



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

First Quarter 2013



Photo Copyright Bill Moede

AIRLINERS.NET

Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

April 25, 2013

I  OAK
Park Close. Fly on time.

Table of Contents

(Click on a link below for direct access.)

[QUARTERLY AIRCRAFT NOISE REPORT INTRODUCTION](#)

[QUARTERLY REPORTS SUMMARY TABLE](#)

NORTH FIELD REPORTS

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

SOUTH FIELD REPORTS

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

[MONTHLY AIRCRAFT NOISE COMPLAINT REPORTS](#)

[AIRPORT OPERATIONS SUMMARY TABLES](#)

[DEFINITIONS OF TERMINOLOGY FOR COMPLIANCE MONITORING](#)

APPENDICES

- [Jet Aircraft Departure List for Calendar Quarter](#)
- [Jet Aircraft Landing List for Calendar Quarter](#)
- [North Field VFR Departure List for Calendar Quarter](#)
- [North Field Quiet Hours Departure List for Calendar Quarter](#)
- [North Field Quiet Hours SEL List for Calendar Quarter](#)
- [Runway 29 BFI Right Turn Departure List for Calendar Quarter](#)
- [Silent 7 Night Departure List for Calendar Quarter](#)
- [Runway 11 Night Departure List for Calendar Quarter](#)

- [Runway 29 East Turn Departure List](#)
- [Cross Over 100 Degree Radial List](#)
- [Sample noncompliance letter for Jet Aircraft Departure Program](#)
- [Sample noncompliance letter for Jet Aircraft Landing Program](#)
- [Sample noncompliance letter for NF VFR Departure Program](#)
- [Sample noncompliance letter for NF Quiet Hours Program](#)

QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

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 First Quarter 2013				
	2012Q1		2013Q1	
	Compl.	N/C	Compl.	N/C
Runway 27R/L Jet Departure Compliance	97%	3%	97%	3%
Total Airport-wide Corporate Jet Departures	2,299	74	2,190	67
Runway 09R/L Jet Landing Compliance	87%	13%	79%	21%
Total Southeast Plan Corporate Jet Landings	288	38	54	14
North Field VFR Departure Compliance	98%	2%	97%	3%
Total Runways 27R/L & 33 Departures	820	16	967	27
North Field Quiet Hours Compliance	84%	16%	85%	15%
Total North Field Quiet Hours Departures	407	64	132	23
Runway 29 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 29 Turbojet Departures	13,762	3	14,632	3
Silent7 Night Departure Compliance	99%	1%	99%	1%
Total Runway 29 Night Turbojet Departures	2,519	31	2,768	20
Runway 11 Night Departure Compliance	97%	3%	78%	22%
Total Runway 11 Night Turbojet Departures	145	4	14	4
Runway 29 East Turn Departure Compliance	98%	2%	98%	2%
Total Runway 29 East Turn Departures	3,454	73	3,421	85
100 Degree Radial Turbojet Landing Compliance	92%	8%	91%	9%
Total 100 Degree Radial Turbojet Landings	2,220	188	1,925	188
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	13	0	30	0

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

NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary First Quarter 2013				
	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	786	723	748	2,257
Compliant Corporate Jet Departures	762	702	726	2,190
Non-compliant Corporate Jet Departures	24	21	22	67
Corporate Jet Departure Compliance Rate	97%	97%	97%	97%
Excused Jet Departures	35	21	11	67
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,206	4,712	5,273	15,191
Compliant Airport-wide Jet Departures	5,182	4,691	5,251	15,124
Non-compliant Airport-wide Jet Departures	24	21	22	67
Airport-wide Jet Departure Compliance Rate	100%	100%	100%	100%

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

JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 09R/L Compliance Summary First Quarter 2013				
	January	February	March	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	14	18	36	68
Compliant SE Plan Corporate Jet Landings	14	17	23	54
Non-compliant SE Plan Corporate Jet Landings	0	1	13	14
SE Plan Corporate Jet Landing Compliance Rate	100%	94%	64%	79%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	64	97	236	397
Airport-wide Compliant SE Plan Jet Landings	64	96	223	383
Airport-wide Non-compliant SE Plan Landings	0	1	13	14
Airport-wide Jet Landing SE Plan Compliance Rate	100%	99%	94%	96%
* Note: During Southeast Plan, business jets may land on Runways 09R/L and 11.				

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 First Quarter 2013				
	January	February	March	Total
Total VFR Departures	345	318	331	994
Total VFR Departures Over Alameda	81	49	54	184
Compliant Departures	335	310	322	967
Non-compliant Departures	10	8	9	27
Compliance Rate	97%	97%	97%	97%

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

NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) First Quarter 2013				
	January	February	March	Quarterly
Total Night Departures (10:00 p.m. to 6:00 a.m.)	57	45	53	155
Compliant Night Departures	47	40	45	132
Average Compliant Departures per Night	1.5	1.3	1.5	1.5
Non-Compliant Night Departures	10	5	8	23
Average Non-Compliant Departures per Night	0.3	0.2	0.3	0.3
Night Departure Compliance Rate	82%	89%	85%	85%

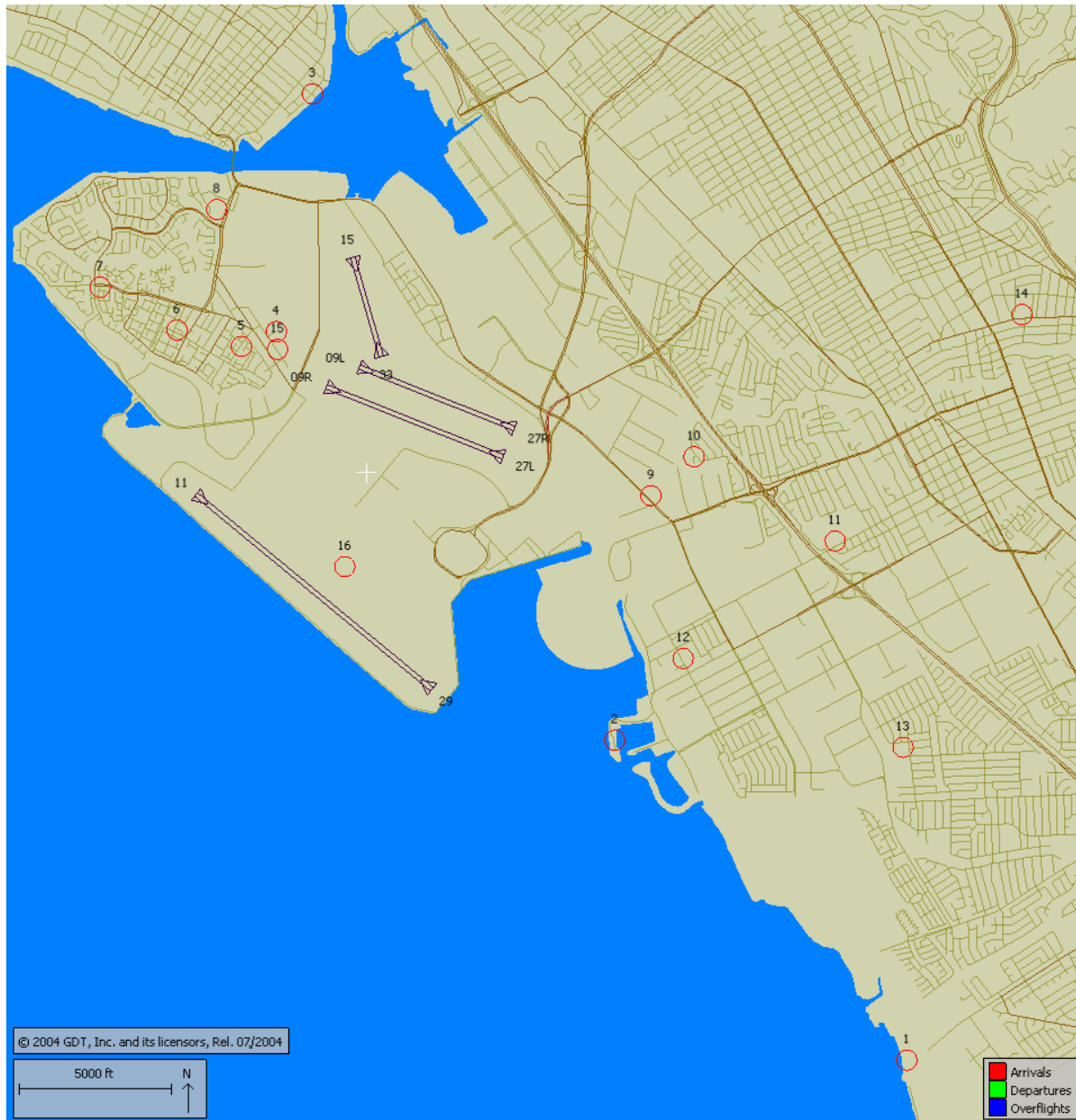
[\(Return to Table of Contents\)](#)

NIGHTTIME SEL NOISE MEASUREMENTS REPORT

The Nighttime SEL Noise Measurements Report provides a summary of aircraft departure noise measurements of SEL (sound exposure level) that are equal to or greater than 80 dB (decibels). The data is being reported in this format to simplify the aircraft noise event review process by focusing on the most significant noise events and to the levels that may cause sleep disturbance for some residents in adjacent communities. All aircraft noise measurements between 10:00 p.m. and 6:00 a.m. are evaluated in this report. Supplementary tables 2 and 3 provide data for aircraft

departure noise measurements based upon the runway used for departure. (Note: All community-based NMTs are included in the report with the exception of NMT 15, which is used for monitoring compliance with the aircraft engine maintenance run-up noise abatement program. For this purpose, noise measurements at NMT 15 are correlated with those at NMT 16 during aircraft engine run-up activities conducted in the Ground Run-up Enclosure or GRE.)

Noise Monitor Terminal (NMT) Locations



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

Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 155

First Quarter 2013 (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	2	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	4
2	12	4	0.0	0.7%	2	0.0	0.4%	0	0.0	0.0%	18
3	36	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	41
4	49	17	0.2	3.0%	17	0.2	3.0%	15	0.2	2.6%	98
5	33	12	0.1	2.1%	2	0.0	0.4%	17	0.2	3.0%	64
6	10	3	0.0	0.5%	11	0.1	1.9%	9	0.1	1.6%	33
7	8	12	0.1	2.1%	3	0.0	0.5%	1	0.0	0.2%	24
8	20	19	0.2	3.4%	4	0.0	0.7%	0	0.0	0.0%	43
9	20	14	0.2	2.5%	8	0.1	1.4%	1	0.0	0.2%	43
10	38	20	0.2	3.5%	4	0.0	0.7%	0	0.0	0.0%	62
11	6	4	0.0	0.7%	2	0.0	0.4%	0	0.0	0.0%	12
12	19	6	0.1	1.1%	5	0.1	0.9%	1	0.0	0.2%	31
13	8	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	9
14	12	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	12
All NMTs	273	119	1	0	58	1	0	44	0	0	494

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

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 108

First Quarter 2013 (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	36	5	0.1	2.1%	0	0.0	0.0%	0	0.0	0.0%	41
4	49	17	0.2	7.1%	17	0.2	7.1%	15	0.2	6.3%	98
5	33	12	0.1	5.0%	2	0.0	0.8%	17	0.2	7.1%	64
6	10	3	0.0	1.3%	11	0.1	4.6%	9	0.1	3.8%	33
7	8	12	0.1	5.0%	3	0.0	1.3%	1	0.0	0.4%	24
8	20	19	0.2	7.9%	4	0.0	1.7%	0	0.0	0.0%	43
Total	156	68	0.8		37	0.4		42	0.5		303

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 47

First Quarter 2013 (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	4	0.0	1.2%	2	0.0	0.6%	0	0.0	0.0%	18
9	20	14	0.2	4.3%	8	0.1	2.4%	1	0.0	0.3%	43
10	38	20	0.2	6.1%	4	0.0	1.2%	0	0.0	0.0%	62
11	6	4	0.0	1.2%	2	0.0	0.6%	0	0.0	0.0%	12
12	19	6	0.1	1.8%	5	0.1	1.5%	1	0.0	0.3%	31
13	8	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	9
14	12	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	12
Total	115	49	0.5		21	0.2		2	0.0		187

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

SOUTH FIELD REPORTS

RUNWAY 29 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 29 Bay Farm Right Turn Departure Procedure Compliance Summary First Quarter 2013				
	January	February	March	Quarter
Runway 29 Turbojet Departures	5,050	4,549	5,036	14,635
Compliant Departures	5,049	4,547	5,036	14,632
Non-compliant Departures	1	2	0	3
Compliance Rate	100%	100%	100%	100%

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

SILENT SEVEN DEPARTURE PROCEDURE

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

Silent 7 Night Departure NAP Compliance Summary 10:00 pm - 7:00 am First Quarter 2013				
	January	February	March	Quarter
Runway 29 Nighttime Turbojet Departures	908	856	1,024	2,788
Buffer Time Departures	7	6	14	27
Compliant Departures	905	846	1,017	2,768
Non-compliant Departures	3	10	7	20
Compliance Rate	100%	99%	99%	99%

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

ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First Quarter 2013, 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
First Quarter 2013 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	0	-	-	-	-
DC10/MD10	147	49	96	78	24
MD11	194	65	145	78	23
A306	223	74	108	75	18
B757	63	21	26	74	15
Difference [A-B]					
B727		-104	-101	-87	-44
DC10/MD10		-38	64	0	2
MD11		33	132	-1	-1
A306		7	87	-2	-7
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)					

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

Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First 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	
First Quarter 2012 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	-	-	-	na	na	na
DC10/MD10	135	45	88	67	77	24
MD11	193	64	137	68	78	23
A306	194	65	83	66	75	20
B757	54	18	16	66	75	18
Difference [A-B]						
B727		-104	na	na	na	na
DC10/MD10		-42	56	-2	-1	2
MD11		32	124	-2	-1	-1
A306		-2	62	-1	-2	-5
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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

RUNWAY 11 NIGHT DEPARTURE PROCEDURE

The Runway 11 Night Departure Procedure is an informal radial heading departure procedure at Oakland International Airport established to reduce noise on San Leandro residential communities at nighttime. Turbojet aircraft should depart from Runway 11 and make a right turn to a heading of 140 degrees between 10:00 p.m. and 6:00 a.m..

Runway 11 Night Departure NAP Compliance Summary (10:00 PM to 6:00 AM) First Quarter 2013				
	January	February	March	Quarter
Jet Departures	4	0	14	18
Non-Compliant Departures	1	0	3	4
Compliant Departures	3	0	11	14
Compliance Rate	75%	N/A	79%	78%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 6:00 a.m. nightly.				

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

ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program First Quarter 2013				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	1	0	2	3
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	11	9	7	27
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	12	9	9	30
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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

RUNWAY 29 EAST TURN DEPARTURES AT 3,000 FT. PROCEDURE

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

Runway 29 East Turn Departures at 3,000 feet Procedure Compliance Summary First Quarter 2013				
	January	February	March	Quarterly
Total Runway 29 East Turn Turbojet Departures	1,236	1,080	1,190	3,506
Non-compliant Turbojet Departures	24	23	38	85
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,212	1,057	1,152	3,421
Compliance Rate	98%	98%	97%	98%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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

CROSS OVER 100 DEGREE RADIAL AT 3,000 FT. PROCEDURE

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary First Quarter 2013				
	January	February	March	Quarter
Turbojets on Downwind RWY 29 Approach	695	673	745	2,113
Non-compliant Turbojets	74	56	58	188
Total Turbojet Aircraft Above 3K Feet ASL*	621	617	687	1,925
Compliance Rate	89%	92%	92%	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.				

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

**Oakland International Airport
Noise Complaint Summary
January 2013**

Community	Callers	Complaints
Alameda(BFI)	2	3
Alameda(Central)	0	0
Berkeley	3	3
Castro Valley	2	36
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	1	5
Piedmont	0	0
San Francisco	0	0
San Leandro	5	73
San Lorenzo	0	0
Other Communities	4	88
Total	17	208
Complaints by Time of Day		
Day (0700 - 1900)		158
Evening (1900 - 2200)		12
Night (2200 - 0700)		38
Complaints by Type of Operation		
Arrivals		9
Departures		56
Over-flights		143
Touch & Go		0
Complaints by Type of Aircraft		
Helicopter		74
Jet		67
Military		0
Not Reported		0
Other		3
Propeller		64

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

**Oakland International Airport
Noise Complaint Summary
February 2013**

Community	Callers	Complaints
Alameda(BFI)	5	16
Alameda(Central)	0	0
Berkeley	0	0
Castro Valley	1	38
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	4	6
Piedmont	0	0
San Francisco	0	0
San Leandro	3	82
San Lorenzo	0	0
Other Communities	7	72
Total	20	214
Complaints by Time of Day		
Day (0700 - 1900)		163
Evening (1900 - 2200)		7
Night (2200 - 0700)		44
Complaints by Type of Operation		
Arrivals		18
Departures		62
Over-flights		134
Touch & Go		0
Complaints by Type of Aircraft		
Helicopter		85
Jet		71
Military		5
Not Reported		0
Other		4
Propeller		49

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

**Oakland International Airport
Noise Complaint Summary
March 2013**

Community	Callers	Complaints
Alameda(BFI)	12	56
Alameda(Central)	2	2
Berkeley	1	3
Castro Valley	1	33
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	3	4
Piedmont	0	0
San Francisco	1	1
San Leandro	3	86
San Lorenzo	0	0
Other Communities	6	30
Total	29	215
Complaints by Time of Day		
Day (0700 - 1900)		135
Evening (1900 - 2200)		8
Night (2200 - 0700)		72
Complaints by Type of Operation		
Arrivals		25
Departures		97
Over-flights		93
Touch & Go		0
Complaints by Type of Aircraft		
Helicopter		84
Jet		116
Military		1
Not Reported		0
Other		1
Propeller		13

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

AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) First Quarter 2013					
	January	February	March	Total	Percentage
Runway 27L	4	10	7	21	14%
Runway 27R	33	20	24	77	50%
Runway 33	0	2	3	5	3%
Alameda	37	32	34	103	66%
Runway 09L	7	7	9	23	15%
Runway 09R	8	4	7	19	12%
Runway 15	5	2	3	10	6%
San Leandro	20	13	19	52	34%
Total Departures	57	45	53	155	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 First Quarter 2013				
	January	February	March	Total
VFR Departures				
Runway 27L	22	29	24	75
Runway 27R	232	192	208	632
Runway 33	95	99	101	295
VFR Departures	349	320	333	1,002
IFR Departures				
Runway 27L	148	143	125	416
Runway 27R	486	442	517	1,445
Runway 33	125	120	117	362
IFR Departures	759	705	759	2,223
Total Departures	1,108	1,025	1,092	3,225

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

Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2013											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	41	110	-	-	-	8	19	585	1,396	-	2,008	2,008
	Helicopters	-	1	1	-	-	-	-	4	4	173	181	182
	Commercial Jets	302	11,417	11,719	-	-	-	-	59	4	-	63	11,782
	Military	-	3	3	-	-	-	-	1	-	-	1	4
	Propeller	-	10	10	77	78	19	6	266	1,493	-	1,939	1,949
	Regional Jets	26	642	668	-	-	-	1	98	23	-	122	790
	Turboprops	10	320	330	9	8	45	21	89	931	-	1,103	1,433
Unknown		-	7	7	10	3	-	-	16	60	-	89	96
Sub-totals		379	12,510	12,738	96	89	72	47	1,118	3,911	173	5,506	18,244
Departures	Corporate Jets	11	2,072	2,083	1	9	8	64	37	55	-	174	2,257
	Helicopters	-	-	-	-	-	-	-	2	3	238	243	243
	Commercial Jets	304	11,724	12,028	-	-	-	3	33	2	-	38	12,066
	Military	-	7	7	-	1	-	-	-	-	-	1	8
	Propeller	3	5	8	100	573	92	12	136	1,302	-	2,215	2,223
	Regional Jets	23	832	855	-	-	-	3	2	-	-	5	860
	Turboprops	9	377	386	1	60	33	8	278	692	-	1,072	1,458
Unknown		-	21	-	1	14	3	1	3	23	-	45	45
Sub-totals		350	15,038	15,367	103	657	136	91	491	2,077	238	3,793	19,160
Touch & Go Sub-totals		-	-	-	7	61	5	-	76	216	4	369	369
Grand Total		729	27,548	28,105	206	807	213	138	1,685	6,204	415	9,668	37,773

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS First Quarter 2013											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	302	11,417	11,719	-	-	-	-	59	4	-	63	11,782
	Regional Jets	26	642	668	-	-	-	1	98	23	-	122	790
Commercial Jet Sub-totals		328	12,059	12,387	-	-	-	1	157	27	-	185	12,572
	Corporate Jets	41	110	151	-	-	8	19	585	1,396	-	2,008	2,159
All Jet Arrivals Sub-totals		369	12,169	12,538	-	-	8	20	742	1,423	-	2,193	14,731
Departures	Commercial Jets	304	11,724	12,028	-	-	-	3	33	2	-	38	12,066
	Regional Jets	23	832	855	-	-	-	3	2	-	-	5	860
Commercial Jet Sub-totals		327	12,556	12,883	-	-	-	6	35	2	-	43	12,926
	Corporate Jets	11	2,072	2,083	1	9	8	64	37	55	-	174	2,257
All Jet Departures Sub-totals		338	14,628	14,966	1	9	8	70	72	57	-	217	15,183
Grand Total		707	26,797	27,504	1	9	16	90	814	1,480	-	2,410	29,914

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

DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

The Noise/Environmental Compliance Office reviews flight track data and air traffic control communications' recordings, along with other data resources, to determine compliance with aircraft noise abatement procedures. This support information is reported in the various lists that document aircraft landing and departures relevant to the noise abatement procedures that are monitored for compliance. Comments are provided in these lists that summarize the circumstances or the reason that most appropriately explains the reviewer's determination as to whether or not the aircraft flight was compliant or non-compliant with noise abatement procedures. The definitions of the summarized comments or terms are described below.

Airspace Conflict Potential: Pilot or air traffic controller may have needed to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur when aircraft depart from the North Field on a VFR flight or when jets land on Runway 11 during Southeast Plan traffic flow. In these circumstances the reviewer has made a determination, based upon visual evidence, that the flight, which would normally be considered non-compliant, is exempt for safety considerations.

Airspace Conflict: The reviewer has found *clear and specific* evidence that the pilot or air traffic controller was required to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur, for example, when aircraft depart from the North Field on a VFR flight or when jets land on Runway 11 during Southeast Plan traffic flow and an air traffic controller diverts the jet to land on the North Field. In these circumstances the flight, which would normally be considered non-compliant, is exempt for safety considerations.

Air Traffic Delay: An air traffic controller may instruct a pilot to depart from Runways 27R/L to hasten a departure time in order to maintain an appropriate flow of air traffic within the navigable air routes and/or to avoid delays on the South Field during airport or airspace peak-time periods. This activity or action will be investigated to determine if the aircraft flight was in compliance with noise abatement procedures.

ATC Instructions: Refers to an aircraft flight compliance determination investigation when the air traffic controller does not cite or improperly cites the pilot instructions to use Runway 11/29 for noise abatement. The Air Traffic Control ("ATC") audio file(s) should be used for documentation. In this event, the ATC rather than the aircraft owner or operator will be notified of non-compliance with the noise compliance procedures.

Audio Not Available: Refers to an aircraft flight compliance determination 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.

Audio Not Reviewed: Refers to an aircraft flight compliance determination investigation when the 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.

Flight Replay Not Reviewed: Refers to an aircraft flight compliance determination investigation when the NOMS 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.

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 NOMS monitoring 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 and the flight is considered compliant with the noise abatement procedure.

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 NOMS monitoring 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 and the flight is considered compliant with the noise abatement procedure.

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 the pilots direct departing 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. This aircraft departure will be considered compliant with noise abatement procedures.

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.

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.

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. Pilot requests are normally granted although these requests are considered not in compliance with the noise abatement procedures.

South Field Closure/Repair: The South Field (Runway 11/29) was closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency. Routine South Field maintenance is scheduled each Monday between 12:00 a.m. and 6:00 a.m. because there are the fewest scheduled air carrier flights during that time, which minimizes the need to use the North Field. Aircraft flights normally considered to be non-compliant would be exempt from

complying with any relevant noise abatement procedures in the event of the closure of the South Field runway.

Straight Out: This term describes a non-compliant aircraft flight that departs with a runway heading departure from Runways 09R/L or 27R/L and flew over nearby residential areas.

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 “buffer time period” in which an aircraft flight is not considered non-compliant with noise abatement procedures even though the flight would normally be non-compliant during the nighttime hours. 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.

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.

Wide Salad: 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.

310 Degree Heading: 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.

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.

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

APPENDICES

Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/1/2013 12:43	CXP8212	N42XA	B734	3643	28L	J	Pilot Requested	No
1/1/2013 17:11	N828PA	N828PA	EA50	3706	28R	B	Pilot Refusal	No
1/2/2013 11:58	DCM6373	N44CK	C525	4577	28R	B	Pilot Requested	No
1/2/2013 16:21	LN577AC	N577AC	LJ35	6362	28R	B	Lifeguard Medical	Yes
1/3/2013 13:16	EJA812	N812QS	C560	4246	28L	B	Pilot Requested	No
1/3/2013 16:17	N59146	N59146	BE40	4576	28R	B	System Error	Yes
1/4/2013 7:29	DCM6373	N44CK	C525	3345	28R	B	Pilot Requested	No
1/4/2013 12:56	DCM6373	N44CK	C525	4244	28R	B	Pilot Requested	No
1/4/2013 16:53	N362B	N362B	C525	335	28R	B	Pilot Requested	No
1/6/2013 16:25	N991TW	N991TW	CL60	4512	28L	B	Pilot Refusal	No
1/7/2013 2:45	VOI907		A319	3366	28L	J	RWY 30 Routine Closure	Yes
1/7/2013 10:17	N131TR	N131TR	LJ60	4221	28L	B	Runway Maintenance	Yes
1/7/2013 10:22	GDG801	N51VL	LJ55	4532	28R	B	Runway Maintenance	Yes
1/7/2013 10:29	AAY1001		MD83	1142	28L	J	Runway Maintenance	Yes
1/7/2013 10:34	SKW4737	N809SK	CRJ9	6322	28L	R	Runway Maintenance	Yes
1/7/2013 10:36	SWA345	N254WN	B737	3722	28L	J	Runway Maintenance	Yes
1/7/2013 10:45	SKW4461		CRJ7	3625	28L	R	Runway Maintenance	Yes
1/7/2013 10:47	SWA182	N475WN	B737	1153	28L	J	Runway Maintenance	Yes
1/7/2013 10:48	SWA272	N486WN	B737	3655	28L	J	Runway Maintenance	Yes
1/7/2013 10:49	SWA2084	N901WN	B737	6333	28L	J	Runway Maintenance	Yes
1/7/2013 10:51	SWA1095	N765SW	B737	3676	28L	J	Runway Maintenance	Yes
1/7/2013 10:53	SWA535	N647SW	B733	6372	28R	J	Runway Maintenance	Yes
1/7/2013 10:56	SWA3573		B737	3711	28L	J	Runway Maintenance	Yes
1/7/2013 11:04	SWA655	N215WN	B737	3273	28L	J	Runway Maintenance	Yes
1/7/2013 11:18	SWA169	N640SW	B733	3275	28R	J	Runway Maintenance	Yes
1/7/2013 11:30	SWA500	N452WN	B737	1152	28L	J	Runway Maintenance	Yes
1/7/2013 11:41	SWA224	N736SA	B737	3272	28L	J	Runway Maintenance	Yes
1/7/2013 12:08	EJA306	N306QS	C680	3221	28R	B	Runway Maintenance	Yes
1/7/2013 12:12	N878HL	N878HL	GL5T	4522	28R	B	Runway Maintenance	Yes
1/7/2013 12:13	SWA3598	N385SW	B733	3642	28L	J	Runway Maintenance	Yes
1/7/2013 12:15	N579BJ	N579BJ	C560	3253	28R	B	Runway Maintenance	Yes
1/7/2013 12:19	SWA3830	N488WN	B737	3661	28L	J	Runway Maintenance	Yes
1/7/2013 12:26	SWA2979	N409WN	B737	3375	28L	J	Runway Maintenance	Yes
1/7/2013 12:28	JBU247	N784JB	A320	6332	28L	J	Runway Maintenance	Yes
1/7/2013 12:36	SWA3056	N200WN	B737	6314	28L	J	Runway Maintenance	Yes
1/7/2013 12:39	SWA1880	N717SA	B737	6347	28L	J	Runway Maintenance	Yes
1/7/2013 12:43	SWA463	N928WN	B737	6365	28L	J	Runway Maintenance	Yes
1/7/2013 17:22	N722XJ	N722XJ	C750	3276	28L	B	Pilot Requested	No
1/8/2013 12:00	N623DT	N623DT	E50P	4267	28R	B	Pilot Requested	No
1/8/2013 16:12	N921WC	N921WC	F900	1136	28L	B	Pilot Requested	No
1/9/2013 16:09	LN273LJ	N273LJ	LJ35	3750	28R	B	Lifeguard Medical	Yes
1/11/2013 9:26	LN160AJ	N160AJ	LJ60	3757	28R	B	Lifeguard Medical	Yes
1/11/2013 9:29	OPT477	N477FL	BE40	1743	28L	B	Pilot Requested	No
1/11/2013 9:49	DCM6373	N44CK	C525	3725	28R	B	Pilot Refusal	No
1/14/2013 3:01	VOI907		A319	3354	28L	J	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/16/2013 7:18	DCM6373	N44CK	C525	3254	28R	B	Pilot Refusal	No
1/16/2013 7:51	N747LG	N747LG	EA50	1702	28R	B	Pilot Requested	No
1/18/2013 13:35	N828PA	N828PA	EA50	6364	28R	B	Pilot Refusal	No
1/18/2013 16:33	N2486B	N2486B	EA50	3314	28L	B	Pilot Refusal	No
1/20/2013 15:20	N2486B	N2486B	EA50	355	28R	B	Pilot Refusal	No
1/21/2013 2:32	VOI907		A319	3302	28L	J	RWY 30 Routine Closure	Yes
1/21/2013 4:24	N900EJ	N900EJ	F900	3276	28L	B	RWY 30 Routine Closure	Yes
1/22/2013 15:25	N6298V	N6298V	PROP	4560	28L	P	System Error	Yes
1/23/2013 10:43	N610JC	N610JC	C550	3323	28R	B	Pilot Requested	No
1/24/2013 13:59	N557XJ	N557XJ	CL30	4213	28L	B	Departure Timing	No
1/25/2013 15:01	N450JF	N450JF	E50P	1727	28R	B	Pilot Requested	No
1/27/2013 13:17	N300TK	N300TK	CL60	1776	28L	B	Pilot Requested	No
1/27/2013 18:42	N930MG	N930MG	C680	1200	28R	B	Pilot Requested	No
1/28/2013 10:34	N949LL	N949LL	C25B	6312	28L	B	Pilot Requested	No
2/1/2013 9:22	N2486B	N2486B	EA50	1740	28R	B	Pilot Refusal	No
2/1/2013 13:12	TWY46		GLF3	4533	28L	B	System Error	Yes
2/1/2013 20:13	LN903JP	LN903JP	C510	3244	28L	B	Lifeguard Medical	Yes
2/2/2013 12:39	LN94GP	LN94GP	LJ35	3710	28L	B	Lifeguard Medical	Yes
2/2/2013 18:27	N694PD	N694PD	H25B	3205	28R	B	Pilot Requested	No
2/4/2013 2:21	VOI907		A319	3236	28L	J	RWY 30 Routine Closure	Yes
2/4/2013 3:58	N321MS	N321MS	H25B	4522	28L	B	RWY 30 Routine Closure	Yes
2/4/2013 14:33	N518GH	N518GH	C25B	4231	28L	B	Departure Timing	No
2/4/2013 16:31	N991TW	N991TW	CL60	3714	28L	B	Pilot Refusal	No
2/4/2013 17:35	N417GR	N417GR	C510	3367	28R	B	Pilot Refusal	No
2/6/2013 7:24	N2486B	N2486B	EA50	3636	28R	B	Pilot Refusal	No
2/7/2013 12:14	DCM2342	DCM2342	C56X	1704	28L	B	Pilot Refusal	No
2/9/2013 8:39	LN354EF	LN354EF	LJ35	3366	28L	B	Lifeguard Medical	Yes
2/10/2013 14:50	N929ML	N929ML	FA50	1155	28L	B	Pilot Requested	No
2/11/2013 2:23	VOI907	VOI907	A319	3347	28L	J	Runway Maintenance	Yes
2/11/2013 4:53	UPS2943	N304UP	B763	3217	28L	J	Runway Maintenance	Yes
2/11/2013 14:08	N257K	N257K	EA50	3324	28R	B	Pilot Requested	No
2/11/2013 15:12	N623DT	N623DT	E50P	3335	28R	B	Pilot Requested	No
2/12/2013 9:46	DCM6373	N44CK	C525	4243	28R	B	Pilot Requested	No
2/12/2013 14:02	DCM6373	N44CK	C525	1150	28R	B	Pilot Requested	No
2/13/2013 8:17	N828PA	N828PA	EA50	3222	28R	B	Pilot Refusal	No
2/13/2013 15:54	N121CA	N121CA	BE35	4521	28R	T	System Error	Yes
2/13/2013 16:53	N854AK	N854AK	DA40	4223	28R	P	System Error	Yes
2/13/2013 20:24	CFLMK	CFLMK	CL60	3755	28L	B	Pilot Requested	No
2/14/2013 13:35	LCFCLJ	LCFCLJ	LJ35	1717	28L	B	Lifeguard Medical	Yes
2/15/2013 9:53	N1400M	N1400M	C650	4232	28L	B	Departure Timing	No
2/15/2013 16:31	EJA930	N930QS	C750	3667	28R	B	Pilot Requested	No
2/18/2013 2:22	VOI907		A319	3204	28L	J	RWY 30 Routine Closure	Yes
2/18/2013 4:45	UPS2943	N352UP	B763	3216	28L	J	RWY 30 Routine Closure	Yes
2/18/2013 12:55	N7079G	N7079G	B26	1136	28L	P	System Error	Yes
2/21/2013 9:58	LN6373		C525	4523	28R	B	Lifeguard Medical	Yes
2/22/2013 16:44	N46HA	N46HA	F2TH	6370	28L	B	Audio Not Available	Yes
2/24/2013 17:03	N930MG	N930MG	C680	1200	28R	B	Departure Timing	No
2/25/2013 2:25	VOI907		A319	3220	28L	J	RWY 30 Routine Closure	Yes
2/25/2013 4:54	UPS2943		B763	3252	28L	J	RWY 30 Routine Closure	Yes
2/25/2013 5:26	OPT854		H25B	3227	28L	B	RWY 30 Routine Closure	Yes
2/25/2013 17:37	N903JP	N903JP	C501	4231	28R	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/25/2013 19:02	N960SF	N960SF	F900	355	30	B	System Error	Yes
2/25/2013 21:28	N44CK	N44CK	C525	321	28R	B	System Error	Yes
2/27/2013 21:02	N403ND	N403ND	C25B	3617	28R	B	Pilot Requested	No
2/27/2013 21:30	LN317TT		LJ35	3361	28L	B	Lifeguard Medical	Yes
2/28/2013 6:37	DCM6373	N44CK	C525	4540	28R	B	Pilot Requested	No
2/28/2013 10:21	N412AB	N412AB	C56X	3661	28R	B	Pilot Requested	No
3/1/2013 12:29	N828PA	N828PA	EA50	3651	28R	B	Pilot Refusal	No
3/3/2013 14:20	N661MS	N661MS	LJ35	4571	28L	B	Departure Timing	No
3/4/2013 3:11	VOI907		A319	3353	28L	J	RWY 30 Routine Closure	Yes
3/6/2013 12:55	TWY23		GLF4	4241	30	B	System Error	Yes
3/6/2013 13:39	SIS271	N271CS	C510	1701	28R	B	Pilot Requested	No
3/6/2013 14:59	TWY46		GLF3	4560	30	B	System Error	Yes
3/7/2013 5:28	DCM6373	N44CK	C525	4267	28R	B	Lifeguard Medical	Yes
3/7/2013 11:53	TWY604		CL60	4213	28R	B	Departure Timing	No
3/7/2013 13:35	N991TW	N991TW	CL60	4527	28L	B	Pilot Refusal	No
3/8/2013 7:46	N828PA	N828PA	EA50	3775	28R	B	Pilot Refusal	No
3/8/2013 19:31	DCM2373	N44CK	C525	3333	28R	B	Pilot Refusal	No
3/10/2013 12:01	N854AK	N854AK	DA20	4510	28R	P	System Error	Yes
3/10/2013 13:19	N789TS	N789TS	C510	3270	28R	B	Pilot Requested	No
3/10/2013 18:09	N828PA	N828PA	EA50	1170	28R	B	Pilot Refusal	No
3/11/2013 2:04	VOI903		A319	3307	28L	J	RWY 30 Routine Closure	Yes
3/11/2013 2:44	VOI907		A319	3277	28L	J	RWY 30 Routine Closure	Yes
3/11/2013 12:50	CFCLJ		LJ35	3212	28R	B	Lifeguard Medical	Yes
3/11/2013 18:05	N903JP	N903JP	C510	4565	28R	B	Pilot Refusal	No
3/12/2013 12:53	N991TW	N991TW	CL60	4535	28L	B	Pilot Refusal	No
3/12/2013 15:33	N199FG	N199FG	FA50	361	30	B	System Error	Yes
3/13/2013 14:49	LXJ548	N548FX	CL30	3355	28L	B	Pilot Requested	No
3/13/2013 17:09	N854AK	N854AK	DA20	4234	28R	P	System Error	Yes
3/14/2013 8:12	N903JP	N903JP	C510	1176	28R	B	Pilot Requested	No
3/15/2013 12:53	GDG801	N51VL	LJ55	4560	28L	B	System Error	Yes
3/15/2013 16:13	DCM6373	N44CK	C525	3335	28R	B	Pilot Requested	No
3/15/2013 18:20	N566KB	N566KB	C560	3604	28L	B	Pilot Requested	No
3/17/2013 10:50	N903JP	N903JP	C510	3250	28R	B	Pilot Requested	No
3/21/2013 12:59	FLC58	N58	LJ60	370	28L	B	FAA Flight Check	No
3/25/2013 2:19	VOI903		A319	3361	28L	J	RWY 30 Routine Closure	Yes
3/25/2013 2:39	VOI907	N509VL	A319	3327	28L	J	RWY 30 Routine Closure	Yes
3/26/2013 15:53	N991TW	N991TW	CL60	4552	28L	B	Pilot Refusal	No
3/27/2013 16:51	N828PA	N828PA	EA50	1171	28R	B	Pilot Refusal	No
3/28/2013 9:26	N903JP	N903JP	C510	3350	28L	B	Pilot Refusal	No
3/29/2013 8:38	N747XJ	N747XJ	C750	3346	28L	B	Pilot Requested	No
3/29/2013 9:30	CGLYS	N458Q		3630	28R	T	System Error	Yes
3/29/2013 13:48	N673W	N673W	C56X	1101	28R	B	Pilot Requested	No

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

Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments
1/5/2013 11:27	N248EC	N248EC	H25B	6647	09L	B	Air Traffic Conflict
1/5/2013 11:29	N150HM	N150HM	G150	3574	09R	B	Air Traffic Conflict
1/5/2013 11:44			C510	6725	09L	B	Air Traffic Conflict
1/5/2013 11:56	OPT436	N436FL	BE40	4047	09R	B	Air Traffic Conflict
1/14/2013 07:55	N615PG	N615PG	E135	2023	09R	R	Air Traffic Conflict
1/14/2013 08:55	N65CC	N65CC	GLF4	6672	09R	B	Air Traffic Conflict
1/14/2013 09:12	N346CZ	N346CZ	C25B	1757	09R	B	Air Traffic Conflict
1/14/2013 09:25	N650BC	N650BC	C501	1636	09R	B	Air Traffic Conflict
1/14/2013 10:32	N875TM	N875TM	H25B	5661	09R	B	Air Traffic Conflict
1/14/2013 11:00	NGF77E	N1277E	C25A	6631	09R	B	Air Traffic Conflict
2/7/2013 10:02	DCM2342	DCM2342	C56X	3523	09R	B	Pilot Refusal
2/16/2013 09:33	DCM6373	N44CK	C525	4555	09L	B	Air Traffic Conflict
2/16/2013 10:52	N525CP	N525CP	C525	6760	09L	B	Air Traffic Conflict
2/19/2013 08:57		N99AG	C25B	2005	09R	B	System Error
3/5/2013 10:40	N551BC	N551BC	C550	7104	09L	B	Pilot Requested
3/5/2013 15:28	N828PA	N828PA	EA50	6754	09R	B	Pilot Requested
3/5/2013 16:25	SIS271	N271CS	C510	4142	09L	B	Pilot Requested
3/5/2013 17:54	N862GS	N862GS	C510	6661	09R	B	Pilot Requested
3/5/2013 18:18	OPT710	N710FL	C750	626	09R	B	Pilot Requested
3/31/2013 10:36	EJA362	N362QS	C680	4221	09R	B	Pilot Requested
3/31/2013 11:59	N910E	N910E	C750	6511	09R	B	Pilot Requested
3/31/2013 16:16	TMC425	N425CT	BE40	7225	09R	B	Pilot Requested
3/31/2013 16:39	N525PV	N525PV	C501	1055	09L	B	Pilot Requested
3/31/2013 16:50	RJC460	N300FJ	E55P	6050	09R	B	Pilot Requested
3/31/2013 16:57	N85NV	N85NV	GLF5	2134	09R	B	Pilot Requested
3/31/2013 17:46	ULA45	N889CA	LJ45	2601	09R	B	Pilot Requested
3/31/2013 17:51	GTH43	N43HF	C56X	6776	09L	B	Pilot Requested
3/31/2013 18:44			C25B	1556	09R	B	Air Traffic Conflict

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

North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
1/1/2013 12:16	33	N67849	N67849	C172	1200	System Error
1/1/2013 13:26	33	N92546	N92546	C182	356	Air Traffic Conflict
1/1/2013 16:11	27R	N364EL	N364EL	BE35	364	Air Traffic Conflict
1/1/2013 19:25	27R	N25NX	N25NX	PC12	1200	Not Acceptable
1/2/2013 09:09	27L	AMF5330		PA31	354	Air Traffic Conflict
1/2/2013 11:48	27R	N25NX	N25NX	PC12	1200	Not Acceptable
1/2/2013 16:12	27R	N195DK	N195DK	C195	324	Air Traffic Conflict
1/4/2013 12:17	27R	N553TP	N553TP	P28A	330	Good Effort
1/4/2013 12:55	33				1200	Good Effort

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
1/4/2013 13:51	PAD1	N73SF	N73SF	HELO	1200	Air Traffic Conflict
1/4/2013 18:25	33	N4704N	N4704N	C182	356	Good Effort
1/4/2013 18:25	33	N4704N	N4704N	C182	356	Good Effort
1/4/2013 18:40	27R			PROP	1200	Air Traffic Conflict
1/4/2013 18:40	27R			PROP	1200	Air Traffic Conflict
1/4/2013 22:05	27R	CHP37		C206	334	Law Enforcement
1/4/2013 22:05	27R	CHP37		C206	334	Law Enforcement
1/6/2013 14:44	27R	N9284M	N9284M	PA28	1200	Air Traffic Conflict
1/6/2013 14:44	27R	N9284M	N9284M	PA28	1200	Air Traffic Conflict
1/7/2013 12:36	33	N3825Y	N3825Y	C210	342	Not Acceptable
1/7/2013 12:36	33	N3825Y	N3825Y	C210	342	Not Acceptable
1/8/2013 15:32	PAD1	ARG2	N5AS	HELO	356	Law Enforcement
1/8/2013 15:32	PAD1	ARG2	N5AS	HELO	356	Law Enforcement
1/8/2013 16:49	27R	N542LP	N542LP	C172	336	Air Traffic Conflict
1/8/2013 20:31	27R	N4564M	N4564M	BE58	316	Air Traffic Conflict
1/9/2013 15:58	27R	N414EE	N414EE	C414	330	Good Effort
1/10/2013 18:24	27R	N43434	N43434	PA28	365	Good Effort
1/11/2013 10:05	27L	C6515	C6515	PROP	362	Good Effort
1/11/2013 16:38	PAD1	N590H	N590H	HELO	335	Good Effort
1/11/2013 20:06	27R	CHP37		C206	331	Law Enforcement
1/12/2013 11:12	27R	N47952	N47952	P28A	345	Good Effort
1/12/2013 14:54	27R	N4317W	N4317W	BE35	357	Air Traffic Conflict
1/12/2013 17:52	27L	N21263	N21263	C172	315	Good Effort
1/13/2013 15:45	27R	N156MG	N156MG	BE9L	363	Good Effort
1/13/2013 17:11	27R	N842LP	N842LP	C172	363	Air Traffic Conflict
1/14/2013 15:12	27R			PROP	1200	Not Acceptable
1/14/2013 16:13	33	N328TA	N328TA	C172	332	Air Traffic Conflict
1/15/2013 14:52	27R	N553TP	N553TP	P28A	357	Good Effort
1/15/2013 16:19	33	N1036M	N1036M	C172	1200	Air Traffic Conflict
1/15/2013 17:32	27R	N43434	N43434	PA28	351	System Error
1/16/2013 14:19	PAD1	N442BN	N442BN	HELO	363	Air Traffic Conflict
1/16/2013 15:53	27R	N21263	N21263	C172	314	System Error
1/16/2013 16:56	27R	N328TA	N8256E	C172	376	Good Effort
1/16/2013 19:23	27R	N172CA	N172CA	C172	346	Air Traffic Conflict
1/16/2013 21:53	27R	N43434	N43434	P28A	342	System Error
1/17/2013 14:46	PAD1	ARGUS3	ARGUS3	HELO	1200	Good Effort
1/17/2013 16:40	27R	N842LP	N842LP	C172	1200	Air Traffic Conflict
1/18/2013 01:10	PAD1	CHP32		HELO	1200	Law Enforcement
1/18/2013 10:26	PAD1	C6531	C6531	HELO	1200	Good Effort
1/18/2013 16:46	33	N757JD	N757JD	C152	362	Air Traffic Conflict
1/18/2013 17:15	PAD1	ARGUS2	ARGUS2	HELO	357	Law Enforcement
1/19/2013 10:34	27R	N842LP	N842LP	C172	352	Air Traffic Conflict
1/19/2013 14:10	33	N739UL	N739UL	C172	372	Air Traffic Conflict
1/20/2013 07:14	PAD1	N324V	N324V	HELO	1200	Not Acceptable
1/20/2013 09:22	27R	N58593	N58593	C182	1200	Not Acceptable
1/20/2013 10:15	PAD1	N324V	N324V	HELO	1200	Good Effort
1/20/2013 10:52	27R	N2407N	N2407N	C172	357	Good Effort
1/20/2013 11:48	27R	N8444S	N8444S	PA28	360	Air Traffic Conflict
1/20/2013 12:46	33	N6344L	N6344L	AA1	371	Air Traffic Conflict
1/20/2013 15:25	33	N553TP	N553TP		364	Good Effort
1/20/2013 22:42	PAD1	CHP32		HELO	1200	Law Enforcement

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
1/21/2013 11:20	27R	N21263	N21263	C172	1200	Air Traffic Conflict
1/21/2013 14:44	27R			PROP	313	Good Effort
1/21/2013 21:42	PAD1	CHP32		HELO	1200	Air Traffic Conflict
1/24/2013 09:40	PAD1	N77EJ	N77EJ	HELO	1200	Not Acceptable
1/24/2013 13:21	27R	N82DH	N82DH	SR20	360	Good Effort
1/24/2013 17:40	PAD1	CHP32		HELO	1200	Air Traffic Conflict
1/25/2013 11:50	27R	N47952	N47952	P28A	365	Touch & Go Training
1/25/2013 13:51	33	N5038C	N5038C	CH7	366	Touch & Go Training
1/25/2013 15:45	33	N16196	N16196	C150	1200	Not Acceptable
1/25/2013 15:54	27R	N942TW	N942TW	PC12	315	Good Effort
1/25/2013 21:12	33	CHP37		C206	316	Law Enforcement
1/26/2013 11:39	27R	N58628	N58628	C182	313	Good Effort
1/26/2013 12:46	PAD1	N73SF	N73SF	HELO	377	Good Effort
1/26/2013 17:01	33	N757JD	N757JD	C172	1200	Good Effort
1/27/2013 10:15	27R	N3137T	N3137T	P46T	345	Not Acceptable
1/27/2013 10:43	27R	N91619	N91619	MO20	364	Air Traffic Conflict
1/27/2013 13:13	27R	N737ZD	N737ZD	C172	1200	Air Traffic Conflict
1/27/2013 13:39	27R	N335D	N335D	BE60	353	Air Traffic Conflict
1/27/2013 14:29	PAD1	N4218K	N4218K	HELO	1200	Good Effort
1/27/2013 20:44	33	NN25NX	NN25NX	PC12	1200	Good Effort
1/29/2013 11:58	27R	N8279W	N8279W	P28R	316	System Error
1/29/2013 13:59	PAD1	ARGUS3	ARGUS3	HELO	1200	Air Traffic Conflict
1/30/2013 10:30	27R	N9868V	N9868V	C172	327	Not Acceptable
1/30/2013 13:49	27R	N842LP	N842LP	C172	346	Good Effort
1/30/2013 14:26	33	N234JG	N234JG	PROP	371	System Error
1/31/2013 11:52	27R	N842LP	N842LP	C172	326	Good Effort
1/31/2013 16:08	27R	N328TA	N328TA	C172	340	Good Effort
2/1/2013 11:53	33	N1047Y	N1047Y	MAUL	362	Air Traffic Conflict
2/1/2013 14:04	27L	N842LP	N842LP	C172	320	Good Effort
2/1/2013 15:12	33	N5038C	N5038C	CH7	1200	Air Traffic Conflict
2/2/2013 14:34	27R	N43434	N43434	PA28	323	System Error
2/2/2013 15:45	27L	N66405	N66405	DECA	335	Touch & Go Training
2/2/2013 17:13	27R	N717BC	N717BC	LAG2	337	Touch & Go Training
2/3/2013 15:55	27R	N328TA	N328TA	C172	376	Good Effort
2/3/2013 19:28	PAD1	SKY7		HELO	1200	Good Effort
2/3/2013 20:49	PAD1	CHOPR5	CHOPR5	HELO	1200	Good Effort
2/3/2013 22:34	PAD1	SKY7		HELO	1200	Air Traffic Conflict
2/3/2013 22:50	27R				1200	Good Effort
2/5/2013 14:04	33	N5038C	N5038C	CH7	322	Touch & Go Training
2/6/2013 15:43	27R	N66405	N66405	BL8	1200	Good Effort
2/7/2013 12:06	PAD1	N450CC	N450CC	HELO	1200	Good Effort
2/8/2013 09:48	PAD1	N7194U	N7194U	HELO	1200	Air Traffic Conflict
2/8/2013 12:54	PAD1	N73SF	N73SF	HELO	374	Good Effort
2/8/2013 13:12	PAD1	FLNT760	FLNT760	HELO	1200	Air Traffic Conflict
2/8/2013 15:09	PAD1	N30GM	N30GM	HELO	1200	Good Effort
2/8/2013 15:21	PAD1	N442BN	N442BN	HELO	353	Good Effort
2/8/2013 20:12	33	N6344L	N6344L	AA5	344	Not Acceptable
2/9/2013 14:59	27R	N30417	N30417	TRIN	1200	Good Effort
2/9/2013 17:38	27L	N717BC	N717BC	EXP	352	Touch & Go Training
2/10/2013 12:38	27R	N4769T	N4769T	C182	347	IFR Training
2/11/2013 12:17	27R	N611WS	N611WS	C210	360	Not Acceptable

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
2/11/2013 16:08	27R	N994PM	N994PM	SR22	374	Not Acceptable
2/12/2013 07:30	PAD1	N30GM	N1	HELO	341	Good Effort
2/12/2013 08:54	27L	AMF5132	AMF5132	BE99	314	Good Effort
2/12/2013 15:54	PAD1	ARG1	N510PD	HELO	370	Law Enforcement
2/13/2013 10:10	33	N358S	N358S	BE35	1200	System Error
2/14/2013 13:51	27L	N37343	N37343	C310	347	Not Acceptable
2/14/2013 16:36	27R	N43434	N43434	P28R	313	Good Effort
2/14/2013 19:29	PAD1			HELO	1200	Good Effort
2/15/2013 11:39	27L	N612SP	N612SP	C172	337	Good Effort
2/15/2013 11:50	27R	N335D	N335D	BE60	344	Good Effort
2/16/2013 13:25	27R	N47952	N47952	PA28	1200	Good Effort
2/17/2013 14:22	27L	N428SA	N428SA	C172	375	Good Effort
2/18/2013 12:27	PAD1	N442BN	N442BN	HELO	1200	Good Effort
2/18/2013 13:30	27R	N6256G	N6256G	C172	333	Not Acceptable
2/18/2013 14:54	27R	N9284M	N9284M	PA28	334	Good Effort
2/20/2013 10:25	33	N739UL	N739UL	C172	325	Not Acceptable
2/20/2013 15:50	27R	N328TA	N328TA	C172	1200	Good Effort
2/21/2013 17:50	PAD1			HELO	1200	Not Acceptable
2/22/2013 06:56	27L	MRA689	N9469B	C208	324	Not Acceptable
2/23/2013 13:49	27R	N6085U	N6085U	P46T	1200	Air Traffic Conflict
2/24/2013 10:38	27R	N62276	N62276	C182	354	Air Traffic Conflict
2/24/2013 13:59	27R	N14008	N14008	C172	342	Good Effort
2/27/2013 14:57	33	N5038C	N5038C	CH7	375	System Error
2/28/2013 14:18	33				1200	Air Traffic Conflict
2/28/2013 18:23	27R	N14008	N14008	C172	360	System Error
3/1/2013 12:48	PAD1	CHP32		HELO	1200	Good Effort
3/2/2013 13:21	33	CAP453		C172	1200	Air Traffic Conflict
3/2/2013 15:38	27R	N21263	N21263	C172	323	System Error
3/3/2013 11:53	27R	N58628	N58628	C172	360	Air Traffic Conflict
3/5/2013 19:28	PAD1	C6547		HELO	313	System Error
3/6/2013 11:14	33			PROP	354	Touch & Go Training
3/8/2013 10:21	PAD1	N73SF	N73SF	HELO	373	Not Acceptable
3/8/2013 14:58	PAD1	N442BN	N442BN	HELO	1200	Good Effort
3/9/2013 13:01	27R	N9284M	N9284M	PA28	350	Air Traffic Conflict
3/9/2013 14:03	33				1200	Good Effort
3/9/2013 20:03	27R	N669TW	N669TW	C172	341	Not Acceptable
3/11/2013 11:34	27R	N5038C	N5038C	CH7A	365	Touch & Go Training
3/11/2013 11:58	33	N47952	N47952	PA28	341	Air Traffic Conflict
3/11/2013 15:24	27R	N7664J	N7664J	PARO	360	Not Acceptable
3/12/2013 12:47	PAD1	N30GM	N30GM	HELO	1200	Good Effort
3/13/2013 15:11	PAD1	N2389G	N2389G	HELO	1200	Good Effort
3/13/2013 15:53	33	N994PM	N994PM	SR22	336	Not Acceptable
3/13/2013 17:55	PAD1	ARG1	N510PD	HELO	360	Good Effort
3/15/2013 01:14	PAD1	CHP32		HELO	1200	Law Enforcement
3/15/2013 07:59	27R	N56RJ	N56RJ	PC12	347	Good Effort
3/15/2013 09:54	PAD1	C6531		HELO	324	Touch & Go Training
3/15/2013 10:42	PAD1	C6531		HELO	331	Good Effort
3/15/2013 12:52	27R	N2398G	N2398G		1200	Good Effort
3/15/2013 15:26	27R	N7876U	N7876U	C172	1200	Air Traffic Conflict
3/16/2013 15:03	27R	N842LP	N842LP	C172	340	Air Traffic Conflict
3/16/2013 17:30	33	N6605D	N6605D	C172	325	Air Traffic Conflict

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments
3/17/2013 14:20	27R	N5697S	N5697S	M20P	357	Touch & Go Training
3/18/2013 13:31	27R	N9284M	N9284M	PA28	330	System Error
3/18/2013 16:04	27R	N842LP	N842LP	C172	373	Air Traffic Conflict
3/19/2013 07:35	33	N994PM	N994PM	SR22	350	Air Traffic Conflict
3/21/2013 11:50	27R	C6531		AS65	1200	Good Effort
3/21/2013 22:26	PAD1	CHP32		HELO	1200	Law Enforcement
3/22/2013 10:10	PAD1	C6531		HELO	1200	Air Traffic Conflict
3/22/2013 19:47	33	N7114Y	N7114Y	PA30	343	Air Traffic Conflict
3/23/2013 07:12	PAD1	N350SC	N350SC	HELO	1200	Not Acceptable
3/23/2013 15:02	PAD1	N350SC	N350SC	HELO	1200	Air Traffic Conflict
3/24/2013 02:17	27R				1200	Not Acceptable
3/24/2013 09:10	PAD1	ARGUS1		HELO	355	Good Effort
3/24/2013 11:18	PAD1	N30GM	N30GM	HELO	1200	Good Effort
3/24/2013 12:41	27R	N5038C	N5038C	CH7A	362	Good Effort
3/24/2013 12:42	27R	N8279W	N8279W	PA28	376	Air Traffic Conflict
3/24/2013 13:44	27R	N9284M	N9284M	P28A	334	Air Traffic Conflict
3/24/2013 14:22	27R	N4894L	N4894L	P28A	331	Not Acceptable
3/24/2013 15:37	27R	N5038C	N5038C	CH7	331	Good Effort
3/24/2013 16:39	PAD1	EAGLE6		HELO	1200	Air Traffic Conflict
3/28/2013 09:56	33				1200	Not Acceptable
3/28/2013 14:17	27R	N5GM	N5GM	HXB	343	Air Traffic Conflict
3/28/2013 15:07	PAD1	N801CL	N801CL	HELO	344	Air Traffic Conflict
3/28/2013 17:31	27R	N37343	N37343	C310	375	Good Effort
3/28/2013 18:57	27R	N13LY	N13LY	BE20	356	Not Acceptable
3/29/2013 14:59	27R	N21263	N21263	C172	314	System Error
3/29/2013 17:03	27R				1200	Air Traffic Conflict
3/30/2013 15:46	33	N739UL	N739UL	C172	333	System Error
3/30/2013 17:25	27R	N717BC	N717BC	LEG2	337	Touch & Go Training

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

North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments
1/4/2013 22:05	CHP37		C206	334	27R	Law Enforcement
1/5/2013 01:50	N317NA	N317NA	PC12	3221	27R	Good Effort
1/6/2013 01:19	DAL8842	N354NB	A319	3373	09R	Not Acceptable
1/7/2013 02:45	VOI907		A319	3366	27L	Routine Mntnc on RWY 29
1/7/2013 05:55	MRA687	N9469B	C208	4567	27R	Time Buffer
1/7/2013 23:25	N1850J	N1850J	BE36	4560	27R	VFR Departure
1/11/2013 22:04	N95JM	N95JM	AC90	4563	27R	Time Buffer
1/12/2013 03:18	N915CD	N915CD	BE9L	4254	27R	Good Effort
1/12/2013 22:22	N359DG	N359DG	B350	4246	27R	Good Effort
1/14/2013 03:01	VOI907		A319	3354	27L	Routine Mntnc on RWY 29
1/14/2013 04:29	N99AG	N99AG	C25B	3260	09R	Good Effort
1/16/2013 22:46	N8697V	N8697V	CH7	3315	27R	System Error

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments
1/17/2013 04:29	GDG801	N51VL	LJ55	4226	09R	Not Acceptable
1/18/2013 01:10	CHP32		HELO	1200	PAD1	Law Enforcement
1/18/2013 05:36	N722FX	N722FX	C208	4257	27R	Weather/Wind Conditions
1/19/2013 22:43	CHP37		C206	4237	27R	Law Enforcement
1/20/2013 22:42	CHP32		HELO	1200	PAD1	Law Enforcement
1/21/2013 02:32	VOI907		A319	3302	27L	Routine Mntnc on RWY 29
1/21/2013 04:24	N900EJ	N900EJ	F900	3276	27L	Routine Mntnc on RWY 29
1/21/2013 23:47				1200	09R	Not Acceptable
1/21/2013 23:51	N7HW	N7HW	PA27	4541	27R	Not Acceptable
1/22/2013 22:34	N900MT	N900MT	BE9L	4561	27R	VFR Departure
1/24/2013 05:57	N33MS	N33MS	PAY2	3277	27R	Time Buffer
1/25/2013 22:56				1200	09L	Not Acceptable
1/26/2013 22:33	N186JM	N186JM	C421	4240	27R	310 Heading
1/28/2013 01:03			PAY2	3245	27R	VFR Departure
1/28/2013 05:53	MRA687	N9469B	C208	4254	27R	Time Buffer
1/30/2013 03:16	N131TR	N131TR	LJ60	1200	09R	Good Effort
1/31/2013 22:59	N481DN	N481DN	BE20	3350	09L	Runway 09L Departure
2/1/2013 22:22	LCMD70	N370CS	BE20	3220	27R	Good Effort
2/3/2013 22:34	SKY7		HELO	1200	PAD1	Not Acceptable
2/3/2013 22:50				1200	27R	Good Effort
2/4/2013 02:21	VOI907		A319	3236	27L	Routine Mntnc on RWY 29
2/4/2013 03:58	N321MS	N321MS	H25B	4522	27L	Routine Mntnc on RWY 29
2/4/2013 05:48	MRA687	N9469B	C208	4242	27R	310 Heading
2/4/2013 23:35	N15DB	N15DB	C441	4533	09L	Good Effort
2/6/2013 05:52	N350WA	N350WA	BE9L	3227	27R	Time Buffer
2/7/2013 23:34	JLG695	JLG695	BE9L	3351	27R	Lifeguard Medical
2/11/2013 00:34	SRV653	SRV653	E120	3375	27R	Good Effort
2/11/2013 02:23	VOI907	VOI907	A319	3347	27L	Runway Maintenance
2/11/2013 04:53	UPS2943	N304UP	B763	3217	27L	Runway Maintenance
2/11/2013 05:49	MRA687	N1116N	C208	4565	27L	Good Effort
2/14/2013 04:53	KAI73	N115K	C560	3350	09R	Not Acceptable
2/14/2013 05:24	KAI96	KAI96	C550	3363	09R	Not Acceptable
2/17/2013 02:08	N28CA	N28CA	PAY2	3335	09L	Good Effort
2/17/2013 23:21	N711TR	N711TR	BE55	4534	27R	Good Effort
2/17/2013 23:35	N7HW	N7HW	PA27	4505	27R	System Error
2/18/2013 02:22	VOI907		A319	3204	27L	Routine Mntnc on RWY 29
2/18/2013 05:45	MRA687	N1116N	C208	4522	33	Weather/Wind Conditions
2/19/2013 05:58	N248PH	N827HT	BE20	4517	27R	Time Buffer
2/20/2013 22:33	N418DN	N418DN	BE20	3344	09L	Not Acceptable
2/25/2013 02:25	VOI907		A319	3220	27L	Routine Mntnc on RWY 29
2/25/2013 04:54	UPS2943		B763	3252	27L	Routine Mntnc on RWY 29
2/25/2013 05:26	OPT854		H25B	3227	27L	Routine Mntnc on RWY 29
2/25/2013 22:08	N44CK	N44CK	C525	4577	09L	Time Buffer
2/28/2013 01:22	N661TC	N661TC	PAY2	3343	09L	Good Effort
3/1/2013 00:01	N248PH	N248PH	BE20	4526	27R	Good Effort
3/4/2013 00:33	VNR143	N143SL	P180	4266	27R	310 Heading
3/4/2013 03:11	VOI907		A319	3353	27L	Routine Mntnc on RWY 29
3/4/2013 05:39	MRA687	N1116N	C208	4552	33	310 Heading

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments
3/4/2013 05:59	AMF5116		BE99	4277	27L	Time Buffer
3/7/2013 05:28	DCM6373	N44CK	C525	4267	27R	Lifeguard Medical
3/9/2013 00:16	N431GW	N431GW	PAY2	3230	09L	Good Effort
3/9/2013 22:22	N418DN	N418DN	BE20	3355	09L	Good Effort
3/10/2013 22:02	N99JZ	N99JZ	BE58	3270	27R	Time Buffer
3/11/2013 02:04	VOI903		A319	3307	27L	Routine Mntnc on RWY 29
3/11/2013 02:44	VOI907		A319	3277	27L	Routine Mntnc on RWY 29
3/11/2013 22:03	N374MA	N374MA	C172	4565	27R	Time Buffer
3/13/2013 23:27	N47CA	N47CA	PAY2	3233	09L	Runway 09L Departure
3/15/2013 01:14	CHP32		HELO	1200	PAD1	Police/Govt. Activity
3/18/2013 05:17	EJA154	N154QS	BE40	3353	09R	ATC Instructions
3/18/2013 05:48	MRA687	N1116N	C208	4541	27R	310 Heading
3/20/2013 02:57	LN431GW		PAY2	3222	09L	Lifeguard Medical
3/21/2013 22:26	CHP32		HELO	1200	PAD1	Law Enforcement
3/22/2013 05:10	TWY23		GLF3	3356	09R	Not Acceptable
3/24/2013 02:17				1200	27R	310 Heading
3/25/2013 02:19	VOI903		A319	3361	27L	Routine Mntnc on RWY 29
3/25/2013 02:39	VOI907	N509VL	A319	3327	27L	Routine Mntnc on RWY 29
3/25/2013 05:43	MRA687	N1116N	C208	4272	27R	310 Heading

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

North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/1/2013 00:39	4	74.8	80.5	9			PAY2	27R
1/2/2013 22:01	10	64.8	82.7	78	N8697V	N8697V	CH7	27R
1/3/2013 00:09	3	75.2	80.6	9	N241PH	N241PH	BE20	33
1/4/2013 05:09	10	74.9	86	78	N150HM	N150HM	G150	09R
1/4/2013 05:10	9	86.3	92.6	29	N150HM	N150HM	G150	09R
1/4/2013 05:10	11	79.2	89.2	24	N150HM	N150HM	G150	09R
1/4/2013 22:06	8	75.2	83.3	19	CHP37		C206	27R
1/5/2013 01:50	8	73.5	80.5	10	N317NA	N317NA	PC12	27R
1/6/2013 01:19	10	72.6	82.8	78	DAL8842	N354NB	A319	09R
1/6/2013 01:19	9	76.4	85.1	22	DAL8842	N354NB	A319	09R
1/6/2013 01:19	12	76.3	86.3	27	DAL8842	N354NB	A319	09R
1/6/2013 01:19	2	70.4	82	35	DAL8842	N354NB	A319	09R
1/6/2013 01:20	1	70.5	80.7	19	DAL8842	N354NB	A319	09R
1/6/2013 23:19	9	75	80.5	10	N431GW	N431GW	PAY2	09L
1/7/2013 02:45	4	82.4	90.9	26	VOI907		A319	27L
1/7/2013 02:45	5	87.5	94.3	21	VOI907		A319	27L
1/7/2013 02:45	6	81.9	91.4	24	VOI907		A319	27L
1/7/2013 02:45	7	73.9	83.8	19	VOI907		A319	27L
1/7/2013 05:56	8	70.3	80.7	19	MRA687	N9469B	C208	27R
1/7/2013 23:25	4	74.1	81.2	21	N1850J	N1850J	BE36	27R
1/7/2013 23:26	3	75.3	83.2	19	N1850J	N1850J	BE36	27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/13/2013 05:49	9	72.8	82.1	15	VNR187	N187SL	P180	09R
1/13/2013 05:50	12	77	84.4	25	VNR187	N187SL	P180	09R
1/13/2013 05:50	2	80.3	87.9	24	VNR187	N187SL	P180	09R
1/14/2013 03:01	4	81.6	88.2	21	VOI907		A319	27L
1/14/2013 03:01	5	83.7	91.2	20	VOI907		A319	27L
1/14/2013 03:02	6	77.8	87.1	21	VOI907		A319	27L
1/16/2013 22:38	10	64.1	81.1	78	N8697V	N8697V	CH7	27R
1/16/2013 22:44	10	64.3	81.4	78	N8697V	N8697V	CH7	27R
1/16/2013 23:10	4	73.6	80.8	12	N943BV	N943BV	C210	27R
1/17/2013 04:29	4	75.5	86.3	29	GDG801	N51VL	LJ55	09R
1/17/2013 04:29	8	72.9	81.4	11	GDG801	N51VL	LJ55	09R
1/18/2013 05:36	4	72	81.3	16	N722FX	N722FX	C208	27R
1/18/2013 05:36	8	72.3	80.9	12	N722FX	N722FX	C208	27R
1/19/2013 22:44	3	70.6	80	17	CHP37		C206	27R
1/21/2013 02:32	4	80.7	89.3	22	VOI907		A319	27L
1/21/2013 02:32	5	83.4	90.8	21	VOI907		A319	27L
1/21/2013 02:32	6	75	85	20	VOI907		A319	27L
1/21/2013 04:24	4	77.9	85.2	18	N900EJ	N900EJ	F900	27L
1/21/2013 04:24	5	93	96.3	15	N900EJ	N900EJ	F900	27L
1/21/2013 04:24	6	89.2	94.3	14	N900EJ	N900EJ	F900	27L
1/21/2013 04:24	7	84.2	90.4	15	N900EJ	N900EJ	F900	27L
1/21/2013 23:52	5	72.7	80.1	13	N7HW	N7HW	PA27	27R
1/22/2013 22:34	4	74.7	80.8	10	N900MT	N900MT	BE9L	27R
1/23/2013 04:46	4	73.6	80.7	10	N248PH	N827HT	BE20	27R
1/24/2013 05:01	5	73.9	81.5	15	PCM8650		C208	27R
1/24/2013 05:28	4	84	88.7	14	N94CE	N94CE	SW4	27R
1/24/2013 05:28	5	76.2	82.3	10	N94CE	N94CE	SW4	27R
1/24/2013 05:28	8	79.2	86.1	11	N94CE	N94CE	SW4	27R
1/24/2013 05:29	3	76.6	82.5	12	N94CE	N94CE	SW4	27R
1/24/2013 05:29	10	72.2	84	78	N94CE	N94CE	SW4	27R
1/24/2013 05:58	8	75	81.3	8	N33MS	N33MS	PAY2	27R
1/25/2013 02:06	4	76.7	80.2	10	N248PH	N827HT	BE20	27R
1/26/2013 22:34	4	76.9	85.6	25	N186JM	N186JM	C421	27R
1/26/2013 22:34	5	71.2	81.3	22	N186JM	N186JM	C421	27R
1/26/2013 22:34	8	78.6	87.2	26	N186JM	N186JM	C421	27R
1/27/2013 00:09	9	71.7	81.7	19	CHN35	N535GH	C25B	09R
1/27/2013 00:09	12	73.7	83.5	28	CHN35	N535GH	C25B	09R
1/28/2013 01:03	4	72.7	81	12			PAY2	27R
1/31/2013 22:37	8	73.1	81.3	14	JLG93		BE10	27R
1/31/2013 22:59	10	79.1	85.8	78	N481DN	N481DN	BE20	09L
2/1/2013 22:22	4	81.7	85.1	12	LCMD70	N370CS	BE20	27R
2/1/2013 22:23	5	75	80.9	8	LCMD70	N370CS	BE20	27R
2/2/2013 22:04	10	70.3	81.7	36	N3282D	N3282D	C180	15
2/4/2013 02:21	4	83	91.3	40	VOI907		A319	27L
2/4/2013 02:21	5	84.9	91.6	31	VOI907		A319	27L
2/4/2013 02:21	6	77.2	87.4	25	VOI907		A319	27L
2/4/2013 02:22	7	73.7	84.6	24	VOI907		A319	27L
2/4/2013 03:58	4	78.9	87.1	24	N321MS	N321MS	H25B	27L
2/4/2013 03:58	5	79.8	88.5	23	N321MS	N321MS	H25B	27L
2/4/2013 03:58	6	79	87.4	22	N321MS	N321MS	H25B	27L
2/4/2013 03:58	7	73.3	82.3	19	N321MS	N321MS	H25B	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/4/2013 23:35	9	75.6	80.6	9	N15DB	N15DB	C441	09L
2/5/2013 01:41	9	75.4	82	12			PAY2	09L
2/6/2013 05:52	4	78.6	82.7	11	N350WA	N350WA	BE9L	27R
2/7/2013 23:34	4	86.1	90.4	14	JLG695	JLG695	BE9L	27R
2/7/2013 23:34	5	78.5	84	11	JLG695	JLG695	BE9L	27R
2/7/2013 23:34	6	79.2	84.8	11	JLG695	JLG695	BE9L	27R
2/7/2013 23:34	8	74.8	82.9	15	JLG695	JLG695	BE9L	27R
2/7/2013 23:34	7	76.3	81.3	9	JLG695	JLG695	BE9L	27R
2/11/2013 00:34	4	74.9	81.2	12	SRY653	SRY653	E120	27R
2/11/2013 00:34	5	75.6	81.2	12	SRY653	SRY653	E120	27R
2/11/2013 02:24	5	83.4	91.9	25	VOI907	VOI907	A319	27L
2/11/2013 02:24	4	80.8	89.9	23	VOI907	VOI907	A319	27L
2/11/2013 02:24	6	80	89.8	25	VOI907	VOI907	A319	27L
2/11/2013 02:24	7	73.1	82.4	19	VOI907	VOI907	A319	27L
2/11/2013 04:53	5	85.2	93.8	32	UPS2943	N304UP	B763	27L
2/11/2013 04:53	4	82.9	92.5	30	UPS2943	N304UP	B763	27L
2/11/2013 04:54	6	76.9	87.5	27	UPS2943	N304UP	B763	27L
2/11/2013 04:54	8	72.6	81	13	UPS2943	N304UP	B763	27L
2/11/2013 04:54	7	70.3	80.5	25	UPS2943	N304UP	B763	27L
2/14/2013 04:52	4	82.4	91.7	44	KAI73	N115K	C560	09R
2/14/2013 04:53	8	75.9	84.9	17	KAI73	N115K	C560	09R
2/14/2013 04:53	5	71.7	80.9	20	KAI73	N115K	C560	09R
2/14/2013 04:53	10	68.2	81.5	48	KAI73	N115K	C560	09R
2/14/2013 04:53	9	71.8	83.7	31	KAI73	N115K	C560	09R
2/14/2013 04:53	12	77.3	87.1	38	KAI73	N115K	C560	09R
2/14/2013 04:54	2	76	86.2	40	KAI73	N115K	C560	09R
2/14/2013 05:23	10	65.3	80.8	78	KAI96	KAI96	C550	09R
2/14/2013 05:23	4	75.4	85.2	23	KAI96	KAI96	C550	09R
2/14/2013 05:24	10	65.8	81.4	78	KAI96	KAI96	C550	09R
2/14/2013 05:24	12	73.1	82.7	27	KAI96	KAI96	C550	09R
2/14/2013 05:24	2	69.9	80.9	33	KAI96	KAI96	C550	09R
2/17/2013 02:09	9	76.3	82.5	13	N28CA	N28CA	PAY2	09L
2/17/2013 02:09	12	73.2	80.5	15	N28CA	N28CA	PAY2	09L
2/17/2013 23:21	4	79.6	88.6	27	N711TR	N711TR	BE55	27R
2/17/2013 23:21	5	73.4	82.7	26	N711TR	N711TR	BE55	27R
2/17/2013 23:21	8	74.7	85.5	31	N711TR	N711TR	BE55	27R
2/17/2013 23:22	3	71.9	81.8	24	N711TR	N711TR	BE55	27R
2/17/2013 23:35	4	72.3	80.4	13	N7HW	N7HW	PA27	27R
2/17/2013 23:35	5	78.5	84.4	13	N7HW	N7HW	PA27	27R
2/17/2013 23:36	6	76	83.2	14	N7HW	N7HW	PA27	27R
2/18/2013 02:22	4	81.4	89.9	21	VOI907		A319	27L
2/18/2013 02:22	5	89.1	94.9	20	VOI907		A319	27L
2/18/2013 02:22	6	82.5	91.7	25	VOI907		A319	27L
2/18/2013 02:22	7	77.7	88.1	26	VOI907		A319	27L
2/18/2013 04:45	4	80	90.4	30	UPS2943	N352UP	B763	27L
2/18/2013 04:45	5	80.2	90.5	31	UPS2943	N352UP	B763	27L
2/18/2013 04:45	8	72.4	82.5	26	UPS2943	N352UP	B763	27L
2/18/2013 04:45	6	74.8	86	28	UPS2943	N352UP	B763	27L
2/18/2013 04:45	7	69.6	80.8	24	UPS2943	N352UP	B763	27L
2/19/2013 05:59	8	75.8	81.3	8	N248PH	N827HT	BE20	27R
2/20/2013 22:33	9	77.3	83.1	10	N418DN	N418DN	BE20	09L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/20/2013 22:33	10	81.7	85.5	13	N418DN	N418DN	BE20	09L
2/25/2013 02:25	4	81.2	90.3	23	VOI907		A319	27L
2/25/2013 02:25	5	82.7	90.9	25	VOI907		A319	27L
2/25/2013 02:26	6	75.4	85.8	23	VOI907		A319	27L
2/25/2013 04:54	4	85.7	94.2	28	UPS2943		B763	27L
2/25/2013 04:54	5	86.6	94.1	28	UPS2943		B763	27L
2/25/2013 04:54	8	75	84	31	UPS2943		B763	27L
2/25/2013 04:54	6	78.2	89.1	28	UPS2943		B763	27L
2/25/2013 04:54	7	73.4	83.6	26	UPS2943		B763	27L
2/25/2013 05:26	4	82.2	88.4	17	OPT854		H25B	27L
2/25/2013 05:26	5	87.7	92.4	16	OPT854		H25B	27L
2/25/2013 05:26	6	85.7	90.9	15	OPT854		H25B	27L
2/25/2013 05:26	7	79.9	86.8	17	OPT854		H25B	27L
2/25/2013 22:09	9	81.5	89.1	19	N44CK	N44CK	C525	09L
2/25/2013 22:09	10	77.9	85.8	27	N44CK	N44CK	C525	09L
2/25/2013 22:09	11	80.6	87.8	15	N44CK	N44CK	C525	09L
2/27/2013 05:24	10	69	83.9	78			LJ60	09R
2/27/2013 05:24	9	74.3	84.5	26			LJ60	09R
2/27/2013 22:13	4	77	85.1	18	N3282D	N3282D	C185	15
3/2/2013 05:19	4	75	81.7	13	N246DX	N246DX	SR22	27R
3/4/2013 00:33	4	81.5	89.2	23	VNR143	N143SL	P180	27R
3/4/2013 00:33	5	71.6	82.1	20	VNR143	N143SL	P180	27R
3/4/2013 00:33	8	80.4	86.7	17	VNR143	N143SL	P180	27R
3/4/2013 03:11	4	83	91.5	23	VOI907		A319	27L
3/4/2013 03:11	5	88.4	94.7	24	VOI907		A319	27L
3/4/2013 03:11	6	83.6	92	28	VOI907		A319	27L
3/4/2013 03:11	7	72.5	81.8	20	VOI907		A319	27L
3/5/2013 00:05	9	73.9	82.8	16			C560	09R
3/5/2013 00:05	10	73	80.5	17			C560	09R
3/5/2013 03:19	4	74.4	80.7	11	N47CA	N47CA	PAY2	27R
3/6/2013 22:19	10	70	83.2	78	N3282D	N3282D	C185	15
3/7/2013 05:28	4	87.1	92.2	25	DCM6373	N44CK	C525	27R
3/7/2013 05:28	5	78.8	86.7	24	DCM6373	N44CK	C525	27R
3/7/2013 05:28	6	80.7	88.1	16	DCM6373	N44CK	C525	27R
3/7/2013 05:31	4	70.3	82.1	25	N99AG	N99AG	C25B	09R
3/7/2013 05:31	8	71.7	80.2	13	N99AG	N99AG	C25B	09R
3/7/2013 05:32	9	70.8	80.2	14	N99AG	N99AG	C25B	09R
3/7/2013 05:32	12	73.2	82.6	26	N99AG	N99AG	C25B	09R
3/7/2013 05:32	2	75.2	84.2	30	N99AG	N99AG	C25B	09R
3/7/2013 22:12	4	78.2	82.6	10	N900MT	N900MT	BE9L	27R
3/9/2013 00:16	9	73.4	80.4	11	N431GW	N431GW	PAY2	09L
3/9/2013 00:17	11	73.8	81.3	8	N431GW	N431GW	PAY2	09L
3/9/2013 22:22	10	75.1	81.4	15	N418DN	N418DN	BE20	09L
3/9/2013 22:22	9	83.9	87.2	9	N418DN	N418DN	BE20	09L
3/9/2013 22:23	11	74.7	80.1	6	N418DN	N418DN	BE20	09L
3/10/2013 22:02	4	75.8	82.5	18	N99JZ	N99JZ	BE58	27R
3/10/2013 22:03	8	72.3	80.2	11	N99JZ	N99JZ	BE58	27R
3/11/2013 02:04	4	82.3	90.8	22	VOI903		A319	27L
3/11/2013 02:04	5	86.8	94.2	23	VOI903		A319	27L
3/11/2013 02:04	6	80	89.5	26	VOI903		A319	27L
3/11/2013 02:04	7	69.1	80.3	20	VOI903		A319	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/11/2013 02:44	4	83.7	92.1	24	VOI907		A319	27L
3/11/2013 02:44	5	86	93.7	24	VOI907		A319	27L
3/11/2013 02:44	6	81.6	90.6	25	VOI907		A319	27L
3/11/2013 02:44	7	75.4	84.7	25	VOI907		A319	27L
3/11/2013 22:28	4	72.8	81.5	16	N444VC	N444VC	C182	27R
3/11/2013 22:29	6	75.4	82.1	11	N444VC	N444VC	C182	27R
3/13/2013 23:28	9	81.3	86.4	10	N47CA	N47CA	PAY2	09L
3/13/2013 23:28	12	75.5	82.4	15	N47CA	N47CA	PAY2	09L
3/13/2013 23:28	2	75.5	82.5	24	N47CA	N47CA	PAY2	09L
3/14/2013 03:51	6	85.2	90.9	12			PAY2	09L
3/14/2013 03:51	8	74	81.1	9			PAY2	09L
3/17/2013 22:55	4	78.4	85.2	18	N18469	N18469	BE36	27R
3/18/2013 05:16	4	81.4	92.9	36	EJA154	N154QS	BE40	09R
3/18/2013 05:17	8	70.2	81.6	25	EJA154	N154QS	BE40	09R
3/18/2013 05:17	9	78.3	86.9	20	EJA154	N154QS	BE40	09R
3/18/2013 05:17	10	71.7	82	36	EJA154	N154QS	BE40	09R
3/18/2013 05:17	12	76.6	86.9	32	EJA154	N154QS	BE40	09R
3/18/2013 05:18	1	67.6	80.4	26	EJA154	N154QS	BE40	09R
3/20/2013 02:58	9	75.7	81.6	10	LN431GW		PAY2	09L
3/22/2013 05:09	10	71.6	81.8	78	TWY23		GLF3	09R
3/22/2013 05:11	9	79.5	85.6	20	TWY23		GLF3	09R
3/22/2013 05:11	10	72.9	80.4	44	TWY23		GLF3	09R
3/22/2013 05:11	12	84.2	91	26	TWY23		GLF3	09R
3/23/2013 22:18	4	80.2	87.4	23	N429GM	N429GM	C421	27R
3/23/2013 22:19	5	73.4	81.4	15	N429GM	N429GM	C421	27R
3/23/2013 22:19	8	74.8	83.5	19	N429GM	N429GM	C421	27R
3/25/2013 02:19	4	82.8	90.6	22	VOI903		A319	27L
3/25/2013 02:19	6	81.3	90.6	28	VOI903		A319	27L
3/25/2013 02:19	5	87.9	94.2	24	VOI903		A319	27L
3/25/2013 02:19	7	77.1	86	26	VOI903		A319	27L
3/25/2013 02:39	4	82.4	90.9	23	VOI907	N509VL	A319	27L
3/25/2013 02:39	6	82.5	91.2	28	VOI907	N509VL	A319	27L
3/25/2013 02:39	5	86.6	93.4	24	VOI907	N509VL	A319	27L
3/25/2013 02:40	7	73.6	82.8	22	VOI907	N509VL	A319	27L
3/25/2013 05:14	9	78.9	87.6	33	LN700SR		LJ55	09R
3/25/2013 05:14	10	70.6	82.2	36	LN700SR		LJ55	09R
3/25/2013 05:14	12	74.7	86.1	48	LN700SR		LJ55	09R
3/27/2013 23:47	9	81.3	88.6	17	N819AP	N819AP	GALX	09R
3/27/2013 23:47	10	72.6	81.5	21	N819AP	N819AP	GALX	09R
3/27/2013 23:48	11	75.5	83.2	13	N819AP	N819AP	GALX	09R

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

Runway 29 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment
2/12/2013 09:15		N81110	C525	B	N81110	Not Acceptable
3/3/2013 11:18	SWA	SWA206	B737	J	N277WN	Not Acceptable
3/10/2013 21:56	SWA	SWA2177	B737	J	N222WN	Not Acceptable

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

Silent 7 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment
1/1/2013 01:00	VOI	VOI903	A319	J		Not Acceptable
1/2/2013 06:59	AAY	AAY1025	MD83	J	N426NV	Time Buffer
1/2/2013 22:00	JBU	JBU90	A320	J	N661JB	Time Buffer
1/4/2013 06:58	FDX	FDX1889	B752	J	N950FD	Time Buffer
1/5/2013 00:17	VOI	VOI905	A319	J		Not Acceptable
1/5/2013 06:58	SWA	SWA3201	B733	J	N618WN	Time Buffer
1/11/2013 06:16	JBU	JBU249	A320	J	N656JB	Not Acceptable
1/18/2013 06:59	ASA	ASA837	B738	J	N592AS	Time Buffer
1/22/2013 06:58	ASA	ASA837	B738	J	N538AS	Time Buffer
1/31/2013 06:59	AWE	AWE610	A320	J		Time Buffer
2/5/2013 06:09	JBU	JBU249	A320	J	N656JB	Not Acceptable
2/5/2013 06:31	UPS	UPS2945	MD11	J	N280UP	Not Acceptable
2/5/2013 06:58	FDX	FDX435	B77L	J	N890FD	Time Buffer
2/6/2013 06:31	AWE	AWE325	A319	J	N802AW	Not Acceptable
2/8/2013 06:40	SWA	SWA536	B737	J	N936WN	Not Acceptable
2/9/2013 01:29	VOI	VOI903	A319	J	VOI903	Not Acceptable
2/9/2013 06:59	ASA	ASA837	B738	J	N585AS	Time Buffer
2/16/2013 02:23	VOI	VOI907	A319	J	VOI907	Not Acceptable
2/18/2013 06:57		N973MW	GLF4	B	N973MW	Time Buffer
2/19/2013 06:40	FDX	FDX3647	A306	J	N657FE	Not Acceptable
2/20/2013 06:59	ASA	ASA837	B738	J	N593AS	Time Buffer
2/22/2013 23:03			WW24	B		Not Acceptable
2/25/2013 06:47	SKW	SKW4450	CRJ7	R	N632SK	Not Acceptable
2/27/2013 06:48	DAL	DAL1582	A320	J	N310NW	Not Acceptable
2/27/2013 06:54	SWA	SWA487	B737	J	N707SA	Time Buffer
2/28/2013 06:50	SKW	SKW4450	CRJ7	R	N617QX	Time Buffer
3/4/2013 06:32	SWA	SWA583	B737	J	N752SW	Not Acceptable
3/5/2013 06:57	SWA	SWA487	B737	J	N933WN	Time Buffer
3/5/2013 06:59	FDX	FDX435	MD11	J	N595FE	Time Buffer
3/6/2013 03:28	FDX	FDX85	MD11	J	N597FE	Not Acceptable
3/8/2013 22:00		LN361PJ	LJ35	B		Lifeguard Medical
3/10/2013 06:59		N150HM	G150	B	N150HM	Time Buffer
3/10/2013 22:01	SWA	SWA244	B737	J	N201LV	Time Buffer
3/11/2013 22:00	UPS	UPS961	MD11	J	N270UP	Time Buffer

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment
3/12/2013 06:57	SWA	SWA158	B737	J	N928WN	Time Buffer
3/12/2013 06:59	KAI	KAI56	GLF5	B	N1852B	Time Buffer
3/12/2013 22:02	SWA	SWA989	B737	J	N444WN	Time Buffer
3/13/2013 22:00	SWA	SWA495	B737	J	N455WN	Time Buffer
3/14/2013 04:09	FDX	FDX31	B77L	J	N890FD	Not Acceptable
3/14/2013 06:23	AWE	AWE325	A319	J	N825AW	Not Acceptable
3/17/2013 06:38	SWA	SWA1202	B733	J	N652SW	Not Acceptable
3/20/2013 06:56	SWA	SWA158	B737	J	N901WN	Time Buffer
3/21/2013 22:10	SWA	SWA3846	B733	J	N362SW	Time Buffer
3/23/2013 06:26	SWA	SWA1164	B737	J	N904WN	Not Acceptable
3/23/2013 23:43	SWA	SWA1330	B733	J	N369SW	Not Acceptable
3/26/2013 06:56	SWA	SWA1188	B733	J	N353SW	Time Buffer
3/27/2013 06:57	SWA	SWA3947	B737	J	N429WN	Time Buffer
3/27/2013 06:58	SWA	SWA158	B737	J	N932WN	Time Buffer

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

Runway 11 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment
1/6/2013 03:42	FDX	FDX79	MD11	J	N645FE	Not Acceptable
3/6/2013 02:57	FDX	FDX1851	DC10	J	N368FE	Not Acceptable
3/31/2013 01:12	VOI	VOI905	A319	J		Not Acceptable
3/31/2013 01:49	UPS	UPS947	B763	J	N324UP	Not Acceptable

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

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

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
1/3/2013 09:19		N501RP	G150	2355	Not Acceptable
1/3/2013 19:36	UPS	UPS945	B763	2828	Not Acceptable
1/4/2013 19:20	SWA	SWA952	B733	2782	Not Acceptable
1/4/2013 21:42	JBU	JBU90	A320	2395	Not Acceptable
1/9/2013 10:20	SWA	SWA345	B737	2880	Not Acceptable
1/10/2013 10:02		N100WX	E50P	2434	Not Acceptable
1/11/2013 14:03	SWA	SWA266	B737	2759	Not Acceptable
1/12/2013 13:14	DAL	DAL1160	A320	2896	Not Acceptable
1/14/2013 12:48	RSP	RSP054	E50P	2303	Not Acceptable
1/15/2013 19:21	FDX	FDX1268	DC10	2467	Not Acceptable
1/15/2013 20:24	FDX	FDX1117	A306	2874	Not Acceptable
1/18/2013 14:15	SWA	SWA266	B737	2723	Not Acceptable
1/18/2013 16:52		N495CT	BE40	2844	Not Acceptable

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
1/18/2013 19:20	FDX	FDX1268	DC10	2532	Not Acceptable
1/21/2013 19:23	FDX	FDX1605	DC10	2398	Not Acceptable
1/22/2013 07:10	FDX	FDX440	MD11	2037	Not Acceptable
1/22/2013 10:18	SWA	SWA345	B737	2582	Not Acceptable
1/23/2013 09:12	SWA	SWA533	B733	2473	Not Acceptable
1/23/2013 13:09	DAL	DAL1160	A320	2644	Not Acceptable
1/25/2013 17:47	DAL	DAL1374	A320	2713	Not Acceptable
1/26/2013 13:35	DAL	DAL1160	A320	2670	Not Acceptable
1/27/2013 15:02		N350BV	C25A	1994	Not Acceptable
1/28/2013 11:24	SWA	SWA224	B737	2857	Not Acceptable
1/29/2013 11:40		OCEAN11	C30J	2680	Police/Govt. Activity
1/31/2013 10:40	SWA	SWA345	B737	2529	Not Acceptable
2/2/2013 10:23	SWA	SWA1702	B733	2660	Not Acceptable
2/2/2013 13:19	SWA	SWA979	B737	2851	Not Acceptable
2/4/2013 11:33	SWA	SWA513	B737	2463	Not Acceptable
2/4/2013 14:01	SWA	SWA3400	B733	2818	Not Acceptable
2/5/2013 07:04	FDX	FDX3647	DC10	2089	Not Acceptable
2/6/2013 13:52	SWA	SWA3400	B733	2828	Not Acceptable
2/6/2013 19:19	FDX	FDX1605	DC10	2696	Not Acceptable
2/7/2013 14:03	SWA	SWA266	B737	2641	Not Acceptable
2/7/2013 19:24	FDX	FDX1605	DC10	2526	Not Acceptable
2/7/2013 19:31	UPS	UPS945	B763	2316	Not Acceptable
2/8/2013 13:07	DAL	DAL1160	A320	2349	Not Acceptable
2/8/2013 14:21	SWA	SWA266	B737	2834	Not Acceptable
2/12/2013 09:10	UPS	UPS2945	MD11	2805	Not Acceptable
2/12/2013 19:30	UPS	UPS945	B763	2887	Not Acceptable
2/13/2013 17:24	FDX	FDX1676	A310	2814	Not Acceptable
2/17/2013 13:11	DAL	DAL1160	A319	2811	Not Acceptable
2/19/2013 07:11	UPS	UPS2953	B763	2834	Not Acceptable
2/20/2013 08:16	FDX	FDX3012	DC10	2057	Not Acceptable
2/22/2013 13:15	DAL	DAL1160	A320	2834	Not Acceptable
2/24/2013 14:38	SWA	SWA2252	B737	2782	Not Acceptable
2/25/2013 20:44	SWA	SWA186	B737	2791	Not Acceptable
2/26/2013 19:30	FDX	FDX1605	DC10	2486	Not Acceptable
2/27/2013 09:11	SWA	SWA287	B737	2017	Not Acceptable
3/2/2013 07:26	SWA	SWA434	B737	2486	Not Acceptable
3/3/2013 11:18	SWA	SWA206	B737	2522	Not Acceptable
3/6/2013 19:22	FDX	FDX1268	DC10	2257	Not Acceptable
3/6/2013 19:26	FDX	FDX1605	DC10	2089	Not Acceptable
3/7/2013 15:46		N808GG	C750	2614	Not Acceptable
3/8/2013 08:16	FDX	FDX3012	DC10	2086	Not Acceptable
3/8/2013 13:24	DAL	DAL1160	A320	2798	Not Acceptable
3/11/2013 19:25	FDX	FDX1605	DC10	1729	Not Acceptable
3/12/2013 09:14	SWA	SWA249	B733	2723	Not Acceptable
3/12/2013 14:05	FDX	FDX3671	DC10	2506	Not Acceptable
3/12/2013 14:49	SWA	SWA702	B733	2795	Not Acceptable
3/13/2013 19:24	FDX	FDX1268	DC10	2132	Not Acceptable
3/15/2013 13:22	DAL	DAL1160	A320	2736	Not Acceptable
3/15/2013 17:44		N557JK	GLF3	2142	Not Acceptable
3/18/2013 11:31		N15SD	GLEK	2404	Not Acceptable
3/18/2013 13:24	DAL	DAL1160	A320	2237	Not Acceptable
3/18/2013 14:24		N12CQ	C560	2296	Not Acceptable

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment
3/19/2013 08:53	TWY	TWY46	GLF3	2608	Not Acceptable
3/19/2013 11:05	SWA	SWA3670	B737	2887	Not Acceptable
3/19/2013 20:18	SWA	SWA2347	B737	2788	Not Acceptable
3/20/2013 07:12	FDX	FDX435	B77L	2883	Not Acceptable
3/20/2013 09:07	FLC	FLC58	LJ60	1961	FAA Flight Check
3/20/2013 09:07	FLC	FLC58	LJ60	1151	FAA Flight Check
3/20/2013 11:14	SWA	SWA3670	B737	2545	Not Acceptable
3/20/2013 16:50	DAL	DAL1374	A319	2739	Not Acceptable
3/23/2013 11:17	SWA	SWA2100	B737	2732	Not Acceptable
3/23/2013 18:16	SWA	SWA2104	B737	2785	Not Acceptable
3/24/2013 12:25		SHTR04	4F18	2296	Not Acceptable
3/25/2013 09:01	SWA	SWA1123	B737	2883	Not Acceptable
3/26/2013 08:33	FDX	FDX3012	DC10	1876	Not Acceptable
3/26/2013 19:03	FDX	FDX1382	A306	2690	Not Acceptable
3/27/2013 08:19	FDX	FDX3012	DC10	2162	Not Acceptable
3/27/2013 11:54	EJA	EJA141	GLEK	2381	Not Acceptable
3/27/2013 13:43	DAL	DAL1160	A320	2746	Not Acceptable
3/27/2013 16:59	DAL	DAL1374	A319	2253	Not Acceptable
3/27/2013 19:20	FDX	FDX1268	DC10	2457	Not Acceptable
3/27/2013 19:30	UPS	UPS945	B763	2112	Not Acceptable
3/27/2013 20:13	SWA	SWA2347	B733	2585	Not Acceptable
3/28/2013 19:42	SWA	SWA569	B737	2870	Not Acceptable
3/29/2013 13:24	DAL	DAL1160	A320	2326	Not Acceptable

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

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
1/1/2013 10:00	SWA230	B733	SWA	2477	Navigation System
1/1/2013 13:23	ASA346	B734	ASA	2253	Not Acceptable
1/1/2013 14:04	SWA3044	B737	SWA	2437	Not Acceptable
1/1/2013 18:21	SWA3858	B737	SWA	2874	Not Acceptable
1/1/2013 20:43	SWA3374	B737	SWA	2851	Not Acceptable
1/2/2013 13:18	ASA346	B737	ASA	2759	Not Acceptable
1/2/2013 13:25	SWA3085	B737	SWA	2739	Not Acceptable
1/2/2013 20:00	SWA3383	B737	SWA	2785	Not Acceptable
1/2/2013 20:31	SWA3601	B737	SWA	2874	Not Acceptable
1/3/2013 08:12	ASA344	B738	ASA	2867	Not Acceptable
1/3/2013 09:24	FDX3844	A306	FDX	2641	Not Acceptable
1/3/2013 09:54	SWA899	B737	SWA	2854	Not Acceptable
1/3/2013 14:03	SWA860	B737	SWA	2306	Not Acceptable
1/3/2013 17:53	SWA2238	B737	SWA	2742	Not Acceptable
1/4/2013 13:02	AAY1006	MD83	AAY	2880	Not Acceptable
1/4/2013 13:08	SWA882	B737	SWA	2841	Not Acceptable
1/4/2013 13:15	ASA346	B737	ASA	2759	Not Acceptable
1/4/2013 17:49	SWA2238	B737	SWA	2837	Not Acceptable
1/4/2013 21:37	SWA25	B737	SWA	2765	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
1/7/2013 09:21	SWA2084	B737	SWA	2867	Not Acceptable
1/7/2013 19:55	SWA1894	B737	SWA	2814	Not Acceptable
1/7/2013 19:57	SWA3136	B733	SWA	2785	Not Acceptable
1/8/2013 12:56	SWA3400	B733	SWA	2824	Not Acceptable
1/8/2013 21:59	SWA432	B737	SWA	2683	Not Acceptable
1/8/2013 22:40	FDX1807	MD11	FDX	2670	Not Acceptable
1/9/2013 21:41	SWA432	B737	SWA	2893	Not Acceptable
1/10/2013 18:21	SWA1544	B733	SWA	3208	Safety/Emergency
1/10/2013 18:21	SWA1544	B733	SWA	2536	Safety/Emergency
1/10/2013 18:21	SWA1544	B733	SWA	2080	Safety/Emergency
1/10/2013 22:08	ASA356	B738	ASA	2880	Not Acceptable
1/11/2013 14:04	AAY1006	MD83	AAY	2769	Not Acceptable
1/11/2013 19:48	SWA1961	B737	SWA	2887	Not Acceptable
1/12/2013 07:40	ASA344	B738	ASA	2306	Not Acceptable
1/12/2013 10:56	FDX3015	A306	FDX	2719	Not Acceptable
1/12/2013 14:09	ASA310	B734	ASA	2782	Not Acceptable
1/12/2013 22:00	ASA356	B738	ASA	2444	Not Acceptable
1/13/2013 13:36	AAY1012	MD83	AAY	2532	Not Acceptable
1/13/2013 16:56	ASA338	B734	ASA	2880	Not Acceptable
1/13/2013 19:57	SWA1894	B737	SWA	2870	Not Acceptable
1/14/2013 12:43	SWA3400	B733	SWA	2821	Not Acceptable
1/15/2013 15:06	SWA2766	B737	SWA	2687	Not Acceptable
1/16/2013 12:39	SWA3400	B737	SWA	2664	Not Acceptable
1/16/2013 22:02	ASA356	B738	ASA	2516	Not Acceptable
1/17/2013 10:10	SWA3573	B737	SWA	2723	Not Acceptable
1/17/2013 12:12	ASA346	B738	ASA	2798	Not Acceptable
1/17/2013 14:13	SWA2081	B737	SWA	2778	Not Acceptable
1/18/2013 17:07	AAY1018	MD83	AAY	2103	Not Acceptable
1/18/2013 18:19	SWA1544	B733	SWA	2595	Not Acceptable
1/18/2013 22:32	FDX1807	MD11	FDX	2677	Not Acceptable
1/19/2013 09:36	SWA3296	B737	SWA	2782	Not Acceptable
1/19/2013 18:24	SWA1774	B737	SWA	2801	Not Acceptable
1/19/2013 18:42	SWA731	B733	SWA	2775	Not Acceptable
1/20/2013 08:05	ASA344	B738	ASA	2890	Not Acceptable
1/20/2013 13:01	SWA3400	B733	SWA	2631	Not Acceptable
1/20/2013 20:05	SWA305	B733	SWA	2778	Not Acceptable
1/21/2013 09:47	SWA2084	B737	SWA	2641	Not Acceptable
1/21/2013 16:39	AAY1018	MD83	AAY	2680	Not Acceptable
1/22/2013 20:09	SWA1894	B737	SWA	2896	Not Acceptable
1/22/2013 20:16	SWA305	B737	SWA	2795	Not Acceptable
1/22/2013 22:03	ASA356	B738	ASA	2631	Not Acceptable
1/22/2013 22:42	FDX1807	MD11	FDX	2870	Not Acceptable
1/23/2013 12:14	ASA346	B738	ASA	2660	Not Acceptable
1/23/2013 20:31	SWA3136	B733	SWA	2732	Not Acceptable
1/24/2013 09:21	SWA2084	B737	SWA	2887	Not Acceptable
1/25/2013 12:48	SWA3400	B733	SWA	2828	Not Acceptable
1/25/2013 18:30	SWA1544	B733	SWA	2398	Not Acceptable
1/25/2013 22:30	FDX1802	DC10	FDX	2742	Not Acceptable
1/27/2013 19:47	SWA1894	B737	SWA	2473	Not Acceptable
1/28/2013 09:12	SWA3573	B737	SWA	2857	Not Acceptable
1/28/2013 09:17	SWA2084	B737	SWA	2834	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
1/28/2013 09:30	SWA535	B733	SWA	2759	Not Acceptable
1/28/2013 12:50	SWA3400	B733	SWA	2562	Not Acceptable
1/29/2013 07:49	ASA344	B738	ASA	2732	Not Acceptable
1/29/2013 09:05	FDX3844	A306	FDX	2634	Not Acceptable
1/29/2013 09:31	SWA535	B737	SWA	2864	Not Acceptable
1/30/2013 09:20	SWA3573	B737	SWA	2837	Not Acceptable
1/31/2013 12:41	SWA3400	B733	SWA	2864	Not Acceptable
2/1/2013 13:59	SWA2081	B737	SWA	2867	Not Acceptable
2/1/2013 15:18	SWA2766	B737	SWA	2670	Not Acceptable
2/1/2013 18:32	AAY1018	MD83	AAY	2864	Not Acceptable
2/1/2013 22:32	FDX1807	MD11	FDX	2870	Not Acceptable
2/1/2013 22:40	FDX1802	DC10	FDX	2732	Not Acceptable
2/3/2013 12:42	SWA3400	B733	SWA	2782	Not Acceptable
2/3/2013 13:26	SWA2081	B737	SWA	2864	Not Acceptable
2/3/2013 18:28	SWA1544	B737	SWA	2217	Not Acceptable
2/3/2013 19:59	SWA1894	B737	SWA	2575	Not Acceptable
2/3/2013 22:36	ASA356	B738	ASA	2726	Not Acceptable
2/4/2013 14:04	SWA2081	B737	SWA	2365	Not Acceptable
2/4/2013 17:09	ASA338	B737	ASA	2795	Not Acceptable
2/4/2013 20:24	SWA305	B737	SWA	2696	Not Acceptable
2/6/2013 12:51	SWA3400	B733	SWA	2490	Not Acceptable
2/6/2013 15:02	SWA2766	B737	SWA	1725	Not Acceptable
2/6/2013 18:24	SWA1544	B733	SWA	2598	Not Acceptable
2/6/2013 19:55	SWA1961	B737	SWA	1778	Not Acceptable
2/6/2013 20:05	SWA305	B737	SWA	2746	Not Acceptable
2/6/2013 20:10	SWA1894	B737	SWA	2542	Not Acceptable
2/7/2013 16:04	SWA4	B733	SWA	1473	Not Acceptable
2/7/2013 16:42	SWA437	B737	SWA	2883	Not Acceptable
2/9/2013 18:29	SWA954	B738	SWA	2657	Not Acceptable
2/9/2013 20:30	N247CJ	F900		2457	Not Acceptable
2/10/2013 07:45	ASA344	B738	ASA	2555	Not Acceptable
2/10/2013 18:30	SWA1544	B733	SWA	2772	Not Acceptable
2/10/2013 19:46	SWA3136	B733	SWA	2782	Not Acceptable
2/11/2013 16:01	AAY1018	MD83	AAY	2874	Not Acceptable
2/12/2013 09:33	SWA272	B737	SWA	2762	Not Acceptable
2/12/2013 09:34	SWA2084	B737	SWA	2837	Not Acceptable
2/14/2013 15:14	SWA194	B737	SWA	2700	Not Acceptable
2/14/2013 22:01	ASA356	B738	ASA	2824	Not Acceptable
2/15/2013 23:22	SWA725	B733	SWA	2808	Not Acceptable
2/16/2013 13:39	SWA592	B737	SWA	2769	Not Acceptable
2/16/2013 15:06	SWA2051	B733	SWA	2736	Not Acceptable
2/16/2013 15:40	DAL1566	A319	DAL	2837	Not Acceptable
2/17/2013 09:53	SWA1823	B737	SWA	2890	Not Acceptable
2/17/2013 19:54	SWA833	B737	SWA	2847	Not Acceptable
2/17/2013 22:47	SWA431	B737	SWA	2824	Not Acceptable
2/18/2013 00:00	SWA725	B733	SWA	2499	Not Acceptable
2/19/2013 15:42	DAL1566	A319	DAL	2627	Not Acceptable
2/20/2013 15:11	SWA194	B737	SWA	2719	Not Acceptable
2/21/2013 12:17	ASA346	B738	ASA	2890	Not Acceptable
2/21/2013 19:52	SWA833	B737	SWA	2211	Not Acceptable
2/21/2013 20:44	SWA400	B737	SWA	2805	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
2/21/2013 22:26	FDX1802	A306	FDX	2739	Not Acceptable
2/21/2013 23:51	SWA725	B737	SWA	1994	Not Acceptable
2/22/2013 12:02	DAL1160	A320	DAL	2732	Not Acceptable
2/22/2013 20:02	SWA1363	B737	SWA	2788	Not Acceptable
2/22/2013 20:14	SWA324	B737	SWA	2575	Not Acceptable
2/22/2013 23:10	SWA431	B737	SWA	2624	Not Acceptable
2/23/2013 21:48	N365CJ	GLEX		2221	Not Acceptable
2/24/2013 19:52	SWA833	B737	SWA	2604	Not Acceptable
2/24/2013 23:31	SWA725	B733	SWA	2769	Not Acceptable
2/25/2013 20:11	N365CJ	GLEX		2627	Not Acceptable
2/27/2013 07:47	ASA344	B738	ASA	2746	Not Acceptable
2/28/2013 09:55	SWA1823	B737	SWA	2818	Not Acceptable
2/28/2013 21:35	FDX1818	B752	FDX	3097	Safety/Emergency
2/28/2013 21:35	FDX1818	B752	FDX	2700	Safety/Emergency
3/2/2013 15:14	SWA2051	B733	SWA	2536	Not Acceptable
3/2/2013 18:18	SWA1239	B737	SWA	2119	Not Acceptable
3/2/2013 21:18	SWA8500	B733	SWA	2237	Not Acceptable
3/3/2013 09:57	SWA1823	B737	SWA	2480	Not Acceptable
3/4/2013 15:46	SWA194	B737	SWA	2841	Not Acceptable
3/6/2013 11:59	ASA346	B738	ASA	2808	Not Acceptable
3/6/2013 12:33	SWA3384	B737	SWA	2437	Not Acceptable
3/6/2013 16:58	SWA2003	B737	SWA	2890	Not Acceptable
3/6/2013 18:42	SWA589	B737	SWA	2565	Not Acceptable
3/7/2013 16:11	AAY2018	MD83	AAY	2837	Not Acceptable
3/9/2013 08:44	FDX3812	A306	FDX	2860	Not Acceptable
3/9/2013 16:58	ASA338	B734	ASA	2874	Not Acceptable
3/10/2013 12:00	DAL1160	A320	DAL	2519	Not Acceptable
3/10/2013 15:59	AAY2018	MD83	AAY	2739	Not Acceptable
3/10/2013 19:48	SWA2320	B737	SWA	2375	Not Acceptable
3/10/2013 19:54	SWA3209	B737	SWA	2198	Not Acceptable
3/10/2013 23:16	SWA1084	B737	SWA	2211	Not Acceptable
3/10/2013 23:44	SWA390	B737	SWA	2250	Not Acceptable
3/11/2013 18:29	SWA381	B737	SWA	2732	Not Acceptable
3/12/2013 19:56	SWA3846	B733	SWA	2818	Not Acceptable
3/13/2013 19:44	SWA2320	B737	SWA	2529	Not Acceptable
3/13/2013 20:02	SWA781	B733	SWA	2893	Not Acceptable
3/13/2013 22:31	FDX1807	MD11	FDX	2765	Not Acceptable
3/14/2013 16:00	AAY2018	MD83	AAY	2890	Not Acceptable
3/14/2013 16:30	SWA381	B737	SWA	2860	Not Acceptable
3/14/2013 19:54	SWA2320	B737	SWA	2893	Not Acceptable
3/14/2013 22:06	SWA355	B737	SWA	2877	Not Acceptable
3/14/2013 23:17	SWA1084	B733	SWA	2742	Not Acceptable
3/15/2013 17:25	SWA2082	B737	SWA	2880	Not Acceptable
3/16/2013 22:17	ASA356	B738	ASA	2847	Not Acceptable
3/17/2013 20:09	SWA3209	B737	SWA	2883	Not Acceptable
3/17/2013 23:30	SWA390	B737	SWA	2634	Not Acceptable
3/18/2013 00:18	SWA1084	B737	SWA	1509	Not Acceptable
3/18/2013 07:56	ASA344	B738	ASA	2729	Not Acceptable
3/18/2013 09:19	SWA2062	B737	SWA	2877	Not Acceptable
3/19/2013 22:39	SWA355	B737	SWA	2798	Not Acceptable
3/21/2013 20:11	SWA781	B733	SWA	2791	Not Acceptable

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment
3/22/2013 09:25	SWA1617	B733	SWA	2690	Not Acceptable
3/23/2013 22:10	ASA356	B738	ASA	2467	Not Acceptable
3/24/2013 09:33	SWA477	B737	SWA	2837	Not Acceptable
3/24/2013 18:44	SWA2082	B737	SWA	2664	Not Acceptable
3/24/2013 23:25	SWA1084	B733	SWA	2837	Not Acceptable
3/25/2013 15:14	N365CJ	GLEX		2463	Not Acceptable
3/26/2013 12:21	ASA346	B738	ASA	2798	Not Acceptable
3/26/2013 23:38	SWA390	B737	SWA	1745	Not Acceptable
3/28/2013 17:20	SWA2082	B737	SWA	2706	Not Acceptable
3/28/2013 21:04	AAY2018	MD83	AAY	2513	Not Acceptable
3/28/2013 23:13	SWA1084	B733	SWA	2854	Not Acceptable
3/28/2013 23:41	SWA390	B737	SWA	2706	Not Acceptable
3/29/2013 07:46	SWA160	B737	SWA	2834	Not Acceptable
3/29/2013 16:00	DAL1374	A319	DAL	2854	Not Acceptable
3/29/2013 19:43	SWA2320	B737	SWA	2752	Not Acceptable
3/29/2013 21:36	N365CJ	GLEX		2644	Not Acceptable
3/30/2013 18:15	SWA1673	B737	SWA	2670	Not Acceptable
3/30/2013 21:26	SWA941	B737	SWA	2460	Not Acceptable
3/30/2013 21:38	SWA1509	B733	SWA	2860	Not Acceptable
3/31/2013 09:26	SWA2062	B737	SWA	2759	Not Acceptable
3/31/2013 20:12	SWA3209	B737	SWA	2801	Not Acceptable

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

North Field Jet Departure Procedure

Sample Noncompliance Contact Letter

May 18, 2011

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

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

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

Please use Runway 11/29 for turbojet aircraft departures.

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N152FJ 20110517.doc

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

North Field VFR Departure Procedure

Sample Noncompliance Contact Letter

March 30, 2011

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

Event date: 03/29/2011

Time of departure: 0654 hrs. local

Aircraft Type: BE20

Aircraft Tail Number or Flight Number: N200WB

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N200WB 20110330.doc

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

North Field Quiet Hours Procedure

Sample Noncompliance Contact Letter

March 31, 2011

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N97WC 20110330.doc

Helicopter Flight Procedure

Sample Noncompliance Contact Letter

FORM LETTER FOR HELICOPTER OPERATORS

[Company Name, Address]

Dear _____:

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

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

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

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

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

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

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

Name, title, email address

Cc: attachments

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