



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Second Quarter 2014



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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Park Close. Fly on time.

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QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Second Quarter 2014				
	2013Q2		2014Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	93%	7%
Total Airport-wide Corporate Jet Departures	2,250	134	2,554	201
Runway 10R/L Jet Landing Compliance	62%	38%	74%	26%
Total Southeast Plan Corporate Jet Landings	74	46	47	12
North Field VFR Departure Compliance	97%	3%	98%	2%
Total Runways 28R/L & 33 Departures	1,024	36	1,184	20
North Field Quiet Hours Compliance	77%	23%	82%	18%
Total North Field Quiet Hours Departures	204	46	190	34
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,418	6	15,688	2
Silent8 Night Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,025	36	3,028	37
Runway 12 Night Departure Compliance	51%	49%	97%	3%
Total Runway 12 Night Turbojet Departures	39	19	64	2
Runway 30 East Turn Departure Compliance	97%	3%	96%	4%
Total Runway 30 East Turn Departures	3,711	128	3,985	158
100 Degree Radial Turbojet Landing Compliance	92%	8%	93%	7%
Total 100 Degree Radial Turbojet Landings	2,189	187	2,349	156
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	17	0	13	0

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

The North Field Preferential Runway Use noise abatement procedure program states that the following aircraft should not depart from Runways 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 Second Quarter 2014				
	April	May	June	Quarterly
Airport-wide Corporate Jet Departures	918	939	898	2,755
Compliant Corporate Jet Departures	864	874	816	2,554
Non-compliant Corporate Jet Departures	54	65	82	201
Corporate Jet Departure Compliance Rate	94%	93%	91%	93%
Excused Jet Departures	46	35	31	112
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,300	5,440	5,584	16,324
Compliant Airport-wide Jet Departures	5,246	5,375	5,502	16,123
Non-compliant Airport-wide Jet Departures	54	65	82	201
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Second Quarter 2014				
	April	May	June	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	47	0	0	47
Compliant SE Plan Corporate Jet Landings	35	0	0	35
Non-compliant SE Plan Corporate Jet Landings	12	0	0	12
SE Plan Corporate Jet Landing Compliance Rate	74%	N/A	N/A	74%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	224	1	2	227
Airport-wide Compliant SE Plan Jet Landings	212	1	2	215
Airport-wide Non-compliant SE Plan Landings	12	0	0	12
Airport-wide Jet Landing SE Plan Compliance Rate	95%	100%	100%	95%
* Note: During Southeast Plan, business jets may land on Runways 09R/L and 11.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

The North Field VFR (visual flight rules) noise abatement procedure is designed for Runways 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 Second Quarter 2014				
	April	May	June	Total
Total VFR Departures	364	400	420	1,184
Total VFR Departures Over Alameda	57	69	81	207
Compliant Departures	358	394	412	1,164
Non-compliant Departures	6	6	8	20
Compliance Rate	98%	99%	98%	98%

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NORTH FIELD QUIET HOURS PROCEDURES

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

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

- Runways 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.

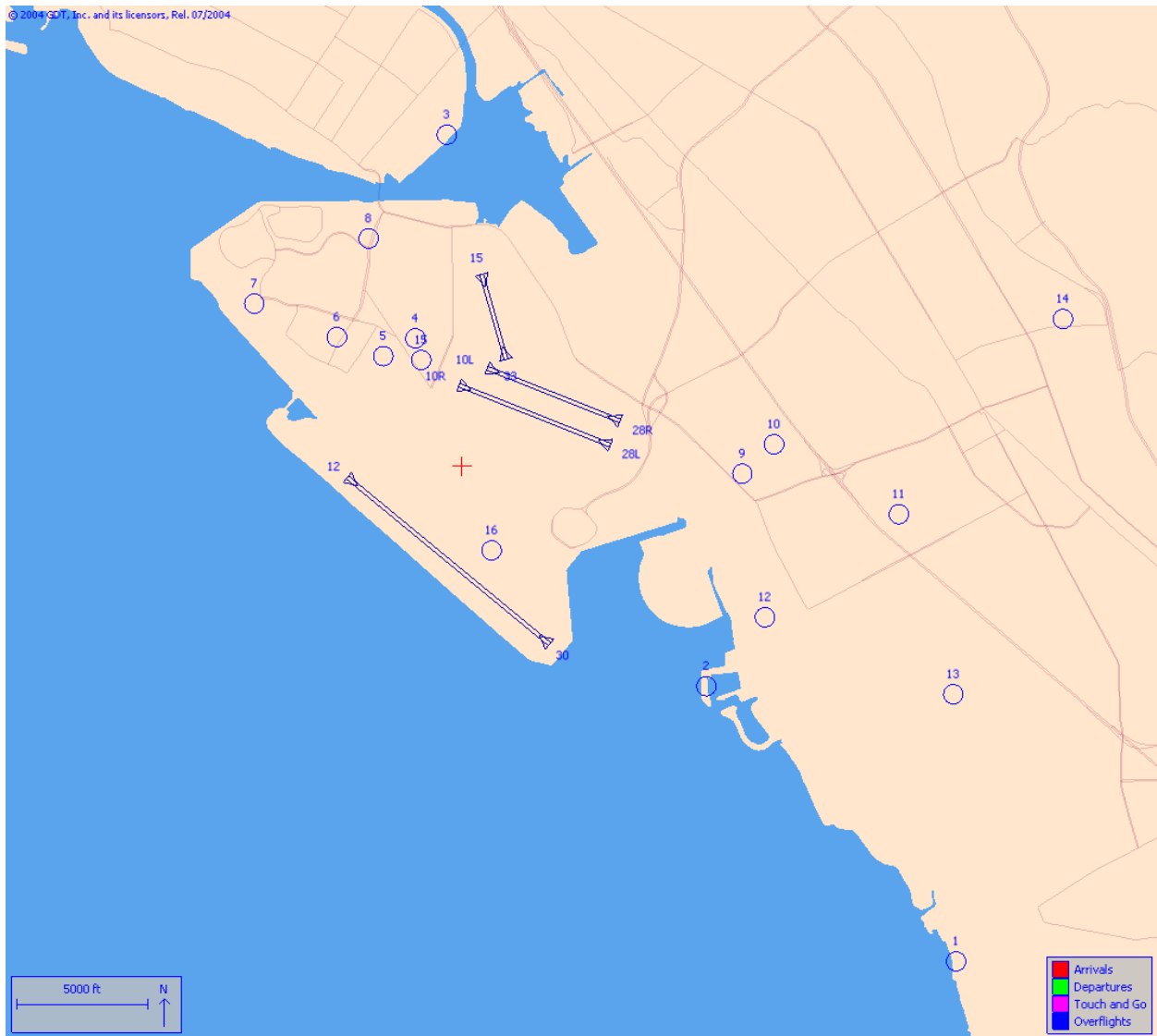
North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) Second Quarter 2014				
	April	May	June	Quarterly
Total Night Departures (10:00 p.m. to 6:00 a.m.)	63	64	63	190
Compliant Night Departures	50	49	57	156
Average Compliant Departures per Night	1.6	1.6	1.8	1.7
Non-Compliant Night Departures	13	15	6	34
Average Non-Compliant Departures per Night	0.4	0.5	0.2	0.4
Night Departure Compliance Rate	79%	77%	90%	82%

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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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

Noise Monitor Terminal (NMT) Locations



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Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 190

Second 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	4	6	0.1	1.1%	1	0.0	0.2%	0	0.0	0.0%	11
2	14	4	0.0	0.7%	0	0.0	0.0%	0	0.0	0.0%	18
3	34	4	0.0	0.7%	1	0.0	0.2%	0	0.0	0.0%	39
4	63	42	0.5	7.4%	15	0.2	2.6%	15	0.2	2.6%	135
5	53	12	0.1	2.1%	3	0.0	0.5%	16	0.2	2.8%	84
6	16	6	0.1	1.1%	8	0.1	1.4%	10	0.1	1.8%	40
7	16	8	0.1	1.4%	8	0.1	1.4%	1	0.0	0.2%	33
8	22	26	0.3	4.6%	2	0.0	0.4%	0	0.0	0.0%	50
9	10	6	0.1	1.1%	9	0.1	1.6%	5	0.1	0.9%	30
10	29	18	0.2	3.2%	5	0.1	0.9%	0	0.0	0.0%	52
11	5	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	8
12	18	8	0.1	1.4%	5	0.1	0.9%	0	0.0	0.0%	31
13	7	4	0.0	0.7%	0	0.0	0.0%	0	0.0	0.0%	11
14	6	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	9
All NMTs	297	149	2	0	58	1	0	47	1	0	551

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 152

Second 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	34	4	0.0	1.7%	1	0.0	0.4%	0	0.0	0.0%	39
4	63	42	0.5	17.6%	15	0.2	6.3%	15	0.2	6.3%	135
5	53	12	0.1	5.0%	3	0.0	1.3%	16	0.2	6.7%	84
6	16	6	0.1	2.5%	8	0.1	3.3%	10	0.1	4.2%	40
7	16	8	0.1	3.3%	8	0.1	3.3%	1	0.0	0.4%	33
8	22	26	0.3	10.9%	2	0.0	0.8%	0	0.0	0.0%	50
Total	204	98	1.1		37	0.4		42	0.5		381

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 38

Second 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	14	4	0.0	1.2%	0	0.0	0.0%	0	0.0	0.0%	18
9	10	6	0.1	1.8%	9	0.1	2.7%	5	0.1	1.5%	30
10	29	18	0.2	5.5%	5	0.1	1.5%	0	0.0	0.0%	52
11	5	2	0.0	0.6%	1	0.0	0.3%	0	0.0	0.0%	8
12	18	8	0.1	2.4%	5	0.1	1.5%	0	0.0	0.0%	31
13	7	4	0.0	1.2%	0	0.0	0.0%	0	0.0	0.0%	11
14	6	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	9
Total	89	45	0.5		20	0.2		5	0.1		159

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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 Second Quarter 2014				
	April	May	June	Quarter
Runway 30 Turbojet Departures	4,907	5,324	5,457	15,688
Compliant Departures	4,906	5,323	5,457	15,686
Non-compliant Departures	1	1	0	2
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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SILENT EIGHT DEPARTURE PROCEDURE

The Silent Eight departure is a FAA instrument departure procedure at Oakland International Airport established to reduce noise on residential communities at nighttime. The Silent Eight 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 8 Night Departure NAP Compliance Summary 10:00 pm - 7:00 am Second Quarter 2014				
	April	May	June	Quarter
Runway 30 Nighttime Turbojet Departures	940	1,030	1,058	3,028
Buffer Time Departures	6	11	20	37
Compliant Departures	927	1,018	1,046	2,991
Non-compliant Departures	13	12	12	37
Compliance Rate	99%	99%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

The rolling takeoff noise abatement departure procedure was designed to reduce the impacts to San Leandro residents from back-blast noise generated by late night Runway 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) Second 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	
Second Quarter 2014 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	124	41	11	66	75	19
MD11	167	56	23	66	76	19
A306	151	50	6	67	73	14
B757	176	59	8	67	73	11
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-46	-21	-3	-3	-3
MD11		24	10	-4	-3	-5
A306		-17	-15	0	-4	-11
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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Summary of Calendar Quarter of Previous Year

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

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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) Second Quarter 2014				
	April	May	June	Quarter
Jet Departures	64	0	0	64
Non-Compliant Departures	2	0	0	2
Compliant Departures	62	0	0	62
Compliance Rate	97%	No SE Plan	No SE Plan	97%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 6:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Second Quarter 2014				
	April	May	June	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	0	0
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	1	5	7	13
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	1	5	7	13
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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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 Second Quarter 2014				
	April	May	June	Quarter
Total Runway 30 East Turn Turbojet Departures	1,138	1,320	1,527	3,985
Non-compliant Turbojet Departures	38	48	72	158
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,100	1,272	1,455	3,827
Compliance Rate	97%	96%	95%	96%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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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 Second Quarter 2014				
	April	May	June	Quarter
Turbojets on Downwind RWY 30 Approach	730	771	848	2,349
Non-compliant Turbojets	49	38	69	156
Total Turbojet Aircraft Above 3K Feet ASL*	681	733	779	2,193
Compliance Rate	93%	95%	92%	93%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant.				

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

Community	Callers	Complaints
Alameda(BFI)	16	53
Alameda(Central)	4	22
Berkeley	1	1
Castro Valley	1	9
Fremont	2	19
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	0	0
Piedmont	0	0
San Francisco	0	0
San Leandro	4	97
San Lorenzo	1	3
Other Communities	1	3
Total	30	207
Complaints by Time of Day		
Day (0700 - 1900)		129
Evening (1900 - 2200)		19
Night (2200 - 0700)		59
Complaints by Type of Operation		
Arrivals		63
Departures		103
Over-flights		41
Touch & Go		0
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Helicopter		77
Jet		108
Military		0
Not Reported		0
Other		16
Propeller		6

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

Community	Callers	Complaints
Alameda(BFI)	18	49
Alameda(Central)	4	28
Berkeley	0	0
Castro Valley	0	0
Fremont	3	7
Hayw ard	0	0
Marin County	0	0
Milpitas	0	0
New ark	0	0
Oakland	1	1
Piedmont	0	0
San Francisco	0	0
San Leandro	5	82
San Lorenzo	0	0
Other Communities	1	2
Total	32	169
Complaints by Time of Day		
Day (0700 - 1900)	110	
Evening (1900 - 2200)	15	
Night (2200 - 0700)	44	
Complaints by Type of Operation		
Arrivals	67	
Departures	81	
Over-flights	14	
Touch & Go	7	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Helicopter	77	
Jet	71	
Military	0	
Not Reported	0	
Other	1	
Propeller	20	

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

Community	Callers	Complaints
Alameda(BFI)	21	85
Alameda(Central)	4	16
Berkeley	1	1
Castro Valley	0	0
Fremont	2	4
Hayward	1	5
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	3	3
Piedmont	0	0
San Francisco	0	0
San Leandro	5	115
San Lorenzo	0	0
Other Communities	4	17
Total	41	246
Complaints by Time of Day		
Day (0700 - 1900)		143
Evening (1900 - 2200)		44
Night (2200 - 0700)		59
Complaints by Type of Operation		
Arrivals		79
Departures		136
Over-flights		31
Touch & Go		0
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Helicopter		81
Jet		144
Military		0
Not Reported		0
Other		0
Propeller		21

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) Second Quarter 2014					
	April	May	June	Total	Percentage
Runway 28L	10	7	3	20	11%
Runway 28R	32	39	47	118	62%
Runway 33	3	7	4	14	7%
Alameda Overflights	45	53	54	152	80%
Runway 10L	7	0	1	8	4%
Runway 10R	11	11	8	30	16%
Runway 15	0	0	0	0	0%
San Leandro Overflights	18	11	9	38	20%
Total Departures	63	64	63	190	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 Second Quarter 2014				
	April	May	June	Total
VFR Departures				
Runway 28L	34	27	33	94
Runway 28R	200	249	260	709
Runway 33	132	128	137	397
VFR Departures	366	404	430	1,200
IFR Departures				
Runway 28L	229	177	184	590
Runway 28R	506	546	554	1,606
Runway 33	123	133	167	423
IFR Departures	858	856	905	2,619
Total Departures	1,224	1,260	1,335	3,819

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2014											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	34	85	-	-	1	2	11	656	1,821	-	2,491	2,491
	Helicopters	-	-	-	1	-	-	-	1	2	161	165	165
	Commercial Jets	171	12,081	12,252	-	-	-	-	51	15	-	66	12,318
	Military	-	2	2	-	-	-	-	-	-	-	-	2
	Propeller	-	5	5	52	84	4	1	300	1,664	-	2,105	2,110
	Regional Jets	9	644	653	-	-	-	-	15	126	-	141	794
	Turboprops	5	303	308	-	2	6	11	139	915	-	1,073	1,381
	Unknown	-	36	36	4	3	-	-	19	62	-	88	124
Sub-totals		219	13,156	13,256	57	90	12	23	1,181	4,605	161	6,129	19,385
Departures	Corporate Jets	9	2,387	2,396	-	9	11	55	111	173	-	359	2,755
	Helicopters	-	-	-	-	-	1	-	-	1	201	203	203
	Commercial Jets	215	12,441	12,656	-	2	-	9	20	7	-	38	12,694
	Military	-	2	2	-	-	-	-	-	-	-	-	2
	Propeller	11	7	18	46	712	72	11	174	1,424	-	2,439	2,457
	Regional Jets	10	858	868	-	-	-	2	2	1	-	5	873
	Turboprops	4	268	272	-	73	12	8	371	677	-	1,141	1,413
	Unknown	-	65	-	3	24	1	-	6	32	-	66	66
Sub-totals		249	16,028	16,212	49	820	97	85	684	2,315	201	4,251	20,463
Touch & Go Sub-totals		-	2	2	-	21	2	1	59	251	2	336	338
Grand Total		468	29,186	29,470	106	931	111	109	1,924	7,171	364	10,716	40,186

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Second Quarter 2014											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	171	12,081	12,252	-	-	-	-	51	15	-	66	12,318
	Regional Jets	9	644	653	-	-	-	-	15	126	-	141	794
Commercial Jet Sub-totals		180	12,725	12,905	-	-	-	-	66	141	-	207	13,112
	Corporate Jets	34	85	119	-	1	2	11	656	1,821	-	2,491	2,610
All Jet Arrivals Sub-totals		214	12,810	13,024	-	1	2	11	722	1,962	-	2,698	15,722
Departures	Commercial Jets	215	12,441	12,656	-	2	-	9	20	7	-	38	12,694
	Regional Jets	10	858	868	-	-	-	2	2	1	-	5	873
Commercial Jet Sub-totals		225	13,299	13,524	-	2	-	11	22	8	-	43	13,567
	Corporate Jets	9	2,387	2,396	-	9	11	55	111	173	-	359	2,755
All Jet Departures Sub-totals		234	15,686	15,920	-	11	11	66	133	181	-	402	16,322
Grand Total		448	28,496	28,944	-	12	13	77	855	2,143	-	3,100	32,044

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

Airspace Conflict Potential: Pilot or air traffic controller may have needed to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur when aircraft depart from the North Field on a VFR flight or when jets land on Runway 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.

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APPENDICES

Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/2/2014 7:20	N902DD	N902DD	C501	4555	28R	B	Pilot Requested	No
4/2/2014 7:27	N903JP	N903JP	C510	4570	28L	B	Pilot Refusal	No
4/2/2014 7:38	EJA381	N381QS	C680	3351	28L	B	Pilot Requested	No
4/2/2014 14:02	WWI91		LJ60	3724	28L	B	Departure Timing	No
4/2/2014 19:49	KFS49		LJ35	4217	28L	B	Lifeguard Medical	Yes
4/2/2014 20:06	EDG35	N35BP	GALX	3230	28L	B	Runway Maintenance	Yes
4/2/2014 20:12	SKW4806	N805SK	CRJ9	3653	28L	R	Runway Maintenance	Yes
4/3/2014 5:53	DCM2373	N44CK	C525	4231	28R	B	Pilot Refusal	No
4/3/2014 7:09	LN989AL		LJ35	3774	28R	B	Lifeguard Medical	Yes
4/4/2014 15:44	N163BB	N163BB	EA50	3235	28L	B	Pilot Requested	No
4/5/2014 6:31	DCM6373	N44CK	C525	4215	28R	B	Pilot Refusal	No
4/5/2014 9:59	N991TW	N991TW	CL60	4554	28L	B	Pilot Refusal	No
4/6/2014 12:35	N854AK	N854AK	DA20	4510	28R	B	Departure Timing	No
4/7/2014 2:17	VOI907	N513VL	A320	3232	28L	J	RWY 30 Routine Closure	Yes
4/7/2014 4:50	UPS2943		B763	3327	28L	J	RWY 30 Routine Closure	Yes
4/7/2014 15:34	DCM2283		E55P	3326	28L	B	Pilot Refusal	No
4/7/2014 18:23	DCM6372	N525CR	C25B	4577	28R	B	Pilot Refusal	No
4/8/2014 21:29	DCM6373	N44CK	C525	4534	28R	B	Lifeguard Medical	Yes
4/8/2014 21:36	DCM6372	N525CR	C25B	4570	28R	B	Pilot Refusal	No
4/9/2014 12:16	EJA606		C56X	4205	28L	B	Departure Timing	No
4/10/2014 11:08	N247CJ	N247CJ	F900	3622	28L	B	Pilot Requested	No
4/10/2014 15:36	N163BB	N163BB	EA50	4554	28R	B	Pilot Requested	No
4/10/2014 17:18	GDG801	N51VL	LJ55	4562	28L	B	Pilot Requested	No
4/11/2014 7:22	N3FA	N3FA	C560	1750	28L	B	Departure Timing	No
4/11/2014 13:57	N721MM	N721MM	GLF5	3342	28L	B	Safety/Emergency	No
4/11/2014 14:33	N2486B	N2486B	EA50	4527	28R	B	Pilot Refusal	No
4/11/2014 16:40	LN903JP		C510	4534	28L	B	Lifeguard Medical	Yes
4/11/2014 17:08	DCM6372	N525CR	C25B	3335	28R	B	Pilot Refusal	No
4/13/2014 10:30	N903JP	N903JP	C510	4216	28R	B	Pilot Refusal	No
4/13/2014 13:59	N999VK	N999VK	CL60	3202	28L	B	Safety/Emergency	No
4/13/2014 14:09	DCM6373	N44CK	C525	4556	28R	B	Pilot Refusal	No
4/13/2014 15:14	N33L	N33L	C650	3667	28L	B	Pilot Requested	No
4/13/2014 19:54	N903JP	N903JP	C510	4214	28R	B	Pilot Refusal	No
4/14/2014 2:27	VOI907		A320	3357	28L	J	RWY 30 Routine Closure	Yes
4/14/2014 4:58	UPS2943		B763	3344	28L	J	RWY 30 Routine Closure	Yes
4/14/2014 5:29	OPT344		E55P	3246	28R	B	RWY 30 Routine Closure	Yes
4/14/2014 5:42	SWA3318		B737	3216	28L	J	RWY 30 Routine Closure	Yes
4/14/2014 9:56	GDG801	N51VL	LJ55	4250	28L	B	Pilot Requested	No
4/14/2014 11:53	EJA895	N895QS	H25B	3364	28R	B	Pilot Requested	No
4/14/2014 14:26	N520RP	N520RP	CL30	3773	28L	B	Pilot Requested	No
4/14/2014 16:55	N397DR	N397DR	C650	1724	28R	B	Pilot Requested	No
4/16/2014 8:11	N903JP	N903JP	C510	6320	28R	B	Pilot Refusal	No
4/16/2014 16:44	N163BB	N163BB	EA50	3217	28L	B	Pilot Requested	No
4/16/2014 21:22	DCM6373	N44CK	C525	4276	28L	B	Lifeguard Medical	Yes
4/17/2014 13:17	KFS33		LJ35	3650	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/17/2014 16:36	LN990TC		C550	3776	28L	B	Lifeguard Medical	Yes
4/17/2014 17:02	N991TW	N991TW	CL60	4276	28L	B	Pilot Refusal	No
4/17/2014 17:44	DCM6373	N44CK	C525	4205	28L	B	Lifeguard Medical	Yes
4/18/2014 7:31	LN403DP		LJ35	3210	28L	B	Lifeguard Medical	Yes
4/18/2014 9:05	N903JP	N903JP	C510	6302	28L	B	Pilot Refusal	No
4/18/2014 12:28	N163BB	N163BB	EA50	3661	28R	B	Pilot Refusal	No
4/19/2014 8:49	N903JP	N903JP	C510	4265	28R	B	Pilot Refusal	No
4/20/2014 16:01	N559HF	N559HF	C525	4223	28R	B	Pilot Requested	No
4/21/2014 0:43	DCM6373	N44CK	C525	4533	28R	B	RWY 30 Routine Closure	Yes
4/21/2014 5:19	UPS2943	N344UP	B763	3320	28L	J	RWY 30 Routine Closure	Yes
4/21/2014 5:51	SWA3318	N555LV	B737	3274	28L	J	RWY 30 Routine Closure	Yes
4/21/2014 16:49	N930MG	N930MG	C680	1200	28R	B	Pilot Requested	No
4/22/2014 6:38	GDG801	N51VL	LJ55	4206	28L	B	Pilot Requested	No
4/23/2014 7:15	N99AG	N99AG	C25B	3311	28R	B	Lifeguard Medical	Yes
4/23/2014 11:18	LN317TT		LJ35	3731	28R	B	Lifeguard Medical	Yes
4/23/2014 17:47	EJA308	N308QS	C680	4274	28R	B	Pilot Requested	No
4/23/2014 20:24	N99AG	N99AG	C25B	4540	28R	B	Lifeguard Medical	Yes
4/23/2014 21:04	DCM6373	N44CK	C525	1731	28L	B	Pilot Requested	No
4/24/2014 5:57	N903JP	N903JP	C510	4216	28R	B	Pilot Refusal	No
4/24/2014 9:04	LN317TT		LJ35	3764	28R	B	Lifeguard Medical	Yes
4/25/2014 12:08	N930MG	N930MG	C680	4251	28R	B	Pilot Refusal	No
4/25/2014 15:12	N991TW	N991TW	CL60	4227	28L	B	Pilot Refusal	No
4/25/2014 19:26	N903JP	N903JP	C510	3750	28R	B	Pilot Refusal	No
4/26/2014 16:44	DCM6373	N44CK	C525	4273	28L	B	Pilot Refusal	No
4/27/2014 13:34	N277G	N277G	EA50	6333	28R	B	Not Acceptable	No
4/27/2014 13:48	RSP074	N585JS	E50P	4227	28L	B	Pilot Requested	No
4/27/2014 14:55	N110PR	N110PR	PRM1	3763	28R	B	Not Acceptable	No
4/28/2014 5:10	UPS2943	N353UP	B763	3330	28L	J	RWY 30 Routine Closure	Yes
4/28/2014 10:58	N163BB	N163BB	EA50	4216	28R	B	Pilot Refusal	No
4/28/2014 17:22	DCM6372	N525CR	C25B	4245	28R	B	Pilot Refusal	No
4/29/2014 9:54	OPT456	N456FL	BE40	4235	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 9:59	N163BB	N163BB	EA50	3674	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 10:24	EJA143	N143QS	GLEX	3773	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 10:40	N247PS	N247PS	G150	6342	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 10:56	RSP999	N585JS	E50P	4240	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 11:01	EJA933	N933QS	C750	1705	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 11:09	N579BJ	N579BJ	C560	6355	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 11:12	N719SA	N719SA	GLF4	3721	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 11:16	XOJ769		C750	6373	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 11:44	RSP690	N574JS	E50P	4202	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 11:58	N354CL	N354CL	LJ35	3232	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 12:14	EJM365		GALX	3236	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 12:50	N161PA	N161PA	E50P	1746	28R	B	Runway/Taxiway Maintenance	Yes
4/29/2014 15:02	N903JP	N903JP	C510	3230	28R	B	Pilot Refusal	No
4/29/2014 15:15	XOJ508	N508XJ	CL30	4574	28R	B	Pilot Requested	No
4/30/2014 9:19	DCM6372	N525CR	C25B	4554	28R	B	Runway/Taxiway Maintenance	Yes
4/30/2014 9:52	EJA342	N342QS	C680	3202	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/30/2014 10:11	N368AG	N368AG	GLF4	1766	28R	B	Runway/Taxiway Maintenance	Yes
4/30/2014 10:24	N461QS	N461QS	GLF4	3215	28R	B	Runway/Taxiway Maintenance	Yes
4/30/2014 10:30	N990S	N990S	WW24	3670	28R	B	Runway/Taxiway Maintenance	Yes
4/30/2014 10:51	N445MU	N445MU	C510	4570	28R	B	Runway/Taxiway Maintenance	Yes
4/30/2014 10:56	OPT337	N337FL	E55P	4267	28R	B	Runway/Taxiway Maintenance	Yes
4/30/2014 11:35	N445MU	N445MU	C510	3242	28R	B	Runway/Taxiway Maintenance	Yes
4/30/2014 12:18	EJA655	N655QS	C56X	3342	28R	B	Runway/Taxiway Maintenance	Yes
4/30/2014 17:08	N559HF	N559HF	C525	4277	28R	B	Departure Timing	No
5/1/2014 17:03	PWA133		F2TH	4557	28L	B	Pilot Requested	No
5/1/2014 17:20	N712KC	N712KC	C750	4220	28L	B	Pilot Requested	No
5/2/2014 10:15	GDG801	N51VL	LJ55	3254	28L	B	Pilot Requested	No
5/2/2014 11:23	DCM6373	N44CK	C525	4565	28R	B	Pilot Requested	No
5/2/2014 12:26	DCM6371		C510	3717	28L	B	Pilot Requested	No
5/2/2014 13:24	N722MM	N722MM	GLF4	3360	28L	B	Safety/Emergency	No
5/2/2014 16:48	N650LR	N650LR	LJ35	3673	28R	B	Pilot Requested	No
5/3/2014 11:37	LN99AG		C25B	4555	28R	B	Lifeguard Medical	Yes
5/3/2014 16:36	DCM6372		C25B	3333	28R	B	Pilot Requested	No
5/3/2014 17:29	N795T	N795T	C510	3252	28R	B	Pilot Requested	No
5/5/2014 4:57	UPS2943	N336UP	B763	3237	28L	J	RWY 30 Routine Closure	Yes
5/5/2014 5:39	SWA3318		B737	3231	28L	J	RWY 30 Routine Closure	Yes
5/5/2014 8:04	GDG801	N51VL	LJ55	3350	28L	B	Pilot Requested	No
5/5/2014 13:05	DCM6371		C510	6303	28R	B	Pilot Refusal	No
5/6/2014 11:12	N610JC	N610JC	C550	3246	28R	B	Pilot Requested	No
5/6/2014 16:56	DCM6373	N44CK	C525	4557	28R	B	Pilot Refusal	No
5/6/2014 21:02	N333PY	N333PY	GLF4	3330	28L	B	Pilot Requested	No
5/7/2014 9:52	N163BB	N163BB	EA50	3213	28L	B	Pilot Refusal	No
5/8/2014 8:27	EJA810P	N810QS	C560	4243	28R	B	Pilot Requested	No
5/8/2014 9:03	LN325NW		LJ35	3271	28L	B	Lifeguard Medical	Yes
5/8/2014 10:33	DCM6373	N44CK	C525	6351	28R	B	Pilot Refusal	No
5/8/2014 11:59	GDG801	N51VL	LJ55	3271	28L	B	Pilot Requested	No
5/8/2014 20:11	N991TW	N991TW	CL60	4263	28L	B	Pilot Refusal	No
5/9/2014 10:42	EJA810	N810QS	C560	3764	28L	B	Pilot Requested	No
5/9/2014 11:50	DCM6373	N44CK	C525	4255	28R	B	Departure Timing	No
5/9/2014 12:01	N399RA	N399RA	BE40	3634	28R	B	ATC Did Not Advise	No
5/9/2014 15:20	LN58MM		LJ35	6307	28R	B	Lifeguard Medical	Yes
5/10/2014 9:39	DCM6372	N525CR	C25B	4532	28R	B	Pilot Requested	No
5/10/2014 10:33	N825MT	N825MT	C525	4210	28R	B	Audio Not Available	No
5/11/2014 8:54	DCM6371		C510	3723	28R	B	Pilot Refusal	No
5/11/2014 11:04	N630DB	N630DB	C510	6356	28R	B	Pilot Requested	No
5/12/2014 3:44	LN71PG	N71PG	LJ35	3266	28L	B	Lifeguard Medical	Yes
5/12/2014 5:04	UPS2943	N345UP	B763	3363	28R	J	RWY 30 Routine Closure	Yes
5/12/2014 5:30	XOJ789	N789XJ	C750	3225	28L	B	RWY 30 Routine Closure	Yes
5/12/2014 5:39	SWA3318	N901WN	B737	3341	28L	J	RWY 30 Routine Closure	Yes
5/12/2014 14:39	DCM6372	N525CR	C25B	1760	28R	B	Pilot Refusal	No
5/12/2014 14:40	DCM6373	N44CK	C525	6362	28R	B	Lifeguard Medical	Yes
5/12/2014 15:01	DCM6374		C680	6360	28L	B	Lifeguard Medical	Yes
5/12/2014 19:10	N559HF	N559HF	C525	4506	28R	B	Departure Timing	No
5/12/2014 21:33	N366S	N366S	A33	4275	28R	J	Departure Timing	No
5/13/2014 6:28	DCM6372	N525CR	C25B	3202	28L	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/13/2014 7:37	N61VC	N61VC	BE40	3753	28R	B	Pilot Requested	No
5/13/2014 11:20	N903JP	N903JP	C510	342	28R	B	Departure Timing	No
5/14/2014 8:37	N999VK	N999VK	CL60	6325	28L	B	Pilot Requested	No
5/14/2014 13:57	XOJ789	N789XJ	C750	4250	28R	B	Pilot Requested	No
5/15/2014 11:31	DCM6372	N525CR	C25B	3756	28R	B	Pilot Refusal	No
5/15/2014 14:22	GDG626		F2TH	1736	28L	B	Pilot Requested	No
5/15/2014 15:04	N2486B	N2486B	EA50	3714	28R	B	Pilot Refusal	No
5/15/2014 16:03	DCM6371		C510	6351	28R	B	Pilot Refusal	No
5/16/2014 13:00	LN361PJ		LJ35	3747	28L	B	Lifeguard Medical	Yes
5/16/2014 13:05	LN99AG		C25B	4551	28R	B	Lifeguard Medical	Yes
5/16/2014 15:31	DCM6371		C510	4251	28R	B	Pilot Refusal	No
5/17/2014 11:58	DCM6371		C510	3272	28R	B	Pilot Refusal	No
5/18/2014 15:40	N71TV	N71TV	GLF4	3730	28L	B	ATC Did Not Advise	No
5/18/2014 16:25	DCM6372	N525CR	C25B	4521	28R	B	Lifeguard Medical	Yes
5/18/2014 17:02	N366S	N366S	A33	4275	28R	J	System Error	Yes
5/18/2014 17:05	DJR168		C560	3665	28L	B	Pilot Requested	No
5/19/2014 4:18	DCM6372	N525CR	C25B	3270	28R	B	RWY 30 Routine Closure	Yes
5/19/2014 4:57	EJA951	N951QS	C750	3255	28R	B	RWY 30 Routine Closure	Yes
5/19/2014 5:47	SWA3318		B737	3363	28L	J	RWY 30 Routine Closure	Yes
5/19/2014 10:41	N828PA	N828PA	EA50	6372	28L	B	Pilot Refusal	No
5/19/2014 10:49	N17ND	N17ND	GLF5	1737	28L	B	Pilot Requested	No
5/20/2014 8:53	LN58MM		LJ35	1771	28R	B	Lifeguard Medical	Yes
5/20/2014 12:04	DCM6371		C510	4273	28R	B	Pilot Refusal	No
5/20/2014 15:22	N888ZZ	N888ZZ	H25B	3622	28L	B	Pilot Refusal	No
5/21/2014 17:03	LN99AG		C525	351	28R	B	Lifeguard Medical	Yes
5/22/2014 7:32	N2486B	N2486B	EA50	1751	28R	B	Pilot Refusal	No
5/22/2014 12:07	KAI56		GLF5	4230	28L	B	System Error	Yes
5/22/2014 17:46	N450AB	N450AB	GLF4	3222	28R	B	Pilot Requested	No
5/22/2014 17:47	N386CM	N386CM	LJ35	1757	28R	B	Departure Timing	No
5/23/2014 11:15	DCM6373		C525	4525	28R	B	Pilot Refusal	No
5/23/2014 15:00	N2486B	N2486B	EA50	331	28R	B	Pilot Refusal	No
5/23/2014 16:18	N615PG	N615PG	E135	3742	30	R	System Error	Yes
5/23/2014 16:47	GDG0801		LJ55	4253	28R	B	Pilot Requested	No
5/23/2014 19:59	SKW6356		CRJ2	373	28R	R	System Error	Yes
5/24/2014 7:13	N2486B	N2486B	EA50	4216	28R	B	Pilot Refusal	No
5/24/2014 12:09	N163BB	N163BB	EA50	6370	28R	B	Pilot Refusal	No
5/26/2014 9:15	N41ND	N41ND	C25B	3324	28R	B	Pilot Requested	No
5/27/2014 9:10	DCM6373		C525	4565	28L	B	Lifeguard Medical	Yes
5/27/2014 15:15	N930MG	N930MG	C680	333	28R	B	Departure Timing	No
5/27/2014 15:52	N2486B	N2486B	EA50	6354	28R	B	Pilot Refusal	No
5/27/2014 16:08	DCM6372	N525CR	C25B	3777	28R	B	Pilot Refusal	No
5/27/2014 16:22	N525AK	N525AK	WW24	3637	28L	B	Pilot Requested	No
5/27/2014 19:04	LN99AG		C25B	4237	28R	B	Lifeguard Medical	Yes
5/29/2014 8:39	DCM6373	N44CK	C525	4523	28R	B	Runway/Taxiway Maintenance	Yes
5/29/2014 8:45	EJM37	N307JW	ASTR	4550	28R	B	Runway/Taxiway Maintenance	Yes
5/29/2014 8:47	JAS4		F900	1722	28R	B	Runway/Taxiway Maintenance	Yes
5/29/2014 8:49	JAS5		LJ45	3637	28R	B	Runway/Taxiway Maintenance	Yes
5/29/2014 8:55	N619RJ	N619RJ	EA50	3741	28R	B	Runway/Taxiway Maintenance	Yes
5/29/2014 9:59	N810TM	N810TM	GLF4	3703	28R	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/29/2014 10:03	KAI99		B737	3631	28R	J	Runway/Taxiway Maintenance	Yes
5/29/2014 10:07	EJM37	N307JW	ASTR	4255	28R	B	Runway/Taxiway Maintenance	Yes
5/29/2014 10:10	N946QS	N946QS	C750	1730	28R	B	Runway/Taxiway Maintenance	Yes
5/29/2014 10:42	GDG803		LJ55	4553	28R	B	Runway/Taxiway Maintenance	Yes
5/29/2014 10:45	EJA703	N703QS	GALX	4523	28R	B	Runway/Taxiway Maintenance	Yes
5/29/2014 17:00	N888ZZ	N888ZZ	H25B	3267	28L	B	Pilot Refusal	No
5/30/2014 8:13	DCM6371		C510	3707	28R	B	Pilot Refusal	No
5/30/2014 9:47	DCM6373	N44CK	C525	1745	28R	B	Pilot Requested	No
5/31/2014 8:23	EJA946	N946QS	C750	4254	28R	B	Pilot Requested	No
5/31/2014 11:38	DCM6371		C510	3626	28R	B	Pilot Requested	No
5/31/2014 17:12	N489QS	N489QS	GLF4	4570	28L	B	Departure Timing	No
6/1/2014 12:46	N484JH	N484JH	E50P	3357	28R	B	Pilot Requested	No
6/1/2014 23:01	N170SD	N170SD	C56X	3627	28L	B	RWY 30 Routine Closure	Yes
6/2/2014 5:44	SWA3318	N763SW	B737	3261	28L	J	RWY 30 Routine Closure	Yes
6/2/2014 17:56	LXJ540	N540FX	CL30	4225	28L	B	Departure Timing	No
6/3/2014 8:18	N163BB	N163BB	EA50	3617	28R	B	Pilot Refusal	No
6/3/2014 13:34	EJA663		C56X	4255	28L	B	Departure Timing	No
6/3/2014 13:53	DCM6371		C510	4262	28L	B	Pilot Refusal	No
6/3/2014 15:59	N2BD	N2BD	F900	3207	28L	B	ATC Did Not Advise	No
6/4/2014 16:15	N403DP	N403DP	LJ35	3637	28L	B	Lifeguard Medical	Yes
6/4/2014 17:18	N473K	N473K	F2TH	3711	28L	B	Pilot Requested	No
6/5/2014 6:42	EJA905	N905QS	C750	3272	28L	B	Pilot Requested	No
6/5/2014 14:15	N163BB	N163BB	EA50	354	28R	B	Departure Timing	No
6/6/2014 15:30	N559HF	N559HF	C525	4532	28R	B	Departure Timing	No
6/6/2014 17:01	N888ZZ	N888ZZ	H25B	3265	28R	B	Pilot Refusal	No
6/6/2014 17:30	N183CM	N183CM	LJ45	3356	28L	B	ATC Did Not Advise	No
6/6/2014 19:35	DCM6373	N44CK	C525	4254	28R	B	Lifeguard Medical	Yes
6/6/2014 19:39	LN700SR		LJ55	3355	28L	B	Lifeguard Medical	Yes
6/7/2014 11:52	DCM6373	N44CK	C525	4554	28R	B	Lifeguard Medical	Yes
6/7/2014 17:18	LN58MM		LJ35	1745	28L	B	Lifeguard Medical	Yes
6/8/2014 20:01	DCM6373	N44CK	C525	3223	28L	B	Pilot Requested	No
6/10/2014 7:48	DCM6371		C510	1712	28L	B	Lifeguard Medical	Yes
6/10/2014 13:12	N215RB	N831S	C525	3730	28R	B	Pilot Requested	No
6/10/2014 16:26	N473K	N473K	F2TH	3604	28R	B	Pilot Requested	No
6/11/2014 7:28	DCM6372	N525CR	C25B	6304	28R	B	Pilot Refusal	No
6/11/2014 11:27	DCM6371		C510	4214	28R	B	Pilot Refusal	No
6/11/2014 14:42	SJJ551	N551ST	LJ60	3650	28L	B	Pilot Requested	No
6/11/2014 15:18	XOJ747	N747XJ	C750	3746	28R	B	Departure Timing	No
6/12/2014 12:38	N404LS	N328CS	C550	6620	28R	B	System Error	Yes
6/12/2014 17:23	N930MG	N930MG	C680	4234	28R	B	Pilot Refusal	No
6/12/2014 20:41	N888ZZ	N888ZZ	H25B	3236	28L	B	Pilot Refusal	No
6/13/2014 10:22	N855GA	N855GA	H25B	3257	28R	B	Pilot Requested	No
6/13/2014 14:23	DCM6373	N44CK	C525	4547	28R	B	Audio Not Available	No
6/14/2014 8:55	DCM6373	N44CK	C525	4262	28R	B	Lifeguard Medical	Yes
6/14/2014 9:34	N163BB	N163BB	EA50	3262	28R	B	Pilot Refusal	No
6/14/2014 13:35	N780F	N780F	GLF5	6371	28R	B	Pilot Requested	No
6/15/2014 19:42	LN43MF		LJ35	1714	28R	B	Lifeguard Medical	Yes
6/16/2014 3:33	VOI907	XAVOF	A320	3266	28R	J	RWY 30 Routine Closure	Yes
6/16/2014 15:41	N466F	N466F	C25B	3611	28R	B	Pilot Requested	No
6/16/2014 16:34	DCM6373	N44CK	C525	4546	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/16/2014 16:45	LN184TR	N184TR	H25B	4524	28R	B	Lifeguard Medical	Yes
6/17/2014 8:32	DCM6372	N525CR	C25B	4231	28R	B	Pilot Refusal	No
6/17/2014 13:12	BJS441	N441FX	LJ45	4547	28R	B	Pilot Requested	No
6/18/2014 11:26	AWE1783	N190UW	A321	6332	28R	J	System Error	Yes
6/18/2014 12:16	DCM6372	N525CR	C25B	3255	28R	B	Pilot Refusal	No
6/18/2014 12:45	DCM6373	N481UA	C525	4227	28L	B	Pilot Refusal	No
6/18/2014 13:46	N610JC	N610JC	C550	3725	28R	B	Pilot Requested	No
6/18/2014 14:28	KFS84		LJ35	4514	28R	B	Lifeguard Medical	Yes
6/18/2014 14:53	N438E	N438E	CL60	1715	28R	B	ATC Did Not Advise	No
6/19/2014 10:56	N828PA	N828PA	EA50	1762	28L	B	Pilot Refusal	No
6/19/2014 13:06	GDG801		LJ55	6344	28L	B	Pilot Requested	No
6/19/2014 17:01	N888ZZ	N888ZZ	H25B	3250	28L	B	Pilot Refusal	No
6/20/2014 13:04	N247CJ	N247CJ	F900	343	28L	B	System Error	Yes
6/20/2014 14:33	N496PT	N496PT	FA50	320	28L	B	ATC Instructions	No
6/20/2014 14:47	N496PT	N496PT	FA50	320	28L	B	ATC Instructions	No
6/21/2014 5:10	DCM6372	N525CR	C25B	4572	28L	B	Lifeguard Medical	Yes
6/21/2014 13:00	DCM6373	N44CK	C525	1751	28L	B	Pilot Refusal	No
6/21/2014 13:52	N456MF	N456MF	EA50	6315	28R	B	Runway/Taxiway Maintenance	Yes
6/23/2014 6:49	DCM6372	N525CR	C25B	4530	28R	B	Safety/Emergency	No
6/23/2014 8:16	OPT737	N737FL	C750	4543	28R	B	Safety/Emergency	No
6/23/2014 15:23	N535UA	N535UA	B752	1200	28L	J	Safety/Emergency	No
6/23/2014 17:55	EJA258	N258QS	F2TH	3662	28L	B	Safety/Emergency	No
6/24/2014 6:37	DCM0372	N525CR	C25B	3361	28R	B	Lifeguard Medical	Yes
6/24/2014 11:49	EJA683	N683QS	C56X	3674	28L	B	Safety/Emergency	No
6/24/2014 11:52	LKFS55		LJ35	1716	28R	B	Safety/Emergency	No
6/24/2014 12:00	N11WM	N11WM	F900	3611	28L	B	Safety/Emergency	No
6/24/2014 13:07	KAI58		GLF4	3247	28L	B	Safety/Emergency	No
6/24/2014 13:26	N121CP	N121CP	C25A	3602	28L	B	Safety/Emergency	No
6/24/2014 13:34	N65BZ	N65BZ	C25A	6374	28R	B	Safety/Emergency	No
6/24/2014 13:50	RPN306	N306FA	MD83	6301	28L	J	Safety/Emergency	No
6/24/2014 13:53	FLC57	N57	LJ60	367	28L	B	Safety/Emergency	No
6/24/2014 14:04	OPT330		E55P	1766	28L	B	Safety/Emergency	No
6/24/2014 14:16	LXJ527	N527FX	CL30	6324	28L	B	Safety/Emergency	No
6/24/2014 14:27	N777DB	N777DB	CL60	1757	28L	B	Safety/Emergency	No
6/24/2014 15:03	RSP352	N583JS	E50P	6355	28R	B	Safety/Emergency	No
6/24/2014 15:20	AAH320	N841AL	B732	3720	28L	J	Safety/Emergency	No
6/24/2014 15:40	N400RE	N400RE	C650	4215	28L	B	Safety/Emergency	No
6/24/2014 15:46	DCM6371		C510	4557	28R	B	Safety/Emergency	No
6/24/2014 16:46	N540CH	N540CH	GLEK	3760	28L	B	Safety/Emergency	No
6/24/2014 16:50	N450XX	N450XX	GLF4	4534	28L	B	Safety/Emergency	No
6/24/2014 16:52	N615PG	N615PG	E135	3675	28L	R	Safety/Emergency	No
6/24/2014 17:22	N780CF	N780CF	C550	1752	28L	B	Safety/Emergency	No
6/24/2014 17:23	N566VR	N566VR	C560	1705	28L	B	Safety/Emergency	No
6/24/2014 17:29			BE40	3307	28L	B	Safety/Emergency	No
6/24/2014 17:48	N1895C	N1895C	C25A	6341	28R	B	Safety/Emergency	No
6/24/2014 18:30	GDG626		F2TH	1704	28L	B	Safety/Emergency	No
6/25/2014 10:37	DCM6373	N44CK	C525	6374	28R	B	Lifeguard Medical	Yes
6/25/2014 15:24	N102PA	N102PA	E50P	3606	28L	B	Pilot Requested	No
6/25/2014 16:06	N828PA	N828PA	EA50	4206	28L	B	Pilot Refusal	No
6/25/2014 17:53	N45MF	N45MF	LJ35	1702	28L	B	Pilot Requested	No
6/25/2014 21:24	N888ES	N888ES	GLF4	3737	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/26/2014 8:30	LN525CD	N525CD	C525	3753	28L	B	Lifeguard Medical	Yes
6/26/2014 9:39	DCM6373	N44CK	C525	3611	28R	B	Pilot Refusal	No
6/26/2014 11:01	N434WN	N434WN	B737	1200	28R	J	System Error	Yes
6/26/2014 12:06	DCM6371		C510	3650	28R	B	Pilot Refusal	No
6/26/2014 19:02	N169TD	N169TD	CL60	6312	28L	B	Pilot Requested	No
6/26/2014 20:33	N559HF	N559HF	C525	4567	28R	B	System Error	Yes
6/27/2014 8:26	GDG801	N51VL	LJ55	4574	28R	B	ATC Instructions	No
6/27/2014 13:56	DCM6372	N525CR	C25B	6374	28R	B	Pilot Refusal	No
6/27/2014 15:43	DCM6373	N44CK	C525	3756	28L	B	Pilot Refusal	No
6/27/2014 18:19	DCM6371		C510	4212	28R	B	Pilot Requested	No
6/27/2014 20:48	DCM6373	N44CK	C525	4270	28L	B	Pilot Requested	No
6/28/2014 14:01	LN811AM		H25B	6371	28R	B	Lifeguard Medical	Yes
6/29/2014 9:49	DCM6371		C510	4537	28L	B	Pilot Requested	No
6/29/2014 10:30	N888ES	N888ES	GLF4	1776	28L	B	Pilot Requested	No
6/29/2014 13:27	N448QS	N448QS	GLF4	4260	28L	B	Departure Timing	No
6/29/2014 20:23	N438E	N438E	CL60	3635	28R	B	Runway Maintenance	Yes
6/30/2014 6:09	SWA4526	N792SW	B737	3274	28L	J	RWY 30 Routine Closure	Yes
6/30/2014 6:11	AWE652	N831AW	A319	3275	28L	J	RWY 30 Routine Closure	Yes
6/30/2014 6:12	SWA4807	N762SW	B737	3335	28L	J	RWY 30 Routine Closure	Yes
6/30/2014 6:25	SWA4473	N947WN	B737	3350	28L	J	RWY 30 Routine Closure	Yes
6/30/2014 7:53	DCM6373	N44CK	C525	4235	28R	B	Lifeguard Medical	Yes
6/30/2014 9:19	DCM6372	N525CR	C25B	3221	28R	B	Pilot Refusal	No
6/30/2014 13:07	OPT338		E55P	3677	28L	B	Pilot Requested	No

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Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
04/01/2014 2:10	DCM6373	N44CK	C525	4542	10L	B	Lifeguard Medical	Yes
04/01/2014 8:42	N450XX	N450XX	GLF4	4201	10R	B	Pilot Requested	No
04/01/2014 8:47	BJS532	N532FX	CL30	4576	10R	B	Pilot Requested	No
04/01/2014 9:18	EJA381	N381QS	C680	1661	10R	B	Pilot Requested	No
04/01/2014 9:37	N8MY	N8MY	C510	6013	10R	B	Pilot Requested	No
04/01/2014 10:03	N168CE	N168CE	GLF5	2024	10R	B	Pilot Requested	No
04/01/2014 11:32	XOJ784	N784XJ	C750	2663	10R	B	Pilot Requested	No
04/01/2014 17:18	EJA381	N381QS	C680	1050	10R	B	Pilot Requested	No
04/01/2014 18:27	GMNN		F2TH	6771	10R	B	Pilot Requested	No
04/01/2014 18:45	BJS529	N529FX	CL30	6340	10R	B	Pilot Requested	No
04/01/2014 19:31	N903JP	N903JP	C510	3530	10R	B	Pilot Refusal	No
04/27/2014 8:20	N749P	N749P	C750	7363	10L	B	Not Acceptable	No
04/27/2014 9:09	EDG94		GALX	1302	10R	B	Not Acceptable	No

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
04/02/2014 7:31	28R	N242JH	N242JH	PC12	333	310 Heading	No
04/03/2014 10:03	28R	N565M	N565M	BE35	345	Good Effort	Yes
04/03/2014 17:10	28R	N717BC	N717BC	LANC	360	Touch & Go Training	Yes
04/06/2014 9:35	33	CAP445		C172	1200	Air Traffic Conflict	Yes
04/06/2014 10:12	28R	N43434	N43434	PA28	320	Air Traffic Conflict	Yes
04/06/2014 16:17	28R	N448CR	N448CR	BE9L	370	Good Effort	Yes
04/06/2014 16:34	33	N702DC	N702DC	RV7	323	Air Traffic Conflict	Yes
04/07/2014 7:53	28R	N242JH	N242JH	PC12	1200	Air Traffic Conflict	Yes
04/07/2014 12:35	28R	N58628	N58628	C172	350	Air Traffic Conflict	Yes
04/07/2014 19:28	28R	N47952	N47952	PARO	320	System Error	Yes
04/08/2014 11:16	PAD1	C6531		HELO	336	Touch & Go Training	Yes
04/08/2014 21:52	28R	N448CR	N448CR	BE9L	377	Good Effort	Yes
04/09/2014 14:53	33	N757JD	N757JD	C172	315	Touch & Go Training	Yes
04/09/2014 15:24	33	N47952	N47952	P28A	362	System Error	Yes
04/10/2014 13:11	28R				1200	Good Effort	Yes
04/10/2014 17:40	PAD1	ARGUS2		HELO	327	System Error	Yes
04/11/2014 15:50	28R	N9284M	N9284M	PA28	320	System Error	Yes
04/11/2014 18:21	33	N6605D	N6605D	C172	371	Good Effort	Yes
04/13/2014 18:22	28R	N9284M	N9284M	PA28	315	System Error	Yes
04/14/2014 7:32	28R	N1114K	N1114K	BE20	1200	Not Acceptable	No
04/14/2014 14:20	33	N757JD	N757JD	C152	332	System Error	Yes
04/15/2014 10:29	33				1200	Not Acceptable	No
04/16/2014 15:44	28L	N4881S	N4881S	P28A	1200	Air Traffic Conflict	Yes
04/16/2014 16:46	33	N43434	N43434	P28A	370	Air Traffic Conflict	Yes
04/16/2014 17:00	28L	N6343P	N6343P	PA24	340	Air Traffic Conflict	Yes
04/16/2014 18:12	28R	N47952	N47952	P28A	341	Air Traffic Conflict	Yes
04/17/2014 8:56	28L	NN242JH		PC12	1200	Not Acceptable	No
04/17/2014 18:20	28R	N58628	N58628	C172	340	Good Effort	Yes
04/17/2014 19:29	PAD1	ARGUS2		HELO	317	Air Traffic Conflict	Yes
04/17/2014 22:20	28R	N834GT	N834GT	C172	353	Good Effort	Yes
04/18/2014 12:15	28R	N550EC	N550EC	BE20	1200	Air Traffic Conflict	Yes
04/18/2014 17:13	PAD1	N442BN	N442BN	HELO	352	Good Effort	Yes
04/18/2014 20:03	28R	N125BP	N125BP	PC12	341	Not Acceptable	No
04/19/2014 13:27	28R	N335D	N335D	BE60	331	Air Traffic Conflict	Yes
04/19/2014 14:10	PAD1	N442BN	N442BN	HELO	370	System Error	Yes
04/20/2014 12:09	33	N64588	N64588	ST75	1200	Good Effort	Yes
04/20/2014 17:31	28R	N67849	N67849	C152	337	System Error	Yes
04/20/2014 18:50	28R	N47952	N47952	P28A	365	System Error	Yes
04/21/2014 12:36	28R	N43434	N43434	PA28	317	Good Effort	Yes
04/21/2014 17:53	33	N231NH	N231NH	MO20	1200	Air Traffic Conflict	Yes
04/21/2014 23:28	28R	N11131	N11131	C172	323	Not Acceptable	No
04/23/2014 14:40	28R	N121JR	N121JR	C210	1200	Air Traffic Conflict	Yes
04/23/2014 16:36	PAD1	CHOP2		HELO	1200	Air Traffic Conflict	Yes
04/23/2014 17:22	28R	N88N	N88N	P68	317	Air Traffic Conflict	Yes
04/24/2014 14:14	28R	N97826	N97826	C208	354	Air Traffic Conflict	Yes
04/24/2014 21:20	28R	N448CR	N448CR	BE9L	1200	Good Effort	Yes
04/25/2014 17:58	PAD1	C6531		HELO	1200	Good Effort	Yes
04/26/2014 11:52	33	N3115M	N3115M	P46T	366	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
04/26/2014 12:19	28R	N38636	N38636	PA28	342	Good Effort	Yes
04/26/2014 13:40	28R	N341P	N341P	BE36	353	Air Traffic Conflict	Yes
04/26/2014 18:39	28R	N717BC	N717BC	LNCR	354	Touch & Go Training	Yes
04/27/2014 12:53	28R	N24831	N24831	C172	356	Good Effort	Yes
04/27/2014 17:10	28R	N43434	N43434	P28A	331	Good Effort	Yes
04/27/2014 20:35	28R	N43434	N43434	P28A	377	System Error	Yes
04/30/2014 8:28	33	N401GK	N401GK	BE35	1200	Good Effort	Yes
04/30/2014 11:51	28R				1200	Good Effort	Yes
04/30/2014 17:41	28L	N83052	N83052	PA32	342	Good Effort	Yes
05/01/2014 11:37	28L	IDAHO26		SW4	341	Air Traffic Conflict	Yes
05/01/2014 14:31	PAD1	C6515		HELO	327	Military Flight	Yes
05/01/2014 15:41	28R	N4881S	N4881S	P28A	1200	Not Acceptable	No
05/03/2014 12:29	28R	CAP4446		C182	377	Military Flight	Yes
05/03/2014 14:27	28R	CAP483		C182	364	Military Flight	Yes
05/03/2014 17:08	28R	CAP483		C172	365	Military Flight	Yes
05/04/2014 11:43	28R	N47952	N47952	PA28	334	Air Traffic Conflict	Yes
05/04/2014 12:42	33	N3118F	N3118F	C182	327	Good Effort	Yes
05/04/2014 13:06	28R	N335D	N335D	BE60	364	Not Acceptable	No
05/04/2014 13:46	28R	N6605D	N6605D	C172	373	Air Traffic Conflict	Yes
05/04/2014 14:31	28R	CAP481		C172	330	Air Traffic Conflict	Yes
05/04/2014 19:07	28R	N47952	N47952	P28A	366	Air Traffic Conflict	Yes
05/05/2014 11:39	28R	N43434	N43434	PA28	372	Air Traffic Conflict	Yes
05/05/2014 11:58	PAD1	OMAHA03	N3990A	HELO	343	Law Enforcement	Yes
05/06/2014 13:44	28R	N35	N35	BE20	342	Air Traffic Conflict	Yes
05/06/2014 16:42	28R	N2525K	N2525K	SR22	1200	Not Acceptable	No
05/07/2014 11:45	33	N757JD	N757JD	C172	345	Good Effort	Yes
05/07/2014 12:03	28L	N328TA	N328TA	C172	370	Good Effort	Yes
05/07/2014 15:02	28R	N58628	N58628	C172	322	Air Traffic Conflict	Yes
05/07/2014 15:12	28R	N2448M	N2448M	P28A	327	Air Traffic Conflict	Yes
05/07/2014 16:02	28R	N368TS	N368TS	DA42	341	Air Traffic Conflict	Yes
05/09/2014 9:39	28R	N739UL	N739UL	C172	1200	Not Acceptable	No
05/09/2014 21:39	PAD1	OMAHA3		HELO	373	Law Enforcement	Yes
05/10/2014 14:56	28R	N21745	N21745	C172	347	Good Effort	Yes
05/11/2014 10:48	33	N739UL	N739UL	C172	1200	Air Traffic Conflict	Yes
05/12/2014 11:29	28R	N9284M	N9284M	P28A	355	Good Effort	Yes
05/12/2014 15:11	28R	N364EL	N835CS	BE33	314	Air Traffic Conflict	Yes
05/12/2014 17:07	28R	N9284M	N9284M	PA28	323	Air Traffic Conflict	Yes
05/13/2014 10:03	28R	N47952	N47952	P28A	327	Good Effort	Yes
05/13/2014 10:54	28R	N242JH	N242JH	PC12	355	Not Acceptable	No
05/13/2014 12:10	28R	N246DX	N246DX	SR22	355	Good Effort	Yes
05/13/2014 16:22	28R	FSP369		C172	1200	Air Traffic Conflict	Yes
05/14/2014 17:19	PAD1	N30GM	N30GM	HELO	1200	Good Effort	Yes
05/14/2014 19:20	PAD1	ARGUS2	N220PD	HELO	372	Air Traffic Conflict	Yes
05/14/2014 19:29	28R	N67849	N67849	C172	342	Good Effort	Yes
05/15/2014 14:38	33	FSP369		C206	327	Air Traffic Conflict	Yes
05/16/2014 11:32	28R	N47952	N47952	P28A	1200	Good Effort	Yes
05/16/2014 16:43	33	FSP369	N828CF	C206	323	Good Effort	Yes
05/17/2014 10:23	33	N6718P	N6718P	PA24	366	Not Acceptable	No
05/17/2014 16:26	28R	N43434	N43434	P28A	363	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
05/18/2014 10:34	33	N52049	N52049	C162	1200	Good Effort	Yes
05/18/2014 12:33	33	N4894L	N4894L	PA28	333	Air Traffic Conflict	Yes
05/20/2014 15:19	28R	N328TA	N328TA	C172	315	Good Effort	Yes
05/20/2014 17:55	28R	CAP445		C182	364	Air Traffic Conflict	Yes
05/21/2014 12:11	28R	N328TA	N328TA	C172	1200	Good Effort	Yes
05/22/2014 15:24	PAD1	N442BN	N442BN	HELO	353	Air Traffic Conflict	Yes
05/22/2014 20:47	28L	N757JD	N757JD	C172	324	Air Traffic Conflict	Yes
05/23/2014 10:22	28R	N798DS	N798DS	DA40	345	Good Effort	Yes
05/23/2014 11:51	PAD1	N30GM	N30GM	HELO	1200	Air Traffic Conflict	Yes
05/23/2014 15:32	PAD1	N12FL	N12FL	HELO	1200	Air Traffic Conflict	Yes
05/23/2014 17:43	PAD1	N12FL	N12FL	HELO	366	Air Traffic Conflict	Yes
05/23/2014 19:59	28R	SKW6356		CRJ2	373	Good Effort	Yes
05/24/2014 12:28	28L	N1596E	N1596E	C172	1200	Air Traffic Conflict	Yes
05/24/2014 16:04	28R	N717BC	N717BC	HXB	343	Good Effort	Yes
05/24/2014 19:09	28R	N43434	N43434	P28A	341	Air Traffic Conflict	Yes
05/25/2014 2:56	33				1200	System Error	Yes
05/25/2014 13:02	PAD1	CAHP32		HELO	324	Law Enforcement	Yes
05/25/2014 13:15	PAD1	C6526		HELO	333	Military Flight	Yes
05/25/2014 14:18	28R	N43434	N43434	P28A	336	Good Effort	Yes
05/25/2014 15:30	28R	N43434	N43434	PA28	350	Air Traffic Conflict	Yes
05/25/2014 18:12	28R	N9284M	N9284M	PA28	373	Good Effort	Yes
05/26/2014 12:25	28R	N14008	N14008	C172	330	Good Effort	Yes
05/27/2014 10:26	28L	N246DX	N246DX	SR22	1200	Air Traffic Conflict	Yes
05/27/2014 20:17	28R	N6074F	N6074F	C172	360	Good Effort	Yes
05/29/2014 9:50	28R	N328TA	N328TA	C172	346	Good Effort	Yes
05/29/2014 11:24	33	N739UL	N739UL	C172	1200	Good Effort	Yes
05/30/2014 11:21	28R	N47952	N47952	P28A	345	Good Effort	Yes
05/30/2014 13:51	PAD1	N73SF	N73SF	HELO	1200	Air Traffic Conflict	Yes
05/30/2014 16:28	28L	N565M	N565M	BE36	323	Air Traffic Conflict	Yes
06/01/2014 10:15	28R	N101SA	N101SA	PA34	314	Good Effort	Yes
06/01/2014 18:49	28R	N5038Y	N5038Y	PA27	321	Air Traffic Conflict	Yes
06/01/2014 19:58	28R	N575PP	N575PP	C182	1200	Air Traffic Conflict	Yes
06/02/2014 11:57	33	N739UL	N739UL	C172	1200	Air Traffic Conflict	Yes
06/02/2014 12:00	28R	N358S	N358S	BE35	1200	Air Traffic Conflict	Yes
06/04/2014 14:23	28R	N67849	N5000Y	C172	353	Air Traffic Conflict	Yes
06/04/2014 15:26	28R	N5038Y	N5038Y	PA27	344	Air Traffic Conflict	Yes
06/05/2014 12:49	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
06/05/2014 13:33	33	N5038Y	N5038Y	PA27	361	Air Traffic Conflict	Yes
06/05/2014 13:58	28R	IDAHO25		C206	1200	Air Traffic Conflict	Yes
06/05/2014 15:42	PAD1	N30GM	N1	HELO	372	Air Traffic Conflict	Yes
06/05/2014 17:41	PAD1	N442BN	N442BN	HELO	342	Good Effort	Yes
06/06/2014 11:13	33	N5038C	N5038C	CH7A	374	Good Effort	Yes
06/06/2014 12:41	28R	N6605D	N6605D	C172	1200	Air Traffic Conflict	Yes
06/06/2014 12:50	28R	N7244T	N7244T	C172	1200	Good Effort	Yes
06/06/2014 13:11	28R	N650TM	N650TM	C182	1200	Good Effort	Yes
06/07/2014 10:45	PAD1	N442BN	N442BN	HELO	316	Good Effort	Yes
06/07/2014 11:42	28R	N328TA	N328TA	C172	325	System Error	Yes
06/07/2014 11:55	33	N8231L	N8231L	BE33	350	Air Traffic Conflict	Yes
06/07/2014 12:49	28R	N5038Y	N5038Y	PA27	341	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
06/07/2014 16:03	33	N6605D	N6605D	C172	376	Air Traffic Conflict	Yes
06/07/2014 18:16	28R	N47952	N2909Q	PA28	324	System Error	Yes
06/08/2014 12:42	28R	N5038Y	N5038Y	PA27	364	Air Traffic Conflict	Yes
06/08/2014 14:06	28R	N9284M	N9284M	P28A	320	System Error	Yes
06/08/2014 15:27	28R	N516CA	N6278A	C182	344	Good Effort	Yes
06/08/2014 15:50	28R	N9284M	N9284M	PA28	337	Good Effort	Yes
06/08/2014 16:18	33	N739UL	N739UL	C172	1200	Good Effort	Yes
06/08/2014 16:34	33	N6605D	N6605D	C172	1200	Good Effort	Yes
06/08/2014 17:39	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
06/08/2014 18:00	28R	N9284M	N9284M	P28A	320	Good Effort	Yes
06/09/2014 9:46	28R	N5038Y	N5038Y	PA27	322	Not Acceptable	No
06/10/2014 19:53	28R	N11131	N11131	C182	342	Good Effort	Yes
06/10/2014 21:24	28R	LN22WF		PAY2	351	Lifeguard Medical	Yes
06/10/2014 21:41	28L	N448CR	N448CR	BE9L	1200	Good Effort	Yes
06/11/2014 15:19	33	N26481	N26481	C172	323	Not Acceptable	No
06/11/2014 15:33	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
06/11/2014 17:14	PAD1	ARG1	N510PD	HELO	362	Good Effort	Yes
06/12/2014 11:58	33	N739UL	N739UL	C172	314	Good Effort	Yes
06/12/2014 14:43	PAD1	N73SF	N73SF	HELO	1200	Good Effort	Yes
06/12/2014 19:19	33	N6190R	N6190R	C72R	326	Good Effort	Yes
06/13/2014 12:43	PAD1	CAHP30	N62TV	HELO	1200	Good Effort	Yes
06/13/2014 19:13	28R	N58628	N58628	C182	324	Air Traffic Conflict	Yes
06/17/2014 10:48	28R	N6098X	N6098X	C310	350	Air Traffic Conflict	Yes
06/17/2014 17:05	28R	N11131	N11131	C182	333	Good Effort	Yes
06/18/2014 10:24	PAD1	C6526		H65	336	Air Traffic Conflict	Yes
06/18/2014 10:45	28R	N6098X	N6098X	C310	342	Air Traffic Conflict	Yes
06/18/2014 13:44	33	N43434	N43434	PA28	314	Good Effort	Yes
06/18/2014 15:36	33	N739UL	N739UL	C172	345	Air Traffic Conflict	Yes
06/18/2014 17:18	33	N8312H	N8312H	P28A	1200	Good Effort	Yes
06/18/2014 19:32	33	N201RA	N201RA	M20P	1200	Not Acceptable	No
06/18/2014 21:50	28R	N3CP	N3CP	SR20	315	Not Acceptable	No
06/19/2014 14:41	33	N26481	N26481	C172	356	Air Traffic Conflict	Yes
06/20/2014 14:53	28L	N757JD	N757JD	C172	324	Air Traffic Conflict	Yes
06/21/2014 10:42	28R	N76D	N76D	SR20	324	Air Traffic Conflict	Yes
06/22/2014 10:37	28R	N757JD	N757JD	C152	377	Air Traffic Conflict	Yes
06/22/2014 11:16	28R	N413PT	N413PT	SR22	376	Air Traffic Conflict	Yes
06/22/2014 12:21	33	N38636	N38636	P28A	371	Air Traffic Conflict	Yes
06/22/2014 16:51	PAD1	N168KT	N168KT	HELO	1200	Air Traffic Conflict	Yes
06/22/2014 18:06	PAD1	N168KT	N168KT	HELO	326	Air Traffic Conflict	Yes
06/22/2014 20:22	28R	N1530S	N1530S	BE35	1200	Not Acceptable	No
06/23/2014 11:43	28R	N5969F	N5969F	C210	1200	Air Traffic Conflict	Yes
06/24/2014 7:28	28R	N43434	N43434	PA28	332	Not Acceptable	No
06/24/2014 15:05	33	N9891U	N9891U	AA5	326	Air Traffic Conflict	Yes
06/24/2014 15:33	28L	N21767	N21767	C172	366	Good Effort	Yes
06/24/2014 17:27	33	N8312H	N8312H	P28A	317	Good Effort	Yes
06/26/2014 12:46	28R	N999CJ	N999CJ	BE36	1200	Not Acceptable	No
06/26/2014 17:42	28R	N43434	N43434	P28A	320	Air Traffic Conflict	Yes
06/27/2014 12:00	33	N1945C	N1945C	C170	377	Good Effort	Yes
06/27/2014 18:12	28R	N43434	N43434	P28A	332	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
06/28/2014 15:01	28R	N2303C	N2303C	C172	356	Air Traffic Conflict	Yes
06/28/2014 19:05	33	N411LR	N411LR	BL17	353	System Error	Yes
06/29/2014 5:31	28R				1200	Good Effort	Yes
06/29/2014 10:29	PAD1	N350ET	N350ET	HELO	367	Good Effort	Yes
06/29/2014 15:33	28R	TWY45		B350	336	Air Traffic Conflict	Yes
06/29/2014 17:07	PAD1	N350ET	N350ET	HELO	1200	Good Effort	Yes
06/29/2014 18:25	33	N9136Q	N9136Q	BE35	1200	Good Effort	Yes
06/29/2014 20:10	PAD1	N350ET	N350ET	HELO	1200	Not Acceptable	No
06/29/2014 20:39	PAD1	N350ET	N350ET	HELO	1200	Good Effort	Yes
06/30/2014 13:46	33	N739UL	N739UL	C172	314	Air Traffic Conflict	Yes
06/30/2014 18:14	28L	N1354Z	N1354Z	BE35	340	Good Effort	Yes
06/30/2014 20:32	33	N757JD	N757JD	C172	315	Good Effort	Yes

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
04/01/2014 0:16	EJA622		C56X	3342	10R	Good Effort	Yes
04/01/2014 0:30	JLG695		BE9L	3236	10L	Lifeguard Medical	Yes
04/01/2014 23:03	TMC403	N403CT	H25B	3320	10R	Not Acceptable	No
04/01/2014 23:25	N383LS	N383LS	GLF5	3353	10L	Good Effort	Yes
04/03/2014 5:53	DCM2373	N44CK	C525	4231	28R	Pilot Refusal	No
04/04/2014 4:46	EJA927		C750	3347	10R	ATC Instructions	No
04/07/2014 2:17	VOI907	N513VL	A320	3232	28L	RWY 30 Routine Closure	Yes
04/07/2014 4:50	UPS2943		B763	3327	28L	RWY 30 Routine Closure	Yes
04/09/2014 4:09	N922RU	N922RJ	HELO	4573	PAD1	VFR Departure	No
04/09/2014 22:34	N340CP	N340CP	C340	4570	28R	310 Heading	No
04/09/2014 23:50	N661TC	N661TC	PAY2	3231	10L	Good Effort	Yes
04/11/2014 4:49	N661TC	N661TC	PAY2	3327	28R	310 Heading	No
04/12/2014 3:16	N28CA	N28CA	PAY2	3350	28L	310 Heading	No
04/12/2014 4:39	N7294N	N7294N	C210	4530	28R	310 Heading	No
04/14/2014 2:27	VOI907		A320	3357	28L	RWY 30 Routine Closure	Yes
04/14/2014 4:58	UPS2943		B763	3344	28L	RWY 30 Routine Closure	Yes
04/14/2014 5:29	OPT344		E55P	3246	28R	RWY 30 Routine Closure	Yes
04/14/2014 5:42	SWA3318		B737	3216	28L	RWY 30 Routine Closure	Yes
04/14/2014 22:44	NOAA68	N68RF	B350	4557	28R	Navigation System	Yes
04/16/2014 22:41	LN775MF		PAY2	4542	28R	Lifeguard Medical	Yes
04/17/2014 22:20	N834GT	N834GT	C172	353	28R	Good Effort	Yes
04/17/2014 23:30	N9494J	N9494J	PA28	3205	10L	Good Effort	Yes
04/21/2014 0:43	DCM6373	N44CK	C525	4533	28R	RWY 30 Routine Closure	Yes
04/21/2014 5:19	UPS2943	N344UP	B763	3320	28L	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
04/21/2014 5:51	SWA3318	N555LV	B737	3274	28L	RWY 30 Routine Closure	Yes
04/21/2014 23:28	N11131	N11131	C172	323	28R	Not Acceptable	No
04/23/2014 22:28	N772MF	N772MF	PAY2	3260	28R	Good Effort	Yes
04/24/2014 5:57	N903JP	N903JP	C510	4216	28R	Pilot Refusal	No
04/24/2014 22:05	N2616X	N2616X	C414	3376	28R	Time Buffer	Yes
04/25/2014 0:13	DLX119	N536RB	BE20	4545	28R	Wide Salad	No
04/27/2014 0:14	N22WF	N22WF	PAY2	4532	28R	Wide Salad	No
04/27/2014 4:03	N910E	N910E	C750	3261	10R	Not Acceptable	No
04/28/2014 3:14	VOI907	N511VL	A320	3331	10R	RWY 30 Routine Closure	Yes
04/28/2014 5:10	UPS2943	N353UP	B763	3330	28L	RWY 30 Routine Closure	Yes
04/29/2014 0:54	XOJ783		C750	4553	10R	Good Effort	Yes
04/30/2014 22:12	N43434	N43434	C172	1200	28R	Good Effort	Yes
05/01/2014 4:27	EJA964	N964QS	C750	3377	10R	310 Heading	No
05/01/2014 5:46	XOJ757	N757XJ	C750	4272	10R	ATC Instructions	No
05/05/2014 4:57	UPS2943	N336UP	B763	3237	28L	RWY 30 Routine Closure	Yes
05/05/2014 5:39	SWA3318		B737	3231	28L	RWY 30 Routine Closure	Yes
05/05/2014 5:49	MRA687		C208	4516	33	310 Heading	No
05/06/2014 22:37	N772MF	N772MF	PAY2	4526	28R	Wide Salad	No
05/07/2014 3:51	TWY2		GLF4	3355	10R	Good Effort	Yes
05/07/2014 5:30	N845KA	N845KA	BE30	3217	28R	Wide Salad	No
05/08/2014 22:43	N168MA	N168MA	C425	4561	28R	Good Effort	Yes
05/09/2014 0:30	N448CR	N448CR	BE9L	4531	28R	Wide Salad	No
05/12/2014 3:44	LN71PG	N71PG	LJ35	3266	28L	Lifeguard Medical	Yes
05/12/2014 5:04	UPS2943	N345UP	B763	3363	28R	RWY 30 Routine Closure	Yes
05/12/2014 5:30	XOJ789	N789XJ	C750	3225	28L	RWY 30 Routine Closure	Yes
05/12/2014 5:39	SWA3318	N901WN	B737	3341	28L	RWY 30 Routine Closure	Yes
05/13/2014 22:46	N716WA	N716WA	PAY2	3330	28R	310 Heading	No
05/15/2014 0:44	DCM6373	N44CK	C525	3334	10R	Good Effort	No
05/15/2014 22:38	CHPR5		HELO	343	PAD1	Good Effort	Yes
05/18/2014 0:31	N915CD	N915CD	BE9L	4212	28R	Good Effort	Yes
05/19/2014 4:18	DCM6372	N525CR	C25B	3270	28R	RWY 30 Routine Closure	Yes
05/19/2014 4:57	EJA951	N951QS	C750	3255	28R	RWY 30 Routine Closure	Yes
05/19/2014 5:47	SWA3318		B737	3363	28L	RWY 30 Routine Closure	Yes
05/19/2014 5:56	MRA687		C208	4554	28R	RWY 30 Routine Closure	Yes
05/21/2014 5:26	N431GW	N431GW	PAY2	3270	28R	310 Heading	No
05/22/2014 23:07	NN333P		PAY2	4251	28R	Wide Salad	No
05/24/2014 22:25	N17VA	N17VA	BE20	4223	28L	Wide Salad	No
05/25/2014 2:56				1200	33	System Error	Yes
05/27/2014 1:55	N246PH	N246PH	BE20	4555	33	310 Heading	No
05/29/2014 5:08	LN99AG		C25B	4275	10R	Lifeguard Medical	Yes
05/30/2014 0:29	N810TM	N810TM	GLF4	4251	10R	Good Effort	Yes
05/30/2014 22:15	N47CA	N47CA	PAY2	3204	28R	310 Heading	No
05/30/2014 22:17	N7244T	N7244T	C172	4556	28R	Not Acceptable	No
05/31/2014 22:12	N2616X	N2616X	C414	3316	28R	310 Heading	No
06/01/2014 23:01	N170SD	N170SD	C56X	3627	28L	RWY 30 Routine Closure	Yes
06/02/2014 2:23	VOI907	XAVON	A320	3276	10R	Good Effort	Yes
06/02/2014 5:44	SWA3318	N763SW	B737	3261	28L	RWY 30 Routine Closure	Yes
06/06/2014 4:52	VHVNY		SF34	3310	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
06/08/2014 3:28	SCX8930	N809SY	B738	3266	10R	Good Effort	Yes
06/08/2014 22:00	N35583	N35583	C172	335	28R	Time Buffer	Yes
06/08/2014 23:28	N8789R	N9789R	BE36	344	28R	Good Effort	Yes
06/09/2014 2:24	VOI907	XAVOJ	A320	3306	10R	RWY 30 Routine Closure	Yes
06/09/2014 22:05	N530CH	N530CH	BE9L	4562	28R	Time Buffer	Yes
06/10/2014 22:21	N771MF	N419R	PAY2	4573	28R	310 Heading	No
06/10/2014 22:51	N821VV	N821VV	BE90	4203	28R	310 Heading	No
06/13/2014 22:18	N908BS	N908BS	BE20	3654	28R	310 Heading	No
06/15/2014 0:40	N17A	N17A	PA44	1200	28R	Good Effort	Yes
06/16/2014 3:33	VOI907	XAVOF	A320	3266	28R	RWY 30 Routine Closure	Yes
06/17/2014 0:48	N246PH	N246PH	BE20	4260	28R	Good Effort	Yes
06/18/2014 2:04	N510LL	N510LL	C510	3367	10R	Not Acceptable	No
06/18/2014 22:48	N58RA	N58RA	BE58	3276	28R	310 Heading	No
06/19/2014 22:36	N4541M	N4541M	BE36	4271	28R	Good Effort	Yes
06/21/2014 5:10	DCM6372	N525CR	C25B	4572	28L	Lifeguard Medical	Yes
06/23/2014 1:38	N246PH	N246PH	BE20	4567	28R	Good Effort	Yes
06/24/2014 22:45	N10FF	N10FF	C421	4243	28R	Good Effort	Yes
06/29/2014 5:31				1200	28R	Good Effort	Yes
06/30/2014 0:36	VOI905	XAVOQ	A319	3214	10R	Good Effort	Yes
06/30/2014 2:26	VOI907	XAVOO	A320	3334	10R	Good Effort	Yes
06/30/2014 23:22	CHP	CHP		1200	28R	Law Enforcement	Yes

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
04/01/2014 0:30	9	82	88.4	14	JLG695		BE9L	10L
04/01/2014 0:30	10	86.4	89.5	20	JLG695		BE9L	10L
04/01/2014 23:03	4	70.9	80.2	19	TMC403	N403CT	H25B	10R
04/01/2014 23:04	10	74.3	83.7	25	TMC403	N403CT	H25B	10R
04/01/2014 23:04	9	81.2	88.9	19	TMC403	N403CT	H25B	10R
04/01/2014 23:04	12	79.7	86.9	36	TMC403	N403CT	H25B	10R
04/01/2014 23:04	2	72.5	83.4	40	TMC403	N403CT	H25B	10R
04/01/2014 23:26	10	74.2	82.2	31	N383LS	N383LS	GLF5	10L
04/01/2014 23:26	9	79.1	86.2	19	N383LS	N383LS	GLF5	10L
04/01/2014 23:26	12	74	83.4	22	N383LS	N383LS	GLF5	10L
04/03/2014 5:53	4	83.4	89.1	14	DCM2373	N44CK	C525	28R
04/04/2014 5:22	10	66.3	81.6	78	N99AG	N99AG	C25B	10R
04/04/2014 5:23	4	72.8	82	32	N99AG	N99AG	C25B	10R
04/04/2014 5:23	12	71.1	82	31	N99AG	N99AG	C25B	10R
04/04/2014 5:23	2	73	83.1	24	N99AG	N99AG	C25B	10R
04/07/2014 2:17	4	83.6	91.7	25	VOI907	N513VL	A320	28L
04/07/2014 2:17	5	85.8	93.4	22	VOI907	N513VL	A320	28L
04/07/2014 2:17	6	82.1	89.6	23	VOI907	N513VL	A320	28L
04/07/2014 2:17	7	73.2	83.3	21	VOI907	N513VL	A320	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
04/07/2014 4:48	10	65.2	82.5	78	UPS2943		B763	28L
04/07/2014 4:49	4	87.8	95.7	35	UPS2943		B763	28L
04/07/2014 4:50	5	88.6	96.6	28	UPS2943		B763	28L
04/07/2014 4:50	6	84.7	92.9	31	UPS2943		B763	28L
04/07/2014 4:50	8	73.3	83.5	20	UPS2943		B763	28L
04/07/2014 4:50	7	74.9	85.8	27	UPS2943		B763	28L
04/09/2014 22:34	4	71.1	80.2	16	N340CP	N340CP	C340	28R
04/09/2014 23:50	9	76.3	81.7	10	N661TC	N661TC	PAY2	10L
04/10/2014 3:20	9	75.6	83.1	13	DCM6373	N44CK	C525	10R
04/12/2014 3:16	4	76	83.1	11	N28CA	N28CA	PAY2	28L
04/12/2014 4:12	10	72.1	87.6	78	LN775MF		PAY2	28R
04/13/2014 22:55	4	78.6	83.5	13	N47CA	N47CA	PAY2	28L
04/14/2014 2:27	4	85.6	92.9	22	VOI907		A320	28L
04/14/2014 2:27	5	87.7	94.9	23	VOI907		A320	28L
04/14/2014 2:28	6	80.8	89.7	26	VOI907		A320	28L
04/14/2014 2:28	7	71.9	82.1	25	VOI907		A320	28L
04/14/2014 4:58	4	86.3	94.5	23	UPS2943		B763	28L
04/14/2014 4:58	5	86.9	94.8	31	UPS2943		B763	28L
04/14/2014 4:59	6	78.3	88.5	29	UPS2943		B763	28L
04/14/2014 4:59	8	72.2	81.6	21	UPS2943		B763	28L
04/14/2014 4:59	7	71.6	81.4	25	UPS2943		B763	28L
04/14/2014 5:29	4	75.5	84	22	OPT344		E55P	28R
04/14/2014 5:30	5	76.3	83.4	15	OPT344		E55P	28R
04/14/2014 5:30	6	73.7	81	14	OPT344		E55P	28R
04/14/2014 5:42	4	87.4	95	26	SWA3318		B737	28L
04/14/2014 5:43	5	88.7	96.3	26	SWA3318		B737	28L
04/14/2014 5:43	6	84.3	93.7	25	SWA3318		B737	28L
04/14/2014 5:43	8	72.5	82.4	23	SWA3318		B737	28L
04/14/2014 5:43	7	80.9	89.3	25	SWA3318		B737	28L
04/14/2014 20:43	4	77.9	82.3	11	NOAA68	N68RF	B350	28R
04/14/2014 22:26	1	70.9	80	14	NOAA68	N68RF	B350	28R
04/14/2014 22:43	11	73.2	81.3	13	NOAA68	N68RF	B350	28R
04/14/2014 22:44	9	82.8	89.1	17	NOAA68	N68RF	B350	28R
04/16/2014 22:41	4	74.8	80.5	12	LN775MF		PAY2	28R
04/17/2014 23:52	4	75.5	81.3	12	N28CA	N28CA	PAY2	28R
04/18/2014 2:33	8	71.7	80.5	14	LN22WF		PAYE	28R
04/18/2014 23:30	4	80.5	86.2	20	N999DA	N999DA	AC50	28R
04/18/2014 23:31	8	73.5	80.4	9	N999DA	N999DA	AC50	28R
04/20/2014 22:04	14	71.3	80.8	14	N3282D	N3282D	C180	28R
04/21/2014 0:43	4	83.3	89.5	15	DCM6373	N44CK	C525	28R
04/21/2014 0:44	6	76.7	83.9	13	DCM6373	N44CK	C525	28R
04/21/2014 2:21	9	83.6	92	23	VOI907		A320	10R
04/21/2014 2:21	10	77.3	87	30	VOI907		A320	10R
04/21/2014 2:22	13	72.7	83.6	25	VOI907		A320	10R
04/21/2014 2:22	1	71.3	81.6	18	VOI907		A320	10R
04/21/2014 5:19	4	83.6	93.1	27	UPS2943	N344UP	B763	28L
04/21/2014 5:19	5	84.8	92.9	31	UPS2943	N344UP	B763	28L
04/21/2014 5:19	6	76.6	88	30	UPS2943	N344UP	B763	28L
04/21/2014 5:19	8	70.8	82.2	19	UPS2943	N344UP	B763	28L
04/21/2014 5:19	7	70.7	80	23	UPS2943	N344UP	B763	28L
04/21/2014 5:51	10	71.2	81.9	78	SWA3318	N555LV	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
04/21/2014 5:51	4	87.8	94.6	24	SWA3318	N555LV	B737	28L
04/21/2014 5:51	5	89.2	96.2	23	SWA3318	N555LV	B737	28L
04/21/2014 5:52	6	86.8	94.9	30	SWA3318	N555LV	B737	28L
04/21/2014 5:52	8	73.1	82.3	20	SWA3318	N555LV	B737	28L
04/21/2014 5:52	7	79.8	89.6	28	SWA3318	N555LV	B737	28L
04/21/2014 5:55	10	62.2	80.2	78	MRA687		C208	28R
04/21/2014 23:16	9	74.9	81.8	13	N99AG	N99AG	C25B	10R
04/21/2014 23:29	4	74.6	82.5	17	N11131	N11131	C172	28R
04/23/2014 22:28	4	78.2	84.4	16	N772MF	N772MF	PAY2	28R
04/23/2014 22:28	5	75.9	81	9	N772MF	N772MF	PAY2	28R
04/23/2014 22:29	8	73.3	81	11	N772MF	N772MF	PAY2	28R
04/24/2014 5:58	4	83.5	89.3	16	N903JP	N903JP	C510	28R
04/24/2014 5:58	5	73.9	81.7	14	N903JP	N903JP	C510	28R
04/24/2014 5:58	6	75.9	83.9	16	N903JP	N903JP	C510	28R
04/24/2014 22:05	4	73.3	80.8	16	N2616X	N2616X	C414	28R
04/24/2014 22:05	8	73.8	81.9	13	N2616X	N2616X	C414	28R
04/25/2014 0:13	4	78.7	82.9	11	DLX119	N536RB	BE20	28R
04/27/2014 0:14	4	78.3	83.7	11	N22WF	N22WF	PAY2	28R
04/27/2014 4:04	9	72.2	80.9	14	N910E	N910E	C750	10R
04/28/2014 3:14	10	75.1	85.7	32	VOI907	N511VL	A320	10R
04/28/2014 3:14	9	80.6	90.5	29	VOI907	N511VL	A320	10R
04/28/2014 3:14	12	76.6	87.5	36	VOI907	N511VL	A320	10R
04/28/2014 3:15	1	75.7	85	25	VOI907	N511VL	A320	10R
04/28/2014 5:10	12	73.8	81.6	21	UPS2943	N353UP	B763	28L
04/28/2014 5:10	4	88.4	96.7	34	UPS2943	N353UP	B763	28L
04/28/2014 5:10	5	88.8	97	34	UPS2943	N353UP	B763	28L
04/28/2014 5:10	6	83.1	93	32	UPS2943	N353UP	B763	28L
04/28/2014 5:10	8	75.1	85.1	24	UPS2943	N353UP	B763	28L
04/28/2014 5:11	7	75.3	86.4	32	UPS2943	N353UP	B763	28L
04/29/2014 1:50	9	82.7	88.8	15	DCM6373	N44CK	C525	10L
04/29/2014 22:22	4	74.1	80.1	16				28R
04/29/2014 22:24	14	70.4	80	16				28R
05/01/2014 5:45	10	65.2	82.6	78	XOJ757	N757XJ	C750	10R
05/01/2014 5:46	4	69.6	80.7	19	XOJ757	N757XJ	C750	10R
05/01/2014 5:46	10	65.7	83.2	78	XOJ757	N757XJ	C750	10R
05/01/2014 23:25	4	74	80.8	14	N31JP	N31JP	C340	28R
05/05/2014 4:57	4	84.7	93.3	25	UPS2943	N336UP	B763	28L
05/05/2014 4:57	5	85.1	93.6	28	UPS2943	N336UP	B763	28L
05/05/2014 4:57	6	79	89.6	30	UPS2943	N336UP	B763	28L
05/05/2014 4:57	8	70.8	81	19	UPS2943	N336UP	B763	28L
05/05/2014 4:57	7	71.6	82.4	25	UPS2943	N336UP	B763	28L
05/05/2014 5:39	4	86.3	94.3	26	SWA3318		B737	28L
05/05/2014 5:39	5	87.1	95	25	SWA3318		B737	28L
05/05/2014 5:40	6	83.6	93.2	29	SWA3318		B737	28L
05/05/2014 5:40	8	71.5	81.4	17	SWA3318		B737	28L
05/05/2014 5:40	7	78.9	88.8	25	SWA3318		B737	28L
05/06/2014 22:37	4	83.2	87.4	12	N772MF	N772MF	PAY2	28R
05/06/2014 22:37	5	77.8	82.8	9	N772MF	N772MF	PAY2	28R
05/07/2014 3:51	9	77.5	83.4	15	TWY2		GLF4	10R
05/07/2014 3:51	12	76.1	83.6	25	TWY2		GLF4	10R
05/07/2014 5:30	4	78.3	83.3	13	N845KA	N845KA	BE30	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
05/09/2014 0:31	4	76	82.2	13	N448CR	N448CR	BE9L	28R
05/09/2014 3:54	2	71.7	81.1	27	N99AG	N99AG	C25B	10R
05/11/2014 2:24	4	78.5	86	21	N2007K	N2007K	BE76	28R
05/11/2014 2:24	5	73	80.1	13	N2007K	N2007K	BE76	28R
05/11/2014 22:17	4	74.8	81.6	12	N1400	N1400	C210	28R
05/11/2014 22:18	8	71.9	80.2	11	N1400	N1400	C210	28R
05/12/2014 3:44	4	75.9	83.4	16	LN71PG	N71PG	LJ35	28L
05/12/2014 3:44	5	88	92.3	15	LN71PG	N71PG	LJ35	28L
05/12/2014 3:44	6	82.2	89.2	18	LN71PG	N71PG	LJ35	28L
05/12/2014 3:44	7	75.8	84	20	LN71PG	N71PG	LJ35	28L
05/12/2014 5:04	10	67.5	80.6	60	UPS2943	N345UP	B763	28R
05/12/2014 5:04	4	90	96.9	28	UPS2943	N345UP	B763	28R
05/12/2014 5:04	5	93.1	99.4	26	UPS2943	N345UP	B763	28R
05/12/2014 5:05	6	87.9	95.9	27	UPS2943	N345UP	B763	28R
05/12/2014 5:05	8	74.5	84.9	20	UPS2943	N345UP	B763	28R
05/12/2014 5:05	7	75.2	86.2	27	UPS2943	N345UP	B763	28R
05/12/2014 5:30	4	75.3	81.4	12	XOJ789	N789XJ	C750	28L
05/12/2014 5:30	5	80.6	86.2	13	XOJ789	N789XJ	C750	28L
05/12/2014 5:30	6	77.6	84.3	13	XOJ789	N789XJ	C750	28L
05/12/2014 5:39	4	86.7	94.1	32	SWA3318	N901WN	B737	28L
05/12/2014 5:39	5	86.9	94.8	32	SWA3318	N901WN	B737	28L
05/12/2014 5:39	6	83.7	93.1	28	SWA3318	N901WN	B737	28L
05/12/2014 5:39	8	70.6	82.9	28	SWA3318	N901WN	B737	28L
05/12/2014 5:39	7	81.1	90.1	29	SWA3318	N901WN	B737	28L
05/19/2014 0:38	4	76.2	80.1	10	N47CA	N47CA	PAY2	28R
05/19/2014 4:19	4	81.1	88.5	20	DCM6372	N525CR	C25B	28R
05/19/2014 4:19	5	77.2	85	18	DCM6372	N525CR	C25B	28R
05/19/2014 4:19	6	75.9	85.5	19	DCM6372	N525CR	C25B	28R
05/19/2014 4:19	7	72.7	80.8	17	DCM6372	N525CR	C25B	28R
05/19/2014 4:57	4	74.5	81.9	15	EJA951	N951QS	C750	28R
05/19/2014 4:57	5	73.8	81.1	13	EJA951	N951QS	C750	28R
05/19/2014 5:47	4	87.8	94.6	30	SWA3318		B737	28L
05/19/2014 5:47	5	86.3	94.5	29	SWA3318		B737	28L
05/19/2014 5:47	6	82.7	93.1	34	SWA3318		B737	28L
05/19/2014 5:47	8	73.9	83.6	27	SWA3318		B737	28L
05/19/2014 5:47	7	78.3	89.1	32	SWA3318		B737	28L
05/19/2014 5:57	8	75.7	81.1	15	MRA687		C208	28R
05/19/2014 5:58	9	86.5	93	40	TWY46		GLF3	10R
05/19/2014 5:58	10	76.2	84.5	52	TWY46		GLF3	10R
05/19/2014 5:59	11	78.5	88.8	33	TWY46		GLF3	10R
05/19/2014 5:59	13	70.8	81	30	TWY46		GLF3	10R
05/20/2014 22:13	4	76.5	82.4	22	N509CD	N509CD	SR22	28R
05/21/2014 5:26	4	73.9	80.8	14	N431GW	N431GW	PAY2	28R
05/21/2014 5:26	8	75.8	82.2	9	N431GW	N431GW	PAY2	28R
05/22/2014 23:07	4	85.6	88.1	10	NN333P		PAY2	28R
05/22/2014 23:07	5	75.1	80	8	NN333P		PAY2	28R
05/22/2014 23:07	8	78.4	84	10	NN333P		PAY2	28R
05/24/2014 1:11	14	75	80.8	10	N47CA	N47CA	PAY2	33
05/24/2014 22:25	4	80.2	84	11	N17VA	N17VA	BE20	28L
05/24/2014 23:39	4	74.7	82.7	15	N3117A	N3117A	PA44	28R
05/25/2014 2:57	3	74.2	83.2	21				33

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
05/29/2014 5:07	4	72.3	82.5	24	LN99AG		C25B	10R
05/30/2014 0:29	12	71.4	80.4	17	N810TM	N810TM	GLF4	10R
05/30/2014 22:59	10	77.3	80.4	5	N385R	N385R	PA46	28R
05/31/2014 22:12	4	70.9	80.4	17	N2616X	N2616X	C414	28R
06/01/2014 23:01	4	75.1	82.2	17	N170SD	N170SD	C56X	28L
06/01/2014 23:01	5	80.2	86.5	15	N170SD	N170SD	C56X	28L
06/01/2014 23:02	6	79.7	85.4	14	N170SD	N170SD	C56X	28L
06/02/2014 2:23	9	80.3	89.1	24	VOI907	XAVON	A320	10R
06/02/2014 2:24	10	74.3	84.2	26	VOI907	XAVON	A320	10R
06/02/2014 2:24	12	74.1	86.3	38	VOI907	XAVON	A320	10R
06/02/2014 2:25	1	68.9	80	22	VOI907	XAVON	A320	10R
06/02/2014 5:44	4	86.8	94.7	29	SWA3318	N763SW	B737	28L
06/02/2014 5:45	5	87.4	95.3	28	SWA3318	N763SW	B737	28L
06/02/2014 5:45	6	84.1	93.4	27	SWA3318	N763SW	B737	28L
06/02/2014 5:45	8	75	84.7	29	SWA3318	N763SW	B737	28L
06/02/2014 5:45	7	79.8	89.5	29	SWA3318	N763SW	B737	28L
06/05/2014 3:31	4	73	80.5	12	N716WA	N716WA	PAY2	28R
06/06/2014 4:53	4	83.7	87.9	13	VHVNY		SF34	28R
06/06/2014 4:53	5	76.9	82.8	11	VHVNY		SF34	28R
06/06/2014 4:53	6	74.7	81.2	10	VHVNY		SF34	28R
06/08/2014 0:10	4	77.4	83.3	14	NN775MF		PAY2	28R
06/08/2014 0:10	3	76.5	81.7	12	NN775MF		PAY2	28R
06/08/2014 3:28	10	71.3	81.9	30	SCX8930	N809SY	B738	10R
06/08/2014 3:28	9	77.3	86.7	22	SCX8930	N809SY	B738	10R
06/08/2014 3:28	12	78.1	88.3	30	SCX8930	N809SY	B738	10R
06/08/2014 3:29	2	72.8	84	32	SCX8930	N809SY	B738	10R
06/08/2014 3:29	1	70.3	80.8	19	SCX8930	N809SY	B738	10R
06/08/2014 23:27	9	75.8	81.9	11	N8789R	N9789R	BE36	28R
06/09/2014 1:37	4	78	85.5	19	N7HW	N7HW	PA27	28R
06/09/2014 2:24	10	75	84.8	26	VOI907	XAVOJ	A320	10R
06/09/2014 2:24	9	80.9	90.1	23	VOI907	XAVOJ	A320	10R
06/09/2014 2:24	12	73.1	85.4	34	VOI907	XAVOJ	A320	10R
06/09/2014 2:25	1	70.6	80.9	18	VOI907	XAVOJ	A320	10R
06/10/2014 22:21	4	84	87.9	13	N771MF	N419R	PAY2	28R
06/10/2014 22:21	5	78.9	83.7	10	N771MF	N419R	PAY2	28R
06/10/2014 22:51	4	75.8	80.6	11	N821VV	N821VV	BE90	28R
06/10/2014 22:51	8	74.7	81.3	9	N821VV	N821VV	BE90	28R
06/13/2014 22:18	5	77.1	82	23	N908BS	N908BS	BE20	28R
06/13/2014 22:18	4	73.6	80.1	12	N908BS	N908BS	BE20	28R
06/13/2014 22:50	4	74.3	80.2	9	N47CA	N47CA	PAY2	33
06/14/2014 2:29	4	81.8	86.3	12	LN711MF	N419R	PAY2	28R
06/14/2014 23:29	4	75.4	82.6	21	N4541M	N4541M	BE35	28R
06/16/2014 2:00	4	77	83.2	15	N7HW	N7HW	PA27	28R
06/16/2014 3:33	4	88.9	96.1	24	VOI907	XAVOF	A320	28R
06/16/2014 3:33	5	83.2	91.9	24	VOI907	XAVOF	A320	28R
06/16/2014 3:33	8	74.6	83.5	18	VOI907	XAVOF	A320	28R
06/16/2014 3:33	6	81.8	90.8	28	VOI907	XAVOF	A320	28R
06/16/2014 3:33	7	73.5	83.2	26	VOI907	XAVOF	A320	28R
06/18/2014 0:56	4	79.7	84.3	11	N47CA	N47CA	PAY2	28R
06/18/2014 0:57	8	75	80.5	7	N47CA	N47CA	PAY2	28R
06/18/2014 22:48	4	76.6	83.6	16	N58RA	N58RA	BE58	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
06/18/2014 22:48	8	74.8	82.9	12	N58RA	N58RA	BE58	28R
06/19/2014 5:08	12	70.3	80.1	23	OPT314	N314FL	E55P	10R
06/19/2014 22:37	4	82.1	87.1	17	N4541M	N4541M	BE36	28R
06/19/2014 22:37	8	77.8	84.6	15	N4541M	N4541M	BE36	28R
06/19/2014 22:37	3	73.1	80.8	15	N4541M	N4541M	BE36	28R
06/19/2014 22:42	4	81.4	89.3	26	N6271R	N6271R	BE58	28R
06/19/2014 22:42	5	71.2	80.9	23	N6271R	N6271R	BE58	28R
06/19/2014 22:42	8	77.2	85.7	20	N6271R	N6271R	BE58	28R
06/19/2014 22:42	3	75.1	85.3	29	N6271R	N6271R	BE58	28R
06/20/2014 23:13	4	72.8	80.9	12	N4541M	N4541M	BE36	28R
06/20/2014 23:14	10	73.5	86.2	78	N4541M	N4541M	BE36	28R
06/21/2014 4:40	4	75.9	81.2	8	N47CA	N47CA	PAY2	28R
06/21/2014 5:10	5	78.9	84.6	13	DCM6372	N525CR	C25B	28L
06/21/2014 5:10	6	72.4	80.6	13	DCM6372	N525CR	C25B	28L
06/23/2014 2:21	10	73.7	84.8	35	VOI907	N502VL	A320	10R
06/23/2014 2:21	9	80.4	89.9	30	VOI907	N502VL	A320	10R
06/23/2014 2:21	11	72.6	82.5	17	VOI907	N502VL	A320	10R
06/23/2014 2:21	13	75.2	84.7	30	VOI907	N502VL	A320	10R
06/24/2014 22:46	4	77.6	86	21	N10FF	N10FF	C421	28R
06/24/2014 22:46	8	75.6	84.4	16	N10FF	N10FF	C421	28R
06/24/2014 22:46	3	72.3	80.6	17	N10FF	N10FF	C421	28R
06/29/2014 5:32	8	74.2	83.2	17				28R
06/30/2014 0:36	9	77.7	87.7	24	VOI905	XAVOQ	A319	10R
06/30/2014 0:36	10	71.2	82.1	24	VOI905	XAVOQ	A319	10R
06/30/2014 0:36	12	69	81.2	33	VOI905	XAVOQ	A319	10R
06/30/2014 0:37	13	70.3	81.3	26	VOI905	XAVOQ	A319	10R
06/30/2014 2:26	9	82.5	91.1	22	VOI907	XAVOO	A320	10R
06/30/2014 2:26	10	76	84.9	24	VOI907	XAVOO	A320	10R
06/30/2014 2:26	12	69	81.2	30	VOI907	XAVOO	A320	10R
06/30/2014 2:27	1	72.5	82.6	21	VOI907	XAVOO	A320	10R
06/30/2014 23:24	10	68.9	80.5	32	CHP	CHP		28R

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
04/03/2014 11:26	EJA	EJA302	E55P	B	N302QS	Not Acceptable	No
05/11/2014 16:08	SWA	SWA656	B737	J	N237WN	Not Acceptable	No

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Silent 8 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
04/02/2014 22:01	UPS	UPS1951	A306	J	N145UP	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
04/02/2014 22:37		N604TB	CL60	B	N604TB	Not Acceptable	No
04/03/2014 3:10	FDX	FDX1869	A306	J	N742FD	Not Acceptable	No
04/05/2014 2:31	FDX	FDX1853	B752	J	N928FD	Not Acceptable	No
04/05/2014 6:59	FDX	FDX3647	DC10	J		Time Buffer	Yes
04/08/2014 6:27	FDX	FDX878	MD11	J	N615FE	Not Acceptable	No
04/08/2014 6:59	SWA	SWA2784	B737	J	N958WN	Time Buffer	Yes
04/16/2014 6:59	SKW	SKW4461	CRJ9	R	N689CA	Time Buffer	Yes
04/17/2014 2:45	FDX	FDX1857	MD11	J	N529FE	Not Acceptable	No
04/17/2014 5:37	FDX	FDX878	MD11	J	N572FE	Not Acceptable	No
04/17/2014 6:38	FDX	FDX3647	A306	J	N740FD	Not Acceptable	No
04/18/2014 0:20	VOI	VOI905	A320	J		Not Acceptable	No
04/18/2014 1:17	VOI	VOI903	A320	J	N502VL	Not Acceptable	No
04/18/2014 22:17	SKW	SKW4861	CRJ9	R	N692CA	Not Acceptable	No
04/22/2014 6:09	AWE	AWE652	A319	J	N804AW	Not Acceptable	No
04/23/2014 6:58	SKW	SKW4461	CRJ9	R		Time Buffer	Yes
04/23/2014 23:02		N849WC	LJ60	B	N849WC	Not Acceptable	No
04/24/2014 23:38		N67WG	E55P	B	N67WG	Not Acceptable	No
04/27/2014 22:08	SWA	SWA573	B733	J		Time Buffer	Yes
05/01/2014 6:19	FLC	FLC56	LJ60	B	N56	FAA Flight Check	Yes
05/01/2014 23:25		N680KH	C525	B	N680KH	Not Acceptable	No
05/02/2014 6:27	SWA	SWA648	B733	J	N362SW	Not Acceptable	No
05/02/2014 22:00	SWA	SWA573	B733	J	N362SW	Time Buffer	Yes
05/03/2014 1:24	VOI	VOI903	A320	J		Not Acceptable	No
05/05/2014 22:00	SWA	SWA675	B737	J		Time Buffer	Yes
05/08/2014 22:30	SWA	SWA905	B733	J	N622SW	Not Acceptable	No
05/10/2014 6:36	DAL	DAL1408	A320	J	N371NW	Not Acceptable	No
05/10/2014 6:51	SWA	SWA3274	B737	J		Time Buffer	Yes
05/12/2014 22:00		N104AD	GLF4	B	N104AD	Time Buffer	Yes
05/12/2014 22:18	EJA	EJA253	F2TH	B	N253QS	Not Acceptable	No
05/13/2014 6:43	FDX	FDX435	MD11	J	N643FE	Not Acceptable	No
05/17/2014 6:59	ASA	ASA849	B738	J	N529AS	Time Buffer	Yes
05/20/2014 22:00	SWA	SWA4305	B737	J		Time Buffer	Yes
05/23/2014 6:52	SWA	SWA2784	B737	J		Time Buffer	Yes
05/23/2014 6:59	SWA	SWA2339	B737	J		Time Buffer	Yes
05/24/2014 6:59	ASA	ASA849	B738	J		Time Buffer	Yes
05/28/2014 6:34	SWA	SWA837	B737	J		Not Acceptable	No
05/28/2014 22:03	SWA	SWA675	B737	J	N920WN	Time Buffer	Yes
05/29/2014 6:59	UPS	UPS9831	A306	J		Time Buffer	Yes
05/30/2014 1:11	VOI	VOI903	A319	J	N502VL	Not Acceptable	No
05/30/2014 6:16	AWE	AWE652	A319	J	N835AW	Not Acceptable	No
05/30/2014 6:25	ASA	ASA345	B737	J	N615AS	Not Acceptable	No
05/31/2014 4:12	FDX	FDX20	MD11	J	N573FE	Not Acceptable	No
06/06/2014 6:57	ASA	ASA849	B738	J	N560AS	Time Buffer	Yes
06/07/2014 6:31	SKW	SKW4450	CRJ7	R	N632SK	Not Acceptable	No
06/07/2014 6:59	ASA	ASA849	B738	J	N581AS	Time Buffer	Yes
06/09/2014 6:59	RSP	RSP723	E50P	B	N574JS	Time Buffer	Yes
06/10/2014 6:59	SWA	SWA4505	B737	J	N252WN	Time Buffer	Yes
06/11/2014 6:29	SWA	SWA1492	B733	J	N665WN	Not Acceptable	No
06/11/2014 22:00	SWA	SWA776	B737	J	N909WN	Time Buffer	Yes
06/12/2014 22:00	SWA	SWA4635	B737	J	N467WN	Time Buffer	Yes
06/12/2014 22:01	SWA	SWA3273	B737	J	N930WN	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
06/13/2014 22:04	SWA	SWA3273	B733	J	N340LV	Time Buffer	Yes
06/14/2014 6:29	SWA	SWA4313	B738	J	N8307K	Not Acceptable	No
06/15/2014 6:32	ASA	ASA345	B734	J	N797AS	Not Acceptable	No
06/15/2014 22:00	SWA	SWA1537	B737	J	N203WN	Time Buffer	Yes
06/15/2014 22:02	SWA	SWA776	B737	J	N7720F	Time Buffer	Yes
06/15/2014 22:05	UPS	UPS2943	B763	J	N348UP	Time Buffer	Yes
06/15/2014 22:08	SWA	SWA23	B737	J		Time Buffer	Yes
06/15/2014 22:10	SWA	SWA1495	B737	J	N289CT	Time Buffer	Yes
06/15/2014 22:18	SWA	SWA1370	B733	J		Not Acceptable	No
06/15/2014 22:34	SWA	SWA4635	B737	J	N220WN	Not Acceptable	No
06/16/2014 6:24	SKW	SKW4450	CRJ7	R		Not Acceptable	No
06/17/2014 6:57	SIS	SIS782	BE40	B	N443UA	Time Buffer	Yes
06/18/2014 6:58	SWA	SWA4638	B737	J	N781WN	Time Buffer	Yes
06/18/2014 22:00	SWA	SWA2387	B738	J	N8625A	Time Buffer	Yes
06/18/2014 22:01	SWA	SWA3273	B733	J	N660SW	Time Buffer	Yes
06/20/2014 5:55	SWA	SWA4807	B737	J	N264LV	Not Acceptable	No
06/23/2014 6:26	SKW	SKW4450	CRJ7	R	N604SK	Not Acceptable	No
06/23/2014 6:35		N881VP	C56X	B	N881VP	Not Acceptable	No
06/23/2014 22:00	SWA	SWA4635	B737	J	N485WN	Time Buffer	Yes
06/24/2014 6:59	FDX	FDX878	DC10	J	N366FE	Time Buffer	Yes
06/27/2014 0:28	VOI	VOI905	A320	J		Not Acceptable	No
06/27/2014 22:00		N247CJ	F900	B	N247CJ	Time Buffer	Yes
06/27/2014 22:58	SWA	SWA265	B733	J	N630WN	Not Acceptable	No

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Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
04/01/2014 5:55	FDX	FDX3671	A306	J	N652FE	Time Buffer	Yes
04/04/2014 1:13	FDX	FDX5084	MD11	J	N596FE	Not Acceptable	No
04/08/2014 2:24	FDX	FDX1853	B752	J	N968FD	Not Acceptable	No

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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
4/7/2014	1340	KAI	GLF5	2	High	HG6	1350	N/A	N/A
4/7/2014	2251	SWA	B737	2	High	GRE	2300	NO	N/A
4/11/2014	0752	BSK	FA50	1	High	HG6	0815	N/A	N/A
4/12/2014	1243	CAA	GLF5	2	High	HG6	1230	N/A	N/A
4/13/2014	1414	UPS	B767	2	High	GRE	1430	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
4/20/2014	1402	UPS	B767	2	High	GRE	1425	N/A	N/A
4/27/2014	1405	UPS	B767	2	High	GRE	1430	N/A	N/A
4/28/2014	1518	KAI	GLF5	2	High	HG6	1540	N/A	N/A
5/5/2014	0847	UPS	B767	2	High	GRE	0900	N/A	N/A
5/6/2014	1352	SWA	B737	2	High	GRE	1400	N/A	N/A
5/6/2014	1743	SWA	B737	2	High	GRE	1800	N/A	N/A
05/09/2014	1027	KAI	LJ35	2	Med	HG6	1035	N/A	N/A
05/10/2014	2320	SWA	B737	2	High	GRE	2330	NO	N/A
05/11/2014	0400	FDX	MD11	3	High	GRE	0415	NO	N/A
05/11/2014	1448	UPS	B767	2	High	GRE	1505	N/A	N/A
05/12/2014	0023	FDX	MD11	3	High	GRE	0032	NO	N/A
05/13/2014	0020	SWA	B737	2	High	GRE	0020	NO	N/A
05/15/2014	1115	KAI	LJ35	1	High	HG6	1115	N/A	N/A
05/17/2014	1721	KAI	C525	1	High	HG6	1728	N/A	N/A
05/19/2014	0719	UPS	B767	2	High	GRE	0745	N/A	N/A
05/20/2014	0325	SWA	B737	2	High	GRE	0322	NO	N/A
05/29/2014	1013	CSK	GLF5	2	High	GRE	1030	N/A	N/A
05/29/2014	1311	SWA	B737	2	High	GRE	1315	N/A	N/A
05/30/2014	0920	SWA	B737	2	High	GRE	0920	N/A	N/A
05/30/2014	1320	SWA	B737	1	High	GRE	1320	N/A	N/A
05/30/2014	1411	CSK	GLF5	2	High	GRE	1430	N/A	N/A
06/01/2014	1530	UPS	B767	2	High	GRE	1545	N/A	N/A
06/03/2014	1622	KAI	GLF5	1	High	GRE	1645	N/A	N/A
06/06/2014	1346	CAA	GLF5	2	High	HG6	1400	N/A	N/A
06/07/2014	0218	SWA	B737	2	High	GRE	0225	NO	N/A
06/07/2014	0831	KAI	GLF5	2	High	HG6	1000	N/A	N/A
06/07/2014	1202	KAI	GLF5	1	High	HG6	1215	N/A	N/A
06/08/2014	1413	UPS	B767	2	High	GRE	1420	N/A	N/A
06/10/2014	0928	CSK	GLF5	2	High	HG6	0940	N/A	N/A
06/12/2014	1025	SWA	B737	2	Med	GRE	1030	N/A	N/A
06/13/2014	2314	SWA	B737	2	High	GRE	2320	NO	N/A
06/14/2014	2210	SWA	B737	2	High	GRE	2220	NO	N/A
06/14/2014	0032	SWA	B737	2	High	GRE	0035	NO	N/A
06/21/2014	0210	SWA	B737	2	High	GRE	0230	NO	N/A
6/21/2014	0945	FDX	A319	2	High	GRE	1000	N/A	N/A
6/23/2014	0220	ASA	B737	2	High	GRE	0230	NO	N/A
6/24/2014	1108	SKW	GLF5	2	High	GRE	1145	N/A	N/A
6/28/2014	0053	SWA	B737	2	High	GRE	0110	NO	N/A

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

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
04/03/2014 13:03		N311EL	GLF4	2726	Not Acceptable	No
04/03/2014 19:22	FDX	FDX1605	DC10	2677	Not Acceptable	No
04/04/2014 16:40	SWA	SWA3870	B737	2805	Not Acceptable	No
04/08/2014 13:38	SWA	SWA778	B737	2509	Not Acceptable	No
04/08/2014 16:32		N559HF	C525	2050	Not Acceptable	No
04/09/2014 7:27	SWA	SWA3318	B737	2519	Not Acceptable	No
04/09/2014 8:02	XOJ	XOJ547	CL30	2408	Not Acceptable	No
04/09/2014 10:17	DAL	DAL2496	A319	2874	Not Acceptable	No
04/09/2014 11:56	KAI	KAI92	GLF5	2664	Not Acceptable	No
04/10/2014 7:05	DCM	DCM1234	F2TH	2719	Not Acceptable	No
04/10/2014 11:11	SWA	SWA770	B737	2503	Not Acceptable	No
04/11/2014 12:27	AAY	AAY1005	MD83	2496	Not Acceptable	No
04/11/2014 19:27	FDX	FDX1268	MD11	2454	Not Acceptable	No
04/11/2014 19:39	UPS	UPS945	B763	2828	Not Acceptable	No
04/11/2014 20:07	SWA	SWA4305	B733	2864	Not Acceptable	No
04/12/2014 14:35		N531QS	GLF5	2296	Not Acceptable	No
04/12/2014 21:38	JBU	JBU168	A320	2332	Not Acceptable	No
04/18/2014 13:03	SWA	SWA602	B737	2667	Not Acceptable	No
04/18/2014 14:14	SWA	SWA778	B737	2828	Not Acceptable	No
04/19/2014 7:00	SWA	SWA3274	B737	2552	Not Acceptable	No
04/19/2014 11:50	SWA	SWA2495	B737	2480	Not Acceptable	No
04/19/2014 13:17	DAL	DAL2538	A320	2851	Not Acceptable	No
04/20/2014 11:46	SWA	SWA770	B737	2555	Not Acceptable	No
04/20/2014 20:45	UPS	UPS2955	B763	2864	Not Acceptable	No
04/20/2014 21:34	JBU	JBU168	A320	2332	Not Acceptable	No
04/21/2014 15:29	SWA	SWA15	B737	2788	Not Acceptable	No
04/22/2014 13:00	SWA	SWA602	B737	2716	Not Acceptable	No
04/22/2014 16:51	DAL	DAL1374	A320	2654	Not Acceptable	No
04/22/2014 21:29	JBU	JBU168	A320	2670	Not Acceptable	No
04/23/2014 19:29	UPS	UPS945	B763	2434	Not Acceptable	No
04/25/2014 10:59	SWA	SWA364	B737	2844	Not Acceptable	No
04/25/2014 14:31	SWA	SWA778	B737	2450	Not Acceptable	No
04/25/2014 17:02	DAL	DAL1374	A320	2880	Not Acceptable	No
04/27/2014 11:08	SWA	SWA364	B737	2880	Not Acceptable	No
04/27/2014 11:28	SWA	SWA770	B737	2654	Not Acceptable	No
04/29/2014 11:06	SWA	SWA364	B737	2440	Not Acceptable	No
04/30/2014 13:20	SWA	SWA602	B737	2522	Not Acceptable	No
04/30/2014 16:14	SWA	SWA2440	B733	2545	Not Acceptable	No
05/01/2014 10:18	SWA	SWA4220	B737	2860	Not Acceptable	No
05/01/2014 10:33	SWA	SWA1458	B737	2726	Not Acceptable	No
05/01/2014 18:38		N790DC	F2TH	2887	Not Acceptable	No
05/02/2014 10:08	SWA	SWA4220	B737	2762	Not Acceptable	No
05/02/2014 10:17	DAL	DAL835	A319	2798	Not Acceptable	No
05/02/2014 11:10	SWA	SWA364	B737	2667	Not Acceptable	No
05/02/2014 11:51	SWA	SWA770	B737	2867	Not Acceptable	No
05/02/2014 19:31	SWA	SWA4123	B737	2857	Not Acceptable	No
05/04/2014 16:44	DAL	DAL1374	A320	2696	Not Acceptable	No
05/04/2014 18:49	NKS	NKS408	A319	2762	Not Acceptable	No
05/04/2014 19:43	SWA	SWA4305	B737	2673	Not Acceptable	No
05/06/2014 17:13		N35BG	LJ35	2516	Not Acceptable	No
05/07/2014 17:54		N35BG	LJ35	2798	Not Acceptable	No
05/08/2014 19:44	UPS	UPS945	B763	2303	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
05/08/2014 21:51	JBU	JBU168	A320	2408	Not Acceptable	No
05/10/2014 13:22	DAL	DAL520	A320	2844	Not Acceptable	No
05/12/2014 15:51	SWA	SWA9023	B737	2355	Not Acceptable	No
05/12/2014 20:26	FDX	FDX1117	A306	2788	Not Acceptable	No
05/13/2014 11:20	SWA	SWA770	B737	2709	Not Acceptable	No
05/13/2014 14:26	SWA	SWA778	B737	2687	Not Acceptable	No
05/13/2014 15:22	SWA	SWA656	B737	2565	Not Acceptable	No
05/13/2014 16:41	DAL	DAL1374	A320	2549	Not Acceptable	No
05/13/2014 19:43	SWA	SWA4305	B737	2483	Not Acceptable	No
05/13/2014 19:53	SWA	SWA240	B733	2703	Not Acceptable	No
05/13/2014 20:30	FDX	FDX1117	A306	2739	Not Acceptable	No
05/13/2014 20:45	SWA	SWA2866	B737	2696	Not Acceptable	No
05/15/2014 10:29	SWA	SWA1458	B737	2828	Not Acceptable	No
05/16/2014 21:37	JBU	JBU168	A320	2483	Not Acceptable	No
05/17/2014 11:53	SWA	SWA2495	B737	2693	Not Acceptable	No
05/17/2014 19:42	NAX	NAX7068	B788	2385	Not Acceptable	No
05/18/2014 9:28	NKS	NKS872	A319	2896	Not Acceptable	No
05/18/2014 13:00	SWA	SWA602	B737	2847	Not Acceptable	No
05/18/2014 13:54	SWA	SWA778	B737	2578	Not Acceptable	No
05/18/2014 21:51	JBU	JBU168	A320	2273	Not Acceptable	No
05/19/2014 19:14	NKS	NKS408	A319	2811	Not Acceptable	No
05/20/2014 7:33	FDX	FDX440	DC10	2549	Not Acceptable	No
05/20/2014 10:56	SWA	SWA364	B737	2618	Not Acceptable	No
05/20/2014 11:16	SWA	SWA770	B737	2634	Not Acceptable	No
05/20/2014 16:42	SWA	SWA15	B737	2683	Not Acceptable	No
05/21/2014 13:26		N41VP	C560	2483	Not Acceptable	No
05/25/2014 9:26	NKS	NKS872	A319	2739	Not Acceptable	No
05/26/2014 18:46	NKS	NKS408	A319	2805	Not Acceptable	No
05/27/2014 15:27	SWA	SWA194	B737	2739	Not Acceptable	No
05/27/2014 19:50	UPS	UPS945	B763	2253	Not Acceptable	No
05/28/2014 9:35	NKS	NKS872	A319	2650	Not Acceptable	No
05/29/2014 15:07	SWA	SWA194	B737	2667	Not Acceptable	No
05/29/2014 16:43	DAL	DAL1374	A320	2654	Not Acceptable	No
05/30/2014 14:19	SWA	SWA656	B737	2837	Not Acceptable	No
06/02/2014 9:37	NKS	NKS872	A320	2417	Not Acceptable	No
06/02/2014 10:38	SWA	SWA4461	B737	2696	Not Acceptable	No
06/02/2014 13:08	SWA	SWA602	B737	2782	Not Acceptable	No
06/02/2014 18:56	DAL	DAL1374	A320	2818	Not Acceptable	No
06/02/2014 19:27	FDX	FDX1268	DC10	2267	Not Acceptable	No
06/03/2014 16:42	DAL	DAL1374	A320	2867	Not Acceptable	No
06/04/2014 8:40		N199FG	FA50	2618	Not Acceptable	No
06/04/2014 18:54	NKS	NKS408	A320	2719	Not Acceptable	No
06/05/2014 10:50	SWA	SWA364	B737	2368	Not Acceptable	No
06/05/2014 11:33	DAL	DAL1082	A320	2480	Not Acceptable	No
06/05/2014 20:49	SWA	SWA4305	B737	2801	Not Acceptable	No
06/06/2014 10:38	SWA	SWA4461	B737	2677	Not Acceptable	No
06/06/2014 11:28		N729AG	H25B	2870	Not Acceptable	No
06/06/2014 11:37	DAL	DAL1082	A320	2424	Not Acceptable	No
06/07/2014 10:57		N960SF	F900	2020	Not Acceptable	No
06/07/2014 12:05	SWA	SWA2495	B737	2526	Not Acceptable	No
06/07/2014 15:36	SKW	SKW4767	CRJ7	2208	Not Acceptable	No
06/08/2014 20:34	SWA	SWA768	B737	2860	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
06/09/2014 8:20	SWA	SWA4430	B737	2450	Not Acceptable	No
06/10/2014 14:13	SWA	SWA1005	B737	2358	Not Acceptable	No
06/11/2014 17:41	SWA	SWA4656	B737	2762	Not Acceptable	No
06/13/2014 7:32	SWA	SWA1499	B737	2821	Not Acceptable	No
06/13/2014 15:49	SWA	SWA4669	B737	2860	Not Acceptable	No
06/13/2014 17:27	SWA	SWA4367	B737	2811	Not Acceptable	No
06/15/2014 17:09	EJA	EJA301	C680	2129	Not Acceptable	No
06/15/2014 17:47	SWA	SWA1005	B737	2867	Not Acceptable	No
06/16/2014 7:05		N787AD	FA7X	2536	Not Acceptable	No
06/16/2014 7:09	KAI	KAI57	CL30	2831	Not Acceptable	No
06/16/2014 8:22		N715FJ	FA7X	2877	Not Acceptable	No
06/16/2014 8:25	EJM	EJM262	F2TH	2844	Not Acceptable	No
06/16/2014 8:27	SWA	SWA4430	B737	2490	Not Acceptable	No
06/16/2014 9:11	SWA	SWA1596	B733	2644	Not Acceptable	No
06/16/2014 10:31	SWA	SWA1516	B737	2657	Not Acceptable	No
06/16/2014 10:49	SWA	SWA1364	B737	2870	Not Acceptable	No
06/16/2014 11:09	AAY	AAY135	A319	2493	Not Acceptable	No
06/16/2014 11:12	SWA	SWA2058	B737	2647	Not Acceptable	No
06/16/2014 11:46	DAL	DAL1082	A320	2473	Not Acceptable	No
06/16/2014 18:41	DAL	DAL1374	A319	2496	Not Acceptable	No
06/16/2014 20:11	SWA	SWA2162	B737	2208	Not Acceptable	No
06/17/2014 9:20		N435QS	GLF4	2680	Not Acceptable	No
06/17/2014 18:55	NKS	NKS408	A320	2857	Not Acceptable	No
06/17/2014 19:12	DAL	DAL1374	A319	2811	Not Acceptable	No
06/18/2014 9:01	SWA	SWA888	B737	2545	Not Acceptable	No
06/18/2014 17:09	SWA	SWA4421	B737	2811	Not Acceptable	No
06/18/2014 17:57	SWA	SWA4656	B737	2854	Not Acceptable	No
06/19/2014 12:05	AAY	AAY1019	MD83	2421	Not Acceptable	No
06/19/2014 21:36	JBU	JBU168	A320	2303	Not Acceptable	No
06/20/2014 8:08	FDX	FDX3012	DC10	2555	Not Acceptable	No
06/22/2014 9:41	NKS	NKS872	A320	2513	Not Acceptable	No
06/22/2014 17:21		N500DE	E145	2329	Not Acceptable	No
06/22/2014 17:26		N3DE	E145	2089	Not Acceptable	No
06/23/2014 18:33	NKS	NKS408	A320	2427	Not Acceptable	No
06/23/2014 20:24	FDX	FDX1117	A306	2844	Not Acceptable	No
06/24/2014 8:34	SWA	SWA4430	B737	2755	Not Acceptable	No
06/25/2014 8:30	SWA	SWA4430	B737	2539	Not Acceptable	No
06/25/2014 13:10	SWA	SWA4367	B737	2746	Not Acceptable	No
06/25/2014 13:32	SWA	SWA4152	B737	2060	Not Acceptable	No
06/25/2014 15:27	SWA	SWA3890	B737	2860	Not Acceptable	No
06/25/2014 21:57	JBU	JBU168	A320	2372	Not Acceptable	No
06/26/2014 10:55		N247MX	LJ45	2513	Not Acceptable	No
06/26/2014 12:40	SWA	SWA4367	B737	2801	Not Acceptable	No
06/27/2014 16:04	SWA	SWA4421	B737	2604	Not Acceptable	No
06/27/2014 21:44	JBU	JBU168	A320	2555	Not Acceptable	No
06/29/2014 12:32	SWA	SWA3935	B737	2814	Not Acceptable	No
06/29/2014 17:39	SWA	SWA3911	B737	2437	Not Acceptable	No
06/30/2014 9:24	RSP	RSP942	E50P	2860	Not Acceptable	No
06/30/2014 9:38	NKS	NKS872	A320	2211	Not Acceptable	No
06/30/2014 11:31	DAL	DAL1082	A320	2234	Not Acceptable	No
06/30/2014 12:12	SWA	SWA4367	B737	2240	Not Acceptable	No
06/30/2014 17:28	RZO	RZO236	A310	2598	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
06/30/2014 17:36	DAL	DAL1374	A319	2752	Not Acceptable	No
06/30/2014 20:23	FDX	FDX1117	A306	2522	Not Acceptable	No

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
04/03/2014 13:07	SWA2073	B737	SWA	2867	Not Acceptable	No
04/03/2014 15:42	SWA414	B737	SWA	2719	Not Acceptable	No
04/03/2014 18:45	SWA1825	B737	SWA	2896	Not Acceptable	No
04/05/2014 15:34	SWA2762	B737	SWA	2749	Not Acceptable	No
04/05/2014 22:04	SWA3658	B737	SWA	2769	Not Acceptable	No
04/08/2014 13:57	SWA3864	B733	SWA	2103	Not Acceptable	No
04/08/2014 23:40	ASA356	B737	ASA	2096	Not Acceptable	No
04/09/2014 11:41	ASA344	B738	ASA	2857	Not Acceptable	No
04/09/2014 13:53	SWA3864	B733	SWA	2896	Not Acceptable	No
04/09/2014 17:44	ASA346	B737	ASA	2844	Not Acceptable	No
04/09/2014 21:00	SWA661	B737	SWA	2890	Not Acceptable	No
04/09/2014 22:00	SWA130	B733	SWA	2857	Not Acceptable	No
04/10/2014 17:17	AAY1018	MD83	AAY	2801	Not Acceptable	No
04/10/2014 17:44	SWA715	B737	SWA	2778	Not Acceptable	No
04/10/2014 21:38	SWA130	B737	SWA	2513	Not Acceptable	No
04/11/2014 13:01	SWA2587	B737	SWA	2831	Not Acceptable	No
04/11/2014 19:52	SWA1890	B737	SWA	2814	Not Acceptable	No
04/11/2014 20:18	SWA4042	B733	SWA	2847	Not Acceptable	No
04/13/2014 18:15	SWA522	B737	SWA	2480	Not Acceptable	No
04/14/2014 14:05	SWA3864	B733	SWA	2654	Not Acceptable	No
04/14/2014 14:38	SWA980	B733	SWA	2870	Not Acceptable	No
04/14/2014 22:50	SWA908	B733	SWA	1669	Not Acceptable	No
04/16/2014 8:54	FDX3844	MD11	FDX	2864	Not Acceptable	No
04/17/2014 13:06	SWA2587	B737	SWA	2109	Not Acceptable	No
04/17/2014 14:43	SWA980	B733	SWA	2664	Not Acceptable	No
04/18/2014 7:47	SWA1546	B737	SWA	2431	Not Acceptable	No
04/18/2014 9:50	SWA497	B737	SWA	2805	Not Acceptable	No
04/20/2014 13:03	SWA2587	B737	SWA	2880	Not Acceptable	No
04/20/2014 13:57	SWA3864	B737	SWA	2414	Not Acceptable	No
04/20/2014 23:28	N247CJ	F900		2499	Not Acceptable	No
04/21/2014 8:07	SWA1546	B737	SWA	2890	Not Acceptable	No
04/21/2014 14:08	SWA3864	B733	SWA	2831	Not Acceptable	No
04/22/2014 17:51	ASA346	B737	ASA	2814	Not Acceptable	No
04/22/2014 17:58	SWA522	B737	SWA	2739	Not Acceptable	No
04/23/2014 17:25	SWA715	B737	SWA	2844	Not Acceptable	No
04/24/2014 14:10	SWA3864	B733	SWA	2414	Not Acceptable	No
04/24/2014 17:07	AAY1018	MD83	AAY	2824	Not Acceptable	No
04/24/2014 17:30	SWA715	B737	SWA	2821	Not Acceptable	No
04/25/2014 18:14	EJA927	C750	EJA	2709	Not Acceptable	No
04/26/2014 8:38	AAY200	MD83	AAY	2860	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
04/26/2014 18:19	ASA346	B734	ASA	2860	Not Acceptable	No
04/27/2014 20:54	SWA4042	B733	SWA	2723	Not Acceptable	No
04/28/2014 17:42	ASA346	B737	ASA	2762	Not Acceptable	No
04/28/2014 20:10	SWA9006	B737	SWA	2828	Not Acceptable	No
04/29/2014 7:53	SWA1546	B737	SWA	2864	Not Acceptable	No
04/29/2014 17:54	ASA346	B737	ASA	2887	Not Acceptable	No
04/29/2014 23:12	ASA356	B737	ASA	2887	Not Acceptable	No
04/30/2014 9:48	SWA3306	B737	SWA	2814	Not Acceptable	No
04/30/2014 23:26	SWA908	B733	SWA	2519	Not Acceptable	No
04/30/2014 23:26	SWA908	B733	SWA	1912	Not Acceptable	No
04/30/2014 23:26	SWA908	B733	SWA	2047	Not Acceptable	No
05/01/2014 9:50	SWA3306	B737	SWA	2309	Not Acceptable	No
05/01/2014 20:19	SWA661	B737	SWA	2742	Not Acceptable	No
05/02/2014 18:03	SWA715	B737	SWA	2818	Not Acceptable	No
05/03/2014 15:27	SWA2390	B737	SWA	2385	Not Acceptable	No
05/04/2014 20:12	SWA1890	B737	SWA	2214	Not Acceptable	No
05/05/2014 21:28	AAY1018	MD83	AAY	2057	Not Acceptable	No
05/10/2014 11:27	FDX3015	A306	FDX	2696	Not Acceptable	No
05/10/2014 22:52	ASA356	B737	ASA	2851	Not Acceptable	No
05/11/2014 0:12	FDX94	B77L	FDX	2798	Not Acceptable	No
05/11/2014 9:49	SWA2824	B737	SWA	2831	Not Acceptable	No
05/12/2014 20:07	SWA1890	B737	SWA	1955	Not Acceptable	No
05/12/2014 20:27	SWA382	B737	SWA	2896	Not Acceptable	No
05/12/2014 20:39	SWA661	B737	SWA	2483	Not Acceptable	No
05/12/2014 21:31	AAY1018	MD83	AAY	2844	Not Acceptable	No
05/13/2014 7:50	SWA1546	B737	SWA	2877	Not Acceptable	No
05/13/2014 17:22	SWA715	B737	SWA	2765	Not Acceptable	No
05/14/2014 19:53	SWA382	B737	SWA	2854	Not Acceptable	No
05/15/2014 0:01	SWA130	B738	SWA	2273	Not Acceptable	No
05/15/2014 9:50	SWA3306	B737	SWA	1387	Not Acceptable	No
05/15/2014 21:23	FDX1818	B752	FDX	2772	Not Acceptable	No
05/16/2014 10:09	SWA428	B737	SWA	2883	Not Acceptable	No
05/16/2014 14:38	SWA956	B733	SWA	2746	Not Acceptable	No
05/17/2014 23:12	ASA356	B737	ASA	2578	Not Acceptable	No
05/20/2014 13:53	N604EM	CL60		2775	Not Acceptable	No
05/21/2014 17:34	SWA715	B733	SWA	2286	Not Acceptable	No
05/22/2014 17:47	SWA715	B737	SWA	2555	Not Acceptable	No
05/22/2014 20:17	SWA1890	B733	SWA	2519	Not Acceptable	No
05/24/2014 14:19	SWA1744	B737	SWA	2883	Not Acceptable	No
05/25/2014 10:48	SWA1118	B737	SWA	2542	Not Acceptable	No
05/25/2014 20:55	SWA3417	B733	SWA	2726	Not Acceptable	No
05/27/2014 17:23	SWA715	B737	SWA	2867	Not Acceptable	No
05/27/2014 21:46	SWA130	B737	SWA	2470	Not Acceptable	No
05/28/2014 17:15	SWA715	B737	SWA	2795	Not Acceptable	No
05/28/2014 21:21	FDX1818	B752	FDX	2703	Not Acceptable	No
05/29/2014 13:02	SWA2587	B737	SWA	2742	Not Acceptable	No
05/29/2014 20:08	SWA4042	B737	SWA	2788	Not Acceptable	No
05/31/2014 14:07	SWA1744	B737	SWA	2811	Not Acceptable	No
05/31/2014 15:44	DAL1374	A320	DAL	2811	Not Acceptable	No
06/01/2014 14:29	SWA980	B733	SWA	2860	Not Acceptable	No
06/01/2014 17:13	SWA715	B737	SWA	2654	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
06/01/2014 18:10	ASA346	B734	ASA	2795	Not Acceptable	No
06/01/2014 18:42	AAY200	MD83	AAY	2746	Not Acceptable	No
06/01/2014 20:05	SWA4042	B733	SWA	2791	Not Acceptable	No
06/01/2014 21:38	SWA130	B737	SWA	2493	Not Acceptable	No
06/01/2014 21:55	FDX710	DC10	FDX	2831	Not Acceptable	No
06/02/2014 12:58	SWA2587	B737	SWA	2860	Not Acceptable	No
06/02/2014 13:53	SWA3864	B733	SWA	2627	Not Acceptable	No
06/03/2014 20:28	SWA661	B737	SWA	2700	Not Acceptable	No
06/03/2014 21:41	SWA130	B733	SWA	2795	Not Acceptable	No
06/04/2014 13:47	SWA3864	B733	SWA	2808	Not Acceptable	No
06/04/2014 14:33	SWA980	B733	SWA	2788	Not Acceptable	No
06/04/2014 17:48	ASA346	B734	ASA	2831	Not Acceptable	No
06/04/2014 20:05	SWA4042	B733	SWA	2417	Not Acceptable	No
06/05/2014 14:36	SWA980	B733	SWA	2582	Not Acceptable	No
06/06/2014 19:43	SWA101	B737	SWA	2601	Not Acceptable	No
06/07/2014 14:19	SWA1744	B737	SWA	2883	Not Acceptable	No
06/08/2014 10:24	SWA3999	B733	SWA	2621	Not Acceptable	No
06/08/2014 13:35	SWA3751	B737	SWA	2595	Not Acceptable	No
06/08/2014 21:18	SWA1370	B733	SWA	2395	Not Acceptable	No
06/08/2014 21:48	SWA1561	B737	SWA	2417	Not Acceptable	No
06/09/2014 7:28	SWA4430	B737	SWA	2893	Not Acceptable	No
06/09/2014 17:49	ASA344	B734	ASA	2870	Not Acceptable	No
06/09/2014 20:56	SWA1370	B733	SWA	2896	Not Acceptable	No
06/13/2014 17:48	ASA344	B734	ASA	2805	Not Acceptable	No
06/13/2014 21:45	AAY1015	MD83	AAY	2559	Not Acceptable	No
06/13/2014 23:00	ASA356	B734	ASA	2896	Not Acceptable	No
06/14/2014 19:25	SWA9004	B737	SWA	2887	Not Acceptable	No
06/14/2014 20:07	SWA2595	B733	SWA	2828	Not Acceptable	No
06/14/2014 21:39	SWA1197	B733	SWA	2805	Not Acceptable	No
06/16/2014 14:43	SWA818	B733	SWA	2604	Not Acceptable	No
06/16/2014 20:11	SWA776	B737	SWA	2575	Not Acceptable	No
06/16/2014 20:42	SWA1370	B733	SWA	2253	Not Acceptable	No
06/16/2014 23:40	SWA1204	B733	SWA	2401	Not Acceptable	No
06/17/2014 13:21	SWA3751	B737	SWA	2831	Not Acceptable	No
06/17/2014 13:30	AAY1022	MD83	AAY	2896	Not Acceptable	No
06/17/2014 21:23	FDX1818	B752	FDX	2696	Not Acceptable	No
06/18/2014 8:00	ASA342	B738	ASA	2893	Not Acceptable	No
06/18/2014 13:22	SWA1892	B733	SWA	2890	Not Acceptable	No
06/18/2014 20:28	SWA1370	B733	SWA	2286	Not Acceptable	No
06/18/2014 23:08	ASA356	B739	ASA	2746	Not Acceptable	No
06/19/2014 7:27	SWA4430	B737	SWA	2572	Not Acceptable	No
06/19/2014 9:39	SWA1520	B737	SWA	2847	Not Acceptable	No
06/19/2014 20:51	SWA1370	B733	SWA	2805	Not Acceptable	No
06/19/2014 21:58	SWA1561	B737	SWA	2847	Not Acceptable	No
06/20/2014 15:19	SWA1294	B737	SWA	2178	Not Acceptable	No
06/20/2014 17:12	SWA502	B737	SWA	2769	Not Acceptable	No
06/20/2014 18:03	ASA344	B734	ASA	2844	Not Acceptable	No
06/20/2014 20:19	SWA776	B737	SWA	2795	Not Acceptable	No
06/20/2014 23:45	SWA1204	B733	SWA	2703	Not Acceptable	No
06/21/2014 9:35	SWA1921	B737	SWA	2860	Not Acceptable	No
06/22/2014 9:51	SWA1993	B737	SWA	2883	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
06/23/2014 15:14	SWA1294	B737	SWA	2595	Not Acceptable	No
06/23/2014 20:11	SWA2080	B733	SWA	2637	Not Acceptable	No
06/24/2014 15:00	AAY1022	MD83	AAY	2890	Not Acceptable	No
06/24/2014 15:48	SWA1294	B737	SWA	2821	Not Acceptable	No
06/26/2014 11:44	ASA346	B738	ASA	2752	Not Acceptable	No
06/26/2014 17:02	SWA502	B737	SWA	2837	Not Acceptable	No
06/26/2014 19:28	SWA2080	B733	SWA	2696	Not Acceptable	No
06/26/2014 20:49	SWA4756	B737	SWA	2746	Not Acceptable	No
06/26/2014 21:02	SWA1370	B733	SWA	2214	Not Acceptable	No
06/27/2014 11:54	ASA346	B738	ASA	2844	Not Acceptable	No
06/28/2014 14:04	SWA4412	B737	SWA	2844	Not Acceptable	No
06/28/2014 16:33	SWA2570	B737	SWA	2814	Not Acceptable	No
06/29/2014 21:47	DAL1253	A320	DAL	2851	Not Acceptable	No
06/29/2014 22:42	SWA1204	B733	SWA	2890	Not Acceptable	No
06/30/2014 15:57	AAY1018	MD83	AAY	2631	Not Acceptable	No
06/30/2014 23:07	SWA1561	B737	SWA	2499	Not Acceptable	No

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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
XXXXXXXXXXXX
XXXXXXXXXXXX

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

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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

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