



OaklandInternational Airport



A division of the Port of Oakland

Quarterly Aircraft Noise Report

Fourth Quarter 2017



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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 Fourth Quarter 2017				
	2016Q4		2017Q4	
	Compl.	N/C	Compl.	N/C
Runway 28R/L Jet Departure Compliance	95%	5%	94%	6%
Total Airport-wide Corporate Jet Departures	2,747	158	2,856	178
Runway 10R/L Jet Landing Compliance	73%	27%	76%	24%
Total Southeast Plan Corporate Jet Landings	231	84	97	30
North Field VFR Departure Compliance	94%	6%	94%	6%
Total Runways 28R/L & 33 Departures	376	22	369	25
North Field Quiet Hours Compliance	69%	31%	82%	18%
Total North Field Quiet Hours Departures	130	59	265	60
Runway 30 BFI Right Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 Turbojet Departures	16,627	5	18,845	1
Night Time Departure Compliance	98%	2%	99%	1%
Total Runway 30 Night Turbojet Departures	3,089	49	3,638	50
Runway 12 Night Departure Compliance	88%	12%	86%	14%
Total Runway 12 Night Turbojet Departures	161	22	131	22
Runway 30 East Turn Departure Compliance	100%	0%	100%	0%
Total Runway 30 East Turn Departures	5,174	0	5,764	8
100 Degree Radial Turbojet Landing Compliance	92%	8%	99%	1%
Total 100 Degree Radial Turbojet Landings	2,154	186	3,028	46
Engine Runup Program Compliance	100%	0%	100%	0%
Total Evening and Nighttime Engine Runups	6	0	7	0
Note: N/C means non-compliant. Percentage values are rounded out.				

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NORTH FIELD REPORTS

NORTH FIELD PREFERENTIAL RUNWAY USE PROCEDURES

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

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

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

JET AIRCRAFT DEPARTURE NOISE ABATEMENT PROCEDURE

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

Runway 28R/L Jet Departure Procedure Compliance Summary Fourth Quarter 2017				
	October	November	December	Quarterly
Airport-wide Corporate Jet Departures	1,093	1,038	903	3,034
Compliant Corporate Jet Departures	1,011	979	866	2,856
Non-compliant Corporate Jet Departures	82	59	37	178
Corporate Jet Departure Compliance Rate	92%	94%	96%	94%
Excused Jet Departures	43	33	35	111
The section below compares compliance performance to airport-wide jet departures.				
Airport-wide Jet Departures	6,670	6,505	6,739	19,914
Compliant Airport-wide Jet Departures	6,588	6,446	6,702	19,736
Non-compliant Airport-wide Jet Departures	82	59	37	178
Airport-wide Jet Departure Compliance Rate	99%	99%	99%	99%

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JET AIRCRAFT LANDING NOISE ABATEMENT PROCEDURE

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

Jet Aircraft Landing NAP for Runway 10R/L Compliance Summary Fourth Quarter 2017				
	October	November	December	Quarterly
Southeast (SE) Plan Corporate Jet Landings *	0	122	5	127
Compliant SE Plan Corporate Jet Landings	0	92	5	97
Non-compliant SE Plan Corporate Jet Landings	0	30	0	30
SE Plan Corporate Jet Landing Compliance Rate	N/A	75%	100%	76%
The section below compares compliance performance to total airport-wide SE Plan jet landings.				
Airport-wide SE Plan Jet Landings	0	592	84	676
Airport-wide Compliant SE Plan Jet Landings	0	562	84	646
Airport-wide Non-compliant SE Plan Landings	0	30	0	30
Airport-wide Jet Landing SE Plan Compliance Rate	N/A	95%	100%	96%
* Note: During Southeast Plan, business jets may land on Runways 10R/L and 12.				

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NORTH FIELD VFR AIRCRAFT DEPARTURE PROCEDURE

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

North Field VFR Aircraft Departure NAP Compliance Summary Fourth Quarter 2017				
	October	November	December	Total
Total VFR Departures	127	123	144	394
Total VFR Departures Over Alameda	34	34	38	106
Compliant Departures	116	116	137	369
Non-compliant Departures	11	7	7	25
Compliance Rate	91%	94%	95%	94%

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NORTH FIELD QUIET HOURS PROCEDURES

The North Field Quiet Hours Procedures were designed to minimize aircraft noise on residential areas adjacent to the North Field from 10 p.m. to 7 a.m. daily. If the procedures are flown as intended, aircraft will avoid flying over nearby residential areas on Bay Farm Island, the Fernside area of Alameda, the Davis West/Timothy Drive and Neptune drive areas of San Leandro.

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

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

North Field Quiet Hours Compliance Summary (10:00 p.m. to 7:00 a.m.) Fourth Quarter 2017				
	October	November	December	Quarterly
Total Night Departures (10:00 p.m. to 7:00 a.m.)	142	121	62	325
Compliant Night Departures	120	96	49	265
Average Compliant Departures per Night	3.9	3.1	1.6	2.9
Non-Compliant Night Departures	22	25	13	60
Average Non-Compliant Departures per Night	0.7	0.8	0.4	0.7
Night Departure Compliance Rate	85%	79%	79%	82%

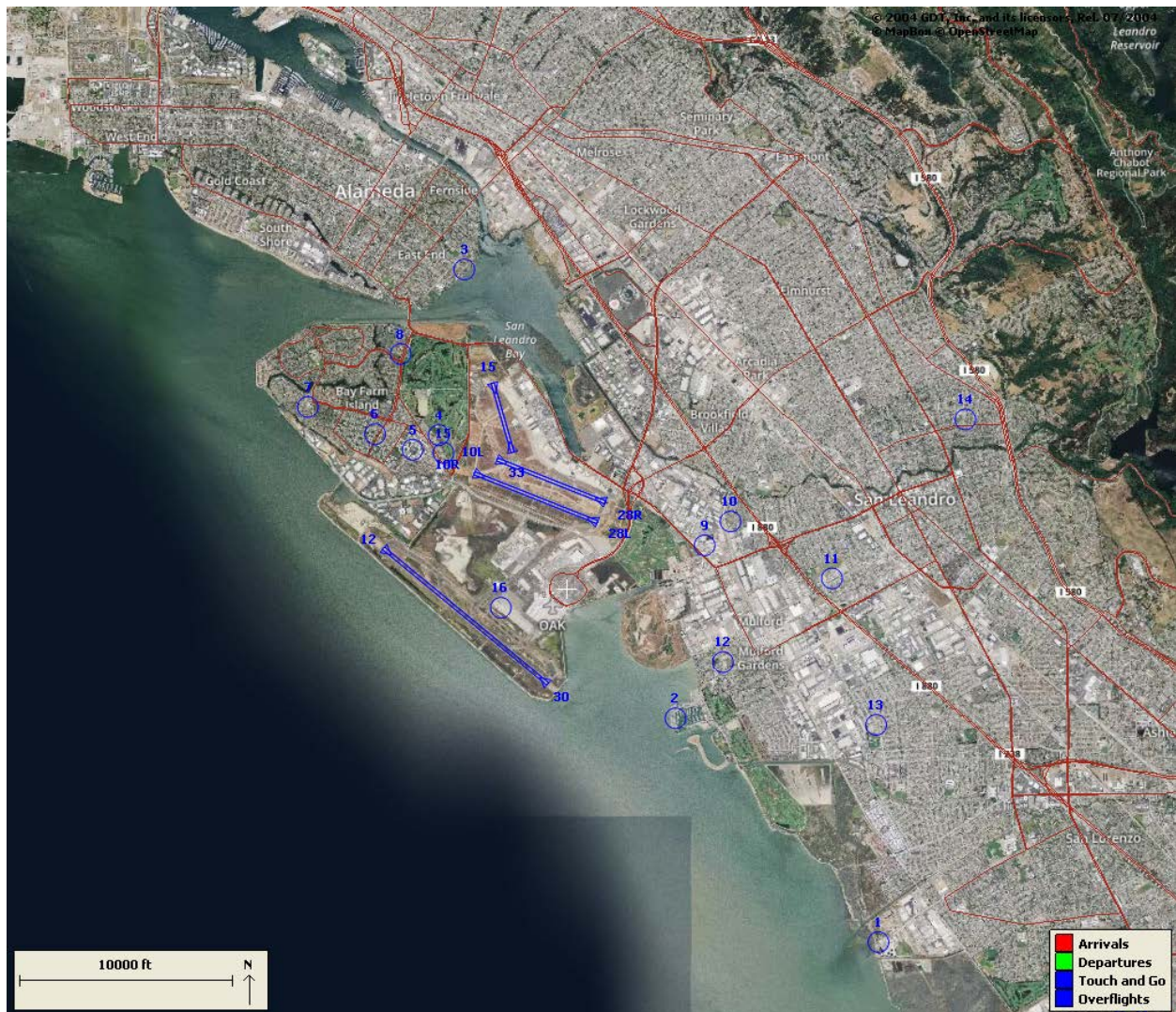
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NIGHTTIME SEL NOISE MEASUREMENTS REPORT

The Nighttime SEL Noise Measurements Report provides a summary of aircraft departure noise measurements of SEL (sound exposure level) that are equal to or greater than 80 dB (decibels). The data is being reported in this format to simplify the aircraft noise event review process by focusing on the most significant noise events and to the levels that may cause sleep disturbance for some residents in adjacent communities. All aircraft noise measurements between 10:00 p.m. and 7:00 a.m. are evaluated in this report. Supplementary tables 2 and 3 provide data for aircraft departure noise measurements based upon the runway used for departure. (Note: All community-based NMTs are included in the report with the exception of NMT 15, which is used for monitoring compliance with the aircraft engine maintenance run-up noise abatement program. For this

purpose, noise measurements at NMT 15 are correlated with those at NMT 16 during aircraft engine run-up activities conducted in the Ground Run-up Enclosure or GRE.)

Noise Monitor Terminal (NMT) Locations



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Table 1. North Field Night Aircraft Departure SEL Noise Measurements
Total Aircraft Departures = 172

Fourth Quarter 2017 (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	1	6	0.1	1.1%	1	0.0	0.2%	0	0.0	0.0%	8
2	43	3	0.0	0.5%	2	0.0	0.4%	0	0.0	0.0%	48
3	44	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	46
4	40	35	0.4	6.2%	29	0.3	5.1%	48	0.5	8.5%	152
5	36	25	0.3	4.4%	13	0.1	2.3%	54	0.6	9.5%	128
6	18	19	0.2	3.4%	41	0.5	7.2%	62	0.7	10.9%	140
7	19	17	0.2	3.0%	47	0.5	8.3%	2	0.0	0.4%	85
8	31	33	0.4	5.8%	3	0.0	0.5%	0	0.0	0.0%	67
9	8	4	0.0	0.7%	6	0.1	1.1%	0	0.0	0.0%	18
10	31	13	0.1	2.3%	1	0.0	0.2%	0	0.0	0.0%	45
11	1	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	2
12	10	6	0.1	1.1%	3	0.0	0.5%	0	0.0	0.0%	19
13	2	2	0.0	0.4%	0	0.0	0.0%	0	0.0	0.0%	4
14	9	1	0.0	0.2%	0	0.0	0.0%	0	0.0	0.0%	10
All NMTs	293	167	2	0	146	2	0	166	2	0	772

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Table 2. Aircraft SEL Noise Measurements in Alameda - Total Aircraft Departures = 155

Fourth Quarter 2017 (10:00 p.m. to 7:00 a.m.)											
NMT Number	Aircraft Noise Events Below SEL 80 dBA	Aircraft Noise Events SEL 80 - 84.9 dBA			Aircraft Noise Events SEL 85 - 89.9 dBA			Aircraft Noise Events SEL ≥ 90 dBA			Total Aircraft Noise Events
		Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	Amount	Nightly Average	As Percentage of Departures	
3	44	2	0.0	0.8%	0	0.0	0.0%	0	0.0	0.0%	46
4	40	35	0.4	14.6%	29	0.3	12.1%	48	0.5	20.1%	152
5	36	25	0.3	10.5%	13	0.1	5.4%	54	0.6	22.6%	128
6	18	19	0.2	7.9%	41	0.5	17.2%	62	0.7	25.9%	140
7	19	17	0.2	7.1%	47	0.5	19.7%	2	0.0	0.8%	85
8	31	33	0.4	13.8%	3	0.0	1.3%	0	0.0	0.0%	67
Total	188	131	1.5		133	1.5		166	1.8		618

Table 3. Aircraft SEL Noise Measurements in San Leandro - Total Aircraft Departures = 17

Fourth Quarter 2017 (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	43	3	0.0	0.9%	2	0.0	0.6%	0	0.0	0.0%	48
9	8	4	0.0	1.2%	6	0.1	1.8%	0	0.0	0.0%	18
10	31	13	0.1	4.0%	1	0.0	0.3%	0	0.0	0.0%	45
11	1	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	2
12	10	6	0.1	1.8%	3	0.0	0.9%	0	0.0	0.0%	19
13	2	2	0.0	0.6%	0	0.0	0.0%	0	0.0	0.0%	4
14	9	1	0.0	0.3%	0	0.0	0.0%	0	0.0	0.0%	10
Total	104	30	0.3		12	0.1		0	0.0		146

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SOUTH FIELD REPORTS

RUNWAY 30 BFI RIGHT TURN DEPARTURE PROCEDURE

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

Runway 30 Bay Farm Right Turn Departure Procedure Compliance Summary Fourth Quarter 2017				
	October	November	December	Quarter
Runway 30 Turbojet Departures	6,517	5,767	6,562	18,846
Compliant Departures	6,516	5,767	6,562	18,845
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 Fourth Quarter 2017				
	October	November	December	Quarter
Runway 30 Nighttime Turbojet Departures	1,200	1,161	1,327	3,688
Buffer Time Departures	13	10	4	27
Compliant Departures	1,178	1,145	1,315	3,638
Non-compliant Departures	22	16	12	50
HUSSH gate misses	10	8	3	21
NITE gate misses	9	8	5	22
REBAS gate misses	21	15	12	48
Compliance Rate	98%	99%	99%	99%

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ROLLING TAKE-OFF NIGHT DEPARTURE PROCEDURE FOR FedEx

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

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

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM) Fourth Quarter 2017, 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	
Fourth Quarter 2017 [B]						
	Total [X]	Est. Avg. Monthly [X/3]				
B763	135	45	38	65	74	15
DC10/MD10	72	24	38	66	76	18
MD11	249	83	178	68	77	20
A306	87	29	41	66	75	17
B757	192	64	83	66	75	16
B77L	72	24	22	66	75	17
Difference [A-B]						
DC10/MD10		-63	6	-3	-2	-4
MD11		51	165	-2	-2	-4
A306		-38	20	-1	-2	-8
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)						

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Summary of Calendar Quarter of Previous Year

Rolling Take-off Night Departure Procedure (1:00 to 5:00 AM)					
Fourth Quarter 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
Fourth Quarter 2016 [B]					
	Total [X]	Est. Avg. Monthly [X/3]			
B763	56	19	22	65	14
DC10/MD10	75	25	37	66	18
MD11	216	72	145	67	20
A306	92	31	43	66	17
B757	177	59	69	66	16
B77L	67	22	30	65	13
Difference [A-B]					
DC10/MD10		-62	5	-3	-4
MD11		40	132	-3	-4
A306		-36	22	-1	-8
(a) For the current calendar quarter reported, ANOMS does not correlate all departures to their respective noise events; that is most, but not all, aircraft back-blast noise events are effectively correlated as the program software algorithms may misidentify an aircraft noise event. Source: ANOMS (Airport Noise and Operations Monitoring System)					

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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) Fourth Quarter 2017				
	October	November	December	Quarter
Jet Departures	0	119	34	153
Non-Compliant Departures	0	22	0	22
Compliant Departures	0	97	34	131
Compliance Rate	No SE Plan	82%	100%	86%
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 Fourth Quarter 2017				
	October	November	December	Quarter
Runups - 7:00 PM to 10:00 PM	0	0	1	1
Runups Greater Than 75 dBA	0	0	0	0
Runups - 10:00 PM to 7:00 AM	4	1	1	6
Runups Greater Than 70 dBA	0	0	0	0
Total Evening and Nighttime Runups	4	1	2	7
Total Non-compliant Runups	0	0	0	0
Compliance Rate	100%	100%	100%	100%

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

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

Runway 30 East Turn Departures at 3,000 feet Procedure Compliance Summary Fourth Quarter 2017				
	October	November	December	Quarter
Total Runway 30 East Turn Turbojet Departures	1,991	1,721	2,060	5,772
Non-compliant Turbojet Departures	2	3	3	8
Total Turbojet Aircraft Above 2,900 Feet ASL*	1,989	1,718	2,057	5,764
Compliance Rate	100%	100%	100%	100%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet are to be flagged as non-compliant.				

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

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

Cross Over 100 Degree Radial at 3,000 Feet Procedure Compliance Summary Fourth Quarter 2017				
	October	November	December	Quarter
Turbojets on Downwind RWY 30 Approach	1,010	877	1,187	3,074
Non-compliant Turbojets	18	15	13	46
Total Turbojet Aircraft Above 3K Feet ASL*	992	862	1,174	3,028
Compliance Rate	98%	98%	99%	99%
Note: A tolerance factor that accounts for potential errors in aircraft altitude measurements of 100 feet is applied on any aircraft passing through the gate so that aircraft below 2,900 feet Above Sea Level (ASL) are to be flagged as non-compliant.				

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**Oakland International Airport
Noise Complaint Summary
October 2017**

Community	Callers	Complaints
Alameda(BFI)	65	346
Alameda(Central)	8	188
Berkeley	5	5
Castro Valley	1	1
Fremont	4	11
Hayward	5	46
Oakland	18	1156
Piedmont	1	1
San Francisco	2	96
San Leandro	7	24
Union City	1	1
San Lorenzo	1	1
Other Communities	14	450
Total	132	2326
Complaints by Time of Day		
Day (0700 - 1900)		995
Evening (1900 - 2200)		247
Night (2200 - 0700)		1084
Complaints by Type of Operation		
Arrivals		1289
Departures		1022
Over-flights		8
Touch & Go		7
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		191
Helicopter		19
Jet		1737
Military		10
Not Reported		0
Other		16
Propeller		162
Turbo-prop		191

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**Oakland International Airport
Noise Complaint Summary
November 2017**

Community	Callers	Complaints
Alameda(BFI)	51	477
Alameda(Central)	9	109
Berkeley	2	3
Castro Valley	1	1
Fremont	3	9
Hayward	5	184
Oakland	29	1380
Piedmont	2	9
San Francisco	2	160
San Leandro	4	14
Union City	2	2
San Lorenzo	1	6
Other Communities	10	488
Total	121	2842
Complaints by Time of Day		
Day (0700 - 1900)		1776
Evening (1900 - 2200)		380
Night (2200 - 0700)		686
Complaints by Type of Operation		
Arrivals		691
Departures		953
Over-flights		1194
Touch & Go		4
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		121
Helicopter		25
Jet		2338
Military		0
Not Reported		0
Other		65
Propeller		121
Turbo-prop		172

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**Oakland International Airport
Noise Complaint Summary
December 2017**

Community	Callers	Complaints
Alameda(BFI)	35	156
Alameda(Central)	8	87
Berkeley	0	0
Castro Valley	0	0
Fremont	0	0
Hayward	2	178
Oakland	18	1127
Piedmont	0	0
San Francisco	1	59
San Leandro	5	9
Union City	0	0
San Lorenzo	1	6
Other Communities	11	221
Total	81	1843
Complaints by Time of Day		
Day (0700 - 1900)		788
Evening (1900 - 2200)		450
Night (2200 - 0700)		605
Complaints by Type of Operation		
Arrivals		1197
Departures		604
Over-flights		37
Touch & Go		5
Not Linked to an Operation		0
Complaints by Type of Aircraft		
Business Jet		89
Helicopter		5
Jet		1581
Military		1
Not Reported		0
Other		9
Propeller		81
Turbo-prop		77

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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.) Fourth Quarter 2017					
	October	November	December	Total	Percentage
Runway 28L	23	31	16	70	41%
Runway 28R	36	28	18	82	48%
Runway 33	0	2	1	3	2%
Alameda Overflights	59	61	35	155	90%
Runway 10L	0	4	2	6	3%
Runway 10R	0	9	1	10	6%
Runway 15	0	0	1	1	1%
San Leandro Overflights	0	13	4	17	10%
Total Departures	59	74	39	172	100%

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

North Field VFR/IFR Departures by Runway Fourth Quarter 2017				
	October	November	December	Total
VFR Departures				
Runway 28L	2	3	6	11
Runway 28R	62	65	67	194
Runway 33	67	58	72	197
VFR Departures	131	126	145	402
IFR Departures				
Runway 28L	276	236	227	739
Runway 28R	729	535	573	1,837
Runway 33	275	214	248	737
IFR Departures	1,280	985	1,048	3,313
Total Departures	1,411	1,111	1,193	3,715

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Operations Table 3. Runway Use by Aircraft Category

	Aircraft Category	OAK Aircraft Operations by Category and Runway Fourth Quarter 2017											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Corporate Jets	95	128	-	5	2	8	24	490	2,456	-	2,985	2,985
	Helicopters	-	-	-	-	-	-	-	-	1	133	134	134
	Commercial Jets	525	17,256	17,781	-	-	-	5	51	21	-	77	17,858
	Military	-	-	-	-	-	-	-	2	3	-	5	5
	Propeller	1	11	12	70	155	13	4	211	1,587	-	2,040	2,052
	Regional Jets	19	504	523	-	-	-	-	9	129	-	138	661
	Turboprops	14	313	327	2	5	26	47	131	1,250	-	1,461	1,788
	Unknown	-	1	1	-	-	-	-	-	-	-	-	1
Sub-totals		654	18,213	18,644	77	162	47	80	894	5,447	133	6,840	25,484
Departures	Corporate Jets	8	2,613	2,621	1	68	16	103	140	83	-	411	3,032
	Helicopters	-	-	-	-	3	-	-	1	-	126	130	130
	Commercial Jets	557	15,664	16,221	-	-	-	3	60	1	-	64	16,285
	Military	-	-	-	-	-	-	-	1	-	-	1	1
	Propeller	1	20	21	173	836	30	2	102	1,007	-	2,150	2,171
	Regional Jets	20	569	589	-	-	-	1	2	-	-	3	592
	Turboprops	15	264	279	1	26	46	6	444	940	-	1,463	1,742
	Unknown	-	-	-	-	1	-	-	-	-	-	1	1
Sub-totals		601	19,130	19,731	175	934	92	115	750	2,031	126	4,223	23,954
Touch & Go Sub-totals		-	-	-	6	102	10	2	73	421	28	642	642
Grand Total		1,255	37,343	38,375	258	1,198	149	197	1,717	7,899	287	11,705	50,080

Operations Table 4. Runway Use by Jet Aircraft Category

	Aircraft Category	RUNWAYS Fourth Quarter 2017											
		12	30	South Field	15	33	10L	10R	28L	28R	PAD1	North Field	Grand Total
Arrivals	Commercial Jets	525	17,256	17,781	-	-	-	5	51	21	-	77	17,858
	Regional Jets	19	504	523	-	-	-	-	9	129	-	138	661
Commercial Jet Sub-totals		544	17,760	18,304	-	-	-	5	60	150	-	215	18,519
	Corporate Jets	95	128	223	5	2	8	24	490	2,456	-	2,985	3,208
All Jet Arrivals Sub-totals		639	17,888	18,527	5	2	8	29	550	2,606	-	3,200	21,727
Departures	Commercial Jets	557	15,664	16,221	-	-	-	3	60	1	-	64	16,285
	Regional Jets	20	569	589	-	-	-	1	2	-	-	3	592
Commercial Jet Sub-totals		577	16,233	16,810	-	-	-	4	62	1	-	67	16,877
	Corporate Jets	8	2,613	2,621	1	68	16	103	140	83	-	411	3,032
All Jet Departures Sub-totals		585	18,846	19,431	1	68	16	107	202	84	-	478	19,909
Grand Total		1,224	36,734	37,958	6	70	24	136	752	2,690	-	3,678	41,636

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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.

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
10/1/2017 3:33	AAY4411	N865GA	MD83	3225	28L	J	Pilot Requested	No
10/1/2017 11:04	GDG88	N880LT	H25C	3044	28L	B	Pilot Refusal	No
10/1/2017 12:41	N1837S	N1837S	C56X	3071	28R	B	Pilot Requested	No
10/1/2017 17:45	N120QM	N120QM	C560	6320	28L	B	Pilot Requested	No
10/2/2017 5:43	SWA1326	N8523W	B738	3273	28L	J	RWY 30 Routine Closure	Yes
10/2/2017 5:47	SWA1136	N761RR	B737	3267	28L	J	RWY 30 Routine Closure	Yes
10/2/2017 5:53	SWA1690	N778SW	B737	3254	28L	J	RWY 30 Routine Closure	Yes
10/2/2017 5:58	SWA1193	N266WN	B737	3326	28L	J	RWY 30 Routine Closure	Yes
10/2/2017 6:00	SWA813	N7814B	B737	3204	28L	J	RWY 30 Routine Closure	Yes
10/2/2017 6:10	NKS446	N635NK	A320	3344	28L	J	RWY 30 Routine Closure	Yes
10/2/2017 6:11	AAL499	N604AW	A320	3335	28L	J	RWY 30 Routine Closure	Yes
10/2/2017 6:13	SWA1478	N229WN	B737	3341	28L	J	RWY 30 Routine Closure	Yes
10/2/2017 6:26	SWA549	N8619F	B738	3362	28L	J	RWY 30 Routine Closure	Yes
10/2/2017 6:27	JBU247	N779JB	A320	6312	28L	J	RWY 30 Routine Closure	Yes
10/2/2017 6:28	SKW4543	N254SY	E75L	3230	28L	R	RWY 30 Routine Closure	Yes
10/2/2017 8:52	GDG495	N495RS	GLF4	3611	28L	B	Pilot Refusal	No
10/2/2017 11:18	N199FG	N199FG	FA50	3620	28L	B	Pilot Requested	No
10/3/2017 11:55	GDG28	N880LT	H25C	3362	28L	B	Pilot Refusal	No
10/3/2017 12:28	N980SF	N980SF	F900	3636	28L	B	Pilot Refusal	No
10/3/2017 16:41	N106EX	N106EX	F900	1741	28R	B	Pilot Requested	No
10/3/2017 17:44	EJA541	N541QS	C68A	3346	28R	B	Departure Timing	No
10/4/2017 7:05	GDG495	N495RS	GLF4	6325	28L	B	Pilot Refusal	No
10/4/2017 7:28	N814TP	N814TP	FA7X	3647	28L	B	Pilot Refusal	No
10/4/2017 8:10	KFS14	N295CK	LJ35	3651	28R	B	Pilot Requested	No
10/4/2017 13:32	PXT525	N525CR	C25B	3707	28R	B	Lifeguard Medical	Yes
10/4/2017 16:03	N930MG	N930MG	C680	4205	28R	B	Pilot Requested	No
10/4/2017 20:01	N559HF	N559HF	C56X	4207	28R	B	Pilot Requested	No
10/5/2017 9:48	N381XP	N381XP	BE40	3377	28L	B	Pilot Requested	No
10/5/2017 9:50	LN351AM	LN351AM	LJ35	3644	28L	B	Lifeguard Medical	Yes
10/5/2017 13:25	PXT180		C525	374	28R	B	Pilot Requested	No
10/5/2017 13:30	N626NT	N626NT	F2TH	4570	28R	B	Pilot Refusal	No
10/5/2017 14:55	N484VB	N484VB	C510	3625	28R	B	Departure Timing	No
10/5/2017 17:00	RSP377	N581JS	E50P	4234	28L	B	Pilot Requested	No
10/6/2017 11:18	N862LG	N862LG	E50P	375	28R	B	Pilot Requested	No
10/6/2017 13:41	PXT525	N525CR	C25B	7110	28L	P	System Error	Yes
10/6/2017 13:43	OPT349	N349FX	E55P	3427	28L	P	System Error	Yes
10/7/2017 20:17	N257K	N257K	EA50	3273	28R	B	Pilot Requested	No
10/8/2017 8:20	RSP805	N582JS	E50P	3653	28R	B	Pilot Requested	No
10/8/2017 9:08	OPT910	N910FL	E135	3301	28L	B	Pilot Requested	No
10/8/2017 11:56	N866AB	N866AB	GLF5	1717	28L	B	Pilot Requested	No
10/9/2017 5:01	PXT525	N525CR	C25B	4523	28L	B	RWY 30 Routine Closure	Yes
10/9/2017 5:48	SWA1136	N921WN	B737	3220	28L	J	RWY 30 Routine Closure	Yes
10/9/2017 10:13	N324LM	N324LM	C560	1732	28L	B	Pilot Requested	No
10/9/2017 10:54	N484JM	N484JM	CL60	617	28L	B	Pilot Requested	No
10/9/2017 14:26	WWI28	N908DG	CL60	3310	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/9/2017 19:10	JTL212	N212CE	C56X	3344	28R	B	Pilot Requested	No
10/10/2017 8:02	N436DM	N436DM	CL60	3667	28L	B	Departure Timing	No
10/10/2017 8:42	PXT525	N525CR	C25B	3352	28R	B	Pilot Requested	No
10/10/2017 14:52	N456MF	N456MF	EA50	3307	28R	B	Pilot Requested	No
10/10/2017 15:41	N626NT	N626NT	F2TH	4251	28L	B	Pilot Refusal	No
10/11/2017 8:55	LN89TC	N89TC	LJ35	3603	28R	B	Lifeguard Medical	Yes
10/11/2017 9:26	WWI84	N843GS	CL60	6305	28R	B	Pilot Requested	No
10/11/2017 12:06	N206AH	N206AH	E50P	3704	28R	B	Pilot Refusal	No
10/11/2017 15:57	LXJ406	N406FX	E545	6353	28R	B	Pilot Requested	No
10/11/2017 16:34	N950X	N950X	FA7X	4571	28L	B	Pilot Requested	No
10/12/2017 9:08	GDG803	N803GJ	LJ55	1726	28L	B	Pilot Refusal	No
10/12/2017 12:41	CFWTF	CFWTF	E55P	6366	28L	B	Pilot Requested	No
10/12/2017 13:48	N610JC	N610JC	C550	4221	28R	B	Pilot Refusal	No
10/13/2017 6:35	N85VM	N85VM	C25B	4227	28L	B	Departure Timing	No
10/13/2017 10:51	N960SF	N960SF	F900	3417	28L	B	Pilot Refusal	No
10/13/2017 12:37	FTH452	N452M	C56X	6364	28L	B	Pilot Requested	No
10/13/2017 13:39	PXT862	N862LG	E55P	3050	28L	B	Pilot Requested	No
10/14/2017 14:51	MFINE	MFINE	GL5T	3214	28L	B	Pilot Requested	No
10/15/2017 11:58	EJA729	N729QS	CL35	4237	28R	B	Pilot Requested	No
10/15/2017 14:52	GDG803	N803GJ	LJ55	3717	28L	B	Pilot Refusal	No
10/16/2017 5:31	SJE97	N977AF	C750	3320	28L	B	RWY 30 Routine Closure	Yes
10/16/2017 5:36	SWA1136	N496WN	B737	3271	28L	J	RWY 30 Routine Closure	Yes
10/16/2017 5:44	SWA1326	N8621A	B738	3252	28L	J	RWY 30 Routine Closure	Yes
10/16/2017 5:58	SWA1690	N797MX	B737	3243	28L	J	RWY 30 Routine Closure	Yes
10/16/2017 6:00	TFF970	N394AK	GLF4	3347	28L	B	Pilot Requested	No
10/16/2017 7:39	RSP962	N579JS	E50P	4521	28L	B	Departure Timing	No
10/17/2017 12:40	GDG803	N803GJ	LJ55	1756	28L	B	Pilot Refusal	No
10/17/2017 13:23	EJA664	N664QS	C56X	4265	28R	B	Pilot Requested	No
10/17/2017 17:22	GDG28	N880LT	H25C	6321	28L	B	Pilot Refusal	No
10/18/2017 23:38	KFS73	N73CK	LJ35	3215	28L	B	Departure Timing	No
10/19/2017 6:16	PXT44	N44CK	C525	4264	28L	B	Lifeguard Medical	Yes
10/19/2017 21:56	N820AV	N820AV	GLF4	3364	28R	B	Pilot Requested	No
10/20/2017 0:35	N524KA	N524KA	E50P	3310	28R	B	Lifeguard Medical	Yes
10/20/2017 7:56	KFS48	LEAR	LJ35	3263	28L	B	Lifeguard Medical	Yes
10/20/2017 10:19	N525LF	N525LF	C525	6537	28L	B	Departure Timing	No
10/20/2017 11:10	EDG3	N325SH	E35L	6363	28R	B	Departure Timing	No
10/20/2017 11:35	GDG803	N803GJ	LJ55	6505	28L	B	Pilot Refusal	No
10/20/2017 12:11	RSP67	N583JS	E50P	3747	28L	B	Departure Timing	No
10/20/2017 12:36	N626NT	N626NT	F2TH	4560	28L	B	Pilot Refusal	No
10/20/2017 14:23	N623KM	N623KM	LJ35	4225	28L	B	Pilot Requested	No
10/20/2017 15:52	N448CJ	N448CJ	C25C	3303	28R	B	Pilot Requested	No
10/20/2017 19:33	LN260ER	N260ER	FA50	3205	28R	B	Lifeguard Medical	Yes
10/21/2017 18:44	N679LG	N679LG	C56X	3202	28L	B	Pilot Requested	No
10/22/2017 15:02	N199FG	N199FG	FA50	6356	28L	B	Pilot Requested	No
10/22/2017 20:44	N525LF	N525LF	C525	317	28R	B	Pilot Requested	No
10/23/2017 4:45	KAI61	N737KA	B737	3226	28L	J	RWY 30 Routine Closure	Yes
10/23/2017 5:37	SWA1136	N254WN	B737	3321	28L	J	RWY 30 Routine Closure	Yes
10/23/2017 5:42	SWA1326	N8314L	B738	3365	28L	J	RWY 30 Routine Closure	Yes
10/23/2017 5:47	SWA813	N7832A	B737	3274	28L	J	RWY 30 Routine Closure	Yes
10/23/2017 5:59	SWA1690	N555LV	B737	3316	28L	J	RWY 30 Routine Closure	Yes
10/23/2017 7:56	N960SF	N960SF	F900	6332	28L	B	Pilot Refusal	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
10/23/2017 8:32	LXJ531	N531FX	CL30	4203	28R	B	Departure Timing	No
10/23/2017 9:02	N199FG	N199FG	FA50	3371	28L	B	Pilot Refusal	No
10/23/2017 9:08	GDG28	N880LT	H25C	4233	28L	B	Pilot Refusal	No
10/24/2017 6:47	GDG803	N803GJ	LJ55	1741	28L	B	Pilot Refusal	No
10/24/2017 12:23	N193CA	N193CA	DA20	6342	28R	P	System Error	Yes
10/25/2017 7:02	GDG495	N495RS	GLF4	6367	28L	B	Pilot Refusal	No
10/25/2017 7:04	N66U	N66U	C560	1735	28L	B	Pilot Requested	No
10/25/2017 13:55	GDG495	N495RS	GLF4	7151	28L	B	Pilot Refusal	No
10/25/2017 18:30	LN117AA	N117AA	CL60	3340	28L	B	Lifeguard Medical	Yes
10/26/2017 11:28	N501DD	N501DD	C501	4540	28R	B	Pilot Requested	No
10/26/2017 15:39	DCM4137	N510TL	BE40	3670	28R	B	Pilot Requested	No
10/26/2017 17:00	N111GJ	N111GJ	C550	4554	28R	B	System Error	Yes
10/27/2017 9:30	LN108JN	N108JN	LJ35	4513	28R	B	Lifeguard Medical	Yes
10/27/2017 13:34	N600HR	N600HR	C525	3365	28L	B	Pilot Requested	No
10/27/2017 14:31	N199FG	N199FG	FA50	6326	28L	B	Pilot Refusal	No
10/27/2017 16:30	N7079G	N7079G	B26	3720	28L	P	System Error	Yes
10/27/2017 19:13	N30MN	N30MN	E55P	3630	28R	B	Pilot Requested	No
10/28/2017 9:32	EJA918	N918QS	C750	4243	28L	B	Departure Timing	No
10/29/2017 11:23	LN351EF	N351EF	LJ35	4562	28L	B	Lifeguard Medical	Yes
10/30/2017 5:33	SWA1136	N7878A	B737	3264	28L	J	RWY 30 Routine Closure	Yes
10/30/2017 5:43	SWA1326	N8615E	B738	3226	28L	J	RWY 30 Routine Closure	Yes
10/30/2017 5:49	SWA813	N556WN	B737	3320	28L	J	RWY 30 Routine Closure	Yes
10/30/2017 6:04	SWA1690	N7832A	B737	3347	28L	J	RWY 30 Routine Closure	Yes
10/30/2017 6:05	SWA1193	N229WN	B737	3212	28L	J	RWY 30 Routine Closure	Yes
10/30/2017 7:45	GDG803	N803GJ	LJ55	6312	28L	B	Pilot Refusal	No
10/30/2017 12:08	N36866	N36866	PRM1	1726	28L	B	Departure Timing	No
10/30/2017 18:38	N13092	N13092	C560	3645	28R	B	Pilot Requested	No
10/30/2017 19:19	N404PG	N404PG	C25B	6363	28R	B	Pilot Requested	No
10/31/2017 17:28	CGUAC	CGUAC	LJ35	3262	28L	B	Lifeguard Medical	Yes
11/1/2017 12:13	N8888H	N8888H	H25C	4533	28L	B	Pilot Refusal	No
11/1/2017 14:00	N535DT	N535DT	C25B	1717	28R	B	Pilot Requested	No
11/2/2017 10:02	GDG803	N803GJ	LJ55	6324	28L	B	Pilot Refusal	No
11/2/2017 18:17	EJA348	N348QS	E55P	1717	28L	B	Pilot Requested	No
11/3/2017 16:39	N284CC	N284CC	GLF5	6347	28L	B	Pilot Requested	No
11/3/2017 20:51	EJA556	N556QS	C56X	3210		B	System Error	Yes
11/4/2017 8:23	GDG28	N880LT	H25C	4232	28L	B	Pilot Refusal	No
11/4/2017 10:17	LN317TT	N317TT	LJ35	6362	28R	B	Lifeguard Medical	Yes
11/4/2017 14:17	VJT895	9HVJP	GLEX	6367	28L	B	Pilot Requested	No
11/6/2017 5:26	SWA1850	N7749B	B737	3243	28L	J	Runway Maintenance	Yes
11/6/2017 5:32	SWA1904	N951WN	B737	3355	28L	J	Runway Maintenance	Yes
11/6/2017 5:33	SWA798	N8526W	B738	3340	28L	J	Runway Maintenance	Yes
11/6/2017 5:39	SWA1672	N8534Z	B738	3327	28L	J	Runway Maintenance	Yes
11/6/2017 5:48	SWA595	N8671D	B738	3214	28L	J	Runway Maintenance	Yes
11/6/2017 9:35	PXT862	N862LG	E55P	6313	28L	B	Pilot Refusal	No
11/6/2017 15:24	EJA938	N938QS	C750	3602	28L	B	Pilot Requested	No
11/7/2017 9:48	N887WT	N887WT	GLF6	3674	28R	B	Pilot Requested	No
11/7/2017 13:37	EJA826	N826QS	C560	3255	28R	B	Pilot Requested	No
11/7/2017 17:39	N786AC	N786AC	C525	6342	28R	B	Pilot Refusal	No
11/8/2017 9:11	N61FF	N61FF	CL60	3654	28L	B	Pilot Requested	No
11/9/2017 13:53	N626NT	N626NT	F2TH	4530	28L	B	Pilot Refusal	No
11/9/2017 15:40	N731TR	N731TR	C560	3246	28R	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/9/2017 15:42	EJA335	N335QS	E55P	1773	28R	B	Pilot Requested	No
11/10/2017 12:17	LXJ452	N452FX	GLF4	4202	28L	B	ATC Instructions	No
11/10/2017 12:19	N118K	N118K	C501	4241	28L	B	ATC Instructions	No
11/11/2017 8:02	N199FG	N199FG	FA50	3663	28L	B	Pilot Requested	No
11/11/2017 8:27	N960SF	N960SF	F900	1711	28L	B	Pilot Requested	No
11/11/2017 14:24	N626NT	N626NT	F2TH	3353	28L	B	Pilot Refusal	No
11/12/2017 13:47	N206AH	N206AH	E50P	6375	28L	B	Pilot Refusal	No
11/12/2017 14:39	N196JH	N196JH	C25B	4231	28L	B	Pilot Requested	No
11/13/2017 2:23	N405LS	N405LS	C750	3357	28L	B	RWY 30 Routine Closure	Yes
11/13/2017 5:24	TWY4	N238MH	GLF4	3275	28L	B	RWY 30 Routine Closure	Yes
11/13/2017 5:27	SWA1850	N490WN	B737	3235	28L	J	RWY 30 Routine Closure	Yes
11/13/2017 5:29	SWA798	N8622A	B738	3262	28L	J	RWY 30 Routine Closure	Yes
11/13/2017 5:33	SWA1904	N401WN	B737	3276	28L	J	RWY 30 Routine Closure	Yes
11/13/2017 5:39	SWA1672	N8685B	B738	3304	28L	J	RWY 30 Routine Closure	Yes
11/13/2017 5:52	SWA595	N8668A	B738	3372	28L	J	RWY 30 Routine Closure	Yes
11/13/2017 5:58	SWA177	N8325D	B738	3301	28L	J	RWY 30 Routine Closure	Yes
11/13/2017 12:08	RSP926	N585JS	E50P	4232	28R	B	Pilot Requested	No
11/13/2017 18:31	N211PB	N211PB	GLEK	1704	28L	B	Pilot Requested	No
11/14/2017 14:42	EJA258	N258QS	F2TH	4520	28L	B	Departure Timing	No
11/14/2017 22:21	N898PA	N898PA	LJ60	3250	28L	B	Audio Not Available	No
11/15/2017 9:48	N636MF	N636MF	GLF5	1706	28L	B	Pilot Requested	No
11/15/2017 10:15	GTH75	N575AG	CL60	3710	28R	B	Pilot Requested	No
11/15/2017 11:43	TWY900	N368FK	F900	3246	28R	B	Pilot Requested	No
11/15/2017 16:23	N897JH	N897JH	E55P	3624	28L	B	Pilot Requested	No
11/16/2017 8:59	GDG803	N803GJ	LJ55	4534	28L	B	Pilot Refusal	No
11/16/2017 14:20	N610JC	N610JC	C550	1777	28R	B	Pilot Requested	No
11/16/2017 21:21	N786AC	N786AC	C525	4571	28R	B	Pilot Requested	No
11/17/2017 7:00	LXJ438	N438FX	LJ45	4277	28L	B	Pilot Requested	No
11/17/2017 17:20	GDG28	N880LT	H25C	6325	28L	B	Pilot Refusal	No
11/18/2017 18:20	LN581HC	N581HC	C25C	3341	28L	B	Lifeguard Medical	Yes
11/18/2017 18:24	N448CJ	N448CJ	C25C	3210	28L	B	Pilot Requested	No
11/19/2017 10:47	N448CJ	N448CJ	C25C	333	28R	B	Pilot Requested	No
11/19/2017 15:53	GDG803	N801GJ	LJ55	6343	28L	B	Pilot Requested	No
11/19/2017 17:11	N930MG	N930MG	C680	5366	28L	B	Pilot Requested	No
11/20/2017 4:24	PXT525	N525CR	C25B	3264	28L	B	RWY 30 Routine Closure	Yes
11/20/2017 5:31	SWA1850	N707SA	B737	3217	28L	J	RWY 30 Routine Closure	Yes
11/20/2017 5:34	SWA1904	N410WN	B737	3245	28L	J	RWY 30 Routine Closure	Yes
11/20/2017 5:45	SWA595	N8615E	B738	3230	28L	J	RWY 30 Routine Closure	Yes
11/20/2017 5:51	SWA798	N8709Q	B738	3235	28L	J	RWY 30 Routine Closure	Yes
11/20/2017 5:55	SWA177	N8313F	B738	3203	28L	J	RWY 30 Routine Closure	Yes
11/20/2017 5:56	SWA1672	N8690A	B738	3251	28L	J	RWY 30 Routine Closure	Yes
11/20/2017 21:11	HBJFS	HBJFS	FA7X	3276	28L	B	Pilot Requested	No
11/21/2017 11:30	N8888H	N8888H	H25C	7126	28L	B	Pilot Requested	No
11/21/2017 20:47	LN777AX	N777AX	C550	6365	28L	B	Lifeguard Medical	Yes
11/22/2017 12:39	N570DC	N570DC	GLF4	6313	28L	B	Pilot Requested	No
11/22/2017 13:06	N626NT	N626NT	F2TH	4274	28L	B	Pilot Refusal	No
11/23/2017 11:59	TFF910	N700JE	HA4T	3203	28R	B	Pilot Requested	No
11/23/2017 12:24	LN989AL	N989AL	LJ35	1707	28R	B	Lifeguard Medical	Yes
11/24/2017 7:14	GDG28	N880LT	H25C	4544	28L	B	Pilot Refusal	No
11/24/2017 7:39	GDG803	N803GJ	LJ55	4524	28L	B	Pilot Requested	No
11/24/2017 10:30	N8888H	N8888H	H25C	1757	28L	B	Pilot Requested	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/24/2017 12:01	LN509RP	N509RP	C550	3373	28R	B	Lifeguard Medical	Yes
11/24/2017 13:40	N160CF	N160CF	LJ31	3265	28L	B	Pilot Requested	No
11/24/2017 15:08	XLJ20	XLJ20	C25A	4216	28R	B	Pilot Requested	No
11/25/2017 6:42	CFRJZ	CFRJZ	ASTR	3253	28L	B	RWY 30 Routine Closure	Yes
11/25/2017 17:00	N650GA	N650GA	GLF6	3753	28L	B	Pilot Requested	No
11/26/2017 18:58	PEG78	N178PT	GLF4	3203	28L	B	Pilot Requested	No
11/27/2017 1:31	SWA132	N744SW	B737	3264	28L	J	RWY 30 Routine Closure	Yes
11/27/2017 5:11	SWA6767	N295WN	B737	3335	28L	J	RWY 30 Routine Closure	Yes
11/27/2017 5:28	SWA900	N740SW	B737	3315	28L	J	RWY 30 Routine Closure	Yes
11/27/2017 5:36	SWA5827	N8660A	B738	3355	28L	J	RWY 30 Routine Closure	Yes
11/27/2017 5:43	SWA1246	N482WN	B737	3236	28L	J	RWY 30 Routine Closure	Yes
11/27/2017 6:34	N85ER	N85ER	C525	3317	28R	B	Pilot Requested	No
11/27/2017 7:30	FTH10	N10RZ	G150	6347	28L	B	Pilot Requested	No
11/27/2017 8:08	EJA672	N672QS	C56X	3231	28L	B	Departure Timing	No
11/28/2017 8:37	N506AB	N506AB	LJ60	4213	28L	B	Pilot Requested	No
11/28/2017 13:28	N626NT	N626NT	F2TH	3326	28L	B	Pilot Refusal	No
11/29/2017 5:24	LN581HC	LN581HC	C525	3371	28R	B	Lifeguard Medical	Yes
11/29/2017 8:46	LN561SR	N561SR	C560	3777	28L	B	Lifeguard Medical	Yes
11/30/2017 8:28	GDG803	N803GJ	LJ55	3662	28L	B	Pilot Requested	No
11/30/2017 15:44	N473K	N473K	F2TH	1705	28L	B	Pilot Requested	No
12/1/2017 11:27	GDG495	N495RS	GLF4	1761	28L	B	Not Acceptable	No
12/1/2017 14:15	N199FG	N199FG	FA50	3013	28L	B	Pilot Requested	No
12/1/2017 17:28	PXT180	N180YA	C25A	4254	28R	B	System Error	Yes
12/1/2017 21:12	N27KB	N27KB	GLF5	3735	28L	B	Pilot Requested	No
12/2/2017 11:53	N458FS	N458FS	C560	2447	28R	B	System Error	Yes
12/2/2017 13:27	N227GJ	N227GJ	FA50	1766	28L	B	Pilot Requested	No
12/2/2017 14:04	LN777AX	N777AX	C550	3234	28R	B	Lifeguard Medical	Yes
12/3/2017 22:16	GDG803	N803GJ	LJ55	4564	28L	B	Pilot Refusal	No
12/4/2017 0:44	N227GJ	N227GJ	FA50	3217	28L	B	RWY 30 Routine Closure	Yes
12/4/2017 4:57	N650JS	N650JS	FA50	3337	28L	B	RWY 30 Routine Closure	Yes
12/4/2017 5:30	SWA6391	N8545V	B738	3250	28L	J	RWY 30 Routine Closure	Yes
12/4/2017 5:35	SWA1904	N276WN	B737	3354	28L	J	RWY 30 Routine Closure	Yes
12/4/2017 5:50	SWA1672	N8625A	B738	3273	28L	J	RWY 30 Routine Closure	Yes
12/4/2017 5:52	SWA595	N8548P	B738	3325	28L	J	RWY 30 Routine Closure	Yes
12/4/2017 5:53	SWA177	N8662F	B738	3263	28L	J	RWY 30 Routine Closure	Yes
12/4/2017 9:10	LN54DD	N54DD	C560	4567	28L	B	Lifeguard Medical	Yes
12/4/2017 12:40	GDG48		H25C	4203	28L	B	Pilot Refusal	No
12/4/2017 13:38	PXT170	N170TM	C525	4540	28L	B	Pilot Requested	No
12/4/2017 16:24	N786AC	N786AC	C525	6370	28R	B	Pilot Requested	No
12/4/2017 23:06	N810TM	N810TM	GLF4	6702	28L	B	System Error	Yes
12/5/2017 9:54	GDG28	N880LT	H25C	3330	28L	B	Pilot Refusal	No
12/5/2017 11:22	N28NP	N28NP	ASTR	1707	28L	B	Pilot Requested	No
12/5/2017 14:30	GDG48	N8888H	H25C	3651	28L	B	Pilot Refusal	No
12/6/2017 9:19	N960SF	N960SF	F900	3267	28L	B	Pilot Refusal	No
12/6/2017 22:38	N80DX	N80DX	CL60	4554	30	B	System Error	Yes
12/7/2017 10:40	LN777AX	N777AX	C550	4502	28R	B	Lifeguard Medical	Yes
12/7/2017 22:16	LN560PA	N560PA	C560	4270	28R	B	Lifeguard Medical	Yes
12/8/2017 7:16	LN442CJ	N442CJ	C525	4225	28R	B	Lifeguard Medical	Yes
12/10/2017 9:50	N802CF	N802CF	H25B	1775	28L	B	Departure Timing	No
12/10/2017 16:01	N206AH	N206AH	E50P	6304	28R	B	Pilot Refusal	No
12/10/2017 16:30	N409AV	N409AV	H25B	6367	28R	B	Pilot Requested	No

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12/11/2017 5:27	SWA6391	N8529Z	B738	3256	28L	J	RWY 30 Routine Closure	Yes
12/11/2017 5:29	SWA1904	N780SW	B737	3352	28L	J	RWY 30 Routine Closure	Yes
12/11/2017 5:36	SWA1672	N8315C	B738	3351	28L	J	RWY 30 Routine Closure	Yes
12/11/2017 5:42	SWA595	N8677A	B738	3255	28L	J	RWY 30 Routine Closure	Yes
12/11/2017 5:58	UPS2949	N361UP	B763	3375	28L	J	RWY 30 Routine Closure	Yes
12/11/2017 6:00	SWA1488	N796SW	B737	3366	28L	J	RWY 30 Routine Closure	Yes
12/11/2017 19:46	N560KC	N560KC	C56X	1722	28R	B	Pilot Requested	No
12/12/2017 4:52	LN777AX	N777AX	C550	3346	28R	B	Lifeguard Medical	Yes
12/12/2017 17:49	N527AH	N527AH	E190	3234	28L	R	Pilot Requested	No
12/13/2017 10:30	PEG72	N472MM	GLF4	3612	28R	B	Pilot Requested	No
12/13/2017 12:04	DCM723	N106EX	F900	3745	28R	B	Pilot Requested	No
12/13/2017 14:28	MFINE	MFINE	GL5T	3620	28L	B	Pilot Requested	No
12/13/2017 18:38	N980SF	N980SF	F900	3773	28L	B	Pilot Requested	No
12/14/2017 12:12	LN325NW	LN325NW	LJ35	1750	28R	B	Lifeguard Medical	Yes
12/14/2017 13:43	LN135AJ	N135AJ	LJ35	3637	28R	B	Lifeguard Medical	Yes
12/15/2017 13:47	EJA373	N373QS	E55P	6367	28L	B	Departure Timing	No
12/16/2017 6:13	GDG803	N803GJ	LJ55	4527	28L	B	Pilot Refusal	No
12/17/2017 10:30	LN509RP	N509RP	C550	4517	28R	B	Lifeguard Medical	Yes
12/17/2017 10:31	PXT862	N862LG	E55P	6331	28L	B	Pilot Requested	No
12/17/2017 12:30	GDG48	N8888H	H25C	6317	28L	B	Pilot Refusal	No
12/17/2017 18:48	LN509RP	N509RP	C550	4267	28R	B	Lifeguard Medical	Yes
12/18/2017 1:21	LN54DD	N54DD	C560	4502	28L	B	Lifeguard Medical	Yes
12/18/2017 8:50	N199FG	N199FG	FA50	3766	28L	B	Pilot Requested	No
12/18/2017 9:49	LN54DD	N54DD	C560	3637	28R	B	Lifeguard Medical	Yes
12/18/2017 15:04	LN777AX	N777AX	C550	3225	28R	B	Lifeguard Medical	Yes
12/18/2017 16:56	EJA990	N990QS	C750	4272	28R	B	Pilot Requested	No
12/19/2017 12:15	N21TK	N21TK	C525	6340	28R	B	Pilot Requested	No
12/19/2017 13:04	LN561SR	N561SR	C560	1701	28R	B	Lifeguard Medical	Yes
12/21/2017 7:24	PXT994		C680	3760	28R	B	System Error	Yes
12/21/2017 15:14	N473K	N473K	F2TH	4512	28L	B	Pilot Requested	No
12/22/2017 7:34	N626NT	N626NT	F2TH	4215	28L	B	Pilot Refusal	No
12/23/2017 14:03	HAL722	N378HA	A332	3750	28L	J	Pilot Requested	No
12/24/2017 11:09	LN389AW	LN389AW	LJ35	3367	28L	B	Lifeguard Medical	Yes
12/25/2017 11:36	KFS15	N870CK	LJ35	3273	28R	B	Lifeguard Medical	Yes
12/26/2017 12:56	PXT499		C680	3622	28R	B	System Error	Yes
12/27/2017 7:32	N626NT	N626NT	F2TH	4502	28L	B	Pilot Refusal	No
12/27/2017 11:46	GDG48	N8888H	H25C	3223	28L	B	Pilot Refusal	No
12/27/2017 14:30	TWY69	N696HS	CL60	1771	28L	B	Pilot Requested	No
12/28/2017 10:08	LXJ576	N576FX	CL30	1707	28R	B	Departure Timing	No
12/29/2017 11:44	N960SF	N960SF	F900	6346	28L	B	Pilot Refusal	No
12/30/2017 10:04	GDG48	N8888H	H25C	4272	28L	B	Pilot Refusal	No
12/31/2017 11:27	N294DS	N294DS	DA20	3256	28R	J	System Error	Yes

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Jet Aircraft Landing List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Aircraft Category	Comments	Excused
11/3/2017 10:01	ASP510	CGASR	C25A	2676	10R	B	Not Acceptable	No
11/3/2017 10:11	N688LS	N688LS	GLF4	6722	10R	B	Not Acceptable	No
11/3/2017 10:34	N284CC	N284CC	GLF5	1310	10R	B	Not Acceptable	No
11/3/2017 10:37	N131KR	N131KR	CL35	6775	10R	B	Pilot Requested	No
11/3/2017 10:45	SWA1799	N759GS	B737	2472	10R	J	Safety/Emergency	Yes
11/3/2017 11:00	N85WD	N85WD	GLF4	6704	10R	B	Safety/Emergency	Yes
11/3/2017 11:35	N57BE	N57BE	VW24	7302	10R	B	Not Acceptable	No
11/3/2017 12:52	RGY63	N63XP	BE40	7714	10L	B	Pilot Requested	No
11/3/2017 13:02	CFC3080	144618	CL60	6272	10L	B	Military Flight	Yes
11/3/2017 13:04	TWY901	N901MM	F900	2034	10L	B	Pilot Requested	No
11/6/2017 1:45	JBU167	N618JB	A320	1461	10R	J	Runway Maintenance	Yes
11/7/2017 1:25	PXT309	N903JP	C510	3545	10L	B	Not Acceptable	No
11/8/2017 13:40	EJA907	N907QS	C750	6541	10R	B	Pilot Requested	No
11/8/2017 14:25	EJA335	N335QS	E55P	1023	10R	B	Pilot Requested	No
11/8/2017 15:21	PFT574	N574BP	C560	3354	10L	B	Pilot Requested	No
11/8/2017 15:27	N802CF	N802CF	H25B	4033	10R	B	Pilot Requested	No
11/8/2017 15:59	N614AF	N614AF	CL60	2063	10R	B	Pilot Requested	No
11/8/2017 16:03	EJA679	N679QS	C56X	6070	10R	B	Pilot Requested	No
11/8/2017 16:19	N817X	N817X	FA7X	2647	10R	B	Pilot Requested	No
11/8/2017 17:01	EJA790	N790QS	CL35	3557	10R	B	Pilot Requested	No
11/8/2017 17:30	TWY711	N809SM	GLF4	7613	10R	B	Pilot Requested	No
11/9/2017 0:06	N819AM	N819AM	G150	7040	10R	B	Pilot Requested	No
11/9/2017 8:37	N731TR	N731TR	C560	4563	10L	B	Pilot Requested	No
11/9/2017 8:39	N500M	N500M	CL60	4032	10R	B	Pilot Requested	No
11/9/2017 8:42	N905GW	N905GW	C525	4062	10R	B	Pilot Requested	No
11/9/2017 11:31	JTL329	N329TL	CL60	7467	10R	B	Pilot Requested	No
11/10/2017 8:56	N580ML	N580ML	E35L	6770	10R	B	Pilot Requested	No
11/10/2017 9:34	N350RX	N350RX	CL30	4215	10R	B	Pilot Requested	No
11/10/2017 10:52	LXJ452	N452FX	GLF4	2046	10R	B	Pilot Requested	No
11/10/2017 11:14	XOJ794	N794XJ	C750	4261	10L	B	Pilot Requested	No
11/10/2017 11:23	EJA370	N370QS	C680	4541	10R	B	Pilot Requested	No
11/13/2017 0:51	ASA840	N597AS	B738	2455	10R	J	RWY 30 Routine Closure	Yes
11/13/2017 1:03	SWA3696	N8668A	B738	7272	10R	J	RWY 30 Routine Closure	Yes
11/15/2017 20:40	PXT903	N903JP	C510	4560	10R	B	Not Acceptable	No
11/20/2017 2:33	SWA8506	N7817J	B737	3541	10R	J	Not Acceptable	No
11/26/2017 8:46	FTH10	N10RZ	G150	6024	10R	B	Not Acceptable	No
12/7/2017 10:06	LN777AX	N777AX	C550	4251	10L	B	Lifeguard Medical	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
10/1/2017 21:30	28R	N2432K	N2432K	C172	367	VFR Departure	No
10/2/2017 10:54	33	N739UL	N739UL	C172	367	Good Effort	Yes
10/3/2017 4:48	PAD1	CMD8		HELO	351	Good Effort	Yes
10/3/2017 16:46	33	N29RS	N29RS	LGEZ	370	VFR Departure	No
10/4/2017 17:01	28R	N58628	N58628	C172	365	Air Traffic Conflict	Yes
10/5/2017 8:54	33	N8312H	N8312H	P28A	344	Good Effort	Yes
10/5/2017 15:00	28R	N849SA	N849SA	PC12	326	Air Traffic Conflict	Yes
10/7/2017 10:38	33	N553TP	N553TP	P28A	304	Air Traffic Conflict	Yes
10/7/2017 19:31	28R	N3818C	N3818C	BE9L	347	Air Traffic Conflict	Yes
10/8/2017 12:27	PAD1	CMD8	N837CS	HELO	320	Good Effort	Yes
10/9/2017 8:59	28L	BLUE ANGELS		F18	335	Air Traffic Conflict	Yes
10/12/2017 2:55	PAD1	CMD8		HELO	314	Lifeguard Medical	Yes
10/12/2017 23:20	28R	N2496M	N2496M	P28R	347	Touch & Go Training	No
10/12/2017 23:32	28R	N2496M	N2496M	P28R	347	Touch & Go Training	No
10/12/2017 23:42	28R	N2496M	N2496M	P28R	347	Touch & Go Training	No
10/12/2017 23:52	28R	N2496M	N2496M	P28R	347	Touch & Go Training	No
10/13/2017 0:02	28R	N2496M	N2496M	P28R	347	Good Effort	Yes
10/15/2017 9:18	PAD1	N208EH	N208EH	HELO	327	VFR Departure	No
10/15/2017 11:18	28R	N58628	N58628	C182	350	Good Effort	Yes
10/15/2017 13:50	PAD1	N73SF	N73SF	HELO	347	Air Traffic Conflict	Yes
10/17/2017 9:36	28R	N5742M	N5742M	C310	316	VFR Departure	No
10/19/2017 17:58	28R	N368BW	N368BW	BE60	356	Not Acceptable	No
10/21/2017 12:29	PAD1	N2275Q	N2275Q	HELO	335	Air Traffic Conflict	Yes
10/21/2017 15:44	33	N6MB	N6MB	C172	334	Good Effort	Yes
10/22/2017 21:34	28R	N89EL	N89EL	BL17	326	Air Traffic Conflict	Yes
10/23/2017 10:47	33	N6605D	N6605D	C172	366	Good Effort	Yes
10/25/2017 11:37	33	N6MB	N6MB	C172	323	Good Effort	Yes
10/25/2017 22:27	28R	N284G	N284G	PC12	333	Not Acceptable	No
10/27/2017 15:30	33	N7517J	N7517J	P28A	343	Air Traffic Conflict	Yes
10/27/2017 19:02	28R	N8074T	N8074T	P28A	314	Good Effort	Yes
10/30/2017 16:04	PAD1	CMD8		HELO	331	Good Effort	Yes
10/31/2017 12:39	PAD1	N5SF	N5SF	HELO	1200	Air Traffic Conflict	Yes
10/31/2017 17:37	28R	N553TP	N553TP	P28A	370	Touch & Go Training	No
10/31/2017 17:38	33	N231NH	N231NH	M20P	332	Air Traffic Conflict	Yes
11/1/2017 11:30	PAD1	N616TL	N616TL	HELO	353	Good Effort	Yes
11/4/2017 13:20	28R	N47952	N47952	P28A	371	Air Traffic Conflict	Yes
11/5/2017 19:54	28R	N2496M	N2496M	P28R	323	Not Acceptable	No
11/6/2017 8:33	28R	N252RD	N252RD	M20T	354	Good Effort	Yes
11/6/2017 16:22	33	N67849	N67849	C172	336	Good Effort	Yes
11/7/2017 16:41	33	N88HQ	N88HQ	C182	346	Air Traffic Conflict	Yes
11/8/2017 10:23	28R	N698SP	N698SP	C172	354	Not Acceptable	No
11/9/2017 10:18	33	N67849	N67849	C172	371	Good Effort	Yes
11/10/2017 11:40	PAD1	N80WW	N80WW	HELO	362	Good Effort	Yes
11/10/2017 14:50	33	N4826T	N4826T	P28A	321	Air Traffic Conflict	Yes
11/14/2017 10:28	28R	N21263	N21263	C172	372	Air Traffic Conflict	Yes
11/14/2017 10:53	33	N6605D	N6605D	C172	354	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
11/14/2017 14:58	33	N67849	N67849	C172	365	Air Traffic Conflict	No
11/14/2017 16:54	28R	N328TA	N328TA	C172	326	Air Traffic Conflict	Yes
11/15/2017 16:21	28R	N15CC	N15CC	PC12	316	Air Traffic Conflict	Yes
11/15/2017 17:33	33	N21263	N21263	C172	317	Not Acceptable	No
11/17/2017 9:45	PAD1	N877XL	N877XL	AS50	352	Not Acceptable	No
11/17/2017 11:08	33	N328TA	N328TA	C172	365	Good Effort	Yes
11/17/2017 15:37	28R	N25080	N25080	C210	317	Good Effort	Yes
11/17/2017 16:11	33	N328TA	N328TA	C172	370	Good Effort	Yes
11/18/2017 14:53	28R	N67849	N67849	C172	337	Air Traffic Conflict	Yes
11/18/2017 17:08	33	N717BC	N717BC	LEG2	357	Air Traffic Conflict	Yes
11/19/2017 15:58	28R	N328TA	N328TA	C172	334	Good Effort	Yes
11/20/2017 9:20	28R	N6794D	N6794D	C421	370	Good Effort	Yes
11/21/2017 19:07	28R	N337KM	N337KM	C182	326	Not Acceptable	No
11/21/2017 21:14	28R	N4549U	N4549U	C152	342	Good Effort	Yes
11/22/2017 10:13	28R	N698SP	N698SP	C172	363	Air Traffic Conflict	Yes
11/22/2017 10:34	33	N67849	N67849	C152	362	Good Effort	Yes
11/22/2017 10:54	28L	N900TC	N900TC	C340	376	Air Traffic Conflict	Yes
11/25/2017 11:54	28R	N553TP	N553TP	P28A	327	Good Effort	Yes
11/25/2017 17:47	28R	N757JD	N757JD	C172	336	Air Traffic Conflict	Yes
11/28/2017 12:34	28R	N21263	N21263	C172	363	Good Effort	Yes
11/28/2017 18:33	28R	CAP481		C182	376	Not Acceptable	No
11/30/2017 9:27	28R	N9836P	N9836P	BE36	374	Good Effort	Yes
12/2/2017 15:35	28L	CAP481		C182	346	Air Traffic Conflict	Yes
12/4/2017 11:26	33	N43434	N43434	P28A	342	Air Traffic Conflict	Yes
12/4/2017 12:03	33	N757JD	N757JD	C172	346	Air Traffic Conflict	Yes
12/4/2017 13:09	33	N67849	N67849	C172	327	System Error	Yes
12/4/2017 13:15	33	N739UL	N739UL	C172	344	Air Traffic Conflict	Yes
12/5/2017 10:16	28R	N328TA	N328TA	C172	374	Good Effort	Yes
12/5/2017 17:32	28R	CAP41		C182	336	Air Traffic Conflict	Yes
12/5/2017 17:35	28R	N553TP	N553TP	P28A	344	Air Traffic Conflict	Yes
12/6/2017 15:37	28R	N8697V	N8697V	CH7B	353	Air Traffic Conflict	Yes
12/6/2017 16:04	33	N6MB	N6MB	C172	363	Air Traffic Conflict	Yes
12/7/2017 16:46	28R	N6MB	N6MB	C172	344	Not Acceptable	No
12/8/2017 10:31	PAD1	N422SF	N422SF	HELO	362	Air Traffic Conflict	Yes
12/8/2017 11:10	33	N924JW	N924JW	BL8	335	Air Traffic Conflict	Yes
12/8/2017 11:29	28R	N6MB	N6MB	C172	320	Air Traffic Conflict	Yes
12/8/2017 17:54	28R	GAJ883		B350	346	Touch & Go Training	No
12/8/2017 18:04	28R	GAJ883		B350	346	Touch & Go Training	No
12/8/2017 18:12	28R	GAJ883		B350	346	Touch & Go Training	No
12/10/2017 9:09	PAD1	CMD8	N838CS	HELO	356	Lifeguard Medical	Yes
12/10/2017 10:21	28R	N43434	N43434	P28A	332	Not Acceptable	No
12/11/2017 11:36	28R	N6MB	N6MB	C172	373	Air Traffic Conflict	Yes
12/11/2017 13:50	28R	N67849	N67849	C172	322	Air Traffic Conflict	Yes
12/12/2017 6:19	28R	CAP481		C182	316	Air Traffic Conflict	Yes
12/12/2017 16:44	33	N757JD	N757JD	P28A	343	Good Effort	Yes
12/13/2017 13:12	28R	N9284M	N9284M	P28A	341	Good Effort	Yes
12/13/2017 13:30	28R	N67849	N67849	C172	330	Air Traffic Conflict	Yes
12/13/2017 15:29	PAD1	N115SF	N115SF	B407	350	Good Effort	Yes
12/13/2017 16:08	33	N328TA	N328TA	C172	322	Air Traffic Conflict	Yes

Date/Time	Runway	Flight Number	Tail Number	Aircraft Type	Beacon Code	Comments	Excused
12/16/2017 10:33	28R	N9284M	N9284M	P28A	372	System Error	Yes
12/19/2017 10:22	PAD1	N115SF	N115SF	HELO	355	Good Effort	Yes
12/21/2017 16:08	PAD1	CMD8	N838CS	HELO	365	Good Effort	Yes
12/22/2017 13:02	28R	BYF32		C172	370	Air Traffic Conflict	No
12/22/2017 14:03	33	N6605D	N6605D	C152	335	Good Effort	Yes
12/23/2017 10:19	PAD1	N115SF	N115SF	HELO	317	Good Effort	Yes
12/28/2017 10:27	PAD1	N115SF	N115SF	HELO	337	Good Effort	Yes
12/28/2017 16:20	28R	N6MB	N6MB	C172	336	VFR Departure	No
12/29/2017 13:04	28R	N359DG	N359DG	B350	333	Good Effort	Yes
12/29/2017 15:39	33	N328TA	N328TA	C172	314	Air Traffic Conflict	Yes
12/31/2017 12:58	33	N734BN	N734BN	C172	322	Good Effort	Yes

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North Field Quiet Hours Departure List for Calendar Quarter

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/1/2017 3:33	AAY4411	N865GA	MD83	3225	28L	Pilot Requested	No
10/2/2017 5:43	SWA1326	N8523W	B738	3273	28L	RWY 30 Routine Closure	Yes
10/2/2017 5:47	SWA1136	N761RR	B737	3267	28L	RWY 30 Routine Closure	Yes
10/2/2017 5:53	SWA1690	N778SW	B737	3254	28L	RWY 30 Routine Closure	Yes
10/2/2017 5:58	SWA1193	N266WN	B737	3326	28L	RWY 30 Routine Closure	Yes
10/2/2017 6:00	SWA813	N7814B	B737	3204	28L	RWY 30 Routine Closure	Yes
10/2/2017 6:10	NKS446	N635NK	A320	3344	28L	RWY 30 Routine Closure	Yes
10/2/2017 6:11	AAL499	N604AW	A320	3335	28L	RWY 30 Routine Closure	Yes
10/2/2017 6:13	SWA1478	N229WN	B737	3341	28L	RWY 30 Routine Closure	Yes
10/2/2017 6:26	SWA549	N8619F	B738	3362	28L	RWY 30 Routine Closure	Yes
10/2/2017 6:27	JBU247	N779JB	A320	6312	28L	RWY 30 Routine Closure	Yes
10/2/2017 6:28	SKW4543	N254SY	E75L	3230	28L	RWY 30 Routine Closure	Yes
10/3/2017 4:48	CMD8		HELO	351	PAD1	Lifeguard Medical	Yes
10/4/2017 6:51	N6469T	N6469T	C150	353	15	Time Buffer	Yes
10/5/2017 3:45	N275SM	N275SM	PC12	3327	28R	Wide Salad	No
10/5/2017 6:49	PCM8679		C208	4530	28L	Good Effort	Yes
10/5/2017 6:57	BTQ325		PC12	4545	28L	Time Buffer	Yes
10/6/2017 6:36	PCM8711		C208	4546	28L	Good Effort	Yes
10/6/2017 6:54	PCM8710		C208	4563	28L	Time Buffer	Yes
10/6/2017 22:46	ROM9821	N821SA	PC12	5323	28R	Not Acceptable	No
10/7/2017 0:02	N19328	N19328	C172	4540	28R	VFR Departure	No
10/7/2017 5:51	N527VK	N527VK	PC12	3234	28R	Wide Salad	No
10/9/2017 5:01	PXT525	N525CR	C25B	4523	28L	RWY 30 Routine Closure	Yes
10/9/2017 5:49	ROM148	N853SA	PC12	3265	28L	Straight-out Departure	No
10/9/2017 6:12	CHOPPER5		HELO	1200	NONE	Good Effort	Yes
10/10/2017 4:21	LN28CA	N28CA	PAY2	3225	28R	Lifeguard Medical	Yes
10/10/2017 6:01	ROM136	N849SA	PC12	3354	28R	Wide Salad	No
10/10/2017 6:56	PCM8679		C208	4542	28L	Time Buffer	Yes
10/12/2017 2:55	CMD8		HELO	314	PAD1	Lifeguard Medical	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/12/2017 6:39	PCM8711		C208	4535	28L	Good Effort	Yes
10/12/2017 22:49	N4428C	N4428C	BE36	4235	28R	Wide Salad	No
10/12/2017 23:20	N2496M	N2496M	P28R	347	28R	Touch & Go Training	No
10/12/2017 23:32	N2496M	N2496M	P28R	347	28R	Touch & Go Training	No
10/12/2017 23:42	N2496M	N2496M	P28R	347	28R	Touch & Go Training	No
10/12/2017 23:52	N2496M	N2496M	P28R	347	28R	Touch & Go Training	No
10/13/2017 0:02	N2496M	N2496M	P28R	347	28R	Good Effort	Yes
10/13/2017 6:35	N85VM	N85VM	C25B	4227	28L	Departure Timing	No
10/13/2017 6:36	N824VA	N824VA	PAY1	3727	28R	Wide Salad	No
10/13/2017 23:16	N433AM	N433AM	PC12	4277	28R	Wide Salad	No
10/13/2017 23:55	N52TA	N52TA	BE95	4522	28R	Good Effort	Yes
10/16/2017 5:31	SJE97	N977AF	C750	3320	28L	RWY 30 Routine Closure	Yes
10/16/2017 5:36	SWA1136	N496WN	B737	3271	28L	RWY 30 Routine Closure	Yes
10/16/2017 5:44	SWA1326	N8621A	B738	3252	28L	RWY 30 Routine Closure	Yes
10/16/2017 5:58	SWA1690	N797MX	B737	3243	28L	RWY 30 Routine Closure	Yes
10/16/2017 6:00	TFF970	N394AK	GLF4	3347	28L	Pilot Requested	No
10/17/2017 4:11	N248PH	N248PH	BE20	4577	28R	Lifeguard Medical	Yes
10/18/2017 6:21	ROM136	N809SA	PC12	3324	28R	Good Effort	Yes
10/18/2017 6:27	PCM8711		C208	4530	28L	Good Effort	Yes
10/18/2017 22:21	N248PH	N248PH	BE20	4231	28R	VFR Departure	No
10/18/2017 23:38	KFS73	N73CK	LJ35	3215	28L	Lifeguard Medical	Yes
10/19/2017 6:16	PXT44	N44CK	C525	4264	28L	Lifeguard Medical	Yes
10/19/2017 6:39	LN248PH	LN248PH	BE20	4502	28R	Lifeguard Medical	Yes
10/19/2017 6:52	PCM8679		C208	4526	28L	Time Buffer	Yes
10/19/2017 22:27	N427AB	N427AB	PA46	3717	28R	Good Effort	Yes
10/20/2017 0:35	N524KA	N524KA	E50P	3310	28R	Lifeguard Medical	Yes
10/20/2017 6:09	ROM136	N809SA	PC12	3375	28R	Good Effort	Yes
10/20/2017 6:58	PCM8679		C208	4207	28L	Time Buffer	Yes
10/21/2017 22:20	N433AM	N433AM	PC12	4516	28L	Good Effort	Yes
10/23/2017 4:45	KAI61	N737KA	B737	3226	28L	RWY 30 Routine Closure	Yes
10/23/2017 5:37	SWA1136	N254WN	B737	3321	28L	RWY 30 Routine Closure	Yes
10/23/2017 5:42	SWA1326	N8314L	B738	3365	28L	RWY 30 Routine Closure	Yes
10/23/2017 5:47	SWA813	N7832A	B737	3274	28L	RWY 30 Routine Closure	Yes
10/23/2017 5:59	SWA1690	N555LV	B737	3316	28L	RWY 30 Routine Closure	Yes
10/23/2017 6:00	ROM136	N809SA	PC12	3353	28R	Good Effort	Yes
10/24/2017 6:47	GDG803	N803GJ	LJ55	1741	28L	Pilot Refusal	No
10/24/2017 6:51	N208EH	N208EH	HELO	5302	PAD1	Time Buffer	Yes
10/24/2017 6:53	PCM8679	N872FE	C208	4514	28L	Time Buffer	Yes
10/24/2017 23:29	N912MF	N912MF	BE20	3236	28L	Good Effort	Yes
10/25/2017 5:08	N969MA	N969MA	BE20	3273	28R	Good Effort	Yes
10/25/2017 5:56	ROM136	N824SA	PC12	3374	28R	Good Effort	Yes
10/25/2017 6:33	PCM8711		C208	4265	28L	Good Effort	Yes
10/25/2017 22:27	N284G	N284G	PC12	333	28R	Wide Salad	No
10/26/2017 6:48	N850WC	N850WC	TBM	3242	28R	Good Effort	Yes
10/27/2017 5:54	ROM136	N853SA	PC12	3207	28R	Good Effort	Yes
10/27/2017 6:49	N8160A	N8160A	PC12	5311	28R	Good Effort	Yes
10/27/2017 6:56	PCM8679		C208	4562	28L	Time Buffer	Yes
10/27/2017 23:33	N425RR	N425RR	PAY3	3340	28R	Wide Salad	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
10/30/2017 5:33	SWA1136	N7878A	B737	3264	28L	RWY 30 Routine Closure	Yes
10/30/2017 5:43	SWA1326	N8615E	B738	3226	28L	RWY 30 Routine Closure	Yes
10/30/2017 5:49	SWA813	N556WN	B737	3320	28L	RWY 30 Routine Closure	Yes
10/30/2017 6:02	ROM136	N850SA	PC12	3377	28R	Wide Salad	No
10/30/2017 6:04	SWA1690	N7832A	B737	3347	28L	RWY 30 Routine Closure	Yes
10/30/2017 6:05	SWA1193	N229WN	B737	3212	28L	RWY 30 Routine Closure	Yes
10/30/2017 6:47	N736KD	N736KD	C172	4501	28R	Wide Salad	No
11/1/2017 1:11	CMD2		HELO	5331	PAD1	Lifeguard Medical	Yes
11/1/2017 6:35	PCM8711		C208	4267	28L	Good Effort	Yes
11/2/2017 6:41	PCM8711		C208	4570	28L	Good Effort	Yes
11/2/2017 23:07	N686AT	N686AT	PA44	5317	28R	Not Acceptable	No
11/3/2017 6:44	PCM8711		C208	4571	28L	Good Effort	Yes
11/4/2017 0:37	N72MM	N72MM	BE20	4262	28R	Wide Salad	No
11/6/2017 5:26	SWA1850	N7749B	B737	3243	28L	Runway Maintenance	Yes
11/6/2017 5:32	SWA1904	N951WN	B737	3355	28L	Runway Maintenance	Yes
11/6/2017 5:33	SWA798	N8526W	B738	3340	28L	Runway Maintenance	Yes
11/6/2017 5:39	SWA1672	N8534Z	B738	3327	28L	Runway Maintenance	No
11/6/2017 5:48	SWA595	N8671D	B738	3214	28L	Runway Maintenance	Yes
11/6/2017 23:01	N11111	N11111	AEST	3613	28R	Wide Salad	No
11/7/2017 0:25	N9844B	N9844B	C72R	3304	28R	Wide Salad	No
11/8/2017 1:40	N969MA	N969MA	BE20	3325	28L	Lifeguard Medical	Yes
11/8/2017 6:59	PCM8679	N798FE	C208	4575	28L	Time Buffer	Yes
11/8/2017 22:29	RGY63	N63XP	BE40	3261	10R	Not Acceptable	No
11/8/2017 23:24	VRD1969	N637VA	A320	4205	10R	Not Acceptable	No
11/8/2017 23:49	N515JM	N515JM	H25B	3256	10R	Not Acceptable	No
11/9/2017 0:32	N705RV	N705RV	RV7	4230	10L	Not Acceptable	No
11/9/2017 6:28	PCM8709		C208	4525	10R	Not Acceptable	No
11/9/2017 6:40	PCM8711		C208	4572	10L	Not Acceptable	No
11/9/2017 6:50	TKM55	N565JM	GLF5	1701	10R	Time Buffer	Yes
11/10/2017 6:15	PCM8709		C208	4274	10L	Not Acceptable	No
11/10/2017 6:40	PCM8711		C208	4526	10L	Not Acceptable	No
11/10/2017 6:46	MRA689		C208	4520	10L	Not Acceptable	No
11/11/2017 22:09	N393P	N393P	HELO	323	PAD1	Time Buffer	Yes
11/12/2017 6:48	PXT903	N903JP	C510	3717	10L	Good Effort	Yes
11/13/2017 2:23	N405LS	N405LS	C750	3357	28L	RWY 30 Routine Closure	Yes
11/13/2017 5:24	TWY4	N238MH	GLF4	3275	28L	RWY 30 Routine Closure	Yes
11/13/2017 5:27	SWA1850	N490WN	B737	3235	28L	RWY 30 Routine Closure	Yes
11/13/2017 5:29	SWA798	N8622A	B738	3262	28L	RWY 30 Routine Closure	Yes
11/13/2017 5:33	SWA1904	N401WN	B737	3276	28L	RWY 30 Routine Closure	Yes
11/13/2017 5:39	SWA1672	N8685B	B738	3304	28L	RWY 30 Routine Closure	Yes
11/13/2017 5:52	SWA595	N8668A	B738	3372	28L	RWY 30 Routine Closure	Yes
11/13/2017 5:58	SWA177	N8325D	B738	3301	28L	RWY 30 Routine Closure	Yes
11/14/2017 6:45	PCM8711		C208	4525	28L	Good Effort	Yes
11/14/2017 22:21	N898PA	N898PA	LJ60	3250	28L	Audio Not Available	No
11/14/2017 22:43	WSN777	N395MB	B350	3603	28L	Wide Salad	No
11/14/2017 23:53	N970NA	N970NA	PC12	4212	28L	Wide Salad	No
11/15/2017 2:57	LN969MA	LN969MA	BE20	4266	28R	Lifeguard Medical	Yes
11/16/2017 6:46	PCM8711		C208	4260	28R	310 Heading	No

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
11/17/2017 3:00	N383AA	N383AA	BE9L	3241	28R	Wide Salad	No
11/17/2017 6:54	PCM8711		C208	4547	28L	Time Buffer	Yes
11/17/2017 23:20	N786CB	N786CB	BE10	3341	28L	Wide Salad	No
11/19/2017 5:17	N1076K	N1076K	BE9L	4530	28R	Wide Salad	No
11/19/2017 6:01	N910MV	N910MV	TBM9	3363	28R	Wide Salad	No
11/20/2017 4:24	PXT525	N525CR	C25B	3264	28L	RWY 30 Routine Closure	Yes
11/20/2017 5:31	SWA1850	N707SA	B737	3217	28L	RWY 30 Routine Closure	Yes
11/20/2017 5:34	SWA1904	N410WN	B737	3245	28L	RWY 30 Routine Closure	Yes
11/20/2017 5:45	SWA595	N8615E	B738	3230	28L	RWY 30 Routine Closure	Yes
11/20/2017 5:51	SWA798	N8709Q	B738	3235	28L	RWY 30 Routine Closure	Yes
11/20/2017 5:55	SWA177	N8313F	B738	3203	28L	RWY 30 Routine Closure	Yes
11/20/2017 5:56	SWA1672	N8690A	B738	3251	28L	RWY 30 Routine Closure	Yes
11/20/2017 6:54	N20TN	N20TN	PAY2	4223	28R	Time Buffer	Yes
11/21/2017 0:12	LN969MA	LN969MA	BE20	3363	28R	Lifeguard Medical	Yes
11/22/2017 6:39	PCM8711		C208	4517	28L	Good Effort	Yes
11/22/2017 23:35	CHP32		HELO	5367	PAD1	Not Acceptable	No
11/23/2017 1:09	REH50		BE20	4517	10L	Lifeguard Medical	Yes
11/23/2017 6:50	N396AF	N396AF	BE9L	4572	28R	Time Buffer	Yes
11/24/2017 22:08	N739UL	N739UL	C172	5312	28R	Time Buffer	Yes
11/24/2017 23:06	N433AM	N433AM	PC12	4272	28R	Wide Salad	No
11/25/2017 6:42	CFRJZ	CFRJZ	ASTR	3253	28L	RWY 30 Routine Closure	Yes
11/27/2017 1:31	SWA132	N744SW	B737	3264	28L	Runway/Taxiway Maintenance	Yes
11/27/2017 5:11	SWA6767	N295WN	B737	3335	28L	Runway Maintenance	Yes
11/27/2017 5:28	SWA900	N740SW	B737	3315	28L	Runway/Taxiway Maintenance	Yes
11/27/2017 5:36	SWA5827	N8660A	B738	3355	28L	Runway/Taxiway Maintenance	Yes
11/27/2017 5:43	SWA1246	N482WN	B737	3236	28L	Runway/Taxiway Maintenance	Yes
11/27/2017 6:34	N85ER	N85ER	C525	3317	28R	Runway/Taxiway Maintenance	Yes
11/29/2017 4:11	NRL8250	CFHNM	CVLT	3276	28L	Straight-out Departure	No
11/29/2017 5:24	LN581HC	LN581HC	C525	3371	28R	Lifeguard Medical	Yes
11/30/2017 1:20	N425QS	N425QS	GLF4	3313	10R	Good Effort	Yes
11/30/2017 2:32	N36TW	N36TW	PAY2	3367	10L	Good Effort	Yes
12/1/2017 6:59	PCM8679	N762FE	C208	4227	28L	Time Buffer	Yes
12/1/2017 23:51	N29BY	N29BY	PC12	4237	28R	Not Acceptable	No
12/3/2017 22:16	GDG803	N803GJ	LJ55	4564	28L	Straight-out Departure	No
12/4/2017 0:44	N227GJ	N227GJ	FA50	3217	28L	Pilot Requested	No
12/4/2017 4:57	N650JS	N650JS	FA50	3337	28L	RWY 30 Routine Closure	Yes
12/4/2017 5:30	SWA6391	N8545V	B738	3250	28L	RWY 30 Routine Closure	Yes
12/4/2017 5:35	SWA1904	N276WN	B737	3354	28L	RWY 30 Routine Closure	Yes
12/4/2017 5:50	SWA1672	N8625A	B738	3273	28L	RWY 30 Routine Closure	Yes
12/4/2017 5:52	SWA595	N8548P	B738	3325	28L	RWY 30 Routine Closure	Yes
12/4/2017 5:53	SWA177	N8662F	B738	3263	28L	RWY 30 Routine Closure	Yes
12/5/2017 6:58	BTQ325	N471SS	PC12	4576	28L	Time Buffer	Yes
12/6/2017 6:57	N6746R	N6746R	C210	3616	33	Time Buffer	Yes
12/7/2017 6:35	JAS12	N906D	F900	3266	10R	Good Effort	Yes
12/7/2017 6:46	N206KQ	N206KQ	KODI	3366	10L	Good Effort	Yes
12/7/2017 6:53	N604EM	N604EM	CL60	3364	10L	Time Buffer	Yes
12/7/2017 6:56	PCM8679		C208	4565	10L	Time Buffer	Yes

Date/Time	Flight Number	Tail Number	Aircraft Type	Beacon Code	Runway	Comments	Excused
12/7/2017 22:16	LN560PA	N560PA	C560	4270	28R	Lifeguard Medical	Yes
12/10/2017 0:15	WSN2	N395RC	B350	3353	28R	Good Effort	Yes
12/11/2017 5:27	SWA6391	N8529Z	B738	3256	28L	RWY 30 Routine Closure	Yes
12/11/2017 5:29	SWA1904	N780SW	B737	3352	28L	RWY 30 Routine Closure	Yes
12/11/2017 5:36	SWA1672	N8315C	B738	3351	28L	RWY 30 Routine Closure	Yes
12/11/2017 5:42	SWA595	N8677A	B738	3255	28L	RWY 30 Routine Closure	Yes
12/11/2017 5:58	UPS2949	N361UP	B763	3375	28L	RWY 30 Routine Closure	Yes
12/11/2017 6:00	SWA1488	N796SW	B737	3366	28L	RWY 30 Routine Closure	Yes
12/12/2017 4:52	LN777AX	N777AX	C550	3346	28R	Lifeguard Medical	Yes
12/12/2017 6:19	CAP481		C182	316	28R	Law Enforcement	Yes
12/13/2017 6:47	N396AF	N396AF	BE9L	4540	28R	Wide Salad	No
12/13/2017 23:39	LN509RP	N509RP	C550	4244	10L	Lifeguard Medical	Yes
12/15/2017 5:41	N33MS	N33MS	PAY2	3317	28R	Wide Salad	No
12/15/2017 6:56	BTQ325	N776JT	PC12	4275	28L	Time Buffer	Yes
12/16/2017 2:32	CHP32		HELO	5330	PAD1	Not Acceptable	No
12/16/2017 2:58	N248PH	N248PH	BE20	4554	28R	Not Acceptable	No
12/16/2017 6:13	GDG803	N803GJ	LJ55	4527	28L	Straight-out Departure	No
12/17/2017 22:11	N799TF	N799TF	C421	4257	28R	Wide Salad	No
12/17/2017 22:29	N816GL	N816GL	SR22	3315	28R	Good Effort	Yes
12/18/2017 1:21	LN54DD	N54DD	C560	4502	28L	Lifeguard Medical	Yes
12/20/2017 6:58	BTQ325	N220JP	PC12	4275	28L	Time Buffer	Yes
12/20/2017 22:18	N425RR	N425RR	PAY3	6350	28R	Wide Salad	No
12/20/2017 23:25	N12268	N12268	C425	3322	28L	Straight-out Departure	No
12/21/2017 6:38	N8EG	N8EG	TBM7	3727	28R	310 Heading	No
12/21/2017 7:24	PXT994		C680	3760	28R	System Error	Yes
12/26/2017 22:27	N611SE	N611SE	EXPR	5373	28R	Not Acceptable	No
12/29/2017 6:51	PCM8711		C208	4566	28L	Time Buffer	Yes
12/30/2017 6:57	BTQ325		PC12	4547	28L	Time Buffer	Yes

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North Field Quiet Hours SEL List for Calendar Quarter

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/1/2017 3:33	2	77.6	88.5	69	AAY4411	N865GA	MD83	28L
10/1/2017 3:33	10	70.5	83.6	53	AAY4411	N865GA	MD83	28L
10/1/2017 3:33	4	89.1	97.1	46	AAY4411	N865GA	MD83	28L
10/1/2017 3:33	5	91.4	99.7	48	AAY4411	N865GA	MD83	28L
10/1/2017 3:33	6	87.6	97.6	42	AAY4411	N865GA	MD83	28L
10/1/2017 3:34	8	77.5	87.3	32	AAY4411	N865GA	MD83	28L
10/1/2017 3:34	7	82.1	92.4	44	AAY4411	N865GA	MD83	28L
10/2/2017 0:07	1	74.1	84.2	19	SWA1690	N778SW	B737	28L
10/2/2017 5:43	4	83.4	90.7	24	SWA1326	N8523W	B738	28L
10/2/2017 5:43	5	84.9	92.8	24	SWA1326	N8523W	B738	28L
10/2/2017 5:43	6	78.3	88.3	25	SWA1326	N8523W	B738	28L
10/2/2017 5:43	7	73.5	83.3	21	SWA1326	N8523W	B738	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/2/2017 5:47	10	65.7	81.8	79	SWA1136	N761RR	B737	28L
10/2/2017 5:47	4	80.3	88.4	31	SWA1136	N761RR	B737	28L
10/2/2017 5:47	5	83.1	91.1	24	SWA1136	N761RR	B737	28L
10/2/2017 5:48	6	79	87.9	24	SWA1136	N761RR	B737	28L
10/2/2017 5:48	7	73.3	83.6	24	SWA1136	N761RR	B737	28L
10/2/2017 5:53	4	84	91.3	21	SWA1690	N778SW	B737	28L
10/2/2017 5:53	5	88	94.8	22	SWA1690	N778SW	B737	28L
10/2/2017 5:54	6	82.3	91.1	24	SWA1690	N778SW	B737	28L
10/2/2017 5:54	7	75.9	85.7	25	SWA1690	N778SW	B737	28L
10/2/2017 5:57	10	64.7	81.3	79	SWA1193	N266WN	B737	28L
10/2/2017 5:58	5	82.5	91.2	27	SWA1193	N266WN	B737	28L
10/2/2017 5:58	4	81.2	89.5	25	SWA1193	N266WN	B737	28L
10/2/2017 5:58	6	80.1	89	25	SWA1193	N266WN	B737	28L
10/2/2017 5:58	7	75.5	84.9	20	SWA1193	N266WN	B737	28L
10/4/2017 23:31	4	77.8	82.3	10	N915CD	N915CD	BE9L	28R
10/4/2017 23:32	8	75.4	81.8	9	N915CD	N915CD	BE9L	28R
10/5/2017 3:45	5	72.4	80.6	14	N275SM	N275SM	PC12	28R
10/6/2017 22:46	5	73.4	80.5	12	ROM9821	N821SA	PC12	28R
10/7/2017 5:51	4	77.6	83	13	N527VK	N527VK	PC12	28R
10/7/2017 5:51	5	73.2	80.2	11	N527VK	N527VK	PC12	28R
10/9/2017 5:02	5	75.5	84	22	PXT525	N525CR	C25B	28L
10/9/2017 5:02	4	73.8	81.3	20	PXT525	N525CR	C25B	28L
10/9/2017 5:02	6	72.5	80.7	13	PXT525	N525CR	C25B	28L
10/9/2017 5:47	4	83.8	89.7	25	SWA1136	N921WN	B737	28L
10/9/2017 5:47	5	83.9	90.6	24	SWA1136	N921WN	B737	28L
10/9/2017 5:47	6	81.6	89.4	22	SWA1136	N921WN	B737	28L
10/9/2017 5:48	7	73.4	83.3	20	SWA1136	N921WN	B737	28L
10/9/2017 5:49	5	82	89.6	23	ROM148	N853SA	PC12	28L
10/9/2017 5:49	4	75.1	84.1	24	ROM148	N853SA	PC12	28L
10/9/2017 5:49	6	77.9	86.7	20	ROM148	N853SA	PC12	28L
10/10/2017 4:21	4	79.4	84.6	12	LN28CA	N28CA	PAY2	28R
10/10/2017 4:21	5	86.1	88.6	12	LN28CA	N28CA	PAY2	28R
10/10/2017 4:21	6	83.9	87.3	11	LN28CA	N28CA	PAY2	28R
10/10/2017 4:21	7	76.8	83.7	14	LN28CA	N28CA	PAY2	28R
10/12/2017 22:50	4	87.8	91.8	16	N4428C	N4428C	BE36	28R
10/12/2017 22:50	5	81	87.8	18	N4428C	N4428C	BE36	28R
10/12/2017 22:50	6	80.9	88.4	19	N4428C	N4428C	BE36	28R
10/12/2017 22:50	8	70.4	83.9	35	N4428C	N4428C	BE36	28R
10/12/2017 22:50	7	78.4	84.2	15	N4428C	N4428C	BE36	28R
10/13/2017 0:03	4	77.5	84.1	18	N2496M	N2496M	P28R	28R
10/13/2017 23:17	4	76.3	82.1	21	N433AM	N433AM	PC12	28R
10/13/2017 23:17	5	77.5	84.3	16	N433AM	N433AM	PC12	28R
10/13/2017 23:17	6	78.5	84.2	10	N433AM	N433AM	PC12	28R
10/13/2017 23:55	4	77.1	86.1	26	N52TA	N52TA	BE95	28R
10/13/2017 23:55	8	73.1	81.3	12	N52TA	N52TA	BE95	28R
10/14/2017 7:01	7	69.6	80.1	21	N328TA	N328TA	C172	28R
10/16/2017 5:31	4	73.6	80.5	12	SJE97	N977AF	C750	28L
10/16/2017 5:31	5	81.7	86.6	13	SJE97	N977AF	C750	28L
10/16/2017 5:31	6	77.3	83.7	13	SJE97	N977AF	C750	28L
10/16/2017 5:36	4	82.4	89.3	22	SWA1136	N496WN	B737	28L
10/16/2017 5:36	5	85.3	91.6	20	SWA1136	N496WN	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/16/2017 5:36	6	81.5	89.8	21	SWA1136	N496WN	B737	28L
10/16/2017 5:36	7	77.3	86.8	23	SWA1136	N496WN	B737	28L
10/16/2017 5:44	4	85.2	91.8	26	SWA1326	N8621A	B738	28L
10/16/2017 5:44	5	87.1	93.8	21	SWA1326	N8621A	B738	28L
10/16/2017 5:44	6	84	92.2	23	SWA1326	N8621A	B738	28L
10/16/2017 5:45	7	77.9	87.4	26	SWA1326	N8621A	B738	28L
10/16/2017 5:58	4	84.5	92	25	SWA1690	N797MX	B737	28L
10/16/2017 5:58	5	88.8	95.3	20	SWA1690	N797MX	B737	28L
10/16/2017 5:58	6	85	93.5	26	SWA1690	N797MX	B737	28L
10/16/2017 5:58	7	78.7	88.2	23	SWA1690	N797MX	B737	28L
10/17/2017 22:31	4	82.2	87.1	16	N6737V	N6737V	BE35	28R
10/17/2017 22:32	8	74.4	83	14	N6737V	N6737V	BE35	28R
10/18/2017 23:38	4	75.4	83.6	20	KFS73	N73CK	LJ35	28L
10/18/2017 23:38	5	78.8	85.6	19	KFS73	N73CK	LJ35	28L
10/18/2017 23:39	6	73.9	82	15	KFS73	N73CK	LJ35	28L
10/19/2017 22:27	4	75.2	81.9	14	N427AB	N427AB	PA46	28R
10/19/2017 22:28	8	79	84	12	N427AB	N427AB	PA46	28R
10/20/2017 0:35	4	78.1	85.2	22	N524KA	N524KA	E50P	28R
10/20/2017 0:35	5	71.2	81.7	20	N524KA	N524KA	E50P	28R
10/20/2017 0:35	6	72.9	81.8	15	N524KA	N524KA	E50P	28R
10/21/2017 22:20	4	72.9	81.2	16	N433AM	N433AM	PC12	28L
10/23/2017 4:45	4	85.6	93	23	KAI61	N737KA	B737	28L
10/23/2017 4:45	5	86.8	94.2	23	KAI61	N737KA	B737	28L
10/23/2017 4:45	6	82.9	92	27	KAI61	N737KA	B737	28L
10/23/2017 4:45	8	69.6	81.1	19	KAI61	N737KA	B737	28L
10/23/2017 4:45	7	78.3	88.2	28	KAI61	N737KA	B737	28L
10/23/2017 5:37	4	82	89.5	25	SWA1136	N254WN	B737	28L
10/23/2017 5:38	5	85	91.9	20	SWA1136	N254WN	B737	28L
10/23/2017 5:38	6	82.2	90.6	24	SWA1136	N254WN	B737	28L
10/23/2017 5:38	7	78.6	87.9	25	SWA1136	N254WN	B737	28L
10/23/2017 5:41	10	66.7	80.3	74	SWA1326	N8314L	B738	28L
10/23/2017 5:42	5	87.1	94	28	SWA1326	N8314L	B738	28L
10/23/2017 5:42	4	86.1	91.9	23	SWA1326	N8314L	B738	28L
10/23/2017 5:42	6	83.6	92.3	22	SWA1326	N8314L	B738	28L
10/23/2017 5:43	7	77.9	87.5	25	SWA1326	N8314L	B738	28L
10/23/2017 5:47	4	83.6	90.9	29	SWA813	N7832A	B737	28L
10/23/2017 5:47	5	86.6	93.6	28	SWA813	N7832A	B737	28L
10/23/2017 5:48	6	82.8	91.9	24	SWA813	N7832A	B737	28L
10/23/2017 5:48	7	78	88.2	28	SWA813	N7832A	B737	28L
10/23/2017 5:59	5	88.3	94.3	26	SWA1690	N555LV	B737	28L
10/23/2017 5:59	4	83.3	91.1	24	SWA1690	N555LV	B737	28L
10/23/2017 5:59	6	84.8	92.7	23	SWA1690	N555LV	B737	28L
10/23/2017 5:59	7	80.1	88.9	23	SWA1690	N555LV	B737	28L
10/24/2017 23:28	6	69.3	87.4	79	N912MF	N912MF	BE20	28L
10/24/2017 23:29	5	75.4	82	12	N912MF	N912MF	BE20	28L
10/24/2017 23:30	6	73	87.8	79	N912MF	N912MF	BE20	28L
10/24/2017 23:30	8	74.5	81.6	10	N912MF	N912MF	BE20	28L
10/25/2017 5:09	4	82	85.9	11	N969MA	N969MA	BE20	28R
10/25/2017 5:09	6	75.8	82	21	N969MA	N969MA	BE20	28R
10/25/2017 5:09	5	75.8	81.2	10	N969MA	N969MA	BE20	28R
10/25/2017 5:56	4	75.2	81.5	13	ROM136	N824SA	PC12	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
10/25/2017 22:26	6	66.7	85	79	N284G	N284G	PC12	28R
10/25/2017 22:27	6	67.7	85.2	79	N284G	N284G	PC12	28R
10/27/2017 5:54	4	73.1	80.3	12	ROM136	N853SA	PC12	28R
10/27/2017 23:33	4	82.8	86.8	11	N425RR	N425RR	PAY3	28R
10/27/2017 23:33	5	75.7	81.5	8	N425RR	N425RR	PAY3	28R
10/27/2017 23:34	6	73.3	80.1	12	N425RR	N425RR	PAY3	28R
10/28/2017 22:37	6	72.4	90.8	79	N358MB	N358MB	PC12	28R
10/29/2017 22:38	4	75.1	83.6	17	N705RV	N705RV	RV7	28R
10/29/2017 22:38	4	75.1	83.6	17	SWA1136	N7878A	B737	28L
10/30/2017 5:33	4	81.3	90	28	N705RV	N705RV	RV7	28R
10/30/2017 5:33	4	81.3	90	28	SWA1136	N7878A	B737	28L
10/30/2017 5:33	5	84	91.6	24	N705RV	N705RV	RV7	28R
10/30/2017 5:33	5	84	91.6	24	SWA1136	N7878A	B737	28L
10/30/2017 5:34	6	81.5	90.3	28	SWA1136	N7878A	B737	28L
10/30/2017 5:34	6	81.5	90.3	28	N705RV	N705RV	RV7	28R
10/30/2017 5:34	7	77.4	86.9	25	SWA1136	N7878A	B737	28L
10/30/2017 5:34	7	77.4	86.9	25	N705RV	N705RV	RV7	28R
10/30/2017 5:43	4	84.2	92.1	25	SWA1326	N8615E	B738	28L
10/30/2017 5:43	5	85.6	93	24	SWA1326	N8615E	B738	28L
10/30/2017 5:43	6	80.5	89.6	25	SWA1326	N8615E	B738	28L
10/30/2017 5:43	7	76.1	85.4	25	SWA1326	N8615E	B738	28L
10/30/2017 5:49	4	83.4	91.1	25	SWA813	N556WN	B737	28L
10/30/2017 5:49	5	84	92	26	SWA813	N556WN	B737	28L
10/30/2017 5:49	6	81.3	90.7	26	SWA813	N556WN	B737	28L
10/30/2017 5:49	8	71.6	81.1	17	SWA813	N556WN	B737	28L
10/30/2017 5:49	7	79.3	87.9	24	SWA813	N556WN	B737	28L
10/31/2017 0:13	6	72.4	89.6	79	N246PH	N246PH	BE20	28R
10/31/2017 0:14	6	71.6	89.7	79	N246PH	N246PH	BE20	28R
11/1/2017 0:13	4	73.2	80.4	12	ROM9001	N850SA	PC12	28R
11/1/2017 7:04	5	69.9	82.3	31	ROM9001	N850SA	PC12	28R
11/1/2017 7:04	6	72.8	84.3	30	ROM9001	N850SA	PC12	28R
11/1/2017 7:05	7	72.5	83.9	31	ROM9001	N850SA	PC12	28R
11/1/2017 7:05	8	73.8	81.7	19	ROM9001	N850SA	PC12	28R
11/2/2017 23:07	6	71.5	89.8	79	N686AT	N686AT	PA44	28R
11/2/2017 23:08	6	72.2	90.4	79	N686AT	N686AT	PA44	28R
11/4/2017 0:36	6	68.4	85.3	79	N72MM	N72MM	BE20	28R
11/4/2017 0:37	4	77.6	80.8	9	N72MM	N72MM	BE20	28R
11/5/2017 22:52	6	66.6	85.2	79	N15CC	N15CC	PC12	28R
11/6/2017 5:26	4	85.8	91.6	24	SWA1850	N7749B	B737	28L
11/6/2017 5:26	5	86.1	93.4	27	SWA1850	N7749B	B737	28L
11/6/2017 5:26	6	82.1	91.6	29	SWA1850	N7749B	B737	28L
11/6/2017 5:27	8	70.2	80.8	18	SWA1850	N7749B	B737	28L
11/6/2017 5:27	7	77.7	87.6	26	SWA1850	N7749B	B737	28L
11/6/2017 5:32	4	82.5	90	23	SWA1904	N951WN	B737	28L
11/6/2017 5:32	5	83.8	90.7	23	SWA1904	N951WN	B737	28L
11/6/2017 5:32	6	80.3	89.7	26	SWA1904	N951WN	B737	28L
11/6/2017 5:32	7	76.4	85.6	23	SWA1904	N951WN	B737	28L
11/6/2017 5:33	4	88.5	96.5	28	SWA798	N8526W	B738	28L
11/6/2017 5:34	5	89.8	97.1	27	SWA798	N8526W	B738	28L
11/6/2017 5:34	6	83.5	93.7	33	SWA798	N8526W	B738	28L
11/6/2017 5:34	8	72.5	84.3	25	SWA798	N8526W	B738	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/6/2017 5:34	7	78.6	88.6	29	SWA798	N8526W	B738	28L
11/6/2017 5:39	4	84.4	91.7	25	SWA1672	N8534Z	B738	28L
11/6/2017 5:39	5	85.6	93.3	26	SWA1672	N8534Z	B738	28L
11/6/2017 5:39	6	80.6	90.6	28	SWA1672	N8534Z	B738	28L
11/6/2017 5:39	7	76.2	85.4	27	SWA1672	N8534Z	B738	28L
11/6/2017 5:48	4	86.3	93.6	27	SWA595	N8671D	B738	28L
11/6/2017 5:48	5	87.7	95.1	28	SWA595	N8671D	B738	28L
11/6/2017 5:48	6	82.8	92.4	29	SWA595	N8671D	B738	28L
11/6/2017 5:48	8	69.2	80.9	20	SWA595	N8671D	B738	28L
11/6/2017 5:48	7	78.2	88.6	29	SWA595	N8671D	B738	28L
11/6/2017 23:01	4	86	90	29	N11111	N11111	AEST	28R
11/6/2017 23:01	5	76.2	81.9	14	N11111	N11111	AEST	28R
11/6/2017 23:01	6	73.1	86.2	79	N11111	N11111	AEST	28R
11/6/2017 23:02	3	74.1	81.1	17	N11111	N11111	AEST	28R
11/6/2017 23:45	3	75.2	84.4	19	N213F	N213F	C25B	33
11/7/2017 22:19	4	76.8	83.1	12	N25CA	N25CA	P32R	28R
11/8/2017 1:41	5	78.3	84.1	12	N969MA	N969MA	BE20	28L
11/8/2017 1:41	6	75.1	80.8	9	N969MA	N969MA	BE20	28L
11/8/2017 1:41	8	72.1	81	12	N969MA	N969MA	BE20	28L
11/8/2017 22:03	9	79.2	88.5	37	LXJ91	N91FX	GLEX	10R
11/8/2017 22:03	10	73.2	83.3	28	LXJ91	N91FX	GLEX	10R
11/8/2017 22:03	12	71.9	82.9	26	LXJ91	N91FX	GLEX	10R
11/8/2017 22:29	4	78.9	89.6	35	RGY63	N63XP	BE40	10R
11/8/2017 22:29	8	70.3	82.3	25	RGY63	N63XP	BE40	10R
11/8/2017 22:29	5	68.6	80.1	34	RGY63	N63XP	BE40	10R
11/8/2017 22:30	12	72.5	83.5	29	RGY63	N63XP	BE40	10R
11/8/2017 22:31	1	70.4	81.7	29	RGY63	N63XP	BE40	10R
11/8/2017 23:25	9	77.2	86.9	37	VRD1969	N637VA	A320	10R
11/8/2017 23:25	10	72.7	81.6	34	VRD1969	N637VA	A320	10R
11/8/2017 23:25	12	77.8	88.3	40	VRD1969	N637VA	A320	10R
11/8/2017 23:25	13	69.2	80.5	29	VRD1969	N637VA	A320	10R
11/8/2017 23:26	1	70.3	81.2	21	VRD1969	N637VA	A320	10R
11/8/2017 23:49	6	71.4	90.2	79	N515JM	N515JM	H25B	10R
11/8/2017 23:49	4	75.9	84.4	21	N515JM	N515JM	H25B	10R
11/8/2017 23:49	9	75.8	85.1	33	N515JM	N515JM	H25B	10R
11/8/2017 23:50	12	70.6	80	23	N515JM	N515JM	H25B	10R
11/8/2017 23:50	13	70.8	80.4	32	N515JM	N515JM	H25B	10R
11/9/2017 0:31	6	72.8	91.5	79	N705RV	N705RV	RV7	10L
11/9/2017 0:33	12	71.5	81.7	31	N705RV	N705RV	RV7	10L
11/9/2017 5:55	6	74.1	92.5	79	PXT415	N415PC	BE58	10R
11/9/2017 5:56	4	75.9	83.7	16	PXT415	N415PC	BE58	10R
11/9/2017 5:57	6	74.1	92.6	79	PXT415	N415PC	BE58	10R
11/13/2017 2:23	6	79.4	88.5	79	N405LS	N405LS	C750	28L
11/13/2017 2:24	5	83.3	87.5	12	N405LS	N405LS	C750	28L
11/13/2017 5:23	6	75.2	89.3	79	TWY4	N238MH	GLF4	28L
11/13/2017 5:24	4	85.4	90.3	16	TWY4	N238MH	GLF4	28L
11/13/2017 5:24	5	86.2	91.7	17	TWY4	N238MH	GLF4	28L
11/13/2017 5:25	6	80.5	89.3	79	TWY4	N238MH	GLF4	28L
11/13/2017 5:25	7	73.7	81.7	16	TWY4	N238MH	GLF4	28L
11/13/2017 5:26	6	82.6	90.7	79	SWA1850	N490WN	B737	28L
11/13/2017 5:27	5	87.4	94.4	25	SWA1850	N490WN	B737	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/13/2017 5:27	4	86.3	92.7	21	SWA1850	N490WN	B737	28L
11/13/2017 5:27	8	71.3	80.4	19	SWA1850	N490WN	B737	28L
11/13/2017 5:27	6	83	91.2	79	SWA1850	N490WN	B737	28L
11/13/2017 5:27	7	78.2	86.9	24	SWA1850	N490WN	B737	28L
11/13/2017 5:28	4	88.5	94.5	31	SWA798	N8622A	B738	28L
11/13/2017 5:29	5	88.7	95.8	34	SWA798	N8622A	B738	28L
11/13/2017 5:29	6	84.8	94.5	79	SWA798	N8622A	B738	28L
11/13/2017 5:29	8	71.6	81.7	17	SWA798	N8622A	B738	28L
11/13/2017 5:29	7	79.6	88.8	26	SWA798	N8622A	B738	28L
11/13/2017 5:33	6	82.9	92.6	79	SWA1904	N401WN	B737	28L
11/13/2017 5:33	4	82.6	90.2	22	SWA1904	N401WN	B737	28L
11/13/2017 5:33	5	86.2	92.3	17	SWA1904	N401WN	B737	28L
11/13/2017 5:33	7	77.1	86.5	25	SWA1904	N401WN	B737	28L
11/13/2017 5:34	6	70.3	88.1	79	SWA1904	N401WN	B737	28L
11/13/2017 5:39	5	85.7	93.8	27	SWA1672	N8685B	B738	28L
11/13/2017 5:39	4	85.3	92.8	24	SWA1672	N8685B	B738	28L
11/13/2017 5:39	6	81.8	92.5	79	SWA1672	N8685B	B738	28L
11/13/2017 5:39	7	75.7	85.6	24	SWA1672	N8685B	B738	28L
11/13/2017 5:51	6	69.8	88	79	SWA595	N8668A	B738	28L
11/13/2017 5:52	5	86.5	94	28	SWA595	N8668A	B738	28L
11/13/2017 5:52	6	81.5	93	79	SWA595	N8668A	B738	28L
11/13/2017 5:52	4	86.1	92.2	25	SWA595	N8668A	B738	28L
11/13/2017 5:53	7	76.7	86	23	SWA595	N8668A	B738	28L
11/13/2017 5:56	6	71	89	79	SWA177	N8325D	B738	28L
11/13/2017 5:58	6	90	98.3	79	SWA177	N8325D	B738	28L
11/13/2017 5:58	4	90.7	96.9	27	SWA177	N8325D	B738	28L
11/13/2017 5:58	5	94.9	100.3	25	SWA177	N8325D	B738	28L
11/13/2017 5:58	8	75.3	85	26	SWA177	N8325D	B738	28L
11/13/2017 5:58	7	80.2	89.9	26	SWA177	N8325D	B738	28L
11/13/2017 10:55	6	75.2	92.5	79	SWA1850	N490WN	B737	28L
11/13/2017 12:11	1	75.4	87	29	SWA1672	N8685B	B738	28L
11/13/2017 12:12	12	69.7	80.5	64	SWA1672	N8685B	B738	28L
11/13/2017 16:36	6	78	95.3	79	SWA177	N8325D	B738	28L
11/13/2017 16:38	6	77.3	95.7	79	SWA177	N8325D	B738	28L
11/13/2017 16:38	7	70.3	80.4	22	SWA177	N8325D	B738	28L
11/14/2017 22:21	5	77.1	83.2	11	N898PA	N898PA	LJ60	28L
11/14/2017 22:21	6	73.3	81.6	13	N898PA	N898PA	LJ60	28L
11/15/2017 2:58	4	82.1	86.7	12	LN969MA	LN969MA	BE20	28R
11/15/2017 2:58	5	76.8	81.6	9	LN969MA	LN969MA	BE20	28R
11/15/2017 2:58	8	74.7	81.6	9	LN969MA	LN969MA	BE20	28R
11/15/2017 23:50	9	77.4	86.6	47	JSX650	N650TB	E35L	10R
11/15/2017 23:50	10	71.8	80.7	20	JSX650	N650TB	E35L	10R
11/16/2017 3:25	4	78.3	86.1	30	N28CA	N28CA	PAY2	28R
11/16/2017 3:26	8	72	80.9	14	N28CA	N28CA	PAY2	28R
11/16/2017 3:56	6	77.1	95.6	79	N246PH	N246PH	BE20	28R
11/16/2017 3:57	4	76.8	82.4	9	N246PH	N246PH	BE20	28R
11/17/2017 1:06	4	74.4	80.4	9	N15DB	N15DB	C441	28R
11/17/2017 3:00	4	82.6	87.6	16	N383AA	N383AA	BE9L	28R
11/17/2017 3:00	8	74.6	82.4	10	N383AA	N383AA	BE9L	28R
11/17/2017 23:19	6	71.4	85.5	79	N786CB	N786CB	BE10	28L
11/17/2017 23:19	5	78.2	84.2	9	N786CB	N786CB	BE10	28L

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/17/2017 23:20	4	74.6	82.2	13	N786CB	N786CB	BE10	28L
11/17/2017 23:20	5	78	82.8	11	N786CB	N786CB	BE10	28L
11/17/2017 23:20	6	75.5	86.7	79	N786CB	N786CB	BE10	28L
11/17/2017 23:25	6	70.4	88.4	79	N441AD	N441AD	C441	28R
11/17/2017 23:26	4	77.8	82.1	10	N441AD	N441AD	C441	28R
11/19/2017 5:17	4	84.2	88.1	12	N1076K	N1076K	BE9L	28R
11/19/2017 5:17	5	74.6	80.6	11	N1076K	N1076K	BE9L	28R
11/19/2017 5:17	6	75.6	81.9	10	N1076K	N1076K	BE9L	28R
11/20/2017 4:24	4	77.6	84.8	20	PXT525	N525CR	C25B	28L
11/20/2017 4:24	5	83.1	89.2	19	PXT525	N525CR	C25B	28L
11/20/2017 4:24	6	73	83.6	21	PXT525	N525CR	C25B	28L
11/20/2017 5:31	4	83.8	90.9	22	SWA1850	N707SA	B737	28L
11/20/2017 5:31	5	87.1	93.6	22	SWA1850	N707SA	B737	28L
11/20/2017 5:31	6	83.2	91.9	23	SWA1850	N707SA	B737	28L
11/20/2017 5:32	7	78.1	87.4	23	SWA1850	N707SA	B737	28L
11/20/2017 5:34	4	80.8	88.4	22	SWA1904	N410WN	B737	28L
11/20/2017 5:34	5	82	89.8	22	SWA1904	N410WN	B737	28L
11/20/2017 5:34	6	76	85.7	19	SWA1904	N410WN	B737	28L
11/20/2017 5:45	5	89.6	96.3	31	SWA595	N8615E	B738	28L
11/20/2017 5:45	4	85.6	93.2	24	SWA595	N8615E	B738	28L
11/20/2017 5:45	6	85.6	94.1	28	SWA595	N8615E	B738	28L
11/20/2017 5:45	8	70.4	81.4	19	SWA595	N8615E	B738	28L
11/20/2017 5:45	7	79	88.4	27	SWA595	N8615E	B738	28L
11/20/2017 5:51	4	81.3	88.8	20	SWA798	N8709Q	B738	28L
11/20/2017 5:51	5	86.1	92.8	21	SWA798	N8709Q	B738	28L
11/20/2017 5:51	6	82.6	91.1	19	SWA798	N8709Q	B738	28L
11/20/2017 5:52	7	76.4	85.6	21	SWA798	N8709Q	B738	28L
11/20/2017 5:55	4	89.8	97.3	41	SWA177	N8313F	B738	28L
11/20/2017 5:55	5	93.7	99.9	35	SWA177	N8313F	B738	28L
11/20/2017 5:55	6	90.1	97.5	35	SWA177	N8313F	B738	28L
11/20/2017 5:55	8	74.8	85	21	SWA177	N8313F	B738	28L
11/20/2017 5:55	7	80.6	90.1	29	SWA177	N8313F	B738	28L
11/20/2017 5:56	4	85.5	92.3	30	SWA1672	N8690A	B738	28L
11/20/2017 5:57	5	86.2	94.1	26	SWA1672	N8690A	B738	28L
11/20/2017 5:57	6	82.9	92	24	SWA1672	N8690A	B738	28L
11/20/2017 5:57	7	76.1	85.9	27	SWA1672	N8690A	B738	28L
11/20/2017 14:37	1	72.3	82.2	16	SWA1904	N410WN	B737	28L
11/20/2017 15:55	1	73.5	83.6	19	SWA595	N8615E	B738	28L
11/20/2017 19:15	1	70.6	80.6	16	SWA1672	N8690A	B738	28L
11/20/2017 22:36	4	79.5	85.4	16	N117MF	N117MF	BE9L	28R
11/20/2017 22:36	6	76.1	93.1	79	N117MF	N117MF	BE9L	28R
11/21/2017 0:13	4	81.9	86	11	LN969MA	LN969MA	BE20	28R
11/21/2017 0:13	5	77.6	82.9	10	LN969MA	LN969MA	BE20	28R
11/21/2017 3:18	4	77.5	82.6	13	N431GW	N431GW	PAY2	28R
11/23/2017 1:09	6	66.4	83.3	79	REH50		BE20	10L
11/23/2017 1:09	9	75.3	81.8	11	REH50		BE20	10L
11/23/2017 1:10	6	64.6	83.3	79	REH50		BE20	10L
11/24/2017 23:05	6	69.7	85.5	79	N433AM	N433AM	PC12	28R
11/24/2017 23:06	4	75.6	81.9	14	N433AM	N433AM	PC12	28R
11/24/2017 23:06	6	70.5	85.6	79	N433AM	N433AM	PC12	28R
11/25/2017 3:01	9	73.7	84.7	25	UAL2556	N37422	B739	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/25/2017 3:01	10	70.6	80	25	UAL2556	N37422	B739	10R
11/25/2017 3:02	12	78.1	87.9	31	UAL2556	N37422	B739	10R
11/25/2017 3:02	2	76.4	86.5	30	UAL2556	N37422	B739	10R
11/27/2017 0:25	6	84.4	102.1	79	SWA5827	N8660A	B738	28L
11/27/2017 0:26	2	69.3	80.7	51	SWA5827	N8660A	B738	28L
11/27/2017 0:26	6	84.5	101.9	79	SWA5827	N8660A	B738	28L
11/27/2017 1:30	6	85.3	101.6	79	SWA132	N744SW	B737	28L
11/27/2017 1:31	4	84.3	93.5	30	SWA132	N744SW	B737	28L
11/27/2017 1:31	8	71.1	83.5	32	SWA132	N744SW	B737	28L
11/27/2017 1:31	7	78.8	89.6	33	SWA132	N744SW	B737	28L
11/27/2017 1:31	5	84.2	93.9	29	SWA132	N744SW	B737	28L
11/27/2017 5:12	4	83.5	92	28	SWA6767	N295WN	B737	28L
11/27/2017 5:12	4	83.5	92	28	SWA900	N740SW	B737	28L
11/27/2017 5:12	6	79.9	90	31	SWA900	N740SW	B737	28L
11/27/2017 5:12	6	79.9	90	31	SWA6767	N295WN	B737	28L
11/27/2017 5:12	8	69.2	80.9	21	SWA900	N740SW	B737	28L
11/27/2017 5:12	8	69.2	80.9	21	SWA6767	N295WN	B737	28L
11/27/2017 5:12	5	84.9	92.7	25	SWA900	N740SW	B737	28L
11/27/2017 5:12	5	84.9	92.7	25	SWA6767	N295WN	B737	28L
11/27/2017 5:12	7	77	86.9	29	SWA900	N740SW	B737	28L
11/27/2017 5:12	7	77	86.9	29	SWA6767	N295WN	B737	28L
11/27/2017 5:28	4	85.6	92.7	28	SWA6767	N295WN	B737	28L
11/27/2017 5:28	4	85.6	92.7	28	SWA900	N740SW	B737	28L
11/27/2017 5:28	6	83	93.1	43	SWA6767	N295WN	B737	28L
11/27/2017 5:28	6	83	93.1	43	SWA900	N740SW	B737	28L
11/27/2017 5:28	8	72.2	82.2	22	SWA900	N740SW	B737	28L
11/27/2017 5:28	8	72.2	82.2	22	SWA6767	N295WN	B737	28L
11/27/2017 5:28	5	87	94.7	28	SWA6767	N295WN	B737	28L
11/27/2017 5:28	5	87	94.7	28	SWA900	N740SW	B737	28L
11/27/2017 5:28	7	79.2	89.4	29	SWA900	N740SW	B737	28L
11/27/2017 5:28	7	79.2	89.4	29	SWA6767	N295WN	B737	28L
11/27/2017 5:36	4	90.7	97.1	24	SWA5827	N8660A	B738	28L
11/27/2017 5:37	6	86.1	95.5	40	SWA5827	N8660A	B738	28L
11/27/2017 5:37	8	75	84.1	20	SWA5827	N8660A	B738	28L
11/27/2017 5:37	5	92.2	99	31	SWA5827	N8660A	B738	28L
11/27/2017 5:37	7	79.2	89.9	31	SWA5827	N8660A	B738	28L
11/27/2017 5:43	4	84.3	91.7	28	SWA1246	N482WN	B737	28L
11/27/2017 5:43	6	79.4	90.9	45	SWA1246	N482WN	B737	28L
11/27/2017 5:43	8	70.3	81	20	SWA1246	N482WN	B737	28L
11/27/2017 5:43	5	84.3	92.3	29	SWA1246	N482WN	B737	28L
11/27/2017 5:43	7	78.1	87.4	28	SWA1246	N482WN	B737	28L
11/28/2017 5:00	6	79.6	97.9	79	PXT795	N795MM	PC12	28R
11/29/2017 4:10	6	82.6	101.2	79	NRL8250	CFHNM	CVLT	28L
11/29/2017 4:11	4	75.8	84.9	32	NRL8250	CFHNM	CVLT	28L
11/29/2017 4:11	6	87.7	101.8	79	NRL8250	CFHNM	CVLT	28L
11/29/2017 4:11	5	88.1	93.5	20	NRL8250	CFHNM	CVLT	28L
11/29/2017 4:12	7	79	86.4	18	NRL8250	CFHNM	CVLT	28L
11/29/2017 5:22	10	62.8	80.2	79	LN581HC	LN581HC	C525	28R
11/29/2017 5:24	4	84.4	90.6	18	LN581HC	LN581HC	C525	28R
11/29/2017 5:24	5	80.9	87.1	18	LN581HC	LN581HC	C525	28R
11/29/2017 5:24	6	80.5	87.5	17	LN581HC	LN581HC	C525	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
11/29/2017 5:24	7	75.5	83.8	19	LN581HC	LN581HC	C525	28R
11/29/2017 7:07	6	70.6	82	25	NRL8250	CFHNM	CVLT	28L
11/29/2017 7:07	7	72.1	84.3	29	NRL8250	CFHNM	CVLT	28L
11/29/2017 7:12	5	78.2	83.3	11	LN581HC	LN581HC	C525	28R
11/29/2017 7:12	6	76.5	83.7	12	LN581HC	LN581HC	C525	28R
11/29/2017 7:13	7	75	81.3	11	LN581HC	LN581HC	C525	28R
11/30/2017 1:21	9	73.1	80.9	14	N425QS	N425QS	GLF4	10R
11/30/2017 1:21	12	73.8	81.3	19	N425QS	N425QS	GLF4	10R
11/30/2017 2:32	9	82.8	88	12	N36TW	N36TW	PAY2	10L
11/30/2017 2:32	10	75.4	81.6	14	N36TW	N36TW	PAY2	10L
12/1/2017 23:51	6	70.4	89	79	N29BY	N29BY	PC12	28R
12/3/2017 22:16	4	75.6	84	19	GDG803	N803GJ	LJ55	28L
12/3/2017 22:16	5	80.4	87.8	20	GDG803	N803GJ	LJ55	28L
12/3/2017 22:16	6	75.6	84.9	24	GDG803	N803GJ	LJ55	28L
12/4/2017 0:45	5	89.3	95.9	40	N227GJ	N227GJ	FA50	28L
12/4/2017 0:45	4	79.3	89.8	35	N227GJ	N227GJ	FA50	28L
12/4/2017 0:45	6	87.9	95.4	31	N227GJ	N227GJ	FA50	28L
12/4/2017 0:45	7	80.6	89.6	32	N227GJ	N227GJ	FA50	28L
12/4/2017 4:56	10	70.6	80	31	N650JS	N650JS	FA50	28L
12/4/2017 4:57	4	78.7	87.2	31	N650JS	N650JS	FA50	28L
12/4/2017 4:57	5	88.5	94.5	25	N650JS	N650JS	FA50	28L
12/4/2017 4:57	6	85.6	92.5	23	N650JS	N650JS	FA50	28L
12/4/2017 4:57	7	78.3	86	24	N650JS	N650JS	FA50	28L
12/4/2017 5:30	4	86.3	94.4	30	SWA6391	N8545V	B738	28L
12/4/2017 5:30	5	87.6	94.9	29	SWA6391	N8545V	B738	28L
12/4/2017 5:30	6	80.6	91.5	37	SWA6391	N8545V	B738	28L
12/4/2017 5:30	8	70.3	81	25	SWA6391	N8545V	B738	28L
12/4/2017 5:31	7	75.5	86.5	34	SWA6391	N8545V	B738	28L
12/4/2017 5:35	4	80.1	87.8	24	SWA1904	N276WN	B737	28L
12/4/2017 5:35	5	81.6	89.5	26	SWA1904	N276WN	B737	28L
12/4/2017 5:35	6	78.8	88.3	26	SWA1904	N276WN	B737	28L
12/4/2017 5:35	7	74.6	84.3	25	SWA1904	N276WN	B737	28L
12/4/2017 5:50	4	84	92.2	27	SWA1672	N8625A	B738	28L
12/4/2017 5:50	5	84.4	92.7	27	SWA1672	N8625A	B738	28L
12/4/2017 5:50	6	79.8	90.3	31	SWA1672	N8625A	B738	28L
12/4/2017 5:51	7	74.6	85.8	34	SWA1672	N8625A	B738	28L
12/4/2017 5:52	4	85.1	93.5	27	SWA595	N8548P	B738	28L
12/4/2017 5:52	5	86.6	94.3	25	SWA595	N8548P	B738	28L
12/4/2017 5:52	6	81.5	91.8	30	SWA595	N8548P	B738	28L
12/4/2017 5:52	8	70.9	82	26	SWA595	N8548P	B738	28L
12/4/2017 5:52	7	75.9	86.9	35	SWA595	N8548P	B738	28L
12/4/2017 5:53	2	71.9	80.7	29	SWA177	N8662F	B738	28L
12/4/2017 5:53	4	88.9	96.9	25	SWA177	N8662F	B738	28L
12/4/2017 5:53	5	88.6	96.9	27	SWA177	N8662F	B738	28L
12/4/2017 5:53	6	83.3	92.9	29	SWA177	N8662F	B738	28L
12/4/2017 5:54	8	72.3	82.9	20	SWA177	N8662F	B738	28L
12/4/2017 5:54	7	78	89	37	SWA177	N8662F	B738	28L
12/7/2017 22:15	6	68.1	86.4	79	LN560PA	N560PA	C560	28R
12/7/2017 22:16	6	77	89.5	79	LN560PA	N560PA	C560	28R
12/7/2017 22:17	4	77.3	85.6	21	LN560PA	N560PA	C560	28R
12/7/2017 22:17	5	74.6	83.3	18	LN560PA	N560PA	C560	28R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/7/2017 22:17	7	70.9	80.2	18	LN560PA	N560PA	C560	28R
12/7/2017 22:18	6	69.2	87.6	79	LN560PA	N560PA	C560	28R
12/8/2017 22:27	4	74.6	80.4	10	N248PH	N248PH	BE20	28R
12/10/2017 0:15	4	76.6	81.3	9	WSN2	N395RC	B350	28R
12/11/2017 5:26	10	64.2	81.7	79	SWA6391	N8529Z	B738	28L
12/11/2017 5:27	4	84.6	92.1	30	SWA6391	N8529Z	B738	28L
12/11/2017 5:27	5	86.2	93.9	25	SWA6391	N8529Z	B738	28L
12/11/2017 5:27	6	81.7	91.2	29	SWA6391	N8529Z	B738	28L
12/11/2017 5:28	7	75.5	85.3	28	SWA6391	N8529Z	B738	28L
12/11/2017 5:29	4	80	88.3	29	SWA1904	N780SW	B737	28L
12/11/2017 5:29	5	81.6	89.3	25	SWA1904	N780SW	B737	28L
12/11/2017 5:29	6	78.9	88.4	22	SWA1904	N780SW	B737	28L
12/11/2017 5:29	7	75.5	85.4	21	SWA1904	N780SW	B737	28L
12/11/2017 5:36	4	83.9	91.2	23	SWA1672	N8315C	B738	28L
12/11/2017 5:36	5	85.2	92.7	23	SWA1672	N8315C	B738	28L
12/11/2017 5:36	6	81.4	90.3	24	SWA1672	N8315C	B738	28L
12/11/2017 5:36	7	77.3	86.4	26	SWA1672	N8315C	B738	28L
12/11/2017 5:42	4	81.9	90.7	31	SWA595	N8677A	B738	28L
12/11/2017 5:42	5	87.2	94.4	27	SWA595	N8677A	B738	28L
12/11/2017 5:42	6	83.2	92.1	30	SWA595	N8677A	B738	28L
12/11/2017 5:42	7	75.4	85.8	24	SWA595	N8677A	B738	28L
12/11/2017 5:58	4	89.3	95.7	23	UPS2949	N361UP	B763	28L
12/11/2017 5:58	5	90.9	97.5	24	UPS2949	N361UP	B763	28L
12/11/2017 5:58	6	85	93.6	28	UPS2949	N361UP	B763	28L
12/11/2017 5:58	8	72	82.6	20	UPS2949	N361UP	B763	28L
12/11/2017 5:58	7	78.5	88.5	29	UPS2949	N361UP	B763	28L
12/12/2017 4:53	4	80.5	89.1	25	LN777AX	N777AX	C550	28R
12/12/2017 4:53	5	77	86.1	23	LN777AX	N777AX	C550	28R
12/12/2017 4:53	6	78.2	86.7	23	LN777AX	N777AX	C550	28R
12/12/2017 4:53	7	70.6	80.8	21	LN777AX	N777AX	C550	28R
12/13/2017 23:39	9	80.6	89.1	21	LN509RP	N509RP	C550	10L
12/13/2017 23:39	10	76.6	86.5	27	LN509RP	N509RP	C550	10L
12/13/2017 23:39	11	73.1	82.4	21	LN509RP	N509RP	C550	10L
12/15/2017 2:44	4	83.8	87.9	16	N912MF	N912MF	BE20	28R
12/15/2017 2:44	5	75	81.5	11	N912MF	N912MF	BE20	28R
12/15/2017 2:45	8	75.8	80.6	5	N912MF	N912MF	BE20	28R
12/15/2017 5:42	4	86.6	90.2	12	N33MS	N33MS	PAY2	28R
12/15/2017 5:42	5	78.9	83.5	9	N33MS	N33MS	PAY2	28R
12/15/2017 5:42	6	78.7	83.3	7	N33MS	N33MS	PAY2	28R
12/17/2017 22:11	6	70.6	85	79	N799TF	N799TF	C421	28R
12/17/2017 22:11	4	80.8	88.2	22	N799TF	N799TF	C421	28R
12/17/2017 22:11	5	73.8	82.4	18	N799TF	N799TF	C421	28R
12/17/2017 22:12	6	65.2	83.6	79	N799TF	N799TF	C421	28R
12/17/2017 22:29	4	79.4	85.5	16	N816GL	N816GL	SR22	28R
12/17/2017 22:29	8	77	83.5	10	N816GL	N816GL	SR22	28R
12/18/2017 1:21	4	80.4	89.8	41	LN54DD	N54DD	C560	28L
12/18/2017 1:21	5	82.1	92.1	36	LN54DD	N54DD	C560	28L
12/18/2017 1:22	6	80	90.6	39	LN54DD	N54DD	C560	28L
12/18/2017 1:22	7	72.4	84.1	38	LN54DD	N54DD	C560	28L
12/20/2017 22:18	4	80.3	84.7	11	N425RR	N425RR	PAY3	28R
12/21/2017 2:39	10	70.8	81.4	28	DAL8843	N661DN	B752	10R

Date Time	NMT	Lmax	SEL	Duration (seconds)	Flight Number	Tail Number	Aircraft Type	Runway
12/21/2017 2:39	9	74.3	84.6	21	DAL8843	N661DN	B752	10R
12/21/2017 2:39	12	76.8	86.5	27	DAL8843	N661DN	B752	10R
12/21/2017 2:39	2	72	82.8	31	DAL8843	N661DN	B752	10R
12/21/2017 23:34	4	71.5	80.1	15	N2933A	N2933A	P28A	28R
12/26/2017 22:27	4	72.6	82.7	19	N611SE	N611SE	EXPR	28R
12/26/2017 22:27	5	74.5	83.5	19	N611SE	N611SE	EXPR	28R
12/27/2017 22:14	4	76.4	80.4	9	N358MB	N358MB	PC12	28R
12/27/2017 22:16	14	67.3	84.2	78	N358MB	N358MB	PC12	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
10/5/2017 11:26	SWA	SWA258	B738	J	N8682B	Fleet Week	Yes
10/5/2017 13:23	ASA	ASA579	B738	J	N553AS	Fleet Week	Yes
10/5/2017 13:29	SWA	SWA4728	B737	J	N7823A	Fleet Week	Yes
10/5/2017 13:58	SWA	SWA1060	B737	J	N797MX	Fleet Week	Yes
10/5/2017 14:19	SWA	SWA1687	B738	J	N8510E	Fleet Week	Yes
10/5/2017 14:21		N813JD	C550	B	N813JD	Fleet Week	Yes
10/5/2017 14:23	FDX	FDX3859	B752	J	N773FD	Fleet Week	Yes
10/5/2017 14:26	SWA	SWA806	B737	J	N788SA	Fleet Week	Yes
10/5/2017 14:44	FDX	FDX3884	MD11	J	N616FE	Fleet Week	Yes
10/5/2017 14:46	SWA	SWA1731	B737	J	N940WN	Fleet Week	Yes
10/5/2017 14:47	SWA	SWA1473	B738	J	N8321D	Fleet Week	Yes
10/5/2017 15:07	SWA	SWA1749	B737	J	N443WN	Fleet Week	Yes
10/5/2017 15:32	SWA	SWA4918	B738	J	N8511K	Fleet Week	Yes
10/5/2017 15:45	SWA	SWA838	B737	J	N214WN	Fleet Week	Yes
10/5/2017 16:09	BAW	BAW2278	B772	J	GYMMD	Fleet Week	Yes
10/5/2017 16:53	DAL	DAL725	A320	J	N314US	Fleet Week	Yes
10/6/2017 12:38	SWA	SWA1335	B737	J	N701GS	Fleet Week	Yes
10/6/2017 12:59	KAI	N118K	C501	B	N118K	Fleet Week	Yes
10/6/2017 13:01	ASA	ASA579	B739	J	N469AS	Fleet Week	Yes
10/6/2017 13:09	SKW	SKW4479	CRJ9	R	N554CA	Fleet Week	Yes
10/6/2017 13:48	SWA	SWA1593	B737	J	N464WN	Fleet Week	Yes
10/6/2017 14:02	SWA	SWA1687	B738	J	N8522P	Fleet Week	Yes
10/6/2017 14:04	EJA	EJA394	E55P	B	N394QS	Fleet Week	Yes
10/6/2017 14:05	SWA	SWA4728	B737	J	N433LV	Fleet Week	Yes
10/6/2017 14:18	EJA	EJA396	C680	B	N396QS	Fleet Week	Yes
10/6/2017 14:22	SWA	SWA806	B737	J	N459WN	Fleet Week	Yes
10/6/2017 14:23	GDG	N626NT	F2TH	B	N626NT	Fleet Week	Yes
10/6/2017 14:30	SWA	SWA1731	B737	J	N941WN	Fleet Week	Yes
10/6/2017 14:32	SWA	SWA4442	B737	J	N295WN	Fleet Week	Yes
10/6/2017 14:40	SWA	SWA116	B737	J	N203WN	Fleet Week	Yes
10/6/2017 14:46	SWA	SWA1473	B738	J	N8710M	Fleet Week	Yes
10/6/2017 14:48	SWA	SWA1749	B737	J	N790SW	Fleet Week	Yes
10/6/2017 14:53	RSP	RSP658	E50P	B	N581JS	Fleet Week	Yes
10/6/2017 14:57		N823PM	C550	B	N823PM	Fleet Week	Yes

Date/Time	Flight Number	Tail Number	Airline	Aircraft Type	Aircraft Category	Comment	Excused
10/6/2017 15:13	SWA	SWA4918	B738	J	N8617E	Fleet Week	Yes
10/6/2017 15:33	SWA	SWA1060	B737	J	N558WN	Fleet Week	Yes
10/7/2017 12:16	SWA	SWA2959	B737	J	N7856A	Fleet Week	Yes
10/7/2017 12:18	SWA	SWA4216	B737	J	N7743B	Fleet Week	Yes
10/7/2017 12:20	SWA	SWA6269	B738	J	N8604K	Fleet Week	Yes
10/7/2017 12:49	SWA	SWA6204	B737	J	N761RR	Fleet Week	Yes
10/7/2017 12:56	ASA	ASA579	B739	J	N265AK	Fleet Week	Yes
10/7/2017 13:13		N365CJ	GLEX	B	N365CJ	Fleet Week	Yes
10/7/2017 13:14	SWA	SWA4617	B737	J	N284WN	Fleet Week	Yes
10/7/2017 13:28		N813JD	C550	B	N813JD	Fleet Week	Yes
10/7/2017 13:37	SWA	SWA6099	B737	J	N259WN	Fleet Week	Yes
10/7/2017 13:43	SWA	SWA6382	B737	J	N7734H	Fleet Week	Yes
10/7/2017 14:18	RSP	RSP853	E50P	B	N581JS	Fleet Week	Yes
10/7/2017 14:28	SWA	SWA4501	B737	J	N404WN	Fleet Week	Yes
10/7/2017 14:50	SWA	SWA6264	B737	J	N262WN	Fleet Week	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
10/1/2017 22:38	JBU	JBU168	A320	J	N519JB	Not Acceptable	No
10/2/2017 6:31	ASA	ASA941	B739	J	N320AS	Not Acceptable	No
10/2/2017 6:42	DAL	DAL568	A320	J	N314US	Not Acceptable	No
10/2/2017 6:47	SWA	SWA1125	B738	J	N8318F	Not Acceptable	No
10/4/2017 6:04	FDX	FDX614	MD11	J	N617FE	Not Acceptable	No
10/4/2017 6:32	SWA	SWA1480	B737	J	N7846A	Not Acceptable	No
10/4/2017 6:59	FDX	FDX440	MD11	J	N592FE	Time Buffer	Yes
10/4/2017 22:00		N552X	GLF5	B	N552X	Time Buffer	Yes
10/5/2017 23:59	SCX	SCX8610	B738	J	N820SY	Not Acceptable	No
10/6/2017 5:53	SWA	SWA1690	B737	J	N772SW	Not Acceptable	No
10/10/2017 6:55	FDX	FDX440	MD11	J	N586FE	Time Buffer	Yes
10/10/2017 6:58	SWA	SWA1480	B737	J	N7738A	Time Buffer	Yes
10/11/2017 6:50	FDX	FDX3647	DC10	J	N381FE	Time Buffer	Yes
10/12/2017 22:00	NKS	NKS510	A319	J	N507NK	Time Buffer	Yes
10/13/2017 6:57	SWA	SWA1125	B738	J	N8539V	Time Buffer	Yes
10/13/2017 22:01	SWA	SWA1653	B737	J	N492WN	Time Buffer	Yes
10/13/2017 23:26	DAL	DAL8940	B752	J	N649DL	Not Acceptable	No
10/15/2017 22:14	UPS	UPS2943	B763	J	N324UP	Not Acceptable	No
10/16/2017 5:56	SWA	SWA813	B737	J	N7815L	Not Acceptable	No
10/16/2017 6:59	SWA	SWA1131	B737	J	N7733B	Time Buffer	Yes
10/17/2017 2:41	FDX	FDX1885	DC10	J	N394FE	Not Acceptable	No
10/18/2017 6:35	KAI	KAI77	B735	J		Not Acceptable	No
10/18/2017 6:58	SWA	SWA3339	B737	J	N962WN	Time Buffer	Yes
10/19/2017 6:28	UPS	UPS2945	MD11	J	N255UP	Not Acceptable	No
10/19/2017 22:59		N582MM	LJ60	B	N582MM	Not Acceptable	No
10/20/2017 6:59	SWA	SWA1727	B737	J	N7743B	Time Buffer	Yes
10/21/2017 6:17	JBU	JBU247	A320	J	N562JB	Not Acceptable	No

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
10/24/2017 22:08	SWA	SWA4059	B737	J	N404WN	Time Buffer	Yes
10/25/2017 6:23	FDX	FDX440	MD11	J	N578FE	Not Acceptable	No
10/26/2017 5:13	FDX	FDX12	B77L	J	N885FD	Not Acceptable	No
10/26/2017 6:44	SWA	SWA1125	B738	J	N8617E	Not Acceptable	No
10/27/2017 5:59	UPS	UPS2949	B752	J	N423UP	Not Acceptable	No
10/28/2017 6:04	SWA	SWA5442	B737	J	N7729A	Not Acceptable	No
10/29/2017 22:00	NKS	NKS510	A319	J	N508NK	Time Buffer	Yes
10/31/2017 23:16	NKS	NKS510	A319	J	N521NK	Not Acceptable	No
11/1/2017 6:22	AAL	AAL467P	A319	J	N756US	Not Acceptable	No
11/1/2017 6:55	FDX	FDX440	MD11	J	N595FE	Time Buffer	Yes
11/1/2017 22:01	NKS	NKS510	A319	J	N516NK	Time Buffer	Yes
11/1/2017 22:56	JBU	JBU168	A320	J	N588JB	Air Traffic Conflict	Yes
11/3/2017 22:00	NKS	NKS510	A319	J	N533NK	Time Buffer	Yes
11/4/2017 4:09	FDX	FDX31	B77L	J	N857FD	System Error	Yes
11/4/2017 6:58	FDX	FDX3647	DC10	J	N360FE	Time Buffer	Yes
11/6/2017 0:28	VOI	VOI993	A320	J	XAVLF	System Error	Yes
11/11/2017 6:33	FDX	FDX3647	DC10	J	N396FE	Not Acceptable	No
11/15/2017 5:35	PXT	PXT101	C525	B	N170TM	Not Acceptable	No
11/15/2017 6:13	UPS	UPS2945	MD11	J	N251UP	Not Acceptable	No
11/16/2017 5:42	SWA	SWA798	B738	J	N8611F	Not Acceptable	No
11/17/2017 22:00		N1980Z	CL30	B	N1980Z	Time Buffer	Yes
11/18/2017 6:59	FDX	FDX864	MD11	J	N617FE	Time Buffer	Yes
11/19/2017 6:25	SWA	SWA3166	B737	J	N497WN	Not Acceptable	No
11/21/2017 3:19	UPS	UPS2951	B752	J	N443UP	Not Acceptable	No
11/21/2017 6:37	SWA	SWA747	B738	J	N8538V	Not Acceptable	No
11/22/2017 0:27	JTL	JTL110	H25B	B	N110WS	Not Acceptable	No
11/22/2017 0:30	VOI	VOI991	A320	J	XAVLS	Not Acceptable	No
11/23/2017 0:27	VOI	VOI993	A320	J	XAVOY	Not Acceptable	No
11/27/2017 22:00	SWA	SWA6039	B737	J	N7843A	Time Buffer	Yes
11/27/2017 22:35	SWA	SWA6933	B737	J	N7702A	Not Acceptable	No
11/27/2017 22:52	FDX	FDX606	B763	J	N148FE	Not Acceptable	No
11/27/2017 23:26	DAL	DAL8940	B752	J	N651DL	Not Acceptable	No
11/28/2017 6:57	UPS	UPS2945	MD11	J	N295UP	Time Buffer	Yes
11/28/2017 6:59	ASA	ASA811	B738	J	N597AS	Time Buffer	Yes
11/29/2017 6:44	SWA	SWA470	B737	J	N7848A	Not Acceptable	No
11/30/2017 6:59	TWY	TWY92	GLF5	B	N624NN	Time Buffer	Yes
11/30/2017 22:17	SWA	SWA430	B737	J	N268WN	Not Acceptable	No
12/1/2017 0:32	KYE	KYE3951	MD11	J	N950AR	Not Acceptable	No
12/4/2017 22:16	SWA	SWA395	B737	J	N493WN	Not Acceptable	No
12/5/2017 5:24	HAL	HAL23	A332	J	N392HA	Not Acceptable	No
12/6/2017 6:37	UPS	UPS2951	B752	J		Not Acceptable	No
12/6/2017 23:40		N901SS	G150	B	N901SS	Not Acceptable	No
12/12/2017 6:58	UPS	UPS2945	MD11	J	N258UP	Time Buffer	Yes
12/16/2017 6:57	SWA	SWA3986	B737	J	N945WN	Time Buffer	Yes
12/17/2017 22:00		N290CL	CL30	B	N290CL	Time Buffer	Yes
12/17/2017 22:49	SWA	SWA728	B738	J	N8510E	Not Acceptable	No
12/19/2017 3:57	UPS	UPS2943	B752	J	N436UP	Not Acceptable	No
12/19/2017 22:15	SWA	SWA430	B737	J	N462WN	Not Acceptable	No
12/19/2017 23:00	FDX	FDX606	B763	J	N122FE	Not Acceptable	No
12/22/2017 5:18	SWA	SWA900	B737	J	N956WN	Not Acceptable	No
12/22/2017 5:27	SWA	SWA5827	B738	J	N8652B	Air Traffic Conflict	Yes

Date/Time	Airline	Flight Number	Aircraft Type	Aircraft Category	Tail Number	Comment	Excused
12/22/2017 22:18	SWA	SWA1855	B737	J	N297WN	Safety/Emergency	Yes
12/22/2017 23:16	JBU	JBU168	A320	J	N561JB	Not Acceptable	No
12/22/2017 23:17	SWA	SWA1253	B737	J	N919WN	Not Acceptable	No
12/28/2017 0:36	VOI	VOI993	A320	J	N523VL	System Error	Yes
12/28/2017 6:59	FDX	FDX3647	A306	J	N717FD	Time Buffer	Yes
12/29/2017 4:31	FDX	FDX5132	B77L	J	N889FD	System Error	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
11/4/2017 4:12	FDX	FDX1876	MD11	J	N605FE	Not Acceptable	No
11/8/2017 22:14	SWA	SWA395	B737	J	N701GS	Not Acceptable	No
11/8/2017 22:22	NKS	NKS510	A319	J	N516NK	Not Acceptable	No
11/8/2017 22:32	JBU	JBU168	A320	J	N624JB	Not Acceptable	No
11/8/2017 22:35	SWA	SWA430	B737	J	N239WN	Not Acceptable	No
11/8/2017 22:37	SWA	SWA752	B737	J	N217JC	Not Acceptable	No
11/9/2017 4:01	FDX	FDX1889	B752	J	N993FD	Not Acceptable	No
11/15/2017 22:19	SWA	SWA430	B737	J	N7874B	Not Acceptable	No
11/15/2017 22:24	JBU	JBU168	A320	J	N661JB	Not Acceptable	No
11/15/2017 22:29	SWA	SWA395	B737	J	N421LV	Not Acceptable	No
11/15/2017 22:39	SWA	SWA643	B737	J	N554WN	Not Acceptable	No
11/15/2017 22:42	SWA	SWA1456	B737	J	N7817J	Not Acceptable	No
11/15/2017 22:44	DJR	DJR429	C25B	B	N429CS	Not Acceptable	No
11/15/2017 23:09	SWA	SWA752	B737	J	N402WN	Not Acceptable	No
11/26/2017 2:16	UPS	UPS947	B763	J	N361UP	Not Acceptable	No
11/26/2017 3:06	UPS	UPS945	B763	J	N350UP	Not Acceptable	No
11/26/2017 3:51	FDX	FDX79	B77L	J	N889FD	Not Acceptable	No
11/26/2017 4:51	FDX	FDX614	MD11	J	N613FE	Not Acceptable	No
11/26/2017 5:15	SWA	SWA6767	B737	J	N920WN	Not Acceptable	No
11/26/2017 5:21	SWA	SWA900	B737	J	N783SW	Not Acceptable	No
11/26/2017 5:27	SWA	SWA5827	B738	J	N8654B	Not Acceptable	No
11/26/2017 5:47	FDX	FDX886	A306	J	N741FD	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
10/2/2017	2235	SWA	B737	1	High	GRE	2240	NO	N/A
10/3/2017	1742	SWA	B737	2	High	GRE	1742	N/A	N/A
10/4/2017	0020	SWA	B737	2	High	GRE	0020	NO	N/A
10/8/2017	0001	UPS	B767	1	High	GRE	1430	N/A	N/A

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Lmax >70 dB	Lmax >75 dB
10/26/2017	1037	GLB	C525	1	High	HG6	1100	N/A	N/A
10/26/2017	1644	SWA	B737	2	High	GRE	1652	N/A	N/A
10/27/2017	0447	SWA	B737	2	High	GRE	0455	NO	N/A
10/31/2017	0230	FDX	MD11	2	High	GRE	0330	NO	N/A
10/31/2017	1827	GLB	C525	2	High	HG6	1840	N/A	N/A
11/1/2017	0930	KAI	C525	2	High	HG6	0935	N/A	N/A
11/2/2017	1500	TWY	C525	1	High	HG6	1500	N/A	N/A
11/2/2017	1640	TWY	C525	1	High	HG6	1640	N/A	N/A
11/5/2017	1138	UPS	B767	2	High	GRE	1155	N/A	N/A
11/6/2017	2240	SWA	C25A	1	High	HG6	0900	N/A	N/A
11/12/2017	1420	UPS	B767	1	High	GRE	1440	N/A	N/A
11/23/2017	2015	PCJ	C25A	1	High	GRE	2018	N/A	NO
12/10/2017	1615	KAI	C560	2	High	HG6	1615	N/A	N/A
12/10/2017	2210	FDX	A320	2	High	GRE	2230	NO	N/A
12/11/2017	1536	ASH	C25A	2	High	HG6	1554	N/A	N/A
12/20/2017	1930	KAI	C25A	1	High	HG6	2000	N/A	N/A

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

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
10/4/2017 15:09	SWA	SWA4918	B738	2667	Air Traffic Conflict	Yes
10/5/2017 13:29	SWA	SWA4728	B737	1942	Fleet Week	Yes
10/5/2017 13:37	AAY	AAY1016	A319	2499	Fleet Week	Yes
10/5/2017 13:58	SWA	SWA1060	B737	1791	Fleet Week	Yes
10/5/2017 14:07	FDX	FDX3857	B763	1978	Fleet Week	Yes
10/5/2017 14:19	SWA	SWA1687	B738	1929	Fleet Week	Yes
10/5/2017 14:23	FDX	FDX3859	B752	2001	Fleet Week	Yes
10/5/2017 14:26	SWA	SWA806	B737	2011	Fleet Week	Yes
10/5/2017 14:47	SWA	SWA1473	B738	2001	Fleet Week	Yes
10/5/2017 15:07	SWA	SWA1749	B737	2037	Fleet Week	Yes
10/5/2017 15:32	SWA	SWA4918	B738	2007	Fleet Week	Yes
10/5/2017 15:45	SWA	SWA838	B737	2194	Fleet Week	Yes
10/5/2017 16:09	BAW	BAW2278	B772	1650	Fleet Week	Yes
10/5/2017 16:53	DAL	DAL725	A320	1978	Fleet Week	Yes
10/6/2017 12:03	SWA	SWA1669	B738	2614	Fleet Week	Yes
10/6/2017 12:38	SWA	SWA1335	B737	2020	Fleet Week	Yes
10/6/2017 13:09	SKW	SKW4479	CRJ9	1830	Fleet Week	Yes
10/6/2017 13:48	SWA	SWA1593	B737	2165	Fleet Week	Yes
10/6/2017 14:02	SWA	SWA1687	B738	1893	Fleet Week	Yes
10/6/2017 14:05	SWA	SWA4728	B737	1968	Fleet Week	Yes
10/6/2017 14:22	SWA	SWA806	B737	2040	Fleet Week	Yes
10/6/2017 14:25	FDX	FDX3857	B763	2181	Fleet Week	Yes
10/6/2017 14:32	SWA	SWA4442	B737	2204	Fleet Week	Yes
10/6/2017 14:40	SWA	SWA116	B737	2001	Fleet Week	Yes
10/6/2017 14:46	SWA	SWA1473	B738	1896	Fleet Week	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
10/6/2017 14:48	SWA	SWA1749	B737	2335	Fleet Week	Yes
10/6/2017 14:53	RSP	RSP658	E50P	2585	Fleet Week	Yes
10/6/2017 15:13	SWA	SWA4918	B738	1676	Fleet Week	Yes
10/7/2017 12:16	SWA	SWA2959	B737	1938	Fleet Week	Yes
10/7/2017 12:18	SWA	SWA4216	B737	1653	Fleet Week	Yes
10/7/2017 12:20	SWA	SWA6269	B738	1732	Fleet Week	Yes
10/7/2017 12:58	GJE	GJE86	GLF3	1528	Fleet Week	Yes
10/7/2017 13:37	SWA	SWA6099	B737	1945	Fleet Week	Yes
10/7/2017 13:58	AAY	AAY1002	A319	2358	Fleet Week	Yes
10/7/2017 14:28	SWA	SWA4501	B737	1912	Fleet Week	Yes
10/7/2017 14:50	SWA	SWA6264	B737	1981	Fleet Week	Yes
10/7/2017 15:20	XOJ	XOJ538	CL30	2365	Fleet Week	Yes
10/8/2017 12:12	SWA	SWA5604	B737	1879	Fleet Week	Yes
10/8/2017 12:15	SWA	SWA3348	B737	2122	Fleet Week	Yes
10/8/2017 12:51		N100NV	E50P	2352	Fleet Week	Yes
10/8/2017 13:07		N67EL	F900	2693	Fleet Week	Yes
10/8/2017 13:13	ASA	ASA579	B739	2375	Fleet Week	Yes
10/8/2017 13:40	SWA	SWA4678	B737	1998	Fleet Week	Yes
10/8/2017 14:20	SWA	SWA4852	B737	2490	Fleet Week	Yes
10/8/2017 14:43	SWA	SWA6373	B738	2040	Fleet Week	Yes
10/10/2017 7:38	FDX	FDX3012	B763	2739	Air Traffic Conflict	Yes
10/10/2017 9:35	SWA	SWA1795	B737	2437	Air Traffic Conflict	Yes
10/10/2017 11:00	EJA	EJA634	C56X	2611	Air Traffic Conflict	Yes
10/10/2017 14:08		N1967G	C560	2709	Air Traffic Conflict	Yes
10/10/2017 16:48	DAL	DAL725	A320	2388	Air Traffic Conflict	Yes
10/11/2017 15:56	SWA	SWA1749	B737	2732	Air Traffic Conflict	Yes
10/11/2017 19:35	FDX	FDX1605	B763	2145	Not Acceptable	No
10/12/2017 12:02	SWA	SWA1669	B738	2542	Air Traffic Conflict	Yes
10/12/2017 12:09	SWA	SWA994	B737	2749	Air Traffic Conflict	Yes
10/18/2017 14:02	FDX	FDX3857	B763	2411	Air Traffic Conflict	Yes
10/18/2017 14:04	EJA	EJA324	C680	2624	Air Traffic Conflict	Yes
10/25/2017 7:52	UPS	UPS2949	B752	2598	Air Traffic Conflict	Yes
10/25/2017 11:53	SWA	SWA1669	B738	2162	Not Acceptable	No
10/25/2017 13:45	NKS	NKS828	A319	2493	Air Traffic Conflict	Yes
10/25/2017 15:04	SWA	SWA4918	B738	2388	Air Traffic Conflict	Yes
10/26/2017 12:07	SWA	SWA994	B737	2805	Air Traffic Conflict	Yes
10/26/2017 17:42	FDX	FDX1384	DC10	2582	Air Traffic Conflict	Yes
10/27/2017 19:45	SWA	SWA4795	B738	2788	RWY 30 Routine Closure	Yes
10/28/2017 9:17	NKS	NKS872	A319	2224	Air Traffic Conflict	Yes
10/28/2017 11:45	SWA	SWA6237	B738	2132	Air Traffic Conflict	Yes
10/30/2017 13:37	NKS	NKS828	A319	2811	Air Traffic Conflict	Yes
10/31/2017 8:07	UPS	UPS9303	B763	2595	Air Traffic Conflict	Yes
10/31/2017 11:42		N188SW	FA7X	2687	Air Traffic Conflict	Yes
11/1/2017 12:10	SWA	SWA1669	B738	2693	Air Traffic Conflict	Yes
11/1/2017 12:16	SWA	SWA994	B737	2844	Air Traffic Conflict	Yes
11/2/2017 7:35	FDX	FDX3012	B763	2604	Not Acceptable	No
11/2/2017 8:26	UPS	UPS2949	B752	2568	Air Traffic Conflict	Yes
11/2/2017 8:49	SWA	SWA1343	B738	2706	Air Traffic Conflict	Yes
11/4/2017 10:48	NKS	NKS572	A319	2578	Air Traffic Conflict	Yes
11/6/2017 14:20	SWA	SWA6300	B738	2253	Air Traffic Conflict	Yes
11/7/2017 9:11	SWA	SWA1524	B737	2332	Air Traffic Conflict	Yes
11/8/2017 11:49	SWA	SWA654	B737	2696	Air Traffic Conflict	Yes

Date Time	Airline	Flight Number	Aircraft Type	Altitude (ft)	Comment	Excused
11/10/2017 18:02	LXJ	LXJ453	GLF4	2263	Not Acceptable	No
11/13/2017 8:41	SWA	SWA1974	B738	2736	Air Traffic Conflict	Yes
11/14/2017 7:01	UPS	UPS2947	A306	2608	Not Acceptable	No
11/14/2017 9:38	SWA	SWA1772	B738	2782	Air Traffic Conflict	Yes
11/14/2017 12:03	SWA	SWA654	B737	2837	Air Traffic Conflict	Yes
11/14/2017 15:31	SWA	SWA5736	B738	2555	Air Traffic Conflict	Yes
11/14/2017 19:04	ASA	ASA569	B738	2490	Air Traffic Conflict	Yes
11/14/2017 20:43	FDX	FDX3647	DC10	2345	Air Traffic Conflict	Yes
11/15/2017 7:45	FDX	FDX3012	B763	2355	Air Traffic Conflict	Yes
11/15/2017 8:17	FDX	FDX3022	A306	2460	Air Traffic Conflict	Yes
11/15/2017 8:47	SWA	SWA1974	B738	2378	Air Traffic Conflict	Yes
11/17/2017 10:26	DAL	DAL728	A320	2769	Air Traffic Conflict	Yes
11/20/2017 14:24	SWA	SWA6300	B738	2588	Air Traffic Conflict	Yes
11/21/2017 15:36	SWA	SWA6683	B738	2293	Air Traffic Conflict	Yes
11/22/2017 14:45	SWA	SWA2349	B738	1929	Air Traffic Conflict	Yes
11/24/2017 9:31	SWA	SWA1772	B738	2677	Air Traffic Conflict	Yes
11/24/2017 11:59	DAL	DAL970	A320	2795	Air Traffic Conflict	Yes
11/24/2017 14:58	SWA	SWA5736	B738	2582	Air Traffic Conflict	Yes
11/25/2017 16:51	DAL	DAL725	B712	2634	Air Traffic Conflict	Yes
11/25/2017 17:24	SWA	SWA2434	B737	2644	Air Traffic Conflict	Yes
11/26/2017 15:33	SWA	SWA6683	B738	2769	Air Traffic Conflict	Yes
12/7/2017 18:39	FDX	FDX1341	A306	2864	Air Traffic Conflict	Yes
12/10/2017 11:50	SWA	SWA3889	B737	2532	Air Traffic Conflict	Yes
12/11/2017 12:31	SWA	SWA6088	B737	2742	Air Traffic Conflict	Yes
12/13/2017 8:40	SWA	SWA1974	B738	2411	Air Traffic Conflict	Yes
12/14/2017 8:02		N970SF	F900	2732	Air Traffic Conflict	Yes
12/14/2017 18:40	FDX	FDX1661	DC10	2408	Air Traffic Conflict	Yes
12/19/2017 8:55	SWA	SWA1974	B738	2601	Air Traffic Conflict	Yes
12/19/2017 14:28	UPS	UPS2008	B752	2887	Air Traffic Conflict	Yes
12/19/2017 20:34	FDX	FDX1326	DC10	2824	Air Traffic Conflict	Yes
12/20/2017 17:26	BAW	BAW2278	B772	2198	Air Traffic Conflict	Yes
12/21/2017 14:34	SWA	SWA6805	B738	2506	Air Traffic Conflict	Yes
12/22/2017 7:53	FDX	FDX3012	B763	2874	Not Acceptable	No
12/22/2017 16:44	NAX	NAX7068	B788	2496	Not Acceptable	No
12/22/2017 18:36	SWA	SWA6440	B737	2847	Air Traffic Conflict	Yes
12/23/2017 10:15	SWA	SWA2014	B737	2614	Air Traffic Conflict	Yes
12/23/2017 20:51	FDX	FDX1326	DC10	2460	Not Acceptable	No
12/25/2017 9:07	SWA	SWA3042	B737	2890	Air Traffic Conflict	Yes
12/26/2017 14:20	SWA	SWA6805	B738	2608	Air Traffic Conflict	Yes
12/26/2017 21:23	SWA	SWA122	B737	2716	Air Traffic Conflict	Yes
12/28/2017 18:27	SWA	SWA6440	B737	2716	Air Traffic Conflict	Yes
12/31/2017 11:22	SWA	SWA3017	B737	2867	Air Traffic Conflict	Yes
12/31/2017 15:06	SWA	SWA4593	B738	2831	Air Traffic Conflict	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
10/4/2017 15:44	DAL725	B738	DAL	2293	Not Acceptable	No
10/4/2017 17:12	ASA538	B739	ASA	2582	Not Acceptable	No
10/5/2017 12:58	SWA1473	B738	SWA	2549	Not Acceptable	No
10/10/2017 18:51	SWA1223	B737	SWA	1899	Not Acceptable	No
10/11/2017 23:26	SWA6481	B737	SWA	2198	Not Acceptable	No
10/14/2017 18:53	AAY1003	A319	AAY	2555	Not Acceptable	No
10/15/2017 8:36	SWA4162	B737	SWA	2158	Not Acceptable	No
10/15/2017 8:48	SWA5269	B738	SWA	2532	Not Acceptable	No
10/15/2017 21:40	SWA5376	B738	SWA	2578	Not Acceptable	No
10/17/2017 7:08	SWA1549	B737	SWA	2440	Not Acceptable	No
10/17/2017 18:21	SWA500	B737	SWA	2647	Not Acceptable	No
10/20/2017 18:14	SWA1863	B737	SWA	2618	Not Acceptable	No
10/24/2017 12:42	SWA2188	B737	SWA	2559	Not Acceptable	No
10/24/2017 23:27	SWA6481	B737	SWA	2352	Not Acceptable	No
10/24/2017 23:42	ASA982	B738	ASA	2618	Not Acceptable	No
10/25/2017 13:04	SWA1473	B738	SWA	2591	Not Acceptable	No
10/27/2017 8:33	SWA1800	B737	SWA	2657	Not Acceptable	No
10/28/2017 18:51	AAY1003	A319	AAY	2506	Not Acceptable	No
11/2/2017 20:56	SWA1653	B737	SWA	2398	Not Acceptable	No
11/3/2017 22:07	NKS848	A321	NKS	2345	Not Acceptable	No
11/3/2017 23:30	JTL416	BE40	JTL	2447	Not Acceptable	No
11/4/2017 17:08	ASA538	B738	ASA	2017	Not Acceptable	No
11/4/2017 17:10	SWA2555	B737	SWA	2375	Not Acceptable	No
11/6/2017 20:38	SWA6184	B737	SWA	2604	Not Acceptable	No
11/9/2017 23:09	SWA205	B738	SWA	2650	Not Acceptable	No
11/11/2017 16:58	SWA4689	B738	SWA	2509	Not Acceptable	No
11/15/2017 13:03	SWA1949	B737	SWA	2900	Not Acceptable	No
11/18/2017 23:42	SWA3093	B738	SWA	2900	Not Acceptable	No
11/19/2017 11:39	ASA370	B739	ASA	2477	Not Acceptable	No
11/21/2017 23:52	SWA8617	B737	SWA	2677	Not Acceptable	No
11/24/2017 17:17	SWA6087	B738	SWA	2700	Not Acceptable	No
11/25/2017 15:49	DAL725	B712	DAL	2723	Not Acceptable	No
11/28/2017 18:01	UPS3924	B763	UPS	2664	Not Acceptable	No
12/1/2017 14:30	SWA245	B737	SWA	2726	Not Acceptable	No
12/1/2017 14:30	SWA245	B737	SWA	2726	Not Acceptable	No
12/6/2017 20:33	SWA6184	B737	SWA	2417	Not Acceptable	No
12/12/2017 18:41	SWA4627	B738	SWA	2552	Not Acceptable	No
12/13/2017 7:21	SWA1696	B737	SWA	2381	Not Acceptable	No
12/16/2017 15:38	DAL876	A320	DAL	2562	Not Acceptable	No
12/19/2017 20:18	FDX2813	B752	FDX	2483	Not Acceptable	No
12/22/2017 8:11	JUS831	MD83	JUS	2723	System Error	Yes
12/23/2017 7:25	SWA2378	B737	SWA	2805	Not Acceptable	No
12/24/2017 7:38	ASA334	B739	ASA	1896	Not Acceptable	No
12/24/2017 8:32	SWA1967	B737	SWA	2660	System Error	Yes
12/29/2017 23:52	ASA982	B739	ASA	2703	Not Acceptable	No
12/30/2017 18:43	SWA2454	B737	SWA	2591	Not Acceptable	No
12/31/2017 8:34	SWA4434	B737	SWA	2578	Not Acceptable	No
12/31/2017 19:43	SWA2101	B737	SWA	2404	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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