



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Fourth Quarter 2015



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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I  OAK
Park Close. Fly on time.

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QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

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

SAFETY COMES FIRST

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

DISCLAIMER

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

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

QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Fourth Quarter 2015				
	2014Q4		2015Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	93%	7%	92%	8%
Total Airport-wide Corporate Jet Departures	2,645	186	2,424	202
Runway 10R/L Jet Landing Compliance	85%	15%	93%	7%
Total Southeast Plan Corporate Jet Landings	383	68	139	10
North Field VFR Departure Compliance	97%	3%	96%	4%
Total Runways 28R/L & 33 Departures	964	27	528	22
North Field Quiet Hours Compliance	81%	19%	51%	49%
Total North Field Quiet Hours Departures	194	37	88	85
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	14,322	1	16,532	11
Silent8 Night Departure Compliance	99%	1%	99%	1%
Total Runway 30 Night Turbojet Departures	2,531	30	3,181	40
Runway 12 Night Departure Compliance	65%	35%	75%	25%
Total Runway 12 Night Turbojet Departures	203	72	47	16
Runway 30 East Turn Departure Compliance	98%	2%	98%	2%
Total Runway 30 East Turn Departures	3,924	89	4,931	107
100 Degree Radial Turbojet Landing Compliance	87%	13%	92%	8%
Total 100 Degree Radial Turbojet Landings	2,161	282	2,338	216
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	14	0	9	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 Fourth Quarter 2015				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	892	877	857	2,626
Compliant Corporate Jet Departures	833	802	789	2,424
Non-compliant Corporate Jet Departures	59	75	68	202
Corporate Jet Departure Compliance Rate	93%	91%	92%	92%
Excused Jet Departures	25	12	19	56
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,764	5,750	6,250	17,764
Compliant Airport-wide Jet Departures	5,705	5,675	6,182	17,562
Non-compliant Airport-wide Jet Departures	59	75	68	202
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 Fourth Quarter 2015				
	October	November	December	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	14	135	149
Compliant SE Plan Corporate Jet Landings	0	14	125	139
Non-compliant SE Plan Corporate Jet Landings	0	0	10	10
SE Plan Corporate Jet Landing Compliance Rate	N/A	100%	93%	93%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	91	701	792
Airport-wide Compliant SE Plan Jet Landings	0	91	691	782
Airport-wide Non-compliant SE Plan Landings	0	0	10	10
Airport-wide Jet Landing SE Plan Compliance Rate	N/A	100%	99%	99%
* 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 Fourth Quarter 2015				
	October	November	December	Total
Total VFR Departures	230	199	121	550
Total VFR Departures Over Alameda	81	52	31	164
Compliant Departures	223	190	115	528
Non-compliant Departures	7	9	6	22
Compliance Rate	97%	95%	95%	96%

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.

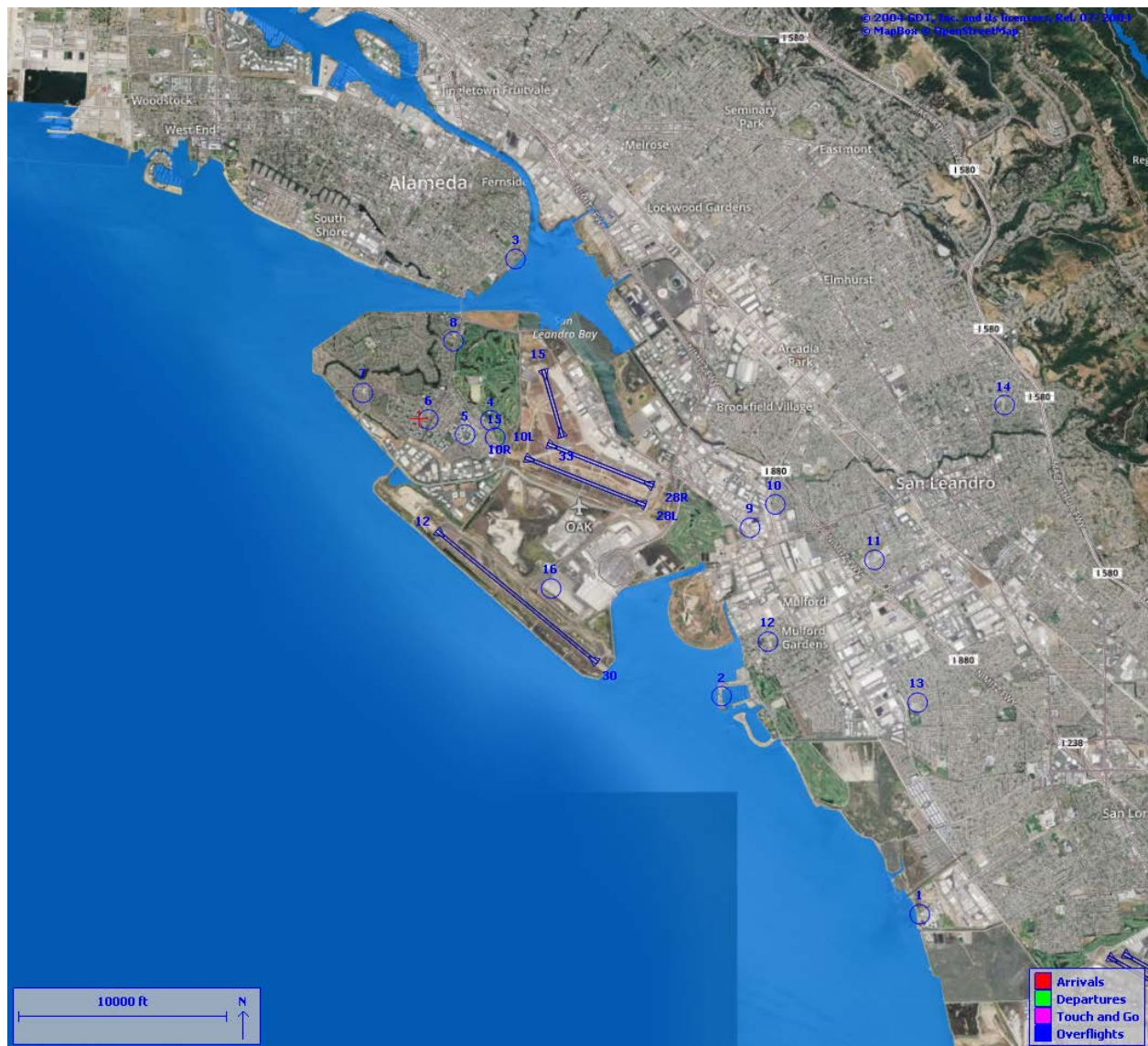
North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) Fourth Quarter 2015				
	October	November	December	Quarterly
Total Night Departures (10:00 p.m. to 6:00 a.m.)	64	60	49	173
Compliant Night Departures	24	34	30	88
Average Compliant Departures per Night	0.8	1.1	1.0	1.0
Non-Compliant Night Departures	40	26	19	85
Average Non-Compliant Departures per Night	1.3	0.8	0.6	0.9
Night Departure Compliance Rate	38%	57%	61%	51%

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 = 173

Fourth 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	2	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	3
2	14	1	0.0	0.2%	1	0.0	0.2%	0	0.0	0.0%	16
3	44	8	0.1	1.4%	1	0.0	0.2%	1	0.0	0.2%	54
4	66	41	0.5	7.2%	22	0.2	3.9%	3	0.0	0.5%	132
5	63	34	0.4	6.0%	14	0.2	2.5%	8	0.1	1.4%	119
6	41	9	0.1	1.6%	15	0.2	2.6%	3	0.0	0.5%	68
7	25	12	0.1	2.1%	3	0.0	0.5%	0	0.0	0.0%	40
8	36	17	0.2	3.0%	1	0.0	0.2%	0	0.0	0.0%	54
9	11	5	0.1	0.9%	5	0.1	0.9%	2	0.0	0.4%	23
10	38	11	0.1	1.9%	3	0.0	0.5%	1	0.0	0.2%	53
11	1	7	0.1	1.2%	1	0.0	0.2%	0	0.0	0.0%	9
12	16	2	0.0	0.4%	1	0.0	0.2%	0	0.0	0.0%	19
13	9	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	10
14	5	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	7
All NMTs	371	151	2	0	67	1	0	18	0	0	607

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 149

Fourth 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	44	8	0.1	3.3%	1	0.0	0.4%	1	0.0	0.4%	54
4	66	41	0.5	17.2%	22	0.2	9.2%	3	0.0	1.3%	132
5	63	34	0.4	14.2%	14	0.2	5.9%	8	0.1	3.3%	119
6	41	9	0.1	3.8%	15	0.2	6.3%	3	0.0	1.3%	68
7	25	12	0.1	5.0%	3	0.0	1.3%	0	0.0	0.0%	40
8	36	17	0.2	7.1%	1	0.0	0.4%	0	0.0	0.0%	54
Total	275	121	1.3		56	0.6		15	0.2		467

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 24

Fourth 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	14	1	0.0	0.3%	1	0.0	0.3%	0	0.0	0.0%	16
9	11	5	0.1	1.5%	5	0.1	1.5%	2	0.0	0.6%	23
10	38	11	0.1	3.4%	3	0.0	0.9%	1	0.0	0.3%	53
11	1	7	0.1	2.1%	1	0.0	0.3%	0	0.0	0.0%	9
12	16	2	0.0	0.6%	1	0.0	0.3%	0	0.0	0.0%	19
13	9	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	10
14	5	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	7
Total	94	29	0.3		11	0.1		3	0.0		137

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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 Fourth Quarter 2015				
	October	November	December	Quarter
Runway 30 Turbojet Departures	5,657	5,505	5,381	16,543
Compliant Departures	5,651	5,503	5,378	16,532
Non-compliant Departures	6	2	3	11
Percentage of Non-compliance	0.1%	0.0%	0.1%	0.1%
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 Fourth Quarter 2015				
	October	November	December	Quarter
Runway 30 Nighttime Turbojet Departures	1,036	1,063	1,122	3,221
Buffer Time Departures	7	10	8	25
Compliant Departures	1,023	1,049	1,109	3,181
Non-compliant Departures	13	14	13	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) Fourth 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	
Fourth Quarter 2015 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	70	23	38	66	76	19
MD11	224	75	152	67	77	23
A306	151	50	75	65	74	17
B757	142	47	63	65	75	16
B777	0	-	-	-	-	-
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-64	6	-3	-2	-3
MD11		43	139	-3	-2	-1
A306		-17	54	-2	-3	-8
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Fourth 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	
Fourth Quarter 2014 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	114	38	47	68	77	20
MD11	172	57	95	68	77	19
A306	129	43	53	66	74	15
B757	155	52	57	66	75	14
B777	0	-	-	-	-	-
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-49	15	-1	-1	-2
MD11		25	82	-2	-2	-5
A306		-24	32	-1	-3	-10

(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) Fourth Quarter 2015				
	October	November	December	Quarter
Jet Departures	1	12	50	63
Non-Compliant Departures	0	2	14	16
Compliant Departures	1	10	36	47
Compliance Rate	100%	83%	72%	75%
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 Fourth Quarter 2015				
	October	November	December	Quarter
Runups - 7:00 PM to 10:00 PM	1	2	0	3
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	3	1	2	6
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	4	3	2	9
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 Fourth Quarter 2015				
	October	November	December	Quarter
Total Runway 30 East Turn Turbojet Departures	1,654	1,604	1,780	5,038
Non-compliant Turbojet Departures	50	26	31	107
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,604	1,578	1,749	4,931
Compliance Rate	97%	98%	98%	98%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Fourth Quarter 2015				
	October	November	December	Quarter
Turbojets on Downwind RWY 30 Approach	830	860	864	2,554
Non-compliant Turbojets	71	82	63	216
Total Turbojet Aircraft Above 3K Feet ASL*	759	778	801	2,338
Compliance Rate	91%	90%	93%	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
October 2015**

Community	Callers	Complaints
Alameda(BFI)	42	84
Alameda(Central)	10	24
Berkeley	4	26
Castro Valley	2	2
Fremont	0	0
Hayward	2	8
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	6	9
Piedmont	0	0
San Francisco	0	0
San Leandro	6	44
San Lorenzo	1	3
Other Communities	23	372
Total	96	572
Complaints by Time of Day		
Day (0700 - 1900)		342
Evening (1900 - 2200)		63
Night (2200 - 0700)		167
Complaints by Type of Operation		
Arrivals		95
Departures		410
Over-flights		10
Touch & Go		5
Not Linked to an Operation		52
Complaints by Type of Aircraft		
Helicopter		33
Jet		417
Military		10
Not Reported		52
Other		18
Propeller		42

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

Community	Callers	Complaints
Alameda(BFI)	21	159
Alameda(Central)	4	6
Berkeley	0	0
Castro Valley	1	1
Fremont	0	0
Hayw ard	1	1
Marin County	0	0
Milpitas	0	0
New ark	0	0
Oakland	5	6
Piedmont	0	0
San Francisco	0	0
San Leandro	5	9
San Lorenzo	0	0
Other Communities	9	124
Total	46	306
Complaints by Time of Day		
Day (0700 - 1900)	120	
Evening (1900 - 2200)	25	
Night (2200 - 0700)	161	
Complaints by Type of Operation		
Arrivals	41	
Departures	197	
Over-flights	0	
Touch & Go	0	
Not Linked to an Operation	68	
Complaints by Type of Aircraft		
Helicopter	0	
Jet	191	
Military	0	
Not Reported	68	
Other	2	
Propeller	45	

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

Community	Callers	Complaints
Alameda(BFI)	20	75
Alameda(Central)	4	18
Berkeley	4	4
Castro Valley	0	0
Fremont	0	0
Hayw ard	1	3
Marin County	0	0
Milpitas	0	0
New ark	0	0
Oakland	40	330
Piedmont	0	0
San Francisco	0	0
San Leandro	8	574
San Lorenzo	0	0
Other Communities	11	107
Total	88	1111
Complaints by Time of Day		
Day (0700 - 1900)	815	
Evening (1900 - 2200)	90	
Night (2200 - 0700)	206	
Complaints by Type of Operation		
Arrivals	457	
Departures	602	
Over-flights	10	
Touch & Go	7	
Not Linked to an Operation	35	
Complaints by Type of Aircraft		
Helicopter	53	
Jet	776	
Military	2	
Not Reported	35	
Other	6	
Propeller	239	

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 6:00 a.m.) Fourth Quarter 2015					
	October	November	December	Total	Percentage
Runway 28L	45	29	10	84	49%
Runway 28R	8	12	28	48	28%
Runway 33	6	5	6	17	10%
Alameda Overflights	59	46	44	149	86%
Runway 10L	0	0	3	3	2%
Runway 10R	5	12	2	19	11%
Runway 15	0	2	0	2	1%
San Leandro Overflights	5	14	5	24	14%
Total Departures	64	60	49	173	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 Fourth Quarter 2015				
	October	November	December	Total
VFR Departures				
Runway 28L	121	92	7	220
Runway 28R	23	39	71	133
Runway 33	94	69	44	207
VFR Departures	238	200	122	560
IFR Departures				
Runway 28L	943	807	209	1,959
Runway 28R	138	253	658	1,049
Runway 33	304	190	146	640
IFR Departures	1,385	1,250	1,013	3,648
Total Departures	1,623	1,450	1,135	4,208

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Fourth Quarter 2015											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	104	117	-	-	6	8	37	1,688	676	-	2,415	2,415
	Helicopters	-	-	-	-	-	-	-	-	-	474	474	474
	Commercial Jets	603	13,618	14,221	-	1	-	-	37	1	-	39	14,260
	Military	-	2	2	1	-	-	2	15	1	-	19	21
	Propeller	1	5	6	123	91	18	6	1,241	519	-	1,998	2,004
	Regional Jets	40	844	884	-	-	-	-	12	26	-	38	922
	Turboprops	27	390	417	12	9	52	36	1,223	560	-	1,892	2,309
	Unknown	6	42	48	5	12	1	1	64	43	-	126	174
Sub-totals		781	15,018	15,578	141	119	79	82	4,280	1,826	474	7,001	22,579
Departures	Corporate Jets	12	2,189	2,201	4	29	30	123	183	-	-	369	2,570
	Helicopters	-	-	-	-	-	-	-	-	-	-	-	-
	Commercial Jets	718	13,467	14,185	-	-	-	3	6	-	-	9	14,194
	Military	-	3	3	-	-	-	1	11	-	-	12	15
	Propeller	7	7	14	40	730	111	15	747	-	-	1,643	1,657
	Regional Jets	38	884	922	-	-	-	3	-	-	-	3	925
	Turboprops	14	276	290	3	65	67	42	1,187	-	-	1,364	1,654
	Unknown	2	119	-	3	20	4	3	-	-	-	30	30
Sub-totals		791	16,945	17,615	50	844	212	190	2,134	-	-	3,430	21,045
Touch & Go Sub-totals		-	1	1	21	155	18	4	664	272	4	1,138	1,139
Grand Total		1,572	31,964	33,194	212	1,118	309	276	7,078	2,098	478	11,569	44,763

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Fourth Quarter 2015											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	603	13,618	14,221	-	1	-	-	37	1	-	39	14,260
	Regional Jets	40	844	884	-	-	-	-	12	26	-	38	922
Commercial Jet Sub-totals		643	14,462	15,105	-	1	-	-	49	27	-	77	15,182
	Corporate Jets	104	117	221	-	6	8	37	1,688	676	-	2,415	2,636
All Jet Arrivals Sub-totals		747	14,579	15,326	-	7	8	37	1,737	703	-	2,492	17,818
Departures	Commercial Jets	718	13,467	14,185	-	-	-	3	6	-	-	9	14,194
	Regional Jets	38	884	922	-	-	-	3	-	-	-	3	925
Commercial Jet Sub-totals		756	14,351	15,107	-	-	-	6	6	-	-	12	15,119
	Corporate Jets	12	2,189	2,201	4	29	30	123	183	-	-	369	2,570
All Jet Departures Sub-totals		768	16,540	17,308	4	29	30	129	189	-	-	381	17,689
Grand Total		1,515	31,119	32,634	4	36	38	166	1,926	703	-	2,873	35,507

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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
10/1/2015 11:03	N626NT		F2TH	3602	28L	B	Pilot Requested	No
10/1/2015 13:55	N800FZ	N800FZ	C510	3705	28L	B	Pilot Requested	No
10/1/2015 18:43	N928ST	N928ST	G150	3736	28L	B	Pilot Requested	No
10/2/2015 13:22	JAS14		F900	3235	28L	B	Pilot Requested	No
10/2/2015 13:36	N15XM		C550	4505	28L	B	Pilot Requested	No
10/2/2015 14:08	N801GJ	N801GJ	LJ55	4510	28L	B	Pilot Requested	No
10/3/2015 23:41	LN777AX		C550	3234	28L	B	Lifeguard Medical	Yes
10/4/2015 9:40	N888GJ	N888GJ	H25C	3277	28L	B	Pilot Requested	No
10/4/2015 10:39	N99AG		C25B	3726	28L	B	Pilot Requested	No
10/4/2015 10:50	N801GJ		LJ55	4263	28L	B	Pilot Requested	No
10/4/2015 14:11	N670DD		C550	3352	28L	B	Pilot Requested	No
10/4/2015 16:42	N888ZZ	N888ZZ	H25B	3325	28L	B	Pilot Refusal	No
10/4/2015 18:00	PXT44	N44CK	C525	3764	28L	B	Departure Timing	No
10/5/2015 6:11	LN54DD		C560	4510	28L	B	Lifeguard Medical	Yes
10/5/2015 12:52	LN54DD		C560	3674	28L	B	Lifeguard Medical	Yes
10/5/2015 16:30			C525	344	28L	B	Pilot Requested	No
10/7/2015 17:07	N888ZZ	N888ZZ	H25B	3346	28L	B	Pilot Refusal	No
10/7/2015 17:27	N81WL	N81WL	C510	317	28L	B	System Error	Yes
10/7/2015 18:24	N930MG	N930MG	C680	341	28L	B	Pilot Requested	No
10/8/2015 7:14	PXT44	N44CK	C525	4216	28L	B	Lifeguard Medical	Yes
10/8/2015 11:10	N2107Z	N2107Z	GLF4	3657	28L	B	Pilot Requested	No
10/8/2015 11:44	N800FZ	N800FZ	C510	645	28L	B	Pilot Requested	No
10/8/2015 13:00			F18	331	28L	M	Fleet Week	Yes
10/8/2015 13:42			F18	336	28L	M	Fleet Week	Yes
10/8/2015 15:55	Blue Angels	Blue Angels	F18	331	28L	M	Fleet Week	Yes
10/8/2015 15:56			F18	336	28L	M	Fleet Week	Yes
10/8/2015 18:57	N368CS	N368CS	PRM1	6317	28L	B	Pilot Requested	No
10/8/2015 19:25	LN577AC	N577AC	LJ35	6353	28L	B	Lifeguard Medical	Yes
10/9/2015 13:29			T33	340	28L	M	Pilot Requested	No
10/9/2015 16:06	N717NB	N717NB	C56X	3702	28L	B	Pilot Requested	No
10/10/2015 13:09	N133HH	N133HH	T33	5311	28L	M	System Error	No
10/10/2015 16:58			F18	351	28L	M	Fleet Week	Yes
10/10/2015 17:57	PXT44	N44CK	C525	4537	28L	B	Lifeguard Medical	Yes
10/10/2015 20:42	N226KV	N226KV	E50P	3274	28L	B	Pilot Requested	No
10/11/2015 10:26	JAS11	N490S	F900	6345	28L	B	Pilot Requested	No
10/11/2015 10:29	N443PW	N443PW	C25B	3632	28L	B	Pilot Requested	No
10/11/2015 13:23	N133HH	N133HH	T33	356	28L	M	Fleet Week	Yes
10/11/2015 14:17	JAS15		FA7X	6301	28L	B	Pilot Requested	No
10/11/2015 15:05			F18	331	28L	M	Fleet Week	Yes
10/11/2015 15:06			F18	335	28L	M	Fleet Week	Yes
10/11/2015 15:06			F18	336	28R	M	Fleet Week	Yes
10/11/2015 18:25	N66BX	N66BX	EA50	4233	28L	B	Pilot Requested	No
10/12/2015 4:25	RSP703		C525	3313	28L	B	Lifeguard Medical	Yes
10/12/2015 5:24	KAI57	N58HA	CL30	3363	28L	B	System Error	Yes
10/12/2015 7:50	JAS14	N906D	F900	6345	28L	B	Pilot Requested	No
10/12/2015 10:00			F18	3607	28L	M	Fleet Week	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/12/2015 12:03	N803GJ		LJ55	4264	28L	B	Pilot Requested	No
10/12/2015 12:10	N289RZ		E50P	3674	28L	B	Pilot Requested	No
10/13/2015 14:53	N626NT	N626NT	F2TH	3677	28L	B	Pilot Requested	No
10/13/2015 18:31	N48GL		GLF4	3731	28L	B	Pilot Requested	No
10/15/2015 10:22	N803GJ		LJ55	4243	28L	B	Pilot Requested	No
10/15/2015 12:03	N746PC	N746PC	C56X	6030	28L	B	System Error	Yes
10/15/2015 13:42	N888GJ	N888GJ	H25C	4226	28L	B	System Error	Yes
10/15/2015 13:46	N134FM	N134FM	C56X	6323	28L	B	Pilot Requested	No
10/17/2015 11:27	Global INE	Global INE	GL5T	3645	28L	B	Pilot Requested	No
10/18/2015 15:18	N110PR		PRM1	1753	28L	B	Pilot Requested	No
10/19/2015 3:51	EJA268		F2TH	3356	28L	B	RWY 30 Routine Closure	Yes
10/19/2015 11:08	N803GJ		LJ55	3636	28L	B	Pilot Requested	No
10/19/2015 17:17	N888ZZ	N888ZZ	H25B	3214	28L	B	Pilot Requested	No
10/20/2015 7:08	JAS14	N906D	F900	1756	28L	B	Pilot Requested	No
10/20/2015 7:20	EJA768	N768QS	CL30	4545	28L	B	Pilot Requested	No
10/20/2015 18:40	N626NT	N626NT	F2TH	3631	28L	B	Pilot Requested	No
10/21/2015 12:41	N100FJ		FA10	3676	28L	B	Safety/Emergency	No
10/21/2015 14:10	UAL2208	N14230	B738	1737	28L	J	Safety/Emergency	No
10/21/2015 16:00	N206AH	N206AH	E50P	3306	28L	B	Pilot Requested	No
10/22/2015 10:24	N600VM	N600VM	C525	3734	28L	B	Pilot Requested	No
10/23/2015 6:46	N801GJ		LJ55	4524	28L	B	Pilot Requested	No
10/23/2015 9:03	N626NT	N626NT	F2TH	4501	28L	B	Pilot Requested	No
10/23/2015 15:43	N47HF		C56X	3742	28L	B	Pilot Requested	No
10/24/2015 6:24	LN777AX		C550	4511	28L	B	Lifeguard Medical	Yes
10/24/2015 11:30	N888GJ	N888GJ	H25C	4237	28L	B	Pilot Requested	No
10/24/2015 13:55	N777AX		C550	4554	28L	B	Pilot Requested	No
10/25/2015 16:15	N801GJ	N801GJ	LJ55	4204	28L	B	Pilot Requested	No
10/26/2015 14:33	PXT44	N44CK	C525	4551	28L	B	Lifeguard Medical	Yes
10/26/2015 18:40	N803GJ		LJ55	4540	28L	B	Pilot Requested	No
10/28/2015 7:16	N888GJ	N888GJ	H25C	3653	28L	B	Pilot Requested	No
10/28/2015 12:45	LN47MF		LJ35	3305	28L	B	Lifeguard Medical	Yes
10/28/2015 18:46	N588BA	N588BA	LJ60	3217	28L	B	Pilot Requested	No
10/28/2015 21:14	N61FF		CL60	1712	28L	B	Pilot Requested	No
10/29/2015 19:18	N888ZZ	N888ZZ	H25B	3250	28L	B	Pilot Refusal	No
10/30/2015 10:06	N626NT		F2TH	3217	28L	B	Pilot Requested	No
10/30/2015 10:08	N108MV	N108MV	C550	3617	28L	B	Pilot Requested	No
10/31/2015 14:47	N125PL	N125PL	C25B	6303	28L	B	Pilot Requested	No
10/31/2015 19:20	N619RJ	N619RJ	EA50	3360	28L	B	Pilot Requested	No
11/1/2015 17:47	EJA347	N347QS	E55P	3750	28L	B	Pilot Requested	No
11/2/2015 11:51	JAS12	N790T	F900	3207	28L	B	Pilot Requested	No
11/2/2015 13:19	N803GJ		LJ55	3251	28L	B	Pilot Requested	No
11/2/2015 16:17	PXT525	N525CR	C25B	4534	28L	B	Pilot Requested	No
11/2/2015 16:59	N626NT	N626NT	F2TH	3743	28L	B	Pilot Requested	No
11/3/2015 9:55	N320GX	N320GX	GLEX	4514	28L	B	Pilot Requested	No
11/4/2015 9:49	N626NT	N626NT	F2TH	6311	28L	B	Pilot Requested	No
11/4/2015 11:58	CGPLT		C525	3706	28L	B	Pilot Requested	No
11/4/2015 14:00	PXT903	N903JP	C510	3623	28L	B	Departure Timing	No
11/4/2015 17:59	N709DS	N709DS	GLEX	4243	28L	B	Pilot Requested	No
11/4/2015 18:09	LN777AX		C550	4575	28L	B	Lifeguard Medical	Yes
11/5/2015 8:31	PXT525	N525CR	C25B	1756	28L	B	Pilot Requested	No
11/5/2015 13:34	PXT44	N44CK	C525	4236	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/5/2015 18:46	CGPLT		C525	6320	28L	B	Pilot Requested	No
11/6/2015 10:20	N71MT	N71MT	EA50	1725	28L	B	Pilot Requested	No
11/6/2015 11:56	N206AH	N206AH	E50P	4203	28L	B	Pilot Requested	No
11/6/2015 17:13	N758XJ	N758XJ	C750	3335	28L	B	Pilot Requested	No
11/7/2015 11:04	LN1220W	N1220W	C25A	4554	28L	B	Lifeguard Medical	Yes
11/7/2015 12:28	N206AH		E50P	6341	28L	B	Pilot Requested	No
11/8/2015 9:15	N803GJ		LJ55	4220	28L	B	Pilot Requested	No
11/8/2015 9:25	N801GJ	N801GJ	LJ55	3634	28L	B	Pilot Requested	No
11/8/2015 11:31	N99AG	N99AG	C25B	6332	28L	B	Pilot Requested	No
11/8/2015 11:53	JAS12	N790T	F900	1760	28L	B	Pilot Requested	No
11/9/2015 4:22	TWY123	N939CC	CL60	3227	28L	B	Lifeguard Medical	Yes
11/9/2015 15:59	N888ZZ		H25B	3706	28L	B	Pilot Refusal	No
11/9/2015 22:17	N888ZZ	N888ZZ	H25B	3344	28L	B	Pilot Refusal	No
11/10/2015 6:34	LN811AM	N811AM	H25B	3754	28L	B	Lifeguard Medical	Yes
11/10/2015 10:39	N434CF	N434CF	C25A	4531	28L	B	Pilot Requested	No
11/10/2015 11:56	PXT44	N44CK	C525	4536	28L	B	Pilot Requested	No
11/11/2015 16:14	CGEPG		F2TH	3741	28L	B	Pilot Requested	No
11/12/2015 7:15	PXT525	N525CR	C25B	4224	28L	B	Departure Timing	No
11/12/2015 8:28	N888GJ	N888GJ	H25C	4240	28L	B	Pilot Requested	No
11/12/2015 16:22	N875MT	N875MT	C525	4510	28L	B	Safety/Emergency	No
11/13/2015 12:11	LXJ623	N623FX	LJ40	4505	28L	B	Departure Timing	No
11/13/2015 15:29	N803GJ		LJ55	3747	28L	B	ATC Instructions	No
11/13/2015 16:09	KFS19		LJ35	3741	28L	B	Lifeguard Medical	Yes
11/14/2015 13:48	N18BM	N18BM	EA50	3734	28L	B	Pilot Requested	No
11/14/2015 16:06	JAS15	N714K	FA7X	6357	28L	B	Pilot Requested	No
11/15/2015 11:09	JAS14	N906D	F900	3314	28L	B	Pilot Requested	No
11/15/2015 12:01	TWY901	N901MM	F900	1750	28L	B	Pilot Requested	No
11/15/2015 12:55	N171AA	N171AA	C510	3601	28L	B	Pilot Requested	No
11/15/2015 14:16	DJR551	N551WH	C510	3637	28L	B	Pilot Requested	No
11/15/2015 16:45	LN777AX		C550	4552	28L	B	Lifeguard Medical	Yes
11/15/2015 16:56	PXT44	N44CK	C525	4514	28L	B	Lifeguard Medical	Yes
11/16/2015 5:53	SWA1827	N961WN	B737	3235	28L	J	RWY 30 Routine Closure	Yes
11/16/2015 13:30	N800FZ	N800FZ	C510	3230	28L	B	Pilot Requested	No
11/16/2015 13:52	OPT328	N328FL	E55P	3625	28L	B	Departure Timing	No
11/16/2015 17:27	N771PM	N771PM	C56X	4255	28L	B	Safety/Emergency	No
11/16/2015 21:24	SWA388	N416WN	B737	3213	28L	J	System Error	Yes
11/17/2015 12:17	JAS14	N906D	F900	3321	28L	B	Safety/Emergency	No
11/17/2015 14:37	PXT903	N903JP	C510	3212	28L	B	Safety/Emergency	No
11/17/2015 14:49	LXJ575		CL30	1727	28L	B	Safety/Emergency	No
11/17/2015 14:55	N19VF	N19VF	F900	6335	28L	B	Safety/Emergency	No
11/18/2015 11:14	N80VM		C25B	3674	28L	B	Pilot Requested	No
11/18/2015 12:07	N803GJ		LJ55	4511	28L	B	Pilot Requested	No
11/19/2015 7:14	TWY278	N278GS	F2TH	3652	28L	B	Pilot Requested	No
11/19/2015 10:47	N801GJ	N801GJ	LJ55	1766	28L	B	Pilot Requested	No
11/19/2015 15:32	DZR341		LJ40	1751	28L	B	Pilot Requested	No
11/19/2015 17:17	EJA812	N812QS	C560	3363	28L	B	Pilot Requested	No
11/19/2015 18:51	N61FF		CL60	3301	28L	B	ATC Instructions	No
11/20/2015 0:54	CGAJS		LJ35	3307	28L	B	Lifeguard Medical	Yes
11/20/2015 14:38	N508KD	N508KD	C560	3627	28L	B	Pilot Requested	No
11/20/2015 17:12	N363CA	N363CA	C550	4256	28L	B	ATC Instructions	No
11/20/2015 18:24	EJA860	N860QS	H25B	3256	28L	B	Departure Timing	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/21/2015 10:33	N206AH	N206AH	E50P	3610	28L	B	Pilot Requested	No
11/22/2015 12:38	N508KD	N508KD	C560	1744	28L	B	Pilot Requested	No
11/22/2015 14:50	N779RK		C560	4272	28L	B	Pilot Requested	No
11/23/2015 9:03	PXT44	N44CK	C525	3301	28L	B	Lifeguard Medical	Yes
11/23/2015 11:20	N888GJ		H25C	3702	28L	B	Pilot Requested	No
11/23/2015 16:19	N720CH		GLEK	6375	28L	B	Pilot Requested	No
11/23/2015 17:10	N930MG	N930MG	C680	4563	28L	B	Pilot Refusal	No
11/24/2015 16:28	GDG495	N495RS	GLF4	3230	28L	B	ATC Instructions	No
11/24/2015 22:34	N580KF	N580KF	GLF4	3241	28L	B	Pilot Requested	No
11/25/2015 8:34	N626NT	N626NT	F2TH	6320	28L	B	Pilot Requested	No
11/25/2015 14:17	N600VM	N600VM	C525	3763	28L	B	Pilot Requested	No
11/25/2015 15:44	N559HF		C525	4525	28R	B	Not Acceptable	No
11/25/2015 16:01	N803GJ		LJ55	4577	28R	B	Pilot Requested	No
11/27/2015 12:11	N206AH	N206AH	E50P	1755	28L	B	Pilot Requested	No
11/27/2015 16:55	EJA914	N914QS	C750	6332	28L	B	Departure Timing	No
11/27/2015 20:06	PXT44	N44CK	C525	4274	28R	B	Lifeguard Medical	Yes
11/28/2015 22:22	N888ZZ	N888ZZ	H25B	3206	28L	B	Pilot Refusal	No
11/29/2015 9:09	N888GJ	N888GJ	H25C	4565	28L	B	Pilot Requested	No
11/30/2015 8:03	PXT903	N903JP	C510	1742	28R	B	Pilot Requested	No
11/30/2015 11:02	JAS11	N490S	F900	3654	28R	B	Pilot Requested	No
11/30/2015 12:06	EJA376		C680	3205	28R	B	Pilot Requested	No
11/30/2015 15:32	N904LR	N904LR	C560	3221	28R	B	Pilot Requested	No
11/30/2015 17:48	N803GJ		LJ55	1732	28R	B	Pilot Requested	No
12/1/2015 22:39	N803GJ		LJ55	3660	28R	B	Pilot Requested	No
12/2/2015 9:17			GL5T	4244	28R	B	Pilot Requested	No
12/2/2015 9:19	N800JH		GLF5	3260	28R	B	Pilot Requested	No
12/2/2015 10:00	JAS14	N906D	F900	3733	28R	B	Pilot Requested	No
12/2/2015 10:20	LXJ525	N525FX	CL30	1731	28R	B	Pilot Requested	No
12/2/2015 12:55	N973MW	N973MW	GLF4	5304	28R	B	Pilot Requested	No
12/3/2015 18:38	N786AC	N786AC	C525	4261	28R	B	Pilot Refusal	No
12/3/2015 20:57	JLG54		LJ35	1757	28R	B	Pilot Requested	No
12/4/2015 8:42	N482MG	N482MG	H25B	6352	28R	B	Pilot Requested	No
12/4/2015 9:44	N96UT	N96UT	FA50	6305	28R	B	Pilot Requested	No
12/4/2015 9:48	N801GJ	N801GJ	LJ55	1757	28R	B	Pilot Refusal	No
12/4/2015 11:02	N686RC		C550	3614	28R	B	Pilot Requested	No
12/4/2015 14:03	N559HF	N559HF	C525	4534	28R	B	System Error	Yes
12/4/2015 14:18	N786AC	N786AC	C525	3637	28R	B	Pilot Refusal	No
12/4/2015 19:46	N482MG	N482MG	H25B	4551	28R	B	Pilot Requested	No
12/7/2015 5:08	SWA8501	N317WN	B733	4205	28R	J	RWY 30 Routine Closure	Yes
12/7/2015 10:05	JAS14	N906D	F900	1727	28R	B	Pilot Requested	No
12/7/2015 10:46	N888GJ		H25C	3721	28L	B	Pilot Requested	No
12/7/2015 13:37	DCM4004	N604GJ	LJ60	4236	28R	B	Departure Timing	No
12/7/2015 15:59	N786AC	N786AC	C525	3606	28L	B	Pilot Refusal	No
12/7/2015 19:04	N800JH		GLF5	3335	28R	B	Pilot Requested	No
12/8/2015 15:51	N843M	N843M	E55P	3227	28L	B	Pilot Requested	No
12/9/2015 15:20	N71MT	N71MT	EA50	1767	28R	B	Pilot Requested	No
12/9/2015 20:21	PXT525	N525CR	C25B	4274	28R	B	Lifeguard Medical	Yes
12/10/2015 11:47			GL5T	1755	28L	B	System Error	Yes
12/10/2015 13:00	N603WM	N603WM	E55P	3667	28R	B	Pilot Requested	No
12/10/2015 16:43	N626NT	N626NT	F2TH	3222	28L	B	Pilot Requested	No
12/12/2015 8:52	JAS15		FA7X	3351	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/12/2015 9:15	EJA229	N229QS	F2TH	3342	28L	B	Departure Timing	No
12/12/2015 17:56	LN777AX		C550	4255	28L	B	Lifeguard Medical	Yes
12/13/2015 12:56	JAS14		F900	3355	28L	B	Pilot Requested	No
12/13/2015 13:35	N80VM		C25B	3267	28R	B	Pilot Requested	No
12/13/2015 13:47	N110PR	N110PR	PRM1	1705	28R	B	Pilot Requested	No
12/13/2015 23:36	N508JA	N508JA	EA50	4250	28R	B	RWY 30 Routine Closure	Yes
12/14/2015 1:48	SJE7		GLF4	3240	28L	B	RWY 30 Routine Closure	Yes
12/14/2015 5:43	SWA1827	N799SW	B737	3252	28L	J	RWY 30 Routine Closure	Yes
12/14/2015 5:48	SWA1834	N570WN	B737	3206	28L	J	RWY 30 Routine Closure	Yes
12/14/2015 5:50	SWA138	N264LV	B737	3356	28L	J	RWY 30 Routine Closure	Yes
12/14/2015 20:01	N211PB	N211PB	GLEK	3267	28L	B	Pilot Requested	No
12/15/2015 7:29	N725DS	N725DS	C550	1740	28R	B	Pilot Requested	No
12/15/2015 8:45	N96TE		C56X	4234	28R	B	Pilot Requested	No
12/15/2015 9:56	EJA229	N229QS	F2TH	4575	28L	B	Pilot Requested	No
12/15/2015 11:12	JAS11	N490S	F900	3655	28L	B	Pilot Requested	No
12/15/2015 12:04	N626NT	N626NT	F2TH	3311	28L	B	Pilot Requested	No
12/15/2015 18:39	LN499BS		LJ25	3330	28R	B	Lifeguard Medical	Yes
12/16/2015 13:46	N610JC		C550	3314	28R	B	Pilot Requested	No
12/16/2015 18:13	N729TY	N729TY	GLF4	6301	28L	B	Pilot Requested	No
12/16/2015 18:18	N626NT	N626NT	F2TH	3611	28L	B	Pilot Requested	No
12/16/2015 18:23			FA20	4505	28L	B	System Error	Yes
12/16/2015 23:02	N801GJ	N801GJ	LJ55	4215	28R	B	Pilot Requested	No
12/17/2015 10:10	SIS414	N414FW	C25A	3633	28R	B	Pilot Requested	No
12/17/2015 16:09	JAS12		F900	6373	28L	B	Pilot Requested	No
12/17/2015 18:20	N888ZZ	N888ZZ	H25B	3343	28R	B	Pilot Refusal	No
12/17/2015 21:04	JLG357		LJ35	1740	28R	B	Pilot Requested	No
12/18/2015 22:43	GTH88	N888ZF	GLF4	3635	28L	B	Pilot Requested	No
12/18/2015 22:56	N580KF	N580KF	GLF4	3337	28L	B	Pilot Requested	No
12/18/2015 23:09	N888ZZ	N888ZZ	H25B	3373	28L	B	Pilot Refusal	No
12/19/2015 9:01	EJA913	N913QS	C750	6307	28L	B	Pilot Requested	No
12/19/2015 10:00	N455DW		BE40	3227	28R	B	Pilot Requested	No
12/19/2015 10:12	TWY604	N604MM	CL60	3620	28L	B	Pilot Requested	No
12/19/2015 12:06	RSP178	N786JS	C25B	3757	28R	B	Pilot Requested	No
12/19/2015 12:11	N206AH	N206AH	E50P	1775	28L	B	Pilot Requested	No
12/19/2015 12:32	N5950C	N5950C	G150	3350	28R	B	Pilot Requested	No
12/19/2015 15:21	N801GJ	N801GJ	LJ55	3315	28L	B	Pilot Requested	No
12/19/2015 22:59	LN777AX		C550	4215	28R	B	Lifeguard Medical	Yes
12/22/2015 10:24	N401SY		LJ60	3643	28L	B	Pilot Requested	No
12/22/2015 15:14	LN43MF		LJ35	3665	28R	B	Lifeguard Medical	Yes
12/23/2015 5:47	N801GJ	N801GJ	LJ55	3301	28L	B	Pilot Requested	No
12/23/2015 8:57	EJA820	N820QS	C560	3652	28R	B	Pilot Requested	No
12/23/2015 9:51	OPT442	N442FL	BE40	3227	28R	B	Pilot Requested	No
12/23/2015 10:00	PXT499	N499GB	C680	4217	28R	B	Lifeguard Medical	Yes
12/23/2015 12:58	N600VM	N600VM	C525	3647	28L	B	Pilot Requested	No
12/23/2015 17:25	LN99AG	N99AG	C25B	6370	28R	B	Lifeguard Medical	Yes
12/23/2015 22:10	N888ZZ	N888ZZ	H25B	3377	28L	B	Pilot Refusal	No
12/24/2015 8:25	N626NT	N626NT	F2TH	6333	28L	B	Pilot Requested	No
12/25/2015 13:31	N580KF	N580KF	GLF4	1740	28L	B	Pilot Requested	No
12/25/2015 13:54	N456MF		EA50	6373	28R	B	Pilot Requested	No
12/26/2015 11:14	N801GJ	N801GJ	LJ55	1710	28L	B	Pilot Requested	No
12/27/2015 8:36	N626NT	N626NT	F2TH	4273	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/29/2015 11:36	N928ST	N928ST	G150	3207	28L	B	Pilot Requested	No
12/29/2015 14:16	N626CG	N626CG	H25B	1711	28R	B	Pilot Requested	No
12/29/2015 14:34	N206AH	N206AH	E50P	3662	28R	B	Pilot Requested	No
12/30/2015 9:17	ORK902		LJ35	1740	28L	B	Lifeguard Medical	Yes
12/30/2015 11:19	EJA386P	N386QS	E55P	6314	28R	B	Pilot Requested	No
12/30/2015 15:14	JAS12	N790T	F900	4237	28R	B	Pilot Requested	No
12/31/2015 15:48			C25A	6314	28L	B	System Error	Yes
12/31/2015 20:49	LN42HN		LJ35	4523	28R	B	Lifeguard Medical	Yes

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Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/8/2015 16:07			F18	331	10R	M	Fleet Week	Yes
10/8/2015 16:54			F18	335	10R	M	Fleet Week	Yes
10/9/2015 15:28			FA18	336	10R	U	Fleet Week	Yes
11/9/2015 7:45	N134FM	N134FM	C56X	2042	10R	B	ATC Instructions	Yes
11/20/2015 0:07	PXT44	N44CK	C525	6642	10R	B	Lifeguard Medical	Yes
11/24/2015 7:58	N75XP	N75XP	LJ45	3546	10R	B	ATC Instructions	Yes
12/3/2015 14:05	LXJ532	N532FX	CL30	4124	10R	B	ATC Request	Yes
12/3/2015 14:11	N482MG	N482MG	H25B	4544	10R	B	ATC Request	Yes
12/3/2015 14:14	JLG54		LJ35	3571	10R	B	ATC Request	Yes
12/6/2015 6:09	N10TD		C560	4510	10L	B	System Error	Yes
12/6/2015 10:57	N657PP		LJ45	6603	10R	B	ATC Instructions	Yes
12/6/2015 10:59	RSP925	N582JS	E50P	4232	10R	B	ATC Instructions	Yes
12/6/2015 11:38	EJM550	N560DM	GLF5	4202	10R	B	ATC Instructions	Yes
12/18/2015 9:22	N82MF	N82MF	F900	2061	10R	B	Pilot Requested	No
12/18/2015 10:03	OPT361	N361FX	E55P	1550	10R	B	ATC Request	Yes
12/18/2015 10:10	N939KM	N939KM	GLF3	4260	10L	B	ATC Request	Yes
12/18/2015 10:23	N300AV	N300AV	CL30	4232	10R	B	ATC Request	Yes
12/18/2015 12:19	RSP328	N586JP	E50P	4510	10R	B	ATC Request	Yes
12/18/2015 12:28	N455DW		BE40	540	10R	B	ATC Request	Yes
12/18/2015 12:40	N455QS	N455QS	GLF4	1041	10R	B	Pilot Requested	No
12/18/2015 15:16	N610JC		C550	7657	10L	B	ATC Request	Yes
12/18/2015 15:46	N107VS	N107VS	GLF5	2671	10R	B	ATC Request	Yes
12/18/2015 15:47	N508JA	N508JA	EA50	4524	10L	B	ATC Request	Yes
12/18/2015 16:25	N167AA	N167AA	GLF4	7224	10R	B	Pilot Requested	No
12/18/2015 16:32	N841DW		C56X	3131	10R	B	ATC Request	Yes
12/18/2015 16:48	N810SD	N810SD	LJ60	7734	10R	B	ATC Request	Yes
12/18/2015 16:51	N656Z	N656Z	C560	1470	10R	B	ATC Request	Yes
12/18/2015 16:54	N830GS	N830GS	C680	2025	10R	B	ATC Request	Yes
12/18/2015 16:56	N415P	N415P	GLF5	1515	10R	B	ATC Request	Yes
12/18/2015 17:46	RSP17	N582JS	E50P	4270	10R	B	Pilot Requested	No
12/18/2015 18:13	N580KF	N580KF	GLF4	7277	10R	B	Pilot Requested	No
12/20/2015 9:44	EJA330		E55P	4562	10R	B	ATC Request	Yes
12/20/2015 10:23	N853CC		H25B	4254	10R	B	ATC Request	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
12/20/2015 10:42	RSP339		E50P	4117	10R	B	ATC Request	Yes
12/20/2015 10:50	OPT325		E55P	6062	10L	B	ATC Request	Yes
12/20/2015 10:53	N352TV		LJ35	7213	10R	B	ATC Request	Yes
12/20/2015 11:03	N656Z		C560	1522	10R	B	ATC Request	Yes
12/20/2015 11:26	OPT335		E55P	6004	10R	B	Pilot Requested	No
12/20/2015 12:05			H25B	6731	10R	B	Pilot Requested	No
12/20/2015 12:25	WCC9		H25B	2013	10R	B	Pilot Requested	No
12/20/2015 13:00	N206AH		E50P	2735	10L	B	ATC Request	Yes
12/20/2015 13:05	TWY99		CL60	7751	10R	B	ATC Request	Yes
12/21/2015 11:25	LXJ520	N520FX	CL30	2706	10R	B	ATC Request	Yes
12/21/2015 11:34	N901SC	N901SC	H25B	4570	10R	B	ATC Request	Yes
12/27/2015 17:42	N853CC	N853CC	H25B	1377	10R	B	ATC Request	Yes
12/27/2015 17:56	XOJ548	N548XJ	CL30	4265	10L	B	ATC Request	Yes
12/27/2015 18:18	OPT469	N469FL	BE40	2463	10L	B	Pilot Requested	No
12/30/2015 6:51	ORK902		LJ35	6624	10R	B	Not Acceptable	No

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
10/1/2015 13:13	33			C182	377	Good Effort	Yes
10/2/2015 14:06	28L	N787EF	N787EF	SR22	1200	Air Traffic Conflict	Yes
10/3/2015 12:21	PAD1	N301HE		HELO	362	Air Traffic Conflict	Yes
10/3/2015 12:25	28L	N253SP		C172	355	Good Effort	Yes
10/3/2015 12:53	PAD1	CMD8	N838CS	HELO	334	Air Traffic Conflict	Yes
10/4/2015 11:46	28L	N3236Q		BE35	322	Air Traffic Conflict	Yes
10/4/2015 15:02	33	N4792W		AC11	374	Air Traffic Conflict	Yes
10/4/2015 17:53	33	N747JS		PARO	334	Good Effort	Yes
10/5/2015 7:38	PAD1	CMD8	N838CS	HELO	1200	System Error	Yes
10/5/2015 9:26	PAD1	N73SF		HELO	317	Good Effort	Yes
10/6/2015 18:33	33	N1561R		AA5	352	Air Traffic Conflict	Yes
10/7/2015 16:20	28L	N9556K		PA28	356	Air Traffic Conflict	Yes
10/7/2015 17:23	33	Oracle3	Oracle3	PA34	374	Air Traffic Conflict	Yes
10/7/2015 20:04	28L	N667MT		SR22	332	Good Effort	Yes
10/8/2015 11:17	28L	N6025N		C210	331	Air Traffic Conflict	Yes
10/8/2015 13:00	28L			F18	331	Fleet Week	Yes
10/8/2015 13:42	28L			F18	336	Fleet Week	Yes
10/8/2015 15:55	28L	Blue Angels	Blue Angels	F18	331	Air Traffic Conflict	Yes
10/8/2015 15:56	28L			F18	336	Air Traffic Conflict	Yes
10/8/2015 16:28	28L	N831MM	N831MM	SR22	337	Good Effort	Yes
10/8/2015 16:34	28L			C130	330	Air Traffic Conflict	Yes
10/8/2015 18:25	33	N6582X		C206	1200	Not Acceptable	No
10/8/2015 18:26	28L	N553TP		P28A	350	Not Acceptable	No
10/8/2015 20:35	28L	N532PG		SR22	351	Air Traffic Conflict	Yes
10/9/2015 12:23	28L				1200	Air Traffic Conflict	Yes
10/9/2015 13:29	28L			T33	340	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
10/9/2015 14:04	28R			PTS1	342	Air Traffic Conflict	Yes
10/9/2015 14:43	28L			C130	330	Fleet Week	Yes
10/9/2015 15:02	28L			FA18	331	Fleet Week	Yes
10/9/2015 15:03	28L			FA18	335	Air Traffic Conflict	Yes
10/9/2015 17:34	33			PITS	335	Good Effort	Yes
10/10/2015 12:07	28L	Blue Angels	Blue Angels	C130	314	Fleet Week	Yes
10/10/2015 15:00	28L			FA18	331	Fleet Week	Yes
10/10/2015 15:04	28L			FA18	335	Air Traffic Conflict	Yes
10/10/2015 15:05	28L			FA18	336	Air Traffic Conflict	Yes
10/10/2015 16:58	28L			F18	351	Fleet Week	Yes
10/11/2015 12:05	PAD1	N30GM		HELO	1200	Good Effort	Yes
10/11/2015 13:23	28L	N133HH	N133HH	T33	356	Air Traffic Conflict	Yes
10/11/2015 14:37	28L			C130	330	Fleet Week	Yes
10/11/2015 15:05	28L			F18	331	Fleet Week	Yes
10/11/2015 15:06	28L			F18	335	Fleet Week	Yes
10/11/2015 15:06	28R			F18	336	Fleet Week	Yes
10/11/2015 16:37	28L	N58HG		BE55	377	Good Effort	Yes
10/11/2015 17:49	28L	N333P		PAYE	345	Air Traffic Conflict	Yes
10/11/2015 18:47	28L	N133HH	N133HH	HXB	354	Not Acceptable	No
10/12/2015 9:44	28L	N52275		C172	352	Good Effort	Yes
10/12/2015 18:30	28R	N717BC		LANC	357	Good Effort	Yes
10/13/2015 18:19	33	N6605D		C172	334	Good Effort	Yes
10/14/2015 6:07	28L	N6036J		P28A	326	Air Traffic Conflict	Yes
10/14/2015 15:12	PAD1			HELO	1200	Good Effort	Yes
10/15/2015 7:57	28L	N888AS	N888AS	BE30	366	Air Traffic Conflict	Yes
10/15/2015 10:22	PAD1	N73SF		HELO	347	Good Effort	Yes
10/15/2015 12:43	28L	N47952		PA28	1200	Air Traffic Conflict	Yes
10/15/2015 18:18	28L			C172	373	Good Effort	Yes
10/16/2015 10:14	28L	N853T		BE35	1200	Good Effort	Yes
10/16/2015 12:00	28L	N3115M		PA46	357	Air Traffic Conflict	Yes
10/16/2015 14:33	28L	N9284M		P28A	350	Air Traffic Conflict	Yes
10/16/2015 18:13	28L	N47952		PA28	316	Air Traffic Conflict	Yes
10/17/2015 10:58	PAD1	N301HE		HELO	1200	Air Traffic Conflict	Yes
10/18/2015 9:52	PAD1	N301HE		HELO	332	Not Acceptable	No
10/18/2015 9:56	PAD1	N115SF		HELO	324	Good Effort	Yes
10/18/2015 17:42	PAD1	CMD4	N835CS	HELO	1200	Not Acceptable	No
10/20/2015 15:12	PAD1			HELO	343	Good Effort	Yes
10/20/2015 18:06	PAD1	N442BN		HELO	362	Good Effort	Yes
10/21/2015 5:54	PAD1	SKY7		HELO	364	Not Acceptable	No
10/21/2015 12:32	33	N9907H		C172	1200	Good Effort	Yes
10/21/2015 18:40	28L	N250YM		WACO	1200	Good Effort	Yes
10/22/2015 12:31	33	N333AM	N333AM	C414	314	Air Traffic Conflict	Yes
10/22/2015 16:04	28R			LEG2	366	Good Effort	Yes
10/22/2015 19:23	28L	N316PR	N316PR	SR22	347	Air Traffic Conflict	Yes
10/23/2015 14:31	33	N734WZ		C172	324	Good Effort	Yes
10/23/2015 17:46	28L	N924DB		P28A	362	Good Effort	Yes
10/23/2015 20:53	PAD1	N838CS	N838CS	HELO	346	Not Acceptable	No
10/24/2015 12:47	28L	N152GB		C152	342	Good Effort	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
10/25/2015 11:39	28L	N734WZ		C172	1200	Good Effort	Yes
10/25/2015 12:47	33	N650TM		C182	353	Good Effort	Yes
10/26/2015 15:32	28L	N715MT	N715MT	C172	362	Good Effort	Yes
10/27/2015 16:12	28L	N328TA		C172	343	Air Traffic Conflict	Yes
10/29/2015 17:28	33	N444PF		CH7B	326	Air Traffic Conflict	Yes
10/30/2015 13:05	33	N732FX		C210	366	Air Traffic Conflict	Yes
10/30/2015 16:22	PAD1			HELO	333	Good Effort	Yes
11/1/2015 12:59	28L	N3115M	N3115M	P46T	330	Good Effort	Yes
11/1/2015 13:48	33	N850SP		C172	316	Good Effort	Yes
11/2/2015 11:22	PAD1			HELO	336	Good Effort	Yes
11/2/2015 13:21	28L	N192TG	N192TG	C182	371	Not Acceptable	No
11/3/2015 13:06	28L	N101CG	N101CG	C208	314	Not Acceptable	No
11/4/2015 0:15	PAD1	N838CS	N838CS	HELO	1200	System Error	Yes
11/4/2015 13:41	28L			C172	350	Air Traffic Conflict	Yes
11/4/2015 16:33	28L	N148DW	N148DW	C206	324	Air Traffic Conflict	Yes
11/5/2015 16:25	PAD1	CMD8	N838CS	HELO	336	Not Acceptable	No
11/6/2015 7:41	28L	N541B	N541B	BE20	1200	Not Acceptable	No
11/7/2015 8:47	33	N5542N	N5542N	C182	1200	Good Effort	Yes
11/7/2015 11:47	28L	N70EF		P28R	1200	Good Effort	Yes
11/7/2015 21:16	33				371	Not Acceptable	No
11/10/2015 22:07	28L	N91338		PA28	362	Not Acceptable	No
11/10/2015 22:19	28L	N91338		PA28	362	Air Traffic Conflict	Yes
11/11/2015 12:14	28L	N43434		PA28	1200	Air Traffic Conflict	Yes
11/11/2015 16:36	28R	N717BC		LEG2	345	Air Traffic Conflict	Yes
11/12/2015 14:14	28L			P46T	363	Not Acceptable	No
11/13/2015 9:53	PAD1			HELO	354	Good Effort	Yes
11/13/2015 16:20	28L	PCM7721	N781FE	C208	1200	Air Traffic Conflict	Yes
11/14/2015 10:40	28L	N67849		C152	1200	Good Effort	Yes
11/14/2015 10:54	28L	N43434		P28A	320	Air Traffic Conflict	Yes
11/14/2015 13:46	PAD1	N115SF		HELO	344	Good Effort	Yes
11/15/2015 16:52	33	N3215D		BE33	1200	Good Effort	Yes
11/15/2015 18:00	28R				1200	Good Effort	Yes
11/16/2015 9:45	33	N177DA		C177	343	Good Effort	Yes
11/16/2015 23:34	28L			C182	356	Good Effort	Yes
11/17/2015 9:25	28L	N9163P	N9163P	PA24	1200	Good Effort	Yes
11/17/2015 12:55	28L	N2809E		TRIN	1200	Good Effort	Yes
11/17/2015 14:03	28L			C172	375	Air Traffic Conflict	Yes
11/18/2015 15:53	28L	N2565U		P28A	371	Air Traffic Conflict	Yes
11/18/2015 18:49	28L	N43434		P28A	314	Air Traffic Conflict	Yes
11/19/2015 11:20	28L	N481PA		DA40	374	Air Traffic Conflict	Yes
11/19/2015 22:56	PAD1	N838CS	N838CS	HELO	1200	Good Effort	Yes
11/20/2015 10:01	28L	N421KK	N421KK	C421	343	Air Traffic Conflict	Yes
11/20/2015 17:43	PAD1	N115SF		HELO	346	Good Effort	Yes
11/21/2015 8:49	28L	N650TM	N650TM	C182	1200	Air Traffic Conflict	Yes
11/21/2015 13:57	28R			C207	322	Not Acceptable	No
11/21/2015 14:02	28L	N757JD		C152	1200	Good Effort	Yes
11/21/2015 14:19	PAD1	CMD8	N838CS	HELO	316	Air Traffic Conflict	Yes
11/21/2015 15:33	33	N612SC		HXB	332	Good Effort	Yes
11/22/2015 12:04	28L	N47952		P28A	350	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
11/22/2015 12:46	33	N95896		TAYB	1200	Good Effort	Yes
11/22/2015 13:38	33	N252PS		PTS2	362	Not Acceptable	No
11/22/2015 15:07	28L	N757JD		C152	326	Good Effort	Yes
11/25/2015 10:35	28R	N183CP	N183CP	C182	346	Air Traffic Conflict	Yes
11/25/2015 13:21	28R	N653DG		SR20	1200	Air Traffic Conflict	Yes
11/25/2015 13:36	28R	N328TA		C172	376	Good Effort	Yes
11/27/2015 18:10	28R	N6236J		P28A	341	Air Traffic Conflict	Yes
11/28/2015 13:42	28R	N757JD		C172	346	Good Effort	Yes
11/29/2015 11:42	28R	N9284M		PA28	346	Air Traffic Conflict	Yes
12/4/2015 22:00	PAD1	REH18	N314RX	HELO	371	Not Acceptable	No
12/5/2015 14:07	28R	N9284M		PA28	360	Air Traffic Conflict	Yes
12/5/2015 17:03	28R	N4YS		B350	320	Air Traffic Conflict	Yes
12/6/2015 0:02	28R	N532PG		SR20	360	Not Acceptable	No
12/7/2015 15:36	28R	N9284M		P28R	1200	Good Effort	Yes
12/8/2015 15:11	33			C172	344	Air Traffic Conflict	Yes
12/11/2015 12:18	PAD1	N115SF		HELO	365	Good Effort	Yes
12/11/2015 19:20	28R	N553TP		P28A	1200	Not Acceptable	No
12/12/2015 10:31	28L	N9848J		C172	360	Air Traffic Conflict	Yes
12/12/2015 13:41	28R	N739ZL		C172	353	Air Traffic Conflict	Yes
12/14/2015 14:40	33	N739UL	N739UL	C172	332	Good Effort	Yes
12/15/2015 17:57	PAD1	CMD08	N838CS	HELO	323	Air Traffic Conflict	Yes
12/16/2015 19:07	28R	N553TP		PA28	1200	Not Acceptable	No
12/16/2015 21:14	28R	N385DS		DA40	376	Air Traffic Conflict	Yes
12/18/2015 17:19	PAD1	N115SF		HELO	356	System Error	Yes
12/19/2015 14:26	28L	N9284M	N9284M	P28A	340	Air Traffic Conflict	Yes
12/22/2015 13:25	PAD1	N442BN		HELO	367	Good Effort	Yes
12/24/2015 13:49	33	BXR3942	N681RC	C402	1200	Not Acceptable	No
12/26/2015 8:51	28R	N900TC	N900TC	SF34	1200	Good Effort	Yes
12/26/2015 13:16	PAD1			HELO	323	Good Effort	Yes
12/27/2015 13:12	28R	N802U		C207	322	Air Traffic Conflict	Yes
12/28/2015 13:01	PAD1	N442BN		HELO	354	Good Effort	Yes
12/29/2015 12:11	28R			P28A	321	Good Effort	Yes
12/29/2015 12:31	PAD1	N30GM		HELO	340	Good Effort	Yes
12/29/2015 13:14	PAD1			HELO	355	Air Traffic Conflict	Yes
12/29/2015 14:11	33	N1561R		AA5	333	Good Effort	Yes
12/29/2015 19:02	28L	TWY45		B350	362	Not Acceptable	No
12/29/2015 19:12	28R	TWY45		B350	362	Air Traffic Conflict	Yes
12/29/2015 19:21	28R	TWY45		B350	362	Air Traffic Conflict	Yes
12/30/2015 9:24	33	N739UL	N739UL	C172	373	Good Effort	Yes
12/30/2015 10:27	PAD1	N115SF		HELO	351	Good Effort	Yes

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/1/2015 0:30	N466MW		BE20	4510	28L	Wide Salad	No
10/1/2015 3:52	N99AG	N99AG	C25B	4506	33	Not Acceptable	No
10/1/2015 6:14	URF117		PC12	3366	28L	Good Effort	Yes
10/1/2015 6:28	URF119		PC12	3764	28L	Good Effort	Yes
10/1/2015 6:54	PCM8711	N985FE	C208	4566	28L	Time Buffer	Yes
10/2/2015 0:11	N46JX		BE9L	3256	28L	Wide Salad	No
10/2/2015 1:07	N7CQ	N7CQ	C525	4264	10R	Good Effort	Yes
10/2/2015 6:22	URF117	N816SA	PC12	3332	28L	Good Effort	Yes
10/2/2015 6:36	URF119	N805SA	PC12	3715	28L	Good Effort	Yes
10/2/2015 22:52	N6242F	N6242F	C172	3356	28L	Not Acceptable	No
10/3/2015 23:41	LN777AX		C550	3234	28L	Lifeguard Medical	Yes
10/5/2015 6:11	LN54DD		C560	4510	28L	Lifeguard Medical	Yes
10/5/2015 6:17	MRA687	N4625B	C208	4515	28R	Not Acceptable	No
10/5/2015 6:48	TWY45	N450CR	B350	3225	28L	Good Effort	Yes
10/5/2015 6:51	URF119	N806SA	PC12	3337	28L	Time Buffer	Yes
10/6/2015 0:01	BTQ316	N475SS	PC12	4271	28L	Wide Salad	No
10/6/2015 1:23	N47CA	N47CA	PAY2	3334	28R	Not Acceptable	No
10/6/2015 6:28	URF117	N821SA	PC12	3234	28L	Good Effort	Yes
10/6/2015 6:29	SKY7		HELO	5343	PAD1	System Error	Yes
10/6/2015 6:40	URF145		PC12	1742	28L	Wide Salad	No
10/6/2015 6:50	URF119	N809SA	PC12	1764	28L	Time Buffer	Yes
10/6/2015 6:52	PCM8710		C208	4261	28L	Time Buffer	Yes
10/6/2015 23:36	BTQ316	N475SS	PC12	4575	28L	Wide Salad	No
10/7/2015 2:46	N431GW		PAY2	3226	28L	Not Acceptable	No
10/7/2015 6:28	URF119	N809SA	PC12	3761	28L	Good Effort	Yes
10/7/2015 6:55	URF145		PC12	3717	28L	Time Buffer	Yes
10/7/2015 6:59	BTQ302	N475SS	PC12	4256	28L	Time Buffer	Yes
10/7/2015 22:41	N37U	N37U	C414	6322	33	Not Acceptable	No
10/7/2015 23:34	BTQ316	N475SS	PC12	4227	28L	Good Effort	Yes
10/7/2015 23:39	N775MF		PAY2	4244	28L	Wide Salad	No
10/8/2015 6:53	URF145	N821SA	PC12	1730	28L	Good Effort	Yes
10/8/2015 23:41	BTQ316	N475SS	PC12	4501	28L	Good Effort	Yes
10/8/2015 23:49	N244TW		PA24	3265	28L	Wide Salad	No
10/9/2015 3:55	N661TC	N661TC	PAY2	364	10R	Good Effort	Yes
10/9/2015 5:06	N661TC	N661TC	PAY2	3270	28L	Good Effort	Yes
10/9/2015 6:14	URF117		PC12	3313	28L	Good Effort	Yes
10/9/2015 6:27	PCM8711	N985FE	C208	4543	28L	Good Effort	Yes
10/9/2015 6:48	MRA687	N4625B	C208	4274	28R	Not Acceptable	No
10/9/2015 6:53	URF145		PC12	6373	28L	Time Buffer	Yes
10/9/2015 6:55	BTQ302	N475SS	PC12	4572	28L	Time Buffer	Yes
10/10/2015 22:06	N28CA	N28CA	PAY2	3377	33	Time Buffer	Yes
10/11/2015 23:36	BTQ316	N475SS	PC12	4226	28L	Good Effort	Yes
10/12/2015 4:25	RSP703		C525	3313	28L	Lifeguard Medical	Yes
10/12/2015 5:24	KAI57	N58HA	CL30	3363	28L	System Error	Yes
10/12/2015 6:26	URF117	N821SA	PC12	3250	28R	Good Effort	Yes
10/12/2015 6:48	URF145	N809SA	PC12	3754	28L	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/13/2015 23:26	CMD8		HELO	374	PAD1	Lifeguard Medical	Yes
10/13/2015 23:30	BTQ316	N475SS	PC12	4276	28L	Not Acceptable	No
10/13/2015 23:39	N4YS		B350	4543	28L	310 Heading	No
10/14/2015 5:54	N431GW		PAY2	3340	28L	Good Effort	Yes
10/14/2015 6:07	N6036J		P28A	326	28L	Not Acceptable	No
10/14/2015 6:22	URF117		PC12	3301	28L	Good Effort	Yes
10/14/2015 6:36	PCM8711	N985FE	C208	4245	28L	Good Effort	Yes
10/14/2015 6:52	MRA687		C208	4221	28L	Good Effort	Yes
10/14/2015 6:57	BTQ302	N475SS	PC12	4544	28L	Good Effort	Yes
10/14/2015 23:30	BTQ316	N475SS	PC12	4502	28L	Good Effort	Yes
10/15/2015 6:41	URF119		PC12	6364	28L	Good Effort	Yes
10/15/2015 6:47	URF145		PC12	6305	28L	Wide Salad	No
10/15/2015 6:55	REH50		BE20	4517	28L	Time Buffer	Yes
10/15/2015 6:58	CFLJD		GLAS	4506	33	Time Buffer	Yes
10/15/2015 23:01	WSN7	N575RD	B350	3277	28L	Not Acceptable	No
10/16/2015 4:23	N248PH	N248PH	BE20	4502	28L	Not Acceptable	No
10/16/2015 22:21	N248PH	N248PH	BE20	4203	28L	Good Effort	Yes
10/18/2015 2:38	N772MF	N772MF	PAY2	4222	28L	Good Effort	Yes
10/19/2015 3:51	EJA268		F2TH	3356	28L	RWY 30 Routine Closure	Yes
10/20/2015 6:22	URF117	N809SA	PC12	3374	28L	Good Effort	Yes
10/20/2015 6:33	URF119	N819SA	PC12	3635	28L	Not Acceptable	No
10/20/2015 6:46	PCM8679	N920FE	C208	4554	28L	Good Effort	Yes
10/20/2015 23:16	JLG695		BE9L	3271	28L	Not Acceptable	No
10/21/2015 5:54	SKY7		HELO	364	PAD1	Not Acceptable	No
10/21/2015 6:27	PCM8711	N798FE	C208	4513	28L	Good Effort	Yes
10/21/2015 6:33	URF119	N819SA	PC12	3720	28L	Good Effort	Yes
10/21/2015 6:55	PCM8710	N920FE	C208	4232	28L	Time Buffer	Yes
10/22/2015 5:35	N248PH		BE20	4535	28L	Good Effort	Yes
10/22/2015 6:46	URF145		PC12	1706	28L	Wide Salad	No
10/22/2015 6:50	PCM8679		C208	4533	28L	Time Buffer	Yes
10/23/2015 6:05	PCM8709	N713FX	C208	4567	28L	Not Acceptable	No
10/23/2015 6:26	URF117	N819SA	PC12	3332	28L	Good Effort	Yes
10/23/2015 6:31	PCM8711	N798FE	C208	4216	28L	Good Effort	Yes
10/23/2015 6:37	URF119		PC12	3227	28L	Good Effort	Yes
10/23/2015 6:46	N801GJ		LJ55	4524	28L	Not Acceptable	No
10/23/2015 6:48	MRA687		C208	4232	28R	Not Acceptable	No
10/23/2015 6:56	BTQ302	N584JV	PC12	4574	28L	Time Buffer	Yes
10/23/2015 6:59	MRA689		C208	4231	28L	Time Buffer	Yes
10/23/2015 22:21	N253SP		C172	5356	28L	Good Effort	No
10/24/2015 6:24	LN777AX		C550	4511	28L	Lifeguard Medical	Yes
10/26/2015 6:50	BTQ302	N584JV	PC12	4267	28L	Time Buffer	Yes
10/26/2015 6:55	URF145	N807SA	PC12	1737	28L	Time Buffer	Yes
10/26/2015 23:50	BTQ316		PC12	4546	28L	Wide Salad	No
10/26/2015 23:57	N192JK		M20P	4630	28L	System Error	Yes
10/27/2015 2:10	N246PH		BE20	4551	28L	Good Effort	Yes
10/27/2015 4:42	N771MF	N419R	PAY2	4236	28L	Wide Salad	No
10/27/2015 6:38	URF119	N829SA	PC12	6342	28L	Wide Salad	No
10/27/2015 6:51	URF145	N807SA	PC12	6320	28L	Good Effort	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/27/2015 22:18	N246PH	N246PH	BE20	4220	28L	Not Acceptable	No
10/27/2015 23:03	LN779MF		PAY2	4265	28L	Lifeguard Medical	Yes
10/27/2015 23:23	BTQ316	N584JV	PC12	4217	28L	Wide Salad	No
10/28/2015 3:30	REH50	N912MF	BE20	4570	28L	Lifeguard Medical	Yes
10/28/2015 6:14	URF117	N824SA	PC12	3355	28L	Not Acceptable	No
10/28/2015 6:30	URF119	N829SA	PC12	3264	28L	Not Acceptable	No
10/29/2015 3:09	REH50	N912MF	BE20	4515	10R	Lifeguard Medical	Yes
10/29/2015 6:06	PCM8709	N798FE	C208	4501	28L	Good Effort	Yes
10/29/2015 6:21	URF117	N849SA	PC12	3304	28L	Good Effort	Yes
10/29/2015 6:30	PCM8711	N763FE	C208	4205	28L	Not Acceptable	No
10/29/2015 6:49	URF145	N807SA	PC12	6307	28L	Good Effort	Yes
10/29/2015 22:12	N333P		PAY2	4545	28L	Good Effort	Yes
10/30/2015 5:46	LN779MF		PAY2	4242	28L	Lifeguard Medical	Yes
10/30/2015 6:19	PCM8709	N763FE	C208	4275	28L	Wide Salad	No
10/30/2015 6:39	URF117	N807SA	PC12	3636	28L	Wide Salad	No
10/30/2015 6:44	URF119	N829SA	PC12	3755	28L	Wide Salad	No
10/30/2015 6:54	PCM8710	N798FE	C208	4227	28L	Time Buffer	Yes
11/1/2015 2:58	JLG93		BE10	3251	10R	Good Effort	Yes
11/2/2015 6:36	MRA687	N4625B	C208	4217	33	Not Acceptable	No
11/2/2015 6:56	URF145	N805SA	PC12	3627	28L	Time Buffer	Yes
11/3/2015 0:03	N47CA	N47CA	PAY2	3665	28R	Not Acceptable	No
11/3/2015 6:15	URF117	N849SA	PC12	6364	28L	Good Effort	Yes
11/3/2015 22:28	CHP32		HELO	5372	PAD1	Law Enforcement	Yes
11/3/2015 22:28	CHP32		HELO	5372	PAD1	Law Enforcement	Yes
11/3/2015 22:48	N248PH	N248PH	BE20	4502	28R	Good Effort	Yes
11/3/2015 22:48	N248PH	N248PH	BE20	4502	28R	Good Effort	Yes
11/3/2015 23:11	N5605B		C172	340	28L	Good Effort	Yes
11/3/2015 23:11	N5605B		C172	340	28L	Good Effort	Yes
11/4/2015 0:15	N838CS	N838CS	HELO	1200	PAD1	System Error	Yes
11/4/2015 0:15	N838CS	N838CS	HELO	1200	PAD1	System Error	Yes
11/4/2015 1:25			CMD8	3322	28R	Good Effort	Yes
11/4/2015 1:25			CMD8	3322	28R	Lifeguard Medical	Yes
11/4/2015 1:38	N28CA	N28CA	PAY2	3317	28L	Not Acceptable	No
11/4/2015 1:38	N28CA	N28CA	PAY2	3317	28L	Not Acceptable	No
11/4/2015 6:51	BTQ302	N512NG	PC12	4275	28R	Time Buffer	Yes
11/4/2015 6:53	PCM8679	N886FE	C208	4544	28L	Time Buffer	Yes
11/4/2015 6:57	PCM8710	N722FX	C208	4263	28L	Time Buffer	Yes
11/4/2015 22:27	N191SP	N191SP	PC12	5332	28L	Good Effort	Yes
11/5/2015 6:11	URF117	N829SA	PC12	3235	28L	Good Effort	Yes
11/5/2015 6:26	URF119		PC12	1767	28L	Wide Salad	No
11/5/2015 6:41	TWY45	N450CR	B350	3216	28L	Wide Salad	No
11/5/2015 6:53	MRA689		C208	4262	28L	Good Effort	Yes
11/5/2015 6:57	URF145	N828SA	PC12	1763	28L	Wide Salad	No
11/6/2015 6:28	URF117	N829SA	PC12	1713	28L	Good Effort	Yes
11/6/2015 6:50	BTQ302	N512NG	PC12	4533	28L	Time Buffer	Yes
11/6/2015 6:54	MRA687	N4625B	C208	4214	33	Time Buffer	Yes
11/8/2015 3:24	UAL2248	N39418	B739	4257	10R	Good Effort	Yes
11/8/2015 5:23	LN248PH	N248PH	BE20	4556	28L	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
11/9/2015 4:22	TWY123	N939CC	CL60	3227	28L	Lifeguard Medical	Yes
11/9/2015 6:05	MRA687		C208	4564	33	Not Acceptable	No
11/9/2015 6:41	URF145	N849SA	PC12	3762	28R	Good Effort	Yes
11/9/2015 22:17	N888ZZ	N888ZZ	H25B	3344	28L	Pilot Refusal	No
11/10/2015 6:23	N819AM	N819AM	G150	330	10R	Good Effort	Yes
11/10/2015 6:34	LN811AM	N811AM	H25B	3754	28L	Lifeguard Medical	Yes
11/10/2015 6:41	BTQ302	N512NG	PC12	4570	28L	Good Effort	Yes
11/10/2015 6:58	PCM8711	N781FE	C208	4556	28L	Time Buffer	Yes
11/10/2015 22:07	N91338		PA28	362	28L	Time Buffer	Yes
11/10/2015 22:17	N28CA	N28CA	PAY2	3236	28L	Not Acceptable	No
11/10/2015 22:19	N91338		PA28	362	28L	Good Effort	Yes
11/10/2015 23:33	N5605B		C172	361	28L	Not Acceptable	No
11/11/2015 6:55	N618JC	N618JC	PC12	3747	28L	Time Buffer	Yes
11/11/2015 6:57	BTQ302	N512NG	PC12	4215	28L	Time Buffer	Yes
11/12/2015 6:01	N6103G	N6103G	PA46	6371	28R	Good Effort	Yes
11/12/2015 6:09	KAI42	N58HA	CL30	3226	10R	Good Effort	Yes
11/12/2015 6:12	URF117	N824SA	PC12	3254	28L	Good Effort	Yes
11/12/2015 6:59	MRA687	N4625B	C208	4272	28R	Time Buffer	Yes
11/13/2015 6:38	URF119	N829SA	PC12	6303	28L	Wide Salad	No
11/13/2015 6:50	BTQ302	N451SS	PC12	4502	28L	Time Buffer	Yes
11/13/2015 6:59	MRA687	N4625B	C208	4221	33	Time Buffer	Yes
11/13/2015 23:54	N568TT		BE20	4545	28L	Wide Salad	No
11/14/2015 22:23	N505KQ	N505KQ	KODI	3225	28L	310 Heading	No
11/16/2015 5:53	SWA1827	N961WN	B737	3235	28L	RWY 30 Routine Closure	Yes
11/16/2015 22:02	N695GH	N695GH	AC95	3374	28L	Time Buffer	Yes
11/16/2015 22:07	N314RX	N314RX	HELO	4531	PAD1	Time Buffer	Yes
11/16/2015 23:34			C182	356	28L	Good Effort	Yes
11/17/2015 6:58	BTQ302	N451SS	PC12	4271	28L	Time Buffer	Yes
11/17/2015 6:59	PCM8711	N713FX	C208	4276	28R	Time Buffer	Yes
11/18/2015 6:38	URF119	N828SA	PC12	3607	28L	Good Effort	Yes
11/18/2015 6:59	MRA687	N4625B	C208	4573	28R	Time Buffer	Yes
11/19/2015 6:21	URF117	N828SA	PC12	3235	28L	Good Effort	Yes
11/19/2015 6:34	URF119		PC12	3752	28L	Good Effort	Yes
11/19/2015 22:56	N838CS	N838CS	HELO	1200	PAD1	Good Effort	Yes
11/20/2015 0:54	CGAJS		LJ35	3307	28L	Not Acceptable	No
11/20/2015 6:42	URF119		PC12	3670	28L	Wide Salad	No
11/20/2015 6:48	N6103G	N6103G	PA46	3370	28L	Good Effort	Yes
11/20/2015 6:56	URF145	N816SA	PC12	6307	28L	Time Buffer	Yes
11/20/2015 6:59	BTQ302	N512NG	PC12	4576	28R	Time Buffer	Yes
11/20/2015 23:06	GAJ804		B350	3345	28L	Wide Salad	No
11/20/2015 23:27	N779MF		PAY2	4562	28L	Wide Salad	No
11/22/2015 0:42	CMD8	N838CS	HELO	4513	PAD1	Lifeguard Medical	Yes
11/22/2015 0:58	N28CA	N28CA	PAY2	3342	28L	Good Effort	Yes
11/22/2015 22:38	N61AP		BE20	3217	28L	Good Effort	Yes
11/22/2015 23:55	BTQ316	N512NG	PC12	4536	28L	Good Effort	Yes
11/23/2015 6:22	MRA687	N4625B	C208	4512	28R	Not Acceptable	No
11/23/2015 6:25	URF117	N817SA	PC12	3327	28L	Good Effort	Yes
11/23/2015 6:39	BTQ302	N512NG	PC12	4561	28L	Good Effort	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
11/24/2015 5:27	N3115M	N3115M	P46T	3346	10R	Not Acceptable	No
11/24/2015 6:08			LJ60	3232	10R	Not Acceptable	No
11/24/2015 6:30	URF117	N816SA	PC12	3236	10R	Good Effort	Yes
11/24/2015 6:32	URF119		PC12	3264	10R	Not Acceptable	No
11/24/2015 6:48	URF145	N828SA	PC12	6375	10R	Not Acceptable	No
11/24/2015 6:54	PCM8709	N707FX	C208	4522	10R	Time Buffer	Yes
11/24/2015 22:34	N580KF	N580KF	GLF4	3241	28L	Pilot Requested	No
11/24/2015 22:49	N22WF	N22WF	PAY2	4570	28R	Good Effort	Yes
11/25/2015 0:12	CMD08	N838CS	HELO	5377	PAD1	Lifeguard Medical	Yes
11/25/2015 6:59	PCM8710	N867FE	C208	4240	28L	Time Buffer	Yes
11/26/2015 6:22	CMD8	N838CS	HELO	5310	PAD1	Lifeguard Medical	Yes
11/27/2015 6:29	PCM8711	N857FE	C208	4510	28L	Good Effort	Yes
11/27/2015 6:54	PCM8710	N985FE	C208	4202	28L	Time Buffer	Yes
11/28/2015 22:22	N888ZZ	N888ZZ	H25B	3206	28L	Pilot Refusal	No
11/30/2015 6:50	GAJ800		BE30	3371	28R	Time Buffer	Yes
11/30/2015 6:55	BTQ302	N512NG	PC12	4544	28L	Time Buffer	Yes
11/30/2015 23:53	N273SM	N273SM	PC12	4204	28R	Not Acceptable	No
12/1/2015 3:41	N384PH	N384PH	HELO	4536	PAD1	System Error	Yes
12/1/2015 6:44	N819AM	N819AM	G150	4506	10L	Runway 10L Departure	No
12/1/2015 6:47	URF145	N816SA	PC12	3626	28L	Good Effort	Yes
12/1/2015 6:49	N67849		C152	4222	28R	Not Acceptable	No
12/1/2015 22:39	N803GJ		LJ55	3660	28R	Pilot Requested	No
12/2/2015 6:58	BTQ302	N512NG	PC12	4267	28L	Time Buffer	Yes
12/2/2015 22:36	LN22WF	N22WF	PAY2	4235	28R	Lifeguard Medical	Yes
12/3/2015 6:32	URF117	N816SA	PC12	3244	10L	Runway 10L Departure	No
12/3/2015 6:42	URF119	N817SA	PC12	6356	10L	Runway 10L Departure	No
12/3/2015 6:48	URF145	N806SA	PC12	1736	10L	Runway 10L Departure	No
12/3/2015 6:55	MRA687	N4625B	C208	4545	10R	Time Buffer	Yes
12/3/2015 23:44	GAJ804		B350	1723	28R	ATC Request	Yes
12/3/2015 23:57	GAJ821		B350	3362	28R	ATC Request	Yes
12/4/2015 6:20	URF117	N850SA	PC12	3212	28R	Good Effort	Yes
12/4/2015 6:53	MRA687	N4625B	C208	4546	28R	Time Buffer	Yes
12/4/2015 6:59	MRA689		C208	4502	28L	Time Buffer	Yes
12/4/2015 22:00	REH18	N314RX	HELO	371	PAD1	Time Buffer	Yes
12/5/2015 4:31	LN248PH	N248PH	BE20	4533	28R	Lifeguard Medical	Yes
12/5/2015 6:17	N677MA		SR22	1774	28R	Good Effort	Yes
12/6/2015 0:02	N532PG		SR20	360	28R	Not Acceptable	No
12/7/2015 5:08	SWA8501	N317WN	B733	4205	28R	RWY 30 Routine Closure	Yes
12/7/2015 6:48	BTQ302		PC12	4257	28L	Good Effort	Yes
12/8/2015 6:43	BTQ302		PC12	4217	28L	Good Effort	Yes
12/8/2015 22:32	N22WF	N22WF	PAY2	4203	28R	Wide Salad	No
12/8/2015 22:49	N10TD	N10TD	C560	4542	33	Not Acceptable	No
12/9/2015 3:31	LN246PH		BE20	4520	28R	Lifeguard Medical	Yes
12/9/2015 22:54	WCC24	N247CH	B350	3365	28R	Wide Salad	No
12/10/2015 1:21	N779MF		PAY2	3372	28R	Good Effort	Yes
12/12/2015 23:23	LN22WF	N22WF	PAY2	4267	10L	Lifeguard Medical	Yes
12/13/2015 22:27	CMD8	N838CS	HELO	4567	PAD1	Lifeguard Medical	Yes
12/13/2015 23:36	N508JA	N508JA	EA50	4250	28R	RWY 30 Routine Closure	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
12/14/2015 1:48	SJE7		GLF4	3240	28L	RWY 30 Routine Closure	Yes
12/14/2015 3:05	N248PH	N248PH	BE20	4541	28R	RWY 30 Routine Closure	Yes
12/14/2015 5:43	SWA1827	N799SW	B737	3252	28L	RWY 30 Routine Closure	Yes
12/14/2015 5:48	SWA1834	N570WN	B737	3206	28L	RWY 30 Routine Closure	Yes
12/14/2015 5:50	SWA138	N264LV	B737	3356	28L	RWY 30 Routine Closure	Yes
12/15/2015 22:24				5350	33	Not Acceptable	No
12/16/2015 6:58	BTQ302		PC12	4524	28L	Time Buffer	Yes
12/16/2015 23:02	N801GJ	N801GJ	LJ55	4215	28R	Pilot Requested	No
12/17/2015 23:54	BTQ902		PC12	3727	28L	Good Effort	Yes
12/18/2015 6:40	URF119	N817SA	PC12	1764	10L	Good Effort	Yes
12/18/2015 6:44	N56RJ	N56RJ	PC12	4572	10L	Good Effort	Yes
12/18/2015 6:52	N702TR	N702TR	GLF4	6371	10R	Time Buffer	Yes
12/18/2015 6:55	URF145	N821SA	PC12	6307	10L	Time Buffer	Yes
12/18/2015 22:40	N695GH	N695GH	AC95	3601	28R	Wide Salad	No
12/18/2015 22:43	GTH88	N888ZF	GLF4	3635	28L	Pilot Requested	No
12/18/2015 22:56	N580KF	N580KF	GLF4	3337	28L	Pilot Requested	No
12/18/2015 23:09	N888ZZ	N888ZZ	H25B	3373	28L	Pilot Refusal	No
12/19/2015 22:17	N6525B		C525	3213	10L	Good Effort	Yes
12/19/2015 22:59	LN777AX		C550	4215	28R	Lifeguard Medical	Yes
12/21/2015 6:22	KAI88	N115K	C560	3320	10R	Good Effort	Yes
12/21/2015 6:22	URF117	N817SA	PC12	3332	10L	Good Effort	Yes
12/21/2015 6:28	URF119	N821SA	PC12	3720	10L	Good Effort	No
12/21/2015 6:55	URF145	N828SA	PC12	3613	10L	Time Buffer	Yes
12/21/2015 6:58	BTQ302	N512NG	PC12	4506	10L	Time Buffer	Yes
12/22/2015 4:20	LN22WF	N22WF	PAY2	4551	28R	Lifeguard Medical	Yes
12/23/2015 5:47	N801GJ	N801GJ	LJ55	3301	28L	Pilot Requested	No
12/23/2015 22:10	N888ZZ	N888ZZ	H25B	3377	28L	Time Buffer	Yes
12/24/2015 23:24	N716WA		PAY2	3244	10L	Runway 10L Departure	No
12/30/2015 23:16	N899SD		BE20	4254	28R	Good Effort	Yes
12/31/2015 0:52	JLG93		BE10	3277	28R	Good Effort	Yes
12/31/2015 6:59	PCM8711	N987FE	C208	4536	28L	Time Buffer	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
10/7/2015 23:40	5	75.9	80	8	N775MF		PAY2	28L
11/15/2015 0:09	1	69.3	80	22	LXJ524	N524FX	CL30	10R
12/27/2015 2:49	3	74.1	80	10	N246PH		BE20	28R
10/12/2015 4:26	7	69	80.1	21	RSP703		C525	28L
11/10/2015 23:51	11	72.9	80.1	9	N5605B		C172	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/22/2015 23:56	5	74.3	80.1	10	BTQ316	N512NG	PC12	28L
12/9/2015 3:32	5	75.2	80.1	9	LN246PH		BE20	28R
11/22/2015 22:39	5	75.9	80.2	9	N61AP		BE20	28L
12/13/2015 22:50	3	72.7	80.2	10	N36TW	N36TW	PAY2	28R
10/12/2015 23:25	5	75.1	80.3	9	N990LR		PAY2	28L
10/20/2015 23:17	4	72.7	80.3	12	JLG695		BE9L	28L
10/27/2015 2:11	8	72.9	80.3	7	N246PH		BE20	28L
11/10/2015 23:34	4	73.5	80.3	10	N5605B		C172	28L
11/16/2015 5:53	8	72.6	80.3	18	SWA1827	N961WN	B737	28L
11/28/2015 23:23	3	71.7	80.3	17	N23AH	N23AH	P32R	28R
12/8/2015 22:33	3	72.1	80.3	18	N22WF	N22WF	PAY2	28R
12/12/2015 23:23	9	74.2	80.3	11	LN22WF	N22WF	PAY2	10L
10/3/2015 23:42	8	72.1	80.4	10	LN777AX		C550	28L
10/16/2015 22:22	8	74.4	80.4	7	N248PH	N248PH	BE20	28L
11/10/2015 23:49	5	71.5	80.4	13	N5605B		C172	28L
11/12/2015 3:50	9	73.4	80.4	11	JLG93		BE10	10R
11/14/2015 22:23	5	74.1	80.4	10	N505KQ	N505KQ	KODI	28L
12/4/2015 22:59	10	64.2	80.4	78	N33MS	N33MS	PAY2	28R
12/13/2015 23:37	5	71.7	80.4	17	N508JA	N508JA	EA50	28R
12/19/2015 1:22	14	71.7	80.4	13	N28CA	N28CA	PAY2	33
10/6/2015 0:02	5	73.2	80.5	12	BTQ316	N475SS	PC12	28L
10/20/2015 23:18	7	73.7	80.5	10	JLG695		BE9L	28L
11/3/2015 0:03	4	72.6	80.5	14	N47CA	N47CA	PAY2	28R
11/12/2015 3:48	10	64.2	80.5	78	JLG93		BE10	10R
11/15/2015 0:08	2	69.8	80.5	26	LXJ524	N524FX	CL30	10R
11/17/2015 5:36	13	71.4	80.5	24	N184TR	N184TR	H25B	15
12/18/2015 22:41	4	73.3	80.5	13	N695GH	N695GH	AC95	28R
11/24/2015 22:51	3	73.4	80.6	15	N22WF	N22WF	PAY2	28R
10/2/2015 1:07	12	71.1	80.7	20	N7CQ	N7CQ	C525	10R
10/6/2015 23:37	4	72.6	80.7	18	BTQ316	N475SS	PC12	28L
11/9/2015 4:23	5	72.8	80.7	14	TWY123	N939CC	CL60	28L
12/17/2015 23:55	4	75.3	80.8	12	BTQ902		PC12	28L
12/18/2015 22:44	7	72.1	80.8	19	GTH88	N888ZF	GLF4	28L
10/16/2015 22:21	5	76.6	80.9	9	N248PH	N248PH	BE20	28L
10/27/2015 23:03	6	75.5	80.9	10	LN779MF		PAY2	28L
10/2/2015 22:54	6	72.8	81	13	N6242F	N6242F	C172	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/18/2015 2:39	8	74	81	8	N772MF	N772MF	PAY2	28L
10/23/2015 22:23	5	72.8	81	14	N253SP		C172	28L
10/29/2015 3:11	12	73.5	81	21	REH50	N912MF	BE20	10R
10/29/2015 22:12	4	74	81	13	N333P		PAY2	28L
11/9/2015 22:18	7	72.8	81	16	N888ZZ	N888ZZ	H25B	28L
11/10/2015 22:19	4	72.3	81	16	N91338		PA28	28L
12/1/2015 22:40	8	70.6	81	17	N803GJ		LJ55	28R
12/2/2015 22:37	8	76.3	81	6	LN22WF	N22WF	PAY2	28R
12/8/2015 22:33	5	76.4	81	8	N22WF	N22WF	PAY2	28R
10/27/2015 0:26	8	72.2	81.1	15	N192JK		M20P	28L
11/7/2015 22:04	10	70.5	81.1	24	N6525B		C525	10R
11/26/2015 23:12	8	72.7	81.1	9	N1245B		C182	28R
10/1/2015 0:31	5	77.3	81.2	8	N466MW		BE20	28L
11/3/2015 0:04	8	74.2	81.2	10	N47CA	N47CA	PAY2	28R
11/11/2015 5:33	4	75.3	81.2	14	N12LE	N12LE	C680	10R
11/16/2015 22:03	5	76.3	81.2	9	N695GH	N695GH	AC95	28L
11/22/2015 0:59	5	72.5	81.2	16	N28CA	N28CA	PAY2	28L
11/22/2015 0:59	4	74.2	81.2	15	N28CA	N28CA	PAY2	28L
11/23/2015 3:55	4	75.1	81.2	9	N716WA		PAY2	33
12/23/2015 23:06	14	73.6	81.2	15	N128SW		C180	28R
11/20/2015 23:07	5	77.5	81.3	9	GAJ804		B350	28L
10/27/2015 4:43	5	76.8	81.4	11	N771MF	N419R	PAY2	28L
11/11/2015 5:34	11	72.1	81.4	16	N12LE	N12LE	C680	10R
11/20/2015 23:28	6	76.1	81.4	8	N779MF		PAY2	28L
11/24/2015 0:54	9	73.1	81.4	15	EJA554	N554QS	C56X	15
10/6/2015 1:23	8	74.1	81.5	11	N47CA	N47CA	PAY2	28R
10/12/2015 23:36	5	75.2	81.5	11	BTQ316	N475SS	PC12	28L
10/16/2015 4:24	4	76.1	81.5	12	N248PH	N248PH	BE20	28L
10/29/2015 22:13	5	75.3	81.5	11	N333P		PAY2	28L
10/10/2015 22:06	5	76.6	81.6	10	N28CA	N28CA	PAY2	33
11/24/2015 22:35	7	72.7	81.6	22	N580KF	N580KF	GLF4	28L
12/8/2015 22:49	4	73.4	81.6	23	N10TD	N10TD	C560	33
10/9/2015 5:07	4	76.3	81.7	12	N661TC	N661TC	PAY2	28L
10/18/2015 2:39	5	77.8	81.7	8	N772MF	N772MF	PAY2	28L
11/20/2015 0:54	7	71.9	81.7	21	CGAJS		LJ35	28L
12/12/2015	10	75.1	81.7	23	LN22WF	N22WF	PAY2	10L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
23:23								
10/14/2015 23:32	5	74.9	81.8	13	BTQ316	N475SS	PC12	28L
10/27/2015 2:11	5	76.6	81.9	9	N246PH		BE20	28L
11/8/2015 5:24	6	78.8	81.9	8	LN248PH	N248PH	BE20	28L
12/8/2015 22:50	3	74.7	81.9	13	N10TD	N10TD	C560	33
10/2/2015 0:12	5	74.3	82	13	N46JX		BE9L	28L
12/24/2015 23:26	11	74.9	82	9	N716WA		PAY2	10L
11/28/2015 23:23	8	74.5	82.2	15	N23AH	N23AH	P32R	28R
10/3/2015 23:49	3	78.7	82.3	9			BE20	33
10/27/2015 23:03	4	75.5	82.3	13	LN779MF		PAY2	28L
12/30/2015 23:17	4	77.7	82.3	9	N899SD		BE20	28R
10/12/2015 5:24	4	74.5	82.4	18	KAI57	N58HA	CL30	28L
10/7/2015 22:23	11	72.6	82.5	15	N819AM		G150	10R
10/12/2015 5:24	6	73.5	82.5	17	KAI57	N58HA	CL30	28L
11/13/2015 23:55	5	77.8	82.5	10	N568TT		BE20	28L
11/10/2015 22:09	6	75.1	82.6	13	N91338		PA28	28L
11/22/2015 0:32	4	77.5	82.6	13	N248PH	N248PH	BE20	28L
12/3/2015 23:44	4	78.1	82.6	12	GAJ804		B350	28R
11/10/2015 23:41	4	74.9	82.7	17	N5605B		C172	28L
11/22/2015 4:32	10	73	82.7	32	JTL9	N900RX	F900	10R
12/1/2015 22:40	7	71.2	82.7	28	N803GJ		LJ55	28R
12/23/2015 5:49	4	74.4	82.7	20	N801GJ	N801GJ	LJ55	28L
10/10/2015 22:06	8	76.5	82.8	9	N28CA	N28CA	PAY2	33
10/27/2015 4:43	4	75.8	82.8	14	N771MF	N419R	PAY2	28L
11/4/2015 1:39	5	76.1	82.8	13	N28CA	N28CA	PAY2	28L
11/7/2015 22:03	4	74.1	82.8	24	N6525B		C525	10R
12/14/2015 1:49	6	73.9	82.8	19	SJE7		GLF4	28L
10/27/2015 22:18	5	77.7	83	9	N246PH	N246PH	BE20	28L
11/11/2015 23:25	10	70.2	83	70	N70AG	N70AG	GLF5	10R
12/22/2015 4:21	3	72.8	83.1	30	LN22WF	N22WF	PAY2	28R
10/30/2015 5:47	4	79.9	83.2	9	LN779MF		PAY2	28L
11/4/2015 1:39	8	76.5	83.2	13	N28CA	N28CA	PAY2	28L
11/10/2015 23:38	4	75.7	83.2	18	N5605B		C172	28L
12/2/2015 22:37	4	78.3	83.2	9	LN22WF	N22WF	PAY2	28R
11/17/2015 5:36	11	75.8	83.4	15	N184TR	N184TR	H25B	15
10/16/2015 22:21	4	78.8	83.5	12	N248PH	N248PH	BE20	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/8/2015 5:24	5	78.9	83.5	9	LN248PH	N248PH	BE20	28L
12/3/2015 23:58	4	79.9	83.5	10	GAJ821		B350	28R
11/17/2015 5:36	10	70.3	83.6	78	N184TR	N184TR	H25B	15
10/2/2015 22:54	5	75.9	83.7	17	N6242F	N6242F	C172	28L
11/10/2015 23:49	4	75.5	83.7	17	N5605B		C172	28L
12/18/2015 22:44	6	76.2	83.7	14	GTH88	N888ZF	GLF4	28L
12/18/2015 22:57	7	75.8	83.7	14	N580KF	N580KF	GLF4	28L
11/17/2015 5:34	10	70.6	83.8	78	N184TR	N184TR	H25B	15
12/31/2015 0:52	4	78	83.8	12	JLG93		BE10	28R
11/16/2015 23:36	4	76.9	83.9	19			C182	28L
12/1/2015 22:40	5	74.1	83.9	23	N803GJ		LJ55	28R
12/14/2015 5:44	7	73.8	83.9	29	SWA1827	N799SW	B737	28L
12/19/2015 22:18	11	75.8	84	16	N6525B		C525	10L
11/11/2015 23:26	9	75.6	84.1	18	N70AG	N70AG	GLF5	10R
11/20/2015 23:27	4	78.5	84.1	12	N779MF		PAY2	28L
12/18/2015 23:10	4	76.6	84.1	19	N888ZZ	N888ZZ	H25B	28L
12/14/2015 5:51	7	74	84.2	25	SWA138	N264LV	B737	28L
12/24/2015 23:25	10	78.3	84.2	20	N716WA		PAY2	10L
11/11/2015 5:33	9	74.3	84.4	25	N12LE	N12LE	C680	10R
11/16/2015 22:02	10	70.9	84.4	61	N695GH	N695GH	AC95	28L
12/19/2015 23:00	7	76.5	84.4	17	LN777AX		C550	28R
10/13/2015 23:31	8	78.6	84.5	9	BTQ316	N475SS	PC12	28L
10/15/2015 0:16	4	79.5	84.5	13	N772MF	N772MF	PAY2	28R
10/19/2015 3:51	7	77.1	84.5	13	EJA268		F2TH	28L
10/22/2015 5:36	4	78.8	84.5	12	N248PH		BE20	28L
11/10/2015 22:08	5	78.7	84.5	15	N91338		PA28	28L
11/24/2015 22:50	8	76.8	84.5	12	N22WF	N22WF	PAY2	28R
11/29/2015 22:43	4	75.6	84.5	21	N653DG		SR20	28R
11/20/2015 0:54	4	76.6	84.6	21	CGAJS		LJ35	28L
11/28/2015 22:22	6	76.6	84.6	15	N888ZZ	N888ZZ	H25B	28L
10/13/2015 4:54	4	78.2	84.7	18			C206	28R
12/8/2015 22:33	8	76.9	84.7	14	N22WF	N22WF	PAY2	28R
12/19/2015 22:59	10	73.5	84.7	79	LN777AX		C550	28R
11/20/2015 23:27	5	80.3	84.8	10	N779MF		PAY2	28L
11/22/2015	11	76.3	84.9	19	JTL9	N900RX	F900	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4:32								
11/24/2015 22:50	5	80.9	84.9	10	N22WF	N22WF	PAY2	28R
11/28/2015 23:22	4	79	84.9	17	N23AH	N23AH	P32R	28R
12/5/2015 4:32	4	80.6	84.9	10	LN248PH	N248PH	BE20	28R
12/18/2015 22:43	4	75.7	84.9	20	GTH88	N888ZF	GLF4	28L
11/24/2015 22:35	4	76.4	85	21	N580KF	N580KF	GLF4	28L
10/27/2015 2:11	4	79.6	85.1	15	N246PH		BE20	28L
11/15/2015 0:08	12	76.7	85.1	25	LXJ524	N524FX	CL30	10R
12/7/2015 5:09	7	75.3	85.1	23	SWA8501	N317WN	B733	28R
12/14/2015 5:49	7	73.6	85.1	28	SWA1834	N570WN	B737	28L
10/10/2015 22:06	4	79.7	85.2	13	N28CA	N28CA	PAY2	33
10/12/2015 4:26	4	76.8	85.2	22	RSP703		C525	28L
11/7/2015 22:04	9	76.6	85.2	18	N6525B		C525	10R
12/20/2015 2:25	4	80.8	85.2	11	N248PH		BE20	28R
12/22/2015 4:22	3	72.7	85.2	76	LN22WF	N22WF	PAY2	28R
10/22/2015 0:30	4	76.3	85.4	25			SR22	28L
10/27/2015 23:03	5	80.6	85.4	12	LN779MF		PAY2	28L
11/10/2015 22:17	4	79.5	85.4	13	N28CA	N28CA	PAY2	28L
10/18/2015 2:39	4	80.5	85.5	13	N772MF	N772MF	PAY2	28L
10/12/2015 4:26	6	76.8	85.6	18	RSP703		C525	28L
12/23/2015 23:04	4	79.4	85.6	15	N128SW		C180	28R
11/24/2015 22:35	6	77.2	85.7	21	N580KF	N580KF	GLF4	28L
10/7/2015 22:23	10	75.8	85.8	29	N819AM		G150	10R
12/1/2015 22:40	6	76.8	85.8	24	N803GJ		LJ55	28R
12/18/2015 22:56	4	77.5	85.8	22	N580KF	N580KF	GLF4	28L
11/28/2015 22:22	5	78.8	86	18	N888ZZ	N888ZZ	H25B	28L
12/19/2015 22:18	10	76.6	86	78	N6525B		C525	10L
12/23/2015 5:49	6	76.2	86	32	N801GJ	N801GJ	LJ55	28L
10/19/2015 3:51	4	79.1	86.1	16	EJA268		F2TH	28L
10/27/2015 0:25	4	77.8	86.1	23	N192JK		M20P	28L
11/11/2015 5:33	10	70.1	86.1	78	N12LE	N12LE	C680	10R
10/20/2015 23:17	6	81.5	86.2	12	JLG695		BE9L	28L
12/9/2015 3:31	4	81.8	86.2	12	LN246PH		BE20	28R
10/3/2015 23:41	4	77.3	86.3	27	LN777AX		C550	28L
10/3/2015 23:42	6	77.7	86.3	19	LN777AX		C550	28L
10/12/2015	5	79.4	86.3	21	KAI57	N58HA	CL30	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5:24								
11/14/2015 22:24	8	81.8	86.3	7	N505KQ	N505KQ	KODI	28L
12/8/2015 22:32	4	81.9	86.3	12	N22WF	N22WF	PAY2	28R
12/18/2015 22:43	5	77.5	86.3	20	GTH88	N888ZF	GLF4	28L
12/19/2015 23:00	5	77.4	86.3	23	LN777AX		C550	28R
11/24/2015 22:50	4	81.3	86.7	12	N22WF	N22WF	PAY2	28R
10/28/2015 3:31	6	83	86.8	8	REH50	N912MF	BE20	28L
11/26/2015 23:11	4	80.1	86.8	16	N1245B		C182	28R
12/18/2015 23:10	6	78.9	86.8	14	N888ZZ	N888ZZ	H25B	28L
11/4/2015 1:39	4	81.3	86.9	15	N28CA	N28CA	PAY2	28L
12/19/2015 23:00	6	79.3	86.9	18	LN777AX		C550	28R
12/16/2015 23:03	6	77.7	87.3	24	N801GJ	N801GJ	LJ55	28R
10/28/2015 3:31	5	84.2	87.4	11	REH50	N912MF	BE20	28L
11/20/2015 0:54	6	78.3	87.4	22	CGAJS		LJ35	28L
12/6/2015 0:04	4	81.1	87.4	17	N532PG		SR20	28R
10/19/2015 3:51	6	80.7	87.5	12	EJA268		F2TH	28L
11/24/2015 22:35	5	79.6	87.5	21	N580KF	N580KF	GLF4	28L
12/24/2015 23:25	9	82.6	87.5	11	N716WA		PAY2	10L
12/18/2015 22:56	6	82.3	87.7	13	N580KF	N580KF	GLF4	28L
12/23/2015 5:49	5	81	87.9	22	N801GJ	N801GJ	LJ55	28L
10/20/2015 23:17	5	84.8	88.1	12	JLG695		BE9L	28L
11/17/2015 5:35	9	81.6	88.4	18	N184TR	N184TR	H25B	15
10/12/2015 4:26	5	81.4	88.5	18	RSP703		C525	28L
11/14/2015 22:23	4	85.8	88.5	11	N505KQ	N505KQ	KODI	28L
11/16/2015 5:53	7	78.2	88.5	38	SWA1827	N961WN	B737	28L
12/16/2015 23:03	5	79.4	88.5	27	N801GJ	N801GJ	LJ55	28R
12/14/2015 1:49	5	81.9	88.6	20	SJE7		GLF4	28L
11/8/2015 3:25	11	80.3	88.9	24	UAL2248	N39418	B739	10R
12/14/2015 5:49	6	79.4	88.9	25	SWA1834	N570WN	B737	28L
11/22/2015 4:32	9	81.6	89.1	19	JTL9	N900RX	F900	10R
12/14/2015 5:51	6	78.8	89.3	31	SWA138	N264LV	B737	28L
12/16/2015 23:03	4	80.1	89.4	27	N801GJ	N801GJ	LJ55	28R
12/7/2015 5:08	4	82.8	89.6	21	SWA8501	N317WN	B733	28R
11/22/2015 0:58	2	84.2	89.8	34	N28CA	N28CA	PAY2	28L
10/19/2015 3:51	5	83.4	89.9	18	EJA268		F2TH	28L
12/18/2015 23:10	5	84.3	89.9	20	N888ZZ	N888ZZ	H25B	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/19/2015 22:18	9	82.8	89.9	18	N6525B		C525	10L
12/1/2015 22:40	4	82.8	90	19	N803GJ		LJ55	28R
12/7/2015 5:08	6	81.6	90.1	23	SWA8501	N317WN	B733	28R
12/14/2015 5:44	6	81.7	90.1	28	SWA1827	N799SW	B737	28L
12/18/2015 22:56	5	84	90.2	17	N580KF	N580KF	GLF4	28L
12/19/2015 23:00	4	82.8	90.2	22	LN777AX		C550	28R
10/7/2015 22:23	9	82.1	90.4	23	N819AM		G150	10R
10/3/2015 23:42	5	84.1	90.5	19	LN777AX		C550	28L
11/20/2015 0:54	5	82.9	90.5	22	CGAJS		LJ35	28L
11/8/2015 3:25	10	80.3	90.8	39	UAL2248	N39418	B739	10R
12/14/2015 5:49	5	83.5	91.6	26	SWA1834	N570WN	B737	28L
10/1/2015 3:52	3	85.3	92	20	N99AG	N99AG	C25B	33
11/16/2015 5:53	6	82.4	92.5	33	SWA1827	N961WN	B737	28L
12/14/2015 5:51	5	84.4	92.5	29	SWA138	N264LV	B737	28L
11/16/2015 5:53	4	85.5	93.1	31	SWA1827	N961WN	B737	28L
12/14/2015 5:44	5	86.8	93.1	24	SWA1827	N799SW	B737	28L
11/8/2015 3:25	9	83.7	93.4	29	UAL2248	N39418	B739	10R
12/7/2015 5:08	5	88.4	93.8	20	SWA8501	N317WN	B733	28R
11/16/2015 5:53	5	85.9	94.3	34	SWA1827	N961WN	B737	28L

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Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
10/5/2015 11:13	HAL	HAL8709	A332	J	N378HA	Not Acceptable	No
10/5/2015 18:58	SWA	SWA146	B737	J	N7701B	Not Acceptable	No
10/8/2015 13:09	EJA	EJA611	C56X	B	N611QS	Safety/Emergency	Yes
10/8/2015 13:24	SWA	SWA2269	B737	J	N456WN	Safety/Emergency	Yes
10/8/2015 14:11	SWA	SWA245	B737	J	N472WN	Safety/Emergency	Yes
10/8/2015 14:15	FDX	FDX3859	B752	J	N970FD	Safety/Emergency	Yes
10/8/2015 15:28	SWA	SWA2411	B737	J	N556WN	Safety/Emergency	Yes
10/9/2015 13:33	SWA	SWA2269	B737	J		Not Acceptable	No
10/9/2015 14:36		N876UC	C25A	B	N876UC	Not Acceptable	No
10/9/2015 15:21	SWA	SWA193	B737	J	N7705A	ATC Instructions	Yes
10/9/2015 15:29	NKS	NKS352	A320	J		ATC Instructions	Yes
10/9/2015 15:30	SWA	SWA4683	B737	J	N447WN	ATC Instructions	Yes
10/9/2015 15:34	SWA	SWA2411	B737	J	N480WN	ATC Instructions	Yes
10/10/2015 12:58	SWA	SWA4034	B733	J	N603SW	ATC Instructions	Yes
10/10/2015 13:18	SWA	SWA4291	B737	J		ATC Instructions	Yes
10/10/2015 13:26	ASA	ASA343	B738	J	N517AS	ATC Instructions	Yes

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
10/10/2015 13:28	ASH	ASH5605	CRJ9	R	N954LR	ATC Instructions	Yes
10/10/2015 13:29	SWA	SWA1438	B737	J		ATC Instructions	Yes
10/10/2015 13:47	SWA	SWA670	B737	J		ATC Instructions	Yes
10/10/2015 14:02	SWA	SWA2626	B737	J		ATC Instructions	Yes
10/10/2015 15:16	SWA	SWA1369	B737	J	N914WN	ATC Instructions	Yes
10/10/2015 15:58	SWA	SWA1682	B737	J	N789SW	ATC Instructions	Yes
10/11/2015 12:32	SWA	SWA1618	B733	J	N603SW	ATC Instructions	Yes
10/11/2015 12:59	SWA	SWA480	B737	J	N272WN	ATC Instructions	Yes
10/11/2015 13:34	SWA	SWA2269	B737	J	N7811F	ATC Instructions	Yes
10/11/2015 13:51		N880P	C56X	B	N880P	ATC Instructions	Yes
10/11/2015 14:01	SWA	SWA2458	B737	J	N463WN	ATC Instructions	Yes
10/11/2015 14:04	SWA	SWA245	B737	J	N412WN	ATC Instructions	Yes
10/11/2015 14:25	SWA	SWA2625	B737	J	N705SW	ATC Instructions	Yes
10/11/2015 14:28	SWA	SWA2635	B737	J	N478WN	ATC Instructions	Yes
10/12/2015 15:14		N24ZD	ASTR	B	N24ZD	Not Acceptable	No
10/17/2015 18:02	SWA	SWA4385	B733	J	N624SW	Not Acceptable	No
11/14/2015 21:05		N619TC	C525	B	N619TC	Not Acceptable	No
11/20/2015 12:27	SWA	SWA452	B737	J		Not Acceptable	No
12/6/2015 17:59	PXT	PXT903	C510	B	N903JP	Not Acceptable	No
12/18/2015 21:25	SWA	SWA388	B737	J	N465WN	Not Acceptable	No
12/21/2015 22:44	ATN	ATN3004	B762	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
10/4/2015 5:16	FDX	FDX473	DC10	J		Not Acceptable	No
10/4/2015 6:08	FDX	FDX690	B763	J	N297FE	Not Acceptable	No
10/4/2015 6:26	SWA	SWA1625	B733	J		Not Acceptable	No
10/6/2015 6:58	SWA	SWA2372	B737	J	N411WN	Time Buffer	Yes
10/6/2015 6:59	SWA	SWA1264	B738	J	N8642E	Time Buffer	Yes
10/6/2015 22:20	SWA	SWA4246	B737	J	N942WN	Not Acceptable	No
10/8/2015 6:59	ASA	ASA877	B738	J		Time Buffer	Yes
10/11/2015 6:07	DAL	DAL1408	A320	J	N367NW	Not Acceptable	No
10/14/2015 6:05	SKW	SKW4857	CRJ9	R	N805SK	Not Acceptable	No
10/15/2015 23:14	PMM	PMM757	B752	J	N241WA	Not Acceptable	No
10/16/2015 6:59	SWA	SWA1264	B738	J	N8625A	Time Buffer	Yes
10/17/2015 6:30	FDX	FDX433	B763	J	N108FE	Not Acceptable	No
10/21/2015 1:10	VOI	VOI903	A320	J		Not Acceptable	No
10/26/2015 6:59		N150HM	G150	B	N150HM	Time Buffer	Yes
10/27/2015 0:08		N853CC	H25B	B	N853CC	Not Acceptable	No
10/27/2015 6:43		N31DP	LJ35	B		Not Acceptable	No
10/28/2015 0:07	VOI	VOI907	A320	J		Not Acceptable	No
10/28/2015 6:59	HAL	HAL23	B763	J	N580HA	Time Buffer	Yes
10/29/2015 6:58	ASA	ASA877	B738	J	N562AS	Time Buffer	Yes
10/31/2015 23:02	VOI	VOI909	A319	J	XAVOH	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
11/1/2015 6:15	DAL	DAL1408	A320	J	N372NW	Not Acceptable	No
11/2/2015 23:35	PEG	PEG5	GLF5	B	N552WS	Not Acceptable	No
11/5/2015 2:20	VOI	VOI993	A319	J		Not Acceptable	No
11/5/2015 6:19	DAL	DAL1408	A320	J	N311US	Not Acceptable	No
11/6/2015 22:04		CGFFT	LJ70	U		Time Buffer	Yes
11/9/2015 6:59		N3VF	FA50	B	N3VF	Time Buffer	Yes
11/9/2015 22:15	TMC	TMC404	H25B	B	N404TM	Not Acceptable	No
11/9/2015 22:42		N650PE	GLF6	U	N650PE	Not Acceptable	No
11/10/2015 6:57	ASA	ASA811	B738	J		Time Buffer	Yes
11/10/2015 6:59	UPS	UPS2953	B763	J		Time Buffer	Yes
11/12/2015 6:55	ASA	ASA811	B738	J	N538AS	Time Buffer	Yes
11/13/2015 2:58	FDX	FDX1889	B752	J	N772FD	Not Acceptable	No
11/13/2015 6:59	AAY	AAY1002	A319	J	N310NV	Time Buffer	Yes
11/13/2015 22:49			FA7X	B		Not Acceptable	No
11/14/2015 6:09	SWA	SWA1865	B737	J	N454WN	Not Acceptable	No
11/16/2015 23:28	VOI	VOI991	A319	J	XAVOJ	Not Acceptable	No
11/20/2015 22:00		N12SY	H25B	B	N12SY	Time Buffer	Yes
11/22/2015 1:26	VOI	VOI903	A320	J	N517VL	Not Acceptable	No
11/26/2015 0:31	VOI	VOI907	A320	J	N513VL	Not Acceptable	No
11/26/2015 6:06	CPZ	CPZ5768	E170	R		Not Acceptable	No
11/27/2015 6:59	ASA	ASA811	B738	J	N517AS	Time Buffer	Yes
11/28/2015 6:57	SWA	SWA3418	B737	J	N7741C	Time Buffer	Yes
11/29/2015 23:21	UPS	UPS2947	B763	J	N358UP	Not Acceptable	No
11/30/2015 6:55	ASA	ASA811	B738	J		Time Buffer	Yes
12/2/2015 22:00	NKS	NKS510	A319	J	N506NK	Time Buffer	Yes
12/4/2015 5:56	UPS	UPS2945	MD11	J		Not Acceptable	No
12/5/2015 6:58	SWA	SWA1247	B737	J	N292WN	Time Buffer	Yes
12/7/2015 6:59	SWA	SWA2999	B737	J	N719SW	Time Buffer	Yes
12/9/2015 6:01	UPS	UPS2951	A306	J		Not Acceptable	No
12/9/2015 6:58	ASA	ASA811	B738	J	N558AS	Time Buffer	Yes
12/9/2015 22:59	JBU	JBU168	A320	J	N554JB	Not Acceptable	No
12/11/2015 6:13	SWA	SWA3143	B737	J		Not Acceptable	No
12/12/2015 6:14			MD11	J		Not Acceptable	No
12/15/2015 6:22	FDX	FDX435	MD11	J	N582FE	Not Acceptable	No
12/15/2015 23:17	VOI	VOI907	A320	J	N509VL	Not Acceptable	No
12/16/2015 6:23	SWA	SWA2842	B737	J	N773SA	Not Acceptable	No
12/16/2015 22:02	FDX	FDX1382	MD11	J		Time Buffer	Yes
12/17/2015 23:36	TMC	TMC427	H25B	B	N427TM	Not Acceptable	No
12/19/2015 23:08	JBU	JBU168	A320	J		Not Acceptable	No
12/21/2015 22:44	ATN	ATN3004	B762	J		Not Acceptable	No
12/22/2015 22:00	NKS	NKS510	A319	J		Time Buffer	Yes
12/23/2015 22:00		N999ND	CL30	B	N999ND	Time Buffer	Yes
12/26/2015 6:59	FDX	FDX687	B763	J	N109FE	Time Buffer	Yes
12/27/2015 0:29		N361PJ	LJ35	B		Not Acceptable	No
12/28/2015 23:15	VOI	VOI991	A319	J		Not Acceptable	No

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Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
11/15/2015 1:49	UPS	UPS947	B763	J	N343UP	Not Acceptable	No
11/15/2015 3:56	FDX	FDX79	B77L	J	N861FD	Not Acceptable	No
12/6/2015 5:38	SWA	SWA1827	B737	J	N261WN	Not Acceptable	No
12/6/2015 5:45	FDX	FDX614	A306	J	N679FE	Not Acceptable	No
12/6/2015 5:54	SWA	SWA138	B737	J	N938WN	Time Buffer	Yes
12/6/2015 5:59	SKW	SKW4857	CRJ9	R	N679CA	Time Buffer	Yes
12/13/2015 1:49	UPS	UPS947	B763	J	N355UP	Not Acceptable	No
12/13/2015 2:18	UPS	UPS949	B763	J		Not Acceptable	No
12/13/2015 4:01	FDX	FDX79	B77L	J	N880FD	Not Acceptable	No
12/13/2015 5:37	SWA	SWA1827	B737	J	N414WN	Not Acceptable	No
12/13/2015 5:40	SWA	SWA138	B737	J	N7702A	Not Acceptable	No
12/13/2015 5:53	FDX	FDX690	B763	J	N114FE	Time Buffer	Yes
12/13/2015 5:55	SKW	SKW4857	CRJ9	R	N161PQ	Time Buffer	Yes
12/13/2015 5:59	ASA	ASA345	B738	J	N581AS	Time Buffer	Yes
12/20/2015 22:12	SWA	SWA3045	B737	J	N285WN	Not Acceptable	No
12/20/2015 22:49	UPS	UPS2951	B763	J	N314UP	Not Acceptable	No
12/20/2015 23:03	ATN	ATN3004	B762	J	N763CX	Not Acceptable	No
12/21/2015 5:41	FDX	FDX440	MD11	J		Not Acceptable	No
12/21/2015 5:43	SWA	SWA1827	B737	J	N964WN	Not Acceptable	No
12/21/2015 5:46	SWA	SWA138	B737	J	N296WN	Not Acceptable	No
12/21/2015 5:48	FDX	FDX690	DC10	J		Not Acceptable	No
12/21/2015 5:52	UPS	UPS2947	MD11	J	N275UP	Time Buffer	Yes

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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
10/3/2015	1416	OPT	GLF2	2	High	HG6	1425	N/A	N/A
10/5/2015	0215	AAL	B737	2	High	GRE	0215	NO	N/A
10/9/2015	0645	FDX	B757	1	High	GRE	0730	N/A	N/A
10/16/2015	1046	TWY	C404	1	High	GRE	1320	N/A	N/A
10/18/2015	2302	SWA	B737	2	High	GRE	2310	NO	N/A
10/26/2015	1103	FDX	A320	2	High	GRE	1103	N/A	N/A
10/26/2015	2209	SWA	B737	2	High	GRE	2220	NO	N/A
10/30/2015	2036	TWY	GLF2	2	High	GRE	2110	N/A	NO
11/1/2015	2310	FDX	B757	2	High	GRE	2330	NO	N/A
11/4/2015	1400	OPT	GLF2	2	High	HG6	1400	N/A	N/A
11/5/2015	1300	CAA	GLF2	2	High	HG6	1300	N/A	N/A
11/17/2015	1130	FDX	MD11	1	High	GRE	1200	N/A	N/A
11/21/2015	1956	OPT	BE40	2	High	GRE	2010	N/A	NO

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
11/23/2015	1231	SWA	B737	2	High	GRE	1231	N/A	N/A
11/23/2015	1958	KAI	C25A	1	High	HG6	2005	N/A	NO
11/24/2015	1755	CAA	C550	1	High	HG6	1800	N/A	N/A
11/27/2015	1000	TWY	C550	1	High	HG6	1000	N/A	N/A
12/4/2015	1305	TWY	FA50	1	High	HG6	1305	N/A	N/A
12/4/2015	2015	TWY	FA50	1	High	HG6	1305	N/A	N/A
12/10/2015	0300	AAL	B737	2	High	GRE	0300	NO	N/A
12/10/2015	1033	SWA	B737	2	High	GRE	1033	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
10/1/2015 12:38	SWA	SWA480	B737	2713	Not Acceptable	No
10/1/2015 13:20	SWA	SWA2625	B737	2687	Not Acceptable	No
10/1/2015 15:12	SWA	SWA193	B737	2519	Not Acceptable	No
10/2/2015 18:59	NKS	NKS408	A319	2795	Not Acceptable	No
10/4/2015 21:33	JBU	JBU168	A320	2358	Not Acceptable	No
10/5/2015 11:57	SWA	SWA1983	B737	2614	Not Acceptable	No
10/5/2015 12:32	SWA	SWA480	B737	2860	Not Acceptable	No
10/5/2015 19:25	FDX	FDX1605	B763	2677	Not Acceptable	No
10/6/2015 8:28	NKS	NKS872	A319	2618	Not Acceptable	No
10/6/2015 11:36	SWA	SWA2387	B737	2634	Not Acceptable	No
10/6/2015 12:01	SWA	SWA1983	B737	2358	Not Acceptable	No
10/6/2015 13:21	SWA	SWA2458	B737	2785	Not Acceptable	No
10/6/2015 14:11	SWA	SWA2269	B737	2801	Not Acceptable	No
10/6/2015 19:02	NKS	NKS408	A319	2473	Not Acceptable	No
10/6/2015 21:24	SWA	SWA1648	B733	2650	Not Acceptable	No
10/7/2015 11:09	SWA	SWA2387	B737	2641	Not Acceptable	No
10/7/2015 19:25	FDX	FDX1605	B763	2706	Not Acceptable	No
10/8/2015 9:55	SWA	SWA3135	B737	2798	Safety/Emergency	Yes
10/8/2015 11:39	DAL	DAL1082	B738	2142	Safety/Emergency	Yes
10/8/2015 13:22	SWA	SWA2625	B737	2119	Safety/Emergency	Yes
10/8/2015 13:24	SWA	SWA2269	B737	2096	Safety/Emergency	Yes
10/8/2015 13:27	SWA	SWA2458	B737	2237	Safety/Emergency	Yes
10/8/2015 14:11	SWA	SWA245	B737	2112	Safety/Emergency	Yes
10/8/2015 14:15	FDX	FDX3859	B752	1883	Safety/Emergency	Yes
10/8/2015 15:28	SWA	SWA2411	B737	2450	Safety/Emergency	Yes
10/8/2015 16:40	SWA	SWA986	B737	2329	Safety/Emergency	Yes
10/8/2015 16:45	DAL	DAL1374	B738	1866	Safety/Emergency	Yes
10/8/2015 18:57	NKS	NKS408	A319	2522	Safety/Emergency	Yes
10/9/2015 11:21	SWA	SWA2387	B737	2634	ATC Instructions	Yes
10/9/2015 12:25	SWA	SWA405	B738	2769	ATC Instructions	Yes
10/9/2015 12:33	AAY	AAY1005	A319	2358	ATC Instructions	Yes
10/9/2015 13:03	SWA	SWA480	B737	2355	ATC Instructions	Yes
10/9/2015 13:30	SWA	SWA2625	B737	2408	Not Acceptable	No
10/9/2015 13:34	SWA	SWA2458	B737	1942	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
10/9/2015 13:44	ASA	ASA343	B738	2250	Not Acceptable	No
10/9/2015 13:58	SWA	SWA245	B737	2437	Not Acceptable	No
10/9/2015 14:52	UAL	UAL2208	B739	1824	ATC Instructions	Yes
10/9/2015 15:21	SWA	SWA193	B737	2125	ATC Instructions	Yes
10/9/2015 15:29	NKS	NKS352	A320	2109	ATC Instructions	Yes
10/9/2015 15:34	SWA	SWA2411	B737	2178	ATC Instructions	Yes
10/10/2015 7:47	SWA	SWA3333	B737	2529	ATC Instructions	Yes
10/10/2015 12:09	SWA	SWA3591	B737	2185	ATC Instructions	Yes
10/10/2015 12:58	SWA	SWA4034	B733	2168	ATC Instructions	Yes
10/10/2015 13:47	SWA	SWA670	B737	2503	ATC Instructions	Yes
10/10/2015 14:02	SWA	SWA2626	B737	1853	ATC Instructions	Yes
10/10/2015 15:10	SWA	SWA3878	B733	2201	ATC Instructions	Yes
10/10/2015 15:16	SWA	SWA1369	B737	2185	ATC Instructions	Yes
10/11/2015 12:32	SWA	SWA1618	B733	2270	ATC Instructions	Yes
10/11/2015 12:59	SWA	SWA480	B737	1771	ATC Instructions	Yes
10/11/2015 13:34	SWA	SWA2269	B737	2093	ATC Instructions	Yes
10/11/2015 13:36		N332SE	C500	2788	ATC Instructions	Yes
10/11/2015 14:01	SWA	SWA2458	B737	1768	ATC Instructions	Yes
10/11/2015 14:04	SWA	SWA245	B737	1916	ATC Instructions	Yes
10/11/2015 14:25	SWA	SWA2625	B737	1761	ATC Instructions	Yes
10/11/2015 19:36	SWA	SWA2636	B737	2440	ATC Instructions	Yes
10/12/2015 12:30	AAY	AAY1005	A319	2654	Not Acceptable	No
10/14/2015 9:08	SWA	SWA1820	B733	2821	Not Acceptable	No
10/14/2015 10:58	SWA	SWA1306	B737	2486	Not Acceptable	No
10/14/2015 11:44	DAL	DAL1082	B738	2559	Not Acceptable	No
10/14/2015 13:38	SWA	SWA2458	B737	2326	Not Acceptable	No
10/14/2015 19:18	FDX	FDX1605	B763	2555	Not Acceptable	No
10/14/2015 21:48	JBU	JBU168	A320	2303	Not Acceptable	No
10/15/2015 13:19	ASA	ASA343	B738	2483	Not Acceptable	No
10/15/2015 19:20	FDX	FDX1605	B763	2460	Not Acceptable	No
10/16/2015 12:39	AAY	AAY1005	A319	2690	Not Acceptable	No
10/16/2015 16:15		N1013	CL30	2293	Not Acceptable	No
10/16/2015 19:02	NKS	NKS408	A319	2752	Not Acceptable	No
10/17/2015 7:44	SWA	SWA3333	B737	2660	Not Acceptable	No
10/17/2015 10:24	SWA	SWA1399	B737	2713	Not Acceptable	No
10/17/2015 18:56	NKS	NKS408	A319	2808	Not Acceptable	No
10/18/2015 18:01	XOJ	XOJ782	C750	2385	Not Acceptable	No
10/18/2015 21:35	JBU	JBU168	A320	2355	Not Acceptable	No
10/19/2015 9:45	XOJ	XOJ750	C750	2844	Not Acceptable	No
10/19/2015 13:32	SWA	SWA2625	B737	2732	Not Acceptable	No
10/21/2015 12:47	SWA	SWA47	B733	2345	Not Acceptable	No
10/23/2015 9:06	SWA	SWA1820	B733	2824	Not Acceptable	No
10/23/2015 9:53	ASA	ASA353	B739	2808	Not Acceptable	No
10/23/2015 15:35	SWA	SWA2411	B737	2749	Not Acceptable	No
10/24/2015 8:03	SWA	SWA3613	B737	2890	Not Acceptable	No
10/24/2015 12:30	SWA	SWA3591	B737	2732	Not Acceptable	No
10/24/2015 14:21	SWA	SWA2626	B737	2486	Not Acceptable	No
10/26/2015 19:42	SWA	SWA1897	B737	2604	Not Acceptable	No
10/27/2015 11:33	DAL	DAL1082	A320	2539	Not Acceptable	No
10/28/2015 12:26	SWA	SWA405	B738	2847	Not Acceptable	No
11/1/2015 13:18	SWA	SWA1208	B737	2831	Not Acceptable	No
11/1/2015 16:38	SWA	SWA1715	B737	2582	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
11/2/2015 19:41	FDX	FDX1605	B763	2654	Not Acceptable	No
11/3/2015 13:24	FDX	FDX3857	DC10	2007	Not Acceptable	No
11/4/2015 12:21	SWA	SWA452	B737	2365	Not Acceptable	No
11/4/2015 12:21	SWA	SWA452	B737	2365	Not Acceptable	No
11/4/2015 13:44	SWA	SWA1208	B737	2460	Not Acceptable	No
11/5/2015 16:07	SWA	SWA1512	B737	2805	Not Acceptable	No
11/7/2015 10:27	SWA	SWA2770	B737	2470	Not Acceptable	No
11/8/2015 16:36	DAL	DAL1374	A320	2588	Not Acceptable	No
11/10/2015 13:01	SWA	SWA1208	B737	2687	Not Acceptable	No
11/11/2015 12:40	SWA	SWA452	B737	2877	Not Acceptable	No
11/11/2015 13:38	FDX	FDX3857	DC10	2372	Not Acceptable	No
11/12/2015 7:38	FDX	FDX435	MD11	2604	Not Acceptable	No
11/13/2015 12:57	SWA	SWA1208	B737	2582	Not Acceptable	No
11/15/2015 12:12	SWA	SWA159	B737	2883	Not Acceptable	No
11/15/2015 16:41	DAL	DAL1374	A320	2706	Not Acceptable	No
11/16/2015 16:34	DAL	DAL1374	A320	2851	Not Acceptable	No
11/17/2015 10:05		N525NG	C25A	2109	Not Acceptable	No
11/17/2015 11:50	SWA	SWA159	B737	2591	Not Acceptable	No
11/17/2015 13:42	FDX	FDX3857	DC10	2765	Not Acceptable	No
11/23/2015 16:13	SWA	SWA2440	B733	2467	Not Acceptable	No
11/23/2015 19:39	UPS	UPS945	B763	2664	Not Acceptable	No
11/28/2015 15:30	SWA	SWA62	B738	2867	Not Acceptable	No
11/29/2015 8:51	SWA	SWA1945	B737	2486	Not Acceptable	No
11/29/2015 13:40	SWA	SWA1373	B737	2368	Not Acceptable	No
12/1/2015 13:14	SWA	SWA1656	B737	2467	Not Acceptable	No
12/2/2015 9:22	UPS	UPS2993	A306	2772	Not Acceptable	No
12/3/2015 18:57	NKS	NKS408	A319	2736	Not Acceptable	No
12/5/2015 17:22	SWA	SWA2608	B737	2608	Not Acceptable	No
12/6/2015 12:10	SWA	SWA159	B737	2851	Not Acceptable	No
12/6/2015 17:59	PXT	PXT903	C510	2385	Not Acceptable	No
12/7/2015 11:13	SWA	SWA3034	B737	2519	Not Acceptable	No
12/8/2015 7:54	FDX	FDX3012	B763	2723	Not Acceptable	No
12/8/2015 19:43	FDX	FDX1268	MD11	2575	Not Acceptable	No
12/9/2015 22:59	JBU	JBU168	A320	2450	Not Acceptable	No
12/10/2015 12:50	FDX	FDX3877	B752	2043	Not Acceptable	No
12/10/2015 13:34		N434CF	C25A	2700	Not Acceptable	No
12/11/2015 11:09	SWA	SWA3034	B737	2828	Not Acceptable	No
12/12/2015 9:16	SWA	SWA2160	B737	2467	Not Acceptable	No
12/12/2015 18:46	NKS	NKS408	A319	2847	Not Acceptable	No
12/16/2015 18:47	NKS	NKS408	A319	2828	Not Acceptable	No
12/17/2015 7:44	FDX	FDX3012	B763	2736	Not Acceptable	No
12/17/2015 11:17	SWA	SWA3034	B737	2673	Not Acceptable	No
12/17/2015 14:11	SWA	SWA1715	B737	2870	Not Acceptable	No
12/21/2015 18:31	UPS	UPS951	B752	2316	Not Acceptable	No
12/21/2015 22:44	ATN	ATN3004	B762	2352	Not Acceptable	No
12/24/2015 7:19	UPS	UPS2947	A306	2883	Not Acceptable	No
12/26/2015 7:15	SWA	SWA4412	B737	2224	Not Acceptable	No
12/26/2015 17:39	SWA	SWA1567	B737	2644	Not Acceptable	No
12/27/2015 8:58	SWA	SWA1945	B737	2824	Not Acceptable	No
12/29/2015 8:38	FDX	FDX3022	A306	2040	Not Acceptable	No
12/29/2015 16:34	SWA	SWA1512	B737	2703	Not Acceptable	No
12/30/2015 15:22	SWA	SWA495	B737	2293	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
12/30/2015 16:24	SWA	SWA1512	B737	2700	Not Acceptable	No
12/30/2015 16:38	SWA	SWA2440	B733	2896	Not Acceptable	No
12/30/2015 19:18	FDX	FDX1605	B763	2667	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
10/1/2015 12:15	ASA364	B738	ASA	2860	Not Acceptable	No
10/1/2015 15:58	DAL1374	B738	DAL	2811	Not Acceptable	No
10/1/2015 19:44	SWA1258	B737	SWA	2539	Not Acceptable	No
10/1/2015 23:31	ASA356	B739	ASA	2562	Not Acceptable	No
10/2/2015 12:59	SWA1114	B737	SWA	2782	Pilot Requested	No
10/2/2015 16:49	SWA2779	B737	SWA	2851	Pilot Requested	No
10/2/2015 20:23	SWA2544	B733	SWA	2391	Pilot Requested	No
10/2/2015 21:58	SWA1120	B737	SWA	1814	Pilot Requested	No
10/3/2015 12:50	SWA4255	B737	SWA	2759	Not Acceptable	No
10/4/2015 22:06	SWA1901	B733	SWA	2726	Not Acceptable	No
10/5/2015 20:05	SWA2674	B733	SWA	2857	Not Acceptable	No
10/6/2015 12:13	SWA301	B737	SWA	2099	Not Acceptable	No
10/6/2015 18:29	SWA2636	B733	SWA	2834	Not Acceptable	No
10/6/2015 23:37	ASA356	B738	ASA	2414	Not Acceptable	No
10/7/2015 15:44	SWA331	B737	SWA	2463	Not Acceptable	No
10/8/2015 19:49	SWA2674	B737	SWA	2857	Not Acceptable	No
10/8/2015 19:52	SWA1258	B737	SWA	1991	Not Acceptable	No
10/8/2015 20:14	SWA2544	B733	SWA	2604	Not Acceptable	No
10/9/2015 1:01	DAL8926	A319	DAL	2312	Not Acceptable	No
10/9/2015 12:29	ASA364	B738	ASA	2785	Not Acceptable	No
10/9/2015 13:45	SWA1114	B737	SWA	2578	Not Acceptable	No
10/9/2015 17:48	SKW3486	CRJ7	SKW	2824	Not Acceptable	No
10/9/2015 19:51	SWA1258	B737	SWA	2880	Not Acceptable	No
10/9/2015 20:30	SWA1901	B733	SWA	2857	Not Acceptable	No
10/10/2015 14:09	SWA3878	B733	SWA	2713	Not Acceptable	No
10/11/2015 17:43	SWA2779	B737	SWA	2867	Not Acceptable	No
10/11/2015 18:54	SWA146	B737	SWA	2687	Not Acceptable	No
10/11/2015 20:13	SWA2674	B737	SWA	2880	Not Acceptable	No
10/11/2015 22:26	SWA1120	B737	SWA	2506	Not Acceptable	No
10/12/2015 17:14	SWA8504	B733	SWA	2824	Not Acceptable	No
10/12/2015 22:11	SWA1120	B737	SWA	2801	Not Acceptable	No
10/13/2015 14:58	SWA2514	B737	SWA	2719	Not Acceptable	No
10/13/2015 15:56	SWA331	B733	SWA	2782	Not Acceptable	No
10/13/2015 22:10	SWA1120	B737	SWA	2598	Not Acceptable	No
10/13/2015 22:26	FDX582	MD11	FDX	2874	Not Acceptable	No
10/13/2015 23:31	ASA356	B738	ASA	2096	Not Acceptable	No
10/14/2015 15:24	SWA2514	B737	SWA	2322	Not Acceptable	No
10/14/2015 19:48	SWA1258	B737	SWA	2644	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
10/14/2015 19:57	SWA1901	B733	SWA	2883	Not Acceptable	No
10/15/2015 9:11	FDX1717	A306	FDX	2696	Not Acceptable	No
10/15/2015 9:14	FDX3824	MD11	FDX	2647	Not Acceptable	No
10/15/2015 14:52	SWA2514	B737	SWA	2890	Not Acceptable	No
10/15/2015 20:28	SWA1901	B733	SWA	2732	Not Acceptable	No
10/16/2015 17:01	SWA2779	B737	SWA	2332	Not Acceptable	No
10/17/2015 17:02	SWA3010	B737	SWA	2831	Not Acceptable	No
10/21/2015 9:51	AAY200	A319	AAY	2375	Not Acceptable	No
10/21/2015 22:19	SWA1120	B737	SWA	2890	Not Acceptable	No
10/22/2015 20:11	SWA2544	B733	SWA	2637	Not Acceptable	No
10/22/2015 22:32	FDX1802	DC10	FDX	2896	Not Acceptable	No
10/23/2015 20:14	SWA2544	B737	SWA	2696	Not Acceptable	No
10/24/2015 9:50	SWA1368	B737	SWA	2890	Not Acceptable	No
10/24/2015 21:03	DAL1519	A320	DAL	2559	Not Acceptable	No
10/25/2015 9:32	SWA1593	B737	SWA	2814	Not Acceptable	No
10/25/2015 9:40	SWA2382	B733	SWA	2634	Not Acceptable	No
10/25/2015 20:31	FDX507	B763	FDX	2736	Not Acceptable	No
10/25/2015 22:14	KAI96	C560	KAI	1856	Not Acceptable	No
10/26/2015 16:11	SWA331	B733	SWA	2765	Not Acceptable	No
10/26/2015 17:46	SKW3486	CRJ7	SKW	2880	Not Acceptable	No
10/26/2015 19:47	SWA1258	B737	SWA	2795	Not Acceptable	No
10/27/2015 9:22	FDX1717	A306	FDX	2893	Not Acceptable	No
10/27/2015 12:39	SWA1114	B737	SWA	2834	Not Acceptable	No
10/27/2015 20:07	SWA2544	B733	SWA	2801	Not Acceptable	No
10/28/2015 8:41	FDX1717	A306	FDX	2250	Not Acceptable	No
10/29/2015 19:21	SWA2636	B737	SWA	2782	Not Acceptable	No
10/30/2015 7:47	ASA342	B738	ASA	2814	Not Acceptable	No
10/30/2015 13:19	SWA2063	B737	SWA	2874	Not Acceptable	No
10/30/2015 18:44	SWA2636	B733	SWA	2611	Not Acceptable	No
10/30/2015 20:12	SWA1901	B733	SWA	2877	Not Acceptable	No
10/30/2015 22:09	SWA1120	B737	SWA	2844	Not Acceptable	No
10/31/2015 17:13	SWA4993	B737	SWA	2703	Not Acceptable	No
10/31/2015 17:50	SKW3486	CRJ7	SKW	2339	Not Acceptable	No
11/1/2015 12:36	SWA2586	B737	SWA	2775	Not Acceptable	No
11/1/2015 16:44	SWA2196	B737	SWA	2506	Not Acceptable	No
11/2/2015 16:17	SWA2196	B737	SWA	2811	Not Acceptable	No
11/2/2015 19:41	SWA1426	B737	SWA	2575	Not Acceptable	No
11/3/2015 13:05	SWA2586	B737	SWA	2687	Not Acceptable	No
11/3/2015 14:12	SWA2229	B737	SWA	2759	Not Acceptable	No
11/4/2015 7:37	ASA342	B738	ASA	2798	Not Acceptable	No
11/4/2015 12:45	SWA295	B737	SWA	2677	Not Acceptable	No
11/4/2015 12:45	SWA295	B737	SWA	2677	Not Acceptable	No
11/4/2015 15:16	SWA2440	B737	SWA	2673	Not Acceptable	No
11/4/2015 19:38	SWA9012	B737	SWA	2887	Not Acceptable	No
11/4/2015 21:59	FDX28	B77L	FDX	2851	Not Acceptable	No
11/5/2015 20:43	SWA2128	B737	SWA	2864	Not Acceptable	No
11/6/2015 16:31	SWA1332	B733	SWA	2673	Not Acceptable	No
11/6/2015 18:36	SWA3169	B738	SWA	2834	Not Acceptable	No
11/7/2015 8:00	ASA342	B739	ASA	2834	Not Acceptable	No
11/7/2015 17:13	SWA1241	B737	SWA	2244	Not Acceptable	No
11/7/2015 19:00	SWA1910	B737	SWA	2831	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
11/9/2015 19:58	SWA2128	B737	SWA	2713	Not Acceptable	No
11/10/2015 2:19	DAL8840	A319	DAL	2723	Not Acceptable	No
11/10/2015 16:12	FDX3016	A306	FDX	2693	Not Acceptable	No
11/10/2015 19:37	SWA2072	B737	SWA	2641	Not Acceptable	No
11/10/2015 19:42	SWA1426	B737	SWA	2883	Not Acceptable	No
11/10/2015 19:44	SWA2294	B737	SWA	2805	Not Acceptable	No
11/10/2015 20:08	UPS2942	B752	UPS	2824	Not Acceptable	No
11/11/2015 7:52	ASA342	B738	ASA	2844	Not Acceptable	No
11/11/2015 10:29	DAL1082	A320	DAL	2240	Not Acceptable	No
11/11/2015 14:51	SWA2440	B733	SWA	2851	Not Acceptable	No
11/11/2015 19:31	FDX909	A306	FDX	2585	Not Acceptable	No
11/11/2015 23:52	ASA356	B734	ASA	2778	Not Acceptable	No
11/13/2015 9:34	SWA1788	B733	SWA	2116	Not Acceptable	No
11/13/2015 19:42	SWA2072	B737	SWA	2296	Not Acceptable	No
11/14/2015 0:09	ASA356	B739	ASA	2893	Not Acceptable	No
11/14/2015 11:46	AAY1003	A319	AAY	2457	Not Acceptable	No
11/14/2015 12:02	DAL992	A320	DAL	2860	Not Acceptable	No
11/14/2015 15:20	SWA3608	B737	SWA	2509	Not Acceptable	No
11/14/2015 19:31	SWA2613	B738	SWA	2732	Not Acceptable	No
11/14/2015 23:45	ASA356	B738	ASA	1935	Not Acceptable	No
11/15/2015 9:04	SWA290	B737	SWA	2818	Not Acceptable	No
11/15/2015 9:40	SWA631	B737	SWA	2749	Not Acceptable	No
11/15/2015 12:02	ASA364	B739	ASA	2805	Not Acceptable	No
11/15/2015 12:34	SWA2586	B737	SWA	2805	Not Acceptable	No
11/17/2015 18:28	SWA3169	B738	SWA	2887	Not Acceptable	No
11/17/2015 21:03	SWA2294	B737	SWA	2864	Not Acceptable	No
11/17/2015 23:14	SWA315	B737	SWA	2847	Not Acceptable	No
11/18/2015 14:20	SWA2229	B737	SWA	2775	Not Acceptable	No
11/18/2015 23:36	ASA356	B738	ASA	2880	Not Acceptable	No
11/19/2015 8:59	FDX1717	A306	FDX	2883	Not Acceptable	No
11/19/2015 9:45	SWA2803	B737	SWA	2896	Not Acceptable	No
11/19/2015 14:15	SWA2229	B737	SWA	2778	Not Acceptable	No
11/19/2015 15:11	SWA2440	B733	SWA	2421	Not Acceptable	No
11/20/2015 16:34	SWA1332	B737	SWA	2887	Not Acceptable	No
11/20/2015 18:12	SWA2340	B737	SWA	2805	Not Acceptable	No
11/20/2015 23:00	SWA315	B737	SWA	2854	Not Acceptable	No
11/21/2015 19:02	SWA2613	B738	SWA	2591	Not Acceptable	No
11/22/2015 12:44	SWA2586	B737	SWA	2657	Not Acceptable	No
11/26/2015 7:54	ASA342	B739	ASA	2559	Not Acceptable	No
11/26/2015 8:52	SWA4906	B737	SWA	2526	Not Acceptable	No
11/26/2015 9:35	SWA5760	B733	SWA	2690	Not Acceptable	No
11/26/2015 11:54	ASA364	B739	ASA	2860	Not Acceptable	No
11/26/2015 11:56	SWA4193	B737	SWA	2572	Not Acceptable	No
11/26/2015 15:11	SWA2257	B733	SWA	2673	Not Acceptable	No
11/26/2015 16:21	SWA3040	B737	SWA	2788	Not Acceptable	No
11/26/2015 16:45	ATN3003	B762	ATN	2896	Not Acceptable	No
11/26/2015 17:34	SKW3486	CRJ7	SKW	1761	Not Acceptable	No
11/27/2015 14:47	SWA5883	B737	SWA	2847	Not Acceptable	No
11/27/2015 18:28	SWA5998	B738	SWA	2739	Not Acceptable	No
11/28/2015 6:50	SWA3422	B737	SWA	2273	Not Acceptable	No
11/28/2015 9:50	SWA3416	B737	SWA	2828	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
11/28/2015 11:58	ASA364	B739	ASA	2437	Not Acceptable	No
11/28/2015 16:11	AAY1017	A319	AAY	2890	Not Acceptable	No
11/28/2015 18:54	SWA1361	B733	SWA	2791	Not Acceptable	No
11/28/2015 22:53	DAL1253	A320	DAL	2887	Not Acceptable	No
11/29/2015 8:02	SWA888	B737	SWA	2417	Not Acceptable	No
11/29/2015 8:16	ASA342	B739	ASA	2519	Not Acceptable	No
11/29/2015 9:26	SWA2743	B737	SWA	2230	Not Acceptable	No
11/29/2015 9:30	SWA676	B737	SWA	2887	Not Acceptable	No
11/29/2015 15:06	SWA1246	B733	SWA	2860	Not Acceptable	No
11/29/2015 16:11	XOJ726	C750	XOJ	2726	Not Acceptable	No
11/29/2015 17:24	UPS950	MD11	UPS	2887	Not Acceptable	No
11/30/2015 15:12	UPS2946	B763	UPS	2778	Not Acceptable	No
11/30/2015 17:51	SKW3486	CRJ7	SKW	2503	Not Acceptable	No
12/1/2015 7:48	UPS2993	A306	UPS	2454	Not Acceptable	No
12/1/2015 7:53	ASA342	B739	ASA	2841	Not Acceptable	No
12/1/2015 16:36	SWA2196	B737	SWA	2854	Not Acceptable	No
12/1/2015 20:33	SWA2072	B737	SWA	2293	Not Acceptable	No
12/1/2015 21:11	FDX28	B77L	FDX	2831	Not Acceptable	No
12/2/2015 9:12	SWA290	B737	SWA	2614	Not Acceptable	No
12/2/2015 12:02	ASA364	B739	ASA	2339	Not Acceptable	No
12/2/2015 15:11	SWA2440	B733	SWA	2401	Not Acceptable	No
12/2/2015 19:57	SWA2128	B737	SWA	2040	Not Acceptable	No
12/2/2015 20:07	SWA2072	B737	SWA	2463	Not Acceptable	No
12/2/2015 22:35	FDX1802	MD11	FDX	2782	Not Acceptable	No
12/3/2015 22:55	SWA315	B737	SWA	2627	Not Acceptable	No
12/4/2015 7:42	ASA342	B738	ASA	2890	Not Acceptable	No
12/4/2015 14:15	N409WN	B737	SWA	2814	Not Acceptable	No
12/4/2015 16:14	SWA2196	B737	SWA	2769	Not Acceptable	No
12/4/2015 19:38	SWA2072	B737	SWA	2552	Not Acceptable	No
12/4/2015 19:40	SWA1426	B737	SWA	2545	Not Acceptable	No
12/4/2015 21:06	SWA2128	B737	SWA	1345	Not Acceptable	No
12/4/2015 23:49	ASA356	B739	ASA	2660	Not Acceptable	No
12/5/2015 17:12	SWA1241	B737	SWA	2883	Not Acceptable	No
12/5/2015 18:03	SKW3486	CRJ7	SKW	1958	Not Acceptable	No
12/5/2015 19:11	SWA1910	B733	SWA	2814	Not Acceptable	No
12/5/2015 19:15	SWA2613	B738	SWA	2139	Not Acceptable	No
12/7/2015 15:41	SWA2229	B737	SWA	2864	Not Acceptable	No
12/7/2015 16:22	SWA2196	B737	SWA	2145	Not Acceptable	No
12/7/2015 16:34	SWA1332	B737	SWA	2864	Not Acceptable	No
12/7/2015 18:33	SWA3169	B738	SWA	2693	Not Acceptable	No
12/7/2015 20:19	SWA2072	B737	SWA	2723	Not Acceptable	No
12/10/2015 23:06	SWA315	B737	SWA	2454	Not Acceptable	No
12/11/2015 23:35	ASA356	B738	ASA	2559	Not Acceptable	No
12/12/2015 14:49	SWA2271	B737	SWA	2860	Not Acceptable	No
12/13/2015 16:34	AAY1017	A319	AAY	2283	Not Acceptable	No
12/13/2015 18:21	SWA3169	B738	SWA	2611	Not Acceptable	No
12/14/2015 9:19	SWA2803	B737	SWA	2693	Not Acceptable	No
12/14/2015 15:21	SWA2440	B733	SWA	2877	Not Acceptable	No
12/15/2015 16:46	SWA1332	B737	SWA	2890	Not Acceptable	No
12/15/2015 19:58	SWA2128	B737	SWA	2352	Not Acceptable	No
12/15/2015 23:49	ASA356	B739	ASA	2726	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
12/16/2015 12:11	JBU167	A320	JBU	2841	Not Acceptable	No
12/16/2015 15:08	SWA2440	B737	SWA	2841	Not Acceptable	No
12/16/2015 19:54	SWA2294	B737	SWA	2788	Not Acceptable	No
12/16/2015 19:57	SWA2072	B733	SWA	2582	Not Acceptable	No
12/16/2015 23:04	SWA315	B737	SWA	2896	Not Acceptable	No
12/17/2015 9:38	SWA2803	B733	SWA	2391	Not Acceptable	No
12/17/2015 19:28	SWA3169	B738	SWA	2545	Not Acceptable	No
12/17/2015 20:57	SWA2128	B737	SWA	2401	Not Acceptable	No
12/20/2015 7:24	UPS9799	B752	UPS	2795	Not Acceptable	No
12/23/2015 19:57	FDX3016	A306	FDX	2831	Not Acceptable	No
12/24/2015 15:24	SWA2257	B733	SWA	2877	Not Acceptable	No
12/25/2015 16:11	SWA3664	B737	SWA	2601	Not Acceptable	No
12/25/2015 23:12	SWA2523	B737	SWA	2604	Not Acceptable	No
12/25/2015 23:32	ASA356	B739	ASA	2752	Not Acceptable	No
12/26/2015 7:43	ASA342	B738	ASA	2870	Not Acceptable	No
12/26/2015 19:12	SWA6552	B737	SWA	2696	Not Acceptable	No
12/26/2015 19:22	SWA9021	B737	SWA	2673	Not Acceptable	No
12/26/2015 19:30	SWA6188	B733	SWA	2851	Not Acceptable	No
12/26/2015 23:32	DAL1253	A320	DAL	2880	Not Acceptable	No
12/27/2015 7:52	ASA342	B739	ASA	2874	Not Acceptable	No
12/27/2015 14:59	SWA555	B733	SWA	1676	Not Acceptable	No
12/28/2015 20:06	SWA2128	B737	SWA	2808	Not Acceptable	No
12/28/2015 22:31	FDX1802	MD11	FDX	2877	Not Acceptable	No
12/29/2015 12:05	SWA1655	B738	SWA	2778	Not Acceptable	No
12/31/2015 23:44	ASA356	B739	ASA	2395	Not Acceptable	No

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

April 3, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

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

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

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

Please use Runway 12/30 for turbojet aircraft departures.

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

North Field Jet Landing Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

April 3, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

North Field VFR Departure Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

March 23, 2014

Flight Operations Manager
XXXXXXXXXXXX
XXXXXXXXXXXX

Dear Flight Operations Manager:

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

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North Field Quiet Hours Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

March 12, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

Helicopter Flight Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: flightoperations@jets.com

March 12, 2014

Flight Operations Manager
XXXXXXXXXX
XXXXXXXXXX

Dear Flight Operations Manager:

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

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

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

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

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

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

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

Sincerely,

Jesse Richardson
Associate Airport Noise Abatement Specialist

Enclosures: Noise Abatement Procedures

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