



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

First Quarter 2015



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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I  OAK
Park Close. Fly on time.

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QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison First Quarter 2015				
	2014Q1		2015Q1	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	95%	5%	95%	5%
Total Airport-wide Corporate Jet Departures	2,526	132	2,736	154
Runway 10R/L Jet Landing Compliance	79%	21%	83%	17%
Total Southeast Plan Corporate Jet Landings	225	60	111	22
North Field VFR Departure Compliance	97%	3%	96%	4%
Total Runways 28R/L & 33 Departures	831	25	982	42
North Field Quiet Hours Compliance	84%	16%	67%	33%
Total North Field Quiet Hours Departures	163	32	123	61
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	13,087	3	14,914	6
Silent8 Night Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,283	34	2,830	39
Runway 12 Night Departure Compliance	71%	29%	47%	53%
Total Runway 12 Night Turbojet Departures	124	50	21	24
Runway 30 East Turn Departure Compliance	97%	3%	98%	2%
Total Runway 30 East Turn Departures	2,941	85	3,801	91
100 Degree Radial Turbojet Landing Compliance	86%	14%	87%	13%
Total 100 Degree Radial Turbojet Landings	1,027	166	1,786	263
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	7	0	11	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 First Quarter 2015				
	January	February	March	Quarterly
Airport-wide Corporate Jet Departures	1,059	889	942	2,890
Compliant Corporate Jet Departures	994	841	901	2,736
Non-compliant Corporate Jet Departures	65	48	41	154
Corporate Jet Departure Compliance Rate	94%	95%	96%	95%
Excused Jet Departures	106	12	29	147
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,564	4,886	5,542	15,992
Compliant Airport-wide Jet Departures	5,499	4,838	5,501	15,838
Non-compliant Airport-wide Jet Departures	65	48	41	154
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 First Quarter 2015				
	January	February	March	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	20	104	9	133
Compliant SE Plan Corporate Jet Landings	13	92	6	111
Non-compliant SE Plan Corporate Jet Landings	7	12	3	22
SE Plan Corporate Jet Landing Compliance Rate	65%	88%	67%	83%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	91	525	29	645
Airport-wide Compliant SE Plan Jet Landings	84	513	26	623
Airport-wide Non-compliant SE Plan Landings	7	12	3	22
Airport-wide Jet Landing SE Plan Compliance Rate	92%	98%	90%	97%
* 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 First Quarter 2015				
	January	February	March	Total
Total VFR Departures	367	221	436	1,024
Total VFR Departures Over Alameda	94	68	81	243
Compliant Departures	350	213	419	982
Non-compliant Departures	17	8	17	42
Compliance Rate	95%	96%	96%	96%

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NORTH FIELD QUIET HOURS PROCEDURES

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

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

- Runways 10R and 28R are the preferred departure runways.
- No left turns from Runways 10R/L.
- No straight out departures from Runway 10L.
- All aircraft over 75,000 pounds are directed to use Runways 12/30.
- Use only full-length departures from the chosen North Field Runway.
- VFR and SALAD ONE IFR departures from Runway 28R
 - The VFR departure shall include a right crosswind or additional downwind segment avoiding Bay Farm Island and the main island of Alameda.
 - The SALAD ONE Instrument Departure Procedure is designed for aircraft to climb out on departure to a right turn heading to the east, which will normally prevent aircraft flying over residential areas of Alameda and Bay farm Island.
- For VFR and IFR Runway 10R/L departures, pilots are requested to use the 180 degree departure heading when able for E/SE-bound departures or continue to fly right turns over the airport for N/NE-bound departures.
- Runway 28L is the preferred landing runway.

North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) First Quarter 2015				
	January	February	March	Quarterly
Total Night Departures (10:00 p.m. to 6:00 a.m.)	59	54	71	184
Compliant Night Departures	39	36	48	123
Average Compliant Departures per Night	1.3	1.2	1.5	1.4
Non-Compliant Night Departures	20	18	23	61
Average Non-Compliant Departures per Night	0.6	0.6	0.7	0.7
Night Departure Compliance Rate	66%	67%	68%	67%

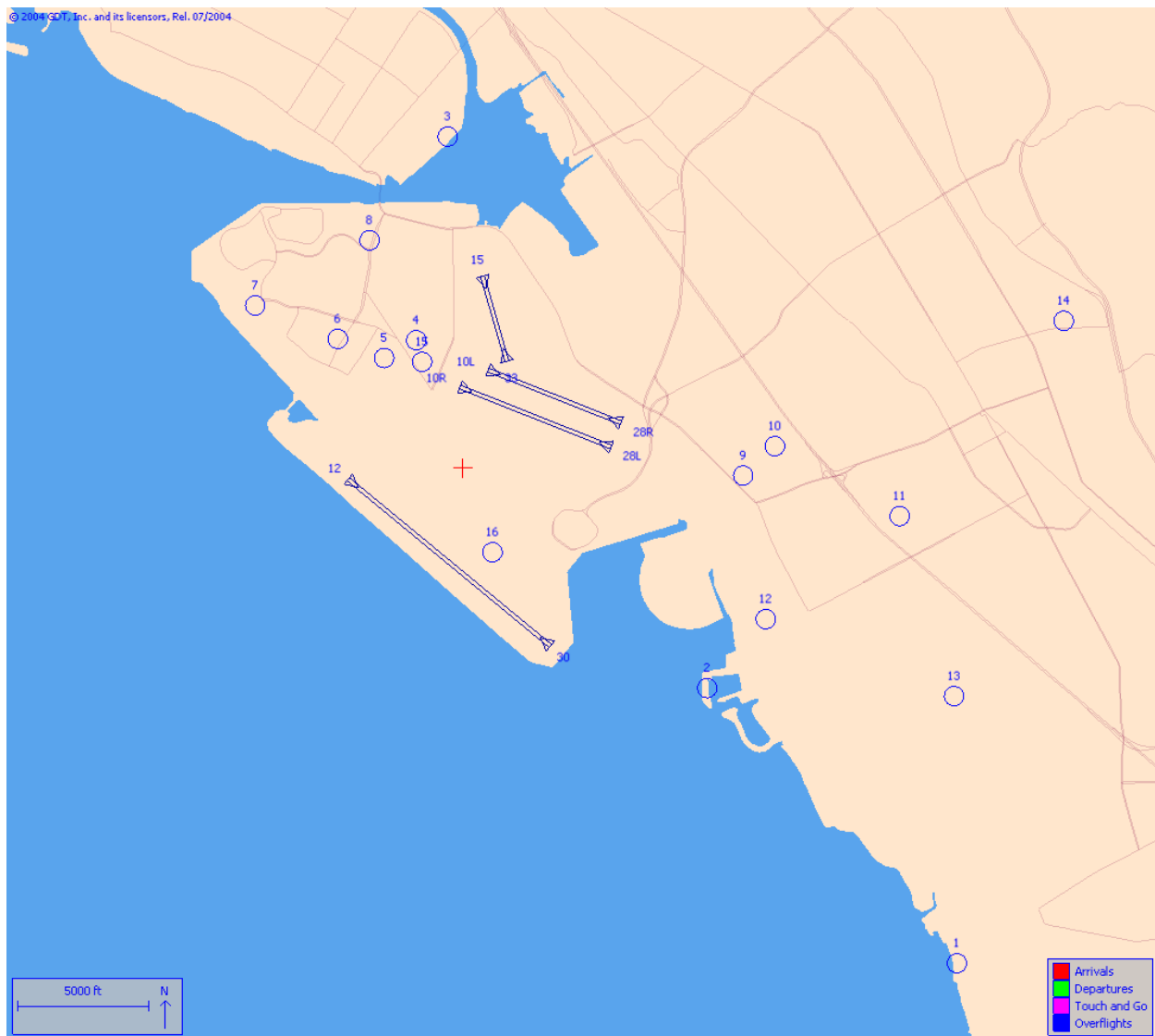
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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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 = 184

First Quarter 2015 (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	5	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	6
2	12	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	14
3	43	8	0.1	1.4%	1	0.0	0.2%	0	0.0	0.0%	52
4	49	41	0.5	7.2%	20	0.2	3.5%	11	0.1	1.9%	121
5	49	9	0.1	1.6%	7	0.1	1.2%	5	0.1	0.9%	70
6	19	6	0.1	1.1%	7	0.1	1.2%	5	0.1	0.9%	37
7	9	7	0.1	1.2%	6	0.1	1.1%	0	0.0	0.0%	22
8	40	22	0.2	3.9%	3	0.0	0.5%	0	0.0	0.0%	65
9	3	8	0.1	1.4%	11	0.1	1.9%	7	0.1	1.2%	29
10	27	23	0.3	4.1%	6	0.1	1.1%	1	0.0	0.2%	57
11	11	4	0.0	0.7%	2	0.0	0.4%	0	0.0	0.0%	17
12	8	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	11
13	6	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	8
14	8	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	9
All NMTs	289	136	2	0	64	1	0	29	0	0	518

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

First Quarter 2015 (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	43	8	0.1	3.3%	1	0.0	0.4%	0	0.0	0.0%	52
4	49	41	0.5	17.2%	20	0.2	8.4%	11	0.1	4.6%	121
5	49	9	0.1	3.8%	7	0.1	2.9%	5	0.1	2.1%	70
6	19	6	0.1	2.5%	7	0.1	2.9%	5	0.1	2.1%	37
7	9	7	0.1	2.9%	6	0.1	2.5%	0	0.0	0.0%	22
8	40	22	0.2	9.2%	3	0.0	1.3%	0	0.0	0.0%	65
Total	209	93	1.0		44	0.5		21	0.2		367

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

First Quarter 2015 (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	12	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	14
9	3	8	0.1	2.4%	11	0.1	3.4%	7	0.1	2.1%	29
10	27	23	0.3	7.0%	6	0.1	1.8%	1	0.0	0.3%	57
11	11	4	0.0	1.2%	2	0.0	0.6%	0	0.0	0.0%	17
12	8	2	0.0	0.6%	1	0.0	0.3%	0	0.0	0.0%	11
13	6	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	8
14	8	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	9
Total	75	42	0.5		20	0.2		8	0.1		145

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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 First Quarter 2015				
	January	February	March	Quarter
Runway 30 Turbojet Departures	5,251	4,232	5,437	14,920
Compliant Departures	5,246	4,231	5,437	14,914
Non-compliant Departures	5	1	0	6
Percentage of Non-compliance	0.1%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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SILENT EIGHT DEPARTURE PROCEDURE

The Silent Eight departure is a FAA instrument departure procedure at Oakland International Airport established to reduce noise on residential communities at nighttime. The Silent Eight departure procedure is described as a turbojet aircraft take-off from Runway 30 that turns left on a heading of 270 degrees to intercept and proceed via the SFO R-342 (the San Francisco International Airport radial heading of 342 degrees). This departure procedure is assigned between 10:00 p.m. and 7:00 a.m. for Runway 30 turbojet aircraft departures.

Silent 8 Night Departure NAP Compliance Summary 10:00 pm - 7:00 am First Quarter 2015				
	January	February	March	Quarter
Runway 30 Nighttime Turbojet Departures	1,013	806	1,050	2,869
Buffer Time Departures	5	7	5	17
Compliant Departures	999	795	1,036	2,830
Non-compliant Departures	14	11	14	39
Compliance Rate	99%	99%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) First Quarter 2015, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
First Quarter 2015 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	123	41	71	68	77	20
MD11	176	59	117	69	78	20
A306	137	46	70	66	75	16
B757	174	58	80	66	76	18
B777	0	-	-	-	-	-
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-46	39	-1	-1	-2
MD11		27	104	-1	-1	-4
A306		-21	49	-1	-2	-9
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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Summary of Calendar Quarter of Previous Year

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

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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) First Quarter 2015				
	January	February	March	Quarter
Jet Departures	2	42	1	45
Non-Compliant Departures	2	21	1	24
Compliant Departures	0	21	0	21
Compliance Rate	0%	50%	0%	47%
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 First Quarter 2015				
	January	February	March	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	1	1
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	5	3	2	10
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	5	3	3	11
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 First Quarter 2015				
	January	February	March	Quarter
Total Runway 30 East Turn Turbojet Departures	1,392	1,106	1,394	3,892
Non-compliant Turbojet Departures	26	21	44	91
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,366	1,085	1,350	3,801
Compliance Rate	98%	98%	97%	98%
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 First Quarter 2015				
	January	February	March	Quarter
Turbojets on Downwind RWY 30 Approach	693	573	783	2,049
Non-compliant Turbojets	103	79	81	263
Total Turbojet Aircraft Above 3K Feet ASL*	590	494	702	1,786
Compliance Rate	85%	86%	90%	87%
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
January 2015**

Community	Callers	Complaints
Alameda(BFI)	18	67
Alameda(Central)	7	20
Berkeley	2	2
Castro Valley	0	0
Fremont	1	1
Hayward	1	6
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	15	57
Piedmont	0	0
San Francisco	0	0
San Leandro	3	55
San Lorenzo	0	0
Other Communities	5	204
Total	52	412
Complaints by Time of Day		
Day (0700 - 1900)		287
Evening (1900 - 2200)		52
Night (2200 - 0700)		73
Complaints by Type of Operation		
Arrivals		52
Departures		270
Over-flights		33
Touch & Go		4
Not Linked to an Operation		53
Complaints by Type of Aircraft		
Helicopter		49
Jet		242
Military		0
Not Reported		52
Other		1
Propeller		68

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**Oakland International Airport
Noise Complaint Summary
February 2015**

Community	Callers	Complaints
Alameda(BFI)	16	47
Alameda(Central)	4	18
Berkeley	1	1
Castro Valley	0	0
Fremont	0	0
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	3	6
Piedmont	0	0
San Francisco	0	0
San Leandro	2	76
San Lorenzo	0	0
Other Communities	2	17
Total	28	165
Complaints by Time of Day		
Day (0700 - 1900)		136
Evening (1900 - 2200)		14
Night (2200 - 0700)		15
Complaints by Type of Operation		
Arrivals		30
Departures		69
Over-flights		65
Touch & Go		0
Not Linked to an Operation		1
Complaints by Type of Aircraft		
Helicopter		68
Jet		84
Military		0
Not Reported		1
Other		0
Propeller		12

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**Oakland International Airport
Noise Complaint Summary
March 2015**

Community	Callers	Complaints
Alameda(BFI)	32	127
Alameda(Central)	2	5
Berkeley	0	0
Castro Valley	0	0
Fremont	1	4
Hayward	1	1
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	5	11
Piedmont	0	0
San Francisco	0	0
San Leandro	2	59
San Lorenzo	0	0
Other Communities	5	142
Total	48	349
Complaints by Time of Day		
Day (0700 - 1900)		193
Evening (1900 - 2200)		37
Night (2200 - 0700)		119
Complaints by Type of Operation		
Arrivals		25
Departures		261
Over-flights		58
Touch & Go		4
Not Linked to an Operation		1
Complaints by Type of Aircraft		
Helicopter		67
Jet		220
Military		0
Not Reported		1
Other		11
Propeller		50

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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.) First Quarter 2015					
	January	February	March	Total	Percentage
Runway 28L	0	0	1	1	1%
Runway 28R	51	31	54	136	74%
Runway 33	2	3	10	15	8%
Alameda Overflights	53	34	65	152	83%
Runway 10L	6	19	6	31	17%
Runway 10R	0	1	0	1	1%
Runway 15	0	0	0	0	0%
San Leandro Overflights	6	20	6	32	17%
Total Departures	59	54	71	184	100%

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

North Field VFR/IFR Departures by Runway First Quarter 2015				
	January	February	March	Total
VFR Departures				
Runway 28L	0	0	2	2
Runway 28R	257	148	255	660
Runway 33	114	74	184	372
VFR Departures	371	222	441	1,034
IFR Departures				
Runway 28L	1	1	1	3
Runway 28R	835	629	820	2,284
Runway 33	114	89	246	449
IFR Departures	950	719	1,067	2,736
Total Departures	1,321	941	1,508	3,770

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway First Quarter 2015											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	100	282	-	-	-	33	-	-	2,327	-	2,360	2,360
	Helicopters	-	-	-	4	2	1	-	-	20	209	236	236
	Commercial Jets	475	11,082	11,557	3	1	-	-	-	30	-	34	11,591
	Military	-	-	-	-	-	-	-	-	1	-	1	1
	Propeller	-	11	11	73	69	18	-	26	1,476	-	1,662	1,673
	Regional Jets	36	764	800	-	-	1	-	-	117	-	118	918
	Turboprops	15	297	312	21	15	63	-	6	1,209	-	1,314	1,626
	Unknown	1	53	54	30	35	1	-	18	282	-	366	420
Sub-totals		627	12,489	12,734	131	122	117	-	50	5,462	209	6,091	18,825
Departures	Corporate Jets	18	2,443	2,461	-	9	159	1	2	258	-	429	2,890
	Helicopters	-	-	-	-	6	1	1	-	22	282	312	312
	Commercial Jets	550	11,536	12,086	-	1	1	-	-	21	-	23	12,109
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	7	6	13	23	511	104	13	-	1,269	-	1,920	1,933
	Regional Jets	33	941	974	-	-	6	-	-	13	-	19	993
	Turboprops	14	277	291	-	110	85	-	-	1,180	-	1,375	1,666
	Unknown	5	76	-	9	184	37	3	3	181	-	417	417
Sub-totals		627	15,279	15,825	32	821	393	18	5	2,944	282	4,495	20,320
Touch & Go Sub-totals		-	1	1	5	64	2	-	2	222	-	295	296
Grand Total		1,254	27,769	28,560	168	1,007	512	18	57	8,628	491	10,881	39,441

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS First Quarter 2015											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	475	11,082	11,557	3	1	-	-	-	30	-	34	11,591
	Regional Jets	36	764	800	-	-	1	-	-	117	-	118	918
Commercial Jet Sub-totals		511	11,846	12,357	3	1	1	-	-	147	-	152	12,509
	Corporate Jets	100	282	382	-	-	33	-	-	2,327	-	2,360	2,742
All Jet Arrivals Sub-totals		611	12,128	12,739	3	1	34	-	-	2,474	-	2,512	15,251
Departures	Commercial Jets	550	11,536	12,086	-	1	1	-	-	21	-	23	12,109
	Regional Jets	33	941	974	-	-	6	-	-	13	-	19	993
Commercial Jet Sub-totals		583	12,477	13,060	-	1	7	-	-	34	-	42	13,102
	Corporate Jets	18	2,443	2,461	-	9	159	1	2	258	-	429	2,890
All Jet Departures Sub-totals		601	14,920	15,521	-	10	166	1	2	292	-	471	15,992
Grand Total		1,212	27,048	28,260	3	11	200	1	2	2,766	-	2,983	31,243

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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
1/2/2015 16:33	N100AK	N100AK	ASTR	1776	28R	B	Runway/Taxiway Maintenance	Yes
1/2/2015 17:47	N102PA	N102PA	E50P	3311	28R	B	Pilot Requested	No
1/4/2015 13:44	N728MM	N728MM	GLF4	2061	28R	B	System Error	Yes
1/4/2015 15:11	EJA576	N576QS	C56X	3312	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 7:38	N295	N295	C25A	3662	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 8:01	KAI92		GLF4	4264	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 8:21	N615PG	N615PG	E135	3763	28R	R	Runway/Taxiway Maintenance	Yes
1/5/2015 8:25	BJS441	N441FX	LJ45	4277	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 8:29	N1JR	N1JR	GLF4	6324	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 8:40	EJA812	N812QS	C560	4201	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 9:15	N360AV	N360AV	G150	3205	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 9:49	KAI99		B737	1706	28R	J	Runway/Taxiway Maintenance	Yes
1/5/2015 9:53	EDG82	N882SG	GALX	6355	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 10:43	N213F	N213F	C25B	4516	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 11:20	N400KP	N400KP	BE40	3324	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 12:07	TMC485	N485CT	BE40	4207	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 12:55	N365CJ	N365CJ	GLEX	3226	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 13:05	EJA162	N162QS	GLEX	4335	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 13:07	XAUMS		C510	3247	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 14:52	N819AP	N819AP	GALX	3204	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 14:55			F900	3353	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 14:59	N888YC	N888YC	G150	1737	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 15:43	N435MS	N435MS	LJ35	3671	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 15:47	N434CF	N434CF	C25A	4543	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 16:03	N615PG	N615PG	E135	3722	28R	R	Runway/Taxiway Maintenance	Yes
1/5/2015 16:24	N401HB	N401HB	GLF5	6325	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 17:18	OPT730	N730FL	C750	1762	28R	B	Runway/Taxiway Maintenance	Yes
1/5/2015 17:37	N876UC	N876UC	C25A	3311	28R	B	Runway/Taxiway Maintenance	Yes
1/6/2015 7:38	OPT415	N415FL	BE40	3667	28R	B	Runway/Taxiway Maintenance	Yes
1/6/2015 7:48	BJS548	N548FX	CL30	3637	28R	B	Runway/Taxiway Maintenance	Yes
1/6/2015 7:50	N615PG	N615PG	E135	4515	28R	R	Runway/Taxiway Maintenance	Yes
1/6/2015 8:08	N445MD	N445MD	GLF4	3633	28R	B	Runway/Taxiway Maintenance	Yes
1/6/2015 8:46	EJA920	N920QS	C750	3342	28R	B	Runway/Taxiway Maintenance	Yes
1/6/2015 9:10	N400ES	N400ES	CL60	3314	28R	B	Runway/Taxiway Maintenance	Yes
1/6/2015 9:21	RSP270	N673DC	E50P	4576	28R	B	Runway/Taxiway	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
							Maintenance	
1/6/2015 10:09	N617JN	N617JN	GLEK	3706	28R	B	Runway/Taxiway Maintenance	Yes
1/6/2015 10:34	LN700SR	N700SR	LJ55	3317	28R	B	Lifeguard Medical	Yes
1/6/2015 11:18	LN561SR	N511WV	C560	3262	28R	B	Lifeguard Medical	Yes
1/6/2015 12:00	EJA955		C750	3325	28R	B	Not Acceptable	No
1/6/2015 12:06	XOJ750		C750	4521	28R	B	Not Acceptable	No
1/6/2015 12:23	N525NG	N525NG	C25A	3373	28R	B	Not Acceptable	No
1/6/2015 15:09	RSP638	N586JP	E50P	1736	28R	B	Runway/Taxiway Maintenance	Yes
1/6/2015 15:40	EJA727	N727QS	GALX	1701	28R	B	Runway/Taxiway Maintenance	Yes
1/6/2015 16:37	EJA877	N877QS	H25B	3673	28R	B	Runway/Taxiway Maintenance	Yes
1/6/2015 16:52	N910JW	N910JW	F900	1757	28R	B	Runway/Taxiway Maintenance	Yes
1/6/2015 17:09	N615PG	N615PG	E135	3610	28R	R	Runway/Taxiway Maintenance	Yes
1/7/2015 7:41	N615PG	N615PG	E135	4562	28R	R	Runway/Taxiway Maintenance	Yes
1/7/2015 7:51	GDG801	N51VL	LJ55	3306	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 8:07	N137WS	N137WS	GLF4	6326	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 8:57	EJA996	N996QS	C750	3365	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 9:55	BJS517	N517FX	CL30	3207	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 11:22	N853CC	N853CC	H25B	4546	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 11:25	PXT525	N525CR	C25B	6324	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 11:44	EJM949		GLF5	6326	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 12:18	OPT318	N318FL	E55P	3246	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 13:40	N950JB	N950JB	F900	1714	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 13:45	EJA349		C680	4247	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 14:11	N651CV	N651CV	C650	3740	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 15:43	KFS55		LJ35	3215	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 16:06	GKSFR	GKSFR	CL30	3622	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 16:09	GDG88	N888GJ	H25C	1732	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 17:21	N615PG	N615PG	E135	1746	28R	R	Runway/Taxiway Maintenance	Yes
1/7/2015 17:23	N3444B	N3444B	C56X	3722	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 17:25	N300SL	N300SL	PRM1	3776	28R	B	Runway/Taxiway Maintenance	Yes
1/7/2015 17:34	LN135AJ	N135AJ	LJ35	1736	28R	B	Lifeguard Medical	Yes
1/7/2015 20:49	N559HF	N559HF	C525	4213	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 7:29	N615PG	N615PG	E135	1744	28R	R	Runway/Taxiway Maintenance	Yes
1/8/2015 7:54	EJA224	N224QS	F2TH	4554	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 8:54	BJS517	N517FX	CL30	1773	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 9:11	RSP608	N225AS	E50P	3727	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 9:12	N112CW	N112CW	C56X	3342	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 9:34	N445MD	N445MD	GLF4	3206	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 9:46	N377SC	N377SC	F2TH	3246	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 10:25	KAI99		B737	6344	28R	J	Runway/Taxiway Maintenance	Yes
1/8/2015 10:28	N440QS	N440QS	GLF4	3303	28R	B	Runway/Taxiway	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
							Maintenance	
1/8/2015 11:01	XOJ757	N757XJ	C750	3732	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 11:20	N150HM	N150HM	G150	3211	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 11:51	FTH31		LJ31	3675	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 11:56	N2486B	N2486B	EA50	5701	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 12:08	TWY4		GLF5	1765	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 12:38	N416BD	N416BD	GLEX	3660	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 13:00	TWY42		GLF3	3224	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 13:05	N100FJ	N100FJ	FA10	3665	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 13:41	N973MW	N973MW	GLF4	1706	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 13:43	N145EA	N145EA	EA50	3627	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 13:58	LXJ541	N541FX	CL30	3213	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 14:09	N962SS	N962SS	GLF4	3764	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 14:29	N780SP	N780SP	F900	6363	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 14:32	OPT925	N925FL	E135	3756	28R	R	Runway/Taxiway Maintenance	Yes
1/8/2015 14:50	KAI73	N904BW	H25B	3732	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 15:11	N412AB	N412AB	C56X	1725	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 15:36	TWY2		GLF4	3270	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 15:42	N416BD	N416BD	GLEX	3726	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 15:53	N10MB	N10MB	LJ60	3372	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 16:19	XOJ545	N545XJ	CL30	6342	28R	B	Runway/Taxiway Maintenance	Yes
1/8/2015 16:56	N615PG	N615PG	E135	3235	28R	R	Runway/Taxiway Maintenance	Yes
1/9/2015 12:04	GDG88	N888GJ	H25C	3650	28R	B	Runway/Taxiway Maintenance	Yes
1/9/2015 12:24	N163BB	N163BB	EA50	3330	28R	B	Runway/Taxiway Maintenance	Yes
1/9/2015 14:23	GDG88	N888GJ	H25C	3650	28R	B	System Error	Yes
1/11/2015 9:55	GDG88	N888GJ	H25C	6354	28R	B	Pilot Requested	No
1/11/2015 12:26	N206AH	N206AH	E50P	4501	28R	B	Pilot Requested	No
1/11/2015 14:12	N206AH	N206AH	E50P	4622	28R	B	System Error	Yes
1/11/2015 20:09	PXT44	N44CK	C525	4232	28R	B	Pilot Refusal	No
1/12/2015 5:22	N377SC	N377SC	F2TH	3351	28R	B	Pilot Requested	No
1/12/2015 7:57	N615PG	N615PG	E135	6324	28R	R	Pilot Requested	No
1/12/2015 12:47	LJY228	N228Y	CL30	4252	28R	B	Pilot Requested	No
1/12/2015 12:59	N160SB	N160SB	CL30	4510	28R	B	Pilot Requested	No
1/12/2015 13:03	N45GH	N45GH	LJ45	4260	28R	B	Pilot Requested	No
1/12/2015 13:21	N295	N295	C25A	1200	28R	B	Pilot Requested	No
1/12/2015 13:38	N365LP	N365LP	LJ45	4217	28R	B	Pilot Requested	No
1/12/2015 14:46	N206AH	N206AH	E50P	4526	28R	B	Pilot Requested	No
1/12/2015 19:39	LN47MF		LJ35	6353	28R	B	Lifeguard Medical	Yes
1/13/2015 13:15	N206AH	N206AH	E50P	4576	28R	B	Pilot Requested	No
1/14/2015 13:06	N206AH	N206AH	E50P	321	28R	B	Pilot Requested	No
1/15/2015 10:11	TWY4		GLF5	3730	28R	B	Pilot Requested	No
1/15/2015 13:05	N206AH	N206AH	E50P	4262	28R	B	Pilot Requested	No
1/15/2015 15:20	CGSTG	CGSTG	CL60	3607	28R	B	Pilot Requested	No
1/15/2015 16:01	N747LG	N747LG	EA50	3760	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/15/2015 16:48	N211PB	N211PB	GLEX	3327	28R	B	Pilot Requested	No
1/16/2015 8:46	N39FE	N39FE	CL30	3364	28R	B	Pilot Requested	No
1/16/2015 11:02	N206AH	N206AH	E50P	4532	28R	B	Pilot Requested	No
1/16/2015 12:57	N562LD	N562LD	C56X	4546	28R	B	Pilot Requested	No
1/16/2015 21:27	N168PX	N168PX	C680	3727	28R	B	Pilot Requested	No
1/17/2015 12:51	N54BS	N54BS	GLF5	4207	30	B	System Error	Yes
1/17/2015 12:58	N61VC	N61VC	BE40	4530	28R	B	Pilot Requested	No
1/17/2015 13:00	N206AH	N206AH	E50P	4233	28R	B	Pilot Requested	No
1/18/2015 8:04	LN99AG		C25B	4203	28R	B	Lifeguard Medical	Yes
1/18/2015 11:20	GDG803		LJ55	1752	28R	B	Pilot Requested	No
1/18/2015 11:42	PXT903		C510	3211	28R	B	Pilot Refusal	No
1/18/2015 12:18	N695TA	N695TA	C550	6361	28R	B	Pilot Requested	No
1/18/2015 13:03	RSP741	N585JS	E50P	4555	28R	B	Pilot Requested	No
1/18/2015 14:40	N110PR	N110PR	PRM1	3313	28R	B	Pilot Requested	No
1/19/2015 5:42	TMC835	N835TM	H25B	4272	28R	B	Pilot Requested	No
1/19/2015 13:09	TWY3		F900	4562	30	B	System Error	Yes
1/19/2015 13:43	N434CF	N434CF	C25A	352	30	B	System Error	Yes
1/19/2015 15:58	N163BB	N163BB	EA50	3250	28R	B	Pilot Refusal	No
1/19/2015 18:17	N600VM	N600VM	C525	3223	28R	B	Pilot Requested	No
1/20/2015 9:13	TWY2		GLF4	6335	28R	B	Weather/Wind Conditions	No
1/20/2015 20:16	N559HF	N559HF	C525	4275	28R	B	Pilot Requested	No
1/21/2015 9:17	N610JC	N610JC	C550	6314	28R	B	Pilot Requested	No
1/21/2015 16:23	N99AG	N99AG	C25B	1761	28R	B	Pilot Requested	No
1/22/2015 12:52	N535PS	N535PS	LJ31	1723	28R	B	Pilot Requested	No
1/22/2015 15:09	N400RE	N400RE	C650	1200	28R	B	Pilot Requested	No
1/22/2015 16:28	N888ZZ	N888ZZ	H25B	3662	28R	B	Pilot Refusal	No
1/23/2015 14:25	N206AH	N206AH	E50P	3365	28R	B	Pilot Requested	No
1/24/2015 11:11	N211PB	N211PB	GLEX	3347	28R	B	Pilot Requested	No
1/24/2015 11:13	N5G	N5G	H25B	6362	28R	B	Pilot Requested	No
1/24/2015 11:23	N777AX	N777AX	C550	4550	28R	B	Lifeguard Medical	Yes
1/24/2015 19:54	PXT903		C510	3337	28R	B	Lifeguard Medical	Yes
1/25/2015 8:25	N547TW	N547TW	C525	1751	28R	B	Pilot Requested	No
1/25/2015 10:23	N18HJ	N18HJ	C550	3614	28R	B	Pilot Requested	No
1/26/2015 2:16	LN54DD		C560	3260	28R	B	Lifeguard Medical	Yes
1/26/2015 11:59	GDG626	N626NT	F2TH	4541	28R	B	System Error	Yes
1/26/2015 14:54	PAC903		C510	4214	28R	P	System Error	Yes
1/26/2015 16:03			BE40	4550	28R	B	Pilot Requested	No
1/26/2015 18:07	GDG803		LJ55	6341	28R	B	Pilot Requested	No
1/26/2015 22:35	LN777AX		C550	4247	28R	B	Lifeguard Medical	Yes
1/27/2015 14:56	N525GK	N525GK	C25B	1721	28R	B	Pilot Requested	No
1/27/2015 19:16	N960SF	N960SF	F900	326	30	B	System Error	Yes
1/27/2015 22:37	N888ZZ	N888ZZ	H25B	3317	28R	B	Pilot Refusal	No
1/28/2015 10:46	N108JA	N108JA	E50P	6374	28R	B	Pilot Requested	No
1/28/2015 11:53	TWY4	N138GL	GLF5	3704	28R	B	Pilot Requested	No
1/28/2015 12:03	N2486B	N2486B	EA50	6323	28R	B	Pilot Refusal	No
1/28/2015 13:31	GDG626	N626NT	F2TH	3705	28R	B	Pilot Requested	No
1/28/2015 15:32	N998TS	N998TS	C550	1707	28R	B	Pilot Requested	No
1/28/2015 20:41	N786AC	N786AC	C525	3242	28R	B	Pilot Refusal	No
1/28/2015 20:52	LN561SR	N511WV	C560	1772	28R	B	Lifeguard Medical	Yes
1/29/2015 11:00	N888ZZ	N888ZZ	H25B	3254	28R	B	Pilot Refusal	No
1/29/2015 11:10	N347BC	N347BC	C525	4623	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/29/2015 12:20	GDG801	N51VL	LJ55	4502	28R	B	Pilot Requested	No
1/29/2015 17:41	TWY604		CL60	3320	28R	B	Pilot Requested	No
1/29/2015 18:04	N888ZZ	N888ZZ	H25B	3623	28R	B	Pilot Refusal	No
1/30/2015 15:58	N300FS	N300FS	F2TH	3674	28R	B	Departure Timing	No
1/31/2015 6:37	N680PB	N680PB	C680	3364	28R	B	Pilot Requested	No
1/31/2015 22:23	PXT903		C510	3201	28R	B	Lifeguard Medical	Yes
2/2/2015 11:01	N416BD	N416BD	GLEX	1727	28R	B	Pilot Requested	No
2/2/2015 16:26	GDG88	N888GJ	H25C	3722	28R	B	Pilot Requested	No
2/3/2015 9:59	LN619TC		C525	3277	28R	B	Lifeguard Medical	Yes
2/3/2015 17:35	GDG626	N626NT	F2TH	4577	28R	B	Pilot Requested	No
2/4/2015 20:25	N723CC	N723CC	LJ55	3707	28R	B	Pilot Requested	No
2/7/2015 11:39	PXT44	N44CK	C525	3606	28R	B	Pilot Refusal	No
2/7/2015 21:48	DCM2112		C56X	3303	28R	B	Pilot Refusal	No
2/9/2015 10:49	N960SF	N960SF	F900	4274	30	B	System Error	Yes
2/9/2015 11:45	N610JC	N610JC	C550	3304	28R	B	Pilot Requested	No
2/9/2015 13:53	TMC406	N406TM	H25B	4575	28R	B	Pilot Requested	No
2/10/2015 12:39	WWI31		GLF4	3754	28R	B	Pilot Requested	No
2/10/2015 22:08	EJA215	N215QS	F2TH	4563	28R	B	Pilot Requested	No
2/11/2015 10:21	PXT903		C510	3303	28R	B	Pilot Refusal	No
2/11/2015 11:58	CNV4721		B737	3273	28R	J	Pilot Requested	No
2/11/2015 17:49	N75CC	N75CC	GLF4	4263	28R	B	Departure Timing	No
2/11/2015 20:49	N559HF	N559HF	C525	4217	28R	B	Pilot Requested	No
2/12/2015 9:47	N206AH	N206AH	E50P	1750	28R	B	Pilot Requested	No
2/12/2015 10:14	PXT44	N44CK	C525	3721	28R	B	Pilot Refusal	No
2/12/2015 10:44	GDG88		H25C	3736	28R	B	Pilot Requested	No
2/12/2015 12:37	N626CG	N626CG	H25B	3347	28R	B	Pilot Requested	No
2/12/2015 13:04	N401SY	N401SY	LJ60	4504	28R	B	Pilot Requested	No
2/12/2015 14:47	GDG803		LJ55	341	28R	B	Pilot Requested	No
2/13/2015 17:09	KAI57		CL30	4622	28R	B	System Error	Yes
2/14/2015 9:50	N311JA	N311JA	F900	1761	28R	B	Pilot Requested	No
2/14/2015 22:13	N595E	N595E	GLEX	3314	28R	B	Pilot Requested	No
2/15/2015 11:32	N206AH	N206AH	E50P	3756	28R	B	Pilot Requested	No
2/16/2015 12:37	N819AP	N819AP	GALX	7360	28R	B	System Error	Yes
2/17/2015 10:33	KAI65		C501	3377	28R	B	System Error	Yes
2/17/2015 11:42	PXT903		C510	6376	28R	B	Pilot Refusal	No
2/18/2015 0:33	GDG88	N888GJ	H25C	3201	28R	B	Pilot Requested	No
2/18/2015 11:08	LN325NW		LJ35	1720	28R	B	Lifeguard Medical	Yes
2/18/2015 11:18	N800WC	N800WC	BE40	1704	28R	B	Pilot Requested	No
2/18/2015 14:39	N800FZ	N800FZ	C510	4540	28R	B	Pilot Requested	No
2/18/2015 21:25	DCM6677	N600HT	E50P	6356	28R	B	Pilot Refusal	No
2/19/2015 9:05	GDG626	N626NT	F2TH	6335	28R	B	Pilot Requested	No
2/19/2015 15:10	EJA922P	N922QS	C750	4251	28R	B	ATC Did Not Advise	No
2/19/2015 16:29	FTH31		LJ31	3363	28R	B	Pilot Requested	No
2/19/2015 19:01	EJA290	N290QS	F2TH	3367	28R	B	Pilot Requested	No
2/19/2015 22:09	N225JD	N225JD	GALX	3312	28R	B	Runway Maintenance	Yes
2/20/2015 2:44	LN325NW		LJ35	4214	28R	B	Lifeguard Medical	Yes
2/21/2015 11:47	SIS517	N517CF	C750	3221	28R	B	Pilot Requested	No
2/21/2015 12:11	PXT903		C510	6305	28R	B	Pilot Refusal	No
2/21/2015 14:17	SIS517	N517CF	C750	4525	28R	B	Pilot Requested	No
2/21/2015 17:16	LN99AG		C25B	4267	28R	B	Lifeguard Medical	Yes
2/22/2015 8:24	N206AH	N206AH	E50P	1726	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
2/23/2015 3:01	VOI903		A320	3377	28R	J	RWY 30 Routine Closure	Yes
2/23/2015 4:44	KA192		GLF5	3265	28R	B	RWY 30 Routine Closure	Yes
2/23/2015 13:36	N712KC	N712KC	C750	4266	28R	B	Pilot Requested	No
2/23/2015 13:59	N401SY	N401SY	LJ60	4543	28R	B	Departure Timing	No
2/23/2015 14:36	N110PR	N110PR	PRM1	1702	28R	B	Pilot Requested	No
2/23/2015 18:24	PXT44	N44CK	C525	3640	28R	B	Pilot Refusal	No
2/24/2015 15:05	N99XG	N99XG	EA50	6344	28R	B	Pilot Requested	No
2/25/2015 13:41	N99AG	N99AG	C25B	4516	28R	B	System Error	Yes
2/25/2015 21:59	N226RS	N226RS	GLF4	3204	28R	B	Not Acceptable	No
2/26/2015 8:04	GDG626		F2TH	4204	28R	B	Pilot Requested	No
2/26/2015 20:37	N559HF	N559HF	C525	4550	28R	B	Pilot Requested	No
2/27/2015 13:32	N13SY	N13SY	H25B	1726	28R	B	Pilot Requested	No
2/27/2015 18:04	PXT903		C510	4244	28R	B	Pilot Refusal	No
2/28/2015 4:51	N102PA	N102PA	E50P	3233	28R	B	Pilot Requested	No
2/28/2015 10:08	N45WL	N45WL	F900	6004	28R	B	System Error	Yes
2/28/2015 16:20	PXT903		C510	6303	28R	B	Pilot Refusal	No
3/1/2015 9:52	PXT903		C510	3354	28R	B	Pilot Refusal	No
3/2/2015 11:44	EJA337	N337QS	E55P	3712	30	B	System Error	Yes
3/2/2015 13:05	EJA337	N337QS	E55P	6317	28R	B	Not Acceptable	No
3/4/2015 7:07	N615PG	N615PG	E135	1064	28R	R	System Error	Yes
3/4/2015 21:31	N559HF	N559HF	C525	4246	28R	B	Pilot Requested	No
3/5/2015 12:39	N416BD	N416BD	GLEX	3305	28R	B	Pilot Requested	No
3/5/2015 16:00	TWY109		GLEX	3327	28R	B	System Error	Yes
3/5/2015 16:57	DCM6677	N600HT	E50P	3732	28R	B	Pilot Refusal	No
3/6/2015 14:47	GDG801		LJ55	4523	28R	B	Audio Not Available	No
3/6/2015 15:26	N786AC	N786AC	C525	6351	28R	B	Pilot Refusal	No
3/6/2015 15:52	N196JH	N196JH	C25B	3612	28R	B	Audio Not Available	No
3/6/2015 21:33	N457DS	N457DS	GLF4	3226	28R	B	Pilot Requested	No
3/6/2015 22:43	N888ZZ	N888ZZ	H25B	3304	28R	B	Pilot Refusal	No
3/7/2015 13:59	LN49MN	N488FS	ASTR	4561	28R	B	Lifeguard Medical	Yes
3/8/2015 14:03	DCM6677	N600HT	E50P	4216	28R	B	Pilot Refusal	No
3/9/2015 1:48	N99AG	N99AG	C25B	4554	28R	B	RWY 30 Routine Closure	Yes
3/9/2015 13:55	GDG626	N626NT	F2TH	3733	28R	B	Pilot Requested	No
3/9/2015 14:30	GDG88	N888GJ	H25C	3642	28R	B	Pilot Requested	No
3/9/2015 17:15	DCM2095	N872MK	BE40	3373	28R	B	Pilot Refusal	No
3/9/2015 20:48	LN777AX		C550	4232	28R	B	Lifeguard Medical	Yes
3/10/2015 11:10	N211PB	N211PB	GLEX	1767	28R	B	Audio Not Available	No
3/10/2015 12:57	KFS69		LJ35	4503	28R	B	Lifeguard Medical	Yes
3/10/2015 14:18	FLC59	N59	LJ60	334	28R	B	FAA Flight Check	No
3/11/2015 9:30	N586FD	N586FD	C25A	1767	28R	B	Pilot Requested	No
3/12/2015 15:20	N300ES	N300ES	GLF4	3325	28R	B	Pilot Requested	No
3/13/2015 12:37	PXT903		C510	3714	28R	B	Pilot Refusal	No
3/14/2015 9:16			H25B	3612	28R	B	Pilot Requested	No
3/14/2015 11:20	N650KK	N650KK	C650	3317	28R	B	Pilot Requested	No
3/14/2015 12:30	N747RX	N747RX	C750	3605	28R	B	Pilot Requested	No
3/14/2015 22:14	N526PS	N526PS	H25B	3314	28R	B	Pilot Requested	No
3/15/2015 7:51			GLF4	4567	28R	B	Pilot Requested	No
3/16/2015 1:26	VOI903		A319	3374	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 5:38	SWA266	N670SW	B733	3362	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 5:54	SWA618	N684WN	B733	3326	28R	J	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
3/16/2015 5:59	SWA1894	N622SW	B733	3342	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 6:04	SWA1182	N624SW	B733	3233	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 6:09	NKS188	N639NK	A320	3277	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 6:17	SWA64	N489WN	B737	3203	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 6:18	SWA430	N626SW	B733	3314	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 6:19	SWA496	N275WN	B737	3356	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 6:20	JBU447	N627JB	A320	3301	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 6:22	SKW4450	N812SK	CRJ9	3246	28R	R	Runway/Taxiway Maintenance	Yes
3/16/2015 6:26	SWA3674	N295WN	B737	3266	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 6:29	DAL1408	N311US	A320	3341	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 6:30	SWA3924	N7731A	B737	3237	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 6:41	SWA4475	N7703A	B737	3365	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 6:43	SWA2784	N487WN	B737	3346	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 7:12	SWA823	N716SW	B737	3766	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 7:16	SWA4371	N965WN	B737	3656	28R	J	Runway/Taxiway Maintenance	Yes
3/16/2015 12:48	N250YB	N250YB	E50P	4505	30	B	System Error	Yes
3/20/2015 13:26	N1	N1	GLF4	357	28R	B	System Error	Yes
3/22/2015 10:00	PXT525	N525CR	C25B	4277	28R	B	Pilot Refusal	No
3/22/2015 11:29			H25B	3307	28R	B	Pilot Refusal	No
3/22/2015 20:26			GLF4	3220	28R	B	Pilot Requested	No
3/23/2015 17:39	N163BB	N163BB	EA50	3211	28R	B	Pilot Refusal	No
3/23/2015 17:52	N700NW	N700NW	H25B	4573	28R	B	System Error	Yes
3/24/2015 9:21	GDG626	N626NT	F2TH	4506	28R	B	Pilot Requested	No
3/24/2015 16:23	N211PB	N211PB	GLEX	1717	28R	B	Pilot Requested	No
3/24/2015 21:15	N559HP	N559HF	C525	4530	28R	B	Pilot Requested	No
3/26/2015 13:04	PXT903	N903JP	C510	4577	28R	B	Pilot Requested	No
3/26/2015 16:16	N499GB	N499GB	C680	344	28R	B	Pilot Requested	No
3/26/2015 16:39	N732KA	N732KA	B737	4556	30	J	System Error	Yes
3/26/2015 18:04	GDG626	N626NT	F2TH	1761	28R	B	Pilot Requested	No
3/27/2015 14:30	N950M		C750	6302	28R	B	Pilot Requested	No
3/27/2015 14:44	PXT44	N44CK	C525	6333	28R	B	Pilot Refusal	No
3/27/2015 14:47	PXT903	N903JP	C510	5371	28R	B	Pilot Refusal	No
3/27/2015 14:52	GDG803		LJ55	4262	28R	B	Pilot Requested	No
3/29/2015 16:52	N110PR	N110PR	PRM1	6313	28R	B	Pilot Requested	No
3/30/2015 12:12	N47MF	N47MF	LJ35	6314	28R	B	Lifeguard Medical	Yes
3/30/2015 14:06	N70AG	N70AG	GLF5	6315	30	B	System Error	Yes
3/30/2015 14:17	N900RX	N900RX	F900	1116	28R	B	System Error	Yes
3/30/2015 15:29	N359BC	N359BC	H25B	2460	28R	B	System Error	Yes
3/31/2015 8:51	N206AH	N206AH	E50P	3666	28R	B	Pilot Requested	No
3/31/2015 13:49	GDG495	N495RS	GLF4	4517	28R	B	Pilot Requested	No

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Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
1/1/2015 11:37	N117ML	N117ML	EVOT	2105	10L	B	ATC Request	Yes
1/22/2015 10:07			C25B	6652	10L	B	Pilot Requested	No
1/22/2015 10:31	N550MK	N550MK	C550	3613	10L	B	Pilot Requested	No
1/22/2015 10:42	N550AR	N550AR	C550	2615	10L	B	ATC Request	Yes
1/22/2015 10:45	N211PB	N211PB	GLEX	2035	10L	B	ATC Request	Yes
1/22/2015 10:48	BJS527	N527FX	CL30	4540	10L	B	ATC Request	Yes
1/22/2015 11:01	EJA643	N643QS	C56X	6046	10L	B	Pilot Requested	No
1/24/2015 14:28	N445QS	N445QS	GLF4	4244	10L	B	Not Acceptable	No
1/27/2015 7:19	N615PG	N615PG	E135	1020	10L	R	Pilot Requested	No
1/27/2015 8:54	N108JA	N108JA	E50P	1477	10L	B	Pilot Requested	No
1/27/2015 9:04	N107PT	N107PT	C25B	4573	10L	B	Pilot Requested	No
2/5/2015 7:55	DCM6384	N623DT	E50P	6735	10L	B	Pilot Requested	No
2/5/2015 8:21	N792CB	N792CB	C25A	650	10L	B	Pilot Requested	No
2/5/2015 9:32	N30CJ	N30CJ	C25B	1622	10L	B	Pilot Requested	No
2/5/2015 9:45	N100FJ	N100FJ	FA10	6670	10L	B	ATC Request	Yes
2/5/2015 10:35	N345SV	N345SV	LJ45	2472	10L	B	ATC Request	Yes
2/5/2015 10:52	N682CE	N682CE	C560	4272	10L	B	ATC Request	Yes
2/5/2015 11:28	N946PC	N946PC	C56X	4544	10L	B	ATC Request	Yes
2/5/2015 11:53	XOJ539	N539XJ	CL30	1323	10L	B	ATC Request	Yes
2/5/2015 12:22	N322VA	N969DW	C560	1337	10L	B	Pilot Requested	No
2/5/2015 15:12	N525PV	N525PV	C501	1576	10L	B	Pilot Requested	No
2/5/2015 16:53	XOJ757	N757XJ	C750	2673	10L	B	Pilot Requested	No
2/5/2015 18:50	PXT499	N499GB	C680	2512	10L	B	Pilot Requested	No
2/5/2015 22:04	EJA236	N236QS	F2TH	3555	10L	B	Pilot Requested	No
2/6/2015 8:02	EJA361	N361QS	C680	7326	10L	B	Not Acceptable	No
2/6/2015 9:58	N450TR	N450TR	C25A	2464	10L	B	Not Acceptable	No
2/6/2015 15:12	PXT903		C510	7222	10L	B	Not Acceptable	No
2/6/2015 21:15	N434CF	N434CF	C25A	4201	10L	B	Not Acceptable	No
2/8/2015 14:38	EJA837	N837QS	C560	1023	10L	B	ATC Request	Yes
2/8/2015 14:47	N434CF	N434CF	C25A	4263	10L	B	ATC Request	Yes
2/8/2015 17:00	GDG801	N51VL	LJ55	4177	10L	B	ATC Request	Yes
2/8/2015 17:58	EJA362	N362QS	C680	1556	10L	B	ATC Request	Yes
3/2/2015 10:28	EJA935	N935QS	C750	4217	10L	B	Pilot Requested	No
3/2/2015 16:42	N560GB	N560GB	C56X	4231	10L	B	Pilot Requested	No
3/2/2015 17:17	XOJ769	N769XJ	C750	6047	10L	B	Pilot Requested	No

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/1/2015 13:15	33	N6454M	N6454M	C152	1200	Good Effort	Yes
1/1/2015 14:55	28R	N73618	N73618	C172	1200	Not Acceptable	No
1/2/2015 14:24	PAD1	N10KX	N10KX	HELO	1200	Not Acceptable	No
1/2/2015 14:47	33	N8312H	N8312H	PA28	366	Air Traffic Conflict	Yes
1/2/2015 16:26	PAD1	N10KX	N10KX	HELO	1200	Air Traffic Conflict	Yes
1/2/2015 16:57	28R	N717BC	N717BC	EXPR	356	Air Traffic Conflict	Yes
1/3/2015 7:04	PAD1	N10KX	N10KX	HELO	1200	Not Acceptable	No
1/3/2015 13:57	PAD1	N10KX	N10KX	HELO	1200	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/3/2015 14:47	28R	N802U	N802U	C207	322	Not Acceptable	No
1/3/2015 16:14	PAD1	N10KX	N10KX	HELO	1200	Not Acceptable	No
1/3/2015 19:20	33				1200	Good Effort	Yes
1/4/2015 10:01	28R	URF99	N816SA	PC12	332	Not Acceptable	No
1/4/2015 10:48	28R	O69		PA28	1200	Not Acceptable	No
1/4/2015 14:18	28R	N899ME	N899ME	C206	356	Air Traffic Conflict	Yes
1/5/2015 11:59	PAD1	ARGUS2	N220PD	HELO	327	Air Traffic Conflict	Yes
1/5/2015 21:44	28R	N734WZ	N734WZ	C172	371	Not Acceptable	No
1/6/2015 12:14	28R	N739UL	N739UL	C172	325	Air Traffic Conflict	Yes
1/6/2015 16:33	33	N8312H	N8312H	P28A	367	Air Traffic Conflict	Yes
1/6/2015 20:33	PAD1	CHP30		HELO	1200	Good Effort	Yes
1/7/2015 10:27	PAD1	C6526		HELO	1200	Good Effort	Yes
1/7/2015 13:28	28R	N6085U	N6085U	P46T	362	Air Traffic Conflict	Yes
1/7/2015 13:33	PAD1	OMAHA04		HELO	377	Air Traffic Conflict	Yes
1/7/2015 16:33	28R	URF99	N806SA	PC12	1200	Not Acceptable	No
1/8/2015 15:40	28R	N43434	N98485	PA28	345	Air Traffic Conflict	Yes
1/8/2015 16:39	28R	N734WZ	N734WZ	C152	346	Air Traffic Conflict	Yes
1/9/2015 5:49	PAD1	ARGUS2	N220PD	HELO	317	Good Effort	Yes
1/9/2015 13:46	PAD1	ARG2		HELO	353	Air Traffic Conflict	Yes
1/9/2015 18:43	PAD1	C6531		H65	350	Good Effort	Yes
1/10/2015 11:09	28R	N300VH	N300VH	TL19	1200	Not Acceptable	No
1/11/2015 15:40	28R	N757JD	N757JD	C172	343	Good Effort	Yes
1/13/2015 15:14	28R	N6334M	N6334M	C172	356	Air Traffic Conflict	Yes
1/13/2015 20:45	28R	IDAHO26		SW4	367	Law Enforcement	Yes
1/13/2015 21:38	28R	IDAHO26		SW4	1200	Law Enforcement	Yes
1/14/2015 6:45	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
1/14/2015 14:03	33	N739UL	N739UL	C172	327	Good Effort	Yes
1/14/2015 15:25	28R	URF99	N816SA	PC12	313	Not Acceptable	No
1/14/2015 15:35	33	N735EC	N735EC	C182	1200	Good Effort	Yes
1/14/2015 15:50	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
1/15/2015 16:21	PAD1	ARG2	N220PD	HELO	326	Good Effort	Yes
1/15/2015 17:25	33	N757JD	N757JD	C172	1200	Not Acceptable	No
1/15/2015 17:52	28R	CAHP30			1200	Air Traffic Conflict	Yes
1/16/2015 9:48	PAD1	N7143Y	N7143Y	HELO	350	Air Traffic Conflict	Yes
1/17/2015 10:03	33	N413PT	N413PT	SR20	347	Not Acceptable	No
1/17/2015 10:58	28R	N67849	N67849	C172	360	Air Traffic Conflict	Yes
1/17/2015 13:59	33	N734WZ	N734WZ	C172	342	Air Traffic Conflict	Yes
1/17/2015 14:02	33	N2459P	N2459P	PA38	351	Air Traffic Conflict	Yes
1/17/2015 15:41	33	N26481	N26481	C172	363	Air Traffic Conflict	Yes
1/18/2015 17:05	28R	N734WZ	N734WZ	C172	364	Not Acceptable	No
1/18/2015 19:50	PAD1	ARGUS2		HELO	1200	Good Effort	Yes
1/18/2015 22:45	PAD1	ARGUS2	N220PD	HELO	350	Law Enforcement	Yes
1/19/2015 12:00	PAD1	ARGUS2		HELO	317	Air Traffic Conflict	Yes
1/19/2015 16:57	33	N51334	N51334	C172	337	Good Effort	Yes
1/19/2015 18:09	33	N67849	N67849	C152	374	Air Traffic Conflict	Yes
1/20/2015 16:36	28R	N34192	N34192	C177	323	Good Effort	Yes
1/21/2015 12:44	28R	N16894	N16894	C172	334	Good Effort	Yes
1/21/2015 13:39	PAD1	N115SF	N115SF	HELO	322	Good Effort	Yes
1/21/2015 14:03	PAD1	CMD8	N838CS	HELO	350	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
1/21/2015 16:17	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
1/22/2015 12:11	28R	N328TA	N328TA	C172	332	Air Traffic Conflict	Yes
1/22/2015 13:49	28R	N757JD	N757JD	C172	325	Good Effort	Yes
1/22/2015 17:25	28R	N413PT	N413PT	SR22	327	Good Effort	Yes
1/22/2015 21:38	28R	N734WZ	N734WZ	C172	365	Good Effort	Yes
1/22/2015 21:47	PAD1	CAHP32		HELO	1200	Not Acceptable	No
1/23/2015 10:10	28R	N734WZ	N734WZ	C172	370	Good Effort	Yes
1/23/2015 12:49	28R	N105HP	N105HP	PA32	1200	Air Traffic Conflict	Yes
1/23/2015 13:16	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
1/23/2015 15:40	PAD1	N1	N1	HELO	327	Good Effort	Yes
1/24/2015 18:23	28R	N734WZ	N734WZ	C172	336	System Error	Yes
1/25/2015 14:24	33	N739UL	N739UL	C172	1200	Not Acceptable	No
1/25/2015 15:16	PAD1	N30GM	N1	HELO	330	Good Effort	Yes
1/25/2015 15:41	28R	N58628	N58628	C182	321	Air Traffic Conflict	Yes
1/25/2015 15:50	33	N3084C	N3084C	BE33	362	Air Traffic Conflict	Yes
1/25/2015 17:36	28R	N6076C	N6076C	C162	330	Air Traffic Conflict	Yes
1/26/2015 18:21	28R	N757JD	N757JD	C152	360	Good Effort	Yes
1/27/2015 17:19	28R	N6014Q	N6014Q	BE76	367	Good Effort	Yes
1/28/2015 1:58	28R	N6014Q	N6014Q	BE76	314	Good Effort	Yes
1/28/2015 18:24	28R	N40RX	N40RX	B407	1200	Air Traffic Conflict	Yes
1/28/2015 19:14	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
1/29/2015 7:52	28R	N900TC	N900TC	C340	1200	Air Traffic Conflict	Yes
1/29/2015 11:38	PAD1	ARG2	N220PD	HELO	340	Good Effort	Yes
1/29/2015 12:49	PAD1	N30GM	N30GM	HELO	1200	Good Effort	Yes
1/29/2015 13:11	28R	N120C	N120C	C172	1200	Good Effort	Yes
1/29/2015 16:39	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
1/29/2015 18:32	PAD1	N115SF	N115SF	HELO	1200	Good Effort	Yes
1/30/2015 12:26	28R	N253FD	N253FD	P28A	331	Not Acceptable	No
1/30/2015 12:43	PAD1	N115FS	N115FS	HELO	1200	Good Effort	Yes
1/30/2015 18:07	28R	N210MT	N210MT	C210	1200	Air Traffic Conflict	Yes
1/31/2015 9:10	33	N51334	N51334	C172	343	Good Effort	Yes
1/31/2015 12:25	28R	N413PT	N413PT	SR22	1200	Air Traffic Conflict	Yes
1/31/2015 13:28	33	N9284M	N9284M	P28A	354	Good Effort	Yes
1/31/2015 14:44	33	N9284M	N9284M	PA28	352	Air Traffic Conflict	Yes
1/31/2015 15:03	PAD1	N923SM	N923SM	HELO	1200	Good Effort	Yes
1/31/2015 18:31	28R	N221MM	N221MM	BE30	313	Air Traffic Conflict	Yes
1/31/2015 19:49	28R	N20230	N20230	C152	331	Good Effort	Yes
2/1/2015 1:58	PAD1	REH1	N31RX	HELO	1200	Lifeguard Medical	Yes
2/1/2015 11:15	28R	N9284M	N9284M	PA28	317	Good Effort	Yes
2/1/2015 12:21	PAD1	CMD8		HELO	1200	Air Traffic Conflict	Yes
2/1/2015 12:51	PAD1	N30GM	N30GM	HELO	1200	Good Effort	Yes
2/1/2015 14:22	33	N43434	N43434	PA28	344	Air Traffic Conflict	Yes
2/2/2015 12:38	PAD1	ARGUS2		HELO	361	Good Effort	Yes
2/2/2015 14:49	28R	N9284M	N9284M	P28A	345	Good Effort	Yes
2/3/2015 10:27	PAD1	CMD52	N837CS	HELO	324	Not Acceptable	No
2/3/2015 13:00	PAD1	N30GM	N30GM	HELO	347	Good Effort	Yes
2/3/2015 14:32	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
2/3/2015 17:17	28R	N413PT	N413PT	SR22	334	Good Effort	Yes
2/3/2015 19:22	PAD1	CAHP32		HELO	1200	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
2/3/2015 23:59	28R	N3576J	N3576J	PA28	1200	Good Effort	Yes
2/4/2015 11:50	28R	N755BC	N755BC	C421	344	Good Effort	Yes
2/4/2015 16:08	PAD1	CHP32		HELO	1200	Air Traffic Conflict	Yes
2/4/2015 16:23	28R	N9284M	N9284M	P28A	340	Good Effort	Yes
2/7/2015 15:11	PAD1	CMD08	N838CS	HELO	1200	Lifeguard Medical	Yes
2/8/2015 7:02	PAD1	N922RJ	N922RJ	HELO	1200	Good Effort	Yes
2/9/2015 18:44	PAD1	C6526		HELO	337	System Error	Yes
2/11/2015 15:30	28R	N900TC	N900TC	C340	327	Good Effort	Yes
2/12/2015 9:07	28R	N67849	N67849	C172	326	Good Effort	Yes
2/12/2015 13:24	33	N739UL	N739UL	C172	357	Not Acceptable	No
2/12/2015 16:37	28R	N576RG	N576RG	PC12	331	Not Acceptable	No
2/14/2015 13:27	28R	N7938Q	N7938Q	C401	367	Air Traffic Conflict	Yes
2/14/2015 14:43	PAD1	N422SF	N422SF	HELO	372	Air Traffic Conflict	Yes
2/14/2015 16:13	33	N101SA	N101SA	PA34	356	Air Traffic Conflict	Yes
2/15/2015 14:23	28R	N501SC	N501SC	C172	322	Not Acceptable	No
2/15/2015 14:28	PAD1	N30GM	N30GM	HELO	334	Air Traffic Conflict	Yes
2/15/2015 15:28	28R	N9284M	N9284M	P28A	353	Air Traffic Conflict	Yes
2/15/2015 16:14	28R	N56114	N56114	PA28	325	Air Traffic Conflict	Yes
2/15/2015 16:38	33	N9284M	N9284M	PA28	332	Air Traffic Conflict	Yes
2/15/2015 18:10	28R	N717BC	N717BC	LEG2	326	Good Effort	Yes
2/16/2015 11:50	PAD1	SKY7	N7QY	HELO	322	Good Effort	Yes
2/16/2015 12:51	28R	N43434	N43434	P28A	325	Good Effort	Yes
2/16/2015 13:28	28R	N101SA	N101SA	PA34	315	Air Traffic Conflict	Yes
2/16/2015 17:28	33	N739UL	N739UL	C172	345	Air Traffic Conflict	Yes
2/18/2015 20:23	28R	CAP448	N948CP	C172	353	Good Effort	Yes
2/19/2015 17:35	28R	N3108S	N3108S	C182	326	Not Acceptable	No
2/20/2015 13:04	28R	N9284M	N9284M	PA28	363	Good Effort	Yes
2/20/2015 13:18	28R	C6531			334	Military Flight	Yes
2/20/2015 14:11	28R	N757JD	N757JD	C172	313	Air Traffic Conflict	Yes
2/20/2015 14:20	28R	N757JD	N757JD	C172	313	Air Traffic Conflict	Yes
2/20/2015 14:25	28R	N43434	N43434	PA28	376	Air Traffic Conflict	Yes
2/20/2015 15:27	PAD1	N30GM	N30GM	HELO	1200	Good Effort	Yes
2/20/2015 15:32	28R	N601WT	N601WT	AC90	320	Not Acceptable	No
2/21/2015 9:40	PAD1	N30GM	N1	HELO	347	Good Effort	Yes
2/21/2015 10:49	28R	N734WZ	N734WZ	C172	1200	Good Effort	Yes
2/21/2015 11:20	33	N739UL	N739UL	C172	355	Good Effort	Yes
2/22/2015 8:55	28R	N79338	N79338	M20P	324	Good Effort	Yes
2/22/2015 11:28	28R	N734WZ	N734WZ	C172	351	Air Traffic Conflict	Yes
2/22/2015 12:57	33	N739UL	N739UL	C172	330	System Error	Yes
2/22/2015 13:26	33	N9284M	N9284M	P28A	363	Air Traffic Conflict	Yes
2/22/2015 13:44	28R	N172WA	N172WA	C172	371	Good Effort	Yes
2/22/2015 13:52	33	N8851U	N8851U	C150	323	Good Effort	Yes
2/22/2015 13:56	33	N8312H	N8312H	PA28	332	Air Traffic Conflict	Yes
2/22/2015 14:48	33	N9284M	N9284M	PA28	341	Air Traffic Conflict	Yes
2/22/2015 16:49	28R	N01Y	N01Y	MO20	356	Air Traffic Conflict	Yes
2/22/2015 21:19	33				1200	Good Effort	Yes
2/24/2015 11:39	28R	N757JD	N757JD	C172	1200	Good Effort	Yes
2/24/2015 16:05	28R	N9284M	N9284M	P28A	354	Air Traffic Conflict	Yes
2/24/2015 18:52	28R	N757JD	N757JD	C172	343	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
2/25/2015 10:14	PAD1	CLSTR8	N837CS	HELO	1200	Air Traffic Conflict	Yes
2/25/2015 13:59	33	N739UL	N739UL	C172	346	Good Effort	Yes
2/25/2015 16:16	28R	N3108S	N3108S	C172	335	Air Traffic Conflict	Yes
2/25/2015 16:43	28R	N9284M	N9284M	P28R	313	Air Traffic Conflict	Yes
2/26/2015 14:25	28R	N4757S	N4757S	PA46	1200	Air Traffic Conflict	Yes
2/26/2015 14:37	28R	N9284M	N9284M	P28A	1200	Not Acceptable	No
2/28/2015 8:28	28R	N413PT	N413PT	SR22	327	Not Acceptable	No
3/1/2015 2:37	28R	N2382V	N2382V	PA24	1200	Good Effort	Yes
3/1/2015 10:25	28R	N401GK	N401GK	BE36	351	Air Traffic Conflict	Yes
3/1/2015 13:27	28R	N9284M	N9284M	PA28	1200	Good Effort	Yes
3/1/2015 15:51	33	N8312H	N8312H	PA28	1200	Air Traffic Conflict	Yes
3/1/2015 16:14	33	ELEV2	N9284M	BE90	333	Air Traffic Conflict	Yes
3/2/2015 11:34	28R	N413PT	N413PT	SR22	357	System Error	Yes
3/2/2015 21:24	PAD1	CAHP30		HELO	1200	Not Acceptable	No
3/3/2015 16:52	33	N6637Z	N6637Z	BE24	345	Not Acceptable	No
3/3/2015 17:02	PAD1	N442BN	N442BN	HELO	342	Air Traffic Conflict	Yes
3/4/2015 14:04	28R	N8312H	N8312H	PA28	1200	Air Traffic Conflict	Yes
3/4/2015 17:36	PAD1	SKY7		HELO	376	Air Traffic Conflict	Yes
3/4/2015 21:48	33	CHP30			1200	Law Enforcement	Yes
3/5/2015 6:27	PAD1	CAHP30		HELO	1200	Not Acceptable	No
3/5/2015 13:19	PAD1	N442BN	N442BN	HELO	1200	Good Effort	Yes
3/5/2015 16:11	33	PCM7721	N781FE	C208	321	Air Traffic Conflict	Yes
3/5/2015 16:30	28R	N9284M	N9284M	PA28	332	Not Acceptable	No
3/6/2015 11:45	PAD1	N666RL	N666RL	HELO	330	Not Acceptable	No
3/6/2015 12:22	PAD1	LCMD8		HELO	366	Air Traffic Conflict	Yes
3/6/2015 15:12	28R	N14NW	N14NW	C441	336	Air Traffic Conflict	Yes
3/7/2015 11:33	28R	N41NW	N41NW	C441	331	Air Traffic Conflict	Yes
3/7/2015 13:52	33	N9284M	N9284M	P28A	315	Good Effort	Yes
3/7/2015 14:22	28R	N64061	N64061	C172	322	Air Traffic Conflict	Yes
3/7/2015 16:14	33	N58628	N58628	C182	344	Air Traffic Conflict	Yes
3/8/2015 12:31	33	N739UL	N739UL	C172	316	Air Traffic Conflict	Yes
3/8/2015 13:54	28R	N41296	N41296	P28A	357	Air Traffic Conflict	Yes
3/8/2015 17:09	28R	N58628	N58628	C172	345	Good Effort	Yes
3/8/2015 20:47	28R	N5148V	N5148V	C172	1200	Good Effort	Yes
3/9/2015 12:42	28R	N757JD	N757JD	C172	332	Not Acceptable	No
3/9/2015 21:16	PAD1	C6527		HELO	365	Good Effort	Yes
3/10/2015 15:20	28R	N828VV	N828VV	PC12	366	Air Traffic Conflict	Yes
3/10/2015 19:17	PAD1	CMD08	N838CS	HELO	1200	Air Traffic Conflict	Yes
3/10/2015 20:34	28R	N646DW	N646DW	C172	321	Not Acceptable	No
3/10/2015 21:43	PAD1	CMD08	N838CS	HELO	1200	Lifeguard Medical	Yes
3/12/2015 11:57	28R	N2448M	N2448M	P28R	315	Air Traffic Conflict	Yes
3/12/2015 15:00	28R	N73506	N73506	C172	354	System Error	Yes
3/12/2015 17:06	28R	N5533S	N5533S	C182	377	Air Traffic Conflict	Yes
3/13/2015 9:27	28R	N9284M	N9284M	P28A	346	Air Traffic Conflict	Yes
3/13/2015 10:54	28R	N1507X	N1507X	C172	374	Air Traffic Conflict	Yes
3/13/2015 13:27	33	N58628	N58628	C182	344	Air Traffic Conflict	Yes
3/13/2015 18:11	28R	N58628	N58628	C172	350	Air Traffic Conflict	Yes
3/13/2015 19:50	28R	N734WZ	N734WZ	C172	363	Air Traffic Conflict	Yes
3/14/2015 11:22	33	N739UL	N739UL		347	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
3/14/2015 15:20	28R	N9284M	N9284M	P28A	367	Good Effort	Yes
3/15/2015 10:14	28R	N328TA			1200	Air Traffic Conflict	Yes
3/15/2015 11:52	33	N8312H	N8312H	P28A	316	Good Effort	Yes
3/16/2015 11:34	28R	N5453J	N168DK	C182	1200	Not Acceptable	No
3/16/2015 20:42	PAD1	N312RX	N312RX	HELO	363	Good Effort	Yes
3/16/2015 21:35	28R				1200	Not Acceptable	No
3/17/2015 14:02	33	N51YT			362	Air Traffic Conflict	Yes
3/17/2015 17:07	33	N5054B			1200	Air Traffic Conflict	Yes
3/19/2015 20:05	33	N6295D		C172	352	Good Effort	Yes
3/20/2015 8:05	33	N771FE	N771FE	C208	370	Good Effort	Yes
3/20/2015 16:53	33	N6605D	N6605D		354	Not Acceptable	No
3/20/2015 17:22	33	N7QY	N7QY	AS50	1200	Air Traffic Conflict	Yes
3/20/2015 20:25	PAD1	N834CS	N834CS	HELO	365	Good Effort	Yes
3/21/2015 10:29	28R	N73SF	N73SF	B407	1200	Not Acceptable	No
3/21/2015 12:11	28R				375	Good Effort	Yes
3/21/2015 12:33	33	N734WZ	N734WZ		323	Good Effort	Yes
3/21/2015 18:05	28R				1200	Air Traffic Conflict	Yes
3/21/2015 18:38	28R	N5053S	N5053S	P28R	373	Not Acceptable	No
3/21/2015 18:51	28R	N838CS	N838CS		315	Good Effort	Yes
3/21/2015 20:53	28R				1200	Not Acceptable	No
3/22/2015 9:07	33	N220PD	N220PD	369E	327	System Error	Yes
3/22/2015 16:31	28R	N14008	N14008		313	Not Acceptable	No
3/24/2015 19:14	PAD1	CMD08	N838CS	HELO	1200	Air Traffic Conflict	Yes
3/25/2015 13:38	28R	N644DB	N644DB		363	Not Acceptable	No
3/26/2015 9:27	28R	N454SR			1200	Air Traffic Conflict	Yes
3/26/2015 12:22	28R				324	Air Traffic Conflict	Yes
3/26/2015 18:30	PAD1	CMD8	N838CS	HELO	1200	Good Effort	Yes
3/27/2015 14:02	28R	N73SF	N73SF	B407	1200	Good Effort	Yes
3/27/2015 16:43	33	N73SF	N73SF	B407	1200	Good Effort	Yes
3/28/2015 13:54	28R	N9284M	N9284M		346	Air Traffic Conflict	Yes
3/28/2015 15:11	28R	N9284M	N9284M	P28A	364	Good Effort	Yes
3/28/2015 22:13	PAD1	CHP32		HELO	1200	Law Enforcement	Yes
3/29/2015 12:27	28R	N79338			341	Good Effort	Yes
3/29/2015 16:00	33				1200	Air Traffic Conflict	Yes
3/29/2015 16:50	28R	N9284M	N9284M	P28A	346	Air Traffic Conflict	Yes
3/30/2015 10:06	28R	N1047Y	N1047Y		371	Good Effort	Yes
3/30/2015 14:48	28R	N442BN	N442BN	R44	1200	Good Effort	Yes
3/30/2015 15:56	28R				1200	Not Acceptable	No
3/31/2015 14:47	28R	N43434	N43434	P28A	374	Not Acceptable	No

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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
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Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
1/1/2015 22:39	PXT525		C25B	4231	10L	Not Acceptable	No
1/3/2015 0:03	CMD70	N370CS	BE20	3330	28R	310 Heading	No
1/5/2015 1:24	N400KW	N400KW	BE20	3305	28R	Wide Salad	No
1/5/2015 1:32	CMD08	N838CS	HELO	4232	PAD1	Lifeguard Medical	Yes
1/5/2015 5:56	MRA687		C208	4525	28R	Time Buffer	Yes
1/6/2015 22:05	CMD8	N838CS	HELO	4226	PAD1	Time Buffer	Yes
1/7/2015 5:38	PXT903		C510	4215	10L	Good Effort	Yes
1/7/2015 5:51	PXT44	N44CK	C525	4237	10L	Time Buffer	Yes
1/7/2015 5:59	URF117	N806SA	PC12	3327	28R	Time Buffer	Yes
1/8/2015 5:55	URF117	N806SA	PC12	3325	28R	Time Buffer	Yes
1/9/2015 5:49	ARGUS2	N220PD	HELO	317	PAD1	Law Enforcement	Yes
1/9/2015 22:47	N191SP	N191SP	PC12	4535	28R	310 Heading	No
1/9/2015 23:04	N221FT	N221FT	B350	4204	28R	310 Heading	No
1/12/2015 0:55	NN12522	N12522	C206	3307	28R	310 Heading	No
1/12/2015 5:22	N377SC	N377SC	F2TH	3351	28R	RWY 30 Routine Closure	Yes
1/16/2015 0:57	ACA7081	CGBHN	A319	3334	10L	Good Effort	Yes
1/17/2015 2:46	N8246E	N8246E	P28R	3326	28R	Not Acceptable	No
1/18/2015 22:45	ARGUS2	N220PD	HELO	350	PAD1	Law Enforcement	Yes
1/19/2015 5:42	TMC835	N835TM	H25B	4272	28R	RWY 30 Routine Closure	Yes
1/20/2015 0:47	DLX805	N805C	BE20	4275	28R	310 Heading	No
1/20/2015 4:06	N661TC	N661TC	PAY2	3310	28R	Not Acceptable	No
1/21/2015 3:26	N33MS	N33MS	PAY2	3314	28R	310 Heading	No
1/21/2015 22:11	N997ME	N997ME	BE10	3322	28R	Wide Salad	No
1/22/2015 5:58	PCM8709	N782FE	C208	4551	28R	Time Buffer	Yes
1/22/2015 22:57	N700BQ	N700BQ	TBM7	4215	28R	Wide Salad	No
1/26/2015 2:16	LN54DD		C560	3260	28R	Lifeguard Medical	Yes
1/26/2015 22:21	N395RC	N395RC	B350	3256	28R	310 Heading	No
1/26/2015 22:35	LN777AX		C550	4247	28R	Lifeguard Medical	Yes
1/27/2015 5:29	N777AX	N777AX	C550	4560	10L	Good Effort	Yes
1/27/2015 22:37	N888ZZ	N888ZZ	H25B	3317	28R	Pilot Requested	No
1/27/2015 22:48	N28CA	N28CA	PAY2	3242	28R	310 Heading	No
1/28/2015 0:16	N248PH	N248PH	BE20	4532	28R	310 Heading	No
1/28/2015 1:58	N6014Q	N6014Q	BE76	314	28R	310 Heading	No
1/28/2015 5:54	PCM8709	N771FE	C208	4240	28R	310 Heading	No
1/31/2015 2:41	CMD08	N838CS	HELO	4501	PAD1	Law Enforcement	Yes
1/31/2015 22:23	PXT903		C510	3201	28R	Lifeguard Medical	Yes
1/31/2015 22:34	N20230	N20230	C172	4550	28R	Not Acceptable	No
1/31/2015 23:26	N221MM	N221MM		4224	28R	Wide Salad	No
2/1/2015 1:58	REH1	N31RX	HELO	1200	PAD1	Lifeguard Medical	Yes
2/2/2015 5:43	PXT903		C510	4560	10L	Runway 10L Departure	No
2/2/2015 22:33	N500MG	N500MG	PC12	3313	28R	Wide Salad	No
2/3/2015 23:59	N3576J	N3576J	PA28	1200	28R	Good Effort	Yes
2/5/2015 0:27	CMD8	N838CS	HELO	4530	PAD1	Good Effort	Yes
2/5/2015 22:14	URF99	N817SA	PC12	323	10L	Runway 10L Departure	No
2/6/2015 5:57	N969FE	N969FE	C208	4266	10L	Runway 10L Departure	No
2/8/2015 4:53	N248PH	N248PH	BE20	4261	28R	Good Effort	Yes
2/8/2015 22:47	N431GW	N431GW	PAY2	3346	10L	Runway 10L Departure	No
2/8/2015 22:50	N779MF	N779MF	PAY2	3362	10L	Runway 10L Departure	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
2/8/2015 23:01	CMD70	N840CR	BE20	3342	10L	Runway 10L Departure	No
2/10/2015 5:25	N716WA	N716WA	PAY2	3211	28R	310 Heading	No
2/10/2015 22:08	EJA215	N215QS	F2TH	4563	28R	Time Buffer	Yes
2/12/2015 23:08	EJM203		FA7X	3241	10L	Runway 10L Departure	No
2/13/2015 22:23	LN22WF		PAY2	4202	10L	Lifeguard Medical	Yes
2/14/2015 5:25	N401TM	N401TM	H25B	3326	10L	Not Acceptable	No
2/14/2015 22:13	N595E	N595E	GLEX	3314	28R	Not Acceptable	No
2/17/2015 0:25	CMD8	N838CS	EC35	4203	28R	310 Heading	No
2/18/2015 0:33	GDG88	N888GJ	H25C	3201	28R	Not Acceptable	No
2/18/2015 1:26	REH17	N316RX	EC35	4532	33	Lifeguard Medical	Yes
2/18/2015 2:43	N248PH	N248PH	BE20	4516	28R	310 Heading	No
2/18/2015 5:43	PXT903		C510	3241	10L	Runway Maintenance	Yes
2/19/2015 22:09	N225JD	N225JD	GALX	3312	28R	Time Buffer	Yes
2/20/2015 2:44	LN325NW		LJ35	4214	28R	Lifeguard Medical	Yes
2/20/2015 22:13	N915CD	N915CD	BE9L	4267	28R	310 Heading	No
2/20/2015 22:26	N734WZ	N734WZ	C172	345	28R	Good Effort	Yes
2/21/2015 5:04	N915CD	N915CD	BE9L	4572	28R	Wide Salad	No
2/22/2015 4:56	DPJ70	N70TH	C56X	3335	10L	Runway Maintenance	Yes
2/23/2015 3:01	VOI903		A320	3377	28R	RWY 30 Routine Closure	Yes
2/23/2015 4:44	KAI92		GLF5	3265	28R	RWY 30 Routine Closure	Yes
2/25/2015 5:33	EJA315	N315QS	C680	4545	10L	Good Effort	Yes
2/28/2015 4:51	N102PA	N102PA	E50P	3233	28R	Pilot Requested	No
2/28/2015 22:09	N661TC	N661TC	PAY2	3313	28R	310 Heading	No
3/1/2015 2:37	N2382V	N2382V	PA24	1200	28R	Good Effort	Yes
3/2/2015 1:41	MMY3		BE9L	3227	28R	Good Effort	Yes
3/2/2015 23:29	N22WF	N22WF	PAY2	4543	28R	Good Effort	Yes
3/3/2015 2:15	CMD8	N838CS	HELO	4535	PAD1	Lifeguard Medical	Yes
3/3/2015 2:48	N915CD	N915CD	BE9L	4502	28R	Wide Salad	No
3/4/2015 1:59	N158J	N158J	BE9L	4255	28R	310 Heading	No
3/6/2015 1:08	CMD4	N832CS	HELO	4571	PAD1	Lifeguard Medical	Yes
3/6/2015 3:46	CMD08	N838CS	HELO	4547	PAD1	Lifeguard Medical	Yes
3/6/2015 5:23	PXT903		C510	4220	10L	Good Effort	Yes
3/6/2015 22:43	N888ZZ	N888ZZ	H25B	3304	28R	Pilot Refusal	No
3/7/2015 5:02	CMD08	N103TX	HELO	1200	PAD1	Time Buffer	Yes
3/9/2015 1:04	N915CD	N915CD	BE9L	4556	28R	310 Heading	No
3/9/2015 1:48	N99AG	N99AG	C25B	4554	28R	RWY 30 Routine Closure	Yes
3/9/2015 5:14	KAI45		CL30	3311	10L	Not Acceptable	No
3/10/2015 1:46	N431GW	N431GW	PAY2	3224	33	310 Heading	No
3/11/2015 3:13	N661TC	N661TC	PAY2	3337	33	Not Acceptable	No
3/12/2015 3:34	N938FD	N938FD		1200	10L	Good Effort	Yes
3/13/2015 5:56	URF119	N816SA	PC12	3346	28R	Time Buffer	Yes
3/13/2015 5:58	PCM8709	N763FE	C208	4261	28R	Time Buffer	Yes
3/14/2015 22:10			PAY2	3372	28R	Time Buffer	Yes
3/14/2015 22:14	N526PS	N526PS	H25B	3314	28R	Not Acceptable	No
3/16/2015 1:26	VOI903		A319	3374	28R	Runway/Taxiway Maintenance	Yes
3/16/2015 5:29	RSP831	N225AS	E50P	3354	10L	Runway Maintenance	Yes
3/16/2015 5:38	SWA266	N670SW	B733	3362	28R	Runway/Taxiway Maintenance	Yes
3/16/2015 5:54	SWA618	N684WN	B733	3326	28R	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
3/16/2015 5:59	SWA1894	N622SW	B733	3342	28R	Runway/Taxiway Maintenance	Yes
3/16/2015 23:31	N524PC	N524PC	B350	3371	28R	Wide Salad	No
3/17/2015 5:49	N530CH	N530CH	BE9L	4216	28R	310 Heading	No
3/18/2015 5:56	URF119	N816SA	PC12	3276	33	Time Buffer	Yes
3/18/2015 22:20	N191SP	N191SP	PC12	4531	33	Not Acceptable	No
3/19/2015 22:42	DLX805	N805C	BE20	3306	33	310 Heading	No
3/21/2015 22:06	N716WA	N716WA	PAY2	3334	28R	310 Heading	No
3/21/2015 22:19	N2616X	N2616X	C414	4253	28R	310 Heading	No
3/21/2015 22:44	N282TC	N282TC	BE9L	3203	28R	310 Heading	No
3/23/2015 0:01	N53NG	N53NG	PC12	4225	28R	310 Heading	No
3/23/2015 1:23	N661TC		PAY2	3261	28R	310 Heading	No
3/23/2015 23:34	N15DB		C441	4511	28R	310 Heading	No
3/25/2015 3:45	N248PH	N248PH	BE20	4201	33	Good Effort	Yes
3/26/2015 1:57	N248PH	N248PH	BE20	4212	28R	Good Effort	Yes
3/26/2015 23:55	REH50	N911RX	BE20	4227	28R	Lifeguard Medical	Yes
3/28/2015 22:02	N431GW		PAY2	3253	28R	Time Buffer	Yes
3/28/2015 22:13	CHP32		HELO	1200	PAD1	Law Enforcement	Yes
3/29/2015 0:22	N2119T	N2119T		4242	28R	Not Acceptable	No
3/29/2015 3:24	N661TC	N661TC	PAY2	3277	28R	Not Acceptable	No
3/31/2015 3:54	N158J	N158J	BE9L	4224	28R	310 Heading	No
3/31/2015 22:27	N331CE	N231MW	C340	3334	28R	Not Acceptable	No
3/31/2015 23:41			PAY2	4504	28R	310 Heading	No

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Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/1/2015 3:29	3	76.5	80.5	11	N248PH	N248PH	BE20	28R
1/3/2015 0:03	8	74.2	80.9	11	CMD70	N370CS	BE20	28R
1/7/2015 5:39	9	80.5	87.4	16	PXT903		C510	10L
1/7/2015 5:39	10	71.2	80.4	22	PXT903		C510	10L
1/7/2015 5:50	10	65.7	82.9	78	PXT44	N44CK	C525	10L
1/7/2015 5:51	10	71.6	84.2	78	PXT44	N44CK	C525	10L
1/7/2015 5:51	9	78.1	86.4	19	PXT44	N44CK	C525	10L
1/9/2015 22:47	4	74.2	80.1	9	N191SP	N191SP	PC12	28R
1/9/2015 22:47	8	76.5	81	6	N191SP	N191SP	PC12	28R
1/12/2015 5:22	4	83.1	90.8	25	N377SC	N377SC	F2TH	28R
1/12/2015 5:22	6	80.1	89.5	26	N377SC	N377SC	F2TH	28R
1/12/2015 5:22	7	75.7	86	25	N377SC	N377SC	F2TH	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/16/2015 0:57	9	83	92	27	ACA7081	CGBHN	A319	10L
1/16/2015 0:57	10	78.1	86.8	28	ACA7081	CGBHN	A319	10L
1/16/2015 0:58	12	79.5	88.6	35	ACA7081	CGBHN	A319	10L
1/16/2015 0:58	2	72.7	84.8	35	ACA7081	CGBHN	A319	10L
1/17/2015 2:08	4	76.3	82.5	11	N47CA	N47CA	PAY2	28R
1/17/2015 2:46	4	78	85.6	20	N8246E	N8246E	P28R	28R
1/18/2015 23:09	4	76.2	81.1	10	N47CA	N47CA	PAY2	28R
1/19/2015 5:42	4	89.1	93.4	14	TMC835	N835TM	H25B	28R
1/19/2015 5:42	6	79.6	86.5	16	TMC835	N835TM	H25B	28R
1/19/2015 5:42	7	75.3	83.6	16	TMC835	N835TM	H25B	28R
1/20/2015 0:47	4	76.2	81.6	11	DLX805	N805C	BE20	28R
1/20/2015 4:06	4	80.9	84.5	13	N661TC	N661TC	PAY2	28R
1/20/2015 22:40	4	84.3	87.5	11	N779MF	N779MF	PAY2	28R
1/20/2015 22:40	8	74	80.4	6	N779MF	N779MF	PAY2	28R
1/21/2015 3:26	4	75.7	81.9	14	N33MS	N33MS	PAY2	28R
1/21/2015 3:27	8	77.1	84	9	N33MS	N33MS	PAY2	28R
1/21/2015 22:11	4	76.2	83.6	14	N997ME	N997ME	BE10	28R
1/21/2015 23:27	4	73.6	81.7	18	N6462Q	N6462Q	MO20	28R
1/22/2015 5:58	4	73.8	82.1	19	PCM8709	N782FE	C208	28R
1/22/2015 5:59	8	75.6	83.5	12	PCM8709	N782FE	C208	28R
1/22/2015 22:58	4	78.9	85	12	N700BQ	N700BQ	TBM7	28R
1/25/2015 23:10	3	78.4	84.6	16	N10TD	N10TD	C560	33
1/26/2015 2:16	4	79.8	88.9	28	LN54DD		C560	28R
1/26/2015 2:16	5	75.9	84.9	25	LN54DD		C560	28R
1/26/2015 2:16	6	74.9	84.6	22	LN54DD		C560	28R
1/26/2015 2:17	7	71	82.1	31	LN54DD		C560	28R
1/26/2015 22:21	4	81.7	84.9	12	N395RC	N395RC	B350	28R
1/26/2015 22:35	4	86.5	92.9	24	LN777AX		C550	28R
1/26/2015 22:35	5	78.7	87.4	25	LN777AX		C550	28R
1/26/2015 22:35	6	81	89.4	24	LN777AX		C550	28R
1/26/2015 22:35	7	74.2	84.4	27	LN777AX		C550	28R
1/27/2015 5:22	10	75.8	83.7	78	N184TR	N184TR	H25B	10L
1/27/2015 5:24	9	88.4	93.2	15	N184TR	N184TR	H25B	10L
1/27/2015 5:24	10	77.7	85.8	78	N184TR	N184TR	H25B	10L
1/27/2015 5:28	10	63	81	78	N777AX	N777AX	C550	10L
1/27/2015 5:29	8	73.4	84.2	20	N777AX	N777AX	C550	10L
1/27/2015 5:29	10	69.4	83.2	78	N777AX	N777AX	C550	10L
1/27/2015 5:29	9	73.8	83.4	21	N777AX	N777AX	C550	10L
1/27/2015 5:30	12	73.5	83.4	39	N777AX	N777AX	C550	10L
1/27/2015 5:30	2	70	80.4	39	N777AX	N777AX	C550	10L
1/27/2015 22:36	10	66.6	81	78	N888ZZ	N888ZZ	H25B	28R
1/27/2015 22:37	4	69.8	80.2	21	N888ZZ	N888ZZ	H25B	28R
1/27/2015 22:37	5	77.4	85	22	N888ZZ	N888ZZ	H25B	28R
1/27/2015 22:37	6	71.4	82.1	19	N888ZZ	N888ZZ	H25B	28R
1/27/2015 22:49	4	73.8	80.2	14	N28CA	N28CA	PAY2	28R
1/27/2015 22:49	8	74.7	82.2	11	N28CA	N28CA	PAY2	28R
1/28/2015 1:58	4	79.9	87	23	N6014Q	N6014Q	BE76	28R
1/28/2015 1:59	3	73.3	82.2	22	N6014Q	N6014Q	BE76	28R
1/28/2015 5:25	10	63	80	78	IDAHO25		C206	28R
1/28/2015 5:41	10	65.2	82.9	78	IDAHO25		C206	28R
1/28/2015 5:53	10	64.1	81.1	78	PCM8709	N771FE	C208	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
1/28/2015 5:54	8	73.2	82.2	12	PCM8709	N771FE	C208	28R
1/29/2015 22:26	4	74.4	83.3	24	N328TS	N328TS	DA40	28R
1/29/2015 22:27	8	73.6	81.6	12	N328TS	N328TS	DA40	28R
1/30/2015 1:06	4	77.5	83.1	13	N9731K	N9731K	PA34	28R
1/30/2015 22:51	4	78	82.1	10	N47CA	N47CA	PAY2	28R
1/31/2015 22:21	10	64.8	82	78	PXT903		C510	28R
1/31/2015 22:23	4	81.8	87.8	18	PXT903		C510	28R
1/31/2015 22:23	6	73	81.5	14	PXT903		C510	28R
1/31/2015 23:48	4	74.9	80.4	12			PAY2	28R
2/2/2015 5:43	10	67.2	82.2	78	PXT903		C510	10L
2/2/2015 5:44	9	76.3	83.6	14	PXT903		C510	10L
2/2/2015 22:58	4	78.3	85.2	18	N5465D	N5465D	BE35	28R
2/2/2015 22:59	3	76	82.8	15	N5465D	N5465D	BE35	28R
2/2/2015 23:25	4	74.2	80.3	10	N1245B	N1245B	C182	28R
2/5/2015 0:24	9	91.8	96.1	21	JPT31		GLF3	10L
2/5/2015 0:24	10	80.3	86.4	23	JPT31		GLF3	10L
2/5/2015 0:24	11	72.5	80.4	10	JPT31		GLF3	10L
2/5/2015 0:24	13	74.9	83.7	27	JPT31		GLF3	10L
2/5/2015 22:49	8	75.7	82	12	N619TC	N619TC	C525	10L
2/5/2015 22:50	9	77.7	84.2	18	N619TC	N619TC	C525	10L
2/6/2015 5:57	10	76.9	84.7	78	N969FE	N969FE	C208	10L
2/7/2015 2:04	9	83	88.2	15	N851GG	N851GG	GLF4	10L
2/7/2015 2:04	10	78	83.9	17	N851GG	N851GG	GLF4	10L
2/7/2015 5:47	9	91.8	96.6	17	TWY92		F900	10L
2/7/2015 5:47	10	81.9	88.1	20	TWY92		F900	10L
2/7/2015 5:47	11	72.8	81.3	12	TWY92		F900	10L
2/7/2015 5:48	13	74.5	82.9	19	TWY92		F900	10L
2/7/2015 5:48	1	73.4	83.5	24	TWY92		F900	10L
2/8/2015 4:48	4	77.9	84.1	11	N431GW	N431GW	PAY2	28R
2/8/2015 4:54	4	75.7	80.5	11	N248PH	N248PH	BE20	28R
2/8/2015 22:47	9	76.2	83.1	20	N431GW	N431GW	PAY2	10L
2/8/2015 22:47	10	76.6	82.8	17	N431GW	N431GW	PAY2	10L
2/8/2015 22:50	9	78.4	85.4	27	N779MF	N779MF	PAY2	10L
2/8/2015 22:50	10	75.1	81	20	N779MF	N779MF	PAY2	10L
2/8/2015 23:02	9	74.4	80.7	10	CMD70	N840CR	BE20	10L
2/10/2015 5:25	4	75.2	81.6	12	N716WA	N716WA	PAY2	28R
2/10/2015 5:25	8	74.1	82	11	N716WA	N716WA	PAY2	28R
2/10/2015 22:08	4	78.9	85.7	13	EJA215	N215QS	F2TH	28R
2/12/2015 22:57	10	75	84.6	37	N117AL	N117AL	GLF4	10L
2/12/2015 22:57	9	75.2	85.1	23	N117AL	N117AL	GLF4	10L
2/12/2015 23:08	9	86	93.9	27	EJM203		FA7X	10L
2/12/2015 23:08	10	82.2	90.8	44	EJM203		FA7X	10L
2/12/2015 23:08	11	78.4	87.7	16	EJM203		FA7X	10L
2/13/2015 22:23	10	73.8	84	78	LN22WF		PAY2	10L
2/13/2015 22:23	9	78.8	84.8	10	LN22WF		PAY2	10L
2/14/2015 5:25	10	80.4	88.9	56	N401TM	N401TM	H25B	10L
2/14/2015 5:25	9	85.3	92	20	N401TM	N401TM	H25B	10L
2/14/2015 5:26	11	80.3	87.4	16	N401TM	N401TM	H25B	10L
2/14/2015 22:13	4	84.8	92	21	N595E	N595E	GLEX	28R
2/14/2015 22:13	5	81	89.7	24	N595E	N595E	GLEX	28R
2/14/2015 22:14	6	83.1	90.3	22	N595E	N595E	GLEX	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
2/14/2015 22:14	7	76.4	86	27	N595E	N595E	GLEK	28R
2/16/2015 2:55	4	74.3	80.7	11	N431GW	N431GW	PAY2	28R
2/18/2015 5:43	9	82.8	89.2	16	PXT903		C510	10L
2/18/2015 5:43	10	73.1	81.6	20	PXT903		C510	10L
2/18/2015 5:43	11	73.9	82.1	17	PXT903		C510	10L
2/19/2015 22:08	9	81.5	86.8	11	N225JD	N225JD	GALX	28R
2/19/2015 23:37	4	79.7	87	23	LN746CA	N746CA	C421	28R
2/19/2015 23:38	8	77.5	84.8	12	LN746CA	N746CA	C421	28R
2/19/2015 23:38	3	78.4	85	19	LN746CA	N746CA	C421	28R
2/20/2015 2:44	4	84.1	91.1	20	LN325NW		LJ35	28R
2/20/2015 2:44	5	77.7	85.9	18	LN325NW		LJ35	28R
2/20/2015 2:44	6	78.4	86.8	18	LN325NW		LJ35	28R
2/20/2015 5:06	10	78.8	86.1	20	N48GL	N48GL	GLF4	10L
2/20/2015 5:06	9	87.9	93.4	17	N48GL	N48GL	GLF4	10L
2/20/2015 22:14	4	82.8	87.1	13	N915CD	N915CD	BE9L	28R
2/20/2015 22:14	5	73.7	80	10	N915CD	N915CD	BE9L	28R
2/21/2015 5:04	4	87.8	89.9	12	N915CD	N915CD	BE9L	28R
2/21/2015 5:04	5	76.7	82	9	N915CD	N915CD	BE9L	28R
2/21/2015 5:04	8	77.8	83.9	13	N915CD	N915CD	BE9L	28R
2/22/2015 4:57	9	79.2	85.2	14	DPJ70	N70TH	C56X	10L
2/22/2015 4:57	10	75.7	83.1	17	DPJ70	N70TH	C56X	10L
2/22/2015 4:57	11	74.4	81.8	10	DPJ70	N70TH	C56X	10L
2/23/2015 3:01	5	82	91	25	VOI903		A320	28R
2/23/2015 3:01	4	83.5	91.9	24	VOI903		A320	28R
2/23/2015 3:01	6	78.4	86.4	22	VOI903		A320	28R
2/23/2015 4:44	4	83.3	89.9	21	KAI92		GLF5	28R
2/23/2015 4:44	5	80.6	87.2	19	KAI92		GLF5	28R
2/23/2015 4:44	6	79.7	87.2	15	KAI92		GLF5	28R
2/23/2015 4:44	7	73.6	82.2	17	KAI92		GLF5	28R
2/23/2015 5:58	9	81	85	21	MRA687	N1116N	C208	28R
2/25/2015 5:34	9	72.5	80.2	10	EJA315	N315QS	C680	10L
2/26/2015 23:59	4	78.2	84.9	16	N771MF	N419R	PAY2	28R
2/26/2015 23:59	8	73.4	81	9	N771MF	N419R	PAY2	28R
2/28/2015 4:51	4	79.4	86.4	18	N102PA	N102PA	E50P	28R
2/28/2015 4:51	5	72.1	81.7	16	N102PA	N102PA	E50P	28R
2/28/2015 4:51	6	74.4	83.1	16	N102PA	N102PA	E50P	28R
2/28/2015 4:51	7	71.4	80.2	17	N102PA	N102PA	E50P	28R
2/28/2015 22:09	4	75.4	82.2	12	N661TC	N661TC	PAY2	28R
3/1/2015 2:37	4	73.3	80.6	13	N2382V	N2382V	PA24	28R
3/1/2015 3:36	4	75.2	81.7	15	N333P	N333P	PAY2	28R
3/1/2015 3:36	8	73.7	80.7	10	N333P	N333P	PAY2	28R
3/2/2015 1:42	4	87.1	90.2	12	MMY3		BE9L	28R
3/2/2015 1:42	5	76.6	82.6	9	MMY3		BE9L	28R
3/2/2015 1:42	8	81.8	87.1	13	MMY3		BE9L	28R
3/2/2015 1:42	3	78.7	84.8	16	MMY3		BE9L	28R
3/2/2015 23:29	4	86	88.6	10	N22WF	N22WF	PAY2	28R
3/3/2015 0:24	4	74.8	81.4	13	N661TC	N661TC	PAY2	28R
3/3/2015 2:48	4	74.1	80.5	13	N915CD	N915CD	BE9L	28R
3/4/2015 2:18	4	76.1	82.9	13	N661TC	N661TC	PAY2	28R
3/6/2015 5:24	10	69	80.3	31	PXT903		C510	10L
3/6/2015 5:24	9	77.4	85.2	19	PXT903		C510	10L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/6/2015 22:43	4	81.6	88.5	18	N888ZZ	N888ZZ	H25B	28R
3/6/2015 22:43	5	82.2	89.1	18	N888ZZ	N888ZZ	H25B	28R
3/6/2015 22:44	6	79.7	87.7	18	N888ZZ	N888ZZ	H25B	28R
3/6/2015 22:44	7	74.8	82.8	17	N888ZZ	N888ZZ	H25B	28R
3/9/2015 1:48	4	77.2	86.6	24	N99AG	N99AG	C25B	28R
3/9/2015 1:48	5	79	86.4	27	N99AG	N99AG	C25B	28R
3/9/2015 1:48	6	74.1	82.1	17	N99AG	N99AG	C25B	28R
3/9/2015 4:40	4	74.5	81	9	N28CA	N28CA	PAY2	28R
3/9/2015 5:14	10	72.7	80	20	KAI45		CL30	10L
3/9/2015 5:14	9	79.5	86.6	17	KAI45		CL30	10L
3/9/2015 5:14	12	72.1	81.1	19	KAI45		CL30	10L
3/11/2015 3:14	3	75	82	20	N661TC	N661TC	PAY2	33
3/14/2015 22:10	4	84	87.3	11			PAY2	28R
3/14/2015 22:11	5	76	81.5	9			PAY2	28R
3/14/2015 22:14	4	75.3	80.7	11	N526PS	N526PS	H25B	28R
3/14/2015 22:14	5	77.8	83	11	N526PS	N526PS	H25B	28R
3/14/2015 22:14	6	76.9	82.3	10	N526PS	N526PS	H25B	28R
3/14/2015 22:14	7	75	82.6	14	N526PS	N526PS	H25B	28R
3/16/2015 1:26	4	89.8	96.7	31	VOI903		A319	28R
3/16/2015 1:26	5	82.1	91.5	32	VOI903		A319	28R
3/16/2015 1:26	6	83.4	92.9	25	VOI903		A319	28R
3/16/2015 1:26	8	73	85	26	VOI903		A319	28R
3/16/2015 1:26	7	77.3	87.5	28	VOI903		A319	28R
3/16/2015 5:30	10	69.2	80.7	34	RSP831	N225AS	E50P	10L
3/16/2015 5:30	9	74.4	83.5	19	RSP831	N225AS	E50P	10L
3/16/2015 5:38	4	86.3	93.9	33	SWA266	N670SW	B733	28R
3/16/2015 5:38	5	84.6	92.8	30	SWA266	N670SW	B733	28R
3/16/2015 5:38	6	83.3	92.3	28	SWA266	N670SW	B733	28R
3/16/2015 5:38	8	74.3	85	24	SWA266	N670SW	B733	28R
3/16/2015 5:39	7	79.2	88.3	30	SWA266	N670SW	B733	28R
3/16/2015 5:54	4	86.1	93.6	33	SWA618	N684WN	B733	28R
3/16/2015 5:54	5	84.4	92.7	28	SWA618	N684WN	B733	28R
3/16/2015 5:54	6	83.4	91.7	26	SWA618	N684WN	B733	28R
3/16/2015 5:54	8	72.7	83.5	20	SWA618	N684WN	B733	28R
3/16/2015 5:54	7	79.3	88	26	SWA618	N684WN	B733	28R
3/16/2015 5:59	4	87.6	94.5	31	SWA1894	N622SW	B733	28R
3/16/2015 5:59	5	85.9	93	28	SWA1894	N622SW	B733	28R
3/16/2015 6:00	6	85.4	92.8	25	SWA1894	N622SW	B733	28R
3/16/2015 6:00	7	81.6	89.3	17	SWA1894	N622SW	B733	28R
3/16/2015 23:29	4	75.2	81.3	14	N5465D	N5465D	BE36	28R
3/20/2015 22:32	4	74.8	82.3	15	N612KA			28R
3/21/2015 1:32	4	80.6	85.5	13			PAY2	28R
3/21/2015 1:32	8	74.5	82.1	9			PAY2	28R
3/21/2015 22:06	8	74.1	81.3	9	N716WA	N716WA	PAY2	28R
3/21/2015 22:19	4	79.4	86.9	29	N2616X	N2616X	C414	28R
3/21/2015 22:19	5	70.7	80	14	N2616X	N2616X	C414	28R
3/21/2015 22:20	8	76.7	83.9	12	N2616X	N2616X	C414	28R
3/21/2015 22:45	8	75.3	81.8	10	N282TC	N282TC	BE9L	28R
3/22/2015 3:59	4	76.5	81.8	11	N33MS	N33MS	PAY2	28R
3/23/2015 1:23	4	79.8	83.7	11	N661TC		PAY2	28R
3/23/2015 1:23	8	72.9	80.1	8	N661TC		PAY2	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
3/25/2015 3:46	3	78.4	82.6	9	N248PH	N248PH	BE20	33
3/26/2015 23:55	4	77.4	81.7	10	REH50	N911RX	BE20	28R
3/28/2015 5:30	4	74.5	80.6	11			PAY2	28R
3/28/2015 22:02	4	77	82.9	13	N431GW		PAY2	28R
3/28/2015 23:05	14	71.9	83	24	N40RX	N40RX	B407	10L
3/29/2015 0:23	4	73.3	81.3	17	N2119T	N2119T		28R
3/29/2015 3:24	4	78	83	13	N661TC	N661TC	PAY2	28R
3/31/2015 3:54	4	74.6	80.2	12	N158J	N158J	BE9L	28R
3/31/2015 22:27	4	80.3	87.7	29	N331CE	N231MW	C340	28R
3/31/2015 22:27	5	74.3	81.6	13	N331CE	N231MW	C340	28R
3/31/2015 22:28	8	70.8	80.5	16	N331CE	N231MW	C340	28R
3/31/2015 22:28	3	75.6	80.2	15	N331CE	N231MW	C340	28R
3/31/2015 23:41	4	73.3	81.2	16			PAY2	28R

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
1/15/2015 19:56		N228DB	C750	B	N228DB	Not Acceptable	No
1/15/2015 20:06		N228DB	C750	B	N228DB	Not Acceptable	No
1/16/2015 7:33		N477GJ	BE40	B	N477GJ	Not Acceptable	No
1/18/2015 14:28	SWA	SWA4181	B737	J	N431WN	Not Acceptable	No
1/31/2015 15:49		N535F	C25B	B	N535F	Not Acceptable	No
2/19/2015 18:48		N0SF	F900	B	N0SF	System Error	Yes
3/18/2015 16:41		N444RL	EA50	B	N444RL	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
1/2/2015 22:35		N222MC	CL60	B	N222MC	Not Acceptable	No
1/3/2015 6:12	SWA	SWA1179	B737	J	N762SW	Not Acceptable	No
1/6/2015 1:14	AAY	AAY201	MD88	J	N412NV	Not Acceptable	No
1/7/2015 6:16	SWA	SWA4473	B737	J	N781WN	Not Acceptable	No
1/7/2015 6:18	SKW	SKW4450	CRJ9	R	N824SK	Not Acceptable	No
1/7/2015 6:24	AWE	AWE635	A320	J		Not Acceptable	No
1/7/2015 22:43		N360AV	G150	B	N360AV	Not Acceptable	No
1/8/2015 6:58	SWA	SWA2070	B737	J	N287WN	Time Buffer	Yes
1/9/2015 23:16		N98RP	F2TH	B	N98RP	Not Acceptable	No
1/14/2015 2:17	VOI	VOI907	A320	J	N525VL	Not Acceptable	No
1/14/2015 22:00		N724SC	CL30	B	N724SC	Time Buffer	Yes
1/15/2015 6:03	UPS	UPS2945	MD11	J	N276UP	Not Acceptable	No
1/15/2015 6:12	JBU	JBU447	A320	J		Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
1/15/2015 6:25	SWA	SWA1803	B737	J	N761RR	Not Acceptable	No
1/16/2015 6:57	SWA	SWA2070	B737	J	N274WN	Time Buffer	Yes
1/17/2015 22:03	TWY	TWY3	F900	B		Time Buffer	Yes
1/26/2015 23:13	VOI	VOI991	A319	J		Not Acceptable	No
1/27/2015 23:02		N27UB	C25B	B	N27UB	Not Acceptable	No
1/30/2015 22:01	SWA	SWA317	B733	J	N398SW	Time Buffer	Yes
2/1/2015 22:03	UPS	UPS2943	B763	J	N305UP	Time Buffer	Yes
2/1/2015 23:12		N946PC	C56X	B	N946PC	Not Acceptable	No
2/2/2015 6:57	SWA	SWA2070	B737	J	N420WN	Time Buffer	Yes
2/2/2015 22:11	UPS	UPS945	B763	J	N317UP	Not Acceptable	No
2/2/2015 23:12	VOI	VOI991	A319	J	N502VL	Not Acceptable	No
2/3/2015 6:11	SKW	SKW4450	CRJ9	R	N800SK	Not Acceptable	No
2/9/2015 6:10	SKW	SKW4450	CRJ9	R	N807SK	Not Acceptable	No
2/12/2015 5:45		N184TR	H25B	B	N184TR	Not Acceptable	No
2/13/2015 6:58	SWA	SWA2070	B737	J	N961WN	Time Buffer	Yes
2/16/2015 6:54	AAL	AAL9722	A321	J	N105NN	Time Buffer	Yes
2/16/2015 22:54	UPS	UPS961	MD11	J	N250UP	Not Acceptable	No
2/18/2015 22:00	TWY	TWY69	CL60	B		Time Buffer	Yes
2/19/2015 1:17	VOI	VOI903	A320	J	N522VL	Not Acceptable	No
2/19/2015 6:02	UPS	UPS2945	MD11	J	N283UP	Not Acceptable	No
2/19/2015 6:59	ASA	ASA883	B738	J	N581AS	Time Buffer	Yes
2/19/2015 23:07		N225JD	GALX	B	N225JD	Not Acceptable	No
2/26/2015 6:55	SWA	SWA2070	B737	J	N766SW	Time Buffer	Yes
2/27/2015 5:54	PXT	PXT44	C525	B	N44CK	Not Acceptable	No
3/1/2015 22:57	FDX	FDX980	MD11	J	N604FE	Not Acceptable	No
3/2/2015 6:34		N615PG	E135	R	N615PG	Not Acceptable	No
3/2/2015 23:09	VOI	VOI991	A319	J		Not Acceptable	No
3/3/2015 6:59		N973MW	GLF4	B	N973MW	Time Buffer	Yes
3/6/2015 23:11	VOI	VOI991	A319	J		Not Acceptable	No
3/7/2015 6:20	ASH	ASH5556	CRJ9	R	N918FJ	Not Acceptable	No
3/11/2015 22:21	VOI	VOI909	A319	J		Not Acceptable	No
3/12/2015 5:25	FDX	FDX878	MD11	J	N615FE	Not Acceptable	No
3/12/2015 22:36	ASA	ASA893	B738	J	N560AS	Not Acceptable	No
3/14/2015 6:59	SWA	SWA1565	B737	J	N456WN	Time Buffer	Yes
3/17/2015 6:05	SWA	SWA430	B737	J	N920WN	Not Acceptable	No
3/17/2015 6:49	FDX	FDX440	MD11	J	N625FE	Not Acceptable	No
3/18/2015 6:12	SWA	SWA700	B737	J	N464WN	Not Acceptable	No
3/20/2015 23:12	DAL	DAL8932	A319	J	N328NB	Not Acceptable	No
3/22/2015 22:03	SWA	SWA1184	B733	J	N637SW	Time Buffer	Yes
3/27/2015 6:22	DAL	DAL1408	A320	J	N329NW	Not Acceptable	No
3/29/2015 22:00		N615SW	B733	J	N615SW	Time Buffer	Yes
3/29/2015 22:01		N497WN	B737	J	N497WN	Time Buffer	Yes
3/29/2015 22:23	SWA	SWA889	B737	J	N224WN	Not Acceptable	No

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Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
1/27/2015 5:42	UPS	UPS2955	B763	J	N344UP	Not Acceptable	No
1/27/2015 5:49	FDX	FDX3671	DC10	J	N312FE	Not Acceptable	No
2/5/2015 5:34	FDX	FDX878	MD11	J	N607FE	Not Acceptable	No
2/5/2015 5:38	UPS	UPS2955	B763	J	N357UP	Not Acceptable	No
2/5/2015 5:55	FDX	FDX3671	DC10	J	N321FE	Time Buffer	Yes
2/5/2015 5:59	UPS	UPS2945	MD11	J	N254UP	Time Buffer	Yes
2/5/2015 22:11	SKW	SKW4806	CRJ9	R	N816SK	Not Acceptable	No
2/6/2015 5:50	UPS	UPS2945	MD11	J	N284UP	Time Buffer	Yes
2/6/2015 22:13	JBU	JBU168	A320	J	N527JL	Not Acceptable	No
2/6/2015 22:36	NAX	NAX7068	B788	U	EILNC	Not Acceptable	No
2/7/2015 0:57		N851CB	GLF4	B	N851CB	Not Acceptable	No
2/7/2015 1:59	VOI	VOI991	A319	J		Not Acceptable	No
2/7/2015 2:44	FDX	FDX1853	B752	J	N948FD	Not Acceptable	No
2/7/2015 3:01	FDX	FDX1865	DC10	J	N307FE	Not Acceptable	No
2/7/2015 3:05	FDX	FDX1885	A306	J	N661FE	Not Acceptable	No
2/7/2015 3:08	FDX	FDX1874	B752	J	N947FD	Not Acceptable	No
2/7/2015 3:15	FDX	FDX1876	MD11	J	N624FE	Not Acceptable	No
2/7/2015 3:17	FDX	FDX169	MD11	J	N628FE	Not Acceptable	No
2/7/2015 3:22	FDX	FDX1889	B752	J	N914FD	Not Acceptable	No
2/7/2015 3:24	FDX	FDX1857	MD11	J	N592FE	Not Acceptable	No
2/7/2015 3:26	FDX	FDX1859	A306	J	N730FD	Not Acceptable	No
2/7/2015 4:18	FDX	FDX31	B77L	J	N858FD	Not Acceptable	No
2/7/2015 4:29	FDX	FDX20	MD11	J	N621FE	Not Acceptable	No
2/7/2015 5:39	FDX	FDX3671	DC10	J	N313FE	Not Acceptable	No
2/7/2015 5:56	SWA	SWA3375	B738	J	N8657B	Time Buffer	Yes
2/8/2015 22:11	JBU	JBU168	A320	J	N805JB	Not Acceptable	No
2/9/2015 1:15	VOI	VOI903	A320	J	N507VL	Not Acceptable	No
3/20/2015 5:17	PXT	PXT903	C510	B		Not Acceptable	No

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
1/3/2015	0133	SWA	B737	2	High	GRE	0140	NO	N/A
1/8/2015	0151	AAL	B737	2	Med	GRE	0158	NO	N/A
1/10/2015	0010	UNF	A320	1	High	GRE	0015	NO	N/A
1/12/2015	0007	SWA	B737	2	High	GRE	0015	NO	N/A
1/16/2015	0135	SWA	B737	2	High	GRE	0141	NO	N/A
1/25/2015	1542	UPS	B767	2	High	GRE	1615	N/A	N/A
1/28/2015	1409	KAI	F2TH	2	High	GRE	1430	N/A	N/A
1/30/2015	1750	FDX	MD11	2	High	GRE	1800	N/A	N/A
2/3/2015	1419	KAI	LJ35	1	High	HG6	1420	N/A	N/A
2/13/2015	0116	SWA	B737	2	High	GRE	0130	NO	N/A
2/19/2015	2224	HAL	B767	2	High	GRE	2245	NO	N/A

2/20/2015	0848	CXP	GLF5	1	High	HG6	0920	N/A	N/A
2/20/2015	2334	AAL	B757	1	High	GRE	0000	NO	N/A
3/5/2015	1405	CXP	LJ35	2	High	HG6	1420	N/A	N/A
3/9/2015	0021	SWA	B737	2	High	GRE	0030	NO	N/A
3/9/2015	1534	FDX	A320	2	High	GRE	1545	N/A	N/A
3/13/2015	2011	KAI	BE40	2	Med	GRE	2030	N/A	NO
3/17/2015	0400	SWA	B737	2	High	GRE	0400	NO	N/A
3/20/2015	1416	KAI	F2TH	2	High	HG6	1430	N/A	N/A
3/23/2015	0715	UPS	B767	1	High	GRE	0730	N/A	N/A
3/26/2015	0849	CXP	F2TH	3	High	HG6	0930	N/A	N/A
3/27/2015	1403	KAI	GLF5	2	Med	HG6	1405	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
1/2/2015 19:01	NKS	NKS408	A320	2765	Not Acceptable	No
1/3/2015 20:31	SWA	SWA1922	B738	2805	Not Acceptable	No
1/4/2015 10:46	SWA	SWA1671	B737	2791	Not Acceptable	No
1/6/2015 10:18	KAI	KAI58	GLF5	2667	Not Acceptable	No
1/6/2015 14:39	SWA	SWA972	B737	2188	Not Acceptable	No
1/7/2015 15:13	SWA	SWA4114	B737	2460	Not Acceptable	No
1/11/2015 8:54	EJM	EJM949	GLF5	2368	Not Acceptable	No
1/11/2015 16:41	DAL	DAL1374	A320	2601	Not Acceptable	No
1/13/2015 9:28	SWA	SWA2702	B737	2726	Not Acceptable	No
1/14/2015 11:46	SWA	SWA2276	B737	2890	Not Acceptable	No
1/15/2015 8:09	SWA	SWA2283	B737	2463	Not Acceptable	No
1/15/2015 19:07		N228DB	C750	2339	Not Acceptable	No
1/15/2015 19:12		N228DB	C750	1919	Not Acceptable	No
1/16/2015 7:33		N477GJ	BE40	2135	Not Acceptable	No
1/16/2015 8:02	SWA	SWA2283	B737	2791	Not Acceptable	No
1/16/2015 14:17	TWY	TWY604	CL60	2549	Not Acceptable	No
1/19/2015 17:01	DAL	DAL8925	A319	2582	Not Acceptable	No
1/20/2015 14:50	SWA	SWA972	B737	2345	Not Acceptable	No
1/25/2015 12:16		N316CP	EA50	1771	Not Acceptable	No
1/25/2015 20:52		N229DK	F900	2726	Not Acceptable	No
1/27/2015 13:10	SWA	SWA1144	B737	2687	Not Acceptable	No
1/27/2015 15:17	SWA	SWA2790	B733	2545	Not Acceptable	No
1/28/2015 8:00	SWA	SWA2283	B737	2867	Not Acceptable	No
1/28/2015 8:01	FDX	FDX3022	A306	2841	Not Acceptable	No
1/29/2015 11:44	DAL	DAL1082	A320	2614	Not Acceptable	No
1/30/2015 11:37	DAL	DAL1082	A320	2834	Not Acceptable	No
2/4/2015 13:12	SWA	SWA1144	B737	2135	Not Acceptable	No
2/9/2015 8:14	OPT	OPT925	E135	2634	Not Acceptable	No
2/9/2015 13:25	SWA	SWA1144	B737	2831	Not Acceptable	No
2/9/2015 16:41	FDX	FDX1384	DC10	2624	Not Acceptable	No
2/10/2015 8:44	FDX	FDX3022	A306	2798	Not Acceptable	No
2/12/2015 15:22	SWA	SWA2790	B737	2742	Not Acceptable	No
2/14/2015 19:44	NKS	NKS408	A320	2601	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
2/15/2015 21:38	JBU	JBU168	A320	2483	Not Acceptable	No
2/16/2015 8:12	SWA	SWA2283	B737	2454	Not Acceptable	No
2/16/2015 9:51	SWA	SWA827	B737	2805	Not Acceptable	No
2/17/2015 8:08	SWA	SWA2283	B737	2831	Not Acceptable	No
2/17/2015 8:51	NKS	NKS872	A320	2749	Not Acceptable	No
2/17/2015 12:00	SWA	SWA4295	B737	2893	Not Acceptable	No
2/18/2015 8:05	FDX	FDX3022	A306	2847	Not Acceptable	No
2/18/2015 11:04	SWA	SWA2276	B737	2831	Not Acceptable	No
2/18/2015 11:29	DAL	DAL1082	A319	2595	Not Acceptable	No
2/18/2015 20:09	FDX	FDX1605	DC10	1801	Not Acceptable	No
2/20/2015 15:55	SWA	SWA900	B737	2831	Not Acceptable	No
2/23/2015 9:03	KAI	KAI75	GLF4	1968	Not Acceptable	No
2/24/2015 19:42	NKS	NKS408	A320	2841	Not Acceptable	No
2/27/2015 10:41	EJA	EJA146	GLEK	2860	Not Acceptable	No
3/2/2015 8:11	SWA	SWA2283	B737	2185	Not Acceptable	No
3/2/2015 15:27	SWA	SWA4114	B737	2690	Not Acceptable	No
3/2/2015 15:33	SWA	SWA2790	B737	2883	Not Acceptable	No
3/2/2015 18:34	DAL	DAL834	A320	2119	Not Acceptable	No
3/3/2015 8:18	FDX	FDX3022	A306	2601	Not Acceptable	No
3/3/2015 16:20		N583JF	F900	2063	Not Acceptable	No
3/4/2015 15:16	SWA	SWA2790	B733	2368	Not Acceptable	No
3/6/2015 21:49	JBU	JBU168	A320	2690	Not Acceptable	No
3/7/2015 20:35	FDX	FDX1393	DC10	2883	Not Acceptable	No
3/8/2015 8:50	NKS	NKS872	A320	2706	Not Acceptable	No
3/9/2015 9:25	ASA	ASA365	B738	2637	Not Acceptable	No
3/9/2015 11:36	DAL	DAL1082	A320	2499	Not Acceptable	No
3/11/2015 8:08	FDX	FDX3022	A306	2739	Not Acceptable	No
3/11/2015 13:51	SWA	SWA3592	B737	2778	Not Acceptable	No
3/11/2015 18:37	DAL	DAL834	A320	2391	Not Acceptable	No
3/13/2015 9:06	SWA	SWA4748	B733	2611	Not Acceptable	No
3/13/2015 13:20		N604RB	CL60	2709	Not Acceptable	No
3/13/2015 13:33	SWA	SWA3592	B737	2565	Not Acceptable	No
3/14/2015 11:04	SWA	SWA2909	B737	2887	Not Acceptable	No
3/14/2015 18:43	SWA	SWA2913	B733	2578	Not Acceptable	No
3/15/2015 11:37	DAL	DAL1082	A320	2598	Not Acceptable	No
3/15/2015 16:07	SWA	SWA722	B737	2857	Not Acceptable	No
3/16/2015 7:23	SWA	SWA2606	B738	2398	Not Acceptable	No
3/17/2015 10:58	SWA	SWA152	B738	2703	Not Acceptable	No
3/18/2015 19:25	NKS	NKS408	A320	2772	Not Acceptable	No
3/20/2015 7:37	FDX	FDX440	MD11	2765	Not Acceptable	No
3/20/2015 8:50	NKS	NKS872	A320	2867	Not Acceptable	No
3/20/2015 10:45	SWA	SWA152	B738	2398	Not Acceptable	No
3/20/2015 19:32	UPS	UPS945	B763	2335	Not Acceptable	No
3/21/2015 7:51	FDX	FDX435	MD11	2424	Not Acceptable	No
3/22/2015 13:52	SWA	SWA3592	B737	2673	Not Acceptable	No
3/24/2015 14:40	SWA	SWA3452	B737	2716	Not Acceptable	No
3/24/2015 19:28	NKS	NKS408	A320	2837	Not Acceptable	No
3/26/2015 13:06	SWA	SWA369	B738	2060	Not Acceptable	No
3/26/2015 13:36	SWA	SWA3592	B737	2791	Not Acceptable	No
3/26/2015 14:01	DAL	DAL8926	A319	2644	Not Acceptable	No
3/27/2015 10:46	SWA	SWA152	B738	2627	Not Acceptable	No
3/27/2015 10:49	SWA	SWA890	B738	2716	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
3/27/2015 18:41	DAL	DAL834	A320	2772	Not Acceptable	No
3/29/2015 14:39	SWA	SWA3452	B737	2368	Not Acceptable	No
3/30/2015 10:50	SWA	SWA890	B738	2785	Not Acceptable	No
3/30/2015 11:33	DAL	DAL1082	A320	2601	Not Acceptable	No
3/30/2015 14:39	SWA	SWA3452	B737	2795	Not Acceptable	No
3/30/2015 18:35	DAL	DAL834	A320	2555	Not Acceptable	No

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
1/1/2015 7:38	ASA342	B739	ASA	2798	Not Acceptable	No
1/1/2015 13:19	SWA1591	B737	SWA	2286	Not Acceptable	No
1/1/2015 18:21	SWA238	B737	SWA	2020	Not Acceptable	No
1/1/2015 19:56	SWA181	B737	SWA	1646	Not Acceptable	No
1/1/2015 20:32	AAY1018	MD88	AAY	2408	Not Acceptable	No
1/1/2015 20:40	SWA456	B733	SWA	1925	Not Acceptable	No
1/2/2015 7:44	ASA342	B739	ASA	2641	Not Acceptable	No
1/2/2015 12:16	ASA346	B738	ASA	2877	Not Acceptable	No
1/2/2015 13:14	SWA854	B737	SWA	2437	Not Acceptable	No
1/2/2015 15:38	SWA1393	B737	SWA	2818	Not Acceptable	No
1/2/2015 20:26	SWA2775	B737	SWA	2398	Not Acceptable	No
1/3/2015 1:00	SWA172	B737	SWA	2683	Not Acceptable	No
1/3/2015 1:05	LN361PJ	LJ35		1581	Lifeguard Medical	Yes
1/3/2015 9:34	SWA167	B737	SWA	2381	Not Acceptable	No
1/3/2015 9:41	SWA215	B737	SWA	2332	Not Acceptable	No
1/3/2015 16:09	AAY1018	MD88	AAY	2650	Not Acceptable	No
1/3/2015 16:35	SWA113	B737	SWA	2283	Not Acceptable	No
1/3/2015 20:15	SWA2775	B737	SWA	2837	Not Acceptable	No
1/3/2015 23:16	ASA350	B734	ASA	2496	Not Acceptable	No
1/4/2015 0:02	FDX94	B77L	FDX	2791	Not Acceptable	No
1/4/2015 20:16	SWA181	B737	SWA	2831	Not Acceptable	No
1/4/2015 20:19	SWA1746	B733	SWA	2624	Not Acceptable	No
1/4/2015 23:15	ASA350	B739	ASA	2552	Not Acceptable	No
1/5/2015 0:22	SWA1026	B737	SWA	2627	Not Acceptable	No
1/5/2015 9:50	SWA167	B737	SWA	2798	Not Acceptable	No
1/5/2015 15:26	SWA113	B733	SWA	2601	Not Acceptable	No
1/5/2015 18:31	SWA1698	B737	SWA	2877	Not Acceptable	No
1/5/2015 21:26	SWA1746	B737	SWA	2814	Not Acceptable	No
1/6/2015 9:53	SWA1517	B737	SWA	2818	Not Acceptable	No
1/6/2015 9:59	SWA314	B737	SWA	2624	Not Acceptable	No
1/6/2015 13:27	SWA2791	B737	SWA	2673	Not Acceptable	No
1/6/2015 14:30	SWA2790	B733	SWA	2483	Not Acceptable	No
1/6/2015 15:44	SWA462	B733	SWA	1876	Not Acceptable	No
1/6/2015 21:57	SWA1078	B737	SWA	2844	Not Acceptable	No
1/7/2015 7:47	ASA342	B738	ASA	2499	Not Acceptable	No
1/7/2015 9:58	SWA314	B737	SWA	2837	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
1/7/2015 10:05	SWA574	B737	SWA	2326	Not Acceptable	No
1/7/2015 10:11	SWA1517	B737	SWA	2024	Not Acceptable	No
1/7/2015 12:27	ASA346	B734	ASA	2785	Not Acceptable	No
1/7/2015 20:25	SWA3479	B733	SWA	2896	Not Acceptable	No
1/7/2015 23:05	ASA350	B738	ASA	2880	Not Acceptable	No
1/8/2015 7:53	ASA342	B739	ASA	2549	Not Acceptable	No
1/8/2015 12:10	ASA346	B738	ASA	2824	Not Acceptable	No
1/8/2015 14:31	SWA2790	B733	SWA	2716	Not Acceptable	No
1/8/2015 19:53	SWA991	B737	SWA	2634	Not Acceptable	No
1/9/2015 10:03	SWA1517	B733	SWA	2647	Not Acceptable	No
1/9/2015 12:51	SWA314	B737	SWA	2700	Not Acceptable	No
1/9/2015 13:22	SWA2791	B737	SWA	1856	Not Acceptable	No
1/9/2015 23:12	ASA350	B739	ASA	2106	Not Acceptable	No
1/10/2015 18:38	SWA2974	B737	SWA	2765	Not Acceptable	No
1/10/2015 18:52	SWA3560	B733	SWA	2257	Not Acceptable	No
1/11/2015 16:58	AAY1018	MD88	AAY	2851	Not Acceptable	No
1/11/2015 19:20	ASA344	B734	ASA	2785	Not Acceptable	No
1/12/2015 18:03	SWA572	B737	SWA	2798	Not Acceptable	No
1/12/2015 23:02	ASA350	B738	ASA	2844	Not Acceptable	No
1/13/2015 13:03	SWA4175	B737	SWA	2867	Not Acceptable	No
1/13/2015 17:59	ASA344	B738	ASA	2680	Not Acceptable	No
1/13/2015 19:49	SWA991	B737	SWA	2601	Not Acceptable	No
1/14/2015 17:56	ASA344	B734	ASA	2483	Not Acceptable	No
1/14/2015 19:53	SWA208	B733	SWA	2427	Not Acceptable	No
1/15/2015 16:07	AAY1018	MD88	AAY	2791	Not Acceptable	No
1/15/2015 20:03	SWA208	B733	SWA	2867	Not Acceptable	No
1/15/2015 20:10	SWA1078	B737	SWA	2490	Not Acceptable	No
1/15/2015 22:39	FDX1807	MD11	FDX	2755	Not Acceptable	No
1/17/2015 10:07	SWA3559	B737	SWA	2880	Not Acceptable	No
1/17/2015 16:46	SWA2533	B737	SWA	2755	Not Acceptable	No
1/17/2015 17:54	ASA344	B738	ASA	2562	Not Acceptable	No
1/17/2015 18:46	SWA3560	B737	SWA	2372	Not Acceptable	No
1/18/2015 16:07	AAY1018	MD83	AAY	2683	Not Acceptable	No
1/18/2015 23:12	ASA350	B739	ASA	2775	Not Acceptable	No
1/20/2015 15:29	FLC59	LJ60	FLC	1492	Not Acceptable	No
1/20/2015 20:30	SWA208	B733	SWA	2857	Not Acceptable	No
1/21/2015 20:06	SWA1078	B737	SWA	2893	Not Acceptable	No
1/22/2015 16:07	AAY1018	MD88	AAY	2883	Not Acceptable	No
1/22/2015 23:06	ASA350	B738	ASA	2854	Not Acceptable	No
1/24/2015 7:34	ASA342	B739	ASA	2687	Not Acceptable	No
1/24/2015 18:44	SWA3560	B737	SWA	2716	Not Acceptable	No
1/25/2015 7:42	ASA342	B739	ASA	2148	Not Acceptable	No
1/25/2015 18:04	ASA344	B738	ASA	2526	Not Acceptable	No
1/25/2015 19:57	SWA208	B733	SWA	2654	Not Acceptable	No
1/25/2015 20:14	SWA3479	B733	SWA	2349	Not Acceptable	No
1/25/2015 22:19	SWA991	B737	SWA	2857	Not Acceptable	No
1/26/2015 10:00	SWA314	B737	SWA	2854	Not Acceptable	No
1/26/2015 10:59	SWA650	B737	SWA	2805	Not Acceptable	No
1/26/2015 14:30	SWA2790	B733	SWA	2798	Not Acceptable	No
1/26/2015 18:00	SWA4297	B733	SWA	2559	Not Acceptable	No
1/26/2015 18:02	ASA344	B734	ASA	2637	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
1/26/2015 19:52	SWA991	B737	SWA	2785	Not Acceptable	No
1/26/2015 19:55	SWA208	B733	SWA	1981	Not Acceptable	No
1/26/2015 20:16	SWA1078	B737	SWA	2257	Not Acceptable	No
1/27/2015 12:05	ASA346	B739	ASA	2624	Not Acceptable	No
1/27/2015 20:09	SWA1078	B737	SWA	1899	Not Acceptable	No
1/27/2015 22:47	FDX582	MD11	FDX	2752	Not Acceptable	No
1/28/2015 15:27	SWA462	B737	SWA	2867	Not Acceptable	No
1/28/2015 17:50	SWA4297	B733	SWA	2828	Not Acceptable	No
1/29/2015 12:18	ASA346	B739	ASA	2460	Not Acceptable	No
1/29/2015 15:25	SWA462	B737	SWA	2670	Not Acceptable	No
1/29/2015 17:58	ASA344	B738	ASA	2362	Not Acceptable	No
1/30/2015 0:02	ASA350	B738	ASA	2749	Not Acceptable	No
1/31/2015 9:40	SWA3999	B737	SWA	2736	Not Acceptable	No
1/31/2015 9:54	SWA4083	B733	SWA	2847	Not Acceptable	No
1/31/2015 12:03	ASA346	B734	ASA	2208	Not Acceptable	No
1/31/2015 16:48	SWA3601	B733	SWA	2755	Not Acceptable	No
1/31/2015 18:46	SWA2974	B737	SWA	2536	Not Acceptable	No
2/1/2015 17:55	SWA4299	B733	SWA	2834	Not Acceptable	No
2/1/2015 17:58	ASA344	B734	ASA	2709	Not Acceptable	No
2/1/2015 23:09	ASA350	B738	ASA	2867	Not Acceptable	No
2/2/2015 13:35	SWA2791	B737	SWA	2417	Not Acceptable	No
2/2/2015 20:15	SWA3479	B733	SWA	2526	Not Acceptable	No
2/2/2015 21:22	FDX1818	B752	FDX	2893	Not Acceptable	No
2/3/2015 9:50	SWA1881	B733	SWA	2877	Not Acceptable	No
2/3/2015 13:38	SWA2791	B737	SWA	2837	Not Acceptable	No
2/3/2015 19:52	SWA208	B733	SWA	2713	Not Acceptable	No
2/3/2015 22:43	FDX582	MD11	FDX	2883	Not Acceptable	No
2/3/2015 23:12	ASA350	B738	ASA	2037	Not Acceptable	No
2/4/2015 11:27	SWA192	B737	SWA	2778	Not Acceptable	No
2/4/2015 14:30	SWA2790	B737	SWA	2598	Not Acceptable	No
2/4/2015 17:41	SWA1571	B737	SWA	2782	Safety/Emergency	Yes
2/4/2015 17:56	ASA344	B739	ASA	2890	Not Acceptable	No
2/4/2015 18:19	SWA572	B737	SWA	2831	Not Acceptable	No
2/4/2015 19:59	SWA991	B737	SWA	2673	Not Acceptable	No
2/4/2015 20:01	SWA208	B733	SWA	2795	Not Acceptable	No
2/4/2015 20:07	SWA3479	B737	SWA	2851	Not Acceptable	No
2/7/2015 23:11	ASA350	B738	ASA	2880	Not Acceptable	No
2/9/2015 20:06	SWA3479	B733	SWA	2618	Not Acceptable	No
2/10/2015 9:54	SWA314	B737	SWA	2559	Not Acceptable	No
2/10/2015 20:09	SWA9007	B737	SWA	2627	Not Acceptable	No
2/10/2015 23:09	ASA350	B738	ASA	2729	Not Acceptable	No
2/11/2015 15:28	SWA462	B737	SWA	2831	Not Acceptable	No
2/11/2015 17:58	ASA344	B734	ASA	2759	Not Acceptable	No
2/11/2015 20:05	SWA991	B737	SWA	2837	Not Acceptable	No
2/11/2015 23:05	ASA350	B738	ASA	2765	Not Acceptable	No
2/12/2015 9:43	SWA1881	B737	SWA	2496	Not Acceptable	No
2/12/2015 12:19	ASA346	B739	ASA	2519	Not Acceptable	No
2/12/2015 13:07	SWA4175	B737	SWA	2851	Not Acceptable	No
2/12/2015 13:26	SWA2791	B737	SWA	2801	Not Acceptable	No
2/12/2015 14:32	SWA2790	B737	SWA	2719	Not Acceptable	No
2/12/2015 15:42	SWA462	B737	SWA	2762	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
2/12/2015 20:11	SWA3479	B733	SWA	2680	Not Acceptable	No
2/12/2015 22:36	FDX1807	MD11	FDX	2388	Not Acceptable	No
2/13/2015 0:20	ASA350	B738	ASA	2440	Not Acceptable	No
2/13/2015 14:38	SWA2790	B733	SWA	2349	Not Acceptable	No
2/13/2015 23:15	ASA350	B738	ASA	2746	Not Acceptable	No
2/14/2015 16:15	SWA3601	B733	SWA	2752	Not Acceptable	No
2/14/2015 16:53	SWA3077	B733	SWA	2664	Not Acceptable	No
2/15/2015 10:32	SWA2217	B737	SWA	2604	Not Acceptable	No
2/15/2015 19:54	SWA208	B733	SWA	2709	Not Acceptable	No
2/15/2015 19:57	SWA991	B737	SWA	2211	Not Acceptable	No
2/15/2015 19:59	SWA3479	B733	SWA	2647	Not Acceptable	No
2/15/2015 23:14	ASA350	B738	ASA	2575	Not Acceptable	No
2/16/2015 7:50	ASA342	B739	ASA	2431	Not Acceptable	No
2/16/2015 12:06	ASA346	B739	ASA	2529	Not Acceptable	No
2/18/2015 13:04	SWA4175	B737	SWA	2883	Not Acceptable	No
2/18/2015 14:38	SWA2790	B733	SWA	2887	Not Acceptable	No
2/18/2015 15:37	SWA462	B737	SWA	2457	Not Acceptable	No
2/18/2015 18:11	SWA4297	B733	SWA	2450	Not Acceptable	No
2/18/2015 19:59	SWA208	B733	SWA	2621	Not Acceptable	No
2/18/2015 20:04	SWA3479	B733	SWA	2447	Not Acceptable	No
2/18/2015 20:19	SWA1078	B733	SWA	2647	Not Acceptable	No
2/20/2015 20:21	SWA1078	B733	SWA	2434	Not Acceptable	No
2/20/2015 22:34	FDX1807	MD11	FDX	2719	Not Acceptable	No
2/20/2015 22:56	ASA350	B738	ASA	2713	Not Acceptable	No
2/21/2015 9:52	SWA3999	B737	SWA	2831	Not Acceptable	No
2/21/2015 16:48	SWA3077	B737	SWA	2687	Not Acceptable	No
2/21/2015 18:27	SWA3560	B737	SWA	2811	Not Acceptable	No
2/21/2015 22:49	ASA350	B738	ASA	2847	Not Acceptable	No
2/22/2015 14:37	LXJ336	CL60	LXJ	2854	Not Acceptable	No
2/22/2015 19:48	SWA208	B733	SWA	2877	Not Acceptable	No
2/22/2015 19:58	SWA317	B737	SWA	2795	Not Acceptable	No
2/22/2015 21:06	SWA1078	B737	SWA	2772	Not Acceptable	No
2/23/2015 20:53	SWA208	B737	SWA	2736	Not Acceptable	No
2/24/2015 18:23	SWA572	B733	SWA	2877	Not Acceptable	No
2/24/2015 20:13	SWA3479	B733	SWA	2582	Not Acceptable	No
2/24/2015 20:47	SWA208	B737	SWA	1696	Not Acceptable	No
2/24/2015 21:05	SWA991	B737	SWA	2542	Not Acceptable	No
2/24/2015 21:22	SWA1078	B737	SWA	2798	Not Acceptable	No
2/25/2015 9:29	FDX3824	MD11	FDX	2834	Not Acceptable	No
2/25/2015 14:21	SWA2790	B733	SWA	2837	Not Acceptable	No
2/25/2015 17:53	ASA344	B737	ASA	2818	Not Acceptable	No
2/26/2015 7:46	ASA342	B739	ASA	2890	Not Acceptable	No
2/26/2015 13:51	SWA2791	B733	SWA	2723	Not Acceptable	No
2/27/2015 13:28	SWA2791	B737	SWA	2247	Not Acceptable	No
2/27/2015 15:33	SWA462	B737	SWA	2726	Not Acceptable	No
2/27/2015 19:42	SWA991	B737	SWA	2677	Not Acceptable	No
3/1/2015 7:34	ASA342	B739	ASA	2834	Not Acceptable	No
3/1/2015 18:43	SWA572	B733	SWA	2683	Not Acceptable	No
3/1/2015 19:53	SWA3479	B733	SWA	2831	Not Acceptable	No
3/1/2015 19:56	SWA208	B733	SWA	2378	Not Acceptable	No
3/1/2015 21:07	SWA1078	B737	SWA	2791	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
3/1/2015 22:40	JBU167	A320	JBU	2634	Not Acceptable	No
3/2/2015 20:19	SWA991	B737	SWA	2857	Not Acceptable	No
3/2/2015 21:44	FDX1818	B752	FDX	2703	Not Acceptable	No
3/2/2015 22:56	ASA350	B738	ASA	2887	Not Acceptable	No
3/3/2015 9:42	SWA314	B737	SWA	2664	Not Acceptable	No
3/3/2015 19:40	SWA991	B737	SWA	2851	Not Acceptable	No
3/4/2015 9:37	SWA1517	B737	SWA	2739	Not Acceptable	No
3/4/2015 9:40	SWA1881	B733	SWA	2782	Not Acceptable	No
3/4/2015 9:48	FDX3824	MD11	FDX	2736	Not Acceptable	No
3/4/2015 20:01	SWA3479	B733	SWA	2811	Not Acceptable	No
3/5/2015 9:47	SWA1517	B733	SWA	2785	Not Acceptable	No
3/5/2015 13:16	SWA2791	B737	SWA	2732	Not Acceptable	No
3/5/2015 22:31	FDX1802	DC10	FDX	2749	Not Acceptable	No
3/6/2015 9:48	SWA314	B737	SWA	2723	Not Acceptable	No
3/6/2015 16:02	AAY1004	MD83	AAY	2844	Not Acceptable	No
3/6/2015 20:15	SWA1078	B737	SWA	2874	Not Acceptable	No
3/7/2015 14:03	SWA2916	B737	SWA	2785	Not Acceptable	No
3/7/2015 17:47	ASA344	B738	ASA	2841	Not Acceptable	No
3/7/2015 19:45	SWA1499	B737	SWA	2322	Not Acceptable	No
3/8/2015 17:15	SWA868	B737	SWA	2578	Not Acceptable	No
3/8/2015 23:32	ASA356	B738	ASA	2811	Not Acceptable	No
3/9/2015 23:15	SWA2593	B737	SWA	2811	Not Acceptable	No
3/10/2015 19:51	SWA1522	B737	SWA	2618	Not Acceptable	No
3/10/2015 23:25	SWA2593	B737	SWA	2874	Not Acceptable	No
3/11/2015 19:50	AAY1004	MD83	AAY	2575	Not Acceptable	No
3/11/2015 20:10	SWA695	B737	SWA	2559	Not Acceptable	No
3/11/2015 20:32	SWA1892	B737	SWA	2893	Not Acceptable	No
3/11/2015 23:18	SWA2593	B737	SWA	2828	Not Acceptable	No
3/12/2015 9:28	SWA336	B737	SWA	2857	Not Acceptable	No
3/12/2015 17:21	SWA750	B737	SWA	2864	Not Acceptable	No
3/12/2015 18:33	ASA344	B738	ASA	2614	Not Acceptable	No
3/12/2015 20:07	SWA1892	B737	SWA	2634	Not Acceptable	No
3/13/2015 14:27	AAY1004	MD83	AAY	2585	Not Acceptable	No
3/13/2015 20:01	SWA695	B737	SWA	2834	Not Acceptable	No
3/14/2015 8:43	FDX3812	A306	FDX	2290	Not Acceptable	No
3/14/2015 9:58	SWA2909	B737	SWA	2450	Not Acceptable	No
3/14/2015 10:01	SWA2027	B737	SWA	2641	Not Acceptable	No
3/14/2015 11:41	SWA1029	B733	SWA	2499	Not Acceptable	No
3/14/2015 12:25	ASA346	B739	ASA	2670	Not Acceptable	No
3/14/2015 19:48	SWA2910	B738	SWA	2877	Not Acceptable	No
3/15/2015 9:38	SWA336	B733	SWA	2326	Not Acceptable	No
3/15/2015 17:03	SWA750	B737	SWA	2368	Not Acceptable	No
3/15/2015 20:57	FDX507	MD10	FDX	2788	Not Acceptable	No
3/16/2015 12:45	SWA3592	B737	SWA	2877	Not Acceptable	No
3/16/2015 12:55	ASA346	B739	ASA	2854	Not Acceptable	No
3/16/2015 14:29	SWA1619	B733	SWA	2391	Not Acceptable	No
3/16/2015 18:06	SWA868	B737	SWA	2887	Not Acceptable	No
3/16/2015 22:33	FDX1807	MD11	FDX	2545	Not Acceptable	No
3/17/2015 14:23	SWA1619	B733	SWA	2755	Not Acceptable	No
3/17/2015 17:22	PXT903	C510	PXT	1459	Not Acceptable	No
3/17/2015 23:42	ASA356	B738	ASA	1961	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
3/18/2015 9:34	SWA336	B737	SWA	2877	Not Acceptable	No
3/19/2015 14:26	EJA830	C560	EJA	2129	Not Acceptable	No
3/19/2015 23:19	SWA2593	B737	SWA	2050	Not Acceptable	No
3/20/2015 12:31	ASA346	B739	ASA	2709	Not Acceptable	No
3/21/2015 14:09	SWA2916	B737	SWA	2765	Not Acceptable	No
3/21/2015 19:54	SWA1499	B737	SWA	2883	Not Acceptable	No
3/22/2015 12:48	SWA3592	B737	SWA	2454	Not Acceptable	No
3/23/2015 9:34	SWA336	B737	SWA	2870	Not Acceptable	No
3/23/2015 22:35	ASA826	B738	ASA	2867	Not Acceptable	No
3/24/2015 22:35	ASA827	B739	ASA	2868	Not Acceptable	No
3/25/2015 22:35	ASA828	B740	ASA	2869	Not Acceptable	No
3/26/2015 22:35	ASA829	B741	ASA	2870	Not Acceptable	No
3/27/2015 22:35	ASA830	B742	ASA	2871	Not Acceptable	No
3/28/2015 22:35	ASA831	B743	ASA	2872	Not Acceptable	No
3/29/2015 22:35	ASA832	B744	ASA	2873	Not Acceptable	No
3/30/2015 22:35	ASA833	B745	ASA	2874	Not Acceptable	No
3/31/2015 22:35	ASA834	B746	ASA	2875	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



PORT OF OAKLAND

Via email: flightoperations@jets.com

March 12, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

Helicopter Flight Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

March 12, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

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

We are providing a copy of our noise abatement pamphlet with our request and recommendation "to avoid flying over hotels and residential areas" located in close proximity to the Oakland International Airport.

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Noise Abatement Procedures

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