



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Third Quarter 2014

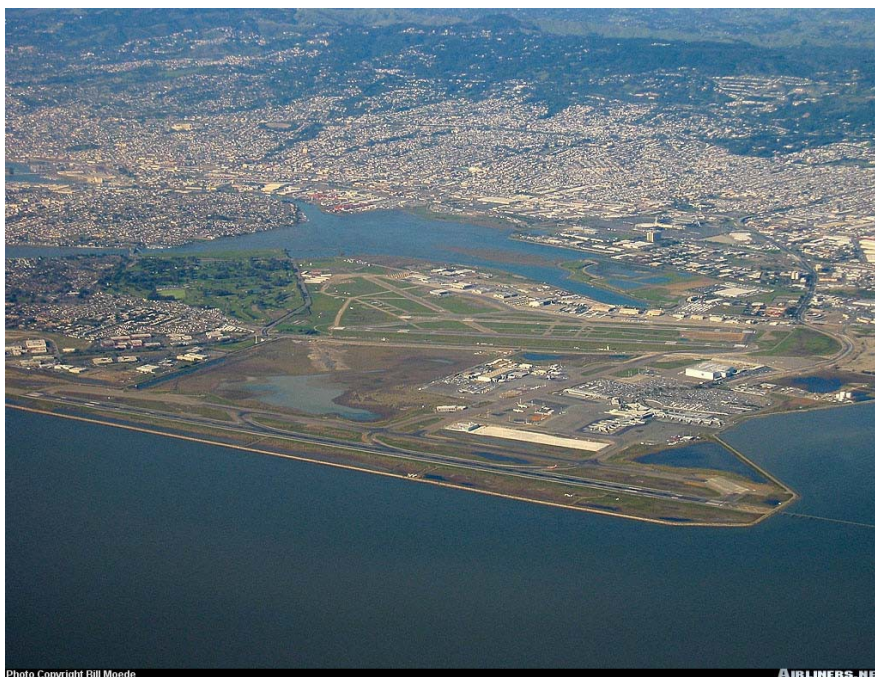


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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

October 15, 2014

I  OAK
Park Close. Fly on time.

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QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Third Quarter 2014				
	2013Q3		2014Q3	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	93%	7%
Total Airport-wide Corporate Jet Departures	2,531	158	2,417	179
Runway 10R/L Jet Landing Compliance	100%	0%	100%	0%
Total Southeast Plan Corporate Jet Landings	26	0	0	0
North Field VFR Departure Compliance	96%	4%	98%	2%
Total Runways 28R/L & 33 Departures	1,123	48	1,123	25
North Field Quiet Hours Compliance	82%	18%	74%	26%
Total North Field Quiet Hours Departures	191	34	205	53
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	16,383	4	16,652	6
Silent8 Night Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,992	29	2,954	33
Runway 12 Night Departure Compliance	92%	8%	100%	0%
Total Runway 12 Night Turbojet Departures	26	2	5	0
Runway 30 East Turn Departure Compliance	96%	4%	95%	5%
Total Runway 30 East Turn Departures	4,392	187	4,566	239
100 Degree Radial Turbojet Landing Compliance	94%	6%	93%	7%
Total 100 Degree Radial Turbojet Landings	2,367	155	2,566	191
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	17	0	18	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 Third Quarter 2014				
	July	August	September	Quarterly
Airport-wide Corporate Jet Departures	876	808	912	2,596
Compliant Corporate Jet Departures	821	755	841	2,417
Non-compliant Corporate Jet Departures	55	53	71	179
Corporate Jet Departure Compliance Rate	94%	93%	92%	93%
Excused Jet Departures	26	64	27	117
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,832	5,680	5,481	16,993
Compliant Airport-wide Jet Departures	5,777	5,627	5,410	16,814
Non-compliant Airport-wide Jet Departures	55	53	71	179
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 Third Quarter 2014				
	July	August	September	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	0	0	0
Compliant SE Plan Corporate Jet Landings	0	0	0	0
Non-compliant SE Plan Corporate Jet Landings	0	0	0	0
SE Plan Corporate Jet Landing Compliance Rate	N/A	N/A	N/A	N/A
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	1	50	51
Airport-wide Compliant SE Plan Jet Landings	0	1	50	51
Airport-wide Non-compliant SE Plan Landings	0	0	0	0
Airport-wide Jet Landing SE Plan Compliance Rate	N/A	100%	100%	100%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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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 Third Quarter 2014				
	July	August	September	Total
Total VFR Departures	389	390	344	1,123
Total VFR Departures Over Alameda	61	75	76	212
Compliant Departures	378	380	340	1,098
Non-compliant Departures	11	10	4	25
Compliance Rate	97%	97%	99%	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.) Third Quarter 2014				
	July	August	September	Quarterly
Total Night Departures (10:00 p.m. to 6:00 a.m.)	68	66	71	205
Compliant Night Departures	55	45	52	152
Average Compliant Departures per Night	1.8	1.5	1.7	1.7
Non-Compliant Night Departures	13	21	19	53
Average Non-Compliant Departures per Night	0.4	0.7	0.6	0.6
Night Departure Compliance Rate	81%	68%	73%	74%

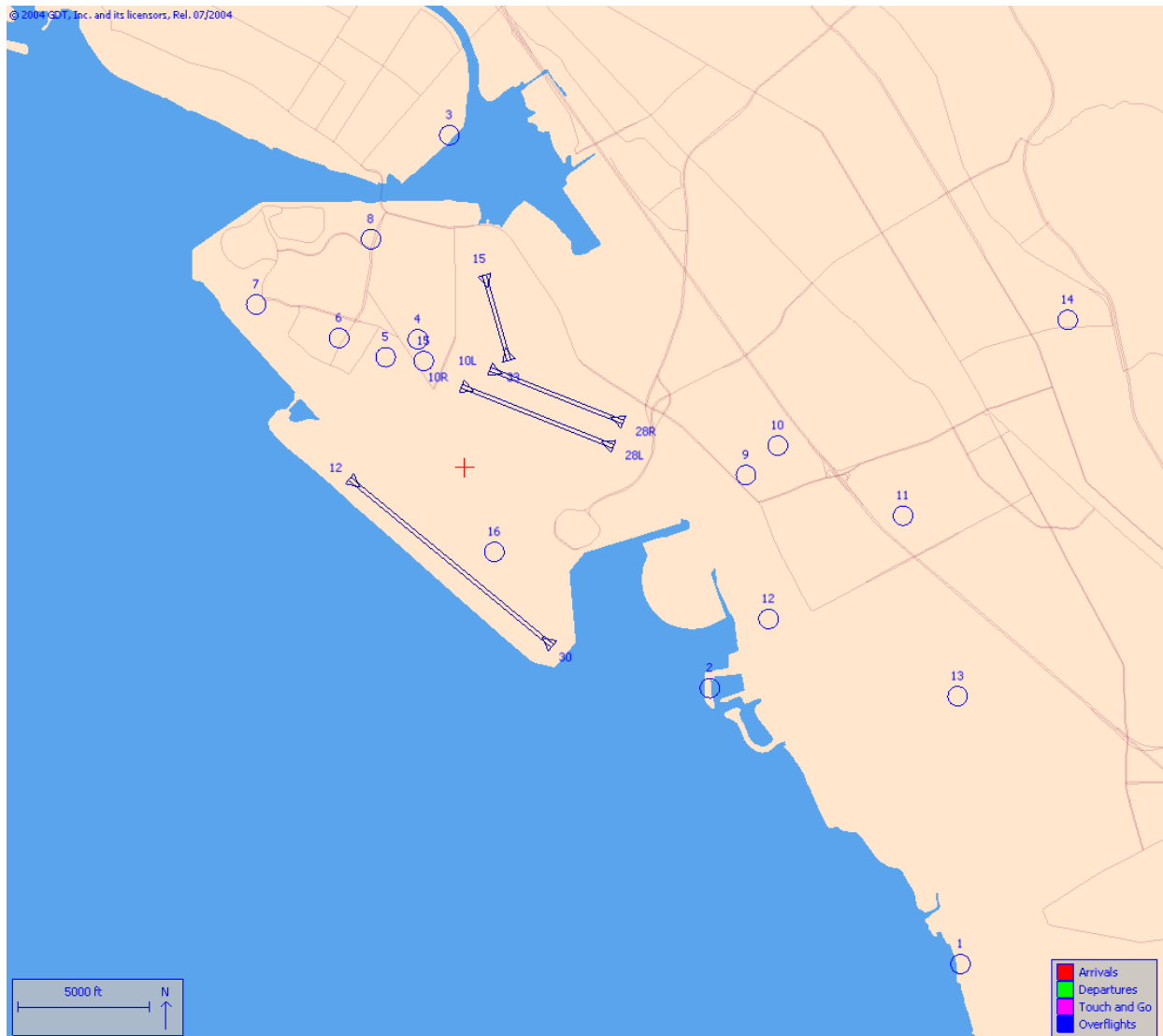
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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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 = 205

Third Quarter 2014 (10:00 p.m. to 6:00 a.m.)

NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	3	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	3
2	13	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	16
3	32	5	0.1	0.9%	0	0.0	0.0%	0	0.0	0.0%	37
4	66	47	0.5	8.3%	29	0.3	5.1%	17	0.2	3.0%	159
5	61	20	0.2	3.5%	12	0.1	2.1%	16	0.2	2.8%	109
6	22	18	0.2	3.2%	13	0.1	2.3%	9	0.1	1.6%	62
7	20	9	0.1	1.6%	8	0.1	1.4%	0	0.0	0.0%	37
8	44	20	0.2	3.5%	3	0.0	0.5%	0	0.0	0.0%	67
9	4	6	0.1	1.1%	7	0.1	1.2%	0	0.0	0.0%	17
10	16	7	0.1	1.2%	0	0.0	0.0%	0	0.0	0.0%	23
11	2	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	4
12	7	1	0.0	0.2%	3	0.0	0.5%	0	0.0	0.0%	11
13	3	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	3
14	4	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	7
All NMTs	297	141	2	0	75	1	0	42	0	0	555

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 188

Third 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	32	5	0.1	2.1%	0	0.0	0.0%	0	0.0	0.0%	37
4	66	47	0.5	19.7%	29	0.3	12.1%	17	0.2	7.1%	159
5	61	20	0.2	8.4%	12	0.1	5.0%	16	0.2	6.7%	109
6	22	18	0.2	7.5%	13	0.1	5.4%	9	0.1	3.8%	62
7	20	9	0.1	3.8%	8	0.1	3.3%	0	0.0	0.0%	37
8	44	20	0.2	8.4%	3	0.0	1.3%	0	0.0	0.0%	67
Total	245	119	1.3		65	0.7		42	0.5		471

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 17

Third 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	13	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	16
9	4	6	0.1	1.8%	7	0.1	2.1%	0	0.0	0.0%	17
10	16	7	0.1	2.1%	0	0.0	0.0%	0	0.0	0.0%	23
11	2	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	4
12	7	1	0.0	0.3%	3	0.0	0.9%	0	0.0	0.0%	11
13	3	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	3
14	4	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	7
Total	49	22	0.2		10	0.1		0	0.0		81

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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 Third Quarter 2014				
	July	August	September	Quarter
Runway 30 Turbojet Departures	5,721	5,554	5,377	16,652
Compliant Departures	5,719	5,553	5,374	16,646
Non-compliant Departures	2	1	3	6
Percentage of Non-compliance	0.0%	0.0%	0.1%	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 Third Quarter 2014				
	July	August	September	Quarter
Runway 30 Nighttime Turbojet Departures	1,135	1,001	818	2,954
Buffer Time Departures	8	8	11	27
Compliant Departures	1,120	996	805	2,921
Non-compliant Departures	15	5	13	33
Compliance Rate	99%	100%	98%	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) Third 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	
Third Quarter 2014 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	128	43	30	65	73	12
MD11	176	59	64	65	73	10
A306	156	52	8	64	72	10
B757	189	63	24	64	72	9
B777	0	-	-	-	-	-
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-44	-2	-4	-5	-10
MD11		27	51	-5	-6	-14
A306		-15	-13	-3	-5	-15
(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) Third Quarter 2013, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Third Quarter 2013 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	143	48	29	67	76	19
MD11	193	64	69	66	74	15
A306	218	73	22	66	74	13
B757	60	20	5	66	74	13
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-39	-3	-2	-2	-3
MD11		32	56	-4	-5	-9
A306		6	1	-1	-3	-12
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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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) Third Quarter 2014				
	July	August	September	Quarter
Jet Departures	1	2	2	5
Non-Compliant Departures	0	0	0	0
Compliant Departures	1	2	2	5
Compliance Rate	100%	100%	100%	100%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 6:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Third Quarter 2014				
	July	August	September	Quarter
Runups - 7:00 PM to 10:00 PM	1	2	0	3
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	5	3	7	15
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	6	5	7	18
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 Third Quarter 2014				
	July	August	September	Quarter
Total Runway 30 East Turn Turbojet Departures	1,562	1,519	1,485	4,566
Non-compliant Turbojet Departures	90	91	58	239
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,472	1,428	1,427	4,327
Compliance Rate	94%	94%	96%	95%
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 Third Quarter 2014				
	July	August	September	Quarter
Turbojets on Downwind RWY 30 Approach	912	862	792	2,566
Non-compliant Turbojets	59	65	67	191
Total Turbojet Aircraft Above 3K Feet ASL*	853	797	725	2,375
Compliance Rate	94%	92%	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
July 2014**

Community	Callers	Complaints
Alameda(BFI)	18	66
Alameda(Central)	4	29
Berkeley	0	0
Castro Valley	0	0
Fremont	3	7
Hayward	3	15
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	1	1
Piedmont	0	0
San Francisco	1	1
San Leandro	3	94
San Lorenzo	0	0
Other Communities	3	8
Total	36	221
Complaints by Time of Day		
Day (0700 - 1900)	126	
Evening (1900 - 2200)	46	
Night (2200 - 0700)	49	
Complaints by Type of Operation		
Arrivals	78	
Departures	123	
Over-flights	20	
Touch & Go	0	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Helicopter	99	
Jet	110	
Military	0	
Not Reported	0	
Other	0	
Propeller	12	

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

Community	Callers	Complaints
Alameda(BFI)	11	35
Alameda(Central)	5	31
Berkeley	0	0
Castro Valley	0	0
Fremont	1	1
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	3	6
Piedmont	0	0
San Francisco	2	2
San Leandro	3	85
San Lorenzo	1	2
Other Communities	4	17
Total	30	179
Complaints by Time of Day		
Day (0700 - 1900)	111	
Evening (1900 - 2200)	10	
Night (2200 - 0700)	58	
Complaints by Type of Operation		
Arrivals	53	
Departures	82	
Over-flights	42	
Touch & Go	2	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Helicopter	65	
Jet	79	
Military	0	
Not Reported	0	
Other	19	
Propeller	16	

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

Community	Callers	Complaints
Alameda(BFI)	15	77
Alameda(Central)	6	11
Berkeley	1	1
Castro Valley	2	4
Fremont	1	1
Hayward	9	32
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	2	3
Piedmont	0	0
San Francisco	0	0
San Leandro	35	169
San Lorenzo	0	0
Other Communities	3	4
Total	74	302
Complaints by Time of Day		
Day (0700 - 1900)	169	
Evening (1900 - 2200)	46	
Night (2200 - 0700)	87	
Complaints by Type of Operation		
Arrivals	163	
Departures	93	
Over-flights	46	
Touch & Go	0	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Helicopter	65	
Jet	214	
Military	0	
Not Reported	0	
Other	3	
Propeller	20	

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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.) Third Quarter 2014					
	July	August	September	Total	Percentage
Runway 28L	7	5	11	23	11%
Runway 28R	47	54	52	153	75%
Runway 33	4	4	4	12	6%
Alameda Overflights	58	63	67	188	92%
Runway 10L	5	1	1	7	3%
Runway 10R	4	2	2	8	4%
Runway 15	1	0	1	2	1%
San Leandro Overflights	10	3	4	17	8%
Total Departures	68	66	71	205	100%

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

North Field VFR/IFR Departures by Runway Third Quarter 2014				
	July	August	September	Total
VFR Departures				
Runway 28L	38	24	16	78
Runway 28R	247	245	229	721
Runway 33	108	123	104	335
VFR Departures	393	392	349	1,134
IFR Departures				
Runway 28L	145	174	150	469
Runway 28R	649	642	621	1,912
Runway 33	158	155	131	444
IFR Departures	952	971	902	2,825
Total Departures	1,345	1,363	1,251	3,959

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Third Quarter 2014											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	-	62	-	-	2	-	-	515	1,882	-	2,399	2,399
	Helicopters	-	-	-	-	-	-	-	2	9	156	167	167
	Commercial Jets	50	12,734	12,784	-	4	-	-	177	46	-	227	13,011
	Military	-	3	3	-	-	-	-	-	3	-	3	6
	Propeller	1	8	9	21	75	-	-	205	1,781	-	2,082	2,091
	Regional Jets	1	693	694	-	-	-	-	14	124	-	138	832
	Turboprops	1	309	310	1	8	-	-	84	1,072	-	1,165	1,475
	Unknown	-	68	68	3	5	1	-	15	46	-	70	138
Sub-totals		53	13,877	13,868	25	94	1	-	1,012	4,963	156	6,251	20,119
Departures	Corporate Jets	1	2,286	2,287	-	17	2	18	110	162	-	309	2,596
	Helicopters	-	-	-	-	1	-	-	-	8	200	209	209
	Commercial Jets	7	13,450	13,457	-	-	-	3	13	1	-	17	13,474
	Military	-	2	2	-	-	-	-	-	-	-	-	2
	Propeller	5	5	10	10	659	61	10	127	1,585	-	2,452	2,462
	Regional Jets	-	914	914	-	-	-	1	2	4	-	7	921
	Turboprops	1	279	280	-	86	5	2	294	841	-	1,228	1,508
	Unknown	-	97	-	-	16	2	1	1	32	-	52	52
Sub-totals		14	17,033	16,950	10	779	70	35	547	2,633	200	4,274	21,224
Touch & Go Sub-totals		3	-	3	-	25	1	-	59	293	-	378	381
Grand Total		70	30,910	30,821	35	898	72	35	1,618	7,889	356	10,903	41,724

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Third Quarter 2014											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	50	12,734	12,784	-	4	-	-	177	46	-	227	13,011
	Regional Jets	1	693	694	-	-	-	-	14	124	-	138	832
Commercial Jet Sub-totals		51	13,427	13,478	-	4	-	-	191	170	-	365	13,843
	Corporate Jets	-	62	62	-	2	-	-	515	1,882	-	2,399	2,461
All Jet Arrivals Sub-totals		51	13,489	13,540	-	6	-	-	706	2,052	-	2,764	16,304
Departures	Commercial Jets	7	13,450	13,457	-	-	-	3	13	1	-	17	13,474
	Regional Jets	-	914	914	-	-	-	1	2	4	-	7	921
Commercial Jet Sub-totals		7	14,364	14,371	-	-	-	4	15	5	-	24	14,395
	Corporate Jets	1	2,286	2,287	-	17	2	18	110	162	-	309	2,596
All Jet Departures Sub-totals		8	16,650	16,658	-	17	2	22	125	167	-	333	16,991
Grand Total		59	30,139	30,198	-	23	2	22	831	2,219	-	3,097	33,295

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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
7/1/2014 2:39	N510LL	N510LL	C510	3317	28R	B	Pilot Requested	No
7/1/2014 9:51	N438E	N438E	CL60	6327	28R	B	ATC Did Not Advise	No
7/2/2014 9:31	N438E	N438E	CL60	3335	28L	B	Air Traffic Conflict	No
7/2/2014 10:01	N482MG	N482MG	H25B	6331	28R	B	Pilot Requested	No
7/2/2014 10:12	N525NG	N525NG	C25A	4616	28R	B	System Error	Yes
7/2/2014 12:09	DCM6373	N44CK	C525	4213	28L	B	Lifeguard Medical	Yes
7/2/2014 13:24	DCM6371	N5220G	C510	3615	28R	B	Pilot Refusal	No
7/3/2014 12:58	N828PA	N828PA	EA50	3715	28L	B	Pilot Refusal	No
7/3/2014 15:03	GDG626	N626NT	F2TH	4533	28L	B	Pilot Requested	No
7/3/2014 15:33	DCM6372	N525CR	C25B	4563	28L	B	Pilot Refusal	No
7/3/2014 20:01	DCM6372	N525CR	C25B	4216	28R	B	Pilot Refusal	No
7/4/2014 14:21	N257K	N257K	EA50	3345	28L	B	Pilot Requested	No
7/7/2014 2:21	VOI907	N514VL	A320	3313	28L	J	RWY 30 Routine Closure	Yes
7/7/2014 5:53	SWA4807	N223WN	B737	3377	28L	J	RWY 30 Routine Closure	Yes
7/7/2014 16:02	N559HF	N559HF	C525	4535	28R	B	Departure Timing	No
7/7/2014 16:48	N257K	N257K	EA50	3311	28R	B	Pilot Requested	No
7/7/2014 22:29	N786AC	N786AC	C525	3265	28R	B	RWY 30 Routine Closure	Yes
7/8/2014 7:56	DCM6371		C510	3635	28R	B	Pilot Refusal	No
7/8/2014 13:21	DCM6372		C25B	4515	28R	B	Pilot Refusal	No
7/8/2014 14:47	NN99AG	N99AG	C25B	1775	28R	B	Departure Timing	No
7/8/2014 17:57	N559HF	N559HF	C525	4545	28R	B	Departure Timing	No
7/8/2014 19:03	DCM6373	N44CK	C525	3712	28R	B	Lifeguard Medical	Yes
7/9/2014 11:26	EJA706	N706QS	GALX	4513	28R	B	Departure Timing	No
7/9/2014 16:27	N615PG	N615PG	E135	1710	28R	R	System Error	Yes
7/9/2014 16:33	N960SF	N960SF	F900	6535	28R	B	System Error	Yes
7/10/2014 6:52	DCM6372	N525CR	C25B	325	28R	B	Lifeguard Medical	Yes
7/10/2014 11:52	DCM6371	N851VA	C510	4266	28R	B	Lifeguard Medical	Yes
7/10/2014 13:30	EJA829	N829QS	C560	4257	28R	B	Safety/Emergency	No
7/10/2014 16:30	FLC54	N54	LJ60	315	28L	B	FAA Flight Check	No
7/11/2014 6:00	FLC54	N54	LJ60	4245	28L	B	FAA Flight Check	No
7/12/2014 17:32	N438E	N438E	CL60	3243	28R	B	Pilot Requested	No
7/13/2014 2:35	DCM6373	N44CK	C525	3366	28R	B	Lifeguard Medical	Yes
7/13/2014 14:11	EJA825	N825QS	C560	3211	28L	B	Pilot Requested	No
7/13/2014 15:26	N257K	N257K	EA50	3337	28L	B	Pilot Requested	No
7/13/2014 15:47	N293DC	N293DC	DA20	4213	28R	B	Departure Timing	No
7/13/2014 21:01	EJA707	N707QS	GALX	4571	28L	B	Departure Timing	No
7/14/2014 2:17	VOI907	XAVOG	A319	3355	28L	J	RWY 30 Routine Closure	Yes
7/14/2014 8:11	N150HM	N150HM	G150	3614	28L	B	Departure Timing	No
7/14/2014 16:10	LN45MF		LJ35	1765	28L	B	Lifeguard Medical	Yes
7/15/2014 21:46	DCM6373	N44CK	C525	4223	28R	B	Lifeguard Medical	Yes
7/16/2014 12:14	N96NA	N96NA	C25A	4511	28R	B	Pilot Requested	No
7/17/2014 9:11	N482MG	N482MG	H25B	3350	28R	B	Pilot Requested	No
7/17/2014 13:04	DCM6372	N525CR	C25B	4516	28R	B	Pilot Refusal	No
7/17/2014 19:37	FYG07A		FA7X	3760	28L	B	Safety/Emergency	No
7/18/2014 6:56	DCM6371		C510	4572	28R	B	Pilot Refusal	No
7/18/2014 13:06	N919CH	N919CH	ASTR	6342	28R	B	Pilot Requested	No
7/18/2014 17:14	N786AC	N786AC	C525	3626	28R	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/18/2014 19:38	N169TD	N169TD	CL60	3201	28L	B	Pilot Requested	No
7/19/2014 19:31	N903JP	N903JP	C510	4561	28R	B	Pilot Refusal	No
7/20/2014 6:12	KFS84		LJ35	3343	28R	B	Lifeguard Medical	Yes
7/20/2014 10:19	GDG626	N626NT	F2TH	3632	28L	B	Pilot Requested	No
7/20/2014 13:27	N776BG	N776BG	LJ35	6316	28L	B	Pilot Requested	No
7/20/2014 16:25	DCM6373	N44CK	C525	4264	28L	B	Lifeguard Medical	Yes
7/20/2014 16:39	N991TW	N991TW	CL60	4225	28L	B	Pilot Refusal	No
7/21/2014 2:11	VOI907	XAVOD	A320	3331	28L	J	RWY 30 Routine Closure	Yes
7/21/2014 2:17	N900EM	N900EM	E135	3323	28R	R	RWY 30 Routine Closure	Yes
7/21/2014 5:09	N184TR	N184TR	H25B	3376	28L	B	RWY 30 Routine Closure	Yes
7/21/2014 11:34	N482MG	N482MG	H25B	3202	28R	B	Pilot Requested	No
7/22/2014 12:55	DCM6373	N44CK	C525	3220	28L	B	Pilot Refusal	No
7/22/2014 16:05	KAI92	N904BW	H25B	4635	30	B	System Error	Yes
7/22/2014 18:16	FLC54	N56859	LJ60	314	28L	B	FAA Flight Check	No
7/22/2014 20:45	EJA682		C56X	4523	28L	B	Departure Timing	No
7/23/2014 13:38	N163BB	N163BB	EA50	1766	28R	B	Pilot Requested	No
7/23/2014 15:05	N45MF	N45MF	LJ35	3734	28R	B	Lifeguard Medical	Yes
7/24/2014 9:02	DCM6373	N44CK	C525	3363	28R	B	Pilot Refusal	No
7/24/2014 15:04	DCM6373	N44CK	C525	4243	28R	B	Pilot Refusal	No
7/25/2014 0:55	LN47MF		LJ45	3260	28R	B	Lifeguard Medical	Yes
7/26/2014 6:22	DCM6371		C510	4240	28R	B	Pilot Refusal	No
7/26/2014 10:19	DCM6372	N525CR	C25B	6316	28R	B	Pilot Refusal	No
7/26/2014 10:28	N610JC	N610JC	C550	1724	28L	B	Pilot Requested	No
7/27/2014 9:49	TWY99		CL60	4576	30	B	System Error	Yes
7/27/2014 13:08	N499GB	N499GB	C680	360	28R	B	Departure Timing	No
7/27/2014 17:25	DCM6374	N499GB	C680	6323	28R	B	Pilot Refusal	No
7/28/2014 5:41	BJS549	N549FX	CL30	3247	28R	B	RWY 30 Routine Closure	Yes
7/28/2014 5:54	SWA4807		B737	3335	28L	J	RWY 30 Routine Closure	Yes
7/28/2014 11:11	N750ME	N750ME	C750	6320	28L	B	Departure Timing	No
7/28/2014 11:59	DCM6372	N525CR	C25B	3725	28R	B	Pilot Refusal	No
7/29/2014 6:22	DCM6371		C510	3320	28R	B	Lifeguard Medical	Yes
7/29/2014 9:22	N163BB	N163BB	EA50	3232	28R	B	Pilot Refusal	No
7/29/2014 19:38	XOJ719	N719XJ	C750	4533	30	B	System Error	Yes
7/29/2014 22:25	LN777AX		C550	4551	28R	B	Lifeguard Medical	Yes
7/30/2014 13:37	GDG802		LJ55	4246	28R	B	Pilot Requested	No
7/30/2014 14:46	N991TW	N991TW	CL60	4267	28L	B	Pilot Refusal	No
7/31/2014 22:04	DCM6373	N44CK	C525	4266	28R	B	Lifeguard Medical	Yes
8/1/2014 7:15	DCM6371		C510	3725	28R	B	Pilot Refusal	No
8/1/2014 15:27	DCM6372	N525CR	C25B	4235	28L	B	Pilot Refusal	No
8/2/2014 7:31	DCM6373	N44CK	C525	4221	28R	B	Pilot Refusal	No
8/2/2014 7:50	N2486B	N2486B	EA50	4544	28R	B	Pilot Refusal	No
8/2/2014 9:31	DCM6371		C510	4201	28R	B	Pilot Refusal	No
8/2/2014 10:24	EJA829	N829QS	C560	6327	28R	B	Pilot Requested	No
8/2/2014 13:02	N93LE	N93LE	LJ35	6361	28R	B	Lifeguard Medical	Yes
8/4/2014 2:23	VOI907		A319	3316	28L	J	RWY 30 Routine Closure	Yes
8/4/2014 4:17	EJA332	N332QS	E55P	3237	28R	B	RWY 30 Routine Closure	Yes
8/4/2014 5:55	SWA4807	N277WN	B737	3331	28L	J	RWY 30 Routine Closure	Yes
8/4/2014 6:14	DCM6373	N44CK	C525	4547	28R	B	Lifeguard Medical	Yes
8/4/2014 13:17	N82GG	N82GG	LJ35	4505	28L	B	Pilot Requested	No
8/5/2014 12:04	KAI92		GLF5	4642	28L	B	Runway/Taxiway Maintenance	Yes
8/5/2014 12:10	N373RB	N373RB	E135	6310	28L	R	Runway/Taxiway Maintenance	Yes
8/5/2014 12:11	N3VF	N3VF	FA50	3321	28L	B	Runway/Taxiway Maintenance	Yes
8/5/2014 12:14	N63XP	N63XP	BE40	6322	28L	B	Runway/Taxiway	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
							Maintenance	
8/5/2014 12:31	N525PV	N525PV	C501	3670	28L	B	Runway/Taxiway Maintenance	Yes
8/5/2014 12:35	N13SY	N13SY	H25B	3665	28L	B	Runway/Taxiway Maintenance	Yes
8/5/2014 13:18	EJA629	N629QS	C56X	4250	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2014 13:40	LXJ547	N547FX	CL30	6334	28L	B	Runway/Taxiway Maintenance	Yes
8/5/2014 13:47	N650JS	N650JS	H25B	3640	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2014 14:49	N677MS	N677MS	E50P	3627	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2014 15:16	XJC462		F900	6336	28L	B	Runway/Taxiway Maintenance	Yes
8/5/2014 15:35	N35BG	N35BG	LJ35	3714	28R	B	Runway/Taxiway Maintenance	Yes
8/5/2014 15:57	N413QS	N413QS	GLF4	1720	28L	B	Runway/Taxiway Maintenance	Yes
8/5/2014 16:56	N991TW	N991TW	CL60	4227	28L	B	Pilot Refusal	No
8/6/2014 10:07	N557CS	N557CS	C550	1706	28L	B	Pilot Requested	No
8/6/2014 12:07	N819AM	N819AM	G150	4236	28L	B	Runway/Taxiway Maintenance	Yes
8/6/2014 12:42	EJA677	N677QS	C56X	6361	28L	B	Runway/Taxiway Maintenance	Yes
8/6/2014 12:46	N991TW	N991TW	CL60	3672	28L	B	Runway/Taxiway Maintenance	Yes
8/6/2014 13:05	N385CT	N385CT	CL60	1774	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2014 13:06	N604TC	N604TC	CL60	1753	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2014 13:11	N657CT	N657CT	CL60	3733	28L	B	Runway/Taxiway Maintenance	Yes
8/6/2014 13:23	N950JB	N950JB	F900	3721	28L	B	Runway/Taxiway Maintenance	Yes
8/6/2014 14:34	N677MS	N677MS	E50P	3705	28R	B	Runway/Taxiway Maintenance	Yes
8/6/2014 15:17			CL30	3306	28L	B	Runway/Taxiway Maintenance	Yes
8/6/2014 15:31	N615PG	N615PG	E135	3265	28R	R	Runway/Taxiway Maintenance	Yes
8/6/2014 15:38	N184TR	N184TR	H25B	4541	28L	B	Runway/Taxiway Maintenance	Yes
8/6/2014 15:40	N351SP	N351SP	H25B	3701	28L	B	Runway/Taxiway Maintenance	Yes
8/7/2014 8:28	DCM6373	N44CK	C525	4222	28R	B	Runway/Taxiway Maintenance	Yes
8/7/2014 12:07	BJS525		CL30	3336	28L	B	Runway/Taxiway Maintenance	Yes
8/7/2014 13:07	XOJ406		CL30	3241	28L	B	Runway/Taxiway Maintenance	Yes
8/7/2014 13:20	OPT716		C750	6315	28L	B	Runway/Taxiway Maintenance	Yes
8/7/2014 13:22	KAI92		GLF4	6344	28L	B	Runway/Taxiway Maintenance	Yes
8/7/2014 13:32	EJA825	N825QS	C560	3261	28L	B	Runway/Taxiway Maintenance	Yes
8/7/2014 13:57	LN94GP		LJ35	3614	28L	B	Lifeguard Medical	Yes
8/7/2014 14:09	N395BC	N395BC	LJ45	3670	28L	B	Runway/Taxiway Maintenance	Yes
8/7/2014 14:23	N93NS	N93NS	CL30	6316	28L	B	Runway/Taxiway Maintenance	Yes
8/7/2014 15:09	EJA222	N222QS	F2TH	3721	28L	B	Runway/Taxiway Maintenance	Yes
8/7/2014 15:31	TWY69		CL60	6377	28L	B	Runway/Taxiway Maintenance	Yes
8/7/2014 16:25	N615PG	N615PG	E135	1731	28L	R	Runway/Taxiway Maintenance	Yes
8/7/2014 18:06	N795T	N795T	C510	6343	28R	B	Pilot Requested	No
8/7/2014 21:10	GDG801	N51VL	LJ55	3633	28L	B	Pilot Requested	No
8/8/2014 4:52	DCM6373	N44CK	C525	4513	28R	B	Lifeguard Medical	Yes
8/8/2014 7:17	GDG626	N626NT	F2TH	4556	28L	B	Pilot Requested	No
8/8/2014 9:21	DCM6371		C510	4233	28L	B	Pilot Refusal	No
8/8/2014 16:36	DCM6372	N525CR	C25B	4245	28L	B	Pilot Refusal	No
8/9/2014 8:46	DCM6372	N525CR	C25B	4542	28R	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/10/2014 8:26	LN41GJ	N41GJ	LJ35	3756	28R	B	Lifeguard Medical	Yes
8/10/2014 16:04	LN135AJ	N135AJ	LJ35	1742	28R	B	Lifeguard Medical	Yes
8/10/2014 17:24	N369MN	N369MN	C25B	6307	28R	B	Departure Timing	No
8/11/2014 2:13	VOI907		A320	3241	28L	J	RWY 30 Routine Closure	Yes
8/11/2014 9:26	DCM6371		C510	3302	28R	B	Pilot Refusal	No
8/11/2014 21:08	N55HF	N559HF	C525	4263	28R	B	Departure Timing	No
8/11/2014 21:57	DCM6373	N44CK	C525	3350	28R	B	Lifeguard Medical	Yes
8/13/2014 13:57	N2486B	N2486B	EA50	4552	28R	B	Pilot Refusal	No
8/13/2014 15:24	N2486B	N2486B	EA50	4552	28R	B	System Error	Yes
8/14/2014 9:23	N2486B	N2486B	EA50	4240	28R	B	Pilot Refusal	No
8/14/2014 9:43	DCM6372	N525CR	C25B	3374	28R	B	Pilot Refusal	No
8/14/2014 14:24	N2486B	N2486B	EA50	4564	28R	B	Departure Timing	No
8/14/2014 16:04	N169TD	N169TD	CL60	4513	28R	B	Audio Not Available	No
8/14/2014 19:40	N2486B	N2486B	EA50	4267	28R	B	Departure Timing	No
8/15/2014 6:53	N73ST	N73ST	C550	3373	28R	B	Pilot Requested	No
8/15/2014 9:34	N2486B	N2486B	EA50	3736	28R	B	Pilot Refusal	No
8/15/2014 14:30	N585VC	N585VC	H25B	5640	28L	B	System Error	Yes
8/15/2014 15:40	DCM6374	N499GB	C680	3671	28R	B	Pilot Refusal	No
8/15/2014 17:40	DCM6371		C510	1733	28R	B	Pilot Refusal	No
8/16/2014 10:20	DCM6372	N525CR	C25B	4503	28L	B	Pilot Refusal	No
8/17/2014 16:22	N110PR	N110PR	PRM1	3753	28R	B	Pilot Requested	No
8/18/2014 2:18	VOI907	XAVOC	A319	3350	28L	J	RWY 30 Routine Closure	Yes
8/18/2014 6:20	DCM6372	N525CR	C25B	3252	28R	B	RWY 30 Routine Closure	Yes
8/19/2014 8:10	DCM6372	N525CR	C25B	1711	28R	B	Pilot Refusal	No
8/19/2014 10:29	DCM6371		C510	3621	28L	B	Pilot Refusal	No
8/19/2014 17:43	DCM6374	N499GB	C680	3741	28R	B	Pilot Refusal	No
8/19/2014 19:49	DCM6371		C510	4257	28R	B	Lifeguard Medical	Yes
8/20/2014 14:35	N888ZZ	N888ZZ	H25B	6365	28L	B	Pilot Requested	No
8/20/2014 14:53	DCM6372	N525CR	C25B	4266	28R	B	Pilot Refusal	No
8/20/2014 19:53	N747LG	N747LG	EA50	3765	28R	B	Pilot Requested	No
8/21/2014 6:38	DCM6372	N525CR	C25B	3725	28R	B	Pilot Refusal	No
8/21/2014 12:13	N406BJ	N406BJ	CL30	3771	28L	B	Pilot Requested	No
8/21/2014 14:56	DCM6372	N525CR	C25B	4524	28R	B	Pilot Refusal	No
8/22/2014 17:11	DCM6373	N44CK	C525	4566	28R	B	Lifeguard Medical	Yes
8/23/2014 15:41	N991TW	N991TW	CL60	4565	28L	B	Pilot Refusal	No
8/23/2014 16:20	N32PA	N32PA	LJ35	6373	28L	B	Pilot Requested	No
8/24/2014 11:14	EJA635	N635QS	C56X	3104	28R	B	System Error	Yes
8/24/2014 15:18	DCM6373	N44CK	C525	3772	28R	B	Pilot Refusal	No
8/24/2014 15:32	USC240		LJ35	2773	28R	B	System Error	Yes
8/25/2014 2:15	VOI907	XAVOG	A319	3241	28L	J	RWY 30 Routine Closure	Yes
8/25/2014 10:28	DCM6373	N44CK	C525	3670	28R	B	Pilot Refusal	No
8/25/2014 15:37	N200DV	N200DV	SJ30	376	28R	B	System Error	Yes
8/27/2014 14:06	DCM6373	N44CK	C525	4516	28R	B	Pilot Refusal	No
8/27/2014 18:43	TWY99		CL60	4570	28R	B	System Error	Yes
8/28/2014 12:09	KAI92	N904BW	H25B	4245	28R	B	System Error	Yes
8/28/2014 13:07	DCM6373	N44CK	C525	604	28R	B	Lifeguard Medical	Yes
8/28/2014 14:41	DCM6371		C510	3012	28L	B	Pilot Refusal	No
8/29/2014 3:00	DCM6373	N44CK	C525	4533	28R	B	Lifeguard Medical	Yes
8/29/2014 10:13	XOJ764	N764XJ	C750	4250	28L	B	Pilot Requested	No
8/29/2014 10:24	DCM6372	N525CR	C25B	4276	28R	B	Pilot Refusal	No
8/29/2014 13:17	N770CC	N770CC	H25B	603	28L	B	Pilot Requested	No
8/29/2014 15:00	DCM6374		C680	1777	28L	B	Lifeguard Medical	Yes
8/29/2014 16:47	N615PG	N615PG	E135	3304	28R	R	System Error	Yes
8/29/2014 17:13	DCM6371		C510	1752	28L	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/30/2014 11:57	N163BB	N163BB	EA50	1741	28R	B	Pilot Refusal	No
8/30/2014 16:07	N630DB	N630DB	C510	6336	28R	B	Pilot Requested	No
8/30/2014 21:22	CGPDP		DA20	3343	28L	B	System Error	Yes
8/31/2014 7:18	N169TD	N169TD	CL60	3216	28L	B	Pilot Requested	No
8/31/2014 12:31	DCM6371		C510	4551	28R	B	Pilot Refusal	No
9/1/2014 5:53	SWA2490	N8324A	B738	3252	28L	J	RWY 30 Routine Closure	Yes
9/1/2014 11:13	N488RC	N488RC	GALX	3011	28L	B	Pilot Requested	No
9/1/2014 16:14	EJA318	N318QS	E55P	4240	28R	B	System Error	Yes
9/2/2014 8:44	DCM6371		C510	4277	28R	B	Pilot Refusal	No
9/2/2014 14:18	GDG803		LJ55	3315	28L	B	Pilot Requested	No
9/2/2014 16:36	DCM6372	N525CR	C25B	4213	28R	B	Pilot Refusal	No
9/3/2014 7:27	DCM6372	N525CR	C25B	3213	28R	B	Pilot Refusal	No
9/4/2014 9:26	GDG803		LJ55	3737	28L	B	ATC Did Not Advise	No
9/4/2014 10:46	N787BN	N787BN	G150	6342	28L	B	Departure Timing	No
9/4/2014 14:59	N559HF	N559HF	C525	4536	28R	B	Departure Timing	No
9/5/2014 7:47	GDG803		LJ55	4207	28L	B	Pilot Requested	No
9/5/2014 9:16	DCM6373	N44CK	C525	3630	28R	B	Pilot Refusal	No
9/5/2014 9:58	DCM6372	N525CR	C25B	6336	28R	B	Pilot Refusal	No
9/5/2014 10:13	DCM6374	N499GB	C680	4272	28R	B	Pilot Refusal	No
9/5/2014 13:21	DCM6371		C510	6376	28R	B	Pilot Refusal	No
9/7/2014 4:48	DCM6373	N44CK	C525	3307	28R	B	Pilot Refusal	No
9/7/2014 5:19	LN853CC	N853CC	H25B	3333	28L	B	Lifeguard Medical	Yes
9/8/2014 5:39	EJA990		C750	3243	28L	B	RWY 30 Routine Closure	Yes
9/8/2014 18:39	DCM6157		C550	3607	28R	B	Pilot Refusal	No
9/9/2014 8:51	DCM6371		C510	3302	28R	B	Pilot Refusal	No
9/9/2014 20:34	N184TR	N184TR	H25B	377	28R	B	System Error	Yes
9/10/2014 6:26	DCM6371		C510	4506	28R	B	Pilot Refusal	No
9/10/2014 8:19	XOJ552	N552XJ	CL30	3666	28L	B	Pilot Requested	No
9/10/2014 9:39	DCM6372	N525CR	C25B	354	28R	B	Pilot Refusal	No
9/10/2014 13:39	N991TW	N991TW	CL60	4221	28L	B	Pilot Refusal	No
9/11/2014 8:12	DCM6371		C510	1721	28R	B	Pilot Refusal	No
9/11/2014 11:35	EJA962P	N962QS	C750	3255	28R	B	Pilot Requested	No
9/12/2014 5:34	LN54DD		C560	3251	28L	B	Lifeguard Medical	Yes
9/12/2014 9:19	N47HF	N47HF	C56X	6345	28R	B	System Error	Yes
9/12/2014 13:14	N828PA	N828PA	EA50	3262	28R	B	Pilot Refusal	No
9/12/2014 18:39	DCM6373	N44CK	C525	4577	28L	B	Lifeguard Medical	Yes
9/12/2014 18:42	N786AC	N786AC	C525	6342	28R	B	Pilot Requested	No
9/12/2014 21:28	N169TD	N169TD	CL60	3625	28L	B	Pilot Requested	No
9/13/2014 12:43	N75HL	N75HL	H25B	3654	28L	B	Pilot Requested	No
9/13/2014 14:00	DCM6371	N903JP	C510	4256	28R	B	Pilot Refusal	No
9/14/2014 7:10	DCM6371		C510	4507	28R	B	Pilot Refusal	No
9/14/2014 14:02	DCM6374		C680	7444	28L	B	Pilot Refusal	No
9/14/2014 19:50	N54BS	N54BS	GLF5	3715	28L	B	System Error	Yes
9/15/2014 8:32	N819AM	N819AM	G150	4223	28L	B	Pilot Requested	No
9/16/2014 12:24	GDG801	N51VL	LJ55	3214	28L	B	Pilot Requested	No
9/16/2014 15:55	N610JC	N610JC	C550	365	28R	B	Departure Timing	No
9/16/2014 17:39	DCM6373	N44CK	C525	4516	28L	B	Pilot Refusal	No
9/16/2014 18:08	JTL918		LJ45	1774	28R	B	Pilot Requested	No
9/17/2014 15:37	GDG803		LJ55	4246	28L	B	Pilot Requested	No
9/17/2014 16:05	DCM6373	N44CK	C525	4501	28R	B	Lifeguard Medical	Yes
9/18/2014 10:19	DCM6372	N525CR	C25B	3604	28R	B	Pilot Refusal	No
9/18/2014 11:48	DCM6373	N44CK	C525	4504	28R	B	Pilot Refusal	No
9/18/2014 21:54	DCM6371		C510	3376	28R	B	Pilot Refusal	No
9/19/2014 4:45	SIS245	N245SP	C525	3331	28L	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/19/2014 8:35	GDG626	N626NT	F2TH	4260	28L	B	Pilot Requested	No
9/19/2014 9:34	N786AC	N786AC	C525	4512	28R	B	Pilot Refusal	No
9/19/2014 12:17	FLC54	N54	LJ60	4567	28L	B	FAA Flight Check	No
9/19/2014 13:51	JBU8648	N629JB	A320	603	28L	J	Navigation System	Yes
9/19/2014 14:40	N173GH	N173GH	E50P	3661	28R	B	Pilot Requested	No
9/19/2014 17:59	N786AC	N786AC	C525	6315	28R	B	Pilot Requested	No
9/20/2014 11:14	JTL149	N149VB	F2TH	6352	28R	B	Pilot Requested	No
9/20/2014 14:22	GDG801	N51VL	LJ55	4575	28L	B	Pilot Requested	No
9/21/2014 11:24	DCM6374	N499GB	C680	6362	28R	B	Pilot Refusal	No
9/21/2014 16:14	N110PR	N110PR	PRM1	3362	28R	B	Pilot Requested	No
9/21/2014 16:28	DCM6372	N525CR	C25B	3601	28R	B	Pilot Refusal	No
9/21/2014 17:14	DCM6371		C510	3625	28R	B	Pilot Refusal	No
9/21/2014 18:30	ASA307	N441ME	B734	6347	28R	J	System Error	Yes
9/21/2014 23:55	N663PD	N663PD	GLF4	3363	28L	B	RWY 30 Routine Closure	Yes
9/22/2014 0:25	N99AG	N99AG	C25B	4216	28L	B	RWY 30 Routine Closure	Yes
9/22/2014 1:26	VOI903	N502VL	A319	3267	28L	J	RWY 30 Routine Closure	Yes
9/22/2014 5:00	RSP125	N225AS	E50P	3237	28R	B	RWY 30 Routine Closure	Yes
9/22/2014 12:56	EJA388	N388QS	C680	4224	28L	B	Pilot Requested	No
9/22/2014 14:55	N64CF	N64CF	LJ35	3761	28R	B	Safety/Emergency	No
9/22/2014 14:57	N1125K	N1125K	ASTR	6373	28R	B	Safety/Emergency	No
9/22/2014 15:32	N71NJ	N71NJ	CL60	3757	28L	B	Pilot Requested	No
9/23/2014 12:12	LN45MF		LJ35	3652	28R	B	Lifeguard Medical	Yes
9/23/2014 18:11	LN54PA	N54PA	LJ35	3351	28R	B	Lifeguard Medical	Yes
9/23/2014 18:35	FLC54	N54	LJ60	330	28R	B	FAA Flight Check	No
9/23/2014 18:36	FLC54	N54	LJ60	6370	28R	B	FAA Flight Check	No
9/24/2014 7:39	DCM6371		C510	1747	28R	B	Pilot Refusal	No
9/24/2014 14:36	N309SF	N309SF	FA50	1740	28L	B	Pilot Requested	No
9/24/2014 15:12	DCM6373	N44CK	C525	4212	28R	B	Lifeguard Medical	Yes
9/24/2014 16:33	N501BZ	N501BZ	CL30	4252	28R	B	System Error	Yes
9/24/2014 17:56	DCM6374	N499GB	C680	4534	28L	B	Pilot Refusal	No
9/24/2014 18:26	N559HF	N559HF	C525	4575	28R	B	Departure Timing	No
9/24/2014 19:56	N169TD	N169TD	CL60	3606	28L	B	Pilot Requested	No
9/24/2014 20:54	GDG803		LJ55	4572	28L	B	Lifeguard Medical	Yes
9/25/2014 7:28	GDG801	N51VL	LJ55	3766	28L	B	Pilot Requested	No
9/25/2014 9:25	DCM6372	N525CR	C25B	3662	28R	B	Lifeguard Medical	Yes
9/25/2014 9:59	DCM6371		C510	6330	28R	B	Pilot Refusal	No
9/25/2014 23:55	N125DG	N125DG	C25B	3204	28R	B	Lifeguard Medical	Yes
9/26/2014 13:08	N626CG	N626CG	H25B	1710	28L	B	Pilot Requested	No
9/26/2014 16:57	N430WC	N430WC	CL30	3643	28L	B	Pilot Requested	No
9/26/2014 20:00	N510LL	N510LL	C510	3305	28R	B	Departure Timing	No
9/27/2014 16:22	DCM6372		C25B	3276	28R	B	Pilot Refusal	No
9/28/2014 7:46	DCM6371		C510	4225	28R	B	Pilot Refusal	No
9/28/2014 15:09	N888ZZ	N888ZZ	H25B	3312	28L	B	Pilot Refusal	No
9/28/2014 15:12	N189TM	N189TM	H25B	4570	28L	B	Pilot Requested	No
9/29/2014 8:41	DCM6371		C510	4532	28R	B	Pilot Refusal	No
9/29/2014 11:50	DCM6372	N525CR	C25B	4531	28R	B	Lifeguard Medical	Yes
9/29/2014 12:27	N503UP	N503UP	C56X	4221	28L	B	Pilot Requested	No
9/30/2014 10:53	DCM6372	N525CR	C25B	3630	28R	B	Runway/Taxiway Maintenance	Yes
9/30/2014 19:06	N819AM	N819AM	G150	4532	28L	B	Runway/Taxiway Maintenance	Yes

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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
08/04/2014 12:51	N373TA	N353TA	TECM	325	10L	U	System Error	Yes

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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
07/02/2014 8:00	33	N4261J	N4261J	P28R	1200	Not Acceptable	No
07/02/2014 12:25	28R	N242JH	N242JH	PC12	365	Good Effort	Yes
07/03/2014 16:16	PAD1	N115SF	N486UM	HELO	360	Air Traffic Conflict	Yes
07/04/2014 11:37	PAD1	N442BN	N442BN	HELO	340	Good Effort	Yes
07/05/2014 10:53	28R	N850SP	N850SP	C172	362	Good Effort	Yes
07/05/2014 12:51	28R	N8312H	N8312H	P28A	325	Air Traffic Conflict	Yes
07/05/2014 20:20	33	N26481	N26481	C172	322	Air Traffic Conflict	Yes
07/05/2014 20:22	28R	N717BC	N717BC	LEG2	321	Air Traffic Conflict	Yes
07/06/2014 14:13	33	N4063G	N4063G	PA34	332	Air Traffic Conflict	Yes
07/07/2014 11:40	28R	N43434	N43434	P28A	342	Good Effort	Yes
07/07/2014 12:58	28R	N67849	N67849	C172	360	Good Effort	Yes
07/07/2014 13:22	28R	N5038Y	N5038Y	PA27	1200	Not Acceptable	No
07/07/2014 15:23	28R	N94565	N94565	C172	376	Air Traffic Conflict	Yes
07/08/2014 13:31	33	N553TP	N553TP	P28A	315	Air Traffic Conflict	Yes
07/09/2014 15:32	28R	N5038Y	N5038Y	PA27	355	Air Traffic Conflict	Yes
07/10/2014 10:17	28R	N101SA	N101SA	PA34	326	Not Acceptable	No
07/10/2014 16:56	33	N26481	N26481	C172	350	Good Effort	Yes
07/11/2014 10:54	PAD1	N115SF	N486UM	HELO	343	Not Acceptable	No
07/11/2014 11:32	33	N3118F	N3118F	C182	342	Good Effort	Yes
07/11/2014 13:42	28R	N14008	N14008	C172	342	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
07/11/2014 13:57	28R	N14008	N14008	C172	342	Good Effort	Yes
07/12/2014 8:01	28L	N757JD	N757JD	C172	347	Good Effort	Yes
07/12/2014 9:08	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
07/12/2014 10:42	28R				1200	Good Effort	Yes
07/12/2014 13:42	33	N442BN	N442BN		337	Good Effort	Yes
07/12/2014 14:48	33	N9284M	N9284M	P28A	355	Air Traffic Conflict	Yes
07/14/2014 0:02	28R	AHF85T		B206	323	System Error	Yes
07/14/2014 10:31	28R	N5038Y	N5038Y	PA23	334	Not Acceptable	No
07/14/2014 12:14	28L	N553TP	N553TP	P28A	1200	Air Traffic Conflict	Yes
07/14/2014 14:36	28R	N748SP	N748SP	C172	360	Air Traffic Conflict	Yes
07/15/2014 17:11	28R	N3908R	N3908R	C172	351	Air Traffic Conflict	Yes
07/15/2014 20:06	28R	N58628	N58628	C182	351	Not Acceptable	No
07/16/2014 7:04	28R	N6193Q	N6193Q	C320	1200	Not Acceptable	No
07/16/2014 10:47	33	N262GG	N262GG	P28B	313	Good Effort	Yes
07/16/2014 16:48	28R	N868SR	N868SR	SR22	1200	Good Effort	Yes
07/16/2014 19:50	PAD1	N442BN	N442BN	HELO	357	Air Traffic Conflict	Yes
07/17/2014 0:43	PAD1	ASP85T		HELO	352	Not Acceptable	No
07/17/2014 13:07	PAD1	CHP32		HELO	1200	Law Enforcement	Yes
07/17/2014 13:14	28R	N8353N	N8353N	BE36	375	Good Effort	Yes
07/17/2014 16:27	PAD1	N64PJ	N64PJ	HELO	1200	Air Traffic Conflict	Yes
07/18/2014 13:11	33	AHF85T		B206	322	Not Acceptable	No
07/18/2014 13:44	28R	N553TP	N553TP	P28A	366	Good Effort	Yes
07/19/2014 21:16	PAD1	CHP32		HELO	331	Good Effort	Yes
07/20/2014 9:53	33	N201RA	N201RA	MO20	377	Not Acceptable	No
07/21/2014 15:24	28R	N748SP	N748SP	C172	327	Air Traffic Conflict	Yes
07/22/2014 14:06	33	N9403Y	N9403Y	C210	347	Air Traffic Conflict	Yes
07/23/2014 21:40	28R	N345BS	N345BS	SR22	1200	Air Traffic Conflict	Yes
07/24/2014 12:41	28L	N2243F	N2243F	PA32	372	Air Traffic Conflict	Yes
07/25/2014 14:15	28R	N43434	N43434	P28A	1200	Not Acceptable	No
07/25/2014 15:34	28R	N802U	N802U	C207	340	Air Traffic Conflict	Yes
07/26/2014 9:57	28R	N7662F	N7662F	P28A	377	Air Traffic Conflict	Yes
07/26/2014 10:47	PAD1	N73SF	N392MA	HELO	372	Air Traffic Conflict	Yes
07/26/2014 13:13	PAD1	N206EH	N206EH	HELO	1200	Air Traffic Conflict	Yes
07/26/2014 14:25	28R	N757JD	N757JD	C152	376	Good Effort	Yes
07/26/2014 14:27	28R	N76D	N76D	SR22	331	Air Traffic Conflict	Yes
07/27/2014 11:20	PAD1	N737SF	N73SF	HELO	372	Good Effort	Yes
07/27/2014 15:16	28R	N191TG	N191TG	C172	365	Air Traffic Conflict	Yes
07/27/2014 21:20	PAD1	N350ET	N350ET	HELO	1200	Good Effort	Yes
07/30/2014 13:35	33	N433CS	N433CS	C400	1200	Air Traffic Conflict	Yes
07/31/2014 14:02	28R	N1361M	N1361M	C172	333	Air Traffic Conflict	Yes
07/31/2014 20:18	PAD1	N350ET	N350ET	HELO	1200	Good Effort	Yes
08/01/2014 11:32	33	N2909Q	N2909Q	P28R	352	Not Acceptable	No
08/02/2014 13:14	28R	N43434	N43434	P28A	1200	Air Traffic Conflict	Yes
08/02/2014 14:32	28R	N442BN	N442BN		1200	Good Effort	Yes
08/03/2014 5:58	28R	N350ET	N350ET		1200	Good Effort	Yes
08/03/2014 7:33	PAD1	N350ET	N350ET	HELO	1200	Good Effort	Yes
08/03/2014 14:10	28R	N47952	N47952	P28A	337	Good Effort	Yes
08/03/2014 18:46	28R	N757JD	N757JD	C152	352	Good Effort	Yes
08/03/2014 21:01	28R	N6193Q	N6193Q	C320	1200	Not Acceptable	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
08/04/2014 8:56	PAD1	N350ET	N350ET	HELO	1200	Good Effort	Yes
08/04/2014 10:50	33	N982BR	N982BR	C182	321	Not Acceptable	No
08/04/2014 11:50	28R	N413PT	N413PT	SR22	351	Air Traffic Conflict	Yes
08/05/2014 18:55	33	N739UL	N739UL	C172	374	Good Effort	Yes
08/05/2014 23:09	28R	N2448B	N2448B	C172	377	Air Traffic Conflict	Yes
08/06/2014 18:06	28R	N802U	N802U	C206	373	Air Traffic Conflict	Yes
08/07/2014 15:02	PAD1	ARG2		HELO	1200	Good Effort	Yes
08/07/2014 15:19	28R	N5465D	N5465D	BE35	315	Air Traffic Conflict	Yes
08/07/2014 22:08	28R	N739UL	N739UL	C172	1200	Not Acceptable	No
08/08/2014 8:14	28R	N201VU	N201VU	MO20	345	Not Acceptable	No
08/08/2014 12:44	28R	C6515		AS65	316	Good Effort	Yes
08/08/2014 16:48	33	N101SA	N101SA	PA34	365	Air Traffic Conflict	Yes
08/08/2014 22:26	28R	N32258	N32258	P28A	1200	Good Effort	Yes
08/10/2014 12:26	28R	N21796	N21796	C172	356	Air Traffic Conflict	Yes
08/10/2014 16:56	28R	N84WJ	N84WJ	RV8	346	Air Traffic Conflict	Yes
08/10/2014 17:34	28R	N101SA	N101SA	PA34	357	Air Traffic Conflict	Yes
08/11/2014 8:27	33	N358S	N358S	BE35	1200	Not Acceptable	No
08/11/2014 13:25	33	N739UL	N739UL	C172	1200	Good Effort	Yes
08/11/2014 14:50	33	N26481	N26481	C172	346	Good Effort	Yes
08/11/2014 15:55	28R	N47952	N47952	PA28	350	Good Effort	Yes
08/11/2014 15:56	PAD1	ARGUS1	N510PD	HELO	373	Good Effort	Yes
08/11/2014 19:36	33	N650TM	N650TM	C172	1200	Good Effort	Yes
08/12/2014 9:39	PAD1	C6531		HELO	1200	Good Effort	Yes
08/14/2014 16:40	PAD1	N442BN	N442BN	HELO	365	Good Effort	Yes
08/14/2014 17:47	PAD1	CHPR5		HELO	367	Not Acceptable	No
08/15/2014 18:12	PAD1	ARGS1		HELO	371	Air Traffic Conflict	Yes
08/16/2014 15:54	PAD1	ARGUS1	N510PD	HELO	1200	Air Traffic Conflict	Yes
08/16/2014 17:19	33	N650TM	N650TM	C172	1200	Air Traffic Conflict	Yes
08/17/2014 19:23	PAD1	CHPR2	N62TV	HELO	336	Good Effort	Yes
08/19/2014 14:41	33	N739UL	N739UL	C172	1200	Air Traffic Conflict	Yes
08/20/2014 10:18	33	N739UL	N739UL	C172	313	Good Effort	Yes
08/20/2014 11:17	PAD1	N170PD	N170PD	HELO	1200	Not Acceptable	No
08/20/2014 16:46	PAD1	ARG1	N510PD	HELO	335	Air Traffic Conflict	Yes
08/20/2014 18:37	PAD1	ARG2	N220PD	HELO	375	Air Traffic Conflict	Yes
08/20/2014 21:24	PAD1	CHP32		HELO	1200	Law Enforcement	Yes
08/21/2014 9:58	28R	N14008	N14008	C172	323	Air Traffic Conflict	Yes
08/21/2014 16:35	PAD1	CHP32		HELO	347	Air Traffic Conflict	Yes
08/21/2014 17:30	28R	N76D	N76D	SR22	357	Air Traffic Conflict	Yes
08/22/2014 12:53	28R	N7309Q	N7309Q	C182	353	Good Effort	Yes
08/22/2014 22:59	28R	N756DD	N756DD	C182	1200	Not Acceptable	No
08/23/2014 20:13	28R	N328TA	N328TA	C172	370	Air Traffic Conflict	Yes
08/24/2014 15:16	28R	N47952	N47952	P28A	373	Air Traffic Conflict	Yes
08/24/2014 15:23	PAD1	N551LA	N551LA	HELO	1200	Good Effort	Yes
08/25/2014 19:33	28R	N9801Y	N9801Y	MO21	326	Good Effort	Yes
08/25/2014 23:43	PAD1	CHP32		HELO	1200	Law Enforcement	Yes
08/26/2014 12:21	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
08/27/2014 10:30	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
08/27/2014 14:42	33	N739UL	N739UL	C172	327	Air Traffic Conflict	Yes
08/27/2014 15:42	PAD1	CAHP24		HELO	316	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
08/27/2014 20:42	28R	N6428Y	N6428Y	C210	354	Good Effort	Yes
08/28/2014 16:09	33	N739UL	N739UL	C172	353	Not Acceptable	No
08/28/2014 17:16	33	N9284M	N9284M	P28A	361	Air Traffic Conflict	Yes
08/29/2014 13:17	PAD1	N551LA	N551LA	HELO	367	Good Effort	Yes
08/29/2014 20:14	28R	N29292	N29292	C206	353	Good Effort	Yes
08/30/2014 11:14	33	N8868W	N8868W	P28A	362	System Error	Yes
08/30/2014 11:38	28R	N14008	N14008	C172	1200	Air Traffic Conflict	Yes
08/30/2014 11:54	PAD1	N551LA	N551LA	HELO	365	Good Effort	Yes
08/30/2014 12:36	28R	N37343	N37343	C340	320	Good Effort	Yes
08/30/2014 14:34	28R	CAHP31		C206	1200	Good Effort	Yes
08/30/2014 18:03	28R	N43434	N43434	PA28	320	Good Effort	Yes
08/30/2014 19:41	28R	N43434	N43434	PA28	314	System Error	Yes
08/30/2014 20:31	28R	N401SL	N401SL	PA32	336	Good Effort	Yes
08/31/2014 11:12	PAD1	N13PV	N13PV	HELO	1200	Good Effort	Yes
08/31/2014 11:56	PAD1	N551LA	N551LA	HELO	1200	Good Effort	Yes
08/31/2014 14:20	28R	N700PU	N700PU	TBM7	1200	Air Traffic Conflict	Yes
08/31/2014 14:55	33	N47952	N47952	P28A	362	Air Traffic Conflict	Yes
08/31/2014 17:44	28R	N43434	N43434	P28A	336	Good Effort	Yes
09/01/2014 10:37	28R	N112HD	N112HD	PA46	352	Good Effort	Yes
09/01/2014 20:37	PAD1	N904CF	N904CF	HELO	333	Air Traffic Conflict	Yes
09/03/2014 10:33	PAD1	N206EH	N206EH	HELO	345	System Error	Yes
09/03/2014 12:34	28L	N757JD	N757JD	C172	1200	Good Effort	Yes
09/03/2014 18:20	28R	N888AS	N888AS	BE30	313	Good Effort	Yes
09/04/2014 11:59	33	N757JD	N757JD	C172	334	System Error	Yes
09/04/2014 14:18	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
09/05/2014 10:22	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
09/05/2014 12:14	PAD1	ARGUS3		HELO	347	Air Traffic Conflict	Yes
09/05/2014 13:58	33	N11QT	N11QT	PA30	1200	Good Effort	Yes
09/05/2014 14:48	28R	N774MF	N774MF	PAY2	317	Good Effort	Yes
09/05/2014 17:13	PAD1	CHPR5	N220PD	HELO	331	Air Traffic Conflict	Yes
09/07/2014 10:28	PAD1	EAGLE7		HELO	1200	System Error	Yes
09/07/2014 11:51	33	N5542N	N5542N	C182	1200	Air Traffic Conflict	Yes
09/07/2014 13:06	28R	N43434	N43434	PA28	315	Air Traffic Conflict	Yes
09/07/2014 14:51	28R	N43434	N43434	PA28	344	Air Traffic Conflict	Yes
09/07/2014 15:52	33	N411LR	N411LR	BL8	373	Air Traffic Conflict	Yes
09/07/2014 16:15	28R	N47952	N47952	P28A	332	Good Effort	Yes
09/07/2014 16:51	28R	N43434	N43434	P28A	354	System Error	Yes
09/07/2014 17:48	28R	N43434	N43434	P28A	345	Air Traffic Conflict	Yes
09/08/2014 14:54	28R	NGF0JM	N340JM	C340	315	Not Acceptable	No
09/08/2014 17:00	28R	N9284M	N9284M	P28A	377	System Error	Yes
09/08/2014 17:49	28R	N9284M	N9284M	PA28	377	Air Traffic Conflict	Yes
09/09/2014 10:30	28R	N15SF	N115SF	AC90	370	Good Effort	Yes
09/10/2014 9:23	PAD1	N73SF	N73SF	HELO	364	Good Effort	Yes
09/10/2014 13:27	PAD1	N73SF	N73SF	HELO	334	Air Traffic Conflict	Yes
09/10/2014 14:09	33	N67849	N67849	C152	340	Air Traffic Conflict	Yes
09/11/2014 9:27	PAD1	N30GM	N30GM	HELO	335	Good Effort	Yes
09/11/2014 10:28	33	N9953A	N9953A	C170	1200	Good Effort	Yes
09/11/2014 13:10	PAD1	N73SF	N73SF	HELO	376	Air Traffic Conflict	Yes
09/11/2014 16:17	28R	N1596E	N1596E	C172	1200	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
09/11/2014 18:55	28R	N553TP	N553TP	PA28	375	System Error	Yes
09/11/2014 19:00	28R	N101SA	N101SA	PA34	317	Air Traffic Conflict	Yes
09/12/2014 13:22	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
09/12/2014 14:11	33	N9284M	N9284M	P28A	356	Good Effort	Yes
09/12/2014 15:17	28R	N58628	N58628	C182	374	Air Traffic Conflict	Yes
09/13/2014 11:39	28R	N8271M	N8271M	C210	343	Air Traffic Conflict	Yes
09/13/2014 14:28	33	N47952	N47952	PA28	353	Good Effort	Yes
09/13/2014 14:36	28R	N253SP	N253SP	C172	367	Good Effort	Yes
09/13/2014 14:50	28L	N101SA	N101SA	PA34	342	Good Effort	Yes
09/13/2014 19:38	33	N328TA	N328TA	C172	316	Not Acceptable	No
09/14/2014 11:14	33	N739UL	N739UL	C172	1200	Good Effort	Yes
09/14/2014 13:40	28R	N9284M	N9284M	P28A	322	Air Traffic Conflict	Yes
09/14/2014 14:31	28R	N6261A	N6261A	C182	335	Air Traffic Conflict	Yes
09/14/2014 14:34	PAD1	N115SF	N115SF	HELO	1200	Air Traffic Conflict	Yes
09/14/2014 15:52	28R	N43CP	N308CP	C210	313	Good Effort	Yes
09/14/2014 16:31	28R	N9284M	N9284M	P28A	334	Good Effort	Yes
09/14/2014 17:56	28R	N101SA	N101SA	PA34	313	Air Traffic Conflict	Yes
09/15/2014 9:15	28R	N2387U	N2387U	C172	1200	Not Acceptable	No
09/16/2014 14:20	28R	N172CA	N172CA	C172	332	Air Traffic Conflict	Yes
09/16/2014 14:32	33	N242NA	N242NA	BE20	374	Good Effort	Yes
09/16/2014 15:28	28R	N328TA	N328TA	C172	366	Good Effort	Yes
09/16/2014 18:59	28R	N328TA	N328TA	C172	372	System Error	Yes
09/17/2014 20:56	PAD1	ARGUS1		HELO	1200	Good Effort	Yes
09/18/2014 13:21	28L	N9284M	N9284M	P28A	323	Good Effort	Yes
09/19/2014 16:51	33	N9953A	N9953A	C170	1200	Good Effort	Yes
09/19/2014 17:48	PAD1	N324V	N324V	HELO	1200	Good Effort	Yes
09/20/2014 14:06	28L	N56RJ	N56RJ	PC12	1200	Air Traffic Conflict	Yes
09/21/2014 14:42	28R	N1747R	N1747R	C182	344	Good Effort	Yes
09/21/2014 15:19	28R	N26481	N26481	C172	367	Not Acceptable	No
09/21/2014 15:40	33	N739UL	N739UL	C172	322	Good Effort	Yes
09/21/2014 22:16	28R	N56RJ	N56RJ	PC12	1200	Good Effort	Yes
09/23/2014 17:34	28R	N739UL	N739UL	C172	323	Good Effort	Yes
09/24/2014 10:20	28R	N9284M	N9284M	P28A	337	Good Effort	Yes
09/24/2014 14:40	PAD1	ARGUS2		HELO	1200	Air Traffic Conflict	Yes
09/25/2014 12:18	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
09/26/2014 11:49	28R	N250YM	N250YM	WACO	345	Air Traffic Conflict	Yes
09/26/2014 16:41	28R	N717BC	N717BC	LANC	344	Good Effort	Yes
09/27/2014 12:07	33	N67849	N67849	C172	1200	Air Traffic Conflict	Yes
09/27/2014 17:31	28R	N9284M	N9284M	PA28	335	Air Traffic Conflict	Yes
09/27/2014 18:40	28R	N717BC	N717BC		317	Good Effort	Yes
09/28/2014 10:54	PAD1	N442BN	N442BN	HELO	324	Good Effort	Yes
09/28/2014 15:02	28R	N43434	N43434	P28A	352	Air Traffic Conflict	Yes
09/28/2014 15:40	28R	N553TP	N553TP	PA28	375	Good Effort	Yes
09/28/2014 17:14	33	N250YM	N250YM	WACO	343	Air Traffic Conflict	Yes
09/30/2014 18:43	28L	N3908R	N3908R	C172	371	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
07/01/2014 2:39	N510LL	N510LL	C510	3317	28R	Pilot Requested	No
07/01/2014 23:06	N1912L	N1912L	BE36	4265	28R	ATC Did Not Advise	No
07/02/2014 23:26	LN775MF	N511PS	PAY2	4262	28R	Lifeguard Medical	Yes
07/03/2014 22:30	N3039X	N3039X	BE33	3240	28R	310 Heading	No
07/04/2014 22:15	N158J	N158J	BE9L	4203	28R	310 Heading	No
07/05/2014 0:12	N716WA	N716WA	PAY2	3347	28R	310 Heading	No
07/06/2014 22:52	N253AT	N253AT	PA44	1200	28R	Good Effort	Yes
07/07/2014 2:21	VOI907	N514VL	A320	3313	28L	RWY 30 Routine Closure	Yes
07/07/2014 5:53	SWA4807	N223WN	B737	3377	28L	RWY 30 Routine Closure	Yes
07/07/2014 22:29	N786AC	N786AC	C525	3265	28R	RWY 30 Routine Closure	Yes
07/07/2014 23:22	N4541M	N4541M	BE36	4572	28R	Wide Salad	No
07/08/2014 0:52	N828PA	N828PA	EA50	3320	33	Good Effort	Yes
07/08/2014 2:34	N501EB	N501EB	BE20	3267	28R	Wide Salad	No
07/08/2014 22:19	N60KA	N60KA	B350	4232	28R	Good Effort	Yes
07/08/2014 22:59	LN775MF		PAY2	4213	28R	Lifeguard Medical	Yes
07/09/2014 3:59	LN775MF		PAY2	4551	28R	Lifeguard Medical	Yes
07/13/2014 2:35	DCM6373	N44CK	C525	3366	28R	Lifeguard Medical	Yes
07/14/2014 0:02	AHF85T		B206	323	28R	System Error	Yes
07/14/2014 2:17	VOI907	XAVOG	A319	3355	28L	RWY 30 Routine Closure	Yes
07/14/2014 22:30	N3262X	N3262X	BE36	4245	33	Good Effort	Yes
07/15/2014 22:23	N774MF	N774MF	PAY2	4555	28R	Wide Salad	No
07/17/2014 0:43	ASP85T		HELO	352	PAD1	Not Acceptable	No
07/20/2014 22:21	N1218S	N1218S	C172	4207	28L	310 Heading	No
07/21/2014 2:11	VOI907	XAVOD	A320	3331	28L	RWY 30 Routine Closure	Yes
07/21/2014 2:17	N900EM	N900EM	E135	3323	28R	RWY 30 Routine Closure	Yes
07/21/2014 5:09	N184TR	N184TR	H25B	3376	28L	RWY 30 Routine Closure	Yes
07/25/2014 0:55	LN47MF		LJ45	3260	28R	Lifeguard Medical	Yes
07/27/2014 22:22	N64FB	N64FB	B350	4263	28R	310 Heading	No
07/28/2014 2:22	VOI907		A320	3252	10R	RWY 30 Routine Closure	Yes
07/28/2014 5:41	BJS549	N549FX	CL30	3247	28R	RWY 30 Routine Closure	Yes
07/28/2014 5:54	SWA4807		B737	3335	28L	RWY 30 Routine Closure	Yes
07/28/2014 5:55	MRA687	N1116N	C208	4552	28R	Time Buffer	Yes
07/28/2014 23:04	N805UP	N805UP	BE30	6360	28R	Wide Salad	No
07/29/2014 0:41	JLG111		BE20	3331	28R	Lifeguard Medical	Yes
07/29/2014 22:25	LN777AX		C550	4551	28R	Lifeguard Medical	Yes
07/30/2014 4:56	REH50	N911RX	BE20	4244	28R	Lifeguard Medical	Yes
07/30/2014 5:19	N777AX	N777AX	C550	4575	10L	Not Acceptable	No
07/31/2014 3:20	REH52	N912MF	BE20	3302	28R	Lifeguard Medical	Yes
07/31/2014 4:01	N47CA	N47CA	PAY2	3343	28R	Good Effort	Yes
07/31/2014 22:04	DCM6373	N44CK	C525	4266	28R	Time Buffer	Yes
08/03/2014 3:54	N47CA	N47CA	PAY2	3321	28R	310 Heading	No
08/03/2014 5:58	N350ET	N350ET		1200	28R	Time Buffer	Yes
08/03/2014 22:30	N370AB	N554DM	PAY4	3241	28R	Wide Salad	No
08/04/2014 2:23	VOI907		A319	3316	28L	RWY 30 Routine Closure	Yes
08/04/2014 4:17	EJA332	N332QS	E55P	3237	28R	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
08/04/2014 5:55	SWA4807	N277WN	B737	3331	28L	RWY 30 Routine Closure	Yes
08/04/2014 22:37	N431GW	N431GW	PAY2	3302	28R	310 Heading	No
08/05/2014 0:54	N993CB	N993CB	BE9L	4215	28R	310 Heading	No
08/05/2014 2:32	N33MS	N33MS	PAY2	3376	28R	310 Heading	No
08/05/2014 4:18	N28CA	N28CA	PAY2	3266	28R	310 Heading	No
08/05/2014 4:24	N431GW	N431GW	PAY2	3375	28R	310 Heading	No
08/05/2014 23:09	N2448B	N2448B	C172	377	28R	Good Effort	Yes
08/05/2014 23:15	N530CH	N530CH	BE9L	4537	28R	310 Heading	No
08/07/2014 0:59	N772MF	N772MF	PAY2	4272	28R	Good Effort	Yes
08/07/2014 22:08	N739UL	N739UL	C172	1200	28R	Time Buffer	Yes
08/07/2014 22:13	N570E	N570E	C310	4561	28R	310 Heading	No
08/08/2014 1:19	N772MF	N772MF	PAY2	4262	28R	Not Acceptable	No
08/08/2014 4:52	DCM6373	N44CK	C525	4513	28R	Lifeguard Medical	Yes
08/08/2014 22:26	N32258	N32258	P28A	1200	28R	Good Effort	Yes
08/08/2014 23:46	N622KM	N622KM	BE20	3320	28R	Good Effort	Yes
08/10/2014 5:49	N248PH	N248PH	BE20	4211	28R	310 Heading	No
08/11/2014 2:13	VOI907		A320	3241	28L	RWY 30 Routine Closure	Yes
08/11/2014 2:37	N772MF	N772MF	PAY2	4272	28R	Not Acceptable	No
08/11/2014 3:19	N5465D	N5465D	BE35	4266	28R	Good Effort	Yes
08/11/2014 4:54	N376PH	N376PH	EC35	4240	28R	310 Heading	No
08/11/2014 22:49	N772MF	N772MF	PAYE	4225	28R	Not Acceptable	No
08/11/2014 23:03	N47CA	N47CA	PAY2	3324	28R	310 Heading	No
08/13/2014 22:13	N813CN	N813CN	PA44	350	28R	Good Effort	Yes
08/14/2014 22:04	N33MS	N33MS	PAY2	3236	28R	310 Heading	No
08/14/2014 23:46	N28302	N28302	AA5	4204	33	Good Effort	Yes
08/17/2014 22:47	N431GW	N431GW	PAY2	3364	28R	310 Heading	No
08/18/2014 2:18	VOI907	XAVOC	A319	3350	28L	RWY 30 Routine Closure	Yes
08/19/2014 1:07	LN779MF		PAY2	4546	28R	Lifeguard Medical	Yes
08/22/2014 22:59	N756DD	N756DD	C182	1200	28R	310 Heading	No
08/25/2014 2:15	VOI907	XAVOG	A319	3241	28L	RWY 30 Routine Closure	Yes
08/25/2014 23:43	CHP32		HELO	1200	PAD1	Law Enforcement	Yes
08/26/2014 22:28	WCC49	N49WC	B350	3354	28R	Wide Salad	No
08/27/2014 5:07	N774MF	N774MF	PAY2	4254	28R	Good Effort	Yes
08/28/2014 5:53	CAP445	N445CP	C182	4503	28R	Time Buffer	Yes
08/28/2014 22:35	N508JD	N508JD	SR22	1717	28R	Pilot Requested	No
08/29/2014 3:00	DCM6373	N44CK	C525	4533	28R	RWY 30 Routine Closure	Yes
08/30/2014 0:24	N401DL	N401DL	C421	4214	28R	310 Heading	No
08/30/2014 0:35	N7104G	N7104G	C172	4563	28R	Good Effort	Yes
08/31/2014 2:11	JBU9603	N715JB	A320	4501	10R	Good Effort	Yes
09/01/2014 1:33	N47CA	N47CA	PAY2	3212	10L	Good Effort	Yes
09/01/2014 5:53	SWA2490	N8324A	B738	3252	28L	RWY 30 Routine Closure	Yes
09/02/2014 22:56	LN774MF		PAY2	4537	28R	Lifeguard Medical	Yes
09/02/2014 23:44	N530CH	N530CH	BE9L	4222	28R	Good Effort	Yes
09/03/2014 22:20	N993CB	N993CB	BE9L	4537	28R	Not Acceptable	No
09/03/2014 22:49	LN5MF		PAY2	4262	28R	Lifeguard Medical	Yes
09/04/2014 1:10	KFS84		LJ35	3375	10R	Not Acceptable	No
09/05/2014 22:37	N530CH	N530CH	BE9L	4205	28R	Good Effort	Yes
09/06/2014 3:42	N248PH	N248PH	BE20	4265	28R	310 Heading	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
09/06/2014 5:50	N530CH	N530CH	BE9L	4211	28R	Wide Salad	No
09/06/2014 23:48	N452GH	N452GH	PC12	3237	28R	Good Effort	Yes
09/07/2014 4:48	DCM6373	N44CK	C525	3307	28R	Pilot Refusal	No
09/07/2014 5:19	LN853CC	N853CC	H25B	3333	28L	Lifeguard Medical	Yes
09/08/2014 5:39	EJA990		C750	3243	28L	RWY 30 Routine Closure	Yes
09/08/2014 23:31	N28CA	N28CA	PAY2	3313	28R	310 Heading	No
09/08/2014 23:35	N160RW	N160RW	B350	4502	28R	310 Heading	No
09/09/2014 0:38	LDLX119	N805C	BE20	4213	28R	310 Heading	No
09/09/2014 23:25	N359DG	N359DG	B350	4531	28R	Good Effort	Yes
09/10/2014 1:24	LN458Q	N458Q	BE30	4571	28R	Lifeguard Medical	Yes
09/10/2014 22:37	CAP445	N445CP	C182	4247	28R	Good Effort	Yes
09/10/2014 23:24	N575RD	N575RD	B350	3312	28R	Wide Salad	No
09/11/2014 0:25	N333T	N333T	BE58	4255	28R	Wide Salad	No
09/11/2014 23:36	N248PH	N248PH	BE20	4261	28R	310 Heading	No
09/12/2014 5:34	LN54DD		C560	3251	28L	Lifeguard Medical	Yes
09/15/2014 1:17	N248PH	N248PH	BE20	4513	28R	310 Heading	No
09/15/2014 5:57	MRA687	N1116N	C208	4271	28R	Time Buffer	Yes
09/15/2014 22:32	N733PV	N733PV	C172	1200	28R	System Error	Yes
09/15/2014 23:19	N567PA	N567PA	SR22	3311	28R	Departure Timing	Yes
09/16/2014 1:15	N431GW	N431GW	PAY2	3346	28R	310 Heading	No
09/16/2014 1:27	CAP445	N445CP	C182	3266	28R	System Error	Yes
09/16/2014 22:39	N22WF	N22WF	PAY2	4236	28R	Good Effort	Yes
09/17/2014 0:18	LDLX119	N805C	BE20	4256	28R	Wide Salad	No
09/18/2014 22:26	N5965B	N5965B	C182	375	15	System Error	Yes
09/19/2014 4:45	SIS245	N245SP	C525	3331	28L	Lifeguard Medical	Yes
09/20/2014 0:53	N772MF	N772MF	PAY2	3235	28R	Wide Salad	No
09/21/2014 3:55	JBU9681	N629JB	A320	3375	10R	Good Effort	Yes
09/21/2014 22:16	N56RJ	N56RJ	PC12	1200	28R	Good Effort	Yes
09/21/2014 23:55	N663PD	N663PD	GLF4	3363	28L	RWY 30 Routine Closure	Yes
09/22/2014 0:25	N99AG	N99AG	C25B	4216	28L	RWY 30 Routine Closure	Yes
09/22/2014 1:26	VOI903	N502VL	A319	3267	28L	RWY 30 Routine Closure	Yes
09/22/2014 5:00	RSP125	N225AS	E50P	3237	28R	RWY 30 Routine Closure	Yes
09/22/2014 5:55	MRA687	N1116N	C208	4265	33	310 Heading	No
09/23/2014 22:00	N6462Q	N6462Q	M20P	4507	28L	Time Buffer	Yes
09/23/2014 22:27	CMD8	N834CS	EC35	4210	33	Lifeguard Medical	Yes
09/24/2014 5:59	PCM8709		C208	4255	28R	Time Buffer	Yes
09/24/2014 22:17	N772MF	N772MF	PAY2	4537	28R	Weather/Wind Conditions	Yes
09/24/2014 23:09	N8697V	N8697V	CH7B	4206	28R	Weather/Wind Conditions	Yes
09/25/2014 5:53	N333P	N333P	PAY2	4541	28R	Time Buffer	Yes
09/25/2014 23:55	N125DG	N125DG	C25B	3204	28R	Lifeguard Medical	No
09/26/2014 5:59	PCM8709		C208	4537	28R	Good Effort	Yes
09/29/2014 3:22	N716WA	N716WA	PAY2	3340	28R	Not Acceptable	No
09/30/2014 0:12	N771MF	N419R	PAY2	3324	28R	310 Heading	No

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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
08/19/2014 23:02	3	74.7	80	9	N21FG	N21FG	BE20	28R
08/26/2014 22:28	4	75.1	80	10	WCC49	N49WC	B350	28R
07/14/2014 2:40	8	70.8	80.1	14	AHF85T		B206	28R
07/14/2014 22:31	4	72.3	80.1	18	N3262X	N3262X	BE36	33
08/04/2014 4:17	6	72.1	80.1	11	EJA332	N332QS	E55P	28R
08/13/2014 22:13	9	73.1	80.3	10	N813CN	N813CN	PA44	28R
08/22/2014 22:28	4	72.8	80.3	12	LN774MF		PAY2	28R
07/09/2014 3:59	5	75	80.4	10	LN775MF		PAY2	28R
07/15/2014 22:24	8	74.5	80.4	8	N774MF	N774MF	PAY2	28R
07/30/2014 5:19	10	72.2	80.4	19	N777AX	N777AX	C550	10L
09/04/2014 1:10	12	72.2	80.4	17	KFS84		LJ35	10R
09/08/2014 5:39	4	73.8	80.4	14	EJA990		C750	28L
08/31/2014 2:12	2	68.9	80.5	30	JBU9603	N715JB	A320	10R
09/05/2014 22:37	4	73.7	80.5	13	N530CH	N530CH	BE9L	28R
09/24/2014 6:00	8	72.1	80.5	13	PCM8709		C208	28R
07/07/2014 2:21	8	72	80.6	16	VOI907	N514VL	A320	28L
08/07/2014 22:09	4	71.6	80.6	16	N739UL	N739UL	C172	28R
09/16/2014 0:39	10	70.6	80.6	29	CAP445	N445CP	C182	28R
08/05/2014 4:24	4	72.8	80.7	14	N431GW	N431GW	PAY2	28R
07/15/2014 22:24	4	73.9	80.8	13	N774MF	N774MF	PAY2	28R
08/04/2014 4:17	4	73.2	80.8	14	EJA332	N332QS	E55P	28R
08/08/2014 1:19	5	75.1	80.8	9	N772MF	N772MF	PAY2	28R
09/10/2014 23:25	6	72.3	80.8	19	N575RD	N575RD	B350	28R
07/05/2014 0:12	4	71.9	80.9	11	N716WA	N716WA	PAY2	28R
07/31/2014 4:01	8	73.7	80.9	7	N47CA	N47CA	PAY2	28R
08/27/2014 5:08	8	74.3	80.9	9	N774MF	N774MF	PAY2	28R
08/30/2014 22:20	4	74.1	80.9	11	N22WF	N22WF	PAY2	28R
09/15/2014 23:20	6	73	80.9	16	N567PA	N567PA	SR22	28R
09/16/2014 22:39	8	74.1	80.9	9	N22WF	N22WF	PAY2	28R
09/17/2014 22:39	8	74.3	80.9	12	N6462Q	N6462Q	MO20	28R
07/27/2014 22:32	14	71.6	81	20				10L
09/12/2014 5:34	7	70.7	81	22	LN54DD		C560	28L
07/03/2014 22:30	6	72.8	81.1	15	N3039X	N3039X	BE33	28R
07/07/2014 23:23	5	71.6	81.1	18	N4541M	N4541M	BE36	28R
08/11/2014 22:49	4	75.2	81.1	11	N772MF	N772MF	PAYE	28R
08/28/2014 22:36	6	73.1	81.1	16	N508JD	N508JD	SR22	28R
08/28/2014 22:36	5	74.1	81.3	15	N508JD	N508JD	SR22	28R
08/31/2014 2:12	10	74.2	81.3	21	JBU9603	N715JB	A320	10R
09/03/2014 22:50	5	73.7	81.3	11	LN5MF		PAY2	28R
09/22/2014 1:26	8	72.9	81.3	16	VOI903	N502VL	A319	28L
07/28/2014 5:53	2	77.7	81.4	42	SWA4807		B737	28L
07/29/2014 22:26	7	72.9	81.4	18	LN777AX		C550	28R
09/06/2014 5:49	4	75.2	81.4	12	N530CH	N530CH	BE9L	28R
09/20/2014 0:54	5	73.7	81.4	13	N772MF	N772MF	PAY2	28R
07/03/2014 5:37	14	72.1	81.5	16	N3282D	N3282D	C180	15
07/14/2014 2:18	7	71.1	81.5	20	VOI907	XAVOG	A319	28L
07/31/2014 22:15	4	76.8	81.5	12	N448CR	N448CR		28R
08/07/2014 0:59	4	76.1	81.5	13	N772MF	N772MF	PAY2	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
08/11/2014 2:37	4	76.4	81.5	12	N772MF	N772MF	PAY2	28R
08/30/2014 0:25	5	73.3	81.5	15	N401DL	N401DL	C421	28R
07/21/2014 5:13	10	74.8	81.6	21	KAI42	N58HA	CL30	10R
07/28/2014 23:04	4	76.1	81.6	13	N805UP	N805UP	BE30	28R
09/20/2014 0:54	6	75.3	81.6	8	N772MF	N772MF	PAY2	28R
07/09/2014 4:00	8	74.3	81.7	10	LN775MF		PAY2	28R
07/30/2014 4:56	4	77.3	81.7	11	REH50	N911RX	BE20	28R
08/11/2014 22:50	8	75.7	81.7	9	N772MF	N772MF	PAYE	28R
09/10/2014 22:37	9	75.3	81.7	9	CAP445	N445CP	C182	28R
07/07/2014 22:29	6	73.6	81.8	19	N786AC	N786AC	C525	28R
09/12/2014 5:34	4	74	81.8	21	LN54DD		C560	28L
09/16/2014 1:27	9	75	81.8	10	CAP445	N445CP	C182	28R
09/21/2014 3:55	10	73.2	81.8	21	JBU9681	N629JB	A320	10R
07/20/2014 22:22	4	74.2	81.9	20	N1218S	N1218S	C172	28L
08/08/2014 23:46	4	75.2	81.9	11	N622KM	N622KM	BE20	28R
09/26/2014 5:59	8	72.9	81.9	15	PCM8709		C208	28R
07/02/2014 23:26	8	76.3	82	10	LN775MF	N511PS	PAY2	28R
08/28/2014 22:37	3	74.7	82	16	N508JD	N508JD	SR22	28R
09/16/2014 22:39	5	76.8	82	10	N22WF	N22WF	PAY2	28R
07/06/2014 23:09	4	75.1	82.1	17	N7HW	N7HW	PA27	28R
07/07/2014 2:21	7	71.7	82.1	24	VOI907	N514VL	A320	28L
07/07/2014 22:29	5	72.5	82.1	19	N786AC	N786AC	C525	28R
09/07/2014 4:49	7	73.5	82.1	15	DCM6373	N44CK	C525	28R
08/05/2014 23:15	4	76.5	82.2	10	N530CH	N530CH	BE9L	28R
08/14/2014 0:37	2	73.9	82.2	20	N810TM	N810TM	GLF4	10R
09/10/2014 1:24	4	77.2	82.2	11	LN458Q	N458Q	BE30	28R
07/01/2014 2:40	6	73.9	82.3	15	N510LL	N510LL	C510	28R
08/08/2014 4:52	6	74	82.3	15	DCM6373	N44CK	C525	28R
08/15/2014 22:51	4	74.8	82.3	16	N7HW	N7HW	PA27	28R
09/23/2014 22:01	8	73.4	82.4	21	N6462Q	N6462Q	M20P	28L
07/01/2014 2:39	4	76.2	82.5	15	N510LL	N510LL	C510	28R
08/27/2014 5:07	4	76.3	82.5	12	N774MF	N774MF	PAY2	28R
09/02/2014 23:44	4	77.7	82.5	11	N530CH	N530CH	BE9L	28R
08/05/2014 4:24	8	75.9	82.6	10	N431GW	N431GW	PAY2	28R
08/08/2014 1:19	4	75.2	82.6	16	N772MF	N772MF	PAY2	28R
08/28/2014 22:52	4	73.4	82.6	20	N6462Q	N6462Q	M20P	28R
09/29/2014 1:47	4	77.2	82.6	12	N47CA	N47CA	PAY2	28R
07/21/2014 5:14	11	74.1	82.8	13	KAI42	N58HA	CL30	10R
08/04/2014 2:24	7	74.3	82.8	18	VOI907		A319	28L
09/15/2014 23:21	3	73.4	82.8	25	N567PA	N567PA	SR22	28R
09/22/2014 5:00	6	75	82.8	15	RSP125	N225AS	E50P	28R
09/24/2014 0:52	3	75.9	82.8	12	N716WA	N716WA	PAY2	28L
09/30/2014 0:12	5	76.2	82.8	10	N771MF	N419R	PAY2	28R
07/22/2014 22:27	11	73.2	82.9	16	BJS533	N533FX	CL30	10R
08/30/2014 2:20	4	78.2	82.9	12	N774MF	N774MF	PAY2	28R
07/06/2014 3:56	9	77.2	83	10	N47CA	N47CA	PAY2	10L
09/11/2014 0:26	8	73.4	83	17	N333T	N333T	BE58	28R
09/25/2014 22:02	4	75.2	83	13	N6428Y	N6428Y	C210	28R
07/11/2014 5:06	14	74.3	83.1	19	N3282D	N3282D	C180	28R
08/27/2014 0:15	4	78.3	83.1	12	N774MF	N774MF	PAY1	28R
09/11/2014 0:26	5	73.5	83.1	23	N333T	N333T	BE58	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
09/24/2014 0:51	5	76.3	83.1	11	N716WA	N716WA	PAY2	28L
07/31/2014 22:05	5	75.6	83.2	16	DCM6373	N44CK	C525	28R
07/31/2014 22:05	6	75.2	83.3	15	DCM6373	N44CK	C525	28R
08/07/2014 22:13	6	75.6	83.3	16	N570E	N570E	C310	28R
09/01/2014 5:53	8	70.5	83.3	28	SWA2490	N8324A	B738	28L
07/21/2014 2:17	5	75	83.4	19	N900EM	N900EM	E135	28R
07/31/2014 22:06	4	75.8	83.4	21	NN2153B		PA44	28R
08/05/2014 4:18	4	76.7	83.4	14	N28CA	N28CA	PAY2	28R
09/12/2014 5:34	6	72.2	83.4	27	LN54DD		C560	28L
09/19/2014 4:46	7	72.7	83.4	26	SIS245	N245SP	C525	28L
08/11/2014 3:20	5	77.9	83.5	15	N5465D	N5465D	BE35	28R
07/03/2014 22:30	5	76.3	83.6	18	N3039X	N3039X	BE33	28R
07/09/2014 22:12	4	78.1	83.7	13	LN775MF		PAY2	28R
09/24/2014 0:52	8	77.5	83.7	8	N716WA	N716WA	PAY2	28L
08/11/2014 3:19	4	79.1	83.8	16	N5465D	N5465D	BE35	28R
07/28/2014 2:22	10	73.7	83.9	27	VOI907		A320	10R
09/08/2014 5:39	6	76.4	83.9	12	EJA990		C750	28L
07/08/2014 22:59	4	78.1	84	15	LN775MF		PAY2	28R
07/21/2014 2:17	6	74.9	84	18	N900EM	N900EM	E135	28R
08/09/2014 22:26	4	76.9	84	22	N188G	N188G	SR22	28R
09/25/2014 23:55	7	74.4	84	23	N125DG	N125DG	C25B	28R
07/02/2014 23:26	4	78.1	84.1	12	LN775MF	N511PS	PAY2	28R
07/03/2014 22:30	8	76.5	84.1	12	N3039X	N3039X	BE33	28R
09/22/2014 5:00	5	74.1	84.1	23	RSP125	N225AS	E50P	28R
07/14/2014 22:32	3	77.7	84.2	15	N3262X	N3262X	BE36	33
08/04/2014 5:55	7	75.2	84.2	19	SWA4807	N277WN	B737	28L
08/29/2014 3:00	6	76.2	84.2	14	DCM6373	N44CK	C525	28R
07/01/2014 23:06	4	75.5	84.4	24	N1912L	N1912L	BE36	28R
07/17/2014 3:14	9	80.4	84.4	8	N716WA	N716WA	PAY2	10L
08/07/2014 22:13	5	76.8	84.5	22	N570E	N570E	C310	28R
09/17/2014 0:18	4	80.3	84.5	14	LDLX119	N805C	BE20	28R
09/23/2014 22:00	4	74.7	84.5	26	N6462Q	N6462Q	M20P	28L
07/29/2014 22:26	5	76.4	84.6	20	LN777AX		C550	28R
07/31/2014 3:20	6	78.8	84.7	11	REH52	N912MF	BE20	28R
09/04/2014 1:10	9	76.1	84.7	18	KFS84		LJ35	10R
07/01/2014 2:39	5	77.3	84.8	16	N510LL	N510LL	C510	28R
08/13/2014 22:09	10	70.1	84.8	78	N813CN	N813CN	PA44	28R
07/08/2014 2:35	8	80.1	84.9	9	N501EB	N501EB	BE20	28R
08/18/2014 2:18	6	75.4	84.9	21	VOI907	XAVOC	A319	28L
09/17/2014 22:39	4	77.7	84.9	17	N6462Q	N6462Q	MO20	28R
09/20/2014 0:54	4	77.7	84.9	18	N772MF	N772MF	PAY2	28R
09/22/2014 0:25	4	78.4	84.9	21	N99AG	N99AG	C25B	28L
09/22/2014 1:26	7	75.7	85	21	VOI903	N502VL	A319	28L
07/29/2014 0:41	4	78.8	85.1	14	JLG111		BE20	28R
07/31/2014 4:01	4	80.1	85.1	14	N47CA	N47CA	PAY2	28R
08/31/2014 2:12	9	75.8	85.3	19	JBU9603	N715JB	A320	10R
07/13/2014 2:36	5	77.8	85.4	15	DCM6373	N44CK	C525	28R
07/07/2014 22:29	4	77.8	85.5	20	N786AC	N786AC	C525	28R
07/25/2014 0:55	6	78.4	85.5	12	LN47MF		LJ45	28R
09/22/2014 0:25	6	77.7	85.5	18	N99AG	N99AG	C25B	28L
09/30/2014 0:12	8	79.5	85.6	12	N771MF	N419R	PAY2	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
08/25/2014 2:16	7	78.1	85.7	22	VOI907	XAVOG	A319	28L
09/15/2014 23:20	5	78.5	85.7	20	N567PA	N567PA	SR22	28R
07/08/2014 2:34	4	80.4	85.8	13	N501EB	N501EB	BE20	28R
09/12/2014 5:34	5	77.4	85.8	21	LN54DD		C560	28L
09/22/2014 5:00	4	76.5	85.8	25	RSP125	N225AS	E50P	28R
09/09/2014 0:38	4	82.2	85.9	11	LDLX119	N805C	BE20	28R
09/16/2014 22:39	4	81.3	85.9	14	N22WF	N22WF	PAY2	28R
07/13/2014 2:36	6	78.1	86	14	DCM6373	N44CK	C525	28R
07/21/2014 2:17	4	78.3	86	19	N900EM	N900EM	E135	28R
07/31/2014 3:20	4	81.3	86.1	13	REH52	N912MF	BE20	28R
09/03/2014 22:50	4	81.6	86.1	14	LN5MF		PAY2	28R
07/09/2014 3:59	4	81	86.2	14	LN775MF		PAY2	28R
07/28/2014 5:54	7	76.8	86.2	23	SWA4807		B737	28L
08/08/2014 4:52	5	78.7	86.2	18	DCM6373	N44CK	C525	28R
09/21/2014 3:55	9	77.1	86.2	20	JBU9681	N629JB	A320	10R
07/07/2014 5:53	7	77.3	86.3	23	SWA4807	N223WN	B737	28L
07/29/2014 22:26	6	78.7	86.3	17	LN777AX		C550	28R
08/28/2014 22:35	4	78.6	86.3	21	N508JD	N508JD	SR22	28R
09/15/2014 23:20	8	77.4	86.3	23	N567PA	N567PA	SR22	28R
08/11/2014 2:14	7	78.6	86.4	21	VOI907		A320	28L
07/07/2014 23:22	4	79.3	86.5	23	N4541M	N4541M	BE36	28R
07/28/2014 5:42	6	79.1	86.5	18	BJS549	N549FX	CL30	28R
09/08/2014 5:39	5	80.9	86.5	15	EJA990		C750	28L
07/25/2014 0:55	5	80.7	86.6	15	LN47MF		LJ45	28R
07/31/2014 3:20	5	82.9	86.6	10	REH52	N912MF	BE20	28R
08/31/2014 2:12	12	79.6	86.7	30	JBU9603	N715JB	A320	10R
09/07/2014 5:19	7	78.5	86.7	18	LN853CC	N853CC	H25B	28L
09/09/2014 23:24	9	80	86.8	13	N359DG	N359DG	B350	28R
09/21/2014 23:55	6	79.5	86.8	16	N663PD	N663PD	GLF4	28L
07/28/2014 2:22	12	77.6	86.9	30	VOI907		A320	10R
09/21/2014 3:55	12	80	87.4	31	JBU9681	N629JB	A320	10R
07/28/2014 5:42	5	80.3	87.5	18	BJS549	N549FX	CL30	28R
07/09/2014 22:13	4	82.2	87.7	25	N2496M	N2496M	PA28	33
07/22/2014 22:27	9	80.8	87.7	16	BJS533	N533FX	CL30	10R
08/29/2014 3:00	5	80.9	87.9	15	DCM6373	N44CK	C525	28R
07/21/2014 2:11	6	79.4	88	21	VOI907	XAVOD	A320	28L
07/30/2014 5:19	9	80.3	88	16	N777AX	N777AX	C550	10L
08/08/2014 4:52	4	81.5	88.1	15	DCM6373	N44CK	C525	28R
09/07/2014 4:48	4	82.6	88.1	16	DCM6373	N44CK	C525	28R
09/19/2014 4:46	4	80.2	88.1	23	SIS245	N245SP	C525	28L
07/21/2014 5:09	7	80.8	88.2	17	N184TR	N184TR	H25B	28L
09/15/2014 23:20	4	80.8	88.2	24	N567PA	N567PA	SR22	28R
09/25/2014 23:55	5	80.1	88.2	24	N125DG	N125DG	C25B	28R
08/04/2014 2:23	6	80.3	88.3	23	VOI907		A319	28L
07/21/2014 5:13	9	81.8	88.4	16	KAI42	N58HA	CL30	10R
07/25/2014 0:55	4	82.5	88.4	15	LN47MF		LJ45	28R
09/25/2014 23:55	6	80.9	88.5	24	N125DG	N125DG	C25B	28R
09/24/2014 0:51	4	84.2	88.6	12	N716WA	N716WA	PAY2	28L
09/03/2014 22:50	8	82.1	88.8	18	LN5MF		PAY2	28R
09/01/2014 5:53	7	79.7	88.9	28	SWA2490	N8324A	B738	28L
09/07/2014 5:19	4	83	88.9	20	LN853CC	N853CC	H25B	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
09/30/2014 0:12	4	84.8	88.9	11	N771MF	N419R	PAY2	28R
08/07/2014 22:13	4	81.6	89	24	N570E	N570E	C310	28R
08/18/2014 2:18	4	80.3	89	20	VOI907	XAVOC	A319	28L
08/25/2014 2:15	6	82.1	89.2	25	VOI907	XAVOG	A319	28L
08/30/2014 0:25	4	83.2	89.2	20	N401DL	N401DL	C421	28R
07/28/2014 2:22	9	80	89.3	21	VOI907		A320	10R
09/21/2014 23:55	4	82.8	89.3	20	N663PD	N663PD	GLF4	28L
09/22/2014 0:25	5	83.3	89.3	21	N99AG	N99AG	C25B	28L
07/03/2014 22:30	4	84.1	89.4	20	N3039X	N3039X	BE33	28R
07/21/2014 5:09	4	83.8	89.7	21	N184TR	N184TR	H25B	28L
09/07/2014 4:48	6	83	89.7	17	DCM6373	N44CK	C525	28R
08/11/2014 2:13	6	79.7	89.8	24	VOI907		A320	28L
08/29/2014 3:00	4	84.3	89.8	15	DCM6373	N44CK	C525	28R
08/04/2014 5:55	6	80.7	89.9	24	SWA4807	N277WN	B737	28L
09/07/2014 4:48	5	83.6	89.9	14	DCM6373	N44CK	C525	28R
08/25/2014 2:15	4	80.9	90	23	VOI907	XAVOG	A319	28L
09/19/2014 4:46	6	82.4	90.2	27	SIS245	N245SP	C525	28L
07/07/2014 5:53	6	80.9	90.3	23	SWA4807	N223WN	B737	28L
07/28/2014 5:42	4	84.3	90.3	18	BJ5549	N549FX	CL30	28R
09/11/2014 0:26	4	83	90.4	23	N333T	N333T	BE58	28R
08/18/2014 2:18	5	82.6	90.5	20	VOI907	XAVOC	A319	28L
08/04/2014 5:55	4	83.1	90.7	26	SWA4807	N277WN	B737	28L
07/14/2014 2:18	6	81	90.8	24	VOI907	XAVOG	A319	28L
07/28/2014 5:54	6	81.4	90.9	24	SWA4807		B737	28L
07/13/2014 2:35	4	85.6	91.1	14	DCM6373	N44CK	C525	28R
07/07/2014 2:21	6	81.5	91.2	26	VOI907	N514VL	A320	28L
07/07/2014 5:53	4	83.4	91.3	24	SWA4807	N223WN	B737	28L
07/28/2014 5:54	4	84.2	91.4	21	SWA4807		B737	28L
09/25/2014 23:55	4	84.6	91.4	21	N125DG	N125DG	C25B	28R
07/29/2014 22:26	4	85.2	91.5	20	LN777AX		C550	28R
08/25/2014 2:15	5	84.7	92	24	VOI907	XAVOG	A319	28L
07/14/2014 2:17	4	83.9	92.1	26	VOI907	XAVOG	A319	28L
07/31/2014 22:05	4	86.7	92.1	14	DCM6373	N44CK	C525	28R
07/07/2014 5:53	5	84.9	92.3	26	SWA4807	N223WN	B737	28L
07/21/2014 2:11	4	84.4	92.4	21	VOI907	XAVOD	A320	28L
08/11/2014 2:13	4	83.6	92.4	26	VOI907		A320	28L
07/07/2014 2:21	4	83.7	92.6	25	VOI907	N514VL	A320	28L
08/04/2014 2:23	4	84.3	92.6	23	VOI907		A319	28L
08/04/2014 5:55	5	85.1	92.7	26	SWA4807	N277WN	B737	28L
09/01/2014 5:53	6	84.1	92.8	27	SWA2490	N8324A	B738	28L
09/19/2014 4:46	5	85.2	92.8	26	SIS245	N245SP	C525	28L
09/21/2014 23:55	5	86.2	92.8	20	N663PD	N663PD	GLF4	28L
09/07/2014 5:19	6	87.4	92.9	16	LN853CC	N853CC	H25B	28L
08/04/2014 2:23	5	85.2	93	21	VOI907		A319	28L
09/22/2014 1:26	6	83.9	93.1	26	VOI903	N502VL	A319	28L
07/28/2014 5:54	5	87.3	93.6	24	SWA4807		B737	28L
07/21/2014 5:09	6	88	93.7	17	N184TR	N184TR	H25B	28L
08/11/2014 2:13	5	86.3	93.7	23	VOI907		A320	28L
07/14/2014 2:17	5	85.6	93.8	25	VOI907	XAVOG	A319	28L
07/21/2014 2:11	5	85.6	93.9	22	VOI907	XAVOD	A320	28L
09/01/2014 5:53	4	85.8	93.9	25	SWA2490	N8324A	B738	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
09/22/2014 1:26	4	87.5	93.9	25	VOI903	N502VL	A319	28L
07/07/2014 2:21	5	85.6	94	24	VOI907	N514VL	A320	28L
09/07/2014 5:19	5	89.2	94.2	17	LN853CC	N853CC	H25B	28L
07/21/2014 5:09	5	89.3	94.6	16	N184TR	N184TR	H25B	28L
09/01/2014 5:53	5	87.2	95.1	23	SWA2490	N8324A	B738	28L
09/22/2014 1:26	5	88.6	96.1	25	VOI903	N502VL	A319	28L

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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
07/17/2014 12:39		N403LS	LJ40	B	N403LS	System Error	Yes
07/21/2014 15:18		N360KE	C510	B	N360KE	Not Acceptable	No
07/21/2014 15:19	SWA	SWA3890	B737	J	N286WN	Not Acceptable	No
08/24/2014 11:53		N442WE	C750	B	N442WE	Not Acceptable	No
09/03/2014 12:23		N677MS	E50P	B	N677MS	Not Acceptable	No
09/04/2014 14:03	FLC	FLC57	LJ60	B		FAA Flight Check	Yes
09/04/2014 18:11	SWA	SWA2499	B737	J	N960WN	Not Acceptable	No
09/06/2014 12:51	SWA	SWA1158	B733	J	N600WN	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
07/01/2014 6:58	FDX	FDX3647	DC10	J	N311FE	Time Buffer	Yes
07/02/2014 6:12	AWE	AWE652	A319	J		Not Acceptable	No
07/02/2014 6:20	SWA	SWA1492	B733	J		Not Acceptable	No
07/03/2014 6:05	NKS	NKS188	A320	J	N607NK	Not Acceptable	No
07/03/2014 6:10	SWA	SWA4473	B737	J	N7739A	Not Acceptable	No
07/03/2014 6:25	SWA	SWA1510	B733	J	N363SW	Not Acceptable	No
07/03/2014 22:52	SWA	SWA2387	B738	J	N8604K	Not Acceptable	No
07/05/2014 5:49	SWA	SWA8503	B737	J		Not Acceptable	No
07/05/2014 6:27	SKW	SKW4450	CRJ9	R	N804SK	Not Acceptable	No
07/06/2014 6:37	SKW	SKW4450	CRJ9	R	N825SK	Not Acceptable	No
07/06/2014 22:01	SWA	SWA265	B737	J	N746SW	Time Buffer	Yes
07/11/2014 22:00	SWA	SWA1537	B737	J	N766SW	Time Buffer	Yes
07/13/2014 6:49	SWA	SWA3983	B738	J	N8326F	Not Acceptable	No
07/13/2014 22:00	SWA	SWA1370	B733	J	N375SW	Time Buffer	Yes
07/15/2014 6:15	AWE	AWE652	A319	J	N756US	Not Acceptable	No
07/17/2014 6:35	SWA	SWA2422	B738	J	N8310C	Not Acceptable	No
07/20/2014 23:15	AAY	AAY201	MD83	J	N866GA	Not Acceptable	No
07/22/2014 6:59	FDX	FDX878	DC10	J	N554FE	Time Buffer	Yes
07/25/2014 22:05	SWA	SWA4635	B737	J	N7732A	Time Buffer	Yes
07/27/2014 1:30		N749P	C750	B	N749P	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
07/27/2014 22:00	UPS	UPS2943	B763	J	N304UP	Time Buffer	Yes
07/28/2014 0:26	VOI	VOI905	A319	J	N508VL	Not Acceptable	No
07/31/2014 6:58	SWA	SWA4638	B737	J	N780SW	Time Buffer	Yes
08/01/2014 22:00	SWA	SWA1537	B737	J	N7742B	Time Buffer	Yes
08/05/2014 6:57	FDX	FDX878	DC10	J	N399FE	Time Buffer	Yes
08/07/2014 1:27	VOI	VOI903	A319	J	XAVOJ	Not Acceptable	No
08/08/2014 22:01	SWA	SWA4635	B737	J	N240WN	Time Buffer	Yes
08/14/2014 6:59	ASA	ASA883	B738	J	N577AS	Time Buffer	Yes
08/15/2014 6:59	SWA	SWA824	B737	J	N444WN	Time Buffer	Yes
08/16/2014 3:57	FDX	FDX31	B77L	J	N890FD	Not Acceptable	No
08/21/2014 3:08	FDX	FDX1889	B752	J	N952FD	Not Acceptable	No
08/21/2014 6:58		FDX435	B77L	J	N857FD	Time Buffer	Yes
08/22/2014 6:28	ASA	ASA345	B738	J	N568AS	Not Acceptable	No
08/25/2014 6:33	SKW	SKW4450	CRJ9	R	N816SK	Not Acceptable	No
08/26/2014 6:58		FDX878	DC10	J	N312FE	Time Buffer	Yes
08/28/2014 6:58		RSP173	C25B	B	N779JS	Time Buffer	Yes
09/01/2014 23:00	AAY	AAY1001	MD83	J	N416NV	Not Acceptable	No
09/02/2014 22:00	SWA	SWA396	B738	J	N8310C	Time Buffer	Yes
09/03/2014 6:52		FDX435	B77L	J	N886FD	Time Buffer	Yes
09/03/2014 6:59	SWA	SWA824	B733	J	N604SW	Time Buffer	Yes
09/03/2014 22:17	DCM	DCM6157	C550	B		Not Acceptable	No
09/03/2014 22:43	SWA	SWA8501	B737	J	N708SW	Not Acceptable	No
09/04/2014 6:06	SWA	SWA671	B737	J	N464WN	Not Acceptable	No
09/08/2014 6:05	SWA	SWA1358	B738	J	N8647A	Not Acceptable	No
09/09/2014 6:58	FDX	FDX3647	DC10	J		Time Buffer	Yes
09/09/2014 6:59	FDX	FDX440	MD11	J		Time Buffer	Yes
09/09/2014 23:13	NAX	NAX7068	B788	U		Not Acceptable	No
09/10/2014 6:05	NKS	NKS188	A320	J		Not Acceptable	No
09/10/2014 6:07	AWE	AWE480	A320	J		Not Acceptable	No
09/10/2014 6:18	SWA	SWA2070	B737	J	N291WN	Not Acceptable	No
09/10/2014 6:58	SWA	SWA824	B737	J	N214WN	Time Buffer	Yes
09/10/2014 22:04	HAL	HAL5	A332	J	N389HA	Time Buffer	Yes
09/15/2014 6:20	SWA	SWA2070	B737	J	N408WN	Not Acceptable	No
09/16/2014 6:59	FDX	FDX435	MD11	J	N607FE	Time Buffer	Yes
09/20/2014 5:55	FDX	FDX433	MD11	J	N572FE	Not Acceptable	No
09/23/2014 6:58	SWA	SWA824	B733	J	N385SW	Time Buffer	Yes
09/23/2014 6:59	FDX	FDX3647	DC10	J	N554FE	Time Buffer	Yes
09/25/2014 5:58	FDX	FDX3671	DC10	J	N318FE	Not Acceptable	No
09/29/2014 6:21	SWA	SWA355	B737	J	N237WN	Not Acceptable	No
09/30/2014 6:59	ASA	ASA883	B738	J	N519AS	Time Buffer	Yes

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Runway 12 Night Departure List for Calendar Quarter

N/A

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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
07/07/2014	1224	UPS	B767	2	High	GRE	1225	N/A	N/A
07/07/2014	0135	SWA	B737	2	High	GRE	0140	NO	N/A
07/08/2014	0025	SWA	B737	2	High	GRE	0030	NO	N/A
07/10/2014	2341	SWA	B737	2	High	GRE	2345	NO	N/A
07/13/2014	1317	UPS	B767	1	High	GRE	1430	N/A	N/A
07/13/2014	1728	SWA	B737	2	High	GRE	1745	N/A	N/A
07/15/2014	0815	FDX	DC10	1	High	GRE	0830	N/A	N/A
07/17/2014	0726	KFA	F2TH	2	High	HG6	0800	N/A	N/A
07/17/2014	1045	LXJ	EA50	2	High	HG6	1130	N/A	N/A
07/18/2014	1000	LXJ	EA50	1	High	HG6	1015	N/A	N/A
07/20/2014	1238	UPS	B767	2	High	GRE	1445	N/A	N/A
07/24/2014	1240	LXJ	EA50	2	High	GRE	1300	N/A	N/A
07/24/2014	1412	LXJ	EA50	2	High	GRE	1430	N/A	N/A
07/25/2014	0200	SWA	B737	2	High	GRE	0210	NO	N/A
07/28/2014	1002	CFS	EA50	2	High	HG6	1020	N/A	N/A
07/28/2014	1412	CFS	EA50	2	High	HG6	1415	N/A	N/A
07/29/2014	2040	KFS	C650	2	High	GRE	2100	N/A	NO
07/29/2014	1030	CFS	EA50	2	High	HG6	1030	N/A	N/A
07/30/2014	0052	BSK	C650	1	High	GRE	0400	NO	N/A
08/03/2014	1206	UPS	B767	1	High	GRE	1430	N/A	N/A
08/05/2014	1825	CFS	C500	1	High	HG6	1845	N/A	N/A
08/06/2014	1759	SWA	B737	2	High	GRE	1805	N/A	N/A
08/08/2014	1345	CFS	C525	2	High	GRE	1415	N/A	N/A
08/10/2014	1420	UPS	B767	2	High	GRE	1425	N/A	N/A
08/11/2014	0906	LXJ	C500	3	High	HG6	0907	N/A	N/A
08/15/2014	1932	LXJ	F2TH	2	High	HG6	2000	N/A	NO
08/16/2014	1810	LXJ	F2TH	2	High	HG6	1810	N/A	N/A
08/19/2014	1438	LXJ	F2TH	3	High	HG6	1515	NO	NO
08/21/2014	2359	SWA	B737	2	High	GRE	0020	NO	N/A
08/23/2014	1718	CFS	C500	2	High	HG6	1735	NO	NO
08/24/2014	2100	CFS	EA50	2	High	GRE	2115	N/A	NO
08/25/2014	1503	KFS	EA50	1	High	HG6	1530	NO	NO
08/25/2014	1706	BSK	F2TH	1	High	HG6	1710	NO	NO
08/26/2014	1250	CFS	C525	2	High	HG6	1255	NO	NO
08/29/2014	2147	SWA	B737	2	High	GRE	2200	NO	N/A
08/31/2014	0328	FDX	A320	1	High	GRE	0345	NO	N/A
09/02/2014	2315	SWA	B737	2	High	GRE	2325	NO	N/A
09/02/2014	2320	FDX	B757	2	High	GRE	2345	NO	N/A
09/03/2014	0228	FDX	MD11	3	High	GRE	0900	N/A	N/A
09/07/2014	1625	UPS	B767	2	High	GRE	1645	N/A	N/A
09/08/2014	0630	ASA	A320	2	High	GRE	0625	NO	N/A
09/08/2014	1315	SWA	B737	2	High	GRE	1315	N/A	N/A
09/08/2014	0824	SWA	B737	2	High	GRE	0835	N/A	N/A
09/10/2014	1026	SWA	B737	2	High	GRE	1045	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
09/13/2014	2350	SWA	B737	2	High	GRE	0015	NO	N/A
09/15/2014	0900	BSK	EA50	1	High	HG6	0930	N/A	N/A
09/15/2014	1537	BSK	C525	1	High	HG6	1545	N/A	N/A
09/17/2014	0023	SWA	B737	1	High	GRE	0030	NO	N/A
09/22/2014	2241	SWA	B737	2	High	GRE	2252	NO	N/A
09/26/2014	2330	SWA	B737	2	High	GRE	2300	NO	N/A
09/30/2014	1542	KFS	F2TH	2	High	GRE	1615	N/A	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
07/01/2014 12:28	SWA	SWA4367	B737	2162	Not Acceptable	No
07/01/2014 17:49	SWA	SWA4656	B737	2447	Not Acceptable	No
07/01/2014 19:24	FDX	FDX1605	DC10	2847	Not Acceptable	No
07/02/2014 10:07	OPT	OPT469	BE40	2877	Not Acceptable	No
07/02/2014 11:27	SWA	SWA2058	B737	2857	Not Acceptable	No
07/03/2014 10:19	SWA	SWA1516	B737	2614	Not Acceptable	No
07/03/2014 10:34	DAL	DAL1082	A319	2831	Not Acceptable	No
07/03/2014 14:00	SWA	SWA1005	B737	2834	Not Acceptable	No
07/06/2014 18:35	DAL	DAL1374	A320	2427	Not Acceptable	No
07/06/2014 18:40	NKS	NKS408	A320	2316	Not Acceptable	No
07/07/2014 14:43	SWA	SWA4669	B737	2877	Not Acceptable	No
07/07/2014 19:05	NKS	NKS408	A320	2687	Not Acceptable	No
07/07/2014 20:32	FDX	FDX1117	A306	2755	Not Acceptable	No
07/08/2014 8:41	FDX	FDX3022	A306	2795	Not Acceptable	No
07/08/2014 11:22	SWA	SWA1364	B737	2536	Not Acceptable	No
07/08/2014 15:51	SWA	SWA4421	B737	2522	Not Acceptable	No
07/08/2014 18:42	DAL	DAL1374	A320	2470	Not Acceptable	No
07/08/2014 19:01	NKS	NKS408	A320	2434	Not Acceptable	No
07/08/2014 19:12	SWA	SWA4656	B737	2749	Not Acceptable	No
07/09/2014 10:24	SWA	SWA1516	B737	2874	Not Acceptable	No
07/09/2014 13:31	SWA	SWA4152	B737	2509	Not Acceptable	No
07/10/2014 7:36	SWA	SWA1499	B737	2539	Not Acceptable	No
07/11/2014 19:14	NKS	NKS408	A320	2408	Not Acceptable	No
07/11/2014 21:03	SWA	SWA4763	B737	2375	Not Acceptable	No
07/12/2014 8:58	XOJ	XOJ774	C750	2759	Not Acceptable	No
07/12/2014 9:03		N721BS	GLF4	2247	Not Acceptable	No
07/12/2014 10:26	SWA	SWA4538	B737	2709	Not Acceptable	No
07/12/2014 13:22	DAL	DAL1082	A320	2867	Not Acceptable	No
07/13/2014 10:39	DAL	DAL1082	A319	2854	Not Acceptable	No
07/13/2014 18:33	DAL	DAL1374	A320	2706	Not Acceptable	No
07/14/2014 8:50	RSP	RSP605	E50P	2631	Not Acceptable	No
07/14/2014 9:52	SWA	SWA4417	B737	2355	Not Acceptable	No
07/14/2014 10:44	DAL	DAL1082	A319	2404	Not Acceptable	No
07/14/2014 12:26	SWA	SWA4367	B737	2490	Not Acceptable	No
07/14/2014 15:49	SWA	SWA4669	B737	2319	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
07/14/2014 16:09	SWA	SWA4421	B737	2670	Not Acceptable	No
07/16/2014 7:12	FDX	FDX435	DC10	2411	Not Acceptable	No
07/16/2014 10:17	NKS	NKS872	A320	2834	Not Acceptable	No
07/16/2014 11:38		N451CM	GLF4	2851	Not Acceptable	No
07/16/2014 16:57	SWA	SWA4669	B737	2883	Not Acceptable	No
07/16/2014 17:07	FDX	N442HM	GLF4	2591	Not Acceptable	No
07/16/2014 18:47	NKS	NKS408	A320	2499	Not Acceptable	No
07/16/2014 19:11	FDX	FDX1386	B752	2112	Not Acceptable	No
07/16/2014 19:38	SWA	SWA240	B733	2309	Not Acceptable	No
07/16/2014 21:33	JBU	JBU168	A320	2644	Not Acceptable	No
07/17/2014 8:23	SWA	SWA198	B737	2244	Not Acceptable	No
07/17/2014 10:32	DAL	DAL1082	A319	2716	Not Acceptable	No
07/17/2014 15:49	SWA	SWA1005	B737	2460	Not Acceptable	No
07/17/2014 15:57	SWA	SWA4421	B737	2890	Not Acceptable	No
07/17/2014 18:49	DAL	DAL1374	A320	2532	Not Acceptable	No
07/17/2014 20:31	FDX	FDX1117	A306	2791	Not Acceptable	No
07/18/2014 7:36	SWA	SWA1499	B737	2896	Not Acceptable	No
07/18/2014 14:21	SWA	SWA1005	B737	2818	Not Acceptable	No
07/18/2014 18:38	NKS	NKS408	A320	2211	Not Acceptable	No
07/18/2014 19:58	SWA	SWA1226	B733	2276	Not Acceptable	No
07/20/2014 8:46		N529QS	GLF5	2572	Not Acceptable	No
07/20/2014 10:37	SWA	SWA1516	B737	2618	Not Acceptable	No
07/20/2014 11:19	SWA	SWA2058	B737	2746	Not Acceptable	No
07/20/2014 16:35		N88DD	F2TH	2673	Not Acceptable	No
07/20/2014 18:49	NKS	NKS408	A320	2677	Not Acceptable	No
07/20/2014 20:27	SWA	SWA1537	B737	2522	Not Acceptable	No
07/20/2014 21:48	SWA	SWA4635	B737	2411	Not Acceptable	No
07/20/2014 21:51	JBU	JBU168	A320	2516	Not Acceptable	No
07/21/2014 15:18		N360KE	C510	2627	Not Acceptable	No
07/21/2014 15:19	SWA	SWA3890	B737	2303	Not Acceptable	No
07/22/2014 8:28	SWA	SWA198	B737	2496	Not Acceptable	No
07/22/2014 9:47	SWA	SWA4417	B737	2536	Not Acceptable	No
07/22/2014 14:26	SWA	SWA1005	B737	2778	Not Acceptable	No
07/22/2014 15:53	SWA	SWA4421	B737	2746	Not Acceptable	No
07/22/2014 17:38	SWA	SWA4656	B737	2736	Not Acceptable	No
07/22/2014 18:36	DAL	DAL1374	A320	2618	Not Acceptable	No
07/22/2014 18:50	NKS	NKS408	A320	2526	Not Acceptable	No
07/23/2014 16:02	SWA	SWA4421	B737	2762	Not Acceptable	No
07/24/2014 12:40	RVJ	RVJ824	BE40	2627	Not Acceptable	No
07/24/2014 20:52	SWA	SWA2162	B737	2604	Not Acceptable	No
07/25/2014 8:33	SWA	SWA198	B737	2641	Not Acceptable	No
07/25/2014 10:11	SWA	SWA4417	B737	2857	Not Acceptable	No
07/25/2014 21:16	SWA	SWA4763	B737	2532	Not Acceptable	No
07/26/2014 7:24	SWQ	SWQ802	B734	2880	Not Acceptable	No
07/26/2014 14:30		N819AP	GALX	1925	Not Acceptable	No
07/26/2014 15:26	SWA	SWA3210	B737	2857	Not Acceptable	No
07/26/2014 18:43	SWA	SWA4443	B737	2887	Not Acceptable	No
07/26/2014 20:40	NAX	NAX7068	B788	2109	Not Acceptable	No
07/26/2014 21:14	NKS	NKS408	A320	2437	Not Acceptable	No
07/27/2014 18:37	DAL	DAL1374	A320	2385	Not Acceptable	No
07/27/2014 21:12		N438E	CL60	2732	Not Acceptable	No
07/28/2014 8:24	SWA	SWA198	B737	2148	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
07/28/2014 11:12	AAY	AAY135	A319	2650	Not Acceptable	No
07/28/2014 12:18	SWA	SWA4367	B737	2372	Not Acceptable	No
07/29/2014 19:31	FDX	FDX1605	DC10	2345	Not Acceptable	No
08/01/2014 18:30	DAL	DAL1374	A319	2851	Not Acceptable	No
08/01/2014 18:43	NKS	NKS408	A320	2568	Not Acceptable	No
08/02/2014 11:30	SWA	SWA3238	B737	2880	Not Acceptable	No
08/02/2014 13:23	DAL	DAL1082	A320	2270	Not Acceptable	No
08/02/2014 18:37	SWA	SWA2912	B738	2844	Not Acceptable	No
08/03/2014 10:51	SWA	SWA1364	B737	2280	Not Acceptable	No
08/03/2014 12:02	SWA	SWA3935	B737	2401	Not Acceptable	No
08/03/2014 15:54	SWA	SWA4421	B737	2798	Not Acceptable	No
08/03/2014 21:28		N618WF	GLEK	2893	Not Acceptable	No
08/04/2014 10:46	SWA	SWA1364	B737	2450	Not Acceptable	No
08/05/2014 7:31	SWA	SWA1499	B737	2883	Not Acceptable	No
08/05/2014 8:26	SWA	SWA198	B737	2601	Not Acceptable	No
08/05/2014 8:41	FDX	FDX3012	MD11	2798	Not Acceptable	No
08/05/2014 17:28	SWA	SWA4656	B737	2821	Not Acceptable	No
08/06/2014 12:14	SWA	SWA4367	B737	2093	Not Acceptable	No
08/08/2014 8:39	SWA	SWA1499	B737	2772	Not Acceptable	No
08/09/2014 11:34	SWA	SWA3238	B737	2395	Not Acceptable	No
08/09/2014 13:48	SWA	SWA2703	B737	2421	Not Acceptable	No
08/09/2014 15:15	EJM	EJM949	GLF5	2309	Not Acceptable	No
08/09/2014 15:27	SWA	SWA3210	B737	2834	Not Acceptable	No
08/09/2014 16:58	DAL	DAL1082	A320	2814	Not Acceptable	No
08/10/2014 15:17	SWA	SWA446	B733	2552	Not Acceptable	No
08/10/2014 21:45	UPS	UPS2943	B763	2847	Not Acceptable	No
08/10/2014 21:51	JBU	JBU168	A320	2411	Not Acceptable	No
08/11/2014 7:26	SWA	SWA1714	B737	2828	Not Acceptable	No
08/11/2014 16:49	SWA	SWA445	B737	2732	Not Acceptable	No
08/11/2014 20:33	FDX	FDX1117	A306	2696	Not Acceptable	No
08/12/2014 10:33	DAL	DAL1082	A319	2509	Not Acceptable	No
08/12/2014 10:34	SWA	SWA913	B733	2595	Not Acceptable	No
08/12/2014 12:27	SWA	SWA1105	B737	2582	Not Acceptable	No
08/12/2014 12:32	SWA	SWA994	B737	2877	Not Acceptable	No
08/12/2014 15:18	SWA	SWA4999	B737	2844	Not Acceptable	No
08/13/2014 8:15	FDX	FDX3022	A306	2614	Not Acceptable	No
08/13/2014 9:28	NKS	NKS872	A320	2539	Not Acceptable	No
08/14/2014 7:48	FDX	FDX3012	DC10	2578	Not Acceptable	No
08/14/2014 9:08	SWA	SWA3228	B733	2772	Not Acceptable	No
08/14/2014 10:36	SWA	SWA913	B733	2828	Not Acceptable	No
08/14/2014 11:47	SWA	SWA271	B737	2532	Not Acceptable	No
08/14/2014 12:10	DOW		F900	2736	Not Acceptable	No
08/14/2014 21:34	JBU	JBU168	A320	2365	Not Acceptable	No
08/15/2014 7:25	SWA	SWA1714	B737	2683	Not Acceptable	No
08/15/2014 13:16	SWA	SWA941	B737	2637	Not Acceptable	No
08/15/2014 13:25	SWA	SWA4988	B737	2457	Not Acceptable	No
08/15/2014 15:10	SWA	SWA4999	B737	2883	Not Acceptable	No
08/15/2014 18:05	SWA	SWA445	B737	2191	Not Acceptable	No
08/15/2014 18:42	NKS	NKS408	A320	2431	Not Acceptable	No
08/16/2014 9:07	SWA	SWA1431	B737	2729	Not Acceptable	No
08/17/2014 10:29	DAL	DAL1082	A319	2414	Not Acceptable	No
08/17/2014 10:35	SWA	SWA913	B733	2549	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
08/18/2014 10:24	SWA	SWA2419	B737	2847	Not Acceptable	No
08/18/2014 10:49	SWA	SWA913	B733	2670	Not Acceptable	No
08/18/2014 12:00	EDG	EDG48	GLF4	1932	Not Acceptable	No
08/18/2014 16:15		N1220W	C25A	2050	Not Acceptable	No
08/18/2014 21:51	JBU	JBU168	A320	2326	Not Acceptable	No
08/19/2014 16:40	RSP	RSP769	E50P	2847	Not Acceptable	No
08/19/2014 21:07	NKS	NKS408	A320	2877	Not Acceptable	No
08/20/2014 8:53		N528QS	GLF5	2716	Not Acceptable	No
08/20/2014 9:42	SWA	SWA1707	B738	2818	Not Acceptable	No
08/20/2014 12:29	SWA	SWA1105	B737	2427	Not Acceptable	No
08/20/2014 14:05	SWA	SWA941	B737	2582	Not Acceptable	No
08/21/2014 11:45		SWA271	B737	2575	Not Acceptable	No
08/21/2014 12:44	SWA	SWA1105	B737	2362	Not Acceptable	No
08/22/2014 11:40	SWA	SWA271	B737	2778	Not Acceptable	No
08/22/2014 13:19	SWA	SWA941	B737	2417	Not Acceptable	No
08/23/2014 9:36	NKS	NKS872	A320	2493	Not Acceptable	No
08/23/2014 10:08	SWA	SWA1887	B737	2709	Not Acceptable	No
08/23/2014 11:44	SWA	SWA4996	B737	2742	Not Acceptable	No
08/23/2014 12:01	SWA	SWA1767	B737	2165	Not Acceptable	No
08/23/2014 13:25	DAL	DAL1082	A320	2752	Not Acceptable	No
08/23/2014 14:44		SWA852	B737	2880	Not Acceptable	No
08/24/2014 9:58		NKS872	A320	2460	Not Acceptable	No
08/24/2014 10:16	SWA	SWA3063	B738	2424	Not Acceptable	No
08/24/2014 10:34	SWA	SWA913	B733	2506	Not Acceptable	No
08/24/2014 21:27	JBU	JBU168	A320	2312	Not Acceptable	No
08/25/2014 10:37	SWA	SWA913	B733	2506	Not Acceptable	No
08/25/2014 12:23	AAY	AAY135	A319	2614	Not Acceptable	No
08/25/2014 13:11	SWA	SWA941	B737	2375	Not Acceptable	No
08/25/2014 15:28	SWA	SWA4999	B737	2749	Not Acceptable	No
08/25/2014 19:32	FDX	FDX1605	DC10	2568	Not Acceptable	No
08/25/2014 21:23	JBU	JBU168	A320	2076	Not Acceptable	No
08/26/2014 13:22	SWA	SWA941	B738	2588	Not Acceptable	No
08/26/2014 21:24	JBU	JBU168	A320	2585	Not Acceptable	No
08/27/2014 8:19	FDX	FDX3022	A306	2542	Not Acceptable	No
08/27/2014 13:26	SWA	SWA4988	B737	2385	Not Acceptable	No
08/27/2014 19:21	FDX	FDX1605	DC10	2785	Not Acceptable	No
08/28/2014 9:26	SWA	SWA3228	B733	2673	Not Acceptable	No
08/28/2014 12:38		AAY1019	MD83	2703	Not Acceptable	No
08/28/2014 18:28	DAL	DAL1374	A319	2749	Not Acceptable	No
08/29/2014 9:38		NKS872	A320	2496	Not Acceptable	No
08/31/2014 9:25	NKS	NKS872	A320	2716	Not Acceptable	No
08/31/2014 18:27	TWY	TWY5	F2TH	2749	Not Acceptable	No
09/01/2014 11:34	DAL	DAL1082	A320	2513	Not Acceptable	No
09/01/2014 13:37	SWA	SWA4988	B737	2532	Not Acceptable	No
09/02/2014 7:21	SWA	SWA105	B733	2506	Not Acceptable	No
09/02/2014 11:36	SWA	SWA271	B737	2877	Not Acceptable	No
09/02/2014 15:32		N300FS	F2TH	2034	Not Acceptable	No
09/02/2014 21:47		JBU168	A320	2083	Not Acceptable	No
09/03/2014 12:23		N677MS	E50P	2831	Not Acceptable	No
09/04/2014 10:57	FLC	FLC57	LJ60	1912	FAA Flight Check	Yes
09/04/2014 10:57	FLC	FLC57	LJ60	1519	FAA Flight Check	Yes
09/04/2014 10:57	FLC	FLC57	LJ60	1469	FAA Flight Check	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
09/04/2014 10:57	FLC	FLC57	LJ60	1486	FAA Flight Check	Yes
09/04/2014 10:57	FLC	FLC57	LJ60	1423	FAA Flight Check	Yes
09/04/2014 14:22	SWA	SWA1066	B737	2303	Not Acceptable	No
09/04/2014 19:29	FDX	FDX1605	DC10	2142	Not Acceptable	No
09/04/2014 19:37	UPS	UPS9830	B752	2808	Not Acceptable	No
09/05/2014 15:16	SWA	SWA4999	B737	2893	Not Acceptable	No
09/06/2014 7:43	FDX	FDX435	MD11	2545	Not Acceptable	No
09/06/2014 10:15	SWA	SWA860	B737	2578	Not Acceptable	No
09/07/2014 12:39	SWA	SWA941	B737	2811	Not Acceptable	No
09/08/2014 16:52	SWA	SWA445	B733	2677	Not Acceptable	No
09/08/2014 17:04	DAL	DAL1374	A320	2818	Not Acceptable	No
09/09/2014 17:27	DAL	DAL1374	A320	2874	Not Acceptable	No
09/10/2014 8:10	FDX	FDX3012	DC10	2099	Not Acceptable	No
09/11/2014 7:11	SWA	SWA105	B733	2618	Not Acceptable	No
09/11/2014 20:27	FDX	FDX1117	A306	2824	Not Acceptable	No
09/12/2014 11:48	SWA	SWA271	B737	2493	Not Acceptable	No
09/12/2014 12:28	SWA	SWA994	B737	2680	Not Acceptable	No
09/14/2014 10:07	SWA	SWA3063	B738	2450	Not Acceptable	No
09/14/2014 14:17	NKS	NKS872	A320	2490	Not Acceptable	No
09/14/2014 14:34	SWA	SWA1066	B737	2709	Not Acceptable	No
09/15/2014 7:25	SWA	SWA105	B733	2253	Not Acceptable	No
09/15/2014 7:27	SWA	SWA1714	B737	2631	Not Acceptable	No
09/15/2014 12:25	SWA	SWA1105	B737	2703	Not Acceptable	No
09/15/2014 12:29	SWA	SWA994	B737	2752	Not Acceptable	No
09/15/2014 15:00	GDG	GDG626	F2TH	2828	Not Acceptable	No
09/15/2014 21:22	JBU	JBU168	A320	2664	Not Acceptable	No
09/16/2014 21:22	JBU	JBU168	A320	2319	Not Acceptable	No
09/17/2014 9:14		N970SF	F900	2578	Not Acceptable	No
09/17/2014 12:32	SWA	SWA1105	B737	2795	Not Acceptable	No
09/17/2014 12:35	SWA	SWA994	B737	2660	Not Acceptable	No
09/17/2014 12:40	SWA	SWA941	B737	2103	Not Acceptable	No
09/18/2014 7:25	SWA	SWA1714	B737	2677	Not Acceptable	No
09/18/2014 12:02	SWA	SWA4831	B733	2824	Not Acceptable	No
09/18/2014 12:05	SWA	SWA271	B737	2683	Not Acceptable	No
09/19/2014 11:54	SWA	SWA271	B737	2644	Not Acceptable	No
09/19/2014 14:33	UAL	UAL1839	B764	1948	Not Acceptable	No
09/20/2014 10:45	SWA	SWA3934	B737	2877	Not Acceptable	No
09/21/2014 12:39	SWA	SWA941	B737	2073	Not Acceptable	No
09/22/2014 7:22	SWA	SWA1714	B737	2890	Not Acceptable	No
09/23/2014 7:18	FDX	FDX878	DC10	2637	Not Acceptable	No
09/23/2014 15:06		N585VC	H25B	2004	Not Acceptable	No
09/24/2014 19:19	FDX	FDX1605	DC10	2706	Not Acceptable	No
09/25/2014 19:33	NKS	NKS408	A320	2896	Not Acceptable	No
09/26/2014 19:51	UPS	UPS945	B763	2778	Not Acceptable	No
09/27/2014 9:11	SWA	SWA1668	B733	2778	Not Acceptable	No
09/29/2014 9:37	SWA	SWA1707	B738	2608	Not Acceptable	No
09/29/2014 11:35	DAL	DAL1082	A320	2726	Not Acceptable	No
09/29/2014 12:46	SWA	SWA994	B737	2874	Not Acceptable	No
09/29/2014 16:51	SWA	SWA445	B733	2736	Not Acceptable	No
09/29/2014 20:39	NKS	NKS408	A320	2542	Not Acceptable	No
09/30/2014 7:23	SWA	SWA4019	B737	2860	Not Acceptable	No
09/30/2014 9:53	FDX	FDX3022	A306	2417	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
09/30/2014 17:04	SWA	SWA1066	B737	2696	Not Acceptable	No

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

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
07/01/2014 18:15	SWA186	B737	SWA	2647	Not Acceptable	No
07/03/2014 15:16	SWA1294	B737	SWA	2864	Not Acceptable	No
07/03/2014 20:07	SWA2080	B733	SWA	2496	Not Acceptable	No
07/03/2014 20:52	SWA1370	B733	SWA	2867	Not Acceptable	No
07/04/2014 19:48	SWA784	B737	SWA	2795	Not Acceptable	No
07/05/2014 9:37	SWA1921	B737	SWA	2824	Not Acceptable	No
07/05/2014 12:40	SWA3118	B733	SWA	2795	Not Acceptable	No
07/06/2014 10:23	SWA3999	B733	SWA	2874	Not Acceptable	No
07/07/2014 18:53	SWA2080	B733	SWA	2844	Not Acceptable	No
07/07/2014 21:00	SWA4756	B737	SWA	2818	Not Acceptable	No
07/07/2014 23:20	ASA356	B738	ASA	2627	Not Acceptable	No
07/09/2014 13:33	SWA1892	B733	SWA	2844	Not Acceptable	No
07/09/2014 16:23	SWA1294	B737	SWA	2896	Not Acceptable	No
07/09/2014 18:21	SWA186	B733	SWA	2670	Not Acceptable	No
07/10/2014 12:09	ASA346	B738	ASA	2890	Not Acceptable	No
07/10/2014 13:35	SWA207	B737	SWA	2821	Not Acceptable	No
07/10/2014 14:14	N110ED	GLF5		2860	Not Acceptable	No
07/10/2014 20:43	SWA1370	B733	SWA	2818	Not Acceptable	No
07/11/2014 13:20	SWA207	B737	SWA	2568	Not Acceptable	No
07/11/2014 15:18	SWA1294	B737	SWA	2726	Not Acceptable	No
07/13/2014 20:56	SWA1370	B733	SWA	2824	Not Acceptable	No
07/14/2014 20:49	SWA776	B737	SWA	2857	Not Acceptable	No
07/15/2014 18:08	ASA344	B737	ASA	2890	Not Acceptable	No
07/17/2014 13:18	SWA207	B737	SWA	2890	Not Acceptable	No
07/18/2014 15:49	SWA1892	B733	SWA	2867	Not Acceptable	No
07/19/2014 16:01	SWA2570	B737	SWA	2893	Not Acceptable	No
07/19/2014 16:54	SWA4616	B737	SWA	2765	Not Acceptable	No
07/20/2014 13:20	SWA207	B737	SWA	2828	Not Acceptable	No
07/21/2014 22:52	SWA1204	B733	SWA	2746	Not Acceptable	No
07/22/2014 1:57	SWA8507	B733	SWA	2808	Not Acceptable	No
07/23/2014 13:29	SWA1892	B737	SWA	2752	Not Acceptable	No
07/23/2014 15:16	SWA1294	B737	SWA	2221	Not Acceptable	No
07/23/2014 17:39	DAL1374	A320	DAL	2857	Not Acceptable	No
07/23/2014 21:25	FDX1818	B752	FDX	2896	Not Acceptable	No
07/23/2014 21:48	SWA1561	B737	SWA	2181	Not Acceptable	No
07/24/2014 1:28	SWA1204	B733	SWA	2860	Not Acceptable	No
07/24/2014 17:27	SWA502	B737	SWA	2621	Not Acceptable	No
07/24/2014 21:24	FDX1818	B752	FDX	2755	Not Acceptable	No
07/25/2014 0:27	SWA1561	B737	SWA	2788	Not Acceptable	No
07/25/2014 13:19	SWA1892	B733	SWA	2818	Not Acceptable	No
07/25/2014 15:45	SWA1294	B737	SWA	2772	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
07/25/2014 23:07	SWA1204	B733	SWA	2716	Not Acceptable	No
07/26/2014 9:32	SWA3008	B737	SWA	2880	Not Acceptable	No
07/27/2014 18:57	AAY200	MD83	AAY	2880	Not Acceptable	No
07/28/2014 0:02	SWA1204	B733	SWA	2253	Not Acceptable	No
07/28/2014 12:57	N604EM	CL60		2887	Not Acceptable	No
07/28/2014 15:30	SWA1294	B737	SWA	2896	Not Acceptable	No
07/29/2014 0:15	SWA1204	B737	SWA	2595	Not Acceptable	No
07/29/2014 20:26	SWA2177	B737	SWA	2854	Not Acceptable	No
07/30/2014 0:00	ASA356	B738	ASA	2778	Not Acceptable	No
07/30/2014 15:36	N311AG	R721		2798	Not Acceptable	No
07/30/2014 15:46	AAY1018	MD83	AAY	2837	Not Acceptable	No
07/30/2014 18:21	ASA344	B734	ASA	2450	Not Acceptable	No
07/30/2014 20:31	SWA1370	B733	SWA	2723	Not Acceptable	No
07/30/2014 20:34	SWA776	B737	SWA	2496	Not Acceptable	No
07/30/2014 21:04	FDX28	B77L	FDX	2788	Not Acceptable	No
07/30/2014 21:46	SWA2177	B737	SWA	2709	Not Acceptable	No
07/31/2014 15:40	SWA1294	B733	SWA	2762	Not Acceptable	No
07/31/2014 23:30	ASA356	B739	ASA	2703	Not Acceptable	No
08/04/2014 13:20	SWA207	B737	SWA	2683	Not Acceptable	No
08/04/2014 19:10	SWA186	B733	SWA	2716	Not Acceptable	No
08/04/2014 20:54	SWA2080	B733	SWA	1430	Not Acceptable	No
08/05/2014 20:28	SWA2177	B737	SWA	2572	Not Acceptable	No
08/06/2014 9:19	DAL1082	A319	DAL	2818	Not Acceptable	No
08/06/2014 11:59	ASA346	B738	ASA	2749	Not Acceptable	No
08/06/2014 13:26	SWA207	B737	SWA	2775	Not Acceptable	No
08/06/2014 19:20	SWA2080	B733	SWA	2660	Not Acceptable	No
08/07/2014 11:54	ASA346	B738	ASA	2683	Not Acceptable	No
08/09/2014 0:32	AAY1015	MD88	AAY	2791	Not Acceptable	No
08/10/2014 22:29	JBU1475	A320	JBU	2860	Not Acceptable	No
08/11/2014 11:10	SWA557	B733	SWA	2404	Not Acceptable	No
08/11/2014 16:33	AAY1018	MD83	AAY	2627	Not Acceptable	No
08/11/2014 19:18	SWA3495	B733	SWA	2828	Not Acceptable	No
08/12/2014 9:48	SWA591	B737	SWA	2470	Not Acceptable	No
08/12/2014 9:53	SWA949	B737	SWA	2860	Not Acceptable	No
08/12/2014 13:33	SWA3400	B737	SWA	2831	Not Acceptable	No
08/12/2014 14:02	AAY1022	MD83	AAY	2614	Not Acceptable	No
08/12/2014 16:44	SWA2967	B737	SWA	2801	Not Acceptable	No
08/13/2014 11:06	SWA557	B733	SWA	2332	Not Acceptable	No
08/13/2014 13:26	SWA3400	B737	SWA	2575	Not Acceptable	No
08/13/2014 15:16	SWA433	B733	SWA	2240	Not Acceptable	No
08/13/2014 17:53	ASA344	B739	ASA	2890	Not Acceptable	No
08/13/2014 20:05	SWA767	B733	SWA	2329	Not Acceptable	No
08/13/2014 20:10	SWA473	B737	SWA	2066	Not Acceptable	No
08/13/2014 21:39	SWA204	B737	SWA	2299	Not Acceptable	No
08/14/2014 14:21	SWA433	B737	SWA	2831	Not Acceptable	No
08/15/2014 11:48	SWA1797	B737	SWA	2706	Not Acceptable	No
08/15/2014 14:22	SWA3400	B737	SWA	2532	Not Acceptable	No
08/15/2014 21:20	FDX1818	B752	FDX	2746	Not Acceptable	No
08/15/2014 22:01	SWA204	B737	SWA	2893	Not Acceptable	No
08/16/2014 12:37	SWA1756	B733	SWA	2837	Not Acceptable	No
08/16/2014 13:38	SWA1999	B737	SWA	2828	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
08/16/2014 16:32	SWA4487	B733	SWA	2808	Not Acceptable	No
08/17/2014 18:51	AAY200	MD83	AAY	2703	Not Acceptable	No
08/19/2014 18:05	DAL1374	A320	DAL	2654	Not Acceptable	No
08/21/2014 14:34	SWA433	B737	SWA	2759	Not Acceptable	No
08/22/2014 11:02	SWA557	B733		2765	Not Acceptable	No
08/22/2014 13:24	SWA3400	B737	SWA	2785	Not Acceptable	No
08/22/2014 15:23	SWA2615	B737	SWA	2345	Not Acceptable	No
08/22/2014 16:38	SWA2967	B737	SWA	2805	Not Acceptable	No
08/22/2014 16:42	AAY1015	MD83	AAY	2824	Not Acceptable	No
08/23/2014 12:48	SWA1756	B737	SWA	2818	Not Acceptable	No
08/23/2014 13:27	SWA1999	B737	SWA	2522	Not Acceptable	No
08/23/2014 16:03	SWA2593	B737		2808	Not Acceptable	No
08/23/2014 18:11	ASA344	B739	ASA	2805	Not Acceptable	No
08/24/2014 13:25	SWA3400	B737	SWA	2565	Not Acceptable	No
08/24/2014 16:33	SWA2967	B737	SWA	2883	Not Acceptable	No
08/24/2014 17:45	ASA344	B739	ASA	2732	Not Acceptable	No
08/25/2014 15:02	SWA2615	B737		2171	Not Acceptable	No
08/25/2014 19:05	SWA3495	B737		2795	Not Acceptable	No
08/25/2014 19:27	NKS209	A320		2522	Not Acceptable	No
08/25/2014 19:45	SWA473	B737	SWA	2890	Not Acceptable	No
08/25/2014 22:50	ASA350	B738	ASA	2624	Not Acceptable	No
08/26/2014 11:03	SWA557	B737		2778	Not Acceptable	No
08/26/2014 19:47	SWA672	B737	SWA	2562	Not Acceptable	No
08/27/2014 14:05	SWA433	B737		2490	Not Acceptable	No
08/27/2014 16:30	SWA2967	B737	SWA	2844	Not Acceptable	No
08/27/2014 20:29	SWA2864	B737	SWA	2801	Not Acceptable	No
08/28/2014 20:47	DAL8872	A332	DAL	2746	Not Acceptable	No
08/29/2014 13:12	SWA3400	B737	SWA	2896	Not Acceptable	No
08/29/2014 21:28	FDX86	DC10	FDX	2857	Not Acceptable	No
08/30/2014 19:30	SWA856	B733	SWA	2739	Not Acceptable	No
08/31/2014 19:39	SWA4616	B737	SWA	2818	Not Acceptable	No
08/31/2014 21:06	SWA2403	B733		2824	Not Acceptable	No
09/01/2014 11:46	SWA1797	B737	SWA	2844	Not Acceptable	No
09/01/2014 14:20	SWA2087	B733	SWA	2893	Not Acceptable	No
09/01/2014 20:15	SWA473	B733	SWA	2854	Not Acceptable	No
09/02/2014 13:17	SWA3400	B737	SWA	2532	Not Acceptable	No
09/02/2014 14:21	SWA433	B733	SWA	2729	Not Acceptable	No
09/03/2014 17:33	SWA2151	B738	SWA	2864	Not Acceptable	No
09/05/2014 14:01	SWA433	B733	SWA	2034	Not Acceptable	No
09/05/2014 17:49	ASA344	B739	ASA	2709	Not Acceptable	No
09/05/2014 20:06	SWA672	B737	SWA	2716	Not Acceptable	No
09/05/2014 20:24	SWA767	B737	SWA	2614	Not Acceptable	No
09/05/2014 22:47	FDX1802	DC10	FDX	2847	Not Acceptable	No
09/06/2014 16:18	SWA2593	B737	SWA	2864	Not Acceptable	No
09/06/2014 22:54	ASA350	B738	ASA	2729	Not Acceptable	No
09/07/2014 11:06	SWA868	B737	SWA	2890	Not Acceptable	No
09/07/2014 18:39	AAY1020	MD83	AAY	2877	Not Acceptable	No
09/08/2014 21:05	SWA767	B737	SWA	2851	Not Acceptable	No
09/09/2014 10:59	SWA557	B733	SWA	2896	Not Acceptable	No
09/09/2014 20:05	SWA2864	B737	SWA	2749	Not Acceptable	No
09/09/2014 20:11	SWA767	B737	SWA	2562	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
09/09/2014 20:24	SWA473	B733	SWA	2854	Not Acceptable	No
09/10/2014 20:06	SWA672	B737	SWA	2805	Not Acceptable	No
09/10/2014 21:32	SWA204	B737	SWA	2762	Not Acceptable	No
09/11/2014 13:11	SWA3400	B737	SWA	2867	Not Acceptable	No
09/11/2014 13:55	SWA433	B733	SWA	2896	Not Acceptable	No
09/11/2014 16:01	AAY1018	MD83	AAY	2877	Not Acceptable	No
09/11/2014 16:22	SWA2967	B737	SWA	2618	Not Acceptable	No
09/11/2014 18:44	SWA3495	B733	SWA	2709	Not Acceptable	No
09/12/2014 9:45	SWA1187	B733	SWA	2821	Not Acceptable	No
09/12/2014 11:24	SWA557	B733	SWA	2749	Not Acceptable	No
09/12/2014 13:33	SWA3400	B737	SWA	2893	Not Acceptable	No
09/13/2014 13:40	SWA1999	B737	SWA	2542	Not Acceptable	No
09/14/2014 9:32	SWA591	B737	SWA	2309	Not Acceptable	No
09/14/2014 9:42	SWA949	B737	SWA	2352	Not Acceptable	No
09/14/2014 14:10	SWA433	B733	SWA	2755	Not Acceptable	No
09/14/2014 18:53	SWA4625	B737	SWA	2808	Not Acceptable	No
09/14/2014 21:33	SWA204	B733	SWA	2801	Not Acceptable	No
09/14/2014 22:52	ASA350	B738	ASA	2644	Not Acceptable	No
09/15/2014 20:20	SWA767	B733	SWA	2824	Not Acceptable	No
09/15/2014 20:31	SWA473	B737	SWA	2611	Not Acceptable	No
09/15/2014 21:43	SWA204	B737	SWA	2880	Not Acceptable	No
09/15/2014 22:32	FDX1807	MD11	FDX	2788	Not Acceptable	No
09/16/2014 11:51	SWA1797	B733	SWA	2529	Not Acceptable	No
09/16/2014 13:15	SWA3400	B737	SWA	2778	Not Acceptable	No
09/17/2014 12:16	ASA346	B738	ASA	2493	Not Acceptable	No
09/17/2014 15:29	SWA2615	B737	SWA	2874	Not Acceptable	No
09/17/2014 20:14	SWA767	B733	SWA	2335	Not Acceptable	No
09/18/2014 9:53	SWA591	B737	SWA	2752	Not Acceptable	No
09/18/2014 18:34	SWA3495	B733	SWA	2874	Not Acceptable	No
09/18/2014 18:54	ASA344	B737	ASA	2467	Not Acceptable	No
09/18/2014 22:35	FDX1802	DC10	FDX	2893	Not Acceptable	No
09/19/2014 16:37	SWA2967	B737	SWA	2874	Not Acceptable	No
09/20/2014 15:44	SWA4487	B737	SWA	2880	Not Acceptable	No
09/20/2014 16:04	SWA2593	B737	SWA	2578	Not Acceptable	No
09/21/2014 16:52	SWA2967	B737	SWA	1295	Navigation System	Yes
09/21/2014 19:42	FDX507	DC10	FDX	1220	Navigation System	Yes
09/21/2014 20:01	JBU167	A320	JBU	1190	Navigation System	Yes
09/21/2014 20:04	SWA2864	B737	SWA	997	Navigation System	Yes
09/21/2014 20:07	SWA767	B737	SWA	1167	Navigation System	Yes
09/21/2014 20:10	SWA473	B733	SWA	1161	Navigation System	Yes
09/21/2014 20:12	SWA672	B737	SWA	1105	Navigation System	Yes
09/21/2014 22:00	SWA204	B737	SWA	1204	Navigation System	Yes
09/21/2014 22:57	ASA350	B738	ASA	1187	Navigation System	Yes
09/22/2014 9:54	SWA1187	B733	SWA	1249	Navigation System	Yes
09/22/2014 9:59	SWA257	B733	SWA	1456	Navigation System	Yes
09/22/2014 12:02	ASA346	B738	ASA	2877	Not Acceptable	No
09/22/2014 16:03	SWA2615	B737	SWA	2542	Not Acceptable	No
09/22/2014 18:58	SWA3495	B733	SWA	2582	Not Acceptable	No
09/22/2014 23:22	AAY200	MD88	AAY	2486	Navigation System	Yes
09/23/2014 14:25	ACA7037	A319	ACA	2739	Not Acceptable	No
09/23/2014 15:19	SWA2615	B737	SWA	2627	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
09/23/2014 16:30	SWA2967	B733	SWA	2883	Not Acceptable	No
09/24/2014 11:15	SWA557	B733	SWA	2769	Not Acceptable	No
09/25/2014 16:05	AAY1018	MD83	AAY	2821	Not Acceptable	No
09/26/2014 13:11	SWA3400	B737	SWA	2713	Not Acceptable	No
09/27/2014 17:29	ASA344	B739	ASA	2883	Not Acceptable	No
09/28/2014 15:44	DAL1374	A319	DAL	2752	Not Acceptable	No
09/28/2014 17:48	ASA344	B738	ASA	2834	Not Acceptable	No
09/28/2014 21:34	FDX710	DC10	FDX	2719	Not Acceptable	No
09/30/2014 20:22	SWA767	B733	SWA	2312	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
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

The aircraft identified below was observed departing from Runway 28R/L or 33 and was flown over residential areas adjacent to the airport. This flight was not in compliance with the VFR departure noise abatement procedure at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at <http://whispertrack.com/airports/OAK>

Event date: 3/22/2014
Time of departure: 2252 hrs. local
Aircraft Type: C172
Aircraft Tail Number or Flight Number: N328TA

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

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North Field Quiet Hours Procedure
Sample Noncompliance Contact Letter



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



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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