



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Third Quarter 2015



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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Park Close. Fly on time.

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QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Third Quarter 2015				
	2014Q3		2015Q3	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	94%	6%
Total Airport-wide Corporate Jet Departures	2,417	179	2,363	151
Runway 10R/L Jet Landing Compliance	100%	0%	81%	19%
Total Southeast Plan Corporate Jet Landings	0	0	22	5
North Field VFR Departure Compliance	98%	2%	95%	5%
Total Runways 28R/L & 33 Departures	1,123	25	582	29
North Field Quiet Hours Compliance	74%	26%	71%	29%
Total North Field Quiet Hours Departures	205	53	105	43
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	16,652	6	16,883	7
Silent8 Night Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,954	33	3,255	40
Runway 12 Night Departure Compliance	100%	0%	100%	0%
Total Runway 12 Night Turbojet Departures	5	0	2	0
Runway 30 East Turn Departure Compliance	95%	5%	97%	3%
Total Runway 30 East Turn Departures	4,566	239	4,974	177
100 Degree Radial Turbojet Landing Compliance	93%	7%	92%	8%
Total 100 Degree Radial Turbojet Landings	2,566	191	2,335	194
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	18	0	17	0

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Third Quarter 2015				
	July	August	September	Quarterly
Airport-wide Corporate Jet Departures	821	856	837	2,514
Compliant Corporate Jet Departures	767	794	802	2,363
Non-compliant Corporate Jet Departures	54	62	35	151
Corporate Jet Departure Compliance Rate	93%	93%	96%	94%
Excused Jet Departures	40	9	43	92
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,953	5,894	5,515	17,362
Compliant Airport-wide Jet Departures	5,899	5,832	5,480	17,211
Non-compliant Airport-wide Jet Departures	54	62	35	151
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Third Quarter 2015				
	July	August	September	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	1	0	26	27
Compliant SE Plan Corporate Jet Landings	1	0	21	22
Non-compliant SE Plan Corporate Jet Landings	0	0	5	5
SE Plan Corporate Jet Landing Compliance Rate	100%	N/A	81%	81%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	2	0	195	197
Airport-wide Compliant SE Plan Jet Landings	2	0	190	192
Airport-wide Non-compliant SE Plan Landings	0	0	5	5
Airport-wide Jet Landing SE Plan Compliance Rate	100%	N/A	97%	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 Third Quarter 2015				
	July	August	September	Total
Total VFR Departures	182	236	193	611
Total VFR Departures Over Alameda	42	48	55	145
Compliant Departures	172	228	182	582
Non-compliant Departures	10	8	11	29
Compliance Rate	95%	97%	94%	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 7:00 a.m.) Third Quarter 2015				
	July	August	September	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	47	53	48	148
Compliant Night Departures	34	40	31	105
Average Compliant Departures per Night	1.1	1.3	1.0	1.1
Non-Compliant Night Departures	13	13	17	43
Average Non-Compliant Departures per Night	0.4	0.4	0.5	0.5
Night Departure Compliance Rate	72%	75%	65%	71%

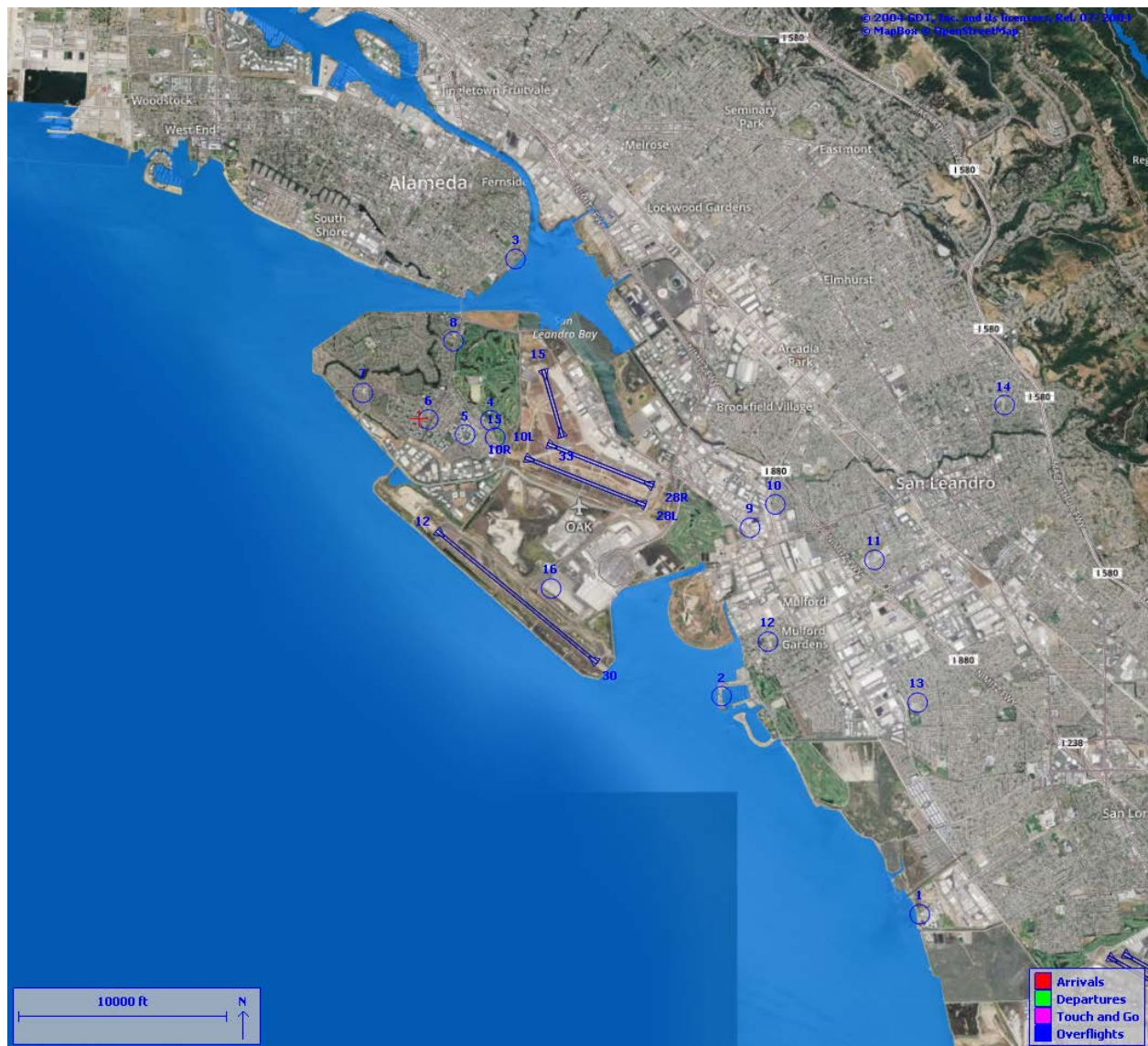
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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

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 = 148

Third Quarter 2015 (10:00 p.m. to 7:00 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	13	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	15
3	40	8	0.1	1.4%	0	0.0	0.0%	0	0.0	0.0%	48
4	44	38	0.4	6.7%	14	0.2	2.5%	8	0.1	1.4%	104
5	41	19	0.2	3.4%	13	0.1	2.3%	10	0.1	1.8%	83
6	22	13	0.1	2.3%	14	0.2	2.5%	6	0.1	1.1%	55
7	18	11	0.1	1.9%	7	0.1	1.2%	1	0.0	0.2%	37
8	23	14	0.2	2.5%	3	0.0	0.5%	1	0.0	0.2%	41
9	4	6	0.1	1.1%	0	0.0	0.0%	2	0.0	0.4%	12
10	16	2	0.0	0.4%	2	0.0	0.4%	0	0.0	0.0%	20
11	1	1	0.0	0.2%	0	0.0	0.0%	1	0.0	0.2%	3
12	9	1	0.0	0.2%	0	0.0	0.0%	1	0.0	0.2%	11
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	233	115	1	0	53	1	0	30	0	0	431

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 136

Third Quarter 2015 (10:00 p.m. to 7:00 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	40	8	0.1	3.3%	0	0.0	0.0%	0	0.0	0.0%	48
4	44	38	0.4	15.9%	14	0.2	5.9%	8	0.1	3.3%	104
5	41	19	0.2	7.9%	13	0.1	5.4%	10	0.1	4.2%	83
6	22	13	0.1	5.4%	14	0.2	5.9%	6	0.1	2.5%	55
7	18	11	0.1	4.6%	7	0.1	2.9%	1	0.0	0.4%	37
8	23	14	0.2	5.9%	3	0.0	1.3%	1	0.0	0.4%	41
Total	188	103	1.1		51	0.6		26	0.3		368

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 12

Third Quarter 2015 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
2	13	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	15
9	4	6	0.1	1.8%	0	0.0	0.0%	2	0.0	0.6%	12
10	16	2	0.0	0.6%	2	0.0	0.6%	0	0.0	0.0%	20
11	1	1	0.0	0.3%	0	0.0	0.0%	1	0.0	0.3%	3
12	9	1	0.0	0.3%	0	0.0	0.0%	1	0.0	0.3%	11
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	45	12	0.1		2	0.0		4	0.0		63

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Third Quarter 2015				
	July	August	September	Quarter
Runway 30 Turbojet Departures	5,840	5,803	5,247	16,890
Compliant Departures	5,836	5,801	5,246	16,883
Non-compliant Departures	4	2	1	7
Percentage of Non-compliance	0.1%	0.0%	0.0%	0.0%
Compliance Rate	100%	100%	100%	100%

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SILENT EIGHT DEPARTURE PROCEDURE

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

Silent 8 Night Departure NAP Compliance Summary 10:00 pm - 7:00 am Third Quarter 2015				
	July	August	September	Quarter
Runway 30 Nighttime Turbojet Departures	1,199	1,119	977	3,295
Buffer Time Departures	10	14	8	32
Compliant Departures	1,183	1,106	966	3,255
Non-compliant Departures	16	13	11	40
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) Third 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	
Third Quarter 2015 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	90	30	26	65	73	12
MD11	166	55	50	65	73	11
A306	119	40	8	66	74	14
B757	177	59	13	66	72	9
B777	0	-	-	-	-	-
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-57	-6	-4	-5	-10
MD11		23	37	-5	-6	-13
A306		-27	-13	-1	-3	-11
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Third Quarter 2014, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Third Quarter 2014 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	128	43	30	65	73	12
MD11	176	59	64	65	73	10
A306	156	52	8	64	72	10
B757	189	63	24	64	72	9
B777	0	-	-	-	-	-
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-44	-2	-4	-5	-10
MD11		27	51	-5	-6	-14
A306		-15	-13	-3	-5	-15
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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RUNWAY 12 NIGHT DEPARTURE PROCEDURE

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

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 6:00 AM) Third Quarter 1900				
	July	August	September	Quarter
Jet Departures	0	0	2	2
Non-Compliant Departures	0	0	0	0
Compliant Departures	0	0	2	2
Compliance Rate	No SE Plan	No SE Plan	100%	100%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 6:00 a.m. nightly.				

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ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Third Quarter 2015				
	July	August	September	Quarter
Runups - 7:00 PM to 10:00 PM	1	1	0	2
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	7	6	2	15
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	8	7	2	17
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Third Quarter 2015				
	July	August	September	Quarter
Total Runway 30 East Turn Turbojet Departures	1,761	1,797	1,593	5,151
Non-compliant Turbojet Departures	66	58	53	177
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,695	1,739	1,540	4,974
Compliance Rate	96%	97%	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 Third Quarter 2015				
	July	August	September	Quarter
Turbojets on Downwind RWY 30 Approach	869	885	775	2,529
Non-compliant Turbojets	54	60	80	194
Total Turbojet Aircraft Above 3K Feet ASL*	815	825	695	2,335
Compliance Rate	94%	93%	90%	92%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant.				

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

Community	Callers	Complaints
Alameda(BFI)	22	54
Alameda(Central)	8	32
Berkeley	1	1
Castro Valley	1	1
Fremont	1	5
Hayward	7	22
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	2	10
Piedmont	0	0
San Francisco	0	0
San Leandro	2	55
San Lorenzo	0	0
Other Communities	9	128
Total	53	308
Complaints by Time of Day		
Day (0700 - 1900)		176
Evening (1900 - 2200)		59
Night (2200 - 0700)		73
Complaints by Type of Operation		
Arrivals		71
Departures		189
Over-flights		46
Touch & Go		2
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Helicopter		55
Jet		200
Military		0
Not Reported		0
Other		12
Propeller		41

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

Community	Callers	Complaints
Alameda(BFI)	19	46
Alameda(Central)	8	77
Berkeley	1	1
Castro Valley	1	1
Fremont	0	0
Hayw ard	2	5
Marin County	0	0
Milpitas	0	0
New ark	1	1
Oakland	6	21
Piedmont	0	0
San Francisco	1	1
San Leandro	2	40
San Lorenzo	2	5
Other Communities	11	128
Total	54	326
Complaints by Time of Day		
Day (0700 - 1900)	229	
Evening (1900 - 2200)	62	
Night (2200 - 0700)	35	
Complaints by Type of Operation		
Arrivals	66	
Departures	233	
Over-flights	20	
Touch & Go	7	
Not Linked to an Operation	0	
Complaints by Type of Aircraft		
Helicopter	44	
Jet	163	
Military	12	
Not Reported	0	
Other	8	
Propeller	99	

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

Community	Callers	Complaints
Alameda(BFI)	34	68
Alameda(Central)	11	36
Berkeley	1	1
Castro Valley	0	0
Fremont	0	0
Hayward	1	10
Marin County	0	0
Milpitas	1	1
Newark	0	0
Oakland	2	3
Piedmont	0	0
San Francisco	0	0
San Leandro	2	49
San Lorenzo	1	2
Other Communities	16	417
Total	69	587
Complaints by Time of Day		
Day (0700 - 1900)		359
Evening (1900 - 2200)		56
Night (2200 - 0700)		172
Complaints by Type of Operation		
Arrivals		74
Departures		500
Over-flights		3
Touch & Go		3
Not Linked to an Operation		7
Complaints by Type of Aircraft		
Helicopter		39
Jet		463
Military		16
Not Reported		7
Other		10
Propeller		52

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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 7:00 a.m.) Third Quarter 2015					
	July	August	September	Total	Percentage
Runway 28L	29	38	27	94	64%
Runway 28R	7	9	7	23	16%
Runway 33	8	2	9	19	13%
Alameda Overflights	44	49	43	136	92%
Runway 10L	0	1	0	1	1%
Runway 10R	3	3	5	11	7%
Runway 15	0	0	0	0	0%
San Leandro Overflights	3	4	5	12	8%
Total Departures	47	53	48	148	100%

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

North Field VFR/IFR Departures by Runway Third Quarter 2015				
	July	August	September	Total
VFR Departures				
Runway 28L	65	113	102	280
Runway 28R	20	15	14	49
Runway 33	99	109	78	286
VFR Departures	184	237	194	615
IFR Departures				
Runway 28L	699	872	811	2,382
Runway 28R	164	133	135	432
Runway 33	270	282	225	777
IFR Departures	1,133	1,287	1,171	3,591
Total Departures	1,317	1,524	1,365	4,206

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Third Quarter 2015											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	15	66	-	3	6	-	12	2,410	3	-	2,434	2,434
	Helicopters	-	-	-	-	-	-	-	1	-	473	474	474
	Commercial Jets	156	13,669	13,825	-	3	-	-	82	1	-	86	13,911
	Military	-	3	3	-	-	-	-	1	-	-	1	4
	Propeller	-	15	15	63	114	1	9	1,974	91	-	2,252	2,267
	Regional Jets	13	926	939	-	-	-	1	123	1	-	125	1,064
	Turboprops	4	309	313	18	12	3	21	1,569	34	-	1,657	1,970
	Unknown	3	80	83	8	23	-	-	133	9	-	173	256
Sub-totals		191	15,068	15,178	92	158	4	43	6,293	139	473	7,202	22,380
Departures	Corporate Jets	1	2,264	2,265	-	30	-	35	181	4	-	250	2,515
	Helicopters	-	-	-	-	-	1	1	-	-	-	2	2
	Commercial Jets	131	13,585	13,716	-	1	2	1	52	1	-	57	13,773
	Military	-	2	2	-	-	-	-	-	-	-	-	2
	Propeller	14	13	27	17	924	64	17	1,099	226	-	2,347	2,374
	Regional Jets	11	1,039	1,050	-	2	-	1	5	-	-	8	1,058
	Turboprops	4	290	294	2	61	2	21	1,297	232	-	1,615	1,909
	Unknown	8	110	-	3	45	-	3	28	18	-	97	97
Sub-totals		169	17,303	17,354	22	1,063	69	79	2,662	481	-	4,376	21,730
Touch & Go Sub-totals		-	1	1	4	80	3	10	773	29	13	912	913
Grand Total		360	32,372	32,533	118	1,301	76	132	9,728	649	486	12,490	45,023

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Third Quarter 2015											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	156	13,669	13,825	-	3	-	-	82	1	-	86	13,911
	Regional Jets	13	926	939	-	-	-	1	123	1	-	125	1,064
Commercial Jet Sub-totals		169	14,595	14,764	-	3	-	1	205	2	-	211	14,975
	Corporate Jets	15	66	81	3	6	-	12	2,410	3	-	2,434	2,515
All Jet Arrivals Sub-totals		184	14,661	14,845	3	9	-	13	2,615	5	-	2,645	17,490
Departures	Commercial Jets	131	13,585	13,716	-	1	2	1	52	1	-	57	13,773
	Regional Jets	11	1,039	1,050	-	2	-	1	5	-	-	8	1,058
Commercial Jet Sub-totals		142	14,624	14,766	-	3	2	2	57	1	-	65	14,831
	Corporate Jets	1	2,264	2,265	-	30	-	35	181	4	-	250	2,515
All Jet Departures Sub-totals		143	16,888	17,031	-	33	2	37	238	5	-	315	17,346
Grand Total		327	31,549	31,876	3	42	2	50	2,853	10	-	2,960	34,836

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DEFINITIONS OF TERMINOLOGY USED IN COMPLIANCE MONITORING COMMENT SECTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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APPENDICES

Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/1/2015 8:33	N606TJ	N606TJ	FA7X	1762	28L	B	Pilot Requested	No
7/1/2015 9:05	SWA888	N922WN	B737	3702	30	J	System Error	Yes
7/1/2015 10:37	N206AH	N206AH	E50P	6375	28L	B	Pilot Requested	No
7/1/2015 18:26	N59KG	N59KG	CL30	6336	28L	B	Pilot Requested	No
7/2/2015 9:58	TMC460	N460TM	BE40	3756	28L	B	Pilot Requested	No
7/2/2015 17:01	PXT44	N44CK	C525	4201	28L	B	Lifeguard Medical	Yes
7/3/2015 9:44	DCM6677	N600HT	E50P	1775	28L	B	Pilot Refusal	No
7/3/2015 11:40			C560	3724	28L	B	Pilot Requested	No
7/3/2015 14:01	N630NK	N630NK	A320	3646	30	J	System Error	Yes
7/4/2015 17:27	WWI61		CL60	4272	28L	B	Pilot Requested	No
7/5/2015 9:05	SWA1598	N603SW	B733	3712	30	J	System Error	Yes
7/5/2015 14:15	SWA4557	N365SW	B733	3653	30	J	System Error	Yes
7/6/2015 10:48	DCM6677	N600HT	E50P	3722	28L	B	Pilot Requested	No
7/6/2015 12:16	XOJ539	N539XJ	CL30	4223	28L	B	Pilot Requested	No
7/6/2015 16:53	SWA878	N110SY	E170	3335	28L	R	System Error	Yes
7/6/2015 22:10	LN777AX		C550	6310	28L	B	Lifeguard Medical	Yes
7/7/2015 0:54	N786AC	N786AC	C525	3347	28L	B	Pilot Refusal	No
7/7/2015 12:44	AAL618	N819AW	A319	1200	28L	J	System Error	Yes
7/7/2015 14:57	HRC21	N21LG	C560	3632	28L	B	Pilot Requested	No
7/8/2015 8:57	N444RF		C560	3675	28L	B	Pilot Requested	No
7/8/2015 9:53	N626NT	N626NT	F2TH	3701	28L	B	Pilot Requested	No
7/8/2015 16:31	N125DG		C25B	1713	28L	B	Pilot Requested	No
7/8/2015 18:31	PXT903	N903JP	C510	3311	28L	B	Pilot Refusal	No
7/9/2015 6:37	N888GJ	N888GJ	H25C	4246	28L	B	Pilot Requested	No
7/9/2015 10:33	N206AH	N206AH	E50P	3320	28L	B	Pilot Refusal	No
7/9/2015 15:56	LN325NW		LJ35	1751	28L	B	Lifeguard Medical	Yes
7/10/2015 8:47	N348RS	N348RS	GLF4	3366	28L	B	Pilot Requested	No
7/11/2015 9:52	N501UP	N501UP	C56X	4560	28L	B	Runway Maintenance	Yes
7/11/2015 10:09	ASA365	N442AS	B739	3661	28L	J	Runway Maintenance	Yes
7/11/2015 10:13	XOJ557	N557XJ	CL30	4232	28L	B	Runway Maintenance	Yes
7/11/2015 10:16	ASH5601	N912FJ	CRJ9	1777	28L	R	Runway Maintenance	Yes
7/11/2015 10:29	SWA1131		B737	1702	28L	J	Runway Maintenance	Yes
7/11/2015 10:32	SWA3253	N949WN	B737	3706	28L	J	Runway Maintenance	Yes
7/11/2015 10:33	SWA4250		B737	3671	28L	J	Runway Maintenance	Yes
7/11/2015 10:40	SWA1424	N952WN	B737	1776	28L	J	Runway Maintenance	Yes
7/11/2015 10:48	SWA4451	N8318F	B738	6356	28L	J	Runway Maintenance	Yes
7/11/2015 10:49	CPZ5685	N607CZ	E170	3363	28L	R	Runway Maintenance	Yes
7/11/2015 11:16	N33FW	N33FW	C525	1743	28L	B	Runway Maintenance	Yes
7/11/2015 12:02	N801GJ	N51VL	LJ55	4226	28L	B	Runway Maintenance	Yes
7/11/2015 12:42			C501	4515	28L	B	System Error	Yes
7/11/2015 13:08	N206AH	N206AH	E50P	1775	28L	B	Runway Maintenance	Yes
7/11/2015 13:20	EJA651	N651QS	C56X	3651	28L	B	Runway Maintenance	Yes
7/11/2015 13:32	NKS906	N609NK	A320	6334	28L	J	Runway Maintenance	Yes
7/11/2015 13:43	JBU247	N504JB	A320	3341	28L	J	Runway Maintenance	Yes
7/11/2015 13:46	SWA1772	N473WN	B737	3613	28L	J	Runway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/12/2015 15:21	N801GJ	N51VL	LJ55	3763	28L	B	Pilot Requested	No
7/13/2015 4:03	OPT710	N710FL	C750	3344	28L	B	RWY 30 Routine Closure	Yes
7/13/2015 5:31	N960SF	N960SF	F900	3323	28L	B	Runway Maintenance	Yes
7/13/2015 5:40	SWA374		B737	3253	28L	J	Runway Maintenance	Yes
7/13/2015 5:43	SWA2579	N757LV	B737	3262	28L	J	Runway Maintenance	Yes
7/13/2015 6:34	VFR-449	N51VL	LJ55	4237	28L	B	Runway Maintenance	Yes
7/13/2015 10:30	N444RL	N444RL	EA50	1766	28L	B	Runway Maintenance	Yes
7/15/2015 10:04	N482MG	N482MG	H25B	6310	28L	B	Pilot Requested	No
7/15/2015 16:49	N482MG	N482MG	H25B	1755	28L	B	Pilot Requested	No
7/17/2015 8:25	N626NT		F2TH	4260	28L	B	Pilot Requested	No
7/18/2015 10:29	XOJ539	N539XJ	CL30	3226	28L	B	Pilot Requested	No
7/18/2015 12:39	N206AH	N206AH	E50P	3652	28L	B	Pilot Requested	No
7/18/2015 16:18	VFR-388	N564AS	B738	360	28L	J	System Error	Yes
7/19/2015 11:10	PWA709	N709AA	GLF5	1706	28L	B	Pilot Requested	No
7/19/2015 15:59	EDG300	N300K	GLF5	4233	28L	B	Pilot Requested	No
7/19/2015 17:12	WWI91	N991DB	LJ60	3722	28L	B	Pilot Requested	No
7/19/2015 18:07	N80VM	N80VM	C25B	3650	28L	B	Pilot Requested	No
7/20/2015 4:45	UPS4947		A306	3326	28L	J	RWY 30 Routine Closure	Yes
7/20/2015 5:13	PXT525	N525CR	C25B	3324	28L	B	RWY 30 Routine Closure	Yes
7/20/2015 11:30	DAL1082	N314US	A320	6353	28L	J	Runway Maintenance	Yes
7/20/2015 11:44	SWA998	N7706A	B737	3607	28L	J	Runway Maintenance	Yes
7/20/2015 11:46	SWA745	N7707C	B737	3605	28L	J	Runway Maintenance	Yes
7/20/2015 11:55	EJA587	N587QS	C56X	3326	28L	B	Runway Maintenance	Yes
7/20/2015 12:10	EJA739	N739QS	GALX	3314	28L	B	Pilot Requested	No
7/21/2015 20:29	N559HF	N559HF	C525	4543	28L	B	Pilot Requested	No
7/21/2015 22:25	TWY3	N900VL	F900	3216	28L	B	Pilot Requested	No
7/22/2015 14:20	N801GJ	N51VL	LJ55	4265	28L	B	Pilot Requested	No
7/23/2015 9:03	N888ZZ	N888ZZ	H25B	3712	28L	B	Pilot Refusal	No
7/24/2015 14:21	UNK-694	N444RL	EA50	7447	28L	B	Pilot Requested	No
7/24/2015 20:59			H25B	3376	28L	B	Pilot Requested	No
7/24/2015 21:47	N888ZZ	N888ZZ	H25B	3230	28L	B	Pilot Refusal	No
7/25/2015 9:17	N803GJ		LJ55	3215	28L	B	Pilot Requested	No
7/25/2015 13:23	N803GJ		LJ55	6323	28L	B	Pilot Requested	No
7/25/2015 14:06			FA7X	3607	28L	B	Pilot Requested	No
7/26/2015 8:37	NSH146		H25B	3276	28L	B	Pilot Requested	No
7/26/2015 10:36	N850VP	N850VP	H25B	1721	28L	B	Pilot Requested	No
7/27/2015 13:23	TWY92	N922LJ	F900	3622	28L	B	Departure Timing	No
7/27/2015 15:24		N800FZ	C510	4245	28L	B	Pilot Requested	No
7/28/2015 8:46	N500DG	N500DG	EA50	1770	28L	B	Pilot Requested	No
7/29/2015 11:31	N803GJ		LJ55	3206	28L	B	Pilot Requested	No
7/29/2015 12:30	JAS7	N714K	FA7X	4273	28L	B	Runway Maintenance	Yes
7/29/2015 12:44	SKW4765		CRJ9	3644	28L	R	Runway Maintenance	Yes
7/29/2015 12:49	SWA771	N494WN	B737	3607	28L	J	Runway Maintenance	Yes
7/30/2015 12:22	LXJ541	N541FX	CL30	4536	28L	B	Departure Timing	No
7/30/2015 12:39	N800WJ	N800WJ	H25B	3650	28L	B	Departure Timing	No
7/30/2015 13:05	N888GJ	N888GJ	H25C	635	28L	B	Pilot Requested	No
7/30/2015 18:30	N448CJ	N448CJ	C525	5335	28L	B	Pilot Requested	No
7/31/2015 12:24	N626NT	N626NT	F2TH	6365	28L	B	Pilot Requested	No
7/31/2015 13:38	N803GJ		LJ55	3643	28L	B	Pilot Requested	No
7/31/2015 14:39	LXJ517		CL30	4214	28L	B	Pilot Requested	No
7/31/2015 17:44	N65WL	N65WL	GLEX	3665	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/31/2015 18:29	N61FF	N61FF	CL60	1741	28L	B	Pilot Requested	No
7/31/2015 19:17	N403DP		LJ35	3215	28R	B	System Error	Yes
8/1/2015 18:26	N803GJ		LJ55	4526	28L	B	Pilot Requested	No
8/2/2015 11:05	EJA940	N940QS	C750	3254	28L	B	Pilot Requested	No
8/2/2015 11:05	EJA940	N940QS	C750	3254	28L	B	Pilot Requested	No
8/3/2015 5:10	UPS8223	N337UP	B763	3224	28L	J	RWY 30 Routine Closure	Yes
8/3/2015 14:07	N322PL		EA50	3627	28L	B	Pilot Requested	No
8/5/2015 13:38	N401SY	N401SY	LJ60	6366	28L	B	Pilot Requested	No
8/5/2015 15:14	PXT525		C25B	4220	28L	B	Pilot Requested	No
8/5/2015 16:51	N830MG	N830MG	C650	351	28R	B	Pilot Requested	No
8/5/2015 20:26	KFS26		LJ35	3743	28L	B	Pilot Requested	No
8/6/2015 11:57	N206AH	N206AH	E50P	3346	28L	B	Pilot Requested	No
8/6/2015 12:36	N626NT	N626NT	F2TH	4556	28L	B	Pilot Requested	No
8/6/2015 13:43	N800FZ	N800FZ	C510	4263	28L	B	Pilot Requested	No
8/6/2015 16:52	N348RS	N348RS	GLF4	3713	28L	B	Pilot Requested	No
8/6/2015 18:32	N800FZ	N800FZ	C510	3672	28L	B	Audio Not Available	No
8/8/2015 10:01	N803GJ		LJ55	6334	28L	B	Pilot Requested	No
8/9/2015 16:13	VHT11	N111HC	GLF3	3623	28L	B	Departure Timing	No
8/9/2015 18:51	N50TC	N50TC	B737	3210	28L	J	Pilot Requested	No
8/11/2015 11:33	N394CK		C680	3245	28L	B	Pilot Requested	No
8/11/2015 19:19	N888ZZ		HS25	4241	28L	B	Pilot Requested	No
8/12/2015 15:31	N780W	N780W	GLF5	1755	28L	B	Pilot Requested	No
8/13/2015 9:44	N844UP	N844UP	F2TH	3731	28L	B	ATC Did Not Advise	No
8/13/2015 10:48	N206AH	N206AH	E50P	3701	28L	B	Pilot Requested	No
8/13/2015 12:53	N800FZ	N800FZ	C510	4554	28L	B	Pilot Requested	No
8/13/2015 16:09			LJ60	3612	28L	B	System Error	Yes
8/14/2015 8:27	N803GJ		LJ55	4237	28L	B	Pilot Requested	No
8/14/2015 9:49	N200FT	N200FT	C25A	4261	28L	B	Pilot Requested	No
8/14/2015 12:25	N888ZZ	N888ZZ	H25B	6352	28L	B	Pilot Requested	No
8/14/2015 16:40	N206AH	N206AH	E50P	3341	28L	B	Pilot Requested	No
8/15/2015 14:09	KFS84		LJ35	4522	28L	B	Lifeguard Medical	Yes
8/15/2015 14:12	N188SW	N188SW	FA7X	3241	28L	B	Pilot Requested	No
8/15/2015 18:39	N7913M	N7913M	E50P	3334	28L	B	Pilot Requested	No
8/16/2015 9:45	N898DL	N898DL	CL60	3704	28L	B	Pilot Requested	No
8/16/2015 12:43	N930MG		C680	4576	28R	B	Pilot Refusal	No
8/16/2015 17:01	N888GJ	N888GJ	H25C	4503	28L	B	Pilot Requested	No
8/17/2015 2:00	LN633KA	N633KA	FA20	3321	28L	B	Lifeguard Medical	Yes
8/17/2015 17:02	N888ZZ		H25B	3724	28L	B	Pilot Refusal	No
8/18/2015 7:28	N786AC	N786AC	C525	6343	28L	B	Pilot Refusal	No
8/18/2015 17:26	N888ZZ	N888ZZ	H25B	3331	28L	B	Pilot Refusal	No
8/18/2015 21:41	SIS517	N517CF	C750	4250	28L	B	Pilot Requested	No
8/19/2015 9:55	N803GJ		LJ55	4235	28L	B	Pilot Requested	No
8/19/2015 10:32	N206AH	N206AH	E50P	3344	28L	B	Pilot Refusal	No
8/19/2015 14:05	PXT903		C510	4255	28L	B	Pilot Requested	No
8/19/2015 17:14	N888ZZ	N888ZZ	H25B	3245	28L	B	Pilot Requested	No
8/20/2015 7:07	PXT903	N903JP	C510	4520	28L	B	Departure Timing	No
8/20/2015 9:20	N841GA	N841GA	GLF5	6324	28L	B	Pilot Requested	No
8/20/2015 10:47	N710WJ	N710WJ	GLF4	1720	28L	B	Pilot Requested	No
8/20/2015 14:17	N5950C	N5950C	G150	1760	28L	B	Pilot Requested	No
8/20/2015 15:23	N482MG	N482MG	H25B	3014	28L	B	Pilot Requested	No
8/20/2015 20:40	N803GJ		LJ55	3371	28L	B	Departure Timing	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/21/2015 9:43	EJA822	N822QS	C560	4577	28L	B	Pilot Requested	No
8/23/2015 7:45	N61VC	N61VC	BE40	3323	28L	B	Pilot Requested	No
8/24/2015 4:33	N801GJ	N801GJ	LJ55	4271	28L	B	RWY 30 Routine Closure	Yes
8/24/2015 5:42	SWA1946	N401WN	B737	3234	28L	J	RWY 30 Routine Closure	Yes
8/24/2015 5:49	SWA1462	N8634A	B738	3315	28L	J	RWY 30 Routine Closure	Yes
8/24/2015 10:31	OPT314	N314FL	E55P	4520	28L	B	Pilot Requested	No
8/24/2015 12:53	N928ST	N928ST	G150	3375	28L	B	Pilot Requested	No
8/26/2015 10:17	EJA255	N255QS	F2TH	4260	28L	B	Pilot Requested	No
8/26/2015 16:17	LN561SR	N511WV	C560	4532	28L	B	Lifeguard Medical	Yes
8/27/2015 10:52	N619RJ	N619RJ	EA50	3617	28R	B	Pilot Requested	No
8/28/2015 8:14	CFRCI		CL60	3243	28L	B	Pilot Requested	No
8/28/2015 8:40	N888GJ	N888GJ	H25C	1704	28L	B	Pilot Requested	No
8/28/2015 14:31	N206AH		E55P	4234	28L	B	Pilot Requested	No
8/28/2015 15:50	N800FZ	N800FZ	C510	3675	28L	B	Pilot Requested	No
8/28/2015 20:41	N803GJ		LJ55	3324	28L	B	Pilot Requested	No
8/29/2015 8:52	LN325NW		LJ35	4216	28L	B	Lifeguard Medical	Yes
8/29/2015 13:32	EJA948	N948QS	C750	4537	28L	B	Pilot Requested	No
8/30/2015 13:24	EJA809	N809QS	C560	6333	28L	B	Pilot Requested	No
8/30/2015 13:44	N680MC	N680MC	C680	1756	28L	B	Pilot Requested	No
8/30/2015 14:52	N801GJ	N801GJ	LJ55	3673	28L	B	Pilot Requested	No
8/31/2015 5:40	SWA1946	N7735A	B737	3336	28L	J	Pilot Requested	No
8/31/2015 19:14	N8841C	N8841C	G150	3254	28L	B	Pilot Requested	No
9/1/2015 21:09	N99AG	N99AG	C25B	4251	28L	B	Pilot Requested	No
9/2/2015 7:16	EJA960	N960QS	C750	6350	28L	B	Pilot Requested	No
9/3/2015 8:40	N610JC		C550	3361	28L	B	Pilot Requested	No
9/4/2015 9:19	N801GJ	N801GJ	LJ55	4563	28L	B	Pilot Requested	No
9/5/2015 21:51	N600VM	N600VM	C525	3307	28L	B	Pilot Requested	No
9/6/2015 1:56	LN803GJ		LJ55	4573	28L	B	Lifeguard Medical	Yes
9/7/2015 10:56	N888GJ	N888GJ	H25C	1762	28L	B	Pilot Requested	No
9/7/2015 11:15	N801GJ		LJ55	4552	28L	B	Pilot Requested	No
9/7/2015 18:11	N801GJ	N801GJ	LJ55	3672	28L	B	Pilot Requested	No
9/8/2015 16:14	N874C	N874C	GLF4	1743	28L	B	Pilot Requested	No
9/9/2015 9:49	N801GJ		LJ55	3276	28L	B	Pilot Requested	No
9/11/2015 11:24	N888GJ	N888GJ	H25C	3336	28L	B	Pilot Requested	No
9/11/2015 15:16	N888GJ	N888GJ	H25C	3304	28L	B	Pilot Requested	No
9/11/2015 16:20	N801GJ	N801GJ	LJ55	1742	28L	B	Pilot Requested	No
9/11/2015 16:30	JAS14	N906D	F900	3311	28L	B	Pilot Requested	No
9/12/2015 12:10	PXT525		C25B	4572	28L	B	Pilot Requested	No
9/13/2015 5:02	N610JC		C550	3360	28L	B	Pilot Requested	No
9/13/2015 9:52	LN99AG	N99AG	C25B	4227	28L	B	Lifeguard Medical	Yes
9/13/2015 14:22	SWA536	N764SW	B737	3223	28R	J	System Error	Yes
9/14/2015 9:00	JAS12	N790T	F900	3263	28L	B	Safety/Emergency	No
9/14/2015 12:16	N626NT		F2TH	4526	28L	B	Pilot Requested	No
9/15/2015 5:58	N888GJ	N888GJ	H25C	4257	28L	B	Pilot Requested	No
9/15/2015 9:03	TMC405	N405TM	H25B	3204	28L	B	Pilot Requested	No
9/15/2015 19:38	SWA1071		B737	6307	28L	J	Pilot Requested	No
9/17/2015 8:51	EJA869	N869QS	H25B	3304	28L	B	Pilot Requested	No
9/17/2015 15:16	N888ZZ	N888ZZ	H25B	6327	28L	B	Pilot Refusal	No
9/21/2015 4:56	N741SP	N741QR	F2TH	3351	28L	B	RWY 30 Routine Closure	Yes
9/21/2015 5:24	EJA351	N351QS	E55P	3236	28L	B	RWY 30 Routine Closure	Yes
9/21/2015 5:24	EJA351	N351QS	E55P	3236	28L	B	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/21/2015 7:16	N888GJ	N888GJ	H25C	3740	28L	B	Pilot Requested	No
9/21/2015 9:13	N61FF	N61FF	CL60	3232	28L	B	Pilot Requested	No
9/21/2015 14:59	N2FQ	N2FQ	FA50	6321	28L	B	Pilot Requested	No
9/21/2015 20:50	N61FF		CL60	4221	28L	B	Pilot Requested	No
9/23/2015 23:04	LN577AC		LJ35	3230	28L	B	Lifeguard Medical	Yes
9/24/2015 11:33	LXJ90	N90FX	GLEX	3321	28L	B	Pilot Requested	No
9/24/2015 13:09	N721G	N721G	CL60	4501	28L	B	Pilot Requested	No
9/24/2015 13:40	N800FZ	N800FZ	C510	4574	28L	B	Pilot Requested	No
9/26/2015 10:19	EJA956	N956QS	C750	3652	28L	B	Runway/Taxiway Maintenance	Yes
9/26/2015 10:21	SWA1026	N7745A	B737	6316	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 10:30	SKW4722	N548CA	CRJ9	6367	28L	R	Runway/Taxiway Maintenance	Yes
9/26/2015 10:32	SWA1378	N566WN	B737	3605	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 10:34	XOJ772	N772XJ	C750	4531	28L	B	Runway/Taxiway Maintenance	Yes
9/26/2015 10:48	SWA1993	N913WN	B737	3674	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 10:53	SWA728	N425LV	B737	3771	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 10:57	SWA4384	N612SW	B733	3712	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 10:58	SWA4400	N240WN	B737	6324	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 11:00	SWA1347	N498WN	B737	1754	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 11:02	SWA742	N385SW	B733	6371	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 11:13	SWA4225	N229WN	B737	3260	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 11:24	SWA4075	N938WN	B737	1715	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 11:33	SWA2065	N7714B	B737	3760	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 11:35	SWA3256	N637SW	B733	1705	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 11:46	SWA4403	N779SW	B737	6366	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 11:51	N401DE	N401DE	C510	6302	28L	B	Runway/Taxiway Maintenance	Yes
9/26/2015 12:00	SWA3201	N7749B	B737	3342	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 12:10	SWA3591	N209WN	B737	6311	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 12:27	KAI157	N732KA	B735	6310	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 12:32	TN741SP	N741QR	F2TH	1722	28L	B	Runway/Taxiway Maintenance	Yes
9/26/2015 12:34	AAL562	N757UW	A319	3204	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 12:56	SWA4034	N626SW	B733	1765	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 13:13	SWA4111		B738	3664	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 13:19	DAL1082	N345NW	A320	1730	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 13:26	SWA4291	N7705A	B737	6345	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 13:28	SWA725		B733	3274	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 13:31	SWA673		B737	3732	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 13:32	SWA635	N211WN	B737	6301	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 13:39	ASA343	N585AS	B738	3720	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 13:40	SWA4330	N389SW	B733	3211	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 13:40	RSP482	N574JS	E50P	3320	28L	B	Runway/Taxiway Maintenance	Yes
9/26/2015 13:44	SWA717		B737	3234	28L	J	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/26/2015 13:50	SWA2626		B737	3744	28L	J	Runway/Taxiway Maintenance	Yes
9/26/2015 14:02	JTL553	N553BW	H25B	3213	28L	B	Runway/Taxiway Maintenance	Yes
9/26/2015 21:15	N888ZZ	N888ZZ	H25B	3330	28L	B	Pilot Requested	No
9/28/2015 5:41	JLG54	N45FG	LJ35	3223	28L	B	Lifeguard Medical	Yes
9/28/2015 12:58	N226KV		E50P	4236	28L	B	Pilot Requested	No
9/28/2015 15:19	N551WH	N551WH	C510	6335	28L	B	Pilot Requested	No
9/29/2015 7:37	JAS15	N714K	FA7X	6304	28L	B	Pilot Requested	No
9/30/2015 15:38	N680KH		C525	1723	28L	B	Pilot Requested	No

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Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/12/2015 16:44	PXT525	N525CR	C25B	4233	10R	B	Pilot Requested	No
9/16/2015 9:40	EJA384		C680	2006	10R	B	Pilot Requested	No
9/16/2015 9:41	CFBCL		LJ45	22	10R	B	ATC Request	Yes
9/16/2015 12:07	N610L	N610L	CL60	4241	10R	B	Pilot Requested	No
9/16/2015 13:36	N585VC	N585VC	H25B	5640	10R	B	ATC Request	Yes
9/16/2015 14:23	N615PG	N615PG	E135	4511	10R	R	ATC Request	Yes
9/16/2015 15:50	EJA823		C560	7250	10R	B	Pilot Requested	No
9/16/2015 16:44	N392MG		C25B	6512	10R	B	ATC Request	Yes
9/16/2015 16:52	N99AG	N99AG	C25B	2763	10R	B	ATC Request	Yes
9/16/2015 18:05	N24FE	N24FE	CL30	1626	10R	B	Pilot Requested	No
9/16/2015 18:30	N938QS		C750	1416	10R	B	ATC Request	Yes
9/16/2015 20:06	PXT525		C25B	4530	10R	B	ATC Request	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
7/1/2015 22:02	28R	N824SA	N824SA	PC12	336	Air Traffic Conflict	Yes
7/4/2015 10:40	33	VFR-294		AA5	1200	Good Effort	Yes
7/4/2015 12:56	33	VFR-880		AA5	341	Not Acceptable	No
7/4/2015 18:26	28R	N717BC	N717BC	LANC	354	Not Acceptable	No
7/6/2015 11:17	33	N47952			374	Air Traffic Conflict	Yes
7/7/2015 6:50	28L	N879FE	N879FE	C208	1200	Not Acceptable	No
7/9/2015 14:55	28L	N7220B		BE36	1200	Not Acceptable	No
7/10/2015 16:12	28R	VFR-291	N787EF	SR22	1200	Air Traffic Conflict	Yes
7/12/2015 3:56	PAD1	N450CC		HELO	314	Not Acceptable	No
7/12/2015 9:47	PAD1	VFR-200		HELO	377	Good Effort	Yes
7/12/2015 18:45	28L	N568TT	N568TT	BE20	315	Good Effort	Yes
7/13/2015 9:44	PAD1	N450CC		HELO	374	Good Effort	Yes
7/14/2015 9:42	33	VFR-197		C172	1200	Not Acceptable	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
7/15/2015 10:24	PAD1	VFR-348		HELO	346	Good Effort	Yes
7/15/2015 15:53	28L	N5038Y		PA27	370	Air Traffic Conflict	Yes
7/15/2015 17:25	33	VFR-823		BE35	1200	Air Traffic Conflict	Yes
7/16/2015 11:04	33	VFR-268	N7114Y	PA30	1200	Good Effort	Yes
7/16/2015 11:08	33	VFR-508		PA46	1200	Air Traffic Conflict	Yes
7/16/2015 17:59	28L			P28A	330	Air Traffic Conflict	Yes
7/17/2015 15:53	28L	N5038Y		PA27	343	Air Traffic Conflict	Yes
7/18/2015 16:11	28L	N5038Y		PA27	352	Air Traffic Conflict	Yes
7/19/2015 15:31	28L	N413PT		SR20	354	Not Acceptable	No
7/19/2015 15:51	28R	N444PF		CH7A	335	Good Effort	Yes
7/23/2015 17:19	28L	N5038Y		PA27	342	Air Traffic Conflict	Yes
7/23/2015 18:14	33	VFR-498		M20P	1200	Good Effort	Yes
7/25/2015 16:18	28R	N9968F		C172	367	Air Traffic Conflict	Yes
7/25/2015 18:25	28L	N17VA	N17VA	BE20	351	Not Acceptable	No
7/26/2015 13:24	33	N43CP	N43CP	C210	324	Good Effort	Yes
7/27/2015 9:39	28R	N328TA		C172	357	Good Effort	Yes
7/27/2015 11:35	33		N618JC	PC12	1200	Air Traffic Conflict	Yes
7/27/2015 13:26	28L			BE36	326	Not Acceptable	No
7/27/2015 17:45	PAD1	CMD08	N838CS	HELO	1200	Good Effort	Yes
7/28/2015 11:17	33	VFR-176		P28A	336	Air Traffic Conflict	Yes
7/28/2015 15:09	33	N5038Y		PA27	321	Air Traffic Conflict	Yes
7/28/2015 15:25	PAD1	VFR-159		HELO	346	Good Effort	Yes
7/28/2015 17:43	28L	N802U		C206	317	Air Traffic Conflict	Yes
7/29/2015 19:08	28L	N413PT		SR22	1200	Air Traffic Conflict	Yes
7/30/2015 10:15	28L	N328TA		C172	1200	Not Acceptable	No
7/30/2015 13:02	33	N6193Q		C310	346	Air Traffic Conflict	Yes
7/30/2015 14:28	28L	N5038Y		PA27	363	Air Traffic Conflict	Yes
7/30/2015 14:28	28L	N5038Y		PA27	363	Air Traffic Conflict	Yes
7/30/2015 15:16	33	N321NA		HXB	352	Good Effort	Yes
8/1/2015 11:24	33	N43434		PA28	360	Air Traffic Conflict	Yes
8/1/2015 13:54	PAD1	N115SF		HELO	341	Good Effort	Yes
8/1/2015 16:20	33	N739UL		C152	313	Not Acceptable	No
8/1/2015 18:24	33	N4168F		C172	1200	Good Effort	Yes
8/4/2015 11:56	28L	N328TA		C172	324	Good Effort	Yes
8/4/2015 12:05	28L	N5038Y		PA27	1200	Air Traffic Conflict	Yes
8/4/2015 12:16	28R			PA24	340	Air Traffic Conflict	Yes
8/5/2015 9:48	PAD1	N115SF		HELO	323	Not Acceptable	No
8/5/2015 14:50	28L	N5931M	N5931M	C340	315	Air Traffic Conflict	Yes
8/5/2015 22:28	28L	N413PT		SR22	354	Not Acceptable	No
8/6/2015 13:20	33	N553TP		PA28	342	Air Traffic Conflict	Yes
8/6/2015 16:07	28R	N5038Y		PA27	323	Air Traffic Conflict	Yes
8/8/2015 11:50	33	N4204T		P28A	341	Air Traffic Conflict	Yes
8/9/2015 13:30	28L	N152WK		SR20	1200	Not Acceptable	No
8/9/2015 13:50	33	N51334		C150	1200	Not Acceptable	No
8/9/2015 15:35	28L	N5053S		P28A	353	Good Effort	Yes
8/12/2015 14:43	PAD1			HELO	366	Not Acceptable	No
8/12/2015 15:03	28L	N43434	N43434	P28A	325	Air Traffic Conflict	Yes
8/12/2015 15:46	28L	N5038Y		PA27	352	Air Traffic Conflict	Yes
8/13/2015 15:38	28L	N5038Y		PA27	325	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
8/13/2015 17:54	28L	N4946K	N4946K	C210	334	Good Effort	Yes
8/13/2015 18:35	PAD1			HELO	360	Law Enforcement	Yes
8/14/2015 15:16	28L	N250YM		WACO	333	Air Traffic Conflict	Yes
8/14/2015 15:45	28L			SR22	317	Good Effort	Yes
8/16/2015 10:19	28R	N9801Y		M20P	374	Good Effort	Yes
8/16/2015 11:13	28L	CHP37		C206	353	Air Traffic Conflict	Yes
8/16/2015 18:30	28L	N5038Y		PA27	374	Good Effort	Yes
8/16/2015 22:13	28L	N622KM		BE20	363	Good Effort	Yes
8/18/2015 17:45	33	N711LU	N711LU	COL4	335	Air Traffic Conflict	Yes
8/20/2015 18:04	33	N9284M	N9284M	P28A	366	Air Traffic Conflict	Yes
8/21/2015 15:24	28L	N715MT	N715MT	C172	370	Good Effort	Yes
8/22/2015 14:44	28L	N695GH	N695GH	AC95	320	Air Traffic Conflict	Yes
8/22/2015 16:18	33	N739UL		C172	344	Air Traffic Conflict	Yes
8/23/2015 19:03	33	N328TA		C172	336	Not Acceptable	No
8/23/2015 19:55	28L	N448CR	N448CR	BE9L	315	Good Effort	Yes
8/24/2015 17:31	28L	N98436		C172	332	Not Acceptable	No
8/25/2015 17:12	28L	N802U		C206	354	Air Traffic Conflict	Yes
8/25/2015 19:23	PAD1			HELO	375	Air Traffic Conflict	Yes
8/27/2015 10:14	28L	N254EK	N254EK	C172	332	Good Effort	Yes
8/27/2015 14:07	28L	N37343		C310	362	Good Effort	Yes
8/27/2015 16:03	28L	N47952		PA28	320	Good Effort	Yes
8/28/2015 10:46	33	N100FP		C182	1200	Air Traffic Conflict	Yes
8/28/2015 12:31	28L	N9284M		PA28	347	Good Effort	Yes
8/30/2015 9:56	33	N76D		SR20	370	Air Traffic Conflict	Yes
8/30/2015 11:09	28L	N9284M		P28A	331	Good Effort	Yes
8/30/2015 13:14	28L	N250YM		WACO	373	Good Effort	Yes
8/30/2015 13:23	33	N43434	N43434	P28A	377	Air Traffic Conflict	Yes
8/30/2015 17:07	28L	N111GG		C182	361	Air Traffic Conflict	Yes
9/1/2015 14:06	28L	N5038Y		PA27	326	Not Acceptable	No
9/1/2015 18:43	28L	N186CD		SR22	321	Air Traffic Conflict	Yes
9/1/2015 18:52	33	N6605D		C172	345	Good Effort	Yes
9/2/2015 8:52	PAD1	N350WW		HELO	1200	Not Acceptable	No
9/2/2015 9:55	28L	N481PA		DA40	314	Good Effort	Yes
9/3/2015 12:29	28L	N8458Y		PA30	333	Air Traffic Conflict	Yes
9/3/2015 14:55	28L	N5038Y		PA27	321	Not Acceptable	No
9/3/2015 22:02	28L				1200	Good Effort	Yes
9/4/2015 8:06	28L	N577PA	N577PA	C425	376	Good Effort	Yes
9/4/2015 12:18	PAD1	N115SF		HELO	360	Good Effort	Yes
9/4/2015 17:02	28L	N5038Y		PA27	370	Air Traffic Conflict	Yes
9/5/2015 15:57	33			PA28	315	Good Effort	Yes
9/5/2015 16:50	33			PA28	361	Air Traffic Conflict	Yes
9/6/2015 11:16	28L	N553TP		P28A	370	Good Effort	Yes
9/6/2015 15:09	28L	N328TA		C172	1200	Good Effort	Yes
9/7/2015 17:08	28L	N5038Y		PA27	373	Air Traffic Conflict	Yes
9/8/2015 10:20	PAD1	CMD08		HELO	362	Air Traffic Conflict	Yes
9/8/2015 11:26	PAD1	N666RL		HELO	346	Not Acceptable	No
9/8/2015 14:47	33	N8231L		BE36	374	Air Traffic Conflict	Yes
9/9/2015 11:42	PAD1	N30GM		HELO	371	Good Effort	Yes
9/9/2015 14:41	28L	N787SP		C172	313	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
9/10/2015 8:27	28L	N9801Y		M20T	376	Good Effort	Yes
9/10/2015 9:42	33	N68GG			323	Air Traffic Conflict	Yes
9/10/2015 12:08	28L	N601PZ		AEST	1200	Good Effort	Yes
9/12/2015 15:16	28L	N520YZ		SR22	363	Not Acceptable	No
9/13/2015 14:56	33	N747JS		PA28	357	Air Traffic Conflict	Yes
9/13/2015 15:43	33	N252PS		PTS2	324	Not Acceptable	No
9/15/2015 12:05	PAD1			HELO	353	Not Acceptable	No
9/15/2015 14:10	28L	N653DG		SR22	1200	Good Effort	Yes
9/17/2015 14:44	28L	N8234M	N8234M	BE36	363	Air Traffic Conflict	Yes
9/18/2015 14:24	28L			PA27	333	Air Traffic Conflict	Yes
9/19/2015 18:46	PAD1	N442BN		HELO	374	Good Effort	Yes
9/19/2015 21:56	PAD1			HELO	364	Law Enforcement	Yes
9/20/2015 10:43	33	N7114Y	N7114Y	PA30	352	Air Traffic Conflict	Yes
9/20/2015 10:47	33	N8312H		P28A	365	Air Traffic Conflict	Yes
9/20/2015 23:28	33	CHP30			315	Not Acceptable	No
9/21/2015 10:09	28L			C172	346	Air Traffic Conflict	Yes
9/21/2015 10:18	28L			C172	346	Air Traffic Conflict	Yes
9/21/2015 16:52	28L	N47952		P28A	350	Good Effort	Yes
9/23/2015 13:18	28L	N101SA		PA34	366	Air Traffic Conflict	Yes
9/24/2015 13:01	PAD1	N30GM		HELO	342	Good Effort	Yes
9/24/2015 15:58	28L	N5038Y		PA27	327	Air Traffic Conflict	Yes
9/24/2015 15:59	PAD1	N73SF		HELO	316	Good Effort	Yes
9/24/2015 16:29	PAD1	N442BN		HELO	367	Air Traffic Conflict	Yes
9/24/2015 18:38	PAD1	N877XL		HELO	354	Good Effort	Yes
9/25/2015 18:24	33			PA28	314	Good Effort	Yes
9/25/2015 23:34	33			C172	1200	Good Effort	Yes
9/26/2015 13:13	28L	N40062		P28A	1200	Air Traffic Conflict	Yes
9/26/2015 13:48	PAD1	N73SF		HELO	341	Not Acceptable	No
9/28/2015 13:21	28L	N5038Y		PA27	365	Not Acceptable	No
9/28/2015 17:38	33	N231NH		MO20	1200	Not Acceptable	No
9/29/2015 20:17	28L	N9556K		PA28	341	Air Traffic Conflict	Yes
9/30/2015 18:20	28L	N458SP		C172	377	Good Effort	Yes
9/30/2015 18:32	PAD1	N442BN		HELO	345	Good Effort	Yes
9/30/2015 18:32	28L	N47952		P28A	316	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
7/1/2015 22:02	N824SA	N824SA	PC12	336	28R	Time Buffer	Yes
7/4/2015 2:05	LN775MF	N775MF	PAY2	4551	28L	Lifeguard Medical	Yes
7/4/2015 2:05	LN775MF		PAY2	4551	28L	Lifeguard Medical	Yes
7/4/2015 4:23	LN530CH	N530CH	BE9L	4265	28L	Lifeguard Medical	Yes
7/4/2015 4:25	LN530CH	N530CH	BE9L	4265	33	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
7/6/2015 22:09	LN248PH	N248PH	BE20	4565	28R	Lifeguard Medical	Yes
7/7/2015 0:54	N786AC	N786AC	C525	3347	28L	Pilot Refusal	No
7/7/2015 5:42	DLX805	N805C	BE20	3302	28R	Wide Salad	No
7/9/2015 0:39	N896SB		BE10	4512	28L	Wide Salad	No
7/10/2015 2:17	CMD8	N838CS	HELO	315	PAD1	Lifeguard Medical	Yes
7/10/2015 23:12	N2394V		C172	351	28L	Good Effort	Yes
7/12/2015 3:56	N450CC		HELO	314	PAD1	Law Enforcement	Yes
7/13/2015 4:03	OPT710	N710FL	C750	3344	28L	RWY 30 Routine Closure	Yes
7/13/2015 5:31	N960SF	N960SF	F900	3323	28L	Runway Maintenance	Yes
7/13/2015 5:40	SWA374		B737	3253	28L	Runway Maintenance	Yes
7/13/2015 5:43	SWA2579	N757LV	B737	3262	28L	Runway Maintenance	Yes
7/13/2015 5:55	MRA687		C208	4217	33	Runway Maintenance	Yes
7/14/2015 0:50	N686PC		PC12	1705	28L	Wide Salad	No
7/16/2015 2:22	N393P		HELO	4557	PAD1	Not Acceptable	No
7/16/2015 2:22	N393P		HELO	4557	PAD1	Not Acceptable	No
7/17/2015 0:20	N5331Y		PA44	3210	28L	Wide Salad	No
7/18/2015 0:39	N716WA		PAY2	3217	28L	Wide Salad	No
7/19/2015 4:55	N28CA	N28CA	PAY2	3325	28L	Wide Salad	No
7/20/2015 4:45	UPS4947		A306	3326	28L	RWY 30 Routine Closure	Yes
7/20/2015 5:13	PXT525	N525CR	C25B	3324	28L	RWY 30 Routine Closure	Yes
7/20/2015 22:43	N12161		C172	4564	28L	Good Effort	Yes
7/21/2015 0:03	CMD8	N838CS	HELO	4237	PAD1	Lifeguard Medical	Yes
7/21/2015 22:25	TWY3	N900VL	F900	3216	28L	Not Acceptable	No
7/21/2015 23:18	N716WA		PAY2	3276	28L	Not Acceptable	No
7/23/2015 4:51	N248PH	N248PH	BE20	4272	28L	Good Effort	Yes
7/24/2015 1:02	LN772MF	N772MF	PAY2	4533	28L	Lifeguard Medical	Yes
7/25/2015 2:32	N2616X	N2616X	C414	3241	28R	Not Acceptable	No
7/25/2015 23:42	N47CA	N47CA	PAY2	3271	28L	Good Effort	Yes
7/26/2015 4:34	N248PH	N248PH	BE20	4522	10R	Good Effort	Yes
7/27/2015 2:12	JPT31	N740VC	GLF3	4206	10R	System Error	Yes
7/28/2015 1:36			BE9L	4242	28L	Lifeguard Medical	Yes
7/31/2015 0:48	N776RV		RV6	3225	33	RWY 33 Departure	No
8/1/2015 23:59	CMD8	N838CS	HELO	5335	PAD1	Good Effort	Yes
8/2/2015 0:19	N410MC		BE9L	4244	28L	Wide Salad	No
8/2/2015 1:52	LN530CH	N530CH	BE9L	4540	28L	Lifeguard Medical	Yes
8/3/2015 5:10	UPS8223	N337UP	B763	3224	28L	RWY 30 Routine Closure	Yes
8/5/2015 22:28	N413PT		SR22	354	28L	Not Acceptable	No
8/5/2015 23:00	N4541M		BE35	4534	28L	Wide Salad	No
8/9/2015 22:01	N5053S		P28T	5324	28L	Time Buffer	Yes
8/9/2015 22:49	CMD70	N840CR	BE20	4254	28L	Lifeguard Medical	Yes
8/11/2015 2:21	N28CA	N28CA	PAY2	3322	28R	ATC Instructions	No
8/12/2015 22:41	LN771MF		PAYE	4552	28R	Lifeguard Medical	Yes
8/12/2015 23:07	SKY7		HELO	340	PAD1	Good Effort	Yes
8/15/2015 1:00			HELO	5324	PAD1	Law Enforcement	Yes
8/15/2015 23:03	N336RD		BE35	3245	28L	Not Acceptable	No
8/16/2015 2:30	N248PH	N248PH	BE20	4215	28L	Lifeguard Medical	Yes
8/16/2015 4:50	LN530CH	N530CH	BE9L	4560	28L	Lifeguard Medical	Yes
8/16/2015 22:13	N622KM		BE20	363	28L	Good Effort	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
8/17/2015 2:00	LN633KA	N633KA	FA20	3321	28L	Lifeguard Medical	Yes
8/17/2015 2:03	LN530CH	N530CH	BE9L	4517	28L	Lifeguard Medical	Yes
8/17/2015 4:49	N661TC	N661TC	PAY2	3345	28L	Wide Salad	No
8/17/2015 22:00	N915CD	N915CD	BE9L	4207	28L	Time Buffer	Yes
8/18/2015 23:16	N772MF	N772MF	PAY2	4557	28L	Wide Salad	No
8/19/2015 1:02	LN530CH	N530CH	BE9L	3367	28L	Lifeguard Medical	Yes
8/19/2015 22:40	N248PH		BE20	4232	28L	Not Acceptable	No
8/20/2015 0:38	N28CA	N28CA	PAY2	3231	28L	Not Acceptable	No
8/23/2015 0:23	CMD70	N840CR	BE20	4577	28L	Lifeguard Medical	Yes
8/24/2015 4:33	N801GJ	N801GJ	LJ55	4271	28L	RWY 30 Routine Closure	Yes
8/24/2015 5:42	SWA1946	N401WN	B737	3234	28L	RWY 30 Routine Closure	Yes
8/24/2015 5:49	SWA1462	N8634A	B738	3315	28L	RWY 30 Routine Closure	Yes
8/25/2015 23:37	N9625K		P32A	4532	28L	Not Acceptable	No
8/25/2015 23:37	N9625K		P32A	4532	28L	Not Acceptable	No
8/27/2015 3:58	N246PH		BE90	4201	28L	Good Effort	Yes
8/29/2015 0:46	N47CA	N47CA	PAY2	3224	28L	Good Effort	Yes
8/29/2015 2:06	N716WA		PAY2	3360	28L	Good Effort	Yes
8/29/2015 23:24	TPJ177	N177TJ	PC12	3365	28L	Good Effort	Yes
8/30/2015 22:55	N82NG	N82NG	PC12	4251	28L	Not Acceptable	No
8/30/2015 22:55	N82NG	N82NG	PC12	4251	28L	Not Acceptable	No
8/31/2015 5:40	SWA1946	N7735A	B737	3336	28L	RWY 30 Routine Closure	Yes
9/1/2015 0:01	N35HG	N35HG	B350	3342	28L	Wide Salad	No
9/3/2015 22:02				1200	28L	Time Buffer	Yes
9/3/2015 22:25	N33MS	N33MS	PAY2	3321	28L	Wide Salad	No
9/5/2015 1:27	N716WA		PAY2	3364	28L	Good Effort	Yes
9/6/2015 1:56	LN803GJ		LJ55	4573	28L	Lifeguard Medical	Yes
9/6/2015 23:13	N757JD		C152	5330	28R	Not Acceptable	No
9/7/2015 22:24	N370AB	N554DM	PAY4	3350	28L	Wide Salad	No
9/7/2015 22:53	CMD5	N833CS	HELO	5305	PAD1	Good Effort	Yes
9/8/2015 22:30	N4541M		BE36	4566	28L	Good Effort	Yes
9/9/2015 22:03	N359DG		B350	4560	28L	Time Buffer	Yes
9/9/2015 23:05	N993CB		BE9L	4517	28L	Not Acceptable	No
9/10/2015 5:53	PXT903		C510	4536	10R	Good Effort	Yes
9/12/2015 23:10	N248PH	N248PH	BE20	4243	28L	Wide Salad	No
9/13/2015 3:19	N772MF	N772MF	PAY2	4230	28L	Wide Salad	No
9/13/2015 5:02	N610JC		C550	3360	28L	Pilot Requested	No
9/15/2015 5:58	N888GJ	N888GJ	H25C	4257	28L	Not Acceptable	No
9/15/2015 22:51	N15DB		C441	4217	28L	Not Acceptable	No
9/16/2015 5:39	PKW681		SW4	3202	28L	Wide Salad	No
9/18/2015 0:07	GAJ800	N800UP	B350	3217	28L	Wide Salad	No
9/19/2015 4:16	REH50		BE20	4521	28L	Wide Salad	No
9/20/2015 2:14	N716WA		PAY2	3337	28L	Wide Salad	No
9/20/2015 23:28	CHP30			315	33	Law Enforcement	Yes
9/21/2015 4:56	N741SP	N741QR	F2TH	3351	28L	RWY 30 Routine Closure	Yes
9/21/2015 5:24	EJA351	N351QS	E55P	3236	28L	RWY 30 Routine Closure	Yes
9/21/2015 5:24	EJA351	N351QS	E55P	3236	28L	RWY 30 Routine Closure	Yes
9/22/2015 0:11	N772MF	N772MF	PAY2	4215	28L	Not Acceptable	No
9/22/2015 5:42	PXT903	N903JP	C510	4242	33	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
9/23/2015 23:04	LN577AC		LJ35	3230	28L	Lifeguard Medical	Yes
9/23/2015 23:43	N47CA	N47CA	PAY2	3306	33	Not Acceptable	No
9/25/2015 0:40	JPT31	N740VC	GLF3	4204	10R	Runway/Taxiway Maintenance	Yes
9/25/2015 23:34			C172	1200	33	Good Effort	Yes
9/25/2015 23:36			C177	4517	33	Good Effort	Yes
9/28/2015 5:41	JLG54	N45FG	LJ35	3223	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
7/1/2015 22:09	5	72	80	16	N824SA	N824SA	PC12	28R
7/19/2015 5:50	9	71.6	80	13	N99AG	N99AG	C25B	10R
7/25/2015 2:32	4	72	80	15	N2616X	N2616X	C414	28R
8/20/2015 0:38	4	72.6	80	11	N28CA	N28CA	PAY2	28L
7/9/2015 0:40	6	75.4	80.1	8	N896SB		BE10	28L
9/16/2015 5:40	6	75.5	80.1	8	PKW681		SW4	28L
7/1/2015 22:05	5	75.3	80.2	9	N824SA	N824SA	PC12	28R
7/4/2015 4:24	5	73.8	80.2	10	LN530CH	N530CH	BE9L	28L
8/2/2015 0:20	5	73.8	80.2	11	N410MC		BE9L	28L
8/29/2015 23:25	4	73.9	80.2	13	TPJ177	N177TJ	PC12	28L
9/1/2015 0:02	5	74.7	80.2	9	N35HG	N35HG	B350	28L
9/9/2015 22:04	4	74.5	80.2	10	N359DG		B350	28L
8/19/2015 22:40	8	72.9	80.3	8	N248PH		BE20	28L
9/8/2015 22:32	6	72	80.3	11	N4541M		BE36	28L
9/16/2015 22:27	11	72	80.4	13	AJ19832	N784TW	DC91	10R
9/20/2015 2:16	8	74.3	80.4	8	N716WA		PAY2	28L
7/6/2015 22:10	7	70.5	80.5	20	LN777AX		C550	28L
7/20/2015 22:45	4	69.3	80.5	28	N12161		C172	28L
9/21/2015 5:24	10	69.3	80.5	28	EJA351	N351QS	E55P	28L
7/18/2015 0:41	3	73.2	80.6	14	N716WA		PAY2	28L
7/19/2015 4:56	4	74.5	80.6	13	N28CA	N28CA	PAY2	28L
8/24/2015 4:34	7	71.7	80.6	16	N801GJ	N801GJ	LJ55	28L
9/13/2015 3:20	6	72.6	80.6	14	N772MF	N772MF	PAY2	28L
7/1/2015 5:41	7	69.6	80.7	44	N110E	N110E	HXB	28R
7/7/2015 5:42	5	73.7	80.7	12	DLX805	N805C	BE20	28R
8/5/2015 23:01	6	74.8	80.7	10	N4541M		BE35	28L
8/25/2015 23:39	8	72.5	80.7	11	N9625K		P32A	28L
9/8/2015 22:32	8	72.8	80.7	11	N4541M		BE36	28L
9/13/2015 3:19	4	73.7	80.7	14	N772MF	N772MF	PAY2	28L
7/9/2015 0:08	4	74.7	80.8	12	N248PH		BE20	28R
7/23/2015 4:51	5	75.7	80.8	8	N248PH	N248PH	BE20	28L
8/13/2015 23:45	8	76.1	80.8	8	N716WA		PAY2	28L
8/15/2015 5:43	4	73.3	80.9	19			C501	10R
8/15/2015 23:03	4	71.4	80.9	17	N336RD		BE35	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
8/15/2015 23:03	8	73.3	80.9	10	N336RD		BE35	28L
7/4/2015 2:05	7	75	81	11	LN775MF		PAY2	28L
7/24/2015 1:03	8	73.1	81	11	LN772MF	N772MF	PAY2	28L
9/3/2015 0:48	4	73.2	81	12	N246PH		BE20	28L
7/21/2015 22:26	7	71.8	81.1	17	TWY3	N900VL	F900	28L
7/13/2015 4:04	4	74.3	81.2	14	OPT710	N710FL	C750	28L
7/25/2015 23:43	5	75.5	81.2	10	N47CA	N47CA	PAY2	28L
8/5/2015 23:01	4	75.4	81.2	14	N4541M		BE35	28L
7/19/2015 4:56	8	75.4	81.3	11	N28CA	N28CA	PAY2	28L
8/19/2015 22:40	4	74.3	81.3	12	N248PH		BE20	28L
9/21/2015 4:57	7	71.9	81.3	19	N741SP	N741QR	F2TH	28L
7/23/2015 4:51	4	74.5	81.4	13	N248PH	N248PH	BE20	28L
9/16/2015 22:01	9	73.1	81.4	15	N6462Q		MO20	10R
7/9/2015 0:40	5	75.7	81.5	11	N896SB		BE10	28L
7/13/2015 4:04	6	73.3	81.5	13	OPT710	N710FL	C750	28L
7/25/2015 2:43	4	75.1	81.5	11	N716WA		PAY2	28L
8/12/2015 22:41	4	77.5	81.5	11	LN771MF		PAYE	28R
8/16/2015 2:31	5	76.8	81.5	10	N248PH	N248PH	BE20	28L
9/5/2015 1:28	8	76.5	81.5	7	N716WA		PAY2	28L
9/20/2015 23:29	3	71.9	81.5	20	CHP30			33
9/23/2015 23:05	7	72.6	81.5	16	LN577AC		LJ35	28L
8/5/2015 23:02	8	73.2	81.6	12	N4541M		BE35	28L
9/3/2015 22:03	4	73.1	81.6	24				28L
9/21/2015 23:11	4	76.4	81.6	11	N28CA	N28CA	PAY2	28R
7/4/2015 2:05	4	74.8	81.7	14	LN775MF		PAY2	28L
8/26/2015 22:05	5	73.6	81.7	16	N57WA		C421	28R
9/28/2015 5:42	7	75.8	81.7	12	JLG54	N45FG	LJ35	28L
7/1/2015 5:41	4	71.8	81.8	23	N110E	N110E	HXB	28R
7/1/2015 22:02	10	71.1	81.8	28	N824SA	N824SA	PC12	28R
7/19/2015 4:56	3	76	81.8	13	N28CA	N28CA	PAY2	28L
9/3/2015 22:27	6	76.9	81.8	9	N33MS	N33MS	PAY2	28L
7/18/2015 0:41	8	73.5	81.9	14	N716WA		PAY2	28L
8/13/2015 23:45	5	75.4	81.9	13	N716WA		PAY2	28L
9/6/2015 1:57	4	75.2	81.9	14	LN803GJ		LJ55	28L
9/22/2015 5:43	3	72.9	81.9	18	PXT903	N903JP	C510	33
9/12/2015 23:26	3	74.2	82	18	N575SA		SR22	28L
9/13/2015 5:03	7	72.5	82	26	N610JC		C550	28L
9/3/2015 22:26	4	75.3	82.1	11	N33MS	N33MS	PAY2	28L
7/17/2015 0:21	5	74.7	82.2	14	N5331Y		PA44	28L
7/19/2015 5:50	12	73.9	82.2	22	N99AG	N99AG	C25B	10R
7/1/2015 22:08	4	74.3	82.3	15	N824SA	N824SA	PC12	28R
7/18/2015 0:40	4	75.2	82.3	13	N716WA		PAY2	28L
7/21/2015 23:19	4	76.4	82.4	12	N716WA		PAY2	28L
9/12/2015 23:10	4	76	82.4	16	N248PH	N248PH	BE20	28L
9/25/2015 23:28	9	73.8	82.4	16	N353ME	N353ME	C172	10R
7/1/2015 22:07	9	72.8	82.5	21	N824SA	N824SA	PC12	28R
8/7/2015 0:02	4	77.2	82.5	12	N248PH	N248PH	BE20	28L
8/16/2015 5:55	4	77.7	82.5	13	N772MF	N772MF	PAY2	28L
8/24/2015 5:50	8	70.9	82.5	27	SWA1462	N8634A	B738	28L
7/24/2015 1:03	6	77.7	82.6	9	LN772MF	N772MF	PAY2	28L
8/29/2015 2:07	4	76.6	82.6	12	N716WA		PAY2	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
9/3/2015 22:27	8	77.2	82.6	9	N33MS	N33MS	PAY2	28L
9/23/2015 23:44	3	76.7	82.6	15	N47CA	N47CA	PAY2	33
9/5/2015 1:27	4	78.1	82.8	11	N716WA		PAY2	28L
9/20/2015 5:03	4	77.5	82.8	13	N6103G		PA46	28R
7/20/2015 5:14	6	75.2	83.1	14	PXT525	N525CR	C25B	28L
9/10/2015 5:54	9	76.7	83.1	18	PXT903		C510	10R
9/28/2015 5:42	4	74.7	83.1	17	JLG54	N45FG	LJ35	28L
9/3/2015 22:03	5	78.7	83.4	16				28L
8/27/2015 3:58	4	79	83.5	14	N246PH		BE90	28L
7/19/2015 5:50	2	74.7	83.6	29	N99AG	N99AG	C25B	10R
7/24/2015 1:03	4	76.7	83.7	15	LN772MF	N772MF	PAY2	28L
7/13/2015 4:04	5	77.9	83.8	13	OPT710	N710FL	C750	28L
8/29/2015 0:46	4	78.7	83.8	12	N47CA	N47CA	PAY2	28L
7/1/2015 22:02	9	75.2	83.9	20	N824SA	N824SA	PC12	28R
7/17/2015 0:21	4	76.3	84	21	N5331Y		PA44	28L
8/17/2015 2:01	7	75.8	84	15	LN633KA	N633KA	FA20	28L
9/15/2015 5:59	7	75	84	21	N888GJ	N888GJ	H25C	28L
7/4/2015 2:05	6	78.4	84.2	11	LN775MF		PAY2	28L
8/18/2015 23:17	5	79.5	84.2	11	N772MF	N772MF	PAY2	28L
9/16/2015 22:27	2	72.5	84.3	58	AJ19832	N784TW	DC91	10R
9/25/2015 23:37	3	77.4	84.4	14			C177	33
7/4/2015 2:05	5	79.1	84.5	13	LN775MF		PAY2	28L
7/7/2015 0:54	4	76.4	84.5	19	N786AC	N786AC	C525	28L
7/7/2015 0:54	6	76.6	84.5	18	N786AC	N786AC	C525	28L
7/18/2015 0:41	6	78.4	84.5	10	N716WA		PAY2	28L
7/25/2015 23:43	8	79.5	84.5	8	N47CA	N47CA	PAY2	28L
7/1/2015 5:41	5	73.6	84.6	26	N110E	N110E	HXB	28R
9/13/2015 3:20	5	78.6	84.6	16	N772MF	N772MF	PAY2	28L
9/6/2015 1:57	6	77.3	84.8	15	LN803GJ		LJ55	28L
9/25/2015 23:35	3	77.8	84.8	17			C172	33
8/24/2015 4:33	4	76.7	85	20	N801GJ	N801GJ	LJ55	28L
8/5/2015 23:01	5	80.5	85.6	15	N4541M		BE35	28L
9/1/2015 22:59	4	80.1	85.6	17	N6737V	N6737V	BE36	28L
8/31/2015 5:41	7	76.1	85.7	22	SWA1946	N7735A	B737	28L
9/3/2015 22:26	5	81.5	85.7	11	N33MS	N33MS	PAY2	28L
7/7/2015 0:54	5	77.7	85.8	22	N786AC	N786AC	C525	28L
8/3/2015 5:11	8	74.6	85.8	34	UPS8223	N337UP	B763	28L
8/24/2015 5:43	7	76.8	85.8	20	SWA1946	N401WN	B737	28L
7/1/2015 5:41	6	76	85.9	27	N110E	N110E	HXB	28R
7/13/2015 5:44	7	77.3	85.9	18	SWA2579	N757LV	B737	28L
9/12/2015 23:25	4	79.7	85.9	23	N575SA		SR22	28L
7/13/2015 5:32	7	77.2	86	21	N960SF	N960SF	F900	28L
7/20/2015 5:14	5	80.7	86.2	14	PXT525	N525CR	C25B	28L
7/25/2015 23:43	4	80.3	86.2	13	N47CA	N47CA	PAY2	28L
8/26/2015 22:05	4	78.9	86.2	23	N57WA		C421	28R
9/21/2015 4:57	4	78.3	86.2	20	N741SP	N741QR	F2TH	28L
9/21/2015 4:57	6	77.3	86.2	18	N741SP	N741QR	F2TH	28L
9/15/2015 5:59	6	79.3	86.3	16	N888GJ	N888GJ	H25C	28L
7/13/2015 5:41	7	76.9	86.4	26	SWA374		B737	28L
9/15/2015 5:59	4	79.1	86.5	22	N888GJ	N888GJ	H25C	28L
9/25/2015 0:41	10	78.1	86.5	41	JPT31	N740VC	GLF3	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
8/25/2015 23:38	5	81.1	86.6	19	N9625K		P32A	28L
9/21/2015 5:25	6	78.1	86.6	18	EJA351	N351QS	E55P	28L
9/23/2015 23:05	4	80	86.6	16	LN577AC		LJ35	28L
7/19/2015 4:56	6	82.3	86.7	10	N28CA	N28CA	PAY2	28L
8/5/2015 22:30	6	80	86.7	18	N413PT		SR22	28L
9/8/2015 22:32	5	81.1	86.7	17	N4541M		BE36	28L
9/21/2015 5:25	4	79.4	86.7	18	EJA351	N351QS	E55P	28L
7/20/2015 4:45	8	76	86.8	28	UPS4947		A306	28L
9/23/2015 23:05	6	82.4	86.8	11	LN577AC		LJ35	28L
9/6/2015 1:57	5	81.1	86.9	14	LN803GJ		LJ55	28L
8/17/2015 2:01	4	81	87	18	LN633KA	N633KA	FA20	28L
8/24/2015 4:33	6	79.7	87	20	N801GJ	N801GJ	LJ55	28L
8/25/2015 23:38	4	80.2	87	22	N9625K		P32A	28L
8/5/2015 22:30	5	81.2	87.2	18	N413PT		SR22	28L
7/24/2015 1:03	5	82.7	87.3	14	LN772MF	N772MF	PAY2	28L
8/13/2015 23:45	4	81.6	87.4	15	N716WA		PAY2	28L
9/15/2015 5:59	5	80.4	87.6	21	N888GJ	N888GJ	H25C	28L
9/16/2015 22:26	8	79.6	87.7	24	AJ19832	N784TW	DC91	10R
9/13/2015 5:02	4	78.7	87.8	28	N610JC		C550	28L
7/13/2015 5:32	4	81.3	88	20	N960SF	N960SF	F900	28L
7/6/2015 22:10	6	79.9	88.1	22	LN777AX		C550	28L
9/13/2015 5:03	6	79.3	88.1	28	N610JC		C550	28L
8/24/2015 4:33	5	80.8	88.3	20	N801GJ	N801GJ	LJ55	28L
9/16/2015 22:26	10	79.2	88.3	35	AJ19832	N784TW	DC91	10R
7/18/2015 0:40	5	84.4	88.7	13	N716WA		PAY2	28L
8/24/2015 5:50	7	79.3	88.8	29	SWA1462	N8634A	B738	28L
7/19/2015 4:56	5	86.3	89	10	N28CA	N28CA	PAY2	28L
8/24/2015 5:43	6	80.1	89	21	SWA1946	N401WN	B737	28L
8/31/2015 5:40	6	79.5	89.1	26	SWA1946	N7735A	B737	28L
8/3/2015 5:11	7	78.8	89.2	34	UPS8223	N337UP	B763	28L
9/28/2015 5:42	6	85.1	89.5	12	JLG54	N45FG	LJ35	28L
7/13/2015 5:44	6	80.8	89.6	23	SWA2579	N757LV	B737	28L
8/17/2015 2:01	6	83.6	90	16	LN633KA	N633KA	FA20	28L
9/16/2015 22:26	4	80.4	90.2	41	AJ19832	N784TW	DC91	10R
7/13/2015 5:41	6	80.3	90.3	27	SWA374		B737	28L
9/13/2015 5:02	5	80.9	90.4	28	N610JC		C550	28L
7/13/2015 5:43	4	82.3	90.5	25	SWA2579	N757LV	B737	28L
7/20/2015 4:45	7	80.1	90.6	34	UPS4947		A306	28L
8/31/2015 5:40	4	82.2	90.6	30	SWA1946	N7735A	B737	28L
8/24/2015 5:42	4	82	90.7	29	SWA1946	N401WN	B737	28L
9/16/2015 22:27	12	82.3	90.8	48	AJ19832	N784TW	DC91	10R
7/13/2015 5:43	5	82.2	90.9	26	SWA2579	N757LV	B737	28L
9/25/2015 0:41	11	84.9	90.9	17	JPT31	N740VC	GLF3	10R
7/13/2015 5:40	4	83.6	91	26	SWA374		B737	28L
8/31/2015 5:40	5	82.4	91	29	SWA1946	N7735A	B737	28L
8/24/2015 5:42	5	81.9	91.1	30	SWA1946	N401WN	B737	28L
7/13/2015 5:40	5	83.5	91.9	26	SWA374		B737	28L
9/16/2015 22:26	9	83.8	92.4	35	AJ19832	N784TW	DC91	10R
8/17/2015 2:01	5	87.3	92.7	17	LN633KA	N633KA	FA20	28L
7/13/2015 5:32	6	87.3	93.3	19	N960SF	N960SF	F900	28L
8/24/2015 5:50	6	83.4	93.3	32	SWA1462	N8634A	B738	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
8/3/2015 5:11	6	83.9	93.5	32	UPS8223	N337UP	B763	28L
9/25/2015 0:41	9	89.1	94.3	17	JPT31	N740VC	GLF3	10R
8/24/2015 5:50	4	86.6	94.5	30	SWA1462	N8634A	B738	28L
8/24/2015 5:50	5	87.1	95.2	33	SWA1462	N8634A	B738	28L
7/13/2015 5:32	5	92.3	96.5	16	N960SF	N960SF	F900	28L
8/3/2015 5:11	4	88.6	96.5	35	UPS8223	N337UP	B763	28L
8/3/2015 5:11	5	89.5	97.1	29	UPS8223	N337UP	B763	28L
7/20/2015 4:45	6	89.3	98.1	32	UPS4947		A306	28L
7/20/2015 4:45	4	91.2	98.2	33	UPS4947		A306	28L
7/20/2015 4:45	5	93.1	99.8	33	UPS4947		A306	28L
7/16/2015 23:03	8	96.6	100.4	37	VFR-493		C150	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
7/15/2015 16:25	SWA	SWA3745	B737	J	N905WN	Not Acceptable	No
7/22/2015 9:16	SWA	SWA126	B738	J	N8667D	Not Acceptable	No
7/27/2015 18:27		N1013	CL30	B	N1013	Not Acceptable	No
7/30/2015 14:12	FDX	FDX3884	MD11	J	N625FE	Not Acceptable	No
8/8/2015 19:23	SKW	SKW4832	CRJ9	R	N162PQ	Not Acceptable	No
8/13/2015 7:17	AAY	AAY1017	A319	J	N302NV	Not Acceptable	No
8/28/2015 18:39		N184TR	H25B	B		FAA Flight Check	Yes
9/20/2015 15:56	SWA	SWA479	B737	J		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
7/1/2015 6:21	UPS	UPS2953	B763	J	N358UP	Not Acceptable	No
7/2/2015 2:31	FDX	FDX1865	A306	J	N679FE	Not Acceptable	No
7/3/2015 3:04	FDX	FDX195	DC10	J	N313FE	Not Acceptable	No
7/6/2015 6:14	SKW	SKW4857	CRJ7	R	N614SK	Not Acceptable	No
7/6/2015 6:59	SWA	SWA382	B733	J	N384SW	Time Buffer	Yes
7/7/2015 0:08	JBU	JBU276	A320	J	N595JB	Not Acceptable	No
7/8/2015 6:59	HAL	HAL23	B763	J		Time Buffer	Yes
7/9/2015 5:49	SWA	SWA3319	B737	J	N7728D	Not Acceptable	No
7/9/2015 6:12	PXT	PXT499	C680	B	N499GB	Not Acceptable	No
7/9/2015 6:57	ASA	ASA877	B738	J	N584AS	Time Buffer	Yes
7/10/2015 0:34	JBU	JBU276	A320	J	N827JB	Not Acceptable	No
7/12/2015 3:53	FDX	FDX845	MD11	J	N529FE	Not Acceptable	No
7/13/2015 6:14	DAL	DAL1408	A320	J		Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
7/15/2015 6:58	SWA	SWA382	B733	J		Time Buffer	Yes
7/16/2015 6:58	SWA	SWA544	B737	J	N924WN	Time Buffer	Yes
7/16/2015 6:59	ASA	ASA877	B738	J		Time Buffer	Yes
7/18/2015 6:14	DAL	DAL1408	A320	J		Not Acceptable	No
7/19/2015 22:06	SWA	SWA665	B737	J		Time Buffer	Yes
7/20/2015 6:59	SWA	SWA382	B733	J	N645SW	Time Buffer	Yes
7/22/2015 6:40	FDX	FDX435	DC10	J	N319FE	Not Acceptable	No
7/22/2015 22:08	SWA	SWA4303	B737	J		Time Buffer	Yes
7/22/2015 22:30	VOI	VOI909	A319	J		Not Acceptable	No
7/23/2015 6:53	SWA	SWA544	B737	J	N951WN	Time Buffer	Yes
7/24/2015 3:04	FDX	FDX195	DC10	J	N319FE	Not Acceptable	No
7/26/2015 0:03	JBU	JBU276	A320	J	N632JB	Not Acceptable	No
7/26/2015 6:06	FDX	FDX859	DC10	J	N313FE	Not Acceptable	No
8/1/2015 2:20	FDX	FDX1853	B752	J	N951FD	Not Acceptable	No
8/4/2015 6:09	UPS	UPS2945	MD11	J	N273UP	Not Acceptable	No
8/4/2015 22:53	EJM	EJM265	GLF4	B	N265SJ	Not Acceptable	No
8/5/2015 6:56	SWA	SWA544	B737	J		Time Buffer	Yes
8/5/2015 6:57	SWA	SWA304	B737	J	N7719A	Time Buffer	Yes
8/5/2015 6:58	FDX	FDX3647	DC10	J		Time Buffer	Yes
8/6/2015 6:56	AAL	AAL688	A319	J	N816AW	Time Buffer	Yes
8/6/2015 6:57	SWA	SWA382	B733	J	N601WN	Time Buffer	Yes
8/7/2015 6:55	SWA	SWA304	B737	J	N554WN	Time Buffer	Yes
8/8/2015 6:15	SWA	SWA1398	B737	J	N267WN	Not Acceptable	No
8/11/2015 6:03	SWA	SWA2379	B737	J	N763SW	Not Acceptable	No
8/12/2015 1:17	VOI	VOI903	A320	J	N512VL	Not Acceptable	No
8/12/2015 22:02	VOI	VOI909	A319	J	XAVOD	Time Buffer	Yes
8/12/2015 23:45	RSP	RSP233	E50P	B	N575JS	Not Acceptable	No
8/13/2015 2:26	FDX	FDX1885	DC10	J		Not Acceptable	No
8/13/2015 5:58	UPS	UPS2945	MD11	J	N274UP	Not Acceptable	No
8/13/2015 6:59	KAI	KAI65	C560	B		Time Buffer	Yes
8/15/2015 6:23	SWA	SWA1467	B733	J	N653SW	Not Acceptable	No
8/17/2015 6:57		N3VF	FA50	B	N3VF	Time Buffer	Yes
8/19/2015 6:56	SWA	SWA1264	B738	J	N8327A	Time Buffer	Yes
8/20/2015 2:48	FDX	FDX37	MD11	J	N586FE	Not Acceptable	No
8/20/2015 22:01	SWA	SWA1648	B733	J	N357SW	Time Buffer	Yes
8/20/2015 22:52	SWA	SWA1258	B733	J	N624SW	Not Acceptable	No
8/27/2015 6:58	ASA	ASA877	B738	J		Time Buffer	Yes
8/27/2015 22:00	JBU	JBU168	A320	J	N784JB	Time Buffer	Yes
8/29/2015 6:33	SWA	SWA4395	B737	J	N715SW	Not Acceptable	No
8/31/2015 6:59	HAL	HAL23	B763	J	N582HA	Time Buffer	Yes
9/2/2015 2:54	FDX	FDX37	MD11	J	N588FE	Not Acceptable	No
9/4/2015 3:37	HAL	HAL8041	A332	J		Not Acceptable	No
9/4/2015 6:59		N57TS	LJ31	B	N57TS	Time Buffer	Yes
9/6/2015 6:38	SKW	SKW4857	CRJ9	R	N805SK	Not Acceptable	No
9/7/2015 22:38		N450FK	GLF4	B	N450FK	Not Acceptable	No
9/9/2015 6:58	UPS	UPS2953	B763	J		Time Buffer	Yes
9/12/2015 6:59	HAL	HAL23	B763	J	N582HA	Time Buffer	Yes
9/13/2015 3:49	FDX	FDX845	DC10	J	N321FE	Not Acceptable	No
9/17/2015 5:57	SWA	SWA2390	B733	J	N642WN	Not Acceptable	No
9/17/2015 6:58	SWA	SWA2372	B737	J	N440LV	Time Buffer	Yes
9/18/2015 5:33	SWA	SWA1946	B737	J	N288WN	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
9/18/2015 5:56	UPS	UPS2945	MD11	J		Not Acceptable	No
9/18/2015 6:57	SWA	SWA2372	B737	J	N7713A	Time Buffer	Yes
9/23/2015 2:43	FDX	FDX1857	MD11	J		Not Acceptable	No
9/23/2015 6:56	SWA	SWA2372	B737	J	N280WN	Time Buffer	Yes
9/24/2015 6:59	LXJ	LXJ444	LJ45	B		Time Buffer	Yes
9/25/2015 3:38	FDX	FDX1889	B752	J		Not Acceptable	No
9/25/2015 6:58	SWA	N457WN	B737	J	N457WN	Time Buffer	Yes
9/27/2015 1:24	VOI	VOI903	A320	J	XAVLK	Not Acceptable	No

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Runway 12 Night Departure List for Calendar Quarter

Not Applicable

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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
7/3/2015	1319	SWA	B737	2	High	GRE	1325	N/A	N/A
7/6/2015	2317	SWA	B737	2	High	GRE	2320	NO	N/A
7/7/2015	2341	SWA	B737	2	High	GRE	2345	NO	N/A
7/7/2015	2206	HAL	B767	1	High	GRE	2230	NO	N/A
7/13/2015	0210	SWA	B737	2	High	GRE	0212	NO	N/A
7/13/2015	0239	FDX	DC10	1	High	GRE	0245	NO	N/A
7/13/2015	1019	KFS	EA50	2	High	HG6	1050	N/A	N/A
7/13/2015	1950	SWA	B737	2	High	GRE	2000	N/A	NO
7/22/2015	0146	SWA	B737	2	High	GRE	0150	NO	N/A
7/23/2015	0124	SWA	B737	2	High	GRE	0130	NO	N/A
7/25/2015	0625	FDX	DC10	2	High	GRE	0800	N/A	N/A
8/5/2015	0747	DAL	EA50	1	High	GRE	0747	N/A	N/A
8/7/2015	0113	SWA	B737	2	High	GRE	0115	NO	N/A
8/9/2015	1009	UPS	B767	2	High	GRE	1230	N/A	N/A
8/12/2015	0130	SWA	B737	2	High	GRE	0135	NO	N/A
8/12/2015	1311	KFS	C525	2	High	HG6	1330	N/A	N/A
8/12/2015	2306	FDX	DC10	3	High	GRE	2316	NO	N/A
8/16/2015	0014	SWA	B737	2	High	GRE	0020	NO	N/A
8/19/2015	1139	SWA	B737	1	High	GRE	1150	N/A	N/A
8/20/2015	1259	CFS	F2TH	2	High	HG6	1315	N/A	N/A
8/25/2015	2015	SWA	B737	2	High	GRE	2025	N/A	NO

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
8/25/2015	2348	SWA	B737	2	High	GRE	2348	NO	N/A
8/26/2015	0748	GCC	CL30	2	High	HG6	0800	N/A	N/A
8/30/2015	0310	SWA	B737	2	High	GRE	0310	NO	N/A
9/1/2015	0830	CFS	C750	1	High	HG6	0834	N/A	N/A
9/2/2015	0100	CFS	C750	2	High	HG6	0100	NO	N/A
9/2/2015	1240	CFS	C750	2	High	HG6	1245	N/A	N/A
9/6/2015	0835	FDX	A320	2	High	GRE	1000	N/A	N/A
9/10/2015	1344	CFS	C750	2	High	HG6	1405	N/A	N/A
9/11/2015	0012	SWA	B737	2	High	GRE	0012	NO	N/A
9/16/2015	1200	SWA	B737	2	High	GRE	1210	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
7/1/2015 8:41	NKS	NKS872	A320	2503	Not Acceptable	No
7/1/2015 14:50	SWA	SWA2494	B737	2719	Not Acceptable	No
7/2/2015 11:23	DAL	DAL1082	A320	2578	Not Acceptable	No
7/2/2015 15:00	SWA	SWA2494	B737	2575	Not Acceptable	No
7/2/2015 19:41	SWA	SWA4924	B733	2877	Not Acceptable	No
7/3/2015 10:51	SWA	SWA3949	B737	2578	Not Acceptable	No
7/4/2015 14:33	SWA	SWA1597	B733	2713	Not Acceptable	No
7/5/2015 10:45	SWA	SWA3949	B737	2578	Not Acceptable	No
7/5/2015 12:43	SWA	SWA2143	B737	2634	Not Acceptable	No
7/5/2015 21:46	UPS	UPS2943	B763	2319	Not Acceptable	No
7/6/2015 19:36	UPS	UPS945	B763	2286	Not Acceptable	No
7/7/2015 7:13	FDX	FDX3647	MD10	2093	Not Acceptable	No
7/7/2015 12:15	FDX	FDX3022	A306	1653	Not Acceptable	No
7/8/2015 7:28	UPS	UPS5541	B752	2611	Not Acceptable	No
7/8/2015 7:39	FDX	FDX3012	B763	2539	Not Acceptable	No
7/8/2015 7:52	FDX	FDX3022	A306	2729	Not Acceptable	No
7/8/2015 9:24	SWA	SWA668	B733	2332	Not Acceptable	No
7/8/2015 13:03	SWA	SWA2961	B737	2414	Not Acceptable	No
7/8/2015 13:40	SWA	SWA4190	B737	2719	Not Acceptable	No
7/8/2015 16:44	DAL	DAL1374	A320	2880	Not Acceptable	No
7/8/2015 19:18	FDX	FDX1605	B763	2644	Not Acceptable	No
7/9/2015 11:43	SWA	SWA2242	B733	2772	Not Acceptable	No
7/9/2015 13:54	SWA	SWA4190	B737	2664	Not Acceptable	No
7/9/2015 17:11	SWA	SWA3129	B737	2723	Not Acceptable	No
7/10/2015 9:26	SWA	SWA4478	B737	2742	Not Acceptable	No
7/11/2015 8:46	NKS	NKS872	A320	2618	Not Acceptable	No
7/11/2015 14:05	SWA	SWA2088	B737	2841	Not Acceptable	No
7/11/2015 18:11	NKS	NKS408	A320	2270	Not Acceptable	No
7/11/2015 19:34	SWA	SWA1819	B737	2801	Not Acceptable	No
7/11/2015 21:16	JBU	JBU168	A320	2641	Not Acceptable	No
7/12/2015 14:58	SWA	SWA2494	B737	2417	Not Acceptable	No
7/13/2015 9:31	SWA	SWA4478	B737	2404	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
7/13/2015 11:27	DAL	DAL1082	A320	2769	Not Acceptable	No
7/13/2015 13:08	SWA	SWA527	B737	2874	Not Acceptable	No
7/13/2015 13:12	SWA	SWA2961	B737	2398	Not Acceptable	No
7/13/2015 13:14	SWA	SWA771	B737	2808	Not Acceptable	No
7/13/2015 14:07	SWA	SWA177	B737	2417	Not Acceptable	No
7/13/2015 19:34	UPS	UPS945	B763	2798	Not Acceptable	No
7/14/2015 8:37	NKS	NKS872	A320	2752	Not Acceptable	No
7/14/2015 13:54	SWA	SWA4190	B737	2824	Not Acceptable	No
7/14/2015 19:29	UPS	UPS945	B763	2791	Not Acceptable	No
7/15/2015 8:08	FDX	FDX3012	B763	2719	Not Acceptable	No
7/15/2015 19:27	UPS	UPS945	B763	2611	Not Acceptable	No
7/17/2015 15:56	SWA	SWA1618	B737	2096	Not Acceptable	No
7/17/2015 16:18	SWA	SWA705	B737	2316	Not Acceptable	No
7/18/2015 9:17	SWA	SWA4489	B737	2585	Not Acceptable	No
7/18/2015 12:00	SWA	SWA2723	B737	2624	Not Acceptable	No
7/18/2015 15:50	SWA	SWA2926	B733	2591	Not Acceptable	No
7/19/2015 16:45	DAL	DAL1374	A320	2139	Not Acceptable	No
7/19/2015 21:09	JBU	JBU168	A320	2490	Not Acceptable	No
7/20/2015 19:22	FDX	FDX1605	B763	2883	Not Acceptable	No
7/21/2015 13:46	SWA	SWA4190	B737	2545	Not Acceptable	No
7/22/2015 11:10	SWA	SWA4412	B733	2604	Not Acceptable	No
7/23/2015 9:51	TWY	TWY604	CL60	2513	Not Acceptable	No
7/23/2015 11:11	SWA	SWA4412	B733	2795	Not Acceptable	No
7/24/2015 12:40	SWA	SWA2143	B737	2647	Not Acceptable	No
7/24/2015 21:11	JBU	JBU168	A320	2857	Not Acceptable	No
7/25/2015 13:20	SWA	SWA2088	B737	2286	Not Acceptable	No
7/27/2015 12:41	SWA	SWA771	B737	2841	Not Acceptable	No
7/28/2015 17:33	SWA	SWA1618	B737	2647	Not Acceptable	No
7/28/2015 18:05	SWA	SWA268	B737	2785	Not Acceptable	No
7/29/2015 9:27	SWA	SWA4478	B737	2499	Not Acceptable	No
7/29/2015 18:14	SWA	SWA268	B737	2837	Not Acceptable	No
7/30/2015 10:49	SWA	SWA3949	B737	2739	Not Acceptable	No
7/31/2015 8:30	FDX	FDX3012	B763	2513	Not Acceptable	No
7/31/2015 11:25	DAL	DAL1082	A320	2575	Not Acceptable	No
8/1/2015 21:48	JBU	JBU168	A320	2824	Not Acceptable	No
8/2/2015 21:17	JBU	JBU168	A320	2434	Not Acceptable	No
8/3/2015 16:55	DAL	DAL1374	A320	2604	Not Acceptable	No
8/5/2015 8:22	AAY	AAY1026	A319	2732	Not Acceptable	No
8/6/2015 19:22	FDX	FDX1605	B763	2437	Not Acceptable	No
8/7/2015 11:28	DAL	DAL1082	A320	2611	Not Acceptable	No
8/7/2015 13:06	SWA	SWA2143	B737	2575	Not Acceptable	No
8/8/2015 8:22	SWA	SWA1484	B737	2372	Not Acceptable	No
8/8/2015 8:26	AAY	AAY1026	A319	2477	Not Acceptable	No
8/8/2015 14:46	SWA	SWA2926	B737	2723	Not Acceptable	No
8/9/2015 18:13	NKS	NKS408	A320	2739	Not Acceptable	No
8/10/2015 20:52	FDX	FDX1117	A306	2828	Not Acceptable	No
8/11/2015 18:13	NKS	NKS408	A320	2601	Not Acceptable	No
8/12/2015 8:36	NKS	NKS872	A320	2270	Not Acceptable	No
8/12/2015 19:22	FDX	FDX1605	B763	2831	Not Acceptable	No
8/12/2015 21:03	SWA	SWA1648	B737	2847	Not Acceptable	No
8/13/2015 9:10	SWA	SWA1820	B733	2726	Not Acceptable	No
8/13/2015 11:22	DAL	DAL1082	A320	2509	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
8/13/2015 12:35	SWA	SWA480	B737	2559	Not Acceptable	No
8/13/2015 16:50	DAL	DAL1374	A320	2631	Not Acceptable	No
8/14/2015 11:01	AAY	AAY135	A319	2831	Not Acceptable	No
8/16/2015 16:56	SWA	SWA2411	B737	2283	Not Acceptable	No
8/16/2015 18:41	NKS	NKS408	A320	2785	Not Acceptable	No
8/17/2015 11:28	DAL	DAL1082	A320	2286	Not Acceptable	No
8/19/2015 11:25	XOJ	XOJ767	C750	2368	Not Acceptable	No
8/19/2015 11:58	SWA	SWA1983	B737	2332	Not Acceptable	No
8/19/2015 12:19	SWA	SWA47	B733	2634	Not Acceptable	No
8/19/2015 13:07	ASA	ASA343	B739	2529	Not Acceptable	No
8/19/2015 17:09	PXT	PXT903	C550	2119	Not Acceptable	No
8/20/2015 14:05	SWA	SWA245	B737	2247	Not Acceptable	No
8/20/2015 19:29	FDX	FDX1605	B763	2709	Not Acceptable	No
8/21/2015 20:14	SWA	SWA21	B733	2611	Not Acceptable	No
8/21/2015 20:55	SWA	SWA1648	B733	2477	Not Acceptable	No
8/22/2015 10:28	SWA	SWA1378	B737	2621	Not Acceptable	No
8/22/2015 11:19	SWA	SWA4075	B737	2431	Not Acceptable	No
8/22/2015 11:28	SKW	SKW4470	CRJ9	2746	Not Acceptable	No
8/22/2015 13:23	SWA	SWA4034	B737	2575	Not Acceptable	No
8/22/2015 13:46	SWA	SWA717	B737	2539	Not Acceptable	No
8/22/2015 19:32	NKS	NKS408	A320	2339	Not Acceptable	No
8/24/2015 13:32	SWA	SWA480	B737	2240	Not Acceptable	No
8/24/2015 15:30			B737	2467	Not Acceptable	No
8/25/2015 10:52	SWA	SWA1306	B737	2457	Not Acceptable	No
8/25/2015 11:59	SWA	SWA1983	B737	2014	Not Acceptable	No
8/25/2015 12:09	SWA	SWA47	B733	2267	Not Acceptable	No
8/25/2015 12:36	SWA	SWA480	B737	2598	Not Acceptable	No
8/25/2015 13:27	SWA	SWA2458	B737	2260	Not Acceptable	No
8/25/2015 21:12	JBU	JBU168	A320	2345	Not Acceptable	No
8/26/2015 16:32	SWA	SWA274	B737	2762	Not Acceptable	No
8/26/2015 16:40	DAL	DAL1374	A320	2598	Not Acceptable	No
8/26/2015 19:16	FDX	FDX1605	B763	2887	Not Acceptable	No
8/26/2015 19:28	UPS	UPS945	B763	2641	Not Acceptable	No
8/26/2015 19:46	SWA	SWA1376	B733	2723	Not Acceptable	No
8/27/2015 11:18		N57TS	LJ31	1866	Not Acceptable	No
8/27/2015 18:05	NKS	NKS408	A320	2381	Not Acceptable	No
8/28/2015 11:56	SWA	SWA1983	B737	2591	Not Acceptable	No
8/28/2015 15:01	SWA	SWA1680	B737	2483	Not Acceptable	No
8/28/2015 18:39		N184TR	H25B	2125	FAA Flight Check	Yes
8/30/2015 11:25	DAL	DAL1082	A320	2657	Not Acceptable	No
8/31/2015 12:33	SWA	SWA480	B737	2208	Not Acceptable	No
9/1/2015 11:16	SWA	SWA1592	B737	2572	Not Acceptable	No
9/1/2015 12:02	SWA	SWA1983	B737	2378	Not Acceptable	No
9/1/2015 14:56	SWA	SWA1680	B737	2608	Not Acceptable	No
9/2/2015 10:13	SWA	SWA299	B733	2709	Not Acceptable	No
9/2/2015 11:13	SWA	SWA1592	B737	2772	Not Acceptable	No
9/3/2015 11:12		N72GD	PRM1	2601	Not Acceptable	No
9/7/2015 10:57	SWA	SWA1306	B737	2329	Not Acceptable	No
9/7/2015 11:06	SWA	SWA1661	B737	2582	Not Acceptable	No
9/7/2015 11:11	SWA	SWA5487	B737	2634	Not Acceptable	No
9/7/2015 15:25		N104MT	F2TH	2014	Not Acceptable	No
9/8/2015 14:01	SWA	SWA2269	B737	2801	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
9/8/2015 21:48	SWA	SWA1648	B733	2352	Not Acceptable	No
9/9/2015 14:26	FDX	FDX3859	B752	2644	Not Acceptable	No
9/9/2015 18:24	NKS	NKS408	A320	2372	Not Acceptable	No
9/10/2015 10:16	SWA	SWA1504	B733	2506	Not Acceptable	No
9/10/2015 10:54	SWA	SWA1306	B737	2221	Not Acceptable	No
9/10/2015 15:20	SWA	SWA572	B737	2460	Not Acceptable	No
9/11/2015 7:02	SWA	SWA1264	B738	2536	Not Acceptable	No
9/11/2015 7:46	FDX	FDX3012	B763	2306	Not Acceptable	No
9/11/2015 11:27	SWA	SWA1592	B737	2549	Not Acceptable	No
9/14/2015 10:08	SWA	SWA299	B733	2749	Not Acceptable	No
9/14/2015 19:47	SWA	SWA21	B733	2365	Not Acceptable	No
9/14/2015 20:31	FDX	FDX1117	A306	2874	Not Acceptable	No
9/15/2015 11:43	DAL	DAL1082	A320	2837	Not Acceptable	No
9/15/2015 12:20	SWA	SWA1983	B737	2752	Not Acceptable	No
9/15/2015 15:16	SWA	SWA1680	B737	2460	Not Acceptable	No
9/17/2015 19:21	FDX	FDX1605	B763	2726	Not Acceptable	No
9/18/2015 11:23	SWA	SWA2065	B733	2729	Not Acceptable	No
9/21/2015 14:11	SWA	SWA2458	B737	2795	Not Acceptable	No
9/22/2015 11:35	DAL	DAL1082	A320	2335	Not Acceptable	No
9/22/2015 12:03	SWA	SWA1983	B737	2624	Not Acceptable	No
9/22/2015 12:13	SWA	SWA47	B737	2775	Not Acceptable	No
9/22/2015 15:34	SWA	SWA2411	B737	2522	Not Acceptable	No
9/24/2015 15:30	SWA	SWA2411	B737	2664	Not Acceptable	No
9/24/2015 19:19	FDX	FDX1605	B763	2736	Not Acceptable	No
9/24/2015 19:39	SWA	SWA2636	B737	2887	Not Acceptable	No
9/25/2015 7:43			B763	2664	Not Acceptable	No
9/25/2015 9:57	SWA	N741SA	B737	2749	Not Acceptable	No
9/25/2015 10:05			B733	2782	Not Acceptable	No
9/26/2015 7:33	SWA	SWA4511	B738	2204	Not Acceptable	No
9/26/2015 18:58	NKS	NKS408	A319	2847	Not Acceptable	No
9/27/2015 15:20	SWA	SWA193	B737	2778	Not Acceptable	No
9/27/2015 18:57	NKS	NKS408	A319	2532	Not Acceptable	No
9/27/2015 19:32	SWA	SWA2636	B733	2490	Not Acceptable	No
9/27/2015 21:04	SWA	SWA1648	B737	2732	Not Acceptable	No
9/28/2015 11:24	SWA	SWA2065	B733	2503	Not Acceptable	No
9/28/2015 11:39	DAL	DAL1082	A320	2342	Not Acceptable	No
9/28/2015 12:39	AAY	AAY1005	A319	2713	Not Acceptable	No
9/28/2015 15:00	SWA	SWA193	B737	2375	Not Acceptable	No
9/28/2015 19:13	NKS	NKS408	A319	2693	Not Acceptable	No
9/29/2015 9:06	SWA	SWA1820	B733	2496	Not Acceptable	No
9/29/2015 14:26	SWA	SWA245	B737	2791	Not Acceptable	No
9/29/2015 15:03	SWA	SWA193	B737	2060	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
7/1/2015 0:45	SWA3472	B737	SWA	2598	Not Acceptable	No
7/1/2015 17:58	SWA2082	B733	SWA	2801	Not Acceptable	No
7/2/2015 12:22	SWA638	B737	SWA	2772	Not Acceptable	No
7/2/2015 16:18	SWA878	B737	SWA	2473	Not Acceptable	No
7/3/2015 12:20	SWA1902	B737	SWA	2312	Not Acceptable	No
7/4/2015 14:47	SWA3439	B737	SWA	2732	Not Acceptable	No
7/4/2015 15:43	SWA317	B737	SWA	2880	Not Acceptable	No
7/5/2015 17:29	AAY1018	A319	AAY	2670	Not Acceptable	No
7/7/2015 16:09	SWA878	B737	SWA	2857	Not Acceptable	No
7/7/2015 20:19	SWA2410	B737	SWA	2877	Not Acceptable	No
7/7/2015 20:39	SWA826	B737	SWA	2604	Not Acceptable	No
7/7/2015 21:02		C25B		498	Not Acceptable	No
7/10/2015 20:14	SWA2410	B737	SWA	2582	Not Acceptable	No
7/10/2015 22:52	DAL1253	A320	DAL	2687	Not Acceptable	No
7/10/2015 23:07	SWA882	B737	SWA	1870	Not Acceptable	No
7/11/2015 19:20	SWA1995	B737	SWA	2480	Not Acceptable	No
7/12/2015 15:29	SWA3745	B737	SWA	2483	Not Acceptable	No
7/12/2015 20:13	SWA2054	B733	SWA	2709	Not Acceptable	No
7/16/2015 11:42	SWA2961	B737	SWA	2621	Not Acceptable	No
7/16/2015 18:02	ASA344	B734	ASA	2647	Not Acceptable	No
7/16/2015 19:21	SWA158	B737	SWA	2877	Not Acceptable	No
7/16/2015 21:20	AAY1022	A319	AAY	2395	Not Acceptable	No
7/17/2015 19:01	SWA158	B737	SWA	2795	Not Acceptable	No
7/17/2015 23:35	SWA3472	B737	SWA	2621	Not Acceptable	No
7/18/2015 14:07	JBU167	A320	JBU	2549	Not Acceptable	No
7/18/2015 14:43	SWA3439	B733	SWA	2585	Not Acceptable	No
7/18/2015 15:52	SWA1407	B737	SWA	1653	Not Acceptable	No
7/19/2015 9:01	SWA753	B738	SWA	2755	Not Acceptable	No
7/19/2015 9:15	SWA637	B737	SWA	2559	Not Acceptable	No
7/19/2015 11:30	AAY521	MD83	AAY	2431	Not Acceptable	No
7/19/2015 18:04	SWA21	B737	SWA	2821	Not Acceptable	No
7/20/2015 0:08	SWA3472	B737	SWA	2457	Not Acceptable	No
7/20/2015 10:37	DAL1082	A320	DAL	2431	Not Acceptable	No
7/20/2015 18:08	ASA344	B738	ASA	2851	Not Acceptable	No
7/23/2015 16:17	SWA878	B737	SWA	2201	Not Acceptable	No
7/24/2015 10:44	DAL1082	A320	DAL	2831	Not Acceptable	No
7/24/2015 12:12	SWA638	B737	SWA	2703	Not Acceptable	No
7/24/2015 19:55	SWA826	B737	SWA	2595	Not Acceptable	No
7/24/2015 19:57	SWA2054	B737	SWA	2529	Not Acceptable	No
7/25/2015 14:56	SWA3439	B737	SWA	2723	Not Acceptable	No
7/26/2015 21:36	AAY1022	A319	AAY	2782	Not Acceptable	No
7/26/2015 22:54	DAL1253	A320	DAL	2755	Not Acceptable	No
7/26/2015 23:39	ASA356	B739	ASA	2516	Not Acceptable	No
7/27/2015 17:03	AAY1015	A319	AAY	2687	Not Acceptable	No
7/27/2015 20:19	SWA2054	B737	SWA	2486	Not Acceptable	No
7/27/2015 22:44	DAL1253	A320	DAL	2457	Not Acceptable	No
7/27/2015 23:30	ASA356	B739	ASA	2690	Not Acceptable	No
7/28/2015 18:58	SWA158	B737	SWA	1827	Not Acceptable	No
7/29/2015 10:29	DAL1082	A320	DAL	2893	Not Acceptable	No
7/29/2015 16:04	SWA878	B737	SWA	2887	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
7/29/2015 18:13	SWA21	B737	SWA	2611	Not Acceptable	No
7/29/2015 23:36	SWA3472	B737	SWA	2709	Not Acceptable	No
7/30/2015 11:38	AAY521	MD83	AAY	2867	Not Acceptable	No
7/30/2015 16:10	SWA878	B737	SWA	2290	Not Acceptable	No
8/2/2015 15:32	SWA3745	B737	SWA	2726	Not Acceptable	No
8/2/2015 15:32	SWA3745	B737	SWA	2726	Not Acceptable	No
8/3/2015 11:51	SWA2961	B737	SWA	2775	Not Acceptable	No
8/3/2015 17:20	AAY1015	A319	AAY	2470	Not Acceptable	No
8/3/2015 22:39	FDX1802	DC10	FDX	2893	Not Acceptable	No
8/4/2015 8:00	ASA342	B739	ASA	2732	Not Acceptable	No
8/4/2015 21:11	SWA826	B737	SWA	2893	Not Acceptable	No
8/4/2015 22:35	FDX582	MD11	FDX	2381	Not Acceptable	No
8/5/2015 0:17	SWA882	B733	SWA	2746	Not Acceptable	No
8/6/2015 11:50	SWA2961	B737	SWA	2805	Not Acceptable	No
8/6/2015 16:00	AAY1018	A319	AAY	2641	Not Acceptable	No
8/6/2015 20:05	SWA2054	B737	SWA	2791	Not Acceptable	No
8/7/2015 0:14	SWA882	B737	SWA	2759	Not Acceptable	No
8/11/2015 12:33	SWA301	B737	SWA	2611	Not Acceptable	No
8/11/2015 22:00	SWA1901	B733	SWA	2896	Not Acceptable	No
8/12/2015 0:31	ASA356	B739	ASA	2664	Not Acceptable	No
8/12/2015 8:52	FDX1717	A306	FDX	2867	Not Acceptable	No
8/12/2015 9:33	SWA3183	B733	SWA	2614	Not Acceptable	No
8/12/2015 9:42	SWA2933	B737	SWA	2795	Not Acceptable	No
8/12/2015 10:28	N426QS	GLF4		2851	Not Acceptable	No
8/12/2015 13:38	SWA2063	B733	SWA	2496	Not Acceptable	No
8/12/2015 17:11	SWA2779	B737	SWA	2696	Not Acceptable	No
8/12/2015 20:18	SWA1901	B733	SWA	2749	Not Acceptable	No
8/13/2015 15:58	SWA2514	B737	SWA	2440	Not Acceptable	No
8/13/2015 20:06	SWA2674	B737	SWA	2847	Not Acceptable	No
8/14/2015 17:27	AAY1015	A319	AAY	2831	Not Acceptable	No
8/14/2015 21:51	SWA2544	B737	SWA	2604	Not Acceptable	No
8/17/2015 11:13	SWA159	B733	SWA	2739	Not Acceptable	No
8/17/2015 16:06	SWA331	B733	SWA	2532	Not Acceptable	No
8/18/2015 11:58	ASA364	B739	ASA	2883	Not Acceptable	No
8/19/2015 12:33	SWA1114	B737	SWA	2818	Not Acceptable	No
8/19/2015 17:07	SWA2779	B737	SWA	2772	Not Acceptable	No
8/20/2015 13:27	SWA2063	B737	SWA	2729	Not Acceptable	No
8/20/2015 16:21	SWA2514	B737	SWA	2742	Not Acceptable	No
8/22/2015 13:09	SWA4255	B737	SWA	2755	Not Acceptable	No
8/22/2015 14:09	SWA3878	B733	SWA	2739	Not Acceptable	No
8/22/2015 19:01	SWA2101	B737	SWA	1981	Not Acceptable	No
8/23/2015 12:26	SWA1784	B737	SWA	2841	Not Acceptable	No
8/24/2015 13:24	SWA2063	B737	SWA	2198	Not Acceptable	No
8/25/2015 12:26	ASA364	B738	ASA	2893	Not Acceptable	No
8/25/2015 19:55	SWA1258	B737	SWA	2769	Not Acceptable	No
8/25/2015 20:13	SWA1901	B733	SWA	2355	Not Acceptable	No
8/26/2015 22:18	SWA1120	B737	SWA	2706	Not Acceptable	No
8/26/2015 22:35	DAL1253	A320	DAL	2847	Not Acceptable	No
8/27/2015 8:45	FDX1717	A306	FDX	2864	Not Acceptable	No
8/27/2015 9:28	SWA3183	B733	SWA	2595	Not Acceptable	No
8/27/2015 9:31	SWA2419	B733	SWA	2749	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
8/27/2015 16:08	AAY1018	A319	AAY	2706	Not Acceptable	No
8/27/2015 20:14	SWA1901	B733	SWA	2677	Not Acceptable	No
8/27/2015 22:31	SWA1120	B737	SWA	2608	Not Acceptable	No
8/27/2015 22:39	DAL1253	A320	DAL	2076	Not Acceptable	No
8/27/2015 23:29	FDX28	B77L	FDX	2690	Not Acceptable	No
8/28/2015 9:37	SWA3183	B733	SWA	2191	Not Acceptable	No
8/28/2015 10:23	DAL1082	A320	DAL	2877	Not Acceptable	No
8/28/2015 12:36	ASA364	B734	ASA	2883	Not Acceptable	No
8/28/2015 15:59	SWA331	B733	SWA	2690	Not Acceptable	No
8/28/2015 19:54	SWA1258	B737	SWA	2247	Not Acceptable	No
8/29/2015 14:19	SWA4255	B737	SWA	2388	Not Acceptable	No
8/29/2015 14:23	SWA3878	B733	SWA	2358	Not Acceptable	No
8/31/2015 13:20	SWA2063	B737	SWA	2608	Not Acceptable	No
9/1/2015 7:56	ASA342	B739	ASA	2877	Not Acceptable	No
9/1/2015 15:12	SWA2514	B737	SWA	2782	Not Acceptable	No
9/1/2015 16:04	SWA331	B733	SWA	2667	Not Acceptable	No
9/1/2015 19:49	SWA2674	B737	SWA	2670	Not Acceptable	No
9/2/2015 12:44	SWA301	B737	SWA	2801	Not Acceptable	No
9/3/2015 17:05	SWA2779	B737	SWA	2808	Not Acceptable	No
9/3/2015 19:55	SWA2544	B733	SWA	2306	Not Acceptable	No
9/3/2015 23:41	ASA356	B738	ASA	2791	Not Acceptable	No
9/4/2015 9:25	SWA2933	B737	SWA	2795	Not Acceptable	No
9/4/2015 11:37	AAY1004	A319	AAY	2572	Not Acceptable	No
9/4/2015 12:16	ASA364	B738	ASA	2801	Not Acceptable	No
9/4/2015 13:20	SWA2063	B737	SWA	2670	Not Acceptable	No
9/4/2015 18:23	N605SW	B733	SWA	2893	Not Acceptable	No
9/5/2015 7:42	ASA342	B739	ASA	2247	Not Acceptable	No
9/5/2015 15:58	N3764D	B738	DAL	2703	Not Acceptable	No
9/5/2015 23:28	ASA356	B738	ASA	2874	Not Acceptable	No
9/6/2015 12:39	SWA5775	B737	SWA	2877	Not Acceptable	No
9/6/2015 15:12	SWA1048	B737	SWA	2250	Not Acceptable	No
9/6/2015 16:02	DAL1374	B738	DAL	2739	Not Acceptable	No
9/6/2015 17:41	SKW3486	CRJ7	SKW	2499	Not Acceptable	No
9/6/2015 20:00	FDX507	B763	FDX	2680	Not Acceptable	No
9/7/2015 17:34	SKW3486	CRJ7	SKW	2854	Not Acceptable	No
9/8/2015 10:29	DAL1082	A320	DAL	2273	Not Acceptable	No
9/8/2015 15:53	DAL1374	B738	DAL	2821	Not Acceptable	No
9/8/2015 17:59	SWA146	B737	SWA	2608	Not Acceptable	No
9/9/2015 13:24	SWA2063	B737	SWA	2637	Not Acceptable	No
9/9/2015 20:08	SWA2544	B733	SWA	2814	Not Acceptable	No
9/10/2015 13:23	SWA2063	B737	SWA	2834	Not Acceptable	No
9/10/2015 15:44	SWA331	B733	SWA	2641	Not Acceptable	No
9/10/2015 22:09	SWA1120	B737	SWA	2828	Not Acceptable	No
9/11/2015 23:41	ASA356	B739	ASA	2654	Not Acceptable	No
9/12/2015 9:32	SWA1993	B737	SWA	2687	Not Acceptable	No
9/12/2015 19:17	SWA4543	B738	SWA	2867	Not Acceptable	No
9/14/2015 13:48	ASA364	B738	ASA	2788	Not Acceptable	No
9/15/2015 9:35	SWA2419	B733	SWA	2877	Not Acceptable	No
9/17/2015 19:55	SWA1258	B737	SWA	2526	Not Acceptable	No
9/18/2015 7:49	ASA342	B739	ASA	2667	Not Acceptable	No
9/18/2015 9:33	SWA2419	B733	SWA	2746	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
9/18/2015 9:50	SWA3183	B737	SWA	2874	Not Acceptable	No
9/18/2015 12:16	SWA301	B737	SWA	2818	Not Acceptable	No
9/19/2015 7:46	ASA342	B738	ASA	2601	Not Acceptable	No
9/20/2015 0:35	AAY4403	MD83	AAY	1850	Not Acceptable	No
9/20/2015 9:27	SWA1521	B737	SWA	2516	Not Acceptable	No
9/20/2015 16:01	SWA331	B733	SWA	3759	Not Acceptable	No
9/20/2015 16:01	SWA331	B733	SWA	2857	Not Acceptable	No
9/20/2015 18:39	SWA2636	B737	SWA	2896	Not Acceptable	No
9/20/2015 23:38	ASA356	B739	ASA	2677	Not Acceptable	No
9/21/2015 7:46	ASA342	B739	ASA	2309	Not Acceptable	No
9/21/2015 9:37	SWA2933	B737	SWA	2657	Not Acceptable	No
9/21/2015 13:32	SWA2063	B737	SWA	2844	Not Acceptable	No
9/21/2015 16:50	SWA331	B733	SWA	2824	Not Acceptable	No
9/21/2015 17:17	SWA2779	B737	SWA	2109	Not Acceptable	No
9/21/2015 22:48	SWA1120	B737	SWA	2060	Not Acceptable	No
9/22/2015 13:32	SWA2063	B737	SWA	2814	Not Acceptable	No
9/23/2015 19:50	SWA2674	B737	SWA	2559	Not Acceptable	No
9/23/2015 22:12	SWA1120	B737	SWA	2736	Not Acceptable	No
9/24/2015 12:44	SWA1114	B737	SWA	2883	Not Acceptable	No
9/24/2015 13:40	N7739A	B737	SWA	2818	Not Acceptable	No
9/24/2015 15:18	SWA2514	B737	SWA	2811	Not Acceptable	No
9/24/2015 17:17	SWA2779	B737	SWA	2818	Not Acceptable	No
9/24/2015 22:34	FDX1807	MD11	FDX	2240	Not Acceptable	No
9/25/2015 10:05	N657SW	B733	SWA	2358	Not Acceptable	No
9/25/2015 13:40	N465WN	B737	SWA	1551	Not Acceptable	No
9/25/2015 19:59	N230WN	B737	SWA	2749	Not Acceptable	No
9/25/2015 20:14	N462WN	B737	SWA	2693	Pilot Requested	No
9/25/2015 22:29	N741SA	B737	SWA	2191	Not Acceptable	No
9/26/2015 9:46	SWA1993	B737	SWA	2801	Not Acceptable	No
9/26/2015 9:50	SWA4384	B733	SWA	2870	Not Acceptable	No
9/26/2015 9:51	SWA728	B737	SWA	2746	Not Acceptable	No
9/26/2015 9:53	SWA1347	B737	SWA	2782	Not Acceptable	No
9/26/2015 17:50	SKW3486	CRJ7	SKW	2883	Not Acceptable	No
9/27/2015 9:42	SWA2382	B733	SWA	2811	Not Acceptable	No
9/27/2015 22:15	SWA1120	B737	SWA	2834	Not Acceptable	No
9/28/2015 13:24	SWA2063	B737	SWA	2874	Not Acceptable	No
9/28/2015 21:34	FDX1804	A306	FDX	2834	Not Acceptable	No
9/29/2015 22:13	SWA1120	B737	SWA	2749	Not Acceptable	No
9/29/2015 23:46	ASA356	B738	ASA	2414	Not Acceptable	No
9/30/2015 10:04	AAY200	A319	AAY	2795	Not Acceptable	No
9/30/2015 17:14	SWA2779	B737	SWA	2896	Not Acceptable	No
9/30/2015 18:41	SWA2636	B733	SWA	2644	Not Acceptable	No
9/30/2015 23:35	ASA356	B738	ASA	2736	Not Acceptable	No

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

April 3, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

The jet aircraft identified below was observed departing from Runway 28L or 28R, which is an operation not in compliance with the noise abatement program at Oakland International Airport. For complete information about our noise procedures visit Whispertrack at <http://whispertrack.com/airports/KOAK>

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

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

Please use Runway 12/30 for turbojet aircraft departures.

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

North Field Jet Landing Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

April 3, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

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

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

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

Please use Runway 12 for turbojet aircraft landings when airport is in southeast flow configuration.

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

North Field VFR Departure Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

March 23, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

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North Field Quiet Hours Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

March 12, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

Helicopter Flight Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

March 12, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

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

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Noise Abatement Procedures

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