



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Fourth Quarter 2012



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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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 Fourth Quarter 2012				
	2011Q4		2012Q4	
	Compl.	N/C	Compl.	N/C
Runway 27R/L Jet Departure Compliance	96%	4%	97%	3%
Total Airport-wide Corporate Jet Departures	2,017	76	2,421	88
Runway 09R/L Jet Landing Compliance	89%	11%	78%	22%
Total Southeast Plan Corporate Jet Landings	96	11	299	82
North Field VFR Departure Compliance	95%	5%	95%	5%
Total Runways 27R/L & 33 Departures	920	43	832	40
North Field Quiet Hours Compliance	81%	19%	86%	14%
Total North Field Quiet Hours Departures	393	58	146	24
Runway 29 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 29 Turbojet Departures	15,494	0	13,895	4
Silent7 Night Departure Compliance	94%	6%	99%	1%
Total Runway 29 Night Turbojet Departures	2,956	168	2,357	21
Runway 11 Night Departure Compliance	96%	4%	95%	5%
Total Runway 11 Night Turbojet Departures	79	3	249	14
Runway 29 East Turn Departure Compliance	99%	1%	98%	2%
Total Runway 29 East Turn Departures	4,054	52	3,584	85
100 Degree Radial Turbojet Landing Compliance	93%	7%	91%	9%
Total 100 Degree Radial Turbojet Landings	2,525	183	2,147	192
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	16	0	15	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 Fourth Quarter 2012				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	881	812	816	2,509
Compliant Corporate Jet Departures	853	783	785	2,421
Non-compliant Corporate Jet Departures	28	29	31	88
Corporate Jet Departure Compliance Rate	97%	96%	96%	96%
Excused Jet Departures	13	15	19	47
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,607	5,311	5,573	16,491
Compliant Airport-wide Jet Departures	5,579	5,282	5,542	16,403
Non-compliant Airport-wide Jet Departures	28	29	31	88
Airport-wide Jet Departure Compliance Rate	100%	99%	99%	99%

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Jet Aircraft Landing Noise Abatement Procedure

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

Jet Aircraft Landing NAP for Runway 09R/L Compliance Summary Fourth Quarter 2012				
	October	November	December	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	25	193	163	381
Compliant SE Plan Corporate Jet Landings	13	157	129	299
Non-compliant SE Plan Corporate Jet Landings	12	36	34	82
SE Plan Corporate Jet Landing Compliance Rate	52%	81%	79%	78%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	125	983	1,092	2,200
Airport-wide Compliant SE Plan Jet Landings	113	947	1,058	2,118
Airport-wide Non-compliant SE Plan Landings	12	36	34	82
Airport-wide Jet Landing SE Plan Compliance Rate	90%	96%	97%	96%
* 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 Fourth Quarter 2012				
	October	November	December	Total
Total VFR Departures	375	266	231	872
Total VFR Departures Over Alameda	123	73	51	247
Compliant Departures	352	253	227	832
Non-compliant Departures	23	13	4	40
Compliance Rate	94%	95%	98%	95%

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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.) Fourth Quarter 2012				
	October	November	December	Quarterly
Total Night Departures (10:00 p.m. to 6:00 a.m.)	66	61	43	170
Compliant Night Departures	58	47	41	146
Average Compliant Departures per Night	1.9	1.5	1.3	1.6
Non-Compliant Night Departures	8	14	2	24
Average Non-Compliant Departures per Night	0.3	0.5	0.1	0.3
Night Departure Compliance Rate	88%	77%	95%	86%

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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 = 170

Fourth 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	8	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	13
2	12	6	0.1	1.1%	0	0.0	0.0%	0	0.0	0.0%	18
3	29	15	0.2	2.6%	0	0.0	0.0%	0	0.0	0.0%	44
4	58	22	0.2	3.9%	20	0.2	3.5%	15	0.2	2.6%	115
5	42	13	0.1	2.3%	3	0.0	0.5%	16	0.2	2.8%	74
6	9	10	0.1	1.8%	5	0.1	0.9%	12	0.1	2.1%	36
7	12	10	0.1	1.8%	8	0.1	1.4%	1	0.0	0.2%	31
8	35	19	0.2	3.4%	4	0.0	0.7%	1	0.0	0.2%	59
9	13	19	0.2	3.4%	18	0.2	3.2%	1	0.0	0.2%	51
10	42	28	0.3	4.9%	6	0.1	1.1%	0	0.0	0.0%	76
11	4	8	0.1	1.4%	0	0.0	0.0%	0	0.0	0.0%	12
12	24	8	0.1	1.4%	6	0.1	1.1%	0	0.0	0.0%	38
13	13	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	16
14	4	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	7
All NMTs	305	169	2	0	70	1	0	46	1	0	590

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 117

Fourth 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	29	15	0.2	6.3%	0	0.0	0.0%	0	0.0	0.0%	44
4	58	22	0.2	9.2%	20	0.2	8.4%	15	0.2	6.3%	115
5	42	13	0.1	5.4%	3	0.0	1.3%	16	0.2	6.7%	74
6	9	10	0.1	4.2%	5	0.1	2.1%	12	0.1	5.0%	36
7	12	10	0.1	4.2%	8	0.1	3.3%	1	0.0	0.4%	31
8	35	19	0.2	7.9%	4	0.0	1.7%	1	0.0	0.4%	59
Total	185	89	1.0		40	0.4		45	0.5		359

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 53

Fourth 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	12	6	0.1	1.8%	0	0.0	0.0%	0	0.0	0.0%	18
9	13	19	0.2	5.8%	18	0.2	5.5%	1	0.0	0.3%	51
10	42	28	0.3	8.5%	6	0.1	1.8%	0	0.0	0.0%	76
11	4	8	0.1	2.4%	0	0.0	0.0%	0	0.0	0.0%	12
12	24	8	0.1	2.4%	6	0.1	1.8%	0	0.0	0.0%	38
13	13	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	16
14	4	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	7
Total	112	75	0.8		30	0.3		1	0.0		218

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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 Fourth Quarter 2012				
	October	November	December	Quarter
Runway 29 Turbojet Departures	5,373	4,247	4,279	13,899
Compliant Departures	5,370	4,246	4,279	13,895
Non-compliant Departures	3	1	0	4
Percentage of Non-compliance	0.1%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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Silent Seven Departure Procedure

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

Silent 7 Night Departure NAP Compliance Summary 10:00 pm - 7:00 am Fourth Quarter 2012				
	October	November	December	Quarter
Runway 29 Nighttime Turbojet Departures	908	753	717	2,378
Buffer Time Departures	9	10	5	24
Compliant Departures	898	744	715	2,357
Non-compliant Departures	10	9	2	21
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) Fourth 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
Fourth Quarter 2012 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	6	2	5	80	56
DC10/MD10	149	50	97	77	25
MD11	178	59	131	78	22
A306	143	48	64	75	19
B757	49	16	22	75	15
Difference [A-B]					
B727		-102	-96	4	12
DC10/MD10		-37	65	-2	3
MD11		27	118	-2	-2
A306		-19	43	-1	-6
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)					

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Rolling Take-off Night Departure Procedure for FedEx

Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Fourth 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
Fourth Quarter 2011 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	8	3	8	80	66
DC10/MD10	164	55	92	67	19
MD11	202	67	153	68	20
A306	175	58	77	65	17
B757	55	18	25	65	22
Difference [A-B]					
B727		-101	-93	4	22
DC10/MD10		-32	60	-2	-3
MD11		35	140	-2	-4
A306		-9	56	-2	-8
(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) Fourth Quarter 2012				
	October	November	December	Quarter
Jet Departures	18	108	137	263
Non-Compliant Departures	0	11	3	14
Compliant Departures	18	97	134	249
Compliance Rate	100%	90%	98%	95%
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 Fourth Quarter 2012				
	October	November	December	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	1	1
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	5	4	5	14
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	5	4	6	15
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 Fourth Quarter 2012				
	October	November	December	Quarter
Total Runway 29 East Turn Turbojet Departures	1,442	1,040	1,187	3,669
Non-compliant Turbojet Departures	39	20	26	85
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,403	1,020	1,161	3,584
Compliance Rate	97%	98%	98%	98%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Fourth Quarter 2012				
	October	November	December	Quarter
Turbojets on Downwind RWY 29 Approach	825	644	678	2,147
Non-compliant Turbojets	51	75	66	192
Total Turbojet Aircraft Above 3K Feet ASL*	774	569	612	1,955
Compliance Rate	94%	88%	90%	91%
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 October 2012		
Community	Callers	Complaints
Alameda(BFI)	8	22
Alameda(Central)	4	5
Berkeley	0	0
Castro Valley	1	46
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	4	8
Piedmont	0	0
San Francisco	0	0
San Leandro	3	64
San Lorenzo	0	0
Other Communities	6	16
Total	26	161
Complaints by Time of Day		
Day (0700 - 1900)	72	
Evening (1900 - 2200)	13	
Night (2200 - 0700)	76	
Complaints by Type of Operation		
General	0	
North Field	0	
Not Reported	161	
Overflight	0	
Runway 29 Landing	0	
South Field	0	
Complaints by Type of Aircraft		
Helicopter	63	
Jet	94	
Military	2	
Not Reported	0	
Other	0	
Propeller	2	

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Oakland International Airport Noise Complaint Summary November 2012		
Community	Callers	Complaints
Alameda(BFI)	11	25
Alameda(Central)	1	7
Berkeley	2	11
Castro Valley	2	21
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	5	14
Piedmont	0	0
San Francisco	0	0
San Leandro	2	210
San Lorenzo	0	0
Other Communities	11	26
Total	34	314
Complaints by Time of Day		
Day (0700 - 1900)	205	
Evening (1900 - 2200)	15	
Night (2200 - 0700)	94	
Complaints by Type of Operation		
General	0	
North Field	0	
Not Reported	314	
Overflight	0	
Runway 29 Landing	0	
South Field	0	
Complaints by Type of Aircraft		
Helicopter	48	
Jet	250	
Military	3	
Not Reported	0	
Other	0	
Propeller	13	

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Oakland International Airport Noise Complaint Summary December 2012		
Community	Callers	Complaints
Alameda(BFI)	9	16
Alameda(Central)	0	0
Berkeley	1	1
Castro Valley	3	49
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	3	45
Piedmont	0	0
San Francisco	0	0
San Leandro	3	216
San Lorenzo	0	0
Other Communities	11	69
Total	30	396
Complaints by Time of Day		
Day (0700 - 1900)	298	
Evening (1900 - 2200)	23	
Night (2200 - 0700)	75	
Complaints by Type of Operation		
General	0	
North Field	0	
Not Reported	396	
Overflight	0	
Runway 29 Landing	0	
South Field	0	
Complaints by Type of Aircraft		
Helicopter	54	
Jet	324	
Military	0	
Not Reported	0	
Other	0	
Propeller	18	

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) Fourth Quarter 2012					
	October	November	December	Total	Percentage
Runway 27L	5	8	12	25	14%
Runway 27R	46	23	16	85	49%
Runway 33	1	0	1	2	1%
Alameda	52	31	29	112	64%
Runway 09L	1	12	8	21	12%
Runway 09R	6	16	8	30	17%
Runway 15	7	2	2	11	6%
San Leandro	14	30	18	62	36%
Total Departures	66	61	47	174	100%

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

North Field VFR/IFR Departures by Runway Fourth Quarter 2012				
	October	November	December	Total
VFR Departures				
Runway 27L	49	26	21	96
Runway 27R	207	154	139	500
Runway 33	120	89	72	281
VFR Departures	376	269	232	877
IFR Departures				
Runway 27L	175	91	101	367
Runway 27R	598	466	419	1,483
Runway 33	136	84	55	275
IFR Departures	909	641	575	2,125
Total Departures	1,285	910	807	3,002

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Fourth Quarter 2012											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	249	141	-	-	-	20	112	711	1,162	-	2,005	2,005
	Helicopters	-	-	-	-	-	-	-	1	4	192	197	197
	Commercial Jets	1,726	11,098	12,824	-	-	-	3	22	1	-	26	12,850
	Military	-	12	12	-	1	-	-	1	2	-	4	16
	Propeller	1	3	4	57	93	37	21	309	1,232	-	1,749	1,753
	Regional Jets	89	577	666	-	-	-	1	85	18	-	104	770
	Turboprops	51	400	451	15	3	94	61	178	886	-	1,237	1,688
	Unknown	1	7	8	6	3	-	-	21	57	-	87	95
Sub-totals		2,117	12,238	13,965	78	100	151	198	1,328	3,362	192	5,409	19,374
Departures	Corporate Jets	38	2,010	2,048	-	7	22	318	54	59	-	460	2,508
	Helicopters	-	-	-	-	-	-	-	2	4	247	253	253
	Commercial Jets	1,829	11,273	13,102	1	-	2	9	16	1	-	29	13,131
	Military	-	14	14	-	-	-	-	-	-	-	-	14
	Propeller	2	9	11	145	481	103	22	153	1,094	-	1,998	2,009
	Regional Jets	92	728	820	-	-	-	16	1	-	-	17	837
	Turboprops	43	402	445	1	53	122	62	232	792	-	1,262	1,707
	Unknown	1	20	-	3	15	6	3	5	33	-	65	65
Sub-totals		2,005	14,456	16,440	150	556	255	430	463	1,983	247	4,084	20,524
Touch & Go Sub-totals		-	2	2	18	60	27	10	76	184	3	378	380
Grand Total		4,122	26,696	30,407	246	716	433	638	1,867	5,529	442	9,871	40,278

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Fourth Quarter 2012											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	1,726	11,098	12,824	-	-	-	3	22	1	-	26	12,850
	Regional Jets	89	577	666	-	-	-	1	85	18	-	104	770
Commercial Jet Sub-totals		1,815	11,675	13,490	-	-	-	4	107	19	-	130	13,620
	Corporate Jets	249	141	390	-	-	20	112	711	1,162	-	2,005	2,395
All Jet Arrivals Sub-totals		2,064	11,816	13,880	-	-	20	116	818	1,181	-	2,135	16,015
Departures	Commercial Jets	1,829	11,273	13,102	1	-	2	9	16	1	-	29	13,131
	Regional Jets	92	728	820	-	-	-	16	1	-	-	17	837
Commercial Jet Sub-totals		1,921	12,001	13,922	1	-	2	25	17	1	-	46	13,968
	Corporate Jets	38	2,010	2,048	-	7	22	318	54	59	-	460	2,508
All Jet Departures Sub-totals		1,959	14,011	15,970	1	7	24	343	71	60	-	506	16,476
Grand Total		4,023	25,827	29,850	1	7	44	459	889	1,241	-	2,641	32,491

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

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

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

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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APPENDICES

Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/1/2012 4:55	UPS2943	N323UP	B763	3265	28L	J	RWY 30 Routine Closure	Yes
10/1/2012 8:35	KFS73		LJ35	3320	28L	B	Lifeguard Medical	Yes
10/3/2012 12:30	N108JA	N108JA	E50P	6317	28L	B	ATC Did Not Advise	No
10/4/2012 14:54	N619KS		GALX	3221	28R	B	Pilot Requested	No
10/4/2012 15:09	N145EA	N145EA	EA50	6377	28R	B	Pilot Refusal	No
10/5/2012 12:25	N656PS	N656PS	C550	3340	28R	B	System Error	Yes
10/6/2012 12:30	SDE566		C560	4513	28L	B	Pilot Requested	No
10/6/2012 14:04	N770FG	N770FG	FA20	4257	28R	B	Pilot Requested	No
10/6/2012 20:49	LN361PJ	LN361PJ	LJ35	3264	28L	B	Lifeguard Medical	Yes
10/7/2012 13:21	EJA740	N740QS	GALX	6304	28R	B	Pilot Requested	No
10/8/2012 11:50	N306AV		LJ45	3244	28L	B	Pilot Requested	No
10/11/2012 13:04	LXJ619	N619FX	LJ40	3245	28R	B	System Error	Yes
10/12/2012 12:24	N105CJ	N105CJ	C25B	3760	28L	B	Pilot Requested	No
10/12/2012 12:42	ASP672		C56X	3271	28L	B	Pilot Requested	No
10/13/2012 15:08	N257K	N257K	EA50	3264	28R	B	Pilot Requested	No
10/18/2012 13:44	FIV511	N511CS	C56X	4526	28L	B	ATC Did Not Advise	No
10/18/2012 18:16	N448US	N448US	DA20	4211	28R	P	System Error	Yes
10/18/2012 20:31	N889CM	N889CM	EA50	4554	28R	B	Pilot Requested	No
10/18/2012 21:48	N37U	N37U	C414	3313	28R	P	System Error	Yes
10/19/2012 11:05	N900SK	N900SK	H25B	3240	28R	B	Pilot Requested	No
10/20/2012 13:59	N501JG	N501JG	C560	1131	28R	B	Pilot Requested	No
10/20/2012 15:02	N900SK	N900SK	H25B	1137	28R	B	Pilot Requested	No
10/20/2012 17:54	N411AJ	N411AJ	LJ40	6321	28R	B	Pilot Requested	No
10/20/2012 23:24	CGPAW	CGPAW	C56X	3370	28L	B	Runway/Taxiway Maintenance	Yes
10/21/2012 10:38	N45AC	N45AC	GLF4	6352	28L	B	Pilot Requested	No
10/21/2012 11:17	N610JC	N610JC	C550	3304	28R	B	Pilot Requested	No
10/21/2012 15:12	N854AK	N854AK	DA20	4225	28R	P	System Error	Yes
10/21/2012 15:50	N934RD	N934RD	H25B	6354	28L	B	Pilot Requested	No
10/22/2012 11:25	N511TL	N511TL	GLF2	3766	28L	B	Pilot Requested	No
10/22/2012 16:07	N169TD	N169TD	CL60	3272	28L	B	Pilot Requested	No
10/23/2012 6:03	N363PJ	N363PJ	LJ35	3310	28L	B	Lifeguard Medical	Yes
10/26/2012 15:02	N661EP	N661EP	E50P	1725	28R	B	Pilot Requested	No
10/27/2012 13:10	N538XJ	N538XJ	CL30	6350	28L	B	Pilot Requested	No
10/28/2012 17:59	N930MG	N930MG	C680	346	28L	B	Pilot Requested	No
10/29/2012 2:25	VOI903	N502VL	A319	3330	28L	J	RWY 30 Routine Closure	Yes
10/29/2012 3:11	VOI907		A319	3361	28L	J	RWY 30 Routine Closure	Yes
10/29/2012 5:00	UPS2943	N346UP	B763	3316	28L	J	RWY 30 Routine Closure	Yes
10/29/2012 8:40	N681CE	N681CE	C560	4271	28R	B	Pilot Refusal	No
10/29/2012 8:41	RAX131		FA20	3377	28L	B	ATC Did Not Advise	No
10/29/2012 15:11	N681CE	N681CE	C560	4274	28L	B	Pilot Refusal	No
10/30/2012 13:18	FIV498	N294CC	C56X	3237	28L	B	Pilot Requested	No
11/1/2012 11:57	N828PA	N828PA	EA50	1752	28R	B	Pilot Refusal	No
11/1/2012 20:52	N47CA		P28A	3244	28R	P	System Error	Yes
11/2/2012 12:33	EJA315		C680	4530	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/5/2012 2:22	VOI907		A319	3356	28L	J	RWY 30 Routine Closure	Yes
11/5/2012 5:05	UPS2943	N304UP	B763	3340	28L	J	RWY 30 Routine Closure	Yes
11/5/2012 11:59	BJS441	N441FX	LJ45	6333	28R	B	Pilot Requested	No
11/5/2012 13:33	N118K	N118K	C501	4204	28R	B	RWY 33 Departure	Yes
11/5/2012 15:50	DCM2112		C56X	3704	28L	B	Pilot Requested	No
11/6/2012 10:03	N828PA	N828PA	EA50	1164	28L	B	Pilot Refusal	No
11/7/2012 11:53	BJS441	N441FX	LJ45	3204	28L	B	Pilot Requested	No
11/7/2012 17:07	N615PG	N615PG	E135	3721	28L	R	Pilot Requested	No
11/7/2012 17:23	N930MG	N930MG	C680	1200	28R	B	Pilot Requested	No
11/8/2012 10:42	N416MU	N40770	C510	4227	28L	B	Audio Not Available	No
11/8/2012 15:32	N416MU	N40770	C510	4575	30	B	System Error	Yes
11/8/2012 18:12	N941KN	N941KN	C525	313	28R	B	Pilot Requested	No
11/9/2012 13:56	N57HA	N57HA	CL30	3331	28L	B	Pilot Requested	No
11/9/2012 16:42	N828PA	N828PA	EA50	6360	28L	B	Pilot Refusal	No
11/10/2012 12:24	N33GG	N33GG	F900	1176	28R	B	Pilot Requested	No
11/10/2012 21:59	N903JP	N903JP	C510	3251	28R	B	Pilot Refusal	No
11/10/2012 23:58	N619RJ	N619RJ	EA50	3274	28L	B	Pilot Requested	No
11/11/2012 12:15	N85SM	N85SM	EA50	4565	28L	B	Pilot Refusal	No
11/12/2012 2:23	VOI907		A319	3254	28L	J	RWY 30 Routine Closure	Yes
11/12/2012 5:00	UPS2943	N350UP	B763	3274	28L	J	RWY 30 Routine Closure	Yes
11/12/2012 14:22	N747LG	N747LG	EA50	3215	28R	B	Not Acceptable	No
11/12/2012 18:41	N7079G	N7079G	B26	6374	28L	P	Not Acceptable	No
11/13/2012 2:00	LN903JP	LN903JP	C510	4263	28R	B	Lifeguard Medical	Yes
11/13/2012 11:00	SWA230	N600WN	B737	1153	30	J	System Error	Yes
11/15/2012 6:04	LN903JP	LN903JP	C510	4514	28R	B	Lifeguard Medical	Yes
11/15/2012 11:32	N813JD	N813JD	C550	1113	28R	B	Pilot Requested	No
11/18/2012 7:34	BJS340	N340FX	CL60	3346	28L	B	ATC Did Not Advise	No
11/18/2012 13:56	TWY28	N228DB	C750	4576	28R	B	System Error	Yes
11/18/2012 14:24	N930MG	N930MG	C680	1200	28R	B	Pilot Requested	No
11/19/2012 5:05	UPS2943	N318UP	B763	3357	28L	J	RWY 30 Routine Closure	Yes
11/19/2012 5:26	LXJ336	N336FX	CL60	3353	28L	B	RWY 30 Routine Closure	Yes
11/21/2012 13:05	N506QS	N506QS	GLF5	4553	28R	B	Not Acceptable	No
11/23/2012 9:41	N52SM	N52SM	H25C	4541	28R	B	Pilot Requested	No
11/23/2012 10:27	LN988QC	LN988QC	LJ35	4277	28R	B	Lifeguard Medical	Yes
11/23/2012 13:03	N552XJ	N552XJ	CL30	3227	28L	B	Pilot Requested	No
11/23/2012 15:55	SWA3901	N553WN	B737	3306	28R	J	System Error	Yes
11/23/2012 18:49	N52SM	N52SM	H25C	4551	28L	B	Pilot Requested	No
11/26/2012 2:34	VOI907		A319	3231	28L	J	RWY 30 Routine Closure	Yes
11/26/2012 5:54	N903JP	N903JP	C510	3233	28R	B	RWY 30 Routine Closure	Yes
11/26/2012 7:34	N44CK	N44CK	C525	4560	28R	B	Pilot Requested	No
11/26/2012 15:47	N905T	N905T	GLEX	3665	28L	B	Pilot Requested	No
11/27/2012 13:15	N610JC	N610JC	C550	4210	28R	B	Pilot Requested	No
11/27/2012 14:05	N511TL	N511TL	GLF2	1702	28L	B	Pilot Requested	No
12/2/2012 12:34	FIV428	N428CS	C25B	6327	28R	B	Pilot Requested	No
12/2/2012 13:17	C102	C102	GLF5	3756	28R	B	Military Flight	Yes
12/2/2012 15:14	N991TW	N991TW	CL60	4510	28L	B	Pilot Refusal	No
12/2/2012 19:50	N758XJ	N758XJ	C750	4227	30	B	System Error	Yes
12/2/2012 20:32	EJA378	N378QS	C680	4264	28L	B	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/3/2012 2:32	VOI907	N502VL	A319	3325	28L	J	RWY 30 Routine Closure	Yes
12/3/2012 4:45	UPS2947	N158UP	A306	3276	28L	J	RWY 30 Routine Closure	Yes
12/3/2012 16:09	N525WW	N525WW	C525	4524	28R	B	System Error	Yes
12/3/2012 18:49	N169TD	N169TD	CL60	6366	28L	B	ATC Did Not Advise	No
12/4/2012 10:15	N828PA	N828PA	EA50	3206	28R	B	Pilot Refusal	No
12/6/2012 5:04	N108JN	N108JN	LJ35	3245	28L	B	Lifeguard Medical	Yes
12/6/2012 5:46	ULA55	N355UA	LJ55	3260	28L	B	Lifeguard Medical	Yes
12/6/2012 10:44	N401NX	N401NX	BE40	4240	30	B	System Error	Yes
12/6/2012 14:24	N403ND	N403ND	C25B	1737	28R	B	Pilot Requested	No
12/7/2012 15:10	N417GR	N417GR	C510	3250	28R	B	Pilot Refusal	No
12/8/2012 7:37	N247CJ	N247CJ	F900	322	30	B	System Error	Yes
12/8/2012 17:04	N511TC	N511TC	C525	4224	28R	B	Pilot Requested	No
12/9/2012 11:21	N717XJ	N717XJ	C750	3750	28L	B	Pilot Requested	No
12/9/2012 13:41	N828PA	N828PA	EA50	3717	28R	B	Pilot Refusal	No
12/10/2012 2:38	VOI907		A319	3365	28L	J	RWY 30 Routine Closure	Yes
12/10/2012 5:06	UPS2945	N155UP	A306	3251	28L	J	RWY 30 Routine Closure	Yes
12/10/2012 9:48	OPT480	N480LX	BE40	4225	28L	B	Pilot Requested	No
12/10/2012 14:58	FIV428	N428CS	C525	1457	28R	B	System Error	Yes
12/11/2012 9:51	N99AG	N99AG	C56X	1200	28R	B	Pilot Requested	No
12/11/2012 12:19	N828PA	N828PA	EA50	6376	28R	B	Pilot Refusal	No
12/11/2012 21:37	N661EP	N661EP	E50P	3375	28L	B	ATC Did Not Advise	No
12/12/2012 14:20	N193SB	N193SB	C56X	3667	28R	B	Pilot Requested	No
12/12/2012 17:21	N774XJ	N774XJ	C750	4212	28L	B	Pilot Requested	No
12/12/2012 17:58	LN352TV	LN352TV	LJ35	3365	28R	B	Lifeguard Medical	Yes
12/12/2012 21:41	LN903JP	LN903JP	C510	4577	28R	B	Lifeguard Medical	Yes
12/13/2012 10:36	CFMGL	CFMGL	LJ45	3736	28L	B	Pilot Requested	No
12/14/2012 2:03	LN350EF	LN350EF	LJ35	3315	28R	B	Lifeguard Medical	Yes
12/14/2012 12:08	N903JP	N903JP	C510	3210	28R	B	Pilot Refusal	No
12/14/2012 16:11	DCM2112		C56X	1120	28L	B	Pilot Requested	No
12/15/2012 12:22	MMNCC	MMNCC	FA7X	4505	28L	B	ATC Did Not Advise	No
12/15/2012 13:53	N700MP	N700MP	FA50	3320	28R	B	Pilot Requested	No
12/16/2012 13:38	N380PK	N380PK	C56X	1155	28L	B	Pilot Requested	No
12/16/2012 14:55	N322PL	N322PL	EA50	3640	28L	B	Pilot Requested	No
12/18/2012 10:23			EA50	4225	28R	B	Pilot Requested	No
12/19/2012 18:03	LN623KM	LN623KM	LJ35	3737	28L	B	Lifeguard Medical	Yes
12/24/2012 5:04	UPS2947	N335UP	B763	3232	28L	J	RWY 30 Routine Closure	Yes
12/24/2012 6:59	N726XJ	N726XJ	C750	4501	30	B	System Error	Yes
12/24/2012 14:10	N789XJ	N789XJ	C750	1125	28R	B	Pilot Requested	No
12/26/2012 10:17	RVJ58	N58JV	C25B	3626	28R	B	Pilot Requested	No
12/26/2012 12:50	GDG392	N392FV	CL60	4547	28L	B	System Error	Yes
12/27/2012 13:56	LXJ521	N521FX	CL30	4567	28L	B	Pilot Requested	No
12/27/2012 14:46	N828PA	N828PA	EA50	1163	28L	B	Pilot Refusal	No
12/27/2012 14:54	N800PF	N800PF	C525	4521	28L	B	Pilot Requested	No
12/28/2012 13:17	DCM6373		C525	3217	28R	B	Pilot Requested	No
12/28/2012 18:27	DCM6373	N44CK	C525	4530	28R	B	Pilot Requested	No
12/30/2012 16:59	DCM6373	N44CK	C525	4534	28R	B	Pilot Requested	No
12/31/2012 4:02	UPS4957	N311UP	B763	3223	28L	J	RWY 30 Routine Closure	Yes
12/31/2012 5:35			C525	4571	28L	B	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/31/2012 5:37			C510	4530	28R	B	RWY 30 Routine Closure	Yes

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Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments
10/13/2012 07:37	EJA655	N655QS	C56X	727	09R	B	Pilot Requested
10/13/2012 07:39	N96UT	N96UT	FA50	3664	09R	B	Pilot Requested
10/18/2012 16:50	CGMLR	CGMLR	H25B	2143	09R	B	Pilot Requested
10/18/2012 17:25	N377SC		F2TH	3532	09R	B	Pilot Requested
10/22/2012 08:56		N169TD	CL60	2011	09R	B	Not Acceptable
10/24/2012 08:25	N300AA	N300AA	LJ45	2640	09R	B	Pilot Requested
10/24/2012 08:54			C25B	1655	09R	B	Pilot Requested
10/24/2012 09:21	N383SF	N383SF	ASTR	3145	09R	B	Pilot Requested
10/24/2012 10:13	EJA259	N259QS	F2TH	4272	09R	B	Pilot Requested
10/24/2012 11:21	N525CP	N525CP	C525	1343	09R	B	Air Traffic Conflict
10/24/2012 12:04	LXJ620	N620FX	LJ40	7342	09R	B	Pilot Requested
10/24/2012 12:13	EJA590	N590QS	C56X	3553	09R	B	Pilot Requested
10/24/2012 13:11	N909CF		F2TH	7252	09R	B	Pilot Requested
11/16/2012 15:19	N117WR	N117WR	GLF4	6706	09R	B	Pilot Requested
11/16/2012 16:38	N247CJ	N247CJ	F900	3513	09R	B	Air Traffic Conflict
11/16/2012 16:51	N455QS	N455QS	GLF4	2050	09R	B	Pilot Requested
11/16/2012 18:00	JAS271	N721KJ	GLF4	4535	09R	B	Pilot Requested
11/16/2012 19:05	N430QS	N430QS	GLF4	4212	09R	B	Pilot Requested
11/17/2012 19:05	N4MF	N4MF	GLEX	7211	09R	B	Pilot Requested
11/17/2012 19:27	N907SF	N907SF	F900	1724	09R	B	Pilot Requested
11/19/2012 04:46	ASA826	N513AS	B738	1376	09R	J	Routine Maint on Runway 29
11/19/2012 08:59	N1AP	N1AP	C750	2054	09L	B	Pilot Requested
11/19/2012 09:04	EJA613	N613QS	C56X	2121	09R	B	Air Traffic Conflict
11/19/2012 11:29	N924PS	N924PS	LJ60	6736	09R	B	Pilot Requested
11/19/2012 13:49	OPT736	N736FL	C750	4044	09R	B	Air Traffic Conflict
11/19/2012 14:51	DCM7192		C550	7222	09R	B	Air Traffic Conflict
11/19/2012 14:58			GALX	6055	09R	B	Air Traffic Conflict
11/19/2012 15:08	LXJ256	N256FX	LJ60	6571	09R	B	Air Traffic Conflict
11/20/2012 08:38	N74PT	N74PT	LJ45	4250	09L	B	Not Acceptable
11/20/2012 10:42	N923JP	N923JP	C510	7254	09L	B	Air Traffic Conflict
11/20/2012 12:53	EJA975	N975QS	C750	2634	09R	B	Air Traffic Conflict
11/20/2012 13:36	LXJ527	N527FX	CL30	2771	09R	B	Not Acceptable
11/20/2012 13:54	JTL973	N973MW	GLF4	2346	09R	B	Not Acceptable
11/20/2012 13:57	OPT702		C750	2220	09R	B	Not Acceptable
11/20/2012 14:01	N548XJ	N548XJ	CL30	3556	09R	B	Not Acceptable
11/20/2012 14:17			CL30	2751	09R	B	Not Acceptable
11/20/2012 14:42	BJS532	N532FX	CL30	712	09R	B	Not Acceptable
11/20/2012 15:28	N545XJ	N545XJ	CL30	7217	09R	B	Not Acceptable
11/20/2012 15:53			FA50	6022	09R	B	Not Acceptable
11/20/2012 16:14			GLF4	1776	09R	B	Air Traffic Conflict
11/20/2012 16:27	N495CT	N495CT	BE40	1051	09R	B	Not Acceptable

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments
11/20/2012 16:33	EJA831	N831QS	C560	1360	09R	B	Air Traffic Conflict
11/20/2012 16:37	N52FT	N52FT	C550	2765	09R	B	Not Acceptable
11/20/2012 17:12	N150HM	N150HM	G150	1404	09R	B	Not Acceptable
11/20/2012 18:39			C510	4255	09R	B	Air Traffic Conflict
11/20/2012 18:49	N539XJ	N539XJ	CL30	7355	09R	B	Air Traffic Conflict
11/20/2012 18:57	N168TY	N168TY	C510	7226	09R	B	Air Traffic Conflict
11/20/2012 19:50	N604RT	N604RT	CL60	6604	09R	B	Air Traffic Conflict
11/20/2012 21:48	N548XJ	N548XJ	CL30	3561	09R	B	Air Traffic Conflict
11/28/2012 12:05	EJA712	N712QS	GALX	6730	09R	B	Pilot Requested
11/28/2012 12:17	OPT712	N712FL	C750	7206	09R	B	Air Traffic Conflict
11/28/2012 12:27	N1999	N1999	F2TH	7343	09R	B	Air Traffic Conflict
11/28/2012 13:08	N99AG	N99AG	C25B	6743	09R	B	Air Traffic Conflict
11/28/2012 14:54	EJA687	N687QS	C56X	1002	09R	B	Pilot Requested
11/28/2012 16:25	N191VE	N191VE	C560	7273	09L	B	Pilot Requested
11/28/2012 16:28	N604RT	N604RT	CL60	763	09R	B	Pilot Requested
11/28/2012 17:25	DCM2373	N44CK	C525	6615	09L	B	Pilot Requested
11/29/2012 07:55	N661EP	N661EP	E50P	7257	09R	B	Air Traffic Conflict
11/29/2012 10:08	EJA656	N656QS	C56X	7230	09R	B	Air Traffic Conflict
11/29/2012 12:55	LXJ549	N549FX	CL30	6030	09R	B	Pilot Requested
11/29/2012 14:25	N500N	N500N	F2TH	7234	09R	B	Pilot Requested
11/29/2012 15:06	N335JJ	N335JJ	C525	1460	09R	B	Pilot Requested
11/29/2012 15:44	N550BT	N550BT	C550	6043	09R	B	Pilot Requested
11/29/2012 17:05	BJS522	N522FX	CL30	2071	09R	B	Pilot Requested
11/29/2012 18:05			C25B	3561	09R	B	Pilot Requested
11/29/2012 19:12	N283RA	N283RA	C25B	1023	09R	B	Pilot Requested
11/29/2012 20:06	N5092	N5092	GLF5	2565	09R	B	Air Traffic Conflict
11/29/2012 20:23	N546QS	N546QS	GLF5	1125	09R	B	Pilot Requested
11/30/2012 13:10	N41VP	N41VP	C560	4255	09R	B	Pilot Requested
11/30/2012 13:28	N362CA	N362CA	C560	6715	09L	B	Air Traffic Conflict
11/30/2012 14:08	N888PS	N888PS	C25B	3510	09R	B	Pilot Requested
11/30/2012 14:38	N16MF	N16MF	BE40	7231	09L	B	Air Traffic Conflict
11/30/2012 15:15	OPT908	N908FL	E135	1004	09R	R	Air Traffic Conflict
11/30/2012 15:24	N245SP	N800WC	C525	4516	09R	B	Air Traffic Conflict
11/30/2012 16:47	N867K	N867K	EA50	1302	09L	B	Air Traffic Conflict
11/30/2012 18:48	N548XJ	N548XJ	CL30	4507	09R	B	Air Traffic Conflict
11/30/2012 19:10	N350BV	N350BV	C525	7171	09R	B	Pilot Requested
11/30/2012 19:24	N41VP	N41VP	C560	3507	09R	B	Air Traffic Conflict
12/1/2012 10:36	EJA382	N382QS	C680	7303	09R	B	Pilot Requested
12/1/2012 15:30	LN363PJ	N363PJ	LJ35	6606	09R	B	Lifeguard Medical
12/1/2012 15:36	N353H	N353H	FA50	4253	09R	B	Air Traffic Conflict
12/1/2012 16:07	LXJ260	N260FX	LJ60	2743	09L	B	Air Traffic Conflict
12/1/2012 16:37	N47PW	N47PW	C560	1647	09R	B	Pilot Requested
12/1/2012 16:53	N150HM	N150HM	G150	2044	09R	B	Pilot Requested
12/1/2012 17:19	N24BC	N24BC	C525	6727	09R	B	Pilot Requested
12/5/2012 08:46	N12KC	N12KC	C750	2436	09R	B	Air Traffic Conflict
12/15/2012 18:22	DCM6373	N44CK	C525	4571	09L	B	Air Traffic Conflict
12/15/2012 19:07	N247CJ	N247CJ	F900	4565	09R	B	Air Traffic Conflict
12/15/2012 19:52	TWY123	N939CC	CL60	2620	09R	B	Air Traffic Conflict

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments
12/15/2012 21:28	LN363PJ	N363PJ	LJ35	6630	09R	B	Lifeguard Medical
12/16/2012 01:57	N99AG	N99AG	C25B	1167	09L	B	Air Traffic Conflict
12/16/2012 16:48	N903JP	N903JP	C510	7211	09R	B	Pilot Refusal
12/16/2012 18:12	TWY69		CL60	3541	09R	B	Pilot Requested
12/16/2012 21:18	N9AL	N9AL	GLF4	6233	09R	B	Air Traffic Conflict
12/16/2012 22:42	N99AG	N99AG	C25B	7246	09L	B	Pilot Requested
12/17/2012 00:25	DCM6373	N44CK	C525	4512	09R	B	Pilot Requested
12/20/2012 06:56	N903JP	N903JP	C510	4512	09L	B	Pilot Requested
12/20/2012 08:37	N848T	N848T	C750	2427	09R	B	Pilot Requested
12/20/2012 09:30			C550	1323	09R	B	Air Traffic Conflict
12/20/2012 11:43	N962A	N962A	ASTR	4141	09R	B	Pilot Requested
12/20/2012 12:00	EJA706	N706QS	GALX	6674	09R	B	Pilot Requested
12/20/2012 13:50	OPT477	N477FL	BE40	4564	09R	B	Pilot Requested
12/20/2012 15:43	N450XX	N450XX	GLF4	2373	09L	B	Pilot Requested
12/20/2012 15:50	EJA654		C56X	4256	09R	B	Pilot Requested
12/20/2012 15:54	GDG803		LJ55	6037	09R	B	Pilot Requested
12/20/2012 16:15	N8888H	N8888H	H25C	6732	09R	B	Air Traffic Conflict
12/20/2012 16:23	RPN1836	N836RA	MD83	705	09R	J	Pilot Requested
12/20/2012 17:21	OPT335		E55P	4534	09R	B	Pilot Requested
12/20/2012 18:54			CL30	6714	09R	B	Air Traffic Conflict
12/20/2012 21:41	DCM6373	N44CK	C525	1050	09L	B	Air Traffic Conflict
12/20/2012 23:37			C25B	4545	09L	B	Pilot Requested
12/21/2012 07:09	N2486B	N2486B	EA50	4535	09L	B	Pilot Requested
12/21/2012 09:05	AAL451		B738	4562	09R	J	Pilot Requested
12/21/2012 09:36			GLEK	7345	09R	B	Air Traffic Conflict
12/21/2012 09:45	EJA740	N740QS	GALX	3337	09R	B	Pilot Requested
12/21/2012 13:13	EJA678	N678QS	C56X	7177	09R	B	Pilot Requested
12/21/2012 13:52	RVJ58	N58JV	C25B	2232	09R	B	Air Traffic Conflict
12/21/2012 14:23			BE40	2223	09L	B	Air Traffic Conflict
12/21/2012 15:51	EJA307	N307QS	C680	1344	09R	B	Air Traffic Conflict
12/21/2012 16:12	CSK33		C501	3523	09R	B	Pilot Requested
12/21/2012 18:48	GDG801	N51VL	LJ55	2616	09L	B	Air Traffic Conflict
12/21/2012 19:16	FIV514	N514CS	C56X	1461	09R	B	Air Traffic Conflict
12/21/2012 21:13	N247CJ	N247CJ	F900	4251	09R	B	Pilot Requested
12/21/2012 21:38	N620JF	N620JF	CL30	6671	09R	B	Pilot Requested
12/23/2012 05:42	LN363PJ	N363PJ	LJ35	7356	09R	B	Lifeguard Medical
12/23/2012 08:33	N538XJ	N538XJ	CL30	1021	09R	B	Pilot Requested
12/23/2012 09:52	OPT854	N854FL	H25B	6005	09R	B	Pilot Requested
12/23/2012 10:43	OPT471	N471LX	BE40	4044	09R	B	Air Traffic Conflict
12/23/2012 15:10	USC232	N959SA	LJ35	6547	09R	B	Pilot Requested
12/23/2012 16:35	N717XJ	N717XJ	C750	1326	09R	B	Air Traffic Conflict
12/23/2012 16:38	N789XJ	N789XJ	C750	3544	09R	B	Air Traffic Conflict
12/25/2012 11:13	EJA377	N377QS	C680	7331	09L	B	Air Traffic Conflict
12/25/2012 13:10	N548XJ	N548XJ	CL30	7205	09R	B	Air Traffic Conflict
12/25/2012 15:25	OPT318	N318FL	E55P	4547	09R	B	Pilot Requested
12/25/2012 15:48	EJA999	N999QS	C750	6032	09R	B	Pilot Requested
12/25/2012 17:33	LXJ536	N536FX	CL30	2741	09R	B	Pilot Requested

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
10/1/2012 17:51	27R	N43434	N43434	PA28	344	System Error
10/1/2012 21:00	27R				1200	Air Traffic Conflict
10/2/2012 09:34	27R			PROP	360	System Error
10/2/2012 10:00	PAD1	C6550	C6550	HELO	1200	Good Effort
10/2/2012 14:02	33	N99153	N99153	T6	1200	Not Acceptable
10/2/2012 20:35	27L	N152GB	N152GB	C152	322	Not Acceptable
10/3/2012 09:49	33	N9868V	N9868V	C172	1200	Good Effort
10/3/2012 10:26	PAD1	N30GM	N30GM	HELO	1200	Good Effort
10/3/2012 14:02	33	N2036Z	N2036Z	BE36	342	Not Acceptable
10/3/2012 16:29	PAD1	N442BN	N442BN	HELO	352	Good Effort
10/3/2012 16:51	PAD1	N547SA	N547SA	HELO	320	Air Traffic Conflict
10/3/2012 16:51	PAD1	N547SA	N547SA	HELO	320	Air Traffic Conflict
10/4/2012 09:11	27R				1200	Good Effort
10/4/2012 09:11	27R				1200	Good Effort
10/4/2012 09:14	PAD1	N547SA	N547SA	HELO	1200	Air Traffic Conflict
10/4/2012 09:14	PAD1	N547SA	N547SA	HELO	1200	Air Traffic Conflict
10/4/2012 09:25	PAD1	N549SA	N549SA	HELO	1200	Not Acceptable
10/4/2012 09:25	PAD1	N549SA	N549SA	HELO	1200	Not Acceptable
10/4/2012 10:37	27R				1200	Not Acceptable
10/4/2012 10:37	27R				1200	Not Acceptable
10/4/2012 12:09	PAD1	N547SA	N547SA	HELO	1200	Not Acceptable
10/4/2012 12:09	PAD1	N547SA	N547SA	HELO	1200	Not Acceptable
10/4/2012 12:45	27R				1200	Air Traffic Conflict
10/4/2012 16:43	27R	ORACLE5	ORACLE5	PITT	333	Air Traffic Conflict
10/4/2012 16:55	PAD1	N547SA	N547SA	HELO	361	Air Traffic Conflict
10/4/2012 18:05	27R	ORACLE1	ORACLE1	XTRA	1200	Air Traffic Conflict
10/4/2012 18:07	33	N7244T	N7244T	C172	345	Air Traffic Conflict
10/5/2012 09:34	27R	ORACLE1	ORACLE1	EXP	1200	Good Effort
10/5/2012 10:11	PAD1	N547SA	N547SA	HELO	343	Good Effort
10/5/2012 10:17	PAD1	N549SA	N549SA	HELO	1200	Air Traffic Conflict
10/5/2012 10:49	27R	ORACLE6	ORACLE6	PA34	1200	Fleet Week
10/5/2012 11:08	PAD1	N30GM	N30GM	HELO	336	Air Traffic Conflict
10/5/2012 12:20	27R	N2036Z	N2036Z	BE36	327	Good Effort
10/5/2012 13:24	27R	N371	N371	HXC	1200	Good Effort
10/5/2012 13:52	33	N2739G	N2739G	C182	337	Air Traffic Conflict
10/5/2012 14:00	33	N5038C	N5038C	CH7	347	Air Traffic Conflict
10/5/2012 15:05	27R	ORACLE5	N212UA		333	Fleet Week
10/5/2012 15:26	27R	ORACLE1	ORACLE1	XTRA	1200	Good Effort
10/5/2012 16:20	33	N6344L	N6344L	AA5	314	Good Effort
10/5/2012 17:33	27R	ORACLE5	ORACLE5	FLT2	1200	Fleet Week
10/6/2012 09:31	27R	N7542N	N7542N	BE35	362	Air Traffic Conflict
10/6/2012 10:10	27R			PROP	1200	Not Acceptable
10/6/2012 12:05	PAD1	C6516	C6516	HELO	333	Good Effort

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
10/6/2012 12:38	33	LUCKY11	LUCKY11	MV22	333	Air Traffic Conflict
10/6/2012 12:46	27R	LUCKY11	LUCKY11	MV22	333	Air Traffic Conflict
10/6/2012 14:38	33	N48637	N48637	C172	333	Air Traffic Conflict
10/6/2012 15:20	27R	ORACLE1	ORACLE1	E300	1200	Air Traffic Conflict
10/6/2012 15:51	PAD1	N547SA	N547SA	HELO	1200	Air Traffic Conflict
10/6/2012 16:03	27R	N341P	N341P	BE36	343	Air Traffic Conflict
10/6/2012 16:08	27R	ORACLE1	ORACLE1	E300	1200	Good Effort
10/6/2012 17:08	PAD1	N547SA	N547SA	HELO	1200	Air Traffic Conflict
10/6/2012 17:30	27R	ORACLE6	ORACLE6	PITT	1200	Fleet Week
10/6/2012 17:36	PAD1	N549SA	N549SA	HELO	367	Not Acceptable
10/7/2012 10:06	PAD1	N547SA	N547SA	HELO	345	Not Acceptable
10/7/2012 10:14	PAD1	N549SA	N549SA	HELO	1200	Not Acceptable
10/7/2012 11:50	27R	AIRSHW	AIRSHW		333	Air Traffic Conflict
10/7/2012 12:02	33	LUCKY11	LUCKY11	MV22	333	Good Effort
10/7/2012 12:33	33	N1	N1		333	Air Traffic Conflict
10/7/2012 14:22	33				333	Air Traffic Conflict
10/7/2012 15:44	27R	ORCL1	N772TA	XTRA	371	Air Traffic Conflict
10/7/2012 17:10	PAD1	CHPR5	CHPR5	HELO	1200	Air Traffic Conflict
10/8/2012 17:23	PAD1	HNTSMN1	HNTSMN1	HELO	317	Military Flight
10/9/2012 11:49	PAD1	C6550	N234JG	HELO	341	Good Effort
10/9/2012 13:19	27R	N842LP	N842LP	C172	332	System Error
10/10/2012 08:45	PAD1	N609MK	N609MK	HELO	367	Not Acceptable
10/10/2012 10:57	33	N6344L	N6344L	AA5	322	Not Acceptable
10/10/2012 14:02	PAD1	N609MK	N609MK	HELO	346	Good Effort
10/10/2012 14:58	33	TWY426		BE58	1200	Not Acceptable
10/11/2012 18:19	PAD1	N4218K	N4218K	HELO	350	Good Effort
10/12/2012 16:34	27L	N553TP	N553TP	PA28	362	System Error
10/13/2012 09:00	33	CHP31		C206	1200	Air Traffic Conflict
10/14/2012 13:54	33	N16196	N16196	C172	364	Air Traffic Conflict
10/14/2012 18:47	PAD1	N234NL	N234NL	HELO	352	Fleet Week
10/15/2012 10:53	PAD1	N30GM	N30GM	HELO	334	Not Acceptable
10/15/2012 15:13	PAD1	N442BN	N442BN	HELO	334	Good Effort
10/15/2012 20:29	27R	N4614D	N4614D	BE36	354	Not Acceptable
10/16/2012 14:20	27L	N7199D	N7199D	BE90	362	Not Acceptable
10/16/2012 15:14	PAD1	N427SL	N427SL	HELO	1200	Good Effort
10/17/2012 11:03	PAD1	N2398G	N2398G	HELO	1200	Air Traffic Conflict
10/17/2012 11:15	27L	N7199D	N7199D	BE30	327	Not Acceptable
10/17/2012 12:29	PAD1	N442BN	N442BN	HELO	1200	Good Effort
10/17/2012 13:38	27L	N27773	N27773	PA31	370	Not Acceptable
10/17/2012 14:09	27L	N7199D	N7199D	BE90	352	Not Acceptable
10/17/2012 15:54	33	N4609M	N4609M	BE35	1200	Air Traffic Conflict
10/17/2012 16:41	27L	N7199D	N7199D	BE90	325	Not Acceptable
10/17/2012 17:58	27R	N553TP	N553TP	P28A	343	Air Traffic Conflict
10/17/2012 18:44	PAD1	C6516	C6516	HELO	374	System Error
10/17/2012 18:58	27R	N7199D	N7199D	BE9L	1200	Not Acceptable
10/17/2012 23:32	PAD1	CHP32		HELO	1200	Not Acceptable
10/18/2012 14:20	PAD1	ARG1		HELO	1200	Good Effort
10/18/2012 14:53	27L	N191TG	N191TG	C172	376	System Error

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
10/20/2012 08:40	33	N3118F	N3118F	C182	1200	IFR Training
10/21/2012 10:30	PAD1	N73SF	N73SF	HELO	1200	Good Effort
10/21/2012 13:19	33	N739UL	N739UL	C172	376	System Error
10/21/2012 13:19	PAD1	N590HW	N590H	HELO	325	Good Effort
10/21/2012 14:01	27R	N59SH	N59SH		1200	Good Effort
10/21/2012 16:10	PAD1	N590H	N590H	HELO	356	Good Effort
10/21/2012 19:09	PAD1	N590H	N590H	HELO	356	Good Effort
10/22/2012 14:09	PAD1	C6516	C6516	HELO	367	Good Effort
10/23/2012 05:09	PAD1	ARGUS1	ARGUS1	HELO	314	Police/Govt. Activity
10/24/2012 13:07	PAD1	N590H	N590H	HELO	1200	Good Effort
10/24/2012 15:54	PAD1	N590H	N590H	HELO	323	Good Effort
10/24/2012 16:46	PAD1	N442BN	N442BN	HELO	1200	Good Effort
10/25/2012 11:50	PAD1	N444DV	N444DV	HELO	1200	Good Effort
10/25/2012 15:31	PAD1	N73SF	N73SF	HELO	1200	Air Traffic Conflict
10/25/2012 15:53	PAD1	N590H	N590H	HELO	324	Good Effort
10/25/2012 16:59	27R	N842LP	N842LP	C172	352	Good Effort
10/25/2012 18:09	27R	N43434	N43434	P28A	333	Good Effort
10/25/2012 18:59	PAD1	N590H	N590H	HELO	364	Good Effort
10/25/2012 19:16	PAD1	SKY7	N510PD	HELO	367	Air Traffic Conflict
10/25/2012 21:39	PAD1	N75TV	N75TV	HELO	324	Good Effort
10/25/2012 22:07	27R	N4541M	N4541M	BE36	326	Not Acceptable
10/26/2012 16:14	PAD1	N442BN	N442BN	HELO	1200	Good Effort
10/27/2012 14:56	27L	N43434	N43434	PA28	313	Air Traffic Conflict
10/28/2012 11:12	27R	N324SP	N324SP	C172	362	Air Traffic Conflict
10/28/2012 11:56	27R	N324SP	N324SP	C172	371	Air Traffic Conflict
10/28/2012 12:20	27R	N112HD	N442BN	PA46	332	Air Traffic Conflict
10/28/2012 12:20	27R	N324SP	N324SP	C172	1200	Air Traffic Conflict
10/28/2012 14:01	27L	N37343	N37343	C340	340	Air Traffic Conflict
10/28/2012 14:59	33	N96SY	N96SY	SR22	315	Air Traffic Conflict
10/28/2012 16:13	33	N4168F	N4168F	C172	356	Air Traffic Conflict
10/28/2012 18:48	PAD1	N442BN	N442BN	HELO	376	Good Effort
10/28/2012 22:33	27R	CHPR5	CHPR5		1200	Good Effort
10/28/2012 23:01	27R	CHPR2	CHPR2		1200	Police/Govt. Activity
10/29/2012 13:11	33	N2739G	N2739G	C182	365	Good Effort
10/29/2012 15:17	27R	N25NX	N25NX	PC12	1200	Good Effort
10/29/2012 17:13	PAD1	N442BN	N442BN	HELO	376	Good Effort
10/31/2012 12:06	33	N2739G	N2739G	C182	320	System Error
10/31/2012 12:52	PAD1	EAGLE6	EAGLE6	HELO	1200	Air Traffic Conflict
11/1/2012 12:32	27R	N47952	N47952	P28A	337	System Error
11/1/2012 14:16	27R	IDAHO25	IDAHO25	C206	314	Good Effort
11/1/2012 16:08	33	N236SP	N236SP	C172	361	Good Effort
11/2/2012 12:43	27L	N418DN	N418DN	BE20	341	Air Traffic Conflict
11/2/2012 13:39	PAD1	N73SF	N73SF	HELO	1200	Good Effort
11/2/2012 15:56	27R	N707RL	N707RL	C303	366	Not Acceptable
11/2/2012 19:13	27R	CHP37		C206	367	Air Traffic Conflict
11/3/2012 12:17	33	N1473T	N18529	P28R	347	Not Acceptable
11/3/2012 12:38	27R	N9497J	N9497J	PA28	325	Not Acceptable
11/3/2012 13:01	27R	N9497J	N9497J	P28A	1200	Air Traffic Conflict

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
11/3/2012 16:33	27R	N99JZ	N99JZ	BE58	363	Air Traffic Conflict
11/3/2012 16:35	27R	N553TP	N553TP	PA28	372	Air Traffic Conflict
11/4/2012 09:54	33	N9188V	N9188V	M20P	336	Good Effort
11/4/2012 10:18	33	N4769T	N4769T	C182	372	Air Traffic Conflict
11/4/2012 11:51	27R	N717BC	N717BC	EXPR	355	Not Acceptable
11/4/2012 13:08	33	N2739G	N2739G	C182	374	Air Traffic Conflict
11/4/2012 13:21	27R	N58628	N58628	C172	351	Air Traffic Conflict
11/4/2012 14:26	33	N6605D	N6605D	C172	316	Not Acceptable
11/4/2012 15:52	33	N4D	N553TP	PA28	326	Good Effort
11/4/2012 16:51	PAD1	N442BN	N442BN	HELO	1200	Good Effort
11/5/2012 12:34	33	N842LP	N842LP	C172	324	Good Effort
11/5/2012 12:34	33	N2739G	N2739G	C172	326	Air Traffic Conflict
11/6/2012 11:20	33	N5038C	N5038C	CH10	356	Air Traffic Conflict
11/6/2012 15:27	PAD1	N442BN	N442BN	HELO	1200	Good Effort
11/6/2012 17:40	PAD1	N442BN	N442BN	HELO	1200	Air Traffic Conflict
11/7/2012 11:32	33	N9L	N9L	LA4	323	Not Acceptable
11/7/2012 20:38	PAD1	ARGUS1	ARGUS1	HELO	1200	Law Enforcement
11/9/2012 11:23	27L	N8279W	N8279W	P28R	1200	System Error
11/9/2012 15:28	PAD1	N442BN	N442BN	HELO	313	Good Effort
11/9/2012 15:51	27L	N761BC	N761BC	C210	317	Not Acceptable
11/9/2012 21:41	PAD1	CHP32		HELO	1200	Law Enforcement
11/10/2012 14:28	27R	N21263	N21263	C172	1200	Air Traffic Conflict
11/10/2012 23:36	PAD1	CHP32		HELO	1200	Law Enforcement
11/11/2012 11:03	33	N47952	N47952	AC11	336	Good Effort
11/11/2012 11:08	27R	CAP43		C206	331	Air Traffic Conflict
11/11/2012 12:50	27R	N5475J	N5475J	C310	317	Air Traffic Conflict
11/11/2012 16:16	27R	N837SP	N837SP	C172	331	Not Acceptable
11/11/2012 16:44	33	N842LP	N842LP	C172	1200	Air Traffic Conflict
11/13/2012 18:28	33	N30475	N30475	C172	344	System Error
11/13/2012 20:28	27R	N9396H	N9396H	C172	333	Air Traffic Conflict
11/14/2012 12:42	27R	N2100D	N2100D	BE76	351	Good Effort
11/15/2012 18:03	27R	N1114K	N1114K	BE20	350	Air Traffic Conflict
11/16/2012 18:42	PAD1	C6547	C6547	HELO	327	Good Effort
11/17/2012 14:04	27R	N6605D	N6605D	C172	351	Air Traffic Conflict
11/18/2012 11:05	33	N2739G	N2739G	C182	371	Good Effort
11/18/2012 14:41	27L	N227JT	N227JT	SW3	351	Air Traffic Conflict
11/18/2012 17:01	PAD1	N590H	N590H	HELO	1200	Good Effort
11/18/2012 20:33	27R	N506MV	N506MV	B350	347	Not Acceptable
11/19/2012 15:06	PAD1	N590H	N590H	HELO	377	Good Effort
11/19/2012 16:53	PAD1	N590H	N590H	HELO	314	Good Effort
11/21/2012 10:54	33	CHP31		C206	352	Law Enforcement
11/21/2012 15:23	PAD1	ARGUS2	ARGUS2	HELO	335	Law Enforcement
11/21/2012 19:39	27R	N12479	N12479	C172	371	System Error
11/22/2012 12:06	27R	N211LC	N211LC	C210	317	Air Traffic Conflict
11/23/2012 10:11	33	N401GK	N401GK	BE36	1200	Air Traffic Conflict
11/23/2012 10:51	33	N12AS	N12AS	C185	1200	Air Traffic Conflict
11/23/2012 12:18	27R	N7970E	N7970E	C150	332	Air Traffic Conflict
11/23/2012 15:32	27R				1200	Not Acceptable

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
11/23/2012 16:10	PAD1	N442BN	N442BN	HELO	1200	Good Effort
11/24/2012 10:32	27R	N8279W	N8279W	P28R	335	System Error
11/24/2012 10:59	27R	N757JD	N757JD	C172	1200	Good Effort
11/24/2012 12:05	27R	N63BA	N63BA	P28A	331	Air Traffic Conflict
11/24/2012 14:11	27R	N739ZL	N739ZL	C172	363	Air Traffic Conflict
11/24/2012 15:06	27L	N37343	N37343	C340	335	Air Traffic Conflict
11/24/2012 15:24	27R	N324SP	N324SP	C172	333	Air Traffic Conflict
11/25/2012 12:37	33	N358S	N358S	BE35	1200	Not Acceptable
11/25/2012 13:08	33	N6665V	N6665V	BL17	343	Not Acceptable
11/25/2012 18:40	27R	N2857P	N2857P	PA28	334	Not Acceptable
11/26/2012 10:12	33	N7114Y	N7114Y	PA30	323	IFR Training
11/27/2012 15:06	33	N15SV	N15SV	C340	1200	Good Effort
11/27/2012 17:25	33				1200	Good Effort
11/27/2012 18:42	PAD1	C6526	C6526	HELO	341	Good Effort
11/29/2012 13:30	PAD1	C6526	C6526	HELO	324	Good Effort
12/2/2012 15:29	PAD1	N442BN	N442BN	HELO	1200	Good Effort
12/3/2012 00:49	PAD1	CHP30		HELO	313	Law Enforcement
12/3/2012 18:11	27R	N279TW	N279TW	C182	363	Good Effort
12/4/2012 15:34	33	N15SV	N15SV	C340	371	Not Acceptable
12/5/2012 14:17	PAD1	C6547	C6547	HELO	315	System Error
12/6/2012 13:01	33	N735EC	N735EC	C182	1200	Good Effort
12/6/2012 14:08	33	N234JG	N234JG	C172	374	Air Traffic Conflict
12/6/2012 14:26	27R	N14008	N14008	C172	323	Air Traffic Conflict
12/6/2012 17:07	27R	N21263	N21263	C172	370	Air Traffic Conflict
12/6/2012 17:56	PAD1	C6547	C6547	HELO	1200	Good Effort
12/7/2012 11:27	27R	N757JD	N757JD	C172	331	Good Effort
12/7/2012 13:24	27R	N21263	N21263	C172	341	Good Effort
12/7/2012 16:31	PAD1	N442BN	N442BN	HELO	1200	Good Effort
12/7/2012 17:29	27R	N528MD	N528MD	TBM8	374	Good Effort
12/8/2012 12:35	33	N47952	N47952	P28A	350	Air Traffic Conflict
12/9/2012 11:02	33	N33P	N33P	YAKS	317	Air Traffic Conflict
12/9/2012 13:01	PAD1	N442BN	N442BN	HELO	1200	Good Effort
12/9/2012 15:02	27R	N14008	N14008	C172	321	Good Effort
12/9/2012 15:55	33	N739UL	N739UL	C172	374	Air Traffic Conflict
12/9/2012 16:20	33	N67849	N67849	C152	355	Air Traffic Conflict
12/9/2012 16:29	27R	N47952	N47952	P28A	316	Good Effort
12/9/2012 16:46	PAD1	N442BN	N442BN	HELO	1200	Good Effort
12/9/2012 16:50	27R	N717BC	N717BC	EXP	322	System Error
12/11/2012 07:32	27R	FLNT751	N2638U	C206	335	Good Effort
12/15/2012 12:25	27R	N553TP	N553TP	P28A	340	Good Effort
12/16/2012 13:00	27R	N737ZD	N737ZD	C172	343	Air Traffic Conflict
12/16/2012 13:36	27R	N5038C	N5038C	CH7	371	System Error
12/17/2012 13:13	PAD1	C6531	C6531	HELO	352	Good Effort
12/17/2012 13:52	27L	C6547	C6547	AS65	365	Good Effort
12/18/2012 20:27	27R	N858P	N858P	BE55	1200	Not Acceptable
12/19/2012 08:10	27L	AMF3831		PA31	355	Good Effort
12/19/2012 11:29	27R	N899CS	N899CS	C208	337	Air Traffic Conflict
12/19/2012 15:38	PAD1	ARGUS2	N220PD	HELO	370	Law Enforcement

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
12/19/2012 16:18	27R	N842LP	N842LP	C172	1200	Air Traffic Conflict
12/19/2012 17:05	27R	N717BC	N717BC	LEGA	346	System Error
12/19/2012 17:10	27R	N6085U	N6085U	PA46	1200	Air Traffic Conflict
12/24/2012 12:27	27R	N553TP	N553TP	PA28	370	Good Effort
12/24/2012 16:00	33	N2459P	N2459P	PA38	344	Good Effort
12/24/2012 16:42	27R	N47952	N47952	PA28	370	Air Traffic Conflict
12/24/2012 16:45	27R	N37343	N37343	C340	356	Not Acceptable
12/26/2012 12:54	PAD1	N73SF	N73SF	HELO	1200	Good Effort
12/27/2012 15:48	27R	N328TA	N328TA	C172	1200	Air Traffic Conflict
12/27/2012 20:14	PAD1	SKY7		HELO	1200	Air Traffic Conflict
12/29/2012 13:18	27R	N842LP	N842LP	C172	337	Good Effort
12/29/2012 16:34	33	N654TC	N654TC	C182	317	Not Acceptable
12/29/2012 21:55	PAD1	CHP30		HELO	1200	Police/Govt. Activity
12/30/2012 15:19	PAD1	CHP30		HELO	1200	Police/Govt. Activity
12/30/2012 17:49	27L	N602TM	N602TM	TBM8	356	Good Effort
12/31/2012 13:02	27R	N9842E	N9842E	C206	364	Good Effort
12/31/2012 14:41	33	N43434	N43434	P28A	325	Good Effort
12/31/2012 17:11	PAD1	ARG2		HELO	314	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
10/1/2012 04:55	UPS2943	N323UP	B763	3265	27L	Routine Maint on Runway 29
10/2/2012 02:07	N20TN	N20TN	PAY2	4207	27R	Wide Salad
10/4/2012 22:36	N8096U	N8096U	BE9L	3563	27R	Good Effort
10/5/2012 22:22	AMF238		PA31	1200	27R	Good Effort
10/6/2012 22:43	N246DX	N246DX	SR22	317	27R	Good Effort
10/6/2012 23:42	CMD4	N902EX	HELO	4541	PAD1	Good Effort
10/7/2012 05:57			C25B	4265	09R	Time Buffer
10/8/2012 05:55	MRA687	N1116N	C208	4255	27R	Time Buffer
10/11/2012 22:42	N799	N799	C421	4225	27R	Not Acceptable
10/14/2012 22:09	N8229S	N822GS	BE55	4534	27R	Time Buffer
10/15/2012 05:55	MRA687	N1116N	C208	4517	33	Time Buffer
10/17/2012 23:32	CHP32		HELO	1200	PAD1	Law Enforcement
10/18/2012 22:01	N58RA	N58RA	BE58	3336	27R	Time Buffer
10/19/2012 00:27	N61AP	N61AP	BE20	3351	27R	Wide Salad
10/19/2012 22:09	N688PC	N688PC	SR20	4257	27R	Time Buffer
10/20/2012 23:24	CGPAW	CGPAW	C56X	3370	27L	Runway/Taxiway Maintenance
10/23/2012 05:09	ARGUS1	ARGUS1	HELO	314	PAD1	Police/Govt. Activity
10/24/2012 22:20	N109MD	N109MD	BE20	3226	27R	Wide Salad
10/24/2012 23:06	N329HS	N329HS	SW3	3275	27R	Good Effort
10/25/2012 22:07	N4541M	N4541M	BE36	326	27R	Time Buffer
10/25/2012 22:15	N915CD	N915CD	BE9L	3371	33	Weather/Wind Conditions

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	Comments
10/25/2012 22:26	N4304C	N4304C	C340	3343	27R	Good Effort
10/25/2012 22:27	N888SK	N888SK	PC12	4245	27R	Wide Salad
10/26/2012 22:30	N700DQ	N700DQ	TBM7	3210	27R	310 Heading
10/27/2012 23:38	N30475	N30475	C172	370	27R	Good Effort
10/28/2012 22:33	CHPR5	CHPR5		1200	27R	Law Enforcement
10/28/2012 23:01	CHPR2	CHPR2		1200	27R	Law Enforcement
10/29/2012 00:03	CHP5	CHP5	HELO	1200	PAD1	Police/Govt. Activity
10/29/2012 00:20	N373LD	N373LD	P46T	4231	27R	Wide Salad
10/29/2012 00:39	SKY7		HELO	1200	PAD1	Good Effort
10/29/2012 02:25	VOI903	N502VL	A319	3330	27L	Routine Maint on Runway 29
10/29/2012 03:11	VOI907		A319	3361	27L	Routine Maint on Runway 29
10/29/2012 05:00	UPS2943	N346UP	B763	3316	27L	Routine Maint on Runway 29
10/29/2012 05:11	N816MG	N816MG	GLF5	3254	09R	Good Effort
10/30/2012 05:16	AMF208		BE99	3243	27R	Good Effort
11/2/2012 23:05	N73WC	N73WC	B350	1171	27R	Wide Salad
11/2/2012 23:13	N418DN	N418DN	BE20	3342	09L	Runway 09L Departure
11/3/2012 22:39	N83225	N83225	P28A	4233	27R	Good Effort
11/3/2012 22:54	CHP37		C206	4557	27R	Police/Govt. Activity
11/4/2012 02:39			PAY2	3340	09L	Good Effort
11/5/2012 02:22	VOI907		A319	3356	27L	Routine Maint on Runway 29
11/5/2012 05:05	UPS2943	N304UP	B763	3340	27L	Routine Maint on Runway 29
11/7/2012 00:37	N539M	N539M	PA31	4544	27R	VFR Departure
11/7/2012 22:31	N47CA	N47CA	PAY2	3212	27R	310 Heading
11/7/2012 22:59	N94CE	N94CE	SW4	3213	27R	Wide Salad
11/10/2012 23:36	CHP32		HELO	1200	PAD1	Law Enforcement
11/10/2012 23:58	N619RJ	N619RJ	EA50	3274	27L	Pilot Requested
11/12/2012 02:23	VOI907		A319	3254	27L	Routine Maint on Runway 29
11/12/2012 05:00	UPS2943	N350UP	B763	3274	27L	Routine Maint on Runway 29
11/12/2012 22:01	N328TA	N328TA	C172	4217	27R	Time Buffer
11/13/2012 02:00	LN903JP	LN903JP	C510	4263	27R	Lifeguard Medical
11/13/2012 05:10	N21778	N21778	C172	4545	27R	VFR Departure
11/13/2012 05:39	KAI42	N58HA	CL30	3262	09R	Good Effort
11/14/2012 00:32	TWY898	N898CD	B350	4512	27R	Weather/Wind Conditions
11/14/2012 02:54	N661TC	N661TC	PAY2	3340	09R	Good Effort
11/14/2012 22:28	N418DN	N418DN	BE20	3220	09L	Good Effort
11/15/2012 05:57	N248PH	N827HT	BE20	4534	27R	Time Buffer
11/17/2012 05:38	N525JW	N525JW	C525	3364	09R	ATC Instructions
11/18/2012 02:57			PAY2	3224	09L	Good Effort
11/19/2012 03:57	N131TR	N131TR	LJ60	4535	09R	Good Effort
11/19/2012 05:05	UPS2943	N318UP	B763	3357	27L	Routine Maint on Runway 29
11/19/2012 05:26	LXJ336	N336FX	CL60	3353	27L	Routine Maint on Runway 29
11/19/2012 22:02	N59OH	N590H	HELO	373	PAD1	Time Buffer
11/20/2012 02:13	DAL8842	N363NB	A319	3324	09R	Not Acceptable
11/20/2012 22:29				330	09R	Not Acceptable
11/20/2012 22:35	N226MP	N226MP	GLF4	3356	09L	Not Acceptable
11/21/2012 22:22	N418DN	N418DN	BE20	3316	09L	Not Acceptable

Date/Time	Flight No	Tail No	Aircraft Type	Beacon Code	Runway	Comments
11/24/2012 22:23	N418DN	N418DN	BE20	3235	09L	Good Effort
11/26/2012 02:34	VOI907		A319	3231	27L	Routine Maint on Runway 29
11/26/2012 05:54	N903JP	N903JP	C510	3233	27R	Routine Maint on Runway 29
11/28/2012 05:50	N772FE	N772FE	C208	4225	09L	Good Effort
11/28/2012 23:00	LN775MF	LN775MF	PAY2	4234	27R	Lifeguard Medical
11/29/2012 22:02	N375G	N375G	GLEX	3277	09R	Time Buffer
11/29/2012 22:08	N13LY	N13LY	BE20	4225	09L	Time Buffer
11/29/2012 22:54			WW24	3361	09R	Not Acceptable
11/30/2012 05:28	N844FE	N844FE	C208	4223	09L	Good Effort
12/1/2012 00:35	N867K	N867K	EA50	3632	09R	Good Effort
12/1/2012 00:39			PAY2	3272	09L	Good Effort
12/1/2012 05:19	N551XJ	N551XJ	CL30	3222	09R	ATC Instructions
12/3/2012 00:49	CHP30		HELO	313	PAD1	Law Enforcement
12/3/2012 02:32	VOI907	N502VL	A319	3325	27L	Routine Maint on Runway 29
12/3/2012 04:45	UPS2947	N158UP	A306	3276	27L	Routine Maint on Runway 29
12/6/2012 05:04	N108JN	N108JN	LJ35	3245	27L	Lifeguard Medical
12/6/2012 05:46	ULA55	N355UA	LJ55	3260	27L	Lifeguard Medical
12/7/2012 00:52			PAY2	3332	09L	Good Effort
12/7/2012 22:35	N702TA	N702TA	P46T	3364	27R	Good Effort
12/10/2012 02:38	VOI907		A319	3365	27L	Routine Maint on Runway 29
12/10/2012 05:06	UPS2945	N155UP	A306	3251	27L	Routine Maint on Runway 29
12/10/2012 05:43	AMF3568		BE99	4211	27L	Good Effort
12/13/2012 00:21	TFF1		GLF4	3351	09R	Not Acceptable
12/14/2012 02:03	LN350EF	LN350EF	LJ35	3315	27R	Lifeguard Medical
12/14/2012 05:29	N242JH	N242JH	PC12	3341	27R	Good Effort
12/17/2012 02:23	VOI907		A319	3256	09R	Routine Maint on Runway 29
12/17/2012 22:04	N748LB	N748LB	BE20	3351	27R	Time Buffer
12/17/2012 22:30	N716WA	N716WA	PAY2	3303	27R	Weather/Wind Conditions
12/18/2012 05:24	FLNT751	N2638U	C206	316	27R	System Error
12/18/2012 05:41	N661TC	N661TC	PAY2	3307	27R	Weather/Wind Conditions
12/23/2012 23:19	LN772MF	N772MF	PAY2	4527	27R	Lifeguard Medical
12/24/2012 03:36	BXR213	N681RC	C402	3345	27L	Good Effort
12/24/2012 05:04	UPS2947	N335UP	B763	3232	27L	Routine Maint on Runway 29
12/24/2012 05:32	AMF5106		SW4	3241	27L	Weather/Wind Conditions
12/27/2012 01:26	LN33MS	LN33MS	PAY2	3351	27R	Lifeguard Medical
12/29/2012 22:12	N418DN	N418DN	BE20	3244	09L	Good Effort

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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
12/29/2012 22:13	11	75.9	82.4	9	N418DN	N418DN	BE20	09L
12/29/2012 22:13	9	85.4	89.1	11	N418DN	N418DN	BE20	09L
12/29/2012 22:12	10	77.8	85.7	78	N418DN	N418DN	BE20	09L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/29/2012 00:46	4	78.4	85.7	21	N6462Q	N6462Q	MO20	27R
12/26/2012 23:53	12	74.4	83.3	30			C525	09R
12/26/2012 23:53	10	72.5	81.9	26			C525	09R
12/26/2012 23:53	9	77.7	87.8	24			C525	09R
12/24/2012 05:04	7	70.8	82	27	UPS2947	N335UP	B763	27L
12/24/2012 05:04	6	75.7	87.3	27	UPS2947	N335UP	B763	27L
12/24/2012 05:04	8	72.4	82.2	22	UPS2947	N335UP	B763	27L
12/24/2012 05:04	5	83.3	92.8	32	UPS2947	N335UP	B763	27L
12/24/2012 05:04	4	82.5	92.3	34	UPS2947	N335UP	B763	27L
12/24/2012 03:37	3	78	84.6	13	BXR213	N681RC	C402	27L
12/24/2012 03:37	8	79.1	86	14	BXR213	N681RC	C402	27L
12/24/2012 03:37	6	74.4	81.5	12	BXR213	N681RC	C402	27L
12/24/2012 03:36	5	82.7	87.4	19	BXR213	N681RC	C402	27L
12/24/2012 03:36	4	75.9	84.9	25	BXR213	N681RC	C402	27L
12/23/2012 23:20	8	75.1	82	11	LN772MF	N772MF	PAY2	27R
12/23/2012 23:20	4	73.3	80.1	12	LN772MF	N772MF	PAY2	27R
12/22/2012 00:25	9	71.4	82	36	N3282D	N3282D	C185	27R
12/22/2012 00:25	10	72.5	84	62	N3282D	N3282D	C185	27R
12/22/2012 00:23	4	76.5	81.2	13	N3282D	N3282D	C185	27R
12/17/2012 22:30	4	76.2	82.2	16	N716WA	N716WA	PAY2	27R
12/17/2012 05:46	10	64	80.5	78	MRA687	N9469B	C208	09L
12/17/2012 04:46	1	69.5	81.3	23	UPS2945	N316UP	B763	09R
12/17/2012 04:46	13	69.7	80.4	34	UPS2945	N316UP	B763	09R
12/17/2012 04:46	12	75.1	86.7	41	UPS2945	N316UP	B763	09R
12/17/2012 04:46	2	70.8	83.8	50	UPS2945	N316UP	B763	09R
12/17/2012 04:45	9	76.1	88.1	31	UPS2945	N316UP	B763	09R
12/17/2012 04:45	10	74.4	85.7	44	UPS2945	N316UP	B763	09R
12/17/2012 02:24	13	70.9	82.8	45	VOI907		A319	09R
12/17/2012 02:24	2	69.2	82.1	58	VOI907		A319	09R
12/17/2012 02:24	12	76.9	89.1	47	VOI907		A319	09R
12/17/2012 02:23	9	81	89.6	28	VOI907		A319	09R
12/17/2012 02:23	10	75.4	85.5	38	VOI907		A319	09R
12/17/2012 02:23	4	74.3	81.1	16	VOI907		A319	09R
12/16/2012 22:43	10	72.4	81.1	20			C25B	09R
12/16/2012 22:43	9	78.4	85.2	16			C25B	09R
12/16/2012 02:19	9	75	81.1	11	N774MF	N774MF	PAY2	09L
12/15/2012 23:20	9	74.3	80.7	11	NN2616X	N2616X	C414	09L
12/15/2012 23:20	10	74.1	82.7	59	NN2616X	N2616X	C414	09L
12/14/2012 22:08	14	71.7	80.6	17	N3282D	N3282D	C185	15
12/14/2012 22:07	10	79.8	84.3	78	N3282D	N3282D	C185	15
12/14/2012 22:06	10	68.5	82.5	78	N3282D	N3282D	C185	15
12/14/2012 22:05	4	77.4	84.3	24	N3282D	N3282D	C185	15
12/14/2012 05:29	4	72.7	82.4	35	N242JH	N242JH	PC12	27R
12/14/2012 02:04	7	71.5	80.5	20	LN350EF	LN350EF	LJ35	27R
12/14/2012 02:04	6	71.4	80.3	17	LN350EF	LN350EF	LJ35	27R
12/14/2012 02:04	5	76.5	83.4	15	LN350EF	LN350EF	LJ35	27R
12/14/2012 02:04	4	82.6	88.9	18	LN350EF	LN350EF	LJ35	27R
12/13/2012 22:08	10	66.7	82.3	78	N693MA	N693MA	TBM7	27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/13/2012 22:08	4	74.7	81.4	13	N693MA	N693MA	TBM7	27R
12/13/2012 00:22	1	69.6	80.6	21	TFF1		GLF4	09R
12/13/2012 00:21	12	82.4	89.6	24	TFF1		GLF4	09R
12/13/2012 00:21	10	74.9	84.2	30	TFF1		GLF4	09R
12/13/2012 00:21	9	79.3	88.1	22	TFF1		GLF4	09R
12/10/2012 05:06	7	75	83.5	27	UPS2945	N155UP	A306	27L
12/10/2012 05:06	8	77	84.2	17	UPS2945	N155UP	A306	27L
12/10/2012 05:06	6	82.9	91.9	31	UPS2945	N155UP	A306	27L
12/10/2012 05:06	5	88.4	96.1	29	UPS2945	N155UP	A306	27L
12/10/2012 05:06	4	85.1	93.3	26	UPS2945	N155UP	A306	27L
12/10/2012 02:38	7	76.3	84.8	23	VOI907		A319	27L
12/10/2012 02:38	6	81.9	91.6	25	VOI907		A319	27L
12/10/2012 02:38	5	87	94.3	23	VOI907		A319	27L
12/10/2012 02:38	4	84.3	91.9	24	VOI907		A319	27L
12/6/2012 05:46	7	78.9	87.9	27	ULA55	N355UA	LJ55	27L
12/6/2012 05:46	6	84.8	92.6	24	ULA55	N355UA	LJ55	27L
12/6/2012 05:46	5	88.3	94.4	22	ULA55	N355UA	LJ55	27L
12/6/2012 05:46	4	80.6	88.8	33	ULA55	N355UA	LJ55	27L
12/6/2012 05:04	7	72.8	81.8	18	N108JN	N108JN	LJ35	27L
12/6/2012 05:04	6	79	86.3	19	N108JN	N108JN	LJ35	27L
12/6/2012 05:04	5	81.2	88.6	20	N108JN	N108JN	LJ35	27L
12/6/2012 05:04	4	77.7	85.6	21	N108JN	N108JN	LJ35	27L
12/3/2012 04:46	7	71.9	82.9	25	UPS2947	N158UP	A306	27L
12/3/2012 04:45	8	72.5	82.7	17	UPS2947	N158UP	A306	27L
12/3/2012 04:45	6	79.9	90	28	UPS2947	N158UP	A306	27L
12/3/2012 04:45	5	86.6	94.9	35	UPS2947	N158UP	A306	27L
12/3/2012 04:45	4	84.5	93	31	UPS2947	N158UP	A306	27L
12/3/2012 02:32	7	75.2	85.3	22	VOI907	N502VL	A319	27L
12/3/2012 02:32	6	84	92.5	23	VOI907	N502VL	A319	27L
12/3/2012 02:32	5	89.2	95.8	26	VOI907	N502VL	A319	27L
12/3/2012 02:31	4	84.5	92	33	VOI907	N502VL	A319	27L
12/2/2012 00:52	9	72.9	81.1	14	N716WA	N716WA	PAY2	09L
12/1/2012 22:37	9	77.7	84.9	32	N24BC	N24BC	C525	09R
12/1/2012 05:20	1	73.6	82.5	27	N551XJ	N551XJ	CL30	09R
12/1/2012 05:19	12	72.3	82.5	28	N551XJ	N551XJ	CL30	09R
12/1/2012 05:19	2	68	82.7	61	N551XJ	N551XJ	CL30	09R
12/1/2012 05:19	9	75.8	84.6	24	N551XJ	N551XJ	CL30	09R
12/1/2012 00:39	9	72.9	80.9	13			PAY2	09L
11/30/2012 05:29	11	73.2	80.7	18	N844FE	N844FE	C208	09L
11/30/2012 05:28	9	73.9	80.9	11	N844FE	N844FE	C208	09L
11/30/2012 05:28	10	73.4	83	78	N844FE	N844FE	C208	09L
11/30/2012 00:36	13	74.9	81.9	19	N194WM	N194WM	GLEX	09R
11/30/2012 00:36	12	74.3	81.2	28	N194WM	N194WM	GLEX	09R
11/30/2012 00:36	10	74.8	83.1	31	N194WM	N194WM	GLEX	09R
11/30/2012 00:36	9	77.2	87	26	N194WM	N194WM	GLEX	09R
11/30/2012 00:35	4	79.6	85.5	25	N194WM	N194WM	GLEX	09R
11/29/2012 22:55	1	70.8	81.1	26			WW24	09R
11/29/2012 22:55	2	69.3	81.3	38			WW24	09R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/29/2012 22:55	12	78.5	87.8	40			WW24	09R
11/29/2012 22:54	9	80.1	86.3	27			WW24	09R
11/29/2012 22:54	10	71.8	82.5	35			WW24	09R
11/29/2012 22:54	8	72.3	82.7	21			WW24	09R
11/29/2012 22:54	4	77.6	86.8	32			WW24	09R
11/29/2012 22:54	3	72.7	82.6	30			WW24	09R
11/29/2012 22:53	12	72.7	84.1	40			G150	09R
11/29/2012 22:53	9	77.2	85.8	28			G150	09R
11/29/2012 22:53	10	73.8	83.7	56			G150	09R
11/29/2012 22:52	8	70.2	80.9	17			G150	09R
11/29/2012 22:52	4	78.2	86.9	33			G150	09R
11/29/2012 22:37	8	70.9	80.1	16	N3282D	N3282D	C180	27R
11/29/2012 22:11	10	72.5	80.3	21	N678RF	N678RF	C525	09R
11/29/2012 22:11	9	79.8	86.9	17	N678RF	N678RF	C525	09R
11/29/2012 22:08	10	76.5	82.7	26	N13LY	N13LY	BE20	09L
11/29/2012 22:08	9	73.4	81.3	19	N13LY	N13LY	BE20	09L
11/29/2012 22:02	12	74.9	84.1	29	N375G	N375G	GLEX	09R
11/29/2012 22:02	9	83.2	90.8	25	N375G	N375G	GLEX	09R
11/29/2012 22:02	10	77.9	86.9	39	N375G	N375G	GLEX	09R
11/29/2012 22:02	8	72.8	82.9	21	N375G	N375G	GLEX	09R
11/28/2012 23:00	4	79.2	83.9	10	LN775MF	LN775MF	PAY2	27R
11/28/2012 06:05	4	78.4	83.7	13	N772FE	N772FE	C208	09L
11/28/2012 05:51	10	66.5	81.3	78	N772FE	N772FE	C208	09L
11/28/2012 05:49	10	74.1	84.3	78	N772FE	N772FE	C208	09L
11/26/2012 05:55	7	73.2	81.4	16	N903JP	N903JP	C510	27R
11/26/2012 05:54	6	76.4	84.2	13	N903JP	N903JP	C510	27R
11/26/2012 05:54	5	72.8	81.1	14	N903JP	N903JP	C510	27R
11/26/2012 05:54	4	82	88.3	15	N903JP	N903JP	C510	27R
11/26/2012 02:34	7	75	83.5	20	VOI907		A319	27L
11/26/2012 02:34	6	83.3	91.8	22	VOI907		A319	27L
11/26/2012 02:34	5	87.6	94.7	21	VOI907		A319	27L
11/26/2012 02:34	4	83.3	91.3	24	VOI907		A319	27L
11/24/2012 22:24	11	77.2	82.2	8	N418DN	N418DN	BE20	09L
11/24/2012 22:23	10	79	83.4	16	N418DN	N418DN	BE20	09L
11/24/2012 22:23	9	86.3	88.5	10	N418DN	N418DN	BE20	09L
11/21/2012 22:23	11	76.6	82.1	7	N418DN	N418DN	BE20	09L
11/21/2012 22:22	9	84.8	88	9	N418DN	N418DN	BE20	09L
11/21/2012 22:22	10	75.2	83.9	78	N418DN	N418DN	BE20	09L
11/21/2012 22:13	10	65.5	82.4	78	AMF4125		BE99	27R
11/20/2012 22:35	9	72.4	81.4	14	N226MP	N226MP	GLF4	09L
11/20/2012 22:35	8	69.6	80.9	20	N226MP	N226MP	GLF4	09L
11/20/2012 02:14	1	71.3	80.8	18	DAL8842	N363NB	A319	09R
11/20/2012 02:13	12	74.9	85.5	32	DAL8842	N363NB	A319	09R
11/20/2012 02:13	2	69.4	82.3	38	DAL8842	N363NB	A319	09R
11/20/2012 02:13	10	70.1	81.2	31	DAL8842	N363NB	A319	09R
11/20/2012 02:13	9	75.2	84.9	24	DAL8842	N363NB	A319	09R
11/19/2012 05:26	5	74.3	82.1	15	LXJ336	N336FX	CL60	27L
11/19/2012 05:26	4	73.1	80.9	15	LXJ336	N336FX	CL60	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/19/2012 05:05	7	75.1	86.5	32	UPS2943	N318UP	B763	27L
11/19/2012 05:05	8	74.6	85	25	UPS2943	N318UP	B763	27L
11/19/2012 05:05	6	80.7	91.9	38	UPS2943	N318UP	B763	27L
11/19/2012 05:05	5	86.2	95.2	40	UPS2943	N318UP	B763	27L
11/19/2012 05:05	4	86.4	95.4	39	UPS2943	N318UP	B763	27L
11/19/2012 03:57	9	70.9	80.3	15	N131TR	N131TR	LJ60	09R
11/18/2012 02:57	9	78.8	83.7	11			PAY2	09L
11/17/2012 05:38	9	77	85.7	18	N525JW	N525JW	C525	09R
11/16/2012 22:15	12	71.6	82.2	29	GDG495	N495RS	GLF4	09R
11/16/2012 22:15	9	72.3	81.3	22	GDG495	N495RS	GLF4	09R
11/16/2012 22:14	4	71.4	80.8	19	GDG495	N495RS	GLF4	09R
11/16/2012 22:14	10	69.1	82.6	78	GDG495	N495RS	GLF4	09R
11/14/2012 22:28	11	75.4	80.6	7	N418DN	N418DN	BE20	09L
11/14/2012 22:28	9	81	85.6	10	N418DN	N418DN	BE20	09L
11/14/2012 22:27	10	75	83.5	67	N418DN	N418DN	BE20	09L
11/13/2012 05:40	10	63.8	80.5	78	KAI42	N58HA	CL30	09R
11/13/2012 05:40	11	76.3	84.3	18	KAI42	N58HA	CL30	09R
11/13/2012 05:39	9	81	88.1	20	KAI42	N58HA	CL30	09R
11/13/2012 05:38	10	72.7	84.1	78	KAI42	N58HA	CL30	09R
11/13/2012 02:01	6	72.3	81.5	16	LN903JP	LN903JP	C510	27R
11/13/2012 02:01	5	76	83.5	14	LN903JP	LN903JP	C510	27R
11/13/2012 02:00	4	77.8	85.2	17	LN903JP	LN903JP	C510	27R
11/12/2012 22:02	3	73.7	82.2	23	N328TA	N328TA	C172	27R
11/12/2012 05:00	7	77.4	88.2	37	UPS2943	N350UP	B763	27L
11/12/2012 05:00	6	79.2	89.7	30	UPS2943	N350UP	B763	27L
11/12/2012 05:00	8	72	85	35	UPS2943	N350UP	B763	27L
11/12/2012 05:00	5	81.9	92	31	UPS2943	N350UP	B763	27L
11/12/2012 05:00	4	83.4	93.2	37	UPS2943	N350UP	B763	27L
11/12/2012 02:23	7	80.3	90.6	27	VOI907		A319	27L
11/12/2012 02:23	8	69.5	80.5	18	VOI907		A319	27L
11/12/2012 02:23	6	84.4	92.8	28	VOI907		A319	27L
11/12/2012 02:23	5	87.9	94.8	32	VOI907		A319	27L
11/12/2012 02:23	4	84.4	91.8	30	VOI907		A319	27L
11/11/2012 00:52	2	69.1	80.7	34	N361PJ	N361PJ	LJ35	09R
11/11/2012 00:52	12	74.6	85.2	35	N361PJ	N361PJ	LJ35	09R
11/11/2012 00:52	9	74.6	83.9	22	N361PJ	N361PJ	LJ35	09R
11/11/2012 00:51	10	71.1	83.2	78	N361PJ	N361PJ	LJ35	09R
11/11/2012 00:51	4	80	89.2	24	N361PJ	N361PJ	LJ35	09R
11/10/2012 23:58	5	72.3	80.9	15	N619RJ	N619RJ	EA50	27L
11/9/2012 22:44	14	74.1	84.4	21	N3282D	N3282D	C185	09L
11/9/2012 22:43	11	74.9	83.2	17	N3282D	N3282D	C185	09L
11/9/2012 22:42	10	79.3	85.9	37	N3282D	N3282D	C185	09L
11/9/2012 22:42	9	72.3	83.8	26	N3282D	N3282D	C185	09L
11/7/2012 23:01	14	74.5	81.6	10	N94CE	N94CE	SW4	27R
11/7/2012 23:00	3	76.1	81.8	16	N94CE	N94CE	SW4	27R
11/7/2012 23:00	8	86.9	91.1	11	N94CE	N94CE	SW4	27R
11/7/2012 22:59	6	75.5	81.1	7	N94CE	N94CE	SW4	27R
11/7/2012 22:59	5	78.3	83.9	9	N94CE	N94CE	SW4	27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/7/2012 22:59	4	91.8	93.7	12	N94CE	N94CE	SW4	27R
11/7/2012 22:32	8	74.9	82.4	15	N47CA	N47CA	PAY2	27R
11/7/2012 00:38	4	73.2	81.4	17	N539M	N539M	PA31	27R
11/5/2012 05:05	7	78.8	88.6	29	UPS2943	N304UP	B763	27L
11/5/2012 05:05	8	73.4	83.6	27	UPS2943	N304UP	B763	27L
11/5/2012 05:05	6	81	90.2	29	UPS2943	N304UP	B763	27L
11/5/2012 05:04	4	82.8	92.9	39	UPS2943	N304UP	B763	27L
11/5/2012 05:04	5	82.3	92.1	34	UPS2943	N304UP	B763	27L
11/5/2012 02:22	7	78.4	88.4	26	VOI907		A319	27L
11/5/2012 02:22	6	84.1	92.7	27	VOI907		A319	27L
11/5/2012 02:22	5	88.5	95.3	23	VOI907		A319	27L
11/5/2012 02:22	4	83.8	91.8	24	VOI907		A319	27L
11/4/2012 05:16	3	74.5	81.5	14	N246DX	N246DX	SR22	33
11/3/2012 22:56	3	71.1	80.4	16	CHP37		C206	27R
11/3/2012 05:37	4	74.9	80.9	11	N246DX	N246DX	SR22	27R
11/2/2012 23:13	11	78.6	83.9	8	N418DN	N418DN	BE20	09L
11/2/2012 23:13	9	83	86.4	10	N418DN	N418DN	BE20	09L
11/2/2012 23:12	10	80.7	86.7	67	N418DN	N418DN	BE20	09L
11/2/2012 00:57	9	77.2	83.9	13	AMF5122		PA31	09R
10/30/2012 05:16	4	80.5	85.2	10	AMF208		BE99	27R
10/29/2012 05:11	9	79.4	86.5	16	N816MG	N816MG	GLF5	09R
10/29/2012 05:01	6	75.8	85.6	25	UPS2943	N346UP	B763	27L
10/29/2012 05:01	5	81.3	90	26	UPS2943	N346UP	B763	27L
10/29/2012 05:01	4	78.3	88.6	25	UPS2943	N346UP	B763	27L
10/29/2012 03:11	7	76.4	86.5	26	VOI907		A319	27L
10/29/2012 03:11	6	82.6	91.1	24	VOI907		A319	27L
10/29/2012 03:11	5	87.5	94.7	22	VOI907		A319	27L
10/29/2012 03:11	4	84.9	92.7	24	VOI907		A319	27L
10/29/2012 02:25	7	77.3	87.1	27	VOI903	N502VL	A319	27L
10/29/2012 02:25	6	83.4	91.9	26	VOI903	N502VL	A319	27L
10/29/2012 02:25	5	87.1	94.5	24	VOI903	N502VL	A319	27L
10/29/2012 02:25	4	84.6	92.5	24	VOI903	N502VL	A319	27L
10/26/2012 22:30	8	73.8	81	10	N700DQ	N700DQ	TBM7	27R
10/25/2012 22:27	4	78.2	83.2	10	N888SK	N888SK	PC12	27R
10/25/2012 22:27	3	72.9	80.6	16	N4304C	N4304C	C340	27R
10/25/2012 22:26	8	75.2	84.5	24	N4304C	N4304C	C340	27R
10/25/2012 22:26	4	80.8	86.5	20	N4304C	N4304C	C340	27R
10/25/2012 22:12	4	79	85.9	18	N3035Y	N3035Y	C172	27R
10/25/2012 22:08	3	72.1	81.7	19	N4541M	N4541M	BE36	27R
10/25/2012 22:08	8	77.4	85	16	N4541M	N4541M	BE36	27R
10/25/2012 22:07	5	73.4	80.3	14	N4541M	N4541M	BE36	27R
10/25/2012 22:07	4	81.9	87.3	19	N4541M	N4541M	BE36	27R
10/24/2012 23:07	3	76.1	80.8	10	N329HS	N329HS	SW3	27R
10/24/2012 22:21	6	73.2	80.2	8	N109MD	N109MD	BE20	27R
10/24/2012 22:20	5	74.8	80.1	9	N109MD	N109MD	BE20	27R
10/24/2012 22:20	4	84.4	87.4	9	N109MD	N109MD	BE20	27R
10/20/2012 23:24	7	73.3	81.6	13	CGPAW	CGPAW	C56X	27L
10/20/2012 23:24	6	78.5	84.8	12	CGPAW	CGPAW	C56X	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/20/2012 23:24	5	81.7	87	14	CGPAW	CGPAW	C56X	27L
10/20/2012 23:24	4	77.1	82.6	13	CGPAW	CGPAW	C56X	27L
10/19/2012 22:11	3	72.3	80.2	18	N688PC	N688PC	SR20	27R
10/19/2012 22:10	6	73	82.1	17	N688PC	N688PC	SR20	27R
10/19/2012 22:10	5	75.4	83.6	23	N688PC	N688PC	SR20	27R
10/19/2012 22:10	4	79.4	87.5	22	N688PC	N688PC	SR20	27R
10/19/2012 00:27	4	78.3	83.2	10	N61AP	N61AP	BE20	27R
10/18/2012 22:02	3	71.4	80.3	16	N58RA	N58RA	BE58	27R
10/18/2012 22:01	8	75.3	83.1	15	N58RA	N58RA	BE58	27R
10/18/2012 22:01	6	75	81.4	10	N58RA	N58RA	BE58	27R
10/18/2012 22:01	5	74.7	81.6	15	N58RA	N58RA	BE58	27R
10/18/2012 22:01	4	83.5	88.7	20	N58RA	N58RA	BE58	27R
10/16/2012 05:23	4	76.8	82.4	13	N716WA	N716WA	PAY2	27R
10/16/2012 00:22	4	76	81.5	11	LN716WA	LN716WA	PAY2	27R
10/14/2012 22:10	3	72.1	82.3	26	N8229S	N822GS	BE55	27R
10/14/2012 22:10	8	73.6	83.7	22	N8229S	N822GS	BE55	27R
10/14/2012 22:09	6	71.1	81.3	16	N8229S	N822GS	BE55	27R
10/14/2012 22:09	5	72.2	82.2	24	N8229S	N822GS	BE55	27R
10/14/2012 22:09	4	83	89.5	26	N8229S	N822GS	BE55	27R
10/12/2012 00:57	12	75	82	13	N248PH	N827HT	BE20	09R
10/11/2012 22:43	3	71	80.5	20	N799	N799	C421	27R
10/11/2012 22:43	8	72.4	81.8	15	N799	N799	C421	27R
10/11/2012 22:42	4	76.3	84.8	23	N799	N799	C421	27R
10/7/2012 23:19	5	72.1	80.7	24	N521GS	N521GS	COL4	27R
10/7/2012 23:19	4	76.8	83.9	23	N521GS	N521GS	COL4	27R
10/7/2012 05:57	12	72	80.6	18			C25B	09R
10/7/2012 00:39	3	75.2	83	22	N2673B	N2673B	C414	33
10/7/2012 00:39	8	75.3	82.7	11	N2673B	N2673B	C414	33
10/7/2012 00:39	5	72.7	80.1	15	N2673B	N2673B	C414	33
10/7/2012 00:39	4	78.6	85.4	20	N2673B	N2673B	C414	33
10/6/2012 22:42	9	75.3	80.7	10	N246DX	N246DX	SR22	27R
10/6/2012 22:33	10	71.4	80.2	24				15
10/6/2012 21:46	3	70.2	80	17	N246DX	N246DX	SR22	27R
10/6/2012 05:52	9	76.1	85.6	24	VNR159	N159SL	P180	09R
10/6/2012 05:52	10	70.5	80.5	36	VNR159	N159SL	P180	09R
10/4/2012 22:35	9	74.7	82	11	N8096U	N8096U	BE9L	27R
10/2/2012 02:07	4	75.6	81.3	10	N20TN	N20TN	PAY2	27R
10/1/2012 04:56	7	72.7	82.9	25	UPS2943	N323UP	B763	27L
10/1/2012 04:56	8	71.5	80.9	14	UPS2943	N323UP	B763	27L
10/1/2012 04:56	6	78.5	89.6	29	UPS2943	N323UP	B763	27L
10/1/2012 04:55	5	90	97	37	UPS2943	N323UP	B763	27L
10/1/2012 04:55	4	87.4	95.4	32	UPS2943	N323UP	B763	27L

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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
10/4/2012 13:08	RSP	RSP781	E50P	B	N225AS	Fleet Week
10/4/2012 13:58	SWA	SWA1700	B737	J	N938WN	Fleet Week
10/4/2012 14:04			FA50	B		Fleet Week
10/4/2012 14:10	SWA	SWA1680	B737	J	N247WN	Fleet Week
10/4/2012 14:13	EJA	EJA313	C680	B		Fleet Week
10/4/2012 14:45	SWA	SWA2710	B737	J	N252WN	Fleet Week
10/4/2012 14:48	SWA	SWA2056	B737	J	N775SW	Fleet Week
10/4/2012 15:45	DAL	DAL1160	A319	J	N346NB	Fleet Week
10/4/2012 15:47	SWA	SWA2591	B737	J	N279WN	Fleet Week
10/4/2012 16:24		N787AD	FA7X	B	N787AD	Fleet Week
10/5/2012 13:31	ASA	ASA349	B738	J	N553AS	Fleet Week
10/5/2012 14:06	SWA	SWA1700	B737	J	N240WN	Fleet Week
10/5/2012 14:12	SWA	SWA1680	B737	J	N400WN	Fleet Week
10/5/2012 14:31	FDX	FDX3884	A306	J	N682FE	Fleet Week
10/5/2012 14:53	SWA	SWA2056	B737	J	N775SW	Fleet Week
10/5/2012 15:36	SWA	SWA1688	B733	J	N387SW	Fleet Week
10/5/2012 15:48	SWA	SWA2591	B737	J	N206WN	Fleet Week
10/6/2012 00:59		N885WT	GLF5	B	N885WT	Not Acceptable
10/6/2012 12:45	AAY	AAY203	MD83	J	N866GA	Fleet Week
10/6/2012 13:12	ASA	ASA349	B738	J	N546AS	Fleet Week
10/6/2012 14:01	SWA	SWA1132	B737	J	N293WN	Fleet Week
10/6/2012 14:35	SWA	SWA260	B733	J	N368SW	Fleet Week
10/6/2012 14:48	SWA	SWA530	B737	J	N753SW	Fleet Week
10/7/2012 12:02	SWA	SWA2175	B737	J	N401WN	Fleet Week
10/7/2012 12:38	SWA	SWA3597	B737	J	N703SW	Fleet Week
10/7/2012 13:31		N45WL	CL60	B	N45WL	Fleet Week
10/7/2012 14:15	SWA	SWA1680	B737	J	N921WN	Fleet Week
10/7/2012 14:42	SWA	SWA2056	B737	J	N765SW	Fleet Week
10/7/2012 15:04			GLF5	B		Fleet Week
10/7/2012 15:33	SWA	SWA1688	B733	J	N635SW	Fleet Week
10/7/2012 15:53	SWA	SWA1914	B733	J	N359SW	Fleet Week
10/7/2012 16:09	SWA	SWA2022	B737	J	N922WN	Fleet Week
10/11/2012 10:36		N228PK	CL30	B	N228PK	Not Acceptable
10/29/2012 14:47	FLC	FLC58	LJ60	B		FAA Flight Check
10/30/2012 20:12	SWA	SWA1645	B737	J	N933WN	Not Acceptable
11/21/2012 20:24	FDX	FDX1117	A306	J	N746FD	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
10/4/2012 06:59		N794XJ	C750	B	N794XJ	Time Buffer
10/6/2012 00:59		N885WT	GLF5	B	N885WT	Not Acceptable
10/6/2012 06:23	SWA	SWA2294	B733	J	N647SW	Not Acceptable
10/6/2012 22:00	JBU	JBU90	A320	J	N529JB	Time Buffer
10/14/2012 22:02	SWA	SWA2394	B733	J	N623SW	Time Buffer
10/16/2012 22:00	SWQ	SWQ642	E135	R	N642AG	Time Buffer

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment
10/17/2012 03:59	FDX	FDX31	MD11	J	N525FE	Not Acceptable
10/17/2012 22:26	EJA	EJA941	C750	B	N941QS	Good Effort
10/18/2012 06:27	SWA	SWA270	B733	J	N621SW	Not Acceptable
10/21/2012 22:02	JBU	JBU90	A320	J	N589JB	Time Buffer
10/22/2012 23:27	JBU	JBU318	A320	J	N655JB	Not Acceptable
10/23/2012 01:09	VOI	VOI903	A319	J	N504VL	Not Acceptable
10/23/2012 03:42	FDX	FDX31	MD11	J	N597FE	Not Acceptable
10/25/2012 06:59	SWA	SWA3684	B737	J		Time Buffer
10/25/2012 22:00	EJA	EJA102	BE40	B	N102QS	Time Buffer
10/26/2012 06:59	SWA	SWA481	B737	J		Time Buffer
10/26/2012 22:03	JBU	JBU90	A320	J	N537JT	Time Buffer
10/27/2012 01:18	VOI	VOI903	A319	J		Not Acceptable
10/31/2012 06:16	AWE	AWE325	A319	J		Not Acceptable
10/31/2012 06:49		N1625	GLF4	B	N1625	Not Acceptable
11/1/2012 06:58	SWA	SWA481	B737	J	N275WN	Time Buffer
11/2/2012 06:59	FDX	FDX435	B77L	J	N857FD	Time Buffer
11/3/2012 06:58	KAI	KAI108	B737	J	N737KA	Time Buffer
11/4/2012 06:30	SKW	SKW4450	CRJ9	R	N802SK	Not Acceptable
11/4/2012 06:58	SWA	SWA929	B737	J	N754SW	Time Buffer
11/5/2012 06:18	AAY	AAY1005	MD83	J	N409NV	Not Acceptable
11/7/2012 03:39	FDX	FDX31	B77L	J	N892FD	Not Acceptable
11/8/2012 06:56	FDX	FDX3647	A306	J	N748FD	Time Buffer
11/8/2012 06:59	SWA	SWA229	B733	J	N645SW	Time Buffer
11/10/2012 06:00	FDX	FDX433	A306	J	N746FD	Not Acceptable
11/10/2012 06:59	SWA	SWA3201	B733	J	N389SW	Time Buffer
11/12/2012 06:36	DAL	DAL1032	A319	J	N325NB	Not Acceptable
11/12/2012 22:45		N247CJ	F900	B	N247CJ	Not Acceptable
11/13/2012 06:59	SWA	SWA275	B737	J	N202WN	Time Buffer
11/21/2012 06:18	AWE	AWE81	A320	J	N673AW	Not Acceptable
11/21/2012 22:44	SWA	SWA2715	B737	J	N443WN	Not Acceptable
11/22/2012 06:24	DAL	DAL1032	A319	J	N338NB	Not Acceptable
11/22/2012 06:59	ASA	ASA837	B738	J	N581AS	Time Buffer
11/23/2012 22:00	JBU	JBU90	A320	J	N503JB	Time Buffer
12/7/2012 06:30	SWA	SWA2520	B733	J	N364SW	Not Acceptable
12/9/2012 01:09	VOI	VOI903	A319	J		System Error
12/11/2012 23:19		N18S	GLF4	B	N18S	Not Acceptable
12/14/2012 06:58	FDX	FDX440	MD11	J	N575FE	Time Buffer
12/18/2012 22:00	JBU	JBU245	A320	J	N605JB	Time Buffer
12/19/2012 06:58	SWA	SWA4926	B737	J	N756SA	Time Buffer
12/28/2012 06:56	SWA	SWA380	B737	J	N290WN	Time Buffer
12/28/2012 06:58	FDX	FDX1889	B752	J	N906FD	Time Buffer

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Runway 11 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment
10/16/2012 03:58	FDX	FDX31	MD11	J	N621FE	System Error
11/20/2012 05:39	UPS	UPS2955	A306	J	N162UP	Not Acceptable

11/20/2012 05:45	UPS	UPS2947	B752	J	N434UP	Not Acceptable
11/20/2012 05:46	FDX	FDX3671	DC10	J	N317FE	Not Acceptable
11/29/2012 05:49	UPS	UPS2939	A306	J	N173UP	Not Acceptable
11/29/2012 05:54	FDX	FDX3671	DC10	J	N303FE	Time Buffer
11/29/2012 22:06	SWA	SWA3564	B737	J	N969WN	Time Buffer
11/29/2012 22:13	SWA	SWA727	B737	J	N297WN	Not Acceptable
11/29/2012 22:22	JBU	JBU90	A320	J	N794JB	Not Acceptable
11/30/2012 02:24	FDX	FDX5084	MD11	J	N528FE	Not Acceptable
11/30/2012 03:13	FDX	FDX1864	B752	J	N991FD	Not Acceptable
11/30/2012 03:23	FDX	FDX1860	DC10	J	N373FE	Not Acceptable
11/30/2012 03:30	FDX	FDX85	MD11	J	N574FE	Not Acceptable
11/30/2012 04:28	FDX	FDX87	DC10	J	N366FE	Not Acceptable
12/2/2012 03:58	FDX	FDX79	MD11	J	N582FE	Not Acceptable
12/21/2012 01:18	VOI	VOI903	A319	J		Not Acceptable
12/22/2012 05:00	FDX	FDX1857	MD11	J	N585FE	Not Acceptable

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

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
10/2/2012 10:42			C510	2782	Not Acceptable
10/3/2012 13:50	SWA	SWA3522	B737	2270	Not Acceptable
10/3/2012 17:40	SWA	SWA1754	B737	2880	Not Acceptable
10/3/2012 18:18		CGOFJ	FA50	2857	Not Acceptable
10/3/2012 19:24	FDX	FDX1268	DC10	2522	Not Acceptable
10/4/2012 08:14	FDX	FDX3012	DC10	2526	Not Acceptable
10/4/2012 13:58	SWA	SWA1700	B737	2424	Fleet Week
10/4/2012 14:10	SWA	SWA1680	B737	2778	Fleet Week
10/4/2012 14:43	TFL	TFL312	B763	2132	Fleet Week
10/4/2012 14:45	SWA	SWA2710	B737	2375	Fleet Week
10/4/2012 14:48	SWA	SWA2056	B737	2427	Fleet Week
10/4/2012 15:28	SWA	SWA1688	B733	2368	Fleet Week
10/4/2012 15:43		N999LX	GLF4	2844	Fleet Week
10/4/2012 15:45	DAL	DAL1160	A319	2696	Fleet Week
10/5/2012 07:34	AAY	AAY1011	MD83	2791	Not Acceptable
10/5/2012 09:06	TWY	TWY28	C750	2880	Not Acceptable
10/5/2012 10:37	SWA	SWA2159	B737	2007	Not Acceptable
10/5/2012 12:58	AAY	AAY1013	MD83	2650	Fleet Week
10/5/2012 13:25	AAY	AAY1003	MD83	2263	Fleet Week
10/5/2012 13:29	DAL	DAL1160	A320	2198	Fleet Week
10/5/2012 14:06	SWA	SWA1700	B737	2224	Fleet Week
10/5/2012 14:23	SWA	SWA2710	B737	2870	Fleet Week
10/5/2012 15:36	SWA	SWA1688	B733	2283	Fleet Week
10/6/2012 09:12	SWA	SWA420	B733	2798	Not Acceptable
10/6/2012 12:48	SWA	SWA955	B733	2637	Fleet Week
10/6/2012 13:28	DAL	DAL1160	A320	2591	Fleet Week
10/6/2012 13:29	SWA	SWA2389	B733	2503	Fleet Week
10/6/2012 14:01	SWA	SWA1132	B737	2687	Fleet Week
10/6/2012 14:35	SWA	SWA260	B733	2667	Fleet Week
10/7/2012 13:28	DAL	DAL1160	A320	2250	Fleet Week

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
10/7/2012 14:09	SWA	SWA1700	B737	2529	Fleet Week
10/7/2012 14:20	SWA	SWA2710	B737	2864	Fleet Week
10/7/2012 15:33	SWA	SWA1688	B733	2483	Fleet Week
10/7/2012 16:09	SWA	SWA2022	B737	2349	Fleet Week
10/9/2012 21:43	JBU	JBU90	A320	2424	Not Acceptable
10/11/2012 09:04	SWA	SWA2185	B733	2690	Not Acceptable
10/11/2012 13:25	DAL	DAL1160	A320	2627	Not Acceptable
10/11/2012 19:32	FDX	FDX1605	DC10	2841	Not Acceptable
10/11/2012 21:45	JBU	JBU90	A320	2381	Not Acceptable
10/12/2012 08:10	FDX	FDX3012	MD11	2700	Not Acceptable
10/12/2012 10:41	SWA	SWA2159	B737	2526	Not Acceptable
10/12/2012 13:28	DAL	DAL1160	A320	2614	Not Acceptable
10/14/2012 13:29	DAL	DAL1160	A320	2611	Not Acceptable
10/16/2012 21:48	JBU	JBU90	A320	2536	Not Acceptable
10/17/2012 17:39	SWA	SWA1754	B737	2575	Not Acceptable
10/17/2012 21:43	JBU	JBU90	A320	2637	Not Acceptable
10/18/2012 18:42	DAL	DAL2030	A319	2791	Not Acceptable
10/20/2012 17:06	SWA	SWA2940	B733	2893	Not Acceptable
10/22/2012 23:27	JBU	JBU318	A320	2404	Not Acceptable
10/23/2012 09:04		N199FG	FA50	2687	Not Acceptable
10/24/2012 15:28	SWA	SWA1688	B733	2503	Not Acceptable
10/24/2012 19:24	FDX	FDX1268	DC10	2208	Not Acceptable
10/26/2012 19:24	FDX	FDX1268	DC10	2664	Not Acceptable
10/26/2012 19:47	UPS	UPS9601	B752	2493	Not Acceptable
10/27/2012 13:29	DAL	DAL1160	A320	2536	Not Acceptable
10/27/2012 13:33	SWA	SWA2389	B737	2529	Not Acceptable
10/28/2012 09:36	SWA	SWA314	B733	2631	Not Acceptable
10/28/2012 11:19	SWA	SWA396	B737	2837	Not Acceptable
10/29/2012 07:21	AAY	AAY1011	MD83	2673	Not Acceptable
10/29/2012 14:01	TWY	TWY23	GLF4	2050	Not Acceptable
10/30/2012 10:48	FDX	FDX3647	A306	2404	Not Acceptable
10/30/2012 20:12	SWA	SWA1645	B737	2631	Not Acceptable
10/31/2012 08:09	FDX	FDX3012	DC10	1981	Not Acceptable
11/1/2012 13:55	SWA	SWA1700	B737	2834	Not Acceptable
11/1/2012 19:28	FDX	FDX1605	DC10	2824	Not Acceptable
11/3/2012 16:53	SWA	SWA2940	B733	2805	Not Acceptable
11/6/2012 08:38		N741SP	F2TH	2601	Not Acceptable
11/8/2012 15:03		N307PE	C25B	2706	Not Acceptable
11/12/2012 20:01	SWA	SWA952	B733	2860	Not Acceptable
11/13/2012 20:29	FDX	FDX1117	A306	2831	Not Acceptable
11/14/2012 18:32	SWA	SWA952	B733	2709	Not Acceptable
11/14/2012 19:26	FDX	FDX1268	DC10	2290	Not Acceptable
11/14/2012 19:31	UPS	UPS945	B763	2450	Not Acceptable
11/15/2012 08:48	AAY	AAY1003	MD88	2030	Not Acceptable
11/15/2012 19:07	FDX	FDX1390	A310	2650	Not Acceptable
11/15/2012 19:40	FDX	FDX1268	DC10	1725	Not Acceptable
11/17/2012 11:54	SWA	SWA2547	B737	2739	Not Acceptable
11/18/2012 10:41	SWA	SWA2818	B737	2601	Not Acceptable
11/18/2012 11:09	SWA	SWA1324	B737	2696	Not Acceptable

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
11/18/2012 11:19	SWA	SWA3715	B737	2444	Not Acceptable
11/21/2012 19:48	FDX	FDX1268	DC10	2785	Not Acceptable
11/24/2012 15:45	SWA	SWA2241	B737	2070	Not Acceptable
11/25/2012 18:39	DAL	DAL2171	A319	2309	Not Acceptable
12/2/2012 20:25	SWA	SWA1373	B733	2818	Not Acceptable
12/3/2012 19:32	UPS	UPS945	B763	2749	Not Acceptable
12/4/2012 09:20	SWA	SWA847	B737	2752	Not Acceptable
12/5/2012 13:39	FDX	FDX3864	B752	2463	Not Acceptable
12/5/2012 14:18	ASA	ASA351	B738	2664	Not Acceptable
12/5/2012 19:27	FDX	FDX1268	DC10	2493	Not Acceptable
12/6/2012 12:58		N4VF	FA50	2837	Not Acceptable
12/6/2012 13:21	FDX	FDX3864	B752	2670	Not Acceptable
12/8/2012 07:39	FDX	FDX433	A306	2687	Not Acceptable
12/8/2012 10:32	SWA	SWA58	B737	2782	Not Acceptable
12/11/2012 08:28	FDX	FDX3103	A306	2473	Not Acceptable
12/11/2012 19:33	FDX	FDX1605	DC10	2687	Not Acceptable
12/12/2012 13:22	DAL	DAL1160	A320	2752	Not Acceptable
12/12/2012 19:06		N401HB	G550	2824	Not Acceptable
12/15/2012 08:06	FDX	FDX3012	DC10	2404	Not Acceptable
12/15/2012 10:59	SWA	SWA3142	B735	2473	Not Acceptable
12/16/2012 13:09	AAY	AAY1003	MD83	2844	Not Acceptable
12/16/2012 13:23	DAL	DAL1160	A319	2575	Not Acceptable
12/17/2012 19:24	FDX	FDX1605	DC10	2309	Not Acceptable
12/18/2012 13:22	DAL	DAL1160	A319	2732	Not Acceptable
12/19/2012 11:31	SKW	SKW4732	CRJ7	2837	Not Acceptable
12/19/2012 11:39	SWA	SWA1676	B737	2732	Not Acceptable
12/19/2012 20:32	FDX	FDX1117	A306	2693	Not Acceptable
12/24/2012 09:35	UPS	UPS9602	B763	2824	Not Acceptable
12/24/2012 10:16	SWA	SWA791	B737	2844	Not Acceptable
12/27/2012 14:56	SWA	SWA4804	B737	2395	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
10/1/2012 09:33	SWA2379	B733	SWA	2880	Not Acceptable
10/1/2012 10:59	AAY1006	MD83	AAY	2775	Not Acceptable
10/1/2012 22:23	ASA352	B738	ASA	2598	Not Acceptable
10/1/2012 22:47	SWA2279	B737	SWA	2821	Not Acceptable
10/2/2012 09:32	SWA2706	B733	SWA	2851	Not Acceptable
10/5/2012 21:09	SWA3612	B733	SWA	2030	Not Acceptable
10/5/2012 22:35	FDX1807	MD11	FDX	2719	Not Acceptable
10/6/2012 13:35	SWA260	B733	SWA	2785	Not Acceptable
10/6/2012 15:03	SWA839	B733	SWA	2637	Not Acceptable
10/6/2012 15:42	SWA2689	B733	SWA	2214	Not Acceptable
10/6/2012 16:51	ASA342	B737	ASA	2831	Not Acceptable
10/6/2012 17:57	SWA2051	B733	SWA	2296	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
10/6/2012 20:45	JBU91	A320	JBU	2696	Not Acceptable
10/6/2012 22:24	ASA352	B738	ASA	2857	Not Acceptable
10/6/2012 23:17	SWA8507	B733	SWA	2703	Not Acceptable
10/7/2012 13:41	TFL315	B763	TFL	2736	Not Acceptable
10/9/2012 08:27	SWA512	B737	SWA	2814	Not Acceptable
10/9/2012 21:24	SWA1672	B737	SWA	2247	Not Acceptable
10/10/2012 12:30	SWA487	B737	SWA	2877	Not Acceptable
10/12/2012 16:29	SWA333	B733	SWA	2811	Not Acceptable
10/12/2012 16:33	AAY1014	MD83	AAY	2841	Not Acceptable
10/12/2012 22:24	SWA3341	B733	SWA	2739	Not Acceptable
10/14/2012 12:54	SWA1700	B737	SWA	2700	Not Acceptable
10/14/2012 14:29	SWA141	B737	SWA	1961	Not Acceptable
10/14/2012 16:35	SWA333	B733	SWA	2851	Not Acceptable
10/14/2012 20:28	SWA1286	B733	SWA	2847	Not Acceptable
10/15/2012 20:28	SWA992	B733	SWA	2811	Not Acceptable
10/16/2012 20:08	SWA1286	B733	SWA	2883	Not Acceptable
10/18/2012 20:22	SWA992	B733	SWA	2709	Not Acceptable
10/18/2012 23:40	SWA2279	B733	SWA	1781	Not Acceptable
10/20/2012 18:10	SWA1444	B737	SWA	2775	Not Acceptable
10/21/2012 20:09	SWA992	B733	SWA	2716	Not Acceptable
10/21/2012 20:19	SWA3612	B733	SWA	2811	Not Acceptable
10/21/2012 20:24	SWA1286	B733	SWA	2775	Not Acceptable
10/22/2012 16:31	SWA333	B733	SWA	2864	Not Acceptable
10/23/2012 08:27	SWA512	B737	SWA	2828	Not Acceptable
10/23/2012 12:29	SWA487	B737	SWA	2444	Not Acceptable
10/23/2012 12:56	SWA1700	B737	SWA	2185	Not Acceptable
10/23/2012 16:51	ASA342	B737	ASA	2867	Not Acceptable
10/23/2012 20:03	SWA992	B733	SWA	2496	Not Acceptable
10/23/2012 22:28	ASA352	B738	ASA	2650	Not Acceptable
10/24/2012 17:12	ASA342	B734	ASA	2335	Not Acceptable
10/24/2012 18:45	SWA1555	B733	SWA	2844	Not Acceptable
10/25/2012 16:43	SWA333	B733	SWA	2752	Not Acceptable
10/26/2012 13:10	SWA1700	B737	SWA	2860	Not Acceptable
10/27/2012 09:32	SWA3308	B733	SWA	2864	Not Acceptable
10/27/2012 09:34	SWA2324	B737	SWA	2844	Not Acceptable
10/27/2012 12:05	ASA344	B738	ASA	2844	Not Acceptable
10/27/2012 22:02	SWA1368	B738	SWA	2808	Safety/Emergency
10/28/2012 07:46	ASA346	B738	ASA	2769	Not Acceptable
10/29/2012 22:28	ASA352	B738	ASA	2739	Not Acceptable
10/31/2012 12:57	SWA3116	B737	SWA	2847	Not Acceptable
11/2/2012 12:03	ASA344	B738	ASA	2591	Not Acceptable
11/2/2012 12:52	SWA1700	B737	SWA	2828	Not Acceptable
11/2/2012 17:45	AAY1004	MD83	AAY	2050	Not Acceptable
11/2/2012 20:11	SWA3612	B733	SWA	2634	Not Acceptable
11/4/2012 17:57	SWA4855	B733	SWA	2762	Not Acceptable
11/5/2012 07:42	SWA2701	B737	SWA	2870	Not Acceptable
11/5/2012 09:51	SWA1794	B737	SWA	2562	Not Acceptable
11/5/2012 12:01	AAY1012	MD83	AAY	2801	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
11/5/2012 13:07	AAY202	MD83	AAY	2877	Not Acceptable
11/5/2012 14:05	SWA860	B737	SWA	2831	Not Acceptable
11/5/2012 20:03	SWA142	B737	SWA	2851	Not Acceptable
11/5/2012 22:40	FDX1802	A306	FDX	2746	Not Acceptable
11/6/2012 13:16	SWA2138	B737	SWA	2870	Not Acceptable
11/6/2012 14:06	SWA860	B737	SWA	2345	Not Acceptable
11/6/2012 22:53	FDX1802	A306	FDX	2801	Not Acceptable
11/8/2012 10:54	SWA3739	B737	SWA	2860	Not Acceptable
11/8/2012 15:16	SWA708	B737	SWA	2811	Not Acceptable
11/8/2012 22:34	FDX1802	A306	FDX	2828	Not Acceptable
11/9/2012 16:33	AAY1014	MD83	AAY	2867	Not Acceptable
11/10/2012 17:57	SWA1449	B733	SWA	2828	Not Acceptable
11/10/2012 21:42	UAL1859	B739	UAL	2867	Not Acceptable
11/11/2012 09:48	SWA3259	B733	SWA	2867	Not Acceptable
11/11/2012 15:57	AAY1016	MD83	AAY	2791	Not Acceptable
11/11/2012 18:09	SWA4855	B733	SWA	2854	Not Acceptable
11/11/2012 20:03	SWA3949	B733	SWA	2591	Not Acceptable
11/11/2012 21:53	SWA25	B737	SWA	2874	Not Acceptable
11/11/2012 22:47	SWA1284	B737	SWA	2801	Not Acceptable
11/12/2012 09:52	SWA899	B737	SWA	2811	Not Acceptable
11/12/2012 13:18	SWA882	B737	SWA	2831	Not Acceptable
11/12/2012 13:27	SWA2138	B737	SWA	2887	Not Acceptable
11/12/2012 13:39	AAY202	MD83	AAY	2893	Not Acceptable
11/12/2012 17:24	SWA2238	B737	SWA	2841	Not Acceptable
11/12/2012 19:16	ASA338	B734	ASA	2847	Not Acceptable
11/12/2012 20:27	SWA142	B737	SWA	2890	Not Acceptable
11/12/2012 21:55	SWA25	B737	SWA	2752	Not Acceptable
11/13/2012 00:38	SWA738	B737	SWA	1666	Not Acceptable
11/13/2012 13:18	SWA2138	B737	SWA	2749	Not Acceptable
11/13/2012 13:52	ASA346	B738	ASA	2654	Not Acceptable
11/13/2012 22:25	ASA356	B738	ASA	2808	Not Acceptable
11/14/2012 13:25	ASA346	B738	ASA	2854	Not Acceptable
11/14/2012 17:29	SWA2238	B737	SWA	2598	Not Acceptable
11/14/2012 22:40	SWA458	B737	SWA	2765	Not Acceptable
11/15/2012 17:59	SWA2238	B737	SWA	2559	Not Acceptable
11/15/2012 18:32	PWA444	GLF4	PWA	2706	Not Acceptable
11/15/2012 20:15	SWA738	B733	SWA	2004	Not Acceptable
11/15/2012 22:02	AAY1018	MD83	AAY	2431	Not Acceptable
11/16/2012 09:57	SWA1794	B737	SWA	2877	Not Acceptable
11/16/2012 10:09	SWA230	B733	SWA	2805	Not Acceptable
11/16/2012 10:19	FDX3844	A306	FDX	2880	Not Acceptable
11/18/2012 13:29	SWA2540	B733	SWA	2890	Not Acceptable
11/18/2012 18:03	SWA4855	B733	SWA	2828	Not Acceptable
11/18/2012 22:42	SWA25	B737	SWA	2647	Not Acceptable
11/19/2012 18:04	SWA4855	B733	SWA	2811	Not Acceptable
11/19/2012 22:00	SWA25	B737	SWA	2506	Not Acceptable
11/21/2012 19:53	SWA3383	B737	SWA	2349	Not Acceptable
11/21/2012 20:12	SWA4315	B737	SWA	2893	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
11/21/2012 22:14	ASA356	B738	ASA	2854	Not Acceptable
11/21/2012 23:43	SWA4470	B737	SWA	2864	Not Acceptable
11/22/2012 09:47	SWA1794	B737	SWA	2877	Not Acceptable
11/22/2012 17:06	ASA338	B734	ASA	2887	Not Acceptable
11/23/2012 17:05	ASA338	B734	ASA	2801	Not Acceptable
11/24/2012 13:32	ASA346	B738	ASA	2457	Not Acceptable
11/24/2012 18:14	SWA3584	B733	SWA	2772	Not Acceptable
11/24/2012 22:36	AAY1014	MD83	AAY	2755	Not Acceptable
11/25/2012 18:52	SWA3052	B737	SWA	2739	Not Acceptable
11/26/2012 12:54	SWA4109	B737	SWA	2814	Not Acceptable
11/26/2012 20:09	SWA3044	B733	SWA	2824	Not Acceptable
11/27/2012 18:08	SWA4855	B733	SWA	2811	Not Acceptable
11/27/2012 20:09	SWA3383	B737	SWA	2598	Not Acceptable
11/27/2012 20:12	SWA3949	B733	SWA	2280	Not Acceptable
11/27/2012 20:21	SWA3601	B737	SWA	2808	Not Acceptable
11/28/2012 19:54	SWA1048	B737	SWA	1702	Not Acceptable
11/28/2012 20:05	SWA738	B733	SWA	1729	Not Acceptable
11/28/2012 20:11	SWA3926	B737	SWA	2785	Not Acceptable
11/28/2012 22:09	SWA458	B737	SWA	2887	Not Acceptable
12/2/2012 17:19	SWA3179	B737	SWA	2887	Not Acceptable
12/2/2012 18:02	SWA4855	B733	SWA	2851	Not Acceptable
12/2/2012 20:22	SWA3732	B733	SWA	2604	Not Acceptable
12/2/2012 22:03	AAY1018	MD83	AAY	2306	Not Acceptable
12/3/2012 13:01	AAY1006	MD83	AAY	2644	Not Acceptable
12/3/2012 20:25	SWA3926	B737	SWA	2772	Not Acceptable
12/3/2012 22:11	SWA458	B737	SWA	2214	Not Acceptable
12/3/2012 23:07	FDX1833	A306	FDX	2896	Not Acceptable
12/4/2012 07:58	ASA344	B738	ASA	2880	Not Acceptable
12/4/2012 13:22	SWA2138	B737	SWA	2404	Not Acceptable
12/4/2012 17:37	SWA2238	B737	SWA	2837	Not Acceptable
12/4/2012 19:56	SWA1048	B737	SWA	2398	Not Acceptable
12/6/2012 20:04	SWA142	B737	SWA	2769	Not Acceptable
12/7/2012 07:42	SWA2701	B737	SWA	2890	Not Acceptable
12/7/2012 16:46	WWI24	GLF4	WWI	2398	Not Acceptable
12/7/2012 19:02	AAY1016	MD83	AAY	2854	Not Acceptable
12/7/2012 21:53	ASA356	B738	ASA	2831	Not Acceptable
12/7/2012 22:11	JBU91	A320	JBU	2486	Not Acceptable
12/8/2012 11:36	SWA3016	B737	SWA	2831	Not Acceptable
12/8/2012 17:56	SWA2353	B737	SWA	2893	Not Acceptable
12/9/2012 11:54	AAY1012	MD83	AAY	2775	Not Acceptable
12/9/2012 19:30	N247CJ	F900		2860	Not Acceptable
12/10/2012 09:34	SWA1794	B737	SWA	2588	Not Acceptable
12/10/2012 09:55	SWA230	B733	SWA	2821	Not Acceptable
12/10/2012 20:09	SWA738	B733	SWA	2778	Safety/Emergency
12/10/2012 20:09	SWA738	B733	SWA	3008	Safety/Emergency
12/11/2012 09:46	SWA899	B737	SWA	2874	Not Acceptable
12/12/2012 09:46	SWA1794	B737	SWA	2644	Not Acceptable
12/12/2012 09:48	SWA1552	B733	SWA	2831	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
12/12/2012 17:04	ASA338	B737	ASA	2772	Not Acceptable
12/12/2012 21:43	SWA25	B737	SWA	2778	Not Acceptable
12/12/2012 21:50	ASA356	B738	ASA	2106	Not Acceptable
12/13/2012 09:37	SWA1552	B733	SWA	2667	Not Acceptable
12/13/2012 20:09	SWA142	B737	SWA	2089	Not Acceptable
12/14/2012 07:49	SWA2701	B737	SWA	2834	Not Acceptable
12/14/2012 13:24	SWA8505	B733	SWA	2739	Not Acceptable
12/14/2012 20:12	SWA950	B737	SWA	2762	Not Acceptable
12/14/2012 20:19	SWA738	B737	SWA	2811	Not Acceptable
12/15/2012 09:23	SWA1410	B737	SWA	2614	Not Acceptable
12/16/2012 09:45	SWA1794	B737	SWA	2893	Not Acceptable
12/16/2012 09:50	SWA3259	B737	SWA	2847	Not Acceptable
12/16/2012 11:20	SWA2539	B733	SWA	2634	Not Acceptable
12/17/2012 20:20	AAY1016	MD83	AAY	2867	Not Acceptable
12/17/2012 21:39	AAY1014	MD88	AAY	2824	Not Acceptable
12/18/2012 13:48	SWA1301	B737	SWA	2811	Not Acceptable
12/18/2012 22:53	FDX1802	DC10	FDX	2578	Not Acceptable
12/19/2012 07:53	SWA3344	B737	SWA	2834	Not Acceptable
12/19/2012 08:07	ASA344	B738	ASA	2654	Not Acceptable
12/19/2012 18:41	SWA4855	B733	SWA	2785	Not Acceptable
12/19/2012 21:37	SWA3732	B737	SWA	2864	Not Acceptable
12/22/2012 11:00	N40FC	C650		1256	Not Acceptable
12/22/2012 12:38	SWA4669	B737	SWA	2765	Not Acceptable
12/22/2012 17:06	ASA338	B737	ASA	2893	Not Acceptable
12/23/2012 22:33	ASA356	B738	ASA	2627	Not Acceptable
12/24/2012 00:45	AAY1018	MD83	AAY	2805	Not Acceptable
12/24/2012 09:40	SWA1552	B733	SWA	2604	Not Acceptable
12/24/2012 09:51	SWA899	B737	SWA	2736	Not Acceptable
12/24/2012 13:21	ASA346	B737	ASA	2854	Not Acceptable
12/27/2012 13:07	SWA4109	B733	SWA	2834	Not Acceptable
12/27/2012 17:23	ASA338	B737	ASA	2814	Not Acceptable
12/28/2012 00:00	SWA4665	B737	SWA	2109	Not Acceptable
12/28/2012 02:01	SWA4470	B737	SWA	2696	Not Acceptable
12/28/2012 09:18	FDX3844	A306	FDX	2824	Not Acceptable
12/28/2012 18:01	SWA4855	B737	SWA	2680	Not Acceptable
12/28/2012 20:21	SWA3949	B733	SWA	2851	Not Acceptable
12/30/2012 11:51	SWA8510	B737	SWA	2818	Not Acceptable
12/30/2012 13:22	SWA2540	B733	SWA	2867	Not Acceptable
12/30/2012 14:16	SWA3442	B737	SWA	2112	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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