



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Third Quarter 2016



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Prepared by
Oakland International Airport
Noise/Environmental Compliance Office

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I  OAK
Park Close. Fly on time.

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QUARTERLY REPORT INTRODUCTION

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

COMPLIANCE BEYOND THE CONTROL OF THE PORT OF OAKLAND

Noise abatement procedures (NAP) at Oakland International Airport are based upon a number of voluntary actions that air traffic controllers and pilots may take to help reduce the impacts of aircraft noise on communities adjacent to the airport. The airport has no authority in regards to the movement of aircraft or the direction of flight. The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration (FAA). FAA air traffic controllers have the responsibility for directing aircraft on the ground and in flight and the pilot in command has the final authority as to the safe flight of 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 Third Quarter 2016				
	2015Q3		2016Q3	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	94%	6%	92%	8%
Total Airport-wide Corporate Jet Departures	2,363	151	2,290	205
Runway 10R/L Jet Landing Compliance	81%	19%	100%	0%
Total Southeast Plan Corporate Jet Landings	22	5	13	0
North Field VFR Departure Compliance	95%	5%	98%	2%
Total Runways 28R/L & 33 Departures	582	29	387	8
North Field Quiet Hours Compliance	71%	29%	63%	37%
Total North Field Quiet Hours Departures	105	43	100	60
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	16,883	7	17,699	1
Night Time Departure Compliance	99%	1%	98%	2%
Total Runway 30 Night Turbojet Departures	3,255	40	3,265	57
Runway 12 Night Departure Compliance	100%	0%	0%	100%
Total Runway 12 Night Turbojet Departures	2	0	0	1
Runway 30 East Turn Departure Compliance	97%	3%	97%	3%
Total Runway 30 East Turn Departures	4,974	177	5,635	164
100 Degree Radial Turbojet Landing Compliance	92%	8%	95%	5%
Total 100 Degree Radial Turbojet Landings	2,335	194	2,386	138
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	17	0	21	0

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Third Quarter 2016				
	July	August	September	Quarterly
Airport-wide Corporate Jet Departures	792	827	876	2,495
Compliant Corporate Jet Departures	725	764	801	2,290
Non-compliant Corporate Jet Departures	67	63	75	205
Corporate Jet Departure Compliance Rate	92%	92%	91%	92%
Excused Jet Departures	32	51	24	107
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	6,114	6,252	5,838	18,204
Compliant Airport-wide Jet Departures	6,047	6,189	5,763	17,999
Non-compliant Airport-wide Jet Departures	67	63	75	205
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Third Quarter 2016				
	July	August	September	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	0	13	13
Compliant SE Plan Corporate Jet Landings	0	0	13	13
Non-compliant SE Plan Corporate Jet Landings	0	0	0	0
SE Plan Corporate Jet Landing Compliance Rate	N/A	N/A	100%	100%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	2	2	78	82
Airport-wide Compliant SE Plan Jet Landings	2	2	78	82
Airport-wide Non-compliant SE Plan Landings	0	0	0	0
Airport-wide Jet Landing SE Plan Compliance Rate	100%	100%	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 Third Quarter 2016				
	July	August	September	Total
Total VFR Departures	131	135	129	395
Total VFR Departures Over Alameda	16	20	18	54
Compliant Departures	130	130	127	387
Non-compliant Departures	1	5	2	8
Compliance Rate	99%	96%	98%	98%

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.

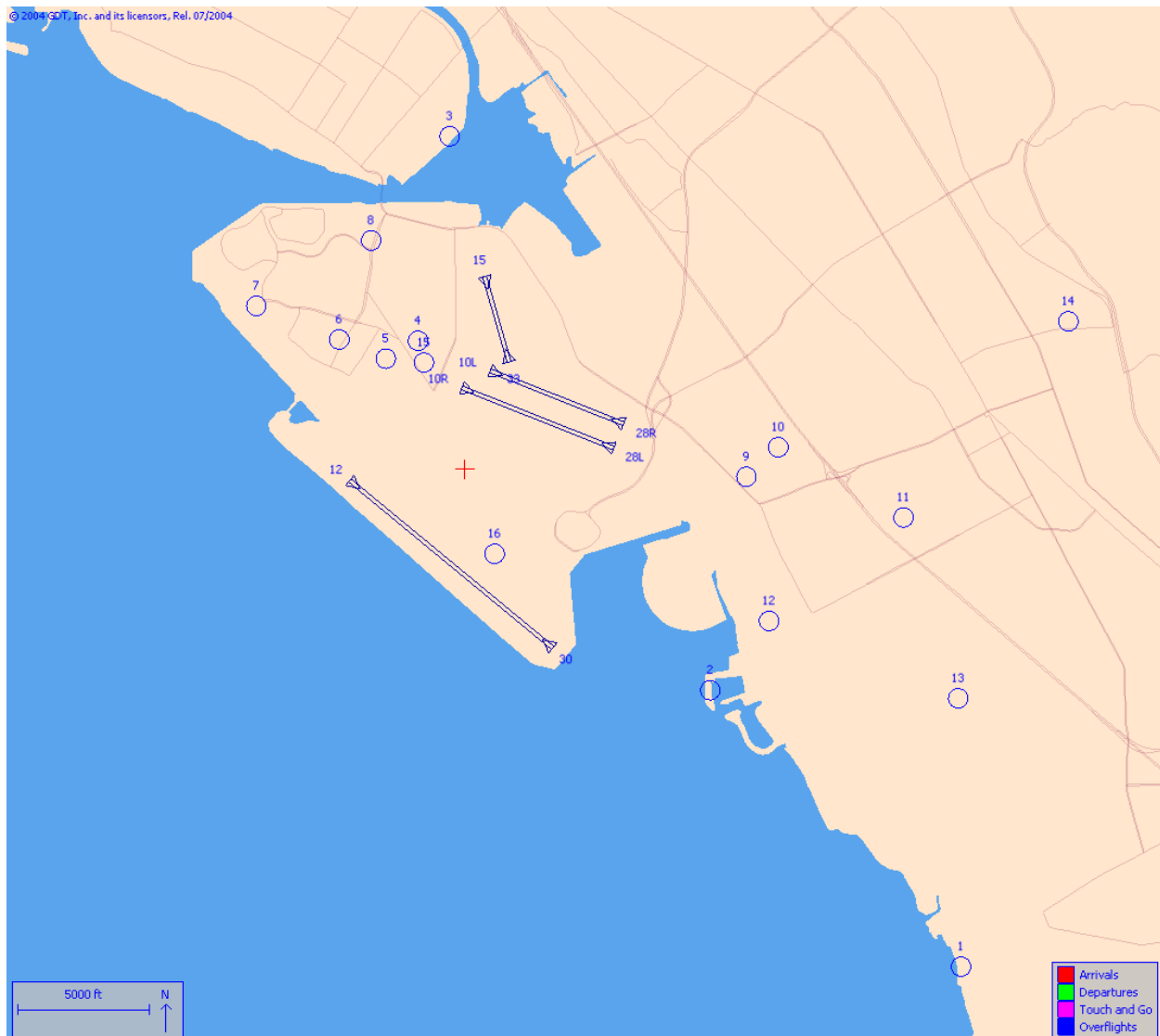
North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) Third Quarter 2016				
	July	August	September	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	56	44	60	160
Compliant Night Departures	41	17	42	100
Average Compliant Departures per Night	1.3	0.5	1.4	1.1
Non-Compliant Night Departures	15	27	18	60
Average Non-Compliant Departures per Night	0.5	0.9	0.6	0.7
Night Departure Compliance Rate	73%	39%	70%	63%

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 = 160

Third 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	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	2
2	6	3	0.0	0.5%	0	0.0	0.0%	0	0.0	0.0%	9
3	42	6	0.1	1.1%	2	0.0	0.4%	0	0.0	0.0%	50
4	48	43	0.5	7.6%	30	0.3	5.3%	5	0.1	0.9%	126
5	50	25	0.3	4.4%	9	0.1	1.6%	8	0.1	1.4%	92
6	20	19	0.2	3.4%	15	0.2	2.6%	7	0.1	1.2%	61
7	19	10	0.1	1.8%	2	0.0	0.4%	1	0.0	0.2%	32
8	22	14	0.2	2.5%	3	0.0	0.5%	0	0.0	0.0%	39
9	1	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	3
10	15	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	17
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	0	0	0.0	0.0%	1	0.0	0.2%	0	0.0	0.0%	1
13	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
14	3	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	3
All NMTs	228	126	1	0	62	1	0	21	0	0	437

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 158

Third 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	42	6	0.1	2.5%	2	0.0	0.8%	0	0.0	0.0%	50
4	48	43	0.5	18.0%	30	0.3	12.6%	5	0.1	2.1%	126
5	50	25	0.3	10.5%	9	0.1	3.8%	8	0.1	3.3%	92
6	20	19	0.2	7.9%	15	0.2	6.3%	7	0.1	2.9%	61
7	19	10	0.1	4.2%	2	0.0	0.8%	1	0.0	0.4%	32
8	22	14	0.2	5.9%	3	0.0	1.3%	0	0.0	0.0%	39
Total	201	117	1.3		61	0.7		21	0.2		400

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 2

Third 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	6	3	0.0	0.9%	0	0.0	0.0%	0	0.0	0.0%	9
9	1	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	3
10	15	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	17
11	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
12	0	0	0.0	0.0%	1	0.0	0.3%	0	0.0	0.0%	1
13	1	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	1
14	3	0	0.0	0.0%	0	0.0	0.0%	0	0.0	0.0%	3
Total	27	7	0.1		1	0.0		0	0.0		35

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Third Quarter 2016				
	July	August	September	Quarter
Runway 30 Turbojet Departures	5,996	6,092	5,612	17,700
Compliant Departures	5,995	6,092	5,612	17,699
Non-compliant Departures	1	0	0	1
Percentage of Non-compliance	0.0%	0.0%	0.0%	0.0%
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 Third Quarter 2016				
	July	August	September	Quarter
Runway 30 Nighttime Turbojet Departures	1,197	1,136	989	3,322
Buffer Time Departures	22	18	17	57
Compliant Departures	1,172	1,119	974	3,265
Non-compliant Departures	25	17	15	57
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)						
Third 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	
Third Quarter 2016 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	113	38	4	65	73	11
DC10/MD10	71	24	14	65	73	13
MD11	203	68	53	65	73	12
A306	115	38	9	65	72	10
B757	183	61	10	65	75	17
B77L	78	26	4	69	77	26
Difference [A-B]						
DC10/MD10		-63	-18	-4	-5	-9
MD11		36	40	-5	-6	-12
A306		-29	-12	-2	-5	-15
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)						
Third Quarter 2015, NMT 2						
	Aircraft Departures	Recorded Noise Events (a)	Lmax Average	SEL Average	Avg. Duration (seconds)	
Baseline (November 2002) [A]						
B727	104	101	76	87	44	
DC10/MD10	87	32	69	78	22	
MD11	32	13	70	79	24	
A306	67	21	67	77	25	
Third Quarter 2015 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B727	0	-	-	-	-	-
DC10/MD10	90	30	26	65	73	12
MD11	166	55	50	65	73	11
A306	119	40	8	66	74	14
B757	177	59	13	66	72	9
B777	0	-	-	-	-	-
Difference [A-B]						
B727		-104	-101	-76	-87	-44
DC10/MD10		-57	-6	-4	-5	-10
MD11		23	37	-5	-6	-13
A306		-27	-13	-1	-3	-11
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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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) Third Quarter 2016				
	July	August	September	Quarter
Jet Departures	0	1	0	1
Non-Compliant Departures	0	1	0	1
Compliant Departures	0	0	0	0
Compliance Rate	No SE Plan	0%	No SE Plan	0%
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 Third Quarter 2016				
	July	August	September	Quarter
Runups - 7:00 PM to 10:00 PM	3	0	3	6
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	4	7	4	15
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	7	7	7	21
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Third Quarter 2016				
	July	August	September	Quarter
Total Runway 30 East Turn Turbojet Departures	2,009	1,964	1,826	5,799
Non-compliant Turbojet Departures	90	74	0	164
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,919	1,890	1,826	5,635
Compliance Rate	96%	96%	100%	97%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Third Quarter 2016				
	July	August	September	Quarter
Turbojets on Downwind RWY 30 Approach	852	857	815	2,524
Non-compliant Turbojets	53	30	55	138
Total Turbojet Aircraft Above 3K Feet ASL*	799	827	760	2,386
Compliance Rate	94%	96%	93%	95%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant.				

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

Community	Callers	Complaints
Alameda(BFI)	29	211
Alameda(Central)	14	99
Berkeley	1	5
Castro Valley	1	7
Fremont	1	5
Hayward	0	0
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	28	1662
Piedmont	0	0
San Francisco	1	2
San Leandro	5	109
San Lorenzo	3	11
Other Communities	23	220
Total	106	2331
Complaints by Time of Day		
Day (0700 - 1900)		1569
Evening (1900 - 2200)		205
Night (2200 - 0700)		557
Complaints by Type of Operation		
Arrivals		979
Departures		1191
Over-flights		99
Touch & Go		17
Not Linked to an Operation		45
Complaints by Type of Aircraft		
Helicopter		42
Jet		1668
Military		0
Not Reported		45
Other		18
Propeller		558

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

Community	Callers	Complaints
Alameda(BFI)	30	183
Alameda(Central)	10	145
Berkeley	2	5
Castro Valley	2	5
Fremont	0	0
Hayw ard	2	4
Marin County	0	0
Milpitas	0	0
New ark	0	0
Oakland	33	2476
Piedmont	1	25
San Francisco	0	0
San Leandro	7	113
San Lorenzo	2	3
Other Communities	12	351
Total	101	3310
Complaints by Time of Day		
Day (0700 - 1900)	2218	
Evening (1900 - 2200)	346	
Night (2200 - 0700)	746	
Complaints by Type of Operation		
Arrivals	1153	
Departures	2113	
Over-flights	12	
Touch & Go	8	
Not Linked to an Operation	24	
Complaints by Type of Aircraft		
Helicopter	29	
Jet	2013	
Military	0	
Not Reported	24	
Other	92	
Propeller	1152	

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

Community	Callers	Complaints
Alameda(BFI)	41	600
Alameda(Central)	16	108
Berkeley	0	0
Castro Valley	0	0
Fremont	1	2
Hayward	4	25
Marin County	0	0
Milpitas	0	0
Newark	0	0
Oakland	41	1879
Piedmont	1	24
San Francisco	0	0
San Leandro	6	289
San Lorenzo	2	4
Other Communities	19	81
Total	131	3012
Complaints by Time of Day		
Day (0700 - 1900)		1621
Evening (1900 - 2200)		338
Night (2200 - 0700)		1053
Complaints by Type of Operation		
Arrivals		1092
Departures		1823
Over-flights		6
Touch & Go		2
Not Linked to an Operation		89
Complaints by Type of Aircraft		
Helicopter		28
Jet		1920
Military		0
Not Reported		88
Other		95
Propeller		881

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AIRPORT OPERATIONS SUMMARY TABLES

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

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

North Field Night Departures by Runway (10:00 p.m. to 7:00 a.m.) Third Quarter 2016					
	July	August	September	Total	Percentage
Runway 28L	2	7	6	15	9%
Runway 28R	46	33	48	127	79%
Runway 33	7	4	5	16	10%
Alameda Overflights	55	44	59	158	99%
Runway 10L	0	0	1	1	1%
Runway 10R	1	0	0	1	1%
Runway 15	0	0	0	0	0%
San Leandro Overflights	1	0	1	2	1%
Total Departures	56	44	60	160	100%

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

North Field VFR/IFR Departures by Runway Third Quarter 2016				
	July	August	September	Total
VFR Departures				
Runway 28L	4	7	12	23
Runway 28R	76	70	72	218
Runway 33	52	59	46	157
VFR Departures	132	136	130	398
IFR Departures				
Runway 28L	198	299	218	715
Runway 28R	864	855	715	2,434
Runway 33	279	308	249	836
IFR Departures	1,341	1,462	1,182	3,985
Total Departures	1,473	1,598	1,312	4,383

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Third Quarter 2016											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	-	93	-	-	4	4	3	361	2,020	-	2,392	2,392
	Helicopters	-	-	-	-	-	-	-	-	-	192	192	192
	Commercial Jets	67	15,255	15,322	-	-	-	-	35	17	-	52	15,374
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	-	7	7	38	101	7	1	223	1,755	-	2,125	2,132
	Regional Jets	-	201	201	-	-	-	-	15	126	-	141	342
	Turboprops	2	470	472	-	13	-	-	113	1,542	-	1,668	2,140
	Unknown	6	214	220	-	2	-	1	16	110	-	129	349
Sub-totals		75	16,240	16,222	38	120	11	5	763	5,570	192	6,699	22,921
Departures	Corporate Jets	1	2,090	2,091	-	91	-	-	140	145	-	376	2,467
	Helicopters	-	-	-	-	1	-	-	-	-	-	1	1
	Commercial Jets	60	15,270	15,330	-	-	-	1	15	6	-	22	15,352
	Military	-	-	-	-	-	-	-	-	-	-	-	-
	Propeller	8	13	21	-	793	69	3	-	1,223	-	2,088	2,109
	Regional Jets	2	340	342	-	-	-	-	-	2	-	2	344
	Turboprops	3	337	340	1	93	7	2	-	1,237	-	1,340	1,680
	Unknown	1	297	-	1	15	3	2	9	37	-	67	67
Sub-totals		75	18,347	18,124	2	993	79	8	164	2,650	-	3,896	22,020
Touch & Go Sub-totals		-	2	2	2	105	5	1	272	551	-	936	938
Grand Total		150	34,589	34,348	42	1,218	95	14	1,199	8,771	192	11,531	45,879

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Third Quarter 2016											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	67	15,255	15,322	-	-	-	-	35	17	-	52	15,374
	Regional Jets	-	201	201	-	-	-	-	15	126	-	141	342
Commercial Jet Sub-totals		67	15,456	15,523	-	-	-	-	50	143	-	193	15,716
	Corporate Jets	-	93	93	-	4	4	3	361	2,020	-	2,392	2,485
All Jet Arrivals Sub-totals		67	15,549	15,616	-	4	4	3	411	2,163	-	2,585	18,201
Departures	Commercial Jets	60	15,270	15,330	-	-	-	1	15	6	-	22	15,352
	Regional Jets	2	340	342	-	-	-	-	-	2	-	2	344
Commercial Jet Sub-totals		62	15,610	15,672	-	-	-	1	15	8	-	24	15,696
	Corporate Jets	1	2,090	2,091	-	91	-	-	140	145	-	376	2,467
All Jet Departures Sub-totals		63	17,700	17,763	-	91	-	1	155	153	-	400	18,163
Grand Total		130	33,249	33,379	-	95	4	4	566	2,316	-	2,985	36,364

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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.

Air Traffic 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.

ATC Instructions: Refers to an aircraft flight compliance determination investigation when the air traffic controller instructs a pilot to perform an action that could be for safety or traffic flow reasons. The ATC audio file(s) should be used for documentation. In this event, the aircraft operations and air traffic control are considered in compliance with the noise abatement procedure.

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
7/1/2016 9:07	N650JS	N650JS	FA50	6321	28L	B	Pilot Requested	No
7/1/2016 12:08	N600VM	N600VM	C525	4242	28L	B	Pilot Requested	No
7/1/2016 13:44	EDG45	N945GS	GLF4	3732	28L	B	Pilot Requested	No
7/2/2016 11:38	N206AH	N206AH	E50P	3645	28R	B	Pilot Refusal	No
7/2/2016 15:38	N570RG	N570RG	EA50	3277	28R	B	Pilot Requested	No
7/3/2016 7:57	TWY3	N900VL	F900	4544	28R	B	Departure Timing	No
7/5/2016 14:42	N888GJ	N888GJ	H25C	3246	28L	B	Pilot Refusal	No
7/5/2016 15:27	RSP533		C525	6354	28L	B	Pilot Requested	No
7/5/2016 18:02	N110PR	N110PR	PRM1	3756	28R	B	Pilot Requested	No
7/6/2016 17:25	N106JT		C25B	3340	28R	B	Pilot Requested	No
7/7/2016 9:24	LN351AM		LJ35	6344	28L	B	Lifeguard Medical	Yes
7/7/2016 9:50	PXT525	N525CR	C25B	4507	28R	B	Lifeguard Medical	Yes
7/8/2016 11:17	N803GJ		LJ55	4505	28L	B	Pilot Refusal	No
7/8/2016 12:44	N550WS	N550WS	C550	4512	28R	B	Runway Maintenance	Yes
7/8/2016 13:08	NKS906	N524NK	A319	3732	28L	J	Runway Maintenance	Yes
7/8/2016 13:15	SWA896	N7709A	B737	3314	28L	J	Runway Maintenance	Yes
7/8/2016 13:17	SWA2286	N460WN	B737	3667	28L	J	Runway Maintenance	Yes
7/8/2016 13:25	ASA343		B739	1710	28L	J	Runway Maintenance	Yes
7/8/2016 13:27	SWA937	N569WN	B737	3226	28L	J	Runway Maintenance	Yes
7/8/2016 14:51	N904G	N904G	GLF5	3216	28L	B	Safety/Emergency	No
7/8/2016 15:58	JTL62	N62MF	F2TH	4541	28R	B	Pilot Requested	No
7/8/2016 16:50	TWY3	N900VL	F900	4233	28L	B	Departure Timing	No
7/8/2016 17:10	MEBRB	MEBRB	F900	3662	28R	B	Pilot Requested	No
7/9/2016 8:03	N888GJ	N888GJ	H25C	1702	28L	B	Pilot Refusal	No
7/9/2016 12:09	N206AH		E50P	1747	28R	B	Pilot Refusal	No
7/10/2016 15:30	N150HM	N150HM	G150	4237	28L	B	Pilot Requested	No
7/10/2016 16:02	N8888H	N8888H	H25C	3621	28L	B	Pilot Refusal	No
7/11/2016 7:54	N600VM	N600VM	C525	1754	28R	B	Pilot Requested	No
7/11/2016 11:05	LXJ92	N92FX	GLEX	3724	28R	B	Runway/Taxiway Maintenance	Yes
7/11/2016 11:08	OPT452	N452FL	BE40	4246	28R	B	Runway/Taxiway Maintenance	Yes
7/11/2016 11:11	N960SF	N960SF	F900	3731	28R	B	Runway/Taxiway Maintenance	Yes
7/11/2016 11:53	N702TR	N702TR	GLF4	3773	28R	B	Runway/Taxiway Maintenance	Yes
7/11/2016 15:51	CFCLJ	CFCLJ	LJ35	3231	28L	B	Pilot Requested	No
7/11/2016 16:55			Turbo Prop	3663	28R	T	System Error	Yes
7/12/2016 7:16	PXT525	N525CR	C25B	4501	28R	B	Lifeguard Medical	Yes
7/12/2016 11:39	WDY901	OEIEX	F900	3217	28R	B	Pilot Requested	No
7/12/2016 13:24	PXT499	N499GB	C680	4522	28R	B	System Error	Yes
7/12/2016 22:53			LJ35	3606	28L	B	System Error	Yes
7/13/2016 8:52	PXT55	N525NG	C25A	4552	28R	B	Lifeguard Medical	Yes
7/13/2016 9:36	EDG46		F2TH	3737	28R	B	Pilot Requested	No
7/14/2016 10:45	GDG495	N495RS	GLF4	1750	28R	B	Pilot Requested	No
7/14/2016 10:55	N8888H	N8888H	H25C	4227	28R	B	Pilot Requested	No
7/14/2016 14:21	TWY98		H25B	4533	28R	B	Pilot Requested	No
7/14/2016 14:25	PFT574		C560	4215	28R	B	Departure Timing	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/14/2016 16:16	N482MG		H25B	3660	28R	B	Departure Timing	No
7/14/2016 22:24	N786AC	N786AC	C525	3370	28R	B	Pilot Refusal	No
7/15/2016 11:46	KFS84		LJ35	3774	28R	B	Lifeguard Medical	Yes
7/15/2016 11:58	N803GJ		LJ55	3236	28R	B	Pilot Requested	No
7/15/2016 16:29	N888GJ	N888GJ	H25C	1770	28R	B	Pilot Requested	No
7/15/2016 16:35	LN453AM	N453AM	LJ35	3417	28R	B	Lifeguard Medical	Yes
7/16/2016 9:14	N206AH	N206AH	E50P	3716	28L	B	Pilot Requested	No
7/16/2016 17:05	N444RL	N444RL	EA50	3256	28R	B	Pilot Requested	No
7/16/2016 20:36	PXT55	N525NG	C25A	4563	28R	B	Departure Timing	No
7/17/2016 9:03	JAS10		F900	3331	28L	B	Pilot Requested	No
7/17/2016 20:41	TMC833	N833TM	H25B	3246	28L	B	Departure Timing	No
7/17/2016 22:27	PXT903	N903JP	C510	4225	28R	B	Lifeguard Medical	Yes
7/18/2016 7:27	JAS10		F900	3735	28L	B	Pilot Refusal	No
7/18/2016 9:52	GDG495	N495RS	GLF4	3757	28R	B	Pilot Requested	No
7/18/2016 14:26	N51EM		C525	7455	28R	B	Not Acceptable	No
7/18/2016 14:28	PXT44	N44CK	C525	4570	28R	B	Lifeguard Medical	Yes
7/18/2016 19:50	PXT44	N44CK	C525	4211	28R	B	Lifeguard Medical	Yes
7/18/2016 22:24	RSP552	N574JS	E50P	6361	28L	B	Departure Timing	No
7/19/2016 11:21	N888GJ		H25C	3743	28R	B	Pilot Refusal	No
7/19/2016 12:07	N206AH	N206AH	E50P	1731	28R	B	Pilot Refusal	No
7/19/2016 13:17	N8888H	N8888H	H25C	4532	28R	B	Pilot Refusal	No
7/19/2016 19:28	N25MX		LJ60	3641	28R	B	Pilot Requested	No
7/20/2016 13:17			C560	4522	28R	B	System Error	Yes
7/21/2016 9:19	N200FT	N200FT	C25A	4262	28R	B	Pilot Requested	No
7/22/2016 10:29	AJI9514	N785TW	DC91	3710	28L	J	Pilot Requested	No
7/22/2016 16:00	N450KR	N450KR	GLF4	1773	28R	B	Pilot Requested	No
7/23/2016 7:14	N803GJ		LJ55	3634	28L	B	Pilot Refusal	No
7/23/2016 11:29	N206AH	N206AH	E50P	3713	28R	B	Pilot Refusal	No
7/23/2016 12:09	N888GJ	N888GJ	H25C	3747	28L	B	Pilot Refusal	No
7/23/2016 13:49	N456MF	N456MF	EA50	6374	28R	B	Departure Timing	No
7/23/2016 17:04	N898CT	N898CT	F2TH	4560	28R	B	Pilot Requested	No
7/24/2016 11:48	N753MS	N753MS	C680	3230	28L	B	Pilot Requested	No
7/24/2016 14:15	N432HC	N432HC	GLF4	4256	28R	B	Pilot Requested	No
7/24/2016 14:52	JAS10		F900	3661	28L	B	Pilot Refusal	No
7/24/2016 18:09	LN777AX		C550	3364	28R	B	Lifeguard Medical	Yes
7/25/2016 0:14	LN777AX		C550	4541	28R	B	Lifeguard Medical	Yes
7/25/2016 6:46	JAS20	N714K	FA7X	3333	28L	B	Pilot Requested	No
7/25/2016 11:16	N365CJ	N365CJ	GLEX	4212	28R	B	Pilot Requested	No
7/25/2016 14:57	EDG45	N945GS	GLF4	6335	28L	B	Departure Timing	No
7/25/2016 18:57	N8888H		H25C	6326	28L	B	Pilot Requested	No
7/26/2016 4:08	LN54DD		C560	4555	28R	B	Lifeguard Medical	Yes
7/26/2016 9:56	LN325NW		LJ35	4532	28R	B	Lifeguard Medical	Yes
7/26/2016 14:13	PXT55	N525NG	C25A	4507	28R	B	Lifeguard Medical	Yes
7/27/2016 9:00	LN35LJ		LJ35	1741	28L	B	Lifeguard Medical	Yes
7/27/2016 9:16	NMMNCC	NMMNCC	FA7X	3252	28L	B	System Error	Yes
7/27/2016 14:45	N795T	N795T	C510	635	28R	B	Pilot Requested	No
7/27/2016 15:11	N107VS	N107VS	GLF5	1774	28L	B	Pilot Requested	No
7/27/2016 18:44	JAS20	N714K	FA7X	4236	28L	B	Pilot Refusal	No
7/28/2016 15:48	N8888H	N8888H	H25C	3231	28L	B	Pilot Refusal	No
7/28/2016 16:01	N803GJ		LJ55	4511	28R	B	Pilot Refusal	No
7/28/2016 16:54	EJA160	N160QS	GLEX	1760	28L	B	Departure Timing	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
7/29/2016 13:49	N44CK	N44CK	C525	4523	28R	B	Lifeguard Medical	Yes
7/30/2016 10:54	N304CT	N304CT	CL60	6375	28L	B	Pilot Requested	No
7/30/2016 12:15	PXT500	N500RB	E50P	4527	28R	B	Lifeguard Medical	Yes
7/30/2016 12:59	NMMNCC	NMMCC	FA7X	3763	28L	B	Pilot Requested	No
8/1/2016 2:35	JBU276	N640JB	A320	3335	28L	J	RWY 30 Routine Closure	Yes
8/1/2016 16:48	N106JT	N106JT	C525	3233	28R	B	Pilot Requested	No
8/1/2016 19:09	SWA3049	N7841A	B737	1740	28L	J	RWY 30 Routine Closure	Yes
8/1/2016 19:13	SWA686	N273WN	B737	3327	28L	J	RWY 30 Routine Closure	Yes
8/2/2016 17:30	N786AC	N786AC	C525	6312	28R	B	Pilot Refusal	No
8/3/2016 11:50	EDG457	N457DS	GLF4	2710	28L	B	Pilot Requested	No
8/3/2016 13:18	N803GJ		LJ55	4231	28L	B	Pilot Refusal	No
8/4/2016 6:46	N803GJ		LJ55	3201	28L	B	Pilot Refusal	No
8/4/2016 10:57	NGF7312	N444RL	EA50	3752	28R	B	Pilot Requested	No
8/4/2016 22:56	N47HF	N47HF	C56X	6761	28R	B	System Error	Yes
8/5/2016 12:22	N8888H	N8888H	H25C	3272	28L	B	Pilot Refusal	No
8/6/2016 9:25	DCM6248	N92MK	C750	3331	28L	B	Pilot Requested	No
8/6/2016 12:39	N80VM	N80VM	C25B	4216	28R	B	Pilot Requested	No
8/6/2016 14:08	PXT44	N44CK	C525	4546	28R	B	Lifeguard Medical	Yes
8/7/2016 9:24	N803GJ		LJ55	4235	28L	B	Pilot Refusal	No
8/7/2016 21:17	LN777AX		C550	4567	28R	B	Lifeguard Medical	Yes
8/8/2016 8:09	LN5950C	N5950C	G150	1723	28R	B	Lifeguard Medical	Yes
8/8/2016 9:53	N241DE	N241DE	E50P	2725	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2016 9:56	EJA660	N660QS	C56X	4506	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2016 9:57	N525PV	N525PV	C501	7137	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2016 10:25	EJA204	N204QS	F2TH	1766	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2016 11:00	PXT55	N525NG	C25A	6356	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2016 11:14	N224JW	N224JW	C560	4511	28R	B	Runway/Taxiway Maintenance	Yes
8/8/2016 12:41	MNU701		CRJ2	3721	28R	R	Runway/Taxiway Maintenance	Yes
8/8/2016 22:45	N900VL	N900VL	F900	1747	28R	B	Pilot Requested	No
8/9/2016 6:08	JUS205	N205US	DC93	3225	28L	J	Pilot Requested	No
8/9/2016 6:13	N8888H	N8888H	H25C	4534	28L	B	Pilot Refusal	No
8/9/2016 10:57	LN54DD		C560	4544	28R	B	Lifeguard Medical	Yes
8/9/2016 11:09	DPJ998	N998CX	C750	6565	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2016 12:05	TWY123		GLF4	5613	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2016 13:42	EJA679	N679QS	C56X	4217	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2016 14:00	N928AL		LJ55	3315	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2016 14:23	XOJ747	N747XJ	C750	1737	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2016 14:36	KAI73	N47PW	C560	3367	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2016 14:37	EJA383		E55P	3224	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2016 14:41	XOJ541	N541XJ	CL30	3347	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2016 14:49	GAJ508	N508UP	C56X	1725	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2016 15:00	N404LS	N404LS	C550	3356	28R	B	Runway/Taxiway Maintenance	Yes
8/9/2016 19:01	LN54DD		C560	4515	28R	B	Lifeguard Medical	Yes
8/10/2016 8:46	N53NW	N53NW	C25B	4511	28L	B	Pilot Requested	No
8/10/2016 9:06	PXT525	N525CR	C25B	4234	28L	B	Lifeguard Medical	Yes
8/10/2016 10:15	EJA339	N339QS	C680	4224	28L	B	Runway/Taxiway Maintenance	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/10/2016 10:51	N595DM	N959DM	FA50	3604	28L	B	Runway/Taxiway Maintenance	Yes
8/10/2016 10:59	PXT499		C680	4554	28R	B	Runway/Taxiway Maintenance	Yes
8/10/2016 11:12	DCM4011	N300AV	CL30	4240	28L	B	Runway/Taxiway Maintenance	Yes
8/10/2016 11:21	N950JK	N950JK	PRM1	3727	28L	B	Runway/Taxiway Maintenance	Yes
8/10/2016 12:00	PXT903	N903JP	C510	3763	28L	B	Runway/Taxiway Maintenance	Yes
8/10/2016 12:11	N300FS	N300FS	F2TH	3653	28L	B	Runway/Taxiway Maintenance	Yes
8/11/2016 7:56	N888GJ	N888GJ	H25C	4545	28L	B	Pilot Refusal	No
8/11/2016 16:15	N107VS	N107VS	GLF5	3270	28L	B	Pilot Requested	No
8/12/2016 11:47	GAJ514	N514UP	C56X	3272	28R	B	Runway/Taxiway Maintenance	Yes
8/12/2016 11:49	PXT55	N525NG	C25A	4542	28R	B	Lifeguard Medical	Yes
8/12/2016 12:23	CHN66	N266CJ	C525	7156	28R	B	Runway/Taxiway Maintenance	Yes
8/13/2016 16:07	N61FF	N61FF	CL60	6325	28L	B	Pilot Requested	No
8/14/2016 14:03	N482MG		H25B	3641	28L	B	Pilot Requested	No
8/14/2016 17:42	N8888H	N8888H	H25C	3214	28L	B	Pilot Refusal	No
8/14/2016 21:37	EJM23	N2CC	GLF4	3643	28L	B	Pilot Requested	No
8/15/2016 3:08	DAL1863	N3773D	B738	3310	28L	J	RWY 30 Routine Closure	Yes
8/15/2016 5:18	N150HM	N150HM	G150	3250	28L	B	RWY 30 Routine Closure	Yes
8/15/2016 14:17	Coast Gaurd	Coast Guard	GLF5	1721	28R	B	Military Flight	Yes
8/16/2016 9:51	N96NA	N96NA	C25A	4540	28L	B	Pilot Requested	No
8/16/2016 11:13	N661BP	N661BP	C525	1754	28R	B	Pilot Requested	No
8/16/2016 15:49	N8888H	N8888H	H25C	4224	28L	B	Pilot Refusal	No
8/17/2016 9:47	N888GJ	N888GJ	H25C	1705	28L	B	Pilot Refusal	No
8/17/2016 10:11	N206AH	N206AH	E50P	3271	28L	B	Pilot Requested	No
8/17/2016 11:18	JAS15	N906D	F900	3676	28L	B	Pilot Refusal	No
8/17/2016 12:31	N57MK	N57MK	FA50	3617	30	B	System Error	Yes
8/17/2016 14:32	N803GJ		LJ55	4211	28L	B	Pilot Refusal	No
8/17/2016 15:07	N96NA	N96NA	C25A	3601	28R	B	Pilot Requested	No
8/18/2016 14:02	EJA877	N877QS	H25B	4510	28R	B	Departure Timing	No
8/18/2016 18:39	N742AR	N742AR	C25B	1713	28L	B	Pilot Requested	No
8/19/2016 9:19	N803GJ		LJ55	3337	28L	B	Pilot Refusal	No
8/19/2016 14:38	RSP631	N583JS	E50P	4536	28L	B	Departure Timing	No
8/19/2016 18:25	N800FM	N800FM	C25B	3657	28R	B	Pilot Requested	No
8/20/2016 9:29	XOJ750	N750XJ	C750	3337	28L	B	Pilot Requested	No
8/20/2016 13:39	N206AH	N206AH	E50P	6312	28R	B	Pilot Refusal	No
8/20/2016 16:51	DCM4137		BE40	3341	28L	B	Pilot Requested	No
8/21/2016 8:20	N8888H	N8888H	H25C	4526	28L	B	Pilot Refusal	No
8/21/2016 10:49	N888GJ		H25C	5630	28L	B	Pilot Refusal	No
8/21/2016 10:57	EJA301		C680	3367	28R	B	Departure Timing	No
8/21/2016 13:30	SWA964	N262WN	B737	1740	30	J	System Error	Yes
8/21/2016 13:38	XSR645	N645AS	E50P	3761	28R	B	Pilot Requested	No
8/21/2016 17:34	XOJ747	N747XJ	C750	3206	28R	B	Pilot Requested	No
8/21/2016 18:34	N758XJ	N758XJ	C750	1740	28R	B	Pilot Requested	No
8/22/2016 2:00	N517LR	N517LR	H25C	3323	28L	B	RWY 30 Routine Closure	Yes
8/22/2016 9:36	N300FS	N300FS	F2TH	3654	28L	B	Pilot Requested	No
8/22/2016 9:55	N888GJ	N888GJ	H25C	3250	28L	B	Pilot Refusal	No
8/23/2016 4:54	N803GJ		LJ55	4220	28L	B	Pilot Refusal	No
8/23/2016 7:22	N739QS	N739QS	GALX	3340	28R	B	Pilot Requested	No
8/23/2016 9:04	RSP468		C25B	1726	28L	B	Pilot Requested	No
8/23/2016 11:57	SWA2687	N214WN	B737	1702	28L	J	System Error	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
8/23/2016 13:53	N61FF	N61FF	CL60	4237	28L	B	Pilot Requested	No
8/24/2016 12:24	SWA1432	N200NN	B737	3607	30	J	System Error	Yes
8/24/2016 12:52	SKW5392	N896SK	E75L	1635	30	U	System Error	Yes
8/24/2016 13:44	PXT525	N525CR	C25B	4222	28R	B	Lifeguard Medical	Yes
8/24/2016 19:23	PEG42	N842PA	GLF4	6373	28L	B	Pilot Requested	No
8/25/2016 12:54	DCM4137		BE40	3617	28L	B	Pilot Requested	No
8/25/2016 15:05	N93LA	N93LA	CL30	3632	28R	B	Pilot Requested	No
8/25/2016 17:57	N844S	N844S	LJ60	3763	28R	B	Pilot Requested	No
8/26/2016 11:49	LN54DD		C560	4235	28R	B	Lifeguard Medical	Yes
8/26/2016 14:25	PXT55	N525NG	C25A	4503	28R	B	Lifeguard Medical	Yes
8/26/2016 17:42	N311MB	N311MB	C56X	1200	30	B	System Error	Yes
8/26/2016 19:36	KFS26		LJ35	4510	28R	B	Lifeguard Medical	Yes
8/27/2016 20:52	N200BA		GALX	3306	28L	B	Pilot Requested	No
8/28/2016 9:15	JBU147	N606JB	A320	1713	28L	J	System Error	Yes
8/28/2016 12:44	N8888H	N8888H	H25C	6502	28L	B	Pilot Refusal	No
8/29/2016 11:46	LN777AX		C550	4252	28R	B	Lifeguard Medical	Yes
8/29/2016 14:52	N511CT		G150	6312	28L	B	Pilot Requested	No
8/29/2016 15:15	N206AH	N206AH	E50P	3622	28R	B	Pilot Requested	No
8/30/2016 8:41	JAS5	N490S	F900	3603	28L	B	Pilot Refusal	No
8/30/2016 9:33	N786AC	N786AC	C525	4214	28R	B	Pilot Requested	No
8/30/2016 9:54	N518ME		C525	4503	28L	B	Pilot Requested	No
8/30/2016 16:19	KAI37	N47PW	C560	3627	28L	B	Audio Not Available	Yes
8/30/2016 21:40	UPS961	N69833	MD11	3226	28R	J	System Error	Yes
8/31/2016 9:51	N803GJ		LJ55	3732	28L	B	Pilot Requested	No
8/31/2016 9:58	N2428		CL30	4556	28L	B	Departure Timing	No
8/31/2016 13:40	N591MB	N591MB	G150	4515	28R	B	Departure Timing	No
8/31/2016 13:52	N505BC	N505BC	LJ45	4277	28R	B	Pilot Requested	No
8/31/2016 19:05	EJA224	N224QS	F2TH	3626	28L	B	Runway/Taxiway Maintenance	Yes
9/1/2016 7:43	N401SY	N401SY	LJ60	6352	28R	B	Pilot Requested	No
9/1/2016 13:27	N18BM	N18BM	EA50	3225	28R	B	Pilot Requested	No
9/2/2016 7:30	N8888H	N8888H	H25C	4510	28L	B	Pilot Refusal	No
9/2/2016 13:39	N407MW	N407MW	PRM1	6314	28R	B	Pilot Requested	No
9/2/2016 15:22	N888GJ	N888GJ	H25C	4276	28L	B	Pilot Requested	No
9/2/2016 17:03	N823HM	N823HM	BE40	3767	28L	B	Pilot Requested	No
9/3/2016 11:53	N626NT	N626NT	F2TH	6356	28L	B	Pilot Requested	No
9/3/2016 15:56	N289RZ	N289RZ	E50P	1704	28R	B	Pilot Requested	No
9/3/2016 17:59	N110PR	N380SP	C172	1200	28L	P	Pilot Requested	No
9/4/2016 0:57	LN561SR	N561SR	C560	4575	28R	B	Lifeguard Medical	Yes
9/4/2016 6:41	SWA2321	N8663A	B738	3244	28R	J	Runway/Taxiway Maintenance	Yes
9/4/2016 11:22			H25B	3244	28L	B	Lifeguard Medical	Yes
9/5/2016 14:33	N110PR	N110PR	PRM1	3715	28L	B	Pilot Requested	No
9/5/2016 22:00	N924MB		GLF4	3260	28L	B	Pilot Requested	No
9/5/2016 22:38	N823HM	N823HM	BE40	3364	28L	B	Pilot Requested	No
9/6/2016 20:17	SWA1603	N782SA	B737	3772	28L	J	System Error	Yes
9/7/2016 13:11	GDG495		GLF4	3617	28L	B	Pilot Requested	No
9/7/2016 14:50	DCM6348		C56X	4522	28R	B	Pilot Requested	No
9/7/2016 16:01	XOJ726		C750	3277	28L	B	Pilot Requested	No
9/7/2016 16:19	N68VP	N68VP	LJ31	4235	28R	B	Pilot Requested	No
9/7/2016 16:34	N106JT	N106JT	C525	1771	28L	B	Pilot Requested	No
9/7/2016 17:05	N48GL	N48GL	GLF4	6364	28R	B	Pilot Requested	No
9/7/2016 17:51	XOJ547	N547XJ	CL30	4231	28R	B	Departure Timing	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/7/2016 19:31	PXT37		EA50	353	28R	B	Pilot Requested	No
9/7/2016 20:05	N786AC	N786AC	C525	3634	28R	B	Pilot Requested	No
9/8/2016 19:24	SWA4257	N8679A	B738	6334	28L	J	System Error	Yes
9/8/2016 19:28	SWA608	N8629A	B738	1753	28R	J	System Error	Yes
9/9/2016 13:44	N8888H	N8888H	H25C	4512	28L	B	Pilot Refusal	No
9/9/2016 14:38	RSP577	N583JS	E50P	4521	28L	B	Audio Not Available	Yes
9/9/2016 14:55	N626NT	N626NT	F2TH	1711	28L	B	Pilot Requested	No
9/9/2016 17:14	N518ME	N431MC	C525	3705	28L	B	Pilot Requested	No
9/9/2016 19:17	N629EP	N629EP	C560	3366	28R	B	Pilot Requested	No
9/10/2016 11:07	RSP198	N225AS	E50P	4260	28L	B	Pilot Requested	No
9/11/2016 10:13	N803GJ		LJ55	4222	28L	B	Pilot Refusal	No
9/11/2016 11:49	N8888H	N8888H	H25C	4224	28L	B	Pilot Refusal	No
9/11/2016 14:10	N91MS	N91MS	F900	6356	28R	B	Pilot Requested	No
9/13/2016 12:07	SWA1432	N783SK	B737	3650	28R	J	System Error	Yes
9/13/2016 16:26	DPJ9	N92TH	C750	3264	28R	B	Pilot Requested	No
9/13/2016 17:04	N450TR	N450TR	C25A	3263	28R	B	Pilot Requested	No
9/13/2016 17:16	N717NB	N717NB	C56X	3223	28R	B	Pilot Requested	No
9/13/2016 17:30	N300ES	N300ES	GLF4	3740	28L	B	Pilot Requested	No
9/13/2016 17:36	GTH43	N43HF	C56X	4525	28L	B	Pilot Requested	No
9/13/2016 17:37	N560CJ	N560CJ	C560	3305	28L	B	Pilot Requested	No
9/13/2016 17:39	XOJ406	N406CL	CL30	3205	28L	B	Pilot Requested	No
9/13/2016 17:43	N567MC	N567MC	C56X	3306	28R	B	Pilot Requested	No
9/13/2016 19:13	N816BC	N816BC	B752	6360	28R	J	Pilot Requested	No
9/14/2016 15:10	N393BZ	N393BZ	GLEX	1732	28R	B	Pilot Requested	No
9/14/2016 16:46	LN543LM		LJ35	3627	28R	B	Lifeguard Medical	Yes
9/15/2016 12:22	LN777AX		C550	3211	28R	B	Lifeguard Medical	Yes
9/15/2016 12:25	N437MC	N437MC	CL60	6336	28R	B	Pilot Requested	No
9/15/2016 23:02	N96AP	N96AP	CRJ2	3304	28R	R	Pilot Requested	No
9/16/2016 10:47	GDG495	N495RS	GLF4	2726	28L	B	Pilot Refusal	No
9/16/2016 14:17	N629EP	N629EP	C560	1751	28R	B	Pilot Requested	No
9/16/2016 14:51	N71M	N71M	FA10	1777	28L	B	Pilot Requested	No
9/16/2016 22:36	PXT44	N44CK	C525	4547	28R	B	Lifeguard Medical	Yes
9/17/2016 8:45	JAS	JAS	FA7X	6341	28L	B	Pilot Refusal	No
9/18/2016 12:23	N8888H	N8888H	H25C	6371	28L	B	Pilot Refusal	No
9/18/2016 19:01	N661BP	N661BP	C525	3610	28R	B	Pilot Requested	No
9/19/2016 5:34	N150MJ	N150MJ	FA50	3315	28R	B	Pilot Requested	No
9/19/2016 7:18	N803GJ	N803GJ	LJ55	6352	28L	B	Pilot Refusal	No
9/19/2016 7:38	JAS10	N790T	F900	3641	28L	B	Pilot Refusal	No
9/19/2016 8:42	PXT499	N499GB	C680	3752	28L	B	Lifeguard Medical	Yes
9/19/2016 23:43	LN418CS	N418CS	C25B	3217	28R	B	Lifeguard Medical	Yes
9/20/2016 14:36	N125PL	N125PL	C25B	7110	28L	B	Pilot Requested	No
9/20/2016 16:15	N211PB	N211PB	GLEX	3206	28L	B	Pilot Requested	No
9/21/2016 5:36	N803GJ	N803GJ	LJ55	4522	28L	B	Pilot Refusal	No
9/21/2016 14:10	N188SW	N188SW	FA7X	3772	28L	B	Pilot Requested	No
9/22/2016 13:28	N206AH	N206AH	E50P	6336	28L	B	Pilot Refusal	No
9/22/2016 14:17	WWI90	N908DG	CL60	3043	28L	B	Pilot Requested	No
9/23/2016 13:58	N888GJ	N888GJ	H25C	4510	28L	B	Pilot Refusal	No
9/23/2016 14:03	WWI90	N908DG	CL60	7111	28L	B	Pilot Requested	No
9/23/2016 15:28	N626NT	N626NT	F2TH	3651	28L	B	Pilot Refusal	No
9/24/2016 11:34	N928ST	N928ST	G150	3362	28L	B	Pilot Requested	No
9/25/2016 12:42	JAS20	N714K	FA7X	1773	28L	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/25/2016 16:46	N930MG	N930MG	C680	5346	28R	B	Pilot Requested	No
9/25/2016 17:32	N8888H	N8888H	H25C	3276	28L	B	Pilot Refusal	No
9/25/2016 20:03	PROP	PROP	PROP	4272	28R	J	System Error	Yes
9/26/2016 2:45	N729TY	N729TY	GLF4	3351	28L	B	Departure Timing	No
9/26/2016 11:13	N311AG	N311AG	R721	3272	28L	B	Pilot Requested	No
9/26/2016 11:35	GDG495		GLF4	3202	28L	B	Pilot Refusal	No
9/26/2016 21:22	N71278	N71278	C56X	4543	28R	B	Runway/Taxiway Maintenance	Yes
9/27/2016 0:57	LN418CS	N418CS	C25B	3347	28R	B	Lifeguard Medical	Yes
9/27/2016 7:25	N842SS	N842SS	GALX	3731	28L	B	Runway/Taxiway Maintenance	Yes
9/27/2016 12:22	EDG457	N457DS	GLF4	3233	28L	B	Runway/Taxiway Maintenance	Yes
9/27/2016 12:43	N1277E	N1277E	C25A	4276	28L	B	Runway/Taxiway Maintenance	Yes
9/27/2016 13:13	N74GG	N74GG	GLF4	3726	28L	B	Runway/Taxiway Maintenance	Yes
9/27/2016 13:41	EJA568	N568QS	C56X	3660	28R	B	Runway/Taxiway Maintenance	Yes
9/27/2016 15:10	N355PX	N355PX	C750	3610	28L	B	Pilot Requested	No
9/27/2016 15:17	EJA552	N552QS	C56X	3620	28R	B	Departure Timing	No
9/28/2016 11:26	XOJ557	N557XJ	CL30	3323	28R	B	Pilot Requested	No
9/29/2016 10:52	LN777AX		C550	4502	28R	B	Lifeguard Medical	Yes
9/29/2016 12:15	N8888H	N8888H	H25C	3351	28R	B	Pilot Refusal	No
9/29/2016 15:00			C680	4564	28R	P	System Error	Yes
9/29/2016 17:35	GDG495	N495RS	GLF4	6310	28L	B	Pilot Refusal	No
9/29/2016 20:21	N70FC		C25B	3375	28L	B	Pilot Requested	No
9/29/2016 21:22	LN777AX		C550	4522	28R	B	Lifeguard Medical	Yes
9/30/2016 8:59	N107VS	N107VS	GLF5	3253	28L	B	Pilot Requested	No
9/30/2016 14:55	N442CJ	N442CJ	C525	3275	28L	B	Pilot Requested	No
9/30/2016 15:17	N803GJ		LJ55	4514	28L	B	Pilot Refusal	No

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Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
9/13/2016 9:55	N853CC	N853CC	HS25	5345	10L	B	ATC Instructions	Yes
9/13/2016 10:59	N1967G	N1967G	C560	2776	10L	B	ATC Instructions	Yes
9/13/2016 13:26	KAI88	N115K	C560	1544	10L	B	ATC Instructions	Yes
9/13/2016 13:36	EJA387	N387QS	C680	7743	10L	B	ATC Instructions	Yes
9/13/2016 15:34	XOJ406	N406CL	CL30	6064	10R	B	ATC Instructions	Yes
9/13/2016 15:35	EJA769	N769QS	CL35	3525	10R	U	ATC Instructions	Yes
9/13/2016 16:15	N450TR	N450TR	C25A	7622	10R	B	ATC Instructions	Yes
9/13/2016 16:18	N825SG	N825SG	CL60	7613	10R	B	ATC Instructions	Yes

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North Field VFR Departure List for Calendar Quarter

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
7/1/2016 14:50	28R	N694CD		SR22	357	Air Traffic Conflict	Yes
7/9/2016 18:28	28L			C172	350	Good Effort	Yes
7/10/2016 13:58	33	N3517M		J5	340	Air Traffic Conflict	Yes
7/10/2016 19:34	28R	N500QV	CGIFF	C340	362	Air Traffic Conflict	Yes
7/12/2016 10:34	28R	N12JG		C210	364	Not Acceptable	No
7/12/2016 14:14	PAD1	N442BN		HELO	375	Good Effort	Yes
7/15/2016 12:32	28R	N6MB		C172	350	Air Traffic Conflict	Yes
7/15/2016 14:37	33	N5038C		CH10	372	Good Effort	Yes
7/16/2016 12:58	28R	N8846U		C172	353	Good Effort	Yes
7/20/2016 19:52	28R	N6410V		C72R	336	Good Effort	Yes
7/22/2016 13:47	28R	N61DW	N61DW	C206	351	Good Effort	Yes
7/22/2016 19:04	33	N67849		C172	344	Good Effort	Yes
7/23/2016 13:36	33	N67849		C172	326	System Error	Yes
7/24/2016 10:34	28R	N6MB		C172	357	Good Effort	Yes
7/24/2016 12:05	33			C172	346	Air Traffic Conflict	Yes
7/27/2016 12:47	PAD1	N442BN		HELO	377	Good Effort	Yes
8/3/2016 17:07	PAD1			HELO	342	Law Enforcement	Yes
8/6/2016 14:22	PAD1	CMD8		HELO	344	Good Effort	Yes
8/8/2016 12:48	PAD1	N115SF		HELO	364	Straight-out Departure	No
8/9/2016 19:43	33	N411LR		BL18	330	System Error	Yes
8/11/2016 17:10	PAD1			HELO	354	Good Effort	Yes
8/14/2016 12:47	33	N43434	N43434	P28A	326	Good Effort	Yes
8/16/2016 14:09	33	N133VM		BE33	371	Air Traffic Conflict	Yes
8/16/2016 15:01	28R	N73SF		B206	324	Good Effort	Yes
8/16/2016 15:42	33	N734BN		C172	364	Not Acceptable	No
8/19/2016 13:30	33	N717BC		LEG2	332	Air Traffic Conflict	Yes
8/19/2016 15:42	28L	N734WZ		C172	363	Air Traffic Conflict	Yes
8/20/2016 14:08	33	N6718P		PA24	333	Air Traffic Conflict	Yes
8/21/2016 22:30	PAD1	CMD8		HELO	334	Lifeguard Medical	Yes
8/25/2016 14:54	28R	N214WF	N214WF	SR22	365	Air Traffic Conflict	Yes
8/25/2016 16:11	PAD1	N2275Q		HELO	375	Air Traffic Conflict	Yes
8/28/2016 12:50	28R	N43434	N43434	P28A	320	Not Acceptable	No
8/28/2016 16:44	33	N25210		HXA	326	Not Acceptable	No
8/28/2016 20:56	33				1200	Law Enforcement	Yes
8/31/2016 10:47	PAD1	N116PG		HELO	1200	Pilot Requested	No
8/31/2016 17:35	PAD1	CMD8		HELO	334	Good Effort	Yes
9/7/2016 21:55	PAD1	CHP32		HELO	330	Law Enforcement	Yes
9/8/2016 16:11	PAD1	N7078V		HELO	357	Air Traffic Conflict	Yes
9/11/2016 14:32	33	N734BN		C172	332	Air Traffic Conflict	Yes
9/14/2016 8:33	28L	N185CX	N185CX	C185	365	VFR Departure	No
9/15/2016 12:54	PAD1	CMD8	N838CS	HELO	1200	Good Effort	Yes
9/18/2016 12:05	28R	N4591S	N4591S	BE58	377	Air Traffic Conflict	Yes
9/18/2016 14:47	33	N442BN	N442BN	R44	1200	Good Effort	Yes
9/19/2016 7:02	PAD1	CMD8	N838CS	HELO	1200	Good Effort	Yes
9/19/2016 9:32	PAD1	N77EJ	N77EJ	HELO	331	VFR Departure	No
9/19/2016 10:32	28R	N21263	N21263	C172	316	Good Effort	Yes
9/20/2016 15:34	28R	N414EE	N414EE	C414	350	Good Effort	Yes
9/21/2016 7:23	PAD1	CMD8	N838CS	HELO	371	Good Effort	Yes
9/21/2016 16:43	28R	N713TT	N713TT	BE35	317	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
9/24/2016 10:20	28R	N328TA	N328TA	C172	336	Air Traffic Conflict	Yes
9/25/2016 20:42	28L	N506MV	N506MV	B350	364	Good Effort	Yes
9/26/2016 12:19	28R	N172CT	N172CT	C172	373	Air Traffic Conflict	Yes
9/26/2016 14:05	28R	NOAA57		DH6	323	Air Traffic Conflict	Yes
9/30/2016 14:01	33	N717BC		LEG2	325	Air Traffic Conflict	Yes

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
7/1/2016 6:41	TN333P		PAY2	4554	28R	Wide Salad	No
7/1/2016 22:36	N1036M	N1036M	C172	4205	28R	Not Acceptable	No
7/1/2016 23:36	N33MS	N33MS	PAY2	3372	28R	Not Acceptable	No
7/3/2016 2:00	REH50	N912MF	BE20	4230	28R	Good Effort	Yes
7/5/2016 6:41	PXT903	N903JP	C510	4244	33	Lifeguard Medical	Yes
7/6/2016 1:07	N33MS	N33MS	PAY2	3344	28R	Wide Salad	No
7/6/2016 6:49	PCM8679	N781FE	C208	4516	28L	Good Effort	Yes
7/7/2016 6:05	BTQ329		PC12	4524	28L	Good Effort	Yes
7/7/2016 23:28	N33MS	N33MS	PAY2	3265	28R	Wide Salad	No
7/8/2016 6:54	MRA687		C208	4274	28R	Time Buffer	Yes
7/9/2016 22:25	N21893		C172	3220	28R	System Error	Yes
7/9/2016 22:25	N21893		C172	3220	28R	Audio Not Available	No
7/12/2016 22:53			LJ35	3606	28L	System Error	Yes
7/13/2016 6:45	MRA687		C208	4214	28R	Not Acceptable	No
7/13/2016 22:42	N9HE	N9HE	C172	367	28R	Good Effort	Yes
7/14/2016 5:54	PXT44	N44CK	C525	4213	33	Lifeguard Medical	Yes
7/14/2016 22:24	N786AC	N786AC	C525	3370	28R	Pilot Refusal	No
7/15/2016 6:57	MRA687		C208	4560	33	Time Buffer	Yes
7/16/2016 1:01	N248PH	N248PH	BE20	4215	28R	Good Effort	Yes
7/17/2016 22:27	PXT903	N903JP	C510	4225	28R	Lifeguard Medical	Yes
7/18/2016 22:24	RSP552	N574JS	E50P	6361	28L	Departure Timing	Yes
7/19/2016 1:16	LN246PH		BE20	4204	28R	Lifeguard Medical	Yes
7/20/2016 6:45	MRA687		C208	4506	33	Not Acceptable	No
7/20/2016 6:51	MRA689		C208	4277	28L	Time Buffer	Yes
7/20/2016 22:06	BYA6348	N290SW	E120	4560	28R	Time Buffer	Yes
7/20/2016 22:20	N200SN		SW3	4231	28R	Good Effort	Yes
7/21/2016 6:46	MRA689		C208	4511	28L	Good Effort	Yes
7/21/2016 6:54	PCM8679	N771FE	C208	4563	28L	Time Buffer	Yes
7/22/2016 6:44	MRA689		C208	4550	28R	Good Effort	Yes
7/22/2016 22:22	N8477Q		C206	4267	28R	Good Effort	Yes
7/22/2016 23:40	GAJ841	N841UP	B350	3670	28R	Good Effort	Yes
7/23/2016 5:57	N150HM	N150HM	G150	3355	10R	Good Effort	Yes
7/23/2016 22:24	N6410M	N6410M	B350	3747	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
7/24/2016 6:09	N246PH		BE20	4207	28R	Good Effort	Yes
7/24/2016 23:42	N246PH		BE20	4532	33	Good Effort	Yes
7/25/2016 0:14	LN777AX		C550	4541	28R	Lifeguard Medical	Yes
7/25/2016 6:46	JAS20	N714K	FA7X	3333	28L	Pilot Refusal	No
7/25/2016 22:43	URF452	N817SA	PC12	3710	28R	Not Acceptable	No
7/25/2016 23:15	CMD70	N370CS	BE20	4517	28R	Lifeguard Medical	Yes
7/26/2016 4:08	LN54DD		C560	4555	28R	Lifeguard Medical	Yes
7/26/2016 6:43	PCM8710	N892FE	C208	4276	28L	Good Effort	Yes
7/27/2016 6:39	PCM8710	N798FE	C208	4532	28L	Good Effort	Yes
7/27/2016 6:50	PCM8679	N771FE	C208	4563	28L	Time Buffer	Yes
7/28/2016 2:52	N716WA		PAY2	3241	28R	Wide Salad	No
7/30/2016 1:02	N246PH		BE20	4545	28R	Not Acceptable	No
7/30/2016 6:29	N6410M	N6410M	B350	3263	28R	Wide Salad	No
7/31/2016 3:53	LN246PH		BE20	4257	28R	Lifeguard Medical	Yes
8/1/2016 2:35	JBU276	N640JB	A320	3335	28L	RWY 30 Routine Closure	Yes
8/1/2016 6:16	N828PC		C172	4255	28R	Not Acceptable	No
8/1/2016 6:21	N9933Q		C172	4517	33	Not Acceptable	No
8/1/2016 6:54	N219AR		SR22	4571	28R	Time Buffer	Yes
8/1/2016 22:21	N650TM	N650TM	C182	4672	28L	Good Effort	Yes
8/2/2016 23:14	N426RB	N426RB	C172	3324	28R	Good Effort	Yes
8/4/2016 6:45	MRA687		C208	4233	33	VFR Departure	No
8/4/2016 6:46	N803GJ		LJ55	3201	28L	Pilot Refusal	No
8/4/2016 6:50	PCM8679	N771FE	C208	4516	28L	Good Effort	Yes
8/4/2016 22:56	N47HF	N47HF	C56X	6761	28R	System Error	Yes
8/5/2016 22:46	N49D		BE58	4217	28R	Good Effort	Yes
8/6/2016 22:31	LN246PH		BE20	3253	28R	Lifeguard Medical	Yes
8/7/2016 4:31	LN246PH		BE20	4267	28R	Lifeguard Medical	Yes
8/8/2016 6:02	MRA687		C208	4224	33	VFR Departure	No
8/8/2016 6:32	N219AR		SR22	4227	28R	Wide Salad	No
8/8/2016 22:45	N900VL	N900VL	F900	1747	28R	Pilot Requested	No
8/9/2016 1:25	PXT525	N525CR	C25B	4205	33	Lifeguard Medical	Yes
8/9/2016 6:08	JUS205	N205US	DC93	3225	28L	Pilot Requested	No
8/9/2016 6:13	N8888H	N8888H	H25C	4534	28L	Pilot Refusal	No
8/9/2016 23:45	N4947J		P28A	3352	28L	Wide Salad	No
8/10/2016 8:53	FTH6	N805C	GALX	2043	NONE	Lifeguard Medical	Yes
8/10/2016 22:23	N117MF	N117MF	BE9L	3264	28R	Wide Salad	No
8/10/2016 22:57	N72ET		SR22	3204	28R	Wide Salad	No
8/11/2016 23:47	CFLJD		GLAS	5311	33	VFR Departure	No
8/12/2016 0:33	N6025N		C210	5304	28R	Not Acceptable	No
8/12/2016 6:22	N3599H		M20P	4554	28R	Not Acceptable	No
8/12/2016 6:56	PCM8679	N771FE	C208	4575	28L	Time Buffer	Yes
8/13/2016 5:46	PXT903	N903JP	C510	4204	33	Lifeguard Medical	Yes
8/15/2016 0:29	LN248PH	N248PH	BE20	4275	28R	Lifeguard Medical	Yes
8/15/2016 3:08	DAL1863	N3773D	B738	3310	28L	RWY 30 Routine Closure	Yes
8/15/2016 5:18	N150HM	N150HM	G150	3250	28L	RWY 30 Routine Closure	Yes
8/15/2016 6:00	URF171	N824SA	PC12	3274	28R	Wide Salad	No
8/15/2016 6:37	N9933Q		C172	4567	33	VFR Departure	No
8/15/2016 23:29	N871EU	N871EU	B350	3374	28R	Straight-out Departure	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
8/17/2016 6:12	PCM8709	N844FE	C208	4263	28L	Good Effort	Yes
8/18/2016 6:26	PCM8709	N722FX	C208	4566	28L	Good Effort	Yes
8/18/2016 6:26	PCM8709	N722FX	C208	4566	28L	Good Effort	Yes
8/18/2016 23:01	REH50		BE20	4577	28R	Lifeguard Medical	Yes
8/19/2016 6:22	PCM8709	N995FE	C208	4241	28L	Good Effort	Yes
8/19/2016 6:30	N527VK	N527VK	PC12	3275	28L	Wide Salad	No
8/19/2016 6:54	MRA687		C208	4211	33	Time Buffer	Yes
8/21/2016 22:30	CMD8		HELO	334	PAD1	Lifeguard Medical	Yes
8/22/2016 2:00	N517LR	N517LR	H25C	3323	28L	RWY 30 Routine Closure	Yes
8/22/2016 6:15	MRA687		C208	4206	33	VFR Departure	No
8/23/2016 4:54	N803GJ		LJ55	4220	28L	Pilot Refusal	No
8/26/2016 5:00	N8096U	N8096U	C172	5334	28R	System Error	Yes
8/26/2016 5:41	N41BA	N41BA	BE9L	4557	28R	Not Acceptable	No
8/26/2016 5:54	N8096U	N8096U	BE9L	3260	28R	Not Acceptable	No
8/26/2016 6:24	N76D	N76D	SR20	4502	33	Not Acceptable	No
8/26/2016 6:40	N37343	N37343	C340	3351	28L	Good Effort	Yes
8/28/2016 0:08	N64FB	N64FB	B350	4220	28R	Not Acceptable	No
8/29/2016 6:32	MRA687		C208	4234	33	Not Acceptable	No
8/29/2016 6:47	N425DD		C425	4572	28R	Good Effort	Yes
8/30/2016 0:04	N210DT	N210DT	C210	4577	28R	Wide Salad	No
8/30/2016 6:58	MRA687		C208	4557	33	Time Buffer	Yes
9/1/2016 6:55	MRA687		C208	4561	33	Time Buffer	Yes
9/1/2016 23:24	N159D		PA31	4512	28R	Wide Salad	No
9/2/2016 0:54				4562	28R	Good Effort	Yes
9/2/2016 6:33	N568TT	N568TT	BE20	4230	28R	Good Effort	Yes
9/4/2016 0:57	LN561SR	N561SR	C560	4575	28R	Lifeguard Medical	Yes
9/5/2016 0:05	N17VA	N17VA	BE20	4514	10L	Not Acceptable	No
9/5/2016 5:10	RVF8190	N883EA	DH8A	4504	28L	Not Acceptable	No
9/5/2016 5:40	REH58		PC12	3357	28R	Lifeguard Medical	Yes
9/5/2016 22:00	N924MB		GLF4	3260	28L	Time Buffer	Yes
9/5/2016 22:38	N823HM	N823HM	BE40	3364	28L	Pilot Requested	No
9/6/2016 0:37	N248PH	N248PH	BE20	4516	28R	Lifeguard Medical	Yes
9/7/2016 0:33	N7244T		C172	4241	33	Not Acceptable	No
9/7/2016 6:47	PCM8710	N744FX	C208	4552	28L	Good Effort	Yes
9/7/2016 22:54	LN33MS	N33MS	PAY2	3374	28R	Lifeguard Medical	Yes
9/8/2016 6:45	PCM8710	N726FX	C208	4516	28L	Good Effort	Yes
9/9/2016 0:08	N779MF		PAY2	4574	28R	Wide Salad	No
9/9/2016 6:55	PCM8710	N844FE	C208	4537	28L	Time Buffer	Yes
9/10/2016 1:47	LN248PH	N248PH	BE20	4513	28R	Lifeguard Medical	Yes
9/10/2016 22:43	N1686C		C180	4567	28R	Wide Salad	No
9/11/2016 22:09	N200SN		SW3	4244	28R	Time Buffer	Yes
9/12/2016 5:17	PXT55		C25A	3364	33	Lifeguard Medical	Yes
9/12/2016 5:35	N248PH	N248PH	BE20	4233	28R	Wide Salad	No
9/13/2016 2:17	N248PH	N248PH	BE20	4263	28R	Wide Salad	No
9/13/2016 6:39	PCM8711	N722FX	C208	4275	28L	Good Effort	Yes
9/15/2016 6:54	PCM8710	N798FE	C208	4263	28L	Time Buffer	Yes
9/15/2016 23:02	N96AP	N96AP	CRJ2	3304	28R	Not Acceptable	No
9/16/2016 6:58	MRA687		C208	4554	28R	Time Buffer	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
9/16/2016 22:36	PXT44	N44CK	C525	4547	28R	Lifeguard Medical	Yes
9/16/2016 23:34	N806LW	N806LW	BE20	4571	28R	Wide Salad	No
9/17/2016 5:55	PXT903	N903JP	C510	4214	33	Lifeguard Medical	Yes
9/19/2016 3:17	N611RH	N611RH	SW4	3204	28R	Wide Salad	No
9/19/2016 5:34	N150MJ	N150MJ	FA50	3315	28R	RWY 30 Routine Closure	Yes
9/19/2016 23:43	LN418CS	N418CS	C25B	3217	28R	Lifeguard Medical	Yes
9/19/2016 23:54	REH50		BE20	4570	28R	Lifeguard Medical	Yes
9/20/2016 6:55	PCM8710	N908FE	C208	4271	28L	Time Buffer	Yes
9/21/2016 5:36	N803GJ	N803GJ	LJ55	4522	28L	Pilot Refusal	No
9/21/2016 6:50	PCM8710	N969FE	C208	4505	28L	Time Buffer	Yes
9/21/2016 6:58	MRA687		C208	4544	33	Time Buffer	Yes
9/22/2016 6:59	MRA687		C208	4574	28R	Time Buffer	Yes
9/23/2016 6:55	PCM8710	N846FE	C208	4207	28L	Time Buffer	Yes
9/23/2016 6:58	PCM8679	N772FE	C208	4524	28L	Time Buffer	Yes
9/23/2016 22:13	N10FF	N10FF	C421	4252	28R	310 Heading	No
9/24/2016 22:45	N2FR	N2FR	M20P	5353	28R	VFR Departure	No
9/26/2016 1:02	N2856X	N2856X	C177	4205	28R	310 Heading	No
9/26/2016 2:45	N729TY	N729TY	GLF4	3351	28L	RWY 30 Routine Closure	Yes
9/27/2016 0:57	LN418CS	N418CS	C25B	3347	28R	Lifeguard Medical	Yes
9/27/2016 6:31	PCM8711		VIS6	4213	28L	310 Heading	No
9/27/2016 6:47	PCM8679	N772FE	C208	4570	28L	Good Effort	Yes
9/27/2016 6:51	PCM8710		C208	4547	28L	Time Buffer	Yes
9/28/2016 6:52	PCM8260	N768FE	C208	4277	28R	Time Buffer	Yes
9/28/2016 6:54	PCM8710	N726FX	C208	4542	28L	Time Buffer	Yes
9/30/2016 0:50	CMD70	N840CR	BE20	3213	28R	Lifeguard Medical	Yes
9/30/2016 6:57	MRA687		C208	4555	28L	Time Buffer	Yes
9/30/2016 23:34	N414DV		C414	4264	28R	Wide Salad	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
7/1/2016 4:30	3	78.8	82.8	8	N248PH	N248PH	BE20	28R
7/1/2016 23:37	4	73.7	81.5	13	N33MS	N33MS	PAY2	28R
7/3/2016 2:01	4	82.7	86.8	12	REH50	N912MF	BE20	28R
7/3/2016 2:01	5	75.8	81.9	11	REH50	N912MF	BE20	28R
7/3/2016 2:02	8	73.2	81	10	REH50	N912MF	BE20	28R
7/5/2016 1:01	4	75.5	81.2	10	N716WA	N716WA	PAY2	28R
7/6/2016 1:08	4	85	88.4	13	N33MS	N33MS	PAY2	28R
7/6/2016 1:08	5	74.7	80.9	10	N33MS	N33MS	PAY2	28R
7/6/2016 1:08	8	73.7	81.7	13	N33MS	N33MS	PAY2	28R
7/7/2016 23:29	4	84.7	89	13	N33MS	N33MS	PAY2	28R
7/7/2016 23:29	6	74.9	80.1	7	N33MS	N33MS	PAY2	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/7/2016 23:29	8	72.6	81	11	N33MS	N33MS	PAY2	28R
7/7/2016 23:29	5	75.5	81.4	9	N33MS	N33MS	PAY2	28R
7/9/2016 22:27	4	68.5	80	27	N21893		C172	28R
7/12/2016 22:54	4	79.6	87	20			LJ35	28L
7/12/2016 22:54	5	88.3	93.9	20			LJ35	28L
7/12/2016 22:54	6	84.7	91.6	18			LJ35	28L
7/12/2016 22:54	7	75.1	83.4	16			LJ35	28L
7/13/2016 22:48	5	77.4	84.8	27	N9HE	N9HE	C172	28R
7/14/2016 0:21	4	74.2	81.1	13	N6462Q	N6462Q	M20P	33
7/14/2016 22:25	4	78.8	86.3	19	N786AC	N786AC	C525	28R
7/14/2016 22:25	5	76.1	84.6	16	N786AC	N786AC	C525	28R
7/14/2016 22:25	6	76.8	84.3	17	N786AC	N786AC	C525	28R
7/14/2016 23:39	4	75.6	83.1	16	N2653M	N2653M	BE36	28R
7/14/2016 23:39	8	70.9	80	13	N2653M	N2653M	BE36	28R
7/14/2016 23:39	3	74	81.2	13	N2653M	N2653M	BE36	28R
7/17/2016 22:30	4	79.9	87.3	18	PXT903	N903JP	C510	28R
7/17/2016 22:30	5	73.3	81.7	19	PXT903	N903JP	C510	28R
7/17/2016 22:30	6	73.3	81.6	13	PXT903	N903JP	C510	28R
7/18/2016 22:25	4	73.7	82.8	23	RSP552	N574JS	E50P	28L
7/18/2016 22:25	5	73.7	83.9	25	RSP552	N574JS	E50P	28L
7/18/2016 22:25	6	71.4	82.3	25	RSP552	N574JS	E50P	28L
7/19/2016 1:16	4	74.7	80	11	LN246PH		BE20	28R
7/19/2016 1:16	8	78.7	83.2	8	LN246PH		BE20	28R
7/19/2016 3:39	4	72.7	80.8	16	N653DG		SR22	28R
7/20/2016 22:06	4	75.8	81.7	15	BYA6348	N290SW	E120	28R
7/22/2016 23:40	4	76.9	82	12	GAJ841	N841UP	B350	28R
7/23/2016 5:57	9	76.1	84.6	17	N150HM	N150HM	G150	10R
7/23/2016 5:57	10	72.2	81.6	20	N150HM	N150HM	G150	10R
7/23/2016 5:58	12	78.1	86.8	23	N150HM	N150HM	G150	10R
7/23/2016 5:58	2	73.8	82.6	24	N150HM	N150HM	G150	10R
7/24/2016 23:43	3	73.7	80.9	11	N246PH		BE20	33
7/25/2016 0:15	4	81.8	89.7	23	LN777AX		C550	28R
7/25/2016 0:15	5	78.6	87.2	23	LN777AX		C550	28R
7/25/2016 0:15	6	78.8	86.7	21	LN777AX		C550	28R
7/25/2016 0:15	7	72.1	81	21	LN777AX		C550	28R
7/25/2016 22:44	4	73.5	80.2	12	URF452	N817SA	PC12	28R
7/25/2016 22:44	8	74.5	80.2	7	URF452	N817SA	PC12	28R
7/25/2016 23:16	4	73.8	80.4	11	CMD70	N370CS	BE20	28R
7/26/2016 4:09	4	73.8	82	18	LN54DD		C560	28R
7/26/2016 4:09	5	74.5	82.4	15	LN54DD		C560	28R
7/26/2016 4:09	6	74.4	82.3	14	LN54DD		C560	28R
7/28/2016 2:53	4	85.6	89.2	28	N716WA		PAY2	28R
7/28/2016 6:00	4	74.1	80.3	11	URF171	N819SA	PC12	28R
7/28/2016 22:24	4	74	83.5	36	N653DG		SR22	28R
7/28/2016 22:37	2	69.9	81	44	N431GW		PAY2	28R
7/28/2016 22:38	4	75	81.6	13	N431GW		PAY2	28R
7/28/2016 22:38	5	78.5	86.1	14	N431GW		PAY2	28R
7/28/2016 22:38	4	73	80.7	12	N431GW		PAY2	28R
7/28/2016 22:38	6	73.5	81.4	12	N431GW		PAY2	28R
7/29/2016 0:38	4	73.5	80.1	11	N47CA	N47CA	PAY2	33
7/30/2016 1:02	4	81.7	86.3	11	N246PH		BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
7/30/2016 1:02	8	76.2	82.1	7	N246PH		BE20	28R
7/31/2016 3:54	4	81.6	86.2	15	LN246PH		BE20	28R
7/31/2016 3:54	5	76.8	82.9	12	LN246PH		BE20	28R
7/31/2016 3:54	6	73.1	80.9	11	LN246PH		BE20	28R
8/1/2016 2:36	4	86.2	93.4	25	JBU276	N640JB	A320	28L
8/1/2016 2:36	5	89.7	96.1	27	JBU276	N640JB	A320	28L
8/1/2016 2:36	6	84.9	93.8	28	JBU276	N640JB	A320	28L
8/1/2016 2:36	7	79.6	87.8	26	JBU276	N640JB	A320	28L
8/2/2016 23:15	4	69.3	81.7	40	N426RB	N426RB	C172	28R
8/2/2016 23:15	5	70.3	80.9	20	N426RB	N426RB	C172	28R
8/5/2016 22:47	4	84.4	92.1	28	N49D		BE58	28R
8/5/2016 22:47	5	78.2	86	22	N49D		BE58	28R
8/5/2016 22:47	6	74.7	81.5	16	N49D		BE58	28R
8/5/2016 22:47	8	78.8	87.4	20	N49D		BE58	28R
8/5/2016 22:48	3	77.3	83.9	16	N49D		BE58	28R
8/6/2016 22:32	4	80.1	85.2	11	LN246PH		BE20	28R
8/6/2016 22:32	5	75.3	81.2	12	LN246PH		BE20	28R
8/6/2016 22:32	8	78.4	83.6	9	LN246PH		BE20	28R
8/7/2016 4:31	4	85.5	88	11	LN246PH		BE20	28R
8/7/2016 4:31	5	75.1	80.3	11	LN246PH		BE20	28R
8/7/2016 4:32	8	78.3	83.8	9	LN246PH		BE20	28R
8/8/2016 5:59	4	73.1	80.4	11	URF171	N829SA	PC12	28R
8/8/2016 22:46	4	84.6	89.6	23	N900VL	N900VL	F900	28R
8/8/2016 22:46	5	83.6	90.2	25	N900VL	N900VL	F900	28R
8/8/2016 22:46	6	75.9	85.1	21	N900VL	N900VL	F900	28R
8/9/2016 1:26	3	80.1	86.6	17	PXT525	N525CR	C25B	33
8/9/2016 23:47	4	76.1	83.2	19	N4947J		P28A	28L
8/9/2016 23:47	5	74.1	81.2	13	N4947J		P28A	28L
8/10/2016 15:05	8	72.7	80.4	11	URF171	N819SA	PC12	28R
8/10/2016 15:05	4	73.6	81.8	24	URF171	N819SA	PC12	28R
8/10/2016 22:24	4	84	87.4	12	N117MF	N117MF	BE9L	28R
8/10/2016 22:24	5	74.9	80.7	10	N117MF	N117MF	BE9L	28R
8/10/2016 22:24	6	75.7	82.1	10	N117MF	N117MF	BE9L	28R
8/10/2016 22:58	4	83.5	89.2	22	N72ET		SR22	28R
8/10/2016 22:58	5	74.6	82.6	21	N72ET		SR22	28R
8/12/2016 0:34	4	84.4	89.6	14	N6025N		C210	28R
8/12/2016 0:34	5	77.6	83.6	13	N6025N		C210	28R
8/12/2016 0:35	6	73.9	80.4	11	N6025N		C210	28R
8/12/2016 0:35	8	80.9	86.7	10	N6025N		C210	28R
8/15/2016 3:09	4	88.3	94.9	19	DAL1863	N3773D	B738	28L
8/15/2016 3:09	5	91.1	97.2	21	DAL1863	N3773D	B738	28L
8/15/2016 3:09	6	84.6	92.1	25	DAL1863	N3773D	B738	28L
8/15/2016 3:09	7	75.7	85.4	22	DAL1863	N3773D	B738	28L
8/15/2016 5:19	4	84.1	91.2	22	N150HM	N150HM	G150	28L
8/15/2016 5:19	5	87.6	93.6	21	N150HM	N150HM	G150	28L
8/15/2016 5:19	6	82.3	89.5	20	N150HM	N150HM	G150	28L
8/15/2016 5:19	7	74.1	83	19	N150HM	N150HM	G150	28L
8/15/2016 23:29	4	75.1	80.6	9	N871EU	N871EU	B350	28R
8/15/2016 23:30	5	75.6	80	9	N871EU	N871EU	B350	28R
8/18/2016 5:36	6	71.6	84.9	79	URF171	N816SA	PC12	28R
8/18/2016 5:37	6	70	85.2	79	URF171	N816SA	PC12	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
8/18/2016 23:02	5	71	81.1	21	REH50		BE20	28R
8/18/2016 23:02	4	82.4	86.5	16	REH50		BE20	28R
8/18/2016 23:02	8	74.7	81.4	9	REH50		BE20	28R
8/22/2016 2:01	5	83.5	91.4	22	N517LR	N517LR	H25C	28L
8/22/2016 2:01	4	81.1	88.8	24	N517LR	N517LR	H25C	28L
8/22/2016 2:01	6	81	89.1	21	N517LR	N517LR	H25C	28L
8/22/2016 2:01	7	72.1	81.6	18	N517LR	N517LR	H25C	28L
8/26/2016 5:10	9	76.3	82.9	10	N8096U	N8096U	C172	28R
8/26/2016 5:42	4	75.2	81.1	11	N41BA	N41BA	BE9L	28R
8/26/2016 5:55	4	76.4	84.4	33	N8096U	N8096U	BE9L	28R
9/1/2016 1:34	4	80.4	84.4	10	N248PH	N248PH	BE20	28R
9/2/2016 0:55	4	80.7	84.3	12				28R
9/2/2016 0:55	5	76.3	80.9	8				28R
9/2/2016 8:16	7	74.3	82.2	23	N159D		PA31	28R
9/4/2016 0:58	4	77.7	86.6	24	LN561SR	N561SR	C560	28R
9/4/2016 0:58	5	76.9	86.5	23	LN561SR	N561SR	C560	28R
9/4/2016 0:58	6	75.9	86.1	27	LN561SR	N561SR	C560	28R
9/4/2016 0:58	7	70.2	81	23	LN561SR	N561SR	C560	28R
9/5/2016 5:10	6	74.9	89.7	79	RVF8190	N883EA	DH8A	28L
9/5/2016 5:10	5	75.6	80.9	10	RVF8190	N883EA	DH8A	28L
9/5/2016 5:11	6	70.8	89.1	79	RVF8190	N883EA	DH8A	28L
9/5/2016 5:40	6	71.1	89.5	79	REH58		PC12	28R
9/5/2016 5:41	4	72.2	80.2	16	REH58		PC12	28R
9/5/2016 5:41	6	70.9	89.5	79	REH58		PC12	28R
9/5/2016 22:00	6	78.2	92.9	79	N924MB		GLF4	28L
9/5/2016 22:01	4	76	84.1	19	N924MB		GLF4	28L
9/5/2016 22:01	5	81	87.3	19	N924MB		GLF4	28L
9/5/2016 22:01	6	81.8	94.3	79	N924MB		GLF4	28L
9/5/2016 22:01	7	73.4	81.5	14	N924MB		GLF4	28L
9/5/2016 22:38	6	79.5	92.9	79	N823HM	N823HM	BE40	28L
9/5/2016 22:38	4	79.4	88	28	N823HM	N823HM	BE40	28L
9/5/2016 22:38	5	80.8	89.8	27	N823HM	N823HM	BE40	28L
9/5/2016 22:39	7	69.7	80.7	22	N823HM	N823HM	BE40	28L
9/6/2016 4:43	6	70.7	89.2	79	N6276Z	N6276Z	C172	28R
9/6/2016 4:44	6	70.6	89.2	79	N6276Z	N6276Z	C172	28R
9/6/2016 4:46	6	70.3	89.1	79	N6276Z	N6276Z	C172	28R
9/7/2016 22:54	5	74.7	81.3	14	LN33MS	N33MS	PAY2	28R
9/7/2016 22:54	6	77.2	84.1	13	LN33MS	N33MS	PAY2	28R
9/8/2016 23:04	6	67.9	86	79	LN33MS	N33MS	PAY2	28R
9/8/2016 23:12	6	65.9	84	79	N6462Q		M20P	28R
9/8/2016 23:12	4	72.5	80.1	13	N6462Q		M20P	28R
9/8/2016 23:13	6	66.5	84.3	77	N6462Q		M20P	28R
9/9/2016 0:08	4	79.8	84.1	12	N779MF		PAY2	28R
9/10/2016 1:48	4	79.4	83.3	9	LN248PH	N248PH	BE20	28R
9/10/2016 22:43	4	71.8	80.4	17	N1686C		C180	28R
9/10/2016 22:44	8	71.3	80	14	N1686C		C180	28R
9/10/2016 22:44	3	73.2	82.4	21	N1686C		C180	28R
9/12/2016 5:18	3	77.5	85.4	18	PXT55		C25A	33
9/12/2016 5:36	4	81.5	85.6	12	N248PH	N248PH	BE20	28R
9/12/2016 5:36	5	74.9	81.1	9	N248PH	N248PH	BE20	28R
9/13/2016 2:18	4	76.9	82.3	12	N248PH	N248PH	BE20	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
9/15/2016 0:15	4	82.7	87.2	10	N888PH	N888PH	PAY1	28R
9/15/2016 23:03	4	79.9	87.9	21	N96AP	N96AP	CRJ2	28R
9/15/2016 23:03	5	75.4	84.3	18	N96AP	N96AP	CRJ2	28R
9/15/2016 23:03	6	74.7	84.3	19	N96AP	N96AP	CRJ2	28R
9/16/2016 22:36	4	77	85.3	16	PXT44	N44CK	C525	28R
9/16/2016 22:37	5	76.9	85	16	PXT44	N44CK	C525	28R
9/16/2016 22:37	6	74.5	83.7	17	PXT44	N44CK	C525	28R
9/16/2016 22:37	7	69.2	80.1	27	PXT44	N44CK	C525	28R
9/16/2016 23:35	4	78.6	82.1	9	N806LW	N806LW	BE20	28R
9/17/2016 22:21	4	76.9	84.7	24	N55HM	N55HM	BE55	28R
9/19/2016 3:18	4	77.6	82.1	10	N611RH	N611RH	SW4	28R
9/19/2016 5:35	4	89.1	96.2	28	N150MJ	N150MJ	FA50	28R
9/19/2016 5:35	5	87.9	95.2	27	N150MJ	N150MJ	FA50	28R
9/19/2016 5:35	6	87.2	95	25	N150MJ	N150MJ	FA50	28R
9/19/2016 5:35	7	81.5	91.1	27	N150MJ	N150MJ	FA50	28R
9/19/2016 23:44	4	79.5	87.3	21	LN418CS	N418CS	C25B	28R
9/19/2016 23:44	5	80.4	88.2	21	LN418CS	N418CS	C25B	28R
9/19/2016 23:44	6	74.5	83.9	17	LN418CS	N418CS	C25B	28R
9/19/2016 23:55	4	81.7	85.6	13	REH50		BE20	28R
9/19/2016 23:55	8	73.7	80.2	8	REH50		BE20	28R
9/21/2016 4:35	1	75.8	84.8	21	N803GJ	N803GJ	LJ55	28L
9/21/2016 5:37	4	79.8	86.4	21	N803GJ	N803GJ	LJ55	28L
9/21/2016 5:37	5	86.5	92.4	17	N803GJ	N803GJ	LJ55	28L
9/21/2016 5:37	6	82	88.3	18	N803GJ	N803GJ	LJ55	28L
9/21/2016 5:38	7	73.8	82.4	17	N803GJ	N803GJ	LJ55	28L
9/22/2016 0:00	1	75.8	81.3	12	URF136	N849SA	PC12	28R
9/22/2016 0:00	2	69	80.5	34	URF136	N849SA	PC12	28R
9/22/2016 2:31	4	75.8	82.2	15	IAX604		BE10	28R
9/22/2016 5:59	4	73.8	83.4	33	URF136	N849SA	PC12	28R
9/23/2016 5:52	4	76.7	81.8	10	N248PH	N248PH	BE20	28R
9/23/2016 22:13	4	75.4	83.6	21	N10FF	N10FF	C421	28R
9/23/2016 22:14	8	77.2	85.1	12	N10FF	N10FF	C421	28R
9/24/2016 22:47	4	78.2	84	12	N2FR	N2FR	M20P	28R
9/26/2016 2:46	4	80.6	87.3	17	N729TY	N729TY	GLF4	28L
9/26/2016 2:46	5	82	89.1	17	N729TY	N729TY	GLF4	28L
9/26/2016 2:46	6	75.3	83.2	17	N729TY	N729TY	GLF4	28L
9/26/2016 3:17	4	77.4	83.1	13	N431GW	N431GW	PAY2	28R
9/27/2016 0:57	10	72.4	81	26	LN418CS	N418CS	C25B	28R
9/27/2016 0:58	4	78.2	85.7	18	LN418CS	N418CS	C25B	28R
9/27/2016 0:58	5	74.3	82.2	17	LN418CS	N418CS	C25B	28R
9/27/2016 0:58	6	71.7	80.1	13	LN418CS	N418CS	C25B	28R
9/30/2016 23:35	4	82.3	87.8	18	N414DV		C414	28R
9/30/2016 23:35	5	73.1	80.9	14	N414DV		C414	28R
9/30/2016 23:36	8	74.3	82.3	13	N414DV		C414	28R
9/30/2016 23:36	3	75.8	82.6	21	N414DV		C414	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
9/8/2016 20:23			FA50	B		Not Acceptable	No
9/12/2016 21:46	JUS	JUS205	DC93	J	N205US	ATC Instructions	Yes

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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
7/1/2016 6:58	FDX	FDX435	MD11	J	N597FE	Time Buffer	Yes
7/1/2016 6:59	SWA	SWA3203	B733	J	N382SW	Time Buffer	Yes
7/2/2016 6:50	SWA	SWA2136	B737	J	N765SW	Time Buffer	Yes
7/2/2016 6:59	FTH	FTH708	C56X	B	N708M	Time Buffer	Yes
7/4/2016 6:12	DAL	DAL1408	A320	J	N371NW	Not Acceptable	No
7/4/2016 22:00	SWA	SWA5746	B737	J	N799SW	Time Buffer	Yes
7/4/2016 22:06	SWA	SWA5793	B737	J	N220WN	Time Buffer	Yes
7/5/2016 6:03	SWA	SWA2416	B737	J	N442WN	Not Acceptable	No
7/5/2016 22:48	NAX	NAX7064	B788	U	LNLNG	Not Acceptable	No
7/7/2016 22:14	NKS	NKS510	A319	J	N505NK	Not Acceptable	No
7/8/2016 5:55	UPS	UPS2945	MD11	J	N286UP	Not Acceptable	No
7/8/2016 6:58	ASA	ASA811	B738	J	N569AS	Time Buffer	Yes
7/8/2016 23:12	VRD	VRD027	A320	J	N632VA	Not Acceptable	No
7/9/2016 6:09	DAL	DAL1408	A320	J	N358NW	Not Acceptable	No
7/9/2016 6:29	SWA	SWA6324	B737	J	N7814B	Not Acceptable	No
7/9/2016 6:54	FDX	FDX435	MD11	J	N624FE	Time Buffer	Yes
7/11/2016 6:58	AAY	AAY1002	A319	J	N325NV	Time Buffer	Yes
7/12/2016 2:48	FDX	FDX1859	A306	J	N746FD	Not Acceptable	No
7/12/2016 6:57	UPS	UPS2953	B763	J	N349UP	Time Buffer	Yes
7/12/2016 6:59	SWA	SWA2136	B737	J	N242WN	Time Buffer	Yes
7/12/2016 22:00	SWA	SWA2208	B738	J	N8614M	Time Buffer	Yes
7/12/2016 22:23	SWA	SWA1307	B737	J	N778SW	Not Acceptable	No
7/13/2016 6:57	SWA	SWA3203	B733	J		Time Buffer	Yes
7/13/2016 22:00	SWA	SWA1793	B733	J	N617SW	Time Buffer	Yes
7/15/2016 6:12	SWA	SWA3232	B737	J	N239WN	Not Acceptable	No
7/15/2016 6:14	DAL	DAL1408	A320	J	N376NW	Not Acceptable	No
7/15/2016 6:25	UPS	UPS2945	MD11	J	N278UP	Not Acceptable	No
7/16/2016 6:52	SWA	SWA2136	B737	J	N251WN	Time Buffer	Yes
7/16/2016 22:50		N525PV	C501	B	N525PV	Not Acceptable	No
7/18/2016 6:11	SWA	SWA3232	B737	J		Not Acceptable	No
7/18/2016 6:12	SWA	SWA1318	B737	J		Not Acceptable	No
7/18/2016 6:14	DAL	DAL1408	A320	J	N374NW	Not Acceptable	No
7/18/2016 6:57	ASA	ASA811	B738	J	N565AS	Time Buffer	Yes
7/18/2016 6:59	SWA	SWA3203	B733	J	N617SW	Time Buffer	Yes
7/21/2016 6:13	SKW	SKW3461	E75L	U		Not Acceptable	No
7/21/2016 6:14	DAL	DAL1408	A320	J	N338NW	Not Acceptable	No
7/23/2016 6:57	AAY	AAY1002	A319	J	N303NV	Time Buffer	Yes
7/25/2016 6:14	SKW	SKW3461	E75L	U		Not Acceptable	No
7/25/2016 22:08	JBU	JBU168	A320	J	N635JB	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
7/26/2016 0:16		N826RP	GLF4	B	N826RP	Not Acceptable	No
7/26/2016 6:05	SWA	SWA3232	B737	J	N797MX	Not Acceptable	No
7/26/2016 6:10	UPS	UPS2947	A306	J	N121UP	Not Acceptable	No
7/26/2016 6:59	SWA	SWA2136	B737	J	N965WN	Time Buffer	Yes
7/28/2016 6:59	HAL	HAL23	A332	J	N395HA	Time Buffer	Yes
7/29/2016 2:56	FDX	FDX1857	MD11	J		Not Acceptable	No
7/30/2016 6:58	FDX	FDX435	MD11	J	N593FE	Time Buffer	Yes
7/31/2016 6:11	SKW	SKW3461	E75L	U		Not Acceptable	No
8/2/2016 6:59	ASA	ASA811	B738	J	N596AS	Time Buffer	Yes
8/3/2016 6:59	SWA	SWA3203	B733	J	N396SW	Not Acceptable	No
8/3/2016 22:01	SWA	SWA3435	B737	J	N7717D	Not Acceptable	No
8/4/2016 22:20	AAY	AAY1018	MD83	J	N879GA	Not Acceptable	No
8/4/2016 23:42	JBU	JBU276	A320	J	N558JB	Not Acceptable	No
8/6/2016 6:56	KAI	KAI37	C560	B	N47PW	Not Acceptable	No
8/6/2016 6:58	AAY	AAY1002	A319	J	N306NV	Not Acceptable	No
8/9/2016 6:56	SWA	SWA2933	B737	J	N257WN	Not Acceptable	No
8/9/2016 6:59	SWA	SWA2017	B737	J	N944WN	Not Acceptable	No
8/11/2016 6:33		N47HF	C56X	B	N47HF	Not Acceptable	No
8/12/2016 6:09	DAL	DAL1408	A320	J	N373NW	Not Acceptable	No
8/13/2016 6:59	ASA	ASA811	B738	J	N587AS	Time Buffer	Yes
8/17/2016 6:57	SWA	SWA2243	B738	J	N8677A	Time Buffer	Yes
8/17/2016 6:59	SWA	SWA727	B737	J	N461WN	Time Buffer	Yes
8/17/2016 6:59	SWA	SWA2933	B737	J	N791SW	Time Buffer	Yes
8/18/2016 6:08	UPS	UPS2945	MD11	J	N292UP	Not Acceptable	No
8/18/2016 6:08	UPS	UPS2945	MD11	J	N292UP	Not Acceptable	No
8/18/2016 6:19	DAL	DAL1408	A320	J	N372NW	Not Acceptable	No
8/18/2016 6:19	DAL	DAL1408	A320	J	N372NW	Not Acceptable	No
8/19/2016 6:59	SWA	SWA2933	B737	J	N204WN	Time Buffer	Yes
8/22/2016 6:56	SWA	SWA2017	B737	J	N411WN	Time Buffer	Yes
8/22/2016 6:57	SWA	SWA2243	B738	J		Time Buffer	Yes
8/22/2016 6:58	SWA	SWA2933	B737	J	N218WN	Time Buffer	Yes
8/23/2016 6:58	SWA	SWA2017	B737	J	N272WN	Time Buffer	Yes
8/24/2016 6:53	SWA	SWA2933	B737	J	N7825A	Time Buffer	Yes
8/24/2016 6:56	SWA	SWA2017	B737	J	N460WN	Time Buffer	Yes
8/25/2016 6:59		N954AM	FA50	B	N954AM	Time Buffer	Yes
8/26/2016 6:59	SWA	SWA2017	B737	J	N900WN	Time Buffer	Yes
8/28/2016 6:21	DAL	DAL1408	B738	J		Not Acceptable	No
8/29/2016 6:26	SWA	SWA120	B737	J	N224WN	Not Acceptable	No
8/29/2016 22:00	SWA	SWA2458	B737	J	N223WN	Time Buffer	Yes
8/30/2016 6:53	SWA	SWA1429	B738	J	N8676A	Time Buffer	Yes
8/30/2016 23:36	EJA	EJA112	GL5T	B		Not Acceptable	No
8/31/2016 6:10	SKW	SKW3461	E75L	U		ATC Instructions	Yes
8/31/2016 6:58	SWA	SWA1429	B738	J	N8696E	Time Buffer	Yes
8/31/2016 6:59	SWA	SWA2017	B737	J	N277WN	Time Buffer	Yes
9/1/2016 2:57	FDX	FDX37	MD11	J	N597FE	System Error	Yes
9/1/2016 6:59	ASA	ASA811	B738	J	N517AS	Time Buffer	Yes
9/6/2016 22:00	JBU	JBU168	A320	J	N529JB	Time Buffer	Yes
9/7/2016 6:55	SWA	SWA2017	B737	J	N736SA	Time Buffer	Yes
9/7/2016 6:57	UPS	UPS2947	A306	J	N128UP	Time Buffer	Yes
9/7/2016 6:59	SWA	SWA727	B737	J	N7750A	Time Buffer	Yes
9/8/2016 6:56	SWA	SWA2017	B737	J	N959WN	Time Buffer	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
9/8/2016 6:57	SWA	SWA2933	B737	J	N726SW	Time Buffer	Yes
9/8/2016 6:59	FDX	FDX435	MD11	J	N619FE	Time Buffer	Yes
9/9/2016 6:59	JBU	JBU247	A320	J	N556JB	Time Buffer	Yes
9/12/2016 6:43	SWA	SWA2338	B733	J	N612SW	Not Acceptable	No
9/12/2016 6:58	SWA	SWA2933	B737	J	N950WN	Time Buffer	Yes
9/12/2016 22:50	VOI	VOI991	A320	J	XAVOW	Not Acceptable	No
9/13/2016 6:58	JBU	JBU247	A320	J	N594JB	Time Buffer	Yes
9/14/2016 3:10	FDX	FDX1885	DC10	J	N311FE	Not Acceptable	No
9/15/2016 6:54	SWA	SWA2017	B737	J	N436WN	Time Buffer	Yes
9/15/2016 22:16	WWI	WWI98	GLF4	B	N98LT	Not Acceptable	No
9/16/2016 22:45	AAY	AAY9416	MD83	J	N416NV	Not Acceptable	No
9/16/2016 22:47		N700QA	H25B	B	N700QA	Not Acceptable	No
9/17/2016 6:22	SWA	SWA3324	B737	J	N490WN	Not Acceptable	No
9/17/2016 6:24	FDX	FDX3647	DC10	J	N373FE	Not Acceptable	No
9/19/2016 5:56	FTH	N802CF	H25B	B	N802CF	Not Acceptable	No
9/20/2016 6:00	SWA	SWA2318	B737	J	N228WN	Not Acceptable	No
9/21/2016 6:57	SWA	SWA1429	B738	J	N8321D	Time Buffer	Yes
9/21/2016 6:59	SWA	SWA2933	B737	J	N7827A	Time Buffer	Yes
9/22/2016 6:26	SWA	SWA2338	B733	J	N628SW	Not Acceptable	No
9/24/2016 6:15	DAL	DAL1408	B738	J	N389DA	Not Acceptable	No
9/24/2016 6:28	SWA	SWA3709	B737	J	N299WN	Not Acceptable	No
9/25/2016 3:13	UAL	UAL2268	B739	J	N37422	Not Acceptable	No
9/26/2016 6:58	SWA	SWA1429	B738	J	N8323C	Time Buffer	Yes
9/27/2016 6:59	JBU	JBU247	A320	J	N665JB	Time Buffer	Yes
9/30/2016 6:04	SWA	SWA1888	B737	J	N7726A	Not Acceptable	No
9/30/2016 6:58	SWA	SWA2017	B737	J	N216WR	Time Buffer	Yes

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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
8/9/2016 3:02	FDX	FDX1869	B763	J	N137FE	Not Acceptable	No

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Engine Run-up List for Calendar Quarter

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
7/1/2016	1950	SWA	B737	2	High	GRE	2000	N/A	NO
7/2/2016	1321	SWA	B737	2	High	GRE	1336	N/A	N/A
7/2/2016	2257	SWA	B737	1	High	GRE	2320	NO	N/A
7/3/2016	0050	FDX	A320	2	High	GRE	0145	NO	N/A
7/8/2016	1101	GCC	CL30	2	Med	HG6	1110	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
7/9/2016	0510	FDX	A320	2	High	GRE	0530	NO	N/A
7/12/2016	1948	AAL	EA50	1	High	GRE	2015	N/A	NO
7/18/2016	1430	FDX	MD11	2	High	GRE	1430	N/A	N/A
7/19/2016	1450	KFA	B737	2	High	GRE	1540	N/A	N/A
7/19/2016	0810	SWA	B737	1	High	GRE	0810	N/A	N/A
7/19/2016	2210	SWA	B737	2	High	GRE	2210	NO	N/A
7/20/2016	1410	KFA	B737	2	High	GRE	1410	N/A	N/A
7/22/2016	1450	FAO	C500	1	High	GRE	1450	N/A	N/A
7/25/2016	2016	FDX	MD11	3	High	GRE	2100	N/A	NO
7/26/2016	0741	KFA	B737	1	High	HG6	0830	N/A	N/A
8/1/2016	1344	KFA	C56X	2	High	GRE	1415	N/A	N/A
8/5/2016	1330	SWA	B737	2	High	GRE	1330	N/A	N/A
8/5/2016	0236	SWA	B737	1	High	GRE	0245	NO	N/A
8/6/2016	0300	FDX	MD11	1	High	GRE	0300	NO	N/A
8/7/2016	1248	UPS	B767	1	High	GRE	1445	N/A	N/A
8/9/2016	1024	CSK	C500	2	High	HG6	1300	N/A	N/A
8/10/2016	0848	KFA	F100	3	High	HG6	0920	N/A	N/A
8/10/2016	1240	FAO	F100	1	High	HG6	1240	N/A	N/A
8/10/2016	0124	SWA	B737	2	High	GRE	0130	NO	N/A
8/11/2016	0000	SWA	B737	1	High	GRE	0010	NO	N/A
8/13/2016	0325	SWA	B737	2	High	GRE	0345	NO	N/A
8/16/2016	0940	CSK	B737	2	High	HG6	0940	N/A	N/A
8/27/2016	1356	UPS	B767	1	High	GRE	1500	N/A	N/A
8/28/2016	0345	FDX	A320	1	High	GRE	0430	NO	N/A
8/31/2016	0133	SWA	B737	2	High	GRE	0145	NO	N/A
9/3/2016	0005	FDX	A320	2	High	GRE	0005	NO	N/A
9/4/2016	1100	FDX	B767	1	High	GRE	1100	N/A	N/A
9/11/2016	0510	UPS	B767	2	High	GRE	0700	N/A	N/A
9/12/2016	0940	SWA	B737	2	High	GRE	0955	N/A	N/A
9/13/2016	0021	CSK	EA50	2	High	HG6	2028	N/A	NO
9/13/2016	1645	CSK	F100	1	High	HG6	1655	N/A	N/A
9/13/2016	1956	CSK	EA50	2	High	HG6	2005	N/A	NO
9/15/2016	1101	KFA	C25A	2	High	HG6	1105	N/A	N/A
9/16/2016	1530	FDX	A320	2	High	GRE	1530	N/A	N/A
9/17/2016	2330	FDX	MD11	1	High	GRE	0000	NO	N/A
9/18/2016	0445	FDX	A320	1	High	GRE	0450	NO	N/A
9/18/2016	1452	UPS	B767	2	High	GRE	1515	N/A	N/A
9/22/2016	1339	KFA	EA50	2	High	HG6	1400	N/A	N/A
9/22/2016	1041	SWA	B737	2	High	GRE	1100	N/A	N/A
9/23/2016	1140	KFA	EA50	2	High	GRE	1140	N/A	N/A
9/24/2016	1650	UPS	B767	1	High	GRE	1650	N/A	N/A
9/25/2016	0355	FDX	A320	1	High	GRE	0415	NO	N/A
9/30/2016	2020	KFA	C650	2	High	HG6	2020	N/A	NO

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

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
7/1/2016 9:27	SWA	SWA888	B737	2890	Not Acceptable	No
7/1/2016 12:49	AAY	AAY1004	A319	2312	Not Acceptable	No
7/1/2016 13:21	SWA	SWA896	B737	2650	Not Acceptable	No
7/2/2016 8:54	NKS	NKS872	A320	2896	Not Acceptable	No
7/2/2016 11:51	SWA	SWA5847	B737	2664	Not Acceptable	No
7/3/2016 8:34	SWA	SWA348	B737	2644	Not Acceptable	No
7/3/2016 13:25	SWA	SWA1880	B737	2647	Not Acceptable	No
7/3/2016 13:57	SWA	SWA1130	B737	2634	Not Acceptable	No
7/3/2016 19:24	SWA	SWA6620	B737	2650	Not Acceptable	No
7/4/2016 17:32	AAY	AAY1014	A319	2811	Not Acceptable	No
7/4/2016 18:53	SWA	SWA6598	B733	2208	Not Acceptable	No
7/5/2016 10:14	SWA	SWA3342	B737	2762	Not Acceptable	No
7/5/2016 19:39	UPS	UPS945	B763	2814	Not Acceptable	No
7/6/2016 8:08	SWA	SWA1643	B737	2709	Not Acceptable	No
7/6/2016 8:45	SWA	SWA3557	B733	2473	Not Acceptable	No
7/6/2016 12:53	NKS	NKS906	A319	2687	Not Acceptable	No
7/6/2016 17:13	NKS	NKS408	A320	2542	Not Acceptable	No
7/7/2016 7:04	SWA	SWA2289	B738	2431	Not Acceptable	No
7/8/2016 10:11	SWA	SWA3342	B737	2693	Not Acceptable	No
7/8/2016 12:15	SWA	SWA1466	B737	2834	Not Acceptable	No
7/8/2016 17:05	DAL	DAL1374	A320	2493	Not Acceptable	No
7/8/2016 17:14	NKS	NKS408	A320	2329	Not Acceptable	No
7/9/2016 8:57	NKS	NKS872	A320	2486	Not Acceptable	No
7/9/2016 16:29	SWA	SWA5155	B737	2677	Not Acceptable	No
7/11/2016 12:41	SWA	SWA2323	B733	2880	Not Acceptable	No
7/11/2016 12:56	NKS	NKS906	A319	2723	Not Acceptable	No
7/11/2016 14:48	SWA	SWA2599	B737	2483	Not Acceptable	No
7/11/2016 15:25	SWA	SWA1457	B737	2345	Not Acceptable	No
7/13/2016 13:29	SWA	SWA937	B737	2368	Not Acceptable	No
7/13/2016 13:36	AAY	AAY1026	A319	2611	Not Acceptable	No
7/13/2016 16:03	SWA	SWA766	B737	2378	Not Acceptable	No
7/13/2016 19:39	SWA	SWA3049	B737	2312	Not Acceptable	No
7/14/2016 9:08	SWA	SWA888	B737	2683	Not Acceptable	No
7/14/2016 11:25	SWA	SWA3565	B737	2726	Not Acceptable	No
7/14/2016 11:37	DAL	DAL739	A320	2214	Not Acceptable	No
7/14/2016 13:50	SWA	SWA896	B737	1814	Not Acceptable	No
7/14/2016 15:24	SWA	SWA1457	B737	2372	Not Acceptable	No
7/14/2016 19:26	SWA	SWA3049	B737	2319	Not Acceptable	No
7/14/2016 19:56	SWA	SWA1911	B737	2896	Not Acceptable	No
7/15/2016 7:02	FDX	FDX435	MD11	2030	Not Acceptable	No
7/15/2016 7:10	SWA	SWA1546	B733	2588	Not Acceptable	No
7/15/2016 8:36	SWA	SWA3557	B737	2769	Not Acceptable	No
7/15/2016 11:36	DAL	DAL739	A320	2312	Not Acceptable	No
7/15/2016 14:20	SWA	SWA1894	B733	2329	Not Acceptable	No
7/16/2016 12:27	AAY	AAY1026	A319	2713	Not Acceptable	No
7/16/2016 13:01	NKS	NKS906	A319	2729	Not Acceptable	No
7/16/2016 13:58	SWA	SWA1696	B737	2549	Not Acceptable	No
7/17/2016 12:57	NKS	NKS906	A319	2864	Not Acceptable	No
7/17/2016 16:21	SWA	SWA2867	B737	2857	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
7/17/2016 21:09	SWA	SWA2208	B738	2037	Not Acceptable	No
7/18/2016 8:58	SWA	SWA756	B737	2247	Not Acceptable	No
7/19/2016 7:02	SWA	SWA2289	B738	2614	Not Acceptable	No
7/19/2016 10:59	SWA	SWA3565	B737	2618	Not Acceptable	No
7/20/2016 9:07	NKS	NKS872	A320	2683	Not Acceptable	No
7/20/2016 10:57	SWA	SWA3565	B737	2601	Not Acceptable	No
7/20/2016 15:41	SWA	SWA2599	B737	2618	Not Acceptable	No
7/20/2016 19:19	FDX	FDX1268	MD11	2726	Not Acceptable	No
7/20/2016 19:22	FDX	FDX1605	B763	2532	Not Acceptable	No
7/21/2016 7:48	FDX	FDX3012	B763	2890	Not Acceptable	No
7/21/2016 11:16	SWA	SWA553	B737	2864	Not Acceptable	No
7/21/2016 11:22	XOJ	XOJ552	CL30	2739	Not Acceptable	No
7/21/2016 14:55	XOJ	XOJ548	CL30	2693	Not Acceptable	No
7/22/2016 13:17	AAY	AAY1004	A319	2687	Not Acceptable	No
7/23/2016 7:42	FDX	FDX3012	A306	2582	Not Acceptable	No
7/23/2016 15:12	SWA	SWA1696	B737	2687	Not Acceptable	No
7/23/2016 15:17	SWA	SWA3929	B737	2837	Not Acceptable	No
7/24/2016 16:07	SWA	SWA593	B737	2765	Not Acceptable	No
7/24/2016 17:47	SWA	SWA1752	B738	2516	Not Acceptable	No
7/24/2016 20:36	SWA	SWA146	B737	2844	Not Acceptable	No
7/25/2016 11:32	SWA	SWA1921	B737	2306	Not Acceptable	No
7/25/2016 15:36	SWA	SWA766	B738	2191	Not Acceptable	No
7/25/2016 15:45	SWA	SWA2599	B737	2647	Not Acceptable	No
7/25/2016 17:32	NKS	NKS408	A320	2283	Not Acceptable	No
7/25/2016 17:34	SWA	SWA1752	B738	2572	Not Acceptable	No
7/25/2016 19:16	SWA	SWA2042	B738	2135	Not Acceptable	No
7/25/2016 19:25	FDX	FDX1605	B763	2319	Not Acceptable	No
7/25/2016 21:01	SWA	SWA1274	B733	2693	Not Acceptable	No
7/26/2016 19:17	SWA	SWA1911	B737	2572	Not Acceptable	No
7/26/2016 21:03	SWA	SWA36	B737	2700	Not Acceptable	No
7/27/2016 7:11	SWA	SWA1546	B733	2490	Not Acceptable	No
7/27/2016 7:46	SWA	SWA2812	B738	2601	Not Acceptable	No
7/27/2016 8:03	FDX	FDX3022	A306	2893	Not Acceptable	No
7/28/2016 8:09	SWA	SWA1643	B737	2542	Not Acceptable	No
7/28/2016 11:36	DAL	DAL739	A320	2349	Not Acceptable	No
7/28/2016 13:38	SWA	SWA937	B737	2447	Not Acceptable	No
7/29/2016 19:40	UPS	UPS945	B763	2624	Not Acceptable	No
7/30/2016 7:40	SWA	SWA3689	B737	2552	Not Acceptable	No
7/30/2016 19:47	SWA	SWA9028	B737	2890	Not Acceptable	No
7/31/2016 13:31	SWA	SWA937	B737	2355	Not Acceptable	No
7/31/2016 20:26	SWA	SWA2372	B737	2401	Not Acceptable	No
8/1/2016 8:11	SWA	SWA3185	B737	2309	Not Acceptable	No
8/1/2016 8:21	SWA	SWA1643	B737	2486	Not Acceptable	No
8/1/2016 10:07	SWA	SWA413	B737	2267	Not Acceptable	No
8/1/2016 14:41	NKS	NKS906	A319	2211	Not Acceptable	No
8/1/2016 18:56	JBU	JBU404	A320	1601	Safety/Emergency	Yes
8/2/2016 7:12	FDX	FDX3647	DC10	2253	Not Acceptable	No
8/2/2016 8:03		N721MJ	GLF4	2532	Not Acceptable	No
8/2/2016 8:09	SWA	SWA3185	B737	2355	Not Acceptable	No
8/2/2016 13:20	SWA	SWA896	B737	2247	Not Acceptable	No
8/2/2016 13:36	SWA	SWA937	B737	2080	Not Acceptable	No
8/2/2016 13:43	SWA	SWA1894	B737	2680	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
8/2/2016 15:13	SWA	SWA1457	B737	2303	Not Acceptable	No
8/2/2016 19:15	SWA	SWA3049	B737	2716	Not Acceptable	No
8/3/2016 10:20	SWA	SWA3342	B737	2555	Not Acceptable	No
8/3/2016 11:32	SWA	SWA1921	B737	2877	Not Acceptable	No
8/3/2016 12:44	SWA	SWA1330	B738	2467	Not Acceptable	No
8/3/2016 15:00	GTH	GTH43	C56X	2139	Not Acceptable	No
8/4/2016 8:20	SWA	SWA1643	B737	2221	Not Acceptable	No
8/4/2016 21:40	JBU	JBU168	A320	2427	Not Acceptable	No
8/4/2016 22:20	AAY	AAY1018	MD83	2263	Not Acceptable	No
8/5/2016 10:13	SWA	SWA3342	B737	2608	Not Acceptable	No
8/5/2016 14:20	SWA	SWA1894	B733	2493	Not Acceptable	No
8/6/2016 16:24	SWA	SWA5155	B737	2060	Not Acceptable	No
8/7/2016 10:24	SWA	SWA299	B737	2450	Not Acceptable	No
8/7/2016 13:17	SWA	SWA964	B737	2614	Not Acceptable	No
8/8/2016 19:14	SWA	SWA485	B737	2536	Not Acceptable	No
8/8/2016 19:25	FDX	FDX1605	B763	2421	Not Acceptable	No
8/8/2016 19:30	UPS	UPS945	B763	2273	Not Acceptable	No
8/9/2016 7:23	SWA	SWA1232	B738	2372	Not Acceptable	No
8/9/2016 7:29	UPS	UPS2953	B763	2339	Not Acceptable	No
8/9/2016 7:37	FDX	FDX3647	DC10	1820	Not Acceptable	No
8/10/2016 10:10	FDX	FDX1717	A306	2782	Not Acceptable	No
8/10/2016 16:32	SWA	SWA412	B737	2834	Not Acceptable	No
8/10/2016 17:56	AAY	AAY1026	A319	2598	Not Acceptable	No
8/10/2016 19:18	FDX	FDX1605	B763	2726	Not Acceptable	No
8/10/2016 21:38	JBU	JBU168	A320	2342	Not Acceptable	No
8/11/2016 8:57	SWA	SWA2389	B737	2516	Not Acceptable	No
8/11/2016 11:40	SWA	SWA4071	B733	2637	Not Acceptable	No
8/13/2016 8:40	FDX	FDX3012	A306	2775	Not Acceptable	No
8/13/2016 15:06	SWA	SWA3815	B737	2660	Not Acceptable	No
8/13/2016 17:01	DAL	DAL1374	A320	2831	Not Acceptable	No
8/13/2016 18:23	SWA	SWA3561	B733	2788	Not Acceptable	No
8/14/2016 15:27	NKS	NKS906	A319	2119	Not Acceptable	No
8/15/2016 10:23	SWA	SWA1944	B737	2631	Not Acceptable	No
8/15/2016 11:03	SWA	SWA2323	B737	2365	Not Acceptable	No
8/15/2016 13:22	SWA	SWA964	B737	2496	Not Acceptable	No
8/15/2016 13:34	NKS	NKS906	A319	2319	Not Acceptable	No
8/15/2016 14:30	SWA	SWA257	B737	2345	Not Acceptable	No
8/15/2016 19:34	UPS	UPS945	B763	2874	Not Acceptable	No
8/15/2016 20:24	FDX	FDX1117	A306	2772	Not Acceptable	No
8/15/2016 21:41	JBU	JBU168	A320	2355	Not Acceptable	No
8/16/2016 16:50	DAL	DAL1374	A320	2519	Not Acceptable	No
8/17/2016 7:21	SWA	SWA1232	B738	2598	Not Acceptable	No
8/18/2016 6:19	DAL	DAL1408	A320	2578	ATC Instructions	Yes
8/18/2016 6:19	DAL	DAL1408	A320	2578	ATC Instructions	Yes
8/18/2016 7:18	SWA	SWA1232	B738	2050	ATC Instructions	Yes
8/18/2016 7:18	SWA	SWA1232	B738	2050	ATC Instructions	Yes
8/18/2016 14:16	SWA	SWA257	B737	2155	Not Acceptable	No
8/18/2016 14:43	SWA	SWA519	B738	2614	Not Acceptable	No
8/18/2016 16:41	SWA	SWA412	B737	2322	Not Acceptable	No
8/20/2016 11:52	SWA	SWA3741	B737	2831	Not Acceptable	No
8/20/2016 12:06	SWA	SWA2101	B737	2890	Not Acceptable	No
8/20/2016 12:11	SWA	SWA1185	B737	2683	Not Acceptable	No

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
8/21/2016 8:59	SWA	SWA1061	B737	2746	Not Acceptable	No
8/21/2016 11:41	SWA	SWA4071	B733	2687	Not Acceptable	No
8/22/2016 18:58	ASA	ASA341	B738	2470	Not Acceptable	No
8/22/2016 21:33	JBU	JBU168	A320	2687	Not Acceptable	No
8/23/2016 10:05	SWA	SWA277	B733	2391	Not Acceptable	No
8/23/2016 10:20	XOJ	XOJ757	C750	2473	Not Acceptable	No
8/24/2016 10:24	SWA	SWA1944	B737	2381	Not Acceptable	No
8/24/2016 19:33	UPS	UPS945	B763	2519	Not Acceptable	No
8/25/2016 8:13	SWA	SWA186	B737	2883	Not Acceptable	No
8/26/2016 11:36	DAL	DAL739	A320	2306	ATC Instructions	No
8/26/2016 14:22	SWA	SWA314	B737	2650	ATC Instructions	No
8/27/2016 8:03	SWA	SWA2210	B737	2562	ATC Instructions	No
8/27/2016 12:07	SWA	SWA2101	B737	2880	Good Effort	Yes
8/28/2016 8:14	SWA	SWA4021	B733	2575	ATC Instructions	No
8/29/2016 7:22	SWA	SWA1232	B738	2483	ATC Instructions	No
8/29/2016 21:28	JBU	JBU168	A320	2654	ATC Instructions	No
8/30/2016 13:17	SWA	SWA964	B737	2896	ATC Instructions	Yes
8/30/2016 15:04		N247CJ	F900	2001	ATC Instructions	Yes
8/30/2016 16:44	SWA	SWA947	B737	2365	ATC Instructions	Yes
8/31/2016 9:18	SWA	SWA2389	B737	2595	ATC Instructions	Yes
9/1/2016 9:04	SWA	SWA1061	B737	2824	ATC Instructions	Yes
9/1/2016 18:13	SWA	SWA599	B737	2723	ATC Instructions	Yes
9/3/2016 12:50	SWA	SWA1088	B737	2801	ATC Instructions	Yes
9/4/2016 14:58	SWA	SWA2631	B737	2841	ATC Instructions	Yes
9/6/2016 9:00	SWA	SWA2389	B737	2627	ATC Instructions	Yes
9/6/2016 17:02	DAL	DAL1374	A320	2831	ATC Instructions	Yes
9/7/2016 8:56	SWA	SWA2389	B737	2467	ATC Instructions	Yes
9/7/2016 9:02	SWA	SWA888	B737	2276	ATC Instructions	Yes
9/7/2016 9:10	SWA	SWA2854	B737	2775	ATC Instructions	Yes
9/7/2016 16:59	DAL	DAL1374	A320	2749	ATC Instructions	Yes
9/8/2016 8:58	SWA	SWA888	B737	2660	ATC Instructions	Yes
9/9/2016 11:40	DAL	DAL1082	A320	2644	ATC Instructions	Yes
9/10/2016 9:14	NKS	NKS872	A319	2700	ATC Instructions	Yes
9/10/2016 13:04	DAL	DAL1082	A320	2841	ATC Instructions	Yes
9/12/2016 10:31	SWA	SWA299	B737	2240	ATC Instructions	Yes
9/13/2016 9:06	SWA	SWA1061	B737	2677	ATC Instructions	Yes
9/14/2016 8:10	SWA	SWA186	B737	2772	ATC Instructions	Yes
9/14/2016 9:00	SWA	SWA2389	B737	2805	ATC Instructions	Yes
9/14/2016 10:26	SWA	SWA1944	B737	2703	ATC Instructions	Yes
9/14/2016 10:29	SWA	SWA299	B737	2736	ATC Instructions	Yes
9/14/2016 13:44	SWA	SWA2349	B737	2637	ATC Instructions	Yes
9/14/2016 21:25	JBU	JBU168	A320	2496	ATC Instructions	Yes
9/15/2016 9:58	SWA	SWA277	B737	2706	ATC Instructions	Yes
9/16/2016 7:57	FDX	FDX3012	B763	2431	ATC Instructions	Yes
9/16/2016 9:01	SWA	SWA2389	B737	2726	ATC Instructions	Yes
9/16/2016 14:24	FDX	FDX3857	DC10	2578	ATC Instructions	Yes
9/17/2016 15:14	SWA	SWA1635	B733	2818	ATC Instructions	Yes
9/17/2016 17:05	SKW	SKW4726	CRJ9	2778	ATC Instructions	Yes
9/18/2016 8:59		N749P	C750	2014	ATC Instructions	Yes
9/18/2016 14:25	SWA	SWA314	B737	2342	ATC Instructions	Yes
9/19/2016 13:32	SWA	SWA964	B737	2112	ATC Instructions	Yes
9/19/2016 17:04	SWA	SWA412	B733	2552	ATC Instructions	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
9/20/2016 11:37	DAL	DAL1082	A320	2893	ATC Instructions	Yes
9/20/2016 11:42	SWA	SWA4071	B733	2683	ATC Instructions	Yes
9/21/2016 7:42	FDX	FDX3012	B763	2519	ATC Instructions	Yes
9/21/2016 13:17	SWA	SWA964	B737	2867	ATC Instructions	Yes
9/22/2016 11:49	DAL	DAL1082	A320	2408	ATC Instructions	Yes
9/22/2016 14:27		N784FD	B752	2545	ATC Instructions	Yes
9/23/2016 11:46	DAL	DAL1082	A320	2326	ATC Instructions	Yes
9/25/2016 19:15	SWA	SWA485	B737	2893	ATC Instructions	Yes
9/25/2016 20:17	SWA	SWA2345	B737	2673	ATC Instructions	Yes
9/25/2016 21:21	SWA	SWA962	B738	2650	ATC Instructions	Yes
9/26/2016 19:18	FDX	FDX1605	B763	2342	ATC Instructions	Yes
9/26/2016 19:31	UPS	UPS945	B763	2391	ATC Instructions	Yes
9/27/2016 10:27	SWA	SWA299	B737	2539	ATC Instructions	Yes
9/27/2016 10:30	SWA	SWA1944	B737	2864	ATC Instructions	Yes
9/27/2016 12:12	SWA	SWA1059	B738	2257	ATC Instructions	Yes
9/27/2016 21:38	JBU	JBU168	A320	2322	ATC Instructions	Yes
9/28/2016 10:21	SWA	SWA1944	B733	2864	ATC Instructions	Yes
9/28/2016 17:06	DAL	DAL1374	A320	2319	ATC Instructions	Yes
9/29/2016 7:09	SWA	SWA2798	B737	2690	ATC Instructions	Yes
9/29/2016 8:13	SWA	SWA186	B737	2322	ATC Instructions	Yes
9/29/2016 8:19	KAI	KAI45	GLF4	2742	ATC Instructions	Yes
9/29/2016 13:19	SWA	SWA964	B737	2664	ATC Instructions	Yes
9/29/2016 15:09	SWA	SWA519	B738	2588	ATC Instructions	Yes
9/30/2016 13:11	SWA	SWA964	B737	2637	ATC Instructions	Yes

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

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
7/1/2016 9:44	SWA2263	B737	SWA	2860	Not Acceptable	No
7/1/2016 23:13	SWA495	B737	SWA	2513	Not Acceptable	No
7/2/2016 11:27	AAY1003	A319	AAY	2286	Not Acceptable	No
7/2/2016 15:28	SWA5371	B733	SWA	2742	Not Acceptable	No
7/2/2016 15:55	DAL1374	A320	DAL	2874	Not Acceptable	No
7/3/2016 19:40	SWA2346	B737	SWA	2791	Not Acceptable	No
7/3/2016 22:08	AAY1019	A319	AAY	2834	Not Acceptable	No
7/4/2016 13:06	SWA451	B733	SWA	2608	Not Acceptable	No
7/9/2016 12:10	SWA5928	B737	SWA	2417	Not Acceptable	No
7/9/2016 12:21	ASA334	B739	ASA	2627	Not Acceptable	No
7/11/2016 19:47	SWA1487	B737	SWA	2841	Not Acceptable	No
7/11/2016 20:29	SWA495	B733	SWA	2874	Not Acceptable	No
7/11/2016 22:25	AAY1015	A319	AAY	2874	Not Acceptable	No
7/13/2016 9:29	SWA1477	B738	SWA	2788	Not Acceptable	No
7/13/2016 13:02	SWA2311	B733	SWA	2841	Not Acceptable	No
7/13/2016 21:51	SWA3167	B738	SWA	4137	Safety/Emergency	Yes
7/13/2016 21:51	SWA3167	B738	SWA	2801	Safety/Emergency	Yes
7/14/2016 13:33	SWA407	B737	SWA	2667	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
7/14/2016 14:52	XOJ789	C750	XOJ	2877	Not Acceptable	No
7/14/2016 15:24	SWA18	B733	SWA	2805	Not Acceptable	No
7/14/2016 16:10	SWA2939	B737	SWA	2621	Not Acceptable	No
7/15/2016 15:23	SWA8501	B737	SWA	2874	Not Acceptable	No
7/15/2016 16:04	NKS209	A320	NKS	2844	Not Acceptable	No
7/15/2016 17:48	ASA340	B734	ASA	2811	Not Acceptable	No
7/17/2016 16:04	NKS209	A320	NKS	2778	Not Acceptable	No
7/18/2016 17:50	ASA340	B738	ASA	2893	Not Acceptable	No
7/18/2016 20:16	SWA1487	B737	SWA	2893	Not Acceptable	No
7/20/2016 11:52	AAY1003	A319	AAY	2526	Not Acceptable	No
7/20/2016 19:33	SWA686	B737	SWA	2404	Not Acceptable	No
7/21/2016 12:19	ASA334	B739	ASA	2844	Not Acceptable	No
7/21/2016 15:59	DAL1374	A320	DAL	2378	Not Acceptable	No
7/22/2016 8:52	FDX3835	B752	FDX	2618	Not Acceptable	No
7/22/2016 9:49	SWA2263	B737	SWA	2562	Navigation System	No
7/22/2016 21:48	SWA1487	B737	SWA	2877	Not Acceptable	No
7/24/2016 9:49	SWA2263	B737	SWA	2719	Not Acceptable	No
7/24/2016 20:00	SWA1487	B737	SWA	2841	Not Acceptable	No
7/24/2016 22:49	SWA2052	B737	SWA	2690	Not Acceptable	No
7/25/2016 20:24	SWA495	B733	SWA	1669	Not Acceptable	No
7/26/2016 13:37	SWA407	B737	SWA	2854	Not Acceptable	No
7/26/2016 16:00	AAY1017	A319	AAY	2877	Not Acceptable	No
7/26/2016 19:59	SWA495	B733	SWA	2621	Not Acceptable	No
7/27/2016 9:38	SWA1477	B738	SWA	2552	Not Acceptable	No
7/28/2016 9:48	SWA2263	B737	SWA	2864	Not Acceptable	No
7/28/2016 13:11	SWA2311	B733	SWA	2834	Not Acceptable	No
7/28/2016 13:35	SWA407	B737	SWA	2896	Not Acceptable	No
7/28/2016 20:35	SWA1274	B733	SWA	2463	Not Acceptable	No
7/28/2016 22:31	SWA1487	B737	SWA	2775	Not Acceptable	No
7/28/2016 23:34	JBU1475	A320	JBU	2732	Not Acceptable	No
7/29/2016 16:46	SWA1041	B733	SWA	2844	Not Acceptable	No
7/29/2016 17:18	NKS209	A320	NKS	2559	Not Acceptable	No
7/29/2016 19:44	SWA480	B737	SWA	2870	Not Acceptable	No
7/29/2016 19:50	SWA1274	B737	SWA	2624	Not Acceptable	No
7/29/2016 21:54	AAY1015	A319	AAY	2693	Not Acceptable	No
7/29/2016 22:36	FDX1807	MD11	FDX	2522	Not Acceptable	No
7/30/2016 15:40	SWA5371	B733	SWA	2427	Not Acceptable	No
7/31/2016 17:54	SWA143	B737	SWA	2565	Safety/Emergency	Yes
8/2/2016 16:01	NKS209	A320	NKS	2877	Not Acceptable	No
8/3/2016 19:53	SWA1487	B737	SWA	2591	Not Acceptable	No
8/7/2016 21:49	AAY1019	A319	AAY	2795	Not Acceptable	No
8/9/2016 12:18	SWA2427	B737	SWA	2874	Not Acceptable	No
8/9/2016 19:07	SWA1752	B737	SWA	2700	Not Acceptable	No
8/10/2016 11:44	SWA1944	B737	SWA	2880	Not Acceptable	No
8/12/2016 22:44	FDX1802	DC10	FDX	2893	Not Acceptable	No
8/13/2016 16:38	SWA3556	B737	SWA	2880	Not Acceptable	No
8/14/2016 12:09	SWA5344	B737	SWA	2798	Not Acceptable	No
8/15/2016 16:10	SWA2343	B737	SWA	2687	Not Acceptable	No
8/15/2016 17:48	ASA340	B739	ASA	2887	System Error	Yes
8/15/2016 19:49	SWA2065	B737	SWA	2867	System Error	Yes
8/16/2016 19:18	SWA1964	B738	SWA	2526	Safety/Emergency	Yes

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
8/17/2016 19:56	SWA1394	B738	SWA	2824	Not Acceptable	No
8/18/2016 20:28	SWA2065	B737	SWA	2496	Not Acceptable	No
8/18/2016 22:39	FDX1802	DC10	FDX	1856	Not Acceptable	No
8/19/2016 12:18	SWA1837	B737	SWA	2844	Not Acceptable	No
8/19/2016 19:52	SWA1394	B738	SWA	2834	Not Acceptable	No
8/20/2016 17:55	ASA340	B739	ASA	2883	Not Acceptable	No
8/20/2016 18:47	SWA2997	B733	SWA	2099	Not Acceptable	No
8/20/2016 19:32	SWA3611	B733	SWA	2391	Not Acceptable	No
8/23/2016 19:26	SWA284	B737	SWA	2381	Not Acceptable	No
8/24/2016 13:56	SWA423	B738	SWA	2759	Not Acceptable	No
8/24/2016 17:24	SWA1818	B737	SWA	2890	Not Acceptable	No
8/24/2016 19:40	SWA284	B733	SWA	2621	Not Acceptable	No
8/25/2016 18:29	SWA4257	B738	SWA	2588	Not Acceptable	No
8/26/2016 13:12	SWA423	B738	SWA	2247	Not Acceptable	No
8/26/2016 19:51	SWA1394	B738	SWA	2893	Not Acceptable	No
8/26/2016 19:57	SWA284	B733	SWA	2719	Not Acceptable	No
8/28/2016 18:55	SWA1752	B737	SWA	2709	Not Acceptable	No
8/29/2016 18:56	SWA1752	B737	SWA	2837	Not Acceptable	No
8/30/2016 18:50	SWA1752	B737	SWA	2598	Not Acceptable	No
8/30/2016 19:59	SWA1387	B737	SWA	2870	Not Acceptable	No
9/2/2016 9:23	SWA1944	B733	SWA	2834	Not Acceptable	No
9/2/2016 10:11	AAY1017	A319	AAY	2854	Not Acceptable	No
9/2/2016 19:59	SWA1394	B738	SWA	2503	Not Acceptable	No
9/4/2016 13:07	SWA1381	B738	SWA	2434	Not Acceptable	No
9/4/2016 19:18	SWA284	B733	SWA	2286	Not Acceptable	No
9/4/2016 19:43	SWA1270	B737	SWA	2677	Not Acceptable	No
9/6/2016 8:33	SWA535	B737	SWA	2322	Not Acceptable	No
9/6/2016 19:47	SWA2065	B737	SWA	2654	Not Acceptable	No
9/8/2016 12:24	SWA2427	B737	SWA	2467	Not Acceptable	No
9/8/2016 18:46	EDG45	GLF4	EDG	2385	Not Acceptable	No
9/8/2016 22:11	SWA1275	B737	SWA	2880	Not Acceptable	No
9/9/2016 12:09	SWA2427	B737	SWA	2854	Not Acceptable	No
9/10/2016 14:01	SWA3719	B738	SWA	2834	Not Acceptable	No
9/12/2016 21:53	SWA1275	B737	SWA	2801	Not Acceptable	No
9/13/2016 8:47	SWA277	B733	SWA	2162	Not Acceptable	No
9/13/2016 19:39	SWA1394	B738	SWA	2700	Not Acceptable	No
9/13/2016 19:48	SWA1387	B737	SWA	2349	Not Acceptable	No
9/13/2016 22:04	SWA1275	B737	SWA	2667	Not Acceptable	No
9/14/2016 18:45	SWA1752	B737	SWA	2631	Not Acceptable	No
9/14/2016 19:54	SWA1394	B738	SWA	2713	Not Acceptable	No
9/14/2016 22:34	FDX28	B77L	FDX	2716	Not Acceptable	No
9/14/2016 23:32	SWA8506	B737	SWA	2831	Not Acceptable	No
9/15/2016 19:48	SWA1394	B738	SWA	2670	Not Acceptable	No
9/15/2016 19:50	SWA2065	B737	SWA	2719	Not Acceptable	No
9/17/2016 19:27	SWA3611	B733	SWA	2486	Not Acceptable	No
9/17/2016 21:04	AAY1003	A319	AAY	2503	Not Acceptable	No
9/18/2016 0:26	SKW3486	E170	SKW	2664	Not Acceptable	No
9/18/2016 9:39	SWA595	B737	SWA	2614	Not Acceptable	No
9/18/2016 17:13	SWA1818	B737	SWA	2578	Not Acceptable	No
9/18/2016 22:13	SWA1275	B737	SWA	2198	Not Acceptable	No
9/19/2016 16:14	SWA2343	B737	SWA	2847	Not Acceptable	No

Date Time	Flight Number	Aircraft Type	Airline	Altitude (ft)	Comment	Excused
9/19/2016 17:16	SWA1818	B733	SWA	2283	Not Acceptable	No
9/19/2016 19:49	SWA2065	B737	SWA	2847	Not Acceptable	No
9/20/2016 9:22	SWA1944	B737	SWA	2267	Not Acceptable	No
9/21/2016 14:02	SWA423	B738	SWA	2641	Not Acceptable	No
9/21/2016 19:42	SWA284	B733	SWA	2352	Not Acceptable	No
9/21/2016 19:53	SWA2065	B737	SWA	2880	Not Acceptable	No
9/21/2016 19:55	SWA1394	B738	SWA	2896	Not Acceptable	No
9/22/2016 10:53	SWA2687	B733	SWA	2680	Not Acceptable	No
9/23/2016 11:10	SWA2654	B738	SWA	2660	Not Acceptable	No
9/23/2016 12:07	SWA2427	B737	SWA	2299	Not Acceptable	No
9/24/2016 18:52	SWA2997	B733	SWA	2782	Not Acceptable	No
9/25/2016 16:00	SWA2343	B737	SWA	2637	Not Acceptable	No
9/26/2016 17:35	SWA1818	B737	SWA	2880	Not Acceptable	No
9/26/2016 22:04	DAL8843	B752	DAL	2808	Not Acceptable	No
9/26/2016 22:12	SWA1275	B737	SWA	2470	Not Acceptable	No
9/27/2016 8:03	ASA342	B734	ASA	2805	Not Acceptable	No
9/27/2016 8:52	SWA277	B733	SWA	2562	Not Acceptable	No
9/27/2016 20:05	SWA1387	B737	SWA	2716	Not Acceptable	No
9/27/2016 23:19	DAL1253	B738	DAL	2795	Not Acceptable	No
9/28/2016 12:33	SWA1837	B737	SWA	2854	Not Acceptable	No
9/29/2016 13:28	SWA423	B738	SWA	2752	Not Acceptable	No
9/29/2016 17:12	SWA1818	B737	SWA	2870	Not Acceptable	No
9/30/2016 12:31	SWA1837	B737	SWA	2795	Not Acceptable	No
9/30/2016 22:21	SWA1275	B737	SWA	2837	Not Acceptable	No

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North Field Jet Departure Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@bankofutah.com

January 8, 2016

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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: 1/7/2016
Time of departure: 1223 hrs. local
Aircraft Type: C525
Aircraft Tail Number or Flight Number: N525XX

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

Please use Runway 12/30 for turbojet aircraft departures.

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

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

Sincerely,

Jesse Richardson
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map

North Field Jet Landing Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

April 1, 2016

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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: 3/31/2016
Time of landing: 1650 hrs. local
Aircraft Type: E55P
Aircraft Tail Number or Flight Number: N300XX

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

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

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

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

Sincerely,

Jesse Richardson
Senior Airport Noise Abatement Specialist

North Field VFR Departure Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircorp.com

July 31, 2016

Aircraft Owner/Operator
XXXXXXXXXX
XXXXXXXXXX

Dear Aircraft Owner/Operator:

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: 7/30/2016

Time of departure: 1015 hrs. local

Aircraft Type: C172

Aircraft Tail Number or Flight Number: N328XX

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

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

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

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

Sincerely,

Jesse Richardson
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map

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North Field Quiet Hours Procedure
Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: aircraftowner/operator@aircraft.com

January 8, 2016

Aircraft Owner/Operator

XXXXXXXXXX

XXXXXXXXXX

Dear Aircraft Owner/Operator:

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: 1/7/2016

Time of departure: 2223 hrs local

Aircraft Type: PAY2

Aircraft Tail Number or Flight Number: N22XX

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

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

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

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

Sincerely,

Jesse Richardson
Senior Airport Noise Abatement Specialist

Enclosures: Flight Track Map

Helicopter Flight Procedure

Sample Noncompliance Contact Letter



PORT OF OAKLAND

Via email: helicopterowner/operator@aircraft.com

June 5, 2016

Helicopter Owner/Operator

XXXXXXXXXX

XXXXXXXXXX

Dear Helicopter Owner/Operator:

The Oakland Airport Noise Office is reaching out to helicopter operators to seek your continued support of the Oakland Noise Abatement Program. By avoiding certain noise sensitive areas located in close proximity to the airport, you are helping us to be a good neighbor to our local citizens.

For complete information about our noise procedures visit Whispertrack at
<http://whispertrack.com/airports/KOAK>

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 all 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 (51+0) 563-3349, or e-mail jrichardson@portoakland.com

Sincerely,

Jesse Richardson
Senior Airport Noise Abatement Specialist

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