT	BE9L	4201	28L	Lifeguard Medical	Yes
2/28/2020 4:58	CMD04	CMD04		5323	PAD1	Lifeguard Medical	Yes
3/5/2020 23:52	REH50	N913RX	BE20	4210	28L	Lifeguard Medical	Yes
3/27/2020 22:28	CMD8	N838CS	HELO	4517	PAD1	Lifeguard Medical	Yes
3/16/2020 6:42	LN325NW	N325NW	LJ35	3244	28L	Lifeguard Medical	Yes
3/13/2020 3:11	KFS150	N870CK	LJ35	3303	28L	Lifeguard Medical	Yes
3/7/2020 3:41	CMD08		HELO	371	PAD1	Lifeguard Medical	Yes
					Lifeguard Medical	**24**	
2/21/2020 23:17	N3148R	N3148R	C182	4257	28L	Not Acceptable	No
2/12/2020 23:42	N248PH	N248PH	BE20	4547	28L	Not Acceptable	No
1/9/2020 6:11	PXT525	N525CR	C25B	4532	10R	Not Acceptable	No
2/10/2020 22:30	N1TC	N1TC	PC12	3210	28L	Not Acceptable	No
1/20/2020 23:46	N6462Q	N6462Q	M20P	4545	15	Not Acceptable	No
1/16/2020 6:24			CL60	3333	10R	Not Acceptable	No
1/16/2020 6:33	PCM8709	N798FE	C208	4513	10R	Not Acceptable	No
2/24/2020 5:57	PXT795	N795MM	PC12	3271	33	Not Acceptable	No
2/25/2020 22:34	N551SJ	N551SJ	C550	6315	28L	Not Acceptable	No
1/29/2020 6:45	BXR8604	N208PG	C208	4562	28L	Not Acceptable	No
2/6/2020 6:26	PXT494	N494KC	PC12	5372	33	Not Acceptable	No
1/28/2020 23:24	N858TD	N858TD	PA46	3340	10R	Not Acceptable	No
3/11/2020 23:21	N6462Q	N6462Q	M20P	4237	10L	Not Acceptable	No
1/28/2020 23:22	N6462Q	N6462Q	M20P	4501	10L	Not Acceptable	No
2/5/2020 6:02	SKY7		HELO	350	PAD1	Not Acceptable	No
1/16/2020 6:38	PCM8711	N846FE	C208	4203	10R	Not Acceptable	No
2/15/2020 0:05	N922RJ	N922RJ	HELO	323	PAD1	Not Acceptable	No
3/28/2020 22:54			C172	5323	28L	Not Acceptable	No
					Not Acceptable	**18**	
3/30/2020 4:16	UPS2943	N360UP	B763	3240	28L	RWY 30 Routine Closure	Yes
2/24/2020 5:40	SWA1838	N283WN	B737	3350	28L	RWY 30 Routine Closure	Yes
2/24/2020 5:32	SWA1699	N213WN	B737	3274	28L	RWY 30 Routine Closure	Yes
2/3/2020 0:50	DCM5321	DCM5321	C550	3353	28L	RWY 30 Routine Closure	Yes
2/3/2020 0:07	JBU347	N709JB	A320	3233	28L	RWY 30 Routine Closure	Yes
2/2/2020 22:44	SWA5350	N431WN	B737	3312	28L	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
2/2/2020 22:42	SWA2798	N233LV	B737	3261	28L	RWY 30 Routine Closure	Yes
1/13/2020 5:46			E35L	3233	28L	RWY 30 Routine Closure	Yes
1/13/2020 5:45	SWA8945	N242WN	B737	4223	28L	RWY 30 Routine Closure	Yes
1/13/2020 5:34	SWA8946	N778SW	B737	4205	28L	RWY 30 Routine Closure	Yes
1/13/2020 5:29	SWA1699	N968WN	B737	3370	28L	RWY 30 Routine Closure	Yes
1/13/2020 5:14	SWA927	N7815L	B737	3216	28L	RWY 30 Routine Closure	Yes
1/13/2020 0:52			CL60	3260	28L	RWY 30 Routine Closure	Yes
2/3/2020 5:31	SWA1699	N434WN	B737	3324	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	**14**	
1/26/2020 22:44	N881VP	N881VP	C56X	4557	15	Runway/Taxiway Maintenance	Yes
					Runway/Taxiway Maintenance	**1**	
2/13/2020 3:48	N5341M	N5341M	BE9L	3327	28L	Strraight-out Departure	No
					Strraight-out Departure	**1**	
1/1/2020 6:54	N923AS	N923AS	BE20	4277	28L	Time Buffer	Yes
1/16/2020 6:50	N782FX	N782FX	C08	1770	10R	Time Buffer	Yes
1/16/2020 6:57	PCM8710	N713FX	C208	4274	15	Time Buffer	Yes
1/20/2020 6:55	N7DU	N7DU	BE33	1706	28L	Time Buffer	Yes
2/6/2020 6:50	BXR8604	N4662B	C208	4241	28L	Time Buffer	Yes
2/18/2020 6:59	PCM8679	N908FE	C208	4565	28L	Time Buffer	Yes
2/20/2020 6:56	N41BA	N41BA	BE9L	4204	28L	Time Buffer	Yes
3/6/2020 6:51	PCM8710	N772FE	C208	4253	28L	Time Buffer	Yes
3/10/2020 6:53	PCM8710	N969FE	C208	4263	28L	Time Buffer	Yes
3/13/2020 6:57	PCM8710	N969FE	C208	4262	28L	Time Buffer	Yes
3/17/2020 6:55	PCM8710	N969FE	C208	4517	28L	Time Buffer	Yes
3/31/2020 6:53	PCM8710	N891FE	C208	4541	28L	Time Buffer	Yes
					Time Buffer	**12**	
1/18/2020 1:05	N248PH	N248PH	BE20	4550	28L	Wide Salad	No
1/20/2020 23:23	N912MF	N912MF	BE20	3303	28L	Wide Salad	No
1/21/2020 3:28	N149MF	N149MF	BE9L	3310	28L	Wide Salad	No
1/30/2020 6:43	BXR8604	N208PG	C208	4541	28L	Wide Salad	No
1/31/2020 0:09	N982SB	N982SB	BE9L	3234	28L	Wide Salad	No
2/4/2020 23:51	N248PH	N248PH	BE20	4524	28L	Wide Salad	No
2/8/2020 2:24			PC12	4252	28L	Wide Salad	No
2/12/2020 6:21	PCM8709	N722FX	C208	4243	28L	Wide Salad	No
2/13/2020 6:14	PCM8709	N722FX	C208	4247	28L	Wide Salad	No
2/14/2020 1:53	N912MF	N912MF	BE20	3350	28L	Wide Salad	No
2/16/2020 6:03	N149MF	N149MF	BE9L	3234	28L	Wide Salad	No
2/21/2020 6:46	PCM8710	N713FX	C208	4214	28L	Wide Salad	No
2/23/2020 23:01	N246PH	N246PH	BE20	4555	28L	Wide Salad	No
2/23/2020 23:20	N41BA	N41BA	BE9L	4211	28L	Wide Salad	No
2/28/2020 2:22	N982SB	N982SB	BE9L	3356	28L	Wide Salad	No
2/29/2020 1:21	N246PH	N246PH	BE20	4221	28L	Wide Salad	No
3/5/2020 6:13	PCM8709		C208	4562	28L	Wide Salad	No
3/5/2020 6:43	PCM8710	N969FE	C208	4250	28L	Wide Salad	No
3/8/2020 3:00	CMD70	N911RX	BE20	4264	28L	Wide Salad	No
3/9/2020 0:55	N1TC	N1TC	PC12	4503	28L	Wide Salad	No
3/11/2020 6:40	PCM8710	N969FE	C208	4534	28L	Wide Salad	No
3/17/2020 4:47	CMD70	N911RX	BE20	4267	28L	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
3/18/2020 6:14	PCM8709	N908FE	C208	4551	28L	Wide Salad	No
3/19/2020 6:49	PCM8710	N891FE	C208	4553	28L	Wide Salad	No
1/9/2020 4:54	N897NG	N897NG	PC12	3253	28L	Wide Salad	No
1/12/2020 3:54			PC12	4511	28L	Wide Salad	No
					Wide Salad	**26**	
					Grand Count	**96**	

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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
3/30/2020 4:17	7	77.7	88.8	36	UPS2943	N360UP	B763	28L
3/30/2020 4:17	6	80.3	91.1	32	UPS2943	N360UP	B763	28L
3/30/2020 4:17	8	74.7	85.6	37	UPS2943	N360UP	B763	28L
3/30/2020 4:17	5	85.5	94.2	35	UPS2943	N360UP	B763	28L
3/30/2020 4:17	4	84.6	94.1	37	UPS2943	N360UP	B763	28L
3/17/2020 4:48	6	77.5	82.4	10	CMD70	N911RX	BE20	28L
3/17/2020 4:48	5	84	86.7	10	CMD70	N911RX	BE20	28L
3/13/2020 3:12	7	71.9	81.5	20	KFS150	N870CK	LJ35	28L
3/13/2020 3:12	6	82.4	89.6	16	KFS150	N870CK	LJ35	28L
3/13/2020 3:11	5	89.4	93.6	15	KFS150	N870CK	LJ35	28L
3/13/2020 3:11	4	74.3	82.2	15	KFS150	N870CK	LJ35	28L
3/13/2020 3:11	10	72.1	80	26	KFS150	N870CK	LJ35	28L
3/8/2020 3:01	4	74	80.3	11	CMD70	N911RX	BE20	28L
3/5/2020 23:53	5	76	81.8	13	REH50	N913RX	BE20	28L
3/5/2020 22:23	4	73.6	83.2	20			SR22	28L
2/29/2020 1:22	8	75.2	81.5	7	N246PH	N246PH	BE20	28L
2/29/2020 1:22	5	80.7	84.5	10	N246PH	N246PH	BE20	28L
2/29/2020 1:22	4	74.8	81.6	13	N246PH	N246PH	BE20	28L
2/28/2020 2:23	5	75.9	80.5	11	N982SB	N982SB	BE9L	28L
2/25/2020 22:35	7	72.7	83.6	28	N551SJ	N551SJ	C550	28L
2/25/2020 22:35	6	79.8	88.9	26	N551SJ	N551SJ	C550	28L
2/25/2020 22:35	5	83.5	91.4	24	N551SJ	N551SJ	C550	28L
2/25/2020 22:35	4	77.9	86.1	24	N551SJ	N551SJ	C550	28L
2/25/2020 22:19	9	73.4	80.3	11	N559HF	N559HF	C56X	10R
2/24/2020 22:46	7	78	94.8	78			PC12	28L
2/24/2020 5:41	7	78.1	88	33	SWA1838	N283WN	B737	28L
2/24/2020 5:41	6	81.4	91	29	SWA1838	N283WN	B737	28L
2/24/2020 5:41	5	86.7	94.3	27	SWA1838	N283WN	B737	28L
2/24/2020 5:41	4	82.9	90.9	27	SWA1838	N283WN	B737	28L
2/24/2020 5:33	7	77.9	88.1	28	SWA1699	N213WN	B737	28L
2/24/2020 5:33	6	80.8	90.5	27	SWA1699	N213WN	B737	28L
2/24/2020 5:33	5	84	92.3	27	SWA1699	N213WN	B737	28L
2/24/2020 5:33	4	81.6	90	26	SWA1699	N213WN	B737	28L
2/24/2020 5:21	7	76.9	86.8	23	SWA927	N900WN	B737	28L
2/24/2020 5:21	6	82.4	91.3	23	SWA927	N900WN	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/24/2020 5:20	5	84.5	92.2	28	SWA927	N900WN	B737	28L
2/24/2020 5:20	4	81.9	89.6	30	SWA927	N900WN	B737	28L
2/24/2020 5:15	4	74.1	80.5	15	REH50	N913RX	BE20	28L
2/23/2020 23:02	6	75	81.4	11	N246PH	N246PH	BE20	28L
2/23/2020 23:02	5	80.1	84.8	13	N246PH	N246PH	BE20	28L
2/20/2020 5:45	5	75.3	81.2	11	CMD70	N911RX	BE20	28L
2/14/2020 1:53	6	74.7	81.6	9	N912MF	N912MF	BE20	28L
2/14/2020 1:53	5	77	83.6	13	N912MF	N912MF	BE20	28L
2/14/2020 1:53	4	73.9	82	17	N912MF	N912MF	BE20	28L
2/14/2020 0:05	4	74.9	83	15	N6462Q	N6462Q	M20P	28L
2/13/2020 1:51	6	75.3	85.1	24	LN449RP	N449RP	C501	28L
2/13/2020 1:51	5	82	89.4	23	LN449RP	N449RP	C501	28L
2/13/2020 1:51	4	76.3	85.1	24	LN449RP	N449RP	C501	28L
2/8/2020 23:37	9	74	81.6	14	N831BG	N831BG	GALX	10R
2/8/2020 2:25	5	74.4	81.7	14			PC12	28L
2/7/2020 22:48	8	86	88.6	8	N6183E	N6183E	C182	28L
2/7/2020 22:47	8	78.2	82.7	12	N6183E	N6183E	C182	28L
2/7/2020 22:46	4	74.2	81.4	16	N6183E	N6183E	C182	28L
2/7/2020 1:10	5	75.6	82.1	10	N912MF	N912MF	BE20	28L
2/7/2020 1:10	4	79.5	85.4	16	N912MF	N912MF	BE20	28L
2/6/2020 22:43	9	78.4	87	19	N415SE	N415SE	GALX	10R
2/6/2020 22:43	10	76.7	84.7	25	N415SE	N415SE	GALX	10R
2/4/2020 23:52	8	77.9	82.6	8	N248PH	N248PH	BE20	28L
2/4/2020 23:52	5	81.6	85.9	11	N248PH	N248PH	BE20	28L
2/3/2020 5:32	7	76.7	86.8	24	SWA1699	N434WN	B737	28L
2/3/2020 5:32	6	80.8	89.8	26	SWA1699	N434WN	B737	28L
2/3/2020 5:32	5	84.4	92.1	27	SWA1699	N434WN	B737	28L
2/3/2020 5:32	4	80.7	89.2	29	SWA1699	N434WN	B737	28L
2/3/2020 0:51	5	71.3	82.4	32	DCM5321	DCM5321	C550	28L
2/3/2020 0:08	7	75.4	85.8	28	JBU347	N709JB	A320	28L
2/3/2020 0:08	6	78	88.6	32	JBU347	N709JB	A320	28L
2/3/2020 0:08	5	85.3	92.4	24	JBU347	N709JB	A320	28L
2/3/2020 0:07	4	79.8	89.8	27	JBU347	N709JB	A320	28L
2/2/2020 22:45	7	75	86.3	27	SWA5350	N431WN	B737	28L
2/2/2020 22:45	6	80.4	89.3	25	SWA5350	N431WN	B737	28L
2/2/2020 22:45	5	84.2	91.7	30	SWA5350	N431WN	B737	28L
2/2/2020 22:45	4	81.4	89	28	SWA5350	N431WN	B737	28L
2/2/2020 22:43	7	77	87.3	33	SWA2798	N233LV	B737	28L
2/2/2020 22:43	6	80	89.6	27	SWA2798	N233LV	B737	28L
2/2/2020 22:43	5	85.1	92.7	25	SWA2798	N233LV	B737	28L
2/2/2020 22:43	4	81.2	88.9	29	SWA2798	N233LV	B737	28L
1/28/2020 23:25	10	76.8	83.7	20	N858TD	N858TD	PA46	10R
1/28/2020 23:25	9	74.8	82.4	16	N858TD	N858TD	PA46	10R
1/27/2020 3:18	7	77.9	87.4	33	N363PJ	N363PJ	LJ35	28L
1/27/2020 3:17	6	84.4	91.5	20	N363PJ	N363PJ	LJ35	28L
1/27/2020 3:17	5	89.8	94.9	17	N363PJ	N363PJ	LJ35	28L
1/27/2020 3:17	4	80.1	87.7	21	N363PJ	N363PJ	LJ35	28L
1/25/2020 4:05	4	76.2	82.1	12	CMD70	N370CS	BE20	28L
1/25/2020 0:49	4	74.9	83.7	24			SR22	28L
1/22/2020 2:03	7	77.5	80.5	7	LN923AS	N923AS	BE20	28L
1/22/2020 2:03	6	75.5	81.7	9	LN923AS	N923AS	BE20	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/22/2020 2:03	5	80.2	84.8	10	LN923AS	N923AS	BE20	28L
1/21/2020 3:29	5	76.8	81	11	N149MF	N149MF	BE9L	28L
1/21/2020 2:27	7	75.5	85.9	36	LN509RP	N509RP	C550	28L
1/21/2020 2:27	6	81.1	90.4	33	LN509RP	N509RP	C550	28L
1/21/2020 2:27	5	82.5	91.5	29	LN509RP	N509RP	C550	28L
1/21/2020 2:27	4	80.1	88.8	29	LN509RP	N509RP	C550	28L
1/21/2020 0:23	7	74.9	83.6	20	LN818WB		ASTR	28L
1/21/2020 0:22	6	78.9	87.6	23	LN818WB		ASTR	28L
1/21/2020 0:22	5	85.1	90.4	21	LN818WB		ASTR	28L
1/21/2020 0:22	4	81.3	87.7	20	LN818WB		ASTR	28L
1/21/2020 0:20	5	76	80.7	10	LN991GT	N991GT	BE9L	28L
1/20/2020 23:46	3	77.9	85.7	15	N6462Q	N6462Q	M20P	15
1/20/2020 23:25	3	73.8	81.1	12	N912MF	N912MF	BE20	28L
1/20/2020 23:24	6	77	81.4	11	N912MF	N912MF	BE20	28L
1/20/2020 23:24	5	78.8	84.8	15	N912MF	N912MF	BE20	28L
1/20/2020 23:24	4	74.7	81.3	14	N912MF	N912MF	BE20	28L
1/18/2020 1:06	5	76.1	81.8	13	N248PH	N248PH	BE20	28L
1/15/2020 23:11	12	77.2	86	31	PEG26	N726RW	GLF4	10R
1/15/2020 23:10	9	79.8	86.8	23	PEG26	N726RW	GLF4	10R
1/15/2020 23:10	10	71.2	81.3	24	PEG26	N726RW	GLF4	10R
1/15/2020 23:10	4	73.7	80.2	15	PEG26	N726RW	GLF4	10R
1/15/2020 23:10	8	74.9	80.3	6	PEG26	N726RW	GLF4	10R
1/13/2020 5:47	7	72.6	81.4	18			E35L	28L
1/13/2020 5:47	6	76.9	84.5	16			E35L	28L
1/13/2020 5:47	5	80.3	87.1	19			E35L	28L
1/13/2020 5:47	8	74.3	80.2	7			E35L	28L
1/13/2020 5:47	4	75.5	82.6	17			E35L	28L
1/13/2020 5:45	7	80.5	89.5	25	SWA8945	N242WN	B737	28L
1/13/2020 5:45	8	72	83	24	SWA8945	N242WN	B737	28L
1/13/2020 5:45	6	82.3	92	27	SWA8945	N242WN	B737	28L
1/13/2020 5:45	5	88	95.9	37	SWA8945	N242WN	B737	28L
1/13/2020 5:45	4	85.8	93.6	38	SWA8945	N242WN	B737	28L
1/13/2020 5:35	7	79.4	89.2	24	SWA8946	N778SW	B737	28L
1/13/2020 5:35	6	84.9	93.2	23	SWA8946	N778SW	B737	28L
1/13/2020 5:35	8	70.8	81.7	21	SWA8946	N778SW	B737	28L
1/13/2020 5:35	4	85	92.6	24	SWA8946	N778SW	B737	28L
1/13/2020 5:35	5	89.6	96.1	34	SWA8946	N778SW	B737	28L
1/13/2020 0:53	7	71.1	80.3	16			CL60	28L
1/13/2020 0:53	6	76.1	84.3	15			CL60	28L
1/13/2020 0:52	5	82.8	88.3	16			CL60	28L
1/13/2020 0:52	4	74.5	82.1	15			CL60	28L
1/10/2020 4:16	4	80.3	86.2	14	N912MF	N912MF	BE20	28L
1/10/2020 4:16	5	76.4	81.2	11	N912MF	N912MF	BE20	28L
1/9/2020 5:51	13	71.7	81.4	22	PXT920		C25A	10R
1/9/2020 5:51	9	87.5	93.5	19	PXT920		C25A	10R
1/9/2020 5:51	10	77.9	84.7	30	PXT920		C25A	10R
1/9/2020 5:50	4	75.5	82.9	14	PXT920		C25A	10R
1/9/2020 4:55	5	74.9	80.9	12	N897NG	N897NG	PC12	28L
1/9/2020 0:21	7	71.8	81.2	20	LN581HC	N581HC	C25C	28L
1/9/2020 0:21	6	77.8	85	15	LN581HC	N581HC	C25C	28L
1/9/2020 0:21	5	82.1	88.1	17	LN581HC	N581HC	C25C	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/9/2020 0:21	4	78.7	84.7	15	LN581HC	N581HC	C25C	28L
1/1/2020 23:25	5	74.1	80	10	LN991GT	N991GT	BE9L	28L

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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
3/24/2020 20:10	SWA	SWA813	B737	J	N287WN	Air Traffic Conflict	Yes
				Air Traffic Conflict		**1**	
1/26/2020 11:15	SWA	SWA5403	B737	J	N284WN	Not Acceptable	No
2/19/2020 13:26			C25C	B		Not Acceptable	No
2/29/2020 4:01	FDX	FDX75	B77L	J	N893FD	Not Acceptable	No
2/29/2020 10:47	SWA	SWA4571	B737	J	N478WN	Not Acceptable	No
3/15/2020 8:44	VTE	VTE3201	E135	R	N16525	Not Acceptable	No
3/23/2020 21:56	SWA	SWA2716	B737	J	N908WN	Not Acceptable	No
3/25/2020 19:20	UPS	UPS947	B752	J	N434UP	Not Acceptable	No
1/16/2020 17:54	SWA	SWA1718	B738	J	N8519R	Not Acceptable	No
1/4/2020 7:25	ASA	ASA281	B739	J	N319AS	Not Acceptable	No
3/13/2020 16:21	SWA	SWA2020	B737	J	N444WN	Not Acceptable	No
				Not Acceptable		**10**	
				Grand Count		**11**	

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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
1/5/2020 22:38	EJA	EJA344	E55P	B	N344QS	Air Traffic Conflict	Yes
3/14/2020 6:27	SWA	SWA3946	B738	J	N8547V	Air Traffic Conflict	Yes
3/8/2020 22:58	UPS	UPS2943	B763	J	N309UP	Air Traffic Conflict	Yes
3/7/2020 6:30	FDX	FDX433	DC10	J	N562FE	Air Traffic Conflict	Yes
3/4/2020 6:16	UPS	UPS2949	B752	J	N461UP	Air Traffic Conflict	Yes
2/28/2020 6:25	UPS	UPS2947	B763	J	N335UP	Air Traffic Conflict	Yes
2/27/2020 6:13	EJA	EJA540	C68A	B	N540QS	Air Traffic Conflict	Yes
2/25/2020 6:08	UPS	UPS2945	MD11	J	N287UP	Air Traffic Conflict	Yes
2/19/2020 6:07	UPS	UPS2939	B763	J	N353UP	Air Traffic Conflict	Yes
2/16/2020 6:07	DAL	DAL1374	B738	J	N384DA	Air Traffic Conflict	Yes
2/13/2020 6:32	UPS	UPS2953	B763	J	N301UP	Air Traffic Conflict	Yes
2/9/2020 22:22	SWA	SWA5291	B737	J	N776WN	Air Traffic Conflict	Yes
2/2/2020 6:19	SWA	SWA5469	B738	J	N8615E	Air Traffic Conflict	Yes
1/30/2020 6:48	FDX	FDX440	B77L	J	N851FD	Air Traffic Conflict	Yes
1/26/2020 6:26	SWA	SWA5469	B738	J	N8583Z	Air Traffic Conflict	Yes
1/25/2020 6:06	FDX	FDX433	MD11	J	N523FE	Air Traffic Conflict	Yes
1/24/2020 6:26	DAL	DAL1374	B738	J	N3755D	Air Traffic Conflict	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
					Air Traffic Conflict	**17**	
1/5/2020 1:48	UPS	UPS947	MD11	J	N283UP	Compliant Operation	Yes
					Compliant Operation	**1**	
2/7/2020 3:54	FDX	FDX5319	B77L	J	N886FD	Not Acceptable	No
3/10/2020 2:40			FA7X	B		Not Acceptable	No
2/9/2020 22:25	SWA	SWA5067	B737	J	N775SW	Not Acceptable	No
3/13/2020 6:13	NKS	NKS188	A320	J	N620NK	Not Acceptable	No
2/16/2020 5:12	FDX	FDX614	MD11	J	N643FE	Not Acceptable	No
2/17/2020 23:33	VOI	VOI903	A320	J	N523VL	Not Acceptable	No
3/16/2020 22:52	SKW	SKW3284	CRJ7	R	N755EV	Not Acceptable	No
2/20/2020 3:31	UPS	UPS966	A306	J	N162UP	Not Acceptable	No
2/22/2020 6:47	PXT	PXT920	C25A	B		Not Acceptable	No
2/24/2020 0:39	JBU	JBU168	A320	J	N547JB	Not Acceptable	No
3/17/2020 6:18	FDX	FDX614	MD11	J	N603FE	Not Acceptable	No
3/23/2020 5:28	GDG	GDG979	H25C	B	N9793K	Not Acceptable	No
2/27/2020 6:49	SWA	SWA5003	B738	J	N8541W	Not Acceptable	No
3/26/2020 4:31	UPS	UPS966	A306	J	N137UP	Not Acceptable	No
2/29/2020 4:01	FDX	FDX75	B77L	J	N893FD	Not Acceptable	No
3/1/2020 3:36	FDX	FDX881	A306	J	N745FD	Not Acceptable	No
3/3/2020 3:32	UPS	UPS966	A306	J	N133UP	Not Acceptable	No
3/3/2020 6:06	NKS	NKS188	A320	J	N608NK	Not Acceptable	No
3/28/2020 5:48	FDX	FDX3671	B77L	J	N855FD	Not Acceptable	No
3/8/2020 23:25	VOI	VOI5903	A21N	J	N543VL	Not Acceptable	No
1/29/2020 23:15	PEG	N364AR	LJ60	B	N364AR	Not Acceptable	No
1/29/2020 5:51	FDX	FDX614	MD11	J	N610FE	Not Acceptable	No
1/29/2020 2:27	FDX	FDX1879	A306	J	N722FD	Not Acceptable	Yes
1/26/2020 1:58	UPS	UPS947	B763	J	N367UP	Not Acceptable	No
3/31/2020 6:43	UPS	UPS2939	B752	J	N439UP	Not Acceptable	No
3/6/2020 3:57	FDX	FDX77	B77L	J	N851FD	Not Acceptable	No
1/16/2020 23:27	VOI	VOI903	A320	J	N527VL	Not Acceptable	No
1/14/2020 3:31	UPS	UPS966	A306	J	N151UP	Not Acceptable	No
1/11/2020 23:14	VOI	VOI907	A320	J	XAVOZ	Not Acceptable	No
1/10/2020 0:11			F900	B		Not Acceptable	No
1/9/2020 3:32	UPS	UPS966	A306	J	N126UP	Not Acceptable	No
1/8/2020 3:08	UPS	UPS966	A306	J	N170UP	Not Acceptable	No
1/7/2020 5:06	FDX	FDX487	MD11	J	N643FE	Not Acceptable	No
2/3/2020 22:26	VOI	VOI905	A20N	J	XAVRK	Not Acceptable	No
2/3/2020 6:41		N903JP	C510	B	N903JP	Not Acceptable	No
2/1/2020 23:58		N831BG	GALX	B	N831BG	Not Acceptable	No
3/10/2020 0:20	VOI	VOI903	A320	J	XAVLO	Not Acceptable	No
					Not Acceptable	**37**	
1/2/2020 6:56	FDX	FDX605	A306	J	N656FE	Time Buffer	Yes
1/3/2020 6:58	SWA	SWA999	B737	J	N774SW	Time Buffer	Yes
1/3/2020 6:59	FDX	FDX440	B763	J	N134FE	Time Buffer	Yes
1/6/2020 6:59	SWA	SWA8500	B737	J	N944WN	Time Buffer	Yes
1/9/2020 6:55	SWA	SWA1722	B738	J	N8512U	Time Buffer	Yes
1/10/2020 6:57	FDX	FDX440	B77L	J	N855FD	Time Buffer	Yes
1/12/2020 22:04	UPS	UPS2943	B763	J	N365UP	Time Buffer	Yes
1/14/2020 6:59	UPS	UPS2949	B752	J	N429UP	Time Buffer	Yes
1/21/2020 6:58	ASA	ASA877	B738	J	N537AS	Time Buffer	Yes
1/21/2020 6:59	SWA	SWA1722	B738	J	N8518R	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
1/25/2020 6:57	SWA	SWA3231	B738	J	N8302F	Time Buffer	Yes
1/29/2020 6:58	FDX	FDX3647	B763	J	N175FE	Time Buffer	Yes
1/30/2020 6:58	SWA	SWA1722	B738	J	N8533S	Time Buffer	Yes
2/1/2020 6:55	SWA	SWA3231	B738	J	N8632A	Time Buffer	Yes
2/4/2020 6:59	SWA	SWA1355	B737	J	N733SA	Time Buffer	Yes
2/7/2020 6:58	FDX	FDX440	MD11	J	N523FE	Time Buffer	Yes
2/7/2020 6:59	UPS	UPS2949	B752	J	N401UP	Time Buffer	Yes
2/8/2020 6:57	SWA	SWA3231	B738	J	N8509U	Time Buffer	Yes
2/9/2020 22:00	SWA	SWA5043	B737	J	N265WN	Time Buffer	Yes
2/12/2020 6:57	FDX	FDX440	MD11	J	N595FE	Time Buffer	Yes
2/12/2020 22:04	SWA	SWA1914	B737	J	N706SW	Time Buffer	Yes
2/22/2020 6:59	FDX	FDX435	MD11	J	N522FE	Time Buffer	Yes
2/25/2020 6:57	FDX	FDX440	MD11	J	N604FE	Time Buffer	Yes
2/27/2020 22:06	SWA	SWA2152	B737	J	N407WN	Time Buffer	Yes
2/28/2020 6:51	SWA	SWA5003	B738	J	N8688J	Time Buffer	Yes
3/4/2020 6:59	JSX	JSX180	E135	R	N262JX	Time Buffer	Yes
3/9/2020 6:59	FTH	FTH808	C750	B		Time Buffer	Yes
3/9/2020 22:01	SWA	SWA2716	B737	J	N283WN	Time Buffer	Yes
3/11/2020 22:01	SWA	SWA1312	B737	J	N436WN	Time Buffer	Yes
3/12/2020 6:59	FDX	FDX440	MD11	J	N522FE	Time Buffer	Yes
3/12/2020 22:04	SWA	SWA2716	B737	J	N7845A	Time Buffer	Yes
3/16/2020 6:59	ASA	ASA827	B739	J	N423AS	Time Buffer	Yes
3/19/2020 6:54	SWA	SWA991	B737	J	N220WN	Time Buffer	Yes
3/28/2020 6:58	FDX	FDX435	MD11	J	N587FE	Time Buffer	Yes
					Time Buffer	**34**	
					Grand Count	**89**	

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Runway 12 Night Departure List for Calendar Quarter

N/A

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
1/7/2020	0419	FDX	MD11	2	High	GRE	**0430**	NO	N/A
1/8/2020	1203	AAL	B737	1	High	GRE	1396	N/A	N/A
1/9/2020	0627	HAL	A321	2	High	GRE	0700	N/A	N/A
1/9/2020	1223	UPS	B767	2	High	GRE	1230	N/A	N/A
1/10/2020	1153	TWY	C525	2	High	HG6	1200	N/A	N/A
1/10/2020	0929	JUS	EA50	2	High	GRE	0930	N/A	N/A
1/11/2020	1930	FDX	A320	1	High	GRE	**1945**	N/A	NO
1/11/2020	1645	PCJ	C25A	2	High	HG6	1645	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
1/15/2020	2307	SWA	B737	2	High	GRE	2325	NO	N/A
1/26/2020	0727	UPS	B757	2	High	GRE	0838	N/A	N/A
1/27/2020	0500	HAL	A321	2	High	GRE	0500	NO	N/A
1/27/2020	1325	FDX	A320	1	High	GRE	1330	N/A	N/A
2/1/2020	0027	FDX	A320	1	High	GRE	0030	NO	N/A
2/2/2020	1436	ASH	C500	2	High	GRE	1444	N/A	N/A
2/2/2020	1454	CEP	CL30	2	High	GRE	1600	N/A	N/A
2/4/2020	0330	OPT	C25A	1	High	GRE	0400	NO	N/A
2/4/2020	1225	OPT	C25A	2	High	HG6	1240	N/A	N/A
2/5/2020	0950	OPT	FA50	2	High	HG6	1000	N/A	N/A
2/15/2020	1742	FDX	A320	2	High	GRE	1745	N/A	N/A
2/26/2020	1222	BJT	C750	2	High	GRE	1240	N/A	N/A
2/26/2020	1317	CAA	CL30	2	MED	HG6	1400	N/A	N/A
3/1/2020	1034	FDX	A321	2	High	GRE	1100	N/A	N/A
3/7/2020	1942	FIV	E120	2	High	HG6	2000	N/A	NO
3/8/2020	2331	SWA	B737	2	High	GRE	2350	NO	N/A
3/10/2020	1859	FDX	MD11	1	High	GRE	1930	N/A	NO
3/10/2020	0545	HAL	A321	2	High	GRE	0545	NO	N/A
3/12/2020	0936	SWA	B737	2	High	GRE	0936	N/A	N/A
3/12/2020	0740	SKW	E120	2	MED	HG6	0930	N/A	N/A
3/13/2020	0135	HAL	A321	2	High	GRE	0135	NO	N/A
3/16/2020	1321	FDX	A321	2	High	GRE	1330	N/A	N/A
3/16/2020	0925	PCM	C650	2	High	HG6	0935	N/A	N/A
3/18/2020	1955	SWA	B737	2	High	GRE	2000	N/A	NO

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Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
3/24/2020 11:42	SWA	SWA1504	B738	2654	Air Traffic Conflict	Yes
1/15/2020 14:29	SWA	SWA2201	B738	2559	Air Traffic Conflict	Yes
3/17/2020 7:40	FDX	FDX3012	MD11	2808	Air Traffic Conflict	Yes
1/5/2020 16:38	SKW	SKW4095	E75L	2463	Air Traffic Conflict	Yes
1/15/2020 14:50	EJM	EJM240	CL60	2864	Air Traffic Conflict	Yes
3/7/2020 10:39	SWA	SWA4888	B737	2746	Air Traffic Conflict	Yes
3/6/2020 7:16	SWA	SWA1339	B738	2198	Air Traffic Conflict	Yes
1/16/2020 19:22	SWA	SWA150	B738	2746	Air Traffic Conflict	Yes
1/20/2020 7:25	SWA	SWA9001	B738	2103	Air Traffic Conflict	Yes
1/24/2020 18:53	SKW	SKW3652	E75L	2857	Air Traffic Conflict	Yes
1/27/2020 10:14	SWA	SWA2222	B738	2585	Air Traffic Conflict	Yes
1/8/2020 9:56	SWA	SWA711	B737	2621	Air Traffic Conflict	Yes
2/8/2020 16:48	SKW	SKW3640	E75L	2769	Air Traffic Conflict	Yes
2/11/2020 17:02	SKW	SKW3640	E75L	2381	Air Traffic Conflict	Yes
2/13/2020 10:18	SKW	SKW4070	E75L	2650	Air Traffic Conflict	Yes
3/22/2020 20:25	SWA	SWA1392	B737	2657	Air Traffic Conflict	Yes
2/14/2020 18:28	SWA	SWA710	B738	2562	Air Traffic Conflict	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
2/22/2020 10:48	SWA	SWA3164	B738	2158	Air Traffic Conflict	Yes
2/23/2020 21:58	SWA	SWA5291	B737	2729	Air Traffic Conflict	No
2/27/2020 12:24	LXJ	LXJ519	CL30	2631	Air Traffic Conflict	Yes
1/3/2020 17:05	SWA	SWA2457	B737	2854	Air Traffic Conflict	Yes
				Air Traffic Conflict	**21**	
3/13/2020 15:59	SWA	SWA446	B737	1988	Not Acceptable	No
3/12/2020 18:54	SKW	SKW3652	E75L	2775	Not Acceptable	No
3/5/2020 18:43	SWA	SWA150	B738	2506	Not Acceptable	No
2/29/2020 10:47	SWA	SWA4571	B737	2322	Not Acceptable	No
2/7/2020 7:03	SWA	SWA1355	B737	2463	Not Acceptable	No
1/16/2020 9:58	XOJ	XOJ719	C750	2395	Not Acceptable	No
1/12/2020 9:03	EJA	EJA209	CL60	2516	Not Acceptable	No
2/14/2020 15:08	SVL	SVL2	C25B	1955	Not Acceptable	No
				Not Acceptable	**8**	
				Grand Count	**29**	

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100 Degree Radial Turbojet Landing List for Calendar Quarter

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
2/17/2020 10:23	AAY703	A319	AAY	2877	Not Acceptable	No
2/20/2020 12:55	SWA2201	B738	SWA	2828	Not Acceptable	No
2/20/2020 13:23	SWA2201	B738	SWA	3143	Not Acceptable	No
2/29/2020 7:22	SWA3951	B737	SWA	2857	Not Acceptable	No
3/2/2020 11:33	JSX421	E145	JSX	1955	Not Acceptable	No
3/2/2020 11:33	JSX421	E145	JSX	2247	Not Acceptable	No
3/2/2020 11:33	JSX421	E145	JSX	3408	Not Acceptable	No
3/29/2020 18:46	SWA1584	B737	SWA	2880	Not Acceptable	No
3/2/2020 11:33	JSX421	E145	JSX	4005	Not Acceptable	No
3/4/2020 18:15	SWA681	B737	SWA	2880	Not Acceptable	No
3/14/2020 23:05	SWA1560	B737	SWA	2752	Not Acceptable	No
3/24/2020 20:08	FDX1813	B752	FDX	2831	Not Acceptable	No
				Not Acceptable	**12**	
				Grand Count	**12**	

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North Field Jet Departure Procedure

Sample Noncompliance Contact Letter

PORT OF OAKLAND

Via email: aircraftowner/operator@bankofutah.com

January 8, 2019

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed departing from Runway 28L or 28R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at
http://whispertrack.com/airports/KOAK

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

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

Please use Runway 12/30 for turbojet aircraft departures.

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

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

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, 2019

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The jet aircraft identified below was observed landing on Runway 10L or 10R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For complete information about our noise abatement procedures visit Whispertrack
http://whispertrack.com/airports/KOAK

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

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

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

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

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

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, 2019

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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

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

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

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

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

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

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, 2019

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

The aircraft identified below was observed departing from a North Field runway and was flown over a residential area adjacent to the airport. This flight was not in compliance with the Quiet Hours noise abatement program at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at **http://whispertrack.com/airports/KOAK**

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

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

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

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

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

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, 2019

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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