



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Third Quarter 2013



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

November 7, 2013

I  OAK
Park Close. Fly on time.

Table of Contents

(Click on a link below for direct access.)

[QUARTERLY AIRCRAFT NOISE REPORT INTRODUCTION](#)

[QUARTERLY REPORTS SUMMARY TABLE](#)

NORTH FIELD REPORTS

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

SOUTH FIELD REPORTS

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

[MONTHLY AIRCRAFT NOISE COMPLAINT REPORTS](#)

[AIRPORT OPERATIONS SUMMARY TABLES](#)

[DEFINITIONS OF TERMINOLOGY FOR COMPLIANCE MONITORING](#)

APPENDICES

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

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

QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Third Quarter 2013				
	2012Q3		2013Q3	
	Compl.	N/C	Compl.	N/C
Runway 27R/L Jet Departure Compliance	97%	3%	94%	6%
Total Airport-wide Corporate Jet Departures	2,163	69	2,531	158
Runway 09R/L Jet Landing Compliance	0%	0%	100%	0%
Total Southeast Plan Corporate Jet Landings	0	0	26	0
North Field VFR Departure Compliance	97%	3%	96%	4%
Total Runways 27R/L & 33 Departures	1,084	39	1,123	48
North Field Quiet Hours Compliance	92%	8%	82%	18%
Total North Field Quiet Hours Departures	371	33	191	34
Runway 29 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 29 Turbojet Departures	16,305	5	16,383	4
Silent7 Night Departure Compliance	99%	1%	99%	1%
Total Runway 29 Night Turbojet Departures	3,113	35	2,992	29
Runway 11 Night Departure Compliance	0%	0%	92%	8%
Total Runway 11 Night Turbojet Departures	0	0	26	2
Runway 29 East Turn Departure Compliance	96%	4%	96%	4%
Total Runway 29 East Turn Departures	4,214	166	4,392	187
100 Degree Radial Turbojet Landing Compliance	92%	8%	94%	6%
Total 100 Degree Radial Turbojet Landings	2,617	213	2,367	155
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	22	0	17	0

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

NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Third Quarter 2013				
	July	August	September	Quarterly
Airport-wide Corporate Jet Departures	954	889	846	2,689
Compliant Corporate Jet Departures	887	849	795	2,531
Non-compliant Corporate Jet Departures	67	40	51	158
Corporate Jet Departure Compliance Rate	93%	96%	94%	94%
Excused Jet Departures	17	32	15	64
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,865	5,693	5,226	16,784
Compliant Airport-wide Jet Departures	5,798	5,653	5,175	16,626
Non-compliant Airport-wide Jet Departures	67	40	51	158
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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

JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 09R/L Compliance Summary Third Quarter 2013				
	July	August	September	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	25	0	1	26
Compliant SE Plan Corporate Jet Landings	25	0	1	26
Non-compliant SE Plan Corporate Jet Landings	0	0	0	0
SE Plan Corporate Jet Landing Compliance Rate	100%	N/A	100%	100%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	115	0	3	118
Airport-wide Compliant SE Plan Jet Landings	115	0	3	118
Airport-wide Non-compliant SE Plan Landings	0	0	0	0
Airport-wide Jet Landing SE Plan Compliance Rate	100%	N/A	100%	100%
* Note: During Southeast Plan, business jets may land on Runways 09R/L and 11.				

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

NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Third Quarter 2013				
	July	August	September	Total
Total VFR Departures	384	403	384	1,171
Total VFR Departures Over Alameda	94	61	95	250
Compliant Departures	365	391	367	1,123
Non-compliant Departures	19	12	17	48
Compliance Rate	95%	97%	96%	96%

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

NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) Third Quarter 2013				
	July	August	September	Quarterly
Total Night Departures (10:00 p.m. to 6:00 a.m.)	71	67	53	191
Compliant Night Departures	56	57	44	157
Average Compliant Departures per Night	1.8	1.8	1.4	1.7
Non-Compliant Night Departures	15	10	9	34
Average Non-Compliant Departures per Night	0.5	0.3	0.3	0.4
Night Departure Compliance Rate	79%	85%	83%	82%

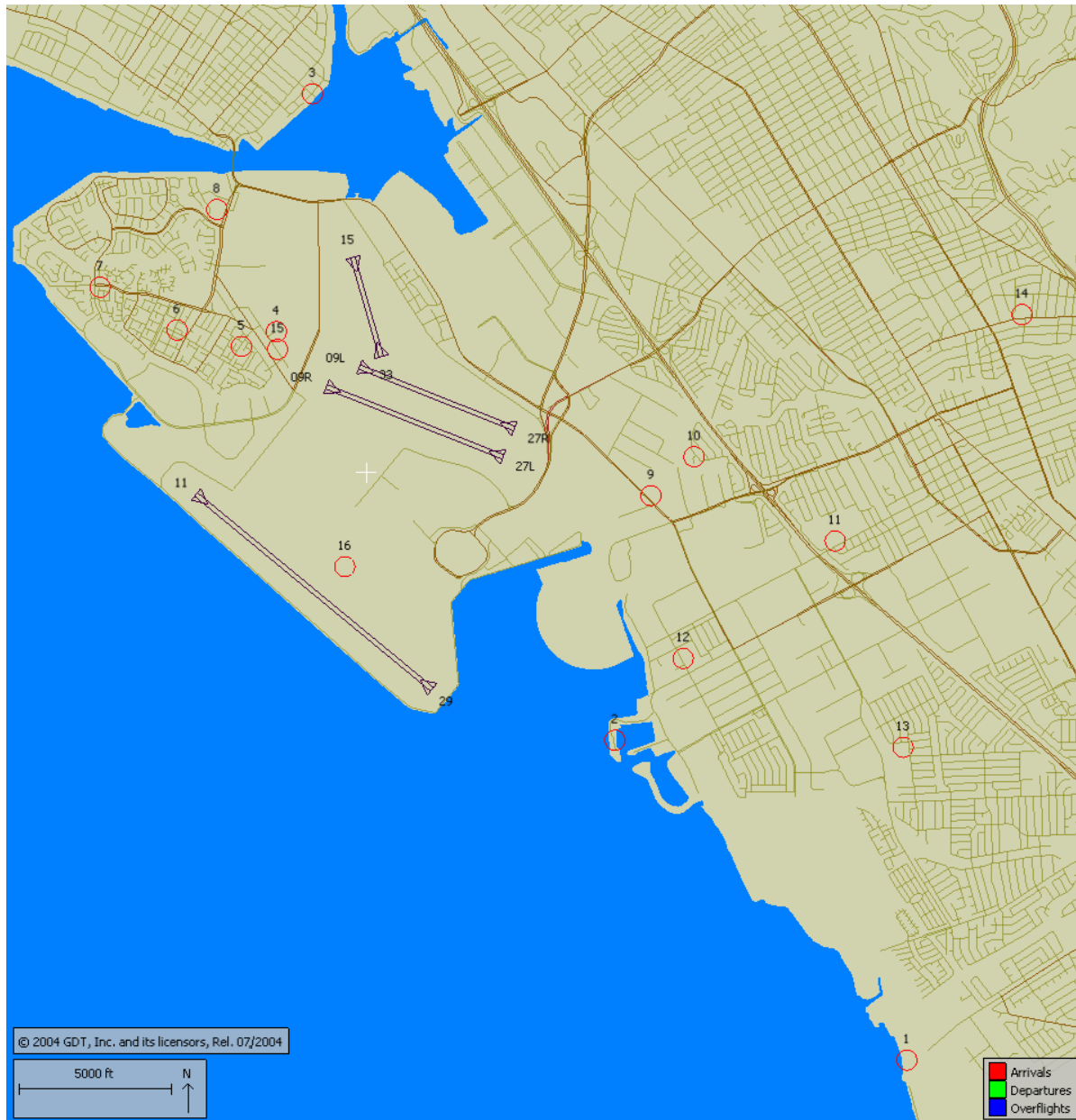
[\(Return to Table of Contents\)](#)

NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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

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

Noise Monitor Terminal (NMT) Locations



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

Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 191

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

NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	2	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	3
2	11	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	12
3	35	4	0.0	0.7%	2	0.0	0.4%	0	0.0	0.0%	41
4	56	40	0.4	7.1%	19	0.2	3.4%	28	0.3	4.9%	143
5	54	11	0.1	1.9%	12	0.1	2.1%	27	0.3	4.8%	104
6	9	9	0.1	1.6%	19	0.2	3.4%	14	0.2	2.5%	51
7	17	19	0.2	3.4%	8	0.1	1.4%	0	0.0	0.0%	44
8	36	28	0.3	4.9%	1	0.0	0.2%	0	0.0	0.0%	65
9	8	6	0.1	1.1%	3	0.0	0.5%	1	0.0	0.2%	18
10	18	4	0.0	0.7%	0	0.0	0.0%	1	0.0	0.2%	23
11	2	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	4
12	11	8	0.1	1.4%	0	0.0	0.0%	0	0.0	0.0%	19
13	1	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	2
14	6	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	8
All NMTs	266	135	2	0	65	1	0	71	1	0	537

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

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 165

Third 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	35	4	0.0	1.7%	2	0.0	0.8%	0	0.0	0.0%	41
4	56	40	0.4	16.7%	19	0.2	7.9%	28	0.3	11.7%	143
5	54	11	0.1	4.6%	12	0.1	5.0%	27	0.3	11.3%	104
6	9	9	0.1	3.8%	19	0.2	7.9%	14	0.2	5.9%	51
7	17	19	0.2	7.9%	8	0.1	3.3%	0	0.0	0.0%	44
8	36	28	0.3	11.7%	1	0.0	0.4%	0	0.0	0.0%	65
Total	207	111	1.2		61	0.7		69	0.8		448

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 26

Third 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	11	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	12
9	8	6	0.1	1.8%	3	0.0	0.9%	1	0.0	0.3%	18
10	18	4	0.0	1.2%	0	0.0	0.0%	1	0.0	0.3%	23
11	2	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	4
12	11	8	0.1	2.4%	0	0.0	0.0%	0	0.0	0.0%	19
13	1	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	2
14	6	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	8
Total	57	23	0.3		4	0.0		2	0.0		86

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

SOUTH FIELD REPORTS

RUNWAY 29 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 29 Bay Farm Right Turn Departure Procedure Compliance Summary Third Quarter 2013				
	July	August	September	Quarter
Runway 29 Turbojet Departures	5,634	5,613	5,136	16,383
Compliant Departures	5,634	5,611	5,134	16,379
Non-compliant Departures	0	2	2	4
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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

SILENT SEVEN DEPARTURE PROCEDURE

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

Silent 7 Night Departure NAP Compliance Summary 10:00 pm - 7:00 am Third Quarter 2013				
	July	August	September	Quarter
Runway 29 Nighttime Turbojet Departures	1,116	1,043	833	2,992
Buffer Time Departures	19	9	11	39
Compliant Departures	1,106	1,032	825	2,963
Non-compliant Departures	10	11	8	29
Compliance Rate	99%	99%	99%	99%

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

ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Third Quarter 2013, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Third Quarter 2013 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	143	48	29	67	76	19
MD11	193	64	69	66	74	15
A306	218	73	22	66	74	13
B757	60	20	5	66	74	13
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-39	-3	-2	-2	-3
MD11		32	56	-4	-5	-9
A306		6	1	-1	-3	-12
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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

Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Third Quarter 2012, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Third Quarter 2012 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	-	-	-	0	0	0
DC10/MD10	142	47	43	64	73	12
MD11	239	80	111	66	75	16
A306	223	74	14	64	71	8
B757	59	20	2	64	72	12
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-40	11	-5	-5	-10
MD11		48	98	-4	-4	-8
A306		7	-7	-3	-6	-17

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

RUNWAY 11 NIGHT DEPARTURE PROCEDURE

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

Runway 11 Night Departure NAP Compliance Summary (10:00 PM to 6:00 AM) Third Quarter 2013				
	July	August	September	Quarter
Jet Departures	14	1	11	26
Non-Compliant Departures	0	1	1	2
Compliant Departures	14	0	10	24
Compliance Rate	100%	0%	91%	92%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 6:00 a.m. nightly.				

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

ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Third Quarter 2013				
	July	August	September	Quarter
Runups - 7:00 PM to 10:00 PM	0	2	0	2
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	6	2	7	15
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	6	4	7	17
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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

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

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

Runway 29 East Turn Departures at 3,000 feet Procedure Compliance Summary Third Quarter 2013				
	July	August	September	Quarter
Total Runway 29 East Turn Turbojet Departures	1,547	1,485	1,360	4,392
Non-compliant Turbojet Departures	72	72	43	187
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,475	1,413	1,317	4,205
Compliance Rate	95%	95%	97%	96%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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

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

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Third Quarter 2013				
	July	August	September	Quarter
Turbojets on Downwind RWY 29 Approach	877	858	787	2,522
Non-compliant Turbojets	50	40	65	155
Total Turbojet Aircraft Above 3K Feet ASL*	827	818	722	2,367
Compliance Rate	94%	95%	92%	94%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant.				

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

Oakland International Airport Noise Complaint Summary July 2013		
Community	Callers	Complaints
Alameda(BFI)	13	20
Alameda(Central)	1	2
Berkeley	0	0
Castro Valley	2	37
Fremont	0	0
Hayward	2	4
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	6	8
Piedmont	0	0
San Francisco	0	0
San Leandro	2	126
San Lorenzo	0	0
Other Communities	6	12
Total	32	209
Complaints by Time of Day		
Day (0700 - 1900)	112	
Evening (1900 - 2200)	8	
Night (2200 - 0700)	89	
Complaints by Type of Operation		
Arrivals	7	
Departures	55	
Over-flights	147	
Touch & Go	0	
Complaints by Type of Aircraft		
Helicopter	135	
Jet	65	
Military	1	
Not Reported	0	
Other	1	
Propeller	7	

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

Oakland International Airport Noise Complaint Summary August 2013		
Community	Callers	Complaints
Alameda(BFI)	16	44
Alameda(Central)	3	3
Berkeley	0	0
Castro Valley	1	23
Fremont	2	30
Hayward	1	14
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	5	5
Piedmont	0	0
San Francisco	0	0
San Leandro	5	50
San Lorenzo	0	0
Other Communities	13	36
Total	46	205
Complaints by Time of Day		
Day (0700 - 1900)	78	
Evening (1900 - 2200)	39	
Night (2200 - 0700)	88	
Complaints by Type of Operation		
Arrivals	50	
Departures	93	
Over-flights	62	
Touch & Go	0	
Complaints by Type of Aircraft		
Helicopter	53	
Jet	142	
Military	0	
Not Reported	0	
Other	0	
Propeller	10	

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

Oakland International Airport Noise Complaint Summary September 2013		
Community	Callers	Complaints
Alameda(BFI)	13	29
Alameda(Central)	4	11
Berkeley	1	1
Castro Valley	1	16
Fremont	2	10
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	6	10
Piedmont	0	0
San Francisco	1	1
San Leandro	1	89
San Lorenzo	0	0
Other Communities	10	20
Total	39	187
Complaints by Time of Day		
Day (0700 - 1900)	110	
Evening (1900 - 2200)	14	
Night (2200 - 0700)	63	
Complaints by Type of Operation		
Arrivals	13	
Departures	56	
Over-flights	114	
Touch & Go	4	
Complaints by Type of Aircraft		
Helicopter	99	
Jet	69	
Military	0	
Not Reported	0	
Other	0	
Propeller	19	

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

AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) Third Quarter 2013					
	July	August	September	Total	Percentage
Runway 27L	15	18	8	41	21%
Runway 27R	37	43	32	112	59%
Runway 33	0	0	1	1	1%
Alameda Overflights	52	61	41	154	81%
Runway 09L	5	1	4	10	5%
Runway 09R	8	1	6	15	8%
Runway 15	6	4	2	12	6%
San Leandro Overflights	19	6	12	37	19%
Total Departures	71	67	53	191	100%

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

North Field VFR/IFR Departures by Runway Third Quarter 2013				
	July	August	September	Total
VFR Departures				
Runway 27L	23	24	14	61
Runway 27R	249	245	243	737
Runway 33	126	138	133	397
VFR Departures	398	407	390	1,195
IFR Departures				
Runway 27L	156	142	100	398
Runway 27R	575	571	570	1,716
Runway 33	148	150	135	433
IFR Departures	879	863	805	2,547
Total Departures	1,277	1,270	1,195	3,742

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

Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Third Quarter 2013											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	18	82	-	1	1	3	5	495	1,932	-	2,437	2,437
	Helicopters	-	-	-	-	1	-	-	-	3	266	270	270
	Commercial Jets	89	12,596	12,685	-	1	-	-	53	13	-	67	12,752
	Military	-	4	4	-	-	-	-	-	2	-	2	6
	Propeller	-	7	7	32	83	2	3	188	1,734	-	2,042	2,049
	Regional Jets	3	675	678	-	-	-	-	20	96	-	116	794
	Turboprops	2	394	396	-	7	7	2	69	952	-	1,037	1,433
	Unknown	-	4	4	6	5	-	-	6	64	-	81	85
Sub-totals		112	13,762	13,774	39	98	12	10	831	4,796	266	6,052	19,826
Departures	Corporate Jets	4	2,450	2,454	1	14	1	33	79	107	-	235	2,689
	Helicopters	-	-	-	-	-	1	-	-	1	302	304	304
	Commercial Jets	122	13,074	13,196	-	2	-	1	26	-	-	29	13,225
	Military	-	2	2	-	-	-	-	-	3	-	3	5
	Propeller	4	7	11	55	717	43	11	78	1,489	-	2,393	2,404
	Regional Jets	4	857	861	-	-	-	-	4	-	-	4	865
	Turboprops	2	345	347	-	73	10	2	268	766	-	1,119	1,466
	Unknown	-	24	-	5	24	3	2	4	87	-	125	125
Sub-totals		136	16,759	16,871	61	830	58	49	459	2,453	302	4,212	21,083
Touch & Go Sub-totals		-	1	1	3	62	3	3	103	220	1	395	396
Grand Total		248	30,522	30,646	103	990	73	62	1,393	7,469	569	10,659	41,305

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Third Quarter 2013											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	89	12,596	12,685	-	1	-	-	53	13	-	67	12,752
	Regional Jets	3	675	678	-	-	-	-	20	96	-	116	794
Commercial Jet Sub-totals		92	13,271	13,363	-	1	-	-	73	109	-	183	13,546
	Corporate Jets	18	82	100	1	1	3	5	495	1,932	-	2,437	2,537
All Jet Arrivals Sub-totals		110	13,353	13,463	1	2	3	5	568	2,041	-	2,620	16,083
Departures	Commercial Jets	122	13,074	13,196	-	2	-	1	26	-	-	29	13,225
	Regional Jets	4	857	861	-	-	-	-	4	-	-	4	865
Commercial Jet Sub-totals		126	13,931	14,057	-	2	-	1	30	-	-	33	14,090
	Corporate Jets	4	2,450	2,454	1	14	1	33	79	107	-	235	2,689
All Jet Departures Sub-totals		130	16,381	16,511	1	16	1	34	109	107	-	268	16,779
Grand Total		240	29,734	29,974	2	18	4	39	677	2,148	-	2,888	32,862

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

DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

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

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

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

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

Audio Not Available: Refers to an aircraft flight compliance determination investigation when the ATC audio file is lost or unusable due to a recording system technical failure. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may otherwise be a specific reason that could have exempted the flight from a determination of non-compliance.

Audio Not Reviewed: Refers to an aircraft flight compliance determination investigation when the ATC audio file has not been reviewed for some reason other than for a technical failure of the recording system. In this event, the associated flight is considered not in compliance with the noise

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

Flight Replay Not Reviewed: Refers to an aircraft flight compliance determination investigation when the NOMS flight replay was not employed to review the aircraft flight for airspace use or safety reasons. In this event, the associated flight is considered not in compliance with the noise abatement procedure even though there may be a specific reason that could have exempted the flight from a determination of non-compliance.

Good Effort: From the reviewer's perspective, the pilot appears to have made a genuine effort to avoid residential areas but the aircraft flight trajectory caused the aircraft to intersect the NOMS monitoring gate which identified the aircraft as an errant VFR departure. If the flight track is very close to the monitoring gate the reviewer may determine that a good effort was made by the pilot and the flight is considered compliant with the noise abatement procedure.

Good Effort/Air Traffic: There is clear visual evidence that other aircraft are flying in close vicinity, which may have required a pilot, or air traffic controller, to maintain safe separation between the non-compliant aircraft and another aircraft. From the reviewer's perspective, the pilot also appears to have made a genuine effort to avoid residential areas but the aircraft flight trajectory caused the aircraft to intersect the NOMS monitoring gate which identified the aircraft as an errant VFR departure. If the flight track is very close to the monitoring gate the reviewer may determine that a good effort was made by the pilot and the flight is considered compliant with the noise abatement procedure.

IFR Training: Some aircraft are departing VFR (Visual Flight Rules apply) but the pilots or student pilots may be practicing flying IFR (Instrument Flight Rules specified by the FAA for flight under weather conditions in which visual reference cannot be made to the ground and the pilot must rely on instruments to fly and navigate) in which case the pilots direct departing aircraft in a specific heading (i.e. 310 degrees). Based upon the aircraft departure trajectory (straight-line departure at approximately 310 degrees heading), the reviewer may judge that an aircraft flight is a potential IFR training flight. This aircraft departure will be considered compliant with noise abatement procedures.

Law Enforcement: An aircraft piloted by law enforcement officials may need to divert from the noise abatement procedure due to public safety concerns or to perform their law enforcement duties. Law enforcement aircraft flights over residential areas are considered exempt from noise abatement procedures due to the nature of the mission and operational necessity.

Lifeguard Medical: Medical operations such as organ or patient transportation are exempt from noise abatement procedures due to the nature of the mission and operational necessity.

Pilot Request: Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 29 to depart for noise abatement purposes, FAA regulations allow pilots to request departure from Runways 27R/L. Also, FAA air traffic controllers at Northern California TRACON or the OAK Control Tower normally guide jet aircraft to land on Runway 11 during the Southeast Plan air traffic pattern. However, pilots may request to land on Runways 09R/L when safe conditions exist. Pilot requests are normally granted although these requests are considered not in compliance with the noise abatement procedures.

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

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

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

Time Buffer: Aircraft departures from 10:00 to 10:10 p.m. and from 5:50 to 6:00 a.m. fall within the long established “buffer time period” in which an aircraft flight is not considered non-compliant with noise abatement procedures even though the flight would normally be non-compliant during the nighttime hours. These flights will be deemed exempt from the procedures as the departure was slightly delayed or slightly ahead of the scheduled time as fixed by the air traffic controller who provides clearance instructions to the pilot. Although the actual scheduled time of departure is between 6:00 a.m. and 10:00 p.m., the aircraft is released to the runway either early or too late.

VFR Departure: This term is used to describe an aircraft assumed to be flying under Visual Flight Rules (VFR) on departure and flew over nearby residential areas. These aircraft departures are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

Wide Salad: This term is applied by the reviewer when an aircraft flies a SALAD ONE departure turn but the turn was wide and resulted in a flight over Alameda residential areas. The reviewer would determine that this flight is non-compliant with noise abatement procedures.

310 Degree Heading: This term is used to describe an aircraft that the reviewer assumed was flown under either IFR or VFR and made a turn to a 310 degree heading flying over nearby residential areas. These aircraft departures are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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

APPENDICES

Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/1/2013 2:47	VOI907		A319	3223	28L	J	RWY 30 Routine Closure	Yes
7/1/2013 4:11			GLEX	3312	28L	B	RWY 30 Routine Closure	Yes
7/1/2013 4:46	UPS2943	N352UP	B763	3251	28L	J	RWY 30 Routine Closure	Yes
7/1/2013 5:46	N973MW	N973MW	GLF4	3352	28L	B	RWY 30 Routine Closure	Yes
7/1/2013 14:42	N416BD	N416BD	GLEX	6326	28L	B	Departure Timing	No
7/1/2013 16:24	FLC59	N59	LJ60	315	28L	B	FAA Flight Check	No
7/2/2013 7:24	N903JP	N903JP	C510	4276	28R	B	Pilot Refusal	No
7/2/2013 14:25	XLS1032		E135	3312	28L	R	Pilot Requested	No
7/3/2013 11:14	FLC58	N58	LJ60	4262	28L	B	FAA Flight Check	No
7/3/2013 11:44	FLC59		LJ60	366	28L	B	FAA Flight Check	No
7/3/2013 13:17	FLC59	N59	LJ60	370	28L	B	FAA Flight Check	No
7/3/2013 13:56	N370P	N370P	EA50	6353	28R	B	Pilot Requested	No
7/3/2013 14:04			CL60	3270	28L	B	Pilot Requested	No
7/3/2013 15:07	DCM2112		C56X	1166	28R	B	Pilot Refusal	No
7/3/2013 15:28	N828PA	N828PA	EA50	1723	28L	B	Pilot Refusal	No
7/4/2013 1:31	DCM6373	N44CK	C525	4551	28R	B	Pilot Refusal	No
7/4/2013 12:43	DCM2373	N44CK	C525	4243	28R	B	Pilot Refusal	No
7/4/2013 13:52	XLS1032	N503JT	E135	4526	28L	R	Pilot Requested	No
7/7/2013 22:24			C560	4535	28R	B	Safety/Emergency	No
7/8/2013 3:38	GDG801	N51VL	LJ55	3314	28L	B	RWY 30 Routine Closure	Yes
7/8/2013 12:40	EJA339	N339QS	C680	3356	28L	B	Pilot Requested	No
7/8/2013 14:04	LN903JP		C510	3337	28R	B	Lifeguard Medical	Yes
7/8/2013 15:52	CFBCL		LJ45	4510	28L	B	FAA Flight Check	No
7/8/2013 16:44	OPT471	N471LX	BE40	3223	28R	B	Pilot Requested	No
7/10/2013 5:58	LXJ548	N548FX	CL30	3366	28R	B	Pilot Requested	No
7/10/2013 12:22	DCM2342		C56X	4267	28L	B	Pilot Refusal	No
7/10/2013 16:11	N125PL	N125PL	C25B	3647	28R	B	Pilot Requested	No
7/10/2013 17:02	LXJ548	N548FX	CL30	4224	28R	B	Pilot Requested	No
7/10/2013 17:27	LN54DD		C560	3674	28R	B	Lifeguard Medical	Yes
7/10/2013 17:36	SIS661	N661EP	E50P	3661	28L	B	Pilot Requested	No
7/10/2013 17:58	XOJ717		C750	4244	30	B	System Error	Yes
7/11/2013 10:15	N903JP	N903JP	C510	1166	28R	B	Pilot Refusal	No
7/12/2013 12:03	N525AK	N525AK	WW24	3245	28L	B	Pilot Requested	No
7/12/2013 15:20	FLC58	N58	LJ60	322	28L	B	FAA Flight Check	No
7/12/2013 16:00	N930MG	N930MG	C680	1200	28R	B	Pilot Requested	No
7/12/2013 16:34	KAI92	N608CL	GLF4	4271	30	B	System Error	Yes
7/13/2013 9:34	DCM6373	N44CK	C525	1716	28R	B	Pilot Requested	No
7/13/2013 13:11	N169TD	N169TD	CL60	1743	28L	B	Pilot Refusal	No
7/15/2013 2:15	VOI907		A319	3241	28L	J	RWY 30 Routine Closure	Yes
7/15/2013 5:07	UPS2943	N349UP	B763	3270	28L	J	RWY 30 Routine Closure	Yes
7/15/2013 17:09	N257K	N257K	EA50	1777	28R	B	Pilot Requested	No
7/15/2013 18:58	N61TF	N61TF	CL30	4543	28L	B	Pilot Requested	No
7/15/2013 19:38	LN903JP		C510	3725	28R	B	Lifeguard Medical	Yes
7/16/2013 10:43	N903JP	N903JP	C510	4520	28L	B	Pilot Refusal	No
7/16/2013 12:29			F900	4273	28L	B	System Error	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/16/2013 16:39	N828PA	N828PA	EA50	1146	28L	B	Pilot Refusal	No
7/16/2013 19:26	N125PL	N125PL	C25B	3605	28R	B	Pilot Requested	No
7/17/2013 13:16	N66BX	N66BX	EA50	4270	28L	B	Pilot Requested	No
7/17/2013 13:28	N680LN	N680LN	C680	6323	28R	B	Pilot Requested	No
7/18/2013 9:51	N828PA	N828PA	EA50	3203	28R	B	Pilot Refusal	No
7/18/2013 14:13	N520RP	N520RP	CL30	3761	28R	B	Pilot Requested	No
7/18/2013 19:27	N828PA	N828PA	EA50	6326	28R	B	Pilot Refusal	No
7/21/2013 7:52	N903JP	N903JP	C510	6375	28R	B	Pilot Refusal	No
7/21/2013 12:00	N930MG	N930MG	C680	1200	28R	B	Pilot Refusal	No
7/21/2013 13:08	N105CJ	N105CJ	C25B	4213	28L	B	Pilot Requested	No
7/21/2013 16:18	N680LN	N680LN	C680	1141	28R	B	Pilot Requested	No
7/21/2013 19:24	N930MG	N930MG	C680	1200	28R	B	Pilot Refusal	No
7/22/2013 2:12	VOI907		A319	3352	28L	J	RWY 30 Routine Closure	Yes
7/22/2013 5:17	UPS2943	N146UP	A306	3246	28L	J	RWY 30 Routine Closure	Yes
7/22/2013 16:32	FLC58	N58	LR60	347	28L	B	FAA Flight Check	No
7/22/2013 17:36	N930MG	N930MG	C680	361	28R	B	Pilot Refusal	No
7/23/2013 13:19	XOJ719	N719XJ	C750	3211	28L	B	Pilot Requested	No
7/23/2013 16:52	FLC58		LR60	371	28L	B	FAA Flight Check	No
7/24/2013 7:00	N44LQ	N44LQ	C560	3702	28L	B	Pilot Requested	No
7/24/2013 7:38	DCM6373	N44CK	C525	3720	28R	B	Pilot Refusal	No
7/24/2013 10:03	FLC58	N58	LJ60	4205	28L	B	FAA Flight Check	No
7/24/2013 13:07	N991TW	N991TW	CL60	4562	28L	B	Pilot Refusal	No
7/24/2013 18:21	N55LB	N55LB	H25B	6327	28R	B	Pilot Requested	No
7/25/2013 9:54	N903JP	N903JP	C25B	4531	28R	B	Pilot Refusal	No
7/25/2013 10:31	FLC58	N58	LJ60	4256	28L	B	FAA Flight Check	No
7/25/2013 14:13	FLC58	N58	LJ60	315	28L	B	FAA Flight Check	No
7/25/2013 14:22	N44CK	N44CK	C525	4256	28R	B	Pilot Requested	No
7/25/2013 14:41	N828PA	N828PA	EA50	3636	28L	B	Pilot Refusal	No
7/25/2013 16:10	MMNCC		FA7X	4534	28R	B	Pilot Requested	No
7/26/2013 7:43	FLC57	N57	LJ60	4523	28L	B	FAA Flight Check	No
7/26/2013 12:54	FLC57		LJ60	332	28L	B	FAA Flight Check	No
7/26/2013 15:01	FLC58		LJ60	4563	28L	B	FAA Flight Check	No
7/27/2013 16:42	FLC58	N58	LJ35	324	28L	B	FAA Flight Check	No
7/28/2013 13:32	BJS267	N267FX	LJ60	4543	28L	B	Pilot Requested	No
7/29/2013 2:11	VOI907		A319	3373	28L	J	RWY 30 Routine Closure	Yes
7/29/2013 5:07	UPS2943	N302UP	B763	3264	28L	J	RWY 30 Routine Closure	Yes
7/29/2013 12:07	LN99AG		C25B	4576	28R	B	Lifeguard Medical	Yes
7/29/2013 13:53	EJA943	N943QS	C750	6372	28R	B	Pilot Requested	No
7/30/2013 4:33	LN160AJ	N160AJ	LJ60	3226	28L	B	Lifeguard Medical	Yes
7/30/2013 9:17	N828PA	N828PA	EA50	3751	28R	B	Pilot Refusal	No
7/30/2013 13:25	N721S	N721S	GLF5	4223	28R	B	Departure Timing	No
8/1/2013 16:00	N828PA	N828PA	EA50	1114	28L	B	Pilot Refusal	No
8/2/2013 13:22	LN64CF		LJ35	6320	28L	B	Lifeguard Medical	Yes
8/2/2013 14:42	N525PH	N525PH	C25A	3636	28R	B	Pilot Requested	No
8/3/2013 11:04	XAUKE		LJ35	1746	28L	B	Departure Timing	No
8/4/2013 19:14	N66BX	N66BX	EA50	4261	28L	B	Pilot Requested	No
8/4/2013 23:15	JBU18	N637JB	A320	3256	28L	J	RWY 30 Routine Closure	Yes
8/5/2013 0:37	N97SH	N97SH	CL30	3277	28R	B	RWY 30 Routine Closure	Yes
8/5/2013 2:25	VOI907		A319	3322	28L	J	RWY 30 Routine Closure	Yes
8/5/2013 5:06	UPS2943	N336UP	B763	3276	28L	J	RWY 30 Routine Closure	Yes
8/5/2013 9:50	N444RL	N444RL	EA50	1104	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/7/2013 10:43	N2486B	N2486B	EA50	1131	28R	B	Pilot Refusal	No
8/7/2013 15:16	EJA761	N761QS	GALX	4574	28R	B	System Error	Yes
8/8/2013 14:07	N46E	N46E	LJ40	3211	28R	B	Pilot Requested	No
8/8/2013 15:49	DCM6373	N44CK	C525	3332	28R	B	Pilot Refusal	No
8/8/2013 21:12	LN99AG		C25B	4221	28R	B	Lifeguard Medical	Yes
8/9/2013 13:48	TWY495		F2TH	4565	28R	B	Departure Timing	No
8/9/2013 23:51	AAL9404	N624AA	B752	3377	28L	J	Safety/Emergency	No
8/10/2013 11:33	DCM6373	N44CK	C525	1157	28L	B	Pilot Refusal	No
8/10/2013 19:04	LN99AG		C25B	4572	28R	B	Lifeguard Medical	Yes
8/11/2013 14:18	TWY601		CL60	1736	28L	B	Departure Timing	No
8/11/2013 14:19	EJA943		C750	3717	28R	B	Departure Timing	No
8/11/2013 14:49	N422CP	N422CP	CL30	4264	28L	B	Departure Timing	No
8/11/2013 15:17	LN160AJ	N160AJ	LJ60	1154	28R	B	Lifeguard Medical	Yes
8/11/2013 17:37	DCM6373	N44CK	C525	4542	28R	B	Pilot Refusal	No
8/11/2013 23:54	N104AD	N104AD	GLF4	3304	28L	B	RWY 30 Routine Closure	Yes
8/12/2013 0:16	N702SS	N702SS	C650	3232	28R	B	RWY 30 Routine Closure	Yes
8/12/2013 0:31	VOI905	N514VL	A320	3360	28L	J	RWY 30 Routine Closure	Yes
8/12/2013 1:42	LN191VE	N191VE	C560	3314	28R	B	Lifeguard Medical	Yes
8/12/2013 2:09	VOI907		A319	3216	28L	J	RWY 30 Routine Closure	Yes
8/12/2013 4:56	UPS2943	N320UP	B763	3236	28L	J	RWY 30 Routine Closure	Yes
8/12/2013 6:07	N615PG	N615PG	E135	3304	28L	R	RWY 30 Routine Closure	Yes
8/12/2013 6:08	NKS188	N620NK	A320	3317	28L	J	RWY 30 Routine Closure	Yes
8/12/2013 6:10	AWE554	N823AW	A319	3302	28L	J	RWY 30 Routine Closure	Yes
8/12/2013 6:19	SWA4562	N272WN	B737	3323	28L	J	RWY 30 Routine Closure	Yes
8/12/2013 6:21	SWA3227	N428WN	B737	3272	28L	J	RWY 30 Routine Closure	Yes
8/12/2013 8:34	N903JP	N903JP	C510	3327	28R	B	Pilot Refusal	No
8/12/2013 16:30	N10MB	N10MB	LJ60	3301	28R	B	Pilot Requested	No
8/13/2013 15:11	FLC59	N59	LJ60	355	28L	B	FAA Flight Check	No
8/13/2013 15:42	N115K	N115K	C560	4520	28R	B	System Error	Yes
8/14/2013 3:07	LN361PJ		LJ35	3204	28L	B	Lifeguard Medical	Yes
8/14/2013 10:34	N674TB	N674TB	CL60	3344	28L	B	Pilot Requested	No
8/14/2013 13:30	FLC59		LJ60	353	28L	B	FAA Flight Check	No
8/14/2013 15:40	N991TW	N991TW	CL60	4554	28L	B	Pilot Refusal	No
8/15/2013 13:15	N193SB	N193SB	C56X	4562	28L	B	Pilot Requested	No
8/16/2013 13:52	N64588	N64588	B75	331	28R	P	System Error	Yes
8/16/2013 18:27	N903JP	N903JP	C510	1754	28L	B	Pilot Refusal	No
8/18/2013 17:04	N903JP	N903JP	C510	4261	28R	B	Pilot Refusal	No
8/19/2013 2:12	VOI907	N502VL	A319	3232	28L	J	RWY 30 Routine Closure	Yes
8/19/2013 4:59	UPS2943	N316UP	B763	3227	28L	J	RWY 30 Routine Closure	Yes
8/19/2013 5:38	GDG803		LJ55	4507	28L	B	RWY 30 Routine Closure	Yes
8/19/2013 13:28	N888ZZ	N888ZZ	H25B	3743	28R	B	Pilot Refusal	No
8/19/2013 15:32	XOJ783	N783XJ	C750	4532	28L	B	Pilot Requested	No
8/19/2013 16:08	FLC58	N58	LJ60	315	28L	B	FAA Flight Check	No
8/20/2013 18:12	N161CE	N161CE	E50P	3247	28R	B	Pilot Requested	No
8/22/2013 14:43		N99AG	C25B	4273	28R	B	Lifeguard Medical	Yes
8/22/2013 16:16	N82MF	N82MF	F900	6326	30	B	System Error	Yes
8/23/2013 8:26	DCM6373	N44CK	C525	4527	28L	B	Pilot Requested	No
8/23/2013 13:06	GDG801	N51VL	LJ55	1724	28L	B	Pilot Requested	No
8/24/2013 20:20	SWA2344	N278WN	B737	3233	30	J	System Error	Yes
8/25/2013 9:59	N277G	N277G	EA50	4225	28R	B	Pilot Requested	No
8/26/2013 2:12	VOI907		A319	3310	28L	J	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/26/2013 5:09	UPS2943	N350UP	B763	3356	28L	J	RWY 30 Routine Closure	Yes
8/26/2013 8:53	MSNAP		F2TH	4572	28R	B	Pilot Requested	No
8/26/2013 10:02	SPTN622		H60	4575	28R	M	Military Flight	Yes
8/26/2013 13:44	BJS538	N538FX	CL30	4556	30	B	System Error	Yes
8/27/2013 13:50	DCM6373	N44CK	C525	1125	28R	B	Pilot Refusal	No
8/27/2013 15:42	N991TW	N991TW	CL60	4222	28L	B	Pilot Refusal	No
8/27/2013 16:43	SWA468	N389SW	B733	3320	30	J	System Error	Yes
8/28/2013 12:34	R01052		C560	3744	28R	B	Pilot Requested	No
8/28/2013 14:59	N828PA	N828PA	EA50	3761	28R	B	Pilot Refusal	No
8/28/2013 16:23	N615PG	N615PG	E135	3611	28L	R	System Error	Yes
8/28/2013 22:02	EJA230	N230QS	F2TH	4527	28R	B	Departure Timing	No
8/29/2013 16:55	N125PL	N125PL	C25B	1155	28R	B	Pilot Requested	No
8/30/2013 7:08	KFS81		LJ35	3275	28R	B	Lifeguard Medical	Yes
8/30/2013 19:52	PKW209		LJ55	4536	28L	B	Pilot Requested	No
8/31/2013 9:50	N298EF	N298EF	LJ60	1771	28L	B	Pilot Requested	No
9/2/2013 9:08	N903JP	N903JP	C510	3254	28R	B	Pilot Refusal	No
9/2/2013 20:04	LN903JP		C510	6370	28R	B	Lifeguard Medical	Yes
9/3/2013 10:26	N903JP	N903JP	C510	3707	28R	B	Pilot Refusal	No
9/4/2013 11:56	N903JP	N903JP	C510	4201	28R	B	Pilot Refusal	No
9/4/2013 15:14	DCM6373	N44CK	C525	4210	28R	B	Pilot Refusal	No
9/4/2013 17:53	N473K	N473K	F2TH	3651	28R	B	Pilot Requested	No
9/5/2013 10:37	N356MR	N356MR	C25B	3727	28R	B	Pilot Requested	No
9/5/2013 15:53	GDG803		LJ55	1131	28L	B	Pilot Requested	No
9/6/2013 11:54	N828PA	N828PA	EA50	4262	28L	B	Pilot Refusal	No
9/6/2013 14:10	N828PA	N828PA	EA50	332	28R	B	Pilot Refusal	No
9/6/2013 14:36	N993SA	N993SA	CL60	1114	28L	B	Pilot Requested	No
9/7/2013 8:24	N828PA	N828PA	EA50	3371	28L	B	Pilot Refusal	No
9/7/2013 16:13	N193SB	N193SB	C56X	4550	28R	B	Pilot Requested	No
9/8/2013 13:59	N903JP	N903JP	GLEK	1150	28L	B	Pilot Refusal	No
9/8/2013 20:38	N903JP	N903JP	LJ60	4514	28L	B	Pilot Refusal	No
9/9/2013 4:49	UPS2943	N340UP	B763	3351	28L	J	RWY 30 Routine Closure	Yes
9/9/2013 5:02	TMC417	N417TM	H25B	3373	28R	B	RWY 30 Routine Closure	Yes
9/9/2013 5:42	KAI58		GLF5	3250	28L	B	RWY 30 Routine Closure	Yes
9/9/2013 6:03	N7000C	N7000C	CL30	3231	28L	B	Pilot Requested	No
9/9/2013 9:12	N566DS	N566DS	DA20	322	28R	P	System Error	Yes
9/10/2013 11:58	FIV423	N423CS	C25B	4252	28R	B	Pilot Requested	No
9/10/2013 12:17	N454QS	N454QS	GLF4	3275	28L	B	Pilot Requested	No
9/10/2013 12:55	LN903JP		C510	4250	28R	B	Lifeguard Medical	Yes
9/10/2013 13:47	N456MF	N456MF	EA50	6357	28R	B	Pilot Requested	No
9/10/2013 14:42	EJA806	N806QS	C560	4576	28R	B	Pilot Requested	No
9/10/2013 23:46	JLG581		LJ35	3233	28R	B	Lifeguard Medical	Yes
9/11/2013 13:20	N903 JP	N903JP	C510	1704	28R	B	Pilot Refusal	No
9/12/2013 19:50	N106JT	N106JK	C25B	1106	28R	B	Pilot Requested	No
9/13/2013 11:20	DCM6373		C525	4224	28R	B	Pilot Refusal	No
9/13/2013 18:01	GDG802		LJ55	1720	28L	B	Pilot Requested	No
9/14/2013 13:41	EJA590	N590QS	C56X	1141	28L	B	Safety/Emergency	No
9/14/2013 18:29	N24ZD	N24ZD	ASTR	3362	28R	B	Pilot Requested	No
9/14/2013 18:30	N35CT	N35CT	C525	1130	28R	B	Pilot Requested	No
9/15/2013 11:43	N903JP	N903JP	C510	3251	28R	B	Pilot Refusal	No
9/15/2013 15:30	N933GC	N933GC	T33	4507	28R	M	Military Flight	Yes
9/15/2013 17:31	N619RJ	N619RJ	EA50	1140	28R	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/16/2013 4:36	UPS2943	N361UP	B763	3271	28L	J	RWY 30 Routine Closure	Yes
9/16/2013 5:41	OPT803	N803FL	H25B	3275	28L	B	RWY 30 Routine Closure	Yes
9/16/2013 5:58	XOJ783	N783XJ	C750	3240	28L	B	RWY 30 Routine Closure	Yes
9/18/2013 9:05	DCM6373	N44CK	C525	3663	28R	B	Pilot Refusal	No
9/18/2013 16:39	N504TC	N504TC	EA50	3306	28R	B	Pilot Requested	No
9/19/2013 11:45	N456MF	N456MF	EA50	3216	28R	B	Pilot Requested	No
9/19/2013 12:50	N903JP	N903JP	C510	6340	28R	B	Pilot Refusal	No
9/19/2013 13:20	N903JP	N903JP	H25B	4571	28R	B	Pilot Refusal	No
9/19/2013 16:29	N518QS	N518QS	GLF5	3617	28L	B	Departure Timing	No
9/21/2013 8:30	TMC401	N401TM	H25B	1704	28R	B	Pilot Requested	No
9/22/2013 6:58	KFS69		LJ35	4527	28R	B	Lifeguard Medical	Yes
9/22/2013 12:10	TMC401	N401TM	H25B	3766	28R	B	Pilot Requested	No
9/22/2013 12:55	N800JM	N800JM	H25B	3676	28R	B	Pilot Requested	No
9/22/2013 13:35	N828PA	N828PA	EA50	3706	28R	B	Pilot Refusal	No
9/22/2013 17:59	N44CK	N44CK	C525	4553	28R	B	Pilot Requested	No
9/23/2013 9:26	N903JP	N903JP	C510	3340	28L	B	Pilot Refusal	No
9/23/2013 11:17	GDG801	N51VL	LJ55	3267	28L	B	Pilot Requested	No
9/23/2013 15:04	GDG803		LJ55	4222	28L	B	Pilot Requested	No
9/23/2013 16:36	ROPER13		T38	3260	28R	M	Military Flight	Yes
9/24/2013 8:32	DCM6043	N497RC	BE40	3632	28R	B	Pilot Refusal	No
9/25/2013 11:43	TWY2		G4	363	28L	B	System Error	Yes
9/25/2013 14:57	N125PL	N125PL	C25B	3215	28R	B	Pilot Requested	No
9/26/2013 11:21	MMNCC		FA7X	4245	28R	B	Audio Not Available	No
9/27/2013 12:09	DCM6372	N525CR	C525	4246	28R	B	Pilot Refusal	No
9/29/2013 10:07	RRR1994		H25B	4524	28R	B	Audio Not Available	No
9/29/2013 13:12	N903JP	N903JP	C510	347	28R	B	Pilot Refusal	No
9/30/2013 5:00	UPS2943	N338UP	B763	3314	28L	J	RWY 30 Routine Closure	Yes
9/30/2013 10:09	N630DB	N630DB	C510	3602	28R	B	Audio Not Available	No
9/30/2013 14:47	N44CK	N44CK	C525	4554	28R	B	Audio Not Available	No
9/30/2013 16:29	MYNNS		FA7X	3351	28R	B	Audio Not Available	No

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

Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
07/06/2013 19:08	GTH43	N43HF	C56X	1412	09R	B	Safety/Emergency	Yes
07/06/2013 21:56	BJS540	N540FX	CL30	1341	09R	B	Safety/Emergency	Yes
07/07/2013 1:14			LJ60	3675	09R	B	Safety/Emergency	Yes
07/07/2013 10:45	N327SV	N327SV	C680	3745	09L	B	Safety/Emergency	Yes
07/07/2013 11:03	EJA277	N277QS	F2TH	4557	09L	B	Safety/Emergency	Yes
07/07/2013 11:07	EJA628	N628QS	C56X	4270	09R	B	Safety/Emergency	Yes
07/07/2013 11:49	EJA966	N966QS	C750	4223	09L	B	Safety/Emergency	Yes
07/07/2013 11:54	OPT473	N473FL	BE40	3110	09R	B	Safety/Emergency	Yes

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

North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
07/01/2013 10:33	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
07/02/2013 10:36	PAD1	N30GM	N30GM	HELO	365	Air Traffic Conflict	Yes
07/02/2013 11:54	27R	N625CT	N625CT	AA5	313	Good Effort	Yes
07/02/2013 12:41	PAD1	N442BN	N442BN	HELO	356	Good Effort	Yes
07/02/2013 15:44	27R	N4881S	N4881S	PA28	1200	Air Traffic Conflict	Yes
07/03/2013 9:51	27R				1200	Good Effort	Yes
07/03/2013 10:53	PAD1	N30GM	N1	HELO	356	Air Traffic Conflict	Yes
07/03/2013 12:12	27R				1200	Good Effort	Yes
07/03/2013 14:11	27R	N14008	N14008	C172	360	Air Traffic Conflict	Yes
07/03/2013 16:39	27R	ORACLE1		HXB	1200	Good Effort	Yes
07/03/2013 17:06	PAD1	N775SF	N486UM	HELO	326	Good Effort	Yes
07/03/2013 17:08	27R	N9GC	N9GC	C205	1200	Good Effort	Yes
07/04/2013 8:52	27R	N618JC	N618JC	PC12	350	Not Acceptable	No
07/04/2013 14:32	33	ORACLE1		PITS	356	Not Acceptable	No
07/04/2013 14:37	PAD1	N549SA	N549SA	HELO	1200	Not Acceptable	No
07/04/2013 16:30	33	ORACLE1		HXA	342	Good Effort	Yes
07/05/2013 11:30	PAD1	N115SF	N67889	HELO	322	Good Effort	Yes
07/05/2013 11:38	27R	ORACLE1		HXB	352	Good Effort	Yes
07/05/2013 15:11	27R	N260ST	N260ST	PA34	1200	Good Effort	Yes
07/06/2013 15:56	27R	N553TP	N553TP	P28A	1200	Air Traffic Conflict	Yes
07/07/2013 11:52	PAD1	N549SA	N549SA	HELO	375	Good Effort	Yes
07/07/2013 12:58	33	N47952	N47952	PA28	374	Touch & Go Training	Yes
07/07/2013 13:52	33	N14008	N14008	C172	1200	System Error	Yes
07/07/2013 14:03	27R	N553TP	N553TP	PA28	355	Air Traffic Conflict	Yes
07/07/2013 14:30	27R	N842LP	N14008	C172	327	Good Effort	Yes
07/07/2013 15:16	33	N553TP	N553TP	PA28	327	Air Traffic Conflict	Yes
07/07/2013 17:35	27R	N432BG	N432BG	M20P	353	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
07/07/2013 18:23	33	N5472T	N5472T	P28R	374	Good Effort	Yes
07/07/2013 18:39	27R	N5472T	N5472T	PA28	374	Touch & Go Training	Yes
07/08/2013 10:14	27R	BAJA26		C206	331	System Error	Yes
07/08/2013 13:51	27R	N58628	N58628	C182	336	Air Traffic Conflict	Yes
07/08/2013 18:46	27R	BAJA26		C182	352	System Error	Yes
07/08/2013 19:58	33	N6605D	N6605D	C172	322	Good Effort	Yes
07/09/2013 9:54	PAD1	N549SA	N549SA	HELO	1200	Good Effort	Yes
07/09/2013 11:53	PAD1	N115SF	N486UM	HELO	316	Not Acceptable	No
07/09/2013 14:47	27R	N1036M	N1036M	C172	1200	Air Traffic Conflict	Yes
07/10/2013 9:33	27R	N358S	N358S	BE35	1200	Not Acceptable	No
07/10/2013 18:44	PAD1	N75TV	N75TV	HELO	347	Air Traffic Conflict	Yes
07/11/2013 11:42	PAD1	N549SA	N549SA	HELO	1200	Good Effort	Yes
07/12/2013 22:36	27R	N340HH	N340HH	C340	1200	Not Acceptable	No
07/13/2013 10:07	PAD1	N549SA	N549SA	HELO	1200	Good Effort	Yes
07/13/2013 11:15	33	N739UL	N739UL	C172	315	Good Effort	Yes
07/13/2013 14:18	27R	CAP483		C182	376	Air Traffic Conflict	Yes
07/13/2013 14:35	33	N757JD	N757JD	C172	1200	Air Traffic Conflict	Yes
07/14/2013 10:18	PAD1	N549SA	N549SA	HELO	1200	Good Effort	Yes
07/14/2013 11:40	33	N8312H	N8312H	P28A	346	Good Effort	Yes
07/14/2013 12:49	33	N345AS	N345AS	BL30	361	Air Traffic Conflict	Yes
07/14/2013 19:14	PAD1	N7QY	N7QY	HELO	351	Air Traffic Conflict	Yes
07/15/2013 15:24	33	N739UL	N739UL	C172	353	Air Traffic Conflict	Yes
07/15/2013 18:03	PAD1	ARGUS2		HELO	360	Not Acceptable	No
07/15/2013 19:48	PAD1	CHPR2		HELO	316	Not Acceptable	No
07/15/2013 21:02	PAD1	ARGUS2		HELO	376	Good Effort	Yes
07/15/2013 21:58	PAD1	CHPR5		HELO	316	Not Acceptable	No
07/15/2013 22:04	PAD1	SKY7		HELO	321	Not Acceptable	No
07/16/2013 10:24	PAD1	N34MS	N34MS	HELO	1200	Not Acceptable	No
07/16/2013 14:38	33	N5038C	N5038C	CH7	334	Air Traffic Conflict	Yes
07/17/2013 9:26	PAD1	N422SF	N422SF	HELO	1200	Air Traffic Conflict	Yes
07/17/2013 10:05	27R	N63251	N63251	C172	1200	Not Acceptable	No
07/18/2013 9:40	PAD1	N549SA	N549SA	HELO	1200	Good Effort	Yes
07/18/2013 18:33	33	N2459P	N2459P	PA38	314	Air Traffic Conflict	Yes
07/19/2013 14:18	33	N1036M	N1036M	C172	1200	Air Traffic Conflict	Yes
07/19/2013 15:50	27R	N842LP	N842LP	C172	316	Air Traffic Conflict	Yes
07/19/2013 19:42	PAD1	CHPR5		HELO	363	Law Enforcement	Yes
07/20/2013 11:41	PAD1	N549SA	N549SA	HELO	1200	Good Effort	Yes
07/20/2013 15:04	33	N4312R	N4312R	C172	324	Air Traffic Conflict	Yes
07/20/2013 19:21	27R	CHP37		C206	367	Law Enforcement	Yes
07/21/2013 9:59	PAD1	N549SA	N549SA	HELO	1200	Good Effort	Yes
07/22/2013 10:47	27R	N731CY	N731CY	C210	1200	Not Acceptable	No
07/22/2013 23:04	27R	N94565	N94565	C152	1200	Good Effort	Yes
07/23/2013 7:55	PAD1		N549SA	HELO	1200	Not Acceptable	No
07/23/2013 13:57	27R	N553TP	N553TP	P28A	355	Air Traffic Conflict	Yes
07/24/2013 7:40	27R	N842LP	N842LP	C172	1200	IFR Training	Yes
07/24/2013 17:36	27R	N47952	N66410	PA28	325	Touch & Go Training	Yes
07/24/2013 20:19	27R	N1747R	N1747R	C172	372	Not Acceptable	No
07/24/2013 21:38	27R	N2TG	N192TG	PROP	345	Touch & Go Training	Yes
07/25/2013 10:42	27R	N328TA	N328TA	C172	1200	IFR Training	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
07/25/2013 15:39	27R	N888N	N888N	C340	313	Air Traffic Conflict	Yes
07/25/2013 20:10	27R	N47952	N47952	PA28	375	Air Traffic Conflict	Yes
07/26/2013 12:12	27R	N199TS	N199TS	DA42	344	Air Traffic Conflict	Yes
07/26/2013 14:07	33	N633TA	N633TA	PA44	1200	Good Effort	Yes
07/26/2013 17:06	PAD1	N75TV	N75TV	HELO	327	Good Effort	Yes
07/27/2013 14:57	27R	N5615F	N5615F	ERCO	373	Air Traffic Conflict	Yes
07/27/2013 15:20	PAD1	N30GM	N30GM	HELO	344	Air Traffic Conflict	Yes
07/28/2013 10:16	PAD1	N549SA	N549SA	HELO	1200	Good Effort	Yes
07/28/2013 11:43	PAD1	N549SA	N549SA	HELO	365	Good Effort	Yes
07/29/2013 7:16	PAD1	N350ET	N350ET	HELO	1200	Not Acceptable	No
07/29/2013 8:39	PAD1	N350ET	N350ET	HELO	1200	Not Acceptable	No
07/29/2013 12:58	27R	N13LY	N13LY	BE20	334	Not Acceptable	No
07/29/2013 17:49	PAD1	N350ET	N350ET	HELO	1200	Not Acceptable	No
07/30/2013 14:35	27R	N610	N610	C152	1200	Good Effort	Yes
07/30/2013 14:41	27R				1200	Air Traffic Conflict	Yes
07/31/2013 7:33	27R	N842LP	N842LP	C172	327	Touch & Go Training	Yes
07/31/2013 11:53	27R	N633TA	N633TA	PA44	1200	Air Traffic Conflict	Yes
07/31/2013 15:18	27R	FLNT726	N9815Z	C206	333	Law Enforcement	Yes
08/01/2013 21:28	27R	N506MV	N506MV	B350	350	Not Acceptable	No
08/02/2013 0:32	27R	N962WF	N962WF	PA46	317	Not Acceptable	No
08/02/2013 18:13	27L	C6526			336	Good Effort	Yes
08/03/2013 14:18	27R	N47952	N47952	PA28	316	Touch & Go Training	Yes
08/03/2013 14:58	27R	N328TA	N328TA	C172	313	Air Traffic Conflict	Yes
08/03/2013 15:11	PAD1	N442BN	N442BN	HELO	366	Good Effort	Yes
08/03/2013 15:27	27R	N739UL	N739UL	C172	1200	Air Traffic Conflict	Yes
08/03/2013 17:04	33	N5342T	N5342T	C172	373	Good Effort	Yes
08/04/2013 16:04	27R	N5038C	N5038C	CH9	377	Not Acceptable	No
08/06/2013 13:06	PAD1	N115SF	N486UM	HELO	352	Good Effort	Yes
08/07/2013 10:46	27R	N272MB	N272MB	DA42	314	System Error	Yes
08/09/2013 10:28	27R	AHF131	N8131	PA31	340	Air Traffic Conflict	Yes
08/09/2013 12:49	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
08/09/2013 19:47	27R	N14008	N14008	C172	1200	System Error	Yes
08/10/2013 13:47	27R	N302EF	N302EF	PA34	1200	Good Effort	Yes
08/11/2013 10:58	33	N8231L	N8231L	BE33	1200	Not Acceptable	No
08/11/2013 13:25	27R	N233R	N233R	BE35	337	Good Effort	Yes
08/11/2013 15:21	33	N757JD	N757JD	C152	1200	Air Traffic Conflict	Yes
08/12/2013 14:31	27R	N842LP	N842LP	C172	326	Air Traffic Conflict	Yes
08/13/2013 18:41	27R	NN400JM		PA31	365	Good Effort	Yes
08/13/2013 21:25	PAD1	CHP30		HELO	354	Law Enforcement	Yes
08/16/2013 13:12	27R	N8800	N8800	TBM7	324	Air Traffic Conflict	Yes
08/16/2013 17:36	PAD1	SKY7		HELO	1200	Air Traffic Conflict	Yes
08/17/2013 9:10	33	N5542N	N5542N	C182	1200	Good Effort	Yes
08/17/2013 10:36	PAD1	N442BN	N442BN	HELO	360	Good Effort	Yes
08/17/2013 13:44	33	N1151J	N1151J	AC11	336	Air Traffic Conflict	Yes
08/18/2013 10:20	PAD1	N30GM	N1	HELO	337	Good Effort	Yes
08/20/2013 18:50	27L	N355AB	N355AB	PA44	321	Air Traffic Conflict	Yes
08/22/2013 12:00	PAD1	N877XL	N877XL	HELO	340	Air Traffic Conflict	Yes
08/22/2013 17:39	27R	FLNT726		C206	346	Law Enforcement	Yes
08/22/2013 17:43	27R	N997ME	N997ME	BE10	376	Not Acceptable	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
08/22/2013 20:43	33	N8312H	N8312H	P28A	360	Good Effort	Yes
08/23/2013 15:24	33	N739UL	N739UL	C172	321	Good Effort	Yes
08/23/2013 15:57	PAD1	N444ML	N444ML	HELO	1200	Air Traffic Conflict	Yes
08/23/2013 16:01	33	N328TA	N328TA	C182	1200	Air Traffic Conflict	Yes
08/23/2013 16:46	27R	N5387G	N5387G	COUR	367	Air Traffic Conflict	Yes
08/24/2013 11:36	27R	N415TB	N415TB	PA28	372	System Error	Yes
08/24/2013 12:36	27R	N757JD	N757JD	C172	372	Good Effort	Yes
08/24/2013 12:46	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
08/24/2013 15:24	27R	N58628	N58628	C182	322	Good Effort	Yes
08/24/2013 16:02	33	N4894L	N4894L	PA28	324	Air Traffic Conflict	Yes
08/24/2013 18:27	PAD1	ARGUS1		HELO	1200	Law Enforcement	Yes
08/24/2013 22:48	27R	N842LP	N842LP	C172	1200	Not Acceptable	No
08/25/2013 10:41	27R	N5387G	N5387G	COUR	371	Air Traffic Conflict	Yes
08/25/2013 13:30	27R	N14008	N14008	C172	1200	Air Traffic Conflict	Yes
08/25/2013 14:26	27R	N328TA	N328TA	C172	364	Air Traffic Conflict	Yes
08/25/2013 14:45	27R	N5342T	N5342T	C172	374	Air Traffic Conflict	Yes
08/25/2013 16:51	27R	N37343	N37343	C340	350	Not Acceptable	No
08/25/2013 20:21	27R	N25NX	N25NX	PC12	361	Not Acceptable	No
08/26/2013 16:59	27R	N14376	N14376	PAZT	371	Not Acceptable	No
08/26/2013 19:48	27R	N328TA	N328TA	C172	320	Touch & Go Training	Yes
08/26/2013 23:18	27R				1200	Not Acceptable	No
08/27/2013 8:47	33	N358S	N358S	BE35	1200	Not Acceptable	No
08/27/2013 11:39	27R	N52049	N52049	C162	314	Good Effort	Yes
08/28/2013 9:58	33	N4261J	N4261J	P28R	1200	Not Acceptable	No
08/28/2013 18:38	PAD1	ARGUS1		HELO	315	Good Effort	Yes
08/29/2013 15:15	27L	N14376	N14376	PA27	371	Air Traffic Conflict	Yes
08/29/2013 15:39	33	N757JD	N757JD	C152	1200	Air Traffic Conflict	Yes
08/29/2013 17:35	PAD1	C6515		HELO	321	Air Traffic Conflict	Yes
08/31/2013 13:24	33	N450AP	N450AP	SR22	371	Good Effort	Yes
08/31/2013 15:22	27L	N14008	N14008	C172	344	Air Traffic Conflict	Yes
09/01/2013 13:16	27R	N172EP	N172EP	C172	354	Not Acceptable	No
09/02/2013 11:06	PAD1	N44SK	N44SK	HELO	1200	Good Effort	Yes
09/02/2013 11:16	PAD1	N9984K	N9984K	HELO	346	Air Traffic Conflict	Yes
09/02/2013 12:44	27R	N566T	N566T	EXPR	1200	Air Traffic Conflict	Yes
09/02/2013 13:39	27R	N95896	N95896	TYLR	334	Good Effort	Yes
09/02/2013 17:47	27R	CHP37		C206	357	Air Traffic Conflict	Yes
09/02/2013 19:18	27R	N6605D	N6605D	C172	331	Not Acceptable	No
09/02/2013 19:35	33				1200	Good Effort	Yes
09/04/2013 9:52	PAD1	N450CC	N450CC	HELO	1200	Air Traffic Conflict	Yes
09/04/2013 10:26	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
09/04/2013 11:11	PAD1	N450CC	N450CC	HELO	1200	Air Traffic Conflict	Yes
09/04/2013 14:25	PAD1	CHP30		HELO	325	Good Effort	Yes
09/05/2013 9:37	PAD1	C6515		HELO	326	System Error	Yes
09/05/2013 10:25	PAD1	C6515		HELO	326	Good Effort	Yes
09/06/2013 17:50	PAD1	N73SF	N73SF	HELO	315	Good Effort	Yes
09/06/2013 19:13	PAD1	N442BN	N442BN	HELO	1200	Air Traffic Conflict	Yes
09/07/2013 11:31	PAD1	N551LA	N551LA	HELO	1200	Not Acceptable	No
09/07/2013 12:48	PAD1	N442BN	N442BN	HELO	347	Good Effort	Yes
09/07/2013 12:51	PAD1	N540CC	N540CC	HELO	1200	Not Acceptable	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
09/07/2013 12:57	PAD1	N115SF	N486UM	HELO	376	Good Effort	Yes
09/07/2013 13:00	33	N30GM	N30GM		334	Good Effort	Yes
09/07/2013 13:01	27R	N551LA	N551LA		1200	Air Traffic Conflict	Yes
09/07/2013 16:14	PAD1	N551LA	N551LA	HELO	1200	Not Acceptable	No
09/07/2013 16:15	27R	N2302Y	N2302Y	C172	313	Not Acceptable	No
09/07/2013 19:42	27R	N211YP	N211YP	HXB	373	Not Acceptable	No
09/07/2013 22:20	27R	N2CA	N2CA		334	Good Effort	Yes
09/08/2013 12:40	PAD1	N450CC	N450CC	HELO	1200	Good Effort	Yes
09/08/2013 12:52	PAD1	C6531		HELO	373	Air Traffic Conflict	Yes
09/08/2013 12:54	PAD1	N551LA	N551LA	HELO	314	Air Traffic Conflict	Yes
09/09/2013 11:41	33	N15LA	N15LA		1200	Air Traffic Conflict	Yes
09/10/2013 11:24	27R			PC12	1200	Good Effort	Yes
09/10/2013 12:37	PAD1	N450CC	N450CC	HELO	350	Not Acceptable	No
09/10/2013 12:59	27R	N442BN	N442BN		373	Good Effort	Yes
09/11/2013 10:37	27R	N739UL	N739UL	C172	352	Good Effort	Yes
09/11/2013 12:16	PAD1	N551LA	N551LA	HELO	1200	Air Traffic Conflict	Yes
09/11/2013 14:21	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
09/11/2013 19:03	33	N353LS	N353LS	MAUL	343	Good Effort	Yes
09/12/2013 12:45	PAD1	N540CC	N540CC	HELO	1200	Air Traffic Conflict	Yes
09/12/2013 12:57	PAD1	N551LA	N551LA	HELO	1200	Not Acceptable	No
09/12/2013 12:58	27R	N442BN	N442BN	MEDA	354	Not Acceptable	No
09/12/2013 15:08	27R	N690EH	N690EH	AC90	334	Air Traffic Conflict	Yes
09/12/2013 17:07	PAD1	N551LA	N551LA	HELO	1200	Air Traffic Conflict	Yes
09/13/2013 12:16	33	N358S	N358S	BE35	1200	Air Traffic Conflict	Yes
09/13/2013 12:54	27R	N551LA	N551LA		354	Air Traffic Conflict	Yes
09/13/2013 15:39	PAD1	N551LA	N551LA	HELO	1200	Air Traffic Conflict	Yes
09/13/2013 18:37	PAD1	N442BN	N442BN	HELO	334	Air Traffic Conflict	Yes
09/14/2013 11:03	PAD1	N551LA	N551LA	HELO	1200	Not Acceptable	No
09/14/2013 12:40	PAD1	N450CC	N450CC	HELO	314	Not Acceptable	No
09/14/2013 12:49	PAD1	N551LA	N551LA	HELO	1200	Not Acceptable	No
09/14/2013 14:43	27R	N9284M	N9284M	P28A	1200	Air Traffic Conflict	Yes
09/14/2013 15:45	27R	N37343	N37343	C340	363	Not Acceptable	No
09/14/2013 16:15	33	N52049	N52049	C152	365	Air Traffic Conflict	Yes
09/14/2013 16:47	27R	N328TA	N328TA	C172	367	Air Traffic Conflict	Yes
09/14/2013 17:16	27R	N8279W	N8279W	PA28	325	Good Effort	Yes
09/14/2013 17:59	33	N14008	N14008	C172	351	Good Effort	Yes
09/14/2013 19:12	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
09/15/2013 10:17	PAD1	N549SA	N549SA	HELO	370	Good Effort	Yes
09/15/2013 12:51	PAD1	N551LA	N551LA	HELO	1200	Air Traffic Conflict	Yes
09/15/2013 13:08	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
09/15/2013 13:09	27R	N7542N	N7542N	BE35	315	Not Acceptable	No
09/15/2013 16:09	33	N6605D	N6605D	C172	346	Air Traffic Conflict	Yes
09/15/2013 16:44	27R	N690EH	N690EH	AC90	337	Air Traffic Conflict	Yes
09/16/2013 16:39	27R	N690EH	N690EH	AC90	335	Air Traffic Conflict	Yes
09/16/2013 17:12	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
09/17/2013 12:16	27R	N690EH	N690EH	AC90	337	Air Traffic Conflict	Yes
09/17/2013 13:18	PAD1	N442BN	N442BN	HELO	325	Good Effort	Yes
09/17/2013 16:24	27R	N756MN	N756MN	C182	340	Good Effort	Yes
09/17/2013 17:43	33	N67849	N67849	C172	361	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
09/18/2013 11:50	PAD1	N450CC	N450CC	HELO	1200	Good Effort	Yes
09/18/2013 12:06	27R	N690EH	N690EH	AC90	376	Good Effort	Yes
09/18/2013 12:44	27R	N242JH	N242JH	PC12	352	Air Traffic Conflict	Yes
09/18/2013 13:13	PAD1	N442BN	N442BN	HELO	315	Good Effort	Yes
09/18/2013 17:56	PAD1	ARGS2		HELO	336	Air Traffic Conflict	Yes
09/19/2013 14:58	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
09/22/2013 10:52	33	N6605D	N6605D	C172	341	Air Traffic Conflict	Yes
09/22/2013 13:03	PAD1	N442BN	N442BN	HELO	377	Air Traffic Conflict	Yes
09/22/2013 14:30	27R	N14008	N14008	C172	333	Air Traffic Conflict	Yes
09/23/2013 12:38	27R				1200	Good Effort	Yes
09/24/2013 9:51	PAD1	N115SF	N486UM	HELO	376	Good Effort	Yes
09/24/2013 14:09	PAD1	N442BN	N442BN	HELO	374	Good Effort	Yes
09/25/2013 13:00	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
09/25/2013 14:43	PAD1	FLNT760		HELO	1200	Not Acceptable	No
09/25/2013 15:19	33	N335D	N335D	BE60	316	Not Acceptable	No
09/26/2013 14:19	27R	N842LP	N842LP	C172	363	Good Effort	Yes
09/26/2013 19:18	27R	N646DW	N646DW	C172	330	Touch & Go Training	Yes
09/27/2013 11:53	27R	N328TA	N328TA	C172	373	Good Effort	Yes
09/27/2013 16:33	27R	N29PC	N29PC	C182	367	Air Traffic Conflict	Yes
09/27/2013 18:44	27L	N713FX	N713FX	C208	1200	Air Traffic Conflict	Yes
09/27/2013 19:15	33	N411LR	N411LR	BL8	322	System Error	Yes
09/28/2013 7:25	27R	N301EB	N301EB	C210	1200	Air Traffic Conflict	Yes
09/28/2013 14:02	27R	N328TA	N328TA	C72	314	Good Effort	Yes
09/28/2013 16:13	PAD1	REH1		HELO	1200	Good Effort	Yes
09/29/2013 14:28	27R	N9284M	N9284M	PA28	317	Air Traffic Conflict	Yes
09/29/2013 15:56	33	N8312H	N8312H	P28A	341	Good Effort	Yes

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

North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
07/01/2013 2:47	VOI907		A319	3223	27L	RWY 29 Routine Closure	Yes
07/01/2013 4:11			GLEK	3312	27L	RWY 29 Routine Closure	Yes
07/01/2013 4:46	UPS2943	N352UP	B763	3251	27L	RWY 29 Routine Closure	Yes
07/01/2013 5:46	N973MW	N973MW	GLF4	3352	27L	RWY 29 Routine Closure	Yes
07/02/2013 5:56	PCM8709	N713FX	C208	4246	27L	Time Buffer	Yes
07/02/2013 23:48	N716CC	N716CC	C441	3373	27R	Wide Salad	No
07/04/2013 1:31	DCM6373	N44CK	C525	4551	27R	Pilot Refusal	No
07/04/2013 23:04	N7QY	N5NY	HELO	374	PAD1	Not Acceptable	No
07/04/2013 23:48	N575GH	N575GH	LJ55	3265	09R	Not Acceptable	No
07/05/2013 5:57	PCM8709	N713FX	C208	4261	27L	Time Buffer	Yes
07/06/2013 3:12	N248PH	N248PH	BE20	4562	33	Wide Salad	No
07/06/2013 23:41	CHOPPR2		HELO	1200	PAD1	Law Enforcement	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
07/07/2013 0:03	CHOPR5		HELO	1200	PAD1	Law Enforcement	Yes
07/07/2013 0:12	RSP628	N210FF	E50P	3342	09R	Not Acceptable	No
07/07/2013 0:38			G150	3266	09R	Not Acceptable	No
07/07/2013 0:40	LN54DD		C560	3271	09R	Lifeguard Medical	Yes
07/07/2013 22:24			C560	4535	27R	Safety/Emergency	Yes
07/08/2013 3:38	GDG801	N51VL	LJ55	3314	27L	RWY 29 Routine Closure	Yes
07/08/2013 5:56	MRA687	N9469B	C208	4511	27R	Time Buffer	Yes
07/08/2013 23:44	N799	N799	C421	4554	27R	Wide Salad	No
07/09/2013 5:56	PCM8709		C208	4230	27R	Time Buffer	Yes
07/10/2013 5:58	LXJ548	N548FX	CL30	3366	27R	Not Acceptable	No
07/11/2013 5:54	N3599H	N3599H	MO20	4572	33	Time Buffer	Yes
07/11/2013 22:52	N7HW	N7HW	PA27	4253	27R	310 Heading	No
07/12/2013 5:58	PCM8709	N713FX	C208	4556	27R	Time Buffer	Yes
07/12/2013 22:36	N340HH	N340HH	C340	1200	27R	Not Acceptable	No
07/12/2013 22:38	LN33MS		PAY2	3271	27R	Lifeguard Medical	Yes
07/12/2013 23:06	LN716WA		PAY2	3344	27R	Lifeguard Medical	Yes
07/13/2013 4:35	LN99AG	LN99AG	C25B	4226	09R	Lifeguard Medical	Yes
07/13/2013 22:47	N4541M	N4541M	BE36	4551	27R	Good Effort	Yes
07/13/2013 22:56	N113GF	N113GF	B350	3207	27R	Wide Salad	No
07/14/2013 1:14	CHOPR5		HELO	325	PAD1	Law Enforcement	Yes
07/15/2013 2:15	VOI907		A319	3241	27L	RWY 29 Routine Closure	Yes
07/15/2013 5:07	UPS2943	N349UP	B763	3270	27L	RWY 29 Routine Closure	Yes
07/15/2013 5:51	MRA687	N1116N	C208	4273	33	Time Buffer	Yes
07/15/2013 22:04	SKY7		HELO	321	PAD1	Time Buffer	Yes
07/15/2013 23:19				1200	27R	Good Effort	Yes
07/16/2013 5:55	PCM8709	N782FE	C208	4551	27L	Time Buffer	Yes
07/19/2013 0:26			PAY2	3361	09L	Good Effort	Yes
07/19/2013 22:29	N3282D	N3282D	C185	4276	33	Good Effort	Yes
07/22/2013 2:12	VOI907		A319	3352	27L	RWY 29 Routine Closure	Yes
07/22/2013 5:17	UPS2943	N146UP	A306	3246	27L	RWY 29 Routine Closure	Yes
07/22/2013 23:04	N94565	N94565	C152	1200	27R	Good Effort	Yes
07/24/2013 22:23	N384GT	N384GT	BE20	3321	27R	310 Heading	No
07/25/2013 5:51	PCM8709	N726FX	C208	4515	27R	Time Buffer	Yes
07/27/2013 22:47	N384GT	N384GT	BE20	3204	27R	Wide Salad	No
07/27/2013 23:22	N265DW	N265DW	C25B	4554	33	Not Acceptable	No
07/29/2013 2:11	VOI907		A319	3373	27L	RWY 29 Routine Closure	Yes
07/29/2013 5:07	UPS2943	N302UP	B763	3264	27L	RWY 29 Routine Closure	Yes
07/30/2013 4:33	LN160AJ	N160AJ	LJ60	3226	27L	Lifeguard Medical	Yes
08/02/2013 0:32	N962WF	N962WF	PA46	317	27R	Weather/Wind Conditions	Yes
08/03/2013 5:02	TWY45		BE30	3331	27R	Wide Salad	No
08/04/2013 23:15	JBU18	N637JB	A320	3256	27L	RWY 29 Routine Closure	Yes
08/05/2013 0:37	N97SH	N97SH	CL30	3277	27R	RWY 29 Routine Closure	Yes
08/05/2013 2:25	VOI907		A319	3322	27L	RWY 29 Routine Closure	Yes
08/05/2013 5:06	UPS2943	N336UP	B763	3276	27L	RWY 29 Routine Closure	Yes
08/05/2013 5:53	MRA687	N1116N	C208	4252	27R	Time Buffer	Yes
08/06/2013 0:21	N33TA	N33TA	PA44	4216	27R	Weather/Wind Conditions	Yes
08/07/2013 22:09	N530CH	N530CH	BE9L	3367	27R	Time Buffer	Yes
08/09/2013 22:45	N333T	N333T	BE58	4252	27R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
08/09/2013 23:48	N9194G	N9194G	C206	4521	27R	310 Heading	No
08/09/2013 23:51	AAL9404	N624AA	B752	3377	27L	Safety/Emergency	Yes
08/11/2013 23:54	N104AD	N104AD	GLF4	3304	27L	RWY 29 Routine Closure	Yes
08/12/2013 0:16	N702SS	N702SS	C650	3232	27R	RWY 29 Routine Closure	Yes
08/12/2013 0:31	VOI905	N514VL	A320	3360	27L	RWY 29 Routine Closure	Yes
08/12/2013 1:42	LN191VE	N191VE	C560	3314	27R	Lifeguard Medical	Yes
08/12/2013 2:09	VOI907		A319	3216	27L	RWY 29 Routine Closure	Yes
08/12/2013 4:56	UPS2943	N320UP	B763	3236	27L	RWY 29 Routine Closure	Yes
08/12/2013 5:25	TWY45		BE30	4572	27R	Wide Salad	No
08/12/2013 5:53	MRA687	N1116N	C208	4234	33	Time Buffer	Yes
08/14/2013 3:07	LN361PJ		LJ35	3204	27L	Lifeguard Medical	Yes
08/14/2013 23:15	N805SR	N805SR	SR22	4513	27R	Good Effort	Yes
08/16/2013 3:04	AMF288		SW4	3372	27R	Wide Salad	No
08/18/2013 23:38	N384GT	N384GT	BE20	3316	27R	Weather/Wind Conditions	Yes
08/19/2013 2:12	VOI907	N502VL	A319	3232	27L	RWY 29 Routine Closure	Yes
08/19/2013 4:59	UPS2943	N316UP	B763	3227	27L	RWY 29 Routine Closure	Yes
08/19/2013 5:38	GDG803		LJ55	4507	27L	RWY 29 Routine Closure	Yes
08/19/2013 5:53	MRA687	N1116N	C208	4546	27R	Time Buffer	Yes
08/20/2013 23:14	N265NX	N265NX	PC12	4225	27R	Good Effort	Yes
08/21/2013 5:57	PCM8709		C208	4556	27L	ATC Instructions	No
08/21/2013 22:20	N265NX	N265NX	PC12	4514	27R	ATC Instructions	No
08/24/2013 22:48	N842LP	N842LP	C172	1200	27R	310 Heading	No
08/25/2013 1:41	LN22WF		PAY2	4264	27R	Lifeguard Medical	Yes
08/26/2013 2:12	VOI907		A319	3310	27L	RWY 29 Routine Closure	Yes
08/26/2013 5:09	UPS2943	N350UP	B763	3356	27L	RWY 29 Routine Closure	Yes
08/26/2013 23:18				1200	27R	Not Acceptable	No
08/28/2013 5:55	PCM8709	N726FX	C208	4540	27L	Departure Timing	Yes
08/28/2013 22:02	EJA230	N230QS	F2TH	4527	27R	Departure Timing	Yes
08/29/2013 22:35	N6584W	N6584W	PA28	374	27R	Good Effort	Yes
08/30/2013 5:53	N384GT	N384GT	BE20	3372	27R	Time Buffer	Yes
08/30/2013 5:56	PCM8709	N726FX	C208	4266	27L	Time Buffer	Yes
08/31/2013 23:29	N4075R	N4075R	PA32	4230	27R	Wide Salad	No
09/02/2013 22:56	N75TV	N75TV	HELO	1200	PAD1	Good Effort	Yes
09/02/2013 23:00	CHOPR5		HELO	1200	PAD1	Law Enforcement	Yes
09/03/2013 22:30	N915CD	N915CD	BE9L	4276	27R	ATC Instructions	No
09/05/2013 22:50	N265NX	N265NX	PC12	4574	27R	Wide Salad	No
09/07/2013 22:20	N2CA	N2CA		334	27R	Good Effort	Yes
09/08/2013 5:08	LN903JP		C510	4272	09R	Lifeguard Medical	Yes
09/08/2013 23:06	CHPR2		HELO	1200	PAD1	Law Enforcement	Yes
09/08/2013 23:36	N28CA	N28CA	PAY2	3307	09L	Good Effort	Yes
09/09/2013 3:50	REH50	N911RX	BE20	4213	27R	Lifeguard Medical	Yes
09/09/2013 4:49	UPS2943	N340UP	B763	3351	27L	RWY 29 Routine Closure	Yes
09/09/2013 5:02	TMC417	N417TM	H25B	3373	27R	RWY 29 Routine Closure	Yes
09/09/2013 5:42	KAI58		GLF5	3250	27L	RWY 29 Routine Closure	Yes
09/09/2013 23:19	LN99AG		C25B	4242	09L	Lifeguard Medical	Yes
09/10/2013 5:57	PCM8709	N713FX	C208	4542	27L	Time Buffer	Yes
09/10/2013 23:46	JLG581		LJ35	3233	27R	Lifeguard Medical	Yes
09/14/2013 23:01	N18TC	N18TC	C421	4523	27R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
09/15/2013 22:54			PAY2	3353	27R	310 Heading	No
09/16/2013 3:00	LN903JP		C510	4254	09R	Lifeguard Medical	Yes
09/16/2013 4:36	UPS2943	N361UP	B763	3271	27L	RWY 29 Routine Closure	Yes
09/16/2013 5:41	OPT803	N803FL	H25B	3275	27L	RWY 29 Routine Closure	Yes
09/16/2013 5:58	XOJ783	N783XJ	C750	3240	27L	RWY 29 Routine Closure	Yes
09/17/2013 1:08	LN99AG		C25B	3262	09R	Lifeguard Medical	Yes
09/17/2013 23:25	N1897Q	N1897Q	C177	4230	33	Not Acceptable	No
09/18/2013 1:25	N53671	N53671	C337	3231	27R	Wide Salad	No
09/19/2013 0:25	N83225	N83225	P28R	4243	27R	Wide Salad	No
09/21/2013 2:06			PAY2	3373	09L	Good Effort	Yes
09/22/2013 22:42	N74HJ	N74HJ	C340	3310	27R	Not Acceptable	No
09/29/2013 1:01	N575RD	N575RD	B350	3235	27R	Audio Not Available	No
09/30/2013 5:00	UPS2943	N338UP	B763	3314	27L	Time Buffer	Yes
09/30/2013 5:58	REH50	N911RX	BE20	4222	27R	Time Buffer	Yes

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

North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
07/01/2013 2:47	4	86	92.9	25	VOI907		A319	27L
07/01/2013 2:47	5	88.9	95.7	21	VOI907		A319	27L
07/01/2013 2:48	6	85.1	92.8	23	VOI907		A319	27L
07/01/2013 2:48	8	70.5	79.3	11	VOI907		A319	27L
07/01/2013 2:48	7	73.4	83.8	21	VOI907		A319	27L
07/01/2013 4:11	4	79.2	86.9	28			GLEX	27L
07/01/2013 4:11	5	81.3	89.3	26			GLEX	27L
07/01/2013 4:11	6	74.2	84.9	24			GLEX	27L
07/01/2013 4:11	7	68	77.4	17			GLEX	27L
07/01/2013 4:46	6	67.4	74.9	8	UPS2943	N352UP	B763	27L
07/01/2013 4:46	4	85.9	95.4	45	UPS2943	N352UP	B763	27L
07/01/2013 4:46	5	87.7	95.9	25	UPS2943	N352UP	B763	27L
07/01/2013 4:46	6	80.4	89.5	27	UPS2943	N352UP	B763	27L
07/01/2013 4:47	8	73.8	83.6	16	UPS2943	N352UP	B763	27L
07/01/2013 4:47	7	69.5	80.9	23	UPS2943	N352UP	B763	27L
07/01/2013 4:47	3	65.6	73.8	12	UPS2943	N352UP	B763	27L
07/01/2013 5:46	4	82.1	88.3	22	N973MW	N973MW	GLF4	27L
07/01/2013 5:46	5	91.6	95.9	19	N973MW	N973MW	GLF4	27L
07/01/2013 5:46	6	86.5	92.1	16	N973MW	N973MW	GLF4	27L
07/01/2013 5:47	7	81.5	87.6	13	N973MW	N973MW	GLF4	27L
07/02/2013 5:55	4	69.3	77.7	13	N4564M	N4564M	BE58	27R
07/02/2013 5:57	4	80.7	85.3	13	PCM8709	N713FX	C208	27L
07/02/2013 5:57	5	70.3	78.7	13	PCM8709	N713FX	C208	27L
07/02/2013 5:57	8	73.7	81.1	10	PCM8709	N713FX	C208	27L
07/02/2013 23:48	4	69.4	75	8	N716CC	N716CC	C441	27R
07/02/2013 23:49	3	68	74.4	8	N716CC	N716CC	C441	27R
07/04/2013 0:22	4	70.7	79.2	15	N6462Q	N6462Q	M20P	27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
07/04/2013 1:32	4	76.8	84.9	18	DCM6373	N44CK	C525	27R
07/04/2013 1:32	5	79.6	87.8	17	DCM6373	N44CK	C525	27R
07/04/2013 1:32	6	76.5	84.6	17	DCM6373	N44CK	C525	27R
07/04/2013 1:32	7	68.2	78	15	DCM6373	N44CK	C525	27R
07/04/2013 23:48	9	80.3	87.5	15	N575GH	N575GH	LJ55	09R
07/04/2013 23:48	10	75.6	82.1	21	N575GH	N575GH	LJ55	09R
07/04/2013 23:48	12	72.1	81.7	25	N575GH	N575GH	LJ55	09R
07/04/2013 23:49	13	65.3	74.5	14	N575GH	N575GH	LJ55	09R
07/04/2013 23:49	1	67.1	77.4	15	N575GH	N575GH	LJ55	09R
07/05/2013 5:58	4	75	81.3	13	PCM8709	N713FX	C208	27L
07/05/2013 5:58	5	68.4	76.9	18	PCM8709	N713FX	C208	27L
07/05/2013 5:58	8	79	84.9	11	PCM8709	N713FX	C208	27L
07/06/2013 3:11	4	70.3	78.1	11	N248PH	N248PH	BE20	33
07/06/2013 3:11	5	76.4	82.5	13	N248PH	N248PH	BE20	33
07/06/2013 3:11	6	75	79.2	6	N248PH	N248PH	BE20	33
07/06/2013 3:12	7	65.6	73.4	8	N248PH	N248PH	BE20	33
07/06/2013 3:12	3	69.5	76.1	9	N248PH	N248PH	BE20	33
07/07/2013 0:12	9	67.8	76.7	12	RSP628	N210FF	E50P	09R
07/07/2013 0:12	10	62.7	72	11	RSP628	N210FF	E50P	09R
07/07/2013 0:12	12	70.2	77.9	17	RSP628	N210FF	E50P	09R
07/07/2013 0:38	9	74.3	82.7	17			G150	09R
07/07/2013 0:38	10	69.2	78.9	23			G150	09R
07/07/2013 0:38	12	75.7	84.4	24			G150	09R
07/07/2013 0:38	2	70.9	80	24			G150	09R
07/07/2013 0:40	12	73.5	82.5	27	LN54DD		C560	09R
07/07/2013 0:40	2	68.6	79.5	26	LN54DD		C560	09R
07/07/2013 0:41	1	67.1	77.8	14	LN54DD		C560	09R
07/07/2013 1:45	4	75.2	84.2	24	LN191VE	N191VE	C560	09R
07/07/2013 1:45	5	71.9	80.5	19	LN191VE	N191VE	C560	09R
07/07/2013 1:45	6	71.4	78.4	8	LN191VE	N191VE	C560	09R
07/07/2013 1:45	2	72.6	79.9	18	LN191VE	N191VE	C560	09R
07/07/2013 1:46	1	70.1	80.6	28	LN191VE	N191VE	C560	09R
07/07/2013 22:25	4	82.1	89	17			C560	27R
07/07/2013 22:25	5	81	88.4	19			C560	27R
07/07/2013 22:25	6	80.2	87.5	16			C560	27R
07/07/2013 22:25	7	71.6	80.3	13			C560	27R
07/08/2013 3:38	4	77.9	85.7	20	GDG801	N51VL	LJ55	27L
07/08/2013 3:38	5	81.8	89.1	22	GDG801	N51VL	LJ55	27L
07/08/2013 3:38	6	72.2	81.4	16	GDG801	N51VL	LJ55	27L
07/08/2013 5:56	4	75.1	81.1	12	MRA687	N9469B	C208	27R
07/08/2013 5:56	5	71.2	77.6	9	MRA687	N9469B	C208	27R
07/08/2013 5:56	8	70.6	77.7	6	MRA687	N9469B	C208	27R
07/08/2013 23:44	4	79.6	87.4	25	N799	N799	C421	27R
07/08/2013 23:45	5	74.4	82.9	21	N799	N799	C421	27R
07/08/2013 23:45	6	71.4	79.9	14	N799	N799	C421	27R
07/08/2013 23:45	8	72.1	82.5	19	N799	N799	C421	27R
07/08/2013 23:45	7	65.7	73.6	10	N799	N799	C421	27R
07/08/2013 23:45	3	66.6	76.8	19	N799	N799	C421	27R
07/09/2013 0:21	4	72.6	79	11	N888SK	N888SK	PC12	27R
07/09/2013 5:56	4	66.7	76.5	14	PCM8709		C208	27R
07/09/2013 5:57	8	72.1	79.2	9	PCM8709		C208	27R
07/10/2013 5:58	4	76	84.4	22	LXJ548	N548FX	CL30	27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
07/10/2013 5:58	5	73.7	81.4	17	LXJ548	N548FX	CL30	27R
07/10/2013 5:59	6	73.5	81	17	LXJ548	N548FX	CL30	27R
07/10/2013 5:59	7	66.7	76.6	15	LXJ548	N548FX	CL30	27R
07/11/2013 0:13	9	68.5	75.1	7	N6462Q	N6462Q	M20P	27R
07/11/2013 0:14	4	69.8	77.6	10	N6462Q	N6462Q	M20P	27R
07/11/2013 5:54	8	72.3	82.3	22	N3599H	N3599H	MO20	33
07/11/2013 5:55	3	66.4	76.7	17	N3599H	N3599H	MO20	33
07/11/2013 22:52	4	69.3	77.4	13	N7HW	N7HW	PA27	27R
07/11/2013 22:53	8	71.4	78.3	8	N7HW	N7HW	PA27	27R
07/12/2013 5:58	12	64.2	70.7	5	PCM8709	N713FX	C208	27R
07/12/2013 5:59	4	68.8	77.9	13	PCM8709	N713FX	C208	27R
07/12/2013 5:59	8	75.2	81.7	9	PCM8709	N713FX	C208	27R
07/12/2013 22:36	4	78.6	84.2	15	N340HH	N340HH	C340	27R
07/12/2013 22:36	5	70.7	78.5	12	N340HH	N340HH	C340	27R
07/12/2013 22:37	8	78.3	84.6	16	N340HH	N340HH	C340	27R
07/12/2013 22:38	4	75.1	81	11	LN33MS		PAY2	27R
07/12/2013 22:39	5	70.3	77.7	7	LN33MS		PAY2	27R
07/12/2013 22:39	8	72.3	79.8	9	LN33MS		PAY2	27R
07/12/2013 23:07	4	72.4	80.5	15	LN716WA		PAY2	27R
07/12/2013 23:07	5	69.3	75.8	12	LN716WA		PAY2	27R
07/12/2013 23:07	8	72	79.6	11	LN716WA		PAY2	27R
07/12/2013 23:07	3	66.2	73.6	9	LN716WA		PAY2	27R
07/13/2013 4:35	9	69.4	76.3	7	LN99AG	LN99AG	C25B	09R
07/13/2013 4:35	10	62.9	70	6	LN99AG	LN99AG	C25B	09R
07/13/2013 4:35	12	68.7	77.6	14	LN99AG	LN99AG	C25B	09R
07/13/2013 4:40	9	73	81.4	17	BJS550	N550FX	CL30	09R
07/13/2013 4:40	10	69.3	77.8	17	BJS550	N550FX	CL30	09R
07/13/2013 4:40	12	72.6	82	25	BJS550	N550FX	CL30	09R
07/13/2013 4:40	2	64.1	74.4	17	BJS550	N550FX	CL30	09R
07/13/2013 22:47	4	79.1	85	16	N4541M	N4541M	BE36	27R
07/13/2013 22:47	5	71.4	79.9	13	N4541M	N4541M	BE36	27R
07/13/2013 22:47	8	75.3	83.9	17	N4541M	N4541M	BE36	27R
07/13/2013 22:48	3	74.1	81.7	18	N4541M	N4541M	BE36	27R
07/13/2013 22:56	4	76.2	81.3	12	N113GF	N113GF	B350	27R
07/13/2013 23:21	3	64	71.9	7	N618JC	N618JC	PC12	27R
07/15/2013 2:15	4	82.9	91.4	22	VOI907		A319	27L
07/15/2013 2:15	5	84.9	92.8	24	VOI907		A319	27L
07/15/2013 2:15	6	78.5	88.1	22	VOI907		A319	27L
07/15/2013 2:15	7	67.1	75.6	11	VOI907		A319	27L
07/15/2013 5:08	4	80.3	90.2	25	UPS2943	N349UP	B763	27L
07/15/2013 5:08	5	82.1	90.2	27	UPS2943	N349UP	B763	27L
07/15/2013 5:08	6	74.2	82.6	20	UPS2943	N349UP	B763	27L
07/15/2013 5:51	4	71.7	76.4	10	MRA687	N1116N	C208	33
07/15/2013 5:51	8	68.2	74.8	5	MRA687	N1116N	C208	33
07/15/2013 5:52	3	71.4	77.7	10	MRA687	N1116N	C208	33
07/15/2013 23:21	10	68.6	80.2	31				27R
07/15/2013 23:22	11	71.5	80.1	12				27R
07/16/2013 0:40	4	69.6	75.3	7			PAY2	27R
07/16/2013 0:40	5	71.8	75.5	7			PAY2	27R
07/16/2013 5:55	4	78	84.1	14	PCM8709	N782FE	C208	27L
07/16/2013 5:55	5	71.6	79.1	11	PCM8709	N782FE	C208	27L
07/16/2013 5:55	6	69.9	76.9	9	PCM8709	N782FE	C208	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
07/16/2013 5:55	8	76.6	83.1	9	PCM8709	N782FE	C208	27L
07/19/2013 0:26	9	79.9	86.5	10			PAY2	09L
07/19/2013 0:26	10	70.1	77.3	11			PAY2	09L
07/19/2013 0:27	12	73.4	80.6	15			PAY2	09L
07/19/2013 0:27	2	66.5	76	14			PAY2	09L
07/19/2013 22:29	3	77.9	86.6	46	N3282D	N3282D	C185	33
07/20/2013 0:59	4	79	86	20	N7HW	N7HW	PA27	27R
07/20/2013 0:59	5	72.5	78.8	12	N7HW	N7HW	PA27	27R
07/20/2013 0:59	8	70.6	77.9	8	N7HW	N7HW	PA27	27R
07/21/2013 0:48	4	72.1	80.3	14	N51AP	N51AP	C340	27R
07/21/2013 0:48	5	68.8	76.1	11	N51AP	N51AP	C340	27R
07/21/2013 0:49	3	70	77.3	9	N51AP	N51AP	C340	27R
07/21/2013 23:15	10	70.7	81.2	48	N3282D	N3282D	C180	09L
07/21/2013 23:15	4	66.5	72.3	5	N3282D	N3282D	C180	09L
07/21/2013 23:16	10	69.3	74.1	10	N3282D	N3282D	C180	09L
07/21/2013 23:16	10	69.5	79.4	42	N3282D	N3282D	C180	09L
07/21/2013 23:17	14	74.3	83.1	20	N3282D	N3282D	C180	09L
07/22/2013 2:13	4	84	90.3	21	VOI907		A319	27L
07/22/2013 2:13	5	86.8	93.5	21	VOI907		A319	27L
07/22/2013 2:13	6	80.3	90.3	24	VOI907		A319	27L
07/22/2013 2:13	7	73.7	82.6	19	VOI907		A319	27L
07/22/2013 5:17	4	82.4	91.1	24	UPS2943	N146UP	A306	27L
07/22/2013 5:17	5	84.8	92.7	27	UPS2943	N146UP	A306	27L
07/22/2013 5:17	6	78	87	22	UPS2943	N146UP	A306	27L
07/22/2013 5:17	7	69.2	76.3	11	UPS2943	N146UP	A306	27L
07/22/2013 23:05	4	68.8	77.4	12	N94565	N94565	C152	27R
07/22/2013 23:05	5	67.6	76	11	N94565	N94565	C152	27R
07/24/2013 22:23	4	71.7	77.8	9	N384GT	N384GT	BE20	27R
07/24/2013 22:23	5	71.6	79.4	10	N384GT	N384GT	BE20	27R
07/24/2013 22:23	8	72.2	77.8	6	N384GT	N384GT	BE20	27R
07/25/2013 0:45	9	68.4	75.4	6	N28CA	N28CA	PAY2	09L
07/25/2013 0:45	10	68	73.4	8	N28CA	N28CA	PAY2	09L
07/25/2013 0:46	12	67.4	74.8	9	N28CA	N28CA	PAY2	09L
07/25/2013 0:46	2	70.3	77.6	13	N28CA	N28CA	PAY2	09L
07/25/2013 5:52	4	67.7	78	16	PCM8709	N726FX	C208	27R
07/25/2013 5:52	5	64.1	71.6	7	PCM8709	N726FX	C208	27R
07/25/2013 5:52	8	72.6	79.3	8	PCM8709	N726FX	C208	27R
07/27/2013 22:47	4	77.8	82.6	9	N384GT	N384GT	BE20	27R
07/27/2013 22:47	5	77.4	81.4	9	N384GT	N384GT	BE20	27R
07/27/2013 22:47	6	72.2	78.9	8	N384GT	N384GT	BE20	27R
07/27/2013 22:47	8	67.4	75.5	7	N384GT	N384GT	BE20	27R
07/27/2013 22:48	7	71.2	76.3	7	N384GT	N384GT	BE20	27R
07/27/2013 23:22	4	70.4	78	19	N265DW	N265DW	C25B	33
07/27/2013 23:23	3	71.9	79.7	12	N265DW	N265DW	C25B	33
07/29/2013 0:48	4	70.1	78.2	11	N2304D	N2304D	PA46	27R
07/29/2013 0:48	5	64.8	71.5	6	N2304D	N2304D	PA46	27R
07/29/2013 2:11	4	82.8	90.9	21	VOI907		A319	27L
07/29/2013 2:11	5	88	94.6	21	VOI907		A319	27L
07/29/2013 2:11	6	80.1	89	22	VOI907		A319	27L
07/29/2013 2:11	7	70	79.3	17	VOI907		A319	27L
07/29/2013 2:57	10	66.6	72.1	6	N248PH	N248PH	BE20	09L
07/29/2013 2:57	9	72.4	78.1	7	N248PH	N248PH	BE20	09L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
07/29/2013 2:57	12	69.8	76.2	15	N248PH	N248PH	BE20	09L
07/29/2013 2:58	2	71.2	75.5	9	N248PH	N248PH	BE20	09L
07/29/2013 5:07	4	83.5	93.1	49	UPS2943	N302UP	B763	27L
07/29/2013 5:07	5	85.2	93.8	30	UPS2943	N302UP	B763	27L
07/29/2013 5:07	6	78.2	87.9	23	UPS2943	N302UP	B763	27L
07/29/2013 5:07	8	78.4	82.4	12	UPS2943	N302UP	B763	27L
07/29/2013 5:07	7	68.4	78.8	19	UPS2943	N302UP	B763	27L
07/29/2013 5:42	8	69	75.2	5	MRA687	N1116N	C208	27R
07/29/2013 5:44	14	67	75.6	12	MRA687	N1116N	C208	27R
07/30/2013 3:56	4	72.2	78.5	11	N350WA	N350WA	BE9L	27R
07/30/2013 4:33	4	76.6	84.1	16	LN160AJ	N160AJ	LJ60	27L
07/30/2013 4:33	5	86.4	91	15	LN160AJ	N160AJ	LJ60	27L
07/30/2013 4:33	6	82.4	89.2	18	LN160AJ	N160AJ	LJ60	27L
07/30/2013 4:33	7	74.2	83.3	18	LN160AJ	N160AJ	LJ60	27L
07/31/2013 22:03	4	70.4	77.7	11	N575AT	N575AT	PA44	27R
07/31/2013 22:04	10	64	70.6	6	N575AT	N575AT	PA44	27R
07/31/2013 22:05	11	67.7	74.6	5	N575AT	N575AT	PA44	27R
07/31/2013 23:37	4	69.5	76.9	9	N277PC	N277PC	PC12	27R
07/31/2013 23:37	8	71.3	76	5	N277PC	N277PC	PC12	27R
07/31/2013 23:37	3	67	72.9	6	N277PC	N277PC	PC12	27R
07/31/2013 23:39	10	61.8	68.6	5	N277PC	N277PC	PC12	27R
08/01/2013 0:30	4	73.6	80.9	13	N6462Q	N6462Q	M20P	27R
08/02/2013 0:03	4	66.5	72.6	6			PAY2	27R
08/02/2013 0:32	4	71.7	78.8	13	N962WF	N962WF	PA46	27R
08/02/2013 0:32	5	64.3	71.4	6	N962WF	N962WF	PA46	27R
08/02/2013 0:32	8	74.5	81.6	10	N962WF	N962WF	PA46	27R
08/02/2013 0:33	3	64.8	71.7	5	N962WF	N962WF	PA46	27R
08/03/2013 5:02	4	76.1	82.1	11	TWY45		BE30	27R
08/03/2013 5:02	5	71	76.6	8	TWY45		BE30	27R
08/04/2013 23:15	4	85.4	93.7	24	JBU18	N637JB	A320	27L
08/04/2013 23:15	5	87	94.9	26	JBU18	N637JB	A320	27L
08/04/2013 23:15	6	84.1	93.4	28	JBU18	N637JB	A320	27L
08/04/2013 23:16	7	77.5	87.8	25	JBU18	N637JB	A320	27L
08/04/2013 23:16	8	70.5	79.4	14	JBU18	N637JB	A320	27L
08/05/2013 0:38	4	85.4	91.1	15	N97SH	N97SH	CL30	27R
08/05/2013 0:38	5	77.9	85.4	15	N97SH	N97SH	CL30	27R
08/05/2013 0:38	6	75.3	83.9	14	N97SH	N97SH	CL30	27R
08/05/2013 0:38	7	73.8	81.8	17	N97SH	N97SH	CL30	27R
08/05/2013 2:25	4	85.6	93.9	25	VOI907		A319	27L
08/05/2013 2:25	5	87.4	95.4	23	VOI907		A319	27L
08/05/2013 2:25	6	82.7	90.6	25	VOI907		A319	27L
08/05/2013 2:25	8	69.1	75	5	VOI907		A319	27L
08/05/2013 2:25	7	75.1	84.9	27	VOI907		A319	27L
08/05/2013 5:06	4	85.2	94.1	29	UPS2943	N336UP	B763	27L
08/05/2013 5:06	5	83.8	93	27	UPS2943	N336UP	B763	27L
08/05/2013 5:06	6	81.5	90.5	28	UPS2943	N336UP	B763	27L
08/05/2013 5:06	8	69.8	81.1	22	UPS2943	N336UP	B763	27L
08/05/2013 5:06	7	75.6	85.4	22	UPS2943	N336UP	B763	27L
08/05/2013 5:54	4	67.2	75.8	14	MRA687	N1116N	C208	27R
08/05/2013 5:54	8	69	77.9	9	MRA687	N1116N	C208	27R
08/05/2013 5:54	3	65.7	74.5	12	MRA687	N1116N	C208	27R
08/06/2013 0:21	4	69.2	77.7	16	N33TA	N33TA	PA44	27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
08/06/2013 0:21	8	69.6	77.1	8	N33TA	N33TA	PA44	27R
08/07/2013 5:44	8	77.4	85.9	25	N242JH	N242JH	PC12	27R
08/07/2013 22:27	14	73.4	81.3	13	N3282D	N3282D	C185	27R
08/08/2013 3:53	4	74.4	79.9	8	REH50	N911RX	BE20	27R
08/08/2013 3:53	5	70.8	76.2	6	REH50	N911RX	BE20	27R
08/09/2013 22:45	4	81.5	90.1	31	N333T	N333T	BE58	27R
08/09/2013 22:45	5	77.4	86.1	28	N333T	N333T	BE58	27R
08/09/2013 22:46	6	75.5	85.3	23	N333T	N333T	BE58	27R
08/09/2013 22:46	7	69.8	80.4	21	N333T	N333T	BE58	27R
08/09/2013 22:47	3	65	76	19	N333T	N333T	BE58	27R
08/09/2013 23:49	4	65.8	74.1	10	N9194G	N9194G	C206	27R
08/09/2013 23:49	3	65.7	74.9	12	N9194G	N9194G	C206	27R
08/09/2013 23:51	4	82.8	92	24	AAL9404	N624AA	B752	27L
08/09/2013 23:51	5	87.2	94.5	23	AAL9404	N624AA	B752	27L
08/09/2013 23:51	6	79.5	89.5	26	AAL9404	N624AA	B752	27L
08/09/2013 23:51	8	70.3	79.8	16	AAL9404	N624AA	B752	27L
08/09/2013 23:51	7	71.8	82.1	25	AAL9404	N624AA	B752	27L
08/10/2013 0:13	4	70.9	78.9	11	N6462Q	N6462Q	M20P	27R
08/10/2013 22:48	3	64.7	71.4	5	N366SL	N366SL	B350	27R
08/11/2013 23:54	4	83.6	89.7	21	N104AD	N104AD	GLF4	27L
08/11/2013 23:54	5	85	91.5	22	N104AD	N104AD	GLF4	27L
08/11/2013 23:54	6	83.3	90.1	20	N104AD	N104AD	GLF4	27L
08/11/2013 23:55	7	77	84.6	20	N104AD	N104AD	GLF4	27L
08/12/2013 0:16	4	87	92.2	18	N702SS	N702SS	C650	27R
08/12/2013 0:16	5	83.5	89.6	18	N702SS	N702SS	C650	27R
08/12/2013 0:16	6	85.8	92.1	18	N702SS	N702SS	C650	27R
08/12/2013 0:17	7	80.6	87.3	17	N702SS	N702SS	C650	27R
08/12/2013 0:31	4	85.6	93.1	28	VOI905	N514VL	A320	27L
08/12/2013 0:31	5	87	94.7	26	VOI905	N514VL	A320	27L
08/12/2013 0:31	6	83.3	92.3	29	VOI905	N514VL	A320	27L
08/12/2013 0:31	8	68.2	80.1	24	VOI905	N514VL	A320	27L
08/12/2013 0:32	7	76.6	86.3	24	VOI905	N514VL	A320	27L
08/12/2013 1:42	4	74.9	84.7	24	LN191VE	N191VE	C560	27R
08/12/2013 1:42	5	73.9	83.3	17	LN191VE	N191VE	C560	27R
08/12/2013 1:43	6	73	81.9	15	LN191VE	N191VE	C560	27R
08/12/2013 2:09	4	85.9	93.7	28	VOI907		A319	27L
08/12/2013 2:09	5	86	93.9	28	VOI907		A319	27L
08/12/2013 2:09	6	82.1	92.3	30	VOI907		A319	27L
08/12/2013 2:09	8	72.9	81.7	23	VOI907		A319	27L
08/12/2013 2:09	7	78.1	86.7	23	VOI907		A319	27L
08/12/2013 4:56	4	81.5	90.9	30	UPS2943	N320UP	B763	27L
08/12/2013 4:56	5	81.3	90.8	29	UPS2943	N320UP	B763	27L
08/12/2013 4:57	6	75.3	85.4	25	UPS2943	N320UP	B763	27L
08/12/2013 4:57	7	64.3	72.8	9	UPS2943	N320UP	B763	27L
08/12/2013 5:25	4	79.2	83.6	12	TWY45		BE30	27R
08/12/2013 5:25	5	68.4	74.7	7	TWY45		BE30	27R
08/12/2013 5:53	4	65.4	74.8	12	MRA687	N1116N	C208	33
08/12/2013 5:54	8	68.3	74.6	5	MRA687	N1116N	C208	33
08/12/2013 5:54	3	66.7	74	7	MRA687	N1116N	C208	33
08/14/2013 3:06	12	67.7	73.9	9	LN361PJ		LJ35	27L
08/14/2013 3:07	4	79.7	85.1	16	LN361PJ		LJ35	27L
08/14/2013 3:07	5	85.8	90	15	LN361PJ		LJ35	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
08/14/2013 3:07	6	80.8	87.3	17	LN361PJ		LJ35	27L
08/14/2013 3:07	7	73.4	81.1	14	LN361PJ		LJ35	27L
08/14/2013 23:16	4	79.2	87.7	27	N805SR	N805SR	SR22	27R
08/14/2013 23:16	5	75.2	83.4	22	N805SR	N805SR	SR22	27R
08/14/2013 23:16	6	70.8	78.6	10	N805SR	N805SR	SR22	27R
08/14/2013 23:16	8	75.1	84.4	19	N805SR	N805SR	SR22	27R
08/14/2013 23:17	3	67.8	73.7	5	N805SR	N805SR	SR22	27R
08/14/2013 23:18	14	68.8	78.5	16	N805SR	N805SR	SR22	27R
08/16/2013 3:04	4	75.3	80.9	8	AMF288		SW4	27R
08/16/2013 3:04	5	70.4	74.2	6	AMF288		SW4	27R
08/16/2013 4:29	4	76	81.5	9	AMF208		BE99	27R
08/16/2013 4:29	5	69.8	76.2	7	AMF208		BE99	27R
08/16/2013 4:29	8	74.9	80.8	6	AMF208		BE99	27R
08/16/2013 4:30	3	74.1	79.3	10	AMF208		BE99	27R
08/16/2013 22:49	14	68.7	76.6	9	N3282D	N3282D	C180	27R
08/16/2013 23:33	4	75.8	83.4	17	N6462Q	N6462Q	M20P	27R
08/16/2013 23:33	5	66.9	74.5	9	N6462Q	N6462Q	M20P	27R
08/17/2013 23:01	4	71.5	77.7	8			PAY2	27R
08/17/2013 23:01	5	66.8	73.9	7			PAY2	27R
08/17/2013 23:01	8	69.3	75.8	5			PAY2	27R
08/18/2013 23:39	4	73.6	80.6	9	N384GT	N384GT	BE20	27R
08/18/2013 23:39	5	66.9	74.2	8	N384GT	N384GT	BE20	27R
08/18/2013 23:39	8	68.2	74.9	5	N384GT	N384GT	BE20	27R
08/19/2013 2:12	4	79.7	89.4	28	VOI907	N502VL	A319	27L
08/19/2013 2:12	5	83.4	91.5	27	VOI907	N502VL	A319	27L
08/19/2013 2:12	6	76.1	86	20	VOI907	N502VL	A319	27L
08/19/2013 2:12	7	66.7	76.9	16	VOI907	N502VL	A319	27L
08/19/2013 3:14	4	72.2	79	10	N248PH	N248PH	BE20	27L
08/19/2013 3:14	5	65.8	72.3	6	N248PH	N248PH	BE20	27L
08/19/2013 3:14	3	68.4	74.5	8	N248PH	N248PH	BE20	27L
08/19/2013 4:58	4	65.3	73.6	12	UPS2943	N316UP	B763	27L
08/19/2013 4:59	4	84.7	93.1	24	UPS2943	N316UP	B763	27L
08/19/2013 4:59	5	86.3	93.7	26	UPS2943	N316UP	B763	27L
08/19/2013 4:59	6	78.6	88.7	29	UPS2943	N316UP	B763	27L
08/19/2013 4:59	8	71.4	80.3	18	UPS2943	N316UP	B763	27L
08/19/2013 4:59	7	71.8	82.1	23	UPS2943	N316UP	B763	27L
08/19/2013 5:38	12	68.6	79	19	GDG803		LJ55	27L
08/19/2013 5:38	4	70.2	78.4	14	GDG803		LJ55	27L
08/19/2013 5:38	5	83.3	88.2	13	GDG803		LJ55	27L
08/19/2013 5:39	6	80.2	87.9	15	GDG803		LJ55	27L
08/19/2013 5:39	7	76	82	11	GDG803		LJ55	27L
08/19/2013 5:53	4	71.1	79.4	12	MRA687	N1116N	C208	27R
08/19/2013 5:54	8	74.5	81.4	8	MRA687	N1116N	C208	27R
08/20/2013 23:15	4	75.1	80.7	13	N265NX	N265NX	PC12	27R
08/20/2013 23:15	5	66.9	74	6	N265NX	N265NX	PC12	27R
08/20/2013 23:15	3	68.2	75	6	N265NX	N265NX	PC12	27R
08/21/2013 5:58	4	70.4	79	18	PCM8709		C208	27L
08/21/2013 5:58	8	72.2	80.8	12	PCM8709		C208	27L
08/21/2013 22:21	4	68.8	75.8	9	N265NX	N265NX	PC12	27R
08/25/2013 1:41	4	73.7	80	11	LN22WF		PAY2	27R
08/25/2013 1:41	5	66.2	72.1	5	LN22WF		PAY2	27R
08/25/2013 1:41	8	72.9	78.8	8	LN22WF		PAY2	27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
08/26/2013 2:12	4	84.2	92.6	24	VOI907		A319	27L
08/26/2013 2:12	5	85.8	93.8	30	VOI907		A319	27L
08/26/2013 2:12	6	81.1	91	28	VOI907		A319	27L
08/26/2013 2:12	7	74.2	84.2	22	VOI907		A319	27L
08/26/2013 2:12	8	71	79.8	10	VOI907		A319	27L
08/26/2013 5:09	4	83.6	93	33	UPS2943	N350UP	B763	27L
08/26/2013 5:09	5	82.4	92	32	UPS2943	N350UP	B763	27L
08/26/2013 5:09	6	78.7	89.6	32	UPS2943	N350UP	B763	27L
08/26/2013 5:09	7	76.3	85.8	26	UPS2943	N350UP	B763	27L
08/26/2013 5:09	8	72.2	80.5	13	UPS2943	N350UP	B763	27L
08/26/2013 23:19	3	72	81.6	23				27R
08/27/2013 23:34	4	74.4	78.4	6	N915CD	N915CD	BE9L	27R
08/27/2013 23:34	5	67	72.3	6	N915CD	N915CD	BE9L	27R
08/28/2013 5:55	4	69.4	79.4	16	PCM8709	N726FX	C208	27L
08/28/2013 5:55	5	64.8	73.2	9	PCM8709	N726FX	C208	27L
08/28/2013 5:56	8	74.8	81.6	8	PCM8709	N726FX	C208	27L
08/28/2013 22:02	4	82.7	88.8	20	EJA230	N230QS	F2TH	27R
08/28/2013 22:02	5	76.9	84.3	19	EJA230	N230QS	F2TH	27R
08/28/2013 22:02	6	75.4	82.5	14	EJA230	N230QS	F2TH	27R
08/28/2013 22:02	7	66.7	75.9	13	EJA230	N230QS	F2TH	27R
08/30/2013 5:08	12	68.3	78.9	21	EJA372		C680	09R
08/30/2013 5:09	2	70.9	79.4	18	EJA372		C680	09R
08/30/2013 5:53	4	79.1	83.7	7	N384GT	N384GT	BE20	27R
08/30/2013 5:53	5	69.5	75.7	6	N384GT	N384GT	BE20	27R
08/30/2013 5:54	8	72.1	78.7	7	N384GT	N384GT	BE20	27R
08/30/2013 5:56	4	70.4	78.7	11	PCM8709	N726FX	C208	27L
08/30/2013 5:56	5	63.5	72.2	8	PCM8709	N726FX	C208	27L
08/30/2013 5:57	8	75.5	82	9	PCM8709	N726FX	C208	27L
08/30/2013 23:06	4	70.1	77.2	10	N6462Q	N6462Q	MU2T	27R
08/31/2013 23:29	4	68.8	75.5	9	N4075R	N4075R	PA32	27R
08/31/2013 23:30	8	71.1	78.6	10	N4075R	N4075R	PA32	27R
09/03/2013 4:36	10	63.8	72	8	N47CA	N47CA	PAY2	09R
09/03/2013 4:36	9	70.6	76.9	7	N47CA	N47CA	PAY2	09R
09/03/2013 4:36	12	69.3	76.1	9	N47CA	N47CA	PAY2	09R
09/03/2013 4:37	2	68.6	75.9	16	N47CA	N47CA	PAY2	09R
09/03/2013 4:38	7	64.7	73.2	10	N47CA	N47CA	PAY2	09R
09/03/2013 22:12	4	74.4	81.6	11	N54MV	N54MV	PA23	27R
09/03/2013 22:13	3	65.4	74.2	9	N54MV	N54MV	PA23	27R
09/03/2013 22:30	4	73.1	79.1	8	N915CD	N915CD	BE9L	27R
09/03/2013 22:30	5	69.9	74.6	9	N915CD	N915CD	BE9L	27R
09/03/2013 22:31	3	68.3	76.5	10	N915CD	N915CD	BE9L	27R
09/04/2013 0:16	9	74.7	84.3	20	LN99AG		C25B	09R
09/04/2013 0:16	10	69.3	79.9	21	LN99AG		C25B	09R
09/04/2013 4:01	4	73.1	77.8	7	N33MS	N33MS	PAY2	27R
09/04/2013 4:01	5	69	73.1	5	N33MS	N33MS	PAY2	27R
09/04/2013 23:05	4	69.4	78.1	15	N6462Q	N6462Q	M20P	27R
09/05/2013 22:51	4	75.8	81.7	12	N265NX	N265NX	PC12	27R
09/05/2013 22:51	5	66.6	74.2	7	N265NX	N265NX	PC12	27R
09/07/2013 22:21	4	69.9	80.2	21	N2CA	N2CA		27R
09/07/2013 22:21	5	64.6	71.1	5	N2CA	N2CA		27R
09/07/2013 22:27	5	66.9	73.4	7	N2CA	N2CA		27R
09/07/2013 22:27	4	65.3	70.8	5	N2CA	N2CA		27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
09/07/2013 22:27	4	71.9	81.1	20	N2CA	N2CA		27R
09/07/2013 22:28	5	64.6	71.2	6	N2CA	N2CA		27R
09/07/2013 22:34	4	72.3	81.7	19	N2CA	N2CA		27R
09/07/2013 22:35	5	65.4	74.2	11	N2CA	N2CA		27R
09/07/2013 22:41	7	66.5	75.7	14	N2CA	N2CA		27R
09/07/2013 22:42	4	73.5	82.3	18	N2CA	N2CA		27R
09/07/2013 22:42	5	66.6	75.9	13	N2CA	N2CA		27R
09/07/2013 22:47	4	74.6	82.7	21	N2CA	N2CA		27R
09/07/2013 22:47	5	65.4	72.6	6	N2CA	N2CA		27R
09/07/2013 22:48	8	69.7	75.6	5	N2CA	N2CA		27R
09/07/2013 22:48	3	65.3	72	6	N2CA	N2CA		27R
09/08/2013 5:08	9	72.3	81	14	LN903JP		C510	09R
09/08/2013 5:08	10	65.6	74.7	12	LN903JP		C510	09R
09/08/2013 5:09	12	72.6	80.8	19	LN903JP		C510	09R
09/08/2013 23:36	9	67.5	75	7	N28CA	N28CA	PAY2	09L
09/08/2013 23:36	10	62.9	69.1	5	N28CA	N28CA	PAY2	09L
09/08/2013 23:36	12	68.8	76.6	14	N28CA	N28CA	PAY2	09L
09/08/2013 23:37	2	70.3	76.2	9	N28CA	N28CA	PAY2	09L
09/09/2013 3:50	4	79	83.1	11	REH50	N911RX	BE20	27R
09/09/2013 3:50	5	71.7	77.2	6	REH50	N911RX	BE20	27R
09/09/2013 3:50	8	72.9	79.3	7	REH50	N911RX	BE20	27R
09/09/2013 3:51	3	67.4	74.3	8	REH50	N911RX	BE20	27R
09/09/2013 4:49	4	88.5	96.1	45	UPS2943	N340UP	B763	27L
09/09/2013 4:50	5	89.3	96.7	23	UPS2943	N340UP	B763	27L
09/09/2013 4:50	6	82.5	91.8	25	UPS2943	N340UP	B763	27L
09/09/2013 4:50	8	73.9	83.5	21	UPS2943	N340UP	B763	27L
09/09/2013 4:50	7	73.4	83.9	23	UPS2943	N340UP	B763	27L
09/09/2013 5:02	4	89.9	94.2	19	TMC417	N417TM	H25B	27R
09/09/2013 5:02	5	79.7	87.1	21	TMC417	N417TM	H25B	27R
09/09/2013 5:02	6	84.5	90.9	20	TMC417	N417TM	H25B	27R
09/09/2013 5:03	7	77	84.7	20	TMC417	N417TM	H25B	27R
09/09/2013 5:42	4	78.7	87.2	24	KAI58		GLF5	27L
09/09/2013 5:42	5	80.1	88.5	23	KAI58		GLF5	27L
09/09/2013 5:42	6	78.9	87.1	22	KAI58		GLF5	27L
09/09/2013 5:42	7	72.4	82	20	KAI58		GLF5	27L
09/09/2013 23:19	9	79.1	85.2	12	LN99AG		C25B	09L
09/09/2013 23:19	10	76.7	82.5	15	LN99AG		C25B	09L
09/09/2013 23:19	11	74.2	80.5	8	LN99AG		C25B	09L
09/10/2013 5:58	4	70.4	79.9	23	PCM8709	N713FX	C208	27L
09/10/2013 5:58	8	73.4	81.1	11	PCM8709	N713FX	C208	27L
09/10/2013 23:46	4	91.9	96.9	18	JLG581		LJ35	27R
09/10/2013 23:46	5	80.5	88.2	22	JLG581		LJ35	27R
09/10/2013 23:46	6	82.9	90.1	20	JLG581		LJ35	27R
09/10/2013 23:46	7	79.7	87.4	17	JLG581		LJ35	27R
09/12/2013 5:58	4	64.6	72.8	8	PCM8709	N987FE	C208	27R
09/12/2013 23:21	4	71	78.4	12	N661TC	N661TC	PAY2	27R
09/12/2013 23:22	3	71	76.4	8	N661TC	N661TC	PAY2	27R
09/14/2013 2:23	4	74.4	80.9	13	N47CA	N47CA	PAY2	27R
09/14/2013 2:23	3	69.7	75.2	7	N47CA	N47CA	PAY2	27R
09/14/2013 22:17	4	76.2	80.4	11	WCC73	N73WC	B350	27R
09/14/2013 22:17	5	67.4	74.1	7	WCC73	N73WC	B350	27R
09/14/2013 22:17	3	72.4	77.7	8	WCC73	N73WC	B350	27R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
09/14/2013 22:23	4	68.7	77.7	13	N980AK	N980AK	AC90	27R
09/14/2013 22:24	3	70	77.2	10	N980AK	N980AK	AC90	27R
09/14/2013 23:01	4	79.5	86	23	N18TC	N18TC	C421	27R
09/14/2013 23:01	5	69.1	78.7	14	N18TC	N18TC	C421	27R
09/14/2013 23:02	8	67.5	74.4	5	N18TC	N18TC	C421	27R
09/14/2013 23:02	3	70.3	77.6	12	N18TC	N18TC	C421	27R
09/15/2013 22:55	5	67.8	75.7	11			PAY2	27R
09/15/2013 22:55	4	70.5	78.2	12			PAY2	27R
09/15/2013 22:55	8	72.4	78.1	6			PAY2	27R
09/16/2013 3:00	9	78.3	84.9	12	LN903JP		C510	09R
09/16/2013 3:00	10	69.5	76.9	11	LN903JP		C510	09R
09/16/2013 4:36	4	84.8	92.6	23	UPS2943	N361UP	B763	27L
09/16/2013 4:36	5	85.9	94.3	26	UPS2943	N361UP	B763	27L
09/16/2013 4:36	6	78.3	88	25	UPS2943	N361UP	B763	27L
09/16/2013 4:36	7	72.8	80.5	14	UPS2943	N361UP	B763	27L
09/16/2013 5:41	4	81.6	88	19	OPT803	N803FL	H25B	27L
09/16/2013 5:41	5	87	92.6	17	OPT803	N803FL	H25B	27L
09/16/2013 5:41	6	84.6	89.2	13	OPT803	N803FL	H25B	27L
09/16/2013 5:41	7	76.9	84.2	15	OPT803	N803FL	H25B	27L
09/16/2013 5:58	4	74.7	82.1	16	XOJ783	N783XJ	C750	27L
09/16/2013 5:58	5	82.6	88	14	XOJ783	N783XJ	C750	27L
09/16/2013 5:58	6	77.5	84.1	11	XOJ783	N783XJ	C750	27L
09/16/2013 5:58	7	69.3	77.1	10	XOJ783	N783XJ	C750	27L
09/17/2013 1:08	9	72.9	80.3	11	LN99AG		C25B	09R
09/17/2013 1:08	10	66.4	74.6	11	LN99AG		C25B	09R
09/17/2013 1:08	12	74.1	83.2	26	LN99AG		C25B	09R
09/17/2013 1:08	2	66.4	76.4	21	LN99AG		C25B	09R
09/17/2013 23:26	3	80.1	86.6	16	N1897Q	N1897Q	C177	33
09/18/2013 1:24	4	86	92.7	33	N53671	N53671	C337	27R
09/18/2013 1:25	5	74	82.7	29	N53671	N53671	C337	27R
09/18/2013 1:25	6	68.4	77.2	13	N53671	N53671	C337	27R
09/18/2013 1:25	8	72.9	83.3	23	N53671	N53671	C337	27R
09/18/2013 1:26	3	70.1	81.3	31	N53671	N53671	C337	27R
09/18/2013 1:29	14	66.6	77.6	18	N53671	N53671	C337	27R
09/19/2013 0:25	4	77	81.3	10	N83225	N83225	P28R	27R
09/19/2013 0:25	5	67.9	73.2	5	N83225	N83225	P28R	27R
09/19/2013 5:55	4	71.8	78.8	11	N56RJ	N56RJ	PC12	27R
09/19/2013 5:55	5	66.2	73.4	7	N56RJ	N56RJ	PC12	27R
09/19/2013 5:56	8	69	76.4	6	N56RJ	N56RJ	PC12	27R
09/19/2013 5:56	3	66	72	5	N56RJ	N56RJ	PC12	27R
09/22/2013 22:42	4	80.1	86.3	18	N74HJ	N74HJ	C340	27R
09/22/2013 22:42	5	74	80	11	N74HJ	N74HJ	C340	27R
09/22/2013 22:42	6	69.6	76.7	7	N74HJ	N74HJ	C340	27R
09/22/2013 22:43	8	74.2	80.7	8	N74HJ	N74HJ	C340	27R
09/22/2013 23:14	4	69.5	75.2	6	N28CA	N28CA	PAY2	27R
09/24/2013 22:35	4	73.1	76.6	7			PAY2	27R
09/24/2013 22:35	5	68	73.6	8			PAY2	27R
09/25/2013 1:23	4	75.1	82.6	18	N47CA	N47CA	PAY2	27R
09/25/2013 1:23	5	71.6	78.7	11	N47CA	N47CA	PAY2	27R
09/25/2013 1:23	8	72.4	79	8	N47CA	N47CA	PAY2	27R
09/25/2013 1:24	3	72.1	75.7	7	N47CA	N47CA	PAY2	27R
09/25/2013 23:44	4	73.7	78	9			PAY2	33

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
09/25/2013 23:44	5	66.4	73.2	9			PAY2	33
09/25/2013 23:49	4	75.5	81.9	10	LN248PH	N248PH	BE20	27R
09/25/2013 23:49	5	67.9	74.6	7	LN248PH	N248PH	BE20	27R
09/25/2013 23:49	8	70.6	77.8	7	LN248PH	N248PH	BE20	27R
09/25/2013 23:50	3	67.8	74.5	8	LN248PH	N248PH	BE20	27R
09/26/2013 22:29	4	66.7	76.6	14	N186CD	N186CD	SR20	27R
09/26/2013 22:31	14	68.9	78	13	N186CD	N186CD	SR20	27R
09/26/2013 22:39	4	73.9	80.1	11	N588PC	N588PC	BE36	27R
09/26/2013 22:39	5	66.2	73.6	8	N588PC	N588PC	BE36	27R
09/26/2013 22:41	14	69	78	15	N588PC	N588PC	BE36	27R
09/29/2013 1:01	4	74.6	80.4	10	N575RD	N575RD	B350	27R
09/29/2013 1:01	5	70.6	76.4	9	N575RD	N575RD	B350	27R
09/29/2013 22:49	4	80.2	87.1	22	N259CD	N259CD	SR22	27R
09/29/2013 22:49	5	71.3	80.1	15	N259CD	N259CD	SR22	27R
09/29/2013 22:49	8	72.2	79.7	10	N259CD	N259CD	SR22	27R
09/29/2013 22:50	3	73.6	80.7	16	N259CD	N259CD	SR22	27R
09/30/2013 2:00	9	70.7	77.6	7	N33MS	N33MS	PAY2	09L
09/30/2013 2:00	10	66.1	73	7	N33MS	N33MS	PAY2	09L
09/30/2013 2:01	12	65.1	70.7	5	N33MS	N33MS	PAY2	09L
09/30/2013 2:02	4	66.4	74.6	9	N33MS	N33MS	PAY2	09L
09/30/2013 3:30	4	88.6	97	53	AJ19858	N784TW	DC91	09R
09/30/2013 3:30	8	73.1	84.3	32	AJ19858	N784TW	DC91	09R
09/30/2013 3:30	5	64.2	71.7	6	AJ19858	N784TW	DC91	09R
09/30/2013 3:31	9	89.9	97.6	28	AJ19858	N784TW	DC91	09R
09/30/2013 3:31	10	81.7	90.7	35	AJ19858	N784TW	DC91	09R
09/30/2013 3:31	12	72.4	84.5	36	AJ19858	N784TW	DC91	09R
09/30/2013 3:31	2	61.5	71.6	12	AJ19858	N784TW	DC91	09R
09/30/2013 3:31	11	71.1	79.7	11	AJ19858	N784TW	DC91	09R
09/30/2013 3:31	13	79.8	88.8	34	AJ19858	N784TW	DC91	09R
09/30/2013 5:00	4	86	94.2	23	UPS2943	N338UP	B763	27L
09/30/2013 5:00	5	88.9	96.2	26	UPS2943	N338UP	B763	27L
09/30/2013 5:00	6	77.6	87.9	25	UPS2943	N338UP	B763	27L
09/30/2013 5:00	8	70.7	78.8	11	UPS2943	N338UP	B763	27L
09/30/2013 5:00	7	67.9	78.4	19	UPS2943	N338UP	B763	27L
09/30/2013 5:58	4	70.2	76.4	10	REH50	N911RX	BE20	27R
09/30/2013 5:58	8	71.8	78.8	7	REH50	N911RX	BE20	27R
09/30/2013 5:58	3	70	77.7	11	REH50	N911RX	BE20	27R
09/30/2013 22:25	4	79.4	85.4	19	N7HW	N7HW	PA27	27R
09/30/2013 22:25	5	69.3	77.4	11	N7HW	N7HW	PA27	27R
09/30/2013 22:25	8	77.6	83.3	11	N7HW	N7HW	PA27	27R
09/30/2013 22:25	3	65.7	73.1	7	N7HW	N7HW	PA27	27R
09/30/2013 23:15	8	71.7	76.7	5				15

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

Runway 29 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
07/01/2013 15:46	FLC	FLC58	LJ60	B	N58	FAA Flight Check	Yes
08/05/2013 19:26	SWA	SWA1100	B737	J	N767SW	Not Acceptable	No
08/08/2013 17:14	FLC	FLC57	LJ60	B		FAA Flight Check	Yes
08/13/2013 2:14	VOI	VOI907	A319	J		Not Acceptable	No
09/14/2013 13:34	SWA	SWA2256	B738	J	N8314L	Not Acceptable	No
09/17/2013 14:23	FLC	FLC59	LJ60	B	N59	FAA Flight Check	Yes
09/30/2013 6:39	SWA	SWA751	B737	J	N448WN	Not Acceptable	No

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

Silent 7 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
07/02/2013 5:21	FLC	FLC58	LR60	B	N58	FAA Flight Check	Yes
07/02/2013 6:13	AWE	AWE325	A319	J	N833AW	Not Acceptable	No
07/02/2013 6:56	SWA	SWA433	B733	J	N623SW	Time Buffer	Yes
07/02/2013 6:59	FDX	FDX440	MOG8	U	N593FE	Time Buffer	Yes
07/04/2013 6:58	ASA	ASA841	B738	J	N577AS	Time Buffer	Yes
07/05/2013 6:16	SWA	SWA1367	B737	J	N478WN	Not Acceptable	No
07/06/2013 6:59	SWA	SWA828	B738	J	N8604K	Time Buffer	Yes
07/11/2013 6:57	SWA	SWA433	B737	J	N244WN	Time Buffer	Yes
07/11/2013 6:58		N400FJ	GLF4	B	N400FJ	Time Buffer	Yes
07/11/2013 6:59	SWA	SWA3948	B737	J	N481WN	Time Buffer	Yes
07/13/2013 6:48	SWA	SWA847	B737	J	N249WN	Not Acceptable	No
07/16/2013 4:34	FDX	FDX31	B77L	J	N852FD	Not Acceptable	No
07/17/2013 6:59	ASA	ASA841	B738	J	N577AS	Time Buffer	Yes
07/17/2013 22:01		N800WC	BE40	B	N800WC	Time Buffer	Yes
07/18/2013 4:35	FDX	FDX31	B77L	J	N853FD	Not Acceptable	No
07/18/2013 6:56	SWA	SWA433	B733	J	N355SW	Time Buffer	Yes
07/18/2013 6:57	FDX	FDX440	MD11	J	N598FE	Time Buffer	Yes
07/18/2013 6:59	SWA	SWA523	B737	J	N725SW	Time Buffer	Yes
07/20/2013 0:40	SWA	SWA901	B733	J	N606SW	Not Acceptable	No
07/21/2013 22:01		N35BG	LJ35	B	N35BG	Time Buffer	Yes
07/22/2013 6:57	JAS	JAS8	F900	B		Time Buffer	Yes
07/23/2013 6:59	SWA	SWA523	B737	J	N762SW	Time Buffer	Yes
07/24/2013 4:22	FDX	FDX31	B77L	J	N858FD	Not Acceptable	No
07/25/2013 2:51	FDX	FDX1857	MD11	J	N596FE	Not Acceptable	No
07/25/2013 3:52	FDX	FDX31	B77L	J	N861FD	Not Acceptable	No
07/25/2013 6:59	SWA	SWA3948	B737	J	N742SW	Time Buffer	Yes
07/26/2013 6:58	SWA	SWA3948	B737	J	N258WN	Time Buffer	Yes
07/28/2013 22:00	SWA	SWA1179	B738	J	N8613K	Time Buffer	Yes
07/30/2013 6:42	SWA	SWA2701	B733	J	N382SW	Not Acceptable	No
07/31/2013 6:59	EJA	EJA731	GALX	B	N731QS	Time Buffer	Yes
08/01/2013 1:23	VOI	VOI903	A319	J	N502VL	Not Acceptable	No
08/02/2013 6:08	SWA	SWA923	B737	J	N481WN	Not Acceptable	No
08/02/2013 6:20	DAL	DAL1408	A320	J	N314US	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
08/05/2013 22:22	SWA	SWA1102	B737	J	N474WN	Not Acceptable	No
08/06/2013 6:58	FDX	FDX3647	DC10	J	N389FE	Time Buffer	Yes
08/07/2013 22:07	SWA	SWA314	B733	J	N658SW	Time Buffer	Yes
08/07/2013 23:09	JBU	JBU18	A320	J	N535JB	Not Acceptable	No
08/08/2013 6:59	SWA	SWA433	B733	J	N374SW	Time Buffer	Yes
08/09/2013 3:54	FDX	FDX15	MD11	J	N523FE	Not Acceptable	No
08/12/2013 22:01	SWA	SWA4101	B737	J	N276WN	Time Buffer	Yes
08/13/2013 2:14	VOI	VOI907	A319	J		Not Acceptable	No
08/16/2013 2:57	FDX	FDX1859	A306	J	N683FE	Not Acceptable	No
08/22/2013 22:00	SWA	SWA298	B738	J	N8327A	Time Buffer	Yes
08/23/2013 22:08	SWA	SWA439	B733	J	N647SW	Time Buffer	Yes
08/24/2013 6:59	SWA	SWA3054	B737	J	N232WN	Time Buffer	Yes
08/26/2013 6:35	SWA	SWA1358	B733	J	N636WN	Not Acceptable	No
08/27/2013 4:05	FDX	FDX31	B77L	J	N885FD	Not Acceptable	No
08/27/2013 6:58			FA50	B		Time Buffer	Yes
08/28/2013 6:59	FDX	FDX435	B77L	J	N850FD	Time Buffer	Yes
08/30/2013 4:25	FDX	FDX15	MD11	J	N617FE	Not Acceptable	No
09/05/2013 6:58	FDX	FDX3647	A306	J		Time Buffer	Yes
09/10/2013 6:56	SKW	SKW4450	CRJ7	R	N611SK	Time Buffer	Yes
09/12/2013 22:18	JBU	JBU168	A320	J	N569JB	Not Acceptable	No
09/13/2013 0:25		N329TJ	LJ55	B	N329TJ	Not Acceptable	No
09/13/2013 6:59	SKW	SKW4450	CRJ7	R		Time Buffer	Yes
09/14/2013 6:35	SWA	SWA2609	B738	J	N8605E	Not Acceptable	No
09/14/2013 6:59	SWA	SWA3054	B737	J	N220WN	Time Buffer	Yes
09/16/2013 6:59	SKW	SKW4450	CRJ7	R	N617QX	Time Buffer	Yes
09/17/2013 4:07	FDX	FDX31	B77L	J	N890FD	Not Acceptable	No
09/18/2013 22:00	UPS	UPS9305	B763	J	N305UP	Time Buffer	Yes
09/19/2013 6:53	SKW	SKW4450	CRJ7	R	N630SK	Time Buffer	Yes
09/20/2013 6:27	DAL	DAL2434	A319	J	N333NB	Not Acceptable	No
09/20/2013 6:58	FDX	FDX435	B77L	J	N855FD	Time Buffer	Yes
09/20/2013 22:00	AAY	AAY1001	MD83	J	N873GA	Time Buffer	Yes
09/21/2013 6:59	ASA	ASA841	B738	J	N563AS	Time Buffer	Yes
09/23/2013 1:19	VOI	VOI903	A320	J	N512VL	Not Acceptable	No
09/23/2013 6:49	SWA	SWA220	B737	J	N222WN	Not Acceptable	No
09/27/2013 6:53	SKW	SKW4450	CRJ7	R	N630SK	Time Buffer	Yes
09/30/2013 6:39	SWA	SWA751	B737	J	N448WN	Not Acceptable	No

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

Runway 11 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
08/24/2013 5:05	FDX	FDX87	MD11	J	N609FE	Not Acceptable	No
09/21/2013 4:02	FDX	FDX87	MD11	J	N584FE	Not Acceptable	No

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

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
07/01/2013	0027	SWA	B737	2	High	GRE	0027	NO	N/A
07/04/2013	0119	SWA	B737	2	High	GRE	0125	NO	N/A
07/04/2013	1716	CSK	F2TH	1	High	HG6	1715	N/A	N/A
07/08/2013	0940	CSK	F2TH	2	High	HG6	0945	N/A	N/A
07/14/2013	1615	UPS	B767	2	High	GRE	1630	N/A	N/A
07/28/2013	2215	SWA	B737	2	High	GRE	2215	NO	N/A
07/28/2013	0108	SWA	B737	2	High	GRE	0120	NO	N/A
07/30/2013	0110	SWA	B737	2	High	GRE	0120	NO	N/A
08/13/2013	0840	KFA	C550	3	High	GRE	0900	N/A	N/A
08/15/2013	1545	CSK	C550	2	High	HG6	1600	N/A	N/A
08/16/2013	0054	SWA	B737	2	High	GRE	0100	NO	N/A
08/18/2013	1907	FDX	MD11	2	High	GRE	1917	N/A	NO
08/22/2013	0040	SWA	B737	2	High	GRE	0045	NO	N/A
08/26/2013	1946	FDX	MD11	3	High	GRE	2000	N/A	NO
09/07/2013	2315	SWA	B737	2	High	GRE	2340	NO	N/A
09/08/2013	0015	SWA	B737	2	High	GRE	0030	NO	N/A
09/08/2013	0138	SWA	B737	2	High	GRE	0145	NO	N/A
09/08/2013	1428	UPS	B767	2	High	GRE	1440	N/A	N/A
09/06/2013	1553	CSK	F2TH	1	High	HG6	1615	N/A	N/A
09/13/2013	1410	BSK	F2TH	1	High	HG6	1420	N/A	N/A
09/16/2013	1120	KFA	F2TH	1	High	HG6	1360	N/A	N/A
09/17/2013	0937	SWA	B737	2	High	GRE	0945	N/A	N/A
09/18/2013	0047	SWA	B737	2	High	GRE	0050	NO	N/A
09/18/2013	1106	SWA	B737	2	High	GRE	1115	N/A	N/A
09/18/2013	1240	KFA	C550	1	High	HG6	1250	N/A	N/A
09/22/2013	0155	SWA	B737	2	High	GRE	0200	NO	N/A
09/26/2013	0054	SWA	B737	2	High	GRE	0100	NO	N/A
09/26/2013	0139	FDX	A319	2	High	GRE	0200	NO	N/A

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

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

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
07/01/2013 7:01	SWA	SWA519	B737	2791	Not Acceptable	No
07/01/2013 15:46	FLC	FLC58	LJ60	2024	FAA Flight Check	Yes
07/01/2013 15:46	FLC	FLC58	LJ60	1866	FAA Flight Check	Yes
07/01/2013 15:46	FLC	FLC58	LJ60	1010	FAA Flight Check	Yes
07/01/2013 15:46	FLC	FLC58	LJ60	1325	FAA Flight Check	Yes
07/01/2013 15:46	FLC	FLC58	LJ60	1020	FAA Flight Check	Yes
07/01/2013 15:46	FLC	FLC58	LJ60	1200	FAA Flight Check	Yes
07/01/2013 15:46	FLC	FLC58	LJ60	994	FAA Flight Check	Yes
07/01/2013 15:46	FLC	FLC58	LJ60	1519	FAA Flight Check	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
07/01/2013 20:21	FDX	FDX1117	A306	2654	Not Acceptable	No
07/02/2013 12:29	SWA	SWA442	B737	2604	Not Acceptable	No
07/02/2013 18:05		N901PM	LJ60	2723	Not Acceptable	No
07/02/2013 19:44	UPS	UPS3947	B752	2270	Not Acceptable	No
07/03/2013 15:22	SWA	SWA2880	B737	2522	Not Acceptable	No
07/04/2013 9:36	SWA	SWA1017	B737	2769	Not Acceptable	No
07/04/2013 12:29	SWA	SWA1644	B737	2709	Not Acceptable	No
07/05/2013 12:37	SWA	SWA3080	B737	2824	Not Acceptable	No
07/05/2013 14:58	SWA	SWA3068	B737	2890	Not Acceptable	No
07/08/2013 8:35	JBU	JBU16	A320	2148	Not Acceptable	No
07/08/2013 8:36		N703TM	FA50	2480	Not Acceptable	No
07/08/2013 9:12	JBU	JBU434	A320	2112	Not Acceptable	No
07/08/2013 14:55	SWA	SWA318	B737	2732	Not Acceptable	No
07/09/2013 14:53	SWA	SWA3404	B737	2473	Not Acceptable	No
07/09/2013 18:19	SWA	SWA937	B737	2693	Not Acceptable	No
07/09/2013 18:36	DAL	DAL1374	A319	2880	Not Acceptable	No
07/10/2013 7:03	SWA	SWA523	B737	2716	Not Acceptable	No
07/11/2013 7:00	SWA	SWA523	B737	2024	Not Acceptable	No
07/11/2013 9:09	FDX	FDX3012	DC10	1847	Not Acceptable	No
07/11/2013 12:35		N163BB	EA50	2650	Not Acceptable	No
07/11/2013 14:51	SWA	SWA318	B737	2883	Not Acceptable	No
07/11/2013 17:52	SWA	SWA3410	B737	2713	Not Acceptable	No
07/12/2013 8:43	SWA	SWA3597	B737	2814	Not Acceptable	No
07/12/2013 9:57		N218MD	GLF3	2759	Not Acceptable	No
07/12/2013 11:31	SWA	SWA467	B733	2480	Not Acceptable	No
07/12/2013 11:51	LXJ	LXJ524	CL30	2837	Not Acceptable	No
07/12/2013 12:44	SWA	SWA442	B737	2378	Not Acceptable	No
07/12/2013 21:19	JBU	JBU916	A320	2372	Not Acceptable	No
07/13/2013 17:32	SWA	SWA4444	B737	2844	Not Acceptable	No
07/14/2013 14:48	SWA	SWA3404	B737	2641	Not Acceptable	No
07/14/2013 17:49	SWA	SWA3410	B737	2549	Not Acceptable	No
07/14/2013 20:37	UPS	UPS2955	B763	2673	Not Acceptable	No
07/15/2013 7:01	SWA	SWA523	B733	2883	Not Acceptable	No
07/15/2013 18:38	DAL	DAL1374	A319	2273	Not Acceptable	No
07/16/2013 19:20	FDX	FDX1268	DC10	2562	Not Acceptable	No
07/16/2013 20:36			C25B	2437	Not Acceptable	No
07/17/2013 7:07	FDX	FDX440	MD11	2660	Not Acceptable	No
07/17/2013 8:22	SWA	SWA523	B737	2647	Not Acceptable	No
07/17/2013 10:53	SWA	SWA516	B737	2811	Not Acceptable	No
07/17/2013 18:37	DAL	DAL1374	A319	2788	Not Acceptable	No
07/18/2013 8:14	FDX	FDX3012	DC10	1817	Not Acceptable	No
07/18/2013 9:14	OPT	OPT708	C750	2798	Not Acceptable	No
07/18/2013 19:46	SWA	SWA1100	B737	2739	Not Acceptable	No
07/18/2013 19:51	DAL	DAL1374	A319	2690	Not Acceptable	No
07/19/2013 9:33	TWY	TWY46	GLF3	2611	Not Acceptable	No
07/19/2013 19:41	SWA	SWA844	B737	2293	Not Acceptable	No
07/20/2013 8:03	SWA	SWA2018	B737	2670	Not Acceptable	No
07/20/2013 8:40	SWA	SWA2004	B737	2808	Not Acceptable	No
07/20/2013 13:39	SWA	SWA2104	B737	2621	Not Acceptable	No
07/21/2013 11:33	SWA	SWA467	B733	2890	Not Acceptable	No
07/21/2013 19:41	SWA	SWA1100	B737	2814	Not Acceptable	No
07/22/2013 8:33	SWA	SWA3597	B737	2552	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
07/22/2013 9:05	SWA	SWA2704	B737	2454	Not Acceptable	No
07/22/2013 11:43	SWA	SWA467	B733	2614	Not Acceptable	No
07/22/2013 19:31	UPS	UPS945	B763	2408	Not Acceptable	No
07/23/2013 6:59	SWA	SWA523	B737	2896	Not Acceptable	No
07/23/2013 7:03	DAL	DAL1408	A320	2677	Not Acceptable	No
07/23/2013 15:24	SWA	SWA2880	B737	2890	Not Acceptable	No
07/23/2013 18:02	SWA	SWA3410	B737	2647	Not Acceptable	No
07/24/2013 7:01	SWA	SWA523	B737	2562	Not Acceptable	No
07/24/2013 10:39	SWA	SWA516	B737	2706	Not Acceptable	No
07/24/2013 17:51	SWA	SWA3410	B737	2349	Not Acceptable	No
07/24/2013 18:37	DAL	DAL1374	A319	2709	Not Acceptable	No
07/26/2013 10:27	DAL	DAL1026	A319	2739	Not Acceptable	No
07/26/2013 21:33	JBU	JBU168	A320	2746	Not Acceptable	No
07/28/2013 13:13		N163BB	EA50	2559	System Error	Yes
07/28/2013 13:21	DAL	DAL1160	A319	2637	Not Acceptable	No
07/29/2013 14:48	SWA	SWA3404	B733	2706	Not Acceptable	No
07/29/2013 15:18	SWA	SWA318	B737	2608	Not Acceptable	No
07/30/2013 20:56		NN45FG	LJ35	2690	Not Acceptable	No
07/31/2013 7:14	SWA	SWA523	B737	2519	Not Acceptable	No
07/31/2013 17:28	RZO	RZO236	A310	2106	Not Acceptable	No
08/01/2013 8:43	SWA	SWA3597	B737	2050	Not Acceptable	No
08/01/2013 9:37	SWA	SWA254	B737	2614	Not Acceptable	No
08/02/2013 12:44	SWA	SWA442	B737	2624	Not Acceptable	No
08/02/2013 13:27	DAL	DAL1160	A319	2477	Not Acceptable	No
08/03/2013 8:26	SWA	SWA2018	B737	2811	Not Acceptable	No
08/04/2013 15:40	SWA	SWA1005	B737	2634	Not Acceptable	No
08/05/2013 8:55	SWA	SWA3597	B737	2726	Not Acceptable	No
08/05/2013 9:26	KAI	KAI115	B737	2637	Not Acceptable	No
08/05/2013 9:29	XOJ	XOJ760	C750	1893	Not Acceptable	No
08/05/2013 11:21	SWA	SWA516	B733	2759	Not Acceptable	No
08/05/2013 14:55	SWA	SWA3404	B737	2782	Not Acceptable	No
08/06/2013 9:34	SWA	SWA254	B737	2824	Not Acceptable	No
08/06/2013 14:45	SWA	SWA318	B737	2237	Not Acceptable	No
08/06/2013 18:34	FDX	FDX1390	DC10	2690	Not Acceptable	No
08/06/2013 18:36	DAL	DAL1374	A319	2667	Not Acceptable	No
08/06/2013 19:05	SWA	SWA3410	B737	2870	Not Acceptable	No
08/06/2013 19:21	FDX	FDX1268	DC10	2434	Not Acceptable	No
08/07/2013 10:53	SWA	SWA516	B737	2887	Not Acceptable	No
08/07/2013 13:36	FLC	FLC57	LJ60	1476	FAA Flight Check	Yes
08/07/2013 13:36	FLC	FLC57	LJ60	1548	FAA Flight Check	Yes
08/07/2013 13:36	FLC	FLC57	LJ60	1548	FAA Flight Check	Yes
08/07/2013 13:36	FLC	FLC57	LJ60	1466	FAA Flight Check	Yes
08/07/2013 18:28	SWA	SWA3410	B737	2096	Not Acceptable	No
08/07/2013 23:09	JBU	JBU18	A320	2401	Not Acceptable	No
08/08/2013 7:09	SWA	SWA523	B737	2795	Not Acceptable	No
08/08/2013 7:11	FDX	FDX435	MD11	2778	Not Acceptable	No
08/08/2013 8:26	FDX	FDX3012	DC10	2073	Not Acceptable	No
08/08/2013 14:54	SWA	SWA318	B737	2772	Not Acceptable	No
08/08/2013 17:14	FLC	FLC57	LJ60	1473	FAA Flight Check	Yes
08/08/2013 17:14	FLC	FLC57	LJ60	1466	FAA Flight Check	Yes
08/08/2013 17:14	FLC	FLC57	LJ60	1548	FAA Flight Check	Yes
08/08/2013 17:14	FLC	FLC57	LJ60	1463	FAA Flight Check	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
08/08/2013 17:14	FLC	FLC57	LJ60	1473	FAA Flight Check	Yes
08/08/2013 18:45	DAL	DAL1374	A319	2709	Not Acceptable	No
08/08/2013 19:52	NKS	NKS408	A320	2529	Not Acceptable	No
08/09/2013 7:09			GLF5	2654	Not Acceptable	No
08/09/2013 10:28	DAL	DAL1026	A320	2726	Not Acceptable	No
08/09/2013 11:54	WJM	WJM89	GLF4	2503	Not Acceptable	No
08/09/2013 16:43	SWA	SWA2880	B737	2860	Not Acceptable	No
08/09/2013 18:48	DAL	DAL1374	A319	2798	Not Acceptable	No
08/09/2013 18:53	SWA	SWA3410	B737	2844	Not Acceptable	No
08/10/2013 21:59	JBU	JBU168	A320	2171	Not Acceptable	No
08/11/2013 9:41		N21RA	C25A	2896	Not Acceptable	No
08/12/2013 8:32	SWA	SWA1538	B737	2831	Not Acceptable	No
08/12/2013 12:52	SWA	SWA2882	B737	2749	Not Acceptable	No
08/12/2013 13:32	SWA	SWA369	B737	2746	Not Acceptable	No
08/12/2013 14:38	SWA	SWA1975	B737	2309	Not Acceptable	No
08/12/2013 15:34	SWA	SWA481	B737	2614	Not Acceptable	No
08/12/2013 18:46	DAL	DAL1374	A319	2700	Not Acceptable	No
08/13/2013 14:08	SWA	SWA1703	B733	2477	Not Acceptable	No
08/13/2013 20:15	UPS	UPS9302	B763	2509	Not Acceptable	No
08/14/2013 12:55	SWA	SWA2882	B737	2486	Not Acceptable	No
08/14/2013 14:31	SWA	SWA369	B737	2431	Not Acceptable	No
08/15/2013 8:04	FDX	FDX3012	DC10	2063	Not Acceptable	No
08/15/2013 12:49	SWA	SWA632	B733	2818	Not Acceptable	No
08/15/2013 19:55	NKS	NKS408	A320	2483	Not Acceptable	No
08/16/2013 11:10	SWA	SWA152	B737	2703	Not Acceptable	No
08/16/2013 13:23	DAL	DAL1160	A319	2847	Not Acceptable	No
08/17/2013 11:00	SWA	SWA2264	B737	2818	Not Acceptable	No
08/18/2013 20:32	UPS	UPS2955	B763	2503	Not Acceptable	No
08/19/2013 9:13	SWA	SWA2249	B733	2723	Not Acceptable	No
08/19/2013 10:21	SWA	SWA4460	B737	2585	Not Acceptable	No
08/19/2013 13:33	SWA	SWA369	B737	2381	Not Acceptable	No
08/19/2013 15:03	SWA	SWA481	B737	2463	Not Acceptable	No
08/19/2013 18:35	DAL	DAL1374	A319	2893	Not Acceptable	No
08/19/2013 18:39	SWA	SWA4293	B737	2375	Not Acceptable	No
08/20/2013 13:46	SWA	SWA369	B737	1968	Not Acceptable	No
08/21/2013 13:51	EJA	EJA903	C750	2864	Not Acceptable	No
08/22/2013 15:19	SWA	SWA481	B737	2486	Not Acceptable	No
08/23/2013 14:39	SWA	SWA1975	B737	2483	Not Acceptable	No
08/24/2013 13:06	ASA	ASA355	B738	2716	Not Acceptable	No
08/25/2013 13:24			F900	2634	Not Acceptable	No
08/25/2013 14:56	SWA	SWA1975	B737	2509	Not Acceptable	No
08/26/2013 10:33	DAL	DAL1082	A319	2864	Not Acceptable	No
08/27/2013 13:24	DAL	DAL1160	A319	2814	Not Acceptable	No
08/27/2013 13:33	SWA	SWA369	B737	2375	Not Acceptable	No
08/27/2013 15:09	SWA	SWA481	B737	2631	Not Acceptable	No
08/28/2013 11:24	SWA	SWA4364	B737	2821	Not Acceptable	No
08/29/2013 18:34	DAL	DAL1374	A319	2883	Not Acceptable	No
08/29/2013 21:38	JBU	JBU168	A320	2322	Not Acceptable	No
08/30/2013 8:00	BJS	BJS616	LJ40	2654	Not Acceptable	No
09/02/2013 7:12	SWA	SWA836	B737	2641	Not Acceptable	No
09/02/2013 9:15		N790DC	F2TH	1735	Not Acceptable	No
09/02/2013 11:14	EJA	EJA818	C560	2782	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
09/03/2013 12:51	SWA	SWA2882	B737	2667	Not Acceptable	No
09/03/2013 13:32	DAL	DAL1160	A320	2401	Not Acceptable	No
09/04/2013 18:32	NKS	NKS408	A319	2450	Not Acceptable	No
09/04/2013 19:40	SWA	SWA4917	B737	2818	Not Acceptable	No
09/05/2013 18:38	NKS	NKS408	A319	2598	Not Acceptable	No
09/06/2013 14:42	SWA	SWA1975	B737	2499	Not Acceptable	No
09/06/2013 18:35	DAL	DAL1374	A319	2421	Not Acceptable	No
09/08/2013 14:46	SWA	SWA1975	B737	2598	Not Acceptable	No
09/08/2013 16:02	SWA	SWA4837	B737	2837	Not Acceptable	No
09/10/2013 19:53	SWA	SWA180	B733	2864	Not Acceptable	No
09/11/2013 8:02	FDX	FDX3012	DC10	2024	Not Acceptable	No
09/11/2013 12:50	SWA	SWA2882	B737	2762	Not Acceptable	No
09/11/2013 13:25	SWA	SWA369	B737	2874	Not Acceptable	No
09/11/2013 13:32	DAL	DAL1160	A320	2555	Not Acceptable	No
09/11/2013 18:51	NKS	NKS408	A320	2713	Not Acceptable	No
09/11/2013 20:05	SWA	SWA180	B737	2854	Not Acceptable	No
09/12/2013 9:18	SWA	SWA2249	B733	2539	Not Acceptable	No
09/12/2013 15:37	SWA	SWA556	B733	2335	Not Acceptable	No
09/13/2013 13:32	DAL	DAL1160	A320	2322	Not Acceptable	No
09/14/2013 10:26	DAL	DAL362	A320	2736	Not Acceptable	No
09/14/2013 11:08		N605SA	C650	2818	Not Acceptable	No
09/16/2013 8:28	SWA	SWA1538	B733	2785	Not Acceptable	No
09/16/2013 13:47	SWA	SWA369	B737	2529	Not Acceptable	No
09/16/2013 18:42	NKS	NKS408	A320	2732	Not Acceptable	No
09/16/2013 21:48	JBU	JBU168	A320	2575	Not Acceptable	No
09/20/2013 13:41	SWA	SWA369	B737	2365	Not Acceptable	No
09/21/2013 7:20	SWA	SWA767	B737	2844	Not Acceptable	No
09/21/2013 11:35	SWA	SWA1602	B737	2191	Not Acceptable	No
09/23/2013 7:10	TWY	TWY2	GLF4	2834	Not Acceptable	No
09/23/2013 7:54	UPS	UPS2943	B763	2893	Not Acceptable	No
09/23/2013 14:41	SWA	SWA1975	B737	2545	Not Acceptable	No
09/23/2013 18:33	FDX	FDX1383	A306	2043	Not Acceptable	No
09/24/2013 14:47	SWA	SWA1975	B737	2591	Not Acceptable	No
09/24/2013 19:25	FDX	FDX1605	DC10	2119	Not Acceptable	No
09/24/2013 19:27	FDX	FDX1268	DC10	2273	Not Acceptable	No
09/25/2013 11:13	SWA	SWA152	B737	2805	Not Acceptable	No
09/26/2013 20:29	FDX	FDX1117	A306	2847	Not Acceptable	No
09/26/2013 21:40	JBU	JBU168	A320	2664	Not Acceptable	No
09/30/2013 10:26		N31D	F900	2896	Not Acceptable	No
09/30/2013 13:37	SWA	SWA1919	B737	2194	Not Acceptable	No

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

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
07/01/2013 12:30	DAL1160	A319	DAL	2870	Not Acceptable	No
07/01/2013 17:54	SWA1703	B733	SWA	2896	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
07/01/2013 20:04	SWA326	B737	SWA	2332	Not Acceptable	No
07/02/2013 16:09	SWA278	B733	SWA	2037	Not Acceptable	No
07/03/2013 16:07	SWA278	B733	SWA	2769	Not Acceptable	No
07/05/2013 19:28	AAY1014	MD83	AAY	2860	Not Acceptable	No
07/06/2013 12:29	UAL698	A320	UAL	2890	Not Acceptable	No
07/06/2013 16:56	ASA388	B738	ASA	2657	Not Acceptable	No
07/07/2013 13:38	AAY200	MD83	AAY	2883	Not Acceptable	No
07/07/2013 14:38	SWA444	B733	SWA	2844	Not Acceptable	No
07/07/2013 15:38	SWA2432	B737	SWA	2270	Safety/Emergency	Yes
07/07/2013 20:30	SWA3429	B733	SWA	2887	Not Acceptable	No
07/07/2013 20:35	SWA2788	B737	SWA	2778	Not Acceptable	No
07/08/2013 9:34	SWA320	B737	SWA	2805	Not Acceptable	No
07/08/2013 14:08	AAY202	MD83	AAY	2887	Not Acceptable	No
07/08/2013 20:13	SWA2620	B733	SWA	2811	Not Acceptable	No
07/08/2013 20:44	SWA326	B737	SWA	2893	Not Acceptable	No
07/09/2013 17:54	ASA338	B734	ASA	2198	Not Acceptable	No
07/09/2013 20:05	SWA2620	B737	SWA	2746	Not Acceptable	No
07/10/2013 16:23	AAY202	MD83	AAY	2788	Not Acceptable	No
07/10/2013 20:03	SWA2620	B733	SWA	2634	Not Acceptable	No
07/12/2013 14:12	AAY202	MD83	AAY	2769	Not Acceptable	No
07/12/2013 14:20	FLC58	LJ60	FLC	2631	FAA Flight Check	Yes
07/12/2013 20:56	SWA326	B737	SWA	2657	Not Acceptable	No
07/13/2013 18:59	SWA2785	B737	SWA	2818	Safety/Emergency	Yes
07/14/2013 12:29	SWA257	B737	SWA	1919	Not Acceptable	No
07/14/2013 14:35	SWA444	B733	SWA	2805	Not Acceptable	No
07/14/2013 17:43	SWA1756	B737	SWA	2890	Not Acceptable	No
07/17/2013 14:33	SWA444	B733	SWA	2542	Not Acceptable	No
07/17/2013 20:27	SWA3429	B733	SWA	2821	Not Acceptable	No
07/18/2013 15:21	AAY1012	MD83	AAY	2798	Not Acceptable	No
07/18/2013 18:17	ASA338	B734	ASA	2368	Not Acceptable	No
07/18/2013 20:45	AAY1004	MD83	AAY	2696	Not Acceptable	No
07/20/2013 18:18	SWA3680	B733	SWA	2805	Not Acceptable	No
07/20/2013 18:59	ASA338	B734	ASA	2516	Not Acceptable	No
07/20/2013 19:23	SWA2131	B737	SWA	2877	Not Acceptable	No
07/21/2013 18:17	SWA1703	B733	SWA	2785	Not Acceptable	No
07/22/2013 20:16	SWA2620	B733	SWA	2880	Not Acceptable	No
07/23/2013 1:12	AAY1014	MD83	AAY	1935	Not Acceptable	No
07/23/2013 9:22	DAL1026	A319	DAL	2864	Not Acceptable	No
07/23/2013 20:39	SWA3429	B733	SWA	2785	Not Acceptable	No
07/24/2013 9:33	SWA1162	B737	SWA	2801	Not Acceptable	No
07/25/2013 16:15	SWA278	B733	SWA	2723	Not Acceptable	No
07/25/2013 20:17	SWA3429	B733	SWA	2775	Not Acceptable	No
07/26/2013 14:06	AAY202	MD83	AAY	2880	Not Acceptable	No
07/26/2013 17:59	ASA338	B738	ASA	2837	Not Acceptable	No
07/27/2013 14:16	SWA860	B733	SWA	2427	Not Acceptable	No
07/27/2013 14:38	SWA723	B733	SWA	2880	Not Acceptable	No
07/27/2013 17:53	SWA2423	B737	SWA	2883	Not Acceptable	No
07/27/2013 19:13	SWA2328	B737	SWA	2837	Not Acceptable	No
07/28/2013 19:21	SWA291	B737	SWA	2729	Not Acceptable	No
07/31/2013 16:04	SWA278	B733	SWA	2690	Not Acceptable	No
07/31/2013 20:34	SWA326	B737	SWA	2739	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
08/01/2013 19:54	SWA291	B737	SWA	2893	Not Acceptable	No
08/01/2013 20:02	SWA2620	B733	SWA	2660	Not Acceptable	No
08/02/2013 20:06	SWA3429	B733	SWA	2851	Not Acceptable	No
08/03/2013 18:05	SWA2423	B737	SWA	2893	Not Acceptable	No
08/05/2013 16:02	SWA278	B733	SWA	2831	Not Acceptable	No
08/08/2013 16:01	SWA278	B733	SWA	2769	Not Acceptable	No
08/08/2013 17:59	SWA1703	B733	SWA	2847	Not Acceptable	No
08/10/2013 14:19	SWA860	B733	SWA	2896	Not Acceptable	No
08/12/2013 12:14	DAL1160	A319	DAL	2880	Not Acceptable	No
08/13/2013 20:31	SWA310	B737	SWA	2877	Not Acceptable	No
08/15/2013 19:26	SWA509	B737	SWA	2837	Not Acceptable	No
08/15/2013 20:57	SWA2418	B737	SWA	2769	Not Acceptable	No
08/16/2013 12:52	SWA130	B737	SWA	2860	Not Acceptable	No
08/17/2013 11:53	ASA346	B738	ASA	2864	Not Acceptable	No
08/18/2013 9:31	SWA443	B737	SWA	2870	Not Acceptable	No
08/18/2013 12:46	SWA130	B737	SWA	2860	Not Acceptable	No
08/18/2013 23:00	ASA358	B738	ASA	2874	Not Acceptable	No
08/20/2013 10:45	FLC56	LJ60	FLC	892	FAA Flight Check	Yes
08/20/2013 17:51	ASA338	B734	ASA	2860	Not Acceptable	No
08/20/2013 19:15	SWA1433	B733	SWA	2749	Not Acceptable	No
08/20/2013 20:17	SWA310	B737	SWA	2814	Not Acceptable	No
08/20/2013 20:43	SWA243	B737	SWA	2880	Not Acceptable	No
08/20/2013 22:13	SWA4388	B737	SWA	2588	Not Acceptable	No
08/21/2013 18:01	AAY1030	MD83	AAY	2841	Not Acceptable	No
08/22/2013 19:32	SWA9014	B737	SWA	2755	Not Acceptable	No
08/23/2013 20:31	SWA243	B733	SWA	2706	Not Acceptable	No
08/24/2013 19:28	SWA921	B733	SWA	2828	Not Acceptable	No
08/24/2013 19:40	SWA1077	B737	SWA	2716	Not Acceptable	No
08/25/2013 12:47	SWA130	B737	SWA	2375	Not Acceptable	No
08/25/2013 14:13	SWA3049	B737	SWA	2431	Not Acceptable	No
08/26/2013 14:14	SWA3049	B737	SWA	2814	Not Acceptable	No
08/26/2013 18:23	SWA311	B737	SWA	2696	Not Acceptable	No
08/26/2013 20:08	SWA243	B737	SWA	2893	Not Acceptable	No
08/27/2013 20:41	SWA310	B737	SWA	2020	Not Acceptable	No
08/28/2013 12:28	SWA157	B737	SWA	2896	Not Acceptable	No
08/29/2013 20:25	SWA310	B737	SWA	2867	Not Acceptable	No
08/29/2013 22:45	SWA4388	B737	SWA	2887	Not Acceptable	No
08/30/2013 18:47	SWA509	B737	SWA	2890	Not Acceptable	No
08/30/2013 22:47	FDX1807	MD11	FDX	2857	Not Acceptable	No
08/31/2013 15:37	SWA1810	B737	SWA	2837	Not Acceptable	No
08/31/2013 17:37	SWA244	B737	SWA	2700	Not Acceptable	No
09/01/2013 15:26	SWA749	B733	SWA	2408	Not Acceptable	No
09/01/2013 19:11	SWA186	B733	SWA	2834	Not Acceptable	No
09/03/2013 12:48	SWA130	B737	SWA	2857	Not Acceptable	No
09/03/2013 19:23	SWA1433	B733	SWA	2880	Not Acceptable	No
09/03/2013 20:02	SWA389	B737	SWA	2867	Not Acceptable	No
09/04/2013 10:08	SWA4729	B737	SWA	2844	Not Acceptable	No
09/05/2013 14:03	SWA3049	B737	SWA	2618	Not Acceptable	No
09/06/2013 8:56	FDX3844	A306	FDX	2851	Not Acceptable	No
09/06/2013 23:00	SWA310	B737	SWA	2795	Not Acceptable	No
09/07/2013 7:54	ASA344	B738	ASA	2854	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
09/07/2013 9:17	FDX3812	A306	FDX	2805	Not Acceptable	No
09/07/2013 9:44	SWA3330	B733	SWA	2559	Not Acceptable	No
09/07/2013 11:42	ASA346	B738	ASA	2713	Not Acceptable	No
09/08/2013 9:39	SWA774	B737	SWA	2824	Not Acceptable	No
09/08/2013 9:45	SWA443	B737	SWA	2834	Not Acceptable	No
09/08/2013 22:19	SWA4388	B737	SWA	2874	Not Acceptable	No
09/10/2013 19:08	SWA1433	B733	SWA	2650	Not Acceptable	No
09/10/2013 19:55	SWA310	B737	SWA	2847	Not Acceptable	No
09/10/2013 22:03	SWA4388	B737	SWA	2782	Not Acceptable	No
09/12/2013 13:58	SWA3049	B737	SWA	2824	Not Acceptable	No
09/14/2013 17:32	SWA1697	B737	SWA	2667	Not Acceptable	No
09/14/2013 19:25	SWA689	B737	SWA	2162	Not Acceptable	No
09/14/2013 19:31	SWA921	B733	SWA	2096	Not Acceptable	No
09/14/2013 19:39	EJA268	F2TH	EJA	1614	Not Acceptable	No
09/15/2013 12:47	SWA671	B737	SWA	2834	Not Acceptable	No
09/16/2013 10:29	SWA139	B733	SWA	2870	Not Acceptable	No
09/16/2013 14:08	SWA3049	B737	SWA	2854	Not Acceptable	No
09/18/2013 8:36	FDX3844	A306	FDX	2851	Not Acceptable	No
09/18/2013 8:43	FDX828	MD11	FDX	2864	Not Acceptable	No
09/18/2013 15:42	SWA413	B733	SWA	2772	Not Acceptable	No
09/19/2013 11:44	ASA346	B738	ASA	2890	Not Acceptable	No
09/19/2013 19:30	SWA1433	B737	SWA	2854	Not Acceptable	No
09/19/2013 21:06	SWA243	B737	SWA	2877	Not Acceptable	No
09/20/2013 12:33	SWA157	B737	SWA	2654	Not Acceptable	No
09/20/2013 22:39	SWA4388	B737	SWA	2470	Not Acceptable	No
09/20/2013 22:42	FDX1807	MD11	FDX	2634	Not Acceptable	No
09/21/2013 22:34	ASA358	B738	ASA	1496	Not Acceptable	No
09/22/2013 22:02	AAY1018	MD83	AAY	2860	Not Acceptable	No
09/23/2013 7:55	ASA344	B738	ASA	2687	Not Acceptable	No
09/23/2013 9:44	SWA4037	B733	SWA	2864	Not Acceptable	No
09/23/2013 9:47	SWA139	B737	SWA	2874	Not Acceptable	No
09/23/2013 16:11	SWA413	B733	SWA	2831	Not Acceptable	No
09/23/2013 20:12	SWA4899	B737	SWA	2844	Not Acceptable	No
09/23/2013 20:26	SWA243	B737	SWA	2857	Not Acceptable	No
09/24/2013 9:20	DAL362	A319	DAL	2526	Not Acceptable	No
09/24/2013 9:50	SWA443	B737	SWA	2847	Not Acceptable	No
09/24/2013 21:44	SWA621	B733	SWA	2690	Not Acceptable	No
09/24/2013 22:09	SWA4388	B737	SWA	2831	Not Acceptable	No
09/25/2013 22:28	SWA4388	B737	SWA	2352	Not Acceptable	No
09/26/2013 12:11	SWA157	B733	SWA	2755	Not Acceptable	No
09/26/2013 18:43	SWA509	B737	SWA	2509	Not Acceptable	No
09/26/2013 19:07	SWA1433	B737	SWA	2887	Not Acceptable	No
09/27/2013 0:09	ASA358	B734	ASA	1732	Not Acceptable	No
09/27/2013 8:36	FDX3844	A306	FDX	2621	Not Acceptable	No
09/27/2013 21:39	N247CJ	F900		2582	Not Acceptable	No
09/28/2013 19:37	SWA1077	B733	SWA	2828	Not Acceptable	No
09/29/2013 2:30	UAL1821	B739	UAL	2667	Not Acceptable	No
09/29/2013 11:15	TFL315	B763	TFL	2864	Not Acceptable	No
09/29/2013 18:02	AAY1018	MD83	AAY	2775	Not Acceptable	No
09/29/2013 18:29	SWA1002	B737	SWA	2788	Not Acceptable	No
09/29/2013 21:03	SWA324	B733	SWA	2690	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
09/29/2013 23:07	ASA358	B738	ASA	2811	Not Acceptable	No
09/30/2013 17:10	SWA253	B733	SWA	2788	Not Acceptable	No
09/30/2013 18:54	SWA229	B737	SWA	2801	Not Acceptable	No
09/30/2013 22:21	SWA1959	B737	SWA	2664	Not Acceptable	No

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

North Field Jet Departure Procedure

Sample Noncompliance Contact Letter

May 18, 2011

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

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

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

Please use Runway 11/29 for turbojet aircraft departures.

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N152FJ 20110517.doc

North Field Jet Landing Procedure

Sample Noncompliance Contact Letter

March 23, 2011

Coordinator

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

Event date: 03/22/2011

Time of landing: 2022 hrs. local

Aircraft Type: C560

Aircraft Tail Number or Flight Number: EJA802

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

North Field VFR Departure Procedure

Sample Noncompliance Contact Letter

March 30, 2011

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

Event date: 03/29/2011

Time of departure: 0654 hrs. local

Aircraft Type: BE20

Aircraft Tail Number or Flight Number: N200WB

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N200WB 20110330.doc

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

North Field Quiet Hours Procedure

Sample Noncompliance Contact Letter

March 31, 2011

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N97WC 20110330.doc

Helicopter Flight Procedure

Sample Noncompliance Contact Letter

FORM LETTER FOR HELICOPTER OPERATORS

[Company Name, Address]

Dear _____:

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

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

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

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

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

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

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

Name, title, email address

Cc: attachments

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