



Oakland International Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Second Quarter 2011

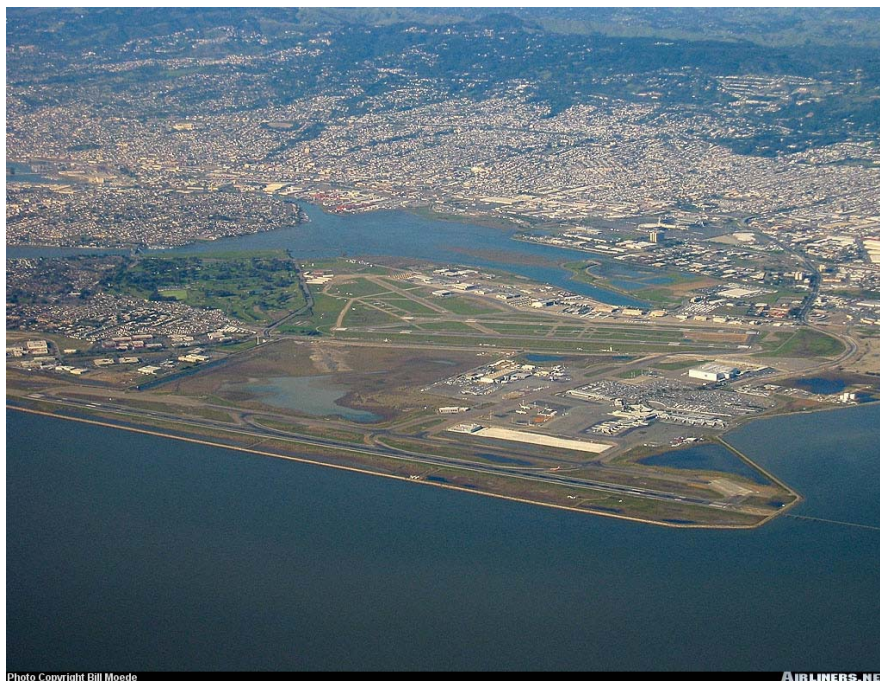


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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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I  OAK
Park Close. Fly on time.

Table of Contents

(Click on a link below for direct access.)

[QUARTERLY AIRCRAFT NOISE REPORT INTRODUCTION](#)

[QUARTERLY REPORTS SUMMARY TABLE](#)

NORTH FIELD REPORTS

1. [Jet Aircraft Departure Procedure for Runways 27R/L](#)
2. [Jet Aircraft Landing Procedure for Runways 09R/L](#)
3. [North Field VFR Aircraft Departure Procedure](#)
4. [North Field Quiet Hours Procedures](#)
5. [North Field Quiet Hours SEL Report](#)

SOUTH FIELD REPORTS

6. [Runway 29 BFI Right Turn Departure Procedure](#)
7. [Silent 7 Night Departure Procedure](#)
8. [Rolling Take-off Night Departure Procedure](#)
9. [Runway 11 Night Departure Procedure](#)
10. [Engine Run-up Program](#)
11. [Runway 29 East Turn Departure Procedure](#)
12. [Cross Over 100 Degree Radial Procedure](#)

[MONTHLY AIRCRAFT NOISE COMPLAINT REPORTS](#)

[QUARTERLY AIRCRAFT NOISE COMPLAINT REPORT](#)

[AIRPORT OPERATIONS SUMMARY TABLES](#)

[DEFINITIONS OF TERMINOLOGY FOR COMPLIANCE MONITORING](#)

APPENDICES

- [Jet Aircraft Departure List for Calendar Quarter](#)
- [Jet Aircraft Landing List for Calendar Quarter](#)
- [North Field VFR Departure List for Calendar Quarter](#)
- [North Field Quiet Hours Departure List for Calendar Quarter](#)
- [North Field Quiet Hours SEL List for Calendar Quarter](#)
- [Runway 29 BFI Right Turn Departure List for Calendar Quarter](#)
- [Silent 7 Night Departure List for Calendar Quarter](#)
- [Runway 11 Night Departure List for Calendar Quarter](#)
- [Runway 29 East Turn Departure List](#)
- [Cross Over 100 Degree Radial List](#)
- [Sample noncompliance letter for Jet Aircraft Departure Program](#)
- [Sample noncompliance letter for Jet Aircraft Landing Program](#)
- [Sample noncompliance letter for NF VFR Departure Program](#)
- [Sample noncompliance letter for NF Quiet Hours Program](#)

Quarterly Report Introduction

The Quarterly Aircraft Noise Report presents compliance monitoring information on various aircraft noise abatement programs managed by the Noise/Environmental Compliance Office at 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.

[\(Return to Table of Contents\)](#)

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 Second Quarter 2011		
	2010Q2	2011Q2
Runway 27R/L Jet Departure Compliance	97%	96%
Total Airport-wide Corporate Jet Departures	2,019	2,070
Runway 09R/L Jet Landing Compliance	75%	69%
Total Southeast Plan Corporate Jet Landings	186	81
North Field VFR Departure Compliance	98%	98%
Total Runways 27R/L & 33 Departures	2,132	1,278
North Field Quiet Hours Compliance	98%	96%
Total North Field Quiet Hours Departures	788	536
Runway 29 BFI Right Turn Departure Compliance	100%	100%
Total Runway 29 Turbojet Departures	13,467	14,781
Silent7 Night Departure Compliance	98%	99%
Total Runway 29 Night Turbojet Departures	2,113	2,922
Runway 11 Night Departure Compliance	100%	92%
Total Runway 11 Night Turbojet Departures	53	48
Runway 29 East Turn Departure Compliance	97%	98%
Total Runway 29 East Turn Departures	4,200	4,112
100 Degree Radial Turbojet Landing Compliance	91%	87%
Total 100 Degree Radial Turbojet Landings	2,890	2,431
Engine Runup Program Compliance	100%	100%
Total Evening and Nighttime Engine Runups	77	24

[\(Return to Table of Contents\)](#)

NORTH FIELD REPORTS

North Field Preferential Runway Use Procedures

The North Field Preferential Runway Use noise abatement procedure program states that the following aircraft should not depart from Runways 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 Second Quarter 2011				
	April	May	June	Quarterly
Airport-wide Corporate Jet Departures	641	728	701	2,070
Compliant Departures	615	703	672	1,990
Non-compliant Departures	26	25	29	80
Compliance Rate	96%	97%	96%	96%
The section below compares compliance performance to total airport-wide jet departures.				
Total Airport-wide Jet Departures	4,944	5,231	5,306	15,481
Compliant Departures	4,918	5,206	5,277	15,401
Non-compliant Departures	26	25	29	80
Compliance Rate	99%	100%	99%	99%

[\(Return to Table of Contents\)](#)

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 Second Quarter 2011				
	April	May	June	Quarter
Southeast (SE) Plan Corporate Jet Landings *	7	57	17	81
Compliant SE Plan Corporate Jet Landings	6	39	11	56
Non-compliant SE Plan Corporate Jet Landings	1	18	6	25
SE Plan Corporate Jet Landings Compliance Rate	86%	68%	65%	69%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	48	370	128	546
Compliant SE Plan Airport-wide Jet Landings	47	352	122	521
Non-compliant SE Plan Airport-wide Jet Landings	1	18	6	25
SE Plan Airport-wide Jet Landings Compliance Rate	98%	95%	95%	95%
* Note: During Southeast Plan, business jets may land on Runways 09R/L and 11.				

[\(Return to Table of Contents\)](#)

North Field VFR Aircraft Departure Procedure

The North Field VFR (visual flight rules) noise abatement procedure is designed for Runways 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 Second Quarter 2011				
	April	May	June	Total
Total VFR Departures	365	465	448	1,278
Total VFR Departures Over Alameda	31	45	42	118
Compliant VFR Departures	356	459	436	1,251
Non-compliant VFR Departures	9	6	12	27
Compliance Rate	98%	99%	97%	98%

[\(Return to Table of Contents\)](#)

North Field Quiet Hours Procedures

The North Field Quiet Hours Procedures were designed to minimize aircraft noise on residential areas adjacent to the North Field from 10 p.m. to 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.

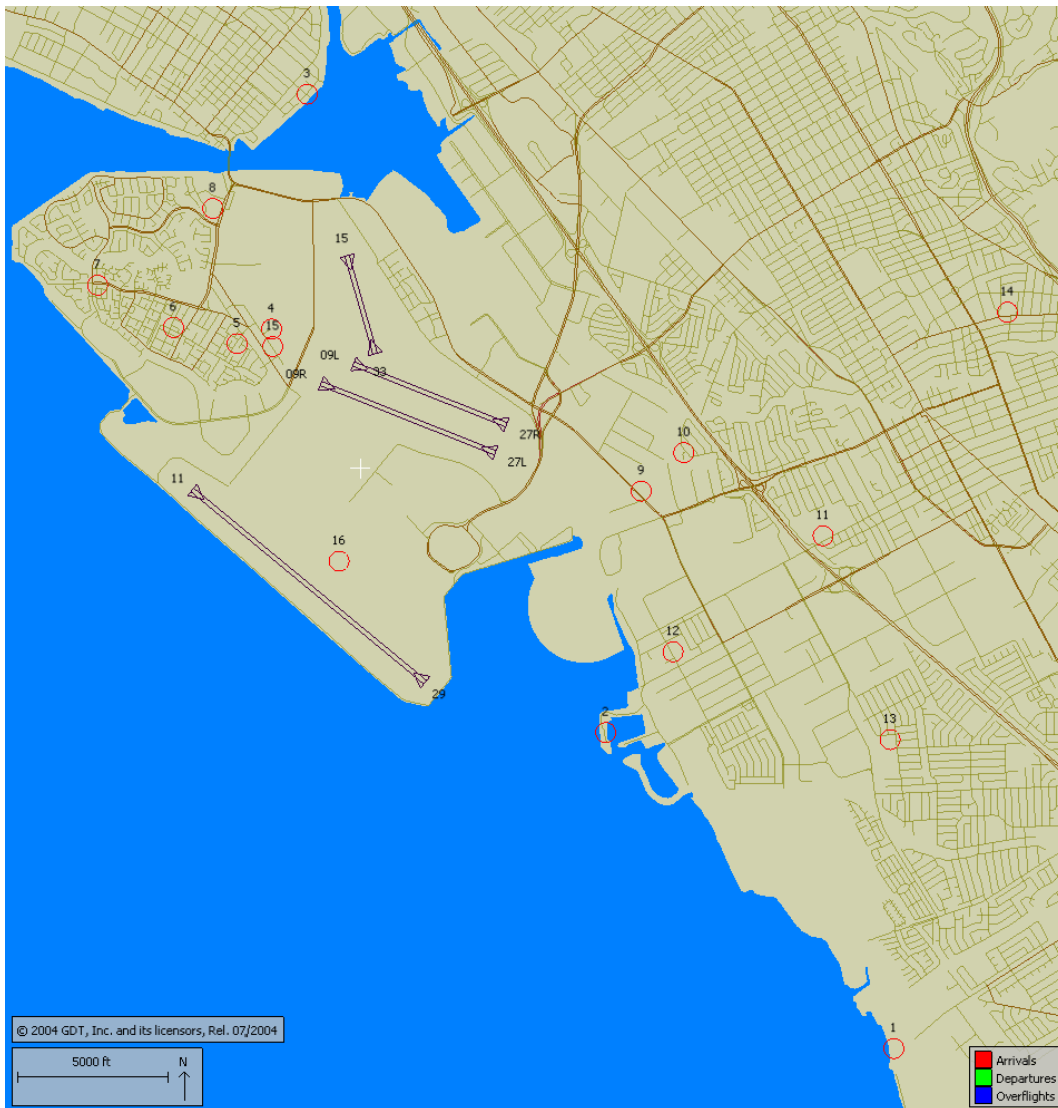
North Field Quiet Hours NAP Compliance Summary Second Quarter 2011				
10:00 p.m. to 6:00 a.m.	April	May	June	Quarterly
Total Nighttime Departures	180	168	188	536
Buffer Time Departures	1	10	13	24
Compliant Departures	172	162	178	512
Non-Compliant Departures	8	6	10	24
Compliance Rate	96%	96%	95%	96%

[\(Return to Table of Contents\)](#)

Nighttime SEL Noise Measurements Report

The Nighttime SEL Noise Measurements Report provides a summary of aircraft departure noise measurements of SEL (sound exposure level) that are equal to or greater than 80 dB (decibels). The data is being reported in this format to simplify the aircraft noise event review process by focusing on the most significant noise events and to the levels that may cause sleep disturbance for some residents in adjacent communities. All aircraft noise measurements between 10:00 p.m. and 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



[\(Return to Table of Contents\)](#)

Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 536

Second 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	7	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	7
2	119	10	0.1	1.8%	0	0.0	0.0%	1	0.0	0.2%	130
3	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
4	139	67	0.7	11.8%	33	0.4	5.8%	13	0.1	2.3%	252
5	80	17	0.2	3.0%	3	0.0	0.5%	8	0.1	1.4%	108
6	53	8	0.1	1.4%	3	0.0	0.5%	7	0.1	1.2%	71
7	11	7	0.1	1.2%	6	0.1	1.1%	0	0.0	0.0%	24
8	36	36	0.4	6.3%	7	0.1	1.2%	0	0.0	0.0%	79
9	66	19	0.2	3.4%	11	0.1	1.9%	8	0.1	1.4%	104
10	28	11	0.1	1.9%	6	0.1	1.1%	1	0.0	0.2%	46
11	9	8	0.1	1.4%	3	0.0	0.5%	1	0.0	0.2%	21
12	74	9	0.1	1.6%	2	0.0	0.4%	1	0.0	0.2%	86
13	2	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	5
14	39	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	40
All NMTs	664	196	2	35%	74	1	13%	40	0	7%	974

[\(Return to Table of Contents\)](#)

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 326

Second 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	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
4	139	67	0.7	28.0%	33	0.4	13.8%	13	0.1	5.4%	252
5	80	17	0.2	7.1%	3	0.0	1.3%	8	0.1	3.3%	108
6	53	8	0.1	3.3%	3	0.0	1.3%	7	0.1	2.9%	71
7	11	7	0.1	2.9%	6	0.1	2.5%	0	0.0	0.0%	24
8	36	36	0.4	15.1%	7	0.1	2.9%	0	0.0	0.0%	79
Total	320	135	1.5		52	0.6		28	0.3		535

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 210

Second 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	119	10	0.1	3.0%	0	0.0	0.0%	1	0.0	0.3%	130
9	66	19	0.2	5.8%	11	0.1	3.4%	8	0.1	2.4%	104
10	28	11	0.1	3.4%	6	0.1	1.8%	1	0.0	0.3%	46
11	9	8	0.1	2.4%	3	0.0	0.9%	1	0.0	0.3%	21
12	74	9	0.1	2.7%	2	0.0	0.6%	1	0.0	0.3%	86
13	2	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	5
14	39	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	40
Total	337	61	0.7		22	0.2		12	0.1		432

[\(Return to Table of Contents\)](#)

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 Second Quarter 2011				
	April	May	June	Quarter
Runway 29 Turbojet Departures	4,861	4,809	5,111	14,781
Compliant Turbojet Departures	4,857	4,805	5,110	14,772
Non-compliant Turbojet Departures	4	4	1	9
Compliance Rate	100%	100%	100%	100%

[\(Return to Table of Contents\)](#)

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 Procedure Compliance Summary Second Quarter 2011				
10:00 pm - 7:00 am	April	May	June	Quarter
Runway 29 Nighttime Turbojet Departures	988	905	1,029	2,922
Buffer Time Departures	5	11	14	30
Compliant Departures	979	889	1,022	2,890
Non-compliant Departures	9	16	7	32
Compliance Rate	99%	98%	99%	99%

[\(Return to Table of Contents\)](#)

Rolling Take-off Night Departure Procedure for FedEx

The rolling takeoff noise abatement departure procedure was designed to reduce the impacts to San Leandro residents from back-blast noise generated by late night Runway 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) Second Quarter 2011, NMT 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
2nd Quarter April through June 2010 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	2	1	2	74	27
DC10/MD10	155	52	46	67	18
MD11	220	73	94	68	20
A306	234	78	41	66	18
Difference [A-B]					
B727		-103	-99	-2	-17
DC10/MD10		-35	14	-2	-4
MD11		41	81	-2	-4
A306		11	20	-1	-7

[\(Return to Table of Contents\)](#)

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) Second Quarter 2010, NMT 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	
2nd Quarter April through June 2010 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	0	0	N/A	N/A	N/A
DC10/MD10	177	59	65	67	76	20
MD11	208	69	56	67	76	22
A306	226	75	43	67	76	21
Difference [A-B]						
B727		-104	N/A	N/A	N/A	N/A
DC10/MD10		-28	33	-2	-2	-2
MD11		37	43	-3	-3	-2
A306		8	22	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)						

[\(Return to Table of Contents\)](#)

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 Second Quarter 2011				
10:00 p.m. to 6:00 a.m.	April	May	June	Quarter
Total Nighttime Departures	3	30	15	48
Buffer Time Departures	1	0	0	1
Compliant Departures	2	30	12	44
Non-Compliant Departures	1	0	3	4
Compliance Rate	67%	100%	80%	92%

[\(Return to Table of Contents\)](#)

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 Second Quarter 2011				
	April	May	June	Quarter
Runups - 7:00 PM to 10:00 PM	1	2	0	3
Runups Greater Than 75 dB	0	0	0	0
Runups - 10:00 PM to 7:00 AM	8	6	7	21
Runups Greater Than 70 dB	0	0	0	0
Total Evening and Nighttime Runups	9	8	7	24
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

[\(Return to Table of Contents\)](#)

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 Second Quarter 2011				
	April	May	June	Quarter
RWY 29 Eastbound Turbojet Departures	1,324	1,319	1,469	4,112
Non-compliant RWY 29 Eastbound Turbojet Departures	20	26	39	85
Compliant RWY 29 Eastbound Turbojet Departures	1,304	1,293	1,430	4,027
RWY 29 Eastbound Turbojet Departure Compliance Rate	98%	98%	97%	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 monitoring gate so that aircraft 2,900 feet above sea level and higher are compliant.				

[\(Return to Table of Contents\)](#)

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 Second Quarter 2011				
	April	May	June	Quarter
Downwind Turbojets on RWY 29 Approach	888	857	939	2,684
Non-compliant Downwind Turbojets on RWY 29 Approach	60	74	58	192
Compliant Downwind Turbojets on RWY 29 Approach	828	783	881	2,492
Downwind RWY 29 Approach Compliance Rate	93%	91%	94%	93%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the monitoring gate so that aircraft 2,900 feet above sea level and higher are compliant.				

[\(Return to Table of Contents\)](#)

Monthly Aircraft Noise Complaint Summary

Oakland International Airport Noise Complaint Summary April 2011		
District / City	Callers	Complaints
Alameda (BFI)	10	13
Alameda (Central)	1	1
Berkeley	0	0
Castro Valley	3	21
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	5	6
Piedmont	0	0
San Francisco	0	0
San Leandro	3	54
San Lorenzo	2	5
Other Communities	2	2
Total	26	102
Complaints by Time of Day		
Day (0700 - 1900)	72	
Evening (1900 - 2200)	3	
Night (2200 - 0700)	27	
Complaints by Type of Operation		
General	0	
North Field	29	
Not Reported	19	
Overflight	32	
Runway 29 Landing	0	
South Field	22	
Complaints by Type of Aircraft		
Helicopter	47	
Jet	30	
Military	4	
Not Reported	19	
Propeller	2	

[\(Return to Table of Contents\)](#)

Oakland International Airport Noise Complaint Summary May 2011		
Community	Callers	Complaints
Alameda(BFI)	6	20
Alameda(Central)	1	1
Berkeley	0	0
Castro Valley	3	19
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	1	1
Piedmont	0	0
San Francisco	1	1
San Leandro	6	123
San Lorenzo	1	3
Other Communities	2	6
Total	21	174
Complaints by Time of Day		
Day (0700 - 1900)	147	
Evening (1900 - 2200)	2	
Night (2200 - 0700)	25	
Complaints by Type of Operation		
General	3	
North Field	39	
Not Reported	16	
Overflight	77	
Runway 29 Landing	0	
South Field	39	
Complaints by Type of Aircraft		
Helicopter	94	
Jet	61	
Military	2	
Not Reported	14	
Other	0	
Propeller	3	

[\(Return to Table of Contents\)](#)

Oakland International Airport Noise Complaint Summary June 2011		
Community	Callers	Complaints
Alameda(BFI)	11	13
Alameda(Central)	3	3
Berkeley	1	1
Castro Valley	1	25
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	1	0
Piedmont	0	0
San Francisco	0	0
San Leandro	3	122
San Lorenzo	1	0
Other Communities	2	0
Total	23	164
Complaints by Time of Day		
Day (0700 - 1900)	71	
Evening (1900 - 2200)	14	
Night (2200 - 0700)	79	
Complaints by Type of Operation		
General	0	
North Field	13	
Not Reported	26	
Overflight	59	
Runway 29 Landing	0	
South Field	66	
Complaints by Type of Aircraft		
Helicopter	59	
Jet	70	
Military	0	
Not Reported	25	
Other	0	
Propeller	10	

[\(Return to Table of Contents\)](#)

Complaint Summary Quarterly Comparison Second Quarter 2011				
	Callers		Complaints	
	2010Q2	2011Q2	2010Q2	2011Q2
Alameda (BFI)	19	22	95	56
Alameda (Central)	5	5	41	5
Berkeley	12	1	13	1
Castro Valley	1	5	37	67
Fremont	2	0	2	0
Hayward	1	0	1	0
Marin County	0	0	0	0
Milpitas	0	0	0	0
Newark	0	0	0	0
Oakland	6	7	8	8
Piedmont	0	0	0	0
San Francisco	0	1	0	1
San Leandro	5	8	207	302
San Lorenzo	2	2	5	11
Other Communities	9	6	13	10
Total	62	57	422	461
	2nd Quarter 2010		2nd Quarter 2011	
Complaints by Time of Day				
Day (0700 - 1900)	250		304	
Evening (1900 - 2200)	18		19	
Night (2200 - 0700)	154		138	
Complaints by Type of Operation				
General	1		9	
North Field	139		92	
Not Reported	38		58	
Overflight	27		173	
Runway 29 Landing	0		1	
South Field	217		128	
Complaints by Type of Aircraft				
Helicopter	42		206	
Jet	260		165	
Military	3		6	
Not Reported	40		59	
Propeller	77		25	

[\(Return to Table of Contents\)](#)

AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) Second Quarter 2011					
	April	May	June	Total	Percentage
Runway 27L	4	7	8	19	4%
Runway 27R	103	83	95	281	52%
Runway 33	6	7	13	26	5%
NW Flow (Alameda)	113	97	116	326	61%
Runway 09L	9	14	10	33	6%
Runway 09R	58	56	62	176	33%
Runway 15	0	1	0	1	0%
SE Flow (San Leandro)	67	71	72	210	39%
Total Departures	180	168	188	536	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 Second Quarter 2011				
	April	May	June	Total
VFR Departures				
Runway 27L	23	23	23	69
Runway 27R	194	266	257	717
Runway 33	148	176	168	492
VFR Departures	365	465	448	1,278
IFR Departures				
Runway 27L	144	151	179	474
Runway 27R	675	710	732	2,117
Runway 33	175	153	204	532
IFR Departures	994	1,014	1,115	3,123
Total Departures	1,359	1,479	1,563	4,401

[\(Return to Table of Contents\)](#)

Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2011										
		11	29	South Field	15	33	09L	09R	27L	27R	North Field	Grand Total
Arrivals	Corporate Jets	55	104	-	-	-	5	21	384	1,498	1,908	1,908
	Helicopters	-	-	-	2	1	-	1	2	3	9	9
	Commercial Jets	454	12,510	12,964	-	-	-	-	15	5	20	12,984
	Military	-	9	9	-	-	-	-	1	1	2	11
	Propeller	2	4	6	81	116	25	10	277	2,540	3,049	3,055
	Regional Jets	17	305	322	-	-	-	-	82	51	133	455
	Turboprops	13	492	505	5	9	29	20	105	1,286	1,454	1,959
	Unknown	-	-	-	1	2	-	-	4	8	15	15
Sub-totals		541	13,424	13,806	89	128	59	52	870	5,392	6,590	20,396
Departures	Corporate Jets	9	1,852	1,861	-	17	13	85	51	43	209	2,070
	Helicopters	-	-	-	-	3	1	-	-	1	5	5
	Commercial Jets	454	12,488	12,942	-	-	-	1	10	2	13	12,955
	Military	-	12	12	-	-	-	-	-	-	-	12
	Propeller	7	101	108	35	929	145	19	151	1,919	3,198	3,306
	Regional Jets	11	441	452	-	-	-	4	-	-	4	456
	Turboprops	16	471	487	-	70	33	165	329	864	1,461	1,948
	Unknown	-	4	-	-	5	2	1	2	5	15	15
Sub-totals		497	15,369	15,862	35	1,024	194	275	543	2,834	4,905	20,767
Touch & Go Sub-totals		1	-	1	9	84	17	5	268	505	888	889
Grand Total		1,039	28,793	29,669	133	1,236	270	332	1,681	8,731	12,383	42,052

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Second Quarter 2011										
		11	29	South Field	15	33	09L	09R	27L	27R	North Field	Grand Total
Arrivals	Commercial Jets	454	12,510	12,964	-	-	-	-	15	5	20	12,984
	Regional Jets	17	305	322	-	-	-	-	82	51	133	455
Commercial Jet Sub-totals		471	12,815	13,286	-	-	-	-	97	56	153	13,439
	Corporate Jets	55	104	159	-	-	5	21	384	1,498	1,908	2,067
All Jet Arrivals Sub-totals		526	12,919	13,445	-	-	5	21	481	1,554	2,061	15,506
Departures	Commercial Jets	454	12,488	12,942	-	-	-	1	10	2	13	12,955
	Regional Jets	11	441	452	-	-	-	4	-	-	4	456
Commercial Jet Sub-totals		465	12,929	13,394	-	-	-	5	10	2	17	13,411
	Corporate Jets	9	1,852	1,861	-	17	13	85	51	43	209	2,070
All Jet Departures Sub-totals		474	14,781	15,255	-	17	13	90	61	45	226	15,481
Grand Total		1,000	27,700	28,700	-	17	18	111	542	1,599	2,287	30,987

[\(Return to Table of Contents\)](#)

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.

[\(Return to Table of Contents\)](#)

APPENDICES

Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
4/1/2011 09:48	CFPUB	CFPUB	LJ25	6352	27L	B	Pilot Requested
4/1/2011 13:57	LCFPUB	LCFPUB	LJ25	6325	27L	B	Pilot Requested
4/1/2011 15:44	N991TW	N991TW	CL60	6363	27L	B	Pilot Refusal
4/3/2011 14:58	N991TW	N991TW	CL60	4223	27L	B	Pilot Refusal
4/4/2011 01:12	VOI903	-	A319	3366	27L	J	Runway Maintenance
4/4/2011 02:26	VOI907	-	A319	3203	27L	J	Runway Maintenance
4/4/2011 09:29	N64VM	N64VM	BE40	3624	27R	B	Pilot Requested
4/4/2011 16:22	N7715X	N7715X	C25B	6311	27L	B	Pilot Requested
4/5/2011 20:09	N74FH	N74FH	C501	4232	27L	B	Pilot Requested
4/6/2011 14:35	OAE36	-	LJ35	6311	27L	B	Lifeguard Medical
4/7/2011 12:24	N426EA	N426EA	1743	BE40	27R	B	Pilot Requested
4/7/2011 16:17	N105CJ	N105CJ	3735	C25B	27R	B	Pilot Requested
4/7/2011 16:20	N991TW	N991TW	3225	CL60	27L	B	Pilot Refusal
4/10/2011 02:28	LN36PJ	LN36PJ	3246	LJ35	27R	B	Lifeguard Medical
4/11/2011 02:12	VOI907	-	3311	A319	27L	J	Routine Runway Maintenance
4/11/2011 15:26	N828PA	N828PA	3665	EA50	27R	B	Pilot Requested
4/12/2011 19:29	N357MP	N357MP	C560	3707	27L	B	Pilot Requested
4/13/2011 07:28	N218WW	N218WW	GLF4	1712	27L	B	ATC Did Not Advise
4/13/2011 10:27	N71PG	N71PG	LJ35	3742	27L	B	Pilot Requested
4/16/2011 08:27	N71PG	N71PG	LJ35	3221	27L	B	Pilot Requested
4/16/2011 17:33	N306AV	N306AV	LJ45	3210	27L	B	Pilot Requested
4/18/2011 15:22	N357MP	N357MP	C560	3277	27L	B	Pilot Requested
4/18/2011 18:28	N2486B	N2486B	EA50	3217	27R	B	Pilot Refusal
4/19/2011 11:09	OPT304	-	E55P	3220	27L	B	Pilot Requested
4/21/2011 15:15	N955KC	N955KC	C680	4543	27L	B	Pilot Requested
4/21/2011 21:48	N775TB	N775TB	C525	6377	27R	B	Pilot Requested
4/25/2011 15:44	SFH800	-	EA50	1767	27L	B	ATC Instructions
4/25/2011 21:17	CGHJJ	CGHJJ	LJ31	3675	27L	B	Audio Not Available
4/27/2011 19:42	N300GC	N300GC	C550	3212	27R	B	Pilot Requested
4/28/2011 20:45	N775TB	N775TB	C25B	3213	27R	B	Pilot Requested
4/29/2011 06:10	RSP268	-	E50P	4253	27L	B	Audio Not Available
4/30/2011 12:33	LN46MF	LN46MF	LJ35	6372	27L	B	Lifeguard Medical
5/2/2011 02:29	VOI907	-	3270	A319	27L	J	Routine Runway Maintenance
5/2/2011 11:13	N991TW	N991TW	3346	CL60	27L	B	Pilot Refusal
5/3/2011 15:45	N1640	N1640	4221	H25B	27R	B	Pilot Requested
5/3/2011 16:49	N746UP	N746UP	4542	H25B	27L	B	ATC Did Not Advise
5/3/2011 18:06	N991TW	N991TW	4566	CL60	27L	B	Pilot Refusal
5/4/2011 06:59	USC1357	-	4274	LJ35	27L	B	Pilot Requested
5/5/2011 07:39	USC1357	-	6311	LJ35	27R	B	Pilot Requested
5/6/2011 13:13	N2648X	N2648X	C501	6312	27L	B	Pilot Requested
5/8/2011 11:42	EJA313P	EJA313P	C680	3254	27R	B	Pilot Requested
5/9/2011 02:26	VOI907	-	A319	3260	27L	J	Runway/Taxiway Maintenance

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
5/10/2011 10:20	N85SM	N85SM	EA50	4274	27R	B	Pilot Refusal
5/11/2011 18:49	N300GC	N300GC	C550	322	27R	B	Pilot Requested
5/12/2011 16:08	N705SG	N705SG	C56X	3216	27R	B	Pilot Requested
5/17/2011 14:45	N152FJ	N152FJ	FA50	3274	27R	B	Pilot Requested
5/17/2011 14:51	N525AK	N525AK	WW24	3267	27R	B	Pilot Requested
5/18/2011 07:11	N14GD	N14GD	CL60	3623	27L	B	Pilot Requested
5/18/2011 07:56	N542BA	N542BA	CL60	3650	27L	B	Pilot Requested
5/19/2011 07:07	N100MB	N100MB	F2TH	1751	27R	B	Pilot Requested
5/19/2011 22:34	KEY91	-	GLF4	3323	27L	B	Pilot Requested
5/20/2011 12:13	EJA663	-	C56X	3370	27R	B	Pilot Requested
5/22/2011 08:51	N100MB	N100MB	F2TH	3325	27L	B	Pilot Requested
5/23/2011 02:18	VOI907	-	A319	3257	27L	J	Routine Runway Maintenance
5/23/2011 16:05	N74FH	N74FH	C501	3743	27L	B	Pilot Requested
5/27/2011 08:56	N828PA	N828PA	EA50	3276	27R	B	Pilot Refusal
5/27/2011 13:38	N964S	N964S	EA50	3651	27R	B	Pilot Requested
5/27/2011 15:54	EJA964	-	C750	3664	27L	B	Pilot Requested
5/29/2011 19:45	N411QS	N411QS	GLF4	3272	27L	B	Departure Timing
5/30/2011 21:53	N700SR	N700SR	LJ55	3221	27R	B	Pilot Requested
5/31/2011 15:14	N930MG	N930MG	C680	4562	27R	B	Pilot Requested
6/2/2011 15:34	N775TB	N775TB	C25B	3223	27L	B	Pilot Requested
6/3/2011 10:56	N828PA	N828PA	EA50	3765	27R	B	Pilot Refusal
6/6/2011 20:31	N169TD	N169TD	CL60	3312	27L	B	ATC Did Not Advise
6/7/2011 10:28	ROPER41	ROPER41	T38	4274	27R	M	Audio Not Available
6/7/2011 19:10	N610JC	N610JC	C560	4270	27R	B	ATC Did Not Advise
6/8/2011 07:41	N828PA	N828PA	EA50	3615	27R	B	Pilot Refusal
6/8/2011 16:46	N560TA	N560TA	C560	6374	27L	B	Pilot Requested
6/8/2011 18:06	N392SM	N392SM	C525	3637	27L	B	Pilot Requested
6/9/2011 20:44	PRPSE	PRPSE	GLF5	3367	27L	B	Pilot Requested
6/10/2011 17:33	N9109X	N9109X	B763	351	27R	J	Pilot Requested
6/11/2011 16:54	N991TW	N991TW	CL60	4562	27L	B	Pilot Refusal
6/12/2011 16:53	LN75LJ	LN75LJ	LJ55	1735	27L	B	Lifeguard Medical
6/13/2011 02:52	VOI907	-	A319	3357	27L	J	Routine Runway Maintenance
6/16/2011 10:05	FTH14	-	C550	4545	27L	B	Pilot Requested
6/16/2011 15:56	N105CJ	N105CJ	C25B	3647	27L	B	Pilot Requested
6/16/2011 18:23	N484VB	N484VB	C510	1737	27L	B	Pilot Requested
6/19/2011 09:25	N828PA	N828PA	EA50	6303	27R	B	Pilot Refusal
6/19/2011 14:24	N991TW	N991TW	CL60	4213	27L	B	Pilot Refusal
6/19/2011 14:33	N401TM	N401TM	H25B	3717	27R	B	Pilot Requested
6/19/2011 17:39	N22UL	N22UL	C550	4503	27R	B	Pilot Requested
6/20/2011 02:15	VOI907	-	A319	3267	27L	J	Routine Runway Maintenance
6/20/2011 10:40	N85SM	N85SM	EA50	4525	27R	B	Pilot Refusal
6/20/2011 13:40	BJS626	-	LJ40	3607	27L	B	Pilot Requested
6/22/2011 14:05	N1SH	N1SH	PRM1	3646	27R	B	Pilot Requested
6/23/2011 12:37	N916CS	N916CS	C56X	3270	27L	B	ATC Did Not Advise
6/23/2011 14:44	N1SH	N1SH	PRM1	4262	27R	B	Pilot Requested
6/23/2011 17:11	N931RS	N931RS	LJ31	3255	27L	B	Pilot Requested

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
6/24/2011 08:07	EJA574	-	C56X	3723	27L	B	Pilot Requested
6/26/2011 13:06	N92UP	N92UP	H25B	4510	27R	B	Pilot Requested
6/27/2011 03:40	VOI907	-	A319	3227	27L	J	Routine Runway Maintenance
6/27/2011 12:38	N2486B	N2486B	EA50	3772	27R	B	Pilot Refusal
6/28/2011 11:36	N991TW	N991TW	CL60	3111	27L	B	Pilot Refusal
6/29/2011 12:07	N525AK	N525AK	VW24	6312	27R	B	Pilot Requested

[\(Return to Table of Contents\)](#)

Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
4/25/2011 10:40	N88JJ	N88JJ	C680	7365	09R	B	Pilot Requested
5/16/2011 11:27	N711VT	N711VT	C750	4107	09L	B	ATC Instructions
5/16/2011 12:34	N299DB	N299DB	FA10	4026	09R	B	Pilot Requested
5/16/2011 13:14	N414FW	N414FW	C25A	1377	09L	B	ATC Instructions
5/16/2011 13:53	TWY939	-	CL60	6527	09R	B	Pilot Requested
5/16/2011 14:25	EJA669P	EJA669P	C56X	4504	09L	B	Pilot Requested
5/16/2011 14:30	N52DC	N52DC	F2TH	1337	09R	B	Pilot Requested
5/16/2011 14:37	N221CM	N221CM	GLF3	6614	09R	B	Pilot Requested
5/16/2011 14:58	EJA380	-	C680	635	09R	B	Pilot Requested
5/16/2011 15:06	EJM60	-	F900	1453	09R	B	Pilot Requested
5/16/2011 15:49	N81SF	N81SF	H25B	5741	09R	B	ATC Instructions
5/16/2011 16:56	N14GD	N14GD	CL60	3001	09R	B	Pilot Requested
5/16/2011 17:54	N926CC	N926CC	C525	775	09R	B	Pilot Requested
5/16/2011 19:01	N696NA	N696NA	EA50	1631	09R	B	Pilot Requested
5/16/2011 20:22	EJA661P	EJA661P	C56X	6011	09R	B	Pilot Requested
5/16/2011 20:32	N551WH	N551WH	C510	2046	09R	B	Pilot Requested
5/17/2011 08:10	N152FJ	N152FJ	FA50	6022	09L	B	Pilot Requested
5/25/2011 09:58	N25MB	N25MB	C501	6606	09R	B	Pilot Requested
5/31/2011 06:37	OPT708	-	C750	7227	09R	B	Pilot Requested
6/4/2011 09:29	N750XJ	N750XJ	C750	2742	09R	B	Pilot Requested
6/4/2011 13:25	N35BG	N35BG	LJ35	6675	09R	B	Pilot Requested
6/4/2011 13:50	EJA320P	EJA320P	C680	4571	09R	B	Pilot Requested
6/4/2011 15:50	N585VC	N585VC	H25B	566	09R	B	Pilot Requested
6/4/2011 16:50	N1GH	N1GH	C550	7255	09L	B	Pilot Requested
6/4/2011 17:39	N405QS	N405QS	GLF4	1722	09R	B	Pilot Requested

[\(Return to Table of Contents\)](#)

North Field VFR Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
4/3/2011 12:39	N5038C	N5038C	CITB	336	33	P	Good Effort
4/4/2011 09:45	AMF8009	-	PA31	326	27R	P	VFR Departure
4/5/2011 09:06	N12522	N12522	C206	331	27R	P	VFR Departure
4/5/2011 13:25	N3268C	N3268C	C82R	354	27R	P	VFR Departure
4/9/2011 10:35	N731QN	N731QN	C210	365	33	P	VFR Departure
4/9/2011 15:38	N4168F	N4168F	C172	354	27L	P	Good Effort/Air Traffic
4/10/2011 14:29	N64087	N64087	C172	377	33	P	VFR Departure
4/12/2011 10:18	CAP453	-	C182	347	27R	P	VFR Departure
4/14/2011 12:11	N76D	N76D	SR22	371	27R	P	VFR Departure
4/16/2011 12:54	N222MF	N222MF	C172	334	27R	P	VFR Departure
4/27/2011 10:19	N21263	N21263	C172	356	27R	P	Good Effort
4/27/2011 16:55	N43434	N43434	PA28	325	27R	P	Audio Not Available
4/28/2011 11:50	N2862P	N2862P	LAKE	355	33	P	Good Effort
4/29/2011 11:23	N43434	N43434	PA28	364	33	P	Good Effort
4/30/2011 11:35	N21051	N21051	C172	372	33	P	Good Effort/Air Traffic
5/1/2011 16:27	N76D	N76D	SR22	376	27R	P	Good Effort/Air Traffic
5/2/2011 11:01	N328TA	N328TA	C172	373	27R	P	Good Effort/Air Traffic
5/2/2011 15:48	N117KR	N117KR	PA46	344	27R	P	VFR Departure
5/2/2011 18:49	LN22WF	LN22WF	PAY2	316	27R	T	Lifeguard Medical
5/4/2011 16:58	N328TA	N328TA	C172	350	33	P	Good Effort
5/5/2011 15:18	N9176J	N9176J	P28A	316	27R	P	Good Effort/Air Traffic
5/6/2011 17:10	N739UL	N739UL	C172	313	27R	P	VFR Departure
5/7/2011 09:19	N9789R	N9789R	BE35	347	27R	P	Straight-out Departure
5/7/2011 10:08	N9789R	N9789R	BE35	347	27R	P	Straight-out Departure
5/7/2011 10:51	N234JG	N234JG	C172	371	33	P	VFR Departure
5/9/2011 10:21	N5474J	N5474J	C310	333	27R	P	VFR Departure
5/9/2011 23:47	N64087	N64087	C172	336	27R	P	Good Effort
5/10/2011 16:14	N16196	N16196	C172	332	33	P	Good Effort/Air Traffic
5/13/2011 14:46	N636RB	N636RB	RV7	313	33	P	Good Effort
5/13/2011 15:54	N21263	N21263	C172	326	33	P	Good Effort
5/15/2011 16:34	N58628	N58628	C172	375	27R	P	VFR Departure
5/18/2011 12:57	N328TA	N328TA	C172	350	27R	P	VFR Departure
5/19/2011 16:14	N603VF	N603VF	PA34	375	33	P	Good Effort/Air Traffic
5/21/2011 16:19	N842LP	N842LP	C172	325	33	P	Good Effort
5/23/2011 10:01	N621SL	N621SL	COL4	344	27R	P	Good Effort/Air Traffic
5/24/2011 11:50	IDAHO25	IDAHO25	C206	370	27R	P	Law Enforcement
5/28/2011 11:24	N328TA	N328TA	C172	323	27R	P	Good Effort/Air Traffic
5/28/2011 12:57	N14008	N14008	C172	325	27R	P	Good Effort
5/29/2011 14:39	N8279W	N8279W	PARO	363	27R	P	Good Effort
6/5/2011 09:21	N9789R	N9789R	BE35	321	27R	P	VFR Departure
6/7/2011 17:21	N444PF	N444PF	CH10	351	33	P	Good Effort
6/8/2011 12:45	N43434	N43434	P28A	335	27R	P	Good Effort
6/8/2011 15:32	N89653	N89653	C172	332	27R	P	VFR Departure
6/8/2011 19:24	N2BN	N2BN	LINE	345	27R	P	VFR Departure

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
6/9/2011 16:48	N842LP	N842LP	C172	377	33	P	Good Effort/Air Traffic
6/10/2011 13:33	N842LP	N842LP	C172	365	27R	P	VFR Departure
6/10/2011 15:40	N328TA	N328TA	C172	362	27R	P	Good Effort/Air Traffic
6/10/2011 17:31	N2185X	N2185X	P28A	353	27R	P	VFR Departure
6/12/2011 17:06	N328TA	N328TA	C172	373	27R	P	VFR Departure
6/13/2011 15:55	N842LP	N842LP	C172	367	27R	P	Good Effort/Air Traffic
6/14/2011 12:41	N20858	N20858	C172	315	27R	P	VFR Departure
6/14/2011 15:38	N842LP	N842LP	C172	313	27R	P	Good Effort/Air Traffic
6/15/2011 11:59	N3118F	N3118F	C182	366	33	P	Good Effort/Air Traffic
6/15/2011 12:01	VNR195	-	P180	373	27R	T	VFR Departure
6/17/2011 16:50	N739UL	N739UL	C172	327	33	P	VFR Departure
6/20/2011 16:32	N7727Q	N7727Q	C310	333	27R	P	Good Effort/Air Traffic
6/21/2011 17:22	N2382V	N2382V	PA38	375	27R	P	VFR Departure
6/22/2011 20:45	N60463	N60463	C152	361	27R	P	VFR Departure
6/24/2011 10:52	N842LP	N842LP	C172	362	27R	P	Good Effort/Air Traffic
6/26/2011 11:39	N201VU	N201VU	MO21	316	27R	P	VFR Departure
6/26/2011 12:27	N553TP	N553TP	P28A	317	33	P	Good Effort

[\(Return to Table of Contents\)](#)

North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
4/4/2011 02:26	VOI907	-	A319	3203	27L	J	Runway Maintenance
4/4/2011 04:32	AMF1391	-	SW4	4570	27R	T	Good Effort
4/5/2011 05:57	AMF212	-	PA31	4564	27R	P	Time Buffer
4/6/2011 00:34	AMF271	-	BE99	3275	09R	T	Runway 09R Drift East
4/7/2011 22:21	AMF229	-	SW4	3216	27R	T	Wide SaladOne Departure
4/8/2011 23:26	LN290SJ	LN290SJ	BE20	3323	27R	T	Lifeguard Medical
4/9/2011 03:31	AMF207	-	BE99	3205	27R	T	Wide SaladOne Departure
4/10/2011 02:28	LN36PJ	LN36PJ	LJ35	3246	27R	B	Lifeguard Medical
4/10/2011 05:36	N9836S	N9836S	BE36	3301	27R	P	Wide SaladOne Departure
4/13/2011 23:14	N3282D	N3282D	C182	1200	09L	P	Runway 09L Departure
4/15/2011 23:38	FLX953	-	C210	4533	09L	P	Runway 09L Departure
4/17/2011 00:40	N808SW	N808SW	BE20	3263	27R	T	Good Effort
4/20/2011 22:24	AMF229	-	SW4	3226	27R	T	Good Effort
4/21/2011 02:25	LN431GW	LN431GW	PAY2	3344	27R	T	Lifeguard Medical
4/21/2011 22:27	N366SL	N366SL	BE30	4242	27R	T	Wide SaladOne Departure
4/25/2011 04:31	AMF1391	-	SW4	4253	27R	T	VFR Departure
4/26/2011 22:08	-	-	PROP	1200	27R	P	Time Buffer
4/27/2011 01:19	JLG695	-	BE9L	3307	27R	T	Wide SaladOne Departure
4/28/2011 05:43	ARG1	-	HELO	1200	33	H	Law Enforcement
4/28/2011 23:40	CHPR5	CHPR5	HELO	313	09L	H	Law Enforcement
4/30/2011 22:07	N442SA	N442SA	PA44	3374	27R	P	Time Buffer
5/2/2011 02:29	VOI907	-	A319	3270	27L	J	Routine Runway Maintenance

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	AC Categ.	Comments
5/3/2011 04:24	AMF208	-	BE99	3257	27R	T	Strraight-out Departure
5/4/2011 05:59	AMF212	-	PA31	4261	27R	P	Time Buffer
5/6/2011 23:29	N2FR	N2FR	M20T	1200	27R	P	Good Effort
5/9/2011 02:26	VOI907	-	A319	3260	27L	J	Runway/Taxiway Maintenance
5/9/2011 23:47	N64087	N64087	C172	336	27R	P	VFR Departure
5/10/2011 00:28	N9560V	N9560V	C172	4201	27R	P	310 Degree Departure
5/13/2011 05:57	AMF223	-	PA31	4212	27R	P	Time Buffer
5/15/2011 22:06	N46521	N46521	C172	4251	27R	P	Time Buffer
5/16/2011 05:51	AMF223	-	PA31	4265	09L	P	Time Buffer
5/16/2011 05:54	AMF212	-	PA31	4261	09L	P	Time Buffer
5/16/2011 23:09	N81SF	N81SF	H25B	3350	09R	B	Runway 09R Drift East
5/17/2011 00:44	AMF271	-	BE99	3241	09R	T	Runway 09R Drift East
5/17/2011 02:51	AMF288	-	SW4	3302	09L	T	Runway 09R Drift East
5/17/2011 22:19	AMF229	-	BE99	3251	09R	T	Runway 09R Drift East
5/18/2011 22:57	N3282D	N3282D	C185	1200	09L	P	Runway 09L Departure
5/19/2011 04:33	AMF208	-	BE99	3207	09R	T	Runway 09R Drift East
5/19/2011 05:20	PCM8650	-	C208	4202	27L	T	Wide SaladOne Departure
5/19/2011 22:34	KEY91	-	GLF4	3323	27L	B	Strraight-out Departure
5/21/2011 23:52	N506MV	N506MV	BE30	4521	27R	T	Wide SaladOne Departure
5/23/2011 02:18	VOI907	-	A319	3257	27L	J	Routine Runway Maintenance
5/26/2011 03:37	CMD4	-	A109	4532	27R	P	Lifeguard Medical
5/26/2011 22:10	AMF229	-	SW4	3304	27R	T	Time Buffer
5/31/2011 04:22	AMF208	-	BE99	3353	09R	T	Runway 09R Drift East
5/31/2011 05:51	SQU4	-	LJ35	3363	09R	B	Time Buffer
5/31/2011 05:59	AMF223	-	PA31	4251	09L	P	Time Buffer
6/3/2011 22:57	AMF229	-	BE99	3376	27R	T	Wide SaladOne Departure
6/6/2011 05:48	AMF212	-	PA31	4541	27R	P	ATC Instructions
6/6/2011 05:53	MRA687	-	C208	4544	33	T	Time Buffer
6/6/2011 23:52	N422HP	N422HP	PA46	3315	27R	P	Wide SaladOne Departure
6/7/2011 22:30	N2416U	N2416U	C172	4204	27R	P	VFR Departure
6/8/2011 00:48	N711KZ	N711KZ	C421	3330	27R	P	Good Effort
6/8/2011 03:24	LN771MF	LN771MF	PAY2	4231	27R	T	Lifeguard Medical
6/8/2011 22:02	AMF229	-	SW4	3240	27R	T	Time Buffer
6/9/2011 22:12	AMF229	-	SW4	3234	27L	T	310 Degree Departure
6/12/2011 23:05	N3636T	N3636T	BE35	4575	27R	P	VFR Departure
6/15/2011 05:53	AMF212	-	PA31	4574	27R	P	Time Buffer
6/15/2011 22:10	AMF229	-	SW4	3317	27R	T	Time Buffer
6/16/2011 05:41	N125BP	N125BP	PC12	3203	09L	T	ATC Instructions
6/16/2011 22:29	N350GL	N350GL	B350	3255	27L	T	Wide SaladOne Departure
6/17/2011 04:17	AMF208	-	BE99	3304	09R	T	Good Effort
6/22/2011 05:58	PCM8709	-	C208	4266	27L	T	310 Degree Departure
6/23/2011 22:35	N344TA	N344TA	PA32	4532	27R	P	Good Effort
6/29/2011 22:08	N85SL	N85SL	PAY4	4571	27R	T	Time Buffer
6/29/2011 22:13	AMF229	-	SW4	3261	27R	T	310 Degree Departure

[\(Return to Table of Contents\)](#)

North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/1/2011 00:45	8	74.3	80.3	7	AMF271		BE99	09R
4/3/2011 00:17	9	72.2	80	13	N64087	N64087	C172	09L
4/4/2011 01:12	4	80.9	90.2	21	VOI903		A319	27L
4/4/2011 01:12	5	87.5	94.9	23	VOI903		A319	27L
4/4/2011 01:12	6	78.9	88.9	24	VOI903		A319	27L
4/4/2011 01:12	7	70.4	81.2	18	VOI903		A319	27L
4/4/2011 02:26	4	80.6	89.8	24	VOI907		A319	27L
4/4/2011 02:26	5	88.4	95.5	20	VOI907		A319	27L
4/4/2011 02:26	6	82.6	92.4	25	VOI907		A319	27L
4/4/2011 02:26	7	76.6	86.5	24	VOI907		A319	27L
4/5/2011 00:55	9	72	83.3	26	N3282D	N3282D	PROP	09L
4/5/2011 05:53	4	71.2	80.2	14	AMF223		PA31	27R
4/5/2011 05:54	8	74.8	83.5	15	AMF223		PA31	27R
4/5/2011 05:56	4	70.2	80.2	18	AMF212		PA31	27R
4/5/2011 05:57	8	75.1	82.7	11	AMF212		PA31	27R
4/5/2011 22:08	8	76	80.8	7	AMF229		SW4	27R
4/6/2011 05:51	4	74.2	81.7	12	AMF223		PA31	27R
4/7/2011 01:45	4	73	80.1	12	AMF272		BE99	27R
4/7/2011 04:17	2	71.8	80.4	27	AMF208		BE99	09R
4/7/2011 22:21	4	73.6	80.2	9	AMF229		SW4	27R
4/7/2011 22:21	6	74.8	80.9	12	AMF229		SW4	27R
4/7/2011 23:46	9	73.7	81.9	15	N400ES	N400ES	CL60	09R
4/7/2011 23:59	7	70.3	80.3	21	N651CV	N651CV	C650	09R
4/8/2011 00:00	2	73.2	82.2	24	N651CV	N651CV	C650	09R
4/8/2011 05:49	4	74	81.1	11	AMF223		PA31	27R
4/8/2011 05:55	4	76	83.6	15	AMF212		PA31	27R
4/8/2011 23:26	4	80.3	85.4	12	LN290SJ	LN290SJ	BE20	27R
4/8/2011 23:26	6	74.9	80.6	10	LN290SJ	LN290SJ	BE20	27R
4/9/2011 03:31	4	81.1	86.4	13	AMF207		BE99	27R
4/9/2011 03:31	5	78.3	84.2	12	AMF207		BE99	27R
4/9/2011 03:31	6	74.4	81.1	11	AMF207		BE99	27R
4/10/2011 02:28	4	82.6	91.5	32	LN36PJ	LN36PJ	LJ35	27R
4/10/2011 02:28	5	78.5	88.6	31	LN36PJ	LN36PJ	LJ35	27R
4/10/2011 02:29	6	80.3	89.1	31	LN36PJ	LN36PJ	LJ35	27R
4/10/2011 02:29	8	73.6	82.9	22	LN36PJ	LN36PJ	LJ35	27R
4/10/2011 02:29	7	76.6	86.2	29	LN36PJ	LN36PJ	LJ35	27R
4/10/2011 05:37	4	85	91.7	25	N9836S	N9836S	BE36	27R
4/10/2011 05:37	5	77.1	86.1	23	N9836S	N9836S	BE36	27R
4/10/2011 05:37	6	73.3	83.3	27	N9836S	N9836S	BE36	27R
4/11/2011 02:12	4	81.6	90.9	22	VOI907		A319	27L
4/11/2011 02:12	5	88.6	96.2	22	VOI907		A319	27L
4/11/2011 02:12	6	81.9	91.2	27	VOI907		A319	27L
4/11/2011 02:12	7	72.9	83	23	VOI907		A319	27L
4/11/2011 05:57	4	74.1	80.4	11	AMF223		PA31	27R
4/11/2011 22:10	4	80.3	86.6	12	N4875K	N4875K	P210	27R
4/11/2011 22:10	8	79.9	86	11	N4875K	N4875K	P210	27R
4/12/2011 04:17	12	74	81.3	13	AMF208		BE99	09R
4/12/2011 05:54	4	75.1	81.4	11	AMF223		PA31	27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/12/2011 05:57	4	77.1	83.5	13	AMF212		PA31	27R
4/13/2011 00:40	4	74.3	81.2	10	AMF271		BE99	27R
4/13/2011 04:13	4	73.9	81.3	13	AMF208		BE99	27R
4/13/2011 05:59	4	75.3	82.8	14	AMF212		PA31	27R
4/13/2011 23:14	9	80.7	90	35	N3282D	N3282D	C182	09L
4/13/2011 23:14	10	80.9	88.3	23	N3282D	N3282D	C182	09L
4/13/2011 23:15	11	72	82.6	21	N3282D	N3282D	C182	09L
4/14/2011 00:02	4	76.5	83.6	15	N633TA	N633TA	PA44	27R
4/14/2011 05:57	4	73.9	81	11	AMF223		PA31	27R
4/14/2011 06:00	4	77.7	84.9	14	AMF212		PA31	27R
4/14/2011 22:47	9	74.2	85.2	30	N58SR	N58SR	LJ55	09R
4/15/2011 02:54	9	72.9	80.9	13	AMF288		SW4	09R
4/15/2011 23:35	9	79	87.4	28	FLX952		C210	09L
4/15/2011 23:35	10	74.7	83.7	25	FLX952		C210	09L
4/15/2011 23:36	11	73.6	82.2	19	FLX952		C210	09L
4/15/2011 23:39	9	77.8	86	25	FLX953		C210	09L
4/15/2011 23:39	10	74	82.4	20	FLX953		C210	09L
4/15/2011 23:39	11	71.7	80.6	14	FLX953		C210	09L
4/16/2011 03:28	4	73.4	80.4	11	AMF207		BE99	27R
4/17/2011 00:40	5	75.9	81.5	9	N808SW	N808SW	BE20	27R
4/17/2011 22:11	4	77.6	83.9	12	N772MF	N772MF	PAY2	27R
4/18/2011 05:23	12	72.3	81.9	17	N359K	N359K	LJ45	09R
4/18/2011 05:54	4	85.2	90.5	15	AMF212		PA31	27R
4/18/2011 05:54	5	74.8	81.9	13	AMF212		PA31	27R
4/18/2011 05:54	8	78.6	84.3	10	AMF212		PA31	27R
4/20/2011 22:24	10	73.1	84.9	30	AMF229		SW4	27R
4/21/2011 00:31	5	74.2	81.9	14				27R
4/22/2011 05:51	4	80.5	87.1	14	AMF223		PA31	27R
4/22/2011 05:55	4	73.8	81.3	12	AMF212		PA31	33
4/24/2011 02:53	4	80.4	90.3	37	N435CT	N435CT	BE40	09R
4/24/2011 02:53	8	70.8	80	13	N435CT	N435CT	BE40	09R
4/24/2011 02:54	9	79.2	88.3	27	N435CT	N435CT	BE40	09R
4/24/2011 02:54	10	74.3	83.6	19	N435CT	N435CT	BE40	09R
4/24/2011 02:54	13	69.5	80.5	24	N435CT	N435CT	BE40	09R
4/25/2011 04:31	4	78.2	82.3	9	AMF1391		SW4	27R
4/25/2011 04:31	5	73.8	80.8	12	AMF1391		SW4	27R
4/25/2011 05:51	12	77.4	83.4	11	AMF223		PA31	27R
4/25/2011 05:52	4	78.3	84.9	13	AMF223		PA31	27R
4/25/2011 05:52	8	74.1	81.8	11	AMF223		PA31	27R
4/25/2011 05:56	8	75.7	82.7	11	AMF212		PA31	27R
4/26/2011 02:07	9	77.1	83	12	JLG695		BE9L	09R
4/26/2011 04:22	4	74.9	81.3	12	AMF208		BE99	27R
4/26/2011 22:09	8	72.7	84.1	28			PROP	27R
4/26/2011 22:22	4	78.4	83.9	11	N241PH	N241PH	BE20	27R
4/26/2011 22:22	8	73.9	82.1	10	N241PH	N241PH	BE20	27R
4/27/2011 01:19	4	83.2	88.4	14	JLG695		BE9L	27R
4/27/2011 01:19	5	77.4	82.5	9	JLG695		BE9L	27R
4/27/2011 01:20	6	75	80.5	12	JLG695		BE9L	27R
4/27/2011 01:20	8	75	83	14	JLG695		BE9L	27R
4/28/2011 05:49	4	76	83	11	AMF223		PA31	27R
4/29/2011 05:41	5	68.5	80.8	32	N661TC	N661TC	PAY2	27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/29/2011 05:59	4	75.2	83.1	16	AMF223		PA31	27R
4/30/2011 06:00	4	81.4	89.2	33	N575SA	N575SA	SR22	27R
4/30/2011 06:00	5	77.2	84.7	25	N575SA	N575SA	SR22	27R
4/30/2011 06:00	6	71.4	80.3	18	N575SA	N575SA	SR22	27R
4/30/2011 06:00	8	75.1	83.2	17	N575SA	N575SA	SR22	27R
4/30/2011 22:08	4	70.7	80.9	21	N442SA	N442SA	PA44	27R

[\(Return to Table of Contents\)](#)

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/2/2011 00:20	4	77.5	86.1	21	N2960L	N2960L	PA28	27L
5/2/2011 02:28	4	82.1	90.9	21	VOI907		A319	27L
5/2/2011 02:29	5	89.1	96.4	22	VOI907		A319	27L
5/2/2011 02:29	6	83.6	92.8	25	VOI907		A319	27L
5/2/2011 02:29	7	78.4	88.5	28	VOI907		A319	27L
5/3/2011 00:39	4	73.5	80	11	AMF271		BE99	27R
5/3/2011 04:24	4	74.4	81.3	13	AMF208		BE99	27R
5/3/2011 23:48	13	70.9	80.2	16			PROP	09L
5/4/2011 02:38	2	74.3	80.7	11	AMF288		SW4	09R
5/4/2011 23:31	9	78.2	86.9	20	LN36PJ	LN36PJ	LJ35	09R
5/5/2011 22:19	4	77.2	82.4	10	AMF229		SW4	27L
5/5/2011 23:50	10	73.5	83.3	19			PROP	27R
5/5/2011 23:51	11	76.9	82.8	27			PROP	27R
5/6/2011 00:45	4	82.1	87.8	14	AMF271		BE99	27R
5/6/2011 00:45	5	75.1	81.2	9	AMF271		BE99	27R
5/6/2011 01:30	4	73	80.6	17	AMF272		BE99	27R
5/6/2011 02:44	9	73.9	80.7	11	AMF288		SW4	09L
5/6/2011 02:45	2	74.4	80	12	AMF288		SW4	09L
5/6/2011 05:51	4	74.5	80.6	10	AMF5214		BE99	33
5/6/2011 23:01	4	75.4	81.9	11	AMF229		SW4	27R
5/6/2011 23:30	4	76.1	82.5	11	N2FR	N2FR	M20T	27R
5/9/2011 02:26	5	87.6	95.5	25	VOI907		A319	27L
5/10/2011 22:38	4	76.5	84	21	CMD70		C421	27R
5/11/2011 04:24	4	82.2	88.1	13	AMF208		BE99	27R
5/11/2011 04:24	5	76.5	82.6	11	AMF208		BE99	27R
5/12/2011 05:57	4	78.3	84.9	13	AMF212		PA31	27R
5/13/2011 00:39	4	75.2	81.4	12	AMF271		BE99	27R
5/13/2011 05:52	4	76.2	83.4	14	AMF212		PA31	27R
5/13/2011 05:58	4	74.3	81.4	13	AMF223		PA31	27R
5/13/2011 05:58	8	71.1	80.6	12	AMF223		PA31	27R
5/14/2011 05:59	4	78.6	86.3	23	N246DX	N246DX	SR22	27R
5/14/2011 05:59	8	74.9	81.4	11	N246DX	N246DX	SR22	27R
5/15/2011 23:48	4	78.4	87.7	29	N423SJ	N423SJ	H25B	09R
5/15/2011 23:48	9	79.4	88.2	22	N423SJ	N423SJ	H25B	09R
5/15/2011 23:49	10	74.6	82.3	16	N423SJ	N423SJ	H25B	09R
5/15/2011 23:49	12	75.8	85.8	21	N423SJ	N423SJ	H25B	09R
5/16/2011 05:52	9	84.2	90.3	27	AMF223		PA31	09L
5/16/2011 05:52	10	76.9	84.9	29	AMF223		PA31	09L
5/16/2011 05:52	11	71	80.7	19	AMF223		PA31	09L
5/16/2011 05:55	9	79.3	86.9	25	AMF212		PA31	09L

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/16/2011 05:55	10	79.5	86.3	23	AMF212		PA31	09L
5/16/2011 05:55	11	77.4	85.1	19	AMF212		PA31	09L
5/16/2011 22:19	9	75.3	82.2	13	AMF229		SW4	09R
5/16/2011 23:08	4	72.7	80.6	14	N81SF	N81SF	H25B	09R
5/16/2011 23:09	9	84.3	91.9	24	N81SF	N81SF	H25B	09R
5/16/2011 23:09	10	76.6	85.1	24	N81SF	N81SF	H25B	09R
5/16/2011 23:10	11	80.5	87.7	25	N81SF	N81SF	H25B	09R
5/17/2011 02:52	9	72.6	80.8	16	AMF288		SW4	09L
5/17/2011 02:52	10	72.6	80.3	14	AMF288		SW4	09L
5/17/2011 22:19	9	74.9	82.4	14	AMF229		BE99	09R
5/17/2011 22:44	9	84.7	92.6	36	N208VP	N208VP	C560	09R
5/17/2011 22:44	10	76.8	85.2	21	N208VP	N208VP	C560	09R
5/17/2011 22:44	11	73.7	83.1	23	N208VP	N208VP	C560	09R
5/17/2011 22:44	13	72.9	82.6	24	N208VP	N208VP	C560	09R
5/18/2011 06:00	4	80.6	87.3	18	AMF223		PA31	27R
5/18/2011 06:00	5	73.1	80	12	AMF223		PA31	27R
5/18/2011 06:01	10	73.4	80.2	10	AMF223		PA31	27R
5/18/2011 22:50	4	74.7	83.4	18	N6462Q	N6462Q	M20P	27R
5/18/2011 22:58	9	83.7	93.3	39	N3282D	N3282D	C185	09L
5/18/2011 22:58	10	84.5	93	35	N3282D	N3282D	C185	09L
5/18/2011 22:58	11	69.7	80.7	19	N3282D	N3282D	C185	09L
5/19/2011 04:34	9	72.3	80.3	12	AMF208		BE99	09R
5/19/2011 05:21	4	73.8	80.6	12	PCM8650		C208	27L
5/19/2011 22:34	4	83.4	92.1	32	KEY91		GLF4	27L
5/19/2011 22:34	6	83.5	91.8	29	KEY91		GLF4	27L
5/19/2011 22:35	7	76.1	86.4	25	KEY91		GLF4	27L
5/19/2011 22:35	8	72.9	81.3	15	KEY91		GLF4	27L
5/20/2011 02:45	9	76.3	82	10	AMF288		SW4	09L
5/20/2011 05:52	4	72	80.5	13	AMF223		PA31	27R
5/20/2011 05:55	4	80.3	86.7	16	AMF212		PA31	27R
5/20/2011 05:55	8	74.1	80.5	9	AMF212		PA31	27R
5/21/2011 23:53	4	74.4	81.2	10	N506MV	N506MV	BE30	27R
5/23/2011 02:18	4	81.1	90.8	25	VOI907		A319	27L
5/23/2011 02:18	6	77.3	87.9	28	VOI907		A319	27L
5/23/2011 02:18	7	72.1	82	23	VOI907		A319	27L
5/23/2011 05:44	4	79.9	85.8	15	AMF212		PA31	27R
5/23/2011 05:46	7	72.6	84.8	44	AMF223		PA31	27R
5/23/2011 05:47	4	71.1	80.2	20	AMF223		PA31	27R
5/24/2011 00:43	4	76.2	85.6	18	AMF271		BE99	27R
5/24/2011 22:46	4	82.4	86.5	12	N22WF	N22WF	PAY2	27R
5/24/2011 22:47	8	78.2	84.6	11	N22WF	N22WF	PAY2	27R
5/25/2011 00:41	2	72.3	80.4	16	AMF271		BE99	09R
5/25/2011 05:53	4	82	87.3	15	AMF212		PA31	27R
5/25/2011 05:53	8	77.2	84.1	13	AMF212		PA31	27R
5/29/2011 00:58	9	71.1	80.2	21			PROP	09L
5/29/2011 00:58	10	73	80.2	16			PROP	09L
5/29/2011 05:08	4	82.2	90.5	25	VNR163		P180	27R
5/29/2011 05:08	6	75.1	84.5	21	VNR163		P180	27R
5/29/2011 05:10	2	72.8	81	18	VNR163		P180	27R
5/29/2011 05:10	12	72.1	80.2	13	VNR163		P180	27R
5/31/2011 04:23	9	75.9	83.3	17	AMF208		BE99	09R
5/31/2011 05:27	4	70.9	80.8	17	N359K	N359K	LJ45	09R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/31/2011 05:28	12	71.2	81.5	19	N359K	N359K	LJ45	09R
5/31/2011 05:51	9	81.4	91.5	33	SQU4		LJ35	09R
5/31/2011 05:51	11	78.5	87.7	34	SQU4		LJ35	09R
5/31/2011 06:00	9	74.9	82.9	20	AMF223		PA31	09L

[\(Return to Table of Contents\)](#)

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/1/2011 00:19	4	73.2	80.2	12	N431GW	N431GW	PAY2	27R
6/1/2011 01:39	9	74.4	80.8	11	AMF272		BE99	09R
6/1/2011 01:39	12	72.2	80	13	AMF272		BE99	09R
6/1/2011 05:47	4	73.2	80.4	11	AMF223		PA31	27R
6/1/2011 05:49	4	80	85.3	11	AMF212	PO4535	PA31	27R
6/1/2011 05:49	8	73.4	83	18	AMF212	PO4535	PA31	27R
6/2/2011 01:39	4	80.2	87.5	18	AMF272		BE99	27R
6/2/2011 02:48	2	73.9	80.1	11	AMF288		SW4	09R
6/2/2011 05:55	4	84.5	89.7	15	AMF212		PA31	27R
6/2/2011 05:55	8	76.1	83.4	16	AMF212		PA31	27R
6/3/2011 22:08	9	74.9	85.5	26			PROP	09L
6/3/2011 22:08	10	77.5	86.1	24			PROP	09L
6/3/2011 22:09	11	70	80.3	22			PROP	09L
6/3/2011 22:57	4	76.5	82.3	11	AMF229		BE99	27R
6/4/2011 23:39	9	76.4	85.4	19	VV375	VV375	GLF5	09R
6/4/2011 23:39	10	70.6	80	17	VV375	VV375	GLF5	09R
6/4/2011 23:39	12	77.8	86.6	22	VV375	VV375	GLF5	09R
6/4/2011 23:39	2	74.1	83.4	24	VV375	VV375	GLF5	09R
6/6/2011 05:48	4	70.4	80.1	17	AMF212		PA31	27R
6/6/2011 05:49	8	70.9	80.9	14	AMF212		PA31	27R
6/6/2011 05:59	4	72.5	80.7	14	KAI82		GLF3	09R
6/6/2011 05:59	9	82.5	92.4	44	KAI82		GLF3	09R
6/6/2011 05:59	10	78.4	87.1	25	KAI82		GLF3	09R
6/6/2011 06:00	12	85.9	94.5	38	KAI82		GLF3	09R
6/6/2011 06:00	2	82	91.6	49	KAI82		GLF3	09R
6/6/2011 22:16	4	76.8	82.5	11	AMF229		BE99	27R
6/6/2011 23:52	4	84.8	89.6	13	N422HP	N422HP	PA46	27R
6/6/2011 23:53	8	75.9	83	14	N422HP	N422HP	PA46	27R
6/7/2011 22:08	8	71.5	82.5	23	AMF229		SW4	27R
6/7/2011 22:10	7	78.4	81.8	7	N489CB	N489CB	BE20	27R
6/7/2011 22:11	8	74.3	81	10	N489CB	N489CB	BE20	27R
6/7/2011 22:38	9	80.8	86	13	N574JS	N574JS	E50P	27R
6/8/2011 00:46	4	83.6	88.6	16	N414GP	N414GP	C414	27R
6/8/2011 00:46	8	77.2	83.1	11	N414GP	N414GP	C414	27R
6/8/2011 00:49	4	79.6	87.6	20	N711KZ	N711KZ	C421	27R
6/8/2011 00:49	5	72.8	81.1	13	N711KZ	N711KZ	C421	27R
6/8/2011 00:49	8	79.8	86.8	16	N711KZ	N711KZ	C421	27R
6/8/2011 02:41	12	73.5	80.4	10	AMF288		SW4	09R
6/8/2011 03:24	4	85.1	89.8	14	LN771MF	LN771MF	PAY2	27R
6/8/2011 03:24	5	78.9	85	13	LN771MF	LN771MF	PAY2	27R
6/8/2011 03:25	6	77.3	82.5	10	LN771MF	LN771MF	PAY2	27R
6/8/2011 04:19	4	80.9	85.7	11	AMF208		BE99	27R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/8/2011 04:19	5	74.3	80	10	AMF208		BE99	27R
6/8/2011 22:03	4	72.7	80.7	12	AMF229		SW4	27R
6/9/2011 06:00	4	73.1	81.7	14	AMF223		PA31	27R
6/9/2011 06:00	8	80.9	87	16	AMF223		PA31	27R
6/9/2011 22:12	4	74.5	80.9	11	AMF229		SW4	27L
6/9/2011 22:34	4	75.3	82.3	10	N3282D	N3282D	C185	09L
6/9/2011 22:37	14	73.9	82.5	17	N3282D	N3282D	C185	09L
6/9/2011 23:45	4	79.1	86.7	16	N356BR	N356BR	GLF3	09R
6/9/2011 23:45	8	72.7	81.4	13	N356BR	N356BR	GLF3	09R
6/9/2011 23:46	9	88.6	95.4	42	N356BR	N356BR	GLF3	09R
6/9/2011 23:46	11	88.3	96	40	N356BR	N356BR	GLF3	09R
6/9/2011 23:46	12	72.8	82.4	24	N356BR	N356BR	GLF3	09R
6/10/2011 05:59	4	73.9	81.9	18	PCM8709		C208	27L
6/10/2011 06:00	8	78.9	85.2	13	PCM8709		C208	27L
6/11/2011 00:29	4	81.5	86.8	14	N359RX	N359RX	PA31	27R
6/11/2011 00:29	8	74.4	81.5	10	N359RX	N359RX	PA31	27R
6/13/2011 02:52	4	83.8	92.9	25	VOI907		A319	27L
6/13/2011 02:52	5	90.5	97.6	26	VOI907		A319	27L
6/13/2011 02:52	6	84.9	93.8	28	VOI907		A319	27L
6/13/2011 02:53	8	71.2	80.6	16	VOI907		A319	27L
6/13/2011 02:53	7	78.3	87.7	26	VOI907		A319	27L
6/14/2011 02:43	2	73.1	80.3	14	AMF288		SW4	09R
6/14/2011 05:30	4	74.3	80.1	10	N49WC	N49WC	BE30	27R
6/14/2011 22:10	8	75.6	81.8	9	AMF229		SW4	27R
6/15/2011 05:49	5	72.4	81.3	21	AMF223		PA31	27R
6/15/2011 05:49	5	73.5	81.1	17	AMF223		PA31	27R
6/16/2011 05:41	9	75.9	81.7	11	N125BP	N125BP	PC12	09L
6/16/2011 05:51	4	77.3	84.2	14	AMF223		PA31	27R
6/16/2011 05:51	8	73.7	81.5	11	AMF223		PA31	27R
6/16/2011 23:56	9	79.5	86.5	24	N3282D	N3282D	C185	09L
6/17/2011 05:58	4	78.4	85.7	15	AMF212		PA31	27R
6/17/2011 05:59	8	80	86.9	14	AMF212		PA31	27R
6/18/2011 02:32	9	74.7	81.2	10	N716WA	N716WA	PAY2	09L
6/18/2011 02:32	2	74.7	82	15	N716WA	N716WA	PAY2	09L
6/20/2011 02:15	5	90	97	29	VOI907		A319	27L
6/20/2011 02:15	4	83	91.9	24	VOI907		A319	27L
6/20/2011 02:15	6	83.1	92.4	28	VOI907		A319	27L
6/20/2011 02:15	7	74.6	85.3	24	VOI907		A319	27L
6/20/2011 03:39	9	74.2	82	17	N6720T	N6720T	BE76	09L
6/20/2011 05:45	4	74.2	82.3	12	AMF223		PA31	27R
6/20/2011 05:47	8	73.1	81.2	12	AMF212		PA31	27R
6/20/2011 22:14	5	75.3	82.2	10	AMF229		BE99	27R
6/21/2011 05:59	4	81	86.3	13	AMF223		PA31	27R
6/22/2011 03:17	12	71.5	80.7	15	LN700AQ	LN700AQ	TBM7	09R
6/22/2011 05:51	4	79.3	85.5	14	AMF212		PA31	27R
6/22/2011 05:51	8	76.2	88.3	55	AMF212		PA31	27R
6/22/2011 05:55	4	73	80.7	12	AMF223		PA31	27R
6/22/2011 05:59	5	71.4	81.8	20	PCM8709		C208	27L
6/22/2011 05:59	4	77	84.1	14	PCM8709		C208	27L
6/22/2011 05:59	8	74	80.6	9	PCM8709		C208	27L
6/22/2011 22:08	4	77.5	85.4	21	N532PG	N532PG	SR20	27R
6/22/2011 22:08	8	75.9	84.2	21	N532PG	N532PG	SR20	27R

Date Time	RMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/23/2011 05:55	4	84.4	89.9	19	AMF212		PA31	27R
6/23/2011 05:55	8	79.9	86.7	15	AMF212		PA31	27R
6/24/2011 00:38	9	75.7	81.7	11	AMF271		BE99	09R
6/26/2011 22:25	4	75.8	83.8	22	MMY219		BE76	33
6/26/2011 22:47	8	75.2	80.4	9	N774MF	N774MF	PAY2	27R
6/27/2011 03:40	4	82.4	91.8	23	VOI907		A319	27L
6/27/2011 03:40	5	90.7	97	22	VOI907		A319	27L
6/27/2011 03:40	6	82	91.3	27	VOI907		A319	27L
6/27/2011 03:40	7	75.3	84.3	22	VOI907		A319	27L
6/28/2011 05:58	4	75.2	83.3	14	AMF223		PA31	27R
6/29/2011 05:52	4	76.3	83.8	16	AMF212		PA31	27R
6/29/2011 05:57	8	74.6	81.3	10	AMF223		PA31	33
6/29/2011 23:31	4	73.4	80.1	9	N716WA	N716WA	PAY2	27R
6/30/2011 05:54	4	72.4	80.8	12	AMF223		PA31	27R
6/30/2011 23:37	4	73.5	81.8	14	N6462Q	N6462Q	MO20	27R

[\(Return to Table of Contents\)](#)

Runway 29 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
4/12/2011 19:35	PTPUB	PTPUB	-	E55P	B	
4/19/2011 20:48	SWA1008	-	SWA	B737	J	
4/22/2011 21:16	RSP110	-	RSP	P100	B	
4/29/2011 11:06	RSP268	-	RSP	E50P	B	
5/11/2011 20:28	SWA1302	-	SWA	B733	J	
5/27/2011 22:11	N84EC	N84EC	-	C550	B	
5/27/2011 07:49	TWY41	-	TWY	GLF4	B	
5/28/2011 09:11	SWA1315	-	SWA	B733	J	
6/23/2011 19:32	FDX1268	-	FDX	MD11	J	

[\(Return to Table of Contents\)](#)

Silent 7 Night Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
4/6/2011 06:55	SWA3989	-	SWA	B733	J	Time Buffer
4/6/2011 06:56	SWA1871	-	SWA	B737	J	Time Buffer
4/9/2011 06:58	SWA1659	-	SWA	B737	J	Time Buffer
4/10/2011 02:19	VOI907	-	VOI	A319	J	
4/13/2011 06:58	SWA1871	-	SWA	B737	J	Time Buffer
4/17/2011 22:34	EJA801	-	EJA	C560	B	
4/16/2011 06:59	SWA1659	-	SWA	B737	J	Time Buffer
4/17/2011 22:34	EJA801	-	EJA	C560	B	
4/18/2011 06:58	SWA3989	-	SWA	B733	J	Time Buffer
4/19/2011 06:56	SWA3989	-	SWA	B733	J	Time Buffer
4/21/2011 06:23	SWA837	-	SWA	B737	J	

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
4/21/2011 06:58	SWA3989	-	SWA	B733	J	Time Buffer
4/26/2011 06:08	AWE274	-	AWE	A319	J	
4/27/2011 02:16	VOI907	-	VOI	A319	J	
4/27/2011 06:04	SWA3070	-	SWA	B737	J	
4/27/2011 06:33	SWA394	-	SWA	B737	J	
4/27/2011 23:12	JBU318	-	JBU	A320	J	
4/29/2011 06:59	SWA237	-	SWA	B737	J	Time Buffer
5/2/2011 06:59	SWA622	-	SWA	B737	J	Time Buffer
5/3/2011 06:56	SWA896	-	SWA	B737	J	Time Buffer
5/3/2011 06:58	SWA1893	-	SWA	B737	J	Time Buffer
5/4/2011 03:45	FDX31	-	FDX	MD11	J	
5/4/2011 06:13	SWA3417	-	SWA	B737	J	
5/5/2011 06:57	SWA1208	-	SWA	B737	J	Time Buffer
5/5/2011 06:58	SWA586	-	SWA	B737	J	Time Buffer
5/5/2011 06:59	FDX1889	-	FDX	B722	J	Time Buffer
5/8/2011 02:47	VOI907	-	VOI	A319	J	
5/8/2011 22:00	SWA455	-	SWA	B733	J	Time Buffer
5/10/2011 00:24	AAY203	-	AAY	MD83	J	
5/10/2011 06:59	SWA237	-	SWA	B733	J	Time Buffer
5/11/2011 06:22	AWE271	-	AWE	A319	J	
5/11/2011 06:59	SWA1893	-	SWA	B737	J	Time Buffer
5/11/2011 22:58	JBU647	-	JBU	A320	J	
5/12/2011 06:57	FDX440	-	FDX	MD11	J	Time Buffer
5/12/2011 06:59	SWA586	-	SWA	B737	J	Time Buffer
5/13/2011 06:59	SWA622	-	SWA	B737	J	Time Buffer
5/14/2011 00:10	JBU90	-	JBU	A320	J	
5/15/2011 00:01	JBU90	-	JBU	A320	J	
5/18/2011 06:57	SWA237	-	SWA	B733	J	Time Buffer
5/18/2011 06:58	SWA1893	-	SWA	B737	J	Time Buffer
5/20/2011 22:01	JBU476	-	JBU	A320	J	Time Buffer
5/21/2011 06:59	SWA2424	-	SWA	B737	J	Time Buffer
5/22/2011 22:00	SWA810	-	SWA	B733	J	Time Buffer
5/23/2011 06:59	SWA896	-	SWA	B737	J	Time Buffer
5/24/2011 06:29	ASA347	-	ASA	B737	J	
5/24/2011 06:46	UPS2953	-	UPS	A306	J	
5/24/2011 06:48	SWA586	-	SWA	B733	J	
5/24/2011 06:49	SWA251	-	SWA	B737	J	
5/24/2011 06:53	SWA1893	-	SWA	B737	J	Time Buffer
5/24/2011 06:54	SWA896	-	SWA	B737	J	Time Buffer
5/24/2011 06:59	SWA237	-	SWA	B735	J	Time Buffer
5/24/2011 22:51	JBU318	-	JBU	A320	J	
5/25/2011 06:59	SWA1893	-	SWA	B737	J	Time Buffer
5/25/2011 06:57	SWA896	-	SWA	B737	J	Time Buffer
5/26/2011 06:57	SWA586	-	SWA	B737	J	Time Buffer
5/26/2011 06:58	SWA1208	-	SWA	B737	J	Time Buffer
5/27/2011 22:11	N84EC	N84EC	-	C550	B	
5/27/2011 23:18	JBU318	-	JBU	A320	J	
5/30/2011 00:27	VOI905	-	VOI	A319	J	

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
6/2/2011 06:45	SWA1208	-	SWA	B737	J	
6/2/2011 06:59	SWA1893	-	SWA	B737	J	Time Buffer
6/3/2011 06:59	SWA586	-	SWA	B737	J	Time Buffer
6/6/2011 06:11	DAL1520	-	DAL	A320	J	
6/6/2011 06:58	SWA3679	-	SWA	B737	J	Time Buffer
6/10/2011 06:36	SWA55	-	SWA	B737	J	
6/10/2011 06:59	SWA3679	-	SWA	B737	J	Time Buffer
6/11/2011 06:04	UAL740	-	UAL	A320	J	
6/14/2011 06:59	SWA3679	-	SWA	B737	J	Time Buffer
6/15/2011 06:58	DAL1520	-	DAL	B738	J	Time Buffer
6/16/2011 06:57	SWA3679	-	SWA	B737	J	Time Buffer
6/18/2011 22:01	JBU90	-	JBU	A320	J	Time Buffer
6/20/2011 06:59	EJA990	-	EJA	C750	B	Time Buffer
6/21/2011 06:57	SWA3679	-	SWA	B737	J	Time Buffer
6/22/2011 06:59	UPS2945	-	UPS	MD11	J	Time Buffer
6/23/2011 22:09	EJA378	-	EJA	C680	B	Time Buffer
6/23/2011 02:01	VOI905	-	VOI	A319	J	
6/23/2011 22:22	SWA3052	-	SWA	B737	J	
6/24/2011 06:55	SWA3679	-	SWA	B737	J	Time Buffer
6/25/2011 06:59	FDX435	-	FDX	DC10	J	Time Buffer
6/28/2011 22:01	UPS961	-	UPS	MD11	J	Time Buffer
6/28/2011 23:07	SWA164	-	SWA	B737	J	
6/29/2011 22:02	EJA665	-	EJA	C56X	B	Time Buffer
6/29/2011 06:56	SWA3679	-	SWA	B737	J	Time Buffer
6/29/2011 06:59	FDX435	-	FDX	MD11	J	Time Buffer

[\(Return to Table of Contents\)](#)

Runway 11 Night Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
4/24/2011 01:30	UPS947	-	UPS	A306	J	
6/4/2011 02:34	FDX85	-	FDX	DC10	J	
6/4/2011 02:45	FDX2857	-	FDX	DC10	J	
6/4/2011 04:07	FDX87	-	FDX	MD11	J	

[\(Return to Table of Contents\)](#)

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

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
4/1/2011 08:17	SWA	SWA609	B733	2634	
4/4/2011 19:19	FDX	FDX1268	DC10	2647	
4/6/2011 14:19	SWA	SWA1974	B737	2375	
4/7/2011 08:28	SWA	SWA609	B733	2828	
4/7/2011 19:54	SWA	SWA1543	B737	2811	

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
4/8/2011 19:20	FDX	FDX1268	DC10	2854	
4/10/2011 21:42	SWA	SWA1008	B733	2851	
4/12/2011 13:12	DAL	DAL1620	A320	2634	
4/15/2011 19:28	FDX	FDX1268	MD11	2880	
4/18/2011 09:40	SWA	SWA751	B737	2503	
4/19/2011 10:48	SWA	SWA47	B737	2723	
4/19/2011 13:39	SWA	SWA1124	B737	2194	
4/19/2011 19:43	FDX	FDX1605	DC10	1893	
4/20/2011 09:10	SWA	SWA864	B737	2001	
4/24/2011 09:41	SWA	SWA751	B737	2726	
4/24/2011 16:25		N321MS	HS25	2477	
4/27/2011 07:44	FDX	FDX440	DC10	1748	
4/27/2011 08:44	FDX	FDX3012	MD11	2306	
4/28/2011 08:18	FDX	FDX3012	DC10	1709	
4/29/2011 08:22	FDX	FDX3012	DC10	2365	
5/2/2011 13:06	SWA	SWA2132	B733	2880	
5/2/2011 13:27	SWA	SWA846	B737	2867	
5/5/2011 08:54	HAL	HAL9004	B712	2227	
5/5/2011 13:10	DAL	DAL1620	A320	2788	
5/5/2011 18:55	UPS	UPS1421	B752	2591	
5/8/2011 13:16	DAL	DAL1620	A320	2864	
5/11/2011 14:33	UAL	UAL726	A320	2805	
5/11/2011 19:22	FDX	FDX1268	MD11	2680	
5/13/2011 19:06	SWA	SWA3567	B733	2880	
5/14/2011 08:29	SWA	SWA3027	B737	2641	
5/17/2011 17:07	JBU	JBU404A	A320	2555	
5/19/2011 14:36	UAL	UAL726	A320	2883	
5/19/2011 17:15	SWA	SWA769	B737	2870	
5/20/2011 16:40	SKW	SKW4744	CRJ7	2864	
5/20/2011 22:01	JBU	JBU476	A320	2749	
5/24/2011 10:16	SWA	SWA796	B735	2834	
5/24/2011 19:25	FDX	FDX1268	DC10	1673	
5/25/2011 13:17		N443M	GLF5	2634	
5/25/2011 13:37	JAS	JAS5	FA7X	2598	
5/26/2011 21:55		N350BV	C25A	2437	
5/27/2011 19:02	SWA	SWA752	B737	2847	
5/28/2011 09:11	SWA	SWA1315	B733	2896	
5/29/2011 13:28	DAL	DAL1620	A320	2696	
5/29/2011 21:37	JBU	JBU476	A320	2654	
5/30/2011 07:33	SWA	SWA930	B733	2775	
5/30/2011 12:25		HOB011	F18	1397	
6/1/2011 12:04	SWA	SWA2132	B733	2726	
6/1/2011 14:38	SWA	SWA1656	B737	2719	
6/3/2011 08:15	FDX	FDX3012	MD11	2582	
6/3/2011 09:09	SWA	SWA492	B733	2595	
6/5/2011 14:20	SWA	SWA672	B737	2887	
6/6/2011 14:35	UAL	UAL726	A320	2759	
6/6/2011 16:12	KAI	KAI82	GLF3	2896	
6/7/2011 16:25	SWA	SWA3161	B733	2828	
6/7/2011 19:36	SWA	SWA559	B737	2463	
6/8/2011 07:37	SWA	SWA921	B733	2637	
6/8/2011 07:51	FDX	FDX435	MD11	2562	
6/8/2011 12:28		N401HB	GLF5	2217	
6/9/2011 19:22	FDX	FDX1605	DC10	2050	
6/9/2011 21:51	SCX	SCX8603	B738	2828	
6/15/2011 18:32	SKW	SKW4748	CRJ2	2247	
6/17/2011 10:10	SKW	SKW4732	CRJ2	2844	
6/17/2011 12:49	SWA	SWA162	B733	2755	
6/18/2011 16:44	SWA	SWA2937	B733	2542	
6/19/2011 18:22	SKW	SKW4748	CRJ2	2227	
6/20/2011 10:17	SWA	SWA553	B733	2332	
6/20/2011 12:38	SWA	SWA162	B733	2270	
6/20/2011 19:21	SWA	SWA149	B733	2483	
6/21/2011 16:26	SWA	SWA3052	B737	2542	
6/21/2011 18:13	SWA	SWA683	B737	2713	

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
6/22/2011 20:21	FDX	FDX1117	A306	2811	
6/23/2011 18:53	SWA	SWA149	B733	2742	
6/24/2011 07:51	SWA	SWA32	B733	2631	
6/24/2011 08:18	FDX	FDX3012	DC10	2125	
6/24/2011 18:27	SWA	SWA149	B733	2814	
6/25/2011 15:28	SWA	SWA2186	B733	2529	
6/26/2011 14:52	UAL	UAL726	A320	2857	
6/27/2011 19:18	FDX	FDX1605	DC10	1676	
6/27/2011 21:51	JBU	JBU90	A320	2667	
6/28/2011 16:28	SWA	SWA3322	B737	2870	
6/28/2011 19:31	FDX	FDX1605	DC10	2322	
6/28/2011 19:40	UPS	UPS945	B763	2814	
6/29/2011 10:16	SWA	SWA45	B737	2454	
6/29/2011 21:52	JBU	JBU90	A320	2860	
6/30/2011 13:11	DAL	DAL1160	A320	2627	

[\(Return to Table of Contents\)](#)

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
4/1/2011 07:58	SWA1490	B733	SWA	2887	
4/1/2011 15:05	AAY202	MD83	AAY	2870	
4/1/2011 19:39	SWA3306	B737	SWA	2450	
4/1/2011 19:45	SWA1632	B737	SWA	2801	
4/1/2011 21:58	ASA354	B738	ASA	2854	
4/1/2011 23:11	SWA1086	B733	SWA	1197	
4/2/2011 15:26	SWA3853	B733	SWA	2680	
4/2/2011 19:04	ASA346	B738	ASA	2887	
4/3/2011 07:52	ASA342	B738	ASA	2490	
4/3/2011 08:44	SWA1242	B733	SWA	2854	
4/4/2011 19:57	SWA267	B737	SWA	2828	
4/4/2011 23:01	FDX26	MD11	FDX	2864	
4/5/2011 17:27	SWA1416	B737	SWA	2877	
4/5/2011 20:47	SWA1611	B733	SWA	2801	
4/7/2011 21:35	SWA1611	B733	SWA	2890	
4/7/2011 23:38	UAL125	A320	UAL	2880	
4/8/2011 00:39	SWA8505	B737	SWA	2591	
4/8/2011 19:08	ASA346	B734	ASA	2887	
4/8/2011 19:29	SWA3306	B737	SWA	2696	
4/9/2011 07:50	ASA342	B738	ASA	2782	
4/10/2011 13:03	SWA683	B733	SWA	2828	
4/10/2011 19:46	SWA267	B737	SWA	2729	
4/10/2011 21:07	DAL1253	A320	DAL	2329	
4/11/2011 19:18	ASA346	B734	ASA	1666	
4/11/2011 19:38	SWA3306	B737	SWA	2870	
4/13/2011 15:02	N218WW	GLF4		2293	
4/13/2011 16:54	SWA1483	B733	SWA	2805	
4/13/2011 22:41	FDX1807	DC10	FDX	2854	
4/13/2011 22:56	SWA1086	B733	SWA	2759	
4/13/2011 23:09	SWA1052	B737	SWA	2073	
4/14/2011 17:01	SWA1483	B733	SWA	2867	
4/14/2011 19:20	ASA346	B738	ASA	1938	

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
4/14/2011 22:49	SWA935	B733	SWA	2503	
4/19/2011 19:54	SWA1470	B737	SWA	2880	
4/19/2011 22:27	SWA1086	B733	SWA	2769	
4/20/2011 07:58	SWA1490	B737	SWA	2539	
4/20/2011 09:56	SWA1179	B733	SWA	2755	
4/22/2011 14:23	SWA1215	B737	SWA	2808	
4/22/2011 16:52	SWA1483	B733	SWA	2837	
4/22/2011 20:01	SWA267	B737	SWA	2477	
4/22/2011 20:05	SWA3306	B733	SWA	2729	
4/22/2011 20:20	SWA1416	B737	SWA	2473	
4/23/2011 09:07	N83FJ	FA50		2824	
4/23/2011 15:19	SWA1884	B733	SWA	2493	
4/23/2011 18:14	SWA965	B737	SWA	2664	
4/25/2011 19:08	ASA346	B734	ASA	2565	
4/25/2011 22:47	SWA1086	B733	SWA	2864	
4/26/2011 10:10	SKW4737	CRJ2	SKW	2851	
4/26/2011 12:45	SWA851	B737	SWA	2618	
4/26/2011 21:11	DAL1253	A320	DAL	2749	
4/28/2011 12:25	SWA851	B733	SWA	2411	
4/28/2011 17:30	SWA3591	B733	SWA	2788	
4/28/2011 19:10	ASA346	B738	ASA	2841	
4/28/2011 20:31	SWA810	B733	SWA	2775	
4/28/2011 20:45	SWA1211	B733	SWA	2831	
4/28/2011 23:20	SWA300	B733	SWA	2893	
4/29/2011 20:18	SWA810	B733	SWA	2634	
4/29/2011 20:27	SWA1417	B733	SWA	2129	
4/30/2011 19:38	SWA2946	B737	SWA	2742	
4/30/2011 23:17	JBU91	A320	JBU	2896	
5/1/2011 09:36	SWA2073	B737	SWA	2831	
5/1/2011 17:24	SWA3591	B735	SWA	2565	
5/1/2011 19:55	SWA1211	B733	SWA	2808	
5/2/2011 07:46	SWA1532	B737	SWA	2870	
5/2/2011 11:10	AAY200	MD83	AAY	2181	
5/2/2011 23:34	SWA300	B733	SWA	2709	
5/3/2011 12:12	SWA851	B733	SWA	2837	
5/3/2011 19:50	SWA20	B737	SWA	2647	
5/3/2011 20:54	SWA1211	B737	SWA	1801	
5/4/2011 09:52	SWA1281	B733	SWA	2824	
5/4/2011 12:16	SWA851	B733	SWA	2893	
5/4/2011 19:14	ASA346	B734	ASA	2568	
5/4/2011 19:54	SWA1211	B733	SWA	2759	
5/4/2011 23:09	SWA702	B737	SWA	2883	
5/5/2011 08:04	ASA342	B738	ASA	2424	
5/5/2011 19:10	ASA346	B734	ASA	2851	
5/5/2011 20:02	SWA1077	B737	SWA	2801	
5/6/2011 07:49	SWA1532	B737	SWA	2788	
5/6/2011 08:05	ASA342	B738	ASA	2811	
5/6/2011 11:18	SWA884	B737	SWA	2506	
5/6/2011 12:04	DAL980	A320	DAL	2598	
5/8/2011 20:32	SWA1417	B733	SWA	2788	
5/9/2011 14:21	SWA804	B737	SWA	2053	
5/10/2011 16:35	SWA696	B733	SWA	2874	
5/12/2011 13:01	SWA804	B737	SWA	2782	

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
5/12/2011 20:40	SWA810	B733	SWA	1384	
5/12/2011 21:52	JBU475	A320	JBU	2601	
5/12/2011 22:09	SWA1077	B737	SWA	2125	
5/13/2011 09:54	SWA1281	B733	SWA	2700	
5/13/2011 12:20	DAL980	A320	DAL	2893	
5/13/2011 15:54	SKW4739	CRJ7	SKW	2785	
5/13/2011 17:22	SWA3591	B735	SWA	2614	
5/14/2011 16:14	ASA344	B737	ASA	2874	
5/14/2011 17:56	SWA1993	B733	SWA	1765	
5/14/2011 20:57	DAL1253	A320	DAL	2339	
5/14/2011 21:03	SWA1970	B737	SWA	2329	
5/15/2011 09:41	SWA1229	B737	SWA	2024	
5/15/2011 15:46	SKW4739	CRJ7	SKW	2700	
5/15/2011 17:22	SWA3591	B735	SWA	2746	
5/15/2011 19:17	ASA346	B734	ASA	2627	
5/15/2011 19:52	SWA1211	B733	SWA	2746	
5/18/2011 19:09	ASA346	B734	ASA	2851	
5/18/2011 20:52	SWA1417	B733	SWA	2844	
5/19/2011 12:07	DAL980	A320	DAL	2795	
5/19/2011 21:49	FDX86	MD11	FDX	2746	
5/20/2011 13:05	SWA804	B737	SWA	2785	
5/20/2011 14:09	N855SA	GLF3		2611	
5/20/2011 17:20	SWA3591	B735	SWA	2703	
5/21/2011 09:58	SWA1436	B733	SWA	2841	
5/21/2011 16:07	SKW4739	CRJ7	SKW	2506	
5/22/2011 16:14	ASA344	B734	ASA	2513	
5/22/2011 19:19	ASA346	B734	ASA	2788	
5/22/2011 22:08	SWA300	B733	SWA	2417	
5/23/2011 01:00	SWA702	B733	SWA	1893	
5/23/2011 10:50	SKW4737	CRJ2	SKW	2811	
5/23/2011 19:14	ASA346	B734	ASA	2381	
5/23/2011 20:26	SWA1417	B733	SWA	2700	
5/24/2011 07:27	SWA921	B737	SWA	2726	
5/24/2011 07:47	SWA1532	B737	SWA	2565	
5/24/2011 19:22	ASA346	B734	ASA	2667	
5/24/2011 22:52	FDX1807	DC10	FDX	2450	
5/25/2011 08:03	ASA342	B738	ASA	2565	
5/27/2011 20:11	SWA1417	B733	SWA	2854	
5/27/2011 20:46	SWA810	B733	SWA	2874	
5/28/2011 02:01	SWA702	B737	SWA	2749	
5/29/2011 19:12	ASA346	B734	ASA	2690	
5/29/2011 22:02	SWA2587	B733	SWA	2244	
5/30/2011 19:05	SWA1077	B737	SWA	2857	
5/30/2011 19:58	SWA20	B737	SWA	2391	
5/30/2011 20:21	SWA810	B733	SWA	2244	
5/30/2011 22:24	SWA735	B737	SWA	2201	
5/31/2011 16:11	SKW4739	CRJ7	SKW	2437	
5/31/2011 19:06	QXE563	CRJ7	QXE	2486	
5/31/2011 20:00	SWA20	B737	SWA	2857	
6/1/2011 15:44	SWA1429	B737	SWA	1315	
6/2/2011 20:17	SWA810	B737	SWA	2719	
6/2/2011 21:24	FDX1818	B752	FDX	2746	
6/2/2011 21:40	FDX86	MD11	FDX	2480	

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
6/2/2011 22:02	SWA20	B737	SWA	1873	
6/2/2011 22:04	SWA300	B737	SWA	2208	
6/2/2011 22:53	SWA702	B737	SWA	2463	
6/3/2011 15:57	SKW4739	CRJ7	SKW	2893	
6/3/2011 18:49	SWA1077	B737	SWA	2358	
6/3/2011 19:57	SWA20	B733	SWA	2660	
6/3/2011 20:59	DAL1253	A320	DAL	2263	
6/5/2011 09:28	SWA57	B737	SWA	2473	
6/5/2011 09:32	SKW4737	CRJ2	SKW	2795	
6/5/2011 13:57	SWA797	B737	SWA	2736	
6/7/2011 19:50	SWA1211	B733	SWA	2791	
6/7/2011 20:01	SWA1389	B737	SWA	2539	
6/8/2011 10:47	SWA1117	B737	SWA	2818	
6/8/2011 11:36	SWA162	B733	SWA	2496	
6/8/2011 12:05	DAL980	A320	DAL	2664	
6/8/2011 16:54	SWA2610	B737	SWA	2417	
6/8/2011 20:02	SWA477	B735	SWA	2168	
6/8/2011 20:05	SWA1389	B737	SWA	2769	
6/8/2011 21:29	FDX86	MD11	FDX	2880	
6/9/2011 15:03	SWA1262	B737	SWA	2893	
6/9/2011 18:27	SWA1358	B733	SWA	2801	
6/10/2011 13:47	SWA435	B737	SWA	2811	
6/14/2011 10:57	SWA1432	B737	SWA	2742	
6/14/2011 11:38	SWA162	B733	SWA	2578	
6/14/2011 20:03	SWA1184	B737	SWA	2529	
6/14/2011 20:07	SWA1211	B733	SWA	2860	
6/14/2011 20:10	SWA1389	B737	SWA	2824	
6/14/2011 21:02	DAL1253	B738	DAL	1870	
6/15/2011 13:57	SWA435	B737	SWA	2821	
6/15/2011 15:50	SKW4571	CRJ7	SKW	1833	
6/15/2011 15:58	SWA797	B737	SWA	2824	
6/15/2011 19:53	SWA477	B735	SWA	2631	
6/16/2011 08:39	SWA1080	B733	SWA	2857	
6/16/2011 19:56	SWA1211	B733	SWA	2680	
6/16/2011 22:54	JBU475	A320	JBU	2739	
6/17/2011 19:58	SWA1785	B733	SWA	2746	
6/19/2011 20:20	SWA1211	B737	SWA	2893	
6/19/2011 22:37	ASA354	B738	ASA	2746	
6/20/2011 11:00	SWA1432	B737	SWA	2706	
6/20/2011 18:33	SWA2610	B737	SWA	2818	
6/21/2011 08:54	SWA1080	B733	SWA	2729	
6/21/2011 22:49	ASA354	B738	ASA	2493	
6/21/2011 23:09	SWA894	B733	SWA	2896	
6/22/2011 10:08	FDX3844	A306	FDX	2562	
6/22/2011 16:02	SKW4571	CRJ7	SKW	2762	
6/23/2011 08:57	SWA1080	B733	SWA	2877	
6/24/2011 07:49	SWA548	B737	SWA	2877	
6/24/2011 11:14	AAY200	MD83	AAY	2893	
6/24/2011 18:33	SWA1358	B733	SWA	2644	
6/26/2011 12:03	DAL1160	A320	DAL	2847	
6/26/2011 19:57	SWA1184	B737	SWA	2824	
6/26/2011 20:25	SWA1785	B733	SWA	2467	
6/29/2011 22:32	ASA354	B738	ASA	2408	

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
6/30/2011 07:27	SWA819	B737	SWA	2345	

[\(Return to Table of Contents\)](#)

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

[\(Return to Table of Contents\)](#)

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

[\(Return to Table of Contents\)](#)

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

[\(Return to Table of Contents\)](#)

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

[\(Return to Table of Contents\)](#)

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

[\(Return to Table of Contents\)](#)