



**Oakland**International Airport



A division of the Port of Oakland

# Quarterly Aircraft Noise Report

**Second Quarter 2013**



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Prepared by  
Oakland International Airport  
Noise/Environmental Compliance Office

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**I  OAK**

Park Close. Fly on time.

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## QUARTERLY REPORT INTRODUCTION

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

### COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

### SAFETY COMES FIRST

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

### DISCLAIMER

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

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

## QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

| Compliance Monitoring Quarterly Summary Comparison<br>Second Quarter 2013 |        |     |        |     |
|---------------------------------------------------------------------------|--------|-----|--------|-----|
|                                                                           | 2012Q2 |     | 2013Q2 |     |
|                                                                           | Compl. | N/C | Compl. | N/C |
| Runway 27R/L Jet Departure Compliance                                     | 98%    | 2%  | 94%    | 6%  |
| Total Airport-wide Corporate Jet Departures                               | 2,258  | 51  | 2,250  | 134 |
| Runway 09R/L Jet Landing Compliance                                       | 74%    | 26% | 62%    | 38% |
| Total Southeast Plan Corporate Jet Landings                               | 23     | 6   | 74     | 46  |
| North Field VFR Departure Compliance                                      | 98%    | 2%  | 97%    | 3%  |
| Total Runways 27R/L & 33 Departures                                       | 1,116  | 25  | 1,024  | 36  |
| North Field Quiet Hours Compliance                                        | 87%    | 13% | 77%    | 23% |
| Total North Field Quiet Hours Departures                                  | 411    | 53  | 204    | 46  |
| Runway 29 BFI Right Turn Departure Compliance                             | 100%   | 0%  | 100%   | 0%  |
| Total Runway 29 Turbojet Departures                                       | 16,012 | 4   | 15,418 | 6   |
| Silent7 Night Departure Compliance                                        | 99%    | 1%  | 99%    | 1%  |
| Total Runway 29 Night Turbojet Departures                                 | 3,006  | 44  | 3,025  | 36  |
| Runway 11 Night Departure Compliance                                      | 96%    | 4%  | 51%    | 49% |
| Total Runway 11 Night Turbojet Departures                                 | 52     | 2   | 39     | 19  |
| Runway 29 East Turn Departure Compliance                                  | 97%    | 3%  | 97%    | 3%  |
| Total Runway 29 East Turn Departures                                      | 4,218  | 112 | 3,711  | 128 |
| 100 Degree Radial Turbojet Landing Compliance                             | 95%    | 5%  | 92%    | 8%  |
| Total 100 Degree Radial Turbojet Landings                                 | 2,649  | 152 | 2,189  | 187 |
| Engine Runup Program Compliance                                           | 100%   | 0%  | 100%   | 0%  |
| Total Evening and Nighttime Engine Runups                                 | 19     | 0   | 17     | 0   |

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# NORTH FIELD REPORTS

## NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

## JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

| Runway 28R/L Jet Departure Procedure<br>Compliance Summary<br>Second Quarter 2013 |       |       |       |           |
|-----------------------------------------------------------------------------------|-------|-------|-------|-----------|
|                                                                                   | April | May   | June  | Quarterly |
| Airport-wide Corporate Jet Departures                                             | 709   | 853   | 822   | 2,384     |
| Compliant Corporate Jet Departures                                                | 654   | 809   | 787   | 2,250     |
| Non-compliant Corporate Jet Departures                                            | 55    | 44    | 35    | 134       |
| Corporate Jet Departure Compliance Rate                                           | 92%   | 95%   | 96%   | 94%       |
| Excused Jet Departures                                                            | 14    | 37    | 62    | 113       |
| The section below compares compliance performance to airport-wide jet departures. |       |       |       |           |
| Airport-wide Jet Departures                                                       | 5,188 | 5,450 | 5,473 | 16,111    |
| Compliant Airport-wide Jet Departures                                             | 5,133 | 5,406 | 5,438 | 15,977    |
| Non-compliant Airport-wide Jet Departures                                         | 55    | 44    | 35    | 134       |
| Airport-wide Jet Departure Compliance Rate                                        | 99%   | 99%   | 99%   | 99%       |

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## JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

| Jet Aircraft Landing NAP for Runway 09R/L<br>Compliance Summary<br>Second Quarter 2013        |       |     |      |           |
|-----------------------------------------------------------------------------------------------|-------|-----|------|-----------|
|                                                                                               | April | May | June | Quarterly |
| Southeast (SE) Plan Corporate Jet Landings *                                                  | 8     | 42  | 24   | 74        |
| Compliant SE Plan Corporate Jet Landings                                                      | 7     | 25  | 14   | 46        |
| Non-compliant SE Plan Corporate Jet Landings                                                  | 1     | 17  | 10   | 28        |
| SE Plan Corporate Jet Landing Compliance Rate                                                 | 88%   | 60% | 58%  | 62%       |
| The section below compares compliance performance to total airport-wide SE Plan jet landings. |       |     |      |           |
| Airport-wide SE Plan Jet Landings                                                             | 66    | 167 | 130  | 363       |
| Airport-wide Compliant SE Plan Jet Landings                                                   | 65    | 150 | 120  | 335       |
| Airport-wide Non-compliant SE Plan Landings                                                   | 1     | 17  | 10   | 28        |
| Airport-wide Jet Landing SE Plan Compliance Rate                                              | 98%   | 90% | 92%  | 92%       |
| * Note: During Southeast Plan, business jets may land on Runways 09R/L and 11.                |       |     |      |           |

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## NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

| North Field VFR Aircraft Departure NAP<br>Compliance Summary<br>Second Quarter 2013 |       |     |      |       |
|-------------------------------------------------------------------------------------|-------|-----|------|-------|
|                                                                                     | April | May | June | Total |
| Total VFR Departures                                                                | 336   | 348 | 376  | 1,060 |
| Total VFR Departures Over Alameda                                                   | 65    | 54  | 68   | 187   |
| Compliant Departures                                                                | 327   | 334 | 363  | 1,024 |
| Non-compliant Departures                                                            | 9     | 14  | 13   | 36    |
| Compliance Rate                                                                     | 97%   | 96% | 97%  | 97%   |

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## NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

| North Field Quiet Hours Compliance Summary<br>(10:00 p.m. to 6:00 a.m.)<br>Second Quarter 2013 |       |     |      |           |
|------------------------------------------------------------------------------------------------|-------|-----|------|-----------|
|                                                                                                | April | May | June | Quarterly |
| Total Night Departures (10:00 p.m. to 6:00 a.m.)                                               | 58    | 75  | 71   | 204       |
| Compliant Night Departures                                                                     | 46    | 52  | 60   | 158       |
| Average Compliant Departures per Night                                                         | 1.5   | 1.7 | 1.9  | 1.7       |
| Non-Compliant Night Departures                                                                 | 12    | 23  | 11   | 46        |
| Average Non-Compliant Departures per Night                                                     | 0.4   | 0.7 | 0.4  | 0.5       |
| Night Departure Compliance Rate                                                                | 79%   | 69% | 85%  | 77%       |

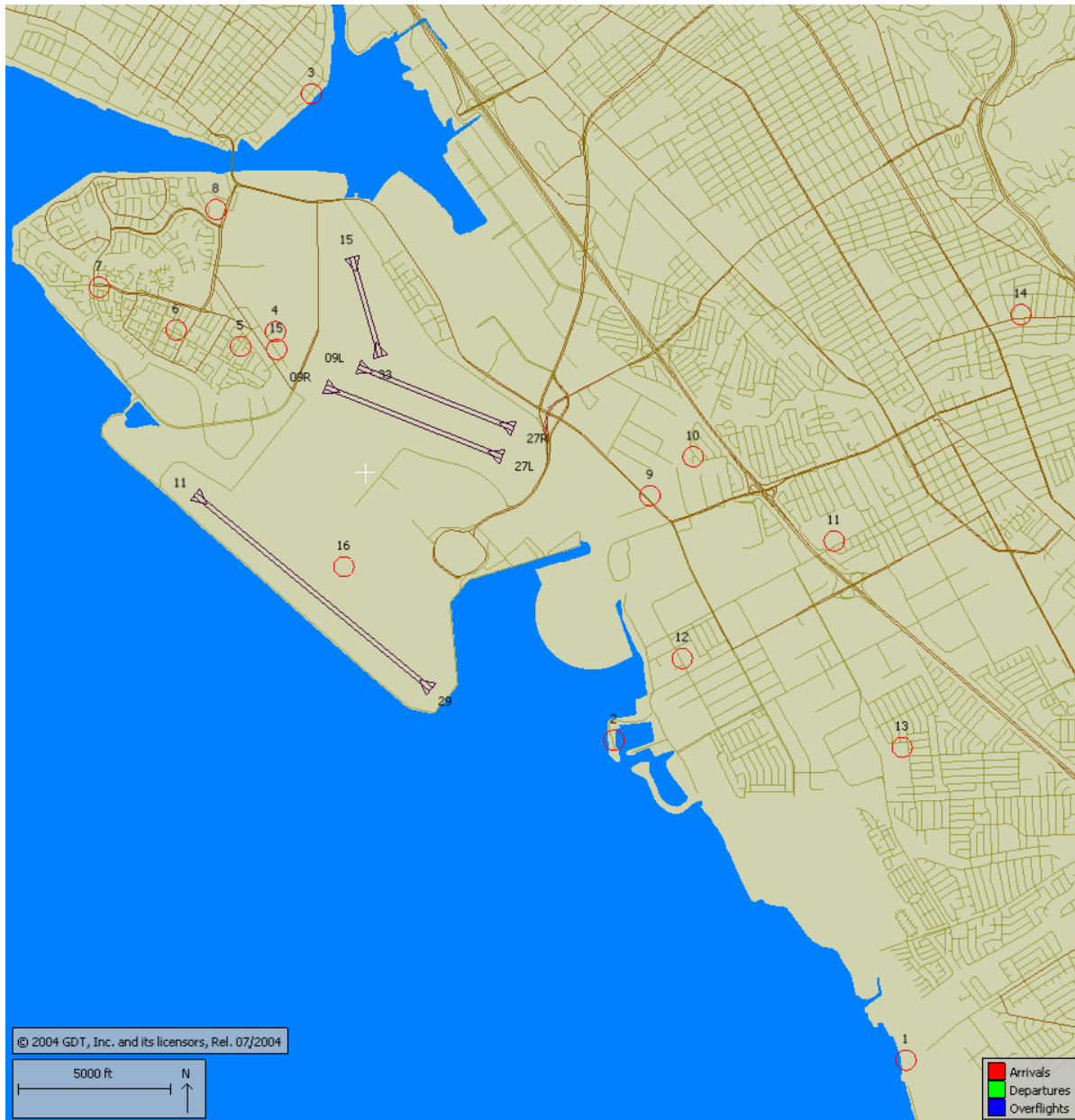
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## NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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

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

### Noise Monitor Terminal (NMT) Locations



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**Table 1. North Field Night Aircraft Departure SEL Noise Measurements**  
**Total Aircraft Departures = 204**

**Second Quarter 2013 (10:00 p.m. to 6:00 a.m.)**

| NMT Number      | Aircraft Noise Events Below SEL 80 dBA | Aircraft Noise Events<br>SEL 80 - 84.9 dBA |                 |                             | Aircraft Noise Events<br>SEL 85 - 89.9 dBA |                 |                             | Aircraft Noise Events<br>SEL ≥ 90 dBA |                 |                             | Total Aircraft Noise Events |
|-----------------|----------------------------------------|--------------------------------------------|-----------------|-----------------------------|--------------------------------------------|-----------------|-----------------------------|---------------------------------------|-----------------|-----------------------------|-----------------------------|
|                 |                                        | Amount                                     | Nightly Average | As Percentage of Departures | Amount                                     | Nightly Average | As Percentage of Departures | Amount                                | Nightly Average | As Percentage of Departures |                             |
| 1               | 7                                      | 3                                          | 0.0             | 0.5%                        | 1                                          | 0.0             | 0.2%                        | 0                                     | 0.0             | 0.0%                        | 11                          |
| 2               | 15                                     | 1                                          | 0.0             | 0.2%                        | 1                                          | 0.0             | 0.2%                        | 0                                     | 0.0             | 0.0%                        | 17                          |
| 3               | 36                                     | 14                                         | 0.2             | 2.5%                        | 1                                          | 0.0             | 0.2%                        | 0                                     | 0.0             | 0.0%                        | 51                          |
| 4               | 68                                     | 32                                         | 0.4             | 5.6%                        | 16                                         | 0.2             | 2.8%                        | 21                                    | 0.2             | 3.7%                        | 137                         |
| 5               | 41                                     | 12                                         | 0.1             | 2.1%                        | 9                                          | 0.1             | 1.6%                        | 22                                    | 0.2             | 3.9%                        | 84                          |
| 6               | 15                                     | 8                                          | 0.1             | 1.4%                        | 24                                         | 0.3             | 4.2%                        | 5                                     | 0.1             | 0.9%                        | 52                          |
| 7               | 23                                     | 16                                         | 0.2             | 2.8%                        | 3                                          | 0.0             | 0.5%                        | 0                                     | 0.0             | 0.0%                        | 42                          |
| 8               | 36                                     | 24                                         | 0.3             | 4.2%                        | 3                                          | 0.0             | 0.5%                        | 0                                     | 0.0             | 0.0%                        | 63                          |
| 9               | 12                                     | 10                                         | 0.1             | 1.8%                        | 5                                          | 0.1             | 0.9%                        | 4                                     | 0.0             | 0.7%                        | 31                          |
| 10              | 25                                     | 7                                          | 0.1             | 1.2%                        | 4                                          | 0.0             | 0.7%                        | 0                                     | 0.0             | 0.0%                        | 36                          |
| 11              | 3                                      | 3                                          | 0.0             | 0.5%                        | 0                                          | 0.0             | 0.0%                        | 0                                     | 0.0             | 0.0%                        | 6                           |
| 12              | 12                                     | 10                                         | 0.1             | 1.8%                        | 1                                          | 0.0             | 0.2%                        | 2                                     | 0.0             | 0.4%                        | 25                          |
| 13              | 5                                      | 3                                          | 0.0             | 0.5%                        | 0                                          | 0.0             | 0.0%                        | 0                                     | 0.0             | 0.0%                        | 8                           |
| 14              | 7                                      | 1                                          | 0.0             | 0.2%                        | 2                                          | 0.0             | 0.4%                        | 0                                     | 0.0             | 0.0%                        | 10                          |
| <b>All NMTs</b> | 305                                    | 144                                        | 2               | 0                           | 70                                         | 1               | 0                           | 54                                    | 1               | 0                           | 573                         |

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**Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 161**

| Second 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                                     | 14                                      | 0.2             | 5.9%                        | 1                                       | 0.0             | 0.4%                        | 0                                  | 0.0             | 0.0%                        | 51                          |
| 4                                             | 68                                     | 32                                      | 0.4             | 13.4%                       | 16                                      | 0.2             | 6.7%                        | 21                                 | 0.2             | 8.8%                        | 137                         |
| 5                                             | 41                                     | 12                                      | 0.1             | 5.0%                        | 9                                       | 0.1             | 3.8%                        | 22                                 | 0.2             | 9.2%                        | 84                          |
| 6                                             | 15                                     | 8                                       | 0.1             | 3.3%                        | 24                                      | 0.3             | 10.0%                       | 5                                  | 0.1             | 2.1%                        | 52                          |
| 7                                             | 23                                     | 16                                      | 0.2             | 6.7%                        | 3                                       | 0.0             | 1.3%                        | 0                                  | 0.0             | 0.0%                        | 42                          |
| 8                                             | 36                                     | 24                                      | 0.3             | 10.0%                       | 3                                       | 0.0             | 1.3%                        | 0                                  | 0.0             | 0.0%                        | 63                          |
| <b>Total</b>                                  | <b>219</b>                             | <b>106</b>                              | <b>1.2</b>      |                             | <b>56</b>                               | <b>0.6</b>      |                             | <b>48</b>                          | <b>0.5</b>      |                             | <b>429</b>                  |

**Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 43**

| Second 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                                             | 15                                     | 1                                       | 0.0             | 0.3%                        | 1                                       | 0.0             | 0.3%                        | 0                                  | 0.0             | 0.0%                        | 17                          |
| 9                                             | 12                                     | 10                                      | 0.1             | 3.0%                        | 5                                       | 0.1             | 1.5%                        | 4                                  | 0.0             | 1.2%                        | 31                          |
| 10                                            | 25                                     | 7                                       | 0.1             | 2.1%                        | 4                                       | 0.0             | 1.2%                        | 0                                  | 0.0             | 0.0%                        | 36                          |
| 11                                            | 3                                      | 3                                       | 0.0             | 0.9%                        | 0                                       | 0.0             | 0.0%                        | 0                                  | 0.0             | 0.0%                        | 6                           |
| 12                                            | 12                                     | 10                                      | 0.1             | 3.0%                        | 1                                       | 0.0             | 0.3%                        | 2                                  | 0.0             | 0.6%                        | 25                          |
| 13                                            | 5                                      | 3                                       | 0.0             | 0.9%                        | 0                                       | 0.0             | 0.0%                        | 0                                  | 0.0             | 0.0%                        | 8                           |
| 14                                            | 7                                      | 1                                       | 0.0             | 0.3%                        | 2                                       | 0.0             | 0.6%                        | 0                                  | 0.0             | 0.0%                        | 10                          |
| <b>Total</b>                                  | <b>79</b>                              | <b>35</b>                               | <b>0.4</b>      |                             | <b>13</b>                               | <b>0.1</b>      |                             | <b>6</b>                           | <b>0.1</b>      |                             | <b>133</b>                  |

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## SOUTH FIELD REPORTS

### RUNWAY 29 BFI RIGHT TURN DEPARTURE PROCEDURE

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

| Runway 29 Bay Farm Right Turn Departure Procedure<br>Compliance Summary<br>Second Quarter 2013 |       |       |       |         |
|------------------------------------------------------------------------------------------------|-------|-------|-------|---------|
|                                                                                                | April | May   | June  | Quarter |
| Runway 29 Turbojet Departures                                                                  | 5,008 | 5,187 | 5,223 | 15,418  |
| Compliant Departures                                                                           | 5,007 | 5,183 | 5,222 | 15,412  |
| Non-compliant Departures                                                                       | 1     | 4     | 1     | 6       |
| Percentage of Non-compliance                                                                   | 0.0%  | 0.1%  | 0.0%  | 0.0%    |
| Compliance Rate                                                                                | 100%  | 100%  | 100%  | 100%    |

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### SILENT SEVEN DEPARTURE PROCEDURE

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

| Silent 7 Night Departure NAP<br>Compliance Summary 10:00 pm - 7:00 am<br>Second Quarter 2013 |       |       |       |         |
|----------------------------------------------------------------------------------------------|-------|-------|-------|---------|
|                                                                                              | April | May   | June  | Quarter |
| Runway 29 Nighttime Turbojet Departures                                                      | 969   | 1,000 | 1,045 | 3,014   |
| Buffer Time Departures                                                                       | 13    | 14    | 20    | 47      |
| Compliant Departures                                                                         | 963   | 983   | 1,032 | 2,978   |
| Non-compliant Departures                                                                     | 6     | 17    | 13    | 36      |
| Compliance Rate                                                                              | 99%   | 98%   | 99%   | 99%     |

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## ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

| Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)<br>Second Quarter 2013, NMT 2                                                                                                                                                                                                                                                                    |                        |                              |              |             |                            |     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------|--------------|-------------|----------------------------|-----|
|                                                                                                                                                                                                                                                                                                                                                               | Aircraft<br>Departures | Recorded Noise<br>Events (a) | Lmax Average | SEL Average | Avg. Duration<br>(seconds) |     |
| Baseline (November 2002) [A]                                                                                                                                                                                                                                                                                                                                  |                        |                              |              |             |                            |     |
| B727                                                                                                                                                                                                                                                                                                                                                          | 104                    | 101                          | 76           | 87          | 44                         |     |
| DC10/MD10                                                                                                                                                                                                                                                                                                                                                     | 87                     | 32                           | 69           | 78          | 22                         |     |
| MD11                                                                                                                                                                                                                                                                                                                                                          | 32                     | 13                           | 70           | 79          | 24                         |     |
| A306                                                                                                                                                                                                                                                                                                                                                          | 67                     | 21                           | 67           | 77          | 25                         |     |
| Second Quarter 2013 [B]                                                                                                                                                                                                                                                                                                                                       |                        |                              |              |             |                            |     |
|                                                                                                                                                                                                                                                                                                                                                               | Total [X]              | Est. Avg.<br>Monthly [X/3]   |              |             |                            |     |
| B727                                                                                                                                                                                                                                                                                                                                                          | 0                      | -                            | -            | -           | -                          | -   |
| DC10/MD10                                                                                                                                                                                                                                                                                                                                                     | 148                    | 49                           | 25           | 65          | 74                         | 15  |
| MD11                                                                                                                                                                                                                                                                                                                                                          | 188                    | 63                           | 65           | 66          | 75                         | 15  |
| A306                                                                                                                                                                                                                                                                                                                                                          | 218                    | 73                           | 18           | 66          | 75                         | 17  |
| B757                                                                                                                                                                                                                                                                                                                                                          | 62                     | 21                           | 2            | 66          | 75                         | 13  |
| Difference [A-B]                                                                                                                                                                                                                                                                                                                                              |                        |                              |              |             |                            |     |
| B727                                                                                                                                                                                                                                                                                                                                                          |                        | -104                         | -101         | -76         | -87                        | -44 |
| DC10/MD10                                                                                                                                                                                                                                                                                                                                                     |                        | -38                          | -7           | -4          | -4                         | -7  |
| MD11                                                                                                                                                                                                                                                                                                                                                          |                        | 31                           | 52           | -4          | -4                         | -9  |
| A306                                                                                                                                                                                                                                                                                                                                                          |                        | 6                            | -3           | -1          | -2                         | -8  |
| (a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event.<br>Source: ANOMS (Airport Noise and Operations Monitoring System) |                        |                              |              |             |                            |     |

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## Summary of Calendar Quarter of Previous Year

| Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)<br>Second Quarter 2012, NMT 2 |                        |                              |              |             |                            |
|--------------------------------------------------------------------------------------------|------------------------|------------------------------|--------------|-------------|----------------------------|
|                                                                                            | Aircraft<br>Departures | Recorded Noise<br>Events (a) | Lmax Average | SEL Average | Avg. Duration<br>(seconds) |
| Baseline (November 2002) [A]                                                               |                        |                              |              |             |                            |
| B727                                                                                       | 104                    | 101                          | 76           | 87          | 44                         |
| DC10/MD10                                                                                  | 87                     | 32                           | 69           | 78          | 22                         |
| MD11                                                                                       | 32                     | 13                           | 70           | 79          | 24                         |
| A306                                                                                       | 67                     | 21                           | 67           | 77          | 25                         |
| Second Quarter 2012 [B]                                                                    |                        |                              |              |             |                            |
|                                                                                            | Total [X]              | Est. Avg.<br>Monthly [X/3]   |              |             |                            |
| B727                                                                                       | -                      | -                            | -            | na          | na                         |
| DC10/MD10                                                                                  | 149                    | 50                           | 42           | 66          | 75                         |
| MD11                                                                                       | 214                    | 71                           | 89           | 66          | 75                         |
| A306                                                                                       | 214                    | 71                           | 23           | 67          | 75                         |
| <b>B757</b>                                                                                | <b>54</b>              | <b>18</b>                    | <b>3</b>     | <b>67</b>   | <b>72</b>                  |
| Difference [A-B]                                                                           |                        |                              |              |             |                            |
| B727                                                                                       |                        | -104                         | na           | na          | na                         |
| DC10/MD10                                                                                  |                        | -37                          | 10           | -3          | -1                         |
| MD11                                                                                       |                        | 39                           | 76           | -4          | -4                         |
| A306                                                                                       |                        | 4                            | 2            | -1          | -2                         |

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## RUNWAY 11 NIGHT DEPARTURE PROCEDURE

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

| Runway 11 Night Departure NAP Compliance Summary<br>(10:00 PM to 6:00 AM)<br>Second Quarter 2013        |       |     |      |         |
|---------------------------------------------------------------------------------------------------------|-------|-----|------|---------|
|                                                                                                         | April | May | June | Quarter |
| Jet Departures                                                                                          | 6     | 13  | 20   | 39      |
| Non-Compliant Departures                                                                                | 1     | 1   | 17   | 19      |
| Compliant Departures                                                                                    | 5     | 12  | 3    | 20      |
| Compliance Rate                                                                                         | 83%   | 92% | 15%  | 51%     |
| Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 6:00 a.m. nightly. |       |     |      |         |

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## ENGINE RUN-UP PROCEDURE PROGRAM

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

| Engine Run-up Program<br>Second Quarter 2013 |       |      |      |         |
|----------------------------------------------|-------|------|------|---------|
|                                              | April | May  | June | Quarter |
| Runups - 7:00 PM to 10:00 PM                 | 0     | 0    | 0    | 0       |
| Runups Greater Than 75 dBA                   | 0     | 0    | 0    | 0       |
| Runups - 10:00 PM to 7:00 AM                 | 7     | 6    | 4    | 17      |
| Runups Greater Than 70 dBA                   | 0     | 0    | 0    | 0       |
| Total Evening and Nighttime Runups           | 7     | 6    | 4    | 17      |
| Total Non-compliant Runups                   | 0     | 0    | 0    | 0       |
| Compliance Rate                              | 100%  | 100% | 100% | 100%    |

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

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

| Runway 29 East Turn Departures at 3,000 feet Procedure<br>Compliance Summary<br>Second Quarter 2013                                                                                                                                 |       |       |       |         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------|-------|---------|
|                                                                                                                                                                                                                                     | April | May   | June  | Quarter |
| Total Runway 29 East Turn Turbojet Departures                                                                                                                                                                                       | 1,185 | 1,300 | 1,354 | 3,839   |
| Non-compliant Turbojet Departures                                                                                                                                                                                                   | 32    | 44    | 52    | 128     |
| Total Turbojet Aircraft Above 2,900 Feet ASL*                                                                                                                                                                                       | 1,153 | 1,256 | 1,302 | 3,711   |
| Compliance Rate                                                                                                                                                                                                                     | 97%   | 97%   | 96%   | 97%     |
| Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant. |       |       |       |         |

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

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

| Cross Over 100 Degree Radial at 3,000 Feet Procedure<br>Compliance Summary<br>Second Quarter 2013                                                                                                                                                         |       |     |      |         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-----|------|---------|
|                                                                                                                                                                                                                                                           | April | May | June | Quarter |
| Turbojets on Downwind RWY 29 Approach                                                                                                                                                                                                                     | 789   | 764 | 823  | 2,376   |
| Non-compliant Turbojets                                                                                                                                                                                                                                   | 63    | 55  | 69   | 187     |
| Total Turbojet Aircraft Above 3K Feet ASL*                                                                                                                                                                                                                | 726   | 709 | 754  | 2,189   |
| Compliance Rate                                                                                                                                                                                                                                           | 92%   | 93% | 92%  | 92%     |
| Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant. |       |     |      |         |

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| Oakland International Airport<br>Noise Complaint Summary<br>April 2013 |           |            |
|------------------------------------------------------------------------|-----------|------------|
| Community                                                              | Callers   | Complaints |
| Alameda(BFI)                                                           | 11        | 20         |
| Alameda(Central)                                                       | 2         | 2          |
| Berkeley                                                               | 0         | 0          |
| Castro Valley                                                          | 1         | 32         |
| Fremont                                                                | 0         | 0          |
| Hayward                                                                | 0         | 0          |
| Marin County                                                           | 0         | 0          |
| Milpitas                                                               | 0         | 0          |
| Newark                                                                 | 0         | 0          |
| Oakland                                                                | 4         | 14         |
| Piedmont                                                               | 0         | 0          |
| San Francisco                                                          | 0         | 0          |
| San Leandro                                                            | 3         | 62         |
| San Lorenzo                                                            | 0         | 0          |
| Other Communities                                                      | 2         | 19         |
| <b>Total</b>                                                           | <b>23</b> | <b>149</b> |
| Complaints by Time of Day                                              |           |            |
| Day ( 0700 - 1900 )                                                    |           | 93         |
| Evening ( 1900 - 2200 )                                                |           | 22         |
| Night ( 2200 - 0700 )                                                  |           | 34         |
| Complaints by Type of Operation                                        |           |            |
| Arrivals                                                               |           | 9          |
| Departures                                                             |           | 69         |
| Over-flights                                                           |           | 71         |
| Touch & Go                                                             |           | 0          |
| Complaints by Type of Aircraft                                         |           |            |
| Helicopter                                                             |           | 58         |
| Jet                                                                    |           | 71         |
| Military                                                               |           | 0          |
| Not Reported                                                           |           | 0          |
| Other                                                                  |           | 0          |
| Propeller                                                              |           | 20         |

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| Oakland International Airport<br>Noise Complaint Summary<br>May 2013 |         |            |
|----------------------------------------------------------------------|---------|------------|
| Community                                                            | Callers | Complaints |
| Alameda(BFI)                                                         | 12      | 47         |
| Alameda(Central)                                                     | 1       | 5          |
| Berkeley                                                             | 0       | 0          |
| Castro Valley                                                        | 2       | 40         |
| Fremont                                                              | 0       | 0          |
| Hayward                                                              | 1       | 1          |
| Marin County                                                         | 0       | 0          |
| Milpitas                                                             | 0       | 0          |
| Newark                                                               | 0       | 0          |
| Oakland                                                              | 4       | 5          |
| Piedmont                                                             | 0       | 0          |
| San Francisco                                                        | 2       | 13         |
| San Leandro                                                          | 4       | 153        |
| San Lorenzo                                                          | 0       | 0          |
| Other Communities                                                    | 10      | 80         |
| Total                                                                | 36      | 344        |
| Complaints by Time of Day                                            |         |            |
| Day ( 0700 - 1900 )                                                  | 245     |            |
| Evening ( 1900 - 2200 )                                              | 7       |            |
| Night ( 2200 - 0700 )                                                | 92      |            |
| Complaints by Type of Operation                                      |         |            |
| Arrivals                                                             | 44      |            |
| Departures                                                           | 193     |            |
| Over-flights                                                         | 103     |            |
| Touch & Go                                                           | 4       |            |
| Complaints by Type of Aircraft                                       |         |            |
| Helicopter                                                           | 84      |            |
| Jet                                                                  | 232     |            |
| Military                                                             | 0       |            |
| Not Reported                                                         | 0       |            |
| Other                                                                | 0       |            |
| Propeller                                                            | 28      |            |

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| Oakland International Airport<br>Noise Complaint Summary<br>June 2013 |            |            |
|-----------------------------------------------------------------------|------------|------------|
| Community                                                             | Callers    | Complaints |
| Alameda(BFI)                                                          | 64         | 128        |
| Alameda(Central)                                                      | 2          | 4          |
| Berkeley                                                              | 2          | 2          |
| Castro Valley                                                         | 1          | 37         |
| Fremont                                                               | 0          | 0          |
| Hayward                                                               | 1          | 9          |
| Marin County                                                          | 0          | 0          |
| Milpitas                                                              | 0          | 0          |
| Newark                                                                | 0          | 0          |
| Oakland                                                               | 4          | 10         |
| Piedmont                                                              | 0          | 0          |
| San Francisco                                                         | 0          | 0          |
| San Leandro                                                           | 2          | 72         |
| San Lorenzo                                                           | 0          | 0          |
| Other Communities                                                     | 49         | 196        |
| <b>Total</b>                                                          | <b>125</b> | <b>458</b> |
| Complaints by Time of Day                                             |            |            |
| Day ( 0700 - 1900 )                                                   | 97         |            |
| Evening ( 1900 - 2200 )                                               | 20         |            |
| Night ( 2200 - 0700 )                                                 | 341        |            |
| Complaints by Type of Operation                                       |            |            |
| Arrivals                                                              | 292        |            |
| Departures                                                            | 88         |            |
| Over-flights                                                          | 76         |            |
| Touch & Go                                                            | 2          |            |
| Complaints by Type of Aircraft                                        |            |            |
| Helicopter                                                            | 55         |            |
| Jet                                                                   | 379        |            |
| Military                                                              | 0          |            |
| Not Reported                                                          | 0          |            |
| Other                                                                 | 0          |            |
| Propeller                                                             | 24         |            |

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## AIRPORT OPERATIONS SUMMARY TABLES

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

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

| North Field Night Departures by Runway<br>(10:00 p.m. to 6:00 a.m.)<br>Second Quarter 2013 |       |     |      |       |            |
|--------------------------------------------------------------------------------------------|-------|-----|------|-------|------------|
|                                                                                            | April | May | June | Total | Percentage |
| Runway 27L                                                                                 | 6     | 13  | 14   | 33    | 16%        |
| Runway 27R                                                                                 | 32    | 38  | 44   | 114   | 56%        |
| Runway 33                                                                                  | 1     | 3   | 2    | 6     | 3%         |
| Alameda Overflights                                                                        | 39    | 54  | 60   | 153   | 75%        |
| Runway 09L                                                                                 | 7     | 7   | 5    | 19    | 9%         |
| Runway 09R                                                                                 | 7     | 10  | 1    | 18    | 9%         |
| Runway 15                                                                                  | 5     | 4   | 5    | 14    | 7%         |
| San Leandro Overflights                                                                    | 19    | 21  | 11   | 51    | 25%        |
| Total Departures                                                                           | 58    | 75  | 71   | 204   | 100%       |

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

| North Field VFR/IFR Departures by Runway<br>Second Quarter 2013 |       |       |       |       |
|-----------------------------------------------------------------|-------|-------|-------|-------|
|                                                                 | April | May   | June  | Total |
| VFR Departures                                                  |       |       |       |       |
| Runway 27L                                                      | 14    | 18    | 20    | 52    |
| Runway 27R                                                      | 220   | 217   | 239   | 676   |
| Runway 33                                                       | 105   | 115   | 118   | 338   |
| VFR Departures                                                  | 339   | 350   | 377   | 1,066 |
| IFR Departures                                                  |       |       |       |       |
| Runway 27L                                                      | 145   | 163   | 144   | 452   |
| Runway 27R                                                      | 537   | 549   | 593   | 1,679 |
| Runway 33                                                       | 136   | 105   | 161   | 402   |
| IFR Departures                                                  | 818   | 817   | 898   | 2,533 |
| Total Departures                                                | 1,157 | 1,167 | 1,275 | 3,599 |

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

|                       | Aircraft Category | OAK Aircraft Operations by Category and Runway<br>Second Quarter 2013 |        |             |     |     |     |     |       |       |      |             |             |
|-----------------------|-------------------|-----------------------------------------------------------------------|--------|-------------|-----|-----|-----|-----|-------|-------|------|-------------|-------------|
|                       |                   | 11                                                                    | 29     | South Field | 15  | 33  | 09L | 09R | 27L   | 27R   | PAD1 | North Field | Grand Total |
| Arrivals              | Corporate Jets    | 44                                                                    | 99     | -           | -   | -   | 6   | 24  | 483   | 1,616 | -    | 2,129       | 2,129       |
|                       | Helicopters       | -                                                                     | -      | -           | 1   | -   | -   | -   | -     | 7     | 186  | 194         | 194         |
|                       | Commercial Jets   | 239                                                                   | 12,250 | 12,489      | -   | -   | -   | 35  | 63    | 4     | -    | 102         | 12,591      |
|                       | Military          | -                                                                     | 5      | 5           | -   | -   | -   | -   | -     | -     | -    | -           | 5           |
|                       | Propeller         | 1                                                                     | 8      | 9           | 44  | 100 | 15  | 6   | 237   | 1,703 | -    | 2,105       | 2,114       |
|                       | Regional Jets     | 14                                                                    | 689    | 703         | -   | -   | -   | 1   | 70    | 64    | -    | 135         | 838         |
|                       | Turboprops        | 11                                                                    | 386    | 397         | 2   | 9   | 28  | 2   | 83    | 980   | -    | 1,104       | 1,501       |
|                       | Unknown           | -                                                                     | 1      | 1           | 2   | 2   | -   | 1   | 13    | 61    | -    | 79          | 80          |
| Sub-totals            |                   | 309                                                                   | 13,438 | 13,604      | 49  | 111 | 49  | 69  | 949   | 4,435 | 186  | 5,848       | 19,452      |
| Departures            | Corporate Jets    | 5                                                                     | 2,070  | 2,075       | -   | -   | 9   | 85  | 96    | 106   | -    | 296         | 2,371       |
|                       | Helicopters       | -                                                                     | -      | -           | -   | 1   | -   | -   | -     | 6     | 199  | 206         | 206         |
|                       | Commercial Jets   | 313                                                                   | 12,497 | 12,810      | -   | -   | -   | 6   | 37    | 1     | -    | 44          | 12,854      |
|                       | Military          | -                                                                     | 3      | 3           | -   | -   | -   | -   | -     | -     | -    | -           | 3           |
|                       | Propeller         | 2                                                                     | 4      | 6           | 93  | 629 | 76  | 18  | 116   | 1,414 | -    | 2,346       | 2,352       |
|                       | Regional Jets     | 14                                                                    | 848    | 862         | -   | -   | -   | 1   | 4     | 1     | -    | 6           | 868         |
|                       | Turboprops        | 11                                                                    | 399    | 410         | 2   | 71  | 27  | 15  | 249   | 770   | -    | 1,134       | 1,544       |
|                       | Unknown           | -                                                                     | 18     | -           | 4   | 24  | 5   | 1   | 2     | 57    | -    | 93          | 93          |
| Sub-totals            |                   | 345                                                                   | 15,839 | 16,166      | 99  | 725 | 117 | 126 | 504   | 2,355 | 199  | 4,125       | 20,291      |
| Touch & Go Sub-totals |                   | -                                                                     | 1      | 1           | 5   | 86  | 2   | 2   | 71    | 234   | 5    | 405         | 406         |
| Grand Total           |                   | 654                                                                   | 29,278 | 29,771      | 153 | 922 | 168 | 197 | 1,524 | 7,024 | 390  | 10,378      | 40,149      |

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

|                               | Aircraft Category | RUNWAYS<br>Second Quarter 2013 |        |             |    |    |     |     |     |       |      |             |             |
|-------------------------------|-------------------|--------------------------------|--------|-------------|----|----|-----|-----|-----|-------|------|-------------|-------------|
|                               |                   | 11                             | 29     | South Field | 15 | 33 | 09L | 09R | 27L | 27R   | PAD1 | North Field | Grand Total |
| Arrivals                      | Commercial Jets   | 239                            | 12,250 | 12,489      | -  | -  | -   | 35  | 63  | 4     | -    | 102         | 12,591      |
|                               | Regional Jets     | 14                             | 689    | 703         | -  | -  | -   | 1   | 70  | 64    | -    | 135         | 838         |
| Commercial Jet Sub-totals     |                   | 253                            | 12,939 | 13,192      | -  | -  | -   | 36  | 133 | 68    | -    | 237         | 13,429      |
|                               | Corporate Jets    | 44                             | 99     | 143         | -  | -  | 6   | 24  | 483 | 1,616 | -    | 2,129       | 2,272       |
| All Jet Arrivals Sub-totals   |                   | 297                            | 13,038 | 13,335      | -  | -  | 6   | 60  | 616 | 1,684 | -    | 2,366       | 15,701      |
| Departures                    | Commercial Jets   | 313                            | 12,497 | 12,810      | -  | -  | -   | 6   | 37  | 1     | -    | 44          | 12,854      |
|                               | Regional Jets     | 14                             | 848    | 862         | -  | -  | -   | 1   | 4   | 1     | -    | 6           | 868         |
| Commercial Jet Sub-totals     |                   | 327                            | 13,345 | 13,672      | -  | -  | -   | 7   | 41  | 2     | -    | 50          | 13,722      |
|                               | Corporate Jets    | 5                              | 2,070  | 2,075       | -  | -  | 9   | 85  | 96  | 106   | -    | 296         | 2,371       |
| All Jet Departures Sub-totals |                   | 332                            | 15,415 | 15,747      | -  | -  | 9   | 92  | 137 | 108   | -    | 346         | 16,093      |
| Grand Total                   |                   | 629                            | 28,453 | 29,082      | -  | -  | 15  | 152 | 753 | 1,792 | -    | 2,712       | 31,794      |

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## 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.

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## APPENDICES

### Jet Aircraft Departure List for Calendar Quarter

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments               | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|------------------------|---------|
| 4/3/2013 16:33  | N903JP        | N903JP      | C510          | 4235        | 28L    | B                 | Pilot Refusal          | No      |
| 4/3/2013 16:57  |               |             | C25B          | 4552        | 28R    | B                 | Departure Timing       | No      |
| 4/5/2013 17:11  | N782XJ        | N782XJ      | C510          | 4206        | 28L    | B                 | System Error           | Yes     |
| 4/6/2013 15:19  | N717XJ        | N717XJ      | C750          | 4503        | 28L    | B                 | System Error           | Yes     |
| 4/7/2013 11:12  | N717XJ        | N717XJ      | C750          | 3636        | 28L    | B                 | Departure Timing       | No      |
| 4/7/2013 13:49  | N991TW        | N991TW      | CL60          | 4505        | 28L    | B                 | Pilot Requested        | No      |
| 4/7/2013 15:41  | EJA877        | N877QS      | H25B          | 4545        | 28R    | B                 | System Error           | Yes     |
| 4/9/2013 7:37   | N903JP        | N903JP      | C510          | 4551        | 28L    | B                 | Pilot Refusal          | No      |
| 4/9/2013 8:33   | N61VC         | N61VC       | BE40          | 1102        | 28L    | B                 | ATC Did Not Advise     | No      |
| 4/9/2013 14:54  | N160GG        | N160GG      | LJ60          | 3602        | 28L    | B                 | Pilot Requested        | No      |
| 4/11/2013 14:51 | DCM2112       |             | C56X          | 1125        | 28R    | B                 | Pilot Requested        | No      |
| 4/11/2013 16:04 | N930MG        | N930MG      | C680          | 357         | 28R    | B                 | Pilot Requested        | No      |
| 4/11/2013 20:36 | DCM6373       | N44CK       | C525          | 4513        | 28L    | B                 | Pilot Refusal          | No      |
| 4/12/2013 12:07 | N365CJ        | N365CJ      | GLEX          | 4574        | 28L    | B                 | Departure Timing       | No      |
| 4/13/2013 10:35 | SFH800        | N800EJ      | EA50          | 6346        | 28L    | B                 | Pilot Requested        | No      |
| 4/14/2013 10:55 | ROKT530       |             | SBR1          | 3734        | 28L    | B                 | Departure Timing       | No      |
| 4/14/2013 16:21 | N416QS        | N416QS      | GLF4          | 4212        | 28R    | B                 | Pilot Requested        | No      |
| 4/15/2013 2:00  | VOI907        | N502VL      | A319          | 3341        | 28L    | J                 | RWY 30 Routine Closure | Yes     |
| 4/15/2013 10:08 | N125PL        | N125PL      | C25B          | 1133        | 28R    | B                 | Pilot Requested        | No      |
| 4/15/2013 19:25 | N54PA         | N54PA       | LJ35          | 3223        | 28L    | B                 | ATC Staff Reduction    | No      |
| 4/15/2013 19:28 | LN903JP       |             | C510          | 4263        | 28L    | B                 | Lifeguard Medical      | Yes     |
| 4/16/2013 21:09 | LN54PA        | N54PA       | LJ35          | 3313        | 28L    | B                 | Lifeguard Medical      | Yes     |
| 4/19/2013 10:39 |               |             | C510          | 3636        | 28R    | B                 | System Error           | Yes     |
| 4/20/2013 19:07 | N786AC        | N786AC      | C525          | 3761        | 28R    | B                 | ATC Staff Reduction    | No      |
| 4/21/2013 8:01  | N978PC        | N978PC      | C510          | 1146        | 28R    | B                 | Pilot Requested        | No      |
| 4/21/2013 8:08  | EJA726        | N726QS      | GALX          | 3773        | 28L    | B                 | ATC Staff Reduction    | No      |
| 4/21/2013 10:16 | RSP638        | N586JP      | E50P          | 1104        | 28R    | B                 | Pilot Requested        | No      |
| 4/21/2013 19:16 | N767XJ        | N767XJ      | C750          | 3277        | 28L    | B                 | ATC Instructions       | No      |
| 4/21/2013 19:48 | GDG495        | N495RS      | GLF4          | 1104        | 28L    | B                 | ATC Staff Reduction    | No      |
| 4/21/2013 19:54 | RSP131        | N585JS      | E50P          | 4562        | 28R    | B                 | ATC Staff Reduction    | No      |
| 4/21/2013 19:57 | N551BC        | N551BC      | C550          | 3363        | 28R    | B                 | ATC Staff Reduction    | No      |
| 4/21/2013 19:59 | N144KK        | N144KK      | GLF5          | 1703        | 28L    | B                 | ATC Staff Reduction    | No      |
| 4/21/2013 21:02 | OPT311        |             | E55P          | 1147        | 28L    | B                 | ATC Instructions       | No      |
| 4/22/2013 2:01  | VOI907        |             | A319          | 3241        | 28L    | J                 | RWY 30 Routine Closure | Yes     |
| 4/22/2013 6:52  | GDG801        | N51VL       | LJ55          | 4222        | 28L    | B                 | ATC Staff Reduction    | No      |
| 4/22/2013 6:53  | EJA894        | N894QS      | H25B          | 3275        | 28L    | B                 | ATC Staff Reduction    | No      |
| 4/22/2013 9:45  | N716GS        | N716GS      | PRM1          | 1764        | 28L    | B                 | ATC Staff Reduction    | No      |
| 4/22/2013 21:13 | CFSJR         |             | CL60          | 3344        | 28R    | B                 | Safety/Emergency       | No      |
| 4/23/2013 5:49  | JAS8          |             | F900          | 3244        | 28L    | B                 | Safety/Emergency       | No      |
| 4/23/2013 8:50  | N38SC         | N38SC       | C525          | 1740        | 28R    | B                 | ATC Staff Reduction    | No      |
| 4/23/2013 11:30 | N560HB        | N560HB      | C560          | 3671        | 28R    | B                 | Pilot Requested        | No      |
| 4/23/2013 13:03 | N44CK         | N44CK       | C525          | 4215        | 28R    | B                 | Pilot Refusal          | No      |
| 4/23/2013 15:23 | N422BN        | N442BN      | R44           | 367         | 28R    | H                 | System Error           | Yes     |
| 4/24/2013 6:57  | OPT422        | N422FL      | BE40          | 4206        | 28L    | B                 | ATC Staff Reduction    | No      |
| 4/24/2013 7:38  | OPT322        | N322FL      | E55P          | 4202        | 28R    | B                 | Safety/Emergency       | No      |

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments                   | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|----------------------------|---------|
| 4/24/2013 7:40  | N615PG        | N615PG      | E135          | 6360        | 28L    | R                 | ATC Staff Reduction        | No      |
| 4/24/2013 8:06  |               |             | H25B          | 3760        | 28L    | B                 | Safety/Emergency           | No      |
| 4/24/2013 20:09 | N340SP        | N340SP      | C525          | 1161        | 28R    | B                 | Safety/Emergency           | No      |
| 4/25/2013 7:52  | N604DT        | N604DT      | CL60          | 6356        | 28L    | B                 | ATC Staff Reduction        | No      |
| 4/25/2013 8:27  | N557XJ        | N557XJ      | CL30          | 4265        | 28L    | B                 | Safety/Emergency           | No      |
| 4/25/2013 10:40 | DCM6373       | N44CK       | C525          | 4555        | 28L    | B                 | Pilot Requested            | No      |
| 4/25/2013 19:53 | N777AM        | N777AM      | ASTR          | 3251        | 28R    | B                 | ATC Staff Reduction        | No      |
| 4/25/2013 20:53 | SIS993        | N993H       | BE40          | 3362        | 28R    | B                 | ATC Staff Reduction        | No      |
| 4/25/2013 21:26 | N547TW        | N547TW      | C525          | 3262        | 28R    | B                 | ATC Staff Reduction        | No      |
| 4/26/2013 13:32 | LN99AG        |             | C25B          | 4244        | 28L    | B                 | Lifeguard Medical          | Yes     |
| 4/26/2013 17:49 | LN6373        | N44CK       | C525          | 372         | 28L    | B                 | Lifeguard Medical          | Yes     |
| 4/26/2013 19:35 | N35BG         | N35BG       | LJ35          | 4575        | 28R    | B                 | ATC Staff Reduction        | No      |
| 4/26/2013 21:28 | N36EP         | N36EP       | F2TH          | 3205        | 28L    | B                 | ATC Staff Reduction        | No      |
| 4/26/2013 23:01 | CHN35         | N535GH      | C25B          | 3613        | 28R    | B                 | ATC Staff Reduction        | No      |
| 4/27/2013 8:14  | C102          |             | GLF5          | 3601        | 28L    | B                 | Safety/Emergency           | No      |
| 4/27/2013 8:44  | RSP396        | N574JS      | E50P          | 4222        | 28R    | B                 | ATC Staff Reduction        | No      |
| 4/28/2013 12:26 | CHN35         | N535GH      | C25B          | 1176        | 28R    | B                 | ATC Staff Reduction        | No      |
| 4/28/2013 19:11 | N35BG         | N35BG       | LJ35          | 4565        | 28R    | B                 | ATC Staff Reduction        | No      |
| 4/28/2013 19:53 |               |             | C680          | 1167        | 28R    | B                 | Safety/Emergency           | No      |
| 4/29/2013 1:56  | N102CL        | N102CL      | PRM1          | 3213        | 28L    | B                 | RWY 30 Routine Closure     | Yes     |
| 4/29/2013 2:08  | VOI907        |             | A319          | 3236        | 28L    | J                 | RWY 30 Routine Closure     | Yes     |
| 4/29/2013 4:56  | UPS2943       | N340UP      | B763          | 3247        | 28L    | J                 | RWY 30 Routine Closure     | Yes     |
| 4/30/2013 9:35  | N828PA        | N828PA      | EA50          | 3350        | 28R    | B                 | ATC Staff Reduction        | No      |
| 4/30/2013 13:10 | N340SP        | N340SP      | C25A          | 3712        | 28R    | B                 | Safety/Emergency           | No      |
| 5/1/2013 8:50   | OPT448        | N448LX      | BE40          | 6305        | 28R    | B                 | ATC Staff Reduction        | No      |
| 5/1/2013 8:57   | LKF46         | N446RT      | C680          | 3642        | 28R    | B                 | ATC Staff Reduction        | No      |
| 5/1/2013 9:12   | XOJ541        | N541XJ      | CL30          | 3207        | 28L    | B                 | ATC Staff Reduction        | No      |
| 5/1/2013 9:14   | DCM4092       | N614JK      | C550          | 6321        | 28R    | B                 | Safety/Emergency           | No      |
| 5/1/2013 17:26  | DCM2342       |             | C56X          | 1714        | 28L    | B                 | Safety/Emergency           | No      |
| 5/2/2013 10:02  | BJS538        | N538FX      | CL30          | 3661        | 28L    | B                 | ATC Instructions           | No      |
| 5/2/2013 10:11  | N35BG         | N35BG       | LJ35          | 6344        | 28R    | B                 | ATC Instructions           | No      |
| 5/2/2013 10:31  | N191VE        | N191VE      | C560          | 1746        | 28R    | B                 | ATC Instructions           | No      |
| 5/2/2013 10:36  | N623DT        | N623DT      | E50P          | 4530        | 28R    | B                 | ATC Instructions           | No      |
| 5/2/2013 19:58  | N828PA        | N828PA      | EA50          | 6315        | 28R    | B                 | ATC Staff Reduction        | No      |
| 5/3/2013 9:27   | N35BG         | N35BG       | LJ35          | 4223        | 28R    | B                 | ATC Staff Reduction        | No      |
| 5/3/2013 15:06  | N528DC        | N528DC      | DA20          | 1200        | 28R    | P                 | System Error               | Yes     |
| 5/3/2013 17:48  | N970SF        | N970SF      | F900          | 333         | 30     | B                 | System Error               | Yes     |
| 5/6/2013 11:09  | N409GB        | N409GB      | C680          | 3327        | 28L    | B                 | Pilot Requested            | No      |
| 5/7/2013 12:56  | KAI96         |             | C550          | 4266        | 30     | B                 | System Error               | Yes     |
| 5/7/2013 13:51  | MMNBB         |             | FA7X          | 3256        | 28L    | B                 | Pilot Requested            | No      |
| 5/8/2013 8:51   | N579BJ        | N579BJ      | C560          | 1735        | 28R    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/8/2013 9:18   | KAI73         | N115K       | C560          | 4216        | 28R    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/8/2013 9:37   | N3VF          | N3VF        | FA50          | 3333        | 28L    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/8/2013 10:12  | KAI57         | N904BW      | H25B          | 3656        | 28L    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/8/2013 10:15  | TWY46         |             | GLF3          | 6356        | 28L    | B                 | Pilot Requested            | No      |
| 5/8/2013 10:41  | N901SB        | N901SB      | F900          | 3633        | 28L    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/8/2013 11:03  | N772JS        | N772JS      | CL30          | 3607        | 28L    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/8/2013 16:55  | N795T         | N795T       | C510          | 1131        | 28R    | B                 | Pilot Requested            | No      |
| 5/9/2013 2:59   | LN5950C       |             | G150          | 3275        | 28L    | B                 | Lifeguard Medical          | Yes     |

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments                   | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|----------------------------|---------|
| 5/9/2013 3:31   | LN54DD        |             | C560          | 3356        | 28L    | B                 | Lifeguard Medical          | Yes     |
| 5/9/2013 7:49   | N444RF        | N444RF      | C560          | 6367        | 28R    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/9/2013 8:20   | BJS619        | N619FX      | LJ40          | 4570        | 28R    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/9/2013 8:49   | N57TS         | N57TS       | LJ31          | 4203        | 28L    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/9/2013 8:54   | RSP209        | N586JP      | E50P          | 3662        | 28L    | B                 | Pilot Requested            | No      |
| 5/9/2013 9:08   | EJA848        | N848QS      | H25B          | 1771        | 28L    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/9/2013 9:13   | LN260AJ       | N260AJ      | LJ60          | 1112        | 28R    | B                 | Lifeguard Medical          | Yes     |
| 5/9/2013 9:26   | N903JP        | N903JP      | C510          | 3271        | 28L    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/9/2013 9:58   | KAI99         | N737KA      | B737          | 6372        | 28L    | J                 | Runway/Taxiway Maintenance | Yes     |
| 5/9/2013 10:13  | N604TC        | N604TC      | CL60          | 3250        | 28L    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/9/2013 10:34  | N708GP        | N708GP      | C25A          | 1115        | 28L    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/9/2013 10:59  | N110PR        | N110PR      | PRM1          | 6374        | 28R    | B                 | Runway/Taxiway Maintenance | Yes     |
| 5/9/2013 11:23  | GDG802        |             | LJ55          | 1140        | 28L    | B                 | Pilot Requested            | No      |
| 5/9/2013 13:20  | N510GG        | N510GG      | C510          | 4511        | 28R    | B                 | Pilot Requested            | No      |
| 5/9/2013 21:52  | LN44CK        | N44CK       | C525          | 4233        | 28R    | B                 | Lifeguard Medical          | Yes     |
| 5/10/2013 8:15  | N510GG        | N510GG      | C510          | 3715        | 28L    | B                 | Pilot Requested            | No      |
| 5/10/2013 12:07 | N828PA        | N828PA      | EA50          | 3251        | 28R    | B                 | Pilot Refusal              | No      |
| 5/10/2013 15:15 |               |             | E135          | 1716        | 28L    | R                 | Pilot Requested            | No      |
| 5/12/2013 21:05 | LN105CJ       | N105CJ      | C25B          | 3215        | 28R    | B                 | Lifeguard Medical          | Yes     |
| 5/13/2013 1:57  | VOI907        | N502VL      | A319          | 3376        | 28L    | J                 | RWY 30 Routine Closure     | Yes     |
| 5/13/2013 2:51  | N600MV        | N600MV      | H25C          | 3357        | 28L    | B                 | RWY 30 Routine Closure     | Yes     |
| 5/13/2013 4:46  | UPS2943       | N345UP      | B763          | 3363        | 28L    | J                 | RWY 30 Routine Closure     | Yes     |
| 5/13/2013 5:51  | N7000C        | N7000C      | CL30          | 3324        | 28R    | B                 | RWY 30 Routine Closure     | Yes     |
| 5/13/2013 11:42 | N680G         | N680G       | C680          | 6332        | 28R    | B                 | Pilot Requested            | No      |
| 5/13/2013 14:25 | DAL8935       | N354NB      | A319          | 6313        | 28L    | J                 | Pilot Requested            | No      |
| 5/14/2013 14:51 | N828PA        | N828PA      | EA50          | 1136        | 28R    | B                 | Pilot Refusal              | No      |
| 5/14/2013 15:42 |               |             | GLF5          | 1143        | 28L    | B                 | Pilot Requested            | No      |
| 5/15/2013 7:27  | N128TS        | N128TS      | CL30          | 3345        | 28L    | B                 | Departure Timing           | No      |
| 5/15/2013 16:06 | OPT737        | N737FL      | C750          | 1306        | 28R    | B                 | System Error               | Yes     |
| 5/16/2013 10:18 | LN357LJ       |             | LJ35          | 1752        | 28R    | B                 | Lifeguard Medical          | Yes     |
| 5/17/2013 12:53 | N991TW        | N991TW      | CL60          | 4544        | 28L    | B                 | Pilot Refusal              | No      |
| 5/17/2013 13:03 | XOJ756        | N756XJ      | C750          | 4244        | 28L    | B                 | System Error               | Yes     |
| 5/19/2013 14:26 | N44CK         | N44CK       | C525          | 3654        | 28L    | B                 | Pilot Requested            | No      |
| 5/20/2013 2:03  | VOI907        |             | A319          | 3315        | 28L    | J                 | RWY 30 Routine Closure     | Yes     |
| 5/20/2013 2:10  | NKS716        | N532NK      | A319          | 3245        | 28L    | J                 | RWY 30 Routine Closure     | Yes     |
| 5/20/2013 4:56  | UPS2943       | N355UP      | B763          | 3244        | 28R    | J                 | RWY 30 Routine Closure     | Yes     |
| 5/21/2013 12:18 | N551CS        | N551CS      | GLF5          | 1102        | 28L    | B                 | Pilot Requested            | No      |
| 5/21/2013 13:28 | N456MF        | N456MF      | EA50          | 3625        | 28R    | B                 | Pilot Requested            | No      |
| 5/23/2013 16:32 | N615PG        | N615PG      | E135          | 3350        | 28R    | R                 | System Error               | Yes     |
| 5/23/2013 21:50 | N118K         | N118K       | C550          | 375         | 28R    | B                 | System Error               | Yes     |
| 5/24/2013 17:29 | N867K         | N867K       | EA50          | 4575        | 28R    | B                 | Pilot Requested            | No      |
| 5/24/2013 17:58 | XOJ758        | N758XJ      | C750          | 3201        | 28L    | B                 | Pilot Refusal              | No      |
| 5/25/2013 16:18 | LN710GS       |             | LJ35          | 1115        | 28L    | B                 | Lifeguard Medical          | Yes     |
| 5/25/2013 21:14 | DCM6373       | N44CK       | C525          | 4534        | 28R    | B                 | Pilot Refusal              | No      |
| 5/26/2013 13:12 | N828PA        | N828PA      | EA50          | 3275        | 28L    | B                 | Pilot Refusal              | No      |
| 5/26/2013 17:14 | DCM6373       | N44CK       | C525          | 4203        | 28R    | B                 | Pilot Refusal              | No      |
| 5/26/2013 17:30 | EJA906        | N906QS      | C750          | 4213        | 28R    | B                 | ATC Did Not Advise         | No      |
| 5/27/2013 2:17  | VOI907        |             | A319          | 3316        | 28L    | J                 | RWY 30 Routine Closure     | Yes     |
| 5/27/2013 10:27 | LN54DD        |             | C560          | 6330        | 28R    | B                 | Lifeguard Medical          | Yes     |

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments               | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|------------------------|---------|
| 5/27/2013 12:27 | N3SA          | N3SA        | GLF4          | 6320        | 28L    | B                 | Pilot Requested        | No      |
| 5/27/2013 20:51 | LAK480        | N480RL      | C560          | 3665        | 28R    | B                 | Pilot Requested        | No      |
| 5/28/2013 10:22 | XOJ758        |             | C750          | 3267        | 28L    | B                 | Pilot Requested        | No      |
| 5/28/2013 13:36 | XOJ719        |             | C750          | 4233        | 28L    | B                 | Pilot Requested        | No      |
| 5/29/2013 9:50  | DCM6373       | N44CK       | C525          | 1127        | 28L    | B                 | Pilot Refusal          | No      |
| 5/29/2013 16:55 | N403ND        | N403ND      | C25B          | 1111        | 28R    | B                 | Pilot Requested        | No      |
| 5/30/2013 12:48 |               |             | E50P          | 1173        | 28R    | B                 | Pilot Refusal          | No      |
| 5/30/2013 23:46 | LNDCM6373     | N44CK       | C525          | 4213        | 28L    | B                 | Lifeguard Medical      | Yes     |
| 5/31/2013 10:10 | N456MF        | N456MF      | EA50          | 3714        | 28R    | B                 | Pilot Requested        | No      |
| 6/2/2013 8:01   |               |             | C510          | 1173        | 28R    | B                 | Pilot Requested        | No      |
| 6/2/2013 19:43  | LN903JP       |             | C510          | 4270        | 28L    | B                 | Lifeguard Medical      | Yes     |
| 6/2/2013 21:05  |               |             | C25B          | 337         | 28R    | B                 | System Error           | Yes     |
| 6/3/2013 2:14   | VOI907        |             | A319          | 3331        | 28L    | J                 | RWY 30 Routine Closure | Yes     |
| 6/3/2013 4:45   | EJA997        | N997QS      | C750          | 3355        | 28L    | B                 | RWY 30 Routine Closure | Yes     |
| 6/3/2013 4:53   | UPS2943       | N301UP      | B763          | 3277        | 28L    | J                 | RWY 30 Routine Closure | Yes     |
| 6/3/2013 11:28  | N903JP        | N903JP      | C510          | 3633        | 28R    | B                 | Pilot Refusal          | No      |
| 6/5/2013 10:16  | N828PA        | N828PA      | EA50          | 6304        | 28R    | B                 | Pilot Refusal          | No      |
| 6/6/2013 20:18  |               |             | FA7X          | 4213        | 28L    | B                 | Pilot Requested        | No      |
| 6/7/2013 9:08   | EJA820P       |             | C560          | 4220        | 30     | B                 | System Error           | Yes     |
| 6/7/2013 13:08  | XOJ789        | N789XJ      | C750          | 4272        | 30     | B                 | System Error           | Yes     |
| 6/9/2013 12:21  | N163BB        | N163BB      | EA50          | 3257        | 28R    | B                 | Pilot Refusal          | No      |
| 6/9/2013 16:01  | N828PA        | N828PA      | EA50          | 3767        | 28R    | B                 | Pilot Refusal          | No      |
| 6/10/2013 1:29  | SIS450        | N450XX      | GLF4          | 4217        | 28R    | B                 | RWY 30 Routine Closure | Yes     |
| 6/10/2013 2:05  | VOI907        |             | A319          | 3362        | 28L    | J                 | RWY 30 Routine Closure | Yes     |
| 6/10/2013 4:49  |               |             | C510          | 4252        | 28L    | B                 | RWY 30 Routine Closure | Yes     |
| 6/10/2013 4:51  | UPS2943       | N320UP      | B763          | 3375        | 28L    | J                 | RWY 30 Routine Closure | Yes     |
| 6/10/2013 5:41  | GDG495        | N495RS      | GLF4          | 3264        | 28L    | B                 | RWY 30 Routine Closure | Yes     |
| 6/10/2013 15:37 | N226BR        | N226BR      | EA50          | 4510        | 28L    | B                 | Pilot Refusal          | No      |
| 6/11/2013 16:04 | EJA876        | N876QS      | H25B          | 3676        | 28L    | B                 | System Error           | Yes     |
| 6/12/2013 9:57  | N828PA        | N828PA      | EA50          | 4220        | 28R    | B                 | Pilot Refusal          | No      |
| 6/12/2013 10:23 | N828DR        | N828DR      | C56X          | 4277        | 28L    | B                 | Pilot Requested        | No      |
| 6/12/2013 10:27 | LN325NW       |             | LJ35          | 1122        | 28L    | B                 | Lifeguard Medical      | Yes     |
| 6/12/2013 11:20 | DCM6373       | N44CK       | C525          | 4232        | 28R    | B                 | Pilot Refusal          | No      |
| 6/12/2013 14:45 | N61VC         | N61VC       | BE40          | 4510        | 28R    | B                 | Pilot Requested        | No      |
| 6/13/2013 16:21 | DCM6372       | N525CR      | C525          | 3606        | 28R    | B                 | Pilot Requested        | No      |
| 6/14/2013 6:12  | EJA943        | N943QS      | C750          | 3264        | 28L    | B                 | Pilot Requested        | No      |
| 6/16/2013 10:52 | RSP769        | N581JS      | E50P          | 4235        | 28R    | B                 | System Error           | Yes     |
| 6/16/2013 11:31 |               |             | EA50          | 4201        | 28R    | B                 | Audio Not Available    | No      |
| 6/16/2013 15:49 | LXJ615        | N615FX      | LJ40          | 4272        | 28R    | B                 | System Error           | Yes     |
| 6/17/2013 2:08  | VOI907        | N511VL      | A319          | 3274        | 28L    | J                 | RWY 30 Routine Closure | Yes     |
| 6/17/2013 5:01  | UPS2943       | N319UP      | B763          | 3234        | 28L    | J                 | RWY 30 Routine Closure | Yes     |
| 6/17/2013 5:10  | KFS10         |             | LR36          | 3257        | 28L    | B                 | RWY 30 Routine Closure | Yes     |
| 6/17/2013 16:43 | N59NH         | N59NH       | C560          | 1732        | 28R    | B                 | Audio Not Available    | No      |
| 6/17/2013 16:47 | N828PA        | N828PA      | EA50          | 3733        | 28R    | B                 | Pilot Refusal          | No      |
| 6/17/2013 17:15 | N828PA        | N828PA      | C510          | 4535        | 28R    | B                 | Pilot Refusal          | No      |
| 6/18/2013 16:45 | GDG803        |             | LJ55          | 1134        | 28L    | B                 | Pilot Requested        | No      |
| 6/19/2013 9:40  | N125PL        | N125PL      | C25B          | 1773        | 28R    | B                 | Pilot Requested        | No      |
| 6/19/2013 9:43  | KAI92         | N904BW      | H25B          | 4253        | 28R    | B                 | System Error           | Yes     |
| 6/19/2013 11:57 | LN317TT       |             | LJ35          | 3261        | 28R    | B                 | Lifeguard Medical      | Yes     |
| 6/19/2013 12:04 | GTF400        |             | C525          | 3245        | 28R    | B                 | Pilot Requested        | No      |
| 6/19/2013 15:19 | N991TW        | N991TW      | CL60          | 4567        | 28L    | B                 | Pilot Refusal          | No      |

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments               | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|------------------------|---------|
| 6/19/2013 16:32 | JLG38         |             | LJ35          | 1761        | 28L    | B                 | Lifeguard Medical      | Yes     |
| 6/20/2013 11:35 | N36EP         | N36EP       | F2TH          | 3736        | 28L    | B                 | Pilot Requested        | No      |
| 6/20/2013 18:42 | N125PL        | N125PL      | C25B          | 3627        | 28R    | B                 | Pilot Requested        | No      |
| 6/20/2013 22:21 | LN99AG        |             | C25B          | 4242        | 28L    | B                 | Lifeguard Medical      | Yes     |
| 6/21/2013 21:38 | N366S         | N366S       | A33           | 4232        | 28R    | P                 | System Error           | Yes     |
| 6/22/2013 10:40 | N502QS        | N502QS      | C510          | 1145        | 28R    | B                 | Departure Timing       | No      |
| 6/23/2013 11:02 | N300TK        | N300TK      | CL60          | 1753        | 28R    | B                 | Pilot Requested        | No      |
| 6/24/2013 2:19  | VOI907        |             | A319          | 3310        | 28L    | J                 | RWY 30 Routine Closure | Yes     |
| 6/24/2013 13:30 | TWY66         |             | GLF5          | 4534        | 28L    | B                 | Pilot Requested        | No      |
| 6/24/2013 13:49 | N1220W        | N1220W      | C25A          | 4271        | 28L    | B                 | Pilot Requested        | No      |
| 6/26/2013 7:00  | DCM1234       |             | F2TH          | 1714        | 28L    | B                 | Pilot Refusal          | No      |
| 6/26/2013 7:03  | EJA255        | N255QS      | F2TH          | 6357        | 28L    | B                 | Pilot Requested        | No      |
| 6/26/2013 12:19 | N854AK        | N854AK      | DA20          | 1200        | 28R    | P                 | System Error           | Yes     |
| 6/26/2013 15:52 | N108JA        | N108JA      | E55P          | 4262        | 28R    | B                 | Pilot Requested        | No      |
| 6/27/2013 14:41 | TMC426        | N426TM      | H25B          | 4227        | 28R    | B                 | Pilot Requested        | No      |
| 6/27/2013 16:48 | N325NW        | N325NW      | LJ35          | 4510        | 28R    | B                 | Pilot Requested        | No      |
| 6/28/2013 8:55  | N163BB        | N163BB      | EA50          | 3622        | 28R    | B                 | Pilot Requested        | No      |
| 6/28/2013 11:21 | SKW4461       | N630SK      | CRJ7          | 3350        | 28L    | R                 | Runway Maintenance     | Yes     |
| 6/28/2013 11:25 | N2486B        | N2486B      | EA50          | 1744        | 28R    | B                 | Runway Maintenance     | Yes     |
| 6/28/2013 11:28 |               |             | LJ45          | 3613        | 28L    | B                 | Runway Maintenance     | Yes     |
| 6/28/2013 11:33 | N881A         | N881A       | C550          | 3735        | 28L    | B                 | Runway Maintenance     | Yes     |
| 6/28/2013 11:37 | JBU447        | N763JB      | A320          | 3764        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/28/2013 11:39 | SWA682        | N904WN      | B737          | 3362        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/28/2013 11:48 | SWA931        | N423WN      | B737          | 3667        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:10 | SWA223        | N8609A      | B738          | 6366        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:24 | SWA2781       | N731SA      | B737          | 3216        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:25 | N383SF        | N383SF      | ASTR          | 3770        | 28R    | B                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:29 | LXJ529        |             | CL30          | 6330        | 28R    | B                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:31 | TMC485        | N485CT      | BE40          | 1743        | 28L    | B                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:34 |               |             | C560          | 3217        | 28L    | B                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:37 |               |             | C560          | 1734        | 28R    | B                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:41 | SWA1111       | N728SW      | B737          | 3772        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:43 | N486GS        | N486GS      | C510          | 4537        | 28L    | B                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:45 | AAY1013       | N417NV      | MD83          | 1175        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:57 | AWE224        |             | A319          | 1157        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/28/2013 12:59 | EJM123        |             | C750          | 3322        | 28R    | B                 | Runway Maintenance     | Yes     |
| 6/28/2013 13:01 | OPT854        | N854FL      | H25B          | 6335        | 28R    | B                 | Runway Maintenance     | Yes     |
| 6/28/2013 15:47 |               |             | C560          | 3613        | 28R    | B                 | Pilot Requested        | No      |
| 6/29/2013 11:06 | SWA865        | N281WN      | B737          | 1746        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/29/2013 11:08 | OPT451        | N451FL      | BE40          | 3724        | 28R    | B                 | Runway Maintenance     | Yes     |
| 6/29/2013 11:12 |               |             | E50P          | 1164        | 28R    | B                 | Runway Maintenance     | Yes     |
| 6/29/2013 11:14 |               |             | C510          | 4243        | 28R    | B                 | Runway Maintenance     | Yes     |
| 6/29/2013 11:22 | SKW4461       | N630SK      | CRJ7          | 3246        | 28L    | R                 | Runway Maintenance     | Yes     |
| 6/29/2013 11:34 | AAY203        | N403NV      | MD88          | 1745        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/29/2013 11:35 | MMNCC         |             | FA7X          | 4240        | 28R    | B                 | Runway Maintenance     | Yes     |
| 6/29/2013 11:43 | SWA770        | N489WN      | B737          | 3371        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/29/2013 11:49 | N844S         | N844S       | LJ60          | 4561        | 28R    | B                 | Runway Maintenance     | Yes     |
| 6/29/2013 11:55 | JBU447        | N559JB      | A320          | 3226        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/29/2013 12:06 | N79RP         | N79RP       | GLF5          | 6345        | 28L    | B                 | Runway Maintenance     | Yes     |
| 6/29/2013 12:20 | SWA1421       | N730SW      | B737          | 1726        | 28L    | J                 | Runway Maintenance     | Yes     |
| 6/29/2013 12:25 | LN5950C       |             | G150          | 1775        | 28R    | B                 | Lifeguard Medical      | Yes     |

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments           | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|--------------------|---------|
| 6/29/2013 12:28 | SWA1377       | N467WN      | B737          | 3276        | 28L    | J                 | Runway Maintenance | Yes     |
| 6/29/2013 12:32 | SWA1540       | N295WN      | B737          | 3707        | 28L    | J                 | Runway Maintenance | Yes     |
| 6/29/2013 12:55 | AWE224        | N806AW      | A319          | 1136        | 28L    | J                 | Runway Maintenance | Yes     |
| 6/29/2013 13:06 | SWA1232       | N406WN      | B737          | 3731        | 28L    | J                 | Runway Maintenance | Yes     |
| 6/29/2013 16:06 | N845UP        | N845UP      | CL30          | 3342        | 28R    | B                 | Pilot Requested    | No      |
| 6/30/2013 23:11 | SWA189        | N211WN      | B737          | 3726        | 28L    | J                 | Runway Maintenance | Yes     |

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| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments         | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|------------------|---------|
| 4/4/2013 11:55  | N1967G        | N1967G      | C560          | 1402        | 09L    | B                 | Pilot Requested  | No      |
| 5/5/2013 07:08  | GDG802        |             | LJ55          | 7310        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 09:34  | N190K         | N594M       | C560          | 4257        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 09:40  | XOJ790        | N790XJ      | C750          | 6714        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 10:28  |               |             | C25B          | 2130        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 12:21  | N991TW        | N991TW      | CL60          | 4242        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 12:59  | OPT812        | N812LX      | H25B          | 4554        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 13:03  | ASP686        |             | C56X          | 2123        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 14:35  | EJA939        | N939QS      | C750          | 6365        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 14:39  |               |             | CL60          | 7352        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 15:07  | N207K         | N207K       | H25C          | 2433        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 16:01  | OPT304        | N304FL      | E55P          | 6021        | 09L    | B                 | Pilot Requested  | No      |
| 5/5/2013 16:16  | TMC497        | N497TM      | BE40          | 1602        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 18:18  | XOJ552        | N552XJ      | CL30          | 1333        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 18:47  | EJA599        | N599QS      | C56X          | 4522        | 09L    | B                 | Pilot Requested  | No      |
| 5/5/2013 19:14  | N547TW        | N547TW      | C525          | 3541        | 09R    | B                 | Pilot Requested  | No      |
| 5/5/2013 21:32  | RSP488        | N781JS      | C25B          | 3265        | 09R    | B                 | Pilot Requested  | No      |
| 5/6/2013 00:28  | N247CJ        | N247CJ      | F900          | 7171        | 09L    | B                 | Not Acceptable   | No      |
| 6/24/2013 22:08 | SWA3119       | N768SW      | B737          | 6053        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 22:10 | XOJ753        | N753XJ      | C750          | 6626        | 09R    | B                 | Safety/Emergency | Yes     |
| 6/24/2013 22:13 | ASA826        | N565AS      | B738          | 1577        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 22:16 | SWA3149       | N278WN      | B737          | 7231        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 22:18 | SWA3324       | N788SA      | B737          | 1065        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 22:21 | SWA1993       | N639SW      | B733          | 1001        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 22:29 | FDX1813       | N743FD      | A306          | 6031        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 22:35 | SWA1102       | N786SW      | B737          | 2656        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 22:42 | FDX1802       | N653FE      | A306          | 6664        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 22:49 | SWA630        | N774SW      | B737          | 3503        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 22:51 | SWA2627       | N936WN      | B737          | 7266        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 22:53 | ASA358        | N409AS      | B739          | 3521        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 22:58 | SWA671        | N374SW      | B733          | 1011        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:01 | AWE627        |             | A319          | 772         | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:04 | SWA144        | N364SW      | B733          | 2650        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:06 | FDX1810       | N676FE      | A306          | 1004        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:11 | SWA3296       | N8600F      | B738          | 7225        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:18 | SKW4454       | N805SK      | CRJ9          | 1002        | 09R    | R                 | Safety/Emergency | Yes     |
| 6/24/2013 23:21 | SWA2536       | N955WN      | B737          | 7260        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:24 | FDX1837       | N40061      | DC10          | 770         | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:27 | SWA388        | N483WN      | B737          | 6772        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:29 | FDX1801       | N368FE      | DC10          | 7376        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:32 | SWA3929       | N945WN      | B737          | 1033        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:35 | FDX1807       | N316FE      | DC10          | 3546        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:38 | FDX1825       | N679FE      | A306          | 7331        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:42 | VOI902        |             | A319          | 4340        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:50 | ASA840        | N516AS      | B738          | 1133        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:52 | SWA290        | N430WN      | B737          | 1465        | 09R    | J                 | Safety/Emergency | Yes     |

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Aircraft Category | Comments         | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------|------------------|---------|
| 6/24/2013 23:56 | JBU167        | N559JB      | A320          | 4075        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/24/2013 23:58 | SWA315        | N402WN      | B737          | 1076        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/25/2013 00:00 | DAL1253       | N340NW      | A320          | 6064        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/25/2013 00:04 | FDX1800       | N595FE      | MD11          | 1134        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/25/2013 00:07 | SWA167        | N741SA      | B737          | 2453        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/25/2013 00:15 | JBU448        | N627JB      | A320          | 4521        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/25/2013 00:18 | SWA2970       | N397SW      | B733          | 732         | 09R    | J                 | Safety/Emergency | Yes     |
| 6/25/2013 00:26 | SWA424        | N746SW      | B737          | 1003        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/25/2013 01:09 | JBU1475       | N659JB      | A320          | 1361        | 09R    | J                 | Safety/Emergency | Yes     |
| 6/25/2013 07:14 |               |             | C650          | 6607        | 09R    | B                 | Pilot Requested  | No      |
| 6/25/2013 09:31 |               |             | GL5T          | 3551        | 09R    | B                 | Pilot Requested  | No      |
| 6/25/2013 10:22 | EJA913        | N913QS      | C750          | 1046        | 09R    | B                 | Pilot Requested  | No      |
| 6/25/2013 10:30 | RSP091        | N210FF      | E50P          | 4575        | 09R    | B                 | Pilot Requested  | No      |
| 6/25/2013 11:25 |               |             | C560          | 7243        | 09R    | B                 | Pilot Requested  | No      |
| 6/25/2013 14:02 | EJA255        | N255QS      | F2TH          | 1131        | 09R    | B                 | Pilot Requested  | No      |
| 6/25/2013 14:12 |               |             | CL30          | 2314        | 09R    | B                 | Safety/Emergency | Yes     |
| 6/25/2013 14:19 | DCM1234       |             | F2TH          | 6655        | 09L    | B                 | Pilot Requested  | No      |
| 6/25/2013 14:22 | N786AC        | N786AC      | C525          | 4032        | 09L    | B                 | Pilot Requested  | No      |
| 6/25/2013 14:25 | EJA938        | N938QS      | C750          | 6043        | 09R    | B                 | Pilot Requested  | No      |
| 6/25/2013 15:36 | EJA919        | N919QS      | C750          | 2027        | 09R    | B                 | Pilot Requested  | No      |

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## North Field VFR Departure List for Calendar Quarter

| Date/Time       | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments             | Excused |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|---------|
| 4/1/2013 13:58  | PAD1   | C6531         |             | HELO          | 335         | Good Effort          | Yes     |
| 4/1/2013 15:50  | 27R    | N328TA        | N328TA      | C172          | 363         | Good Effort          | Yes     |
| 4/5/2013 14:00  | 27R    | N726BT        | N726BT      | C210          | 330         | System Error         | Yes     |
| 4/5/2013 18:22  | 27R    | N67849        | N67849      | C152          | 1200        | System Error         | Yes     |
| 4/5/2013 20:16  | PAD1   | C6515         |             | HELO          | 376         | Military Flight      | Yes     |
| 4/6/2013 16:56  | 27R    | N43434        | N43434      | P28A          | 376         | System Error         | Yes     |
| 4/6/2013 20:07  | 27R    |               |             |               | 1200        | Not Acceptable       | No      |
| 4/7/2013 11:30  | PAD1   | N30GM         | N30GM       | HELO          | 1200        | Good Effort          | Yes     |
| 4/7/2013 12:42  | 27R    | CAP445        | N445CP      | C182          | 316         | Air Traffic Conflict | Yes     |
| 4/8/2013 10:20  | 27L    | N761BT        | N761BT      | CH7           | 1200        | Good Effort          | Yes     |
| 4/8/2013 16:12  | PAD1   | N30GM         | N30GM       | HELO          | 1200        | Good Effort          | Yes     |
| 4/8/2013 16:32  | 33     | N4138J        | N4138J      | P28A          | 325         | Good Effort          | Yes     |
| 4/8/2013 17:38  | 27R    | N717BC        | N717BC      | LEG2          | 344         | Touch & Go Training  | Yes     |
| 4/9/2013 12:28  | 33     | N328TA        | N328TA      | C172          | 1200        | Air Traffic Conflict | Yes     |
| 4/9/2013 23:31  | PAD1   | CHP32         |             | HELO          | 1200        | Law Enforcement      | Yes     |
| 4/10/2013 11:59 | 27R    | N842LP        | N842LP      | C172          | 361         | Good Effort          | Yes     |
| 4/10/2013 16:52 | 27R    | N8279W        | N8279W      | P28A          | 362         | Not Acceptable       | No      |
| 4/10/2013 17:16 | PAD1   | ARGUS1        | N510PD      | HELO          | 343         | Good Effort          | Yes     |
| 4/10/2013 18:17 | 33     | N14008        | N14008      | C172          | 340         | Air Traffic Conflict | Yes     |
| 4/11/2013 12:28 | 27R    | N553TP        | N553TP      | P28A          | 341         | Good Effort          | Yes     |
| 4/11/2013 20:05 | PAD1   | C6531         |             | HELO          | 374         | Military Flight      | Yes     |

| Date/Time       | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments             | Excused |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|---------|
| 4/13/2013 11:46 | 27L    | N717BC        | N717BC      | HXB           | 347         | Air Traffic Conflict | Yes     |
| 4/14/2013 10:41 | 27R    | N37343        | N37343      | C340          | 357         | Air Traffic Conflict | Yes     |
| 4/14/2013 11:17 | 27R    | N7918N        | N7918N      | C182          | 370         | Air Traffic Conflict | Yes     |
| 4/14/2013 12:30 | 27R    | CAP445        | N445CP      | C182          | 366         | Air Traffic Conflict | Yes     |
| 4/15/2013 14:03 | PAD1   | EAGL6         |             | HELO          | 1200        | Law Enforcement      | Yes     |
| 4/15/2013 19:06 | 33     |               |             |               | 1200        | Good Effort          | Yes     |
| 4/16/2013 05:58 | PAD1   | N450CC        | N450CC      | HELO          | 315         | Time Buffer          | Yes     |
| 4/16/2013 16:39 | PAD1   | N450CC        | N450CC      | HELO          | 342         | Good Effort          | Yes     |
| 4/16/2013 19:26 | 33     | N208EZ        | N208EZ      | S208          | 352         | System Error         | Yes     |
| 4/17/2013 16:08 | 27R    | N315JT        | N34ME       | PA34          | 367         | Not Acceptable       | No      |
| 4/18/2013 14:40 | 27R    | CHP31         |             | C206          | 1200        | Good Effort          | Yes     |
| 4/18/2013 16:47 | PAD1   | N2275Q        | N2275Q      | HELO          | 1200        | Good Effort          | Yes     |
| 4/18/2013 18:21 | 27L    | N76D          | N76D        | SR20          | 337         | Air Traffic Conflict | Yes     |
| 4/18/2013 20:04 | PAD1   | ARGUS3        |             | HELO          | 1200        | Law Enforcement      | Yes     |
| 4/19/2013 00:10 | 27R    | N761BT        | N761BT      | C210          | 360         | Good Effort          | Yes     |
| 4/19/2013 15:01 | 33     | N6344L        | N6344L      | AA5           | 321         | Good Effort          | Yes     |
| 4/20/2013 13:41 | 27R    | N2739G        | N2739G      | C182          | 352         | Air Traffic Conflict | Yes     |
| 4/21/2013 10:06 | 27R    | N4769T        | N4769T      | C182          | 350         | Air Traffic Conflict | Yes     |
| 4/21/2013 10:35 | PAD1   | N442BN        | N442BN      | HELO          | 1200        | Good Effort          | Yes     |
| 4/21/2013 12:38 | 33     | N636RB        | N636RB      | EXP           | 1200        | Air Traffic Conflict | Yes     |
| 4/21/2013 13:46 | 27R    | N6085U        | N6085U      | P46T          | 1200        | Not Acceptable       | No      |
| 4/21/2013 15:25 | 27R    | N8467Y        | N8467Y      | PA30          | 357         | Good Effort          | Yes     |
| 4/22/2013 10:59 | 27R    | CHP37         |             | C206          | 360         | System Error         | Yes     |
| 4/22/2013 21:10 | PAD1   | C6531         |             | HELO          | 330         | Good Effort          | Yes     |
| 4/23/2013 10:40 | PAD1   | N2398G        | N2398G      | HELO          | 1200        | Good Effort          | Yes     |
| 4/23/2013 15:57 | PAD1   | N422SF        | N422SF      | HELO          | 330         | Air Traffic Conflict | Yes     |
| 4/23/2013 17:40 | PAD1   | N422SF        | N422SF      | HELO          | 347         | Not Acceptable       | No      |
| 4/23/2013 18:32 | PAD1   | N442BN        | N442BN      | HELO          | 374         | Good Effort          | Yes     |
| 4/23/2013 19:41 | PAD1   | N422SF        | N422SF      | HELO          | 352         | Not Acceptable       | No      |
| 4/24/2013 15:07 | 27R    | N25NX         | N25NX       | PC12          | 1200        | Good Effort          | Yes     |
| 4/25/2013 10:46 | 33     | N358S         | N358S       | BE35          | 1200        | IFR Training         | Yes     |
| 4/25/2013 15:08 | 27R    | NOAA68        | N68RF       | B350          | 347         | Touch & Go Training  | Yes     |
| 4/25/2013 15:50 | 27R    | N76AE         | N76AE       | C182          | 1200        | Air Traffic Conflict | Yes     |
| 4/25/2013 20:46 | PAD1   | CHP32         |             | HELO          | 1200        | Law Enforcement      | No      |
| 4/27/2013 12:22 | 33     | N8936M        | N8936M      | BE36          | 1200        | Air Traffic Conflict | Yes     |
| 4/27/2013 13:11 | 33     | CAP445        | N445CP      | C172          | 375         | System Error         | Yes     |
| 4/27/2013 15:04 | 27R    | N24FG         | N24FG       | C185          | 1200        | Good Effort          | Yes     |
| 4/27/2013 17:39 | 27R    | N2394V        | N2394V      | C140          | 1200        | Air Traffic Conflict | Yes     |
| 4/28/2013 12:41 | 27R    | N328TA        | N328TA      | C172          | 1200        | Air Traffic Conflict | Yes     |
| 4/28/2013 13:15 | 27R    | N31CN         | N31CN       | C172          | 356         | Air Traffic Conflict | Yes     |
| 4/28/2013 14:30 | 27R    | N3623K        | N3623K      | T6            | 1200        | Not Acceptable       | No      |
| 4/28/2013 16:49 | 27R    | N7440O        | N7440O      | AA5           | 370         | Good Effort          | Yes     |
| 4/29/2013 20:21 | 33     | N6344L        | N6344L      | AA5           | 317         | Not Acceptable       | No      |
| 4/29/2013 21:00 | PAD1   | CHP32         |             | HELO          | 1200        | Good Effort          | Yes     |
| 5/1/2013 11:11  | 27R    | N234JG        | N234JG      | C182          | 322         | Not Acceptable       | No      |
| 5/1/2013 17:10  | 33     | N6605D        | N6605D      | C172          | 360         | System Error         | Yes     |
| 5/1/2013 18:01  | PAD1   | CHP32         |             | HELO          | 1200        | Law Enforcement      | Yes     |
| 5/1/2013 19:03  | PAD1   | CHOP2         |             | HELO          | 1200        | Good Effort          | Yes     |
| 5/2/2013 10:40  | 33     | N234JG        | N234JG      | C172          | 356         | Air Traffic Conflict | Yes     |

| Date/Time       | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments             | Excused |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|---------|
| 5/2/2013 13:31  | 27R    | N58628        | N58628      | C172          | 1200        | Not Acceptable       | No      |
| 5/2/2013 15:28  | 27R    | FSP565        | N565SA      | C206          | 364         | Air Traffic Conflict | Yes     |
| 5/3/2013 18:13  | 27R    | N3454C        | N3454C      | C170          | 317         | Not Acceptable       | No      |
| 5/4/2013 10:17  | 33     | N2739G        | N2739G      | C182          | 355         | Air Traffic Conflict | Yes     |
| 5/4/2013 11:41  | 33     | N4792W        | N4792W      | AC11          | 324         | System Error         | Yes     |
| 5/4/2013 18:59  | 27R    | ARGS1         |             |               | 315         | Law Enforcement      | Yes     |
| 5/5/2013 22:05  | PAD1   | N442BN        | N442BN      | HELO          | 1200        | Good Effort          | Yes     |
| 5/7/2013 14:32  | 33     | N561WA        | N561WA      | P46T          | 322         | Not Acceptable       | No      |
| 5/7/2013 17:46  | 27R    | N9031J        | N9031J      | P28A          | 327         | Air Traffic Conflict | Yes     |
| 5/10/2013 16:09 | PAD1   | CHOPR2        |             | HELO          | 1200        | Law Enforcement      | Yes     |
| 5/11/2013 10:46 | 33     | N6605D        | N6605D      | C172          | 1200        | System Error         | Yes     |
| 5/11/2013 14:28 | 27R    | N328TA        | N328TA      | C172          | 341         | Good Effort          | Yes     |
| 5/11/2013 16:26 | 27L    | N43434        | N43434      | P28A          | 370         | Touch & Go Training  | Yes     |
| 5/11/2013 18:53 | 27R    | N328TA        | N328TA      | C172          | 316         | Good Effort          | Yes     |
| 5/12/2013 12:06 | PAD1   | CHP82         |             | HELO          | 1200        | Law Enforcement      | Yes     |
| 5/12/2013 14:50 | 33     | N4894L        | N4894L      | P28A          | 374         | Air Traffic Conflict | Yes     |
| 5/14/2013 17:36 | 33     | N2415         | N2415       | C172          | 363         | Not Acceptable       | No      |
| 5/15/2013 16:17 | 27R    | N9284M        | N9284M      | PA28          | 354         | System Error         | Yes     |
| 5/16/2013 22:54 | 27L    | N3681G        | N3681G      | BE58          | 336         | Not Acceptable       | No      |
| 5/17/2013 07:37 | 27R    | N564JH        | N564JH      | SR22          | 350         | Not Acceptable       | No      |
| 5/18/2013 12:37 | 27R    | N8279W        | N8279W      | PA28          | 375         | Air Traffic Conflict | Yes     |
| 5/18/2013 17:53 | PAD1   | N73SF         | N73SF       | HELO          | 1200        | Air Traffic Conflict | Yes     |
| 5/18/2013 19:04 | 33     | N3700Q        | N3700Q      | P28A          | 371         | System Error         | Yes     |
| 5/18/2013 19:21 | 33     |               |             |               | 1200        | Not Acceptable       | No      |
| 5/19/2013 10:41 | 33     | N234JG        | N234JG      | C172          | 1200        | Air Traffic Conflict | Yes     |
| 5/19/2013 12:13 | 27R    | N1151J        | N1151J      | AC11          | 316         | Good Effort          | Yes     |
| 5/19/2013 19:08 | 27R    | N37343        | N37343      | C340          | 353         | Air Traffic Conflict | Yes     |
| 5/20/2013 11:05 | 27R    | N553TP        | N553TP      | PA28          | 367         | Good Effort          | Yes     |
| 5/20/2013 15:06 | PAD1   | FLNT751       |             | HELO          | 340         | Law Enforcement      | Yes     |
| 5/20/2013 15:32 | 27R    | N328TA        | N328TA      | C172          | 375         | Not Acceptable       | No      |
| 5/20/2013 22:48 | 27R    | N10557        | N10557      | C150          | 377         | Not Acceptable       | No      |
| 5/22/2013 11:45 | 27R    | N425CF        | N425CF      | C425          | 373         | Good Effort          | Yes     |
| 5/22/2013 20:44 | 27R    | N739UL        | N739UL      | C172          | 1200        | Not Acceptable       | No      |
| 5/23/2013 07:32 | 27L    | AMF5325       |             | PA31          | 346         | Air Traffic Conflict | Yes     |
| 5/23/2013 15:33 | 27R    | N161AJ        | N161AJ      | PC12          | 347         | Good Effort          | Yes     |
| 5/23/2013 17:27 | 27R    | DLX119        |             | BE20          | 1200        | Not Acceptable       | No      |
| 5/23/2013 20:22 | 33     |               |             |               | 1200        | Good Effort          | Yes     |
| 5/24/2013 10:54 | PAD1   | C6531         |             | HELO          | 326         | Good Effort          | Yes     |
| 5/24/2013 16:09 | 27R    | N4881S        | N4881S      | P28A          | 1200        | Good Effort          | Yes     |
| 5/24/2013 18:30 | 33     | N739UL        | N739UL      | C172          | 332         | Air Traffic Conflict | Yes     |
| 5/25/2013 16:10 | 33     | N747JS        | N747JS      | P28A          | 327         | Good Effort          | Yes     |
| 5/26/2013 14:08 | 33     | N739UL        | N739UL      | C172          | 343         | Not Acceptable       | No      |
| 5/28/2013 11:30 | 27L    | N9284M        | N9284M      | P28A          | 336         | Touch & Go Training  | Yes     |
| 5/29/2013 19:42 | 27R    | N98436        | N98436      | C172          | 346         | Not Acceptable       | No      |
| 5/30/2013 13:38 | 27R    | N553TP        | N553TP      | P28A          | 376         | Touch & Go Training  | Yes     |
| 5/30/2013 16:06 | 27R    | N2448M        | N2448M      | P28R          | 335         | Air Traffic Conflict | Yes     |
| 5/31/2013 12:51 | 33     | N73SF         | N73SF       | LINE          | 1200        | Good Effort          | Yes     |
| 5/31/2013 13:33 | 33     | N335D         | N335D       | BE60          | 1200        | Air Traffic Conflict | Yes     |
| 5/31/2013 17:48 | PAD1   | CHOPR5        |             | HELO          | 317         | Air Traffic Conflict | Yes     |

| Date/Time       | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments             | Excused |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|---------|
| 6/1/2013 00:38  | PAD1   | CHP32         |             | HELO          | 314         | Law Enforcement      | Yes     |
| 6/1/2013 11:20  | 33     | N739UL        | N739UL      | C172          | 341         | Air Traffic Conflict | Yes     |
| 6/1/2013 13:10  | PAD1   | N442BN        | N442BN      | HELO          | 1200        | Good Effort          | Yes     |
| 6/1/2013 15:43  | 33     | N94565        | N94565      | C172          | 324         | Air Traffic Conflict | Yes     |
| 6/1/2013 18:45  | 33     | N411LR        | N411LR      | DECA          | 360         | System Error         | Yes     |
| 6/1/2013 21:19  | PAD1   | REH6          | N40RX       | HELO          | 352         | Not Acceptable       | No      |
| 6/2/2013 11:01  | 27R    | N25NX         | N25NX       | PC12          | 1200        | Air Traffic Conflict | Yes     |
| 6/2/2013 14:53  | 27R    | N172EP        | N172EP      | C172          | 330         | Not Acceptable       | No      |
| 6/2/2013 15:05  | 33     | N6605D        | N6605D      | C172          | 341         | Air Traffic Conflict | Yes     |
| 6/6/2013 11:39  | 33     | N234JG        | N234JG      | C172          | 360         | Air Traffic Conflict | Yes     |
| 6/6/2013 14:08  | 27R    | N5038C        | N5038C      | CH7A          | 335         | Touch & Go Training  | Yes     |
| 6/6/2013 14:24  | 27L    | N169JP        | N169JP      | P28A          | 362         | Air Traffic Conflict | Yes     |
| 6/7/2013 12:53  | 27R    | N74400        | N74400      | AA5           | 1200        | Not Acceptable       | No      |
| 6/7/2013 16:40  | PAD1   | N30GM         | N1          | HELO          | 376         | Good Effort          | Yes     |
| 6/8/2013 14:51  | 27R    | N6085U        | N6085U      | P46T          | 1200        | Air Traffic Conflict | Yes     |
| 6/8/2013 15:01  | 27R    | N4881S        | N4881S      | P28A          | 1200        | Air Traffic Conflict | Yes     |
| 6/8/2013 15:12  | PAD1   | N30GM         | N1          | HELO          | 335         | Good Effort          | No      |
| 6/8/2013 23:16  | 27R    | N669TW        | N669TW      | C172          | 317         | Not Acceptable       | No      |
| 6/9/2013 10:42  | 33     | N553TP        | N553TP      | PA28          | 363         | System Error         | Yes     |
| 6/9/2013 11:38  | 33     | N1151J        | N1151J      | AC11          | 340         | System Error         | Yes     |
| 6/9/2013 12:50  | 27R    |               |             |               | 1200        | Good Effort          | Yes     |
| 6/9/2013 15:19  | 27R    | N739UL        | N739UL      | C172          | 340         | Air Traffic Conflict | Yes     |
| 6/9/2013 21:36  | PAD1   | CHP32         |             | HELO          | 1200        | Law Enforcement      | Yes     |
| 6/10/2013 14:05 | 27R    | N9TX          | N9TX        | PA31          | 350         | Good Effort          | Yes     |
| 6/10/2013 19:50 | 33     | C565          | N94565      |               | 367         | Good Effort          | Yes     |
| 6/12/2013 00:41 | 27R    |               |             |               | 1200        | Not Acceptable       | No      |
| 6/14/2013 07:09 | 27R    | N842LP        | N842LP      | C172          | 340         | Good Effort          | Yes     |
| 6/14/2013 11:14 | PAD1   | N73SF         | N73SF       | HELO          | 1200        | Good Effort          | Yes     |
| 6/14/2013 17:43 | 27R    | N38636        | N38636      | PARO          | 317         | Good Effort          | Yes     |
| 6/15/2013 11:04 | PAD1   | N73SF         | N73SF       | HELO          | 372         | System Error         | No      |
| 6/15/2013 15:22 | 27L    | N757JD        | N757JD      | C172          | 335         | Good Effort          | Yes     |
| 6/18/2013 11:47 | PAD1   | EGL7          |             | HELO          | 1200        | Law Enforcement      | Yes     |
| 6/18/2013 12:03 | PAD1   | N442BN        | N442BN      | HELO          | 1200        | Good Effort          | Yes     |
| 6/18/2013 16:08 | 27R    | N83225        | N83225      | P28R          | 334         | Not Acceptable       | No      |
| 6/19/2013 19:45 | 27R    | N25NX         | N25NX       | PC12          | 1200        | Air Traffic Conflict | Yes     |
| 6/19/2013 20:38 | 33     | N6605D        | N6605D      | C172          | 375         | Air Traffic Conflict | Yes     |
| 6/20/2013 07:29 | 27R    | N14008        | N14008      | C172          | 343         | Touch & Go Training  | Yes     |
| 6/20/2013 09:47 | 33     | N994PM        | N994PM      | SR22          | 352         | Not Acceptable       | No      |
| 6/20/2013 12:19 | 33     | N3118F        | N3118F      | C182          | 320         | Air Traffic Conflict | Yes     |
| 6/20/2013 15:35 | 27R    | N14008        | N14008      | C172          | 375         | System Error         | Yes     |
| 6/20/2013 21:07 | 27R    | N9294Q        | N9294Q      | P28A          | 1200        | Not Acceptable       | No      |
| 6/21/2013 19:50 | 27R    | N26WG         | N26WG       | C177          | 1200        | Not Acceptable       | No      |
| 6/22/2013 08:18 | PAD1   | N115SF        | N486UM      | HELO          | 360         | Good Effort          | Yes     |
| 6/22/2013 13:52 | 33     | N335D         | N335D       | BE60          | 325         | Air Traffic Conflict | Yes     |
| 6/22/2013 17:40 | 27R    | N842LP        | N842LP      | C172          | 1200        | Good Effort          | Yes     |
| 6/25/2013 18:51 | 27R    | N328TA        | N328TA      | C172          | 334         | Touch & Go Training  | Yes     |
| 6/26/2013 10:12 | PAD1   | N442BN        | N442BN      | HELO          | 335         | Good Effort          | Yes     |
| 6/26/2013 15:40 | PAD1   | N442BN        | N442BN      | HELO          | 357         | Good Effort          | Yes     |
| 6/26/2013 18:28 | PAD1   | CHPR2         |             | HELO          | 1200        | Law Enforcement      | Yes     |

| Date/Time       | Runway | Flight Number | Tail Number | Aircraft Type | Beacon Code | Comments             | Excused |
|-----------------|--------|---------------|-------------|---------------|-------------|----------------------|---------|
| 6/26/2013 19:56 | 27R    | N757JD        | N757JD      | C172          | 352         | Touch & Go Training  | Yes     |
| 6/27/2013 21:00 | 27R    | N972TA        | N972TA      | C172          | 343         | Air Traffic Conflict | Yes     |
| 6/28/2013 17:46 | PAD1   | CHPR5         |             | HELO          | 336         | Good Effort          | Yes     |
| 6/28/2013 17:50 | PAD1   | N7QY          | N7QY        | HELO          | 1200        | Air Traffic Conflict | Yes     |
| 6/28/2013 19:51 | 33     | N8312H        | N8312H      | C172          | 325         | Good Effort          | Yes     |
| 6/28/2013 21:53 | 27R    | N6646J        | N6646J      | P28A          | 363         | Not Acceptable       | No      |
| 6/29/2013 03:28 | 27R    |               |             |               | 1200        | Good Effort          | Yes     |
| 6/29/2013 10:15 | 33     | N7771G        | N7771G      | C152          | 1200        | Air Traffic Conflict | Yes     |
| 6/29/2013 10:26 | 27R    | N705SE        | N705SE      | M20T          | 1200        | Good Effort          | Yes     |
| 6/29/2013 13:36 | 27R    | N3700Q        | N3700Q      | PA28          | 345         | Touch & Go Training  | Yes     |
| 6/29/2013 15:47 | 27R    | CAP445        | N445CP      | C182          | 343         | Air Traffic Conflict | Yes     |
| 6/29/2013 22:47 | 33     |               |             |               | 1200        | Not Acceptable       | No      |
| 6/30/2013 10:37 | PAD1   | N115SF        | N486UM      | HELO          | 331         | Air Traffic Conflict | Yes     |
| 6/30/2013 12:37 | PAD1   | CHPR5         |             | HELO          | 1200        | Good Effort          | Yes     |
| 6/30/2013 12:45 | PAD1   | N442BN        | N442BN      | HELO          | 372         | Good Effort          | Yes     |
| 6/30/2013 13:16 | 27R    | CAP445        | N445CP      | C182          | 336         | Air Traffic Conflict | Yes     |
| 6/30/2013 14:51 | 27R    | N428SA        | N428SA      | C172          | 325         | Good Effort          | Yes     |
| 6/30/2013 15:16 | PAD1   | N442BN        | N91920      | HELO          | 351         | Good Effort          | Yes     |
| 6/30/2013 20:45 | 27R    |               |             |               | 1200        | Good Effort          | Yes     |

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## North Field Quiet Hours Departure List for Calendar Quarter

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Comments               | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|------------------------|---------|
| 4/1/2013 03:41  | N888FC        | N888FC      | F2TH          | 4556        | 09R    | Not Acceptable         | No      |
| 4/1/2013 05:55  | MRA687        | N1116N      | C208          | 4246        | 27R    | Time Buffer            | Yes     |
| 4/1/2013 22:21  | N7045Q        | N7045Q      | C182          | 4243        | 33     | Good Effort            | Yes     |
| 4/7/2013 03:21  | N510GP        | N510GP      | C550          | 3356        | 09R    | Good Effort            | Yes     |
| 4/7/2013 23:33  | N216LB        | N216LB      | C414          | 4555        | 27R    | Good Effort            | Yes     |
| 4/9/2013 23:31  | CHP32         |             | HELO          | 1200        | PAD1   | Government Operation   | Yes     |
| 4/11/2013 00:51 | N210PP        | N210PP      | C210          | 4510        | 27R    | Not Acceptable         | No      |
| 4/11/2013 22:14 | N211YP        | N211YP      | EXP           | 4555        | 27R    | Not Acceptable         | No      |
| 4/12/2013 03:47 |               |             | F2TH          | 4530        | 09R    | Not Acceptable         | No      |
| 4/13/2013 05:45 | LN260AJ       | N260AJ      | LJ60          | 3221        | 09R    | Lifeguard Medical      | Yes     |
| 4/15/2013 02:00 | VOI907        | N502VL      | A319          | 3341        | 27L    | RWY 29 Routine Closure | Yes     |
| 4/15/2013 05:46 | MRA687        | N1116N      | C208          | 4233        | 33     | 310 Heading            | No      |
| 4/16/2013 05:58 | N450CC        | N450CC      | HELO          | 315         | PAD1   | Time Buffer            | Yes     |
| 4/16/2013 23:22 | N5969X        | N5969X      | LNC4          | 3335        | 27R    | VFR Departure          | No      |
| 4/17/2013 22:05 | N9560V        | N9560V      | C172          | 4502        | 27R    | Time Buffer            | Yes     |
| 4/18/2013 00:27 | N9777R        | N9777R      | BE35          | 3234        | 09L    | Not Acceptable         | No      |
| 4/19/2013 00:10 | N761BT        | N761BT      | C210          | 360         | 27R    | Good Effort            | Yes     |
| 4/22/2013 02:01 | VOI907        |             | A319          | 3241        | 27L    | RWY 29 Routine Closure | Yes     |
| 4/22/2013 04:47 | VPCPX         |             | PC12          | 3252        | 27R    | Not Acceptable         | No      |

| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Comments                | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|-------------------------|---------|
| 4/22/2013 05:42 | MRA687        | N1116N      | C208          | 4507        | 27R    | 310 Heading             | No      |
| 4/23/2013 05:49 | JAS8          |             | F900          | 3244        | 27L    | Safety/Emergency        | Yes     |
| 4/23/2013 22:02 | N822GS        | N822GS      | BE58          | 4277        | 27R    | Time Buffer             | Yes     |
| 4/23/2013 23:35 | N83225        | N83225      | P28R          | 4270        | 27R    | Not Acceptable          | No      |
| 4/24/2013 22:04 | N8312H        | N8312H      | P28A          | 324         | 33     | Touch & Go Training     | Yes     |
| 4/24/2013 22:54 | LN431GW       |             | PAY2          | 3275        | 27R    | Lifeguard Medical       | Yes     |
| 4/26/2013 22:59 | N550EC        | N550EC      | BE20          | 6350        | 27R    | ATC Staff Reduction     | Yes     |
| 4/26/2013 23:01 | CHN35         | N535GH      | C25B          | 3613        | 27R    | ATC Staff Reduction     | Yes     |
| 4/27/2013 00:53 | N248PH        | N248PH      | BE20          | 4534        | 27R    | ATC Staff Reduction     | Yes     |
| 4/29/2013 01:56 | N102CL        | N102CL      | PRM1          | 3213        | 27L    | RWY 29 Routine Closure  | Yes     |
| 4/29/2013 02:08 | VOI907        |             | A319          | 3236        | 27L    | RWY 29 Routine Closure  | Yes     |
| 4/29/2013 04:56 | UPS2943       | N340UP      | B763          | 3247        | 27L    | RWY 29 Routine Closure  | Yes     |
| 4/29/2013 05:44 | MRA687        | N9469B      | C208          | 4236        | 33     | 310 Heading             | No      |
| 4/29/2013 05:56 | KAI42         | N58HA       | CL30          | 3376        | 09R    | Time Buffer             | Yes     |
| 4/29/2013 22:25 | N56114        | N56114      | PA28          | 4572        | 27R    | Good Effort             | Yes     |
| 4/30/2013 00:02 | N5224U        | N5224U      | C206          | 4524        | 27R    | Not Acceptable          | No      |
| 5/1/2013 23:42  | LN6373        | N44CK       | C525          | 345         | 09L    | Lifeguard Medical       | Yes     |
| 5/2/2013 05:57  | PCM8709       |             | C208          | 4220        | 27L    | Not Acceptable          | No      |
| 5/3/2013 05:54  | PCM8709       |             | C208          | 4202        | 27L    | 310 Heading             | No      |
| 5/5/2013 22:05  | N442BN        | N442BN      | HELO          | 1200        | PAD1   | System Error            | Yes     |
| 5/5/2013 23:40  | N950X         | N950X       | FA7X          | 3224        | 09R    | Not Acceptable          | No      |
| 5/6/2013 00:08  | EJA599        |             | C56X          | 3373        | 09R    | Not Acceptable          | No      |
| 5/6/2013 00:18  | EJA725        | N725QS      | GALX          | 3266        | 09R    | Not Acceptable          | No      |
| 5/6/2013 02:14  | VOI907        |             | A319          | 3335        | 09R    | Not Acceptable          | No      |
| 5/6/2013 05:20  | N384GT        | N384GT      | BE20          | 3303        | 09L    | Runway 09L Departure    | No      |
| 5/6/2013 23:24  | N27975        | N27975      | PA31          | 4217        | 27L    | Wide Salad              | No      |
| 5/7/2013 22:45  | N17WC         | N17WC       | B350          | 3245        | 27R    | Wide Salad              | No      |
| 5/8/2013 23:27  | N908BS        | N908BS      | BE20          | 4566        | 27R    | Not Acceptable          | No      |
| 5/9/2013 02:59  | LN5950C       |             | G150          | 3275        | 27L    | Lifeguard Medical       | Yes     |
| 5/9/2013 05:05  |               |             | C25B          | 4203        | 09R    | Not Acceptable          | No      |
| 5/10/2013 01:30 | MMY1          |             | BE9L          | 4261        | 27R    | Wide Salad              | No      |
| 5/10/2013 23:17 | N686PC        | N686PC      | PC12          | 3224        | 27R    | Wide Salad              | No      |
| 5/10/2013 23:22 | N3681G        | N3681G      | BE58          | 4262        | 27R    | Weather/Wind Conditions | Yes     |
| 5/11/2013 22:10 | N3429X        | N3429X      | M20P          | 3321        | 27R    | Time Buffer             | Yes     |
| 5/13/2013 01:57 | VOI907        | N502VL      | A319          | 3376        | 27L    | RWY 29 Routine Closure  | Yes     |
| 5/13/2013 02:51 | N600MV        | N600MV      | H25C          | 3357        | 27L    | RWY 29 Routine Closure  | Yes     |
| 5/13/2013 04:46 | UPS2943       | N345UP      | B763          | 3363        | 27L    | RWY 29 Routine Closure  | Yes     |
| 5/13/2013 05:51 | N7000C        | N7000C      | CL30          | 3324        | 27R    | RWY 29 Routine Closure  | Yes     |
| 5/13/2013 05:52 | MRA687        | N9469B      | C208          | 4220        | 27R    | Time Buffer             | Yes     |
| 5/14/2013 00:21 | CMD70         | N370CS      | BE20          | 4206        | 27R    | Wide Salad              | No      |
| 5/15/2013 22:08 | N5216N        | N5216N      | C172          | 356         | 27R    | Time Buffer             | Yes     |
| 5/15/2013 23:59 | N604TC        | N604TC      | CL60          | 3330        | 09R    | Not Acceptable          | No      |
| 5/16/2013 00:15 |               |             | PAY2          | 3254        | 09L    | Not Acceptable          | No      |
| 5/16/2013 04:35 | N716WA        | N716WA      | PAY2          | 3271        | 27R    | Not Acceptable          | No      |
| 5/16/2013 22:48 | N73785        | N73785      | C172          | 4526        | 27R    | Not Acceptable          | No      |
| 5/16/2013 22:54 | N3681G        | N3681G      | BE58          | 336         | 27L    | Not Acceptable          | No      |
| 5/19/2013 04:51 | AAY4104       | N948MA      | MD87          | 3341        | 09R    | Good Effort             | Yes     |
| 5/20/2013 02:03 | VOI907        |             | A319          | 3315        | 27L    | RWY 29 Routine Closure  | Yes     |



| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Comments               | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|------------------------|---------|
| 5/20/2013 02:10 | NKS716        | N532NK      | A319          | 3245        | 27L    | RWY 29 Routine Closure | Yes     |
| 5/20/2013 04:56 | UPS2943       | N355UP      | B763          | 3244        | 27R    | RWY 29 Routine Closure | Yes     |
| 5/20/2013 05:46 | MRA687        | N1116N      | C208          | 4214        | 33     | 310 Heading            | No      |
| 5/20/2013 22:48 | N10557        | N10557      | C150          | 377         | 27R    | Audio Not Available    | No      |
| 5/27/2013 02:17 | VOI907        |             | A319          | 3316        | 27L    | RWY 29 Routine Closure | Yes     |
| 5/28/2013 03:13 | LREH1         | N53RX       | A109          | 4555        | 27R    | Lifeguard Medical      | Yes     |
| 5/30/2013 23:06 | N71HE         | N71HE       | C414          | 4202        | 27R    | VFR Departure          | No      |
| 5/30/2013 23:46 | LNDCM6373     | N44CK       | C525          | 4213        | 27L    | Lifeguard Medical      | Yes     |
| 5/31/2013 23:10 | N359DG        | N359DG      | B350          | 4213        | 27R    | Wide Salad             | No      |
| 6/1/2013 00:38  | CHP32         |             | HELO          | 314         | PAD1   | Law Enforcement        | Yes     |
| 6/1/2013 22:32  | N12161        | N12161      | C172          | 4525        | 27R    | VFR Departure          | No      |
| 6/3/2013 02:14  | VOI907        |             | A319          | 3331        | 27L    | RWY 29 Routine Closure | Yes     |
| 6/3/2013 04:45  | EJA997        | N997QS      | C750          | 3355        | 27L    | RWY 29 Routine Closure | Yes     |
| 6/3/2013 04:53  | UPS2943       | N301UP      | B763          | 3277        | 27L    | RWY 29 Routine Closure | Yes     |
| 6/6/2013 05:56  | PCM8709       | N713FX      | C208          | 4261        | 27R    | Time Buffer            | Yes     |
| 6/7/2013 05:58  | PCM8709       | N713FX      | C208          | 4254        | 27R    | Time Buffer            | Yes     |
| 6/8/2013 22:22  | N516CB        | N516CB      | PC12          | 3651        | 27R    | Wide Salad             | No      |
| 6/8/2013 23:16  | N669TW        | N669TW      | C172          | 317         | 27R    | 310 Heading            | No      |
| 6/10/2013 01:29 | SIS450        | N450XX      | GLF4          | 4217        | 27R    | RWY 29 Routine Closure | Yes     |
| 6/10/2013 02:05 | VOI907        |             | A319          | 3362        | 27L    | RWY 29 Routine Closure | Yes     |
| 6/10/2013 04:49 |               |             | C510          | 4252        | 27L    | Not Acceptable         | No      |
| 6/10/2013 04:51 | UPS2943       | N320UP      | B763          | 3375        | 27L    | RWY 29 Routine Closure | Yes     |
| 6/10/2013 05:41 | GDG495        | N495RS      | GLF4          | 3264        | 27L    | RWY 29 Routine Closure | Yes     |
| 6/10/2013 05:49 | MRA687        | N1116N      | C208          | 4203        | 33     | Not Acceptable         | No      |
| 6/12/2013 00:41 |               |             |               | 1200        | 27R    | Not Acceptable         | No      |
| 6/12/2013 22:29 | N60KA         | N60KA       | B350          | 4222        | 27R    | Good Effort            | Yes     |
| 6/13/2013 22:02 | N311GC        | N311GC      | BE9T          | 3266        | 27R    | Time Buffer            | Yes     |
| 6/14/2013 02:28 | N431GW        | N431GW      | PAY2          | 3225        | 09L    | Good Effort            | Yes     |
| 6/15/2013 22:08 | N2933A        | N2933A      | P28A          | 4506        | 27R    | Time Buffer            | Yes     |
| 6/17/2013 02:08 | VOI907        | N511VL      | A319          | 3274        | 27L    | RWY 29 Routine Closure | Yes     |
| 6/17/2013 05:01 | UPS2943       | N319UP      | B763          | 3234        | 27L    | RWY 29 Routine Closure | Yes     |
| 6/17/2013 05:10 | KFS10         |             | LR36          | 3257        | 27L    | RWY 29 Routine Closure | Yes     |
| 6/17/2013 05:51 | N64FB         | N64FB       | BE30          | 3374        | 27R    | Time Buffer            | Yes     |
| 6/17/2013 22:17 | N1484B        | N1484B      | C172          | 3361        | 27R    | System Error           | Yes     |
| 6/20/2013 22:21 | LN99AG        |             | C25B          | 4242        | 27L    | Lifeguard Medical      | Yes     |
| 6/20/2013 22:48 | N900MT        | N900MT      | BE9L          | 4245        | 27R    | Wide Salad             | No      |
| 6/23/2013 05:50 | REH3          | N31RX       | EC35          | 4223        | 27R    | Lifeguard Medical      | Yes     |
| 6/24/2013 02:19 | VOI907        |             | A319          | 3310        | 27L    | RWY 29 Routine Closure | Yes     |
| 6/24/2013 23:29 |               |             | PAY2          | 3260        | 09L    | Runway 09L Departure   | No      |
| 6/25/2013 05:55 | N650JS        | N650JS      | H25B          | 3311        | 09L    | Time Buffer            | Yes     |
| 6/27/2013 02:01 | LN771MF       | N419R       | PAY2          | 3364        | 27R    | Lifeguard Medical      | Yes     |
| 6/28/2013 05:05 | N60YP         | N60YP       | B350          | 3242        | 27R    | Wide Salad             | No      |
| 6/28/2013 22:06 | N4261J        | N4261J      | PA28          | 370         | 09L    | Time Buffer            | Yes     |
| 6/28/2013 22:37 | N6584W        | N6584W      | PA28          | 371         | 27R    | Touch & Go Training    | Yes     |
| 6/29/2013 03:28 |               |             |               | 1200        | 27R    | Good Effort            | Yes     |
| 6/29/2013 22:47 |               |             |               | 1200        | 33     | 310 Heading            | No      |
| 6/30/2013 22:29 | N808GW        | N808GW      | SR22          | 3244        | 27R    | Wide Salad             | No      |
| 6/30/2013 22:52 | LN431GW       |             | PAY2          | 3204        | 27R    | Lifeguard Medical      | Yes     |



| Date/Time       | Flight Number | Tail Number | Aircraft Type | Beacon Code | Runway | Comments           | Excused |
|-----------------|---------------|-------------|---------------|-------------|--------|--------------------|---------|
| 6/30/2013 23:11 | SWA189        | N211WN      | B737          | 3726        | 27L    | Runway Maintenance | Yes     |

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

| Date Time                       | NMT                | Lmax                 | SEL                  | Duration (seconds) | Flight Number          | Tail Number            | Aircraft Type        | Runway              |
|---------------------------------|--------------------|----------------------|----------------------|--------------------|------------------------|------------------------|----------------------|---------------------|
| 4/1/2013 03:41                  | 12                 | 72.8                 | 81.1                 | 18                 | N888FC                 | N888FC                 | F2TH                 | 09R                 |
| 4/1/2013 22:22                  | 3                  | 73                   | 80.8                 | 16                 | N7045Q                 | N7045Q                 | C182                 | 33                  |
| <a href="#">4/1/2013 22:25</a>  | <a href="#">4</a>  | <a href="#">80.9</a> | <a href="#">89.7</a> | <a href="#">29</a> | <a href="#">N6271R</a> | <a href="#">N6271R</a> | <a href="#">CE58</a> | <a href="#">27R</a> |
| 4/1/2013 22:25                  | 5                  | 71                   | 80.9                 | 18                 | N6271R                 | N6271R                 | CE58                 | 27R                 |
| 4/1/2013 22:26                  | 8                  | 75                   | 84.7                 | 25                 | N6271R                 | N6271R                 | CE58                 | 27R                 |
| 4/1/2013 22:26                  | 3                  | 74.3                 | 84.9                 | 31                 | N6271R                 | N6271R                 | CE58                 | 27R                 |
| 4/2/2013 22:20                  | 4                  | 73.7                 | 81.3                 | 13                 | N9033R                 | N9033R                 | C182                 | 27R                 |
| 4/2/2013 22:21                  | 3                  | 76.1                 | 81.2                 | 8                  | N9033R                 | N9033R                 | C182                 | 27R                 |
| <a href="#">4/2/2013 22:44</a>  | <a href="#">14</a> | <a href="#">76.4</a> | <a href="#">85.4</a> | <a href="#">22</a> | <a href="#">N3282D</a> | <a href="#">N3282D</a> | <a href="#">C180</a> | <a href="#">09L</a> |
| <a href="#">4/3/2013 23:36</a>  | <a href="#">9</a>  | <a href="#">78.3</a> | <a href="#">86.4</a> | <a href="#">18</a> | <a href="#">N510GP</a> | <a href="#">N510GP</a> | <a href="#">C550</a> | <a href="#">09R</a> |
| 4/3/2013 23:36                  | 11                 | 71.4                 | 80.2                 | 12                 | N510GP                 | N510GP                 | C550                 | 09R                 |
| 4/4/2013 23:53                  | 9                  | 74.5                 | 82.9                 | 19                 | N3282D                 | N3282D                 | C180                 | 09L                 |
| <a href="#">4/4/2013 23:53</a>  | <a href="#">10</a> | <a href="#">75.8</a> | <a href="#">85.3</a> | <a href="#">27</a> | <a href="#">N3282D</a> | <a href="#">N3282D</a> | <a href="#">C180</a> | <a href="#">09L</a> |
| 4/4/2013 23:53                  | 11                 | 73.1                 | 83.1                 | 21                 | N3282D                 | N3282D                 | C180                 | 09L                 |
| 4/7/2013 03:21                  | 9                  | 76.7                 | 84.7                 | 16                 | N510GP                 | N510GP                 | C550                 | 09R                 |
| 4/7/2013 23:33                  | 9                  | 70.8                 | 84.2                 | 66                 | N216LB                 | N216LB                 | C414                 | 27R                 |
| 4/7/2013 23:34                  | 3                  | 68.7                 | 80.4                 | 34                 | N216LB                 | N216LB                 | C414                 | 27R                 |
| 4/7/2013 23:34                  | 4                  | 77.9                 | 84.5                 | 20                 | N216LB                 | N216LB                 | C414                 | 27R                 |
| 4/7/2013 23:34                  | 8                  | 74.3                 | 82.3                 | 16                 | N216LB                 | N216LB                 | C414                 | 27R                 |
| 4/7/2013 23:34                  | 3                  | 74                   | 82.8                 | 29                 | N216LB                 | N216LB                 | C414                 | 27R                 |
| 4/8/2013 03:30                  | 9                  | 73.3                 | 82.8                 | 18                 | N431GW                 | N431GW                 | PAY2                 | 27R                 |
| 4/10/2013 23:39                 | 4                  | 78.6                 | 84.6                 | 18                 | N515D                  | N515D                  | C340                 | 27R                 |
| 4/12/2013 03:47                 | 12                 | 77.2                 | 83.8                 | 14                 |                        |                        | F2TH                 | 09R                 |
| 4/12/2013 22:44                 | 3                  | 75.4                 | 82.5                 | 17                 | N6462Q                 | N6462Q                 | M20P                 | 33                  |
| 4/13/2013 05:46                 | 12                 | 74.1                 | 82.2                 | 24                 | LN260AJ                | N260AJ                 | LJ60                 | 09R                 |
| <a href="#">4/15/2013 02:01</a> | <a href="#">4</a>  | <a href="#">80.9</a> | <a href="#">90.9</a> | <a href="#">26</a> | <a href="#">VOI907</a> | <a href="#">N502VL</a> | <a href="#">A319</a> | <a href="#">27L</a> |
| <a href="#">4/15/2013 02:01</a> | <a href="#">5</a>  | <a href="#">81.4</a> | <a href="#">90.7</a> | <a href="#">26</a> | <a href="#">VOI907</a> | <a href="#">N502VL</a> | <a href="#">A319</a> | <a href="#">27L</a> |
| <a href="#">4/15/2013 02:01</a> | <a href="#">6</a>  | <a href="#">77.2</a> | <a href="#">87.5</a> | <a href="#">34</a> | <a href="#">VOI907</a> | <a href="#">N502VL</a> | <a href="#">A319</a> | <a href="#">27L</a> |
| 4/15/2013 02:01                 | 7                  | 71.9                 | 83.4                 | 31                 | VOI907                 | N502VL                 | A319                 | 27L                 |
| 4/16/2013 23:23                 | 3                  | 78.1                 | 83.9                 | 15                 | N5969X                 | N5969X                 | LNC4                 | 27R                 |
| <a href="#">4/18/2013 00:28</a> | <a href="#">9</a>  | <a href="#">83.4</a> | <a href="#">88.2</a> | <a href="#">13</a> | <a href="#">N9777R</a> | <a href="#">N9777R</a> | <a href="#">BE35</a> | <a href="#">09L</a> |
| 4/18/2013 00:28                 | 10                 | 73.1                 | 81.4                 | 14                 | N9777R                 | N9777R                 | BE35                 | 09L                 |
| 4/18/2013 00:28                 | 12                 | 72.4                 | 80.5                 | 14                 | N9777R                 | N9777R                 | BE35                 | 09L                 |
| 4/18/2013 00:29                 | 1                  | 78.1                 | 84.2                 | 12                 | N9777R                 | N9777R                 | BE35                 | 09L                 |
| <a href="#">4/19/2013 00:10</a> | <a href="#">4</a>  | <a href="#">82.8</a> | <a href="#">87.2</a> | <a href="#">13</a> | <a href="#">N761BT</a> | <a href="#">N761BT</a> | <a href="#">C210</a> | <a href="#">27R</a> |
| <a href="#">4/19/2013 00:11</a> | <a href="#">8</a>  | <a href="#">79.2</a> | <a href="#">85.5</a> | <a href="#">10</a> | <a href="#">N761BT</a> | <a href="#">N761BT</a> | <a href="#">C210</a> | <a href="#">27R</a> |
| 4/19/2013 00:11                 | 3                  | 74.6                 | 82.4                 | 15                 | N761BT                 | N761BT                 | C210                 | 27R                 |
| 4/22/2013 00:48                 | 4                  | 73.3                 | 80.5                 | 15                 | N6462Q                 | N6462Q                 | MO20                 | 27R                 |
| <a href="#">4/22/2013 02:01</a> | <a href="#">4</a>  | <a href="#">83.1</a> | <a href="#">91.3</a> | <a href="#">31</a> | <a href="#">VOI907</a> |                        | <a href="#">A319</a> | <a href="#">27L</a> |
| <a href="#">4/22/2013 02:01</a> | <a href="#">5</a>  | <a href="#">86</a>   | <a href="#">93.4</a> | <a href="#">30</a> | <a href="#">VOI907</a> |                        | <a href="#">A319</a> | <a href="#">27L</a> |

| Date Time       | NMT | Lmax | SEL  | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 4/22/2013 02:01 | 6   | 78.4 | 88.6 | 23                 | VOI907        |             | A319          | 27L    |
| 4/22/2013 04:47 | 5   | 74.5 | 80.6 | 13                 | VPCPX         |             | PC12          | 27R    |
| 4/23/2013 05:49 | 4   | 73.5 | 81.6 | 18                 | JAS8          |             | F900          | 27L    |
| 4/23/2013 05:49 | 5   | 75.7 | 83.8 | 17                 | JAS8          |             | F900          | 27L    |
| 4/23/2013 05:49 | 6   | 75.2 | 82.5 | 13                 | JAS8          |             | F900          | 27L    |
| 4/23/2013 22:03 | 4   | 82   | 88.2 | 27                 | N822GS        | N822GS      | BE58          | 27R    |
| 4/23/2013 22:03 | 5   | 73.4 | 81.3 | 18                 | N822GS        | N822GS      | BE58          | 27R    |
| 4/23/2013 23:36 | 4   | 75.3 | 81.8 | 11                 | N83225        | N83225      | P28R          | 27R    |
| 4/24/2013 22:55 | 8   | 74.5 | 80.3 | 10                 | LN431GW       |             | PAY2          | 27R    |
| 4/26/2013 22:59 | 8   | 70.9 | 80.2 | 18                 | N550EC        | N550EC      | BE20          | 27R    |
| 4/26/2013 23:01 | 4   | 86.8 | 91.6 | 18                 | CHN35         | N535GH      | C25B          | 27R    |
| 4/26/2013 23:01 | 5   | 76.2 | 84.2 | 18                 | CHN35         | N535GH      | C25B          | 27R    |
| 4/26/2013 23:02 | 6   | 76.5 | 83.6 | 14                 | CHN35         | N535GH      | C25B          | 27R    |
| 4/27/2013 00:53 | 4   | 75.7 | 80.8 | 14                 | N248PH        | N248PH      | BE20          | 27R    |
| 4/27/2013 00:54 | 8   | 74.4 | 80.1 | 9                  | N248PH        | N248PH      | BE20          | 27R    |
| 4/29/2013 01:56 | 4   | 78.6 | 85.6 | 17                 | N102CL        | N102CL      | PRM1          | 27L    |
| 4/29/2013 01:56 | 5   | 82.8 | 89   | 15                 | N102CL        | N102CL      | PRM1          | 27L    |
| 4/29/2013 01:56 | 6   | 79.9 | 86.9 | 15                 | N102CL        | N102CL      | PRM1          | 27L    |
| 4/29/2013 02:08 | 4   | 82.4 | 90.8 | 21                 | VOI907        |             | A319          | 27L    |
| 4/29/2013 02:08 | 5   | 87.1 | 94   | 20                 | VOI907        |             | A319          | 27L    |
| 4/29/2013 02:08 | 6   | 82.1 | 90.6 | 21                 | VOI907        |             | A319          | 27L    |
| 4/29/2013 02:08 | 7   | 70.7 | 80   | 18                 | VOI907        |             | A319          | 27L    |
| 4/29/2013 04:56 | 4   | 82.2 | 91.3 | 27                 | UPS2943       | N340UP      | B763          | 27L    |
| 4/29/2013 04:56 | 5   | 85.8 | 92.5 | 28                 | UPS2943       | N340UP      | B763          | 27L    |
| 4/29/2013 04:56 | 6   | 75.4 | 86.2 | 26                 | UPS2943       | N340UP      | B763          | 27L    |
| 4/29/2013 05:55 | 10  | 68.2 | 81.2 | 78                 | KAI42         | N58HA       | CL30          | 09R    |
| 4/29/2013 05:56 | 9   | 76.4 | 84.4 | 17                 | KAI42         | N58HA       | CL30          | 09R    |
| 4/29/2013 05:57 | 12  | 78.9 | 87   | 23                 | KAI42         | N58HA       | CL30          | 09R    |
| 4/30/2013 00:02 | 4   | 82.1 | 89.1 | 26                 | N5224U        | N5224U      | C206          | 27R    |
| 4/30/2013 00:02 | 5   | 77.6 | 84   | 17                 | N5224U        | N5224U      | C206          | 27R    |
| 4/30/2013 00:03 | 6   | 73.2 | 80.8 | 12                 | N5224U        | N5224U      | C206          | 27R    |
| 4/30/2013 00:03 | 8   | 80.7 | 88.3 | 17                 | N5224U        | N5224U      | C206          | 27R    |
| 4/30/2013 00:03 | 3   | 78.7 | 87.1 | 21                 | N5224U        | N5224U      | C206          | 27R    |
| 5/1/2013 23:42  | 9   | 81.1 | 87.3 | 13                 | LN6373        | N44CK       | C525          | 09L    |
| 5/2/2013 05:57  | 5   | 78.6 | 83.8 | 12                 | PCM8709       |             | C208          | 27L    |
| 5/2/2013 05:58  | 6   | 77.8 | 83.3 | 11                 | PCM8709       |             | C208          | 27L    |
| 5/2/2013 05:58  | 7   | 72.6 | 80.3 | 16                 | PCM8709       |             | C208          | 27L    |
| 5/2/2013 23:50  | 9   | 73.8 | 82.8 | 17                 |               |             | GLF4          | 09R    |
| 5/3/2013 05:54  | 5   | 77.8 | 83.2 | 11                 | PCM8709       |             | C208          | 27L    |
| 5/4/2013 05:56  | 3   | 77.2 | 83.7 | 15                 | N246DX        | N246DX      | SR22          | 33     |
| 5/5/2013 23:41  | 10  | 73.4 | 82.6 | 31                 | N950X         | N950X       | FA7X          | 09R    |
| 5/5/2013 23:41  | 9   | 79.8 | 88.7 | 28                 | N950X         | N950X       | FA7X          | 09R    |
| 5/5/2013 23:41  | 12  | 80.6 | 90.7 | 35                 | N950X         | N950X       | FA7X          | 09R    |
| 5/5/2013 23:41  | 2   | 71.5 | 82   | 32                 | N950X         | N950X       | FA7X          | 09R    |
| 5/5/2013 23:49  | 9   | 75.9 | 81.1 | 9                  | N49WC         | N49WC       | B350          | 15     |
| 5/6/2013 00:09  | 12  | 73.5 | 80.7 | 18                 | EJA599        |             | C56X          | 09R    |
| 5/6/2013 00:18  | 9   | 73.9 | 80.4 | 12                 | EJA725        | N725QS      | GALX          | 09R    |
| 5/6/2013 00:19  | 12  | 76.1 | 84.3 | 18                 | EJA725        | N725QS      | GALX          | 09R    |
| 5/6/2013 00:20  | 9   | 70.9 | 80.8 | 15                 | N288HK        | N288HK      | C680          | 09R    |
| 5/6/2013 00:20  | 12  | 71.2 | 80.8 | 25                 | N288HK        | N288HK      | C680          | 09R    |
| 5/6/2013 02:14  | 9   | 82.1 | 90.7 | 23                 | VOI907        |             | A319          | 09R    |

| Date Time       | NMT | Lmax | SEL  | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 5/6/2013 02:14  | 10  | 76.1 | 84.9 | 28                 | VOI907        |             | A319          | 09R    |
| 5/6/2013 02:14  | 12  | 71.7 | 83.7 | 34                 | VOI907        |             | A319          | 09R    |
| 5/6/2013 02:14  | 13  | 68.9 | 80.6 | 38                 | VOI907        |             | A319          | 09R    |
| 5/6/2013 02:15  | 1   | 73.5 | 83.9 | 30                 | VOI907        |             | A319          | 09R    |
| 5/6/2013 05:13  | 9   | 80.8 | 90.2 | 26                 | UPS2943       |             | B763          | 09R    |
| 5/6/2013 05:13  | 10  | 76.3 | 86.4 | 29                 | UPS2943       |             | B763          | 09R    |
| 5/6/2013 05:13  | 12  | 71.4 | 82.9 | 33                 | UPS2943       |             | B763          | 09R    |
| 5/6/2013 05:14  | 1   | 71.3 | 81.6 | 27                 | UPS2943       |             | B763          | 09R    |
| 5/6/2013 23:25  | 5   | 83.8 | 88.4 | 16                 | N27975        | N27975      | PA31          | 27L    |
| 5/6/2013 23:25  | 6   | 81.3 | 86.8 | 13                 | N27975        | N27975      | PA31          | 27L    |
| 5/6/2013 23:26  | 7   | 77   | 82.2 | 13                 | N27975        | N27975      | PA31          | 27L    |
| 5/7/2013 23:23  | 14  | 79.5 | 87.7 | 22                 | N3282D        | N3282D      | C180          | 15     |
| 5/8/2013 23:27  | 4   | 80.2 | 85.1 | 14                 | N908BS        | N908BS      | BE20          | 27R    |
| 5/8/2013 23:27  | 8   | 73   | 80.3 | 9                  | N908BS        | N908BS      | BE20          | 27R    |
| 5/9/2013 02:59  | 4   | 81.7 | 89.6 | 22                 | LN5950C       |             | G150          | 27L    |
| 5/9/2013 02:59  | 5   | 79.9 | 89   | 27                 | LN5950C       |             | G150          | 27L    |
| 5/9/2013 02:59  | 6   | 76.3 | 85.9 | 24                 | LN5950C       |             | G150          | 27L    |
| 5/9/2013 03:31  | 4   | 71.8 | 81.5 | 24                 | LN54DD        |             | C560          | 27L    |
| 5/9/2013 03:31  | 5   | 73.5 | 82.8 | 23                 | LN54DD        |             | C560          | 27L    |
| 5/10/2013 01:30 | 4   | 84.7 | 88.9 | 13                 | MMY1          |             | BE9L          | 27R    |
| 5/10/2013 01:30 | 5   | 76.5 | 81.6 | 10                 | MMY1          |             | BE9L          | 27R    |
| 5/10/2013 01:31 | 8   | 78.6 | 85.4 | 10                 | MMY1          |             | BE9L          | 27R    |
| 5/10/2013 01:31 | 3   | 74.6 | 81.7 | 15                 | MMY1          |             | BE9L          | 27R    |
| 5/10/2013 23:17 | 4   | 78.2 | 82.6 | 10                 | N686PC        | N686PC      | PC12          | 27R    |
| 5/10/2013 23:22 | 4   | 73.8 | 82.6 | 21                 | N3681G        | N3681G      | BE58          | 27R    |
| 5/10/2013 23:23 | 8   | 75.8 | 84.2 | 18                 | N3681G        | N3681G      | BE58          | 27R    |
| 5/11/2013 22:11 | 4   | 74   | 80.8 | 13                 | N3429X        | N3429X      | M20P          | 27R    |
| 5/11/2013 22:11 | 8   | 75.2 | 80.6 | 7                  | N3429X        | N3429X      | M20P          | 27R    |
| 5/13/2013 01:57 | 4   | 80.6 | 90.3 | 23                 | VOI907        | N502VL      | A319          | 27L    |
| 5/13/2013 01:57 | 5   | 84.1 | 92.4 | 27                 | VOI907        | N502VL      | A319          | 27L    |
| 5/13/2013 01:57 | 6   | 77   | 87.2 | 22                 | VOI907        | N502VL      | A319          | 27L    |
| 5/13/2013 02:51 | 4   | 81.8 | 88.6 | 17                 | N600MV        | N600MV      | H25C          | 27L    |
| 5/13/2013 02:51 | 5   | 87   | 92.8 | 20                 | N600MV        | N600MV      | H25C          | 27L    |
| 5/13/2013 02:51 | 6   | 81.3 | 88.8 | 17                 | N600MV        | N600MV      | H25C          | 27L    |
| 5/13/2013 04:46 | 4   | 85.3 | 93.8 | 27                 | UPS2943       | N345UP      | B763          | 27L    |
| 5/13/2013 04:46 | 5   | 86.7 | 94.9 | 28                 | UPS2943       | N345UP      | B763          | 27L    |
| 5/13/2013 04:46 | 6   | 80.2 | 89.9 | 25                 | UPS2943       | N345UP      | B763          | 27L    |
| 5/13/2013 04:46 | 8   | 72   | 81.9 | 18                 | UPS2943       | N345UP      | B763          | 27L    |
| 5/13/2013 04:47 | 7   | 71.9 | 82.2 | 25                 | UPS2943       | N345UP      | B763          | 27L    |
| 5/13/2013 05:51 | 4   | 83   | 89.6 | 22                 | N7000C        | N7000C      | CL30          | 27R    |
| 5/13/2013 05:51 | 5   | 79   | 88.1 | 21                 | N7000C        | N7000C      | CL30          | 27R    |
| 5/13/2013 05:51 | 6   | 79.3 | 87.3 | 20                 | N7000C        | N7000C      | CL30          | 27R    |
| 5/13/2013 05:52 | 7   | 71.8 | 82.2 | 22                 | N7000C        | N7000C      | CL30          | 27R    |
| 5/14/2013 00:21 | 8   | 76   | 81.3 | 8                  | CMD70         | N370CS      | BE20          | 27R    |
| 5/16/2013 04:35 | 4   | 75.7 | 82.7 | 16                 | N716WA        | N716WA      | PAY2          | 27R    |
| 5/16/2013 22:54 | 4   | 76.6 | 85   | 22                 | N3681G        | N3681G      | BE58          | 27L    |
| 5/16/2013 22:55 | 8   | 73.3 | 82.2 | 16                 | N3681G        | N3681G      | BE58          | 27L    |
| 5/16/2013 23:14 | 4   | 78   | 85   | 24                 | N799          | N799        | C421          | 27R    |
| 5/16/2013 23:14 | 8   | 72.5 | 81.4 | 14                 | N799          | N799        | C421          | 27R    |
| 5/16/2013 23:14 | 3   | 71.6 | 81.3 | 20                 | N799          | N799        | C421          | 27R    |
| 5/19/2013 04:50 | 4   | 71.8 | 81.4 | 25                 | AAY4104       | N948MA      | MD87          | 09R    |

| Date Time       | NMT | Lmax | SEL  | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 5/19/2013 04:50 | 8   | 73.7 | 81.7 | 14                 | AAY4104       | N948MA      | MD87          | 09R    |
| 5/19/2013 04:51 | 9   | 82.2 | 92.3 | 36                 | AAY4104       | N948MA      | MD87          | 09R    |
| 5/19/2013 04:51 | 10  | 79.4 | 89.2 | 41                 | AAY4104       | N948MA      | MD87          | 09R    |
| 5/19/2013 04:51 | 12  | 85.3 | 94   | 51                 | AAY4104       | N948MA      | MD87          | 09R    |
| 5/19/2013 04:51 | 2   | 79.6 | 89.5 | 43                 | AAY4104       | N948MA      | MD87          | 09R    |
| 5/19/2013 04:51 | 13  | 69   | 80.4 | 28                 | AAY4104       | N948MA      | MD87          | 09R    |
| 5/19/2013 04:52 | 1   | 75.8 | 86.9 | 34                 | AAY4104       | N948MA      | MD87          | 09R    |
| 5/20/2013 02:03 | 4   | 82.3 | 90.5 | 21                 | VOI907        |             | A319          | 27L    |
| 5/20/2013 02:03 | 5   | 86.2 | 93.9 | 23                 | VOI907        |             | A319          | 27L    |
| 5/20/2013 02:03 | 6   | 78.8 | 88.8 | 26                 | VOI907        |             | A319          | 27L    |
| 5/20/2013 02:03 | 7   | 68.7 | 80.1 | 21                 | VOI907        |             | A319          | 27L    |
| 5/20/2013 02:10 | 4   | 84.8 | 92   | 24                 | NKS716        | N532NK      | A319          | 27L    |
| 5/20/2013 02:10 | 5   | 87.3 | 94.4 | 28                 | NKS716        | N532NK      | A319          | 27L    |
| 5/20/2013 02:10 | 6   | 79.9 | 90   | 24                 | NKS716        | N532NK      | A319          | 27L    |
| 5/20/2013 04:54 | 10  | 64.2 | 80.8 | 78                 | UPS2943       | N355UP      | B763          | 27R    |
| 5/20/2013 04:55 | 4   | 81.1 | 90.9 | 27                 | UPS2943       | N355UP      | B763          | 27R    |
| 5/20/2013 04:56 | 5   | 83.5 | 92.3 | 27                 | UPS2943       | N355UP      | B763          | 27R    |
| 5/20/2013 04:56 | 6   | 76.3 | 86.8 | 26                 | UPS2943       | N355UP      | B763          | 27R    |
| 5/22/2013 01:20 | 4   | 74.7 | 80   | 10                 | N8191R        | N8191R      | BE35          | 27R    |
| 5/24/2013 23:33 | 4   | 77.3 | 83.5 | 16                 | AMF2115       |             | PA31          | 27R    |
| 5/24/2013 23:34 | 3   | 73.7 | 80.3 | 14                 | AMF2115       |             | PA31          | 27R    |
| 5/27/2013 02:17 | 4   | 83.3 | 91.6 | 24                 | VOI907        |             | A319          | 27L    |
| 5/27/2013 02:18 | 5   | 84.5 | 92.6 | 24                 | VOI907        |             | A319          | 27L    |
| 5/27/2013 02:18 | 6   | 78.7 | 89   | 26                 | VOI907        |             | A319          | 27L    |
| 5/27/2013 02:18 | 7   | 73.2 | 81.9 | 20                 | VOI907        |             | A319          | 27L    |
| 5/30/2013 23:46 | 4   | 76.2 | 83.7 | 16                 | LNDCM6373     | N44CK       | C525          | 27L    |
| 5/30/2013 23:46 | 5   | 82.2 | 89.3 | 16                 | LNDCM6373     | N44CK       | C525          | 27L    |
| 5/30/2013 23:46 | 6   | 80.3 | 87.2 | 16                 | LNDCM6373     | N44CK       | C525          | 27L    |
| 5/30/2013 23:46 | 7   | 73.5 | 82.2 | 15                 | LNDCM6373     | N44CK       | C525          | 27L    |
| 6/3/2013 00:03  | 10  | 73.5 | 84   | 37                 | N3282D        | N3282D      | C170          | 09L    |
| 6/3/2013 00:03  | 9   | 70.5 | 80.5 | 22                 | N3282D        | N3282D      | C170          | 09L    |
| 6/3/2013 02:14  | 4   | 82.8 | 91.2 | 23                 | VOI907        |             | A319          | 27L    |
| 6/3/2013 02:14  | 5   | 88.1 | 95   | 21                 | VOI907        |             | A319          | 27L    |
| 6/3/2013 02:14  | 6   | 82.7 | 92.1 | 28                 | VOI907        |             | A319          | 27L    |
| 6/3/2013 02:15  | 7   | 75.4 | 83.7 | 18                 | VOI907        |             | A319          | 27L    |
| 6/3/2013 04:45  | 4   | 75.3 | 81.6 | 15                 | EJA997        | N997QS      | C750          | 27L    |
| 6/3/2013 04:45  | 5   | 79.9 | 86   | 15                 | EJA997        | N997QS      | C750          | 27L    |
| 6/3/2013 04:45  | 6   | 74.8 | 82.1 | 11                 | EJA997        | N997QS      | C750          | 27L    |
| 6/3/2013 04:53  | 4   | 83.7 | 92.9 | 25                 | UPS2943       | N301UP      | B763          | 27L    |
| 6/3/2013 04:53  | 5   | 84.3 | 93.3 | 29                 | UPS2943       | N301UP      | B763          | 27L    |
| 6/3/2013 04:53  | 6   | 79.1 | 88.7 | 31                 | UPS2943       | N301UP      | B763          | 27L    |
| 6/3/2013 04:53  | 8   | 71.1 | 81.5 | 19                 | UPS2943       | N301UP      | B763          | 27L    |
| 6/3/2013 04:53  | 7   | 71.3 | 81.3 | 23                 | UPS2943       | N301UP      | B763          | 27L    |
| 6/4/2013 23:54  | 4   | 75.3 | 83.5 | 17                 | N182KV        | N182KV      | C172          | 27R    |
| 6/4/2013 23:54  | 8   | 75.7 | 82.5 | 15                 | N182KV        | N182KV      | C172          | 27R    |
| 6/6/2013 05:56  | 4   | 73.2 | 80.2 | 12                 | PCM8709       | N713FX      | C208          | 27R    |
| 6/6/2013 05:57  | 8   | 76.3 | 82.1 | 9                  | PCM8709       | N713FX      | C208          | 27R    |
| 6/7/2013 05:58  | 8   | 74.1 | 81.5 | 7                  | PCM8709       | N713FX      | C208          | 27R    |
| 6/8/2013 23:17  | 4   | 71.2 | 80.4 | 19                 | N669TW        | N669TW      | C172          | 27R    |
| 6/8/2013 23:17  | 8   | 72.7 | 80.7 | 10                 | N669TW        | N669TW      | C172          | 27R    |
| 6/10/2013 01:29 | 4   | 83.2 | 90.4 | 31                 | SIS450        | N450XX      | GLF4          | 27R    |

| Date Time       | NMT | Lmax | SEL  | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 6/10/2013 01:29 | 5   | 81.1 | 89.3 | 37                 | SIS450        | N450XX      | GLF4          | 27R    |
| 6/10/2013 01:29 | 6   | 81.1 | 89.2 | 29                 | SIS450        | N450XX      | GLF4          | 27R    |
| 6/10/2013 01:29 | 8   | 77.1 | 82.1 | 13                 | SIS450        | N450XX      | GLF4          | 27R    |
| 6/10/2013 01:29 | 7   | 78.5 | 85.1 | 22                 | SIS450        | N450XX      | GLF4          | 27R    |
| 6/10/2013 02:05 | 4   | 83.3 | 91.6 | 25                 | VOI907        |             | A319          | 27L    |
| 6/10/2013 02:05 | 5   | 86.3 | 94   | 24                 | VOI907        |             | A319          | 27L    |
| 6/10/2013 02:05 | 6   | 79.4 | 89   | 22                 | VOI907        |             | A319          | 27L    |
| 6/10/2013 02:05 | 7   | 71.7 | 80.8 | 22                 | VOI907        |             | A319          | 27L    |
| 6/10/2013 04:49 | 4   | 75.5 | 82.4 | 16                 |               |             | C510          | 27L    |
| 6/10/2013 04:49 | 5   | 81.6 | 87.4 | 16                 |               |             | C510          | 27L    |
| 6/10/2013 04:49 | 6   | 76.1 | 84.5 | 18                 |               |             | C510          | 27L    |
| 6/10/2013 04:51 | 4   | 82.8 | 92.1 | 27                 | UPS2943       | N320UP      | B763          | 27L    |
| 6/10/2013 04:51 | 5   | 84.3 | 92.8 | 32                 | UPS2943       | N320UP      | B763          | 27L    |
| 6/10/2013 04:51 | 6   | 77.8 | 87.3 | 26                 | UPS2943       | N320UP      | B763          | 27L    |
| 6/10/2013 04:51 | 8   | 74.4 | 82.7 | 18                 | UPS2943       | N320UP      | B763          | 27L    |
| 6/10/2013 04:51 | 7   | 70.8 | 80.7 | 22                 | UPS2943       | N320UP      | B763          | 27L    |
| 6/10/2013 05:41 | 4   | 82   | 88.3 | 18                 | GDG495        | N495RS      | GLF4          | 27L    |
| 6/10/2013 05:41 | 5   | 84.8 | 91   | 19                 | GDG495        | N495RS      | GLF4          | 27L    |
| 6/10/2013 05:41 | 6   | 82.3 | 89.1 | 19                 | GDG495        | N495RS      | GLF4          | 27L    |
| 6/10/2013 05:41 | 7   | 77.2 | 85.2 | 16                 | GDG495        | N495RS      | GLF4          | 27L    |
| 6/11/2013 23:15 | 4   | 76.6 | 83.7 | 16                 | N182KV        | N182KV      | C182          | 27R    |
| 6/11/2013 23:15 | 8   | 73.4 | 81.1 | 11                 | N182KV        | N182KV      | C182          | 27R    |
| 6/12/2013 00:42 | 3   | 69.9 | 80.2 | 21                 |               |             |               | 27R    |
| 6/12/2013 22:16 | 4   | 75.6 | 82.6 | 14                 | N54MV         | N54MV       | PAZT          | 27R    |
| 6/12/2013 22:17 | 3   | 72.2 | 80.1 | 15                 | N54MV         | N54MV       | PAZT          | 27R    |
| 6/13/2013 22:08 | 4   | 77   | 82.7 | 12                 | N311GC        | N311GC      | BE9T          | 27R    |
| 6/16/2013 02:54 | 4   | 69.8 | 80.1 | 25                 |               |             | C25B          | 09R    |
| 6/17/2013 02:08 | 4   | 83   | 91.8 | 27                 | VOI907        | N511VL      | A319          | 27L    |
| 6/17/2013 02:08 | 5   | 83.9 | 92.9 | 27                 | VOI907        | N511VL      | A319          | 27L    |
| 6/17/2013 02:08 | 6   | 79.3 | 89.5 | 30                 | VOI907        | N511VL      | A319          | 27L    |
| 6/17/2013 02:08 | 7   | 71.6 | 82.2 | 23                 | VOI907        | N511VL      | A319          | 27L    |
| 6/17/2013 05:01 | 4   | 81.8 | 91.1 | 28                 | UPS2943       | N319UP      | B763          | 27L    |
| 6/17/2013 05:01 | 5   | 82.2 | 91.5 | 31                 | UPS2943       | N319UP      | B763          | 27L    |
| 6/17/2013 05:01 | 6   | 76.1 | 87   | 27                 | UPS2943       | N319UP      | B763          | 27L    |
| 6/17/2013 05:10 | 4   | 77.2 | 86   | 20                 | KFS10         |             | LR36          | 27L    |
| 6/17/2013 05:10 | 5   | 86.8 | 92.8 | 27                 | KFS10         |             | LR36          | 27L    |
| 6/17/2013 05:10 | 6   | 81.6 | 89.5 | 17                 | KFS10         |             | LR36          | 27L    |
| 6/18/2013 00:26 | 4   | 76.9 | 82.8 | 12                 | LDLX119       | N805C       | BE20          | 27R    |
| 6/19/2013 05:59 | 14  | 76.3 | 84.3 | 14                 | N8231L        | N8231L      | BE36          | 15     |
| 6/20/2013 22:21 | 4   | 75.6 | 82.7 | 21                 | LN99AG        |             | C25B          | 27L    |
| 6/20/2013 22:21 | 5   | 80.3 | 87.1 | 18                 | LN99AG        |             | C25B          | 27L    |
| 6/20/2013 22:21 | 6   | 78.5 | 86.3 | 15                 | LN99AG        |             | C25B          | 27L    |
| 6/20/2013 22:48 | 4   | 78.4 | 83   | 10                 | N900MT        | N900MT      | BE9L          | 27R    |
| 6/24/2013 02:19 | 4   | 84.8 | 92.3 | 21                 | VOI907        |             | A319          | 27L    |
| 6/24/2013 02:19 | 5   | 85.9 | 94.1 | 25                 | VOI907        |             | A319          | 27L    |
| 6/24/2013 02:19 | 6   | 80.2 | 90.2 | 28                 | VOI907        |             | A319          | 27L    |
| 6/24/2013 02:20 | 7   | 72.2 | 81.8 | 21                 | VOI907        |             | A319          | 27L    |
| 6/24/2013 04:50 | 4   | 81.1 | 91.9 | 29                 | UPS2943       | N301UP      | B763          | 27L    |
| 6/24/2013 04:50 | 5   | 83.2 | 92.7 | 28                 | UPS2943       | N301UP      | B763          | 27L    |
| 6/24/2013 04:50 | 6   | 78.1 | 87.9 | 28                 | UPS2943       | N301UP      | B763          | 27L    |
| 6/24/2013 04:50 | 8   | 70.5 | 81.6 | 20                 | UPS2943       | N301UP      | B763          | 27L    |

| Date Time       | NMT | Lmax | SEL  | Duration (seconds) | Flight Number | Tail Number | Aircraft Type | Runway |
|-----------------|-----|------|------|--------------------|---------------|-------------|---------------|--------|
| 6/24/2013 23:29 | 9   | 83.5 | 87.7 | 10                 |               |             | PAY2          | 09L    |
| 6/24/2013 23:29 | 10  | 76.3 | 82.7 | 13                 |               |             | PAY2          | 09L    |
| 6/24/2013 23:29 | 11  | 75.7 | 83.1 | 11                 |               |             | PAY2          | 09L    |
| 6/25/2013 05:55 | 10  | 79.9 | 86.9 | 24                 | N650JS        | N650JS      | H25B          | 09L    |
| 6/25/2013 05:55 | 9   | 90.2 | 94.6 | 16                 | N650JS        | N650JS      | H25B          | 09L    |
| 6/25/2013 05:56 | 12  | 72.8 | 80.5 | 28                 | N650JS        | N650JS      | H25B          | 09L    |
| 6/25/2013 05:56 | 13  | 72.2 | 80.7 | 19                 | N650JS        | N650JS      | H25B          | 09L    |
| 6/27/2013 02:01 | 4   | 80.6 | 86.1 | 20                 | LN771MF       | N419R       | PAY2          | 27R    |
| 6/27/2013 02:02 | 6   | 75.1 | 81.2 | 8                  | LN771MF       | N419R       | PAY2          | 27R    |
| 6/27/2013 02:02 | 7   | 75.8 | 81.5 | 13                 | LN771MF       | N419R       | PAY2          | 27R    |
| 6/27/2013 22:28 | 4   | 74.6 | 82   | 14                 | N99KF         | N99KF       | PAY2          | 27R    |
| 6/28/2013 05:05 | 5   | 75.1 | 81.7 | 9                  | N60YP         | N60YP       | B350          | 27R    |
| 6/28/2013 05:05 | 6   | 76.4 | 83.1 | 9                  | N60YP         | N60YP       | B350          | 27R    |
| 6/28/2013 05:05 | 4   | 75.5 | 81.5 | 11                 | N60YP         | N60YP       | B350          | 27R    |
| 6/29/2013 05:22 | 4   | 77.2 | 82.2 | 12                 | CHP31         |             | C206          | 27R    |
| 6/30/2013 22:29 | 4   | 80.3 | 86.9 | 25                 | N808GW        | N808GW      | SR22          | 27R    |
| 6/30/2013 22:30 | 5   | 72.8 | 80.6 | 16                 | N808GW        | N808GW      | SR22          | 27R    |
| 6/30/2013 22:30 | 8   | 72.1 | 81.6 | 16                 | N808GW        | N808GW      | SR22          | 27R    |
| 6/30/2013 22:52 | 4   | 74.8 | 81.2 | 12                 | LN431GW       |             | PAY2          | 27R    |
| 6/30/2013 23:11 | 4   | 84.9 | 93.2 | 29                 | SWA189        | N211WN      | B737          | 27L    |
| 6/30/2013 23:11 | 5   | 84.5 | 93.3 | 26                 | SWA189        | N211WN      | B737          | 27L    |
| 6/30/2013 23:11 | 6   | 82.2 | 91.5 | 26                 | SWA189        | N211WN      | B737          | 27L    |
| 6/30/2013 23:11 | 8   | 72   | 82.2 | 20                 | SWA189        | N211WN      | B737          | 27L    |
| 6/30/2013 23:11 | 7   | 78.6 | 88   | 29                 | SWA189        | N211WN      | B737          | 27L    |

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

| Date/Time       | Flight Number | Tail Number | Airline | Aircraft Type | Aircraft Category | Comment             | Excused |
|-----------------|---------------|-------------|---------|---------------|-------------------|---------------------|---------|
| 4/12/2013 20:08 | SWA           | SWA569      | B737    | J             | N795SW            | Not Acceptable      | No      |
| 4/26/2013 23:10 |               | N898PA      | LJ60    | B             | N898PA            | ATC Staff Reduction | Yes     |
| 5/11/2013 07:11 |               | N81ER       | C525    | B             | N81ER             | Not Acceptable      | No      |
| 5/15/2013 03:03 | NKS           | NKS716      | A320    | J             | N5545W            | Not Acceptable      | No      |
| 5/16/2013 21:15 | SWA           | SWA1012     | B737    | J             | N272WN            | Not Acceptable      | No      |
| 5/29/2013 07:51 | UPS           | UPS9831     | A306    | J             | N143UP            | Not Acceptable      | No      |
| 6/15/2013 17:15 |               | N311RS      | L29B    | B             | N311RS            | Not Acceptable      | No      |

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## Silent 7 Night Departure List for Calendar Quarter

| Date/Time       | Airline | Flight Number | Aircraft Type | Aircraft Category | Tail Number | Comment             | Excused |
|-----------------|---------|---------------|---------------|-------------------|-------------|---------------------|---------|
| 4/1/2013 22:00  | SWA     | SWA495        | B737          | J                 | N740SW      | Time Buffer         | Yes     |
| 4/2/2013 22:02  | SWA     | SWA989        | B737          | J                 |             | Time Buffer         | Yes     |
| 4/2/2013 22:52  |         | N269MJ        | CL30          | B                 | N269MJ      | System Error        | Yes     |
| 4/5/2013 22:00  | SWA     | SWA989        | B737          | J                 |             | Time Buffer         | Yes     |
| 4/6/2013 06:59  | SWA     | SWA1482       | B737          | J                 | N201LV      | Time Buffer         | Yes     |
| 4/10/2013 22:03 | SWA     | SWA2177       | B733          | J                 | N367SW      | Time Buffer         | Yes     |
| 4/12/2013 06:14 | SWA     | SWA2879       | B737          | J                 | N796SW      | Not Acceptable      | No      |
| 4/15/2013 06:15 | SWA     | SWA1146       | B733          | J                 | N691WN      | Not Acceptable      | No      |
| 4/19/2013 06:58 | SWA     | SWA3414       | B738          | J                 | N8310C      | Time Buffer         | Yes     |
| 4/19/2013 06:59 | AAY     | AAY1017       | MD83          | J                 | N878GA      | Time Buffer         | Yes     |
| 4/20/2013 06:58 | SWA     | SWA1018       | B737          | J                 | N710SW      | Time Buffer         | Yes     |
| 4/21/2013 22:48 | JBU     | JBU90         | A320          | J                 | N556JB      | Not Acceptable      | No      |
| 4/22/2013 22:46 | SWA     | SWA1319       | B737          | J                 | N724SW      | Not Acceptable      | No      |
| 4/23/2013 23:13 |         |               | C750          | B                 |             | Not Acceptable      | No      |
| 4/24/2013 22:09 | SWA     | SWA1859       | B737          | J                 | N964WN      | Time Buffer         | Yes     |
| 4/25/2013 06:59 | SWA     | SWA3414       | B738          | J                 | N8324A      | Time Buffer         | Yes     |
| 4/25/2013 22:00 | SWA     | SWA1590       | B737          | J                 | N934WN      | Time Buffer         | Yes     |
| 4/25/2013 22:01 | SWA     | SWA2172       | B733          | J                 | N364SW      | Time Buffer         | Yes     |
| 4/26/2013 23:10 |         | N898PA        | LJ60          | B                 | N898PA      | Safety/Emergency    | Yes     |
| 4/28/2013 22:00 | SWA     | SWA2181       | B737          | J                 | N247WN      | Time Buffer         | Yes     |
| 4/29/2013 01:16 | VOI     | VOI903        | A319          | J                 |             | Not Acceptable      | No      |
| 5/1/2013 03:52  | FDX     | FDX31         | B77L          | J                 | N885FD      | ATC Staff Reduction | No      |
| 5/1/2013 06:22  | AWE     | AWE325        | A319          | J                 |             | Not Acceptable      | No      |
| 5/4/2013 06:57  | FDX     | FDX3647       | DC10          | J                 | N564FE      | Time Buffer         | Yes     |
| 5/4/2013 06:59  | SWA     | SWA1018       | B737          | J                 | N723SW      | Time Buffer         | Yes     |
| 5/6/2013 06:26  |         | N615PG        | E135          | R                 | N615PG      | Not Acceptable      | No      |
| 5/7/2013 02:43  | FDX     | FDX1863       | A306          | J                 | N659FE      | Not Acceptable      | No      |
| 5/7/2013 06:15  | UPS     | UPS2939       | B752          | J                 | N442UP      | Not Acceptable      | No      |
| 5/7/2013 06:58  | FDX     | FDX3647       | DC10          | J                 | N360FE      | Time Buffer         | Yes     |
| 5/9/2013 06:57  | FDX     | FDX435        | B77L          | J                 | N884FD      | Time Buffer         | Yes     |
| 5/9/2013 06:59  | XOJ     | XOJ784        | C750          | B                 | N784XJ      | Time Buffer         | Yes     |
| 5/10/2013 06:27 | UPS     | UPS2945       | MD11          | J                 | N280UP      | Not Acceptable      | No      |
| 5/12/2013 01:10 | VOI     | VOI903        | A319          | J                 |             | Not Acceptable      | No      |
| 5/13/2013 06:19 | SWA     | SWA2256       | B733          | J                 | N622VU      | Not Acceptable      | No      |
| 5/13/2013 06:48 | SWA     | SWA298        | B733          | J                 | N620SW      | Not Acceptable      | No      |
| 5/14/2013 06:58 | SWA     | SWA3414       | B738          | J                 | N8311Q      | Time Buffer         | Yes     |
| 5/15/2013 03:03 | NKS     | NKS716        | A320          | J                 | N5545W      | Not Acceptable      | No      |
| 5/15/2013 06:16 | SWA     | SWA3947       | B737          | J                 | N453WN      | Not Acceptable      | No      |
| 5/16/2013 23:18 |         | N610HC        | C750          | B                 | N610HC      | Not Acceptable      | No      |
| 5/16/2013 23:21 |         | N3AV          | WW24          | B                 | N3AV        | Not Acceptable      | No      |
| 5/17/2013 00:07 |         |               | C560          | B                 |             | Not Acceptable      | No      |
| 5/19/2013 23:11 | SWA     | SWA2080       | B733          | J                 | N375SW      | Not Acceptable      | No      |
| 5/20/2013 06:30 | SKW     | SKW4450       | CRJ7          | R                 | N606SK      | Not Acceptable      | No      |
| 5/20/2013 06:59 | AAY     | AAY1017       | MD83          | J                 | N422NV      | Time Buffer         | Yes     |
| 5/21/2013 06:56 | FDX     | FDX3647       | DC10          | J                 | N389FE      | Time Buffer         | Yes     |
| 5/21/2013 22:00 | SWA     | SWA2181       | B737          | J                 | N430WN      | Time Buffer         | Yes     |
| 5/25/2013 06:47 | FDX     | FDX3647       | DC10          | J                 | N550FE      | Not Acceptable      | No      |

| Date/Time       | Airline | Flight Number | Aircraft Type | Aircraft Category | Tail Number | Comment        | Excused |
|-----------------|---------|---------------|---------------|-------------------|-------------|----------------|---------|
| 5/27/2013 06:59 | AAY     | AAY1017       | MD83          | J                 | N416NV      | Time Buffer    | Yes     |
| 5/28/2013 06:59 | ASA     | ASA837        | B738          | J                 | N535AS      | Time Buffer    | Yes     |
| 5/29/2013 06:59 | ASA     | ASA837        | B738          | J                 | N506AS      | Time Buffer    | Yes     |
| 5/30/2013 22:00 | SWA     | SWA1590       | B737          | J                 | N406WN      | Time Buffer    | Yes     |
| 5/30/2013 22:02 | SWA     | SWA2181       | B737          | J                 | N247WN      | Time Buffer    | Yes     |
| 6/3/2013 06:58  | SWA     | SWA433        | B733          | J                 | N367SW      | Time Buffer    | Yes     |
| 6/3/2013 22:10  | JBU     | JBU90         | A320          | J                 | N586JB      | Time Buffer    | Yes     |
| 6/3/2013 22:16  | SWA     | SWA1102       | B737          | J                 | N489WN      | Not Acceptable | No      |
| 6/4/2013 06:59  | FDX     | FDX3647       | DC10          | J                 | N375FE      | Time Buffer    | Yes     |
| 6/5/2013 01:14  | VOI     | VOI903        | A319          | J                 | N502VL      | Not Acceptable | No      |
| 6/5/2013 06:16  | FDX     | FDX1859       | A306          | J                 | N662FE      | Not Acceptable | No      |
| 6/5/2013 06:22  | UPS     | UPS2953       | B763          | J                 | N340UP      | Not Acceptable | No      |
| 6/6/2013 06:58  | AAY     | AAY1011       | MD83          | J                 | N423NV      | Time Buffer    | Yes     |
| 6/10/2013 06:59 | SWA     | SWA433        | B733          | J                 | N632SW      | Time Buffer    | Yes     |
| 6/10/2013 23:02 | SIS     | SIS271        | C510          | B                 | N271CS      | Not Acceptable | No      |
| 6/12/2013 06:00 | UPS     | UPS2945       | MD11          | J                 | N257UP      | Not Acceptable | No      |
| 6/12/2013 06:56 | SWA     | SWA433        | B733          | J                 | N646SW      | Time Buffer    | Yes     |
| 6/12/2013 06:58 | FDX     | FDX435        | B77L          | J                 | N856FD      | Time Buffer    | Yes     |
| 6/14/2013 06:59 | FDX     | FDX440        | MD11          | J                 | N616FE      | Time Buffer    | Yes     |
| 6/16/2013 22:00 | NSH     | NSH782        | CL30          | B                 | N782BJ      | Time Buffer    | Yes     |
| 6/17/2013 06:59 | SWA     | SWA3948       | B737          | J                 | N767SW      | Time Buffer    | Yes     |
| 6/18/2013 06:59 | FDX     | FDX435        | MD11          | J                 | N596FE      | Time Buffer    | Yes     |
| 6/19/2013 01:12 | VOI     | VOI903        | A319          | J                 | N502VL      | Not Acceptable | No      |
| 6/19/2013 23:43 | SWA     | SWA901        | B733          | J                 | N629SW      | Not Acceptable | No      |
| 6/20/2013 01:09 | VOI     | VOI903        | A319          | J                 |             | Not Acceptable | No      |
| 6/24/2013 06:07 | SWA     | SWA923        | B737          | J                 | N263WN      | Not Acceptable | No      |
| 6/24/2013 06:57 | SWA     | SWA3948       | B737          | J                 | N750SA      | Time Buffer    | Yes     |
| 6/24/2013 06:58 | SWA     | SWA613        | B733          | J                 | N317WN      | Time Buffer    | Yes     |
| 6/24/2013 06:59 | SWA     | SWA380        | B733          | J                 | N394SW      | Time Buffer    | Yes     |
| 6/25/2013 23:24 | SWA     | SWA9019       | B733          | J                 | N357SW      | Not Acceptable | No      |
| 6/26/2013 06:57 | SWA     | SWA3948       | B737          | J                 | N403WN      | Time Buffer    | Yes     |
| 6/26/2013 06:58 | SWA     | SWA433        | B733          | J                 | N383SW      | Time Buffer    | Yes     |
| 6/27/2013 06:55 | FDX     | FDX3647       | A306          | J                 | N685FE      | Time Buffer    | Yes     |
| 6/27/2013 06:57 | SWA     | SWA3948       | B737          | J                 | N773SA      | Time Buffer    | Yes     |
| 6/27/2013 06:58 | SWA     | SWA433        | B733          | J                 | N670SW      | Time Buffer    | Yes     |
| 6/29/2013 02:33 | FDX     | FDX1885       | DC10          | J                 | N312FE      | Not Acceptable | No      |
| 6/30/2013 22:09 | SWA     | SWA1883       | B737          | J                 | N755SA      | Time Buffer    | Yes     |
| 6/30/2013 22:11 | SWA     | SWA3494       | B737          | J                 | N756SA      | Not Acceptable | No      |

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## Runway 11 Night Departure List for Calendar Quarter

| Date/Time       | Airline | Flight No | Aircraft Type | Aircraft Category | Tail No | Comment        | Excused |
|-----------------|---------|-----------|---------------|-------------------|---------|----------------|---------|
| 4/4/2013 05:36  | UPS     | UPS2939   | B752          | J                 |         | Not Acceptable | No      |
| 5/5/2013 23:45  | VRD     | VRD945    | A320          | J                 | N622VA  | Not Acceptable | No      |
| 6/24/2013 22:03 | JBU     | JBU1635   | A320          | J                 | N632JB  | Time Buffer    | Yes     |



| Date/Time       | Airline | Flight No | Aircraft Type | Aircraft Category | Tail No | Comment        | Excused |
|-----------------|---------|-----------|---------------|-------------------|---------|----------------|---------|
| 6/24/2013 22:10 | SWA     | SWA3494   | B737          | J                 | N904WN  | Time Buffer    | Yes     |
| 6/24/2013 22:38 | SWA     | SWA667    | B737          | J                 | N910WN  | Not Acceptable | No      |
| 6/24/2013 23:02 | SWA     | SWA314    | B737          | J                 | N788SA  | Not Acceptable | No      |
| 6/24/2013 23:20 | SWA     | SWA1102   | B737          | J                 | N786SW  | Not Acceptable | No      |
| 6/25/2013 01:15 | JBU     | JBU18     | A320          | J                 | N627JB  | Not Acceptable | No      |
| 6/25/2013 01:17 | JBU     | JBU168    | A320          | J                 | N559JB  | Not Acceptable | No      |
| 6/25/2013 01:23 | VOI     | VOI903    | A319          | J                 |         | Not Acceptable | No      |
| 6/25/2013 02:24 | FDX     | FDX1851   | DC10          | J                 | N368FE  | Not Acceptable | No      |
| 6/25/2013 02:39 | FDX     | FDX1860   | A306          | J                 | N653FE  | Not Acceptable | No      |
| 6/25/2013 02:42 | JBU     | JBU276    | A320          | J                 | N659JB  | Not Acceptable | No      |
| 6/25/2013 02:49 | FDX     | FDX1885   | MD11          | J                 | N595FE  | Not Acceptable | No      |
| 6/25/2013 02:51 | FDX     | FDX1859   | A306          | J                 |         | Not Acceptable | No      |
| 6/25/2013 02:54 | FDX     | FDX1857   | DC10          | J                 | N40061  | Not Acceptable | No      |
| 6/25/2013 02:56 | FDX     | FDX1863   | A306          | J                 | N679FE  | Not Acceptable | No      |
| 6/25/2013 03:08 | FDX     | FDX1869   | A306          | J                 | N676FE  | Not Acceptable | No      |
| 6/25/2013 03:19 | FDX     | FDX37     | MD11          | J                 | N572FE  | Not Acceptable | No      |
| 6/25/2013 05:32 | UPS     | UPS2939   | B752          | J                 | N424UP  | Not Acceptable | No      |
| 6/25/2013 05:42 | UPS     | UPS2955   | B763          | J                 | N325UP  | Not Acceptable | No      |

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### Engine Runup List for Calendar Quarter

| Date      | Request Time | Air Carrier | Aircraft | Engine(s) | Power | Location | Proposed Start Time | Lmax >70 dB | Lmax >75 dB |
|-----------|--------------|-------------|----------|-----------|-------|----------|---------------------|-------------|-------------|
| 4/1/2013  | 0100         | UPS         | B767     | 2         | High  | GRE      | 0115                | NO          | N/A         |
| 4/3/2013  | 2359         | FDX         | B757     | 2         | High  | GRE      | 0015                | NO          | N/A         |
| 4/3/2013  | 0059         | FDX         | A320     | 2         | High  | GRE      | 0200                | NO          | N/A         |
| 4/3/2013  | 1436         | FDX         | A320     | 2         | High  | GRE      | 1445                | N/A         | N/A         |
| 4/3/2013  | 1710         | FDX         | A320     | 2         | High  | GRE      | 1740                | N/A         | N/A         |
| 4/6/2013  | 0724         | SWA         | B737     | 2         | High  | GRE      | 0735                | N/A         | N/A         |
| 4/10/2013 | 0204         | SWA         | B737     | 2         | High  | GRE      | 0210                | NO          | N/A         |
| 4/12/2013 | 1503         | SWA         | B737     | 2         | High  | GRE      | 1510                | N/A         | N/A         |
| 4/13/2013 | 0348         | SWA         | B737     | 2         | High  | GRE      | 0400                | NO          | N/A         |
| 4/16/2013 | 0739         | SWA         | B737     | 2         | High  | GRE      | 0800                | N/A         | N/A         |
| 4/16/2013 | 0920         | SWA         | B737     | 2         | High  | GRE      | 0930                | N/A         | N/A         |
| 4/17/2013 | 1300         | FDX         | MD11     | 2         | High  | GRE      | 1300                | N/A         | N/A         |
| 4/21/2013 | 1349         | UPS         | B767     | 2         | High  | GRE      | 1415                | N/A         | N/A         |
| 4/26/2013 | 0150         | HAL         | B767     | 2         | High  | GRE      | 0215                | NO          | N/A         |
| 4/27/2013 | 0119         | SWA         | B737     | 2         | High  | GRE      | 0130                | NO          | N/A         |
| 5/1/2013  | 0813         | CXP         | GLF1     | 2         | High  | HG6      | 0825                | N/A         | N/A         |
| 5/1/2013  | 1252         | KAI         | GLF1     | 2         | High  | GRE      | 1315                | N/A         | N/A         |
| 5/2/2013  | 1025         | KAI         | FA20     | 2         | High  | HG6      | 1030                | N/A         | N/A         |
| 5/2/2013  | 1057         | KAI         | B737     | 2         | High  | GRE      | 1110                | N/A         | N/A         |
| 5/6/2013  | 0214         | SWA         | B737     | 2         | High  | GRE      | 0220                | NO          | N/A         |
| 5/7/2013  | 1317         | KAI         | FA20     | 1         | High  | HG6      | 1320                | N/A         | N/A         |
| 5/9/2013  | 0015         | SWA         | B737     | 2         | High  | GRE      | 0020                | NO          | N/A         |

| Date      | Request Time | Air Carrier | Aircraft | Engine(s) | Power | Location | Proposed Start Time | Lmax >70 dB | Lmax >75 dB |
|-----------|--------------|-------------|----------|-----------|-------|----------|---------------------|-------------|-------------|
| 5/9/2013  | 1340         | CXP         | GLF1     | 2         | High  | HG6      | 1345                | N/A         | N/A         |
| 5/10/2013 | 1155         | KAI         | FA20     | 2         | High  | HG6      | 1200                | N/A         | N/A         |
| 5/12/2013 | 1410         | UPS         | B767     | 2         | High  | GRE      | 1420                | N/A         | N/A         |
| 5/13/2013 | 0213         | SWA         | B737     | 2         | High  | GRE      | 0225                | NO          | N/A         |
| 5/13/2013 | 1047         | KAI         | FA20     | 1         | High  | HG6      | 1050                | N/A         | N/A         |
| 5/17/2013 | 1050         | KAI         | FA20     | 1         | High  | HG6      | 1100                | N/A         | N/A         |
| 5/18/2013 | 0603         | SWA         | B737     | 2         | High  | GRE      | 0615                | N/A         | N/A         |
| 5/20/2013 | 0200         | SWA         | B737     | 2         | High  | GRE      | 0210                | NO          | N/A         |
| 5/21/2013 | 2255         | SWA         | B737     | 2         | High  | GRE      | 2315                | NO          | N/A         |
| 5/24/2013 | 1455         | SWA         | B737     | 2         | High  | GRE      | 1500                | N/A         | N/A         |
| 6/1/2013  | 0645         | UPS         | B767     | 2         | High  | GRE      | 0650                | NO          | N/A         |
| 6/2/2013  | 2313         | SWA         | B737     | 2         | High  | GRE      | 2320                | NO          | N/A         |
| 6/10/2013 | 1825         | KAI         | GLF1     | 2         | High  | GRE      | 1840                | N/A         | N/A         |
| 6/12/2013 | 0847         | KAI         | C750     | 2         | High  | HG6      | 0900                | N/A         | N/A         |
| 6/15/2013 | 0230         | SWA         | B737     | 2         | High  | GRE      | 0230                | NO          | N/A         |
| 6/17/2013 | 2306         | SWA         | B737     | 2         | High  | GRE      | 2310                | NO          | N/A         |
| 6/20/2013 | 1508         | CXP         | GLF1     | 2         | High  | GRE      | 1530                | N/A         | N/A         |
| 6/20/2013 | 1740         | KAI         | C750     | 2         | High  | HG6      | 1750                | N/A         | N/A         |
| 6/21/2013 | 1205         | CXP         | C750     | 1         | High  | HG6      | 1220                | N/A         | N/A         |
| 6/23/2013 | 1719         | SWA         | B737     | 2         | High  | GRE      | 1725                | N/A         | N/A         |
| 6/23/2013 | 1822         | CXP         | C750     | 2         | High  | GRE      | 1830                | N/A         | N/A         |

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

| Date Time       | Airline | Flight Number | Aircraft Type | Altitude (ft) | Comment              | Excused |
|-----------------|---------|---------------|---------------|---------------|----------------------|---------|
| 4/2/2013 10:33  | SWA     | SWA311        | B737          | 2709          | Not Acceptable       | No      |
| 4/3/2013 14:26  | SWA     | SWA858        | B737          | 2395          | Not Acceptable       | No      |
| 4/3/2013 19:17  | FDX     | FDX1605       | DC10          | 2785          | Air Traffic Conflict | Yes     |
| 4/3/2013 19:23  | FDX     | FDX1268       | DC10          | 2417          | Air Traffic Conflict | Yes     |
| 4/4/2013 19:18  | FDX     | FDX1605       | DC10          | 2093          | Not Acceptable       | No      |
| 4/5/2013 11:15  | EJA     | EJA609        | C56X          | 2250          | Not Acceptable       | No      |
| 4/6/2013 12:20  |         | N365CJ        | GLEK          | 2345          | Not Acceptable       | No      |
| 4/6/2013 12:36  | SWA     | SWA3768       | B737          | 1998          | Not Acceptable       | No      |
| 4/7/2013 19:49  | SWA     | SWA569        | B737          | 2805          | Not Acceptable       | No      |
| 4/11/2013 13:24 | DAL     | DAL1160       | A320          | 2401          | Not Acceptable       | No      |
| 4/11/2013 14:18 | SWA     | SWA858        | B737          | 2660          | Not Acceptable       | No      |
| 4/12/2013 14:24 | SWA     | SWA858        | B737          | 2703          | Not Acceptable       | No      |
| 4/12/2013 20:08 | SWA     | SWA569        | B737          | 2870          | Not Acceptable       | No      |
| 4/13/2013 07:38 | FDX     | FDX3647       | DC10          | 2076          | Not Acceptable       | No      |
| 4/13/2013 13:14 | SWA     | SWA3768       | B737          | 2824          | Not Acceptable       | No      |
| 4/13/2013 16:46 | SWA     | SWA109        | B733          | 2221          | Not Acceptable       | No      |
| 4/14/2013 11:24 | SWA     | SWA3957       | B737          | 2883          | Not Acceptable       | No      |
| 4/15/2013 13:49 | DAL     | DAL1160       | A320          | 2788          | Not Acceptable       | No      |
| 4/15/2013 16:51 | SWA     | SWA2629       | B737          | 2828          | Not Acceptable       | No      |

| Date Time       | Airline | Flight Number | Aircraft Type | Altitude (ft) | Comment        | Excused |
|-----------------|---------|---------------|---------------|---------------|----------------|---------|
| 4/18/2013 20:59 | SWA     | SWA3029       | B737          | 2608          | Not Acceptable | No      |
| 4/19/2013 10:22 | SWA     | SWA332        | B737          | 2870          | Not Acceptable | No      |
| 4/21/2013 22:48 | JBU     | JBU90         | A320          | 2365          | Not Acceptable | No      |
| 4/22/2013 12:13 | SWA     | SWA3235       | B737          | 2726          | Not Acceptable | No      |
| 4/22/2013 20:23 | SWA     | SWA2945       | B737          | 2877          | Not Acceptable | No      |
| 4/23/2013 19:24 | FDX     | FDX1605       | DC10          | 2664          | Not Acceptable | No      |
| 4/23/2013 19:48 | SWA     | SWA3604       | B737          | 2650          | Not Acceptable | No      |
| 4/24/2013 19:27 | FDX     | FDX1605       | DC10          | 2641          | Not Acceptable | No      |
| 4/24/2013 19:31 | FDX     | FDX1268       | DC10          | 2555          | Not Acceptable | No      |
| 4/25/2013 20:39 | FDX     | FDX1117       | A306          | 2673          | Not Acceptable | No      |
| 4/28/2013 10:09 | SWA     | SWA1756       | B737          | 2677          | Not Acceptable | No      |
| 4/28/2013 10:37 | SWA     | SWA1026       | B737          | 2883          | Not Acceptable | No      |
| 4/29/2013 09:07 | SWA     | SWA840        | B737          | 2854          | Not Acceptable | No      |
| 4/29/2013 10:25 | SWA     | SWA1026       | B737          | 2805          | Not Acceptable | No      |
| 4/29/2013 12:24 | SWA     | SWA3235       | B737          | 2755          | Not Acceptable | No      |
| 5/2/2013 19:38  | SWA     | SWA3029       | B737          | 2837          | Not Acceptable | No      |
| 5/3/2013 10:33  | SWA     | SWA1026       | B737          | 2870          | Not Acceptable | No      |
| 5/3/2013 13:52  | SWA     | SWA3486       | B737          | 2877          | Not Acceptable | No      |
| 5/3/2013 16:47  |         | N881VP        | C56X          | 2664          | Not Acceptable | No      |
| 5/3/2013 19:32  | UPS     | UPS945        | B763          | 2618          | Not Acceptable | No      |
| 5/4/2013 12:13  | SWA     | SWA3854       | B737          | 2194          | Not Acceptable | No      |
| 5/6/2013 19:36  | FDX     | FDX1605       | DC10          | 1991          | Not Acceptable | No      |
| 5/7/2013 06:58  | FDX     | FDX3647       | DC10          | 2168          | Not Acceptable | No      |
| 5/7/2013 09:04  | SWA     | SWA840        | B737          | 2578          | Not Acceptable | No      |
| 5/8/2013 14:06  | SWA     | SWA1254       | B737          | 2805          | Not Acceptable | No      |
| 5/9/2013 14:16  |         | CGTPL         | F2TH          | 2887          | Not Acceptable | No      |
| 5/9/2013 14:58  | SWA     | SWA3828       | B737          | 2824          | Not Acceptable | No      |
| 5/10/2013 13:26 | DAL     | DAL1160       | B738          | 2303          | Not Acceptable | No      |
| 5/10/2013 14:47 | SWA     | SWA1254       | B737          | 2696          | Not Acceptable | No      |
| 5/11/2013 07:11 |         | N81ER         | C525          | 2473          | Not Acceptable | No      |
| 5/11/2013 09:31 | SWA     | SWA989        | B737          | 2637          | Not Acceptable | No      |
| 5/12/2013 10:26 | SWA     | SWA1026       | B737          | 2687          | Not Acceptable | No      |
| 5/12/2013 13:52 | SWA     | SWA3486       | B737          | 2624          | Not Acceptable | No      |
| 5/13/2013 07:19 | KAI     | KAI92         | H25B          | 2887          | Not Acceptable | No      |
| 5/14/2013 10:30 | SWA     | SWA1026       | B737          | 2319          | Not Acceptable | No      |
| 5/14/2013 11:01 | SWA     | SWA3957       | B737          | 2244          | Not Acceptable | No      |
| 5/14/2013 19:30 | FDX     | FDX1605       | DC10          | 2444          | Not Acceptable | No      |
| 5/14/2013 19:31 | FDX     | FDX1268       | DC10          | 1860          | Not Acceptable | No      |
| 5/15/2013 03:03 | NKS     | NKS716        | A320          | 2703          | Not Acceptable | No      |
| 5/15/2013 09:17 | SWA     | SWA3504       | B733          | 2585          | Not Acceptable | No      |
| 5/15/2013 11:01 | SWA     | SWA3957       | B737          | 2696          | System Error   | Yes     |
| 5/15/2013 20:19 | FDX     | FDX1117       | A306          | 2860          | Not Acceptable | No      |
| 5/16/2013 13:26 | DAL     | DAL1160       | B738          | 2726          | Not Acceptable | No      |
| 5/16/2013 19:30 | FDX     | FDX1268       | DC10          | 2795          | Not Acceptable | No      |
| 5/17/2013 08:21 | FDX     | FDX3012       | DC10          | 2217          | Not Acceptable | No      |
| 5/17/2013 13:30 | DAL     | DAL1160       | B738          | 2647          | Not Acceptable | No      |
| 5/17/2013 14:27 | EJA     | EJA580        | C56X          | 2559          | Not Acceptable | No      |
| 5/17/2013 14:58 | SWA     | SWA1254       | B737          | 2509          | Not Acceptable | No      |
| 5/18/2013 12:14 | SWA     | SWA3854       | B737          | 2683          | Not Acceptable | No      |
| 5/19/2013 10:31 | SKW     | SKW4732       | CRJ7          | 2824          | Not Acceptable | No      |
| 5/20/2013 12:13 | SWA     | SWA3235       | B737          | 2749          | Not Acceptable | No      |
| 5/21/2013 13:23 | DAL     | DAL1160       | A320          | 2647          | Not Acceptable | No      |

| Date Time       | Airline | Flight Number | Aircraft Type | Altitude (ft) | Comment        | Excused |
|-----------------|---------|---------------|---------------|---------------|----------------|---------|
| 5/23/2013 13:28 | DAL     | DAL1160       | A320          | 2539          | Not Acceptable | No      |
| 5/24/2013 10:16 | SWA     | SWA332        | B737          | 2887          | Not Acceptable | No      |
| 5/24/2013 10:24 | SWA     | SWA1026       | B737          | 2680          | Not Acceptable | No      |
| 5/24/2013 14:22 | SWA     | SWA1254       | B737          | 2503          | Not Acceptable | No      |
| 5/25/2013 12:58 | SWA     | SWA539        | B737          | 2444          | Not Acceptable | No      |
| 5/27/2013 21:43 | JBU     | JBU90         | A320          | 2460          | Not Acceptable | No      |
| 5/29/2013 09:23 | SWA     | SWA840        | B737          | 2467          | Not Acceptable | No      |
| 5/30/2013 20:31 | FDX     | FDX1117       | A306          | 2890          | Not Acceptable | No      |
| 6/2/2013 08:42  |         | N35BG         | LJ35          | 2637          | Not Acceptable | No      |
| 6/2/2013 21:36  | JBU     | JBU90         | A320          | 2053          | Not Acceptable | No      |
| 6/3/2013 14:06  |         | N163BB        | EA50          | 2896          | Not Acceptable | No      |
| 6/3/2013 20:24  | FDX     | FDX1117       | A306          | 2880          | Not Acceptable | No      |
| 6/4/2013 13:26  | DAL     | DAL1160       | A320          | 2837          | Not Acceptable | No      |
| 6/4/2013 15:08  | SWA     | SWA318        | B737          | 2660          | Not Acceptable | No      |
| 6/5/2013 08:36  | SWA     | SWA3597       | B737          | 2562          | Not Acceptable | No      |
| 6/5/2013 14:49  | SWA     | SWA3404       | B737          | 2877          | Not Acceptable | No      |
| 6/7/2013 21:32  | JBU     | JBU90         | A320          | 2280          | Not Acceptable | No      |
| 6/8/2013 14:12  | SWA     | SWA1415       | B737          | 2470          | Not Acceptable | No      |
| 6/9/2013 09:40  | SWA     | SWA254        | B737          | 2703          | Not Acceptable | No      |
| 6/9/2013 13:25  | DAL     | DAL1160       | A320          | 2316          | Not Acceptable | No      |
| 6/9/2013 14:40  | SWA     | SWA1005       | B737          | 2244          | Not Acceptable | No      |
| 6/9/2013 15:23  | SWA     | SWA2865       | B737          | 2201          | Not Acceptable | No      |
| 6/9/2013 21:37  | JBU     | JBU90         | A320          | 2424          | Not Acceptable | No      |
| 6/11/2013 10:48 | SWA     | SWA516        | B737          | 2874          | Not Acceptable | No      |
| 6/11/2013 15:21 | SWA     | SWA2865       | B733          | 2824          | Not Acceptable | No      |
| 6/11/2013 18:01 | SWA     | SWA3410       | B737          | 2673          | Not Acceptable | No      |
| 6/12/2013 08:05 | FDX     | FDX3012       | DC10          | 1522          | Not Acceptable | No      |
| 6/13/2013 20:31 | NKS     | NKS408        | A320          | 2496          | Not Acceptable | No      |
| 6/14/2013 10:53 | SWA     | SWA516        | B737          | 2742          | Not Acceptable | No      |
| 6/14/2013 17:53 | SWA     | SWA3410       | B737          | 2578          | Not Acceptable | No      |
| 6/15/2013 15:15 | SWA     | SWA2104       | B737          | 2273          | Not Acceptable | No      |
| 6/16/2013 14:53 | SWA     | SWA1005       | B737          | 2660          | Not Acceptable | No      |
| 6/17/2013 20:30 |         | N28ZF         | HS25          | 1879          | Not Acceptable | No      |
| 6/18/2013 19:23 | FDX     | FDX1268       | DC10          | 1929          | Not Acceptable | No      |
| 6/19/2013 10:51 | RSP     | RSP279        | E50P          | 2447          | Not Acceptable | No      |
| 6/19/2013 17:39 | SWA     | SWA2765       | B737          | 2828          | Not Acceptable | No      |
| 6/19/2013 21:36 | JBU     | JBU90         | A320          | 2516          | Not Acceptable | No      |
| 6/20/2013 21:33 | JBU     | JBU168        | A320          | 2296          | Not Acceptable | No      |
| 6/21/2013 19:48 | UPS     | UPS945        | B763          | 2585          | Not Acceptable | No      |
| 6/22/2013 15:07 | SWA     | SWA2276       | B737          | 2529          | Not Acceptable | No      |
| 6/24/2013 09:57 |         | TN310EJ       | GLF4          | 2467          | Not Acceptable | No      |
| 6/24/2013 10:54 | SWA     | SWA516        | B737          | 2870          | Not Acceptable | No      |
| 6/24/2013 12:40 | SWA     | SWA442        | B737          | 2654          | Not Acceptable | No      |
| 6/24/2013 13:21 | DAL     | DAL1160       | A319          | 2778          | Not Acceptable | No      |
| 6/24/2013 14:58 | SWA     | SWA318        | B737          | 2221          | Not Acceptable | No      |
| 6/24/2013 20:34 | FDX     | FDX1117       | A306          | 2591          | Not Acceptable | No      |
| 6/26/2013 07:01 | SWA     | SWA523        | B737          | 2874          | Not Acceptable | No      |
| 6/26/2013 16:46 | DAL     | DAL8886       | B738          | 2765          | Not Acceptable | No      |
| 6/26/2013 17:43 | SWA     | SWA2765       | B737          | 2391          | Not Acceptable | No      |
| 6/27/2013 09:07 | EJA     | EJA885        | H25B          | 2355          | Not Acceptable | No      |
| 6/27/2013 10:25 | SWA     | SWA254        | B737          | 2851          | Not Acceptable | No      |
| 6/27/2013 10:49 | DAL     | DAL1026       | A319          | 2742          | Not Acceptable | No      |

| Date Time       | Airline | Flight Number | Aircraft Type | Altitude (ft) | Comment        | Excused |
|-----------------|---------|---------------|---------------|---------------|----------------|---------|
| 6/28/2013 10:24 | DAL     | DAL1026       | A319          | 2880          | Not Acceptable | No      |
| 6/28/2013 15:18 |         | N233KC        | F900          | 2559          | Not Acceptable | No      |
| 6/28/2013 17:56 | SWA     | SWA3410       | B737          | 2591          | Not Acceptable | No      |
| 6/28/2013 19:56 | SWA     | SWA189        | B737          | 2834          | Not Acceptable | No      |
| 6/29/2013 10:28 | SWA     | SWA2260       | B737          | 2578          | Not Acceptable | No      |
| 6/29/2013 18:25 | SWA     | SWA4444       | B737          | 2575          | Not Acceptable | No      |
| 6/30/2013 12:25 | SWA     | SWA442        | B737          | 2545          | Not Acceptable | No      |
| 6/30/2013 17:50 | SWA     | SWA2765       | B737          | 2788          | Not Acceptable | No      |

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

| Date Time       | Flight Number | Aircraft Type | Airline | Altitude (ft) | Comment          | Excused |
|-----------------|---------------|---------------|---------|---------------|------------------|---------|
| 4/1/2013 16:36  | SWA381        | B737          | SWA     | 2709          | Not Acceptable   | No      |
| 4/1/2013 19:50  | SWA3209       | B737          | SWA     | 2795          | Not Acceptable   | No      |
| 4/1/2013 20:03  | SWA323        | B737          | SWA     | 2772          | Not Acceptable   | No      |
| 4/1/2013 21:50  | SWA355        | B737          | SWA     | 2834          | Not Acceptable   | No      |
| 4/2/2013 01:53  | AAY4108       | MD83          | AAY     | 1971          | Not Acceptable   | No      |
| 4/3/2013 12:04  | ASA346        | B738          | ASA     | 2506          | Not Acceptable   | No      |
| 4/3/2013 12:06  | DAL1160       | A320          | DAL     | 2404          | Not Acceptable   | No      |
| 4/6/2013 18:12  | SWA1673       | B737          | SWA     | 2375          | Not Acceptable   | No      |
| 4/8/2013 09:39  | SWA477        | B733          | SWA     | 2798          | Not Acceptable   | No      |
| 4/8/2013 09:48  | SWA2532       | B737          | SWA     | 2532          | Not Acceptable   | No      |
| 4/9/2013 09:49  | SWA477        | B737          | SWA     | 2785          | Not Acceptable   | No      |
| 4/9/2013 16:12  | SWA381        | B737          | SWA     | 2509          | Not Acceptable   | No      |
| 4/9/2013 19:38  | SWA2320       | B737          | SWA     | 2844          | Not Acceptable   | No      |
| 4/9/2013 21:39  | SWA355        | B737          | SWA     | 2693          | Not Acceptable   | No      |
| 4/10/2013 20:24 | SWA3846       | B737          | SWA     | 2851          | Not Acceptable   | No      |
| 4/10/2013 23:28 | SWA390        | B737          | SWA     | 2349          | Not Acceptable   | No      |
| 4/11/2013 09:32 | SWA1644       | B733          | SWA     | 2808          | Not Acceptable   | No      |
| 4/11/2013 09:35 | SWA477        | B737          | SWA     | 2821          | Not Acceptable   | No      |
| 4/11/2013 09:59 | FLC59         | LJ60          | FLC     | 1400          | FAA Flight Check | Yes     |
| 4/11/2013 13:47 | SWA702        | B737          | SWA     | 2857          | Not Acceptable   | No      |
| 4/11/2013 21:34 | SWA355        | B737          | SWA     | 2673          | Not Acceptable   | No      |
| 4/11/2013 23:32 | SWA390        | B737          | SWA     | 2864          | Not Acceptable   | No      |
| 4/12/2013 13:19 | SWA858        | B737          | SWA     | 2821          | Not Acceptable   | No      |
| 4/12/2013 20:30 | SWA3209       | B737          | SWA     | 2683          | Not Acceptable   | No      |
| 4/13/2013 21:51 | SWA941        | B737          | SWA     | 2742          | Not Acceptable   | No      |
| 4/13/2013 22:19 | ASA356        | B738          | ASA     | 2732          | Not Acceptable   | No      |
| 4/14/2013 07:52 | ASA344        | B738          | ASA     | 2545          | Not Acceptable   | No      |
| 4/14/2013 09:26 | SWA1865       | B735          | SWA     | 2857          | Not Acceptable   | No      |
| 4/14/2013 09:29 | SWA3397       | B733          | SWA     | 2805          | Not Acceptable   | No      |
| 4/14/2013 13:54 | SWA256        | B737          | SWA     | 2857          | Not Acceptable   | No      |
| 4/14/2013 20:21 | SWA1279       | B733          | SWA     | 2470          | Not Acceptable   | No      |
| 4/15/2013 12:07 | ASA346        | B738          | ASA     | 2854          | Not Acceptable   | No      |
| 4/15/2013 13:48 | SWA576        | B737          | SWA     | 2729          | Not Acceptable   | No      |
| 4/15/2013 15:36 | SWA2005       | B733          | SWA     | 2755          | Not Acceptable   | No      |

| Date Time       | Flight Number | Aircraft Type | Airline | Altitude (ft) | Comment        | Excused |
|-----------------|---------------|---------------|---------|---------------|----------------|---------|
| 4/17/2013 07:49 | ASA344        | B738          | ASA     | 2834          | Not Acceptable | No      |
| 4/17/2013 08:41 | AAY200        | MD83          | AAY     | 2591          | Not Acceptable | No      |
| 4/17/2013 11:56 | ASA346        | B738          | ASA     | 2867          | Not Acceptable | No      |
| 4/17/2013 13:56 |               | GLEX          |         | 2641          | Not Acceptable | No      |
| 4/17/2013 22:37 | FDX1802       | A306          | FDX     | 2624          | Not Acceptable | No      |
| 4/18/2013 14:17 | SWA2005       | B733          | SWA     | 2841          | Not Acceptable | No      |
| 4/18/2013 21:37 | SWA1319       | B733          | SWA     | 2719          | Not Acceptable | No      |
| 4/19/2013 15:27 | SWA1193       | B737          | SWA     | 2795          | Not Acceptable | No      |
| 4/19/2013 20:18 | SWA1189       | B737          | SWA     | 2618          | Not Acceptable | No      |
| 4/19/2013 21:31 | SWA3401       | B733          | SWA     | 2706          | Not Acceptable | No      |
| 4/20/2013 07:49 | ASA344        | B738          | ASA     | 2690          | Not Acceptable | No      |
| 4/20/2013 09:25 | SWA638        | B737          | SWA     | 2890          | Not Acceptable | No      |
| 4/20/2013 16:56 | SWA1317       | B733          | SWA     | 2818          | Not Acceptable | No      |
| 4/21/2013 20:16 | SWA1279       | B733          | SWA     | 2312          | Not Acceptable | No      |
| 4/21/2013 21:29 | N365CJ        | GLEX          |         | 2778          | Not Acceptable | No      |
| 4/22/2013 08:51 | AAY200        | MD83          | AAY     | 2568          | Not Acceptable | No      |
| 4/22/2013 16:09 | AAY1018       | MD83          | AAY     | 2805          | Not Acceptable | No      |
| 4/22/2013 20:00 | SWA599        | B737          | SWA     | 2870          | Not Acceptable | No      |
| 4/22/2013 20:53 | SWA1279       | B733          | SWA     | 2726          | Not Acceptable | No      |
| 4/23/2013 20:15 | SWA1319       | B733          | SWA     | 2847          | Not Acceptable | No      |
| 4/23/2013 20:29 | SWA1279       | B733          | SWA     | 2837          | Not Acceptable | No      |
| 4/23/2013 20:45 | SWA1189       | B737          | SWA     | 2014          | Not Acceptable | No      |
| 4/24/2013 19:49 | SWA599        | B737          | SWA     | 2890          | Not Acceptable | No      |
| 4/25/2013 16:22 | SWA1971       | B737          | SWA     | 2746          | Not Acceptable | No      |
| 4/25/2013 20:07 | SWA1189       | B737          | SWA     | 2851          | Not Acceptable | No      |
| 4/27/2013 19:09 | SWA1934       | B733          | SWA     | 2746          | Not Acceptable | No      |
| 4/28/2013 20:07 | SWA542        | B737          | SWA     | 2851          | Not Acceptable | No      |
| 4/28/2013 20:46 | SWA462        | B737          | SWA     | 2690          | Not Acceptable | No      |
| 4/29/2013 19:55 | SWA599        | B737          | SWA     | 2401          | Not Acceptable | No      |
| 4/29/2013 20:04 | SWA462        | B737          | SWA     | 2896          | Not Acceptable | No      |
| 5/1/2013 07:49  | ASA344        | B738          | ASA     | 2870          | Not Acceptable | No      |
| 5/1/2013 08:59  | AAY200        | MD83          | AAY     | 2798          | Not Acceptable | No      |
| 5/1/2013 12:07  | ASA346        | B738          | ASA     | 2854          | Not Acceptable | No      |
| 5/2/2013 08:33  | FDX3844       | A306          | FDX     | 2854          | Not Acceptable | No      |
| 5/2/2013 15:21  | SWA1193       | B737          | SWA     | 2811          | Not Acceptable | No      |
| 5/3/2013 08:08  | ASA344        | B738          | ASA     | 2818          | Not Acceptable | No      |
| 5/3/2013 15:28  | SWA1193       | B737          | SWA     | 2834          | Not Acceptable | No      |
| 5/3/2013 16:10  | SWA1971       | B737          | SWA     | 2801          | Not Acceptable | No      |
| 5/4/2013 09:29  | SWA638        | B737          | SWA     | 2867          | Not Acceptable | No      |
| 5/4/2013 16:51  | SWA1317       | B733          | SWA     | 1584          | Not Acceptable | No      |
| 5/4/2013 18:59  | SWA1934       | B737          | SWA     | 2851          | Not Acceptable | No      |
| 5/4/2013 19:03  | SWA2597       | B733          | SWA     | 2565          | Not Acceptable | No      |
| 5/4/2013 19:05  | SWA1050       | B733          | SWA     | 2696          | Not Acceptable | No      |
| 5/4/2013 22:13  | ASA356        | B738          | ASA     | 2801          | Not Acceptable | No      |
| 5/4/2013 22:16  | DAL1253       | A320          | DAL     | 2641          | Not Acceptable | No      |
| 5/6/2013 09:38  | SWA2685       | B733          | SWA     | 2851          | Not Acceptable | No      |
| 5/6/2013 18:49  | SWA1706       | B737          | SWA     | 2775          | Not Acceptable | No      |
| 5/6/2013 19:55  | SWA599        | B737          | SWA     | 2834          | Not Acceptable | No      |
| 5/6/2013 20:22  | SWA1189       | B733          | SWA     | 2749          | Not Acceptable | No      |
| 5/7/2013 08:06  | ASA344        | B738          | ASA     | 2824          | Not Acceptable | No      |
| 5/7/2013 08:11  | SWA840        | B737          | SWA     | 2762          | Not Acceptable | No      |

| Date Time       | Flight Number | Aircraft Type | Airline | Altitude (ft) | Comment          | Excused |
|-----------------|---------------|---------------|---------|---------------|------------------|---------|
| 5/7/2013 13:46  | SWA576        | B737          | SWA     | 2637          | Not Acceptable   | No      |
| 5/7/2013 19:50  | SWA599        | B737          | SWA     | 2765          | Not Acceptable   | No      |
| 5/9/2013 18:46  | SWA1706       | B737          | SWA     | 2867          | Not Acceptable   | No      |
| 5/12/2013 09:31 | SWA1865       | B735          | SWA     | 2076          | Not Acceptable   | No      |
| 5/12/2013 12:06 | ASA346        | B738          | ASA     | 2752          | Not Acceptable   | No      |
| 5/12/2013 16:02 | SWA1971       | B737          | SWA     | 2358          | Not Acceptable   | No      |
| 5/13/2013 20:16 | SWA1279       | B733          | SWA     | 2670          | Not Acceptable   | No      |
| 5/14/2013 21:26 | SWA3401       | B733          | SWA     | 2746          | Not Acceptable   | No      |
| 5/14/2013 23:02 | SWA2939       | B737          | SWA     | 2680          | Not Acceptable   | No      |
| 5/15/2013 09:37 | SWA2685       | B733          | SWA     | 2611          | Not Acceptable   | No      |
| 5/15/2013 09:44 | SWA252        | B733          | SWA     | 2499          | Not Acceptable   | No      |
| 5/15/2013 13:41 | SWA2005       | B733          | SWA     | 2447          | Not Acceptable   | No      |
| 5/15/2013 20:42 | SWA1319       | B733          | SWA     | 2814          | Not Acceptable   | No      |
| 5/15/2013 21:45 | SWA3401       | B737          | SWA     | 2627          | Not Acceptable   | No      |
| 5/16/2013 21:31 | SWA3401       | B733          | SWA     | 2887          | Not Acceptable   | No      |
| 5/17/2013 15:56 | AAY1018       | MD83          | AAY     | 2860          | Not Acceptable   | No      |
| 5/17/2013 16:14 | SWA1971       | B737          | SWA     | 2883          | Not Acceptable   | No      |
| 5/17/2013 20:50 | SWA1319       | B737          | SWA     | 2601          | Not Acceptable   | No      |
| 5/17/2013 21:26 | SWA3401       | B733          | SWA     | 2798          | Not Acceptable   | No      |
| 5/19/2013 09:18 | SWA3397       | B737          | SWA     | 2719          | Not Acceptable   | No      |
| 5/19/2013 16:14 | SWA1971       | B737          | SWA     | 2660          | Not Acceptable   | No      |
| 5/21/2013 16:13 | SWA1971       | B737          | SWA     | 2880          | Not Acceptable   | No      |
| 5/21/2013 21:42 | SWA3401       | B733          | SWA     | 2785          | Not Acceptable   | No      |
| 5/22/2013 13:34 | SWA2005       | B733          | SWA     | 2847          | Not Acceptable   | No      |
| 5/22/2013 15:11 | SWA1193       | B737          | SWA     | 2808          | Not Acceptable   | No      |
| 5/22/2013 20:38 | SWA462        | B737          | SWA     | 2673          | Not Acceptable   | No      |
| 5/22/2013 21:18 | FDX1818       | B752          | FDX     | 2470          | Not Acceptable   | No      |
| 5/23/2013 22:54 | ASA356        | B738          | ASA     | 2874          | Not Acceptable   | No      |
| 5/24/2013 12:10 | ASA346        | B738          | ASA     | 2844          | Not Acceptable   | No      |
| 5/24/2013 21:21 | SWA462        | B737          | SWA     | 2749          | Not Acceptable   | No      |
| 5/28/2013 13:42 | SWA576        | B737          | SWA     | 2801          | Not Acceptable   | No      |
| 5/29/2013 21:28 | SWA3401       | B737          | SWA     | 2647          | Not Acceptable   | No      |
| 5/30/2013 19:35 | SWA3421       | B737          | SWA     | 2860          | Safety/Emergency | Yes     |
| 5/30/2013 19:35 | SWA3421       | B737          | SWA     | 3943          | Safety/Emergency | Yes     |
| 5/30/2013 20:03 | SWA599        | B737          | SWA     | 2890          | Not Acceptable   | No      |
| 5/31/2013 20:02 | SWA1706       | B737          | SWA     | 2896          | Not Acceptable   | No      |
| 6/1/2013 19:44  | SWA1934       | B733          | SWA     | 2798          | Not Acceptable   | No      |
| 6/2/2013 07:55  | ASA344        | B738          | ASA     | 2841          | Not Acceptable   | No      |
| 6/2/2013 12:10  | ASA346        | B738          | ASA     | 2693          | Not Acceptable   | No      |
| 6/2/2013 20:46  | SWA2788       | B737          | SWA     | 2841          | Not Acceptable   | No      |
| 6/3/2013 10:58  | SWA221        | B733          | SWA     | 2811          | Not Acceptable   | No      |
| 6/4/2013 12:38  | SWA257        | B737          | SWA     | 2696          | Not Acceptable   | No      |
| 6/4/2013 15:49  | SWA278        | B733          | SWA     | 2883          | Not Acceptable   | No      |
| 6/4/2013 20:34  | SWA2620       | B733          | SWA     | 2887          | Not Acceptable   | No      |
| 6/5/2013 19:17  | SWA291        | B737          | SWA     | 2762          | Not Acceptable   | No      |
| 6/6/2013 19:02  | SWA1703       | B733          | SWA     | 2729          | Not Acceptable   | No      |
| 6/6/2013 20:13  | SWA2620       | B733          | SWA     | 2851          | Not Acceptable   | No      |
| 6/7/2013 20:01  | SWA2620       | B737          | SWA     | 2683          | Not Acceptable   | No      |
| 6/7/2013 20:10  | SWA3429       | B733          | SWA     | 2316          | Not Acceptable   | No      |
| 6/8/2013 19:45  | SWA1219       | B737          | SWA     | 2719          | Not Acceptable   | No      |
| 6/9/2013 11:13  | AAY1012       | MD83          | AAY     | 2841          | Not Acceptable   | No      |

| Date Time       | Flight Number | Aircraft Type | Airline | Altitude (ft) | Comment        | Excused |
|-----------------|---------------|---------------|---------|---------------|----------------|---------|
| 6/10/2013 17:51 | ASA338        | B734          | ASA     | 2874          | Not Acceptable | No      |
| 6/10/2013 17:55 | ASA820        | B738          | ASA     | 1938          | Not Acceptable | No      |
| 6/10/2013 19:55 | SWA2620       | B733          | SWA     | 2542          | Not Acceptable | No      |
| 6/10/2013 22:40 | FDX1807       | DC10          | FDX     | 2851          | Not Acceptable | No      |
| 6/11/2013 20:19 | SWA3429       | B733          | SWA     | 2834          | Not Acceptable | No      |
| 6/12/2013 09:37 | SWA221        | B733          | SWA     | 2801          | Not Acceptable | No      |
| 6/12/2013 16:23 | AAY202        | MD88          | AAY     | 2854          | Not Acceptable | No      |
| 6/12/2013 20:56 | SWA2788       | B737          | SWA     | 2716          | Not Acceptable | No      |
| 6/12/2013 22:50 | SWA630        | B737          | SWA     | 2841          | Not Acceptable | No      |
| 6/13/2013 17:46 | SWA527        | B737          | SWA     | 2844          | Not Acceptable | No      |
| 6/14/2013 09:02 | SWA657        | B737          | SWA     | 2552          | Not Acceptable | No      |
| 6/14/2013 09:30 | SWA221        | B733          | SWA     | 2874          | Not Acceptable | No      |
| 6/14/2013 12:37 | SWA257        | B737          | SWA     | 2765          | Not Acceptable | No      |
| 6/14/2013 16:46 | N247CJ        | F900          |         | 2870          | Not Acceptable | No      |
| 6/14/2013 20:34 | SWA291        | B737          | SWA     | 2614          | Not Acceptable | No      |
| 6/14/2013 22:40 | ASA358        | B738          | ASA     | 2821          | Not Acceptable | No      |
| 6/15/2013 14:25 | SWA723        | B733          | SWA     | 2880          | Not Acceptable | No      |
| 6/16/2013 09:12 | SWA657        | B737          | SWA     | 2742          | Not Acceptable | No      |
| 6/16/2013 14:44 | SWA444        | B733          | SWA     | 2542          | Not Acceptable | No      |
| 6/16/2013 20:09 | SWA2788       | B737          | SWA     | 2532          | Not Acceptable | No      |
| 6/17/2013 09:02 | SWA657        | B737          | SWA     | 2618          | Not Acceptable | No      |
| 6/17/2013 12:39 | SWA257        | B737          | SWA     | 2729          | Not Acceptable | No      |
| 6/17/2013 16:18 | SWA278        | B733          | SWA     | 2841          | Not Acceptable | No      |
| 6/18/2013 12:12 | DAL1160       | A319          | DAL     | 2519          | Not Acceptable | No      |
| 6/19/2013 09:04 | SWA657        | B737          | SWA     | 2896          | Not Acceptable | No      |
| 6/20/2013 11:49 | AAY1012       | MD83          | AAY     | 2893          | Not Acceptable | No      |
| 6/20/2013 17:36 | SWA527        | B737          | SWA     | 2828          | Not Acceptable | No      |
| 6/20/2013 19:21 | SWA291        | B737          | SWA     | 2883          | Not Acceptable | No      |
| 6/21/2013 08:02 | ASA344        | B738          | ASA     | 2844          | Not Acceptable | No      |
| 6/21/2013 09:54 | AAY200        | MD83          | AAY     | 2841          | Not Acceptable | No      |
| 6/21/2013 12:11 | ASA346        | B738          | ASA     | 2440          | Not Acceptable | No      |
| 6/22/2013 00:58 | SWA630        | B737          | SWA     | 2870          | Not Acceptable | No      |
| 6/22/2013 08:33 | FDX3812       | A306          | FDX     | 2801          | Not Acceptable | No      |
| 6/22/2013 14:26 | SWA723        | B737          | SWA     | 2788          | Not Acceptable | No      |
| 6/22/2013 17:11 | SWA857        | B737          | SWA     | 2522          | Not Acceptable | No      |
| 6/22/2013 18:26 | SWA3680       | B733          | SWA     | 2883          | Not Acceptable | No      |
| 6/22/2013 18:57 | SWA2423       | B737          | SWA     | 2746          | Not Acceptable | No      |
| 6/26/2013 11:40 | SWA1992       | B733          | SWA     | 2001          | Not Acceptable | No      |
| 6/26/2013 11:56 | ASA312        | B734          | ASA     | 2870          | Not Acceptable | No      |
| 6/26/2013 17:58 | SWA1703       | B733          | SWA     | 2181          | Not Acceptable | No      |
| 6/27/2013 00:19 | SWA8509       | B737          | SWA     | 2234          | Not Acceptable | No      |
| 6/27/2013 17:59 | ASA338        | B734          | ASA     | 2700          | Not Acceptable | No      |
| 6/27/2013 20:07 | SWA2788       | B737          | SWA     | 2857          | Not Acceptable | No      |
| 6/27/2013 21:39 | FDX86         | MD11          | FDX     | 2811          | Not Acceptable | No      |
| 6/27/2013 22:57 | ASA358        | B738          | ASA     | 2851          | Not Acceptable | No      |
| 6/28/2013 07:18 | SWA2883       | B737          | SWA     | 2890          | Not Acceptable | No      |
| 6/28/2013 14:04 | AAY202        | MD83          | AAY     | 2870          | Not Acceptable | No      |
| 6/28/2013 20:37 | SWA326        | B737          | SWA     | 2687          | Not Acceptable | No      |
| 6/29/2013 14:27 | SWA860        | B737          | SWA     | 2729          | Not Acceptable | No      |
| 6/29/2013 19:50 | SWA857        | B737          | SWA     | 2742          | Not Acceptable | No      |
| 6/30/2013 13:00 | AAY1012       | MD83          | AAY     | 2306          | Not Acceptable | No      |



| Date Time       | Flight Number | Aircraft Type | Airline | Altitude (ft) | Comment        | Excused |
|-----------------|---------------|---------------|---------|---------------|----------------|---------|
| 6/30/2013 14:32 | SWA444        | B733          | SWA     | 2296          | Not Acceptable | No      |
| 6/30/2013 16:06 | SWA278        | B733          | SWA     | 2709          | Not Acceptable | No      |
| 6/30/2013 19:42 | SWA291        | B737          | SWA     | 2762          | Not Acceptable | No      |

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## North Field Jet Departure Procedure

### Sample Noncompliance Contact Letter

May 18, 2011

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

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

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

Please use Runway 11/29 for turbojet aircraft departures.

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

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

Sincerely,

Jesse Richardson  
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N152FJ 20110517.doc

## North Field Jet Landing Procedure

### Sample Noncompliance Contact Letter

March 23, 2011

Coordinator

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

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

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

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

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

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

Sincerely,

Jesse Richardson  
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

## North Field VFR Departure Procedure

### Sample Noncompliance Contact Letter

March 30, 2011

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

Event date: 03/29/2011

Time of departure: 0654 hrs. local

Aircraft Type: BE20

Aircraft Tail Number or Flight Number: N200WB

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

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

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

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

Sincerely,

Jesse Richardson  
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N200WB 20110330.doc

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## North Field Quiet Hours Procedure

### Sample Noncompliance Contact Letter

March 31, 2011

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

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

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

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

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

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

Sincerely,

Jesse Richardson  
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N97WC 20110330.doc

## Helicopter Flight Procedure

### Sample Noncompliance Contact Letter

#### FORM LETTER FOR HELICOPTER OPERATORS

[Company Name, Address]

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

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

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

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

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

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

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

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

Name, title, email address

Cc: attachments

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