



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Fourth Quarter 2013



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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I  OAK
Park Close. Fly on time.

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QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2013				
	2012Q4		2013Q4	
	Compl.	N/C	Compl.	N/C
Runway 27R/L Jet Departure Compliance	97%	3%	95%	5%
Total Airport-wide Corporate Jet Departures	2,421	88	2,468	130
Runway 09R/L Jet Landing Compliance	78%	22%	100%	0%
Total Southeast Plan Corporate Jet Landings	299	82	5	0
North Field VFR Departure Compliance	95%	5%	96%	4%
Total Runways 27R/L & 33 Departures	832	40	957	36
North Field Quiet Hours Compliance	86%	14%	86%	14%
Total North Field Quiet Hours Departures	146	24	185	26
Runway 29 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 29 Turbojet Departures	13,895	4	15,888	4
Silent7 Night Departure Compliance	99%	1%	99%	1%
Total Runway 29 Night Turbojet Departures	2,357	21	2,797	24
Runway 11 Night Departure Compliance	95%	5%	100%	0%
Total Runway 11 Night Turbojet Departures	249	14	14	0
Runway 29 East Turn Departure Compliance	98%	2%	97%	3%
Total Runway 29 East Turn Departures	3,584	85	4,071	125
100 Degree Radial Turbojet Landing Compliance	91%	9%	86%	14%
Total 100 Degree Radial Turbojet Landings	2,147	192	1,713	242
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	15	0	12	0

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Fourth Quarter 2013				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	951	826	821	2,598
Compliant Corporate Jet Departures	906	780	782	2,468
Non-compliant Corporate Jet Departures	45	46	39	130
Corporate Jet Departure Compliance Rate	95%	94%	95%	95%
Excused Jet Departures	35	20	29	84
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,505	5,134	5,576	16,215
Compliant Airport-wide Jet Departures	5,460	5,088	5,537	16,085
Non-compliant Airport-wide Jet Departures	45	46	39	130
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 09R/L Compliance Summary Fourth Quarter 2013				
	October	November	December	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	0	5	5
Compliant SE Plan Corporate Jet Landings	0	0	5	5
Non-compliant SE Plan Corporate Jet Landings	0	0	0	0
SE Plan Corporate Jet Landing Compliance Rate	N/A	N/A	100%	100%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	6	7	68	81
Airport-wide Compliant SE Plan Jet Landings	6	7	68	81
Airport-wide Non-compliant SE Plan Landings	0	0	0	0
Airport-wide Jet Landing SE Plan Compliance Rate	100%	100%	100%	100%
* Note: During Southeast Plan, business jets may land on Runways 09R/L and 11.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Fourth Quarter 2013				
	October	November	December	Total
Total VFR Departures	326	323	308	957
Total VFR Departures Over Alameda	72	66	70	208
Compliant Departures	310	316	295	921
Non-compliant Departures	16	7	13	36
Compliance Rate	95%	98%	96%	96%

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NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) Fourth Quarter 2013				
	October	November	December	Quarterly
Total Night Departures (10:00 p.m. to 6:00 a.m.)	58	61	66	185
Compliant Night Departures	50	51	58	159
Average Compliant Departures per Night	1.6	1.6	1.9	1.7
Non-Compliant Night Departures	8	10	8	26
Average Non-Compliant Departures per Night	0.3	0.3	0.3	0.3
Night Departure Compliance Rate	86%	84%	88%	86%

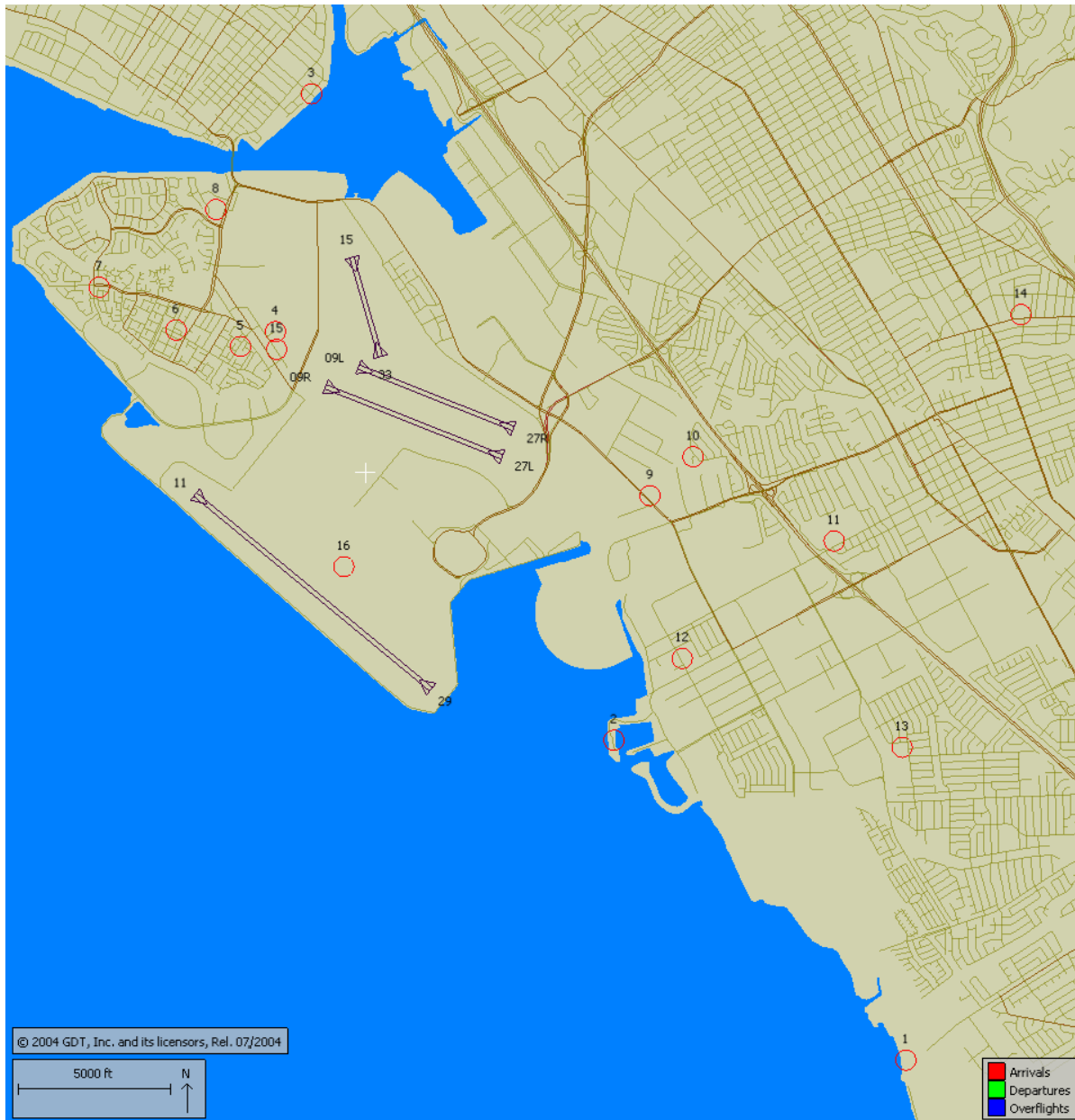
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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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

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

Noise Monitor Terminal (NMT) Locations



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Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 185

Fourth 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%	1	0.0	0.2%	0	0.0	0.0%	4
2	7	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	11
3	39	5	0.1	0.9%	1	0.0	0.2%	0	0.0	0.0%	45
4	47	43	0.5	7.6%	20	0.2	3.5%	40	0.4	7.1%	150
5	50	16	0.2	2.8%	4	0.0	0.7%	43	0.5	7.6%	113
6	19	7	0.1	1.2%	19	0.2	3.4%	24	0.3	4.2%	69
7	22	18	0.2	3.2%	18	0.2	3.2%	1	0.0	0.2%	59
8	35	31	0.3	5.5%	4	0.0	0.7%	1	0.0	0.2%	71
9	3	17	0.2	3.0%	5	0.1	0.9%	3	0.0	0.5%	28
10	46	28	0.3	4.9%	4	0.0	0.7%	0	0.0	0.0%	78
11	0	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	1
12	6	13	0.1	2.3%	6	0.1	1.1%	1	0.0	0.2%	26
13	10	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	12
14	4	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	5
All NMTs	290	185	2	0	84	1	0	113	1	0	672

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 153

Fourth 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	39	5	0.1	2.1%	1	0.0	0.4%	0	0.0	0.0%	45
4	47	43	0.5	18.0%	20	0.2	8.4%	40	0.4	16.7%	150
5	50	16	0.2	6.7%	4	0.0	1.7%	43	0.5	18.0%	113
6	19	7	0.1	2.9%	19	0.2	7.9%	24	0.3	10.0%	69
7	22	18	0.2	7.5%	18	0.2	7.5%	1	0.0	0.4%	59
8	35	31	0.3	13.0%	4	0.0	1.7%	1	0.0	0.4%	71
Total	212	120	1.3		66	0.7		109	1.2		507

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 32

Fourth 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	7	3	0.0	0.9%	1	0.0	0.3%	0	0.0	0.0%	11
9	3	17	0.2	5.2%	5	0.1	1.5%	3	0.0	0.9%	28
10	46	28	0.3	8.5%	4	0.0	1.2%	0	0.0	0.0%	78
11	0	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	1
12	6	13	0.1	4.0%	6	0.1	1.8%	1	0.0	0.3%	26
13	10	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	12
14	4	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	5
Total	76	64	0.7		17	0.2		4	0.0		161

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SOUTH FIELD REPORTS

RUNWAY 29 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 29 Bay Farm Right Turn Departure Procedure Compliance Summary Fourth Quarter 2013				
	October	November	December	Quarter
Runway 29 Turbojet Departures	5,410	5,023	5,455	15,888
Compliant Departures	5,409	5,022	5,453	15,884
Non-compliant Departures	1	1	2	4
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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SILENT SEVEN DEPARTURE PROCEDURE

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

Silent 7 Night Departure NAP Compliance Summary 10:00 pm - 7:00 am Fourth Quarter 2013				
	October	November	December	Quarter
Runway 29 Nighttime Turbojet Departures	944	845	1,008	2,797
Buffer Time Departures	17	10	12	39
Compliant Departures	937	834	1,002	2,773
Non-compliant Departures	7	11	6	24
Compliance Rate	99%	99%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Fourth 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	
Fourth Quarter 2013 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	182	61	98	68	78	22
MD11	199	66	129	69	79	23
A306	172	57	77	66	75	16
B757	72	24	44	66	75	14
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-26	66	-1	0	0
MD11		34	116	-1	0	-1
A306		-10	56	-1	-2	-9
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Fourth Quarter 2012, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Fourth Quarter 2012 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	6	2	5	80	90	56
DC10/MD10	149	50	97	67	77	25
MD11	178	59	131	68	78	22
A306	143	48	64	66	75	19
B757	49	16	22	66	75	15
Difference [A-B]						
B727		-102	-96	4	3	12
DC10/MD10		-37	65	-2	-1	3
MD11		27	118	-2	-1	-2
A306		-19	43	-1	-2	-6
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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RUNWAY 11 NIGHT DEPARTURE PROCEDURE

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

Runway 11 Night Departure NAP Compliance Summary (10:00 PM to 6:00 AM) Fourth Quarter 2013				
	October	November	December	Quarter
Jet Departures	0	1	13	14
Non-Compliant Departures	0	0	0	0
Compliant Departures	0	1	13	14
Compliance Rate	No SE Plan	100%	100%	100%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 6:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Fourth Quarter 2013				
	October	November	December	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	0	2
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	4	2	4	10
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	5	3	4	12
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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

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

Runway 29 East Turn Departures at 3,000 feet Procedure Compliance Summary Fourth Quarter 2013				
	October	November	December	Quarter
Total Runway 29 East Turn Turbojet Departures	1,397	1,205	1,469	4,071
Non-compliant Turbojet Departures	54	28	43	125
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,343	1,177	1,426	3,946
Compliance Rate	96%	98%	97%	97%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Fourth Quarter 2013				
	October	November	December	Quarter
Turbojets on Downwind RWY 29 Approach	536	536	641	1,713
Non-compliant Turbojets	69	74	99	242
Total Turbojet Aircraft Above 3K Feet ASL*	467	462	542	1,471
Compliance Rate	87%	86%	85%	86%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant.				

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Oakland International Airport Noise Complaint Summary October 2013		
Community	Callers	Complaints
Alameda(BFI)	5	5
Alameda(Central)	6	22
Berkeley	1	1
Castro Valley	3	16
Fremont	1	29
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	2	4
Piedmont	0	0
San Francisco	1	1
San Leandro	3	61
San Lorenzo	0	0
Other Communities	8	17
Total	30	156
Complaints by Time of Day		
Day (0700 - 1900)	111	
Evening (1900 - 2200)	17	
Night (2200 - 0700)	28	
Complaints by Type of Operation		
Arrivals	18	
Departures	42	
Over-flights	95	
Touch & Go	1	
Complaints by Type of Aircraft		
Helicopter	81	
Jet	60	
Military	0	
Not Reported	0	
Other	0	
Propeller	15	

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Oakland International Airport Noise Complaint Summary November 2013		
Community	Callers	Complaints
Alameda(BFI)	7	11
Alameda(Central)	4	29
Berkeley	1	1
Castro Valley	1	4
Fremont	1	67
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	3	6
Piedmont	0	0
San Francisco	1	1
San Leandro	4	68
San Lorenzo	0	0
Other Communities	3	6
Total	25	193
Complaints by Time of Day		
Day (0700 - 1900)	144	
Evening (1900 - 2200)	29	
Night (2200 - 0700)	20	
Complaints by Type of Operation		
Arrivals	15	
Departures	61	
Over-flights	117	
Touch & Go	0	
Complaints by Type of Aircraft		
Helicopter	85	
Jet	62	
Military	0	
Not Reported	0	
Other	0	
Propeller	46	

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Oakland International Airport Noise Complaint Summary December 2013		
Community	Callers	Complaints
Alameda(BFI)	7	8
Alameda(Central)	1	21
Berkeley	2	9
Castro Valley	1	1
Fremont	1	15
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	0	0
Piedmont	0	0
San Francisco	0	0
San Leandro	2	70
San Lorenzo	0	0
Other Communities	3	3
Total	17	127
Complaints by Time of Day		
Day (0700 - 1900)	88	
Evening (1900 - 2200)	13	
Night (2200 - 0700)	26	
Complaints by Type of Operation		
Arrivals	33	
Departures	61	
Over-flights	33	
Touch & Go	0	
Complaints by Type of Aircraft		
Helicopter	62	
Jet	55	
Military	1	
Not Reported	0	
Other	0	
Propeller	9	

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) Fourth Quarter 2013					
	October	November	December	Total	Percentage
Runway 27L	16	17	21	54	29%
Runway 27R	26	26	31	83	45%
Runway 33	1	0	1	2	1%
Alameda Overflights	43	43	53	139	75%
Runway 09L	4	3	2	9	5%
Runway 09R	4	8	9	21	11%
Runway 15	7	7	2	16	9%
San Leandro Overflights	15	18	13	46	25%
Total Departures	58	61	66	185	100%

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

North Field VFR/IFR Departures by Runway Fourth Quarter 2013				
	October	November	December	Total
VFR Departures				
Runway 27L	59	22	33	114
Runway 27R	147	203	193	543
Runway 33	121	103	83	307
VFR Departures	327	328	309	964
IFR Departures				
Runway 27L	245	162	150	557
Runway 27R	443	434	518	1,395
Runway 33	155	131	116	402
IFR Departures	843	727	784	2,354
Total Departures	1,170	1,055	1,093	3,318

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Fourth Quarter 2013											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	5	123	-	-	-	-	-	632	1,703	-	2,335	2,335
	Helicopters	-	-	-	-	-	-	-	-	3	140	143	143
	Commercial Jets	74	12,201	12,275	-	-	-	-	48	9	-	57	12,332
	Military	-	4	4	-	-	-	-	-	-	-	-	4
	Propeller	-	7	7	100	100	5	4	341	1,404	-	1,954	1,961
	Regional Jets	2	722	724	-	-	-	-	20	86	-	106	830
	Turboprops	5	397	402	12	7	25	30	176	797	-	1,047	1,449
	Unknown	-	3	3	3	4	-	-	17	65	-	89	92
Sub-totals		86	13,457	13,415	115	111	30	34	1,234	4,067	140	5,731	19,146
Departures	Corporate Jets	-	2,375	2,375	-	13	11	39	79	81	-	223	2,598
	Helicopters	-	-	-	-	1	-	-	-	-	178	179	179
	Commercial Jets	48	12,590	12,638	-	1	-	5	40	3	-	49	12,687
	Military	-	4	4	-	-	-	-	-	-	-	-	4
	Propeller	5	7	12	111	579	89	12	204	1,202	-	2,197	2,209
	Regional Jets	2	919	921	-	-	-	2	2	1	-	5	926
	Turboprops	5	373	378	2	89	5	2	341	625	-	1,064	1,442
	Unknown	1	23	-	9	26	5	-	5	26	-	71	71
Sub-totals		61	16,291	16,328	122	709	110	60	671	1,938	178	3,788	20,116
Touch & Go Sub-totals		-	-	-	3	78	1	1	67	213	1	364	364
Grand Total		147	29,748	29,743	240	898	141	95	1,972	6,218	319	9,883	39,626

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Fourth Quarter 2013											
		11	29	South Field	15	33	09L	09R	27L	27R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	74	12,201	12,275	-	-	-	-	48	9	-	57	12,332
	Regional Jets	2	722	724	-	-	-	-	20	86	-	106	830
Commercial Jet Sub-totals		76	12,923	12,999	-	-	-	-	68	95	-	163	13,162
	Corporate Jets	5	123	128	-	-	-	-	632	1,703	-	2,335	2,463
All Jet Arrivals Sub-totals		81	13,046	13,127	-	-	-	-	700	1,798	-	2,498	15,625
Departures	Commercial Jets	48	12,590	12,638	-	1	-	5	40	3	-	49	12,687
	Regional Jets	2	919	921	-	-	-	2	2	1	-	5	926
Commercial Jet Sub-totals		50	13,509	13,559	-	1	-	7	42	4	-	54	13,613
	Corporate Jets	-	2,375	2,375	-	13	11	39	79	81	-	223	2,598
All Jet Departures Sub-totals		50	15,884	15,934	-	14	11	46	121	85	-	277	16,211
Grand Total		131	28,930	29,061	-	14	11	46	821	1,883	-	2,775	31,836

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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APPENDICES

Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/1/2013 13:36	DCM6372	N525CR	C525	1745	28L	B	Pilot Refusal	No
10/2/2013 4:36	GDG495	N495RS	GLF4	3370	28L	B	Runway/Taxiway Maintenance	Yes
10/3/2013 13:25	TWY2		GLF4	3243	28L	B	System Error	Yes
10/3/2013 14:54	GDG803		LJ55	1163	28L	B	Pilot Requested	No
10/3/2013 17:20	DCM6372	N525CR	C525	6303	28L	B	Pilot Refusal	No
10/5/2013 16:06	N930MG	N930MG	C680	322	28R	B	Departure Timing	No
10/6/2013 15:03	CFCLJ		LJ35	3345	28R	B	Departure Timing	No
10/6/2013 20:41	N392SM	N392SM	C525	3377	28L	B	Pilot Requested	No
10/7/2013 0:08	N70AG	N70AG	GLF5	3254	28L	B	RWY 30 Routine Closure	Yes
10/7/2013 0:10	N168BF	N168BF	H25B	3227	28L	B	RWY 30 Routine Closure	Yes
10/7/2013 0:18	EJA576		C56X	3312	28L	B	RWY 30 Routine Closure	Yes
10/7/2013 1:46	DAL8870	N67171	B752	3225	28L	J	RWY 30 Routine Closure	Yes
10/7/2013 2:21	VOI907	N502VL	A319	3204	28L	J	RWY 30 Routine Closure	Yes
10/7/2013 5:09	UPS2943	N340UP	B763	3256	28L	J	RWY 30 Routine Closure	Yes
10/7/2013 10:06	XOJ541		CL30	1771	28L	B	Pilot Requested	No
10/8/2013 22:24	N619RJ	N619RJ	EA50	3256	28R	B	Pilot Requested	No
10/9/2013 6:58	TMC445	N445CT	BE40	3642	28R	B	Pilot Requested	No
10/10/2013 9:15	N514MB	N514MB	FA50	3364	28R	B	Runway/Taxiway Maintenance	Yes
10/10/2013 9:59	KAI99		B737	6352	28R	J	Runway/Taxiway Maintenance	Yes
10/10/2013 10:54	N217GH	N217GH	CL30	3713	28R	B	Runway/Taxiway Maintenance	Yes
10/10/2013 11:12	N897AW	N897AW	GLF5	1174	28R	B	Runway/Taxiway Maintenance	Yes
10/10/2013 11:32			GLF4	6336	28R	B	Runway/Taxiway Maintenance	Yes
10/10/2013 11:44			C56X	3256	28R	B	Runway/Taxiway Maintenance	Yes
10/11/2013 9:06	RSP288	N574JS	E50P	3610	28R	B	Runway/Taxiway Maintenance	Yes
10/11/2013 9:23	EJA583	N583QS	C56X	3204	28R	B	Runway/Taxiway Maintenance	Yes
10/11/2013 14:13	N366S	N366S	A33	353	28R	P	System Error	Yes
10/11/2013 14:52	UAL1480		B738	3366	28R	J	System Error	Yes
10/11/2013 15:24	N991TW	N991TW	CL60	4265	28R	B	Pilot Refusal	No
10/11/2013 16:19	GDG803		LJ55	6333	28R	B	Pilot Requested	No
10/11/2013 16:31	RSP259	N584JS	E50P	4504	28R	B	Pilot Requested	No
10/13/2013 11:15	N361PJ	N361PJ	LJ35	3375	28L	B	Pilot Requested	No
10/13/2013 12:22	N97VF	N97VF	C525	4275	28L	B	Pilot Requested	No
10/13/2013 13:21	N520RP	N520RP	CL30	3307	28L	B	Pilot Requested	No
10/13/2013 15:28	GDG803		LJ55	1114	28L	B	Pilot Requested	No
10/13/2013 23:34	N888ES	N888ES	GLF4	3205	28L	B	Runway/Taxiway Maintenance	Yes
10/14/2013 5:07	UPS2943	N314UP	B763	3275	28L	J	Runway/Taxiway Maintenance	Yes
10/14/2013 11:16		N903JP	C510	3775	28L	B	Pilot Refusal	No
10/14/2013 11:43		N7CQ	C525	1774	28L	B	Pilot Requested	No
10/15/2013 9:40	N903JP	N903JP	C510	3745	28L	B	Pilot Refusal	No
10/15/2013 17:13	LN54PA		LJ35	3272	28L	B	Lifeguard Medical	Yes
10/16/2013 18:07	TWY28		C750	374	30	B	System Error	Yes
10/17/2013 8:38	N2486B	N2486B	EA50	6357	28L	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/17/2013 11:51	LN58MM		LJ35	6341	28L	B	Lifeguard Medical	Yes
10/17/2013 12:18	DCM6372		C525	6334	28R	B	Pilot Requested	No
10/17/2013 16:38	EJA982	N982QS	C750	1736	28L	B	Pilot Requested	No
10/18/2013 6:34	N116DK	N116DK	E55P	3325	28L	B	Pilot Requested	No
10/18/2013 8:56	GDG801	N51VL	LJ55	3655	28L	B	Departure Timing	No
10/18/2013 13:42	N828PA	N828PA	EA50	3662	28R	B	Pilot Refusal	No
10/18/2013 17:51		N689WC	FA10	3303	28R	B	Pilot Requested	No
10/19/2013 12:58	LN99AG		C25B	4264	28L	B	Lifeguard Medical	Yes
10/19/2013 15:20	LN54PA	N54PA	LJ35	3356	28L	B	Lifeguard Medical	Yes
10/20/2013 8:37	SWA416	N232WN	B737	1112	28L	J	Not Acceptable	No
10/20/2013 8:56	KAI58		GLF5	3205	28L	B	Not Acceptable	No
10/20/2013 9:04	SWA1419	N224WN	B737	1134	28L	J	Not Acceptable	No
10/20/2013 9:08	AAY1017	N416NV	MD83	6320	28L	J	Not Acceptable	No
10/20/2013 9:13	N154G	N154G	GLF4	3264	28L	B	Not Acceptable	No
10/20/2013 9:55	N881A	N881A	C550	4233	28R	B	Pilot Requested	No
10/20/2013 11:18	N323EG	N323EG	F2TH	1776	28R	B	Pilot Requested	No
10/20/2013 16:46	N298EF	N298EF	LJ60	4263	28R	B	Pilot Requested	No
10/21/2013 2:21	VOI907		A319	3333	28L	J	RWY 30 Routine Closure	Yes
10/21/2013 5:05	UPS2943	N357UP	B763	3272	28L	J	RWY 30 Routine Closure	Yes
10/21/2013 6:09	N615PG	N615PG	E135	3304	28L	R	Runway Maintenance	Yes
10/21/2013 6:11	NKS188	N5545W	A320	3305	28L	J	Runway Maintenance	Yes
10/21/2013 6:18	SWA2619	N240WN	B737	3342	28L	J	Runway Maintenance	Yes
10/21/2013 8:01		N68AL	GLF4	4534	28L	B	Pilot Requested	No
10/21/2013 9:50	N881A	N881A	C550	3360	28R	B	Pilot Requested	No
10/21/2013 11:56		N89CE	F2TH	3212	28R	B	Pilot Requested	No
10/21/2013 13:28	OPT436	N436FL	BE40	6067	28R	B	System Error	Yes
10/22/2013 9:26	N615PG	N615PG	E135	3720	28R	R	System Error	Yes
10/24/2013 6:57	N828PA	N828PA	EA50	3357	28R	B	Pilot Refusal	No
10/24/2013 16:24	LN903JP		C510	4571	28R	B	Lifeguard Medical	Yes
10/25/2013 21:28	N877H	N877H	CL60	1726	28L	B	Pilot Requested	No
10/27/2013 16:49	N903JP	N903JP	C25B	4220	28R	B	Pilot Refusal	No
10/27/2013 17:10	DCM6372	N525CR	C525	4261	28R	B	Pilot Refusal	No
10/27/2013 22:14	TKK45	N453GS	CL60	3362	28L	B	ATC Did Not Advise	No
10/28/2013 3:29	VOI903		A319	3225	28L	J	RWY 30 Routine Closure	Yes
10/28/2013 5:24	UPS2943	N315UP	B763	3310	28L	J	RWY 30 Routine Closure	Yes
10/28/2013 16:14	N991TW	N991TW	CL60	3322	28L	B	Pilot Refusal	No
10/30/2013 16:50	N786AC	N786AC	C525	1142	28R	B	Pilot Requested	No
10/30/2013 17:58			C510	4233	28R	B	Departure Timing	No
10/31/2013 6:58	WCC62	WCC62	BE20	3635	28R	P	System Error	Yes
11/1/2013 5:06	N973MW	N973MW	GLF4	3256	28L	B	Departure Timing	No
11/1/2013 10:23	N903JP	N903JP	C510	3675	28R	B	Pilot Refusal	No
11/1/2013 17:10	GDG495	N495RS	GLF4	1135	28L	B	Pilot Requested	No
11/2/2013 7:36	LN903JP		C510	4544	28R	B	Lifeguard Medical	Yes
11/2/2013 9:43	DCM6372	N525CR	C525	4254	28R	B	Pilot Refusal	No
11/3/2013 9:35	N903JP	N903JP	C510	3753	28R	B	Pilot Refusal	No
11/4/2013 1:32	VOI903		A319	3324	28L	J	RWY 30 Routine Closure	Yes
11/4/2013 3:27	UPS2955	N339UP	B763	3312	28L	J	RWY 30 Routine Closure	Yes
11/4/2013 4:31	UPS2943	N346UP	B763	3347	28L	J	RWY 30 Routine Closure	Yes
11/4/2013 11:31	LN363PJ	N363PJ	LJ35	3635	28L	B	Lifeguard Medical	Yes
11/5/2013 14:30	N298EF	N298EF	LJ60	4233	28R	B	Pilot Requested	No
11/5/2013 14:32	FLC57	N57	LJ60	331	28L	B	FAA Flight Check	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/6/2013 17:27	N991TW	N991TW	CL60	4541	28L	B	Pilot Refusal	No
11/7/2013 9:44	DCM6373	N44CK	C525	3607	28R	B	Pilot Refusal	No
11/7/2013 10:45	LN598CA	N598CA	C550	1751	28R	B	Lifeguard Medical	Yes
11/8/2013 7:47	N800WC	N800WC	BE40	3375	28L	B	Not Acceptable	No
11/8/2013 8:41	N150HM	N150HM	G150	3351	28R	B	Not Acceptable	No
11/8/2013 8:51	OPT454	N454FL	BE40	3704	28R	B	Not Acceptable	No
11/8/2013 9:29	N365SC	N365SC	G150	3324	28L	B	Not Acceptable	No
11/8/2013 10:16	EJA673	N673QS	C56X	4214	28R	B	Not Acceptable	No
11/8/2013 12:24	DCM6373	N44CK	C525	4271	28L	B	Pilot Refusal	No
11/11/2013 1:09	VOI903		A319	3306	28L	J	RWY 30 Routine Closure	Yes
11/11/2013 2:17	VOI907		A319	3315	28L	J	RWY 30 Routine Closure	Yes
11/11/2013 2:49	UPS2955	N360UP	B763	3352	28L	J	RWY 30 Routine Closure	Yes
11/11/2013 4:35	UPS2943	N316UP	B763	3316	28L	J	RWY 30 Routine Closure	Yes
11/11/2013 14:58	CVF265		F900	4254	28R	B	System Error	Yes
11/11/2013 17:03	N795T	N795T	C510	6357	28L	B	Pilot Requested	No
11/12/2013 14:26	N903JP	N903JP	C510	332	28R	B	Departure Timing	No
11/12/2013 15:10	CVF265		F900	4263	28R	B	System Error	Yes
11/13/2013 7:08	N61VC	N61VC	BE40	6321	28R	B	Pilot Requested	No
11/13/2013 7:49	GDG802		LJ55	4540	28L	B	Pilot Requested	No
11/13/2013 11:07	N750TX	N750TX	C750	3610	28L	B	Pilot Requested	No
11/13/2013 17:33	N362B	N362B	C510	3215	28L	B	Pilot Requested	No
11/14/2013 9:24	GDG803		LJ55	3271	28L	B	Pilot Requested	No
11/17/2013 14:45	GDG803		LJ55	4247	28L	B	Pilot Requested	No
11/17/2013 17:51	N610JC	N610JC	C25B	4203	28R	B	Pilot Requested	No
11/18/2013 2:12	VOI907	N502VL	A319	3315	28L	J	RWY 30 Routine Closure	Yes
11/18/2013 3:54	UPS2955	N361UP	B763	3220	28L	J	RWY 30 Routine Closure	Yes
11/18/2013 4:30	UPS2943	N347UP	B763	3233	28L	J	RWY 30 Routine Closure	Yes
11/18/2013 10:43	N828PA	N828PA	EA50	1727	28L	B	Pilot Refusal	No
11/18/2013 11:10	XOJ765	N765XJ	C750	4217	30	B	System Error	Yes
11/18/2013 17:22	N45FG	N45FG	LJ35	360	30	B	System Error	Yes
11/19/2013 12:58	LN384CF		LJ35	1117	28R	B	Lifeguard Medical	Yes
11/19/2013 14:08	N991TW	N991TW	CL60	4262	28R	B	Pilot Refusal	No
11/19/2013 21:54	N169TD	N169TD	CL60	3343	28L	B	Pilot Requested	No
11/20/2013 10:09	N903JP	N903JP	C510	3636	28R	B	Pilot Refusal	No
11/20/2013 10:20	LXJ548	N548FX	CL30	1740	28R	B	Pilot Requested	No
11/20/2013 17:24	GDG801	N51VL	LJ55	4271	28L	B	Pilot Requested	No
11/21/2013 11:07	N903JP	N903JP	C510	377	28L	B	Pilot Refusal	No
11/21/2013 14:51	N903JP	N903JP	C510	1722	28R	B	Pilot Refusal	No
11/22/2013 12:13	N903JP	N903JP	C510	3341	28L	B	Pilot Refusal	No
11/22/2013 15:49	OPT427	N427FL	BE40	1720	28L	B	Pilot Requested	No
11/23/2013 8:07	N828PA	N828PA	EA50	6336	28R	B	Pilot Refusal	No
11/23/2013 15:15	N100SY	N100SY	C560	4536	28R	B	Pilot Requested	No
11/24/2013 9:27	N903JP	N903JP	C510	3242	28R	B	Pilot Refusal	No
11/24/2013 10:32	GSRDG		FA7X	3761	28L	B	Pilot Requested	No
11/24/2013 17:34	N930MG	N930MG	C680	360	28R	B	Pilot Refusal	No
11/24/2013 19:43	N57BE	N57BE	WW24	3376	28R	B	Pilot Requested	No
11/25/2013 2:09	VOI907	N517VL	A319	3301	28L	J	RWY 30 Routine Closure	Yes
11/25/2013 4:34	UPS2943	N359UP	B763	3270	28L	J	RWY 30 Routine Closure	Yes
11/25/2013 4:59	UPS2955	N343UP	B763	3343	28L	J	RWY 30 Routine Closure	Yes
11/25/2013 19:22	N257K	N257K	EA50	3303	28R	B	Pilot Requested	No
11/26/2013 14:08	LXJ540	N540FX	CL30	4261	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/27/2013 12:49	N903JP	N903JP	C510	1777	28R	B	Pilot Refusal	No
11/27/2013 13:24	GDG626		F2TH	6341	28L	B	Pilot Requested	No
11/27/2013 20:04	N619RJ	N619RJ	EA50	6374	28L	B	Pilot Requested	No
11/29/2013 18:57	N7CQ	N7CQ	C525	7325	28R	B	System Error	Yes
11/30/2013 12:55	DCM6373	N44CK	C525	4504	28R	B	Pilot Refusal	No
12/1/2013 12:52	N409LV	N409LV		6324	28R	T	System Error	Yes
12/1/2013 14:56	N991TW	N991TW	CL60	4242	28L	B	Pilot Refusal	No
12/1/2013 16:17	N144CA	N144CA	C650	3677	28R	B	ATC Did Not Advise	No
12/1/2013 18:52	DCM6372	N525CR	C25B	4565	28L	B	Pilot Refusal	No
12/2/2013 2:21	VOI907		A319	3302	28L	J	RWY 30 Routine Closure	Yes
12/2/2013 5:46	SWA3173	N8328A	B738	3241	28L	J	RWY 30 Routine Closure	Yes
12/2/2013 5:56	SWA2418	N215WN	B737	3360	28L	J	RWY 30 Routine Closure	Yes
12/2/2013 6:00	SWA3485	N289CT	B737	3263	28L	J	RWY 30 Routine Closure	Yes
12/2/2013 9:12	N452QS	N452QS	GLF4	3232	28R	B	Pilot Requested	No
12/2/2013 11:51	N903JP	N903JP	C510	4230	28R	B	Pilot Refusal	No
12/2/2013 18:50	N365CJ	N365CJ	GLEK	314	30	B	System Error	Yes
12/2/2013 21:57	N786AC	N786AC	C525	3356	28R	B	RWY 30 Routine Closure	Yes
12/3/2013 9:40	EJA952	N952QS	C750	4202	28R	B	Pilot Requested	No
12/3/2013 16:50	FLC57		LJ60	364	28L	B	FAA Flight Check	No
12/3/2013 19:20	LN55FN		LJ35	1766	28L	B	Lifeguard Medical	Yes
12/4/2013 8:30	FC57	N57	LJ60	3727	28L	B	FAA Flight Check	No
12/4/2013 16:00	N682CE	N682CE	C560	4243	28R	B	Pilot Requested	No
12/6/2013 8:25	N903JP	N903JP	C510	6321	28R	B	Pilot Refusal	No
12/7/2013 3:52	DCM6373	N44CK	C525	4275	28R	B	Lifeguard Medical	Yes
12/8/2013 11:48	N828PA	N828PA	EA50	3332	28L	B	Pilot Refusal	No
12/8/2013 15:34	N991TW	N991TW	CL60	4213	28L	B	Pilot Requested	No
12/8/2013 17:15	N950LG	N950LG	GLF4	3232	28L	B	System Error	Yes
12/8/2013 18:17	N108CJ	N108CJ	C525	4225	28R	B	Pilot Requested	No
12/9/2013 2:01	UPS2993	N164UP	A306	3343	28L	J	RWY 30 Routine Closure	Yes
12/9/2013 4:04	UPS9747	N151UP	A306	4202	28L	J	RWY 30 Routine Closure	Yes
12/9/2013 5:11	UPS2945		A306	3316	28L	J	RWY 30 Routine Closure	Yes
12/9/2013 11:51	N903JP	N903JP	C510	1741	28R	B	Pilot Refusal	No
12/9/2013 12:33	DCM6372		C25B	1736	28L	B	Pilot Requested	No
12/10/2013 0:44	LN260AJ		LJ60	3372	28L	B	Lifeguard Medical	Yes
12/10/2013 8:44	RSP826	N553TP		4207	28R	P	System Error	Yes
12/11/2013 13:40	N8587H	N8587H	E135	1715	28L	R	Pilot Requested	No
12/11/2013 14:37	N365CJ	N365CJ	GLEK	3667	28L	B	Pilot Requested	No
12/11/2013 22:35	N718MC	N718MC	GLF5	3304	28L	B	Pilot Requested	No
12/12/2013 7:58	N903JP	N903JP	C510	1752	28R	B	Pilot Refusal	No
12/12/2013 9:33	GDG802		LJ55	4534	28R	B	Departure Timing	No
12/14/2013 8:47	DCM6373	N44CK	C525	4521	28R	B	Lifeguard Medical	Yes
12/14/2013 18:48	KFS86		LJ35	3277	28L	B	Lifeguard Medical	Yes
12/16/2013 1:22	DCM6373	N44CK	C525	3231	28L	B	RWY 30 Routine Closure	Yes
12/16/2013 5:03	UPS2945	N168UP	A306	3330	28L	J	RWY 30 Routine Closure	Yes
12/16/2013 13:02	N209CQ	N209CQ	F900	3367	28L	B	Pilot Requested	No
12/16/2013 13:48	N828PA	N828PA	EA50	3317	28R	B	Pilot Refusal	No
12/17/2013 8:11	DCM6373	N44CK	C525	1720	28L	B	Pilot Refusal	No
12/17/2013 11:38	N903JP	N903JP	C510	4237	28R	B	Pilot Refusal	No
12/19/2013 7:52	DCM6372		C25B	1745	28L	B	Audio Not Available	No
12/19/2013 9:13	N999RN	N999RN	E50P	3216	28R	B	Pilot Requested	No
12/20/2013 15:05	CFDHD		C680	3307	28R	B	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/21/2013 8:28	N903JP	N903JP	C510	4274	28R	B	Pilot Refusal	No
12/21/2013 14:37	GDG495	N495RS	GLF4	1720	28L	B	Not Acceptable	No
12/23/2013 2:47	UPS4965	N338UP	B763	3226	28L	J	RWY 30 Routine Closure	Yes
12/23/2013 3:21	VOI903		A319	3261	28R	J	RWY 30 Routine Closure	Yes
12/23/2013 5:04	UPS2945	N356UP	B763	3245	28L	J	RWY 30 Routine Closure	Yes
12/23/2013 5:32	N903JP	N903JP	C510	4537	28R	B	RWY 30 Routine Closure	Yes
12/23/2013 9:51	N525CR	N525CR	C525	4210	28R	B	Pilot Refusal	No
12/23/2013 20:26	N227P	N227P	DA20	4537	28R	P	System Error	Yes
12/24/2013 13:47	N903JP	N903JP	C510	3220	28R	B	Pilot Refusal	No
12/24/2013 13:56	N828PA	N828PA	EA50	6325	28L	B	Pilot Refusal	No
12/26/2013 10:18	N444RL	N444RL	EA50	6312	28R	B	Pilot Requested	No
12/26/2013 17:46	DCM6373	N44CK	C525	4522	28R	B	Pilot Refusal	No
12/27/2013 10:00	N277G	N277G	EA50	3612	28L	B	Pilot Requested	No
12/27/2013 12:55	N61VC	N61VC	BE40	4236	28R	B	ATC Did Not Advise	No
12/28/2013 13:11	DCM6372	N525CR	C25B	4501	28R	B	Pilot Refusal	No
12/28/2013 14:56	N991TW	N991TW	CL60	3360	28L	B	Pilot Refusal	No
12/28/2013 20:15	N32PA	N32PA	LJ35	3377	28L	B	Pilot Requested	No
12/30/2013 2:31	VOI907		A320	3311	28R	J	RWY 30 Routine Closure	Yes
12/30/2013 3:35	UPS2943	N338UP	B763	3346	28L	J	RWY 30 Routine Closure	Yes
12/30/2013 4:34	N99AG	N99AG	C25B	4507	28L	B	RWY 30 Routine Closure	Yes
12/30/2013 4:50	UPS2945	N349UP	B763	3236	28L	J	RWY 30 Routine Closure	Yes
12/30/2013 5:43	UPS9814	N331UP	B763	3244	28L	J	RWY 30 Routine Closure	Yes
12/31/2013 2:39	LN32PA	N32PA	LJ35	3365	28L	B	Lifeguard Medical	Yes

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Jet Aircraft Landing List for Calendar Quarter

No non-compliant jet landings this quarter.

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
10/01/2013 13:17	PAD1	ARGUS2		HELO	1200	Not Acceptable	No
10/01/2013 14:31	27L	N746DS	N746DS	DA40	346	Good Effort	Yes
10/01/2013 16:27	27L	N328TA	N328TA	C172	363	Not Acceptable	No
10/02/2013 7:33	27L	N576RG	N576RG	PC12	1200	Not Acceptable	No
10/02/2013 17:42	27L	N6605D	N6605D	C172	372	Good Effort	Yes
10/03/2013 6:51	PAD1	N350SC	N350SC	HELO	1200	Good Effort	Yes
10/03/2013 7:54	PAD1	N350SC	N350SC	HELO	1200	Good Effort	Yes
10/03/2013 9:49	PAD1	N350SC	N350SC	HELO	1200	Good Effort	Yes
10/03/2013 16:01	PAD1	N350SC	N350SC	HELO	1200	Good Effort	Yes
10/03/2013 16:08	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
10/03/2013 17:46	PAD1	N350SC	N350SC	HELO	1200	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
10/03/2013 20:25	PAD1	N350SC	N350SC	HELO	364	Good Effort	Yes
10/04/2013 16:18	PAD1	N442BN	N442BN	HELO	1200	Not Acceptable	No
10/04/2013 18:52	PAD1	N666RL	N666RL	HELO	316	Not Acceptable	No
10/05/2013 8:18	33	N1151J	N1151J	AC11	364	Not Acceptable	No
10/05/2013 10:04	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
10/05/2013 16:26	27R	N328TA	N328TA	C172	333	Air Traffic Conflict	Yes
10/05/2013 18:36	33	N411LR	N411LR	BL8	337	Not Acceptable	No
10/05/2013 22:28	27R	N8141Q	N8141Q	SR22	1200	Good Effort	No
10/08/2013 17:31	27R	N294NG	N294NG	PC12	313	Not Acceptable	No
10/08/2013 21:34	27R	N79ME	N79ME	C210	1200	Good Effort	No
10/09/2013 17:58	27R	N328TA	N328TA	C172	345	Touch & Go Training	Yes
10/10/2013 9:26	27R	NGF2DH	N82DH	SR22	322	Air Traffic Conflict	Yes
10/10/2013 10:48	27R	N328TA	N328TA	C172	1200	Good Effort	Yes
10/10/2013 12:34	PAD1	N2275Q	N2275Q	HELO	1200	System Error	Yes
10/11/2013 15:34	PAD1	FLNT760	N540DB	HELO	335	Good Effort	Yes
10/12/2013 10:49	33	N6605D	N6605D	C172	1200	Not Acceptable	No
10/12/2013 14:30	27L	N14008	N14008	C172	371	Touch & Go Training	Yes
10/12/2013 17:57	33	N411LR	N411LR	BL8	344	System Error	Yes
10/13/2013 14:31	33	N411LR	N411LR	BH7	336	System Error	Yes
10/13/2013 14:56	27L	N1950B	N1950B	BE35	377	Air Traffic Conflict	Yes
10/14/2013 9:11	27L	N9284M	N9284M	PA58	1200	Air Traffic Conflict	Yes
10/14/2013 19:11	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
10/14/2013 20:30	PAD1	N384PH	N384PH	HELO	370	Air Traffic Conflict	Yes
10/15/2013 13:30	27L	N3429X	N3429X	M20	1200	ATC Instructions	Yes
10/15/2013 13:33	27L	TWY45		B350	340	Not Acceptable	No
10/15/2013 17:50	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
10/16/2013 11:47	27R	N7745R	N7745R	BE36	372	Not Acceptable	No
10/16/2013 11:49	PAD1	ARGUS2		HELO	314	Law Enforcement	Yes
10/17/2013 16:07	PAD1	N588MA	N588MA	HELO	1200	Good Effort	Yes
10/17/2013 19:07	PAD1	ARGUS2		HELO	321	Law Enforcement	Yes
10/18/2013 6:37	PAD1	N588MA	N588MA	HELO	326	Not Acceptable	No
10/18/2013 7:19	PAD1	CHPR5		HELO	1200	Law Enforcement	Yes
10/18/2013 10:11	27R	N575PP	N575PP	C182	1200	Air Traffic Conflict	Yes
10/18/2013 10:23	PAD1	N115SF	N486UM	HELO	322	Air Traffic Conflict	Yes
10/18/2013 15:44	27R	N6683W	N6683W	BE20	371	Air Traffic Conflict	Yes
10/18/2013 17:53	27R	CHPR5			1200	Good Effort	Yes
10/18/2013 18:55	33	N969FE	N969FE	C208	341	Air Traffic Conflict	Yes
10/19/2013 10:22	PAD1	N115SF	N486UM	HELO	332	Not Acceptable	No
10/19/2013 14:33	27R	N14008	N14008	C172	323	Air Traffic Conflict	Yes
10/19/2013 18:03	27R	N9284M	N9284M	P28A	365	Good Effort	Yes
10/20/2013 11:24	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
10/20/2013 14:09	27R	N83225	N83225	PA28	363	Not Acceptable	No
10/20/2013 15:03	27R	N553TP	N553TP	P28A	320	System Error	Yes
10/20/2013 16:03	27R	N6165G	N6165G	C172	362	System Error	Yes
10/20/2013 18:22	33	N717BC	N717BC	C172	315	Air Traffic Conflict	Yes
10/21/2013 12:53	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
10/22/2013 14:38	27R	N397MW	N397MW	C182	331	Air Traffic Conflict	Yes
10/24/2013 9:14	PAD1	LN348PH	N384PH	HELO	354	Lifeguard Medical	Yes
10/25/2013 12:30	33	N6605D	N6605D	C172	330	System Error	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
10/25/2013 12:35	PAD1	ARGS1		HELO	334	Law Enforcement	Yes
10/25/2013 14:18	PAD1	N30GM	N1	HELO	342	Good Effort	Yes
10/25/2013 17:13	33	N353LS	N353LS	MAUL	335	Good Effort	Yes
10/25/2013 17:20	PAD1	CHOPR2	N62TV	HELO	370	Law Enforcement	Yes
10/25/2013 19:32	PAD1	CHP30		HELO	1200	Law Enforcement	Yes
10/26/2013 11:29	27R	N7269G	N7269G	C172	346	Air Traffic Conflict	Yes
10/26/2013 14:12	33	N38636	N38636	PA28	346	Air Traffic Conflict	Yes
10/26/2013 17:07	27R	N1747R	N1747R	C182	346	System Error	Yes
10/27/2013 11:44	PAD1	N442BN	N442BN	HELO	1200	System Error	Yes
10/28/2013 11:38	PAD1	N588MA	N588MA	HELO	1200	Good Effort	Yes
10/28/2013 17:38	PAD1	N588MA	N588MA	HELO	1200	Good Effort	Yes
10/31/2013 11:18	27L	N553TP	N553TP	P28A	350	System Error	Yes
11/01/2013 0:01	33	RMD2	N45RX		346	Not Acceptable	No
11/01/2013 12:45	27R	N47952	N47952	P28A	327	System Error	Yes
11/01/2013 13:18	PAD1	N115SF	N486UM	HELO	320	Air Traffic Conflict	Yes
11/01/2013 13:30	27R	N88HF	N88HF	C421	355	Air Traffic Conflict	Yes
11/01/2013 16:51	PAD1	ARGUS2		HELO	370	Law Enforcement	Yes
11/01/2013 22:22	33	CHP30		HH	1200	Law Enforcement	Yes
11/03/2013 10:08	27R	CAP445	N445CP	C182	322	Good Effort	Yes
11/03/2013 12:22	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
11/03/2013 12:40	27R	N739ZL	N739ZL	C172	366	Touch & Go Training	Yes
11/03/2013 14:18	27R	N522RH	N522RH	COL4	323	Air Traffic Conflict	Yes
11/03/2013 14:18	27R	N84397	N84397	C172	370	Air Traffic Conflict	Yes
11/03/2013 14:59	27R	N522RH	N522RH	COL4	346	Air Traffic Conflict	Yes
11/03/2013 16:32	27R	N37343	N37343	C340	324	Air Traffic Conflict	Yes
11/03/2013 17:24	27R	N553TP	N553TP	P28A	347	System Error	Yes
11/04/2013 12:57	33	N30GM	N30GM		315	Good Effort	Yes
11/05/2013 6:42	27R	N242JH	N242JH	PC12	336	Air Traffic Conflict	Yes
11/05/2013 22:01	27R	CAP448		C182	323	Government Operation	Yes
11/06/2013 9:49	27L	N5038C	N5038C	CH7A	324	Touch & Go Training	Yes
11/06/2013 19:01	27R	N16894	N16894	C172	343	Touch & Go Training	Yes
11/09/2013 11:09	33	N739UL	N739UL	C172	314	Air Traffic Conflict	Yes
11/09/2013 11:42	33	N234JG	N234JG	C172	330	Air Traffic Conflict	Yes
11/09/2013 12:51	27R	N4769T	N4769T	C82R	330	Air Traffic Conflict	Yes
11/09/2013 15:21	27R	N328TA	N328TA	C172	361	Air Traffic Conflict	Yes
11/09/2013 15:41	33	N8312H	N8312H	P28R	324	Air Traffic Conflict	Yes
11/09/2013 16:32	27R	N739UL	N739UL	C172	372	Good Effort	Yes
11/10/2013 12:54	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
11/10/2013 17:45	27R	N9284M	N9284M	P28A	361	Not Acceptable	No
11/11/2013 11:59	33	N8279W	N8279W	PA28	326	Air Traffic Conflict	Yes
11/11/2013 15:51	33	N9136Q	N9136Q	BE35	1200	Air Traffic Conflict	Yes
11/11/2013 17:39	33	N739UL	N739UL	C172	356	System Error	Yes
11/12/2013 7:17	27L	MRA689		C208	323	Good Effort	Yes
11/12/2013 12:59	27R	N553TP	N553TP	PA28	1200	System Error	Yes
11/12/2013 14:05	33	N1507X	N1507X	C172	325	Air Traffic Conflict	Yes
11/13/2013 16:16	27R	N253SP	N253SP	C172	350	Not Acceptable	No
11/15/2013 13:16	PAD1	CHP30		HELO	1200	Law Enforcement	Yes
11/16/2013 9:56	27R	N845CD	N845CD	SR22	1200	Air Traffic Conflict	Yes
11/16/2013 13:00	27R	N5969F	N5969F	C210	1200	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
11/16/2013 16:30	27R	N738GE	N738GE	C172	325	Touch & Go Training	Yes
11/17/2013 16:14	33	N2739G	N2739G	C172	337	System Error	Yes
11/18/2013 11:24	33	N52049	N52049	C172	376	Touch & Go Training	Yes
11/18/2013 11:32	27R	N9490W	N9490W	PA28	1200	Air Traffic Conflict	Yes
11/18/2013 18:06	PAD1	ARG2		HELO	347	Law Enforcement	Yes
11/21/2013 9:37	33	N77EJ	N77EJ	A109	1200	Not Acceptable	No
11/21/2013 10:07	PAD1	ARGUS2		HELO	1200	Good Effort	Yes
11/22/2013 15:28	PAD1	N30GM	N30GM	HELO	336	Good Effort	Yes
11/23/2013 9:28	33	N328TA	N328TA	C172	331	Good Effort	Yes
11/23/2013 20:45	27R	N506MV	N506MV	B350	341	Good Effort	Yes
11/24/2013 9:05	33	N14008	N14008	C172	357	Good Effort	Yes
11/24/2013 10:59	27R	N3115M	N3115M	P46T	341	Air Traffic Conflict	Yes
11/24/2013 14:02	33	N14008	N14008	C172	347	Air Traffic Conflict	Yes
11/24/2013 15:43	27R	N2140T	N2140T	PA28	356	Air Traffic Conflict	Yes
11/25/2013 12:16	PAD1	CHP30		HELO	360	Law Enforcement	Yes
11/25/2013 14:57	PAD1	CHP30		HELO	350	Law Enforcement	Yes
11/26/2013 3:15	PAD1	REH6	N42RX	HELO	313	Lifeguard Medical	Yes
11/26/2013 9:02	27R	N747ZP	N747ZP	C152	341	Not Acceptable	No
11/26/2013 13:32	33	N562F	N562F	C172	1200	Air Traffic Conflict	Yes
11/26/2013 18:56	PAD1	N7143Y	N7143Y	HELO	376	Touch & Go Training	Yes
11/27/2013 0:33	27R	N4WR	N4WR	BE35	1200	Good Effort	Yes
11/27/2013 14:04	27R	N553TP	N553TP	P28A	1200	Air Traffic Conflict	Yes
11/27/2013 16:44	27R	N211LC	N211LC	P210	352	Air Traffic Conflict	Yes
11/28/2013 14:58	27R	N211LC	N211LC	C210	364	Air Traffic Conflict	Yes
11/29/2013 11:37	27L	N737DD	N737DD	C172	315	Air Traffic Conflict	Yes
11/30/2013 10:59	27L	N84DL	N84DL	C172	346	Not Acceptable	No
11/30/2013 15:15	27R	N58103	N58103	M20P	326	System Error	Yes
11/30/2013 20:05	27R	N172CA	N172CA	C172	337	Touch & Go Training	Yes
11/30/2013 22:46	27R	N9568G	N9568G	C172	362	Not Acceptable	No
12/01/2013 11:54	27R	N9284M	N9284M	PA28	352	Touch & Go Training	Yes
12/01/2013 16:02	33	N67849	N67849	C172	315	Air Traffic Conflict	Yes
12/02/2013 11:57	27R	N9284M	N9284M	PA28	326	Touch & Go Training	Yes
12/02/2013 13:01	PAD1	N73SF	N73SF	HELO	1200	Good Effort	Yes
12/02/2013 16:30	33	N762FE	N762FE	C208	1200	Air Traffic Conflict	Yes
12/02/2013 17:53	27R				1200	Air Traffic Conflict	Yes
12/03/2013 12:58	PAD1	N73SF	N73SF	HELO	1200	Good Effort	Yes
12/04/2013 16:59	27R	N972TA	N972TA	C172	320	Air Traffic Conflict	Yes
12/05/2013 9:32	PAD1	N13PV	N13PV	HELO	1200	Air Traffic Conflict	Yes
12/05/2013 10:14	27R				314	Touch & Go Training	Yes
12/05/2013 17:28	PAD1	ARGUS1		HELO	356	Law Enforcement	Yes
12/06/2013 10:39	33	PCM8721		C208	1200	Air Traffic Conflict	Yes
12/07/2013 14:00	33	N234JG	N234JG	C172	367	Good Effort	Yes
12/07/2013 16:34	27R	N553TP	N553TP	PA28	320	Good Effort	Yes
12/08/2013 6:59	PAD1	N73SF	N73SF	HELO	1200	Good Effort	Yes
12/08/2013 7:57	27R	N213KP	N213KP	PC12	335	Not Acceptable	No
12/10/2013 9:29	33	N892FE	N892FE	C208	1200	Air Traffic Conflict	Yes
12/10/2013 12:26	27R	IDAHO25		C206	340	Law Enforcement	Yes
12/10/2013 14:44	27R	N83225	N83225	P28A	331	Air Traffic Conflict	Yes
12/10/2013 16:51	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
12/10/2013 21:52	33	CHP32			324	Law Enforcement	Yes
12/11/2013 17:26	PAD1	N2275Q	N2275Q	HELO	1200	Good Effort	Yes
12/12/2013 7:57	27R	N242JH	N242JH	PC12	1200	Not Acceptable	No
12/12/2013 8:35	33				1200	Good Effort	Yes
12/12/2013 10:58	33	N844FE	N844FE	C208	1200	Air Traffic Conflict	Yes
12/12/2013 11:31	27R	C118WC	N118WC	PAYE	360	Air Traffic Conflict	Yes
12/12/2013 16:18	33	N177DA	N177DA	C177	375	Touch & Go Training	Yes
12/12/2013 16:29	27R	N47952	N47952	P28A	321	Touch & Go Training	Yes
12/12/2013 20:30	27R	N210MT	N210MT	C210	323	Good Effort	Yes
12/14/2013 10:50	27R	CAP445	N445CP	C182	376	Touch & Go Training	Yes
12/14/2013 11:39	27R	N401GK	N401GK	BE35	355	Good Effort	Yes
12/14/2013 13:45	27R	N58628	N58628	C182	326	Good Effort	Yes
12/14/2013 14:12	33	CAP445		C182	376	Air Traffic Conflict	Yes
12/14/2013 15:39	27L	N8279W	N9553E	PA28	372	Air Traffic Conflict	Yes
12/15/2013 12:34	27R	N6584W	N6584W	PA28	336	Air Traffic Conflict	Yes
12/15/2013 15:26	33	N2739G	N2739G	C182	365	System Error	Yes
12/16/2013 8:34	27R	N566DS	N566DS	DA40	355	Good Effort	Yes
12/16/2013 22:03	27R	N65504	N65504	C182	1200	Good Effort	Yes
12/18/2013 8:38	PAD1	N77EJ	N77EJ	HELO	1200	Air Traffic Conflict	Yes
12/18/2013 9:41	33	N3115M	N3115M	P46T	1200	Good Effort	Yes
12/18/2013 17:39	PAD1	ARGUS3		HELO	362	Law Enforcement	Yes
12/19/2013 10:17	33	N968FE	N968FE	C208	1200	Air Traffic Conflict	Yes
12/19/2013 19:50	PAD1	ARGUS1	N510PD	HELO	373	Law Enforcement	Yes
12/21/2013 22:22	27R	N381JP	N381JP	C340	354	Wide Salad	No
12/22/2013 0:15	33				1200	Not Acceptable	No
12/22/2013 22:04	PAD1	N442BN	N442BN	HELO	351	Not Acceptable	No
12/22/2013 22:26	PAD1	CHP32		HELO	1200	Law Enforcement	Yes
12/23/2013 2:59	PAD1	CHP32		HELO	1200	Law Enforcement	Yes
12/23/2013 11:28	27R	N534E	N534E	BE36	354	Air Traffic Conflict	Yes
12/23/2013 13:11	27L	AMF5341		BE99	356	Good Effort	Yes
12/23/2013 19:26	27L	AMF3832		PA31	330	Not Acceptable	No
12/24/2013 10:42	33	N968FE	N968FE	C208	347	Air Traffic Conflict	Yes
12/24/2013 10:48	27R	N52139	N52139	C172	1200	Not Acceptable	No
12/24/2013 16:04	27R	N37343	N37343	C340	360	Not Acceptable	No
12/25/2013 10:29	27R	N341P	N341P	BE36	337	Good Effort	Yes
12/26/2013 16:11	27R	N242JH	N242JH	PC12	326	Good Effort	Yes
12/26/2013 19:35	PAD1	ARGUS1	N510PD	HELO	360	Good Effort	Yes
12/27/2013 18:34	27L	N920FE	N920FE	C208	1200	Not Acceptable	No
12/28/2013 14:31	27R	N52139	N52139	C172	1200	Not Acceptable	No
12/28/2013 16:34	27L	N5342T	N5342T	C172	375	Good Effort	Yes
12/28/2013 16:34	33	N411LR	N411LR	BL8	326	Good Effort	Yes
12/28/2013 19:32	33	N618JC	N618JC	PC12	1200	Good Effort	Yes
12/29/2013 10:38	27R	N21PM	N21PM	P28T	374	Not Acceptable	No
12/29/2013 11:55	27R	N4355D	N4355D	PA28	1200	Air Traffic Conflict	Yes
12/29/2013 11:58	27L	AMF5202		PA31	332	Air Traffic Conflict	Yes
12/29/2013 12:50	33	N6605D	N6605D	C172	317	Good Effort	Yes
12/29/2013 17:36	27R	N3681G	N3681G	BE58	340	Air Traffic Conflict	Yes
12/30/2013 13:51	27R	N73451	N73451	C172	1200	Not Acceptable	No
12/31/2013 14:18	PAD1	N73SF	N73SF	HELO	1200	Not Acceptable	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
12/31/2013 23:41	PAD1	CHPR5		HELO	347	Good Effort	Yes

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/02/2013 4:36	GDG495	N495RS	GLF4	3370	27L	Runway/Taxiway Maintenance	Yes
10/02/2013 23:53	AMF5133		BE99	3235	33	310 Heading	No
10/03/2013 22:20	TN567MA	N567MA	B190	3336	27R	Good Effort	Yes
10/05/2013 22:28	N8141Q	N8141Q	SR22	1200	27R	Good Effort	Yes
10/05/2013 22:46	N744CA	N744CA	C421	4570	27R	Good Effort	Yes
10/06/2013 23:27	CHPR2		HELO	1200	PAD1	Law Enforcement	Yes
10/06/2013 23:28	N83225	N83225	P28R	4564	27R	Good Effort	Yes
10/07/2013 0:08	N70AG	N70AG	GLF5	3254	27L	RWY 29 Routine Closure	Yes
10/07/2013 0:10	N168BF	N168BF	H25B	3227	27L	RWY 29 Routine Closure	Yes
10/07/2013 0:18	EJA576		C56X	3312	27L	RWY 29 Routine Closure	Yes
10/07/2013 0:33	N2266S	N2266S	C210	4276	27R	VFR Departure	No
10/07/2013 1:46	DAL8870	N67171	B752	3225	27L	RWY 29 Routine Closure	Yes
10/07/2013 2:21	VOI907	N502VL	A319	3204	27L	RWY 29 Routine Closure	Yes
10/07/2013 5:09	UPS2943	N340UP	B763	3256	27L	RWY 29 Routine Closure	Yes
10/07/2013 5:22	TWY46		GLF3	3237	09R	RWY 29 Routine Closure	Yes
10/08/2013 22:24	N619RJ	N619RJ	EA50	3256	27R	Pilot Requested	No
10/10/2013 23:29	N102PA	N102PA	E50P	3336	09L	Good Effort	Yes
10/11/2013 4:26	LN903JP		C510	3335	09L	Lifeguard Medical	Yes
10/13/2013 23:34	N888ES	N888ES	GLF4	3205	27L	Runway/Taxiway Maintenance	Yes
10/14/2013 5:07	UPS2943	N314UP	B763	3275	27L	Runway/Taxiway Maintenance	Yes
10/20/2013 2:12	N395RC	N395RC	B350	3254	27R	Not Acceptable	No
10/21/2013 2:21	VOI907		A319	3333	27L	RWY 29 Routine Closure	Yes
10/21/2013 5:05	UPS2943	N357UP	B763	3272	27L	RWY 29 Routine Closure	Yes
10/22/2013 23:45	DCM7192	N192RS	FA50	3241	09L	Audio Not Available	No
10/24/2013 0:23	LN99AG		C525	4202	09R	Lifeguard Medical	Yes
10/27/2013 5:13	N366SL	N366SL	B350	3352	27R	Wide Salad	No
10/27/2013 22:14	TKK45	N453GS	CL60	3362	27L	ATC Did Not Advise	No
10/28/2013 3:29	VOI903		A319	3225	27L	RWY 29 Routine Closure	Yes
10/28/2013 5:24	UPS2943	N315UP	B763	3310	27L	RWY 29 Routine Closure	Yes
10/30/2013 1:43	N63HS	N63HS	GLF5	3360	09R	Not Acceptable	No
11/01/2013 0:01	RMD2	N45RX		346	33	Lifeguard Medical	Yes
11/01/2013 5:06	N973MW	N973MW	GLF4	3256	27L	Departure Timing	Yes
11/01/2013 22:22	CHP30		HH	1200	33	Law Enforcement	Yes
11/04/2013 1:32	VOI903		A319	3324	27L	RWY 29 Routine Closure	Yes
11/04/2013 2:09	N33MS	N33MS	PAY2	3342	09L	Not Acceptable	No
11/04/2013 2:14	VOI907		A319	3276	27L	RWY 29 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
11/04/2013 3:27	UPS2955	N339UP	B763	3312	27L	RWY 29 Routine Closure	Yes
11/04/2013 4:31	UPS2943	N346UP	B763	3347	27L	RWY 29 Routine Closure	Yes
11/05/2013 1:40	N661TC	N161XX	PAY2	3241	27R	Wide Salad	No
11/05/2013 22:01	CAP448		C182	323	27R	Time Buffer	Yes
11/07/2013 0:09	LDLX119		BE20	4532	27R	Wide Salad	No
11/07/2013 5:48	KAI96		C550	3353	09R	Good Effort	Yes
11/07/2013 23:27	WCC89	N89WC	B350	6327	27R	Good Effort	Yes
11/09/2013 5:13	JLG93		BE10	1047	09L	Not Acceptable	No
11/10/2013 22:31	N777JZ	N777JZ	PC12	3263	27R	Wide Salad	No
11/11/2013 1:09	VOI903		A319	3306	27L	RWY 29 Routine Closure	Yes
11/11/2013 2:17	VOI907		A319	3315	27L	RWY 29 Routine Closure	Yes
11/11/2013 2:49	UPS2955	N360UP	B763	3352	27L	RWY 29 Routine Closure	Yes
11/11/2013 4:35	UPS2943	N316UP	B763	3316	27L	RWY 29 Routine Closure	Yes
11/11/2013 5:48	MRA687	N1116N	C208	4252	27R	310 Heading	No
11/13/2013 1:37	PKW653		SW4	3273	27L	Good Effort	Yes
11/13/2013 5:31	N615PG	N615PG	E135	3234	09R	Not Acceptable	No
11/13/2013 23:43	N1368C	N1368C	SR22	3257	27R	Wide Salad	No
11/18/2013 2:12	VOI907	N502VL	A319	3315	27L	RWY 29 Routine Closure	Yes
11/18/2013 3:00	VOI903		A319	3322	09R	Good Effort	Yes
11/18/2013 3:54	UPS2955	N361UP	B763	3220	27L	RWY 29 Routine Closure	Yes
11/18/2013 4:30	UPS2943	N347UP	B763	3233	27L	RWY 29 Routine Closure	Yes
11/19/2013 1:32	N233MT	N233MT	EA50	3374	09R	Good Effort	Yes
11/19/2013 22:19	N111YF	N111YF	BE10	3244	27R	Weather/Wind Conditions	Yes
11/20/2013 5:06	KAI57		CL30	3344	09R	Not Acceptable	No
11/25/2013 2:09	VOI907	N517VL	A319	3301	27L	RWY 29 Routine Closure	Yes
11/25/2013 4:34	UPS2943	N359UP	B763	3270	27L	RWY 29 Routine Closure	Yes
11/25/2013 4:59	UPS2955	N343UP	B763	3343	27L	RWY 29 Routine Closure	Yes
11/26/2013 3:15	REH6	N42RX	HELO	313	PAD1	Lifeguard Medical	Yes
11/27/2013 0:33	N4WR	N4WR	BE35	1200	27R	Good Effort	Yes
11/28/2013 3:12	DCM6373	N44CK	C525	4207	09R	Good Effort	Yes
11/30/2013 22:46	N9568G	N9568G	C172	362	27R	Not Acceptable	No
12/02/2013 0:31	CFC3858		CL60	3255	09R	Good Effort	Yes
12/02/2013 2:21	VOI907		A319	3302	27L	RWY 29 Routine Closure	Yes
12/02/2013 5:46	SWA3173	N8328A	B738	3241	27L	RWY 29 Routine Closure	Yes
12/02/2013 5:56	SWA2418	N215WN	B737	3360	27L	RWY 29 Routine Closure	Yes
12/02/2013 5:57	MRA687	N1116N	C208	4513	27R	Time Buffer	Yes
12/04/2013 0:22	N248PH	N248PH	BE20	4562	27R	Weather/Wind Conditions	Yes
12/06/2013 22:21	GTH43	N43HF	C56X	3277	09R	Not Acceptable	No
12/07/2013 3:52	DCM6373	N44CK	C525	4275	27R	Lifeguard Medical	Yes
12/07/2013 23:18	N800JM	N800JM	H25B	3344	09R	Not Acceptable	No
12/09/2013 2:01	UPS2993	N164UP	A306	3343	27L	RWY 29 Routine Closure	Yes
12/09/2013 2:41	VOI907		A319	3272	09R	RWY 29 Routine Closure	Yes
12/09/2013 2:58	AMF5296		E120	3274	27L	Not Acceptable	No
12/09/2013 4:04	UPS9747	N151UP	A306	4202	27L	RWY 29 Routine Closure	Yes
12/09/2013 5:11	UPS2945		A306	3316	27L	RWY 29 Routine Closure	Yes
12/10/2013 0:44	LN260AJ		LJ60	3372	27L	Lifeguard Medical	Yes
12/10/2013 22:50	TWY898		BE30	4540	27R	Not Acceptable	No
12/11/2013 22:35	N718MC	N718MC	GLF5	3304	27L	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
12/13/2013 0:05	N431GW	N431GW	PAY2	3247	27L	Good Effort	Yes
12/15/2013 22:42	LDLX119	N805C	BE20	3237	27R	Lifeguard Medical	Yes
12/16/2013 1:22	DCM6373	N44CK	C525	3231	27L	RWY 29 Routine Closure	Yes
12/16/2013 2:22	VOI907		A319	3345	09R	RWY 29 Routine Closure	Yes
12/16/2013 5:03	UPS2945	N168UP	A306	3330	27L	RWY 29 Routine Closure	Yes
12/16/2013 22:03	N65504	N65504	C182	1200	27R	Time Buffer	Yes
12/16/2013 23:40	N431GW	N431GW	PAY2	3275	27R	RWY 29 Routine Closure	Yes
12/19/2013 3:36	N118MF	N90WP	BE9L	3230	27R	Good Effort	Yes
12/19/2013 4:03	CFS8250	N901FX	AT72	3242	27L	Not Acceptable	No
12/20/2013 22:22	N6584W	N6584W	P28A	331	27R	Touch & Go Training	Yes
12/21/2013 22:22	N381JP	N381JP	C340	354	27R	Wide Salad	No
12/22/2013 0:15				1200	33	Law Enforcement	Yes
12/22/2013 22:04	N442BN	N442BN	HELO	351	PAD1	Time Buffer	Yes
12/22/2013 22:26	CHP32		HELO	1200	PAD1	Law Enforcement	Yes
12/23/2013 2:47	UPS4965	N338UP	B763	3226	27L	RWY 29 Routine Closure	Yes
12/23/2013 2:59	CHP32		HELO	1200	PAD1	Law Enforcement	Yes
12/23/2013 3:21	VOI903		A319	3261	27R	RWY 29 Routine Closure	Yes
12/23/2013 5:04	UPS2945	N356UP	B763	3245	27L	RWY 29 Routine Closure	Yes
12/23/2013 5:32	N903JP	N903JP	C510	4537	27R	RWY 29 Routine Closure	Yes
12/24/2013 23:22	N47CA	N47CA	PAY2	3224	27R	Weather/Wind Conditions	Yes
12/26/2013 22:52	N661TC	N661TC	PAY2	6377	27R	Not Acceptable	No
12/27/2013 23:28	N516CB	N516CB	PC12	1772	27R	Good Effort	Yes
12/28/2013 3:21	N716WA	N716WA	PAY2	3362	27R	Weather/Wind Conditions	Yes
12/28/2013 22:32	N661TC	N661TC	PAY2	3213	27R	Weather/Wind Conditions	Yes
12/28/2013 22:50	N36GS	N36GS	BE20	3223	27R	Good Effort	Yes
12/30/2013 2:31	VOI907		A320	3311	27R	RWY 29 Routine Closure	Yes
12/30/2013 3:35	UPS2943	N338UP	B763	3346	27L	RWY 29 Routine Closure	Yes
12/30/2013 4:34	N99AG	N99AG	C25B	4507	27L	RWY 29 Routine Closure	Yes
12/30/2013 4:50	UPS2945	N349UP	B763	3236	27L	RWY 29 Routine Closure	Yes
12/30/2013 5:43	UPS9814	N331UP	B763	3244	27L	RWY 29 Routine Closure	Yes
12/31/2013 2:39	LN32PA	N32PA	LJ35	3365	27L	Lifeguard Medical	Yes
12/31/2013 23:41	CHPR5		HELO	347	PAD1	Law Enforcement	Yes

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/02/2013 4:36	4	84.8	91.7	26	GDG495	N495RS	GLF4	27L
10/02/2013 4:37	5	91	96.3	19	GDG495	N495RS	GLF4	27L
10/02/2013 4:37	6	84.2	90.9	17	GDG495	N495RS	GLF4	27L
10/02/2013 4:37	7	76.6	84.3	18	GDG495	N495RS	GLF4	27L
10/03/2013 22:20	4	77.8	84.1	13	TN567MA	N567MA	B190	27R
10/04/2013 22:44	4	75.1	83.4	17	N744CA	N744CA	C421	27R
10/04/2013 23:03	10	67.4	84.3	78	N265NX	N265NX	PC12	33

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/05/2013 22:28	4	74.7	82.5	18	N8141Q	N8141Q	SR22	27R
10/05/2013 22:29	8	72	80	14	N8141Q	N8141Q	SR22	27R
10/05/2013 22:29	3	79.1	86	24	N8141Q	N8141Q	SR22	27R
10/05/2013 22:36	4	76.9	84.2	18	N444VC	N444VC	C182	27R
10/05/2013 22:46	4	72.1	81.9	18	N744CA	N744CA	C421	27R
10/05/2013 22:46	5	73.3	82	21	N744CA	N744CA	C421	27R
10/06/2013 23:29	4	72.9	80.1	11	N83225	N83225	P28R	27R
10/07/2013 0:08	4	80.6	87.4	18	N70AG	N70AG	GLF5	27L
10/07/2013 0:08	5	85.8	91.6	19	N70AG	N70AG	GLF5	27L
10/07/2013 0:08	6	80.6	87.9	18	N70AG	N70AG	GLF5	27L
10/07/2013 0:08	7	74.8	82.8	17	N70AG	N70AG	GLF5	27L
10/07/2013 0:10	4	75.8	84.4	21	N168BF	N168BF	H25B	27L
10/07/2013 0:10	5	78.8	87.1	22	N168BF	N168BF	H25B	27L
10/07/2013 0:10	6	75.8	83.9	18	N168BF	N168BF	H25B	27L
10/07/2013 0:18	5	75.1	81.5	12	EJA576		C56X	27L
10/07/2013 0:33	4	83.7	87.4	13	N2266S	N2266S	C210	27R
10/07/2013 0:33	8	76.6	82.9	9	N2266S	N2266S	C210	27R
10/07/2013 1:46	4	84.6	92.1	25	DAL8870	N67171	B752	27L
10/07/2013 1:46	5	87.6	95	24	DAL8870	N67171	B752	27L
10/07/2013 1:46	6	81.7	90.6	22	DAL8870	N67171	B752	27L
10/07/2013 1:46	7	71.9	82.2	19	DAL8870	N67171	B752	27L
10/07/2013 2:21	4	83.9	91.7	24	VOI907	N502VL	A319	27L
10/07/2013 2:21	5	87	94.2	19	VOI907	N502VL	A319	27L
10/07/2013 2:21	6	79.4	87.6	19	VOI907	N502VL	A319	27L
10/07/2013 5:08	4	88.3	96.4	53	UPS2943	N340UP	B763	27L
10/07/2013 5:08	5	89.3	96.7	30	UPS2943	N340UP	B763	27L
10/07/2013 5:09	6	81.9	91.4	26	UPS2943	N340UP	B763	27L
10/07/2013 5:09	8	70.8	83.2	24	UPS2943	N340UP	B763	27L
10/07/2013 5:09	7	77	86.8	28	UPS2943	N340UP	B763	27L
10/07/2013 5:21	4	91	97.5	46	TWY46		GLF3	09R
10/07/2013 5:21	8	82.8	91.4	34	TWY46		GLF3	09R
10/07/2013 5:21	10	78.1	87.2	78	TWY46		GLF3	09R
10/07/2013 5:21	3	72.5	83.5	35	TWY46		GLF3	09R
10/07/2013 5:22	9	82.8	91.4	28	TWY46		GLF3	09R
10/07/2013 5:22	12	86.6	94.1	35	TWY46		GLF3	09R
10/07/2013 5:22	13	68.4	80.4	36	TWY46		GLF3	09R
10/07/2013 5:23	1	77.3	88.1	38	TWY46		GLF3	09R
10/08/2013 22:24	4	72.7	81	14	N619RJ	N619RJ	EA50	27R
10/08/2013 22:24	5	75.5	82.7	13	N619RJ	N619RJ	EA50	27R
10/09/2013 4:08	5	73.3	83.2	20	N9494J	N9494J	PA28	33
10/09/2013 4:08	4	70.4	80.1	22	N9494J	N9494J	PA28	33
10/10/2013 23:29	9	77.6	84.9	16	N102PA	N102PA	E50P	09L
10/10/2013 23:29	12	72.8	82.3	31	N102PA	N102PA	E50P	09L
10/11/2013 4:26	9	74.6	82.9	13	LN903JP		C510	09L
10/11/2013 4:26	12	74.7	83.1	23	LN903JP		C510	09L
10/13/2013 23:34	4	79.7	87.1	20	N888ES	N888ES	GLF4	27L
10/13/2013 23:34	5	86.2	92.6	20	N888ES	N888ES	GLF4	27L
10/13/2013 23:34	6	80.7	87.4	16	N888ES	N888ES	GLF4	27L
10/14/2013 5:06	10	65.1	80.6	78	UPS2943	N314UP	B763	27L
10/14/2013 5:07	5	87.9	96	37	UPS2943	N314UP	B763	27L
10/14/2013 5:07	4	85.5	94.7	48	UPS2943	N314UP	B763	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/14/2013 5:07	6	80.5	90.5	30	UPS2943	N314UP	B763	27L
10/14/2013 5:07	8	72.2	83.1	19	UPS2943	N314UP	B763	27L
10/14/2013 5:07	7	73.8	84.4	26	UPS2943	N314UP	B763	27L
10/15/2013 22:24	4	82.2	87.4	15	N182KV	N182KV	C182	27L
10/15/2013 22:25	5	76.2	82.4	11	N182KV	N182KV	C182	27L
10/15/2013 23:34	3	67.8	80	33	N248PH	N248PH	BE20	27R
10/21/2013 2:22	4	83.1	91.6	21	VOI907		A319	27L
10/21/2013 2:22	5	89.5	95.4	24	VOI907		A319	27L
10/21/2013 2:22	6	78.3	87.8	22	VOI907		A319	27L
10/21/2013 5:05	4	85	94.4	44	UPS2943	N357UP	B763	27L
10/21/2013 5:05	5	87	94.8	26	UPS2943	N357UP	B763	27L
10/21/2013 5:05	6	77.9	88	26	UPS2943	N357UP	B763	27L
10/22/2013 23:46	9	88.4	95.9	30	DCM7192	N192RS	FA50	09L
10/22/2013 23:46	10	80.3	88.9	27	DCM7192	N192RS	FA50	09L
10/22/2013 23:46	12	78.2	86.8	32	DCM7192	N192RS	FA50	09L
10/24/2013 0:24	9	73.3	80.1	11	LN99AG		C525	09R
10/25/2013 5:18	4	79.6	84.9	11	N431GW	N431GW	PAY2	27R
10/25/2013 5:18	8	77.7	82.2	7	N431GW	N431GW	PAY2	27R
10/25/2013 23:25	4	78.1	86.1	22	N33031	N33031	P28R	27R
10/27/2013 5:13	4	79.1	83.2	11	N366SL	N366SL	B350	27R
10/27/2013 22:14	4	71.8	80.4	17	TKK45	N453GS	CL60	27L
10/27/2013 22:14	5	78.7	85.3	15	TKK45	N453GS	CL60	27L
10/27/2013 22:14	8	71.8	82.3	22	TKK45	N453GS	CL60	27L
10/27/2013 22:14	6	72.2	80.9	14	TKK45	N453GS	CL60	27L
10/28/2013 3:29	4	82.3	91.1	25	VOI903		A319	27L
10/28/2013 3:30	5	87.2	94.8	25	VOI903		A319	27L
10/28/2013 3:30	6	80.3	89	27	VOI903		A319	27L
10/28/2013 3:30	7	75.2	86.1	35	VOI903		A319	27L
10/28/2013 5:25	4	90.9	98.1	32	UPS2943	N315UP	B763	27L
10/28/2013 5:25	5	91.6	99.6	30	UPS2943	N315UP	B763	27L
10/28/2013 5:25	6	85.3	93.8	32	UPS2943	N315UP	B763	27L
10/28/2013 5:25	8	75.7	85.2	22	UPS2943	N315UP	B763	27L
10/28/2013 5:25	7	77	87.3	28	UPS2943	N315UP	B763	27L
10/29/2013 22:45	4	76.8	82.5	12	N695GH	N695GH	AC95	27R
10/30/2013 1:43	9	77.5	85.5	17	N63HS	N63HS	GLF5	09R
10/30/2013 1:43	10	72.6	81.9	21	N63HS	N63HS	GLF5	09R
10/30/2013 1:43	12	77.1	86.2	27	N63HS	N63HS	GLF5	09R
11/01/2013 5:06	4	83.8	89.6	17	N973MW	N973MW	GLF4	27L
11/01/2013 5:06	5	92	96.6	17	N973MW	N973MW	GLF4	27L
11/01/2013 5:06	6	84	89.5	12	N973MW	N973MW	GLF4	27L
11/01/2013 22:23	3	71.6	81.1	18	CHP30		HH	33
11/02/2013 4:43	3	76.4	83.3	16	N246DX	N246DX	SR22	33
11/03/2013 23:10	4	73.1	80.1	15				27R
11/04/2013 1:32	4	84	91.9	22	VOI903		A319	27L
11/04/2013 1:32	5	87.5	95.1	23	VOI903		A319	27L
11/04/2013 1:32	6	77.9	86.2	20	VOI903		A319	27L
11/04/2013 2:09	9	74.5	81.7	13	N33MS	N33MS	PAY2	09L
11/04/2013 2:14	4	83.2	91.7	28	VOI907		A319	27L
11/04/2013 2:14	5	85.6	94.2	27	VOI907		A319	27L
11/04/2013 2:14	6	77.6	88	23	VOI907		A319	27L
11/04/2013 2:14	7	71.3	80	18	VOI907		A319	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/04/2013 3:28	4	87.4	96.2	30	UPS2955	N339UP	B763	27L
11/04/2013 3:28	5	88.3	96.5	30	UPS2955	N339UP	B763	27L
11/04/2013 3:28	6	81.4	91.8	32	UPS2955	N339UP	B763	27L
11/04/2013 3:28	8	74.5	83.6	20	UPS2955	N339UP	B763	27L
11/04/2013 3:28	7	75.2	86	29	UPS2955	N339UP	B763	27L
11/04/2013 4:31	4	82.7	92.4	27	UPS2943	N346UP	B763	27L
11/04/2013 4:31	5	84.1	93.3	27	UPS2943	N346UP	B763	27L
11/04/2013 4:32	6	76.1	86.2	24	UPS2943	N346UP	B763	27L
11/04/2013 4:32	7	70.5	81	24	UPS2943	N346UP	B763	27L
11/05/2013 1:40	4	78.5	87.4	36	N661TC	N161XX	PAY2	27R
11/05/2013 22:01	4	70.8	82.9	43	CAP448		C182	27R
11/05/2013 22:01	5	69.7	83.8	69	CAP448		C182	27R
11/06/2013 5:07	10	63.3	80.4	78	N242JH	N242JH	PC12	27R
11/06/2013 22:11	4	74.1	81.2	19	N248PH	N248PH	BE20	27R
11/07/2013 0:10	4	77.2	83.4	12	LDLX119		BE20	27R
11/07/2013 0:10	5	75.2	80.9	10	LDLX119		BE20	27R
11/07/2013 5:47	4	74.4	83.8	32	KAI96		C550	09R
11/07/2013 5:48	12	76.9	85.4	25	KAI96		C550	09R
11/07/2013 23:27	4	74.8	80.1	9	WCC89	N89WC	B350	27R
11/07/2013 23:27	8	77	80.9	6	WCC89	N89WC	B350	27R
11/09/2013 5:14	9	73.3	80.5	11	JLG93		BE10	09L
11/09/2013 5:14	12	72.7	81.2	17	JLG93		BE10	09L
11/10/2013 22:31	4	75.3	80.9	9	N777JZ	N777JZ	PC12	27R
11/11/2013 1:09	4	83.6	91.2	24	VOI903		A319	27L
11/11/2013 1:09	5	86.3	93.7	25	VOI903		A319	27L
11/11/2013 1:09	6	78.8	88.5	25	VOI903		A319	27L
11/11/2013 1:09	7	70.9	80.9	19	VOI903		A319	27L
11/11/2013 2:17	4	83.2	91.5	25	VOI907		A319	27L
11/11/2013 2:17	5	85.8	93.5	25	VOI907		A319	27L
11/11/2013 2:18	6	79.9	90	23	VOI907		A319	27L
11/11/2013 2:18	7	71.6	81.3	21	VOI907		A319	27L
11/11/2013 2:49	4	86.1	94.3	22	UPS2955	N360UP	B763	27L
11/11/2013 2:49	5	88.2	95.9	28	UPS2955	N360UP	B763	27L
11/11/2013 2:49	8	71.7	81.8	15	UPS2955	N360UP	B763	27L
11/11/2013 2:49	6	81.3	90.6	24	UPS2955	N360UP	B763	27L
11/11/2013 2:49	7	71.5	80.9	22	UPS2955	N360UP	B763	27L
11/11/2013 4:35	4	90.2	97.4	47	UPS2943	N316UP	B763	27L
11/11/2013 4:35	5	92	99	25	UPS2943	N316UP	B763	27L
11/11/2013 4:35	8	74.1	84.2	21	UPS2943	N316UP	B763	27L
11/11/2013 4:35	6	85.7	94.4	26	UPS2943	N316UP	B763	27L
11/11/2013 4:35	7	77	86.4	25	UPS2943	N316UP	B763	27L
11/13/2013 1:37	4	75.6	86	37	PKW653		SW4	27L
11/13/2013 1:37	5	76.8	81.2	9	PKW653		SW4	27L
11/13/2013 5:31	10	68.1	82.5	78	N615PG	N615PG	E135	09R
11/13/2013 5:31	9	73	80.9	14	N615PG	N615PG	E135	09R
11/13/2013 5:31	12	74.1	81.9	17	N615PG	N615PG	E135	09R
11/13/2013 22:08	4	76	82.1	11	N716WA	N716WA	PAY2	27L
11/13/2013 23:44	4	83.3	88.5	22	N1368C	N1368C	SR22	27R
11/13/2013 23:44	5	73.7	81.1	17	N1368C	N1368C	SR22	27R
11/13/2013 23:44	6	73.1	80.8	13	N1368C	N1368C	SR22	27R
11/14/2013 5:34	9	73	81	13	DCM6373	N44CK	C525	09L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/14/2013 5:34	12	72.6	80	15	DCM6373	N44CK	C525	09L
11/14/2013 5:35	2	73.9	81.3	14	DCM6373	N44CK	C525	09L
11/15/2013 2:24	4	77.3	82.4	15	N28CA	N28CA	PAY2	27R
11/15/2013 2:25	8	72.2	80	9	N28CA	N28CA	PAY2	27R
11/16/2013 5:52	7	84.2	90.7	53	N739UL	N739UL	C172	33
11/16/2013 23:45	9	79.8	90.4	31	UAL1846	N57855	B753	09R
11/16/2013 23:45	10	75.2	86.1	35	UAL1846	N57855	B753	09R
11/16/2013 23:45	12	68.4	80.4	30	UAL1846	N57855	B753	09R
11/16/2013 23:45	11	74.6	84	16	UAL1846	N57855	B753	09R
11/18/2013 2:12	4	84	92.1	21	VOI907	N502VL	A319	27L
11/18/2013 2:12	5	85.6	93.5	23	VOI907	N502VL	A319	27L
11/18/2013 2:12	6	78.9	87.8	26	VOI907	N502VL	A319	27L
11/18/2013 2:13	7	71	81.7	25	VOI907	N502VL	A319	27L
11/18/2013 3:00	10	73.1	83.5	42	VOI903		A319	09R
11/18/2013 3:00	9	78.6	87.8	22	VOI903		A319	09R
11/18/2013 3:00	12	72.1	84.7	39	VOI903		A319	09R
11/18/2013 3:01	13	72	84.4	45	VOI903		A319	09R
11/18/2013 3:53	10	71.1	81	24	UPS2955	N361UP	B763	27L
11/18/2013 3:53	12	74.2	80.8	13	UPS2955	N361UP	B763	27L
11/18/2013 3:54	4	87.4	95.5	30	UPS2955	N361UP	B763	27L
11/18/2013 3:54	5	87.1	95.6	31	UPS2955	N361UP	B763	27L
11/18/2013 3:54	6	83.9	92.9	38	UPS2955	N361UP	B763	27L
11/18/2013 3:54	8	75.1	85.5	27	UPS2955	N361UP	B763	27L
11/18/2013 3:54	7	79.8	89.8	37	UPS2955	N361UP	B763	27L
11/18/2013 4:30	4	88.4	97	47	UPS2943	N347UP	B763	27L
11/18/2013 4:30	5	89.8	97.4	26	UPS2943	N347UP	B763	27L
11/18/2013 4:30	8	74.2	84.6	19	UPS2943	N347UP	B763	27L
11/18/2013 4:30	6	82.9	92.5	30	UPS2943	N347UP	B763	27L
11/18/2013 4:30	7	75	86	27	UPS2943	N347UP	B763	27L
11/19/2013 22:19	4	80.8	85.3	12	N111YF	N111YF	BE10	27R
11/20/2013 2:12	4	73.8	83	24	N2107Z	N2107Z	GLF4	09R
11/20/2013 2:13	9	78.2	86.8	19	N2107Z	N2107Z	GLF4	09R
11/20/2013 2:13	10	75.6	83.4	26	N2107Z	N2107Z	GLF4	09R
11/20/2013 2:13	12	76.4	85.7	24	N2107Z	N2107Z	GLF4	09R
11/20/2013 5:06	9	76.4	84.7	18	KAI57		CL30	09R
11/20/2013 5:06	10	72.8	80.2	25	KAI57		CL30	09R
11/20/2013 5:06	12	77.7	86.2	24	KAI57		CL30	09R
11/25/2013 2:09	4	85.2	92.3	28	VOI907	N517VL	A319	27L
11/25/2013 2:09	5	87.7	94.8	25	VOI907	N517VL	A319	27L
11/25/2013 2:09	6	82.4	91.4	22	VOI907	N517VL	A319	27L
11/25/2013 2:10	7	72.2	82.7	21	VOI907	N517VL	A319	27L
11/25/2013 4:33	4	88.9	97.2	51	UPS2943	N359UP	B763	27L
11/25/2013 4:33	5	89.9	97.6	31	UPS2943	N359UP	B763	27L
11/25/2013 4:34	6	85.1	94	30	UPS2943	N359UP	B763	27L
11/25/2013 4:34	8	75.7	85.9	22	UPS2943	N359UP	B763	27L
11/25/2013 4:34	7	77.7	87.9	30	UPS2943	N359UP	B763	27L
11/25/2013 4:58	10	67.2	81.7	78	UPS2955	N343UP	B763	27L
11/25/2013 4:59	4	90.3	97.2	51	UPS2955	N343UP	B763	27L
11/25/2013 4:59	5	91.8	98.4	27	UPS2955	N343UP	B763	27L
11/25/2013 4:59	6	87.4	95.5	27	UPS2955	N343UP	B763	27L
11/25/2013 4:59	8	73.3	84.4	20	UPS2955	N343UP	B763	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/25/2013 5:00	7	78	88.1	27	UPS2955	N343UP	B763	27L
11/27/2013 0:33	4	87	91.5	19	N4WR	N4WR	BE35	27R
11/27/2013 0:34	5	86.6	90.4	19	N4WR	N4WR	BE35	27R
11/28/2013 3:12	9	71	80.3	15	DCM6373	N44CK	C525	09R
11/28/2013 3:14	1	70.6	81.3	21	DCM6373	N44CK	C525	09R
11/29/2013 4:50	4	76.8	82.1	10	REH50	N911RX	BE20	27R
11/30/2013 22:46	4	73.1	81.5	18	N9568G	N9568G	C172	27R
11/30/2013 23:29	4	79.2	85.3	13	N38859	N38859	P28A	33
11/30/2013 23:29	8	71.9	80.3	10	N38859	N38859	P28A	33
11/30/2013 23:30	3	72	80.3	14	N38859	N38859	P28A	33
12/02/2013 0:31	9	77.2	83.9	14	CFC3858		CL60	09R
12/02/2013 2:21	4	82	90.7	25	VOI907		A319	27L
12/02/2013 2:22	5	84	91.2	23	VOI907		A319	27L
12/02/2013 2:22	6	73.7	84	21	VOI907		A319	27L
12/02/2013 5:46	10	67.4	85.3	78	SWA3173	N8328A	B738	27L
12/02/2013 5:46	4	86	94.6	44	SWA3173	N8328A	B738	27L
12/02/2013 5:46	5	86.1	94.6	36	SWA3173	N8328A	B738	27L
12/02/2013 5:46	6	82.7	92.4	30	SWA3173	N8328A	B738	27L
12/02/2013 5:46	8	70.8	83.9	33	SWA3173	N8328A	B738	27L
12/02/2013 5:47	7	80.3	89.7	33	SWA3173	N8328A	B738	27L
12/02/2013 5:55	10	64.4	81.9	78	SWA2418	N215WN	B737	27L
12/02/2013 5:56	5	85.8	93.7	30	SWA2418	N215WN	B737	27L
12/02/2013 5:56	4	84.1	92.5	26	SWA2418	N215WN	B737	27L
12/02/2013 5:56	6	82.3	91.5	27	SWA2418	N215WN	B737	27L
12/02/2013 5:56	8	68.4	80.7	21	SWA2418	N215WN	B737	27L
12/02/2013 5:56	7	79.5	88.6	31	SWA2418	N215WN	B737	27L
12/03/2013 0:49	4	77.7	84.6	22	N7HW	N7HW	PA27	27R
12/03/2013 0:54	14	77.4	85	17	N3282D	N3282D	C180	33
12/06/2013 22:22	9	75.6	82.6	17	GTH43	N43HF	C56X	09R
12/06/2013 22:22	12	72.5	81.8	28	GTH43	N43HF	C56X	09R
12/06/2013 22:40	9	75.5	82.2	11	TWY69		CL60	09R
12/07/2013 3:52	4	83.8	89.8	19	DCM6373	N44CK	C525	27R
12/07/2013 3:52	5	73.2	81.8	20	DCM6373	N44CK	C525	27R
12/07/2013 3:52	6	78.6	86.1	18	DCM6373	N44CK	C525	27R
12/07/2013 3:52	7	70.4	80.5	17	DCM6373	N44CK	C525	27R
12/07/2013 23:18	4	75.1	83.7	22	N800JM	N800JM	H25B	09R
12/07/2013 23:18	10	69.4	81.8	76	N800JM	N800JM	H25B	09R
12/07/2013 23:18	9	72.1	81.5	16	N800JM	N800JM	H25B	09R
12/07/2013 23:19	12	73.5	83.3	30	N800JM	N800JM	H25B	09R
12/09/2013 2:01	5	91.3	98	29	UPS2993	N164UP	A306	27L
12/09/2013 2:01	4	88.4	95.7	45	UPS2993	N164UP	A306	27L
12/09/2013 2:01	6	85.6	94.6	29	UPS2993	N164UP	A306	27L
12/09/2013 2:01	8	74.9	83.6	17	UPS2993	N164UP	A306	27L
12/09/2013 2:01	7	77.4	86.7	22	UPS2993	N164UP	A306	27L
12/09/2013 2:42	10	68.6	81.2	34	VOI907		A319	09R
12/09/2013 2:42	9	75	84.6	23	VOI907		A319	09R
12/09/2013 2:42	12	75.5	85.5	28	VOI907		A319	09R
12/09/2013 2:42	2	68.3	80.1	35	VOI907		A319	09R
12/09/2013 2:59	5	75.5	81	13	AMF5296		E120	27L
12/09/2013 4:04	10	70.2	82.2	78	UPS9747	N151UP	A306	27L
12/09/2013 4:04	5	86.1	93.3	26	UPS9747	N151UP	A306	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/09/2013 4:04	4	83.5	92.5	31	UPS9747	N151UP	A306	27L
12/09/2013 4:04	6	78	88.7	34	UPS9747	N151UP	A306	27L
12/09/2013 4:04	8	69.7	80.6	20	UPS9747	N151UP	A306	27L
12/09/2013 4:05	7	72.4	84.1	31	UPS9747	N151UP	A306	27L
12/09/2013 5:11	5	92.1	98.8	33	UPS2945		A306	27L
12/09/2013 5:11	4	89.5	96.2	45	UPS2945		A306	27L
12/09/2013 5:11	6	87.9	95.4	30	UPS2945		A306	27L
12/09/2013 5:11	8	74.4	84.7	18	UPS2945		A306	27L
12/09/2013 5:11	7	78.1	86.8	23	UPS2945		A306	27L
12/10/2013 0:44	4	77.8	84.7	16	LN260AJ		LJ60	27L
12/10/2013 0:44	5	83.8	89.4	15	LN260AJ		LJ60	27L
12/10/2013 0:44	6	82	88.4	16	LN260AJ		LJ60	27L
12/10/2013 0:44	7	75.6	83.9	19	LN260AJ		LJ60	27L
12/11/2013 22:35	4	72.1	80.2	16	N718MC	N718MC	GLF5	27L
12/11/2013 22:35	5	74.9	82.5	14	N718MC	N718MC	GLF5	27L
12/13/2013 0:06	4	73.4	80.2	14	N431GW	N431GW	PAY2	27L
12/13/2013 1:06	4	74.8	81	15	N653DG	N653DG	SR22	27L
12/13/2013 23:31	4	75.8	83.1	18	N6911P	N6911P	P28A	27R
12/13/2013 23:32	8	72.9	80.3	12	N6911P	N6911P	P28A	27R
12/15/2013 3:29	9	75.9	81.9	9	N716WA	N716WA	PAY2	09L
12/15/2013 22:42	4	79.3	83.7	12	LDLX119	N805C	BE20	27R
12/16/2013 1:22	4	75	81.3	13	DCM6373	N44CK	C525	27L
12/16/2013 1:22	5	86.1	91	13	DCM6373	N44CK	C525	27L
12/16/2013 1:23	6	84	89.1	12	DCM6373	N44CK	C525	27L
12/16/2013 2:22	4	75.9	81.9	21	VOI907		A319	09R
12/16/2013 2:23	9	76.7	87.2	30	VOI907		A319	09R
12/16/2013 2:23	10	70.6	83.2	57	VOI907		A319	09R
12/16/2013 2:23	12	69	81.6	32	VOI907		A319	09R
12/16/2013 5:03	4	90.6	97.8	59	UPS2945	N168UP	A306	27L
12/16/2013 5:03	5	93	99.7	40	UPS2945	N168UP	A306	27L
12/16/2013 5:03	6	88.5	97.2	28	UPS2945	N168UP	A306	27L
12/16/2013 5:03	8	77.7	86.6	25	UPS2945	N168UP	A306	27L
12/16/2013 5:03	7	80.1	88.7	27	UPS2945	N168UP	A306	27L
12/16/2013 22:03	4	73.7	81.8	19	N65504	N65504	C182	27R
12/16/2013 22:03	5	71.7	81	19	N65504	N65504	C182	27R
12/16/2013 23:40	4	75.3	81.5	12	N431GW	N431GW	PAY2	27R
12/16/2013 23:41	8	75.7	81.5	10	N431GW	N431GW	PAY2	27R
12/18/2013 2:01	4	78.7	83.4	12	N431GW	N431GW	PAY2	27R
12/19/2013 3:37	4	80.6	85.5	12	N118MF	N90WP	BE9L	27R
12/19/2013 4:03	5	75.7	82.3	13	CFS8250	N901FX	AT72	27L
12/19/2013 4:03	6	73	80.7	11	CFS8250	N901FX	AT72	27L
12/20/2013 22:44	4	75.7	82.4	14	N6911P	N6911P	P28A	27R
12/20/2013 22:45	10	64.1	80.6	78	N6911P	N6911P	P28A	27R
12/20/2013 23:41	10	64.6	82.3	78	N851AK	N851AK	C180	15
12/20/2013 23:42	10	65.7	82.8	78	N851AK	N851AK	C180	15
12/21/2013 22:22	4	86.3	90.7	16	N381JP	N381JP	C340	27R
12/21/2013 22:22	5	76.9	82.2	12	N381JP	N381JP	C340	27R
12/21/2013 22:23	8	73.7	81.8	13	N381JP	N381JP	C340	27R
12/22/2013 0:23	10	64.2	81.8	78				33
12/23/2013 1:44	4	79.4	84.8	16	N7HW	N7HW	PA27	27R
12/23/2013 2:47	4	88.9	96.6	45	UPS4965	N338UP	B763	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/23/2013 2:47	5	90.3	97.3	24	UPS4965	N338UP	B763	27L
12/23/2013 2:47	8	73.2	84.1	22	UPS4965	N338UP	B763	27L
12/23/2013 2:47	6	86.4	94.6	27	UPS4965	N338UP	B763	27L
12/23/2013 2:47	7	76.2	86.4	25	UPS4965	N338UP	B763	27L
12/23/2013 3:21	4	89.1	96.6	45	VOI903		A319	27R
12/23/2013 3:21	5	85.8	93.3	23	VOI903		A319	27R
12/23/2013 3:21	6	79.4	89.6	27	VOI903		A319	27R
12/23/2013 3:21	8	71.3	82.6	26	VOI903		A319	27R
12/23/2013 3:21	7	75.4	86.4	31	VOI903		A319	27R
12/23/2013 4:48	9	75.4	83.9	20	VOI907		A319	09R
12/23/2013 4:48	10	68.9	81.8	78	VOI907		A319	09R
12/23/2013 4:48	12	70	82.1	34	VOI907		A319	09R
12/23/2013 4:48	2	78.3	86.8	32	VOI907		A319	09R
12/23/2013 5:03	10	66.1	82.2	78	UPS2945	N356UP	B763	27L
12/23/2013 5:04	4	88.9	95.7	42	UPS2945	N356UP	B763	27L
12/23/2013 5:04	5	90.3	97.2	23	UPS2945	N356UP	B763	27L
12/23/2013 5:04	6	83.2	92.5	25	UPS2945	N356UP	B763	27L
12/23/2013 5:04	8	72.1	82.2	17	UPS2945	N356UP	B763	27L
12/23/2013 5:04	7	74.6	84.3	26	UPS2945	N356UP	B763	27L
12/23/2013 5:32	4	80.6	87.6	19	N903JP	N903JP	C510	27R
12/23/2013 5:32	5	71.4	81.2	17	N903JP	N903JP	C510	27R
12/23/2013 5:33	6	73.5	81.7	14	N903JP	N903JP	C510	27R
12/24/2013 23:22	4	77	85.4	36	N47CA	N47CA	PAY2	27R
12/24/2013 23:22	8	74.9	81.7	10	N47CA	N47CA	PAY2	27R
12/26/2013 3:55	4	77.8	85.9	23	LN58MM		LJ35	09R
12/26/2013 3:56	10	69.6	81.2	41	LN58MM		LJ35	09R
12/26/2013 3:56	9	73.1	83.5	20	LN58MM		LJ35	09R
12/26/2013 3:56	12	73.2	84.8	36	LN58MM		LJ35	09R
12/26/2013 3:56	2	68.8	80.9	33	LN58MM		LJ35	09R
12/26/2013 22:51	10	64	81.5	78	N661TC	N661TC	PAY2	27R
12/27/2013 23:28	4	77.9	87.3	37	N516CB	N516CB	PC12	27R
12/28/2013 3:21	4	71.9	80.4	12	N716WA	N716WA	PAY2	27R
12/28/2013 22:50	4	74.6	80.7	10	N36GS	N36GS	BE20	27R
12/28/2013 22:51	10	64.1	80.9	78	N36GS	N36GS	BE20	27R
12/30/2013 2:31	5	85.5	94.2	34	VOI907		A320	27R
12/30/2013 2:31	4	88.2	96	46	VOI907		A320	27R
12/30/2013 2:31	6	82.4	91.6	28	VOI907		A320	27R
12/30/2013 2:31	8	71.6	82	16	VOI907		A320	27R
12/30/2013 2:31	7	71.3	81.3	20	VOI907		A320	27R
12/30/2013 3:34	4	87.9	95.9	62	UPS2943	N338UP	B763	27L
12/30/2013 3:35	5	89.4	96.7	25	UPS2943	N338UP	B763	27L
12/30/2013 3:35	6	85.9	94.2	28	UPS2943	N338UP	B763	27L
12/30/2013 3:35	8	73.5	83.7	20	UPS2943	N338UP	B763	27L
12/30/2013 3:35	7	76.7	86.8	24	UPS2943	N338UP	B763	27L
12/30/2013 4:34	4	76.5	84.2	20	N99AG	N99AG	C25B	27L
12/30/2013 4:34	5	82.7	88.6	17	N99AG	N99AG	C25B	27L
12/30/2013 4:34	6	76.6	84.9	16	N99AG	N99AG	C25B	27L
12/30/2013 4:49	10	71.4	83.5	78	UPS2945	N349UP	B763	27L
12/30/2013 4:50	5	88.4	96.4	29	UPS2945	N349UP	B763	27L
12/30/2013 4:50	4	87.3	96	43	UPS2945	N349UP	B763	27L
12/30/2013 4:50	6	84.6	93.4	31	UPS2945	N349UP	B763	27L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/30/2013 4:50	8	74.6	84.9	21	UPS2945	N349UP	B763	27L
12/30/2013 4:50	7	74.8	85.1	28	UPS2945	N349UP	B763	27L
12/30/2013 5:42	10	68.9	82.1	78	UPS9814	N331UP	B763	27L
12/30/2013 5:44	4	82	92.3	31	UPS9814	N331UP	B763	27L
12/30/2013 5:44	5	82.2	91.4	30	UPS9814	N331UP	B763	27L
12/30/2013 5:44	6	78.8	88.7	28	UPS9814	N331UP	B763	27L
12/30/2013 5:44	8	71.4	82.4	23	UPS9814	N331UP	B763	27L
12/30/2013 5:44	7	72.3	82.1	21	UPS9814	N331UP	B763	27L
12/30/2013 5:54	10	74	83.9	65	N903JP	N903JP	C510	09L
12/30/2013 5:54	9	80.2	87	16	N903JP	N903JP	C510	09L
12/30/2013 23:08	4	81.2	85.5	10	N36GS	N36GS	BE20	27R
12/31/2013 2:38	10	66.7	81.3	78	LN32PA	N32PA	LJ35	27L
12/31/2013 2:39	5	84.2	91	21	LN32PA	N32PA	LJ35	27L
12/31/2013 2:39	4	78.5	85.5	19	LN32PA	N32PA	LJ35	27L
12/31/2013 2:39	6	81.1	88.9	21	LN32PA	N32PA	LJ35	27L
12/31/2013 2:39	7	73.5	82.3	18	LN32PA	N32PA	LJ35	27L
12/31/2013 2:59	4	79.6	85.5	13	N431GW	N431GW	PAY2	27R
12/31/2013 3:00	8	73.2	80	8	N431GW	N431GW	PAY2	27R

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Runway 29 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
10/27/2013 21:16	SWA	SWA2160	B737	J	N7746C	Not Acceptable	No
11/17/2013 16:45		N213F	C25B	B	N213F	Not Acceptable	No
12/02/2013 21:55	SWA	SWA3053	B737	J	N7726A	Not Acceptable	No
12/11/2013 8:44	EJA	EJA731	GALX	B	N731QS	Not Acceptable	No

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Silent 7 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
10/01/2013 6:41	SWA	SWA2352	B737	J	N746SW	Not Acceptable	No
10/01/2013 6:58	SKW	SKW4651	CRJ7	R	N632SK	Time Buffer	Yes
10/02/2013 6:13		NN887PS	MO2T	U	N887PS	Not Acceptable	No
10/02/2013 6:57	SWA	SWA3954	B737	J		Time Buffer	Yes
10/02/2013 6:59	SKW	SKW4651	CRJ7	R	N614SK	Time Buffer	Yes
10/04/2013 6:58	SKW	SKW4651	CRJ7	R	N613SK	Time Buffer	Yes
10/07/2013 6:25	DAL	DAL2434	A320	J	N318US	Not Acceptable	No
10/08/2013 6:59	SKW	SKW4651	CRJ7	R	N614SK	Time Buffer	Yes
10/09/2013 22:01	XOJ	XOJ541	CL30	B	N541XJ	Time Buffer	Yes
10/10/2013 22:51	JBU	JBU18	A320	J	N639JB	Not Acceptable	No
10/11/2013 6:09	SWA	SWA1195	B738	J	N8301J	Not Acceptable	No
10/12/2013 22:03	SKW	SKW4562	CRJ7	R	N631SK	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
10/12/2013 23:30		N23A	LJ35	B	N23A	Not Acceptable	No
10/14/2013 6:59	ASA	ASA841	B738	J	N508AS	Time Buffer	Yes
10/16/2013 5:32		N455QS	GLF4	B	N455QS	Not Acceptable	No
10/16/2013 6:58	FDX	FDX3647	A306	J		Time Buffer	Yes
10/18/2013 1:01	FDX	FDX5084	MD11	J	N599FE	System Error	Yes
10/22/2013 1:28		LN361PJ	LJ35	B		Lifeguard Medical	Yes
10/23/2013 6:59	FDX	FDX435	B77L	J	N856FD	Time Buffer	Yes
10/24/2013 6:56	SKW	SKW4651	CRJ7	R	N633SK	Time Buffer	Yes
10/27/2013 22:04	SWA	SWA1978	B737	J	N214WN	Time Buffer	Yes
10/28/2013 6:59	SWA	SWA3242	B733	J	N613SW	Time Buffer	Yes
10/29/2013 6:57	UPS	UPS2945	MD11	J	N250UP	Time Buffer	Yes
10/29/2013 6:59	ASA	ASA841	B738	J	N584AS	Time Buffer	Yes
10/30/2013 6:58	ASA	ASA841	B738	J		Time Buffer	Yes
10/31/2013 6:55	SKW	SKW4651	CRJ7	R	N608SK	Time Buffer	Yes
11/04/2013 6:10	SWA	SWA41	B737	J	N785SW	Not Acceptable	No
11/07/2013 4:39	FDX	FDX31	B77L	J	N882FD	Not Acceptable	No
11/07/2013 23:30		N560RV	C560	B	N560RV	Not Acceptable	No
11/08/2013 6:17	NKS	NKS188	A319	J	N528NK	Not Acceptable	No
11/09/2013 6:57	FDX	FDX435	MD11	J	N585FE	Time Buffer	Yes
11/09/2013 6:59	SWA	SWA2581	B737	J	N923WN	Time Buffer	Yes
11/16/2013 6:16	AWE	AWE585	A320	J	N658AW	Not Acceptable	No
11/16/2013 6:59	TWY	TWY99	CL60	B		Time Buffer	Yes
11/17/2013 22:01	SWA	SWA9038	B737	J	N452WN	Time Buffer	Yes
11/18/2013 6:16	SWA	SWA41	B737	J	N477WN	Not Acceptable	No
11/19/2013 22:00		N632BL	C56X	B	N632BL	Time Buffer	Yes
11/22/2013 23:39	DCM	DCM6373	C525	B	N44CK	Not Acceptable	No
11/23/2013 6:47	SWA	SWA1203	B737	J	N250WN	Not Acceptable	No
11/25/2013 6:18	DAL	DAL2434	A320	J	N340NW	Not Acceptable	No
11/27/2013 6:33	SWA	SWA3893	B737	J	N434WN	Not Acceptable	No
11/27/2013 6:57	SWA	SWA3110	B737	J	N499WN	Time Buffer	Yes
11/27/2013 22:00	SWA	SWA593	B737	J	N429WN	Time Buffer	Yes
11/27/2013 22:53	JBU	JBU18	A320	J	N705JB	Not Acceptable	No
11/28/2013 6:56	UPS	UPS2945	MD11	J	N283UP	Time Buffer	Yes
11/28/2013 6:58	ASA	ASA879	B738	J	N529AS	Time Buffer	Yes
11/28/2013 6:59	SKW	SKW4546	CRJ7	R	N625CA	Time Buffer	Yes
12/02/2013 6:34	SWA	SWA3698	B738	J	N8602F	Not Acceptable	No
12/03/2013 6:56	SWA	SWA223	B733	J	N614SW	Time Buffer	Yes
12/03/2013 6:58	FDX	FDX3671	DC10	J		Time Buffer	Yes
12/05/2013 22:03	JBU	JBU168	A320	J	N570JB	Time Buffer	Yes
12/11/2013 6:44	SWA	SWA256	B737	J	N931WN	Not Acceptable	No
12/11/2013 6:55	SWA	SWA223	B733	J	N605SW	Time Buffer	Yes
12/11/2013 22:55	JBU	JBU18	A320	J	N661JB	Not Acceptable	No
12/18/2013 22:00	SWA	SWA616	B737	J		Time Buffer	Yes
12/21/2013 6:59	AWE	AWE425	A320	J	N656AW	Time Buffer	Yes
12/23/2013 6:58	DAL	DAL2434	A320	J	N361NW	Time Buffer	Yes
12/24/2013 6:10	NKS	NKS188	A319	J	N510NK	Not Acceptable	No
12/24/2013 6:58	FDX	FDX3671	DC10	J	N306FE	Time Buffer	Yes
12/26/2013 6:57	SWA	SWA920	B737	J	N443WN	Time Buffer	Yes
12/26/2013 6:58	SKW	SKW4707	CRJ9	R	N800SK	Time Buffer	Yes
12/27/2013 6:17	SWA	SWA851	B733	J	N364SW	Not Acceptable	No
12/28/2013 2:18		N700QA	H25A	B	N700QA	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
12/30/2013 6:59	SKW	SKW4707	CRJ9	R		Time Buffer	Yes
12/31/2013 6:59	UPS	UPS2953	B763	J	N310UP	Time Buffer	Yes

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Runway 11 Night Departure List for Calendar Quarter

No non-compliant jet departures this quarter.

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Engine Runup List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
10/02/2013	1900	JUS	GLF3	2	High	HG6	1910	N/A	NO
10/06/2013	0046	SWA	B737	2	High	GRE	0050	NO	N/A
10/11/2013	1353	KAI	LJ35	2	High	HG6	1335	N/A	N/A
10/14/2013	0005	FDX	MD11	3	High	GRE	0030	NO	N/A
10/23/2013	1215	KAI	LJ35	2	High	HG6	1225	N/A	N/A
10/24/2013	1828	FDX	MD11	1	High	GRE	1845	N/A	N/A
10/26/2013	0115	SWA	B737	2	High	GRE	0135	NO	N/A
10/28/2013	2329	SWA	B737	2	High	GRE	2340	NO	N/A
11/13/2013	1910	SWA	B737	2	High	GRE	1915	N/A	NO
11/16/2013	2350	SWA	B737	2	High	GRE	2355	NO	N/A
11/21/2013	2320	SWA	B737	2	High	GRE	2325	NO	N/A
12/01/2013	0022	SWA	B737	2	High	GRE	0030	NO	N/A
12/13/2013	2245	SWA	B737	2	High	GRE	2250	NO	N/A
12/16/2013	1028	BSK	FA50	3	High	HG6	1045	N/A	N/A
12/23/2013	2250	KAI	C56X	2	High	HG6	2305	NO	N/A
12/23/2013	2255	SWA	B737	2	High	GRE	2257	NO	N/A
12/24/2013	1045	KAI	GLF5	2	High	HG6	1045	N/A	N/A
12/24/2013	1456	FDX	MD11	3	High	GRE	1500	N/A	N/A
12/26/2013	1515	KAI	C56X	2	High	HG6	1600	N/A	N/A

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

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
10/01/2013 11:08	SWA	SWA210	B737	2578	Not Acceptable	No
10/01/2013 13:33	SWA	SWA1919	B737	2572	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
10/02/2013 13:11	SWA	SWA411	B737	2417	Not Acceptable	No
10/03/2013 13:36	SWA	SWA1919	B737	2454	Not Acceptable	No
10/05/2013 9:12	SWA	SWA1782	B737	2670	Not Acceptable	No
10/06/2013 13:30	SWA	SWA1919	B737	2782	Not Acceptable	No
10/06/2013 18:34	SWA	SWA3764	B733	2618	Not Acceptable	No
10/07/2013 13:24	SWA	SWA1919	B737	2765	Not Acceptable	No
10/10/2013 10:59	SWA	SWA290	B737	2896	Not Acceptable	No
10/10/2013 11:03	SWA	SWA210	B737	2775	Not Acceptable	No
10/10/2013 15:17	SWA	SWA333	B737	2670	Not Acceptable	No
10/11/2013 9:09	SWA	SWA471	B737	2716	Not Acceptable	No
10/11/2013 13:42	SWA	SWA1919	B737	2595	Not Acceptable	No
10/11/2013 18:45	NKS	NKS408	A320	2614	Not Acceptable	No
10/11/2013 20:24	SWA	SWA229	B733	2798	Not Acceptable	No
10/12/2013 9:10	SWA	SWA1782	B737	2890	Not Acceptable	No
10/14/2013 9:28	AAY	AAY1032	MD83	2486	Not Acceptable	No
10/14/2013 21:00	NKS	NKS408	A320	2874	Not Acceptable	No
10/14/2013 21:29	JBU	JBU168	A320	2509	Not Acceptable	No
10/15/2013 11:03	SWA	SWA210	B737	2893	Not Acceptable	No
10/16/2013 10:36	SWA	SWA2367	B737	2385	Not Acceptable	No
10/16/2013 11:03	SWA	SWA210	B737	2276	Not Acceptable	No
10/16/2013 21:32	JBU	JBU168	A320	2598	Not Acceptable	No
10/18/2013 11:29	SWA	SWA290	B737	2011	Not Acceptable	No
10/20/2013 18:37	NKS	NKS408	A319	2381	Not Acceptable	No
10/21/2013 10:33	SWA	SWA2367	B737	2437	Not Acceptable	No
10/21/2013 18:33	DAL	DAL1374	A319	2706	Not Acceptable	No
10/21/2013 18:41	NKS	NKS408	A320	2529	Not Acceptable	No
10/22/2013 13:27	SWA	SWA411	B737	2841	Not Acceptable	No
10/22/2013 15:06	SWA	SWA1115	B737	2834	Not Acceptable	No
10/23/2013 12:34	SWA	SWA290	B737	2765	Not Acceptable	No
10/23/2013 13:14	DAL	DAL1160	A320	2434	Not Acceptable	No
10/23/2013 21:26		N459VP	C25A	2703	Not Acceptable	No
10/23/2013 21:28	JBU	JBU168	A320	2404	Not Acceptable	No
10/24/2013 9:06	SWA	SWA1642	B733	2818	Not Acceptable	No
10/24/2013 13:13	SWA	SWA411	B737	2280	Not Acceptable	No
10/24/2013 13:16	DAL	DAL1160	A320	2634	Not Acceptable	No
10/24/2013 13:37	SWA	SWA1919	B737	2253	Not Acceptable	No
10/24/2013 14:21	SWA	SWA333	B737	2450	Not Acceptable	No
10/24/2013 19:25	FDX	FDX1605	DC10	2477	Not Acceptable	No
10/24/2013 19:30	FDX	FDX1268	DC10	2171	Not Acceptable	No
10/26/2013 13:35	SWA	SWA1090	B737	2880	Not Acceptable	No
10/27/2013 19:02	AWE	AWE9098	B762	2752	Not Acceptable	No
10/28/2013 8:28	SWA	SWA416	B737	2857	Not Acceptable	No
10/28/2013 9:12	SWA	SWA1642	B733	2867	Not Acceptable	No
10/28/2013 10:23	DAL	DAL2099	A319	2851	Not Acceptable	No
10/28/2013 11:12	SWA	SWA290	B737	2755	Not Acceptable	No
10/28/2013 14:26	SWA	SWA333	B737	2716	Not Acceptable	No
10/29/2013 10:37	SWA	SWA2367	B737	2811	Not Acceptable	No
10/29/2013 14:12	SWA	SWA333	B737	2867	Not Acceptable	No
10/29/2013 20:07	FDX	FDX1605	DC10	2299	Not Acceptable	No
10/30/2013 13:12	DAL	DAL1160	A320	2545	Not Acceptable	No
10/30/2013 20:40	FDX	FDX1117	A306	2857	Not Acceptable	No
10/31/2013 21:32	JBU	JBU168	A320	2650	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
11/02/2013 8:24	SWA	SWA826	B733	2775	Not Acceptable	No
11/05/2013 18:34	NKS	NKS408	A319	2572	Not Acceptable	No
11/06/2013 15:18	SWA	SWA2439	B733	2447	Not Acceptable	No
11/06/2013 19:36	UPS	UPS945	B763	2555	Not Acceptable	No
11/07/2013 7:00	UPS	UPS2955	B763	2417	Not Acceptable	No
11/08/2013 20:10	AAY	AAY203	MD83	2480	Not Acceptable	No
11/10/2013 11:32	SWA	SWA2685	B737	2477	Not Acceptable	No
11/10/2013 18:05	SDE	SDE560	C560	2660	Not Acceptable	No
11/11/2013 10:34	SWA	SWA2685	B737	2893	Not Acceptable	No
11/11/2013 13:43	SWA	SWA3683	B737	2657	Not Acceptable	No
11/12/2013 10:28	SWA	SWA2685	B737	2857	Not Acceptable	No
11/13/2013 20:15	SWA	SWA1382	B737	2824	Not Acceptable	No
11/16/2013 8:55	SWA	SWA4116	B737	2608	Not Acceptable	No
11/17/2013 9:26	SWA	SWA2048	B737	2870	Not Acceptable	No
11/18/2013 9:23	SWA	SWA125	B733	2673	Not Acceptable	No
11/18/2013 10:24	DAL	DAL2230	A319	2775	Not Acceptable	No
11/20/2013 7:09	FDX	FDX435	MD11	2896	Not Acceptable	No
11/20/2013 9:51	SWA	SWA515	B737	2870	Not Acceptable	No
11/21/2013 13:29	DAL	DAL1160	A320	2509	Not Acceptable	No
11/23/2013 12:46	SWA	SWA947	B737	2860	Not Acceptable	No
11/24/2013 19:36	DAL	DAL8874	B763	2834	Not Acceptable	No
11/24/2013 21:34	JBU	JBU168	A320	2398	Not Acceptable	No
11/25/2013 10:11	SWA	SWA515	B737	2398	Not Acceptable	No
11/25/2013 21:31	JBU	JBU168	A320	2490	Not Acceptable	No
11/27/2013 14:31	SWA	SWA3641	B733	2693	Not Acceptable	No
11/29/2013 14:18	SWA	SWA9009	B733	2283	Not Acceptable	No
11/29/2013 14:34	SWA	SWA669	B738	2782	Not Acceptable	No
11/29/2013 20:13	SWA	SWA501	B733	2709	Not Acceptable	No
12/01/2013 10:20		N400CV	C25A	2273	Not Acceptable	No
12/01/2013 13:22	DAL	DAL1160	A320	2864	Not Acceptable	No
12/02/2013 11:59	SWA	SWA1775	B737	2608	Not Acceptable	No
12/02/2013 15:09	SWA	SWA3731	B737	2887	Not Acceptable	No
12/03/2013 7:50	FDX	FDX3647	DC10	2667	Not Acceptable	No
12/04/2013 7:19	FDX	FDX3647	DC10	2664	Not Acceptable	No
12/04/2013 17:17	DAL	DAL1374	A320	2837	Not Acceptable	No
12/04/2013 19:27	FDX	FDX1268	DC10	2211	Not Acceptable	No
12/04/2013 19:38	UPS	UPS9767	B763	2890	Not Acceptable	No
12/05/2013 22:03	JBU	JBU168	A320	2326	Not Acceptable	No
12/06/2013 9:10	SWA	SWA2630	B737	2683	Not Acceptable	No
12/06/2013 13:53	SWA	SWA3683	B737	2608	Not Acceptable	No
12/06/2013 16:45	DAL	DAL1374	A320	2801	Not Acceptable	No
12/07/2013 19:02	SWA	SWA2618	B737	2552	Not Acceptable	No
12/08/2013 9:56	SWA	SWA515	B737	2562	Not Acceptable	No
12/12/2013 9:25	SWA	SWA2048	B737	2752	Not Acceptable	No
12/12/2013 14:25	SWA	SWA3427	B738	2624	Not Acceptable	No
12/12/2013 19:34	FDX	FDX1268	DC10	2162	Not Acceptable	No
12/12/2013 19:43		N878HL	GL5T	2818	Not Acceptable	No
12/12/2013 20:16	SWA	SWA3507	B733	2627	Not Acceptable	No
12/13/2013 8:11	FDX	FDX3012	DC10	1971	Not Acceptable	No
12/14/2013 8:35	SWA	SWA1049	B737	2834	Not Acceptable	No
12/14/2013 9:18	EJM	EJM383	F2TH	2627	Not Acceptable	No
12/16/2013 20:29	SWA	SWA1382	B733	2788	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
12/16/2013 20:38	FDX	FDX1117	DC10	2007	Not Acceptable	No
12/17/2013 15:09	SWA	SWA2439	B737	2368	Not Acceptable	No
12/17/2013 20:18	FDX	FDX1385	DC10	2752	Not Acceptable	No
12/18/2013 14:55	SWA	SWA3427	B738	2883	Not Acceptable	No
12/19/2013 20:48	FDX	FDX1268	DC10	2542	Not Acceptable	No
12/21/2013 7:14	SWA	SWA2039	B737	2667	Not Acceptable	No
12/21/2013 9:21	FDX	FDX433	DC10	2477	Not Acceptable	No
12/22/2013 19:28	SWA	SWA106	B737	2673	Not Acceptable	No
12/23/2013 6:58	DAL	DAL2434	A320	2309	Not Acceptable	No
12/23/2013 11:40	SWA	SWA254	B733	2680	Not Acceptable	No
12/23/2013 20:01	UPS	UPS947	B752	2395	Not Acceptable	No
12/27/2013 9:32	AAY	AAY1032	MD83	1948	Not Acceptable	No
12/27/2013 11:22	SWA	SWA2840	B737	2805	Not Acceptable	No
12/28/2013 21:22	JBU	JBU168	A320	2542	Not Acceptable	No
12/29/2013 20:44	SWA	SWA1470	B733	2788	Not Acceptable	No
12/30/2013 10:50	SWA	SWA2685	B737	2385	Not Acceptable	No
12/30/2013 14:02	SWA	SWA3683	B737	2391	Not Acceptable	No
12/30/2013 14:44	SWA	SWA3427	B738	2549	Not Acceptable	No
12/30/2013 20:02	SWA	SWA3507	B733	2454	Not Acceptable	No

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
10/01/2013 1:18	FDX1840	A306	FDX	2516	Not Acceptable	No
10/01/2013 17:09	SWA253	B733	SWA	2801	Not Acceptable	No
10/01/2013 20:08	SWA324	B733	SWA	2762	Not Acceptable	No
10/01/2013 21:56	SWA1959	B737	SWA	2263	Not Acceptable	No
10/01/2013 23:28	FDX12	MD11	FDX	2837	Not Acceptable	No
10/02/2013 19:46	SWA765	B737	SWA	2851	Not Acceptable	No
10/03/2013 13:51	SWA3702	B737	SWA	2716	Not Acceptable	No
10/04/2013 9:47	SWA2453	B737	SWA	2857	Not Acceptable	No
10/04/2013 15:36	SWA999	B737	SWA	2759	Not Acceptable	No
10/04/2013 17:33	SWA253	B733	SWA	2880	Not Acceptable	No
10/04/2013 22:42	FDX1807	MD11	FDX	2716	Not Acceptable	No
10/05/2013 16:04	SWA1860	B737	SWA	2706	Not Acceptable	No
10/05/2013 17:17	ASA9004	B738	ASA	2644	Not Acceptable	No
10/05/2013 17:47	ASA338	B738	ASA	2824	Not Acceptable	No
10/06/2013 8:17	ASA344	B738	ASA	2752	Not Acceptable	No
10/06/2013 20:32	SWA324	B733	SWA	2798	Not Acceptable	No
10/07/2013 13:55	SWA3702	B737	SWA	2834	Not Acceptable	No
10/08/2013 19:47	SWA765	B737	SWA	2322	Not Acceptable	No
10/08/2013 23:20	DAL8926	A319	DAL	2824	Not Acceptable	No
10/09/2013 0:19	GTI8686	B763	GTI	895	Not Acceptable	No
10/09/2013 15:03	SWA2453	B737	SWA	2532	Not Acceptable	No
10/10/2013 7:39	SWA416	B737	SWA	2824	Not Acceptable	No
10/10/2013 13:41	SWA3702	B737	SWA	2808	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
10/10/2013 14:33	SWA8504	B737	SWA	2657	Not Acceptable	No
10/10/2013 17:59	AAY1018	MD88	AAY	2664	Not Acceptable	No
10/11/2013 17:44	DAL1374	A319	DAL	2509	Not Acceptable	No
10/11/2013 22:42	FDX1807	MD11	FDX	2732	Not Acceptable	No
10/12/2013 19:01	SWA698	B737	SWA	2775	Not Acceptable	No
10/13/2013 16:17	SWA3400	B737	SWA	2719	Not Acceptable	No
10/13/2013 17:05	SWA253	B733	SWA	2687	Not Acceptable	No
10/13/2013 19:49	SWA2160	B737	SWA	2680	Not Acceptable	No
10/14/2013 7:24	SWA416	B737	SWA	2893	Not Acceptable	No
10/14/2013 23:35	FDX12	MD11	FDX	2719	Not Acceptable	No
10/15/2013 19:49	SWA765	B737	SWA	2844	Not Acceptable	No
10/15/2013 21:55	SWA1703	B737	SWA	2349	Not Acceptable	No
10/15/2013 22:42	ASA358	B738	ASA	2618	Not Acceptable	No
10/16/2013 18:30	SWA229	B733	SWA	2870	Not Acceptable	No
10/16/2013 19:48	SWA2160	B737	SWA	2660	Not Acceptable	No
10/16/2013 22:47	FDX1802	A306	FDX	2690	Not Acceptable	No
10/17/2013 9:36	SWA2622	B737	SWA	2818	Not Acceptable	No
10/17/2013 18:35	SWA229	B733	SWA	2693	Not Acceptable	No
10/17/2013 20:03	SWA1029	B733	SWA	2276	Not Acceptable	No
10/17/2013 22:46	ASA358	B738	ASA	2404	Not Acceptable	No
10/18/2013 9:43	SWA3299	B737	SWA	2762	Not Acceptable	No
10/18/2013 18:30	SWA229	B733	SWA	2772	Not Acceptable	No
10/18/2013 20:04	SWA1029	B733	SWA	2821	Not Acceptable	No
10/19/2013 13:08	SWA883	B737	SWA	2867	Not Acceptable	No
10/19/2013 13:14	SWA1198	B733	SWA	2821	Not Acceptable	No
10/19/2013 17:40	SWA965	B737	SWA	2647	Safety/Emergency	Yes
10/19/2013 19:14	SWA867	B737	SWA	2828	Not Acceptable	No
10/20/2013 18:35	SWA229	B733	SWA	2851	Not Acceptable	No
10/20/2013 19:59	SWA1029	B737	SWA	2634	Not Acceptable	No
10/20/2013 22:04	SWA1959	B737	SWA	2467	Not Acceptable	No
10/22/2013 20:02	SWA2160	B737	SWA	2893	Not Acceptable	No
10/24/2013 18:04	ASA338	B734	ASA	2355	Not Acceptable	No
10/24/2013 18:52	SWA229	B737	SWA	2877	Not Acceptable	No
10/25/2013 12:03	DAL1160	A320	DAL	2670	Not Acceptable	No
10/25/2013 13:49	SWA3702	B737	SWA	2709	Not Acceptable	No
10/25/2013 17:51	SWA253	B733	SWA	2837	Not Acceptable	No
10/26/2013 9:56	SWA1675	B737	SWA	2896	Not Acceptable	No
10/26/2013 18:50	SWA973	B737	SWA	2887	Not Acceptable	No
10/28/2013 7:45	ASA344	B738	ASA	2814	Not Acceptable	No
10/29/2013 16:03	SWA3400	B737	SWA	2772	Not Acceptable	No
10/30/2013 12:20	SWA214	B733	SWA	2769	Not Acceptable	No
10/30/2013 19:54	SWA765	B737	SWA	2874	Not Acceptable	No
10/30/2013 20:16	SWA1029	B733	SWA	2893	Not Acceptable	No
10/30/2013 22:40	ASA358	B738	ASA	2299	Not Acceptable	No
10/31/2013 17:15	SWA253	B733	SWA	2837	Not Acceptable	No
10/31/2013 19:53	SWA1029	B737	SWA	2529	Not Acceptable	No
10/31/2013 23:37	FDX28	MD11	FDX	2473	Not Acceptable	No
11/01/2013 9:38	SWA2622	B737	SWA	2828	Not Acceptable	No
11/01/2013 19:32	SWA229	B733	SWA	2526	Not Acceptable	No
11/01/2013 20:04	SWA2160	B737	SWA	2887	Not Acceptable	No
11/02/2013 13:45	SWA883	B737	SWA	2890	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
11/02/2013 16:18	SWA1860	B737	SWA	2808	Not Acceptable	No
11/04/2013 7:17	SWA1461	B737	SWA	2742	Not Acceptable	No
11/05/2013 13:11	SWA3603	B737	SWA	2621	Not Acceptable	No
11/05/2013 14:04	SWA426	B733	SWA	2896	Not Acceptable	No
11/06/2013 7:45	ASA344	B738	ASA	2821	Not Acceptable	No
11/06/2013 19:49	SWA3464	B738	SWA	2854	Not Acceptable	No
11/07/2013 15:25	SWA578	B737	SWA	2854	Not Acceptable	No
11/07/2013 18:38	AAY1018	MD83	AAY	2398	Not Acceptable	No
11/07/2013 19:58	SWA3963	B737	SWA	2887	Not Acceptable	No
11/07/2013 22:41	SWA304	B733	SWA	2880	Not Acceptable	No
11/08/2013 19:49	SWA358	B737	SWA	2644	Not Acceptable	No
11/08/2013 23:31	ASA358	B737	ASA	2404	Not Acceptable	No
11/09/2013 11:52	ASA346	B738	ASA	2877	Not Acceptable	No
11/09/2013 15:39	SWA3525	B737	SWA	2513	Not Acceptable	No
11/09/2013 23:14	ASA358	B737	ASA	2421	Not Acceptable	No
11/10/2013 13:58	SWA426	B733	SWA	2637	Not Acceptable	No
11/10/2013 17:46	ASA338	B737	ASA	2870	Not Acceptable	No
11/11/2013 11:49	ASA346	B738	ASA	2545	Not Acceptable	No
11/11/2013 22:16	SWA304	B733	SWA	2834	Not Acceptable	No
11/11/2013 23:31	ASA358	B737	ASA	2667	Not Acceptable	No
11/14/2013 15:05	SWA578	B737	SWA	2837	Not Acceptable	No
11/14/2013 17:35	ASA338	B737	ASA	2578	Not Acceptable	No
11/14/2013 19:50	SWA358	B737	SWA	2765	Not Acceptable	No
11/15/2013 11:40	ASA346	B739	ASA	2667	Not Acceptable	No
11/15/2013 15:02	SWA578	B737	SWA	2398	Not Acceptable	No
11/15/2013 17:57	SWA912	B737	SWA	2660	Not Acceptable	No
11/16/2013 17:46	SWA2020	B733	SWA	2821	Not Acceptable	No
11/17/2013 17:48	ASA338	B737	ASA	2283	Not Acceptable	No
11/17/2013 18:01	AAY1018	MD88	AAY	2851	Not Acceptable	No
11/18/2013 11:49	ASA346	B738	ASA	2762	Not Acceptable	No
11/18/2013 12:01	N80QJ	GLF4		2299	Not Acceptable	No
11/18/2013 14:19	SWA426	B733	SWA	2762	Not Acceptable	No
11/18/2013 17:48	ASA338	B737	ASA	2805	Not Acceptable	No
11/18/2013 22:41	FDX1802	A306	FDX	2532	Not Acceptable	No
11/18/2013 23:22	ASA358	B737	ASA	2709	Not Acceptable	No
11/19/2013 9:45	SWA402	B737	SWA	2828	Not Acceptable	No
11/19/2013 13:20	SWA3603	B737	SWA	2841	Not Acceptable	No
11/21/2013 20:30	SWA3963	B737	SWA	2837	Not Acceptable	No
11/22/2013 11:42	ASA346	B738	ASA	2870	Not Acceptable	No
11/22/2013 19:25	AAY1002	MD83	AAY	2874	Not Acceptable	No
11/22/2013 21:06	SWA2223	B737	SWA	2844	Not Acceptable	No
11/23/2013 15:51	SWA3525	B737	SWA	2621	Not Acceptable	No
11/23/2013 23:14	ASA358	B737	ASA	2447	Not Acceptable	No
11/24/2013 1:02	SWA8504	B737	SWA	1883	Not Acceptable	No
11/24/2013 9:15	DAL2413	A319	DAL	2814	Not Acceptable	No
11/24/2013 19:42	SWA3464	B738	SWA	2736	Not Acceptable	No
11/24/2013 23:22	ASA358	B737	ASA	2654	Not Acceptable	No
11/25/2013 9:33	SWA1876	B733	SWA	2634	Not Acceptable	No
11/25/2013 18:14	SWA912	B737	SWA	3011	Safety/Emergency	Yes
11/25/2013 18:14	SWA912	B737	SWA	2860	Safety/Emergency	Yes
11/25/2013 22:45	FDX1807	DC10	FDX	2742	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
11/26/2013 10:58	FDX3844	A306	FDX	2746	Not Acceptable	No
11/26/2013 11:46	ASA346	B738	ASA	2877	Not Acceptable	No
11/26/2013 13:23	SWA3264	B737	SWA	2857	Not Acceptable	No
11/26/2013 18:48	SWA3083	B733	SWA	2637	Not Acceptable	No
11/26/2013 19:54	SWA1999	B737	SWA	2883	Not Acceptable	No
11/26/2013 19:58	SWA4421	B737	SWA	2874	Not Acceptable	No
11/26/2013 23:25	ASA358	B737	ASA	2890	Not Acceptable	No
11/27/2013 7:09	SWA3100	B737	SWA	2647	Not Acceptable	No
11/27/2013 18:32	SWA3083	B733	SWA	2470	Not Acceptable	No
11/27/2013 19:59	SWA1851	B737	SWA	2841	Not Acceptable	No
11/27/2013 22:32	SWA2223	B737	SWA	2670	Not Acceptable	No
11/28/2013 7:52	ASA344	B738	ASA	2860	Not Acceptable	No
11/28/2013 9:32	SWA546	B737	SWA	2736	Not Acceptable	No
11/28/2013 10:12	SWA11	B737	SWA	2145	Not Acceptable	No
11/28/2013 17:58	ASA338	B738	ASA	2280	Not Acceptable	No
11/28/2013 23:12	ASA358	B737	ASA	2043	Not Acceptable	No
11/29/2013 11:40	ASA346	B738	ASA	2795	Not Acceptable	No
11/29/2013 13:10	SWA813	B737	SWA	2831	Not Acceptable	No
11/29/2013 19:41	AAY1018	MD83	AAY	2729	Not Acceptable	No
11/30/2013 9:43	SWA2958	B737	SWA	2746	Not Acceptable	No
11/30/2013 20:12	SWA2170	B737	SWA	2837	Not Acceptable	No
12/01/2013 18:39	SWA3857	B733	SWA	2752	Not Acceptable	No
12/01/2013 23:47	SWA3206	B737	SWA	1745	Not Acceptable	No
12/02/2013 19:20	SWA3083	B737	SWA	2769	Not Acceptable	No
12/03/2013 2:57	AAY2018	MD83	AAY	2568	Not Acceptable	No
12/04/2013 14:08	SWA426	B733	SWA	2834	Not Acceptable	No
12/04/2013 16:10	SWA578	B737	SWA	2811	Not Acceptable	No
12/05/2013 7:42	ASA344	B738	ASA	2874	Not Acceptable	No
12/05/2013 18:02	AAY1018	MD83	AAY	2440	Not Acceptable	No
12/05/2013 20:22	SWA358	B737	SWA	2883	Not Acceptable	No
12/06/2013 15:19	SWA1356	B737	SWA	2791	Not Acceptable	No
12/07/2013 19:16	SWA1331	B737	SWA	2450	Not Acceptable	No
12/08/2013 7:39	ASA344	B738	ASA	2893	Not Acceptable	No
12/08/2013 18:33	AAY1018	MD83	AAY	2851	Not Acceptable	No
12/09/2013 19:29	SWA912	B737	SWA	2867	Not Acceptable	No
12/09/2013 19:44	SWA658	B733	SWA	2880	Not Acceptable	No
12/09/2013 20:05	SWA616	B737	SWA	2857	Not Acceptable	No
12/09/2013 22:37	FDX1802	A306	FDX	2759	Not Acceptable	No
12/10/2013 7:58	ASA344	B738	ASA	2831	Not Acceptable	No
12/10/2013 10:00	FDX3815	B752	FDX	2611	Not Acceptable	No
12/10/2013 20:13	SWA3464	B738	SWA	2896	Not Acceptable	No
12/11/2013 11:52	ASA346	B738	ASA	2860	Not Acceptable	No
12/11/2013 20:26	SWA3464	B738	SWA	2552	Not Acceptable	No
12/11/2013 22:16	SWA304	B737	SWA	2775	Not Acceptable	No
12/12/2013 7:27	SWA1461	B737	SWA	2483	Not Acceptable	No
12/12/2013 11:56	ASA346	B738	ASA	2883	Not Acceptable	No
12/12/2013 18:14	SWA912	B737	SWA	2814	Not Acceptable	No
12/12/2013 20:06	SWA3464	B738	SWA	2769	Not Acceptable	No
12/12/2013 23:33	SWA304	B737	SWA	2575	Not Acceptable	No
12/13/2013 1:17	PMM129	B734	PMM	1955	Not Acceptable	No
12/13/2013 11:52	ASA346	B738	ASA	2322	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
12/13/2013 14:00	SWA426	B733	SWA	2828	Not Acceptable	No
12/13/2013 15:14	SWA578	B737	SWA	2883	Not Acceptable	No
12/13/2013 22:32	FDX1802	DC10	FDX	2709	Not Acceptable	No
12/13/2013 23:07	ASA358	B737	ASA	2719	Not Acceptable	No
12/14/2013 10:45	FDX1890	DC10	FDX	2854	Not Acceptable	No
12/14/2013 17:46	SWA2020	B733	SWA	2765	Not Acceptable	No
12/15/2013 7:57	ASA344	B738	ASA	2864	Not Acceptable	No
12/15/2013 9:34	SWA48	B737	SWA	2814	Not Acceptable	No
12/15/2013 15:11	SWA578	B737	SWA	2867	Not Acceptable	No
12/15/2013 17:28	SWA2729	B737	SWA	2683	Not Acceptable	No
12/15/2013 17:54	ASA338	B737	ASA	2263	Not Acceptable	No
12/15/2013 19:31	SWA658	B733	SWA	1410	Not Acceptable	No
12/15/2013 23:24	ASA358	B734	ASA	2778	Not Acceptable	No
12/16/2013 9:30	SWA402	B737	SWA	2828	Not Acceptable	No
12/16/2013 11:51	ASA346	B738	ASA	2805	Not Acceptable	No
12/16/2013 17:46	ASA338	B737	ASA	2864	Not Acceptable	No
12/16/2013 20:18	SWA3963	B737	SWA	2690	Not Acceptable	No
12/17/2013 19:16	SWA658	B737	SWA	2890	Not Acceptable	No
12/17/2013 22:23	SWA304	B733	SWA	2739	Not Acceptable	No
12/17/2013 23:51	ASA358	B737	ASA	2417	Not Acceptable	No
12/18/2013 7:36	SWA1461	B737	SWA	2814	Not Acceptable	No
12/18/2013 21:54	SWA304	B733	SWA	1998	Not Acceptable	No
12/19/2013 7:19	SWA1461	B737	SWA	2736	Not Acceptable	No
12/19/2013 13:28	SWA3603	B737	SWA	2847	Not Acceptable	No
12/20/2013 7:00	SWA1576	B737	SWA	2818	Not Acceptable	No
12/20/2013 23:03	AAY202	MD83	AAY	2860	Not Acceptable	No
12/21/2013 11:52	ASA346	B738	ASA	2562	Not Acceptable	No
12/21/2013 13:31	SWA1324	B737	SWA	2749	Not Acceptable	No
12/21/2013 17:37	ASA338	B737	ASA	2739	Not Acceptable	No
12/22/2013 9:26	SWA48	B737	SWA	2877	Not Acceptable	No
12/22/2013 14:21	SWA426	B733	SWA	2391	Not Acceptable	No
12/22/2013 15:33	SWA1356	B737	SWA	2814	Not Acceptable	No
12/23/2013 14:30	SWA426	B733	SWA	2874	Not Acceptable	No
12/23/2013 15:38	SWA1356	B737	SWA	2874	Not Acceptable	No
12/23/2013 20:06	SWA358	B737	SWA	2870	Not Acceptable	No
12/23/2013 22:15	FDX1838	B752	FDX	2831	Not Acceptable	No
12/24/2013 15:22	SWA2507	B737	SWA	2726	Not Acceptable	No
12/24/2013 17:34	ASA338	B737	ASA	2434	Not Acceptable	No
12/24/2013 18:56	SWA658	B735	SWA	1896	Not Acceptable	No
12/25/2013 9:33	SWA402	B737	SWA	2736	Not Acceptable	No
12/25/2013 13:22	SWA1691	B737	SWA	2040	Not Acceptable	No
12/25/2013 13:58	SWA1336	B737	SWA	2194	Not Acceptable	No
12/25/2013 17:48	ASA338	B737	ASA	2874	Not Acceptable	No
12/25/2013 18:47	SWA4172	B737	SWA	2880	Not Acceptable	No
12/25/2013 23:12	ASA358	B737	ASA	2893	Not Acceptable	No
12/26/2013 13:43	SWA1621	B733	SWA	2824	Not Acceptable	No
12/26/2013 17:35	SWA3204	B737	SWA	2690	Not Acceptable	No
12/26/2013 20:18	SWA1860	B733	SWA	2391	Not Acceptable	No
12/26/2013 20:28	SWA2223	B737	SWA	2644	Not Acceptable	No
12/26/2013 23:02	SWA678	B738	SWA	2841	Not Acceptable	No
12/27/2013 20:18	SWA2223	B737	SWA	1774	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
12/27/2013 20:20	SWA1860	B733	SWA	2887	Not Acceptable	No
12/27/2013 22:47	SWA678	B738	SWA	2421	Not Acceptable	No
12/27/2013 22:49	ASA826	B738	ASA	2703	Not Acceptable	No
12/28/2013 11:48	ASA346	B738	ASA	2746	Not Acceptable	No
12/29/2013 9:12	SWA553	B737	SWA	2785	Not Acceptable	No
12/29/2013 15:25	SWA1356	B737	SWA	2185	Not Acceptable	No
12/30/2013 7:53	ASA344	B738	ASA	2860	Not Acceptable	No
12/30/2013 14:13	SWA426	B737	SWA	2578	Not Acceptable	No
12/30/2013 15:20	SWA578	B733	SWA	2828	Not Acceptable	No
12/30/2013 20:25	SWA658	B733	SWA	1371	Not Acceptable	No
12/30/2013 20:39	SWA3963	B737	SWA	2358	Not Acceptable	No
12/31/2013 9:28	SWA402	B737	SWA	2736	Not Acceptable	No
12/31/2013 9:34	N883LS	GLF4		2414	Not Acceptable	No
12/31/2013 9:34	N883LS	GLF4		2365	Not Acceptable	No
12/31/2013 9:45	SWA1876	B737	SWA	2542	Not Acceptable	No
12/31/2013 15:07	SWA240	B733	SWA	2693	Not Acceptable	No
12/31/2013 15:23	SWA1356	B733	SWA	2883	Not Acceptable	No
12/31/2013 15:25	SWA3603	B737	SWA	2801	Not Acceptable	No

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North Field Jet Departure Procedure

Sample Noncompliance Contact Letter

May 18, 2011

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

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

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

Please use Runway 11/29 for turbojet aircraft departures.

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

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

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

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North Field Quiet Hours Procedure

Sample Noncompliance Contact Letter

March 31, 2011

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

N97WC 20110330.doc

Helicopter Flight Procedure

Sample Noncompliance Contact Letter

FORM LETTER FOR HELICOPTER OPERATORS

[Company Name, Address]

Dear _____:

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

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

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

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

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

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

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

Name, title, email address

Cc: attachments

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