



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

First Quarter 2014



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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Park Close. Fly on time.

Table of Contents

(Click on a link below for direct access.)

[QUARTERLY AIRCRAFT NOISE REPORT INTRODUCTION](#)

[QUARTERLY REPORTS SUMMARY TABLE](#)

NORTH FIELD REPORTS

1. [Jet Aircraft Departure Procedure for Runways 28R/L](#)
2. [Jet Aircraft Landing Procedure for Runways 10R/L](#)
3. [North Field VFR Aircraft Departure Procedure](#)
4. [North Field Quiet Hours Procedures](#)
5. [North Field Quiet Hours SEL Report](#)

SOUTH FIELD REPORTS

6. [Runway 30 BFI Right Turn Departure Procedure](#)
7. [Silent 7 Night Departure Procedure](#)
8. [Rolling Take-off Night Departure Procedure](#)
9. [Runway 12 Night Departure Procedure](#)
10. [Engine Run-up Program](#)
11. [Runway 30 East Turn Departure Procedure](#)
12. [Cross Over 100 Degree Radial Procedure](#)

[MONTHLY AIRCRAFT NOISE COMPLAINT REPORTS](#)

[AIRPORT OPERATIONS SUMMARY TABLES](#)

[DEFINITIONS OF TERMINOLOGY FOR COMPLIANCE MONITORING](#)

APPENDICES

- [Jet Aircraft Departure List for Calendar Quarter](#)
- [Jet Aircraft Landing List for Calendar Quarter](#)
- [North Field VFR Departure List for Calendar Quarter](#)
- [North Field Quiet Hours Departure List for Calendar Quarter](#)
- [North Field Quiet Hours SEL List for Calendar Quarter](#)
- [Runway 30 BFI Right Turn Departure List for Calendar Quarter](#)
- [Silent 7 Night Departure List for Calendar Quarter](#)
- [Runway 12 Night Departure List for Calendar Quarter](#)

- [Engine Runup List for Calendar Quarter](#)
- [Runway 30 East Turn Departure List](#)
- [Cross Over 100 Degree Radial List](#)
- [Sample noncompliance letter for Jet Aircraft Departure Program](#)
- [Sample noncompliance letter for Jet Aircraft Landing Program](#)
- [Sample noncompliance letter for NF VFR Departure Program](#)
- [Sample noncompliance letter for NF Quiet Hours Program](#)

QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison First Quarter 2014				
	2013Q1		2014Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	97%	3%	95%	5%
Total Airport-wide Corporate Jet Departures	2,190	67	2,526	132
Runway 10R/L Jet Landing Compliance	79%	21%	79%	21%
Total Southeast Plan Corporate Jet Landings	54	14	225	60
North Field VFR Departure Compliance	97%	3%	97%	3%
Total Runways 28R/L & 33 Departures	967	27	831	25
North Field Quiet Hours Compliance	85%	15%	84%	16%
Total North Field Quiet Hours Departures	132	23	163	32
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	14,632	3	13,087	3
Silent8 Night Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,768	20	2,283	34
Runway 12 Night Departure Compliance	78%	22%	71%	29%
Total Runway 12 Night Turbojet Departures	14	4	124	50
Runway 30 East Turn Departure Compliance	98%	2%	97%	3%
Total Runway 30 East Turn Departures	3,421	85	2,941	85
100 Degree Radial Turbojet Landing Compliance	91%	9%	86%	14%
Total 100 Degree Radial Turbojet Landings	1,925	188	1,027	166
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	30	0	7	0

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

NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

The North Field Preferential Runway Use noise abatement procedure program states that the following aircraft should not depart from Runways 28R/L, nor land on Runways 10R/L, except during emergencies, whenever Runways 12/30 are closed or by any cause beyond the control of the Airport.

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

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

JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary First Quarter 2014				
	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	886	876	896	2,658
Compliant Corporate Jet Departures	839	829	858	2,526
Non-compliant Corporate Jet Departures	47	47	38	132
Corporate Jet Departure Compliance Rate	95%	95%	96%	95%
Excused Jet Departures	51	65	31	147
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,140	4,769	5,223	15,132
Compliant Airport-wide Jet Departures	5,093	4,722	5,185	15,000
Non-compliant Airport-wide Jet Departures	47	47	38	132
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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

JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary First Quarter 2014				
	January	February	March	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	3	229	53	285
Compliant SE Plan Corporate Jet Landings	3	185	37	225
Non-compliant SE Plan Corporate Jet Landings	0	44	16	60
SE Plan Corporate Jet Landing Compliance Rate	100%	81%	70%	79%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	23	1,226	314	1,563
Airport-wide Compliant SE Plan Jet Landings	23	1,182	298	1,503
Airport-wide Non-compliant SE Plan Landings	0	44	16	60
Airport-wide Jet Landing SE Plan Compliance Rate	100%	96%	95%	96%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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

NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

The North Field VFR (visual flight rules) noise abatement procedure is designed for Runways 28R/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 28R/L or 33 that flies over Alameda residential areas when it may have been safe to follow the VFR noise abatement procedure.

North Field VFR Aircraft Departure NAP Compliance Summary First Quarter 2014				
	January	February	March	Total
Total VFR Departures	305	249	302	856
Total VFR Departures Over Alameda	62	47	62	171
Compliant Departures	297	240	294	831
Non-compliant Departures	8	9	8	25
Compliance Rate	97%	96%	97%	97%

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

NORTH FIELD QUIET HOURS PROCEDURES

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

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

- Runways 10R and 28R are the preferred departure runways.
- No left turns from Runways 10R/L.
- No straight out departures from Runway 10L.
- All aircraft over 75,000 pounds are directed to use Runways 12/30.
- Use only full-length departures from the chosen North Field Runway.
- VFR and SALAD ONE IFR departures from Runway 28R
 - 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 10R/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 28L is the preferred landing runway.

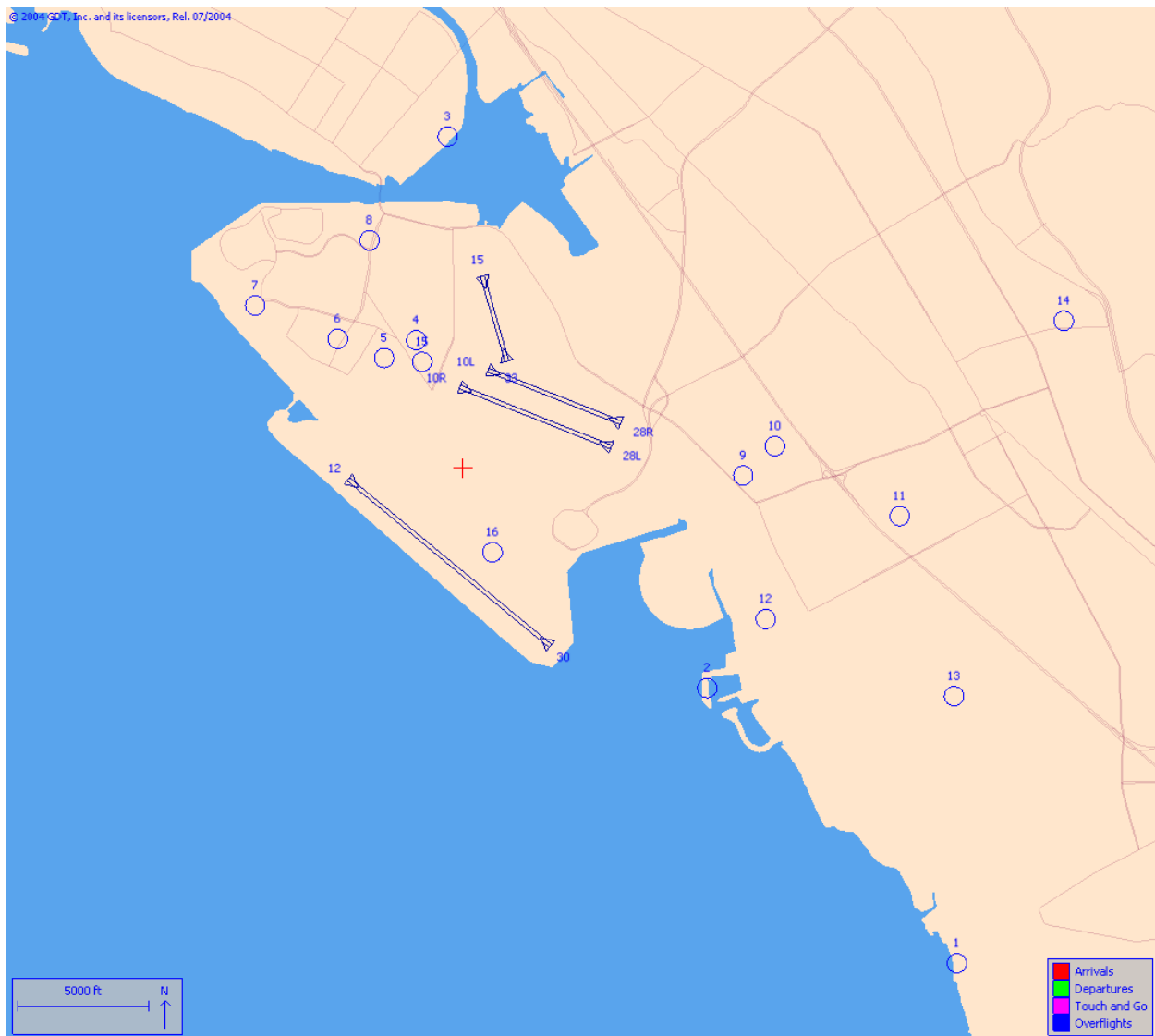
North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) First Quarter 2014				
	January	February	March	Quarterly
Total Night Departures (10:00 p.m. to 6:00 a.m.)	63	62	70	195
Compliant Night Departures	57	50	56	163
Average Compliant Departures per Night	1.8	1.6	1.8	1.8
Non-Compliant Night Departures	6	12	14	32
Average Non-Compliant Departures per Night	0.2	0.4	0.5	0.4
Night Departure Compliance Rate	90%	81%	80%	84%

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

NIGHTTIME SEL NOISE MEASUREMENTS REPORT

The Nighttime SEL Noise Measurements Report provides a summary of aircraft departure noise measurements of SEL (sound exposure level) that are equal to or greater than 80 dB (decibels). The data is being reported in this format to simplify the aircraft noise event review process by focusing on the most significant noise events and to the levels that may cause sleep disturbance for some residents in adjacent communities. All aircraft noise measurements between 10:00 p.m. and 6:00 a.m. are evaluated in this report. Supplementary tables 2 and 3 provide data for aircraft departure noise measurements based upon the runway used for departure. (Note: All community-based NMTs are included in the report with the exception of NMT 15, which is used for monitoring compliance with the aircraft engine maintenance run-up noise abatement program. For this purpose, noise measurements at NMT 15 are correlated with those at NMT 16 during aircraft engine run-up activities conducted in the Ground Run-up Enclosure or GRE.)

Noise Monitor Terminal (NMT) Locations



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

Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 195

First Quarter 2014 (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	3	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	5
2	32	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	36
3	41	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	44
4	59	42	0.5	7.4%	9	0.1	1.6%	21	0.2	3.7%	131
5	44	8	0.1	1.4%	7	0.1	1.2%	20	0.2	3.5%	79
6	12	7	0.1	1.2%	9	0.1	1.6%	16	0.2	2.8%	44
7	15	11	0.1	1.9%	13	0.1	2.3%	0	0.0	0.0%	39
8	19	20	0.2	3.5%	4	0.0	0.7%	0	0.0	0.0%	43
9	23	14	0.2	2.5%	19	0.2	3.4%	1	0.0	0.2%	57
10	52	37	0.4	6.5%	3	0.0	0.5%	0	0.0	0.0%	92
11	8	3	0.0	0.5%	1	0.0	0.2%	0	0.0	0.0%	12
12	28	11	0.1	1.9%	6	0.1	1.1%	0	0.0	0.0%	45
13	9	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	9
14	7	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	9
All NMTs	352	163	2	0	72	1	0	58	1	0	645

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

Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 126

First Quarter 2014 (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	41	3	0.0	1.3%	0	0.0	0.0%	0	0.0	0.0%	44
4	59	42	0.5	17.6%	9	0.1	3.8%	21	0.2	8.8%	131
5	44	8	0.1	3.3%	7	0.1	2.9%	20	0.2	8.4%	79
6	12	7	0.1	2.9%	9	0.1	3.8%	16	0.2	6.7%	44
7	15	11	0.1	4.6%	13	0.1	5.4%	0	0.0	0.0%	39
8	19	20	0.2	8.4%	4	0.0	1.7%	0	0.0	0.0%	43
Total	190	91	1.0		42	0.5		57	0.6		380

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 69

First Quarter 2014 (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	32	3	0.0	0.9%	1	0.0	0.3%	0	0.0	0.0%	36
9	23	14	0.2	4.3%	19	0.2	5.8%	1	0.0	0.3%	57
10	52	37	0.4	11.3%	3	0.0	0.9%	0	0.0	0.0%	92
11	8	3	0.0	0.9%	1	0.0	0.3%	0	0.0	0.0%	12
12	28	11	0.1	3.4%	6	0.1	1.8%	0	0.0	0.0%	45
13	9	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	9
14	7	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	9
Total	159	70	0.8		30	0.3		1	0.0		260

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

SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

Turbojet aircraft should not make a right turn on departure from Runway 30 and pass over Bay Farm Island. This noise abatement procedure is historically referred to as the “No Right Turn Climb-out Departure Procedure”.

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary First Quarter 2014				
	January	February	March	Quarter
Runway 30 Turbojet Departures	4,991	3,347	4,752	13,090
Compliant Departures	4,990	3,345	4,752	13,087
Non-compliant Departures	1	0	2	3
Percentage of Non-compliance	0.0%	0.1%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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

SILENT SEVEN DEPARTURE PROCEDURE

The Silent Seven departure is a FAA instrument departure procedure at Oakland International Airport established to reduce noise on residential communities at nighttime. The Silent Seven departure procedure is described as a turbojet aircraft take-off from Runway 30 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 30 turbojet aircraft departures.

Silent 7 Night Departure NAP Compliance Summary 10:00 pm - 7:00 am First Quarter 2014				
	January	February	March	Quarter
Runway 30 Nighttime Turbojet Departures	915	563	839	2,317
Buffer Time Departures	4	6	6	16
Compliant Departures	906	557	820	2,283
Non-compliant Departures	9	6	19	34
Compliance Rate	99%	99%	98%	99%

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

ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

The rolling takeoff noise abatement departure procedure was designed to reduce the impacts to San Leandro residents from back-blast noise generated by late night Runway 30 departures of FedEx jet aircraft between the hours of 1:00 a.m. and 5:00 a.m.. Aircraft noise measurements taken at NMT #2, located at the San Leandro Marina, are compared with those measurements taken in 2002 prior to implementation of the noise abatement procedure. During late nighttime hours, an air traffic controller will give “departure clearance” as the aircraft is entering the runway so that the aircraft will continue its departure roll down the runway without stopping. This action is considered a rolling takeoff.

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First Quarter 2014, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
First Quarter 2014 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	132	44	34	68	78	24
MD11	171	57	49	70	79	25
A306	96	32	20	67	76	19
B757	155	52	39	67	76	23
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-43	2	-1	0	2
MD11		25	36	0	0	1
A306		-35	-1	0	-1	-6
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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

Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First Quarter 2013, NMT 2					
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)
Baseline (November 2002) [A]					
B727	104	101	76	87	44
DC10/MD10	87	32	69	78	22
MD11	32	13	70	79	24
A306	67	21	67	77	25
First Quarter 2013 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B727	0	-	-	-	-
DC10/MD10	147	49	96	68	24
MD11	194	65	145	69	23
A306	223	74	108	65	18
B757	63	21	26	65	15
Difference [A-B]					
B727		-104	-101	-76	-87
DC10/MD10		-38	64	-1	0
MD11		33	132	-1	-1
A306		7	87	-2	-2
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)					

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

RUNWAY 12 NIGHT DEPARTURE PROCEDURE

The Runway 12 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 12 and make a right turn to a heading of 140 degrees between 10:00 p.m. and 6:00 a.m..

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 6:00 AM) First Quarter 2014				
	January	February	March	Quarter
Jet Departures	2	125	47	174
Non-Compliant Departures	0	38	12	50
Compliant Departures	2	87	35	124
Compliance Rate	100%	70%	74%	71%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 6:00 a.m. nightly.				

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

ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program First Quarter 2014				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	0	0
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	4	2	1	7
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	4	2	1	7
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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

RUNWAY 30 EAST TURN DEPARTURES AT 3,000 FT. PROCEDURE

Runway 30 turbojet departures should not turn right over Alameda residential areas until reaching 3,000 feet above airport ground level.

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary First Quarter 2014				
	January	February	March	Quarter
Total Runway 30 East Turn Turbojet Departures	1,153	798	1,075	3,026
Non-compliant Turbojet Departures	22	32	31	85
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,131	766	1,044	2,941
Compliance Rate	98%	96%	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.				

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

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

For Runway 30 downwind approaches over the East Bay, turbojet aircraft should not be descended below 3,000 feet above airport ground level until crossing the OAK 100 degree radial.

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary First Quarter 2014				
	January	February	March	Quarter
Turbojets on Downwind RWY 30 Approach	689	448	694	1,831
Non-compliant Turbojets	77	40	49	166
Total Turbojet Aircraft Above 3K Feet ASL*	612	408	645	1,665
Compliance Rate	89%	91%	93%	91%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant.				

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

**Oakland International Airport
Noise Complaint Summary
January 2014**

Community	Callers	Complaints
Alameda(BFI)	17	36
Alameda(Central)	5	18
Berkeley	2	7
Castro Valley	0	0
Fremont	1	3
Hayw ard	2	28
Marin County	0	0
Milpitas	0	0
New ark	0	0
Oakland	1	1
Piedmont	0	0
San Francisco	0	0
San Leandro	5	49
San Lorenzo	0	0
Other Communities	1	1
Total	34	143
Complaints by Time of Day		
Day (0700 - 1900)		98
Evening (1900 - 2200)		27
Night (2200 - 0700)		18
Complaints by Type of Operation		
Arrivals		49
Departures		83
Over-flights		11
Touch & Go		0
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Helicopter		30
Jet		89
Military		1
Not Reported		0
Other		20
Propeller		3

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

**Oakland International Airport
Noise Complaint Summary
February 2014**

Community	Callers	Complaints
Alameda(BFI)	18	29
Alameda(Central)	6	41
Berkeley	1	1
Castro Valley	2	2
Fremont	0	0
Hayw ard	2	2
Marin County	0	0
Milpitas	0	0
New ark	0	0
Oakland	2	2
Piedmont	0	0
San Francisco	0	0
San Leandro	6	79
San Lorenzo	0	0
Other Communities	6	8
Total	43	164
Complaints by Time of Day		
Day (0700 - 1900)	141	
Evening (1900 - 2200)	3	
Night (2200 - 0700)	20	
Complaints by Type of Operation		
Arrivals	59	
Departures	85	
Over-flights	20	
Touch & Go	0	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Helicopter	44	
Jet	84	
Military	1	
Not Reported	0	
Other	1	
Propeller	34	

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

**Oakland International Airport
Noise Complaint Summary
March 2014**

Community	Callers	Complaints
Alameda(BFI)	13	20
Alameda(Central)	1	11
Berkeley	1	1
Castro Valley	0	0
Fremont	2	3
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	4	8
Piedmont	0	0
San Francisco	0	0
San Leandro	3	94
San Lorenzo	1	2
Other Communities	4	11
Total	29	150
Complaints by Time of Day		
Day (0700 - 1900)		126
Evening (1900 - 2200)		12
Night (2200 - 0700)		12
Complaints by Type of Operation		
Arrivals		46
Departures		56
Over-flights		48
Touch & Go		0
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Helicopter		89
Jet		46
Military		0
Not Reported		0
Other		0
Propeller		15

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

AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) First Quarter 2014					
	January	February	March	Total	Percentage
Runway 28L	11	6	9	26	13%
Runway 28R	33	21	37	91	47%
Runway 33	6	1	2	9	5%
Alameda Overflights	50	28	48	126	65%
Runway 10L	6	23	11	40	21%
Runway 10R	7	11	11	29	15%
Runway 15	0	0	0	0	0%
San Leandro Overflights	13	34	22	69	35%
Total Departures	63	62	70	195	100%

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

North Field VFR/IFR Departures by Runway First Quarter 2014				
	January	February	March	Total
VFR Departures				
Runway 28L	32	16	26	74
Runway 28R	188	132	168	488
Runway 33	87	103	110	300
VFR Departures	307	251	304	862
IFR Departures				
Runway 28L	217	151	152	520
Runway 28R	481	377	452	1,310
Runway 33	134	91	112	337
IFR Departures	832	619	716	2,167
Total Departures	1,139	870	1,020	3,029

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

Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2014											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	216	74	-	-	-	15	54	521	1,683	-	2,273	2,273
	Helicopters	-	-	-	-	-	-	-	-	1	119	120	120
	Commercial Jets	1,188	9,813	11,001	-	-	-	1	115	124	-	240	11,241
	Military	-	4	4	-	-	-	-	-	1	-	1	5
	Propeller	2	3	5	64	85	20	13	241	1,253	-	1,676	1,681
	Regional Jets	86	581	667	-	-	-	3	25	102	-	130	797
	Turboprops	34	249	283	5	1	66	54	103	883	-	1,112	1,395
	Unknown	2	3	5	4	7	1	-	19	36	-	67	72
Sub-totals		1,528	10,727	11,965	73	93	102	125	1,024	4,083	119	5,619	17,584
Departures	Corporate Jets	32	2,124	2,156	-	15	49	255	73	110	-	502	2,658
	Helicopters	-	-	-	-	-	-	-	-	-	170	170	170
	Commercial Jets	1,313	10,193	11,506	-	-	2	8	81	6	-	97	11,603
	Military	-	2	2	-	-	-	1	-	-	-	1	3
	Propeller	3	11	14	84	541	82	9	132	1,031	-	1,879	1,893
	Regional Jets	82	771	853	-	-	-	11	4	1	-	16	869
	Turboprops	35	225	260	1	65	93	49	301	631	-	1,140	1,400
	Unknown	-	25	-	4	16	-	3	3	19	-	45	45
Sub-totals		1,465	13,351	14,791	89	637	226	336	594	1,798	170	3,850	18,641
Touch & Go Sub-totals		-	-	-	8	59	16	1	41	131	2	258	258
Grand Total		2,993	24,078	26,756	170	789	344	462	1,659	6,012	291	9,727	36,483

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS First Quarter 2014											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	1,188	9,813	11,001	-	-	-	1	115	124	-	240	11,241
	Regional Jets	86	581	667	-	-	-	3	25	102	-	130	797
Commercial Jet Sub-totals		1,274	10,394	11,668	-	-	-	4	140	226	-	370	12,038
	Corporate Jets	216	74	290	-	-	15	54	521	1,683	-	2,273	2,563
All Jet Arrivals Sub-totals		1,490	10,468	11,958	-	-	15	58	661	1,909	-	2,643	14,601
Departures	Commercial Jets	1,313	10,193	11,506	-	-	2	8	81	6	-	97	11,603
	Regional Jets	82	771	853	-	-	-	11	4	1	-	16	869
Commercial Jet Sub-totals		1,395	10,964	12,359	-	-	2	19	85	7	-	113	12,472
	Corporate Jets	32	2,124	2,156	-	15	49	255	73	110	-	502	2,658
All Jet Departures Sub-totals		1,427	13,088	14,515	-	15	51	274	158	117	-	615	15,130
Grand Total		2,917	23,556	26,473	-	15	66	332	819	2,026	-	3,258	29,731

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

DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

Airspace Conflict Potential: Pilot or air traffic controller may have needed to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur when aircraft depart from the North Field on a VFR flight or when jets land on Runway 12 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 12 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 28R/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 12/30 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 30 to depart for noise abatement purposes, FAA regulations allow pilots to request departure from Runways 28R/L. Also, FAA air traffic controllers at Northern California TRACON or the OAK Control Tower normally guide jet aircraft to land on Runway 12 during the Southeast Plan air traffic pattern. However, pilots may request to land on Runways 10R/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 12/30) 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 10R/L or 28R/L and flew over nearby residential areas.

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

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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

APPENDICES

Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/3/2014 12:26	GDG801	N51VL	LJ55	4575	28L	B	Pilot Requested	No
1/3/2014 12:28	N903JP	N903JP	C510	1750	28R	B	Pilot Refusal	No
1/4/2014 8:33	N295	N295	C25A	3754	28L	B	ATC Did Not Advise	No
1/5/2014 7:40	DCM6757	N298EF	LJ60	3312	28L	B	Departure Timing	No
1/5/2014 16:14	N991TW	N991TW	CL60	4540	28L	B	Pilot Refusal	No
1/6/2014 4:30	DCM6373	N44CK	C525	4517	28L	B	RWY 30 Routine Closure	Yes
1/6/2014 4:49	UPS2943	N316UP	B763	3247	28L	J	RWY 30 Routine Closure	Yes
1/6/2014 5:46	OPT325		E55P	3353	28L	B	RWY 30 Routine Closure	Yes
1/6/2014 11:48	N903JP	N903JP	C510	4265	28R	B	Pilot Refusal	No
1/7/2014 9:35	DCM6372	N525CR	C25B	3301	28R	B	Pilot Refusal	No
1/7/2014 18:24	N930MG	N930MG	C650	375	28R	B	Departure Timing	No
1/8/2014 16:00	BJS536	N536FX	CL30	4520	28R	B	Departure Timing	No
1/9/2014 0:18	VOI971	N62LT	A319	3270	28R	J	Runway Maintenance	Yes
1/9/2014 5:46	N903JP	N903JP	C510	4561	28R	B	Pilot Refusal	No
1/9/2014 11:37	LN744AT		C550	6350	28R	B	Lifeguard Medical	Yes
1/10/2014 12:12	N45FG	N45FG	LJ35	4244	30	B	System Error	Yes
1/10/2014 14:23	DCM2373	N44CK	C525	4261	28R	B	Pilot Refusal	No
1/10/2014 15:15	N828PA	N828PA	EA50	3621	28R	B	Pilot Refusal	No
1/10/2014 16:09	N200BH	N200BH	GALX	6326	28L	B	ATC Did Not Advise	No
1/10/2014 21:02	EJM265		GLF4	3314	28R	B	Pilot Requested	No
1/10/2014 21:24	LN903JP		C510	3344	28R	B	Lifeguard Medical	Yes
1/11/2014 22:10	KFS84		LJ35	3256	28L	B	Pilot Requested	No
1/12/2014 9:13	DCM6373	N44CK	C525	4512	28R	B	Pilot Refusal	No
1/12/2014 9:41	N631DV	N631DV	GALX	1725	28L	B	Pilot Requested	No
1/12/2014 21:42	TWY21		C25B	4276	28R	B	ATC Did Not Advise	No
1/13/2014 1:42	SWA2677	N714CB	B737	3236	28L	J	RWY 30 Routine Closure	Yes
1/13/2014 2:23	VOI907		A320	3323	28L	J	RWY 30 Routine Closure	Yes
1/13/2014 4:36	UPS2943	N313UP	B763	3336	28L	J	RWY 30 Routine Closure	Yes
1/13/2014 6:19	GDG801	N51VL	LJ55	4202	28L	B	ATC Did Not Advise	No
1/13/2014 8:41	KFS51		LJ35	6355	28L	B	Lifeguard Medical	Yes
1/13/2014 8:45	DCM6372	N525CR	C25B	1737	28L	B	Pilot Refusal	No
1/13/2014 8:55	KFS84		LJ35	4533	28R	B	Pilot Requested	No
1/13/2014 14:27	N682CE	N682CE	C560	4246	28R	B	Pilot Requested	No
1/13/2014 16:11	GDG802		LJ55	4234	28L	B	Pilot Requested	No
1/14/2014 10:52	N605ML	N605ML	H25B	6323	28L	B	ATC Did Not Advise	No
1/14/2014 12:12	DCM6373	N44CK	C525	4544	28R	B	Lifeguard Medical	Yes
1/15/2014 21:18	DCM6373	N44CK	C525	4230	28R	B	Lifeguard Medical	Yes
1/16/2014 12:13	N991TW	N991TW	CL60	3731	28L	B	Pilot Refusal	No
1/16/2014 14:40	N32HM	N32HM	LJ35	3766	28R	B	Pilot Requested	No
1/16/2014 14:50	N520RP	N520RP	CL30	3244	28L	B	Pilot Requested	No
1/17/2014 7:59	GDG802		LJ55	4520	28L	B	Pilot Requested	No
1/17/2014 16:28	DCM6372	N525CR	C25B	3620	28L	B	Pilot Refusal	No
1/17/2014 19:11	DCM6373	N44CK	C525	4274	28L	B	Pilot Refusal	No
1/18/2014 21:05	DCM6373	N44CK	C525	4547	28R	B	Lifeguard Medical	Yes
1/19/2014 11:11	N444RF	N444RF	C560	6340	28L	B	Runway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/19/2014 11:21	AAY1017	N406NV	MD83	6362	28L	J	Runway Maintenance	Yes
1/19/2014 11:29	SWA148	N355SW	B733	3313	28R	J	Runway Maintenance	Yes
1/19/2014 11:34	SWA3576	N763SW	B737	3347	28L	J	Runway Maintenance	Yes
1/19/2014 11:36	SWA1173	N270WN	B737	3637	28L	J	Runway Maintenance	Yes
1/19/2014 11:37	SWA160	N372SW	B733	3306	28L	J	Runway Maintenance	Yes
1/19/2014 11:41	SWA4024	N792SW	B737	3724	28L	J	Runway Maintenance	Yes
1/19/2014 11:52	SWA1006	N487WN	B737	3605	28L	J	Runway Maintenance	Yes
1/19/2014 11:56	N2486B	N2486B	EA50	6373	28R	B	Runway Maintenance	Yes
1/19/2014 12:00	SWA782	N245WN	B737	6370	28L	J	Runway Maintenance	Yes
1/19/2014 12:05	SWA3193	N461WN	B737	3336	28L	J	Runway Maintenance	Yes
1/19/2014 12:11	SWA905	N730SW	B737	1732	28L	J	Runway Maintenance	Yes
1/19/2014 12:18	SKW4468	N616QX	CRJ7	3337	28L	R	Runway Maintenance	Yes
1/19/2014 12:20	XOJ551	N551XJ	CL30	3332	28L	B	Runway Maintenance	Yes
1/19/2014 12:48	AWE562		A319	1747	28L	J	Runway Maintenance	Yes
1/19/2014 12:50	SWA3049	N252WN	B737	3722	28L	J	Runway Maintenance	Yes
1/19/2014 12:52	OPT402	N402FL	BE40	3711	28R	B	Runway Maintenance	Yes
1/19/2014 13:03	ASA353	N564AS	B738	6356	28L	J	Runway Maintenance	Yes
1/19/2014 13:15	SKW4482	N814SK	CRJ9	1762	28L	R	Runway Maintenance	Yes
1/19/2014 13:19	SWA314	N205WN	B737	3745	28L	J	Runway Maintenance	Yes
1/19/2014 13:24	SWA4722	N289CT	B737	3666	28L	J	Runway Maintenance	Yes
1/19/2014 13:26	SWA475	N354SW	B733	3613	28L	J	Runway Maintenance	Yes
1/19/2014 13:35	NKS360	N525NK	A319	6325	28L	J	Runway Maintenance	Yes
1/19/2014 13:42	SWA3228	N7730A	B737	3342	28L	J	Runway Maintenance	Yes
1/19/2014 13:48	SWA515	N259WN	B737	6335	28L	J	Runway Maintenance	Yes
1/19/2014 14:05	SWA1617	N206WN	B737	3313	28L	J	Runway Maintenance	Yes
1/19/2014 14:14	SWA1007	N222WN	B737	3321	28L	J	Runway Maintenance	Yes
1/19/2014 14:28	SWA530	N743SW	B737	3625	28L	J	Runway Maintenance	Yes
1/19/2014 14:44	SWA702	N497WN	B737	1716	28R	J	Runway Maintenance	Yes
1/19/2014 14:50	SWA1346	N787SA	B737	3336	28L	J	Runway Maintenance	Yes
1/19/2014 14:53	SWA397	N355SW	B733	1733	28L	J	Runway Maintenance	Yes
1/20/2014 2:24	VOI907		A320	3371	28L	J	RWY 30 Routine Closure	Yes
1/20/2014 4:24	UPS2943	N332UP	B763	3322	28L	J	RWY 30 Routine Closure	Yes
1/20/2014 8:27	N2486B	N2486B	EA50	354	28R	B	Departure Timing	No
1/20/2014 10:59	DCM6373	N44CK	C525	4276	28R	B	Pilot Refusal	No
1/20/2014 16:08	GDG802		LJ55	4567	28L	B	Pilot Requested	No
1/21/2014 20:07	DCM6373	N44CK	C525	3203	28L	B	Lifeguard Medical	Yes
1/22/2014 6:59	DCM6373	N44CK	C525	4206	28R	B	Pilot Refusal	No
1/22/2014 13:26	N67SF	N67SF	C550	4272	28R	B	Pilot Requested	No
1/23/2014 6:21	N903JP	N903JP	C510	4525	28R	B	Pilot Refusal	No
1/23/2014 11:54	DCM6372		C25B	4554	28L	B	Lifeguard Medical	Yes
1/23/2014 19:57	N2486B	N2486B	EA50	1761	28R	B	Pilot Refusal	No
1/25/2014 14:46	N903JP	N903JP	C510	3726	28R	B	Pilot Refusal	No
1/27/2014 4:07	UPS2943	N352UP	B763	3361	28L	J	RWY 30 Routine Closure	Yes
1/27/2014 21:07	GDG802		LJ55	4531	28L	B	Lifeguard Medical	Yes
1/29/2014 9:27	N903JP	N903JP	C510	3335	28L	B	Pilot Refusal	No
1/29/2014 10:10	DCM6372	N525CR	C25B	3277	28L	B	Pilot Refusal	No
1/29/2014 15:36	N444RL	N444RL	EA50	6365	28R	B	Pilot Requested	No
1/29/2014 16:02	N991TW	N991TW	CL60	4552	28L	B	Pilot Refusal	No
1/30/2014 6:01	N903JP	N903JP	C510	4240	28R	B	Pilot Refusal	No
1/30/2014 14:27	LN325NW		LJ35	3732	28L	B	Lifeguard Medical	Yes
1/30/2014 18:46	N184TR	N184TR	H25B	4554	28R	B	ATC Did Not Advise	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/31/2014 9:12	N903JP	N903JP	C510	3616	28L	B	Pilot Refusal	No
1/31/2014 14:30	DCM6373	N44CK	C525	6330	28L	B	Pilot Refusal	No
1/31/2014 18:13	XAFLM		C680	6327	28R	B	ATC Instructions	No
2/1/2014 13:25	N828PA	N828PA	EA50	3642	28R	B	Pilot Refusal	No
2/3/2014 3:54	N278GA	N278GA	GALX	3364	28L	B	RWY 30 Routine Closure	Yes
2/3/2014 4:35	UPS2943	N351UP	B763	3241	28L	J	RWY 30 Routine Closure	Yes
2/3/2014 10:13	N903JP	N903JP	C510	6324	28L	B	Pilot Refusal	No
2/4/2014 10:27	GDG626	N626NT	F2TH	3675	28L	B	Pilot Requested	No
2/4/2014 13:59	N878HL	N878HL	GL5T	4542	28R	B	System Error	Yes
2/5/2014 10:55	X8PMSD		GLF5	3276	28L	B	Pilot Requested	No
2/5/2014 18:13	DCM6372	N525CR	C25B	4523	28R	B	Lifeguard Medical	Yes
2/6/2014 8:07	N247CJ	N247CJ	F900	6351	28R	B	Good Effort	Yes
2/6/2014 13:40	GDG802		LJ55	4540	28L	B	Pilot Requested	No
2/6/2014 15:08	N217GL	N217GL	C560	6367	28R	B	Pilot Requested	No
2/6/2014 15:11	DCM6373	N44CK	C525	3321	28R	B	Pilot Refusal	No
2/10/2014 4:39	UPS2943	N334UP	B763	3273	28L	J	RWY 30 Routine Closure	Yes
2/10/2014 13:51	N392SM	N392SM	C525	4202	28R	B	Pilot Requested	No
2/10/2014 14:54	KAI92		GLF5	4247	28R	B	System Error	Yes
2/10/2014 17:03	N786AC	N786AC	C525	1767	28R	B	Pilot Requested	No
2/11/2014 9:55	SWA2962	N792SW	B737	3701	28L	J	Runway Maintenance	Yes
2/11/2014 9:57	ASA359	N564AS	B738	6377	28L	J	Runway Maintenance	Yes
2/11/2014 10:03	SWA3275	N498WN	B737	6343	28L	J	Runway Maintenance	Yes
2/11/2014 10:05	SWA444		B737	3322	28L	J	Runway Maintenance	Yes
2/11/2014 10:23	SWA3139	N378SW	B733	6342	28L	J	Runway Maintenance	Yes
2/11/2014 10:28	DAL2446	N369NB	A319	3630	28L	J	Runway Maintenance	Yes
2/11/2014 10:35	SWA656	N249WN	B737	3371	28L	J	Runway Maintenance	Yes
2/11/2014 10:53	SWA646	N258WN	B737	1772	28L	J	Runway Maintenance	Yes
2/11/2014 10:57	SWA207	N691WN	B733	1735	28L	J	Runway Maintenance	Yes
2/11/2014 10:59	SWA4454	N275WN	B737	6332	28L	J	Runway Maintenance	Yes
2/11/2014 11:07	SWA153	N746SW	B737	3762	28L	J	Runway Maintenance	Yes
2/11/2014 11:15	N445QS	N445QS	GLF4	3342	28R	B	Runway Maintenance	Yes
2/11/2014 11:17	N416CC	N416CC	C550	3314	28R	B	Runway Maintenance	Yes
2/11/2014 11:23	SWA416	N386SW	B733	3627	28L	J	Runway Maintenance	Yes
2/11/2014 11:34	SWA160	N728SW	B737	3330	28L	J	Runway Maintenance	Yes
2/11/2014 11:39	SWA3576	N554WN	B737	3341	28L	J	Runway Maintenance	Yes
2/11/2014 11:43	SWA4024		B737	3613	28L	J	Runway Maintenance	Yes
2/11/2014 11:54	SKW4468		CRJ7	3321	28L	R	Runway Maintenance	Yes
2/11/2014 11:56	SWA2781	N489WN	B737	3657	28L	J	Runway Maintenance	Yes
2/11/2014 12:12	SWA782	N448WN	B737	3214	28L	J	Runway Maintenance	Yes
2/11/2014 12:14	SWA9011	N904WN	B737	3205	28L	J	Runway Maintenance	Yes
2/11/2014 12:35	AWE562	N807AW	A319	6341	28L	J	Runway Maintenance	Yes
2/11/2014 12:42	SWA2137	N255WN	B737	3366	28L	J	Runway Maintenance	Yes
2/11/2014 12:54	XOJ706	N706XJ	C750	3301	28R	B	Runway Maintenance	Yes
2/11/2014 12:56			H25B	3275	28R	B	Runway Maintenance	Yes
2/11/2014 12:58	ASA353	N556AS	B738	6322	28L	J	Runway Maintenance	Yes
2/11/2014 13:02	SWA3049	N246LV	B737	3716	28L	J	Runway Maintenance	Yes
2/11/2014 13:06	N314AD	N314AD	ASTR	1720	28L	B	Runway Maintenance	Yes
2/11/2014 13:08	EJA265	N265QS	F2TH	3713	28R	B	Runway Maintenance	Yes
2/11/2014 13:16	SWA140	N353SW	B733	3722	28L	J	Runway Maintenance	Yes
2/11/2014 13:20	N614AF	N614AF	CL60	4222	28R	B	Runway Maintenance	Yes
2/11/2014 13:22	EJA301	N301QS	C680	4216	28R	B	Runway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/11/2014 13:26	SKW4482	N820SK	CRJ9	3303	28L	R	Runway Maintenance	Yes
2/11/2014 13:28	SWA314	N762SW	B737	3726	28L	J	Runway Maintenance	Yes
2/11/2014 13:37	SWA3228	N244WN	B737	1767	28L	J	Runway Maintenance	Yes
2/11/2014 13:39	SWA1617	N952WN	B737	3221	28L	J	Runway Maintenance	Yes
2/11/2014 13:40	N907DF	N907DF	C650	4516	28R	B	Runway Maintenance	Yes
2/11/2014 13:43	NKS360	N527NK	A319	6324	28L	J	Runway Maintenance	Yes
2/11/2014 13:49	SWA4722	N206WN	B737	3335	28L	J	Runway Maintenance	Yes
2/11/2014 14:02	SWA702	N7704B	B737	3242	28L	J	Runway Maintenance	Yes
2/11/2014 14:17	SWA764	N959WN	B737	1726	28L	J	Runway Maintenance	Yes
2/11/2014 14:18	SWA515	N903WN	B737	1734	28L	J	Runway Maintenance	Yes
2/11/2014 14:23	SWA530	N782SA	B737	3260	28L	J	Runway Maintenance	Yes
2/11/2014 14:24	SWA1007	N7742B	B737	3316	28L	J	Runway Maintenance	Yes
2/11/2014 14:36	SWA795	N8317M	B738	3655	28L	J	Runway Maintenance	Yes
2/11/2014 14:38	EJA253	N253QS	F2TH	3601	28R	B	Runway Maintenance	Yes
2/11/2014 14:42	N361PJ	N361PJ	LJ35	3744	28L	B	Runway Maintenance	Yes
2/11/2014 14:45	SWA1346	N758SW	B737	3356	28L	J	Runway Maintenance	Yes
2/11/2014 14:47	SWA2588	N717SA	B737	6304	28L	J	Runway Maintenance	Yes
2/11/2014 14:53	N540CH	N540CH	GLEX	3224	28R	B	Runway Maintenance	Yes
2/11/2014 16:29	FLC57		LJ60	367	28L	B	FAA Flight Check	No
2/12/2014 12:04	DCM6372	N525CR	C25B	1730	28L	B	Pilot Refusal	No
2/12/2014 13:18	GDG801	N51VL	LJ55	4236	28L	B	Pilot Refusal	No
2/12/2014 13:38	KAI92		GLF5	4526	30	B	System Error	Yes
2/12/2014 20:02	N786AC	N786AC	C525	3277	28R	B	Pilot Requested	No
2/12/2014 21:22	N2107Z	N2107Z	GLF4	3314	28L	B	Pilot Requested	No
2/13/2014 8:16	N615PG	N615PG	E135	3367	28R	R	ATC Instructions	No
2/13/2014 9:41	N778TC	N778TC	EA50	3213	28R	B	ATC Instructions	No
2/13/2014 10:21	EJA930		C750	3726	28R	B	ATC Instructions	No
2/13/2014 10:38	RSP059	N586JP	E50P	1767	28R	B	ATC Instructions	No
2/13/2014 11:16	N50VC	N50VC	GL5T	6357	28L	B	ATC Instructions	No
2/13/2014 12:01	N619AT	N619AT	C750	3717	28L	B	ATC Instructions	No
2/13/2014 12:02	ASP234		C56X	4256	28L	B	ATC Instructions	No
2/13/2014 13:01	N35BG	N35BG	LJ35	4253	28R	B	ATC Instructions	No
2/13/2014 13:13	N134FM	N134FM	C56X	3721	28L	B	ATC Request	No
2/13/2014 14:09	N903JP	N903JP	C510	3712	28R	B	Pilot Refusal	No
2/14/2014 6:19	DCM6372	N525CR	C25B	3226	28R	B	Pilot Refusal	No
2/14/2014 8:54	N903JP	N903JP	C510	3265	28R	B	Pilot Refusal	No
2/14/2014 11:21	N610JC	N610JC	C550	3210	28R	B	Pilot Requested	No
2/14/2014 15:22	N903JP	N903JP	C510	1754	28R	B	Pilot Refusal	No
2/15/2014 9:42	DCM6373	N44CK	C525	4570	28R	B	Pilot Refusal	No
2/15/2014 10:14	DCM2372	N525CR	C25B	1760	28L	B	Pilot Refusal	No
2/15/2014 11:28	SIS789		C550	3214	28R	B	System Error	Yes
2/16/2014 14:32	GDG801	N51VL	LJ55	1720	28L	B	Pilot Requested	No
2/16/2014 15:08	EJA716	N716QS	GALX	1732	28R	B	Pilot Requested	No
2/17/2014 4:42	UPS2943	N356UP	B763	3374	28L	J	RWY 30 Routine Closure	Yes
2/17/2014 6:04	DCM6373	N44CK	C525	4503	28L	B	Pilot Refusal	No
2/18/2014 6:19	N903JP	N903JP	C510	4571	28L	B	Pilot Refusal	No
2/18/2014 18:49	N61VC	N61VC	BE40	4250	28R	B	Pilot Requested	No
2/20/2014 5:27	OPT329		E55P	3236	28L	B	Pilot Requested	No
2/20/2014 14:15	N2486B	N2486B	EA50	1766	28R	B	Pilot Refusal	No
2/20/2014 21:12	DCM6373	N44CK	C525	4537	28R	B	Lifeguard Medical	Yes
2/21/2014 8:59	DCM6372	N525CR	C25B	3327	28L	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/21/2014 13:07	GDG495	N495RS	GLF4	4523	28R	B	System Error	Yes
2/21/2014 15:08	N903JP	N903JP	C510	3605	28R	B	Pilot Refusal	No
2/21/2014 19:21	N786AC	N786AC	C525	3333	28R	B	Pilot Refusal	No
2/22/2014 11:50	N828PA	N828PA	EA50	3705	28L	B	Pilot Refusal	No
2/23/2014 14:51	N110PR	N110PR	PRM1	1757	28R	B	Pilot Requested	No
2/23/2014 17:31	DCM6372	N525CR	C25B	3761	28L	B	Pilot Refusal	No
2/24/2014 4:28	UPS2943	N358UP	B763	3366	28L	J	RWY 30 Routine Closure	Yes
2/24/2014 13:45	N499GB	N499GB	C680	1200	28R	B	Pilot Requested	No
2/24/2014 21:57	DCM6373	N44CK	C525	4521	28R	B	Lifeguard Medical	Yes
2/25/2014 9:21	DCM6373	N44CK	C525	4527	28R	B	Lifeguard Medical	Yes
2/25/2014 11:45	LN132LJ	N123LJ	LJ35	3324	28R	B	Lifeguard Medical	Yes
2/25/2014 13:07	JAS71		GLF5	4574	28R	B	Departure Timing	No
2/25/2014 13:50	N559HF	N559HF	C525	4217	28R	B	Pilot Requested	No
2/25/2014 17:38	N903JP	N903JP	C510	3622	28L	B	Pilot Refusal	No
3/2/2014 22:35	DCM2373	N44CK	C525	3362	28R	B	Pilot Refusal	No
3/3/2014 3:21	UPS2955		B763	3335	28L	J	RWY 30 Routine Closure	Yes
3/3/2014 4:41	UPS2943	N360UP	B763	3234	28L	J	RWY 30 Routine Closure	Yes
3/3/2014 5:46	OPT708	N708FL	C750	3325	28L	B	RWY 30 Routine Closure	Yes
3/3/2014 7:32	DCM6373	N44CK	C525	4213	28R	B	Pilot Refusal	No
3/3/2014 7:40	DCM6374		C680	3333	28R	B	Pilot Refusal	No
3/3/2014 9:25	N903JP	N903JP	C510	3676	28R	B	Pilot Refusal	No
3/4/2014 7:15	DCM6372	N525CR	C25B	3711	28R	B	Pilot Refusal	No
3/4/2014 8:08	N903JP	N903JP	C510	4550	28R	B	Pilot Refusal	No
3/4/2014 18:04	EJM901	N1901W	CL30	3220	28R	B	Pilot Requested	No
3/5/2014 7:40	LN99AG	N99AG	C25B	4207	28L	B	Lifeguard Medical	Yes
3/6/2014 16:21	DCM6373	N44CK	C525	6376	28L	B	Pilot Refusal	No
3/6/2014 16:53	N786AC	N786AC	C525	3640	28R	B	Pilot Refusal	No
3/6/2014 21:54	LN54DD		C560	3317	28R	B	Lifeguard Medical	Yes
3/7/2014 11:58	N552WF	N552WF	GLF4	3256	28L	B	Pilot Requested	No
3/7/2014 13:09	DCM6373	N44CK	C525	3610	28R	B	Pilot Refusal	No
3/8/2014 23:06	DCM6373	N44CK	C525	4207	28R	B	Pilot Refusal	No
3/9/2014 10:37	DCM6372	N525CR	C25B	4225	28L	B	Pilot Refusal	No
3/9/2014 11:21	N2486B	N2486B	EA50	3604	28R	B	Pilot Refusal	No
3/10/2014 2:23	VOI903	N519VL	A320	3303	28R	J	RWY 30 Routine Closure	Yes
3/10/2014 4:35	UPS2943	N350UP	B763	3246	28L	J	RWY 30 Routine Closure	Yes
3/10/2014 10:12	N828PA	N828PA	EA50	3651	28R	B	Pilot Refusal	No
3/10/2014 12:35	DCM6373	N44CK	C525	3603	28R	B	Pilot Refusal	No
3/10/2014 17:26	CFCLJ		LJ35	3734	28L	B	System Error	Yes
3/12/2014 10:26	KFS55		LJ35	1753	28R	B	Pilot Requested	No
3/12/2014 21:50	DCM6373	N44CK	C525	4542	28R	B	Lifeguard Medical	Yes
3/13/2014 17:10	LN132LJ	N123LJ	LJ35	3337	28R	B	Lifeguard Medical	Yes
3/14/2014 10:08	DCM6373	N44CK	C525	4550	28R	B	Pilot Refusal	No
3/14/2014 14:45	N828PA	N828PA	EA50	332	28R	B	Pilot Refusal	No
3/14/2014 16:35	DCM6372	N525CR	C25B	6307	28L	B	Lifeguard Medical	Yes
3/16/2014 15:59	N991TW	N991TW	CL60	4207	28L	B	Pilot Refusal	No
3/17/2014 4:27	UPS2943	N360UP	B763	3310	28L	J	RWY 30 Routine Closure	Yes
3/17/2014 12:15	DCM6372	N525CR	C25B	4207	28R	B	Pilot Refusal	No
3/17/2014 15:44	GDG802		LJ55	4277	28L	B	Pilot Requested	No
3/19/2014 10:17	N828PA	N828PA	EA50	3622	28R	B	Pilot Refusal	No
3/19/2014 10:36	DCM6372	N525CR	C25B	3271	28R	B	Pilot Refusal	No
3/20/2014 18:25	DCM2372	N525CR	C25B	4223	28R	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/21/2014 13:25	N86PC	N86PC	C550	1761	28L	B	Runway/Taxiway Maintenance	Yes
3/21/2014 14:02	SWA2944	N555LV	B737	3346	28L	J	Runway/Taxiway Maintenance	Yes
3/21/2014 14:04	N660AL	N660AL	CL30	3623	28L	B	Runway/Taxiway Maintenance	Yes
3/21/2014 14:40	LN250GP		MU30	3313	28R	B	Lifeguard Medical	Yes
3/21/2014 14:41	EJA643	N643QS	C56X	3345	28R	B	Runway/Taxiway Maintenance	Yes
3/21/2014 14:43	NKS360	N523NK	A319	3211	28L	J	Runway/Taxiway Maintenance	Yes
3/21/2014 14:48	SWA1565	N216WR	B737	3764	28L	J	Runway/Taxiway Maintenance	Yes
3/21/2014 14:53	SWA2718	N7746C	B737	3377	28L	J	Runway/Taxiway Maintenance	Yes
3/22/2014 17:58	N991TW	N991TW	CL60	4233	28L	B	Pilot Refusal	No
3/22/2014 23:21	LJY228	N228Y	CL30	3266	28R	B	Pilot Requested	No
3/23/2014 11:57	RPN43	N43XA	B734	3253	28L	J	Pilot Requested	No
3/23/2014 16:59	N456MF	N456MF	EA50	3716	28R	B	Pilot Requested	No
3/23/2014 18:08	N930MG	N930MG	C680	355	28R	B	Pilot Refusal	No
3/24/2014 2:30	VOI903	N508VL	A320	3325	28R	J	RWY 30 Routine Closure	Yes
3/24/2014 4:40	UPS2943	N326UP	B763	3266	28L	J	RWY 30 Routine Closure	Yes
3/24/2014 5:55	N960SF	N960SF	F900	3310	28L	B	RWY 30 Routine Closure	Yes
3/24/2014 14:54	N624BP	N624BP	GLEX	3763	28L	B	Pilot Requested	No
3/24/2014 16:20	N999VK	N999VK	CL60	1713	28L	B	Pilot Requested	No
3/26/2014 19:14	DCM6373	N44CK	C525	4244	28R	B	Lifeguard Medical	Yes
3/27/2014 6:19	N903JP	N903JP	C510	4252	28R	B	Pilot Refusal	No
3/27/2014 16:22	DCM6373	N44CK	C525	6337	28L	B	Pilot Refusal	No
3/28/2014 6:05	LN561SR	N511WV	C560	3203	28R	B	Lifeguard Medical	Yes
3/28/2014 6:55	N903JP	N903JP	C510	1723	28R	B	Pilot Refusal	No
3/29/2014 1:08	DCM6373	N44CK	C525	4224	28L	B	Lifeguard Medical	Yes
3/29/2014 12:52	N144AL	N144AL	C525	3325	28L	B	Pilot Requested	No
3/29/2014 13:45	GTH9	N963RS	F900	3652	28R	B	ATC Did Not Advise	No
3/30/2014 7:34	DCM6373	N44CK	C525	4243	28L	B	Lifeguard Medical	Yes
3/30/2014 8:59	N708GP	N708GP	C25A	3361	28R	B	Pilot Requested	No
3/31/2014 2:22	VOI903	N514VL	A320	3364	28R	J	RWY 30 Routine Closure	Yes
3/31/2014 5:02	UPS2943	N323UP	B763	3317	28L	J	RWY 30 Routine Closure	Yes
3/31/2014 10:21	N435HH	N435HH	LJ45	3741	28R	B	System Error	Yes
3/31/2014 17:27	DCM6373	N44CK	C525	4232	28R	B	Lifeguard Medical	Yes

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

Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
01/23/2014 9:27	N721ES	N721ES	C25A	3144	10R	B	Air Traffic Conflict	Yes
02/02/2014 9:07	N41VP	N41VP	C560	4227	10L	B	Pilot Requested	No
02/02/2014 13:22	N150HM	N150HM	G150	3140	10L	B	Pilot Requested	No
02/02/2014 13:59	N819AP	N819AP	GALX	4577	10R	B	Pilot Requested	No
02/02/2014 15:21	N988AG	N988AG	H25B	1775	10R	B	Pilot Requested	No
02/02/2014 17:08	EJA702	N702QS	GALX	4014	10R	B	Pilot Requested	No
02/02/2014 19:58	EJA919	N919QS	C750	7373	10L	B	Pilot Requested	No
02/06/2014 23:49	DCM6373	N44CK	C525	754	10L	B	Air Traffic Conflict	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
02/07/2014 7:51	N23VA	N23VA	EA50	4575	10L	B	Pilot Requested	No
02/07/2014 10:59	LXJ444	N444FX	LJ45	1037	10L	B	Air Traffic Conflict	Yes
02/07/2014 11:55	XOJ546	N546XJ	CL30	4571	10R	B	Pilot Requested	No
02/07/2014 14:41	N651CV	N651CV	C650	1056	10R	B	Air Traffic Conflict	Yes
02/07/2014 15:22	N117WR	N117WR	GLF4	7251	10R	B	Pilot Requested	No
02/07/2014 18:47	EJA253		F2TH	735	10R	B	Safety/Emergency	Yes
02/07/2014 18:49	SWA428	N771SA	B737	6722	10R	J	Runway/Taxiway Maintenance	Yes
02/08/2014 15:24	DCM6373	N44CK	C525	4533	10L	B	Lifeguard Medical	Yes
02/08/2014 21:16	XOJ789	N789XJ	C750	7244	10R	B	Pilot Requested	No
02/09/2014 0:04	XOJ545	N545XJ	CL30	1305	10R	B	Pilot Requested	No
02/09/2014 15:56	EJA350		C680	2754	10R	B	Pilot Requested	No
02/09/2014 18:25	GDG802		LJ55	4270	10R	B	Pilot Requested	No
02/10/2014 20:05	N886CE	N886CE	F2TH	2047	10R	B	Air Traffic Conflict	Yes
02/26/2014 10:29	RSP780	N210FF	E50P	1670	10R	B	Pilot Requested	No
02/26/2014 10:33	EJA665	N665QS	C56X	6505	10R	B	Pilot Requested	No
02/26/2014 10:34	TWY601		CL60	1030	10R	B	Pilot Requested	No
02/26/2014 11:04	OPT342	N342FL	E55P	1072	10R	B	Pilot Requested	No
02/26/2014 11:42	N100FJ	N100FJ	FA10	2060	10R	B	Pilot Requested	No
02/26/2014 11:59	N681CE	N681CE	C560	4557	10R	B	Pilot Requested	No
02/26/2014 12:23	XOJ537	N537XJ	CL30	1007	10R	B	Pilot Requested	No
02/26/2014 14:34	N31NS	N31NS	C560	556	10L	B	Pilot Requested	No
02/26/2014 14:57	JPT31		GLF3	1047	10L	B	Pilot Requested	No
02/26/2014 23:24	N903JP	N903JP	C510	7250	10R	B	Pilot Requested	No
02/26/2014 23:26	EJA566	N566QS	C56X	701	10R	B	Pilot Requested	No
02/27/2014 10:12	N580ML	N580ML	E135	7226	10R	R	Pilot Requested	No
02/27/2014 10:19	N200CV	N200CV	C750	507	10R	B	Pilot Requested	No
02/27/2014 11:52	EJA726	N726QS	GALX	4221	10L	B	Pilot Requested	No
02/27/2014 12:09	N91KC	N91KC	C650	1745	10R	B	Pilot Requested	No
02/27/2014 12:51	LXJ518	N518FX	CL30	2710	10R	B	Pilot Requested	No
02/27/2014 13:36	BJS610	N610FX	LJ40	1067	10R	B	Pilot Requested	No
02/27/2014 15:22	N260ER	N260ER	FA50	4510	10R	B	Air Traffic Conflict	Yes
02/27/2014 17:00	GDG495	N495RS	GLF4	4512	10R	B	Pilot Requested	No
02/27/2014 17:45	N300FS	N300FS	F2TH	4062	10R	B	Pilot Requested	No
02/27/2014 18:18	BJS610	N610FX	LJ40	2037	10R	B	Pilot Requested	No
02/27/2014 19:34	XOJ764	N764XJ	C750	1432	10R	B	Pilot Requested	No
02/27/2014 19:49	DCM6372	N525CR	C25B	4522	10R	B	Air Traffic Conflict	Yes
02/28/2014 8:17	N7CQ	N7CQ	C525	4231	10L	B	Pilot Requested	No
02/28/2014 10:35	EJA819	N819QS	C560	1532	10L	B	Pilot Requested	No
02/28/2014 13:37	LXJ540	N540FX	CL30	6055	10R	B	Pilot Requested	No
02/28/2014 15:54	DCM6374	N499GB	C680	1057	10R	B	Pilot Requested	No
02/28/2014 16:01	TWY21		C25B	6747	10L	B	Pilot Requested	No
02/28/2014 16:23	BJS519	N519FX	CL30	6053	10R	B	Pilot Requested	No
02/28/2014 17:53	EJA703P	N703QS	GALX	7350	10L	B	Pilot Requested	No
02/28/2014 17:58	N615PG	N615PG	E135	7255	10R	R	Pilot Requested	No
02/28/2014 18:33	OPT332	N332FL	E55P	3760	10R	B	Pilot Requested	No
02/28/2014 21:32	N278GS	N278GS	F2TH	7457	10R	B	Pilot Requested	No
02/28/2014 21:34	N776GM	N776GM	C650	1447	10R	B	Air Traffic Conflict	Yes
03/01/2014 9:43	N525NG	N525NG	C25A	1177	10R	B	Pilot Requested	No
03/01/2014 10:44	TMC818	N818TM	H25B	4051	10R	B	Pilot Requested	No
03/01/2014 10:48	C101		GLF5	1745	10R	B	Pilot Requested	No
03/01/2014 11:00	GDG802		LJ55	2041	10R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
03/01/2014 12:10	N231JH	N231JH	FA10	1302	10R	B	Pilot Requested	No
03/01/2014 12:25	N650CM	N650CM	C560	1366	10R	B	Pilot Requested	No
03/01/2014 13:09	TMC450	N450TM	BE40	1344	10L	B	Pilot Requested	No
03/01/2014 13:25	CFLFE		C560	7055	10R	B	Pilot Requested	No
03/01/2014 13:53	N353LS	N353LS	MUAL	343	10R	P	System Error	Yes
03/02/2014 12:01	TWY21	N213F	C25B	1316	10R	B	Pilot Requested	No
03/03/2014 23:07	BJS612	N612FX	LJ40	1043	10R	B	Pilot Requested	No
03/11/2014 15:29	N115K	N115K	C560	3613	10R	B	Pilot Requested	No
03/26/2014 7:10	N615PG	N615PG	E135	1045	10R	R	Air Traffic Conflict	Yes
03/26/2014 9:33	GDG801	N51VL	LJ55	3415	10R	B	Pilot Requested	No
03/29/2014 8:52	DCM6373	N44CK	C525	4226	10R	B	Lifeguard Medical	Yes
03/31/2014 8:32	EJA314	N314QS	E55P	4035	10R	B	Pilot Requested	No
03/31/2014 10:23	N837BA	N837BA	GLF5	6574	10R	B	Pilot Requested	No
03/31/2014 10:56	EJA372	N372QS	C680	567	10R	B	Pilot Requested	No
03/31/2014 12:33	EJA726	N726QS	GALX	3552	10R	B	Pilot Requested	No

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

North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
01/01/2014 15:03	33	N747JS	N747JS	PA28	313	Good Effort	Yes
01/02/2014 11:08	33	N6718P	N6718P	PA24	376	Good Effort	Yes
01/02/2014 11:10	28R	N458SP	N458SP	C172	351	Air Traffic Conflict	Yes
01/02/2014 13:06	33	N6085U	N6085U	P46T	1200	Air Traffic Conflict	Yes
01/02/2014 16:52	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
01/03/2014 17:43	28R	N2459P	N2459P	PA38	314	Good Effort	Yes
01/04/2014 0:32	28R	N366SL	N366SL	B350	325	Good Effort	Yes
01/04/2014 9:46	28R	N83225	N83225	P28R	365	Good Effort	Yes
01/04/2014 11:44	28R	NN79074		C182	1200	Air Traffic Conflict	Yes
01/04/2014 13:56	33	N411LR	N411LR	BL8	346	Good Effort	Yes
01/04/2014 14:55	33	N739UL	N739UL	C172	372	Good Effort	Yes
01/05/2014 13:33	33	N122AD	N122AD	HXB	327	Air Traffic Conflict	Yes
01/05/2014 13:56	28R	N95896	N95896	BC12	314	Good Effort	Yes
01/05/2014 15:29	28R	N9220Q	N9220Q	BE36	1200	Air Traffic Conflict	Yes
01/06/2014 23:44	PAD1	RCHMD1		HELO	1200	Lifeguard Medical	Yes
01/08/2014 12:11	28R	N242JH	N242JH	PC12	1200	Not Acceptable	No
01/08/2014 12:58	PAD1	N73SF	N73SF	HELO	1200	Good Effort	Yes
01/09/2014 18:55	PAD1	ARGUS1		HELO	364	System Error	Yes
01/12/2014 14:02	28R	N180GR	N180GR	C185	364	Good Effort	Yes
01/12/2014 14:07	28R	N9409W	N9409W	P28B	376	Air Traffic Conflict	Yes
01/12/2014 15:20	28R	N4317W	N4317W	BE36	1200	Air Traffic Conflict	Yes
01/12/2014 16:09	28R	N246DX	N246DX	SR22	342	Air Traffic Conflict	Yes
01/14/2014 14:13	33	N1945C	N1945C	C170	363	System Error	Yes
01/15/2014 7:21	28R	N242JH	N242JH	PC12	336	Not Acceptable	No
01/15/2014 10:48	33	N747JS	N747JS	P28A	375	Good Effort	Yes
01/16/2014 17:23	PAD1	ARGUS1	N510PD	HELO	362	Law Enforcement	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
01/17/2014 10:47	28R	N5888P	N5888P	PA24	1200	Good Effort	Yes
01/17/2014 11:55	33	N335D	N335D	BE60	323	Air Traffic Conflict	Yes
01/17/2014 15:00	33	N739UL	N739UL	C172	335	System Error	Yes
01/17/2014 18:36	28L	N985FE	N985FE	C208	1200	Air Traffic Conflict	Yes
01/18/2014 15:16	28R	N210MT	N210MT	C210	327	Not Acceptable	No
01/18/2014 18:19	28R	N210MT	N210MT	C210	354	Good Effort	Yes
01/18/2014 19:05	28R	N200WB	N200WB	BE20	1200	Not Acceptable	No
01/19/2014 10:54	28L				1200	Good Effort	Yes
01/19/2014 18:49	28R	N3504A	N3504A	C172	377	Good Effort	Yes
01/20/2014 11:35	28R	N328TA	N328TA	C172	367	Good Effort	Yes
01/20/2014 12:22	28R	N550EC	N550EC	BE20	1200	Good Effort	Yes
01/21/2014 2:14	PAD1	CHP30		HELO	1200	Law Enforcement	Yes
01/21/2014 9:09	28R	N2395V	N2395V	P28A	364	Not Acceptable	No
01/22/2014 12:04	28R	N206SU	N206SU	C206	365	Good Effort	Yes
01/22/2014 13:56	28R	N9136Q	N9136Q	BE36	1200	Air Traffic Conflict	Yes
01/22/2014 18:12	28L	N553TP	N553TP	PA28	1200	Not Acceptable	No
01/23/2014 8:33	33	PCM8721		C208	1200	Not Acceptable	No
01/23/2014 12:31	33	N3115M	N3115M	P46T	1200	Air Traffic Conflict	Yes
01/23/2014 14:50	PAD1	FLNT760		HELO	1200	Good Effort	Yes
01/24/2014 10:05	28R	N5755K	N5755K	BE55	350	Good Effort	Yes
01/24/2014 15:31	28R	CAP445		C172	334	Air Traffic Conflict	Yes
01/24/2014 15:55	33	N3115M	N3115M	P46T	320	Good Effort	Yes
01/25/2014 8:05	33	N739UL	N739UL	C172	1200	Good Effort	Yes
01/25/2014 9:52	33	CAP445	N445CP	C172	317	System Error	Yes
01/25/2014 13:17	28R	N9284M	N9284M	P28A	1200	Good Effort	Yes
01/25/2014 14:22	28L	N37343	N37343	C340	354	Touch & Go Training	Yes
01/25/2014 15:17	PAD1	N301HE	N301HE	HELO	353	Good Effort	Yes
01/25/2014 16:55	28R	N210MT	N210MT	C210	353	Good Effort	Yes
01/25/2014 18:54	28R	N9904V	N9904V	C172	354	Good Effort	Yes
01/26/2014 12:36	28R	N858P	N858P	BE55	1200	Air Traffic Conflict	Yes
01/26/2014 13:31	33	N4204T	N4204T	P28R	1200	Air Traffic Conflict	Yes
01/26/2014 18:24	28R	N824LB	N824LB	C172	361	Touch & Go Training	Yes
01/28/2014 13:47	PAD1	FLNT760	N540DB	HELO	377	Law Enforcement	Yes
01/28/2014 17:41	28R	N3115M	N3115M	P46T	364	Touch & Go Training	Yes
01/30/2014 10:30	28L	N328TA	N328TA	C172	355	Not Acceptable	No
01/31/2014 17:10	33	N739UL	N739UL	C172	323	System Error	Yes
02/01/2014 15:14	28R	N9287E	N9284M	P28A	322	System Error	Yes
02/01/2014 15:28	28L	N3587L	N3587L	HXA	377	Touch & Go Training	Yes
02/01/2014 15:51	33	N47952	N47952	P28A	1200	Air Traffic Conflict	Yes
02/03/2014 4:56	PAD1	REH1		HELO	1200	Not Acceptable	No
02/03/2014 13:11	28R				1200	Not Acceptable	No
02/04/2014 14:09	28R	N9284M	N9284M	PA28	1200	Air Traffic Conflict	Yes
02/04/2014 14:17	28R	N47952	N47952	P28A	345	Good Effort	Yes
02/04/2014 16:11	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
02/04/2014 17:15	PAD1	N442BN	N442BN	HELO	324	Good Effort	Yes
02/05/2014 9:07	PAD1	N442BN	N442BN	HELO	344	System Error	Yes
02/07/2014 13:06	PAD1	C6531		HELO	1200	Military Flight	Yes
02/10/2014 9:53	PAD1	C6515		HELO	350	Not Acceptable	No
02/10/2014 16:12	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
02/11/2014 10:19	PAD1	N73SF	N73SF	HELO	1200	Good Effort	Yes
02/12/2014 16:57	33	N739UL	N739UL	C172	354	System Error	Yes
02/12/2014 19:26	28R	N618JC	N618JC	PC12	337	Not Acceptable	No
02/13/2014 16:09	28R	N717BC	N717BC	HXB	340	Touch & Go Training	Yes
02/13/2014 16:24	33	N9789R	N7744K	BE35	370	Air Traffic Conflict	Yes
02/14/2014 19:12	33	CG6515			1200	Good Effort	Yes
02/15/2014 15:58	28R	N47952	N47952	PA28	341	Touch & Go Training	Yes
02/16/2014 10:51	33	N3115M	N3115M	P46T	1200	Good Effort	Yes
02/16/2014 20:55	33	N842LP	N842LP	C172	354	Good Effort	Yes
02/16/2014 21:01	28R	N454A	N454A	BE55	1200	Air Traffic Conflict	Yes
02/17/2014 12:48	28L	N18493	N18493	BE36	366	Good Effort	Yes
02/17/2014 21:07	33				1200	Air Traffic Conflict	Yes
02/18/2014 11:49	28L	N54857	N54857	PAZT	347	Not Acceptable	No
02/18/2014 15:21	PAD1	FLNT760		HELO	1200	Law Enforcement	Yes
02/19/2014 8:07	28R	N6753H	N6753H	BE36	340	Good Effort	Yes
02/19/2014 16:01	28R	N717BC	N717BC	LEG	333	Air Traffic Conflict	Yes
02/19/2014 17:01	PAD1	N442BN	N442BN	HELO	323	Good Effort	Yes
02/19/2014 17:58	28R	N328TA	N328TA	C172	361	Good Effort	Yes
02/19/2014 21:24	28R	N328TA	N328TA	C172	374	Not Acceptable	No
02/20/2014 10:00	33	N618JC	N618JC	PC12	320	Good Effort	Yes
02/20/2014 14:05	33	N739UL	N739UL	C172	337	Good Effort	Yes
02/20/2014 15:07	28R	IDAHO26		SW4	1200	Law Enforcement	Yes
02/20/2014 15:08	28R	N54857	N54857	PA27	333	Air Traffic Conflict	Yes
02/20/2014 19:01	28L	N6582X	N6582X	C206	321	Good Effort	Yes
02/20/2014 19:30	PAD1	ARGUS1		HELO	327	Law Enforcement	Yes
02/20/2014 19:36	PAD1	C6526		HELO	335	Good Effort	Yes
02/21/2014 13:28	28R	NGF551		PA32	341	Not Acceptable	No
02/22/2014 9:02	28R	LN99KF		PAY2	370	Lifeguard Medical	Yes
02/22/2014 10:00	PAD1	N13PV	N13PV	HELO	1200	Not Acceptable	No
02/23/2014 17:08	28R	N52535	N52535	C172	337	Good Effort	Yes
02/25/2014 10:58	28R	N5201T	N5201T	P28R	1200	Not Acceptable	No
02/25/2014 13:21	PAD1	OMAHA33	N3933A	HELO	336	Law Enforcement	Yes
02/25/2014 15:06	28R	N328TA	N328TA	C172	314	Air Traffic Conflict	Yes
02/27/2014 22:18	PAD1	REH2	N45RX	HELO	321	Lifeguard Medical	Yes
03/02/2014 17:21	28R	N242JH	N242JH	PC12	1200	Air Traffic Conflict	Yes
03/06/2014 12:12	33	N22CS	N22CS	C206	1200	Air Traffic Conflict	Yes
03/06/2014 14:45	28R	N67849	N67849	C172	376	Good Effort	Yes
03/06/2014 15:27	28R	N11131	N11131	C82R	334	Air Traffic Conflict	Yes
03/07/2014 7:48	28R	N576RG	N576RG	PC12	340	Good Effort	Yes
03/07/2014 13:11	28R	N328TA	N328TA	C172	373	Air Traffic Conflict	Yes
03/07/2014 15:58	28R	CHP37		C206	362	Law Enforcement	Yes
03/07/2014 21:46	28R	N328TA	N328TA	C172	350	System Error	Yes
03/08/2014 8:01	28L	MRA689		C208	352	Good Effort	Yes
03/08/2014 8:41	33	N67849	N67849	C172	363	Touch & Go Training	Yes
03/09/2014 1:30	33				1200	Law Enforcement	Yes
03/09/2014 11:25	33	N353LS	N353LS	MAUL	323	Air Traffic Conflict	Yes
03/11/2014 6:36	PAD1	ARGUS1		HELO	1200	Law Enforcement	Yes
03/11/2014 16:41	28R	N734DR	N734DR	C172	365	Touch & Go Training	Yes
03/11/2014 18:52	PAD1	CHOPR2	N62TV	HELO	317	Law Enforcement	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
03/11/2014 19:19	PAD1	CHOPR5		HELO	1200	Law Enforcement	Yes
03/12/2014 10:37	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
03/12/2014 14:46	28R				1200	Good Effort	Yes
03/12/2014 16:39	PAD1	CHPR5		HELO	367	Law Enforcement	Yes
03/12/2014 17:42	PAD1	SKY7		HELO	1200	Good Effort	Yes
03/13/2014 13:26	28L	N6025N	N6025N	C210	346	Air Traffic Conflict	Yes
03/13/2014 13:45	28L	N752MM	N752MM	P46T	334	Not Acceptable	No
03/13/2014 15:42	33	N9284M	N9284M	P28A	371	Air Traffic Conflict	Yes
03/13/2014 22:07	28R	N2463S	N2463S	C182	1200	Good Effort	Yes
03/14/2014 12:52	28R	N6025N	N6025N	C210	314	Good Effort	Yes
03/14/2014 13:15	28R	N58628	N58628	C182	352	Air Traffic Conflict	Yes
03/14/2014 13:26	28R	N47952	N47952	P28A	357	Air Traffic Conflict	Yes
03/14/2014 15:15	28R	N9556K	N9556K	P28A	350	Good Effort	Yes
03/15/2014 10:31	28R	N565M	N565M	BE36	337	Not Acceptable	No
03/15/2014 12:13	28R	N298GB	N298GB	C172	347	Air Traffic Conflict	Yes
03/16/2014 11:10	PAD1	N3SF	N73SF	HELO	337	Not Acceptable	No
03/17/2014 17:47	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
03/17/2014 23:51	PAD1	RCH1		HELO	1200	Lifeguard Medical	Yes
03/18/2014 13:10	28L	IDAHO26		SW4	347	Law Enforcement	Yes
03/18/2014 17:09	28L	IDAHO26		SW4	345	Air Traffic Conflict	Yes
03/19/2014 12:15	33	N3118F	N3118F	C182	314	Air Traffic Conflict	Yes
03/19/2014 18:30	PAD1	ARGUS2	N220PD	HELO	333	Law Enforcement	Yes
03/20/2014 15:43	28R	N812GS	N812GS	PC12	374	Air Traffic Conflict	Yes
03/20/2014 16:59	28R	N812GS	N812GS	PC12	374	Air Traffic Conflict	Yes
03/21/2014 11:20	PAD1	C6531		HELO	1200	Good Effort	Yes
03/21/2014 12:16	PAD1	C6531		HELO	341	Touch & Go Training	Yes
03/21/2014 12:43	33	CAP445	N445CP	C182	334	Government Operation	Yes
03/21/2014 13:23	PAD1	C6531		HELO	341	Air Traffic Conflict	Yes
03/21/2014 18:12	28L	N717BC	N717BC	HXB	322	Touch & Go Training	Yes
03/22/2014 23:34	28R	N328TA	N328TA	C172	347	Not Acceptable	No
03/23/2014 8:36	PAD1	ARGUS1		HELO	354	System Error	Yes
03/23/2014 12:48	28R	N335D	N335D	BE60	320	Air Traffic Conflict	Yes
03/23/2014 13:55	28R	N33672	N33672	P28A	320	Air Traffic Conflict	Yes
03/23/2014 16:47	33	N666RJ	N666RJ	C177	332	System Error	Yes
03/24/2014 12:48	28R	N47952	N47952	P28A	336	System Error	Yes
03/24/2014 14:41	28R	N328TA	N328TA	C172	370	Not Acceptable	No
03/25/2014 16:24	PAD1	N73SF	N73SF	HELO	1200	Good Effort	Yes
03/26/2014 17:16	28R	N7727Q	N7727Q	C310	377	Not Acceptable	No
03/27/2014 2:54	PAD1	N922RU	N922RU	HELO	1200	Not Acceptable	No
03/27/2014 13:47	33	N6605D	N6605D	C172	1200	Air Traffic Conflict	Yes
03/27/2014 16:31	33	N9284M	N9284M	P28A	377	Touch & Go Training	Yes
03/27/2014 20:54	28R	N3239W	N3239W	BE36	1200	Not Acceptable	No
03/27/2014 21:52	28R	N737GM	N737GM	C172	342	Touch & Go Training	Yes
03/28/2014 9:18	28R	N21263	N21263	C172	354	Touch & Go Training	Yes
03/28/2014 10:16	33	N9284M	N9284M	P28A	332	Touch & Go Training	Yes
03/31/2014 11:57	PAD1	C6526		HELO	346	Touch & Go Training	Yes
03/31/2014 12:22	PAD1	C6526		HELO	371	Good Effort	Yes

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

North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
01/01/2014 0:56	CHPR5		HELO	356	PAD1	Law Enforcement	Yes
01/02/2014 0:37	N241PH	N241PH	BE20	4245	10L	Good Effort	Yes
01/04/2014 0:32	N366SL	N366SL	B350	325	28R	Good Effort	Yes
01/05/2014 4:52	KAI92		GLF5	3244	10R	Good Effort	Yes
01/06/2014 0:36	VOI905		A319	3365	10R	Good Effort	Yes
01/06/2014 4:30	DCM6373	N44CK	C525	4517	28L	RWY 30 Routine Closure	Yes
01/06/2014 4:49	UPS2943	N316UP	B763	3247	28L	RWY 30 Routine Closure	Yes
01/06/2014 5:46	OPT325		E55P	3353	28L	RWY 30 Routine Closure	Yes
01/06/2014 5:56	MRA687	N1116N	C208	4253	28R	Time Buffer	Yes
01/06/2014 23:44	RCHMD1		HELO	1200	PAD1	Lifeguard Medical	Yes
01/09/2014 0:18	VOI971	N62LT	A319	3270	28R	Runway Maintenance	Yes
01/09/2014 1:45	N47CA	N47CA	PAY2	3236	10L	Good Effort	Yes
01/09/2014 5:46	N903JP	N903JP	C510	4561	28R	Runway Maintenance	Yes
01/09/2014 23:36	N716CC	N716CC	C441	3263	28R	Good Effort	Yes
01/09/2014 23:44	N20FR	N20FR	TRIN	4543	28R	Not Acceptable	No
01/10/2014 5:58	PCM8709		C208	4571	28R	Time Buffer	Yes
01/10/2014 23:24	N83225	N83225	P28R	4572	28R	Good Effort	Yes
01/10/2014 23:59	N437WF	N437WF	BE20	3374	28R	Good Effort	Yes
01/11/2014 22:10	KFS84		LJ35	3256	28L	Pilot Requested	No
01/13/2014 1:42	SWA2677	N714CB	B737	3236	28L	RWY 30 Routine Closure	Yes
01/13/2014 2:23	VOI907		A320	3323	28L	RWY 30 Routine Closure	Yes
01/13/2014 4:36	UPS2943	N313UP	B763	3336	28L	RWY 30 Routine Closure	Yes
01/13/2014 5:53	N45WL	N45WL	CL60	3362	10R	RWY 30 Routine Closure	Yes
01/13/2014 5:56	TWY2		GLF4	3304	10R	RWY 30 Routine Closure	Yes
01/13/2014 5:57	MRA687	N1116N	C208	4505	28R	Time Buffer	Yes
01/15/2014 22:19	N641DH	N641DH	RV4	4524	33	Good Effort	Yes
01/18/2014 22:37	N6567A	N6567A	C180	4577	28R	ATC Instructions	No
01/19/2014 23:11	N28CA	N28CA	PAY2	3353	28R	Weather/Wind Conditions	Yes
01/20/2014 2:24	VOI907		A320	3371	28L	RWY 30 Routine Closure	Yes
01/20/2014 4:24	UPS2943	N332UP	B763	3322	28L	RWY 30 Routine Closure	Yes
01/20/2014 22:34	N17621	N17621	BE36	4230	28R	Good Effort	Yes
01/21/2014 2:14	CHP30		HELO	1200	PAD1	Law Enforcement	Yes
01/21/2014 23:26	N5605B	N5605B	C182	1200	28R	Good Effort	Yes
01/22/2014 23:00	N3CV	N3CV	P46T	4577	28R	VFR Departure	No
01/27/2014 4:07	UPS2943	N352UP	B763	3361	28L	RWY 30 Routine Closure	Yes
01/28/2014 0:46	N915CD	N915CD	BE9L	4536	10L	Good Effort	Yes
01/28/2014 1:38	LN144AL	N144AL	C25B	3271	10R	Lifeguard Medical	Yes
01/30/2014 4:31	BJS338		CL60	3245	10R	ATC Instructions	No
01/30/2014 22:45	N462W	N462W	BE58	4530	28R	310 Heading	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
02/01/2014 22:21	N695GH	N695GH	AC95	3314	28R	Wide Salad	No
02/03/2014 3:54	N278GA	N278GA	GALX	3364	28L	RWY 30 Routine Closure	Yes
02/03/2014 4:35	UPS2943	N351UP	B763	3241	28L	RWY 30 Routine Closure	Yes
02/03/2014 4:56	REH1		HELO	1200	PAD1	Lifeguard Medical	Yes
02/03/2014 5:51	MRA687	N1116N	C208	4517	28R	Time Buffer	Yes
02/06/2014 1:47	N248PH	N248PH	BE20	4261	10L	ATC Instructions	No
02/07/2014 0:09	LN915CD		BE9L	4223	10L	Lifeguard Medical	Yes
02/07/2014 22:03	N384GT	N384GT	BE20	3227	10L	Time Buffer	Yes
02/07/2014 22:19	N772MF	N772MF	PAY2	4515	10L	Runway 10L Departure	No
02/09/2014 22:07	XOJ545	N545XJ	CL30	3230	10R	Time Buffer	Yes
02/09/2014 23:06	N31062	N31062	P46T	4214	10L	Good Effort	Yes
02/09/2014 23:48	N431GW	N431GW	PAY2	3241	10L	Good Effort	Yes
02/10/2014 4:39	UPS2943	N334UP	B763	3273	28L	RWY 30 Routine Closure	Yes
02/10/2014 22:02	N842DS	N842DS	BE10	3262	10L	Time Buffer	Yes
02/11/2014 2:23	N431GW	N431GW	PAY2	3201	10L	Not Acceptable	No
02/11/2014 5:55	N3115M	N3115M	P46T	3332	10L	Not Acceptable	No
02/12/2014 22:56	N808UP	N808UP	B350	3306	28R	Wide Salad	No
02/14/2014 0:55	REH3	N30RX	A109	4566	28R	Lifeguard Medical	Yes
02/16/2014 5:21	N661TC	N661TC	PAY2	3227	10L	Runway 10L Departure	No
02/17/2014 3:22	N233KC	N233KC	F900	4217	10R	Good Effort	Yes
02/17/2014 4:42	UPS2943	N356UP	B763	3374	28L	RWY 30 Routine Closure	Yes
02/17/2014 5:55	MRA687	N1116N	C208	4536	28R	Time Buffer	Yes
02/20/2014 0:24	N395RC	N395RC	B350	3224	10L	Runway 10L Departure	No
02/20/2014 5:27	OPT329		E55P	3236	28L	Pilot Requested	No
02/20/2014 5:39	N903JP	N903JP	C510	4551	10L	Good Effort	Yes
02/22/2014 0:22	LN772MF		PAY2	4555	28R	Lifeguard Medical	Yes
02/23/2014 5:00	JAS12		F900	3226	10R	ATC Instructions	No
02/24/2014 4:28	UPS2943	N358UP	B763	3366	28L	RWY 30 Routine Closure	Yes
02/25/2014 22:09	N775MF	N775MF	PAY2	4245	28R	Time Buffer	Yes
02/26/2014 0:01	N771MF	N419R	PAY2	3271	28R	Wide Salad	No
02/26/2014 1:33	N716WA	N716WA	PAY2	3227	10L	Runway 10L Departure	No
02/26/2014 22:02	N248PH	N248PH	BE20	4247	10L	Time Buffer	Yes
02/27/2014 22:18	REH2	N45RX	HELO	321	PAD1	Lifeguard Medical	Yes
02/28/2014 3:44	N775MF	N775MF	PAY2	4225	10L	Lifeguard Medical	Yes
02/28/2014 23:10	N278GS	N278GS	F2TH	4223	10R	Good Effort	Yes
03/02/2014 22:35	DCM2373	N44CK	C525	3362	28R	Pilot Refusal	No
03/03/2014 3:21	UPS2955		B763	3335	28L	RWY 30 Routine Closure	Yes
03/03/2014 4:41	UPS2943	N360UP	B763	3234	28L	RWY 30 Routine Closure	Yes
03/03/2014 5:46	OPT708	N708FL	C750	3325	28L	RWY 30 Routine Closure	Yes
03/03/2014 5:59	MRA687	N1116N	C208	4520	28R	Time Buffer	Yes
03/03/2014 22:22	PEG99	N999GP	GLF4	3366	10R	Good Effort	Yes
03/03/2014 22:27	N400ES	N400ES	CL60	3201	10R	Good Effort	Yes
03/04/2014 4:58	EJA307		C680	3216	10R	Good Effort	Yes
03/05/2014 2:13	N33MS	N33MS	PAY2	3310	10L	System Error	Yes
03/06/2014 5:56	N248PH	N248PH	BE20	4545	28R	Time Buffer	Yes
03/07/2014 23:31	N416AT	N416AT	BE20	3265	28R	Wide Salad	No
03/08/2014 0:29	LN772MF		PAY2	4271	28R	Lifeguard Medical	Yes
03/08/2014 2:05	DCM6373	N44CK	C525	4557	10R	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
03/08/2014 23:06	DCM6373	N44CK	C525	4207	28R	Pilot Refusal	No
03/09/2014 1:30				1200	33	Law Enforcement	Yes
03/10/2014 2:23	VOI903	N519VL	A320	3303	28R	RWY 30 Routine Closure	Yes
03/10/2014 4:35	UPS2943	N350UP	B763	3246	28L	RWY 30 Routine Closure	Yes
03/11/2014 5:51	DCM6373		C525	4573	10L	Not Acceptable	No
03/11/2014 22:23	N22WF	N22WF	PAYE	4202	28R	310 Heading	No
03/11/2014 22:24	SKY7		HELO	1200	PAD1	Not Acceptable	No
03/13/2014 2:40	N47CA	N47CA	PAY2	3310	10L	Good Effort	Yes
03/13/2014 22:07	N2463S	N2463S	C182	1200	28R	Time Buffer	Yes
03/13/2014 23:39	N6025N	N6025N	C210	4277	28R	310 Heading	No
03/17/2014 2:14	REH1	N38RX	HELO	4230	PAD1	RWY 30 Routine Closure	Yes
03/17/2014 2:32	VOI903	N518VL	A320	3372	10R	Not Acceptable	No
03/17/2014 4:27	UPS2943	N360UP	B763	3310	28L	RWY 30 Routine Closure	Yes
03/17/2014 23:51	RCH1		HELO	1200	PAD1	Lifeguard Medical	Yes
03/19/2014 23:10	N384GT	N384GT	BE20	3212	28R	Not Acceptable	No
03/22/2014 23:21	LJY228	N228Y	CL30	3266	28R	Straight-out Departure	No
03/22/2014 23:34	N328TA	N328TA	C172	347	28R	Not Acceptable	No
03/23/2014 5:54	N33MS	N33MS	PAY2	3363	28R	Time Buffer	Yes
03/24/2014 2:30	VOI903	N508VL	A320	3325	28R	RWY 30 Routine Closure	Yes
03/24/2014 4:40	UPS2943	N326UP	B763	3266	28L	RWY 30 Routine Closure	Yes
03/24/2014 5:55	N960SF	N960SF	F900	3310	28L	RWY 30 Routine Closure	Yes
03/24/2014 5:58	MRA687		C208	4517	33	Time Buffer	Yes
03/27/2014 2:54	N922RU	N922RU	HELO	1200	PAD1	Good Effort	Yes
03/27/2014 22:02	N221MM	N221MM	BE30	4573	28R	Time Buffer	Yes
03/27/2014 22:53	N75WH	N75WH	PC12	3760	28R	Wide Salad	No
03/28/2014 23:37	N999HE	N999HE	C172	4527	28R	Wide Salad	No
03/29/2014 1:08	DCM6373	N44CK	C525	4224	28L	Lifeguard Medical	Yes
03/31/2014 1:19	N448CR	N448CR	BE9L	4521	28R	Good Effort	Yes
03/31/2014 2:22	VOI903	N514VL	A320	3364	28R	RWY 30 Routine Closure	Yes
03/31/2014 5:02	UPS2943	N323UP	B763	3317	28L	RWY 30 Routine Closure	Yes
03/31/2014 5:54	N52NG	N52NG	PC12	3305	28R	Time Buffer	Yes

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

North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
01/01/2014 4:53	4	72.4	80.1	11	DCM6373	N44CK	C525	10R
01/02/2014 0:37	10	74.5	80.2	15	N241PH	N241PH	BE20	10L
01/02/2014 0:37	9	82.5	85.6	9	N241PH	N241PH	BE20	10L
01/03/2014 2:07	4	76.5	83.7	15	N7HW	N7HW	PA27	28R
01/06/2014 0:35	4	73.1	81.1	16	VOI905		A319	10R
01/06/2014 0:36	9	76.8	87.2	24	VOI905		A319	10R
01/06/2014 0:36	10	71.9	83.2	39	VOI905		A319	10R
01/06/2014 0:36	12	75	86.5	33	VOI905		A319	10R
01/06/2014 0:36	2	68.6	81.6	53	VOI905		A319	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
01/06/2014 4:30	5	84.4	89.8	14	DCM6373	N44CK	C525	28L
01/06/2014 4:30	6	80.4	87	15	DCM6373	N44CK	C525	28L
01/06/2014 4:30	7	72.2	80.4	13	DCM6373	N44CK	C525	28L
01/06/2014 4:48	10	70.6	81	41	UPS2943	N316UP	B763	28L
01/06/2014 4:49	4	89.9	96.6	33	UPS2943	N316UP	B763	28L
01/06/2014 4:49	5	91.4	98	28	UPS2943	N316UP	B763	28L
01/06/2014 4:49	6	83.7	93.2	33	UPS2943	N316UP	B763	28L
01/06/2014 4:49	8	71.8	83.1	21	UPS2943	N316UP	B763	28L
01/06/2014 4:49	7	76.5	86.4	26	UPS2943	N316UP	B763	28L
01/06/2014 5:46	4	75.1	84.4	21	OPT325		E55P	28L
01/06/2014 5:47	5	78	86.5	20	OPT325		E55P	28L
01/06/2014 5:47	6	74	84	22	OPT325		E55P	28L
01/09/2014 1:45	9	78.8	85.2	11	N47CA	N47CA	PAY2	10L
01/09/2014 1:46	12	76.2	82.2	15	N47CA	N47CA	PAY2	10L
01/09/2014 5:46	9	79.2	80.5	6	N903JP	N903JP	C510	28R
01/09/2014 5:47	4	83.1	88.9	13	N903JP	N903JP	C510	28R
01/09/2014 23:36	4	73.2	80.2	10	N716CC	N716CC	C441	28R
01/09/2014 23:45	3	74.2	81.9	15	N20FR	N20FR	TRIN	28R
01/10/2014 0:49	4	75.1	80.7	11	N716WA	N716WA	PAY2	28R
01/10/2014 5:57	10	64.2	81.5	78	PCM8709		C208	28R
01/10/2014 5:59	8	71.6	82	19	PCM8709		C208	28R
01/10/2014 6:02	10	63.2	80.7	78	PCM8709		C208	28R
01/10/2014 23:25	4	74.3	80.4	11	N83225	N83225	P28R	28R
01/11/2014 22:10	4	79.9	88.1	28	KFS84		LJ35	28L
01/11/2014 22:10	5	89.1	94.9	20	KFS84		LJ35	28L
01/11/2014 22:10	6	85.4	93.2	19	KFS84		LJ35	28L
01/11/2014 22:11	7	79.5	86.9	18	KFS84		LJ35	28L
01/13/2014 1:42	4	78.4	87.2	25	SWA2677	N714CB	B737	28L
01/13/2014 1:42	5	81	89.3	23	SWA2677	N714CB	B737	28L
01/13/2014 1:42	6	74.7	84.1	19	SWA2677	N714CB	B737	28L
01/13/2014 2:23	4	83.5	91	26	VOI907		A320	28L
01/13/2014 2:23	5	85.3	92.5	22	VOI907		A320	28L
01/13/2014 2:24	6	75.9	86.3	22	VOI907		A320	28L
01/13/2014 4:36	5	90.6	97.3	31	UPS2943	N313UP	B763	28L
01/13/2014 4:36	4	89.1	96	30	UPS2943	N313UP	B763	28L
01/13/2014 4:36	6	83.9	92.5	35	UPS2943	N313UP	B763	28L
01/13/2014 4:36	8	71.2	82.5	21	UPS2943	N313UP	B763	28L
01/13/2014 4:36	7	75.3	84.9	26	UPS2943	N313UP	B763	28L
01/13/2014 5:52	10	64.5	81.3	78	N45WL	N45WL	CL60	10R
01/13/2014 5:54	10	67	81.6	78	N45WL	N45WL	CL60	10R
01/13/2014 5:56	10	65.8	81.2	78	TWY2		GLF4	10R
01/13/2014 5:57	9	82.8	85.6	6	MRA687	N1116N	C208	28R
01/14/2014 4:46	10	70.4	82.7	78	N903JP	N903JP	C510	10L
01/14/2014 4:46	9	79.4	86.1	14	N903JP	N903JP	C510	10L
01/17/2014 23:14	4	74.5	81.1	10	REH50	N911RX	BE20	28R
01/18/2014 2:53	4	71.7	82.6	36	N241PH	N241PH	BE20	28R
01/18/2014 4:49	10	65.1	81.5	78	N47CA	N47CA	PAY2	33
01/19/2014 23:11	5	76.3	81.8	13	N28CA	N28CA	PAY2	28R
01/20/2014 0:43	4	78.8	83	12	N47CA	N47CA	PAY2	28L
01/20/2014 2:24	4	82.5	90.8	29	VOI907		A320	28L
01/20/2014 2:24	5	83.8	91.3	19	VOI907		A320	28L
01/20/2014 2:24	6	77.5	87	24	VOI907		A320	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
01/20/2014 2:24	7	70.8	81.8	23	VOI907		A320	28L
01/20/2014 4:24	4	87	95.9	40	UPS2943	N332UP	B763	28L
01/20/2014 4:24	5	87.5	95.8	34	UPS2943	N332UP	B763	28L
01/20/2014 4:24	6	80.6	91.6	32	UPS2943	N332UP	B763	28L
01/20/2014 4:24	8	70.5	83.3	24	UPS2943	N332UP	B763	28L
01/20/2014 4:25	7	77.1	87.1	31	UPS2943	N332UP	B763	28L
01/20/2014 22:35	4	77.9	83.4	12	N17621	N17621	BE36	28R
01/20/2014 22:35	8	74	81.6	10	N17621	N17621	BE36	28R
01/20/2014 22:35	3	77.7	83.1	13	N17621	N17621	BE36	28R
01/22/2014 22:41	4	77.6	82	12	N774MF	N774MF	PAY2	28R
01/24/2014 1:19	4	76.3	81.9	12	N774MF	N774MF	PAY2	28R
01/27/2014 1:10	4	74	80.8	12	N661TC	N661TC	PAY2	28R
01/27/2014 4:07	4	85.4	94.7	27	UPS2943	N352UP	B763	28L
01/27/2014 4:07	5	87.1	95	30	UPS2943	N352UP	B763	28L
01/27/2014 4:07	6	79.5	90	33	UPS2943	N352UP	B763	28L
01/27/2014 4:07	8	73.3	80.9	15	UPS2943	N352UP	B763	28L
01/27/2014 4:07	7	73.6	83.6	28	UPS2943	N352UP	B763	28L
01/28/2014 1:39	9	74.5	83.3	18	LN144AL	N144AL	C25B	10R
01/28/2014 1:39	12	75.6	83.9	23	LN144AL	N144AL	C25B	10R
01/30/2014 22:45	4	71.8	81.3	27	N462W	N462W	BE58	28R
01/30/2014 22:45	8	73.9	84.1	27	N462W	N462W	BE58	28R
01/31/2014 23:11	4	74.2	80.9	9	LN772MF		PAY2	28R
02/03/2014 1:52	4	74.8	81.5	10	REH50	N911RX	BE20	28R
02/03/2014 3:54	4	82.5	88.5	20	N278GA	N278GA	GALX	28L
02/03/2014 3:54	5	84.3	91.6	23	N278GA	N278GA	GALX	28L
02/03/2014 3:54	6	81	89.7	23	N278GA	N278GA	GALX	28L
02/03/2014 3:54	7	74	84.4	21	N278GA	N278GA	GALX	28L
02/03/2014 4:35	4	86.7	94.4	27	UPS2943	N351UP	B763	28L
02/03/2014 4:35	5	87.1	95	28	UPS2943	N351UP	B763	28L
02/03/2014 4:35	6	81.9	91.9	29	UPS2943	N351UP	B763	28L
02/03/2014 4:35	8	72.2	83.1	21	UPS2943	N351UP	B763	28L
02/03/2014 4:35	7	76.6	87.3	28	UPS2943	N351UP	B763	28L
02/03/2014 5:52	8	72.1	80.8	14	MRA687	N1116N	C208	28R
02/05/2014 5:42	10	63.5	81.5	78	N903JP	N903JP	C510	10L
02/05/2014 5:43	9	81.7	88.2	21	N903JP	N903JP	C510	10L
02/05/2014 5:43	10	71.3	83.6	78	N903JP	N903JP	C510	10L
02/05/2014 23:02	4	74.7	80.5	9	LN431GW		PAY2	28R
02/06/2014 1:47	9	72.4	80.1	12	N248PH	N248PH	BE20	10L
02/06/2014 1:47	12	74.1	80.5	22	N248PH	N248PH	BE20	10L
02/07/2014 0:10	10	73.9	80.2	15	LN915CD		BE9L	10L
02/07/2014 22:03	10	74.5	81.4	36	N384GT	N384GT	BE20	10L
02/07/2014 22:04	9	76.3	81.3	11	N384GT	N384GT	BE20	10L
02/07/2014 22:19	10	71.6	81.5	39	N772MF	N772MF	PAY2	10L
02/07/2014 23:34	10	72.1	81.7	43	N3282D	N3282D	C180	28R
02/07/2014 23:35	14	73.8	82	18	N3282D	N3282D	C180	28R
02/08/2014 3:12	9	71.6	80.9	29	N661TC	N661TC	PAY2	10L
02/08/2014 3:13	12	69.3	81.1	45	N661TC	N661TC	PAY2	10L
02/08/2014 23:41	9	77.3	85.3	14	EJA723	N723QS	GALX	10L
02/08/2014 23:41	10	73.3	80.4	16	EJA723	N723QS	GALX	10L
02/09/2014 22:08	12	72.2	81.4	20	XOJ545	N545XJ	CL30	10R
02/09/2014 23:48	10	81.5	85.5	16	N431GW	N431GW	PAY2	10L
02/09/2014 23:48	9	80.2	86.5	11	N431GW	N431GW	PAY2	10L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
02/09/2014 23:48	11	78	83	7	N431GW	N431GW	PAY2	10L
02/10/2014 0:17	9	75.8	81.9	11	N248PH	N248PH	BE20	10L
02/10/2014 4:39	4	87.4	95.2	23	UPS2943	N334UP	B763	28L
02/10/2014 4:39	5	87.9	94.9	27	UPS2943	N334UP	B763	28L
02/10/2014 4:39	6	80.4	90.1	28	UPS2943	N334UP	B763	28L
02/10/2014 4:40	8	71.3	81.4	18	UPS2943	N334UP	B763	28L
02/10/2014 4:40	7	72.7	82.2	23	UPS2943	N334UP	B763	28L
02/10/2014 22:02	9	73.9	80.3	9	N842DS	N842DS	BE10	10L
02/10/2014 22:02	10	76.5	81.4	14	N842DS	N842DS	BE10	10L
02/10/2014 22:17	9	76.7	86.4	23	N623KM	N623KM	LJ35	10R
02/10/2014 22:17	10	71.8	81.9	24	N623KM	N623KM	LJ35	10R
02/10/2014 22:17	12	76	85.2	28	N623KM	N623KM	LJ35	10R
02/10/2014 23:53	2	78.7	87.1	26	EJA707	N707QS	GALX	10R
02/10/2014 23:53	12	75.9	84	24	EJA707	N707QS	GALX	10R
02/11/2014 2:23	9	75.1	81.7	11	N431GW	N431GW	PAY2	10L
02/12/2014 22:56	4	76.8	81.3	12	N808UP	N808UP	B350	28R
02/14/2014 23:07	4	73.9	81.8	19	LN99AG		C25B	10R
02/14/2014 23:08	9	77.2	86	17	LN99AG		C25B	10R
02/14/2014 23:08	10	72.5	81.4	23	LN99AG		C25B	10R
02/15/2014 1:26	4	76.1	83	16	N431GW	N431GW	PAY2	28R
02/16/2014 5:21	9	75.1	83	14	N661TC	N661TC	PAY2	10L
02/17/2014 3:23	12	72.9	82	19	N233KC	N233KC	F900	10R
02/17/2014 4:41	10	68.6	80.8	53	UPS2943	N356UP	B763	28L
02/17/2014 4:42	4	89.3	96.8	29	UPS2943	N356UP	B763	28L
02/17/2014 4:42	5	89.9	97.7	27	UPS2943	N356UP	B763	28L
02/17/2014 4:42	6	85.1	93.9	30	UPS2943	N356UP	B763	28L
02/17/2014 4:42	8	75.5	85.1	23	UPS2943	N356UP	B763	28L
02/17/2014 4:42	7	74.7	85.9	29	UPS2943	N356UP	B763	28L
02/20/2014 5:25	10	69.7	82.3	78	OPT329		E55P	28L
02/20/2014 5:27	4	73.4	80.5	13	OPT329		E55P	28L
02/20/2014 5:27	5	79.2	85.8	16	OPT329		E55P	28L
02/20/2014 5:27	6	77.4	84.7	14	OPT329		E55P	28L
02/20/2014 5:27	7	76.2	83.8	21	OPT329		E55P	28L
02/20/2014 5:39	10	71.8	81	35	N903JP	N903JP	C510	10L
02/20/2014 5:39	9	84.1	89.6	14	N903JP	N903JP	C510	10L
02/20/2014 5:39	11	70.7	80.3	15	N903JP	N903JP	C510	10L
02/22/2014 0:23	4	79.1	84.6	16	LN772MF		PAY2	28R
02/23/2014 5:00	9	77.2	84.7	15	JAS12		F900	10R
02/23/2014 5:00	12	76.8	85.1	26	JAS12		F900	10R
02/24/2014 4:28	4	88	95.2	29	UPS2943	N358UP	B763	28L
02/24/2014 4:28	5	90	96.9	27	UPS2943	N358UP	B763	28L
02/24/2014 4:28	6	85.4	94	27	UPS2943	N358UP	B763	28L
02/24/2014 4:28	8	72.9	83.9	21	UPS2943	N358UP	B763	28L
02/24/2014 4:28	7	77.2	87.4	29	UPS2943	N358UP	B763	28L
02/24/2014 5:59	10	65.4	82.4	78	MRA687	N1116N	C208	28R
02/24/2014 6:01	10	63.7	80.8	78	MRA687	N1116N	C208	28R
02/25/2014 22:09	4	79.2	84	11	N775MF	N775MF	PAY2	28R
02/25/2014 22:09	8	73.7	80.9	9	N775MF	N775MF	PAY2	28R
02/25/2014 23:31	4	73.2	80.3	10	N47CA	N47CA	PAY2	28R
02/26/2014 0:02	4	85.1	89.1	14	N771MF	N419R	PAY2	28R
02/26/2014 0:02	5	79.7	84.5	10	N771MF	N419R	PAY2	28R
02/26/2014 0:02	6	77.5	81.7	8	N771MF	N419R	PAY2	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
02/26/2014 0:02	8	74.4	82.6	10	N771MF	N419R	PAY2	28R
02/26/2014 1:33	9	83.4	87.3	10	N716WA	N716WA	PAY2	10L
02/26/2014 1:33	12	75.8	83.4	20	N716WA	N716WA	PAY2	10L
02/26/2014 22:02	9	74.3	82.1	12	N248PH	N248PH	BE20	10L
02/26/2014 22:02	10	74.3	80.6	16	N248PH	N248PH	BE20	10L
02/26/2014 22:02	11	73.6	80.7	8	N248PH	N248PH	BE20	10L
02/26/2014 22:05	9	81.3	88.3	17	EJA702	N702QS	GALX	10R
02/26/2014 22:05	10	74	83.3	18	EJA702	N702QS	GALX	10R
02/26/2014 22:20	9	82.5	89.2	24	N800FZ	N800FZ	C510	10L
02/26/2014 22:20	10	77.5	83.7	17	N800FZ	N800FZ	C510	10L
02/26/2014 22:35	9	82.4	89.3	23	N445DB	N445DB	GL5T	10R
02/26/2014 22:35	10	77.7	85.3	23	N445DB	N445DB	GL5T	10R
02/27/2014 5:38	4	75.9	80.7	14	EJA703P	N703QS	GALX	10R
02/27/2014 5:38	9	79.8	87.9	24	EJA703P	N703QS	GALX	10R
02/27/2014 5:38	10	74.3	82.3	23	EJA703P	N703QS	GALX	10R
02/27/2014 5:38	12	76.2	85.1	27	EJA703P	N703QS	GALX	10R
02/28/2014 3:44	9	69.7	80	18	N775MF	N775MF	PAY2	10L
03/02/2014 22:35	4	84.6	90.8	16	DCM2373	N44CK	C525	28R
03/02/2014 22:35	5	75.9	84.2	16	DCM2373	N44CK	C525	28R
03/02/2014 22:36	6	79.5	86.9	18	DCM2373	N44CK	C525	28R
03/02/2014 22:36	7	74.1	83.1	19	DCM2373	N44CK	C525	28R
03/03/2014 3:21	4	91.7	97.9	31	UPS2955		B763	28L
03/03/2014 3:21	5	93	99.6	29	UPS2955		B763	28L
03/03/2014 3:21	6	89.4	97.5	31	UPS2955		B763	28L
03/03/2014 3:21	8	78	86.6	22	UPS2955		B763	28L
03/03/2014 3:21	7	78.6	88.6	28	UPS2955		B763	28L
03/03/2014 4:40	4	90.1	96.9	62	UPS2943	N360UP	B763	28L
03/03/2014 4:41	5	93.5	99.8	48	UPS2943	N360UP	B763	28L
03/03/2014 4:41	6	88.2	96.2	41	UPS2943	N360UP	B763	28L
03/03/2014 4:41	8	76.3	85.6	18	UPS2943	N360UP	B763	28L
03/03/2014 4:41	7	78.8	88.5	27	UPS2943	N360UP	B763	28L
03/03/2014 5:46	5	78.2	84.3	12	OPT708	N708FL	C750	28L
03/03/2014 5:46	6	74	81.8	12	OPT708	N708FL	C750	28L
03/03/2014 22:21	4	73.8	82.7	21	PEG99	N999GP	GLF4	10R
03/03/2014 22:21	10	72.9	82.1	55	PEG99	N999GP	GLF4	10R
03/03/2014 22:22	9	77.7	85.3	16	PEG99	N999GP	GLF4	10R
03/03/2014 22:22	12	77.3	85.2	22	PEG99	N999GP	GLF4	10R
03/03/2014 22:24	12	75.2	81.5	16	N775CM	N775CM	PRM1	10R
03/03/2014 22:24	2	73.4	81	15	N775CM	N775CM	PRM1	10R
03/03/2014 23:04	10	69.6	80.4	51	N3282D	N3282D	C140	28R
03/03/2014 23:05	14	73.1	82.2	17	N3282D	N3282D	C140	28R
03/04/2014 3:25	9	81.9	85.7	11	LN246PH		BE20	10R
03/04/2014 3:25	10	72.7	80.7	18	LN246PH		BE20	10R
03/04/2014 4:59	12	73.5	82.2	25	EJA307		C680	10R
03/07/2014 23:32	4	80.7	84.8	10	N416AT	N416AT	BE20	28R
03/08/2014 0:29	4	77.5	83.2	14	LN772MF		PAY2	28R
03/08/2014 2:04	4	72.1	80.8	14	DCM6373	N44CK	C525	10R
03/08/2014 2:05	9	74.4	82.5	14	DCM6373	N44CK	C525	10R
03/08/2014 2:05	12	74.2	82.2	16	DCM6373	N44CK	C525	10R
03/08/2014 2:06	1	69.2	80.3	18	DCM6373	N44CK	C525	10R
03/08/2014 23:06	4	82.7	88.7	14	DCM6373	N44CK	C525	28R
03/08/2014 23:06	5	73.1	81.2	13	DCM6373	N44CK	C525	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
03/08/2014 23:06	6	75.4	82.7	12	DCM6373	N44CK	C525	28R
03/08/2014 23:17	4	73.9	80.3	11	LN915CD	N915CD	BE9L	28R
03/10/2014 2:23	4	88.3	95.4	29	VOI903	N519VL	A320	28R
03/10/2014 2:23	5	83.3	91.8	34	VOI903	N519VL	A320	28R
03/10/2014 2:23	6	83.5	92.8	29	VOI903	N519VL	A320	28R
03/10/2014 2:23	8	73.5	84.3	22	VOI903	N519VL	A320	28R
03/10/2014 2:23	7	75.8	85.3	23	VOI903	N519VL	A320	28R
03/10/2014 4:35	4	85	93.5	29	UPS2943	N350UP	B763	28L
03/10/2014 4:35	5	84.5	93.1	26	UPS2943	N350UP	B763	28L
03/10/2014 4:35	6	82.7	91	30	UPS2943	N350UP	B763	28L
03/10/2014 4:35	8	73	81.8	15	UPS2943	N350UP	B763	28L
03/10/2014 4:35	7	78.1	88	26	UPS2943	N350UP	B763	28L
03/11/2014 4:59	9	76.3	81.9	10	N431GW	N431GW	PAY2	10L
03/11/2014 5:51	10	73.2	83.9	78	DCM6373		C525	10L
03/11/2014 5:52	9	84	89.8	13	DCM6373		C525	10L
03/11/2014 5:52	10	66	81.2	78	DCM6373		C525	10L
03/11/2014 22:23	4	81.8	86.4	10	N22WF	N22WF	PAYE	28R
03/11/2014 22:23	5	77.6	81.8	9	N22WF	N22WF	PAYE	28R
03/11/2014 22:23	6	74.4	80.1	9	N22WF	N22WF	PAYE	28R
03/11/2014 22:35	4	77.6	84.2	19	N421GW	N421GW	C421	28R
03/12/2014 5:49	4	69.1	80	26	N150HM	N150HM	G150	10R
03/12/2014 5:49	10	73.9	85.7	78	N150HM	N150HM	G150	10R
03/12/2014 5:49	9	82.4	91.1	33	N150HM	N150HM	G150	10R
03/12/2014 5:50	11	79.7	86	20	N150HM	N150HM	G150	10R
03/13/2014 21:02	4	83.3	88	12	N6025N	N6025N	C210	28R
03/13/2014 21:02	5	74.3	80.8	13	N6025N	N6025N	C210	28R
03/13/2014 21:02	8	85.3	89.8	9	N6025N	N6025N	C210	28R
03/13/2014 22:07	4	70.2	80.1	18	N2463S	N2463S	C182	28R
03/14/2014 22:34	4	74.4	80.9	9	CMD71	N840CR	BE20	28R
03/14/2014 23:49	4	73.4	80	9	N716WA	N716WA	PAY2	28R
03/17/2014 2:32	10	72.8	82.8	31	VOI903	N518VL	A320	10R
03/17/2014 2:32	12	75	86.5	39	VOI903	N518VL	A320	10R
03/17/2014 2:33	1	74.4	84.5	24	VOI903	N518VL	A320	10R
03/17/2014 4:27	4	81.5	91.5	26	UPS2943	N360UP	B763	28L
03/17/2014 4:28	5	80.9	91.1	26	UPS2943	N360UP	B763	28L
03/17/2014 4:28	6	76.8	86.3	25	UPS2943	N360UP	B763	28L
03/19/2014 23:10	4	75	81	10	N384GT	N384GT	BE20	28R
03/22/2014 0:58	2	74.5	82.4	18	N233KC	N233KC	F900	10R
03/22/2014 22:38	4	72.8	80.1	11	N31JP	N31JP	C340	28R
03/22/2014 23:21	4	85.3	91	21	LJY228	N228Y	CL30	28R
03/22/2014 23:21	5	80.5	87.6	18	LJY228	N228Y	CL30	28R
03/22/2014 23:21	6	79.3	86.7	15	LJY228	N228Y	CL30	28R
03/22/2014 23:21	7	73	81.6	14	LJY228	N228Y	CL30	28R
03/23/2014 5:54	8	74.2	80.8	12	N33MS	N33MS	PAY2	28R
03/23/2014 5:54	3	74.5	80.8	11	N33MS	N33MS	PAY2	28R
03/24/2014 2:30	4	88	95.5	28	VOI903	N508VL	A320	28R
03/24/2014 2:30	5	85	92.8	22	VOI903	N508VL	A320	28R
03/24/2014 2:30	8	71.8	82.1	18	VOI903	N508VL	A320	28R
03/24/2014 2:30	6	81.4	90.4	23	VOI903	N508VL	A320	28R
03/24/2014 2:30	7	75.2	85.8	29	VOI903	N508VL	A320	28R
03/24/2014 4:39	10	66.2	80.1	60	UPS2943	N326UP	B763	28L
03/24/2014 4:40	4	86.9	95.7	37	UPS2943	N326UP	B763	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
03/24/2014 4:40	5	86.9	95.3	32	UPS2943	N326UP	B763	28L
03/24/2014 4:40	6	79.9	91.2	34	UPS2943	N326UP	B763	28L
03/24/2014 4:40	8	72	84.6	31	UPS2943	N326UP	B763	28L
03/24/2014 4:40	7	75.1	86.7	37	UPS2943	N326UP	B763	28L
03/24/2014 5:55	10	63.4	80.4	78	N960SF	N960SF	F900	28L
03/24/2014 5:55	4	75.3	82.3	17	N960SF	N960SF	F900	28L
03/24/2014 5:55	5	75.7	83.8	17	N960SF	N960SF	F900	28L
03/27/2014 22:54	4	76.5	82	12	N75WH	N75WH	PC12	28R
03/28/2014 23:36	4	75	83	20	N999HE	N999HE	C172	28R
03/29/2014 1:08	4	78.8	85	18	DCM6373	N44CK	C525	28L
03/29/2014 1:08	5	82.9	89.7	17	DCM6373	N44CK	C525	28L
03/29/2014 1:08	6	80.3	87.7	18	DCM6373	N44CK	C525	28L
03/29/2014 1:08	7	72.2	80.9	16	DCM6373	N44CK	C525	28L
03/31/2014 2:22	4	86.8	94.7	23	VOI903	N514VL	A320	28R
03/31/2014 2:22	5	80.6	89.4	26	VOI903	N514VL	A320	28R
03/31/2014 2:23	6	75.9	86.2	26	VOI903	N514VL	A320	28R
03/31/2014 2:23	8	72.2	83.5	28	VOI903	N514VL	A320	28R
03/31/2014 2:23	7	73.5	83.6	27	VOI903	N514VL	A320	28R
03/31/2014 5:02	4	89.6	95.8	34	UPS2943	N323UP	B763	28L
03/31/2014 5:02	5	89.4	96.4	32	UPS2943	N323UP	B763	28L
03/31/2014 5:02	6	83.7	93.2	32	UPS2943	N323UP	B763	28L
03/31/2014 5:02	7	76.3	86.2	32	UPS2943	N323UP	B763	28L
03/31/2014 5:02	8	73.2	83	16	UPS2943	N323UP	B763	28L
03/31/2014 5:55	4	75.1	81.2	13	N52NG	N52NG	PC12	28R

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

Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
01/31/2014 16:08	RSP	RSP472	E50P	B	N586JP	Not Acceptable	No
02/17/2014 15:31	FLC	FLC56	LJ60	B		FAA Flight Check	Yes
03/05/2014 6:42	JBU	JBU247	A320	J	N629JB	Not Acceptable	No
03/22/2014 19:46		N155EC	C525	B	N155EC	Not Acceptable	No

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

Silent 7 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
01/02/2014 6:59	SKW	SKW4707	CRJ9	R	N820SK	Time Buffer	Yes
01/02/2014 23:01	JBU	JBU168	A320	J	N652JB	Not Acceptable	No
01/09/2014 22:01	SIS	SIS214	C750	B	N214WT	Time Buffer	Yes
01/10/2014 1:27	VOI	VOI903	A319	J		Not Acceptable	No
01/13/2014 6:14	SWA	SWA1357	B737	J	N245WN	Not Acceptable	No
01/14/2014 6:59	SWA	SWA2603	B737	J	N254WN	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
01/16/2014 6:48	SWA	SWA2603	B737	J	N755SA	System Error	Yes
01/21/2014 6:33	SWA	SWA3339	B737	J	N491WN	Not Acceptable	No
01/23/2014 2:26	FDX	FDX1863	MD11	J		Not Acceptable	No
01/24/2014 1:10	VOI	VOI903	A319	J		Not Acceptable	No
01/25/2014 6:21	NKS	NKS188	A320	J	N623NK	Not Acceptable	No
01/30/2014 6:09	DAL	DAL2434	A320	J		Not Acceptable	No
01/31/2014 6:07	SWA	SWA1357	B737	J	N225WN	Not Acceptable	No
01/31/2014 6:57	SWA	SWA8501	B737	J	N437WN	Time Buffer	Yes
02/03/2014 6:17	JBU	JBU247	A320	J	N516JB	Not Acceptable	No
02/05/2014 22:37		N236LC	GALX	B	N236LC	Not Acceptable	No
02/12/2014 5:49	FDX	FDX3671	DC10	J	N308FE	Not Acceptable	No
02/12/2014 6:50	SWA	SWA2603	B737	J		Time Buffer	Yes
02/14/2014 22:38	SWA	SWA563	B737	J	N784SW	Not Acceptable	No
02/17/2014 22:01	UPS	UPS961	MD11	J	N270UP	Time Buffer	Yes
02/19/2014 22:01	SWA	SWA929	B733	J	N660SW	Time Buffer	Yes
02/22/2014 6:37	SWA	SWA3312	B737	J	N550WN	Not Acceptable	No
02/22/2014 6:59	FDX	FDX3647	MD11	J	N592FE	Time Buffer	Yes
02/23/2014 5:18	FDX	FDX881	DC10	J	N303FE	Not Acceptable	No
02/25/2014 22:01	OPT	OPT325	E55P	B	N325FL	Time Buffer	Yes
02/25/2014 22:03	SWA	SWA929	B737	J	N490WN	Time Buffer	Yes
03/05/2014 6:42	JBU	JBU247	A320	J	N629JB	Not Acceptable	No
03/08/2014 22:00	SWA	SWA2145	B737	J	N200WN	Time Buffer	Yes
03/12/2014 6:02	SWA	SWA448	B737	J	N478WN	Not Acceptable	No
03/12/2014 6:11	NKS	NKS188	A320	J	N625NK	Not Acceptable	No
03/12/2014 6:14	AWE	AWE652	A319	J	N838AW	Not Acceptable	No
03/12/2014 6:16	SWA	SWA572	B737	J	N239WN	Not Acceptable	No
03/12/2014 6:18	DAL	DAL942	B738	J	N3769L	Not Acceptable	No
03/12/2014 6:21	UPS	UPS2945	MD11	J	N288UP	Not Acceptable	No
03/12/2014 6:22	SWA	SWA3508	B737	J	N455WN	Not Acceptable	No
03/12/2014 6:24	SWA	SWA2529	B733	J	N653SW	Not Acceptable	No
03/12/2014 6:30	FDX	FDX3671	DC10	J	N564FE	Not Acceptable	No
03/12/2014 6:36	SWA	SWA246	B738	J	N8609A	Not Acceptable	No
03/12/2014 6:38	ASA	ASA345	B739	J	N440AS	Not Acceptable	No
03/12/2014 6:41	SWA	SWA500	B737	J	N7742B	Not Acceptable	No
03/12/2014 6:45	AAY	AAY1001	MD83	J	N419NV	Not Acceptable	No
03/12/2014 6:46	UPS	UPS2953	B763	J	N307UP	Not Acceptable	No
03/12/2014 6:59	FDX	FDX435	B77L	J	N851FD	Time Buffer	Yes
03/14/2014 22:00		N313RF	GLEX	B	N313RF	Time Buffer	Yes
03/14/2014 22:28	JBU	JBU168	A320	J	N565JB	Not Acceptable	No
03/17/2014 6:59	AAY	AAY1005	MD83	J	N419NV	Time Buffer	Yes
03/28/2014 6:34	SWA	SWA246	B738	J	N8301J	Not Acceptable	No
03/28/2014 22:00	JBU	JBU168	A320	J	N659JB	Time Buffer	Yes
03/30/2014 6:25	ASA	ASA345	B737	J	N627AS	Not Acceptable	No
03/31/2014 6:17	SWA	SWA34	B737	J	N942WN	Not Acceptable	No
03/31/2014 22:01	JBU	JBU168	A320	J	N569JB	Time Buffer	Yes

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

Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
02/06/2014 5:37	UPS	UPS2939	B752	J	N443UP	Not Acceptable	No
02/07/2014 22:13	SWA	SWA2073	B737	J	N260WN	Not Acceptable	No
02/13/2014 5:23	UPS	UPS2939	B752	J	N437UP	Not Acceptable	No
02/26/2014 5:21	UPS	UPS2939	B752	J	N461UP	Not Acceptable	No
02/26/2014 5:59	UPS	UPS2945	MD11	J	N291UP	Time Buffer	Yes
02/26/2014 22:08	JBU	JBU916A	A320	J	N827JB	Time Buffer	Yes
02/27/2014 0:51	SKW	SKW1796	CRJ2	R	N969SW	Not Acceptable	No
02/27/2014 1:16	FDX	FDX5084	MD11	J	N574FE	Not Acceptable	No
02/27/2014 2:04	RSP	RSP343	E50P	B	N583JS	Not Acceptable	No
02/27/2014 2:19	FDX	FDX1874	B752	J	N993FD	Not Acceptable	No
02/27/2014 2:32	FDX	FDX1853	B752	J	N928FD	Not Acceptable	No
02/27/2014 2:34	FDX	FDX1863	MD11	J	N586FE	Not Acceptable	No
02/27/2014 2:36	FDX	FDX1859	A306	J	N675FE	Not Acceptable	No
02/27/2014 2:38	FDX	FDX1885	DC10	J	N306FE	Not Acceptable	No
02/27/2014 2:42	FDX	FDX1876	DC10	J	N365FE	Not Acceptable	No
02/27/2014 2:52	FDX	FDX1857	MD11	J	N525FE	Not Acceptable	No
02/27/2014 3:05	FDX	FDX1869	A306	J	N746FD	Not Acceptable	No
02/27/2014 3:11	FDX	FDX1889	B752	J	N952FD	Not Acceptable	No
02/27/2014 3:19	FDX	FDX37	MD11	J	N624FE	Not Acceptable	No
02/27/2014 3:48	FDX	FDX9063	MD11	J		Not Acceptable	No
02/27/2014 4:07	FDX	FDX31	B77L	J	N850FD	Not Acceptable	No
02/27/2014 5:25	UPS	UPS2939	B752	J	N423UP	Not Acceptable	No
02/27/2014 5:51	FDX	FDX3671	DC10	J	N313FE	Time Buffer	Yes
02/27/2014 5:56	UPS	UPS2955	B763	J		Time Buffer	Yes
02/28/2014 0:59	FDX	FDX5084	MD11	J	N597FE	Not Acceptable	No
02/28/2014 1:29	VOI	VOI903	A319	J		Not Acceptable	No
02/28/2014 2:19	FDX	FDX1853	B752	J	N938FD	Not Acceptable	No
02/28/2014 2:28	FDX	FDX1874	B752	J	N993FD	Not Acceptable	No
02/28/2014 2:31	FDX	FDX1885	DC10	J	N319FE	Not Acceptable	No
02/28/2014 2:35	FDX	FDX1859	A306	J	N675FE	Not Acceptable	No
02/28/2014 2:37	FDX	FDX1863	MD11	J	N575FE	Not Acceptable	No
02/28/2014 2:56	FDX	FDX1876	DC10	J	N316FE	Not Acceptable	No
02/28/2014 3:05	FDX	FDX1889	B752	J	N952FD	Not Acceptable	No
02/28/2014 3:09	FDX	FDX1857	MD11	J	N580FE	Not Acceptable	No
02/28/2014 22:09	SWA	SWA1523	B737	J	N943WN	Time Buffer	Yes
02/28/2014 22:14	SKW	SKW4504	CRJ7	R	N641CA	Not Acceptable	No
02/28/2014 22:24	SWA	SWA2415	B737	J	N472WN	Not Acceptable	No
02/28/2014 22:35	SWA	SWA1783	B733	J	N632SW	Not Acceptable	No
02/28/2014 22:41	SWA	SWA286	B737	J	N7704B	Not Acceptable	No
02/28/2014 22:46	SWA	SWA4117	B737	J		Not Acceptable	No
02/28/2014 22:48	HAL	HAL9980	B763	J	N597HA	Not Acceptable	No
02/28/2014 22:55	SWA	SWA578	B733	J	N379SW	Not Acceptable	No
02/28/2014 23:31	SWA	SWA929	B737	J	N465WN	Not Acceptable	No
03/01/2014 2:26	FDX	FDX1853	B752	J	N938FD	Not Acceptable	No
03/01/2014 2:33	FDX	FDX1863	DC10	J	N371FE	Not Acceptable	No
03/01/2014 2:39	VOI	VOI903	A319	J		Not Acceptable	No
03/01/2014 2:41	FDX	FDX1859	A306	J		Not Acceptable	No
03/01/2014 2:43	FDX	FDX1874	B752	J	N993FD	Not Acceptable	No
03/01/2014 2:47	FDX	FDX1885	DC10	J		Not Acceptable	No
03/01/2014 3:01	FDX	FDX1876	MD11	J	N575FE	Not Acceptable	No
03/01/2014 3:09	FDX	FDX1889	B752	J		Not Acceptable	No

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
03/01/2014 3:25	FDX	FDX1857	MD11	J	N618FE	Not Acceptable	No
03/01/2014 5:44	FDX	FDX3671	DC10	J	N316FE	Not Acceptable	No
03/02/2014 5:45	FDX	FDX690	DC10	J	N399FE	Not Acceptable	No
03/26/2014 5:40	UPS	UPS2955	B763	J	N313UP	Not Acceptable	No

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

Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
1/8/2014	1540	SWA	B737	2	High	GRE	1545	N/A	N/A
1/10/2014	2300	HAL	B767	2	High	GRE	2300	NO	N/A
1/16/2014	1356	FDX	MD11	2	High	GRE	1415	N/A	N/A
1/17/2014	1330	KAI	C500	1	High	HG6	1345	N/A	N/A
1/17/2014	0015	SWA	B737	2	High	GRE	0030	NO	N/A
1/19/2014	1415	UPS	B767	2	High	GRE	1430	N/A	N/A
1/20/2014	2348	UPS	B757	2	High	GRE	0015	NO	N/A
1/21/2014	0727	KAI	C500	1	High	HG6	0740	N/A	N/A
1/21/2014	1513	JUS	F2TH	3	High	HG6	1635	N/A	N/A
1/22/2014	0908	KAI	GLF4	2	High	HG6	0910	N/A	N/A
1/24/2014	1200	KAI	F2TH	2	High	HG6	1245	N/A	N/A
1/24/2014	1545	SWA	B737	2	High	GRE	1600	N/A	N/A
1/24/2014	2300	SWA	B737	2	High	GRE	2300	NO	N/A
2/2/2014	1458	KAI	LJ35	1	High	HG6	1505	N/A	N/A
2/3/2014	0814	UPS	B767	2	High	GRE	0814	N/A	N/A
2/9/2014	0840	SWA	B737	2	High	GRE	0850	N/A	N/A
2/9/2014	1414	UPS	B767	2	High	GRE	1425	N/A	N/A
2/10/2014	1230	KAI	C500	1	High	HG6	1235	N/A	N/A
2/17/2014	0447	FDX	MD11	3	Med	GRE	0500	NO	N/A
2/20/2014	1325	KAI	F2TH	2	High	HG6	1300	N/A	N/A
2/22/2014	0928	BSK	F2TH	1	High	HG6	0945	N/A	N/A
2/25/2014	0340	HAL	B767	2	High	GRE	0345	NO	N/A
2/28/2014	1602	SWQ	LJ35	2	High	HG6	1610	N/A	N/A
3/1/2014	1426	SWQ	LJ35	1	High	HG6	1430	N/A	N/A
3/2/2014	0035	SWA	B737	2	High	GRE	0045	NO	N/A
3/3/2014	1719	SWQ	LJ35	1	High	HG6	1733	N/A	N/A
3/14/2014	1015	KAI	C650	2	High	HG6	1045	N/A	N/A
3/14/2014	1557	SWA	B737	2	High	GRE	1600	N/A	N/A
3/16/2014	1753	SWA	B737	2	High	GRE	1800	N/A	N/A
3/22/2014	1351	SWA	B737	2	High	GRE	1400	N/A	N/A
3/23/2014	1046	CXP	GLF5	1	High	HG6	1115	N/A	N/A
3/23/2014	1124	SWA	B737	2	High	GRE	1130	N/A	N/A
3/27/2014	1255	CXP	GLF5	2	High	HG6	1330	N/A	N/A

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

Runway 30 East Turn Departures at 3,000 ft. Procedure

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
01/04/2014 9:49	SWA	SWA1276	B737	2618	Not Acceptable	No
01/07/2014 7:29	FDX	FDX600	A306	2568	Not Acceptable	No
01/07/2014 8:32	UPS	UPS2953	B763	2811	Not Acceptable	No
01/07/2014 13:06	FLC	FLC59	LJ60	2066	Not Acceptable	No
01/07/2014 20:36	SWA	SWA836	B733	2870	Not Acceptable	No
01/11/2014 10:58	SWA	SWA2964	B737	2683	Not Acceptable	No
01/13/2014 14:05	SWA	SWA702	B737	2532	Not Acceptable	No
01/14/2014 9:10	SWA	SWA2962	B737	2801	Not Acceptable	No
01/15/2014 19:54	SWA	SWA836	B733	2598	Not Acceptable	No
01/16/2014 10:31	DAL	DAL2446	A319	2162	Not Acceptable	No
01/18/2014 8:56	SWA	SWA2809	B737	2470	Not Acceptable	No
01/20/2014 11:03	SWA	SWA416	B737	2447	Not Acceptable	No
01/20/2014 14:16	SWA	SWA702	B737	2890	Not Acceptable	No
01/20/2014 14:28	SWA	SWA795	B738	2706	Not Acceptable	No
01/20/2014 16:53	DAL	DAL1374	A320	2664	Not Acceptable	No
01/20/2014 20:10	SWA	SWA836	B733	2772	Not Acceptable	No
01/21/2014 8:34	FDX	FDX3012	DC10	2335	Not Acceptable	No
01/24/2014 9:48	SWA	SWA656	B737	2513	Not Acceptable	No
01/25/2014 16:18	SWA	SWA2976	B737	2559	Not Acceptable	No
01/26/2014 19:44	SWA	SWA836	B733	2716	Not Acceptable	No
01/29/2014 13:08		N816MG	GLF5	2801	Not Acceptable	No
01/30/2014 8:48	SWA	SWA4297	B737	2568	Not Acceptable	No
02/01/2014 13:31	DAL	DAL695	A320	2627	Not Acceptable	No
02/02/2014 20:10	UPS	UPS2955	B763	2814	Not Acceptable	No
02/03/2014 11:15	SWA	SWA416	B737	2765	Not Acceptable	No
02/03/2014 13:58	SWA	SWA3228	B737	2864	Not Acceptable	No
02/04/2014 10:39		N61VC	BE40	1965	Not Acceptable	No
02/04/2014 17:29	DAL	DAL1374	A320	2870	Not Acceptable	No
02/05/2014 8:14	FDX	FDX440	MD11	2270	Not Acceptable	No
02/05/2014 9:13	SWA	SWA817	B737	2093	Not Acceptable	No
02/05/2014 11:39		N102PA	E50P	2769	Not Acceptable	No
02/06/2014 20:21	FDX	FDX1117	A306	2765	Not Acceptable	No
02/06/2014 21:13	SWA	SWA471	B737	2624	Not Acceptable	No
02/06/2014 21:16	JBU	JBU168	A320	2828	Not Acceptable	No
02/10/2014 9:15	SWA	SWA4297	B737	2519	Not Acceptable	No
02/10/2014 14:14	SWA	SWA702	B737	2821	Not Acceptable	No
02/12/2014 8:01	FDX	FDX440	MD11	2326	Not Acceptable	No
02/12/2014 8:17	FDX	FDX3012	DC10	2194	Not Acceptable	No
02/13/2014 8:09	FDX	FDX3012	DC10	2529	Not Acceptable	No
02/13/2014 12:04	SWA	SWA1474	B737	2647	Not Acceptable	No
02/14/2014 11:49	SWA	SWA600	B737	2526	Not Acceptable	No
02/14/2014 16:47	DAL	DAL1374	A320	2880	Not Acceptable	No
02/15/2014 8:10	SWA	SWA2120	B737	2562	Not Acceptable	No
02/15/2014 8:25	OPT	OPT925	E135	2752	Not Acceptable	No
02/17/2014 15:31	FLC	FLC56	LJ60	1587	FAA Flight Check	Yes
02/17/2014 15:37	SWA	SWA910	B737	2857	Not Acceptable	No
02/17/2014 15:48	SWA	SWA60	B737	2791	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
02/18/2014 11:39	SWA	SWA1514	B737	2290	Not Acceptable	No
02/18/2014 19:17	SWA	SWA563	B737	2627	Not Acceptable	No
02/19/2014 7:52	FDX	FDX3012	DC10	2211	Not Acceptable	No
02/21/2014 16:59	DAL	DAL1374	A320	2247	Not Acceptable	No
02/22/2014 11:08	SWA	SWA1322	B737	2864	Not Acceptable	No
02/22/2014 17:29		N99AG	C25B	2778	Not Acceptable	No
02/24/2014 15:13	SWA	SWA910	B737	2893	Not Acceptable	No
02/25/2014 7:54	FDX	FDX440	MD11	2611	Not Acceptable	No
03/02/2014 12:06	SWA	SWA385	B737	2729	Not Acceptable	No
03/02/2014 16:56	DAL	DAL1374	A320	2450	Not Acceptable	No
03/04/2014 9:14	FDX	FDX435	MD11	2696	Not Acceptable	No
03/05/2014 14:34	SWA	SWA601	B737	2549	Not Acceptable	No
03/06/2014 21:26	JBU	JBU168	A320	2631	Not Acceptable	No
03/09/2014 11:49	SWA	SWA127	B737	2667	Not Acceptable	No
03/09/2014 20:08	SWA	SWA172	B737	2765	Not Acceptable	No
03/12/2014 20:30	SWA	SWA3870	B737	2795	Not Acceptable	No
03/13/2014 8:47	SWA	SWA2624	B737	2647	Not Acceptable	No
03/14/2014 16:20	SWA	SWA3870	B737	2716	Not Acceptable	No
03/14/2014 21:07	UPS	UPS945	B763	2759	Not Acceptable	No
03/16/2014 8:42	SWA	SWA2624	B737	2552	Not Acceptable	No
03/17/2014 9:16	SWA	SWA3866	B737	2887	Not Acceptable	No
03/17/2014 11:31	SWA	SWA610	B737	2719	Not Acceptable	No
03/18/2014 17:02	DAL	DAL1374	A320	2821	Not Acceptable	No
03/19/2014 11:06	SWA	SWA610	B737	2670	Not Acceptable	No
03/19/2014 14:39	SWA	SWA3495	B737	2257	Not Acceptable	No
03/19/2014 15:59	SWA	SWA168	B733	2749	Not Acceptable	No
03/19/2014 16:39	SWA	SWA3870	B737	2896	Not Acceptable	No
03/19/2014 19:29	UPS	UPS945	B763	2821	Not Acceptable	No
03/20/2014 13:16		N118K	C501	2522	Not Acceptable	No
03/21/2014 8:45	SWA	SWA2624	B737	2775	Not Acceptable	No
03/21/2014 10:22	DAL	DAL2449	A320	2641	Not Acceptable	No
03/21/2014 19:39	UPS	UPS945	B763	2706	Not Acceptable	No
03/21/2014 19:57	SWA	SWA342	B737	2896	Not Acceptable	No
03/24/2014 8:45	SWA	SWA2624	B737	2775	Not Acceptable	No
03/27/2014 9:24	SWA	SWA3866	B737	2135	Not Acceptable	No
03/27/2014 10:12	DAL	DAL2449	A320	2559	Not Acceptable	No
03/28/2014 8:17	FDX	FDX440	MD11	2693	Not Acceptable	No
03/28/2014 14:44	SWA	SWA1565	B737	2742	Not Acceptable	No
03/29/2014 13:28	SWA	SWA4206	B737	2857	Not Acceptable	No

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

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
01/01/2014 7:50	ASA344	B738	ASA	2716	Not Acceptable	No
01/01/2014 18:16	ASA338	B734	ASA	2644	Not Acceptable	No
01/01/2014 21:21	FDX86	MD11	FDX	2726	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
01/02/2014 7:45	ASA344	B738	ASA	2841	Not Acceptable	No
01/02/2014 13:20	SWA3603	B737	SWA	2519	Not Acceptable	No
01/02/2014 15:27	SWA1356	B737	SWA	2788	Not Acceptable	No
01/02/2014 16:52	N445MD	GLF4		2027	Not Acceptable	No
01/02/2014 17:59	ASA338	B734	ASA	2303	Not Acceptable	No
01/02/2014 23:21	SWA912	B737	SWA	2755	Not Acceptable	No
01/03/2014 0:58	SWA304	B737	SWA	2463	Not Acceptable	No
01/03/2014 2:05	SWA3464	B738	SWA	2896	Not Acceptable	No
01/03/2014 21:33	SWA358	B737	SWA	2749	Not Acceptable	No
01/03/2014 22:09	SWA3963	B737	SWA	2654	Not Acceptable	No
01/03/2014 23:12	ASA358	B737	ASA	2664	Not Acceptable	No
01/04/2014 2:06	SWA304	B733	SWA	2536	Not Acceptable	No
01/04/2014 9:54	SWA1463	B738	SWA	2673	Not Acceptable	No
01/04/2014 11:43	FDX3015	A306	FDX	2611	Not Acceptable	No
01/04/2014 23:10	ASA358	B734	ASA	2896	Not Acceptable	No
01/05/2014 9:18	SWA553	B733	SWA	2755	Not Acceptable	No
01/05/2014 19:55	SWA358	B737	SWA	2309	Not Acceptable	No
01/06/2014 12:04	ASA346	B738	ASA	2746	Not Acceptable	No
01/06/2014 17:43	ASA338	B737	ASA	2644	Not Acceptable	No
01/06/2014 21:31	SWA616	B737	SWA	2808	Not Acceptable	No
01/07/2014 9:48	SWA4454	B737	SWA	2887	Not Acceptable	No
01/09/2014 18:59	ASA338	B734	ASA	2611	Not Acceptable	No
01/10/2014 22:45	FDX1807	MD11	FDX	2877	Not Acceptable	No
01/11/2014 18:46	SWA2322	B737	SWA	2883	Not Acceptable	No
01/12/2014 13:06	SWA1007	B737	SWA	2851	Not Acceptable	No
01/13/2014 17:39	ASA338	B737	ASA	2860	Not Acceptable	No
01/13/2014 18:25	SWA693	B737	SWA	2880	Not Acceptable	No
01/14/2014 20:03	SWA1097	B733	SWA	2788	Not Acceptable	No
01/14/2014 21:44	FDX86	B77L	FDX	2795	Not Acceptable	No
01/15/2014 13:10	SWA1007	B733	SWA	2752	Not Acceptable	No
01/15/2014 13:52	SWA3740	B737	SWA	2759	Not Acceptable	No
01/15/2014 20:00	SWA4193	B737	SWA	2896	Not Acceptable	No
01/16/2014 14:21	SWA3740	B737	SWA	2785	Not Acceptable	No
01/16/2014 15:48	SWA3030	B737	SWA	2145	Not Acceptable	No
01/16/2014 23:22	ASA358	B737	ASA	2821	Not Acceptable	No
01/17/2014 23:31	ASA358	B734	ASA	2545	Not Acceptable	No
01/18/2014 7:53	ASA344	B738	ASA	2880	Not Acceptable	No
01/18/2014 11:58	ASA346	B738	ASA	2257	Not Acceptable	No
01/18/2014 12:55	SWA2043	B737	SWA	2801	Not Acceptable	No
01/18/2014 13:21	SWA2132	B737	SWA	2345	Not Acceptable	No
01/18/2014 17:49	AAY1202	MD88	AAY	2729	Not Acceptable	No
01/18/2014 18:52	SWA3685	B737	SWA	2627	Not Acceptable	No
01/18/2014 23:14	ASA358	B737	ASA	2614	Not Acceptable	No
01/19/2014 18:02	SWA453	B737	SWA	2312	Not Acceptable	No
01/19/2014 19:58	SWA719	B737	SWA	2857	Not Acceptable	No
01/19/2014 23:15	ASA358	B737	ASA	2578	Not Acceptable	No
01/21/2014 11:53	ASA346	B738	ASA	2890	Not Acceptable	No
01/21/2014 13:14	SWA1007	B737	SWA	2867	Not Acceptable	No
01/21/2014 14:30	SWA3740	B737	SWA	2867	Not Acceptable	No
01/21/2014 15:41	SWA3030	B737	SWA	2834	Not Acceptable	No
01/21/2014 20:00	SWA9003	B737	SWA	2401	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
01/21/2014 20:07	SWA412	B737	SWA	2624	Not Acceptable	No
01/21/2014 20:13	SWA1097	B733	SWA	2857	Not Acceptable	No
01/21/2014 23:20	ASA358	B734	ASA	2837	Not Acceptable	No
01/22/2014 13:56	SWA3740	B737	SWA	2887	Not Acceptable	No
01/22/2014 17:29	N1TS	B737		2808	Not Acceptable	No
01/22/2014 20:13	SWA412	B737	SWA	2516	Not Acceptable	No
01/23/2014 19:56	JBU167	A320	JBU	2821	Not Acceptable	No
01/23/2014 19:58	SWA1097	B733	SWA	2168	Not Acceptable	No
01/23/2014 20:17	SWA4193	B737	SWA	2690	Not Acceptable	No
01/23/2014 20:26	SWA719	B737	SWA	2847	Not Acceptable	No
01/24/2014 18:12	SWA20	B737	SWA	2788	Not Acceptable	No
01/24/2014 20:08	SWA1097	B733		2775	Not Acceptable	No
01/25/2014 9:55	SWA2474	B737	SWA	2765	Not Acceptable	No
01/25/2014 10:03	SWA3096	B733		2890	Not Acceptable	No
01/25/2014 12:53	SWA2043	B737	SWA	2874	Not Acceptable	No
01/27/2014 14:44	SWA3740	B733	SWA	2552	Not Acceptable	No
01/29/2014 20:35	SWA9004	B737	SWA	2890	Not Acceptable	No
01/29/2014 20:42	SWA1097	B733	SWA	2716	Not Acceptable	No
01/31/2014 9:51	SWA153	B737	SWA	2851	Not Acceptable	No
01/31/2014 13:09	SWA1007	B737	SWA	2690	Not Acceptable	No
01/31/2014 19:53	SWA1097	B733	SWA	2752	Not Acceptable	No
01/31/2014 20:22	SWA4193	B737	SWA	2883	Not Acceptable	No
01/31/2014 20:29	SWA412	B737	SWA	2624	Not Acceptable	No
02/02/2014 20:22	SWA412	B737	SWA	2785	Not Acceptable	No
02/03/2014 7:49	ASA344	B738	ASA	2752	Not Acceptable	No
02/03/2014 9:56	SWA153	B737	SWA	2870	Not Acceptable	No
02/03/2014 12:34	SWA4722	B737	SWA	2736	Not Acceptable	No
02/03/2014 20:16	SWA4193	B737	SWA	2411	Not Acceptable	No
02/04/2014 20:35	SWA719	B737	SWA	2795	Not Acceptable	No
02/05/2014 13:15	SWA1007	B737	SWA	2431	Not Acceptable	No
02/10/2014 16:08	SWA3030	B737	SWA	1571	Not Acceptable	No
02/11/2014 17:57	ASA338	B734	ASA	2618	Not Acceptable	No
02/11/2014 20:05	SWA412	B737	SWA	2854	Not Acceptable	No
02/13/2014 16:21	SWA1290	B737	SWA	2896	Not Acceptable	No
02/13/2014 20:33	SWA3504	B737	SWA	2618	Not Acceptable	No
02/13/2014 20:48	SWA1616	B737	SWA	2687	Not Acceptable	No
02/13/2014 23:15	ASA358	B737	ASA	2621	Not Acceptable	No
02/14/2014 20:36	SWA647	B733	SWA	2890	Not Acceptable	No
02/14/2014 23:20	ASA358	B737	ASA	2201	Not Acceptable	No
02/15/2014 9:09	FDX3812	DC10	FDX	2847	Not Acceptable	No
02/15/2014 10:06	SWA1290	B737	SWA	2788	Not Acceptable	No
02/15/2014 11:09	AAY200	MD88	AAY	2559	Not Acceptable	No
02/16/2014 7:50	ASA344	B738	ASA	2801	Not Acceptable	No
02/16/2014 16:21	AAY1018	MD83	AAY	2821	Not Acceptable	No
02/17/2014 10:10	SWA3742	B737	SWA	2864	Not Acceptable	No
02/17/2014 22:15	SWA331	B737	SWA	2851	Not Acceptable	No
02/18/2014 15:57	SWA442	B737	SWA	2890	Not Acceptable	No
02/18/2014 17:55	ASA338	B734	ASA	2864	Not Acceptable	No
02/18/2014 20:24	SWA203	B733	SWA	2604	Not Acceptable	No
02/19/2014 12:55	SWA780	B737	SWA	2890	Not Acceptable	No
02/19/2014 20:23	SWA3504	B737	SWA	2326	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
02/19/2014 22:47	FDX582	MD11	FDX	2759	Not Acceptable	No
02/21/2014 12:43	SWA780	B737	SWA	2736	Not Acceptable	No
02/21/2014 22:18	SWA331	B733	SWA	2687	Not Acceptable	No
02/22/2014 9:40	SWA3035	B733	SWA	2713	Not Acceptable	No
02/22/2014 9:57	AAY200	MD83	AAY	2598	Not Acceptable	No
02/22/2014 18:43	SWA2444	B737	SWA	2759	Not Acceptable	No
02/23/2014 21:23	SWA1682	B737	SWA	2841	Not Acceptable	No
02/23/2014 21:55	SWA331	B737	SWA	2742	Not Acceptable	No
02/24/2014 20:42	SWA203	B733	SWA	2687	Not Acceptable	No
02/25/2014 19:54	SWA203	B733	SWA	2818	Not Acceptable	No
02/25/2014 20:08	SWA647	B733	SWA	2198	Not Acceptable	No
02/25/2014 20:13	SWA3504	B737	SWA	2267	Not Acceptable	No
03/02/2014 16:12	AAY1018	MD83	AAY	2621	Not Acceptable	No
03/02/2014 19:41	SWA219	B737	SWA	2860	Not Acceptable	No
03/02/2014 20:15	SWA9011	B737	SWA	2883	Not Acceptable	No
03/02/2014 22:25	SWA331	B737	SWA	2667	Not Acceptable	No
03/03/2014 11:50	ASA346	B738	ASA	2834	Not Acceptable	No
03/03/2014 15:41	SWA3134	B737	SWA	2621	Not Acceptable	No
03/03/2014 20:29	SWA203	B733	SWA	2775	Not Acceptable	No
03/05/2014 11:53	ASA346	B738	ASA	2775	Not Acceptable	No
03/05/2014 12:37	SWA780	B737	SWA	2755	Not Acceptable	No
03/05/2014 17:59	ASA338	B734	ASA	2352	Not Acceptable	No
03/07/2014 10:28	SWA332	B733	SWA	2896	Not Acceptable	No
03/08/2014 11:56	DAL1473	A320	DAL	2834	Not Acceptable	No
03/09/2014 10:02	SWA1177	B737	SWA	2765	Not Acceptable	No
03/09/2014 12:54	SWA2073	B733	SWA	2673	Not Acceptable	No
03/09/2014 19:31	SWA258	B737	SWA	2857	Not Acceptable	No
03/09/2014 20:15	SWA3040	B737	SWA	2880	Not Acceptable	No
03/09/2014 20:32	SWA133	B737	SWA	2801	Not Acceptable	No
03/09/2014 23:20	ASA356	B737	ASA	2857	Not Acceptable	No
03/10/2014 16:06	SWA414	B733	SWA	2851	Not Acceptable	No
03/10/2014 18:21	SWA9001	B733	SWA	2083	Not Acceptable	No
03/10/2014 20:23	SWA3040	B737	SWA	2726	Not Acceptable	No
03/11/2014 12:34	SWA2073	B737	SWA	2762	Not Acceptable	No
03/11/2014 13:28	SWA2718	B737	SWA	2536	Not Acceptable	No
03/12/2014 9:43	SWA1266	B737	SWA	2828	Not Acceptable	No
03/12/2014 15:16	SWA154	B737	SWA	2877	Not Acceptable	No
03/13/2014 20:08	SWA3040	B737	SWA	2778	Not Acceptable	No
03/13/2014 23:30	FDX28	MD11	FDX	2805	Not Acceptable	No
03/16/2014 8:04	ASA342	B737	ASA	2687	Not Acceptable	No
03/16/2014 9:57	SWA1177	B737	SWA	2713	Not Acceptable	No
03/19/2014 15:21	SWA154	B737	SWA	2867	Not Acceptable	No
03/19/2014 16:13	SWA414	B737	SWA	2887	Not Acceptable	No
03/19/2014 20:11	SWA3040	B737	SWA	2106	Not Acceptable	No
03/20/2014 11:50	ASA344	B739	ASA	2752	Not Acceptable	No
03/20/2014 23:22	ASA356	B737	ASA	2824	Not Acceptable	No
03/21/2014 11:46	ASA344	B739	ASA	1879	Not Acceptable	No
03/21/2014 19:55	SWA3040	B737	SWA	2808	Not Acceptable	No
03/21/2014 23:12	ASA356	B737	ASA	2739	Not Acceptable	No
03/23/2014 18:57	SWA1018	B737	SWA	2874	Not Acceptable	No
03/24/2014 8:53	AAY200	MD83	AAY	2896	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
03/24/2014 20:01	SWA295	B737	SWA	2378	Not Acceptable	No
03/25/2014 12:49	SWA2073	B737	SWA	2893	Not Acceptable	No
03/25/2014 13:55	SWA2718	B737	SWA	2821	Not Acceptable	No
03/27/2014 19:11	SWA1018	B737	SWA	2874	Not Acceptable	No
03/28/2014 9:38	FDX3844	MD11	FDX	2667	Not Acceptable	No
03/28/2014 9:51	SWA1266	B737	SWA	2887	Not Acceptable	No
03/28/2014 12:00	ASA344	B739	ASA	2749	Not Acceptable	No
03/28/2014 15:58	DAL1374	A320	DAL	2864	Not Acceptable	No
03/28/2014 20:04	SWA3040	B737	SWA	2086	Not Acceptable	No
03/28/2014 23:19	ASA356	B737	ASA	2398	Not Acceptable	No
03/05/2014 12:12	SWA293	B733	SWA	2473	Safety/Emergency	Yes

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

North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

April 3, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

The jet aircraft identified below was observed departing from Runway 28L or 28R, 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/KOAK>

Event date: 04/02/2014
Time of departure: 0720 hrs. local
Aircraft Type: C501
Aircraft Tail Number or Flight Number: N902DD

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

Please use Runway 12/30 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

North Field Jet Landing Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

April 3, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

The jet aircraft identified below was observed landing on Runway 10L or 10R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For complete information about our noise abatement procedures visit Whispertrack <http://whispertrack.com/airports/KOAK>

Event date: 04/01/2014
Time of landing: 0847 hrs. local
Aircraft Type: CL30
Aircraft Tail Number or Flight Number: BJS532

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

Please use Runway 12 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



PORT OF OAKLAND

Via email: flightoperations@jets.com

March 23, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

The aircraft identified below was observed departing from Runway 28R/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: 3/22/2014
Time of departure: 2252 hrs. local
Aircraft Type: C172
Aircraft Tail Number or Flight Number: N328TA

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

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

North Field Quiet Hours Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

March 12, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

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/KOAK>

Event date: 2/11/2014
Time of departure: 0555 hrs local
Aircraft Type: P46T
Aircraft Tail Number or Flight Number: N3115M

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

Helicopter Flight Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

March 12, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

The OAK Noise Office has received a number of complaints regarding helicopter overflights.

We are providing 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 .

If you have further questions, please call (510) 563-3349, or e-mail jrichardson@portoakland.com

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Noise Abatement Procedures

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