Settlement Agreement

This Settlement Agreement ("Agreement") is entered into this ____ day of March 2025 ("Effective Date"), by and between the City of Oakland, a municipal corporation, acting by and through its Board of Port Commissioners ("Port" or "Port of Oakland"), the City of Alameda, a municipal corporation ("City" or "City of Alameda") and Citizens League for Airport Safety and Serenity, a nonprofit corporation organized and existing under the laws of the State of California ("CLASS") (each individually a "Party" or collectively, "Parties") in reference to the following facts and circumstances.

RECITALS

A. This Agreement is entered into in good faith for the purpose of settling the disputes between the Parties relating to the Final Environmental Impact Report certified on November 21, 2024, State Clearinghouse Number 2021050164 ("EIR"), for the Oakland Airport Terminal Modernization and Development Project ("Project").

B. This Agreement does not constitute an admission by any of the Parties of the strength or weakness of the other side's claims or defenses.

C. The Parties acknowledge that the City and CLASS each have an interest in (a) ensuring that Port considers and discloses how future expansion of Oakland Airport ("Airport" or "OAK") facilities under the Project fits into long-term plans for the Airport, (b) ensuring that Port considers and discloses the short-and long-term environmental impacts of any future expansion of Airport facilities under the Project, and (c) avoiding or minimizing environmental impacts (and, in particular, nighttime noise impacts) from Airport operations on those who reside, work, or recreate in the City. The City and CLASS each submitted multiple comment letters to the Port regarding these interests and concerns in connection with the Port's publication of both the draft and final EIR.

D. The Parties also acknowledge Port's interest in (a) the safe and efficient operation of the Airport; (b) responding to and seeking to accommodate the demand for air transportation at the Airport; (c) responding to and balancing the concerns of all of its neighboring communities, affected communities, Airport users, and tenants; (d) providing sufficient facilities for existing and future air carriers operating at the Airport; (e) complying with all federal and state laws, orders, and requirements; and (f) moving swiftly to address all safety, security, or emergency related matters at the Airport.

E. The Parties have previously entered into several other settlement agreements regarding the Port's operation of the Airport, including: (1) the July 1976 Settlement Agreement; (2) the November 14, 2001 Phase 1 Agreement; and (3) the October 8, 2002 Phase 2 Agreement, (collectively, the "Earlier Settlement Agreements"). Some signatories to the Earlier Settlement Agreements are not signatories to the instant Agreement. The Parties and certain other entities jointly produced a March 8, 2013, Written Compliance Plan, with the stated purpose of meeting certain requirements set forth in the Earlier Settlement Agreements. That Written Compliance Plan, which was not formally adopted by the Port, served as the basis for the OAK Noise Plan that is attached hereto as Exhibit A adopted as part of this Agreement.

AGREEMENT

Based on the recitals set forth above, and in consideration of the mutual promises, covenants, and obligations herein, the sufficiency of which consideration is hereby expressly acknowledged by all Parties, the Parties agree as follows:

1. Restatement of and Recommitment to Earlier Settlement Agreements, Including Measures to Address Noise Abatement Procedures Relating to Departures

A. Project Construction Noise Plan: The Port shall develop or require all prime construction contractors to develop a construction noise plan limiting construction-related noise increases to no more than 5 dBA above baseline exterior noise levels from the Project ("Construction Noise Plan"). The Construction Noise Plan shall include monitoring prior to the start of Project construction to establish baseline exterior noise levels to compare against for the 5 dBA increase threshold ("Baseline").

The Construction Noise Plan shall include a section describing noise monitoring equipment, locations, and methods for establishing a representative Baseline. The Construction Noise Plan shall include a provision that states that, if noise levels exceed 5 dBA above the Baseline at any monitored location, the Port shall require the contractor to implement additional noise measures to reduce noise increase to below 5 dBA above Baseline. Noise attenuation measures to reduce the threshold exceedance could include, but are not limited to, noise curtains, noise blankets, or temporary sound walls during construction.

The Construction Noise Plan shall include an outreach program to inform the public of upcoming construction activities and Project status. Outreach may include but is not limited to OAK bulletins, community advisories, website updates, stakeholder meetings, and City of Alameda council meetings. Stakeholder outreach shall also include public and private schools, as mutually determined by the Port and the City of Alameda.

The Port shall comply with City of Oakland's noise and construction ordinances in effect at the time of construction. The noisiest on-site construction activities shall avoid noise-sensitive times of the day, as feasible, including between the hours of 7:00 p.m. to 7:00 a.m. Monday through Friday and 8:00 p.m. to 9:00 a.m. Saturday, Sunday, and Federal holidays. Stationary source equipment that can be used flexibly with regard to relocation (such as generators and compressors) shall be located at the greatest distance practical from noise-sensitive land uses. "Quiet-design" air compressors and other quieter construction equipment shall be used when feasible and when such technology and equipment is commercially available.

B. OAK Noise Plan: Attached hereto, as Exhibit A, and incorporated as part of this Agreement by this reference is the OAK Noise Plan. The OAK Noise Plan reflects the steps the Port will implement to encourage and maximize aircraft compliance, and to discourage and minimize any diminution in compliance, with the noise abatement procedures ("NAP") specified therein and other existing and ongoing OAK procedures. The Port shall prominently post the OAK Noise Plan on the Port's website and shall distribute relevant provisions of it to all Port staff and contractors involved in noise abatement efforts and implementation of other terms of this Agreement.

C. Staffing: The Port shall provide the level of staff that it reasonably determines is necessary to implement the OAK Noise Plan.

D. Compliance with Other Earlier Settlement Obligations: The Parties shall continue to comply with the Earlier Settlement Agreements. Nothing in this Settlement Agreement shall be construed to diminish or waive any Party's obligations under the Earlier Settlement Agreements.

E. Quieter Aircraft: The Port shall continue to encourage airline and cargo carriers to use Stage 4 or quieter aircraft and technologies at OAK, as feasible.

F. Coordination with Aircraft Operators: The Port shall use good faith best efforts to encourage aircraft operators, including FedEx, to reengage in discussions regarding testing and timely implementation of flight departure changes to further reduce cargo jet noise.

2. The Project's Inclusion of Dual Taxiways/Taxiway B

A. Taxiway Bravo: The Parties acknowledge that maintaining access between OAK's North and South Fields via Taxiway Bravo is of critical importance to airport operations and the community's noise concerns. The Parties further acknowledge that to help maintain such access as aircraft activity increases at OAK, if a new terminal is constructed parallel to Taxiway Bravo, then the Project must include a new taxiway parallel to Taxiway Bravo to enable uninterrupted flow between the North and South Fields and, among other things, facilitate use of Runway 12/30 by North Field aircraft whenever feasible. The Port shall plan, design, and undertake project construction activities to facilitate aircraft movements between North and South Field and minimize operational impacts, to the extent possible, on existing Taxiway Bravo.

Attached hereto as Exhibit B is a depiction of the possible alignment of a new secondary, parallel taxiway. This exhibit is provided for illustrative purposes only to demonstrate how aircraft pushbacks and maneuvering could possibly be accommodated with full buildout of the Project without impacting flows on Taxiway Bravo if the new terminal were constructed parallel to Taxiway Bravo. Based on the final proposed terminal concourse and gate configuration and alignment, the

Port shall plan, design, and construct the proposed apron and airfield configuration (e.g., taxiway and taxilane) to safely and efficiently accommodate aircraft pushbacks, and both passenger and cargo aircraft maneuvers to and from the South Field runway, to the extent possible and, to the maximum extent possible minimize impacts to Taxiway Bravo and facilitate the use of Runway 12/30 by North Field aircraft. The new parallel taxiway shall be constructed and operational prior to OAK beginning use of any gate at the new terminal if the new terminal is constructed parallel to Taxiway Bravo.

3. Port-City Collaboration; FAA Coordination to Improve Departure Procedures

A. Board of Port Commissioners and Alameda City Council Collaboration: The Port and the City agree to establish annual meetings between a committee of the Board of Port Commissioners and the Alameda City Council ("Joint Meetings"). No more than three members of the Board of Port Commissioners and no more than two members of the Alameda City Council shall be named to this Joint Committee at any given time. The Joint Meetings shall be advisory and informational only and shall be established to allow the Board of Port Commissioners and the Alameda City Council to report on and discuss joint Port and City projects and concerns. The Joint Meetings shall only be required to be held for a period of two years, following execution of this Agreement and shall be held no more frequently than once a year. If there is no material update to report, the Parties may mutually agree to cancel an annual update and extend the report period for an additional year, but in no event shall a Joint Committee meeting be required later than five years following the Port's application for a building permit for the new terminal contemplated by the Project.

Notwithstanding the foregoing, if the new terminal is not constructed within five (5) years following execution of this Agreement, the Joint Committee may mutually agree to include one additional Joint Meeting prior to the start of construction of the new terminal (i.e., when the Port submits a building permit application to the City of Oakland).

The Joint Meetings shall be administratively the responsibility of the City of Alameda including, but not limited to, reserving the meeting location(s), drafting the agenda, and providing accessible meetings.

B. FAA Coordination: The Port shall use its good faith best efforts to coordinate with the Federal Aviation Administration ("FAA") to maximize use of procedures to minimize noise impacts to surrounding communities and to educate air traffic control ("ATC") personnel at the Airport. The City of Alameda shall use its good faith best efforts to coordinate with the FAA to maximize use of procedures to minimize noise impacts to surrounding communities.

C. Coordinate with SFO Roundtable: The Port shall attend the San Francisco International Airport ("SFO") Roundtable as feasible and advocate that SFO take actions recommended by a majority of the Noise Forum members in accordance with the Noise Forum bylaws and other applicable laws and regulations.

4. Project Status Reports, Periodic Noise Reports, and Traffic Control Plans

A. Project Status Report: The Port shall provide to the City and CLASS a detailed implementation schedule for the construction and activation of the new terminal ("Project Status Report") as soon as practicable and in any event, no later than at least 180 days prior to the start of construction on the new terminal. The Project Status Report shall include, but is not limited to information on the following:

i. Mitigation Monitoring and Reporting Program compliance
ii. Compliance with the OAK Noise Plan, including the provision of the Quarterly Aircraft Noise Report(s)
iii. Results of Air Quality monitoring (Section 6 A., below)
iv. TDM Plan (Section 6 D., below)

At the request of City staff, but no earlier than thirty (30) days after the Project Status Report is prepared, the Port shall meet with City staff and make a public presentation to the Community of Harbor Bay Isle Owners' Association (CHBIOA) followed by a presentation to the City Council summarizing the findings in the Project Status Report. At the request of CLASS, Port staff shall meet with CLASS representatives to discuss the Project Status Report. Project status briefings will also be provided at the quarterly Airport Noise Forum and Aviation Stakeholder Advisory Committee meeting, or other applicable regular OAK meetings held by the Port. Additionally, the Port will continue to produce and make available to the public reports detailing noise at OAK as outlined in the OAK Noise Plan.

B. Periodic Noise Status Reports: No sooner than three (3) years after the Port provides the Project Status Report described in the preceding paragraph, and once every three years thereafter as requested by the City or CLASS, the Port shall prepare a Periodic Noise Status Report. Each Periodic Noise Status Report shall include a rolling three-year trend chart for the aircraft noise abatement procedures to be presented by Port staff at a meeting of the Alameda City Council at the request by the City of Alameda. Each Periodic Noise Status Report shall also include a trend chart that documents the three-year quarterly values (number of aircraft flights and compliance percentages) demonstrating the overall effectiveness of the actions included in the OAK Noise Plan. Within thirty (30) days after the presentation of each Periodic Noise Status Report to the City Council, CLASS or the City may request to meet and confer with the Port, in which case the

Parties shall meet and confer within thirty (30) days thereafter to discuss whether there are additional feasible measures that the Port could take to address any noise events identified in the Project Status Report.

C. Traffic Control Plans:

i. *Operations*. The Port shall develop a traffic control plan prior to construction of the new terminal that discourages travel through the City of Alameda, other than by Alameda residents or Alameda businesses, for the purposes of reaching the Airport, where feasible.

ii. *Construction*. Prior to start of construction of the new terminal, the Port shall require contractors to prepare a traffic control plan as part of the Construction Safety and Phasing Plans (CSPPs) that is required for every construction project at the Airport. These traffic control plans shall include agreement on use of materials staging areas and designated haul routes.

5. Ongoing Applicability of Master Plan to the Project

By entering into this Agreement, the Port confirms, as of the execution of this Agreement, that the Master Plan, adopted by the Board of Port Commissioners in March 2006, continues to serve as a guiding planning document for OAK and the Project development.

6. Installation of Air Monitors and Development of a Transportation Demand Management ("TDM") Program with Measures to Reduce Construction Impacts, Including Air Quality and GHG Emissions

A. Air Quality Monitoring: The Port shall install fence line air quality monitor(s) no later than one year after the opening of the new terminal and the monitor(s) shall be maintained for a period of five (5) years thereafter. The air quality monitoring program document shall be provided to the City. The Port shall include results of the Air Quality monitoring in the Project Status Report (Section 5.A, above).

B. Project Design: The Port maintains that it currently implements environmental initiatives that reduce emissions from its operations and incorporates sustainability design in development at OAK. Consistent with the Port's existing commitments, the Port shall comply with the City of Oakland's Green Building ordinance in effect at the time the building permit(s) are issued. The Port shall incorporate into the design of the Project sustainable or environmentally responsible design methods, such as utilizing LEED, Envision, or other similar rating systems to guide the development of OAK-specific toolkits that would help integrate operational carbon reduction measures.

C. Construction Vehicles: The Port maintains that it encourages contractors to utilize the best available zero emission technology to the extent feasible. Consistent with past practices during construction, the Port shall use Zero Emission Vehicles (ZEV) or Tier 4 construction equipment and renewable diesel fuel as feasible and commercially available. Contractors shall also be required to prepare an air quality management plan to reduce dust and air quality impacts from construction activities prior to the start of construction. This plan may include but is not limited to measures such as: an idling policy, speed limits, management of exposed surfaces, and monitoring of high wind conditions.

D. Transportation Demand Management (TDM) Plan: The Port shall prepare a TDM Plan prior to construction of the new terminal. The purpose of the TDM Plan is to focus on methods to influence travel behavior by encouraging the use of alternative modes of transportation and aiming to reduce traffic congestion and improve efficiencies. The specific components of the TDM Plan shall include, but are not limited to, providing information for employees such as alternative transportation options including rideshare programs and any available commuter benefits/ incentives for use of public transit. The TDM Plan shall also include measures to discourage trips originating outside the City of Alameda from using City of Alameda local roads as a bypass route to access the Airport. These measures shall include the Port utilizing wayfinding and signage to direct vehicle traffic to access the Airport through primary access routes (98th Avenue and Hegenberger Road in Oakland). Parking lot access shall be addressed during design, and the Port shall evaluate the location and configuration of driveways to minimize impacts on adjacent roadways. In alignment with the TDM Plan and the Port's intent to avoid traffic impacts to the City of Alameda, the Port shall design access (ingress and egress) to the Upland Lot (as defined in the EIR) from Air Cargo Way to the extent feasible. However, this does not preclude the Port from designing a right turn exit only onto Ron Cowan Parkway from the Upland Lot. The access design to the Upland Lot (and the North Field Lot as defined in the EIR) shall take into account OAK operations, traffic and safety design standards, and shall not result in any new environmental impacts or increase to environmental impacts disclosed in the EIR. Furthermore, to the extent feasible, the Port shall collaborate with the City to seek preferential routing on online map platforms, to ensure that digital navigation services do not direct airport-bound traffic through Alameda.

E. Doolittle Drive Improvements: The Port shall continue to collaborate with the City of Alameda, the City of Oakland, East Bay Regional Park District, Caltrans, and the Oakland Alameda Adaptation Committee Community Partners on the Complete Streets Improvements on Doolittle Drive. The Port shall provide support for Caltrans' implementation of the project, including providing Port resources, e.g., staffing or consulting resources, to complete the Caltrans-required Project Initiation Document.

F. Support of Unleaded Aviation Gasoline and Sustainable Aviation Fuel: The Port promotes the use of unleaded aviation gas (Avgas) and the phase-out of leaded avgas. The Port shall continue to take reasonable steps to encourage use of unleaded Avgas as an option at OAK to the extent it is commercially available and technically feasible. Additionally, the Port shall continue to encourage airlines serving OAK to increase their purchase and usage of sustainable aviation fuel ("SAF"). The Port has informed the Parties that OAK tenants are already increasing purchases of SAF: In 2024, approximately 5% of all jet fuel used by commercial airlines at OAK was SAF and approximately 15% of jet fuel used by business aviation at OAK was also SAF. The Parties recognize that the availability of the feedstocks required to produce SAF is currently limited; however, the Port is working with and shall continue to work with SAF producers and distributors to understand and address the barriers to increased production and engage with airlines to promote additional SAF use at OAK.

7. Additional Terms

A. Covenant Not to Sue: In consideration for the promises set forth in this Agreement, the City and CLASS covenant and agree they will not file suit, assert any claim, or otherwise pursue or cause pursuit of a challenge to the Project described in the EIR or to any other environmental review (e.g., environmental review for the Project under the National Environment Policy Act), approval or permit by any governmental or administrative agency in connection with such Project, to the extent such other environmental review, approval or permit is consistent with and not in excess of the Project described in the EIR.

B. Mutual Release: In consideration for the promises set forth in this Agreement, except for the Parties' respective obligations expressly set forth in this Agreement, each of the Parties do hereby mutually release, acquit, and forever discharge the other Party, from any and all claims, obligations, costs, expenses, damages, losses, liabilities, suits, debts, demands, and benefits (including attorneys' fees and costs actually incurred) ("claims") of whatever character, in law or in equity, known or unknown, suspected or unsuspected, matured or unmatured, of any kind or nature whatsoever, now existing, based on any act, omission, event, occurrence, or nonoccurrence giving rise to or related to the Project and dispute set forth in the Agreement recitals.

C. Release of Unknown Claims: For the purpose of implementing a full and complete release, the Parties expressly acknowledge that the releases they give in this Agreement are intended to include in effect, without limitation, claims relating to the Project and dispute described in the recitals of which the Party had no knowledge existed or suspected existed in its favor at the time this Agreement is executed, regardless of whether the knowledge of such claims, or the facts upon which they might be based, would materially have affected the settlement of this matter, and that the consideration given under the Agreement was also for the

release of those claims and contemplates the extinguishment of any such unknown claims. In furtherance of the settlement, the Parties waive any right they may have under California Civil Code § 1542 (and other similar statutes and regulations), which states:

> **A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release and that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.**

D. Enforcement of Construction Conditions: To the extent feasible, the Port shall incorporate all construction-related requirements contained in this Agreement into applicable Requests for Proposals ("RFPs"), bid specifications, and contract documents such as the Construction Safety and Phasing Plans (CSPPs) to better assure implementation of such provisions.

E. Term: This Agreement shall remain in full force and effect unless and until it is terminated by written consent of all of the Parties.

F. Binding on Successors: This Agreement shall be binding on the Parties and their successors, including but not limited to any successor government agencies or entities responsible for the operation of the Airport.

G. Reporting Requirements: If the Port determines that the reporting requirements under this Agreement are unduly burdensome, the Parties shall meet and confer in an attempt to modify the Agreement to reduce the reporting burden on Port while still providing the remaining Parties with the substance of the information provided by the prescribed reports.

H. Performance of Agreement:

i. The Parties each agree to do all things necessary or convenient to carry out and effectuate the terms of this Agreement and not to do anything that will interfere with the terms and conditions of this Agreement.

ii. If a dispute arises concerning a Party's compliance with this Agreement, and if no exigent circumstances require immediate court proceedings, the Party asserting a breach shall provide notice of that assertion to the allegedly breaching Party. Within twenty-one (21) days of the receipt of that notice, if the circumstances constituting the alleged breach have not been cured and if no exigent circumstances require immediate court

proceedings, the Parties shall meet and confer to attempt in good faith to resolve the dispute.

I. Attorneys' Fees and Costs: Each Party shall bear its own attorneys' fees, costs, and other legal expenses incurred in connection with their disputes regarding the EIR and the preparation of this Agreement. In the event suit is brought or a claim is made to enforce this Agreement, the prevailing party shall be entitled to recover its reasonable attorneys' fees and costs.

J. Mutually Drafted Agreement: Each of the Parties has been fully and competently represented by counsel of its own choosing in the negotiation and drafting of this Agreement. Accordingly, the Parties agree that any rule of construction of contracts resolving any ambiguities against the drafting party shall be inapplicable to this Agreement. Further, each of the Parties acknowledges that it has read this entire document, including the attached exhibits, and fully understands its terms and effect.

K. Integrated Agreement: This Agreement, together with the Earlier Settlement Agreements, contains the entire agreement of the Parties and supersedes any prior written or oral agreements or understandings. Notwithstanding the preceding sentence and any other provision of this Agreement, this Agreement shall not supersede or modify any Party's rights or obligations under Earlier Settlement Agreements. None of the Parties is relying upon any promise, representation, or statement not contained in this Agreement. The Parties acknowledge that this Agreement provides for the Parties to take actions or refrain from taking actions at different times, and that the taking or forbearance of certain of those actions, one accomplished, could not be undone. Accordingly, the Parties expressly waive any potential right to seek to modify or vacate the terms of this Agreement, except by a further writing signed by each of the Parties.

L. No Third-Party Rights: This Agreement is not intended to, and shall not, create any rights in favor of any persons other than the Parties.

M. Warranties of Authority: The signatories to this Agreement hereby represent and warrant that they are duly authorized to execute this Agreement on behalf of the parties for which they have all necessary lawful authority, and have taken all necessary actions, to execute this Agreement.

N. Press Statement: The Parties will jointly draft and issue a press statement regarding this Agreement, which will serve as the basis for the Parties' responses to press inquiries. All responses to press inquiries will be consistent with the content of the press statement.

O. Notice: All notices required by this Agreement shall be in writing and shall be deemed properly delivered, given, or served when (i) personally delivered

to a Party (ii) delivered by internationally recognized overnight courier service, or (iii) mailed by certified U.S. mail, postage prepaid, or (iv) by email, where receipt of the email is confirmed in writing, to the representative party to whom such notice is to be given at the following addresses, respectively:

To City:

City Manager
City of Alameda
2263 Santa Clara Avenue
Room 320
Alameda, CA 94501
jott@alamedaca.gov

With a copy to:

City Attorney
City of Alameda
2263 Santa Clara Avenue
Room 280
Alameda, CA 94501
yshen@alamedaca.gov

To Port:

Executive Director
Port of Oakland
530 Water Street, 6th Floor
Oakland, CA 94607
kmckenney@portoakland.com

With a copy to:

Port Attorney
Port of Oakland
530 Water Street, 4th Floor
Oakland, CA 94607
mrichardson@portoakland.com
cfobian@portoakland.com

To CLASS:

Robert "Perl" Perlmutter
Shute, Mihaly & Weinberger LLP
396 Hayes Street
San Francisco, CA 94102
perlmutter@smwlaw.com

With a copy to:

CLASS
3195 Mecartney Rd.
Alameda, CA 94502
Jon.w.hamilton@classalameda.com

P. Headings: Paragraph headings are for convenience only and are not a substantive part of this Agreement.

Q. Execution in Counterparts: This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, and all of which together shall constitute an original or equivalent thereto. A signed copy of this Agreement delivered via email shall be deemed to have the same legal effect as delivery of an original signed copy.

[Signatures Continued on Next Page]

PORT OF OAKLAND

Dated: Mar 6, 2025 By: Kristi McKenney (Mar 6, 2025 10:58 PST)

Kristi McKenney
Executive Director

PA #: 2025-60
Port Reso No.:

CITY OF ALAMEDA

Dated: _____ By: _____

Jennifer Ott
City Manager

CITIZENS LEAGUE FOR AIRPORT SAFETY AND SERENITY

Dated: Mar 5, 2025 By: Jon W. Hamilton (Mar 5, 2025 18:14 PST)

Jon Hamilton
President

APPROVED AS TO FORM:

PORT OF OAKLAND

Dated: Mar 5, 2025 By: _____

Mary C. Richardson
Port Attorney

CITY OF ALAMEDA

Dated: _____ By: _____

YIBIN SHEN
City Attorney

CITIZENS LEAGUE FOR AIRPORT SAFETY AND SERENITY

Dated: Mar 5, 2025 By: Robert Perlmutter (Mar 5, 2025 18:04 PST)

ROBERT "PERL" PERLMUTTER
Shute, Mihaly & Weinberger LLP

EXHIBIT A

[See Attached]

I ✈ OAK

OAK Noise Plan

PREPARED BY: Port of Oakland

March 2025

OAK Noise Plan

TABLE OF CONTENTS

Appendices

1. Copy of *Quarterly Aircraft Noise Report*
2. Copy of Airport Operations Directive 615.5
3. Copy of Engine Run-up Report form
4. Copy of Tenant Acknowledgement Notice
5. Copy of FBO Pilot Welcome Letter

OAK Noise Plan

Introduction

Produced by the City of Oakland, a municipal corporation, acting by and through its Board of Port Commissioners ("Port of Oakland" or "Port") in collaboration with, and approved by, representatives of Citizens League for Airport Safety and Serenity (CLASS) and the City of Alameda (CITY) (collectively, the Parties).

The Oakland International Airport (OAK) Noise Plan is designed to meet certain requirements set forth by the (1) Amended and Restated Agreement entered into as of November 14, 2001 (Phase One Agreement); (2) the Phase Two Agreement entered into as of October 8, 2002 (Phase Two Agreement between the Port of Oakland, the City of Alameda, CLASS); and the March 19, 2025 Settlement Agreement between the Port of Oakland, City of Alameda and CLASS, collectively, the "Agreements" as well as additional procedures OAK has implemented to address noise impacts from flight operations at OAK.

Contents of Aircraft Noise Mitigation Plan

Section 1:

Describes each of the aircraft noise abatement procedures included in the OAK Noise Plan and the Agreements.

Section 2:

Provides a summarized review of the quarterly report format (*Quarterly Aircraft Noise Report*) that generally applies to each element of the report.

Section 3:

Provides a list of proactive or remedial actions that the Port has instituted and/or agrees to take as reasonable efforts intended to assure that aircraft operating at the Airport will comply with noise abatement procedures described in the OAK Noise Plan and the Agreements, to the extent permitted by applicable laws and regulations (hereafter, collectively, "applicable laws").

Section 4:

Provides a glossary or definitions of the terminology utilized to describe reasons for compliance and non-compliance provided in summary form in the comment sections of the noise abatement procedure reports.

Section 5:
Provides detailed compliance monitoring actions and the compliance reporting formats specific to each of the aircraft noise abatement procedures to be utilized by aircraft operating at the Airport.

Section 6:
Provides the process for updating the Noise Plan to implement new or modified noise abatement procedures or make other appropriate changes.

Section 1. Noise Abatement Procedure Summaries

The following are summaries of the aircraft noise abatement procedures that are listed in Exhibit D of the Phase One Settlement Agreement. Each of these procedures shall be utilized by aircraft using the Airport, as appropriate, to the extent permitted by applicable law at the discretion of the FAA as long as the applicable procedures may be safely implemented. In addition, OAK posts "Fly Quiet Procedures" on the airport's website.

Items noted with an asterisk below are not specifically included in any settlement agreement but are additional measures created and implemented by the Port to reduce noise in communities surrounding OAK.

A. Engine Maintenance Run-Up Noise Limits

The Port maintains an aircraft engine run-up restriction policy at OAK under Operations Directive Number 616.5, as may be amended. Directive 616.5, the Aircraft Engine Maintenance Run-ups/Ground Run-up Enclosure Use Policy, is intended to ensure that engine run-up noise levels during the evening hours, from 7:00 p.m. to 10:00 p.m. should not exceed 75 decibels and from 10:00 p.m. to 7:00 a.m. engine run-up noise levels should not exceed 70 decibels, as measured by the Port's noise measurement system in residential areas of Bay Farm Island.

In 2002, the Port installed a $4.2 million Ground Run-Up Enclosure (GRE) facility, large enough to accommodate a Boeing 747 aircraft. The GRE reduces noise from engine maintenance by approximately 17 decibels and is leveraged to operate within the noise levels identified above. All aircraft operators subject to Operations Directive Number 616.5, should use the GRE to minimize the noise generated by Aircraft Engine Maintenance Run-ups/Ground Run-ups in accordance with Directive 616.5. 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 L_{max} 75 dB between 7:00 p.m. and 10:00 p.m. and will equal or exceed L_{max} 70 dB between 10:00 p.m. and 7:00 a.m.

B. North Field VFR Aircraft Departure Procedure*

Noise abatement procedures for North Field VFR (Visual Flight Rules), which are applicable 24/7 for aircraft departures from Runways 28R/L or 33 instruct pilots, safety permitting, to make a right crosswind turn over San Leandro Bay until reaching I-880 (Nimitz Freeway) and continue per FAA air traffic control instructions. Whenever safely possible, pilots are requested to avoid flying over nearby residential areas. A noncompliant departure is defined as a VFR departure from Runways 28R/L or 33 that flies over Alameda residential areas when it would have been safe to follow the VFR noise abatement procedure.

C. SILENT Departure Procedure

The SILENT departure is an FAA conventional instrument departure procedure at OAK, designed to reduce noise from turbojet and turbofan aircraft departures between 10:00 p.m. and 7:00 a.m. The SILENT departure procedure is described as a turbojet aircraft take-off from Runway 30 that turns left on a heading of 270 degrees to intercept and proceed via the SFO R-342 (the San Francisco VOR[1] 342 degree radial).

Note that a 10-minute buffer (10:00 p.m. to 10:10 p.m. and 6:50 a.m. and 7:00 a.m) is applied to this procedure as aircraft anticipated to depart shortly before 10:00 p.m. or shortly after 7:00 a.m. might depart a few minutes before or after their expected departure time due to taxi time or unexpected delays. Buffer-time departures are noted in quarterly reports but are not considered non-compliant.

D. HUSSH Departure Procedure*

The HUSSH departure procedure is an FAA Area Navigation (RNAV)[2] instrument departure procedure at OAK, designed to generally mimic the initial heading and noise reduction benefit of the SILENT departure. This departure procedure, using satellite-based navigation technologies, is assigned between 10:00 p.m. and 7:00 a.m. and requires departing aircraft to turn left towards the HUSSH waypoint, located near the middle of the Bay, before proceeding northbound up the middle of the Bay towards the NIITE waypoint.

---

[1] Very High Frequency Omnidirectional Range (VOR) is a ground-based radio navigation system used by aircraft.

[2] RNAV, or Area Navigation, is a method of navigation that permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

E. SUNNE Departure Procedure*

The SUNNE departure procedure is a conventional departure used at nighttime that turns aircraft roughly 180 degrees to the left after departure, away from Alameda. Use of this procedure is limited due to conflicts with SFO arrivals but may be used when practicable.

Note that a 10-minute buffer (10:00 p.m. to 10:10 p.m. and 6:50 a.m. and 7:00 a.m) is applied to this procedure as aircraft anticipated to depart shortly before 10:00 p.m. or shortly after 7:00 a.m. might depart a few minutes before or after their expected departure time due to taxi time or unexpected delays. Buffer-time departures are noted in quarterly reports but are not considered non-complying.

F. OAKLAND Departure Procedure*

To reduce noise to areas near the departure end of Runway 30, OAK has collaborated with FAA to shift the initial heading of the OAKLAND departure procedure from 296 degrees to 290 degrees. This procedure , which is assigned to certain aircraft during the day (7:00 a.m. to 10:00 p.m.), requires pilots to make a six-degree left turn after departing OAK and reaching a safe altitude. Specific headings on this procedure may change from time to time due to magnetic shift or operational reasons.

G. North Field Quiet Hours Procedures (10:00 p.m. to 7:00 a.m.)

The Quiet Hours procedures provide recommendations to pilots using the North Field and is intended to minimize noise from 10:00 p.m. to 7:00 a.m. for residents living near OAK. To achieve this goal, a variety of noise abatement departure and arrival procedures and recommendations, to be utilized when safety, weather, and ATC instructions permit, have been developed for the North Field. These are:

1. Encouraging pilots of fixed and rotary wing aircraft to avoid, as much as possible, flying over hotels and residential areas.
2. The use of the SALAD departure procedure from Runways 28L/28R
3. Runway 28L is the preferred landing runway.
4. Runways 10R and 28R are the preferred departure runways.
5. No left turn departures from Runways 10 L/R.
6. No straight out departures from Runway 10L.
7. All aircraft over 75,000 pounds are directed to use Runways 12/30.
8. Use only full runway-length departures from the chosen North Field runway.

H. Preferential Runway Use Procedures (24-hour program)

The North Field Preferential Runway Use noise abatement procedure states that the aircraft listed below should not depart at any time of the day from Runways 28R/L or land on Runways 10R/L, except during emergencies, when Runway 12/30 is not available closed for construction, maintenance, repairs, or by any cause beyond the control of the Port. Pilots are requested to use Runway 12/30 whenever possible.

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

Regularly scheduled passenger and cargo airlines or regional jet commercial passenger aircraft operations shall not land on Runways 28L/R at the North Field, except for emergencies or when Runway 12/30 is closed for maintenance or repairs.

I. Landing Airplanes (24-hour program):

- On landings, avoid flying over residential areas as much as possible.
- No straight-in landings to Runway 15, unless required by wind or safety conditions

J. Touch & Go Operations (24-hour program):

- Runway 28L is the preferred touch-and-go runway; fly counter-clockwise, making a left crosswind turn as soon as practicable

K. Daytime Operations (7:00 a.m. to 10:00p.m.):

- Departures off Runways 28R/L:

- Make right crosswind turn over San Leandro Bay until reaching I-880 (Nimitz Freeway) and continue per ATC instructions.
- No straight out departures.

- Departures off Runway 33:
  - Make right northerly turn over San Leandro Bay until reaching I-880 Freeway and continue per ATC instructions.
  - No straight out or left crosswind/downwind departures.

L. Other Noise Abatement techniques: OAK provides and will continue to provide on the OAK website, as appropriate, information related to general noise abatement recommendations such as those produced by the Aircraft Owners and Pilots Association (AOPA) and other pilot groups[3]. These recommendations are only general in nature and it is up to the pilot to determine whether or not following these procedures is advisable in any given situation as safety is paramount in any flight. Currently, OAK shares some of the following AOPA recommendations:

i. Avoid noise-sensitive areas to the extent practical
ii. Gain altitude as quickly as possible upon takeoff without compromising safety
iii. Make first power reduction at 500' if consistent with safety
iv. Modulate RPMs to reduce noise
v. Retract landing gear either as soon as landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb
vi. Maintain best-angle-of-climb airspeed upon reaching 50' or an altitude that provides clearance from terrain or obstacles prior to accelerating to best-rate-of-climb airspeed

Section 2. Quarterly Report Format

Section 4.4(e)(1) of the Phase One Agreement references a "quarterly written report" that the Port is to provide that identifies certain North Field operations or engine run-up events that do not conform with applicable noise abatement procedures, "...identifying the persons responsible, explaining the reason for the *deviation*, describing the efforts taken by the Port to notify the responsible persons of the *deviation* and prevent future *deviations* by such persons, summarizing any response received by the Port, and appending a copy of any such written notification and response." The Port fulfills the quarterly written report requirement by producing the ***Quarterly Aircraft Noise Report***, which shall be published four times per year, and which may be modified from time to time as mutually agreed upon by the Port and the Noise Forum. The format of this report as of the publication of this document is shown on Appendix 5.

In keeping with the terminology the Parties have historically used in relation to the Phase One Agreement and the Phase Two Agreement, this Noise Plan uses the terms "compliant" and "non-compliant" to refer both to: a) actions the Port has the power to implement unilaterally, without the voluntary cooperation of third parties; and b) actions by third parties that the Port cannot require, e.g., adherence by pilots or airlines to desired noise abatement measures that are not mandated by laws or regulations. For avoidance of doubt, the Port is "in compliance" with the Agreements and the OAK Noise Plan if the Port has taken the actions that it is required to take (e.g., to issue a report or take a particular step to encourage pilots or airlines to implement a noise abatement procedure).A determination that a third party is not "in compliance" with a term of the Agreements or the OAK Noise Plan indicates that third party has not conformed with applicable noise abatement procedures; such a determination does not itself indicate a failure by any third parties to comply with any legal duty, whether created by law or regulation. Such a determination also does not itself indicate a failure by the Port to comply with any legal duty, whether created by law or regulation, or by the terms of the Agreements and the OAK Noise Plan, although it may be relevant to whether the Port has fulfilled other obligations in the Agreements or the OAK Noise Plan

A. Following is a description of the prescribed format for the ***Quarterly Aircraft Noise Report (Report)***. The Report provides introductory statements regarding roles and responsibilities, safety concerns and a general disclaimer. Specifically, the Report currently includes:

1. A summary description of each noise abatement procedure.

[3] https://www.aopa.org/-/media/Files/AOPA/Home/Advocacy/AOPANoiseSteps.pdf

2. Subject to approval of the Noise Forum, an explanation in the description section identifying the actions Port staff shall take for non-compliant activity.
3. A glossary of the terms or classifications that are utilized to explain the differences between compliant and non-compliant aircraft operations and pilot or air traffic controller actions. All exempted actions that apply to any particular procedure will also be identified and described.
4. A summary table for each noise abatement procedure which identifies statistical information on relevant aircraft operations and the number of complying versus non-complying operations. A performance value shall be provided in terms of the percentage of activity that conformed with the requirements of a particular procedure.
5. A list of all non-compliant or exempt aircraft operations for each procedure along with a summarized explanation for any non-compliant or exempt activity. The information shall include the date and time of the activity, aircraft type, flight number and/or aircraft registration number (if available), flight destination if available, and runway used. Exempted aircraft operations shall include an explanation as to why the flight was exempted from a noise abatement procedure.
6. The Port will maintain records indicating when written communication was made with aircraft operators who may be responsible for any non-compliant activity for a period of no less than two years. The Port will maintain records documenting any written communications made with any aircraft owner/operator of a non-compliant aircraft event for a period of no less than two years. The Parties may review the communication documentation upon request.

B. Other Reports

1. Noise abatement procedure performance data shall periodically be used for compliance trend analysis.
2. The number and type of outreach activities conducted by the Port will be provided periodically to the Forum.

Section 3. Port of Oakland Reasonable Efforts

The Port has included in this Noise Plan certain efforts undertaken by the Port to demonstrate the Port's reasonable and good faith, best efforts to enhance program effectiveness. Such actions shall include:

1. Conducting pilot outreach and engagement.
2. Contacting non-compliant operators. The Port reaches out to non-compliant operators advising them of noise abatement procedures in an effort to eliminate repeated non-compliance. Such communication is intended to be timely, and ideally within three business days. In the event an operator commits several noncompliant actions, the Port will consult with the Forum and/or the North Field/South Field Research Group to explore methods of mitigating the likelihood of future incidents.
3. Conducting timely compliance monitoring with best efforts to issue a letter, email, or phone call within 3 business days of the non-compliant event.
4. Continuously upgrading ANOMS as necessary to automate the process of identifying noncompliant aircraft to the greatest extent possible.
5. Ensuring the Port has access to a database of registered aircraft operators, enabling prompt response to non-compliant activities.
6. Maintaining a recording system of radio frequencies as necessary to ensure aircraft compliance of noise abatement procedures can be determined. Port shall periodically, as necessary, review tower recordings of instructions on non-compliant departures from the North Field to help determine whether additional outreach/engagement needs to happen with FAA staff to encourage pilot compliance with NAPs.
7. Update OAK website as necessary to improve pilot access to NAPs and OAK's other noise abatement efforts.
8. Exploring the use of other technology to improve pilot knowledge of, and compliance with, NAPs.

9. The Port shall not, without approval from the Noise Forum, create or modify any categories of aircraft operations as presented in the quarterly reports that determine the compliance of a particular operation.

A. Program non-compliance notification procedures

The Port will take specific actions when any aircraft activities at the Airport do not comply with the Port's aircraft noise abatement procedures. Most actions will consist of documented communication to FAA air traffic control or the owner/operator of the aircraft involved with any non-complying operations. This communication is intended to not only reinforce noise abatement procedures but to provide education to pilots and controllers about the importance of such procedures. The actions taken by the Port will follow the "reasonable effort" methodology described above and may vary according to the nature of the noise abatement procedure, the reason for the non-compliant activity, the level of attention required for the most desirable results, and whether or not a pilot or operator has specifically identified to the Port that they do not intend to follow noise-abatement procedures even though they are aware of their existence.

B. Communications with the Federal Aviation Administration

In accordance with Section 4.4 of the Phase One Agreement and Section 4.2 of the Phase Two Agreement, the Port shall take the following steps with respect to the Port's communications and interactions with the FAA:

1. Sponsor Northern California TRACON Tours in coordination with, and subject to the approval of, the NorCal TRACON for accommodation; a minimum of one tour will be scheduled annually as long as there is sufficient interest and participation by the Noise Forum or with an airfield research group or community members.
2. Issue periodic reminders to FAA air traffic control management to encourage implementation of noise abatement procedures on Southeast Plan operations.
3. Communicate with FAA promptly as problems with compliance with the noise abatement procedures are identified or arise.
4. Maintain, Airport Operations Manager, or designee, meetings with local Air Traffic Control Tower (ATCT) Management.
5. Request and encourage FAA representation at airport research group and Noise Forum Meetings.
6. Offer educational sessions to air traffic controllers as needed to heighten awareness of the aircraft noise abatement program and the importance of and reasons to support the program and encourage their suggestions regarding implementation of noise abatement procedures.

C. Distribution of noise abatement information to fixed base operators and flight schools

AAs necessary, update and distribute aircraft noise abatement procedure information to all fixed base operators and flight schools at OAK. In these materials, the Port, subject to the limitations of applicable laws, shall urge each such operator to use its good faith, best efforts to encourage compliance with these procedures. The Port will provide and maintain other educational materials at FBO facilities as needed.

D. Request signed acknowledgments from all existing and future lessees

Following the Phase One Agreement, Port staff conducted a year-long program in 2002 to acquire signed acknowledgements from tenants of the receipt of the notification from the Port, urging aircraft operators, subject to the limitations of applicable laws, to use their good faith, best efforts to comply with the noise abatement procedures. The Port has developed an updated acknowledgement form, which may be updated from time to time, and shall distribute it to existing and future tenants in accordance with the provisions of Section 4.4(e)(2) of the Phase One Agreement.

In addition, the Port will schedule briefings, and/or provide information, to all new corporate tenants who operate aircraft or flight service enterprises to review the Port's aircraft noise abatement procedures.

E. Education & outreach programs

The Port shall conduct routine educational meetings with pilots, FAA ATCT staff, FBOs and other flight service providers operating at the Airport to increase compliance with noise abatement procedures. The following provisions shall apply to education and outreach programs:

1. Pilot and/or airport user educational outreach programs will be offered as needed. Port shall invite Noise Forum to attend.

2. Education and outreach meetings will be structured to promote awareness of applicable aircraft noise abatement procedures. The most recent quarterly noise abatement program report statistics will be provided at education and outreach meetings.
3. Port shall provide season-specific outreach efforts, as necessary, to advise FAA of the likelihood of Southeast Plan operations between the months of October and March to ensure they understand noise procedures related to jet arrivals on the North Field.
4. The Port shall continue to publish multimedia content related to noise abatement procedures on its website and other platforms utilized by pilots.
5. The Port shall offer educational sessions to FAA air traffic controllers as needed, subject to approval by the FAA, to heighten awareness of noise procedures, to identify the importance of supporting the noise program, and to solicit input in methods for improving noise procedures at OAK.
6. The Port shall offer educational sessions to members of the Noise Forum and members of associated subcommittees.
7. The Port shall conduct outreach to the City in advance of large scheduled events that are hosted at OAK, such as Fleet Week.

F. Research Groups and activities

The Port shall continue to research and consider development of program enhancements or additional noise abatement procedures that may be implemented safely and in compliance with applicable laws, in cooperation with the memberships of the Noise Forum, the North Field and South Field Research Groups and other groups and/or noise-related committees that may be formed from time to time. Port staff, or consultant, should regularly conduct research on noise abatement programs at other airports and, to the extent they can provide benefit at OAK, discuss those measures in the Noise Forum and/or North Field/South Field research groups.

G. Performance monitoring and trend analysis

On at least an annual basis, or as otherwise determined by the Forum, the Port shall produce a rolling three-year trend chart for the aircraft noise abatement procedures to be presented to the Parties and other community representatives at the airport research group meetings. The trend chart will report the three-year quarterly values (number of aircraft flights and compliance percentages) and shall be utilized to measure the overall effectiveness of the actions included in this OAK Noise Plan. This analysis will assist the program stakeholders to determine if any further steps should be taken to improve noise abatement procedures, e.g. additional research and development. Potential additional actions may include enhanced or expanded monitoring activity as well as a discontinuation of monitoring activities in the event it is unnecessary to maintain compliance actions due to the success of a procedure or the termination of an operational activity (e.g. airlines do not perform training flights any longer at OAK).

H. Optional action by the Parties

In the event that noise abatement procedure performance levels for operations at the Airport are unacceptable to the Parties, at the request of the Parties, the Port shall schedule a consultation meeting with the Parties at which meeting the Port and the Parties shall consider recommendations for modifying or expanding any of the current noise abatement procedures in this OAK Noise Plan.

Section 4. Compliance Monitoring Terminology

The Noise/Environmental Conformance 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 Port's determination as to whether or not the aircraft flight was complying or non-complying with noise abatement procedures. Terms and definitions used in the Quarterly Noise Reports may be amended from time to time as mutually agreed upon by the Port and the Forum.

Section 5. Noise Abatement Procedures

5.1. Engine Maintenance Run-Up Noise Limits

A. Procedure Information

Maximum noise levels shall be reviewed at the permanent noise microphone located on Beach Road (RMT #15) adjacent to the Airport when a power engine run-up occurs between 7:00 p.m. and 7:00 a.m. daily. Aircraft engine run-up information is correlated to maximum noise level data collected from RMT 15. A non-compliant engine run-up equals or exceeds 75 dB (Lmax) between 7:00 p.m. and 10:00 p.m. and 70 dB (Lmax) between 10:00 p.m. and 7:00 a.m.

B. Airport Operations Directive

Airport Directive 616.5, current version.

C. Applicable Forms

See Appendix 3.

D. Compliance Monitoring

Airport Operations staff are required to maintain activity reports for all engine maintenance run-ups. Port staff shall continue to review these reports and noise measurements at RMT 15 to determine if any noise events exceed the established noise level restrictions during any aircraft engine maintenance run-up that is performed during the evening and nighttime hours. Staff shall compare the engine run-up activity reports with noise measurements generated at both RMT 15 and RMT 16 (located in the Ground Run-up Enclosure (GRE).

If a non-compliant run-up occurs, the Port staff investigates the occurrence and coordinates with Airport Operations and the aircraft operator/airline to minimize future non-compliant run-up operations. Historically noise measurements exceeding the limit are rare and those noise levels were only slightly higher than the established limit. Noise measurements above the noise limits may be caused by any number of factors, including weather conditions or conditions beyond the control of any aircraft operator, and engine run-ups have historically been a rare source of non-compliance with the noise abatement procedure.

E. Report Format

Engine Maintenance Run-up Procedure reports shall provide a summary table that provides the number of engine maintenance run-ups performed under the evening and nighttime procedures, individually, for each month along with the number of run-ups that created noise measurements that exceeded the maximum level allowed. The report shall provide a complete listing of all engine run-ups for the calendar quarter along with information on the operator, aircraft type, engine power levels, date and time of activity, and the location where the run-up was performed.

5.2. North Field VFR Aircraft Departure Procedures

A. Procedure Information

This report provides information on noncompliant VFR aircraft departures compared to all flights recorded by ANOMS during the calendar quarter reported. A noncompliant departure is defined as a VFR departure from Runways 28R/L or 33 that flies over Alameda residential areas when it would have been safe to follow the VFR noise abatement procedure.

Many VFR aircraft that fly over Alameda residences on departure from the North Field may need to do so in order to maintain safe separation from other general aviation aircraft flying in the vicinity of the airport. Often aircraft on arrival flight patterns from the north and east of the airport are flying in directions opposite from those aircraft that are departing from the North Field. In these circumstances, departing VFR aircraft are considered to be in compliance with the noise abatement procedure.

B. Compliance Monitoring

ANOMS identifies aircraft departures that fly VFR over residential areas in Alameda or Bay Farm Island. Port staff reviews each flight track for such departures, using the flight replay feature, to determine if any potential airspace conflict may have occurred resulting in a compliant aircraft departure. In any event where an aircraft is determined to be not in compliance with the noise abatement procedure, the Port will make best efforts to contact the owner/operators.

C. Report Format

The report includes a table that summarizes compliance with VFR aircraft noise abatement departure procedures for the reported calendar quarter, along with similar tables for each month of the calendar quarter. The summary table also provides the number of total VFR and IFR aircraft departures and the runways used for these departures. A procedure performance percentage is provided on the compliance rate.

The report also includes a table listing all VFR aircraft departures that flew over residential areas of Alameda and identifies non-compliant aircraft departures and departures considered to be compliant. Explanatory comments are provided regarding the reason why the aircraft departure was determined to be compliant.

5.3. Silent Departure Procedure

A. Procedure Information

When flying the Silent departure procedure, aircraft are further from residential areas and there is less aircraft noise impact on residences than there would be when departing aircraft fly straight out over the San Francisco Bay on a runway heading. When safe to do so, the FAA air traffic controllers assign this departure procedure between 10:00 p.m. and 7:00 a.m. for turbojet aircraft departures.

Although the Silent departure procedure is assigned to turbojet aircraft that depart off Runway 30 between 10:00 p.m. and 7:00 a.m., a buffer zone of ten minutes is applied for monitoring performance. Turbojet aircraft departures between 10:00 p.m. and 10:10 p.m., as well as those between 6:50 a.m. and 7:00 a.m., are considered meeting the noise abatement departure procedure even if they do not fly the Silent departure procedure. These "buffer zone" departures will be identified and appear in the tables in the report in black text, while the aircraft that are identified as noncompliant will appear in red text.

The buffer zone is applied because two different air traffic controllers may be involved in directing a pilot on departure from the airport. The "clearance delivery" air traffic controller is the first controller who instructs the pilot prior to taxiing to the runway and assigns the departure procedure. The second air traffic controller is responsible for directing the aircraft onto taxiways and releasing the aircraft onto the runway for departure. Several minutes may pass between instructions from one controller to the next and aircraft normally scheduled to depart before 10:00 p.m. and are not assigned the Silent departure procedure may be delayed a few minutes and depart shortly after 10:00 p.m.. In a similar situation, turbojet aircraft that are scheduled to depart after 7:00 a.m. may depart a few minutes earlier than the actual scheduled time.

B. Compliance Monitoring

Non-compliance with the Silent departure procedure occurs when a turbojet aircraft, departing from Runway 30, does not make the initial 270 degrees heading turn and/or passes over Alameda instead of following the Silent departure pattern up the San Francisco Bay. ANOMS filters out those aircraft deemed not to have flown the procedure as designed.

Non-compliance is reported to the FAA Air Traffic Control Tower to encourage communications that would help minimize the number of future non-compliant departures. Since the FAA is responsible for assigning the Silent departure procedure to a pilot, non-compliance is not reported to the air carrier involved unless the incidence is determined to be the fault of the pilot. Note: Due to a historically consistent high compliance rate (99%) with the Silent Departure Procedure, the Port does not routinely communicate with the FAA ATC or the air carriers.

C. Report Format

This report includes a summary table for nighttime Runway 30 turbojet aircraft departures and Silent departure compliance performance based upon the percentage those departures that follow the Silent departure procedure. The report also includes a list of all Silent noncompliant departures which separately identifies any "buffer zone" departures. Flight track maps are also included displaying all Silent noncompliant departures for each month during the reported calendar quarter.

5.4. North Field Quiet Hours Procedures (10 PM to 7 AM)

A. Procedure Information

The Quiet Hours procedures provide recommendations to pilots using the North Field on runway use and a choice of departure procedures. If the procedures are flown as intended, aircraft will avoid flying over nearby residential areas on Bay Farm Island, East End Alameda, and the Davis West/Timothy Drive area of San Leandro between the hours of 10:00 p.m. and 7:00 a.m.

Pilots are requested to avoid flying over nearby residential areas when landing or departing the North Field and to follow prescribed procedures when safety, weather and ATC instructions permit. These procedures include:

- Runways 10R and 28R being designated as the preferred departure runways.
- Left turns from Runways 10R/L are discouraged.
- Straight out Runway 10L departures are discouraged.
- All aircraft over 75,000 pounds are requested to use Runways 12/30.
- Full-length departures from the chosen North Field Runway are encouraged.

For VFR and IFR aircraft departures using Runway 10R/L, pilots may choose from the following departure procedures, wind and weather permitting:

- For Runway 10R departures, pilots are requested to use the 140-180 degree departure headings when able for E/SE-bound departures or continue to fly right turns over the airport for N/NE-bound departures when able from Runways 10R or 10L.

For nighttime landings, pilots are advised that Runway 28L is the preferred runway. For all nighttime flights, pilots are advised to fly aircraft, including helicopters, over freeways and water as much as possible to avoid flying over hotels and residential areas.

B. Compliance Monitoring

The ANOMS filters out all aircraft departures that fly over residential areas during the Quiet Hours in Alameda, Bay Farm Island or the Davis West/Timothy Drive areas of San Leandro. Port staff reviews each flight track, using the ANOMS flight replay feature, to determine if an airspace conflict may have occurred. An aircraft departure is considered compliant if there was a potential airspace conflict or if it is otherwise exempted. If the aircraft is determined to be non-compliant with the noise abatement procedure, the Port will mail a letter to or e-mail the aircraft owner/operator to advise them of the non-compliant flight and to provide educational material. The Port shall continue to make best efforts to ensure that the letter or email and educational material is received by the intended recipient.

C. Report Format

The Quiet Hours report includes a table that summarizes compliance with the North Field Quiet Hours aircraft noise abatement procedure for the reported calendar quarter by each month. The report also includes a table listing all aircraft departures that flew over residential areas of Alameda. Explanatory comments are provided for non-compliant aircraft departures as well as for the aircraft that are exempt from the procedure to explain the reason why the aircraft departure was determined to be compliant. Flight track maps are also provided.

5.5. Preferential Runway Use Procedures

A. Procedure Information

Neither the Airport nor the FAA Air Traffic Controllers may restrict a pilot's access to an available runway based solely on noise considerations. However, the Port will advise FAA ATCT staff and pilots and operators that turbo-jet and turbo-fan powered aircraft, four engine reciprocating powered aircraft, and turbo-prop aircraft over 17,000 pounds, and surplus military aircraft over 12,500 pounds should not, at any time, depart from Runway 28R/L or land on Runway 10R/L, except during emergencies or when Runway 12/30 is not available. The Port will provide a community advisory and will publish on the OAK website an advisory of any work on Runway 12/30 that is more than minimal and that will cause Runway 12/30 to be closed; provided, however, that no notice shall be given when the Port closes Runway 12/30 after midnight on Monday mornings for routine maintenance and inspections.

B. Compliance Monitoring

ANOMS filters out any aircraft departures or landings that do not appear to meet the requirements of the preferential runway use procedure. Port staff reviews each flight track, sometimes using the flight replay feature, and the audio recordings of the ATC and pilot communications to determine the cause for the noncompliant aircraft flight. In any event where an aircraft is determined to be not in compliance with the noise abatement procedure, the Port will mail a letter to or e-mail the aircraft owner/operator or the FAA ATC to advise them of the non-compliant flight and to provide educational material. The Port shall continue to make best efforts to ensure that the letter or email and educational material is received by the intended recipient.

C. Report Format

The report includes two tables that summarize compliance with the Preferential Runway Use Procedures for the reported calendar quarter by month. One table summarizes North Field jet departure (or any other noncompliant aircraft departure) activity and provides compliance performance statistics. Another table summarizes North Field jet landing (or any other non-compliant aircraft landing) activity and provides compliance performance statistics. The report also includes a table listing all non-compliant and exempted aircraft departures or landings that flew over residential areas of Alameda along with explanatory comments.

6. Updates to OAK Noise Plan

The format and content of the various reports listed in this Noise Plan are subject to change upon approval by the Noise Forum, and the Parties agree to review and update the document as necessary to reflect any modifications or refinements required over time. In addition,the Port may update this Noise Plan from time to time to incorporate changes to FAA laws and regulations and to implement new best practices in aircraft noise abatement. Before updating this Plan, the Port shall bring the changes to the Noise Forum for discussion. In the event the Parties believe the proposed amendments are inconsistent in any manner with the prior settlement agreements, at the request of the Parties, the Port shall schedule a consultation meeting with the Parties at which meeting the Port and the Parties shall consider recommendations for modifying the amendments to comply with such settlement agreements.

APPENDIX 1

[See Attached]

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

I ✈ OAK
The best way to San Francisco Bay.

Quarterly Aircraft Noise Report

Fourth Quarter 2024

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

January 9, 2025

Table of Contents

- Runway 30 East Turn Departure List
- Cross Over 100 Degree Radial List
- Sample noncompliance letter for Jet Aircraft Departure Program
- Sample noncompliance letter for Jet Aircraft Landing Program
- Sample noncompliance letter for NF VFR Departure Program
- Sample noncompliance letter for NF Quiet Hours Program

Quarterly Report Introduction

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

Compliance Beyond the Control of the Port of Oakland

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

Safety Comes First

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

Disclaimer

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

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

Quarterly Reports Compliance Comparison Summary Table

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

Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2024				
	2023Q4		2024Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	93%	7%
Total Airport-wide Corporate Jet Departures	2,111	154	2,306	165
Runway 10R/L Jet Landing Compliance	83%	17%	88%	12%
Total Southeast Plan Corporate Jet Landings	163	33	204	29
North Field VFR Departure Compliance	92%	8%	90%	10%
Total Runways 28R/L & 33 Departures	228	19	386	45
North Field Quiet Hours Compliance	82%	18%	86%	14%
Total North Field Quiet Hours Departures	206	46	226	36
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,637	2	14,696	9
Night Time Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,260	30	2,791	34
Runway 12 Night Departure Compliance	60%	40%	98%	2%
Total Runway 12 Night Turbojet Departures	32	21	131	2
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	3,943	3	3,434	0
100 Degree Radial Turbojet Landing Compliance	98%	2%	99%	1%
Total 100 Degree Radial Turbojet Landings	1,005	19	682	7
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	14	0	10	0
Note: N/C means non-compliant. Percentage values are rounded out.				

(Return to Table of Contents)

NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

RUNWAY 28R/L JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Fourth Quarter 2024				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	801	801	869	2,471
Compliant Corporate Jet Departures	737	754	815	2,306
Non-compliant Corporate Jet Departures	64	47	54	165
Corporate Jet Departure Compliance Rate	92%	94%	94%	93%
Excused Jet Departures	55	17	31	103
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,516	5,232	5,480	16,228
Compliant Airport-wide Jet Departures	5,452	5,185	5,426	16,063
Non-compliant Airport-wide Jet Departures	64	47	54	165
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

(Return to Table of Contents)

Runway 10R/L Jet Aircraft Landing Noise Abatement Procedure

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Fourth Quarter 2024				
	October	November	December	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	150	83	233
Compliant SE Plan Corporate Jet Landings	0	129	75	204
Non-compliant SE Plan Corporate Jet Landings	0	21	8	29
SE Plan Corporate Jet Landing Compliance Rate	N/A	86%	90%	88%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	716	447	1,163
Airport-wide Compliant SE Plan Jet Landings	0	695	439	1,134
Airport-wide Non-compliant SE Plan Landings	0	21	8	29
Airport-wide Jet Landing SE PlanCompliance Rate	N/A	97%	98%	98%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

(Return to Table of Contents)

North Field VFR Aircraft Departure Procedure

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

North Field VFR Aircraft Departure NAP Compliance Summary Fourth Quarter 2024				
	October	November	December	Quarterly
Total VFR Departures	207	107	117	431
Total VFR Departures Over Alameda	64	55	49	168
Compliant Departures	189	94	103	386
Non-compliant Departures	18	13	14	45
Compliance Rate	91%	88%	88%	90%

(Return to Table of Contents)

North Field Quiet Hours Procedures

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

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

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

North Field Quiet Hours Compliance Summary
(10:00 p.m. to 7:00 a.m.)
Fourth Quarter 2024

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

(Return to Table of Contents)

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

(Return to Table of Contents)

Table 1. North Field Night Aircraft Departure SEL Noise Measurements Total Aircraft Departures = 262											
Fourth Quarter 2024 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	2	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	3
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
3	49	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	52
4	93	76	0.8	13.4%	48	0.5	8.5%	16	0.2	2.8%	233
5	109	25	0.3	4.4%	14	0.2	2.5%	22	0.2	3.9%	170
6	60	8	0.1	1.4%	16	0.2	2.8%	12	0.1	2.1%	96
7	17	12	0.1	2.1%	13	0.1	2.3%	3	0.0	0.5%	45
8	53	19	0.2	3.4%	3	0.0	0.5%	0	0.0	0.0%	75
9	17	10	0.1	1.8%	5	0.1	0.9%	1	0.0	0.2%	33
10	136	43	0.5	7.6%	3	0.0	0.5%	1	0.0	0.2%	183
11	4	2	0.0	0.4%	0	0.0	0.0%	1	0.0	0.2%	7
12	12	7	0.1	1.2%	1	0.0	0.2%	0	0.0	0.0%	20
13	9	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	9
14	87	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	88
All NMTs	648	206	2	0	104	1	0	56	1	0	1014

(Return to Table of Contents)

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 234											
Fourth Quarter 2024 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
3	49	3	0.0	1.3%	0	0.0	0.0%	0	0.0	0.0%	52
4	93	76	0.8	31.8%	48	0.5	20.1%	16	0.2	6.7%	233
5	109	25	0.3	10.5%	14	0.2	5.9%	22	0.2	9.2%	170
6	60	8	0.1	3.3%	16	0.2	6.7%	12	0.1	5.0%	96
7	17	12	0.1	5.0%	13	0.1	5.4%	3	0.0	1.3%	45
8	53	19	0.2	7.9%	3	0.0	1.3%	0	0.0	0.0%	75
Total	**381**	**143**	**1.6**		**94**	**1.0**		**53**	**0.6**		**671**

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 28											
Fourth Quarter 2024 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
2	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
9	17	10	0.1	3.0%	5	0.1	1.5%	1	0.0	0.3%	33
10	136	43	0.5	13.1%	3	0.0	0.9%	1	0.0	0.3%	183
11	4	2	0.0	0.6%	0	0.0	0.0%	1	0.0	0.3%	7
12	12	7	0.1	2.1%	1	0.0	0.3%	0	0.0	0.0%	20
13	9	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	9
14	87	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	88
Total	**265**	**62**	**0.7**		**10**	**0.1**		**3**	**0.0**		**340**

(Return to Table of Contents)

SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Fourth Quarter 2024				
	October	November	December	Quarterly
Runway 30 Turbojet Departures	5,393	4,417	4,895	14,705
Compliant Departures	5,392	4,409	4,895	14,696
Non-compliant Departures	1	8	0	9
Percentage of Non-compliance	0.0%	0.2%	0.0%	0.1%
Compliance Rate	100%	100%	100%	100%

(Return to Table of Contents)

NIGHT TIME DEPARTURE PROCEDURE

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

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Fourth Quarter 2024				
	October	November	December	Quarterly
Runway 30 Nighttime Turbojet Departures	1,084	851	890	2,825
Buffer Time Departures	12	4	10	26
Compliant Departures	1,076	836	879	2,791
Non-compliant Departures	8	15	11	34
HUSSH gate misses	3	10	8	21
NIITE gate misses	6	11	9	26
REBAS gate misses	8	15	11	34
Compliance Rate	99%	98%	99%	99%

(Return to Table of Contents)

ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FEDEX

The rolling takeoff noise abatement departure procedure was designed to reduce the impacts to San Leandro residents from back-blast noise generated by late night Runway 30 departures of FedEx jet aircraft between the hours of 1:00 a.m. and 5:00 a.m. Aircraft noise measurements taken at NMT #2, located at the San Leandro Marina, are compared with those measurements taken in 2002 prior to implementation of the noise abatement procedure. During late nighttime hours, an air traffic controller will give "departure clearance" as the aircraft is entering the runway so that the aircraft will continue its departure roll down the runway without stopping. This action is considered a rolling takeoff.

The first table below provides the noise measurements for this current calendar quarter whereas the second table provides the noise measurements for the previous year's calendar quarter for comparison purposes. The chart provides a representation of the seasonal comparative changes.

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

(Return to Table of Contents)

Summary of Calendar Quarter of Previous Year

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

(Return to Table of Contents)

Runway 12 Night Departure Procedure

The Runway 12 Night Departure Procedure is an informal radial heading departure procedure at Oakland International Airport established to reduce noise on San Leandro residential communities at nighttime. Turbojet aircraft should depart from Runway 12 and make a right turn to a heading of 140 degrees between 10:00 p.m. and 7:00 a.m.

Runway 12 Night Departure NAP Compliance Summary
(10:00 PM to 7:00 AM)
Fourth Quarter 2024

	October	November	December	Quarterly
Jet Departures	0	2	131	133
Non-Compliant Departures	0	1	1	2
Compliant Departures	0	1	130	131
Compliance Rate	No SE Plan	50%	99%	98%

Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.

(Return to Table of Contents)

Engine Run-up Procedure Program

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

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

(Return to Table of Contents)

Runway 30 East Turn Departures Procedure

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

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

(Return to Table of Contents)

100 Degree Radial Turbojet Landing Procedure

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

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

(Return to Table of Contents)

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

(Return to Table of Contents)

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

(Return to Table of Contents)

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

(Return to Table of Contents)

Airport Operations Summary Tables

Note: The source of the data provided in the summary tables below is the Port of Oakland's Airport Noise and Operations Monitoring System or ANOMS.

Operations Table 1. Provides a summary of North Field aircraft departures by runway as well as the volume of aircraft departures relative to the direction of air traffic flow during nighttime hours.

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Fourth Quarter 2024					
	October	November	December	Quarterly	Percentage
Runway 28L	8	2	6	16	15%
Runway 28R	30	22	19	71	65%
Runway 33	1	0	1	2	2%
Alameda Overflights	39	24	26	89	82%
Runway 10L	1	3	2	6	6%
Runway 10R	0	10	3	13	12%
Runway 15	1	0	0	1	1%
San Leandro Overflights	2	13	5	20	18%
Total Departures	41	37	31	109	100%

Operations Table 2. Provides a summary of North Field aircraft departures by runway as well as by the number of IFR versus VFR departures

North Field VFR/IFR Departures by Runway Fourth Quarter 2024				
	October	November	December	2024
VFR Departures				
Runway 28L	7	4	0	11
Runway 28R	27	26	26	79
Runway 33	26	14	18	58
VFR Departures	60	44	44	148
IFR Departures				
Runway 28L	238	114	128	480
Runway 28R	214	201	248	663
Runway 33	18	9	26	53
IFR Departures	470	324	402	1,196
Total Departures	530	368	446	1,344

(Return to Table of Contents)

Operations Table 3. Runway Use by Aircraft Category

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

Operations Table 4. Runway Use by Jet Aircraft Category

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

(Return to Table of Contents)

Definitions of Terminology Used in Compliance Monitoring Comment Section

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

(Return to Table of Contents)

Runway 28R/L Jet Departure List for Calendar Quarter

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

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/8/2024 17:49	Medevac		GALX	4263	28L	B	Lifeguard Medical	Yes
10/8/2024 18:08	Medevac		C560	3230	28R	B	Lifeguard Medical	Yes
10/9/2024 3:09	Medevac		C560	4202	28R	B	Lifeguard Medical	Yes
10/9/2024 12:31	Medevac		FA50	3342	28L	B	Lifeguard Medical	Yes
10/9/2024 19:07	LN131RR	LN131RR	C560	4574	28R	B	Lifeguard Medical	Yes
10/9/2024 22:43	LNSCM36	LN360SN	LJ60	4242	28R	B	Lifeguard Medical	Yes
10/10/2024 4:29	LN131RR	LN131RR	C560	4203	28R	B	Lifeguard Medical	Yes
10/14/2024 12:38	JLG806	N806GJ	H25B	1744	28L	B	Lifeguard Medical	Yes
10/15/2024 8:58	Medevac		ASTR	3676	28R	B	Lifeguard Medical	Yes
10/16/2024 13:07	LN968SR	N968SR	C560	4540	28L	B	Lifeguard Medical	Yes
10/16/2024 20:32	LN968SR	N968SR	C560	3301	28L	B	Lifeguard Medical	Yes
10/17/2024 10:38	LN116AA	N116AA	C25B	3633	28R	B	Lifeguard Medical	Yes
10/17/2024 10:54	LN149WW	N149WW	C25B	3655	28R	B	Lifeguard Medical	Yes
10/17/2024 12:42	LN968SR	N968SR	C560	4541	28L	B	Lifeguard Medical	Yes
10/17/2024 19:28	LN968SR	N968SR	C560	3765	28L	B	Lifeguard Medical	Yes
10/19/2024 7:34	LN51GJ	N51GJ	LJ35	3366	28L	B	Lifeguard Medical	Yes
10/20/2024 13:25	LN681HC	N681HC	CL60	3611	28L	B	Lifeguard Medical	Yes
10/22/2024 2:13	LN116AA	N116AA	C25B	3256	28L	B	Lifeguard Medical	Yes
10/22/2024 2:48	LN287LS	LN287LS	BE40	3275	28R	B	Lifeguard Medical	Yes
10/22/2024 12:52	LN518KH	N518KH	G150	1732	28L	B	Lifeguard Medical	Yes
10/22/2024 16:27	LN90J	N90J	LJ35	1744	28L	B	Lifeguard Medical	Yes
10/22/2024 20:13	LN509RP	N509RP	C550	4217	28R	B	Lifeguard Medical	Yes
10/25/2024 15:30	LN131RR	N131RR	C560	4233	28L	B	Lifeguard Medical	Yes
10/25/2024 22:41	LN131RR	N131RR	C560	4543	28R	B	Lifeguard Medical	Yes
10/25/2024 23:53	LN904LR	N904LR	C560	3236	28R	B	Lifeguard Medical	Yes
10/26/2024 18:23	LNXAKID	LNXAKID	LJ35	3647	28R	B	Lifeguard Medical	Yes
10/27/2024 20:15	LN910DF	LN910DF	C650	1724	28L	B	Lifeguard Medical	Yes
10/29/2024 13:08	Medevac		GALX	4242	28L	B	Lifeguard Medical	Yes
10/30/2024 1:37	LN810BE	N810BE	C560	3240	28L	B	Lifeguard Medical	Yes
10/30/2024 21:00			GLEX	3373	28L	B	Lifeguard Medical	Yes
11/8/2024 3:37	LN131RR	LN131RR	C560	4245	28R	B	Lifeguard Medical	Yes
11/9/2024 11:31	LN131RR	N131RR	C560	4203	28L	B	Lifeguard Medical	Yes
11/9/2024 18:08	LN131RR	N131RR	C560	4211	28R	B	Lifeguard Medical	Yes
11/10/2024 10:36	LN131RR	LN131RR	C560	4201	28R	B	Lifeguard Medical	Yes
11/10/2024 17:37	LN131RR	N131RR	C560	4234	28R	B	Lifeguard Medical	Yes
11/13/2024 17:35	LN81GJ	N81GJ	LJ35	3335	28L	B	Lifeguard Medical	Yes
11/15/2024 6:26	LN149WW	N149WW	C25B	1712	28R	B	Lifeguard Medical	Yes
11/18/2024 15:11	LN968SR	N968SR	C560	4517	28R	B	Lifeguard Medical	Yes
11/19/2024 0:07	LN968SR	N968SR	C560	3231	28R	B	Lifeguard Medical	Yes
11/23/2024 11:47	CGBSW	CGBSW	ASTR	1752	28L	B	Lifeguard Medical	Yes
11/24/2024 10:12	LN54DD	N54DD	C560	4564	28L	B	Lifeguard Medical	Yes
11/24/2024 16:21	LN54DD	N54DD	C560	3277	28L	B	Lifeguard Medical	Yes
11/26/2024 2:24	CGBSW	CGBSW	ASTR	3316	28L	B	Lifeguard Medical	Yes
11/26/2024 11:54	Medevac	Medevac	LJ35	3377	28L	B	Lifeguard Medical	Yes
11/26/2024 17:45			C560	4254	28R	B	Lifeguard Medical	Yes
12/1/2024 10:12	LN968SR	N968SR	C560	4216	28R	B	Lifeguard Medical	Yes
12/1/2024 13:38	JLG806	N806GJ	H25B	3611	28L	B	Lifeguard Medical	Yes
12/2/2024 18:12	LN289RT	N289RT	C25A	4232	28R	B	Lifeguard Medical	Yes
12/3/2024 12:11	Medevac	Medevac	G150	4237	28R	B	Lifeguard Medical	Yes
12/3/2024 19:22	Medevac	Medevac	G150	4245	28R	B	Lifeguard Medical	Yes
12/4/2024 13:21	Medevac	Medevac	C560	4257	28R	B	Lifeguard Medical	Yes

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

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

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

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

(Return to Table of Contents)

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

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

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

(Return to Table of Contents)

North Field VFR Departure List for Calendar Quarter

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

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

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

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

(Return to Table of Contents)

North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/9/2024 6:27			GL5T	3604	28L	ATC Instructions	No
					ATC Instructions	**1**	
11/15/2024 1:14	CMD8	N838CS	EC35	372	PAD1	Air Traffic Conflict	Yes
					Air Traffic Conflict	**1**	
11/18/2024 0:28	BBQ9705	N625SW	B733	3334	28L	Audio Not Available	No
					Audio Not Available	**1**	
10/6/2024 0:28	N334AM	N334AM	PC12	4567	10L	Excused by reprocessing	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
11/6/2024 5:23	N504FM	N504FM	C25A	375	10R	Excused by reprocessing	Yes
11/14/2024 6:19	PCM8709	N995FE	C208	4203	28L	Excused by reprocessing	Yes
11/21/2024 6:34	PCM8709	N707FX	C208	4277	10R	Excused by reprocessing	Yes
12/11/2024 22:14	BYF41	N1483L	C182	340	28R	Excused by reprocessing	Yes
12/14/2024 6:27	FGR750	N750FR	FA50	3320	10R	Excused by reprocessing	Yes
12/26/2024 5:46	XSN06	N61RJ	PC12	3235	10L	Excused by reprocessing	Yes
12/26/2024 6:42	PCM8709	N744FX	C208	4236	10R	Excused by reprocessing	Yes
					Excused by reprocessing	**8**	
10/7/2024 0:40	N982HP	N982HP	AS50	351	PAD1	Law Enforcement	Yes
					Law Enforcement	**1**	
10/9/2024 3:09	Medevac		C560	4202	28R	Lifeguard Medical	Yes
10/9/2024 22:43	LNSCM36	LN360SN	LJ60	4242	28R	Lifeguard Medical	Yes
10/10/2024 4:29	LN131RR	LN131RR	C560	4203	28R	Lifeguard Medical	Yes
10/10/2024 22:44	CMD8	N838CS	EC35	355	PAD1	Lifeguard Medical	Yes
10/12/2024 4:17	CMD4	N321RX	EC35	4551	PAD1	Lifeguard Medical	Yes
10/16/2024 2:33	REH50	N913RX	BE20	4505	28R	Lifeguard Medical	Yes
10/22/2024 2:13	LN116AA	N116AA	C25B	3256	28L	Lifeguard Medical	Yes
10/22/2024 2:48	LN287LS	LN287LS	BE40	3275	28R	Lifeguard Medical	Yes
10/25/2024 3:51	LNJZ2		BE20	4243	28R	Lifeguard Medical	Yes
10/25/2024 22:41	LN131RR	N131RR	C560	4543	28R	Lifeguard Medical	Yes
10/25/2024 23:53	LN904LR	N904LR	C560	3236	28R	Lifeguard Medical	Yes
10/26/2024 22:45	Medevac		BE20	4555	28R	Lifeguard Medical	Yes
10/28/2024 0:14	CMD13	N833CS	EC35	5334	PAD1	Lifeguard Medical	Yes
10/30/2024 1:37	LN810BE	N810BE	C560	3240	28L	Lifeguard Medical	Yes
11/5/2024 1:41	LN914DK	LN914DK	BE9L	3272	28R	Lifeguard Medical	Yes
11/6/2024 1:23	CMD8	N838CS	EC35	320	PAD1	Lifeguard Medical	Yes
11/7/2024 2:07	CMD4	N892CS	EC35	5325	PAD1	Lifeguard Medical	Yes
11/8/2024 3:37	LN131RR	LN131RR	C560	4245	28R	Lifeguard Medical	Yes
11/9/2024 6:12	Medevac	Medevac	BE9T	4532	28R	Lifeguard Medical	Yes
11/11/2024 22:51	CMD70	N370CS	BE20	4277	28R	Lifeguard Medical	Yes
11/15/2024 6:26	LN149WW	N149WW	C25B	1712	28R	Lifeguard Medical	Yes
11/19/2024 0:07	LN968SR	N968SR	C560	3231	28R	Lifeguard Medical	Yes
11/19/2024 23:15	CMD8	N838CS	EC35	4552	PAD1	Lifeguard Medical	Yes
11/20/2024 0:22	CMD07	N832CS	EC35	3371	PAD1	Lifeguard Medical	Yes
11/26/2024 2:24	CGBSW	CGBSW	ASTR	3316	28L	Lifeguard Medical	Yes
12/1/2024 0:09	CMD8	N838CS	EC35	5306	PAD1	Lifeguard Medical	Yes
12/5/2024 1:53	LN810BE	N810BE	C560	3237	28R	Lifeguard Medical	Yes
12/5/2024 3:57	LN51GJ	LN51GJ	LJ35	3357	28L	Lifeguard Medical	Yes
12/13/2024 4:48	REH50	N911RX	BE20	4512	28R	Lifeguard Medical	Yes
12/16/2024 2:04	N892CS	N892CS	EC35	5344	PAD1	Lifeguard Medical	Yes
12/20/2024 4:01	N838CS	N838CS	EC35	1200	PAD1	Lifeguard Medical	Yes
12/21/2024 2:34	LN498GF	N498GF	PC12	4542	28L	Lifeguard Medical	Yes
12/22/2024 22:14	Medevac	Medevac	C550	4250	28R	Lifeguard Medical	Yes
12/22/2024 22:24	LN54DD	N54DD	C560	3250	28L	Lifeguard Medical	Yes
12/25/2024 4:39	LN498GF	N498GF	PC12	4563	28R	Lifeguard Medical	Yes
12/28/2024 1:00	Medevac	Medevac	BE20	4532	28R	Lifeguard Medical	Yes
10/7/2024 22:19	LN54DD	N54DD	C560	3324	28R	Lifeguard Medical	Yes
10/4/2024 1:55	LN54DD	N54DD	C560	3306	28R	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/4/2024 6:52	LN810BE	N810BE	C560	3201	28R	Lifeguard Medical	Yes
					Lifeguard Medical	**39**	
11/15/2024 4:18	N325RX	N325RX	EC35	1200	PAD1	Not Acceptable	No
11/19/2024 6:18	GDG626	N626NT	F2TH	3355	28L	Not Acceptable	No
11/21/2024 22:20			GALX	3201	10R	Not Acceptable	No
11/21/2024 23:05	N100VE	N100VE	CL60	3371	10R	Not Acceptable	No
11/21/2024 23:41	N281SC	N281SC	F2TH	3326	10R	Not Acceptable	No
11/22/2024 0:06			GLEX	3376	10R	Not Acceptable	No
11/23/2024 5:08	N78874	N78874	M20P	4232	28R	Not Acceptable	No
11/24/2024 23:54			CL60	4237	10L	Not Acceptable	No
11/28/2024 0:23	N26EM	N26EM	PA46	3254	28R	Not Acceptable	No
12/14/2024 0:30			ASTR	3244	10R	Not Acceptable	No
12/14/2024 4:09			GLF4	3327	10R	Not Acceptable	No
					Not Acceptable	**11**	
10/17/2024 6:24	N815RM	N815RM	HDJT	3237	28R	Pilot Requested	No
10/26/2024 23:11	EJA902	N902QS	C68A	4215	28R	Pilot Requested	No
12/6/2024 22:39	N551SJ	N551SJ	C551	3362	28L	Pilot Requested	No
					Pilot Requested	**3**	
10/6/2024 22:49	SWA5680	N909WN	B737	3260	28L	RWY 30 Routine Closure	Yes
10/7/2024 5:17	SWA261	N1809U	B38M	3302	28L	RWY 30 Routine Closure	Yes
10/7/2024 5:23	SWA427	N8738K	B38M	3303	28L	RWY 30 Routine Closure	Yes
10/7/2024 5:35	NKS278	N976NK	A20N	3204	28L	RWY 30 Routine Closure	Yes
10/14/2024 1:54	SWA2988	N230WN	B737	3357	28L	RWY 30 Routine Closure	Yes
10/21/2024 4:57			GLF5	3374	28L	RWY 30 Routine Closure	Yes
12/16/2024 5:35	NKS278	N992NK	A20N	3315	28L	RWY 30 Routine Closure	Yes
12/16/2024 5:36	SWA329	N8797Q	B38M	3277	28L	RWY 30 Routine Closure	Yes
					RWY 30 Routine Closure	**8**	
12/1/2024 22:12	N69P	N69P	PC12	3736	28R	Strraight-out Departure	No
					Strraight-out Departure	**1**	
10/3/2024 6:59	BXR1960	N9623B	C208	340	28L	Time Buffer	Yes
10/9/2024 6:59	PCM8260	N781FE	C208	4214	28L	Time Buffer	Yes
11/8/2024 6:55	PCM8260	N892FE	C208	4533	28L	Time Buffer	Yes
11/21/2024 6:52	PCM8711	N872FE	C208	4256	10R	Time Buffer	Yes
11/24/2024 22:05	N525JN	N525JN	C25A	4531	28R	Time Buffer	Yes
11/27/2024 6:50			S22T	4211	28R	Time Buffer	Yes
11/27/2024 6:53	PCM8710	N872FE	C208	4253	28L	Time Buffer	Yes
12/5/2024 22:07	N200SN	N200SN	SW3	3211	28R	Time Buffer	Yes
12/6/2024 6:57	PCM8679	N969FE	C208	4216	28L	Time Buffer	Yes
12/26/2024 22:08	N78874	N78874	M20P	4224	10L	Time Buffer	Yes
					Time Buffer	**10**	
10/10/2024 22:12	N73311	N73311	C172	4275	28R	VFR Departure	No
					VFR Departure	**1**	
11/19/2024 6:44			BE9T	4243	28R	Weather/Wind Conditions	No
					Weather/Wind Conditions	**1**	
10/1/2024 22:38	N915L	N915L	C172	5377	28R	Wide Salad	No
10/4/2024 1:24	N26EM	N26EM	M600	3222	28R	Wide Salad	No
10/4/2024 2:05	N224JM	N224JM	S22T	3347	28R	Wide Salad	No
10/17/2024 23:31	N617BG	N617BG	PC12	4273	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/18/2024 23:35			BE20	4566	28R	Wide Salad	No
10/20/2024 6:46			BE20	4560	28R	Wide Salad	No
10/28/2024 1:26			BE20	4507	28R	Wide Salad	No
11/7/2024 23:07	TN61AP	N61AP	BE20	3376	28R	Wide Salad	No
11/8/2024 6:40	N515TW	N515TW	PC12	3665	28R	Wide Salad	No
11/11/2024 1:56	N914DK	N914DK	BE9L	3204	28R	Wide Salad	No
11/13/2024 6:45	PCM8711	N872FE	C208	4272	28L	Wide Salad	No
12/5/2024 23:13	N233ME	N233ME	C182	3234	28R	Wide Salad	No
12/17/2024 6:08	PCM8709	N984FE	C208	4240	28L	Wide Salad	No
12/17/2024 6:36	PCM8711	N762FE	C208	4541	28L	Wide Salad	No
12/18/2024 6:26	PCM8711	N762FE	C208	4240	28L	Wide Salad	No
12/20/2024 22:27	N61AP	N61AP	BE20	6374	28R	Wide Salad	No
12/27/2024 4:46			BE20	4220	28R	Wide Salad	No
					Wide Salad	17	
					Grand Count	103	

(Return to Table of Contents)

North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/2/2024 6:57	14	76.6	85	14	PCM8679	N771FE	C208	28L
10/4/2024 1:56	4	76.5	86.9	27	LN54DD	N54DD	C560	28R
10/4/2024 1:56	5	76.8	87.2	31	LN54DD	N54DD	C560	28R
10/4/2024 6:53	4	84.7	91.9	23	LN810BE	N810BE	C560	28R
10/4/2024 6:53	5	87.8	93.9	24	LN810BE	N810BE	C560	28R
10/4/2024 6:53	6	84.2	91.8	29	LN810BE	N810BE	C560	28R
10/6/2024 22:50	4	84.4	91.4	26	SWA5680	N909WN	B737	28L
10/6/2024 22:50	5	88.4	95.1	27	SWA5680	N909WN	B737	28L
10/6/2024 22:50	6	83.7	92	27	SWA5680	N909WN	B737	28L
10/6/2024 22:50	7	79.3	88.3	26	SWA5680	N909WN	B737	28L
10/7/2024 5:18	4	83.7	90	25	SWA261	N1809U	B38M	28L
10/7/2024 5:18	5	87.4	93.8	20	SWA261	N1809U	B38M	28L
10/7/2024 5:18	6	80.6	89.3	27	SWA261	N1809U	B38M	28L
10/7/2024 5:23	4	80.9	87.8	24	SWA427	N8738K	B38M	28L
10/7/2024 5:23	5	85.8	92.1	21	SWA427	N8738K	B38M	28L
10/7/2024 5:23	6	79	87.9	25	SWA427	N8738K	B38M	28L
10/7/2024 5:35	4	80.7	87.3	28	NKS278	N976NK	A20N	28L
10/7/2024 5:35	5	82.4	89.6	25	NKS278	N976NK	A20N	28L
10/7/2024 5:36	6	78.4	87	24	NKS278	N976NK	A20N	28L
10/7/2024 22:20	4	81.7	88.1	17	LN54DD	N54DD	C560	28R
10/7/2024 22:20	5	81.9	88.6	16	LN54DD	N54DD	C560	28R
10/7/2024 22:20	6	79.9	87.2	22	LN54DD	N54DD	C560	28R
10/9/2024 3:10	4	86.4	93.9	41	Medevac		C560	28R
10/9/2024 3:10	5	85.3	94.4	38	Medevac		C560	28R
10/9/2024 6:28	4	83.7	90.3	22			GL5T	28L
10/9/2024 6:28	5	91.8	97	18			GL5T	28L
10/9/2024 6:28	6	87.5	94.2	26			GL5T	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/9/2024 6:28	7	81.5	89.6	20			GL5T	28L
10/9/2024 22:44	4	82.5	89	17	LNSCM36	LN360SN	LJ60	28R
10/9/2024 22:44	5	79.6	87.8	18	LNSCM36	LN360SN	LJ60	28R
10/9/2024 22:44	6	78.6	85.7	18	LNSCM36	LN360SN	LJ60	28R
10/10/2024 4:29	5	84.7	92.7	27	LN131RR	LN131RR	C560	28R
10/10/2024 4:29	4	88.2	96.8	35	LN131RR	LN131RR	C560	28R
10/10/2024 4:29	6	85.2	92.3	22	LN131RR	LN131RR	C560	28R
10/14/2024 1:54	4	79.2	87.8	24	SWA2988	N230WN	B737	28L
10/14/2024 1:54	5	83.4	90.9	25	SWA2988	N230WN	B737	28L
10/17/2024 6:25	4	83	89.4	20	N815RM	N815RM	HDJT	28R
10/17/2024 6:25	5	77	85.9	23	N815RM	N815RM	HDJT	28R
10/17/2024 6:25	6	77.9	86.2	23	N815RM	N815RM	HDJT	28R
10/21/2024 4:57	5	86.2	92.4	20			GLF5	28L
10/21/2024 4:57	4	83.9	89.8	18			GLF5	28L
10/21/2024 4:57	6	82.9	89.4	24			GLF5	28L
10/21/2024 4:57	7	76.9	85.1	19			GLF5	28L
10/22/2024 2:14	5	84.5	91.2	29	LN116AA	N116AA	C25B	28L
10/22/2024 2:14	4	79.9	87.3	18	LN116AA	N116AA	C25B	28L
10/22/2024 2:14	6	79.7	88	27	LN116AA	N116AA	C25B	28L
10/22/2024 2:49	4	93.5	100.3	23	LN287LS	LN287LS	BE40	28R
10/22/2024 2:49	5	86.3	93.2	31	LN287LS	LN287LS	BE40	28R
10/22/2024 2:49	6	86.9	95	35	LN287LS	LN287LS	BE40	28R
10/22/2024 2:49	7	82.2	91.6	31	LN287LS	LN287LS	BE40	28R
10/22/2024 6:50	7	71	85.5	80	PCM8711	N867FE	C208	28L
10/23/2024 6:21	4	80.9	84.9	9	PCM8711	N920FE	C208	28L
10/23/2024 6:52	8	75.9	86.2	28	PCM8710	N744FX	C208	28L
10/24/2024 6:37	4	83.8	87.2	10	PCM8711	N920FE	C208	28L
10/25/2024 3:51	4	83.3	86.6	12	LNJZ2		BE20	28R
10/25/2024 22:42	4	90.9	98.1	28	LN131RR	N131RR	C560	28R
10/25/2024 22:42	5	85.5	94.1	34	LN131RR	N131RR	C560	28R
10/25/2024 22:42	6	88	96.5	47	LN131RR	N131RR	C560	28R
10/25/2024 22:42	7	81.9	91.6	27	LN131RR	N131RR	C560	28R
10/25/2024 23:53	4	83.5	95.1	39	LN904LR	N904LR	C560	28R
10/25/2024 23:53	5	82.5	93.3	41	LN904LR	N904LR	C560	28R
10/25/2024 23:53	6	79	90.5	54	LN904LR	N904LR	C560	28R
10/25/2024 23:54	7	74.2	86.1	47	LN904LR	N904LR	C560	28R
10/26/2024 22:46	4	83	86.6	13	Medevac		BE20	28R
10/26/2024 23:11	4	81.4	88.1	20	EJA902	N902QS	C68A	28R
10/26/2024 23:11	5	80.4	87.1	14	EJA902	N902QS	C68A	28R
10/28/2024 1:26	4	83.1	86.5	12			BE20	28R
10/29/2024 6:37	7	68	86.3	80	PCM8711	N867FE	C208	28L
10/30/2024 1:38	4	76.9	86	28	LN810BE	N810BE	C560	28L
10/30/2024 1:38	5	79	88	35	LN810BE	N810BE	C560	28L
11/5/2024 1:42	4	86.2	90.2	36	LN914DK	LN914DK	BE9L	28R
11/5/2024 1:43	8	82.6	87.5	11	LN914DK	LN914DK	BE9L	28R
11/7/2024 23:07	4	80.2	85.1	11	TN61AP	N61AP	BE20	28R
11/8/2024 3:37	4	86.9	94.7	31	LN131RR	LN131RR	C560	28R
11/8/2024 3:37	5	89.3	96.6	27	LN131RR	LN131RR	C560	28R
11/8/2024 3:37	6	86	94.3	29	LN131RR	LN131RR	C560	28R
11/11/2024 1:56	4	83.1	86.4	12	N914DK	N914DK	BE9L	28R
11/12/2024 6:26	4	81.1	85.9	11	PCM8711	N872FE	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/13/2024 6:32	4	82.1	85.5	12	PCM8709	N762FE	C208	28L
11/13/2024 6:46	4	81.5	86	12	PCM8711	N872FE	C208	28L
11/14/2024 6:21	4	82	86.6	13	PCM8709	N995FE	C208	28L
11/15/2024 6:27	4	80.7	89.4	30	LN149WW	N149WW	C25B	28R
11/15/2024 6:27	5	81.3	89.4	30	LN149WW	N149WW	C25B	28R
11/15/2024 6:27	6	77.8	87.9	39	LN149WW	N149WW	C25B	28R
11/18/2024 0:28	5	83.2	92.3	35	BBQ9705	N625SW	B733	28L
11/18/2024 0:28	4	82.5	92	36	BBQ9705	N625SW	B733	28L
11/18/2024 0:29	6	78.8	89.6	47	BBQ9705	N625SW	B733	28L
11/18/2024 0:29	7	75.8	87.3	42	BBQ9705	N625SW	B733	28L
11/19/2024 0:08	4	82.6	95.1	70	LN968SR	N968SR	C560	28R
11/19/2024 0:08	5	81.4	93.8	62	LN968SR	N968SR	C560	28R
11/19/2024 0:08	6	79.4	92	78	LN968SR	N968SR	C560	28R
11/19/2024 0:08	7	73.8	87.6	57	LN968SR	N968SR	C560	28R
11/19/2024 0:08	8	73.2	86.5	43	LN968SR	N968SR	C560	28R
11/19/2024 6:18	4	81.8	89.4	24	GDG626	N626NT	F2TH	28L
11/19/2024 6:18	5	84.5	92.5	24	GDG626	N626NT	F2TH	28L
11/19/2024 6:18	6	81.5	90.1	32	GDG626	N626NT	F2TH	28L
11/19/2024 6:19	7	75.8	85.9	24	GDG626	N626NT	F2TH	28L
11/19/2024 6:43	7	73.5	86	80			BE9T	28R
11/19/2024 6:44	4	79.6	85.4	13			BE9T	28R
11/19/2024 6:48	4	81.1	86	17	PCM8709	N896FE	C208	28R
11/21/2024 2:07	9	76.2	87.2	34	LN968SR	N968SR	C560	10L
11/21/2024 6:34	10	76.9	85.3	80	PCM8709	N707FX	C208	10R
11/21/2024 22:21	9	80.1	87.2	17			GALX	10R
11/21/2024 22:21	12	79	86.6	27			GALX	10R
11/22/2024 6:45	10	76	86.4	49	NJZ3	N999NJ	GALX	10R
11/22/2024 6:45	9	79.8	88.6	26	NJZ3	N999NJ	GALX	10R
11/22/2024 6:59	9	81	88.8	25	VJA549	N549XJ	CL30	10R
11/23/2024 6:46	4	80	85.7	12	PCM8702	N872FE	C208	28L
11/24/2024 22:06	4	80.5	88.5	24	N525JN	N525JN	C25A	28R
11/24/2024 22:06	5	79.1	87.5	26	N525JN	N525JN	C25A	28R
11/24/2024 22:06	6	76	85.5	32	N525JN	N525JN	C25A	28R
11/26/2024 2:25	4	81	87.9	25	CGBSW	CGBSW	ASTR	28L
11/26/2024 2:25	5	92.2	97.1	18	CGBSW	CGBSW	ASTR	28L
11/26/2024 2:25	6	88.5	94.1	25	CGBSW	CGBSW	ASTR	28L
11/26/2024 2:25	7	80.7	89.1	27	CGBSW	CGBSW	ASTR	28L
11/26/2024 6:40	4	81.2	85.8	12	PCM8711	N762FE	C208	28L
11/27/2024 6:37	4	81.4	85.6	12	PCM8711	N762FE	C208	28L
11/27/2024 6:51	4	80.1	86.4	19			S22T	28R
11/27/2024 6:54	4	81.3	86.1	13	PCM8710	N872FE	C208	28L
11/29/2024 6:32	4	82.6	86.7	12	PCM8711	N762FE	C208	28L
12/3/2024 0:06	4	80.8	85.1	11	N912MF	N912MF	BE20	28R
12/5/2024 1:54	4	82.5	90.2	23	LN810BE	N810BE	C560	28R
12/5/2024 1:54	5	80.8	88.7	25	LN810BE	N810BE	C560	28R
12/5/2024 1:54	6	76.6	86	21	LN810BE	N810BE	C560	28R
12/5/2024 3:57	5	95.5	98.9	12	LN51GJ	LN51GJ	LJ35	28L
12/5/2024 3:57	6	93.2	96.6	12	LN51GJ	LN51GJ	LJ35	28L
12/5/2024 3:58	7	87.6	92.5	14	LN51GJ	LN51GJ	LJ35	28L
12/5/2024 23:14	4	77.7	86.5	23	N233ME	N233ME	C182	28R
12/6/2024 6:58	5	82.1	85.6	10	PCM8679	N969FE	C208	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/6/2024 22:40	5	86.1	91.9	27	N551SJ	N551SJ	C551	28L
12/6/2024 22:40	6	82.9	89.2	17	N551SJ	N551SJ	C551	28L
12/10/2024 4:27	4	77.1	87	31	LN54DD	N54DD	C560	28R
12/10/2024 4:27	5	80	89.4	36	LN54DD	N54DD	C560	28R
12/13/2024 4:48	4	84.1	87.6	9	REH50	N911RX	BE20	28R
12/13/2024 6:16	4	80.7	86.3	12	PCM8709	N722FX	C208	28L
12/13/2024 6:44	4	81.6	85.1	10	PCM8711	N762FE	C208	28L
12/14/2024 2:49	9	80.3	87.9	17	LN149WW	N149WW	C25B	10R
12/14/2024 6:27	4	80.9	89.4	40	FGR750	N750FR	FA50	10R
12/14/2024 6:28	10	81.8	91.3	75	FGR750	N750FR	FA50	10R
12/14/2024 6:28	9	89.3	96.2	36	FGR750	N750FR	FA50	10R
12/14/2024 6:28	11	84	92.3	32	FGR750	N750FR	FA50	10R
12/16/2024 5:35	4	81.2	87.1	27	NKS278	N992NK	A20N	28L
12/16/2024 5:35	5	85.4	91.5	19	NKS278	N992NK	A20N	28L
12/16/2024 5:35	6	80	87.8	20	NKS278	N992NK	A20N	28L
12/16/2024 5:37	4	83.5	90.4	29	SWA329	N8797Q	B38M	28L
12/16/2024 5:37	5	85.7	93.3	25	SWA329	N8797Q	B38M	28L
12/16/2024 5:37	6	80.3	89.7	23	SWA329	N8797Q	B38M	28L
12/16/2024 5:37	7	76.8	86.8	25	SWA329	N8797Q	B38M	28L
12/17/2024 6:10	4	79.2	85.3	15	PCM8709	N984FE	C208	28L
12/18/2024 6:15	4	81.6	85.8	10	PCM8709	N772FE	C208	28L
12/20/2024 6:25	4	79.2	86.4	21			S22T	28R
12/22/2024 22:14	4	84.6	90.3	15	Medevac	Medevac	C550	28R
12/22/2024 22:14	5	82.7	89.5	16	Medevac	Medevac	C550	28R
12/22/2024 22:14	6	82.9	88.8	16	Medevac	Medevac	C550	28R
12/22/2024 22:14	7	77.2	85	17	Medevac	Medevac	C550	28R
12/22/2024 22:25	4	76.2	85.3	27	LN54DD	N54DD	C560	28L
12/22/2024 22:25	5	79.5	88.4	22	LN54DD	N54DD	C560	28L
12/24/2024 6:35	4	80.4	85.1	12	PCM8711	N762FE	C208	28L
12/26/2024 6:43	10	77.3	85.1	80	PCM8709	N744FX	C208	10R
12/28/2024 1:01	4	84.4	88.4	12	Medevac	Medevac	BE20	28R

(Return to Table of Contents)

Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
10/10/2024 11:13	SWA	SWA2623	B38M	J	N8867Q	Fleet Week	Yes
10/10/2024 13:00	SKW	SKW4134	E75L	R	N272SY	Fleet Week	Yes
10/13/2024 15:33	ASA	ASA1218	B39M	J	N933AK	Fleet Week	Yes
10/13/2024 15:13			F2TH	B		Fleet Week	Yes
10/13/2024 14:27	SWA	SWA4152	B737	J	N232WN	Fleet Week	Yes
10/13/2024 14:22	SWA	SWA1474	B38M	J	N8926Q	Fleet Week	Yes
10/13/2024 13:53	SWA	SWA332	B38M	J	N8885Q	Fleet Week	Yes
10/13/2024 12:59	SKW	SKW4134	E75L	R	N276SY	Fleet Week	Yes
10/13/2024 12:37	SWA	SWA1059	B737	J	N932WN	Fleet Week	Yes
10/13/2024 12:19	SWA	SWA2897	B38M	J	N8877Q	Fleet Week	Yes
10/12/2024 14:42	ASA	ASA1247	B737	J	N612AS	Fleet Week	Yes
10/12/2024 14:10	SWA	SWA4202	B737	J	N7861J	Fleet Week	Yes

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
10/12/2024 13:13	EJA	EJA696	C68A	B	N696QS	Fleet Week	Yes
10/10/2024 13:19	PXT	PXT150	C680	B	N150TG	Fleet Week	Yes
10/10/2024 13:22	SWA	SWA3746	B38M	J	N8806Q	Fleet Week	Yes
10/10/2024 14:43	SWA	SWA2960	B737	J	N225WN	Fleet Week	Yes
10/10/2024 14:44	FDX	FDX3884	B763	J	N188FE	Fleet Week	Yes
10/10/2024 15:29	ASA	ASA1247	B739	J	N467AS	Fleet Week	Yes
10/10/2024 15:37	FDX	FDX3312	B763	J	N144FE	Fleet Week	Yes
10/10/2024 16:11	SWA	SWA1474	B738	J	N8519R	Fleet Week	Yes
10/10/2024 16:17	FDX	FDX9183	B77L	J	N855FD	Fleet Week	Yes
10/10/2024 17:10			GLF4	B		Fleet Week	Yes
10/10/2024 17:11	SWA	SWA4020	B737	J	N792SW	Fleet Week	Yes
10/11/2024 12:25	SWA	SWA914	B737	J	N401WN	Fleet Week	Yes
10/11/2024 12:41	SWA	SWA4270	B738	J	N8689C	Fleet Week	Yes
10/11/2024 12:48	SWA	SWA4522	B737	J	N468WN	Fleet Week	Yes
10/11/2024 12:54	SWA	SWA1441	B737	J	N298WN	Fleet Week	Yes
10/11/2024 12:59	WSN	WSN95	J328	J	N395MS	Fleet Week	Yes
10/11/2024 13:00	SWA	SWA1969	B737	J	N245WN	Fleet Week	Yes
10/11/2024 13:32	SWA	SWA3746	B738	J	N8581Z	Fleet Week	Yes
10/11/2024 14:22	SKW	SKW4134	E75L	R	N285SY	Fleet Week	Yes
10/11/2024 14:38	SWA	SWA9005	B737	J	N467WN	Fleet Week	Yes
10/11/2024 15:45	ASA	ASA1247	B739	J	N477AS	Fleet Week	Yes
10/11/2024 16:19	RKJ	RKJ225	C750	B	N225GT	Fleet Week	Yes
10/12/2024 12:26	SWA	SWA3777	B38M	J	N8812Q	Fleet Week	Yes
10/12/2024 12:34	JTL	JTL222	C750	B	N222FY	Fleet Week	Yes
10/12/2024 12:55			GLF5	B		Fleet Week	Yes
10/12/2024 13:06	WSN	WSN95	J328	J	N395MS	Fleet Week	Yes
				Fleet Week		**38**	
12/14/2024 12:10	SWA	SWA4861	B38M	J	N8889Q	Not Acceptable	No
12/14/2024 11:03	SWA	SWA2651	B737	J	N943WN	Not Acceptable	No
12/14/2024 10:23	SWA	SWA2077	B737	J	N961WN	Not Acceptable	No
12/14/2024 9:50	SWA	SWA902	B737	J	N915WN	Not Acceptable	No
12/10/2024 2:56			GALX	B		Not Acceptable	No
11/11/2024 15:31		N881VP	C56X	B	N881VP	Not Acceptable	No
12/19/2024 4:53	UPS	UPS2947	MD11	J	N294UP	Not Acceptable	No
12/10/2024 15:24	FDX	FDX3854	B763	J	N276FE	Not Acceptable	No
12/28/2024 7:34	PXT	PXT150	C680	B	N150TG	Not Acceptable	No
				Not Acceptable		**9**	

(Return to Table of Contents)

Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
10/2/2024 6:19	UPS	UPS2945	MD11	J	N260UP	Air Traffic Conflict	Yes
10/4/2024 6:37	SWA	SWA2515	B738	J	N8687A	Air Traffic Conflict	Yes
10/5/2024 6:11	UPS	UPS5945	B763	J	N368UP	Air Traffic Conflict	Yes
10/6/2024 6:18	SWA	SWA1994	B38M	J	N8781Q	Air Traffic Conflict	Yes
10/9/2024 6:34	UPS	UPS2633	B763	J	N385UP	Air Traffic Conflict	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
10/10/2024 6:30	UPS	UPS2951	B752	J	N420UP	Air Traffic Conflict	Yes
10/10/2024 6:49	UPS	UPS2941	B763	J	N358UP	Air Traffic Conflict	Yes
10/13/2024 6:12	SWA	SWA1994	B38M	J	N8758L	Air Traffic Conflict	Yes
10/18/2024 6:42	SWA	SWA2515	B38M	J	N8908Q	Air Traffic Conflict	Yes
10/28/2024 22:49	DAL	DAL540	B739	J	N926DZ	Air Traffic Conflict	Yes
10/29/2024 23:07			GLF6	B		Air Traffic Conflict	Yes
10/30/2024 6:41	SWA	SWA427	B737	J	N457WN	Air Traffic Conflict	Yes
11/9/2024 6:16	FDX	FDX435	B763	J	N196FE	Air Traffic Conflict	Yes
11/11/2024 5:36	SWA	SWA3074	B738	J	N8575Z	Air Traffic Conflict	Yes
11/16/2024 6:26	PXT	PXT862	E55P	B	N862LG	Air Traffic Conflict	Yes
11/17/2024 6:28	SWA	SWA1381	B738	J	N8628A	Air Traffic Conflict	Yes
12/1/2024 6:16			F2TH	B		Air Traffic Conflict	Yes
12/1/2024 6:17	SWA	SWA1404	B738	J	N8545V	Air Traffic Conflict	Yes
12/1/2024 22:30	UPS	UPS2453	MD11	J	N262UP	Air Traffic Conflict	Yes
12/7/2024 5:36	SWA	SWA3074	B38M	J	N8905Q	Air Traffic Conflict	Yes
12/13/2024 6:30	UPS	UPS5945	MD11	J	N259UP	Air Traffic Conflict	Yes
12/15/2024 6:20	SWA	SWA756	B737	J	N7749B	Air Traffic Conflict	Yes
12/27/2024 5:13	SWA	SWA3877	B738	J	N8676A	Air Traffic Conflict	Yes
12/27/2024 5:20	SWA	SWA1542	B737	J	N7887A	Air Traffic Conflict	Yes
					Air Traffic Conflict	**24**	
10/14/2024 5:20	SWA	SWA261	B38M	J	N8705Q	Excused by reprocessing	Yes
10/16/2024 2:35	FDX	FDX1879	B763	J	N280FE	Excused by reprocessing	Yes
10/18/2024 6:33	FDX	FDX435	MD11	J	N528FE	Excused by reprocessing	Yes
10/29/2024 2:58	FDX	FDX37	MD11	J	N621FE	Excused by reprocessing	Yes
12/12/2024 2:52	FDX	FDX1879	B763	J	N173FE	Excused by reprocessing	Yes
12/16/2024 23:18			GALX	B		Excused by reprocessing	Yes
					Excused by reprocessing	**6**	
10/4/2024 5:36	SWA	SWA8508	B737	J	N291WN	Not Acceptable	No
10/6/2024 0:46		N641TW	CL60	B	N641TW	Not Acceptable	No
10/7/2024 6:21	SWA	SWA974	B38M	J	N8740A	Not Acceptable	No
10/20/2024 4:05	UPS	UPS947	B763	J	N328UP	Not Acceptable	No
10/20/2024 4:07	FDX	FDX411	MD11	J	N599FE	Not Acceptable	No
10/22/2024 23:25	VOS	VOS5323	A20N	J	N548VL	Not Acceptable	No
10/29/2024 4:51	FDX	FDX417	A306	J	N731FD	Not Acceptable	No
10/30/2024 3:59	EJA	EJA729	CL35	B	N729QS	Not Acceptable	No
11/3/2024 5:46	SWA	SWA1665	B737	J	N7811F	Not Acceptable	No
11/5/2024 4:54	FDX	FDX417	A306	J	N730FD	Not Acceptable	No
11/15/2024 22:11	SWA	SWA4569	B737	J	N7738A	Not Acceptable	No
11/23/2024 5:32	SWA	SWA3074	B38M	J	N8933Q	Not Acceptable	No
11/23/2024 6:28	FDX	FDX435	B763	J	N180FE	Not Acceptable	No
11/26/2024 22:22	SWA	SWA3849	B38M	J	N8756S	Not Acceptable	No
11/26/2024 22:26	SWA	SWA4062	B737	J	N7852A	Not Acceptable	No
11/26/2024 22:46	USC	USC47	LJ35	B	N217CK	Not Acceptable	No
11/26/2024 23:08	VOI	VOI1773	A321	J	XAVLZ	Not Acceptable	No
11/27/2024 22:50	NKS	NKS1448	A320	J	N636NK	Not Acceptable	No
11/27/2024 22:59	EJA	EJA635	C68A	B	N635QS	Not Acceptable	No
11/27/2024 23:09	SWA	SWA3849	B38M	J	N8756S	Not Acceptable	No
11/27/2024 23:14	SWA	SWA4062	B737	J	N7735A	Not Acceptable	No
11/27/2024 23:18	VOI	VOI1773	A321	J	XAVRC	Not Acceptable	No
11/27/2024 23:52			F900	B		Not Acceptable	No
12/1/2024 22:45	SWA	SWA4718	B737	J	N404WN	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
12/1/2024 23:07	VOI	VOI1773	A21N	J	XAVUB	Not Acceptable	No
12/8/2024 3:19	UPS	UPS945	MD11	J	N273UP	Not Acceptable	No
12/8/2024 23:29	VOI	VOI1773	A321	J	XAVLJ	Not Acceptable	No
12/9/2024 6:09	LXJ	LXJ336	E545	B	N336FX	Not Acceptable	No
12/10/2024 2:56			GALX	B		Not Acceptable	No
12/15/2024 23:21	VIV	VIV587	A320	J	XAVAU	Not Acceptable	No
12/18/2024 4:08	FDX	FDX77	B77L	J	N879FD	Not Acceptable	No
12/19/2024 4:53	UPS	UPS2947	MD11	J	N294UP	Not Acceptable	No
12/27/2024 5:21	SWA	SWA1665	B738	J	N8650F	Not Acceptable	No
12/27/2024 5:33	SWA	SWA157	B737	J	N551WN	Not Acceptable	No
					Not Acceptable	**34**	
10/1/2024 6:58	FDX	FDX864	B763	J	N191FE	Time Buffer	Yes
10/5/2024 6:58	SWA	SWA261	B738	J	N8648A	Time Buffer	Yes
10/9/2024 6:57	FDX	FDX3671	B77L	J	N875FD	Time Buffer	Yes
10/9/2024 6:59	FDX	FDX3647	B763	J	N153FE	Time Buffer	Yes
10/15/2024 6:55	FDX	FDX864	B763	J	N163FE	Time Buffer	Yes
10/22/2024 6:58	SWA	SWA427	B737	J	N7735A	Time Buffer	Yes
10/23/2024 6:58	SWA	SWA1900	B737	J	N288WN	Time Buffer	Yes
10/29/2024 5:58		N2AK	SF50	B	N2AK	Time Buffer	Yes
10/29/2024 6:58	UPS	UPS2951	B752	J	N457UP	Time Buffer	Yes
10/30/2024 6:57	UPS	UPS2945	MD11	J	N262UP	Time Buffer	Yes
10/30/2024 6:58	SWA	SWA1900	B737	J	N217JC	Time Buffer	Yes
10/31/2024 6:56	UPS	UPS2941	B763	J	N358UP	Time Buffer	Yes
11/5/2024 6:59	UPS	UPS2941	B763	J	N369UP	Time Buffer	Yes
11/9/2024 6:59	SWA	SWA887	B738	J	N8693A	Time Buffer	Yes
11/12/2024 6:59	FDX	FDX864	B763	J	N129FE	Time Buffer	Yes
11/14/2024 6:57	UPS	UPS2941	B763	J	N361UP	Time Buffer	Yes
12/1/2024 22:00	SWA	SWA4599	B738	J	N8538V	Time Buffer	Yes
12/1/2024 22:08	VOS	VOS4323	A20N	J	N549VL	Time Buffer	Yes
12/4/2024 6:51	HAL	HAL23	A21N	J	N223HA	Time Buffer	Yes
12/9/2024 6:59	HAL	HAL23	A21N	J	N215HA	Time Buffer	Yes
12/11/2024 6:59	FDX	FDX864	B763	J	N282FE	Time Buffer	Yes
12/13/2024 6:58	UPS	UPS2941	B763	J	N396UP	Time Buffer	Yes
12/16/2024 6:59	HAL	HAL23	A21N	J	N220HA	Time Buffer	Yes
12/22/2024 22:00			GALX	B		Time Buffer	Yes
12/24/2024 6:57	FDX	FDX3671	B77L	J	N876FD	Time Buffer	Yes
12/31/2024 6:58	SWA	SWA1358	B738	J	N8681M	Time Buffer	Yes
					Time Buffer	**26**	
					Grand Count	**90**	

(Return to Table of Contents)

Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
12/27/2024 4:08	FDX	FDX5319	B77L	J	N868FD	Not Acceptable	No
					Not Acceptable	**1**	
11/25/2024 4:20	FDX	FDX417	B763	J	N168FE	Pilot Refusal	No

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
					Pilot Refusal	**1**	
11/21/2024 3:59	FDX	FDX9077	MD11	J	N610FE	System Error	Yes
					System Error	**1**	
					Grand Count	**3**	

(Return to Table of Contents)

Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
10/4/2024	1209	PCJ	C25A	2	High	HG6	1500	N/A	N/A
10/12/2024	0626	PCJ	C25A	2	High	GRE	**0628**	NO	N/A
10/18/2024	1107	TWY	C56X	1	High	HG6	1115	N/A	N/A
10/24/2024	0900	PCJ	C25A	2	High	HG6	0910	N/A	N/A
10/24/2024	1942	FDX	B757	2	High	GRE	**2000**	N/A	NO
10/25/2024	1738	FDX	MD11	2	High	GRE	1800	N/A	N/A
10/28/2024	0040	FDX	MD11	3	High	GRE	**0050**	NO	N/A
11/7/2024	0833	HAL	B767	2	High	GRE	0845	N/A	N/A
11/15/2024	2056	FDX	B767	2	High	GRE	**2115**	N/A	NO
11/16/2024	2320	FDX	B777	2	High	GRE	**2345**	NO	N/A
11/23/2024	0900	UPS	B767	2	High	GRE	0900	N/A	N/A
11/24/2024	2127	HAL	A320	2	High	GRE	**2230**	NO	N/A
11/30/2024	0744	UPS	B767	1	High	GRE	0800	N/A	N/A
11/30/2024	0954	UPS	B767	2	High	GRE	1030	NO	NO
12/4/2024	0252	FDX	A320	2	High	GRE	**0345**	NO	N/A
12/5/2024	1103	FDX	A320	2	High	GRE	1110	N/A	N/A
12/6/2024	1450	VHT	FA20	2	High	HG6	1510	N/A	N/A
12/9/2024	0903	PCJ	C25A	1	High	HG6	0904	N/A	N/A
12/12/2024	1756	TWY	GALX	2	High	HG6	1830	N/A	N/A
12/18/2024	0730	PCJ	C500	1	High	HG6	0745	N/A	N/A
12/22/2024	1330	PCJ	C500	1	High	HG6	1340	N/A	N/A
12/23/2024	1457	PCJ	C525	2	High	HG6	1530	N/A	N/A
12/25/2024	2020	FDX	B777	1	High	GRE	**2030**	N/A	NO
12/26/2024	1254	KFS	G100	2	High	HG6	1300	N/A	N/A
12/30/2024	1105	PCJ	C56X	1	High	HG6	**1915**	N/A	NO
12/29/2024	1907	PCJ	C56X	2	High	GRE	**1915**	N/A	NO

(Return to Table of Contents)

Runway 30 East Turn Departures List for Calendar Quarter

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
12/5/2024 17:04	SKW	SKW3903	E75L	2870	Air Traffic Conflict	Yes
11/12/2024 19:15	FDX	FDX1268	B763	2880	Air Traffic Conflict	Yes
11/3/2024 20:06	SWA	SWA4625	B738	2591	Air Traffic Conflict	Yes
11/1/2024 19:47	SWA	SWA1130	B738	2562	Air Traffic Conflict	Yes
10/27/2024 10:45	LXJ	LXJ377	E55P	2598	Air Traffic Conflict	Yes
10/2/2024 18:58	FDX	FDX1645	B763	2782	Air Traffic Conflict	Yes
10/4/2024 10:20	QXE	QXE2005	E75L	2723	Air Traffic Conflict	Yes
				Air Traffic Conflict	**7**	
10/11/2024 13:32	SWA	SWA3746	B738	1873	Fleet Week	Yes
10/11/2024 14:22	SKW	SKW4134	E75L	2421	Fleet Week	Yes
10/11/2024 15:45	ASA	ASA1247	B739	1692	Fleet Week	Yes
10/12/2024 14:42	ASA	ASA1247	B737	1922	Fleet Week	Yes
10/13/2024 12:19	SWA	SWA2897	B38M	2034	Fleet Week	Yes
10/13/2024 12:59	SKW	SKW4134	E75L	2463	Fleet Week	Yes
10/13/2024 13:53	SWA	SWA332	B38M	1883	Fleet Week	Yes
10/13/2024 14:22	SWA	SWA1474	B38M	1909	Fleet Week	Yes
10/13/2024 14:27	SWA	SWA4152	B737	1988	Fleet Week	Yes
10/11/2024 13:00	SWA	SWA1969	B737	2070	Fleet Week	Yes
10/11/2024 12:54	SWA	SWA1441	B737	2004	Fleet Week	Yes
10/11/2024 12:48	SWA	SWA4522	B737	1935	Fleet Week	Yes
10/10/2024 17:11	SWA	SWA4020	B737	1847	Fleet Week	Yes
10/10/2024 16:17	FDX	FDX9183	B77L	1653	Fleet Week	Yes
10/10/2024 16:11	SWA	SWA1474	B738	1686	Fleet Week	Yes
10/10/2024 13:22	SWA	SWA3746	B38M	1886	Fleet Week	Yes
10/10/2024 13:00	SKW	SKW4134	E75L	2493	Fleet Week	Yes
10/12/2024 12:26	SWA	SWA3777	B38M	1935	Fleet Week	Yes
				Fleet Week	**18**	
				Grand Count	**25**	

(Return to Table of Contents)

100 Degree Radial Turbojet Landing List for Calendar Quarter

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

(Return to Table of Contents)

North Field Jet Departure Procedure

Sample Noncompliance Contact Letter

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

Via email: aircraftowner/operator@bankofutah.com

January 8, 2024

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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

Event date: 1/7/2024
Time of departure: 1223 hrs. local
Aircraft Type: C525
Aircraft Tail Number or Flight Number: N417XX

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

Please use Runway 12/30 for turbojet aircraft departures.

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field Jet Landing Procedure

Sample Noncompliance Contact Letter

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

Via email: aircraftowner/operator@aircorp.com

February 9, 2024

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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

Event date: 2/8/2024
Time of landing: 1345 hrs. local
Aircraft Type: E55P
Aircraft Tail Number or Flight Number: N110XX

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

North Field VFR Departure Procedure

Sample Noncompliance Contact Letter

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

Via email: aircraftowner/operator@aircorp.com

March 23, 2024

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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

Event date: 3/22/2024
Time of departure: 1003 hrs. local
Aircraft Type: C172
Aircraft Tail Number or Flight Number: N310XX

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

(Return to Table of Contents)

North Field Quiet Hours Procedure

Sample Noncompliance Contact Letter

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

Via email: aircraftowner/operator@aircraft.com

January 15, 2024

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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

Event date: 1/14/2024
Time of departure: 2223 hrs local
Aircraft Type: PAY2
Aircraft Tail Number or Flight Number: N22XX

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

Helicopter Flight Procedure

Sample Noncompliance Contact Letter

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

Via email: helicopterowner/operator@aircraft.com

March 7, 2024

Helicopter Owner/Operator
XXXXXXXXX
XXXXXXXXX

Dear Helicopter Owner/Operator:

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

For complete information about our noise procedures see the Pilot Information sheet attached.

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

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

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

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

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

Sincerely,

Airport Noise Management Office

Enclosures: Flight Track Map

(Return to Table of Contents)

APPENDIX 2

[See Attached]

OAKLAND INTERNATIONAL AIRPORT

OPERATIONS DIRECTIVE

Subject: **Aircraft Engine Maintenance Run-ups/Ground Run-up Enclosure Use Policy**
Date: Rev: October 1, 2011
Number: **616.5** (Supercedes all previously dated versions of this directive)

PURPOSE

1. The goal of this policy is to minimize noise impacts upon communities in the vicinity of the airport and to accommodate aircraft operators requiring engine run-ups.

2. It is the intent of Oakland International Airport to utilize the Ground Run-up Enclosure (GRE) to mitigate noise impacts to surrounding communities. Toward that end, Airside Operations staff will require the use of the GRE for certain types of engine run-ups. Refusal to use the GRE for any reason when required or requested may result in a denial of permission to conduct the intended run-up. Use of the GRE must conform to all aspects of the procedures set forth in this directive.

DEFINITIONS

1. **Aircraft Engine Maintenance Run-ups:** operation of aircraft engines for the purpose of assessing engine performance before, during, and after maintenance and/or repairs. Operations NOT INCLUDED as aircraft engine maintenance run-ups are those performed for "warming-up" and routine engine and instrument checks ("pre-flight" run-ups) prior to take-off for all aircraft types.

2. **Revenue Flight:** a commercial airline flight or any other flight, which generates revenue for the aircraft operator.

3. **Emergency Flight:** aircraft serving in an emergency capacity, including but not limited to police, fire, search and rescue, "life-flight" operations, air ambulance, aerial tankers, or transport of emergency supplies and/or personnel.

4. **Special Flight:** aircraft in the service of federal, state and local law enforcement, military, or a mission pertinent to national security.

5. **Non-Compliant Run-Up:** Any Aircraft Engine Maintenance Run-up that does not comply with the provisions contained in this Directive, or that exceeds the noise limits contained in the 1976 Settlement Agreement, Section 6, Subsection D (see details on page 4 of this Directive.

POLICY

1. Aircraft operators must get authorization from Airside Operations prior to conducting any aircraft engine maintenance run-ups, excluding idle power run-ups. Contact Airside Operations at (510) 563-3361.

2. **North Field Aircraft:** All engine maintenance run-ups above idle power must be performed at either the GRE or North Field/Hangar 6 Blast Fence unless authorized by the MOD as described in the following section. Turbojet aircraft weighing above 75,000 pounds must use the GRE at all times, and between 2200 and 0700 hrs local time, engine maintenance run-ups above idle power must be performed at the GRE for all turbojet aircraft, all military/military surplus aircraft, and aircraft in excess of 12,500 pounds.

3. **South Field Aircraft:** All engine maintenance run-ups above idle power for aircraft in excess of 12,500, all turbojet aircraft, and all military/military surplus aircraft normally operating at the South Field complex must be performed at the GRE at all times.

4. The Ground Run-up Enclosure (GRE) is normally available 24/7, year-round.

5. The time limit for engine maintenance run-ups is 90 minutes maximum if another aircraft operator(s) requests the use of the GRE. Conflicts in scheduling of run-ups will be settled by Airside Operations.

6. If the GRE is required for deicing operations, access to the GRE may be delayed. Alternate run-up locations may be authorized for use during deicing operations as necessary.

7. The airport reserves the right to revise this policy at any time.

8. Additional procedures apply for aircraft operators who are under special watch condition. See Airside Operations Administrative Procedures Sect. 7.

ALTERNATE AIRCRAFT ENGINE RUN-UP LOCATIONS

Approved alternate aircraft engine maintenance run-ups locations when the GRE is not available or approved by Airside Operations:

1. North Field/Hangar 6 Blast Fence.

2. Runway 29 aircraft run-up area.

3. Unusual operational circumstances may require Airside Operations to authorize run-ups in other safe and appropriately paved areas on the airport with Operations Superintendent or Manager authorization (i.e. Taxiway W west of Taxiway Y).

4. The Outdoor Test Stand (Test Cell Number 2) located at the North Airport. This area is restricted to daytime operations only, with no runs between 2200 and 0700 local time.

GENERAL PROCEDURES

1. Aircraft operators performing approved idle power engine runs within the South Terminal ramp complex must ensure that appropriate safety measures are undertaken throughout the duration of the idle run. These measures include, but are not be limited to, spotter personnel to alert vehicular and pedestrian traffic to remain clear of intakes, tailpipes, propellers and jet blast.

2. Aircraft operators will contact the FAA control tower and advise the controller of their intentions to perform a run-up, and also verify that they have approval granted by Airside Operations, prior to starting the run-up operation at the assigned location. The aircraft operator will monitor the appropriate ground control frequency during the run-up, and comply with instructions and safety advisories issued by the controller.

3. Aircraft operators will ensure that any operators of ground service vehicles accompanying an aircraft to a run-up location that is only accessible via a movement area have valid movement area driver endorsements and maintain direct radio contact with the FAA control tower. Aircraft under tow may have vehicles that are not in radio contact when being used as wing walkers. In the case of a non-radio equipped vehicle performing wing walker functions, it must remain with the aircraft during the entire time spent on active movement areas and under control of the tug operator. All vehicles associated with the run-up operation must obey instructions provided by Air Traffic Control Tower staff, as well as airport rules and regulations.

4. Aircraft mechanics issued OAK "Visitor" SIDA badges must be escorted to run-up locations that are only accessible via a movement area. They may access run-up locations accessible via non-movement areas (e.g. GRE or North Field/Hangar 6 Blast Fence) without escorts, in accordance with non-movement area driving regulations (e.g use of VSRs).

5. Aircraft operators will notify Airside Operations when a pre-approved run-up will be delayed by more than 30 minutes, or when the run-up is canceled. NOTE: Lapses of time more than 45 minutes between shut-downs and re-starts of the engines being run-up will require an additional approval from Airside Operations.

6. Aircraft Operators will notify Airside Operations when the run-up has been completed and provide actual start and end times, and other information if necessary.

AIRSIDE OPERATIONS ADMINISTRATIVE PROCEDURES

1. Airside Operations personnel will receive and log all requests for aircraft engine maintenance run-ups in the MOD Daily Log, including the attachment of a completed Aircraft Engine Maintenance Run-up Information Form. Personnel will submit forms in accordance with established procedures.

2. Airside Operations personnel will provide information about the Airport's policy on aircraft engine maintenance run-ups to the caller as necessary.

3. The Airside Operations Manager-on-Duty (MOD) must approve or deny requests for run-ups and assign/approve locations for run-ups in accordance with this Directive. The MOD is responsible for ensuring that an MOD Daily Log entry is completed and the Aircraft Engine Maintenance Run-up Information Form is completely filled out and submitted for all run-ups as required by this Directive.

4. The Airside Operations MOD and/or Coordinator will notify Airport 11/12/31 with information about the run-up and ensure that the run-up is verified and properly logged.

5. For all All engine maintenance run-ups above idle power, Airside Operations personnel must respond to the run-up location, observe and report the run-up, check that proper safety precautions are in place, and note when the run-up has ended. The MOD has discretion to cancel/modify this requirement if staffing/workload conditions do not allow a response. A brief summary of the circumstances preventing a response shall be included on the run-up form.

6. Airside Operations personnel will immediately report non-approved and/or unsafe run-ups and take appropriate action as directed by the MOD.

7. **Special Watch Procedure:** The following procedures may be applied to specific aircraft operators in the event that the aircraft operator or airline creates more than one non-compliant aircraft engine run-up noise event within a single calendar year. This procedure will be applied following the second non-compliant noise event within the calendar year. The operator will be warned upon the first non-compliant noise event.

   a) Aircraft engine maintenance run-ups above idle will be restricted between 2200 hours local time and 0700 hours local time, Monday through Saturday and all day (24 hours) during Sundays and holidays.
   b) Aircraft engine maintenance run-ups may be performed during the restricted hours if the aircraft is ***scheduled*** to operate a revenue flight, emergency flight or special flight during those nighttime restriction hours or by 1200 hours local time following the nighttime restriction period.
   c) The operator must provide flight information documentation (including flight number and normal scheduled departure time) when engine run-up authorization is requested.
   d) Port staff must ensure that the scheduled departure time meets the stipulations provided above and that the flight information is noted on the Aircraft Engine Maintenance Run-up Form for any aircraft engine maintenance run-ups performed during the **restricted periods**.
   e) If all requirements itemized above are met, the run-up **must** be performed in the GRE.

INSPECTION AND MAINTENANCE OF GRE

1. ***Responsible Parties*** - The Port of Oakland **Airport Facilities Maintenance Department** is responsible for the inspection and maintenance of the GRE and will coordinate all scheduled and nonscheduled maintenance requirements for this facility. The Aircraft owner/operator assumes all liability with respect to damages to the GRE or surrounding facilities, or injuries to personnel caused by any portion of the run-up operation. Damages caused to the GRE must be immediately reported to Airside Operations by calling (510) 563-3361.

2. ***Daily Inspections*** – Airside Operations shall make daily inspections of the GRE facility, looking for housekeeping and obvious maintenance issues. Maintenance and cleanup issues identified, which affect operation of the GRE shall be promptly reported to A/P Facilities for correction via an Airport Facilities Work Order.

***NOTE*: Airport Management may disapprove, cancel or terminate any aircraft engine maintenance run-up for any reason without prior notice.**

Reference Information:

1976 Settlement Agreement, Section 6, Subsection D

6.D "Port shall prohibit aircraft engine test run-ups between the hours of 1900 and 0700 except where the level of noise generated by such testing at the nearest present (as of July 21, 1976) residential property on Bay Farm Island does not exceed 75dBA between the hours of 1900 and 2200 and 70dBA between the hours of 2200 and 0700 the following day."

Rob Forester
Airside Operations Manager
Oakland International Airport

Attachments:
Attachment A - GRE Use Procedures
Attachment B – Aircraft Engine Maintenance Run-up Information Form
Attachment C – Aerodynamic Usability Windrose Low Bypass Aircraft
Attachment D – Aerodynamic Usability Windrose Medium Bypass Aircraft
Attachment E – Aerodynamic Usability Windrose High Bypass Aircraft
Attachment F – Aerodynamic Usability Windrose B777 Aircraft
Attachment G – Aerodynamic Usability Windrose Turboprop Aircraft
Attachment H – GRE Operations Policy Summary Sheet

Distribution:
Director of Aviation
Assistant Director of Aviation
Airside Operations Superintendents
Airside Operations Supervisors
Airside Operations Specialists
Noise Abatement Office
FAA Control Tower (2)
Senior Airport Properties Representative
Facilities Manager

APPENDIX A.

Description of the GRE facility and general use considerations

1. ***Location and Access*** - The GRE is located near the intersection of Taxiways Bravo and Tango, South of the ARFF Building. Aircraft will access the GRE from the adjacent Taxiway Bravo, to the North West of the GRE. Vehicles will access the GRE via the access road through Bravo Gate. Vehicles should park on the paved area Southeast of the GRE.

2. ***Physical Dimensions*** - The GRE is a three-sided, open structure. Aircraft will face the open end at a heading of 290°. Exterior dimensions are 300' wide by 332' deep. The clear interior opening is 260'-6" wide. One window 3'-2" x 6'-0" is provided in the North-East side of the GRE near the front of the structure to view aircraft operating within the GRE.

3. ***Pavement Markings*** - Centerline: A 6" wide, yellow line is located in the center of the facility. It is critical that the centerline of aircraft utilizing the GRE be parallel with the centerline of the facility. Nose wheel distance marks are provided for most wide body aircraft expected to utilize the facility. Tail Position: A stripe across the facility located 35' ahead of the jet blast deflector is provided. This stripe extends 10' up the side-walls of the facility and is labeled "No Tail Closer." Engine Position: A stripe across the facility, located 60' ahead of the jet blast deflector is provided. This stripe extends 10' up the side-walls of the facility and is labeled "No Nozzle Closer." Turn around Centerlines: Offset centerlines on each side of the facility centerline are provided to guide power-in aircraft.

4. ***Utility Buildings*** - Location: On the North-East side of the GRE. Size: 16' wide by 18' deep. Approximately 50 percent of the building is allocated for GRE control equipment. The remaining 50 percent is allocated for restrooms. Access: The control area of the building may be accessed by a 3' by 7' personnel door on the North wall and one 6' x 7' double door on the south wall.

5. ***Electrical Systems, Lighting, and Navaids*** - Low-level security lighting is provided within the GRE. The lights are on a photocell and will remain on after dark. **Operational lighting is provided within the GRE, and must be activated by ground crew staff.** These lights are also on a photocell to prevent their use during daylight hours. Obstruction Lights: Nine red obstruction lights are provided along the top of the GRE structure and are continuously lit. Exit Lights: Exit lights are provided over each egress door in the GRE and are also continuously lit. Grounding: A continuous ground is provided for steel GRE structures including the jet blast deflector. Windsock: A lighted windsock is mounted on the Northwest side of the structure near the front of the GRE. Noise Monitoring System: A noise monitor is located at the rear of the facility behind the blast deflector. This monitor is connected to the noise office monitoring system and will log the noise levels and times of all run-ups within the GRE. CCTV Camera System: A closed circuit monitor will allow Airside Operations to determine when the GRE is in use.

6. ***Aircraft size limitations*** - Power-in, Power-out operations: All aircraft with wingspans up to 125 feet may power into the facility using no more than breakaway thrust. They should follow one of the offset centerlines for turn-around aircraft. Tug in, Power-out operations: Any aircraft

with a wingspan of less than 214 feet may use the facility. Aircraft with wingspans of greater than 125 feet will be backed into the facility with a tug. The provided nose wheel markings should be used. Aircraft may exit the facility using minimum power.

7. ***Aircraft Position*** - Aircraft shall be positioned facing straight out of the facility (parallel to the GRE centerline). Operation of aircraft at any angle other than parallel to the GRE centerline is prohibited. Turn-around Aircraft: Aircraft may enter from either the right or left side of the facility. They shall follow the turn-around centerlines on the pavement. When the nose wheel is inside the turn box, a minimum radius turn shall be fully completed so that the aircraft is facing out of the facility and is parallel to the GRE centerline before conducting high-power run-ups. Tow-in Procedures: All aircraft with wingspans in excess of 125 feet must be towed into the GRE. The aircraft will be towed (pushed backwards) into the GRE and centered on the painted centerline. When exiting the GRE facility, the aircraft must contact FAA-ATCT prior to entering the Taxiway Bravo movement area. All aircraft are permitted to power out of the GRE facility upon completion of the engine run-up testing procedure using minimum power. The aircraft shall be positioned so that no portion of the aircraft extends aft past the "No Tail" line (located 35' ahead of the jet blast deflector). Also, the discharge nozzle of any engine which will be operated during the test must be forward of the "No Engine" line (located 60' ahead of the jet blast deflector). Aircraft shall be positioned as far as is practical into the GRE. Aircraft with designated nose wheel markings must be correctly aligned on the appropriate wheel mark.

8. ***Wing Walkers*** - Airlines shall, at their discretion, use wing walkers when positioning aircraft within the GRE to prevent damage and to assure the aircraft is correctly positioned within the GRE. It is recommended that two wing walkers (one on each side) be present during the tow-in/tow-out or power-in/power-out operations when using the GRE. The wing walkers will give visual direction to the pilot, mechanic, or tow-tractor operator until the aircraft has cleared the operational limits of the GRE. The use of wing walkers is at the discretion of the individual airlines.

9. ***Aerodynamic Considerations*** - Prior to aircraft operation within the GRE, the operators shall determine the usability of the GRE based on the aircraft windrose (see Attachment "A" to this manual). Operators shall lookup the windrose for the test aircraft and compare the wind reported on the current ATIS to determine if a successful test is likely. Operators shall monitor the windsock during testing to ensure the wind speed/direction does not become unfavorable while the test is underway. The operator shall consider wind gusts and changes of direction which would prevent successful testing in conditions which would otherwise be satisfactory. The operator shall closely monitor engine-operating parameters and discontinue the test if parameters exceed engine manufacturer's limits or if variances in parameters indicate unsteady engine operation.

10. ***FOD Inspection*** - Upon arrival at the GRE, but prior to taxiing or pushing in, conduct a visual inspection of the facility to ensure that nothing has been left in the enclosure that will interfere with turn around or the engine run-up. Also inspect the GRE for damage or other hazards. Report any damage or other problems immediately to Airside Operations. Do not continue to use the facility until Airside Operations has given consent.

GRE emergency considerations

1. ***Fire Extinguishing Agents*** - Two fire extinguishers are on-site to handle minor fires when conducting engine ground run-up operations.

2. ***Communication with Fire Station*** – FAA ATCT may be contacted by radio to initiate contact with the Fire Department.

3. ***First-aid Kit*** - A first-aid kit and eyewash are located in the facility for providing immediate care for minor injuries. Notify airside operations to report injuries and/or obtain emergency medical assistance.

4. ***Phone*** - A telephone is located on the outside North wall of the GRE. Emergency contact numbers are listed.

APPENDIX B.

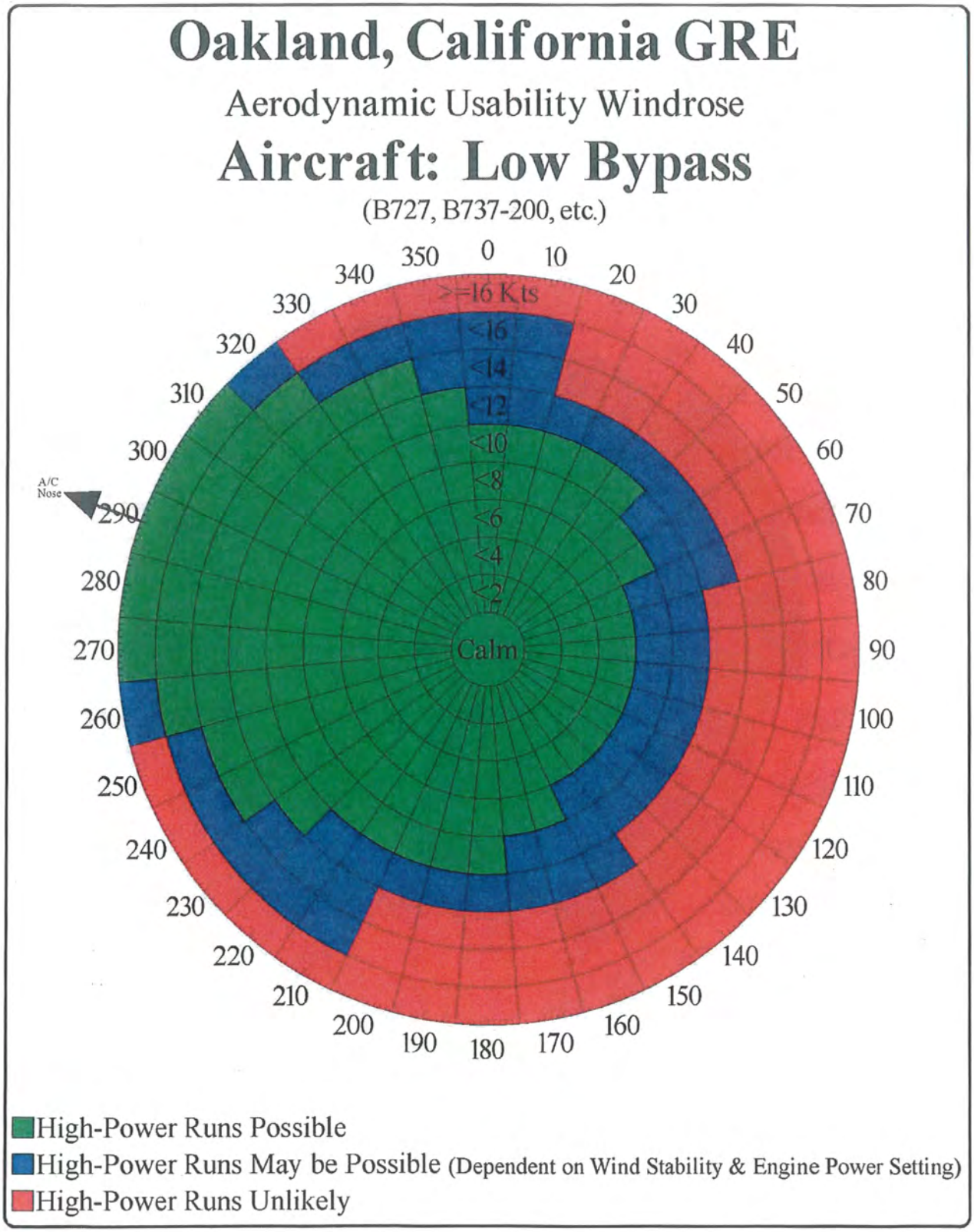
OaklandInternational Airport
A division of the Port of Oakland

AIRCRAFT ENGINE MAINTENANCE RUN-UP INFORMATION

REQUEST DATE:	M	D	Y	**REQUEST TIME:**		HRS. LOCAL	
CARRIER or OPERATOR	Alaska	Southwest	Allegiant	United	FedEx	Hawaiian	
	UPS	JetBlue	US Airways	Kaiser	OTHER:		
CALLER NAME		**PHONE**		REG. # N _____			
MAKE/MODEL OF AIRCRAFT	B737	A320	B727	B767	G-4	OTHER:	
	MD80	B757	DC10	MD11	CRJ		
NUMBER OF ENGINES TO BE TESTED	1	2	3	4			
ENGINE RUN-UP POWER SETTING	IDLE (UP TO 30%)	MID (30-70%)	HIGH (70-100%)				
LOCATION OF ENGINE RUN-UP	GRE	STADIUM #	GATE #	KILO	LIMA	UPS/TANGO	
	Hangar 6 Blast Fence	OTHER:					
PROPOSED START OF ENGINE RUN-UP	**TIME:**	HRS. LOCAL					
PROPOSED END OF ENGINE RUN-UP	**TIME:**	HRS. LOCAL					
REVENUE FLIGHT INFORMATION Used Only When Operator is Under Special Watch (see GRE Policy Pg. 4)	Flight No.	Date	Departure Time				
ADDITIONAL INFORMATION							
REPORT TAKEN BY		**A/P 10 APPROVAL**	MOD Name				
ACTUAL START TIME		**ACTUAL END TIME**					

ENGINE RUN FORM 2011-Oct

APPENDIX C.


Oakland, California GRE
Aerodynamic Usability Windrose
Aircraft: Low Bypass
(B727, B737-200, etc.)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
190
200
210
220
230
240
250
260
270
280
290
300
310
320
330
340
350
A/C Nose
>=16 Kts
<16
<14
<12
<10
<8
<6
<4
<2
Calm
High-Power Runs Possible
High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
High-Power Runs Unlikely

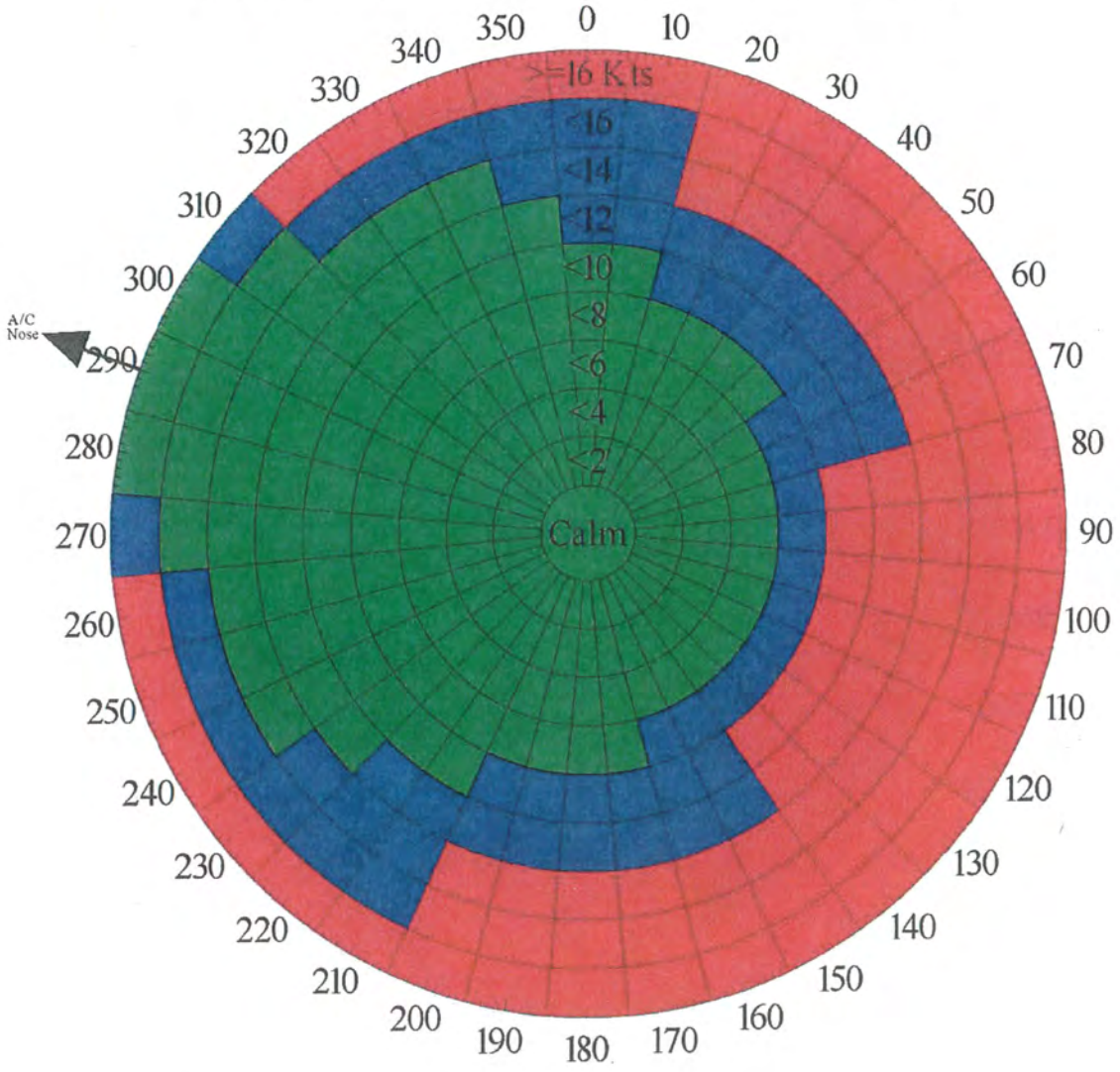
APPENDIX D.

Oakland, California GRE

Aerodynamic Usability Windrose

Aircraft: Medium Bypass

(A319, A320, A321, B737-300+, B747-200, DC-10, etc.)

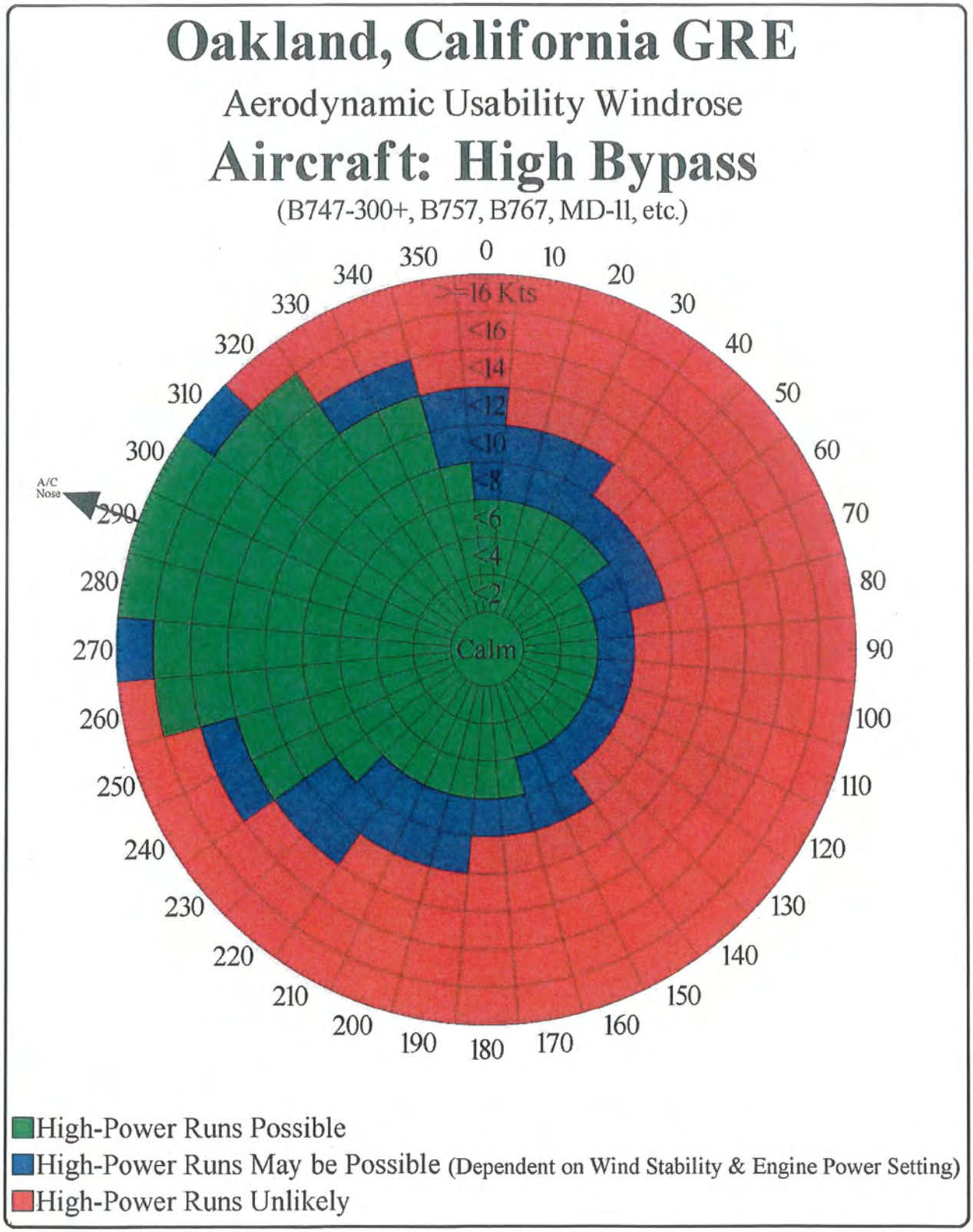


High-Power Runs Possible

High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)

High-Power Runs Unlikely

APPENDIX E.

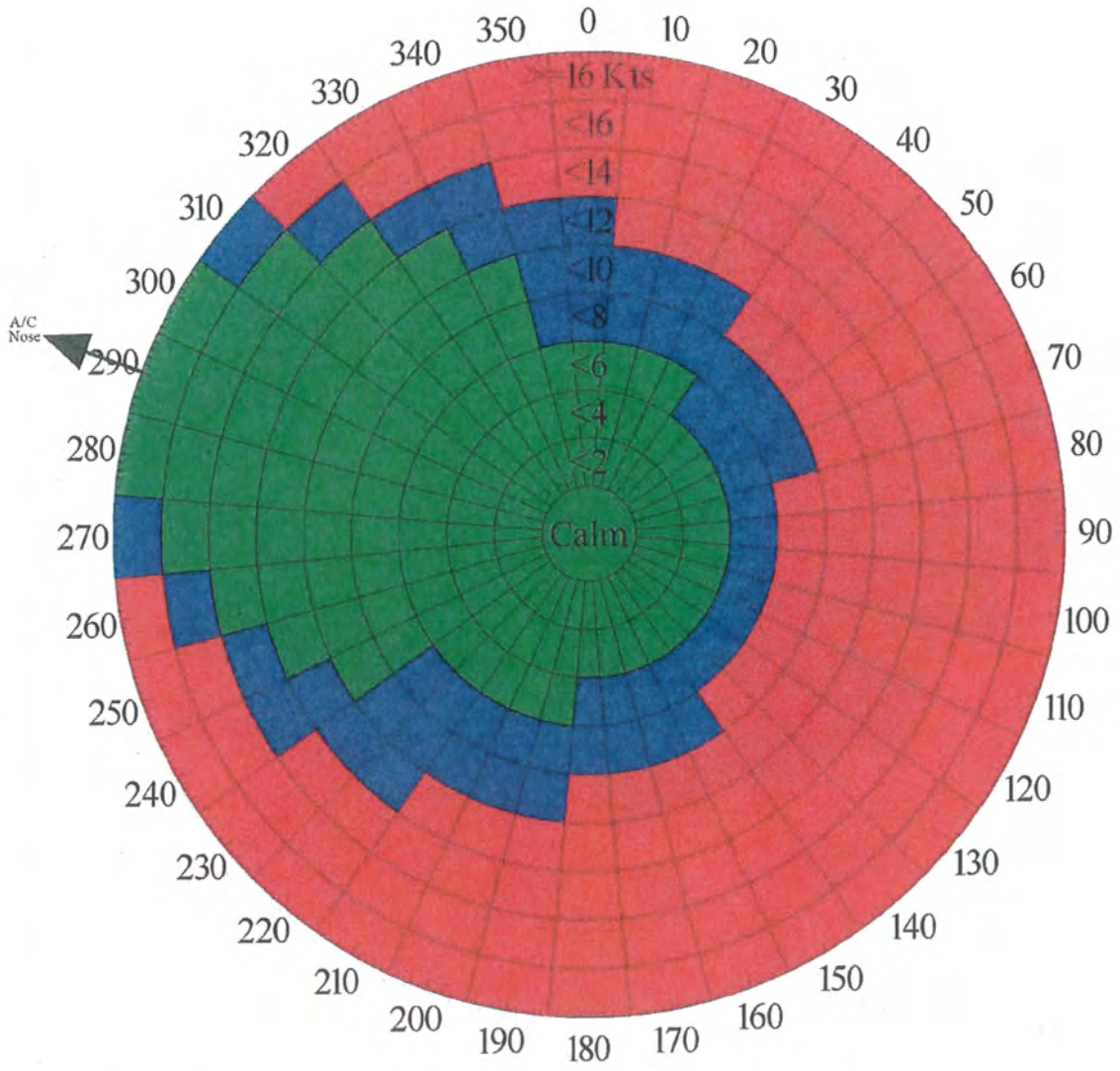

Oakland, California GRE
Aerodynamic Usability Windrose
Aircraft: High Bypass
(B747-300+, B757, B767, MD-11, etc.)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
190
200
210
220
230
240
250
260
270
280
290
300
310
320
330
340
350
>=16 Kts
<16
<14
<12
<10
<8
<6
<4
<2
Calm
A/C Nose
High-Power Runs Possible
High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
High-Power Runs Unlikely

APPENDIX F.

Oakland, California GRE

Aerodynamic Usability Windrose

Aircraft: B777



High-Power Runs Possible

High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)

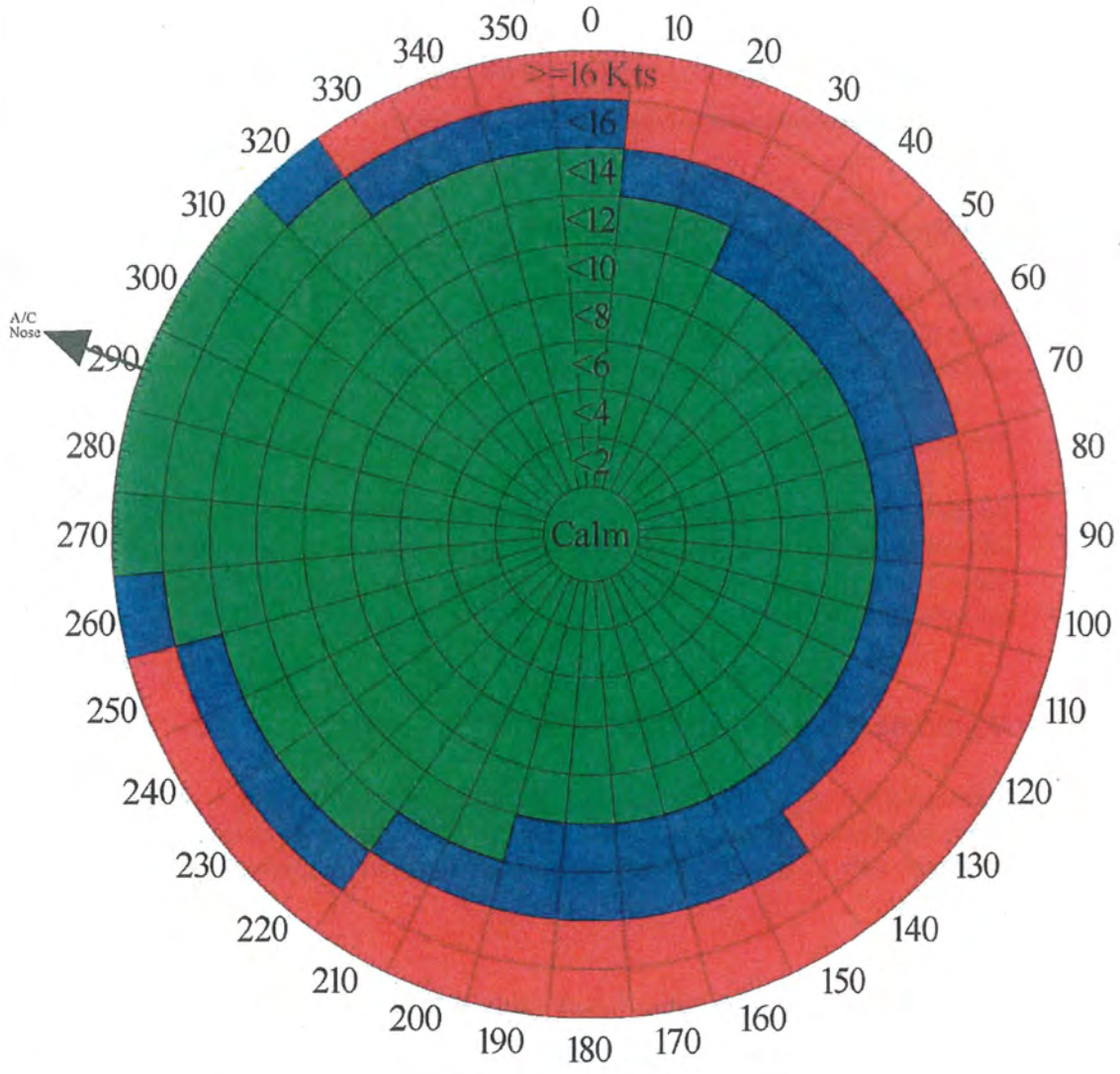
High-Power Runs Unlikely

APPENDIX G.

Oakland, California GRE

Aerodynamic Usability Windrose

Aircraft: Turboprop



High-Power Runs Possible

High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)

High-Power Runs Unlikely

APPENDIX H.

OaklandInternational Airport
A division of the Port of Oakland

Engine Maintenance Run-up Operations

Obtain authorization from Airside Operations prior to conducting any aircraft engine maintenance run-ups, excluding idle power run-ups.

Contact Airside Operations at (510) 563-3361.

Daytime (0700 hrs. to 2200 hrs. local)

North Field Aircraft: All engine maintenance run-ups above idle power must be performed at either the GRE or North Field/Hangar 6 Blast Fence unless an alternate location is authorized by the MOD.

Turbojet aircraft weighing above 75,000 pounds must use the GRE.

South Field Aircraft: All engine maintenance run-ups above idle power for aircraft in excess of 12,500, all turbojet aircraft, and all military/military surplus aircraft normally operating at the South Field complex must be performed at the GRE.

Nighttime (2200 hrs. to 0700 hrs. local)

Between 2200 and 0700 hrs local time, ***all*** engine maintenance run-ups above idle power ***must be performed at the GRE*** for aircraft in excess of 12,500 pounds, all turbojet aircraft, and all military/military surplus aircraft.

The Ground Run-up Enclosure (GRE) is normally available 24/7, year-round.

The time limit for engine maintenance run-ups is 90 minutes maximum if another aircraft operator(s) requests the use of the GRE.

APPENDIX 3

[See Attached]

OaklandInternational Airport
A division of the Port of Oakland

AIRCRAFT ENGINE MAINTENANCE RUN-UP INFORMATION

REQUEST DATE:	M	D	Y	REQUEST TIME:	HRS. LOCAL						
CARRIER or OPERATOR	Alaska	Southwest	Allegiant	Delta	FedEx	Hawaiian					
	UPS	Spirit	Contour	Kaiser	OTHER:						
CALLER NAME		PHONE		REG. # N _____							
MAKE/MODEL OF AIRCRAFT	B737	A320	B727	B767	G-4	OTHER:					
	MD80	B757	DC10	MD11	CRJ						
NUMBER OF ENGINES TO BE TESTED	1	2	3	4							
ENGINE RUN-UP POWER SETTING	IDLE (UP TO 30%)	MID (30-70%)	HIGH (70-100%)								
LOCATION OF ENGINE RUN-UP	GRE	STADIUM #	GATE #	KILO	LIMA	UPS/TANGO					
	Hangar 6 Blast Fence	OTHER:									
PROPOSED START OF ENGINE RUN-UP	TIME:	HRS. LOCAL									
PROPOSED END OF ENGINE RUN-UP	TIME:	HRS. LOCAL									
REVENUE FLIGHT INFORMATION Used Only When Operator is Under Special Watch (see GRE Policy Pg. 4)	Flight No.	Date	Departure Time								
ADDITIONAL INFORMATION											
REPORT TAKEN BY		A/P 10 APPROVAL	MOD Name								
ACTUAL START TIME		ACTUAL END TIME									

APPENDIX 4

[See Attached]

OAKLAND AIRPORT
NOTICE TO ALL AIRPORT LESSEES

The City of Oakland, a municipal corporation, acting by and through its Board of Port Commissioners ("Port of Oakland"), the City of Alameda, the Citizens League for Airport Safety and Serenity (CLASS) and the Berkeley Keep Jets over the Bay Committee (KJOB) reached an agreement on November 14, 2001, which partially resolves the controversial issues surrounding expansion of the Oakland Airport ("OAK"). Under that agreement, the Port shall provide a copy of existing voluntary noise abatement procedures to all parties who have lease agreements with the Port at OAK.

The Port urges all Lessees to use their good faith, best efforts to comply with these important voluntary noise abatement procedures whenever practicable and to encourage any itinerant users of their facility also to comply with the procedures. To acknowledge receipt of this notification, the Port requests that you sign and return the attached Acknowledgment to the Noise/Environmental Compliance Office. Port of Oakland has a high priority to take all reasonable and practicable steps, within the confines of safety, applicable laws and regulations, to minimize airport noise impacts that may affect our neighbors.

Listed below are the noise abatement procedures which the Port encourages you to follow, safety permitting, to the fullest extent possible.

1. North Field Preferential Runway Use Program (24 hour/day program)

The North Field Preferential Runway Use noise abatement procedure states that the aircraft listed below should not depart at any time of the day from Runways 28R/L or land on Runways 10R/L, except during emergencies, when Runway 12/30 is not available closed for construction, maintenance, repairs, or by any cause beyond the control of the Port. Pilots are requested to use Runway 12/30 whenever possible.

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

Regularly scheduled passenger and cargo airlines or regional jet commercial passenger aircraft operations shall not land on Runways 28L/R, except during emergencies, when Runway 12/30 is not available closed for construction, maintenance, repairs, or by any cause beyond the control of the Port.

2. North Field Quiet Hours Program (10 p.m. to 7 a.m.)

The Quiet Hours procedures provide recommendations to pilots using the North Field and is intended to minimize noise from 10:00 p.m. to 7:00 a.m. for residents living near OAK. To achieve this goal, a variety of noise abatement departure and arrival procedures and recommendations, to be utilized when safety, weather, and ATC instructions permit, have been developed for the North Field. These are:

(a) Encouraging pilots of fixed and rotary wing aircraft to avoid, as much as possible, flying over hotels and residential areas.

(b) Runway 28L is the preferred landing runway.
(c) Runways 10R and 28R are the preferred departure runways.
(d) No left turn departures from Runways 10 L/R.
(e) No straight out departures from Runway 10L.
(f) All aircraft over 75,000 pounds are directed to use Runways 12/30.
(g) Use only full runway-length departures from the chosen North Field runway.

3. Engine Run-up Policy

All engine testing above idle power run-ups should be performed in the Ground Run-up Enclosure (GRE) safety permitting and whenever available. Airport Operations Directive 616.5 provides the following criteria for engine run-ups:

(a) No aircraft engine shall be started, warmed-up, or run-up except in areas designated by the Airport Manager.
(b) No aircraft engines shall be run-up between the hours of 7:00 p.m. and 7:00 a.m. (local time) without special permission from the Airport Manager.
(c) Night-time engine run-ups must not exceed the following noise levels at the closest residential property on Bay Farm Island: 75 decibels between the hours of 7:00 p.m. and 10:00 p.m. and 70 decibels between the hours of 10:00 p.m. and 7:00 a.m. the following day.

4. North Field VFR Flights

Noise abatement procedures for North Field VFR (Visual Flight Rules) aircraft departures from Runways 28R/L or 33 instruct pilots, safety permitting, to make a right crosswind turn over San Leandro Bay until reaching I-880 (Nimitz Freeway) and continue per FAA air traffic control instructions. Whenever safely possible, pilots are requested to avoid flying over nearby residential areas. A noncompliant departure is defined as a VFR departure from Runways 28R/L or 33 that flies over Alameda residential areas when it would have been safe to follow the VFR noise abatement procedure.

5. SILENT SID (10:00 pm to 7:00 am)

The SILENT departure is an FAA conventional instrument departure procedure at OAK, designed to reduce noise from turbojet and turbofan aircraft departures between 10:00 p.m. and 7:00 a.m. The SILENT departure procedure is described as a turbojet aircraft take-off from Runway 30 that turns left on a heading of 270 degrees to intercept and proceed via the SFO R-342 (the San Francisco VOR[1] 342 degree radial).

Note that a 10-minute buffer (10:00 p.m. to 10:10 p.m. and 6:50 a.m. and 7:00 a.m) is applied to this procedure as aircraft anticipated to depart shortly before 10:00 p.m. or shortly after 7:00 a.m. might depart a few minutes before or after their expected departure time due to taxi time or unexpected delays. Buffer-time departures are noted in quarterly reports but are not considered non-compliant.

6. HUSSH SID (10:00 pm to 7:00 am)

The HUSSH departure procedure is an FAA Area Navigation (RNAV) instrument departure procedure at OAK, designed to generally mimic the initial heading and noise reduction benefit of the SILENT departure. This departure procedure, using satellite-based navigation technologies, is assigned between 10:00 p.m. and 7:00 a.m. and requires departing aircraft to turn left towards the HUSSH waypoint, located near the middle of the Bay, before proceeding northbound up the middle of the Bay towards the NIITE waypoint.

7. SUNNE Departure Procedure

The SUNNE departure procedure is a conventional departure used at nighttime that turns aircraft roughly 180 degrees to the left after departure, away from Alameda. Use of this procedure is limited due to conflicts with SFO arrivals but may be used when practicable.

Note that a 10-minute buffer (10:00 p.m. to 10:10 p.m. and 6:50 a.m. and 7:00 a.m.) is applied to this procedure as aircraft anticipated to depart shortly before 10:00 p.m. or shortly after 7:00 a.m. might depart a few minutes before or after their expected departure time due to taxi time or unexpected delays. Buffer-time departures are noted in quarterly reports but are not considered non-conforming.

8. OAKLAND Departure Procedure (7:00 am to 10:00 pm)

To reduce noise to areas near the departure end of Runway 30, OAK has collaborated with FAA to shift the initial heading of the OAKLAND departure procedure from 296 degrees to 290 degrees. This procedure, which is assigned to certain aircraft during the day (7:00 a.m. to 10:00 p.m.), requires pilots to make a six-degree left turn after departing OAK and reaching a safe altitude. Specific headings on this procedure may change from time to time due to magnetic shift or operational reasons.

9. Aircraft departing from Runway 30

Aircraft departing from Runway 30 should not make right turn climb-outs over Bay Farm Island.

10. Landing Airplanes (24-hour program)

(a) On landings, avoid flying over residential areas as much as possible.
(b) No straight-in landings to Runway 15, unless required by wind or safety conditions.

11. Touch & Go Operations (24-hour program)

Runway 28L is the preferred touch-and-go runway; fly counter-clockwise, making a left crosswind turn as soon as practicable.

12. Daytime Operations (7:00 a.m. to 10:00p.m.)

Departures off Runways 28R/L:

(a) Make right crosswind turn over San Leandro Bay until reaching I-880 (Nimitz Freeway) and continue per ATC instructions.
(b) No straight out departures.

Departures off Runway 33:

(a) Make right northerly turn over San Leandro Bay until reaching I-880 Freeway and continue per ATC instructions.
(b) No straight out or left crosswind/downwind departures.

[Acknowledgment Continued on Next Page]

Acknowledgment

We have received the Notice to Airport Lessees describing important noise abatement procedures for operating aircraft at the Oakland Airport.

Print Name: _____

Signature: _____

Company: _____

Date: _____

The Port of Oakland requests that you sign and return this Acknowledgment to the Airport Noise Management Office to oaknoiseprogram@portoakland.com or Oakland Airport, One Airport Drive, Box 45, Oakland, CA 94621.

Your immediate attention to this would be greatly appreciated. Please contact the Airport Noise Abatement and Environmental Affairs Supervisor at 510-563-3349 if you have any questions.

APPENDIX 5

[See Attached]

I ✈ OAK

Welcome to Oakland Airport (OAK)!

Thank you for choosing to fly Oakland Airport (OAK)! To be a good neighbor and reduce noise for surrounding communities, OAK has developed noise abatement procedures and a preferential runway program, and we ask that pilots, safety permitting, follow these procedures whenever practicable. By following the guidelines below, polite pilots help improve quality of life for residents near OAK and help us maintain good relationships with our neighbors.

The QR code provides a link that describes our noise abatement procedures in detail, and we encourage operators to familiarize themselves with these procedures prior to departing or when landing at OAK. In summary, these procedures encourage the following:

Jet Operators

Avoid departing Runways 28L, 28R, and Runway 33. Instead, choose Runway 30 for departure during west flow.

VFR Prop/Turboprop Operators

When flying VFR, avoid overflying the noise sensitive areas depicted in the graphic.

Nighttime IFR Prop/Turboprop Operators

When departing the North Field, use the SALAD procedure when able, making the turn as soon as practicable after departure.

Helicopters

Fly over freeways and water to the extent practicable

OAK thanks you for familiarizing yourself with noise abatement procedures, and we hope to see you again soon!

POLITE PILOTS FLY QUIET

Thank you for always choosing to DEPART OFF OF RUNWAY 30.

Avoiding, whenever possible, runway 28R or 28L.

Taxi route to RUNWAY 30

In gratitude,
OAK Noise Department staff and your neighbors!

POLITE PILOTS FLY QUIET

Thank you for always choosing to DEPART OFF OF RUNWAY 30.

Avoiding, whenever possible, runway 28R or 28L.

Taxi route to RUNWAY 30

In gratitude,
OAK Noise Department staff and your neighbors!

EXHIBIT B

[See Attached]

Distances from Taxiway Bravo to Proposed Terminal