



**Oakland**International Airport



A division of the Port of Oakland

## Quarterly Aircraft Noise Report

First Quarter 2012



Photo Copyright Bill Moede

AIRLINERS.NET

Prepared by  
Oakland International Airport  
Noise/Environmental Compliance Office

April 6, 2012

**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](#)

[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<br>First Quarter 2012 |        |     |        |     |
|--------------------------------------------------------------------------|--------|-----|--------|-----|
|                                                                          | 2011Q1 |     | 2012Q1 |     |
|                                                                          | Compl. | N/C | Compl. | N/C |
| Runway 27R/L Jet Departure Compliance                                    | 96%    | 4%  | 97%    | 3%  |
| Total Airport-wide Corporate Jet Departures                              | 2,113  | 88  | 2,299  | 74  |
| Runway 09R/L Jet Landing Compliance                                      | 69%    | 31% | 87%    | 13% |
| Total Southeast Plan Corporate Jet Landings                              | 453    | 141 | 288    | 38  |
| North Field VFR Departure Compliance                                     | 98%    | 2%  | 98%    | 2%  |
| Total Runways 27R/L & 33 Departures                                      | 1,028  | 19  | 820    | 16  |
| North Field Quiet Hours Compliance                                       | 95%    | 5%  | 84%    | 16% |
| Total North Field Quiet Hours Departures                                 | 567    | 28  | 407    | 64  |
| Runway 29 BFI Right Turn Departure Compliance                            | 100%   | 0%  | 100%   | 0%  |
| Total Runway 29 Turbojet Departures                                      | 12,148 | 11  | 13,762 | 3   |
| Silent7 Night Departure Compliance                                       | 99%    | 1%  | 99%    | 1%  |
| Total Runway 29 Night Turbojet Departures                                | 1,959  | 15  | 2,519  | 31  |
| Runway 11 Night Departure Compliance                                     | 94%    | 6%  | 97%    | 3%  |
| Total Runway 11 Night Turbojet Departures                                | 239    | 14  | 145    | 4   |
| Runway 29 East Turn Departure Compliance                                 | 98%    | 2%  | 98%    | 2%  |
| Total Runway 29 East Turn Departures                                     | 3,322  | 64  | 3,454  | 73  |
| 100 Degree Radial Turbojet Landing Compliance                            | 92%    | 8%  | 92%    | 8%  |
| Total 100 Degree Radial Turbojet Landings                                | 2,171  | 177 | 2,220  | 188 |
| Engine Runup Program Compliance                                          | 100%   | 0%  | 100%   | 0%  |
| Total Evening and Nighttime Engine Runups                                | 11     | 0   | 13     | 0   |

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

## 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.

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

### Jet Aircraft Departure Noise Abatement Procedure

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

| Runway 28R/L Jet Departure Procedure<br>Compliance Summary<br>First Quarter 2012  |         |          |       |           |
|-----------------------------------------------------------------------------------|---------|----------|-------|-----------|
|                                                                                   | January | February | March | Quarterly |
| Airport-wide Corporate Jet Departures                                             | 834     | 730      | 809   | 2,373     |
| Compliant Corporate Jet Departures                                                | 807     | 704      | 788   | 2,299     |
| Non-compliant Corporate Jet Departures                                            | 27      | 26       | 21    | 74        |
| Corporate Jet Departure Compliance Rate                                           | 97%     | 96%      | 97%   | 97%       |
| Excused Jet Departures                                                            | 4       | 10       | 4     | 18        |
| The section below compares compliance performance to airport-wide jet departures. |         |          |       |           |
| Airport-wide Jet Departures                                                       | 5,232   | 4,953    | 5,512 | 15,697    |
| Compliant Airport-wide Jet Departures                                             | 5,205   | 4,927    | 5,491 | 15,623    |
| Non-compliant Airport-wide Jet Departures                                         | 27      | 26       | 21    | 74        |
| Airport-wide Jet Departure Compliance Rate                                        | 99%     | 99%      | 100%  | 100%      |

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

## 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<br>Compliance Summary<br>First Quarter 2012         |         |          |       |         |
|-----------------------------------------------------------------------------------------------|---------|----------|-------|---------|
|                                                                                               | January | February | March | Quarter |
| Southeast (SE) Plan Corporate Jet Landings *                                                  | 104     | 9        | 175   | 288     |
| Compliant SE Plan Corporate Jet Landings                                                      | 81      | 7        | 162   | 250     |
| Non-compliant SE Plan Corporate Jet Landings                                                  | 23      | 2        | 13    | 38      |
| SE Plan Corporate Jet Landing Compliance Rate                                                 | 78%     | 78%      | 93%   | 87%     |
| The section below compares compliance performance to total airport-wide SE Plan jet landings. |         |          |       |         |
| Airport-wide SE Plan Jet Landings                                                             | 485     | 121      | 1,077 | 1,683   |
| Airport-wide Compliant SE Plan Jet Landings                                                   | 462     | 119      | 1,064 | 1,645   |
| Airport-wide Non-compliant SE Plan Landings                                                   | 23      | 2        | 13    | 38      |
| Airport-wide Jet Landing SE Plan Compliance Rate                                              | 95%     | 98%      | 99%   | 98%     |
| * 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<br>Compliance Summary<br>First Quarter 2012 |         |          |       |         |
|------------------------------------------------------------------------------------|---------|----------|-------|---------|
|                                                                                    | January | February | March | Quarter |
| Total VFR Departures                                                               | 287     | 310      | 223   | 820     |
| Total VFR Departures Over Alameda                                                  | 82      | 74       | 61    | 217     |
| Compliant Departures                                                               | 279     | 306      | 219   | 804     |
| Non-compliant Departures                                                           | 8       | 4        | 4     | 16      |
| Compliance Rate                                                                    | 97%     | 99%      | 98%   | 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 Compliance Summary<br>(10:00 PM to 6:00 AM)<br>First Quarter 2012 |         |          |       |         |
|-------------------------------------------------------------------------------------------|---------|----------|-------|---------|
|                                                                                           | January | February | March | Quarter |
| Total Night Departures                                                                    | 141     | 128      | 138   | 407     |
| Compliant Night Departures                                                                | 119     | 113      | 111   | 343     |
| Average Compliant Departures per Night                                                    | 3.8     | 3.9      | 3.6   | 3.8     |
| Non-Compliant Night Departures                                                            | 22      | 15       | 27    | 64      |
| Average Non-Compliant Departures per Night                                                | 0.7     | 0.5      | 0.9   | 0.7     |
| Night Departure Compliance Rate                                                           | 84%     | 88%      | 80%   | 84%     |

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

## 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 = 407**

First Quarter 2012 (10:00 p.m. to 6:00 a.m.)

| NMT Number      | Aircraft Noise Events Below SEL 80 dBA | Aircraft Noise Events<br>SEL 80 - 84.9 dBA |                 |                             | Aircraft Noise Events<br>SEL 85 - 89.9 dBA |                 |                             | Aircraft Noise Events<br>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               | 9                                      | 5                                          | 0.1             | 0.9%                        | 5                                          | 0.1             | 0.9%                        | 0                                     | 0.0             | 0.0%                        | 19                          |
| 2               | 124                                    | 18                                         | 0.2             | 3.2%                        | 2                                          | 0.0             | 0.4%                        | 0                                     | 0.0             | 0.0%                        | 144                         |
| 3               | 50                                     | 5                                          | 0.1             | 0.9%                        | 0                                          | 0.0             | 0.0%                        | 1                                     | 0.0             | 0.2%                        | 56                          |
| 4               | 124                                    | 39                                         | 0.4             | 6.9%                        | 17                                         | 0.2             | 3.0%                        | 12                                    | 0.1             | 2.1%                        | 192                         |
| 5               | 66                                     | 14                                         | 0.2             | 2.5%                        | 3                                          | 0.0             | 0.5%                        | 1                                     | 0.0             | 0.2%                        | 84                          |
| 6               | 21                                     | 6                                          | 0.1             | 1.1%                        | 1                                          | 0.0             | 0.2%                        | 1                                     | 0.0             | 0.2%                        | 29                          |
| 7               | 13                                     | 2                                          | 0.0             | 0.4%                        | 2                                          | 0.0             | 0.4%                        | 0                                     | 0.0             | 0.0%                        | 17                          |
| 8               | 37                                     | 16                                         | 0.2             | 2.8%                        | 12                                         | 0.1             | 2.1%                        | 0                                     | 0.0             | 0.0%                        | 65                          |
| 9               | 60                                     | 30                                         | 0.3             | 5.3%                        | 19                                         | 0.2             | 3.4%                        | 3                                     | 0.0             | 0.5%                        | 112                         |
| 10              | 124                                    | 56                                         | 0.6             | 9.9%                        | 8                                          | 0.1             | 1.4%                        | 0                                     | 0.0             | 0.0%                        | 188                         |
| 11              | 7                                      | 5                                          | 0.1             | 0.9%                        | 1                                          | 0.0             | 0.2%                        | 0                                     | 0.0             | 0.0%                        | 13                          |
| 12              | 127                                    | 18                                         | 0.2             | 3.2%                        | 7                                          | 0.1             | 1.2%                        | 0                                     | 0.0             | 0.0%                        | 152                         |
| 13              | 10                                     | 0                                          | 0.0             | 0.0%                        | 0                                          | 0.0             | 0.0%                        | 0                                     | 0.0             | 0.0%                        | 10                          |
| 14              | 7                                      | 1                                          | 0.0             | 0.2%                        | 0                                          | 0.0             | 0.0%                        | 0                                     | 0.0             | 0.0%                        | 8                           |
| <b>All NMTs</b> | <b>779</b>                             | <b>215</b>                                 | <b>2</b>        | <b>0</b>                    | <b>77</b>                                  | <b>1</b>        | <b>0</b>                    | <b>18</b>                             | <b>0</b>        | <b>0</b>                    | <b>1089</b>                 |

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

**Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 168**

| First Quarter 2012 (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                                            | 50                                     | 5                                       | 0.1             | 2.1%                        | 0                                       | 0.0             | 0.0%                        | 1                                  | 0.0             | 0.4%                        | 56                          |
| 4                                            | 124                                    | 39                                      | 0.4             | 16.3%                       | 17                                      | 0.2             | 7.1%                        | 12                                 | 0.1             | 5.0%                        | 192                         |
| 5                                            | 66                                     | 14                                      | 0.2             | 5.9%                        | 3                                       | 0.0             | 1.3%                        | 1                                  | 0.0             | 0.4%                        | 84                          |
| 6                                            | 21                                     | 6                                       | 0.1             | 2.5%                        | 1                                       | 0.0             | 0.4%                        | 1                                  | 0.0             | 0.4%                        | 29                          |
| 7                                            | 13                                     | 2                                       | 0.0             | 0.8%                        | 2                                       | 0.0             | 0.8%                        | 0                                  | 0.0             | 0.0%                        | 17                          |
| 8                                            | 37                                     | 16                                      | 0.2             | 6.7%                        | 12                                      | 0.1             | 5.0%                        | 0                                  | 0.0             | 0.0%                        | 65                          |
| Total                                        | 311                                    | 82                                      | 0.9             |                             | 35                                      | 0.4             |                             | 15                                 | 0.2             |                             | 443                         |

**Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 239**

| First Quarter 2012 (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                                            | 124                                    | 18                                      | 0.2             | 5.5%                        | 2                                       | 0.0             | 0.6%                        | 0                                  | 0.0             | 0.0%                        | 144                         |
| 9                                            | 60                                     | 30                                      | 0.3             | 9.1%                        | 19                                      | 0.2             | 5.8%                        | 3                                  | 0.0             | 0.9%                        | 112                         |
| 10                                           | 124                                    | 56                                      | 0.6             | 17.1%                       | 8                                       | 0.1             | 2.4%                        | 0                                  | 0.0             | 0.0%                        | 188                         |
| 11                                           | 7                                      | 5                                       | 0.1             | 1.5%                        | 1                                       | 0.0             | 0.3%                        | 0                                  | 0.0             | 0.0%                        | 13                          |
| 12                                           | 127                                    | 18                                      | 0.2             | 5.5%                        | 7                                       | 0.1             | 2.1%                        | 0                                  | 0.0             | 0.0%                        | 152                         |
| 13                                           | 10                                     | 0                                       | 0.0             | 0.0%                        | 0                                       | 0.0             | 0.0%                        | 0                                  | 0.0             | 0.0%                        | 10                          |
| 14                                           | 7                                      | 1                                       | 0.0             | 0.3%                        | 0                                       | 0.0             | 0.0%                        | 0                                  | 0.0             | 0.0%                        | 8                           |
| Total                                        | 459                                    | 128                                     | 1.4             |                             | 37                                      | 0.4             |                             | 3                                  | 0.0             |                             | 627                         |

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

## 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<br>Compliance Summary<br>First Quarter 2012 |         |          |       |         |
|-----------------------------------------------------------------------------------------------|---------|----------|-------|---------|
|                                                                                               | January | February | March | Quarter |
| Runway 29 Turbojet Departures                                                                 | 4,704   | 4,734    | 4,324 | 13,762  |
| Compliant Departures                                                                          | 4,703   | 4,733    | 4,323 | 13,759  |
| Non-compliant Departures                                                                      | 1       | 1        | 1     | 3       |
| Percentage of Non-compliance                                                                  | 0.0%    | 0.0%     | 0.0%  | 0.0%    |
| 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 NAP<br>Compliance Summary 10:00 pm - 7:00 am<br>First Quarter 2012 |         |          |       |         |
|---------------------------------------------------------------------------------------------|---------|----------|-------|---------|
|                                                                                             | January | February | March | Quarter |
| Runway 29 Nighttime Turbojet Departures                                                     | 854     | 852      | 813   | 2,519   |
| Buffer Time Departures                                                                      | 9       | 9        | 22    | 40      |
| Compliant Departures                                                                        | 844     | 841      | 803   | 2,488   |
| Non-compliant Departures                                                                    | 10      | 11       | 10    | 31      |
| Compliance Rate                                                                             | 99%     | 99%      | 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)<br>First Quarter 2012, NMT 2                                                                                                                                                                                                                                                                     |                        |                              |              |             |                            |    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------|--------------|-------------|----------------------------|----|
|                                                                                                                                                                                                                                                                                                                                                               | Aircraft<br>Departures | Recorded Noise<br>Events (a) | Lmax Average | SEL Average | Avg. Duration<br>(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                         |    |
| First Quarter 2012 [B]                                                                                                                                                                                                                                                                                                                                        |                        |                              |              |             |                            |    |
|                                                                                                                                                                                                                                                                                                                                                               | Total [X]              | Est. Avg.<br>Monthly [X/3]   |              |             |                            |    |
| B727                                                                                                                                                                                                                                                                                                                                                          | -                      | -                            | -            | na          | na                         | na |
| DC10/MD10                                                                                                                                                                                                                                                                                                                                                     | 135                    | 45                           | 88           | 67          | 77                         | 24 |
| MD11                                                                                                                                                                                                                                                                                                                                                          | 193                    | 64                           | 137          | 68          | 78                         | 23 |
| A306                                                                                                                                                                                                                                                                                                                                                          | 194                    | 65                           | 83           | 66          | 75                         | 20 |
| B757                                                                                                                                                                                                                                                                                                                                                          | 54                     | 18                           | 16           | 66          | 75                         | 18 |
| Difference [A-B]                                                                                                                                                                                                                                                                                                                                              |                        |                              |              |             |                            |    |
| B727                                                                                                                                                                                                                                                                                                                                                          |                        | -104                         | na           | na          | na                         | na |
| DC10/MD10                                                                                                                                                                                                                                                                                                                                                     |                        | -42                          | 56           | -2          | -1                         | 2  |
| MD11                                                                                                                                                                                                                                                                                                                                                          |                        | 32                           | 124          | -2          | -1                         | -1 |
| A306                                                                                                                                                                                                                                                                                                                                                          |                        | -2                           | 62           | -1          | -2                         | -5 |
| (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.<br>Source: ANOMS (Airport Noise and Operations Monitoring System) |                        |                              |              |             |                            |    |

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

## 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)<br>First Quarter 2011, RMT 2 |                        |                            |                              |              |             |                            |
|-------------------------------------------------------------------------------------------|------------------------|----------------------------|------------------------------|--------------|-------------|----------------------------|
|                                                                                           | Aircraft<br>Departures |                            | Recorded Noise<br>Events (a) | Lmax Average | SEL Average | Avg. Duration<br>(seconds) |
| Baseline (November 2002) [A]                                                              |                        |                            |                              |              |             |                            |
| B727                                                                                      | 104                    |                            | 101                          | 76           | 87          | 44                         |
| DC10/MD10                                                                                 | 87                     |                            | 32                           | 69           | 78          | 22                         |
| MD11                                                                                      | 32                     |                            | 13                           | 70           | 79          | 24                         |
| A306                                                                                      | 67                     |                            | 21                           | 67           | 77          | 25                         |
| 1st Quarter January through March 2011) [B]                                               |                        |                            |                              |              |             |                            |
|                                                                                           | Total [X]              | Est. Avg.<br>Monthly [X/3] |                              |              |             |                            |
| B727                                                                                      | 1                      | 0                          | 1                            | 74           | 85          | 44                         |
| DC10/MD10                                                                                 | 117                    | 39                         | 66                           | 68           | 78          | 22                         |
| MD11                                                                                      | 183                    | 61                         | 121                          | 69           | 79          | 21                         |
| A306                                                                                      | 171                    | 57                         | 74                           | 67           | 76          | 19                         |
| Difference [A-B]                                                                          |                        |                            |                              |              |             |                            |
| B727                                                                                      |                        | -104                       | -100                         | -2           | -2          | 0                          |
| DC10/MD10                                                                                 |                        | -48                        | 34                           | -1           | 0           | 0                          |
| MD11                                                                                      |                        | 29                         | 108                          | -1           | 0           | -3                         |
| A306                                                                                      |                        | -10                        | 53                           | 0            | -1          | -6                         |

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

## 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<br>(10:00 PM to 6:00 PM)<br>First Quarter 2012 |         |          |       |         |
|-------------------------------------------------------------------------------------------------|---------|----------|-------|---------|
|                                                                                                 | January | February | March | Quarter |
| Jet Departures                                                                                  | 29      | 18       | 98    | 145     |
| Non-Compliant Departures                                                                        | 1       | 1        | 2     | 4       |
| Compliant Departures                                                                            | 28      | 17       | 96    | 141     |
| Compliance Rate                                                                                 | 97%     | 94%      | 98%   | 97%     |

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

## 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<br>First Quarter 2012 |         |          |       |         |
|---------------------------------------------|---------|----------|-------|---------|
|                                             | January | February | March | Quarter |
| Runups - 7:00 PM to 10:00 PM                | 0       | 0        | 0     | 0       |
| Runups Greater Than 75 dB                   | 0       | 0        | 0     | 0       |
| Runups - 10:00 PM to 7:00 AM                | 5       | 7        | 1     | 13      |
| Runups Greater Than 70 dB                   | 0       | 0        | 0     | 0       |
| Total Evening and Nighttime Runups          | 5       | 7        | 1     | 13      |
| 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<br>Compliance Summary<br>First Quarter 2012                                                                                                                                  |         |          |       |         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------|-------|---------|
|                                                                                                                                                                                                                                     | January | February | March | Quarter |
| Total Runway 29 East Turn Turbojet Departures                                                                                                                                                                                       | 1,168   | 1,195    | 1,091 | 3,454   |
| Non-compliant Turbojet Departures                                                                                                                                                                                                   | 23      | 12       | 38    | 73      |
| Total Turbojet Aircraft Above 3K Feet ASL*                                                                                                                                                                                          | 1,145   | 1,183    | 1,053 | 3,381   |
| Compliance Rate                                                                                                                                                                                                                     | 98%     | 99%      | 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 gate so that aircraft below 2,900 feet are to be flagged as non-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<br>Compliance Summary<br>First Quarter 2012                                                                                                                                                          |         |          |       |         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------|-------|---------|
|                                                                                                                                                                                                                                                           | January | February | March | Quarter |
| Turbojets on Downwind RWY 29 Approach                                                                                                                                                                                                                     | 707     | 786      | 727   | 2,220   |
| Non-compliant Turbojets                                                                                                                                                                                                                                   | 59      | 62       | 67    | 188     |
| Total Turbojet Aircraft Above 3K Feet ASL*                                                                                                                                                                                                                | 648     | 724      | 660   | 2,032   |
| Compliance Rate                                                                                                                                                                                                                                           | 92%     | 92%      | 91%   | 92%     |
| Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant. |         |          |       |         |

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

**Oakland International Airport  
Noise Complaint Summary  
January 2012**

| Community                              | Callers   | Complaints |
|----------------------------------------|-----------|------------|
| Alameda(BFI)                           | 14        | 30         |
| Alameda(Central)                       | 2         | 5          |
| Berkeley                               | 0         | 0          |
| Castro Valley                          | 1         | 26         |
| Fremont                                | 2         | 9          |
| Hayward                                | 0         | 0          |
| Marin County                           | 0         | 0          |
| Milpitas                               | 0         | 0          |
| Newark                                 | 0         | 0          |
| Oakland                                | 2         | 10         |
| Piedmont                               | 0         | 0          |
| San Francisco                          | 2         | 2          |
| San Leandro                            | 2         | 93         |
| San Lorenzo                            | 0         | 0          |
| Other Communities                      | 1         | 2          |
| <b>Total</b>                           | <b>26</b> | <b>177</b> |
| <b>Complaints by Time of Day</b>       |           |            |
| Day ( 0700 - 1900 )                    | 121       |            |
| Evening ( 1900 - 2200 )                | 4         |            |
| Night ( 2200 - 0700 )                  | 52        |            |
| <b>Complaints by Type of Operation</b> |           |            |
| Air Traffic Safety                     | 0         |            |
| Aircraft Overflight                    | 79        |            |
| Engine Run-up Activity                 | 0         |            |
| Helicopter Flight                      | 16        |            |
| Medical Flight                         | 0         |            |
| Military Flight                        | 1         |            |
| Non-compliant Flight                   | 1         |            |
| Runway/Taxiway Maintenance             | 13        |            |
| Southeast Plan Flight                  | 1         |            |
| Touch & Go Flight                      | 61        |            |
| Unknown                                | 5         |            |
| <b>Complaints by Type of Aircraft</b>  |           |            |
| Helicopter                             | 37        |            |
| Jet                                    | 118       |            |
| Military                               | 0         |            |
| Not Reported                           | 0         |            |
| Other                                  | 0         |            |
| Propeller                              | 22        |            |

**Oakland International Airport  
Noise Complaint Summary  
February 2012**

| Community                              | Callers   | Complaints |
|----------------------------------------|-----------|------------|
| Alameda(BFI)                           | 10        | 16         |
| Alameda(Central)                       | 1         | 1          |
| Berkeley                               | 0         | 0          |
| Castro Valley                          | 1         | 18         |
| Fremont                                | 1         | 3          |
| Hayward                                | 0         | 0          |
| Marin County                           | 0         | 0          |
| Milpitas                               | 0         | 0          |
| Newark                                 | 0         | 0          |
| Oakland                                | 2         | 7          |
| Piedmont                               | 0         | 0          |
| San Francisco                          | 0         | 0          |
| San Leandro                            | 3         | 67         |
| San Lorenzo                            | 0         | 0          |
| Other Communities                      | 1         | 4          |
| <b>Total</b>                           | <b>19</b> | <b>116</b> |
| <b>Complaints by Time of Day</b>       |           |            |
| Day ( 0700 - 1900 )                    | 56        |            |
| Evening ( 1900 - 2200 )                | 3         |            |
| Night ( 2200 - 0700 )                  | 57        |            |
| <b>Complaints by Type of Operation</b> |           |            |
| Air Traffic Safety                     | 0         |            |
| Aircraft Overflight                    | 74        |            |
| Engine Run-up Activity                 | 0         |            |
| Helicopter Flight                      | 7         |            |
| Medical Flight                         | 2         |            |
| Military Flight                        | 4         |            |
| Non-compliant Flight                   | 3         |            |
| Runway/Taxiway Maintenance             | 8         |            |
| Southeast Plan Flight                  | 0         |            |
| Touch & Go Flight                      | 17        |            |
| Unknown                                | 1         |            |
| <b>Complaints by Type of Aircraft</b>  |           |            |
| Helicopter                             | 53        |            |
| Jet                                    | 55        |            |
| Military                               | 1         |            |
| Not Reported                           | 0         |            |
| Other                                  | 0         |            |
| Propeller                              | 7         |            |

**Oakland International Airport  
Noise Complaint Summary  
March 2012**

| Community                              | Callers   | Complaints |
|----------------------------------------|-----------|------------|
| Alameda(BFI)                           | 30        | 47         |
| Alameda(Central)                       | 0         | 0          |
| Berkeley                               | 0         | 0          |
| Castro Valley                          | 1         | 25         |
| Fremont                                | 0         | 0          |
| Hayward                                | 0         | 0          |
| Marin County                           | 0         | 0          |
| Milpitas                               | 0         | 0          |
| Newark                                 | 0         | 0          |
| Oakland                                | 3         | 3          |
| Piedmont                               | 0         | 0          |
| San Francisco                          | 1         | 1          |
| San Leandro                            | 3         | 143        |
| San Lorenzo                            | 0         | 0          |
| Other Communities                      | 4         | 7          |
| <b>Total</b>                           | <b>42</b> | <b>226</b> |
| <b>Complaints by Time of Day</b>       |           |            |
| Day ( 0700 - 1900 )                    | 124       |            |
| Evening ( 1900 - 2200 )                | 4         |            |
| Night ( 2200 - 0700 )                  | 98        |            |
| <b>Complaints by Type of Operation</b> |           |            |
| Air Traffic Safety                     | 0         |            |
| Aircraft Overflight                    | 71        |            |
| Engine Run-up Activity                 | 0         |            |
| Helicopter Flight                      | 9         |            |
| Medical Flight                         | 0         |            |
| Military Flight                        | 0         |            |
| Non-compliant Flight                   | 2         |            |
| Runway/Taxiway Maintenance             | 13        |            |
| Southeast Plan Flight                  | 32        |            |
| Touch & Go Flight                      | 88        |            |
| Unknown                                | 11        |            |
| <b>Complaints by Type of Aircraft</b>  |           |            |
| Helicopter                             | 50        |            |
| Jet                                    | 159       |            |
| Military                               | 1         |            |
| Not Reported                           | 0         |            |
| Other                                  | 0         |            |
| Propeller                              | 16        |            |

## 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<br>(10:00 p.m. to 6:00 a.m.)<br>First Quarter 2012 |         |          |       |       |            |
|-------------------------------------------------------------------------------------------|---------|----------|-------|-------|------------|
|                                                                                           | January | February | March | Total | Percentage |
| Runway 27L                                                                                | 3       | 5        | 2     | 10    | 2%         |
| Runway 27R                                                                                | 52      | 48       | 47    | 147   | 36%        |
| Runway 33                                                                                 | 1       | 4        | 1     | 6     | 1%         |
| Alameda                                                                                   | 56      | 57       | 50    | 163   | 40%        |
| Runway 09L                                                                                | 10      | 4        | 9     | 23    | 6%         |
| Runway 09R                                                                                | 71      | 64       | 76    | 211   | 52%        |
| Runway 15                                                                                 | 4       | 3        | 4     | 11    | 3%         |
| San Leandro                                                                               | 85      | 71       | 89    | 245   | 60%        |
| Total Departures                                                                          | 141     | 128      | 139   | 408   | 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<br>First Quarter 2012 |         |          |       |       |
|----------------------------------------------------------------|---------|----------|-------|-------|
|                                                                | January | February | March | Total |
| VFR Departures                                                 |         |          |       |       |
| Runway 27L                                                     | 21      | 13       | 14    | 48    |
| Runway 27R                                                     | 142     | 181      | 132   | 455   |
| Runway 33                                                      | 125     | 119      | 80    | 324   |
| VFR Departures                                                 | 288     | 313      | 226   | 827   |
| IFR Departures                                                 |         |          |       |       |
| Runway 27L                                                     | 177     | 163      | 125   | 465   |
| Runway 27R                                                     | 582     | 622      | 482   | 1,686 |
| Runway 33                                                      | 115     | 97       | 90    | 302   |
| IFR Departures                                                 | 874     | 882      | 697   | 2,453 |
| Total Departures                                               | 1,162   | 1,195    | 923   | 3,280 |

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

**Operations Table 3. Runway Use by Aircraft Category**

|                       | Aircraft Category | OAK Aircraft Operations by Category and Runway<br>First Quarter 2012 |        |             |     |     |     |     |       |       |      |             |             |
|-----------------------|-------------------|----------------------------------------------------------------------|--------|-------------|-----|-----|-----|-----|-------|-------|------|-------------|-------------|
|                       |                   | 11                                                                   | 29     | South Field | 15  | 33  | 09L | 09R | 27L   | 27R   | PAD1 | North Field | Grand Total |
| Arrivals              | Corporate Jets    | 220                                                                  | 126    | -           | -   | -   | 18  | 50  | 366   | 1,417 | -    | 1,851       | 1,851       |
|                       | Helicopters       | -                                                                    | -      | -           | -   | -   | -   | -   | 1     | 2     | 189  | 192         | 192         |
|                       | Commercial Jets   | 1,279                                                                | 10,856 | 12,135      | -   | -   | -   | 10  | 22    | 1     | -    | 33          | 12,168      |
|                       | Military          | 2                                                                    | 6      | 8           | 1   | -   | -   | -   | -     | -     | -    | 1           | 9           |
|                       | Propeller         | 17                                                                   | 9      | 26          | 94  | 80  | 66  | 17  | 191   | 1,713 | -    | 2,161       | 2,187       |
|                       | Regional Jets     | 104                                                                  | 758    | 862         | -   | -   | 1   | 1   | 87    | 40    | -    | 129         | 991         |
|                       | Turboprops        | 53                                                                   | 452    | 505         | 7   | 1   | 86  | 91  | 67    | 1,149 | -    | 1,401       | 1,906       |
|                       | Unknown           | -                                                                    | -      | -           | -   | -   | -   | -   | -     | -     | -    | -           | -           |
| Sub-totals            |                   | 1,675                                                                | 12,207 | 13,536      | 102 | 81  | 171 | 169 | 734   | 4,322 | 189  | 5,768       | 19,304      |
| Departures            | Corporate Jets    | 32                                                                   | 1,839  | 1,871       | 1   | 16  | 35  | 241 | 37    | 49    | -    | 379         | 2,250       |
|                       | Helicopters       | -                                                                    | -      | -           | 1   | -   | -   | -   | -     | 2     | 198  | 201         | 201         |
|                       | Commercial Jets   | 1,223                                                                | 11,070 | 12,293      | -   | -   | -   | 18  | 4     | -     | -    | 22          | 12,315      |
|                       | Military          | 2                                                                    | 6      | 8           | -   | -   | -   | -   | -     | -     | -    | -           | 8           |
|                       | Propeller         | 1                                                                    | 109    | 110         | 177 | 588 | 114 | 30  | 115   | 1,331 | -    | 2,355       | 2,465       |
|                       | Regional Jets     | 92                                                                   | 892    | 984         | -   | -   | -   | 16  | 1     | -     | -    | 17          | 1,001       |
|                       | Turboprops        | 40                                                                   | 438    | 478         | -   | 22  | 101 | 213 | 356   | 759   | -    | 1,451       | 1,929       |
|                       | Unknown           | -                                                                    | -      | -           | -   | -   | -   | -   | -     | -     | -    | -           | -           |
| Sub-totals            |                   | 1,390                                                                | 14,354 | 15,744      | 179 | 626 | 250 | 518 | 513   | 2,141 | 198  | 4,425       | 20,169      |
| Touch & Go Sub-totals |                   | -                                                                    | 1      | 1           | 4   | 56  | 10  | 1   | 186   | 343   | 48   | 648         | 649         |
| Grand Total           |                   | 3,065                                                                | 26,562 | 29,281      | 285 | 763 | 431 | 688 | 1,433 | 6,806 | 435  | 10,841      | 40,122      |

**Operations Table 4. Runway Use by Jet Aircraft Category**

|                               | Aircraft Category | RUNWAYS<br>First Quarter 2012 |        |             |    |    |     |     |     |       |      |             |             |
|-------------------------------|-------------------|-------------------------------|--------|-------------|----|----|-----|-----|-----|-------|------|-------------|-------------|
|                               |                   | 11                            | 29     | South Field | 15 | 33 | 09L | 09R | 27L | 27R   | PAD1 | North Field | Grand Total |
| Arrivals                      | Commercial Jets   | 1,279                         | 10,856 | 12,135      | -  | -  | -   | 10  | 22  | 1     | -    | 33          | 12,168      |
|                               | Regional Jets     | 104                           | 758    | 862         | -  | -  | 1   | 1   | 87  | 40    | -    | 129         | 991         |
| Commercial Jet Sub-totals     |                   | 1,383                         | 11,614 | 12,997      | -  | -  | 1   | 11  | 109 | 41    | -    | 162         | 13,159      |
|                               | Corporate Jets    | 220                           | 126    | 346         | -  | -  | 18  | 50  | 366 | 1,417 | -    | 1,851       | 2,197       |
| All Jet Arrivals Sub-totals   |                   | 1,603                         | 11,740 | 13,343      | -  | -  | 19  | 61  | 475 | 1,458 | -    | 2,013       | 15,356      |
| Departures                    | Commercial Jets   | 1,223                         | 11,070 | 12,293      | -  | -  | -   | 18  | 4   | -     | -    | 22          | 12,315      |
|                               | Regional Jets     | 92                            | 892    | 984         | -  | -  | -   | 16  | 1   | -     | -    | 17          | 1,001       |
| Commercial Jet Sub-totals     |                   | 1,315                         | 11,962 | 13,277      | -  | -  | -   | 34  | 5   | -     | -    | 39          | 13,316      |
|                               | Corporate Jets    | 32                            | 1,839  | 1,871       | 1  | 16 | 35  | 241 | 37  | 49    | -    | 379         | 2,250       |
| All Jet Departures Sub-totals |                   | 1,347                         | 13,801 | 15,148      | 1  | 16 | 35  | 275 | 42  | 49    | -    | 418         | 15,566      |
| Grand Total                   |                   | 2,950                         | 25,541 | 28,491      | 1  | 16 | 54  | 336 | 517 | 1,507 | -    | 2,431       | 30,922      |

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

## 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<sub>max</sub> (maximum sound level):** the L<sub>max</sub> 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.

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

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

## APPENDICES

### Jet Aircraft Departure List for Calendar Quarter

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments            | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|---------------------|---------|
| 1/1/2012 11:11  | CFDHD         | CFDHD       | C680          | 3703        | 28L    | B                 | Pilot Requested     | No      |
| 1/2/2012 11:45  | N619RJ        | N619RJ      | EA50          | 3606        | 28L    | B                 | Not Acceptable      | No      |
| 1/2/2012 12:03  | N430TB        | N430TB      | E50P          | 3613        | 28L    | B                 | Not Acceptable      | No      |
| 1/3/2012 8:18   | N61VC         | N61VC       | BE40          | 4555        | 28R    | B                 | Not Acceptable      | No      |
| 1/4/2012 9:18   | OPT852        | N852LX      | H25B          | 3341        | 28R    | B                 | Pilot Requested     | No      |
| 1/5/2012 9:00   | N357MP        | N357MP      | C56X          | 4271        | 28R    | B                 | Pilot Requested     | No      |
| 1/5/2012 11:07  | N955KC        | N955KC      | C680          | 3325        | 28R    | B                 | Pilot Requested     | No      |
| 1/5/2012 18:53  | EJA922        | N922QS      | C750          | 4242        | 28R    | B                 | Pilot Requested     | No      |
| 1/9/2012 2:15   | VOI907        | N502VL      | A319          | 3225        | 28L    | J                 | Runway Maintenance  | Yes     |
| 1/10/2012 8:13  | N521DC        | N521DC      | FA50          | 1157        | 28L    | B                 | Pilot Requested     | No      |
| 1/10/2012 13:46 | N404BL        | N404BL      | BE40          | 4555        | 30     | B                 | System Error        | Yes     |
| 1/10/2012 18:30 | N750XJ        | N750XJ      | C750          | 4550        | 28L    | B                 | Pilot Requested     | No      |
| 1/12/2012 14:24 | N795T         | N480CM      | C510          | 1723        | 28R    | B                 | Pilot Requested     | No      |
| 1/12/2012 21:15 | N34VR         | N34VR       | C750          | 4270        | 28R    | B                 | Pilot Requested     | No      |
| 1/13/2012 12:21 | N828PA        | N828PA      | EA50          | 3201        | 28R    | B                 | Pilot Refusal       | No      |
| 1/13/2012 13:04 | DAL8935       | N328NB      | A319          | 1111        | 28L    | J                 | Pilot Requested     | No      |
| 1/13/2012 13:14 | DCM3167       | N414FW      | C25A          | 3247        | 28L    | B                 | Pilot Requested     | No      |
| 1/13/2012 15:03 | NN108CJ       | N108CJ      | C525          | 4503        | 28L    | B                 | Pilot Requested     | No      |
| 1/14/2012 19:23 | FSR51         | N51V        | FA50          | 3330        | 28R    | B                 | Pilot Requested     | No      |
| 1/14/2012 20:59 | N169TD        | N169TD      | CL60          | 3374        | 28L    | B                 | Pilot Requested     | No      |
| 1/17/2012 11:00 | EJA946        |             | C750          | 3267        | 28L    | B                 | Pilot Requested     | No      |
| 1/17/2012 15:25 | N450JF        | N450JF      | E50P          | 3321        | 28L    | B                 | Audio Not Available | No      |
| 1/18/2012 12:48 | N188SW        | N188SW      | FA7X          | 3317        | 28L    | B                 | Pilot Requested     | No      |
| 1/18/2012 17:06 | TTX2697       |             | FA20          | 3333        | 28L    | B                 | Pilot Requested     | No      |
| 1/21/2012 10:02 | N151KV        | N151KV      | C56X          | 4524        | 28R    | B                 | Pilot Requested     | No      |
| 1/23/2012 10:53 | N828PA        | N828PA      | EA50          | 3272        | 28R    | B                 | Pilot Refusal       | No      |
| 1/23/2012 12:31 | ELJ75         | N75HU       | C56X          | 3212        | 28R    | B                 | Pilot Requested     | No      |
| 1/27/2012 9:29  | N150RJ        | N150RJ      | FA50          | 6337        | 28R    | B                 | Pilot Requested     | No      |
| 1/27/2012 10:59 | N321MS        | N321MS      | H25B          | 4615        | 28R    | B                 | System Error        | Yes     |
| 1/27/2012 16:26 | EJA722        | N722QS      | GALX          | 4253        | 30     | B                 | System Error        | Yes     |
| 1/27/2012 19:20 | N321AS        | N321AS      | ASTR          | 4552        | 28R    | B                 | System Error        | Yes     |
| 1/29/2012 14:21 | LN95WK        | N95WK       | LJ55          | 3301        | 28L    | B                 | Lifeguard Medical   | Yes     |
| 1/30/2012 14:23 | N900PF        | N900PF      | H25B          | 3631        | 28R    | B                 | Pilot Requested     | No      |
| 2/1/2012 11:44  | TWY99         | N360        | CL60          | 4266        | 28R    | B                 | System Error        | Yes     |
| 2/1/2012 14:58  | SWA536        | N633SW      | B733          | 3303        | 30     | J                 | System Error        | Yes     |
| 2/3/2012 14:44  | EJA341        |             | C680          | 3634        | 28L    | B                 | Pilot Requested     | No      |
| 2/5/2012 11:32  | EJA346        | N346QS      | C680          | 4541        | 28L    | B                 | Pilot Requested     | No      |
| 2/7/2012 12:50  | N828PA        | N828PA      | EA50          | 3373        | 28R    | B                 | Pilot Refusal       | No      |
| 2/7/2012 12:56  | LN732LH       | N732LH      | LJ60          | 3353        | 28R    | B                 | Lifeguard Medical   | Yes     |
| 2/7/2012 16:53  | EJA307P       | N307QS      | C680          | 4230        | 28R    | B                 | Pilot Requested     | No      |
| 2/8/2012 11:36  | N991TW        | N991TW      | CL60          | 3335        | 28L    | B                 | Pilot Refusal       | No      |
| 2/8/2012 16:18  | N828PA        | N828PA      | EA50          | 3267        | 28L    | B                 | Pilot Refusal       | No      |
| 2/9/2012 8:47   | N510GG        | N510GG      | C510          | 1170        | 28R    | B                 | Pilot Requested     | No      |
| 2/12/2012 9:58  | F826K         | N826K       | F900          | 1765        | 28L    | B                 | Pilot Requested     | No      |
| 2/12/2012 11:04 | BATL16        | BATL16      | LJ35          | 4547        | 28R    | B                 | ATC Did Not Advise  | No      |

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments            | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|---------------------|---------|
| 2/12/2012 15:02 | N969RE        | N969RE      | PRM1          | 4217        | 28R    | B                 | ATC Did Not Advise  | No      |
| 2/12/2012 20:07 | N795XJ        | N795XJ      | C750          | 4502        | 30     | B                 | System Error        | Yes     |
| 2/12/2012 20:09 | N410KA        | N410KA      | F900          | 3311        | 28L    | B                 | ATC Did Not Advise  | No      |
| 2/14/2012 7:24  | N321MS        | N321MS      | H25B          | 337         | 28R    | B                 | System Error        | Yes     |
| 2/15/2012 10:48 | TWY99         | N360        | CL60          | 4271        | 28R    | B                 | System Error        | Yes     |
| 2/16/2012 10:50 | N549LR        | N549LR      | H25C          | 3320        | 28L    | B                 | Pilot Requested     | No      |
| 2/17/2012 13:09 | N733H         | N733H       | F2TH          | 4554        | 28L    | B                 | Pilot Requested     | No      |
| 2/17/2012 14:37 | N25NG         | N525NG      | C550          | 357         | 33     | B                 | Audio Not Available | No      |
| 2/17/2012 16:34 | N768JF        | N768JF      | EA50          | 3641        | 28R    | B                 | Pilot Requested     | No      |
| 2/18/2012 9:39  | N878HL        | N878HL      | GL5T          | 4276        | 30     | B                 | System Error        | Yes     |
| 2/19/2012 13:39 | N495MH        | N495MH      | C550          | 3253        | 28L    | B                 | Pilot Requested     | No      |
| 2/20/2012 17:44 | LN54PA        | N54PA       | LJ35          | 3213        | 28L    | B                 | Lifeguard Medical   | Yes     |
| 2/20/2012 18:34 | N939MG        | N939MG      | C560          | 1200        | 28R    | B                 | Pilot Requested     | No      |
| 2/21/2012 10:51 | XAGLS         | XAGLS       | H25A          | 3643        | 28R    | B                 | Lifeguard Medical   | Yes     |
| 2/22/2012 15:09 | TFF604        | N529AK      | CL60          | 4244        | 28L    | B                 | Pilot Requested     | No      |
| 2/23/2012 12:22 | N680AB        | N680AB      | C680          | 1750        | 28R    | B                 | ATC Did Not Advise  | No      |
| 2/24/2012 15:28 | FIV556        | N556CS      | C56X          | 4507        | 28R    | B                 | Pilot Requested     | No      |
| 2/25/2012 14:36 | FIV432        | N432CS      | C25B          | 3244        | 28L    | B                 | Pilot Requested     | No      |
| 2/25/2012 15:08 | FTH566        | N566VR      | C560          | 4573        | 28L    | B                 | Pilot Requested     | No      |
| 2/26/2012 10:11 | N252XJ        | N252XJ      | H25B          | 6350        | 28L    | B                 | Pilot Requested     | No      |
| 2/26/2012 10:24 | CFCLJ         | CFCLJ       | LJ35          | 3671        | 28L    | B                 | Lifeguard Medical   | Yes     |
| 2/27/2012 8:10  | DAL8935       | N363NB      | A319          | 1155        | 28L    | J                 | Pilot Requested     | No      |
| 2/27/2012 9:39  | N200GP        | N200GP      | BE40          | 3355        | 28L    | B                 | Pilot Requested     | No      |
| 2/27/2012 16:02 | LCFCLJ        | LCFCLJ      | LJ35          | 6354        | 28R    | B                 | Lifeguard Medical   | Yes     |
| 2/28/2012 12:23 | N92RX         | N92RW       | C750          | 3734        | 28L    | B                 | Pilot Requested     | No      |
| 2/28/2012 16:15 | SWA907        | N474WN      | B737          | 1152        | 30     | J                 | System Error        | Yes     |
| 2/28/2012 17:48 | CFCLJ         | CFCLJ       | LJ35          | 3324        | 28L    | B                 | Lifeguard Medical   | Yes     |
| 2/29/2012 17:31 | LNCFCLJ       | LNCFCLJ     | LJ35          | 1104        | 28L    | B                 | Lifeguard Medical   | Yes     |
| 3/4/2012 18:40  | N768JF        | N768JF      | EA50          | 4557        | 28R    | B                 | Pilot Requested     | No      |
| 3/5/2012 11:40  | N828PA        | N828PA      | EA50          | 3707        | 28L    | B                 | Pilot Refusal       | No      |
| 3/5/2012 12:19  | N930MG        | N930MG      | C680          | 1200        | 28R    | B                 | Pilot Requested     | No      |
| 3/6/2012 10:29  | N85SM         | N85SM       | EA50          | 4572        | 28R    | B                 | Pilot Requested     | No      |
| 3/6/2012 14:19  | N45PK         | N45PK       | C56X          | 1720        | 28R    | B                 | Pilot Requested     | No      |
| 3/6/2012 14:25  | N125PL        | N125PL      | C25B          | 3372        | 28L    | B                 | Pilot Requested     | No      |
| 3/7/2012 16:22  | N828PA        | N828PA      | EA50          | 3313        | 28R    | B                 | Pilot Refusal       | No      |
| 3/8/2012 13:24  | N610JC        | N610JC      | C550          | 3253        | 28R    | B                 | Pilot Requested     | No      |
| 3/8/2012 16:09  | TWY604        | N604MM      | CL60          | 3706        | 28L    | B                 | Pilot Requested     | No      |
| 3/9/2012 14:26  | N411AJ        | N411AJ      | LJ40          | 3640        | 28R    | B                 | Pilot Requested     | No      |
| 3/10/2012 8:55  | LN903JP       | N903JP      | C510          | 3213        | 28L    | B                 | Lifeguard Medical   | Yes     |
| 3/10/2012 14:54 | LN273LJ       | N273LJ      | LJ35          | 3634        | 28R    | B                 | Lifeguard Medical   | Yes     |
| 3/15/2012 15:40 | N802CB        | N802CB      | GLEX          | 1115        | 28R    | B                 | Pilot Requested     | No      |
| 3/15/2012 15:58 | N105CJ        | N105CJ      | C25B          | 1152        | 28R    | B                 | Pilot Requested     | No      |
| 3/17/2012 8:29  | LN903JP       | N903JP      | C510          | 4242        | 28R    | B                 | Lifeguard Medical   | Yes     |
| 3/17/2012 10:03 | N2486B        | N2486B      | EA50          | 3335        | 28R    | B                 | Pilot Refusal       | No      |
| 3/18/2012 8:55  | N828PA        | N828PA      | EA50          | 3340        | 28R    | B                 | Pilot Refusal       | No      |
| 3/19/2012 13:31 | LXJ607        |             | LJ40          | 1140        | 28R    | B                 | Pilot Requested     | No      |
| 3/21/2012 13:19 | JUS215        | N215US      | DC93          | 3203        | 28L    | J                 | ATC Did Not Advise  | No      |
| 3/21/2012 16:49 | N930MG        | N930MG      | C680          | 354         | 28R    | B                 | Pilot Requested     | No      |

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments        | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|-----------------|---------|
| 3/22/2012 16:47 | N2486B        | N2486B      | EA50          | 340         | 28R    | B                 | Pilot Requested | No      |
| 3/23/2012 18:07 | N615PG        | N615PG      | E135          | 3666        | 28L    | R                 | System Error    | Yes     |
| 3/26/2012 8:13  | N272XJ        | N272XJ      | H25B          | 6373        | 28R    | B                 | Pilot Requested | No      |
| 3/28/2012 13:05 | BJS439        |             | LJ45          | 351         | 30     | B                 | System Error    | Yes     |
| 3/29/2012 12:39 | N105CJ        | N105CJ      | C25B          | 3220        | 28R    | B                 | Pilot Requested | No      |
| 3/29/2012 16:12 | N991TW        | N991TW      | CL60          | 4205        | 28L    | B                 | Pilot Refusal   | No      |

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

### Jet Aircraft Landing List for Calendar Quarter

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments             |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|----------------------|
| 1/19/2012 15:08 | N708GP        | N708GP      | C25A          | 1312        | 09R    | B                 | Pilot Requested      |
| 1/19/2012 15:23 | N511TC        | N511TC      | C525          | 4564        | 09L    | B                 | Air Traffic Conflict |
| 1/19/2012 16:20 | OPT469        |             | BE40          | 6761        | 09L    | B                 | Runway Maintenance   |
| 1/19/2012 21:32 | EJA368        |             | C680          | 1415        | 09R    | B                 | Not Acceptable       |
| 1/20/2012 00:22 | LN5950C       | LN5950C     | G150          | 6040        | 09R    | B                 | Lifeguard Medical    |
| 1/20/2012 05:03 |               |             | GLF5          | 2536        | 09R    | B                 | Pilot Requested      |
| 1/20/2012 08:17 | N3725L        | N3725L      | PRM1          | 6716        | 09R    | B                 | Pilot Requested      |
| 1/20/2012 08:48 | N484JH        | N484JH      | E50P          | 6730        | 09R    | B                 | Pilot Requested      |
| 1/20/2012 11:30 | N713WH        | N713WH      | C525          | 2727        | 09R    | B                 | Pilot Requested      |
| 1/20/2012 12:42 | N958GC        | N958GC      | C550          | 6632        | 09R    | B                 | Air Traffic Conflict |
| 1/20/2012 12:46 | N731PS        | N731PS      | BE40          | 1004        | 09R    | B                 | Air Traffic Conflict |
| 1/20/2012 12:56 | N710TP        | N710TP      | LJ60          | 4521        | 09R    | B                 | Pilot Requested      |
| 1/20/2012 13:37 | N213BA        | N213BA      | GLF3          | 7126        | 09R    | B                 | Pilot Requested      |
| 1/20/2012 14:10 | EJA226        |             | F2TH          | 4164        | 09R    | B                 | Pilot Requested      |
| 1/20/2012 15:20 | N35BG         | N35BG       | LJ35          | 3530        | 09R    | B                 | Pilot Requested      |
| 1/22/2012 10:30 | EJA966        |             | C750          | 544         | 09R    | B                 | Air Traffic Conflict |
| 1/22/2012 10:46 | LXJ440        |             | LJ45          | 7371        | 09R    | B                 | Air Traffic Conflict |
| 1/22/2012 11:10 | BJS259        |             | LJ60          | 512         | 09R    | B                 | Air Traffic Conflict |
| 1/22/2012 11:25 | EJA870        |             | H25B          | 7275        | 09R    | B                 | Pilot Requested      |
| 1/22/2012 11:28 |               |             | H25B          | 2002        | 09R    | B                 | Pilot Requested      |
| 1/22/2012 12:14 | N350BV        | N350BV      | C25A          | 2031        | 09L    | B                 | Pilot Requested      |
| 1/22/2012 12:29 | EJM291        |             | C56X          | 4137        | 09L    | B                 | Pilot Requested      |
| 1/22/2012 12:58 | N31NS         | N31NS       | C560          | 1302        | 09L    | B                 | Pilot Requested      |
| 1/22/2012 13:19 |               |             | GLEK          | 7207        | 09R    | B                 | Pilot Requested      |
| 1/22/2012 13:26 | ELJ75         |             | C56X          | 6766        | 09R    | B                 | Pilot Requested      |
| 1/22/2012 13:51 | N495MH        | N495MH      | C550          | 7101        | 09R    | B                 | Pilot Requested      |
| 1/22/2012 14:18 | N786CC        | N786CC      | LJ45          | 7217        | 09R    | B                 | Pilot Requested      |
| 1/22/2012 14:21 | N801PJ        | N801PJ      | C525          | 2026        | 09R    | B                 | Pilot Requested      |
| 1/22/2012 14:40 | N200VT        | N200VT      | C550          | 2073        | 09R    | B                 | Pilot Requested      |
| 1/22/2012 15:55 | EJA758        |             | GALX          | 1336        | 09R    | B                 | Air Traffic Conflict |
| 1/22/2012 16:38 | N722XJ        | N722XJ      | C750          | 6511        | 09R    | B                 | Pilot Requested      |
| 1/22/2012 17:06 | OPT733        |             | C750          | 2651        | 09R    | B                 | Pilot Requested      |
| 1/22/2012 17:54 | N930MG        | N930MG      | C680          | 4554        | 09R    | B                 | Air Traffic Conflict |
| 1/22/2012 20:44 | N9990S        | N9990S      | H25B          | 7233        | 09L    | B                 | Air Traffic Conflict |
| 1/22/2012 21:28 | N3725L        | N3725L      | PRM1          | 1012        | 09R    | B                 | Pilot Requested      |
| 2/7/2012 08:25  | N825JW        | N825JW      | C650          | 2064        | 09R    | B                 | Pilot Requested      |

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments             |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|----------------------|
| 2/29/2012 00:52 | N41VP         | N41VP       | C560          | 3530        | 09L    | B                 | Pilot Requested      |
| 3/12/2012 21:05 |               |             | F900          | 3407        | 09R    | B                 | Air Traffic Conflict |
| 3/12/2012 22:17 | N71PG         | N71PG       | LJ35          | 1140        | 09L    | B                 | ATC Instructions     |
| 3/13/2012 06:21 | N2486B        | N2486B      | EA50          | 4576        | 09R    | B                 | Pilot Refusal        |
| 3/13/2012 12:26 | OPT454        |             | BE40          | 4175        | 09R    | B                 | Pilot Requested      |
| 3/13/2012 15:55 | N619SM        | N619SM      | F2TH          | 4050        | 09R    | B                 | Air Traffic Conflict |
| 3/13/2012 17:19 | EJA223        |             | F2TH          | 7236        | 09R    | B                 | Pilot Requested      |
| 3/13/2012 19:00 | RSP072        |             | E50P          | 6567        | 09R    | B                 | Pilot Requested      |
| 3/13/2012 20:13 | N2486B        | N2486B      | EA50          | 1002        | 09R    | B                 | Pilot Refusal        |
| 3/13/2012 20:29 | TWY123        |             | CL60          | 2757        | 09R    | B                 | Pilot Requested      |
| 3/14/2012 15:23 | N7HF          |             | C56X          | 7302        | 09R    | B                 | Air Traffic Conflict |
| 3/14/2012 16:47 | N801PJ        | N801PJ      | C525          | 3527        | 09R    | B                 | Air Traffic Conflict |
| 3/14/2012 22:22 | N61VC         | N61VC       | BE40          | 3633        | 09R    | B                 | Pilot Requested      |
| 3/16/2012 15:42 | N681CE        | N681CE      | C560          | 4241        | 09L    | B                 | Air Traffic Conflict |
| 3/16/2012 17:47 | N615PG        | N615PG      | E135          | 7246        | 09R    | R                 | Air Traffic Conflict |
| 3/23/2012 12:13 | N47HF         | N47HF       | C56X          | 4222        | 09R    | B                 | Air Traffic Conflict |
| 3/23/2012 13:17 | N878HL        | N878HL      | GL5T          | 2253        | 09R    | B                 | Runway Maintenance   |
| 3/23/2012 13:52 | LXJ441        |             | LJ45          | 2030        | 09L    | B                 | Runway Maintenance   |
| 3/23/2012 13:58 | SWA1588       |             | B737          | 2017        | 09R    | J                 | Runway Maintenance   |
| 3/23/2012 14:01 | UAL561        |             | A320          | 672         | 09R    | J                 | Runway Maintenance   |
| 3/23/2012 14:23 | AAY170        |             | MD83          | 4174        | 09R    | J                 | Runway Maintenance   |
| 3/23/2012 14:25 | SWA1420       |             | B737          | 1327        | 09R    | J                 | Runway Maintenance   |
| 3/23/2012 14:30 | N417CG        | N417CG      | EA50          | 7177        | 09L    | B                 | Runway Maintenance   |
| 3/23/2012 14:36 | SWA841        |             | B737          | 1310        | 09R    | J                 | Runway Maintenance   |
| 3/23/2012 14:39 | SWA884        |             | B737          | 2070        | 09R    | J                 | Runway Maintenance   |
| 3/23/2012 14:52 | SWA960        |             | B737          | 1677        | 09R    | J                 | Runway Maintenance   |
| 3/23/2012 14:54 | SWA599        |             | B737          | 6774        | 09R    | J                 | Runway Maintenance   |
| 3/23/2012 14:57 | SWA518        |             | B737          | 2715        | 09R    | J                 | Runway Maintenance   |
| 3/23/2012 14:59 |               |             | GLF5          | 2460        | 09L    | B                 | Runway Maintenance   |
| 3/23/2012 15:05 | SWA308        |             | B737          | 2025        | 09R    | J                 | Runway Maintenance   |
| 3/23/2012 15:07 | BJS619        |             | LJ40          | 4010        | 09L    | B                 | Runway Maintenance   |
| 3/23/2012 15:20 | ASH2745       |             | CRJ9          | 2625        | 09L    | R                 | Runway Maintenance   |
| 3/26/2012 10:53 | N979WC        | N979WC      | C550          | 6705        | 09R    | B                 | Air Traffic Conflict |
| 3/26/2012 11:28 | N2000X        | N2000X      | C560          | 3773        | 09R    | B                 | Air Traffic Conflict |
| 3/26/2012 11:43 | BJS439        |             | LJ45          | 6726        | 09L    | B                 | Pilot Requested      |
| 3/26/2012 11:44 | N974BK        | N974BK      | F900          | 3703        | 09L    | B                 | Pilot Requested      |
| 3/26/2012 13:04 | N400KE        | N400KE      | FA50          | 5764        | 09R    | B                 | Air Traffic Conflict |
| 3/26/2012 14:35 | N828PA        | N828PA      | EA50          | 2717        | 09L    | B                 | Air Traffic Conflict |
| 3/27/2012 14:03 | LXJ619        |             | LJ40          | 1342        | 09R    | B                 | Air Traffic Conflict |
| 3/27/2012 15:55 | N31NS         | N31NS       | C560          | 4015        | 09L    | B                 | Air Traffic Conflict |
| 3/27/2012 22:00 | BJS439        |             | LJ45          | 3543        | 09L    | B                 |                      |
| 3/31/2012 12:25 | N789XJ        | N789XJ      | C750          | 5734        | 09R    | B                 | Air Traffic Conflict |
| 3/31/2012 13:30 | EJA349        |             | C680          | 3714        | 09R    | B                 | Air Traffic Conflict |
| 3/31/2012 17:12 | EJA803        |             | C560          | 7311        | 09R    | B                 | Pilot Requested      |

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

## North Field VFR Departure List for Calendar Quarter

| Date/Time       | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments             |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|
| 1/1/2012 11:01  | 33     | N5542N        | N5542N      | C182          | 355         | Good Effort          |
| 1/1/2012 14:18  | 33     | N2866F        | N2866F      | C182          | 356         | Good Effort          |
| 1/1/2012 14:27  | 27L    | N926CT        | N926CT      | SR22          | 364         | Air Traffic Conflict |
| 1/2/2012 11:21  | 27R    |               |             | PROP          | 1200        | System Error         |
| 1/3/2012 13:36  | 33     | N358S         | N358S       | BE35          | 1200        | Not Acceptable       |
| 1/3/2012 16:12  | 27R    | N65311        | N65311      | C172          | 324         | Not Acceptable       |
| 1/3/2012 16:18  | 27R    | N1283Y        | N1283Y      | C172          | 356         | System Error         |
| 1/4/2012 13:43  | 27R    | IDAHO25       | IDAHO25     | C206          | 336         | System Error         |
| 1/4/2012 16:26  | PAD1   | N596WA        | N596WA      | HELO          | 1200        | Air Traffic Conflict |
| 1/4/2012 17:48  | PAD1   | N596WA        | N596WA      | HELO          | 1200        | Good Effort          |
| 1/4/2012 18:21  | 27R    | N1361M        | N1361M      | C172          | 330         | System Error         |
| 1/4/2012 18:21  | 27R    | N1361M        | N1361M      | C172          | 330         | System Error         |
| 1/5/2012 11:33  | PAD1   | N596WA        | N596WA      | HELO          | 1200        | Good Effort          |
| 1/5/2012 11:33  | PAD1   | N596WA        | N596WA      | HELO          | 1200        | Good Effort          |
| 1/5/2012 12:44  | PAD1   |               |             | HELO          | 1200        | Good Effort          |
| 1/5/2012 12:44  | PAD1   |               |             | HELO          | 1200        | Good Effort          |
| 1/5/2012 16:14  | PAD1   | N596WA        | N596WA      | HELO          | 1200        | Good Effort          |
| 1/5/2012 16:14  | PAD1   | N596WA        | N596WA      | HELO          | 1200        | Good Effort          |
| 1/5/2012 16:38  | 27R    | N122CL        | N122CL      | SR22          | 1200        | Air Traffic Conflict |
| 1/5/2012 16:38  | 27R    | N122CL        | N122CL      | SR22          | 1200        | Air Traffic Conflict |
| 1/6/2012 11:27  | 27L    | N5969F        | N5969F      | C210          | 1200        | Air Traffic Conflict |
| 1/6/2012 11:27  | 27L    | N5969F        | N5969F      | C210          | 1200        | Air Traffic Conflict |
| 1/6/2012 14:36  | 27R    | N39546        | N39546      | P28A          | 362         | Good Effort          |
| 1/6/2012 15:57  | PAD1   | N596WA        | N596WA      | HELO          | 1200        | Not Acceptable       |
| 1/7/2012 09:09  | PAD1   | N73SF         | N73SF       | HELO          | 346         | Good Effort          |
| 1/7/2012 10:30  | PAD1   | N596WA        | N596WA      | HELO          | 1200        | Not Acceptable       |
| 1/8/2012 10:28  | PAD1   | N73SF         | N73SF       | HELO          | 1200        | Good Effort          |
| 1/8/2012 10:47  | PAD1   | N442BN        | N442BN      | HELO          | 351         | Good Effort          |
| 1/8/2012 11:37  | 27R    | N67849        | N67849      | C172          | 1200        | Air Traffic Conflict |
| 1/8/2012 11:45  | 15     | N8231L        | N8231L      | BE36          | 357         | Air Traffic Conflict |
| 1/8/2012 11:55  | 27R    | N33AB         | N33AB       | BE35          | 370         | Good Effort          |
| 1/10/2012 09:35 | PAD1   | N73SF         | N73SF       | HELO          | 326         | Good Effort          |
| 1/10/2012 11:38 | 27R    | N553TP        | N553TP      | P28A          | 353         | Good Effort          |
| 1/10/2012 20:07 | PAD1   | C6555         | C6555       | HELO          | 367         | Good Effort          |
| 1/11/2012 11:14 | 27L    | CHP31         |             | C206          | 315         | Law Enforcement      |
| 1/11/2012 13:02 | 33     |               |             | PROP          | 1200        | Good Effort          |
| 1/11/2012 13:48 | 27L    | N67849        | N67849      | C172          | 334         | System Error         |
| 1/11/2012 17:24 | PAD1   | ARGUS1        | ARGUS1      | HELO          | 1200        | Law Enforcement      |
| 1/11/2012 18:54 | 33     |               |             | PROP          | 323         | Good Effort          |
| 1/12/2012 15:59 | 33     | N5038C        | N5038C      | CH7A          | 357         | Good Effort          |
| 1/13/2012 16:50 | 27L    | N25NX         | N25NX       | PC12          | 351         | Good Effort          |
| 1/14/2012 01:37 | 27R    |               |             | PROP          | 1200        | Good Effort          |
| 1/14/2012 11:03 | 27R    | N21263        | N21263      | C172          | 1200        | Air Traffic Conflict |
| 1/14/2012 11:12 | 27L    | N21051        | N21051      | C172          | 1200        | IFR Training         |

| Date/Time       | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments             |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|
| 1/14/2012 11:16 | 33     | N3752W        | N3752W      | AA5           | 1200        | Air Traffic Conflict |
| 1/14/2012 14:34 | 33     | N5054B        | N5054B      | CH10          | 314         | Air Traffic Conflict |
| 1/14/2012 16:38 | PAD1   | N442BN        | N442BN      | HELO          | 1200        | Good Effort          |
| 1/14/2012 23:06 | PAD1   | SKY7          | ARGUS2      | HELO          | 366         | Law Enforcement      |
| 1/16/2012 07:18 | 27R    | N4541M        | N4541M      | BE36          | 1200        | Not Acceptable       |
| 1/16/2012 11:59 | 27R    | N2448M        | N2448M      | P28A          | 342         | Air Traffic Conflict |
| 1/16/2012 13:20 | 33     | N177DA        | N177DA      | C177          | 366         | Air Traffic Conflict |
| 1/16/2012 15:11 | 27R    |               |             | PROP          | 361         | Air Traffic Conflict |
| 1/17/2012 08:43 | 27R    | N4371F        | N4371F      | PA32          | 1200        | Air Traffic Conflict |
| 1/17/2012 15:53 | PAD1   | N422SF        | N422SF      | HELO          | 1200        | Good Effort          |
| 1/18/2012 16:09 | PAD1   | CHP32         |             | HELO          | 347         | Law Enforcement      |
| 1/18/2012 16:11 | PAD1   | ARGUS1        | ARGUS1      | HELO          | 350         | Law Enforcement      |
| 1/19/2012 18:08 | PAD1   | C6555         | C6555       | HELO          | 315         | Good Effort          |
| 1/24/2012 18:39 | PAD1   | FLNT751       | FLNT751     | HELO          | 1200        | Law Enforcement      |
| 1/25/2012 14:19 | 27R    | N414EE        | N414EE      | C414          | 365         | Good Effort          |
| 1/25/2012 15:08 | 27R    |               |             | PROP          | 365         | Good Effort          |
| 1/27/2012 12:10 | 27R    | N62209        | N62209      | C172          | 356         | Good Effort          |
| 1/27/2012 12:25 | 27R    | N994BD        | N994BD      | PA34          | 336         | IFR Training         |
| 1/27/2012 15:54 | 33     | N2686U        | N2686U      | C172          | 335         | Air Traffic Conflict |
| 1/27/2012 17:13 | PAD1   | N442BN        | N442BN      | HELO          | 316         | Good Effort          |
| 1/28/2012 08:26 | 27L    | MRA689        |             | C208          | 330         | Good Effort          |
| 1/28/2012 10:42 | 27R    | N4894L        | N4894L      | PA28          | 367         | Air Traffic Conflict |
| 1/28/2012 12:17 | 33     | N345AS        | N345AS      | DECA          | 350         | Not Acceptable       |
| 1/28/2012 12:37 | 33     | N67489        | N67489      | C152          | 327         | Not Acceptable       |
| 1/28/2012 12:58 | PAD1   | ARGUS1        | ARGUS1      | HELO          | 350         | Good Effort          |
| 1/28/2012 13:47 | 27R    | N6016C        | N6016C      | C182          | 1200        | IFR Training         |
| 1/28/2012 14:39 | 33     | N30475        | N30475      | C172          | 326         | Good Effort          |
| 1/28/2012 14:53 | 27R    | N47952        | N47952      | PA28          | 334         | IFR Training         |
| 1/28/2012 14:55 | 33     | N24998        | N24998      | C152          | 354         | Air Traffic Conflict |
| 1/28/2012 15:01 | 33     | N12452        | N12452      | C172          | 1200        | Air Traffic Conflict |
| 1/28/2012 16:33 | PAD1   | CHP32         |             | HELO          | 1200        | Law Enforcement      |
| 1/28/2012 17:20 | 33     | N444PF        | N444PF      | CH10          | 1200        | Good Effort          |
| 1/28/2012 17:57 | PAD1   | N442BN        | N442BN      | HELO          | 313         | Good Effort          |
| 1/28/2012 18:01 | 27R    | N736ZD        | N736ZD      | C182          | 1200        | Not Acceptable       |
| 1/28/2012 20:49 | PAD1   | ARGUS1        | ARGUS1      | HELO          | 333         | Law Enforcement      |
| 1/29/2012 13:40 | 33     | N122AD        | N122AD      | HXA           | 1200        | Air Traffic Conflict |
| 1/29/2012 14:31 | 27R    | N6721S        | N6721S      | C150          | 1200        | Good Effort          |
| 1/29/2012 16:04 | 27R    | N221LL        | N221LL      | BE35          | 314         | Good Effort          |
| 1/29/2012 16:25 | PAD1   | N442BN        | N442BN      | HELO          | 1200        | Good Effort          |
| 1/30/2012 13:08 | 27R    | N842LP        | N842LP      | C172          | 350         | Good Effort          |
| 1/31/2012 13:38 | 27R    | N328TA        | N328TA      | C172          | 1200        | Good Effort          |
| 1/31/2012 13:42 | 27R    | N553TP        | N553TP      | P28A          | 321         | Good Effort          |
| 1/31/2012 16:32 | 27L    | N7244T        | N7244T      | C172          | 372         | System Error         |
| 1/31/2012 17:07 | 27R    | N91LC         | N91LC       | DA40          | 352         | Air Traffic Conflict |
| 2/1/2012 13:09  | PAD1   | FLNT751       | FLNT751     | HELO          | 1200        | Good Effort          |
| 2/2/2012 10:30  | 27R    | N7727Q        | N7727Q      | C310          | 356         | Air Traffic Conflict |

| Date/Time       | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments              |
|-----------------|--------|---------------|-------------|---------------|-------------|-----------------------|
| 2/2/2012 11:16  | 33     | N328TA        | N328TA      | C172          | 347         | System Error          |
| 2/3/2012 10:19  | 27R    | N328TA        | N328TA      | C172          | 343         | System Error          |
| 2/3/2012 12:29  | 27L    | N5038C        | N5038C      | CH7           | 317         | System Error          |
| 2/3/2012 14:48  | PAD1   | N41WL         | N41WL       | HELO          | 1200        | Good Effort           |
| 2/3/2012 17:09  | PAD1   | N442BN        | N442BN      | HELO          | 1200        | Good Effort           |
| 2/3/2012 23:26  | 27R    | N7601Q        | N7601Q      | C310          | 371         | Good Effort           |
| 2/4/2012 11:22  | 33     | N9L           | N9L         | LA4           | 1200        | Air Traffic Conflict  |
| 2/4/2012 12:05  | 27R    | N527RS        | N527RS      | BE35          | 1200        | Air Traffic Conflict  |
| 2/4/2012 12:48  | 33     | N21051        | N21051      | C172          | 1200        | Good Effort           |
| 2/4/2012 14:37  | 27L    | N67849        | N67849      | C172          | 331         | System Error          |
| 2/4/2012 15:28  | PAD1   | N442BN        | N442BN      | HELO          | 350         | Good Effort           |
| 2/4/2012 15:38  | 33     | N43434        | N43434      | PA28          | 1200        | Good Effort           |
| 2/4/2012 16:52  | 33     | N14008        | N14008      | C172          | 355         | Good Effort           |
| 2/4/2012 21:11  | 33     |               |             | PROP          | 1200        | Good Effort           |
| 2/5/2012 09:42  | 27R    | N6956E        | N6956E      | C172          | 365         | Not Acceptable        |
| 2/5/2012 13:34  | 27R    | N37343        | N37343      | C340          | 370         | Air Traffic Conflict  |
| 2/5/2012 18:06  | 27R    | N553TP        | N553TP      | P28A          | 1200        | Good Effort           |
| 2/5/2012 19:55  | 27R    | N172CT        | N172CT      | C172          | 371         | System Error          |
| 2/7/2012 13:01  | PAD1   | N422SF        | N422SF      | HELO          | 334         | System Error          |
| 2/7/2012 15:14  | 27R    | N8209E        | N8209E      | PA28          | 377         | Air Traffic Conflict  |
| 2/7/2012 21:36  | PAD1   | C6520         | C6520       | HELO          | 341         | Good Effort           |
| 2/8/2012 10:56  | PAD1   | N422SF        | N422SF      | HELO          | 331         | Good Effort           |
| 2/8/2012 11:06  | PAD1   |               |             | HELO          | 1200        | Good Effort           |
| 2/8/2012 12:47  | 27R    | N6664J        | N6664J      | PA28          | 344         | Air Traffic Conflict  |
| 2/8/2012 13:29  | PAD1   | ARGUS1        | ARGUS1      | HELO          | 336         | Law Enforcement       |
| 2/8/2012 13:41  | 27R    | N328TA        | N328TA      | C172          | 340         | Air Traffic Conflict  |
| 2/8/2012 14:05  | 27R    | FLNT760       | FLNT760     | C206          | 1200        | Good Effort           |
| 2/9/2012 10:21  | PAD1   | N422SF        | N422SF      | HELO          | 1200        | Good Effort           |
| 2/10/2012 09:41 | 27R    | N935CT        | N935CT      | SR22          | 374         | System Error          |
| 2/10/2012 10:41 | PAD1   |               |             | HELO          | 1200        | Good Effort           |
| 2/10/2012 11:27 | PAD1   |               | N73SF       | HELO          | 1200        | Not Acceptable        |
| 2/11/2012 16:21 | 27R    | N201VU        | N201VU      | MO20          | 326         | System Error          |
| 2/11/2012 17:17 | 27R    | N3649R        | N3649R      | PA28          | 1200        | Air Traffic Conflict  |
| 2/11/2012 17:36 | PAD1   | N442BN        | N442BN      | HELO          | 376         | Good Effort           |
| 2/12/2012 10:48 | 33     | N14008        | N14008      | C172          | 353         | System Error          |
| 2/12/2012 11:59 | 27R    | N141PB        | N141PB      | COL3          | 331         | Air Traffic Conflict  |
| 2/14/2012 08:47 | 27R    | N8295Y        | N8295Y      | BE36          | 361         | System Error          |
| 2/14/2012 10:48 | PAD1   | C6555         | C6555       | HELO          | 1200        | Good Effort           |
| 2/14/2012 13:49 | PAD1   | CHP32         |             | HELO          | 1200        | Law Enforcement       |
| 2/15/2012 10:16 | PAD1   | N422SF        | N422SF      | HELO          | 1200        | Good Effort           |
| 2/15/2012 14:00 | 33     | N553TP        | N553TP      | P28A          | 1200        | Air Traffic Conflict  |
| 2/15/2012 19:23 | PAD1   | C6555         | C6555       | HELO          | 376         | Good Effort           |
| 2/16/2012 10:44 | 27L    | N9284M        | N9284M      | P28G          | 332         | System Error          |
| 2/16/2012 13:52 | PAD1   | HUNTS1        | HUNTS1      | HELO          | 314         | Police/Govt. Activity |
| 2/16/2012 15:05 | PAD1   | FLNT751       | FLNT751     | HELO          | 313         | Law Enforcement       |
| 2/17/2012 11:08 | 27R    | N47952        | N47952      | PA24          | 1200        | Good Effort           |

| Date/Time       | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments             |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|
| 2/17/2012 15:10 | PAD1   |               |             | HELO          | 1200        | Good Effort          |
| 2/18/2012 11:32 | 27R    | N9284M        | N9284M      | PA28          | 1200        | Air Traffic Conflict |
| 2/18/2012 13:34 | 33     | N21263        | N21263      | C172          | 357         | System Error         |
| 2/19/2012 11:20 | PAD1   | N442BN        | N442BN      | HELO          | 1200        | Good Effort          |
| 2/19/2012 12:21 | 27R    | N553TP        | N553TP      | PA28          | 363         | System Error         |
| 2/19/2012 14:40 | 27R    | N553TP        | N553TP      | PA28          | 1200        | Air Traffic Conflict |
| 2/19/2012 17:18 | PAD1   | N7QD          | N7QD        | HELO          | 1200        | Good Effort          |
| 2/23/2012 09:03 | 27R    | N21591        | N21591      | C172          | 1200        | Good Effort          |
| 2/23/2012 13:36 | PAD1   | ARGS2         |             | HELO          | 1200        | Law Enforcement      |
| 2/23/2012 15:18 | 33     | N27GM         | N27GM       | VREZ          | 1200        | Not Acceptable       |
| 2/23/2012 16:32 | 27L    | N4138J        | N4138J      | PA28          | 374         | Good Effort          |
| 2/24/2012 07:22 | PAD1   |               | UNK         | HELO          | 1200        | Not Acceptable       |
| 2/24/2012 12:53 | PAD1   | N422SF        | N422SF      | HELO          | 1200        | Good Effort          |
| 2/24/2012 13:14 | 27R    | VNR160        |             | P180          | 375         | Air Traffic Conflict |
| 2/24/2012 16:44 | 27R    | N4887W        | N4887W      | AC11          | 1200        | Air Traffic Conflict |
| 2/25/2012 13:57 | 27R    | N43434        | N43434      | P28A          | 367         | Air Traffic Conflict |
| 2/25/2012 13:59 | 27R    | N737PZ        | N737PZ      | C172          | 320         | Good Effort          |
| 2/25/2012 21:37 | PAD1   | ARGUS2        | ARGUS2      | HELO          | 345         | Good Effort          |
| 2/26/2012 12:16 | 27L    | N84RW         | N84RW       | LGEZ          | 335         | Air Traffic Conflict |
| 2/26/2012 14:42 | 27R    | N43434        | N43434      | PA28          | 365         | System Error         |
| 2/26/2012 15:01 | 27R    | N47952        | N47952      | PA28          | 1200        | Air Traffic Conflict |
| 2/26/2012 16:16 | 27R    | N43434        | N43434      | PA28          | 356         | System Error         |
| 2/27/2012 12:46 | PAD1   | ARGUS2        | ARGUS2      | HELO          | 334         | Law Enforcement      |
| 2/27/2012 12:47 | PAD1   | N73SF         | N73SF       | HELO          | 335         | Good Effort          |
| 2/27/2012 12:56 | PAD1   |               | N422SF      | HELO          | 1200        | Good Effort          |
| 2/27/2012 13:03 | PAD1   | CHP32         |             | HELO          | 1200        | Law Enforcement      |
| 3/2/2012 10:22  | PAD1   | N422SF        | N422SF      | HELO          | 1200        | Good Effort          |
| 3/2/2012 11:16  | 27R    | N6047L        | N6047L      | AA5           | 375         | ATC Instructions     |
| 3/2/2012 15:56  | 27R    | N43434        | N43434      | P28A          | 347         | System Error         |
| 3/2/2012 15:59  | 33     | N47952        | N47952      | P28A          | 315         | System Error         |
| 3/2/2012 16:14  | PAD1   | N2398G        | N2398G      | HELO          | 1200        | Air Traffic Conflict |
| 3/3/2012 10:15  | 33     | N8868W        | N8868W      | PA28          | 355         | Air Traffic Conflict |
| 3/3/2012 10:52  | 33     | N9188V        | N9188V      | MO20          | 366         | Good Effort          |
| 3/3/2012 11:48  | 33     | N4138J        | N4138J      | PA28          | 320         | Good Effort          |
| 3/3/2012 16:03  | 33     | N739UL        | N739UL      | C172          | 363         | Air Traffic Conflict |
| 3/4/2012 00:52  | PAD1   | CHP30         |             | HELO          | 1200        | Law Enforcement      |
| 3/4/2012 13:37  | 27R    | N2717G        | N2717G      | C172          | 351         | Air Traffic Conflict |
| 3/4/2012 13:43  | 33     | N47952        | N47952      | PA28          | 366         | System Error         |
| 3/4/2012 14:38  | 33     | N43434        | N43434      | P28A          | 333         | Air Traffic Conflict |
| 3/4/2012 15:06  | 27R    | N516PU        | N516PU      | P28A          | 361         | Air Traffic Conflict |
| 3/4/2012 17:53  | 33     | N411LR        | N411LR      | CH7           | 344         | System Error         |
| 3/5/2012 13:50  | PAD1   | C6555         | C6555       | HELO          | 314         | System Error         |
| 3/5/2012 16:11  | 27R    | N328TA        | N328TA      | C172          | 337         | System Error         |
| 3/6/2012 13:47  | PAD1   | N73SF         | N73SF       | HELO          | 1200        | Not Acceptable       |
| 3/7/2012 12:12  | 33     | N21263        | N21263      | C172          | 316         | System Error         |
| 3/7/2012 15:21  | 33     | N442SF        | N442SF      | T210          | 1200        | Good Effort          |

| Date/Time       | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments             |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|
| 3/8/2012 10:12  | PAD1   | N422SF        | N422SF      | HELO          | 1200        | Good Effort          |
| 3/8/2012 10:23  | 27R    | CHP37         |             | C206          | 323         | Law Enforcement      |
| 3/8/2012 16:39  | 33     | N4138J        | N4138J      | P28A          | 313         | Good Effort          |
| 3/9/2012 08:26  | PAD1   | FLNT751       | FLNT751     | HELO          | 374         | Law Enforcement      |
| 3/9/2012 13:10  | PAD1   | N73SF         | N73SF       | HELO          | 1200        | Air Traffic Conflict |
| 3/9/2012 13:17  | 27R    | N8209E        | N8209E      | LTOK          | 330         | Good Effort          |
| 3/9/2012 14:09  | 27R    | N9136Q        | N9136Q      | BE36          | 367         | Good Effort          |
| 3/9/2012 18:30  | PAD1   | N73SF         | N73SF       | HELO          | 1200        | Air Traffic Conflict |
| 3/9/2012 18:32  | 27L    | N985FE        | N985FE      | C208          | 1200        | Air Traffic Conflict |
| 3/12/2012 12:52 | PAD1   | N422SF        | N422SF      | HELO          | 1200        | Good Effort          |
| 3/17/2012 20:07 | PAD1   | N29WN         | N29WN       | R44           | 320         | Good Effort          |
| 3/19/2012 14:20 | PAD1   | C6502         | C6502       | HELO          | 371         | Good Effort          |
| 3/19/2012 17:00 | 33     | N2853Q        | N2853Q      | C172          | 346         | System Error         |
| 3/20/2012 13:38 | 27R    | AMF4161       | N6605D      | C172          | 334         | System Error         |
| 3/20/2012 18:01 | 27R    | N4345B        | N4345B      | P28A          | 360         | Good Effort          |
| 3/21/2012 10:39 | 33     | N43434        | N43434      | P28A          | 336         | System Error         |
| 3/21/2012 11:27 | PAD1   | N73SF         | N73SF       | HELO          | 322         | Good Effort          |
| 3/21/2012 11:43 | 27R    | N128MC        | N128MC      | C414          | 346         | System Error         |
| 3/21/2012 12:39 | 27R    | N128MC        | N128MC      | C414          | 1200        | Air Traffic Conflict |
| 3/21/2012 13:44 | 27R    | N414EE        | N414EE      | C414          | 322         | Not Acceptable       |
| 3/21/2012 13:46 | PAD1   | N737F         | N737F       | HELO          | 1200        | Good Effort          |
| 3/21/2012 15:15 | PAD1   | FLNT751       | FLNT751     | HELO          | 324         | Law Enforcement      |
| 3/21/2012 16:43 | 33     | N444PF        | N444PF      | CH7           | 345         | System Error         |
| 3/21/2012 16:59 | PAD1   | CHOP5         | CHOP5       | HELO          | 370         | Good Effort          |
| 3/22/2012 11:32 | 27L    | N43434        | N43434      | P28A          | 344         | System Error         |
| 3/23/2012 13:37 | 15     | N9WN          | N9WN        | C206          | 1200        | Good Effort          |
| 3/23/2012 15:10 | 33     | N21263        | N21263      | C172          | 351         | System Error         |
| 3/23/2012 15:24 | PAD1   | N2SF          | N2SF        | HELO          | 1200        | Good Effort          |
| 3/25/2012 07:26 | PAD1   | ARGUS1        | ARGUS1      | HELO          | 320         | Law Enforcement      |
| 3/25/2012 09:50 | PAD1   |               |             | HELO          | 1200        | Air Traffic Conflict |
| 3/28/2012 10:15 | PAD1   | N422SF        | N422SF      | HELO          | 1200        | Good Effort          |
| 3/28/2012 10:35 | PAD1   | C6502         | C6502       | HELO          | 356         | System Error         |
| 3/28/2012 12:45 | PAD1   | CHP30         |             | HELO          | 1200        | Law Enforcement      |
| 3/28/2012 15:18 | 27R    | N1921F        | N1921F      | C172          | 331         | Good Effort          |
| 3/28/2012 18:00 | PAD1   | N590H         | N590H       | HELO          | 1200        | Air Traffic Conflict |
| 3/29/2012 06:39 | PAD1   | N590H         | N590H       | HELO          | 1200        | Not Acceptable       |
| 3/29/2012 10:28 | PAD1   |               |             | HELO          | 1200        | Good Effort          |
| 3/29/2012 11:13 | PAD1   | C6502         | C6502       | HELO          | 362         | Military Flight      |
| 3/29/2012 19:08 | PAD1   | C6502         | C6502       | HELO          | 336         | Good Effort          |
| 3/30/2012 04:46 | PAD1   | ARGUS1        | ARGUS1      | HELO          | 315         | Law Enforcement      |
| 3/30/2012 10:46 | PAD1   | ARGUS1        | ARGUS1      | HELO          | 1200        | Law Enforcement      |

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

## North Field Quiet Hours Departure List for Calendar Quarter

| Date/Time       | Flight No | Tail No | Aircraft Type | Beacon Code | Runway | Comments           |
|-----------------|-----------|---------|---------------|-------------|--------|--------------------|
| 1/1/2012 00:51  | N864KB    | N864KB  | LJ31          | 3302        | 09R    | Not Acceptable     |
| 1/1/2012 05:50  | EJA931    |         | C750          | 3331        | 09R    | Time Buffer        |
| 1/5/2012 00:56  | CNK605    |         | LJ35          | 3206        | 09L    | Lifeguard Medical  |
| 1/6/2012 05:06  | VNR138    |         | P180          | 3241        | 09R    | Not Acceptable     |
| 1/7/2012 02:40  | N888N     | N888N   | C340          | 3302        | 27R    | Wide Salad         |
| 1/9/2012 02:15  | VOI907    |         | A319          | 3225        | 27L    | Runway Maintenance |
| 1/9/2012 04:29  | AMF1391   |         | SW4           | 4543        | 09L    | ATC Instructions   |
| 1/9/2012 05:55  | VNR164    |         | P180          | 3244        | 27R    | Time Buffer        |
| 1/12/2012 01:28 | JLG695    |         | BE9L          | 4511        | 27R    | Lifeguard Medical  |
| 1/12/2012 05:59 | PCM8709   |         | C208          | 4223        | 27L    | Not Acceptable     |
| 1/12/2012 22:31 | N17621    | N17621  | BE36          | 4527        | 27R    | Not Acceptable     |
| 1/14/2012 01:37 |           |         | PROP          | 1200        | 27R    | Good Effort        |
| 1/14/2012 03:34 | AMF207    |         | BE99          | 3237        | 09R    | Not Acceptable     |
| 1/14/2012 22:20 | N345GT    | N345GT  | TOBA          | 3254        | 27R    | Good Effort        |
| 1/14/2012 23:06 | SKY7      | ARGUS2  | HELO          | 366         | PAD1   | Law Enforcement    |
| 1/16/2012 04:40 | AMF1391   |         | SW4           | 4555        | 27R    | Not Acceptable     |
| 1/17/2012 22:06 | VNR156    |         | P180          | 3357        | 27R    | Time Buffer        |
| 1/19/2012 05:55 | AMF212    |         | PA31          | 4211        | 27R    | Time Buffer        |
| 1/19/2012 22:06 | RPN125    |         | MD83          | 3214        | 09R    | Time Buffer        |
| 1/20/2012 05:46 | AMF212    |         | PA31          | 4213        | 09L    | Not Acceptable     |
| 1/22/2012 01:00 |           |         | PAY2          | 3377        | 09L    | Not Acceptable     |
| 1/22/2012 22:02 | N495MH    | N495MH  | C550          | 3357        | 09R    | Time Buffer        |
| 1/22/2012 22:07 | N801PJ    | N801PJ  | C525          | 3207        | 09R    | Time Buffer        |
| 1/22/2012 22:09 |           |         | FA7X          | 4562        | 09L    | Time Buffer        |
| 1/22/2012 22:13 | VNR150    |         | P180          | 3332        | 09L    | Not Acceptable     |
| 1/22/2012 22:13 | CFMGL     | CFMGL   | LJ45          | 3763        | 09R    | Good Effort        |
| 1/22/2012 22:40 | N775ST    | N775ST  | F2TH          | 3206        | 09R    | Not Acceptable     |
| 1/22/2012 23:05 | EJA914    |         | C750          | 4227        | 09R    | Not Acceptable     |
| 1/22/2012 23:25 | N786CC    | N786CC  | LJ45          | 3275        | 09R    | Not Acceptable     |
| 1/23/2012 04:29 | AMF2144   |         | SW3           | 4244        | 09R    | Good Effort        |
| 1/23/2012 05:03 | AMF1391   |         | SW4           | 4245        | 09R    | Good Effort        |
| 1/23/2012 22:37 | VNR150    |         | P180          | 3277        | 27R    | Not Acceptable     |
| 1/24/2012 05:50 | VPCPX     | VPCPX   | PC12          | 3213        | 27R    | Not Acceptable     |
| 1/24/2012 22:47 |           |         | PAY2          | 3367        | 27R    | 310 Heading        |
| 1/25/2012 01:27 | AMF272    |         | SW4           | 3236        | 09R    | Good Effort        |
| 1/25/2012 02:43 | AMF288    |         | SW4           | 3250        | 09R    | Good Effort        |
| 1/25/2012 22:38 | N28302    | N28302  | AA5           | 4576        | 15     | Not Acceptable     |
| 1/25/2012 22:43 | N718EE    | N718EE  | MU2           | 3306        | 27R    | Not Acceptable     |
| 1/26/2012 02:45 | AMF288    |         | SW4           | 3262        | 09R    | Good Effort        |
| 1/28/2012 22:34 | N4905C    | N4905C  | C210          | 4513        | 27L    | Good Effort        |
| 1/28/2012 22:58 | N40TS     | N40TS   | PA46          | 3363        | 27R    | Good Effort        |
| 1/30/2012 05:10 | VHKEX     | VHKEX   | SW4           | 3343        | 27R    | Not Acceptable     |
| 1/30/2012 22:35 | N7HW      | N7HW    | PA27          | 4553        | 27R    | Not Acceptable     |
| 1/30/2012 22:41 | MMY1      |         | BE9L          | 4555        | 27R    | Not Acceptable     |

| Date/Time       | Flight No | Tail No | Aircraft Type | Beacon Code | Runway | Comments          |
|-----------------|-----------|---------|---------------|-------------|--------|-------------------|
| 1/31/2012 02:49 | AMF288    |         | SW4           | 3357        | 09R    | Not Acceptable    |
| 2/1/2012 05:49  | N56RJ     | N56RJ   | PC12          | 3213        | 27R    | Not Acceptable    |
| 2/1/2012 22:19  | N43434    | N43434  | PA28          | 4515        | 27L    | System Error      |
| 2/2/2012 00:11  | EJA125    |         | BE40          | 3231        | 09L    | Not Acceptable    |
| 2/2/2012 22:00  |           |         | PAY2          | 3232        | 27R    | Time Buffer       |
| 2/3/2012 00:02  | VNR162    |         | P180          | 3236        | 27R    | Not Acceptable    |
| 2/3/2012 02:49  | AMF288    |         | SW4           | 3271        | 09R    | Not Acceptable    |
| 2/3/2012 22:38  | AMF229    |         | BE99          | 3242        | 27R    | Not Acceptable    |
| 2/3/2012 23:26  | N7601Q    | N7601Q  | C310          | 371         | 27R    | Good Effort       |
| 2/5/2012 23:50  | N96954    | N96954  | SW3           | 4213        | 09R    | Not Acceptable    |
| 2/6/2012 00:45  | NN585VC   | NN585VC | HS25          | 324         | 09R    | Good Effort       |
| 2/6/2012 05:49  | VNR163    |         | P180          | 3356        | 27R    | Not Acceptable    |
| 2/6/2012 22:08  | AMF229    |         | SW4           | 3325        | 27R    | Time Buffer       |
| 2/8/2012 02:38  | AMF288    |         | SW4           | 3360        | 09R    | Good Effort       |
| 2/8/2012 05:43  | N60WC     | N60WC   | B350          | 3211        | 27R    | Wide Salad        |
| 2/10/2012 05:24 | N440CT    | N440CT  | BE40          | 3302        | 09R    | Not Acceptable    |
| 2/11/2012 04:15 | N547XJ    | N547XJ  | CL30          | 3246        | 09R    | Not Acceptable    |
| 2/11/2012 05:54 | VNR183    |         | P180          | 4207        | 27R    | Time Buffer       |
| 2/11/2012 22:33 | EJA662    |         | C56X          | 4256        | 09R    | Not Acceptable    |
| 2/14/2012 02:53 | AMF288    |         | SW4           | 3202        | 09R    | Good Effort       |
| 2/16/2012 02:47 | AMF288    |         | SW4           | 3212        | 09R    | ATC Instructions  |
| 2/16/2012 04:02 | N377SC    | N377SC  | F2TH          | 3226        | 09R    | Not Acceptable    |
| 2/16/2012 04:21 | AMF208    |         | BE99          | 3227        | 09R    | Good Effort       |
| 2/16/2012 22:23 | JLG111    |         | BE20          | 3244        | 09L    | Lifeguard Medical |
| 2/16/2012 22:39 | N151AE    | N151AE  | HELO          | 373         | PAD1   | System Error      |
| 2/20/2012 05:45 | MRA687    |         | C208          | 4532        | 27R    | ATC Instructions  |
| 2/22/2012 05:58 | AMF2218   |         | SW3           | 4561        | 27R    | Time Buffer       |
| 2/23/2012 02:48 | AMF288    |         | SW4           | 3227        | 09R    | Good Effort       |
| 2/23/2012 22:02 | AMF229    |         | SW4           | 3311        | 27R    | Time Buffer       |
| 2/25/2012 05:22 | VNR176    |         | P180          | 4202        | 27R    | Not Acceptable    |
| 2/27/2012 05:46 | MRA687    |         | C208          | 4535        | 27L    | Good Effort       |
| 2/28/2012 22:18 | AMF229    |         | SW4           | 3351        | 09R    | Good Effort       |
| 2/29/2012 01:33 | AMF272    |         | SW4           | 3342        | 09R    | Good Effort       |
| 2/29/2012 22:34 | AMF229    |         | SW4           | 3210        | 27L    | System Error      |
| 3/1/2012 00:30  | N326RT    | N326RT  | BE20          | 3235        | 27R    | Wide Salad        |
| 3/1/2012 01:34  | AMF272    |         | SW4           | 3347        | 09R    | Not Acceptable    |
| 3/2/2012 22:36  | AMF229    |         | BE99          | 3332        | 27R    | Good Effort       |
| 3/2/2012 23:42  | N261DC    | N261DC  | EA50          | 3367        | 09R    | Not Acceptable    |
| 3/4/2012 00:52  | CHP30     |         | HELO          | 1200        | PAD1   | Law Enforcement   |
| 3/4/2012 23:02  | N201GN    | N201GN  | MO20          | 3360        | 27R    | VFR Departure     |
| 3/5/2012 04:25  | AMF1391   |         | SW4           | 4511        | 09R    | Not Acceptable    |
| 3/5/2012 05:57  | VNR172    |         | P180          | 3242        | 27R    | Time Buffer       |
| 3/7/2012 01:44  | AMF272    |         | SW4           | 3243        | 27R    | Not Acceptable    |
| 3/7/2012 22:55  | EJA633    |         | C56X          | 3306        | 09R    | Good Effort       |
| 3/8/2012 01:26  | AMF272    |         | SW4           | 4611        | 27R    | Not Acceptable    |
| 3/8/2012 22:28  | N201FS    | N201FS  | C172          | 4240        | 27R    | Not Acceptable    |

| Date/Time       | Flight No | Tail No | Aircraft Type | Beacon Code | Runway | Comments              |
|-----------------|-----------|---------|---------------|-------------|--------|-----------------------|
| 3/9/2012 05:55  | PCM8709   |         | C208          | 4224        | 27L    | Time Buffer           |
| 3/10/2012 03:20 | AMF207    |         | BE99          | 3247        | 27R    | Good Effort           |
| 3/11/2012 01:20 | N248PH    | N248PH  | BE20          | 4503        | 09L    | ATC Instructions      |
| 3/12/2012 03:42 | WWI14     |         | CL60          | 3210        | 09R    | Good Effort           |
| 3/12/2012 04:26 | OPT910    |         | E135          | 3212        | 09R    | Good Effort           |
| 3/12/2012 04:41 | LN145SU   | LN145SU | EC45          | 1200        | PAD1   | Lifeguard Medical     |
| 3/12/2012 22:10 | AMF229    |         | SW4           | 3247        | 09R    | Time Buffer           |
| 3/12/2012 23:20 | N71PG     | N71PG   | LJ35          | 3250        | 09R    | Not Acceptable        |
| 3/13/2012 02:00 | AMF272    |         | SW4           | 3315        | 09R    | ATC Instructions      |
| 3/13/2012 23:16 | AMF229    |         | BE99          | 3214        | 09L    | ATC Instructions      |
| 3/14/2012 01:00 | SWQ801    |         | B734          | 3233        | 09R    | ATC Instructions      |
| 3/14/2012 01:44 | AMF272    |         | SW4           | 3235        | 09R    | ATC Instructions      |
| 3/14/2012 02:46 | AMF288    |         | SW4           | 3255        | 09R    | System Error          |
| 3/14/2012 22:27 | RSP310    |         | E50P          | 3265        | 09R    | Good Effort           |
| 3/14/2012 22:39 | N8191R    | N8191R  | BE35          | 3364        | 09L    | Runway 09L Departure  |
| 3/14/2012 22:47 | AMF229    |         | BE99          | 3330        | 09R    | Good Effort           |
| 3/14/2012 23:01 | N61VC     | N61VC   | BE40          | 4536        | 09R    | Good Effort           |
| 3/15/2012 00:39 | N6462Q    | N6462Q  | M20P          | 4542        | 09L    | Runway 09L Departure  |
| 3/15/2012 01:43 | AMF272    |         | SW4           | 3366        | 09R    | ATC Instructions      |
| 3/15/2012 05:34 | OPT448    |         | BE40          | 3220        | 09R    | Good Effort           |
| 3/17/2012 03:27 | AMF207    |         | BE99          | 3271        | 09R    | Not Acceptable        |
| 3/19/2012 04:39 | TWY123    |         | CL60          | 3341        | 09R    | Not Acceptable        |
| 3/20/2012 02:50 | AMF288    |         | SW4           | 3302        | 09R    | Not Acceptable        |
| 3/21/2012 23:14 | N954      | N954    | SW3           | 4256        | 27R    | Good Effort           |
| 3/22/2012 05:51 | PCM8709   |         | C208          | 4504        | 27R    | 310 Heading           |
| 3/22/2012 22:01 | N12268    | N12268  | C425          | 3250        | 27R    | Time Buffer           |
| 3/23/2012 02:32 | AMF288    |         | SW4           | 3317        | 09R    | Good Effort           |
| 3/23/2012 22:42 | AMF229    |         | BE99          | 3353        | 09R    | Runway 09R Drift East |
| 3/24/2012 02:10 |           |         | PAY2          | 3330        | 09R    | Not Acceptable        |
| 3/25/2012 05:41 | TFF16     |         | HA4T          | 3263        | 09R    | Not Acceptable        |
| 3/26/2012 22:14 | AMF229    |         | SW4           | 3204        | 09R    | Runway 09R Drift East |
| 3/26/2012 22:56 | REH50     |         | BE20          | 4246        | 09L    | Runway 09L Departure  |
| 3/27/2012 03:30 | N954      | N954    | SW3           | 4255        | 09R    | System Error          |
| 3/27/2012 23:06 | OPT736    |         | C750          | 3307        | 09R    | Not Acceptable        |
| 3/29/2012 02:56 | N22WF     | N22WF   | PAY2          | 4504        | 27R    | Not Acceptable        |
| 3/30/2012 02:45 | AMF288    |         | SW4           | 3376        | 09R    | Good Effort           |
| 3/30/2012 04:46 | ARGUS1    | ARGUS1  | HELO          | 315         | PAD1   | Law Enforcement       |
| 3/30/2012 22:41 | AMF229    |         | SW4           | 3215        | 27R    | Not Acceptable        |

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

# North Field Quiet Hours SEL List for Calendar Quarter

| Date Time       | NMT | Lmax | SEL  | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 1/1/2012 00:52  | 10  | 70.2 | 81.4 | 55                 | N864KB        | N864KB      | LJ31          | 09R    |
| 1/1/2012 00:52  | 9   | 74.7 | 84.1 | 18                 | N864KB        | N864KB      | LJ31          | 09R    |
| 1/1/2012 00:52  | 12  | 71.4 | 81   | 21                 | N864KB        | N864KB      | LJ31          | 09R    |
| 1/4/2012 05:33  | 8   | 75.7 | 83.3 | 14                 | PCM8777       |             | C208          | 27R    |
| 1/4/2012 05:56  | 10  | 63.5 | 80.4 | 78                 | AMF212        |             | PA31          | 27R    |
| 1/4/2012 05:58  | 10  | 65.2 | 80.8 | 78                 | AMF212        |             | PA31          | 27R    |
| 1/5/2012 00:56  | 10  | 76.6 | 86.2 | 25                 | CNK605        |             | LJ35          | 09L    |
| 1/5/2012 00:57  | 9   | 83.2 | 91.2 | 24                 | CNK605        |             | LJ35          | 09L    |
| 1/5/2012 05:42  | 10  | 67.2 | 80.4 | 78                 | AMF212        | PO4537      | PA31          | 27R    |
| 1/6/2012 05:06  | 10  | 74.5 | 84.1 | 29                 | VNR138        |             | P180          | 09R    |
| 1/6/2012 05:06  | 9   | 83.7 | 90.9 | 22                 | VNR138        |             | P180          | 09R    |
| 1/6/2012 05:07  | 11  | 78.7 | 86.4 | 17                 | VNR138        |             | P180          | 09R    |
| 1/6/2012 22:44  | 4   | 75.4 | 80.6 | 9                  | AMF229        |             | BE99          | 27R    |
| 1/7/2012 02:41  | 4   | 77.7 | 84.2 | 19                 | N888N         | N888N       | C340          | 27R    |
| 1/7/2012 02:41  | 5   | 72.3 | 80   | 13                 | N888N         | N888N       | C340          | 27R    |
| 1/7/2012 22:36  | 10  | 63.5 | 81.2 | 78                 | N296ME        | N296ME      | C172          | 27R    |
| 1/9/2012 02:16  | 4   | 83.9 | 91.9 | 23                 | VOI907        |             | A319          | 27L    |
| 1/9/2012 02:16  | 5   | 86.2 | 93.8 | 23                 | VOI907        |             | A319          | 27L    |
| 1/9/2012 02:16  | 6   | 82   | 91   | 23                 | VOI907        |             | A319          | 27L    |
| 1/9/2012 02:16  | 7   | 76.8 | 86.2 | 26                 | VOI907        |             | A319          | 27L    |
| 1/9/2012 04:30  | 9   | 75.5 | 80.9 | 8                  | AMF1391       |             | SW4           | 09L    |
| 1/9/2012 05:37  | 10  | 62.6 | 80.4 | 78                 | AMF212        |             | PA31          | 27R    |
| 1/9/2012 05:38  | 10  | 64.2 | 81.4 | 78                 | AMF212        |             | PA31          | 27R    |
| 1/9/2012 05:40  | 10  | 64.4 | 82.2 | 78                 | AMF212        |             | PA31          | 27R    |
| 1/9/2012 05:54  | 10  | 63   | 80.6 | 78                 | VNR164        |             | P180          | 27R    |
| 1/9/2012 05:55  | 4   | 83.9 | 90.8 | 23                 | VNR164        |             | P180          | 27R    |
| 1/9/2012 05:55  | 5   | 72.8 | 82.3 | 20                 | VNR164        |             | P180          | 27R    |
| 1/9/2012 05:55  | 8   | 75.6 | 85.3 | 26                 | VNR164        |             | P180          | 27R    |
| 1/11/2012 04:14 | 10  | 65.6 | 82.3 | 78                 | AMF208        |             | BE99          | 09R    |
| 1/11/2012 22:14 | 4   | 73.8 | 80.1 | 9                  | AMF229        |             | SW4           | 27R    |
| 1/11/2012 22:14 | 5   | 76.2 | 81.6 | 8                  | AMF229        |             | SW4           | 27R    |
| 1/12/2012 01:29 | 4   | 86   | 89   | 14                 | JLG695        |             | BE9L          | 27R    |
| 1/12/2012 01:29 | 5   | 78.3 | 82.5 | 9                  | JLG695        |             | BE9L          | 27R    |
| 1/12/2012 02:43 | 2   | 75.3 | 80.8 | 10                 | AMF288        |             | SW4           | 09R    |
| 1/12/2012 05:46 | 10  | 67.4 | 81.4 | 78                 | AMF212        |             | PA31          | 27R    |
| 1/12/2012 05:48 | 10  | 66.7 | 81.4 | 78                 | AMF212        |             | PA31          | 27R    |
| 1/12/2012 06:00 | 4   | 81   | 85.7 | 11                 | PCM8709       |             | C208          | 27L    |
| 1/12/2012 06:00 | 8   | 76.2 | 82.5 | 8                  | PCM8709       |             | C208          | 27L    |
| 1/12/2012 22:25 | 4   | 74.2 | 81   | 13                 | N588CT        | N588CT      | SR22          | 27R    |
| 1/12/2012 22:26 | 10  | 63.7 | 80.8 | 78                 | N588CT        | N588CT      | SR22          | 27R    |
| 1/12/2012 22:32 | 8   | 74.5 | 81.7 | 12                 | N17621        | N17621      | BE36          | 27R    |
| 1/13/2012 05:38 | 10  | 68   | 82.5 | 78                 | AMF212        |             | PA31          | 27R    |
| 1/14/2012 01:38 | 3   | 70.1 | 80   | 19                 |               |             | PROP          | 27R    |
| 1/14/2012 03:34 | 9   | 77.9 | 83.8 | 11                 | AMF207        |             | BE99          | 09R    |
| 1/14/2012 03:35 | 12  | 73   | 82.1 | 22                 | AMF207        |             | BE99          | 09R    |
| 1/14/2012 22:21 | 4   | 78.5 | 86.7 | 26                 | N345GT        | N345GT      | TOBA          | 27R    |
| 1/14/2012 22:21 | 5   | 76.1 | 83.1 | 18                 | N345GT        | N345GT      | TOBA          | 27R    |

| Date Time       | NMT | Lmax | SEL  | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 1/14/2012 22:22 | 8   | 76.7 | 85.8 | 20                 | N345GT        | N345GT      | TOBA          | 27R    |
| 1/16/2012 04:41 | 4   | 75.3 | 81   | 9                  | AMF1391       |             | SW4           | 27R    |
| 1/17/2012 22:06 | 4   | 86.7 | 93.1 | 21                 | VNR156        |             | P180          | 27R    |
| 1/17/2012 22:06 | 5   | 76.1 | 84.2 | 18                 | VNR156        |             | P180          | 27R    |
| 1/17/2012 22:06 | 6   | 72.4 | 82.2 | 20                 | VNR156        |             | P180          | 27R    |
| 1/17/2012 22:07 | 8   | 70.5 | 81.5 | 19                 | VNR156        |             | P180          | 27R    |
| 1/19/2012 05:55 | 4   | 73.6 | 81.8 | 15                 | AMF212        |             | PA31          | 27R    |
| 1/19/2012 05:55 | 8   | 81.5 | 88.2 | 16                 | AMF212        |             | PA31          | 27R    |
| 1/19/2012 22:06 | 4   | 81.5 | 90.1 | 45                 | RPN125        |             | MD83          | 09R    |
| 1/20/2012 05:46 | 10  | 63.5 | 80.2 | 78                 | AMF212        |             | PA31          | 09L    |
| 1/20/2012 05:47 | 9   | 81.3 | 88.2 | 30                 | AMF212        |             | PA31          | 09L    |
| 1/20/2012 05:47 | 10  | 80.9 | 88.5 | 78                 | AMF212        |             | PA31          | 09L    |
| 1/20/2012 05:48 | 11  | 75.4 | 83.2 | 13                 | AMF212        |             | PA31          | 09L    |
| 1/20/2012 22:16 | 8   | 70.2 | 80.2 | 15                 | RSP824        |             | E50P          | 09R    |
| 1/20/2012 22:17 | 9   | 72.8 | 80   | 15                 | RSP824        |             | E50P          | 09R    |
| 1/21/2012 00:08 | 4   | 76.7 | 82.8 | 10                 |               |             | PAY2          | 27R    |
| 1/22/2012 01:00 | 9   | 83   | 88.3 | 12                 |               |             | PAY2          | 09L    |
| 1/22/2012 01:01 | 10  | 76.8 | 82.9 | 14                 |               |             | PAY2          | 09L    |
| 1/22/2012 01:01 | 12  | 76.1 | 83   | 19                 |               |             | PAY2          | 09L    |
| 1/22/2012 01:01 | 2   | 71.6 | 81.3 | 24                 |               |             | PAY2          | 09L    |
| 1/22/2012 22:01 | 9   | 72.2 | 82.4 | 37                 | N495MH        | N495MH      | C550          | 09R    |
| 1/22/2012 22:02 | 2   | 67   | 81.1 | 65                 | N495MH        | N495MH      | C550          | 09R    |
| 1/22/2012 22:04 | 10  | 72.9 | 83.1 | 78                 | BJS531        |             | CL30          | 09R    |
| 1/22/2012 22:04 | 9   | 79.9 | 88   | 21                 | BJS531        |             | CL30          | 09R    |
| 1/22/2012 22:04 | 2   | 68.2 | 82   | 78                 | BJS531        |             | CL30          | 09R    |
| 1/22/2012 22:05 | 12  | 70.8 | 82.1 | 30                 | BJS531        |             | CL30          | 09R    |
| 1/22/2012 22:06 | 1   | 72.8 | 82.2 | 26                 | BJS531        |             | CL30          | 09R    |
| 1/22/2012 22:07 | 10  | 70.8 | 81.2 | 39                 | N801PJ        | N801PJ      | C525          | 09R    |
| 1/22/2012 22:07 | 9   | 76.2 | 84.7 | 23                 | N801PJ        | N801PJ      | C525          | 09R    |
| 1/22/2012 22:08 | 12  | 74.9 | 84.8 | 29                 | N801PJ        | N801PJ      | C525          | 09R    |
| 1/22/2012 22:08 | 2   | 70.9 | 82.6 | 62                 | N801PJ        | N801PJ      | C525          | 09R    |
| 1/22/2012 22:09 | 9   | 80.3 | 89.6 | 40                 |               |             | FA7X          | 09L    |
| 1/22/2012 22:09 | 10  | 74.9 | 85.3 | 43                 |               |             | FA7X          | 09L    |
| 1/22/2012 22:13 | 10  | 80   | 89.5 | 78                 | VNR150        |             | P180          | 09L    |
| 1/22/2012 22:13 | 9   | 75.5 | 86.1 | 38                 | VNR150        |             | P180          | 09L    |
| 1/22/2012 22:14 | 11  | 72.5 | 80.4 | 18                 | VNR150        |             | P180          | 09L    |
| 1/22/2012 22:15 | 9   | 74.4 | 83.4 | 25                 | EJA600        |             | C56X          | 09R    |
| 1/22/2012 22:16 | 9   | 73.7 | 82   | 18                 | EJA600        |             | C56X          | 09R    |
| 1/22/2012 22:21 | 9   | 75.6 | 82.1 | 24                 | XASEG         | XASEG       | LJ45          | 09R    |
| 1/22/2012 22:21 | 2   | 70.7 | 81.8 | 28                 | XASEG         | XASEG       | LJ45          | 09R    |
| 1/22/2012 22:40 | 2   | 66.9 | 81.9 | 78                 | N775ST        | N775ST      | F2TH          | 09R    |
| 1/22/2012 22:40 | 9   | 76.6 | 87.6 | 73                 | N775ST        | N775ST      | F2TH          | 09R    |
| 1/22/2012 23:05 | 9   | 74.3 | 82.7 | 33                 | EJA914        |             | C750          | 09R    |
| 1/22/2012 23:25 | 9   | 74.3 | 82.7 | 19                 | N786CC        | N786CC      | LJ45          | 09R    |
| 1/22/2012 23:25 | 12  | 69.4 | 81   | 33                 | N786CC        | N786CC      | LJ45          | 09R    |
| 1/23/2012 22:37 | 4   | 84.5 | 92.4 | 27                 | VNR150        |             | P180          | 27R    |
| 1/23/2012 22:37 | 5   | 76.6 | 85.8 | 24                 | VNR150        |             | P180          | 27R    |
| 1/23/2012 22:37 | 6   | 76.4 | 86.8 | 29                 | VNR150        |             | P180          | 27R    |

| Date Time       | NMT | Lmax | SEL  | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 1/23/2012 22:37 | 7   | 78.1 | 87.7 | 27                 | VNR150        |             | P180          | 27R    |
| 1/24/2012 01:26 | 2   | 73.9 | 80.3 | 14                 | AMF272        |             | SW4           | 09R    |
| 1/24/2012 05:50 | 4   | 77.6 | 83.4 | 14                 | VPCPX         | VPCPX       | PC12          | 27R    |
| 1/24/2012 22:47 | 4   | 76.2 | 83.2 | 14                 |               |             | PAY2          | 27R    |
| 1/24/2012 22:48 | 8   | 80   | 85.5 | 13                 |               |             | PAY2          | 27R    |
| 1/25/2012 02:42 | 4   | 69   | 80   | 22                 | AMF288        |             | SW4           | 09R    |
| 1/25/2012 22:43 | 4   | 80.4 | 85.1 | 16                 | N718EE        | N718EE      | MU2           | 27R    |
| 1/26/2012 02:44 | 4   | 71.5 | 82.5 | 32                 | AMF288        |             | SW4           | 09R    |
| 1/27/2012 01:05 | 4   | 79.6 | 84.5 | 13                 |               |             | PAY2          | 27R    |
| 1/27/2012 22:40 | 10  | 64.6 | 81.5 | 78                 | AMF229        |             | BE99          | 27R    |
| 1/27/2012 22:42 | 10  | 66.3 | 82.8 | 78                 | AMF229        |             | BE99          | 27R    |
| 1/27/2012 22:42 | 9   | 76.4 | 82.9 | 24                 | AMF229        |             | BE99          | 27R    |
| 1/28/2012 22:34 | 4   | 82.5 | 87.6 | 14                 | N4905C        | N4905C      | C210          | 27L    |
| 1/28/2012 22:34 | 5   | 74.5 | 81.8 | 13                 | N4905C        | N4905C      | C210          | 27L    |
| 1/28/2012 22:35 | 8   | 71.8 | 80.2 | 10                 | N4905C        | N4905C      | C210          | 27L    |
| 1/28/2012 22:36 | 10  | 62.7 | 80.7 | 78                 | N4905C        | N4905C      | C210          | 27L    |
| 1/28/2012 22:59 | 4   | 80.8 | 87.2 | 15                 | N40TS         | N40TS       | PA46          | 27R    |
| 1/28/2012 22:59 | 8   | 77.7 | 85.5 | 17                 | N40TS         | N40TS       | PA46          | 27R    |
| 1/28/2012 23:00 | 10  | 69.2 | 84.3 | 78                 | N40TS         | N40TS       | PA46          | 27R    |
| 1/28/2012 23:16 | 4   | 76.1 | 83.6 | 16                 | N9469X        | N9469X      | C210          | 27R    |
| 1/28/2012 23:17 | 3   | 72.2 | 80.3 | 16                 | N9469X        | N9469X      | C210          | 27R    |
| 1/30/2012 05:10 | 4   | 79.5 | 84.1 | 12                 | VHKEX         | VHKEX       | SW4           | 27R    |
| 1/30/2012 22:35 | 4   | 74.4 | 82.5 | 17                 | N7HW          | N7HW        | PA27          | 27R    |
| 1/30/2012 22:42 | 4   | 84.9 | 89   | 12                 | MMY1          |             | BE9L          | 27R    |
| 1/30/2012 22:42 | 8   | 79.7 | 85.5 | 9                  | MMY1          |             | BE9L          | 27R    |
| 1/31/2012 02:50 | 12  | 74.9 | 80   | 9                  | AMF288        |             | SW4           | 09R    |
| 2/2/2012 00:11  | 6   | 70.1 | 80.5 | 20                 | EJA125        |             | BE40          | 09L    |
| 2/2/2012 00:12  | 9   | 81.2 | 89.8 | 22                 | EJA125        |             | BE40          | 09L    |
| 2/2/2012 00:12  | 10  | 74.5 | 82.6 | 24                 | EJA125        |             | BE40          | 09L    |
| 2/2/2012 00:12  | 12  | 73.5 | 82.1 | 24                 | EJA125        |             | BE40          | 09L    |
| 2/2/2012 00:13  | 1   | 71.3 | 83.7 | 33                 | EJA125        |             | BE40          | 09L    |
| 2/2/2012 02:51  | 12  | 74.3 | 80   | 11                 | AMF288        |             | SW4           | 09R    |
| 2/3/2012 00:01  | 10  | 65.1 | 80.6 | 78                 | VNR162        |             | P180          | 27R    |
| 2/3/2012 00:02  | 4   | 87.4 | 93.6 | 23                 | VNR162        |             | P180          | 27R    |
| 2/3/2012 00:02  | 5   | 76.2 | 84.5 | 22                 | VNR162        |             | P180          | 27R    |
| 2/3/2012 00:02  | 6   | 72.6 | 83.4 | 21                 | VNR162        |             | P180          | 27R    |
| 2/3/2012 22:39  | 4   | 84.5 | 88   | 12                 | AMF229        |             | BE99          | 27R    |
| 2/3/2012 22:39  | 5   | 75.9 | 81.8 | 8                  | AMF229        |             | BE99          | 27R    |
| 2/3/2012 22:39  | 6   | 73.7 | 80   | 8                  | AMF229        |             | BE99          | 27R    |
| 2/3/2012 23:27  | 4   | 71.8 | 81.8 | 20                 | N7601Q        | N7601Q      | C310          | 27R    |
| 2/3/2012 23:27  | 5   | 77.3 | 85.5 | 19                 | N7601Q        | N7601Q      | C310          | 27R    |
| 2/6/2012 05:37  | 10  | 67.4 | 82.5 | 78                 | AMF212        |             | PA31          | 27R    |
| 2/6/2012 05:38  | 10  | 65.3 | 82.5 | 78                 | AMF212        |             | PA31          | 27R    |
| 2/6/2012 05:49  | 4   | 86.6 | 92.3 | 24                 | VNR163        |             | P180          | 27R    |
| 2/6/2012 05:49  | 5   | 76.3 | 84.8 | 21                 | VNR163        |             | P180          | 27R    |
| 2/6/2012 05:49  | 6   | 73.7 | 82.6 | 17                 | VNR163        |             | P180          | 27R    |
| 2/6/2012 05:49  | 8   | 71.1 | 80   | 11                 | VNR163        |             | P180          | 27R    |
| 2/7/2012 04:31  | 10  | 64.6 | 81   | 78                 | AMF208        |             | BE99          | 09R    |

| Date Time       | NMT | Lmax | SEL  | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 2/7/2012 23:04  | 9   | 78   | 86.2 | 18                 | N233KC        | N233KC      | F900          | 09R    |
| 2/7/2012 23:05  | 11  | 72.6 | 81   | 13                 | N233KC        | N233KC      | F900          | 09R    |
| 2/7/2012 23:31  | 4   | 73   | 80.3 | 12                 |               |             | PROP          | 15     |
| 2/7/2012 23:32  | 10  | 71.2 | 82.1 | 31                 |               |             | PROP          | 15     |
| 2/9/2012 00:06  | 4   | 80.2 | 86.3 | 18                 | N593AB        | N593AB      | COL4          | 27R    |
| 2/9/2012 00:07  | 8   | 77.6 | 84.7 | 13                 | N593AB        | N593AB      | COL4          | 27R    |
| 2/9/2012 00:07  | 3   | 73.6 | 80.4 | 14                 | N593AB        | N593AB      | COL4          | 27R    |
| 2/9/2012 02:50  | 2   | 77   | 81.7 | 12                 | AMF288        |             | SW4           | 09R    |
| 2/9/2012 05:46  | 10  | 66.8 | 82.4 | 78                 | AMF212        |             | PA31          | 27R    |
| 2/9/2012 05:47  | 10  | 66.2 | 82.9 | 78                 | AMF212        |             | PA31          | 27R    |
| 2/10/2012 05:23 | 4   | 81.2 | 91.9 | 51                 | N440CT        | N440CT      | BE40          | 09R    |
| 2/10/2012 05:24 | 9   | 73.6 | 83.4 | 21                 | N440CT        | N440CT      | BE40          | 09R    |
| 2/10/2012 05:24 | 12  | 75.1 | 85.5 | 34                 | N440CT        | N440CT      | BE40          | 09R    |
| 2/11/2012 04:15 | 9   | 77.9 | 84.5 | 16                 | N547XJ        | N547XJ      | CL30          | 09R    |
| 2/11/2012 04:15 | 12  | 78.8 | 86.9 | 25                 | N547XJ        | N547XJ      | CL30          | 09R    |
| 2/11/2012 04:16 | 1   | 70.9 | 80.8 | 23                 | N547XJ        | N547XJ      | CL30          | 09R    |
| 2/11/2012 05:54 | 4   | 80.1 | 87.8 | 27                 | VNR183        |             | P180          | 27R    |
| 2/11/2012 05:54 | 8   | 79.9 | 88   | 22                 | VNR183        |             | P180          | 27R    |
| 2/11/2012 22:33 | 12  | 75   | 82.5 | 17                 | EJA662        |             | C56X          | 09R    |
| 2/14/2012 02:53 | 12  | 74.4 | 80.3 | 12                 | AMF288        |             | SW4           | 09R    |
| 2/15/2012 04:41 | 4   | 75.9 | 81.4 | 11                 |               |             | PAY2          | 27R    |
| 2/15/2012 05:52 | 10  | 67   | 80.4 | 78                 | AMF212        |             | PA31          | 27R    |
| 2/15/2012 05:52 | 8   | 74.9 | 85.3 | 26                 | AMF212        |             | PA31          | 27R    |
| 2/16/2012 04:02 | 10  | 73.2 | 83.1 | 78                 | N377SC        | N377SC      | F2TH          | 09R    |
| 2/16/2012 04:02 | 9   | 75.3 | 83.8 | 17                 | N377SC        | N377SC      | F2TH          | 09R    |
| 2/16/2012 04:02 | 12  | 75.3 | 84.7 | 24                 | N377SC        | N377SC      | F2TH          | 09R    |
| 2/16/2012 04:03 | 2   | 72.6 | 80.6 | 24                 | N377SC        | N377SC      | F2TH          | 09R    |
| 2/16/2012 05:20 | 4   | 74.5 | 80.1 | 11                 | N768FE        | N768FE      | C208          | 27R    |
| 2/16/2012 05:21 | 10  | 68.1 | 80.5 | 72                 | N768FE        | N768FE      | C208          | 27R    |
| 2/16/2012 05:52 | 10  | 65   | 80.3 | 78                 | AMF212        |             | PA31          | 27R    |
| 2/16/2012 22:24 | 10  | 75.3 | 81.4 | 16                 | JLG111        |             | BE20          | 09L    |
| 2/16/2012 22:24 | 9   | 82.8 | 86.7 | 10                 | JLG111        |             | BE20          | 09L    |
| 2/16/2012 22:24 | 11  | 75.8 | 80.4 | 6                  | JLG111        |             | BE20          | 09L    |
| 2/16/2012 22:29 | 10  | 71.8 | 82.5 | 37                 | N882WT        | N882WT      | GLF5          | 09R    |
| 2/16/2012 22:29 | 9   | 77.3 | 86.4 | 23                 | N882WT        | N882WT      | GLF5          | 09R    |
| 2/17/2012 03:10 | 9   | 77.4 | 81.8 | 10                 | AMF288        |             | SW4           | 09R    |
| 2/17/2012 04:18 | 9   | 75.8 | 81.6 | 10                 | AMF208        |             | BE99          | 09R    |
| 2/18/2012 03:28 | 10  | 70.1 | 83.3 | 45                 | AMF207        |             | BE99          | 27R    |
| 2/18/2012 23:04 | 10  | 71.8 | 80.3 | 27                 | N3282D        | N3282D      | C180          | 15     |
| 2/18/2012 23:05 | 14  | 74.9 | 82.4 | 17                 | N3282D        | N3282D      | C180          | 15     |
| 2/21/2012 22:32 | 9   | 75.5 | 85   | 20                 | LN903JP       | LN903JP     | C510          | 09R    |
| 2/22/2012 05:15 | 10  | 65.1 | 81.1 | 78                 | N62WC         | N62WC       | BE20          | 09R    |
| 2/23/2012 02:48 | 12  | 75.7 | 80.5 | 12                 | AMF288        |             | SW4           | 09R    |
| 2/23/2012 22:03 | 4   | 76.6 | 82   | 9                  | AMF229        |             | SW4           | 27R    |
| 2/24/2012 04:21 | 10  | 67   | 82   | 78                 | AMF208        |             | BE99          | 27R    |
| 2/24/2012 04:23 | 10  | 68.1 | 83.5 | 78                 | AMF208        |             | BE99          | 27R    |
| 2/24/2012 22:48 | 10  | 71.8 | 87.3 | 78                 | AMF229        |             | SW4           | 27R    |
| 2/25/2012 00:24 | 9   | 70.1 | 80.1 | 20                 | N3282D        | N3282D      | C185          | 15     |

| Date Time       | NMT | Lmax | SEL  | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 2/25/2012 00:24 | 10  | 74.4 | 84.2 | 31                 | N3282D        | N3282D      | C185          | 15     |
| 2/25/2012 05:22 | 4   | 84.7 | 91.7 | 33                 | VNR176        |             | P180          | 27R    |
| 2/25/2012 05:23 | 5   | 80.2 | 86.7 | 21                 | VNR176        |             | P180          | 27R    |
| 2/25/2012 05:23 | 6   | 72.1 | 82   | 21                 | VNR176        |             | P180          | 27R    |
| 2/25/2012 05:23 | 8   | 74.4 | 83   | 20                 | VNR176        |             | P180          | 27R    |
| 2/25/2012 05:23 | 3   | 71   | 81.9 | 38                 | VNR176        |             | P180          | 27R    |
| 2/27/2012 05:47 | 5   | 75.4 | 80   | 8                  | MRA687        |             | C208          | 27L    |
| 2/27/2012 05:47 | 8   | 73   | 80.5 | 10                 | MRA687        |             | C208          | 27L    |
| 2/28/2012 00:11 | 9   | 75.1 | 81.8 | 14                 | N47CA         | N47CA       | PAY2          | 09R    |
| 2/28/2012 00:12 | 2   | 74.8 | 80.4 | 12                 | N47CA         | N47CA       | PAY2          | 09R    |
| 2/28/2012 04:29 | 4   | 72.2 | 80   | 12                 | AMF208        |             | BE99          | 27R    |
| 2/28/2012 22:18 | 10  | 71.3 | 84.3 | 78                 | AMF229        |             | SW4           | 09R    |
| 2/29/2012 01:25 | 4   | 71.9 | 80.5 | 18                 | N41VP         | N41VP       | C560          | 09R    |
| 2/29/2012 01:26 | 2   | 72   | 85   | 78                 | N41VP         | N41VP       | C560          | 09R    |
| 2/29/2012 01:34 | 2   | 70.1 | 83.8 | 78                 | AMF272        |             | SW4           | 09R    |
| 2/29/2012 05:06 | 9   | 79.4 | 86.5 | 22                 | OPT736        |             | C750          | 09R    |
| 2/29/2012 05:06 | 10  | 72.8 | 80.3 | 14                 | OPT736        |             | C750          | 09R    |
| 2/29/2012 22:34 | 9   | 80.3 | 85.6 | 10                 | AMF229        |             | SW4           | 27L    |
| 2/29/2012 22:51 | 4   | 72.2 | 80.8 | 16                 | N6462Q        | N6462Q      | M20P          | 27R    |
| 3/1/2012 00:31  | 4   | 76.5 | 82.1 | 11                 | N326RT        | N326RT      | BE20          | 27R    |
| 3/1/2012 01:01  | 4   | 78.8 | 83   | 12                 | JLG111        |             | BE20          | 27R    |
| 3/2/2012 05:56  | 7   | 66.5 | 84.8 | 78                 | N201VU        | N201VU      | MO20          | 27R    |
| 3/2/2012 05:57  | 7   | 66.1 | 84.8 | 78                 | N201VU        | N201VU      | MO20          | 27R    |
| 3/2/2012 22:35  | 10  | 63.5 | 80.5 | 78                 | AMF229        |             | BE99          | 27R    |
| 3/2/2012 22:37  | 4   | 80.8 | 86.2 | 12                 | AMF229        |             | BE99          | 27R    |
| 3/2/2012 22:37  | 5   | 75.4 | 82.6 | 11                 | AMF229        |             | BE99          | 27R    |
| 3/4/2012 04:28  | 4   | 82.3 | 89.7 | 38                 | KAI88         |             | C560          | 09R    |
| 3/4/2012 04:28  | 8   | 76.7 | 85.7 | 26                 | KAI88         |             | C560          | 09R    |
| 3/4/2012 04:29  | 12  | 70.3 | 82.3 | 33                 | KAI88         |             | C560          | 09R    |
| 3/4/2012 04:29  | 2   | 71.9 | 83.7 | 36                 | KAI88         |             | C560          | 09R    |
| 3/4/2012 23:03  | 4   | 76.9 | 83.5 | 17                 | N201GN        | N201GN      | MO20          | 27R    |
| 3/5/2012 05:58  | 4   | 75.9 | 85.7 | 22                 | VNR172        |             | P180          | 27R    |
| 3/5/2012 05:58  | 8   | 82.4 | 89.7 | 19                 | VNR172        |             | P180          | 27R    |
| 3/6/2012 01:26  | 4   | 74.2 | 80.4 | 10                 | AMF272        |             | SW4           | 27R    |
| 3/6/2012 04:24  | 3   | 75.5 | 80   | 10                 | AMF208        |             | BE99          | 27R    |
| 3/6/2012 04:24  | 3   | 79.2 | 92   | 78                 | AMF208        |             | BE99          | 27R    |
| 3/7/2012 01:44  | 4   | 78.1 | 81.7 | 10                 | AMF272        |             | SW4           | 27R    |
| 3/7/2012 22:55  | 9   | 71.5 | 80.3 | 14                 | EJA633        |             | C56X          | 09R    |
| 3/8/2012 01:27  | 4   | 78.2 | 83.1 | 10                 | AMF272        |             | SW4           | 27R    |
| 3/8/2012 01:27  | 8   | 76.3 | 80.8 | 7                  | AMF272        |             | SW4           | 27R    |
| 3/8/2012 04:20  | 10  | 65   | 81.6 | 78                 | AMF208        |             | BE99          | 27R    |
| 3/8/2012 04:21  | 10  | 66.2 | 82.3 | 78                 | AMF208        |             | BE99          | 27R    |
| 3/8/2012 22:29  | 4   | 72.6 | 82.1 | 20                 | N201FS        | N201FS      | C172          | 27R    |
| 3/9/2012 05:55  | 10  | 62.6 | 80.2 | 78                 | PCM8709       |             | C208          | 27L    |
| 3/9/2012 05:56  | 4   | 77   | 85.9 | 38                 | PCM8709       |             | C208          | 27L    |
| 3/9/2012 05:57  | 8   | 75.1 | 84.2 | 16                 | PCM8709       |             | C208          | 27L    |
| 3/9/2012 05:58  | 10  | 70.7 | 83.5 | 78                 | N3282D        | N3282D      | C185          | 15     |
| 3/9/2012 22:41  | 4   | 75.6 | 81   | 12                 | AMF229        |             | BE99          | 27R    |

| Date Time       | NMT | Lmax | SEL  | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 3/10/2012 03:20 | 4   | 83.6 | 88.2 | 11                 | AMF207        |             | BE99          | 27R    |
| 3/10/2012 03:20 | 5   | 77   | 82.8 | 11                 | AMF207        |             | BE99          | 27R    |
| 3/11/2012 01:20 | 9   | 76.5 | 81.8 | 7                  | N248PH        | N248PH      | BE20          | 09L    |
| 3/12/2012 04:26 | 12  | 73.2 | 81.9 | 19                 | OPT910        |             | E135          | 09R    |
| 3/12/2012 22:11 | 9   | 74.1 | 81.4 | 19                 | AMF229        |             | SW4           | 09R    |
| 3/12/2012 23:20 | 4   | 81   | 90.5 | 30                 | N71PG         | N71PG       | LJ35          | 09R    |
| 3/12/2012 23:21 | 10  | 74   | 81.3 | 24                 | N71PG         | N71PG       | LJ35          | 09R    |
| 3/12/2012 23:21 | 9   | 78.4 | 86.8 | 18                 | N71PG         | N71PG       | LJ35          | 09R    |
| 3/12/2012 23:21 | 12  | 76.8 | 84.9 | 21                 | N71PG         | N71PG       | LJ35          | 09R    |
| 3/14/2012 01:00 | 10  | 76.2 | 85   | 35                 | SWQ801        |             | B734          | 09R    |
| 3/14/2012 01:00 | 9   | 81.7 | 89.9 | 28                 | SWQ801        |             | B734          | 09R    |
| 3/14/2012 01:00 | 12  | 79   | 88.8 | 38                 | SWQ801        |             | B734          | 09R    |
| 3/14/2012 01:01 | 2   | 71   | 81.4 | 28                 | SWQ801        |             | B734          | 09R    |
| 3/14/2012 01:01 | 1   | 69.7 | 80.9 | 23                 | SWQ801        |             | B734          | 09R    |
| 3/14/2012 22:25 | 4   | 79.9 | 89   | 33                 | N3AV          | N3AV        | WW24          | 09R    |
| 3/14/2012 22:25 | 8   | 71.7 | 81.3 | 15                 | N3AV          | N3AV        | WW24          | 09R    |
| 3/14/2012 22:26 | 9   | 81   | 90.1 | 35                 | N3AV          | N3AV        | WW24          | 09R    |
| 3/14/2012 22:26 | 10  | 77.8 | 85.9 | 27                 | N3AV          | N3AV        | WW24          | 09R    |
| 3/14/2012 22:26 | 12  | 77.5 | 88.3 | 44                 | N3AV          | N3AV        | WW24          | 09R    |
| 3/14/2012 22:26 | 2   | 68.8 | 81.2 | 43                 | N3AV          | N3AV        | WW24          | 09R    |
| 3/14/2012 22:27 | 9   | 72.3 | 80.9 | 16                 | RSP310        |             | E50P          | 09R    |
| 3/14/2012 22:40 | 9   | 71.8 | 80.3 | 13                 | N8191R        | N8191R      | BE35          | 09L    |
| 3/14/2012 22:40 | 10  | 78.2 | 85   | 27                 | N8191R        | N8191R      | BE35          | 09L    |
| 3/14/2012 22:48 | 9   | 73.4 | 80.3 | 11                 | AMF229        |             | BE99          | 09R    |
| 3/14/2012 23:01 | 4   | 81.8 | 91.1 | 34                 | N61VC         | N61VC       | BE40          | 09R    |
| 3/14/2012 23:01 | 8   | 71.8 | 81.1 | 15                 | N61VC         | N61VC       | BE40          | 09R    |
| 3/14/2012 23:02 | 9   | 79.9 | 87.7 | 17                 | N61VC         | N61VC       | BE40          | 09R    |
| 3/14/2012 23:02 | 11  | 76.1 | 83.5 | 16                 | N61VC         | N61VC       | BE40          | 09R    |
| 3/15/2012 00:40 | 9   | 72.6 | 82.1 | 20                 | N6462Q        | N6462Q      | M20P          | 09L    |
| 3/15/2012 00:40 | 10  | 74.8 | 83.8 | 30                 | N6462Q        | N6462Q      | M20P          | 09L    |
| 3/15/2012 05:33 | 4   | 79.2 | 90.1 | 42                 | OPT448        |             | BE40          | 09R    |
| 3/15/2012 05:34 | 8   | 74.2 | 85   | 27                 | OPT448        |             | BE40          | 09R    |
| 3/15/2012 05:34 | 9   | 71.9 | 82.8 | 34                 | OPT448        |             | BE40          | 09R    |
| 3/15/2012 05:35 | 12  | 79.6 | 89.1 | 37                 | OPT448        |             | BE40          | 09R    |
| 3/15/2012 05:35 | 2   | 73.3 | 84.9 | 46                 | OPT448        |             | BE40          | 09R    |
| 3/15/2012 05:36 | 1   | 69.7 | 82.4 | 34                 | OPT448        |             | BE40          | 09R    |
| 3/17/2012 03:09 | 4   | 75.8 | 81.8 | 12                 | N241PH        | N241PH      | BE20          | 27R    |
| 3/17/2012 03:27 | 1   | 72.7 | 86.4 | 78                 | AMF207        |             | BE99          | 09R    |
| 3/17/2012 03:28 | 12  | 74.9 | 81.3 | 12                 | AMF207        |             | BE99          | 09R    |
| 3/17/2012 03:29 | 1   | 76.8 | 87.7 | 78                 | AMF207        |             | BE99          | 09R    |
| 3/18/2012 01:06 | 10  | 70.2 | 83.5 | 58                 |               |             | PAY2          | 27R    |
| 3/18/2012 01:06 | 4   | 74.1 | 80.6 | 14                 |               |             | PAY2          | 27R    |
| 3/20/2012 04:19 | 5   | 73.2 | 84   | 24                 | AMF208        |             | BE99          | 27R    |
| 3/20/2012 04:20 | 4   | 70.3 | 81.1 | 17                 | AMF208        |             | BE99          | 27R    |
| 3/20/2012 04:20 | 8   | 72.7 | 81.5 | 16                 | AMF208        |             | BE99          | 27R    |
| 3/21/2012 04:21 | 4   | 71.2 | 81.8 | 20                 | AMF208        |             | BE99          | 33     |
| 3/21/2012 04:21 | 8   | 71.7 | 80.2 | 12                 | AMF208        |             | BE99          | 33     |
| 3/21/2012 04:45 | 9   | 81.5 | 88.1 | 17                 | PEG94         |             | GLF4          | 09L    |

| Date Time                       | NMT                | Lmax                 | SEL                  | Duration (seconds) | Flight Number           | Tail Number            | Aircraft Type        | Runway              |
|---------------------------------|--------------------|----------------------|----------------------|--------------------|-------------------------|------------------------|----------------------|---------------------|
| 3/21/2012 04:45                 | 10                 | 73.1                 | 82.5                 | 23                 | PEG94                   |                        | GLF4                 | 09L                 |
| 3/22/2012 05:51                 | 4                  | 71.9                 | 80.9                 | 19                 | PCM8709                 |                        | C208                 | 27R                 |
| <a href="#">3/22/2012 05:52</a> | <a href="#">8</a>  | <a href="#">78.1</a> | <a href="#">85</a>   | <a href="#">11</a> | <a href="#">PCM8709</a> |                        | <a href="#">C208</a> | <a href="#">27R</a> |
| 3/22/2012 22:01                 | 4                  | 77.1                 | 81.6                 | 11                 | N12268                  | N12268                 | C425                 | 27R                 |
| 3/23/2012 22:42                 | 9                  | 73.8                 | 81.1                 | 11                 | AMF229                  |                        | BE99                 | 09R                 |
| 3/24/2012 02:11                 | 9                  | 75.7                 | 81.5                 | 10                 |                         |                        | PAY2                 | 09R                 |
| <a href="#">3/24/2012 04:37</a> | <a href="#">2</a>  | <a href="#">74.1</a> | <a href="#">86.4</a> | <a href="#">78</a> | <a href="#">REH50</a>   |                        | <a href="#">BE20</a> | <a href="#">09L</a> |
| 3/24/2012 23:47                 | 10                 | 73.8                 | 83                   | 23                 | N712CC                  | N712CC                 | GLF4                 | 09R                 |
| <a href="#">3/24/2012 23:47</a> | <a href="#">9</a>  | <a href="#">78.9</a> | <a href="#">86.9</a> | <a href="#">19</a> | <a href="#">N712CC</a>  | <a href="#">N712CC</a> | <a href="#">GLF4</a> | <a href="#">09R</a> |
| 3/24/2012 23:47                 | 2                  | 68.6                 | 80.6                 | 31                 | N712CC                  | N712CC                 | GLF4                 | 09R                 |
| <a href="#">3/24/2012 23:47</a> | <a href="#">12</a> | <a href="#">77.5</a> | <a href="#">85.8</a> | <a href="#">24</a> | <a href="#">N712CC</a>  | <a href="#">N712CC</a> | <a href="#">GLF4</a> | <a href="#">09R</a> |
| <a href="#">3/25/2012 04:25</a> | <a href="#">4</a>  | <a href="#">77.3</a> | <a href="#">86.9</a> | <a href="#">54</a> | <a href="#">N54DD</a>   | <a href="#">N54DD</a>  | <a href="#">C560</a> | <a href="#">09R</a> |
| 3/25/2012 04:26                 | 9                  | 73.6                 | 83.5                 | 25                 | N54DD                   | N54DD                  | C560                 | 09R                 |
| 3/25/2012 04:26                 | 12                 | 69.8                 | 82.2                 | 73                 | N54DD                   | N54DD                  | C560                 | 09R                 |
| 3/25/2012 04:26                 | 2                  | 71.6                 | 84.4                 | 71                 | N54DD                   | N54DD                  | C560                 | 09R                 |
| <a href="#">3/25/2012 05:41</a> | <a href="#">9</a>  | <a href="#">75.7</a> | <a href="#">85.1</a> | <a href="#">20</a> | <a href="#">TFF16</a>   |                        | <a href="#">HA4T</a> | <a href="#">09R</a> |
| 3/25/2012 05:42                 | 10                 | 70.6                 | 80.9                 | 26                 | TFF16                   |                        | HA4T                 | 09R                 |
| <a href="#">3/25/2012 05:42</a> | <a href="#">12</a> | <a href="#">75.9</a> | <a href="#">85.9</a> | <a href="#">31</a> | <a href="#">TFF16</a>   |                        | <a href="#">HA4T</a> | <a href="#">09R</a> |
| <a href="#">3/27/2012 22:25</a> | <a href="#">1</a>  | <a href="#">72</a>   | <a href="#">86.5</a> | <a href="#">78</a> | <a href="#">AMF229</a>  |                        | <a href="#">SW4</a>  | <a href="#">09R</a> |
| <a href="#">3/27/2012 23:07</a> | <a href="#">1</a>  | <a href="#">69</a>   | <a href="#">86.4</a> | <a href="#">78</a> | <a href="#">OPT736</a>  |                        | <a href="#">C750</a> | <a href="#">09R</a> |
| <a href="#">3/28/2012 01:29</a> | <a href="#">1</a>  | <a href="#">70.8</a> | <a href="#">85.9</a> | <a href="#">78</a> | <a href="#">AMF272</a>  |                        | <a href="#">SW4</a>  | <a href="#">09R</a> |
| 3/29/2012 02:57                 | 4                  | 76.5                 | 81.7                 | 11                 | N22WF                   | N22WF                  | PAY2                 | 27R                 |
| 3/30/2012 22:42                 | 4                  | 75.3                 | 80.7                 | 11                 | AMF229                  |                        | SW4                  | 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                        |
|---------------------------------|---------------------|------------------------|----------------------|-------------------|------------------------|--------------------------------|
| <a href="#">1/23/2012 09:17</a> |                     | <a href="#">N950SF</a> | <a href="#">F900</a> | <a href="#">B</a> | <a href="#">N950SF</a> | <a href="#">Not Acceptable</a> |
| <a href="#">2/14/2012 21:36</a> |                     | <a href="#">N321MS</a> | <a href="#">H25B</a> | <a href="#">B</a> | <a href="#">N321MS</a> | <a href="#">Not Acceptable</a> |
| <a href="#">3/6/2012 09:24</a>  | <a href="#">SWA</a> | <a href="#">SWA513</a> | <a href="#">B733</a> | <a href="#">J</a> |                        | <a href="#">Not Acceptable</a> |

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

#### Silent 7 Night Departure List for Calendar Quarter

| Date/Time                      | Airline             | Flight No               | Aircraft Type        | Aircraft Category | Tail No                | Comment                        |
|--------------------------------|---------------------|-------------------------|----------------------|-------------------|------------------------|--------------------------------|
| 1/2/2012 06:59                 | SWA                 | SWA242                  | B735                 | J                 | N512SW                 | Time Buffer                    |
| <a href="#">1/3/2012 06:22</a> | <a href="#">SWA</a> | <a href="#">SWA563</a>  | <a href="#">B737</a> | <a href="#">J</a> | <a href="#">N272WN</a> | <a href="#">Not Acceptable</a> |
| <a href="#">1/4/2012 00:49</a> | <a href="#">VOI</a> | <a href="#">VOI905</a>  | <a href="#">A319</a> | <a href="#">J</a> | <a href="#">N504VL</a> | <a href="#">Not Acceptable</a> |
| <a href="#">1/7/2012 06:24</a> | <a href="#">SKW</a> | <a href="#">SKW4650</a> | <a href="#">CRJ9</a> | <a href="#">R</a> | <a href="#">N805SK</a> | <a href="#">Not Acceptable</a> |
| <a href="#">1/8/2012 22:30</a> | <a href="#">PEG</a> | <a href="#">PEG94</a>   | <a href="#">GLF4</a> | <a href="#">B</a> | <a href="#">N794MH</a> | <a href="#">Not Acceptable</a> |
| 1/11/2012 06:57                | SWA                 | SWA2963                 | B733                 | J                 | N340LV                 | Time Buffer                    |
| 1/11/2012 06:58                | FDX                 | FDX1889                 | B722                 | J                 | N267FE                 | Time Buffer                    |
| 1/14/2012 06:58                | FDX                 | FDX435                  | MD11                 | J                 | N603FE                 | Time Buffer                    |

| Date/Time       | Airline | Flight No | Aircraft Type | Aircraft Category | Tail No | Comment        |
|-----------------|---------|-----------|---------------|-------------------|---------|----------------|
| 1/23/2012 06:26 | SWA     | SWA921    | B737          | J                 | N748SW  | Not Acceptable |
| 1/23/2012 06:46 | SKW     | SKW4799   | CRJ2          | R                 | N809CA  | Not Acceptable |
| 1/23/2012 22:00 | SWA     | SWA1685   | B737          | J                 | N743SW  | Time Buffer    |
| 1/24/2012 06:25 | SWA     | SWA921    | B737          | J                 | N457WN  | Not Acceptable |
| 1/24/2012 23:00 | EJM     | EJM32     | GALX          | B                 | N32TM   | Not Acceptable |
| 1/24/2012 23:13 | SKW     | SKW4572   | CRJ2          | R                 | N457SW  | Not Acceptable |
| 1/26/2012 06:34 | SWA     | SWA921    | B737          | J                 | N917WN  | Not Acceptable |
| 1/26/2012 06:57 |         | N615PG    | E135          | R                 | N615PG  | Time Buffer    |
| 1/30/2012 06:56 | UAL     | UAL9946   | A320          | J                 | N474UA  | Time Buffer    |
| 1/31/2012 06:56 | FDX     | FDX3647   | A306          | J                 | N726FD  | Time Buffer    |
| 1/31/2012 06:59 | SKW     | SKW4799   | CRJ2          | R                 | N652BR  | Time Buffer    |
| 2/3/2012 06:18  | DAL     | DAL1520   | A319          | J                 | N322NB  | Not Acceptable |
| 2/3/2012 06:48  | SWA     | SWA3502   | B733          | J                 | N374SW  | Not Acceptable |
| 2/4/2012 06:33  | AWE     | AWE542    | A320          | J                 | N622AW  | Not Acceptable |
| 2/4/2012 06:58  | SWA     | SWA375    | B737          | J                 | N277WN  | Time Buffer    |
| 2/6/2012 01:10  | VOI     | VOI903    | A319          | J                 |         | Not Acceptable |
| 2/6/2012 06:57  |         |           | FA50          | B                 |         | Time Buffer    |
| 2/11/2012 06:58 | SKW     | SKW4799   | CRJ2          | R                 | N487CA  | Time Buffer    |
| 2/13/2012 01:18 |         | N838JL    | H25B          | B                 | N838JL  | Not Acceptable |
| 2/14/2012 06:13 | UPS     | UPS2945   | MD11          | J                 | N255UP  | Not Acceptable |
| 2/14/2012 06:59 | SWA     | SWA659    | B733          | J                 | N651SW  | Time Buffer    |
| 2/15/2012 06:46 |         | N615PG    | E135          | R                 | N615PG  | Not Acceptable |
| 2/15/2012 06:57 | SWA     | SWA664    | B737          | J                 | N439WN  | Time Buffer    |
| 2/19/2012 02:26 | DAL     | DAL8840   | A319          | J                 | N362NB  | Not Acceptable |
| 2/20/2012 01:10 | VOI     | VOI903    | A319          | J                 |         | Not Acceptable |
| 2/20/2012 06:59 | SWA     | SWA664    | B735          | J                 | N511SW  | Time Buffer    |
| 2/20/2012 22:57 |         | N814SP    | C525          | B                 | N814SP  | Not Acceptable |
| 2/21/2012 06:57 | FDX     | FDX1889   | B722          | J                 | N487FE  | Time Buffer    |
| 2/22/2012 06:58 | SWA     | SWA664    | B737          | J                 | N451WN  | Time Buffer    |
| 2/24/2012 06:59 | SWA     | SWA664    | B737          | J                 | N475WN  | Time Buffer    |
| 2/29/2012 06:22 | UPS     | UPS2945   | MD11          | J                 | N290UP  | Not Acceptable |
| 3/1/2012 02:35  | FDX     | FDX1859   | A306          | J                 |         | System Error   |
| 3/1/2012 06:38  | SWA     | SWA149    | B737          | J                 |         | System Error   |
| 3/1/2012 06:57  | FDX     | FDX3647   | A306          | J                 |         | Time Buffer    |
| 3/3/2012 06:58  | SWA     | SWA2676   | B733          | J                 |         | Time Buffer    |
| 3/6/2012 06:59  | SWA     | SWA664    | B737          | J                 | N776WN  | Time Buffer    |
| 3/7/2012 05:52  | UAL     | UAL791    | A320          | J                 | N435UA  | Not Acceptable |
| 3/7/2012 05:53  | FDX     | FDX3671   | DC10          | J                 | N314FE  | Not Acceptable |
| 3/7/2012 06:17  | SWA     | SWA378    | B737          | J                 | N758SW  | Not Acceptable |
| 3/7/2012 06:56  | UPS     | UPS2945   | MD11          | J                 | N270UP  | Time Buffer    |
| 3/7/2012 06:59  | SWA     | SWA659    | B735          | J                 | N514SW  | Time Buffer    |
| 3/8/2012 06:56  | SWA     | SWA240    | B737          | J                 | N779SW  | Time Buffer    |
| 3/8/2012 06:57  | FDX     | FDX1889   | B722          | J                 | N487FE  | Time Buffer    |
| 3/8/2012 06:58  | SWA     | SWA664    | B737          | J                 | N287WN  | Time Buffer    |
| 3/8/2012 06:59  | SWA     | SWA397    | B737          | J                 | N201LV  | Time Buffer    |
| 3/10/2012 06:27 | ASA     | ASA347    | B738          | J                 | N593AS  | Not Acceptable |
| 3/10/2012 06:29 | SWA     | SWA1716   | B733          | J                 | N387SW  | Not Acceptable |
| 3/12/2012 05:57 | UAL     | UAL791    | A319          | J                 |         | Time Buffer    |

| Date/Time       | Airline | Flight No | Aircraft Type | Aircraft Category | Tail No | Comment        |
|-----------------|---------|-----------|---------------|-------------------|---------|----------------|
| 3/15/2012 06:58 | FDX     | FDX3647   | A306          | J                 | N744FD  | Time Buffer    |
| 3/15/2012 22:03 | SWA     | SWA762    | B737          | J                 | N488WN  | Time Buffer    |
| 3/16/2012 06:59 | SWA     | SWA2093   | B737          | J                 | N439WN  | Time Buffer    |
| 3/17/2012 06:44 | SWA     | SWA1806   | B737          | J                 | N436WN  | Not Acceptable |
| 3/18/2012 06:52 | SWA     | SWA2093   | B737          | J                 | N964WN  | Time Buffer    |
| 3/19/2012 02:03 | VOI     | VOI905    | A319          | J                 |         | Not Acceptable |
| 3/19/2012 23:08 | JBU     | JBU90     | A320          | J                 | N556JB  | Not Acceptable |
| 3/20/2012 06:56 |         | N623DT    | E50P          | B                 | N623DT  | Time Buffer    |
| 3/20/2012 22:01 | SWA     | SWA762    | B737          | J                 | N915WN  | Time Buffer    |
| 3/21/2012 06:57 | SWA     | SWA3072   | B737          | J                 | N498WN  | Time Buffer    |
| 3/21/2012 06:58 | SWA     | SWA1208   | B737          | J                 | N748SW  | Time Buffer    |
| 3/22/2012 06:55 | SWA     | SWA164    | B737          | J                 | N969WN  | Time Buffer    |
| 3/22/2012 06:56 | SWA     | SWA1208   | B737          | J                 | N230WN  | Time Buffer    |
| 3/22/2012 06:57 | FDX     | FDX1889   | B722          | J                 | N486FE  | Time Buffer    |
| 3/23/2012 02:08 | VOI     | VOI903    | A319          | J                 |         | Not Acceptable |
| 3/24/2012 06:36 | SWA     | SWA2525   | B737          | J                 | N448WN  | Not Acceptable |
| 3/29/2012 22:00 | SWA     | SWA762    | B737          | J                 | N766SW  | Time Buffer    |

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

#### Runway 11 Night Departure List for Calendar Quarter

| Date/Time       | Airline | Flight No | Aircraft Type | Aircraft Category | Tail No | Comment        |
|-----------------|---------|-----------|---------------|-------------------|---------|----------------|
| 1/20/2012 23:45 | JBU     | JBU90     | A320          | J                 |         | Not Acceptable |
| 2/29/2012 04:04 | FDX     | FDX31     | MD11          | J                 |         | Not Acceptable |
| 3/13/2012 05:57 | UAL     | UAL791    | A320          | J                 |         | Time Buffer    |
| 3/14/2012 04:22 | FDX     | FDX31     | MD11          | J                 |         | Good Effort    |
| 3/24/2012 01:21 | VOI     | VOI905    | A319          | J                 |         | Not Acceptable |
| 3/26/2012 23:17 | JBU     | JBU90     | A320          | J                 |         | Not Acceptable |
| 3/27/2012 05:54 | UAL     | UAL791    | A320          | J                 |         | Time Buffer    |
| 3/27/2012 05:58 | FDX     | FDX3671   | DC10          | J                 |         | Time Buffer    |

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

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

| Date Time       | Airline | Flight No | Aircraft Type | Altitude (ft) | Comment        |
|-----------------|---------|-----------|---------------|---------------|----------------|
| 1/1/2012 13:15  | DAL     | DAL1160   | A320          | 2696          | Not Acceptable |
| 1/1/2012 15:31  | UAL     | UAL726    | A319          | 2769          | Not Acceptable |
| 1/3/2012 10:29  | SWA     | SWA1300   | B737          | 2854          | Not Acceptable |
| 1/4/2012 19:25  | FDX     | FDX1268   | DC10          | 2805          | Not Acceptable |
| 1/5/2012 08:08  | FDX     | FDX3012   | DC10          | 1994          | Not Acceptable |
| 1/6/2012 10:13  | SWA     | SWA813    | B737          | 2582          | Not Acceptable |
| 1/9/2012 13:20  | DAL     | DAL1160   | A320          | 2736          | Not Acceptable |
| 1/11/2012 19:28 | FDX     | FDX1605   | DC10          | 1827          | Not Acceptable |
| 1/11/2012 20:10 |         | N278XJ    | H25B          | 2801          | Not Acceptable |

| Date Time       | Airline | Flight No | Aircraft Type | Altitude (ft) | Comment        |
|-----------------|---------|-----------|---------------|---------------|----------------|
| 1/12/2012 19:30 | UPS     | UPS945    | B763          | 2421          | Not Acceptable |
| 1/13/2012 13:52 | KAI     | KAI75     | GLF4          | 2007          | Not Acceptable |
| 1/17/2012 11:53 |         |           | GLF5          | 2696          | Not Acceptable |
| 1/18/2012 07:44 | FDX     | FDX435    | MD11          | 2893          | Not Acceptable |
| 1/23/2012 09:17 |         | N950SF    | F900          | 2194          | Not Acceptable |
| 1/23/2012 19:33 | FDX     | FDX1605   | DC10          | 2037          | Not Acceptable |
| 1/26/2012 08:19 | FDX     | FDX3012   | DC10          | 2778          | Not Acceptable |
| 1/26/2012 13:19 | DAL     | DAL1160   | A320          | 2811          | Not Acceptable |
| 1/26/2012 20:21 | FDX     | FDX1117   | A306          | 2785          | Not Acceptable |
| 1/30/2012 12:18 | KAI     | KAI82     | GLF5          | 2841          | Not Acceptable |
| 1/30/2012 19:29 | FDX     | FDX1605   | DC10          | 1922          | Not Acceptable |
| 1/30/2012 20:22 | FDX     | FDX1117   | A306          | 2772          | Not Acceptable |
| 1/31/2012 16:51 | SKW     | SKW4744   | CRJ9          | 2536          | Not Acceptable |
| 1/31/2012 19:18 | FDX     | FDX1605   | DC10          | 2368          | Not Acceptable |
| 2/4/2012 07:04  | FDX     | FDX435    | MD11          | 2434          | Not Acceptable |
| 2/4/2012 15:32  |         | N321MS    | H25B          | 2687          | Not Acceptable |
| 2/9/2012 18:35  | SWA     | SWA460    | B735          | 2814          | Not Acceptable |
| 2/11/2012 09:10 | SWA     | SWA983    | B737          | 2818          | Not Acceptable |
| 2/14/2012 07:06 | FDX     | FDX3647   | A306          | 2874          | Not Acceptable |
| 2/14/2012 18:15 | SWA     | SWA1613   | B737          | 2493          | Not Acceptable |
| 2/14/2012 19:43 | UPS     | UPS945    | B763          | 2795          | Not Acceptable |
| 2/18/2012 09:20 | ASA     | ASA357    | B738          | 2362          | Not Acceptable |
| 2/20/2012 10:11 | EJA     | EJA729    | GALX          | 2687          | Not Acceptable |
| 2/20/2012 13:13 | DAL     | DAL1160   | A320          | 2526          | Not Acceptable |
| 2/23/2012 19:31 | UPS     | UPS945    | B763          | 2496          | Not Acceptable |
| 2/26/2012 16:16 | SWA     | SWA747    | B733          | 2650          | Not Acceptable |
| 3/2/2012 09:17  | SWA     | SWA9005   | B733          | 2729          | Not Acceptable |
| 3/2/2012 14:47  | UAL     | UAL726    | A319          | 2769          | Not Acceptable |
| 3/4/2012 12:00  | SWA     | SWA452    | B737          | 2562          | Not Acceptable |
| 3/4/2012 14:27  | SWA     | SWA667    | B737          | 2762          | Not Acceptable |
| 3/6/2012 08:14  | FDX     | FDX3012   | DC10          | 2296          | Not Acceptable |
| 3/6/2012 08:19  | FDX     | FDX3671   | DC10          | 2194          | Not Acceptable |
| 3/6/2012 16:04  |         | N42LG     | PRM1          | 2181          | Not Acceptable |
| 3/6/2012 19:25  | FDX     | FDX1268   | DC10          | 2772          | Not Acceptable |
| 3/8/2012 08:18  | FDX     | FDX3012   | DC10          | 2198          | Not Acceptable |
| 3/8/2012 10:18  | SWA     | SWA1200   | B733          | 2066          | Not Acceptable |
| 3/8/2012 19:33  | UPS     | UPS945    | A306          | 2381          | Not Acceptable |
| 3/8/2012 19:37  | FDX     | FDX1268   | DC10          | 2201          | Not Acceptable |
| 3/9/2012 14:17  | SWA     | SWA667    | B737          | 2860          | Not Acceptable |
| 3/10/2012 10:50 | SWA     | SWA3236   | B737          | 2795          | Not Acceptable |
| 3/12/2012 10:59 | SWA     | SWA120    | B737          | 2709          | Not Acceptable |
| 3/12/2012 18:24 | SKW     | SKW4554   | CRJ2          | 2880          | Not Acceptable |
| 3/15/2012 08:08 | FDX     | FDX3012   | DC10          | 1755          | Not Acceptable |
| 3/15/2012 10:28 | SKW     | SKW4732   | CRJ7          | 2887          | Not Acceptable |
| 3/17/2012 10:24 | SKW     | SKW4732   | CRJ7          | 2559          | Not Acceptable |
| 3/18/2012 12:51 |         | N321MS    | H25B          | 2109          | Not Acceptable |
| 3/20/2012 11:01 | SWA     | SWA479    | B737          | 2329          | Not Acceptable |
| 3/21/2012 09:01 | SWA     | SWA700    | B735          | 2808          | Not Acceptable |
| 3/21/2012 10:52 | SWA     | SWA479    | B737          | 2280          | Not Acceptable |

| Date Time       | Airline | Flight No | Aircraft Type | Altitude (ft) | Comment        |
|-----------------|---------|-----------|---------------|---------------|----------------|
| 3/21/2012 18:37 | SKW     | SKW4554   | CRJ2          | 2739          | Not Acceptable |
| 3/22/2012 08:09 | FDX     | FDX3012   | DC10          | 1797          | Not Acceptable |
| 3/22/2012 09:12 | SWA     | SWA3794   | B733          | 2772          | Not Acceptable |
| 3/22/2012 09:20 | SWA     | SWA700    | B735          | 2775          | Not Acceptable |
| 3/22/2012 11:38 |         | N725SC    | LJ60          | 2732          | Not Acceptable |
| 3/22/2012 14:11 |         | N468QS    | GLF4          | 2388          | Not Acceptable |
| 3/22/2012 14:51 | SWA     | SWA261    | B737          | 2634          | Not Acceptable |
| 3/23/2012 09:01 | SWA     | SWA700    | B735          | 2844          | Not Acceptable |
| 3/23/2012 09:07 | SWA     | SWA3794   | B733          | 2860          | Not Acceptable |
| 3/23/2012 19:26 | FDX     | FDX1268   | MD11          | 2860          | Not Acceptable |
| 3/25/2012 09:06 | SWA     | SWA700    | B735          | 2522          | Not Acceptable |
| 3/25/2012 21:00 | JTL     | JTL973    | GLF3          | 2805          | Not Acceptable |
| 3/28/2012 19:56 | UPS     | UPS945    | B763          | 2555          | Not Acceptable |
| 3/28/2012 20:22 | FDX     | FDX1117   | DC10          | 1948          | Not Acceptable |
| 3/29/2012 10:44 | SWA     | SWA2741   | B737          | 2375          | Not Acceptable |

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

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

| Date Time       | Flight No | Aircraft Type | Airline | Altitude (ft) | Comment        |
|-----------------|-----------|---------------|---------|---------------|----------------|
| 1/1/2012 19:03  | SWA2024   | B735          | SWA     | 2854          | Not Acceptable |
| 1/1/2012 22:16  | ASA354    | B738          | ASA     | 2746          | Not Acceptable |
| 1/2/2012 06:29  | SWA322    | B737          | SWA     | 2703          | Not Acceptable |
| 1/2/2012 07:39  | SWA1985   | B733          | SWA     | 2864          | Not Acceptable |
| 1/2/2012 09:07  | SWA2992   | B733          | SWA     | 2867          | Not Acceptable |
| 1/2/2012 11:22  | AAY200    | MD83          | AAY     | 2785          | Not Acceptable |
| 1/2/2012 13:29  | SWA768    | B737          | SWA     | 2791          | Not Acceptable |
| 1/3/2012 20:05  | SWA1579   | B737          | SWA     | 2742          | Not Acceptable |
| 1/4/2012 09:50  | SWA2284   | B733          | SWA     | 2693          | Not Acceptable |
| 1/4/2012 12:58  | SWA927    | B733          | SWA     | 2847          | Not Acceptable |
| 1/4/2012 18:12  | SWA782    | B737          | SWA     | 2568          | Not Acceptable |
| 1/4/2012 20:02  | SWA1098   | B737          | SWA     | 2841          | Not Acceptable |
| 1/4/2012 22:16  | SWA296    | B737          | SWA     | 2896          | Not Acceptable |
| 1/5/2012 15:57  | SWA597    | B733          | SWA     | 2608          | Not Acceptable |
| 1/5/2012 19:13  | ASA346    | B734          | ASA     | 2503          | Not Acceptable |
| 1/5/2012 19:59  | SWA1401   | B737          | SWA     | 2486          | Not Acceptable |
| 1/6/2012 19:47  | SWA1098   | B737          | SWA     | 1916          | Not Acceptable |
| 1/8/2012 15:43  | SKW4744   | CRJ9          | SKW     | 2749          | Not Acceptable |
| 1/9/2012 14:32  | SWA3640   | B733          | SWA     | 2844          | Not Acceptable |
| 1/9/2012 20:36  | SWA2459   | B733          | SWA     | 2837          | Not Acceptable |
| 1/9/2012 21:30  | SWA897    | B737          | SWA     | 1955          | Not Acceptable |
| 1/10/2012 09:36 | SWA229    | B737          | SWA     | 2709          | Not Acceptable |
| 1/10/2012 12:24 | DAL1160   | A319          | DAL     | 2837          | Not Acceptable |
| 1/10/2012 19:54 | SWA429    | B737          | SWA     | 2896          | Not Acceptable |
| 1/11/2012 13:29 | SWA1994   | B737          | SWA     | 2752          | Not Acceptable |
| 1/11/2012 16:57 | AAY4202   | MD83          | AAY     | 2821          | Not Acceptable |
| 1/11/2012 20:41 | DAL1253   | A319          | DAL     | 2847          | Not Acceptable |

| Date Time       | Flight No | Aircraft Type | Airline | Altitude (ft) | Comment        |
|-----------------|-----------|---------------|---------|---------------|----------------|
| 1/12/2012 11:58 | DAL1160   | A320          | DAL     | 2588          | Not Acceptable |
| 1/12/2012 20:24 | SWA2459   | B733          | SWA     | 2798          | Not Acceptable |
| 1/12/2012 22:18 | ASA354    | B738          | ASA     | 2575          | Not Acceptable |
| 1/13/2012 19:09 | ASA346    | B734          | ASA     | 2821          | Not Acceptable |
| 1/13/2012 20:54 | SWA429    | B737          | SWA     | 2657          | Not Acceptable |
| 1/13/2012 21:30 | SWA897    | B737          | SWA     | 2791          | Not Acceptable |
| 1/15/2012 19:42 | ASA346    | B738          | ASA     | 2742          | Not Acceptable |
| 1/15/2012 20:26 | SWA2459   | B733          | SWA     | 2650          | Not Acceptable |
| 1/15/2012 21:30 | SWA897    | B737          | SWA     | 2880          | Not Acceptable |
| 1/16/2012 09:30 | SWA351    | B737          | SWA     | 2837          | Not Acceptable |
| 1/16/2012 11:45 | AAY200    | MD83          | AAY     | 2870          | Not Acceptable |
| 1/16/2012 17:48 | EJM949    | GLF5          | EJM     | 1988          | Not Acceptable |
| 1/16/2012 19:50 | SWA429    | B737          | SWA     | 2565          | Not Acceptable |
| 1/16/2012 20:31 | SWA2459   | B733          | SWA     | 2775          | Not Acceptable |
| 1/17/2012 21:31 | SWA897    | B737          | SWA     | 2434          | Not Acceptable |
| 1/18/2012 09:41 | SWA3156   | B737          | SWA     | 2883          | Not Acceptable |
| 1/18/2012 20:32 | SWA401    | B737          | SWA     | 2877          | Not Acceptable |
| 1/21/2012 21:44 | SWA606    | B733          | SWA     | 2837          | Not Acceptable |
| 1/21/2012 22:51 | ASA354    | B738          | ASA     | 2687          | Not Acceptable |
| 1/24/2012 16:31 | SWA3809   | B737          | SWA     | 2769          | Not Acceptable |
| 1/24/2012 21:00 | DAL1253   | A319          | DAL     | 2267          | Not Acceptable |
| 1/27/2012 15:55 | SKW4744   | CRJ9          | SKW     | 2746          | Not Acceptable |
| 1/27/2012 16:34 | ASA344    | B737          | ASA     | 2706          | Not Acceptable |
| 1/27/2012 19:55 | SWA356    | B737          | SWA     | 2703          | Not Acceptable |
| 1/29/2012 13:11 | SWA1994   | B737          | SWA     | 2805          | Not Acceptable |
| 1/29/2012 22:55 | DAL1253   | A320          | DAL     | 2631          | Not Acceptable |
| 1/30/2012 07:58 | ASA342    | B738          | ASA     | 2844          | Not Acceptable |
| 1/30/2012 09:29 | SWA351    | B737          | SWA     | 2841          | Not Acceptable |
| 1/30/2012 15:09 | AAY202    | MD83          | AAY     | 2890          | Not Acceptable |
| 1/31/2012 14:03 | SWA180    | B733          | SWA     | 2224          | Not Acceptable |
| 1/31/2012 14:40 | SWA3640   | B733          | SWA     | 2421          | Not Acceptable |
| 1/31/2012 16:01 | SKW4744   | CRJ9          | SKW     | 2732          | Not Acceptable |
| 2/1/2012 20:12  | SWA1286   | B737          | SWA     | 2568          | Not Acceptable |
| 2/2/2012 07:47  | ASA342    | B738          | ASA     | 2874          | Not Acceptable |
| 2/3/2012 19:58  | SWA429    | B733          | SWA     | 2480          | Not Acceptable |
| 2/3/2012 21:34  | SWA897    | B737          | SWA     | 2513          | Not Acceptable |
| 2/3/2012 22:35  | FDX2802   | DC10          | FDX     | 2896          | Not Acceptable |
| 2/4/2012 07:53  | ASA342    | B738          | ASA     | 2769          | Not Acceptable |
| 2/4/2012 08:23  | FDX3812   | A306          | FDX     | 2864          | Not Acceptable |
| 2/4/2012 13:27  | SWA1053   | B737          | SWA     | 2887          | Not Acceptable |
| 2/4/2012 19:11  | SWA606    | B733          | SWA     | 2870          | Not Acceptable |
| 2/5/2012 07:53  | ASA342    | B738          | ASA     | 2647          | Not Acceptable |
| 2/5/2012 09:31  | SKW4732   | CRJ7          | SKW     | 2864          | Not Acceptable |
| 2/5/2012 13:44  | SWA379    | B737          | SWA     | 1935          | Not Acceptable |
| 2/5/2012 17:24  | SWA847    | B737          | SWA     | 2690          | Not Acceptable |
| 2/5/2012 19:49  | SWA2227   | B737          | SWA     | 2778          | Not Acceptable |
| 2/5/2012 22:08  | ASA354    | B738          | ASA     | 2759          | Not Acceptable |
| 2/6/2012 16:01  | SKW4744   | CRJ9          | SKW     | 1817          | Not Acceptable |
| 2/6/2012 17:36  | SWA424    | B737          | SWA     | 2208          | Not Acceptable |

| Date Time       | Flight No | Aircraft Type | Airline | Altitude (ft) | Comment        |
|-----------------|-----------|---------------|---------|---------------|----------------|
| 2/6/2012 19:54  | SWA401    | B737          | SWA     | 2870          | Not Acceptable |
| 2/6/2012 20:18  | N247CJ    | F900          |         | 2706          | Not Acceptable |
| 2/7/2012 12:52  | SWA1584   | B737          | SWA     | 2890          | Not Acceptable |
| 2/7/2012 13:17  | SWA1994   | B737          | SWA     | 2499          | Not Acceptable |
| 2/7/2012 22:26  | ASA354    | B738          | ASA     | 2883          | Not Acceptable |
| 2/8/2012 20:33  | SWA2459   | B733          | SWA     | 2821          | Not Acceptable |
| 2/9/2012 12:20  | DAL1160   | A320          | DAL     | 2772          | Not Acceptable |
| 2/9/2012 16:20  | SWA3809   | B733          | SWA     | 2824          | Not Acceptable |
| 2/9/2012 16:56  | ASA344    | B737          | ASA     | 2844          | Not Acceptable |
| 2/9/2012 22:32  | FDX1807   | DC10          | FDX     | 2824          | Not Acceptable |
| 2/10/2012 19:16 | ASA346    | B734          | ASA     | 2683          | Not Acceptable |
| 2/13/2012 15:50 | SKW4744   | CRJ9          | SKW     | 2066          | Not Acceptable |
| 2/14/2012 12:42 | SWA797    | B733          | SWA     | 2388          | Not Acceptable |
| 2/14/2012 15:52 | SKW4744   | CRJ9          | SKW     | 2716          | Not Acceptable |
| 2/14/2012 20:00 | SWA3942   | B733          | SWA     | 1725          | Not Acceptable |
| 2/14/2012 22:07 | SWA1208   | B733          | SWA     | 1673          | Not Acceptable |
| 2/15/2012 09:56 | SWA1525   | B733          | SWA     | 2782          | Not Acceptable |
| 2/15/2012 12:51 | SWA1874   | B733          | SWA     | 2854          | Not Acceptable |
| 2/15/2012 12:54 | SWA797    | B733          | SWA     | 2890          | Not Acceptable |
| 2/15/2012 20:44 | DAL1253   | A319          | DAL     | 2496          | Not Acceptable |
| 2/16/2012 02:37 | DAL8840   | A319          | DAL     | 2877          | Not Acceptable |
| 2/16/2012 09:27 | SKW4732   | CRJ7          | SKW     | 2759          | Not Acceptable |
| 2/19/2012 12:03 | DAL1160   | B738          | DAL     | 2499          | Not Acceptable |
| 2/19/2012 19:46 | SWA2962   | B737          | SWA     | 2854          | Not Acceptable |
| 2/20/2012 17:07 | SWA3284   | B737          | SWA     | 2811          | Not Acceptable |
| 2/20/2012 19:01 | ASA346    | B738          | ASA     | 2844          | Not Acceptable |
| 2/20/2012 19:46 | SWA1522   | B737          | SWA     | 2782          | Not Acceptable |
| 2/20/2012 20:39 | SWA3942   | B733          | SWA     | 2755          | Not Acceptable |
| 2/20/2012 22:59 | SWA9006   | B733          | SWA     | 2519          | Not Acceptable |
| 2/24/2012 22:26 | SWA1208   | B733          | SWA     | 2867          | Not Acceptable |
| 2/24/2012 22:42 | ASA354    | B738          | ASA     | 2716          | Not Acceptable |
| 2/25/2012 10:40 | SWA1634   | B737          | SWA     | 2168          | Not Acceptable |
| 2/25/2012 16:06 | SWA2107   | B733          | SWA     | 2670          | Not Acceptable |
| 2/25/2012 19:49 | SWA3209   | B737          | SWA     | 2854          | Not Acceptable |
| 2/26/2012 07:55 | ASA342    | B738          | ASA     | 2896          | Not Acceptable |
| 2/26/2012 16:55 | ASA344    | B739          | ASA     | 2877          | Not Acceptable |
| 2/26/2012 19:20 | SWA3938   | B737          | SWA     | 2670          | Not Acceptable |
| 2/26/2012 20:11 | SWA170    | B737          | SWA     | 2503          | Not Acceptable |
| 2/27/2012 09:28 | SWA2077   | B737          | SWA     | 2887          | Not Acceptable |
| 2/27/2012 17:51 | SKW4609   | CRJ2          | SKW     | 2509          | Not Acceptable |
| 2/27/2012 21:29 | SWA739    | B737          | SWA     | 2322          | Not Acceptable |
| 2/27/2012 22:12 | ASA354    | B738          | ASA     | 2883          | Not Acceptable |
| 2/27/2012 22:16 | SWA1208   | B733          | SWA     | 2821          | Not Acceptable |
| 2/28/2012 12:47 | SWA797    | B733          | SWA     | 2887          | Not Acceptable |
| 2/28/2012 19:55 | SWA2962   | B737          | SWA     | 2375          | Not Acceptable |
| 3/1/2012 20:09  | SWA170    | B737          | SWA     | 2309          | Not Acceptable |
| 3/2/2012 12:25  | AAY200    | MD83          | AAY     | 2864          | Not Acceptable |
| 3/3/2012 07:55  | ASA342    | B738          | ASA     | 2814          | Not Acceptable |
| 3/3/2012 21:48  | N247CJ    | F900          |         | 1745          | Not Acceptable |

| Date Time       | Flight No | Aircraft Type | Airline | Altitude (ft) | Comment        |
|-----------------|-----------|---------------|---------|---------------|----------------|
| 3/4/2012 17:08  | SWA3284   | B737          | SWA     | 2877          | Not Acceptable |
| 3/6/2012 08:16  | SWA39     | B737          | SWA     | 2860          | Not Acceptable |
| 3/6/2012 09:34  | SKW4732   | CRJ7          | SKW     | 2621          | Not Acceptable |
| 3/6/2012 11:11  | SWA165    | B737          | SWA     | 2513          | Not Acceptable |
| 3/6/2012 12:01  | DAL1160   | A320          | DAL     | 2660          | Not Acceptable |
| 3/6/2012 12:51  | SWA1874   | B733          | SWA     | 2673          | Not Acceptable |
| 3/6/2012 20:10  | SWA2962   | B737          | SWA     | 2647          | Not Acceptable |
| 3/8/2012 18:11  | SKW4554   | CRJ2          | SKW     | 2857          | Not Acceptable |
| 3/8/2012 22:08  | FDX12     | MD11          | FDX     | 2762          | Not Acceptable |
| 3/9/2012 09:49  | SWA1525   | B733          | SWA     | 2162          | Not Acceptable |
| 3/9/2012 15:47  | SKW4744   | CRJ2          | SKW     | 2470          | Not Acceptable |
| 3/9/2012 20:41  | SWA3942   | B733          | SWA     | 2877          | Not Acceptable |
| 3/9/2012 22:56  | SWA739    | B737          | SWA     | 1781          | Not Acceptable |
| 3/11/2012 23:14 | SWA2710   | B737          | SWA     | 2650          | Not Acceptable |
| 3/12/2012 00:21 | SWA2613   | B737          | SWA     | 2729          | Not Acceptable |
| 3/12/2012 07:34 | SWA511    | B733          | SWA     | 2769          | Not Acceptable |
| 3/12/2012 09:46 | SWA2430   | B737          | SWA     | 2877          | Not Acceptable |
| 3/12/2012 09:50 | SWA1400   | B737          | SWA     | 2864          | Not Acceptable |
| 3/12/2012 12:35 | AAY200    | MD83          | AAY     | 2778          | Not Acceptable |
| 3/12/2012 16:52 | AAY202    | MD83          | AAY     | 2814          | Not Acceptable |
| 3/16/2012 23:24 | SWA1543   | B733          | SWA     | 2486          | Not Acceptable |
| 3/16/2012 23:28 | SWA2710   | B737          | SWA     | 2736          | Not Acceptable |
| 3/17/2012 09:42 | SWA2288   | B737          | SWA     | 2896          | Not Acceptable |
| 3/17/2012 22:05 | SWA1671   | B737          | SWA     | 2627          | Not Acceptable |
| 3/18/2012 12:56 | SWA2676   | B733          | SWA     | 2883          | Not Acceptable |
| 3/18/2012 13:16 | SWA537    | B735          | SWA     | 2713          | Not Acceptable |
| 3/18/2012 16:33 | SWA3428   | B737          | SWA     | 2857          | Not Acceptable |
| 3/18/2012 19:50 | SWA276    | B737          | SWA     | 2896          | Not Acceptable |
| 3/18/2012 19:57 | SWA3043   | B733          | SWA     | 2706          | Not Acceptable |
| 3/18/2012 23:09 | SWA2613   | B737          | SWA     | 2729          | Not Acceptable |
| 3/19/2012 07:17 | SWA511    | B733          | SWA     | 2805          | Not Acceptable |
| 3/19/2012 09:30 | SKW4732   | CRJ7          | SKW     | 2719          | Not Acceptable |
| 3/19/2012 11:58 | AAY200    | MD83          | AAY     | 2818          | Not Acceptable |
| 3/19/2012 19:04 | ASA346    | B734          |         | 2365          | Not Acceptable |
| 3/19/2012 21:56 | SWA1677   | B733          | SWA     | 2526          | Not Acceptable |
| 3/19/2012 22:49 | DAL1253   | A320          | DAL     | 2814          | Not Acceptable |
| 3/20/2012 17:09 | SWA358    | B737          | SWA     | 2769          | Not Acceptable |
| 3/21/2012 09:05 | FDX3844   | A306          | FDX     | 2814          | Not Acceptable |
| 3/21/2012 09:44 | SWA1400   | B733          | SWA     | 2565          | Not Acceptable |
| 3/21/2012 17:43 | SWA358    | B737          | SWA     | 2755          | Not Acceptable |
| 3/21/2012 20:09 | SWA3043   | B733          | SWA     | 1679          | Not Acceptable |
| 3/22/2012 16:49 | ASA344    | B737          | ASA     | 2539          | Not Acceptable |
| 3/22/2012 18:00 | SKW4554   | CRJ2          | SKW     | 2667          | Not Acceptable |
| 3/22/2012 20:04 | ASA346    | B738          | ASA     | 2893          | Not Acceptable |
| 3/22/2012 22:49 | ASA354    | B738          | ASA     | 2824          | Not Acceptable |
| 3/22/2012 23:51 | FDX1802   | A306          | FDX     | 2477          | Not Acceptable |
| 3/23/2012 19:22 | ASA346    | B734          | ASA     | 2814          | Not Acceptable |
| 3/23/2012 20:05 | SWA276    | B737          | SWA     | 2562          | Not Acceptable |
| 3/23/2012 20:11 | SWA3043   | B733          | SWA     | 2457          | Not Acceptable |

| Date Time       | Flight No | Aircraft Type | Airline | Altitude (ft) | Comment        |
|-----------------|-----------|---------------|---------|---------------|----------------|
| 3/23/2012 21:50 | SWA1158   | B737          | SWA     | 2595          | Not Acceptable |
| 3/23/2012 22:28 | FDX1807   | MD11          | FDX     | 2644          | Not Acceptable |
| 3/25/2012 13:16 | SWA2676   | B733          | SWA     | 2621          | Not Acceptable |
| 3/25/2012 22:19 | ASA354    | B738          | ASA     | 2831          | Not Acceptable |
| 3/25/2012 23:28 | SWA2613   | B737          | SWA     | 2713          | Not Acceptable |
| 3/28/2012 16:56 | ASA344    | B734          | ASA     | 2493          | Not Acceptable |
| 3/28/2012 19:57 | SWA276    | B733          | SWA     | 2529          | Not Acceptable |
| 3/29/2012 09:52 | SWA799    | B733          | SWA     | 2477          | Not Acceptable |
| 3/29/2012 20:28 | SWA536    | B737          | SWA     | 2355          | Not Acceptable |
| 3/29/2012 22:04 | SWA1158   | B737          | SWA     | 2841          | Not Acceptable |
| 3/30/2012 09:42 | SWA1400   | B737          | SWA     | 2293          | Not Acceptable |
| 3/30/2012 17:05 | SWA285    | B733          | SWA     | 2883          | Not Acceptable |
| 3/30/2012 19:16 | ASA346    | B737          | ASA     | 2896          | Not Acceptable |
| 3/30/2012 23:26 | SWA1543   | B733          | SWA     | 2755          | Not Acceptable |

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

## 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](mailto: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](mailto: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](mailto: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](mailto: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

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