



**Oakland**International Airport



A division of the Port of Oakland

## Quarterly Aircraft Noise Report

Second Quarter 2012



Prepared by  
Oakland International Airport  
Noise/Environmental Compliance Office

July 6, 2012

**I  OAK**  
Park Close. Fly on time.

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## **Quarterly Report Introduction**

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

### **Compliance Beyond the Control of the Port of Oakland**

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

### **Safety Comes First**

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

### **Disclaimer**

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

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

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## QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Second Quarter 2012				
	2011Q2		2012Q2	
	Compl.	N/C	Compl.	N/C
Runway 27R/L Jet Departure Compliance	96%	4%	98%	2%
Total Airport-wide Corporate Jet Departures	1,985	85	2,258	51
Runway 09R/L Jet Landing Compliance	69%	31%	74%	26%
Total Southeast Plan Corporate Jet Landings	81	25	23	6
North Field VFR Departure Compliance	98%	2%	98%	2%
Total Runways 27R/L & 33 Departures	1,278	27	1,116	25
North Field Quiet Hours Compliance	96%	4%	87%	13%
Total North Field Quiet Hours Departures	536	24	411	53
Runway 29 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 29 Turbojet Departures	14,781	9	16,012	4
Silent7 Night Departure Compliance	99%	1%	99%	1%
Total Runway 29 Night Turbojet Departures	2,922	32	3,006	44
Runway 11 Night Departure Compliance	92%	8%	96%	4%
Total Runway 11 Night Turbojet Departures	48	4	52	2
Runway 29 East Turn Departure Compliance	98%	2%	97%	3%
Total Runway 29 East Turn Departures	4,112	85	4,218	112
100 Degree Radial Turbojet Landing Compliance	87%	13%	95%	5%
Total 100 Degree Radial Turbojet Landings	2,431	192	2,649	152
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	24	0	19	0

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## NORTH FIELD REPORTS

### North Field Preferential Runway Use Procedures

The North Field Preferential Runway Use noise abatement procedure program states that the following aircraft should not depart from Runways 27R/L, nor land on Runways 09R/L, except during emergencies, whenever Runways 11/29 are closed or by any cause beyond the control of the Airport.

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

***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 Compliance Summary Second Quarter 2012				
	April	May	June	Quarterly
Airport-wide Corporate Jet Departures	797	707	805	2,309
Compliant Corporate Jet Departures	779	692	787	2,258
Non-compliant Corporate Jet Departures	18	15	18	51
Corporate Jet Departure Compliance Rate	98%	98%	98%	98%
Excused Jet Departures	18	11	15	44
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,423	5,582	5,643	16,648
Compliant Airport-wide Jet Departures	5,405	5,567	5,625	16,597
Non-compliant Airport-wide Jet Departures	18	15	18	51
Airport-wide Jet Departure Compliance Rate	100%	100%	100%	100%

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## Jet Aircraft Landing Noise Abatement Procedure

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

Jet Aircraft Landing NAP for Runway 09R/L Compliance Summary Second Quarter 2012				
	April	May	June	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	23	0	0	23
Compliant SE Plan Corporate Jet Landings	17	0	0	17
Non-compliant SE Plan Corporate Jet Landings	6	0	0	6
SE Plan Corporate Jet Landing Compliance Rate	74%	N/A	N/A	74%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	222	18	7	247
Airport-wide Compliant SE Plan Jet Landings	216	18	7	241
Airport-wide Non-compliant SE Plan Landings	6	0	0	6
Airport-wide Jet Landing SE Plan Compliance Rate	97%	100%	100%	98%
* Note: During Southeast Plan, business jets may land on Runways 09R/L and 11.				

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## North Field VFR Aircraft Departure Procedure

The North Field VFR (visual flight rules) noise abatement procedure is designed for Runways 27R/L or 33 aircraft departures to minimize flights over residential areas of Alameda. Pilots are instructed to make a right turn over San Leandro Bay until reaching Interstate 880. A noncompliant departure is defined as a VFR departure from Runways 27R/L or 33 that flies over Alameda residential areas when it may have been safe to follow the VFR noise abatement procedure.

North Field VFR Aircraft Departure NAP Compliance Summary Second Quarter 2012				
	April	May	June	Total
Total VFR Departures	338	378	400	1,116
Total VFR Departures Over Alameda	65	80	82	227
Compliant Departures	336	369	386	1,091
Non-compliant Departures	2	9	14	25
Compliance Rate	99%	98%	97%	98%

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## North Field Quiet Hours Procedures

The North Field Quiet Hours Procedures were designed to minimize aircraft noise on residential areas adjacent to the North Field from 10 p.m. to 6 a.m. daily. If the procedures are flown as intended, aircraft will avoid flying over nearby residential areas on Bay Farm Island, the Fernside area of Alameda, the Davis West/Timothy Drive and Neptune drive areas of San Leandro.

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

- Runways 09R and 27R are the preferred departure runways.
- No left turns from Runways 09R/L.
- No straight out departures from Runway 09L.
- All aircraft over 75,000 pounds are directed to use Runways 11/29.
- Use only full-length departures from the chosen North Field Runway.
- VFR and SALAD ONE IFR departures from Runway 27R
  - The VFR departure shall include a right crosswind or additional downwind segment avoiding Bay Farm Island and the main island of Alameda.
  - The SALAD ONE Instrument Departure Procedure is designed for aircraft to climb out on departure to a right turn heading to the east, which will normally prevent aircraft flying over residential areas of Alameda and Bay farm Island.
- For VFR and IFR Runway 9R/L departures, pilots are requested to use the 180 degree departure heading when able for E/SE-bound departures or continue to fly right turns over the airport for N/NE-bound departures.
- Runway 27L is the preferred landing runway.

North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) Second Quarter 2012				
	April	May	June	Quarterly
Total Night Departures	139	131	141	411
Compliant Night Departures	117	118	123	358
Average Compliant Departures per Night	3.8	3.8	4.0	3.9
Non-Compliant Night Departures	22	13	18	53
Average Non-Compliant Departures per Night	0.7	0.4	0.6	0.6
Night Departure Compliance Rate	84%	90%	87%	87%

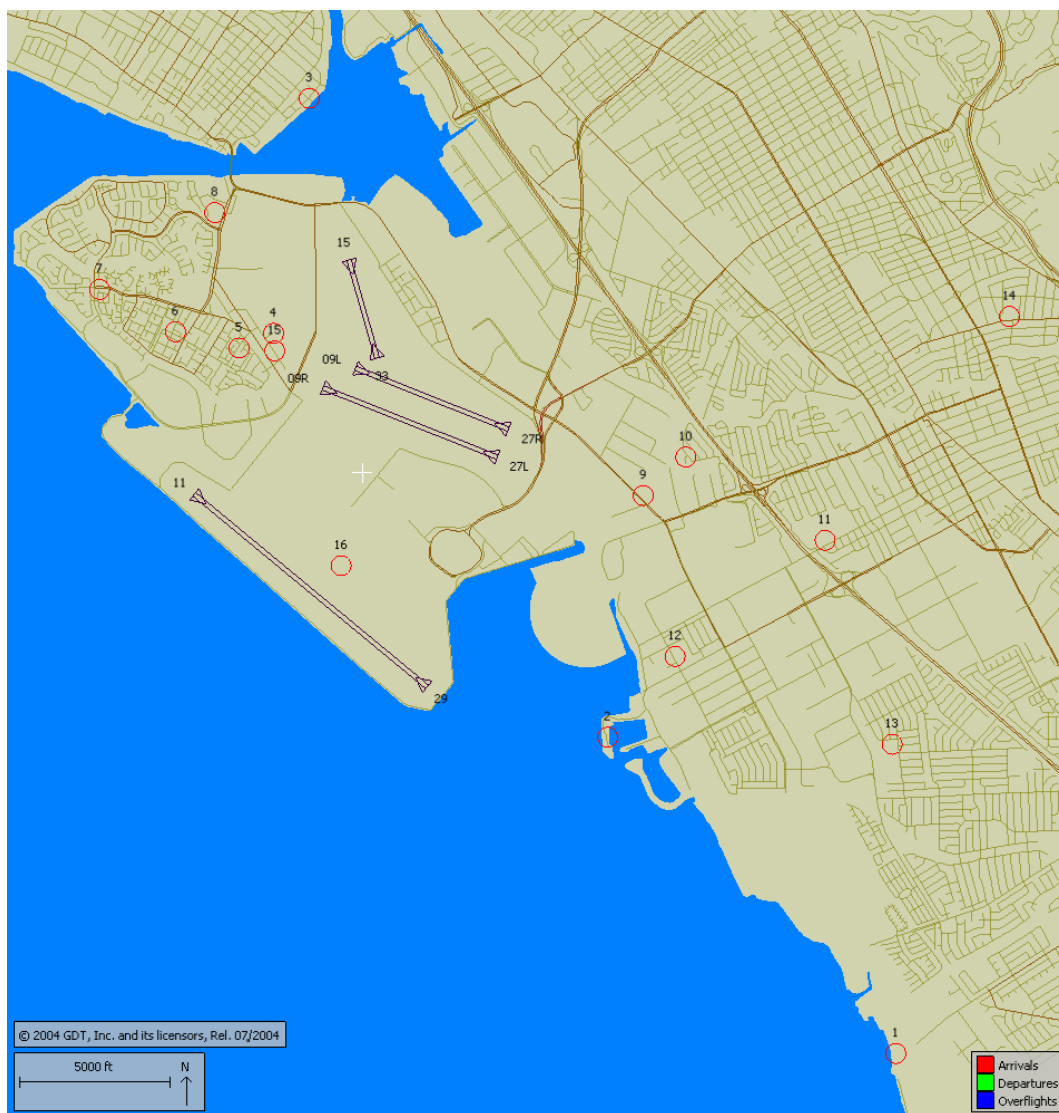
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## Nighttime SEL Noise Measurements Report

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

### Noise Monitor Terminal (NMT) Locations



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**Table 1. North Field Night Aircraft Departure SEL Noise Measurements**  
**Total Aircraft Departures = 411**

**Second 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	
1	3	1	0.0	0.2%	2	0.0	0.4%	0	0.0	0.0%	6
2	105	7	0.1	1.2%	0	0.0	0.0%	0	0.0	0.0%	112
3	57	5	0.1	0.9%	1	0.0	0.2%	0	0.0	0.0%	63
4	108	45	0.5	7.9%	11	0.1	1.9%	4	0.0	0.7%	168
5	71	11	0.1	1.9%	1	0.0	0.2%	3	0.0	0.5%	86
6	17	3	0.0	0.5%	1	0.0	0.2%	3	0.0	0.5%	24
7	5	4	0.0	0.7%	1	0.0	0.2%	0	0.0	0.0%	10
8	39	25	0.3	4.4%	1	0.0	0.2%	0	0.0	0.0%	65
9	52	22	0.2	3.9%	12	0.1	2.1%	2	0.0	0.4%	88
10	69	9	0.1	1.6%	5	0.1	0.9%	0	0.0	0.0%	83
11	6	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	11
12	101	7	0.1	1.2%	2	0.0	0.4%	1	0.0	0.2%	111
13	10	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	12
14	11	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	13
<b>All NMTs</b>	<b>654</b>	<b>148</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>852</b>

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**Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 207**

Second 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	57	5	0.1	2.1%	1	0.0	0.4%	0	0.0	0.0%	63
4	108	45	0.5	18.8%	11	0.1	4.6%	4	0.0	1.7%	168
5	71	11	0.1	4.6%	1	0.0	0.4%	3	0.0	1.3%	86
6	17	3	0.0	1.3%	1	0.0	0.4%	3	0.0	1.3%	24
7	5	4	0.0	1.7%	1	0.0	0.4%	0	0.0	0.0%	10
8	39	25	0.3	10.5%	1	0.0	0.4%	0	0.0	0.0%	65
<b>Total</b>	<b>297</b>	<b>93</b>	<b>1.0</b>		<b>16</b>	<b>0.2</b>		<b>10</b>	<b>0.1</b>		<b>416</b>

**Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 204**

Second 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	105	7	0.1	2.1%	0	0.0	0.0%	0	0.0	0.0%	112
9	52	22	0.2	6.7%	12	0.1	3.7%	2	0.0	0.6%	88
10	69	9	0.1	2.7%	5	0.1	1.5%	0	0.0	0.0%	83
11	6	5	0.1	1.5%	0	0.0	0.0%	0	0.0	0.0%	11
12	101	7	0.1	2.1%	2	0.0	0.6%	1	0.0	0.3%	111
13	10	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	12
14	11	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	13
<b>Total</b>	<b>354</b>	<b>54</b>	<b>0.6</b>		<b>19</b>	<b>0.2</b>		<b>3</b>	<b>0.0</b>		<b>430</b>

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## SOUTH FIELD REPORTS

### Runway 29 BFI Right Turn Departure Procedure

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

Runway 29 Bay Farm Right Turn Departure Procedure Compliance Summary Second Quarter 2012				
	April	May	June	Quarter
Runway 29 Turbojet Departures	5,123	5,507	5,382	16,012
Compliant Departures	5,121	5,505	5,382	16,008
Non-compliant Departures	2	2	0	4
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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### Silent Seven Departure Procedure

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

Silent 7 Night Departure NAP Compliance Summary 10:00 pm - 7:00 am Second Quarter 2012				
	April	May	June	Quarter
Runway 29 Nighttime Turbojet Departures	915	1,005	1,086	3,006
Buffer Time Departures	6	16	21	43
Compliant Departures	902	989	1,077	2,968
Non-compliant Departures	13	16	9	44
Compliance Rate	99%	98%	99%	99%

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## Rolling Take-off Night Departure Procedure for FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 2012, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Second Quarter 2012 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	-	-	-	na	na	na
DC10/MD10	149	50	42	66	75	21
MD11	214	71	89	66	75	16
A306	214	71	23	67	75	25
B757	54	18	3	67	72	11
Difference [A-B]						
B727		-104	na	na	na	na
DC10/MD10		-37	10	-3	-3	-1
MD11		39	76	-4	-4	-8
A306		4	2	-1	-2	0
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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## Rolling Take-off Night Departure Procedure for FedEx

### Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 2011, NMT 2					
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)
Baseline (November 2002) [A]					
B727	104	101	76	87	44
DC10/MD10	87	32	69	78	22
MD11	32	13	70	79	24
A306	67	21	67	77	25
2nd Quarter April through June 2010 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	2	1	2	74	84
DC10/MD10	155	52	46	67	76
MD11	220	73	94	68	77
A306	234	78	41	66	76
Difference [A-B]					
<b>B727</b>		<b>-103</b>	<b>-99</b>	<b>-2</b>	<b>-17</b>
<b>DC10/MD10</b>		<b>-35</b>	<b>14</b>	<b>-2</b>	<b>-4</b>
<b>MD11</b>		<b>41</b>	<b>81</b>	<b>-2</b>	<b>-4</b>
<b>A306</b>		<b>11</b>	<b>20</b>	<b>-1</b>	<b>-7</b>
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)					

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## Runway 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 (10:00 PM to 6:00 AM) Second Quarter 2012				
	April	May	June	Quarter
Jet Departures	52	0	0	52
Non-Compliant Departures	2	0	0	2
Compliant Departures	50	0	0	50
Compliance Rate	96%	No SE Plan	No SE Plan	96%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 6:00 a.m. nightly.				

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## Engine Run-up Procedure Program

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

Engine Run-up Program Second Quarter 2012				
	April	May	June	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	0	2
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	7	6	4	17
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	8	7	4	19
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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

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

Runway 29 East Turn Departures at 3,000 feet Procedure Compliance Summary Second Quarter 2012				
	April	May	June	Quarter
Total Runway 29 East Turn Turbojet Departures	1,301	1,457	1,460	4,218
Non-compliant Turbojet Departures	33	45	34	112
Total Turbojet Aircraft Above 3K Feet ASL*	1,268	1,412	1,426	4,106
Compliance Rate	97%	97%	98%	97%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Second Quarter 2012				
	April	May	June	Quarter
Turbojets on Downwind RWY 29 Approach	851	988	962	2,801
Non-compliant Turbojets	74	41	37	152
Total Turbojet Aircraft Above 3K Feet ASL*	777	947	925	2,649
Compliance Rate	91%	96%	96%	95%
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.				

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

<b>Community</b>	<b>Callers</b>	<b>Complaints</b>
Alameda(BFI)	10	20
Alameda(Central)	5	4
Berkeley	0	0
Castro Valley	1	18
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	2	12
Piedmont	0	0
San Francisco	0	0
San Leandro	2	96
San Lorenzo	0	0
Other Communities	2	6
<b>Total</b>	<b>22</b>	<b>156</b>
<b>Complaints by Time of Day</b>		
Day ( 0700 - 1900 )	110	
Evening ( 1900 - 2200 )	18	
Night ( 2200 - 0700 )	28	
<b>Complaints by Type of Operation</b>		
Air Traffic Safety	0	
Aircraft Overflight	105	
Engine Run-up Activity	0	
Helicopter Flight	0	
Medical Flight	1	
Military Flight	0	
Non-compliant Flight	4	
Runway/Taxiway Maintenance	12	
Southeast Plan Flight	2	
Touch & Go Flight	30	
Unknown	2	
<b>Complaints by Type of Aircraft</b>		
Helicopter	66	
Jet	77	
Military	4	
Not Reported	0	
Other	0	
Propeller	9	

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

Community	Callers	Complaints
Alameda(BFI)	8	9
Alameda(Central)	3	10
Berkeley	0	0
Castro Valley	1	41
Fremont	1	3
Hayward	1	1
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	2	9
Piedmont	0	0
San Francisco	0	0
San Leandro	3	71
San Lorenzo	0	0
Other Communities	3	3
<b>Total</b>	<b>22</b>	<b>147</b>
<b>Complaints by Time of Day</b>		
Day ( 0700 - 1900 )	63	
Evening ( 1900 - 2200 )	10	
Night ( 2200 - 0700 )	74	
<b>Complaints by Type of Operation</b>		
Air Traffic Safety	0	
Aircraft Overflight	125	
Engine Run-up Activity	1	
Helicopter Flight	12	
Medical Flight	1	
Military Flight	1	
Non-compliant Flight	1	
Runway/Taxiway Maintenance	3	
Southeast Plan Flight	3	
Touch & Go Flight	0	
Unknown	0	
<b>Complaints by Type of Aircraft</b>		
Helicopter	67	
Jet	67	
Military	1	
Not Reported	0	
Other	0	
Propeller	12	

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

Community	Callers	Complaints
Alameda(BFI)	4	5
Alameda(Central)	2	1
Berkeley	0	0
Castro Valley	2	29
Fremont	4	31
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	2	5
Piedmont	0	0
San Francisco	2	3
San Leandro	3	53
San Lorenzo	0	0
Other Communities	3	4
<b>Total</b>	<b>22</b>	<b>131</b>
<b>Complaints by Time of Day</b>		
Day ( 0700 - 1900 )	80	
Evening ( 1900 - 2200 )	3	
Night ( 2200 - 0700 )	48	
<b>Complaints by Type of Operation</b>		
Air Traffic Safety	2	
Aircraft Overflight	125	
Engine Run-up Activity	0	
Helicopter Flight	1	
Medical Flight	1	
Military Flight	0	
Non-compliant Flight	0	
Runway/Taxiway Maintenance	2	
Southeast Plan Flight	0	
Touch & Go Flight	0	
Unknown	0	
<b>Complaints by Type of Aircraft</b>		
Helicopter	53	
Jet	72	
Military	0	
Not Reported	0	
Other	0	
Propeller	6	

## AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) Second Quarter 2012					
	April	May	June	Total	Percentage
Runway 27L	6	9	4	19	5%
Runway 27R	65	47	62	174	42%
Runway 33	4	6	1	11	3%
Alameda	75	62	67	204	49%
Runway 09L	7	3	7	17	4%
Runway 09R	52	62	62	176	43%
Runway 15	5	4	7	16	4%
San Leandro	64	69	76	209	51%
Total Departures	139	131	143	413	100%

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

North Field VFR/IFR Departures by Runway Second Quarter 2012				
	April	May	June	Total
VFR Departures				
Runway 27L	15	35	27	77
Runway 27R	197	224	218	639
Runway 33	126	122	157	405
VFR Departures	338	381	402	1,121
IFR Departures				
Runway 27L	123	204	152	479
Runway 27R	646	735	794	2,175
Runway 33	145	109	166	420
IFR Departures	914	1,048	1,112	3,074
Total Departures	1,252	1,429	1,514	4,195

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

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2012											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	16	99	-	-	-	-	7	434	1,541	-	1,982	1,982
	Helicopters	-	-	-	-	-	-	-	-	1	234	235	235
	Commercial Jets	213	12,693	12,906	-	-	-	-	136	6	-	142	13,048
	Military	-	10	10	-	1	-	-	-	1	-	2	12
	Propeller	1	6	7	40	92	5	5	301	2,408	-	2,851	2,858
	Regional Jets	10	891	901	-	-	-	1	119	32	-	152	1,053
	Turboprops	3	476	479	3	7	17	12	90	1,330	-	1,459	1,938
	Unknown	-	4	4	1	1	-	-	3	29	-	34	38
Sub-totals		243	14,179	14,307	44	101	22	25	1,083	5,348	234	6,857	21,164
Departures	Corporate Jets	6	2,040	2,046	-	18	9	42	34	47	-	150	2,196
	Helicopters	-	-	-	-	1	-	-	-	-	217	218	218
	Commercial Jets	172	13,069	13,241	-	1	-	1	9	1	-	12	13,253
	Military	-	19	19	-	1	-	-	-	-	-	1	20
	Propeller	2	113	115	155	746	38	22	152	1,903	-	3,016	3,131
	Regional Jets	8	1,053	1,061	-	-	-	2	3	-	-	5	1,066
	Turboprops	6	534	540	1	45	24	166	356	840	-	1,432	1,972
	Unknown	-	10	-	1	12	-	1	2	23	-	39	39
Sub-totals		194	16,838	17,022	157	824	71	234	556	2,814	217	4,873	21,895
Touch & Go Sub-totals		-	-	-	6	47	10	7	105	310	17	502	502
Grand Total		437	31,017	31,329	207	972	103	266	1,744	8,472	468	12,232	43,561

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

	Aircraft Category	RUNWAYS Second Quarter 2012											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	213	12,693	12,906	-	-	-	-	136	6	-	142	13,048
	Regional Jets	10	891	901	-	-	-	1	119	32	-	152	1,053
Commercial Jet Sub-totals		223	13,584	13,807	-	-	-	1	255	38	-	294	14,101
	Corporate Jets	16	99	115	-	-	-	7	434	1,541	-	1,982	2,097
All Jet Arrivals Sub-totals		239	13,683	13,922	-	-	-	8	689	1,579	-	2,276	16,198
Departures	Commercial Jets	172	13,069	13,241	-	1	-	1	9	1	-	12	13,253
	Regional Jets	8	1,053	1,061	-	-	-	2	3	-	-	5	1,066
Commercial Jet Sub-totals		180	14,122	14,302	-	1	-	3	12	1	-	17	14,319
	Corporate Jets	6	2,040	2,046	-	18	9	42	34	47	-	150	2,196
All Jet Departures Sub-totals		186	16,162	16,348	-	19	9	45	46	48	-	167	16,515
Grand Total		425	29,845	30,270	-	19	9	53	735	1,627	-	2,443	32,713

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## DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

1. **310 Degree Departure:** This term is used to describe an aircraft that the reviewer assumed was flown under either IFR or VFR and made a turn to a 310 degree heading flying over nearby residential areas. These aircraft departures are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.
2. **Air Traffic Conflict:** Departures from North Field runways will sometimes need to depart over residential areas in order to avoid other aircraft that are being flown close by. This may occur as the result of a potential air traffic conflict and the pilot or air traffic controller takes evasive steps for safety reasons.
3. **ATC Instructions** – Air Traffic Control (ATC) will instruct the pilot to depart from Runways 27R/L in order to maintain the flow of air traffic and to avoid delays on South Field. Also, at times when aircraft taxi northbound on Taxiway B, corporate jets will not have enough space to taxi southbound on Taxiway B, resulting in ATC instructions to depart Runways 27R/L.
4. **ATC Did Not Advise** – Air Traffic Control (ATC) did not instruct the pilot to depart from Runways 11/29 to cite Port of Oakland request for noise abatement.
5. **Audio Not Available:** Refers to an aircraft flight compliance investigation when the ATC audio file is lost or unusable due to a recording system technical failure. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may otherwise be a specific reason that could have exempted the flight from a determination of non-compliance.
6. **Audio Not Reviewed:** Refers to an aircraft flight compliance investigation when the Air Traffic Control (ATC) audio file has not been reviewed for some reason other than for a technical failure of the recording system. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may be a specific reason that could have exempted the flight from a determination of non-compliance.
7. **Departure Timing:** Refers to a situation when an aircraft departs and is not in compliance with a noise abatement procedure because Air Traffic Control needed to place the aircraft within a specific scheduled time slot and the departure needed to be expedited.
8. **Emergency:** Runway or taxiway conditions or incursion precipitated an incident where emergency measures were required to be taken by pilot and/or air traffic controller for safety considerations.
9. **FAA Flight Check:** The Federal Aviation Administration facilities staff perform aircraft flight checks of the navigation systems at the airport and are required to fly aircraft in patterns not compatible with noise abatement procedures.
10. **Flight Replay Not Reviewed:** Refers to an aircraft flight compliance investigation when the noise monitoring system flight replay was not employed to review the aircraft flight for airspace use or safety reasons. In this event, the associated flight is considered not in

compliance with the noise abatement procedure even though there may be a specific reason that could have exempted the flight from a determination of non-compliance.

11. **Good Effort:** From the reviewer's perspective, the pilot appears to have made a genuine effort to avoid residential areas but the aircraft flight trajectory caused the aircraft to intersect the noise monitoring system analysis gate which identified the aircraft as an errant VFR departure. If the flight track is very close to the monitoring gate the reviewer may determine that a good effort was made by the pilot.
12. **Good Effort/Air Traffic:** There is clear visual evidence that other aircraft are flying in close vicinity, which may have required a pilot, or air traffic controller, to maintain safe separation between the non-compliant aircraft and another aircraft. From the reviewer's perspective, the pilot also appears to have made a genuine effort to avoid residential areas but the aircraft flight trajectory caused the aircraft to intersect the monitoring system analysis gate which identified the aircraft as an errant VFR departure. If the flight track is very close to the monitoring gate the reviewer may determine that a good effort was made by the pilot.
13. **IFR Training:** Some aircraft are departing VFR (Visual Flight Rules apply) but the pilots or student pilots may be practicing flying IFR (Instrument Flight Rules specified by the FAA for flight under weather conditions in which visual reference cannot be made to the ground and the pilot must rely on instruments to fly and navigate) in which case they need to depart the aircraft in a specific heading (i.e. 310 degrees). Based upon the aircraft departure trajectory (straight-line departure at approximately 310 degrees heading), the reviewer may judge that an aircraft flight is a potential IFR training flight.
14. **Law Enforcement:** An aircraft piloted by law enforcement officials may need to divert from the noise abatement procedure due to public safety concerns or to perform their law enforcement duties. Law enforcement aircraft flights over residential areas are considered exempt from noise abatement procedures due to the nature of the mission and operational necessity.
15. **Lifeguard Medical:** Medical operations such as organ or patient transportation are exempt from noise abatement procedures due to the nature of the mission and operational necessity.
16. **Navigation System:** Maintenance on the airport's FAA aircraft navigation system equipment was required which may have resulted in non-compliant aircraft departures or landings.
17. **Pilot Refusal:** Noise office staff has personally discussed non-compliance with an aircraft pilot who continues to neglect voluntary measures for noise abatement when operating at the airport. The aircraft owner or operator may not be contacted further after several attempts have been made to request adherence to noise abatement procedures.
18. **Pilot Request:** Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 29 to depart for noise abatement purposes, FAA regulations allow pilots to request departure from Runways 27R/L. Also, FAA air traffic controllers at Northern California TRACON or the OAK Control Tower normally guide jet aircraft to land on Runway 11 during the Southeast Plan air traffic pattern. However, pilots may request to land on Runways 09R/L when safe conditions exist.
19. **Routine Runway Maintenance:** Maintenance on Runway 11/29 is routinely scheduled weekly for Mondays between 12:00 a.m. and 6:00 a.m.. This time slot was determined because the fewest air carrier flights are scheduled during that time and minimizes the need to use the North Field.
20. **Runway/Taxiway Maintenance:** A noncompliant departure resulting from circumstances which require the temporary closure of a taxiway or runway due to construction, maintenance, Foreign Object Debris (FOD) removal, or an emergency leaving a pilot



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

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

### Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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## APPENDICES

### Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/1/2012 11:27	N196MC	N196MC	E55P	4230	28R	B	System Error	Yes
4/5/2012 10:12	N650JS	N650JS	H25B	6367	28L	B	Pilot Requested	No
4/6/2012 10:12	N828PA	N828PA	EA50	3630	28R	B	Pilot Refusal	No
4/6/2012 13:36	N118K	N118K	C501	4216	28R	B	System Error	Yes
4/7/2012 16:30	N828PA	N828PA	EA50	1102	28R	B	Pilot Refusal	No
4/9/2012 10:59	N284RP	N284RP	C680	3307	28R	B	Pilot Requested	No
4/9/2012 11:00	N919CH	N919CH	ASTR	3652	28R	B	Pilot Requested	No
4/10/2012 20:03	N257K	N257K	EA50	3305	28L	B	Not Acceptable	No
4/11/2012 14:52	N118K	N118K	C501	4576	28R	B	System Error	Yes
4/11/2012 14:54	SWA2138	N232WN	B737	1167	28L	J	Runway/Taxiway Maintenance	Yes
4/11/2012 15:01	SWA268	N919WN	B737	3310	28L	J	Runway/Taxiway Maintenance	Yes
4/11/2012 15:13	N314AD	N314AD	ASTR	3231	28L	B	Runway/Taxiway Maintenance	Yes
4/11/2012 15:20	N822A	N822A	GLF4	4261	28R	B	Runway/Taxiway Maintenance	Yes
4/11/2012 15:22	N108JN	N108JN	LJ35	3202	28L	B	Runway/Taxiway Maintenance	Yes
4/11/2012 15:25	SWA505	N766SW	B737	3342	28L	J	Runway/Taxiway Maintenance	Yes
4/11/2012 15:27	N900ES	N900ES	GLF5	6330	28L	B	Runway/Taxiway Maintenance	Yes
4/11/2012 15:35	SKW4787	N805SK	CRJ9	3242	28L	R	Runway/Taxiway Maintenance	Yes
4/12/2012 7:22	JLG38		LJ35	1742	28R	B	Lifeguard Medical	Yes
4/12/2012 8:25	N317CC	N317CC	H25B	4506	28R	B	Pilot Requested	No
4/12/2012 15:57	SWA3140	N226WN	B737	6355	30	J	System Error	Yes
4/13/2012 11:10	LXAMET	LXAMET	LJ25	3654	28L	B	Audio Not Available	Yes
4/13/2012 16:27	LKFS73	LKFS73	LJ35	3360	28R	B	Lifeguard Medical	Yes
4/15/2012 15:26	N257K	N257K	EA50	3313	28L	B	Pilot Requested	No
4/16/2012 21:30	N417GR	N417GR	C510	3207	28R	B	Pilot Requested	No
4/19/2012 9:56	N105CJ	N105CJ	C25B	1763	28R	B	Pilot Requested	No
4/19/2012 14:26	DAL8935		A319	1163	28R	J	Pilot Requested	No
4/19/2012 15:23	N303TP	N303TP	GLF4	6304	28R	B	System Error	Yes
4/20/2012 8:38	N343DF	N343DF	GL5T	3662	28L	B	Not Acceptable	No
4/23/2012 2:03	VOI903		A319	3360	28L	J	RWY 30 Routine Closure	Yes
4/23/2012 9:32	N85SM	N85SM	EA50	3206	28R	B	Pilot Refusal	No
4/23/2012 17:33	N811VG	N811VG	C551	3373	28R	B	Pilot Requested	No
4/24/2012 5:26	LN266CJ	N266CJ	C525	3356	28R	B	Lifeguard Medical	Yes
4/24/2012 8:53	BFF100		FA10	3236	28R	B	Not Acceptable	No
4/26/2012 16:00	N681CE	N681CE	C560	4251	28L	B	Pilot Requested	No
4/26/2012 21:20	N484JM	N484JM	CL60	3351	28L	B	Pilot Requested	No
4/28/2012 0:44	LN330VP	N330VP	C560	3345	28R	B	Lifeguard Medical	Yes
4/29/2012 11:57	N934RD	N934RD	H25B	3612	28R	B	Pilot Requested	No
5/1/2012 11:51	N247CJ	N247CJ	FA50	321	30	B	System Error	Yes
5/2/2012 14:49	VPCJL	VPCJL	GLF5	6373	28R	B	Not Acceptable	No
5/3/2012 6:20	LN903JP	LN903JP	C510	3276	28L	B	Lifeguard Medical	Yes
5/3/2012 15:58	N15ZZ	N15ZZ	C25B	3717	28R	B	Not Acceptable	No
5/4/2012 13:19	N525SD	N525SD	CL60	3636	28R	B	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/5/2012 16:15	N311RS	N311RS	L29B	320	28L	B	Not Acceptable	No
5/6/2012 19:11	SWA1987	N286WN	B737	3220	28L	J	Runway/Taxiway Maintenance	Yes
5/6/2012 19:12	SWA111	N277WN	B737	4223	28L	J	Runway/Taxiway Maintenance	Yes
5/6/2012 19:13	FWK659	N659FM	F2TH	6316	28R	B	Runway/Taxiway Maintenance	Yes
5/6/2012 19:17	ASH2748	N97325	CRJ2	3224	28L	R	Runway/Taxiway Maintenance	Yes
5/6/2012 19:22	JBU251	N709JB	A320	3316	28L	J	Runway/Taxiway Maintenance	Yes
5/7/2012 1:14	VOI903		A319	3266	28L	J	Runway Maintenance	Yes
5/7/2012 11:28	N285XJ	N285XJ	H25B	6340	28R	B	Pilot Requested	No
5/8/2012 16:30	DCM6912		C56X	6354	28L	B	Pilot Requested	No
5/9/2012 11:45	N639SF	N639SF	G150	3344	28L	B	Pilot Requested	No
5/11/2012 20:04	N610JC	N610JC	C550	3252	28L	B	Pilot Requested	No
5/12/2012 15:11	N828PA	N828PA	EA50	3363	28R	B	Pilot Refusal	No
5/13/2012 16:13	N224EA	N224EA	H25B	3736	28L	B	Pilot Requested	No
5/14/2012 18:54	LN44EV	N44EV	LJ35	3235	28R	B	Lifeguard Medical	Yes
5/14/2012 20:24	N350MC	N350MC	SW4	3217	28L	T	System Error	Yes
5/15/2012 14:50	N790M	N790M	F2TH	6357	28L	B	Pilot Requested	No
5/16/2012 14:37	N828PA	N828PA	EA50	6370	28R	B	Pilot Refusal	No
5/19/2012 20:12	SWA587	N260WN	B737	3313	30	J	System Error	Yes
5/21/2012 16:17	RSP072	N582JS	E50P	4557	30	B	System Error	Yes
5/23/2012 21:06	LN273LJ	LN273LJ	LJ35	1151	28R	B	Lifeguard Medical	Yes
5/24/2012 12:34	N828PA	N828PA	EA50	6312	28L	B	Pilot Refusal	No
5/25/2012 10:26	MMNBB	MMNBB	FA7X	6336	28L	B	Pilot Requested	No
5/28/2012 17:51	N930MG	N930MG	C680	1200	28R	B	Pilot Requested	No
5/30/2012 10:12	N145KK	N145KK	C560	366	28L	B	System Error	Yes
6/1/2012 10:38	N392SM	N392SM	C525	4554	28R	B	Pilot Requested	No
6/3/2012 19:34	N178SF	N178SF	C510	3344	28R	B	Pilot Requested	No
6/4/2012 8:03	LN49MN	LN49MN	ASTR	3701	28R	B	Lifeguard Medical	Yes
6/4/2012 10:45	VWI24		GLF4	4247	28L	B	Pilot Requested	No
6/4/2012 15:55	N721S	N721S	GLF5	4531	28L	B	Pilot Requested	No
6/6/2012 8:43	N145KK	N145KK	C560	3325	28R	B	Runway/Taxiway Maintenance	Yes
6/6/2012 8:55			CL60	1745	28R	B	Runway/Taxiway Maintenance	Yes
6/6/2012 9:01	N150HM	N150HM	G150	1763	28L	B	Runway/Taxiway Maintenance	Yes
6/6/2012 9:03	N726XJ	N726XJ	C750	1733	28L	B	Runway/Taxiway Maintenance	Yes
6/6/2012 10:27	N705BB	N705BB	H25B	1172	28L	B	Runway/Taxiway Maintenance	Yes
6/6/2012 10:40	N900WK	N900WK	F900	6357	28L	B	Runway/Taxiway Maintenance	Yes
6/6/2012 16:07	N917SM	N917SM	ASTR	4240	28R	B	Runway/Taxiway Maintenance	Yes
6/6/2012 16:09	N973MW	N973MW	GLF3	6370	28R	B	Runway/Taxiway Maintenance	Yes
6/6/2012 16:21	N916JB	N916JB	H25B	3321	28L	B	Runway/Taxiway Maintenance	Yes
6/7/2012 14:12	SPAR29	SPAR29	GLF5	3234	28L	B	Pilot Requested	No
6/9/2012 14:46			C510	5752	33	B	System Error	Yes
6/10/2012 10:53	SWA393		B733	3232	30	J	System Error	Yes
6/10/2012 12:03	N222GP	N222GP	E50P	3774	28L	B	Pilot Requested	No
6/11/2012 20:12	SWA574		B737	3255	30	J	System Error	Yes
6/12/2012 11:51	N828PA	N828PA	EA50	3362	28R	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/13/2012 12:41	KFS73		LJ35	4564	28L	B	Lifeguard Medical	Yes
6/14/2012 13:44	LN903JP	LN903JP	C510	3221	28R	B	Lifeguard Medical	Yes
6/17/2012 14:58	N257K	N257K	EA50	3661	28R	B	Pilot Requested	No
6/19/2012 14:41			C56X	3741	28R	B	Pilot Requested	No
6/19/2012 20:42	N700GB	N700GB	GLEX	3215	28R	B	Pilot Requested	No
6/20/2012 7:56	N284RP	N284RP	C680	4246	28R	B	Pilot Requested	No
6/21/2012 14:50	SWA2771		B733	3255	28L	J	System Error	Yes
6/21/2012 15:29	N138DE	N138DE	E145	3723	28L	R	Pilot Requested	No
6/22/2012 10:00	N828PA	N828PA	EA50	3231	28R	B	Pilot Refusal	No
6/22/2012 19:08	N417GR	N417GR	C510	6306	28R	B	Pilot Requested	No
6/25/2012 14:51	N900SK	N900SK	H25B	3603	28L	B	Pilot Requested	No
6/26/2012 14:23	FLC58		LJ60	313	28L	B	FAA Flight Check	No
6/27/2012 18:36	TWY604		CL60	4572	28L	B	System Error	Yes
6/28/2012 16:27	N991TW	N991TW	CL60	4256	28L	B	Pilot Refusal	No
6/28/2012 17:06	N828PA	N828PA	EA50	1151	28R	B	Pilot Refusal	No
6/29/2012 15:58	N880BM	N880BM	DA40	3660	28R	P	System Error	Yes
6/30/2012 10:11	AAY203		MD83	3736	30	J	System Error	Yes

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#### Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments
4/10/2012 06:33	N74PT	N74PT	LJ45	4542	09R	B	Not Acceptable
4/10/2012 10:47	N161PA	N161PA	E50P	772	09R	B	Not Acceptable
4/10/2012 11:06	DCM6234		LJ35	4073	09R	B	Not Acceptable
4/10/2012 11:14	OPT910	N910FL	E135	7307	09R	R	Not Acceptable
4/10/2012 11:27			FA50	6001	09R	B	Not Acceptable
4/10/2012 11:50	FIV604		C680	1333	09R	B	Not Acceptable
4/12/2012 01:14	LN543LE	LN543LE	C560	7232	09R	B	Lifeguard Medical
4/12/2012 18:08	PCM7700		HXHV	4547	09L	P	System Error
4/12/2012 19:50	N505GA	N505GA	GALX	2446	09R	B	Air Traffic Conflict

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#### North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
4/1/2012 14:48	27R	N16894	N16894	C172	1200	Air Traffic Conflict
4/2/2012 11:33	27R	N2809E	N2809E	TRIN	316	Air Traffic Conflict
4/2/2012 11:42	33	N8279W	N8279W	PA28	315	Air Traffic Conflict
4/2/2012 12:23	PAD1	SKY7		HELO	345	Air Traffic Conflict
4/2/2012 14:56	33	N47952	N47952	PA28	364	System Error
4/3/2012 10:09	PAD1	ARGUS1	ARGUS1	HELO	317	Law Enforcement
4/3/2012 15:48	33	N4138J	N4138J	P28A	317	Good Effort
4/4/2012 19:32	PAD1	ARGUS1	ARGUS1	HELO	1200	Good Effort

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
4/4/2012 21:04	PAD1	C6502	C6502	HELO	377	Military Flight
4/5/2012 08:54	27R	IDAHO25	IDAHO25	C206	377	Law Enforcement
4/5/2012 10:17	PAD1	N422SF	N422SF	HELO	1200	Good Effort
4/5/2012 10:17	PAD1	N422SF	N422SF	HELO	1200	Good Effort
4/5/2012 15:06	33	N739UL	N739UL	C172	373	Air Traffic Conflict
4/5/2012 15:06	33	N739UL	N739UL	C172	373	Air Traffic Conflict
4/5/2012 15:45	PAD1	N73SF	N73SF	HELO	1200	Good Effort
4/5/2012 15:45	PAD1	N73SF	N73SF	HELO	1200	Good Effort
4/6/2012 08:12	27R	IDAHO25	IDAHO25	C206	360	Law Enforcement
4/6/2012 08:12	27R	IDAHO25	IDAHO25	C206	360	Law Enforcement
4/6/2012 10:30	PAD1	ARG1		HELO	1200	Law Enforcement
4/6/2012 10:30	PAD1	ARG1		HELO	1200	Law Enforcement
4/6/2012 10:38	33	N21263	N21263	C172	377	Air Traffic Conflict
4/6/2012 10:38	33	N21263	N21263	C172	377	Air Traffic Conflict
4/6/2012 10:53	27R	N111PH	N111PH	PA44	345	Air Traffic Conflict
4/6/2012 14:18	27R	N403SF	N403SF	PROP	1200	Air Traffic Conflict
4/7/2012 05:21	PAD1	N590SH	N590SH	HELO	1200	System Error
4/7/2012 10:43	27L	N47952	N47952	PA28	377	System Error
4/7/2012 11:19	33	N2739G	N82DH	C182	363	Air Traffic Conflict
4/7/2012 12:55	33	N704LZ	N704LZ	ZEPN	321	Good Effort
4/7/2012 20:10	PAD1	ARGUS1	N510PD	HELO	315	Good Effort
4/8/2012 12:37	PAD1	N73SF	N73SF	HELO	1200	Good Effort
4/9/2012 09:34	PAD1	N73SF	N73SF	HELO	333	Not Acceptable
4/9/2012 10:29	PAD1	N73SF	N73SF	HELO	373	Good Effort
4/9/2012 16:02	27R	N4317W	N4317W	BE36	1200	Air Traffic Conflict
4/9/2012 20:30	PAD1			HELO	1200	Law Enforcement
4/10/2012 19:11	PAD1	ARGUS1	N510PD	HELO	353	Law Enforcement
4/10/2012 19:36	PAD1	ARG1	N510PD	HELO	362	Law Enforcement
4/11/2012 10:23	PAD1	N73SF	N73SF	HELO	1200	Good Effort
4/11/2012 21:39	PAD1	CHP30		HELO	1200	Law Enforcement
4/13/2012 13:38	PAD1	ARGUS1	ARGUS1	HELO	317	Law Enforcement
4/13/2012 14:13	27R	N9284M	N9284M	P28A	325	Air Traffic Conflict
4/14/2012 14:02	33	N842LP	N842LP	C172	1200	Air Traffic Conflict
4/15/2012 14:14	27R	N47952	N47952	P28A	361	Good Effort
4/17/2012 16:13	PAD1	N422SF	N422SF	HELO	333	System Error
4/18/2012 13:46	PAD1	EAGL7	N708PD	HELO	355	Police/Govt. Activity
4/18/2012 14:59	27R	IDAHO25	IDAHO25	C206	364	Law Enforcement
4/18/2012 15:58	33	N16196	N16196	C150	1200	Good Effort
4/18/2012 18:13	33	N177SD	N177SD	C177	351	Air Traffic Conflict
4/18/2012 21:28	PAD1	EAGLE7	EAGLE7	HELO	1200	Police/Govt. Activity
4/19/2012 18:20	33	N16196	N16196	C172	1200	Good Effort
4/20/2012 10:16	27R	N21051	N21051	C172	314	Air Traffic Conflict
4/20/2012 18:25	PAD1	N442BN	N442BN	HELO	1200	Good Effort
4/20/2012 19:21	PAD1	N442BN	N442BN	HELO	1200	Good Effort
4/21/2012 21:29	PAD1	CHP30		HELO	1200	Law Enforcement
4/22/2012 10:48	PAD1	N442BN	N442BN	HELO	1200	Good Effort

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
4/22/2012 14:24	33	N737PZ	N737PZ	C172	363	Good Effort
4/22/2012 16:15	33	N3517M	N3517M	J5	1200	Air Traffic Conflict
4/24/2012 11:13	27R	IDAHO25	IDAHO25	C206	360	Good Effort
4/24/2012 12:13	PAD1	CHP02		HELO	1200	Law Enforcement
4/25/2012 10:49	PAD1	N422SF	N422SF	HELO	376	Good Effort
4/25/2012 18:32	PAD1	N442BN	N442BN	HELO	1200	Good Effort
4/27/2012 13:09	33	N21051	N21051	C172	322	Air Traffic Conflict
4/27/2012 18:49	PAD1	N73SF	N73SF	HELO	1200	Good Effort
4/28/2012 10:23	27R	N762BH	N762BH	LNEZ	333	Air Traffic Conflict
4/28/2012 19:20	PAD1	N442BN	N442BN	HELO	1200	Good Effort
4/29/2012 12:45	27R	N49438	N49438	C152	1200	Good Effort
4/29/2012 15:02	27R	N335D	N335D	BE60	317	Air Traffic Conflict
4/29/2012 18:52	27R	N66NF	N66NF	P210	1200	Not Acceptable
4/30/2012 04:26	PAD1	CHOPR2	CHOPR2	HELO	1200	Law Enforcement
4/30/2012 06:40	PAD1	CHOPR2	CHOPR2	HELO	1200	Law Enforcement
4/30/2012 10:17	PAD1	C6555	C6555	HELO	327	Good Effort
4/30/2012 17:37	PAD1	SKY7		HELO	1200	Air Traffic Conflict
5/1/2012 10:13	PAD1	ARGUS1	N510PD	HELO	364	Air Traffic Conflict
5/1/2012 12:07	PAD1	ARGUS1	N510PD	HELO	352	Good Effort
5/1/2012 13:36	27R	CHP31		C206	1200	Air Traffic Conflict
5/1/2012 15:02	PAD1	ARGUS1	ARGUS1	HELO	330	Good Effort
5/1/2012 17:47	27R	N54739	N54739	C172	351	Good Effort
5/1/2012 18:36	27R	N842LP	N842LP	C172	1200	Air Traffic Conflict
5/1/2012 20:42	PAD1	SKY7	N510PD	HELO	354	Air Traffic Conflict
5/1/2012 22:45	PAD1	SKY7		HELO	352	Not Acceptable
5/2/2012 14:26	PAD1	C6516	C6516	HELO	356	Military Flight
5/2/2012 16:00	27R	FLNT760	FLNT760	C206	1200	Air Traffic Conflict
5/2/2012 18:47	27R	N420M	N420M	LNC4	334	Not Acceptable
5/4/2012 11:37	27R	IDAHO25	IDAHO25	C206	330	Good Effort
5/4/2012 15:19	27R	N67849	N67849	C152	1200	Air Traffic Conflict
5/4/2012 15:45	PAD1	N73SF	N73SF	HELO	1200	Air Traffic Conflict
5/4/2012 17:06	27L	N654TC	N654TC	C182	1200	Air Traffic Conflict
5/4/2012 17:39	PAD1	ARGNS1	ARGNS1	HELO	1200	Good Effort
5/4/2012 18:08	PAD1	CHOPR2	CHOPR2	HELO	1200	Law Enforcement
5/5/2012 06:06	27L	N242JH	N242JH	PC12	330	Good Effort
5/5/2012 14:37	27R	N43434	N43434	PA28	331	System Error
5/6/2012 08:12	27R	N645PC	N645PC	PC12	337	Not Acceptable
5/6/2012 12:10	27L	IDAHO26	IDAHO26	SW4	1200	Air Traffic Conflict
5/6/2012 12:35	27R	N234JG	N234JG	C172	345	Air Traffic Conflict
5/6/2012 14:04	27R	N571CR	N571CR	PA28	366	Good Effort
5/7/2012 17:34	27R	N991DF	N991DF	COL4	1200	Not Acceptable
5/9/2012 10:50	27L	N5553	N5553	WACO	1200	Air Traffic Conflict
5/9/2012 13:52	27L	N2100D	N2100D	BE76	376	Good Effort
5/11/2012 09:02	27R	N8295Y	N8295Y	BE36	322	System Error
5/11/2012 12:21	27R	N279ND	N279ND	P28A	354	Good Effort
5/11/2012 15:25	27R	N353LS	N353LS	MAUL	360	System Error



Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
5/11/2012 15:30	27L	N5038C	N5038C	CH7	361	System Error
5/11/2012 17:18	PAD1	EAGL6	EAGL6	HELO	1200	Law Enforcement
5/12/2012 13:46	27R	N737PZ	N14008	C172	356	Air Traffic Conflict
5/12/2012 14:19	33	N47952	N47952	PA28	350	System Error
5/12/2012 16:15	27R	N737PZ	N737PZ	C172	351	Air Traffic Conflict
5/13/2012 14:03	27R	N739UL	N739UL	C172	322	System Error
5/14/2012 10:11	27R	N67TV	N67TV	PA28	1200	Good Effort
5/14/2012 20:11	27R	N501SC	N501SC	C172	365	Not Acceptable
5/15/2012 10:26	27R	N422SF	N422SF	206B	1200	Good Effort
5/15/2012 15:44	33	N9284M	N9284M	P28A	331	Good Effort
5/16/2012 15:50	27R	IDAHO25	IDAHO25	C206	345	Good Effort
5/17/2012 09:54	27R	N328TA	N328TA	C172	1200	IFR Training
5/17/2012 13:51	PAD1	N73SF	N73SF	HELO	351	Air Traffic Conflict
5/17/2012 15:16	27R	N43434	N43434	P28A	360	System Error
5/18/2012 08:15	27R	N254EK	N254EK	C172	372	Not Acceptable
5/18/2012 09:54	27R	N21051	N21051	C172	372	Good Effort
5/18/2012 15:35	33	N16196	N16196	C152	374	Good Effort
5/18/2012 16:15	PAD1	N73SF	N73SF	HELO	1200	Good Effort
5/18/2012 18:46	33	N328TA	N328TA	C172	1200	System Error
5/19/2012 20:43	PAD1	CHP30		HELO	1200	Law Enforcement
5/20/2012 11:00	27R	CAP450		C182	360	Air Traffic Conflict
5/20/2012 11:20	27R	N458SP	N458SP	C172	367	ATC Instructions
5/20/2012 15:31	27R	N4317W	N4317W	BE35	1200	Good Effort
5/21/2012 12:31	PAD1	FLNT751	FLNT751	HELO	326	Good Effort
5/21/2012 18:11	PAD1	N442BN	N442BN	HELO	370	Good Effort
5/22/2012 09:06	PAD1			HELO	1200	Not Acceptable
5/22/2012 11:14	PAD1	ARG1		HELO	1200	Good Effort
5/22/2012 17:03	27R	N739UL	N739UL	C172	320	Air Traffic Conflict
5/24/2012 16:09	27R	N21051	N21051	C172	351	System Error
5/25/2012 09:10	27R	N6190R	N6190R	C72R	352	IFR Training
5/26/2012 15:11	27R	N112HD	N112HD	PA46	316	Not Acceptable
5/27/2012 12:59	33	N6605D	N6605D	C172	353	System Error
5/27/2012 14:12	27R	N9284M	N9284M	P28A	313	Good Effort
5/27/2012 14:20	15	N6605D	N6605D	C172	371	System Error
5/27/2012 16:42	27R	N739UL	N739UL	C172	313	System Error
5/27/2012 17:08	PAD1	N7194U	N7194U	HELO	1200	Air Traffic Conflict
5/27/2012 20:31	27R	CHP37		C206	332	Law Enforcement
5/28/2012 11:03	27R	N3268C	N3268C	C82R	356	Good Effort
5/28/2012 13:02	27R	N328TA	N328TA	C172	1200	Air Traffic Conflict
5/28/2012 16:58	27R	N8312H	N8312H	P28A	1200	Good Effort
5/28/2012 17:49	PAD1	N442BN	N442BN	HELO	1200	Good Effort
5/28/2012 20:11	27R	CHP37		C206	364	Law Enforcement
5/29/2012 10:23	PAD1	C6502	C6502	HELO	1200	Good Effort
5/29/2012 10:51	PAD1	N32KY	N32KY	HELO	336	System Error
5/29/2012 12:39	PAD1	N422SF	N422SF	HELO	1200	Good Effort
5/29/2012 17:46	PAD1	N442BN	N442BN	HELO	363	Good Effort

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
5/29/2012 20:10	PAD1	SHADO10	SHADO10	HELO	1200	Good Effort
5/30/2012 13:21	27L	NN352JA	NN352JA	COL4	374	Not Acceptable
5/31/2012 07:27	27L	AMF230		PA31	343	Air Traffic Conflict
5/31/2012 17:29	27R	N444PF	N444PF	CH7A	317	System Error
5/31/2012 22:17	PAD1	CHP30		HELO	1200	Law Enforcement
6/1/2012 09:41	PAD1	C6516	C6516	HELO	322	Good Effort
6/1/2012 10:57	PAD1			HELO	1200	Air Traffic Conflict
6/1/2012 12:03	33	N47952	N47952	P28A	351	System Error
6/1/2012 13:28	27R	N737PZ	N737PZ	C172	314	Not Acceptable
6/1/2012 13:59	27R	N112HD	N112HD	PA46	316	Air Traffic Conflict
6/1/2012 22:06	PAD1	C6516	C6516	HELO	320	Military Flight
6/2/2012 14:43	PAD1	N73SF	N73SF	HELO	1200	Air Traffic Conflict
6/3/2012 13:28	27R	N27GM	N27GM	PROP	360	System Error
6/3/2012 13:53	27R	N47952	N47952	P28A	343	Good Effort
6/3/2012 17:05	33	N1369Q	N1369Q	C172	1200	Air Traffic Conflict
6/3/2012 17:40	27R	N250YM	N250YM	HYM5	336	Not Acceptable
6/4/2012 21:51	PAD1	CHP30		HELO	361	Law Enforcement
6/5/2012 10:12	PAD1	N422SF	N422SF	HELO	1200	Good Effort
6/5/2012 19:25	33	N2303C	N2303C	C82R	335	Air Traffic Conflict
6/6/2012 14:23	PAD1	HNTSMN1	HNTSMN1	HELO	363	Police/Govt. Activity
6/6/2012 16:44	27R	N43CE	N43CE	C210	357	Air Traffic Conflict
6/7/2012 19:00	33	N2739G	N2739G	C182	366	System Error
6/8/2012 09:57	PAD1	N73SF	N73SF	HELO	323	Good Effort
6/8/2012 10:12	33	N6421E	N6421E	C172	335	Air Traffic Conflict
6/8/2012 13:50	27R	N2739G	N2739G	C182	374	System Error
6/8/2012 14:07	27R	N112HD	N112HD	PA46	376	Air Traffic Conflict
6/8/2012 18:14	27R	N18VJ	N18VJ	BE58	357	Air Traffic Conflict
6/9/2012 03:19	27R				1200	Not Acceptable
6/9/2012 15:04	27R	N5038C	N5038C	CH7	376	System Error
6/10/2012 14:10	33	N4138J	N4138J	PA28	336	Air Traffic Conflict
6/10/2012 15:04	PAD1	N2398G	N2398G	HELO	1200	Good Effort
6/11/2012 18:09	27R	N717BC	N717BC	LNCR	314	Air Traffic Conflict
6/12/2012 15:17	27R	N125BP	N125BP	PC12	353	Good Effort
6/12/2012 16:32	PAD1	CHPR2	CHPR2	HELO	320	Good Effort
6/13/2012 12:33	33	N2739G	N2739G	C182	352	System Error
6/13/2012 13:29	27L	N104FR	N104FR	C172	365	System Error
6/14/2012 09:32	PAD1			HELO	342	Not Acceptable
6/14/2012 15:13	27R	N759BN	N759BN	C182	1200	Air Traffic Conflict
6/14/2012 17:50	27R	N176MM	N176MM	C310	345	Air Traffic Conflict
6/15/2012 12:52	27R	N43CE	N43CE	C210	1200	System Error
6/15/2012 15:11	27R	N82DH	N82DH	SR22	352	Air Traffic Conflict
6/15/2012 15:32	33	N47952	N47952	PA28	1200	Good Effort
6/15/2012 18:40	27L	N122CL	N122CL	SR22	1200	Not Acceptable
6/15/2012 18:43	27R	N246DX	N246DX	SR22	1200	Not Acceptable
6/15/2012 20:44	27R	N170S	N170S	BE9L	376	Not Acceptable
6/15/2012 21:10	27R	N43434	N43434	PA28	316	Air Traffic Conflict

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
6/15/2012 22:44	PAD1	CHP30		HELO	1200	Law Enforcement
6/16/2012 11:02	33	N2739G	N2739G	C182	367	Air Traffic Conflict
6/16/2012 13:35	27R	N247JD	N247JD	C172	350	System Error
6/16/2012 13:41	27R	N21051	N21051	C172	1200	Air Traffic Conflict
6/16/2012 14:16	27R	N4937G	N4937G	C172	376	Air Traffic Conflict
6/16/2012 15:48	27L	N941TA	N941TA	MARK	336	Good Effort
6/16/2012 15:51	33	N79ME	N79ME	C210	1200	Air Traffic Conflict
6/16/2012 18:05	27R	N21263	N21263	C172	316	System Error
6/16/2012 19:07	27R	N812DP	N812DP	B200	1200	Air Traffic Conflict
6/18/2012 19:14	PAD1	N442BN	N442BN	HELO	1200	Good Effort
6/19/2012 10:53	33	N328TA	N328TA	C172	344	Good Effort
6/19/2012 14:21	27R	IDAHO25	IDAHO25	C206	371	Law Enforcement
6/20/2012 13:04	33				1200	Good Effort
6/20/2012 16:22	PAD1	EGL6		HELO	1200	Air Traffic Conflict
6/20/2012 16:51	27R	N51254	N51254	C172	370	Air Traffic Conflict
6/22/2012 09:26	33	N358S	N358S	BE35	1200	Not Acceptable
6/22/2012 09:40	PAD1	N737F	N737F	HELO	353	Good Effort
6/22/2012 09:46	PAD1	N2398G	N2398G	HELO	1200	Good Effort
6/22/2012 12:02	27R	N310MW	N310MW	C310	330	Air Traffic Conflict
6/22/2012 15:02	27R	N21263	N21263	C152	374	System Error
6/22/2012 17:52	PAD1	N442BN	N442BN	HELO	1200	Good Effort
6/23/2012 08:13	27R	N141PB	N141PB	COL4	326	Not Acceptable
6/23/2012 11:29	27R	N310MW	N310MW	C310	342	Not Acceptable
6/23/2012 11:43	PAD1	N73SF	N73SF	HELO	1200	Not Acceptable
6/23/2012 13:05	33	N2739G	N2739G	C182	354	Good Effort
6/23/2012 14:17	33	N14008	N14008	C172	360	System Error
6/23/2012 17:17	27R	CAP448		C182	336	Air Traffic Conflict
6/24/2012 11:25	33	N2739G	N2739G	C182	340	System Error
6/24/2012 13:20	33	N328TA	N328TA	C172	352	System Error
6/24/2012 13:38	27L	N4609M	N4609M	BE33	1200	Air Traffic Conflict
6/24/2012 13:43	27R	N310MW	N310MW	C310	373	Not Acceptable
6/24/2012 16:43	27L	N1347R	N1347R	AA5	344	Not Acceptable
6/24/2012 17:47	27L	N310MW	N310MW	C310	337	Air Traffic Conflict
6/25/2012 13:13	27R	N7331G	N7331G	C172	1200	Good Effort
6/26/2012 12:59	PAD1			HELO	1200	Good Effort
6/27/2012 10:31	PAD1	N422SF	N422SF	HELO	1200	Good Effort
6/28/2012 10:17	PAD1	N73SF	N73SF	HELO	373	Good Effort
6/28/2012 11:29	27R	N8260M	N8260M	C210	352	Good Effort
6/28/2012 12:47	PAD1	N422SF	N422SF	HELO	1200	Good Effort
6/30/2012 10:47	PAD1	N422SF	N422SF	HELO	1200	Not Acceptable
6/30/2012 11:01	PAD1	N98G	N98G	HELO	343	Good Effort

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## North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	Comments
4/2/2012 23:33	N431GW	N431GW	PAY2	3334	27R	310 Heading
4/3/2012 02:44	AMF288		SW4	3374	09R	Not Acceptable
4/4/2012 02:55	AMF288		SW4	3351	09R	Good Effort
4/5/2012 01:31	AMF272		B190	4630	09R	Good Effort
4/5/2012 02:52	AMF288		SW3	3230	09R	Good Effort
4/6/2012 02:51	AMF288		SW4	3325	09R	Good Effort
4/6/2012 22:17	N15LN	N15LN	C560	4267	09R	Runway 09R Drift East
4/7/2012 05:21	N590SH	N590SH	HELO	1200	PAD1	System Error
4/7/2012 23:06	N43434	N43434	PA28	4235	27R	System Error
4/9/2012 05:44	MRA687	N4662B	C208	4514	27L	310 Heading
4/10/2012 02:36	AMF288		SW4	3210	09L	Not Acceptable
4/11/2012 02:43	AMF288		SW4	3223	09R	Not Acceptable
4/11/2012 22:24	AMF229		BE99	3305	09R	Runway 09R Drift East
4/11/2012 23:34	N6462Q	N6462Q	M020	4205	09L	Runway 09L Departure
4/12/2012 02:46	AMF288		SW4	3223	09L	Good Effort
4/12/2012 23:00	AMF229		BE99	3305	09R	Runway 09R Drift East
4/13/2012 04:34	AMF208		BE99	3335	09R	ATC Instructions
4/13/2012 23:58	N700DQ	N700DQ	TBM7	3366	27R	Not Acceptable
4/15/2012 01:48			PAY2	3202	09L	Not Acceptable
4/15/2012 04:18	KAI96		C550	3212	09R	ATC Instructions
4/15/2012 23:25	N350MC	N350MC	SW3	4224	27R	Not Acceptable
4/16/2012 04:52	EJA898	N898QS	H25B	3250	09R	Not Acceptable
4/17/2012 00:04	N926MC	N926MC	H25B	3252	09R	Good Effort
4/17/2012 05:22	N47CA	N28CA	PAY2	3353	27R	Not Acceptable
4/17/2012 23:16	N13LY	N13LY	BE20	4575	27R	Not Acceptable
4/18/2012 02:34	AMF288		SW4	3224	09R	ATC Instructions
4/19/2012 01:24	AMF272		SW4	3250	09R	ATC Instructions
4/21/2012 01:12	N366SL	N366SL	BE30	4577	27R	Good Effort
4/22/2012 22:35	N506MV	N506MV	B350	4232	27R	Not Acceptable
4/23/2012 02:03	VOI903		A319	3360	27L	Runway 29 Maintenance
4/23/2012 05:47	MRA687	N4662B	C208	4503	27L	ATC Instructions
4/23/2012 22:27	N781TM	N781TM	TBM7	3262	27R	Not Acceptable
4/23/2012 22:35	MMY1	MY1	BE9L	4205	27R	Not Acceptable
4/24/2012 02:49	AMF288		SW4	3325	09R	Good Effort
4/24/2012 05:23	N424QS	N424QS	GLF4	3340	09R	Not Acceptable
4/24/2012 05:26	LN266CJ	N266CJ	C525	3356	27R	Lifeguard Medical
4/27/2012 02:56	AMF288		SW4	3304	09R	ATC Instructions
4/28/2012 00:01	SKY7		HELO	367	PAD1	Good Effort
4/28/2012 00:44	LN330VP	N330VP	C560	3345	27R	Lifeguard Medical
4/30/2012 04:26	CHOPR2	CHOPR2	HELO	1200	PAD1	Law Enforcement
4/30/2012 05:56	MRA687	N9469B	C208	4535	27R	Time Buffer
5/1/2012 02:58	AMF288		SW4	3303	09R	Not Acceptable
5/1/2012 22:45	SKY7		HELO	352	PAD1	Not Acceptable
5/3/2012 02:48	AMF288		SW4	3212	09R	Good Effort

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	Comments
5/3/2012 23:43	N7HW	N7HW	PA27	4211	27L	Good Effort
5/4/2012 02:57	AMF288		SW4	3210	09R	310 Heading
5/4/2012 03:21	REH50		C421	4230	09R	System Error
5/7/2012 01:14	VOI903		A319	3266	27L	Runway Maintenance
5/8/2012 03:02	AMF288		SW4	3241	09R	310 Heading
5/8/2012 05:52	N242JH	N242JH	PC12	3272	27R	Good Effort
5/8/2012 22:19	AMF229		SW4	3302	27R	310 Heading
5/9/2012 00:50	N241PH	N241PH	BE20	4217	09R	Not Acceptable
5/9/2012 23:53	N75TV	N75TV	HELO	332	PAD1	Not Acceptable
5/10/2012 23:14	N350MC	N350MC	SW3	3203	27R	Not Acceptable
5/10/2012 23:25	N6737V	N6737V	BE36	4563	27R	Not Acceptable
5/12/2012 00:22	N720SL	N720SL	C25A	3254	09R	Good Effort
5/14/2012 05:53	MRA687	N4662B	C208	4237	27R	Time Buffer
5/15/2012 22:22	AMF229		SW4	3354	27R	Good Effort
5/16/2012 01:32	AMF272		SW4	3331	09R	Good Effort
5/16/2012 03:48	N8465L	N8465L	C210	4575	27R	System Error
5/16/2012 04:50			PAY2	3357	09R	310 Heading
5/17/2012 04:11	N28CA	N28CA	PAY2	3224	09R	310 Heading
5/17/2012 04:23	AMF208		BE99	3223	09R	Good Effort
5/19/2012 00:14	N18941	N18941	BE76	4217	09L	Not Acceptable
5/19/2012 00:20	N110WW	N110WW	PA24	4203	27R	310 Heading
5/20/2012 02:28	SWQ802	N802TJ	B734	3327	09R	Not Acceptable
5/22/2012 03:23	N716WA	N716WA	PAY2	3244	09R	Not Acceptable
5/23/2012 01:33	AMF272		SW4	3212	09R	Good Effort
5/25/2012 22:30	N384PH	N384PH	HELO	363	PAD1	System Error
5/26/2012 04:02	LN775MF	LN775MF	PAY2	4207	27R	Lifeguard Medical
5/30/2012 01:01			PAY2	3203	09R	Not Acceptable
5/30/2012 05:57	N942TW	N942TW	PC12	4267	27R	Time Buffer
5/30/2012 22:16	MMY2		BE9L	4214	27R	Not Acceptable
5/31/2012 22:17	CHP30		HELO	1200	PAD1	Police/Govt. Activity
5/31/2012 23:11	N8477Q	N8477Q	C206	4562	33	Good Effort
6/1/2012 22:06	C6516	C6516	HELO	320	PAD1	Time Buffer
6/2/2012 03:17	AMF207		BE99	3235	09R	Not Acceptable
6/3/2012 22:23	AMF5107		SW4	3263	27R	Not Acceptable
6/4/2012 05:03	N274XJ	N274XJ	H25B	3310	09R	ATC Instructions
6/5/2012 22:03	N6043M	N6043M	C172	4541	27R	Time Buffer
6/6/2012 01:27	AMF272		SW4	3373	09R	Not Acceptable
6/6/2012 23:07	N143WW	N143WW	SR22	3341	27R	Good Effort
6/7/2012 02:47	AMF288		SW4	4640	09R	Good Effort
6/8/2012 01:37	AMF272		SW4	3215	09R	Good Effort
6/8/2012 05:55	PCM8709		C208	4220	27L	Time Buffer
6/8/2012 22:57	CWX01		LJ35	3264	09L	Good Effort
6/9/2012 03:19				1200	27R	System Error
6/10/2012 22:49	N321MS	N321MS	H25B	1200	09L	Air Traffic Conflict
6/11/2012 00:43	EJM498		C56X	3255	09R	ATC Instructions
6/11/2012 22:30	N391GM	N391GM	SW3	3256	27R	Not Acceptable

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	Comments
6/12/2012 02:49	AMF288		SW4	3334	09R	Good Effort
6/12/2012 22:07				1200	09R	Time Buffer
6/13/2012 01:31	N241PH	N241PH	BE20	4512	27R	310 Heading
6/13/2012 05:52	PCM8709		C208	4545	27L	Time Buffer
6/15/2012 02:45	AMF288		SW4	3541	09R	System Error
6/15/2012 22:44	CHP30		HELO	1200	PAD1	Law Enforcement
6/16/2012 23:21	N1562G	N1562G	C310	4246	27R	Not Acceptable
6/17/2012 22:22	N6314R	N6314R	C182	3633	27R	Wide Salad
6/18/2012 22:15	AMF229		BE99	3203	27R	310 Heading
6/18/2012 22:49	N5216N	N5216N	C152	4253	27R	Not Acceptable
6/18/2012 23:09	N391GM	N391GM	SW3	3373	27R	Not Acceptable
6/20/2012 01:29	AMF272		SW4	3237	09R	Good Effort
6/20/2012 04:58	N67TV	N67TV	HELO	1200	PAD1	Good Effort
6/20/2012 22:09	NN993CB	NN993CB	BE9L	4254	27R	Time Buffer
6/20/2012 22:27	N5216N	N5216N	C162	3227	27R	Not Acceptable
6/20/2012 23:12	N923LA	N923LA	EV55	4267	33	Not Acceptable
6/21/2012 01:35	AMF272		SW4	3213	09R	Good Effort
6/21/2012 22:24	AMF229		BE99	3210	27R	ATC Instructions
6/22/2012 05:56	PCM8709		C208	4523	27L	Time Buffer
6/25/2012 03:20	N36866	N36866	PRM1	3364	09L	Not Acceptable
6/25/2012 04:17	BJS535		CL30	3367	09R	Good Effort
6/25/2012 05:19	LN5572	LN5572	LJ55	3370	09R	Lifeguard Medical
6/25/2012 05:48	EJA945		C750	3374	09R	Good Effort
6/28/2012 22:49	N3518M	N3518M	PA31	4532	27R	Not Acceptable
6/29/2012 22:44	AMF229		BE99	3236	27R	Air Traffic Conflict

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#### North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/2/2012 04:45	10	63.8	80.9	78	AMF1391		SW4	09R
4/3/2012 04:23	4	75.6	80.1	8	AMF208		BE99	33
4/4/2012 01:39	4	76.5	81.5	10	AMF272		SW4	27L
4/6/2012 02:52	12	74.5	80.2	14	AMF288		SW4	09R
4/6/2012 22:18	10	74.9	85.9	38	N15LN	N15LN	C560	09R
4/6/2012 22:18	9	80.9	89.1	23	N15LN	N15LN	C560	09R
4/6/2012 22:18	11	74.9	83.8	15	N15LN	N15LN	C560	09R
4/6/2012 22:41	4	74.9	81.2	11	AMF229		BE99	27R
4/9/2012 05:44	4	72.4	80.4	14	MRA687	N4662B	C208	27L
4/10/2012 02:37	9	76.5	81.3	9	AMF288		SW4	09L
4/11/2012 22:21	4	75.9	80.7	9			GL5T	09R
4/11/2012 22:22	2	71.4	80.6	19			GL5T	09R
4/11/2012 22:24	9	76.3	81.7	12	AMF229		BE99	09R
4/11/2012 22:24	10	77.8	82.4	20	AMF229		BE99	09R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/11/2012 23:35	10	73.2	82.8	38	N6462Q	N6462Q	M020	09L
4/11/2012 23:35	9	70.4	80.5	19	N6462Q	N6462Q	M020	09L
4/12/2012 02:46	9	76.9	82.1	10	AMF288		SW4	09L
4/12/2012 04:56	4	71	81.9	35	LN543LE	LN543LE	C560	09R
4/12/2012 04:57	9	70	80.8	22	LN543LE	LN543LE	C560	09R
4/12/2012 22:38	4	76.1	80.4	7	N3282D	N3282D	C180	15
4/12/2012 22:39	9	77.5	85.2	26	N3282D	N3282D	C180	15
4/12/2012 22:39	10	76.3	85.3	31	N3282D	N3282D	C180	15
4/12/2012 22:39	11	73	83.8	24	N3282D	N3282D	C180	15
4/12/2012 22:40	14	74.8	82.9	24	N3282D	N3282D	C180	15
4/12/2012 23:01	9	71.9	80.1	11	AMF229		BE99	09R
4/13/2012 01:43	1	69.6	86.6	78	AMF272		SW4	09R
4/13/2012 23:58	4	78.1	83.9	12	N700DQ	N700DQ	TBM7	27R
4/14/2012 03:17	4	74.7	81.1	9	AMF207		BE99	27R
4/15/2012 01:49	9	80.7	85.8	11			PAY2	09L
4/15/2012 04:18	9	75	83.5	19	KAI96		C550	09R
4/15/2012 04:19	12	76	84.6	25	KAI96		C550	09R
4/15/2012 23:44	4	75.1	80	5	N241PH	N241PH	BE20	27R
4/16/2012 04:52	9	74.8	83.3	16	EJA898	N898QS	H25B	09R
4/16/2012 04:52	12	79.5	87.5	24	EJA898	N898QS	H25B	09R
4/17/2012 00:04	4	73.5	81.9	14	N926MC	N926MC	H25B	09R
4/17/2012 00:05	9	77.7	83.6	10	N926MC	N926MC	H25B	09R
4/17/2012 00:07	13	74.7	82.1	17	N926MC	N926MC	H25B	09R
4/17/2012 00:08	9	83.5	87.9	12	N926MC	N926MC	H25B	09R
4/17/2012 00:15	9	81.2	87.5	17	N926MC	N926MC	H25B	09R
4/17/2012 00:15	11	74.7	83.7	16	N926MC	N926MC	H25B	09R
4/17/2012 05:23	8	74.9	80.7	8	N47CA	N28CA	PAY2	27R
4/17/2012 22:15	4	75.3	82.3	10	AMF229		BE99	27R
4/17/2012 23:31	4	81.2	85.2	14	N915CD	N915CD	BE9L	27R
4/17/2012 23:31	5	75.4	80.5	11	N915CD	N915CD	BE9L	27R
4/17/2012 23:49	4	74.1	80	15	N47CA	N28CA	PAY2	27R
4/19/2012 00:27	2	73.7	83.3	23	N54DD	N54DD	C560	09R
4/19/2012 02:04	4	78.6	86	23	REH50		C421	27R
4/19/2012 02:04	5	71.7	80.2	15	REH50		C421	27R
4/20/2012 00:00	9	78	85.5	17	N233KC	N233KC	F900	09R
4/21/2012 03:17	4	77.7	83.6	9	AMF207		BE99	27R
4/22/2012 22:35	4	75.4	80.7	11	N506MV	N506MV	B350	27R
4/23/2012 02:03	4	85.2	91.8	23	VOI903		A319	27L
4/23/2012 02:03	5	87.7	95	23	VOI903		A319	27L
4/23/2012 02:03	6	82.3	91	26	VOI903		A319	27L
4/23/2012 02:03	8	71.2	80.5	15	VOI903		A319	27L
4/23/2012 02:03	7	72.4	82.7	21	VOI903		A319	27L
4/23/2012 04:32	4	75.1	80.2	8	AMF259		BE99	27R
4/23/2012 22:36	8	73	81.7	13	MMY1	MY1	BE9L	27R
4/24/2012 05:23	9	72.4	81.7	16	N424QS	N424QS	GLF4	09R
4/24/2012 05:23	12	73.7	82.8	26	N424QS	N424QS	GLF4	09R
4/24/2012 05:26	4	73.9	83.4	18	LN266CJ	N266CJ	C525	27R
4/24/2012 05:26	5	77	85.5	20	LN266CJ	N266CJ	C525	27R



Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/24/2012 22:41	4	80	85.1	16	N2246Z	N2246Z	PA34	27R
4/24/2012 22:42	8	75.3	82.1	13	N2246Z	N2246Z	PA34	27R
4/25/2012 22:13	4	75.3	80.8	9	AMF229		BE99	27R
4/26/2012 01:44	3	76.9	86.3	54	N28CA	N28CA	PAY2	27R
4/26/2012 01:45	4	75.9	82.1	10	N28CA	N28CA	PAY2	27R
4/27/2012 22:42	4	77.7	82.3	11	AMF229		BE99	27R
4/27/2012 23:58	4	80.2	85.9	17	N9514J	N9514J	P28A	27L
4/27/2012 23:59	8	74.9	82.4	13	N9514J	N9514J	P28A	27L
4/28/2012 00:44	4	83.3	92.3	28	LN330VP	N330VP	C560	27R
4/28/2012 00:44	5	82.3	90.7	27	LN330VP	N330VP	C560	27R
4/28/2012 00:44	6	80.3	90.1	29	LN330VP	N330VP	C560	27R
4/28/2012 00:44	7	73.8	84.9	31	LN330VP	N330VP	C560	27R
4/28/2012 22:14	4	74.4	82.2	13	N8426C	N8426C	PA32	27R
4/28/2012 22:14	3	72.9	81.2	14	N8426C	N8426C	PA32	27R
5/1/2012 22:20	5	75.2	82.4	19	AMF229		BE99	27R
5/1/2012 22:21	6	74.9	83.6	23	AMF229		BE99	27R
5/1/2012 22:21	4	75.9	82.8	19	AMF229		BE99	27R
5/3/2012 02:49	12	74.4	80.5	13	AMF288		SW4	09R
5/3/2012 22:21	4	77.8	82.9	10	AMF229		SW4	27L
5/3/2012 23:44	4	76.9	84.4	22	N7HW	N7HW	PA27	27L
5/3/2012 23:44	5	75.1	81.6	14	N7HW	N7HW	PA27	27L
5/7/2012 01:14	4	83.3	91.7	35	VOI903		A319	27L
5/7/2012 01:14	5	87.5	94.6	31	VOI903		A319	27L
5/7/2012 01:15	6	82.1	91.4	27	VOI903		A319	27L
5/7/2012 01:15	7	74.1	85	24	VOI903		A319	27L
5/8/2012 05:53	8	74.6	80	7	N242JH	N242JH	PC12	27R
5/9/2012 02:46	7	70.4	81.8	29	AMF288		SW4	09R
5/10/2012 23:14	4	79.5	83.1	11	N350MC	N350MC	SW3	27R
5/10/2012 23:14	8	78.7	84.8	16	N350MC	N350MC	SW3	27R
5/10/2012 23:25	4	83	87.7	18	N6737V	N6737V	BE36	27R
5/10/2012 23:25	5	75.1	82.5	13	N6737V	N6737V	BE36	27R
5/10/2012 23:25	6	74	81.2	11	N6737V	N6737V	BE36	27R
5/11/2012 03:55	9	74	81.5	12	N747XJ	N747XJ	C750	09R
5/12/2012 00:14	9	74.8	82.9	14	N903JP	N903JP	C510	09R
5/12/2012 00:22	9	72.2	81.9	15	N720SL	N720SL	C25A	09R
5/16/2012 00:02	4	80.4	85.9	15	N8465L	N8465L	C210	27R
5/16/2012 00:03	8	74.4	81.6	16	N8465L	N8465L	C210	27R
5/16/2012 03:47	11	80.7	84.6	8	N8465L	N8465L	C210	27R
5/16/2012 03:47	9	81.3	85.3	9	N8465L	N8465L	C210	27R
5/18/2012 22:41	4	75.9	81.3	9	AMF229		BE99	27R
5/19/2012 00:14	9	80.1	87.3	25	N18941	N18941	BE76	09L
5/19/2012 00:15	12	73.3	82.7	33	N18941	N18941	BE76	09L
5/19/2012 00:15	2	71.6	80.7	31	N18941	N18941	BE76	09L
5/19/2012 00:20	4	81.8	90.6	31	N110WW	N110WW	PA24	27R
5/19/2012 00:21	5	71.1	82	21	N110WW	N110WW	PA24	27R
5/19/2012 00:21	8	74.1	85.5	25	N110WW	N110WW	PA24	27R
5/20/2012 02:28	9	83.5	90.8	23	SWQ802	N802TJ	B734	09R
5/20/2012 02:28	10	77.2	85.5	23	SWQ802	N802TJ	B734	09R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/20/2012 02:28	12	82.3	90.3	29	SWQ802	N802TJ	B734	09R
5/20/2012 02:28	2	70.2	80.9	29	SWQ802	N802TJ	B734	09R
5/20/2012 02:29	13	72.4	80.7	28	SWQ802	N802TJ	B734	09R
5/20/2012 02:29	1	76.9	85.4	22	SWQ802	N802TJ	B734	09R
5/21/2012 00:09	10	72.7	80.1	27	N3282D	N3282D	C180	15
5/22/2012 04:21	4	77.6	82.7	10	AMF208		BE99	27R
5/22/2012 04:21	8	74.6	80.8	8	AMF208		BE99	27R
5/25/2012 22:58	4	75.3	83.2	17	N6462Q	N6462Q	M20P	27R
5/25/2012 22:58	8	74.6	82.2	15	N6462Q	N6462Q	M20P	27R
5/26/2012 04:02	4	79.9	85	11	LN775MF	LN775MF	PAY2	27R
5/26/2012 04:02	8	73.8	80	7	LN775MF	LN775MF	PAY2	27R
5/30/2012 01:02	9	77	80.9	8			PAY2	09R
5/30/2012 01:02	12	75.3	82.8	19			PAY2	09R
5/30/2012 22:17	8	74.7	81.8	12	MMY2		BE9L	27R
5/31/2012 04:16	9	72.4	80.6	15	AMF208		BE99	09R
5/31/2012 22:34	4	74.8	82.1	14	N79MS	N79MS	P28A	27R
5/31/2012 23:11	3	70.6	80.2	17	N8477Q	N8477Q	C206	33
6/1/2012 04:18	5	78.2	84.2	9	AMF208		BE99	09L
6/1/2012 04:18	6	80.2	85.3	8	AMF208		BE99	09L
6/4/2012 05:03	9	78.9	85.9	15	N274XJ	N274XJ	H25B	09R
6/4/2012 05:03	10	72.9	80.5	17	N274XJ	N274XJ	H25B	09R
6/4/2012 05:03	12	76.6	86.1	23	N274XJ	N274XJ	H25B	09R
6/4/2012 05:04	1	69.6	80	21	N274XJ	N274XJ	H25B	09R
6/6/2012 02:49	2	73.6	80.1	11	AMF288		SW4	09R
6/6/2012 04:24	4	72.6	80.2	10	AMF208		BE99	27R
6/6/2012 23:07	4	76	81.9	12	N143WW	N143WW	SR22	27R
6/6/2012 23:07	8	78.8	84	12	N143WW	N143WW	SR22	27R
6/6/2012 23:08	3	72.4	80.6	16	N143WW	N143WW	SR22	27R
6/7/2012 22:18	2	74.8	80.9	20	AMF229		SW4	09R
6/8/2012 00:14	9	72.4	81.1	15	N510BT	N510BT	C510	09R
6/8/2012 05:56	4	72.8	81.2	15	PCM8709		C208	27L
6/8/2012 05:56	8	78.3	84.8	12	PCM8709		C208	27L
6/8/2012 22:57	10	77.9	87.4	37	CWX01		LJ35	09L
6/8/2012 22:57	9	86.1	93	22	CWX01		LJ35	09L
6/8/2012 22:58	11	75.6	83.7	17	CWX01		LJ35	09L
6/10/2012 22:49	5	73.2	81.5	17	N321MS	N321MS	H25B	09L
6/10/2012 22:49	9	79.7	87.9	20	N321MS	N321MS	H25B	09L
6/10/2012 22:50	10	76.2	85.4	26	N321MS	N321MS	H25B	09L
6/11/2012 00:15	4	75.2	80.4	8	N241PH	N241PH	BE20	27R
6/11/2012 05:51	10	63.1	80.2	78	MRA687		C208	09L
6/11/2012 22:30	4	78	82.6	9	N391GM	N391GM	SW3	27R
6/12/2012 02:49	9	79.4	84	13	AMF288		SW4	09R
6/12/2012 04:07	3	72.4	81	20	REH1			33
6/12/2012 22:08	9	71.7	81.1	21				09R
6/12/2012 22:08	10	74.5	82.7	20				09R
6/13/2012 01:31	8	73.9	80	7	N241PH	N241PH	BE20	27R
6/13/2012 05:52	4	78.3	83.4	12	PCM8709		C208	27L
6/13/2012 05:53	8	76.7	83.2	12	PCM8709		C208	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/14/2012 22:20	5	74.7	80	9	AMF229		BE99	27R
6/14/2012 22:20	4	76.1	81.4	9	AMF229		BE99	27R
6/15/2012 02:46	9	78.9	83.5	9	AMF288		SW4	09R
6/15/2012 23:18	4	75.1	82.3	18	N4541M	N4541M	BE35	27R
6/16/2012 23:21	4	74.6	81.1	15	N1562G	N1562G	C310	27R
6/16/2012 23:22	8	72.2	80.5	11	N1562G	N1562G	C310	27R
6/18/2012 04:22	9	71.9	80.4	20	AMF259		BE99	09R
6/18/2012 23:09	4	76.7	80.9	11	N391GM	N391GM	SW3	27R
6/18/2012 23:09	8	77.4	81.2	6	N391GM	N391GM	SW3	27R
6/19/2012 22:24	4	74.2	80	10	AMF229		BE99	27R
6/20/2012 22:09	4	76.9	81.9	10	NN993CB	NN993CB	BE9L	27R
6/20/2012 22:09	8	76.6	82.9	11	NN993CB	NN993CB	BE9L	27R
6/21/2012 22:24	4	74.9	80.8	10	AMF229		BE99	27R
6/21/2012 22:25	8	74.8	80.9	11	AMF229		BE99	27R
6/22/2012 05:56	4	72.1	81.4	16	PCM8709		C208	27L
6/22/2012 05:57	8	73.3	83.2	17	PCM8709		C208	27L
6/23/2012 22:22	8	75.4	82.3	12	N896	N896	C172	27R
6/24/2012 00:39	4	80.9	85.8	13	MMY1		BE9L	27R
6/24/2012 00:39	8	75.5	82.5	9	MMY1		BE9L	27R
6/25/2012 01:44	4	79.9	85.6	15	MMY1		BE9L	27R
6/25/2012 01:44	5	75.4	80.4	8	MMY1		BE9L	27R
6/25/2012 01:44	8	75.9	81.7	8	MMY1		BE9L	27R
6/25/2012 01:46	14	73.3	80.6	12	MMY1		BE9L	27R
6/25/2012 03:20	10	73.9	82.6	22	N36866	N36866	PRM1	09L
6/25/2012 03:20	9	80.6	87.9	19	N36866	N36866	PRM1	09L
6/25/2012 04:18	9	74.3	82	13	BJS535		CL30	09R
6/25/2012 05:19	9	81	89.1	19	LN5572	LN5572	LJ55	09R
6/25/2012 05:19	10	74.7	83.1	35	LN5572	LN5572	LJ55	09R
6/25/2012 05:49	9	76.8	84.2	14	EJA945		C750	09R
6/25/2012 22:17	4	75.5	80.3	8	AMF229		BE99	27R
6/26/2012 02:22	12	75.4	81.9	16	MMY2		BE9L	09R
6/26/2012 02:22	2	77.7	84.6	18	MMY2		BE9L	09R
6/28/2012 02:35	4	83.8	88.3	11	MMY2		BE9L	27R
6/28/2012 02:36	8	77.9	83.3	9	MMY2		BE9L	27R
6/28/2012 02:36	3	76.5	83.1	15	MMY2		BE9L	27R
6/28/2012 22:50	4	85	89.7	18	N3518M	N3518M	PA31	27R
6/28/2012 22:50	5	73.6	81	14	N3518M	N3518M	PA31	27R
6/28/2012 22:50	6	76.9	83	11	N3518M	N3518M	PA31	27R
6/28/2012 22:50	7	73.5	80	16	N3518M	N3518M	PA31	27R
6/29/2012 23:56	4	75.5	81.2	11	N241PH	N241PH	BE20	27R

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#### Runway 29 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight No	Tail No	Airline	Aircraft Type	Aircraft Category	Comment
4/7/2012 13:20		DMND91	F18	M	DMND91	Military Flight

4/12/2012 07:25	RSP	RSP797	E50P	B	N580JS	Not Acceptable
4/30/2012 21:16	AAY	AAY171	MD83	J	N424NV	Not Acceptable
5/2/2012 10:08	SWA	SWA464	B737	J	N265WN	Not Acceptable
5/2/2012 14:46	SWA	SWA2138	B737	J	N741SA	Not Acceptable

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

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment
4/3/2012 06:57	SWA	SWA1208	B737	J	N487WN	Time Buffer
4/3/2012 22:01	SWA	SWA1263	B737	J	N435WN	Time Buffer
4/5/2012 02:32	FDX	FDX85	DC10	J	N306FE	Not Acceptable
4/6/2012 06:58	FDX	FDX440	MD11	J		Time Buffer
4/7/2012 00:33	VOI	VOI905	A319	J		Not Acceptable
4/7/2012 06:43	SWA	SWA1806	B737	J	N760SW	Not Acceptable
4/8/2012 06:48	SWA	SWA2093	B737	J	N922WN	Not Acceptable
4/9/2012 01:12	VOI	VOI903	A319	J		Not Acceptable
4/11/2012 06:23	UPS	UPS2953	A306	J	N169UP	Not Acceptable
4/13/2012 06:11	SWA	SWA388	B737	J	N448WN	Not Acceptable
4/13/2012 23:02	JBU	JBU90	A320	J	N595JB	Not Acceptable
4/17/2012 06:59	SWA	SWA3423	B737	J	N452WN	Time Buffer
4/17/2012 22:13	SWA	SWA1080	B733	J	N609SW	Not Acceptable
4/17/2012 22:51	JBU	JBU90	A320	J	N649JB	Not Acceptable
4/21/2012 06:45	FDX	FDX2889	B722	J	N487FE	Not Acceptable
4/21/2012 22:00		N525HS	C525	B	N525HS	Time Buffer
4/23/2012 05:53	UAL	UAL398	A319	J		Not Acceptable
4/23/2012 06:15	SWA	SWA1114	B737	J	N730SW	Not Acceptable
4/24/2012 06:59		N42FB	H25B	B	N42FB	Time Buffer
5/1/2012 22:20	SWA	SWA2493	B737	J		Not Acceptable
5/3/2012 03:50	FDX	FDX31	MD11	J	N598FE	Not Acceptable
5/4/2012 06:16	SWA	SWA388	B733	J	N352SW	Not Acceptable
5/4/2012 06:57	FDX	FDX440	MD11	J	N521FE	Time Buffer
5/4/2012 22:02	SWA	SWA2493	B737	J		Time Buffer
5/5/2012 06:15	NKS	NKS188	A319	J		Not Acceptable
5/5/2012 06:27	SKW	SKW4799	CRJ9	R		Not Acceptable
5/5/2012 06:45	SWA	SWA829	B735	J	N513SW	Not Acceptable
5/7/2012 00:26	SWA	SWA295	B737	J	N775SW	Not Acceptable
5/8/2012 06:43	FDX	FDX440	MD11	J		Not Acceptable
5/11/2012 06:13	SWA	SWA1775	B733	J	N622SW	Not Acceptable
5/11/2012 22:01	SWA	SWA742	B733	J	N375SW	Time Buffer
5/15/2012 06:20	AWE	AWE511	A319	J		Not Acceptable
5/15/2012 06:59	SWA	SWA755	B737	J	N935WN	Time Buffer
5/15/2012 22:09	JBU	JBU90	A320	J	N534JB	Time Buffer
5/15/2012 22:49	JBU	JBU318	A320	J	N796JB	Not Acceptable
5/16/2012 22:49	JBU	JBU318	A320	J	N659JB	Not Acceptable
5/17/2012 06:59	NKS	NKS188	A319	J	N505NK	Time Buffer
5/18/2012 06:58	SWA	SWA3423	B737	J	N415WN	Time Buffer
5/21/2012 01:16	VOI	VOI903	A319	J		Not Acceptable
5/21/2012 06:11	SWA	SWA692	B737	J	N236WN	Not Acceptable

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment
5/21/2012 06:59	SWA	SWA755	B737	J	N918WN	Time Buffer
5/21/2012 22:00	JBU	JBU90	A320	J	N663JB	Time Buffer
5/22/2012 06:56	SWA	SWA3423	B737	J	N776WN	Time Buffer
5/23/2012 06:53	DAL	DAL1408	A320	J		Time Buffer
5/23/2012 06:55	ASA	ASA347	B738	J		Time Buffer
5/23/2012 06:58	FDX	FDX440	MD11	J		Time Buffer
5/25/2012 06:41	DAL	DAL1408	A320	J		Not Acceptable
5/26/2012 06:18	FDX	FDX433	A306	J		Not Acceptable
5/26/2012 06:59	FDX	FDX435	MD11	J		Time Buffer
5/29/2012 22:01	SWA	SWA2493	B737	J		Time Buffer
5/30/2012 22:00	UPS	UPS961	MD11	J		Time Buffer
6/1/2012 06:58	SWA	SWA3423	B737	J		Time Buffer
6/2/2012 06:59	SWA	SWA1026	B733	J		Time Buffer
6/6/2012 06:57	SWA	SWA332	B737	J		Time Buffer
6/8/2012 06:21	AAY	AAY1005	MD83	J		Not Acceptable
6/9/2012 06:55	FDX	FDX435	MD11	J		Time Buffer
6/9/2012 06:57	SWA	SWA1388	B737	J		Time Buffer
6/9/2012 22:00	SWA	SWA3580	B733	J		Time Buffer
6/10/2012 22:07	SWA	SWA3691	B733	J		Time Buffer
6/12/2012 06:30	SKW	SKW4835	CRJ9	R		Not Acceptable
6/14/2012 02:57	FDX	FDX37	MD11	J		Not Acceptable
6/14/2012 22:01	SWA	SWA2948	B737	J		Time Buffer
6/15/2012 22:01	SWA	SWA3691	B733	J		Time Buffer
6/15/2012 22:04	SWA	SWA2948	B737	J		Time Buffer
6/16/2012 06:23	SWA	SWA932	B737	J		Not Acceptable
6/17/2012 22:00	SWA	SWA1286	B737	J		Time Buffer
6/17/2012 22:01	JBU	JBU90	A320	J		Time Buffer
6/17/2012 22:05	SWA	SWA1647	B737	J		Time Buffer
6/17/2012 22:07		N233MT	EA50	B	N233MT	Time Buffer
6/19/2012 22:02	SWA	SWA3422	B737	J		Time Buffer
6/21/2012 06:12	DAL	DAL1408	A320	J		Not Acceptable
6/21/2012 06:45	FDX	FDX440	MD11	J		Not Acceptable
6/21/2012 22:00	SWA	SWA2948	B737	J		Time Buffer
6/22/2012 22:00	SWA	SWA2593	B737	J		Time Buffer
6/23/2012 06:57	SWA	SWA1388	B737	J		Time Buffer
6/24/2012 22:01	SWA	SWA2593	B733	J		Time Buffer
6/24/2012 22:02	SWA	SWA3691	B733	J		Time Buffer
6/25/2012 23:35	SWA	SWA3422	B737	J		Not Acceptable
6/26/2012 02:25	FDX	FDX85	MD11	J		Not Acceptable
6/27/2012 22:00	SWA	SWA3691	B733	J		Time Buffer
6/29/2012 03:08	FDX	FDX1869	A306	J		Not Acceptable

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

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment
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4/10/2012 05:53	UPS	UPS2945	MD11	J	N251UP	Time Buffer
4/10/2012 05:56	FDX	FDX3671	DC10	J		Time Buffer
4/12/2012 22:01	SWA	SWA3363	B737	J		Time Buffer
4/12/2012 22:02	SWA	SWA2646	B737	J		Time Buffer
4/12/2012 23:57		N801DM	B752	J	N801DM	Not Acceptable
4/13/2012 02:55	FDX	FDX1851	DC10	J	N383FE	Not Acceptable

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

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
4/3/2012 16:39	SKW	SKW4744	CRJ2	2286	Not Acceptable
4/6/2012 18:15		DIAMN91	F18	1751	Military Flight
4/7/2012 09:23	SWA	SWA2407	B737	2887	Not Acceptable
4/7/2012 19:25	SWA	SWA1914	B733	2719	Not Acceptable
4/8/2012 16:42	SKW	SKW4744	CRJ2	2785	Not Acceptable
4/9/2012 09:11	SWA	SWA3794	B733	2752	Not Acceptable
4/9/2012 11:06	SWA	SWA120	B737	2860	Not Acceptable
4/9/2012 12:46	FLC	FLC57	LJ60	2004	Not Acceptable
4/9/2012 15:19	UAL	UAL726	A319	2585	Not Acceptable
4/11/2012 13:10	DAL	DAL1160	A320	2152	Not Acceptable
4/12/2012 09:36	SWA	SWA1139	B737	2798	Not Acceptable
4/12/2012 10:17	SWA	SWA464	B737	2870	Not Acceptable
4/12/2012 14:49	UAL	UAL726	A319	2746	Not Acceptable
4/13/2012 19:30	FDX	FDX1268	DC10	2555	Not Acceptable
4/15/2012 10:21	SKW	SKW4732	CRJ2	2463	Not Acceptable
4/15/2012 19:53	SWA	SWA2276	B735	2631	Not Acceptable
4/16/2012 16:46	SKW	SKW4744	CRJ2	2765	Not Acceptable
4/17/2012 06:59	SWA	SWA3423	B737	2795	Not Acceptable
4/17/2012 07:01	SWA	SWA580	B737	2719	Not Acceptable
4/17/2012 19:22	FDX	FDX1605	DC10	2240	Not Acceptable
4/18/2012 13:08	DAL	DAL1160	A320	2713	Not Acceptable
4/19/2012 10:20	SKW	SKW4732	CRJ2	2808	Not Acceptable
4/19/2012 13:14	DAL	DAL1160	A320	2736	Not Acceptable
4/21/2012 13:16	DAL	DAL1160	A320	2450	Not Acceptable
4/22/2012 10:10	SWA	SWA464	B737	2627	Not Acceptable
4/23/2012 08:40		N98RP	F2TH	2739	Not Acceptable
4/23/2012 09:53	SWA	SWA2870	B735	2896	Not Acceptable
4/23/2012 10:59	SWA	SWA2420	B733	2880	Not Acceptable
4/23/2012 20:18	FDX	FDX1117	A306	2890	Not Acceptable
4/26/2012 08:20	FDX	FDX3012	DC10	2116	Not Acceptable
4/26/2012 09:38	BJS	BJS340	CL60	2237	Not Acceptable
4/27/2012 09:42	AAY	AAY1013	MD83	2513	Not Acceptable
4/29/2012 10:15	SWA	SWA464	B733	2732	Not Acceptable
4/29/2012 15:37	SWA	SWA1951	B733	2677	Not Acceptable
5/1/2012 11:19		N247CJ	FA50	1991	ATC Instructions
5/2/2012 09:47	SWA	SWA2870	B735	2762	Not Acceptable
5/2/2012 10:08	SWA	SWA464	B737	2221	Not Acceptable

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
5/3/2012 07:11	FDX	FDX440	MD11	2841	Not Acceptable
5/3/2012 10:52	SWA	SWA2420	B733	2621	Not Acceptable
5/3/2012 13:09	DAL	DAL1160	A319	2470	Not Acceptable
5/3/2012 17:09	JBU	JBU1404	A320	2788	Not Acceptable
5/4/2012 19:48	SWA	SWA2276	B735	2880	Not Acceptable
5/8/2012 10:20	SKW	SKW4732	CRJ7	2614	Not Acceptable
5/8/2012 10:54	SWA	SWA103	B733	2401	Not Acceptable
5/8/2012 17:41	SWA	SWA771	B737	2867	Not Acceptable
5/11/2012 08:16	FDX	FDX3012	DC10	2125	Not Acceptable
5/11/2012 15:12	UAL	UAL726	B752	2306	Not Acceptable
5/12/2012 07:15	FDX	FDX435	DC10	2171	Not Acceptable
5/13/2012 17:32		N80AT	GLF4	2877	Not Acceptable
5/14/2012 09:13	SWA	SWA1569	B733	2575	Not Acceptable
5/14/2012 09:26	AAY	AAY1013	MD83	2723	Not Acceptable
5/14/2012 21:34	JBU	JBU90	A320	2667	Not Acceptable
5/16/2012 17:46	JAS	JAS432	CL60	2854	Not Acceptable
5/16/2012 20:27	FDX	FDX1117	A306	2582	Not Acceptable
5/17/2012 10:25	SKW	SKW4732	CRJ7	2837	Not Acceptable
5/17/2012 14:14	SWA	SWA804	B737	2864	Not Acceptable
5/17/2012 17:07	SKW	SKW4739	CRJ2	2263	Not Acceptable
5/18/2012 16:49	SKW	SKW4739	CRJ2	2047	Not Acceptable
5/19/2012 13:19	SWA	SWA1070	B733	2634	Not Acceptable
5/20/2012 19:50	SWA	SWA2276	B735	2473	Not Acceptable
5/22/2012 07:27	SWA	SWA2266	B737	2870	Not Acceptable
5/22/2012 09:20	SWA	SWA1569	B733	2851	Not Acceptable
5/23/2012 07:57	FDX	FDX3012	DC10	2250	Not Acceptable
5/23/2012 19:22	FDX	FDX1268	DC10	2867	Not Acceptable
5/24/2012 08:58	FDX	FDX3012	DC10	2644	Not Acceptable
5/26/2012 09:06	SWA	SWA1625	B733	2887	Not Acceptable
5/26/2012 21:53	JBU	JBU90	A320	2729	Not Acceptable
5/27/2012 21:41	JBU	JBU90	A320	2732	Not Acceptable
5/28/2012 08:28	SWA	SWA59	B733	2171	Not Acceptable
5/28/2012 08:54		N278XJ	H25B	2778	Not Acceptable
5/28/2012 08:55	EJA	EJA375	C680	2857	Not Acceptable
5/28/2012 16:46	SKW	SKW4739	CRJ2	2099	Not Acceptable
5/28/2012 17:45	SWA	SWA2673	B733	2851	Not Acceptable
5/29/2012 11:00	SWA	SWA2420	B733	2847	Not Acceptable
5/29/2012 14:15	SWA	SWA804	B737	2818	Not Acceptable
5/29/2012 19:29	FDX	FDX1268	DC10	2388	Not Acceptable
5/30/2012 20:24	FDX	FDX1117	A306	2880	Not Acceptable
5/30/2012 21:39	JBU	JBU90	A320	2539	Not Acceptable
5/31/2012 18:31	SKW	SKW4609	CRJ2	2365	Not Acceptable
5/31/2012 19:24	FDX	FDX1268	DC10	2391	Not Acceptable
6/1/2012 08:18	FDX	FDX3012	DC10	2188	Not Acceptable
6/2/2012 14:11	SWA	SWA3143	B737	2604	Not Acceptable
6/2/2012 21:34	JBU	JBU90	A320	2782	Not Acceptable
6/3/2012 21:02	UPS	UPS2955	B763	2641	Not Acceptable
6/4/2012 15:48	SWA	SWA446	B733	2854	Not Acceptable
6/4/2012 19:34	FDX	FDX1605	DC10	2772	Not Acceptable

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
6/4/2012 19:37		N321MS	H25B	2618	Not Acceptable
6/5/2012 10:02	ASA	ASA357	B738	2398	Not Acceptable
6/6/2012 19:30	UPS	UPS945	B763	2650	Not Acceptable
6/8/2012 21:43	JBU	JBU90	A320	2585	Not Acceptable
6/9/2012 08:18	FDX	FDX3012	DC10	2332	Not Acceptable
6/11/2012 07:20	SWA	SWA619	B737	2526	Not Acceptable
6/12/2012 07:00	FDX	FDX440	MD11	2805	Not Acceptable
6/12/2012 07:06	SWA	SWA332	B737	2791	Not Acceptable
6/12/2012 13:54	SWA	SWA525	B737	2883	Not Acceptable
6/16/2012 09:33	SWA	SWA1691	B733	2837	Not Acceptable
6/16/2012 10:44	SWA	SWA1570	B733	2700	Not Acceptable
6/17/2012 10:20	SKW	SKW4732	CRJ7	2765	Not Acceptable
6/17/2012 13:08	DAL	DAL1160	A320	2198	Not Acceptable
6/17/2012 13:50	SWA	SWA1187	B737	2611	Not Acceptable
6/18/2012 10:44	SWA	SWA1302	B737	2791	Not Acceptable
6/19/2012 21:42	JBU	JBU90	A320	2280	Not Acceptable
6/21/2012 08:52	SWA	SWA1911	B737	2854	Not Acceptable
6/22/2012 13:19	DAL	DAL1160	A320	2736	Not Acceptable
6/23/2012 14:38	SWA	SWA1295	B737	2857	Not Acceptable
6/24/2012 18:03		N138DE	E145	2076	Not Acceptable
6/25/2012 10:52	SWA	SWA393	B733	2831	Not Acceptable
6/26/2012 15:38		N303CL	F2TH	2099	Not Acceptable
6/27/2012 11:52	SWA	SWA837	B737	2664	Not Acceptable
6/27/2012 18:33	SWA	SWA165	B733	2654	Not Acceptable
6/28/2012 10:50	SWA	SWA393	B733	2450	Not Acceptable
6/29/2012 10:26	SKW	SKW4732	CRJ7	2559	Not Acceptable
6/29/2012 13:15	DAL	DAL1160	A320	2457	Not Acceptable
6/29/2012 18:44		N727TX	C650	2234	Not Acceptable

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
4/1/2012 12:56	SWA2676	B733	SWA	2782	Not Acceptable
4/1/2012 19:53	SWA1677	B737	SWA	2841	Not Acceptable
4/2/2012 07:22	SWA511	B733	SWA	2837	Not Acceptable
4/2/2012 17:06	SWA358	B737	SWA	2860	Not Acceptable
4/2/2012 21:45	SWA1158	B737	SWA	2352	Not Acceptable
4/2/2012 23:24	FDX12	MD11	FDX	2880	Not Acceptable
4/3/2012 16:24	SWA3428	B737	SWA	2719	Not Acceptable
4/4/2012 19:52	SWA276	B737	SWA	2677	Not Acceptable
4/5/2012 20:32	SWA1677	B737	SWA	2732	Not Acceptable
4/5/2012 23:06	SWA1543	B737	SWA	2631	Not Acceptable
4/5/2012 23:20	SWA2710	B737	SWA	2851	Not Acceptable
4/6/2012 18:00	SKW4554	CRJ2	SKW	2844	Not Acceptable
4/6/2012 21:43	SWA1158	B737	SWA	2769	Not Acceptable
4/6/2012 23:21	FDX1807	MD11	FDX	2759	Not Acceptable



Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
4/7/2012 09:43	SWA1185	B733	SWA	2680	Not Acceptable
4/7/2012 11:50	SWA1470	B733	SWA	2404	Not Acceptable
4/7/2012 18:23	DAL8770	B738	DAL	2562	Not Acceptable
4/7/2012 22:07	SWA1671	B737	SWA	2194	Not Acceptable
4/7/2012 22:27	ASA354	B738	ASA	2844	Not Acceptable
4/8/2012 17:53	SKW4554	CRJ2	SKW	2798	Not Acceptable
4/8/2012 22:05	SWA1158	B737	SWA	2778	Not Acceptable
4/9/2012 00:02	SWA2613	B737	SWA	2411	Not Acceptable
4/9/2012 07:32	SWA511	B737	SWA	2890	Not Acceptable
4/9/2012 13:38	SWA537	B735	SWA	2650	Not Acceptable
4/9/2012 16:46	SWA3428	B737	SWA	2608	System Error
4/9/2012 20:13	SWA276	B737	SWA	2257	Not Acceptable
4/9/2012 22:01	SWA1158	B733	SWA	2837	Not Acceptable
4/11/2012 17:18	ASA344	B734	ASA	2821	Not Acceptable
4/11/2012 18:37	SWA393	B737	SWA	2775	Not Acceptable
4/11/2012 20:08	SWA977	B733	SWA	2778	Not Acceptable
4/11/2012 20:40	SWA742	B733	SWA	2486	Not Acceptable
4/11/2012 21:04	SWA3966	B733	SWA	1899	Not Acceptable
4/12/2012 11:27	SWA2884	B737	SWA	2578	Safety/Emergency
4/12/2012 12:10	SWA2053	B733	SWA	2687	Not Acceptable
4/12/2012 16:59	SWA622	B737	SWA	2700	Not Acceptable
4/12/2012 17:02	ASA344	B734	ASA	2631	Not Acceptable
4/13/2012 09:23	SKW4732	CRJ2	SKW	2604	Not Acceptable
4/13/2012 20:18	SWA3966	B737	SWA	2841	Not Acceptable
4/13/2012 23:13	SWA1426	B737	SWA	2837	Not Acceptable
4/14/2012 09:28	SWA846	B737	SWA	2769	Not Acceptable
4/15/2012 22:18	SWA1188	B733	SWA	2874	Not Acceptable
4/18/2012 12:06	DAL1160	A320	DAL	2739	Not Acceptable
4/18/2012 13:27	SWA2053	B737	SWA	2785	Not Acceptable
4/18/2012 15:51	SKW4744	CRJ2	SKW	2887	Not Acceptable
4/19/2012 14:50	N721HM	F900		2880	Not Acceptable
4/19/2012 19:09	ASA346	B734	ASA	2775	Not Acceptable
4/19/2012 20:04	SWA273	B737	SWA	2887	Not Acceptable
4/19/2012 22:09	SWA1188	B733	SWA	2522	Not Acceptable
4/20/2012 19:56	SWA977	B737	SWA	2890	Not Acceptable
4/20/2012 20:24	SWA3966	B733	SWA	2824	Not Acceptable
4/20/2012 22:35	FDX2802	DC10	FDX	2890	Not Acceptable
4/21/2012 15:41	SWA2656	B737	SWA	2880	Not Acceptable
4/21/2012 16:08	SKW4744	CRJ2	SKW	2801	Not Acceptable
4/21/2012 17:55	SWA2183	B733	SWA	2860	Not Acceptable
4/21/2012 20:00	SWA1835	B737	SWA	2611	Not Acceptable
4/22/2012 09:23	SKW4732	CRJ2	SKW	2230	Not Acceptable
4/23/2012 19:26	ASA346	B734	ASA	2765	Not Acceptable
4/23/2012 20:53	SWA742	B733	SWA	2529	Not Acceptable
4/23/2012 22:20	SWA1188	B733	SWA	2654	Not Acceptable
4/24/2012 12:07	DAL1160	A320	DAL	1732	Not Acceptable
4/24/2012 13:18	SWA2983	B733	SWA	2844	Not Acceptable
4/24/2012 16:02	SKW4744	CRJ2	SKW	2893	Not Acceptable
4/24/2012 16:57	SWA622	B737	SWA	2893	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
4/24/2012 17:03	ASA344	B734	ASA	2673	Not Acceptable
4/24/2012 19:19	ASA346	B734	ASA	2880	Not Acceptable
4/24/2012 20:21	SWA742	B733	SWA	2503	Not Acceptable
4/25/2012 14:42	SWA505	B737	SWA	2877	Not Acceptable
4/26/2012 13:06	SWA2983	B733	SWA	2805	Not Acceptable
4/26/2012 20:29	SWA3966	B733	SWA	2171	Not Acceptable
4/26/2012 20:32	SWA977	B737	SWA	2621	Not Acceptable
4/27/2012 19:43	AAY1006	MD83	AAY	1965	Not Acceptable
4/27/2012 22:25	FDX2802	DC10	FDX	2890	Not Acceptable
4/27/2012 23:07	SWA1426	B737	SWA	2821	Not Acceptable
4/29/2012 22:33	SWA32	B735	SWA	2834	Not Acceptable
4/30/2012 16:53	AAY1014	MD83	AAY	2467	Not Acceptable
4/30/2012 21:55	SWA1188	B737	SWA	2411	Not Acceptable
5/1/2012 14:28	SWA505	B737	SWA	2739	Not Acceptable
5/2/2012 16:54	ASA344	B734	ASA	2739	Not Acceptable
5/2/2012 20:18	SWA742	B733	SWA	2519	Not Acceptable
5/4/2012 19:23	AAY1006	MD88	AAY	2588	Not Acceptable
5/4/2012 20:18	SWA3966	B733	SWA	2637	Not Acceptable
5/5/2012 17:55	FDX350	MD11	FDX	2772	Safety/Emergency
5/5/2012 17:55	FDX350	MD11	FDX	1719	Safety/Emergency
5/6/2012 12:10	DAL1160	A319	DAL	2860	Not Acceptable
5/7/2012 09:24	SWA1934	B737	SWA	2890	Not Acceptable
5/8/2012 22:23	ASA354	B738	ASA	2805	Not Acceptable
5/9/2012 09:36	SWA1712	B737	SWA	2683	Not Acceptable
5/9/2012 13:04	SWA2983	B733	SWA	2326	Not Acceptable
5/9/2012 16:50	SWA2939	B733	SWA	3418	Safety/Emergency
5/9/2012 16:50	SWA2939	B733	SWA	2860	Safety/Emergency
5/9/2012 18:40	SWA393	B737	SWA	2837	Not Acceptable
5/11/2012 13:06	SWA2983	B733	SWA	2854	Not Acceptable
5/13/2012 22:28	SWA3966	B733	SWA	2076	Not Acceptable
5/14/2012 09:24	SKW4732	CRJ7	SKW	2454	Not Acceptable
5/14/2012 12:02	SWA2053	B737	SWA	2700	Not Acceptable
5/14/2012 13:07	SWA2983	B733	SWA	2562	Not Acceptable
5/14/2012 13:24	SWA112	B737	SWA	2798	Not Acceptable
5/14/2012 13:24	SWA112	B737	SWA	2916	Not Acceptable
5/15/2012 14:27	SWA505	B737	SWA	2542	Not Acceptable
5/16/2012 15:59	SWA771	B737	SWA	2509	Not Acceptable
5/18/2012 13:25	AAY202	MD83	AAY	2532	Not Acceptable
5/18/2012 23:25	SWA1426	B737	SWA	2765	Not Acceptable
5/19/2012 07:56	ASA342	B738	ASA	2890	Not Acceptable
5/20/2012 07:59	ASA342	B738	ASA	2821	Not Acceptable
5/20/2012 12:33	AAY1008	MD83	AAY	2608	Not Acceptable
5/22/2012 09:38	SWA1934	B737	SWA	2447	Not Acceptable
5/22/2012 17:05	ASA344	B734	ASA	2864	Not Acceptable
5/24/2012 10:17	SWA369	B737	SWA	2746	Not Acceptable
5/24/2012 21:27	FDX86	MD11	FDX	2732	Not Acceptable
5/25/2012 09:26	SWA1712	B733	SWA	2483	Not Acceptable
5/25/2012 16:45	ASA344	B738	ASA	2736	Not Acceptable
5/25/2012 22:43	SWA32	B735	SWA	2532	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
5/27/2012 22:08	ASA354	B738	ASA	2864	Not Acceptable
5/28/2012 14:38	SWA3735	B737	SWA	2647	Not Acceptable
5/28/2012 15:34	SWA3254	B733	SWA	2513	Safety/Emergency
5/28/2012 16:53	ASA344	B734	ASA	2690	Not Acceptable
5/28/2012 20:40	SWA263	B733	SWA	1696	Not Acceptable
5/28/2012 21:59	SWA3783	B733	SWA	1984	Not Acceptable
5/29/2012 13:49	SWA2983	B733	SWA	1889	Not Acceptable
5/29/2012 16:54	SWA622	B737	SWA	2109	Not Acceptable
5/29/2012 19:11	ASA346	B734	ASA	2834	Not Acceptable
5/30/2012 03:02	SWA1426	B737	SWA	2841	Not Acceptable
5/30/2012 16:09	SWA542	B737	SWA	2782	Not Acceptable
6/1/2012 10:52	AAY1006	MD83	AAY	2253	Not Acceptable
6/1/2012 12:23	DAL1160	A320	DAL	2762	Not Acceptable
6/3/2012 20:03	SWA133	B733	SWA	2834	Not Acceptable
6/5/2012 14:18	SWA461	B735	SWA	2847	Not Acceptable
6/5/2012 17:50	SKW4609	CRJ2	SKW	2811	Not Acceptable
6/5/2012 18:54	UPS2976	B752	UPS	2230	Not Acceptable
6/5/2012 20:06	SWA337	B737	SWA	2880	Not Acceptable
6/5/2012 20:25	SWA133	B735	SWA	2890	Not Acceptable
6/6/2012 22:33	ASA354	B738	ASA	2834	Not Acceptable
6/7/2012 16:15	SWA3041	B737	SWA	2526	Not Acceptable
6/8/2012 21:22	FDX1818	B752	FDX	2673	Not Acceptable
6/9/2012 07:39	ASA342	B738	ASA	2867	Not Acceptable
6/12/2012 08:45	FDX3844	A306	FDX	2490	Not Acceptable
6/12/2012 17:12	SWA3776	B733	SWA	2181	Not Acceptable
6/13/2012 22:27	SWA2623	B737	SWA	2654	Not Acceptable
6/14/2012 20:04	SWA1801	B735	SWA	2618	Not Acceptable
6/15/2012 09:36	SWA710	B737	SWA	2752	Not Acceptable
6/16/2012 07:41	ASA342	B738	ASA	2896	Not Acceptable
6/16/2012 22:25	ASA354	B738	ASA	2896	Not Acceptable
6/17/2012 17:01	ASA344	B734	ASA	2870	Not Acceptable
6/19/2012 20:14	SWA337	B737	SWA	2824	Not Acceptable
6/19/2012 23:06	SWA639	B735	SWA	2874	Not Acceptable
6/20/2012 08:55	AAY200	MD83	AAY	2854	Not Acceptable
6/20/2012 12:28	SWA3312	B733	SWA	2831	Not Acceptable
6/20/2012 13:16	AAY202	MD83	AAY	2831	Not Acceptable
6/20/2012 17:57	SKW4609	CRJ7	SKW	2837	Not Acceptable
6/20/2012 20:25	SWA1801	B735	SWA	1541	Not Acceptable
6/23/2012 13:04	SWA2725	B733	SWA	2703	Not Acceptable
6/23/2012 17:17	ASA344	B734	ASA	2847	Not Acceptable
6/23/2012 20:10	SWA3580	B733	SWA	2542	Not Acceptable
6/24/2012 00:34	FDX94	MD11	FDX	2552	Not Acceptable
6/24/2012 07:55	ASA342	B738	ASA	2864	Not Acceptable
6/24/2012 22:50	SWA2623	B737	SWA	2526	Not Acceptable
6/25/2012 13:32	AAY202	MD83	AAY	2791	Not Acceptable
6/25/2012 20:00	SWA1801	B735	SWA	2896	Not Acceptable
6/27/2012 09:21	SWA330	B737	SWA	2821	Not Acceptable
6/27/2012 20:12	SWA1801	B735	SWA	2257	Not Acceptable

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## North Field Jet Departure Procedure Sample Noncompliance Contact Letter

May 18, 2011

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

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

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

Please use Runway 11/29 for turbojet aircraft departures.

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

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

Sincerely,

Jesse Richardson  
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N152FJ 20110517.doc

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## North Field Jet Landing Procedure Sample Noncompliance Contact Letter

March 23, 2011

Coordinator

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

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

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

Please use Runway 11 for turbojet aircraft landings when airport is in southeast flow configuration.

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

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

Sincerely,

Jesse Richardson  
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

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## North Field VFR Departure Procedure Sample Noncompliance Contact Letter

March 30, 2011

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

Event date: 03/29/2011

Time of departure: 0654 hrs. local

Aircraft Type: BE20

Aircraft Tail Number or Flight Number: N200WB

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

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

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

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

Sincerely,

Jesse Richardson  
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N200WB 20110330.doc

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## North Field Quiet Hours Procedure Sample Noncompliance Contact Letter

March 31, 2011

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

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

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

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

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

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

Sincerely,

Jesse Richardson  
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N97WC 20110330.doc

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## Helicopter Flight Procedure Sample Noncompliance Contact Letter

### FORM LETTER FOR HELICOPTER OPERATORS

[Company Name, Address]

Dear \_\_\_\_\_:

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

Aircraft N Number \_\_\_\_\_ Type Aircraft: \_\_\_\_\_  
Date of event: \_\_\_\_\_ Time of Event: \_\_\_\_\_

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

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

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

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

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

Name, title, email address

Cc: attachments

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