



Oakland International Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

First Quarter 2011

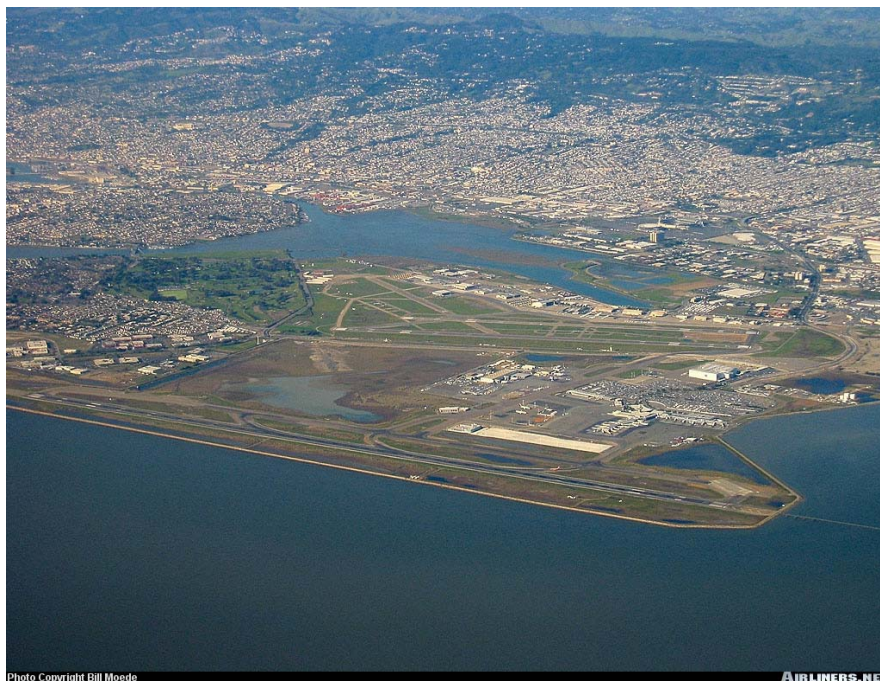


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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

June 8, 2011

I  OAK
Park Close. Fly on time.

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Quarterly Report Introduction

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

Compliance Beyond the Control of the Port of Oakland

Noise abatement procedures (NAP) at Oakland International Airport are based upon a number of voluntary actions that air traffic controllers and pilots may take to help reduce the impacts of aircraft noise on communities adjacent to the airport. The airport has no authority in regards to the movement of aircraft or the direction of flight. The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration (FAA). FAA air traffic controllers have the responsibility for directing aircraft on the ground and in flight and the pilot in command has the final authority as to the safe flight of 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.

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QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison First Quarter 2011		
	2010Q1	2011Q1
Runway 27R/L Jet Departure Compliance	95%	96%
Total Airport-wide Corporate Jet Departures	2,006	2,211
Runway 09R/L Jet Landing Compliance	83%	69%
Total Southeast Plan Corporate Jet Landings	407	453
North Field VFR Departure Compliance	98%	98%
Total Runways 27R/L & 33 Departures	1,527	1,028
North Field Quiet Hours Compliance	96%	95%
Total North Field Quiet Hours Departures	569	567
Runway 29 BFI Right Turn Departure Compliance	100%	100%
Total Runway 29 Turbojet Departures	13,037	12,148
Silent7 Night Departure Compliance	99%	99%
Total Runway 29 Night Turbojet Departures	1,637	1,959
Runway 11 Night Departure Compliance	98%	94%
Total Runway 11 Night Turbojet Departures	569	239
Runway 29 East Turn Departure Compliance	98%	98%
Total Runway 29 East Turn Departures	3,303	3,322
100 Degree Radial Turbojet Landing Compliance	90%	92%
Total 100 Degree Radial Turbojet Landings	2,395	2,171
Engine Runup Program Compliance	100%	100%
Total Evening and Nighttime Engine Runups	57	28

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NORTH FIELD REPORTS

North Field Preferential Runway Use Procedures

The North Field Preferential Runway Use noise abatement procedure program states that the following aircraft should not depart from Runways 27R/L, nor land on Runways 09R/L, except during emergencies, whenever Runways 11/29 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.

A corporate jet is defined as a jet aircraft that uses the North Field facilities.

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.

Jet Aircraft Departure NAP for Runway 27R/L Compliance Summary First Quarter 2011				
	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	747	670	794	2,211
Compliant Departures	720	640	770	2,130
Non-compliant Departures	27	30	24	81
Compliance Rate	96%	96%	97%	96%
The section below compares compliance performance to total airport-wide jet departures.				
Total Airport-wide Jet Departures	5,701	4,878	5,561	16,140
Compliant Departures	5,674	4,848	5,537	16,059
Non-compliant Departures	27	30	24	81
Compliance Rate	100%	99%	100%	99%

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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 09R/L Compliance Summary First Quarter 2011				
	January	February	March	Quarter
Total SE Plan Corporate Jet Landings *	46	185	222	453
Compliant Landings	24	125	163	312
Non-compliant Landings	22	60	59	141
Compliance Rate	52%	68%	73%	69%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Total Airport-wide SE Plan Jet Landings	250	1,020	1,303	2,573
Compliant Landings	228	960	1,244	2,432
Non-compliant Landings	22	60	59	141
Compliance Rate	91%	94%	95%	95%
* Note: During Southeast Plan, business jets may land on Runways 09R/L and 11.				

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North Field VFR Aircraft Departure Procedure

The North Field VFR (visual flight rules) noise abatement procedure is designed for Runways 27R/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 27R/L or 33 that flies over Alameda residential areas when it may have been safe to follow the VFR noise abatement procedure.

North Field VFR Aircraft Departure NAP Compliance Summary First Quarter 2011				
	January	February	March	Total
Total VFR Departures	401	339	288	1,028
Total VFR Departures Over Alameda	32	21	42	95
Compliant Departures	393	336	280	1,009
Non-compliant Departures	8	3	8	19
Compliance Rate	98%	99%	97%	98%

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North Field Quiet Hours Procedures

The North Field Quiet Hours Procedures were designed to minimize aircraft noise on residential areas adjacent to the North Field from 10 p.m. to 6 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 09R and 27R are the preferred departure runways.
- No left turns from Runways 09R/L.
- No straight out departures from Runway 09L.
- All aircraft over 75,000 pounds are directed to use Runways 11/29.
- Use only full-length departures from the chosen North Field Runway.
- VFR and SALAD ONE IFR departures from Runway 27R
 - The VFR departure shall include a right crosswind or additional downwind segment avoiding Bay Farm Island and the main island of Alameda.
 - The SALAD ONE 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 9R/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 27L is the preferred landing runway.

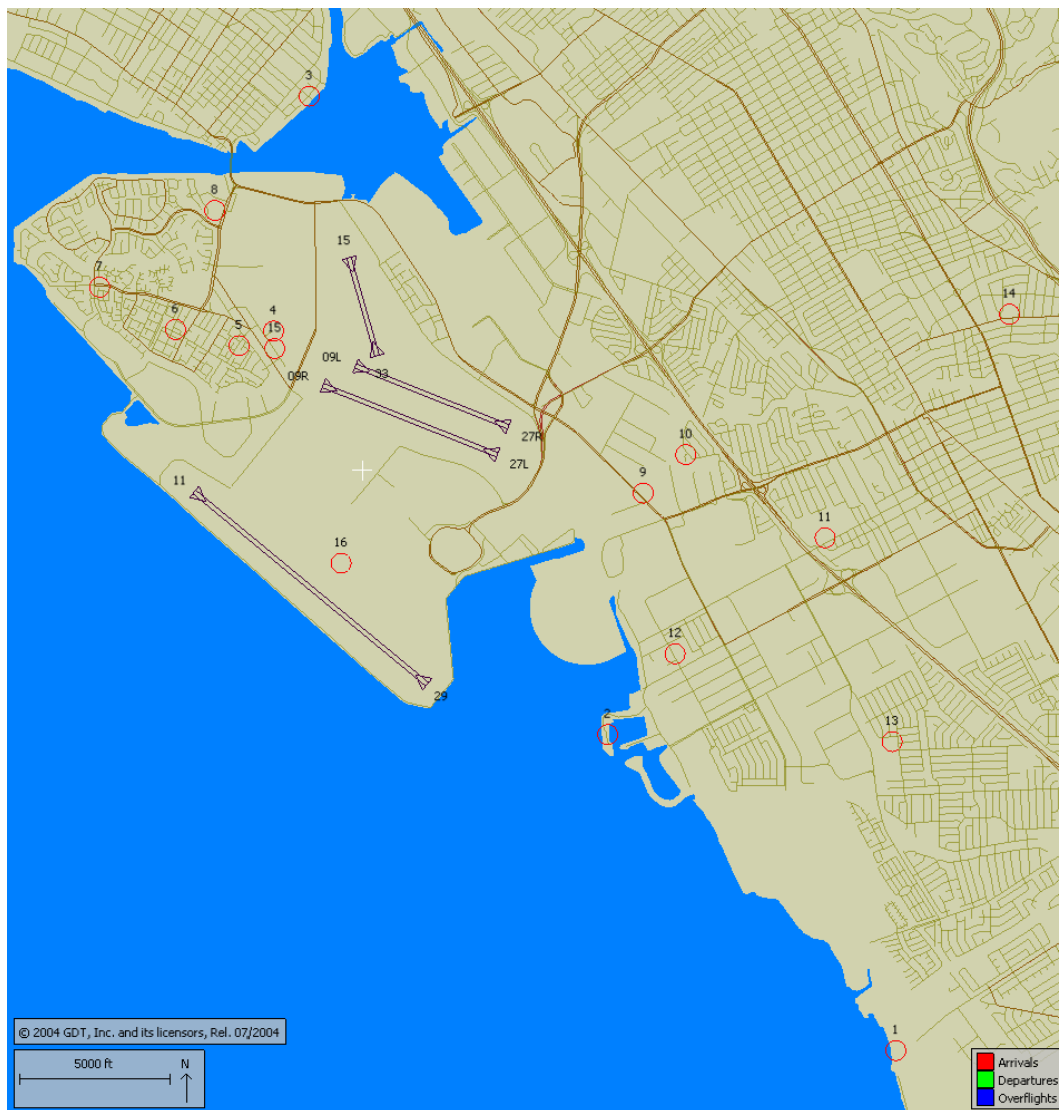
North Field Quiet Hours NAP Compliance Summary First Quarter 2011				
10:00 p.m. to 6:00 a.m.	January	February	March	Quarterly
Total Nighttime Departures	190	185	192	567
Buffer Time Departures	7	6	5	18
Compliant Departures	180	177	182	539
Non-Compliant Departures	10	8	10	28
Compliance Rate	95%	96%	95%	95%

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Nighttime SEL Noise Measurements Report

The Nighttime SEL Noise Measurements Report provides a summary of aircraft departure noise measurements of SEL (sound exposure level) that are equal to or greater than 80 dB (decibels). The data is being reported in this format to simplify the aircraft noise event review process by focusing on the most significant noise events and to the levels that may cause sleep disturbance for some residents in adjacent communities. All aircraft noise measurements between 10:00 p.m. and 6:00 a.m. are evaluated in this report. Supplementary tables 2 and 3 provide data for aircraft departure noise measurements based upon the runway used for departure. (Note: All community-based NMTs are included in the report with the exception of NMT 15, which is used for monitoring compliance with the aircraft engine maintenance run-up noise abatement program. For this purpose, noise measurements at NMT 15 are correlated with those at NMT 16 during aircraft engine run-up activities conducted in the Ground Run-up Enclosure or GRE.)

Noise Monitor Terminal (NMT) Locations



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Table 1. North Field Night Aircraft Departure Noise Event Summary
Calendar Quarter Aircraft Departures = 567

First Quarter 2011 (10:00 p.m. to 6:00 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	30	7	0.1	1.2%	0	0.0	0.0%	0	0.0	0.0%	37
2	156	26	0.3	4.6%	3	0.0	0.5%	1	0.0	0.2%	186
3	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
4	135	70	0.8	12.3%	22	0.2	3.9%	8	0.1	1.4%	235
5	103	21	0.2	3.7%	7	0.1	1.2%	2	0.0	0.4%	133
6	43	12	0.1	2.1%	2	0.0	0.4%	2	0.0	0.4%	59
7	33	4	0.0	0.7%	2	0.0	0.4%	0	0.0	0.0%	39
8	48	32	0.4	5.6%	7	0.1	1.2%	0	0.0	0.0%	87
9	95	57	0.6	10.1%	20	0.2	3.5%	3	0.0	0.5%	175
10	79	21	0.2	3.7%	4	0.0	0.7%	4	0.0	0.7%	108
11	18	10	0.1	1.8%	4	0.0	0.7%	0	0.0	0.0%	32
12	107	16	0.2	2.8%	15	0.2	2.6%	3	0.0	0.5%	141
13	14	4	0.0	0.7%	0	0.0	0.0%	0	0.0	0.0%	18
14	52	4	0.0	0.7%	0	0.0	0.0%	0	0.0	0.0%	56

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Table 2. Northwest Flow Night Aircraft Noise Event Summary
Runway 27R/L and 33 Aircraft Departures - Calendar Quarter Total = 239

First Quarter 2011 (10:00 p.m. to 6:00 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	4	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	4
4	135	70	0.8	29.3%	22	0.2	9.2%	8	0.1	3.3%	235
5	103	21	0.2	8.8%	7	0.1	2.9%	2	0.0	0.8%	133
6	43	12	0.1	5.0%	2	0.0	0.8%	2	0.0	0.8%	59
7	33	4	0.0	1.7%	2	0.0	0.8%	0	0.0	0.0%	39
8	48	32	0.4	13.4%	7	0.1	2.9%	0	0.0	0.0%	87
Total	366	139	1.5		40	0.4		12	0.1		557

Table 3. Southeast Flow Night Aircraft Noise Event Summary
Runway 09R/L and 15 Aircraft Departures - Calendar Quarter Total = 328

First Quarter 2011 (10:00 p.m. to 6:00 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	156	26	0.3	7.9%	3	0.0	0.9%	1	0.0	0.3%	186
9	95	57	0.6	17.4%	20	0.2	6.1%	3	0.0	0.9%	175
10	79	21	0.2	6.4%	4	0.0	1.2%	4	0.0	1.2%	108
11	18	10	0.1	3.0%	4	0.0	1.2%	0	0.0	0.0%	32
12	107	16	0.2	4.9%	15	0.2	4.6%	3	0.0	0.9%	141
13	14	4	0.0	1.2%	0	0.0	0.0%	0	0.0	0.0%	18
14	52	4	0.0	1.2%	0	0.0	0.0%	0	0.0	0.0%	56
Total	521	138	1.5		46	0.5		11	0.1		716

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SOUTH FIELD REPORTS

Runway 29 BFI Right Turn Departure Procedure

Turbojet aircraft should not make a right turn on departure from Runway 29 and pass over Bay Farm Island. This noise abatement procedure is historically referred to as the “No Right Turn Climb-out Departure Procedure”.

Runway 29 Bay Farm Right Turn Departure Procedure Compliance Summary First Quarter 2011				
	January	February	March	Quarter
Runway 29 Turbojet Departures	4,830	3,559	3,759	12,148
Compliant Departures	4,828	3,552	3,757	12,137
Non-compliant Departures	2	7	2	11
Compliance Rate	100%	100%	100%	100%

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Silent Seven Departure Procedure

The Silent Seven departure is a FAA instrument departure procedure at Oakland International Airport established to reduce noise on residential communities at nighttime. The Silent Seven departure procedure is described as a turbojet aircraft take-off from Runway 29 that turns left on a heading of 270 degrees to intercept and proceed via the SFO R-342 (the San Francisco International Airport radial heading of 342 degrees). This departure procedure is assigned between 10:00 p.m. and 7:00 a.m. for Runway 29 turbojet aircraft departures.

Silent 7 Night Departure NAP Compliance Summary First Quarter 2011				
10:00 pm - 7:00 am	January	February	March	Quarter
Runway 29 Nighttime Turbojet Departures	708	590	661	1,959
Buffer Time Departures	6	12	11	29
Compliant Departures	707	583	654	1,944
Non-compliant Departures	1	7	7	15
Compliance Rate	100%	99%	99%	99%

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Rolling Take-off Night Departure Procedure for FedEx

The rolling takeoff noise abatement departure procedure was designed to reduce the impacts to San Leandro residents from back-blast noise generated by late night Runway 29 departures of FedEx jet aircraft between the hours of 1:00 a.m. and 5:00 a.m.. Aircraft noise measurements taken at NMT #2, located at the San Leandro Marina, are compared with those measurements taken in 2002 prior to implementation of the noise abatement procedure. During late nighttime hours, an air traffic controller will give "departure clearance" as the aircraft is entering the runway so that the aircraft will continue its departure roll down the runway without stopping. This action is considered a rolling takeoff.

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First Quarter 2011, RMT 2					
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)
Baseline (November 2002) [A]					
B727	104	101	76	87	44
DC10/MD10	87	32	69	78	22
MD11	32	13	70	79	24
A306	67	21	67	77	25
1st Quarter January through March 2011) [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	1	0	1	74	44
DC10/MD10	117	39	66	68	22
MD11	183	61	121	69	21
A306	171	57	74	67	19
B757	41	14	23	66	16
Difference [A-B]					
B727		-104	-100	-2	0
DC10/MD10		-48	34	-1	0
MD11		29	108	-1	-3
A306		-10	53	0	-6
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)					

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Rolling Take-off Night Departure Procedure for FedEx

Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First Quarter 2010, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (sec.)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
1st Quarter January through March 2010 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	3	1	3	73	84	45
DC10/MD10	136	45	56	68	78	25
MD11	151	50	87	69	78	25
A306	181	60	48	67	76	21
Difference [A-B]						
B727		-103	-98	-3	-3	1
DC10/MD10		-42	24	-1	0	3
MD11		18	74	-1	-1	1
A306		-7	27	0	-1	-4
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

Runway 11 Night Departure Procedure

The Runway 11 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 11 and make a right turn to a heading of 140 degrees between 10:00 p.m. and 6:00 a.m..

Runway 11 Night Departure NAP Compliance Summary First Quarter 2011				
10:00 p.m. to 6:00 a.m.	January	February	March	Quarter
Total Nighttime Departures	13	91	135	239
Buffer Time Departures	3	3	1	7
Compliant Departures	13	89	123	225
Non-Compliant Departures	0	2	12	14
Compliance Rate	100%	98%	91%	94%

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Engine Run-up Procedure Program

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

Engine Run-up Program First Quarter 2011				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	2	0	3	5
Runups Greater Than 75 dB	0	0	0	0
Runups - 10:00 PM to 7:00 AM	6	4	13	23
Runups Greater Than 70 dB	0	0	0	0
Total Evening and Nighttime Runups	8	4	16	28
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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Runway 29 East Turn Departures at 3,000 ft. Procedure

Runway 29 turbojet departures should not turn right over Alameda residential areas until reaching 3,000 feet above airport ground level.

Runway 29 East Turn Departures at 3,000 feet Procedure Compliance Summary First Quarter 2011				
	January	February	March	Quarter
Total Runway 29 East Turn Turbojet Departures	1,340	946	1,036	3,322
Non-compliant Turbojet Departures	20	22	22	64
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,320	924	1,014	3,258
Compliance Rate	99%	98%	98%	98%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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Cross Over 100 Degree Radial at 3,000 ft. Procedure

For Runway 29 downwind approaches over the East Bay, turbojet aircraft should not be descended below 3,000 feet above airport ground level until crossing the OAK 100 degree radial.

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary First Quarter 2011				
	January	February	March	Quarter
Turbojets on Downwind RWY 29 Approach	845	635	691	2,171
Non-compliant Turbojets	73	54	50	177
Total Turbojet Aircraft Above 2,900 Feet ASL*	772	581	641	1,994
Compliance Rate	91%	91%	93%	92%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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Monthly Aircraft Noise Complaint Summary

Oakland International Airport Noise Complaint Summary January 2011		
Community	Callers	Complaints
Alameda (BFI)	13	41
Alameda (Central)	3	3
Berkeley	0	0
Castro Valley	1	45
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	0	0
Piedmont	0	0
San Francisco	0	0
San Leandro	3	129
San Lorenzo	0	0
Other Communities	0	0
Total	20	218
Complaints by Time of Day		
Day (0700 - 1900)	109	
Evening (1900 - 2200)	23	
Night (2200 - 0700)	86	
Complaints by Type of Operation		
General	0	
North Field	69	
Not Reported	45	
Overflight	7	
Runway 29 Landing	0	
South Field	97	
Complaints by Type of Aircraft		
Helicopter	39	
Jet	132	
Military	0	
Not Reported	41	
Propeller	6	

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Oakland International Airport Noise Complaint Summary February 2011		
Community	Callers	Complaints
Alameda (BFI)	11	25
Alameda (Central)	4	13
Berkeley	2	5
Castro Valley	1	17
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	2	2
Piedmont	0	0
San Francisco	0	0
San Leandro	5	272
San Lorenzo	0	0
Other Communities	1	1
Total	26	335
Complaints by Time of Day		
Day (0700 - 1900)	176	
Evening (1900 - 2200)	4	
Night (2200 - 0700)	155	
Complaints by Type of Operation		
General	0	
North Field	63	
Not Reported	17	
Overflight	22	
Runway 29 Landing	0	
South Field	233	
Complaints by Type of Aircraft		
Helicopter	52	
Jet	247	
Military	0	
Not Reported	17	
Propeller	19	

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Oakland International Airport Noise Complaint Summary March 2011		
Community	Callers	Complaints
Alameda (BFI)	12	79
Alameda (Central)	6	14
Berkeley	2	5
Castro Valley	3	28
Fremont	0	0
Hayward	1	1
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	4	5
Piedmont	0	0
San Francisco	1	1
San Leandro	3	342
San Lorenzo	0	0
Other Communities	3	3
Total	35	478
Complaints by Time of Day		
Day (0700 - 1900)	332	
Evening (1900 - 2200)	11	
Night (2200 - 0700)	135	
Complaints by Type of Operation		
General	0	
North Field	85	
Not Reported	17	
Overflight	34	
Runway 29 Landing	0	
South Field	342	
Complaints by Type of Aircraft		
Helicopter	24	
Jet	417	
Military	4	
Not Reported	19	
Propeller	14	

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Complaint Summary Quarterly Comparison First Quarter 2011				
	Callers		Complaints	
	2010Q1	2011Q1	2010Q1	2011Q1
Alameda (BFI)	22	20	107	145
Alameda (Central)	10	11	24	30
Berkeley	16	3	21	10
Castro Valley	2	3	37	90
Fremont	0	0	0	0
Hayward	1	1	1	1
Marin County	1	0	1	0
Milpitas	0	0	0	0
Newark	2	0	4	0
Oakland	2	5	2	7
Piedmont	0	0	0	0
San Francisco	1	1	1	1
San Leandro	6	5	595	743
San Lorenzo	1	0	5	0
Other Communities	8	4	8	4
Total	72	53	806	1,031
	1st Quarter 2010		1st Quarter 2011	
Complaints by Time of Day				
Day (0700 - 1900)	685		617	
Evening (1900 - 2200)	31		38	
Night (2200 - 0700)	90		376	
Complaints by Type of Operation				
General	5		0	
North Field	153		217	
Not Reported	42		79	
Overflight	13		63	
Runway 29 Landing	7		0	
South Field	586		672	
Complaints by Type of Aircraft				
Helicopter	21		115	
Jet	708		796	
Military	1		4	
Not Reported	45		77	
Propeller	31		39	

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) First Quarter 2011					
	January	February	March	Total	Percentage
Runway 27L	8	4	4	16	3%
Runway 27R	72	63	65	200	35%
Runway 33	10	8	5	23	4%
NW Flow (Alameda)	90	75	74	239	42%
Runway 09L	15	16	26	57	10%
Runway 09R	85	90	92	267	47%
Runway 15	0	4	0	4	1%
SE Flow (San Leandro)	100	110	118	328	58%
Total Departures	190	185	192	567	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 2010				
	January	February	March	Total
VFR Departures				
Runway 27L	38	25	27	90
Runway 27R	194	150	145	489
Runway 33	169	164	116	449
VFR Departures	401	339	288	1,028
IFR Departures				
Runway 27L	189	132	128	449
Runway 27R	606	486	518	1,610
Runway 33	192	165	148	505
IFR Departures	987	783	794	2,564
Total Departures	1,388	1,122	1,082	3,592

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2011										
		11	29	South Field	15	33	09L	09R	27L	27R	North Field	Grand Total
Arrivals	Corporate Jets	277	129	406	-	-	29	147	359	1,290	1,825	2,231
	Helicopters	-	-	-	18	38	10	4	34	84	188	188
	Commercial Jets	2,018	10,237	12,255	-	-	-	-	39	26	65	12,320
	Military	-	9	9	1	-	-	-	-	1	2	11
	Propeller	14	13	27	192	89	105	40	203	1,853	2,482	2,509
	Regional Jets	100	349	449	-	-	-	2	75	48	125	574
	Turboprops	46	350	396	27	1	136	126	79	1,084	1,453	1,849
Sub-totals		2,455	11,087	13,542	238	128	280	319	789	4,386	6,140	19,682
Departures	Corporate Jets	49	1,603	1,652	-	18	27	409	65	40	559	2,211
	Helicopters	3	-	3	5	59	25	9	28	60	186	189
	Commercial Jets	2,141	10,071	12,212	-	-	-	18	15	-	33	12,245
	Military	-	9	9	-	-	-	-	-	1	1	10
	Propeller	4	88	92	104	834	255	63	127	1,296	2,679	2,771
	Regional Jets	74	474	548	-	-	1	19	2	-	22	570
	Turboprops	51	274	325	-	43	171	295	302	702	1,513	1,838
Sub-totals		2,322	12,519	14,841	109	954	479	813	539	2,099	4,993	19,834
Grand Total		4,777	23,606	28,383	347	1,082	759	1,132	1,328	6,485	11,133	39,516

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	OAK Jet Aircraft Operations by Category and Runway First Quarter 2011										
		11	29	South Field	15	33	09L	09R	27L	27R	North Field	Grand Total
Arrivals	Commercial Jets	2,018	10,237	12,255	-	-	-	-	39	26	65	12,320
	Regional Jets	100	349	449	-	-	-	2	75	48	125	574
Commercial Jet Sub-totals		2,118	10,586	12,704	-	-	-	2	114	74	190	12,894
	Corporate Jets	277	129	406	-	-	29	147	359	1,290	1,825	2,231
All Jet Arrs Sub-totals		2,395	10,715	13,110	-	-	29	149	473	1,364	2,015	15,125
Departures	Commercial Jets	2,141	10,071	12,212	-	-	-	18	15	-	33	12,245
	Regional Jets	74	474	548	-	-	1	19	2	-	22	570
Commercial Jet Sub-totals		2,215	10,545	12,760	-	-	1	37	17	-	55	12,815
	Corporate Jets	49	1,603	1,652	-	18	27	409	65	40	559	2,211
All Jet Deps Sub-totals		2,264	12,148	14,412	-	18	28	446	82	40	614	15,026
Grand Total		4,659	22,863	27,522	-	18	57	595	555	1,404	2,629	30,151

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

The terminology listed below are used to define more specifically the cause for any non-compliant or compliant aircraft flight and are applied to the compliance monitoring decision-making process when aircraft departures or landings are reviewed to determine whether or not the aircraft was operated in a manner that met the conditions of a noise abatement procedure. These terms are used in the comment sections of the various noise abatement procedure compliance monitoring lists provided in the appendices of this report. Certain types of operations or circumstances are considered exempt from the voluntary noise abatement procedure or are otherwise considered as acceptable flights even though these flights may not have appeared to meet compliance objectives. (Non-compliant operations will be presented in the list with red font and operations that meet acceptable standards will be presented in black font.)

1. **310 Degree Departure:** 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 310 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.
2. **Air Traffic Conflict:** Departures from North Field runways will sometimes need to depart over residential areas in order to avoid other aircraft that are being flown close by. This may occur as the result of a potential air traffic conflict and the pilot or air traffic controller takes evasive steps for safety reasons.
3. **ATC Instructions** – Air Traffic Control (ATC) will instruct the pilot to depart from Runways 27R/L in order to maintain the flow of air traffic and to avoid delays on South Field. Also, at times when aircraft taxi northbound on Taxiway B, corporate jets will not have enough space to taxi southbound on Taxiway B, resulting in ATC instructions to depart Runways 27R/L.
4. **ATC Did Not Advise** – Air Traffic Control (ATC) did not instruct the pilot to depart from Runways 11/29 to cite Port of Oakland request for noise abatement.
5. **Audio Not Available:** Refers to an aircraft flight compliance 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.
6. **Audio Not Reviewed:** Refers to an aircraft flight compliance investigation when the Air Traffic Control (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.
7. **Departure Timing:** Refers to a situation when an aircraft departs and is not in compliance with a noise abatement procedure because Air Traffic Control needed to place the aircraft within a specific scheduled time slot and the departure needed to be expedited.
8. **Emergency:** Runway or taxiway conditions or incursion precipitated an incident where emergency measures were required to be taken by pilot and/or air traffic controller for safety considerations.
9. **FAA Flight Check:** The Federal Aviation Administration facilities staff perform aircraft flight checks of the navigation systems at the airport and are required to fly aircraft in patterns not compatible with noise abatement procedures.
10. **Flight Replay Not Reviewed:** Refers to an aircraft flight compliance investigation when the noise monitoring system 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.

11. **Good Effort:** From the reviewer's perspective, the pilot appears to have made a genuine effort to avoid residential areas but the aircraft flight trajectory caused the aircraft to intersect the noise monitoring system analysis gate which identified the aircraft as an errant VFR departure. If the flight track is very close to the monitoring gate the reviewer may determine that a good effort was made by the pilot.
12. **Good Effort/Air Traffic:** There is clear visual evidence that other aircraft are flying in close vicinity, which may have required a pilot, or air traffic controller, to maintain safe separation between the non-compliant aircraft and another aircraft. From the reviewer's perspective, the pilot also appears to have made a genuine effort to avoid residential areas but the aircraft flight trajectory caused the aircraft to intersect the monitoring system analysis gate which identified the aircraft as an errant VFR departure. If the flight track is very close to the monitoring gate the reviewer may determine that a good effort was made by the pilot.
13. **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 they need to depart the 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.
14. **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.
15. **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.
16. **Navigation System:** Maintenance on the airport's FAA aircraft navigation system equipment was required which may have resulted in non-compliant aircraft departures or landings.
17. **Pilot Refusal:** Noise office staff has personally discussed non-compliance with an aircraft pilot who continues to neglect voluntary measures for noise abatement when operating at the airport. The aircraft owner or operator may not be contacted further after several attempts have been made to request adherence to noise abatement procedures.
18. **Pilot Request:** Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 29 to depart for noise abatement purposes, FAA regulations allow pilots to request departure from Runways 27R/L. Also, FAA air traffic controllers at Northern California TRACON or the OAK Control Tower normally guide jet aircraft to land on Runway 11 during the Southeast Plan air traffic pattern. However, pilots may request to land on Runways 09R/L when safe conditions exist.
19. **Routine Runway Maintenance:** Maintenance on Runway 11/29 is routinely scheduled weekly for Mondays between 12:00 a.m. and 6:00 a.m.. This time slot was determined because the fewest air carrier flights are scheduled during that time and minimizes the need to use the North Field.
20. **Runway/Taxiway Maintenance:** A noncompliant departure resulting from circumstances which require the temporary closure of a taxiway or runway due to construction, maintenance, Foreign Object Debris (FOD) removal, or an emergency leaving a pilot

without a reasonable option to comply with voluntary noise abatement procedures. Also, Taxiway B, connecting the North and South Field, may need to be closed for a brief period of time for routine maintenance or repairs.

21. **Runway 09L Departure:** Runway 09R is the preferred departure runway during the North Field nighttime quiet hour's program time period.
22. **Runway 09L Dep. Off Track:** Runway 09R was not flown properly during the North Field nighttime quiet hour's program time period. The departure path was over residential areas.
23. **Runway 09R Drift East:** Runway 09R departure that drifted east and flew over Davis West community during the North Field nighttime quiet hour's program time period.
24. **Runway 33 Departure:** Aircraft departed from Runway 33 even though the pilot may have been able to elect to use Runways 09R/L or depart on the SaladOne during the nighttime quiet hours.
25. **Safety/Aircraft Separation:** During the Southeast Plan air traffic pattern, several different types of jet aircraft may be guided to land on Runway 11. Because some aircraft are unable to decrease speed more efficiently, aircraft may have reached or did reach minimum separation from other aircraft either in front or behind especially during peak hours. These conditions, although rare, are very difficult to avoid completely due to the complexity of the Southeast Plan air traffic pattern. As a safety measure, controllers will request that the corporate jet aircraft land on Runways 09R/L.
26. **Straight-out Departure:** This term describes a non-compliant aircraft flight that departs with a runway heading departure from Runways 27R/L or 09L and flew over nearby residential areas.
27. **Time Buffer:** Aircraft departures from 10:00 to 10:10 p.m. and from 5:50 to 6:00 a.m. fall within the long established grace period in which an aircraft flight is not considered non-compliant with noise abatement procedures. 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 6:00 a.m. and 10:00 p.m., the aircraft is released to the runway either early or too late.
28. **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.
29. **Weather or Wind Conditions:** Although rare, there are times when very unusual weather conditions prevent aircraft from flying the appropriate noise abatement procedure. If and when this occurs more detailed documentation will be provided within the report that clarifies the circumstances of such an event.
30. **Wide SaladOne Departure:** 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.

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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APPENDICES

Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
1/2/2011 17:05	CFDHD	CFDHD	C680	1712	27L	B	Pilot Requested
1/2/2011 18:53	N930MG	N930MG	C680	4234	27R	B	ATC Did Not Advise
1/4/2011 11:41	N85SM	N85SM	EA50	4227	27L	B	Pilot Refusal
1/5/2011 15:37	N430TB	N430TB	E50P	3330	27R	B	Pilot Requested
1/6/2011 14:47	N613SB	N613SB	3633	CL60	27L	B	Pilot Requested
1/7/2011 22:54	LN325NW	LN325NW	3334	LJ35	27L	B	Lifeguard Medical
1/10/2011 10:02	N789XJ	N789XJ	4550	C750	27L	B	Pilot Requested
1/10/2011 13:13	N97SG	N97SG	3670	CL60	27L	B	Pilot Requested
1/10/2011 17:27	N74FH	N74FH	3626	C501	27L	B	Pilot Requested
1/12/2011 15:11	N7715X	N7715X	3663	C25B	27L	B	Pilot Requested
1/12/2011 15:52	N991TW	N991TW	3635	CL60	27L	B	Pilot Refusal
1/12/2011 16:43	N521TM	N521TM	1703	C550	27L	B	Pilot Requested
1/13/2011 14:47	N991TW	N991TW	6326	CL60	27L	B	Pilot Refusal
1/13/2011 14:50	N880CR	N880CR	3612	CL60	27L	B	Pilot Requested
1/13/2011 21:27	N708GP	N708GP	3267	C25A	27L	B	Pilot Requested
1/14/2011 16:37	OPT827	-	3666	H25B	27R	B	Pilot Requested
1/17/2011 15:26	N800PF	N800PF	4216	C525	27R	B	Pilot Requested
1/17/2011 15:28	N705BB	N705BB	1767	H25B	27R	B	Pilot Requested
1/17/2011 17:21	OPT476	-	3247	BE40	27R	B	Pilot Requested
1/19/2011 07:36	SPAR28	SPAR28	6364	GLF5	27R	B	Pilot Requested
1/19/2011 09:34	EJA634	-	3213	C56X	27L	B	Pilot Requested
1/19/2011 09:39	LN71PG	LN71PG	3744	LJ35	27L	B	Lifeguard Medical
1/19/2011 16:08	TWY724	-	4202	C25B	27R	B	Pilot Requested
1/19/2011 21:28	N725SC	N725SC	3351	LJ60	27L	B	Pilot Requested
1/21/2011 08:32	EJA120P	EJA120P	3605	BE40	27L	B	Runway/Taxiway Maintenance
1/21/2011 08:51	N57TS	N57TS	373	LJ31	27R	B	Runway/Taxiway Maintenance
1/21/2011 08:56	YV1771	YV1771	3672	ASTR	27L	B	Runway/Taxiway Maintenance
1/21/2011 08:58	RSP411	-	3657	E50P	27R	B	Runway/Taxiway Maintenance
1/21/2011 09:07	EJA998	-	3323	C750	27L	B	Runway/Taxiway Maintenance
1/21/2011 09:13	OPT27	-	3275	C750	27L	B	Runway/Taxiway Maintenance
1/21/2011 09:21	EJA835	-	4230	H25B	27L	B	Runway/Taxiway Maintenance
1/21/2011 09:26	N619SM	N619SM	3675	F2TH	27L	B	Runway/Taxiway Maintenance
1/21/2011 09:41	RSP833	-	4253	E50P	27L	B	Runway/Taxiway Maintenance
1/21/2011 10:57	EJA901	-	1726	C750	27L	B	Runway/Taxiway Maintenance
1/25/2011 19:21	EJA960	-	3635	C750	27L	B	Pilot Requested
1/25/2011 19:46	N740VC	N740VC	340	GLF3	27L	B	Pilot Requested
1/26/2011 06:21	LN163PA	LN163PA	3312	GLF3	27L	B	Lifeguard Medical
1/27/2011 07:03	LN544PA	LN544PA	3252	LJ35	27L	B	Lifeguard Medical
1/30/2011 15:56	N991TW	N991TW	4235	CL60	27L	B	Pilot Refusal
1/31/2011 12:45	N923JP	N923JP	6334	C510	27R	B	Pilot Requested
1/31/2011 17:17	N108KJ	N108KJ	3731	C25A	27L	B	Pilot Requested
2/1/2011 15:17	N948QS	N948QS	3637	C750	27L	B	Pilot Requested

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
2/1/2011 20:55	N170DC	N170DC	1713	H25B	27R	B	ATC Did Not Advise
2/3/2011 10:14	RSP395	-	3326	E50P	27R	B	Pilot Requested
2/3/2011 11:52	N670RW	N670RW	6345	GALX	27R	B	ATC Did Not Advise
2/3/2011 15:13	N991TW	N991TW	3345	CL60	27L	B	Pilot Refusal
2/4/2011 15:58	N105CJ	N105CJ	3272	C25B	27L	B	Pilot Requested
2/5/2011 09:37	LN515BP	LN515BP	3670	CL60	27L	B	Lifeguard Medical
2/5/2011 10:11	N991TW	N991TW	4234	CL60	27L	B	Pilot Refusal
2/5/2011 11:41	N97XP	N97XP	3257	H25B	27L	B	Pilot Requested
2/7/2011 10:23	LN751AC	LN751AC	3606	LJ35	27R	B	Lifeguard Medical
2/8/2011 12:02	N214AS	N214AS	3752	FA20	27L	B	Pilot Requested
2/8/2011 14:09	N911TW	N91TW	4547	CL60	27L	B	Pilot Refusal
2/8/2011 14:40	N2486B	N2486B	3226	EA50	27R	B	Pilot Refusal
2/9/2011 15:02	SWA1086	-	4577	B735	27L	J	Safety/Aircraft Separation
2/9/2011 15:03	SWA1202	-	3741	B737	27L	J	Safety/Aircraft Separation
2/9/2011 15:05	OPT812	-	3730	H25B	27R	B	Safety/Aircraft Separation
2/9/2011 15:07	FDX3884	-	3224	A306	27L	J	Safety/Aircraft Separation
2/9/2011 15:10	SWA1483	-	3301	B737	27L	J	Safety/Aircraft Separation
2/9/2011 15:28	SWA451	-	3774	B737	27L	J	Safety/Aircraft Separation
2/10/2011 17:38	EDG43	-	3221	GLF4	27L	B	Pilot Requested
2/11/2011 11:56	N860AA	N860AA	3310	GLF5	27R	B	Pilot Requested
2/13/2011 12:30	N85SM	N85SM	4567	EA50	27R	B	Pilot Refusal
2/16/2011 15:00	N65BZ	N65BZ	C25A	3360	27R	B	Pilot Requested
2/18/2011 10:05	CFLH	CFLH	6362	LJ45	27L	B	ATC Instructions
2/18/2011 14:10	BJS434	-	3322	LJ45	27L	B	Pilot Requested
2/18/2011 15:56	N903JP	N903JP	3767	C510	27R	B	Pilot Requested
2/18/2011 16:20	N991TW	N991TW	3754	CL60	27L	B	Pilot Refusal
2/18/2011 16:35	EJA204	-	4203	F2TH	27L	B	Departure Timing
2/18/2011 18:43	N2486B	N2486B	6340	EA50	27R	B	Pilot Refusal
2/18/2011 20:32	N7715X	N7715X	3267	C25B	27R	B	Pilot Requested
2/21/2011 15:38	N930MG	N930MG	4517	C680	27R	B	Pilot Requested
2/22/2011 07:28	N53NW	N53NW	6352	C25B	27R	B	Pilot Requested
2/22/2011 16:12	LN36PJ	LN36PJ	3371	LJ35	27L	B	Lifeguard Medical
2/23/2011 09:55	N53NW	N53NW	3670	C25B	27R	B	ATC Instructions
2/23/2011 16:38	N991TW	N991TW	1724	CL60	27L	B	Pilot Refusal
2/23/2011 18:12	SWA1230	-	3223	B737	27L	J	Runway Maintenance
2/23/2011 18:13	SWA2333	-	6315	B737	27L	J	Runway Maintenance
2/23/2011 18:14	SWA756	-	6320	B737	27L	J	Runway Maintenance
2/23/2011 18:52	SKW4748	-	3264	CRJ2	27L	R	Runway Maintenance
2/25/2011 18:38	N71FE	N71FE	4537	F2TH	27R	B	Pilot Requested
2/27/2011 15:21	N991TW	N991TW	4203	CL60	27L	B	Pilot Refusal
2/27/2011 19:19	N930MG	N930MG	1200	C680	27R	B	Pilot Requested
2/28/2011 16:23	N991TW	N991TW	3215	CL60	27L	B	Pilot Refusal
3/3/2011 15:09	N923JP	N923JP	4206	C510	27L	B	Pilot Requested
3/5/2011 16:27	N721HM	N721HM	3257	F900	27L	B	Pilot Requested
3/8/2011 13:24	N982AR	N982AR	6311	BE40	27R	B	Audio Not Available
3/8/2011 13:28	N71TV	N71TV	4234	G4	27L	B	Pilot Requested

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
3/8/2011 13:33	EJA385	-	4227	C680	27R	B	ATC Did Not Advise
3/8/2011 13:58	N780XJ	N780XJ	4552	C750	27L	B	ATC Instructions
3/9/2011 20:55	RSP961	-	3321	E50P	27R	B	Pilot Requested
3/10/2011 18:21	N991TW	N991TW	4253	CL60	27L	B	Pilot Refusal
3/11/2011 12:06	N484VB	N484VB	4506	C510	27R	B	Pilot Requested
3/11/2011 12:18	OPT438	-	3354	BE40	27L	B	Pilot Requested
3/16/2011 20:07	EJM590	-	3751	GLF4	27L	B	Pilot Requested
3/17/2011 09:33	EJA380	-	3372	C680	27L	B	Runway/Taxiway Maintenance
3/17/2011 09:36	N92FG	N92FG	3654	LJ60	27R	B	Runway/Taxiway Maintenance
3/17/2011 10:07	AWE685	-	3632	A319	27L	J	Runway/Taxiway Maintenance
3/17/2011 10:09	KAI99	-	3657	B737	27L	J	Runway/Taxiway Maintenance
3/17/2011 10:11	SWA1435	-	3304	B737	27L	J	Runway/Taxiway Maintenance
3/17/2011 10:30	N823DF	N823DF	6353	GLEK	27L	B	Runway/Taxiway Maintenance
3/17/2011 10:33	SKW4732	-	3671	CRJ2	27L	R	Runway/Taxiway Maintenance
3/17/2011 10:42	SWA1242	-	3616	B737	27L	J	Runway/Taxiway Maintenance
3/17/2011 10:44	SWA334	-	3351	B737	27L	J	Runway/Taxiway Maintenance
3/17/2011 11:12	CFEVC	CFEVC	3776	C550	27R	B	Runway/Taxiway Maintenance
3/17/2011 11:14	SWA788	-	3321	B737	27L	J	Runway/Taxiway Maintenance
3/18/2011 14:55	EJA342	-	4567	C680	27L	B	Pilot Requested
3/20/2011 09:20	LN71PG	LN71PG	3232	LJ35	27L	B	Lifeguard Medical
3/21/2011 18:20	N71PG	N71PG	3264	LJ35	27L	B	Pilot Requested
3/24/2011 14:41	N991TW	N991TW	3624	CL60	27L	B	Pilot Refusal
3/24/2011 18:24	N789XJ	N789XJ	4554	C750	27L	B	Pilot Requested
3/24/2011 18:36	N930MG	N930MG	1200	C680	27R	B	Pilot Requested
3/24/2011 18:47	EJA625	-	4536	C56X	27R	B	ATC Did Not Advise
3/25/2011 15:19	N71PG	N71PG	LJ35	3250	27L	B	Pilot Requested
3/26/2011 14:24	OPT413	-	BE40	3657	27L	B	Pilot Requested
3/26/2011 17:13	N930MG	N930MG	C680	361	27R	B	Pilot Requested
3/26/2011 17:49	LN71PG	LN71PG	LJ35	3307	27L	B	Lifeguard Medical
3/27/2011 08:54	N241BJ	N241BJ	BE40	3350	27L	B	Pilot Requested
3/28/2011 03:15	VOI907	-	A319	3273	27L	J	Routine Runway Maintenance
3/28/2011 15:01	N991TW	N991TW	CL60	4530	27R	B	Pilot Refusal
3/29/2011 08:09	N2486B	N2486B	EA50	1733	27R	B	Pilot Refusal
3/29/2011 09:21	N105CJ	N105CJ	C25B	3375	27R	B	Pilot Requested

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Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
1/1/2011 12:26	N35RZ	N35RZ	F900	2005	09L	B	Pilot Requested
1/1/2011 12:42	N604BB	N604BB	CL60	6060	09R	B	Pilot Requested
1/1/2011 13:43	EJA931	-	C750	2673	09R	B	Pilot Requested
1/1/2011 14:18	N150HM	N150HM	G150	3123	09L	B	Pilot Requested
1/1/2011 19:33	EJA589P	EJA589P	C56X	4243	09R	B	ATC Instructions

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
1/1/2011 20:34	N574BP	N574BP	C560	4252	09L	B	Pilot Requested
1/2/2011 10:43	N477WG	N477WG	GLF3	520	09R	B	Pilot Requested
1/2/2011 12:05	N3K	N3K	PRM1	1311	09R	B	Pilot Requested
1/2/2011 12:16	EJA905	-	C750	671	09R	B	Pilot Requested
1/2/2011 13:21	N543LE	N543LE	C560	4051	09R	B	Pilot Requested
1/2/2011 14:10	EJA989	-	C750	3173	09R	B	Pilot Requested
1/2/2011 14:12	LXJ620	-	LJ40	625	09R	B	ATC Instructions
1/2/2011 14:26	EJA370	-	C680	3536	09R	B	ATC Instructions
1/2/2011 15:10	N283RA	N283RA	C25B	2070	09R	B	Pilot Requested
1/2/2011 15:13	N601ST	N601ST	CL60	567	09R	B	Pilot Requested
1/2/2011 15:15	N747XJ	N747XJ	C750	6227	09L	B	Pilot Requested
1/2/2011 15:20	N991TW	N991TW	CL60	1341	09R	B	Pilot Refusal
1/2/2011 15:52	BJS342	-	CL60	6752	09L	B	Pilot Requested
1/2/2011 15:59	N7PS	N7PS	CL60	2735	09R	B	Pilot Requested
1/2/2011 16:17	N303CP	N303CP	C560	4533	09R	B	Pilot Requested
1/2/2011 16:23	N560JF	N560JF	C56X	2715	09R	B	ATC Instructions
1/29/2011 22:20	HTL973	-	GLF3	4277	09R	B	Pilot Requested
2/2/2011 07:14	N35BG	N35BG	LJ35	4516	09R	B	Pilot Requested
2/2/2011 09:34	N11TM	N11TM	C501	6625	09R	B	Safety/Aircraft Separation
2/2/2011 10:13	N158PH	N158PH	C680	4143	09R	B	Pilot Requested
2/2/2011 11:20	N107PT	N107PT	C25B	323	09R	B	Safety/Aircraft Separation
2/2/2011 12:37	N997EA	N997EA	C560	3742	09R	B	Safety/Aircraft Separation
2/2/2011 13:23	RSP395	-	E50P	6663	09R	B	Safety/Aircraft Separation
2/2/2011 15:25	N105CJ	N105CJ	C25B	1027	09R	B	Pilot Requested
2/2/2011 16:39	EJA682	-	C56X	1351	09R	B	Pilot Requested
2/14/2011 09:08	N904JR	N904JR	H25B	2222	09R	B	Pilot Requested
2/14/2011 09:09	N71FS	N71FS	ASTR	1557	09R	B	Pilot Requested
2/14/2011 09:13	N899AB	N899AB	H25B	1344	09R	B	ATC Instructions
2/14/2011 13:12	RSP44	-	E50P	4267	09R	B	Pilot Requested
2/14/2011 14:06	OPT905	-	E135	6752	09R	R	Pilot Requested
2/14/2011 14:45	N780XJ	N780XJ	C750	7040	09R	B	Pilot Requested
2/14/2011 14:57	N946PC	N946PC	C56X	4554	09R	B	Pilot Requested
2/14/2011 16:37	N414TR	N414TR	F2TH	1303	09R	B	Pilot Requested
2/14/2011 17:13	N720CC	N720CC	LJ45	6617	09R	B	Pilot Requested
2/14/2011 17:15	EJA255	-	F2TH	6704	09R	B	Pilot Requested
2/14/2011 19:29	N480CT	N480CT	BE40	1063	09L	B	Pilot Requested
2/15/2011 09:03	N677LM	N677LM	CL60	2007	09L	B	Pilot Requested
2/15/2011 10:52	ASH1100	-	CRJ2	1643	09R	R	Pilot Requested
2/15/2011 11:21	N20PA	N20PA	MU30	1046	09R	B	Pilot Requested
2/15/2011 11:54	N303QW	N303QW	F2TH	2757	09L	B	Pilot Requested
2/15/2011 12:04	N904JR	N904JR	H25B	4270	09R	B	Pilot Requested
2/15/2011 13:09	N380AC	N380AC	GLF2	7305	09R	B	Pilot Requested
2/15/2011 13:18	N600LG	N600LG	LJ60	3517	09R	B	Safety/Aircraft Separation
2/15/2011 13:58	EJA114	-	BE40	6511	09R	B	Pilot Requested
2/15/2011 14:08	N825GA	N825GA	C750	2332	09R	B	Pilot Requested
2/15/2011 14:11	N88JJ	N88JJ	C680	2065	09R	B	Pilot Requested

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
2/15/2011 14:31	N157PH	N157PH	C680	4223	09R	B	Safety/Aircraft Separation
2/15/2011 15:03	N360AV	N360AV	G150	2022	09R	B	Pilot Requested
2/15/2011 15:42	EJA687	-	C56X	2011	09R	B	Pilot Requested
2/17/2011 09:22	N888MN	N888MN	PRM1	7276	09L	B	Safety/Aircraft Separation
2/17/2011 09:44	N423SJ	N423SJ	H25B	1377	09R	B	Safety/Aircraft Separation
2/17/2011 11:06	N48KZ	N48KZ	LJ60	1335	09R	B	ATC Instructions
2/17/2011 13:08	N236LB	N236LB	C56X	7312	09R	B	Safety/Aircraft Separation
2/17/2011 14:07	N790SS	N790SS	BE40	2065	09L	B	Safety/Aircraft Separation
2/17/2011 14:15	BJS608	-	LJ40	1623	09R	B	Pilot Requested
2/17/2011 15:09	N303CP	N303CP	C560	4513	09L	B	Pilot Requested
2/17/2011 15:30	RSP117	-	E50P	3105	09R	B	Pilot Requested
2/17/2011 16:10	N445QS	N445QS	GLF4	1437	09R	B	Safety/Aircraft Separation
2/17/2011 16:34	N722XJ	N722XJ	C750	1547	09R	B	Safety/Aircraft Separation
2/17/2011 16:53	N962A	N962A	ASTR	6003	09R	B	Safety/Aircraft Separation
2/17/2011 16:57	EJM465	-	CL60	1014	09L	B	Safety/Aircraft Separation
2/17/2011 18:49	N772AV	N772AV	GLF4	1307	09R	B	Safety/Aircraft Separation
2/17/2011 19:47	N3VF	N3VF	FA50	3362	09R	B	Pilot Requested
2/19/2011 07:56	OPT427	-	BE40	6073	09L	B	Pilot Requested
2/19/2011 08:33	RSP137	-	E50P	7261	09R	B	Pilot Requested
2/19/2011 08:40	N32SG	N32SG	PRM1	3513	09R	B	Pilot Requested
2/19/2011 10:28	N700NW	N700NW	H25B	7254	09R	B	Pilot Requested
2/19/2011 11:17	EJA721P	EJA721P	GALX	7323	09R	B	ATC Instructions
2/21/2011 12:04	EJA693P	EJA693P	C56X	6510	09L	B	Pilot Requested
2/21/2011 12:12	OPT824	-	H25B	4562	09R	B	Pilot Requested
2/21/2011 12:29	N98RP	N98RP	F2TH	537	09R	B	Pilot Requested
2/21/2011 13:50	N48KZ	N48KZ	LJ60	7241	09R	B	Pilot Requested
2/21/2011 13:53	TWY939	-	CL60	2127	09R	B	Pilot Requested
2/21/2011 14:00	N48HF	N48HF	C750	7336	09R	B	ATC Instructions
2/21/2011 14:48	N1867M	N1867M	C56X	2007	09R	B	ATC Instructions
2/21/2011 15:11	RSP537	-	E50P	6661	09R	B	Pilot Requested
2/21/2011 15:13	OPT413	-	BE40	7354	09R	B	Pilot Requested
2/21/2011 15:16	N930MG	N930MG	C680	3364	09R	B	Pilot Requested
2/24/2011 10:15	OPT447	-	BE40	3161	09R	B	Pilot Requested
2/24/2011 10:24	N375SC	N375SC	F900	1425	09R	B	Pilot Requested
2/24/2011 11:35	EJA682	-	C56X	1312	09R	B	ATC Instructions
2/24/2011 12:18	CFWHH	CFWHH	C560	1777	09R	B	Pilot Requested
2/24/2011 12:41	FWK60	-	FA50	7215	09R	B	Pilot Requested
2/24/2011 16:58	N75XP	N75XP	LJ45	6741	09R	B	Pilot Requested
2/24/2011 17:02	EJA695	-	C56X	7307	09R	B	ATC Instructions
2/24/2011 18:59	N740VC	N740VC	GLF3	2745	09R	B	Pilot Requested
2/24/2011 20:20	N888MN	N888MN	PRM1	1052	09R	B	Pilot Requested
2/24/2011 21:36	N878HL	N878HL	GL5T	7255	09R	B	ATC Instructions
2/24/2011 21:38	EJA956	-	C750	1111	09R	B	Pilot Requested
2/27/2011 10:53	N450QS	N450QS	GLF4	7301	09R	B	Pilot Requested
2/28/2011 09:35	N525AG	N525AG	GALX	7350	09R	B	Pilot Requested
2/28/2011 11:09	N131EP	N131EP	F2TH	3362	09R	B	Pilot Requested

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
3/1/2011 20:41	LBQ255	-	H25B	3633	09R	B	Safety/Aircraft Separation
3/1/2011 22:03	EJA222P	EJA222P	F2TH	7425	09R	B	Pilot Requested
3/2/2011 11:11	N125LR	N125LR	LJ55	2034	09R	B	ATC Instructions
3/2/2011 11:17	EJA600	-	C56X	6730	09R	B	ATC Instructions
3/2/2011 12:49	EJM123	-	C750	3627	09R	B	Pilot Requested
3/2/2011 13:21	N901MM	N901MM	F900	6025	09R	B	ATC Instructions
3/2/2011 13:46	N606TJ	N606TJ	F2TH	6775	09R	B	Pilot Requested
3/2/2011 14:24	EJA695	-	C56X	4240	09R	B	Safety/Aircraft Separation
3/2/2011 14:30	N111HZ	N111HZ	F2TH	6530	09R	B	Safety/Aircraft Separation
3/2/2011 14:48	N628CC	N628CC	F2TH	7357	09R	B	Safety/Aircraft Separation
3/2/2011 15:18	RSP155	-	E50P	7317	09L	B	ATC Instructions
3/2/2011 15:47	TWY906	-	H25B	4556	09R	B	Pilot Requested
3/2/2011 16:15	N218WW	N218WW	GLF4	1325	09R	B	ATC Instructions
3/6/2011 13:27	KAI92	-	GLF5	525	09R	B	Pilot Requested
3/6/2011 13:44	LN363PJ	LN363PJ	LJ35	4221	09R	B	Lifeguard Medical
3/6/2011 15:27	OPT471	-	BE40	1567	09R	B	ATC Instructions
3/6/2011 16:02	N723MM	N723MM	GLF4	1011	09R	B	ATC Instructions
3/6/2011 17:11	TWY21	-	C25B	605	09R	B	Pilot Requested
3/13/2011 13:58	OPT442	-	BE40	1620	09R	B	Pilot Requested
3/13/2011 15:39	N525NG	N525NG	C525	4527	09L	B	Pilot Requested
3/13/2011 16:18	SQU1	-	F900	1302	09R	B	Pilot Requested
3/13/2011 17:32	N509JA	N509JA	EA50	6744	09R	B	ATC Instructions
3/13/2011 17:50	N777FE	N777FE	BE40	1437	09R	B	Pilot Requested
3/13/2011 18:23	OPT427	-	BE40	3145	09R	B	Safety/Aircraft Separation
3/13/2011 18:33	N57TS	N57TS	LJ31	1670	09R	B	Safety/Aircraft Separation
3/13/2011 18:39	BJS611	-	LJ40	6053	09R	B	Safety/Aircraft Separation
3/13/2011 19:11	RSP32	-	E50P	755	09L	B	Pilot Requested
3/13/2011 20:26	N9990S	N9990S	H25B	7320	09R	B	Pilot Requested
3/13/2011 20:48	N113BG	N113BG	C25A	7270	09R	B	Pilot Requested
3/14/2011 00:07	N175BJ	N175BJ	BE40	2247	09R	B	Pilot Requested
3/15/2011 07:11	LN36PJ	LN36PJ	LJ35	1127	09R	B	Lifeguard Medical
3/15/2011 08:08	N904JK	N904JK	CL60	3512	09R	B	Pilot Requested
3/15/2011 10:13	N35BG	N35BG	LJ35	4202	09R	B	Pilot Requested
3/15/2011 10:30	EJA899	-	H25B	2765	09R	B	Pilot Requested
3/15/2011 11:00	EJM700	-	GLEK	7212	09R	B	Pilot Requested
3/15/2011 11:53	N18MV	N18MV	F2TH	2073	09R	B	Safety/Aircraft Separation
3/15/2011 12:00	N708GP	N708GP	C25A	1343	09R	B	Safety/Aircraft Separation
3/15/2011 13:08	N604RT	N604RT	CL60	7334	09R	B	Pilot Requested
3/18/2011 15:41	N431WA	N431WA	WW24	6755	09R	B	Safety/Aircraft Separation
3/18/2011 15:44	N690WY	N690WY	C501	4571	09L	B	Safety/Aircraft Separation
3/18/2011 16:30	N721ES	N721ES	C25A	512	09R	B	Safety/Aircraft Separation
3/18/2011 16:37	N919CH	N919CH	ASTR	6717	09R	B	Safety/Aircraft Separation
3/18/2011 19:21	N425CT	N425CT	BE40	4123	09L	B	Pilot Requested
3/18/2011 19:45	N717NB	N717NB	C56X	2274	09R	B	ATC Instructions
3/19/2011 07:36	N711HA	N711HA	C56X	740	09R	B	Safety/Aircraft Separation
3/19/2011 10:05	RSP248	-	E50P	6756	09R	B	Pilot Requested

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
3/19/2011 10:22	N283RA	N283RA	C25B	2037	09R	B	Pilot Requested
3/19/2011 11:16	N241BJ	N241BJ	BE40	6605	09R	B	Safety/Aircraft Separation
3/19/2011 11:44	N661EP	N661EP	E50P	6775	09R	B	Pilot Requested
3/19/2011 17:13	TWY21	-	C25B	1362	09R	B	Pilot Requested
3/19/2011 19:16	LN403DP	LN403DP	LJ35	4145	09R	B	Lifeguard Medical
3/20/2011 12:24	N303CP	N303CP	C560	6512	09L	B	Safety/Aircraft Separation
3/20/2011 15:49	N4UB	N4UB	GLF2	677	09R	B	Pilot Requested
3/22/2011 06:20	RSP181	-	E50P	4203	09R	B	Pilot Requested
3/22/2011 08:17	N610JC	N610JC	C550	1043	09R	B	Safety/Aircraft Separation
3/22/2011 08:51	RSP772	-	E50P	7252	09R	B	Safety/Aircraft Separation
3/22/2011 10:36	EJA619	-	C56X	7214	09R	B	ATC Instructions
3/22/2011 11:12	BJS611	-	LJ40	1414	09L	B	Pilot Requested
3/22/2011 13:06	N747XJ	N747XJ	C750	4534	09R	B	ATC Instructions
3/22/2011 16:02	N462CB	N462CB	PRM1	2001	09L	B	Safety/Aircraft Separation
3/22/2011 20:22	EJA802	-	C560	7316	09L	B	Pilot Requested
3/22/2011 22:09	N525NG	N525NG	C525	4214	09L	B	Pilot Requested
3/23/2011 14:04	N719RM	N719RM	C560	6774	09R	B	Pilot Requested
3/23/2011 16:10	SQU2	-	F900	4062	09R	B	Pilot Requested
3/23/2011 16:31	N828PA	N828PA	EA50	7324	09L	B	Pilot Requested
3/24/2011 09:44	N801PJ	N801PJ	C525	7272	09R	B	Pilot Requested
3/25/2011 10:17	LXJ622	-	LJ40	4511	09R	B	Pilot Requested
3/25/2011 10:25	EJA937	-	C750	7271	09R	B	Pilot Requested
3/25/2011 10:51	EJA258	-	F2TH	7342	09R	B	Pilot Requested
3/25/2011 10:58	N998SA	N998SA	C560	4201	09R	B	Pilot Requested
3/25/2011 12:17	N799S	N799S	H25B	4144	09R	B	Pilot Requested
3/25/2011 12:48	N509QS	N509QS	GLF5	1512	09R	B	Pilot Requested
3/25/2011 14:28	N71PG	N71PG	LJ35	1356	09R	B	Pilot Requested
3/26/2011 09:47	N2486B	N2486B	EA50	4553	09R	B	Pilot Refusal
3/26/2011 11:45	N414FW	N414FW	C25A	6760	09L	B	Pilot Requested
3/26/2011 12:10	EJA602	-	C56X	6004	09L	B	Pilot Requested
3/26/2011 22:38	N690WY	N690WY	C501	4264	09L	B	ATC Instructions
3/27/2011 10:40	EJA106	-	BE40	1351	09L	B	Pilot Requested
3/27/2011 11:38	N690WY	N690WY	C501	6674	09R	B	Pilot Requested
3/27/2011 11:50	N799S	N799S	H25B	2605	09R	B	Pilot Requested

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North Field VFR Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
1/3/2011 19:51	N5342T	N5342T	C172	344	27R	P	VFR Departure
1/9/2011 11:18	N177SD	N177SD	C177	370	33	P	VFR Departure

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
1/12/2011 20:18	N22WF	N22WF	PAY2	361	27R	T	VFR Departure
1/17/2011 13:45	N3118F	N3118F	C182	347	33	P	Good Effort
1/19/2011 16:09	N8279W	N8279W	PARO	336	27L	P	Good Effort/Air Traffic
1/19/2011 16:32	N328TA	N328TA	C172	371	33	P	Good Effort
1/20/2011 16:09	N23AT	N23AT	C172	357	27R	P	VFR Departure
1/21/2011 09:57	N842LP	N842LP	C172	336	33	P	Good Effort
1/22/2011 10:57	N113FT	N113FT	P46T	337	27R	T	VFR Departure
1/22/2011 13:13	N796SP	N796SP	C172	367	33	P	Good Effort/Air Traffic
1/23/2011 11:08	N560FA	N560FA	C172	357	27R	P	Good Effort
1/23/2011 11:25	N328TA	N328TA	C172	374	27R	P	Good Effort/Air Traffic
1/23/2011 11:27	N30475	N30475	C172	320	33	P	VFR Departure
1/23/2011 11:32	N7935K	N7935K	BE36	336	33	P	VFR Departure
1/23/2011 12:46	N83KL	N83KL	PA32	364	27R	P	IFR Training
1/23/2011 16:38	N6584W	N6584W	P28A	344	33	P	Good Effort
1/26/2011 16:37	N562F	N562F	C172	364	27R	P	VFR Departure
1/31/2011 15:34	N47952	N47952	PA28	370	33	P	Good Effort
2/4/2011 09:27	N842LP	N842LP	C172	376	33	P	Good Effort
2/4/2011 14:33	N842LP	N842LP	C172	347	27R	P	Good Effort/Air Traffic
2/4/2011 16:14	N43434	N43434	P28A	341	33	P	Good Effort
2/5/2011 11:44	N842LP	N842LP	C172	322	27R	P	Good Effort
2/8/2011 17:18	N76D	N76D	SR22	370	33	P	VFR Departure
2/9/2011 08:10	N842LP	N842LP	C172	355	27R	P	VFR Departure
2/9/2011 10:36	N5038C	N5038C	CH10	324	33	P	Good Effort
2/10/2011 11:29	N328TA	N328TA	C172	377	27R	P	Good Effort
2/11/2011 14:27	N328TA	N328TA	C152	377	27R	P	Good Effort/Air Traffic
2/12/2011 11:23	N234JG	N234JG	C172	324	33	P	Good Effort/Air Traffic
2/12/2011 13:27	N9494J	N9494J	PA28	326	27L	P	Good Effort
2/20/2011 09:11	N842LP	N842LP	C172	334	27R	P	Good Effort
2/20/2011 11:26	N5284S	N5284S	C172	324	27R	P	VFR Departure
2/20/2011 11:58	N328TA	N328TA	C172	360	27R	P	Good Effort
2/22/2011 15:34	N328TA	N328TA	C172	326	27R	P	Good Effort
2/26/2011 10:12	N21051	N21051	C172	341	33	P	Good Effort
3/1/2011 13:21	N4114H	N4114H	MO20	333	27R	P	Good Effort/Air Traffic
3/4/2011 14:34	N4114H	N4114H	MO20	335	27R	P	VFR Departure
3/4/2011 16:45	N4168F	N4168F	C172	360	27R	P	Audio Not Available
3/9/2011 17:06	N5038C	N5038C	CH10	347	33	P	VFR Departure
3/12/2011 16:04	N38041	N38041	CUBB	371	27R	P	Good Effort/Air Traffic
3/12/2011 16:21	N23476	N23476	C172	316	27R	P	VFR Departure
3/12/2011 21:46	N4772T	N4772T	C182	313	27L	P	Good Effort
3/17/2011 17:30	N30475	N30475	C172	353	33	P	Good Effort/Air Traffic
3/17/2011 18:13	N789BJ	N789BJ	SR22	317	33	P	VFR Departure
3/17/2011 19:10	N6605D	N6605D	C172	343	33	P	Good Effort
3/27/2011 17:27	DLX119	-	BE20	370	27R	T	Good Effort
3/28/2011 08:11	N25NX	N25NX	PC12	346	27R	T	VFR Departure
3/28/2011 13:52	N839SP	N839SP	C172	343	33	P	Good Effort
3/29/2011 06:54	N200WB	N200WB	BE20	331	27R	T	VFR Departure

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
3/30/2011 20:31	N67849	N67849	C172	351	27R	P	Good Effort
3/31/2011 10:44	N13930	N13930	PAZT	330	27L	P	Good Effort/Air Traffic
3/31/2011 16:39	N4541M	N4541M	BE36	331	27R	P	VFR Departure

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
1/3/2011 22:36	AMF229	-	SW4	3313	27R	T	310 Degree Departure
1/4/2011 22:08	N286SP	N286SP	C172	4267	27R	P	Time Buffer
1/4/2011 22:15	AMF229	-	SW4	3202	27R	T	Good Effort
1/6/2011 22:20	AMF229	-	SW4	3257	27R	T	Wide SaladOne Departure
1/7/2011 01:17	ARGUS1	ARGUS1	HELO	313	09L	H	Runway 09L Departure
1/8/2011 22:26	N423SP	N423SP	C172	4211	27L	P	Wide SaladOne Departure
1/10/2011 22:25	AMF229	-	SW4	3225	27L	T	310 Degree Departure
1/11/2011 22:08	AMF229	-	SW4	3351	27R	T	Time Buffer
1/12/2011 23:13	N681DD	N681DD	SR22	3341	27R	P	Wide SaladOne Departure
1/19/2011 05:59	N903JP	N903JP	C510	4241	33	B	Time Buffer
1/20/2011 05:53	AMF214	-	PA31	3265	27R	P	Time Buffer
1/20/2011 05:56	AMF223	-	PA31	4537	27R	P	Time Buffer
1/22/2011 05:43	N303CP	N303CP	C560	4240	33	B	VFR Departure
1/25/2011 22:15	N350GL	N350GL	B350	3242	27R	T	ATC Instructions
1/26/2011 22:05	NN22WF	NN22WF	PAY2	4534	27L	T	Time Buffer
1/28/2011 03:10	N661TC	N661TC	PAY2	3226	27R	T	ATC Instructions
1/28/2011 22:59	N90RT	N90RT	BE9T	4551	27R	T	Straight-out Departure
1/31/2011 05:53	MRA687	-	C208	4267	27R	T	Time Buffer
2/1/2011 04:30	REH50	-	BE20	4201	27R	T	ATC Instructions
2/2/2011 22:07	AMF229	-	SW4	3301	27R	T	Time Buffer
2/5/2011 22:14	N2871U	N2871U	C172	1200	27R	P	VFR Departure
2/8/2011 22:17	N350GL	N350GL	B350	3231	27R	T	Wide SaladOne Departure
2/8/2011 22:37	MMY1	-	BE9L	4511	27R	T	Wide SaladOne Departure
2/9/2011 22:02	AMF229	-	SW4	3264	27R	T	Time Buffer
2/14/2011 05:57	MRA687	-	C208	4234	09L	T	Time Buffer
2/16/2011 22:13	AMF229	-	SW4	3326	09L	T	Runway 09L Departure
2/18/2011 00:40	AMF271	-	BE99	3267	09R	T	Runway 09R Drift East
2/18/2011 01:38	AMF272	-	BE99	3352	09R	T	Runway 09R Drift East
2/20/2011 22:10	N916DB	N916DB	MO20	4561	27R	P	Time Buffer
2/23/2011 05:58	AMF212	-	PA31	4204	27R	P	Time Buffer
2/24/2011 23:12	N47CA	N47CA	PAY2	3311	09L	T	Runway 09L Departure
2/24/2011 23:52	FLX953	-	C210	4237	15	P	VFR Departure
2/25/2011 00:36	AMF271	-	BE99	3371	09R	T	Runway 09R Drift East
2/25/2011 01:49	AMF272	-	BE99	3201	09R	T	Runway 09R Drift East
2/25/2011 22:34	N200WB	N200WB	BE20	4223	27R	T	Wide SaladOne Departure
2/25/2011 23:40	N808SW	N808SW	BE9L	3206	27R	T	Good Effort

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
2/28/2011 05:56	AMF212	-	PA31	4562	27R	P	Time Buffer
3/1/2011 22:28	AMF229	-	BE99	3362	09R	T	Good Effort
3/3/2011 05:59	AMF223	-	PA31	4556	27R	P	Time Buffer
3/3/2011 22:50	N234WW	N234WW	BE36	4247	27R	P	VFR Departure
3/7/2011 22:28	AMF229	-	SW4	3225	09R	T	Runway 09R Drift East
3/11/2011 22:48	VNR156	-	P180	4222	27R	T	Wide SaladOne Departure
3/13/2011 23:36	EJA758	-	GALX	4562	09R	B	Runway 09R Dep. Off Track
3/14/2011 04:37	AMF1391	-	SW4	4574	09L	T	Runway 09L Departure
3/14/2011 05:58	N777FE	N777FE	BE40	3260	09R	B	Time Buffer
3/15/2011 00:40	AMF271	-	BE99	3227	09R	T	Good Effort
3/15/2011 01:38	AMF272	-	BE99	3250	09R	T	Runway 09R Drift East
3/16/2011 00:21	N33MS	N33MS	PAY2	3245	09R	T	Runway 09R Drift East
3/16/2011 00:34	AMF271	-	BE99	3242	09R	T	Runway 09R Drift East
3/16/2011 22:11	AMF229	-	SW4	3271	27R	T	310 Degree Departure
3/17/2011 00:25	CHP30	-	HELO	1200	27R	H	Law Enforcement
3/17/2011 22:11	AMF229	-	SW4	3264	27R	T	310 Degree Departure
3/18/2011 00:13	N470SK	N470SK	C56X	3254	09L	B	Runway 09L Departure
3/18/2011 22:51	AMF229	-	SW4	3355	09R	T	Runway 09R Drift East
3/22/2011 05:56	AMF212	-	PA31	4577	09L	P	Time Buffer
3/23/2011 23:18	N6756P	N6756P	BE10	3277	09L	T	Runway 09L Departure
3/24/2011 01:33	AMF272	-	BE99	3352	09R	T	Runway 09R Drift East
3/24/2011 22:31	N3282D	N3282D	C185	1200	09L	P	Runway 09L Departure
3/25/2011 01:46	AMF272	-	BE99	3351	09R	T	Runway 09R Drift East
3/28/2011 05:57	AMF212	-	PA31	4524	27R	P	Time Buffer
3/29/2011 05:59	AMF212	-	PA31	4543	27R	P	Time Buffer
3/30/2011 23:18	N97WC	N97WC	BE20	3354	27R	T	Wide SaladOne Departure
3/31/2011 22:57	MMY79	-	C172	4563	27R	P	Good Effort

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/1/2011 05:02	9	76.6	82.8	14	N716WA	N716WA	PAY2	09L
1/1/2011 05:02	2	71.5	80.4	19	N716WA	N716WA	PAY2	09L
1/1/2011 05:39	4	76.5	85	25	OPT825		H25B	09R
1/1/2011 05:39	9	78.9	86.6	22	OPT825		H25B	09R
1/1/2011 05:40	12	80.4	88.4	33	OPT825		H25B	09R
1/1/2011 05:40	2	69.4	80.8	26	OPT825		H25B	09R
1/2/2011 01:59	9	76	82	11	N716WA	N716WA	PAY2	09L
1/2/2011 01:59	12	73.6	80.3	13	N716WA	N716WA	PAY2	09L
1/2/2011 01:59	2	75.7	83.2	15	N716WA	N716WA	PAY2	09L
1/3/2011 04:24	9	84.8	92.2	25	VHTNX	VHTNX	H25B	09R
1/3/2011 04:24	10	76.9	84.8	20	VHTNX	VHTNX	H25B	09R
1/3/2011 04:24	11	71.2	80.5	15	VHTNX	VHTNX	H25B	09R
1/3/2011 04:24	13	71.3	82.5	26	VHTNX	VHTNX	H25B	09R
1/3/2011 04:25	1	70.2	81.8	29	VHTNX	VHTNX	H25B	09R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/3/2011 05:26	9	72.9	81.1	15	N747XJ	N747XJ	C750	09R
1/3/2011 05:48	4	73.5	81.2	12	AMF212		PA31	27R
1/3/2011 22:36	4	78.4	83.9	11	AMF229		SW4	27R
1/4/2011 05:50	4	72.6	81.7	15	AMF214		PA31	27R
1/4/2011 05:50	8	77.4	85.7	14	AMF214		PA31	27R
1/4/2011 22:08	4	72.8	81.9	16	N286SP	N286SP	C172	27R
1/5/2011 02:48	2	67.8	83.3	85	AMF288		SW4	09R
1/5/2011 05:53	4	77.1	83.6	14	AMF212		PA31	27R
1/5/2011 05:53	8	72.7	80.1	11	AMF212		PA31	27R
1/6/2011 03:10	9	79.4	88.5	27	DAL8842		A319	09R
1/6/2011 03:10	10	74.4	83.7	24	DAL8842		A319	09R
1/6/2011 03:10	12	76.7	87.5	26	DAL8842		A319	09R
1/6/2011 03:11	2	67.7	80.3	31	DAL8842		A319	09R
1/6/2011 04:04	2	70	80.1	19	N241PH	N241PH	BE20	09R
1/6/2011 04:29	5	75.1	82	13	AMF208		BE99	09R
1/6/2011 05:47	4	78.6	85.7	16	AMF212		PA31	27R
1/6/2011 05:48	5	72.4	80.4	13	AMF212		PA31	27R
1/6/2011 05:48	8	76.6	83.7	11	AMF212		PA31	27R
1/6/2011 05:54	4	87.6	92.1	26	AMF223		PA31	27R
1/6/2011 05:54	5	76.7	83.5	12	AMF223		PA31	27R
1/6/2011 05:54	6	73.6	81.6	12	AMF223		PA31	27R
1/6/2011 05:54	8	83	89.5	16	AMF223		PA31	27R
1/6/2011 23:55	9	74.1	80.5	11	N431GW	N431GW	PAY2	09L
1/6/2011 23:55	12	73	80.2	11	N431GW	N431GW	PAY2	09L
1/7/2011 22:54	4	73.8	83.5	23	LN325NW	LN325NW	LJ35	27L
1/7/2011 22:54	6	85.7	92.1	26	LN325NW	LN325NW	LJ35	27L
1/7/2011 22:54	5	91.3	95.8	22	LN325NW	LN325NW	LJ35	27L
1/7/2011 22:54	7	76.9	86.2	29	LN325NW	LN325NW	LJ35	27L
1/8/2011 22:27	4	73.1	85.2	45	N423SP	N423SP	C172	27L
1/8/2011 22:27	5	77.3	86.1	25	N423SP	N423SP	C172	27L
1/9/2011 05:11	9	72.3	81.7	19	BJS624		LJ40	09R
1/9/2011 05:11	12	70.6	80.2	16	BJS624		LJ40	09R
1/10/2011 05:48	4	72.8	80.5	14	AMF212		PA31	27R
1/10/2011 05:49	8	74.3	81	8	AMF212		PA31	27R
1/10/2011 22:25	4	76.2	81.4	10	AMF229		SW4	27L
1/11/2011 00:49	12	73	80.3	15	AMF271		BE99	09L
1/11/2011 05:42	4	83.6	89.7	21	AMF212		PA31	27R
1/11/2011 05:42	5	78.4	85	14	AMF212		PA31	27R
1/11/2011 05:42	8	76.3	82.3	9	AMF212		PA31	27R
1/11/2011 22:08	4	74.8	81.4	11	AMF229		SW4	27R
1/12/2011 05:10	9	73.2	81.5	16	N16SM	N16SM	H25B	09R
1/12/2011 05:10	12	77.3	86.8	22	N16SM	N16SM	H25B	09R
1/12/2011 05:51	4	80.5	86.6	15	AMF212		PA31	27R
1/12/2011 05:51	8	72.9	81.4	15	AMF212		PA31	27R
1/12/2011 05:56	4	73.8	80.6	12	AMF214		PA31	33
1/12/2011 22:12	9	78.6	84.5	15	AMF229		BE99	27R
1/12/2011 23:01	7	79.5	84.8	11	AMF229		SW4	27R
1/12/2011 23:14	4	83.9	90.9	26	N681DD	N681DD	SR22	27R
1/12/2011 23:14	5	76.3	85.2	21	N681DD	N681DD	SR22	27R
1/12/2011 23:14	6	75.2	84.3	25	N681DD	N681DD	SR22	27R
1/12/2011 23:14	8	72	82.1	18	N681DD	N681DD	SR22	27R
1/12/2011 23:16	14	72.5	82	22	N681DD	N681DD	SR22	27R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/13/2011 05:37	4	79.1	85.9	13	AMF212		PA31	27R
1/13/2011 05:37	8	76.5	83.2	10	AMF212		PA31	27R
1/13/2011 05:46	4	86	91.2	15	AMF223		PA31	27R
1/13/2011 05:46	5	75.7	82.4	11	AMF223		PA31	27R
1/13/2011 05:46	8	77.8	84.6	11	AMF223		PA31	27R
1/13/2011 22:57	4	75.2	83.9	20	N6462Q	N6462Q	M20P	27R
1/14/2011 05:41	4	77.9	84.8	15	AMF212		PA31	27R
1/16/2011 23:49	4	76.7	85.1	18	N6462Q	N6462Q	M20P	27R
1/17/2011 02:40	5	74	83.4	21	REH7		A109	27L
1/17/2011 02:40	6	73	82.3	22	REH7		A109	27L
1/17/2011 23:00	4	72.9	81.5	15	N1400	N1400	C210	27L
1/17/2011 23:00	5	81.9	87.3	13	N1400	N1400	C210	27L
1/17/2011 23:00	6	74.6	81.5	12	N1400	N1400	C210	27L
1/17/2011 23:01	8	76.5	84.1	13	N1400	N1400	C210	27L
1/19/2011 00:59	9	73.6	80.8	13	LN200WB	LN200WB	BE20	09R
1/19/2011 04:29	9	75.4	80.8	9	AMF208		BE99	09R
1/19/2011 04:30	2	72	80.1	15	AMF208		BE99	09R
1/19/2011 05:39	4	73.7	81	14	AMF214		PA31	27R
1/19/2011 05:49	4	75.6	82.9	16	AMF223		PA31	27R
1/19/2011 05:52	14	72.4	80.3	18	AMF223		PA31	27R
1/19/2011 22:09	5	74.1	81.1	10	N28302	N28302	AA5	27R
1/19/2011 22:09	4	75.4	82	11	N28302	N28302	AA5	27R
1/20/2011 05:53	4	81.7	87.4	15	AMF214		PA31	27R
1/20/2011 05:53	5	81.1	86.2	14	AMF214		PA31	27R
1/20/2011 05:53	6	78.7	86.2	20	AMF214		PA31	27R
1/20/2011 05:53	7	73.8	82	18	AMF214		PA31	27R
1/20/2011 05:56	4	85	89.3	14	AMF223		PA31	27R
1/20/2011 05:56	5	78.3	84.1	13	AMF223		PA31	27R
1/20/2011 05:56	6	78.6	86.2	14	AMF223		PA31	27R
1/20/2011 05:56	7	80.4	86.9	16	AMF223		PA31	27R
1/20/2011 22:13	5	74.8	82.6	12	AMF229		SW4	27R
1/20/2011 22:13	4	75.7	84.1	22	AMF229		SW4	27R
1/20/2011 22:13	6	73	80.7	12	AMF229		SW4	27R
1/21/2011 23:56	9	79	87.5	21	N59AP	N59AP	GLF4	09R
1/21/2011 23:56	10	72.2	81.6	18	N59AP	N59AP	GLF4	09R
1/21/2011 23:57	11	73.6	83.8	26	N59AP	N59AP	GLF4	09R
1/23/2011 05:11	12	73.3	80.7	13	LXJ436		LJ45	09R
1/24/2011 00:35	4	75.1	80.4	11	N661TC	N661TC	PAY2	27L
1/24/2011 05:00	9	74.7	84.5	20	N413QS	N413QS	GLF4	09R
1/24/2011 05:01	12	76.3	85	21	N413QS	N413QS	GLF4	09R
1/24/2011 05:01	2	69.4	80	22	N413QS	N413QS	GLF4	09R
1/24/2011 05:52	4	73.7	81.2	11	AMF214		PA31	27R
1/24/2011 22:00	4	71.9	81.2	17	N6EK	N6EK	SR22	27R
1/25/2011 02:39	4	74.6	82.1	13	AMF288		SW4	27R
1/25/2011 04:31	4	73.9	81	12	AMF208		BE99	27R
1/25/2011 05:40	5	74.2	80.2	12	N28CA	N28CA	PAY2	27R
1/25/2011 05:40	7	73.7	80.6	11	N28CA	N28CA	PAY2	27R
1/27/2011 05:34	4	73.2	80.6	12	AMF214		PA31	27R
1/28/2011 02:33	2	71.9	80.3	20	AMF288		SW4	09R
1/28/2011 05:31	9	78.9	87.7	23	N150HM	N150HM	G150	09R
1/28/2011 05:31	10	74.6	83.4	20	N150HM	N150HM	G150	09R
1/28/2011 05:31	12	80	89.2	25	N150HM	N150HM	G150	09R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/28/2011 05:32	1	70.4	81.9	31	N150HM	N150HM	G150	09R
1/28/2011 05:47	4	73.4	80.5	12	AMF214		PA31	27R
1/28/2011 22:59	4	79.8	84.5	12	N90RT	N90RT	BE9T	27R
1/29/2011 22:50	9	80.2	88.3	27	N6988U	N6988U	M20P	09L
1/30/2011 00:15	9	78.1	84.9	17	N99KW	N99KW	CL60	09R
1/30/2011 00:49	9	73.3	80	11	N247AF	N247AF	BE20	09L
1/30/2011 05:31	9	71.3	81.2	21	LXJ527		CL30	09R
1/30/2011 05:31	12	76.3	85.5	25	LXJ527		CL30	09R
1/30/2011 05:31	2	70.4	81.5	32	LXJ527		CL30	09R
1/31/2011 05:47	4	79.1	85.6	14	AMF212		PA31	27R
1/31/2011 05:47	8	72.5	80.7	12	AMF212		PA31	27R

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Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/1/2011 04:30	4	80.4	86	12	REH50		BE20	27R
2/1/2011 05:45	4	76.1	82.5	11	AMF214		PA31	27R
2/2/2011 04:54	9	76.1	81.3	10	AMF208		BE99	09R
2/2/2011 05:29	10	73.4	80.6	17	AMF208		BE99	09R
2/2/2011 05:42	4	75	82	13	AMF214		PA31	27R
2/3/2011 05:59	4	73.5	81.8	14	AMF223		PA31	27R
2/3/2011 05:59	8	76.6	83.9	16	AMF223		PA31	27R
2/3/2011 23:01	4	72.9	80.8	14	N31CU	N31CU	C421	27R
2/4/2011 02:32	2	75.1	82.1	24	AMF288		SW4	09R
2/4/2011 04:49	9	71.6	80.5	14	N431GW	N431GW	PAY2	09L
2/4/2011 05:34	12	74.3	82.4	15	EJA606		C56X	09R
2/4/2011 05:57	4	73.4	80	10	AMF214		PA31	27R
2/4/2011 05:59	10	68.3	80.5	41	AMF214		PA31	27R
2/4/2011 22:37	8	74	80.6	10	AMF229		BE99	27R
2/7/2011 05:55	9	75.7	83.9	18	AMF214		PA31	09R
2/7/2011 05:56	11	71.9	85.3	80	AMF214		PA31	09R
2/8/2011 05:43	4	80.9	87.6	16	AMF212		PA31	27L
2/8/2011 22:17	4	74.6	81.1	10	N350GL	N350GL	B350	27R
2/8/2011 22:37	4	82.5	87.3	13	MMY1		BE9L	27R
2/8/2011 22:37	5	75.5	82.6	10	MMY1		BE9L	27R
2/8/2011 22:37	6	75.2	80.8	11	MMY1		BE9L	27R
2/8/2011 22:37	8	75.3	82.3	14	MMY1		BE9L	27R
2/9/2011 22:30	9	72.8	80.6	14	FLX952		C210	15
2/9/2011 22:30	11	72.8	80	13	FLX952		C210	15
2/9/2011 23:13	9	74.4	82.7	19	FLX952		C210	09L
2/10/2011 02:41	4	70	80.9	22	AMF288		SW4	09R
2/10/2011 02:43	2	74.4	81.5	12	AMF288		SW4	09R
2/10/2011 22:07	8	74.3	84.4	18	CGDJG	CGDJG	C510	09R
2/10/2011 22:32	9	80.4	89.8	26			PROP	09L
2/10/2011 22:32	10	85.2	92.4	25			PROP	09L
2/10/2011 22:33	11	74.4	85.8	29			PROP	09L
2/10/2011 22:54	12	70.8	81.1	18			PROP	09L
2/11/2011 02:35	9	75	81.3	11	AMF288		SW4	09R
2/11/2011 03:12	4	77.3	84.2	13	JLG695		BE9L	27R
2/11/2011 03:13	8	78	84.4	11	JLG695		BE9L	27R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/11/2011 05:39	4	75.1	83.1	13	AMF223		PA31	27R
2/11/2011 05:51	4	71.3	80.3	14	AMF212		PA31	27R
2/11/2011 05:51	8	75.2	83.3	12	AMF212		PA31	27R
2/11/2011 06:00	4	74.1	81.4	13	AMF214		PA31	27R
2/11/2011 22:07	4	73.9	82.6	16	N6462Q	N6462Q	MO20	27R
2/11/2011 22:41	4	78.2	83.4	10	AMF229		BE99	27R
2/11/2011 22:41	8	72.8	80.3	10	AMF229		BE99	27R
2/13/2011 23:04	4	83.1	87	11	N241PH	N241PH	BE20	27R
2/13/2011 23:04	5	77.6	82.7	11	N241PH	N241PH	BE20	27R
2/13/2011 23:04	8	79.9	84.8	9	N241PH	N241PH	BE20	27R
2/14/2011 05:24	4	71.2	80.6	17	N460QS	N460QS	GLF4	09R
2/14/2011 05:25	9	77.9	87.2	32	N460QS	N460QS	GLF4	09R
2/14/2011 05:25	10	71.8	81.4	26	N460QS	N460QS	GLF4	09R
2/14/2011 05:25	2	72.7	84.8	46	N460QS	N460QS	GLF4	09R
2/14/2011 05:25	12	74.3	85	29	N460QS	N460QS	GLF4	09R
2/14/2011 05:49	2	69.5	81.1	38	AMF214		PA31	09R
2/14/2011 05:54	2	75.5	87	69	AMF212		PA31	27R
2/14/2011 05:57	9	73.5	83.2	24	MRA687		C208	09L
2/14/2011 05:57	10	74.2	82	23	MRA687		C208	09L
2/15/2011 00:38	9	74.1	80.9	10	AMF271		BE99	09R
2/15/2011 22:27	2	69.6	80.4	24	AMF229		SW4	09R
2/15/2011 22:30	9	75.4	85	23	BJS626		LJ40	09R
2/15/2011 22:30	12	73.2	82.1	26	BJS626		LJ40	09R
2/15/2011 23:20	9	77.2	88.4	38	DAL8935		A319	09R
2/15/2011 23:20	10	75.1	85	46	DAL8935		A319	09R
2/15/2011 23:20	12	76.7	88.5	40	DAL8935		A319	09R
2/15/2011 23:21	13	72.9	83.1	30	DAL8935		A319	09R
2/16/2011 00:37	2	73	80.4	14	AMF271		BE99	09R
2/16/2011 04:25	4	75.9	82.4	12	AMF208		BE99	27R
2/16/2011 05:39	4	76.8	84	14	AMF214		PA31	27R
2/16/2011 22:14	9	72.6	80.2	13	AMF229		SW4	09L
2/17/2011 01:35	1	65.8	80.1	47	AMF272		BE99	09R
2/17/2011 02:35	4	75.1	84.4	26	KAI73		C550	09R
2/17/2011 02:36	9	74	82.7	25	KAI73		C550	09R
2/17/2011 02:36	12	77.2	86.9	31	KAI73		C550	09R
2/17/2011 02:36	2	72	83.7	44	KAI73		C550	09R
2/17/2011 02:37	1	70.1	83	58	KAI73		C550	09R
2/17/2011 02:46	5	76.4	85.5	29	AMF288		SW4	09R
2/17/2011 02:46	6	74.6	83.2	20	AMF288		SW4	09R
2/17/2011 05:59	9	74.5	84.4	25	KAI75		GLF4	09R
2/17/2011 05:59	12	73.8	83.7	29	KAI75		GLF4	09R
2/17/2011 06:00	1	68.3	80.1	31	KAI75		GLF4	09R
2/18/2011 00:40	9	72.8	81.4	17	AMF271		BE99	09R
2/18/2011 00:41	10	71.9	80.1	14	AMF271		BE99	09R
2/18/2011 01:38	9	74.5	81.6	13	AMF272		BE99	09R
2/18/2011 02:45	9	74.7	80.7	10	AMF288		SW4	09R
2/18/2011 02:45	12	73.6	80.2	10	AMF288		SW4	09R
2/18/2011 04:25	8	71.7	81.4	15	AMF208		BE99	09R
2/20/2011 22:10	4	74.2	82.7	17	N916DB	N916DB	MO20	27R
2/21/2011 03:43	12	79.2	82.6	7	AMF259		BE99	09R
2/21/2011 22:49	10	69.7	82.7	59	N1193W	N1193W	AA5	15
2/23/2011 02:39	5	73.6	84.6	38	AMF288		SW4	09R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/23/2011 02:39	4	70.3	82.6	35	AMF288		SW4	09R
2/23/2011 02:39	6	70.5	80.1	20	AMF288		SW4	09R
2/23/2011 05:58	4	72.9	80.8	18	AMF212		PA31	27R
2/23/2011 05:58	8	73	81.1	11	AMF212		PA31	27R
2/23/2011 23:18	4	71.6	82.5	28	N711TR	N711TR	BE55	27R
2/24/2011 05:27	4	74.7	81.9	11	N987FE	N987FE	C208	27L
2/24/2011 22:35	9	76.5	81.8	14	AMF229		SW4	09R
2/24/2011 22:45	9	78.1	88	36	N3282D	N3282D	C185	09L
2/24/2011 22:46	10	78.7	87.3	28	N3282D	N3282D	C185	09L
2/24/2011 22:46	11	72.2	82.2	28	N3282D	N3282D	C185	09L
2/24/2011 22:47	14	71	82.1	23	N3282D	N3282D	C185	09L
2/24/2011 23:12	9	74.8	83.2	17	N47CA	N47CA	PAY2	09L
2/24/2011 23:13	10	72.6	80.7	14	N47CA	N47CA	PAY2	09L
2/24/2011 23:13	11	72	80.3	16	N47CA	N47CA	PAY2	09L
2/24/2011 23:53	9	70.4	80.5	23	FLX953		C210	15
2/24/2011 23:53	10	72.7	82.6	25	FLX953		C210	15
2/25/2011 00:37	9	71.3	80.1	15	AMF271		BE99	09R
2/25/2011 02:42	9	74.8	82.2	12	AMF288		SW4	09R
2/25/2011 04:42	1	69.2	80.6	32	AMF208		BE99	09R
2/25/2011 05:54	9	80.5	87.3	26	AMF212		PA31	09L
2/25/2011 05:57	9	73.8	84.9	45	AMF223		PA31	09R
2/25/2011 05:57	12	76.1	84.9	18	AMF223		PA31	09R
2/25/2011 22:34	4	80.1	85.9	18	N200WB	N200WB	BE20	27R
2/25/2011 23:27	11	76.9	83	14	FLX953		C210	33
2/25/2011 23:51	8	77.9	86.9	27	N5786W	N5786W	P28A	27R
2/26/2011 00:02	4	78.9	85.2	12	N241PH	N241PH	BE20	27R
2/26/2011 00:02	5	73.9	80.9	11	N241PH	N241PH	BE20	27R
2/27/2011 01:55	8	76.7	83.5	10	N661TC	N661TC	PAY2	09R
2/27/2011 05:26	9	72.8	81.3	15	N48HF	N48HF	C750	09R
2/28/2011 05:19	9	72.5	80.5	12	AMF1391		SW4	09L
2/28/2011 05:19	12	73.1	82.4	17	AMF1391		SW4	09L
2/28/2011 05:19	2	74.1	82.6	15	AMF1391		SW4	09L
2/28/2011 05:56	4	79.7	85.9	14	AMF212		PA31	27R
2/28/2011 05:57	8	74.7	85.5	31	AMF212		PA31	27R
2/28/2011 22:18	4	77.2	82.2	10	AMF229		SW4	27L

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Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/1/2011 22:24	9	70.6	80.1	21	N8697V	N8697V	CH7A	09L
3/1/2011 22:29	9	77	83.6	20	AMF229		BE99	09R
3/1/2011 23:00	9	79.7	88.2	21	N985FM	N985FM	CL30	09R
3/1/2011 23:00	10	72.3	81.5	18	N985FM	N985FM	CL30	09R
3/1/2011 23:01	12	77.3	86.2	28	N985FM	N985FM	CL30	09R
3/1/2011 23:01	13	70.2	81.2	26	N985FM	N985FM	CL30	09R
3/1/2011 23:01	1	73.7	84.6	50	N985FM	N985FM	CL30	09R
3/2/2011 00:31	2	70	81.8	40	AMF271		BE99	09L
3/2/2011 04:54	4	71.8	81.1	23	N244S	N244S	GALX	09R
3/2/2011 04:54	2	76.2	90.7	67	N244S	N244S	GALX	09R
3/2/2011 04:54	9	73.9	80.7	14	N244S	N244S	GALX	09R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/2/2011 04:55	12	76.8	86	22	N244S	N244S	GALX	09R
3/3/2011 00:31	9	74.1	81.7	14	N661TC	N661TC	PAY2	09L
3/3/2011 05:57	4	81	87.7	15	AMF212		PA31	33
3/3/2011 05:57	5	73.4	81.4	13	AMF212		PA31	33
3/3/2011 05:57	8	79.5	86.8	13	AMF212		PA31	33
3/3/2011 22:48	9	80	89.8	26			PROP	09L
3/3/2011 22:48	10	83.7	90.7	26			PROP	09L
3/3/2011 22:48	11	75.5	85.9	24			PROP	09L
3/3/2011 22:50	4	74.6	82.7	22	N234WW	N234WW	BE36	27R
3/4/2011 22:47	4	78.7	84	12	AMF229		BE99	27R
3/7/2011 05:47	8	77.5	84.2	9	AMF223		PA31	27R
3/7/2011 05:48	4	77.8	84.7	15	AMF223		PA31	27R
3/7/2011 22:28	9	72.7	80.8	14	AMF229		SW4	09R
3/8/2011 00:42	9	75.1	82.5	14	AMF271		BE99	09R
3/9/2011 05:46	4	87.3	91.8	15	AMF223		PA31	27R
3/9/2011 05:46	5	77.6	83.4	12	AMF223		PA31	27R
3/9/2011 05:46	6	72.1	80.2	13	AMF223		PA31	27R
3/9/2011 05:46	8	76.7	84.2	14	AMF223		PA31	27R
3/9/2011 22:04	4	77.4	83.4	11	N716WA	N716WA	PAY2	27R
3/10/2011 02:41	2	73.4	80	12	AMF288		SW4	09R
3/11/2011 01:38	4	81.6	86.7	13	AMF272		BE99	27R
3/11/2011 01:38	5	73.6	80.2	9	AMF272		BE99	27R
3/11/2011 22:48	4	87.8	94.4	24	VNR156		P180	27R
3/11/2011 22:48	5	79.1	87.9	23	VNR156		P180	27R
3/11/2011 22:48	6	75.5	84.8	21	VNR156		P180	27R
3/11/2011 22:48	8	74.1	83.4	22	VNR156		P180	27R
3/11/2011 22:50	4	74.8	81.1	11	AMF229		BE99	27R
3/13/2011 04:57	4	79.8	90.2	34	KAI88		C560	09R
3/13/2011 04:57	8	79.2	88.3	26	KAI88		C560	09R
3/13/2011 04:57	5	75.3	80.8	11	KAI88		C560	09R
3/13/2011 04:58	12	74.3	85.3	30	KAI88		C560	09R
3/13/2011 04:58	2	72.5	84.3	35	KAI88		C560	09R
3/13/2011 05:45	4	75	82.9	15	N431GW	N431GW	PAY2	27R
3/13/2011 05:46	8	76.7	83.9	12	N431GW	N431GW	PAY2	27R
3/13/2011 22:36	9	76.9	86.9	29	N423SP	N423SP	C172	09L
3/13/2011 23:36	4	79	87.7	21	EJA758		GALX	09R
3/13/2011 23:36	9	70.4	80.2	16	EJA758		GALX	09R
3/14/2011 05:49	8	72.8	81.1	11	AMF212		PA31	09R
3/14/2011 05:51	12	76.7	85.9	24	AMF223		PA31	09R
3/14/2011 05:57	4	79.4	89.9	41	N777FE	N777FE	BE40	09R
3/14/2011 05:57	8	76.4	87	22	N777FE	N777FE	BE40	09R
3/14/2011 05:58	9	77.6	87.1	32	N777FE	N777FE	BE40	09R
3/14/2011 05:58	10	70.9	81.6	25	N777FE	N777FE	BE40	09R
3/14/2011 05:58	12	83.1	91.7	30	N777FE	N777FE	BE40	09R
3/14/2011 05:58	2	73.1	84	36	N777FE	N777FE	BE40	09R
3/15/2011 00:40	9	74.9	82.4	15	AMF271		BE99	09R
3/15/2011 01:39	9	71.8	80.7	16	AMF272		BE99	09R
3/15/2011 22:15	4	76.3	82.2	10	AMF229		SW4	27R
3/15/2011 22:15	8	72.7	82.8	25	AMF229		SW4	27R
3/15/2011 23:34	9	74.9	84.2	23	RSP373		E50P	09R
3/16/2011 00:21	9	74.2	81.3	13	N33MS	N33MS	PAY2	09R
3/16/2011 00:34	9	75.3	82.6	15	AMF271		BE99	09R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/16/2011 05:59	5	71	81.5	24	AMF223		PA31	27R
3/16/2011 05:59	4	76.8	84.1	20	AMF223		PA31	27R
3/16/2011 22:12	4	77.6	82.7	11	AMF229		SW4	27R
3/16/2011 22:18	9	86.6	95.3	36			PROP	09L
3/16/2011 22:18	10	86.3	94.8	31			PROP	09L
3/16/2011 22:18	11	73.5	84	24			PROP	09L
3/16/2011 23:55	4	74.6	84.4	21	N2051B	N2051B	BE55	27R
3/16/2011 23:57	14	69.1	81.8	33	N2051B	N2051B	BE55	27R
3/17/2011 04:28	2	73.1	86.4	45	AMF208		BE99	09R
3/17/2011 04:29	12	72.7	83.7	32	AMF208		BE99	09R
3/17/2011 22:11	4	77.8	83	11	AMF229		SW4	27R
3/18/2011 00:13	9	74.7	83.4	21	N470SK	N470SK	C56X	09L
3/18/2011 00:13	10	77.2	84.6	18	N470SK	N470SK	C56X	09L
3/18/2011 22:51	9	74.7	83.2	22	AMF229		SW4	09R
3/18/2011 22:51	10	74.9	81.6	15	AMF229		SW4	09R
3/19/2011 00:25	9	78.6	84.1	14	N97SZ	N97SZ	BE20	09L
3/21/2011 22:12	4	75.1	81.3	11	AMF229		SW4	27R
3/21/2011 22:13	8	75.5	81.4	9	AMF229		SW4	27R
3/21/2011 23:56	9	73	82	20	EJA677		C56X	09R
3/22/2011 05:57	9	81.5	89	25	AMF212		PA31	09L
3/22/2011 05:57	10	79.2	86.6	22	AMF212		PA31	09L
3/22/2011 05:57	11	73.3	81.9	16	AMF212		PA31	09L
3/22/2011 22:25	12	74.2	82.3	19	N462CB	N462CB	PRM1	09R
3/22/2011 22:25	2	72.9	83.5	33	N462CB	N462CB	PRM1	09R
3/23/2011 01:17	2	71.4	84.3	75	AMF272		BE99	09R
3/23/2011 02:43	2	72.9	81.2	24	AMF288		SW4	09R
3/23/2011 22:15	4	75.1	80.7	11	AMF229		BE99	27L
3/23/2011 22:15	5	74.7	81.3	13	AMF229		BE99	27L
3/23/2011 22:15	6	74.6	82.2	15	AMF229		BE99	27L
3/23/2011 23:18	9	73.4	81.9	15	N6756P	N6756P	BE10	09L
3/23/2011 23:19	10	72.8	80.2	14	N6756P	N6756P	BE10	09L
3/23/2011 23:19	11	71.6	80	13	N6756P	N6756P	BE10	09L
3/24/2011 01:34	9	71.9	81.2	20	AMF272		BE99	09R
3/24/2011 02:37	9	78.6	88.2	28	DAL8843		A319	09R
3/24/2011 02:37	10	74.9	83.1	25	DAL8843		A319	09R
3/24/2011 02:37	12	76.3	87.4	35	DAL8843		A319	09R
3/24/2011 02:37	2	71.5	84.2	39	DAL8843		A319	09R
3/24/2011 22:18	4	73.7	81.1	11	AMF229		SW4	27R
3/24/2011 22:32	9	79.5	88.3	27	N3282D	N3282D	C185	09L
3/24/2011 22:32	10	82.6	89.6	26	N3282D	N3282D	C185	09L
3/24/2011 22:32	11	75.1	85.6	32	N3282D	N3282D	C185	09L
3/24/2011 23:28	4	72.6	80.6	17	N6994V	N6994V	M20P	27R
3/25/2011 00:39	12	72.8	80.1	14	AMF271		BE99	09R
3/25/2011 01:46	9	74.7	82	14	AMF272		BE99	09R
3/25/2011 23:04	4	74.5	80.9	12	AMF229		BE99	27R
3/25/2011 23:15	9	80.3	89.3	24	ACA7043		A320	09R
3/25/2011 23:15	10	76.4	84.3	20	ACA7043		A320	09R
3/25/2011 23:15	2	74	85.7	45	ACA7043		A320	09R
3/25/2011 23:15	12	85.6	93.8	30	ACA7043		A320	09R
3/25/2011 23:16	13	71.3	82.8	32	ACA7043		A320	09R
3/26/2011 05:34	4	79.2	90.3	46	EJA106		BE40	09R
3/26/2011 05:34	8	73	82.4	15	EJA106		BE40	09R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/26/2011 05:34	5	69.8	80.9	22	EJA106		BE40	09R
3/26/2011 05:35	9	86.4	95.9	44	EJA106		BE40	09R
3/26/2011 05:35	10	79.6	90	40	EJA106		BE40	09R
3/26/2011 05:35	12	81.6	92.5	39	EJA106		BE40	09R
3/26/2011 05:35	11	73.1	81.6	26	EJA106		BE40	09R
3/27/2011 22:05	4	79.5	85.2	13	N248PH	N248PH	BE20	27R
3/28/2011 03:15	4	82.6	92	25	VOI907		A319	27L
3/28/2011 03:15	5	86.7	94.8	26	VOI907		A319	27L
3/28/2011 03:15	6	82.9	92.1	28	VOI907		A319	27L
3/28/2011 03:15	7	73.6	84.6	25	VOI907		A319	27L
3/28/2011 05:52	4	74.8	82.3	13	AMF223		PA31	27R
3/28/2011 05:58	8	72.9	82.1	14	AMF212		PA31	27R
3/28/2011 22:12	4	77.5	82.5	10	AMF229		SW4	27R
3/28/2011 22:12	5	77.5	83.1	10	AMF229		SW4	27R
3/29/2011 05:55	4	75.7	82.3	12	AMF223		PA31	27R
3/29/2011 05:59	8	73	81.7	12	AMF212		PA31	27R
3/29/2011 23:52	9	73.4	81.1	13	N2486B	N2486B	EA50	09L
3/30/2011 02:44	6	71.3	83	29	AMF288		SW4	09R
3/30/2011 22:26	8	72.9	80.1	10	N28CA	N28CA	PAY2	27R
3/30/2011 22:43	9	74.8	84.3	27			PROP	09L
3/30/2011 22:43	10	74.7	83.7	28			PROP	09L
3/30/2011 23:19	4	77.9	83.2	10	N97WC	N97WC	BE20	27R
3/31/2011 01:48	9	73.7	83.2	20	CHP30		HELO	09L
3/31/2011 02:00	9	76.7	86.9	26	DAL8845		A319	09R
3/31/2011 02:00	10	71.5	80.4	17	DAL8845		A319	09R
3/31/2011 02:00	12	74.4	86	26	DAL8845		A319	09R
3/31/2011 22:58	4	74.6	81.8	14	MMY79		C172	27R

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Runway 29 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
1/14/2011 13:46	TN1873	TN1873	-	C750	B	
1/19/2011 16:50	SWA371	-	SWA	B737	J	
2/7/2011 09:03	RSP443	-	RSP	E50P	B	
2/25/2011 07:40	SWA1763	-	SWA	B737	J	
2/25/2011 09:08	SWA888	-	SWA	B737	J	
2/25/2011 09:15	SWA3765	-	SWA	B737	J	
2/25/2011 09:25	SWA379	-	SWA	B733	J	
2/26/2011 08:54	SWA2824	-	SWA	B737	J	
2/26/2011 12:49	DAL8935	-	DAL	A319	J	
3/18/2011 13:14	SWA1561	-	SWA	B737	J	
3/27/2011 16:58	RSP235	-	RSP	E50P	B	

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Silent 7 Night Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
1/3/2011 06:59	SWA2633	-	SWA	B733	J	Time Buffer
1/4/2011 06:59	SWA2633	-	SWA	B737	J	Time Buffer
1/5/2011 06:59	SWA3763	-	SWA	B737	J	Time Buffer
1/6/2011 06:59	SWA3763	-	SWA	B737	J	Time Buffer
1/7/2011 02:25	FDX1863	-	FDX	A306	J	
1/7/2011 06:58	ASA347	-	ASA	B738	J	Time Buffer
1/8/2011 06:59	ASA347	-	ASA	B738	J	Time Buffer
1/14/2011 06:59	ASA347	-	ASA	B738	J	Time Buffer
1/18/2011 22:01	BJS435	-	BJS	LJ45	B	Time Buffer
1/27/2011 06:59	SWA2453	-	SWA	B737	J	Time Buffer
2/1/2011 01:33	VOI903	-	VOI	A319	J	
2/1/2011 06:55	ASA347	-	ASA	B738	J	Time Buffer
2/4/2011 22:51	SWA3582	-	SWA	B737	J	
2/7/2011 06:58	SWA2453	-	SWA	B737	J	Time Buffer
2/8/2011 06:58	SWA2453	-	SWA	B737	J	Time Buffer
2/9/2011 06:55	SWA486	-	SWA	B735	J	Time Buffer
2/9/2011 06:56	SGB7503	-	SGB	B734	J	Time Buffer
2/9/2011 06:57	ASA347	-	ASA	B738	J	Time Buffer
2/11/2011 06:58	ASA347	-	ASA	B738	J	Time Buffer
2/16/2011 06:59	SWA1810	-	SWA	B737	J	Time Buffer
2/19/2011 22:02	N300AA	N300AA	-	LJ45	B	Time Buffer
2/18/2011 06:32	SWA1318	-	SWA	B737	J	
2/18/2011 06:34	SWA689	-	SWA	B737	J	
2/18/2011 22:32	SWA1584	-	SWA	B737	J	
2/18/2011 22:49	SWA3786	-	SWA	B737	J	
2/19/2011 22:02	N300AA	N300AA	-	LJ45	B	Time Buffer
2/23/2011 06:11	AWE231	-	AWE	A320	J	
3/5/2011 23:12	JBU318	-	JBU	A320	J	
3/9/2011 06:58	ASA347	-	ASA	B738	J	Time Buffer
3/9/2011 06:59	SWA1810	-	SWA	B737	J	Time Buffer
3/10/2011 06:08	JBU247	-	JBU	A320	J	
3/10/2011 06:57	ASA347	-	ASA	B738	J	Time Buffer
3/10/2011 06:59	SWA1810	-	SWA	B737	J	Time Buffer
3/21/2011 06:59	KAI58	-	KAI	GLF5	B	Time Buffer
3/11/2011 06:57	FDX435	-	FDX	DC10	J	Time Buffer
3/11/2011 06:59	SWA1810	-	SWA	B737	J	Time Buffer
3/16/2011 06:57	SWA1871	-	SWA	B737	J	Time Buffer
3/21/2011 06:56	SWA2983	-	SWA	B737	J	Time Buffer
3/21/2011 06:58	ASA347	-	ASA	B738	J	Time Buffer
3/24/2011 23:53	RSP241	-	RSP	E50P	B	
3/24/2011 22:00	SWA1588	-	SWA	B733	J	Time Buffer
3/27/2011 23:36	N794XJ	N794XJ	-	C750	B	
3/25/2011 23:00	SWA1481	-	SWA	B733	J	
3/25/2011 23:22	JBU90	-	JBU	A320	J	
3/26/2011 22:40	JBU90	-	JBU	A320	J	
3/27/2011 22:00	DAL8951	-	DAL	A319	J	Time Buffer
3/29/2011 06:59	SWA3989	-	SWA	B733	J	Time Buffer

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Runway 11 Night Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
2/14/2011 00:44	VOI907	-	VOI	A319	J	
2/16/2011 22:47	JBU90	-	JBU	A320	J	
3/18/2011 04:53	N722XJ	N722XJ	-	C750	B	
3/18/2011 22:11	SWA1008	-	SWA	B737	J	
3/18/2011 22:13	SWA1733	-	SWA	B735	J	
3/18/2011 22:17	SWA1481	-	SWA	B733	J	
3/18/2011 22:28	SWA2014	-	SWA	B737	J	
3/18/2011 23:38	JBU90	-	JBU	A320	J	
3/18/2011 23:39	SWA267	-	SWA	B733	J	
3/18/2011 23:56	JBU318	-	JBU	A320	J	
3/20/2011 00:03	SWA2045	-	SWA	B737	J	
3/20/2011 00:49	JBU647	-	JBU	A320	J	
3/22/2011 22:01	UPS961	-	UPS	MD11	J	Time Buffer
3/23/2011 02:24	VOI903	-	VOI	A319	J	
3/23/2011 05:53	UPS2955	-	UPS	B763	J	Time Buffer
3/24/2011 03:03	FDX1857	-	FDX	DC10	J	

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Runway 29 East Turn Departures at 3,000 ft. Procedure

Date Time	Month	Airline	Flight Number	Aircraft Type	Altitude (ft)
1/3/2011 16:46	1	SWA	SWA470	B733	2641
1/5/2011 09:19	1	JBU	JBU94	A320	2345
1/5/2011 13:27	1		N750XJ	C750	2785
1/6/2011 13:33	1	SWA	SWA899	B737	2877
1/7/2011 17:03	1	ASA	ASA345	B737	2752
1/8/2011 17:10	1	SWA	SWA1535	B733	2791
1/9/2011 18:42	1	SWA	SWA390	B737	2171
1/10/2011 13:33	1	DAL	DAL1620	A320	2618
1/13/2011 13:56	1	DAL	DAL1620	A320	2759
1/15/2011 10:43	1	SWA	SWA1545	B737	2874
1/17/2011 18:38	1	SKW	SKW4748	CRJ2	2460
1/18/2011 09:42	1	JBU	JBU94	A320	2752
1/19/2011 20:29	1	FDX	FDX1117	A306	2693
1/21/2011 16:30	1		N878HL	GL5T	2713
1/23/2011 17:00	1	ASA	ASA345	B737	2811
1/26/2011 07:10	1	SWA	SWA110	B733	2762
1/27/2011 07:54	1		N401HB	GLF5	2854
1/27/2011 13:13	1	DAL	DAL1620	A320	2670
1/28/2011 16:15	1	SWA	SWA1511	B737	2736
1/29/2011 10:37	1	SWA	SWA1173	B735	2818
2/3/2011 20:32	2	UPS	UPS9302	B763	2185
2/3/2011 21:33	2	JBU	JBU90	A320	2791
2/4/2011 18:56	2		N909VJ	FA50	1354
2/6/2011 18:54	2	SWA	SWA3497	B737	2857
2/6/2011 21:34	2	JBU	JBU90	A320	2670

Date Time	Month	Airline	Flight Number	Aircraft Type	Altitude (ft)
2/7/2011 10:31	2	SWA	SWA808	B733	2775
2/7/2011 13:26	2	DAL	DAL1620	A320	2755
2/10/2011 13:22	2	DAL	DAL1620	A320	2739
2/10/2011 19:34	2	FDX	FDX1268	DC10	2463
2/11/2011 12:55	2	SWA	SWA615	B733	2322
2/12/2011 09:00	2	SWA	SWA3031	B737	2595
2/12/2011 09:51	2	SWA	SWA2340	B737	2700
2/12/2011 14:15	2	SWA	SWA1008	B737	2818
2/13/2011 12:56	2	SWA	SWA479	B737	2742
2/16/2011 09:39	2	JBU	JBU94	A320	2572
2/19/2011 13:06	2		N962A	ASTR	2769
2/19/2011 13:11	2	SWA	SWA1792	B733	2395
2/25/2011 07:57	2	SWA	SWA284	B737	2887
2/25/2011 09:32	2	FDX	FDX3012	DC10	2244
2/26/2011 09:08	2	ASA	ASA357	B738	2890
2/26/2011 12:49	2	DAL	DAL8935	A319	2759
2/27/2011 08:07	2		N448QS	GLF4	2604
3/1/2011 19:23	3	FDX	FDX1605	DC10	2089
3/1/2011 19:25	3	FDX	FDX1268	DC10	2037
3/3/2011 07:28	3	SWA	SWA2111	B737	2788
3/4/2011 17:00	3	QXE	QXE610	CRJ7	2847
3/5/2011 07:09	3	ASA	ASA347	B738	2355
3/5/2011 10:04	3		N722XJ	C750	2844
3/8/2011 08:59	3	ASA	ASA357	B738	2618
3/9/2011 12:50	3	SWA	SWA1673	B733	2690
3/9/2011 20:18	3	FDX	FDX1685	DC10	2687
3/10/2011 10:24	3	SKW	SKW4732	CRJ2	2490
3/11/2011 09:19	3	SWA	SWA5007	B733	2244
3/16/2011 10:13	3	BJS	BJS624	LJ40	2746
3/18/2011 14:23	3		N424QS	GLF4	2759
3/24/2011 20:25	3	FDX	FDX1117	A306	2641
3/25/2011 17:42	3	SWA	SWA2638	B733	2811
3/26/2011 19:11	3	SWA	SWA3881	B735	2811
3/27/2011 08:15	3	SWA	SWA609	B733	2864
3/27/2011 14:21	3	SWA	SWA1974	B737	1975
3/28/2011 13:21	3	DAL	DAL1620	A320	2473
3/30/2011 14:23	3	SWA	SWA131	B733	2755
3/30/2011 21:37	3	SWA	SWA223	B733	2480
3/31/2011 17:17	3	ASA	ASA345	B737	2644

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Cross Over 100 Degree Radial at 3,000 ft. Procedure

Date Time	Month	Flight Number	Aircraft Type	Airline	Altitude (ft)	Gate or Corridor Name
1/3/2011 08:27	1	ASA340	B738	ASA	2841	100 Radial
1/3/2011 21:21	1	SWA1094	B737	SWA	2769	100 Radial
1/3/2011 22:10	1	FDX26	MD11	FDX	2634	100 Radial
1/4/2011 16:12	1	SWA2381	B733	SWA	2582	100 Radial
1/4/2011 17:53	1	SWA1111	B737	SWA	2591	100 Radial
1/4/2011 18:14	1	SWA2364	B737	SWA	2765	100 Radial
1/4/2011 19:27	1	SWA393	B737	SWA	2178	100 Radial
1/4/2011 20:25	1	SWA133	B733	SWA	2440	100 Radial
1/5/2011 09:30	1	SWA1057	B737	SWA	2887	100 Radial
1/5/2011 13:35	1	SWA1180	B737	SWA	2778	100 Radial
1/5/2011 15:19	1	AAY200	MD83	AAY	2700	100 Radial
1/5/2011 15:55	1	ASA344	B737	ASA	2887	100 Radial
1/5/2011 16:30	1	SWA2466	B737	SWA	2887	100 Radial
1/5/2011 17:35	1	SKW4609	CRJ2	SKW	2808	100 Radial
1/5/2011 19:15	1	SWA1589	B737	SWA	1981	100 Radial
1/5/2011 19:23	1	SWA1256	B737	SWA	2864	100 Radial
1/5/2011 22:13	1	SWA1394	B737	SWA	2890	100 Radial
1/5/2011 22:53	1	FDX26	MD11	FDX	2693	100 Radial

Date Time	Month	Flight Number	Aircraft Type	Airline	Altitude (ft)	Gate or Corridor Name
1/6/2011 13:44	1	SWA598	B737	SWA	2352	100 Radial
1/6/2011 16:43	1	SWA2466	B733	SWA	2805	100 Radial
1/6/2011 18:54	1	SKW4739	CRJ9	SKW	2874	100 Radial
1/6/2011 21:24	1	FDX1818	B752	FDX	2788	100 Radial
1/6/2011 22:37	1	FDX1802	A306	FDX	2765	100 Radial
1/6/2011 22:41	1	FDX1807	DC10	FDX	2769	100 Radial
1/7/2011 18:57	1	AAY202	MD83	AAY	2755	100 Radial
1/9/2011 12:42	1	SWA3030	B733	SWA	1968	100 Radial
1/10/2011 08:05	1	SWA2660	B735	SWA	2778	100 Radial
1/10/2011 12:36	1	SWA3030	B733	SWA	2739	100 Radial
1/10/2011 16:34	1	SWA903	B733	SWA	2880	100 Radial
1/10/2011 19:45	1	SWA656	B733	SWA	2785	100 Radial
1/10/2011 19:52	1	SWA964	B737	SWA	2877	100 Radial
1/10/2011 22:34	1	FDX1802	A306	FDX	2782	100 Radial
1/10/2011 22:44	1	SWA3741	B737	SWA	2355	100 Radial
1/11/2011 09:41	1	SWA2929	B737	SWA	2821	100 Radial
1/11/2011 12:45	1	SWA3030	B733	SWA	2890	100 Radial
1/11/2011 17:42	1	UPS2508	B752	UPS	2795	100 Radial
1/11/2011 22:35	1	FDX1813	A306	FDX	2782	100 Radial
1/12/2011 08:10	1	ASA340	B738	ASA	2670	100 Radial
1/12/2011 13:22	1	SWA1127	B737	SWA	2381	100 Radial
1/12/2011 16:04	1	QXE609	CRJ7	QXE	2673	100 Radial
1/12/2011 17:40	1	SKW4609	CRJ2	SKW	2362	100 Radial
1/12/2011 19:08	1	ASA346	B738	ASA	2713	100 Radial
1/13/2011 08:01	1	SWA2660	B735	SWA	2857	100 Radial
1/15/2011 09:42	1	FDX3812	A306	FDX	2896	100 Radial
1/15/2011 10:06	1	SWA1910	B733	SWA	2782	100 Radial
1/15/2011 18:00	1	SWA2127	B735	SWA	2030	100 Radial
1/15/2011 18:11	1	SWA258	B737	SWA	2627	100 Radial
1/15/2011 20:47	1	SWA2982	B737	SWA	2654	100 Radial
1/16/2011 11:46	1	QXE637	CRJ7	QXE	2841	100 Radial
1/16/2011 22:37	1	ASA354	B738	ASA	2801	100 Radial
1/20/2011 12:14	1	DAL2853	A320	DAL	2824	100 Radial
1/20/2011 19:05	1	ASA346	B738	ASA	2847	100 Radial
1/20/2011 21:42	1	FDX26	MD11	FDX	2890	100 Radial
1/21/2011 08:10	1	SWA902	B733	SWA	2890	100 Radial
1/22/2011 20:10	1	JBU95	A320	JBU	2887	100 Radial
1/23/2011 07:49	1	ASA340	B738	ASA	2542	100 Radial
1/23/2011 09:44	1	SKW4737	CRJ2	SKW	2887	100 Radial
1/23/2011 21:45	1	SWA1323	B733	SWA	2851	100 Radial
1/24/2011 12:44	1	SWA3030	B733	SWA	2726	100 Radial
1/24/2011 19:21	1	SWA656	B733	SWA	2670	100 Radial
1/24/2011 20:31	1	SWA964	B733	SWA	2267	100 Radial
1/25/2011 13:21	1	UAL561	A320	UAL	2801	100 Radial
1/26/2011 21:23	1	SWA1323	B733	SWA	2680	100 Radial
1/26/2011 22:30	1	FDX1802	A306	FDX	2739	100 Radial
1/27/2011 07:36	1	GDG603	LJ60	GDG	2034	100 Radial
1/27/2011 09:17	1	SKW4737	CRJ7	SKW	2808	100 Radial
1/27/2011 09:43	1	SWA2832	B737	SWA	2624	100 Radial
1/27/2011 12:42	1	SWA3030	B733	SWA	2854	100 Radial
1/28/2011 01:26	1	SWA3944	B737	SWA	2637	100 Radial
1/29/2011 18:24	1	SWA2127	B735	SWA	2542	100 Radial
1/30/2011 21:17	1	DAL1253	A320	DAL	2552	100 Radial
1/31/2011 09:32	1	SWA1001	B733	SWA	2870	100 Radial
1/31/2011 12:40	1	SWA3030	B733	SWA	2752	100 Radial
2/1/2011 20:35	2	N670RW	GALX		1610	100 Radial
2/1/2011 21:19	2	SWA1323	B733	SWA	2883	100 Radial
2/3/2011 10:01	2	FDX3844	A306	FDX	2713	100 Radial
2/3/2011 13:15	2	JAS4	F900	JAS	2795	100 Radial
2/3/2011 22:52	2	SWA3741	B737	SWA	2519	100 Radial
2/4/2011 10:50	2	AAY200	MD88	AAY	2831	100 Radial
2/5/2011 10:00	2	SWA2593	B737	SWA	2782	100 Radial
2/5/2011 15:54	2	SKW4739	CRJ9	SKW	2519	100 Radial
2/6/2011 20:44	2	SWA1398	B737	SWA	2572	100 Radial
2/7/2011 10:55	2	AAY200	MD88	AAY	2765	100 Radial

Date Time	Month	Flight Number	Aircraft Type	Airline	Altitude (ft)	Gate or Corridor Name
2/7/2011 13:16	2	SWA2787	B737	SWA	2683	100 Radial
2/8/2011 11:34	2	QXE637	CRJ7	QXE	2847	100 Radial
2/8/2011 18:58	2	ASA346	B738	ASA	2575	100 Radial
2/8/2011 23:00	2	FDX1807	DC10	FDX	2841	100 Radial
2/9/2011 20:58	2	DAL1253	A320	DAL	2690	100 Radial
2/10/2011 07:46	2	SWA2660	B735	SWA	2086	100 Radial
2/10/2011 09:12	2	SKW4737	CRJ7	SKW	2624	100 Radial
2/10/2011 11:58	2	QXE637	CRJ7	QXE	2375	100 Radial
2/10/2011 22:08	2	ASA354	B738	ASA	2890	100 Radial
2/11/2011 12:34	2	SWA3030	B733	SWA	2667	100 Radial
2/11/2011 20:25	2	ASA346	B734	ASA	2555	100 Radial
2/12/2011 08:08	2	ASA340	B738	ASA	2637	100 Radial
2/12/2011 18:38	2	SWA2225	B733	SWA	2883	100 Radial
2/13/2011 19:18	2	ASA346	B734	ASA	2647	100 Radial
2/13/2011 19:29	2	SWA1819	B737	SWA	2831	100 Radial
2/13/2011 21:05	2	SWA3462	B737	SWA	2391	100 Radial
2/16/2011 08:49	2	ASA340	B738	ASA	2798	100 Radial
2/16/2011 08:59	2	FDX3844	A306	FDX	2608	100 Radial
2/16/2011 13:09	2	SWA1247	B737	SWA	2890	100 Radial
2/16/2011 16:00	2	ASA344	B737	ASA	2883	100 Radial
2/16/2011 19:19	2	ASA346	B738	ASA	2680	100 Radial
2/18/2011 08:43	2	FDX3844	A306	FDX	2791	100 Radial
2/19/2011 22:46	2	SWA8611	B737	SWA	1929	100 Radial
2/20/2011 13:04	2	SWA1247	B737	SWA	2411	100 Radial
2/20/2011 13:34	2	SWA3450	B733	SWA	2618	100 Radial
2/20/2011 19:35	2	SWA1819	B737	SWA	2857	100 Radial
2/20/2011 22:20	2	SWA1188	B737	SWA	2454	100 Radial
2/21/2011 16:34	2	SWA2159	B737	SWA	2726	100 Radial
2/21/2011 21:12	2	FDX2818	B752	FDX	2890	100 Radial
2/21/2011 23:06	2	SWA1270	B735	SWA	2562	100 Radial
2/22/2011 16:00	2	QXE609	CRJ7	QXE	2706	100 Radial
2/22/2011 19:50	2	SWA1819	B737	SWA	2483	100 Radial
2/22/2011 20:24	2	SWA5094	B733	SWA	2578	100 Radial
2/24/2011 03:45	2	UPS942	B763	UPS	2791	100 Radial
2/25/2011 20:14	2	ASA346	B734	ASA	2847	100 Radial
2/25/2011 21:15	2	DAL1253	B738	DAL	2854	100 Radial
2/26/2011 12:11	2	DAL2853	B738	DAL	2798	100 Radial
2/26/2011 20:58	2	DAL1253	B738	DAL	2680	100 Radial
2/26/2011 23:27	2	JBU91	A320	JBU	2614	100 Radial
2/27/2011 11:57	2	QXE637	CRJ7	QXE	2693	100 Radial
2/27/2011 19:42	2	SWA444	B737	SWA	2683	100 Radial
2/28/2011 14:38	2	SWA2785	B737	SWA	2621	100 Radial
2/28/2011 19:29	2	ASA346	B734	ASA	2890	100 Radial
2/28/2011 21:39	2	SWA2269	B737	SWA	2631	100 Radial
3/1/2011 07:59	3	ASA340	B738	ASA	2493	100 Radial
3/1/2011 08:17	3	SWA3541	B737	SWA	2286	100 Radial
3/1/2011 11:55	3	QXE637	CRJ7	QXE	2132	100 Radial
3/1/2011 12:11	3	SWA319	B733	SWA	2742	100 Radial
3/1/2011 13:39	3	SWA3450	B733	SWA	2345	100 Radial
3/1/2011 19:38	3	SWA1819	B737	SWA	2798	100 Radial
3/3/2011 12:21	3	DAL2853	A320	DAL	2818	100 Radial
3/4/2011 07:53	3	ASA340	B738	ASA	2572	100 Radial
3/4/2011 16:08	3	SKW4739	CRJ9	SKW	2591	100 Radial
3/4/2011 22:40	3	SWA1188	B733	SWA	2335	100 Radial
3/5/2011 18:25	3	SWA2127	B737	SWA	2719	100 Radial
3/5/2011 21:15	3	DAL1253	A320	DAL	2276	100 Radial
3/5/2011 22:18	3	ASA354	B738	ASA	2854	100 Radial
3/9/2011 13:21	3	SWA1247	B737	SWA	2729	100 Radial
3/9/2011 19:34	3	SWA1606	B737	SWA	2532	100 Radial
3/9/2011 21:02	3	DAL1253	A320	DAL	1292	100 Radial
3/9/2011 22:54	3	JBU91	A320	JBU	2667	100 Radial
3/10/2011 09:58	3	SWA2120	B733	SWA	2408	100 Radial
3/10/2011 18:38	3	SWA2039	B737	SWA	2352	100 Radial
3/10/2011 21:57	3	SWA2269	B737	SWA	2545	100 Radial
3/11/2011 19:27	3	ASA346	B734	ASA	2752	100 Radial

Date Time	Month	Flight Number	Aircraft Type	Airline	Altitude (ft)	Gate or Corridor Name
3/13/2011 09:29	3	SKW4732	CRJ2	SKW	2811	100 Radial
3/16/2011 13:07	3	SWA683	B737	SWA	2765	100 Radial
3/16/2011 16:19	3	AAY200	MD83	AAY	2677	100 Radial
3/17/2011 13:13	3	SWA683	B733	SWA	2854	100 Radial
3/17/2011 22:13	3	FDX1813	A306	FDX	2647	100 Radial
3/17/2011 22:42	3	ASA354	B738	ASA	2870	100 Radial
3/20/2011 19:41	3	SWA3306	B737	SWA	2057	100 Radial
3/20/2011 20:18	3	SWA8505	B733	SWA	2837	100 Radial
3/20/2011 23:37	3	SWA2007	B733	SWA	2874	100 Radial
3/21/2011 12:06	3	DAL2853	A320	DAL	2401	100 Radial
3/21/2011 14:24	3	SWA1215	B737	SWA	2516	100 Radial
3/21/2011 22:18	3	SWA1086	B737	SWA	2874	100 Radial
3/23/2011 19:07	3	SWA1790	B737	SWA	2739	100 Radial
3/24/2011 20:06	3	SWA1611	B733	SWA	2020	100 Radial
3/24/2011 21:29	3	FDX86	MD11	FDX	2611	100 Radial
3/24/2011 21:58	3	SWA1727	B737	SWA	2844	100 Radial
3/25/2011 19:41	3	SWA3306	B737	SWA	2700	100 Radial
3/25/2011 23:30	3	SWA1086	B737	SWA	2814	100 Radial
3/25/2011 23:52	3	SWA1052	B737	SWA	2329	100 Radial
3/26/2011 20:12	3	ASA346	B738	ASA	2723	100 Radial
3/26/2011 20:53	3	DAL1253	A319	DAL	2854	100 Radial
3/27/2011 14:02	3	SWA1215	B737	SWA	2335	100 Radial
3/27/2011 23:32	3	SWA1052	B737	SWA	2736	100 Radial
3/28/2011 15:12	3	AAY202	MD83	AAY	2119	100 Radial
3/28/2011 19:34	3	SWA1632	B737	SWA	2765	100 Radial
3/29/2011 12:49	3	SWA683	B733	SWA	2883	100 Radial
3/29/2011 13:53	3	SWA1215	B737	SWA	2860	100 Radial
3/29/2011 19:28	3	SWA267	B737	SWA	2890	100 Radial
3/31/2011 03:40	3	UPS942	B763	UPS	2874	100 Radial

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North Field Jet Departure Procedure Sample Noncompliance Contact Letter

May 18, 2011

The jet aircraft identified below was observed departing from Runway 27L or 27R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at <http://whispertrack.com/airports/OAK>.

Event date: 05/17/2011
Time of departure: 1445 hrs. local
Aircraft Type: FA50
Aircraft Tail Number or Flight Number: N152FJ

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

Please use Runway 11/29 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,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N152FJ 20110517.doc

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North Field Jet Landing Procedure Sample Noncompliance Contact Letter

March 23, 2011

Coordinator

The jet aircraft identified below was observed landing on Runway 09L or 09R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at <http://whispertrack.com/airports/OAK>.

Event date: 03/22/2011
Time of landing: 2022 hrs. local
Aircraft Type: C560
Aircraft Tail Number or Flight Number: EJA802

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

Please use Runway 11 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,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

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North Field VFR Departure Procedure Sample Noncompliance Contact Letter

March 30, 2011

The aircraft identified below was observed departing from Runway 27R/L or 33 and was flown over residential areas adjacent to the airport. This flight was not in compliance with the VFR departure noise abatement procedure at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at <http://whispertrack.com/airports/OAK>.

Event date: 03/29/2011

Time of departure: 0654 hrs. local

Aircraft Type: BE20

Aircraft Tail Number or Flight Number: N200WB

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,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N200WB 20110330.doc

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North Field Quiet Hours Procedure Sample Noncompliance Contact Letter

March 31, 2011

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

Event date: 03/30/2011
Time of departure: 2318 hrs local
Aircraft Type: BE20
Aircraft Tail Number or Flight Number: N97WC

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,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N97WC 20110330.doc

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Helicopter Flight Procedure Sample Noncompliance Contact Letter

FORM LETTER FOR HELICOPTER OPERATORS

[Company Name, Address]

Dear _____:

The OAK Noise Office has received a complaint regarding the flight identified below:

Aircraft N Number _____ Type Aircraft: _____
Date of event: _____ Time of Event: _____

Based on the flight track concerning this operation, the helicopter over flew a noise sensitive neighborhood. We are providing the attached flight track map for your review along with a copy of our noise abatement pamphlet with our request and recommendation **“to avoid flying over hotels and residential areas”** located in close proximity to the Oakland International Airport.

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 your 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.

Name, title, email address

Cc: attachments

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