



Oakland International Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Second Quarter 2015



Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

July 23, 2015

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 Second Quarter 2015				
	2014Q2		2015Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,554	201	2,409	156
Runway 10R/L Jet Landing Compliance	74%	26%	86%	14%
Total Southeast Plan Corporate Jet Landings	47	12	19	3
North Field VFR Departure Compliance	98%	2%	95%	5%
Total Runways 28R/L & 33 Departures	1,184	20	422	23
North Field Quiet Hours Compliance	82%	18%	65%	35%
Total North Field Quiet Hours Departures	190	34	91	48
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,688	2	15,654	3
Silent8 Night Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	3,028	37	2,950	37
Runway 12 Night Departure Compliance	97%	3%	62%	38%
Total Runway 12 Night Turbojet Departures	64	2	13	8
Runway 30 East Turn Departure Compliance	96%	4%	97%	3%
Total Runway 30 East Turn Departures	3,985	158	4,218	129
100 Degree Radial Turbojet Landing Compliance	93%	7%	96%	4%
Total 100 Degree Radial Turbojet Landings	2,349	156	2,231	102
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	13	0	8	0

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Second Quarter 2015				
	April	May	June	Quarterly
Airport-wide Corporate Jet Departures	879	875	811	2,565
Compliant Corporate Jet Departures	822	833	754	2,409
Non-compliant Corporate Jet Departures	57	42	57	156
Corporate Jet Departure Compliance Rate	94%	95%	93%	94%
Excused Jet Departures	16	13	20	49
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,426	5,350	5,205	15,981
Compliant Airport-wide Jet Departures	5,369	5,308	5,148	15,825
Non-compliant Airport-wide Jet Departures	57	42	57	156
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Second Quarter 2015				
	April	May	June	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	6	8	8	22
Compliant SE Plan Corporate Jet Landings	6	5	8	19
Non-compliant SE Plan Corporate Jet Landings	0	3	0	3
SE Plan Corporate Jet Landing Compliance Rate	100%	63%	100%	86%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	63	28	8	99
Airport-wide Compliant SE Plan Jet Landings	63	25	8	96
Airport-wide Non-compliant SE Plan Landings	0	3	0	3
Airport-wide Jet Landing SE Plan Compliance Rate	100%	89%	100%	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 Second Quarter 2015				
	April	May	June	Total
Total VFR Departures	271	109	65	445
Total VFR Departures Over Alameda	52	21	22	95
Compliant Departures	258	105	59	422
Non-compliant Departures	13	4	6	23
Compliance Rate	95%	96%	91%	95%

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NORTH FIELD QUIET HOURS PROCEDURES

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

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

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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 6:00 a.m.) Second Quarter 2015				
	April	May	June	Quarterly
Total Night Departures (10:00 p.m. to 6:00 a.m.)	61	45	33	139
Compliant Night Departures	41	28	22	91
Average Compliant Departures per Night	1.3	0.9	0.7	1.0
Non-Compliant Night Departures	20	17	11	48
Average Non-Compliant Departures per Night	0.6	0.5	0.4	0.5
Night Departure Compliance Rate	67%	62%	67%	65%

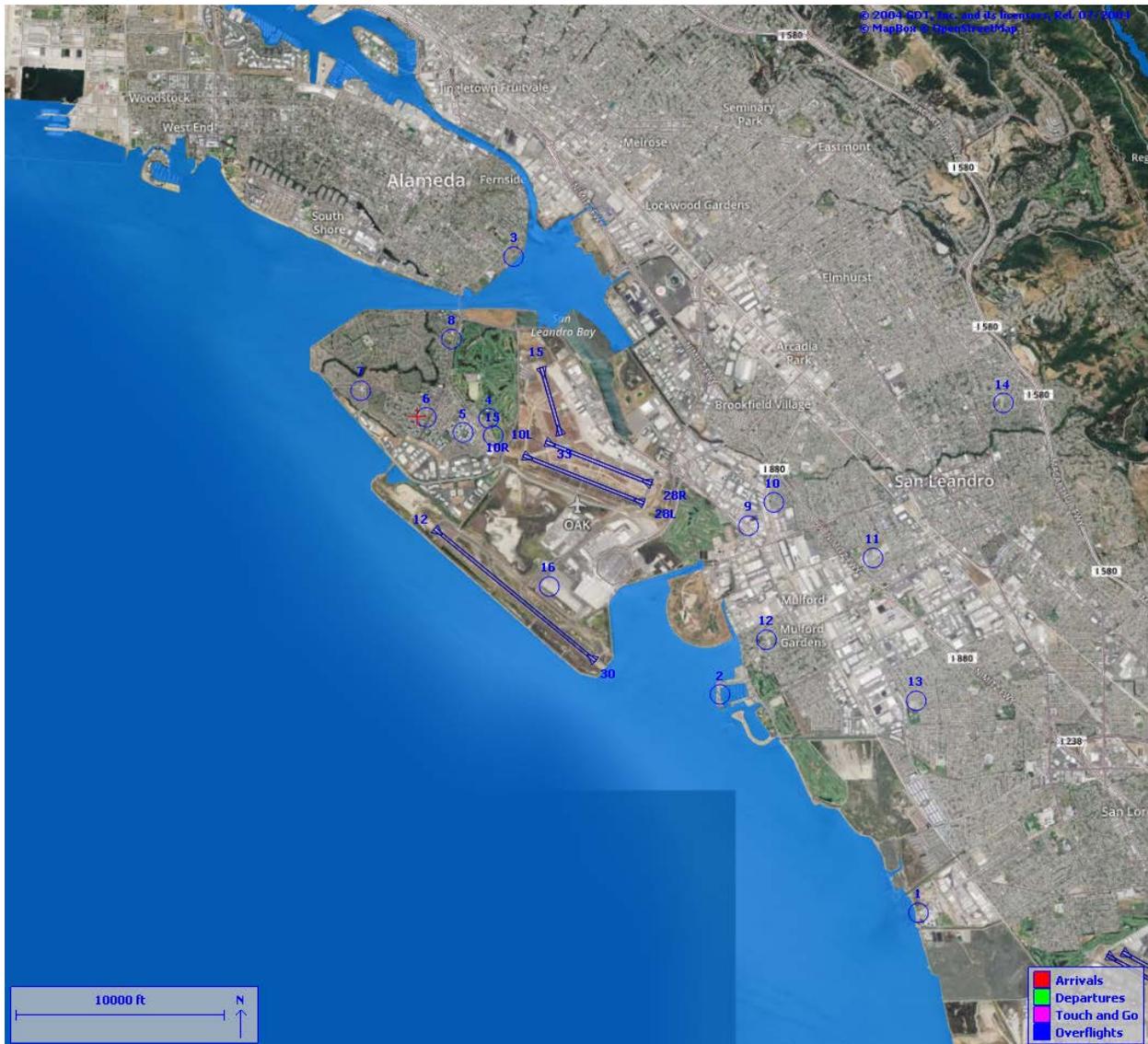
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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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 = 139

Second 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	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	10	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	12
3	34	11	0.1	1.9%	3	0.0	0.5%	0	0.0	0.0%	48
4	31	35	0.4	6.2%	18	0.2	3.2%	8	0.1	1.4%	92
5	41	20	0.2	3.5%	7	0.1	1.2%	6	0.1	1.1%	74
6	18	12	0.1	2.1%	6	0.1	1.1%	6	0.1	1.1%	42
7	16	10	0.1	1.8%	5	0.1	0.9%	0	0.0	0.0%	31
8	29	19	0.2	3.4%	4	0.0	0.7%	0	0.0	0.0%	52
9	5	3	0.0	0.5%	2	0.0	0.4%	0	0.0	0.0%	10
10	5	6	0.1	1.1%	0	0.0	0.0%	0	0.0	0.0%	11
11	3	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	4
12	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
13	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
14	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
All NMTs	194	119	1	0	45	1	0	20	0	0	378

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

Second 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	34	11	0.1	4.6%	3	0.0	1.3%	0	0.0	0.0%	48
4	31	35	0.4	14.6%	18	0.2	7.5%	8	0.1	3.3%	92
5	41	20	0.2	8.4%	7	0.1	2.9%	6	0.1	2.5%	74
6	18	12	0.1	5.0%	6	0.1	2.5%	6	0.1	2.5%	42
7	16	10	0.1	4.2%	5	0.1	2.1%	0	0.0	0.0%	31
8	29	19	0.2	7.9%	4	0.0	1.7%	0	0.0	0.0%	52
Total	169	107	1.2		43	0.5		20	0.2		339

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 13

Second 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	10	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	12
9	5	3	0.0	0.9%	2	0.0	0.6%	0	0.0	0.0%	10
10	5	6	0.1	1.8%	0	0.0	0.0%	0	0.0	0.0%	11
11	3	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	4
12	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
13	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
14	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
Total	25	12	0.1		2	0.0		0	0.0		39

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Second Quarter 2015				
	April	May	June	Quarter
Runway 30 Turbojet Departures	5,261	5,275	5,121	15,657
Compliant Departures	5,260	5,273	5,121	15,654
Non-compliant Departures	1	2	0	3
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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SILENT EIGHT DEPARTURE PROCEDURE

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

Silent 8 Night Departure NAP Compliance Summary 10:00 pm - 7:00 am Second Quarter 2015				
	April	May	June	Quarter
Runway 30 Nighttime Turbojet Departures	1,099	993	895	2,987
Buffer Time Departures	7	18	12	37
Compliant Departures	1,085	980	885	2,950
Non-compliant Departures	14	13	10	37
Compliance Rate	99%	99%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FEDEX

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)						
Second Quarter 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	
Second Quarter 2015 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	
DC10/MD10	115	38	45	66	74	
MD11	142	47	58	66	75	
A306	75	25	17	65	74	
B757	114	38	24	65	74	
B777	0	-	-	-	-	
Difference [A-B]						
B727		-104	-101	-76	-87	
DC10/MD10		-49	13	-3	-4	
MD11		15	45	-4	-4	
A306		-42	-4	-2	-3	
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 2014, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Second Quarter 2014 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	
DC10/MD10	124	41	11	66	75	19
MD11	167	56	23	66	76	19
A306	151	50	6	67	73	14
B757	176	59	8	67	73	11
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-46	-21	-3	-3	-3
MD11		24	10	-4	-3	-5
A306		-17	-15	0	-4	-11
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

The Runway 12 Night Departure Procedure is an informal radial heading departure procedure at Oakland International Airport established to reduce noise on San Leandro residential communities at nighttime. Turbojet aircraft should depart from Runway 12 and make a right turn to a heading of 140 degrees between 10:00 p.m. and 6:00 a.m..

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 6:00 AM) Second Quarter 2015				
	April	May	June	Quarter
Jet Departures	18	2	1	21
Non-Compliant Departures	8	0	0	8
Compliant Departures	10	2	1	13
Compliance Rate	56%	100%	100%	62%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 6:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Second Quarter 2015				
	April	May	June	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	0	0
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	3	3	2	8
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	3	3	2	8
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Second Quarter 2015				
	April	May	June	Quarter
Total Runway 30 East Turn Turbojet Departures	1,431	1,403	1,513	4,347
Non-compliant Turbojet Departures	30	51	48	129
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,401	1,352	1,465	4,218
Compliance Rate	98%	96%	97%	97%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Second Quarter 2015				
	April	May	June	Quarter
Turbojets on Downwind RWY 30 Approach	729	798	806	2,333
Non-compliant Turbojets	49	18	35	102
Total Turbojet Aircraft Above 3K Feet ASL*	680	780	771	2,231
Compliance Rate	93%	98%	96%	96%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant.				

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

Community	Callers	Complaints
Alameda(BFI)	10	26
Alameda(Central)	3	3
Berkeley	1	1
Castro Valley	0	0
Fremont	1	1
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	0	0
Piedmont	0	0
San Francisco	0	0
San Leandro	3	79
San Lorenzo	0	0
Other Communities	10	115
Total	28	225
Complaints by Time of Day		
Day (0700 - 1900)		168
Evening (1900 - 2200)		41
Night (2200 - 0700)		16
Complaints by Type of Operation		
Arrivals		54
Departures		120
Over-flights		49
Touch & Go		0
Not Linked to an Operation		2
Complaints by Type of Aircraft		
Helicopter		35
Jet		126
Military		0
Not Reported		2
Other		38
Propeller		24

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

Community	Callers	Complaints
Alameda(BFI)	15	35
Alameda(Central)	8	44
Berkeley	0	0
Castro Valley	0	0
Fremont	1	1
Hayward	1	7
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	4	7
Piedmont	1	2
San Francisco	0	0
San Leandro	2	80
San Lorenzo	0	0
Other Communities	14	317
Total	46	493
Complaints by Time of Day		
Day (0700 - 1900)		372
Evening (1900 - 2200)		77
Night (2200 - 0700)		44
Complaints by Type of Operation		
Arrivals		81
Departures		393
Over-flights		13
Touch & Go		6
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Helicopter		81
Jet		319
Military		0
Not Reported		0
Other		27
Propeller		66

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

Community	Callers	Complaints
Alameda(BFI)	13	59
Alameda(Central)	5	9
Berkeley	3	3
Castro Valley	1	1
Fremont	0	0
Hayward	1	1
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	10	24
Piedmont	0	0
San Francisco	0	0
San Leandro	4	103
San Lorenzo	1	4
Other Communities	11	86
Total	49	290
Complaints by Time of Day		
Day (0700 - 1900)		182
Evening (1900 - 2200)		31
Night (2200 - 0700)		77
Complaints by Type of Operation		
Arrivals		11
Departures		124
Over-flights		145
Touch & Go		0
Complaints by Type of Aircraft		
Helicopter		116
Jet		156
Military		0
Not Reported		10
Other		0
Propeller		8

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) Second Quarter 2015					
	April	May	June	Total	Percentage
Runway 28L	0	0	7	7	5%
Runway 28R	50	27	15	92	66%
Runway 33	2	16	9	27	19%
Alameda Overflights	52	43	31	126	91%
Runway 10L	6	2	2	10	7%
Runway 10R	3	0	0	3	2%
Runway 15	0	0	0	0	0%
San Leandro Overflights	9	2	2	13	9%
Total Departures	61	45	33	139	100%

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

North Field VFR/IFR Departures by Runway Second Quarter 2015				
	April	May	June	Total
VFR Departures				
Runway 28L	0	0	7	7
Runway 28R	219	85	26	330
Runway 33	57	27	39	123
VFR Departures	276	112	72	460
IFR Departures				
Runway 28L	0	0	143	143
Runway 28R	1,027	602	335	1,964
Runway 33	150	124	145	419
IFR Departures	1,177	726	623	2,526
Total Departures	1,453	838	695	2,986

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2015											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	12	181	-	8	4	8	2	559	1,863	-	2,444	2,444
	Helicopters	-	-	-	1	3	-	-	1	21	91	117	117
	Commercial Jets	72	12,892	12,964	1	-	-	1	11	21	-	34	12,998
	Military	-	1	1	-	-	-	-	-	-	-	-	1
	Propeller	-	15	15	20	19	2	-	260	805	-	1,106	1,121
	Regional Jets	4	792	796	1	1	-	-	23	103	-	128	924
	Turboprops	3	299	302	17	11	10	4	315	1,079	-	1,436	1,738
	Unknow n	-	114	114	74	64	8	-	259	821	-	1,226	1,340
Sub-totals		91	14,294	14,192	122	102	28	7	1,428	4,713	91	6,491	20,683
Departures	Corporate Jets	9	2,348	2,357	-	13	14	8	44	137	-	216	2,573
	Helicopters	-	-	-	-	3	3	-	-	18	-	24	24
	Commercial Jets	90	12,391	12,481	-	2	7	2	7	14	-	32	12,513
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	13	22	35	2	345	14	3	27	-	-	391	426
	Regional Jets	6	918	924	-	2	-	1	1	-	-	4	928
	Turboprops	6	243	249	-	56	3	2	63	-	-	124	373
	Unknow n	24	125	-	8	121	37	11	8	-	-	185	185
Sub-totals		148	16,047	16,046	10	542	78	27	150	169	-	976	17,022
Touch & Go Sub-totals		2	10	12	35	68	6	2	124	508	-	743	755
Grand Total		241	30,351	30,250	167	712	112	36	1,702	5,390	91	8,210	38,460

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Second Quarter 2015											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	72	12,892	12,964	1	-	-	1	11	21	-	34	12,998
	Regional Jets	4	792	796	1	1	-	-	23	103	-	128	924
Commercial Jet Sub-totals		76	13,684	13,760	2	1	-	1	34	124	-	162	13,922
	Corporate Jets	12	181	193	8	4	8	2	559	1,863	-	2,444	2,637
All Jet Arrivals Sub-totals		88	13,865	13,953	10	5	8	3	593	1,987	-	2,606	16,559
Departures	Commercial Jets	90	12,391	12,481	-	2	7	2	7	14	-	32	12,513
	Regional Jets	6	918	924	-	2	-	1	1	-	-	4	928
Commercial Jet Sub-totals		96	13,309	13,405	-	4	7	3	8	14	-	36	13,441
	Corporate Jets	9	2,348	2,357	-	13	14	8	44	137	-	216	2,573
All Jet Departures Sub-totals		105	15,657	15,762	-	17	21	11	52	151	-	252	16,014
Grand Total		193	29,522	29,715	10	22	29	14	645	2,138	-	2,858	32,573

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

Airspace Conflict Potential: Pilot or air traffic controller may have needed to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur when aircraft depart from the North Field on a VFR flight or when jets land on Runway 12 during Southeast Plan traffic flow. In these circumstances the reviewer has made a determination, based upon visual evidence, that the flight, which would normally be considered non-compliant, is exempt for safety considerations.

Airspace Conflict: The reviewer has found *clear and specific* evidence that the pilot or air traffic controller was required to maintain safe separation between a non-compliant aircraft and other aircraft in the vicinity of the airport. (*Separation of aircraft: some aircraft are able to decrease speed better than others or fly faster than other aircraft and reach minimum safe separation from aircraft in front or behind. These conditions, although rare, are very difficult to avoid.*) These situations may occur, for example, when aircraft depart from the North Field on a VFR flight or when jets land on Runway 12 during Southeast Plan traffic flow and an air traffic controller diverts the jet to land on the North Field. In these circumstances the flight, which would normally be considered non-compliant, is exempt for safety considerations.

Air Traffic Delay: An air traffic controller may instruct a pilot to depart from Runways 28R/L to hasten a departure time in order to maintain an appropriate flow of air traffic within the navigable air routes and/or to avoid delays on the South Field during airport or airspace peak-time periods. This activity or action will be investigated to determine if the aircraft flight was in compliance with noise abatement procedures.

ATC Instructions: Refers to an aircraft flight compliance determination investigation when the air traffic controller does not cite or improperly cites the pilot instructions to use Runway 12/30 for noise abatement. The Air Traffic Control ("ATC") audio file(s) should be used for documentation. In this event, the ATC rather than the aircraft owner or operator will be notified of non-compliance with the noise compliance procedures.

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

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

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

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

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

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

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

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

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

Pilot Request: Although air traffic controllers normally instruct jet aircraft pilots to taxi to Runway 30 to depart for noise abatement purposes, FAA regulations allow pilots to request departure from Runways 28R/L. Also, FAA air traffic controllers at Northern California TRACON or the OAK Control Tower normally guide jet aircraft to land on Runway 12 during the Southeast Plan air traffic pattern. However, pilots may request to land on Runways 10R/L when safe conditions exist. Pilot requests are normally granted although these requests are considered not in compliance with the noise abatement procedures.

South Field Closure/Repair: The South Field (Runway 12/30) was closed due to construction, maintenance, Foreign Object Debris (FOD) removal, runway repair, or an emergency. Routine South Field maintenance is scheduled each Monday between 12:00 a.m. and 6:00 a.m. because there are the fewest scheduled air carrier flights during that time, which minimizes the need to use the North Field. Aircraft flights normally considered to be non-compliant would be exempt from

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

Straight Out: This term describes a non-compliant aircraft flight that departs with a runway heading departure from Runways 10R/L or 28R/L and flew over nearby residential areas.

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

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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APPENDICES

Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/1/2015 10:38	DPJ304	N7QY	H25B	1755	28R	B	Departure Timing	No
4/1/2015 10:43	N400WK	N400WK	C650	3670	28R	B	Departure Timing	No
4/1/2015 12:10	N888YC	N888YC	G150	3317	28R	B	Pilot Requested	No
4/3/2015 11:00	N671FE	N671FE	A306	3210	28R	J	Pilot Requested	No
4/3/2015 13:49	DAL8926	N354NB	A319	6373	28R	J	Pilot Requested	No
4/3/2015 14:02	KAI66		C501	4235	28R	B	System Error	Yes
4/3/2015 21:19	N226KV	N226KV	E50P	3333	28R	B	Pilot Requested	No
4/3/2015 21:34	N348RS	N348RS	GLF4	3273	28R	B	Pilot Requested	No
4/4/2015 8:14	EJA916	N916QS	C750	3613	28R	B	Pilot Requested	No
4/4/2015 21:05			GLF4	3236	28R	B	Pilot Requested	No
4/4/2015 21:46	AAL9761	N918AN	B738	4522	30	J	System Error	Yes
4/6/2015 17:55	N99AG		C25B	1740	28R	B	Pilot Requested	No
4/8/2015 16:05	PXT44	N44CK	C525	3741	28R	B	Pilot Refusal	No
4/8/2015 18:06	PXT903	N903JP	C510	6343	28R	B	Pilot Refusal	No
4/8/2015 18:12	N559HF	N559HF	C525	4564	28R	B	Pilot Requested	No
4/9/2015 13:47	XOJ792	N792XJ	C750	3341	28R	B	ATC Request	No
4/9/2015 14:00	KAI73	N47PW	C560	3234	28R	B	ATC Request	No
4/10/2015 17:26	N888GJ	N888GJ	H25C	4227	28R	B	Pilot Requested	No
4/12/2015 10:20	N8312H	N8312H	HELO	334	PAD1	H	System Error	Yes
4/12/2015 16:58	N802U	N802U	PROP	5307	28R	P	System Error	Yes
4/13/2015 5:09	XOJ757	N757XJ	C750	3324	28R	B	RWY 30 Routine Closure	Yes
4/13/2015 5:33	PXT44	N44CK	C525	3336	28R	B	RWY 30 Routine Closure	Yes
4/13/2015 5:42	SWA915	N293WN	B737	3220	28R	J	RWY 30 Routine Closure	Yes
4/13/2015 5:44	SWA932	N933WN	B737	3323	28R	J	RWY 30 Routine Closure	Yes
4/13/2015 5:46	N972MW	N972MW	GLF4	3265	28R	B	RWY 30 Routine Closure	Yes
4/13/2015 5:54	SWA256	N445WN	B737	3274	28R	J	RWY 30 Routine Closure	Yes
4/13/2015 9:40	EJA325	N325QS	E55P	6315	28R	B	Pilot Requested	No
4/13/2015 16:31			FA7X	4512	28R	B	System Error	Yes
4/14/2015 12:13	N715FJ	N715FJ	FA7X	4553	28R	B	System Error	Yes
4/14/2015 14:28	N715FJ	N715FJ	FA7X	4564	28R	B	System Error	Yes
4/14/2015 15:52	N946PC	N946PC	C56X	1200	28R	B	Audio Not Available	No
4/15/2015 12:46			H25B	3772	28R	B	Pilot Requested	No
4/15/2015 15:19	N801GJ	N51VL	LJ55	4551	28R	B	Pilot Requested	No
4/15/2015 19:27	N61FF	N61FF	CL60	6345	28R	B	Pilot Requested	No
4/16/2015 10:15			EA50	1751	28R	B	Pilot Requested	No
4/17/2015 7:12	PXT44	N44CK	C525	4237	28R	B	Pilot Refusal	No
4/17/2015 13:52	N102PA	N102PA	E50P	3631	28R	B	Pilot Requested	No
4/17/2015 13:54	XATYK		H25B	1774	28R	B	ATC Did Not Advise	No
4/17/2015 14:08	N723SG	N723SG	C25B	3352	28R	B	Departure Timing	No
4/17/2015 14:19	N849WC	N849WC	LJ60	3332	28R	B	Pilot Requested	No
4/18/2015 15:54	N580KF		GLF4	3222	28R	B	Pilot Requested	No
4/18/2015 17:11	N16XY	N16XY	F2TH	3736	28R	B	Pilot Requested	No
4/19/2015 15:10	PXT903	N903JP	C510	6302	28R	B	Pilot Requested	No
4/20/2015 12:09	N626NT	N626NT	F2TH	3701	28R	B	Pilot Requested	No
4/20/2015 12:49	BJS541	N541FX	CL30	4234	28R	B	Departure Timing	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/20/2015 13:50	N734WZ	N857NN	PROP	1200	28R	P	System Error	Yes
4/20/2015 14:37	N2486B	N2486B	EA50	4221	28R	B	Pilot Refusal	No
4/20/2015 15:18	N257K	N257K	EA50	6311	28R	B	Safety/Emergency	No
4/20/2015 15:40	N2486B	N2486B	EA50	4221	28R	B	System Error	Yes
4/20/2015 18:15	N930MG	N930MG	C680	4206	28R	B	Pilot Refusal	No
4/20/2015 22:29	N888ZZ	N888ZZ	H25B	3671	28R	B	Pilot Refusal	No
4/21/2015 14:38	PXT44	N44CK	C525	3657	28R	B	Pilot Refusal	No
4/21/2015 21:29	N547TW	N547TW	C525	3347	28R	B	Pilot Requested	No
4/22/2015 8:42	N234FJ	N234FJ	F2TH	6320	28R	B	Pilot Requested	No
4/23/2015 9:35	PXT903		C510	3223	28R	B	Pilot Refusal	No
4/23/2015 16:14	EJA677	N677QS	C56X	3610	28R	B	Pilot Requested	No
4/24/2015 9:55	PXT525	N525CR	C25B	4263	28R	B	Departure Timing	No
4/24/2015 10:59	N329BH	N329BH	C25B	3747	28R	B	Pilot Requested	No
4/24/2015 15:06			GLF4	3657	28R	B	Pilot Requested	No
4/24/2015 16:31	N145TA	N145TA	C500	4257	28R	B	Pilot Requested	No
4/24/2015 17:56			CL30	3252	28R	B	Pilot Requested	No
4/24/2015 19:02	PXT44	N44CK	C525	3227	28R	B	Pilot Refusal	No
4/26/2015 17:37	N930MG	N930MG	C680	5376	28R	B	Pilot Refusal	No
4/26/2015 18:47	RSP342	N734WZ	E50P	4536	28R	B	Pilot Requested	No
4/27/2015 13:19	N712KC	N712KC	C750	3305	28R	B	Pilot Requested	No
4/28/2015 9:58	LN23A		LJ35	3706	28R	B	Lifeguard Medical	Yes
4/28/2015 11:59	TWY92	N922LJ	F900	4571	30	B	System Error	Yes
4/29/2015 9:59	PXT903	N903JP	C510	3754	28R	B	Pilot Refusal	No
4/29/2015 12:08	N314CM	N314CM	LJ60	1765	28R	B	Pilot Requested	No
4/29/2015 22:26	PXT903	N903JP	C510	3247	28R	B	Lifeguard Medical	Yes
4/30/2015 7:32	N803GJ	N803GJ	LJ55	3611	28R	B	Pilot Requested	No
4/30/2015 8:51	EDG86	N286CX	F2TH	3216	28R	B	Pilot Requested	No
4/30/2015 10:07	N553TP	N553TP	CL60	323	28R	B	Pilot Requested	No
4/30/2015 10:17	N626NT	N626NT	F2TH	1702	28R	B	Pilot Requested	No
4/30/2015 14:10	N553TP		GLF5	1200	28R	B	Pilot Requested	No
4/30/2015 16:40	LN811AM	N811AM	H25B	3216	28R	B	Lifeguard Medical	Yes
5/1/2015 22:28	N226KV	N226KV	E50P	3347	28R	B	Pilot Requested	No
5/2/2015 10:31	PXT525	N525CR	C25B	3723	28R	B	Pilot Refusal	No
5/2/2015 21:03	N803GJ	N803GJ	LJ55	4271	28R	B	Pilot Requested	No
5/2/2015 21:51	N586AS	N586AS	PROP	1200	28R	J	System Error	Yes
5/3/2015 12:46	N116WJ	N116WJ	GLF4	3621	28R	B	Pilot Requested	No
5/3/2015 18:05	N930MG	N930MG	C680	1200	28R	B	Pilot Refusal	No
5/4/2015 5:33	N801GJ	N5275K	LJ55	4545	28R	B	Pilot Requested	No
5/4/2015 9:17	KFS84		LJ35	3607	28R	B	Lifeguard Medical	Yes
5/4/2015 15:04	N888ZZ	N888ZZ	H25B	3244	28R	B	Pilot Refusal	No
5/4/2015 16:14	PXT903	N903JP	C510	4271	28R	B	Pilot Refusal	No
5/5/2015 7:50	PXT44	N44CK	C525	4260	28R	B	Pilot Refusal	No
5/6/2015 12:23	N384SW	N384SW	PROP	1200	28R	P	System Error	Yes
5/7/2015 12:44	N600VM	N600VM	C525	3670	28R	B	Pilot Requested	No
5/7/2015 14:27	N808RC	N1	GLF4	4251	28R	B	Good Effort	Yes
5/8/2015 12:17	N600VM	N600VM	C525	3771	28R	B	Pilot Requested	No
5/8/2015 14:55	N786AC	N786AC	C525	3631	28R	B	Pilot Refusal	No
5/8/2015 15:36	PXT903	N903JP	C510	3630	28R	B	Pilot Refusal	No
5/9/2015 10:10	N166CK	N166CK	FA7X	3302	28R	B	Pilot Requested	No
5/9/2015 13:06	PXT525	N525CR	C25B	3332	28R	B	Pilot Requested	No
5/11/2015 10:18	N401SY	N401SY	LJ60	3747	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/11/2015 11:24	N384EM	N384EM	C650	3624	28R	B	Pilot Requested	No
5/11/2015 14:41	N888GJ	N888GJ	H25C	6321	28R	B	Pilot Requested	No
5/11/2015 15:24	CMD51	N913SW	CL60	5360	28R	B	Pilot Requested	No
5/13/2015 9:50	XOJ790	N790XJ	C750	3270	28R	B	System Error	Yes
5/13/2015 13:17	N901SB	N901SB	F900	6332	30	B	System Error	Yes
5/13/2015 14:13	VRD744	N623VA	HELO	3661	PAD1	H	System Error	Yes
5/13/2015 21:26	VOI909	N607SW	B733	3367	30	J	System Error	Yes
5/14/2015 10:46	EJA659	N659QS	C56X	4220	28R	B	System Error	Yes
5/14/2015 13:26	N206AH	N206AH	E50P	3736	28R	B	Pilot Requested	No
5/15/2015 8:55	XOJ750	N750XJ	C750	3351	30	B	System Error	Yes
5/16/2015 10:36	N900RX	N900RX	F900	4236	28R	B	Departure Timing	No
5/16/2015 19:16	SWA1123	N915WN	B737	3705	30	J	System Error	Yes
5/17/2015 12:17	SKW4861	N805SK	CRJ9	4575	30	R	System Error	Yes
5/17/2015 14:36	SWA365	N651SW	B733	3303	30	J	System Error	Yes
5/18/2015 5:24	PXT499	N499GB	C680	4262	28R	B	Runway/Taxiway Maintenance	Yes
5/18/2015 5:38	SWA915	N7813P	B737	3342	28R	J	Runway/Taxiway Maintenance	Yes
5/18/2015 5:41	SWA932	N289CT	B737	3377	28R	J	Runway/Taxiway Maintenance	Yes
5/18/2015 14:15	N950JK	N950JK	PRM1	3365	28R	B	Runway/Taxiway Maintenance	Yes
5/18/2015 20:19	SWA524	N386SW	B733	3224	30	J	System Error	Yes
5/19/2015 6:55	PXT44	N44CK	C525	4252	28R	B	Pilot Requested	No
5/19/2015 13:36	OPT910	N910FL	E135	1200	30	R	System Error	Yes
5/19/2015 19:03	SWA143	N425LV	B737	3745	30	J	System Error	Yes
5/19/2015 21:41	N329BH	N329BH	C25B	3747	28R	B	Pilot Requested	No
5/20/2015 16:32	N888GJ	N888GJ	H25C	1716	28R	B	Pilot Requested	No
5/20/2015 17:15	N712PR	N712PR	CL60	3670	28R	B	Audio Not Available	No
5/21/2015 13:10	LXJ90	N90FX	GLEX	4562	28R	B	Departure Timing	No
5/21/2015 19:21	N605RP	N605RP	CL60	3241	28R	B	Pilot Requested	No
5/21/2015 22:21	N888ZZ	N888ZZ	H25B	3242	28R	B	Pilot Refusal	No
5/22/2015 12:54	N626NT	N626NT	F2TH	3603	28R	B	Pilot Requested	No
5/23/2015 12:06	N888GJ	N888GJ	H25C	4557	28R	B	Pilot Requested	No
5/24/2015 12:21	SWA366	N345SA	B733	6317	30	J	System Error	Yes
5/24/2015 18:41	SWA3982	N669SW	B733	3341	30	J	System Error	Yes
5/25/2015 4:33	N900RX	N900RX	F900	3354	28R	B	RWY 30 Routine Closure	Yes
5/25/2015 13:35	EJA574P	N574QS	C56X	4515	30	B	System Error	Yes
5/25/2015 21:10	SWA2012	N409WN	B737	3260	30	J	System Error	Yes
5/27/2015 9:12	PXT903	N903JP	C510	3316	28R	B	Pilot Requested	No
5/27/2015 12:01	N347BC	N347BC	C525	4525	28R	B	Pilot Requested	No
5/27/2015 20:16	SWA2599	N727SW	B737	1775	28R	J	System Error	Yes
5/28/2015 7:13	FDX435	N599FE	MD11	1724	30	J	System Error	Yes
5/28/2015 10:17	N525AK	N525AK	WW24	6376	28R	B	Pilot Requested	No
5/28/2015 12:15	DAL1082	N317US	A320	3327	30	J	System Error	Yes
5/29/2015 6:56	EJA397	N397QS	C680	1200	28R	B	Pilot Requested	No
5/29/2015 8:38	N368HP	N12218	PROP	6331	28R	T	System Error	Yes
5/29/2015 11:21	N347BC	N347BC	C525	3747	28R	B	Pilot Requested	No
5/29/2015 13:21	N660JM	N660JM	E135	1734	28R	R	Pilot Requested	No
5/29/2015 14:54	N626NT	N626NT	F2TH	1746	28R	B	Pilot Requested	No
5/29/2015 15:22	N1	N1	GLF4	315	PAD1	H	System Error	Yes
5/29/2015 19:24	NKS408	N602NK	A320	3320	30	J	System Error	Yes
5/31/2015 10:08	N58KY	N58KY	EA50	6333	28R	B	Pilot Requested	No
5/31/2015 15:34	N110PR	N110PR	PRM1	3677	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/31/2015 15:36	N444RF	N444RF	C560	3630	28R	B	Pilot Requested	No
5/31/2015 16:10	KA188	N47PW	C560	6344	28R	B	Departure Timing	No
5/31/2015 17:02	DAL1374	N364NW	A320	1776	28R	J	Audio Not Available	No
6/1/2015 13:11	N206AH	N206AH	E50P	3636	28R	B	Pilot Requested	No
6/2/2015 13:47	SWA804	N924WN	B737	3761	30	J	System Error	Yes
6/2/2015 15:44	SWA282	N650SW	B733	1715	30	J	System Error	Yes
6/2/2015 20:29	SWA134	N480WN	B737	3322	30	J	System Error	Yes
6/3/2015 1:35	TWY3		F900	3260	28R	B	Runway/Taxiway Maintenance	Yes
6/3/2015 7:04	SWA910	N420WN	B737	3744	30	J	System Error	Yes
6/3/2015 8:28	N780SK	N780SK	CRJ7	3634	30	R	System Error	Yes
6/3/2015 13:22	SWA200	N771SA	B737	3370	30	J	System Error	Yes
6/3/2015 15:31	N247JK	N247JK	E55P	3275	28R	B	Pilot Requested	No
6/3/2015 21:04	SWA3218	N7716A	B737	3756	30	J	System Error	Yes
6/3/2015 21:21	SWA180	N362SW	B733	3222	30	J	System Error	Yes
6/3/2015 22:35	PEG22	N222RA	GLF4	3270	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2015 5:59	N2486B	N2486B	EA50	4264	28R	B	Runway/Taxiway Maintenance	Yes
6/4/2015 9:23	HAL47	N373HA	A332	3717	28R	J	System Error	Yes
6/4/2015 23:05	N886EM	N886EM	C525	4262	30	B	Runway/Taxiway Maintenance	Yes
6/5/2015 17:33	N934WN	N934WN	B737	3642	30	J	System Error	Yes
6/5/2015 20:28	SWA524	N209WN	B737	3372	30	J	System Error	Yes
6/6/2015 9:50	N125GH	N125GH	GLF5	4516	28R	B	Pilot Requested	No
6/6/2015 18:10	EJA935	N935QS	C750	4571	30	B	System Error	Yes
6/6/2015 19:37	RSP476	N583JS	E50P	3356	30	B	System Error	Yes
6/7/2015 11:20	GTH6	N601AD	CL60	4212	28R	B	Departure Timing	No
6/8/2015 8:20	N3764D	N3764D	F900	3766	30	B	System Error	Yes
6/8/2015 8:27	SWA1542	N368SW	B733	1732	30	J	System Error	Yes
6/8/2015 10:04	N206AH	N206AH	E50P	3654	28R	B	Pilot Requested	No
6/8/2015 10:18	N700RH	N700RH	C750	3624	28R	B	Pilot Requested	No
6/8/2015 10:57	N2486B	N2486B	EA50	2232	28R	B	Pilot Refusal	No
6/8/2015 15:36	N80VM	N80VM	C25B	3202	28R	B	Pilot Requested	No
6/8/2015 21:55	N401SY	N401SY	LJ60	4214	28R	B	Pilot Requested	No
6/9/2015 15:28	N206AH	N206AH	E50P	3614	28R	B	Pilot Requested	No
6/9/2015 17:40	SKW6426	N120SY	E170	6301	30	R	System Error	Yes
6/9/2015 23:39	N786AC	N786AC	C525	3257	28R	B	Pilot Refusal	No
6/10/2015 11:57	N800FZ	N800FZ	C510	4220	28R	B	Pilot Requested	No
6/10/2015 14:20			H25B	3602	28R	B	Pilot Requested	No
6/12/2015 15:33	N518JG	N518JG	CL60	1727	28L	B	Pilot Requested	No
6/12/2015 16:57	N322PL	N322PL	EA50	1742	28L	B	Pilot Requested	No
6/12/2015 19:46	N525HS		C525	3713	28L	B	Pilot Requested	No
6/13/2015 2:53	LN363PJ	N363PJ	LJ35	3231	28L	B	Lifeguard Medical	Yes
6/13/2015 8:24	N301NV	N301NV	A319	3621	30	J	System Error	Yes
6/13/2015 9:41			BE40	3231	28L	B	Pilot Requested	No
6/14/2015 12:07	SWA702	N954WN	B737	1763	30	J	System Error	Yes
6/14/2015 13:37	VRD910	N630VA	A320	1776	28R	J	System Error	Yes
6/14/2015 14:15	PEG72	N472MM	GLF4	3606	28L	B	ATC Instructions	No
6/14/2015 20:34	N549XJ	N549XJ	CL30	1705	28L	B	ATC Instructions	No
6/14/2015 20:36	OPT737	N737FL	C750	3263	28L	B	ATC Instructions	No
6/14/2015 20:37	N300AA	N300AA	LJ45	6371	28L	B	ATC Instructions	No
6/14/2015 20:40	N613PJ	N613PJ	CL60	6370	28L	B	ATC Instructions	No
6/14/2015 20:43	N580KF	N580KF	GLF4	1724	28L	B	ATC Instructions	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/14/2015 20:47			CL60	6332	28L	B	ATC Instructions	No
6/14/2015 20:49			GLF4	6301	28L	B	ATC Instructions	No
6/14/2015 20:50	N137LA	N137LA	H25B	1774	28L	B	Pilot Requested	No
6/14/2015 20:54	DPJ248	N248SF	C56X	3206	28L	B	ATC Instructions	No
6/14/2015 20:55	N150KM	N150KM	G150	3773	28L	B	ATC Instructions	No
6/14/2015 21:00	N100EW	N100EW	GLF4	3611	28R	B	ATC Instructions	No
6/14/2015 21:02	OPT454	N454FL	BE40	1732	28L	B	ATC Instructions	No
6/14/2015 21:06			GLEX	3605	28L	B	ATC Instructions	No
6/14/2015 21:09			BE40	1742	28L	B	ATC Instructions	No
6/14/2015 21:20			C650	6351	28L	B	ATC Instructions	No
6/14/2015 21:22	DPJ998	N998CX	C750	6312	28L	B	ATC Instructions	No
6/14/2015 21:31	OPT330	N330FL	E55P	1200	28L	B	ATC Instructions	No
6/14/2015 21:33	N200VT		C550	3245	28L	B	ATC Instructions	No
6/14/2015 21:38	EJA340	N340QS	E55P	3660	28L	B	ATC Instructions	No
6/14/2015 21:38	JTL91	N990JT	GALX	3625	28L	B	ATC Instructions	No
6/14/2015 21:41	N897CW	N897CW	H25B	3703	28L	B	ATC Instructions	No
6/15/2015 16:22			F900	3702	28L	B	Pilot Requested	No
6/15/2015 19:01	ASA347	N760AS	B734	1773	28R	J	System Error	Yes
6/16/2015 7:08			EA50	1760	28L	B	Pilot Requested	No
6/16/2015 12:38	SKW4820	N825SK	CRJ9	3316	28L	R	System Error	Yes
6/16/2015 12:39	SIS661	N661EP	E50P	3325	28R	B	Pilot Requested	No
6/16/2015 15:17	PXT44	N44CK	C525	4547	28L	B	Pilot Requested	No
6/17/2015 6:45	N401SY	N401SY	LJ60	3675	28L	B	Pilot Requested	No
6/17/2015 9:21	HAL47	N395HA	A332	1745	28L	J	System Error	Yes
6/17/2015 11:17	N206AH	N206AH	E50P	637	28L	B	Pilot Requested	No
6/18/2015 9:02	SWA4304	N378SW	B733	3260	28L	J	System Error	Yes
6/19/2015 7:23	FDX440	N588FE	MD11	3247	30	J	System Error	Yes
6/19/2015 11:32	N795T	N795T	C510	1755	28L	B	Pilot Requested	No
6/19/2015 11:51	N101SA	N930AN	PROP	4260	28R	P	System Error	Yes
6/20/2015 12:26	N125D	N125DT	BE40	1701	28L	B	Pilot Requested	No
6/20/2015 12:39	N206AH	N206AH	E50P	3322	28L	B	Pilot Requested	No
6/20/2015 19:21	LN363PJ	N363PJ	LJ35	3302	28L	B	Lifeguard Medical	Yes
6/21/2015 10:03	N885RS	N885RS	C510	3747	28R	B	Pilot Requested	No
6/21/2015 15:00	N962WN	N962WN	B737	3352	28L	J	System Error	Yes
6/21/2015 17:09	SWA878	N747SA	B737	3302	28L	J	System Error	Yes
6/21/2015 17:34	UAL256	N486UA	A320	3311		J	System Error	Yes
6/21/2015 21:11	EJA831	N831QS	C560	6327	30	B	System Error	Yes
6/22/2015 10:57			GLF4	6374	28L	B	Pilot Requested	No
6/22/2015 14:16			C25B	4206	28L	B	Pilot Requested	No
6/22/2015 21:22	JBU347	N703JB	A320	3644	28L	J	System Error	Yes
6/24/2015 7:54	FDX3022	N689FE	A306	1746	30	J	System Error	Yes
6/24/2015 10:46	N413QS	N413QS	GLF4	3760	28L	T	System Error	Yes
6/24/2015 11:01	N206AH	N206AH	E50P	1771	28L	B	Pilot Refusal	No
6/24/2015 15:15	XOJ794	N794XJ	C750	4221	28R	B	System Error	Yes
6/24/2015 19:56	N586ED	N586ED	C525	6373	28L	B	Pilot Requested	No
6/25/2015 8:56	N5956B	N5956B	GLF4	3242	28L	B	Pilot Requested	No
6/25/2015 13:08	SWA2406	N7708E	B737	6356	30	J	System Error	Yes
6/25/2015 15:51	DPJ48	N48HF	C750	3734	28L	B	Pilot Requested	No
6/25/2015 19:12	LN777AX		C550	4205	28R	B	Lifeguard Medical	Yes
6/25/2015 20:32	FDX1117	N662FE	A306	3203	30	J	System Error	Yes
6/27/2015 7:16	SWA1753	N8665D	B738	3662	28L	J	System Error	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/28/2015 19:51	SWA665	N262WN	B737	3761	28L	J	Pilot Requested	No
6/29/2015 9:06	SWA888	N727SW	B737	3654	30	J	System Error	Yes
6/29/2015 10:07	XOJ767	N767XJ	C750	3357	30	B	System Error	Yes
6/29/2015 14:23	SWA659	N259WN	B737	3365	30	J	System Error	Yes
6/30/2015 9:59	N400RE	N400RE	C650	3220	28L	B	Pilot Requested	No
6/30/2015 15:27	DAL2105	N810DN	B739	3720	30	J	System Error	Yes
6/30/2015 19:09	PXT44	N44CK	C525	4204	28L	B	Lifeguard Medical	Yes

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Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/1/2015 11:02	N115SF	N115SF	B407	5352	10L	U	System Error	Yes
4/6/2015 12:24	N188AF	N188AF	H25B	6240	10L	B	ATC Request	Yes
4/6/2015 12:31	PXT525	N525CR	C25B	7060	10L	B	ATC Request	Yes
5/7/2015 20:34	N786AC	N786AC	C525	6711	10L	B	Pilot Requested	No
5/7/2015 20:49	KAI96		CL30	7332	10L	B	Pilot Requested	No
5/12/2015 18:13	N320DL	N320DL	B732	3453	10R	J	System Error	Yes
5/15/2015 2:22	N189PA	N189PA	GLF2	1417	10L	B	Pilot Requested	No
5/25/2015 19:53	N819QS	N819QS	C560	7214	28R	B	System Error	Yes
5/26/2015 19:42	N434CF	N434CF	C25A	4202	10L	B	System Error	Yes
6/11/2015 19:54	N766QS	N766QS	CL30	3536	30	B	System Error	Yes
6/15/2015 10:02	N258QS	N258QS	F2TH	4511	10R	B	System Error	Yes
6/22/2015 19:55	N526SM	N526SM	FA50	3513	10R	B	System Error	Yes
6/24/2015 21:46	N889CM	N889CM	EA50	335	28L	T	System Error	Yes
6/28/2015 8:39	N888YC	N888YC	G150	1314	10R	B	System Error	Yes

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
4/1/2015 19:06	PAD1	CMD08	N838CS	HELO	1200	Lifeguard Medical	Yes
4/2/2015 10:11	28R	N121CA	N121CA	BE20	334	Not Acceptable	No
4/2/2015 10:50	PAD1	CMD8	N838CS	HELO	1200	Not Acceptable	No
4/2/2015 15:21	28R	N8279W	N8279W		314	Good Effort	Yes
4/3/2015 12:27	28R	N24932		C152	1200	Air Traffic Conflict	Yes
4/4/2015 22:41	28R	N650TM	N650TM	T182	1200	Good Effort	Yes
4/5/2015 14:33	28R	N115SF	N115SF	B407	1200	Air Traffic Conflict	Yes
4/7/2015 13:48	PAD1	N442BN	N442BN	R44	1200	Good Effort	Yes
4/7/2015 14:03	28R	N533TP	N533TP		366	Not Acceptable	No
4/7/2015 19:50	PAD1	N838CS	N838CS	HELO	375	Good Effort	Yes
4/9/2015 13:55	PAD1	N115SF	N115SF	B407	327	Good Effort	Yes
4/9/2015 19:34	28R	N43434	N43434	P28A	321	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
4/9/2015 20:09	28R	CHP32			1200	Law Enforcement	Yes
4/10/2015 11:34	28R	N5LP			1200	Navigation System	No
4/11/2015 2:14	28R				1200	Not Acceptable	No
4/11/2015 10:05	28R	N9284M	N9284M	P28A	353	Good Effort	Yes
4/11/2015 15:46	33	N252PS	N252PS		343	Not Acceptable	No
4/11/2015 19:17	28R	N8312H			340	System Error	Yes
4/12/2015 11:09	28R	N8851U	N8851U		374	Air Traffic Conflict	Yes
4/12/2015 13:22	28R	N156DS	N156DS		355	Not Acceptable	No
4/13/2015 17:54	28R	N9284M	N9284M	P28A	314	Air Traffic Conflict	Yes
4/14/2015 13:13	28R				322	Good Effort	Yes
4/14/2015 15:37	28R	N62TV	N62TV	B06	1200	Air Traffic Conflict	Yes
4/14/2015 17:46	28R	SKY7	N7QY	AS50	1200	Not Acceptable	No
4/15/2015 8:42	PAD1	N115SF	N115SF	B407	1200	Good Effort	Yes
4/15/2015 11:30	28R	N553TP			1200	Good Effort	Yes
4/15/2015 15:02	PAD1	CMD08	N838CS	HELO	1200	Lifeguard Medical	Yes
4/15/2015 17:47	28R	N442BN	N442BN	R44	363	Good Effort	Yes
4/16/2015 12:17	33	N26481	N26481		331	Good Effort	Yes
4/16/2015 17:24	28R	N7469Y			1200	Air Traffic Conflict	Yes
4/16/2015 19:15	28R				1200	Good Effort	Yes
4/16/2015 22:29	28R				1200	Not Acceptable	No
4/17/2015 10:19	33	N6605D			1200	Air Traffic Conflict	Yes
4/18/2015 11:33	28R				340	Not Acceptable	No
4/18/2015 13:26	28R	N781CB	N781CB	C210	356	Air Traffic Conflict	Yes
4/18/2015 17:16	PAD1	N442BN	N442BN	R44	371	Good Effort	Yes
4/19/2015 13:51	28R	N210MT	N210MT	C210	322	Good Effort	Yes
4/19/2015 16:09	28R	N9351M			1200	Air Traffic Conflict	Yes
4/20/2015 21:42	28R				365	Good Effort	Yes
4/21/2015 18:20	28R	N553TP	N553TP		330	Not Acceptable	No
4/22/2015 21:01	PAD1				1200	Good Effort	Yes
4/23/2015 13:43	28R	N757JD			344	Air Traffic Conflict	Yes
4/24/2015 13:34	28R	N43434	N43434	P28A	314	Not Acceptable	No
4/25/2015 12:09	33	CPZ6433	N624CZ	E170	1200	Good Effort	Yes
4/25/2015 14:06	28R	N734WZ	N734WZ		336	Air Traffic Conflict	Yes
4/25/2015 18:57	28R	N802U	N802U	207	320	Not Acceptable	No
4/26/2015 14:44	28R	N850PD	N43434	TBM8	364	Air Traffic Conflict	Yes
4/27/2015 11:59	28R	N328TA	N328TA		372	Good Effort	Yes
4/27/2015 12:25	33	N8936M	N8936M	BE33	1200	Good Effort	Yes
4/27/2015 18:05	PAD1	N838CS	N838CS	HELO	1200	Air Traffic Conflict	Yes
4/28/2015 12:46	28R	N442BN	N442BN	R44	1200	Good Effort	Yes
4/30/2015 21:47	28R	N734WZ	N734WZ		336	Air Traffic Conflict	Yes
5/1/2015 14:43	PAD1				1200	Air Traffic Conflict	Yes
5/1/2015 15:18	28R	N26481	N26481		325	Air Traffic Conflict	Yes
5/1/2015 16:20	33	N79338	N79338		320	Air Traffic Conflict	Yes
5/1/2015 17:12	33	N747JS	N747JS		344	Air Traffic Conflict	Yes
5/1/2015 20:50	28R	CHP32			314	Air Traffic Conflict	Yes
5/2/2015 12:41	28R	URF99	N806SA	PC12	334	Air Traffic Conflict	Yes
5/2/2015 13:00	28R	N553TP			351	Air Traffic Conflict	Yes
5/5/2015 13:08	28R	N9284M	N9284M		325	Good Effort	Yes
5/5/2015 13:25	28R				332	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
5/6/2015 16:45	28R	N14008	N14008	C172	1200	Air Traffic Conflict	Yes
5/6/2015 18:52	28R	N262GG	N262GG	A28	352	System Error	Yes
5/8/2015 14:57	28R	N67849	N67849		324	Air Traffic Conflict	Yes
5/9/2015 11:44	28R	N9284M	N9284M	P28A	351	Air Traffic Conflict	Yes
5/12/2015 4:50	33	N220PD	N220PD	369E	343	Law Enforcement	Yes
5/13/2015 21:06	28R	N824SA	N824SA	PC12	1200	Not Acceptable	No
5/13/2015 21:15	28R	N824SA	N824SA	PC12	337	Good Effort	Yes
5/15/2015 11:51	28R	N1114K	N1114K	BE20	320	Not Acceptable	No
5/17/2015 4:02	PAD1	N838CS	N838CS	HELO	1200	Not Acceptable	No
5/22/2015 16:53	28R	N38636	N38636	P28R	370	Not Acceptable	No
5/23/2015 15:26	28R			PA46	360	Air Traffic Conflict	Yes
5/29/2015 15:42	33	N43434	N43434	P28A	340	Air Traffic Conflict	Yes
6/7/2015 16:02	28R	N43434	N43434	P28A	322	Air Traffic Conflict	Yes
6/8/2015 7:34	28R				335	Not Acceptable	No
6/8/2015 14:28	28R	N932RV	N932RV	EXP	361	Not Acceptable	No
6/9/2015 13:16	28R	SWA1067	N779SW	369E	365	System Error	Yes
6/11/2015 6:28	28L	N821SA	N821SA	PC12	1200	Not Acceptable	No
6/12/2015 12:48	28L	N43434	N43434	P28A	316	Air Traffic Conflict	Yes
6/14/2015 13:10	33				317	Air Traffic Conflict	Yes
6/14/2015 13:17	33	N9284M	N9284M	P28A	331	Air Traffic Conflict	Yes
6/14/2015 16:10	33	N802U	N802U	207	327	Air Traffic Conflict	Yes
6/14/2015 20:36	33	N9284M	N9284M	P28A	333	Air Traffic Conflict	Yes
6/17/2015 1:10	33	N220PD	N220PD	369E	1200	Law Enforcement	Yes
6/19/2015 5:57	33	N75TV	N75TV	C172	340	Not Acceptable	No
6/20/2015 15:32	33	N5809W			334	Good Effort	Yes
6/20/2015 16:25	33	N802U	N802U	207	352	Not Acceptable	No
6/20/2015 17:52	28L	N802U	N802U	207	343	Air Traffic Conflict	Yes
6/21/2015 15:38	33	N82NG	N82NG	PC12	376	Good Effort	Yes
6/23/2015 14:31	33	N43434	N43434	P28A	333	Air Traffic Conflict	Yes
6/23/2015 15:54	33				376	Good Effort	Yes
6/25/2015 6:25	28R	N819SA	N819SA	PC12	1200	Not Acceptable	No
6/26/2015 8:46	28R				1200	Air Traffic Conflict	Yes
6/26/2015 15:35	28R	N778JG	N778JG	SR20	370	Air Traffic Conflict	Yes
6/30/2015 13:45	28R	N47952			375	Air Traffic Conflict	Yes

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
4/1/2015 4:37			C25B	4512	10L	Runway Maintenance	Yes
4/1/2015 5:35	N246PH	N246PH	BE20	4256	28R	310 Heading	No
4/1/2015 22:16				323	28R	Not Acceptable	No
4/1/2015 23:03				5372	28R	Not Acceptable	No
4/3/2015 1:48	N246PH	N246PH		4552	28R	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
4/4/2015 2:22	LN915CD	N915CD	BE9L	4556	28R	Lifeguard Medical	Yes
4/4/2015 22:41	N650TM	N650TM	T182	1200	28R	Good Effort	Yes
4/5/2015 23:12	N99AG	N99AG	C25B	4236	10L	Good Effort	Yes
4/6/2015 5:59	URF119	N819SA	PC12	3341	28R	310 Heading	No
4/7/2015 22:36	N554VR	N554VR	PC12	3226	28R	Not Acceptable	No
4/7/2015 22:43			PAY2	3360	28R	Not Acceptable	No
4/7/2015 22:55	N462W		BE58	4523	28R	310 Heading	No
4/11/2015 2:14				1200	28R	Not Acceptable	No
4/11/2015 22:17	XOJ706	N706XJ	C750	3342	10L	Good Effort	Yes
4/12/2015 1:43			PAY2	3360	28R	Wide Salad	No
4/12/2015 22:35			PAY2	3304	28R	310 Heading	No
4/13/2015 5:09	XOJ757	N757XJ	C750	3324	28R	RWY 30 Routine Closure	Yes
4/13/2015 5:33	PXT44	N44CK	C525	3336	28R	RWY 30 Routine Closure	Yes
4/13/2015 5:42	SWA915	N293WN	B737	3220	28R	RWY 30 Routine Closure	Yes
4/13/2015 5:44	SWA932	N933WN	B737	3323	28R	RWY 30 Routine Closure	Yes
4/13/2015 5:46	N972MW	N972MW	GLF4	3265	28R	RWY 30 Routine Closure	Yes
4/13/2015 5:54	SWA256	N445WN	B737	3274	28R	RWY 30 Routine Closure	Yes
4/16/2015 5:58	PCM8709	N713FX	C208	4552	28R	310 Heading	No
4/16/2015 22:29				1200	28R	310 Heading	No
4/16/2015 22:33			PAY2	3717	28R	310 Heading	No
4/20/2015 22:29	N888ZZ	N888ZZ	H25B	3671	28R	Pilot Refusal	No
4/20/2015 22:50	N191SP	N191SP	PC12	4204	28R	Not Acceptable	No
4/20/2015 23:59	N779MF	N779MF	PAY2	4246	28R	310 Heading	No
4/22/2015 5:58	URF119	N819SA	PC12	3305	28R	Time Buffer	Yes
4/23/2015 3:05	N779MF	N779MF	PAY2	4224	28R	Wide Salad	No
4/23/2015 23:54	N2696H	N555T	C340	3736	28R	Wide Salad	No
4/24/2015 2:21			PAY2	3303	28R	Good Effort	Yes
4/29/2015 3:55	N22WF	N22WF	PAY2	4224	28R	310 Heading	No
4/29/2015 22:01	N431GW	N431GW	PAY2	6373	28R	Lifeguard Medical	Yes
4/29/2015 22:12	LCMD8	N838CS	HELO	4277	PAD1	Lifeguard Medical	Yes
4/29/2015 22:26	PXT903		C510	3247	28R	Lifeguard Medical	Yes
4/29/2015 22:39	N695GH	N695GH	AC95	3310	28R	Safety/Emergency	Yes
5/1/2015 5:58			PAY2	3757	28R	Time Buffer	Yes
5/1/2015 22:28	N226KV	N226KV	E50P	3347	28R	Pilot Requested	No
5/2/2015 23:43	N942TW	N942TW	PC12	4223	28R	310 Heading	No
5/3/2015 5:02	N133DR	N133DR	PA32	4246	28R	Good Effort	Yes
5/4/2015 2:32	LREH17	N316RX	EC35	4531	28R	Lifeguard Medical	Yes
5/4/2015 2:50	CMD5	N833CS	HELO	4233	PAD1	Lifeguard Medical	Yes
5/4/2015 5:33	N801GJ	N5275K	LJ55	4545	28R	Not Acceptable	No
5/4/2015 5:55	MRA687		C208	4574	33	Runway/Taxiway Maintenance	Yes
5/4/2015 23:11	N7HW		PA27	4563	33	Runway/Taxiway Maintenance	Yes
5/5/2015 22:35			PAY2	4220	33	Runway/Taxiway Maintenance	Yes
5/5/2015 23:24	DLX805	N805C	BE20	4261	33	Runway/Taxiway Maintenance	Yes
5/5/2015 23:31				377	28R	Runway/Taxiway Maintenance	Yes
5/8/2015 2:06	LN248PH	N248PH	BE20	4242	33	Lifeguard Medical	Yes
5/8/2015 23:39				5374	10L	Runway/Taxiway Maintenance	Yes
5/9/2015 5:52	N246PH	N246PH	BE20	4502	33	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
5/9/2015 23:13	N500QV	N500QV	C340	4564	28R	Wide Salad	No
5/10/2015 23:46	LN448CR	N448CR	BE9L	4215	28R	Lifeguard Medical	Yes
5/12/2015 4:50	N220PD	N220PD	369E	343	33	Law Enforcement	Yes
5/12/2015 5:04	N531SW	N531SW	BE20	3246	33	Not Acceptable	No
5/12/2015 22:26	N277PC	N277PC	PC12	4552	33	Not Acceptable	No
5/12/2015 22:26	N6737V	N6737V	BE36	4257	33	Not Acceptable	No
5/13/2015 1:11	DLX805	N805C	BE20	4540	33	Lifeguard Medical	Yes
5/14/2015 1:57	N158J	N158J	BE9L	4560	33	Not Acceptable	No
5/15/2015 2:38			PAY2	4245	28R	Wide Salad	No
5/17/2015 4:02	N838CS	N838CS	HELO	1200	PAD1	Not Acceptable	No
5/18/2015 5:24	PXT499	N499GB	C680	4262	28R	Runway/Taxiway Maintenance	Yes
5/18/2015 5:38	SWA915	N7813P	B737	3342	28R	Runway/Taxiway Maintenance	Yes
5/18/2015 5:41	SWA932	N289CT	B737	3377	28R	Runway/Taxiway Maintenance	Yes
5/19/2015 22:31	N359DG	N359DG	B350	4557	28R	Not Acceptable	No
5/20/2015 0:06	N246PH		BE20	4562	28R	Not Acceptable	No
5/21/2015 22:21	N888ZZ	N888ZZ	H25B	3242	28R	Pilot Refusal	No
5/25/2015 4:33	N900RX	N900RX	F900	3354	28R	RWY 30 Routine Closure	Yes
5/26/2015 22:53	N6737V	N6737V	BE36	4506	28R	Wide Salad	No
5/28/2015 0:09	CMD70	N370CS	BE20	4561	28R	Lifeguard Medical	Yes
5/29/2015 22:57	N6737V	N6737V	BE36	4574	28R	Wide Salad	No
5/30/2015 22:12	N3215D	N3215D	BE36	4551	28R	Not Acceptable	No
5/30/2015 23:17	N500QV		C340	4225	28R	Wide Salad	No
6/2/2015 1:57	N448CR	N448CR	BE9L	4573	28R	Not Acceptable	No
6/3/2015 1:35	TWY3		F900	3260	28R	Runway/Taxiway Maintenance	Yes
6/3/2015 2:56	CMD8	N838CS	HELO	4507	PAD1	Lifeguard Medical	Yes
6/3/2015 22:35	PEG22	N222RA	GLF4	3270	28R	Runway/Taxiway Maintenance	Yes
6/4/2015 5:59	N2486B	N2486B	EA50	4264	28R	Runway/Taxiway Maintenance	Yes
6/4/2015 23:05	N886EM	N886EM	C525	4262	30	Runway/Taxiway Maintenance	Yes
6/6/2015 3:18			PAY2	3251	28R	Good Effort	Yes
6/8/2015 22:23	N22WF	N22WF	PAY2	4254	28R	Wide Salad	No
6/9/2015 23:39	N786AC	N786AC	C525	3257	28R	Pilot Refusal	No
6/10/2015 22:32	N419R	N419R	PAY2	4242	28L	Not Acceptable	No
6/11/2015 22:24	CMD70	N840CR	BE20	3642	28L	Lifeguard Medical	Yes
6/11/2015 23:12	N5038Y			4574	28L	Wide Salad	No
6/12/2015 1:34	N419R	N419R	PAY2	4514	28L	Wide Salad	No
6/13/2015 2:53	LN363PJ	N363PJ	LJ35	3231	28L	Lifeguard Medical	Yes
6/14/2015 0:00			PAY2	3214	28R	Not Acceptable	No
6/15/2015 23:45	N100MW	N100MW	BE9L	4516	28R	Good Effort	Yes
6/17/2015 0:08	N220PD	N220PD	369E	5366	33	Law Enforcement	Yes
6/17/2015 0:11				1200	10L	Law Enforcement	Yes
6/17/2015 0:38	N75TV	N75TV	C172	5374	10L	Good Effort	Yes
6/17/2015 1:10	N220PD	N220PD	369E	1200	33	Law Enforcement	Yes
6/17/2015 4:09			PAY2	3241	28R	Not Acceptable	No
6/19/2015 5:57	N75TV	N75TV	C172	340	33	Not Acceptable	No
6/20/2015 22:38			PAY2	4266	28R	Not Acceptable	No
6/22/2015 23:17	LN248PH	N248PH	BE20	4243	28R	Lifeguard Medical	Yes
6/24/2015 22:13	N889CM	N889CM	EA50	344	33	Not Acceptable	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
6/27/2015 4:32	LN22WF		PAY2	4272	28L	Lifeguard Medical	Yes

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/20/2015 22:50	4	73.2	80	11	N191SP	N191SP	PC12	28R
5/15/2015 2:39	3	71.4	80	16			PAY2	28R
5/21/2015 22:22	7	72.3	80	14	N888ZZ	N888ZZ	H25B	28R
5/2/2015 4:40	5	75.1	80.1	9	N716WA	N716WA	PAY2	28R
5/9/2015 5:52	3	72	80.1	11	N246PH	N246PH	BE20	33
6/14/2015 0:00	8	72.8	80.1	8			PAY2	28R
4/5/2015 23:12	11	72.4	80.2	12	N99AG	N99AG	C25B	10L
4/12/2015 22:36	8	73.2	80.2	9			PAY2	28R
4/20/2015 23:59	8	73.8	80.2	8	N779MF	N779MF	PAY2	28R
5/1/2015 22:28	7	72.7	80.2	14	N226KV	N226KV	E50P	28R
4/13/2015 5:09	5	73.1	80.3	15	XOJ757	N757XJ	C750	28R
6/9/2015 1:00	4	74.3	80.3	11			PAY2	28R
4/4/2015 21:52	3	69.7	80.4	38	N650TM	N650TM	T182	28R
5/15/2015 2:39	6	73.8	80.4	7			PAY2	28R
5/23/2015 4:32	4	73.3	80.4	12	N896SB		BE10	28R
6/17/2015 0:11	10	71.7	80.4	22				10L
5/28/2015 22:16	4	74.9	80.5	13	N821VV	N821VV	BE9L	28R
4/30/2015 22:08	10	72	80.6	17				28R
6/27/2015 2:23	4	73.9	80.6	12			PAY2	33
4/3/2015 1:49	3	72.6	80.7	13	N246PH	N246PH		28R
4/3/2015 22:22	3	76.5	80.7	9	N246PH	N246DH	BE20	28R
5/13/2015 1:12	3	73.7	80.7	13	DLX805	N805C	BE20	33
6/11/2015 22:26	6	76.9	80.7	5	CMD70	N840CR	BE20	28L
6/22/2015 23:16	4	74.9	80.7	11	LN248PH	N248PH	BE20	28R
5/20/2015 0:07	8	73.4	80.8	11	N246PH		BE20	28R
6/27/2015 4:32	4	74	80.8	15	LN22WF		PAY2	28L
4/7/2015 22:36	4	75.7	80.9	13	N554VR	N554VR	PC12	28R
4/11/2015 2:16	3	70.8	80.9	22				28R
4/16/2015 5:59	8	72.7	80.9	13	PCM8709	N713FX	C208	28R
4/30/2015 22:08	9	73.5	81	11				28R
5/26/2015 22:55	6	74.2	81	11	N6737V	N6737V	BE36	28R
6/6/2015 3:18	8	74.5	81	7			PAY2	28R
4/20/2015 22:29	5	74.7	81.1	12	N888ZZ	N888ZZ	H25B	28R
5/1/2015 5:58	4	74.4	81.1	10			PAY2	28R
4/1/2015 23:17	2	72.5	81.2	11				28R
4/3/2015 2:15	5	75.6	81.2	8			PAY2	28R
4/20/2015 22:30	6	75.7	81.2	8	N888ZZ	N888ZZ	H25B	28R
4/23/2015 23:55	8	73.4	81.2	11	N2696H	N555T	C340	28R
4/29/2015 22:40	5	75.4	81.2	6	N695GH	N695GH	AC95	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/21/2015 22:22	6	74.1	81.2	11	N888ZZ	N888ZZ	H25B	28R
6/3/2015 1:36	7	74	81.2	14	TWY3		F900	28R
6/11/2015 23:13	6	72.8	81.2	14	N5038Y			28L
5/7/2015 23:11	3	76.9	81.3	11			PAY2	33
5/28/2015 0:09	5	75.8	81.3	12	CMD70	N370CS	BE20	28R
6/15/2015 23:45	6	75.7	81.3	9	N100MW	N100MW	BE9L	28R
4/10/2015 1:10	9	72	81.4	15				10L
4/12/2015 22:36	4	74.8	81.4	11			PAY2	28R
4/23/2015 23:54	5	75.1	81.4	11	N2696H	N555T	C340	28R
5/1/2015 22:28	5	74	81.4	13	N226KV	N226KV	E50P	28R
5/5/2015 23:33	10	72.3	81.4	28				28R
5/30/2015 23:19	7	75.9	81.4	10	N500QV		C340	28R
4/13/2015 5:34	7	72.8	81.5	18	PXT44	N44CK	C525	28R
5/1/2015 5:58	8	74.3	81.5	8			PAY2	28R
5/29/2015 22:59	7	73.2	81.5	17	N6737V	N6737V	BE36	28R
6/4/2015 5:59	4	73.6	81.5	21	N2486B	N2486B	EA50	28R
4/1/2015 22:32	2	73.7	81.6	14				28R
4/12/2015 1:43	4	75.9	81.6	12			PAY2	28R
6/14/2015 0:00	4	75.7	81.6	11			PAY2	28R
5/9/2015 23:14	5	73.7	81.7	15	N500QV	N500QV	C340	28R
5/21/2015 22:22	5	76.9	81.7	11	N888ZZ	N888ZZ	H25B	28R
4/12/2015 22:54	3	73.2	81.8	16				33
5/30/2015 22:12	8	74.5	81.8	10	N3215D	N3215D	BE36	28R
4/4/2015 2:22	4	77.2	81.9	13	LN915CD	N915CD	BE9L	28R
6/17/2015 0:38	10	72.8	81.9	26	N75TV	N75TV	C172	10L
4/5/2015 23:12	10	72.9	82	22	N99AG	N99AG	C25B	10L
4/13/2015 5:09	4	74.3	82	16	XOJ757	N757XJ	C750	28R
5/28/2015 0:09	4	75.5	82.1	13	CMD70	N370CS	BE20	28R
6/2/2015 1:57	4	77	82.1	11	N448CR	N448CR	BE9L	28R
4/24/2015 2:22	8	75.3	82.3	9			PAY2	28R
4/29/2015 3:56	4	77.1	82.3	10	N22WF	N22WF	PAY2	28R
6/11/2015 23:13	5	74.9	82.3	16	N5038Y			28L
6/19/2015 5:59	3	73.7	82.3	25	N75TV	N75TV	C172	33
4/29/2015 22:01	8	74	82.4	17	N431GW	N431GW	PAY2	28R
5/2/2015 4:40	8	77.1	82.4	8	N716WA	N716WA	PAY2	28R
6/9/2015 23:39	4	74.3	82.4	18	N786AC	N786AC	C525	28R
4/11/2015 22:17	9	75	82.5	12	XOJ706	N706XJ	C750	10L
5/12/2015 5:05	3	75.6	82.5	14	N531SW	N531SW	BE20	33
5/20/2015 0:07	4	77.9	82.5	11	N246PH		BE20	28R
6/10/2015 22:33	6	77	82.5	12	N419R	N419R	PAY2	28L
4/1/2015 4:37	10	74.8	82.6	24			C25B	10L
6/3/2015 22:36	6	76.1	82.7	16	PEG22	N222RA	GLF4	28R
5/3/2015 5:03	4	75.3	82.9	16	N133DR	N133DR	PA32	28R
5/26/2015 22:55	8	75.2	82.9	15	N6737V	N6737V	BE36	28R
4/4/2015 1:04	4	77.7	83	11	N246PH	N246PH	BE20	28R
5/26/2015 22:54	5	75.1	83	17	N6737V	N6737V	BE36	28R
5/29/2015 22:59	5	75.6	83	19	N6737V	N6737V	BE36	28R
6/12/2015 1:35	4	75.9	83	15	N419R	N419R	PAY2	28L
6/22/2015 23:17	5	79.4	83.2	10	LN248PH	N248PH	BE20	28R
5/15/2015 2:39	5	77.7	83.4	10			PAY2	28R
4/13/2015 5:54	8	71.3	83.5	29	SWA256	N445WN	B737	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/20/2015 23:59	4	79.2	83.5	12	N779MF	N779MF	PAY2	28R
6/11/2015 22:25	5	78.7	83.5	12	CMD70	N840CR	BE20	28L
4/3/2015 2:15	8	76.5	83.6	11			PAY2	28R
4/29/2015 3:56	8	80.9	83.6	6	N22WF	N22WF	PAY2	28R
5/18/2015 5:24	4	77.2	83.6	13	PXT499	N499GB	C680	28R
5/18/2015 5:38	7	74	83.6	24	SWA915	N7813P	B737	28R
6/8/2015 22:23	4	78.9	83.6	10	N22WF	N22WF	PAY2	28R
4/24/2015 2:21	4	76.7	83.8	29			PAY2	28R
4/28/2015 22:42	4	76.8	83.8	17	N469CP	N469CP		28R
5/9/2015 23:14	8	75.9	83.8	13	N500QV	N500QV	C340	28R
6/6/2015 3:18	4	78.6	83.8	14			PAY2	28R
5/21/2015 22:22	4	77.5	83.9	15	N888ZZ	N888ZZ	H25B	28R
4/1/2015 5:35	4	79.4	84	12	N246PH	N246PH	BE20	28R
5/31/2015 22:24	4	78.8	84	14	N401CR	N401CR	COL4	28R
4/29/2015 22:26	5	77.2	84.2	17	PXT903		C510	28R
5/15/2015 2:39	8	77.3	84.3	11			PAY2	28R
4/29/2015 22:27	6	76.3	84.6	16	PXT903		C510	28R
4/29/2015 22:39	4	80	84.6	10	N695GH	N695GH	AC95	28R
4/13/2015 5:33	5	77.1	84.7	19	PXT44	N44CK	C525	28R
4/13/2015 5:42	8	74.7	84.7	27	SWA915	N293WN	B737	28R
5/1/2015 22:28	6	77.4	84.7	13	N226KV	N226KV	E50P	28R
6/3/2015 22:35	5	77.4	84.7	16	PEG22	N222RA	GLF4	28R
6/12/2015 1:35	7	79.8	84.7	12	N419R	N419R	PAY2	28L
6/3/2015 1:36	5	76.5	84.8	17	TWY3		F900	28R
6/13/2015 2:54	4	76.4	84.8	25	LN363PJ	N363PJ	LJ35	28L
4/13/2015 5:54	7	74	84.9	23	SWA256	N445WN	B737	28R
4/17/2015 0:09	4	79.8	84.9	13			PAY2	28R
6/3/2015 1:36	6	76.4	84.9	15	TWY3		F900	28R
6/13/2015 2:54	7	75.6	84.9	23	LN363PJ	N363PJ	LJ35	28L
4/13/2015 5:46	7	78.4	85.2	14	N972MW	N972MW	GLF4	28R
4/23/2015 3:05	4	80.8	85.4	13	N779MF	N779MF	PAY2	28R
5/4/2015 5:33	6	77.7	85.4	15	N801GJ	N5275K	LJ55	28R
5/30/2015 22:12	4	78.6	85.4	20	N3215D	N3215D	BE36	28R
6/10/2015 22:33	4	79.6	85.4	13	N419R	N419R	PAY2	28L
5/2/2015 4:40	4	79.9	85.5	13	N716WA	N716WA	PAY2	28R
5/4/2015 5:33	5	78.3	85.8	18	N801GJ	N5275K	LJ55	28R
5/30/2015 23:18	5	78.3	85.8	17	N500QV		C340	28R
4/1/2015 4:37	9	79.1	85.9	12			C25B	10L
5/18/2015 5:41	8	74.3	85.9	34	SWA932	N289CT	B737	28R
6/15/2015 23:45	3	79.6	85.9	17	N100MW	N100MW	BE9L	28R
4/5/2015 23:12	9	78.8	86.1	18	N99AG	N99AG	C25B	10L
4/13/2015 5:44	8	74.9	86.2	27	SWA932	N933WN	B737	28R
4/13/2015 5:33	6	77.5	86.3	15	PXT44	N44CK	C525	28R
5/26/2015 22:54	4	80.7	86.3	19	N6737V	N6737V	BE36	28R
6/15/2015 23:45	5	83.1	86.6	12	N100MW	N100MW	BE9L	28R
6/15/2015 23:45	4	82.5	86.7	15	N100MW	N100MW	BE9L	28R
4/13/2015 5:42	7	77.9	86.9	23	SWA915	N293WN	B737	28R
5/15/2015 2:39	4	82	87	13			PAY2	28R
4/7/2015 22:55	8	78	87.1	27	N462W		BE58	28R
5/4/2015 5:33	4	79.7	87.2	20	N801GJ	N5275K	LJ55	28R
6/12/2015 1:35	6	82.3	87.6	13	N419R	N419R	PAY2	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/3/2015 2:15	4	82.9	87.7	12			PAY2	28R
4/7/2015 22:55	4	79.4	87.7	33	N462W		BE58	28R
5/1/2015 22:28	4	81.9	87.8	16	N226KV	N226KV	E50P	28R
5/12/2015 22:27	3	82.3	87.9	20	N6737V	N6737V	BE36	33
5/30/2015 23:19	6	81.6	87.9	18	N500QV		C340	28R
4/13/2015 5:44	7	79.2	88	24	SWA932	N933WN	B737	28R
5/18/2015 5:41	7	78.6	88	27	SWA932	N289CT	B737	28R
5/25/2015 4:33	7	80.1	88.1	19	N900RX	N900RX	F900	28R
4/23/2015 23:54	4	83.7	88.2	18	N2696H	N555T	C340	28R
4/29/2015 22:26	4	82.1	88.2	17	PXT903		C510	28R
5/5/2015 22:35	3	84.2	88.2	14			PAY2	33
6/3/2015 1:36	4	80.7	88.4	19	TWY3		F900	28R
5/18/2015 5:38	6	79	88.5	24	SWA915	N7813P	B737	28R
6/12/2015 1:35	5	85.1	88.5	15	N419R	N419R	PAY2	28L
5/9/2015 23:13	4	82.6	88.6	22	N500QV	N500QV	C340	28R
5/29/2015 22:59	4	83.8	88.6	16	N6737V	N6737V	BE36	28R
6/3/2015 22:35	4	83.3	88.8	20	PEG22	N222RA	GLF4	28R
5/18/2015 5:38	5	78.6	88.9	27	SWA915	N7813P	B737	28R
4/13/2015 5:46	5	81.7	89.1	18	N972MW	N972MW	GLF4	28R
4/13/2015 5:33	4	82.4	89.4	19	PXT44	N44CK	C525	28R
6/10/2015 22:33	5	86.3	89.5	12	N419R	N419R	PAY2	28L
6/15/2015 23:45	8	84.3	89.6	14	N100MW	N100MW	BE9L	28R
4/13/2015 5:54	6	78.7	89.7	34	SWA256	N445WN	B737	28R
4/13/2015 5:42	6	80.4	90.3	27	SWA915	N293WN	B737	28R
4/13/2015 5:46	6	83.9	90.4	21	N972MW	N972MW	GLF4	28R
4/13/2015 5:54	5	80.7	90.4	31	SWA256	N445WN	B737	28R
5/30/2015 23:18	4	85.8	90.7	23	N500QV		C340	28R
4/13/2015 5:42	5	81.7	91.1	29	SWA915	N293WN	B737	28R
5/18/2015 5:38	4	83.9	91.3	28	SWA915	N7813P	B737	28R
4/13/2015 5:44	6	81.7	91.5	33	SWA932	N933WN	B737	28R
5/18/2015 5:41	6	81.7	91.6	29	SWA932	N289CT	B737	28R
6/13/2015 2:54	6	83.8	91.9	20	LN363PJ	N363PJ	LJ35	28L
4/13/2015 5:54	4	81.6	92.1	33	SWA256	N445WN	B737	28R
4/13/2015 5:46	4	87.4	92.3	20	N972MW	N972MW	GLF4	28R
4/13/2015 5:44	5	84.3	92.5	32	SWA932	N933WN	B737	28R
5/18/2015 5:41	5	82.8	92.5	34	SWA932	N289CT	B737	28R
4/13/2015 5:42	4	84.5	93.1	26	SWA915	N293WN	B737	28R
4/13/2015 5:44	4	83.9	93.8	35	SWA932	N933WN	B737	28R
5/18/2015 5:41	4	84.8	94.1	35	SWA932	N289CT	B737	28R
5/25/2015 4:33	5	88.2	94.2	20	N900RX	N900RX	F900	28R
5/25/2015 4:33	6	88.1	94.8	20	N900RX	N900RX	F900	28R
6/13/2015 2:54	5	90	95	18	LN363PJ	N363PJ	LJ35	28L
5/25/2015 4:33	4	89.9	95.2	18	N900RX	N900RX	F900	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
4/4/2015 18:49	SWA	SWA2913	B733	J	N391SW	Not Acceptable	No
6/19/2015 11:04	SWA	SWA4412	B733	J	N684WN	Not Acceptable	No
6/27/2015 8:58		N8312H	B737	J	N432WN	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
4/1/2015 6:58	KAI	KAI58	GLF5	B		Time Buffer	Yes
4/1/2015 22:43	VOI	VOI909	A319	J	N502VL	Not Acceptable	No
4/2/2015 6:19	DAL	DAL1408	A320	J	N369NW	Not Acceptable	No
4/2/2015 6:49	FDX	FDX435	MD11	J	N625FE	Not Acceptable	No
4/4/2015 6:17	DAL	DAL1408	A320	J	N353NW	Not Acceptable	No
4/6/2015 6:40	AWE	AWE617	A319	J	N814AW	Not Acceptable	No
4/8/2015 2:57	FDX	FDX1885	DC10	J	N365FE	Not Acceptable	No
4/10/2015 6:04	DAL	DAL1408	A320	J	N370NW	Not Acceptable	No
4/12/2015 2:34	VOI	VOI905	A320	J		Not Acceptable	No
4/12/2015 22:01	SWA	SWA723	B737	J	N937WN	Time Buffer	Yes
4/12/2015 23:23	SWQ	SWQ9300	B734	J	N421US	Not Acceptable	No
4/13/2015 22:12	SWA	SWA1974	B733	J	N600WN	Not Acceptable	No
4/16/2015 6:58	SWA	SWA697	B737	J	N964WN	Time Buffer	Yes
4/16/2015 6:59	PXT	PXT525	C25B	B	N525CR	Time Buffer	Yes
4/22/2015 22:01	FDX	FDX1117	A306	J	N745FD	Time Buffer	Yes
4/24/2015 23:11	SWA	SWA723	B737	J	N229WN	Not Acceptable	No
4/26/2015 22:00	SWA	SWA328	B737	J	N210WN	Time Buffer	Yes
4/26/2015 22:02	SWA	SWA646	B737	J	N401WN	Time Buffer	Yes
4/28/2015 6:07	SWA	SWA662	B738	J	N8656B	Not Acceptable	No
4/28/2015 6:14	DAL	DAL1408	A320	J	N333NW	Not Acceptable	No
4/30/2015 6:05	SWA	SWA457	B738	J	N8321D	Not Acceptable	No
5/3/2015 22:05	SWA	SWA196	B737	J	N420WN	Time Buffer	Yes
5/4/2015 6:58	EJA	EJA644	C56X	B	N644QS	Time Buffer	Yes
5/5/2015 6:59	SWA	SWA697	B737	J	N784SW	Time Buffer	Yes
5/5/2015 22:00	SWA	SWA646	B737	J	N401WN	Time Buffer	Yes
5/7/2015 22:00	SWA	SWA646	B733	J	N657SW	Time Buffer	Yes
5/10/2015 6:20	AAL	AAL688	A319	J	N802AW	Not Acceptable	No
5/11/2015 6:58	SWA	SWA697	B737	J	N418WN	Not Acceptable	No
5/11/2015 22:01	SWA	SWA646	B733	J	N685SW	Not Acceptable	No
5/12/2015 6:58	FDX	FDX3647	DC10	J	N550FE	Time Buffer	Yes
5/13/2015 3:17	FDX	FDX1857	DC10	J	N390FE	Not Acceptable	No
5/13/2015 6:45	FDX	FDX3647	MD10	J	N361FE	Not Acceptable	No
5/16/2015 3:04	FDX	FDX25	B77L	J	N882FD	Not Acceptable	No
5/16/2015 6:56	SWA	SWA1266	B737	J	N210WN	Time Buffer	Yes
5/16/2015 6:59		N492QS	GLF4	B	N492QS	Time Buffer	Yes
5/17/2015 3:56	FDX	FDX881	MD11	J	N588FE	Not Acceptable	No
5/18/2015 6:32	SWA	SWA850	B733	J	N363SW	Not Acceptable	No
5/20/2015 6:12	NKS	NKS188	A320	J	N613NK	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
5/20/2015 6:59	SWA	SWA697	B737	J	N481WN	Time Buffer	Yes
5/20/2015 23:27		N25MX	LJ60	B	N25MX	Not Acceptable	No
5/21/2015 6:58	SWA	SWA697	B737	J	N260WN	Time Buffer	Yes
5/22/2015 5:55	SWA	SWA221	B737	J	N249WN	Not Acceptable	No
5/22/2015 6:59	HAL	HAL23	B763	J	N592HA	Time Buffer	Yes
5/22/2015 22:01	SWA	SWA723	B737	J	N923WN	Time Buffer	Yes
5/23/2015 5:56			BE40	B		Not Acceptable	No
5/24/2015 22:02		N508JA	EA50	B	N508JA	Time Buffer	Yes
5/26/2015 6:57	SWA	SWA697	B737	J	N7703A	Time Buffer	Yes
5/27/2015 6:53	SWA	SWA697	B737	J	N478WN	Time Buffer	Yes
5/27/2015 22:01		N695TA	C550	B		Time Buffer	Yes
5/27/2015 22:02		N786CC	LJ45	B	N786CC	Time Buffer	Yes
5/28/2015 6:57			F2TH	B		Time Buffer	Yes
5/29/2015 23:12			LJ60	B		Not Acceptable	No
6/2/2015 22:02		N273WN	B737	J	N273WN	Time Buffer	Yes
6/3/2015 3:09	FDX	FDX37	MD11	J	N529FE	Not Acceptable	No
6/3/2015 5:55	UPS	UPS2945	MD11	J	N295UP	Not Acceptable	No
6/3/2015 22:02	SWA	SWA723	B737	J	N7745A	Time Buffer	Yes
6/4/2015 5:24	UPS	UPS2955	B763	J	N315UP	Not Acceptable	No
6/6/2015 6:58	EJA	EJA922	C750	B	N922QS	Time Buffer	Yes
6/10/2015 0:15		N213MF	C25B	B		Not Acceptable	No
6/14/2015 6:22		N68077	B763	J	N68077	Not Acceptable	No
6/14/2015 22:09	UPS	UPS2943	B763	J	N355UP	Time Buffer	Yes
6/15/2015 0:38	UPS	UPS2955	MD11	J	N293UP	Not Acceptable	No
6/15/2015 6:58		N208WN	B737	J	N208WN	Time Buffer	Yes
6/16/2015 6:59	HAL	HAL23	B763	J	N587HA	Time Buffer	Yes
6/18/2015 6:59	SWA	SWA1483	B737	J	N271LV	Time Buffer	Yes
6/22/2015 6:38	AAY	AAY1003	A319	J	N301NV	Not Acceptable	No
6/23/2015 6:08	SWA	SWA2696	B737	J	N901WN	Not Acceptable	No
6/23/2015 6:59	SWA	SWA382	B733	J	N394SW	Time Buffer	Yes
6/25/2015 22:52	RVJ	RVJ824	BE40	B	N824DM	Not Acceptable	No
6/26/2015 6:55		N592HA	B763	J	N592HA	Time Buffer	Yes
6/29/2015 6:56	HAL	HAL23	B763	J	N592HA	Time Buffer	Yes
6/30/2015 6:58	UPS	UPS5541	B752	J	N419UP	Time Buffer	Yes
6/30/2015 6:58	SWA	SWA382	B733	J	N386SW	Time Buffer	Yes
6/30/2015 22:41	JBU	JBU168	A320	J	N715JB	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
4/7/2015 1:04	BSK	BSK568	B738	J	N738MA	Not Acceptable	No
4/7/2015 2:32	FDX	FDX1885	DC10	J	N319FE	Not Acceptable	No
4/7/2015 2:35	FDX	FDX1874	B752	J	N930FD	Not Acceptable	No
4/7/2015 2:48	FDX	FDX1859	A306	J	N745FD	Not Acceptable	No
4/7/2015 2:58	FDX	FDX1857	MD11	J	N619FE	Not Acceptable	No
4/7/2015 3:17	FDX	FDX37	MD11	J	N573FE	Not Acceptable	No

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
4/7/2015 4:59	FDX	FDX31	B77L	J	N855FD	Not Acceptable	No
4/7/2015 5:16			SBR1	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
4/3/2015	0140	SWA	B737	2	High	GRE	0150	NO	N/A
4/3/2015	1600	TWY	GLF5	2	High	GRE	1700	N/A	N/A
4/5/2015	1100	UPS	B767	2	High	GRE	1200	N/A	N/A
4/8/2015	1405	KAI	GLF5	2	High	HG6	1415	N/A	N/A
4/9/2015	1725	FDX	MD11	3	High	GRE	1735	N/A	N/A
4/11/2015	1833	FDX	DC10	3	High	GRE	1845	N/A	N/A
4/11/2015	2331	SWA	B737	2	High	GRE	0000	NO	N/A
4/12/2015	1006	UPS	B767	2	High	GRE	1230	N/A	N/A
4/15/2015	1210	DAL	CRJ7	2	High	GRE	1215	N/A	N/A
4/16/2015	1245	KAI	FA20	1	High	GRE	1300	N/A	N/A
4/16/2015	1425	KAI	FA20	1	High	HG6	1600	N/A	N/A
4/19/2015	1823	SWA	B737	2	High	GRE	1830	N/A	N/A
4/20/2015	0015	SWA	B737	2	High	GRE	0025	NO	N/A
4/20/2015	1204	KAI	GLF5	2	Med	HG6	1205	N/A	N/A
4/26/2015	0942	FDX	A319	1	High	GRE	1030	N/A	N/A
4/26/2015	1352	SWA	B737	2	High	GRE	1400	N/A	N/A
4/27/2015	1231	UPS	B767	2	High	GRE	1235	N/A	N/A
4/28/2015	1526	BJT	LJ35	1	High	HG6	1535	N/A	N/A
5/1/2015	2348	SWA	B737	2	High	GRE	2350	NO	N/A
5/8/2015	1614	KAI	FA20	2	High	HG6	1635	N/A	N/A
5/11/2015	1117	FDX	A319	2	High	GRE	1130	N/A	N/A
5/12/2015	1341	SWA	B737	2	Med	GRE	1347	N/A	N/A
5/16/2015	1146	UPS	B767	1	High	GRE	1230	N/A	N/A
5/23/2015	0933	KAI	GLF5	1	High	HG6	0933	N/A	N/A
5/25/2015	0103	SWA	B737	2	High	GRE	0110	NO	N/A
5/25/2015	2020	FDX	A319	2	High	GRE	2220	NO	N/A
5/28/2015	1155	KAI	FA20	1	High	HG6	1300	N/A	N/A
5/30/2015	1406	UPS	B767	1	High	GRE	1430	N/A	N/A
6/2/2015	1109	KAI	FA20	1	High	HG6	1140	N/A	N/A
6/2/2015	2330	SWA	B737	2	High	GRE	2335	NO	N/A
6/5/2015	1507	KAI	FA20	1	High	HG6	1530	N/A	N/A
6/7/2015	1000	KAI	GLF5	2	High	GRE	1030	N/A	N/A
6/8/2015	0440	FDX	DC10	3	High	GRE	0450	NO	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
6/8/2015	1302	CAA	GLF5	2	High	GRE	1320	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
4/1/2015 15:36			CL60	2864	Not Acceptable	No
4/2/2015 15:09		N2486B	EA50	2014	Not Acceptable	No
4/3/2015 19:30	NKS	NKS408	A320	2595	Not Acceptable	No
4/5/2015 14:44	SWA	SWA3452	B737	2624	Not Acceptable	No
4/7/2015 8:37	FDX	FDX3022	A306	2739	Not Acceptable	No
4/7/2015 10:54	SWA	SWA1929	B738	2893	Not Acceptable	No
4/7/2015 11:38	DAL	DAL1082	A320	2772	Not Acceptable	No
4/7/2015 21:34	JBU	JBU168	A320	2411	Not Acceptable	No
4/8/2015 8:18	FDX	FDX3022	A306	2723	Not Acceptable	No
4/8/2015 9:03	NKS	NKS872	A320	2896	Not Acceptable	No
4/9/2015 21:54	SWA	SWA3218	B737	2588	Not Acceptable	No
4/10/2015 12:59	SWA	SWA890	B737	2503	Not Acceptable	No
4/12/2015 13:31	SWA	SWA2862	B737	2454	Not Acceptable	No
4/13/2015 10:43	SWA	SWA2144	B737	2417	Not Acceptable	No
4/13/2015 13:10	SWA	SWA890	B737	2657	Not Acceptable	No
4/13/2015 18:40		N323PG	C510	2395	Not Acceptable	No
4/13/2015 19:23	NKS	NKS408	A320	2690	Not Acceptable	No
4/14/2015 14:22	SWA	SWA9006	B737	2454	Not Acceptable	No
4/15/2015 13:41	SWA	SWA2862	B737	2775	Not Acceptable	No
4/17/2015 16:46	DAL	DAL1374	A319	2388	Not Acceptable	No
4/17/2015 21:40	JBU	JBU168	A320	2683	Not Acceptable	No
4/19/2015 10:44	SWA	SWA2144	B737	2034	Not Acceptable	No
4/19/2015 13:41	SWA	SWA2862	B737	2185	Not Acceptable	No
4/21/2015 8:14	FDX	FDX3022	A306	2759	Not Acceptable	No
4/22/2015 19:11	NKS	NKS408	A320	2555	Not Acceptable	No
4/23/2015 12:25	SWA	SWA1434	B737	2755	Not Acceptable	No
4/24/2015 7:52	TWY	TWY42	GLF3	2769	Not Acceptable	No
4/24/2015 11:35	DAL	DAL1082	A320	2762	Not Acceptable	No
4/24/2015 20:17	SWA	SWA1715	B733	2821	Not Acceptable	No
4/27/2015 13:42	SWA	SWA2862	B737	2893	Not Acceptable	No
5/1/2015 13:47	SWA	SWA139	B733	2798	Not Acceptable	No
5/2/2015 11:23	SWA	SWA2611	B733	2555	Not Acceptable	No
5/4/2015 11:03	AAY	AAY135	A319	2591	Not Acceptable	No
5/4/2015 13:37	SWA	SWA2862	B737	2860	Not Acceptable	No
5/4/2015 14:30	SWA	SWA799	B737	2749	Not Acceptable	No
5/4/2015 16:50	DAL	DAL1374	A320	2493	Not Acceptable	No
5/6/2015 8:30	FDX	FDX3012	B763	2755	Not Acceptable	No
5/6/2015 13:38	FDX	FDX3857	MD10	2496	Not Acceptable	No
5/6/2015 15:15	SWA	SWA350	B737	2739	Not Acceptable	No
5/7/2015 13:27	FDX	FDX3857	DC10	2660	Not Acceptable	No
5/7/2015 13:33	SWA	SWA890	B737	2729	Not Acceptable	No
5/8/2015 10:45	SWA	SWA778	B737	2542	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
5/8/2015 11:43	DAL	DAL1082	E170	2585	Not Acceptable	No
5/8/2015 15:32	SWA	SWA799	B737	2470	Not Acceptable	No
5/8/2015 21:04	SWA	SWA3218	B737	2522	Not Acceptable	No
5/8/2015 21:51	JBU	JBU168	A320	2559	Not Acceptable	No
5/9/2015 9:20	SWA	SWA1765	B737	2716	Not Acceptable	No
5/10/2015 14:30	SWA	SWA799	B737	2857	Not Acceptable	No
5/10/2015 19:14	EJA	EJA553	C56X	2519	Not Acceptable	No
5/11/2015 11:45	DAL	DAL1082	A320	2375	Not Acceptable	No
5/11/2015 12:51	SWA	SWA890	B737	2739	Not Acceptable	No
5/11/2015 18:11	NKS	NKS408	A320	2785	Not Acceptable	No
5/12/2015 14:18	FDX	FDX3859	B752	2641	Not Acceptable	No
5/13/2015 8:35	NKS	NKS872	A320	2805	Not Acceptable	No
5/13/2015 16:58	DAL	DAL1374	A320	2319	Not Acceptable	No
5/13/2015 19:20	FDX	FDX1605	B763	2755	Not Acceptable	No
5/14/2015 15:01			FA50	2673	Not Acceptable	No
5/16/2015 9:49	SWA	SWA1591	B733	2664	Not Acceptable	No
5/17/2015 13:37	SWA	SWA2862	B737	2834	Not Acceptable	No
5/18/2015 8:40	NKS	NKS872	A320	2844	Not Acceptable	No
5/19/2015 8:41	NKS	NKS872	A320	2457	Not Acceptable	No
5/19/2015 10:10	SWA	SWA139	B737	2874	Not Acceptable	No
5/20/2015 19:34	UPS	UPS945	B763	2545	Not Acceptable	No
5/20/2015 20:23	FDX	FDX1117	A30B	2732	Not Acceptable	No
5/21/2015 13:40	SWA	SWA2862	B737	2723	Not Acceptable	No
5/23/2015 14:53	SWA	SWA1681	B737	2762	Not Acceptable	No
5/23/2015 18:12	NKS	NKS408	A320	2870	Not Acceptable	No
5/25/2015 12:20	SWA	SWA3111	B737	2883	Not Acceptable	No
5/26/2015 10:51	SWA	SWA139	B737	2808	Not Acceptable	No
5/27/2015 7:12	UPS	UPS2947	A30	2752	Not Acceptable	No
5/27/2015 19:35	UPS	UPS945	B763	2683	Not Acceptable	No
5/27/2015 20:06	FDX	FDX1380	MD10	2050	Not Acceptable	No
5/28/2015 7:52	FDX	FDX3012	B763	2319	Not Acceptable	No
5/28/2015 9:18	NKS	NKS872	A320	2798	Not Acceptable	No
5/28/2015 10:29	SWA	SWA778	B737	2634	Not Acceptable	No
5/28/2015 10:43	SWA	SWA2144	B737	2709	Not Acceptable	No
5/29/2015 7:26	FDX	FDX3012	B763	2529	Not Acceptable	No
5/29/2015 16:52	DAL	DAL1374	A320	2588	Not Acceptable	No
5/30/2015 11:37	DAL	DAL1082	A320	2637	Not Acceptable	No
5/31/2015 16:03	SWA	SWA267	B733	2565	Not Acceptable	No
5/31/2015 20:52			GLF5	2821	Not Acceptable	No
6/1/2015 11:25	AAY	AAY135	A319	2847	Not Acceptable	No
6/2/2015 9:28	ASA	ASA365	B738	2874	Not Acceptable	No
6/2/2015 14:31		N54	LJ60	1729	Not Acceptable	No
6/4/2015 12:53	SWA	SWA890	B737	2627	Not Acceptable	No
6/4/2015 15:08	SWA	SWA350	B737	2627	Not Acceptable	No
6/7/2015 18:23	SWA	SWA268	B737	2841	Not Acceptable	No
6/7/2015 21:14	JBU	JBU168	A320	2372	Not Acceptable	No
6/8/2015 12:07	AAY	AAY1014	A319	2762	Not Acceptable	No
6/8/2015 15:43	SWA	SWA705	B737	2509	Not Acceptable	No
6/8/2015 17:02	DAL	DAL1374	A320	2247	Not Acceptable	No
6/8/2015 20:20		N687FE	A306	2772	Not Acceptable	No
6/9/2015 13:51	SWA	SWA4190	B737	2680	Not Acceptable	No
6/9/2015 14:51	SWA	SWA2494	B737	2778	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
6/9/2015 17:53		N375SW	B733	2736	Not Acceptable	No
6/10/2015 15:21		N440US	B734	2837	Not Acceptable	No
6/11/2015 11:49	SWA	SWA4412	B737	2703	Not Acceptable	No
6/12/2015 17:17	SWA	SWA1618	B737	2454	Not Acceptable	No
6/13/2015 16:47	SKW	SKW4602	CRJ9	2470	Not Acceptable	No
6/14/2015 13:15	SWA	SWA4057	B737	2782	Not Acceptable	No
6/14/2015 17:13	DAL	DAL1374	A320	2490	Not Acceptable	No
6/14/2015 19:53		N631NK	A320	2795	Not Acceptable	No
6/15/2015 14:20	SWA	SWA177	B737	2549	Not Acceptable	No
6/15/2015 14:35	SWA	SWA2961	B737	2788	Not Acceptable	No
6/16/2015 8:23	FDX	FDX3012	B763	2808	Not Acceptable	No
6/17/2015 13:51	SWA	SWA4190	B737	2437	Not Acceptable	No
6/17/2015 16:44	DAL	DAL1374	A320	2460	Not Acceptable	No
6/19/2015 11:04	SWA	SWA4412	B733	2532	Not Acceptable	No
6/20/2015 8:45	SWA	SWA3064	B737	2801	Not Acceptable	No
6/21/2015 9:59	SWA	SWA1637	B737	2870	Not Acceptable	No
6/21/2015 14:39	SWA	SWA177	B737	2867	Not Acceptable	No
6/21/2015 21:17	JBU	JBU168	A320	2657	Not Acceptable	No
6/22/2015 11:25	DAL	DAL1082	A320	2752	Not Acceptable	No
6/22/2015 11:38	SWA	SWA4412	B733	2627	Not Acceptable	No
6/23/2015 20:28	FDX	FDX1117	A306	2582	Not Acceptable	No
6/24/2015 10:13	NKS	NKS872	A320	2709	Not Acceptable	No
6/24/2015 12:51	SWA	SWA771	B737	2854	Not Acceptable	No
6/24/2015 13:58	SWA	SWA4190	B737	2480	Not Acceptable	No
6/24/2015 16:25	SWA	SWA1618	B737	2677	Not Acceptable	No
6/25/2015 15:19	BSK	BSK151	B738	2355	Not Acceptable	No
6/26/2015 12:06	SWA	SWA2242	B733	2532	Not Acceptable	No
6/27/2015 10:20	SWA	SWA1128	B737	2654	Not Acceptable	No
6/27/2015 11:50	SWA	SWA2723	B737	2624	Not Acceptable	No
6/28/2015 13:40	SWA	SWA4190	B737	2667	Not Acceptable	No
6/28/2015 16:00	SWA	SWA705	B737	2775	Not Acceptable	No
6/29/2015 15:41	SWA	SWA705	B737	2687	Not Acceptable	No
6/30/2015 10:47	SWA	SWA3949	B737	2627	Not Acceptable	No
6/30/2015 14:14	FDX	FDX3859	B752	2493	Not Acceptable	No
6/30/2015 20:03	FDX	FDX1268	MD11	2778	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
4/1/2015 23:42	ASA356	B738	ASA	2824	Not Acceptable	No
4/2/2015 14:39	SWA1992	B737	SWA	2483	Not Acceptable	No
4/2/2015 14:42	SWA1619	B733	SWA	2732	Not Acceptable	No
4/2/2015 19:45	SWA695	B737	SWA	2880	Not Acceptable	No
4/3/2015 9:35	SWA760	B737	SWA	2828	Not Acceptable	No
4/3/2015 12:35	SWA3592	B737	SWA	2746	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
4/3/2015 18:22	SWA750	B737	SWA	2664	Not Acceptable	No
4/3/2015 23:40	ASA356	B739	ASA	2027	Not Acceptable	No
4/4/2015 19:57	SWA2650	B737	SWA	2752	Not Acceptable	No
4/5/2015 19:53	SWA695	B737	SWA	2729	Not Acceptable	No
4/5/2015 23:22	SWA2593	B737	SWA	2746	Not Acceptable	No
4/6/2015 9:25	SWA152	B738	SWA	2509	Not Acceptable	No
4/8/2015 20:32	SWA180	B733	SWA	2752	Not Acceptable	No
4/9/2015 20:19	SWA4919	B733	SWA	2808	Not Acceptable	No
4/9/2015 20:27	SWA180	B733	SWA	2680	Not Acceptable	No
4/9/2015 23:50	ASA356	B739	ASA	2867	Not Acceptable	No
4/10/2015 13:18	SWA170	B737	SWA	2244	Not Acceptable	No
4/10/2015 19:57	JBU167	A320	JBU	2709	Not Acceptable	No
4/10/2015 20:25	SWA180	B733	SWA	2401	Not Acceptable	No
4/10/2015 23:41	SWA891	B733	SWA	2785	Not Acceptable	No
4/11/2015 7:45	ASA342	B738	ASA	2896	Not Acceptable	No
4/12/2015 23:37	SWA891	B733	SWA	2575	Not Acceptable	No
4/13/2015 13:29	SWA170	B737	SWA	2103	Not Acceptable	No
4/13/2015 14:55	SWA282	B737	SWA	2877	Not Acceptable	No
4/14/2015 23:47	ASA356	B738	ASA	2171	Not Acceptable	No
4/15/2015 0:47	SWA891	B733	SWA	2857	Not Acceptable	No
4/15/2015 16:22	AAV1004	MD83	AAV	2880	Not Acceptable	No
4/15/2015 20:39	SWA4919	B733	SWA	2828	Not Acceptable	No
4/16/2015 9:33	SWA2852	B733	SWA	2739	Not Acceptable	No
4/16/2015 11:44	SWA1240	B733	SWA	2821	Not Acceptable	No
4/16/2015 13:19	SWA170	B737	SWA	2378	Not Acceptable	No
4/16/2015 13:55	SWA856	B737	SWA	3346	System Error	Yes
4/16/2015 13:55	SWA856	B737	SWA	2880	System Error	Yes
4/17/2015 13:22	SWA170	B737	SWA	2667	Not Acceptable	No
4/17/2015 20:03	SWA4919	B733	SWA	2385	Not Acceptable	No
4/17/2015 20:05	SWA255	B737	SWA	2801	Not Acceptable	No
4/17/2015 20:17	AAV1004	MD83	AAV	2604	Not Acceptable	No
4/22/2015 22:31	FDX1807	MD11	FDX	2621	Not Acceptable	No
4/24/2015 16:20	SWA1084	B737	SWA	2824	Not Acceptable	No
4/25/2015 18:03	SWA2601	B737	SWA	2404	Not Acceptable	No
4/25/2015 18:07	SWA4831	B733	SWA	2450	Not Acceptable	No
4/25/2015 18:11	SWA1467	B733	SWA	2677	Not Acceptable	No
4/25/2015 18:17	SWA3779	B737	SWA	2191	Not Acceptable	No
4/26/2015 9:38	SWA2852	B733	SWA	2637	Not Acceptable	No
4/29/2015 12:21	ASA346	B739	ASA	2880	Not Acceptable	No
4/29/2015 23:19	ASA356	B739	ASA	2785	Not Acceptable	No
4/30/2015 10:27	FDX1717	A306	FDX	2824	Not Acceptable	No
4/30/2015 17:26	SWA4719	B733	SWA	2585	Not Acceptable	No
4/30/2015 20:02	SWA255	B737	SWA	2614	Not Acceptable	No
4/30/2015 20:59	SWA180	B733	SWA	2716	Not Acceptable	No
4/30/2015 22:59	DAL1253	A320	DAL	2811	Not Acceptable	No
5/2/2015 18:10	SWA1467	B733	SWA	2726	Not Acceptable	No
5/2/2015 23:35	ASA356	B739	ASA	2746	Not Acceptable	No
5/3/2015 16:17	SWA1084	B737	SWA	2746	Not Acceptable	No
5/5/2015 11:47	SWA1240	B737	SWA	2851	Not Acceptable	No
5/5/2015 20:21	SWA4919	B733	SWA	2752	Not Acceptable	No
5/6/2015 20:07	SWA328	B737	SWA	2437	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
5/7/2015 22:44	DAL1253	A320	DAL	2618	Not Acceptable	No
5/7/2015 23:41	N365CJ	GLEX		2834	Not Acceptable	No
5/8/2015 19:51	SWA255	B737	SWA	2657	Not Acceptable	No
5/8/2015 19:58	SWA328	B737	SWA	2654	Not Acceptable	No
5/9/2015 18:18	SWA4831	B733	SWA	2709	Not Acceptable	No
5/9/2015 18:33	SWA1467	B733	SWA	2896	Not Acceptable	No
5/11/2015 17:35	SWA1084	B737	SWA	2834	Not Acceptable	No
5/11/2015 17:38	SWA4719	B733	SWA	2732	Not Acceptable	No
5/11/2015 20:08	SWA328	B737	SWA	2867	Not Acceptable	No
5/13/2015 16:18	SWA1084	B737	SWA	2791	Not Acceptable	No
5/30/2015 16:39	SWA2105	B733	SWA	2555	Not Acceptable	No
5/31/2015 20:40	SWA180	B733	SWA	2837	Not Acceptable	No
6/1/2015 20:09	SWA4919	B733	SWA	2473	Not Acceptable	No
6/2/2015 15:56	DAL1374	A320	DAL	2565	Not Acceptable	No
6/3/2015 14:34	N214DV	FA50		561	System Error	Yes
6/4/2015 13:12	SWA170	B737	SWA	2880	Not Acceptable	No
6/4/2015 23:27	N602SW	B733		2857	Not Acceptable	No
6/5/2015 12:36	SWA304	B733	SWA	2831	Not Acceptable	No
6/5/2015 20:17	SWA180	B733	SWA	2444	Not Acceptable	No
6/5/2015 20:25	SWA328	B737	SWA	2880	Not Acceptable	No
6/8/2015 11:05	AA1004	A319	AA1	2874	Not Acceptable	No
6/8/2015 20:51	SWA2410	B737	SWA	2437	Not Acceptable	No
6/9/2015 15:25	SWA3745	B737	SWA	2522	Not Acceptable	No
6/9/2015 23:20	DAL1253	A320	DAL	2683	Not Acceptable	No
6/9/2015 23:42	FDX1825	B763	FDX	2693	Not Acceptable	No
6/10/2015 10:43	N57	LJ60		1076	FAA Flight Check	Yes
6/12/2015 10:27	DAL1082	A320	DAL	2716	Not Acceptable	No
6/14/2015 9:10		GLF3		2208	Not Acceptable	No
6/14/2015 9:10		GLF3		669	Not Acceptable	No
6/14/2015 12:31	SWA638	B737	SWA	2303	Not Acceptable	No
6/17/2015 12:30	SWA638	B737	SWA	2769	Not Acceptable	No
6/18/2015 19:22	SWA158	B737	SWA	2132	Not Acceptable	No
6/18/2015 23:41	SWA3472	B737	SWA	2795	Not Acceptable	No
6/18/2015 23:49	ASA356	B738	ASA	2841	Not Acceptable	No
6/19/2015 14:54	SWA2951	B733	SWA	2601	ATC Instructions	Yes
6/20/2015 10:38	SWA4250	B737	SWA	2588	Not Acceptable	No
6/20/2015 19:09	SWA1995	B737	SWA	2542	Not Acceptable	No
6/20/2015 19:35	SWA1842	B737	SWA	2372	Not Acceptable	No
6/22/2015 15:53	SWA3745	B737	SWA	2788	Not Acceptable	No
6/24/2015 12:17	SWA638	B737	SWA	2877	Not Acceptable	No
6/24/2015 19:05	SWA158	B737	SWA	2588	Not Acceptable	No
6/25/2015 21:26	AA1022	A319	AA1	2690	Not Acceptable	No
6/25/2015 23:34	ASA356	B739	ASA	2837	Not Acceptable	No
6/25/2015 23:55	SWA882	B737	SWA	2719	Not Acceptable	No
6/26/2015 20:32	SWA2054	B733	SWA	2572	Not Acceptable	No
6/26/2015 23:31	SWA3472	B737	SWA	2152	Not Acceptable	No
6/26/2015 23:40	ASA356	B739	ASA	2877	Not Acceptable	No
6/27/2015 17:51	ASA344	B734	ASA	2162	Not Acceptable	No
6/27/2015 19:28	SWA3362	B733	SWA	2896	Not Acceptable	No
6/27/2015 19:41	SWA1462	B737	SWA	2742	Not Acceptable	No
6/30/2015 23:01	SWA882	B737	SWA	2352	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: BJ532

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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