



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Third Quarter 2012



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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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 Third Quarter 2012				
	2011Q3		2012Q3	
	Compl.	N/C	Compl.	N/C
Runway 27R/L Jet Departure Compliance	95%	5%	97%	3%
Total Airport-wide Corporate Jet Departures	1,953	111	2,163	69
Runway 09R/L Jet Landing Compliance	100%	0%	0%	0%
Total Southeast Plan Corporate Jet Landings	1	1	0	0
North Field VFR Departure Compliance	98%	2%	97%	3%
Total Runways 27R/L & 33 Departures	1,156	24	1,084	39
North Field Quiet Hours Compliance	93%	7%	92%	8%
Total North Field Quiet Hours Departures	499	34	371	33
Runway 29 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 29 Turbojet Departures	15,750	11	16,305	5
Silent7 Night Departure Compliance	99%	1%	99%	1%
Total Runway 29 Night Turbojet Departures	3,042	37	3,113	35
Runway 11 Night Departure Compliance	100%	0%	0%	0%
Total Runway 11 Night Turbojet Departures	3	0	0	0
Runway 29 East Turn Departure Compliance	97%	3%	96%	4%
Total Runway 29 East Turn Departures	4,373	131	4,214	166
100 Degree Radial Turbojet Landing Compliance	93%	7%	92%	8%
Total 100 Degree Radial Turbojet Landings	2,844	201	2,617	213
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	22	0	22	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 Third Quarter 2012				
	July	August	September	Quarterly
Airport-wide Corporate Jet Departures	708	773	751	2,232
Compliant Corporate Jet Departures	684	749	730	2,163
Non-compliant Corporate Jet Departures	24	24	21	69
Corporate Jet Departure Compliance Rate	97%	97%	97%	97%
Excused Jet Departures	15	25	15	55
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,673	5,783	5,290	16,746
Compliant Airport-wide Jet Departures	5,649	5,759	5,269	16,677
Non-compliant Airport-wide Jet Departures	24	24	21	69
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 Third Quarter 2012				
	July	August	September	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	0	0	0
Compliant SE Plan Corporate Jet Landings	0	0	0	0
Non-compliant SE Plan Corporate Jet Landings	0	0	0	0
SE Plan Corporate Jet Landing Compliance Rate	N/A	N/A	N/A	N/A
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	7	1	3	11
Airport-wide Compliant SE Plan Jet Landings	7	1	3	11
Airport-wide Non-compliant SE Plan Landings	0	0	0	0
Airport-wide Jet Landing SE Plan Compliance Rate	100%	100%	100%	100%
* 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 Third Quarter 2012				
	July	August	September	Total
Total VFR Departures	318	413	392	1,123
Total VFR Departures Over Alameda	59	86	82	227
Compliant Departures	312	391	385	1,084
Non-compliant Departures	6	22	7	39
Compliance Rate	98%	95%	98%	97%

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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.) Third Quarter 2012				
	July	August	September	Quarterly
Total Night Departures	132	142	130	404
Compliant Night Departures	125	126	120	371
Average Compliant Departures per Night	4.0	4.1	3.9	4.0
Non-Compliant Night Departures	7	16	10	33
Average Non-Compliant Departures per Night	0.2	0.5	0.3	0.4
Night Departure Compliance Rate	95%	89%	92%	92%

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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 = 404

Third 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	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	88	4	0.0	0.7%	0	0.0	0.0%	0	0.0	0.0%	92
3	64	10	0.1	1.8%	1	0.0	0.2%	0	0.0	0.0%	75
4	132	41	0.5	7.2%	21	0.2	3.7%	10	0.1	1.8%	204
5	68	18	0.2	3.2%	3	0.0	0.5%	11	0.1	1.9%	100
6	31	7	0.1	1.2%	5	0.1	0.9%	8	0.1	1.4%	51
7	23	7	0.1	1.2%	6	0.1	1.1%	2	0.0	0.4%	38
8	40	30	0.3	5.3%	6	0.1	1.1%	0	0.0	0.0%	76
9	30	9	0.1	1.6%	6	0.1	1.1%	0	0.0	0.0%	45
10	41	7	0.1	1.2%	0	0.0	0.0%	0	0.0	0.0%	48
11	3	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	4
12	73	7	0.1	1.2%	2	0.0	0.4%	0	0.0	0.0%	82
13	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
14	8	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	8
All NMTs	606	141	2	0	50	1	0	31	0	0	828

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 234

Third 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	64	10	0.1	4.2%	1	0.0	0.4%	0	0.0	0.0%	75
4	132	41	0.5	17.2%	21	0.2	8.8%	10	0.1	4.2%	204
5	68	18	0.2	7.5%	3	0.0	1.3%	11	0.1	4.6%	100
6	31	7	0.1	2.9%	5	0.1	2.1%	8	0.1	3.3%	51
7	23	7	0.1	2.9%	6	0.1	2.5%	2	0.0	0.8%	38
8	40	30	0.3	12.6%	6	0.1	2.5%	0	0.0	0.0%	76
Total	358	113	1.3		42	0.5		31	0.3		544

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 170

Third 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	88	4	0.0	1.2%	0	0.0	0.0%	0	0.0	0.0%	92
9	30	9	0.1	2.7%	6	0.1	1.8%	0	0.0	0.0%	45
10	41	7	0.1	2.1%	0	0.0	0.0%	0	0.0	0.0%	48
11	3	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	4
12	73	7	0.1	2.1%	2	0.0	0.6%	0	0.0	0.0%	82
13	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
14	8	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	8
Total	248	28	0.3		8	0.1		0	0.0		284

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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 Third Quarter 2012				
	July	August	September	Quarter
Runway 29 Turbojet Departures	5,582	5,678	5,050	16,310
Compliant Departures	5,580	5,675	5,050	16,305
Non-compliant Departures	2	3	0	5
Percentage of Non-compliance	0.0%	0.1%	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 Third Quarter 2012				
	July	August	September	Quarter
Runway 29 Nighttime Turbojet Departures	1,152	1,110	886	3,148
Buffer Time Departures	10	16	0	26
Compliant Departures	1,137	1,094	882	3,113
Non-compliant Departures	15	16	4	35
Compliance Rate	99%	99%	100%	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) Third 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
Third Quarter 2012 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	-	-	0	0	0
DC10/MD10	142	47	64	73	12
MD11	239	80	66	75	16
A306	223	74	64	71	8
B757	59	20	64	72	12
Difference [A-B]					
B727		-104	-76	-87	-44
DC10/MD10		-40	-5	-5	-10
MD11		48	-4	-4	-8
A306		7	-3	-6	-17
(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) Third 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
Third Quarter 2011 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	-	-	-	0	0
DC10/MD10	173	58	15	65	10
MD11	210	70	38	67	14
A306	226	75	4	65	14
B757	63	21	2	65	8
Difference [A-B]					
B727		-104	-101	-76	-44
DC10/MD10		-29	-17	-4	-12
MD11		38	25	-3	-10
A306		8	-17	-2	-11
(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 Third Quarter 2012				
	July	August	September	Quarter
Jet Departures	0	0	0	0
Non-Compliant Departures	0	0	0	0
Compliant Departures	0	0	0	0
Compliance Rate	No SE Plan	No SE Plan	No SE Plan	No SE Plan
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 Third Quarter 2012				
	July	August	September	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	1	11	8	20
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	2	12	8	22
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 Third Quarter 2012				
	July	August	September	Quarter
Total Runway 29 East Turn Turbojet Departures	1,499	1,538	1,343	4,380
Non-compliant Turbojet Departures	45	69	52	166
Total Turbojet Aircraft Above 3K Feet ASL*	1,454	1,469	1,291	4,214
Compliance Rate	97%	96%	96%	96%
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 Third Quarter 2012				
	July	August	September	Quarter
Turbojets on Downwind RWY 29 Approach	1,037	1,013	780	2,830
Non-compliant Turbojets	75	70	68	213
Total Turbojet Aircraft Above 3K Feet ASL*	962	943	712	2,617
Compliance Rate	93%	93%	91%	92%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant.				

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

Community	Callers	Complaints
Alameda(BFI)	5	17
Alameda(Central)	0	0
Berkeley	0	0
Castro Valley	2	35
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	2	2
Piedmont	0	0
San Francisco	1	1
San Leandro	3	59
San Lorenzo	0	0
Other Communities	5	11
Total	18	125
Complaints by Time of Day		
Day (0700 - 1900)	73	
Evening (1900 - 2200)	7	
Night (2200 - 0700)	45	
Complaints by Type of Operation		
Air Traffic Safety	0	
Aircraft Overflight	121	
Engine Run-up Activity	0	
Helicopter Flight	0	
Medical Flight	2	
Military Flight	0	
Non-compliant Flight	0	
Runway/Taxiway Maintenance	1	
Southeast Plan Flight	1	
Touch & Go Flight	0	
Unknown	0	
Complaints by Type of Aircraft		
Helicopter	58	
Jet	46	
Military	0	
Not Reported	0	
Other	0	
Propeller	21	

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

Community	Callers	Complaints
Alameda(BFI)	19	40
Alameda(Central)	5	6
Berkeley	4	4
Castro Valley	2	45
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	6	11
Piedmont	0	0
San Francisco	0	0
San Leandro	4	53
San Lorenzo	1	1
Other Communities	15	27
Total	56	187
Complaints by Time of Day		
Day (0700 - 1900)	97	
Evening (1900 - 2200)	9	
Night (2200 - 0700)	81	
Complaints by Type of Operation		
Air Traffic Safety	1	
Aircraft Overflight	127	
Engine Run-up Activity	2	
Helicopter Flight	32	
Medical Flight	0	
Military Flight	0	
Non-compliant Flight	2	
Runway/Taxiway Maintenance	8	
Southeast Plan Flight	15	
Touch & Go Flight	0	
Unknown	0	
Complaints by Type of Aircraft		
Helicopter	61	
Jet	91	
Military	2	
Not Reported	0	
Other	0	
Propeller	33	

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

Community	Callers	Complaints
Alameda(BFI)	8	22
Alameda(Central)	2	3
Berkeley	0	0
Castro Valley	2	36
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	1	1
Piedmont	0	0
San Francisco	0	0
San Leandro	2	55
San Lorenzo	0	0
Other Communities	3	1
Total	18	118
Complaints by Time of Day		
Day (0700 - 1900)	68	
Evening (1900 - 2200)	0	
Night (2200 - 0700)	50	
Complaints by Type of Operation		
Air Traffic Safety	1	
Aircraft Overflight	47	
Engine Run-up Activity	0	
Helicopter Flight	31	
Medical Flight	17	
Military Flight	1	
Non-compliant Flight	4	
Runway/Taxiway Maintenance	17	
Southeast Plan Flight	0	
Touch & Go Flight	0	
Unknown	0	
Complaints by Type of Aircraft		
Helicopter	31	
Jet	57	
Military	4	
Not Reported	-1	
Other	0	
Propeller	27	

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.) Third Quarter 2012					
	July	August	September	Total	Percentage
Runway 27L	7	4	5	16	4%
Runway 27R	52	76	73	201	50%
Runway 33	0	1	1	2	0%
Alameda	59	81	79	219	54%
Runway 09L	3	7	6	16	4%
Runway 09R	65	51	38	154	38%
Runway 15	5	3	9	17	4%
San Leandro	73	61	53	187	46%
Total Departures	132	142	132	406	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 Third Quarter 2012				
	July	August	September	Total
VFR Departures				
Runway 27L	11	21	9	41
Runway 27R	188	247	249	684
Runway 33	121	147	135	403
VFR Departures	320	415	393	1,128
IFR Departures				
Runway 27L	112	157	112	381
Runway 27R	737	834	778	2,349
Runway 33	181	176	183	540
IFR Departures	1,030	1,167	1,073	3,270
Total Departures	1,350	1,582	1,466	4,398

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Third Quarter 2012											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	-	112	-	1	-	-	-	406	1,544	-	1,951	1,951
	Helicopters	-	-	-	-	-	-	-	1	7	222	230	230
	Commercial Jets	10	13,268	13,278	1	1	-	1	40	4	-	47	13,325
	Military	-	5	5	-	-	-	-	-	1	-	1	6
	Propeller	-	6	6	36	103	4	1	266	2,484	-	2,894	2,900
	Regional Jets	-	791	791	-	-	-	-	101	26	-	127	918
	Turboprops	-	469	469	4	10	8	-	104	1,398	-	1,524	1,993
	Unknown	-	12	12	3	4	-	-	8	82	-	97	109
Sub-totals		10	14,663	14,561	45	118	12	2	926	5,546	222	6,871	21,432
Departures	Corporate Jets	4	1,989	1,993	-	8	3	13	44	50	-	118	2,111
	Helicopters	-	-	-	-	-	-	-	-	4	256	260	260
	Commercial Jets	1	13,538	13,539	-	-	-	4	16	6	-	26	13,565
	Military	-	10	10	-	-	-	-	-	-	-	-	10
	Propeller	4	124	128	93	843	32	16	99	1,939	-	3,022	3,150
	Regional Jets	-	933	933	-	1	-	-	2	1	-	4	937
	Turboprops	3	554	557	-	69	14	140	256	989	-	1,468	2,025
	Unknown	-	21	-	6	22	5	2	5	44	-	84	84
Sub-totals		12	17,169	17,160	99	943	54	175	422	3,033	256	4,982	22,142
Touch & Go Sub-totals		-	1	1	-	54	3	3	59	233	3	355	356
Grand Total		22	31,833	31,722	144	1,115	69	180	1,407	8,812	481	12,208	43,930

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Third Quarter 2012											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	10	13,268	13,278	1	1	-	1	40	4	-	47	13,325
	Regional Jets	-	791	791	-	-	-	-	101	26	-	127	918
Commercial Jet Sub-totals		10	14,059	14,069	1	1	-	1	141	30	-	174	14,243
	Corporate Jets	-	112	112	1	-	-	-	406	1,544	-	1,951	2,063
All Jet Arrivals Sub-totals		10	14,171	14,181	2	1	-	1	547	1,574	-	2,125	16,306
Departures	Commercial Jets	1	13,538	13,539	-	-	-	4	16	6	-	26	13,565
	Regional Jets	-	933	933	-	1	-	-	2	1	-	4	937
Commercial Jet Sub-totals		1	14,471	14,472	-	1	-	4	18	7	-	30	14,502
	Corporate Jets	4	1,989	1,993	-	8	3	13	44	50	-	118	2,111
All Jet Departures Sub-totals		5	16,460	16,465	-	9	3	17	62	57	-	148	16,613
Grand Total		15	30,631	30,646	2	10	3	18	609	1,631	-	2,273	32,919

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

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

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

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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APPENDICES

Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/2/2012 2:31	VOI903		A319	3377	28L	J	Runway Maintenance	Yes
7/5/2012 12:53	EJA635P	EJA635P	C56X	1152	28R	B	Pilot Requested	No
7/5/2012 15:59	FLC58		LJ60	332	28L	B	FAA Flight Check	No
7/6/2012 15:32	N991TW	N991TW	CL60	4504	28L	B	Pilot Refusal	No
7/7/2012 12:58	N525AK	N525AK	VW24	3334	28R	B	Pilot Requested	No
7/7/2012 15:44	N169TD	N169TD	CL60	3341	28L	B	Pilot Requested	No
7/8/2012 15:46	N257K	N257K	EA50	1111	28R	B	ATC Did Not Advise	No
7/8/2012 16:00	N518GH	N518GH	C25B	1130	28R	B	Pilot Requested	No
7/8/2012 22:13	SWA3422		B737	3306	28L	J	Runway/Taxiway Maintenance	Yes
7/10/2012 9:45	FTH80		H25B	3246	28L	B	Pilot Requested	No
7/12/2012 13:51	AWE1538		A321	3342	01L	J	System Error	Yes
7/14/2012 8:19	HAL23		B763	1167	28R	J	System Error	Yes
7/14/2012 8:50	SWA2450		B733	3332	30	J	System Error	Yes
7/15/2012 15:03	N753XJ	N753XJ	C750	4241	28L	B	System Error	Yes
7/16/2012 3:13	JBU6190		A320	4637	28L	J	Runway Maintenance	Yes
7/16/2012 5:38			LJ45	4217	28L	B	Runway Maintenance	Yes
7/16/2012 6:16	SWA1506		B733	3236	30	J	System Error	Yes
7/17/2012 8:47	N2486B	N2486B	EA50	3705	28L	B	Pilot Refusal	No
7/17/2012 11:39	N116K	N116K	C550	4642	28R	B	System Error	Yes
7/18/2012 9:18	SWA1018	N785SW	B737	3371	28R	J	System Error	Yes
7/18/2012 9:30	LN903JP	LN903JP	C510	4235	28R	B	Lifeguard Medical	Yes
7/18/2012 9:41	N700NW	N700NW	H25B	4620	28R	B	System Error	Yes
7/18/2012 13:03	EJA818	N818QS	C560	4533	28L	B	Pilot Requested	No
7/18/2012 19:09	N2486B	N2486B	EA50	4242	28R	B	Pilot Refusal	No
7/19/2012 16:04	N401HB	N401HB	GLF5	1165	28R	B	Audio Not Available	Yes
7/20/2012 8:55	FLC58	N58	LJ60	3612	28L	B	Audio Not Available	No
7/20/2012 13:53	LN903JP	LN903JP	C510	3231	28L	B	Lifeguard Medical	Yes
7/20/2012 15:37			GLF4	3361	28L	B	Pilot Requested	No
7/21/2012 11:08	N828PA	N828PA	EA50	4202	28R	B	Pilot Refusal	No
7/23/2012 2:52	VOI907		A319	453	28L	J	RWY 30 Routine Closure	Yes
7/23/2012 13:59	N615PG	N615PG	E135	6373	28L	R	Pilot Requested	No
7/25/2012 9:41	N828PA	N828PA	EA50	3762	28R	B	Pilot Refusal	No
7/25/2012 14:36	DCM2112		C56X	3316	28L	B	Pilot Requested	No
7/25/2012 22:07	N417GR	N417GR	C510	4261	28R	B	Pilot Requested	No
7/26/2012 12:56	FLC58	N58	LJ60	352	28R	B	FAA Flight Check	No
7/27/2012 8:42	N193SB	N193SB	C56X	1145	28L	B	Pilot Requested	No
7/27/2012 11:35	EJA587	N587QS	C56X	4210	28R	B	Pilot Requested	No
7/28/2012 7:06	SWA2393	N456WN	B737	3363	30	J	System Error	Yes
7/28/2012 22:13	SWA885	N636WN	B733	3304	30	J	System Error	Yes
7/29/2012 12:55	N828PA	N828PA	EA50	3720	28R	B	Pilot Refusal	No
7/30/2012 2:52	VOI907		A319	3243	28L	J	Runway Maintenance	Yes
7/30/2012 18:15	EJA689		C56X	4575	28L	B	Pilot Requested	No
7/31/2012 16:22	LN46MF	LN46MF	LJ35	1723	28R	B	Lifeguard Medical	Yes
7/31/2012 16:42	N828PA	N828PA	EA50	3350	28R	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/1/2012 12:30	N579CE	N579CE	C560	3303	28L	B	System Error	Yes
8/3/2012 8:01	N2486B	N2486B	EA50	6311	28R	B	Pilot Requested	No
8/3/2012 11:33	FIV509	N509CS	C56X	4274	28L	B	Pilot Requested	No
8/3/2012 19:08	SWA1822	N605SW	B733	3353	30	J	System Error	Yes
8/5/2012 11:44	N828PA	N828PA	EA50	3746	28R	B	Pilot Requested	No
8/5/2012 18:57	SWA460	N643SW	B733	3612	30	J	System Error	Yes
8/6/2012 5:22	SWA8501	N700GS	B737	4516	28L	J	Runway Maintenance	Yes
8/6/2012 14:57	N525CP	N525CP	C525	3342	30	B	System Error	Yes
8/6/2012 22:33	N107PT	N775MF	C25B	4574	28R	B	Pilot Requested	No
8/7/2012 15:50	N610JC	N610JC	C550	317	28R	B	Good Effort	Yes
8/7/2012 16:51	N991TW	N991TW	CL60	4210	28L	B	Pilot Refusal	No
8/7/2012 17:52	SWA792	N396SW	B733	3373	28R	J	System Error	Yes
8/7/2012 21:42	N118MT	N118MT	CL60	1717	28L	B	Pilot Requested	No
8/8/2012 10:28	N991LB	N991LB	FA50	3701	28L	B	Runway Maintenance	Yes
8/8/2012 10:35	SWA330	N414WN	B737	3744	28L	J	Runway Maintenance	Yes
8/8/2012 10:38	SWA1814	N220WN	B737	3747	28L	J	Runway Maintenance	Yes
8/8/2012 10:39	SWA1171	N753SW	B737	3224	28L	J	Runway Maintenance	Yes
8/8/2012 10:44	SWA160	N498WN	B737	3754	28L	J	Runway Maintenance	Yes
8/8/2012 10:46	SWA501	N244WN	B737	3750	28L	J	Runway Maintenance	Yes
8/8/2012 10:47	SWA710	N701GS	B737	3310	28L	J	Runway Maintenance	Yes
8/8/2012 11:04	SWA1524	N791SW	B737	1752	28L	J	Runway Maintenance	Yes
8/8/2012 13:32	JAS16		FA7X	4216	30	B	System Error	Yes
8/9/2012 1:53	LN903JP	LN903JP	C510	4231	28R	B	Lifeguard Medical	Yes
8/9/2012 11:54	N438PM	N438PM	H25B	3763	28L	B	ATC Did Not Advise	No
8/9/2012 12:20			LJ35	4612	28R	B	Pilot Requested	No
8/9/2012 14:37	N169TD	N169TD	CL60	4253	28L	B	Pilot Requested	No
8/9/2012 15:24			C560	4514	28R	B	Pilot Requested	No
8/10/2012 19:11	SWA1822	N397SW	B733	3315	30	J	System Error	Yes
8/11/2012 11:52			CL60	1761	28L	B	Not Acceptable	No
8/11/2012 13:57	LN325NW	LN325NW	LJ35	6324	28R	B	Lifeguard Medical	Yes
8/12/2012 13:01	N930MG	N930MG	C680	1200	28R	B	Pilot Requested	No
8/13/2012 3:59	N48KZ	N48KZ	LJ60	3244	28L	B	RWY 30 Routine Closure	Yes
8/13/2012 20:32	N417GR	N417GR	C510	1127	28R	B	Pilot Refusal	No
8/14/2012 8:13	FDX3012	N381FE	DC10	3651	28R	J	System Error	Yes
8/14/2012 18:49	N518GH	N518GH	C25B	3226	28R	B	Pilot Requested	No
8/15/2012 10:07	N191VE	N191VE	C560	3657	28R	B	Pilot Requested	No
8/15/2012 17:13	KFS84		LJ35	3371	28L	B	Lifeguard Medical	Yes
8/16/2012 18:27	SWA16	N653SW	B733	3660	28R	J	System Error	Yes
8/18/2012 11:21	S163	S163	GLF5	3614	28L	B	Pilot Requested	No
8/19/2012 17:22	N518CL	N518CL	CL60	1727	28L	B	Pilot Requested	No
8/21/2012 10:08	LN273LJ	N273LJ	LJ35	6377	28R	B	Lifeguard Medical	Yes
8/22/2012 7:15	SWA775	N215WN	B737	3742	28R	J	System Error	Yes
8/22/2012 10:31	N828PA	N828PA	EA50	3306	28L	B	Pilot Refusal	No
8/24/2012 13:28	N828PA	N828PA	EA50	1130	28R	B	Pilot Refusal	No
8/24/2012 18:47	LN323JK	N323JK	H25B	3372	28R	B	Lifeguard Medical	Yes
8/24/2012 20:33	N417GR	N417GR	C510	3277	28L	B	Pilot Refusal	No
8/25/2012 13:30	N854AK	N854AK	DA40	4575	28R	P	System Error	Yes
8/25/2012 13:38	LN903JP	LN903JP	C510	3355	28L	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/27/2012 9:17	SWA888	N951WN	B737	3345	30	J	System Error	Yes
8/28/2012 8:43	N905WS	N905WS	C680	3347	28R	B	Pilot Requested	No
8/28/2012 9:43	TWY99		CL60	4230	30	B	System Error	Yes
8/28/2012 15:06	N905WS	N905WS	C680	6352	28R	B	Pilot Requested	No
8/29/2012 7:14	AMF202		BE99	4502	28R	T	System Error	Yes
8/30/2012 11:49	LXJ342	N342FX	CL60	4226	28L	B	Pilot Requested	No
8/31/2012 15:45	LN46MF	LN46MF	LJ35	3660	28R	B	Lifeguard Medical	Yes
8/31/2012 16:40	EJA677	N677QS	C56X	6307	28R	B	ATC Did Not Advise	No
9/3/2012 12:01	CGDLI	CGDLI	CL60	3653	28L	B	Pilot Requested	No
9/3/2012 12:50	N991TW	N991TW	CL60	3645	28L	B	Pilot Refusal	No
9/6/2012 15:44	N814SP	N814SP	C525	3654	28R	B	Pilot Requested	No
9/7/2012 14:24	N854AK	N854AK	DA40	1200	28R	P	System Error	Yes
9/7/2012 15:56	KAI51	N737KA	B737	4225	10R	J	System Error	Yes
9/7/2012 17:07			C560	4217	28R	B	System Error	Yes
9/7/2012 19:46	LN325NW	LN325NW	LJ35	3606	28R	B	Lifeguard Medical	Yes
9/8/2012 10:36	N854AK	N854AK	DA40	4256	28R	P	System Error	Yes
9/8/2012 16:22	N417CG	N417CG	EA50	3222	28L	B	Pilot Requested	No
9/10/2012 0:11	N708GP	N708GP	C25A	3224	28L	B	RWY 30 Routine Closure	Yes
9/10/2012 2:19	VOI907		A319	3270	28L	J	RWY 30 Routine Closure	Yes
9/10/2012 5:20	N199FG	N199FG	FA50	3301	28L	B	RWY 30 Routine Closure	Yes
9/11/2012 17:57			C560	4235	28R	B	System Error	Yes
9/12/2012 15:00			FA20	3667	28L	B	Pilot Requested	No
9/13/2012 10:33	N615PG	N615PG	E135	6321	28R	R	System Error	Yes
9/15/2012 14:13	N86SG	N86SG	C550	4551	28R	B	Pilot Requested	No
9/16/2012 11:30	N934RD	N934RD	H25B	3735	28R	B	Pilot Requested	No
9/16/2012 12:32	N57EL	N57EL	GLF4	3663	28L	B	Pilot Requested	No
9/16/2012 13:45	LN490AM	N616DC	BE40	3251	28R	B	Lifeguard Medical	Yes
9/16/2012 19:31	N795XJ	N795XJ	C750	4511	28L	B	Pilot Requested	No
9/17/2012 2:01	VOI907		A319	3261	28L	J	RWY 30 Routine Closure	Yes
9/17/2012 5:05	UPS2943	N322UP	B763	3257	28L	J	RWY 30 Routine Closure	Yes
9/17/2012 13:41	N86SG	N86SG	C550	3620	28L	B	Pilot Requested	No
9/17/2012 18:46	N2508S	N2508S	A306	3220	28R	P	System Error	Yes
9/18/2012 8:34	KFS21		LJ35	3603	28L	B	Pilot Requested	No
9/19/2012 11:38	N681CE		C560	4527	28R	B	Pilot Requested	No
9/20/2012 16:40	N828PA	N828PA	EA50	3734	28L	B	Pilot Refusal	No
9/23/2012 15:14	EJA635	N635QS	C56X	3222	28R	B	Pilot Requested	No
9/23/2012 16:27	N747RL		FA7X	1121	28L	B	Pilot Requested	No
9/23/2012 17:36	EJM7	N667LC	CL60	1745	28R	B	Pilot Requested	No
9/25/2012 15:33	N151KV	N151KV	C56X	1723	28R	B	Pilot Requested	No
9/27/2012 14:39	N417GR	N417GR	C510	4271	28R	B	Pilot Refusal	No
9/28/2012 17:29	N417GR	N417GR	C510	3605	28R	B	Pilot Refusal	No
9/29/2012 14:32	EJA982	N982QS	C750	4201	28L	B	Departure Timing	Yes
9/30/2012 14:38	N828PA	N828PA	EA50	6372	28R	B	Pilot Refusal	No
9/30/2012 14:48	N257K	N257K	EA50	3624	28R	B	Pilot Requested	No
9/30/2012 15:14	N854AK	N854AK	DA40	327	28R	P	System Error	Yes

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Jet Aircraft Landing List for Calendar Quarter

No South East Plan Departures this quarter.

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
7/1/2012 11:27	PAD1	RCH01		HELO	357	Lifeguard Medical
7/2/2012 10:49	PAD1			HELO	1200	Good Effort
7/2/2012 13:32	27R	N224RA	N224RA	CH7	314	Not Acceptable
7/2/2012 15:07	PAD1	OMAHA03	OMAHA03	HELO	350	Law Enforcement
7/2/2012 16:29	PAD1	OMAHA03	OMAHA03	HELO	363	Law Enforcement
7/3/2012 16:56	27R	AMF8278		PA31	1200	Good Effort
7/3/2012 20:49	PAD1	CHP30		HELO	336	Air Traffic Conflict
7/4/2012 20:45	PAD1	N442BN	N442BN	HELO	1200	Good Effort
7/4/2012 22:21	PAD1	SKY7		HELO	1200	Air Traffic Conflict
7/5/2012 20:49	27R	N112HD	N112HD	PA46	334	Not Acceptable
7/6/2012 12:01	33	N553TP	N553TP	P28A	372	Air Traffic Conflict
7/6/2012 12:01	33	N553TP	N553TP	P28A	372	Air Traffic Conflict
7/6/2012 17:04	27R	N37343	N37343	C340	363	Air Traffic Conflict
7/6/2012 17:04	27R	N37343	N37343	C340	363	Air Traffic Conflict
7/7/2012 08:52	27R	N112HD	N112HD	PA46	373	Air Traffic Conflict
7/7/2012 08:52	27R	N112HD	N112HD	PA46	373	Air Traffic Conflict
7/7/2012 11:57	33	N2739G	N2739G	C182	332	System Error
7/7/2012 11:57	33	N2739G	N2739G	C182	332	System Error
7/7/2012 14:37	27R	N2706E	N2706E	SR22	365	Air Traffic Conflict
7/7/2012 14:37	27R	N2706E	N2706E	SR22	365	Air Traffic Conflict
7/8/2012 10:42	PAD1	N442BN	N442BN	HELO	1200	Good Effort
7/8/2012 10:42	PAD1	N442BN	N442BN	HELO	1200	Good Effort
7/8/2012 11:38	27R	N2UY	N2UY	LA4	1200	IFR Training
7/9/2012 19:02	PAD1	N442BN	N442BN	HELO	323	Good Effort
7/9/2012 20:27	27R	N173DB	N173DB	AC90	351	Not Acceptable
7/11/2012 10:37	27R				1200	Good Effort
7/11/2012 12:41	27R	N2100D	N2100D	BE76	314	Good Effort
7/11/2012 15:29	27R	HBHA	HBHA	MO21	370	Good Effort
7/11/2012 20:00	33	SHADO16	SHADO16	EC45	1200	Police/Govt. Activity
7/12/2012 13:14	27R	N850CM	N850CM	BE60	336	Good Effort
7/12/2012 13:42	33	N128MC	N128MC	C310	365	Air Traffic Conflict
7/12/2012 19:02	33				1200	Good Effort
7/15/2012 10:25	PAD1	CGILE	CGILE	HELO	1200	Good Effort
7/16/2012 10:40	PAD1			HELO	1200	Air Traffic Conflict
7/18/2012 10:29	33	IDAHO25	IDAHO25	C206	371	Law Enforcement
7/18/2012 14:53	27R	N43434	N43434	P28A	1200	Air Traffic Conflict
7/19/2012 14:53	27L	N2455R	N2455R	C182	336	Air Traffic Conflict

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
7/19/2012 15:02	PAD1	C6555	C6555	HELO	367	Good Effort
7/19/2012 17:09	27R	N5453J	N5453J	C340	314	Air Traffic Conflict
7/20/2012 16:20	27R	N47952	N47952	PA28	375	Good Effort
7/20/2012 16:38	27R	N82EB	N82EB	PA32	1200	Air Traffic Conflict
7/21/2012 11:02	27R	N27GM	N27GM	VEZ	326	Good Effort
7/21/2012 12:25	27R	N47952	N47952	PA28	332	Good Effort
7/21/2012 16:06	33	N739UL	N739UL	C172	1200	Good Effort
7/21/2012 19:10	PAD1	N442BN	N442BN	HELO	1200	Good Effort
7/21/2012 20:02	PAD1	N442BN	N442BN	HELO	1200	Good Effort
7/21/2012 21:12	PAD1	CHP30		HELO	1200	Law Enforcement
7/22/2012 11:42	27R	N892AM	N892AM	SR22	346	Air Traffic Conflict
7/22/2012 14:28	27L	N6165G	N6165G	C172	334	System Error
7/23/2012 14:00	PAD1	HNTSMN1	N220PD	HELO	343	Police/Govt. Activity
7/23/2012 16:03	PAD1	HNTSMN1	HNTSMN1	HELO	343	Police/Govt. Activity
7/23/2012 18:00	PAD1	HNTSMN1	N220PD	HELO	343	Good Effort
7/23/2012 20:15	PAD1	HNTSMN1	N220PD	HELO	343	Police/Govt. Activity
7/24/2012 18:10	27R	N47952	N47952	PA28	320	Good Effort
7/25/2012 10:30	PAD1	C6516	C6516	HELO	316	System Error
7/27/2012 11:36	27R	N5038C	N5038C	CH7A	351	System Error
7/27/2012 13:51	27R	N21263	N21263	C172	315	Air Traffic Conflict
7/27/2012 14:40	27R	N3724H	N3724H	BE76	346	System Error
7/29/2012 16:00	33	N6605D	N6605D	C172	362	Air Traffic Conflict
7/29/2012 19:53	PAD1			HELO	1200	Not Acceptable
7/30/2012 12:30	27R	N43CE	N43CE	C210	333	Not Acceptable
7/30/2012 14:09	33	N553TP	N553TP	P28A	1200	Good Effort
7/31/2012 10:27	PAD1	N73SF	N73SF	HELO	1200	Not Acceptable
7/31/2012 11:49	27R	N553TP	N553TP	PA28	357	Good Effort
7/31/2012 18:24	27R	N3700Q	N3700Q	P28A	365	System Error
8/1/2012 09:01	33	N358S	N358S	BE35	1200	Not Acceptable
8/2/2012 13:22	27L	N210MT	N210MT	C210	376	Air Traffic Conflict
8/2/2012 15:07	27R	FLNT760	FLNT760	C206	1200	Air Traffic Conflict
8/3/2012 12:03	27L	N5038C	N5038C	CH10	321	System Error
8/3/2012 17:58	27R	N747JS	N747JS	PA28	1200	Air Traffic Conflict
8/5/2012 16:32	27R	N532TM	N532TM	BE55	1200	Not Acceptable
8/6/2012 19:50	27R				1200	Air Traffic Conflict
8/6/2012 22:43	PAD1	CHPR5	CHPR5	HELO	1200	Law Enforcement
8/7/2012 09:12	PAD1	FW058	FW058	HELO	326	Not Acceptable
8/8/2012 11:12	33	N5038C	N5038C	CH7	322	Air Traffic Conflict
8/8/2012 14:32	27R	N1109X	N1109X	PA28	1200	Good Effort
8/8/2012 16:24	PAD1	CHPR2	CHPR2	HELO	370	Good Effort
8/8/2012 16:50	PAD1	N442BN	N442BN	HELO	1200	Good Effort
8/9/2012 08:30	PAD1	N442BN	N442BN	HELO	376	Good Effort
8/9/2012 17:40	27R	N6451A	N6451A	PA38	313	Air Traffic Conflict
8/9/2012 18:26	27R	N74KS	N3128K	BE30	353	IFR Training
8/10/2012 15:03	27L	N5038C	N5038C	CH7	336	Air Traffic Conflict
8/11/2012 11:24	27R	N845CD	N845CD	SR22	350	Air Traffic Conflict

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
8/11/2012 11:29	PAD1	N118YL	N118YL	HELO	1200	Air Traffic Conflict
8/11/2012 11:36	33	N2739G	N2739G	C182	321	Good Effort
8/11/2012 11:42	27R	N9284M	N9284M	PA28	362	Good Effort
8/11/2012 12:15	27R	N757JD	N757JD	C152	325	Air Traffic Conflict
8/11/2012 14:35	33	N43434	N43434	P28A	1200	Not Acceptable
8/11/2012 19:30	PAD1	N442BN	N442BN	HELO	1200	Good Effort
8/12/2012 11:20	33	N2739G	N2739G	C182	314	Good Effort
8/12/2012 16:08	27R	N842LP	N842LP	C172	1200	Not Acceptable
8/12/2012 17:29	27R	N8697E	N8697E	PA28	346	Not Acceptable
8/14/2012 10:21	27R	C6555	C6555	S65C	1200	Good Effort
8/14/2012 17:58	33	N231NH	N231NH	M20P	1200	Air Traffic Conflict
8/15/2012 21:11	PAD1	EAGLE6	EAGLE6	HELO	322	Law Enforcement
8/16/2012 09:21	33	N358S	N358S	BE35	1200	Not Acceptable
8/16/2012 12:02	27R	N21263	N21263	C172	340	Good Effort
8/16/2012 12:24	27R	N210MT	N210MT	C210	364	Air Traffic Conflict
8/16/2012 13:15	27R	N27WY	N27WY	HUSK	355	Air Traffic Conflict
8/18/2012 12:09	33	N6605D	N6605D	C172	336	Good Effort
8/19/2012 06:47	PAD1	N324V	N324V	HELO	1200	Not Acceptable
8/19/2012 08:20	PAD1	N324V	N324V	HELO	325	Not Acceptable
8/19/2012 11:19	PAD1	N324V	N324V	HELO	1200	Good Effort
8/19/2012 12:13	33	N4910A	N4910A	C185	340	Good Effort
8/19/2012 14:36	27R	N444PF	N444PF	CH7A	1200	Good Effort
8/19/2012 15:05	27R	N747JS	N747JS	P28R	360	Air Traffic Conflict
8/21/2012 16:57	27R	N6085U	N6085U	PA46	1200	Air Traffic Conflict
8/21/2012 18:00	27L	N5969F	N5969F	C210	1200	Air Traffic Conflict
8/22/2012 15:46	PAD1	N547SA	N547SA	HELO	376	Not Acceptable
8/22/2012 16:02	PAD1	N549SA	N549SA	HELO	327	Air Traffic Conflict
8/23/2012 11:33	PAD1	N547SA	N547SA	HELO	365	Not Acceptable
8/23/2012 11:41	PAD1	N549SA	N549SA	HELO	1200	Not Acceptable
8/23/2012 13:40	PAD1	N549SA	N549SA	HELO	1200	Air Traffic Conflict
8/23/2012 14:34	PAD1	N422SF	N422SF	HELO	1200	Good Effort
8/24/2012 10:28	27R	N547SA	N547SA	2HEL	345	Not Acceptable
8/24/2012 13:39	PAD1	N547SA	N547SA	HELO	350	Air Traffic Conflict
8/24/2012 14:16	PAD1	N551LA	N551LA	HELO	1200	Air Traffic Conflict
8/24/2012 14:31	PAD1	N422SF	N422SF	HELO	1200	Not Acceptable
8/24/2012 15:23	27L	N4399E	N4399E	PA34	343	Not Acceptable
8/24/2012 17:11	PAD1	N3SF	N73SF	HELO	353	Air Traffic Conflict
8/25/2012 11:10	PAD1	N549SA	N549SA	HELO	1200	Not Acceptable
8/25/2012 13:16	PAD1	N422SF	N422SF	HELO	334	Air Traffic Conflict
8/25/2012 13:39	PAD1	N547SA	N547SA	HELO	1200	Air Traffic Conflict
8/25/2012 13:44	PAD1	N551LA	N551LA	HELO	1200	Air Traffic Conflict
8/25/2012 16:19	27R	N20485	N20485	C152	321	Good Effort
8/25/2012 17:14	PAD1	N442BN	N442BN	HELO	1200	Good Effort
8/26/2012 08:52	PAD1	N547SA	N547SA	HELO	1200	Not Acceptable
8/26/2012 08:55	33				1200	Not Acceptable
8/26/2012 10:50	PAD1	N551LA	N551LA	HELO	1200	Air Traffic Conflict

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
8/26/2012 11:30	PAD1	N422SF	N422SF	HELO	374	Good Effort
8/26/2012 13:40	PAD1	N73SF	N73SF	HELO	1200	Good Effort
8/27/2012 16:43	PAD1	N551LA	N551LA	HELO	1200	Air Traffic Conflict
8/27/2012 17:09	27R	N5969F	N5969F	C210	1200	Air Traffic Conflict
8/28/2012 09:54	PAD1	SKY7		HELO	1200	Good Effort
8/28/2012 10:27	27R	N16196	N16196	C172	344	Good Effort
8/28/2012 12:43	PAD1	N551LA	N551LA	HELO	355	Good Effort
8/28/2012 17:08	PAD1	N442BN	N442BN	HELO	333	Not Acceptable
8/28/2012 17:23	27R	N2931E	N2931E	C172	1200	Not Acceptable
8/29/2012 08:38	27R	N6344L	N6344L	AA1	327	Air Traffic Conflict
8/29/2012 11:15	27R	N172WA	N172WA	C172	354	Good Effort
8/29/2012 12:48	PAD1	NN551LA	NN551LA	HELO	1200	Air Traffic Conflict
8/29/2012 16:30	PAD1	N5BH	N5BH	HELO	356	Good Effort
8/29/2012 19:24	27R	N328TA	N328TA	C172	1200	IFR Training
8/29/2012 20:25	27R				1200	Good Effort
8/30/2012 13:49	PAD1	CHP32		HELO	1200	Law Enforcement
8/30/2012 15:29	27R	N414W	N414W	C414	357	Good Effort
8/30/2012 16:28	PAD1	N551LA	N551LA	HELO	1200	Air Traffic Conflict
8/30/2012 17:43	PAD1	ARGUS2	ARGUS2	HELO	315	System Error
8/31/2012 13:51	PAD1	N551LA	N551LA	HELO	1200	Not Acceptable
8/31/2012 15:46	PAD1			HELO	1200	Not Acceptable
8/31/2012 16:49	27R	N25NX	N25NX	PC12	364	Air Traffic Conflict
9/1/2012 09:35	33	N54092	N54092	PA23	1200	Not Acceptable
9/1/2012 13:36	PAD1	N551LA	N551LA	HELO	1200	Not Acceptable
9/2/2012 12:04	PAD1	N551LA	N551LA	HELO	1200	Good Effort
9/2/2012 13:40	33	N4NV	N4NV	C177	316	Air Traffic Conflict
9/3/2012 12:03	27R	N888YW	N888YW	DA40	371	Air Traffic Conflict
9/3/2012 12:19	27R	N888YW	N888YW	DA40	371	Air Traffic Conflict
9/3/2012 14:39	27L	N5038C	N4902L	CH10	335	Air Traffic Conflict
9/3/2012 17:12	33	N654TC	N654TC	C182	367	Air Traffic Conflict
9/4/2012 14:39	27R	N784SP	N784SP	C172	1200	Air Traffic Conflict
9/4/2012 16:05	27R	N515PR	N515PR	C206	326	Not Acceptable
9/5/2012 11:41	33	N6344L	N6344L	AA5	341	Air Traffic Conflict
9/5/2012 21:16	27R	N450AP	N450AP	SR22	316	System Error
9/6/2012 13:22	PAD1	ARG1		HELO	1200	Good Effort
9/7/2012 12:36	PAD1	N73SF	N73SF	HELO	1200	Good Effort
9/7/2012 16:11	27R	N43434	N43434	PA28	370	System Error
9/8/2012 12:58	27R	N737PZ	N737PZ	C172	351	Good Effort
9/8/2012 13:08	27L	N201VU	N201VU	M20	1200	Air Traffic Conflict
9/9/2012 16:39	27R	N328TA	N328TA	C172	1200	Air Traffic Conflict
9/9/2012 16:46	27R	N21263	N21263	C172	356	Air Traffic Conflict
9/9/2012 16:54	27R	N717BC	N717BC	LEG2	353	Good Effort
9/9/2012 19:51	PAD1	N90H	N590H	HELO	352	Air Traffic Conflict
9/10/2012 15:19	27R	N21263	N21263	C172	325	Air Traffic Conflict
9/10/2012 17:00	PAD1	N442BN	N442BN	HELO	325	Good Effort
9/10/2012 17:31	PAD1	N442BN	N442BN	HELO	340	Good Effort

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
9/10/2012 17:41	33	N43434	N43434	P28A	350	Air Traffic Conflict
9/10/2012 17:43	33	N8312H	N8312H	P28A	341	Good Effort
9/10/2012 18:04	PAD1	N442BN	N442BN	HELO	1200	Good Effort
9/10/2012 18:41	27R				1200	Good Effort
9/11/2012 10:49	27L	CHP31		C206	371	Law Enforcement
9/12/2012 16:38	27R	N328TA	N328TA	C172	352	Air Traffic Conflict
9/12/2012 18:12	PAD1	N442BN	N442BN	HELO	1200	Air Traffic Conflict
9/13/2012 13:23	33	N81024	N81024	P28A	335	Air Traffic Conflict
9/14/2012 15:01	PAD1	N442BN	N442BN	HELO	1200	Good Effort
9/14/2012 17:40	PAD1	N442BN	N442BN	HELO	354	Good Effort
9/14/2012 17:44	33	N5387G	N5387G	COUR	357	Not Acceptable
9/15/2012 10:55	27R	N553TP	N553TP	P28A	1200	Air Traffic Conflict
9/15/2012 13:21	27R	N737PZ	N737PZ	C172	366	Air Traffic Conflict
9/15/2012 15:06	PAD1	N442BN	N442BN	HELO	1200	Good Effort
9/15/2012 15:09	27R	N747JC	N747JC	PA28	351	Air Traffic Conflict
9/15/2012 15:35	27R	N8704T	N8704T	PA28	323	Air Traffic Conflict
9/15/2012 17:23	27R	N21263	N21263	C172	1200	Air Traffic Conflict
9/16/2012 11:27	27R	N537G	N5387G	COUR	350	Air Traffic Conflict
9/16/2012 14:10	27R	N14008	N14008	C172	344	Air Traffic Conflict
9/16/2012 15:19	27R	N5387G	N5387G	COUR	346	Air Traffic Conflict
9/16/2012 15:58	27R	N49SK	N49SK	BE20	322	Not Acceptable
9/16/2012 17:09	27R	N717BC	N717BC	LANC	372	System Error
9/16/2012 18:45	27R	N424PS	N424PS	C182	1200	Good Effort
9/17/2012 09:06	27R	N5387G	N5387G	COUR	1200	IFR Training
9/17/2012 15:56	27R	N43434	N43434	P28A	362	Air Traffic Conflict
9/17/2012 16:41	PAD1	CHPPR2	CHPPR2	HELO	1200	Air Traffic Conflict
9/18/2012 16:50	27R	N201KC	N201KC	MO20	337	Not Acceptable
9/18/2012 16:57	PAD1	ARG	ARG	HELO	1200	Good Effort
9/18/2012 17:08	33	N335D	N335D	BE60	360	Air Traffic Conflict
9/18/2012 17:59	27R	N553TP	N553TP	P28A	356	System Error
9/19/2012 16:26	33	N335D	N335D	C172	1200	Air Traffic Conflict
9/20/2012 19:39	27R	N345BS	N345BS	SR22	323	Air Traffic Conflict
9/21/2012 15:27	33	N2398G	N2398G		333	Good Effort
9/21/2012 16:14	PAD1	N73SF	N73SF	HELO	345	Good Effort
9/21/2012 16:41	PAD1	N442BN	N442BN	HELO	1200	Good Effort
9/22/2012 12:18	27R	N67849	N67849	C152	360	Good Effort
9/22/2012 14:33	27R	N6025F	N6025F	C172	337	Air Traffic Conflict
9/22/2012 15:13	PAD1	CHP32		HELO	1200	Air Traffic Conflict
9/22/2012 18:59	27R	N37343	N37343	C340	355	Good Effort
9/23/2012 12:56	33	N6344L	N6344L	AA5	331	Not Acceptable
9/23/2012 16:54	33	N6665V	N6665V	BL17	316	Air Traffic Conflict
9/23/2012 17:20	33	N424PS	N424PS	C172	1200	Air Traffic Conflict
9/23/2012 17:31	33	N4168F	N4168F	C172	343	Good Effort
9/24/2012 07:51	PAD1	N73SF	N73SF	HELO	1200	Good Effort
9/25/2012 13:00	PAD1	N73SF	N73SF	HELO	1200	Good Effort
9/25/2012 13:10	PAD1	N4218K	N4218K	HELO	330	Air Traffic Conflict

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
9/25/2012 16:03	PAD1	N4218K	N4218K	HELO	1200	Air Traffic Conflict
9/26/2012 10:11	33	N358S	N358S	BE35	1200	IFR Training
9/26/2012 15:01	33	N5038C	N5038C	CH10	334	Air Traffic Conflict
9/26/2012 18:18	33	N5059K	N5059K	CH10	333	Good Effort
9/28/2012 18:44	33	N88HQ	N88HQ	C182	321	Air Traffic Conflict
9/29/2012 13:21	PAD1	N2398G	N2398G	HELO	1200	Good Effort
9/29/2012 15:09	27L	N717BC	N717BC	C172	343	Air Traffic Conflict
9/29/2012 21:04	PAD1	LNSTFD1	N145SU	HELO	342	Lifeguard Medical
9/30/2012 11:22	33	N43434	N43434	P28A	370	Good Effort
9/30/2012 12:34	27R	N81034	N81034	P28A	361	Good Effort
9/30/2012 16:10	27R	N21263	N21263	C172	352	System Error
9/30/2012 17:43	27R	N43434	N43434	PA28	334	System Error

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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
7/2/2012 02:04	MMY1		BE9L	4554	27R	Not Acceptable
7/2/2012 02:31	VOI903		A319	3377	27L	Runway Maintenance
7/3/2012 01:42	AMF272		SW4	3347	27L	Good Effort
7/3/2012 22:21	AMF229		SW4	3243	09R	Good Effort
7/4/2012 22:21	SKY7		HELO	1200	PAD1	Good Effort
7/7/2012 22:52	N21263	N21263	C172	5702	27R	Good Effort
7/8/2012 22:13	SWA3422		B737	3306	27L	Runway/Taxiway Maintenance
7/9/2012 05:25	SRY650		E120	3312	09R	Good Effort
7/10/2012 02:04	MMY2		BE9L	4276	09R	Not Acceptable
7/10/2012 03:04	AMF288		SW4	3256	09R	Good Effort
7/10/2012 05:58	N201VU	N201VU	M20P	3254	27R	Time Buffer
7/13/2012 01:40	AMF272		SW4	3266	09R	Runway 09R Drift East
7/15/2012 01:20	N3282D	N3282D	C180	4630	33	Weather/Wind Conditions
7/15/2012 23:09	N425DD	N425DD	C425	4576	27R	Not Acceptable
7/16/2012 00:13	N741SS	N741SS	PC12	4210	27R	Not Acceptable
7/16/2012 03:13	JBU6190		A320	4637	27L	Runway Maintenance
7/16/2012 05:38			LJ45	4217	27L	Runway Maintenance
7/16/2012 05:43	MRA687		C208	4201	33	Weather/Wind Conditions
7/17/2012 04:23	AMF208		BE99	3377	09R	ATC Instructions
7/18/2012 02:44	AMF288		SW4	3271	09R	Good Effort
7/19/2012 02:28	MMY1		BE9L	4566	27R	Good Effort
7/20/2012 04:30	AMF208	N388AV	BE99	3315	09R	Good Effort
7/20/2012 22:51	AMF229		SW4	3377	09R	Runway 09R Drift East
7/23/2012 02:52	VOI907		A319	453	27L	Routine Maintenance on Runway 29
7/23/2012 05:52	MRA687	N4662B	C208	4213	27R	Time Buffer
7/25/2012 22:07	N417GR	N417GR	C510	4261	27R	Time Buffer

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	Comments
7/27/2012 22:20	N11SN	N11SN	BE9L	3376	27R	Not Acceptable
7/27/2012 23:00	AMF229		BE99	3257	27R	Weather/Wind Conditions
7/30/2012 02:52	VOI907		A319	3243	27L	Runway Maintenance
7/30/2012 04:25	AMF259		BE99	3244	09R	Not Acceptable
7/30/2012 23:27	N395AM	N395AM	BE20	4502	27R	Good Effort
8/1/2012 22:11	N30417	N30417	TRIN	4554	27R	Not Acceptable
8/5/2012 00:23	N44996	N44996	P28A	4240	09L	System Error
8/5/2012 05:41	LN99KF	LN99KF	PAY2	4217	27R	Lifeguard Medical
8/5/2012 22:36	JLG695		BE9L	3731	33	Not Acceptable
8/6/2012 05:22	SWA8501	N700GS	B737	4516	27L	Runway Maintenance
8/6/2012 05:55	MRA687	N4662B	C208	4510	33	Not Acceptable
8/6/2012 22:43	CHPR5	CHPR5	HELO	1200	PAD1	Law Enforcement
8/7/2012 05:55	LN22WF	LN22WF	PAY2	4253	27R	Lifeguard Medical
8/7/2012 22:21	AMF229		SW4	3363	27R	Weather/Wind Conditions
8/7/2012 22:41	N20485	N20485	C172	4523	27R	Not Acceptable
8/9/2012 01:53	LN903JP	LN903JP	C510	4231	27R	Lifeguard Medical
8/10/2012 22:41	JLG695		BE9L	4225	27R	Not Acceptable
8/11/2012 05:58	N4905C	N4905C	C210	4262	27R	310 Heading
8/12/2012 03:09	N33MS	N33MS	PAY2	3313	09L	ATC Instructions
8/13/2012 00:02	N62TV	N62TV	HELO	3314	PAD1	Not Acceptable
8/13/2012 03:59	N48KZ	N48KZ	LJ60	3244	27L	Routine Maintenance on Runway 29
8/13/2012 22:09	N8697E	N8697E	PA28	4535	27R	Time Buffer
8/16/2012 00:14	N550XJ	N550XJ	CL30	3333	09R	Good Effort
8/20/2012 04:19	LYC405	N405LC	C130	3202	27L	Routine Maintenance on Runway 29
8/20/2012 05:07	KAI65	N737KA	B737	3212	09R	Routine Maintenance on Runway 29
8/20/2012 05:11	N150HM	N150HM	G150	3211	09R	Routine Maintenance on Runway 29
8/20/2012 05:44	MRA687	N4662B	C208	4261	27L	Good Effort
8/21/2012 22:35	N156MG	N156MG	BE9L	4560	27R	Audio Not Available
8/22/2012 05:59	PCM8709	N713FX	C208	4263	27R	Weather/Wind Conditions
8/22/2012 22:45			PAY2	3265	27R	Not Acceptable
8/22/2012 22:51			PAY2	3217	27R	Weather/Wind Conditions
8/23/2012 05:25	SKW5514	N3599H	CRJ2	3254	33	Not Acceptable
8/24/2012 05:25	N366SL	N366SL	B350	3214	27R	Not Acceptable
8/27/2012 04:46	AMF1391		SW4	4231	09R	Not Acceptable
8/27/2012 05:05	BJS336	N336FX	CL60	3253	09R	Not Acceptable
8/28/2012 04:38	N150HM	N150HM	G150	3354	09R	Not Acceptable
8/28/2012 22:11	N5216N	N5216N	C172	4556	27R	Good Effort
8/29/2012 22:45			PROP	3277	27R	System Error
8/30/2012 04:43			PAY2	3344	09R	Not Acceptable
8/31/2012 00:54			PAY2	3312	09R	System Error
8/31/2012 22:18	AMF4277		PA31	4274	27R	Weather/Wind Conditions
9/3/2012 04:32	N131TR	N131TR	LJ60	3374	09R	ATC Instructions
9/3/2012 04:49	USC144		LJ35	3373	09L	ATC Instructions
9/4/2012 04:34	N431GW	N431GW	PAY2	3347	09L	Not Acceptable
9/4/2012 04:55	N6994V	N6994V	MO21	4232	27R	Good Effort
9/4/2012 22:04	N395AM	N395AM	BE20	4240	33	Time Buffer

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	Comments
9/6/2012 01:04				1200	09L	Good Effort
9/8/2012 01:35	LN748CA	N748CA	C421	3262	27R	Lifeguard Medical
9/9/2012 22:40	N6867L	N6867L	C421	3243	27R	Not Acceptable
9/10/2012 00:11	N708GP	N708GP	C25A	3224	27L	Routine Maintenance on Runway 29
9/10/2012 00:42			PAY2	3321	27R	Weather/Wind Conditions
9/10/2012 02:19	VOI907		A319	3270	27L	Routine Maintenance on Runway 29
9/10/2012 05:20	N199FG	N199FG	FA50	3301	27L	Routine Maintenance on Runway 29
9/10/2012 22:18	AMF229		SW4	1110	27R	Weather/Wind Conditions
9/10/2012 22:45	N748LB	N748LB	BE20	3262	27R	Wide Salad
9/10/2012 22:47	N428T	N428T	SR22	4537	27R	Wide Salad
9/12/2012 05:48	SRY653		E120	3345	27R	Wide Salad
9/12/2012 22:45	N227JT	N227JT	SW3	1140	27R	310 Heading
9/13/2012 05:46	N525NG	N525NG	C25A	3343	33	Good Effort
9/14/2012 22:12	N1068K	N1068K	BE9L	4222	27R	VFR Departure
9/15/2012 01:57			PAY2	3333	09L	System Error
9/15/2012 23:37	GDG800		LJ35	3233	09R	Not Acceptable
9/16/2012 05:22	N700DQ	N700DQ	TBM7	3340	27R	Good Effort
9/17/2012 02:01	VOI907		A319	3261	27L	Routine Maintenance on Runway 29
9/17/2012 05:05	UPS2943	N322UP	B763	3257	27L	Routine Maintenance on Runway 29
9/17/2012 22:22	AMF229		BE99	3316	27R	Weather/Wind Conditions
9/21/2012 02:43	AMF288		SW3	3312	09R	Good Effort
9/21/2012 22:28	N943RB	N943RB	P46T	4535	27R	Good Effort
9/22/2012 22:37	N843BC	N843BC	BE20	3304	27R	310 Heading
9/23/2012 00:42			PAY2	3201	09L	Good Effort
9/24/2012 03:58	AMF259	N20FW	BE99	3377	09R	Good Effort
9/24/2012 04:53	AMF1391		SW4	4213	09R	Good Effort
9/24/2012 05:43	MRA687	N1116N	C208	4225	27R	Weather/Wind Conditions
9/24/2012 22:22	AMF229		SW4	1771	27R	Weather/Wind Conditions
9/26/2012 02:39	AMF288		SW4	3316	09R	Good Effort
9/27/2012 02:33	AMF288		SW4	3226	09R	Good Effort
9/28/2012 22:22	AMF238		PA31	4555	27R	Wide Salad
9/28/2012 22:48	N471SS	N471SS	PC12	4233	27R	Wide Salad

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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
7/2/2012 02:05	4	83.5	86.9	11	MMY1		BE9L	27R
7/2/2012 02:05	8	81.5	86.6	10	MMY1		BE9L	27R
7/2/2012 02:05	3	71.6	80.2	15	MMY1		BE9L	27R
7/2/2012 02:31	4	85.6	93.7	24	VOI903		A319	27L
7/2/2012 02:31	5	89.3	96.2	25	VOI903		A319	27L
7/2/2012 02:31	6	85.5	93.4	22	VOI903		A319	27L
7/2/2012 02:32	8	71.5	80.6	13	VOI903		A319	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/2/2012 02:32	7	77.6	87.7	29	VOI903		A319	27L
7/2/2012 22:22	8	76.1	82.5	11	AMF229		BE99	27R
7/3/2012 02:41	9	76.5	82.7	9	MMY1		BE9L	09L
7/3/2012 02:41	12	75.9	81.7	16	MMY1		BE9L	09L
7/3/2012 02:42	2	78.2	84.3	15	MMY1		BE9L	09L
7/8/2012 02:02	12	73.4	80.1	11	MMY1		BE9L	09R
7/8/2012 02:02	2	77.6	83.4	12	MMY1		BE9L	09R
7/8/2012 22:13	4	84.2	92.6	30	SWA3422		B737	27L
7/8/2012 22:13	5	83.8	92.7	29	SWA3422		B737	27L
7/8/2012 22:13	6	81.1	90.7	29	SWA3422		B737	27L
7/8/2012 22:14	8	70	81.2	27	SWA3422		B737	27L
7/8/2012 22:14	7	77.5	86.4	23	SWA3422		B737	27L
7/9/2012 01:58	4	81.3	85.8	13	MMY1		BE9L	27R
7/9/2012 01:59	8	77.1	81.9	6	MMY1		BE9L	27R
7/9/2012 01:59	3	76.9	81.2	8	MMY1		BE9L	27R
7/10/2012 02:04	9	79.4	84.6	10	MMY2		BE9L	09R
7/10/2012 02:04	12	73.2	81	21	MMY2		BE9L	09R
7/10/2012 22:56	5	72.9	81.3	12	N106RM	N106RM	C182	27R
7/13/2012 00:40	9	78.7	86.8	19	BJS529		CL30	09R
7/13/2012 00:40	10	73.3	82.8	23	BJS529		CL30	09R
7/13/2012 01:40	9	74.2	81.2	10	AMF272		SW4	09R
7/13/2012 23:17	4	73.8	80.1	10	N90500	N90500	AEST	27R
7/15/2012 01:20	8	79.4	88.5	31	N3282D	N3282D	C180	33
7/15/2012 01:21	3	77	86.9	25	N3282D	N3282D	C180	33
7/15/2012 23:09	4	82.8	85.3	13	N425DD	N425DD	C425	27R
7/16/2012 00:13	4	78	81.8	11	N741SS	N741SS	PC12	27R
7/16/2012 03:13	4	83.4	92.1	26	JBU6190		A320	27L
7/16/2012 03:13	5	86.6	93.9	24	JBU6190		A320	27L
7/16/2012 03:13	6	82.3	91.4	24	JBU6190		A320	27L
7/16/2012 03:13	8	70.6	81.2	22	JBU6190		A320	27L
7/16/2012 03:13	7	79	87.3	28	JBU6190		A320	27L
7/16/2012 05:38	4	72	80.8	16			LJ45	27L
7/16/2012 05:38	5	75.2	82.3	13			LJ45	27L
7/16/2012 05:38	6	73.3	81.2	11			LJ45	27L
7/18/2012 02:31	12	73.1	80	14	MMY1		BE9L	09R
7/18/2012 02:31	2	75.8	82.5	14	MMY1		BE9L	09R
7/19/2012 02:28	4	84.2	87.6	12	MMY1		BE9L	27R
7/19/2012 02:28	5	75.8	81.4	8	MMY1		BE9L	27R
7/19/2012 02:29	8	78.2	84.8	13	MMY1		BE9L	27R
7/19/2012 02:29	3	74.1	81.3	12	MMY1		BE9L	27R
7/20/2012 22:51	9	75.6	81.6	11	AMF229		SW4	09R
7/22/2012 23:14	4	74.9	80.4	8	L22WF	L22WF	PAY2	27R
7/22/2012 23:14	3	75.4	80.8	8	L22WF	L22WF	PAY2	27R
7/23/2012 02:52	4	83.3	91.8	24	VOI907		A319	27L
7/23/2012 02:52	5	85.8	93.7	26	VOI907		A319	27L
7/23/2012 02:52	6	79.9	89.7	23	VOI907		A319	27L
7/23/2012 02:52	8	71.7	81.2	18	VOI907		A319	27L
7/23/2012 02:52	7	72.9	82.3	19	VOI907		A319	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/23/2012 22:37	4	81.3	86	11	AMF229		BE99	27R
7/24/2012 22:26	4	76.4	81.8	10	AMF229		BE99	27R
7/25/2012 22:07	4	75.5	84.1	24	N417GR	N417GR	C510	27R
7/25/2012 22:07	5	71.8	82.1	24	N417GR	N417GR	C510	27R
7/25/2012 22:08	6	75.5	84.5	18	N417GR	N417GR	C510	27R
7/25/2012 22:08	7	71.7	80.8	20	N417GR	N417GR	C510	27R
7/26/2012 05:50	4	75.2	80	10	N125BP	N125BP	PC12	27R
7/30/2012 00:34	4	81.8	86.3	10	N7294N	N7294N	C210	27R
7/30/2012 00:34	8	77.3	83.7	8	N7294N	N7294N	C210	27R
7/30/2012 00:35	3	74.8	80.3	10	N7294N	N7294N	C210	27R
7/30/2012 02:52	4	82.7	91.2	24	VOI907		A319	27L
7/30/2012 02:52	5	87.8	94.7	22	VOI907		A319	27L
7/30/2012 02:52	6	81.5	90.1	23	VOI907		A319	27L
7/30/2012 02:52	7	70.5	80.5	18	VOI907		A319	27L
7/30/2012 04:26	9	74.2	80.4	9	AMF259		BE99	09R
8/6/2012 05:22	4	82	90	27	SWA8501	N700GS	B737	27L
8/6/2012 05:22	5	81.8	90.7	26	SWA8501	N700GS	B737	27L
8/6/2012 05:22	6	81.1	90.1	25	SWA8501	N700GS	B737	27L
8/6/2012 05:22	8	71.1	81.9	21	SWA8501	N700GS	B737	27L
8/6/2012 05:22	7	75.2	85.8	25	SWA8501	N700GS	B737	27L
8/7/2012 02:45	5	70.3	80.5	24	AMF288		SW4	09R
8/7/2012 05:55	4	80.1	83.8	12	LN22WF	LN22WF	PAY2	27R
8/7/2012 22:41	4	78.4	87.3	36	N20485	N20485	C172	27R
8/7/2012 22:41	5	70.5	80.2	26	N20485	N20485	C172	27R
8/7/2012 22:42	8	73.4	84.6	33	N20485	N20485	C172	27R
8/7/2012 22:43	3	70.9	80.3	22	N20485	N20485	C172	27R
8/8/2012 02:38	4	83.8	87.4	14	AMF2125		PA31	27R
8/8/2012 02:38	8	81.4	87	11	AMF2125		PA31	27R
8/8/2012 02:39	3	74.8	80.9	13	AMF2125		PA31	27R
8/8/2012 04:15	4	76.9	81.8	11	AMF208		BE99	27R
8/8/2012 05:59	5	73.1	83	30	UPS2945	N258UP	MD11	09R
8/8/2012 05:59	4	71.8	80	22	UPS2945	N258UP	MD11	09R
8/8/2012 05:59	6	73.7	84	26	UPS2945	N258UP	MD11	09R
8/8/2012 05:59	7	68.6	81.7	34	UPS2945	N258UP	MD11	09R
8/8/2012 22:05	4	76.5	81.8	13	N6753H	N6753H	BE35	27R
8/8/2012 22:05	8	78.4	84.7	18	N6753H	N6753H	BE35	27R
8/8/2012 22:05	7	79.1	83.5	14	N6753H	N6753H	BE35	27R
8/9/2012 01:53	4	81.5	87.6	17	LN903JP	LN903JP	C510	27R
8/9/2012 01:53	5	71	80.7	14	LN903JP	LN903JP	C510	27R
8/10/2012 04:37	4	81.9	87.1	15	AMF208		PA31	27R
8/10/2012 04:37	8	79.3	85	10	AMF208		PA31	27R
8/10/2012 22:41	4	77.9	83.1	12	JLG695		BE9L	27R
8/10/2012 22:41	8	73.7	82.5	18	JLG695		BE9L	27R
8/11/2012 05:58	8	75.6	82.6	11	N4905C	N4905C	C210	27R
8/12/2012 03:09	9	80.7	84.7	9	N33MS	N33MS	PAY2	09L
8/12/2012 23:24	4	76.6	83.9	19	N6562C	N6562C	C414	27R
8/12/2012 23:25	8	75.9	82.9	12	N6562C	N6562C	C414	27R
8/13/2012 03:59	4	78.2	85	20	N48KZ	N48KZ	LJ60	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
8/13/2012 03:59	5	82.6	89.4	17	N48KZ	N48KZ	LJ60	27L
8/13/2012 03:59	6	79.4	86.8	15	N48KZ	N48KZ	LJ60	27L
8/13/2012 22:10	4	74.9	83.8	26	N8697E	N8697E	PA28	27R
8/13/2012 22:10	8	70.4	81.4	19	N8697E	N8697E	PA28	27R
8/13/2012 22:32	5	74.1	81.7	13	N156DF	N156DF	LTSP	27R
8/13/2012 22:52	4	76.2	83.9	19	REH50		C421	27R
8/13/2012 22:52	5	72.2	80.5	17	REH50		C421	27R
8/14/2012 22:53	4	74.1	80.1	11	N227JT	N227JT	SW3	27R
8/16/2012 00:15	9	80	87.6	19	N550XJ	N550XJ	CL30	09R
8/16/2012 00:15	10	73.6	82.9	25	N550XJ	N550XJ	CL30	09R
8/16/2012 00:15	11	73.6	82.7	15	N550XJ	N550XJ	CL30	09R
8/16/2012 22:33	4	75.8	81.6	11	AMF229		SW4	27R
8/17/2012 04:26	4	79.5	84.8	12	AMF208		BE99	27R
8/19/2012 23:28	4	76.9	84.2	20	N555M	N555M	BE35	27R
8/19/2012 23:28	8	71.7	80.4	13	N555M	N555M	BE35	27R
8/20/2012 04:20	4	80.7	88.6	17	LYC405	N405LC	C130	27L
8/20/2012 04:20	5	96.9	99.8	24	LYC405	N405LC	C130	27L
8/20/2012 04:20	6	93.4	97.9	22	LYC405	N405LC	C130	27L
8/20/2012 04:20	7	88.9	94.2	20	LYC405	N405LC	C130	27L
8/20/2012 05:07	10	72.9	82.9	32	KAI65	N737KA	B737	09R
8/20/2012 05:07	9	75.4	87.2	29	KAI65	N737KA	B737	09R
8/20/2012 05:07	12	75.4	86.3	32	KAI65	N737KA	B737	09R
8/20/2012 05:12	9	79.4	87.6	19	N150HM	N150HM	G150	09R
8/20/2012 05:12	10	75.9	82.4	20	N150HM	N150HM	G150	09R
8/20/2012 05:12	12	73.9	82.5	22	N150HM	N150HM	G150	09R
8/20/2012 22:28	4	76.1	81.5	11	AMF229		BE99	27R
8/20/2012 22:40	4	72.3	80.2	16	N539M	N539M	PA31	27R
8/22/2012 05:59	4	75.6	81.9	12	PCM8709	N713FX	C208	27R
8/22/2012 05:59	8	79.1	84.6	11	PCM8709	N713FX	C208	27R
8/22/2012 22:45	8	77.3	82.6	9			PAY2	27R
8/22/2012 22:52	8	74.4	80.3	8			PAY2	27R
8/24/2012 05:25	4	76.4	81.8	12	N366SL	N366SL	B350	27R
8/25/2012 03:55	4	73.4	81	17	N803FC	N803FC	BE76	27R
8/28/2012 04:38	4	78.8	87.4	26	N150HM	N150HM	G150	09R
8/28/2012 04:38	9	79.5	88	19	N150HM	N150HM	G150	09R
8/28/2012 04:38	10	75.4	83.6	24	N150HM	N150HM	G150	09R
8/28/2012 04:39	12	83.3	89.9	25	N150HM	N150HM	G150	09R
8/30/2012 04:31	4	70.7	80	20	N3504A	N3504A	C172	27R
8/30/2012 04:43	5	77.7	85.4	13			PAY2	09R
8/30/2012 04:43	4	72.2	80.6	10			PAY2	09R
8/30/2012 04:43	6	78.5	85.9	11			PAY2	09R
8/30/2012 04:43	9	76.6	81.4	9			PAY2	09R
8/31/2012 22:18	4	71.5	80.7	19	AMF4277		PA31	27R
8/31/2012 22:18	8	77.6	85.7	19	AMF4277		PA31	27R
9/2/2012 00:08	4	79.1	86	22	N1588S	N1588S	BE33	27R
9/2/2012 00:08	5	74.9	81	11	N1588S	N1588S	BE33	27R
9/2/2012 00:08	8	72.4	80.3	9	N1588S	N1588S	BE33	27R
9/2/2012 23:19	4	80.2	86.1	23	N299JW	N299JW	SR20	27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
9/2/2012 23:19	8	74.2	83.8	23	N299JW	N299JW	SR20	27R
9/3/2012 04:49	12	72.1	81.2	19	USC144		LJ35	09L
9/4/2012 04:34	9	77	81.9	8	N431GW	N431GW	PAY2	09L
9/4/2012 04:34	12	75.5	81.4	14	N431GW	N431GW	PAY2	09L
9/4/2012 22:04	4	79.8	83.8	14	N395AM	N395AM	BE20	33
9/4/2012 22:04	8	78.6	84.1	8	N395AM	N395AM	BE20	33
9/5/2012 04:25	4	74.1	80.3	12	AMF208		BE99	27R
9/6/2012 01:05	10	77	84.9	21				09L
9/8/2012 01:35	4	85.2	90.3	22	LN748CA	N748CA	C421	27R
9/8/2012 01:35	5	76.1	83.7	21	LN748CA	N748CA	C421	27R
9/8/2012 01:35	6	74.2	82.8	16	LN748CA	N748CA	C421	27R
9/8/2012 01:35	8	70.6	81.8	18	LN748CA	N748CA	C421	27R
9/9/2012 22:40	4	83.7	89.5	24	N6867L	N6867L	C421	27R
9/9/2012 22:40	5	76.7	84.3	18	N6867L	N6867L	C421	27R
9/9/2012 22:40	6	73.2	82.6	19	N6867L	N6867L	C421	27R
9/9/2012 22:41	8	74	84	15	N6867L	N6867L	C421	27R
9/9/2012 22:41	3	72.6	81.7	26	N6867L	N6867L	C421	27R
9/10/2012 00:11	4	78.5	86.3	21	N708GP	N708GP	C25A	27L
9/10/2012 00:11	5	82.1	89.8	23	N708GP	N708GP	C25A	27L
9/10/2012 00:11	6	78.8	87.4	22	N708GP	N708GP	C25A	27L
9/10/2012 00:12	7	72.8	81.6	23	N708GP	N708GP	C25A	27L
9/10/2012 02:19	4	84	91.8	25	VOI907		A319	27L
9/10/2012 02:19	5	87.1	94.3	24	VOI907		A319	27L
9/10/2012 02:19	6	82.6	92.2	28	VOI907		A319	27L
9/10/2012 02:19	7	75.5	85.3	25	VOI907		A319	27L
9/10/2012 05:20	4	86.2	94.2	36	N199FG	N199FG	FA50	27L
9/10/2012 05:21	5	92.5	99.9	32	N199FG	N199FG	FA50	27L
9/10/2012 05:21	6	91.6	99.1	29	N199FG	N199FG	FA50	27L
9/10/2012 05:21	7	85.5	93.5	27	N199FG	N199FG	FA50	27L
9/10/2012 22:45	4	76.4	81.6	12	N748LB	N748LB	BE20	27R
9/10/2012 22:47	4	73.4	80.4	14	N428T	N428T	SR22	27R
9/10/2012 22:50	4	77.6	83	11	N292A	N292A	BE9L	27R
9/10/2012 22:51	8	74.3	81.3	8	N292A	N292A	BE9L	27R
9/11/2012 01:42	2	75.3	80.6	11	AMF272		SW4	09R
9/12/2012 05:48	4	79.7	84.6	11	SRV653		E120	27R
9/12/2012 22:45	8	76.8	80.3	6	N227JT	N227JT	SW3	27R
9/14/2012 22:12	4	78.8	84.2	12	N1068K	N1068K	BE9L	27R
9/16/2012 05:22	4	77.6	83.6	12	N700DQ	N700DQ	TBM7	27R
9/17/2012 02:01	4	79.5	89.6	22	VOI907		A319	27L
9/17/2012 02:01	5	82.7	91.7	24	VOI907		A319	27L
9/17/2012 02:01	6	76.2	84.2	20	VOI907		A319	27L
9/17/2012 05:05	4	82.9	92.5	26	UPS2943	N322UP	B763	27L
9/17/2012 05:05	5	86	95.2	29	UPS2943	N322UP	B763	27L
9/17/2012 05:05	6	77.6	88.3	28	UPS2943	N322UP	B763	27L
9/17/2012 05:05	8	72.3	81.4	18	UPS2943	N322UP	B763	27L
9/17/2012 05:06	7	70.6	80.8	27	UPS2943	N322UP	B763	27L
9/18/2012 23:00	4	74	80.6	10	N772MF	N772MF	PAY2	27R
9/21/2012 00:10	5	73	80.2	8			GL5T	09R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
9/21/2012 00:11	9	77.8	86	22			GL5T	09R
9/21/2012 00:11	10	71.9	81.5	24			GL5T	09R
9/21/2012 22:28	4	82.3	86.5	14	N943RB	N943RB	P46T	27R
9/21/2012 22:29	8	76.7	83.5	13	N943RB	N943RB	P46T	27R
9/21/2012 22:29	3	73.2	81.5	17	N943RB	N943RB	P46T	27R
9/22/2012 22:37	4	77.9	83.3	12	N843BC	N843BC	BE20	27R
9/27/2012 02:33	9	74.4	82.6	15	AMF288		SW4	09R
9/27/2012 22:59	4	84	87.7	14	N5511C	N5511C	C210	27R
9/27/2012 22:59	5	76.9	83.1	11	N5511C	N5511C	C210	27R
9/27/2012 22:59	8	73.6	80.7	12	N5511C	N5511C	C210	27R
9/27/2012 23:00	5	79.4	84.3	9	N5511C	N5511C	C210	27R
9/27/2012 23:00	6	74.3	80.3	9	N5511C	N5511C	C210	27R
9/27/2012 23:00	7	78.8	86.7	12	N5511C	N5511C	C210	27R
9/27/2012 23:00	8	72.4	80.3	10	N5511C	N5511C	C210	27R
9/28/2012 22:09	4	77.4	83.5	16	AMF230		PA31	27R
9/28/2012 22:22	4	80.5	86.8	18	AMF238		PA31	27R
9/28/2012 22:22	5	72.5	80	11	AMF238		PA31	27R
9/28/2012 22:22	8	80.3	86.9	13	AMF238		PA31	27R
9/28/2012 22:23	3	71.5	80.9	17	AMF238		PA31	27R
9/28/2012 22:45	4	73.8	80.3	9	AMF229		SW4	27R
9/28/2012 22:49	4	73.6	80	11	N471SS	N471SS	PC12	27R
9/28/2012 22:49	5	72.6	80.3	13	N471SS	N471SS	PC12	27R
9/29/2012 00:06	4	72.4	81.1	18	N6462Q	N6462Q	M20P	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
7/8/2012 22:50		N782AG	B734	J	N782AG	Not Acceptable
7/11/2012 20:26	FDX	FDX1117	A306	J		Not Acceptable
8/8/2012 21:48	SWA	SWA2593	B733	J	N638SW	Not Acceptable
8/11/2012 23:22		N2DD	LJ24	B	N2DD	Not Acceptable
8/14/2012 19:09	SWA	SWA1020	B737	J	N708SW	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
7/1/2012 06:21	SWA	SWA521	B735	J		Not Acceptable
7/1/2012 22:04	SWA	SWA2948	B737	J		Time Buffer
7/2/2012 06:24		N774XJ	C750	B	N774XJ	Not Acceptable
7/2/2012 06:28	SWA	SWA3500	B737	J		Not Acceptable
7/2/2012 06:31	SWA	SWA2609	B733	J		Not Acceptable
7/2/2012 06:56	SWA	SWA332	B737	J		Time Buffer

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment
7/3/2012 06:13	DAL	DAL1408	A320	J		Not Acceptable
7/5/2012 06:20	SKW	SKW4454	CRJ2	R		Not Acceptable
7/6/2012 23:50	SWA	SWA3691	B737	J		Not Acceptable
7/7/2012 01:40	VOI	VOI903	A319	J		Not Acceptable
7/8/2012 22:50		N782AG	B734	J	N782AG	Time Buffer
7/9/2012 22:42	SWA	SWA2593	B737	J		Not Acceptable
7/10/2012 06:56	ASA	ASA347	B738	J		Time Buffer
7/11/2012 22:00	SWA	SWA3058	B737	J		Time Buffer
7/13/2012 01:11	VOI	VOI905	A319	J		Not Acceptable
7/16/2012 22:00	SWA	SWA3058	B737	J		Time Buffer
7/19/2012 22:00	SWA	SWA3422	B733	J	N387SW	Time Buffer
7/20/2012 06:49	SWA	SWA3500	B737	J	N416WN	Not Acceptable
7/20/2012 06:56	FDX	FDX435	MD11	J	N645FE	Time Buffer
7/21/2012 06:58	SWA	SWA1388	B737	J	N211WN	Time Buffer
7/21/2012 22:01	SWA	SWA2737	B737	J	N441WN	Time Buffer
7/22/2012 22:00	UPS	UPS2943	B763	J	N349UP	Time Buffer
7/24/2012 22:00	SWA	SWA3422	B737	J	N486WN	Time Buffer
7/25/2012 00:13	VOI	VOI5903	A319	J		Not Acceptable
7/25/2012 06:17	AWE	AWE271	A319	J	N806AW	Not Acceptable
7/26/2012 06:59		N865AM	BE40	B	N865AM	Time Buffer
7/26/2012 22:03	SWA	SWA2948	B737	J	N738CB	Time Buffer
7/26/2012 22:05	SWA	SWA2593	B733	J	N388SW	Time Buffer
7/27/2012 06:58	SWA	SWA332	B737	J	N441WN	Time Buffer
7/27/2012 22:01	SWA	SWA3691	B733	J	N399WN	Time Buffer
7/28/2012 06:27	FDX	FDX3671	DC10	J	N307FE	Not Acceptable
7/31/2012 06:18	SKW	SKW4799	CRJ9	R	N803SK	Not Acceptable
7/31/2012 06:58	FDX	FDX1889	B752	J	N925FD	Time Buffer
7/31/2012 22:01	SWA	SWA3691	B733	J	N640SW	Time Buffer
8/1/2012 00:08	FAO	FAO9001	MD83	J	N836RA	Not Acceptable
8/1/2012 06:59	SWA	SWA1364	B737	J	N423WN	Time Buffer
8/2/2012 06:58	SWA	SWA326	B733	J	N360SW	Time Buffer
8/2/2012 22:02	SWA	SWA1647	B737	J	N427WN	Time Buffer
8/2/2012 22:28	SWA	SWA3422	B737	J	N271LV	Not Acceptable
8/3/2012 06:16	SWA	SWA1506	B737	J	N761RR	Not Acceptable
8/3/2012 06:17	SWA	SWA521	B735	J	N522SW	Not Acceptable
8/3/2012 22:00	SWA	SWA3691	B733	J	N368SW	Time Buffer
8/3/2012 23:02	JBU	JBU318	A320	J	N779JB	Not Acceptable
8/4/2012 06:11	SWA	SWA932	B737	J	N287WN	Not Acceptable
8/4/2012 06:15	DAL	DAL1408	A320	J		Not Acceptable
8/6/2012 06:25		N991TW	CL60	B	N991TW	Not Acceptable
8/7/2012 06:59	SWA	SWA326	B733	J	N344SW	Time Buffer
8/7/2012 22:00	SWA	SWA1647	B737	J	N209WN	Time Buffer
8/7/2012 22:02	SWA	SWA3691	B737	J	N937WN	Time Buffer
8/10/2012 02:04	JBU	JBU90	A320	J	N641JB	Not Acceptable
8/11/2012 00:45	VOI	VOI5907	A319	J		Not Acceptable
8/11/2012 23:22		N2DD	LJ24	B	N2DD	Not Acceptable
8/14/2012 06:59	SWA	SWA1982	B737	J	N799SW	Time Buffer
8/14/2012 22:01	JBU	JBU90	A320	J	N566JB	Time Buffer

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment
8/15/2012 22:00	SWA	SWA1606	B737	J	N245WN	Time Buffer
8/17/2012 06:58	FDX	FDX1889	B752	J	N996FD	Time Buffer
8/17/2012 06:59	SWA	SWA164	B737	J	N242WN	Time Buffer
8/18/2012 02:58	FDX	FDX2857	MD11	J		Not Acceptable
8/19/2012 06:33	NKS	NKS188	A319	J	N532NK	Not Acceptable
8/19/2012 22:13	SWA	SWA344	B733	J	N369SW	Not Acceptable
8/20/2012 23:11	JBU	JBU318	A320	J	N537JT	Not Acceptable
8/27/2012 06:20	SKW	SKW4799	CRJ9	R	N815SK	Not Acceptable
8/29/2012 22:02	SWA	SWA758	B737	J	N470WN	Time Buffer
8/30/2012 06:59	TWY	TWY99	CL60	B		Time Buffer
9/5/2012 06:58	SWA	SWA2617	B733	J	N350SW	Time Buffer
9/5/2012 06:59	SWA	SWA1982	B737	J	N729SW	Time Buffer
9/5/2012 22:00	SWA	SWA450	B737	J	N258WN	Time Buffer
9/6/2012 06:56	UPS	UPS8822	B763	J	N352UP	Time Buffer
9/6/2012 06:58	SWA	SWA2617	B733	J	N611SW	Time Buffer
9/6/2012 06:59		N99AG	C25B	B	N99AG	Time Buffer
9/7/2012 06:59	UPS	UPS8821	A306	J	N156UP	Time Buffer
9/11/2012 06:13	SWA	SWA435	B737	J	N438WN	Not Acceptable
9/11/2012 22:01	SWA	SWA792	B737	J	N263WN	Time Buffer
9/14/2012 06:23	DAL	DAL1408	A320	J	N371NW	Not Acceptable
9/14/2012 06:57	FDX	FDX435	MD11	J	N645FE	Time Buffer
9/18/2012 06:58	SWA	SWA1982	B737	J	N731SA	Time Buffer
9/20/2012 06:49	SWA	SWA2617	B733	J	N368SW	Not Acceptable
9/20/2012 22:03	SWA	SWA792	B733	J	N376SW	Time Buffer
9/21/2012 06:59	SWA	SWA1982	B737	J	N259WN	Time Buffer
9/22/2012 02:55	FDX	FDX37	MD11	J	N589FE	Not Acceptable
9/24/2012 06:58	SWA	SWA164	B737	J	N934WN	Time Buffer
9/25/2012 06:59	FDX	FDX440	MD11	J	N613FE	Time Buffer
9/27/2012 06:55	FDX	FDX440	MD11	J	N625FE	Time Buffer
9/27/2012 06:56	GDG	GDG800	LJ35	B		Time Buffer

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Runway 11 Night Departure List for Calendar Quarter

No South East Plan Departures this quarter.

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

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
7/1/2012 09:17	KAI	KAI96	C500	1922	Not Acceptable
7/1/2012 10:46	SWA	SWA393	B733	2772	Not Acceptable
7/1/2012 21:50	JBU	JBU90	A320	2880	Not Acceptable
7/2/2012 10:31	SKW	SKW4732	CRJ7	2732	Not Acceptable
7/2/2012 10:50	SWA	SWA393	B733	2644	Not Acceptable

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
7/2/2012 11:22	SWA	SWA480	B737	2831	Not Acceptable
7/2/2012 13:40	AAY	AAY1003	MD83	2896	Not Acceptable
7/2/2012 14:00	SWA	SWA525	B737	2752	Not Acceptable
7/4/2012 12:29		HOB051	2F18	2896	Military Flight
7/4/2012 13:13	DAL	DAL1160	A320	2759	Not Acceptable
7/4/2012 17:10	SWA	SWA812	B737	2627	Not Acceptable
7/5/2012 10:37	SWA	SWA1302	B737	2834	Not Acceptable
7/5/2012 21:25	JBU	JBU90	A320	2677	Not Acceptable
7/7/2012 07:25	SWA	SWA2576	B737	2411	Not Acceptable
7/7/2012 08:34	SWA	SWA2641	B733	2874	Not Acceptable
7/7/2012 10:27	SWA	SWA1570	B737	2883	Not Acceptable
7/7/2012 13:25		N991TW	CL60	2306	Not Acceptable
7/9/2012 10:55	SWA	SWA393	B733	2818	Not Acceptable
7/9/2012 21:00	FDX	FDX1117	A306	2752	Not Acceptable
7/11/2012 17:50	SWA	SWA617	B737	2604	Not Acceptable
7/12/2012 10:40	SWA	SWA1302	B737	2381	Not Acceptable
7/13/2012 11:26	SWA	SWA480	B737	2657	Not Acceptable
7/13/2012 15:46	SWA	SWA446	B733	2890	Not Acceptable
7/13/2012 17:58	SWA	SWA1328	B737	2719	Not Acceptable
7/15/2012 10:21	SKW	SKW4732	CRJ7	2769	Not Acceptable
7/15/2012 16:35	SKW	SKW4739	CRJ2	2696	Not Acceptable
7/15/2012 18:35	SWA	SWA165	B737	2417	Not Acceptable
7/16/2012 13:33	DAL	DAL1160	A319	2680	Not Acceptable
7/17/2012 13:44	SWA	SWA1187	B733	2667	Not Acceptable
7/17/2012 14:35	SWA	SWA1328	B737	2828	Not Acceptable
7/18/2012 14:22	SWA	SWA1328	B737	2641	Not Acceptable
7/18/2012 18:36	SKW	SKW4609	CRJ2	2614	Not Acceptable
7/19/2012 18:33	SWA	SWA165	B737	2890	Not Acceptable
7/20/2012 18:31	SKW	SKW4609	CRJ2	2447	Not Acceptable
7/21/2012 07:27	SWA	SWA2576	B737	2677	Not Acceptable
7/21/2012 16:30		N247CJ	F900	2247	Not Acceptable
7/22/2012 20:36	UPS	UPS2955	B763	2424	Not Acceptable
7/23/2012 14:00	AAY	AAY1003	MD83	2555	Not Acceptable
7/24/2012 11:54		N440QS	GLF4	2070	Not Acceptable
7/24/2012 16:57	SWA	SWA1659	B737	2814	Not Acceptable
7/24/2012 17:55	SWA	SWA617	B737	2568	Not Acceptable
7/25/2012 07:21	SWA	SWA619	B737	2791	Not Acceptable
7/28/2012 12:22	SWA	SWA1339	B737	2824	Not Acceptable
7/28/2012 21:40	JBU	JBU90	A320	2729	Not Acceptable
7/29/2012 18:36	SWA	SWA165	B737	2650	Not Acceptable
7/30/2012 10:14	SWA	SWA758	B737	2440	Not Acceptable
8/1/2012 19:22	FDX	FDX1605	DC10	2316	Not Acceptable
8/1/2012 19:35	UPS	UPS945	B752	2536	Not Acceptable
8/2/2012 11:21	SWA	SWA480	B737	2568	Not Acceptable
8/2/2012 15:04	SWA	SWA1328	B737	2267	Not Acceptable
8/2/2012 19:29	FDX	FDX1268	DC10	2063	Not Acceptable
8/3/2012 23:02	JBU	JBU318	A320	2739	Not Acceptable
8/5/2012 14:26	SWA	SWA1328	B737	2585	Not Acceptable

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
8/7/2012 21:34	JBU	JBU90	A320	2529	Not Acceptable
8/8/2012 15:51	SWA	SWA446	B733	2798	Not Acceptable
8/8/2012 20:18	FDX	FDX1117	A306	2844	Not Acceptable
8/8/2012 21:32	JBU	JBU90	A320	2595	Not Acceptable
8/9/2012 14:32	SWA	SWA1328	B737	2644	Not Acceptable
8/9/2012 15:50			FA50	2801	Not Acceptable
8/9/2012 15:55	SWA	SWA446	B733	1840	Not Acceptable
8/10/2012 11:53	SWA	SWA837	B737	2450	Not Acceptable
8/10/2012 18:02		N551WH	C510	2125	Not Acceptable
8/10/2012 20:52	SWA	SWA2787	B733	2532	Not Acceptable
8/11/2012 08:10	FDX	FDX3012	DC10	1771	Not Acceptable
8/11/2012 08:44	SWA	SWA3080	B733	2762	Not Acceptable
8/11/2012 09:32	SWA	SWA939	B733	2782	Not Acceptable
8/12/2012 09:35	SWA	SWA2048	B737	2867	Not Acceptable
8/13/2012 09:24	SWA	SWA3508	B733	2460	Not Acceptable
8/13/2012 09:27	SWA	SWA2048	B737	2677	Not Acceptable
8/13/2012 10:22	SWA	SWA515	B737	2791	Not Acceptable
8/13/2012 19:39	UPS	UPS945	B763	2549	Not Acceptable
8/14/2012 13:18	DAL	DAL1160	A320	2299	Not Acceptable
8/16/2012 07:10	SWA	SWA775	B737	2365	Not Acceptable
8/16/2012 11:20	SWA	SWA705	B737	2342	Not Acceptable
8/16/2012 13:22	DAL	DAL1160	A320	2427	Not Acceptable
8/16/2012 19:33	DAL	DAL1120	A319	2719	Not Acceptable
8/17/2012 06:59	SWA	SWA164	B737	2230	Not Acceptable
8/17/2012 07:48		N615PG	E135	2890	Not Acceptable
8/17/2012 13:58	RSP	RSP862	E50P	2831	Not Acceptable
8/17/2012 14:36	SWA	SWA3924	B737	2860	Not Acceptable
8/17/2012 14:53	SWA	SWA3332	B737	2857	Not Acceptable
8/17/2012 18:40	DAL	DAL1120	A319	2562	Not Acceptable
8/18/2012 14:46	SWA	SWA1797	B733	2785	Not Acceptable
8/19/2012 09:33	SWA	SWA2048	B737	2896	Not Acceptable
8/20/2012 09:32	SWA	SWA2048	B737	2437	Not Acceptable
8/21/2012 09:32	SWA	SWA2048	B737	2752	Not Acceptable
8/22/2012 13:04		N904JK	CL60	2358	Not Acceptable
8/22/2012 13:21	DAL	DAL1160	A320	2234	Not Acceptable
8/22/2012 16:48	DAL	DAL8890	B738	2883	Not Acceptable
8/23/2012 10:31	SWA	SWA1779	B737	2837	Not Acceptable
8/23/2012 10:41	SWA	SWA770	B733	2644	Not Acceptable
8/23/2012 13:04			FA50	2828	Not Acceptable
8/23/2012 13:16	DAL	DAL1160	A320	2477	Not Acceptable
8/23/2012 14:16	SWA	SWA980	B737	2598	Not Acceptable
8/23/2012 14:29	SWA	SWA3924	B737	2680	Not Acceptable
8/23/2012 16:26	SWA	SWA3045	B733	2260	Not Acceptable
8/24/2012 08:06	FDX	FDX3012	DC10	1751	Not Acceptable
8/24/2012 10:20	SWA	SWA515	B737	2549	Not Acceptable
8/24/2012 11:57	AAY	AAY1013	MD83	2477	Not Acceptable
8/25/2012 19:26	SWA	SWA2607	B737	2545	Not Acceptable
8/26/2012 11:26	SWA	SWA705	B737	2365	Not Acceptable

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
8/26/2012 13:19	DAL	DAL1160	A320	2463	Not Acceptable
8/26/2012 13:34	SWA	SWA484	B737	2877	Not Acceptable
8/26/2012 14:33	SWA	SWA3924	B737	2828	Not Acceptable
8/28/2012 21:44	JBU	JBU90	A320	2467	Not Acceptable
8/29/2012 20:30	FDX	FDX1117	A306	2864	Not Acceptable
8/30/2012 09:16	SWA	SWA3508	B733	2611	Not Acceptable
8/31/2012 10:42	SWA	SWA45	B733	2483	Not Acceptable
8/31/2012 13:26	AAY	AAY1003	MD83	2769	Not Acceptable
8/31/2012 14:49	SWA	SWA3332	B737	2723	Not Acceptable
8/31/2012 16:13	SWA	SWA3077	B737	2824	Not Acceptable
8/31/2012 18:43	DAL	DAL1120	A319	2808	Not Acceptable
8/31/2012 19:18	SWA	SWA1971	B737	2854	Not Acceptable
8/31/2012 19:35	UPS	UPS945	B763	2703	Not Acceptable
8/31/2012 21:31	JBU	JBU90	A320	2664	Not Acceptable
9/1/2012 08:16	FDX	FDX3012	DC10	1978	Not Acceptable
9/1/2012 13:33	DAL	DAL1160	A320	2381	Not Acceptable
9/2/2012 08:08	FDX	FDX690	A306	2611	Not Acceptable
9/2/2012 12:34	SWA	SWA693	B733	2841	Not Acceptable
9/4/2012 09:23	EJA	EJA676	C56X	2854	Not Acceptable
9/4/2012 16:59	SWA	SWA3045	B733	2355	Not Acceptable
9/4/2012 20:31	FDX	FDX1117	A306	2755	Not Acceptable
9/5/2012 11:09	SWA	SWA45	B733	2785	Not Acceptable
9/6/2012 09:16	SWA	SWA3508	B733	2736	Not Acceptable
9/6/2012 14:00	SWA	SWA980	B737	2427	Not Acceptable
9/6/2012 14:44	TFL	TFL312	B763	2562	Not Acceptable
9/7/2012 09:26		N199FG	FA50	2332	Not Acceptable
9/8/2012 13:19	SKW	SKW4440	CRJ7	2637	Not Acceptable
9/9/2012 21:40	JBU	JBU90	A320	2887	Not Acceptable
9/10/2012 07:25		N245CM	LJ45	2732	Not Acceptable
9/10/2012 09:17	SWA	SWA3508	B733	2703	Not Acceptable
9/11/2012 09:35	SWA	SWA2048	B737	2490	Not Acceptable
9/13/2012 14:40	SWA	SWA3924	B737	2877	Not Acceptable
9/14/2012 09:50	SWA	SWA3851	B733	2791	Not Acceptable
9/14/2012 16:35	SWA	SWA3077	B737	2769	Not Acceptable
9/15/2012 09:20	SWA	SWA996	B733	2765	Not Acceptable
9/15/2012 14:49	SWA	SWA1706	B737	2493	Not Acceptable
9/16/2012 10:12	SWA	SWA22	B737	2755	Not Acceptable
9/16/2012 14:48	SWA	SWA1551	B737	2595	Not Acceptable
9/16/2012 16:07	SWA	SWA1617	B733	2053	Not Acceptable
9/17/2012 10:06	SWA	SWA3851	B733	2519	Not Acceptable
9/17/2012 10:20	SWA	SWA1779	B737	2194	Not Acceptable
9/17/2012 19:25	FDX	FDX1605	DC10	2585	Not Acceptable
9/17/2012 21:39	JBU	JBU90	A320	2637	Not Acceptable
9/19/2012 09:20	SWA	SWA3508	B737	2545	Not Acceptable
9/19/2012 21:38	JBU	JBU90	A320	2503	Not Acceptable
9/20/2012 13:24	DAL	DAL1160	A320	2877	Not Acceptable
9/20/2012 19:29	UPS	UPS945	B763	2732	Not Acceptable
9/21/2012 09:34	SWA	SWA2048	B737	2706	Not Acceptable

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
9/21/2012 21:33	JBU	JBU90	A320	2549	Not Acceptable
9/22/2012 07:11	SWA	SWA867	B737	2736	Not Acceptable
9/23/2012 14:00	SWA	SWA980	B737	2811	Not Acceptable
9/23/2012 18:38	DAL	DAL1122	A319	2841	Not Acceptable
9/25/2012 07:08	SWA	SWA775	B737	2828	Not Acceptable
9/25/2012 10:28	SWA	SWA515	B737	2637	Not Acceptable
9/25/2012 11:31	SWA	SWA705	B737	2631	Not Acceptable
9/25/2012 13:21	DAL	DAL1160	A320	2201	Not Acceptable
9/25/2012 19:09	SWA	SWA1971	B737	2326	Not Acceptable
9/25/2012 19:23	FDX	FDX1605	DC10	1929	Not Acceptable
9/27/2012 11:38	SWA	SWA515	B737	2654	Not Acceptable
9/27/2012 19:31	FDX	FDX1268	DC10	2188	Not Acceptable
9/27/2012 19:44	FDX	FDX1605	DC10	2447	Not Acceptable
9/28/2012 07:33	FDX	FDX435	MD11	2578	Not Acceptable
9/28/2012 09:52	SWA	SWA3851	B733	2831	Not Acceptable
9/28/2012 16:21		N674TB	CL60	2591	Not Acceptable
9/28/2012 19:42	UPS	UPS945	B763	2506	Not Acceptable
9/29/2012 11:20	JPT	JPT31	GLF3	2132	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
7/2/2012 16:15	SWA3041	B737	SWA	2185	Not Acceptable
7/3/2012 12:55	SWA1007	B737	SWA	2680	Not Acceptable
7/3/2012 19:38	SWA677	B737	SWA	2851	Not Acceptable
7/3/2012 20:06	SWA1613	B737	SWA	2444	Not Acceptable
7/3/2012 20:11	SWA337	B737	SWA	2896	Not Acceptable
7/3/2012 21:22	FDX1818	B752	FDX	2837	Not Acceptable
7/4/2012 12:09	DAL1160	A320	DAL	2883	Not Acceptable
7/4/2012 12:23	SWA2189	B733	SWA	2890	Not Acceptable
7/4/2012 12:33	SWA1007	B737	SWA	2677	Not Acceptable
7/4/2012 14:35	SWA193	B737	SWA	2887	Not Acceptable
7/4/2012 17:08	ASA344	B734	ASA	2746	Not Acceptable
7/4/2012 19:14	SWA677	B737	SWA	2847	Not Acceptable
7/4/2012 19:56	SWA337	B737	SWA	2893	Not Acceptable
7/5/2012 20:21	SWA677	B733	SWA	2746	Not Acceptable
7/6/2012 10:50	AAY1006	MD83	AAY	2486	Not Acceptable
7/6/2012 12:00	ASA346	B738	ASA	2650	Not Acceptable
7/6/2012 12:25	SWA1007	B737	SWA	2408	Not Acceptable
7/6/2012 13:10	AAY202	MD83	AAY	2171	Not Acceptable
7/6/2012 14:39	SWA193	B737	SWA	2414	Not Acceptable
7/6/2012 17:16	SWA3513	B733	SWA	2391	Not Acceptable
7/7/2012 17:54	SWA2638	B737	SWA	2847	Not Acceptable
7/8/2012 17:28	N453TM	BE40		2654	Not Acceptable
7/8/2012 20:00	SWA1613	B737	SWA	2568	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
7/9/2012 19:14	SWA677	B737	SWA	2513	Not Acceptable
7/9/2012 20:42	SWA133	B733	SWA	2076	Not Acceptable
7/10/2012 12:10	DAL1160	A320	DAL	2706	Not Acceptable
7/10/2012 12:59	SWA1007	B733	SWA	2700	Not Acceptable
7/10/2012 13:09	SWA3312	B737	SWA	2864	Not Acceptable
7/10/2012 17:10	SWA3513	B733	SWA	2555	Not Acceptable
7/10/2012 21:20	SWA133	B733	SWA	2860	Not Acceptable
7/11/2012 21:35	FDX1818	B752	FDX	2769	Not Acceptable
7/12/2012 10:33	JBU317	A320	JBU	2673	Not Acceptable
7/12/2012 16:22	SWA3041	B737	SWA	2657	Not Acceptable
7/14/2012 16:40	SWA1150	B737	SWA	2837	Not Acceptable
7/14/2012 18:26	SWA2660	B737	SWA	1998	Not Acceptable
7/16/2012 13:57	SWA849	B737	SWA	2749	Not Acceptable
7/16/2012 14:18	SWA461	B735	SWA	2798	Not Acceptable
7/17/2012 17:07	ASA344	B734	ASA	2759	Not Acceptable
7/17/2012 20:11	SWA3058	B737	SWA	2742	Not Acceptable
7/18/2012 14:56	DAL8857	B738	DAL	2555	Not Acceptable
7/18/2012 17:41	SWA643	B737	SWA	2755	Not Acceptable
7/18/2012 17:45	SKW4609	CRJ2	SKW	2860	Not Acceptable
7/18/2012 20:42	SWA3058	B737	SWA	2723	Not Acceptable
7/18/2012 21:58	FDX582	DC10	FDX	2811	Not Acceptable
7/18/2012 22:31	SWA2623	B737	SWA	2424	Not Acceptable
7/19/2012 12:14	DAL1160	A319	DAL	2788	Not Acceptable
7/19/2012 16:25	SWA3041	B737	SWA	2263	Not Acceptable
7/20/2012 13:24	AAY1012	MD83	AAY	2887	Not Acceptable
7/20/2012 20:08	SWA1801	B735	SWA	2677	Not Acceptable
7/20/2012 22:22	FDX1807	MD11	FDX	2621	Not Acceptable
7/20/2012 22:31	ASA354	B738	ASA	2847	Not Acceptable
7/21/2012 23:45	ASA354	B738	ASA	2513	Not Acceptable
7/22/2012 13:03	SWA2110	B737	SWA	2818	Not Acceptable
7/22/2012 14:25	RZO237	A310	RZO	2227	Not Acceptable
7/22/2012 20:15	SWA3058	B737	SWA	2854	Not Acceptable
7/22/2012 23:11	SWA639	B735	SWA	1653	Not Acceptable
7/23/2012 12:22	ASA346	B738	ASA	2890	Not Acceptable
7/23/2012 16:09	SKW4739	CRJ2	SKW	2880	Not Acceptable
7/23/2012 16:32	SWA3041	B737	SWA	2755	Not Acceptable
7/23/2012 19:14	SWA677	B737	SWA	2837	Not Acceptable
7/23/2012 20:27	SWA133	B733	SWA	2568	Not Acceptable
7/23/2012 21:48	FDX86	MD11	FDX	2732	Not Acceptable
7/23/2012 23:30	SWA1278	B737	SWA	2306	Not Acceptable
7/24/2012 12:23	SWA3312	B733	SWA	1692	Not Acceptable
7/24/2012 19:26	SWA677	B737	SWA	2598	Not Acceptable
7/24/2012 22:29	ASA354	B738	ASA	2729	Not Acceptable
7/25/2012 19:58	SWA337	B737	SWA	1391	Not Acceptable
7/26/2012 14:44	SWA461	B735	SWA	2230	Not Acceptable
7/26/2012 17:13	SWA3513	B737	SWA	2851	Not Acceptable
7/26/2012 20:36	SWA1613	B733	SWA	2870	Not Acceptable
7/27/2012 20:02	SWA337	B737	SWA	2782	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
7/30/2012 16:27	SWA3041	B733	SWA	2677	Not Acceptable
7/30/2012 20:26	SWA1801	B735	SWA	2742	Not Acceptable
7/30/2012 23:02	SWA639	B735	SWA	2821	Not Acceptable
7/31/2012 14:14	SWA461	B733	SWA	2877	Not Acceptable
8/1/2012 00:36	FDX12	MD11	FDX	1620	Not Acceptable
8/1/2012 14:13	SWA461	B735	SWA	2834	Not Acceptable
8/2/2012 12:11	DAL1160	A319	DAL	2847	Not Acceptable
8/2/2012 17:22	AAY1016	MD83	AAY	2896	Not Acceptable
8/2/2012 17:37	SKW4609	CRJ2	SKW	2788	Not Acceptable
8/2/2012 20:47	SWA3058	B737	SWA	2864	Not Acceptable
8/2/2012 21:05	SWA1613	B737	SWA	2611	Not Acceptable
8/3/2012 20:19	SWA133	B733	SWA	2171	Not Acceptable
8/3/2012 20:23	SWA3058	B737	SWA	2837	Not Acceptable
8/5/2012 19:29	AAY200	MD83	AAY	2870	Not Acceptable
8/6/2012 12:38	SWA3312	B733	SWA	2516	Not Acceptable
8/6/2012 13:15	AAY202	MD83	AAY	2654	Not Acceptable
8/6/2012 17:23	SWA3513	B733	SWA	2837	Not Acceptable
8/6/2012 20:25	SWA1801	B735	SWA	2755	Not Acceptable
8/6/2012 23:06	SWA639	B733	SWA	2834	Not Acceptable
8/6/2012 23:15	DAL1253	A320	DAL	2791	Not Acceptable
8/7/2012 12:05	DAL1160	A319	DAL	2775	Not Acceptable
8/7/2012 12:18	ASA346	B738	ASA	2877	Not Acceptable
8/7/2012 12:48	SWA3312	B733	SWA	2870	Not Acceptable
8/7/2012 20:42	SWA133	B733	SWA	2867	Not Acceptable
8/7/2012 21:30	FDX1818	B752	FDX	2693	Not Acceptable
8/7/2012 23:17	SWA639	B735	SWA	1807	Not Acceptable
8/8/2012 12:34	SWA3312	B733	SWA	2532	Not Acceptable
8/8/2012 20:34	SWA3058	B737	SWA	2837	Not Acceptable
8/9/2012 20:39	SWA337	B737	SWA	2732	Not Acceptable
8/9/2012 22:49	SWA1278	B733	SWA	2135	Not Acceptable
8/10/2012 13:21	AAY202	MD83	AAY	2611	Not Acceptable
8/10/2012 17:08	SWA3513	B733	SWA	2880	Not Acceptable
8/11/2012 18:27	SWA866	B737	SWA	2814	Not Acceptable
8/11/2012 19:28	SWA57	B737	SWA	2883	Not Acceptable
8/12/2012 12:29	SWA427	B737	SWA	2864	Not Acceptable
8/12/2012 12:40	AAY1008	MD83	AAY	2864	Not Acceptable
8/12/2012 16:05	SKW4739	CRJ2	SKW	2769	Not Acceptable
8/12/2012 20:05	SWA3504	B737	SWA	2874	Not Acceptable
8/12/2012 20:09	SWA482	B735	SWA	2687	Not Acceptable
8/13/2012 07:47	ASA342	B738	ASA	2877	Not Acceptable
8/13/2012 12:05	AWE621	A319	AWE	2536	Safety/Emergency
8/13/2012 12:11	ASA346	B738	ASA	2660	Not Acceptable
8/13/2012 20:45	SWA3030	B733	SWA	2703	Not Acceptable
8/13/2012 21:14	SWA1835	B733	SWA	2778	Not Acceptable
8/13/2012 21:37	FDX86	MD11	FDX	2506	Not Acceptable
8/13/2012 22:52	DAL1253	A320	DAL	2769	Not Acceptable
8/14/2012 13:23	SWA431	B737	SWA	2746	Not Acceptable
8/14/2012 21:00	SWA3030	B733	SWA	2854	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
8/14/2012 21:36	SWA1835	B733	SWA	2896	Not Acceptable
8/14/2012 22:28	SWA477	B737	SWA	2847	Not Acceptable
8/14/2012 22:33	SWA2985	B737	SWA	2772	Not Acceptable
8/15/2012 15:53	SWA1539	B733	SWA	2585	Not Acceptable
8/15/2012 21:03	SWA1606	B737	SWA	2860	Not Acceptable
8/16/2012 18:55	SWA470	B737	SWA	2585	Not Acceptable
8/17/2012 19:57	SWA3030	B737	SWA	2591	Not Acceptable
8/18/2012 10:07	SWA1749	B733	SWA	2454	Not Acceptable
8/18/2012 18:04	SWA927	B733	SWA	2890	Not Acceptable
8/20/2012 12:20	DAL1160	A320	DAL	2857	Not Acceptable
8/21/2012 14:07	SWA8502	B733	SWA	2555	Not Acceptable
8/21/2012 17:28	UPS2950	MD11	UPS	2299	System Error
8/22/2012 12:33	SWA427	B737	SWA	2870	Not Acceptable
8/22/2012 13:19	SWA431	B737	SWA	2765	Not Acceptable
8/23/2012 15:34	SWA1539	B737	SWA	2877	Not Acceptable
8/23/2012 20:14	SWA1606	B737	SWA	2837	Not Acceptable
8/24/2012 15:21	SWA3686	B733	SWA	2112	Not Acceptable
8/24/2012 19:25	AAY1004	MD83	AAY	2729	Not Acceptable
8/24/2012 22:25	SWA1835	B733	SWA	2847	Not Acceptable
8/24/2012 23:06	SWA477	B737	SWA	2296	Not Acceptable
8/27/2012 16:37	N247CJ	F900		2831	Not Acceptable
8/27/2012 17:36	SWA16	B733	SWA	2742	Not Acceptable
8/28/2012 10:00	SWA540	B737	SWA	2870	Not Acceptable
8/28/2012 22:35	SWA477	B737	SWA	1932	Not Acceptable
8/29/2012 07:36	SWA604	B733	SWA	2896	Not Acceptable
8/29/2012 09:54	SWA540	B733	SWA	2877	Not Acceptable
8/29/2012 12:16	ASA344	B738	ASA	2877	Not Acceptable
8/29/2012 21:38	FDX86	MD11	FDX	2598	Not Acceptable
9/1/2012 15:14	SWA1088	B737	SWA	2847	Not Acceptable
9/2/2012 12:41	SWA716	B737	SWA	2739	Not Acceptable
9/2/2012 20:14	SWA3504	B737	SWA	2864	Not Acceptable
9/2/2012 22:17	ASA352	B738	ASA	2887	Not Acceptable
9/3/2012 09:07	AAY200	MD83	AAY	2785	Not Acceptable
9/3/2012 17:06	SWA16	B733	SWA	2874	Not Acceptable
9/3/2012 22:26	SWA477	B733	SWA	2545	Not Acceptable
9/3/2012 22:44	SWA2985	B737	SWA	2719	Not Acceptable
9/4/2012 12:30	SWA427	B737	SWA	2896	Not Acceptable
9/4/2012 15:29	SWA1539	B737	SWA	1820	Not Acceptable
9/5/2012 12:07	ASA344	B738	ASA	2841	Not Acceptable
9/5/2012 20:26	SWA3030	B733	SWA	2818	Not Acceptable
9/5/2012 22:43	SWA2985	B737	SWA	2657	Not Acceptable
9/6/2012 16:02	SWA1539	B737	SWA	2844	Not Acceptable
9/6/2012 20:27	SWA1606	B737	SWA	2854	Not Acceptable
9/6/2012 21:02	SWA1835	B737	SWA	2650	Not Acceptable
9/7/2012 13:55	SWA431	B737	SWA	2831	Not Acceptable
9/7/2012 15:48	VPBIF	B721		2486	Not Acceptable
9/7/2012 20:02	SWA482	B735	SWA	2844	Not Acceptable
9/7/2012 20:04	SWA3030	B733	SWA	2152	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
9/7/2012 20:21	SWA1606	B737	SWA	2273	Not Acceptable
9/8/2012 12:48	ASA344	B738	ASA	2604	Not Acceptable
9/8/2012 13:55	SWA1706	B737	SWA	2788	Not Acceptable
9/8/2012 19:46	SWA3246	B737	SWA	2775	Not Acceptable
9/8/2012 22:25	ASA352	B738	ASA	2791	Not Acceptable
9/9/2012 13:18	SWA1274	B737	SWA	2857	Not Acceptable
9/9/2012 20:04	SWA3504	B737	SWA	2870	Not Acceptable
9/10/2012 22:20	SWA477	B737	SWA	2680	Not Acceptable
9/11/2012 13:16	SWA431	B737	SWA	2703	Not Acceptable
9/11/2012 20:16	SWA3484	B737	SWA	2611	Not Acceptable
9/11/2012 22:17	SWA477	B737	SWA	2057	Not Acceptable
9/11/2012 22:40	FDX1802	A306	FDX	2729	Not Acceptable
9/12/2012 20:19	SWA1606	B737	SWA	2388	Not Acceptable
9/13/2012 12:09	ASA344	B738	ASA	2709	Not Acceptable
9/13/2012 21:52	SWA482	B735	SWA	2887	Not Acceptable
9/13/2012 23:03	SWA1835	B733	SWA	2765	Not Acceptable
9/13/2012 23:47	SWA477	B733	SWA	2447	Not Acceptable
9/14/2012 21:34	FDX86	DC10	FDX	2522	Not Acceptable
9/15/2012 19:44	SWA1009	B735	SWA	2831	Not Acceptable
9/16/2012 12:07	ASA344	B738	ASA	2621	Not Acceptable
9/16/2012 12:29	SWA427	B737	SWA	2877	Not Acceptable
9/16/2012 19:01	SWA470	B733	SWA	2299	Not Acceptable
9/16/2012 20:40	SWA3030	B733	SWA	2880	Not Acceptable
9/16/2012 21:06	SWA1538	B733	SWA	2860	Not Acceptable
9/16/2012 22:40	ASA352	B738	ASA	2706	Not Acceptable
9/17/2012 13:34	SWA431	B737	SWA	2572	Not Acceptable
9/17/2012 16:56	ASA342	B734	ASA	2729	Not Acceptable
9/17/2012 18:47	SWA470	B737	SWA	2788	Not Acceptable
9/17/2012 22:56	N247CJ	F900		2007	Not Acceptable
9/18/2012 12:11	ASA344	B738	ASA	2864	Not Acceptable
9/18/2012 12:37	SWA427	B737	SWA	2700	Not Acceptable
9/19/2012 21:20	FDX1818	B752	FDX	2401	Not Acceptable
9/20/2012 15:52	AAY1016	MD83	AAY	2591	Not Acceptable
9/20/2012 16:59	ASA342	B738	ASA	2818	Not Acceptable
9/20/2012 22:30	SWA477	B737	SWA	2454	Not Acceptable
9/20/2012 22:35	SWA2985	B737	SWA	2700	Not Acceptable
9/21/2012 01:03	FDX1802	A306	FDX	2667	Not Acceptable
9/22/2012 16:44	ASA342	B734	ASA	2867	Not Acceptable
9/23/2012 07:34	ASA346	B738	ASA	2847	Not Acceptable
9/23/2012 20:03	SWA3030	B733	SWA	2677	Not Acceptable
9/24/2012 16:57	ASA342	B734	ASA	2887	Not Acceptable
9/24/2012 17:14	SWA16	B733	SWA	2821	Not Acceptable
9/24/2012 23:00	SWA477	B733	SWA	2851	Not Acceptable
9/25/2012 13:18	SWA431	B737	SWA	2874	Not Acceptable
9/27/2012 16:54	ASA342	B734	ASA	2427	Not Acceptable
9/27/2012 20:04	SWA482	B735	SWA	2831	Not Acceptable
9/27/2012 22:29	ASA352	B738	ASA	2680	Not Acceptable
9/29/2012 17:37	SWA55	B733	SWA	2368	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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N152FJ 20110517.doc

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North Field Jet Landing Procedure Sample Noncompliance Contact Letter

March 23, 2011

Coordinator

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

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North Field VFR Departure Procedure Sample Noncompliance Contact Letter

March 30, 2011

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

Event date: 03/29/2011

Time of departure: 0654 hrs. local

Aircraft Type: BE20

Aircraft Tail Number or Flight Number: N200WB

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N200WB 20110330.doc

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North Field Quiet Hours Procedure Sample Noncompliance Contact Letter

March 31, 2011

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N97WC 20110330.doc

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Helicopter Flight Procedure Sample Noncompliance Contact Letter

FORM LETTER FOR HELICOPTER OPERATORS

[Company Name, Address]

Dear _____:

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

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

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

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

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

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

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

Name, title, email address

Cc: attachments

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