



**Oakland**International Airport



A division of the Port of Oakland

# Quarterly Aircraft Noise Report

**Second Quarter 2016**



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Prepared by  
Oakland International Airport  
Noise/Environmental Compliance Office

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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 her/his aircraft. Pilots in command make the final decisions relative to runway use; therefore, pilots may request to use any available runway. Neither the Airport nor the FAA air traffic controllers may restrict a pilot's access to an available runway.

### SAFETY COMES FIRST

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

### DISCLAIMER

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

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

## QUARTERLY REPORTS COMPLIANCE COMPARISON SUMMARY TABLE

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

Compliance Monitoring Quarterly Summary Comparison Second Quarter 2016				
	2015Q2		2016Q2	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	89%	11%
Total Airport-wide Corporate Jet Departures	2,409	156	2,533	306
Runway 10R/L Jet Landing Compliance	86%	14%	100%	0%
Total Southeast Plan Corporate Jet Landings	19	3	10	0
North Field VFR Departure Compliance	95%	5%	97%	3%
Total Runways 28R/L & 33 Departures	422	23	557	19
North Field Quiet Hours Compliance	65%	35%	79%	21%
Total North Field Quiet Hours Departures	91	48	180	48
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	15,654	3	17,218	11
Night Time Departure Compliance	99%	1%	98%	2%
Total Runway 30 Night Turbojet Departures	2,950	37	3,353	59
Runway 12 Night Departure Compliance	62%	38%	100%	0%
Total Runway 12 Night Turbojet Departures	13	8	11	0
Runway 30 East Turn Departure Compliance	97%	3%	96%	4%
Total Runway 30 East Turn Departures	4,218	129	4,919	214
100 Degree Radial Turbojet Landing Compliance	96%	4%	92%	8%
Total 100 Degree Radial Turbojet Landings	2,231	102	2,252	185
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	8	0	10	0

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# NORTH FIELD REPORTS

## NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

## JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Second Quarter 2016				
	April	May	June	Quarterly
Airport-wide Corporate Jet Departures	847	962	1,030	2,839
Compliant Corporate Jet Departures	767	893	873	2,533
Non-compliant Corporate Jet Departures	80	69	157	306
Corporate Jet Departure Compliance Rate	91%	93%	85%	89%
Excused Jet Departures	27	90	18	135
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	5,556	5,850	6,393	17,799
Compliant Airport-wide Jet Departures	5,476	5,781	6,236	17,493
Non-compliant Airport-wide Jet Departures	80	69	157	306
Airport-wide Jet Departure Compliance Rate	99%	99%	98%	98%

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## JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Second Quarter 2016				
	April	May	June	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	10	0	0	10
Compliant SE Plan Corporate Jet Landings	10	0	0	10
Non-compliant SE Plan Corporate Jet Landings	0	0	0	0
SE Plan Corporate Jet Landing Compliance Rate	100%	N/A	N/A	100%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	36	0	2	38
Airport-wide Compliant SE Plan Jet Landings	36	0	2	38
Airport-wide Non-compliant SE Plan Landings	0	0	0	0
Airport-wide Jet Landing SE Plan Compliance Rate	100%	N/A	100%	100%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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## NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

The North Field VFR (visual flight rules) noise abatement procedure is designed for Runways 28R/L or 33 aircraft departures to minimize flights over residential areas of Alameda. Pilots are instructed to make a right turn over San Leandro Bay until reaching Interstate 880. A noncompliant departure is defined as a VFR departure from Runways 28R/L or 33 that flies over Alameda residential areas when it may have been safe to follow the VFR noise abatement procedure.

North Field VFR Aircraft Departure NAP Compliance Summary Second Quarter 2016				
	April	May	June	Total
Total VFR Departures	183	214	179	576
Total VFR Departures Over Alameda	30	38	44	112
Compliant Departures	176	204	177	557
Non-compliant Departures	7	10	2	19
Compliance Rate	96%	95%	99%	97%

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## NORTH FIELD QUIET HOURS PROCEDURES

The North Field Quiet Hours Procedures were designed to minimize aircraft noise on residential areas adjacent to the North Field from 10 p.m. to 7 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.) Second Quarter 2016				
	April	May	June	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	75	70	83	228
Compliant Night Departures	61	51	68	180
Average Compliant Departures per Night	2.0	1.6	2.2	2.0
Non-Compliant Night Departures	14	19	15	48
Average Non-Compliant Departures per Night	0.5	0.6	0.5	0.5
Night Departure Compliance Rate	81%	73%	82%	79%

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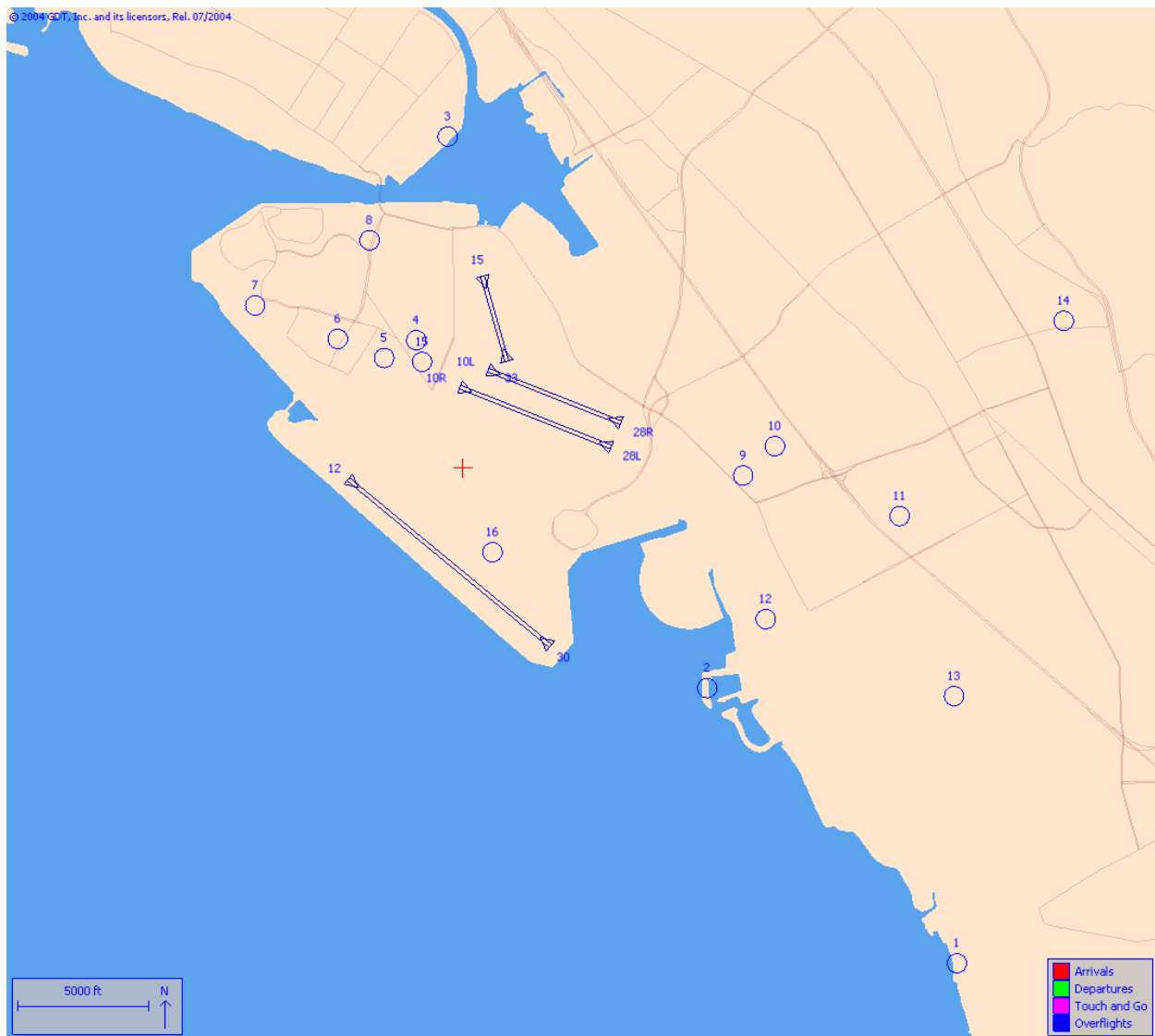
## NIGHTTIME SEL NOISE MEASUREMENTS REPORT

The Nighttime SEL Noise Measurements Report provides a summary of aircraft departure noise measurements of SEL (sound exposure level) that are equal to or greater than 80 dB (decibels). The data is being reported in this format to simplify the aircraft noise event review process by focusing on the most significant noise events and to the levels that may cause sleep disturbance for some residents in adjacent communities. All aircraft noise measurements between 10:00 p.m. and 7:00 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 = 228**

**Second Quarter 2016 (10:00 p.m. to 7:00 a.m.)**

NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
1	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
2	13	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	13
3	58	6	0.1	1.1%	2	0.0	0.4%	0	0.0	0.0%	66
4	76	59	0.7	10.4%	43	0.5	7.6%	25	0.3	4.4%	203
5	78	29	0.3	5.1%	23	0.3	4.1%	20	0.2	3.5%	150
6	29	21	0.2	3.7%	29	0.3	5.1%	8	0.1	1.4%	87
7	31	22	0.2	3.9%	12	0.1	2.1%	0	0.0	0.0%	65
8	42	26	0.3	4.6%	6	0.1	1.1%	0	0.0	0.0%	74
9	4	2	0.0	0.4%	3	0.0	0.5%	0	0.0	0.0%	9
10	10	7	0.1	1.2%	0	0.0	0.0%	0	0.0	0.0%	17
11	1	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	4
12	3	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	3
13	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
14	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
<b>All NMTs</b>	350	175	2	0	118	1	0	53	1	0	696

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**Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 224**

Second Quarter 2016 (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	58	6	0.1	2.5%	2	0.0	0.8%	0	0.0	0.0%	66
4	76	59	0.7	24.7%	43	0.5	18.0%	25	0.3	10.5%	203
5	78	29	0.3	12.1%	23	0.3	9.6%	20	0.2	8.4%	150
6	29	21	0.2	8.8%	29	0.3	12.1%	8	0.1	3.3%	87
7	31	22	0.2	9.2%	12	0.1	5.0%	0	0.0	0.0%	65
8	42	26	0.3	10.9%	6	0.1	2.5%	0	0.0	0.0%	74
<b>Total</b>	<b>314</b>	<b>163</b>	<b>1.8</b>		<b>115</b>	<b>1.3</b>		<b>53</b>	<b>0.6</b>		<b>645</b>

**Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 4**

Second Quarter 2016 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
2	13	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	13
9	4	2	0.0	0.6%	3	0.0	0.9%	0	0.0	0.0%	9
10	10	7	0.1	2.1%	0	0.0	0.0%	0	0.0	0.0%	17
11	1	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	4
12	3	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	3
13	0	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	0
14	5	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	5
<b>Total</b>	<b>36</b>	<b>12</b>	<b>0.1</b>		<b>3</b>	<b>0.0</b>		<b>0</b>	<b>0.0</b>		<b>51</b>

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## SOUTH FIELD REPORTS

### RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Second Quarter 2016				
	April	May	June	Quarter
Runway 30 Turbojet Departures	5,367	5,668	6,194	17,229
Compliant Departures	5,364	5,665	6,189	17,218
Non-compliant Departures	3	3	5	11
Percentage of Non-compliance	0.1%	0.1%	0.1%	0.1%
Compliance Rate	100%	100%	100%	100%

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### NIGHT TIME DEPARTURE PROCEDURE

The HUSSH departure is a FAA (RNAV) departure procedure at Oakland International Airport established to reduce noise on residential communities at nighttime. The HUSSH departure procedure is described as a turbojet aircraft take-off from Runway 30 climb heading 296 degrees to at or above 520 feet, then left turn direct HUSSH. This departure procedure is assigned between 10:00 p.m. and 7:00 a.m. for Runway 30 turbojet aircraft departures.

Night Time Procedure Departure NAP Compliance Summary 10:00 pm - 7:00 am Second Quarter 2016				
	April	May	June	Quarter
Runway 30 Nighttime Turbojet Departures	1,055	1,070	1,287	3,412
Buffer Time Departures	17	21	16	54
Compliant Departures	1,039	1,055	1,259	3,353
Non-compliant Departures	16	15	28	59
Compliance Rate	98%	99%	98%	98%

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## ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 2016, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Second Quarter 2016 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	112	37	5	69	77	26
DC10/MD10	65	22	17	66	75	16
MD11	210	70	65	66	75	19
A306	115	38	14	65	74	20
B757	186	62	23	65	74	22
B77L	77	26	6	65	74	20
Difference [A-B]						
DC10/MD10		-65	-15	-3	-3	-6
MD11		38	52	-4	-4	-5
A306		-29	-7	-2	-3	-5
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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## Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Second Quarter 2015, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Second Quarter 2015 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	32	11	3	65	73	11
DC10/MD10	115	38	45	66	74	15
MD11	142	47	58	66	75	15
A306	75	25	17	65	74	15
B757	114	38	24	65	74	11
B77L	63	21	2	65	73	14
Difference [A-B]						
DC10/MD10		-49	13	-3	-4	-7
MD11		15	45	-4	-4	-9
A306		-42	-4	-2	-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 7:00 a.m..

Runway 12 Night Departure NAP Compliance Summary (10:00 PM to 7:00 AM) Second Quarter 2016				
	April	May	June	Quarter
Jet Departures	11	0	0	11
Non-Compliant Departures	0	0	0	0
Compliant Departures	11	0	0	11
Compliance Rate	100%	No SE Plan	No SE Plan	100%
Note: The noise abatement procedure is officially implemented between 10:00 p.m. and 7:00 a.m. nightly.				

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## ENGINE RUN-UP PROCEDURE PROGRAM

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

Engine Run-up Program Second Quarter 2016				
	April	May	June	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	1	1
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	1	3	5	9
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	1	3	6	10
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Second Quarter 2016				
	April	May	June	Quarter
Total Runway 30 East Turn Turbojet Departures	1,501	1,644	1,988	5,133
Non-compliant Turbojet Departures	56	68	90	214
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,445	1,576	1,898	4,919
Compliance Rate	96%	96%	95%	96%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Second Quarter 2016				
	April	May	June	Quarter
Turbojets on Downwind RWY 30 Approach	774	816	847	2,437
Non-compliant Turbojets	62	47	76	185
Total Turbojet Aircraft Above 3K Feet ASL*	712	769	771	2,252
Compliance Rate	92%	94%	91%	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  
April 2016**

<b>Community</b>	<b>Callers</b>	<b>Complaints</b>
Alameda(BFI)	22	94
Alameda(Central)	15	57
Berkeley	5	6
Castro Valley	1	3
Fremont	1	5
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	59	6518
Piedmont	1	6
San Francisco	2	18
San Leandro	9	196
San Lorenzo	0	0
Other Communities	10	125
<b>Total</b>	<b>125</b>	<b>7028</b>
<b>Complaints by Time of Day</b>		
Day ( 0700 - 1900 )		2839
Evening ( 1900 - 2200 )		365
Night ( 2200 - 0700 )		3824
<b>Complaints by Type of Operation</b>		
Arrivals		4174
Departures		1149
Over-flights		0
Touch & Go		32
Not Linked to an Operation		1673
<b>Complaints by Type of Aircraft</b>		
Helicopter		59
Jet		4529
Military		1
Not Reported		1673
Other		29
Propeller		737

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**Oakland International Airport  
Noise Complaint Summary  
May 2016**

<b>Community</b>	<b>Callers</b>	<b>Complaints</b>
Alameda(BFI)	19	93
Alameda(Central)	18	165
Berkeley	4	15
Castro Valley	1	42
Fremont	3	3
Hayward	1	1
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	60	2159
Piedmont	0	0
San Francisco	2	2
San Leandro	7	156
San Lorenzo	0	0
Other Communities	9	42
<b>Total</b>	<b>124</b>	<b>2678</b>
<b>Complaints by Time of Day</b>		
Day ( 0700 - 1900 )		1384
Evening ( 1900 - 2200 )		650
Night ( 2200 - 0700 )		644
<b>Complaints by Type of Operation</b>		
Arrivals		1664
Departures		977
Over-flights		0
Touch & Go		34
Not Linked to an Operation		3
<b>Complaints by Type of Aircraft</b>		
Helicopter		59
Jet		1946
Military		0
Not Reported		3
Other		49
Propeller		621

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**Oakland International Airport  
Noise Complaint Summary  
June 2016**

Community	Callers	Complaints
Alameda(BFI)	28	372
Alameda(Central)	23	262
Berkeley	1	1
Castro Valley	3	22
Fremont	2	2
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	31	2927
Piedmont	0	0
San Francisco	1	7
San Leandro	6	179
San Lorenzo	1	1
Other Communities	11	48
<b>Total</b>	<b>107</b>	<b>3821</b>
<b>Complaints by Time of Day</b>		
Day ( 0700 - 1900 )		2658
Evening ( 1900 - 2200 )		477
Night ( 2200 - 0700 )		686
<b>Complaints by Type of Operation</b>		
Arrivals		1805
Departures		1997
Over-flights		0
Touch & Go		15
Not Linked to an Operation		4
<b>Complaints by Type of Aircraft</b>		
Helicopter		79
Jet		2733
Military		0
Not Reported		4
Other		199
Propeller		806

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## AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Second Quarter 2016					
	April	May	June	Total	Percentage
Runway 28L	12	19	8	39	17%
Runway 28R	58	48	66	172	75%
Runway 33	2	3	8	13	6%
Alameda Overflights	72	70	82	224	98%
Runway 10L	3	0	1	4	2%
Runway 10R	0	0	0	0	0%
Runway 15	0	0	0	0	0%
San Leandro Overflights	3	0	1	4	2%
Total Departures	75	70	83	228	100%

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

North Field VFR/IFR Departures by Runway Second Quarter 2016				
	April	May	June	Total
VFR Departures				
Runway 28L	8	22	19	49
Runway 28R	91	106	105	302
Runway 33	85	89	56	230
VFR Departures	184	217	180	581
IFR Departures				
Runway 28L	265	326	275	866
Runway 28R	743	818	898	2,459
Runway 33	224	246	291	761
IFR Departures	1,232	1,390	1,464	4,086
Total Departures	1,416	1,607	1,644	4,667

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**Operations Table 3. Runway Use by Aircraft Category**

	Aircraft Category	OAK Aircraft Operations by Category and Runway Second Quarter 2016											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	6	151	-	-	3	1	3	546	2,128	-	2,681	2,681
	Helicopters	-	-	-	-	-	-	-	-	2	407	409	409
	Commercial Jets	27	14,524	14,551	-	1	-	-	34	12	-	47	14,598
	Military	-	2	2	-	-	-	-	-	-	-	-	2
	Propeller	-	6	6	37	86	3	1	310	1,822	-	2,259	2,265
	Regional Jets	1	299	300	-	-	-	-	9	130	-	139	439
	Turboprops	1	461	462	2	6	4	-	177	1,444	-	1,633	2,095
	Unknown	-	95	95	-	4	-	-	28	110	-	142	237
Sub-totals		35	15,538	15,416	39	100	8	4	1,104	5,648	407	7,310	22,726
Departures	Corporate Jets	1	2,356	2,357	-	51	2	9	207	209	-	478	2,835
	Helicopters	-	-	-	-	-	1	-	-	2	202	205	205
	Commercial Jets	57	14,437	14,494	-	-	-	1	19	2	-	22	14,516
	Military	-	1	1	-	-	-	-	-	-	-	-	1
	Propeller	10	11	21	27	821	68	3	150	1,310	-	2,379	2,400
	Regional Jets	-	435	435	-	-	-	1	3	1	-	5	440
	Turboprops	2	254	256	-	93	7	4	527	1,207	-	1,838	2,094
	Unknown	-	180	-	-	26	7	-	9	30	-	72	72
Sub-totals		70	17,674	17,564	27	991	85	18	915	2,761	202	4,999	22,563
Touch & Go Sub-totals		-	1	1	12	166	1	3	336	777	-	1,295	1,296
Grand Total		105	33,213	32,981	78	1,257	94	25	2,355	9,186	609	13,604	46,585

**Operations Table 4.** Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Second Quarter 2016											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	27	14,524	14,551	-	1	-	-	34	12	-	47	14,598
	Regional Jets	1	299	300	-	-	-	-	9	130	-	139	439
Commercial Jet Sub-totals		28	14,823	14,851	-	1	-	-	43	142	-	186	15,037
	Corporate Jets	6	151	157	-	3	1	3	546	2,128	-	2,681	2,838
All Jet Arrivals Sub-totals		34	14,974	15,008	-	4	1	3	589	2,270	-	2,867	17,875
Departures	Commercial Jets	57	14,437	14,494	-	-	-	1	19	2	-	22	14,516
	Regional Jets	-	435	435	-	-	-	1	3	1	-	5	440
Commercial Jet Sub-totals		57	14,872	14,929	-	-	-	2	22	3	-	27	14,956
	Corporate Jets	1	2,356	2,357	-	51	2	9	207	209	-	478	2,835
All Jet Departures Sub-totals		58	17,228	17,286	-	51	2	11	229	212	-	505	17,791
Grand Total		92	32,202	32,294	-	55	3	14	818	2,482	-	3,372	35,666

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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 Did Not Advise:** 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.

**Departure Timing:** 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 or departure time to avoid aircraft delays. This activity or action will be investigated to determine if the aircraft flight was in compliance with noise abatement procedures.

**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.

**Not Acceptable:** This term is used to describe an aircraft that was not in compliance with one of the airport's voluntary aircraft noise abatement procedures. These aircraft departures or arrivals are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

**Pilot Refusal:** 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 refuse departure from Runways 28R/L. Typically, the jet aircraft pilots notified the Port of Oakland that they will no



longer taxi to Runway 30 for departure for operation consideration. Pilot refusal are considered not in compliance with the noise abatement procedures.

**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.

**System Error:** This term is used to describe an aircraft operation that is recognized incorrectly by NOMS system. For example, an aircraft arrival may be assigned an operation type departure. This aircraft operation will be considered compliant with noise abatement procedures.

**Time Buffer:** Aircraft departures from 10:00 to 10:10 p.m. and from 6:50 to 7:00 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 7:00 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.

**315 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 315 degree heading flying over nearby residential areas. These aircraft departures are considered to be non-compliant with noise abatement procedures unless determined to be exempt for a specific reason as judged by the reviewer.

## Nighttime SEL Noise Measurement Summary Definitions

These terms are used in the Nighttime SEL Report.

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

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

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## APPENDICES

### Jet Aircraft Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/1/2016 1:34	SWQ9103	N804TJ	B734	3316	28L	J	System Error	Yes
4/1/2016 15:55	N682CE	N682CE	C560	4201	28L	B	Pilot Requested	No
4/2/2016 12:11	ASP524		C25A	3222	28L	B	Runway/Taxiway Maintenance	Yes
4/2/2016 14:49	SWA2526	N933WN	B737	3301	28L	J	Runway/Taxiway Maintenance	Yes
4/2/2016 14:53	SWA4124	N423WN	B737	3662	28L	J	Runway/Taxiway Maintenance	Yes
4/3/2016 12:39	N600VM	N600VM	C525	3767	28R	B	Pilot Requested	No
4/3/2016 17:39	N930MG		C680	5335	28L	B	System Error	Yes
4/4/2016 2:11	VOI907		A320	3317	28L	J	RWY 30 Routine Closure	Yes
4/5/2016 13:53	N559HF	N559HF	C525	4225	28R	B	System Error	Yes
4/6/2016 7:06	N206AH	N206AH	E50P	3234	28L	B	Pilot Refusal	No
4/6/2016 8:26	JAS14	N906D	F900	6360	28L	B	Pilot Requested	No
4/6/2016 10:16	N112CW	N112CW	C56X	3660	28R	B	Pilot Requested	No
4/6/2016 11:11	N8888H	N8888H	H25C	3612	28R	B	Pilot Requested	No
4/6/2016 14:37			GLEX	3712	30	B	System Error	Yes
4/6/2016 16:31	N61FF	N61FF	CL60	1761	28L	B	Pilot Requested	No
4/7/2016 14:05	JUS327	N327US	DC93	3751	28L	J	Pilot Requested	No
4/7/2016 16:09	GDG495	N495RS	GLF4	6340	28L	B	Pilot Requested	No
4/7/2016 19:50	EDG44		GLF4	3265	28L	B	Pilot Requested	No
4/8/2016 0:37	PXT252	PXT252	C25B	6353	28R	B	Lifeguard Medical	Yes
4/8/2016 1:43	N352TV		LJ35	3251	28R	B	Pilot Requested	No
4/8/2016 7:12	N848JS		C56X	3703	28L	B	Pilot Requested	No
4/8/2016 10:19	DAL8926	N328NB	A319	1722	28L	J	Pilot Requested	No
4/8/2016 13:42	N721MM	N721MM	GLF5	3370	28L	B	Runway/Taxiway Maintenance	Yes
4/8/2016 14:33	TWY604	N604MM	CL60	3741	28L	B	ATC Instructions	No
4/8/2016 15:25	N615PG	N615PG	E135	3240	28L	R	ATC Instructions	No
4/8/2016 15:37	EJA656	N656QS	C56X	3726	28L	B	ATC Instructions	No
4/8/2016 15:51	EJA682	N682QS	C56X	6362	28R	B	ATC Instructions	No
4/8/2016 16:26	RSP254	N585JS	E50P	3310	28R	B	ATC Instructions	No
4/8/2016 17:52	N50AK	N50AK	LJ35	6364	28L	B	ATC Instructions	No
4/8/2016 18:55	N815JW	N815JW	GALX	3247	28L	B	ATC Instructions	No
4/8/2016 19:41	EJA919	N919QS	C750	3310	28L	B	ATC Instructions	No
4/9/2016 0:27	GAJ504	N504UP	C56X	1774	28L	B	ATC Instructions	No
4/9/2016 8:02	XOJ706	N706XJ	C750	4507	28R	B	ATC Instructions	No
4/9/2016 8:09	LXJ548	N548FX	CL30	3732	28R	B	ATC Instructions	No
4/9/2016 8:12	TMC401	N401TM	H25B	1713	28L	B	ATC Instructions	No
4/9/2016 8:29	N502QS		GLF5	3344	28L	B	ATC Instructions	No
4/9/2016 8:42	N808JG	N808JG	GLF5	3742	28L	B	ATC Request	No
4/9/2016 8:46	N107RG	N107RG	F2TH	1770	28L	B	ATC Instructions	No
4/9/2016 9:53	N431MC	N431MC	C525	3312	28R	B	ATC Instructions	No
4/9/2016 10:08	XOJ578	N578XJ	CL30	3372	28L	B	ATC Instructions	No
4/9/2016 10:34	N535PS	N535PS	LJ31	3772	28L	B	ATC Instructions	No
4/9/2016 10:55	RSP884	N579JS	E50P	4224	28L	B	ATC Instructions	No
4/9/2016 11:03	LXJ522		CL30	1727	28L	B	ATC Instructions	No
4/9/2016 11:28	EJA827	N827QS	C560	3213	28L	B	ATC Instructions	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
4/9/2016 11:40	N876UC	N876UC	C25A	3334	28R	B	ATC Instructions	No
4/9/2016 12:08	N496TM	N496TM	BE40	3264	28R	B	ATC Instructions	No
4/9/2016 12:45	EJA111	N111QS	GL5T	3245	28L	B	ATC Instructions	No
4/9/2016 12:47	LXJ441	N441FX	LJ45	3203	28R	B	ATC Instructions	No
4/9/2016 13:00	RSP389	N580JS	E50P	4551	28R	B	ATC Instructions	No
4/9/2016 15:14	JAS12		F900	1706	28L	B	Pilot Refusal	No
4/10/2016 6:59	N803GJ		LJ55	4264	28L	B	Pilot Refusal	No
4/10/2016 8:45	N8888H	N8888H	H25C	3225	28L	B	Pilot Refusal	No
4/10/2016 18:13	N600VM	N600VM	C525	3343	28R	B	Pilot Requested	No
4/11/2016 8:02	JAS14	JAS14	F900	3676	28L	B	Pilot Refusal	No
4/12/2016 17:37	PXT525	N525CR	C25B	4576	28R	B	Lifeguard Medical	Yes
4/12/2016 21:09	LN99AG	N99AG	C25B	4535	28L	B	Lifeguard Medical	Yes
4/15/2016 12:58	N803GJ		LJ55	4517	28L	B	Pilot Refusal	No
4/15/2016 15:13	PXT499	N499GB	C680	5336	28R	B	Lifeguard Medical	Yes
4/15/2016 18:17	LN777AX		C550	4546	28R	B	Lifeguard Medical	Yes
4/17/2016 21:52	LXJ90	N90FX	GLEX	4256	28R	B	Pilot Requested	No
4/18/2016 5:28	SWA1576	N7830A	B737	3333	28L	J	RWY 30 Routine Closure	Yes
4/18/2016 5:37	SWA3704	N723SW	B737	3344	28L	J	RWY 30 Routine Closure	Yes
4/18/2016 12:57	N559X	N559X	GLF5	3731	28L	B	Pilot Requested	No
4/18/2016 16:47	LN93LE		LJ35	1742	28R	B	Lifeguard Medical	Yes
4/18/2016 16:57	N803GJ		LJ55	4576	28L	B	Pilot Requested	No
4/18/2016 19:14	XOJ789	N789XJ	C750	4560	28R	B	Departure Timing	No
4/19/2016 10:43	N378CM	N378CM	C510	1716	28R	B	Pilot Requested	No
4/19/2016 13:09	N888GJ	N888GJ	H25C	3337	28L	B	Pilot Refusal	No
4/19/2016 13:54	N714K	N714K	FA7X	6311	28L	B	Pilot Requested	No
4/19/2016 16:47	N175DP	N175DP	CL30	3760	28R	B	Pilot Requested	No
4/21/2016 12:05	N803GJ	N803GJ	LJ55	4576	28L	B	Pilot Refusal	No
4/21/2016 22:52	PXT44	N44CK	C525	4224	28L	B	Lifeguard Medical	Yes
4/22/2016 10:38	CFEMT	CFEMT	LJ35	3314	28R	B	Lifeguard Medical	Yes
4/23/2016 16:38	LPXT44	N44CK	C525	4267	28L	B	Lifeguard Medical	Yes
4/23/2016 17:33	LN777AX		C550	4571	28R	B	Lifeguard Medical	Yes
4/24/2016 0:11	LN777AX		C550	4257	28R	B	Lifeguard Medical	Yes
4/24/2016 14:10	LN561SR	N561SR	C560	6351	28L	B	Lifeguard Medical	Yes
4/24/2016 14:16	JAS15	N714K	FA7X	1727	28L	B	Pilot Requested	No
4/25/2016 11:23	N803GJ		LJ55	3217	28L	B	Pilot Requested	No
4/25/2016 13:45	JAS11	N490S	F900	6362	28L	B	Pilot Refusal	No
4/25/2016 14:07	N8888H	N8888H	H25C	3737	28L	B	Pilot Requested	No
4/25/2016 15:14	N682CE		C560	4561	28R	B	Pilot Requested	No
4/25/2016 16:41	N906D	N906D	F900	3601	28L	B	Pilot Requested	No
4/26/2016 13:05	N626NT	N626NT	F2TH	6344	28L	B	Pilot Requested	No
4/26/2016 16:58	PXT44	N44CK	C525	4541	28R	B	Lifeguard Medical	Yes
4/26/2016 17:13	N288A	N288A	GLF5	6346	28R	B	Pilot Requested	No
4/26/2016 20:18	LN811AM	N811AM	H25B	3313	28L	B	Lifeguard Medical	Yes
4/27/2016 11:51	JAS14	N906D	F900	3237	28L	B	Pilot Refusal	No
4/27/2016 13:15	N610JC		C550	3277	28R	B	Pilot Refusal	No
4/27/2016 13:33	NSH85	N585LE	CL30	4230	28L	B	Pilot Refusal	No
4/27/2016 14:48	JAS12	N790T	F900	3663	28L	B	Pilot Refusal	No
4/27/2016 15:34	JAS15	N714K	FA7X	3205	28L	B	Pilot Refusal	No
4/27/2016 17:10	GDG495	N495RS	GLF4	3231	28L	B	Pilot Refusal	No
4/27/2016 17:55	LXJ549	N549FX	CL30	4515	28L	B	Pilot Refusal	No
4/28/2016 4:02	N803GJ		LJ55	3217	28L	B	Pilot Refusal	No

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4/28/2016 6:23	PXT44	N44CK	C525	4227	28L	B	Lifeguard Medical	Yes
4/28/2016 10:14	N906D	N906D	F900	1727	28L	B	Pilot Requested	No
4/28/2016 10:36	TWY92	N922LJ	F900	4531	28L	B	Pilot Requested	No
4/28/2016 21:37	LN777AX		C550	4556	28R	B	Lifeguard Medical	Yes
4/29/2016 14:31	N71TV	N71TV	GLF4	1731	28L	B	Pilot Requested	No
4/29/2016 15:12	N803GJ		LJ55	4506	28L	B	Pilot Refusal	No
4/29/2016 15:37	N626NT	N626NT	F2TH	4562	28L	B	Pilot Refusal	No
4/30/2016 4:30	LN777AX		C550	3201	28R	B	Lifeguard Medical	Yes
4/30/2016 7:01	N821AM	N821AM	GLEX	3221	28L	B	ATC Did Not Advise	No
4/30/2016 9:40	TMC855	N855TM	H25B	4262	28L	B	Departure Timing	No
4/30/2016 13:49	N8888H	N8888H	H25C	3750	28L	B	Pilot Refusal	No
4/30/2016 16:49	EJA313	N313QS	C680	6331	28L	B	Departure Timing	No
4/30/2016 20:55	N468ES		C650	3377	28L	B	Departure Timing	No
5/1/2016 16:15	N257CM	N257CM	C510	6314	28R	B	Pilot Requested	No
5/2/2016 5:32	SWA1576		B737	3327	28L	J	RWY 30 Routine Closure	Yes
5/2/2016 5:42	SWA3704	N7819A	B737	3353	28L	J	RWY 30 Routine Closure	Yes
5/2/2016 5:44	SWA2439	N726SW	B737	3307	28L	J	RWY 30 Routine Closure	Yes
5/2/2016 7:52	JAS12		F900	3772	28L	B	Pilot Refusal	No
5/2/2016 10:31	PXT55	N525NG	C25A	6374	28L	B	Lifeguard Medical	Yes
5/3/2016 10:03	JAS11	N490S	F900	1745	28L	B	Pilot Refusal	No
5/3/2016 10:59	N206AH		E50P	3740	28R	B	Pilot Refusal	No
5/3/2016 14:23	N888GJ	N888GJ	H25C	3675	28L	B	Pilot Refusal	No
5/3/2016 16:26	TMC418	N418TM	BE40	4543	28R	B	System Error	Yes
5/4/2016 10:04	N626NT	N626NT	F2TH	3647	28L	B	Pilot Requested	No
5/5/2016 11:24	JAS12	N790T	F900	4567	28R	B	Pilot Refusal	No
5/5/2016 13:58			LJ60	4234	28R	B	System Error	Yes
5/5/2016 14:55	N112CW	N112CW	C56X	3606	28R	B	Pilot Requested	No
5/6/2016 14:19	N851GG	N851GG	GLF4	3713	28R	B	Pilot Requested	No
5/7/2016 19:15	N71MT	N71MT	EA50	3307	28R	B	Pilot Requested	No
5/7/2016 19:33	N196X		GALX	3267	28R	B	Pilot Requested	No
5/9/2016 5:26	N501CV	N501CV	GLF5	3353	28L	B	Pilot Requested	No
5/9/2016 7:42	N63YA	N63YA	C525	6377	28R	B	Pilot Requested	No
5/9/2016 9:29	N714K	N714K	FA7X	3354	28L	B	Pilot Requested	No
5/9/2016 12:51	N99AG	N99AG	C25B	4507	28L	B	Pilot Requested	No
5/9/2016 17:08	N63YA	N63YA	C525	1750	28L	B	ATC Instructions	No
5/10/2016 7:53	N888GJ	N888GJ	H25C	3622	28L	B	Pilot Requested	No
5/10/2016 9:54	N713L		FA7X	3643	28L	B	Pilot Requested	No
5/10/2016 9:57	N8888H	N8888H	H25C	4240	28L	B	Pilot Requested	No
5/10/2016 13:02	N115RN		FA50	3602	28L	B	Pilot Requested	No
5/10/2016 13:38	N728FJ	N728FJ	F2TH	4275	28L	B	Pilot Requested	No
5/10/2016 14:56	N728FJ	N728FJ	F2TH	3664	28L	B	Pilot Requested	No
5/10/2016 16:19	JAS14	N906D	F900	1771	28L	B	Pilot Requested	No
5/11/2016 9:23	N626NT	N626NT	F2TH	3705	28R	B	Pilot Requested	No
5/11/2016 14:07	N431MC	N431MC	C525	3674	28R	B	Pilot Requested	No
5/11/2016 14:25	N90WP	N90WP	H25B	3311	28R	B	Pilot Requested	No
5/11/2016 14:26	LN777AX		C550	4267	28R	B	Lifeguard Medical	Yes
5/11/2016 15:57	N880TD	N880TD	FA50	3375	28R	B	Pilot Requested	No
5/11/2016 16:47	N166RD	N166RD	C56X	1744	28L	B	Pilot Requested	No
5/11/2016 17:12	N615PG	N615PG	E135	3775	28L	R	System Error	Yes
5/11/2016 18:22	N8888H	N8888H	H25C	4241	28L	B	Pilot Requested	No
5/11/2016 19:21	LN777AX		C550	4255	28R	B	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/12/2016 8:17	JAS14	N906D	F900	3714	28R	B	Pilot Requested	No
5/12/2016 9:28	N99AG	N99AG	C25B	3264	28R	B	Pilot Requested	No
5/12/2016 13:13	N208BH	N208BH	LJ60	3315	28R	B	Pilot Requested	No
5/12/2016 14:23	N800FZ		C510	3364	28R	B	Pilot Requested	No
5/13/2016 14:06	N206AH		E50P	3351	28R	B	Pilot Requested	No
5/13/2016 19:43	RSP114	N583JS	E50P	3243	28L	B	Pilot Requested	No
5/14/2016 10:02	OPT307	N307FL	E55P	4510	28L	B	Departure Timing	No
5/15/2016 14:56	N803GJ	N803GJ	LJ55	4236	28L	B	Pilot Refusal	No
5/16/2016 4:56	DPJ998	N998CX	C750	3316	28L	B	Pilot Requested	No
5/16/2016 7:04	N906D	N906D	F900	3651	28L	B	Pilot Requested	No
5/16/2016 9:47	N108MV	N108MV	C550	4266	28R	B	Pilot Requested	No
5/16/2016 19:14	SKW3459	N225AG	CRJ7	6313	28L	R	System Error	Yes
5/17/2016 14:59	N490S	N490S	F900	3262	28L	B	Pilot Requested	No
5/17/2016 15:50	N206AH		E50P	1737	28R	B	Pilot Requested	No
5/17/2016 16:47	N626NT	N626NT	F2TH	3653	28L	B	Pilot Requested	No
5/17/2016 22:55	PXT55	N525NG	C25A	4531	28L	B	Lifeguard Medical	Yes
5/18/2016 5:39	LN777AX		C550	3330	28L	B	Lifeguard Medical	Yes
5/18/2016 23:29	PXT44	N44CK	C525	4255	28R	B	Lifeguard Medical	Yes
5/19/2016 15:18	N803GJ	N803GJ	LJ55	4550	28L	B	Pilot Requested	No
5/20/2016 6:23	LN561SR	N561SR	C560	3730	28L	B	Lifeguard Medical	Yes
5/20/2016 8:03	ASA891	N423AS	B739	3724	28L	J	System Error	Yes
5/20/2016 13:14	OPT721	N721FL	C750	4202	28R	B	System Error	Yes
5/20/2016 14:46	GDG495	N495RS	GLF4	4506	28R	B	Pilot Requested	No
5/20/2016 14:49	EJA914	N914QS	C750	4231	28R	B	Pilot Requested	No
5/20/2016 18:30	GDG495	N495RS	GLF4	6330	28L	B	Pilot Requested	No
5/21/2016 10:22	DAL8926	N663DN	B752	3602	28R	J	ATC Instructions	No
5/21/2016 17:52	N619RJ	N619RJ	EA50	1767	28R	B	Pilot Requested	No
5/22/2016 9:11	N803GJ		LJ55	4221	28L	B	Pilot Refusal	No
5/22/2016 13:55	PXT55	N525NG	C25A	3232	28L	B	Lifeguard Medical	Yes
5/22/2016 15:02	JAS11	N490S	F900	3641	28L	B	Pilot Requested	No
5/22/2016 16:40	N930MG		C680	371	28R	B	System Error	Yes
5/22/2016 18:42	PXT44	N44CK	C525	4561	28R	B	Lifeguard Medical	Yes
5/23/2016 5:33	SWA1576	N241WN	B737	3252	28L	J	RWY 30 Routine Closure	Yes
5/23/2016 5:39	SWA3704	N965WN	B737	3272	28L	J	RWY 30 Routine Closure	Yes
5/23/2016 5:41	SWA2439	N437WN	B737	3224	28L	J	RWY 30 Routine Closure	Yes
5/23/2016 5:50	SWA2440	N763SW	B737	3306	28L	J	RWY 30 Routine Closure	Yes
5/23/2016 7:47	JAS14		F900	6361	28L	B	Pilot Requested	No
5/24/2016 12:52			LJ25	4503	28R	B	System Error	Yes
5/24/2016 12:55	ASA9805	N224AK	B739	4576	28R	J	System Error	Yes
5/24/2016 14:25	GDG495	N495RS	GLF4	3352	28R	B	Pilot Requested	No
5/24/2016 14:39	N405QS	N405QS	GLF4	3370	28L	B	Pilot Requested	No
5/24/2016 16:01	N803GJ		LJ55	3765	28L	B	Pilot Refusal	No
5/24/2016 16:46	LN363PJ	N363PJ	LJ35	1737	28L	B	Lifeguard Medical	Yes
5/25/2016 0:13	LN777AX		C550	4502	28R	B	Lifeguard Medical	Yes
5/25/2016 10:34	N888GJ	N888GJ	H25C	4260	28L	B	Runway/Taxiway Maintenance	Yes
5/25/2016 11:33	N797CB	N797CB	CL30	3746	28L	B	Runway/Taxiway Maintenance	Yes
5/25/2016 13:00	JAS12		F900	3741	28L	B	Runway/Taxiway Maintenance	Yes
5/25/2016 13:10	JAS14	N906D	F900	1717	28L	B	Runway/Taxiway Maintenance	Yes
5/25/2016 13:12	JAS15	N714K	FA7X	1754	28L	B	Runway/Taxiway Maintenance	Yes
5/25/2016 13:58	XOJ792	N792XJ	C750	3777	28L	B	Runway/Taxiway	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
							Maintenance	
5/25/2016 16:45	CD14		B739	1200	28L	J	System Error	Yes
5/25/2016 17:18	GDG495	N495RS	GLF4	3332	28L	B	ATC Instructions	No
5/25/2016 21:02	N559HF	N559HF	C525	4253	28R	B	System Error	Yes
5/25/2016 21:30	N348RS	N348RS	GLF4	6301	28R	B	Pilot Requested	No
5/26/2016 12:35	N797CB	N797CB	CL30	1715	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 14:53	N804BC		C560	1710	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 14:54	GDG495	N495RS	GLF4	3324	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 14:57	N742AR		C525	3252	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 15:12	N452AR	N452AR	E50P	3205	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 15:42	N291FJ	N291FJ	FA50	6360	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 18:05	N803GJ		LJ60	3336	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 18:31	N786AC	N786AC	C525	3212	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 20:53	N363JG	N363JG	GLF5	3267	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 20:53	EJA821	N821QS	H25B	6353	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 20:58	EJA658	N658QS	C56X	3246	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:06	DCM6810		C525	3355	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:07	N326AZ	N326AZ	GLF4	1732	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:16	N525KF	N525KF	GLF5	3730	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:18	N79RP	N79RP	GLF5	3372	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:23	N354CL		LJ35	3721	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:25	N517CF	N517CF	C750	3333	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:26	N582MM	N582MM	LJ60	4515	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:31	N627AF	N627AF	CL60	4544	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:33	N469RJ		H25B	6314	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:36	N150KM	N150KM	G150	1733	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:47	N409AV	N409AV	H25B	3626	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:49	LXJ474	N474FX	LJ75	3346	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:52	CHN66		C525	3363	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 21:54	SIS917	N917MS	GLF4	3273	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 22:03	TMC401	N401TM	H25B	3717	28R	B	Runway/Taxiway Maintenance	Yes
5/26/2016 22:06			CL30	3215	28L	B	Runway/Taxiway Maintenance	Yes
5/26/2016 22:09	N20BD	N20BD	GALX	3642	28L	B	Runway/Taxiway Maintenance	Yes
5/27/2016 11:52	N803GJ		LJ55	4552	28R	B	Pilot Refusal	No
5/27/2016 13:15	LXJ529	N529FX	CL30	3344	28L	B	Departure Timing	No
5/27/2016 13:29	N206AH	N206AH	E50P	4542	28R	B	Pilot Requested	No
5/27/2016 14:53	N444RL	N444RL	EA50	3735	28L	B	Pilot Requested	No
5/28/2016 12:17	N803GJ		LJ55	4235	28R	B	Pilot Refusal	No
5/30/2016 5:32	BSK160	N738MA	B738	3225	28L	J	Pilot Requested	No
5/30/2016 6:32	LN54DD		C560	3271	28R	B	Lifeguard Medical	Yes
5/30/2016 9:48	RSP835		C25B	6375	28R	B	Pilot Requested	No
5/30/2016 10:25	N803GJ	N803GJ	LJ55	3357	28L	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
5/30/2016 11:46	N442CJ	N442CJ	C525	365	28L	B	System Error	Yes
5/30/2016 12:13	N247MX	N247MX	LJ45	624	28L	B	Pilot Requested	No
5/30/2016 12:15	XOJ545	N545XJ	CL30	3313	28L	B	Pilot Requested	No
5/30/2016 13:48	RSP465	N783JS	C25B	4504	28R	B	Pilot Requested	No
5/30/2016 15:41	LN577AC	N577AC	LJ35	3267	28R	B	Lifeguard Medical	Yes
5/30/2016 20:04	XOJ750	N750XJ	C750	4221	28L	B	Runway/Taxiway Maintenance	Yes
5/30/2016 20:45	N409AV	N409AV	H25B	1742	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 20:54	N880CM	N880CM	CL60	3306	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 20:59	N363JG	N363JG	GLF5	3334	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:01	DCM6810		C525	3616	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:09	SIS51	N51JJ	C25B	3253	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:10	EJA675	N675QS	C56X	3727	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:14	N700QA	N700QA	H25B	3377	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:15	LXJ473	N473FX	LJ75	1772	28L	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:20	FTH676		C56X	1763	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:20	N753MS	N753MS	C680	3231	28L	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:22	N517CF	N517CF	C750	6355	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:23	N560TW	N560TW	C56X	3671	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:24	N68005	N68005	GLEK	3653	28L	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:26	SIS661	N661EP	E50P	3310	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:29	N100EW	N100EW	GLF4	1753	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:30	N780W	N780W	GLF5	4232	28R	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:37	N484JH	N484JH	E50P	3735	28L	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:38	PFT898		C56X	1715	28L	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:39	N525KF	N525KF	GLF5	3370	28L	B	Runway/Taxiway Maintenance	Yes
5/30/2016 21:56	N889CG	N889CG	GLF4	6301	28L	B	Runway/Taxiway Maintenance	Yes
5/31/2016 4:12	KFS33		LJ35	3255	28L	B	Lifeguard Medical	Yes
5/31/2016 7:18	LN47MF		LJ35	3640	28L	B	Lifeguard Medical	Yes
5/31/2016 10:29	N626NT	N626NT	F2TH	6317	28L	B	Pilot Refusal	No
5/31/2016 10:31	PXT44	N44CK	C525	3664	28L	B	Lifeguard Medical	Yes
6/1/2016 12:15	N888GJ	N888GJ	H25C	4575	28L	B	Pilot Requested	No
6/1/2016 17:00	JAS12	N790T	F900	3334	28L	B	Pilot Refusal	No
6/1/2016 18:40	PXT44	N44CK	C525	4277	28R	B	Lifeguard Medical	Yes
6/2/2016 10:55	N8888H	N8888H	H25C	1722	28L	B	Pilot Refusal	No
6/2/2016 20:59	N814TP	N814TP	FA7X	3331	28R	B	ATC Instructions	No
6/2/2016 21:05	RGY188		BE40	6352	28R	B	ATC Instructions	No
6/2/2016 21:06	N942JT	N942JT	GLF5	1701	28L	B	ATC Instructions	No
6/2/2016 21:07	N95LL	N95LL	C25B	1774	28R	B	ATC Instructions	No
6/2/2016 21:09	DCM6810		C525	1740	28L	B	ATC Instructions	No
6/2/2016 21:10	N525DE	N525DE	C25B	3771	28R	B	ATC Instructions	No
6/2/2016 21:11	N363JG	N363JG	GLF5	1717	28R	B	ATC Instructions	No
6/2/2016 21:12	OPT978	N978DB	C750	3233	28R	B	ATC Instructions	No
6/2/2016 21:14	N100NV	N100NV	E50P	3235	28R	B	ATC Instructions	No
6/2/2016 21:18	KFB09	N109AP	C25A	3644	28R	B	ATC Instructions	No
6/2/2016 21:21	N604TC	N604TC	CL60	3653	28L	B	ATC Instructions	No



Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/2/2016 21:25	JAS721	N721KJ	GLF4	3320	28L	B	ATC Instructions	No
6/2/2016 21:27	N525KF	N525KF	GLF5	6351	28L	B	ATC Instructions	No
6/2/2016 21:29	PXT55	N525NG	C25A	3640	28R	B	ATC Instructions	No
6/2/2016 21:35	WDY901	OEIEX	F900	3327	28R	B	ATC Instructions	No
6/2/2016 21:36	DCM4091	N192RS	FA50	3625	28R	B	ATC Instructions	No
6/2/2016 21:37	N250DL	N250DL	F2TH	3677	28R	B	ATC Instructions	No
6/2/2016 21:43	EJA658		C56X	6325	28L	B	ATC Instructions	No
6/4/2016 10:06	LN31GJ	N31GJ	LJ35	1777	28L	B	Lifeguard Medical	Yes
6/5/2016 19:57	EJA896	N896QS	H25B	3256	28L	B	ATC Instructions	No
6/5/2016 20:00	N579BJ	N579BJ	C560	3736	28R	B	ATC Request	No
6/5/2016 20:02	DCM6810		C525	3746	28R	B	ATC Instructions	No
6/5/2016 20:03	EJA619		C56X	3347	28R	B	ATC Instructions	No
6/5/2016 20:05	N550TM	N550TM	C550	3243	28R	B	ATC Instructions	No
6/5/2016 20:10	N825QT	N825QT	H25B	3737	28R	B	ATC Instructions	No
6/5/2016 20:12	N850TR	N850TR	GLEK	3725	28L	B	ATC Instructions	No
6/5/2016 20:15	N352TV		LJ35	1713	28L	B	ATC Instructions	No
6/5/2016 20:16	N619TC	N619TC	C525	3221	28R	B	ATC Instructions	No
6/5/2016 20:20	EJA211		CL60	3662	28R	B	ATC Instructions	No
6/5/2016 20:21	DCM4091	N192RS	FA50	6314	28R	B	ATC Instructions	No
6/5/2016 20:24	N150KM	N150KM	G150	3672	28R	B	ATC Instructions	No
6/5/2016 20:25	N250DL	N250DL	F2TH	3310	28R	B	ATC Instructions	No
6/5/2016 20:27	N525MN		E50P	3303	28R	B	ATC Instructions	No
6/5/2016 20:31	N525KF		GLF5	3776	28L	B	ATC Instructions	No
6/5/2016 20:38	N750LG	N750LG	CL60	3624	28R	B	ATC Instructions	No
6/5/2016 20:40	RSP35	N583JS	E50P	3621	28R	B	ATC Instructions	No
6/5/2016 20:42	EJA583	N583QS	C56X	3203	28R	B	ATC Instructions	No
6/5/2016 20:43	RSP097		E50P	3766	28R	B	ATC Instructions	No
6/6/2016 3:28	N888GJ	N888GJ	H25C	3321	28L	B	Pilot Refusal	No
6/6/2016 10:33	N575WB		GLEK	3277	28L	B	Pilot Requested	No
6/6/2016 12:09	N28MH	N28MH	C25B	3614	28R	B	Pilot Requested	No
6/6/2016 15:18	N8888H	N8888H	H25C	3262	28L	B	Pilot Requested	No
6/7/2016 12:52	N81GK	N81GK	GLF4	1734	28L	B	Pilot Requested	No
6/8/2016 10:30	N800GM		C650	1706	28R	B	Pilot Requested	No
6/8/2016 14:33	N61FF	N61FF	CL60	7154	28L	B	Pilot Requested	No
6/9/2016 8:14	N888GJ	N888GJ	H25C	4244	28L	B	Pilot Refusal	No
6/10/2016 5:11	LN777AX		C550	4516	28R	B	Lifeguard Medical	Yes
6/10/2016 10:40	N499GB	N499GB	C680	321	28R	B	Pilot Requested	No
6/10/2016 14:07	RAX264		FA20	2744	28R	B	Pilot Requested	No
6/11/2016 14:49			GL5T	6302	28L	B	System Error	Yes
6/11/2016 23:31	N803GJ		LJ55	3270	28L	B	Pilot Refusal	No
6/12/2016 7:48	LN191VE	N191VE	C560	3672	28R	B	Lifeguard Medical	Yes
6/12/2016 14:59	EJM265	N265SJ	GLF4	3276	28R	B	System Error	Yes
6/12/2016 22:07	N777AX		C550	4501	28R	B	Pilot Requested	No
6/13/2016 21:11	RGY188		BE40	1764	28R	B	ATC Instructions	No
6/13/2016 21:15	N109AP	N109AP	C25A	3674	28R	B	ATC Instructions	No
6/13/2016 21:19	DCM6810		C525	3351	28R	B	ATC Instructions	No
6/13/2016 21:20	N3725L	N3725L	PRM1	3332	28R	B	ATC Instructions	No
6/13/2016 21:23	N582MM	N582MM	LJ60	4213	28R	B	ATC Instructions	No
6/13/2016 21:24	CNK622		LJ55	3637	28R	B	ATC Instructions	No
6/13/2016 21:27	EJA608	N608QS	C56X	4201	28R	B	ATC Instructions	No
6/13/2016 21:32	TWY278	N278GS	F2TH	3642	28R	B	ATC Instructions	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/13/2016 21:33	N100EW	N100EW	GLF4	3230	28R	B	ATC Instructions	No
6/13/2016 21:34	N234LR	N234LR	GLF3	3615	28R	B	ATC Instructions	No
6/13/2016 21:38	N387HA		LJ35	3617	28R	B	ATC Instructions	No
6/13/2016 21:42	N250DL	N250DL	F2TH	3215	28R	B	ATC Instructions	No
6/13/2016 21:45	N53PE	N53PE	C560	3201	28R	B	ATC Instructions	No
6/13/2016 21:47	DPJ785		C56X	1765	28L	B	ATC Instructions	No
6/13/2016 21:49	N850TR	N850TR	GLEX	3337	28L	B	ATC Instructions	No
6/13/2016 21:53	N525MN	N525MN	E50P	3316	28R	B	ATC Instructions	No
6/13/2016 21:54	N68005	N68005	GLEX	3703	28R	B	ATC Instructions	No
6/13/2016 21:57	N714RM	N714RM	C550	3651	28R	B	ATC Instructions	No
6/13/2016 21:58	N898PA	N898PA	LJ60	3376	28R	B	ATC Instructions	No
6/13/2016 22:01	KFB695		C550	1714	28R	B	ATC Instructions	No
6/13/2016 22:02	LXJ571	N571FX	CL30	6313	28R	B	ATC Instructions	No
6/13/2016 22:05	N883LS	N883LS	GLF4	3313	28L	B	ATC Instructions	No
6/13/2016 22:07	SJE9	N92UP	H25B	3260	28R	B	ATC Instructions	No
6/13/2016 22:10	XOJ578	N578XJ	CL30	1712	28R	B	ATC Instructions	No
6/13/2016 22:11	N300DA	N300DA	C56X	6333	28R	B	ATC Instructions	No
6/13/2016 22:18	N99AG	N99AG	C25B	3676	28R	B	ATC Instructions	No
6/13/2016 22:21	N450TR	N450TR	C25A	3216	28R	B	ATC Instructions	No
6/13/2016 22:25	TMC405	N405TM	H25B	6343	28L	B	ATC Instructions	No
6/13/2016 22:28	RGY710	N710RA	BE40	3354	28R	B	ATC Instructions	No
6/13/2016 22:30	OPT480	N480FL	BE40	3747	28R	B	ATC Instructions	No
6/13/2016 22:51	N463MA	N463MA	GLF4	3622	28R	B	ATC Instructions	No
6/14/2016 2:22	N803GJ	N803GJ	LJ55	4214	28L	B	Pilot Refusal	No
6/14/2016 3:07	N811AM	N811AM	H25B	3222	28R	B	Pilot Requested	No
6/15/2016 2:57	N610JC	N610JC	C550	3251	28L	B	Pilot Requested	No
6/15/2016 10:06	JAS10	N790T	F900	6316	28L	B	Pilot Refusal	No
6/15/2016 12:45	GDG495		GLF4	1764	28L	B	Pilot Requested	No
6/16/2016 10:27	N803GJ		LJ55	1717	28L	B	Pilot Refusal	No
6/18/2016 11:38	N803GJ		LJ55	3325	28L	B	Pilot Refusal	No
6/19/2016 9:45	N108MV	N108MV	C550	3714	28R	B	ATC Instructions	No
6/19/2016 14:31	N110PR	N110PR	PRM1	3230	28L	B	Pilot Requested	No
6/19/2016 20:10	N605KA	N605KA	CL60	6367	28R	B	ATC Instructions	No
6/19/2016 20:12	KFB695		C550	6303	28R	B	ATC Instructions	No
6/19/2016 20:13	N920NL		C25A	3265	28R	B	ATC Instructions	No
6/19/2016 20:16			C25B	3612	28R	B	ATC Instructions	No
6/19/2016 20:19	N780W	N780W	GLF5	3266	28L	B	ATC Instructions	No
6/19/2016 20:21	RGY710	N710RA	BE40	3701	28R	B	ATC Instructions	No
6/19/2016 20:21	N950LG	N950LG	GLF4	3273	28R	B	ATC Instructions	No
6/19/2016 20:22	KEY91	N371FP	GLF4	3605	28R	B	ATC Instructions	No
6/19/2016 20:25	N47HF	N47HF	C56X	1701	28R	B	ATC Instructions	No
6/19/2016 20:26	OPT354		E55P	3351	28R	B	ATC Instructions	No
6/19/2016 20:28	DCM6810		C525	3735	28R	B	ATC Instructions	No
6/19/2016 20:29	N930PT	N930PT	H25B	3741	28R	B	ATC Instructions	No
6/19/2016 20:32	N67WG	N67WG	E55P	3622	28R	B	ATC Instructions	No
6/19/2016 20:34	TWY22	N121RS	GLEX	6357	28R	B	ATC Instructions	No
6/19/2016 20:37	N734TJ	N734TJ	GLF3	1721	28L	B	ATC Instructions	No
6/19/2016 20:38	N111GJ	N111GJ	C550	6360	28R	B	ATC Instructions	No
6/19/2016 20:40	EJA619	N619QS	C56X	3773	28L	B	ATC Instructions	No
6/19/2016 20:41	PFT24		C560	3366	28R	B	ATC Instructions	No
6/19/2016 20:42	EJA352	N352QS	E55P	3642	28R	B	ATC Instructions	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/19/2016 20:44	RSP504	N574JS	E50P	3671	28R	B	ATC Instructions	No
6/19/2016 20:46	N867K	N867K	EA50	3344	28R	B	ATC Instructions	No
6/19/2016 20:47	N100EW	N100EW	GLF4	1720	28R	B	ATC Instructions	No
6/19/2016 20:48	N289RZ	N289RZ	E50P	1710	28L	B	ATC Instructions	No
6/19/2016 20:54	N5950C		G150	3613	28R	B	ATC Instructions	No
6/19/2016 21:00	N208BH	N208BH	LJ60	3345	28L	B	ATC Instructions	No
6/19/2016 21:03	N432HC	N432HC	GLF4	3364	28R	B	ATC Instructions	No
6/19/2016 21:05	N850TR	N850TR	GLEK	1766	28L	B	ATC Instructions	No
6/19/2016 21:06	N5107	N5107	FA50	3643	28L	B	ATC Instructions	No
6/19/2016 21:13	N2107Z	N2107Z	GLF4	3614	28L	B	ATC Instructions	No
6/19/2016 21:16	JTL369	N369AK	BE40	3210	28L	B	ATC Instructions	No
6/19/2016 21:19	N898CE	N898CE	GLF5	3621	28L	B	ATC Instructions	No
6/19/2016 21:22	RSP458	N579JS	E50P	4535	28L	B	ATC Instructions	No
6/19/2016 21:25	N597AF	N597AF	C650	3756	28L	B	ATC Instructions	No
6/19/2016 21:26	SIS782	N782TP	BE40	3606	28R	B	ATC Instructions	No
6/19/2016 21:27	CFJHS		H25B	1716	28L	B	ATC Instructions	No
6/19/2016 21:28	N250DL	N250DL	F2TH	3611	28R	B	ATC Instructions	No
6/19/2016 21:31	CBH8287	N987CE	H25B	6310	28R	B	ATC Instructions	No
6/19/2016 21:35	PXT55	N525NG	C25A	6317	28L	B	ATC Instructions	No
6/19/2016 21:36	N250SR	N250SR	C560	6343	28R	B	ATC Instructions	No
6/19/2016 21:38	N916SB	N81TJ	BE40	6325	28R	B	ATC Instructions	No
6/19/2016 21:39	CFMGL	CFMGL	LJ45	3753	28R	B	ATC Instructions	No
6/19/2016 21:40	EJA922	N922QS	C750	3732	28R	B	ATC Instructions	No
6/20/2016 7:39	N525KF	N525KF	GLF5	3604	28L	B	Pilot Requested	No
6/20/2016 11:49	N803GJ		LJ55	1760	28L	B	Pilot Refusal	No
6/20/2016 12:15	N8888H	N8888H	H25C	6331	28L	B	Pilot Requested	No
6/20/2016 12:29	N442CJ	N442CJ	C525	4211	28R	B	Pilot Requested	No
6/20/2016 13:05	RSP475		C25B	3776	28R	B	Pilot Requested	No
6/20/2016 13:50	N206AH	N206AH	E50P	6307	28L	B	Pilot Requested	No
6/20/2016 14:05	JAS5	N490S	F900	3331	28L	B	Pilot Refusal	No
6/21/2016 10:08	LN811AM	N811AM	H25B	6320	28L	B	Lifeguard Medical	Yes
6/22/2016 7:06	JAS10		F900	6354	28L	B	Pilot Refusal	No
6/22/2016 7:29	N888GJ	N888GJ	H25C	6351	28L	B	Pilot Refusal	No
6/22/2016 12:43	N56EL	N56EL	GLF4	3713	28L	B	Pilot Requested	No
6/23/2016 8:56	N803GJ		LJ55	4564	28L	B	Pilot Refusal	No
6/23/2016 15:21	SIS11		F2TH	4502	28R	B	Pilot Requested	No
6/23/2016 16:21	N107VS	N107VS	GLF5	3620	28R	B	ATC Instructions	No
6/24/2016 14:56	LN99AG	N99AG	C25B	4532	28R	B	Lifeguard Medical	Yes
6/24/2016 16:15	LXJ455	N455FX	GLF4	4550	28R	B	Pilot Requested	No
6/26/2016 0:11	LN561SR	N561SR	C560	3244	28R	B	Lifeguard Medical	Yes
6/26/2016 8:31	N499MD	N499MD	C56X	1741	28R	B	Pilot Requested	No
6/26/2016 9:42	WDY901	OEIEX	F900	1762	28L	B	Pilot Requested	No
6/26/2016 13:33	N960SF		F900	4557	28L	B	Pilot Requested	No
6/26/2016 17:22	N3DE	N3DE	E145	3631	28R	R	Pilot Requested	No
6/26/2016 18:53	EDG457	N457DS	GLF4	6573	28L	B	Pilot Requested	No
6/26/2016 19:05	LN54DD		C560	4224	28L	B	Lifeguard Medical	Yes
6/27/2016 0:08	LN54DD		C560	4551	28L	B	Lifeguard Medical	Yes
6/27/2016 10:12	N8888H		H25C	4530	28L	B	Pilot Requested	No
6/27/2016 20:32	PXT525	N525CR	C25B	4530	28R	B	Lifeguard Medical	Yes
6/28/2016 5:02	PXT525	N525CR	C25B	4215	28R	B	Lifeguard Medical	Yes
6/28/2016 13:38	AJ19466	N784TW	DC91	6345	28L	J	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
6/28/2016 20:34	N559HF		C25B	4501	28R	B	System Error	Yes
6/29/2016 9:14	N61VC	N61VC	BE40	3322	28R	B	Pilot Requested	No
6/29/2016 10:18	PXT525	N525CR	C25B	4240	28R	B	Lifeguard Medical	Yes
6/29/2016 12:21	N206AH	N206AH	E50P	1707	28L	B	Pilot Refusal	No
6/30/2016 16:13	LN351AM		LJ35	7153	28L	B	Lifeguard Medical	Yes
6/30/2016 17:14	N442CJ		C525	5355	28R	B	Lifeguard Medical	Yes
6/30/2016 17:46	N44CK	N44CK	C525	4246	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
4/14/2016 1:36	PXT499	N499GB	C680	4241	10R	B	Lifeguard Medical	Yes
4/22/2016 7:05	PXT44	N44CK	C525	4227	10L	B	ATC Request	Yes
4/22/2016 8:56	N61VC	N61VC	BE40	4251	10R	B	ATC Request	Yes
4/22/2016 9:40	LXJ573	N573FX	CL30	2607	10R	B	ATC Request	Yes

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### North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
4/1/2016 17:06	33	N47952		P28A	326	Air Traffic Conflict	Yes
4/1/2016 18:54	33	N757JD		C172	345	Air Traffic Conflict	Yes
4/5/2016 19:27	28R	N757PP		C172	370	Not Acceptable	No
4/10/2016 8:02	PAD1	CMD8	N838CS	HELO	1200	Lifeguard Medical	Yes
4/11/2016 18:28	28R	N757JD		C172	371	Not Acceptable	No
4/12/2016 18:57	33	N757JD		C172	327	Good Effort	Yes
4/13/2016 13:12	28R	N1390T	N1390T	PA34	364	Air Traffic Conflict	Yes
4/14/2016 11:42	28R	N101SA	N101SA	PA34	357	Air Traffic Conflict	Yes
4/15/2016 13:53	PAD1	N833CS	N833CS	HELO	1200	Good Effort	Yes
4/15/2016 14:07	28R	N350VB		PA46	1200	Air Traffic Conflict	Yes
4/16/2016 11:37	33	N739UL	N739UL	C172	357	Air Traffic Conflict	Yes
4/17/2016 13:12	33	N734BN		C172	320	Good Effort	Yes
4/17/2016 13:17	28R	N3115M	N3115M	P46T	360	Air Traffic Conflict	Yes
4/17/2016 14:07	28R	N58628		C172	1200	Good Effort	Yes
4/17/2016 16:22	28R	N738VU		C172	375	Not Acceptable	No
4/17/2016 16:49	33	N9556K		C172	372	Air Traffic Conflict	Yes
4/17/2016 21:19	28R			C172	334	Good Effort	Yes
4/17/2016 22:33	28R	N787EF	N787EF	SR22	376	Not Acceptable	No
4/18/2016 10:07	28R	N28847		AA5	376	Good Effort	Yes
4/21/2016 13:07	PAD1	REH3	N31RX	HELO	1200	Good Effort	Yes
4/24/2016 11:22	33	N8312H	N8312H	P28A	344	Air Traffic Conflict	Yes
4/25/2016 23:52	PAD1			HELO	1200	Not Acceptable	No

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
4/26/2016 10:48	33	N83052		PA32	1200	Air Traffic Conflict	Yes
4/26/2016 17:02	33	N76D		SR20	1200	Good Effort	Yes
4/28/2016 19:55	PAD1			HELO	325	Good Effort	Yes
4/28/2016 21:17	33	N650TM	N650TM	C182	374	Not Acceptable	No
4/28/2016 21:34	28R	N5342T		C172	1200	Not Acceptable	No
4/29/2016 14:16	28R	N183CP	N183CP	C182	313	Air Traffic Conflict	Yes
4/29/2016 17:41	33	N739UL	N739UL	C172	350	Air Traffic Conflict	Yes
4/30/2016 9:18	33			C172	327	Good Effort	Yes
5/1/2016 16:44	33	N101SA	N101SA	PA34	337	Not Acceptable	No
5/1/2016 16:55	28R	N6737V	N6737V	BE36	315	Good Effort	Yes
5/1/2016 17:34	28R	N6MB		C172	371	Good Effort	Yes
5/2/2016 10:47	PAD1	CMD8	N838CS	HELO	335	Lifeguard Medical	Yes
5/2/2016 12:58	28L	N21263		C172	363	Air Traffic Conflict	Yes
5/3/2016 17:59	28L	N734WZ		C172	1200	Good Effort	Yes
5/4/2016 13:27	33	N757JD	N757JD	C172	357	Good Effort	Yes
5/5/2016 16:10	28R	C40	N726FX	C208	1200	Not Acceptable	No
5/9/2016 18:57	28R	N757JD		C172	355	Good Effort	Yes
5/11/2016 2:57	28R				1200	Not Acceptable	No
5/11/2016 6:37	28L	PCM8711		C208	1200	Good Effort	Yes
5/11/2016 8:39	PAD1	CMD8		HELO	373	Good Effort	Yes
5/11/2016 15:48	28R	PCM7700	N726FX	C208	1200	Air Traffic Conflict	Yes
5/11/2016 15:52	PAD1	N30GM	N30GM	HELO	317	Good Effort	Yes
5/12/2016 13:56	28R	N450CR	N450CR	B350	365	Good Effort	Yes
5/13/2016 15:17	28R	N10CX	N10CX	C206	354	Good Effort	Yes
5/13/2016 18:32	33	N231NH		M20P	1200	Air Traffic Conflict	Yes
5/14/2016 10:41	33	N83052		PA32	1200	Not Acceptable	No
5/15/2016 13:25	28R	N757JD	N757JD	C152	344	VFR Departure	No
5/16/2016 15:13	PAD1	CMD08	N838CS	HELO	344	Lifeguard Medical	Yes
5/17/2016 23:56	28R	N652SP	N652SP	C172	315	Air Traffic Conflict	Yes
5/19/2016 13:24	28L			C206	326	Good Effort	Yes
5/19/2016 16:52	28R	N3115M	N3115M	P46T	315	Touch & Go Training	No
5/21/2016 10:59	33	N331MA	N331MA	HUSK	366	Not Acceptable	No
5/21/2016 13:50	28R	N6MB	N6MB	C172	314	System Error	Yes
5/21/2016 14:57	33	N702DC	N702DC	RV7	1200	Good Effort	Yes
5/22/2016 12:21	33			C172	332	System Error	Yes
5/22/2016 14:49	28R	N757JD		C172	327	Air Traffic Conflict	Yes
5/23/2016 17:15	PAD1			HELO	330	Good Effort	No
5/24/2016 8:29	PAD1	CMD8	N838CS	HELO	353	Good Effort	Yes
5/26/2016 17:52	33	N252PS		PITS	343	Good Effort	Yes
5/27/2016 14:57	28R	N67849		C172	371	Good Effort	Yes
5/27/2016 16:54	28R	N21263		C172	330	Good Effort	Yes
5/27/2016 18:13	28R	N734WZ		C172	356	Air Traffic Conflict	Yes
5/28/2016 15:39	28R	N3865L		C172	365	Air Traffic Conflict	Yes
5/29/2016 15:13	28R	N757JD		C172	365	Air Traffic Conflict	Yes
5/31/2016 6:33	PAD1	N30GM	N30GM	HELO	362	Not Acceptable	No
5/31/2016 20:09	28R	N4120W		P28A	374	Not Acceptable	No
6/1/2016 7:41	PAD1	N350ET		HELO	345	Good Effort	Yes
6/1/2016 15:47	28R	N21263		C172	352	Good Effort	Yes
6/2/2016 11:03	PAD1	N384PH	N384PH	HELO	1200	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
6/3/2016 9:49	PAD1			HELO	366	Good Effort	Yes
6/3/2016 22:46	28R			C182	345	Air Traffic Conflict	Yes
6/4/2016 15:10	33	N757JD		C172	315	Air Traffic Conflict	Yes
6/4/2016 19:16	28L	N4227H		M20P	363	Good Effort	Yes
6/5/2016 16:14	28R	N54102		C172	366	Air Traffic Conflict	Yes
6/5/2016 16:50	28R	N553TP		P28A	321	Good Effort	Yes
6/5/2016 17:55	28R	N63251	N63251	C172	336	Good Effort	Yes
6/7/2016 17:04	33	N9933Q		C172	371	Air Traffic Conflict	Yes
6/12/2016 10:45	33	N21263		C172	346	Air Traffic Conflict	Yes
6/12/2016 11:06	33	N47952		P28A	332	Air Traffic Conflict	Yes
6/12/2016 17:31	33	N553TP		P28A	362	Air Traffic Conflict	Yes
6/13/2016 10:49	28R	N739UL		C172	355	Air Traffic Conflict	Yes
6/13/2016 14:02	28R	N101CG	N101CG	C208	324	Air Traffic Conflict	Yes
6/13/2016 14:54	28R	N16PV	N16PV	BE58	375	Good Effort	Yes
6/13/2016 17:05	PAD1	N73SF		HELO	341	Good Effort	Yes
6/13/2016 17:08	28R	N47952		P28A	323	Air Traffic Conflict	Yes
6/14/2016 12:52	28L	N101CG	N101CG	C208	372	Air Traffic Conflict	Yes
6/15/2016 13:27	28R	N101CG	N101CG	C208	375	Good Effort	Yes
6/16/2016 22:33	28R			C172	325	Good Effort	Yes
6/17/2016 10:06	28R	N101CG	N101CG	C208	320	Air Traffic Conflict	Yes
6/18/2016 12:31	33	N52049		C162	314	Air Traffic Conflict	Yes
6/18/2016 13:15	28R	N7383X		C82R	367	Air Traffic Conflict	Yes
6/18/2016 17:00	28R	N802U	N802U	C207	331	Air Traffic Conflict	Yes
6/18/2016 22:10	28R	N221MM		BE30	345	Not Acceptable	No
6/19/2016 9:37	33	N6MB		C172	361	Air Traffic Conflict	Yes
6/19/2016 10:36	33	N6MB		C172	353	System Error	Yes
6/19/2016 13:17	28R	N101CG	N101CG	C208	345	Air Traffic Conflict	Yes
6/19/2016 14:29	28R	N734BN		C172	354	System Error	Yes
6/20/2016 6:06	PAD1	CMD8	N838CS	HELO	333	Air Traffic Conflict	Yes
6/20/2016 17:39	28R				1200	Good Effort	Yes
6/22/2016 15:10	28R			C310	352	Good Effort	Yes
6/23/2016 13:57	33	N5726H		PA16	323	Good Effort	Yes
6/24/2016 16:43	28L	N21263		C172	345	Good Effort	Yes
6/24/2016 18:52	28R	N9396H		C172	340	Touch & Go Training	Yes
6/25/2016 9:01	28R	N18493		BE35	320	Good Effort	Yes
6/25/2016 10:45	28R	N249WS		SR22	315	Air Traffic Conflict	Yes
6/25/2016 15:27	28R	N328TA		C172	373	Air Traffic Conflict	Yes
6/25/2016 23:45	28R	N2407N	N2407N	C172	1200	Good Effort	Yes
6/26/2016 12:24	28L	N739UL	N739UL	C172	377	Air Traffic Conflict	Yes
6/26/2016 23:29	PAD1	CHP32		HELO	365	Not Acceptable	No
6/28/2016 10:09	28L	N1390T		PA34	326	Air Traffic Conflict	Yes

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## North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
4/1/2016 1:34	SWQ9103	N804TJ	B734	3316	28L	System Error	Yes
4/1/2016 5:43	BTQ901	N475SS	PC12	4540	28L	Good Effort	Yes
4/1/2016 6:57	MRA687		C208	4553	28L	Time Buffer	Yes
4/2/2016 4:05	LN33MS	N33MS	PAY2	3343	28R	Lifeguard Medical	Yes
4/3/2016 22:11	N400AY	N400AY	B350	4564	28R	Wide Salad	No
4/4/2016 2:11	VOI907		A320	3317	28L	RWY 30 Routine Closure	Yes
4/4/2016 6:04	URF117	N849SA	PC12	3206	28R	Wide Salad	No
4/5/2016 0:06	LN248PH	N248PH	BE20	4574	28R	Lifeguard Medical	Yes
4/5/2016 2:09	N899SD		BE20	3354	28R	Good Effort	Yes
4/5/2016 6:49	MRA689		C208	4513	28L	Good Effort	Yes
4/5/2016 6:56	PCM8711	N772FE	C208	4511	28L	Time Buffer	Yes
4/5/2016 22:51	N618JC		PC12	4523	33	Good Effort	Yes
4/5/2016 23:40	N71652		C182	4223	28R	Wide Salad	No
4/6/2016 6:05	URF117		PC12	3371	28R	Good Effort	Yes
4/6/2016 6:52	PCM8710	N908FE	C208	4536	28L	Time Buffer	Yes
4/7/2016 5:37	PXT903	N903JP	C510	4241	10L	Good Effort	Yes
4/7/2016 6:41	PCM8711	N908FE	C208	4502	28L	Good Effort	Yes
4/7/2016 6:44	MRA689	N9762	C208	4506	28L	310 Heading	No
4/7/2016 6:57	PCM8710	N772FE	C208	4522	28L	Time Buffer	Yes
4/7/2016 22:26	N53516	N53516	PA46	3362	28R	Good Effort	Yes
4/8/2016 0:37	PXT252	PXT252	C25B	6353	28R	Lifeguard Medical	Yes
4/8/2016 1:43	N352TV		LJ35	3251	28R	Pilot Requested	No
4/8/2016 6:32	PCM8711	N908FE	C208	4243	28L	Good Effort	Yes
4/8/2016 6:53	MRA689		C208	4575	28L	Time Buffer	Yes
4/9/2016 0:27	GAJ504	N504UP	C56X	1774	28L	ATC Instructions	Yes
4/10/2016 6:59	N803GJ		LJ55	4264	28L	Time Buffer	Yes
4/11/2016 6:02	URF117	N809SA	PC12	3301	28R	Wide Salad	No
4/11/2016 6:08	MRA687		C208	4213	33	Not Acceptable	No
4/13/2016 6:46	MRA689	N9762	C208	4232	28R	Not Acceptable	No
4/13/2016 23:11	CMD70	N840CR	BE20	4525	28L	Good Effort	Yes
4/13/2016 23:12	N2387U	N2387U	C172	5355	28R	System Error	Yes
4/14/2016 5:52	CMD70	N840CR	BE20	4535	28R	Lifeguard Medical	Yes
4/17/2016 22:33	N787EF	N787EF	SR22	376	28R	Not Acceptable	No
4/18/2016 5:28	SWA1576	N7830A	B737	3333	28L	RWY 30 Routine Closure	Yes
4/18/2016 5:37	SWA3704	N723SW	B737	3344	28L	RWY 30 Routine Closure	Yes
4/18/2016 6:23	GAJ805	N805UP	B350	3315	28R	RWY 30 Routine Closure	Yes
4/18/2016 23:02	N4971F		C172	3251	28R	VFR Departure	No
4/18/2016 23:17	N799TF	N799	C421	4543	28R	Wide Salad	No
4/19/2016 6:24	MRA689	N9762	C208	4224	28L	Good Effort	Yes
4/19/2016 6:55	N734WZ		C172	5322	28R	Time Buffer	Yes
4/20/2016 6:31	PCM8711	N908FE	C208	4506	28L	Good Effort	Yes
4/20/2016 6:47			HELO	5311	PAD1	Lifeguard Medical	Yes
4/20/2016 6:50	MRA689	N9762	C208	4563	28L	Time Buffer	Yes
4/20/2016 22:50	N201RA		M20P	5364	10L	System Error	Yes
4/21/2016 6:43	PCM8711	N908FE	C208	4513	28L	Good Effort	Yes
4/21/2016 22:52	PXT44	N44CK	C525	4224	28L	Lifeguard Medical	Yes
4/22/2016 1:54	N47CA	N47CA	PAY2	3274	28R	Wide Salad	No
4/22/2016 6:21	PCM8709	N872FE	C208	4564	10R	Good Effort	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
4/22/2016 6:36	PCM8711	N908FE	C208	4527	10L	Not Acceptable	No
4/22/2016 6:47	MRA689	N9762	C208	4211	10R	Good Effort	Yes
4/22/2016 6:51	MRA687		C208	4575	10R	Time Buffer	Yes
4/22/2016 6:54	PCM8710	N985FE	C208	4274	10L	Time Buffer	Yes
4/22/2016 6:56	XOJ706		C750	3345	10R	Time Buffer	Yes
4/23/2016 1:25	BTQ329	N476SS	PC12	4576	28L	Good Effort	Yes
4/23/2016 22:01	N817SA	N817SA	PC12	332	28R	Time Buffer	Yes
4/23/2016 22:10	N817SA	N817SA	PC12	332	28R	Time Buffer	Yes
4/24/2016 0:11	LN777AX		C550	4257	28R	Lifeguard Medical	Yes
4/25/2016 0:00	N28CA	N28CA	PAY2	3340	28R	Good Effort	Yes
4/25/2016 23:52			HELO	1200	PAD1	Lifeguard Medical	Yes
4/26/2016 6:56	MRA689	N9762	C208	4255	28L	Time Buffer	Yes
4/26/2016 6:59	CFLJD		GLAS	1726	33	Time Buffer	Yes
4/28/2016 4:02	N803GJ		LJ55	3217	28L	Pilot Refusal	No
4/28/2016 4:16	TN990LR	N990LR	PAY2	4224	28R	Good Effort	Yes
4/28/2016 6:23	PXT44	N44CK	C525	4227	28L	Lifeguard Medical	Yes
4/28/2016 6:43	PCM8710		C208	4567	28L	Good Effort	Yes
4/28/2016 22:50	LN248PH	N248PH	BE20	4505	28R	Lifeguard Medical	Yes
4/29/2016 6:51	PCM8711	N908FE	C208	4257	28R	Time Buffer	Yes
4/30/2016 4:30	LN777AX		C550	3201	28R	Lifeguard Medical	Yes
4/30/2016 23:11	LN246PH		BE20	4513	28R	Lifeguard Medical	Yes
5/1/2016 6:18	PXT903	N903JP	C510	3222	33	System Error	Yes
5/2/2016 5:32	SWA1576		B737	3327	28L	RWY 30 Routine Closure	Yes
5/2/2016 5:42	SWA3704	N7819A	B737	3353	28L	RWY 30 Routine Closure	Yes
5/2/2016 5:44	SWA2439	N726SW	B737	3307	28L	RWY 30 Routine Closure	Yes
5/3/2016 2:40	N246PH		BE20	4530	28R	ATC Instructions	Yes
5/3/2016 22:38			P28A	4504	28R	System Error	Yes
5/4/2016 6:40	PCM8711	N781FE	C208	4511	28R	Good Effort	Yes
5/4/2016 6:45	MRA687		C208	4217	33	Not Acceptable	No
5/5/2016 6:13	URF171		PC12	3210	28R	310 Heading	No
5/5/2016 6:58	MRA687		C208	4533	33	Time Buffer	Yes
5/6/2016 5:33	N431GW	N431GW	PAY2	3325	28R	Good Effort	Yes
5/6/2016 22:43	N273SM	N273SM	PC12	4264	28R	Wide Salad	No
5/9/2016 3:15	XLS1032		E35L	3271	28R	RWY 30 Routine Closure	Yes
5/9/2016 5:26	N501CV	N501CV	GLF5	3353	28L	RWY 30 Routine Closure	Yes
5/9/2016 5:57	N850MF	N850MF	TBM8	3214	28R	Good Effort	Yes
5/9/2016 22:36	N40R	N40R	BE20	3350	28R	310 Heading	No
5/9/2016 23:06			BE35	4266	33	System Error	Yes
5/10/2016 3:44	N231GW	N231GW	PAY2	3203	28R	310 Heading	No
5/10/2016 22:23	N17VA	N17VA	BE20	4543	28L	Wide Salad	No
5/11/2016 2:57				1200	28R	System Error	Yes
5/11/2016 5:41	N333P	N333P	PAY2	4544	28R	Not Acceptable	No
5/11/2016 6:37	PCM8711		C208	1200	28L	Good Effort	Yes
5/11/2016 6:54	MRA687		C208	4241	28R	Time Buffer	Yes
5/11/2016 23:11	N52PF	N52PF	PAY1	3712	28R	Good Effort	Yes
5/11/2016 23:49	N2616X	N2616X	C414	3244	28R	Not Acceptable	No
5/13/2016 6:50	MRA687		C208	4561	33	Time Buffer	Yes
5/16/2016 4:56	DPJ998	N998CX	C750	3316	28L	RWY 30 Routine Closure	Yes



Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
5/16/2016 22:40	N2646P		BE35	4577	28R	Not Acceptable	No
5/16/2016 23:43	N990LR		PAY2	4534	28R	Not Acceptable	No
5/17/2016 4:45	JLG711		BE20	3204	28R	Pilot Requested	No
5/17/2016 6:21	PCM8709	N872FE	C208	4556	28R	Not Acceptable	No
5/17/2016 22:45	N538CD		SR22	4267	28R	310 Heading	No
5/17/2016 22:55	PXT55	N525NG	C25A	4531	28L	Lifeguard Medical	Yes
5/17/2016 23:56	N652SP	N652SP	C172	315	28R	Good Effort	Yes
5/18/2016 5:39	LN777AX		C550	3330	28L	Lifeguard Medical	Yes
5/18/2016 6:57	PCM8679	N844FE	C208	4560	28L	Time Buffer	Yes
5/18/2016 23:29	PXT44	N44CK	C525	4255	28R	Lifeguard Medical	Yes
5/18/2016 23:59	N529FD	N529FD	TBM8	3240	28R	Good Effort	Yes
5/19/2016 6:44	MRA687		C208	4524	33	Not Acceptable	No
5/19/2016 6:49	PCM8679	N844FE	C208	4231	28L	Good Effort	Yes
5/19/2016 22:03	N47CA	N47CA	PAY2	3315	33	Time Buffer	Yes
5/19/2016 23:14	N448CR	N448CR	BE9L	6361	28R	Wide Salad	No
5/20/2016 6:23	LN561SR	N561SR	C560	3730	28L	Lifeguard Medical	Yes
5/20/2016 6:59	PCM8679	N844FE	C208	4206	28L	Time Buffer	Yes
5/20/2016 23:47	N142DR	N142DR	BE58	4211	28R	Good Effort	Yes
5/21/2016 3:12	N36TW	N36TW	PAY2	3244	28R	310 Heading	No
5/21/2016 3:33	LN248PH	N248PH	BE20	4252	28L	Lifeguard Medical	Yes
5/21/2016 22:05	N47952	N47952	P28A	377	28R	Time Buffer	Yes
5/21/2016 22:34	N245AT	N245AT	PA44	336	28R	Good Effort	Yes
5/23/2016 5:33	SWA1576	N241WN	B737	3252	28L	RWY 30 Routine Closure	Yes
5/23/2016 5:39	SWA3704	N965WN	B737	3272	28L	RWY 30 Routine Closure	Yes
5/23/2016 5:41	SWA2439	N437WN	B737	3224	28L	RWY 30 Routine Closure	Yes
5/23/2016 5:50	SWA2440	N763SW	B737	3306	28L	RWY 30 Routine Closure	Yes
5/24/2016 6:42	PCM8711	N781FE	C208	4574	28L	Good Effort	Yes
5/25/2016 0:13	LN777AX		C550	4502	28R	Lifeguard Medical	Yes
5/25/2016 0:49			PA44	5373	28R	System Error	Yes
5/25/2016 6:26	PCM8711	N781FE	C208	4522	28L	Good Effort	Yes
5/26/2016 6:24	PCM8711	N790FE	C208	4242	28L	Good Effort	Yes
5/26/2016 6:38	PCM8710	N781FE	C208	4502	28L	Good Effort	Yes
5/26/2016 22:01			BE9L	6327	28R	Time Buffer	Yes
5/26/2016 22:03	TMC401	N401TM	H25B	3717	28R	Time Buffer	Yes
5/26/2016 22:06			CL30	3215	28L	Time Buffer	Yes
5/26/2016 22:09	N20BD	N20BD	GALX	3642	28L	Time Buffer	Yes
5/27/2016 6:40	PCM8711	N781FE	C208	4555	28L	Good Effort	Yes
5/29/2016 2:33	REH50	N912MF	BE20	4215	28R	Lifeguard Medical	Yes
5/30/2016 5:32	BSK160	N738MA	B738	3225	28L	RWY 30 Routine Closure	Yes
5/30/2016 6:32	LN54DD		C560	3271	28R	Lifeguard Medical	Yes
5/30/2016 22:26	WCC1		B350	6365	28R	Wide Salad	No
5/31/2016 4:12	KFS33		LJ35	3255	28L	Pilot Requested	No
5/31/2016 5:31	N74MA	N74MA	TBM8	3272	28R	Good Effort	Yes
5/31/2016 6:33	N30GM	N30GM	HELO	362	PAD1	Not Acceptable	No
6/2/2016 2:00	LN248PH	N248PH	BE20	4562	28R	Lifeguard Medical	Yes
6/2/2016 6:49	PCM8679	N846FE	C208	4575	28L	Wide Salad	No
6/2/2016 6:59	MRA687		C208	4527	28R	Time Buffer	Yes
6/3/2016 22:09	N492SP		C172	4246	28R	Time Buffer	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
6/3/2016 22:46			C182	345	28R	Lifeguard Medical	Yes
6/3/2016 23:05	N95606		C152	5326	28R	System Error	Yes
6/4/2016 1:05	LN248PH	N248PH	BE20	4527	28R	Lifeguard Medical	Yes
6/4/2016 23:01	N395DG		B350	4524	28R	Good Effort	Yes
6/5/2016 1:07	LN248PH	N248PH	BE20	4227	28R	Lifeguard Medical	Yes
6/6/2016 3:28	N888GJ	N888GJ	H25C	3321	28L	Pilot Refusal	No
6/7/2016 5:45	REH50		BE20	4552	28R	Lifeguard Medical	Yes
6/8/2016 5:20	N36TW	N36TW	PAY2	3242	28R	Lifeguard Medical	Yes
6/8/2016 6:49	MRA687		C208	4272	33	310 Heading	No
6/9/2016 0:02	N661TC	N661TC	PAY2	4510	28R	Wide Salad	No
6/9/2016 6:14	PXT903	N903JP	C510	4546	33	System Error	Yes
6/9/2016 6:34	MRA687		C208	4555	28R	Good Effort	Yes
6/10/2016 5:11	LN777AX		C550	4516	28R	Lifeguard Medical	Yes
6/10/2016 22:12				5345	10L	System Error	Yes
6/11/2016 23:31	N803GJ		LJ55	3270	28L	Pilot Refusal	No
6/12/2016 22:07	N777AX		C550	4501	28R	Time Buffer	Yes
6/12/2016 22:41	N101CG	N101CG	C208	330	28R	Good Effort	Yes
6/13/2016 22:01	KFB695		C550	1714	28R	Time Buffer	Yes
6/13/2016 22:02	LXJ571	N571FX	CL30	6313	28R	Time Buffer	Yes
6/13/2016 22:05	N883LS	N883LS	GLF4	3313	28L	Time Buffer	Yes
6/13/2016 22:07	SJE9	N92UP	H25B	3260	28R	Time Buffer	Yes
6/13/2016 22:10	XOJ578	N578XJ	CL30	1712	28R	Time Buffer	Yes
6/13/2016 22:10	N2616X		C340	3254	33	Time Buffer	Yes
6/13/2016 22:11	N300DA	N300DA	C56X	6333	28R	ATC Instructions	Yes
6/13/2016 22:13	EJA765	N765QS	CL35	3761	28R	ATC Instructions	Yes
6/13/2016 22:14	N577BF	N577BF	PC12	3767	28R	Not Acceptable	No
6/13/2016 22:18	N99AG	N99AG	C25B	3676	28R	ATC Instructions	Yes
6/13/2016 22:21	N282TC		BE9L	6311	33	Good Effort	Yes
6/13/2016 22:21	N450TR	N450TR	C25A	3216	28R	ATC Instructions	Yes
6/13/2016 22:25	TMC405	N405TM	H25B	6343	28L	ATC Instructions	Yes
6/13/2016 22:27	N96UA		YXY3	3660	28R	ATC Instructions	Yes
6/13/2016 22:28	RGY710	N710RA	BE40	3354	28R	ATC Instructions	Yes
6/13/2016 22:30	OPT480	N480FL	BE40	3747	28R	ATC Instructions	Yes
6/13/2016 22:51	N463MA	N463MA	GLF4	3622	28R	ATC Instructions	Yes
6/14/2016 2:22	N803GJ	N803GJ	LJ55	4214	28L	Pilot Refusal	No
6/14/2016 3:07	N811AM	N811AM	H25B	3222	28R	Pilot Requested	No
6/14/2016 6:38	MRA687		C208	4565	33	Good Effort	Yes
6/15/2016 2:57	N610JC	N610JC	C550	3251	28L	Pilot Requested	No
6/16/2016 2:06	REH50		BE20	3332	28R	Lifeguard Medical	Yes
6/16/2016 22:33			C172	325	28R	Good Effort	Yes
6/18/2016 22:10	N221MM		BE30	345	28R	Time Buffer	Yes
6/18/2016 22:47	N4227H		M20P	4260	28R	Good Effort	Yes
6/19/2016 22:57	N831CP		C425	4212	28R	Good Effort	Yes
6/20/2016 6:06	CMD8	N838CS	HELO	333	PAD1	Lifeguard Medical	Yes
6/20/2016 22:02	N7CQ	N7CQ	C525	4207	33	Time Buffer	Yes
6/21/2016 6:18	PCM8709	N846FE	C208	4242	28L	Good Effort	Yes
6/21/2016 6:57	PCM8679	N781FE	C208	4210	28L	Time Buffer	Yes
6/21/2016 22:27	N8074T		P28A	5371	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
6/22/2016 6:53	PCM8679	N781FE	C208	4207	28L	Time Buffer	Yes
6/22/2016 6:57	PCM8260	N790FE	C208	4503	28L	Time Buffer	Yes
6/23/2016 1:59	N333P		PAY2	4570	28R	Wide Salad	No
6/23/2016 6:09	PCM8709	N846FE	C208	4517	28L	Good Effort	Yes
6/23/2016 6:56	N942TW	N942TW	PC12	3672	28R	Time Buffer	Yes
6/23/2016 6:59	MRA687		C208	4207	33	Time Buffer	Yes
6/24/2016 6:07	PCM8709	N846FE	C208	4501	28L	Good Effort	Yes
6/25/2016 23:45	N2407N	N2407N	C172	1200	28R	Good Effort	Yes
6/26/2016 0:11	LN561SR	N561SR	C560	3244	28R	Lifeguard Medical	Yes
6/26/2016 3:25				5346	33	System Error	Yes
6/26/2016 23:29	CHP32		HELO	365	PAD1	Law Enforcement	Yes
6/27/2016 0:08	LN54DD		C560	4551	28L	Lifeguard Medical	Yes
6/27/2016 23:00	N17VA	N17VA	BE20	3245	28R	Good Effort	Yes
6/28/2016 1:40	REH56		PC12	4246	28R	Lifeguard Medical	Yes
6/28/2016 5:02	PXT525	N525CR	C25B	4215	28R	Lifeguard Medical	Yes
6/28/2016 22:57	WCC73	N73WC	B350	3670	28R	Wide Salad	No
6/29/2016 6:10	PCM8709	N846FE	C208	4576	28L	Wide Salad	No
6/30/2016 3:28	BTQ329		PC12	4202	28L	Good Effort	Yes
6/30/2016 6:14	PCM8709	N771FE	C208	4575	28L	Good Effort	Yes
6/30/2016 6:48	MRA687		C208	4514	33	Not Acceptable	No
6/30/2016 6:52	PCM8710	N846FE	C208	4566	28L	Time Buffer	Yes
6/30/2016 22:13	N15DB		C441	4224	28R	310 Heading	No

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## North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/1/2016 1:35	4	86.2	93.2	24	SWQ9103	N804TJ	B734	28L
4/1/2016 1:35	5	88.4	94.9	27	SWQ9103	N804TJ	B734	28L
4/1/2016 1:35	6	82.4	91.4	29	SWQ9103	N804TJ	B734	28L
4/1/2016 1:35	8	73.3	82	18	SWQ9103	N804TJ	B734	28L
4/1/2016 1:36	7	75.5	84	22	SWQ9103	N804TJ	B734	28L
4/1/2016 5:44	4	73	80.1	14	BTQ901	N475SS	PC12	28L
4/2/2016 1:55	4	75.6	80.8	9	N716WA		PAY2	28R
4/2/2016 4:06	4	85.1	89	12	LN33MS	N33MS	PAY2	28R
4/2/2016 4:06	5	76.5	81.7	9	LN33MS	N33MS	PAY2	28R
4/2/2016 4:06	8	77.8	83.8	10	LN33MS	N33MS	PAY2	28R
4/3/2016 3:06	4	74.2	80.2	11	N47CA	N47CA	PAY2	28R
4/4/2016 2:12	4	83.3	91.9	27	VOI907		A320	28L
4/4/2016 2:12	5	85.3	92.7	29	VOI907		A320	28L
4/4/2016 2:12	6	81.3	88.8	27	VOI907		A320	28L
4/4/2016 2:12	7	70.7	80.4	17	VOI907		A320	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/5/2016 0:07	4	80.1	85.2	11	LN248PH	N248PH	BE20	28R
4/5/2016 2:10	4	75.5	81.4	10	N899SD		BE20	28R
4/5/2016 2:10	5	77.2	82.5	13	N899SD		BE20	28R
4/5/2016 23:41	4	73.1	80.4	11	N71652		C182	28R
4/5/2016 23:41	8	73.7	80.2	7	N71652		C182	28R
4/7/2016 5:38	9	79.3	86.5	17	PXT903	N903JP	C510	10L
4/7/2016 5:38	10	73.1	82.1	23	PXT903	N903JP	C510	10L
4/7/2016 5:38	11	73.2	80.8	11	PXT903	N903JP	C510	10L
4/8/2016 0:38	4	82.5	89.8	23	PXT252	PXT252	C25B	28R
4/8/2016 0:38	5	81.2	88.8	23	PXT252	PXT252	C25B	28R
4/8/2016 0:38	6	78.7	87	20	PXT252	PXT252	C25B	28R
4/8/2016 0:38	7	73.1	81.6	16	PXT252	PXT252	C25B	28R
4/8/2016 1:44	4	75.4	82.5	16	N352TV		LJ35	28R
4/8/2016 1:44	5	74	80.6	14	N352TV		LJ35	28R
4/8/2016 1:44	6	74.8	82.1	13	N352TV		LJ35	28R
4/9/2016 0:28	4	76.8	84.6	19	GAJ504	N504UP	C56X	28L
4/9/2016 0:28	5	76.2	84.2	16	GAJ504	N504UP	C56X	28L
4/9/2016 0:28	8	72.6	81.2	11	GAJ504	N504UP	C56X	28L
4/10/2016 23:23	4	74.6	81.8	12	N47CA	N47CA	PAY2	28R
4/13/2016 22:50	4	85	88.8	12	N772MF	N772MF	PAY2	28R
4/13/2016 22:50	5	77.5	81.4	8	N772MF	N772MF	PAY2	28R
4/13/2016 23:00	4	75	81.3	14	N63134	N63134	C206	28R
4/13/2016 23:12	5	76.4	80.9	9	CMD70	N840CR	BE20	28L
4/13/2016 23:12	8	75.7	82	8	CMD70	N840CR	BE20	28L
4/14/2016 4:07	4	86.9	90.5	12	N915CD	N915CD	BE9L	28R
4/14/2016 4:07	5	75.3	81	9	N915CD	N915CD	BE9L	28R
4/14/2016 5:53	4	74.5	80.4	8	CMD70	N840CR	BE20	28R
4/15/2016 5:35	4	77.1	82.9	15	CMD70	N840CR	BE20	28R
4/15/2016 5:36	10	72.8	82.9	34	CMD70	N840CR	BE20	28R
4/18/2016 5:29	4	80.6	89.8	34	SWA1576	N7830A	B737	28L
4/18/2016 5:29	5	81.4	90	27	SWA1576	N7830A	B737	28L
4/18/2016 5:29	6	77.9	88.6	28	SWA1576	N7830A	B737	28L
4/18/2016 5:29	7	75	85.3	35	SWA1576	N7830A	B737	28L
4/18/2016 5:37	4	82.6	90.7	25	SWA3704	N723SW	B737	28L
4/18/2016 5:37	7	75.9	87	61	SWA3704	N723SW	B737	28L
4/18/2016 5:37	5	83.6	91.8	24	SWA3704	N723SW	B737	28L
4/18/2016 5:37	6	80.4	89.8	24	SWA3704	N723SW	B737	28L
4/18/2016 5:59	10	63.9	81.1	78	URF117	N828SA	PC12	28R
4/18/2016 23:18	4	85.3	90.2	16	N799TF	N799	C421	28R
4/18/2016 23:18	5	76.1	82.5	16	N799TF	N799	C421	28R
4/18/2016 23:18	6	72.4	81	15	N799TF	N799	C421	28R
4/21/2016 22:53	4	76.5	83.1	13	PXT44	N44CK	C525	28L
4/21/2016 22:53	5	84.2	89.8	14	PXT44	N44CK	C525	28L
4/21/2016 22:53	6	80.7	87.5	13	PXT44	N44CK	C525	28L
4/21/2016 22:53	7	76.3	83.7	15	PXT44	N44CK	C525	28L
4/22/2016 1:55	4	82.7	87.6	14	N47CA	N47CA	PAY2	28R
4/22/2016 1:55	5	76	82.7	15	N47CA	N47CA	PAY2	28R
4/22/2016 1:55	6	76	80.9	7	N47CA	N47CA	PAY2	28R
4/22/2016 1:55	8	73.8	80.7	12	N47CA	N47CA	PAY2	28R
4/23/2016 1:21	4	78.4	84.6	14	N22WF	N22WF	PAY2	28R
4/23/2016 22:05	11	74.2	84.8	24	N817SA	N817SA	PC12	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
4/23/2016 22:06	10	71.8	80.2	22	N817SA	N817SA	PC12	28R
4/23/2016 22:06	9	82.5	89.5	20	N817SA	N817SA	PC12	28R
4/23/2016 22:13	11	74.9	84.9	21	N817SA	N817SA	PC12	28R
4/23/2016 22:14	9	81.9	89.1	20	N817SA	N817SA	PC12	28R
4/23/2016 22:22	4	79.7	84.7	10	CMD70	N840CR	BE20	28R
4/24/2016 0:11	4	82.2	89.3	22	LN777AX		C550	28R
4/24/2016 0:11	5	77.5	85.7	23	LN777AX		C550	28R
4/24/2016 0:11	6	79.4	86.8	20	LN777AX		C550	28R
4/24/2016 0:11	7	72.5	81.9	20	LN777AX		C550	28R
4/24/2016 0:16	4	72.3	80.2	13	N47CA	N47CA	PAY2	28R
4/24/2016 0:35	4	74.9	80.1	11	N248PH	N248PH	BE20	28R
4/25/2016 0:00	4	84.6	89.4	16	N28CA	N28CA	PAY2	28R
4/25/2016 0:00	5	79.7	85.3	12	N28CA	N28CA	PAY2	28R
4/25/2016 0:01	6	74.1	80.5	9	N28CA	N28CA	PAY2	28R
4/25/2016 0:01	8	85.2	89.1	13	N28CA	N28CA	PAY2	28R
4/26/2016 5:59	4	86.2	94.4	78	URF117	N817SA	PC12	28R
4/27/2016 3:38	4	78.7	84	11	N246PH		BE20	28R
4/27/2016 3:39	8	73.8	80.4	10	N246PH		BE20	28R
4/28/2016 1:58	4	74.8	80.3	9	LN248PH	N248PH	BE20	28R
4/28/2016 4:03	4	81.1	89	26	N803GJ		LJ55	28L
4/28/2016 4:03	5	85.3	92.8	25	N803GJ		LJ55	28L
4/28/2016 4:03	6	83.8	91.2	30	N803GJ		LJ55	28L
4/28/2016 4:03	7	74.1	85.2	31	N803GJ		LJ55	28L
4/28/2016 4:13	4	84.6	88.7	13	N431GW		PAY2	28R
4/28/2016 4:14	5	74.5	80.6	10	N431GW		PAY2	28R
4/28/2016 4:14	8	78.5	84.2	10	N431GW		PAY2	28R
4/28/2016 4:17	4	84.7	88.9	16	TN990LR	N990LR	PAY2	28R
4/28/2016 4:17	5	77.1	82	8	TN990LR	N990LR	PAY2	28R
4/28/2016 4:17	8	77.4	84	11	TN990LR	N990LR	PAY2	28R
4/28/2016 22:50	4	77.1	82.6	11	LN248PH	N248PH	BE20	28R
4/28/2016 22:50	8	73.8	81.1	10	LN248PH	N248PH	BE20	28R
4/30/2016 4:30	4	83.9	90.4	20	LN777AX		C550	28R
4/30/2016 4:30	5	78.8	87.3	24	LN777AX		C550	28R
4/30/2016 4:31	6	78.8	87.8	24	LN777AX		C550	28R
4/30/2016 4:31	7	71.4	81.8	28	LN777AX		C550	28R
4/30/2016 23:12	4	76.8	81.4	12	LN246PH		BE20	28R
4/30/2016 23:12	8	74.6	80.9	7	LN246PH		BE20	28R
5/2/2016 5:33	4	80.1	89.1	30	SWA1576		B737	28L
5/2/2016 5:33	5	82.7	91.3	29	SWA1576		B737	28L
5/2/2016 5:33	6	79.1	89	28	SWA1576		B737	28L
5/2/2016 5:33	7	74.4	85.3	29	SWA1576		B737	28L
5/2/2016 5:43	4	82.8	90.6	27	SWA3704	N7819A	B737	28L
5/2/2016 5:43	5	84.8	92.5	29	SWA3704	N7819A	B737	28L
5/2/2016 5:43	6	81.5	90.7	29	SWA3704	N7819A	B737	28L
5/2/2016 5:43	7	76.5	86.8	26	SWA3704	N7819A	B737	28L
5/2/2016 5:44	4	81.6	90.2	28	SWA2439	N726SW	B737	28L
5/2/2016 5:45	5	83.9	91.6	26	SWA2439	N726SW	B737	28L
5/2/2016 5:45	6	79.9	89.5	26	SWA2439	N726SW	B737	28L
5/2/2016 5:45	7	75.7	86	23	SWA2439	N726SW	B737	28L
5/3/2016 2:41	3	72.2	80	14	N246PH		BE20	28R
5/4/2016 22:15	4	84.3	91.9	25	N16PV	N16PV	BE58	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/4/2016 22:15	5	75.1	83.9	23	N16PV	N16PV	BE58	28R
5/4/2016 22:15	8	77.5	86.5	23	N16PV	N16PV	BE58	28R
5/4/2016 22:15	3	72.5	81.7	22	N16PV	N16PV	BE58	28R
5/6/2016 5:34	4	72.5	80.4	11	N431GW	N431GW	PAY2	28R
5/6/2016 22:44	4	72.3	81	15	N273SM	N273SM	PC12	28R
5/8/2016 4:16	4	72.3	80.8	14	N431GW	N431GW	PAY2	28R
5/9/2016 3:15	4	82	88.2	16	XLS1032		E35L	28R
5/9/2016 3:16	5	75.4	83.1	16	XLS1032		E35L	28R
5/9/2016 3:16	6	77	84.5	15	XLS1032		E35L	28R
5/9/2016 3:16	7	71.3	80.4	18	XLS1032		E35L	28R
5/9/2016 5:26	4	81.8	88.2	19	N501CV	N501CV	GLF5	28L
5/9/2016 5:26	5	86.3	92	16	N501CV	N501CV	GLF5	28L
5/9/2016 5:26	6	77.7	85.4	15	N501CV	N501CV	GLF5	28L
5/9/2016 5:58	4	76.5	82.6	11	N850MF	N850MF	TBM8	28R
5/9/2016 5:58	8	75.4	81.2	8	N850MF	N850MF	TBM8	28R
5/9/2016 22:37	4	83.1	87.2	12	N40R	N40R	BE20	28R
5/9/2016 22:37	8	76.4	82.3	8	N40R	N40R	BE20	28R
5/10/2016 3:45	4	76.5	82.5	14	N231GW	N231GW	PAY2	28R
5/10/2016 22:23	4	77	82.6	12	N17VA	N17VA	BE20	28L
5/11/2016 5:42	4	75.5	80.8	12	N333P	N333P	PAY2	28R
5/11/2016 23:12	4	81.8	87.1	15	N52PF	N52PF	PAY1	28R
5/16/2016 4:57	4	73.5	81	14	DPJ998	N998CX	C750	28L
5/16/2016 4:57	5	82.8	87.9	13	DPJ998	N998CX	C750	28L
5/16/2016 4:57	6	78.3	85.7	14	DPJ998	N998CX	C750	28L
5/16/2016 22:41	4	85.5	90.5	19	N2646P		BE35	28R
5/16/2016 22:41	5	77.6	83.9	19	N2646P		BE35	28R
5/16/2016 22:41	6	74.9	83.6	18	N2646P		BE35	28R
5/16/2016 23:44	4	83.8	87.5	13	N990LR		PAY2	28R
5/16/2016 23:44	5	75.8	80.5	8	N990LR		PAY2	28R
5/17/2016 4:45	4	85.6	87.6	9	JLG711		BE20	28R
5/17/2016 4:45	5	75.1	80.5	8	JLG711		BE20	28R
5/17/2016 4:46	6	74.5	80.9	9	JLG711		BE20	28R
5/17/2016 22:45	4	78	84.9	22	N538CD		SR22	28R
5/17/2016 22:45	8	82	88.5	21	N538CD		SR22	28R
5/17/2016 23:58	4	73.7	82.4	24	N652SP	N652SP	C172	28R
5/17/2016 23:58	5	72.4	80.3	15	N652SP	N652SP	C172	28R
5/18/2016 5:40	4	78.3	86.2	23	LN777AX		C550	28L
5/18/2016 5:40	5	83.6	90.5	20	LN777AX		C550	28L
5/18/2016 5:40	6	82.6	90.5	78	LN777AX		C550	28L
5/18/2016 5:40	7	73.9	83	19	LN777AX		C550	28L
5/18/2016 5:59	6	64.8	83.2	78	URF171	N817SA	PC12	28R
5/18/2016 23:30	4	80.5	87.2	16	PXT44	N44CK	C525	28R
5/18/2016 23:30	6	72	81.2	17	PXT44	N44CK	C525	28R
5/20/2016 5:58	4	74	80.4	10	PCM8709	N872FE	C208	28L
5/20/2016 5:59	10	73.2	82.7	25	PCM8709	N872FE	C208	28L
5/20/2016 23:48	4	83.8	91.4	26	N142DR	N142DR	BE58	28R
5/20/2016 23:48	5	82.8	88.1	20	N142DR	N142DR	BE58	28R
5/20/2016 23:48	6	73.3	80	9	N142DR	N142DR	BE58	28R
5/20/2016 23:49	8	79.6	87	18	N142DR	N142DR	BE58	28R
5/20/2016 23:49	3	73.5	80.8	18	N142DR	N142DR	BE58	28R
5/21/2016 3:34	4	75.6	81.2	12	LN248PH	N248PH	BE20	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/21/2016 3:35	6	74.7	80.9	9	LN248PH	N248PH	BE20	28L
5/21/2016 22:47	9	74.4	80.6	8	N245AT	N245AT	PA44	28R
5/21/2016 22:56	10	73.1	82.4	37	N245AT	N245AT	PA44	28R
5/23/2016 5:33	4	81.3	90.3	30	SWA1576	N241WN	B737	28L
5/23/2016 5:33	5	81.1	90.2	32	SWA1576	N241WN	B737	28L
5/23/2016 5:33	6	79.3	89.1	32	SWA1576	N241WN	B737	28L
5/23/2016 5:34	8	72	81.4	21	SWA1576	N241WN	B737	28L
5/23/2016 5:34	7	75	85.4	28	SWA1576	N241WN	B737	28L
5/23/2016 5:40	4	82.3	90.2	27	SWA3704	N965WN	B737	28L
5/23/2016 5:40	5	83.7	91.6	26	SWA3704	N965WN	B737	28L
5/23/2016 5:40	6	80.4	89.8	28	SWA3704	N965WN	B737	28L
5/23/2016 5:41	7	76.4	85.6	21	SWA3704	N965WN	B737	28L
5/23/2016 5:42	4	83.1	90.7	26	SWA2439	N437WN	B737	28L
5/23/2016 5:42	5	83	91.3	30	SWA2439	N437WN	B737	28L
5/23/2016 5:42	6	79.5	89.8	26	SWA2439	N437WN	B737	28L
5/23/2016 5:42	8	72.2	82.2	25	SWA2439	N437WN	B737	28L
5/23/2016 5:42	7	76.6	86.6	25	SWA2439	N437WN	B737	28L
5/23/2016 5:51	4	85	92.3	27	SWA2440	N763SW	B737	28L
5/23/2016 5:51	5	85.3	93.2	27	SWA2440	N763SW	B737	28L
5/23/2016 5:51	6	82.3	91.8	30	SWA2440	N763SW	B737	28L
5/23/2016 5:51	8	73.7	82.7	24	SWA2440	N763SW	B737	28L
5/23/2016 5:51	7	78.3	87.8	22	SWA2440	N763SW	B737	28L
5/24/2016 1:23	4	77.3	82.6	8	N899SD		BE20	28R
5/25/2016 0:14	4	84.6	91.6	21	LN777AX		C550	28R
5/25/2016 0:14	5	77.6	85.3	26	LN777AX		C550	28R
5/25/2016 0:14	6	80.7	87.7	23	LN777AX		C550	28R
5/25/2016 0:14	7	73.2	83.1	22	LN777AX		C550	28R
5/26/2016 22:04	4	87.3	92.6	19	TMC401	N401TM	H25B	28R
5/26/2016 22:04	5	77.1	84.8	17	TMC401	N401TM	H25B	28R
5/26/2016 22:04	6	77.6	84.7	12	TMC401	N401TM	H25B	28R
5/26/2016 22:06	4	78.5	86.9	23			CL30	28L
5/26/2016 22:06	5	84.9	90	19			CL30	28L
5/26/2016 22:07	6	81.4	87.7	18			CL30	28L
5/26/2016 22:07	7	73	83	23			CL30	28L
5/26/2016 22:10	4	80.2	86.9	21	N20BD	N20BD	GALX	28L
5/26/2016 22:10	5	84.6	92	22	N20BD	N20BD	GALX	28L
5/26/2016 22:10	6	83.2	90.5	23	N20BD	N20BD	GALX	28L
5/26/2016 22:10	7	74.3	83.1	15	N20BD	N20BD	GALX	28L
5/26/2016 22:12	4	87.5	92.5	24	N822GS		BE55	28R
5/26/2016 22:13	5	75.4	82.9	18	N822GS		BE55	28R
5/26/2016 22:13	8	81	88.1	21	N822GS		BE55	28R
5/26/2016 22:13	3	74.6	83.7	22	N822GS		BE55	28R
5/29/2016 2:34	4	82.6	86.6	12	REH50	N912MF	BE20	28R
5/29/2016 2:34	5	76	81.7	9	REH50	N912MF	BE20	28R
5/29/2016 2:34	8	82.4	86.5	10	REH50	N912MF	BE20	28R
5/30/2016 5:33	4	83.5	91.6	28	BSK160	N738MA	B738	28L
5/30/2016 5:33	5	87.5	94.3	27	BSK160	N738MA	B738	28L
5/30/2016 5:33	6	82	91.3	28	BSK160	N738MA	B738	28L
5/30/2016 5:33	7	74.1	85	28	BSK160	N738MA	B738	28L
5/30/2016 22:27	4	74.9	80.4	12	WCC1		B350	28R
5/31/2016 4:12	4	78.5	85.6	21	KFS33		LJ35	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
5/31/2016 4:12	5	83.4	89.4	17	KFS33		LJ35	28L
5/31/2016 4:12	6	80.7	88	18	KFS33		LJ35	28L
5/31/2016 4:13	7	74.3	82.7	17	KFS33		LJ35	28L
5/31/2016 5:33	4	76.2	82.7	11	N74MA	N74MA	TBM8	28R
5/31/2016 5:33	8	74.9	80.9	9	N74MA	N74MA	TBM8	28R
6/1/2016 22:42	4	72.6	82.2	21	N368TS	N368TS	DA42	28R
6/2/2016 0:01	4	73.8	80.3	8	N36TW	N36TW	PAY2	28R
6/2/2016 2:01	4	79.3	82.9	12	LN248PH	N248PH	BE20	28R
6/2/2016 2:01	8	73.2	80	9	LN248PH	N248PH	BE20	28R
6/3/2016 22:47	4	71.7	80.9	19			C182	28R
6/4/2016 1:06	4	75.4	80.7	10	LN248PH	N248PH	BE20	28R
6/5/2016 1:07	4	78.7	84	11	LN248PH	N248PH	BE20	28R
6/5/2016 1:07	8	76.6	81.4	8	LN248PH	N248PH	BE20	28R
6/6/2016 3:28	4	80	86.5	15	N888GJ	N888GJ	H25C	28L
6/6/2016 3:28	5	82.9	89.1	17	N888GJ	N888GJ	H25C	28L
6/6/2016 3:28	6	82.1	88.1	15	N888GJ	N888GJ	H25C	28L
6/6/2016 3:29	7	75.2	82.3	14	N888GJ	N888GJ	H25C	28L
6/7/2016 5:47	4	77.7	83.7	12	REH50		BE20	28R
6/8/2016 5:21	4	83.8	88.3	13	N36TW	N36TW	PAY2	28R
6/8/2016 5:21	5	77.5	82.8	9	N36TW	N36TW	PAY2	28R
6/8/2016 5:21	8	77	84.5	10	N36TW	N36TW	PAY2	28R
6/8/2016 23:17	4	75.8	83.8	20	N49D		BE58	28R
6/9/2016 0:03	4	77	82.3	14	N661TC	N661TC	PAY2	28R
6/9/2016 22:26	4	79.8	85.3	17	N152P		C182	28R
6/9/2016 22:26	8	73.8	80.4	9	N152P		C182	28R
6/10/2016 5:11	4	79.5	87.9	27	LN777AX		C550	28R
6/10/2016 5:11	5	78	86.9	25	LN777AX		C550	28R
6/10/2016 5:12	6	76.8	86.4	25	LN777AX		C550	28R
6/10/2016 5:12	7	69.8	80.9	30	LN777AX		C550	28R
6/10/2016 22:13	10	74.6	84	28				10L
6/11/2016 23:31	4	78.2	85.6	21	N803GJ		LJ55	28L
6/11/2016 23:31	5	85.5	91.6	23	N803GJ		LJ55	28L
6/11/2016 23:31	6	79.2	87.9	20	N803GJ		LJ55	28L
6/11/2016 23:36	4	84.1	88.6	15	N6428Y		C210	28R
6/11/2016 23:36	5	75.5	81.5	12	N6428Y		C210	28R
6/11/2016 23:36	8	76.3	80.9	6	N6428Y		C210	28R
6/12/2016 22:07	4	76.8	84.2	28	N777AX		C550	28R
6/12/2016 22:07	5	72.9	82.6	24	N777AX		C550	28R
6/12/2016 22:08	6	72	81.5	20	N777AX		C550	28R
6/12/2016 22:42	4	75.4	82.9	18	N101CG	N101CG	C208	28R
6/12/2016 23:19	9	76	82	10	N101CG	N101CG	C208	28R
6/13/2016 22:01	4	83.9	89.8	19	KFB695		C550	28R
6/13/2016 22:02	5	72.8	80.9	13	KFB695		C550	28R
6/13/2016 22:02	6	76	82.2	16	KFB695		C550	28R
6/13/2016 22:03	4	75	83.9	18	LXJ571	N571FX	CL30	28R
6/13/2016 22:06	4	80.6	87.5	17	N883LS	N883LS	GLF4	28L
6/13/2016 22:06	5	86	92.1	16	N883LS	N883LS	GLF4	28L
6/13/2016 22:06	6	83.3	89.5	16	N883LS	N883LS	GLF4	28L
6/13/2016 22:06	7	73.7	81.5	15	N883LS	N883LS	GLF4	28L
6/13/2016 22:07	4	87.2	92.5	20	SJE9	N92UP	H25B	28R
6/13/2016 22:07	5	78.8	87.2	25	SJE9	N92UP	H25B	28R



Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/13/2016 22:07	6	78.1	85.7	20	SJE9	N92UP	H25B	28R
6/13/2016 22:07	8	72.8	80.4	11	SJE9	N92UP	H25B	28R
6/13/2016 22:08	7	73.4	81	13	SJE9	N92UP	H25B	28R
6/13/2016 22:11	4	84.5	90.4	18	XOJ578	N578XJ	CL30	28R
6/13/2016 22:11	5	79.1	86.7	20	XOJ578	N578XJ	CL30	28R
6/13/2016 22:11	6	77.7	85	18	XOJ578	N578XJ	CL30	28R
6/13/2016 22:11	3	84.3	89.3	20	N2616X		C340	33
6/13/2016 22:11	7	72.3	81.4	20	XOJ578	N578XJ	CL30	28R
6/13/2016 22:12	4	81.9	87.2	17	N300DA	N300DA	C56X	28R
6/13/2016 22:12	5	75.1	82.7	15	N300DA	N300DA	C56X	28R
6/13/2016 22:12	6	74	81.7	11	N300DA	N300DA	C56X	28R
6/13/2016 22:13	4	82	88.8	15	EJA765	N765QS	CL35	28R
6/13/2016 22:13	5	76.2	84.7	20	EJA765	N765QS	CL35	28R
6/13/2016 22:14	6	79.1	86.3	17	EJA765	N765QS	CL35	28R
6/13/2016 22:14	7	76.8	83.9	16	EJA765	N765QS	CL35	28R
6/13/2016 22:19	4	78.9	87.3	25	N99AG	N99AG	C25B	28R
6/13/2016 22:19	5	77.2	86	23	N99AG	N99AG	C25B	28R
6/13/2016 22:19	6	75.7	84.3	14	N99AG	N99AG	C25B	28R
6/13/2016 22:21	3	74.9	81.6	14	N282TC		BE9L	33
6/13/2016 22:22	4	84	91.5	23	N450TR	N450TR	C25A	28R
6/13/2016 22:22	5	78.5	86.2	22	N450TR	N450TR	C25A	28R
6/13/2016 22:22	6	75.7	83.6	16	N450TR	N450TR	C25A	28R
6/13/2016 22:26	4	82.5	88.2	21	TMC405	N405TM	H25B	28L
6/13/2016 22:26	5	88.4	93.4	16	TMC405	N405TM	H25B	28L
6/13/2016 22:26	6	83.9	90.2	18	TMC405	N405TM	H25B	28L
6/13/2016 22:26	7	75.3	83.3	15	TMC405	N405TM	H25B	28L
6/13/2016 22:27	4	79.2	88.4	29	N96UA		YXY3	28R
6/13/2016 22:27	5	77.7	87.1	30	N96UA		YXY3	28R
6/13/2016 22:28	6	77.8	86.2	17	N96UA		YXY3	28R
6/13/2016 22:29	4	84.7	93.2	32	RGY710	N710RA	BE40	28R
6/13/2016 22:29	5	79	88.3	29	RGY710	N710RA	BE40	28R
6/13/2016 22:29	6	79	88.1	24	RGY710	N710RA	BE40	28R
6/13/2016 22:29	8	71.3	80.8	18	RGY710	N710RA	BE40	28R
6/13/2016 22:30	4	82.7	89.6	23	OPT480	N480FL	BE40	28R
6/13/2016 22:30	5	77.6	86.1	21	OPT480	N480FL	BE40	28R
6/13/2016 22:30	6	77.8	85.6	24	OPT480	N480FL	BE40	28R
6/13/2016 22:31	7	72.9	81.3	17	OPT480	N480FL	BE40	28R
6/13/2016 22:52	4	77.8	87.1	29	N463MA	N463MA	GLF4	28R
6/13/2016 22:52	5	76.5	85.7	27	N463MA	N463MA	GLF4	28R
6/13/2016 22:52	6	76.4	84.7	21	N463MA	N463MA	GLF4	28R
6/14/2016 2:22	5	81	89	50	N803GJ	N803GJ	LJ55	28L
6/14/2016 2:23	4	77.9	86.6	22	N803GJ	N803GJ	LJ55	28L
6/14/2016 2:23	6	74.1	82.7	20	N803GJ	N803GJ	LJ55	28L
6/14/2016 3:08	4	82.4	91.8	39	N811AM	N811AM	H25B	28R
6/14/2016 3:08	5	80.2	89.8	41	N811AM	N811AM	H25B	28R
6/14/2016 3:08	6	80.2	89.6	34	N811AM	N811AM	H25B	28R
6/14/2016 3:08	7	75.8	85.5	32	N811AM	N811AM	H25B	28R
6/15/2016 2:58	5	71.9	83.9	61	N610JC	N610JC	C550	28L
6/15/2016 2:58	4	73.4	83	34	N610JC	N610JC	C550	28L
6/15/2016 2:58	6	74.4	85.3	38	N610JC	N610JC	C550	28L
6/15/2016 2:58	7	72.1	83	30	N610JC	N610JC	C550	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
6/16/2016 2:07	4	76.3	81.9	12	REH50		BE20	28R
6/16/2016 22:35	4	75	82.7	18			C172	28R
6/16/2016 22:55	4	77.1	83.1	13	N9731K		PA34	28R
6/18/2016 22:48	4	77.6	84.3	19	N4227H		M20P	28R
6/19/2016 22:58	4	82.6	89.5	24	N831CP		C425	28R
6/19/2016 22:58	5	74.5	82.2	24	N831CP		C425	28R
6/19/2016 22:58	8	75	84.2	16	N831CP		C425	28R
6/20/2016 22:02	3	81.6	87.6	13	N7CQ	N7CQ	C525	33
6/23/2016 2:00	4	78.7	83.9	15	N333P		PAY2	28R
6/24/2016 23:37	4	72.6	80.2	12	N8655P		PA34	28R
6/25/2016 22:40	3	77.3	80.7	7	N248PH	N248PH	BE20	28R
6/26/2016 0:11	4	79.7	87.9	24	LN561SR	N561SR	C560	28R
6/26/2016 0:11	6	74.5	84.1	24	LN561SR	N561SR	C560	28R
6/26/2016 0:11	5	79.9	87.5	24	LN561SR	N561SR	C560	28R
6/27/2016 0:10	5	70.5	80.1	18	LN54DD		C560	28L
6/27/2016 0:34	4	75.8	81.5	9	N431GW		PAY2	28R
6/27/2016 22:39	4	74.2	82.4	18	N10FF		C421	28R
6/27/2016 23:00	8	73.9	83.6	18	N17VA	N17VA	BE20	28R
6/27/2016 23:00	7	75.1	81.6	13	N17VA	N17VA	BE20	28R
6/28/2016 1:23	4	75.4	82	14	N2933A		P28A	28R
6/28/2016 5:03	4	80.7	87.5	18	PXT525	N525CR	C25B	28R
6/28/2016 5:03	6	73.7	82.9	17	PXT525	N525CR	C25B	28R
6/28/2016 5:03	5	77.9	85.7	16	PXT525	N525CR	C25B	28R
6/28/2016 22:58	4	74.8	80.1	13	WCC73	N73WC	B350	28R
6/30/2016 22:13	4	75.5	80.4	8	N15DB		C441	28R

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### Runway 30 BFI Right Turn Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
4/17/2016 17:19	SWA	SWA2937	B737	J	N718SW	Not Acceptable	No
4/28/2016 17:32	SWA	SWA1040	B737	J	N7723E	Not Acceptable	No
4/29/2016 8:23	SWA	SWA1844	B737	J	N551WN	Not Acceptable	No
5/5/2016 21:16	SWA	SWA3569	B738	J	N8652B	Not Acceptable	No
5/6/2016 20:32	DAL	N972AT	B712	J	N972AT	Not Acceptable	No
5/17/2016 10:35	SWA	SWA3310	B737	J	N474WN	Not Acceptable	No
5/23/2016 21:13	SWA	SWA2826	B738	J	N8313F	System Error	Yes
6/4/2016 13:05	LXJ	LXJ451	GLF4	B	N451FX	Not Acceptable	No
6/6/2016 19:30	FDX	FDX1605	B763	J	N101FE	Not Acceptable	No
6/12/2016 12:23	SWA	SWA1024	B737	J	N290WN	Not Acceptable	No
6/12/2016 17:06	AJI	AJI9420	DC91	J	N784TW	Not Acceptable	No
6/15/2016 9:11	SWA	SWA888	B737	J		Not Acceptable	No

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## Night Time Departure Procedure List for Calendar Quarter

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
4/3/2016 0:17	VOI	VOI5905	A320	J	N521VL	Not Acceptable	No
4/3/2016 1:16	VOI	VOI903	A320	J		Not Acceptable	No
4/4/2016 6:57	ASA	ASA811	B738	J	N506AS	Time Buffer	Yes
4/6/2016 6:52	ASA	ASA811	B738	J		Time Buffer	Yes
4/6/2016 6:59	SWA	SWA3392	B737	J	N434WN	Time Buffer	Yes
4/7/2016 6:49	SWA	SWA3388	B738	J	N8621A	Not Acceptable	No
4/7/2016 6:58	ASA	ASA811	B738	J		Time Buffer	Yes
4/9/2016 6:58	ASA	ASA811	B738	J	N587AS	Time Buffer	Yes
4/10/2016 22:42		N441PJ	CL60	B	N925DD	Not Acceptable	No
4/11/2016 22:55		N462CB	PRM1	B	N462CB	Not Acceptable	No
4/13/2016 3:02	FDX	FDX1889	B752	J	N962FD	Not Acceptable	No
4/13/2016 6:55	ASA	ASA811	B738	J	N535AS	Time Buffer	Yes
4/13/2016 6:57	SWA	SWA2423	B733	J	N620SW	Time Buffer	Yes
4/13/2016 22:24		N441PJ	CL60	B	N925DD	Not Acceptable	No
4/14/2016 6:40	SWA	SWA2306	B738	J	N8314L	Not Acceptable	No
4/14/2016 6:59	SWA	SWA1910	B733	J	N635SW	Time Buffer	Yes
4/15/2016 6:59	SWA	SWA2423	B737	J	N229WN	Time Buffer	Yes
4/16/2016 2:27	FDX	FDX1865	B763	J		Not Acceptable	No
4/16/2016 6:58	ASA	ASA811	B738	J		Time Buffer	Yes
4/18/2016 23:21		N525KF	GLF5	B		Not Acceptable	No
4/19/2016 6:56	KAI	KAI58	GLF5	B		Time Buffer	Yes
4/19/2016 6:57	FDX	FDX3647	DC10	J	N381FE	Time Buffer	Yes
4/20/2016 6:19	FDX	FDX886	A306	J		Not Acceptable	No
4/22/2016 4:10	FDX	FDX31	B77L	J		Not Acceptable	No
4/22/2016 22:33		N329BH	C25B	B	N329BH	Not Acceptable	No
4/23/2016 6:57	SWA	SWA2420	B737	J	N732SW	Time Buffer	Yes
4/25/2016 6:08	ASA	ASA345	B738	J	N514AS	Not Acceptable	No
4/25/2016 6:11	XOJ	XOJ750	C750	B	N750XJ	Not Acceptable	No
4/25/2016 6:57	DAL	DAL1408	A320	J	N349NW	Time Buffer	Yes
4/25/2016 6:59	SWA	SWA2848	B737	J	N703SW	Time Buffer	Yes
4/28/2016 6:59	ASA	ASA811	B738	J	N589AS	Time Buffer	Yes
4/29/2016 6:59	SWA	SWA1910	B733	J	N633SW	Time Buffer	Yes
4/29/2016 22:56	JBU	JBU168	A320	J	N612JB	Not Acceptable	No
5/2/2016 6:57	HAL	HAL23	B763	J		Time Buffer	Yes
5/3/2016 6:14	SWA	SWA3319	B733	J		Not Acceptable	No
5/3/2016 6:21	FDX	FDX440	MD11	J	N643FE	Not Acceptable	No
5/4/2016 6:12	PXT	PXT44	C525	B	N44CK	Lifeguard Medical	Yes
5/4/2016 6:57	JBU	JBU247	A320	J	N564JB	Time Buffer	Yes
5/4/2016 6:58	ASA	ASA811	B738	J		Time Buffer	Yes
5/4/2016 6:59	SWA	SWA2423	B733	J	N607SW	Time Buffer	Yes
5/5/2016 1:23	VOI	VOI903	A320	J	XAVON	Not Acceptable	No
5/5/2016 6:58	SWA	SWA2423	B737	J	N278WN	Time Buffer	Yes
5/6/2016 6:58	SWA	SWA2848	B737	J	N490WN	Time Buffer	Yes
5/9/2016 6:34	SWA	SWA2306	B738	J	N8314L	Not Acceptable	No
5/10/2016 6:59	HAL	HAL23	B763	J	N590HA	Time Buffer	Yes
5/13/2016 6:59	EJA	EJA210	F2TH	B	N210QS	Time Buffer	Yes
5/14/2016 22:23	CBZ		F2TH	B		Not Acceptable	No
5/16/2016 6:59	ASA	ASA811	B738	J	N566AS	Time Buffer	Yes
5/17/2016 6:39	FDX	FDX878	MD11	J	N592FE	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
5/17/2016 6:59	ASA	ASA811	B738	J	N512AS	Time Buffer	Yes
5/18/2016 6:41		N99AG	C25B	B	N99AG	Not Acceptable	No
5/19/2016 6:56	JBU	JBU247	A320	J	N547JB	Time Buffer	Yes
5/19/2016 6:57	AAL	AAL406	A320	J	N658AW	Time Buffer	Yes
5/19/2016 6:58	SWA	SWA2848	B737	J	N735SA	Time Buffer	Yes
5/19/2016 6:59		N112CW	C56X	B	N112CW	Time Buffer	Yes
5/20/2016 6:58	ASA	ASA811	B738	J		Time Buffer	Yes
5/21/2016 6:58	ASA	ASA811	B738	J	N533AS	Time Buffer	Yes
5/24/2016 2:48	FDX	FDX1857	MD11	J	N606FE	Not Acceptable	No
5/25/2016 2:55	FDX	FDX1869	B763	J		Not Acceptable	No
5/25/2016 5:46		N23TJ	FA10	B		Not Acceptable	No
5/25/2016 6:59	SWA	SWA2848	B737	J	N487WN	Time Buffer	Yes
5/26/2016 5:16	UPS	UPS2939	B752	J	N439UP	Not Acceptable	No
5/26/2016 22:08	SWA	SWA2576	B733	J	N660SW	Time Buffer	Yes
5/26/2016 22:13	SWA	SWA2730	B737	J		Not Acceptable	No
5/27/2016 6:24	JBU	JBU247	A320	J	N558JB	Not Acceptable	No
5/28/2016 6:59	SWA	SWA4158	B737	J	N427WN	Time Buffer	Yes
5/30/2016 6:56	ASA	ASA811	B738	J	N566AS	Time Buffer	Yes
5/30/2016 6:58	SWA	SWA2479	B733	J	N609SW	Time Buffer	Yes
5/31/2016 3:59		N801RM	H25B	B	N801RM	Not Acceptable	No
5/31/2016 6:07	SWA	SWA3319	B733	J	N608SW	Not Acceptable	No
6/1/2016 6:56	SWA	SWA2848	B737	J		Time Buffer	Yes
6/1/2016 6:58	UPS	UPS2953	B763	J	N332UP	Time Buffer	Yes
6/2/2016 6:59	SWA	SWA2848	B737	J	N766SW	Time Buffer	Yes
6/3/2016 6:59	SWA	SWA2423	B733	J	N639SW	Time Buffer	Yes
6/6/2016 6:59	ASA	ASA811	B738	J	N579AS	Time Buffer	Yes
6/7/2016 2:41	FDX	FDX1859	A306	J	N685FE	Not Acceptable	No
6/7/2016 3:58	FDX	FDX31	B77L	J	N850FD	Not Acceptable	No
6/7/2016 6:14	SWA	SWA3232	B737	J	N221WN	Not Acceptable	No
6/7/2016 6:59	SWA	SWA2289	B738	J	N8686A	Time Buffer	Yes
6/10/2016 22:24	NKS	NKS510	A319	J	N506NK	Not Acceptable	No
6/10/2016 22:33	SWA	SWA1307	B737	J		Not Acceptable	No
6/11/2016 6:35	SWA	SWA6308	B733	J	N383SW	Not Acceptable	No
6/12/2016 1:00	VOI	VOI903	A320	J	XAVLL	Not Acceptable	No
6/13/2016 6:01	SWA	SWA3357	B737	J	N717SA	Not Acceptable	No
6/13/2016 22:04		N79RP	GLF5	B	N79RP	Time Buffer	Yes
6/13/2016 22:08	SWA	SWA36	B737	J	N215WN	Time Buffer	Yes
6/13/2016 22:14	SWA	SWA2320	B737	J	N921WN	Not Acceptable	No
6/13/2016 22:22	SWA	SWA1793	B737	J	N476WN	Not Acceptable	No
6/13/2016 22:23	VOI	VOI991	A319	J	XAVOL	Not Acceptable	No
6/13/2016 22:34	SWA	SWA1274	B737	J	N707SA	Not Acceptable	No
6/13/2016 22:57	SWA	SWA1307	B737	J	N294WN	Not Acceptable	No
6/14/2016 0:41	JBU	JBU276	A320	J	N599JB	Not Acceptable	No
6/15/2016 0:37	VOI	VOI903	A320	J		Not Acceptable	No
6/15/2016 6:54	SWA	SWA981	B737	J		Time Buffer	Yes
6/15/2016 6:58	FDX	FDX435	MD11	J	N529FE	Time Buffer	Yes
6/15/2016 22:48	SWA	SWA5643	B737	J	N938WN	Not Acceptable	No
6/16/2016 5:15	SIS	SIS917	GLF4	B	N917MS	Not Acceptable	No
6/16/2016 6:18	UPS	UPS2953	B763	J	N315UP	Not Acceptable	No
6/16/2016 6:58	ASA	ASA811	B738	J		Time Buffer	Yes
6/17/2016 6:28	JBU	JBU247	A320	J	N503JB	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
6/19/2016 6:16	SKW	SKW3461	E170	R	N178SY	Not Acceptable	No
6/19/2016 22:48		N850TC	F2TH	B	N850TC	Not Acceptable	No
6/19/2016 23:51	VOI	VOI905	A320	J	XAVLB	Not Acceptable	No
6/20/2016 6:59	SWA	SWA3203	B733	J	N392SW	Time Buffer	Yes
6/21/2016 2:43	FDX	FDX1859	A306	J		Not Acceptable	No
6/22/2016 6:59	SWA	SWA3203	B733	J	N392SW	Time Buffer	Yes
6/22/2016 22:28	SWA	SWA965	B737	J	N752SW	Not Acceptable	No
6/23/2016 6:59	ASA	ASA811	B738	J	N532AS	Time Buffer	Yes
6/25/2016 5:46	SWA	SWA6173	B738	J		Not Acceptable	No
6/25/2016 6:58	ASA	ASA811	B738	J	N569AS	Time Buffer	Yes
6/26/2016 6:51	SWA	SWA121	B737	J	N242WN	Time Buffer	Yes
6/27/2016 6:09	SWA	SWA3232	B737	J	N787SA	Not Acceptable	No
6/29/2016 22:30	SWA	SWA1793	B733	J	N394SW	Not Acceptable	No
6/30/2016 23:50	VOI	VOI905	A320	J	XAVLK	Not Acceptable	No

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### Runway 12 Night Departure List for Calendar Quarter

Date/Time	Airline	Flight No	Aircraft Type	Aircraft Category	Tail No	Comment	Excused
4/22/2016 5:54	SWA	SWA2440	B737	J	N7733B	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
4/25/2016	2251	SWA	B737	1	High	GRE	2255	NO	N/A
4/26/2016	0942	FDX	A319	1	High	GRE	1030	N/A	N/A
4/26/2016	1352	SWA	B737	2	High	GRE	1400	N/A	N/A
4/27/2016	1231	UPS	B767	2	High	GRE	1235	N/A	N/A
4/28/2016	1526	BJT	LJ35	1	High	HG6	1535	N/A	N/A
5/1/2016	2348	SWA	B737	2	High	GRE	2350	NO	N/A
5/8/2016	1614	KAI	FA20	2	High	HG6	1635	N/A	N/A
5/11/2016	1117	FDX	A319	2	High	GRE	1130	N/A	N/A
5/16/2016	1146	UPS	B767	1	High	GRE	1230	N/A	N/A
5/23/2016	0933	KAI	GLF5	1	High	HG6	0933	N/A	N/A
5/25/2016	0103	SWA	B737	2	High	GRE	0110	NO	N/A
5/25/2016	2020	FDX	A319	2	High	GRE	2220	NO	N/A
5/28/2016	1155	KAI	FA20	1	High	HG6	1300	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
5/30/2016	1406	UPS	B767	1	High	GRE	1430	N/A	N/A
6/2/2016	1109	KAI	FA20	1	High	HG6	1140	N/A	N/A
6/2/2016	2330	SWA	B737	2	High	GRE	2335	NO	N/A
6/5/2016	1507	KAI	FA20	1	High	HG6	1530	N/A	N/A
6/7/2016	1000	KAI	GLF5	2	High	GRE	1030	N/A	N/A
6/8/2016	0440	FDX	DC10	3	High	GRE	0450	NO	N/A
6/8/2016	1302	CAA	GLF5	2	High	GRE	1320	N/A	N/A
6/14/2016	0940	SWA	B737	2	High	GRE	0940	N/A	N/A
6/20/2016	1240	SWA	B737	2	High	GRE	1243	N/A	N/A
6/20/2016	0015	SWA	B737	2	High	GRE	0025	NO	N/A
6/23/2016	2043	KAI	FA20	2	High	GRE	2030	N/A	NO
6/24/2016	0111	SWA	B737	2	High	GRE	0113	NO	N/A
6/28/2016	2257	SWA	B737	2	High	GRE	2252	NO	N/A

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### Runway 30 East Turn Departures at 3,000 ft. Procedure

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
4/1/2016 11:06	SWA	SWA2781	B738	2017	Not Acceptable	No
4/1/2016 11:29	DAL	DAL1082	A320	2706	Not Acceptable	No
4/1/2016 13:46	SWA	SWA8	B737	2782	Not Acceptable	No
4/2/2016 16:38	DAL	DAL834	A320	2621	Not Acceptable	No
4/3/2016 15:05	SWA	SWA4459	B737	2585	Not Acceptable	No
4/3/2016 16:38	DAL	DAL834	A320	2582	Not Acceptable	No
4/5/2016 7:53	FDX	FDX3012	B763	2821	Not Acceptable	No
4/5/2016 16:11	SWA	SWA1141	B738	2696	Not Acceptable	No
4/7/2016 6:49	SWA	SWA3388	B738	2552	Not Acceptable	No
4/8/2016 11:08	SWA	SWA2781	B738	2158	Not Acceptable	No
4/8/2016 15:31	SWA	SWA1141	B738	2499	Not Acceptable	No
4/8/2016 15:33	SWA	SWA4459	B737	2526	Not Acceptable	No
4/9/2016 7:03	AAY	AAY1002	A319	2650	Not Acceptable	No
4/10/2016 10:52	SWA	SWA2111	B737	2742	Not Acceptable	No
4/10/2016 20:18	SWA	SWA2955	B737	2519	Not Acceptable	No
4/12/2016 11:18	SWA	SWA1357	B737	2883	Not Acceptable	No
4/12/2016 12:19	SWA	SWA662	B738	2588	Not Acceptable	No
4/12/2016 15:09	SWA	SWA4175	B737	2637	Not Acceptable	No
4/12/2016 15:50		N711LV	C56X	2742	Not Acceptable	No
4/12/2016 18:48	NKS	NKS408	A319	2709	Not Acceptable	No
4/13/2016 9:01	SWA	SWA3321	B737	2736	Not Acceptable	No
4/15/2016 7:51	FDX	FDX3012	B763	2883	Not Acceptable	No
4/15/2016 9:02	SWA	SWA3321	B737	1899	Not Acceptable	No
4/15/2016 11:36	SWA	SWA2658	B737	2837	Not Acceptable	No
4/17/2016 12:16	SWA	SWA3955	B737	1925	Not Acceptable	No
4/17/2016 21:49	UPS	UPS2943	B763	2624	Not Acceptable	No
4/18/2016 13:11	SWA	SWA696	B737	2434	Not Acceptable	No
4/18/2016 14:57	EDG	EDG45	GLF4	2706	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
4/18/2016 17:37		N700NW	HS25	2293	Not Acceptable	No
4/19/2016 11:29	SWA	SWA1357	B737	2562	Not Acceptable	No
4/19/2016 19:18	FDX	FDX1605	B763	2778	Not Acceptable	No
4/20/2016 9:05	NKS	NKS872	A320	2395	Not Acceptable	No
4/20/2016 12:05	SWA	SWA662	B738	2719	Not Acceptable	No
4/20/2016 12:20	SWA	SWA3955	B737	2230	Not Acceptable	No
4/20/2016 16:35	SWA	SWA2937	B737	2611	Not Acceptable	No
4/21/2016 9:02	SWA	SWA3321	B737	2670	Not Acceptable	No
4/21/2016 10:55	PXT	PXT499	C680	2582	Not Acceptable	No
4/21/2016 16:44	DAL	DAL1374	A320	2290	Not Acceptable	No
4/22/2016 11:37	SWA	SWA1357	B737	2736	Not Acceptable	No
4/22/2016 12:31	SWA	SWA3955	B737	2614	Not Acceptable	No
4/23/2016 20:07	RSP	RSP106	C25B	2759	Not Acceptable	No
4/24/2016 16:49	DAL	DAL1374	A320	2834	Not Acceptable	No
4/24/2016 21:45	UPS	UPS2943	B763	2296	Not Acceptable	No
4/25/2016 11:25	SWA	SWA2658	B737	2378	Not Acceptable	No
4/25/2016 16:25	SWA	SWA2937	B737	2457	Not Acceptable	No
4/25/2016 17:04	NKS	NKS408	A320	2880	Not Acceptable	No
4/26/2016 7:09	FDX	FDX435	MD11	2854	Not Acceptable	No
4/27/2016 9:17	SWA	SWA2470	B737	2896	Pilot Requested	No
4/27/2016 11:43	DAL	DAL1082	A319	2795	Pilot Requested	No
4/27/2016 12:12	SWA	SWA662	B738	2565	Not Acceptable	No
4/28/2016 13:45	FDX	FDX3857	DC10	2201	Not Acceptable	No
4/29/2016 14:05	NKS	NKS906	A319	2828	Not Acceptable	No
4/29/2016 14:06	SWA	SWA1169	B737	2326	Not Acceptable	No
4/29/2016 16:57	SWA	SWA1249	B738	2814	Not Acceptable	No
4/29/2016 22:56	JBU	JBU168	A320	2788	Not Acceptable	No
4/30/2016 16:50	NKS	NKS408	A320	2785	Not Acceptable	No
5/1/2016 15:56	SWA	SWA1680	B737	2588	Not Acceptable	No
5/2/2016 12:48	SWA	SWA696	B737	2460	Not Acceptable	No
5/2/2016 16:41	DAL	DAL1374	A320	2260	Not Acceptable	No
5/2/2016 19:28	FDX	FDX1605	B763	2644	Not Acceptable	No
5/3/2016 8:58	SWA	SWA3321	B737	2608	Not Acceptable	No
5/3/2016 9:28	ASA	ASA353	B738	2824	Not Acceptable	No
5/3/2016 11:27	DAL	DAL1082	A320	2503	Not Acceptable	No
5/3/2016 13:44	SWA	SWA1169	B737	2588	Not Acceptable	No
5/3/2016 13:50	SWA	SWA1204	B737	2857	Not Acceptable	No
5/3/2016 14:18	NKS	NKS906	A319	2506	Not Acceptable	No
5/5/2016 7:15	SWA	SWA2883	B738	2526	Not Acceptable	No
5/5/2016 7:37	FDX	FDX3012	B763	2893	Not Acceptable	No
5/5/2016 13:06	NKS	NKS906	A319	2775	Not Acceptable	No
5/5/2016 17:10	FDX	FDX1360	DC10	2883	Not Acceptable	No
5/6/2016 11:36	SWA	SWA2658	B737	2312	Not Acceptable	No
5/6/2016 12:47	SWA	SWA696	B737	2434	Not Acceptable	No
5/7/2016 20:16	NAX	NAX7064	B788	2004	Not Acceptable	No
5/8/2016 11:20	SWA	SWA2658	B737	2805	Not Acceptable	No
5/8/2016 13:58	SWA	SWA1204	B737	2736	Not Acceptable	No
5/9/2016 7:15	AAY	AAY1004	A319	2703	Not Acceptable	No
5/9/2016 9:02	SWA	SWA3321	B737	2513	Not Acceptable	No
5/9/2016 10:13	KAI	KAI57	H25B	2821	Not Acceptable	No
5/9/2016 16:49	DAL	DAL1374	A320	2690	Not Acceptable	No
5/9/2016 21:20	SWA	N901WN	B737	2844	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
5/10/2016 7:46	FDX	FDX3012	B763	2444	Not Acceptable	No
5/10/2016 9:07	NKS	NKS872	A320	2805	Not Acceptable	No
5/11/2016 7:50	FDX	FDX3012	B763	2700	Not Acceptable	No
5/11/2016 8:12	FDX	FDX3022	A306	2375	Not Acceptable	No
5/12/2016 7:02	SWA	SWA2848	B737	2851	Not Acceptable	No
5/12/2016 7:38	SWA	SWA2883	B738	2608	Not Acceptable	No
5/12/2016 12:42	SWA	SWA696	B737	2814	Not Acceptable	No
5/12/2016 18:32	NKS	NKS408	A320	2614	Not Acceptable	No
5/12/2016 21:18	SWA	SWA1041	B737	2782	Not Acceptable	No
5/13/2016 9:05	SWA	SWA3321	B737	2565	Not Acceptable	No
5/13/2016 21:09	SWA	SWA2576	B733	2828	Not Acceptable	No
5/13/2016 21:12	SWA	SWA1041	B737	2801	Not Acceptable	No
5/14/2016 20:33	NAX	LNLNC	B788	2122	Not Acceptable	No
5/15/2016 12:20	SWA	SWA662	B738	2375	Not Acceptable	No
5/17/2016 13:40	SWA	SWA1169	B737	2775	Not Acceptable	No
5/19/2016 10:05	SWA	SWA1402	B737	2887	Not Acceptable	No
5/19/2016 16:59	DAL	DAL1374	A320	2496	Not Acceptable	No
5/20/2016 14:48	SWA	SWA4175	B737	2480	Not Acceptable	No
5/20/2016 16:05	SWA	SWA1249	B738	2657	Not Acceptable	No
5/20/2016 17:46	NKS	NKS408	A320	2798	Not Acceptable	No
5/21/2016 15:59	SWA	SWA506	B733	2667	Not Acceptable	No
5/22/2016 9:06	NKS	NKS872	A320	2860	Not Acceptable	No
5/22/2016 12:15	SWA	SWA3955	B737	2798	Not Acceptable	No
5/22/2016 14:51		N701WC	GLF4	2349	Not Acceptable	No
5/22/2016 17:04	DAL	DAL1374	A320	2345	Not Acceptable	No
5/23/2016 9:55	SWA	SWA1402	B737	2260	Not Acceptable	No
5/23/2016 11:08		N749P	C750	2020	Not Acceptable	No
5/23/2016 17:18	NKS	NKS408	A320	2332	Not Acceptable	No
5/24/2016 16:45	DAL	DAL1374	A320	2591	Not Acceptable	No
5/24/2016 16:48	EJA	EJA808	C560	2460	Not Acceptable	No
5/24/2016 20:13	SWA	SWA1473	B737	2805	Not Acceptable	No
5/25/2016 7:47	SWA	SWA1731	B733	2851	Not Acceptable	No
5/25/2016 9:06	NKS	NKS872	A320	2470	Not Acceptable	No
5/25/2016 11:23	DAL	DAL1082	A320	2316	Not Acceptable	No
5/26/2016 9:07	NKS	NKS872	A320	2664	Not Acceptable	No
5/26/2016 9:16	SWA	SWA3321	B737	2148	Not Acceptable	No
5/27/2016 9:50	NKS	NKS872	A320	2388	Not Acceptable	No
5/27/2016 12:13	SWA	SWA3955	B737	2483	Not Acceptable	No
5/27/2016 16:38	DAL	DAL1374	A320	2772	Not Acceptable	No
5/28/2016 11:53	SWA	SWA4003	B738	2726	Not Acceptable	No
5/28/2016 13:34	NKS	NKS906	A319	2424	Not Acceptable	No
5/29/2016 20:25	SWA	SWA2918	B733	2788	Not Acceptable	No
5/30/2016 14:07	SWA	SWA5340	B737	2821	Not Acceptable	No
5/31/2016 17:33	NKS	NKS408	A320	2312	Not Acceptable	No
6/1/2016 13:51	SWA	SWA1204	B737	2870	Not Acceptable	No
6/1/2016 14:01	SWA	SWA1169	B737	2362	Not Acceptable	No
6/1/2016 15:35	SWA	SWA2040	B737	2499	Not Acceptable	No
6/2/2016 7:16	SWA	SWA2883	B738	2778	Not Acceptable	No
6/2/2016 8:02	FDX	FDX3012	B763	2870	Not Acceptable	No
6/2/2016 8:21	SWA	SWA1844	B733	2306	Not Acceptable	No
6/2/2016 16:29	SWA	SWA2937	B737	2824	Not Acceptable	No
6/2/2016 17:02	SWA	SWA2894	B737	2762	Not Acceptable	No



Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
6/4/2016 10:39	SWA	SWA1817	B737	2352	Not Acceptable	No
6/5/2016 8:40	SWA	SWA3557	B737	2522	Not Acceptable	No
6/5/2016 10:57	SWA	SWA3387	B737	2125	Not Acceptable	No
6/6/2016 7:12	SWA	SWA1546	B733	2687	Not Acceptable	No
6/6/2016 9:01	NKS	NKS872	A320	2729	Not Acceptable	No
6/6/2016 12:49	AAY	AAY1004	A319	2772	Not Acceptable	No
6/6/2016 19:30	FDX	FDX1605	B763	1873	Not Acceptable	No
6/6/2016 20:15	SWA	SWA2372	B737	2732	Not Acceptable	No
6/6/2016 20:56	SWA	SWA1274	B733	2470	Not Acceptable	No
6/7/2016 8:51	SWA	SWA3557	B733	2598	Not Acceptable	No
6/7/2016 9:00	SWA	SWA756	B737	2670	Not Acceptable	No
6/7/2016 9:13	NKS	NKS872	A320	2312	Not Acceptable	No
6/7/2016 11:24	DAL	DAL1082	A320	2647	Not Acceptable	No
6/7/2016 13:12	NKS	NKS906	A319	2729	Not Acceptable	No
6/7/2016 16:44	DAL	DAL1374	A320	2375	Not Acceptable	No
6/8/2016 10:42	SWA	SWA3387	B737	2811	Not Acceptable	No
6/8/2016 12:45		N525JJ	C525	2752	Not Acceptable	No
6/8/2016 13:26	SWA	SWA937	B737	2867	Not Acceptable	No
6/8/2016 14:03	SWA	SWA2599	B737	2860	Not Acceptable	No
6/8/2016 15:28	SWA	SWA1457	B737	2355	Not Acceptable	No
6/8/2016 19:37	SWA	SWA1911	B737	2746	Not Acceptable	No
6/9/2016 7:17	SWA	SWA2289	B738	2834	Not Acceptable	No
6/9/2016 7:50	FDX	FDX3012	B763	2795	Not Acceptable	No
6/9/2016 8:09	SWA	SWA1643	B737	2168	Not Acceptable	No
6/9/2016 10:58	SWA	SWA553	B737	2395	Not Acceptable	No
6/10/2016 14:45	XOJ	XOJ789	C750	2565	Not Acceptable	No
6/10/2016 17:00		N326US	A320	2385	Not Acceptable	No
6/11/2016 18:29	SWA	SWA5155	B737	2893	Not Acceptable	No
6/12/2016 17:13	NKS	NKS408	A320	2211	Not Acceptable	No
6/12/2016 18:02	SWA	SWA1752	B738	1971	Not Acceptable	No
6/12/2016 20:25	AAY	AAY1018	A319	2683	Not Acceptable	No
6/13/2016 17:36	DAL	DAL1374	A320	2529	Not Acceptable	No
6/14/2016 11:09	SWA	SWA3565	B737	2611	Not Acceptable	No
6/14/2016 12:55	SWA	SWA1330	B738	2732	Not Acceptable	No
6/14/2016 17:16	DAL	DAL1374	A320	2778	Not Acceptable	No
6/15/2016 9:11	SWA	SWA888	B737	2821	Not Acceptable	No
6/15/2016 11:03	SWA	SWA3387	B737	2844	Not Acceptable	No
6/16/2016 19:49	AAY	AAY1018	A319	2650	Not Acceptable	No
6/17/2016 9:01	NKS	NKS872	A320	2480	Not Acceptable	No
6/17/2016 11:34	DAL	DAL1082	A320	2516	Not Acceptable	No
6/17/2016 18:03	AAY	AAY1014	A319	2844	Not Acceptable	No
6/18/2016 7:05	DAL	DAL1408	A320	2470	Not Acceptable	No
6/19/2016 12:26	AAY	AAY1020	A319	2624	Not Acceptable	No
6/19/2016 12:47	SWA	SWA2323	B733	2857	Not Acceptable	No
6/19/2016 12:56	NKS	NKS906	A319	2762	Not Acceptable	No
6/19/2016 19:01	SWA	SWA2042	B738	2565	Not Acceptable	No
6/20/2016 7:48	SWA	SWA2812	B738	2860	Not Acceptable	No
6/20/2016 13:16	SWA	SWA896	B737	2749	Not Acceptable	No
6/20/2016 15:57	SWA	SWA766	B737	2788	Not Acceptable	No
6/20/2016 17:08	DAL	DAL1374	A320	2673	Not Acceptable	No
6/20/2016 17:13	NKS	NKS408	A320	2650	Not Acceptable	No
6/21/2016 12:50	NKS	NKS906	A319	2811	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
6/21/2016 13:28	EJM	EJM433	GLEX	2818	Not Acceptable	No
6/21/2016 13:44	SWA	SWA1894	B733	2542	Not Acceptable	No
6/21/2016 14:39	EJA	EJA958	C750	2785	Not Acceptable	No
6/22/2016 8:55	SWA	SWA756	B737	2247	Not Acceptable	No
6/22/2016 11:29	DAL	DAL1082	A320	2670	Not Acceptable	No
6/22/2016 12:55	SWA	SWA2323	B737	2890	Not Acceptable	No
6/22/2016 13:08	NKS	NKS906	A319	2326	Not Acceptable	No
6/22/2016 13:13	SWA	SWA896	B737	2880	Not Acceptable	No
6/22/2016 16:29	SWA	SWA2867	B737	2450	Not Acceptable	No
6/22/2016 19:33	UPS	UPS945	B763	2877	Not Acceptable	No
6/24/2016 13:25	SWA	SWA1330	B738	2749	Not Acceptable	No
6/24/2016 16:55	DAL	DAL1374	A320	2847	Not Acceptable	No
6/25/2016 7:36	FDX	FDX435	MD11	2683	Not Acceptable	No
6/25/2016 9:03	SWA	SWA5915	B737	2572	Not Acceptable	No
6/25/2016 17:15	SWA	SWA5155	B737	2798	Not Acceptable	No
6/26/2016 12:48	SWA	SWA1330	B738	2631	Not Acceptable	No
6/26/2016 13:12	SWA	SWA896	B737	2769	Not Acceptable	No
6/26/2016 14:03	SWA	SWA3041	B737	2083	Not Acceptable	No
6/26/2016 21:50	SWA	SWA2208	B738	2680	Not Acceptable	No
6/27/2016 20:55	SWA	SWA1274	B733	2854	Not Acceptable	No
6/28/2016 8:16	SWA	SWA1643	B737	2723	Not Acceptable	No
6/28/2016 10:48	SWA	SWA3387	B737	2562	Not Acceptable	No
6/28/2016 21:04	SWA	SWA2372	B737	2588	Not Acceptable	No
6/28/2016 21:39	SWA	SWA1274	B733	2650	Not Acceptable	No
6/29/2016 12:48	SWA	SWA1330	B738	2536	Not Acceptable	No
6/29/2016 13:05	AAY	AAY1026	A319	2844	Not Acceptable	No
6/29/2016 14:14	SWA	SWA2599	B737	2726	Not Acceptable	No
6/29/2016 14:15	FDX	FDX3857	DC10	2217	Not Acceptable	No
6/30/2016 9:23	SWA	SWA413	B737	2706	Not Acceptable	No
6/30/2016 14:04	SWA	SWA2599	B737	2293	Not Acceptable	No

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
4/1/2016 16:54	SWA2475	B737	SWA	2667	Not Acceptable	No
4/1/2016 20:32	SWA1231	B733	SWA	2864	Not Acceptable	No
4/2/2016 16:00	SWA2621	B737	SWA	2798	Not Acceptable	No
4/2/2016 20:15	SWA19	B737	SWA	2877	Not Acceptable	No
4/3/2016 19:52	FDX507	B763	FDX	2713	Not Acceptable	No
4/4/2016 19:56	SWA3498	B737	SWA	2887	Not Acceptable	No
4/4/2016 20:00	SWA261	B737	SWA	2103	Not Acceptable	No
4/4/2016 22:36	SWA1231	B733	SWA	2795	Not Acceptable	No
4/4/2016 23:16	ASA356	B739	ASA	2847	Not Acceptable	No
4/5/2016 9:24	SWA2469	B737	SWA	2716	Not Acceptable	No
4/5/2016 10:06	SWA2492	B737	SWA	2870	Not Acceptable	No
4/5/2016 13:51	SWA3498	B737	SWA	2880	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
4/5/2016 17:59	NKS209	A319	NKS	2677	Not Acceptable	No
4/6/2016 10:35	DAL1082	A319	DAL	2575	Not Acceptable	No
4/6/2016 13:05	ASA334	B738	ASA	2755	Not Acceptable	No
4/7/2016 20:44	SWA3302	B737	SWA	2821	Not Acceptable	No
4/7/2016 22:25	AAY1003	MD83	AAY	2749	Not Acceptable	No
4/7/2016 23:26	ASA356	B738	ASA	2736	Not Acceptable	No
4/13/2016 14:43	SWA2040	B733	SWA	2644	Not Acceptable	No
4/13/2016 14:57	SWA1680	B737	SWA	2896	Not Acceptable	No
4/13/2016 22:01	SWA2818	B737	SWA	2339	Not Acceptable	No
4/15/2016 15:44	DAL1374	A320	DAL	2644	Not Acceptable	No
4/15/2016 20:41	SWA2576	B737	SWA	2788	Not Acceptable	No
4/16/2016 7:43	ASA342	B739	ASA	2883	Not Acceptable	No
4/17/2016 9:14	SWA541	B737	SWA	2864	Not Acceptable	No
4/17/2016 12:18	SWA817	B737	SWA	2713	Not Acceptable	No
4/17/2016 19:42	SWA993	B737	SWA	2808	Not Acceptable	No
4/17/2016 20:08	SWA1041	B737	SWA	2867	Not Acceptable	No
4/17/2016 20:10	SWA5864	B733	SWA	2473	Not Acceptable	No
4/17/2016 20:10	SWA5864	B733	SWA	3021	Not Acceptable	No
4/17/2016 23:24	SWA3117	B737	SWA	2631	Not Acceptable	No
4/18/2016 9:11	SWA541	B737	SWA	2493	Not Acceptable	No
4/18/2016 10:37	DAL1082	A319	DAL	2893	Not Acceptable	No
4/18/2016 15:05	SWA1680	B737	SWA	2874	Not Acceptable	No
4/18/2016 22:24	SWA2818	B737	SWA	2335	Not Acceptable	No
4/19/2016 9:15	SWA541	B737	SWA	2516	Not Acceptable	No
4/19/2016 12:33	SWA2710	B737	SWA	2732	Not Acceptable	No
4/19/2016 15:01	SWA1680	B737	SWA	2896	Not Acceptable	No
4/19/2016 15:46	DAL1374	A320	DAL	2683	Not Acceptable	No
4/19/2016 16:42	SWA2579	B737	SWA	2893	Not Acceptable	No
4/19/2016 20:08	SWA2576	B733	SWA	2372	Not Acceptable	No
4/19/2016 22:34	FDX1807	MD11	FDX	2427	Not Acceptable	No
4/20/2016 7:48	ASA342	B738	ASA	2736	Not Acceptable	No
4/20/2016 9:19	SWA541	B737	SWA	2887	Not Acceptable	No
4/20/2016 9:38	SWA3310	B737	SWA	2664	Not Acceptable	No
4/20/2016 9:43	SWA2989	B733	SWA	2851	Not Acceptable	No
4/20/2016 15:52	DAL1374	A320	DAL	2706	Not Acceptable	No
4/20/2016 16:52	SWA9008	B733	SWA	2736	Not Acceptable	No
4/20/2016 17:33	SKW3486	CRJ7	SKW	2765	Not Acceptable	No
4/22/2016 23:24	SWA3117	B737	SWA	2608	Not Acceptable	No
4/23/2016 19:35	SWA921	B737	SWA	2821	Not Acceptable	No
4/24/2016 9:26	SWA541	B733	SWA	2749	Not Acceptable	No
4/24/2016 21:50	SWA2818	B737	SWA	2417	Not Acceptable	No
4/25/2016 22:22	FDX1807	MD11	FDX	2742	Not Acceptable	No
4/26/2016 9:22	SWA2806	B737	SWA	2641	Not Acceptable	No
4/26/2016 20:08	SWA1041	B737	SWA	2864	Not Acceptable	No
4/27/2016 21:52	SWA2818	B737	SWA	2798	Not Acceptable	No
4/28/2016 23:22	ASA356	B738	ASA	2490	Not Acceptable	No
4/29/2016 12:50	SWA817	B737	SWA	2552	Not Acceptable	No
4/29/2016 16:56	SWA2579	B737	SWA	2860	Not Acceptable	No
4/29/2016 20:23	SWA1041	B737	SWA	2667	Not Acceptable	No
4/30/2016 11:37	AAY1003	A319	AAY	2814	Not Acceptable	No
4/30/2016 19:48	SWA2528	B737	SWA	2585	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
5/1/2016 11:59	ASA334	B739	ASA	2765	Not Acceptable	No
5/1/2016 14:56	SWA1680	B737	SWA	2765	Not Acceptable	No
5/1/2016 22:16	SWA2818	B737	SWA	2837	Not Acceptable	No
5/2/2016 9:44	SWA3310	B733	SWA	2125	Not Acceptable	No
5/2/2016 16:26	NKS209	A320	NKS	2759	Not Acceptable	No
5/2/2016 20:59	FDX1380	A306	FDX	2719	Not Acceptable	No
5/3/2016 0:03	ASA356	B738	ASA	2890	Not Acceptable	No
5/3/2016 15:39	NKS209	A320	NKS	2549	Not Acceptable	No
5/3/2016 17:05	SWA2579	B737	SWA	2762	Not Acceptable	No
5/4/2016 12:46	SWA2710	B737	SWA	2805	Not Acceptable	No
5/5/2016 21:48	SWA2818	B737	SWA	2716	Not Acceptable	No
5/8/2016 16:28	SWA2579	B737	SWA	2801	Not Acceptable	No
5/9/2016 15:57	SWA2040	B733	SWA	2896	Not Acceptable	No
5/9/2016 17:36	SKW3486	CRJ7	SKW	2798	Not Acceptable	No
5/9/2016 19:59	SWA3623	B737	SWA	2732	Not Acceptable	No
5/10/2016 12:18	SWA817	B737	SWA	2732	Not Acceptable	No
5/10/2016 18:39	SWA3948	B737	SWA	2775	Not Acceptable	No
5/10/2016 20:20	SWA3623	B737	SWA	2634	Not Acceptable	No
5/11/2016 20:08	SWA1041	B737	SWA	2883	Not Acceptable	No
5/11/2016 23:38	SWA3117	B737	SWA	2601	Not Acceptable	No
5/12/2016 20:11	SWA3658	B733	SWA	2808	Not Acceptable	No
5/16/2016 15:06	SWA1680	B737	SWA	2267	Not Acceptable	No
5/16/2016 20:17	SWA1041	B737	SWA	2775	Not Acceptable	No
5/16/2016 20:46	AAY1003	A319	AAY	2736	Not Acceptable	No
5/16/2016 23:43	ASA356	B739	ASA	2824	Not Acceptable	No
5/19/2016 9:34	SWA3310	B733	SWA	2703	Not Acceptable	No
5/21/2016 19:29	SWA921	B737	SWA	2805	Not Acceptable	No
5/21/2016 19:49	SWA2528	B737	SWA	2814	Not Acceptable	No
5/22/2016 16:05	DAL1374	A320	DAL	2808	Not Acceptable	No
5/22/2016 18:49	SWA993	B737	SWA	2742	Not Acceptable	No
5/22/2016 19:58	SWA461	B733	SWA	2818	Not Acceptable	No
5/23/2016 14:25	SWA817	B737	SWA	2844	Not Acceptable	No
5/26/2016 15:44	DAL1374	A320	DAL	2687	Not Acceptable	No
5/26/2016 16:50	N682RW	MD81		2483	Not Acceptable	No
5/26/2016 20:22	SWA1041	B737	SWA	2486	Not Acceptable	No
5/27/2016 19:24	SWA3948	B737	SWA	2864	Not Acceptable	No
5/28/2016 9:53	SWA3502	B733	SWA	2673	Not Acceptable	No
5/28/2016 12:19	ASA334	B739	ASA	2834	Not Acceptable	No
5/28/2016 13:01	SWA2558	B737	SWA	2755	Not Acceptable	No
5/28/2016 15:58	NKS209	A320	NKS	2821	Not Acceptable	No
5/28/2016 19:22	SWA3080	B737	SWA	2785	Not Acceptable	No
5/29/2016 19:49	FDX507	B763	FDX	2349	Not Acceptable	No
5/30/2016 12:12	SWA817	B737	SWA	2896	Not Acceptable	No
5/30/2016 22:31	FDX28	MD11	FDX	2477	Not Acceptable	No
5/31/2016 9:34	SWA3310	B737	SWA	2736	Not Acceptable	No
5/31/2016 22:39	FDX1807	MD11	FDX	2726	Not Acceptable	No
5/31/2016 23:32	SWA3117	B737	SWA	2677	Not Acceptable	No
6/1/2016 12:35	SWA817	B737	SWA	2473	Not Acceptable	No
6/1/2016 12:54	SWA2710	B737	SWA	2818	Not Acceptable	No
6/1/2016 23:24	SWA3117	B737	SWA	2253	Not Acceptable	No
6/2/2016 14:54	SWA1680	B737	SWA	2880	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
6/2/2016 15:49	DAL1374	A320	DAL	2709	Not Acceptable	No
6/3/2016 0:04	ASA356	B739	ASA	2139	Not Acceptable	No
6/3/2016 8:41	FDX3835	B752	FDX	2765	Not Acceptable	No
6/3/2016 16:58	SWA2579	B737	SWA	2611	Not Acceptable	No
6/3/2016 20:33	SWA1041	B737	SWA	2864	Not Acceptable	No
6/3/2016 23:27	SWA3117	B737	SWA	2214	Not Acceptable	No
6/4/2016 16:50	SWA159	B733	SWA	2831	Not Acceptable	No
6/4/2016 19:50	SWA869	B737	SWA	2772	Not Acceptable	No
6/4/2016 20:03	SWA2528	B737	SWA	2851	Not Acceptable	No
6/5/2016 17:41	SWA686	B737	SWA	2696	Not Acceptable	No
6/5/2016 20:21	SWA1274	B733	SWA	2851	Not Acceptable	No
6/6/2016 11:43	SWA2323	B733	SWA	2132	Not Acceptable	No
6/7/2016 15:37	DAL1374	A320	DAL	2217	Not Acceptable	No
6/9/2016 20:20	SWA1274	B733	SWA	2788	Not Acceptable	No
6/9/2016 23:05	SKW3486	E170	SKW	2680	Not Acceptable	No
6/11/2016 12:30	SWA561	B737	SWA	2893	Not Acceptable	No
6/12/2016 16:05	SWA2939	B737	SWA	2434	Not Acceptable	No
6/12/2016 22:37	SWA495	B733	SWA	2385	Not Acceptable	No
6/12/2016 23:00	SWA2147	B737	SWA	2818	Not Acceptable	No
6/13/2016 13:10	SWA2311	B737	SWA	2713	Not Acceptable	No
6/14/2016 1:03	SWA609	B733	SWA	2526	Not Acceptable	No
6/14/2016 9:55	SWA2263	B737	SWA	2709	Not Acceptable	No
6/14/2016 11:49	SWA1024	B737	SWA	2463	Not Acceptable	No
6/14/2016 16:28	DAL1374	A320	DAL	2670	Not Acceptable	No
6/14/2016 20:51	SWA480	B737	SWA	2857	Not Acceptable	No
6/14/2016 23:26	SWA609	B733	SWA	2529	Not Acceptable	No
6/15/2016 13:36	SWA407	B737	SWA	2814	Not Acceptable	No
6/15/2016 14:19		B737		2595	Not Acceptable	No
6/15/2016 18:41	SWA2939	B737	SWA	2791	Not Acceptable	No
6/16/2016 0:03	SKW3486	E170	SKW	2365	Not Acceptable	No
6/16/2016 11:47	SWA2323	B737	SWA	2414	Not Acceptable	No
6/16/2016 16:07	DAL1374	A320	DAL	2706	Not Acceptable	No
6/16/2016 16:52	SWA2939	B737	SWA	2578	Not Acceptable	No
6/16/2016 23:20	SWA609	B737	SWA	2874	Not Acceptable	No
6/17/2016 9:52	SWA2263	B737	SWA	2634	Not Acceptable	No
6/17/2016 11:56	SWA1024	B737	SWA	2805	Not Acceptable	No
6/17/2016 19:01	SWA2785	B737	SWA	2896	Not Acceptable	No
6/17/2016 20:25	N608SW	B733	SWA	2716	Not Acceptable	No
6/17/2016 20:28	N389SW	B733	SWA	2739	Not Acceptable	No
6/17/2016 21:37	SWA9009	B733	SWA	2769	Not Acceptable	No
6/18/2016 11:49	AAY1003	A319	AAY	2395	Not Acceptable	No
6/18/2016 12:35	SWA5928	B733	SWA	2814	Not Acceptable	No
6/18/2016 18:47	SWA5721	B737	SWA	2818	Not Acceptable	No
6/18/2016 20:01	SWA1488	B738	SWA	2798	Not Acceptable	No
6/18/2016 22:53	SKW3486	E170	SKW	2775	Not Acceptable	No
6/19/2016 9:38	SWA585	B737	SWA	2877	Not Acceptable	No
6/19/2016 9:41	SWA1477	B738	SWA	2723	Not Acceptable	No
6/19/2016 11:43	SWA1024	B737	SWA	2795	Not Acceptable	No
6/20/2016 11:53	SWA2323	B733	SWA	2890	Not Acceptable	No
6/20/2016 20:08	SWA480	B737	SWA	2814	Not Acceptable	No
6/20/2016 23:54	SWA8507	B737	SWA	2851	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
6/21/2016 8:03	ASA342	B739	ASA	2575	Not Acceptable	No
6/21/2016 9:40	SWA1477	B738	SWA	2874	Not Acceptable	No
6/21/2016 9:48	SWA2263	B737	SWA	2509	Not Acceptable	No
6/21/2016 12:01	SWA1024	B737	SWA	2887	Not Acceptable	No
6/21/2016 13:13	SWA2311	B737	SWA	2736	Not Acceptable	No
6/22/2016 17:08	NKS209	A320	NKS	2644	Not Acceptable	No
6/22/2016 18:45	SWA686	B737	SWA	2864	Not Acceptable	No
6/22/2016 20:07	SWA495	B733	SWA	2614	Not Acceptable	No
6/23/2016 11:51	SWA2323	B733	SWA	2503	Not Acceptable	No
6/23/2016 11:56	SWA1024	B737	SWA	2795	Not Acceptable	No
6/23/2016 16:22	SWA2939	B737	SWA	2588	Not Acceptable	No
6/23/2016 18:06	SWA686	B737	SWA	2778	Not Acceptable	No
6/25/2016 18:37	ASA340	B734	ASA	2890	Not Acceptable	No
6/26/2016 8:23	SWA888	B737	SWA	1663	Not Acceptable	No
6/26/2016 8:23	SWA888	B737	SWA	1981	Not Acceptable	No
6/26/2016 17:51	ASA340	B734	ASA	2673	Not Acceptable	No
6/27/2016 20:18	SWA1487	B737	SWA	2834	Not Acceptable	No
6/28/2016 6:48	SWA1848	B737	SWA	2526	Not Acceptable	No
6/28/2016 6:48	SWA1848	B737	SWA	2775	Not Acceptable	No
6/28/2016 18:16	SWA686	B737	SWA	2496	Not Acceptable	No
6/28/2016 20:35	SWA1274	B733	SWA	2726	Not Acceptable	No
6/30/2016 11:47	SWA2323	B733	SWA	2480	Not Acceptable	No
6/30/2016 20:23	SWA1487	B737	SWA	2572	Not Acceptable	No

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**North Field Jet Departure Procedure**  
**Sample Noncompliance Contact Letter**



## **PORT OF OAKLAND**

Via email: [flightoperations@jets.com](mailto: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](mailto: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](mailto:flightoperations@jets.com)

April 3, 2014

Flight Operations Manager  
XXXXXXXXXX  
XXXXXXXXXX

Dear Flight Operations Manager:

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

Event date: 04/01/2014  
Time of landing: 0847 hrs. local  
Aircraft Type: CL30  
Aircraft Tail Number or Flight Number: BJ532

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

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

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

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

March 23, 2014

Flight Operations Manager  
XXXXXXXXXX  
XXXXXXXXXX

Dear Flight Operations Manager:

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

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

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

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

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

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

Sincerely,

Jesse Richardson  
Associate Airport Noise Abatement Specialist

Enclosures: Flight Track Map

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

**North Field Quiet Hours Procedure**  
**Sample Noncompliance Contact Letter**



## **PORT OF OAKLAND**

Via email: [flightoperations@jets.com](mailto: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](mailto: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](mailto: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](mailto:jrichardson@portoakland.com)

Sincerely,

Jesse Richardson  
Associate Airport Noise Abatement Specialist

Enclosures: Noise Abatement Procedures

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